



AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY AGENDA

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

Thursday 9:00 a.m., November 13, 2014

CHAIR
Simon Housman
Rancho Mirage

VICE CHAIRMAN
Rod Ballance
Riverside

COMMISSIONERS
Arthur Butler
Riverside

Glen Holmes
Hemet

John Lyon
Riverside

Greg Pettis
Cathedral City

Richard Stewart
Moreno Valley

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

Non-exempt materials related to an item on this agenda submitted to the Airport Land Use Commission or its staff after distribution of the agenda packet are available for public inspection in the Airport Land Use Commission's office located at 4080 Lemon Street, 14th Floor, Riverside, CA 92501 during normal business hours.

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

1.0 INTRODUCTIONS

1.1 CALL TO ORDER

1.2 SALUTE TO FLAG

1.3 ROLL CALL

2.0 PUBLIC HEARING: CONTINUED CASE

BANNING AIRPORT

- 2.1 ZAP1017BA14 - City of Banning (Representative: Brian Guillot) – City Case Nos. 14-2501 (General Plan Amendment) and 14-3501 (Zone Change). The City of Banning proposes to amend the General Plan land use designation and zoning classification on 18.62 acres. Specifically, the City proposes to change the land use designation and zoning of 1.45 acres consisting of nine existing developed lots located on the easterly side of Hargrave Avenue, southerly of Barbour Street (Assessor's Parcel Numbers 541-320-001 through -009), from Industrial to Low Density Residential (LDR), (0-5 dwelling units per acre), and to change the land use designation and zoning of an additional nine lots (17.17 acres) located along the southerly side of Barbour Street, easterly of Hargrave Avenue and westerly of the intersection of Barbour Street with Juarez Street (Assessor's Parcel Numbers 541-320-010 through -015, and -018 through -020), from Industrial to Very Low Density Residential (VLDR) (0-2 dwelling units per acre). (Zone D 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

Staff Recommendation: CONTINUE WITHOUT DISCUSSION to 12-11-14

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

www.rcaluc.org

3.0 PUBLIC HEARING: NEW CASES**RIVERSIDE MUNICIPAL AIRPORT**

- 3.1 ZAP1065RI14 – Central Medical Group, LLC (Representative: Edward J. Bonadiman, Joseph E. Bonadiman & Associates, Inc.) – City of Riverside Case Nos. P14-0508 Rezoning and P14-0509 Design Review. The applicant proposes to rezone a 14,000 square foot area (0.32 acre) consisting of Assessor's Parcel Numbers 225-201-049 and 225-201-051 located on the westerly side of School Circle Drive, southerly of Central Avenue, from R-1-7,000-SP (Single Family Residential, 7,000 square foot minimum lot size, Specific Plan (Magnolia Avenue) Overlay Zone) to MU-V-SP (Mixed Use-Village, Specific Plan (Magnolia Avenue) Overlay Zone). The Commission may further recommend that the project site be rezoned to MU-V-SP-AP-E (Mixed Use-Village, Specific Plan (Magnolia Avenue) Overlay Zone, Airport Protection Overlay Zone E). The rezoning is proposed in order to allow for the establishment of a 25-space parking lot for the applicant's medical facility located along the south side of Central Avenue, easterly of School Circle Drive and westerly of Magnolia Avenue. (Zone E of Riverside Municipal Airport Influence Area). ALUC Staff Planner: Russell Brady at (951) 955-0549, or e-mail at rbrady@rctlma.org

Staff Recommendation: CONSISTENT

BANNING AIRPORT

- 3.2 ZAP1019BA14 – City of Banning (Representative: Brian Guillot) – City Case Nos. GPA 14-2502 (General Plan Amendment), ZC 14-3502 (Zone Change), and ZTA 14-97501 (Zone Text Amendment). ZTA 14-97501 would amend the text of the City of Banning Zoning Code through the establishment of an Affordable Housing Opportunity (AHO) Overlay Zone that would or could be applied to properties in the High Density Residential 20 Zone. The AHO Overlay Zone would allow an increase in density from 20 to 24 dwelling units per acre when at least 20 percent of the units are reserved for lower-income households in conformance with Program 5 of the Housing Element. GPA 14-2502 would amend the description of the High Density Residential land use category in the Land Use Element to reflect this zone text amendment and would amend the Housing Element to incorporate text regarding the AHO Overlay Zone and to establish further specifications, including a requirement that projects proposing development at a base density exceeding 20 dwelling units per acre reserve at least 10 percent of the units for very low income households. ZC 14-3502 would apply the AHO Overlay to eight parcels zoned HDR-20 (Assessor's Parcel Numbers 419-140-059, 532-080-004, 534-161-010, 537-110-008, 537-120-034, 540-083-002, 541-110-009, and 541-110-013). (Zones D and E of the Banning Municipal Airport Influence Area). ALUC Staff Planner: Russell Brady at (951) 955-0549, or e-mail at rbrady@rctlma.org

Staff Recommendation: CONSISTENT

HEMET RYAN AIRPORT

- 3.3 ZAP1036HR14 – Reinhardt Canyon Associates, LLC/Lansing Industries, Inc. (Representative: United Engineering Group) – County Case No. CZ 07839 (Change of Zone). A proposal to change the zoning of 176.6 acres located northerly of a westerly extension of Tres Cerritos Avenue and westerly of California Avenue from W-2 (Controlled Development Areas) to R-4 (Planned Residential). The proposed zoning is associated with Tentative Tract Map No. 36337 which proposes to divide the property into 332 residential lots and 29 lettered lots. The tract design clusters lots, maintaining the majority of the project site as open space (Lot “U”). (Area III of Hemet-Ryan Airport Influence Area) ALUC Staff Planner: Russell Brady at (951) 955-0549, or e-mail at rbrady@rctlma.org

Staff Recommendation: CONSISTENT

4.0 **PUBLIC HEARING:****MARCH COMPATIBILITY PLAN**

- 4.1 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. Continued from October 9, 2014. ALUC Staff Planner: John Guerin at (951) 955-0982, or e-mail at jguerin@rctlma.org

Staff Recommendation: ADOPT Resolution No. 2014-01 (EIR); ADOPT Resolution No. 2014-02 (ALUCP for March ARB)

5.0 **ADMINISTRATIVE ITEMS**

5.1 Director’s Approvals

6.0 **APPROVAL OF MINUTES**

October 9, 2014

7.0 **ORAL COMMUNICATION ON ANY MATTER NOT ON THE AGENDA**8.0 **COMMISSIONER’S COMMENTS**

COUNTY OF RIVERSIDE AIRPORT LAND USE COMMISSION

STAFF REPORT

AGENDA ITEM: 2.13-3

HEARING DATE: November 13, 2014 (Continued from September 11, 2014)

CASE NUMBER: ZAP1017BA14 – City of Banning

APPROVING JURISDICTION: City of Banning

JURISDICTION CASE NOS: General Plan Amendment 14-2501, Zone Change 14-3501

MAJOR ISSUES: The project proposes intermediate densities greater than 0.2 dwelling units per acre but below 5.0 dwelling units per acre. The project is intended primarily to reflect existing land uses and allow for existing residences to make needed improvements that are restricted under the current Industrial designation. The areas proposed as Low Density Residential along Hargrave Street and 2 of the parcels proposed as Very Low Density Residential would reflect the existing development and based on the existing lot sizes would not allow for future subdivision and would thus be considered nonconforming existing uses pursuant to Countywide Policy 3.3.2 and would be consistent. However, 7 of the 9 parcels proposed as Very Low Density Residential would allow for further subdivision based on the existing parcel sizes and the minimum lot size of ½-acre allowed by the designation and would thus not be similarly strictly considered nonconforming existing uses. Despite this, certain factors are apparent that may be considered by the Commission under Countywide Policy 3.3.6 to find the normally incompatible density compatible as presented in the following analysis.

The City of Banning is considering alternatives to the current proposal to enable ALUC staff to recommend a finding of consistency. At the time of writing of this staff report, City staff is seeking direction from the Banning City Council on preferences for alternatives. It is anticipated that the City Council could consider either a change to Ranch/Agriculture (R/A), which would restrict minimum lot sizes to 10 acres, or adopt a new designation that would restrict minimum lot sizes to 5 acres. If either were acceptable to the Banning City Council, such a change would eliminate the potential for further subdivision of the existing parcels. Other possibilities include a change to Medium Density Residential with an overlay requiring a minimum density of five dwelling units per acre. An additional option to address the concerns of the existing homeowners would be for the City to amend its Zoning Code to permit improvements to pre-existing nonconforming residential structures in the Industrial zone, thus eliminating the need for the general plan amendment and zone change.

RECOMMENDATION: Staff recommends that this project be CONTINUED WITHOUT DISCUSSION to December 11, 2014 to allow the City of Banning additional time to consider

~~alternatives to their proposed General Plan Amendment and Change of Zone. Staff recommends a finding of INCONSISTENCY for the zone change and general plan amendment, based on the potential for future development and subdivision pursuant to the size of 7 of the existing parcels proposed for Very Low Density Residential and the allowed densities of the Very Low Density Residential designation. If the proposal is modified to exclude those seven parcels, staff would recommend a finding of CONSISTENCY.~~

PROJECT DESCRIPTION: General Plan Amendment 14-2501 and Zone Change 14-3501 are proposals by the City of Banning to change the existing General Plan land use designation and zoning classification of 1.45 acres from Industrial to Low Density Residential (LDR) (0-5 dwelling units per acre) and 17.17 acres from Industrial to Very Low Density Residential (VLDR) (0-2 dwelling units per acre).

PROJECT LOCATION: The site is located southerly of Barbour Street, easterly of Hargrave Street, northerly of Charles Street, and westerly of a southerly straight-line extension of Juarez Street, in the City of Banning, approximately 1,700 feet southwesterly of the westerly terminus of Runway 8-26 at Banning Municipal Airport.

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

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

BACKGROUND:

Residential Density: The site is located in Zone D of the Banning Municipal Airport Influence Area. Zone D requires a minimum residential density of 5.0 dwelling units per acre or otherwise limits density to no more than 0.2 dwelling units per acre. The proposed General Plan Amendment and Zone Change would specifically allow for densities between 0.2 and 5.0 dwelling units per acre, which would not comply with the Zone D residential criteria.

However, the General Plan Amendment and Zone Change are proposed to primarily reflect existing residential development on these properties. Of the 18 properties included, 15 are already developed with single family residential land uses, and the remaining 3 are vacant. 11 of the properties already developed would not be eligible for further subdivision, based on their current lot sizes and the allowable densities of the proposed classifications. Each of the LDR proposed parcels along Hargrave Street and two of the VLDR parcels are in this category. Based on historical aerial images, all of these 11 properties were developed at the time of adoption of the current Banning Municipal Airport Land Use Compatibility Plan in 2004. The development on these 11 properties would be considered nonconforming existing uses pursuant to Countywide Policy 3.3.2. The proposed

General Plan Amendment and Zone Change for these properties simply reflect the existing uses. As stated on Page 6-13 of the California Airport Land Use Planning Handbook, "...a local plan cannot be found inconsistent with the ALUCP because of land use designations that reflect existing land uses, even if those designations conflict with the ALUC's compatibility criteria."

This leaves the 3 vacant properties (APNs 541-320-010, 541-320-011, 541-320-012) and 4 of the developed properties (APNs 541-320-013, 541-320-014, 541-320-015, 541-320-018) proposed as VLDR that could be further subdivided at a density that would not comply with the Zone D residential criteria. If each lot were subdivided further individually, the total number of lots could be 27 lots compared to the 7 current lots. While the 4 developed properties could currently be considered nonconforming existing uses pursuant to policy 3.3.2, subdivision resulting in additional residential development at densities less than 5 dwelling units per acre and more than one unit per 5 acres would not comply with the Zone D residential criteria. Therefore, the proposed General Plan Amendment and Zone Change are inconsistent with the Zone D residential criteria.

Prohibited and Discouraged Uses: The applicant does not propose any uses prohibited or discouraged in Zone D (highly noise-sensitive outdoor nonresidential uses and hazards to flight) within the project, nor would the proposed General Plan Amendment or Change of Zone likely allow for any prohibited or discouraged uses. However, as noted previously the allowable densities pursuant to the proposed designations and classifications would not comply with the Zone D residential density criteria.

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

Part 77: The elevation of Runway 8-26 at its westerly terminus is approximately 2,219 feet above mean sea level (2219 feet AMSL). At a distance of approximately 1,700 feet to the nearest parcel included within the proposed General Plan Amendment and Zone Change, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 2236 feet AMSL. The maximum height allowed in the Low Density Residential and Very Low Density Residential zones is 35 feet. Existing elevations on the site range between 2208 and 2248 feet AMSL, with the northeast portion of the site closest to the airport at approximately 2224 feet AMSL. Therefore, new structures at this location could potentially require FAA review, depending on height. Since no specific subdivision or buildings are currently proposed, FAA obstruction evaluation is not required at this time.

Open Area: Compatibility Zone D requires 10% of area within major projects (10 acres or larger) to be set aside as open land that could potentially serve as emergency landing areas. Although the total project area for the current General Plan Amendment and Zone Change exceeds 10 acres, this area consists of multiple parcels with multiple owners and as previously noted, 15 of the 18 parcels are already developed. The total area of vacant properties is 7.55 acres. Considering only those parcels not already developed to potentially require open area, the requirement would not be applicable since

the area does not exceed 10 acres.

Countywide Policy 3.3.6: While the VLDR portion of the proposed General Plan Amendment and Zone Change, in particular the 7 properties noted could be subdivided further, would not strictly comply with Zone D density criteria, the Commission may choose to consider whether to find the normally incompatible density compatible pursuant to Countywide Policy 3.3.6 if the combination of the following facts are determined to represent “other extraordinary factors or circumstances” as noted below:

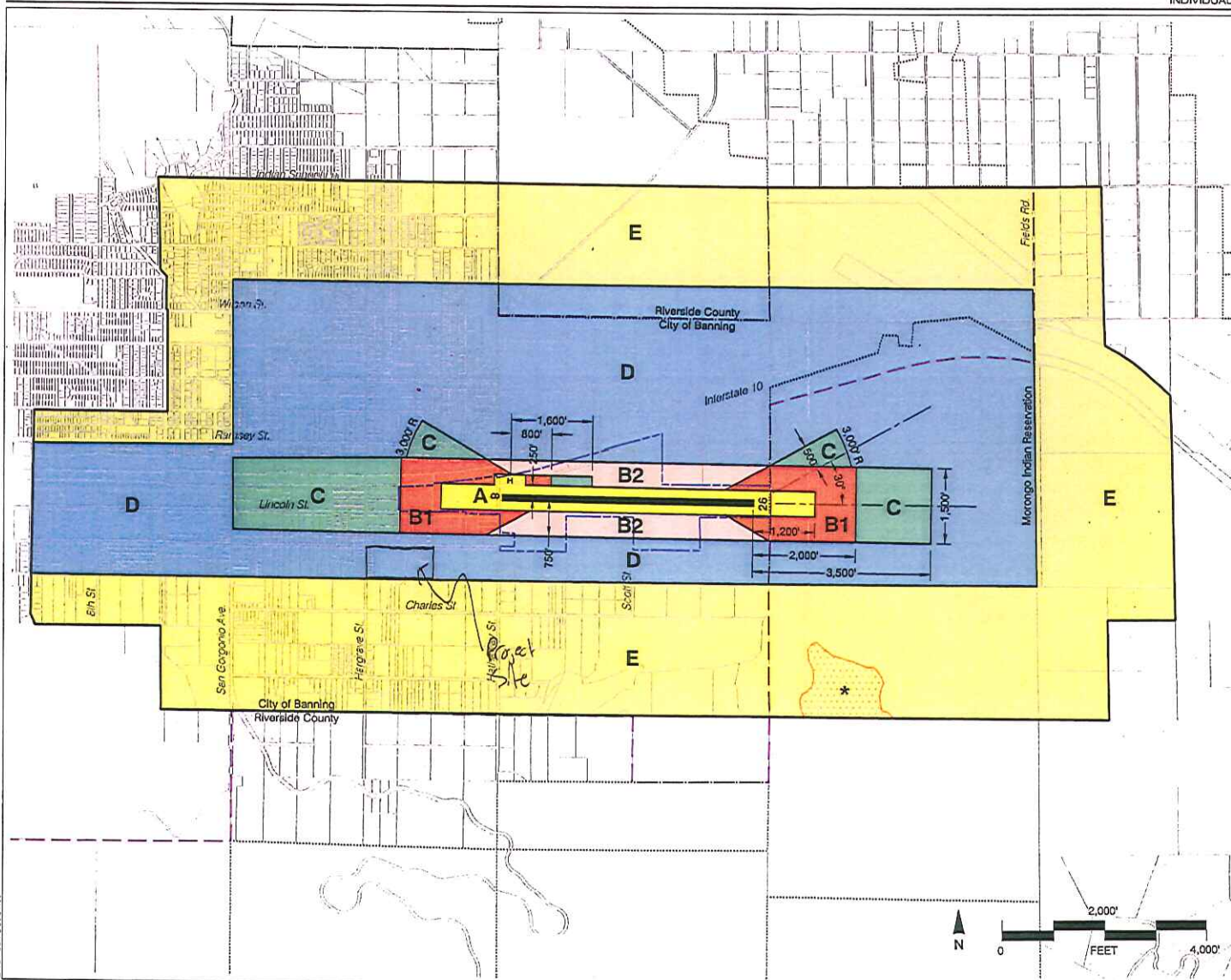
- The proposed General Plan Amendment and Zone Change is primarily intended to reflect the existing land uses present on most of the properties and to allow these properties to make needed improvements to their residences that are currently prohibited due to the Industrial zoning currently applied to these properties.
- Any potential future subdivision on these properties would be subject to the City of Banning transmitting the project to ALUC for comment and ALUC requesting review.
- The project site is in an area below 55 CNEL, thus limiting noise impacts and potential nuisance complaints from such potential density.
- The project site is not located beneath or near the extended centerline of the runway.
- The project site is not located beneath or near the General Traffic Pattern Envelope

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

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

NOTICE OF AIRPORT IN VICINITY

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



Legend

Compatibility Zones

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

Boundary Lines

- Airport Property Line
- City Limits
- Morongo Indian Reservation

Note

Dimensions measured from runway ends and centerlines.

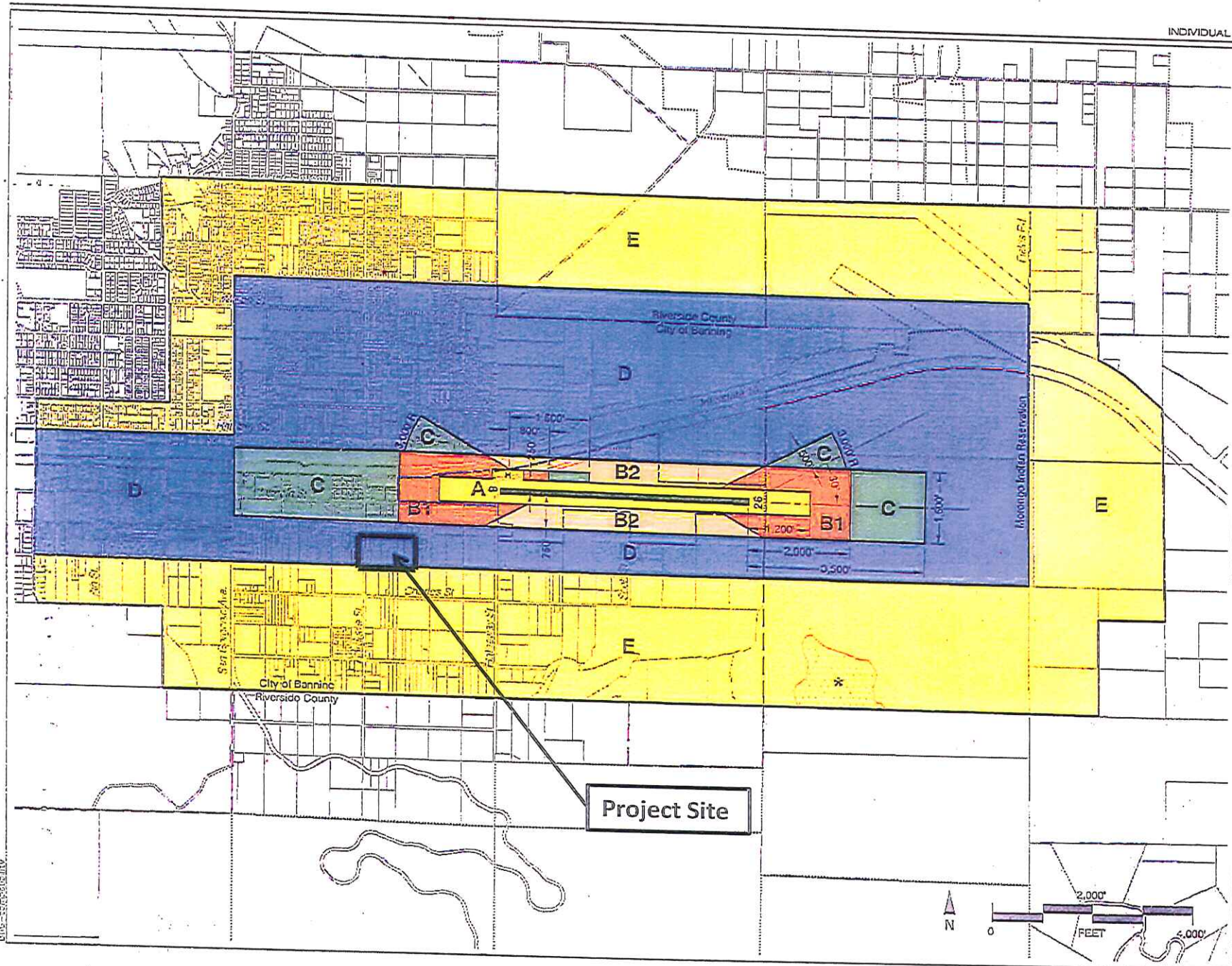
See Chapter 2, Table 2A for compatibility criteria associated with this map.

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

Map BN-1

Compatibility Map
 Banning Municipal Airport





Legend

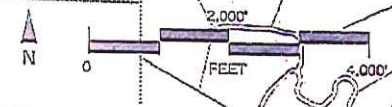
- Compatibility**
- Airpo
 - Zone
 - Zone
 - Zone
 - Zone
 - Zone
 - Height

- Boundary Lin**
- -

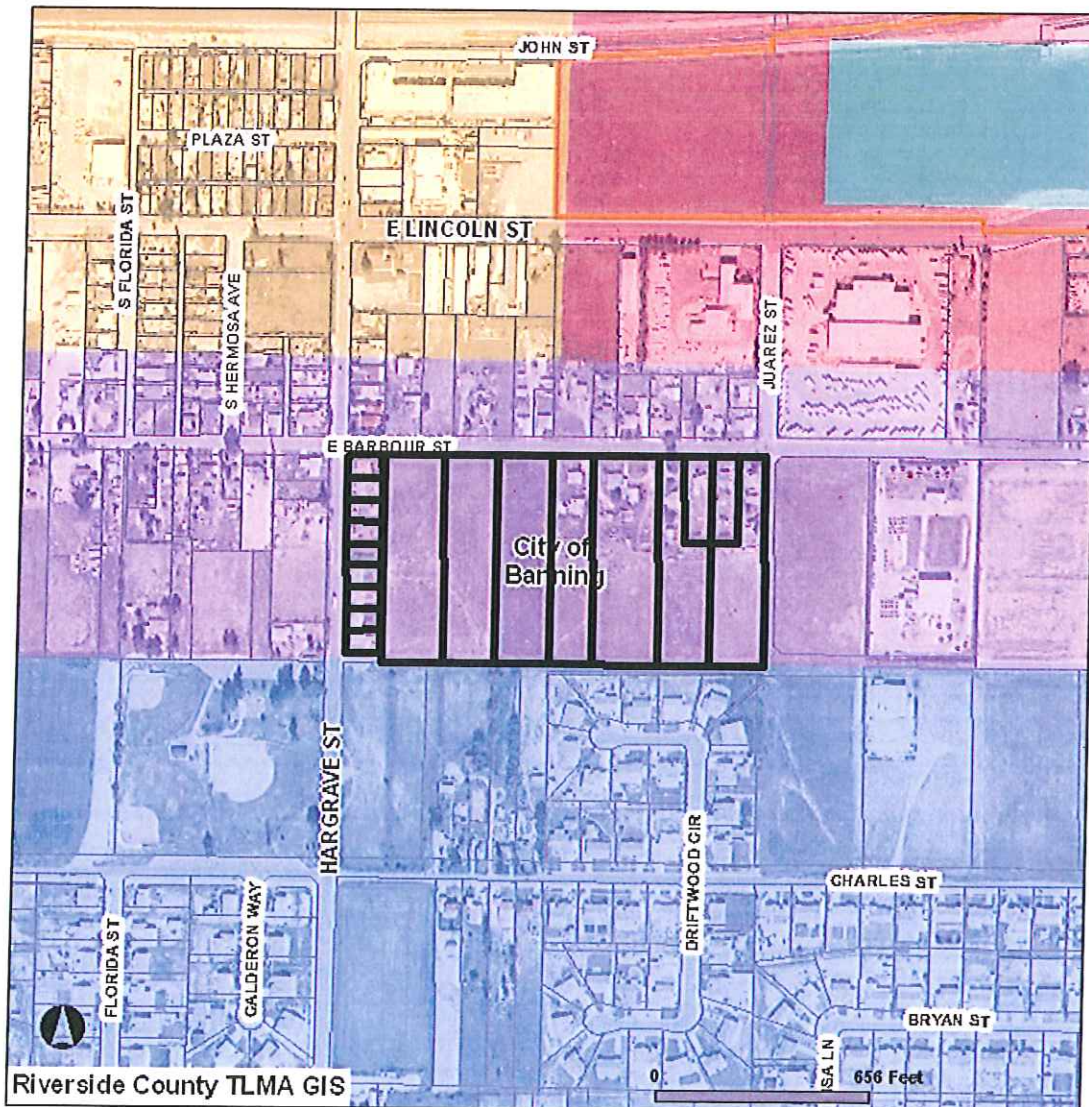
Note
 Dimensions in
 centerlines.
 See Chapter 2,
 associated with

- Ri
- Airport I
- Riv
- Airport Lana
- Po
- (Adc

Project Site



RIVERSIDE COUNTY GIS



Selected parcel(s):

541-320-001 541-320-002 541-320-003 541-320-004 541-320-005 541-320-006 541-320-007
 541-320-008 541-320-009 541-320-010 541-320-011 541-320-012 541-320-013 541-320-014
 541-320-015 541-320-018 541-320-019 541-320-020

AIRPORTS

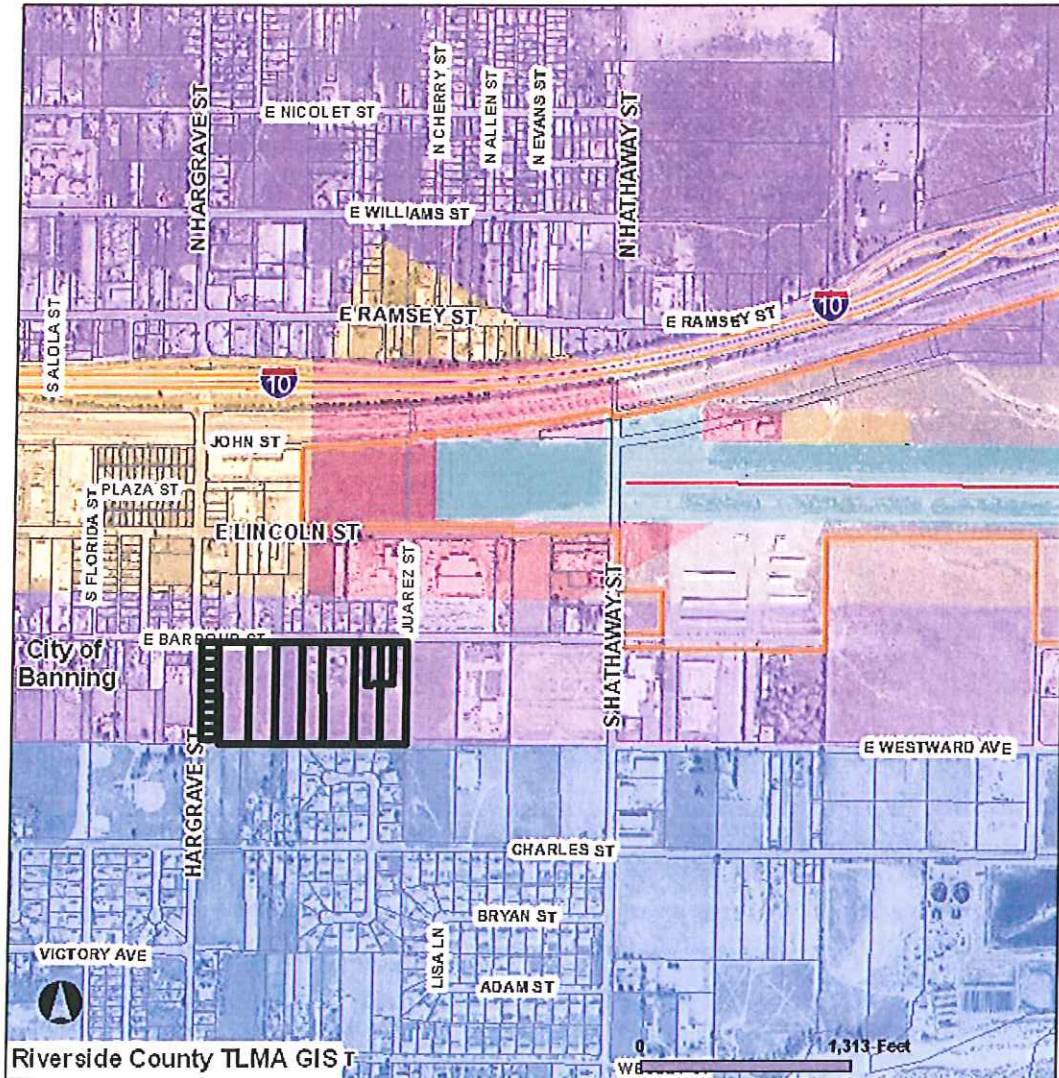
- [Black Outline] SELECTED PARCEL
- [Orange Line] INTERSTATES
- [Red Line] HIGHWAYS
- [White Outline] PARCELS
- [Red Line] AIRPORT RUNWAYS
- [Purple Outline] AIRPORT INFLUENCE AREAS
- [Orange Outline] AIRPORT BOUNDARIES
- [Light Blue] COMPATIBILITY ZONE A
- [Pink] COMPATIBILITY ZONE B1
- [Light Purple] COMPATIBILITY ZONE C
- [Light Purple] COMPATIBILITY ZONE D
- [Blue] 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 Aug 13 13:45:40 2014

Version 131127

RIVERSIDE COUNTY GIS



Selected parcel(s):

541-320-001 541-320-002 541-320-003 541-320-004 541-320-005 541-320-006 541-320-007
 541-320-008 541-320-009 541-320-010 541-320-011 541-320-012 541-320-013 541-320-014
 541-320-015 541-320-018 541-320-019 541-320-020

AIRPORTS

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

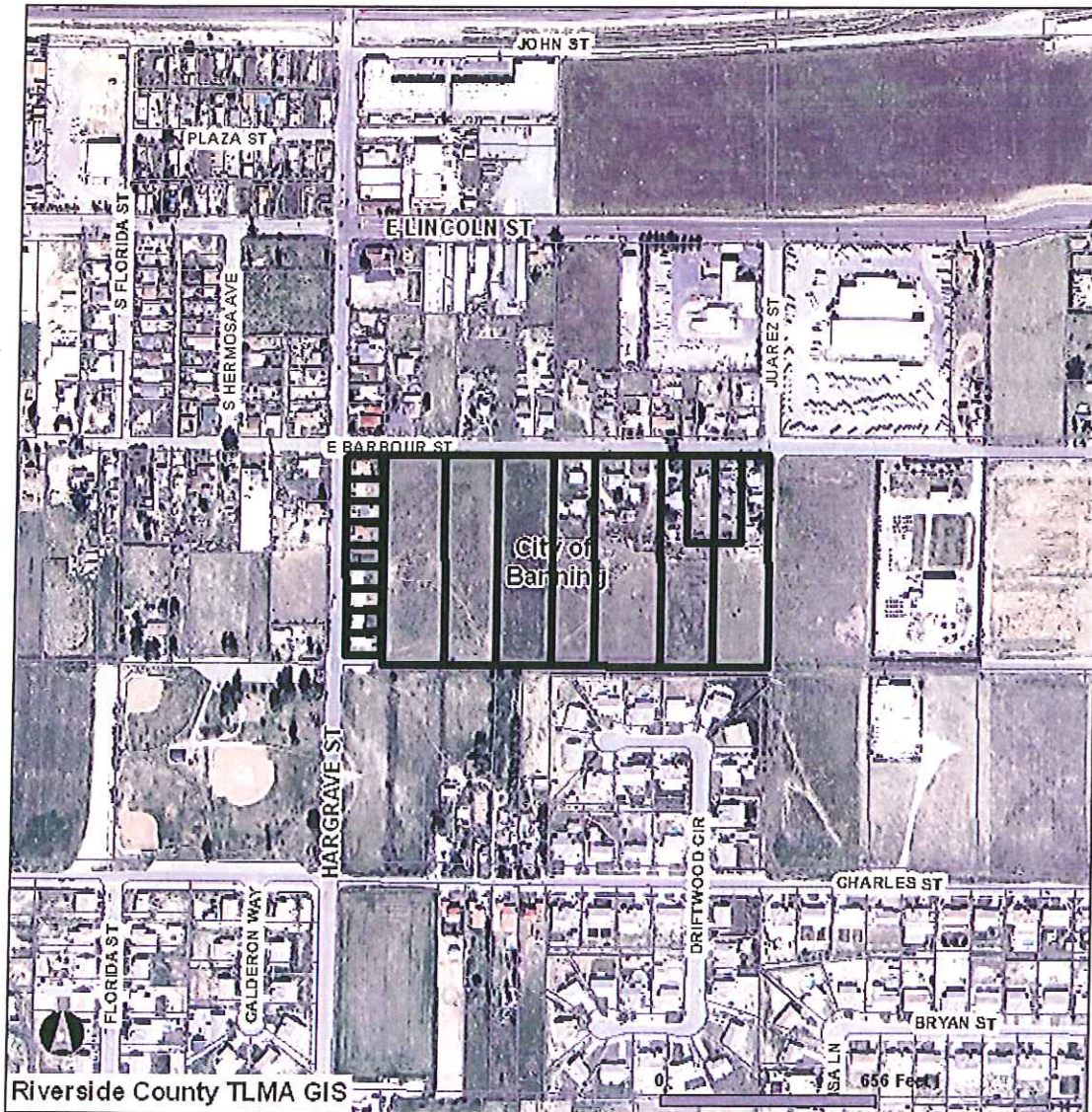
IMPORTANT

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Version 131127

RIVERSIDE COUNTY GIS



Selected parcel(s):

541-320-001 541-320-002 541-320-003 541-320-004 541-320-005 541-320-006 541-320-007
 541-320-008 541-320-009 541-320-010 541-320-011 541-320-012 541-320-013 541-320-014
 541-320-015 541-320-018 541-320-019 541-320-020

LEGEND

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

IMPORTANT

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Version 131127

Neighborhood bounded by
Hargrave, Barbour, Juarez, & Westward
18 parcels (18.62 acres)

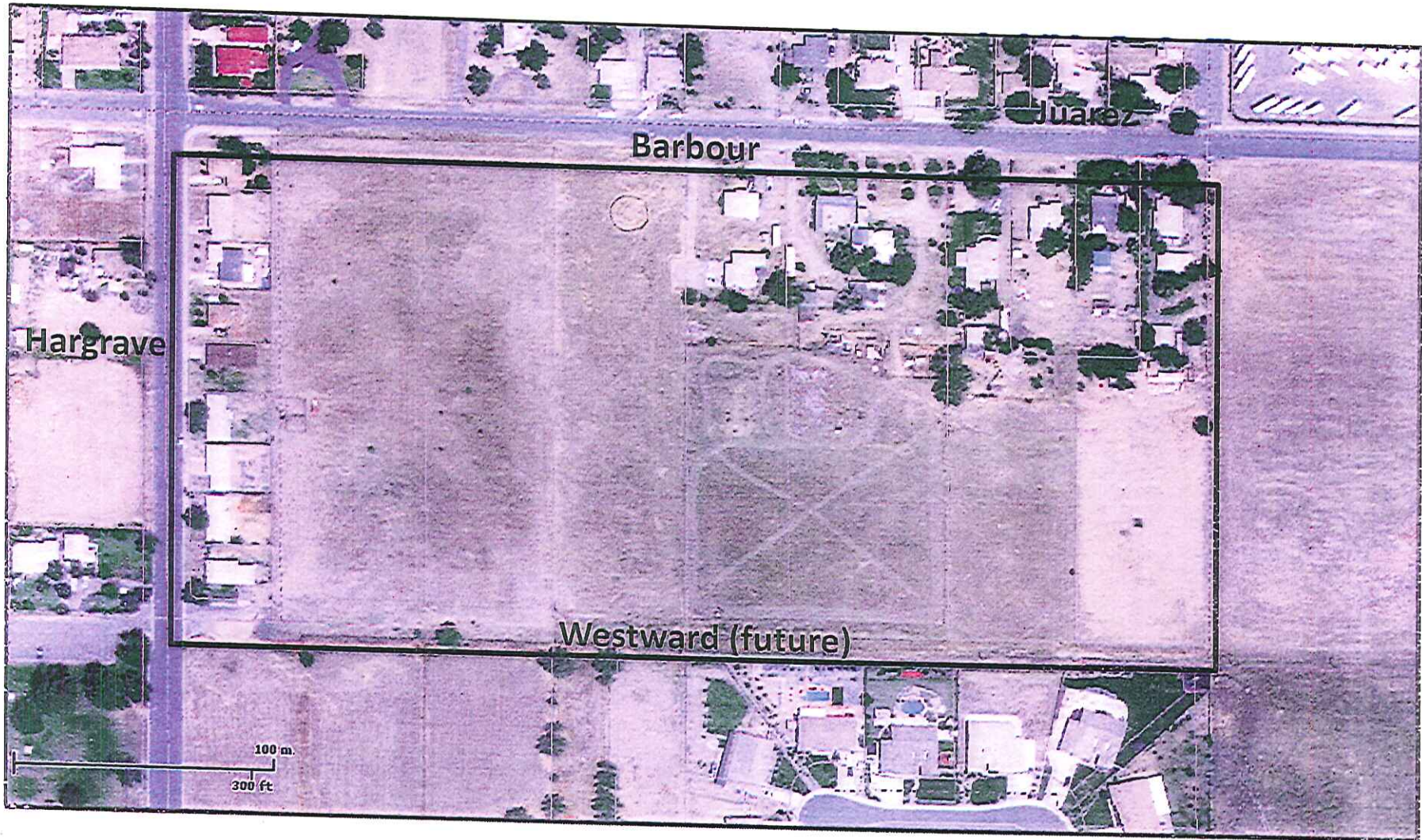
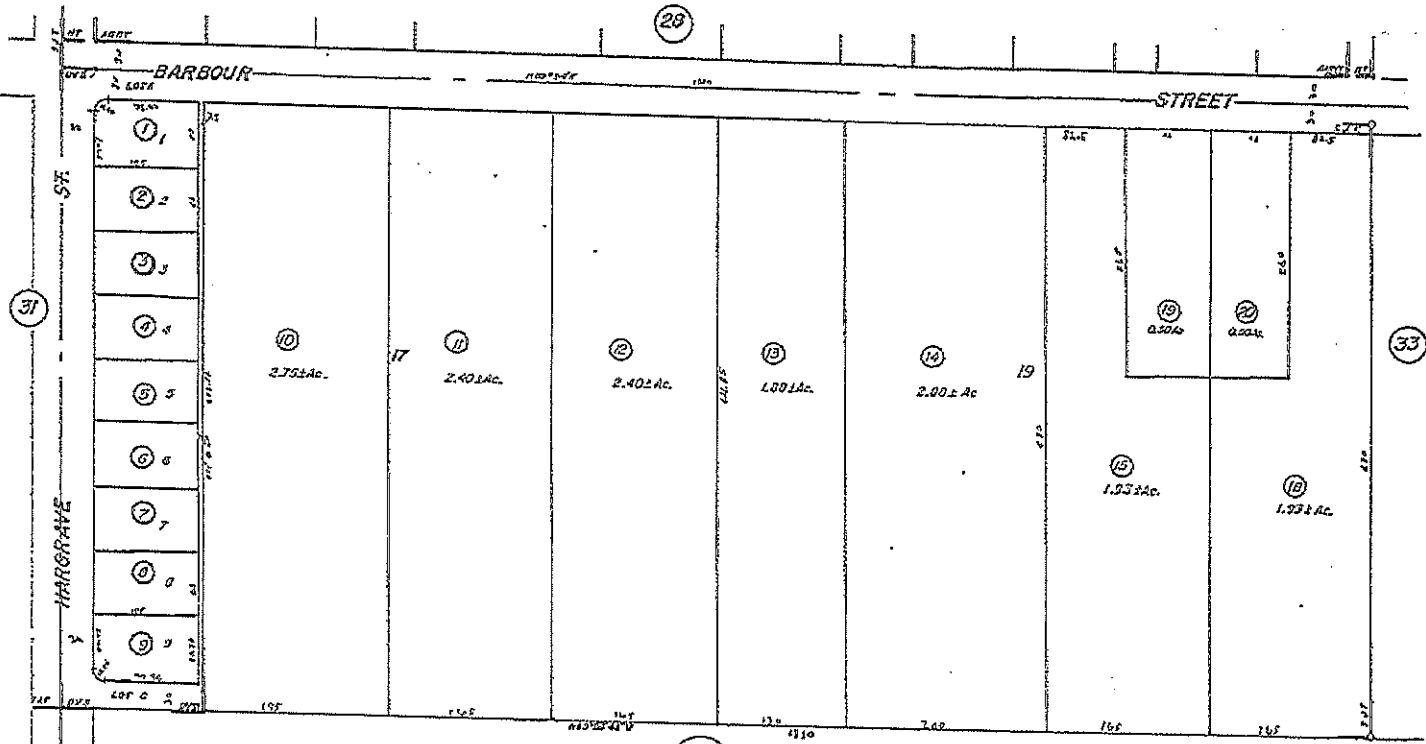


Exhibit 1

541-32

T.C.A. 100

POR. S²SE⁴ Sec. 10 T. 35, R. 1E.



DATE	OWNER	REMARKS
11, 17, 18, 20		

MB 41/51 DeVolst Subdivision
M.B. 1/55 S.D. San Jose Tract

Bk. 543

DATA 03 40/7
ASSESSOR'S MAP B1551 PG. 32
RIVERSIDE COUNTY, CALIF
MO

Information compiled from various sources. CoreLogic makes no representations or warranties as to the accuracy or completeness of information contained in this report.

Exhibit 2

Existing General Plan and Zoning - Industrial

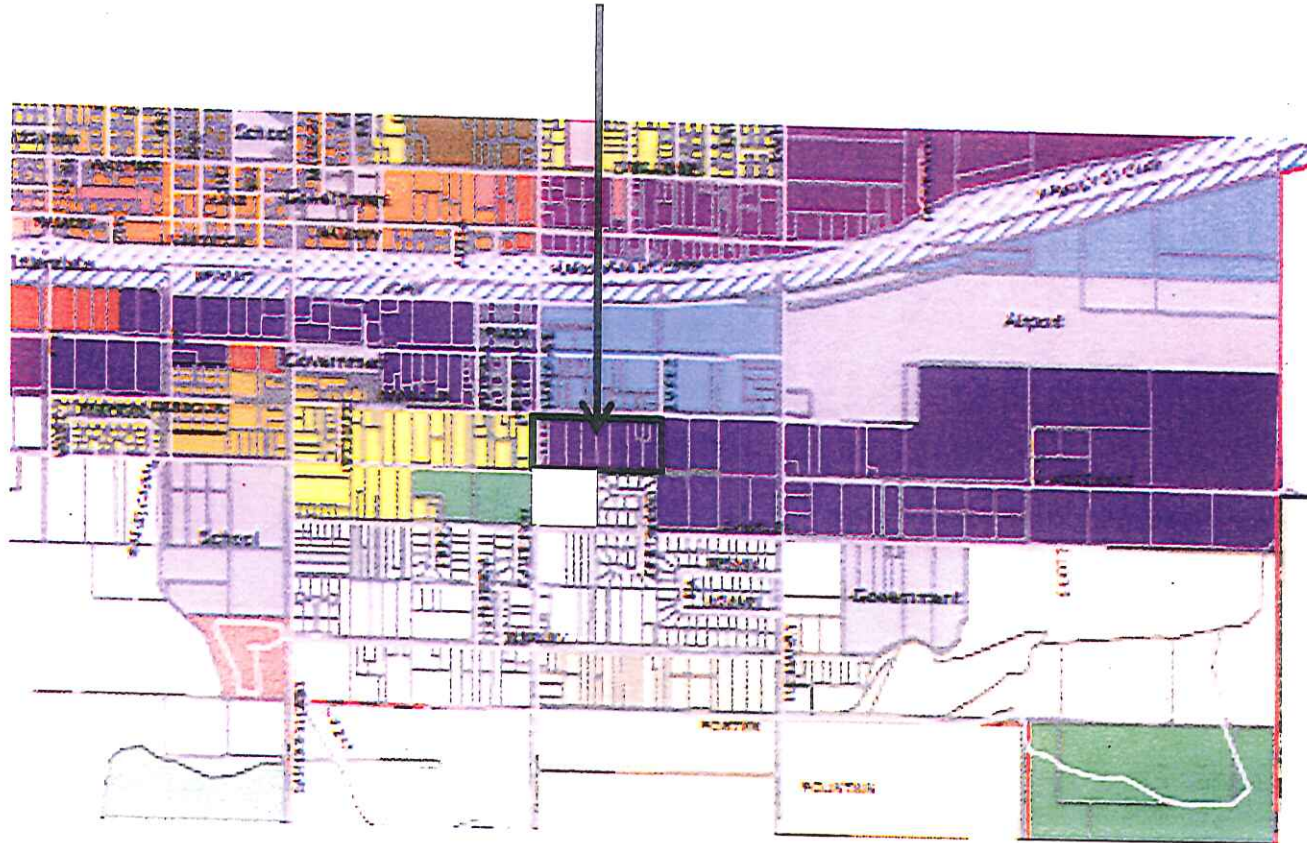


Exhibit 3

LDR Proposed Parcels

541320001, 541320002, 541320003, 541320004, 541320005, 541320006, 541320007, 541320008, 541320009

LOT SIZE:

541-320-001
RECORDED LOT SIZE IS 0.16 ACRES
DEVELOPED
NOT DIVISIBLE FURTHER

541-320-002
RECORDED LOT SIZE IS 0.16 ACRES
DEVELOPED
NOT DIVISIBLE FURTHER

541-320-003
RECORDED LOT SIZE IS 0.16 ACRES
DEVELOPED
NOT DIVISIBLE FURTHER

541-320-004
RECORDED LOT SIZE IS 0.16 ACRES
DEVELOPED
NOT DIVISIBLE FURTHER

541-320-005
RECORDED LOT SIZE IS 0.16 ACRES
DEVELOPED
NOT DIVISIBLE FURTHER

541-320-006
RECORDED LOT SIZE IS 0.16 ACRES
DEVELOPED
NOT DIVISIBLE FURTHER

541-320-007
RECORDED LOT SIZE IS 0.16 ACRES
DEVELOPED
NOT DIVISIBLE FURTHER

541-320-008
RECORDED LOT SIZE IS 0.16 ACRES
DEVELOPED
NOT DIVISIBLE FURTHER

541-320-009
RECORDED LOT SIZE IS 0.17 ACRES
DEVELOPED
NOT DIVISIBLE FURTHER

VLDR Proposed Parcels

541320010, 541320011, 541320012, 541320013, 541320014, 541320015, 541320018, 541320019, 541320020

LOT SIZE:

541-320-010
RECORDED LOT SIZE IS 2.75 ACRES
VACANT
FURTHER SUBDIVISION POTENTIAL OF 5 LOTS

541-320-011
RECORDED LOT SIZE IS 2.4 ACRES
VACANT
FURTHER SUBDIVISION POTENTIAL OF 4 LOTS

541-320-012
RECORDED LOT SIZE IS 2.4 ACRES
VACANT
FURTHER SUBDIVISION POTENTIAL OF 4 LOTS

541-320-013
RECORDED LOT SIZE IS 1.88 ACRES
DEVELOPED
FURTHER SUBDIVISION POTENTIAL OF 3 LOTS

541-320-014
RECORDED LOT SIZE IS 2.88 ACRES
DEVELOPED
FURTHER SUBDIVISION POTENTIAL OF 5 LOTS

541-320-015
RECORDED LOT SIZE IS 1.93 ACRES
DEVELOPED
FURTHER SUBDIVISION POTENTIAL OF 3 LOTS

541-320-018
RECORDED LOT SIZE IS 1.93 ACRES
DEVELOPED
FURTHER SUBDIVISION POTENTIAL OF 3 LOTS

541-320-019
RECORDED LOT SIZE IS 0.5 ACRES
DEVELOPED
NOT DIVISIBLE FURTHER

541-320-020
RECORDED LOT SIZE IS 0.5 ACRES
DEVELOPED
NOT DIVISIBLE FURTHER

CHAPTER II - LAND USE DISTRICTS

SECTION 9102.00 RESIDENTIAL DISTRICTS

9102.01 PURPOSE

1. This Section is intended to achieve and improve the liveability of Banning's residential neighborhoods, and to protect the property values of Banning homeowners, by:
 - Prohibiting uses which are incompatible with quiet residential living.
 - Creating zones and neighborhoods which differ from one another in intensity of use and density of dwellings.
 - Welcoming a broad diversity of housing types (and people) from farm-based, to rural, to mobile homes, to multifamily dwellings and apartment buildings, to suburban style housing, and to low density, estate style residential development.
 - Providing sufficient safeguards for the City's inhabitants through ensuring sufficient light, clean air, privacy and green space for each dwelling.
 - Minimizing the negative impacts of traffic intensity (such as noise, polluted air, gridlock, and danger to pedestrians), in residential neighborhoods.
 - Protecting residential neighborhoods from illumination spillage, foul or hazardous odors, smoke, and other negative by-products from non-residential segments of the city.
 - Planning for the provision of public improvements and infrastructure to serve Banning's growing residential neighborhoods.
 - Locating new development to retain the scale and character of existing residential neighborhoods
 - Improving declining and mixed use residential neighborhoods.
 - Improving the pedestrian or equestrian connections between neighborhoods, and pedestrian access from neighborhoods to commercial areas.
 - And by allowing the growth of the City to occur on vacant and underutilized properties in the City.

2. There is a different purpose for each zoning district. An explanation of each of the City's residential zoning districts follows:

A. RANCH/ AGRICULTURE (R/A) DISTRICT (1 du/10 acres)

This district allows detached single family homes on lots of at least ten acres. Also permitted are agricultural and ranching activities, animal keeping (both personal and commercial use), and animal-keeping or agricultural related commercial enterprises, such as feed stores, commercial stables and similar uses. Bed & breakfast lodging and similar uses may be appropriate in this district, with the approval of a conditional use permit. If density transfers from the Ranch/Agriculture Residential – Hillside district are applied to a Ranch/Agriculture Residential parcel, the maximum density shall be one dwelling unit per 5 acres.

B. RANCH/ AGRICULTURE RESIDENTIAL -- HILLSIDE (RAR-H) (1 du/10 acres)

This zoning district is assigned to lands in the foothills. Portions of the site exceeding 25% slope as well as the ridgelines are to be preserved as open space, but density may be transferred to developable areas. If a density transfer is applied, the maximum density for the developable lands shall be one dwelling unit per 5 acres.

C. RURAL RESIDENTIAL (RR) (0-1 du/acre)

This zoning district allows detached single family homes on lots of at least one gross acre. Uses also permitted include agricultural and ranching activities, animal keeping (both personal use and commercial). Bed & breakfast lodging and similar uses may be appropriate with the approval of a conditional use permit. Animal-keeping or agricultural related commercial enterprises, such as feed stores, commercial stables and similar uses may be appropriate with approval of a conditional use permit.

D. RURAL RESIDENTIAL – HILLSIDE (RR-H) (0-1 du/acre)

This zoning district is assigned to lands in the foothills. Portions of the site exceeding 25% slope as well as the ridgelines are to be preserved as open space, but density may be transferred to developable areas. All other RR development standards apply. If a density transfer is applied, the maximum density allowable is 2 units to the acre, and the standards of the Very Low Density Residential district will be applied.

E. VERY LOW DENSITY RESIDENTIAL (VLDR) (0-2 du/acre)

This zoning district allows detached single-family homes at a density of up to 2 units per acre. May be appropriate for bed & breakfast and similar uses. Animal keeping is permitted according to Zoning restrictions.

F. LOW DENSITY RESIDENTIAL (LDR) (0-5 du/acre)

This zoning district allows the development of attached and detached single family homes, in traditional subdivisions and planned communities. The clustering of condominiums and townhomes may be appropriate with the provision of common area amenities and open space, when a Specific Plan or Planned Unit Development is prepared. Bed & breakfasts and similar uses may be appropriate with the approval of a conditional use permit. Home Occupations are permitted with approval of a Home Occupation permit.

G. MEDIUM DENSITY RESIDENTIAL (MDR) (0-10 du/acre)

This zoning district allows the development of attached and detached single family homes, in traditional subdivisions and planned communities. Also allows condominiums and townhomes, garden apartments and duplexes, with the provision of common area amenities and open space. The clustering of condominiums and townhomes may be appropriate with the provision of common area amenities and open space. Bed & breakfasts and similar uses may be appropriate with the approval of a conditional use permit. Home Occupations are permitted with approval of a Home Occupation permit. May also be appropriate for convenience retail commercial ("corner store" type development such as convenience stores, grocery or green grocer, video rental, drug stores, sit down restaurants, coffee shops or coffee bars or similar uses), less than 5,000 square feet in total square footage, with approval of a conditional use permit. Mixed use projects, which combine residential and commercial uses, are appropriate with approval of a Planned Unit Development.

H. HIGH DENSITY RESIDENTIAL (HDR) (11-18 du/acre)

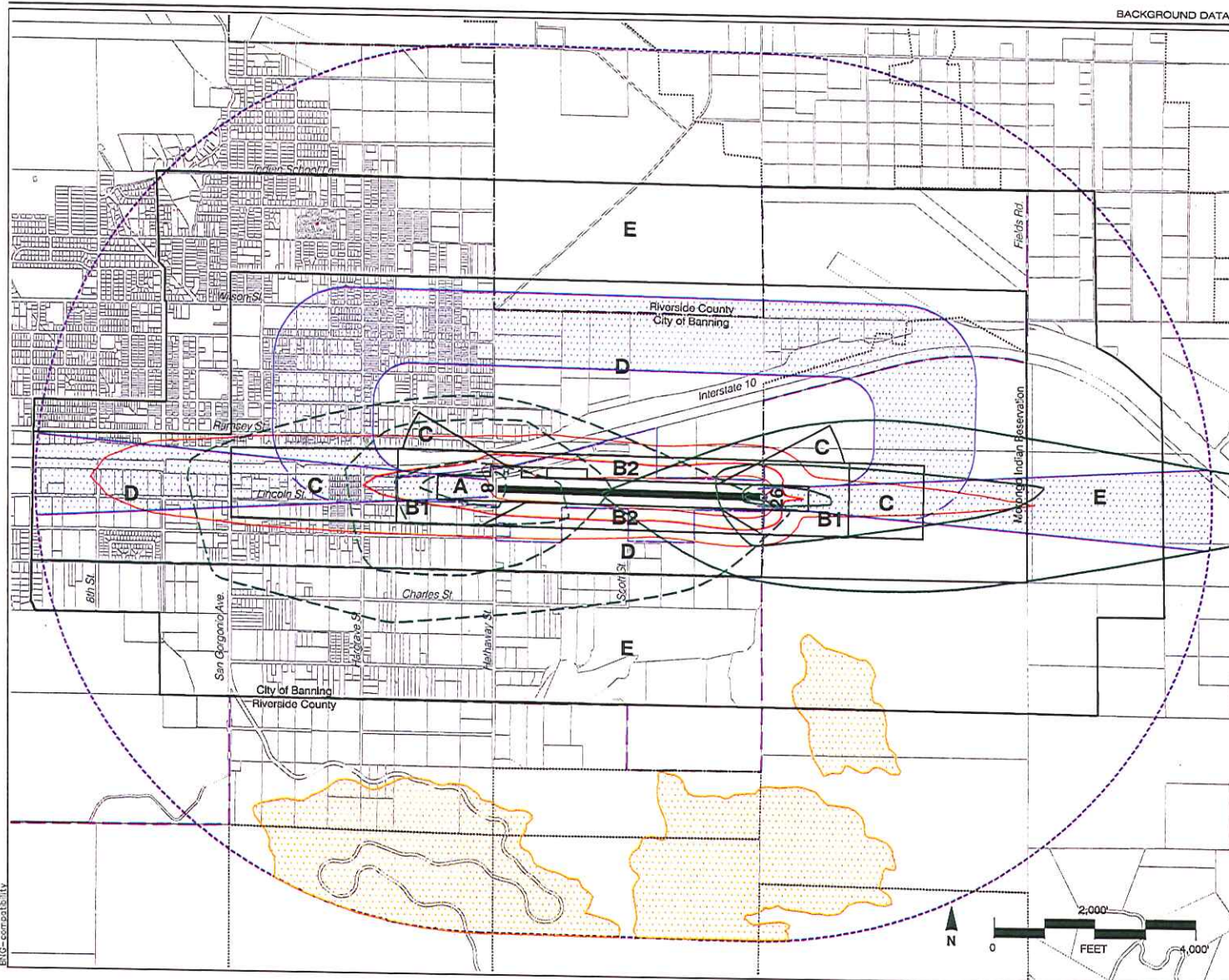
Allows condominiums and townhomes, as well as apartments with the provision of common area amenities and open space. The clustering of condominiums and townhomes is appropriate with the provision of common area amenities and open space. Mobile home parks and subdivisions with the provision of common area amenities and open space may also be appropriate, with the approval of a conditional use permit. Home Occupations may be appropriate with approval of a Home Occupation permit.

I. MOBILE HOME PARK (MHP)

The district applies to existing mobile home parks or subdivisions within the City. Only mobile parks and subdivisions are permitted. Home occupations may be appropriate with the approval of a conditional use permit.

9102.02 PERMITTED, CONDITIONAL AND PROHIBITED USES

The following list represents those uses in the residential districts which are Permitted (P), subject to a Conditional Use Permit (C) or Prohibited (X):



Legend

Compatibility Zones

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

Noise and Overflight Compatibility Factors

- 65 dB CNEL } Future Average
- 60 dB CNEL } Annual Day
- 55 dB CNEL }
- ▭ General Traffic Pattern Envelope (approximately 80% of aircraft overflights estimated to occur within these limits)
- H Helipad

Safety and Airspace Compatibility Factors

- Aircraft Departure Accident Risk Intensity Contours* (Shown Only for Takeoffs to the West)
- Aircraft Approach Accident Risk Intensity Contours* (Shown Only for Landings from the East)
- FAR Part 77 Conical Surface Limits
- ▭ Terrain Penetration of FAR Part 77 Surfaces

Boundary Lines

- Airport Property Line
- City Limits

* Aircraft accident risk intensity contours are derived from nationwide accident location data in California Division of Aeronautics database. The contours show relative intensities (highest concentrations) of near-airport accidents in 20% increments. The contour shapes represent a wide range of general aviation airports and have not been modified to reflect the flight tracks for this airport.

**Riverside County
Airport Land Use Commission
Riverside County
Airport Land Use Compatibility Plan
East County Airports Background Data
(October 2004)**

Exhibit BN-6

Compatibility Factors
Banning Municipal Airport

B/C-compatibility

- (1) The average density represented by all existing lots that lie fully or partially within a distance of 300 feet from the boundary of the parcel to be divided; or
 - (2) Double the density permitted in accordance with the criteria for that location as indicated in the Compatibility Criteria matrix, Table 2A.
- (c) For nonresidential development, the average usage intensity (the number of people per gross acre) of the site's proposed use shall not exceed the lesser of:
- (1) The average intensity of all existing uses that lie fully or partially within a distance of 300 feet from the boundary of the proposed development; or
 - (2) Double the intensity permitted in accordance with the criteria for that location as indicated in the Compatibility Criteria matrix, Table 2A.
- (d) The single-acre and risk-reduction design density and intensity multipliers described in Policies 4.2.5 and 4.2.6 and listed in Table 2A are applicable to infill development.
- (e) Infill development on some parcels should not enable additional parcels to then meet the qualifications for infill. The ALUC's intent is that parcels eligible for infill be determined just once. Thus, in order for the ALUC to consider proposed development under these infill criteria, the entity having land use authority (Riverside County or affected cities) must first identify the qualifying locations in its general plan or other adopted planning document approved by the ALUC. This action may take place in conjunction with the process of amending a general plan for consistency with the ALUC plan or may be submitted by the local agency for consideration by the ALUC at the time of initial adoption of this *Compatibility Plan*. In either case, the burden for demonstrating that a proposed development qualifies as infill rests with the affected land use jurisdiction and/or project proponent.
- 3.3.2. *Nonconforming Uses:* Existing uses (including a parcel or building) not in conformance with this *Compatibility Plan* may only be expanded as follows:
- (a) Nonconforming residential uses may be expanded in building size provided that the expansion does not result in more dwelling units than currently exist on the parcel (a bedroom could be added, for example, but a separate dwelling unit could not be built). No ALUC review of such improvements is required.
 - (b) A nonconforming nonresidential development may be continued, leased, or sold and the facilities may be maintained or altered (including potentially enlarged), provided that the portion of the site devoted to the nonconforming use is not expanded and the usage intensity (the number of people per acre) is not increased above the levels existing at the time of adoption of this *Compatibility Plan*. No ALUC review of such changes is required.
 - (c) ALUC review is required for any proposed expansion of a nonconforming use (in terms of the site size or the number of dwelling units or people on the site). Factors to be considered in such reviews include whether the development qualifies as infill (Policy 3.3.1) or warrants approval because of other special conditions (Policy 3.3.6).

- 3.3.3. *Reconstruction:* An existing nonconforming development that has been fully or partially destroyed as the result of a calamity may be rebuilt only under the following conditions:
- (a) Nonconforming residential uses may be rebuilt provided that the expansion does not result in more dwelling units than existed on the parcel at the time of the damage.
 - (b) A nonconforming nonresidential development may be rebuilt provided that it has been only partially destroyed and that the reconstruction does not increase the floor area of the previous structure or result in an increased intensity of use (i.e., more people per acre). Partial destruction shall be considered to mean damage that can be repaired at a cost of no more than 75% of the assessor's full cash value of the structure at the time of the damage.
 - (c) Any nonresidential use that has been more than 75% destroyed must comply with all applicable standards herein when reconstructed.
 - (d) Reconstruction under Paragraphs (1) or (2) above must begin within 24 months of the date the damage occurred.
 - (e) The above exceptions do not apply within *Zone A* or where such reconstruction would be in conflict with a county or city general plan or zoning ordinance.
 - (f) Nothing in the above policies is intended to preclude work required for normal maintenance and repair.
- 3.3.4. *Development by Right:* Nothing in these policies prohibits:
- (a) Construction of a single-family home, including a second unit as defined by state law, on a legal lot of record if such use is permitted by local land use regulations.
 - (b) Construction of other types of uses if local government approvals qualify the development as effectively existing (see Policy 1.2.10 for definition).
 - (c) Lot line adjustments provided that new developable parcels would not be created and the resulting gross density or intensity of the affected property would not exceed the applicable criteria indicated in the Compatibility Criteria matrix, Table 2A.
- 3.3.5. *Parcels Lying within Two or More Compatibility Zones:* For the purposes of evaluating consistency with the compatibility criteria set forth herein, any parcel that is split by compatibility zone boundaries shall be considered as if it were multiple parcels divided at the compatibility zone boundary line. However, the density or intensity of development allowed within the more restricted portion of the parcel can (and is encouraged to) be transferred to the less restricted portion. This transfer of development is permitted even if the resulting density or intensity in the less restricted area would then exceed the limits which would otherwise apply within that compatibility zone.
- 3.3.6. *Other Special Conditions:* The compatibility criteria set forth in this *Plan* are intended to be applicable to all locations within each airport's influence area. However, it is recognized that there may be specific situations where a normally incompatible use can be considered compatible because of terrain, specific location, or other extraordinary factors or circumstances related to the site.

Handbook to attempt to establish a legal definition for the term. Rather the intent here is to describe what *consistency* generally means with respect to airport land use compatibility planning.

Most importantly, a local plan does not have to be *identical* to an ALUCP in order to be *consistent* with it. The fundamental objective is that these local plans, together with any implementing policies contained in ordinances or regulations, be capable of ensuring that future land use development will not conflict with ALUCP criteria. The two specific tests that need to be considered by ALUCs when assessing whether local planning policies are *fully* consistent with the ALUCP are:

- ◆ Whether any direct conflicts between the two plans have been eliminated; and
- ◆ Whether the local plan delineates a mechanism or process for ensuring that individual land use development proposals comply with the ALUC's adopted compatibility criteria.

Elimination of Direct Conflicts

Direct conflicts primarily involve local plan land use designations that do not meet the density (for residential uses) or intensity (for nonresidential uses) criteria specified in the ALUCP, although conflicts with regard to other policies (e.g., noise; airspace protection; overflight) also may exist. The elimination of direct conflicts may not be entirely straightforward where the ALUCP classifies *particular* land uses as compatible, conditionally compatible or incompatible because ALUCs and local jurisdictions do not always work from the same set of land use designations. Therefore, it is important for ALUC and local jurisdiction staff to discuss and reconcile potential definitional ambiguities when evaluating planning document consistency.

Note, however, that a local plan cannot be found inconsistent with the ALUCP because of land use designations that reflect existing land uses, even if those designations conflict with the ALUC's compatibility criteria. Because ALUCs have no authority over existing land uses, land use designations that merely reflect the existing uses for such parcels are, in effect, excluded from the consistency requirements.

Assurance of Compliance with Compatibility Criteria

Elimination of direct conflicts between a local plan and the ALUCP is not enough to guarantee that future land use development will adhere to the compatibility criteria. An implementation process must also be defined either directly in the local plan or by reference to a separately adopted ordinance, regulation, or other policy document. There are three facets to the process of ensuring compliance with airport land use compatibility criteria:

- ◆ **Delineation of Compatibility Criteria**—Airport land use compatibility criteria must be defined either in a policy document adopted by the county or city or through adoption of or reference to the ALUC's compatibility plan itself.
- ◆ **Identification of Mechanisms for Compliance**—The mechanisms by which applicable compatibility criteria will be tied to an individual development and continue to be enforced must be identified. Conditional use permits and development agreements are two

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, 14th 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., 1st Floor Hearing Room
Riverside, California

DATE OF HEARING: September 11, 2014

TIME OF HEARING: 9:00 A.M.

CASE DESCRIPTION:

ZAP1017BA14 - City of Banning (Representative: Zai Abu Bakar) – City Case Nos. 14-2501 (General Plan Amendment) and 14-3501 (Zone Change). The City of Banning proposes to amend the General Plan land use designation and zoning classification on 18.62 acres. Specifically, the City proposes to change the land use designation and zoning of 1.45 acres consisting of nine existing developed lots located on the easterly side of Hargrave Avenue, southerly of Barbour Street (Assessor's Parcel Numbers 541-320-001 through -009), from Industrial to Low Density Residential (LDR), (0-5 dwelling units per acre), and to change the land use designation and zoning of an additional nine lots (17.17 acres) located along the southerly side of Barbour Street, easterly of Hargrave Avenue and westerly of the intersection of Barbour Street with Juarez Street (Assessor's Parcel Numbers 541-320-010 through -015, and -018 through -020), from Industrial to Very Low Density Residential (VLDR) (0-2 dwelling units per acre). (Zone D of the Banning Municipal Airport Influence Area.)

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

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

ALUC Identification No.

ZAPI017BA14

PROJECT PROPONENT (TO BE COMPLETED BY APPLICANT)

Date of Application June 22, 2014
 Property Owner Various Phone Number (951) 922-3131
 Mailing Address _____

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

PROJECT LOCATION (TO BE COMPLETED BY APPLICANT)

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

Street Address Southeast corner of Barbour & Hargrave (see Exhibit 1)
 Assessor's Parcel No. See Exhibit 2 Parcel Size Total 18.62 acres
 Subdivision Name None Zoning Currently Industrial
 Lot Number None Classification _____

PROJECT DESCRIPTION (TO BE COMPLETED BY APPLICANT)

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

Existing Land Use (describe) The 18 parcels are currently designated as Industrial on the General Plan and zoning map (Exhibit 3)

Proposed Land Use (describe) The General Plan Land Use & Zoning are proposed to be changed from Industrial to Low Density Residential for Assessor's Parcel Numbers 541-320-001 through 541-320-009 & changing from Industrial to Very Low Density Residential for Assessor's Parcel Numbers 541-320-010 through 541-320-015 & 541-320-018 through 541-320-020.

For Residential Uses Number of Parcels or Units on Site (exclude secondary units) 18
 For Other Land Uses Hours of Use Not Applicable.
 (See Appendix C) Number of People on Site Maximum Number No development proposed at this time.
 Method of Calculation Not Applicable.

Height Data Height above Ground or Tallest Object (including antennas and trees) Not Available ft.
 Highest Elevation (above sea level) of Any Object or Terrain on Site Not Available 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 No development is proposed at the time. If the General Plan Amendment & Zone Change are adopted by the City Council, Low Density & Very Low Density Residential limit building height to 35' maximum.

REFERRING AGENCY (APPLICANT OR JURISDICTION TO COMPLETE)		
Date Received	June 22, 2014	Type of Project
Agency Name	City of Banning	<input checked="" type="checkbox"/> General Plan Amendment
Staff Contact	Ms. Zal Abu Bakar	<input checked="" type="checkbox"/> Zoning Amendment or Variance
Phone Number	(951) 922-3131	<input type="checkbox"/> Subdivision Approval
Agency's Project No.	General Plan Amendment (GPA) No. 14-2501	<input type="checkbox"/> Use Permit
	Zone Change (ZC) No. 14-3501	<input checked="" 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

No document
A Zoning
City of Banning

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 3.1

HEARING DATE: November 13, 2014

CASE NUMBER: ZAP1065RI14 – Central Medical Group, LLC
(Representative: Joseph E. Bonadiman & Associates, Inc.,
Edward J. Bonadiman)

APPROVING JURISDICTION: City of Riverside

JURISDICTION CASE NO.: P14-0508 (Rezoning), P14-0509 (Design Review)

RECOMMENDATION: Staff recommends a finding of CONSISTENCY for the Rezoning and Design Review, subject to the conditions included herein for the Design Review and that the new zoning incorporates the appropriate Airport Protection Overlay Zone suffix (-AP-E), which refers to the site's location within the Riverside Municipal Airport Influence Area.

PROJECT DESCRIPTION: City of Riverside Case No. P14-0508 is a proposal to rezone a 14,000 square foot area (0.32 acre) consisting of Assessor's Parcel Numbers 225-201-049 and 225-201-051 from Single Family Residential, 7,000 square foot minimum lot size, Specific Plan (Magnolia Avenue) Overlay Zone (R-1-7,000-SP) to Mixed Use – Village, Specific Plan (Magnolia Avenue) Overlay Zone (MU-V-SP) to allow for development of additional parking for a nearby medical office facility. Case No. P14-0509 is a proposal to develop a 25-space parking lot on the same 0.32-acre area. No new structures are proposed to be developed.

PROJECT LOCATION: The proposed project is located westerly of School Circle Drive and southerly of Central Avenue, approximately 11,200 feet easterly of the easterly terminus of Runway 9-27 at Riverside Municipal Airport.

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

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

ANALYSIS:

Non-Residential Intensity: Airport Compatibility Zone E does not restrict intensity. The proposed Mixed Use - Village zone would primarily allow for a variety of commercial uses, as well as multi-

family residential land uses. The applicant is proposing a 25-space parking lot to serve as additional parking for the existing medical offices located along the south side of Central Avenue, westerly of Magnolia Avenue.

Open Area: Compatibility Zone E does not have any requirements for provision of open space.

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

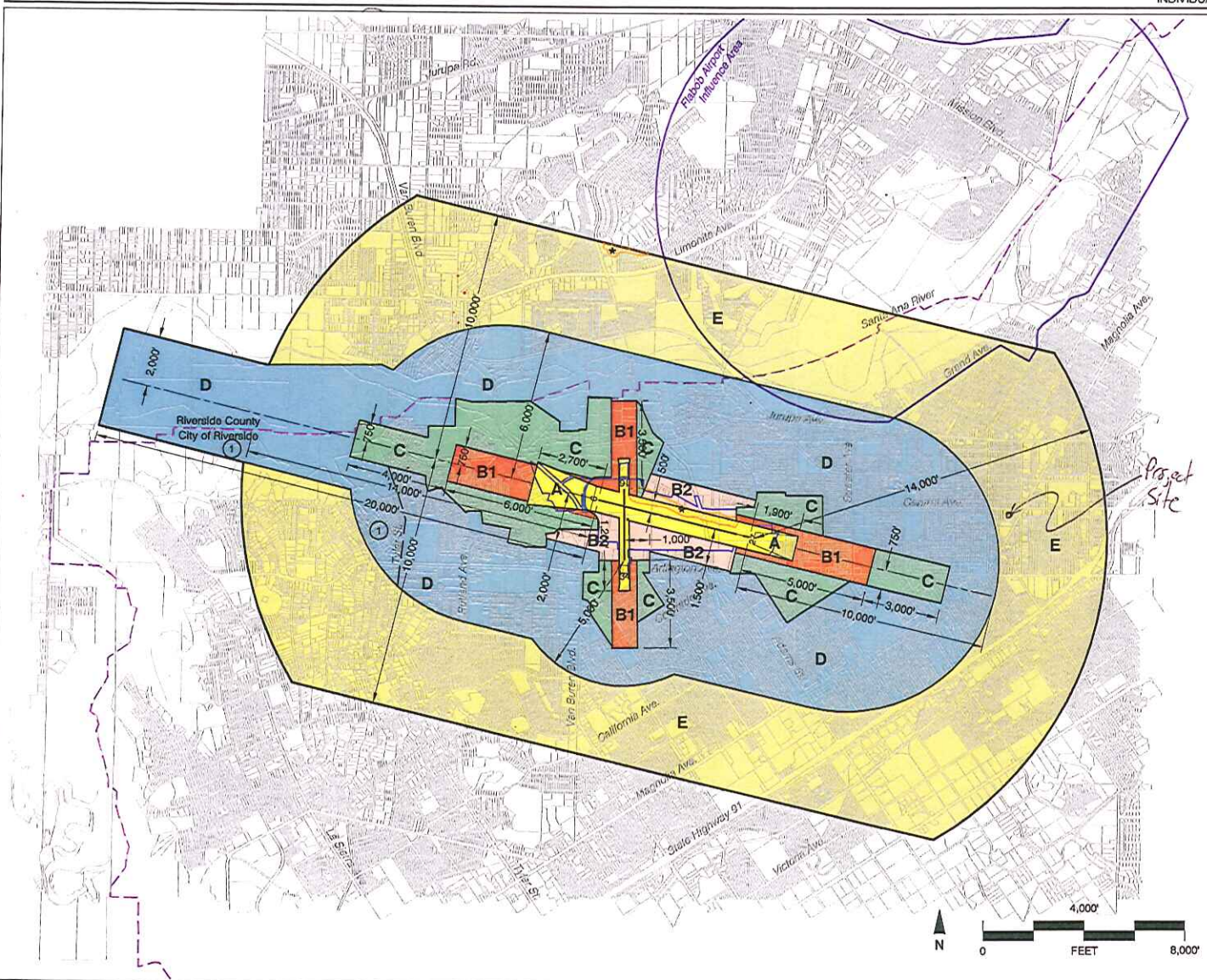
PART 77: Not applicable as no new structures are proposed.

Airport Overlay: In conjunction with adoption of its new General Plan, the City of Riverside amended its zoning ordinance to provide for Airport Protection Overlay Zones within the Airport Influence Areas of airports for which Compatibility Zones based on the “A through E” system utilized in the 2004 Riverside County Airport Land Use Compatibility Plan have been established. While the land uses permitted by the proposed MU-V-SP zone are consistent with a location in Compatibility Zone E, application of the Airport Protection Overlay Zone suffix is recommended in order to assure that the ultimate development will comply with Compatibility Zone E. This would further the objectives of promoting the continued operations of Riverside Municipal Airport and maintaining public awareness of its proximity. The Airport Protection Overlay Zone suffix for Zone E should be applied to these parcels (MU-V-SP-AP-E).

CONDITIONS:

1. Any outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky.
2. The following uses shall be prohibited:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area, including landscaping utilizing water features, composting operations, 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) Hazards to flight.
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.
 4. Prior to final inspection approval of the proposed additional parking spaces, the City of Riverside shall apply zoning incorporating the Airport Protection Overlay Zone (MU-V-SP-AP-E) to the site.



Legend

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

- Boundary Lines**
- Airport Property Line
 - City Limits

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

See Chapter 2, Table 2A for compatibility criteria associated with this map. See Section RL2 for special exceptions to the Table 2A criteria.

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

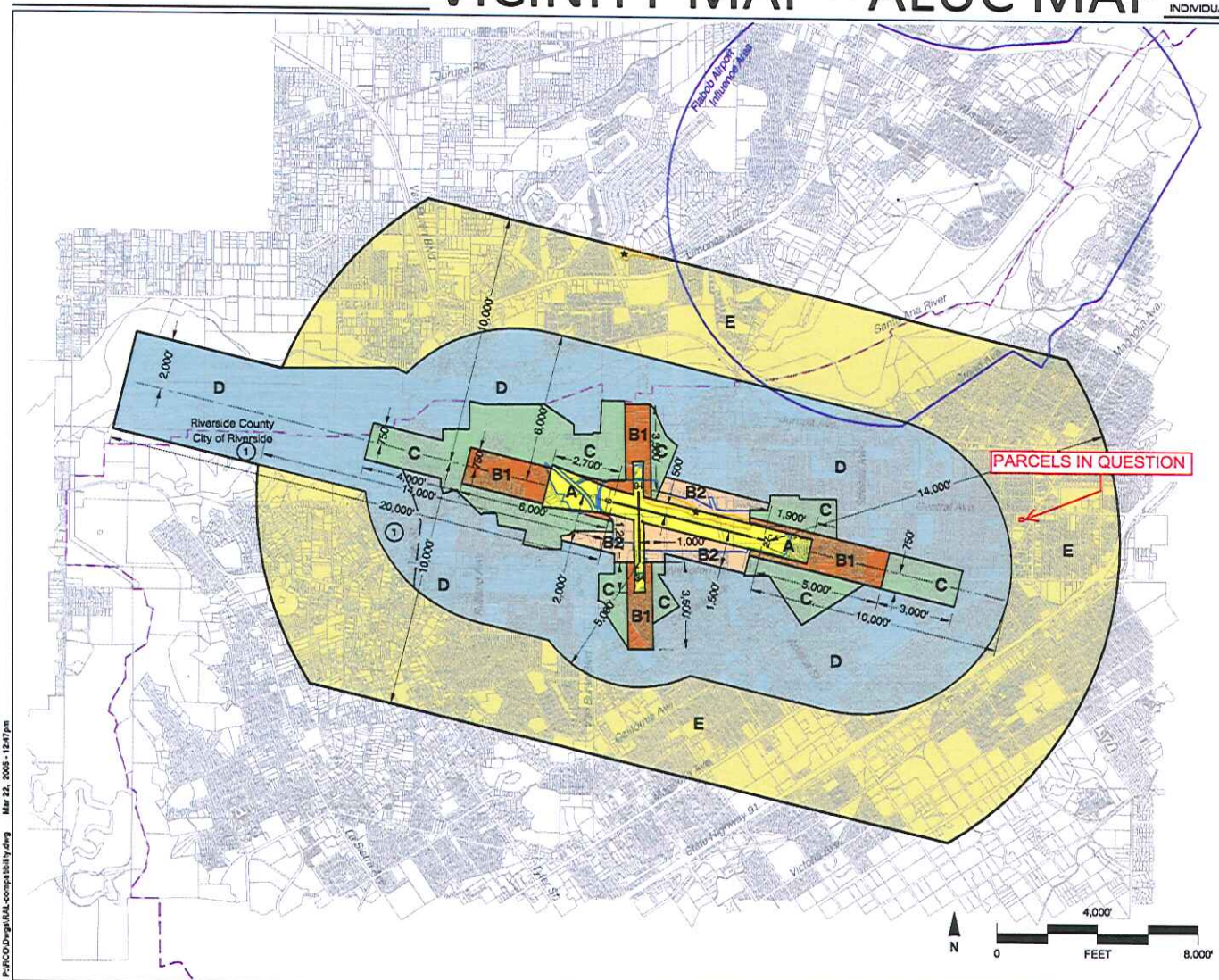
Map RI-1

Compatibility Map
Riverside Municipal Airport



VICINITY MAP - ALUC MAP

INDIVIDUAL AIRPORT POLICIES AND COMPATIBILITY MAPS CHAPTER 3



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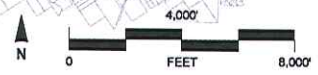
- Legend**
- Compatibility Zones**
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 - Zone A
 - Zone B1
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 - Zone D
 - Zone E
 - Height Review Overlay Zone
- Boundary Lines**
- Airport Property Line
 - City Limits

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

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

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

Map RI-1



Compatibility Map
 Riverside Municipal Airport

NOTE: MAP IS NOT TO SCALE. IT IS TAKEN FROM A DOCUMENT ENTITLED "RIVERSIDE MUNICIPAL - VOL. 1" FROM THE RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION WEBSITE: <http://www.rcaluc.org/maps.asp>

DRAWN BY: K.B.O.
CHECKED BY: E.J.B.
DATE: 09-10-14
JOB NO.: 144038



BONADIMAN

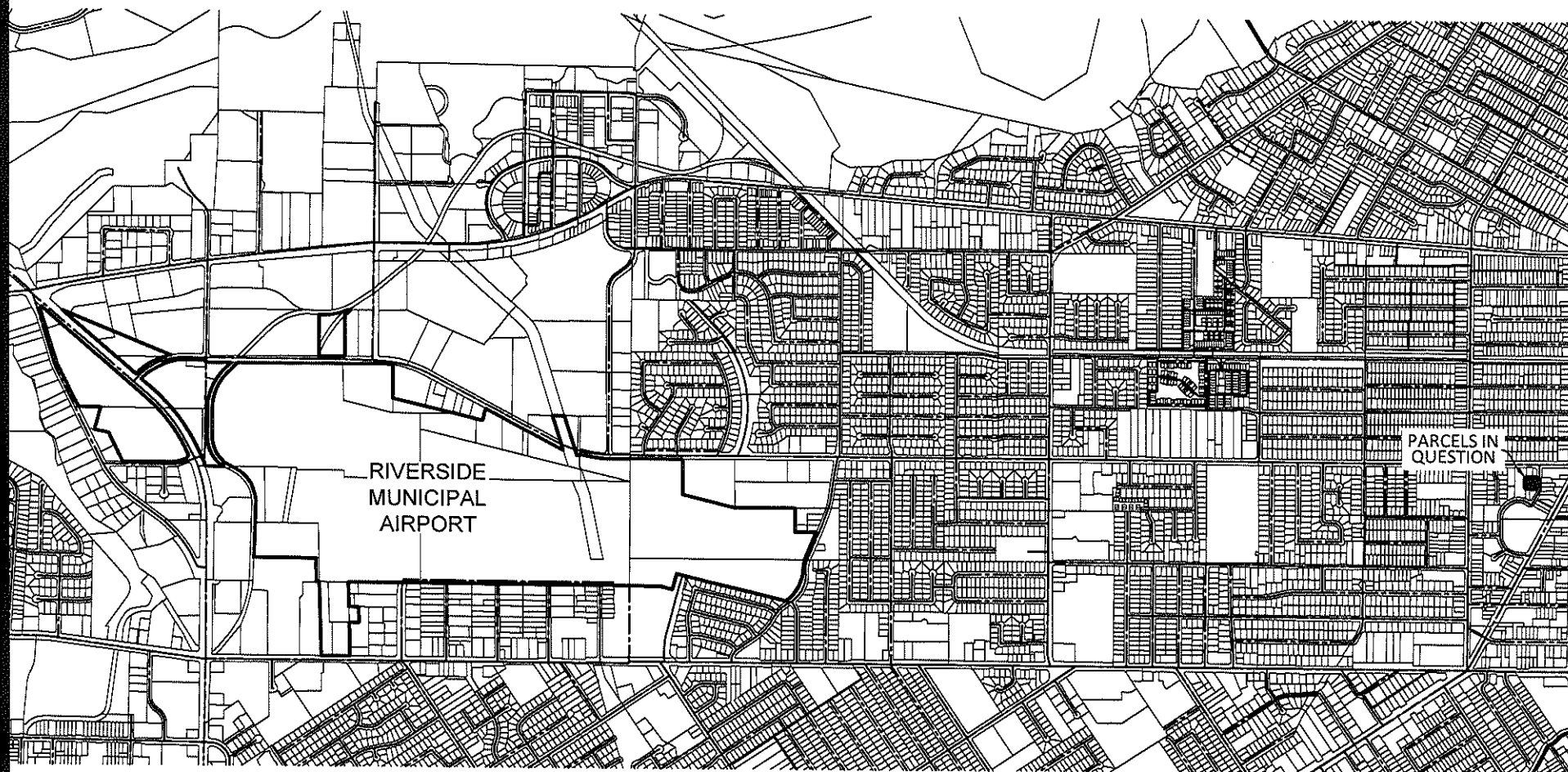
JOSEPH E. BONADIMAN & ASSOCIATES, INC.
 ENGINEERS • G.I.S. • SURVEYING • PLANNING

TEL. (909) 885-3806
 234 NORTH ARROWHEAD AVE.
 SAN BERNARDINO, CA 92408
FAX (909) 381-1721
www.bonadiman.com





PROJECT:
 ZONE CHANGE
 6611 & 6613 SCHOOL CIRCLE DR.
 CITY OF RIVERSIDE, CA

SHT. NO.
1
 OF 1

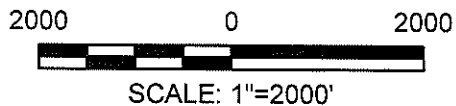
VICINITY MAP - GIS



LEGEND:

-  PARCELS IN QUESTION
-  RIVERSIDE MUNICIPAL AIRPORT
-  STREET CENTERLINE
-  PARCEL LINE

NOTE: JOSEPH E. BONADIMAN & ASSOCIATES, INC. DOES NOT WARRANT THE ACCURACY OF THE G.I.S. DATA PRESENTED IN THIS EXHIBIT. THIS EXHIBIT MAY CONTAIN INFORMATION COPYRIGHTED TO THE COUNTY OF RIVERSIDE, CA.



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CHECKED BY: E.J.B.
DATE: 09-10-14
JOB NO.: 144038

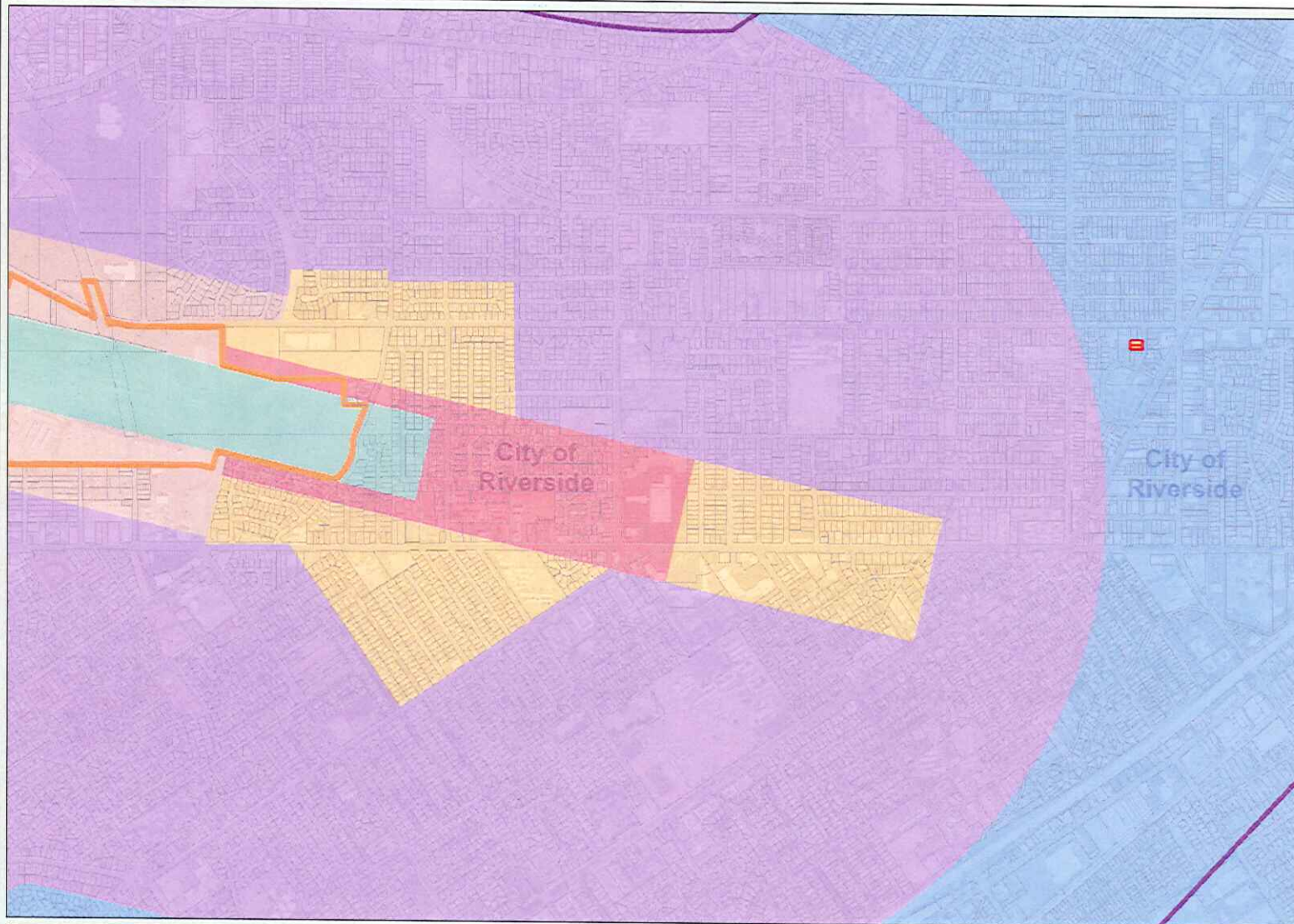
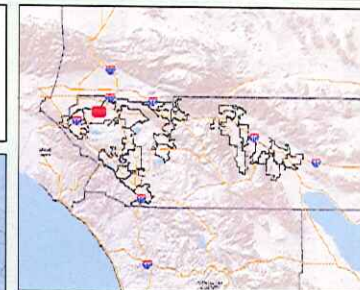


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FAX (909) 381-1721
www.bonadiman.com

PROJECT:
ZONE CHANGE
6611 & 6613 SCHOOL CIRCLE DR.
CITY OF RIVERSIDE, CA

SHT. NO.
1
OF 1

My Map



Legend

- Airports
- AIA
- Airport Compatibility**
- <all other values>
- Zone A
- Zone B1
- Zone B2
- Zone C
- Zone D
- Zone E
- Runways
- City Boundaries
- Cities



0 2,201 4,403 Feet



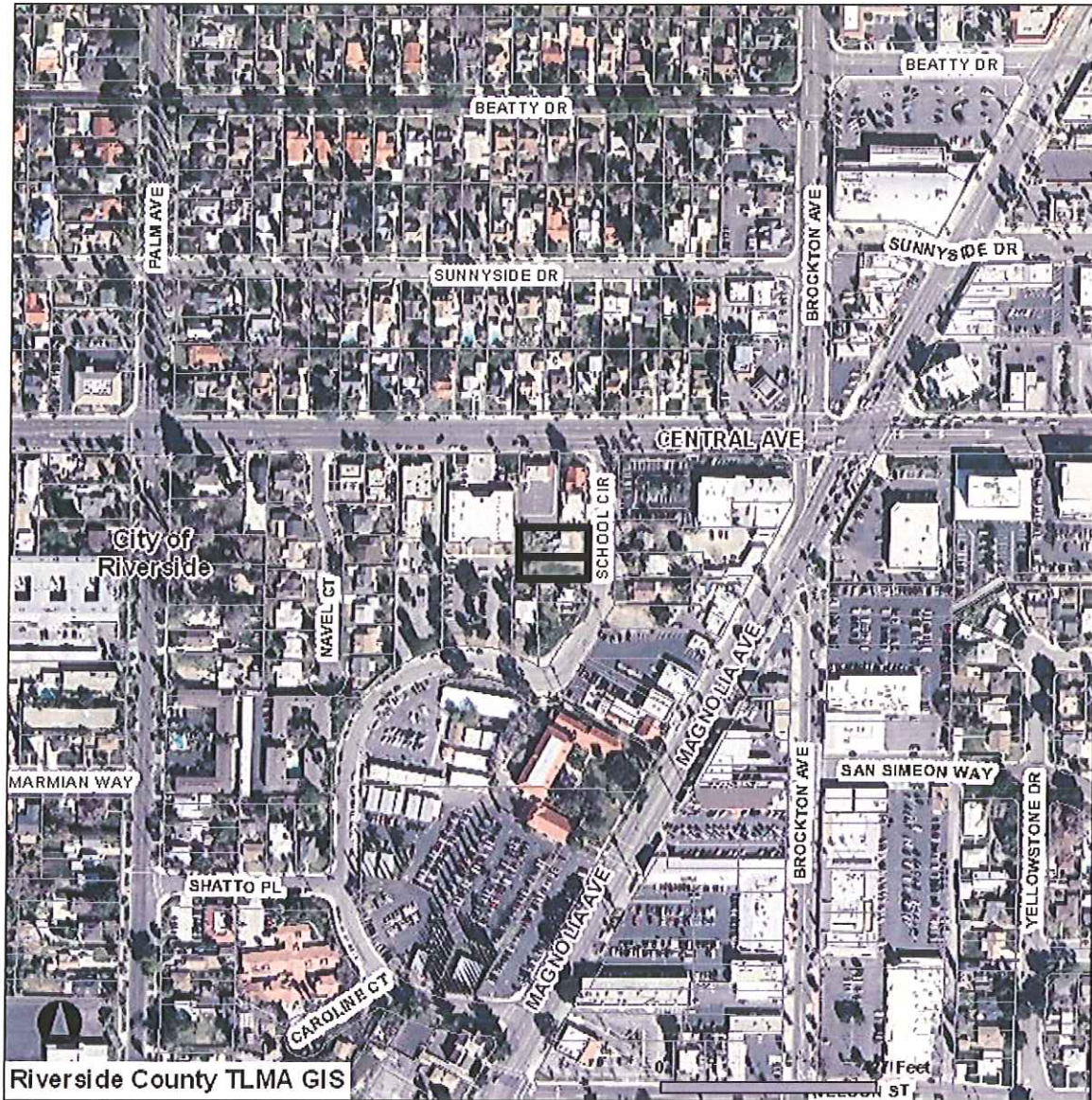
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or 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... 10/15/2014 9:18:57 AM

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Notes

RIVERSIDE COUNTY GIS



Selected parcel(s):
 225-201-049 225-201-051

LEGEND

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

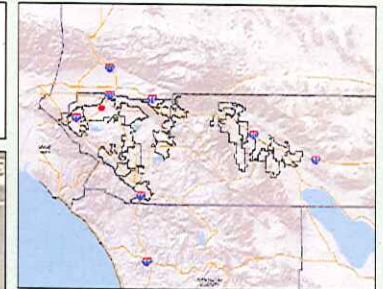
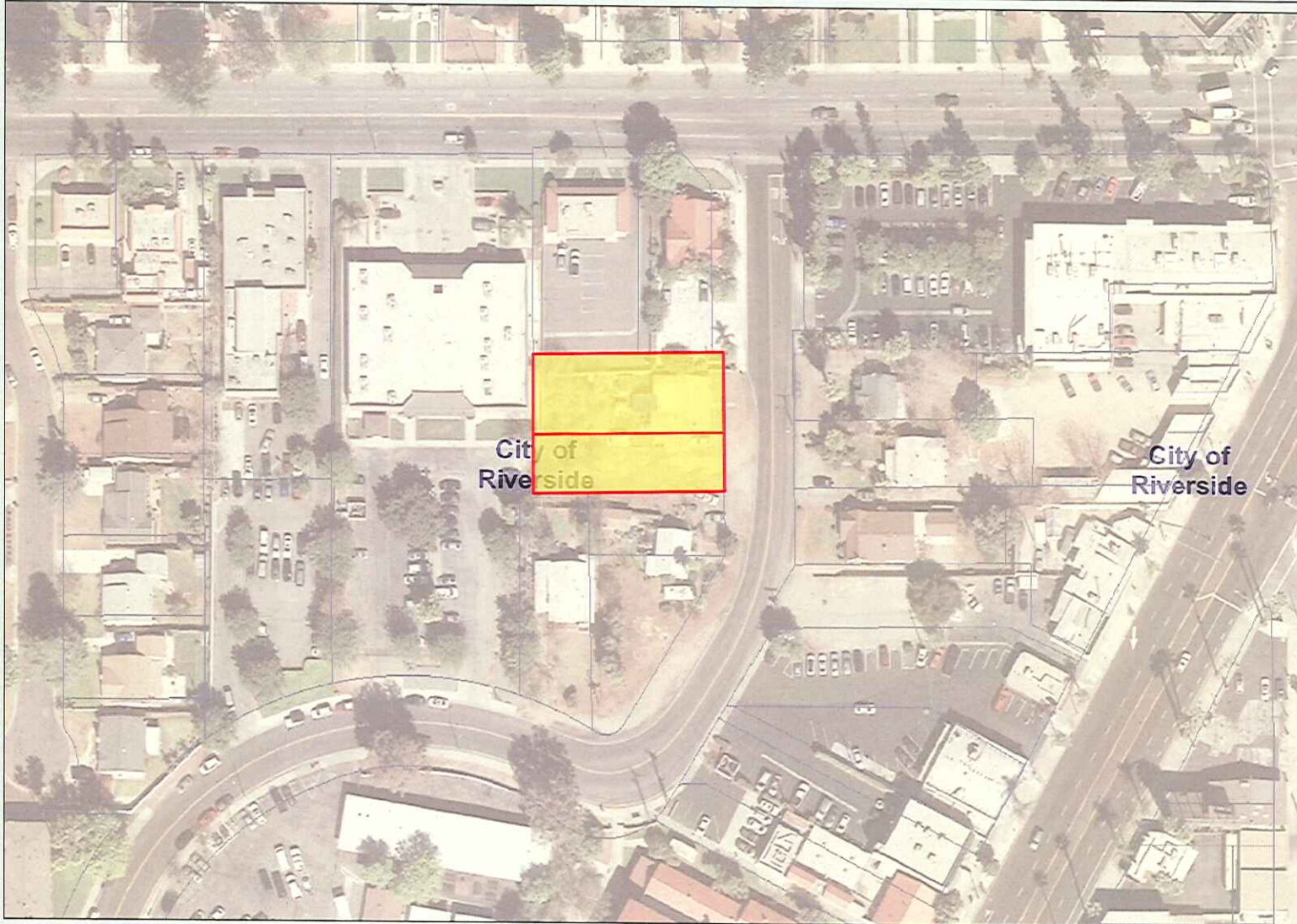
IMPORTANT

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REPORT PRINTED ON...Fri Oct 03 09:52:31 2014

Version 131127

My Map



Legend

- RCLIS Parcels
- City Boundaries
- Cities
- roadsanno
- highways
- HWY
- INTERCHANGE
- INTERSTATE
- OFFFRAMP
- ONRAMP
- USHWY
- counties
- cities
- hydrographylines
- waterbodies
- Lakes
- Rivers



0 138 275 Feet



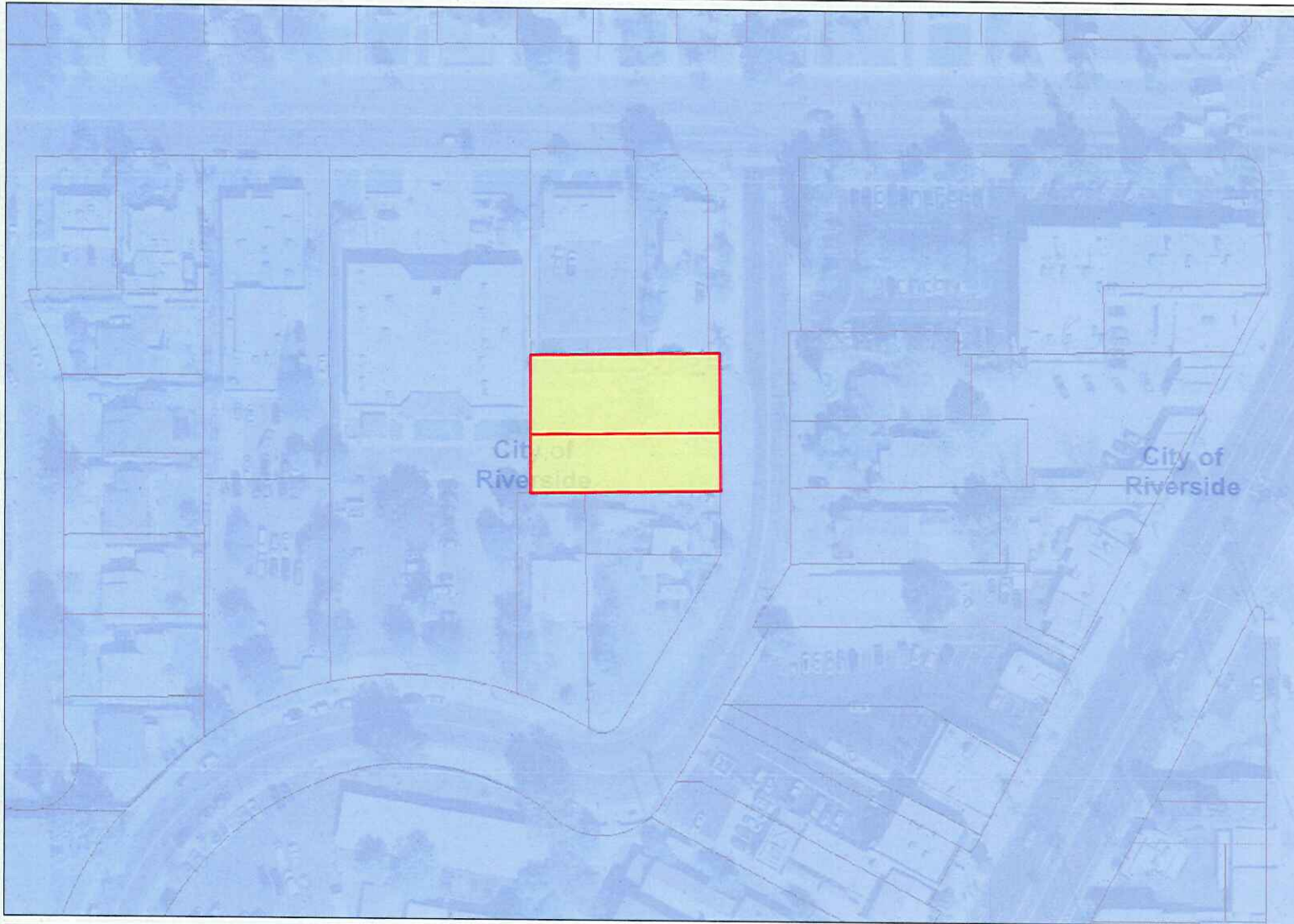
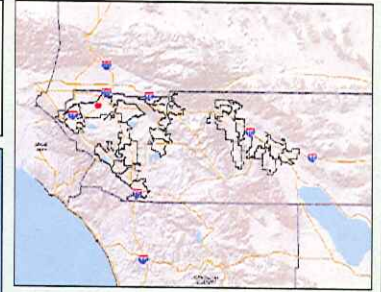
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or 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... 10/15/2014 9:12:12 AM










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Notes

My Map



Legend

-  RCLIS Parcels
-  Airports
-  AIA
- Airport Compatibility**
-  <all other values>
-  Zone A
-  Zone B1
-  Zone B2
-  Zone C
-  Zone D
-  Zone E
-  City Boundaries
-  Cities



0 138 275 Feet

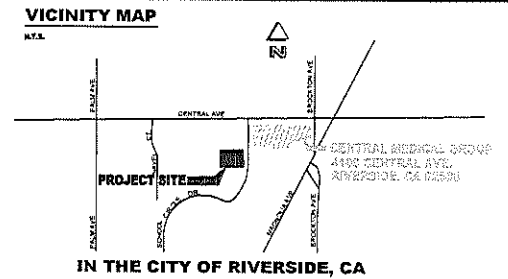
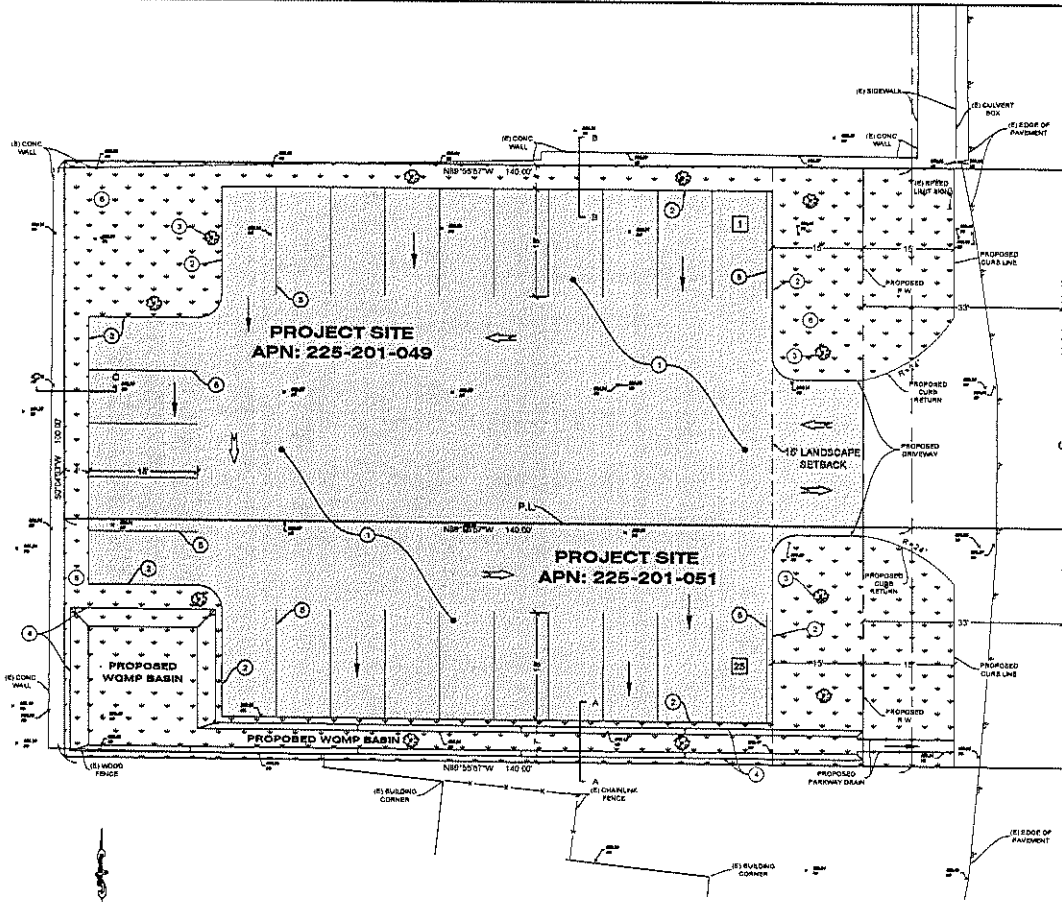


IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or 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... 10/15/2014 9:16:37 AM

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Notes



LEGAL DESCRIPTION:

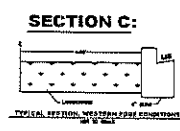
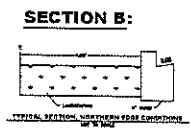
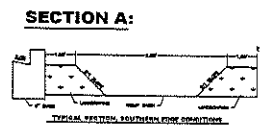
THE LAND REFERRED TO HEREIN IS SITUATED IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

PARCEL 1:
 ALL THAT PORTION OF LOTS 11, 12, 13 AND 14 IN BLOCK 6 OF TIBBETS TRACT AND A PORTION FORMERLY IN PARK AVENUE (AS ABANDONED) AS SHOWN BY MAP IN FILE IN BOOK 4, PAGE 21 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, PARTICULARLY DESCRIBED AS FOLLOWS:
 BEGINNING ON THE WESTERLY LINE OF NORTH SCHOOL STREET AS CONVEYED TO THE CITY OF RIVERSIDE BY DEED RECORDED JUNE 25, 1968 IN BOOK 344, PAGE 800 OF DEEDS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, AT A POINT DISTANT SOUTHERLY 280 FEET FROM THE CENTER LINE OF CENTRAL AVENUE, AS SHOWN ON SAID MAP; THENCE WESTERLY AND PARALLEL WITH SAID CENTER LINE OF CENTRAL AVENUE TO A POINT 33 FEET WESTERLY FROM THE EASTERLY LINE OF LOT 11; THENCE NORTHERLY PARALLEL WITH SAID CENTER LINE OF CENTRAL AVENUE TO A POINT 32 FEET WESTERLY FROM THE PARTERLY LINE OF SAID LOT 11; THENCE SOUTHERLY AND PARALLEL WITH THE EASTERLY LINE OF LOT 11, 12 FEET; THENCE EASTERLY AND PARALLEL WITH THE NORTHERLY LINE OF SAID LOTS 11, 12 AND 14 TO A POINT ON THE WESTERLY LINE OF NORTH SCHOOL STREET AS CONVEYED TO THE CITY OF RIVERSIDE BY THE DEED ABOVE DESCRIBED; THENCE SOUTHERLY ON THE WESTERLY LINE OF NORTH SCHOOL STREET TO THE POINT OF BEGINNING.
 EXCEPTING THEREFROM THE WEST 40 FEET
 EXCEPT THEREFROM ALL OIL, GAS, MINERALS AND OTHER HYDROCARBON SUBSTANCES LYING BELOW A DEPTH OF 500 FEET, WITHOUT THE RIGHT OF SURFACE ENTRY

PARCEL 2:
 THAT PORTION OF LOTS 11, 12, 13 AND 14 IN BLOCK 6 OF TIBBETS TRACT AND PORTION FORMERLY IN PARK AVENUE (AS ABANDONED) AS SHOWN BY MAP IN FILE IN BOOK 4, PAGE 21 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, DESCRIBED AS FOLLOWS:
 BEGINNING ON THE WESTERLY LINE OF NORTH SCHOOL STREET AS CONVEYED TO THE CITY OF RIVERSIDE BY DEED RECORDED JUNE 25, 1968 IN BOOK 344, PAGE 800 OF DEEDS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, AT A POINT DISTANT SOUTHERLY 280 FEET FROM THE CENTER LINE OF CENTRAL AVENUE, AS SHOWN ON SAID MAP TO THE BLUE POINT OF BEGINNING; THENCE WESTERLY AND PARALLEL WITH SAID CENTER LINE OF CENTRAL AVENUE TO A POINT 32 FEET WESTERLY FROM THE PARTERLY LINE OF SAID LOT 11; THENCE SOUTHERLY AND PARALLEL WITH THE EASTERLY LINE OF LOT 11, 12 FEET; THENCE EASTERLY AND PARALLEL WITH THE NORTHERLY LINE OF SAID LOTS 11, 12 AND 14 TO A POINT ON THE WESTERLY LINE OF NORTH SCHOOL STREET AS CONVEYED TO THE CITY OF RIVERSIDE BY THE DEED ABOVE DESCRIBED; THENCE SOUTHERLY ON SAID WESTERLY LINE, 40 FEET TO THE POINT OF BEGINNING.
 EXCEPTING THEREFROM THE WESTERLY 10 FEET
 APN 225-201-049
 APN 225-201-051

PROJECT DESCRIPTION:

THE PROPOSED PROJECT IS A PAVING LOT FOR EMPLOYEE AT CENTRAL MEDICAL GROUP, WHICH IS LOCATED AT 4193 CENTRAL AVE., SUITE 100, RIVERSIDE, CA 92506. THE PROJECT SITE IS 14,800 SQ. FT. WITHIN DISTRICT 4. THE LOT IS TO BE DEMOLISHED. THE EXISTING ZONING IS RESIDENTIAL (R-1), WITH A PROPOSED ZONE CHANGE TO OFFICE (O).

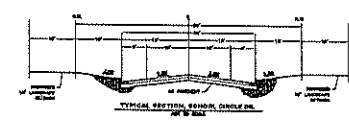


CONSTRUCTION NOTES & QUANTITIES:

- 1 CONSTRUCT 3" AC OVER 4" A.B. 9,480 SF
- 2 CONSTRUCT #4 PPC CURB 427 LF
- 3 CONSTRUCT TREES 11 TOTAL
- 4 CONSTRUCT WUMP BASIN 1,045 SF
- 5 STRIPING 427 LF
- 6 CONSTRUCT LANDSCAPE AREA 3,797 SF



STREET SECTION:



PROJECT INFORMATION:

APPLICANT: JOSEPH E. BONADIMAN & ASSOCIATES, INC. 234 N. ARROWHEAD AVE. SAN BERNARDINO, CA 92404
 ZONE: EXISTING SINGLE FAMILY RESIDENTIAL
 PROPOSED: OFFICE (O)

OWNER(S): CENTRAL MEDICAL GROUP, LLC 4193 CENTRAL AVE. #101 RIVERSIDE, CA 92506
 EXISTING LAND USE: VACANT
 PROPOSED LAND USE: PARKING

ENGINEER: JOSEPH E. BONADIMAN & ASSOCIATES, INC. 234 N. ARROWHEAD AVE. SAN BERNARDINO, CA 92404
 SITE AREA: 14,800 SQ. FT.
 LOT COVERAGE (IMPERVIOUS AREA): 8.44% SQ. FT.
 LANDSCAPE AREA: 3,797 SQ. FT.

PROJECT SITE: 8511 & 8513 SCHOOL CIRCLE DR. RIVERSIDE, CA 92506
 PARKING CALCULATIONS: 25 PARKING SPACES
 PROJECT DESCRIPTION: DEVELOPMENT OF COMPLEMENTARY PARKING FOR BUILDING ACCESS STREET

BONADIMAN

SITE PLAN

"CENTRAL MEDICAL GROUP - SCHOOL CIRCLE DRIVE"
 8511 & 8513 SCHOOL CIRCLE DR.
 CITY OF RIVERSIDE, RIVERSIDE COUNTY, CA

REVISIONS				
NO	DESCRIPTION	BY	APPROVED	DATE

PREPARED FOR: CENTRAL MEDICAL GROUP, LLC

DRAWN BY: K.O.C. SCALE: 1" = 10'

CHECKED BY: E.J.B. JOB NO: 144538

DATE: 09-10-14

SHEET: 1 OF 1

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, 14th Floor, Riverside, California 92501, Monday through Thursday from 8:00 a.m. to 5:00 p.m., except Veterans Day (November 11), and by prescheduled appointment on Fridays from 8:30 a.m. to 5:00 p.m.

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

DATE OF HEARING: November 13, 2014

TIME OF HEARING: 9:00 A.M.

CASE DESCRIPTION:

ZAP1065RI14 – Central Medical Group, LLC (Representative: Edward J. Bonadiman, Joseph E. Bonadiman & Associates, Inc.) – City of Riverside Case Nos. P14-0508 Rezoning and P14-0509 Design Review. The applicant proposes to rezone a 14,000 square foot area (0.32 acre) consisting of Assessor's Parcel Numbers 225-201-049 and 225-201-051 located on the westerly side of School Circle Drive, southerly of Central Avenue, from R-1-7,000-SP (Single Family Residential, 7,000 square foot minimum lot size, Specific Plan (Magnolia Avenue) Overlay Zone) to MU-V-SP (Mixed Use-Village, Specific Plan (Magnolia Avenue) Overlay Zone). The Commission may further recommend that the project site be rezoned to MU-V-SP-AP-E (Mixed Use-Village, Specific Plan (Magnolia Avenue) Overlay Zone, Airport Protection Overlay Zone E). The rezoning is proposed in order to allow for the establishment of a 25-space parking lot for the applicant's medical facility located along the south side of Central Avenue, easterly of School Circle Drive and westerly of Magnolia Avenue. (Zone E of Riverside Municipal Airport Influence Area).

FURTHER INFORMATION: Contact Russell Brady at (951) 955-0549 or John Guerin at (951) 955-0982. The ALUC holds hearings for local discretionary permits within the Airport Influence Areas, reviewing for aeronautical safety, noise and obstructions. All other concerns should be addressed to Mr. Robert Lewis of the City of Riverside Planning Department, at (951) 826-5277.

APPLICATION FOR MAJOR LAND USE ACTION REVIEW

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

ALUC Identification No.

ZAP1065R14

PROJECT PROPONENT (TO BE COMPLETED BY APPLICANT)

Date of Application 09-10-14
 Property Owner Central Medical Group, LLC
 Mailing Address Central Medical Group, c/o Mark Allison Phone Number (951) 824-7887
4100 Central Ave., suite 106
Riverside, CA 92506

Agent (if any) Edward J. Bonadiman (Joseph E. Bonadiman & Associates, Inc.) Phone Number (909) 885-3806
 Mailing Address Joseph E. Bonadiman & Associates, Inc., c/o Edward J. Bonadiman
234 N. Arrowhead Ave.
San Bernardino, CA 92408

PROJECT LOCATION (TO BE COMPLETED BY APPLICANT)

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

Street Address 6611 & 6613 School Circle Dr.
 Assessor's Parcel No. 225-201-049 & 225-201-051 Parcel Size 14,000 sq. ft.
 Subdivision Name Tibbet's Tract- Block 6 (MB 4/91) Zoning Classification R-1-7000
 Lot Number portions of Lots 11, 12, 13, & 14

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 existing site is vacant land. There are no existing structures or bodies of water. There is little to no vegetation and the site is fairly flat, with little change in the ground elevation.

Proposed Land Use (describe) A zone change from Residential (R-1-7000) to Office (O) is necessary. The site's proposed land use is for complimentary parking for Central Medical Group, LLC, a company located at 4100 Central Ave., just across School Circle Dr. from the site. The parking lot would be paved with asphalt and contain 25 spaces. Landscaping and trees would be added to the site.

For Residential Uses	Number of Parcels or Units on Site (exclude secondary units)	<u>N/A</u>
For Other Land Uses	Hours of Use	<u>N/A</u>
(See Appendix C)	Number of People on Site	<u>N/A</u>
	Method of Calculation	<u>N/A</u>

Height Data

Height above Ground or Tallest Object (including antennas and trees)	<u>15</u>	ft.
Highest Elevation (above sea level) of Any Object or Terrain on Site	<u>845</u>	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	City of Riverside	<input type="checkbox"/> General Plan Amendment
	Planning Department	<input type="checkbox"/> Zoning Amendment or Variance
Staff Contact	Patricia Brenes	<input type="checkbox"/> Subdivision Approval
Phone Number	(951) 826-5933	<input type="checkbox"/> Use Permit
Agency's Project No.	P14-0508 & P14-0509	<input type="checkbox"/> Public Facility
		<input checked="" type="checkbox"/> Other <u>Zone Change</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



Joseph E. Bonadiman, P.E. (1903 – 1990)
Charles F. Bonadiman, L.S. (1898 – 1986)

To: Riverside County, Airport Land Use Commission
4080 Lemon St., 14th Floor
Riverside, CA 92501

Date: 09-10-14
Sub: Zone Change
Job #: 144038

Attention:

We are sending you: Herewith Memo Under Separate Cover

- ONE (1) Application for Major Land Use Action Review
 - ONE (1) Copy each of full-sized and 8.5x11 reduced Site Plan
 - ONE (1) Set of Mailing labels
 - ONE (1) Copy each of a GIS-based and ALUC-based Vicinity Map
 - ONE (1) Check for applicable fees
-

The above item(s) is/are submitted:

At Your Request	<input type="checkbox"/>	For Your Review	<input checked="" type="checkbox"/>	For Your Files	<input type="checkbox"/>
For Your Approval	<input type="checkbox"/>	For Your Action	<input type="checkbox"/>	For Your Info	<input type="checkbox"/>

General Remarks:

Received By:

Sent By:

Kyle Oswald 9-10-14

 Kyle Oswald, Associate

PLEASE SIGN COPY OF TRANSMITTAL AND RETURN TO OUR OFFICE.
THANK YOU.

Est. 1941

Joseph E. Bonadiman & Associates, Inc.
 Engineers • Surveyors • Planning • G.I.S.
 Tel. (909) 885-3806 • Fax (909) 381-1721
 www.bonadiman.com

Guerin, John

From: Lewis, Robert A. <RALewis@riversideca.gov>
Sent: Friday, October 24, 2014 4:19 PM
To: Redman, Toni; Bates, Matthew; Albanese, Margaret; Hamilton, Paul; Van Zanten, Rob; Leinz, Lauren; Hironimus, Gary; McDaniel, Randy; Ayala, Summer; Guerin, John; Filiar, Robert; Ellis, Kim
Cc: Perez, Gabriel; Smith, Kyle J.
Subject: PLANNING CASES P14-0508, P14-0863, P14-0864 AND P14-0509: Proposal by Edward Bonadiman of Joseph E. Bonadiman & Associates, Inc. on behalf of Central Medical Group. LLC
Attachments: 144038 Site and Conceptual Grading Plan.pdf; Aerial.jpg

We have received the following application for Rezoning, Minor Conditional Use Permit, Variance and Design Review to be reviewed by City Planning Commission. The following is a brief description of the project:

PLANNING CASES P14-0508, P14-0863, P14-0864 AND P14-0509: Proposal by Edward Bonadiman of Joseph E. Bonadiman & Associates, Inc. on behalf of Central Medical Group. LLC to Rezone (P14-0508) two contiguous parcels, totaling approximately 14,000 square feet, from the R-1-7000 – Single Family Residential Zone to the MU-V – Mixed Use – Village Zone; a Minor Conditional Use Permit (P14-0863) to allow a stand-alone parking lot; a Variance (P14-0864) to allow a 14,000 sq. ft. lot, where 20,000 sq. ft. is the required minimum lot size and dissimilar parking requirements to facilitate project development of a non-residential stand-alone surface parking lot with 25 spaces; and the Design Review (P14-0509) of the plot plan for the design of the 25 parking spaces, located at 6611 and 6613 School Circle Drive, situated on the westerly side of School Circle Drive and southerly of Central Avenue, in the R-1-7000-SP – Single Family Residential and Specific Plan (Magnolia Avenue) Overlay Zones, in Ward 3.

Please return your comments to: Robert A. Lewis
City of Riverside
Community Development Department
Planning Division
3900 Main Street, 3rd Floor
Riverside, CA 92522

All comments should be received by **Friday, November 7, 2014.**

Please see the attached project plans.

Should you have any questions regarding this case, please do not hesitate to contact me.

Thank you

Robert A. Lewis
Associate Planner
City of Riverside

Community Development Department
Planning Division – 3rd Floor
951-826-5277
ralewis@riversideca.gov

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 3.2

HEARING DATE: November 13, 2014

CASE NUMBER: ZAP1019BA14 – City of Banning

APPROVING JURISDICTION: City of Banning

JURISDICTION CASE NOS: General Plan Amendment (GPA) 14-2502, Zone Change (ZC) 14-3502, Zone Text Amendment (ZTA) 14-97501

MAJOR ISSUES: None.

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

PROJECT DESCRIPTION: ZTA 14-97501 would amend the text of the City of Banning Zoning Code through the establishment of an Affordable Housing Opportunity (AHO) Overlay Zone that could be applied to properties in the High Density Residential (HDR-20) Zone. The AHO Overlay Zone would allow an increase in maximum density from 20 to 24 units per acre when at least 20 percent of the units are reserved for lower-income households in conformance with Program 5 of the Housing Element.

GPA 14-2502 would amend the description of the High Density Residential land use category in the Land Use Element to reflect this zone text amendment and would amend the Housing Element to incorporate text regarding the AHO Overlay Zone and to establish further specifications, including a requirement that projects proposing development at a base density exceeding 20 dwelling units per acre reserve at least 10 percent of the units for very low income households.

ZC 14-3502 would apply the AHO Overlay to eight parcels currently zoned HDR-20 (APNs 419-140-059, 532-080-004, 534-161-010, 537-110-008, 537-120-034, 540-083-002, 541-110-009, and 541-110-013).

PROJECT LOCATION: The Zone Change applies to eight specific parcels where the AHO Overlay Zone is proposed while the General Plan Amendment and Zone Text Amendment are potentially applicable City-wide. Five of the sites are located within the Banning Municipal Airport Influence Area. The closest site (APN 541-110-013) is located westerly of Hargrave Street, northerly of Williams Street, southerly of Nicolet Street, and easterly of Alessandro Street, in the City of Banning, approximately 3,100 feet northwesterly of the westerly terminus of Runway 8-26 at Banning Municipal Airport.

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

- a. Airport Influence Area: Banning Municipal Airport
- b. Land Use Policy: Zones D and E
- c. Noise Levels: All sites below 55 CNEL from aircraft noise

BACKGROUND:

ALUC's review and determination focuses on the specific changes proposed and does not constitute any review or determination of consistency for the City of Banning's General Plan and Zoning with the Banning Municipal Airport Land Use Compatibility Plan.

Residential Density: Of the eight sites proposed for the AHO Overlay Zone, five are located within the Banning Municipal Airport Influence Area. Two of the sites are located within Zone D, one site split between Zones D and E, and two of the sites located entirely within Zone E of the Banning Municipal Airport Influence Area. Zone D requires a minimum residential density of 5.0 dwelling units per acre or otherwise limits density to no more than 0.2 dwelling units per acre. The proposed ZC, GPA, and ZTA would specifically allow for densities between 20 and 24 dwelling units per acre in areas currently designated for up to 20 dwelling units per acre, which would comply with the Zone D residential criteria. Zone E does not have any applicable residential density limitations.

Prohibited and Discouraged Uses: The ZC, GPA, and ZTA do not directly propose any uses prohibited or discouraged in Zone D (highly noise-sensitive outdoor nonresidential uses and hazards to flight) or Zone E (hazards to flight), nor would the proposed ZC, GPA, or ZTA likely allow for any prohibited or discouraged uses.

Noise: All of the proposed AHO Overlay Zone properties lie outside the area that would be subject to average exterior noise levels of 55 CNEL or greater under ultimate airport development conditions. Therefore, no special mitigation of noise from aircraft is required.

Part 77: The elevation of Runway 8-26 at its westerly terminus is approximately 2,219 feet above mean sea level (2219 feet AMSL) and at its easterly terminus is approximately 2,110 feet AMSL. The parcel closest to the runway (APN 541-110-013) is located approximately 3,310 feet from the westerly terminus of Runway 8-26. At this distance, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 2252.1 feet AMSL. The maximum existing elevation on this parcel is approximately 2340 feet AMSL. Therefore, all new structures at this location would require FAA review. Since no specific project or buildings are currently proposed, FAA obstruction evaluation is not required at this time. Similarly, it may also be possible that FAA review would be required on other properties based on their existing elevations and the height of proposed structures. Any future development pursuant to the AHO Overlay Zone would be

subject to at least a Design Review permit by the City that would also be transmitted to ALUC to determine whether ALUC review may be required, which would take into account whether FAA review may be required.

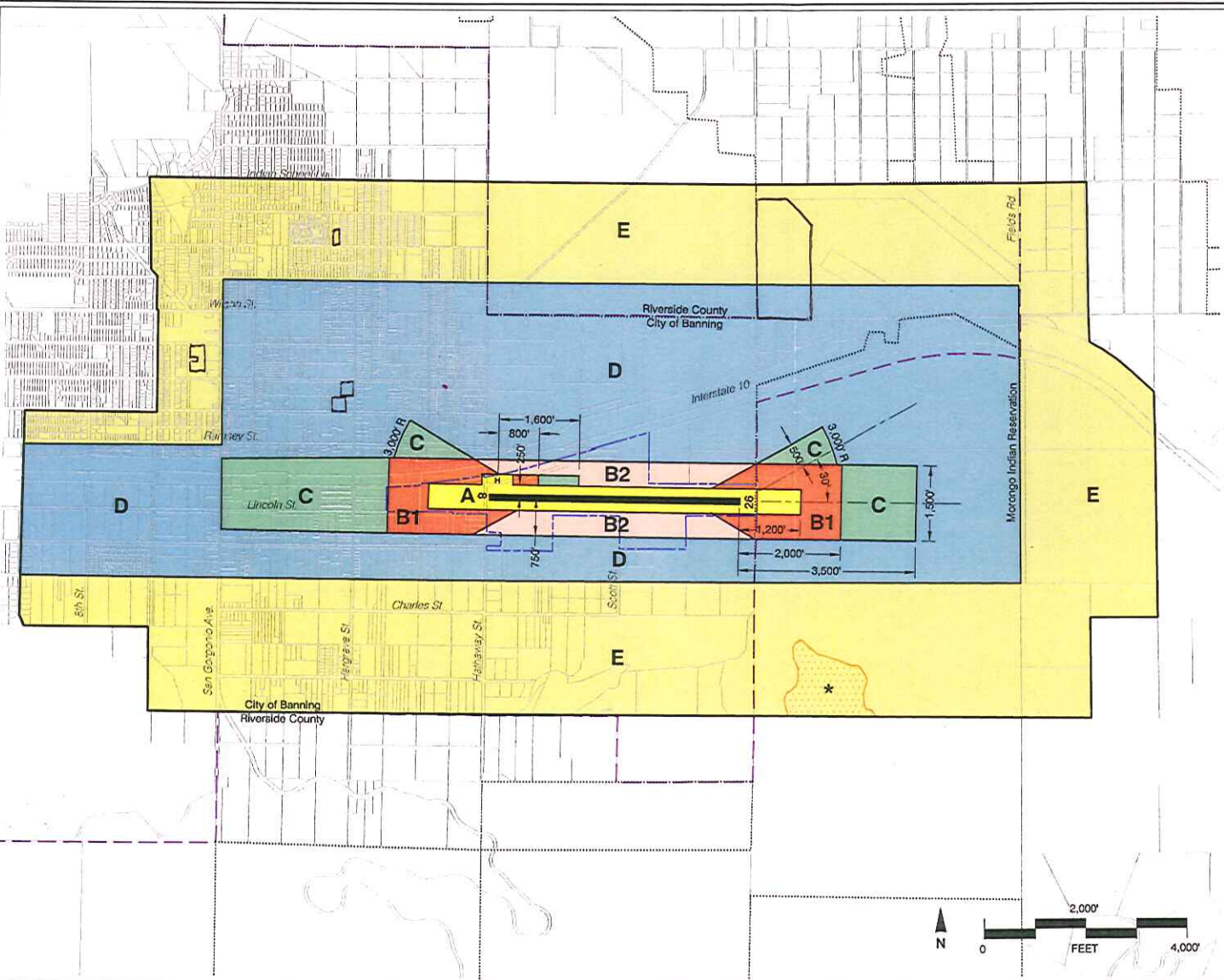
Open Area: Compatibility Zone D requires 10% of area within major projects (10 acres or larger) to be set aside as open land that could potentially serve as emergency landing areas. Although the total project area for the current General Plan Amendment and Zone Change exceeds 10 acres, this area consists of multiple parcels with multiple owners. Of the sites located within Zone D, only one site (APN 532-080-004 with only a portion in Zone D) is greater than 10 acres on its own with a total acreage of 16.07 acres located within Zone D. This property is Tribal land owned by the Morongo Band of Cahuilla Mission Indians and, as such, is not subject to ALUC jurisdiction.

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

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

NOTICE OF AIRPORT IN VICINITY

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



- Legend**
- Compatibility Zones**
- Airport Influence Area Boundary
 - Zone A
 - Zone B1
 - Zone B2
 - Zone C
 - Zone D
 - Zone E
 - ★ Height Review Overlay Zone

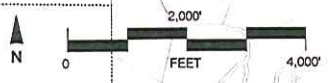
- Boundary Lines**
- Airport Property Line
 - - - City Limits
 - ⋯ Morongo Indian Reservation

Note
 Dimensions measured from runway ends and centerlines.
 See Chapter 2, Table 2A for compatibility criteria associated with this map.

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

Map BN-1

Compatibility Map
 Banning Municipal Airport



EUG-compatibility

**ALUC APPLICATION ATTACHMENT
CITY OF BANNING**

PROJECT TITLE

Banning 2013-2021 Housing Element Implementation Amendments
(GPA 14-2502, Zone Text Amendment No. 14-97501 and Zone Change No. 14-3502)

PROJECT LOCATION

The proposed amendments would revise the General Plan and zoning designations to apply an Affordable Housing Opportunity overlay to the following 8 parcels (see attached maps):

Assessor Parcel No.	
537-120-034	419-140-059
540-083-002	534-161-010
541-110-013	537-110-008
532-080-004	541-110-009

PROJECT DESCRIPTION

The proposed General Plan and zoning amendments are required by the California Department of Housing and Community Development (HCD) in order to obtain certification of the Banning 2013-2021 Housing Element. The amendments would apply an Affordable Housing Opportunity (AHO) overlay designation to the 8 parcels listed above.

Existing Land Use and Zoning

General Plan: High Density Residential (HDR)
Zoning: High Density Residential-20 (HDR-20)

Proposed Land Use and Zoning

General Plan: High Density Residential (HDR)
Zoning: High Density Residential-20/AHO (HDR-20/AHO)

The subject properties currently allow multi-family residential development at a density of 20 units/acre. The proposed AHO amendment would increase the maximum allowable density from 20 to 24 units/acre when at least 20% of units are reserved for lower-income households.

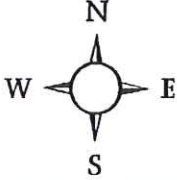

No development is currently proposed on any of the subject properties.

Maximum Building Height

No change is proposed to the current maximum height of 4 stories or 60 feet

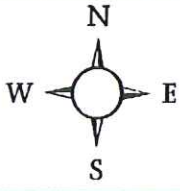

Proposed Affordable Housing Opportunity Overlay Site (APN 419-140-059)



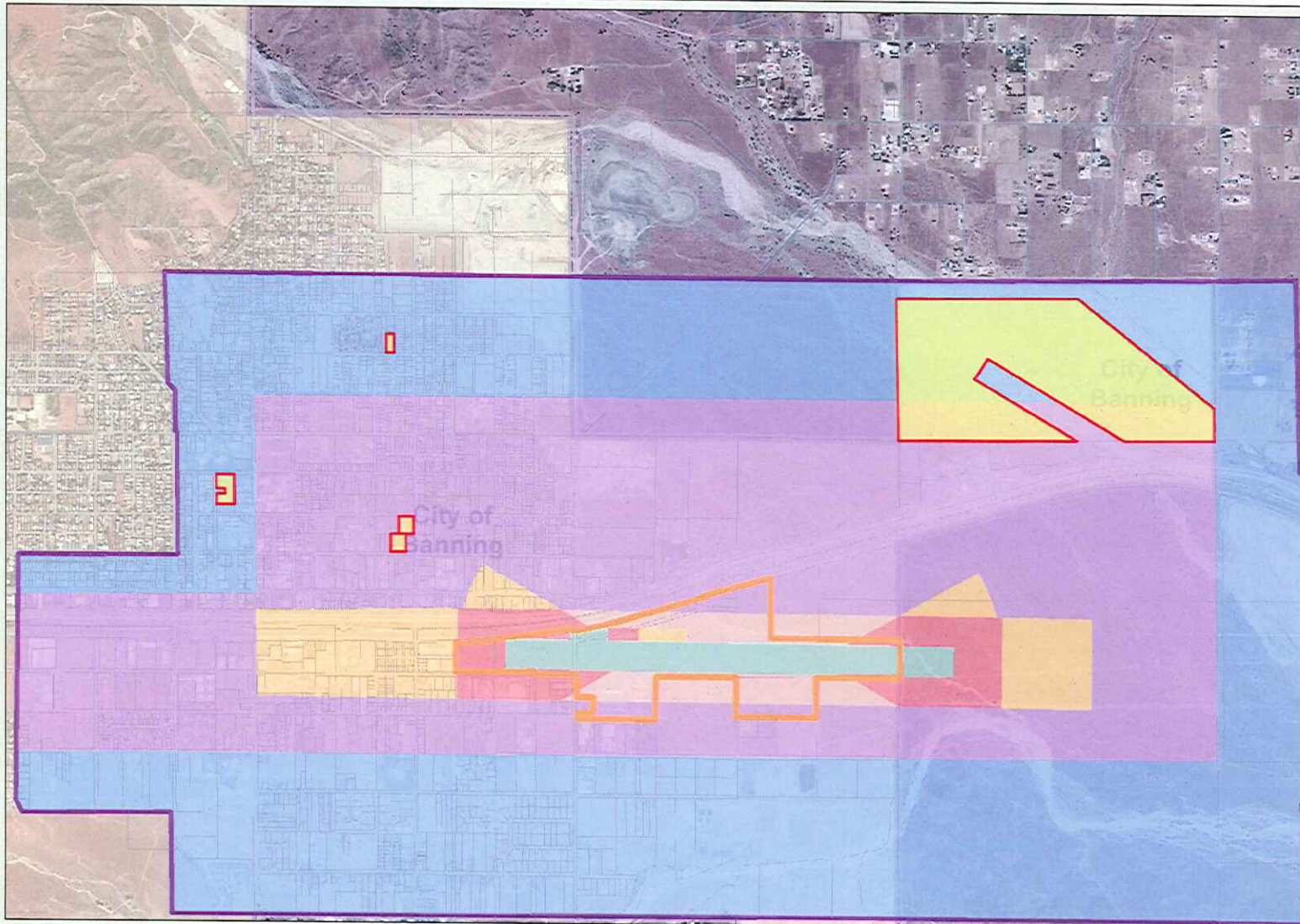
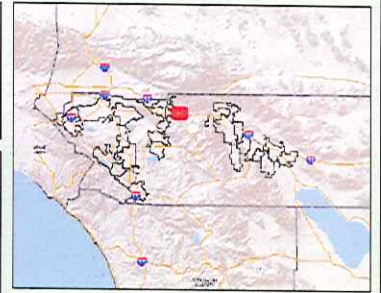
<p>1" = 376 ft.</p>	<p>08/11/2014</p>		
<p>This map represents a visual display of related geographic information. Data provided hereon is not a guarantee of actual field conditions. To be sure of complete accuracy, please contact Banning staff for the most up-to-date information.</p>			

Proposed Affordable Housing Opportunity Overlay Site (APN 532-080-004)















<p>1" = 1,505 ft.</p>	<p>08/11/2014</p>		
<p>This map represents a visual display of related geographic information. Data provided hereon is not a guarantee of actual field conditions. To be sure of complete accuracy, please contact Banning staff for the most up-to-date information.</p>			

My Map



Legend

-  Airports
-  ALA
- Airport Compatibility**
-  <all other values>
-  Zone A
-  Zone B1
-  Zone B2
-  Zone C
-  Zone D
-  Zone E
-  Runways
-  City Boundaries
-  Cities



0 3,078 6,155 Feet



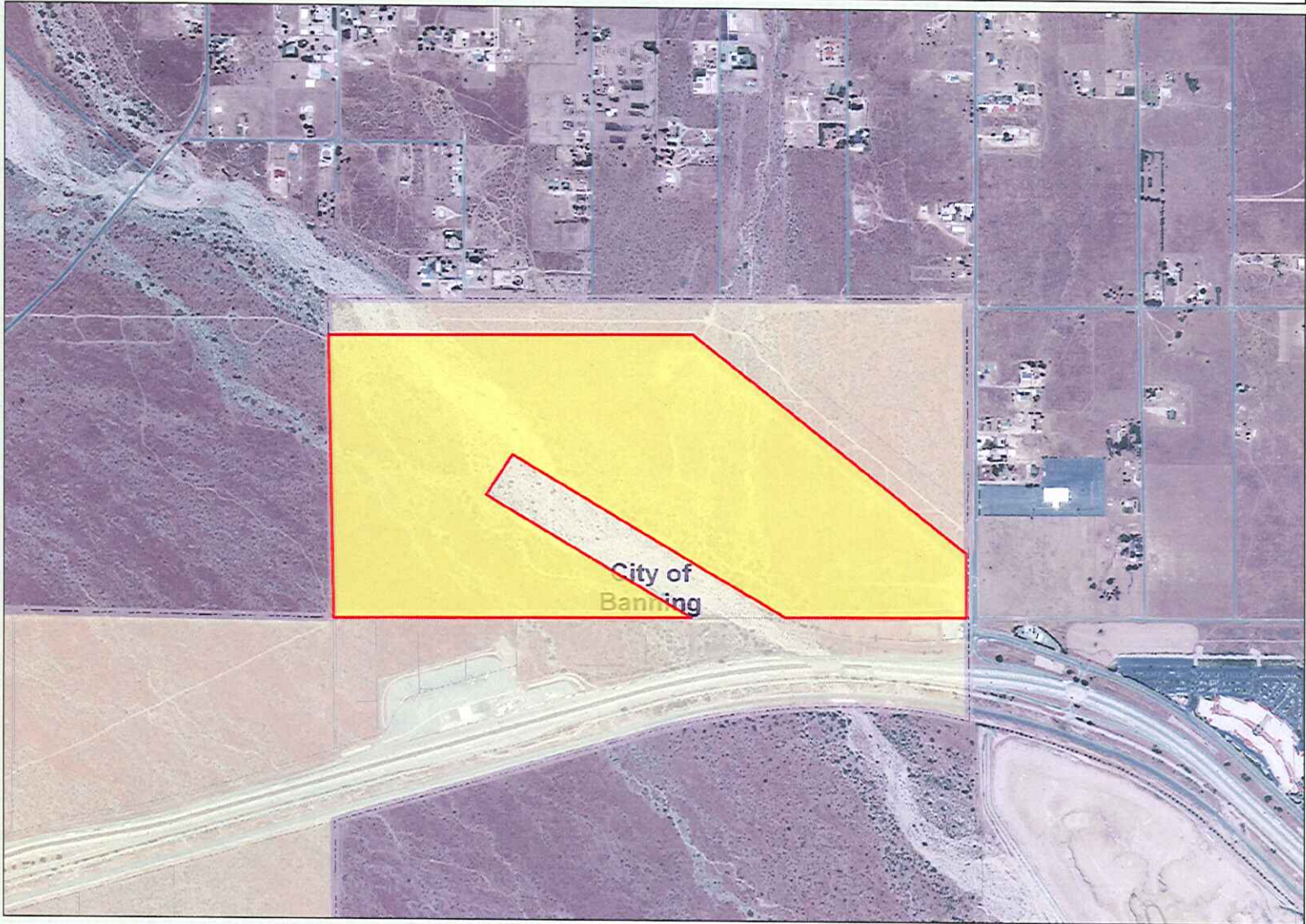
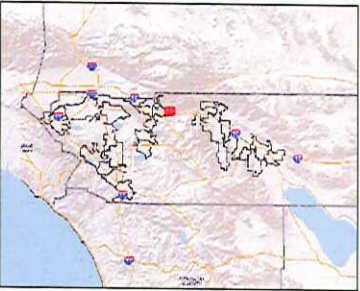
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

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Notes

My Map



Legend

-  RCLIS Parcels
-  City Boundaries
-  Cities



0 1,539 3,078 Feet



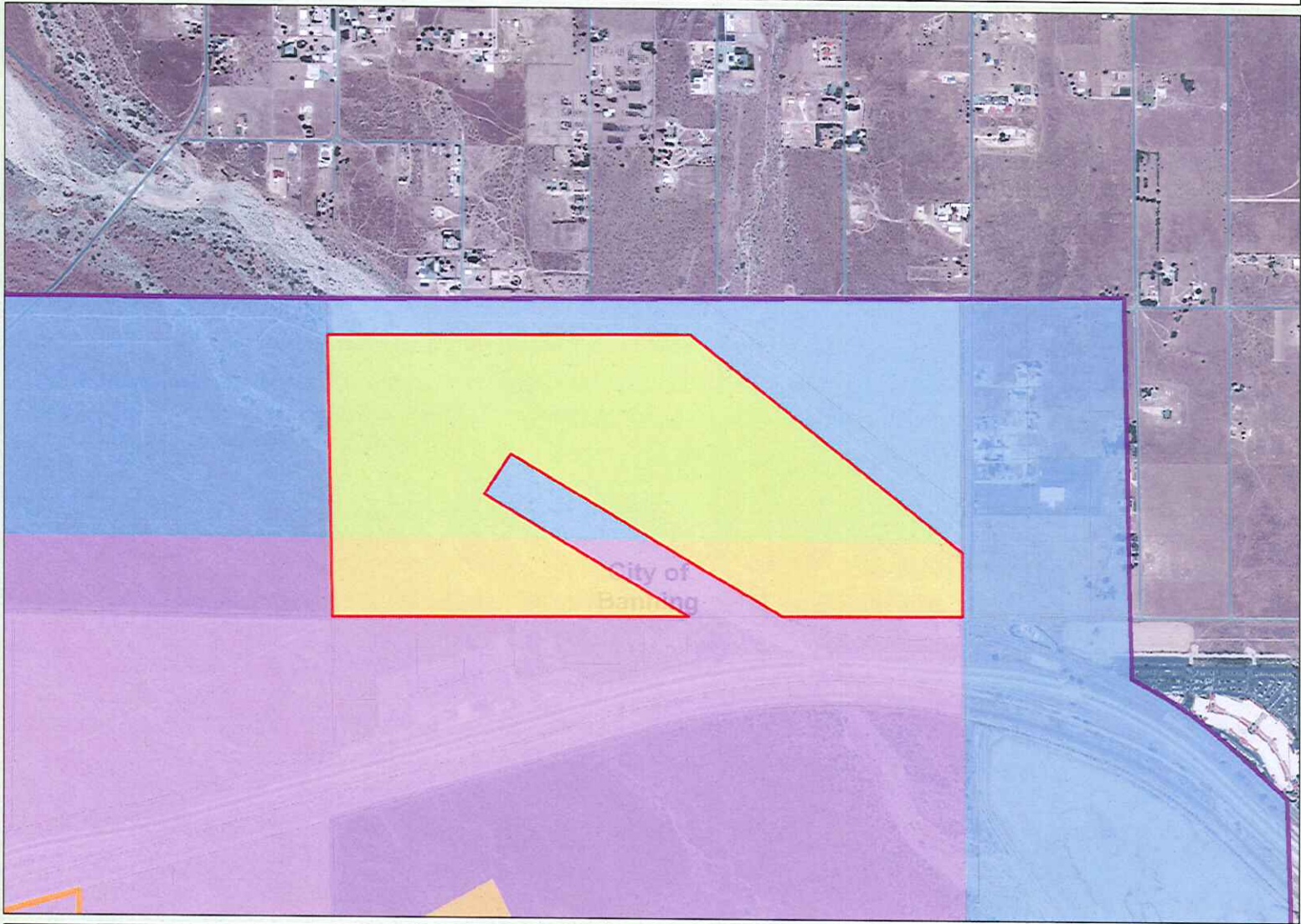
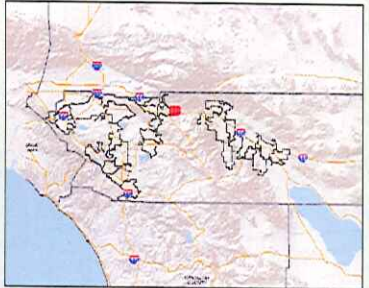
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Notes

My Map



Legend

- RCLIS Parcels
- Airports
- AIA
- Airport Compatibility**
- <all other values>
- Zone A
- Zone B1
- Zone B2
- Zone C
- Zone D
- Zone E
- Runways
- City Boundaries
- Cities



0 1,539 3,078 Feet



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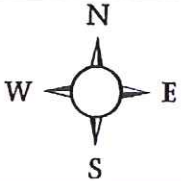

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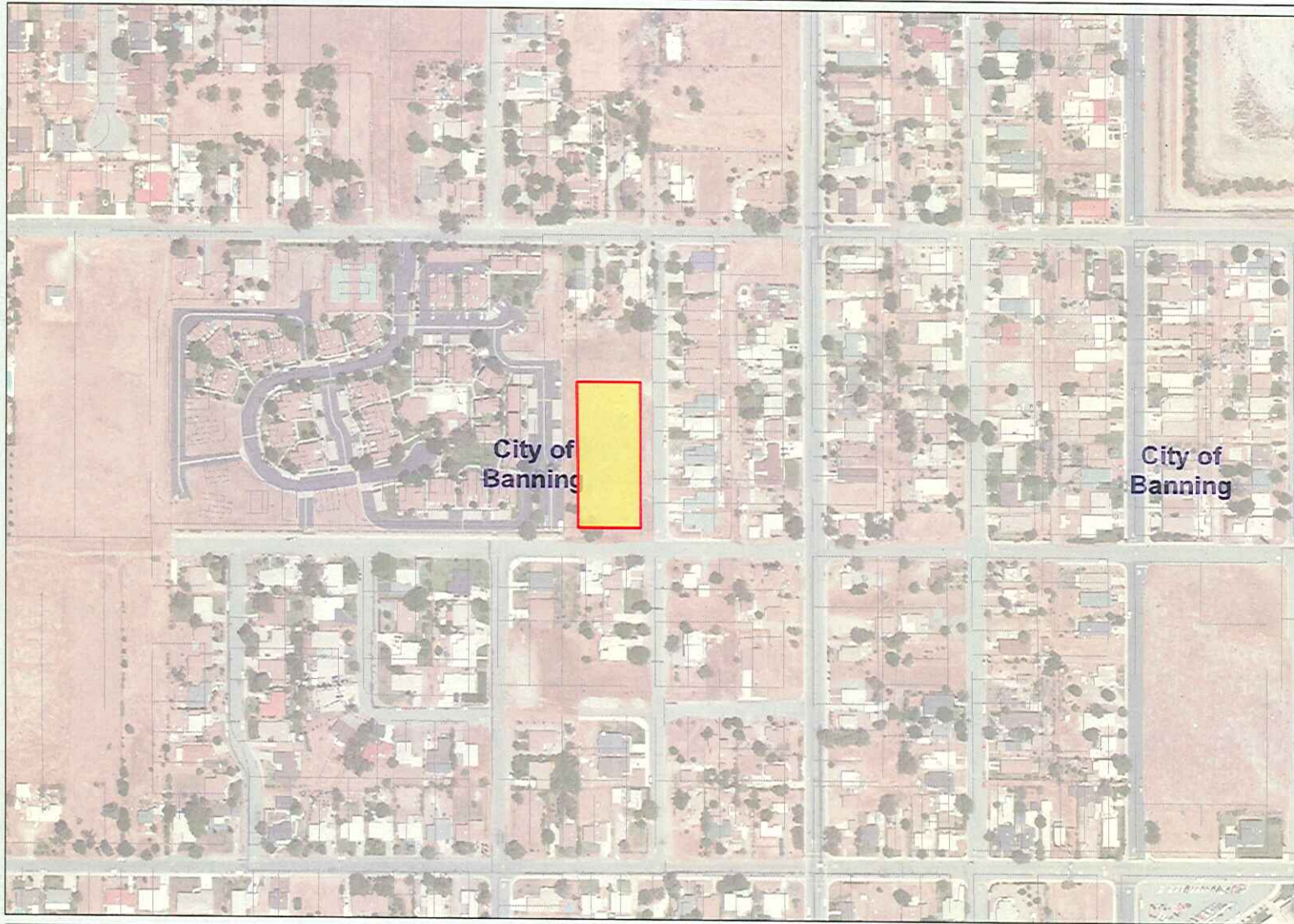
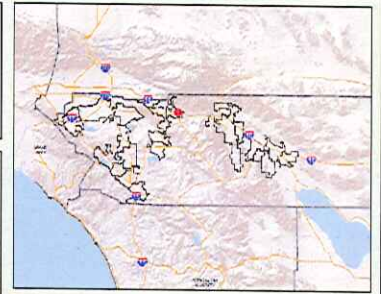
Notes

Proposed Affordable Housing Opportunity Overlay Site (APN 534-161-010)



<p>1" = 188 ft.</p>	<p>08/11/2014</p>		
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My Map



Legend

- RCLIS Parcels
- City Boundaries
- Cities



0 385 769 Feet



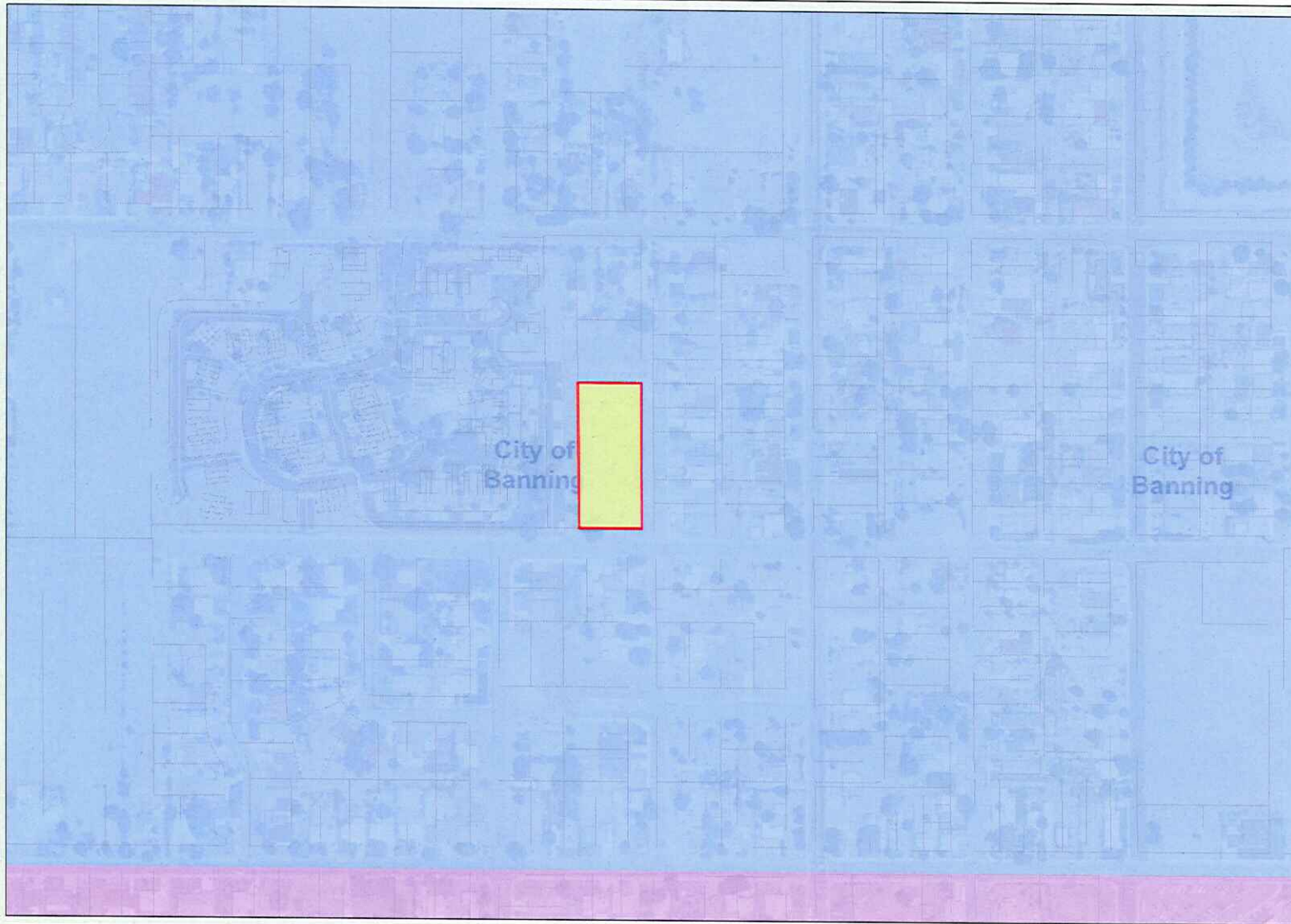
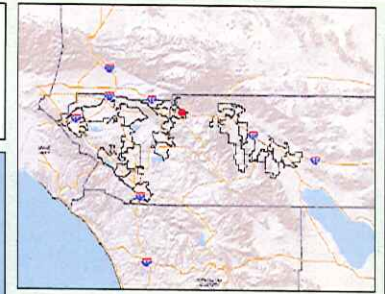
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Notes

My Map



Legend

- RCLIS Parcels
- Airports
- AIA
- Airport Compatibility**
 - <all other values>
 - Zone A
 - Zone B1
 - Zone B2
 - Zone C
 - Zone D
 - Zone E
- Runways
- City Boundaries
- Cities



0 385 769 Feet



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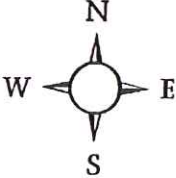

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Notes

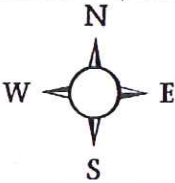

Proposed Affordable Housing Opportunity Overlay Site (APN 537-110-008)



1" = 752 ft.	08/11/2014		
<p>This map represents a visual display of related geographic information. Data provided hereon is not a guarantee of actual field conditions. To be sure of complete accuracy, please contact Banning staff for the most up-to-date information.</p>			

Proposed Affordable Housing Opportunity Overlay Site (APN 537-120-034)



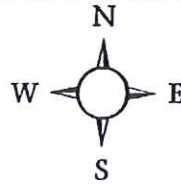
1" = 752 ft.	08/11/2014		
<p>This map represents a visual display of related geographic information. Data provided hereon is not a guarantee of actual field conditions. To be sure of complete accuracy, please contact Banning staff for the most up-to-date information.</p>			

Proposed Affordable Housing Opportunity Overlay Site (APN 540-083-002)



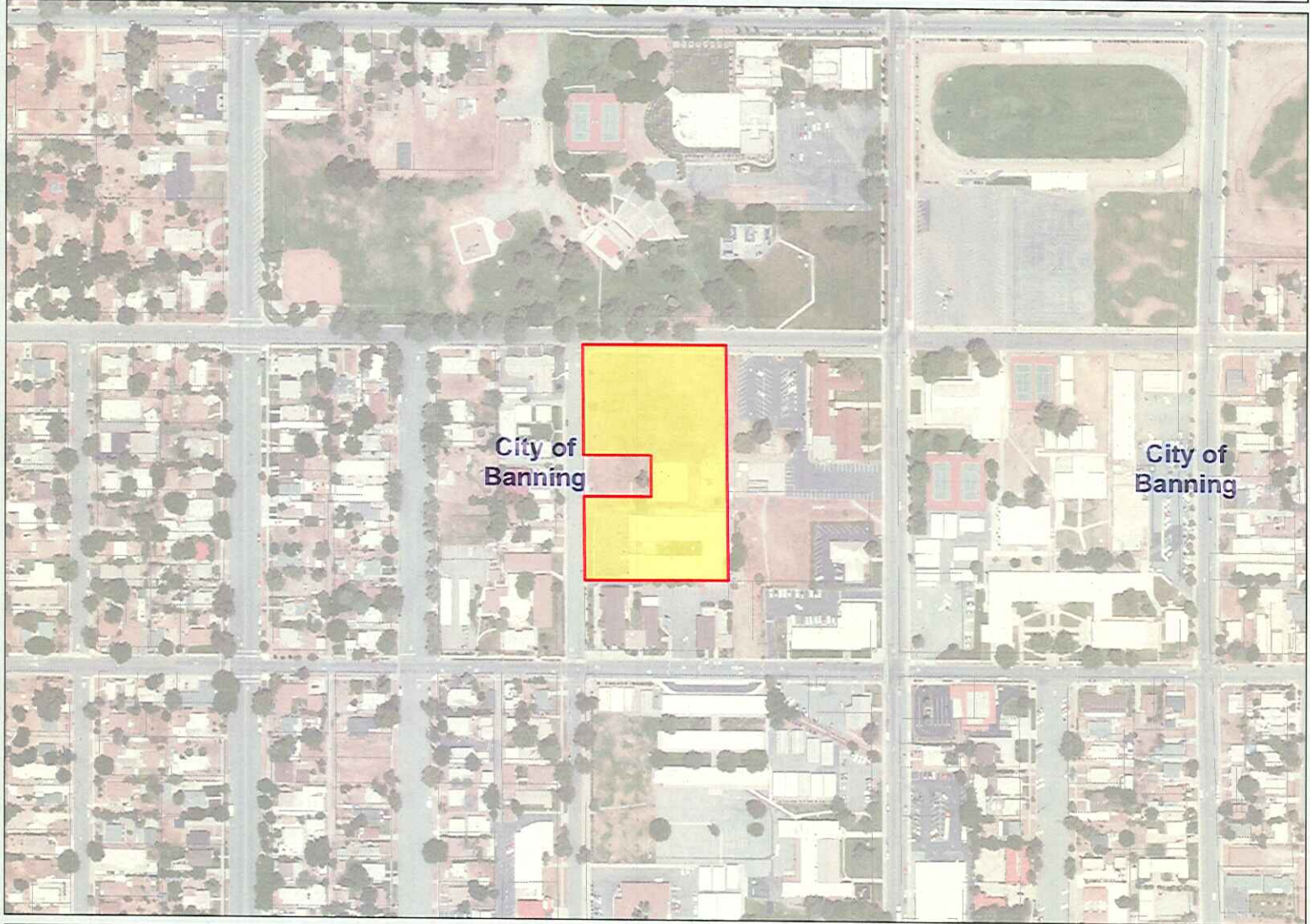
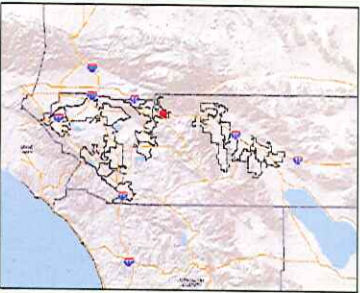
1" = 376 ft.

08/11/2014



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My Map



Legend

- RCLIS Parcels
- City Boundaries
- Cities



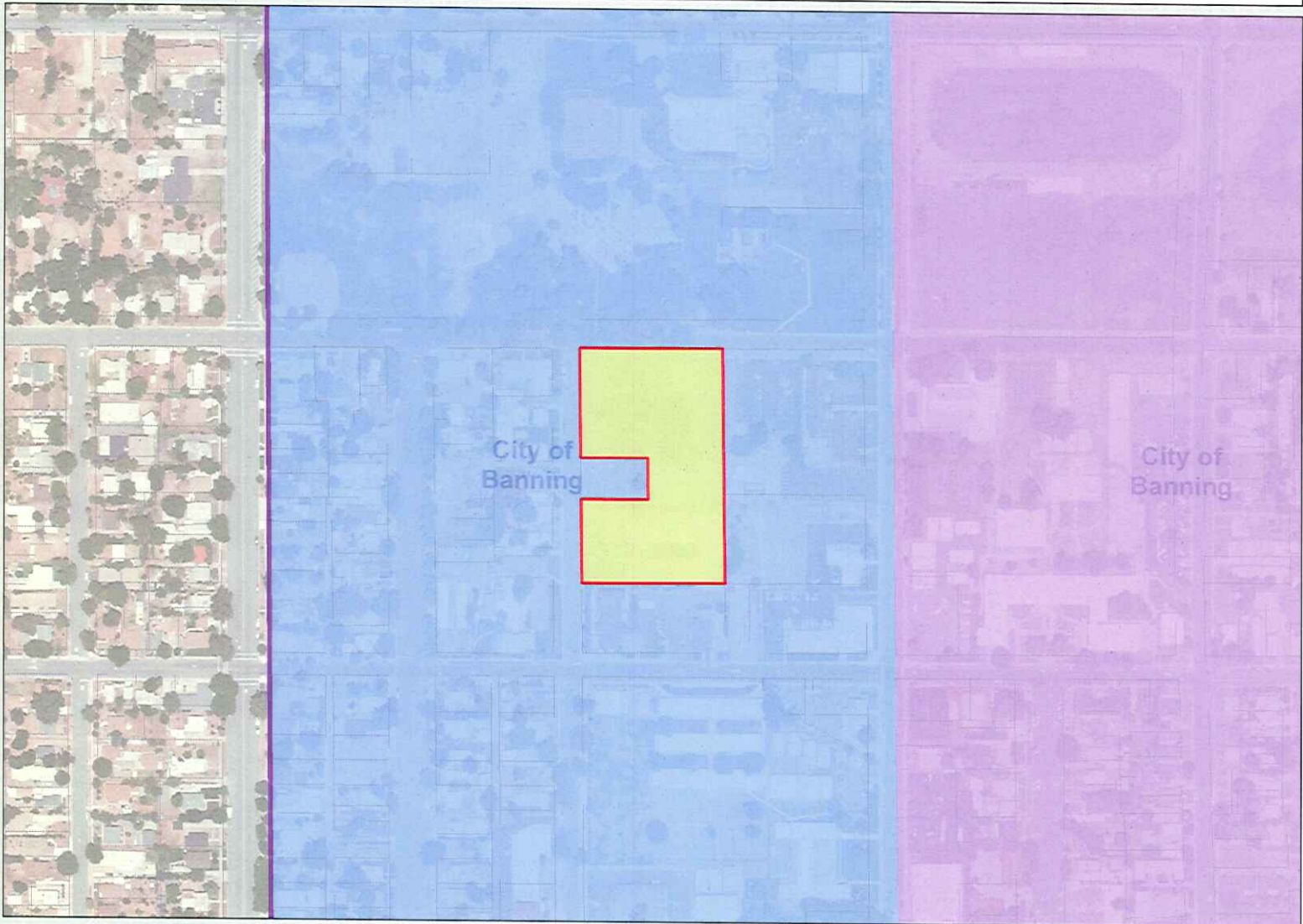
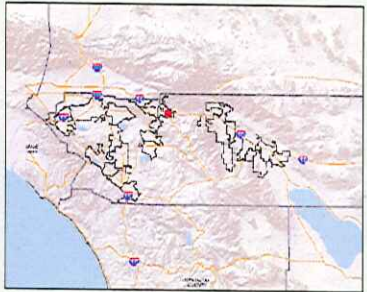
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Notes

My Map



- Legend**
- RCLIS Parcels
 - Airports
 - AIA
 - Airport Compatibility**
 - <all other values>
 - Zone A
 - Zone B1
 - Zone B2
 - Zone C
 - Zone D
 - Zone E
 - Runways
 - City Boundaries
 - Cities



0 385 769 Feet



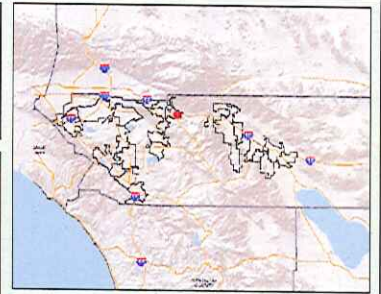
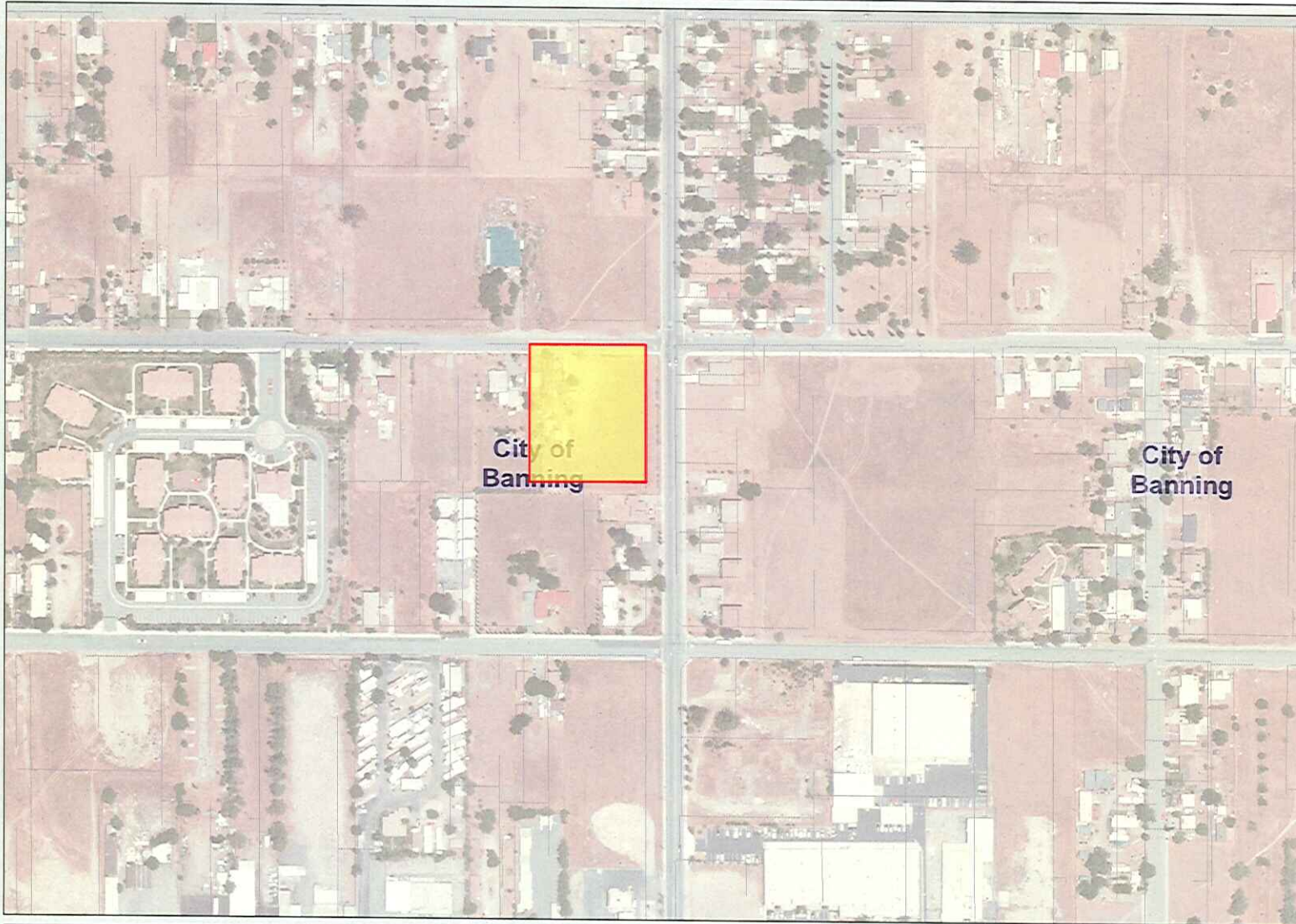
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Notes

My Map



Legend

-  RCLIS Parcels
-  City Boundaries
-  Cities



0 385 769 Feet



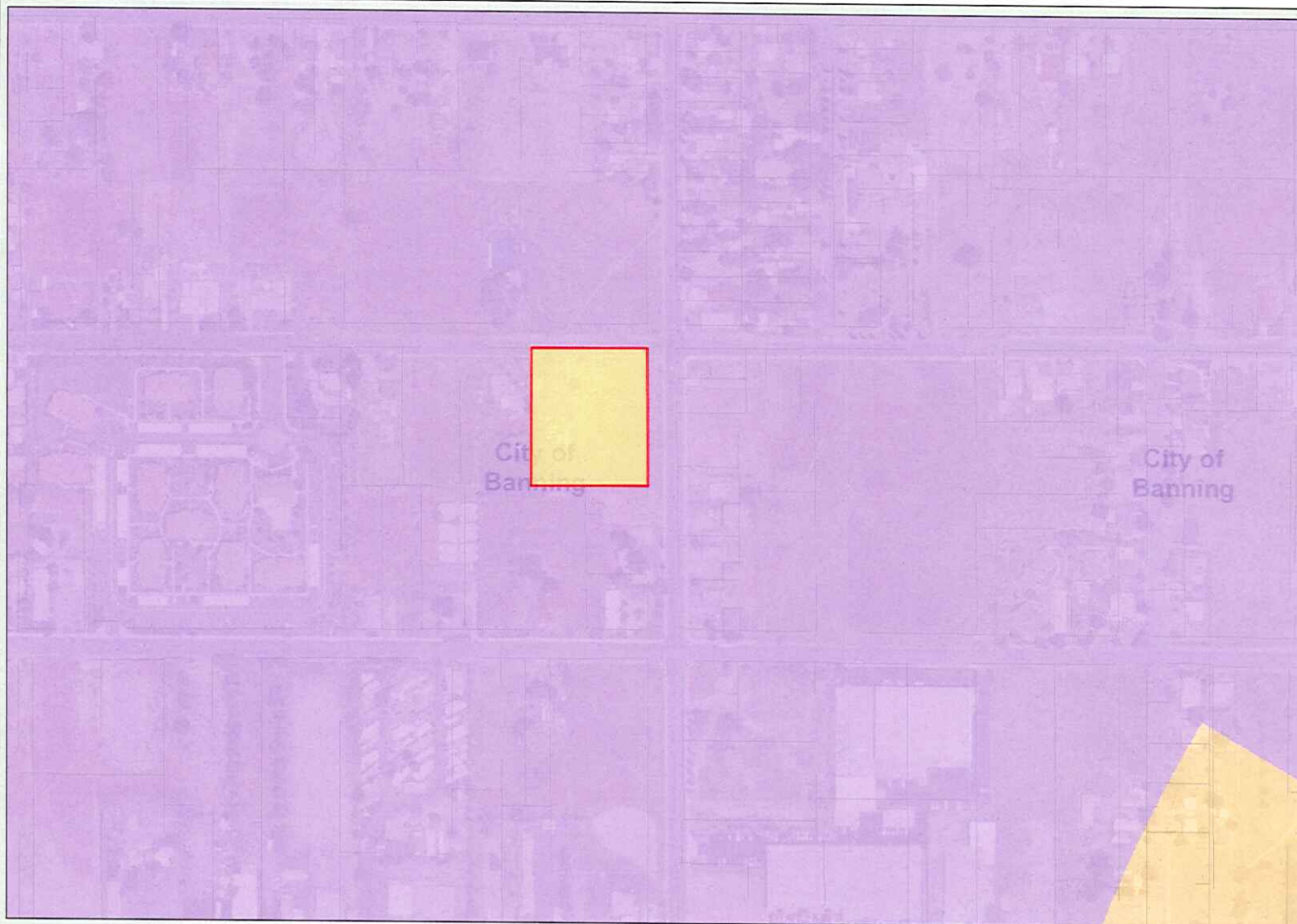
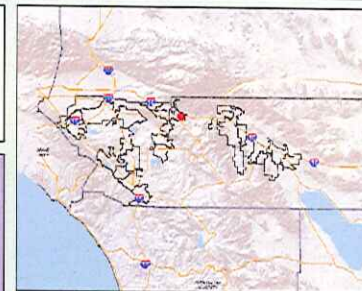
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Notes

My Map



Legend

- RCLIS Parcels
- Airports
- AIA
- Airport Compatibility**
 - <all other values>
 - Zone A
 - Zone B1
 - Zone B2
 - Zone C
 - Zone D
 - Zone E
- Runways
- City Boundaries
- Cities



0 385 769 Feet



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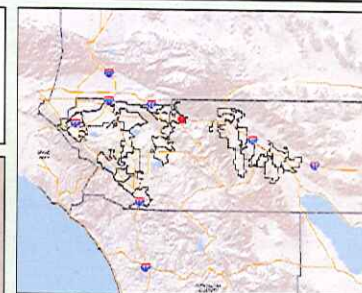
Notes

Proposed Affordable Housing Opportunity Overlay Site (APN 541-110-013)



1" = 376 ft.	08/11/2014	<p>N</p> <p>W ◉ E</p> <p>S</p>	
<p>This map represents a visual display of related geographic information. Data provided hereon is not a guarantee of actual field conditions. To be sure of complete accuracy, please contact Banning staff for the most up-to-date information.</p>			

My Map



Legend

-  RCLIS Parcels
-  City Boundaries
-  Cities



0 385 769 Feet



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Notes

RESOLUTION NO. 2014-10

**A RESOLUTION OF THE PLANNING COMMISSION OF
THE CITY OF BANNING, CALIFORNIA
RECOMMENDING CITY COUNCIL APPROVAL OF
ADDENDUM TO THE INITIAL STUDY/MITIGATED
NEGATIVE DECLARATION; GENERAL PLAN
AMENDMENT NO. 14-2502; ZONE CHANGE NO. 14-3502;
AND ZONE TEXT AMENDMENT NO. 14-97501
(ORDINANCE NO. 1482) ESTABLISHING AN
AFFORDABLE HOUSING OPPORTUNITY OVERLAY ON
HDR-20 PARCELS**

WHEREAS, California Government Code Section 65302(c) mandates that each city shall include a Housing Element in its General Plan. The Housing Element is required to identify and analyze existing and projected housing needs and include statements of the City's goals, policies, quantified objectives, and scheduled programs for the preservation, improvement, and development of housing. The City in adopting its Housing Element, must consider economic, environmental, and fiscal factors, as well as community goals as set forth in the General Plan; and

WHEREAS, under state law each jurisdiction is required to demonstrate that local land use plans and zoning regulations provide development opportunities to accommodate the jurisdiction's assigned fair share of the region's new housing needs. The process by which fair share housing needs are determined is called the "Regional Housing Needs Assessment" ("RHNA"). The RHNA is prepared by the Southern California Association of Governments ("SCAG"). Once the RHNA allocations are adopted by SCAG and accepted by HCD, they become final and no changes or judicial review are permitted under state law; and

WHEREAS, the RHNA identifies Banning's share of the regional housing need for the 2014 - 2021 projection period as 3,792 units. This total includes 872 very-low-income units, 593 low-income units, 685 moderate-income units, and 1,642 above-moderate-income units. State law requires the City to demonstrate the availability of adequate sites with appropriate zoning to accommodate the need for various types of housing units commensurate with the RHNA; and

WHEREAS, at a public hearing on January 28, 2014 the Banning City Council adopted the Banning Housing Element update for the 2013-2021 planning period and submitted the adopted element to the California Department of Housing and Community Development ("HCD") as required by state law; and

WHEREAS, in its review letter of May 1, 2014 HCD found that the establishment of an Affordable Housing Opportunity ("AHO") overlay zone allowing a density of 24 units/acre for projects with units affordable to lower-income households on parcels in the HDR-20 zone would address the requirements of state law; and

WHEREAS, in accordance with Government Code §65854, on the 22nd day of August 2014, the City gave public notice as required under Chapter 17.68 of the Zoning Ordinance by advertising in the Record Gazette newspaper of the holding of a public hearing regarding Addendum to the Initial Study/Mitigated Negative Declaration that was adopted by the City Council on July 23, 2013; General Plan Amendment No. 14-2502; Zone Change No. 14-3502; and Zone Text Amendment No. 14-97501 (Ordinance No. 1482) an amendment to the text of the Zoning Code to provide standards to implement the Affordable Housing Opportunity (AHO) Zone; and

WHEREAS, on the 3rd day of September 2014, the Planning Commission held a noticed public hearing at which interested persons had an opportunity to testify in support of, or opposition to, the proposed amendment, and at which time the Planning Commission considered the Initial Study/Mitigated Negative Declaration that was adopted by the City Council on July 23, 2013; General Plan Amendment No. 14-2502; Zone Change No. 14-3502; and Zone Text Amendment No. 14-97501 (Ordinance No. 1482); and

WHEREAS, at this public hearing the Planning Commission analyzed the proposed project together with an Addendum to a previous Initial Study/Mitigated Negative Declaration in compliance with California Environmental Quality Act (CEQA) Section 15164.

NOW THEREFORE, the Planning Commission of the City of Banning does hereby find, determine, and resolve as follows:

SECTION 1. ENVIRONMENTAL FINDINGS.

An Initial Study/Mitigated Negative Declaration ("IS/MND") was prepared and certified by the City Council in connection with the 2008-2013 Housing Element, along with supporting findings set forth and adopted in City Council Resolution No. 2013-75. In compliance with the California Environmental Quality Act (Public Resources Code § 21000, *et seq.*, "CEQA") and the CEQA Guidelines (14 California Code of Regulations § 15000, *et seq.*) an Addendum to that IS/MND has been prepared pursuant to CEQA Guidelines § 15164, which is incorporated herein by reference. The Addendum demonstrates that adoption of the AHO and related amendments to the Housing and Land Use Elements of the General Plan would not result in any new significant environmental impacts that were not evaluated in the prior IS/MND prepared for the 2008-2013 Housing Element, and only minor technical changes or additions are required to the previous IS/MND to satisfy the requirements of CEQA for the proposed AHO amendments. Further, none of the conditions set forth in CEQA § 21166 require the preparation of a subsequent or supplemental environmental impact report or negative declaration. Therefore, pursuant to CEQA Guidelines § 15164, on the basis of all of the evidence in the record, the Planning Commission finds that the Addendum satisfies the requirements of CEQA and hereby recommends its approval by the City Council. The Addendum reflects the independent judgment of the Planning Commission.

SECTION 2. REQUIRED FINDINGS FOR GENERAL PLAN AMENDMENT NO. 14-2502.

Finding No. 1: That the proposed amendment is internally consistent with the General Plan.

Facts in Support of Finding: The Housing Element is required to demonstrate the availability of adequate sites for residential development commensurate with the Regional Housing Needs Assessment ("RHNA") for the 2013-2021 planning period. The proposed amendment to the General Plan Housing and Land Use Elements would maintain consistency between these elements by ensuring that sufficient sites with appropriate zoning are available for housing development commensurate with the projected needs of households of all income levels in Banning.

Finding No. 2: That the proposed amendment would not be detrimental to the public interest, health, safety, convenience, or welfare of the City.

Facts in Support of Finding: The proposed amendments to the Housing and Land Use Elements of the General Plan would encourage and facilitate the maintenance, improvement and development of housing needed to serve the City's current and projected population during the 2013-2021 planning period, as required by state law. Further, the CEQA Addendum prepared for the proposed amendments concluded that the proposed amendments would not result in any new significant environmental impacts.

Finding No. 3: That the proposed amendment would maintain the appropriate balance of land uses within the City.

Facts in Support of Finding: State law requires each city to identify adequate sites for housing development commensurate with the RHNA. The proposed amendments to the Housing and Land Use Elements would ensure an appropriate balance of land uses by designating sufficient sites for housing consistent with the RHNA for the 2013-2021 planning period.

Finding No. 4: That the proposed parcels that are subject to the amendment are physically suitable including but not limited to access, provisions of utilities, compatibility with adjoining land uses, and absence of physical constraints) for the requested land use designations and the anticipated land use development.

Facts in Support of Finding: Pursuant to CEQA, an Addendum to a previous IS/MND has been prepared for the proposed Housing and Land Use Element amendments. The Addendum concluded that with the mitigation measures identified in the General Plan EIR and the IS/MND, adoption of the AHO would not result in new significant impacts regarding access, utilities, land use compatibility or other potential environmental effects.

SECTION 3. REQUIRED FINDINGS FOR ZONE CHANGE 14-3502 AND ZONE TEXT AMENDMENT NO. 14-97501:

Finding No. 1: The proposed Zone Change and Zone Text Amendment is consistent with the General Plan, as amended.

Facts in Support of Finding: The proposed amendments to the Housing and Land Use Elements would demonstrate the availability of adequate sites for residential development commensurate with the RHNA for the 2013-2021 planning period. The proposed amendment to the Zoning Ordinance and Map would ensure consistency with the Housing and Land Use Elements by designating sufficient sites with appropriate zoning for housing development at densities necessary to accommodate the projected needs of households of all income levels in Banning.

Finding No. 2: The proposed Zone Change and Zone Text Amendment would not be detrimental to the environment, or to the public interest, health, safety, convenience, or welfare of the City.

Facts in Support of Finding: Pursuant to CEQA, an Addendum to a previous IS/MND has been prepared for the proposed AHO amendments. The Addendum concluded that with the mitigation measures identified in the General Plan EIR and the IS/MND, adoption of the AHO would not result in new significant environmental effects. Further, future development on AHO sites must comply with applicable development standards and environmental requirements designed to protect the health, safety and welfare of the community and its residents.

Finding No. 3: The subject property is physically suitable for the requested land use designation(s) and the anticipated development(s).

Facts in Support of Finding: Pursuant to CEQA, an Addendum to a previous IS/MND has been prepared for the proposed AHO amendments. The Addendum concluded that with the mitigation measures identified in the General Plan EIR and the IS/MND, development in the AHO would not result in new significant environmental effects. Further, future development on AHO sites must comply with applicable development standards and environmental requirements designed to protect the health, safety and welfare of the community and its residents.

Finding No. 4: The proposed Zone Change and Zone Text Amendment shall ensure development of desirable character which will be compatible with existing and proposed development in the surrounding neighborhood.

Facts in Support of Finding: Pursuant to CEQA, an Addendum to a previous IS/MND has been prepared for the proposed AHO amendments. The Addendum concluded that with the mitigation measures identified in the General Plan EIR and the IS/MND, development in the AHO would not result in new significant impacts to the surrounding neighborhood or the community in general. Future

development on AHO sites must comply with applicable development standards and environmental requirements designed to protect the health, safety and welfare of the community and its residents. Further, the proposed AHO amendment is required by state law to ensure consistency with the RHNA.

SECTION 4. PLANNING COMMISSION ACTIONS.

The Planning Commission recommends that City Council takes the following actions:

1. Approve General Plan Amendment No. 14-2502 making the following changes to the Housing and Land Use Elements of the General Plan:

a. Housing Element Amendment.

i. Amend Housing Element Program 5 to add the following:

- Affordable Housing Opportunity (AHO) Overlay Zone

Within one year of Housing Element adoption, the City will process an amendment to the General Plan Land Use Element and Zoning Ordinance to establish an Affordable Housing Opportunity (AHO) Overlay Zone on HDR-20 sites to allow an increase in base density (excluding density bonus) to 24 dwelling units/acre when a project complies with the following:

a. The developer agrees to provide a minimum of 10% very-low-income units and 10% low-income units (or a proportionate increase in very-low-income units and a decrease in low-income units, e.g. 15% very-low and 5% low).

b. Affordable units are deed restricted for a period of not less than 55 years, or in perpetuity, if possible.

c. Multi-family uses within the densities established under the AHO will be allowed by-right, without a conditional use permit or other discretionary permit, provided, however, that multi-family development proposals will be subject to design review.

The City will work with developers, other agencies and the community to address lower-income housing needs by offering incentives such as density bonuses, options for clustering units, mix of unit types, second units, use of "in-lieu" housing funds, fast-track processing, and reduced fees, as appropriate for proposed lower-income housing.

2. Amend the Housing Element Technical Report to reference the Affordable Housing Opportunity overlay zone on pages TR-24 and TR-28.

- b. Land Use Element Amendment

Amend the High Density Residential land use category on p. III-7 as follows:

High Density Residential (HDR) (11-18 du/acre)

Allows condominiums and townhomes, as well as apartments with the provision of common area amenities and open space. Duplex and multi-plex development is the most prevalent type of development in this designation. The clustering of condominiums and townhomes may be appropriate with the provision of common area amenities and open space. Allowable base density for parcels within the HDR-20 Affordable Housing Opportunity (AHO) overlay zone is may be increased to 20 to 24 du/acre for developments that reserve at least 2050% of units for lower-income households in conformance with Program 5 of the Housing Element. Mobile home parks and subdivisions may also be appropriate, with the approval of a conditional use permit. Home occupations are permitted.

3. Adopt Ordinance No. 1482 (Exhibit A) approving Zone Text Amendment No. 14-97501 and Zone Change No. 14-3502 based on the findings as referenced herein.

PASSED, APPROVED AND ADOPTED this 3rd day of September, 2014.

Kevin Siva, Chairman
Banning Planning Commission

**APPROVED AS TO FORM AND
LEGAL CONTENT:**

Lona N. Laymon
Aleshire & Wynder, LLP
Assistant City Attorney
City of Banning, California

ATTEST:

Holly Stuart, Recording Secretary
City of Banning, California

CERTIFICATION:

I, Holly Stuart, Recording Secretary of the Planning Commission of the City of Banning, California, do hereby certify that the foregoing Resolution, No. 2014-10, was duly adopted by the Planning Commission of the City of Banning, California, at a regular meeting thereof held on the 3rd day of September 2014, by the following vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

Holly Stuart, Recording Secretary
City of Banning, California

ORDINANCE NO. 1482

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF BANNING, CALIFORNIA ADOPTING ZONE CHANGE NO. 14-3502 AND ZONE TEXT AMENDMENT NO. 14-97501 TO THE ZONING ORDINANCE AND ZONING MAP TO ESTABLISH AN AFFORDABLE HOUSING OPPORTUNITY (AHO) OVERLAY ZONE IN CONFORMANCE WITH THE GENERAL PLAN HOUSING ELEMENT

WHEREAS, California Government Code §65302(c) mandates that each city shall include a Housing Element in its General Plan. The Housing Element is required to identify and analyze existing and projected housing needs and include statements of the City's goals, policies, quantified objectives, and scheduled programs for the preservation, improvement, and development of housing. The City in adopting its Housing Element, must consider economic, environmental, and fiscal factors, as well as community goals as set forth in the General Plan; and

WHEREAS, on January 28, 2014 the City Council adopted the 2013-2021 Housing Element; and

WHEREAS, on May 1, 2014 the California Department of Housing and Community Development ("HCD") issued a letter finding that changes to the Housing Element and zoning regulations would be necessary to fully satisfy the requirements of state law. HCD also stated that the adoption of an Affordable Housing Opportunity (AHO) overlay in the HDR-20 zone would address this finding; and

WHEREAS, a finding of substantial compliance from HCD is important to maximize the City's eligibility for grant funds and preserve local land use authority; and

WHEREAS, in accordance with Government Code §65854, on the 22nd day of August 2014, the City gave public notice as required under Chapter 17.68 of the Zoning Ordinance by advertising in the Record Gazette newspaper of a public hearing to be held by the Planning Commission regarding Zone Change No. 14-3502 and Zone Text Amendment 14-97501; and

WHEREAS, on the 3rd day of September 2014, the Planning Commission held a noticed public hearing at which interested persons had an opportunity to testify in support of, or opposition to, the proposed amendment, and at which time the Planning Commission considered Zone Change No. 14-3502 and Zone Text Amendment 14-97501; and

WHEREAS, at this public hearing, the Planning Commission analyzed this proposed project together with an Addendum to a previous Initial Study/Mitigated Negative Declaration in compliance with California Environmental Quality Act §15162 and §15164 and recommended its adoption by the City Council; and

WHEREAS, on _____ notice of the City Council public hearing regarding Zone Change No. 14-3502 was published in the Record Gazette newspaper; and

WHEREAS, on _____ the City Council conducted a duly noticed public hearing to consider Zone Change No. 14-3502 and Zone Text Amendment 14-97501, at which time all interested persons were invited to provide comments in opposition to or support for the proposed amendment.

NOW THEREFORE, the City Council of the City of Banning does make the following findings and based thereon and the administrative record does ordain as follows:

SECTION 1. ENVIRONMENTAL FINDINGS.

An Initial Study/Mitigated Negative Declaration (IS/MND) and Mitigation Monitoring and Reporting Program were adopted for the 2008-2013 Banning Housing Element and Zone Change No. 13-3502 in accordance with the California Environmental Quality Act ("CEQA"), the State CEQA Guidelines §15000 through 15387, and the City of Banning Environmental Review Guidelines. City Council Resolution No. 2013-75, incorporated herein by this reference, provides environmental findings in support of that IS/MND.

When an EIR or negative declaration has been prepared for a project and changes are subsequently proposed to that project, the City is required to determine whether the environmental effects of such actions are within the scope of previous environmental documentation, and whether additional environmental analysis is required. If the agency finds that pursuant to §15162, §15164, and §15183 of the CEQA Guidelines no new effects would occur, nor would a substantial increase in the severity of previously identified significant effects occur, then no supplemental or subsequent EIR or MND is required.

Pursuant to CEQA Guidelines §15164, an Addendum to the 2008-2013 Housing Element IS/MND has been prepared to evaluate the potential environmental effects of Zone Change No. 14-3502 and Zone Text Amendment No. 14-97501. Through the analysis described in that Addendum, the City of Banning has determined that changes associated with the proposed Zone Change are not substantial. No new significant impacts would result from these changes, nor would there be a substantial increase in the severity of previously identified environmental impacts. In addition, the changes with respect to the circumstances under which the project will be undertaken would not result in new or more severe significant environmental impacts.

The City Council finds that the Addendum together with the previous IS/MND reflect its independent judgment further finds that these documents satisfy the requirements of CEQA for Zone Change No. 14-3502 and Zone Text Amendment 14-97501.

SECTION 2. REQUIRED FINDINGS FOR ZONE CHANGE NO. 14-3502 AND ZONE TEXT AMENDMENT NO. 14-97501.

Finding No. 1: The proposed Zone Change and Zone Text Amendment are consistent with the General Plan.

Facts in Support of Finding: The proposed zoning amendment would demonstrate the availability of adequate sites for residential development commensurate with the Regional Housing Needs Assessment (RHNA) for the 2013-2021 planning period. The proposed amendments to the Zoning Ordinance and Map are not only consistent with the General Plan, they are required to ensure consistency with the Housing and Land Use Elements of the General Plan and the RHNA by establishing zoning regulations on sufficient sites to accommodate housing development at densities necessary to meet the projected needs of lower-income households in Banning.

Finding No. 2: The proposed Zone Change and Zone Text Amendment would not be detrimental to the environment, or to the public interest, health, safety, convenience, or welfare of the City.

Facts in Support of Finding: Pursuant to CEQA, an Addendum to the 2008-2013 Housing Element Initial Study/Mitigated Negative Declaration (IS/MND) has been prepared for the proposed zoning amendment. The Addendum concluded that adoption of the Affordable Housing Opportunity (AHO) Overlay would not result in new significant environmental effects that were not previously analyzed. Further, any future development on AHO sites must comply with applicable development standards and environmental requirements designed to protect the health, safety and welfare of the community and its residents. Further facts and evidence in support of this finding are contained in the Addendum and the accompanying staff report, all of which are incorporated herein by this reference.

Finding No. 3: The subject property is physically suitable for the requested land use designation(s) and the anticipated development(s).

Facts in Support of Finding: Pursuant to CEQA, an Addendum to the 2008-2013 Housing Element Initial Study/Mitigated Negative Declaration (IS/MND) has been prepared for the proposed zoning amendment. The Addendum concluded that with the mitigation measures identified in the General Plan EIR and the IS/MND, adoption of the AHO Overlay would not result in new significant impacts regarding access, utilities, land use compatibility or other potential environmental effects that were not previously analyzed and disclosed in the IS/MND and General Plan EIR. Further facts and evidence in support of this finding are contained in the Addendum and the accompanying staff report, all of which are incorporated herein by this reference.

Finding No. 4: The proposed Zone Change and Zone Text Amendment shall ensure development of desirable character which will be compatible with existing and proposed development in the surrounding neighborhood.

Facts in Support of Finding: Pursuant to CEQA, an Addendum to the 2008-2013 Housing Element Initial Study/Mitigated Negative Declaration (IS/MND) has been prepared for the proposed zoning amendment. The Addendum concluded that with the mitigation measures identified in the General Plan EIR and the IS/MND, adoption of the AHO Overlay would not result in new significant impacts to the surrounding properties or the community in general that were not previously analyzed and disclosed in the IS/MND and General Plan EIR. Further facts and evidence in support of this finding are contained in the Addendum and the accompanying staff report, all of which are incorporated herein by this reference. Moreover, adoption of the AHO Overlay is required by state law to ensure consistency with the Regional Housing Needs Assessment.

SECTION 3. CITY COUNCIL ACTIONS.

The City Council hereby takes the following actions:

1. Zoning Code §17.08.010.B.10 is hereby amended as follows:

“10. High Density Residential-20/Affordable Housing Opportunity (HDR-20/AHO) (20-24 du/acre). Allows condominiums and townhomes, as well as apartments with the provision of common area amenities and open space by-right at a minimum density of 20 dwelling units per acre and a maximum density of 24 dwelling units per acre when at least 2050% of the units are reserved for lower-income households in conformance with Program 5 of the Housing Element. Projects requesting a density increase above 20 units/acre shall execute a Density Bonus Housing Agreement in conformance with Section 15.60.130 of this code. Affordable units shall be distributed throughout the development and shall be comparable to market rate units in design and quality. The clustering of condominiums and townhomes is appropriate with the provision of common area amenities and open space. Home Occupations may be appropriate with approval of a Home Occupation permit.”

2. Zoning Code Table 17.08.020 is amended to revise the HDR footnote as follows:

“*Housing developments in the HDR-20/AHO district are permitted at a density of 20-24 dwelling units per acre when at least 2050% of the units are reserved for lower-income households in conformance with Program 5 of the Housing Element. Development standards for qualifying developments shall be as provided for the HDR district in Chapter 17.24.”

3. The Zoning Map is hereby amended to change the designations for the following parcels from HDR-20 to HDR-20/AHO (Attachment 1):

“537-120-034	419-140-059
540-083-002	534-161-010
541-110-013	537-110-008
532-080-004	541-110-009”

SECTION 4. PUBLICATION

The Mayor shall sign this Ordinance and the City Clerk shall attest thereto and shall within fifteen (15) days of its adoption cause it, or a summary of it, to be published in the Record Gazette, a newspaper published and circulated in the City. Thereupon, this Ordinance shall take effect thirty (30) days after the adoption and be in effect according to the law.

PASSED, APPROVED AND ADOPTED this ____ day of _____, 2014.

Deborah Franklin, Mayor
City of Banning

**APPROVED AS TO FORM
AND LEGAL CONTENT:**

David J. Aleshire
Aleshire & Wynder, LLP
City Attorney
City of Banning, California

ATTEST:

Marie Calderon, City Clerk
City of Banning, California

CERTIFICATION:

I, Marie Calderon, City Clerk of the City of Banning, California, do hereby certify that the foregoing Ordinance No. 1482 was duly introduced at a regular meeting of the City Council of the City of Banning, held on the ____ day of _____, 2014 and was duly adopted at a regular meeting of said City Council held on the ____ day of _____ 2014, by the following vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

Marie Calderon, City Clerk
City of Banning, California

5. Adequate Sites for Residential Development

The General Plan Land Use Element and the Zoning Code establish the regulatory framework for residential development. The Land Use Element provides for a variety of residential types, ranging from lower-density single-family houses to higher-density apartments and condominiums and mixed-use development.

A significant portion of the inventory of sites for higher-density housing is located in large parcels, planned developments or areas where approval of a specific plan may be required. In some cases, large parcels must be subdivided to create suitable building sites prior to construction. When large sites must be divided into smaller parcels or a specific plan is required prior to development, the City facilitates this process through pre-application meetings to clarify procedures, concurrent priority processing of subdivision maps with specific plans or any other required approvals, and incentives such as density bonus and modified development standards when the project includes affordable housing. The City has a successful track record of facilitating development applications, and will continue to work cooperatively with developers to streamline the permit process for large parcels requiring subdivision or approval of a specific plan.

The City will monitor future development approvals and continue to ensure that adequate sites are available throughout the planning period to accommodate the City's share of regional housing need identified in the Regional Housing Needs Assessment, as required by the *no net loss* provisions of Government Code Sec. 65863.

Program Objectives:

- The City will continue to annually update an inventory that details the amount, type, and size of vacant and underutilized parcels sufficient to accommodate the City's remaining need, by income, to assist developers in identifying land suitable for residential development. As part of the City's Annual Progress Report (APR), required pursuant to GC 64000, the City must report on the number of extremely low-, very low-, low-, and moderate-income units constructed annually.
- To ensure sufficient residential capacity for units affordable to lower-income households is maintained within the planning period to accommodate the identified regional need for lower-income households, the City will develop and implement a formal ongoing (project by project) monitoring procedure, pursuant to Government Code Section 65863 [by September 2014](#).
- Should an approval of development (residential, commercial or mixed-use) result in a reduction of capacity below the residential capacity assumed on sites needed to accommodate the remaining need for lower-income households, as assumed in Tables B-2, B-4 and B-5, the City will immediately identify and zone sufficient sites to accommodate the shortfall.
- The City will offer the following incentives for the development of affordable housing including but not limited to priority processing of subdivision maps and specific plans that include affordable housing units, expedited review for the

subdivision of larger sites into buildable lots, financial assistance (based on availability of federal, state, local foundations, and private housing funds) and modification of development requirements, such as reduced parking standards for seniors, assisted care, and special needs housing on a case-by-case basis.

▪ Affordable Housing Opportunity (AHO) Overlay Zone

Within one year of Housing Element adoption, the City will process an amendment to the General Plan Land Use Element and Zoning Ordinance to establish an Affordable Housing Opportunity (AHO) Overlay Zone on HDR-20 sites to allow an increase in base density (excluding density bonus) to 24 dwelling units/acre when a project complies with all of the following:

a. The developer agrees to provide a minimum of 10% very-low-income units and 10% low-income units (or a proportionate increase in very-low-income units and a decrease in low-income units, e.g. 15% very-low and 5% low).

b. Affordable units are deed restricted for a period of not less than 55 years, or in perpetuity, if possible.

c. Multi-family uses within the densities established under the AHO will be allowed by-right, without a conditional use permit or other discretionary permit, provided, however, that multi-family development proposals will be subject to design review.

The City will work with developers, other agencies and the community to address lower-income housing need by offering incentives such as density bonuses, options for clustering units, mix of unit types, second units, use of "in-lieu" housing funds, fast-track processing, and reduced fees, as appropriate for proposed lower-income housing.

Responsible Agency: Community Development Department

Funding Source: Community Development Department budget

Schedule: Throughout the planning period; No Net Loss monitoring procedure by September 2014; AHO amendment within one year of Housing Element adoption

6. Facilitate Development of Affordable and Special Needs Housing

In order to facilitate the development of housing for low- and moderate-income households and persons with disabilities (including developmental disabilities), the City will implement the following actions:

III. Housing Constraints

Governmental, infrastructure, environmental and market factors can pose constraints to the provision of housing. These constraints may result in housing that is not affordable to low- and moderate-income households, persons with special needs, or may render residential construction economically infeasible for developers. This chapter analyzes these potential constraints and where necessary, identifies steps the City can take to alleviate them.

Governmental Constraints

Governmental regulations, while intentionally controlling the characteristics of development in the community can also have the unintended effect of increasing the cost of housing. Potential governmental constraints include land use plans and regulations, building codes and their enforcement, site improvement standards, fees and other exactions required of developers, and local development processing and permit procedures.

Land use regulations limit the amount or density of development, potentially increasing the cost per unit. On-site and off-site improvements such as roads, traffic signals, water or wastewater systems may increase an individual project's costs of development. Processing and permit requirements may delay construction, increasing financing and/or overhead costs of a development. The following describes potential governmental constraints and analyzes the extent to which they may affect the cost and supply of housing in Banning.

General Plan

The Banning General Plan was adopted in 2006. The state-mandated Land Use Element of the General Plan is contained in Chapter III - Community Development⁷. The General Plan describes a range of residential types dispersed throughout the City in the following land use categories and densities:

- Ranch/Agriculture Residential (RAR) – 1 unit/10 acres
- Ranch/Agriculture Residential - Hillside (RAR-H) – 1 unit/10 acres
- Rural Residential (RR) – Up to 1 unit/ acre
- Rural Residential - Hillside (RR-H) – Up to 1 unit/ acre
- Very Low Density Residential (VLDR) – Up to 2 units/acre
- Low Density Residential (LDR) – Up to 5 units/acre
- Medium Density Residential (MDR) – Up to 10 units/acre
- High Density Residential (HDR) – 11 to 18 units/acre
- Very High Density Residential (VHDR) – 19 to 24 units/acre
- Mobile Home Park (MHP)

In addition to these residential land use categories, mixed-use or exclusive residential development is allowed in the Downtown Commercial (DC) land use category at densities up to

⁷ <http://www.ci.banning.ca.us/DocumentCenter/Home/View/663>

18 units/acre. In the previous planning period, some of the larger sites in the Downtown Commercial area were designated affordable housing candidate sites with allowable densities of up to 20 units/acre.

In 2014 the General Plan Land Use Element was amended to reflect the Affordable Housing Opportunity overlay, which allows qualifying projects in the HDR-20 zone at a base density of 20 to 24 units per acre.

Zoning Regulations and Residential Development Standards

The City of Banning regulates the type, location, density, and scale of residential development primarily through the Zoning Code. Development regulations are designed to protect and promote the health, safety, and general welfare of residents as well as implement the policies of the General Plan. The residential land use districts set forth in the Zoning Code are the same as those described in the General Plan Land Use Element. The City's residential development standards, which include density, lot area, coverage, height, and setbacks, are shown in Table 22. These development standards are similar to those of other jurisdictions in the same market area and do not create an unreasonable constraint to the cost and supply of housing.

In addition to "conventional" zoning designations, Specific Plan districts allow customized development standards and design criteria. Such techniques may include clustering of units, density transfer within the project, or variations in lot orientation; layouts, and development standards. Specific plans are normally used for large-scale master planned developments and involve a high level of public review.

Housing Affordable to Lower-Income Persons: As noted previously in the Needs Assessment, housing in Banning is much more affordable than many metropolitan areas of Southern California. While the current recession has caused increased unemployment and financial strain for some families, it has also brought about a significant decline in home prices and rents. The City's General Plan and zoning regulations facilitate development of affordable housing by providing a balance of land use designations with allowable densities up to 24 units/acre (excluding density bonus) in the High Density Residential-20 and Very High Density Residential districts. Typical multi-family housing developments (both market-rate and affordable) in the Banning market area have been at densities in the range of 16-20 units/acre. This density can be accommodated in both the HDR and VHDR districts even without density bonus. When state-mandated density bonus incentives are included, allowable densities of 24—32 units/acre may be achieved in the HDR-20 and VHDR zones. Discussions with affordable housing developers have indicated that the densities and development standards currently allowed by the City's zoning regulations are appropriate for this market area and facilitate the construction of lower-income housing. ~~In the previous planning period, several parcels were rezoned to a new HDR-20 district, with a minimum and maximum base density of 20 units/acre. The purpose of this zone is to facilitate development of affordable housing, and the minimum density of 20 units/acre is required by state law. With the state mandated density bonus of 35%, the allowable density range in the HDR-20 district is 20—27 units/acre. Since most affordable housing projects in the Banning market area have been built at densities less than 20 units/acre, the minimum required density of 20 units/acre could pose a constraint to development of affordable housing in this zone. However, this minimum density is required by state law and therefore the City has no ability to reduce it.~~

Mixed Use: Mixed-use development (residential and non-residential combined on the same parcel) is permitted in the Downtown Commercial (DC) and General Commercial (GC) zones, and is conditionally permitted in the Highway Serving Commercial (HSC), Professional Office (PO) and Business Park (BP) zones. A primary policy objective for the 2013-2021 planning period is to encourage higher-density affordable housing in the Downtown Commercial area as a means of stimulating economic investment in underutilized properties while also accommodating a substantial portion of the City's assigned share of lower-income regional housing need. Zoning regulations currently allow residential densities of up to 18 units/acre on smaller sites and 20 units/acre on larger sites of at least 0.8 acre. In order to provide an incentive for affordable multi-family and mixed-use development, Program 7 in the Housing Plan includes a proposal to amend the DC zoning regulations to increase the allowable base density to 24 units/acre for projects that meet the minimum affordability standards under state Density Bonus law (e.g., 5% very-low- or 10% low-income units). Development standards in the DC zone currently allow a height limit of 60 feet and 4 stories. The DC regulations currently allow properties fronting on Ramsey Street and San Gorgonio to have multi-family residential use only above the ground floor. Since a height limit of 60 feet and 4 stories is allowed, this does not preclude mixed-use projects achieving a density of more than 20 units/acre in 3- or 4-story buildings. However, all of the other parcels in the DC zone that are not fronting Ramsey Street and San Gorgonio Avenue allow exclusive residential use with no required commercial component.

Second Units: Second units can provide additional opportunities for affordable housing while also providing a source of income for homeowners. As shown in Table 24, second units are

permitted uses in all single-family zones. Standards for second units are provided in Section 17.08.100 of the Zoning Code pursuant to California *Government Code* Section 65852.2 and include the following requirements:

- The minimum lot size on which an attached residential second unit may be located shall be 7,000 square feet. The minimum lot size on which a detached residential second unit may be located shall be 10,000 square feet.
- The floor area of attached second unit shall not exceed 30% of the existing living area.
- The total area for a detached second unit shall not exceed 1,200 square feet.
- A residential second unit shall comply with all development standards for the applicable zoning district, including, but not limited to, standards for front, rear and side yard setback requirements for a primary unit under the regulations of the applicable zoning district.
- The owner of the lot shall reside on the lot, either in the primary unit or in the residential second unit, and the residential second unit shall not be sold, or title thereto transferred separate from that of the property.
- A minimum of one off-street parking space shall be provided per bedroom of the residential second unit.
- The minimum gross floor area of an attached residential second unit shall be 400 square feet.
- An attached residential second unit may have a separate entrance; provided, however, in no event shall any external stairwell be placed within the side yard setback.
- A residential second unit shall contain separate kitchen and bathroom facilities, and shall be metered separately from the primary dwelling for gas, electricity, communications, water, and sewer services.
- A residential second unit shall have no more than two bedrooms.
- The design of second unit shall be architecturally compatible with the primary unit on the same parcel with the predominant architecture of the area.

These standards ensure that new second units will not adversely impact the surrounding community and do not unreasonably constrain the development of second units.

Mobilehomes and Manufactured Housing: Mobilehome subdivisions and parks provide an important affordable housing source for residents of Banning, with mobile homes comprising nearly 10% of the housing stock. The Zoning Code allows mobilehome parks and subdivisions as a permitted use in the MHP zones. Manufactured housing units on permanent foundations are permitted in the same manner as single-family homes consistent with building code requirements.

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, 14th Floor, Riverside, California 92501, Monday through Thursday from 8:00 a.m. to 5:00 p.m., except Veterans Day (November 11), and by prescheduled appointment on Fridays from 8:30 a.m. to 5:00 p.m.

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

DATE OF HEARING: November 13, 2014

TIME OF HEARING: 9:00 A.M.

CASE DESCRIPTION:

ZAP1019BA14 – City of Banning (Representative: Brian Guillot) – City Case Nos. GPA 14-2502 (General Plan Amendment), ZC 14-3502 (Zone Change), and ZTA 14-97501 (Zone Text Amendment). ZTA 14-97501 would amend the text of the City of Banning Zoning Code through the establishment of an Affordable Housing Opportunity (AHO) Overlay Zone that would or could be applied to properties in the High Density Residential 20 Zone. The AHO Overlay Zone would allow an increase in density from 20 to 24 dwelling units per acre when at least 20 percent of the units are reserved for lower-income households in conformance with Program 5 of the Housing Element. GPA 14-2502 would amend the description of the High Density Residential land use category in the Land Use Element to reflect this zone text amendment and would amend the Housing Element to incorporate text regarding the AHO Overlay Zone and to establish further specifications, including a requirement that projects proposing development at a base density exceeding 20 dwelling units per acre reserve at least 10 percent of the units for very low income households. ZC 14-3502 would apply the AHO Overlay to eight parcels zoned HDR-20 (Assessor's Parcel Numbers 419-140-059, 532-080-004, 534-161-010, 537-110-008, 537-120-034, 540-083-002, 541-110-009, and 541-110-013). (Zones D and E of the Banning Municipal Airport Influence Area).

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

ZAP1019BA14

PROJECT PROPONENT (TO BE COMPLETED BY APPLICANT)

Date of Application September 18, 2014
 Property Owner various (see attached list) Phone Number 909-922-3152
 Mailing Address City of Banning - Community Development Department
Attn: Brian Guillot
99 E. Ramsey Street, Banning CA 92220

Agent (if any) (same as above) 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 (see attached list and map)

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

PROJECT DESCRIPTION (TO BE COMPLETED BY APPLICANT)

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

Existing Land Use (see attached Project Description)
 (describe) _____

Proposed Land Use
 (describe) _____

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

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

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

REFERRING AGENCY (APPLICANT OR JURISDICTION TO COMPLETE)	
Date Received	<u>9-30-14</u>
Agency Name	<u>City of Banning</u> <u>Community Development Dept.</u>
Staff Contact	<u>Brian Guillot</u>
Phone Number	<u>909-922-3152</u>
Agency's Project No.	<u>GPA 14-2502, ZTA 14-97501, ZC 14-3502</u>
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 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: 3.3

HEARING DATE: November 13, 2014

CASE NUMBER: ZAP1036HR14 – Reinhardt Canyon Associates, LLC
(Representative: United Engineering Group)

APPROVING JURISDICTION: County of Riverside

JURISDICTION CASE NO: CZ07839 (Change of Zone)

MAJOR ISSUES: None

RECOMMENDATION: Staff recommends a finding of CONSISTENCY for the Change of Zone.

PROJECT DESCRIPTION: CZ07839 is a proposal to change the zoning of 176.6 acres from Controlled Development Areas (W-2) to Planned Residential (R-4) zoning. The proposed zoning is associated with Tentative Tract Map No. 36337 which proposes to divide the property into 332 residential lots and 29 lettered lots. The tract design clusters lots, maintaining the majority of the project site as open space (Lot “U”).

PROJECT LOCATION: The site is located northerly of a westerly extension of Tres Cerritos Avenue, westerly of California Avenue, southerly of a westerly extension of Esplanade Avenue, and easterly of Weckslar Lane in the unincorporated community of Green Acres, approximately 12,950 feet northwesterly of the western 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 almost entirely within Area III of the Hemet-Ryan Airport Influence Area, with the remaining area located outside of the 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.

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.

Change of Zones are not subject to conditions.

Hemet - Ryan

General Plan Roadways

ROADCLASS

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

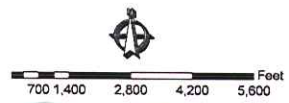
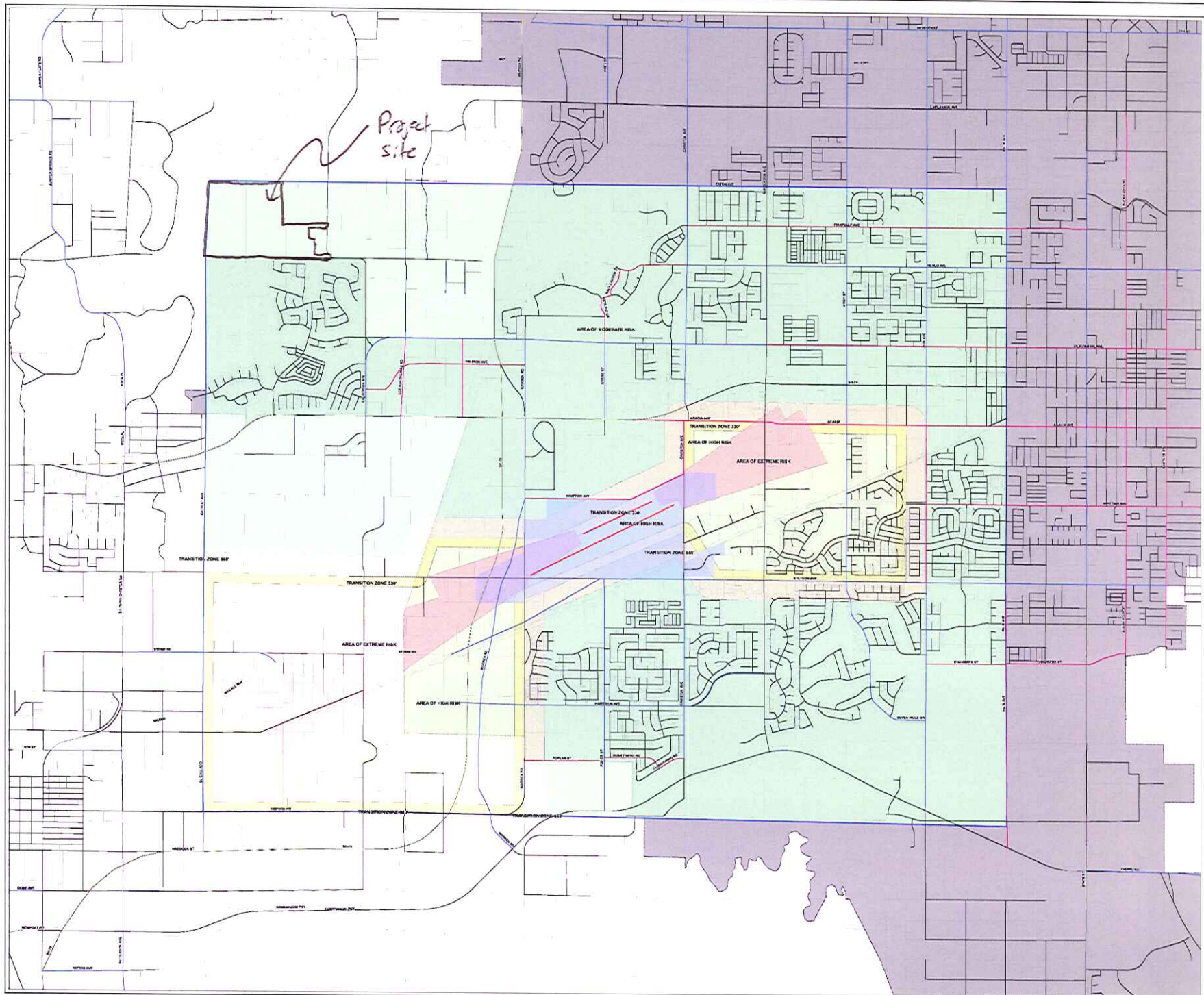
Runways

Runway Status

- EXISTING
- PROPOSED
- AIRPORTS

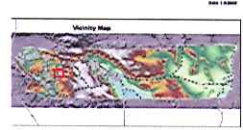
Hemet Safety Zones

- AREA1
- AREA2
- AREA3
- TR330
- TR860
- Cities

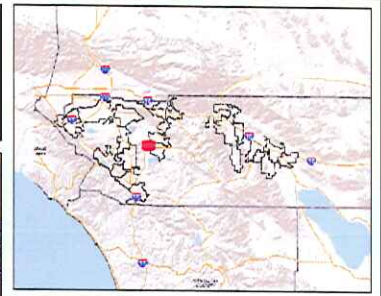
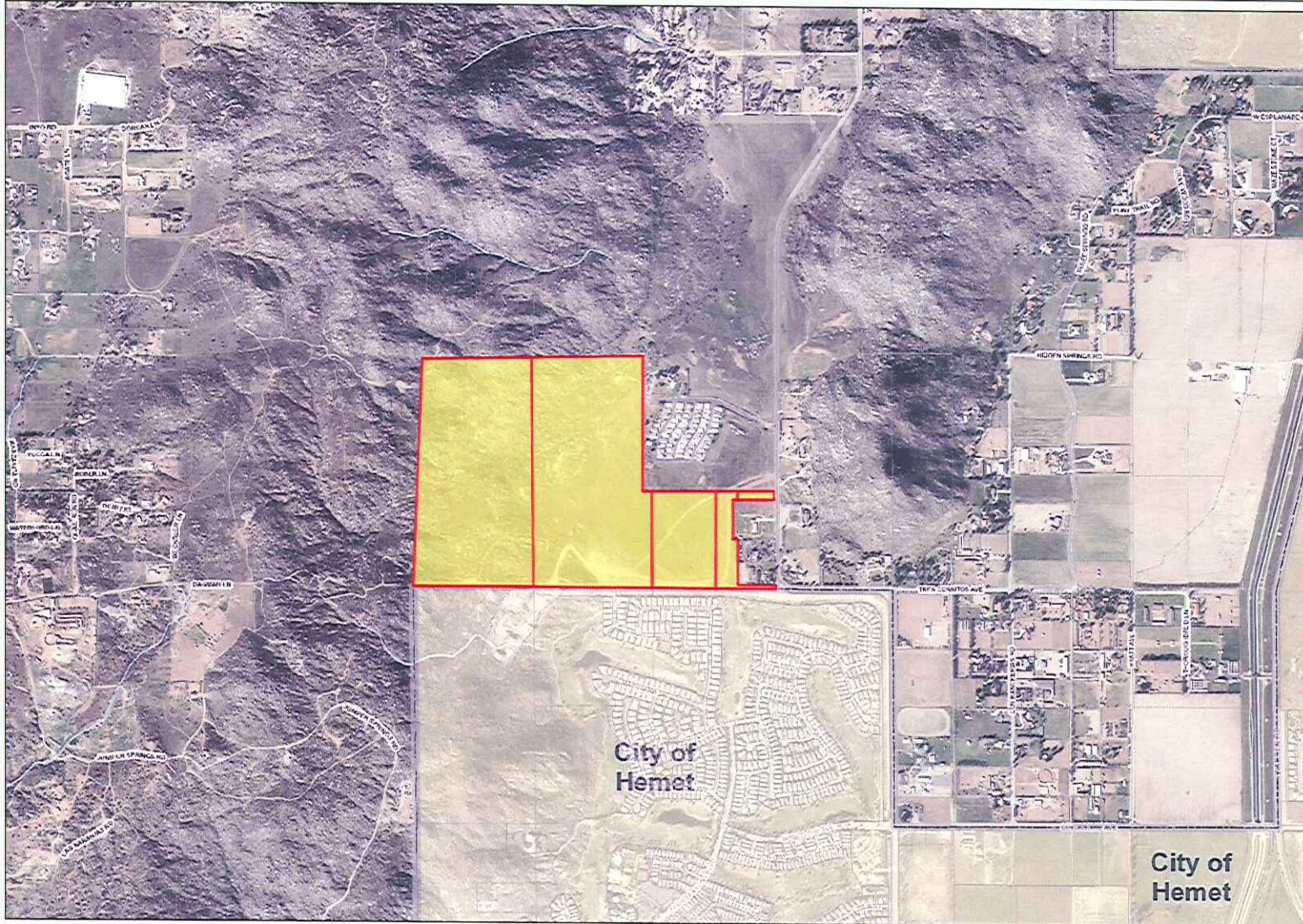


1 inch = 660 feet

Disclaimer: While our best efforts are used to collect, interpret, analyze, and disseminate geographic information, we do not warrant, represent, or guarantee the accuracy, reliability, or completeness of the information. The user assumes all liability for any use of the information. The information is provided for informational purposes only and is not intended for use in any legal proceeding.

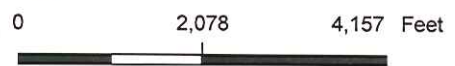


My Map



Legend

- City Boundaries
- Cities
- roadsanno
- highways
- HWY
- INTERCHANGE
- INTERSTATE
- OFFRAMP
- ONRAMP
- USHWY
- roads
- Major Roads
- Arterial
- Collector
- Residential
- counties
- cities
- hydrographylines
- waterbodies
- Lakes
- Rivers



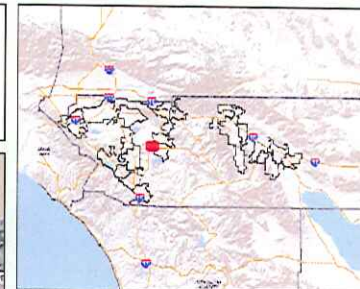
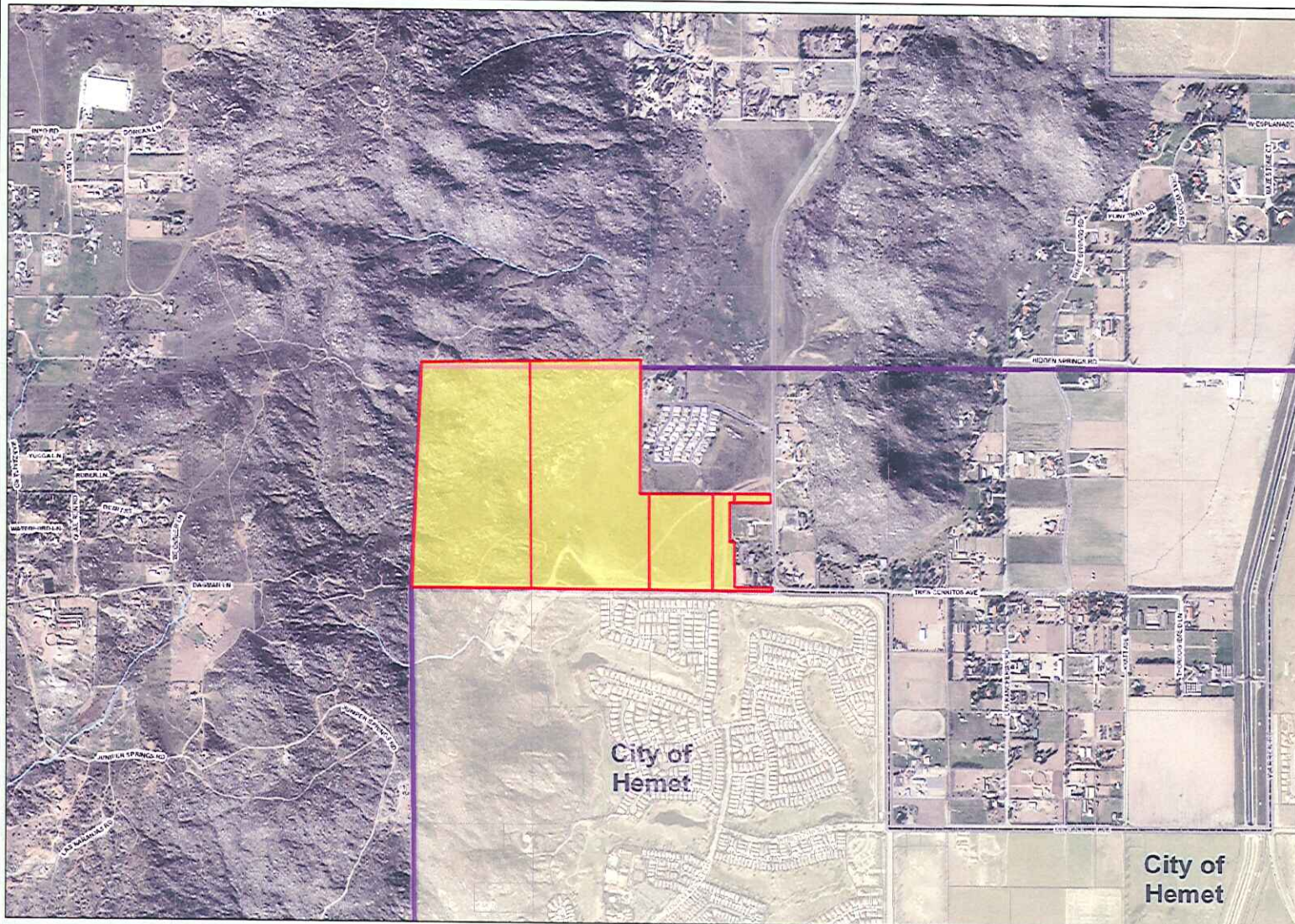
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or 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... 10/29/2014 8:13:45 AM

© Riverside County TLMA GIS

Notes

My Map



Legend

- Airports
- AIA
- Runways
- City Boundaries
- Cities
- roadsanno
- highways
- HWY
- INTERCHANGE
- INTERSTATE
- OFFRAMP
- ONRAMP
- USHWY
- roads
- Major Roads
- Arterial
- Collector
- Residential
- counties
- cities
- hydrographylines
- waterbodies
- Lakes
- Rivers



0 2,078 4,157 Feet



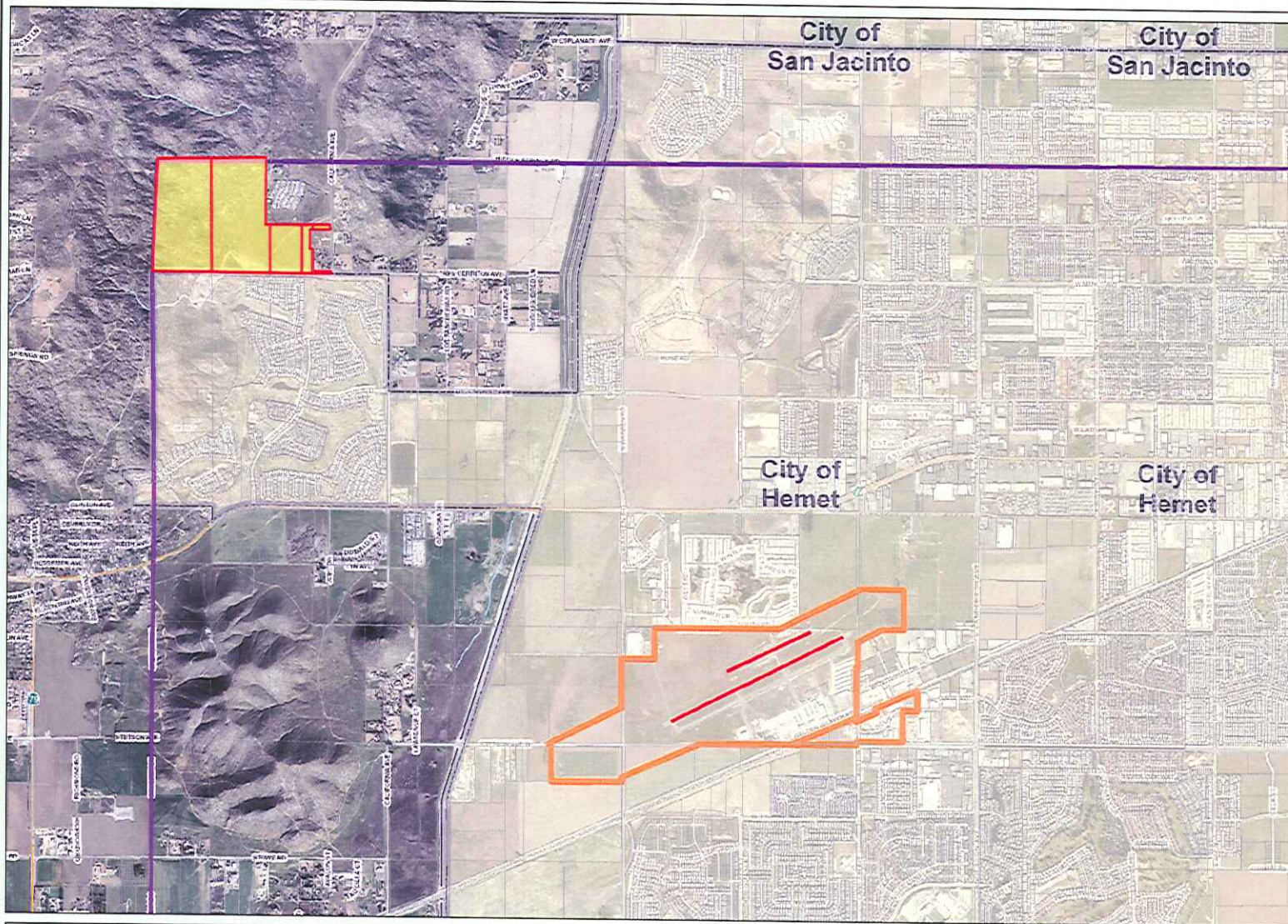
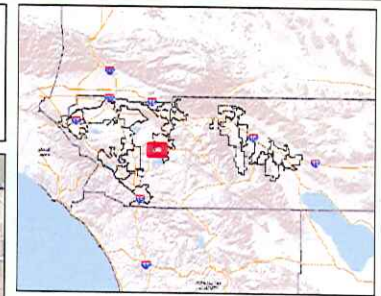
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or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

My Map



Legend

- Airports
- AIA
- Runways
- City Boundaries
- Cities
- roadsanno
- highways
- HWY
- INTERCHANGE
- INTERSTATE
- OFFRAMP
- ONRAMP
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0 4,157 8,313 Feet

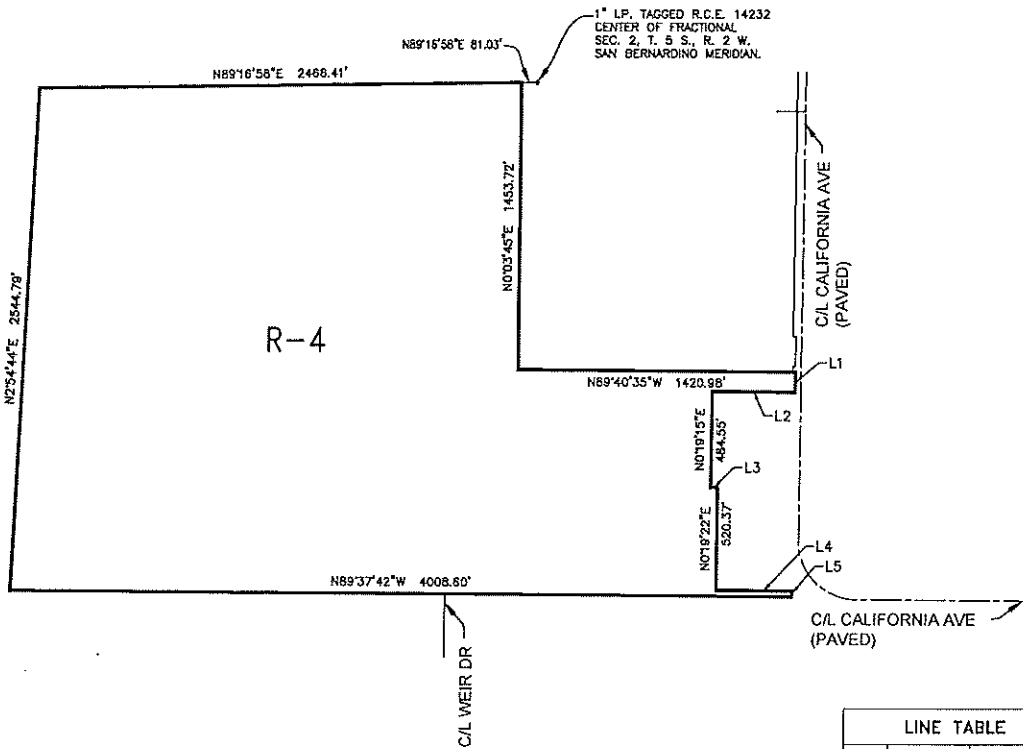


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Notes

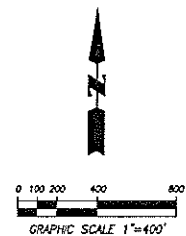
SEC. 2, T. 5 S., R. 2W. S.B.B. & M



LINE TABLE		
LINE	DISTANCE	BEARING
L1	101.71'	N0°17'25"E
L2	424.03'	N89°40'41"W
L3	35.04'	N89°40'38"W
L4	388.95'	N89°39'48"W
L5	30.00'	N0°19'25"E

LEGEND

R-4 PLANNED RESIDENTIAL



MAP NO. XX.XX
 CHANGE OF OFFICIAL ZONING PLAN
 HEMET- SAN JACINTO
 DISTRICT

CHANGE OF ZONE CASE NO. 7839
 AMENDING ORDINANCE NO. 348
 ADOPTED BY ORDINANCE NO. 348
 (DATE)

RIVERSIDE COUNTY BOARD OF SUPERVISORS

ASSESSOR'S PARCEL NO.'S.:
 455-080-004,
 455-080-021,
 455-090-027,
 455-090-029 &
 455-090-031

LEGAL DESCRIPTION

PARCEL 11
THE WEST HALF OF THE SOUTHWEST QUARTER OF FRACTIONAL SECTION 2, TOWNSHIP 5 SOUTH, RANGE 2 WEST, SAN BERNARDINO COUNTY, CALIFORNIA...

PARCEL 2
LOTS 1 AND 2 OF THE AMENDED MAP OF A PORTION OF THE HEMET FOOTHILL TRACT, AS SHOWN BY MAP FILE NO. 100-110-001...

SECTION 2
SECTION 2, TOWNSHIP 5 SOUTH, RANGE 2 WEST, SAN BERNARDINO COUNTY, CALIFORNIA...

SECTION 2
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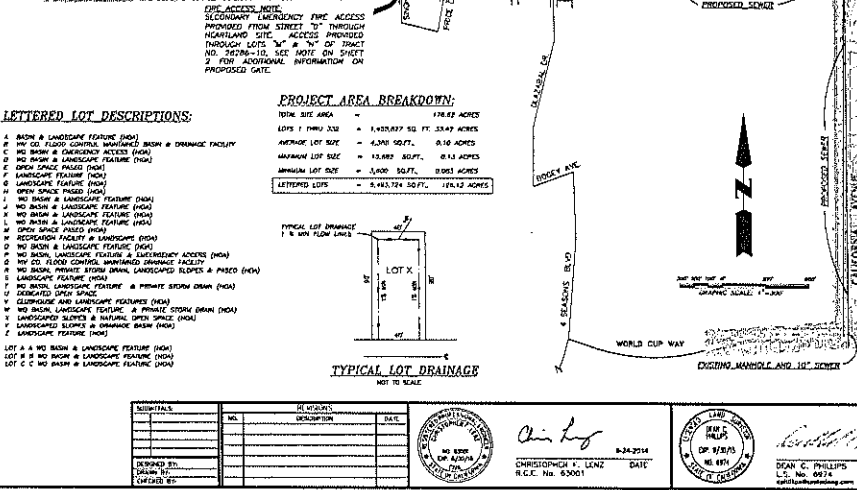
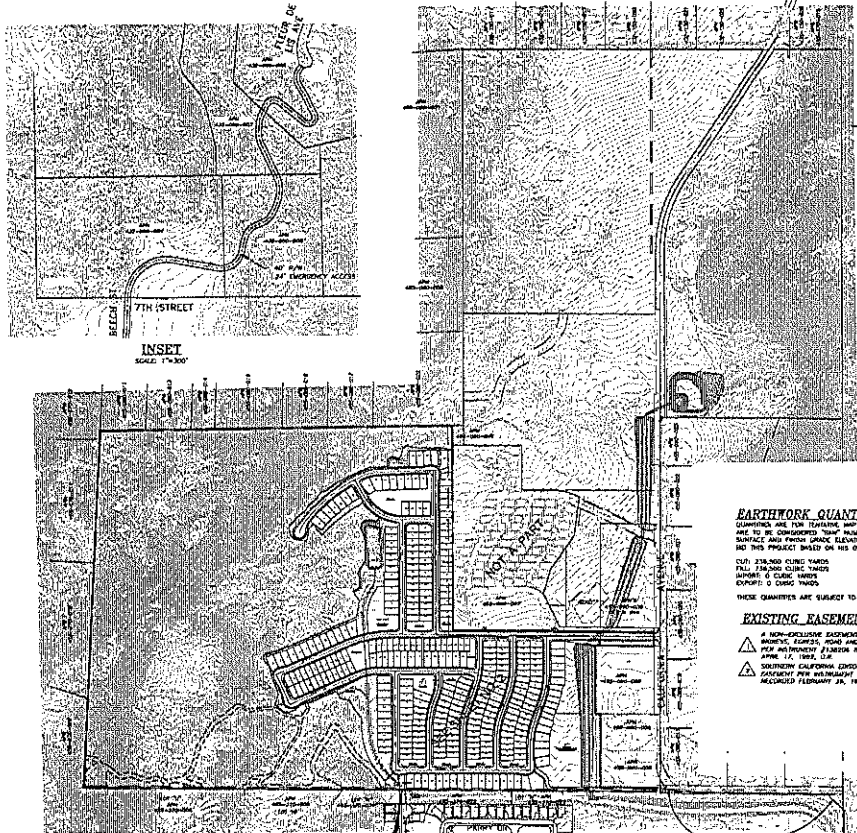
SECTION 2
SECTION 2, TOWNSHIP 5 SOUTH, RANGE 2 WEST, SAN BERNARDINO COUNTY, CALIFORNIA...

SECTION 2
SECTION 2, TOWNSHIP 5 SOUTH, RANGE 2 WEST, SAN BERNARDINO COUNTY, CALIFORNIA...

TENTATIVE MAP - TRACT NO. 36337

BEING A SUBDIVISION OF A PORTION OF LOTS 1 AND 2 OF THE AMENDED MAP OF A PORTION OF HEMET FOOTHILL TRACT, AS PER MAP RECORDED IN BOOK 19, PAGE 32 OF MAPS, AND THE WEST HALF OF THE SOUTHWEST QUARTER OF FRACTIONAL SECTION 2, TOWNSHIP 5 SOUTH, RANGE 2 WEST, SAN BERNARDINO BASE AND MERIDIAN, AS FILED IN THE OFFICE OF THE COUNTY RECORDER OF RIVERSIDE COUNTY, STATE OF CALIFORNIA.

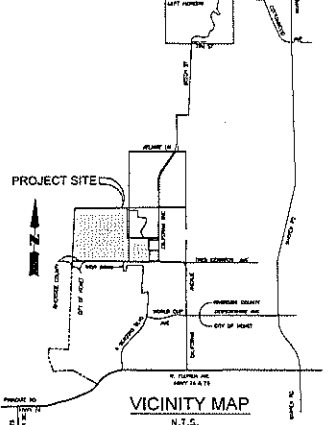
UNITE ENGINEERING GROUP CA., INC SEPTEMBER 2014



LEGEND table with symbols for various features like Easement, Right of Way, etc.

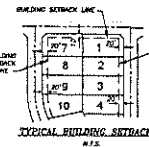
LOT AREA TABLE

Large table with columns for Lot No., Area, and other metrics.



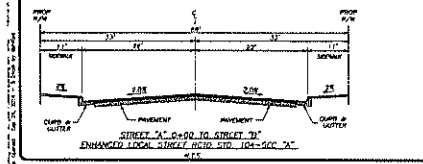
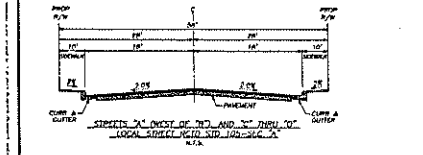
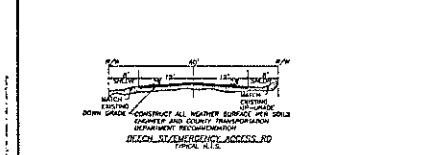
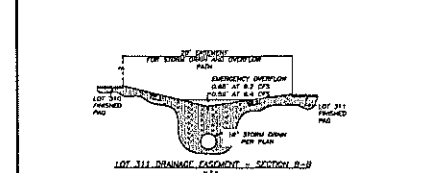
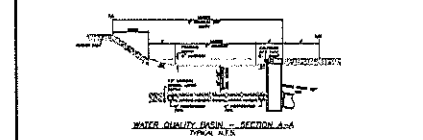
GENERAL NOTES

- List of 16 general notes regarding survey, easements, and site conditions.



OWNER/APPLICANT information: LANSING CONSULTANTS

UTILITY PURVEYORS table listing water, gas, and electric providers.



REVISIONS table with columns for No., Description, and Date.

Professional seals and signatures for the engineer and planner.

Project information: AMENDED NO. 4, SEPTEMBER 2014, MEADOWVIEW TENTATIVE TRACT MAP NO. 36337, PROJECT NUMBER CA-30027.

IN THE UNINCORPORATED AREA OF RIVERSIDE COUNTY
TENTATIVE MAP - TRACT NO. 36337

EXISTING EASEMENT NOTES:

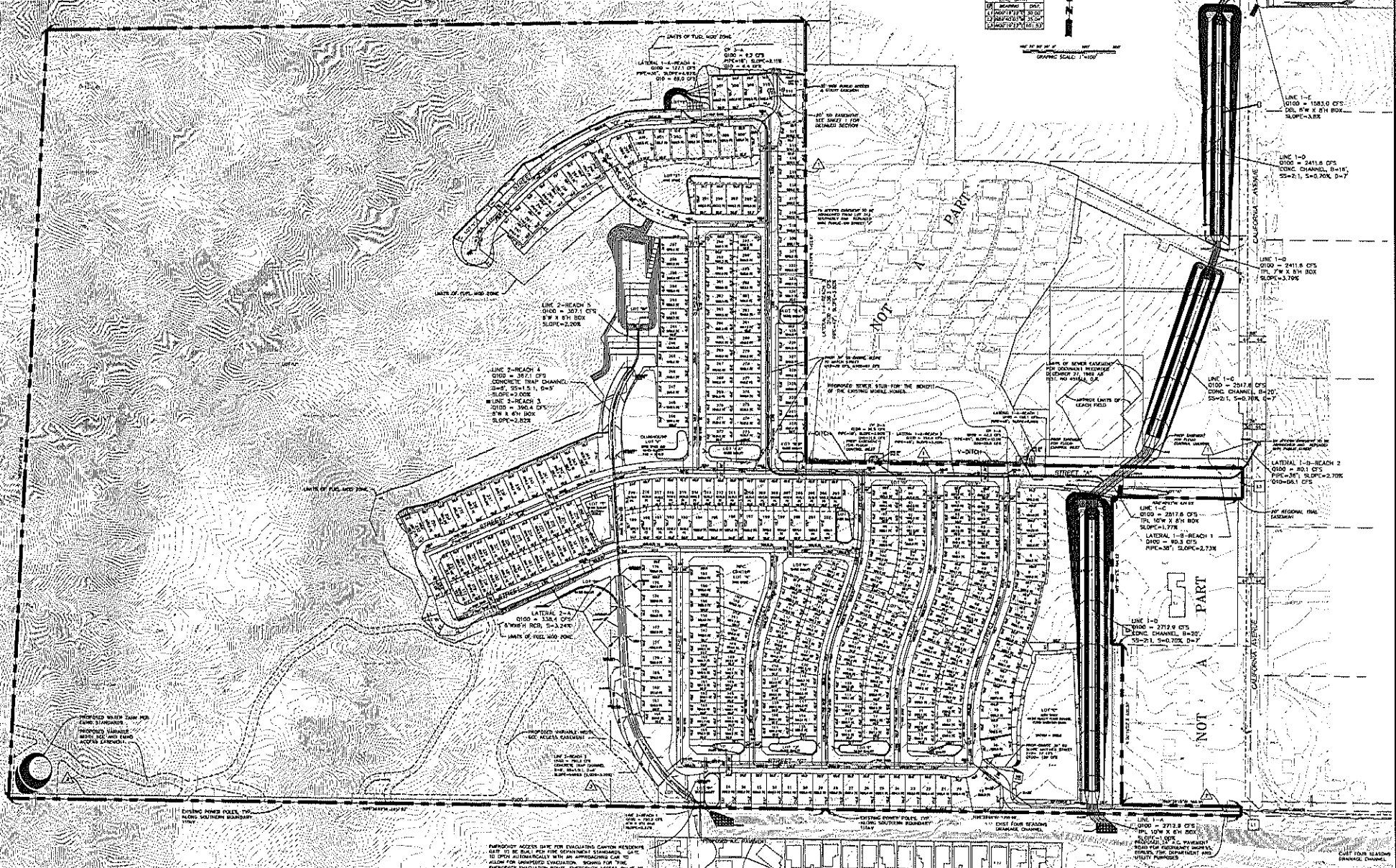
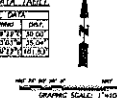
1. A NON-ENCUMBRANCE EASEMENT FOR IMPROVED CANALS, DITCHES AND UTILITY PIPE RECORDING # 13006 RECORDED APRIL 17, 1988 U.S.
2. SOUTHERN CALIFORNIA Edison UTILITY EASEMENT FOR RECORDING # 18160 RECORDED FEBRUARY 26, 1984 C.A.

DESIGN NOTES:

1. ALL EXISTING DITCHES SHOWN ON THE PLATY'S SITE AND MAPS OF THE TRACT ARE 2" LINE UNLESS NOTED OTHERWISE.
2. IMPROVED BASH SIDE SLOPES ARE SHOWN AT 1" MAX UNLESS NOTED OTHERWISE.
3. RC=UNDEGRADED WATER QUALITY
4. IMPROVED LANDSCAPE RETAINS WALL 8' HIGH MAX.

LINE DATA TABLE

LINE DATA	REMARKS
1	CONCRETE TRAP CHANNEL
2	CONCRETE TRAP CHANNEL
3	CONCRETE TRAP CHANNEL
4	CONCRETE TRAP CHANNEL
5	CONCRETE TRAP CHANNEL
6	CONCRETE TRAP CHANNEL
7	CONCRETE TRAP CHANNEL
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96	CONCRETE TRAP CHANNEL
97	CONCRETE TRAP CHANNEL
98	CONCRETE TRAP CHANNEL
99	CONCRETE TRAP CHANNEL
100	CONCRETE TRAP CHANNEL



AMENDED NO. 4 SEPTEMBER 2014

NO.	DESCRIPTION	DATE
1	BY [Signature]	9-24-2014
2	BY [Signature]	9-24-2014
3	BY [Signature]	9-24-2014
4	BY [Signature]	9-24-2014
5	BY [Signature]	9-24-2014
6	BY [Signature]	9-24-2014
7	BY [Signature]	9-24-2014
8	BY [Signature]	9-24-2014
9	BY [Signature]	9-24-2014
10	BY [Signature]	9-24-2014



DAVID C. PHILLIPS
 LICENSE NO. 6300
 DATE: 9-24-2014



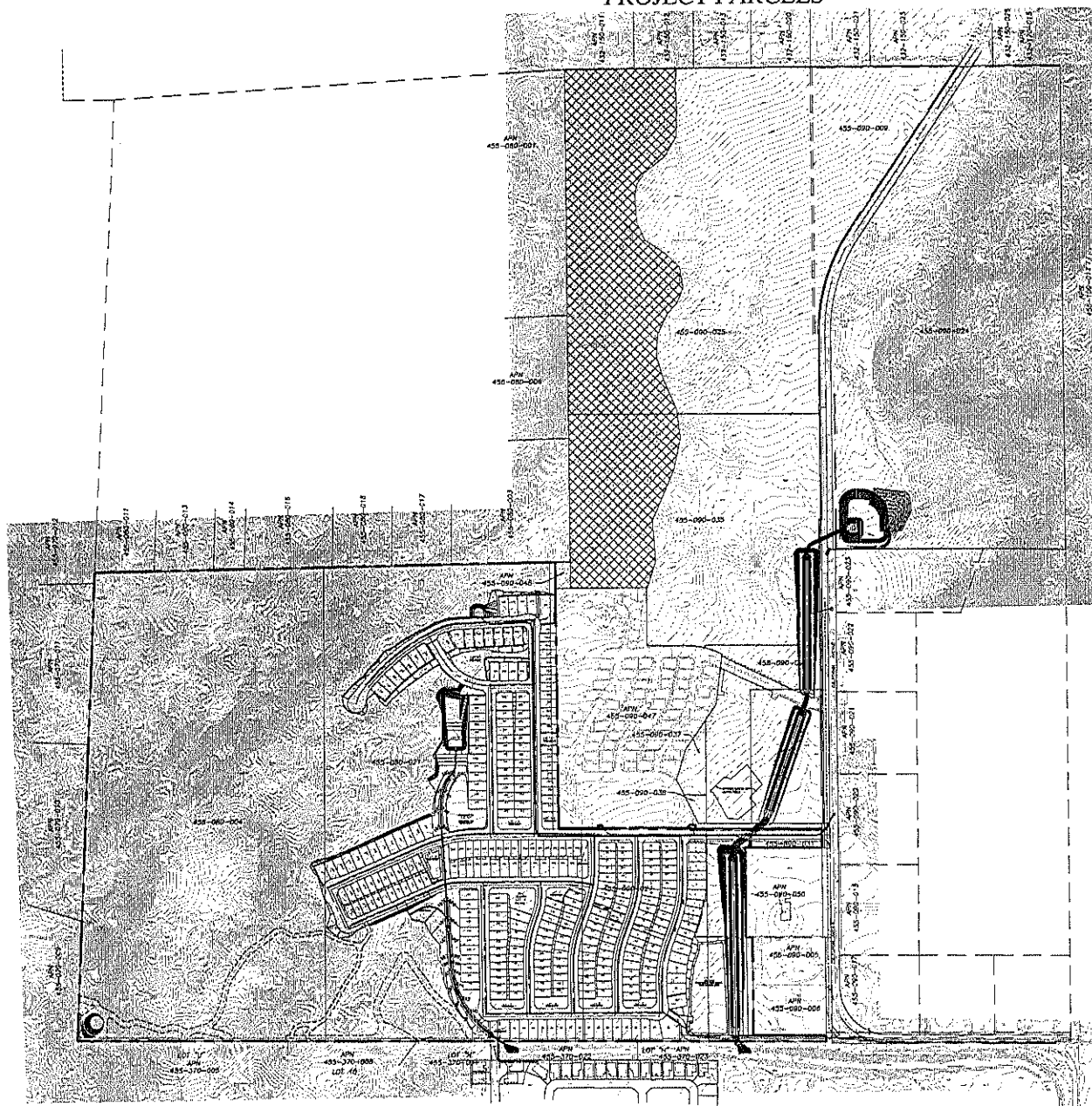
DAVID C. PHILLIPS
 LICENSE NO. 6300
 DATE: 9-24-2014



14885 Thousand Oaks
 Suite 202
 Thousand Oaks, CA 91320
 Phone: 805.226.2200
 Fax: 805.226.2201
 www.ueg.com

MEADOWVIEW	SEPT 23, 2014
TENTATIVE TRACT MAP	SHEET 1 OF 3
NO. 36337	PROJECT NUMBER CA-30027

IN THE UNINCORPORATED AREA OF RIVERSIDE COUNTY
TENTATIVE MAP - TRACT NO. 36337
PROJECT PARCELS



PARCEL TABLE:

APN #	USE
455-000-004	PRESERVED HELDUP WITH ALLOWED DENSITY USED IN PROJECT CLUSTERING, WITH LOW LOCATION
455-000-007	PAPAL, PRESERVED HELDUP, WITH ALLOWED DENSITY USED IN PROJECT CLUSTERING, (PROPOSED SUBDIVISION)
455-000-009	PRESERVED HELDUP
455-000-010	PRESERVED HELDUP
455-000-011	PRESERVED OPEN SPACE WITH ALLOWED DENSITY USED IN PROJECT CLUSTERING
455-000-012	PRESERVED OPEN SPACE WITH ALLOWED DENSITY USED IN PROJECT CLUSTERING
455-000-013	PRESERVED OPEN SPACE WITH ALLOWED DENSITY USED IN PROJECT CLUSTERING
455-000-014	PRESERVED HELDUP OPEN SPACE WITH ALLOWED DENSITY USED IN PROJECT CLUSTERING
455-000-015	PRESERVED HELDUP OPEN SPACE WITH ALLOWED DENSITY USED IN PROJECT CLUSTERING (PARTIALLY)
455-000-016	PAPAL, PRESERVED HELDUP OPEN SPACE WITH ALLOWED DENSITY USED IN PROJECT CLUSTERING (PARTIALLY)
455-000-017	PAPAL, PRESERVED HELDUP OPEN SPACE WITH ALLOWED DENSITY USED IN PROJECT CLUSTERING (PARTIALLY)
455-000-018	NO INTEREST OR PRELIMINARY PROPOSED
455-000-019	PRESERVED HELDUP OPEN SPACE WITH ALLOWED DENSITY USED IN PROJECT CLUSTERING

PORTION OF PARCELS 455-000-023 AND 455-000-024 TO BE PRESERVED AS "TO BE BUILT" AREA THROUGH DEDICATION OR EASEMENT.



AMENDED NO. 4	SEPTEMBER 2014
MEADOWVIEW	
TENTATIVE TRACT MAP	
NO. 36337	
SEP 23, 2014	PROJECT NUMBER: CA-30027

<table border="1"> <thead> <tr> <th>NO.</th> <th>DESCRIPTION</th> <th>DATE</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>	NO.	DESCRIPTION	DATE														<p><i>Chris Lenz</i> CHRISTOPHER F. LENZ R.C.E. No. 63001</p>	<p>5-24-2014 DATE</p>		<p><i>Dean Phillips</i> DEAN C. PHILLIPS L.S. No. 9974 dphillips@uedg.com</p>	<p>5-24-2014 DATE</p>	
NO.	DESCRIPTION	DATE																				

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, 14th Floor, Riverside, California 92501, Monday through Thursday from 8:00 a.m. to 5:00 p.m., except Veterans Day (November 11), and by prescheduled appointment on Fridays from 8:30 a.m. to 5:00 p.m.

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

DATE OF HEARING: November 13, 2014

TIME OF HEARING: 9:00 A.M.

CASE DESCRIPTION:

ZAP1036HR14 – Reinhardt Canyon Associates, LLC/Lansing Industries, Inc. (Representative: United Engineering Group) – County Case No. CZ 07839 (Change of Zone). A proposal to change the zoning of 176.6 acres located northerly of a westerly extension of Tres Cerritos Avenue and westerly of California Avenue from W-2 (Controlled Development Areas) to R-4 (Planned Residential). The proposed zoning is associated with Tentative Tract Map No. 36337 which proposes to divide the property into 332 residential lots and 29 lettered lots. The tract design clusters lots, maintaining the majority of the project site as open space (Lot "U"). (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. Matt Straite of the County of Riverside Planning Department, at (951) 955-8631.

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

ALUC Identification No.

ZAP 1036 HR 14

PROJECT PROPONENT (TO BE COMPLETED BY APPLICANT)

Date of Application October 28, 2014
 Property Owner Reinhardt Canyon Associates, LLC Phone Number 480-609-1200
 Mailing Address 8800 N Gainey Center Dr
Suite 255
Scottsdale, AZ 85258

Agent (if any) United Engineering Group Phone Number 909-466-9240
 Mailing Address 10602 Trademark Pkwy
Suite 509
Rancho Cucamonga, CA 91730

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 NWC of California Avenue and Tres Cerritos Ave,
Hemet, CA
 Assessor's Parcel No. Multiple see attached map Parcel Size 290 acres
 Subdivision Name Meadowview at Reinhardt Canyon Zoning Existing W2
 Lot Number _____ Classification Proposed R4

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 property is vacant and has been farmed in recent past.
The County General Plan designation of Low Density Residential.
 Proposed Land Use (describe) The project proposes clustering lots into the low lying area
to provide an age restricted senior, single story project.
Proposed zoning of R4 allows the clustering of density.

For Residential Uses Number of Parcels or Units on Site (exclude secondary units) 332
 For Other Land Uses Hours of Use _____
 (See Appendix C) Number of People on Site Maximum Number 830
 Method of Calculation # of units x 2.5 persons/house

Height Data Height above Ground or Tallest Object (including antennas and trees) _____ Max House = 24 ft.
 Highest Elevation (above sea level) of Any Object or Terrain on Site _____ NW Peak = 2054 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	10-28-14	Type of Project
Agency Name	Riverside County Planning	<input type="checkbox"/> General Plan Amendment
	4080 Lemon St. 12th Floor	<input checked="" type="checkbox"/> Zoning Amendment or Variance
Staff Contact	Matt Straite	<input type="checkbox"/> Subdivision Approval
Phone Number	951-955-8631	<input type="checkbox"/> Use Permit
Agency's Project No.	TR 36337	<input type="checkbox"/> Public Facility
	CZ 7839	<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: 4.1 3-6

HEARING DATE: November 13, 2014 (continued from 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.~~

Staff recommends that the Commission continue with the public hearing on the proposed March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (March ARB/IPA ALUCP) and the associated Environmental Impact Report and consider public testimony. Staff further recommends that, if the Commission does not support changes to the proposed Plan in addition to those included in the document labeled Addendum #1, that the Commission support Alternative 3 as the preferred Plan, ADOPT Resolution No. 2014-01 Certifying the Final Environmental Impact Report for March ARB/IPA ALUCP and Adopting California Environmental Quality Act Findings of Fact, a Statement of Overriding Considerations, and a Mitigation Monitoring and Reporting Program, and ADOPT Resolution No. 2014-02 Adopting the Airport Land Use Compatibility Plan for March Air Reserve Base/Inland Port Airport.

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 ~~radar data 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. 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 foundational 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 ~~lessen 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.

Avigation 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. Avigation 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, amphitheatres, 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.

The above policy has since been renumbered and slightly modified. See Addendum #1.

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 144th 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.

Amendments to the Compatibility Plan were made in response to the comments from Vogel Properties and the Air Force Reserve Command.

Vogel Properties, Inc. and Indian Street LLC own properties southeasterly of the southerly terminus of the runway just beyond the Clear Zone and Accident Potential Zone I. William Vogel submitted a letter requesting a change in land use designation on five properties from Compatibility Zone B2 to Compatibility Zone C1. His major concerns appeared to be: (1) that a location in Compatibility Zone B1 would limit the height of new buildings to 35 feet when existing buildings to the north and south are higher; and (2) the requirement for an airspace review for buildings over 35 feet in height in Compatibility Zone B2, whereas the requirement for airspace review in Compatibility Zone C1 was for buildings over 70 feet in height. Staff's intent was to reference requirements for airspace review, not to establish a specific height limit. However, the message was not appropriately expressed by the text of the airspace review footnotes. While the footnote pertaining to Zones C1 and C2 stated that the height criterion is for general guidance, the footnote pertaining to Zones B1, B2, and the High Terrain Zone stated that objects up to 35 feet in height are permitted, but was silent as to taller objects except for the reference to the required airspace review. However, in reality, the airspace review requirement is set by the provisions of Part 77 of the Federal Aviation Regulations, which require notification based on a distance/elevation formula. Given this fact, staff combined the two height-related footnotes into one Footnote 19, which now reads as follows:

“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.”

Staff believes that this addresses Mr. Vogel's expressed concern and is not recommending a change in the Compatibility Zone boundaries.

Air Force Reserve Command (Pamela Hann, Base Civil Engineer) challenges a statement in the fifth sentence of Note 4 of Table MA-2 that had advised that “the federal government is precluded from receiving easement dedications.” Staff met with representatives of the Air Force Base Civil Engineer's office, March Joint Powers Authority, and March Inland Port Airport Authority, and it was mutually agreed to amend the fifth sentence to read as follows:

“Except within Zone A (Clear Zone), aviation easements are to be dedicated to the March Inland Port Airport Authority.”

It was also mutually agreed to add a seventh sentence stating as follows:

“Any aviation easements required within Zone A shall be dedicated to the United States of America.”

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, 2014 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. The circulation period extends through the end of the day on Monday, October 6, 2014. 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.~~

Subsequent to the preparation of the first staff report on September 29, 2014, additional comments were submitted during the EIR public review period from the City of Moreno Valley (Chris Ormsby), Graham Yeates (a property owner in the City of Perris), and the Riverside County Economic Development Agency (Robert Field), in conjunction with the Riverside County Sheriff and Riverside County Fire Department. Additionally, comments were received at the October 9 public hearing from Dan Fairbanks (on behalf of March Joint Powers Authority) and Eric Sydow (on behalf of the County agencies referenced above).

The comments from the City of Moreno Valley, City of Perris, and some of the comments of March Joint Powers Authority are addressed in the Response to Comments included as Chapter 3 of the Final EIR document. The other comments relate to the proposed Plan and have been addressed in a separate matrix responding to comments on the Plan.

The document labeled Addendum #1 incorporates the following changes to the Plan endorsed by ALUC staff:

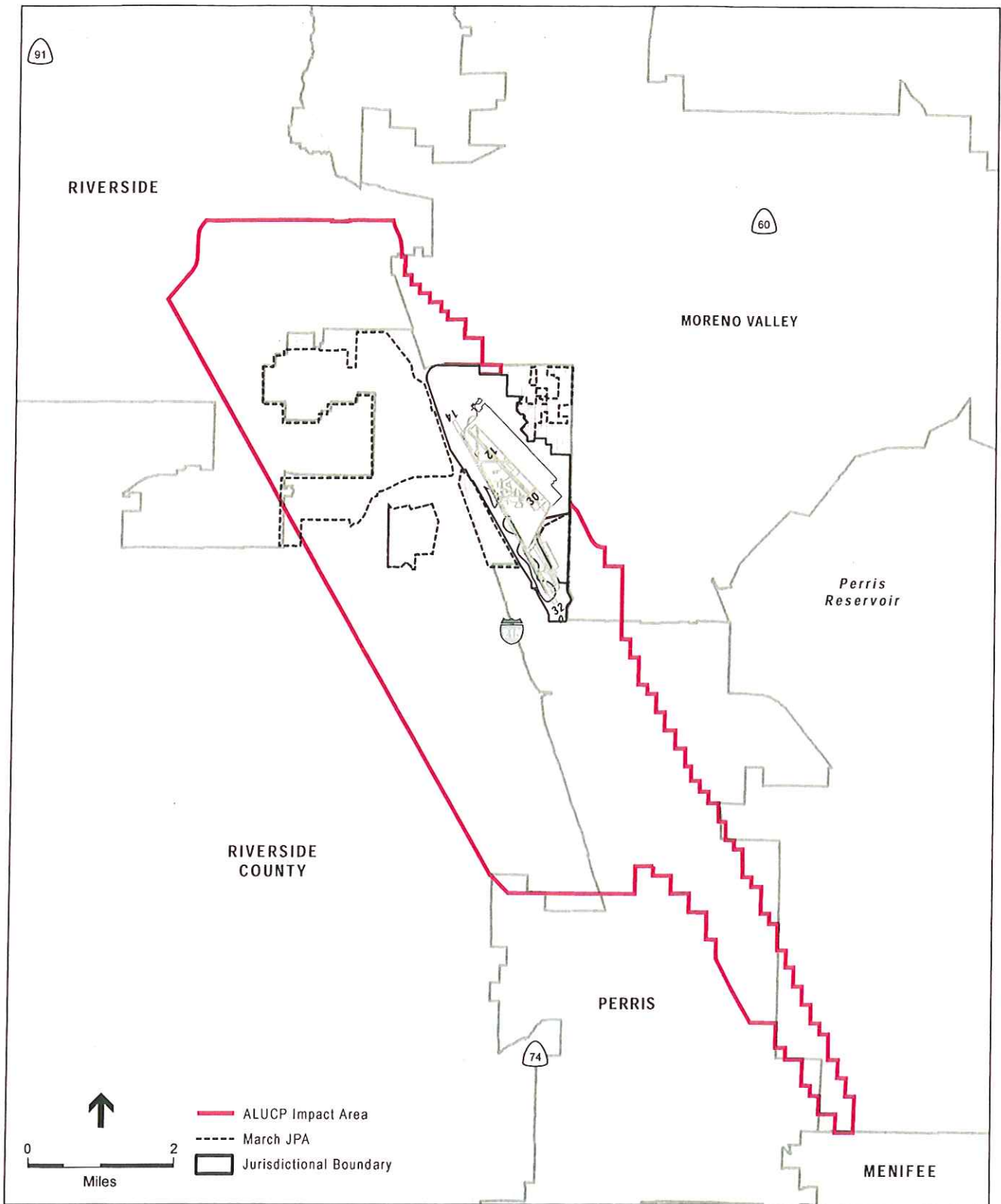
- **Renumbering and revised text for the policy considered in the Draft EIR as Alternative**

- 3 and providing for retail sales areas to be evaluated as having an occupancy of one person per 115 gross square feet of floor area;**
- **Revising Policy 2.5(c) to be consistent with the revised text of Note 19 of Table MA-2 (clarifying that aviation easements within Zone A shall be dedicated to the United States of America);**
 - **On Exhibits MA-4 and MA-5, change reference in legend from “Maximum Authorized Activity” to “Projected Activity Level,” as neither the Commission nor the ALUCP have the ability to either authorize or limit aircraft activity; and,**
 - **Inclusion in the Meridian Specific Plan site-specific exception a specific reference to allowance for a hotel with a maximum of three aboveground habitable floors and no conference facilities (other than meeting room(s) for a total of up to 50 people).**

Additionally, Addendum #1 provides for corrections to the mapping of the City of Moreno Valley’s site exception area and to the error in the number of total annual operations referenced on Page MA-1 and Exhibit MA-3 in the Background section of the proposed Plan. As noted by Commissioner Stewart at the October 9 hearing, the total annual operations projected in the 2005 AICUZ was 69,600, not 69,860.

At this time, staff is not proposing to incorporate an additional site-specific exception for the Ben Clark Training Center, as requested by the Riverside County Economic Development Agency, Riverside County Sheriff, and Riverside County Fire Department, primarily because there is no known project at this time requiring such an exception. However, ALUC staff met with Mr. Sydow and representatives of the Sheriff, and encouraged them to return on November 13 with additional, more specific information as to the particular area within which the high-intensity structures would be built.

Since the October 9 hearing, staff has received one request for an Additional Compatibility Policy relating to evaluation of concentration of people in high-cube warehouse structures at least 500,000 square feet in size. Staff has advised the proponent to attend the November 13 hearing to present their case for this additional change.



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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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
M (Military)	<i>Federal Lands</i> ▶ No ALUC authority	<i>Federal Lands</i> ▶ No ALUC authority
A Clear Zone (if not on base)	<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
B1 Inner Approach/Departure Zone	<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
B2 High Noise Zone	<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
C1 Primary Approach/Departure Zone	<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
C2 Flight Corridor Zone	<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
D Flight Corridor Buffer	<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)
E Other Airport Environs	<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
 High Terrain Zone	<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				Additional Criteria	
		Residential (d.u./ac) ¹	Other Uses (people/ac) ²		Req'd Open Land	Prohibited Uses ³	Other Development Conditions ⁴
		Average ⁵	Single Acre ⁶				
M	Military						› No ALUC authority
A	Clear Zone ⁷	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 ⁸
B1	Inner Approach/Departure Zone	No new dwellings allowed ¹⁰	25 (APZ I) 50 (APZ II and outside APZs) ¹¹	100	Max. 50% lot coverage within APZs ¹²		› 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 ¹³ › Hazardous materials manufacture/storage ¹⁴ › Noise sensitive outdoor nonresidential uses ¹⁵ › Critical community infrastructure facilities ¹⁶ › Hazards to flight ⁸ › Uses listed in AICUZ as not compatible in APZ I or APZ II ¹⁷
B2	High Noise Zone	No new dwellings allowed ¹⁰	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 ¹⁵ › Critical community infrastructure facilities ¹⁶ › Hazards to flight ⁸
C1	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 ¹⁵ › Hazards to flight ⁸
C2	Flight Corridor Zone	≤ 6.0	200	500	No Req't		› Highly noise-sensitive outdoor nonresidential uses ¹⁵ › Hazards to flight ⁸
D	Flight Corridor Buffer	No Limit	No restriction ²¹		No Req't		› Hazards to flight ⁸
E	Other Airport Environs	No Limit	No Restriction ²¹		No Req't		› Hazards to flight ⁸
*	High Terrain	Same as Underlying Compatibility Zone			Not Applicable		› Hazards to flight ⁸ › 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.

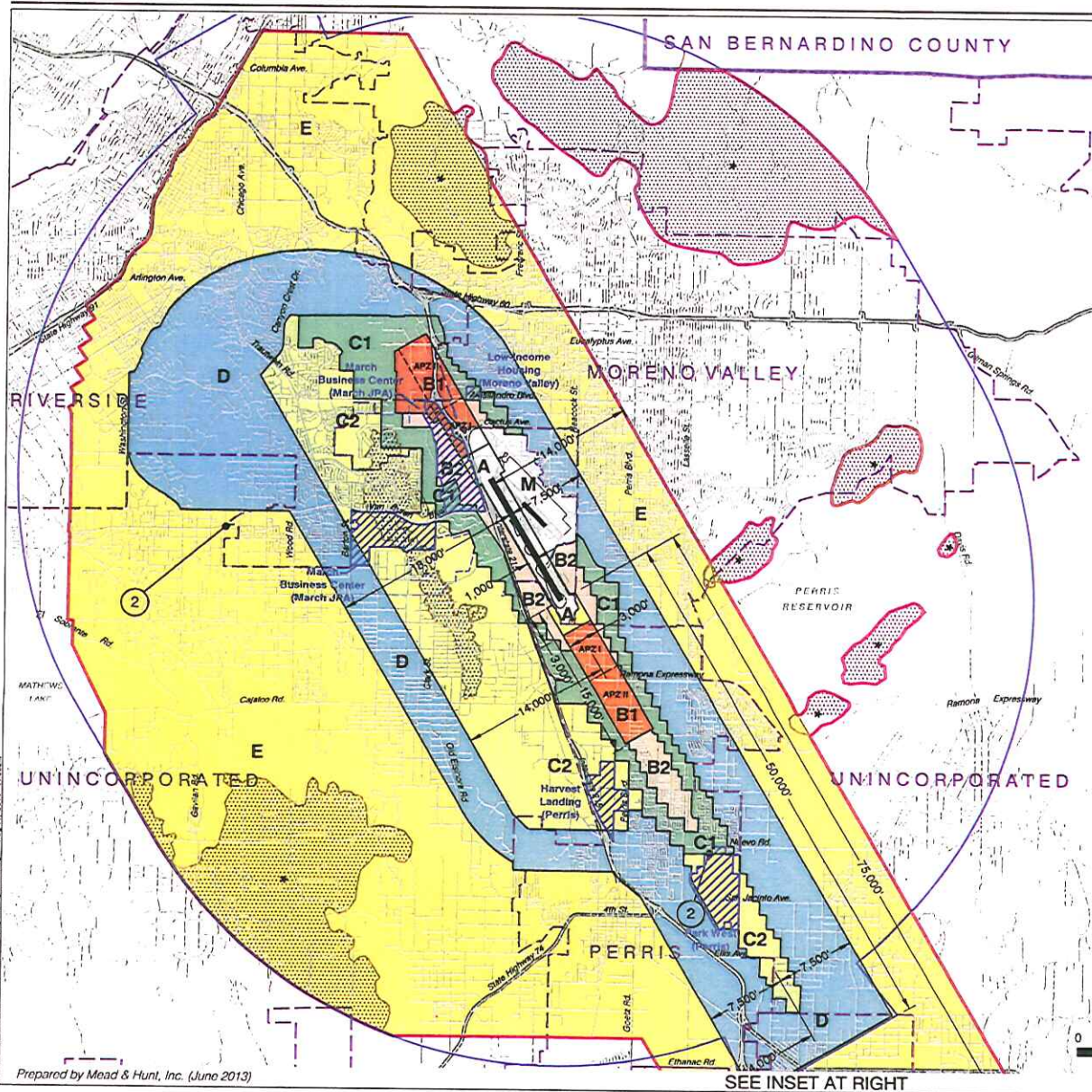
- ¹ Residential development must not contain more than the indicated number of dwelling units (excluding secondary units) per gross acre. Clustering of units is encouraged provided that the density is limited to no more than 4.0 times the allowable average density for the zone in which the development 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.
- ² 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.
- ³ 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.
- ⁴ 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/aviationeasement.pdf. Any aviation easements required within Zone A shall be dedicated to the United States of America.
- ⁵ 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.
- ⁶ 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.
- ⁷ 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.
- ⁸ 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.
- ⁹ 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.
- ¹⁰ 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.
- ¹¹ 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.
- ¹² 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.

- ¹³ Within APZ II and outside APZs, two-story buildings are allowed.
- ¹⁴ 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.
- ¹⁵ Examples of noise-sensitive outdoor nonresidential uses that should be prohibited include major spectator-oriented sports stadiums, amphitheatres, concert halls and drive-in theaters. Caution should be exercised with respect to uses such as poultry farms and nature preserves.
- ¹⁶ Critical community facilities include power plants, electrical substations, and public communications facilities. See Countywide Policy 4.2.3(d).
- ¹⁷ 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.
- ¹⁸ 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.
- ¹⁹ 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.
- ²⁰ Discouraged uses should generally not be permitted unless no feasible alternative is available.
- ²¹ 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

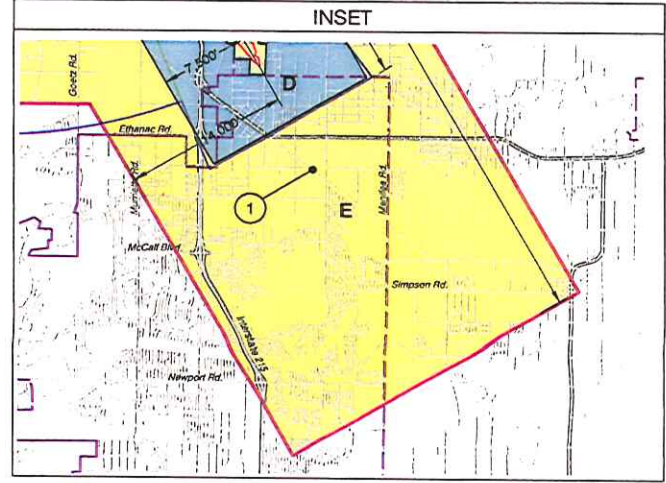
Boundary Lines

- 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.

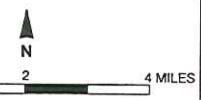
- ① Point at which aircraft on Runway 32 ILS approach descend below 3,000 feet above runway end. Airport Elevation is 1,535 feet MSL.
- ② Point at which departing aircraft typically reach 3,000 feet above runway end.



**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**

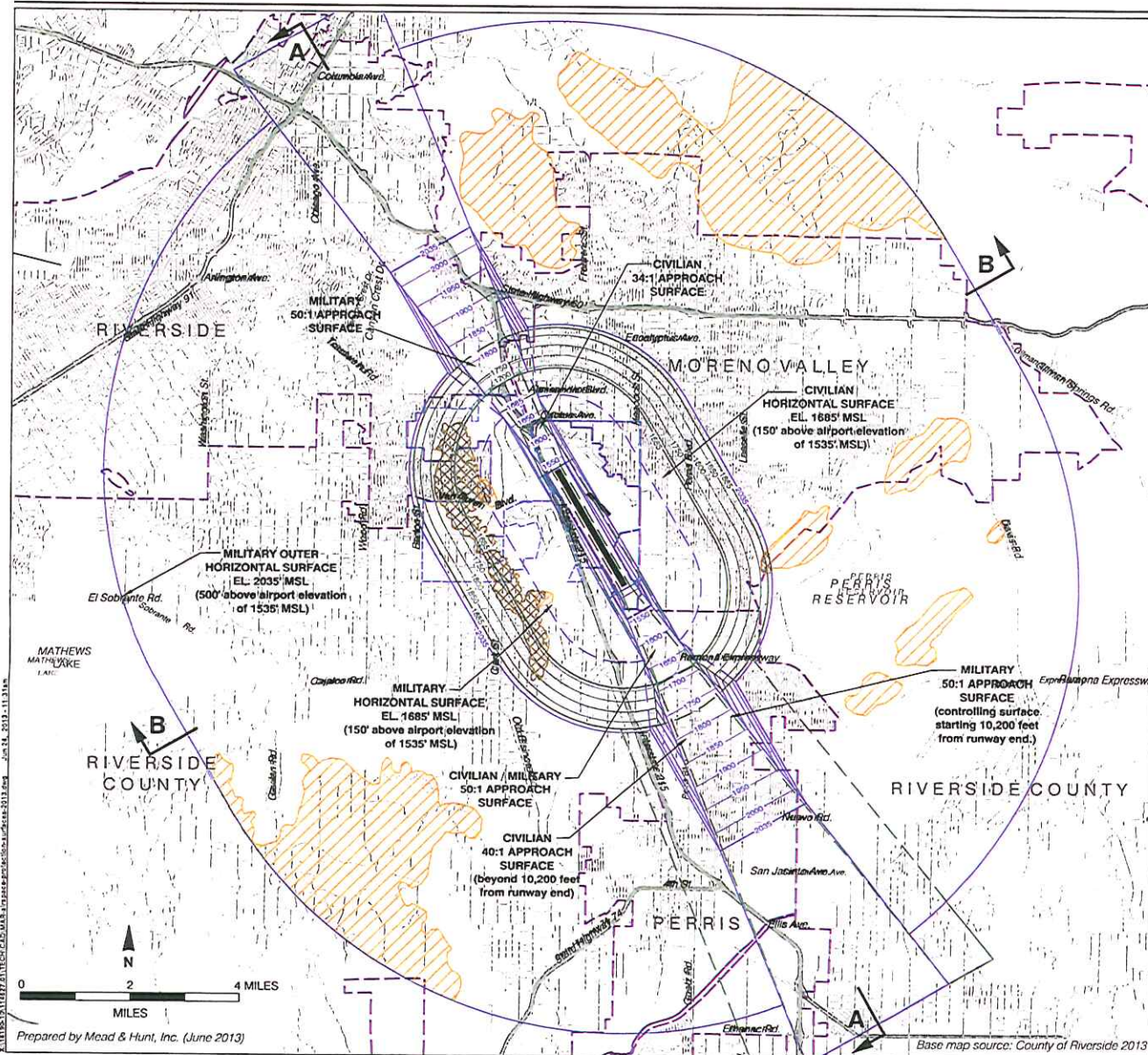


Base map source: County of Riverside 2013

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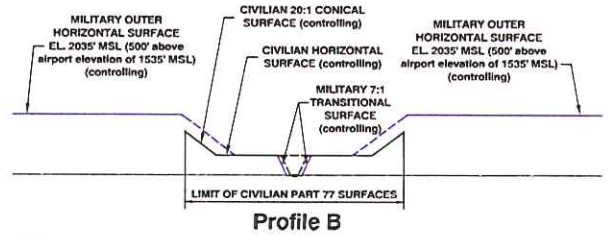
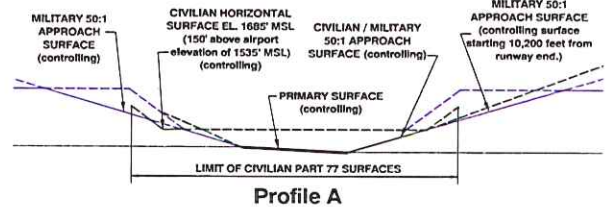
Prepared by Mead & Hunt, Inc. (June 2013)

SEE INSET AT RIGHT



LEGEND

- FAR Part 77**
- Military Surfaces } Dashed line indicates other set of surfaces is controlling
 - Civilian Surfaces }
- Terrain Penetration of FAR Part 77 Surfaces
- Military
 - Civilian
- Boundary Lines**
- March Air Reserve Base / Inland Port Airport
 - March Joint Powers Authority Property Line
 - City Limits



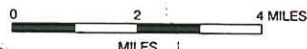
Source:
 Civilian airspace protection surfaces from March Air Force Base Joint Use Feasibility Study (January 1997). Military airspace protection surfaces from Air Installation Compatible Use Zone Study for March Air Reserve Base (August 2005).

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

Map MA-2

**Airspace Protection Surfaces
 March Air Reserve Base / Inland Port Airport**

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

Base map source: County of Riverside 2013

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

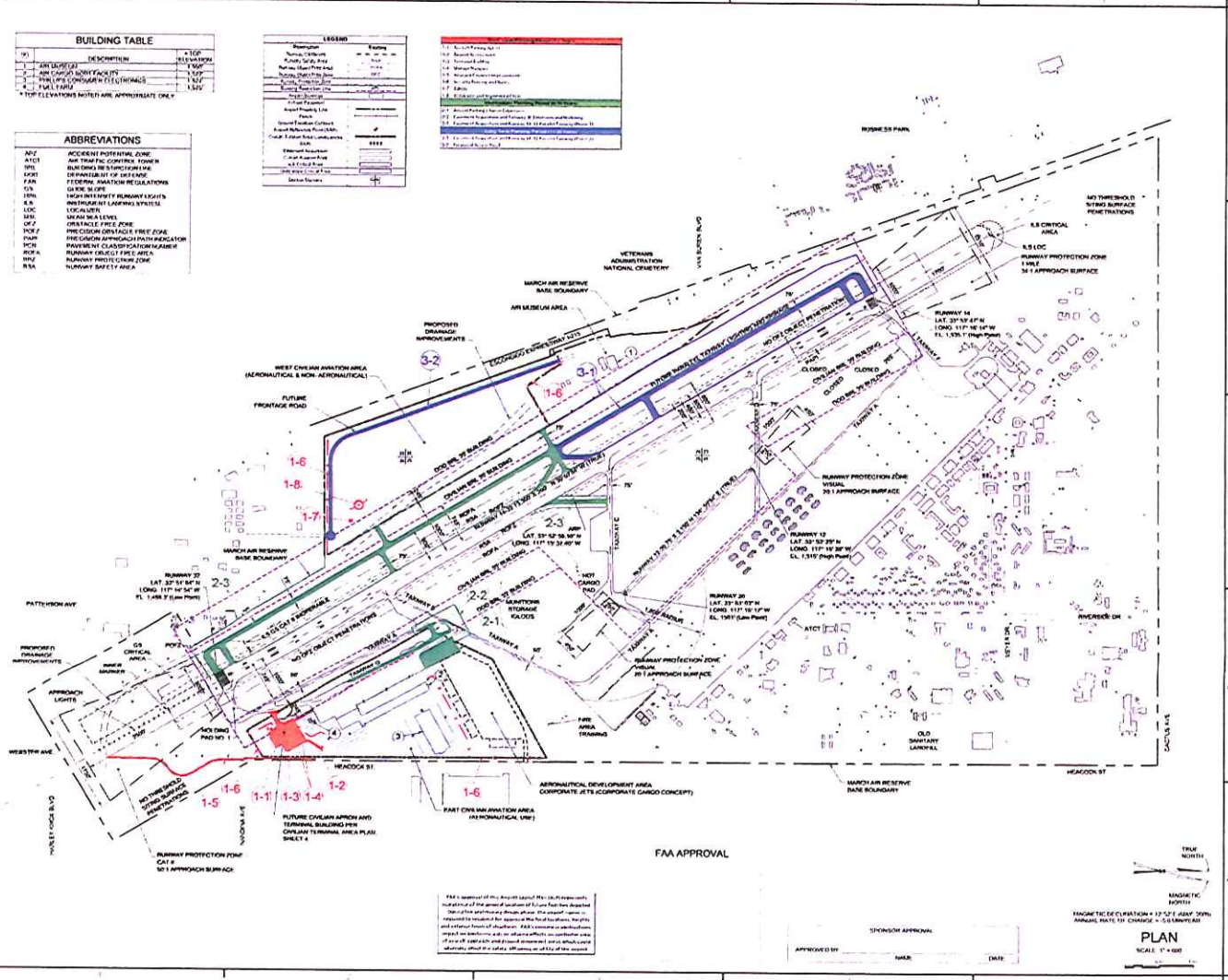
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BUILDING TABLE		
(X)	DESCRIPTION	ELEVATION
1	AIR TRAFFIC CONTROL TOWER	150'0"
2	AIR TRAFFIC CONTROL BUILDING	150'0"
3	FIRE TOWER	150'0"
4	CONTROL TOWER	150'0"
5	COMMUNICATIONS BUILDING	150'0"

ABBREVIATIONS	
APZ	ACCIDENT POTENTIAL ZONE
ATC	AIR TRAFFIC CONTROL TOWER
BTD	BUILDING TO STRUCTURE LINE
DB	DEPARTURE SURFACE
FAN	FILING AVIATION REGULATIONS
GL	GRADE SURFACE
HLL	HIGH INTENSITY RUNWAY LIGHTS
ILS	INSTRUMENT LANDING SYSTEM
ML	MEAN SEA LEVEL
MSL	MEAN SEA LEVEL
OFZ	OBSTRUCTION FREE ZONE
ORZ	PRECISION OBSTRUCTION FREE ZONE
PAR	PRECISION APPROACH PATH INDICATOR
PCH	PAVEMENT CLASSIFICATION NUMBER
RCA	RUNWAY END OF RUNWAY AREA
RFPZ	RUNWAY PROTECTION ZONE
RSA	RUNWAY SAFETY AREA

LEGEND	
Proposed Building	Proposed
Proposed Runway	Proposed
Proposed Taxiway	Proposed
Proposed Ramp	Proposed
Proposed Apron	Proposed
Proposed Fencing	Proposed
Proposed Utilities	Proposed
Proposed Paved Area	Proposed
Proposed Pavement	Proposed
Proposed Gravel	Proposed
Proposed Soil	Proposed
Proposed Vegetation	Proposed
Proposed Water	Proposed
Proposed Sewer	Proposed
Proposed Gas	Proposed
Proposed Power	Proposed
Proposed Telecommunications	Proposed
Proposed Stormwater	Proposed
Proposed Erosion Control	Proposed
Proposed Noise Abatement	Proposed
Proposed Security	Proposed
Proposed Safety	Proposed

LEGEND (continued)	
Proposed Runway	Proposed
Proposed Taxiway	Proposed
Proposed Ramp	Proposed
Proposed Apron	Proposed
Proposed Fencing	Proposed
Proposed Utilities	Proposed
Proposed Paved Area	Proposed
Proposed Pavement	Proposed
Proposed Gravel	Proposed
Proposed Soil	Proposed
Proposed Vegetation	Proposed
Proposed Water	Proposed
Proposed Sewer	Proposed
Proposed Gas	Proposed
Proposed Power	Proposed
Proposed Telecommunications	Proposed
Proposed Stormwater	Proposed
Proposed Erosion Control	Proposed
Proposed Noise Abatement	Proposed
Proposed Security	Proposed
Proposed Safety	Proposed



**DRAFT AIRPORT LAYOUT PLAN
 MARCH INLAND PORT
 RIVERSIDE COUNTY, CALIFORNIA**

REVISIONS	
NO.	DESCRIPTION

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

Source: C&S Engineers, Inc. (December 2012)

BASED AIRCRAFT

Data Not Available

ANNUAL AIRCRAFT OPERATIONS

	Current	Future ^b	Future ^c
Military	*	44,860	54,104 ^d
CalFire	0	3,740	0
Civilian	66 ^a	21,000	21,000 ^c
<i>Total Annual Operations</i>	*	69,860	75,104
<i>Average Per Day</i>	*	305	206

OPERATIONS BY AIRCRAFT TYPE

	Current	Future ^b	Future ^c
<i>Military</i>		(69.4%)	(72.0%)
Transport	*	45.5%	37.7%
Fighter/Attack	*	5.0%	2.4%
Helicopter	*	4.7%	8.0%
Tanker	*	42.4%	46.2%
Contract Air Carrier	*	2.4%	1.1%
Small Prop (Aero Club)	*	* ^e	4.6%
<i>Civilian</i>		(30.2%)	(28.0%)
Commercial Jet	3% ^a	60.0%	60%
Business Jet	33%	9.2%	6%
Prop(single & twin)	61%	30.8%	33%
Helicopter	3%	0.0%	1%
CalFire		(5.4%)	(0%)

TYPE OF OPERATION

	Current	Future ^b	Future ^c
<i>Military</i>			
Local	*	43%	21%
Intinerant	*	57%	79%
<i>Civilian</i>	a		
Local	0%	0%	0%
Intinerant	100%	100%	100%

RUNWAY USE DISTRIBUTION^f

	Current	Future ^b	Future ^c
<i>Military Aircraft -- Day/Evening/Night</i>			
Arrivals			
Runway 14	*	10%	2%
Runway 32	*	90%	98%
Departures			
Runway 14	*	10%	48%
Runway 32	*	90%	52%
Closed Pattern			
Runway 14	*	10%	0%
Runway 32	*	90%	100%
<i>Civilian Aircraft -- Day/Evening/Night</i>			
Arrivals & Departures			
Runway 14	*	10%	6%
Runway 32	*	90%	94%

TIME OF DAY DISTRIBUTION

	Current	Future ^b	Future
<i>Fighter/Attack Aircraft</i>			
Day (7:00 a.m. – 7:00 p.m.)	*	92%	91% ^d
Evening (7:00 p.m. – 10:00 p.m.)	*	8%	7%
Night (10:00 p.m. – 7:00 a.m.)	*	0%	2%
<i>Other Military Aircraft – Arrivals</i>			
Day	*	85%	66% ^c
Evening	*	12%	17%
Night	*	3%	17%
<i>Other Military Aircraft – Departures</i>			
Day	*	88%	71% ^c
Evening	*	11%	4%
Night	*	1%	25%
<i>Other Military Aircraft – Closed Pattern</i>			
Day	*	61%	86% ^c
Evening	*	18%	9%
Night	*	21%	5%
<i>Civilian Aircraft</i>			
Day	*	37%	90% ^c
Evening	*	35%	5%
Night	*	28%	5%

FLIGHT TRACK USAGE

Data Not Available

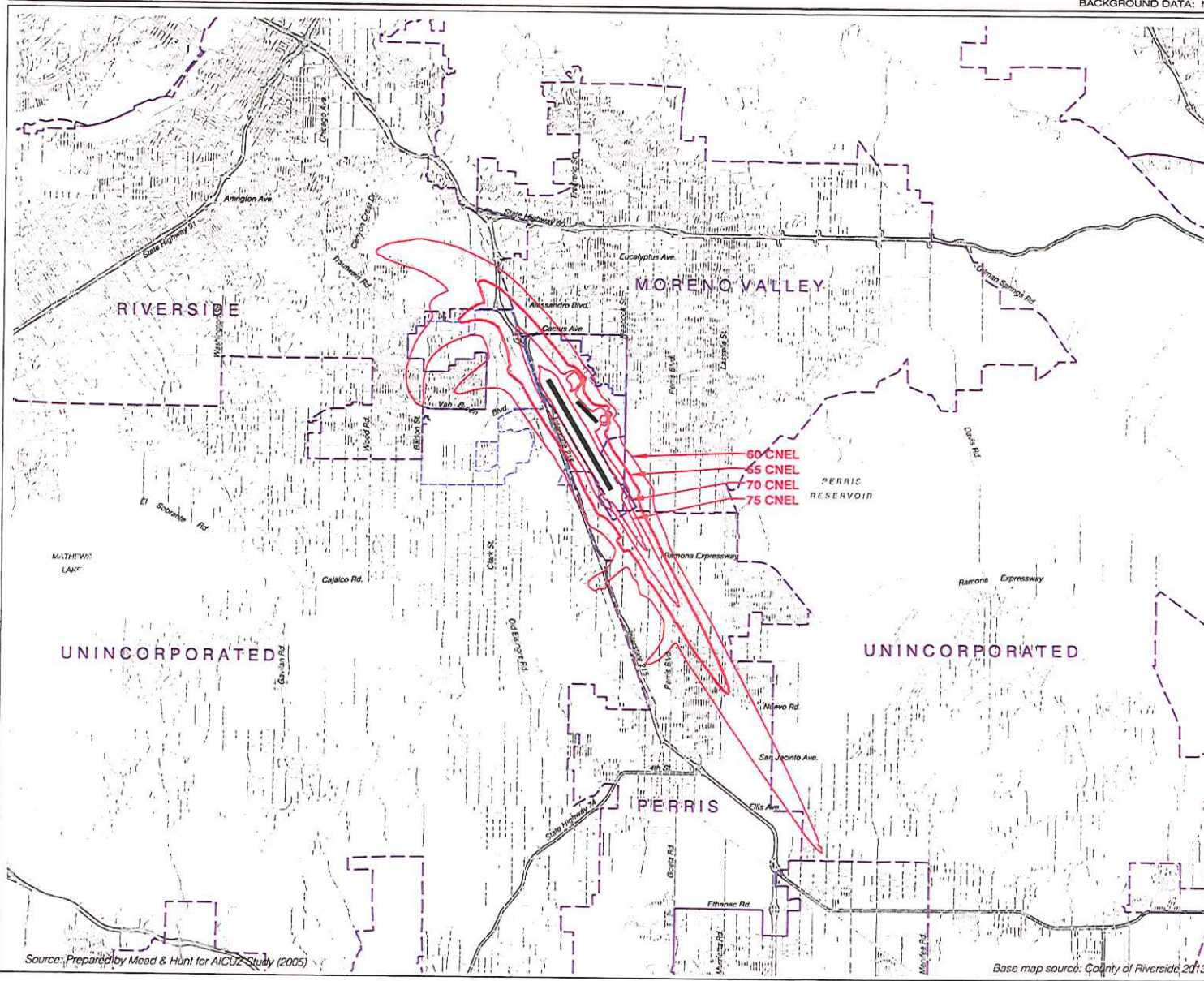
NOTES

- › Future activity represents combination of maximum authorized military mission and maximum approved civilian aircraft operations for undetermined dates
- * Data not available
- ^a Source: March Inland Port Airport Authority CY 2012 data
- ^b Source: *Air Installation Compatible Use Zone Study for March Air Reserve Base (AICUZ)* (Department of the Air Force, August 2005)
- ^c Sources: *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)
- ^d Source: *F-15 Aircraft Conversion Environmental Impact Statement 144th Fighter Wing California Air National Guard Fresno-Yosemite International Airport* (National Guard Bureau, March 2013)
- ^e Air Force Aero Club operations on the secondary runway are not included in the AICUZ data
- ^f Activity on Runway 12-30 not included; use limited to military Aero Club

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).



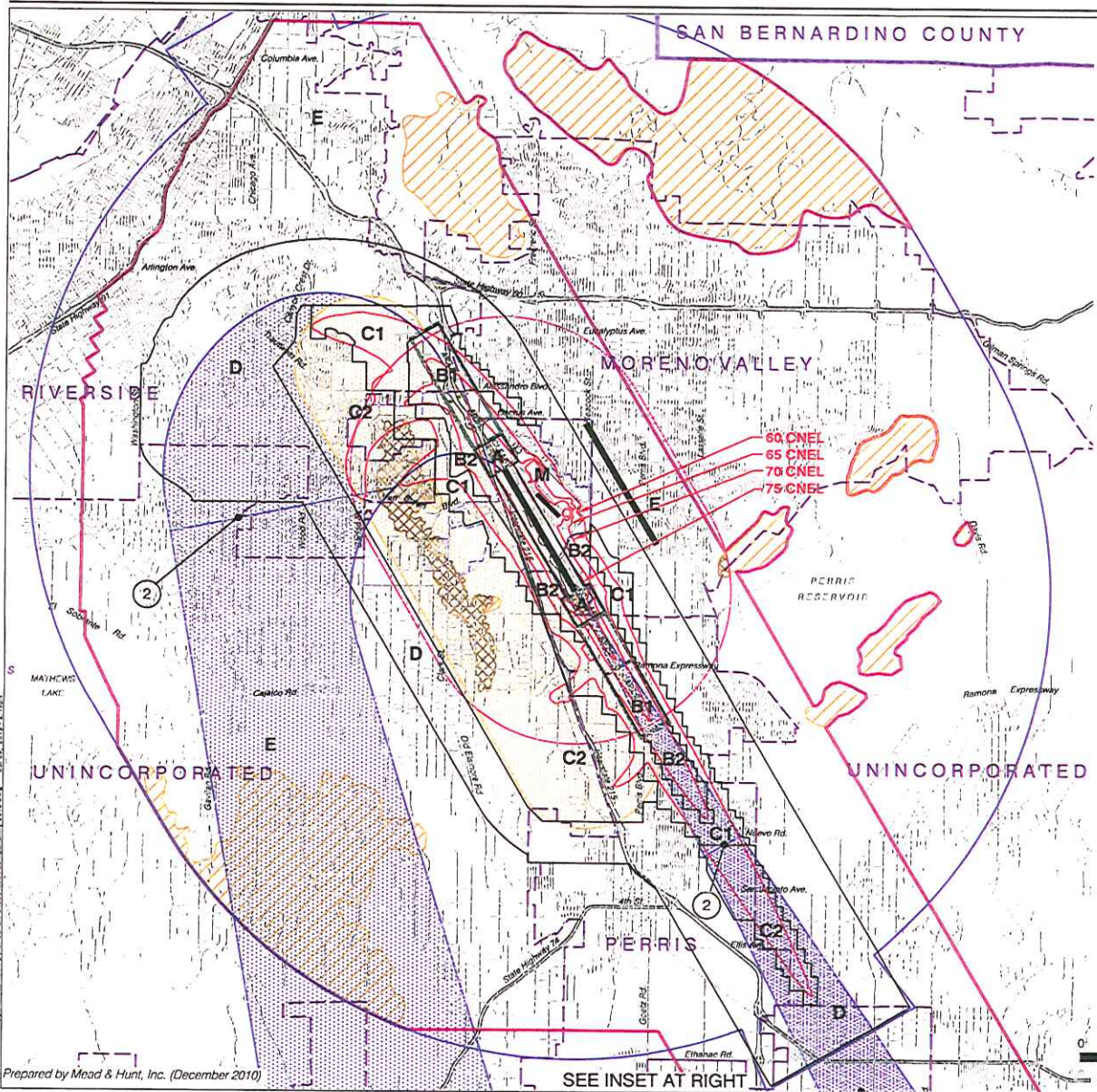
**Riverside County
Airport Land Use Commission
March Air Reserve Base / Inland Port Airport
Land Use Compatibility Plan
(June 2013 Draft)**

Exhibit MA-4

**Noise Impact Area
March Air Reserve Base / Inland Port Airport**

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

Base map source: County of Riverside, 2013



LEGEND

Compatibility Zones

- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M

Noise and Overflight Compatibility Factors

- 75 dB CNEL
 - 70 dB CNEL
 - 65 dB CNEL
 - 60 dB CNEL
- Maximum Authorized Activity (75,104 operations)

General Approach/Departure Traffic Pattern Envelope (approximately 80% of aircraft overflights estimated to occur within these limits)

Closed Circuit Traffic Pattern Envelope (approximately 80% of large aircraft overflights estimated to occur within these limits)

Safety and Airspace Compatibility Factors

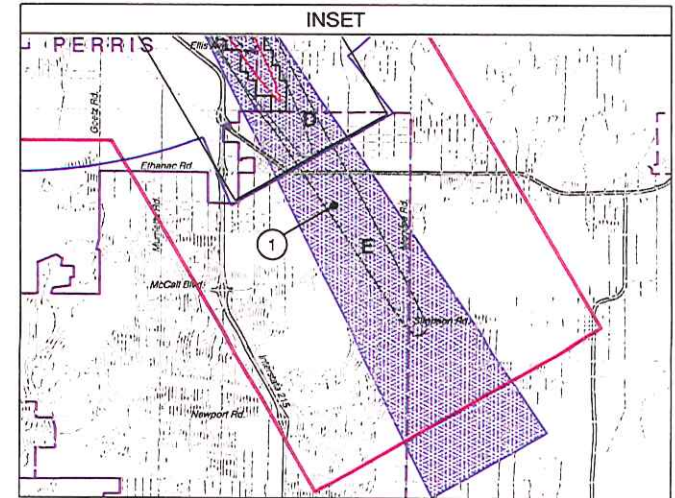
- Accident Potential Zones
- FAR Part 77 Surface Limits
- Military Outer Horizontal Surface
- Civilian Conical Surface
- Terrain Penetration of FAR Part 77 Surfaces
- Military
- Civilian

Boundary Lines

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

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.



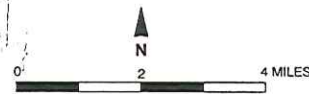
Riverside County
Airport Land Use Commission

March Air Reserve Base / Inland Port Airport
Land Use Compatibility Plan

(June 2013 Draft)

Exhibit MA-5

Compatibility Factors Map
March Air Reserve Base / Inland Port Airport



Base map source: County of Riverside 2013

SEE INSET AT RIGHT

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

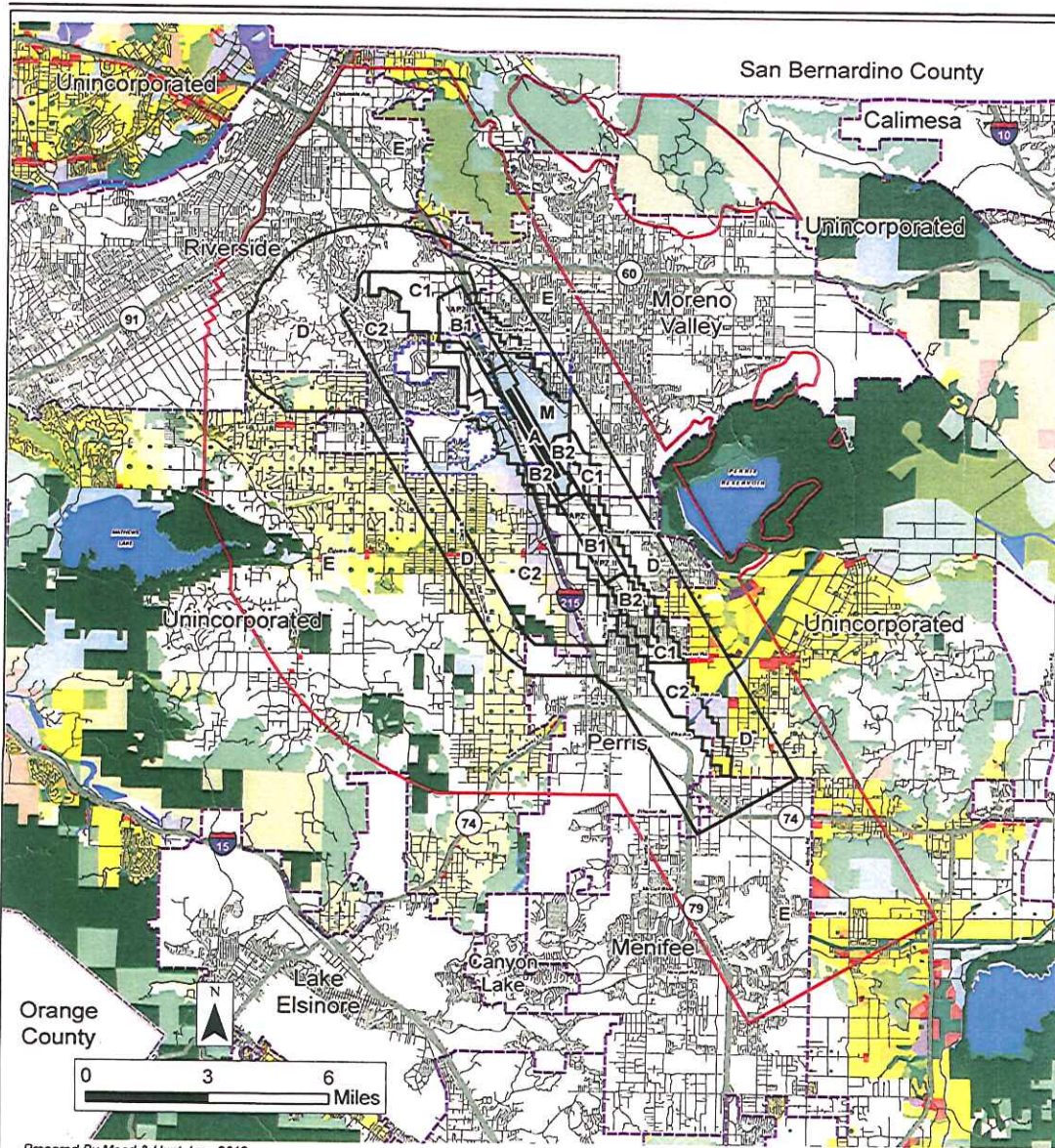
March Air Reserve Base / Inland Port Airport

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.

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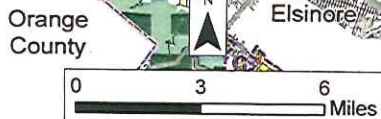
Riverside County
Airport Land Use Commission

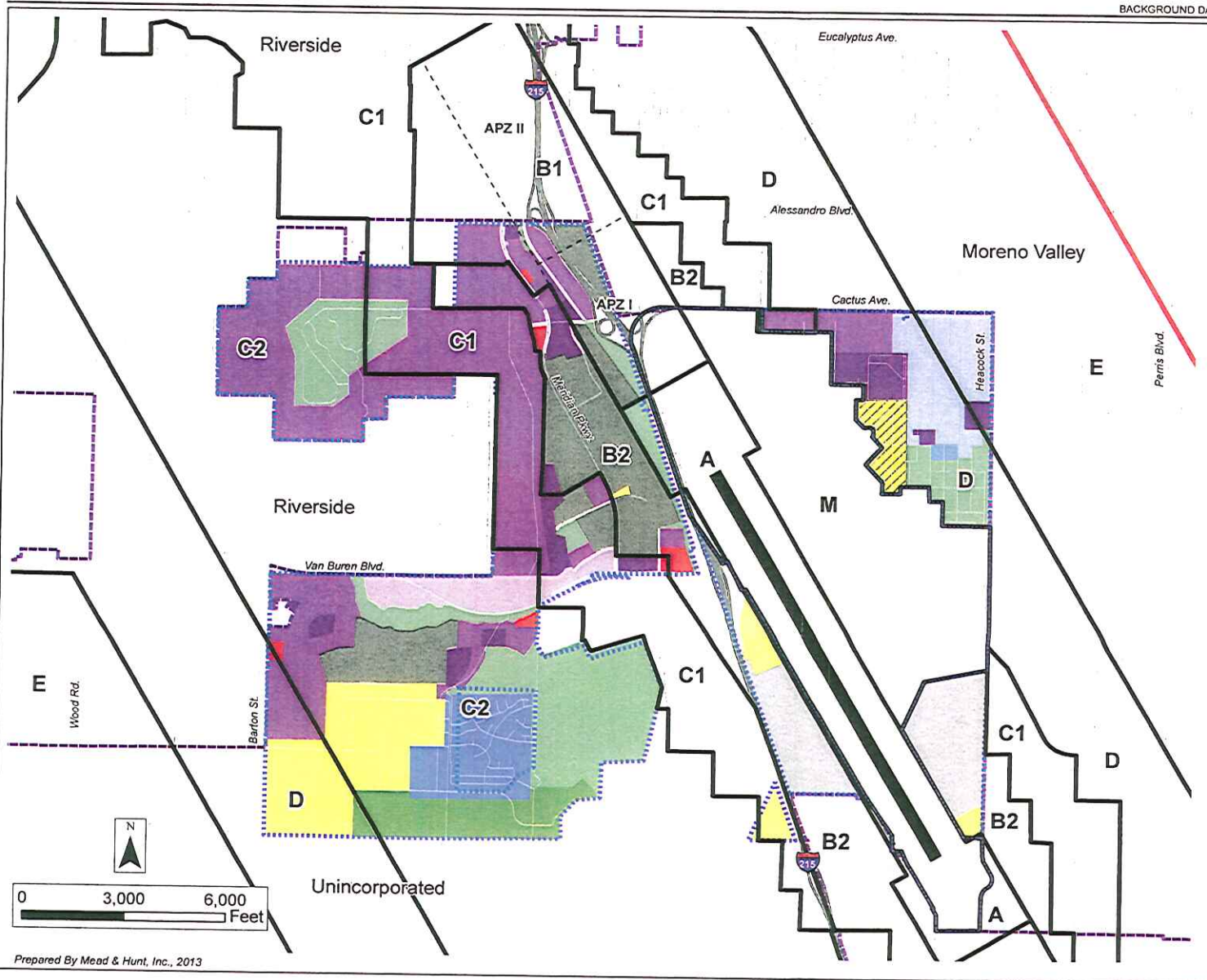
March Air Reserve Base / Inland Port Airport
Land Use Compatibility Plan

(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.

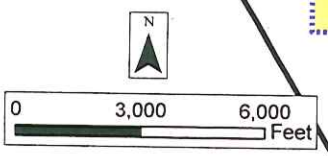
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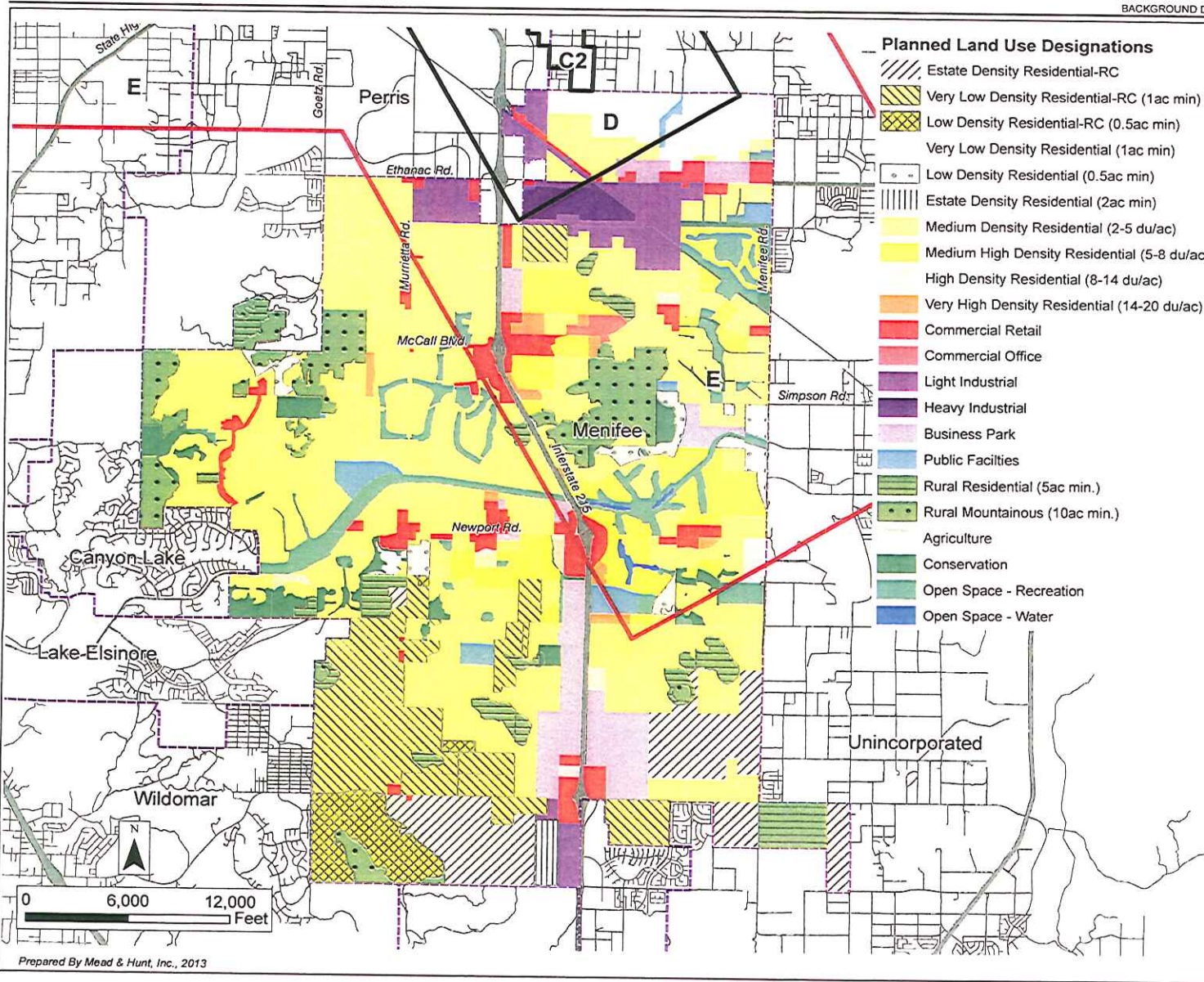
**Riverside County
Airport Land Use Commission**

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

Exhibit MA-7B

**Planned Land Uses:
March Joint Powers Authority**





- Planned Land Use Designations**
- Estate Density Residential-RC
 - Very Low Density Residential-RC (1ac min)
 - Low Density Residential-RC (0.5ac min)
 - Very Low Density Residential (1ac min)
 - Low Density Residential (0.5ac min)
 - Estate Density Residential (2ac min)
 - Medium Density Residential (2-5 du/ac)
 - Medium High Density Residential (5-8 du/ac)
 - High Density Residential (8-14 du/ac)
 - Very High Density Residential (14-20 du/ac)
 - Commercial Retail
 - Commercial Office
 - Light Industrial
 - Heavy Industrial
 - Business Park
 - Public Facilities
 - Rural Residential (5ac min.)
 - Rural Mountainous (10ac min.)
 - Agriculture
 - Conservation
 - Open Space - Recreation
 - Open Space - Water

Legend

- County Boundary
- City Boundary
- Runway
- Airport Influence Area Boundary
- Compatibility Zones (2013 Draft)

Notes

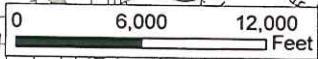
1. Land Use Source: City of Menifee General Plan Map

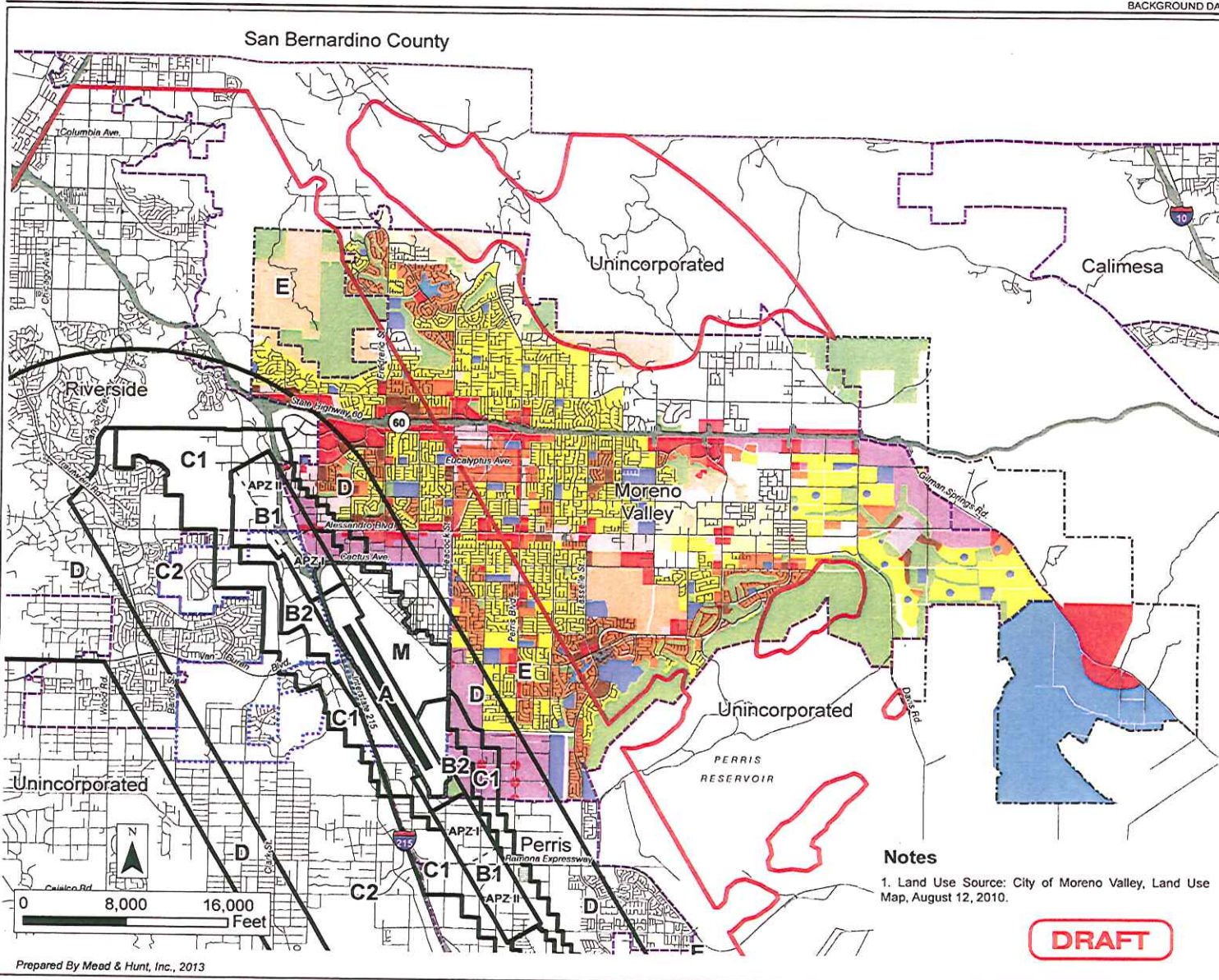
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**Riverside County
Airport Land Use Commission**
**March Air Reserve Base / Inland Port Airport
Land Use Compatibility Plan**
(June 2013 Draft)

Exhibit MA-7C

**Planned Land Uses:
City of Menifee**





Legend

- County Boundary
- City Boundary
- Moreno Valley Sphere of Influence
- March ARB/Air Force Property
- March Joint Powers Authority Property
- Runway
- Airport Influence Area Boundary
- Compatibility Zones (2013 Draft)

Planned Land Use Designations

- Residential: Max. 1 du/ac
- Mixed Use
- Residential: Max. 2 du/ac
- Rural Residential: Max 2.5 du/ac
- Residential: Max. 3 du/ac
- Residential: Max. 5 du/ac
- Residential: Max. 5 or 15 du/ac
- Residential: Max. 10 du/ac
- Residential: Max. 15 du/ac
- Residential: Max. 20 du/ac
- Hillside Residential
- Planned Residential
- Residential/Office
- Office
- Commercial
- Business Park/Light Industrial
- Open Space
- Public Facilities
- Floodplain

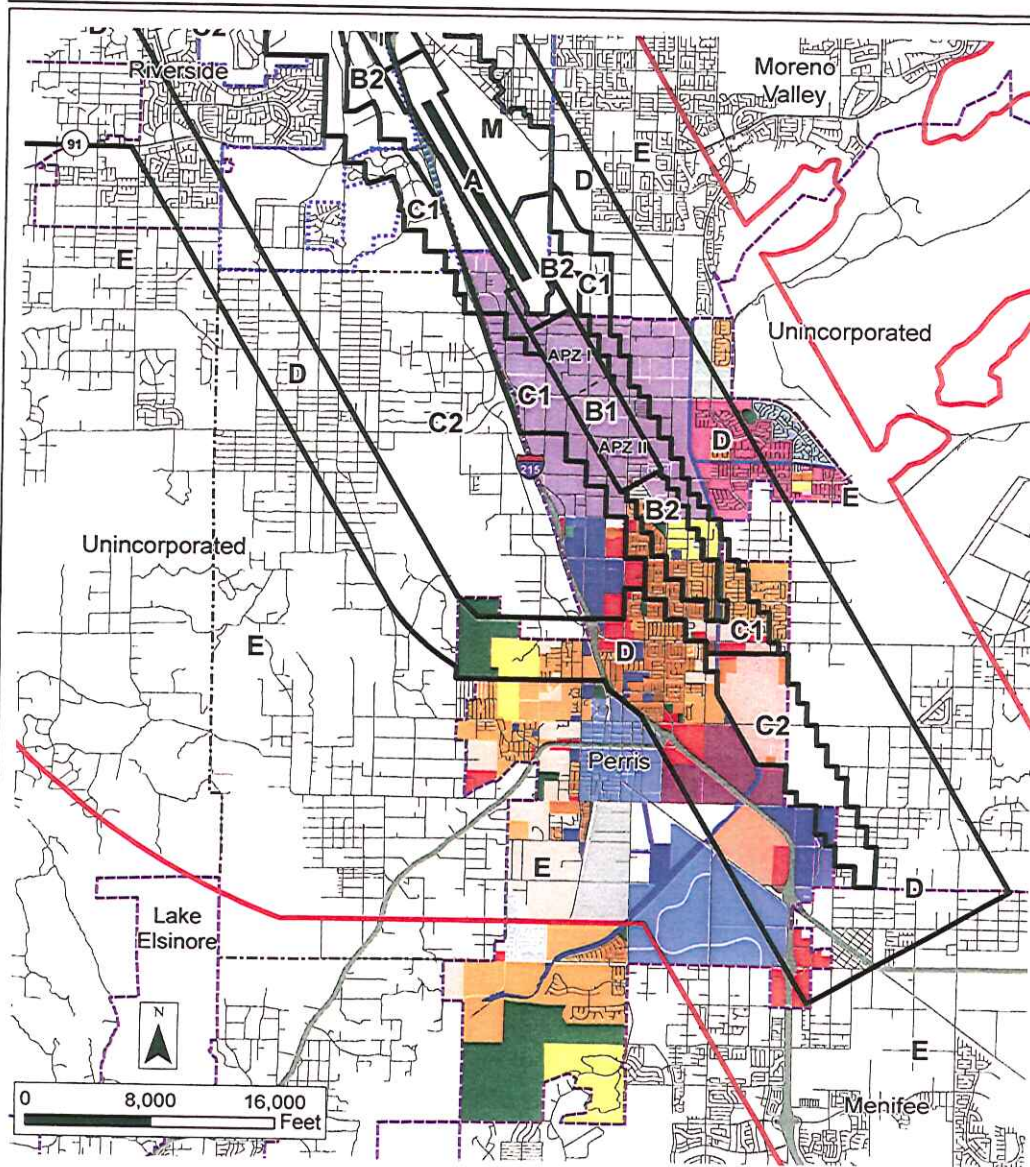
**Riverside County
Airport Land Use Commission**

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

Notes
1. Land Use Source: City of Moreno Valley, Land Use Map, August 12, 2010.

DRAFT

**Planned Land Uses:
City of Moreno Valley**



Planned Land Use Designations

- INDUSTRIAL
 - GI - General Industrial
 - LI - Light Industrial
- BP - Business Park
- COMMERCIAL
 - CC - Community Commercial
 - NC - Neighborhood Commercial
 - PO - Professional Office
- RESIDENTIAL
 - R-20,000 - Residential 20,000
 - R-10,000 - Residential 10,000
 - R-6,000 - Residential 6,000
 - MFR-14 - Multi-Family Residential 14
 - MFR-22 - Multi-Family Residential 22
- SPECIFIC PLAN
 - DTSP - Downtown Specific Plan
 - GV SP - Green Valley Specific Plan
 - HL SP - Harvest Landing Specific Plan
 - MR SP - May Ranch Specific Plan
 - NP SP - New Perris Specific Plan
 - PVCC SP - Perris Valley Commerce Center Specific Plan
 - PW-SP - Parkwest Specific Plan
 - RG-SP - River Glen Specific Plan
 - RW-SP - Rivewoods Specific
 - SP - Specific Plan
 - VA-SP - Villages of Avalon
- OTHER
 - A1 - Light Agricultural
 - OS - Open Space
 - P - Public Facility

Legend

- City Boundary
- City of Perris 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 Perris, General Plan Map, January 3, 2013.

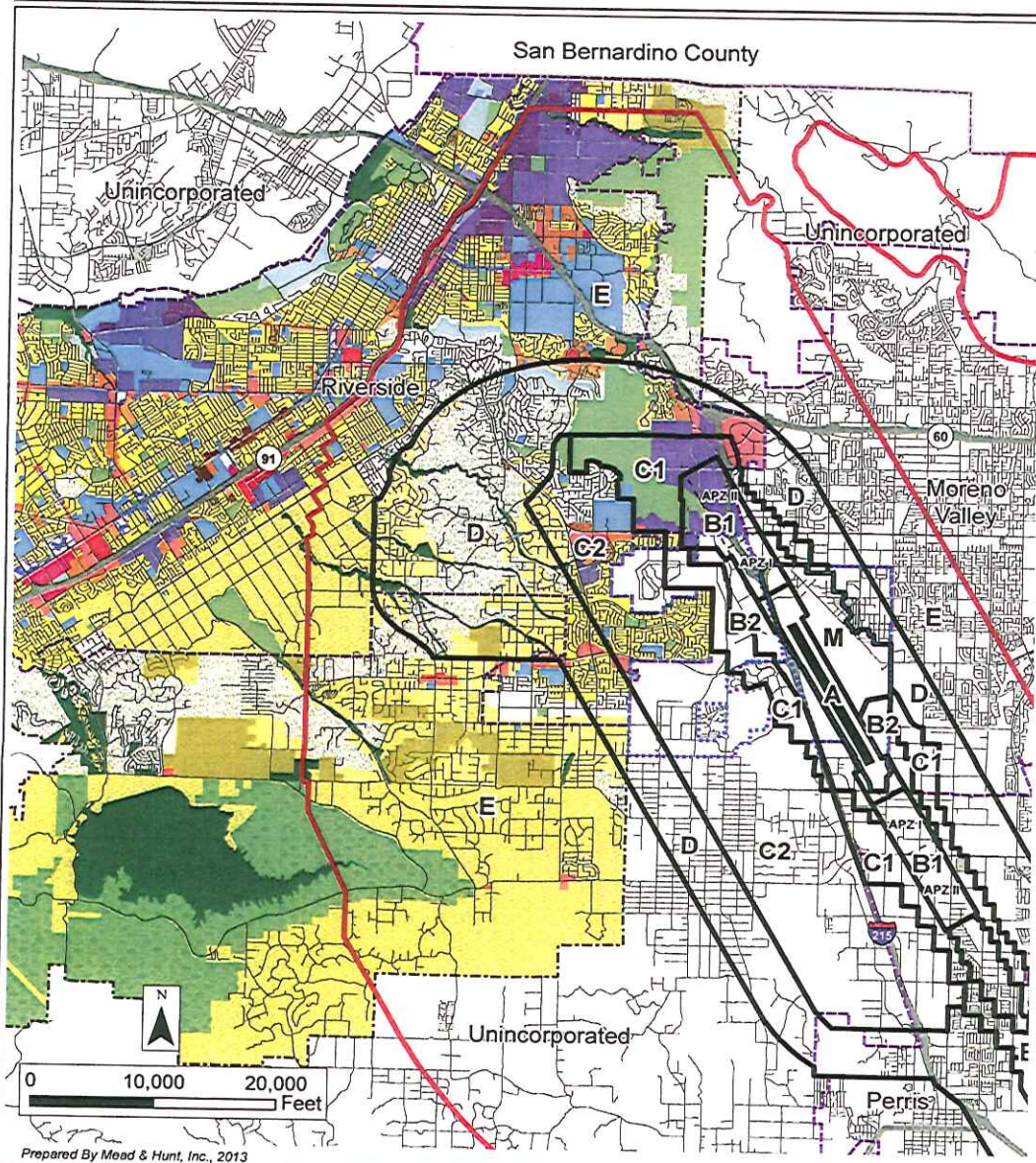
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**Riverside County
Airport Land Use Commission**

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

Exhibit MA-7E

**Planned Land Uses:
City of Perris**



- 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**

Prepared By Mead & Hunt, Inc., 2013

Draft March ARB/IP Airport Land Use Compatibility Plan

Addendum #1

October 2014 (Draft)

This addendum contains revisions to the *March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (ALUCP)* dated August 2014 (Draft). Additions are shown underlined; deletions in ~~strikeout~~. Only substantive changes are identified below; if necessary, minor typographical corrections also may be made prior to publication of the final document.

In the event the *ALUCP* is adopted by the Riverside County Airport Land Use Commission (ALUC), all applicable revisions identified below and any other necessary minor corrections will be incorporated into the *ALUCP* and a final document will be prepared and posted on the ALUC's website (<http://www.rcaluc.org>).

MA.2, Additional/Specific Compatibility Policies

In the event that the ALUC adopts Alternative 3 – Alternative Occupancy Assumptions, as described in the Draft Environmental Impact Report (SCH #2013071042) for the *ALUCP*, the following revision to *Policy 2.4* of the *ALUCP* shall be made:

Page 4, Policy 2.4, Supporting Compatibility Criteria for Safety, add following paragraph:

- (e) Calculation of Concentration of People within the March ARB/IPA Influence Area: Notwithstanding the provisions of Table C1 in Appendix C of the Riverside County Airport Land Use Compatibility Plan, 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 in the resulting usage intensity (people per acre) as described in the appendix.

In the event that the ALUC adopts the proposed *ALUCP*, Alternative 2 – No Site-Specific Exceptions Alternative, or Alternative 3 – Alternative Occupancy Assumptions, as described in the Draft Environmental Impact Report (SCH #2013071042) for the *ALUCP*, the following revision to *Policy 2.5(c)* shall be made:

Page 4, Policy 2.5(c), revise as follows:

- (c) Countywide Policy 4.3.5: The compatibility zones within which dedication of an aviation easement shall be required as a condition of development are as indicated in Table MA-2. Except within Zone A, aviation easements ~~Easements~~ shall be dedicated to the March Inland Port Airport Authority or other civilian agency that may supersede it (successor-in-interest). Any aviation easements required within Zone A shall be dedicated to the United States of America.

In the event that the ALUC adopts the proposed *ALUCP* or Alternative 3 – Alternative Occupancy Assumptions, as described in the Draft Environmental Impact Report (SCH #2013071042) for the *ALUCP*, the following revisions to *Policy 2.7(a)* and *Map MA-1* of the *ALUCP* shall be made:

Page 5, Policy 2.7(a), (Exception Site 1) March Business Center Specific Plan (SP-1) and Meridian (SP-5), March Joint Powers Authority, add new Paragraph (4) and renumber and revise existing Paragraph (4) as follows:

- (4) For the purpose of this Compatibility Plan, the Meridian exception area specifically allows development of a hotel on the 13-acre site situated within Compatibility Zone B2 and bordered by Interstate 215 on the east and Van Buren Boulevard on the south. Any such hotel shall be limited as follows: maximum of 100 people per acre; maximum of 250 people per single acre; maximum of 3 aboveground habitable floors; no conference facilities (however, small meeting room(s) for a total of up to 50 people is (are) acceptable). Sound attenuation as appropriate for the combined airport and freeway noise levels shall be provided.

- ~~(4) Agreement expires on ...~~ (5) The Development Agreement referenced in Paragraphs (2) and (3) above expires on December 27, 2016. ...

Facing Page 9, Map MA-1, Compatibility Map, revise as follows:

- Policy 2.7(d) provides a special exception for an 8.43-acre site located at the northeast corner of Day Street and Alessandro Boulevard within the City of Moreno Valley. As shown in Exhibit 1, this site exception area was incorrectly delineated on Map MA-1, *Compatibility Map*. Map MA-1 will be updated to reflect the 8.43-acre site exception area.

W7, Background Data: March Air Reserve Base / Inland Port Airport and Environs

In the event that the ALUC adopts the proposed *ALUCP*, Alternative 2 – No Site-Specific Exceptions Alternative, or Alternative 3 – Alternative Occupancy Assumptions, as described in the Draft Environmental Impact Report (SCH #2013071042) for the *ALUCP*, the following revisions to the *ALUCP*'s Background Data shall be made:

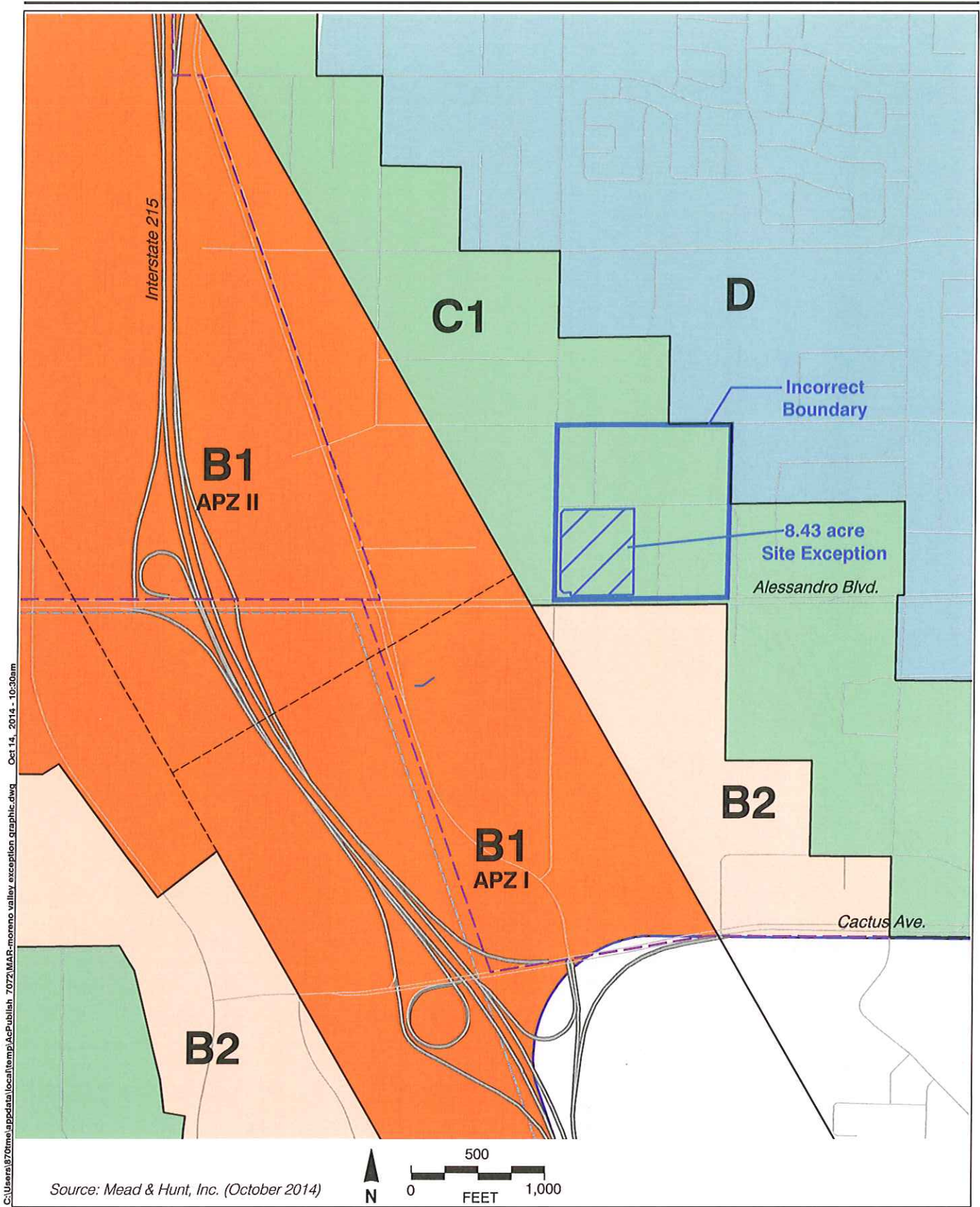
Page MA-1, Introduction, revise third paragraph as follows:

- 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~~ 69,600 aircraft operations, including 44,860 by military aircraft, 3,740 by CalFire aircraft, and 21,000 by civilian aircraft.

Exhibit MA-3, Airport Activity Data Summary, Annual Aircraft Operations, revise as follows:

- Total Annual Operations (AICUZ, Future) ~~69,860~~ 69,600

Exhibits MA-4, Noise Impact Area, and MA-5, Compatibility Factors Map: In legend, change reference to "Maximum Authorized Activity" to read "Projected Activity Level."



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Source: Mead & Hunt, Inc. (October 2014)

Exhibit 1

Compatibility Map
Moreno Valley Site Exception

RESOLUTION NO. 2014-01

A RESOLUTION OF THE AIRPORT LAND USE COMMISSION FOR RIVERSIDE COUNTY CERTIFYING THE FINAL ENVIRONMENTAL IMPACT REPORT FOR THE AIRPORT LAND USE COMPATIBILITY PLAN FOR MARCH AIR RESERVE BASE / INLAND PORT AIRPORT AND ADOPTING CALIFORNIA ENVIRONMENTAL QUALITY ACT FINDINGS OF FACT, A STATEMENT OF OVERRIDING CONSIDERATIONS AND A MITIGATION MONITORING AND REPORTING PROGRAM.

WHEREAS, the Riverside County Airport Land Use Commission (ALUC) is required to prepare and adopt an Airport Land Use Compatibility Plan (ALUCP) for March Air Reserve Base / Inland Port Airport (March ARB/IPA) (see Pub. Util. Code, §§21674(c); 21675(a)-(b)); and

WHEREAS, in preparing the March ARB/IPA ALUCP (also referred to herein as the proposed Project), the ALUC is required to comply with the California Environmental Quality Act (CEQA; Pub. Resources Code, §21000 et seq.) and the State CEQA Guidelines (CEQA Guidelines; Cal. Code Regs., tit. 14, §15000 et. seq.); and

WHEREAS, in accordance with CEQA, ALUC staff prepared and circulated a Notice of Preparation (NOP) and Initial Study for the proposed Project (State Clearinghouse No. 2013071042); and

WHEREAS, the NOP and Initial Study were made available for a thirty (30) day public review period at the ALUC's office and online at www.rcaluc.org; and

WHEREAS, the NOP and Initial Study were filed with the State Clearinghouse on July 12, 2013, the NOP was published in the Riverside Press-Enterprise on July 14 and July 21, 2013, and the NOP was mailed directly to public agencies and hundreds of potentially affected property owners; and

WHEREAS, the NOP and Initial Study concluded that the March ARB/IPA ALUCP may result in potentially significant environmental impacts to land use and planning; population and housing; and public services; and

WHEREAS, the NOP and Initial Study concluded that the March ARB/IPA would not result in potentially significant impacts to any of the following environmental impact areas; aesthetics; agriculture and forestry resources; air quality; biological resources; cultural resources; geology and soils; greenhouse gas emissions; hazards and hazardous materials; hydrology and water quality; mineral resources; noise; recreation; transportation/traffic; and utilities and service systems; and

WHEREAS, on August 1, 2013, after providing the public with notice through direct mail and advertisement in the Riverside Press-Enterprise, ALUC staff held a scoping meeting in order to provide interested parties with an additional opportunity to comment on the scope of the environmental analysis for the proposed Project; and

WHEREAS, ALUC staff received comment letters in response to the NOP and Initial Study (from federal, state, regional and local agencies, organizations, and individuals), none of which challenged the significance conclusions reached in the Initial Study summarized above; and

WHEREAS, a Draft Environmental Impact Report (Draft EIR; State Clearinghouse No. 2013071042) for the proposed Project was prepared pursuant to CEQA and the CEQA Guidelines; and

WHEREAS, ALUC staff sent a Notice of Availability (NOA) of the Draft EIR via e-mail to all public agencies, organizations and individuals that commented on the NOP and Initial Study, and via direct mail to hundreds of potentially affected property owners; and

WHEREAS, ALUC staff also posted the NOA at the Gateway Drive office of the Riverside County Assessor-County Clerk-Recorder, and published the NOA in the Riverside Press-Enterprise on August 21, 2014; and

WHEREAS, copies of the Draft EIR were provided to each land use jurisdiction within the Airport Influence Area identified for the proposed Project; and

WHEREAS, the Draft EIR was made available for public review for at least 45 days, beginning on August 21, 2014, and concluding on October 6, 2014 – copies of the Draft EIR were made available for public review at the ALUC's office, at public libraries in the cities of Moreno Valley, Perris and Riverside, the office of the March Joint Powers Authority, and at the Planning Departments of the cities of Menifee, Moreno Valley, Perris, and Riverside ; and

WHEREAS, ALUC staff received comment letters on the Draft EIR from local agencies and individuals; and

WHEREAS, a Final EIR (State Clearinghouse No. 2013071042) was prepared pursuant to CEQA and the CEQA Guidelines; and

WHEREAS, the Final EIR was released on November 3, 2014, and contained revisions to the Draft EIR, as well as written responses to the comments received during the public review period; and

WHEREAS, the ALUC held a duly noticed public meeting on November 13, 2014, to receive and consider public testimony with respect to the March ARB/IPA ALUCP and the completeness and adequacy of the EIR for the proposed ALUCP; and

WHEREAS, the ALUC has reviewed and considered all of the information presented to it, as set forth above, and this Resolution and action taken hereby is a result of the ALUC's independent judgment and analysis.

NOW, THEREFORE, BE IT RESOLVED that the ALUC:

- (1) Certifies that the Final EIR (State Clearinghouse No. 2013071042) has been prepared and completed in compliance with CEQA and the CEQA Guidelines; and
- (2) Certifies that it has reviewed and considered the Final EIR, including the information contained therein, and the whole record of these proceedings; and
- (3) Certifies that the Final EIR reflects the ALUC's independent judgment and analysis; and
- (4) Adopts the attached Findings and Statement of Overriding Considerations (Attachment A to this Resolution), which the ALUC finds are supported by substantial evidence; adopts the attached Mitigation Monitoring and Reporting Program (Attachment B to this Resolution); and directs staff to file a Notice of Determination with respect to the March ARB/IPA ALUCP within five (5) days of approval of the ALUCP and in accordance with the requirements of CEQA Guidelines section 15094.

PASSED, ADOPTED, AND APPROVED by the ALUC for Riverside County at a regular meeting this 13th day of November, 2014, by the following vote:

AYES: Commissioners:

NOES: Commissioners:

ABSENT: Commissioners:

ATTEST:

Chair,
Riverside County ALUC

Director,
Riverside County ALUC

APPROVED AS TO FORM:

ANNA WANG
COUNTY COUNSEL

RESOLUTION NO. 2014-02

A RESOLUTION OF THE AIRPORT LAND USE
COMMISSION FOR RIVERSIDE COUNTY
ADOPTING THE AIRPORT LAND USE
COMPATIBILITY PLAN FOR MARCH AIR RESERVE
BASE / INLAND PORT AIRPORT

WHEREAS, the California Public Utilities Code requires each county in the state with an airport operated for the benefit of the general public to establish an Airport Land Use Commission (ALUC), the goals of which are to promote public health, welfare, and safety by ensuring compatible land uses around airports (see Pub. Util. Code, §21670 et seq.); and

WHEREAS, in December 1970, after a duly noticed public hearing, the Riverside County Board of Supervisors, acting in conjunction with the mayors of the cities in the county, designated the then-existing five member Riverside County Aviation Commission to assume the planning responsibilities of an ALUC; in 1982, the Board of Supervisors augmented the ALUC with two members selected by the committee of mayors; and, in September 1997, the Board of Supervisors reformed the ALUC pursuant to the Public Utilities Code, as amended; and

WHEREAS, the ALUC is required to prepare and adopt an Airport Land Use Compatibility Plan (ALUCP) that will provide for the orderly growth of each public airport and the area surrounding the airport, and for the area within its jurisdiction surrounding any military airport in order to provide for the orderly growth of that airport and safeguard the general welfare of the public (Pub. Util. Code, §§21674(c); 21675(a)-(b)); and

WHEREAS, ALUCPs are the fundamental tool used by ALUCs in fulfilling their purpose of promoting airport land use compatibility; and

WHEREAS, the ALUC is required to be guided by information in the *California Airport Land Use Planning Handbook*, State of California, Department of Transportation Division of Aeronautics (*Caltrans Handbook*) in preparing ALUCPs (Pub. Util. Code, §21674.7(a)); and

WHEREAS, the purpose of the *Caltrans Handbook* is "to provide guidance for conducting airport land use compatibility planning as required by Article 3.5, Airport Land Use Commissions, PUC Sections 21670 – 21679.5" (*Caltrans Handbook*, p. vii); and

WHEREAS, although an airport-specific ALUCP has never been adopted by the ALUC for March Air Reserve Base / Inland Port Airport (March ARB/IPA), the Riverside County Airport Land Use Plan (County ALUP) was adopted in 1984 and a compatibility map for the March Air Force Base Airport Influence Area was adopted in 1986; and

WHEREAS, in conjunction with extensive public outreach, community involvement and collaboration efforts between the ALUC, affected local agencies and the general public, the ALUC has prepared an ALUCP for March ARB/IPA that is consistent with the overall objectives of the State Aeronautics Act and the guidance provided by the Caltrans *Handbook*; and

WHEREAS, the ALUCP also is largely consistent with the *Joint Land Use Study* (JLUS) for March ARB/IPA recommended by the March Joint Powers Authority in December 2010, with the clarification that the ALUCP is based on the most recent aeronautical data available for the aviation facility; and

WHEREAS, the ALUCP is consistent with the *Air Installation Compatible Use Zone Study for March Air Reserve Base* (AICUZ), dated 2005, prepared by the U.S. Department of the Air Force in accordance with Public Utilities Code section 21675(b); and

WHEREAS, the ALUC provided opportunity to comment on the proposed March ARB/IPA ALUCP (updated August 2014) for 47 days, beginning on August 21, 2014, and concluding on October 6, 2014; and

WHEREAS, the ALUC provided notice of the opportunity to comment on the proposed ALUCP to interested individuals, organizations, agencies, and the affected local agencies (i.e., the County of Riverside; March Joint Powers Authority; and, the cities of Menifee, Moreno Valley, Perris and Riverside); and

WHEREAS, the ALUC's October 9, 2014 meeting included a detailed staff presentation on the proposed ALUCP, and initiated and continued a public hearing for the provision of public testimony; and

WHEREAS, the ALUC prepared written responses to (i) the comments received on the proposed ALUCP during the comment period, and (ii) the public testimony provided during the October 9, 2014 public hearing; and

WHEREAS, the ALUC made minor revisions to the ALUCP, as necessary and/or in response to the comments received on the proposed ALUCP, and those revisions were illustrated in Addendum #1 (dated October 2014) to the proposed ALUCP; and

WHEREAS, on November 3, 2014, the ALUC made available to the public agencies that commented on the proposed ALUCP: (i) minor revisions to the proposed ALUCP illustrated in Addendum #1 and depicted in underline/strikethrough, (ii) comments received during the public comment period that were bracketed by issue, and (iii) draft responses to public comments on the ALUCP; and

WHEREAS, the ALUC, the lead agency for the March ARB/IPA ALUCP, also prepared and circulated an Environmental Impact Report (EIR; State Clearinghouse No. 2013071042) for the proposed ALUCP in accordance with the requirements of the California Environmental Quality Act (CEQA), which is set forth in the Public Resources Code, section 21000 et seq., and the State CEQA Guidelines (CEQA Guidelines), which are set forth in the California Code of Regulations, Title 14, section 15000 et seq.; and

WHEREAS, the ALUC held a second, duly noticed public hearing on November 13, 2014, to receive and consider public testimony with respect to the ALUCP and the completeness and adequacy of the related EIR; and

WHEREAS, the ALUC has reviewed all of the CEQA documentation for the ALUCP and determined that, on the basis of the whole record before it, there is substantial evidence that the proposed ALUCP will have a significant and unavoidable impact on the environment; this impact is acceptable in light of the benefits identified in the Statement of Overriding Considerations; the Final EIR reflects the ALUC's independent judgment and analysis; and, the Final EIR is complete, adequate and fully complies with all requirements of CEQA and the CEQA Guidelines; and

WHEREAS, Alternative 3 – Alternative Occupancy Assumptions is a feasible, environmentally superior alternative to the proposed ALUCP, and would reduce the quantity of potential commercial land use displacement by authorizing the use of an occupancy assumption for most types of retail trade of one person per 115 gross square feet; and

WHEREAS, the ALUC has previously approved the use of such alternative occupancy assumptions in connection with its adoption of ALUCPs for Chino, French Valley, and Perris Valley Airports; and

WHEREAS, on November 13, 2014, the ALUC approved Resolution No. 2014-01 certifying the Final EIR prepared for the March ARB/IPA ALUCP on the basis of the findings summarized above and more extensively detailed in the companion Resolution.

NOW, THEREFORE, BE IT RESOLVED that the ALUC:

(1) Approves and adopts Alternative 3 in the Final EIR for implementation as the ALUCP for March ARB/IPA, as described in this Resolution, Addendum #1 to the proposed ALUCP, the Final EIR, and the companion CEQA approval Resolution for the Final EIR (Resolution No. 2014-01), to be effective immediately upon certification of this Resolution No. 2014-02.

(2) Directs staff to complete preparation of a consolidated, complete version of the March ARB/IPA ALUCP that is consistent with this approval within thirty (30) days. More specifically, the consolidated, complete version of the approved ALUCP shall incorporate the following changes more fully identified and described in Addendum #1:

- The addition of subsection (e) to Policy 2.4;
- The revision of subsection (c) to Policy 2.5;
- The addition and revision of subsections (a)(4) and (a)(5) of Policy 2.7; and,
- The revisions to Map MA-1, Page MA-1, and Exhibits MA-3, MA-4, and MA-5.

(3) Directs staff to provide written notification to the County of Riverside, March Joint Powers Authority, and the cities of Menifee, Moreno Valley, Perris and Riverside of the ALUC's adoption of an ALUCP for March ARB/IPA.

PASSED, ADOPTED, AND APPROVED by the ALUC for Riverside County at a regular meeting this 13th day of November, 2014, by the following vote:

AYES: Commissioners:

NOES: Commissioners:

ABSENT: Commissioners:

ATTEST:

Chair,
Riverside County ALUC

Director,
Riverside County ALUC

APPROVED AS TO FORM:

ANNA WANG
COUNTY COUNSEL

ATTACHMENT A
FINDINGS AND STATEMENT OF OVERRIDING CONSIDERATIONS:
ENVIRONMENTAL IMPACT REPORT
FOR THE AIRPORT LAND USE COMPATIBILITY PLAN
FOR MARCH AIR RESERVE BASE/INLAND PORT AIRPORT

1.0 INTRODUCTION

This document constitutes the independent findings and reflects the independent judgment of the Riverside County Airport Land Use Commission (ALUC). The findings are fully and completely supported by substantial evidence.¹ All of the language in this document constitutes findings, whether or not any particular sentence or clause includes a statement to that effect.

In that regard, all summaries of information and the findings presented herein are based on the Final Environmental Impact Report (EIR),² the March Air Reserve Base / Inland Port Airport (March ARB/IPA) Airport Land Use Compatibility Plan (ALUCP; *i.e.*, the proposed Project), and other evidence in the record, including the: (i) *California Airport Land Use Planning Handbook (Handbook; 2011)*, as published by the State of California Department of Transportation, Division of Aeronautics (Caltrans); (ii) *Joint Land Use Study (JLUS; 2010)*, as prepared by the March Joint Powers Authority; and, (iii) *Air Installation Compatible Use Zone Study (AICUZ; 2005)*, as prepared by the U.S. Department of the Air Force.

The absence of any particular fact from any such summary is not an indication that a particular finding is not based in part on that fact. The summaries of information below are only summaries. Therefore, cross-references to the Final EIR and other evidence in the record have been made where helpful, and reference should be made directly to the Final EIR and other evidence in the record for more precise information regarding the facts on which any summary is based. In addition, unless noted or stated otherwise, the rationale for the findings is set forth in the Final EIR (including the responses to comments) or elsewhere in the administrative record.

1.1 STATUTORY REQUIREMENTS FOR FINDINGS

The Final EIR identified a potentially unavoidably significant environmental impact in the area of Land Use and Planning associated with the March ARB/IPA ALUCP. Under the California Environmental Quality Act (CEQA)³, approval of a project with a significant and unavoidable impact must be supported by findings made by the

¹ See California Public Resources Code, §§21081.5 and 21082.1(c).

² The Final EIR consists of the Draft EIR (August 2014) and Final EIR (October 2014).

³ California Public Resources Code, §21000 *et seq.*

lead agency.⁴ Specifically, the ALUC must make one or more of the following written findings:

- a. Changes or alterations have been required in, or incorporated into, the March ARB/IPA ALUCP that avoid or substantially lessen the significant environmental impacts identified in the Final EIR;
- b. Such changes or alterations are within the responsibility and jurisdiction of another public agency, and such changes have been adopted by such other agency or can and should be adopted by such other agency; and/or
- c. Specific economic, social or other considerations make infeasible the mitigation measures or project alternatives identified in the Final EIR.⁵

Accordingly, the ALUC's findings contained herein accomplish the following:

- a. They identify and address the potentially significant environmental impact in the area of Land Use and Planning identified in the Final EIR for the March ARB/IPA ALUCP;
- b. They incorporate by reference and adopt the mitigation measure recommended in connection with the potentially significant impact identified in the Final EIR, and the Mitigation Monitoring and Reporting Program (MMRP) prepared for the ALUCP (see Attachment B);
- c. They discuss whether the potentially significant impact is avoided or reduced by the adopted mitigation measure to a less-than-significant level, or otherwise remains significant and unavoidable either because there are no feasible mitigation measures, or because even with implementation of mitigation measures a significant impact would occur, or because such changes or alterations are within the responsibility and jurisdiction of another public agency;
- d. They address the feasibility of all Project alternatives and mitigation measures identified in the Final EIR; and
- e. They incorporate and adopt a Statement of Overriding Considerations for the potentially unavoidably significant environmental impact of the proposed Project.

2.0 DESCRIPTION OF PROPOSED PROJECT

The proposed Project is the March ARB/IPA ALUCP. The ALUC is required by law to adopt an ALUCP "that will provide for the orderly growth of each public airport and the area surrounding the airport" and for "the area within the jurisdiction of the [ALUC] surrounding any military airport."⁶ March ARB/IPA is within the jurisdiction of

⁴ California Public Resources Code, §21081.

⁵ California Code of Regulations, Title 14, §15091(a).

⁶ California Public Utilities Code, §21675(a)-(b).

the ALUC, and a joint-use facility – with both civilian and military operations – requiring preparation of an ALUCP.

The basic function of an ALUCP is to promote compatibility between an airport and the land uses that surround the airport and lie within the airport's designated airport influence area (AIA), to the extent that these areas are not already devoted to incompatible uses.⁷ The AIA is comprised of the areas in which current or future airport-related noise, overflight, safety and/or airspace protection concerns may affect future land uses or necessitate restrictions on those uses. The March ARB/IPA AIA includes portions of the County of Riverside, March Joint Powers Authority, and cities of Menifee, Moreno Valley, Perris and Riverside.

Accordingly, the March ARB/IPA ALUCP would provide compatibility policies and standards for the future development of new residential and nonresidential uses, and other noise or risk-sensitive uses within the AIA based on multiple factors established by the ALUCP, including the location of the development relative to the safety zones, the community noise equivalent level (CNEL) contours, the airspace protection surfaces, and the areas subject to overflight. The ALUCP's policies and standards indicate whether the future development of specified land uses in certain portions of the AIA is incompatible, conditionally compatible or compatible.

In addition, the March ARB/IPA ALUCP would be utilized by the ALUC when it reviews proposed land use plans, regulations and projects within the AIA. The ALUCP also would assist local agencies in their preparation or amendment of land use plans and ordinances, as State law explicitly requires local agencies to modify their planning documents to be consistent with the ALUCP, or otherwise overrule the ALUC within a specified time frame.⁸

3.0 IMPACTS OF THE MARCH ARB/IPA ALUCP DERMINED TO BE LESS THAN SIGNIFICANT IN THE INITIAL STUDY

As specifically addressed in the Executive Summary of the Draft EIR (see "Summary of Environmental Impacts" discussion) and in the Initial Study (Appendix A of the Draft EIR), certain potential impacts of the March ARB/IPA ALUCP to various environmental categories were determined to be less than significant. These environmental impact categories include:

- Aesthetics
- Agricultural and forestry resources
- Air quality
- Biological resources
- Cultural resources

⁷ California Public Utilities Code, §21675(a).

⁸ California Public Utilities Code, §21676; California Government Code, §65302.3.

- Geology and soils
- Greenhouse gas emissions
- Hazards and hazardous materials
- Hydrology and water quality
- Mineral resources
- Noise
- Recreation
- Transportation and traffic
- Utilities and service systems

The ALUC hereby adopts and incorporates by reference the reasons stated in the Final EIR (as previously defined to include the Draft EIR (August 2014) and Final EIR (October 2014)) as its grounds for determining that the March ARB/IPA ALUCP would have a less-than-significant impact on each of these environmental impact categories.

4.0 IMPACTS OF THE MARCH ARB/IPA ALUCP DETERMINED TO BE LESS THAN SIGNIFICANT IN THE EIR

The ALUC finds and determines that the impacts summarized below and identified and evaluated in the Final EIR are not significant environmental impacts; therefore, no mitigation measures are needed. The significance thresholds identified below in italics and used to render these impact determinations are found in Appendix G of the CEQA Guidelines.

4.1 LAND USE AND PLANNING

The ALUC's findings with respect to Land Use and Planning impacts are described in this section.

Threshold: Physically divide an established community.

Finding: The ALUC finds that implementation of the proposed Project would have no impact with regard to physically dividing an established community, and therefore no mitigation is required.

As discussed in **Section 3.1** of the Draft EIR, the March ARB/IPA ALUCP does not propose or entail any new development, construction, or changes to existing land uses or the environment. Therefore, the ALUCP would not result in the physical division of an established community and impacts would be less than significant.

Threshold: Conflict with any applicable habitat conservation plan or natural community conservation plan.

Finding: The ALUC finds that implementation of the proposed Project would have no impact on any habitat conservation plan or natural community conservation plan, and therefore no mitigation is required.

As discussed in **Section 3.1** of the Draft EIR, the March ARB/IPA ALUCP does not propose or entail any new development, construction, or changes to existing land uses or the environment. Thus, the ALUCP's impact on such plans would be less than significant.

4.2 POPULATION AND HOUSING

The ALUC's findings with respect to Population and Housing impacts are described in this section.

Threshold: Displace substantial numbers of existing housing units, necessitating the construction of replacement housing elsewhere.

Finding: The ALUC finds that implementation of the proposed Project would have no impact with regard to the displacement of substantial numbers of existing housing, and therefore no mitigation is required.

As discussed in **Section 3.2** of the Draft EIR, the March ARB/IPA ALUCP does not propose or entail any new development, construction, or physical changes to existing land uses or the environment. Furthermore, the policies and standards of the ALUCP would have no effect on existing development, including existing housing, and would require only limited conditions for additions to existing development, including housing. Therefore, the ALUCP cannot reasonably be considered to result in the displacement of substantial number of existing housing, necessitating the construction of replacement housing elsewhere, and impacts would be less than significant.

Threshold: Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.

Finding: The ALUC finds that implementation of the proposed Project would have a less-than-significant impact with regard to its potential to displace substantial number of people, and therefore no mitigation is required.

As discussed in **Section 3.2** of the Draft EIR, the March ARB/IPA ALUCP does not propose or entail any new development, construction, or physical changes to existing land uses or the environment. Furthermore, the policies and standards of the ALUCP would have no effect on existing development, including existing housing, and would require only limited conditions for additions to existing development, including housing. Therefore, the ALUCP cannot reasonably be considered to result in significant impacts with respect to the displacement of substantial numbers of people,

necessitating the construction of replacement housing elsewhere, and impacts would be less than significant.

Threshold: Inducing substantial population growth in an area, through the significant displacement of future residential uses.

Finding: The ALUC finds that implementation of the proposed Project would have a less than significant impact with regard to the direct or indirect inducement of substantial population growth in an area through its potential displacement of future residential development, and therefore no mitigation is required.

As discussed in **Section 3.2** of the Draft EIR, the March ARB/IPA ALUCP would result in the potential to displace the future development of residential units. Specifically, as shown in **Table 3.2-24** of the Draft EIR, the ALUCP may displace up to 38 percent of the total number of future residential units in the ALUCP Impact Area⁹ if the maximum development potential is achieved. If the average development potential is realized, the potential displacement would be 23 percent as shown in **Table 3.2-25** of the Draft EIR.

However, an analysis of the Regional Housing Need Allocation responsibilities of the respective land use jurisdictions (i.e., County of Riverside and cities of Moreno Valley, Perris and Riverside)¹⁰ demonstrated that the ALUCP's potential displacement of future residential units would not impede the ability of those jurisdictions to achieve their RHNA goals. For example, the cities of Moreno Valley and Perris were shown to have a surplus of housing units available to meet their respective RHNA goals, even with the ALUCP's potential displacement. Therefore, the overall conflicts between the ALUCP and the jurisdictions' residential development goals and policies would be less than significant at the project and cumulative level.

⁹ The ALUCP Impact Area is defined to include Compatibility Zones A through C2, which encapsulate the accident potential zones and 65+ dB CNEL noise contours. It is this area where the proposed ALUCP potentially could result in the potential displacement of future land uses.

The County of Riverside, March Joint Powers Authority, and cities of Moreno Valley, Perris and Riverside have jurisdiction over portions of the ALUCP Impact Area. While the City of Menifee has jurisdiction over portions of the AIA, it does not have jurisdiction over any portion of the ALUCP Impact Area.

¹⁰ The March Joint Powers Authority Planning Area is not considered in the assessment of potential residential displacement because the only allowable residential uses within that area are institutional in character. As such, the potential displacement of such uses is considered in the Land Use and Planning's nonresidential displacement assessment.

4.3 PUBLIC SERVICES

The ALUC's findings with respect to Public Services impacts are described in this section.

Threshold: Result in substantial adverse physical impacts associated with the provision of, or the need for, new or altered governmental facilities, the construction of which could cause significant environmental impacts to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services: (i) fire protection; (ii) police protection; (iii) schools; (iv) parks; and, (v) other public facilities (e.g., hospitals).

Finding: The ALUC finds that implementation of the proposed Project would have no substantial adverse physical impacts associate with provision of new or altered governmental facilities, and therefore no mitigation is required.

As discussed in **Section 3.3** of the Draft EIR, the March ARB/IPA ALUCP does not propose or entail any new development, construction, or physical changes to existing land uses or the environment, including the provision of new or altered governmental facilities. Therefore, the proposed Project would not result in any adverse impacts associated with the provision of governmental facilities.

The ALUCP's potential displacement of future public service facilities or uses also would not impede the level of service standards or other performance goals of the County of Riverside, March Joint Powers Authority, or cities of Moreno Valley, Perris and Riverside. Specifically, when the potential displacement of future public service facilities or uses is considered across all affected land use jurisdictions, the potential displacement ranges from 16 percent under the maximum development scenario to zero (0) percent under the average development scenario, as illustrated in **Table 3.3-20** of the Draft EIR. Further, prohibited uses could be accommodated within Compatibility Zone C2 or other portions of the AIA. In summary, the ALUCP's impacts to public services are less than significant at the project and cumulative level.

5.0 SIGNIFICANT AND UNAVOIDABLE IMPACTS OF THE MARCH ARB/IPA ALUCP IDENTIFIED IN THE EIR THAT CANNOT BE MITIGATED TO A LEVEL OF INSIGNIFICANCE

The Final EIR identified the following significant and unavoidable impact associated with Project approval, and recommended one feasible mitigation measure. The ALUC hereby finds that this significant and unavoidable impact is outweighed by the public benefits provided by the proposed Project, and is acceptable, as more fully specified in the "Statement of Overriding Considerations" (Section 12.0, below.)

5.1 LAND USE AND PLANNING

Threshold: Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general

plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.

Finding: The ALUC finds that implementation of the proposed Project would conflict with an adopted land use policy, designation or intensity/density standard, potentially resulting in a significant amount of displacement of future nonresidential land uses in the March Joint Powers Authority Planning Area, and the cities of Moreno Valley, Perris and Riverside. When considering the cumulative contribution of related projects, this potential displacement also would significantly affect the County of Riverside, in addition to the previously enumerated land use jurisdictions.

With implementation of the recommended mitigation measure, any substantial incompatibilities with adopted plans would be reduced to levels below significant and potential nonresidential displacement theoretically could be offset. However, implementation of the mitigation measure is within the jurisdiction of the County of Riverside, March Joint Powers Authority, and cities of Moreno Valley, Perris and Riverside, rather than the ALUC. Thus, the ALUC has no authority to guarantee implementation of the proposed mitigation measure. If the referenced land use jurisdictions do not implement the mitigation measure, then the identified substantial incompatibilities would remain significant and unavoidable.

Therefore, the ALUC finds that the impact resulting from the substantial incompatibility of the proposed Project with adopted land use plans is significant and unavoidable. The ALUC finds this significant impact to be acceptable for the reasons set forth in the Statement of Overriding Considerations (see Section 12.0).

5.1.1 Environmental Impacts

As discussed in **Section 3.1** of the Draft EIR, the March ARB/IPA ALUCP is unlikely to conflict with any land use plans from the standpoint of a plan being “adopted for the purpose of avoiding or mitigating an environmental effect,” because it does not propose new development or construction that would otherwise alter the existing environment. However, because the proposed ALUCP would limit future development within the ALUCP Impact Area through restrictions on the intensity of new nonresidential development, the proposed ALUCP does have the potential to conflict/be inconsistent with an adopted land use policy, designation, or development standard, which in turn can result in indirect environmental impacts. Therefore, a potentially significant impact would occur if the proposed ALUCP conflicts with an adopted land use policy, designation or intensity/density standard, resulting in a significant amount of displacement of future nonresidential land uses.

Before summarizing the potential nonresidential displacement quantities below, it is noted that the displacement calculations prepared for the EIR provide a conservative, worst-case assessment of potential displacement for at least three reasons: First, the significance determinations are rendered relative to the maximum allowable floor area ratios, in lieu of the more reasonable average floor area ratios shown to be achieved in

the ALUCP Impact Area. Second, the significance determinations are rendered relative to the total affected area, in lieu of limiting the focus to vacant land and/or land likely to be developed at some future time. Third, in some cases, any displaced nonresidential development could be accommodated within the AIA in other compatibility zones that allow higher intensities, or in surrounding areas.

Critically, because the rate, timing, location, extent and type of any future displaced nonresidential development is unknown at this time, it is speculative to estimate the physical impacts that any such development would have in the affected jurisdictions – that is an issue that will be addressed in the future at such time that any displaced development is reviewed by local land use jurisdictions under CEQA. Therefore, the analysis presented in the Final EIR for the March ARB/IPA ALUCP focused on identifying the potential displacement quantities.

- *Riverside County Planning Area*

As discussed in **Section 3.1** and shown in **Table 3.1-14** of the Draft EIR, the March ARB/IPA ALUCP would result in a low amount of potential displacement (both in terms of maximum and average square footages). Specifically, implementation of the ALUCP would result in the displacement of approximately 1.52 (average) to 3.19 (maximum) percent of allowable nonresidential land uses on vacant County land within the ALUCP Impact Area, or a total of 0.98 (average) to 2.41 (maximum) percent of all County land within the same area. Therefore, overall displacement impacts in this jurisdiction's planning area as a result of the ALUCP itself are considered less than significant. However, when the effect of other related projects (i.e., other ALUCPs) is considered, the March ARB/IPA ALUCP would result in a cumulatively considerable, significant impact to the County of Riverside.

- *March Joint Powers Authority Planning Area*

As discussed in **Section 3.1** and shown in **Tables 3.1-16** and **3.1-17** of the Draft EIR, the March ARB/IPA ALUCP would result in the potential displacement of 16.4 or 13.8 percent of future nonresidential land uses within the vacant and total affected planning area, respectively, assuming utilization of the maximum floor area ratios currently allowed. However, at average floor area ratios, the proposed ALUCP would result in no displacement of future nonresidential land uses. Nevertheless, given the displacement quantities under the maximum floor area ratio scenario are substantial, overall displacement impacts in this jurisdiction's planning area are considered significant at the project and cumulative levels.

Of note, this significance determination conservatively does not consider the pending recordation of 693 acres of conservation easements located within the March Joint Powers Authority Planning Area, the effect of which would be to reduce potential displacement quantities by designating such areas for parks, recreation and/or open space.

- *City of Moreno Valley Planning Area*

As discussed in **Section 3.1** and shown in **Table 3.1-20** of the Draft EIR, the March ARB/IPA ALUCP would result in the potential displacement of 54.9 or 55.1

percent of future nonresidential land uses within the vacant and total affected planning area, respectively, assuming utilization of the maximum floor area ratios currently allowed. However, at average floor area ratios, the proposed ALUCP would result in the potential displacement of 4.0 or 5.5 percent of future nonresidential land uses within the vacant and total affected planning area. Given the displacement quantities under the maximum floor area ratio scenario are substantial, overall displacement impacts in this jurisdiction's planning area are considered significant at the project and cumulative levels.

- *City of Perris*

As discussed in **Section 3.1** and shown in **Table 3.1-23** of the Draft EIR, the March ARB/IPA ALUCP would result in the potential displacement of 30 or 32.9 percent of future nonresidential land uses within the vacant and total affected planning area, respectively, assuming utilization of the maximum floor area ratios currently allowed. Nevertheless, given the displacement quantities under the maximum floor area ratio scenario are substantial, overall displacement impacts in this jurisdiction's planning area are considered significant at the project and cumulative levels.

- *City of Riverside*

As discussed in **Section 3.1** and shown in **Table 3.1-26** of the Draft EIR, the March ARB/IPA ALUCP would result in the potential displacement of 72.9 or 73.2 percent of future nonresidential land uses within the vacant and total affected planning area, respectively, assuming utilization of the maximum floor area ratios currently allowed. However, at average floor area ratios, the proposed ALUCP would result in the potential displacement of 64.1 or 64.6 percent of future nonresidential land uses within the vacant and total affected planning area. Given the displacement quantities under the maximum floor area ratio scenario are substantial, overall displacement impacts in this jurisdiction's planning area are considered significant at the project and cumulative levels.

5.1.2 Mitigation Measures

One mitigation measure that would reduce the substantial incompatibilities with the County of Riverside's, March Joint Power Authority's and cities of Moreno Valley, Perris and Riverside's adopted land use plans to less-than-significant levels was identified in the Final EIR and is hereby adopted by the ALUC. Because implementation of the mitigation measure is not under the control and authority of the ALUC, however, environmental impacts would remain unavoidably significant.

LU-1: Amendment of General and Specific Plans. Pursuant to Government Code §65302.3 and in accordance with the provisions of the State Aeronautics Act, following adoption of the March ARB/IPA ALUCP, Riverside County, March JPA, and the cities of Moreno Valley, Perris and Riverside can and should prepare amendments to their affected general plans and specific plans in order to make these documents consistent with the policies and standards of the March ARB/IPA ALUCP.

In order to reduce the potential displacement of future nonresidential land uses and maintain current build out targets, the referenced land use jurisdictions also could adopt amendments to increase prescribed maximum FARs outside of the ALUCP Impact Area (Compatibility Zones A, B1, B2, C1, and C2).

Pursuant to Government Code §65302.3 (b)-(c), each jurisdiction must modify its local plan(s) within 180 days of when ALUC adopts the March ARB/IPA ALUCP. If, after the 180-day limit has expired, a local plan has not been amended to conform with the March ARB/IPA ALUCP, ALUC may require that all of the jurisdiction's land use actions, regulations, and permits be submitted to ALUC for review (PUC §21676.5(a)). This requirement can continue until such time as the local agency amends its plan(s) or overrules the ALUC.

By law, affected land use jurisdictions are required to make their land use plans and zoning regulations consistent with new or amended ALUCPs.¹¹ By definition, this would eliminate substantial incompatibilities between the ALUCP and the adopted land use plans. At the same time, however, the future nonresidential floor area within the ALUCP Impact Area would be reduced compared with existing conditions. If the potential development of those nonresidential land uses is to be fully offset, then additional nonresidential development must be allowed elsewhere. This could be accommodated through further zoning amendments increasing allowable floor area ratios in areas outside the safety zones of the ALUCP.

Under the law, the affected land use jurisdictions also can overrule the ALUCP (in whole or part), rather than implement it through amendments to relevant planning documents. Thus, implementation of the ALUCP cannot be guaranteed by the ALUC. If the affected land use jurisdiction(s) choose(s) to overrule the ALUCP, no adverse environmental impacts would result, although the affected land use jurisdiction(s) would be required to adopt findings demonstrating that overrule of the ALUCP would be consistent with the intent of the State Aeronautics Act as required by law.¹²

6.0 ALTERNATIVES ANALYZED IN THE EIR

A reasonable range of alternatives to the proposed Project that could potentially attain at least some of the objectives of the proposed Project must be described and

¹¹ California Public Utilities Code, §§21675.1(d), 21676, 21676.5.

¹² To overrule the ALUCP, a local governing body must make specific findings that its current land use plans and regulations are consistent with the purposes of the State's airport land use compatibility law and approve the overrule resolution by a two-thirds majority vote. See California Public Utilities Code, §§21675.1(d) and 21676.5(a).

evaluated under CEQA. Included in this range of alternatives must be the “No Project” alternative. The purpose of the alternatives analysis is to explain potentially feasible ways to avoid or minimize significant impacts caused by the proposed Project.

An alternative may be eliminated from detailed consideration in the Draft EIR if it fails to meet most of the basic project objectives, is infeasible, or is unable to avoid significant environmental impacts. Here, due to the nature of the ALUCP (*i.e.*, the ALUC’s statutory obligation to prepare and adopt an ALUCP for March ARB/IPA), there are no alternative locations for the proposed Project and, therefore, the analysis did not evaluate any alternative locations to the proposed Project.¹³

The alternatives identified and subject to a detailed analysis in **Chapter 4** of the Draft EIR are discussed below.

6.1 Alternative 1 – No Project

CEQA requires evaluation of the “No Project” alternative.¹⁴ Where the project is the “revision of an existing land use or regulatory plan . . . , the ‘no project’ alternative will be the continuation of the existing plan . . . into the future.”¹⁵ Therefore, the “projected impacts of the proposed plan or alternative plans would be compared to the impacts that would occur under the existing plan.”¹⁶

Based on the above CEQA parameters, here, Alternative 1 assumes the continued implementation of the 1984 *Riverside County Airport Land Use Plan* and associated 1986 compatibility map for March ARB/IPA. The 1984 plan and 1986 map are based on pre-realignment conditions, when only military operations occurred and at a greater frequency than current conditions.

As discussed in **Section 4.2** of the Draft EIR, Alternative 1 would result in less potential nonresidential and public service facilities/uses displacement than the proposed Project in the areas of Land Use and Planning and Public Services, but more potential residential displacement than the proposed Project in the area of Population and Housing.

An evaluation of Alternative 1 revealed that it would only partially achieve one of the Project objectives, and fail to achieve the other three objectives, as described in **Table 4-1** of the Draft EIR.

Finding: Based on the analysis in Chapter 4 of the Draft EIR, summarized above, the ALUC finds that Alternative 1 would lessen the potentially significant nonresidential displacement effects of the proposed Project. However, the “No Project” alternative would only partially achieve one Project objective, and fail to achieve the other three Project objectives. The failure to fully achieve any of the Project objectives leads the ALUC to

¹³ California Code of Regulations, Title 14, §15126.6(f)(2).

¹⁴ California Code of Regulations, Title 14, §15126.6(e)(1).

¹⁵ California Code of Regulations, Title 14, §15126.6(e)(3)(A).

¹⁶ California Code of Regulations, Title 14, §15126.6(e)(3)(A).

conclude that Alternative 1 is infeasible, including in the areas of legal and social infeasibility, as it would not allow the ALUC to comply with existing State law arising under the State Aeronautics Act or effectively protect public health, safety and welfare.

6.2 Alternative 2 – No Site-Specific Exceptions Alternative

Under the proposed ALUCP, four development projects near March ARB/IPA are provided with site-specific exceptions because those projects previously received entitlements from the respective land use jurisdictions in which they are located in, either in the form of a Development Agreement or Disposition and Development Agreement. Alternative 2 would *eliminate* the site-specific exceptions for these four development projects: March Business Center Specific Plan, Harvest Landing Specific Plan, Park West Specific Plan, and Day/Alessandro Affordable Housing Site. The elimination of these exceptions would expose the four development projects to the full scope of the compatibility criteria set forth in the proposed ALUCP.

As discussed in **Section 4.2** of the Draft EIR, this alternative would result in more potential nonresidential displacement within the March Joint Powers Authority Planning Area and the City of Perris; therefore, this alternative would *increase* the significant effect in the area of Land Use and Planning when compared to the proposed Project. Similarly, this alternative would result in more potential residential displacement within the cities of Moreno Valley and Perris; this increase, however, is not expected to result in a potentially significant impact in the area of Population & Housing because both cities would still be able to achieve their respective RHNA goals. Finally, this alternative would potentially increase the displacement of allowable public service land uses in the March Joint Powers Authority Planning Area and the City of Perris; the potential increase in such displacement, particularly in the City of Perris, would result in a new significant effect in the area of Public Services when compared to the proposed Project.

An evaluation of this alternative revealed that Alternative 2 would achieve three of the four Project objectives, and partially achieve the fourth Project objective, as described in **Table 4-5** of the Draft EIR.

Finding: Based on the analysis in Chapter 4 of the Draft EIR, summarized above, the ALUC finds that Alternative 2 would not avoid or substantially lessen the significant impact of the proposed Project in the area of Land Use and Planning. Further, Alternative 2 would result in a new, significant impact in the area of Public Services, as compared to the proposed Project. Because Alternative 2 would increase the potential displacement of nonresidential, residential and public services uses, the ALUC concludes that Alternative 2 is environmentally infeasible. The elimination of the site-specific exceptions under Alternative 2 also presents legal and policy infeasibility concerns relating to the vesting of property development rights and community and landowner expectations.

6.3 Alternative 3 – Alternative Occupancy Assumptions

Alternative 3 contemplates the inclusion of an additional policy in the ALUCP that provides greater flexibility in the review process of certain commercial land use types. Specifically, this alternative allows the concentration of people for retail sales and display areas, or showrooms, to be evaluated by reference to an occupancy level of 115 gross square feet per person.

Although the impact in the area of Land Use and Planning would still be potentially significant, Alternative 3 would result in substantial increases in the total development potential for commercial land uses in the County of Riverside and cities of Moreno Valley, Perris and Riverside, as compared to the proposed ALUCP. This alternative's environmental impacts in the areas of Population and Housing and Public Services would be the same as those of the proposed Project.

An evaluation of this alternative revealed that Alternative 3 would fully achieve all of the four Project objectives, as described in **Table 4-8** of the Draft EIR.

Finding: Based on the analysis in Chapter 4 of the Draft EIR, summarized above, the ALUC finds that Alternative 3 is a feasible alternative to the proposed Project. While it would not avoid or substantially lessen to a level below significant the proposed Project's potential nonresidential displacement effects, it would provide a considerable increase in the development potential of commercial land uses while achieving all of the Project objectives. Therefore, in accordance with the legal and policy goals of CEQA, the ALUC adopts Alternative 3 as a feasible alternative to the proposed Project.

7.0 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

An EIR must discuss any potentially significant effects on the environment that would be irreversible if the proposed project were implemented.¹⁷ As discussed in **Section 5.4** of the Draft EIR, the March ARB/IPA ALUCP is a regulatory, land use planning document, and no significant irreversible environmental changes would result from its approval and implementation. Specifically, because implementation of the ALUCP would not propose or entail any new development, construction, or changes to the existing land uses or the environment, the proposed Project would not require the commitment or use of any nonrenewable resources. Accordingly, the ALUCP would not result in significant irreversible environmental changes stemming from the use of nonrenewable resources or the irretrievable commitment of resources.

¹⁷ California Public Resources Code, §21100(b)(2)(B); California Code of Regulations, Title 14, §15126.2(c).

8.0 GROWTH-INDUCING IMPACTS

An EIR also must discuss the “ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment.”¹⁸ As discussed in **Section 5.2** of the Draft EIR, the March ARB/IPA ALUCP does not directly facilitate growth as it does not contain any growth-accommodating features (e.g., infrastructure). Further, the proposed Project does not directly necessitate the construction of growth-accommodating facilities because the Project, which is a regulatory planning document, would not directly attract residential and/or non-residential growth.

The March ARB/IPA ALUCP may indirectly displace planned land uses from certain areas within the ALUCP Impact Area, potentially setting in motion a chain of events that could induce growth in less restrictive portions of the ALUCP Impact Area or AIA. As explained in **Section 5.2** of the Draft EIR, it is not possible to predict how the real estate market and local developers and property owners would respond to the displacement of potential development from the ALUCP Impact Area. While some of the displaced development may induce growth in certain areas outside the ALUCP Impact Area, it is impossible to predict the location and magnitude of such an effect. Any development that would be displaced from the ALUCP Impact Area would be allowed under the existing land use plans that apply outside the ALUCP Impact Area. Therefore, it can reasonably be concluded that the proposed ALUCP would have less-than-significant growth-inducing impacts and that any localized growth-inducing effects have been accounted for in the applicable land use plans.

9.0 ABSENCE OF SIGNIFICANT NEW INFORMATION

The CEQA Guidelines require a Lead Agency to recirculate an EIR for further review and comment when significant new information is added to the EIR after public notice is given of the availability of the Draft EIR but before certification.¹⁹ New information includes: (i) changes to the project; (ii) changes in the environmental setting; or (iii) additional data or other information.²⁰ The CEQA Guidelines further provide that “[n]ew information added to an EIR is not ‘significant’ unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project’s proponents have declined to implement.”²¹

Here, the Final EIR incorporated a number of changes and revisions to the proposed Project. However, these changes and revisions do not result in any new

¹⁸ California Code of Regulations, Title 14, §15162.2(d); California Public Resources Code, §21100(b)(5).

¹⁹ California Code of Regulations, Title 14, §15088.5.

²⁰ California Code of Regulations, Title 14, §15088.5.

²¹ California Code of Regulations, Title 14, §15088.5.

significant environmental impacts or a substantial increase in the severity of an environmental impact which cannot be mitigated. In addition, all feasible mitigation measures are included in the MMRP, which is hereby adopted and incorporated into the Project. Therefore, having reviewed the information in the Final EIR, the administrative record, the requirements of the CEQA Guidelines, and applicable judicial authority, the ALUC hereby finds that no new significant information was added to the Draft EIR following public review and thus, recirculation of the EIR is not required by CEQA.

10.0 PAYMENT OF FISH AND GAME FILING FEE

As discussed above, an Initial Study was prepared by ALUC staff in order to evaluate the March ARB/IPA ALUCP's potential to result in adverse environmental impacts. Based on the information presented in the Initial Study, and the record as a whole, there is no substantial evidence before the ALUC that the ALUCP may result in a significant adverse effect on wildlife resources, or the habitat on which the wildlife depends. Nevertheless, because an EIR has been prepared for the ALUCP, the ALUC would remit the required filing fees to the Riverside County Clerk at the time of filing the Notice of Determination in compliance with State law.²²

11.0 MITIGATION MONITORING PLAN

Pursuant to Public Resources Code section 21081.6, the ALUC is required to adopt an MMRP for the proposed Project in order to ensure compliance with the adopted mitigation measures during project implementation.²³ The ALUC finds that the impacts of the proposed Project have been mitigated to the extent feasible by the mitigation measures identified in the Final EIR and MMRP. Further, by these findings, the ALUC adopts the MMRP (see Attachment B) that accompanies the Final EIR.

The ALUC reserves the right to make amendments or substitutions to the mitigation measures if it is determined that the amended or substituted measure would mitigate the identified potential environmental impact to at least the same degree as the original measure, and if the amendment or substitution would not result in a significant new environmental impact that cannot be mitigated.

12.0 STATEMENT OF OVERRIDING CONSIDERATIONS

The Final EIR for the March ARB/IP ALUCP identified a significant and unavoidable impact to Land Use and Planning that would result from implementation of the proposed Project.

CEQA requires the decisionmaking body to balance the economic, legal, social, technological or other benefits of a project against its significant and unavoidable

²² California Fish and Game Code, §711.4 (d)(3).

²³ Also, see California Code of Regulations, Title 14, §15091(e).

impacts when determining whether to approve a project.²⁴ If the benefits of a project outweigh the significant and unavoidable impacts, those impacts may be considered acceptable. CEQA also requires the public agency to provide written findings supporting the specific reasons for considering a project acceptable when significant impacts are unavoidable. Such reasons must be based on substantial evidence in the Final EIR or elsewhere in the administrative record. Those reasons are provided in this Statement of Overriding Considerations.

The ALUC finds that the legal, social and other benefits of the March ARB/IPA ALUCP outweigh the significant and unavoidable impacts identified in the Final EIR and elsewhere in the record. In making this finding, the ALUC has balanced the benefits of the ALUCP against its significant and unavoidable environmental impacts and has indicated its willingness to accept those impacts in light of the benefits to the community surrounding March ARB/IPA and the benefits associated with the protecting the long-term viability of March ARB/IPA that would stem from the ALUC's approval. The ALUC further finds that each one of the following benefits of the ALUCP, independent of the other benefits, warrant approval of the ALUCP notwithstanding the significant and unavoidable impacts of the ALUCP:

1. The ALUC's adoption of an ALUCP for March ARB/IPA would allow the ALUC to comply with existing State law arising under the State Aeronautics Act, including the ALUC's responsibility to consider the guidance provided in the *California Airport Land Use Planning Handbook* and *Air Installation Compatible Use Zone Study* for March ARB.²⁵
2. The March ARB/IPA ALUCP would assist the ALUC and local land use jurisdictions (specifically, the County of Riverside, March Joint Powers Authority, and cities of Moreno Valley, Perris and Riverside) in ensuring that future land use development within the vicinity of March ARB/IPA is compatible with the Airport's operations.
3. The March ARB/IPA ALUCP would enable the ALUC to coordinate land use planning at the local level in order to provide for the orderly development of air transportation, while at the same time protecting the public health, safety and welfare, as required by the State Aeronautics Act.²⁶
4. The March ARB/IPA ALUCP would protect the public health, safety and general welfare of the inhabitants within the vicinity of March ARB/IPA and the public in general by establishing land use measures that minimize the public's exposure to excessive noise and safety hazards to the extent that these areas are not already devoted to incompatible uses. This is of particular import with respect to the policies and standards related to the future development of noise-sensitive land uses and other land uses posing

²⁴ California Code of Regulations, Title 14, §15093.

²⁵ California Public Utilities Code, §§21674.7(a), 21675(b).

²⁶ California Public Utilities Code, §21670(a).

ATTACHMENT B

MITIGATION MONITORING AND REPORTING PROGRAM MARCH AIR RESERVE BASE/INLAND PORT AIRPORT AIRPORT LAND USE COMPATIBILITY PLAN

AUTHORITY

This Mitigation Monitoring and Reporting Program (MMRP) has been prepared pursuant to Section 21081.6 of the California Public Resources Code in order to provide for the monitoring of a mitigation measure required for the Airport Land Use Compatibility Plan (ALUCP) for March Air Reserve Base/Inland Port (March ARB/IPA), as set forth in the Final Environmental Impact Report (EIR; State Clearinghouse No. 2013071042) prepared for the ALUCP.¹ (The Final EIR consists of the Draft EIR (August 2014) and Final EIR (November 2014).)

Concurrent with certification of the Final EIR, the MMRP will be adopted by the Airport Land Use Commission (ALUC) for the County of Riverside, which is the lead agency for the ALUCP pursuant to the California Environmental Quality Act (CEQA). The MMRP will be kept on file in the offices of the ALUC, located at 4080 Lemon Street, 14th Floor, Riverside, California 92501.

MONITORING REQUIREMENTS

As noted in the Final EIR, implementation of mitigation measure **LU-1** is within the responsibility and jurisdiction of Riverside County, March Joint Powers Authority (March JPA), and the cities of Moreno Valley, Perris, and Riverside, rather than the ALUC. Those jurisdictions may elect not to implement the mitigation measure adopted by the ALUC. In that instance, the impacts to Land Use and Planning identified and analyzed in the Final EIR would remain significant and unavoidable.

Although the ALUC does not have the capacity to require implementation of the mitigation measure, it will collaborate with the referenced jurisdictions in implementing the mitigation measure, if the jurisdictions request the assistance of the ALUC. Specifically, the Commission will coordinate with the jurisdictions to facilitate their efforts to make applicable general plans and specific plans consistent with the ALUCP.

REPORTING REQUIREMENTS, AND CHANGES TO MITIGATION MEASURES

Any substantive change in the MMRP made by the ALUC shall be recorded in writing. Reference to such changes shall be made in the Mitigation Monitoring Report prepared by the ALUC no earlier than 180 days following approval of the

¹ Also, see California Code of Regulations, Title 14, §15097.

ALUCP. In addition, Mitigation Monitoring Reports will be prepared annually if affected land use plans and regulations are not made consistent with the ALUCP one-hundred and eighty (180) days after its approval, unless the affected local agency has overruled the ALUC by that time. The preparation of additional Mitigation Monitoring Reports at regular intervals is intended to provide the ALUC and the public with information regarding the implementation status of the ALUCP and the compliance of the affected jurisdictions with State law.

Modifications to the mitigation measures may be made by the ALUC subject to one of the following findings, documented by evidence in the record:

- (a) The mitigation measure included in the Final EIR and the MMRP is no longer required because the significant environmental impact identified in the Final EIR has been found not to exist, or to occur at a level which makes the impact less than significant as a result of changes in the ALUCP, changes in conditions of the environment, or other factors.

OR

- (b) The modified or substitute mitigation measure to be included in the MMRP provides a level of environmental protection equal to or greater than that afforded by the mitigation measure included in the Final EIR and the MMRP; and

The modified or substitute mitigation measure does not have significant adverse effects on the environment in addition to or greater than those that were considered by the ALUC in its decisions on the Final EIR and the ALUCP; and

The modified or substitute mitigation measure is feasible, and the affected agency, through measures included in the MMRP or other agency procedures, can assure its implementation.

SUPPORT DOCUMENTATION

Findings and related documentation supporting the modifications to mitigation measures shall be maintained in the project file with the MMRP and shall be made available to the public upon request.

FORMAT OF MITIGATION MONITORING MATRIX

The following matrix identifies the environmental issue area for which monitoring is required, the required mitigation measure, the time frame for monitoring, and the responsible monitoring agencies.

**RIVERSIDE COUNTY ALUC
MARCH ARB/IPA ALUCP MMRP**

MITIGATION MEASURE	TIME FRAME/ MONITORING MILESTONE	RESPONSIBLE MONITORING PARTY
3.1 LAND USE AND PLANNING		
<p>LU-1: Amendment of General and Specific Plans. Pursuant to Government Code §65302.3 and in accordance with the provisions of the State Aeronautics Act, following adoption of the March ARB/IPA ALUCP, Riverside County, March JPA, and the cities of Moreno Valley, Perris and Riverside can and should prepare amendments to their affected general plans and specific plans in order to make these documents consistent with the policies and standards of the March ARB/IPA ALUCP.</p> <p>In order to reduce the potential displacement of future nonresidential land uses and maintain current build out targets, the referenced land use jurisdictions also could adopt amendments to increase prescribed maximum FARs outside of the ALUCP Impact Area (Compatibility Zones A, B1, B2, C1, and C2).</p> <p>Pursuant to Government Code §65302.3 (b)-(c), each jurisdiction must modify its local plan(s) within 180 days of when ALUC adopts the March ARB/IPA ALUCP. If, after the 180-day limit has expired, a local plan has not been amended to conform with the March ARB/IPA ALUCP, ALUC may require that all of the jurisdiction's land use actions, regulations, and permits be submitted to ALUC for review (PUC §21676.5(a)). This requirement can continue until such time as the local agency amends its plan(s) or overrules the ALUC.</p>	<p>Within 180 Days of ALUCP Adoption</p>	<p>ALUC</p>

Proposed March Air Reserve Base / Inland Port Airport Land Use Compatibility Plan

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Commenter	No.	Comment	Discussion	Recommended Action
City of Perris ¹	B1	<p>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).</p>	<p>As correctly stated in the comment, the ALUCP places the referenced parcels in Compatibility Zone C1, a change from the C2 designation indicated in the <i>Joint Land Use Study</i> recommended by the March Joint Powers Authority in 2010. This change is a result of the U.S. Air Force's anticipated introduction of F-15 aircraft at March ARB. These aircraft are expected to follow a landing pattern that will place the base leg closer to the runway than is the case with most other aircraft using the airport.</p> <p>The 60 dB noise contour illustrated in the Compatibility Factors Map, ALUCP Exhibit MA-5, shows the flight track crossing I-215 slightly south of Ramona Expressway. In reality, though, aircraft would likely also be overflying locations slightly north and south of there. Safety is also a concern with respect to this flight track in that the location is only about 1.5 miles from the runway end, and aircraft are both descending and turning for landing at this location.</p> <p>Because of the ALUC's obligation under the State Aeronautics Act to formulate an ALUCP that reflects the anticipated growth of the airport (PUC §21675(a)), and the corresponding obligation to use the best available data, the geographic boundaries of the safety zones relative to the parcel numbers referenced in the comment cannot be changed at this time.</p>	No change recommended

¹ City of Perris, Development Services Department, Planning Division, August 7, 2014 (Attachment B)

Proposed March Air Reserve Base / Inland Port Airport Land Use Compatibility Plan

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Commenter	No.	Comment	Discussion	Recommended Action
			<p>From a land use perspective, Zone C1 does present greater restrictions than Zone C2. However, most low- and medium-intensity retail and office uses would still be consistent with the 100 people per acre limitation identified in the ALUCP. Only higher intensity uses, such as movie theaters and large restaurants, would likely be inconsistent.</p> <p>Of note, the displacement analysis completed for the Draft EIR found that approximately 44% of nonresidential building square footage would be displaced in Zone C1, if the uses were built at the maximum floor area ratio (FAR) of 0.75 indicated for commercial and office uses in the Perris Valley Commerce Center (PVCC) Specific Plan (see attached Exhibit A). If these areas were in Zone C2, displacement would be reduced to approximately 10% (see attached Exhibit B). Note, however, that the typical FARs for recent commercial and office development in other jurisdictions near March ARB have been in the range of 0.3 to 0.5 (comparable data is not available for Perris). To the extent that this FAR range represents a more realistic development demand, then most or all of the 44% displacement would not occur.</p>	
<p>County of Riverside Economic Development Agency, Riverside County Sheriff and Riverside</p>	<p>C1</p>	<p>The County of Riverside Economic Development Agency (EDA) is requesting that the Riverside County Airport Land Use Commission (ALUC) grant an Additional Compatibility Policy or Site Specific Exception for the Ben Clark Training Center (BCTC), in accordance with 2.7e or 2.9, for the Average and Single Acre Intensity standards for that portion of BCTC within Zone C2. On August 15, 2002, ALUC found that the Ben Clark Public Safety Training Center Master Plan: Environmental Impact Report 438</p>	<p>To begin, neither the ALUC nor its ALUCPs have regulatory authority over existing land uses.</p> <p>Additionally, and in any event, current uses located at the BCTC appear to be consistent with the ALUCP's proposed 200 people per average acre and 500 people per single acre</p>	<p>No change recommended</p>

Proposed March Air Reserve Base / Inland Port Airport Land Use Compatibility Plan

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Commenter	No.	Comment	Discussion	Recommended Action
County Fire Department ²		<p>(EIR) (SCH#2002022088)(File No. MA-02-159, Exhibit A) was consistent with A.L.U.P. for March Air Reserve Base. The Air Force deeded the land and existing buildings/facilities to County of Riverside and conditioned the site to maintain law enforcement and emergency management response training in perpetuity, and that the County of Riverside cannot sell, lease, mortgage, assign, or otherwise dispose of the property except to another local government agency for the same purposes.</p> <p>Project Location and Background: The Riverside County Sheriff's Department, Riverside County CAL Fire, California Highway Patrol, Riverside Community College District and EDA have a shared interest in the site through planning, development, training, and maintaining of site assets at the Ben Clark Training Center.</p> <p>The project site consists of an irregular shaped parcel, located south of Van Buren Boulevard, north of Nandina Road, east of Barton Street, and west of the residential community of Air Force Village West. The site is currently accessed from Barton Road via Larry Parrish Parkway or Van Buren Boulevard via Plummer Road. March Air Reserve Base (ARB) was an active military installation from 1918 to 1996, serving as an aerial refueling and deployment base, and station from the Air Force Reserve and California Air National Guard units. Under the Defense Base Closure and Realignment Act, March Air Force Base (AFB) was converted to March ARB on April 1, 1996. Approximately 2,200 acres were retained by the Department of Defense to support the Air Force Reserve Command.</p> <p>The remaining 4,400 acres of land was declared surplus, and made available for transfer by the AFB Conversion Agency. Upon the announcement of base realignment, the adjacent cities of Perris, Moreno Valley, and Riverside, with the County of Riverside,</p>	<p>intensity limits.</p> <p>As for future development and use of the BCTC, the comment provides no details or indication that significant changes from the current pattern of development and use are contemplated. If this is indeed the case, then a site-specific exception does not appear to be necessary. In any case, until more detailed development plans are available, as well as facts (e.g., existence of a development agreement) similar to those substantiating the provision of site-specific exceptions currently proposed in the ALUCP, inclusion of a site-specific exception is premature.</p>	

² County of Riverside Economic Development Agency, Riverside County Sheriff and Riverside County Fire Department, October 3, 2014 (Attachment C). Also, the same basic comment was presented orally by Mr. Eric Sydow of this agency at the October 9, 2014, ALUC Public Hearing on the project. The testimony did not raise any new issues not covered in this letter.

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Commenter	No.	Comment	Discussion	Recommended Action
		<p>formed the March Joint Powers Authority (JPA). In 1998, JPA produced the General Plan of the March JPA, which designated the site as a Public Facility.</p> <p>On December 21, 1999, the United States of America, acting by and through the Secretary of the Air Force, deeded to the County of Riverside approximately 375 acres with several conditions:</p> <ol style="list-style-type: none"> 1. Property shall be used and maintained for law enforcement and emergency management response in perpetuity; 2. The Property shall not be sold, leased, mortgaged, or otherwise disposed of except to another local government agency for the same purposes (Exhibit B, Deed). <p>On August 15, 2002, the County of Riverside EDA submitted the Ben Clark Public Safety Training Center Master Plan: Environmental Impact Report (EIR) for review to the Riverside County Airport Land Use Commission (ALUC) meeting (File No. MA-02-159). There were three main proposed mitigation requirements from ALUC:</p> <ol style="list-style-type: none"> 1. Due to the distance from the March runways and the level of training activity on the lake, it is not anticipated that the lake will be a significant wildlife attractant. However, if waterfowl begin to congregate in large numbers after the Training Lake is constructed, a distracting mechanism shall be utilized to reduce or eliminate the presence of waterfowl at the lake based on input received. 2. If the project is modified in the future to include uses which create environmental impacts not considered in the certified EIR for the Ben Clark Public Safety Training Center Master Plan, additional environmental review will be required. Such proposed changes in land use shall be reviewed by ALUC. Such changes shall also be jointly reviewed by the City of Riverside and the County of Riverside to establish additional mitigation measures that would eliminate potential negative impacts within the City of 		

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		<p>Riverside or the adjacent Sphere of Influence.</p> <p>3. Prior to project development, recordation of the map or sale to any entity exempt from the Subdivision Map Act, the project proponents shall convey an avigation easement to the MARB/MIP Airport.</p> <p>Existing Operations/Site Conditions: The northeastern portion of the site contains a small grid of existing streets and buildings transferred with the property from the ARB. These facilities include a two-story administrative building, four (4) three-story dormitory/office buildings, a kitchen and dining facility, existing academy and special training classrooms, live-fire training grounds and a small arms firing range.</p> <p>The remainder of the site consists of open space that has been modified in the past by a number of military activities. The eastern corner of the project site was used as the Western Area Defense System High Frequency Antenna Farm, which is no longer in active use. The topography of the site is generally flat, with a gentle slope from the northwest to the southeast.</p> <p>The safety issues with schools revolve around the lack of mobility and need for assistance that small children present. This is why the proposed Land Use Compatibility Plan specifically discourages children's schools under the C2 zone. However, the BCTC is first and foremost a training facility and not a school. Trainees at BCTC consist of people being trained or are trained to respond in emergency situations related to public health and safety. Development of the site is not anticipated to result in an unsafe, incompatible situation between BCTC and the March ARB. According to the 2005 Air Instillation Compatibility Use Zone (AICUZ) for the March ARB, accidents would commonly occur within the designated Clear Zones and Accident Potential Zones I and II, at either end of the March runway (Exhibit C).</p> <p>The BCTC site is not located within any of these zones. Operation</p>		

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		<p>of the March ARB within Riverside County has an above-average safety record. The only potentially sensitive use on site will be some above-ground fuel tanks located on site, or brought in on mobile refueling units, for use in emergency staging operations associated with earthquakes, fires, or other emergency situations.</p> <p>Over flight or the occurrence of flight tracks over existing and proposed communities does and will occur at the BCTC site. Over flight is considered a compatibility issue similar to noise due to the frequent noise events associated with airports and the "annoyance" this may cause to sensitive receptors. As discussed above, the proposed land use at BCTC is a mixture of sensitive and non-sensitive uses but are affected as much by their own internal noise generation issues as with any external airport noise.</p> <p>March Air Reserve Base / Inland Port Airport Land Use Compatibility Plan (ALUCP): The draft March Air Reserve Base / Inland Port Airport Land Use Compatibility Plan Compatibility Map (Exhibit D) has divided the BCTC site into two Compatibility Zones: Zone C2 and Zone D (Exhibit E).</p> <p>Compatibility Zone C2, known as the Flight Corridor Zone, places the following restrictions on the existing property:</p> <ol style="list-style-type: none"> 1. Average people per acre: The total number of people permitted on a project site at any time, except rare special events, must not exceed the indicated usage intensity (200 people) times the gross acreage (375 acres) of the site, which equals 75,000 individuals. 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. 2. Clustering of nonresidential development is permitted, but no single acre of a project site shall exceed 500 people per acre. <p>Compatibility Zone D, known as the Flight Corridor Buffer, states that no explicit upper limit on usage intensity is defined for Zone D.</p>		

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		<p>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.</p> <p>Conclusion: An additional Compatibility Policy and Site Specific Exception is requested in accordance with 2.7e or 2.9 for the Average and Single Acre Intensity standards for that portion of BCTC within Zone C2, for the following reasons:</p> <ul style="list-style-type: none"> - The Air Force deeded the land and existing buildings/facilities to County of Riverside and conditioned the site to maintain law enforcement and emergency management response training in perpetuity, and that the County of Riverside cannot sell, lease, mortgage, assign, or otherwise dispose of the property except to another local government agency for the <u>same</u> purpose. - The BCTC is a training facility and not a school. The trainees at BCTC are trained in emergency situations related to public health and safety. AICUZ accidents commonly occur within the designated Clear Zones and Accident Potential Zones I and II at either end of the March runway. Therefore, the BCTC does not fit within the type of institution the compatibility plan is focused on restricting. - There has previously been discussion of scattering the proposed training venues on various sites throughout the region. Scattering the BCTC aspects regionally would not achieve the key project need and objective, which is to provide consolidated training venues for cross-training and cost savings. Scattering the BCTC would make it impossible for the BCTC to complete its defined mission as a training facility. - The prior review of the Ben Clark Public Safety Training Center Master Plan: Environmental Impact Report (SCH# 2002011088) was evaluated by the ALUC with specific proposed mitigation measures including a requirement that for any modifications to the project that may require future environmental review, those proposed changes would also be subject to ALUC review. None of those have occurred and, if anything, use intensity at the site is lower than envisioned in the 		

Proposed March Air Reserve Base / Inland Port Airport Land Use Compatibility Plan

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Commenter	No.	Comment	Discussion	Recommended Action
		<p>prior EIR.</p> <p>[See Attachment C for referenced exhibits]</p>		
Tithof, Mary ³	D1	<p>My name is Mary Tithof, and I live in the Northern end of Perris, not too 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 any more 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.</p>	<p>First, in accordance with Public Utilities Code (PUC) Section 21674(e), the ALUC has no authority over the planning, design or operation of an airport, where and when aircraft fly, or the types of aircraft flown. Likewise, ALUC adoption of the ALUCP will have no effect on the number or composition of aircraft operations, either military or civilian. As the operator of the civilian facilities at March IPA, the March Joint Powers Authority is the appropriate entity to address concerns related to existing and future civilian aircraft operations. March has been authorized as a joint-use (military and civilian) facility since 1997.</p> <p>Second, in accordance with PUC Section 21675(b), the ALUCP must be consistent with the safety and noise standards of the Air Installation Compatible Use Zone Study (AICUZ) prepared for that military airport. Accordingly, this ALUCP is based on the AICUZ study prepared by the U.S. Department of the Air Force in August 2005.</p> <p>Third, in accordance with PUC Section 21670(a)(2), the purpose of the ALUCP is to minimize the public's exposure to excessive noise and safety hazards by establishing restrictions on future land use development within the airport environs. Although the ALUC has no authority over existing land uses (PUC 21670(a) and 21674(a)), the plan</p>	No change recommended.

³ Mary Tithof, August 25, 2014 (Attachment D)

Proposed March Air Reserve Base / Inland Port Airport Land Use Compatibility Plan

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Commenter	No.	Comment	Discussion	Recommended Action
			<p>seeks to prevent future noise compatibility conflicts by discouraging noise-sensitive uses from locating within the noise-impacted areas around the airport.</p>	
Yeates, Graham ⁴	E1	<p>My wife and I live on Brennan Ave in Perris. We are now directly across the street from the new Oakmont Logistics Center (Warehouse). It is beyond us how this project ever got approved, but it's under construction now. We thought that the property it is been built on was considered part of the flight pattern for March Field. We have been residence here for almost 30 years and the base many more. A neighbor of mine went to the City of Perris to obtain a building permit the other day and was told that we in a "no construction zone now". This really concerns me. Has the flight zone been altered to fly directly over our houses? We have never been notified of any zoning changes to our property an still considered rule residential horse properties. If March is now to become an Inland Port, we are extremely concerned with additional air traffic and flight times.</p>	<p>First, the City of Perris has jurisdiction over approving land use development proposals within its city limits. The ALUC's role includes reviewing certain land use proposals for consistency with the ALUCP criteria. For nonresidential development, such as the Oakmont Logistic Center (Warehouse), the ALUC's review would focus on the project's intensity (number of people per acre), height of the building and other development characteristics that may be incompatible with airport operations.</p> <p>As for previous review of this project by the ALUC, this occurred on September 11, 2008. At that time, the ALUC found the Oakmont project to be inconsistent with the 1984 Riverside County Airport Land Use Plan (RCALUP), as interpreted via the 2005 AICUZ, due to the project's lot coverage exceeding 20 percent. The ALUC has no information as to whether the city formally overruled the ALUC's project-specific action. However, the City subsequently submitted its General Plan for review, received a finding that the plan was inconsistent with the 1984 RCALUP due to its allowance for densities greater than one dwelling unit per 2½ acres in Airport Area II, and overruled the inconsistency determination for the entire City prior to approving the Oakmont project.</p>	No change recommended.

⁴ Graham Yeates, October 6, 2014 (Attachment E)

Proposed March Air Reserve Base / Inland Port Airport Land Use Compatibility Plan

Responses to Comments

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Commenter	No.	Comment	Discussion	Recommended Action
			<p>This enabled the City to then proceed with approval of projects that did not require legislative actions without having to go through the ALUC process.</p> <p>Second, in accordance with PUC Section 21675(b), the ALUCP must be consistent with the safety and noise standards of the AICUZ prepared for that military airport. Accordingly, the ALUCP for March ARB/IPA is based on the AICUZ study prepared by the U.S. Department of the Air Force in August 2005. The AICUZ defines a set of safety-related zones for areas beyond the ends of the runway: a clear zone closest to the runway end, then two accident potential zones (APZ I and APZ II). The potential for aircraft accidents and the corresponding need for land use restrictions is greatest within the clear zone and diminishes with increased distance from the runway.</p> <p>The City's Perris Valley Commerce Center Land Use Plan (2011) reflects the AICUZ clear zone and APZs. Similarly, the ALUCP reflects these three AICUZ zones and calls them Zones A, B1-APZ I and B1-APZ II. Portions of the residential neighborhood along Brennan Avenue fall within Compatibility Zone B1-APZ I. Both the AICUZ and the ALUCP prohibit future residential land use development in the B1-APZ-I zone. Creation of new residential lots would not be permitted. However, continuation and modification of existing residences is allowed, as is construction of a new single-family home, including a second unit as defined by state law, on a legal lot of</p>	

Proposed March Air Reserve Base / Inland Port Airport Land Use Compatibility Plan

Responses to Comments

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Commenter	No.	Comment	Discussion	Recommended Action
			<p>record where such use is permitted by local land use regulations.</p> <p>Third, as stated in Response D1 above, the ALUC has no authority over the planning, design or operation of an airport, where and when aircraft fly, or the types of aircraft flown (PUC §21674(e)). Changes in the types and numbers of aircraft operations and where the aircraft fly have occurred over time and will occur in the future irrespective of whether the ALUCP is adopted by the ALUC.</p> <p>As the operator of the civilian facilities at March IPA, the March Joint Powers Authority is the appropriate entity to address concerns related to existing and future civilian aircraft operations. The role of the ALUC is to protect public health, safety and welfare by ensuring the orderly expansion of airports and the adoption of land use measures by local agencies that minimize the public's exposure to excessive noise and safety hazards within areas around airports (PUC §21670(a)(2)).</p>	
March Joint Powers Authority ⁵	F1	We concur with the analysis and findings that are in the project EIR.	Comment noted.	No change recommended.
	F2	Not included in the study yet is that we will have an approximately 693-acre conservation easement area that will preserve property within the JPA. Once this easement is recorded and incorporated into our General Plan, it will significantly reduce the amount of displacement within the JPA.	Comment noted.	No change recommended.
	F3	The exceptions to the plan do not allow a developer to pursue unlimited development. Within the March JPA, there are two areas	Comment noted.	No change recommended.

⁵ Summary of oral testimony provided by Mr. Dan Fairbanks, March Joint Powers Authority Planning Director, at October 9, 2014, ALUC Public Hearing on project (complete transcript included in Attachment F).

Proposed March Air Reserve Base / Inland Port Airport Land Use Compatibility Plan

Responses to Comments
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Commenter	No.	Comment	Discussion	Recommended Action
		<p>that are exempt from this plan, but they are not exempt from airport compatibility planning.</p> <p>One of the areas is March Business Center, which was subject to an ALUC review in 2002. Provisions within the specific plan stay with that development, so we continuously have to meet those provisions. And even within that development, some uses require conditional use permits or variances or other entitlements, so those facilities within that exempt area will still come back forward to the Commission.</p> <p>The other one is the Meridian Specific Plan. We approved that in 2010 and, at that time, the airport compatibility provisions for that specific plan were approved with a JLUS component that was available in 2010. So, for the 258 acres of Meridian, the airport compatibility provisions are almost identical to the compatibility plan you are looking at.</p>		
	F4	<p>I want to discuss a 13-acre area located in a commercial area where we are going to ask for a minor change. Essentially, the commercial site is located immediately north of Riverside National Cemetery and, as you might expect because of the adjacency to the cemetery and the business park, we are looking forward to developing probably restaurants, florists to accommodate the cemetery uses, hotels, some minor amount of retail. Under this plan, we can do those uses with the exception of hotels.</p> <p>[Mr. Fairbanks then displayed a map showing the 13-acre site which, in the proposed ALUCP, is in Zone B2 and requested that the zone boundary be modified to place the site in Zone C2.]</p> <p>The differences between the two zones are subtle. Both have the same criteria for average persons per acre and maximum persons in a concentrated area. However, while the B2 zone prohibits hotels, the C1 zone does not speak about them which means they are allowed.</p> <p>There are a couple of other uses that would be different. One is community infrastructure, which is the second one of those.</p>	<p>Modifying the zone boundary, as requested, would result in a distinct notch in Zone B2 that would surround the 13-acre site in Zone C1 on three sides. Therefore, a different approach, one which also would accomplish the March JPA's objectives, is suggested.</p> <p>Specifically, the 13-acre hotel site is part of the Meridian Specific Plan. Policy 2.5(a) of the proposed ALUCP <i>already</i> provides a site-specific exception for that Specific Plan. An additional paragraph can be added to this exception specifically allowing for construction of a hotel on the 13-acre site. In this manner, limitations on the size of the hotel can be incorporated into the ALUCP—specifically, maximum of 100 people per acre; maximum of 250 people per single acre; maximum of 3 aboveground habitable floors; no conference facilities (however, small meeting room(s) for a total of up to 50</p>	<p>Insert additional language, as described, into Policy 2.5(a). Make no change to the proposed zone boundary lines.</p>

Proposed March Air Reserve Base / Inland Port Airport Land Use Compatibility Plan

Responses to Comments

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Committer	No.	Comment	Discussion	Recommended Action
		<p>Because this is a commercial site, it would not be appropriate for water treatment plants or sewer treatment plants or power plants, so that type of usage just would not be seen on a commercial site.</p> <p>The other one is in the B2 zone you cannot exceed three stories; that provision is not found in the C1 zone, but I think as you know all these properties are zoned and the underlying land use zoning restricts the development not to exceed three stories. So, in the case for the property that I am identifying, it would not make a difference if it was B2 or C1, you would still be limited to no more than three stories, the densities would still be the same.</p>	<p>people is (are) acceptable). Also, sound attenuation as appropriate for the combined airport and freeway noise levels shall be provided.</p>	

Proposed March Air Reserve Base / Inland Port Airport Land Use Compatibility Plan

Responses to Comments

October 27, 2014

City of Perris, Comment No. B1

Exhibit A: Perris Valley Commerce Center Specific Plan, Nonresidential Land Use Designations in ALUCP Zone C1

Land Use Designations	Affected Vacant Acreage	Max. FAR	Max. Devt. Potential (bldg. s.f.)	ALUCP Zone	Intensity Limit	Typical Occupancy Level (s.f./person)	Max. Devt. Potential (bldg. s.f.)	Max. Displ. Potential (bldg. s.f.)	% Displ.
Commercial	142	0.75	4,639,140	C1	100	60	852,000	3,787,140	82%
Business Professional Office	90	0.75	2,940,300	C1	100	200	1,800,000	1,140,300	39%
Light Industrial	660	0.75	21,562,200	C1	100	200	13,200,000	8,362,200	39%
General Industrial	42	0.75	1,372,140	C1	100	400	1,680,000	0	0%
Total	934		30,513,780			860	17,532,000	13,289,640	44%

Exhibit B: Perris Valley Commerce Center Specific Plan, Nonresidential Land Use Designations Moved From ALUCP Zone C1 to Zone C2 as requested by City of Perris (Comment B1)

Land Use Designations	Affected Vacant Acreage	Max. FAR	Max. Devt. Potential (bldg. s.f.)	ALUCP Zone	Intensity Limit	Typical Occupancy Level (s.f./person)	Max. Devt. Potential (bldg. s.f.)	Max. Displ. Potential (bldg. s.f.)	% Displ.
Commercial	142	0.75	4,639,140	C2	200	60	1,704,000	2,935,140	63%
Business Professional Office	90	0.75	2,940,300	C2	200	200	3,600,000	0	0%
Light Industrial	660	0.75	21,562,200	C2	200	200	26,400,000	0	0%
General Industrial	42	0.75	1,372,140	C2	200	400	3,360,000	0	0%
Total	934		30,513,780				35,064,000	2,935,140	10%

MARCH AIR RESERVE BASE/INLAND PORT AIRPORT LAND USE COMPATIBILITY PLAN

Final Environmental Impact Report
SCH #2013071042

Prepared for
Riverside County Airport Land Use
Commission

October 2014



MARCH AIR RESERVE BASE/INLAND PORT AIRPORT LAND USE COMPATIBILITY PLAN

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October 2014



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CHAPTER 1

Introduction

1.1 Introduction

The Riverside County Airport Land Use Commission (ALUC) circulated the Draft Environmental Impact Report (EIR) for the proposed March Air Reserve Base / Inland Port Airport's Airport Land Use Compatibility Plan (March ARB/IPA ALUCP) for public and agency review and comment between August 22, 2014 and October 6, 2014. At the end of the 45-day public comment period, a total of 5 written letters and one set of oral comments were received addressing the content and analysis in the Draft EIR.

This document is the Final EIR for the proposed project (i.e., the March ARB/IPA ALUCP) and has been prepared in accordance with the California Environmental Quality Act (CEQA). This Final EIR, together with the Draft EIR (including its appendices), constitutes the EIR for the proposed March ARB/IPA ALUCP.

1.2 Organization of Final EIR

This Final EIR is organized as follows:

Chapter 1 – Introduction: This chapter summarizes the proposed project, describes the content and format of the Final EIR, summarizes the public participation and review process, and describes the CEQA certification and project approval process.

Chapter 2 – Summary of Text Changes to the Draft EIR: This chapter summarizes revisions to the Draft EIR. These revisions are in response to comments made on the Draft EIR and/or staff-initiated text changes. No comments requiring substantive changes to the Draft EIR were received, and subsequently recirculation of the document is unneeded.

Chapter 3 – Responses to Comments: This chapter includes a list of the comment letters received followed by the comment letters and responses to the comments contained in each letter. The responses to comments are numbered consistent with the comment number in each letter. For example, the response to the first comment in Comment Letter A is Response to Comment A-1.

Appendix A - Mitigation Monitoring and Reporting Program: This appendix contains the Mitigation Monitoring and Reporting Program for the timing, responsibility and monitoring of adopted mitigation measures.

1.3 Summary of Project and Project Objectives

1.3.1 Summary of Project

The proposed project is the adoption of the proposed ALUCP for March ARB/IPA.

No airport-specific ALUCP has ever been adopted by the ALUC for March ARB/IPA. The *Riverside County Airport Land Use Plan* was adopted in 1984; and, once State statutes were amended to apply compatibility requirements to the environs of military airports, the ALUC adopted a compatibility map in 1986 based on the 1984 Plan. The combined document (i.e., the 1984 Plan and 1986 maps) is out of date in several aspects. Among the most significant are the use of outdated composite zone boundaries; the use of compatibility standards that do not reflect guidance as set forth in the 2002 and 2011 editions of the *California Airport Land Use Planning Handbook* (published by the California Department of Transportation, Division of Aeronautics); and policies that do not recognize or consider the specific manner or condition under which the current fleet of military and civilian aircraft operate.¹

In 2004, the March Joint Powers Authority (MJPA)—the entity responsible for the civilian facilities and aircraft activity at March ARB/IPA—applied for and received a grant from the U.S. Department of Defense, Office of Economic Adjustment (OEA) to prepare a Joint Land Use Study (JLUS) for March ARB/IPA and its environs.² Preparation of airport land use compatibility planning principles and policies was the central component of the JLUS. After extensive outreach and coordination among all involved entities, MJPA unanimously accepted the JLUS in December 2010 with the recommendation that it be forwarded to its member agencies and the ALUC for implementation.

Upon receipt of the JLUS and in accordance with the State Aeronautics Act, the ALUC was guided by the *Handbook* in preparing the proposed ALUCP.³ Further, as required by Public Utilities Code section 21675(b), the compatibility criteria set forth in the proposed ALUCP are consistent with the safety and noise standards in the *Air Installation Compatible Use Zone Study for March Air Reserve Base (AICUZ Study)*; dated August

¹ Civilian aircraft did not operate at March Air Force Base when the previous zone boundaries were adopted.

² MJPA is comprised of representatives from the County of Riverside and cities of Moreno Valley, Perris, and Riverside.

³ Following completion of the proposed ALUCP, an updated iteration of the *Handbook* was issued in October 2011. ALUC staff has determined that the primary compatibility principles articulated in the 2011 edition of the *Handbook* are accounted for in the proposed ALUCP, and has not found any reason to revise the compatibility principles contained in the JLUS and incorporated into the proposed ALUCP.

2005) prepared by the U.S. Department of the Air Force.⁴ (Notably, the *AICUZ* is not an enforceable plan itself; rather, the *AICUZ* contains the U.S. Department of the Air Force's recommendations to local agencies with land use authority.)

1.3.2 Project Objectives

Pursuant to state law, the purpose of the proposed ALUCP is to promote compatibility between March ARB/IPA and future land uses within its Airport Influence Area (AIA) so as to protect the public's health, safety, and welfare, and to promote the orderly development of the aeronautical facility. The following objectives have been identified to achieve this purpose:

1. Protect the public's health, safety, and welfare by limiting the number of people exposed to excessive aircraft noise levels and safety risks;
2. Ensure that the ALUCP for March ARB/IPA reflects current land use compatibility planning guidelines as reflected in the 2011 edition of Caltrans' *Handbook* and the 2005 *AICUZ* for March ARB;
3. Avoid the creation of hazards to aircraft in flight as defined by standards set forth in Federal Aviation Regulations (FAR) Part 77: Objects Affecting Navigable Airspace and U.S. Standard for Terminal Instrument Procedures (TERPS); and
4. Consider the development goals of the local land use jurisdictions, as envisioned in applicable land use plans and regulations, so as to create a balanced, compatible environment that meets the needs of March ARB/IPA and the affected jurisdictions.

1.4 Public Participation and Environmental Review Process

The following lists the actions that took place during the preparation, distribution and review of the Draft EIR.

- A Notice of Preparation (NOP) for preparation of the Draft EIR was filed with the State Clearinghouse (SCH # 2013071042) on July 12, 2013. The 30-day comment period for the NOP ended August 12, 2013.
- The NOP was distributed to various public agencies, and interested groups, organizations and individuals, including hundreds of potentially affected property owners, and was made available, along with the Initial Study, for review at the office of the Riverside County Airport Land Use Commission, Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California, and online at www.rcaluc.org.

⁴ As recognized by *Muzzy Ranch Co. v. Solano County Airport Land Use Commission* (2008) 164 Cal.App.4th 1, 11, the ALUC is authorized to adopt compatibility criteria that are *more* restrictive than those contained in the *AICUZ*. Here, the proposed ALUCP does exceed the standards provided in the *AICUZ* for March ARB/IPA in some respects.

- The Draft EIR was filed with the State Clearinghouse on August 21, 2014. The 45-day comment period ended October 6, 2014.
- A Notice of Availability of the Draft EIR was provided to all persons commenting on the Notice of Preparation/Initial Study, various public agencies, and hundreds of potentially affected property owners. Copies of the Draft Environmental Impact Report were provided to each land use jurisdiction within the expanded Airport Influence Area and were made available for review at ALUC's office, at public libraries in the cities of Moreno Valley and Perris, Riverside's Main Library, the office of the March Joint Powers Authority, and the Planning Departments of the affected cities. The Draft EIR was also made available online at www.rcaluc.org.
- A public hearing was held on October 9, 2014 at the Riverside County Administrative Center, with another public hearing scheduled and noticed for November 13, 2014.

1.5 CEQA Certification and Project Approval

Prior to considering the project for approval, the ALUC must review and consider the information presented in the EIR (Draft and Final) and certify that the EIR has been adequately prepared in accordance with CEQA. If the EIR is certified, the ALUC may proceed to consider project approval. Prior to approving the project, the ALUC also must make findings regarding any significant, unavoidable environmental effects identified in the Final EIR, and if necessary, adopt a Statement of Overriding Considerations regarding these impacts. In the event that the EIR is certified and the March ARB/IPA ALUCP is approved, the ALUC would file a Notice of Determination (NOD) with the County Clerk and the State Clearinghouse.

CHAPTER 2

Summary of Text Changes to the Draft EIR

2.1 Introduction

This chapter of the Final EIR identifies changes to the Draft EIR that are in response to comments made on the Draft EIR and/or staff-initiated text changes. New text is shown in a double underline and text to be deleted is shown in ~~strike-out~~.

2.2 Text Changes to the Draft EIR

Executive Summary, Chapter 3.0, and Chapter 5.0

In order to improve overall clarity, **Mitigation Measure LU-1** (pages ES-7, 3.1-75 and 5-7) has been revised as follows in the Final EIR:

“LU-1: Amendment of General and Specific Plans. Pursuant to Government Code §65302.3 and in accordance with the provisions of the State Aeronautics Act, following adoption of the ~~proposed~~ March ARB/IPA ALUCP, Riverside County, March JPA, and the cities of Moreno Valley, Perris and Riverside can and should prepare amendments to their affected general plans and specific plans in order to make these documents consistent with the policies and standards of the ~~proposed~~ March ARB/IPA ALUCP.”

In order to reduce the potential displacement of future nonresidential land uses and maintain current build out targets, the referenced land use jurisdictions also could ~~Amendments could include one or a combination of the following options:~~

- ~~1. Amend FAR or intensity limits on nonresidential development to reflect the intensity limits within the compatibility zones of the proposed ALUCP; and/or~~
- ~~2. Adopt amendments to increase prescribed maximum FARs outside of the ALUCP Impact Area (Compatibility Zones A, B1, B2, C1, and C2), to compensate for future displaced development and to maintain current build out targets.~~
- ~~3. Adopt an airport combining or overlay district that incorporates the compatibility criteria of the proposed ALUCP into the local zoning code. General~~

~~and specific plans should be updated to reference compatibility criteria of the proposed ALUCP.~~

Pursuant to Government Code §65302.3 (b)-(c), each jurisdiction must modify its local plan(s) within 180 days of when ALUC adopts the ~~proposed~~ March ARB/IPA ALUCP. If, after the 180-day limit has expired, a local plan has not been amended to conform with the ~~proposed~~ March ARB/IPA ALUCP, ALUC may require that all of the jurisdiction's land use actions, regulations, and permits be submitted to ALUC for review (PUC §21676.5(a)). This requirement can continue until such time as the local agency amends its plan(s) or overrules the ALUC.”

Chapter 4.0

The third paragraph on page 4-12 is revised as follows:

2.84(e) Calculation of Concentration of People within the March ARB/IPA Influence Area: The provisions of Table C1 in Appendix C of the Riverside County Airport Land Use Compatibility Plan notwithstanding Notwithstanding the provisions of Table C1 in Appendix C of the Riverside County Airport Land Use Compatibility Plan, 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 in the resulting usage intensity (people per acre) as described in the appendix.

The first and second paragraphs on page 4-13 are revised as follows:

As shown in **Table 4-6**, inclusion of Policy 2.84(e) under Alternative 3 would increase the total development potential of allowable commercial uses as compared to the proposed ALUCP's development potential under the general plans for Riverside County and the cities of Moreno Valley, Perris and Riverside. MJPA, however sees no gains in commercial development potential due to the fact that the site specific exception for MJPA reduces potential commercial displacement to zero under the proposed ALUCP. With the exception of MJPA, the remaining four jurisdictions experience large increases in area available for commercial development under Alternative 3. As a result of the inclusion of Policy 2.84(e) Riverside County, and the cities of Moreno Valley, Perris, and Riverside would gain an additional 27, 92, 36, and 84 percent of maximum developable area (in square feet) for commercial uses, respectively. As a result of the increase in developable area for commercial uses, the overall development

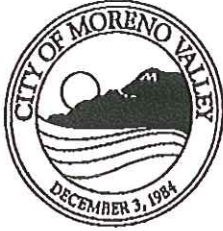
potential for nonresidential uses increases under Alternative 3. As shown in **Table 4-7**, each jurisdiction, with the exception of MJPA, experiences gains in developable area.

Alternative 3 would result in substantial increases in the total development potential for commercial uses in four of the five affected jurisdictions. While the effect this change has on the overall development potential of nonresidential uses varies, within each jurisdiction, there are notable increases in developable area in either the maximum or average displacement scenarios (as shown in **Table 4-6**). Though Alternative 3 reduces the overall displacement relative to the proposed ALUCP, the amount of displaced nonresidential development shown in **Table 4-7** is still substantial enough to conclude that conflicts between Alternative 3 and applicable land use plans and regulations would remain potentially significant, though less than under the proposed ALUCP without Policy 2.84(e).

Table 4-8 on page 4-15 is revised as follows:

**TABLE 4-8
ABILITY TO MEET PROJECT OBJECTIVES – ALTERNATIVE 3**

Objectives of Proposed ALUCP	Achieved by Alternative
1. Protect the public's health, safety, and welfare, by limiting the number of people exposed to excessive aircraft noise levels and safety risks;	Yes. Alternative 3 would include all the compatibility criteria set forth under the proposed ALUCP. Inclusion of Policy 2.84(e) would not significantly increase the intensity of commercial uses within the ALUCP Impact Area, such that Alternative 3 would still satisfy this objective.
2. Ensure that the ALUCP for March ARB/IPA reflects current land use compatibility planning guidelines as reflected in the 2011 edition of the Caltrans <i>Handbook</i> and the Department of Defense's 2005 Air Installations Compatibility Use Zones (AICUZ) for March ARB;	Yes. Alternative 3 would consist of all of the policies contained in the proposed ALUCP, which were developed with guidance from the 2011 Caltrans <i>Handbook</i> . Furthermore, compatibility standards set forth in the 2005 AICUZ for March ARB as clarified through Department of Defense Instruction No. 4165.57 are fully incorporated into Alternative 3.
3. Avoid the creation of hazards to aircraft in flight as defined by standards set forth in Federal Aviation Regulations (FAR) Part 77: <i>Objects Affecting Navigable Airspace</i> and U.S. Standard for Terminal Instrument Procedures (TERPS); and	Yes. Alternative 3 fully incorporates the standards set forth by TERPS and FAR Part 77 in its criteria set forth in Table MA-2, as well as Countywide policies incorporated by reference for airspace protection.
4. Consider the development goals, as envisioned in applicable land use plans and regulations, so as to create a balanced, compatible environment that meets the needs of March ARB/IPA and the affected jurisdictions.	Yes. Alternative 3 would increase the flexibility of the proposed ALUCP in terms of evaluating future commercial development. Though a relatively minor change to the proposed ALUCP, the inclusion of Policy 2.84(e) provides quantifiable benefits to each affected jurisdiction by increasing the development potential (in terms of square feet), while still achieving the goal of protecting the public's health, safety, and welfare through land use compatibility.



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

October 6, 2014

Mr. John Guerin, Principal Planner
Riverside County Airport Land Use Commission
4080 Lemon Street, 14th Floor
Riverside, CA 92501

Subject: Comments on Draft Environmental Impact Report – March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (ALUCP)

Dear Mr. Guerin:

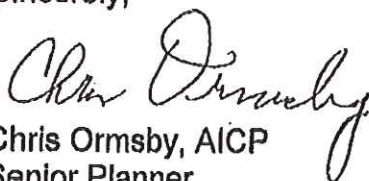
Thank you for the opportunity to review the Draft Environmental Impact Report for the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan. The following are our comments on the draft Environmental Impact Report.

- A1 1. On Page ES-7 (Table ES-3 "Summary of Environmental Impacts and Mitigation Measures"), a mitigation measure was added to Impact 3.1.1 since the ALUCP would "conflict with adopted land use policies, designations or intensity/density standards, resulting in a potentially significant amount of displacement of future non-residential land use." Please explain in the document how the proposed standards would only affect non-residential land uses. Although there are three possible options within the mitigation measures provided, two include modification of a jurisdiction's floor area ratio (FAR) standards for consistency with the ALUCP. Although including the area within the City affected by the ALUCP in an overlay district may be feasible (the City has provided the Moreno Valley Air Installation Compatibility Use Overlay District as defined by the 2005 AICUZ - Section 9.07.060), additional feasible options of providing consistency with the ALUCP should be discussed.
- A2 2. Under Chapter 2 "Project Description" 2.1.2 (Airport Land Use Commissions) on Page 2-1, it is stated that "State law requires the formation of an airport land use commission (ALUC) in every county containing a public-use airport and the ALUC is empowered to assist local agencies with land use planning in order to ensure that land uses in the vicinity of an airport are compatible with airport operations, to the extent the land is not already devoted to incompatible uses." Further information in specific details must be provided in the EIR to document on how ALUC will be assisting local jurisdictions in completing our consistency goals.

- A3 3. Under Chapter 2 in Section 2.3.6 "Compatibility Criteria" and subsection Zones D and E "Residential and Nonresidential Development" on Page 2-18, the environmental document states that "Lands within Zones D and E are subject to noise and accident potential risks associated with aircraft operations at March ARB/IPA, but the impacts are sufficiently minimal that land use restrictions are generally unnecessary. Highly noise-sensitive uses, such as an outdoor amphitheater, should be avoided or carefully sited in locations where aircraft overflights are relatively infrequent. Residential development is compatible; however, the loudness of individual overflights may be annoying to some people. A deed notice, as described below, is therefore appropriate for new development....." Land subject to the ALUCP requirements is located in Zones D and E within the City of Moreno Valley. Please provide additional information in the EIR regarding how a deed notice would be placed on new development and who would be responsible for this requirement.
- A4 4. Under Chapter 2, subsection 2.4 Approvals and ALUCP Implementation, it is stated that, "under state law, affected local land use jurisdictions are required to amend their general plans, specific plans, and zoning ordinances to achieve consistency with the proposed ALUCP – in the event it is adopted – unless they overrule the ALUCP, in part or in its entirety, with a two-thirds vote. Please provide additional information within the document that discusses how jurisdictions can recommend specific projects that may not meet all ALUCP standards or how items can be reviewed and overruled.
- A5 Finally, the modifications to the City's existing General Plan and/or existing Municipal Code to comply with the proposed mitigation measures would be considerable. While we understand that the time frames for modifying the documents are outlined in State law, the City looks forward to continued cooperative efforts that are driven by and cognizant of economic and other resource factors, which may warrant some flexibility to achieve mutual interests.

We appreciate the efforts of the Airport Land Use Commission and look forward to on-going future public participation in this process. If you have any questions, or would like to discuss further, please feel free to contact me directly at (951) 413-3229.

Sincerely,


Chris Ormsby, AICP
Senior Planner


Richard L. Sandzimir
Planning Official

A: City of Moreno Valley, Community & Economic Development Department Planning Division

Response to Comment A1

As described in the Draft EIR, the proposed compatibility standards would also result in the potential displacement of future residential (see Section 3.2) and public service (see Section 3.3) land uses, not just non-residential land uses. However, as described on pages 3.2-28 and 3.3-36 of the Draft EIR, the potential displacement impacts to residential and public service land uses in the City of Moreno Valley would be less than significant.

Additionally, Section 5.2.3, “Means of Achieving Consistency,” of the 2011 *California Airport Land Use Planning Handbook* provides the guidance requested by the comment on methods that can be used by local jurisdictions to make their planning documents consistent with ALUCPs. In particular, page 5-6 of the *Handbook* identifies four specific strategies that local jurisdictions may use to achieve consistency, including:

- Incorporate applicable compatibility policies into one or more existing General Plan elements;
- Adopt a stand-alone General Plan Airport Element;
- Adopt the ALUC’s ALUCP as a stand-alone document; and/or,
- Adopt an Airport Combining District or Overlay Zoning Ordinance.

In order to improve overall clarity, **Mitigation Measure LU-1** has been revised as follows in the Final EIR:

“**LU-1: Amendment of General and Specific Plans.** Pursuant to Government Code §65302.3 and in accordance with the provisions of the State Aeronautics Act, following adoption of the proposed March ARB/IPA ALUCP, Riverside County, March JPA, and the cities of Moreno Valley, Perris and Riverside can and should prepare amendments to their affected general plans and specific plans in order to make these documents consistent with the policies and standards of the proposed March ARB/IPA ALUCP.”

In order to reduce the potential displacement of future nonresidential land uses and maintain current build out targets, the referenced land use jurisdictions also could include one or a combination of the following options:

- ~~1. Amend FAR or intensity limits on nonresidential development to reflect the intensity limits within the compatibility zones of the proposed ALUCP; and/or~~
- ~~2. Adopt amendments to increase prescribed maximum FARs outside of the ALUCP Impact Area (Compatibility Zones A, B1, B2, C1, and C2), to compensate for future displaced development and to maintain current build-out targets.~~
- ~~3. Adopt an airport combining or overlay district that incorporates the compatibility criteria of the proposed ALUCP into the local zoning code. General and specific plans should be updated to reference compatibility criteria of the proposed ALUCP.~~

Pursuant to Government Code §65302.3 (b)-(c), each jurisdiction must modify its local plan(s) within 180 days of when ALUC adopts the proposed March ARB/IPA ALUCP. If, after the 180-

day limit has expired, a local plan has not been amended to conform with the proposed March ARB/IPA ALUCP, ALUC may require that all of the jurisdiction's land use actions, regulations, and permits be submitted to ALUC for review (PUC §21676.5(a)). This requirement can continue until such time as the local agency amends its plan(s) or overrules the ALUC.”

Finally, ALUC staff has demonstrated a long-standing commitment to coordinating with and educating local jurisdictions in the subject area of airport land use compatibility planning, and will continue to help local jurisdictions understand where modifications to their plans and regulations are required.

Response to Comment A2

To begin, the ALUC's collaboration and coordination efforts with local jurisdictions do not impact the quantity or type of potential displacement of future land uses associated with plan implementation. Rather, potential displacement is determined relative to a comparison between existing, allowable land uses and those that would be allowed under the plan. Therefore, this comment does not raise an environmental issue within the meaning of CEQA.

In any event, as described in Response A1, ALUC staff has demonstrated a long-standing commitment to coordinating with and educating local jurisdictions.

Response to Comment A3

To begin, the deed notice requirement in the ALUCP does not result in any environmental impacts for purposes of CEQA; it is a transactional action that does not result in the potential displacement of future development.

Although this comment does not raise an issue relating to the adequacy of the EIR, as indicated in Note 4 of Figure 2-3b on page 2-15 of the Draft EIR, the ALUCP uses three types of measures intended to provide disclosure to prospective purchasers of real estate that the property is situated near an airport and there is a potential that the occupants may be annoyed by aircraft overflights: (1) avigation easement dedication; (2) recorded deed notices; and (3) real estate transfer disclosure.

Avigation easements and deed notices are the most formal types of disclosure mechanisms in that they are intended to be recorded with the County Recorder and remain in the chain-of-title as property is sold or otherwise transferred to future owners. Although avigation easements also include provisions for protection of the airport airspace and involve transfer of property rights to the March JPA or United States, from a disclosure standpoint, they function similarly to deed notices. For new development, the local agency is responsible for ensuring, as part of its approval of a proposed development, that the easement dedication or deed notice recordings are accomplished. For subsequent transactions, it is the responsibility of the realtor and/or title company to ensure that the content of the easement or notice be presented to and acknowledged by the prospective purchaser prior to completion of the transaction. The ALUCP requirements for avigation easement dedication and deed notices apply to different geographic locations and only to new land use development.

The requirement for real estate transfer disclosures is set by state law. The requirements are described in detail in Countywide Policy 4.4.2, which states, “Effective January 1, 2004, California state statutes (Business and Professional Code Section 11010 and Civil Code Sections 1102.6, 1103.4, and 1353) require as part of residential real estate transactions that information be disclosed regarding whether the property is situated within an airport influence area.” The

actual wording of the disclosure is specified in the statutes. Real estate transfer disclosure applies not just to new development, but also to future sale of certain existing development. Only residential land uses are affected, however. In that real estate transfer disclosure is a matter between private parties, the responsibility for ensuring that the disclosure is given rests with the seller of the property along with the real estate agent and the title company. The only role of the local agency is to make a map of the affected areas available to the parties when asked.

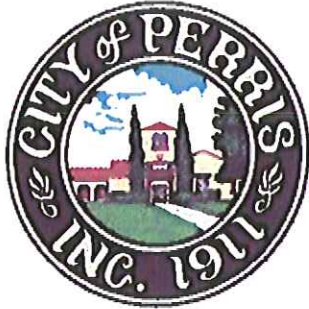
Response to Comment A4

To begin, the procedures by which a local jurisdiction presents a project for the ALUC's evaluation do not impact the quantity or type of potential displacement of future land uses associated with plan implementation. Additionally, to the extent that a local jurisdiction overrules the ALUCP, in whole or in part, the potential displacement analysis presented in this EIR overstates environmental impacts. Therefore, this comment does not raise an environmental issue within the meaning of CEQA.

In any event, as described in footnote 8 on page 2-20 of the Draft EIR, "In order to overrule the ALUCP, the local land use jurisdiction must make specific findings that the existing land use plans and regulations fulfill the purposes of the State Aeronautics Act (PUC §§21676, 21676.5)." Reference should be made to the State Aeronautics Acts by local jurisdictions to determine their legal obligations and the subject procedures.

Response to Comment A5

Comment noted. As stated in Response A1, the ALUC staff is committed to working collaboratively with the local jurisdictions to assist with implementation of the ALUCP.



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:

- B1**
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).
- B2**
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.

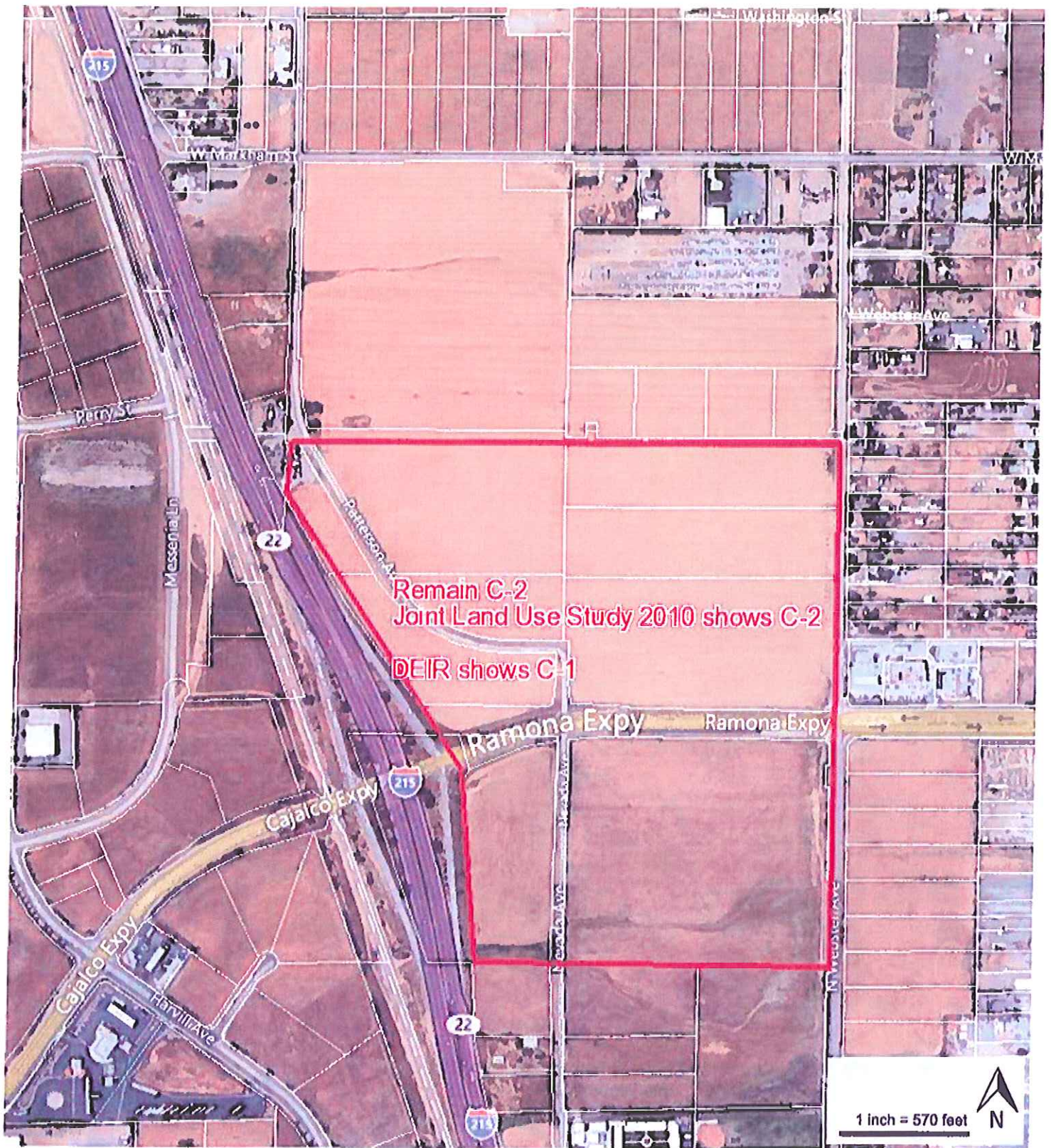
Sincerely,

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



B: City of Perris, Development Services Department

Response to Comment B1

Comments regarding ALUCP, not addressed in Final EIR.

To begin, this comment does not raise an environmental issue within the meaning of CEQA, but rather addresses the geographic boundaries of the safety zones identified in the ALUCP, as located in the City of Perris.

As described on page 2-6 of the Draft EIR, State law requires that ALUCPs reflect the “anticipated growth of the airport during at least the next 20 years” (PUC §21675(a)). Therefore, the ALUCP reflects the composite of potential future military and civilian aircraft activity scenarios. The data primarily relied upon for future mission military activity was obtained from 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)].

The changes in designation from C-2 to C-1 are a result of the consideration of this more recent data from the National Guard Bureau F-15 Environmental Impact Statement. The Draft EIR discusses the potential impacts of the C1 compatibility zone designation on land use planning within the City of Perris on pages 3.1-55 through 3.1-65. On page 3.1-64 the Draft EIR concludes, “Nevertheless, implementation of the proposed ALUCP would prevent the City of Perris from realizing its envisioned maximum development potential. This fact alone does not necessarily constitute a significant conflict between the proposed ALUCP and the City of Perris General Plan. However, the maximum displacement quantities specified in Tables 3.1-22 and 3.1-23 are considered substantial, and for that reason, this analysis determines that the proposed ALUCP would result in a potentially significant impact due to the displacement of future nonresidential uses within the City of Perris’s planning area.”

Because of the ALUC’s obligation under the State Aeronautics Act to formulate an ALUCP that reflects the anticipated growth of the airport, and the corresponding obligation to use the best available data, the geographic boundaries of the safety zones relative to the parcel numbers referenced in the comment cannot be changed at this time.

Response to Comment B2

To begin, this comment does not raise an environmental issue within the meaning of CEQA, but rather addresses the procedures by which projects will be reviewed by the ALUC for consistency when the underlying land plan(s) is (are) not consistent with the ALUCP.

However, as described on page ES-7 of the Draft EIR, “Pursuant to Government Code §65302.3 (b)-(c), each jurisdiction must modify its local plan(s) within 180 days of when ALUC adopts the proposed ALUCP. If, after the 180-day limit has expired, a local plan has not been amended to conform with the proposed ALUCP, ALUC may require that all of the jurisdiction’s land use actions, regulations, and permits be submitted to ALUC for review (PUC §21676.5 (a)). This requirement can continue until such time as the local agency amends its plan(s) or overrules the

ALUC.” Therefore, the ALUC may require projects in areas that are shown to be displaced and located within an area plan that has not been updated to be submitted to ALUC for review.



October 3, 2014

Riverside County Airport Land Use Commission
Attention: John Guerin
4080 Lemon Street, 14th Floor
Riverside, CA 92501

RE: Draft March Air Reserve Base / Inland Port Airport Land Use Compatibility Plan.

C1

The County of Riverside Economic Development Agency (EDA) is requesting that the Riverside County Airport Land Use Commission (ALUC) grant an Additional Compatibility Policy or Site Specific Exception for the Ben Clark Training Center (BCTC), in accordance with 2.7e or 2.9, for the Average and Single Acre Intensity standards for that portion of BCTC within Zone C2. On August 15, 2002, ALUC found that the Ben Clark Public Safety Training Center Master Plan: Environmental Impact Report 438 (EIR) (SCH# 2002011088) (File No. MA-02-159, Exhibit A) was consistent with A.L.U.P for March Air Reserve Base. The Air Force deeded the land and existing buildings/facilities to County of Riverside and conditioned the site to maintain law enforcement and emergency management response training in perpetuity, and that the County of Riverside cannot sell, lease, mortgage, assign, or otherwise dispose of the property except to another local government agency for the same purposes.

Project Location and Background:

The Riverside County Sheriff's Department, Riverside County CAL Fire, California Highway Patrol, Riverside Community College District and EDA have a shared interest in the site through planning, development, training, and maintaining of site assets at the Ben Clark Training Center. The purpose of the Ben Clark Training Center (BCTC) is to consolidate existing training activities for law enforcement agencies, fire service agencies, correctional, and emergency medical services personnel into one location.

The project site consists of an irregularly shaped parcel, located south of Van Buren Boulevard, north of Nandina Road, east of Barton Street, and west of the residential community of Air Force Village West. The site is currently accessed from Barton Road via Larry Parrish Parkway or Van Buren Boulevard via Plummer Road. March Air Reserve Base (ARB) was an active military installation from 1918 to 1996, serving as an aerial refueling and deployment base, and station for the Air Force Reserve and California Air National Guard units. Under the Defense Base Closure and Realignment Act, March Air Force Base (AFB) was converted to March ARB on April 1, 1996. Approximately 2,200 acres were retained by the Department of Defense to support the Air Force Reserve Command.

The remaining 4,400 acres of land was declared surplus, and made available for transfer by the AFB Conversion Agency. Upon the announcement of base realignment, the adjacent cities of Perris, Moreno

Valley, and Riverside, with the County of Riverside, formed the March Joint Powers Authority (JPA). In 1998, JPA produced the General Plan of the March JPA, which designated the site as a Public Facility.

On December 21, 1999, the United States of America, acting by and through the Secretary of the Air Force, deeded to the County of Riverside approximately 375 acres with several conditions:

1. The Property shall be used and maintained for law enforcement and emergency management response in perpetuity; 2. The Property shall not be sold, leased, mortgaged, assigned, or otherwise disposed of except to another local government agency for the same purposes (Exhibit B, Deed).

On August 15, 2002, the County of Riverside EDA submitted the Ben Clark Public Safety Training Center Master Plan: Environmental Impact Report (EIR) for review to the Riverside County Airport Land Use Commission (ALUC) meeting (File No. MA-02-159). There were three main proposed mitigation requirements from ALUC:

1. Due to the distance from the March runways and the level of training activity on the lake, it is not anticipated that the lake will be a significant wildlife attractant. However, if waterfowl begin to congregate in large numbers after the Training Lake is constructed, a distracting mechanism shall be utilized to reduce or eliminate the presence of waterfowl at the lake based on input received.
2. If the project is modified in the future to include uses which create environmental impacts not considered in the certified EIR for the Ben Clark Public Safety Training Center Master Plan, additional environmental review will be required. Such proposed changes in land use shall be reviewed by ALUC. Such changes shall also be jointly reviewed by the City of Riverside and the County of Riverside to establish additional mitigation measures that would eliminate potential negative impacts within the City of Riverside or the adjacent Sphere of Influence.
3. Prior to project development, recordation of the map or sale to any entity exempt from the Subdivision Map Act, the project proponents shall convey an aviation easement to the MARB/MIP Airport.

Existing Operations/Site Conditions:

The northeastern portion of the site contains a small grid of existing streets and buildings transferred with the property from the ARB. These facilities include a two-story administrative building, four (4) three-story dormitory/office buildings, a kitchen and dining facility, existing academy and special training classrooms, live-fire training grounds and a small arms firing range.

The remainder of the site consists of open space that has been modified in the past by a number of military activities. The eastern corner of the project site was used as the Western Area Defense System High Frequency Antenna Farm, which is no longer in active use. The topography of the site is generally flat, with a gentle slope from the northwest to the southeast.

The safety issues with schools revolve around the lack of mobility and need for assistance that small children present. This is why the proposed Land Use Compatibility Plan specifically discourages children's schools under the C2 zone. However, the BCTC is first and foremost a training facility and not a school. Trainees at BCTC consist of people being trained or are trained to respond in emergency situations related to public health and safety. Development of the site is not anticipated to result in an unsafe, incompatible situation between BCTC and the March ARB. According to the 2005 Air Installation Compatibility Use Zone (AICUZ) for the March ARB, accidents would commonly occur within the designated Clear Zones and Accident Potential Zones I and II, at either end of the March runway (Exhibit C).

The BCTC site is not located within any of these zones. Operation of the March ARB within Riverside County has an above-average safety record. The only potentially sensitive use on site will be some above-ground fuel tanks located on site, or brought in on mobile refueling units, for use in emergency staging operations associated with earthquakes, fires, or other emergency situations.

Over flight or the occurrence of flight tracks over existing and proposed communities does and will occur at the BCTC site. Over flight is considered a compatibility issue similar to noise due to the frequent noise events associated with airports and the "annoyance" this may cause to sensitive receptors. As discussed above, the proposed land use at BCTC is a mixture of sensitive and non-sensitive uses but are affected as much by their own internal noise generation issues as with any external airport noise.

March Air Reserve Base / Inland Port Airport Land Use Compatibility Plan:

The Draft March Air Reserve Base / Inland Port Airport Land Use Compatibility Plan Compatibility Map (Exhibit D) has divided the BCTC site into two Compatibility Zones: Zone C2 and Zone D (Exhibit E).

Compatibility Zone C2, known as the Flight Corridor Zone, places the following restrictions on the existing property

1. Average people per acre: The total number of people permitted on a project site at any time, except rare special events, must not exceed the indicated usage intensity (200 people) times the gross acreage (375 acres) of the site, which equals 75,000 individuals. 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.
2. Clustering of nonresidential development is permitted, but no single acre of a project site shall exceed 500 people per acre.

Compatibility Zone D, known as the Flight Corridor Buffer, states that no explicit upper limit on usage intensity is defined for Zone D. 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.

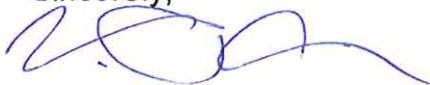
Conclusion:

An Additional Compatibility Policy or Site Specific Exception is requested in accordance with 2.7e or 2.9 for the Average and Single Acre Intensity standards for that portion of BCTC within Zone C2, for the following reasons:

- The Air Force deeded the land and existing buildings/facilities to County of Riverside and conditioned the site to maintain law enforcement and emergency management response training in perpetuity, and that the County of Riverside cannot sell, lease, mortgage, assign, or otherwise dispose of the property except to another local government agency for the same purposes.
- The BCTC is a training facility and not a school. The trainees at BCTC are trained in emergency situations related to public health and safety. AICUZ accidents commonly occur within the designated Clear Zones and Accident Potential Zones I and II at either end of the March runway. Therefore, the BCTC does not fit within the type of institution the compatibility plan is focused on restricting.
- There has previously been discussion of scattering the proposed training venues on various sites throughout the region. Scattering the BCTC aspects regionally would not achieve the key project need and objective, which is to provide consolidated training venues for cross-training and cost savings. Scattering the BCTC would make it impossible for the BCTC to complete its defined mission as a training facility.
- The prior review of the Ben Clark Public Safety Training Center Master Plan: Environmental Impact Report (SCH# 2002011088) was evaluated by the ALUC with specific proposed mitigation measures including a requirement that for any modifications to the project that may require future environmental review, those proposed changes would also be subject to ALUC review. None of those changes have occurred and, if anything, use intensity at the site is lower than envisioned in the prior EIR.

Thank you for your consideration. We strongly suggest that a site-specific exception based on the above-mentioned facts and details is warranted and the BCTC should be excluded from the proposed compatibility zone restrictions. Should you have any questions regarding this letter, please feel free to contact me at 951-955-0911.

Sincerely,

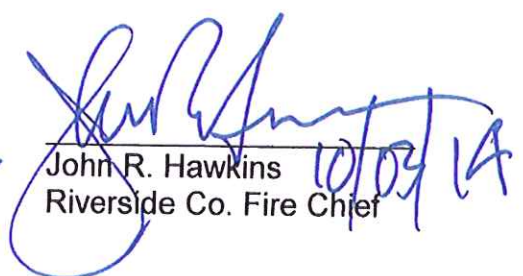


Vincent Coffeen for



Robert Field
Assist. Co. Executive Officer/EDA

Stanley Sniff 10/3/2014
Riverside Co. Sheriff



John R. Hawkins 10/09/14
Riverside Co. Fire Chief

References

March Air Reserve Base, 2005. *Citizen's Brochure for the 452d Air Mobility Wing Air Installation Compatible Use Zone Study*. August 2005.

Riverside County Airport Land Use Commission, 2014. *March Air Reserve Base / Inland Port Airport Land Use Compatibility Plan*. August 2014 Draft.

RIVERSIDE
COUNTY



EXHIBIT "A"

AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY

August 16, 2002

COPY

County of Riverside, Planning Department
4080 Lemon St, 9th Floor
Riverside, CA 92522
Attn : Michael Freitas

CHAIR
William Cobb
Corona/Riverside

VICE CHAIRMAN
Allen Graff
Hemet

COMMISSIONERS

Paul Bell
Moreno Valley

Walt Snyder
Palm Desert

Ric Stephens
Riverside

Marge Tandy
City of Hemet

Sam Pratt
City of Temecula

STAFF
Keith D. Downs
Executive Director
A.I.C.P., A.A.A.E

5555 Arlington Ave.
Riverside, CA 92504
Tel: (909) 351-0700

RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW
File No.: MA-02-159
Related File No.: EIR 438

Dear Applicant:

On August 15, 2002, the Riverside County Airport Land Use Commission (ALUC) found the above-referenced project consistent with the A.L.U.P. for March Air Reserve Base. The project was found consistent, subject to the following conditions:

1. An acoustical analysis shall be required that includes the following components:
 - a. A description of the components necessary to achieve a noise reduction level (CRL) of 25 and 30 for each of the project's components with noise sensitive uses (i.e., school, housing, and audio visual production).
 - b. Inclusion of all surrounding noise sources (highway, industrial) at their ultimate design and buildout capacity.
2. Prior to project development, recordation of the map, or sale to any entity exempt from the Subdivision Map Act, the project proponents shall convey an avigation easement to the MARB/MIP Airport.
3. Lighting plans for any additional development on the vacant lots shall be reviewed and approved by an airport lighting consultant prior to placement.
4. No obstruction of the "FAR Part 77 Conical Surface" shall be permitted. The following procedure shall be utilized in order to make a determination as to whether a project would result in such obstruction:
 - a. Any proposal for a variance in height limitations of the applicable zone, or for a plot plan or use permit proposing a greater height limit pursuant to the provisions of the Zoning Ordinance, shall be transmitted to the Riverside County ALUC staff for determination of whether review by the Riverside County Airport Land Use Commission is required. The application for such a proposal shall also provide evidence to the Planning Department that the proposed has been submitted to the Federal Aviation Administration for review and comment relative to the provisions of FAR Part 77, or written documentation from the Federal Aviation Administration that such review is not required.

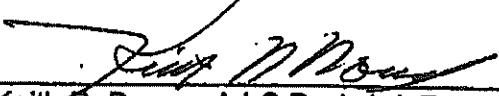
- b. The Federal Aviation Administration shall conduct a Form 7460 review, unless that agency determines in writing that such a review is not required or not applicable.
5. The following uses shall be prohibited:
 - a. Any use which would direct a steady light or flashing light of red, white, green, 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.
 - d. Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
6. The above ground storage of explosives or flammable materials shall be prohibited, except gas and diesel of 500 gallons or less.
7. The USDA's Wildlife Services Department finds that the project's training lake will not attract unacceptable levels of wildlife with the institution of appropriate measures.
8. This finding does not include any approval, review, or acceptance of any heliport anywhere on this site.
9. Any Heliport or change in proposed use shall be subsequently reviewed by the ALUC.

Page 3
August 16, 2002

Should you have any questions regarding this action, please contact me at (909) 351-0700.

Sincerely,

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



Keith D. Downs, A.I.C.P., A.A.A.E.
Executive Director

KDD:jg

cc: ALUC Staff
Kathy Perring, A A Webb

EXHIBIT "B"

DOC # 1999-550370

12/21/1999 08:00A Fee:NC

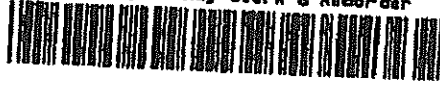
Page 1 of 11

Recorded in Official Records

County of Riverside

Gary L. Orso

Assessor, County Clerk & Recorder



PLEASE COMPLETE THIS INFORMATION
RECORDING REQUESTED BY:

AND WHEN RECORDED MAIL TO:

Riverside County Sheriff
Attn: Larry Smith
4095 Lemon St.
Riverside, CA 92501

RE	S	U	PAGE	SIZE	DA	PCOR	NOCOR	REF	MISC
			11						
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TRA:

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Quit Claim Deed

Title of Document

THIS AREA FOR
RECORDER'S
USE ONLY

THIS PAGE ADDED TO PROVIDE ADEQUATE SPACE FOR RECORDING INFORMATION
(\$3.00 Additional Recording Fee Applies)

Recording Requested by,
And when recorded mail to:

County of Riverside
Administration Center
4080 Lemon Street, 14th Floor
Riverside, California 92501-3651

Exempt from Documentary Transfer Tax
Rev. & Tax. Code §11922

TRA:0886

N	S	U	PAGE	SIZE	DA	PCOR	NOCOR	SAP	MISC
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QUITCLAIM DEED



I. PARTIES

THIS DEED is made and entered into this 16th day of December 1999 by and between the UNITED STATES OF AMERICA, acting by and through the Secretary of the Air Force, under and pursuant to the powers and authority contained in the Defense Base Closure and Realignment Act of 1990, as amended (10 U.S.C. § 2687 note), and delegations and regulations promulgated thereunder, and the Federal Property and Administrative Services Act of 1949 (63 Stat. 377, 40 U.S.C. 471, et seq.), as amended, and rules, orders, and regulations issued pursuant thereto, for and in consideration of the policy expressed in Sec. 701 of Pub. L. No. 98-473 (40 U.S.C. § 484(p)) (the "Grantor"), and the County of Riverside, a political subdivision of the State of California (the "Grantee"). (When used in this Quitclaim Deed, unless the context specifies otherwise, "Grantor" shall include the successors and assigns of the Grantor, and "Grantee" shall include the successors and assigns of the Grantee.)

II. CONSIDERATION AND CONVEYANCE

FOR VALUABLE CONSIDERATION of the sum of ONE DOLLAR (\$1.00), the receipt of which is hereby acknowledged, and in consideration of the use and maintenance of the hereinafter described premises for law enforcement and emergency management response, the Grantor does hereby release and forever quitclaim to the Grantee all that real property situated in County of Riverside, State of California, described as follows:

A portion of land lying in Sections 27, 28, 33, and 34, Township 3 South, Range 4 West, S.B.M., being more particularly described as follows:

COMMENCING at the northeast corner of the southeast one-quarter of said Section 33, said point also being the centerline intersection of Nandina Avenue (60.00 feet wide) and Brown Street (60.00 feet wide) as shown on subdivision map of Upton Acres Number 2, filed in Book 14, page 14, of Maps, Records of



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the Recorder of Riverside County, California; thence along said centerline of Nandina Avenue, N. 89°42'58" W., a distance of 2662.74 feet to the centerline intersection of Nandina Avenue and Alexander Street (60.00 feet wide); thence N. 00°57'39" E., a distance of 30.00 feet to a point of intersection with the northerly right-of-way line of said Nandina Avenue, said point also being the TRUE POINT OF BEGINNING; thence continuing N., 00°57'39" E., a distance of 1417.44 feet; thence S., 89°02'21" E., a distance of 1637.31 feet; thence N. 00°53'25" E., a distance of 1351.88 feet; thence S. 88°51'43" E., a distance of 1164.98 feet to a point of intersection with the west line of Parcel Map 22504, filed in Book 151, pages 63 and 64, of Parcel Maps, Records of the Recorder of Riverside County, California; thence along said west line, N. 00°53'58" E., a distance of 1443.48 feet; thence leaving said west line, N. 89°05'31" W., a distance of 440.96 feet; thence N. 00°49'44" E., a distance of 387.80 feet; thence N. 89°10'16" W., a distance of 3268.11 feet; thence S. 00°49'44" W., a distance of 1720.00 feet; thence N. 89°10'16" W., a distance of 1740.00 feet to a point of intersection with the easterly right-of-way line of Barton Road (44.00 feet half width) per document recorded September 22, 1972, as Instrument Number 127557, records of said recorder; thence along said easterly right-of-way line S. 00°37'32" W., a distance of 280.02 feet to an angle point in said right-of-way line; thence continuing along said right-of-way line, S. 00°26'27" W., a distance of 2615.30 feet to a point of intersection with a line being 30.00 feet north of and measured at right angles to the north line of the southwest one-quarter of said Section 33; thence S. 89°41'53" E., on a line 30.00 feet northerly of and parallel with said north line of the southwest one-quarter, a distance of 2621.72 feet to an angle point in said line; thence continuing on said parallel line, S. 89°42'57" E., a distance of 0.35 feet to the TRUE POINT OF BEGINNING.

Containing 16,312,367 square feet, or 374.480 acres, more or less.

The bearings and distances used in the above description are based on the California Coordinate System of 1983, Zone 6. Multiply distances shown by 1.000072279 to obtain ground distances.

III. APPURTENANCES

TOGETHER WITH all the buildings and improvements erected thereon, and all and singular the tenements, hereditaments, appurtenances, and improvements hereunto belonging, or in any wise appertaining (which, together with the real property above described, is called the "Property" in this Deed).

IV. EXCEPTIONS

That certain real property situated in County of Riverside, State of California, described as follows is hereby excepted from the Property:



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A portion of land lying in Section 28, Township 3 South, Range 4 West, S.B.M., known as Building 3404, and being more particularly described as follows:

COMMENCING at the northeast corner of the southeast one-quarter of said Section 33, said point also being the centerline intersection of Nandina Avenue (60.00 feet wide) and Brown Street (60.00 feet wide) as shown on subdivision map of Upton Acres Number 2, filed in Book 14, page 14, of Maps, Records of the Recorder of Riverside County, California; thence along said centerline of Nandina Avenue, N. 89°42'58" W., a distance of 2662.74 feet to the centerline intersection of said Nandina Avenue and Alexander Street (60.00 feet wide); thence N. 00°57'39" E., a distance of 1447.44 feet; thence S. 89°02'21" E., a distance of 745.33 feet; thence N. 00°57'39" E., a distance of 2475.51 feet; thence N. 00°53'27" E., a distance of 114.32.00 feet; thence N. 89°06'33" W., a distance of 40.65 feet to the TRUE POINT OF BEGINNING; thence N. 44°20'00" W., a distance of 32.00 feet; thence S. 45°40'00" W., a distance of 79.00 feet; thence S. 44°20'00" E., a distance of 32.00 feet; thence N. 45°40'00" E., a distance of 79.00 feet to the TRUE POINT OF BEGINNING.

Containing 2.528 square feet, or 0.058 acres, more or less.

The bearing and distances used in the above description are based on the California Coordinate System of 1983, Zone 6. Multiply the distances shown by 1.000072279 to obtain ground distances.

V. RESERVATIONS

A. RESERVING UNTO THE GRANTOR all oil, gas, and other mineral resources of any kind or nature in the mineral estate of the Property; provided, however, that such reservation shall not include the right of access to or any right to use any portion of the surface of the Property.

B. AND FURTHER RESERVING UNTO THE GRANTOR, including the United States Environmental Protection Agency ("EPA") and the State of California (the "State"), and its and their respective officials, agents, employees, contractors, and subcontractors, the right of access to the Property (including the right of access to, and use of, utilities at reasonable cost to the Grantor), for the following purposes, either on the Property or on adjoining lands, and for such other purposes consistent with the Installation Restoration Program ("IRP") of the Grantor or the Federal Facility Agreement ("FFA"), if applicable:

1. To conduct investigations and surveys, including, where necessary, drilling, soil and water sampling, testpitting, testing soil borings, and other activities related to the IRP or FFA, if applicable.

2. To inspect field activities of the Grantor and its contractors and subcontractors in implementing the IRP or the FFA, if applicable.



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3. To conduct any test or survey required by the EPA or the State relating to the implementation of the IRP or FFA, if applicable, or environmental conditions on the Property, or to verify any data submitted to the EPA or the State by the Grantor relating to such conditions.

4. To conduct, operate, maintain, or undertake any other response, corrective, or remedial action as required or necessary under the IRP or the FFA, if applicable, or the covenant of the Grantor in Section VII.D. of this Deed, but not limited to, the installation of monitoring wells, pumping wells, and treatment facilities

VI. CONDITION

A. The Grantee agrees to accept conveyance of the Property subject to all covenants, conditions, restrictions, easements, rights-of-way, reservations, rights, agreements, and encumbrances, whether or not of record.

B. The Grantee acknowledges that it has inspected, is aware of, and accepts the condition and state of repair of the Property, and that the Property is conveyed, "as is," "where is," without any representation, promise, agreement, or warranty on the part of the Grantor regarding such condition and state of repair, or regarding the making of any alterations, improvements, repairs, or additions. The Grantee further acknowledges that the Grantor shall not be liable for any latent or patent defects in the Property, except to the extent required by applicable law.

VII. COVENANTS

A. Lead-Based Paint ("LBP")

1. The Property may include improvements that are presumed to contain LBP because they are thought to have been constructed prior to 1978. The Grantee hereby acknowledges the required disclosure in accordance with the Residential Lead-Based Paint Hazard Reduction Act of 1992, 42 U.S.C. § 4852d (Title X), of the presence of any known LBP and/or LBP hazards in target housing constructed prior to 1978. This disclosure includes the receipt of available records and reports pertaining to LBP and/or LBP hazards; receipt of the lead hazard information pamphlet; and inclusion of the 24 C.F.R. Part 35 Subpart H and 40 C.F.R. Part 745 Subpart F disclosure and lead warning language in the Title X Lead-Based Paint Disclosure Statement in the contract of sale.

2. The Grantee covenants and agrees that, in any improvements on the Property defined as target housing by Title X and constructed prior to 1978, LBP hazards will be disclosed to potential occupants in accordance with Title X before use of such improvements as a residential dwelling (as defined in Title X). Further, the Grantee covenants and agrees that LBP hazards in target housing constructed prior to 1960 will be abated in accordance with Title X before use and



occupancy as a residential dwelling. "Target housing" means any housing constructed prior to 1978, except housing for the elderly or persons with disabilities (unless any child who is less than six [6] years of age resides, or is expected to reside, in such housing) or any zero-bedroom dwelling.

3. The Grantee covenants and agrees that in its use and occupancy of the Property, it will comply with Title X and all applicable Federal, State, and local laws relating to LBP. The Grantee acknowledges that the Grantor assumes no liability for damages for personal injury, illness, disability, or death to the Grantee, or to any other person, including members of the general public, arising from or incident to the purchase, transportation, removal, handling, use, disposition, or other activity causing or leading to contact of any kind whatsoever with LBP on the Property, whether the Grantee has properly warned, or failed to properly warn, the persons injured.

B. Asbestos-Containing Materials ("ACM").

The Grantee is warned that the Property may be improved with buildings, facilities, and equipment that may contain ACM. The Grantee covenants and agrees that in its use and occupancy of the Property, it will comply with all applicable Federal, State, and local laws relating to asbestos. The Grantee acknowledges that the Grantor assumes no liability for damages for personal injury, illness, disability, or death to the Grantee, or to any other person, including members of the general public, arising from or incident to the purchase, transportation, removal, handling, use, disposition, or other activity causing or leading to contact of any kind whatsoever with asbestos on the Property, whether the Grantee has properly warned, or failed to properly warn, the persons injured.

C. Non-Discrimination.

The Grantee covenants not to discriminate upon the basis of race, color, religion, national origin, sex, age, or handicap in the use, occupancy, sale, or lease of the Property, or in its employment practices conducted thereon. This covenant shall not apply, however, to the lease or rental of a room or rooms within a family dwelling unit, nor shall it apply with respect to religion if the Property is on premises used primarily for religious purposes. The United States of America shall be deemed a beneficiary of this covenant without regard to whether it remains the owner of any land or interest therein in the locality of the Property.

D. Grantor Covenant.

1. Pursuant to Section 120(h)(3) of the Comprehensive Environmental Response, Compensation and Liability Act of 1980, as amended (42 U.S.C. § 9620(h)(3)), the following is notice of hazardous substances on the Property and the description of remedial action taken concerning the Property:

a. The Grantor has made a complete search of its files and records. Exhibit A contains a table with the name of hazardous substances stored for one year or more, or known to



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have been released or disposed of, on the Property; the quantity in kilograms and pounds of the hazardous substance stored for one year or more, or know to have been released, or disposed of, so, on the Property; and the date(s) that such storage, release, or disposal took place.

b. A description of the remedial actions taken on the Property regarding hazardous substances is contained in Exhibit B.

2. The United States covenants and warrants that all remedial action necessary to protect human health and the environment with respect to hazardous substances remaining on the Property has been taken before the date of this Deed, and any additional remedial action found to be necessary after the date of this Deed for contamination on the Property existing prior to the date of this Deed shall be conducted by the United States. The foregoing covenant shall not apply in any case in which the grantee of the Property, or any part thereof, is a potentially responsible party with respect to the Property before the date on which any grantee acquired an interest in the Property, or is a potentially responsible party as a result of an act or omission affecting the Property.

E. Endangered Species.

The Grantee acknowledges that threatened or endangered species, as those terms are defined under the Federal Endangered Species Act of 1973, as amended (the "Act") are present on certain portions of the Property and acknowledges receiving a copy of the Disposal and Reuse of March Air Force Base Biological Opinion, dated November 9, 1999. The Grantee covenants and agrees to comply with the terms of the biological opinion, including, without limitation, the obligation to consult with the United States Fish and Wildlife Service as necessary in connection with the construction and development of new improvements on the Property and mitigation of impacts to habitat of the endangered Stephens' Kangaroo Rat according to the formula set out in the biological opinion.

F. Hazards to Air Navigation.

Prior to commencing any construction on, or alteration of, the Property, the Grantee covenants to comply with 14 C.F.R. Part 77 entitled "Objects Affecting Navigable Air Space," or under the authority of the Federal Aviation Act of 1958, as amended.

IX. MISCELLANEOUS/REVERTER AFFECTING THE PROPERTY

A. Each covenant of this Deed shall be deemed to "touch and concern the land" and shall "run with the land."

B. This conveyance is made and accepted on the condition that (1) the Property shall be used and maintained for law enforcement and emergency management response in perpetuity; and (2) the Property shall not be sold, leased, mortgaged, assigned, or otherwise disposed of.



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except to another local government agency for the same purposes with the prior consent of the Director of the Air Force Base Conversion Agency, or his successor in function. In the event of a breach of any such condition as to all or any portion or portions of the Property by the Grantee, its successors or assigns, regardless of the cause of the breach, all right, title, and interest in and to such portion or portions of the Property, in its then existing condition, including all improvements thereon, shall revert to and become the property of the United States of America at the option of and upon demand made in writing by the Director, Air Force Base Conversion Agency, or his successor in function. In such event, the United States of America shall have the immediate right of entry upon said property, and the Grantee, its successors, and assigns, shall forfeit all right, title, and interest in said property and in any and all tenements, hereditaments, and appurtenances thereunto belonging, and shall take such action and execute such documents as may be necessary or required to evidence transfer of title to the United States of America. The failure of the Director, Air Force Base Conversion Agency, or his successor in function, to insist upon complete performance of the above conditions shall not be construed as a waiver or relinquishment of future performance thereof, but the obligation of the Grantee, its successors and assigns, with respect to such future performance shall continue in full force and effect.

X. LIST OF EXHIBITS

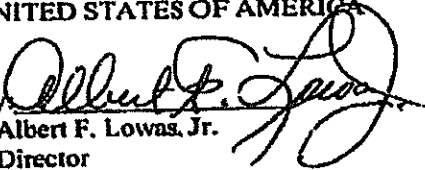
The following Exhibit is attached to and made a part of this Deed:

A. Notice of Hazardous Substances Released or Disposed of and Remedial Actions Taken on the Property.

IN WITNESS WHEREOF, I have hereunto set my hand at the direction of the Secretary of the Air Force, the day and year first above written.

UNITED STATES OF AMERICA

By


Albert F. Lowas, Jr.

Director

Air Force Base Conversion Agency

Witness:





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Certificate of Acknowledgment

Commonwealth of Virginia :

ss.

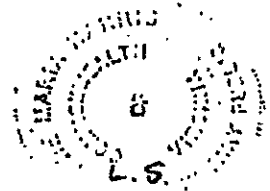
County of Arlington :

On December 16th, 1999, before me, Bonnie Maria Harris, a Notary Public, personally appeared Albert F. Lewis, Jr., known to me to be the person whose name is subscribed to the within instrument, and acknowledged to me that (s)he executed the same in (his)(her) authorized capacity, and that by (his)(her) signature on the instrument, the entity on behalf of which (he)(she) acted, executed the instrument.

Bonnie Maria Harris
Notary Public

Enclosed Herein is My
Commission Notary Public Seal
(My Commission Expires 02/21/2001)
BONNIE MARIA HARRIS

My commission expires on



1999-550370
12/21/1999 08 00A
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Acceptance

The Grantee hereby accepts this Deed and agrees to be bound by all the agreements, covenants, conditions, restrictions, and reservations contained in it.

DATE: December 21, 1999

(Grantee)

By: Joy Wilcox

Attest:

Joe S. Rank
Notary Public
State of California

Certificate of Grantee's Attorney

I, JOE S. RANK, acting as Attorney for the Grantee, do hereby certify that I have examined the foregoing Indenture and the proceedings taken by the Grantee relating thereto, and find that the acceptance thereof by the Grantee has been duly authorized and that the execution thereof is in all respects due and proper and in accordance with the laws of the State of California, and further, that, in my opinion, the Indenture constitutes a legal and binding compliance obligation of the Grantee in accordance with the terms thereof.

Dated at Riverside, California, this 21st day of December, 1999.

By: Joe S. Rank

Title: ASSISTANT COUNTY COUNSEL



1999-558379
12.21.1999 09:00
10 of 11

Exhibit A to Quitclaim Deed

Notice of Hazardous Substances Stored or Disposed of

and

Notice of Remedial Actions Taken on the Property

Hazardous Substances.

No hazardous substances were stored for more than one year or disposed of on the Property. A release of an undetermined quantity of polychlorinated biphenyls (PCBs) at from an electrical transformer occurred on the property at an unknown time and has been remediated.

Remedial Actions Taken.

In 1999, approximately 400 cubic yards of soil contaminated with PCBs was removed from the area around Building 3404 and disposed of off site. Soil samples taken after the removal of the soil confirmed that the level of contamination remaining in the soil allowed unrestricted use. The excavated area was filled with clean soil. No further action is required at the site



Exhibit C

Air Installation Compatible Use Zone Study: Figure 5-2. Forecast CNEL Noise Zones and Accident Potential Zones

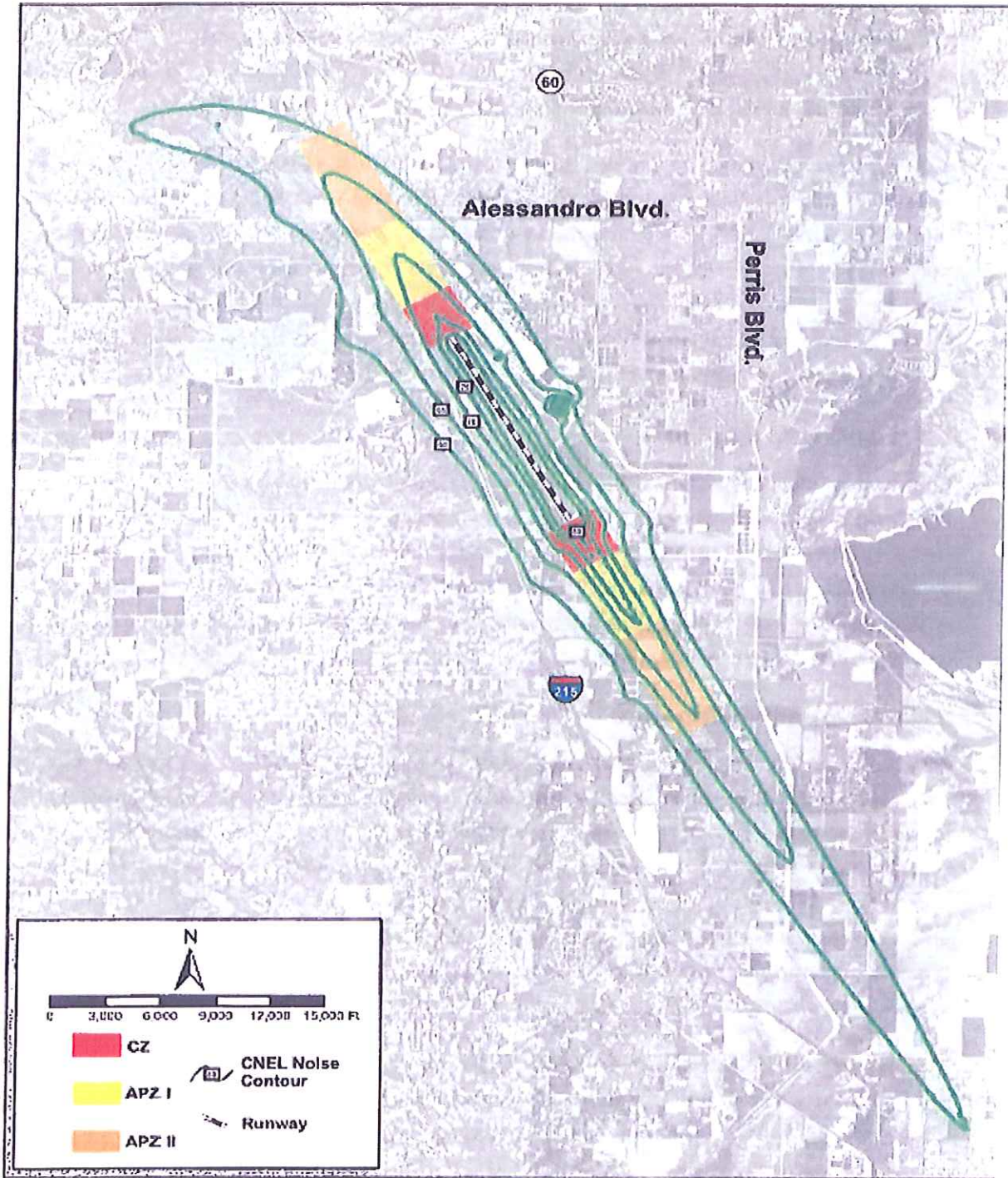


Exhibit D

Proposed Compatibility Map: March Air Reserve Base / Inland Port Airport Land Use Compatibility Plan (August 2014 Draft)

INDIVIDUAL AIRPORT POLICES AND COMPATILITY MAPS CHAPTER 3

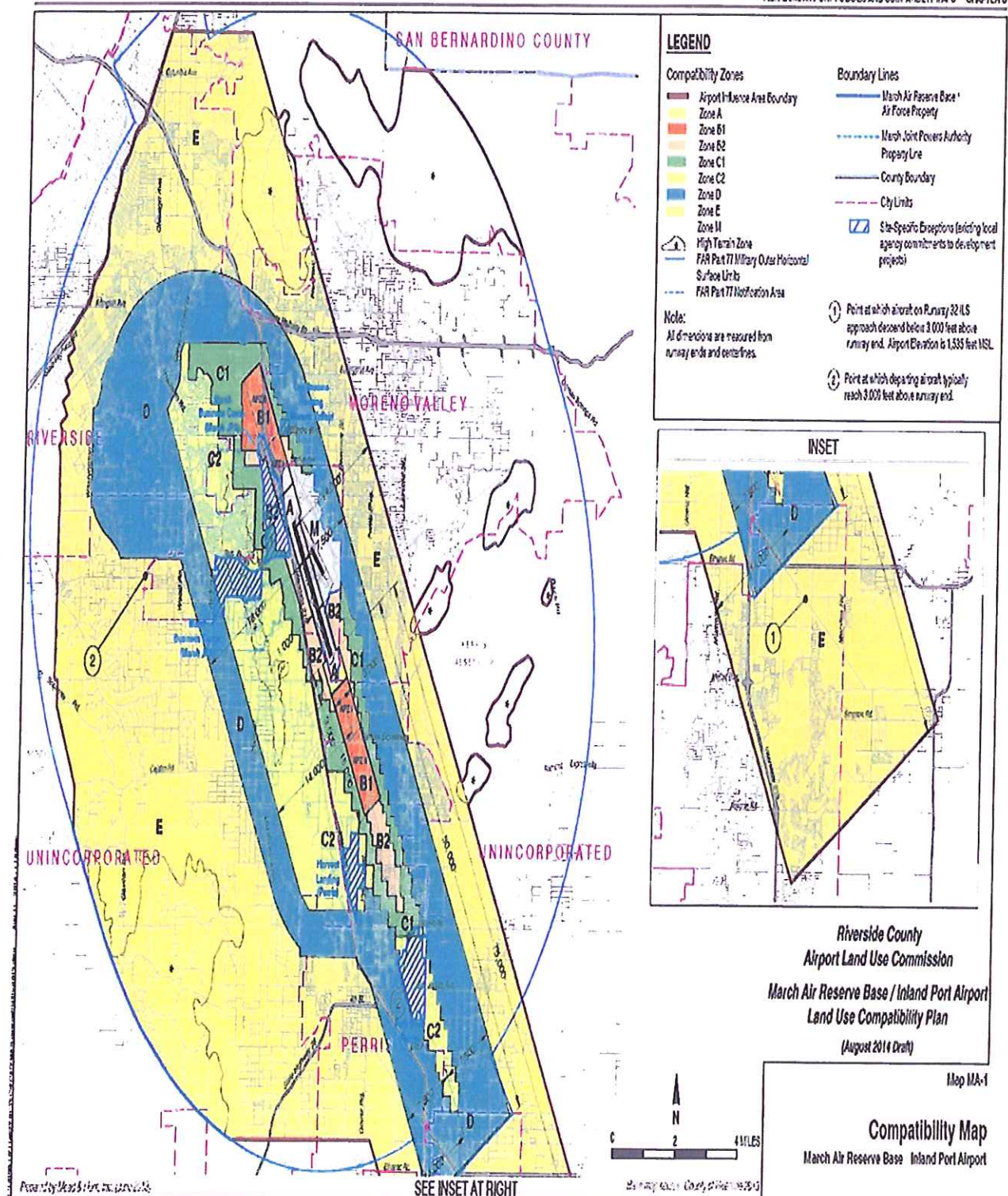


Exhibit E

**Proposed Zoning for BCTC: March Air Reserve Base / Inland Port Airport Land Use Compatibility Plan
(August 2014 Draft)**



C: County of Riverside Economic Development Agency, Riverside County Sheriff and Riverside County Fire Department

Response to Comment C1

Comments regarding ALUCP, not addressed in Final EIR.

Comment D1

From: tntconser@aol.com [<mailto:tntconser@aol.com>]
Sent: Monday, August 25, 2014 10:44 AM
To: Guerin, John
Subject: March Air Base/Inland Port comment

Dear Mr. Guerin,

D1 My name is Mary Tithof, and I live in the Northern end of Perris, not too 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.
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D: Mary Tithof

Response to Comment D1

Comments regarding ALUCP, not addressed in Final EIR.

Guerin, John

From: Yeates, Graham <graham_yeates@mitel.com>
Sent: Monday, October 06, 2014 3:55 PM
To: Guerin, John; Brenda Yeates
Subject: March Air Base/Inland Port comment

Mr Guerin,

E1 My wife and I live on Brennan Ave in Perris. We are now directly across the street from the new Oakmont Logistics Center (Warehouse). It is beyond us how this project ever got approved, but it's under construction now. We thought that the property it is been built on was considered part of the flight pattern for March Field.

We have been residence here for almost 30 years and the base many more. A neighbor of mine went to the City of Perris to obtain a building permit the other day and was told that we in a "no construction zone now". This really concerns me. Has the flight zone been altered to fly directly over our houses? We have never been notified of any zoning changes to our property an still considered rule residential horse properties.

If March is now to become an Inland Port, we are extremely concerned with additional air traffic and flight times.

Kind Regards
Graham Yeates

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E: Graham Yeates

Response to Comment E1

Comments regarding ALUCP, not addressed in Final EIR.

AIRPORT LAND USE COMMISSION HEARING

Thursday, October 9, 2014

MR. CHAIRMAN: Seeing none, at this time I would like to open the public hearing. I have two speaker slips, one from Mr. Fairbanks of the March JPA and one from Eric Sydow of March Air Reserve Base. At this point, I think, Mr. Fairbanks your name was mentioned earlier so I'm going to let you go first.

MR. FAIRBANKS: Good morning, Mr. Chairman and members of the Commission. My name is Dan Fairbanks. I am the Planning Director of the March Joint Powers Authority. I have two speaking points this morning. The first one is I want to thank the Commission, the Staff, the consultants, essentially for taking a good airport compatibility study which was the joint land use study and bringing it forward into an excellent airport compatibility plan. I think they've done a fantastic job on that. The other point I would like to make is I'd like to discuss one specific site situation which involves 13 acres within the JPA. (Let me move forward here.)

F1 Four very brief points. We concur with the analysis and the findings that are in the project EIR for the study. I should say I was involved in this project from the inception essentially 11 or 12 years ago, and at that time, part of the reason we pursued the JLUS was to help March Air Reserve Base survive a background. Now, the Airport Land Use Commission has other objectives under state law to approve a plan for this, but the thought was we need to keep the base here, and I think you know at the present time employment at the base is about 6,900 individuals. It's still an important function to keep that base here. The JPA submitted a couple of letters to your Staff, they've incorporated our comments, as I've said this is a very good compatibility plan. I do want to identify one thing and that is that as part of the EIR there is considerable displacement analysis; and there is quite a bit of displacement identified for March JPA. What we haven't been able to include in the study yet, because it's not recorded, is that we F2 have an approximate 693 acre conservation easement that will preserve property within the JPA, and that ultimately – once it's recorded and incorporated into our General Plan – that will significantly reduce the amount of displacement within the JPA. (Let me continue forward.)

F3 I did want to make one point. There was discussion about exceptions. The exceptions to the plan don't allow a developer to pursue unlimited development. Within the March JPA there

are two areas that are exempt from this plan, but they are not exempt from airport compatibility planning, so in this case one of the areas is March Business Center which was subject to an ALUC review in 19 – sorry – in 2002. And those provisions within the specific plan stay with that development so we continuously have to meet those provisions, and even within that development some uses require conditional use permits or variances or other entitlements, so those facilities within that exempt area will still come back forward to the Commission.

Now there is another component, I mentioned two specific plans. The other one is the Meridian specific plan. We approved that in 2010 and at that time the airport compatibility provisions for that specific plan with a JLUS component. So were approved, or that were available in 2010, so for the 258 acres of Meridian the airport compatibility provisions are almost identical to the compatibility plan you are looking at.

F4 Moving forward. I do want to discuss a 13-acre area located in a commercial area where we're going to ask for a minor change. Essentially the commercial side is located immediately north of Riverside National Cemetery, and as you might expect because of the adjacency to the cemetery and the business park, we're looking forward to develop probably restaurants, florists to accommodate the cemetery uses, hotels, some minor amount of retail. Under this plan, we can do those uses with the exception of hotels, so that's kind of what I want to get to. This is the site, it's a pretty small site at this scale so I'll zoom in, and that red area just north of the black arrow, that's where we're requesting a change; and it's a change to 13 acres. That was pretty subtle; I'll do it again - if I show this again I'll blow it up closer because it's very hard to see. So, that's existing, this is what we're asking for. Again, the intent is to accommodate a hotel site. I think from your perspective you should ask "well what are the implications of this if you move an area from the B2 zone to the C1 zone," which is what we would need to do to accommodate a hotel use. These are the airport compatibility provisions; again we're talking about B2 and C1. On an average person's per acre, the difference between B2 and C1 is no different. Under either scenario, this commercial site is limited to 100 persons per acre on an average basis. On a maximum persons per acre basis, under B2 or C1 it's the same, its 250 people per acre in the most concentrated acreage. Now the uses are subtly different, the B2 zone prohibits hotels; the C1 zone doesn't speak about them which means they're allowed. There are a couple of other uses that would be different. One is community infrastructure which is the second one of those. Because this is a commercial site it would not be appropriate for water treatment plants or sewer

treatment plants or power plants, so that type of usage just wouldn't be seen on a commercial site. The other one is in the B2 zone you cannot exceed three stories, that provision isn't found in the C1 zone, but I think as you know all these properties are zoned and the underlying land use zoning restricts the development not to exceed three stories. So, in the case for the property that I'm identifying it wouldn't make a difference if it was B2 or C1, you'd still be limited to no more than three stories, the densities would still be the same. That's the presentation that I have for you today, I'd be glad to answer any questions. I know Commissioner Stewart had some questions which I can address if you'd like.

MR. CHAIRMAN: Commissioner Stewart go ahead.

COMMISSIONER STEWART: It's hard to see on the chart because when I saw all the A's and B's and C's squeezed I guess up against east March is a D zone. Just refresh my comfort level with the March Healthcare Project the U.S. Vets proposed which is going to be accommodating how many people eventually? U.S. Vets?

MR. FAIRBANKS: 404 Vets.

COMMISSIONER STEWART: Right. And that would be somewhat of a hospital kind of use and I think even Loma Linda VA is looking at a proposed medical facility in there as well and a clinic or something. Then the last would be the existing chapel church that's presently leased by the Baptist Church. If you could look at that, do you have the expanded chart or not?

DAN FAIRBANKS: It would be hard to see it and I'll go to it.

COMMISSIONER STEWART: And then one more while I'm at it. The area that the city of Moreno Valley has, parks and recreation, the area that hasn't been developed of that – we have the softball fields and everything but, still on the drawing board for in the future would be a soccer complex, would that be prohibited?

MR. FAIRBANKS: Okay Commissioner Stewart I'll address these because they are within the JPA. The first one was the March Life Care Campus. That is within a zone D. That's essentially the area immediately east of March Area Reserve Base. March Area Reserved Base is identified with an 'M,' it's the gray area. So with March Life Care, the land use compatibility zone that's recommended by this plan is D. What zone D does is it really discourages a major sports venue. So you wouldn't have a minor league baseball facility being allowed within zone D, or some other major sports venue. The hospital has already been reviewed by the Airport Land Use Commission. Now let me take that back, the March Life Care Medical Campus has

already been reviewed by the Airport Land Use Commission and was determined to be consistent, and so as long as we stay away from those major sports venues, which we don't plan, we're going to be in good shape. Commissioner Stewart, you mentioned the U.S. Vets. That was also reviewed by the Airport Land Use Commission. That's a 404 bed homeless facility for veterans, it's been found to be consistent, it would not return to the Airport Land Use Commission. That facility is kind of set up in a dormitory style, and again it was found consistent. The soccer facilities within the Moreno Valley Park which is also within the March Joint Powers Authority, again that's also a consistent use with zone D; as long as you can avoid that major sports venue setting, and that's not what's in vision for that park. And I'll talk about the last one; there is a church within the former March Air Force Base which is referred to as Chapel One. Chapel One is now being used by a Baptist Church. That Church would be consistent with zone D and would remain so. I think their lease of that facility will last for the next 25 years, then after that time that area which is probably on the magnitude of 4 acres, would be absorbed into the March Life Care Medical Campus.

COMMISSIONER STEWART: Okay, that's good. I just couldn't tell from the chart what was D and what wasn't. As long as it's on D my comfort level is up there. Thank you.

MR. CHAIRMAN: Any other questions for Mr. Fairbanks? Commissioner Holmes.

COMMISSIONER HOLMES: Regarding the hotel there, I know where that site is, I would have a hard time with that because about 2 or 3 years ago the business right behind that wanted to put in another diesel tank, 5,000 gallons and we denied them that. So, you know. Right going up Sycamore Canyon right there.

[inaudible]

MR. CHAIRMAN: The area, the 13 acres, as I understand it is right across the street from the cemetery, just north of the cemetery. Can we go back to that slide?

[inaudible]

MR. CHAIRMAN: Let's take a moment; take a good look at it. The small almost square area at the end of the arrow is the 13 acres. is that right?

MR. FAIRBANKS: That's correct Mr. Chairman.

COMMISSIONER HOLMES: That's on the corner of Van Buren and the freeway there?

MR. FAIRBANKS: Yes that's at the northwest corner of Van Buren and Interstate 215.

COMMISSIONER HOLMES: Sycamore Canyon changes its name up there at Alessandro that comes through with another name. But just north of there, there's a business there...

MR. CHAIRMAN: Up by Alessandro?

COMMISSIONER HOLMES: No, no, no. Just north of this 13 acre parcel, maybe...

MR. CHAIRMAN: Okay, what's currently identified as mixed use in that small purple square.

COMMISSIONER HOLMES: It could be that, or it could be – it's close to there.

MR. CHAIRMAN: Okay, one of the things we have to keep in mind when we look at this map and this airport specifically, the distances are much larger than we are customarily used to seeing on the maps that we look at because of the sheer size of this airport influence area. I don't have a particular recall of the fuel tank, Mr. Guerin, Mr. Brody, do you know what Commissioner Holmes is speaking of?

MR. GUERIN: My recollection is that there was a proposal for a facility in that vicinity near that Sysco project. My recollection was that it was found consistent. We'd have to go back and check.

MR. CHAIRMAN: Mr. Fairbanks . . .

COMMISSIONER HOLMES: It was found consistent for 6,000 but I think he wanted to put in 12,000.

MR. GUERIN: I don't think the larger volume was allowed in any one tank, not sure why they ended up with two 6,000 gallon tanks, seems to be my recollection.

MR. CHAIRMAN: Mr. Fairbanks, did you want to say something about this particular issue?

MR. FAIRBANKS: Mr. Chairman, Commissioner Holmes. I don't remember the specifics about that. I do know that Sysco, which is a warehouse distribution use, was approved storage of natural gas and diesel fuel. Whatever they were approved was consistent with this Commission's findings. So, I just don't remember the specifics.

MR. CHAIRMAN: One of the reasons that we are involved now at looking at this Airport Land Use Plan is that up until this date and in fact as of this morning, every project coming before us was coming before us based on a plan out of the 1980s. So, I do not recall the specific incidences you're speaking of Mr. Holmes, but the criteria for evaluating that versus the

hotel use that's proposed for an exception here would be based on entirely different plans. Commissioner Holmes has triggered my question: the 35, the maximum elevation on this hotel, how tall would this be? Because one of the changes we would be making is we're eliminating the floor height, or the number of stories. Isn't that correct?

MR. FAIRBANKS: Yes, Mr. Chairman. I think the answer for all development within March JPA is that no development may exceed three stories, and that's the maximum you can do either in B2 or B3. That three story maximum height is implemented through traditional zoning, it was applied to these properties; it's outside the provisions of the Airport Compatibility Plan. In addition to that, everything within the JPA goes through the FAA part 77 process which is the 7460-1. So, we confirmed that everything complies with both the civilian air space and the military air space.

MR. CHAIRMAN: Okay, so if I'm understanding this, you're suggesting the change on this 13 acres from B2 zone to C1 zone will have no concrete material change in what could be built there because of the similarities between the two zones and also other factors that are going to limit the height and impose the three story limit, is that correct?

MR. FAIRBANKS: Mr. Chairman, that's correct. The difference between those two zones are very subtle, and given that there's underlying zoning that restricts building heights, number of stories, and other provisions, and there's already requirements for part 77 air space compliance, there is essentially no difference in those zones.

MR. CHAIRMAN: Okay, the big difference being that in the B2 zone, the hotel would simply be prohibited as an activity, versus it would be allowed in the C1 zone. Now I'm looking at this particular piece of real estate and its location near the airport. That causes me some concern because of where it is located. Are there any other similar structures or uses near that area of similar, like the hotel?

MR. FAIRBANKS: Mr. Chairman, this southern area of the Meridian development is just now coming online. I will tell you, from this point at Van Buren and I-215 going to the west, that area is planned for a mix of restaurants, offices, some business park. That whole area has zoning requirements that limit building height, in some cases to two stories, in other cases to three stories. There are other zoning parameters that limit the amount of floor area coverage, so I would tell you that that's kind of a corridor of commercial with zoning restrictions that went through ALUC when we adopted that specific plan. Just to throw in more information, what's in

play in that area is the 2010 JLUS parameters. So there are restrictions on intensities within that area.

MR. CHAIRMAN: Okay. Thank you Mr. Fairbanks, I understand. Any other questions for Mr. Fairbanks? Thank you sir for your time and your help. I have a speaker slip from Eric Sydow.

MR. SYDOW: Hi my name is Eric Sydow. I'm with the Riverside County EDA. I'm not a very high position at EDA. I'm a project manager over construction, but I'm really here just to kind of go over the letter. I kind of heard the discussion with Mead & Hunt in regards to the average and single acre intensities, and I don't know if I'm really qualified at this point to respond to that; but, I think that if we can go through without risk of regurgitating the entire letter, trying to hit some of the key points and hopefully at the next meeting be able to have the Sheriff, CAL FIRE and hopefully management from EDA at this meeting.

So with that, the purpose of the Ben Clark Training Center is to consolidate existing training activities for law enforcement including the Sheriff, California Highway Patrol, CAL FIRE, and also we have AMR emergency services in addition to our CC, Riverside Community College, being on site. The project insists, and if you don't know where it's at, if you were to look – John is kind of highlighting it right there – but, right next to where the arrow is pointing, right next to C2, the entire area that is yellow that is actually Ben Clark Training Center. It's divided in two different zones that are currently being proposed which is C2 zone and a zone D. And at the site right now – let me just give you – it's south of Van Buren and west of the I-215 and east of Barton and north of Nandina. At the site right now there currently exists, a pair off what Mr. Fairbanks was saying, there is actually a 3 story dormitory there that the Sheriff currently uses for dorms for their academy classes. Also there is a 2 story CAL FIRE dormitory. There is kitchen, there's numerous classrooms, and I don't have the count with me today, but the whole reason I kind of stumbled into this was because we were planning on replacing those classrooms, and it's identified within our 2002 EIR that was reviewed by ALUC. And so with that and talking with John, kind of updated me on this new plan that is coming out, so that is kind of partly why this response was issued. Anyways there is 375 total acres in Ben Clark, and like I said, those various buildings were, actually 99% of them were there when the Air Force deeded over the property to the County, and that actually happened in 1999.

Like was stated, a majority of the portion that is northeast is in zone C2, and C2 actually restricts the average people per acre, it's 200, which for the site would equal 75,000 people and the second would be the single acre intensity of no more than 500 people. The sad thing about that is with some of these classrooms, we are getting more than 700 people per building, and the building is not a square acre, so there is a bit of an issue. Excuse my voice. I'm going too fast.

MR. CHAIRMAN: No you're doing fine.

ERIC SYDOW: I don't do this a lot.

MR. CHAIRMAN: And you're being very helpful. Thank you very much.

ERIC SYDOW: So there is a potential issue though with the 500 single acre intensity. So in terms of changing it to a higher number, again I'm not qualified, obviously it's in a APZ zone 2 right now which has no restrictions which would obviously be preferable; but back to that, according to the, I don't know the acronym like you guys say it, but it's the air installation compatibility use zone, AICUZ I guess is what we are calling it. It pretty much dictates that most of the runway accidents occur in the, either end of the actual runway, and then also in terms of sensitivity with noise, currently in zone D we have a shooting range. So it's not that – these guys and girls are used to weapons being fired at all times during the daytime. So even if you go out to the site now you could probably hear small arms fire going on, in addition to fire trucks, all kinds of equipment. So the noise issue is definitely not, hopefully will not be considered as part of the project. Also, I just wanted to make mention that the Air Force, when deeding over the property, specifically required that we maintain these facilities for this specific purpose that we have out there which is law enforcement training and emergency services.

And finally like I said, we do have, in front of ALUC in 2002, we have our environmental impact report which gave a master plan of what was being proposed. And as you can find in your package which I know you guys received now, there were – it was consistent – and there were some specific conditions placed on the property. And finally, in terms of displacement, this Center is supposed to be the regional hub for all training. If we can't for some reason train, and I can go into all the reasons why zone D to the south has problems, but to be honest, the master plan shows kind of where most of our individuals would be located and so it's really not possible for us to scatter people regionally in terms of – let me back up – it's one site and it's supposed to be for regional. We can't continue to have other places throughout the County, or State, that would meet the objective if we start scattering the services; so, with that I

appreciate your time and for allowing me to speak. Again, at the next meeting I'll probably ask that there be way higher and more important people than I speaking, so again just thank you. If you have any questions I can take them, I will write them down, but I'm really not prepared to answer questions.

MR. CHAIRMAN: Any questions for Mr. Sydow? Commissioner Stewart.

COMMISSIONER STEWART: I'm looking at the chart here, and based on the color coding on the legend, it looks like that blue, C2, is Air Force Village West.

ERIC SYDOW: That is correct.

COMMISSIONER STEWART: And so I'm wondering if part of that blue encompasses Ben Clark. That probably could be a mistake. It ought to all be yellow D.

ERIC SYDOW: That is just in relation to the land use designation, but for Ben Clark it is public use and that looks pretty accurate in terms of the site.

COMMISSIONER STEWART: Okay, so what you're saying is all of Ben Clark presently within the – what compatibility zone is it all in?

ERIC SYDOW: It's in two different zones. The southern portion is in zone D and the northern portion is in zone C2.

MR. GUERIN: There is a black line. You can see the black line across that yellow. The portion southwest of the black line is in zone D, the portion northeast of the black line is proposed to be in zone C2.

COMMISSIONER STEWART: I think when the deeds were done to turn that whole 15th Air Force location into Ben Clark, the buildings were there. They are using the existing buildings and all the rest of that. I have to be sympathetic. I think it's silly of us to have one facility, like he's indicating, you got buildings that basically are occupied and you don't have it squared off by the acre, I think it's silly for us to have two different zones on that facility. The facility will not be subdivided, it won't be divided, there is a restriction on the use I believe, and I don't know how we can accommodate that but we ought to seriously take a close look at it in terms of its origin. Going back to that very day that the portion was designated for that kind of use, and if there is a way for us to do that we should probably do it. I think you are looking for exceptions, and I think rather than an exception we ought to just isolate that the same way we have the specific plans for Meridian and other specific plans. I don't know how you do that, but that's what I would suggest rather than us trying to –

[inaudible]

MR. CHAIRMAN: Commissioners Holmes, Commissioner Stewart lets pose it this way. Any existing use obviously is beyond our jurisdiction. To the extent that that is what it is being used for we have no influence over that. The effect that they are seeking by specific exemption from the plan for this property would only impact any new development or changes of use that they propose in the future. As I understand it, and I'm going to ask staff to look at this and come back to us next month, to the extent that we have reviewed and approved their prior plan, that is not a problem. It's consistent we already approved it. I think the concern that I have, which I would appreciate hearing from people, from your department, and Mr. Sydow I'm sympathetic to your having been sent here to sit in a meeting that everyone thought nothing of any importance that would require you speaking would occur and low and behold you're here, so I congratulate you and compliment you on standing up.

My question is, what new use would be contemplated for this area that is not included in the plan that we reviewed in 2002, and would involve a significantly different type of structure? Are they planning to build an auditorium for 750 people or 1,000 people? That's what I'm going to want to know. But, if what they're going to do is more of the same and we've reviewed that, then that would be very helpful to us. What's the upper limit they're looking for? What do they have in mind? I will tell you that I am personally uncomfortable with basically blank check exemption. On the other hand I am very sympathetic and understanding of the very valuable use this property is used for and the restrictions that would prevent its use changing in the future based on the deed. I guess I heard what they're saying, would they mind telling me what they want to do.

MR. SYDOW: Understood.

MR. CHAIRMAN: Any other comments or questions from the Commissioners on this? Mr. Sydow thank you very much.

Well much to my surprise it's not even 12 o'clock yet. Is there anyone else here that wishes to speak on this plan at this time? I don't have any other speak slips. Anyone else in the room that wants to say anything?

MR. GUERIN: Mr. Chairman I would also note for the record that in your packets there is a letter from the City of Perris. I was expecting some representation from the City today and I didn't do a last minute follow up call so maybe they had other items they had to attend to; but

they also expressed concern and requested a change in designation for a property on the east side of 215 that was shown as C2 in the JLAs that we changed to C1 on the basis of the new information. I think the rest of that is in your packet and they may be here in November, thank you.

MR. CHAIRMAN: Alright, Mr. Guerin, regarding the letter of October 6, 2014 from the City – I'm looking at the City of Moreno Valley, is that the letter we're talking about?

MR. GUERIN: Well, I was just referencing the letter from the City of Perris which was in your original packet.

MR. CHAIRMAN: Oh, okay.

MR. GUERIN: Near the end of the packet there is a exhibit in pink. I think it's like the second or third to last page from your original packet.

MR. CHAIRMAN: Mr. Guerin I would ask that you reach out to the City of Perris. I would also like to come back to the issues raised in the October 6, 2014 letter from the City of Moreno Valley. There would be no one here to speak on that today. I would like to hear from you or them. I'm sure the Commissioners would like some further comment on that next month.

MR. GUERIN: Certainly.

MR. CHAIRMAN: So we can adequately make sure we've addressed those concerns. Any other questions from the Commissioners, for Staff at this time?

UNKNOWN: Mr. Chairman, Commissioner Ballance.

COMMISSIONER BALLANCE: For preparation between now and November, Mr. Guerin, looking at Table ES-1, Summary of Comments on the Notice of Preparation, you know are there any, there were eleven, I think, points in there of the various possible problems or concerns, areas of controversy and issues to be resolved. Has that list been, to your knowledge, been addressed and something that we need to, as a Commissioner, need to take closer look at, or can we move on to the other areas?

MR. GUERIN: My understanding is that will be part of the Final EIR would involve, we might want to have Mr. Alverson come up on that. With Notice of Preparation comments 1 – 11 and they vary in nature. Some of those comments are such that they are what you might call boiler plate comments.

COMMISSIONER BALLANCE: Okay.

MR. GUERIN: Regarding particular issues that in this particular case we really are not impacted. For example, is there an impact to rail rights-of-way not a result of any action that would occur through the compatibility plan. On the other hand there are site specific requests that are included therein, and those letters are included in your packet for further review. So for example, if the Commission wanted to address the letter from Vogel Properties regarding their request for the change in land use designation compatibility zoned designation, or the letter from Mr. DeAguilera or any of those other letters that might actually be a site specific one, the Commission could address today or in November.

COMMISSIONER BALLANCE: Okay. Thank you very much.

MR. CHAIRMAN: Thank you, Mr. Guerin. Any other questions or comments for Staff? At this time we are going to continue the matter. We have a motion to continue to the November 13 meeting. Do we have a second?

COMMISSIONER BETTS: Second.

MR. CHAIRMAN: Motion by Commissioner Stewart, second by Commissioner Betts to continue the matter to November 13. All in favor?

COMMISSIONERS: Aye.

MR. CHAIRMAN: All opposed? None. Thank you very much we will be back next month to take a further careful look at this plan and the environmental impact report.

F: March Joint Powers Authority

Response to Comment F1

Comment noted.

Response to Comment F2

Comment noted.

Response to Comment F3

Comments regarding ALUCP, not addressed in Final EIR.

Response to Comment F4

Comments regarding ALUCP, not addressed in Final EIR.

Appendix A. Mitigation Monitoring Reporting Program

Appendix A

MITIGATION MONITORING AND REPORTING PROGRAM MARCH AIR RESERVE BASE/INLAND PORT AIRPORT AIRPORT LAND USE COMPATIBILITY PLAN

AUTHORITY

This Mitigation Monitoring and Reporting Program (MMRP) has been prepared pursuant to Section 21081.6 of the California Public Resources Code in order to provide for the monitoring of a mitigation measure required for the Airport Land Use Compatibility Plan (ALUCP) for March Air Reserve Base/Inland Port (March ARB/IPA), as set forth in the Final Environmental Impact Report (EIR; State Clearinghouse No. 2013071042) prepared for the ALUCP.¹ (The Final EIR consists of the Draft EIR (August 2014) and Final EIR (November 2014).)

Concurrent with certification of the Final EIR, the MMRP will be adopted by the Airport Land Use Commission (ALUC) for the County of Riverside, which is the lead agency for the ALUCP pursuant to the California Environmental Quality Act (CEQA). The MMRP will be kept on file in the offices of the ALUC, located at 4080 Lemon Street, 14th Floor, Riverside, California 92501.

MONITORING REQUIREMENTS

As noted in the Final EIR, implementation of mitigation measure LU-1 is within the responsibility and jurisdiction of Riverside County, March Joint Powers Authority (March JPA), and the cities of Moreno Valley, Perris, and Riverside, rather than the ALUC. Those jurisdictions may elect not to implement the mitigation measure adopted by the ALUC. In that instance, the impacts to Land Use and Planning identified and analyzed in the Final EIR would remain significant and unavoidable.

Although the ALUC does not have the capacity to require implementation of the mitigation measure, it will collaborate with the referenced jurisdictions in implementing the mitigation measure, if the jurisdictions request the assistance of the ALUC. Specifically, the Commission will coordinate with the jurisdictions to facilitate their efforts to make applicable general plans and specific plans consistent with the ALUCP.

REPORTING REQUIREMENTS, AND CHANGES TO MITIGATION MEASURES

Any substantive change in the MMRP made by the ALUC shall be recorded in writing. Reference to such changes shall be made in the Mitigation Monitoring Report prepared by the ALUC no earlier than 180 days following approval of the

¹ Also, see California Code of Regulations, Title 14, §15097.

ALUCP. In addition, Mitigation Monitoring Reports will be prepared annually if affected land use plans and regulations are not made consistent with the ALUCP one-hundred and eighty (180) days after its approval, unless the affected local agency has overruled the ALUC by that time. The preparation of additional Mitigation Monitoring Reports at regular intervals is intended to provide the ALUC and the public with information regarding the implementation status of the ALUCP and the compliance of the affected jurisdictions with State law.

Modifications to the mitigation measures may be made by the ALUC subject to one of the following findings, documented by evidence in the record:

- (a) The mitigation measure included in the Final EIR and the MMRP is no longer required because the significant environmental impact identified in the Final EIR has been found not to exist, or to occur at a level which makes the impact less than significant as a result of changes in the ALUCP, changes in conditions of the environment, or other factors.

OR

- (b) The modified or substitute mitigation measure to be included in the MMRP provides a level of environmental protection equal to or greater than that afforded by the mitigation measure included in the Final EIR and the MMRP; and

The modified or substitute mitigation measure does not have significant adverse effects on the environment in addition to or greater than those that were considered by the ALUC in its decisions on the Final EIR and the ALUCP; and

The modified or substitute mitigation measure is feasible, and the affected agency, through measures included in the MMRP or other agency procedures, can assure its implementation.

SUPPORT DOCUMENTATION

Findings and related documentation supporting the modifications to mitigation measures shall be maintained in the project file with the MMRP and shall be made available to the public upon request.

FORMAT OF MITIGATION MONITORING MATRIX

The following matrix identifies the environmental issue area for which monitoring is required, the required mitigation measure, the time frame for monitoring, and the responsible monitoring agencies.

**RIVERSIDE COUNTY ALUC
MARCH ARB/IPA ALUCP MMRP**

MITIGATION MEASURE	TIME FRAME/ MONITORING MILESTONE	RESPONSIBLE MONITORING PARTY
3.1 LAND USE AND PLANNING		
<p>LU-1: Amendment of General and Specific Plans. Pursuant to Government Code §65302.3 and in accordance with the provisions of the State Aeronautics Act, following adoption of the March ARB/IPA ALUCP, Riverside County, March JPA, and the cities of Moreno Valley, Perris and Riverside can and should prepare amendments to their affected general plans and specific plans in order to make these documents consistent with the policies and standards of the March ARB/IPA ALUCP.</p> <p>In order to reduce the potential displacement of future nonresidential land uses and maintain current build out targets, the referenced land use jurisdictions also could adopt amendments to increase prescribed maximum FARs outside of the ALUCP Impact Area (Compatibility Zones A, B1, B2, C1, and C2).</p> <p>Pursuant to Government Code §65302.3 (b)-(c), each jurisdiction must modify its local plan(s) within 180 days of when ALUC adopts the March ARB/IPA ALUCP. If, after the 180-day limit has expired, a local plan has not been amended to conform with the March ARB/IPA ALUCP, ALUC may require that all of the jurisdiction's land use actions, regulations, and permits be submitted to ALUC for review (PUC §21676.5(a)). This requirement can continue until such time as the local agency amends its plan(s) or overrules the ALUC.</p>	<p>Within 180 Days of ALUCP Adoption</p>	<p>ALUC</p>

COMMUNICATIONS
RECEIVED FROM PUBLIC
SINCE OCTOBER 9



October 29, 2014

Riverside County Airport Land Use Commission
4080 Lemon Street, 14th Floor
Riverside, California 92501

Attention: John Guerin, Principal Planner

Subject: Draft March Air Reserve Base / Inland Port Airport
Land Use Compatibility Plan

Dear John:

It is our understanding that Riverside County Airport Land Use Commission ("ALUC") will be considering the Draft March Air Reserve Base / Inland Port Airport Land Use Compatibility Plan (*Draft Plan*) for adoptions at their meeting in November. We also understand that the Commission is open to considering Additional Compatibility Policies that would make the *Draft Plan* more effective. In that regard, we would like to propose an additional policy as described herein.

As currently written, the Draft Riverside County Airport Land Use Compatibility Plan would calculate warehouse occupancy using the California Building Code ("CBC") maximum of two (2) occupants per 1,000 square feet of warehouse. The CBC occupancy ratio projects an occupancy ratio that is significantly higher than actual warehouse occupancy. For instance, using the CBC metric, ALUC would be required to assume that a 500,000 square foot warehouse WILL contain 1,000 employees – in a single shift.

There are several other criteria for analysis which demonstrate that this occupancy is not realistic, including parking requirements from a city or agency which, for warehouse uses, typically graduates to fewer parking spaces per square foot the larger the warehouse.

Two examples:

March JPA warehouse parking requirements

0 – 50,000 SF @ 1/1000
50,000 – 200,000 SF @ .33/1000
200,000 SF + @.20/1000

City of Perris high-cube warehouse parking requirements

0 – 20,000 SF @ 1/1000
20,000 – 40,000 SF @ 1/2000
40,000 SF + @ 1/5000

For consideration of actual warehouse occupancy, we are providing a copy of a traffic study that was prepared for the National Association of Industrial and Office Properties (NAIOP) Inland Empire Chapter to provide "...a better understanding of truck trip generation rates for the high-cube warehouse distribution center land use..." This study performed actual vehicle counts at

31 warehouses of 500,000 square feet or greater, broken down by passenger vehicles and trucks. Tables 1 and 2 from that report (attached) provide data to support a much lower occupancy rate than the CBC occupancy. Please note that the traffic counts shown on Table 2 were manually conducted over a 24-hour period for location and are actual vehicle counts.

Because of the extreme disconnect between the CBC occupancy calculation and actual occupancy of large warehouse facilities, we propose that the following Additional Compatibility Policy be adopted and incorporated into the *Draft Plan*:

2.xx Evaluation of Occupancy in High-Cube Warehouses:

The provisions of Table C1 in Appendix C of the Riverside County Airport Land Use Compatibility Plan notwithstanding, the actual expected occupancy of high-cube warehouses and distribution center buildings larger than 500,000 square feet in gross floor area (excluding offices, conference rooms, break rooms, and other uses specifically identified separately from warehouses in Table C1) shall be evaluated on the basis of 50 percent of the maximum occupancy permitted pursuant to the Building Code. Office areas within such buildings shall also be evaluated on the basis of 50 percent of the maximum occupancy permitted. All other uses or areas within the building shall be evaluated on the basis of maximum occupancy permitted.

As can be clearly seen in reviewing this data, high cube warehouses have significantly fewer occupants than the California Building Code projects. The Additional Compatibility Policy, proposed above, more accurately measures projected high cube warehouse occupancy and should be adopted and incorporated into the *Draft Plan*.

We appreciate the opportunity to provide input to this very important ALUC document. Please let us know if you would like addition information in advance of the meeting.

Sincerely,



Pamela Steele
Principal

Attachment: High-Cube Warehouse Trip Generation Analysis prepared for NAIOP, Inland Empire Chapter by Kunzman Associates, Inc.

cc: Jeffrey Trenton, Proficiency Capital
Lori Stone, March Joint Powers Authority
Danielle Wheeler, March Joint Powers Authority
Dan Fairbanks, March Joint Powers Authority



KUNZMAN ASSOCIATES, INC.

OVER 30 YEARS OF EXCELLENT SERVICE

January 14, 2011

Mr. Robert Evans, Executive Director
NAIOP INLAND EMPIRE
25241 Paseo De Alicia, Suite 120
Laguna Hills, CA 92653

Dear Mr. Evans:

INTRODUCTION

The firm of Kunzman Associates, Inc. is pleased to provide this trip generation analysis for high-cube warehouse distribution center land use for the National Association of Industrial and Office Properties (NAIOP) Inland Empire Chapter. The intent of this study by the National Association of Industrial and Office Properties Inland Empire Chapter is to conduct a broad-based survey and data collection effort designed to provide a better understanding of truck trip generation rates for the high-cube warehouse distribution center land use, with emphasis on facilities that have the size and automated operations typical of modern logistics facilities.

Currently, developers of high-cube warehouse distribution centers are using the Institute of Transportation Engineers, Trip Generation, 8th Edition, 2008 manual as the source for trip generation rates. The Institute of Transportation Engineers high-cube warehouse distribution center rates appear to be higher than the actual rates.

This report summarizes our methodology, analysis and findings. We trust that the findings, which are summarized in the front of the report, will be of immediate as well as continuing value to the National Association of Industrial and Office Properties and the Institute of Transportation Engineers in evaluating the proposed trip generation rates. The results will be submitted to the Institute of Transportation Engineers. To assure technical validity, a Technical Advisory Group (TAG) was assembled and used as a resource. The Technical Advisory Group consisted of the following persons:

1. Dr. Kanok Boriboonsomsin, University of California at Riverside
2. Mr. Michael Lloyd, City of Moreno Valley
3. Ms. Ruthanne Taylor Berger, Western Riverside Council of Governments
4. Mr. Steve Smith, San Bernardino (County) Associated Governments
5. Ms. Tanya Love, Riverside County Transportation Commission

The Technical Advisory Group advised on sample selection, methodologies, and data outlier issues.

Mr. Robert Evans, Executive Director
NAIOP INLAND EMPIRE
January 14, 2011

Although this is a technical report, every effort has been made to write the report clearly and concisely. To assist the reader with those terms unique to transportation engineering, a glossary of terms is provided within Appendix A.

FINDINGS

1. Thirty-one (31) high-cube warehouse distribution center study sites greater than 500,000 square feet have been selected, verified, and counted.
2. Because the counts were conducted near the beginning of a steep recession (December 2008), historical port container throughput data for the Port of Los Angeles and Port of Long Beach were consulted to determine whether substantial loss of regional cargo volume had occurred. This data indicated that little loss had occurred by the time the counts were conducted.
3. In accordance with the Institute of Transportation Engineers criteria for statistical correlation, the average trip generation rates in this analysis should be used instead of linear or logarithmic regression equations.
4. For every 1,000 square feet of floor space of high-cube warehouse distribution center land use, the Institute of Transportation Engineers equivalent trip generation rates are 0.9489 for daily vehicle trips (cars and trucks), 0.0436 of which will occur during the morning peak hour and 0.0653 of which will occur during the evening peak hour.
5. The results of this analysis show that the Institute of Transportation Engineers high-cube warehouse distribution center trip generation rates overstate the trip generation of the high-cube warehouse distribution center land use between 500,000 to 3,000,000+ square feet. The Institute of Transportation Engineers daily trip generation rate is 1.4400 vehicle trips per 1,000 square feet compared to the 0.9489 vehicle trips per 1,000 square feet found in the results of this study.

SITE SELECTION

For statistical reasons, a minimum sample size of thirty (30) high-cube warehouse distribution centers is recommended. Some jurisdictions are using the one (1) standard deviation upper confidence interval for traffic generation projections. The upper confidence interval is reduced with a larger sample size. Customary wisdom in traffic engineering is that a sample size of thirty (30) is good practice. Kunzman Associates, Inc. chose to count thirty-one (31) locations to ensure thirty (30) quality data sets. The additional site was counted so that one sample could be removed if justified and thirty (30) sites would remain. As it turned out, all thirty-one (31) samples were found valid and were used in this study.

Mr. Robert Evans, Executive Director
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January 14, 2011

Potential count locations came from the National Association of Industrial and Office Properties, previous high-cube warehouse distribution center trip generation studies, local jurisdictions, local real-estate brokers, and the Kunzman Associates, Inc. database. The entire Southern California region was scanned for large buildings and locations were annotated using Google Earth. Each potential study location was plotted and tabulated by the size of the buildings.

The first step in the site selection process was to remove all potential count locations that are under 500,000 square feet. The second step in the site selection process was to eliminate all potential count locations that have non warehouse tenants. The third step in the site selection process was to eliminate all potential count locations that have active rail access. The fourth step in the site selection process was to eliminate all potential count locations that have multiple shared driveways that would not yield accurate counts. The fifth step in the site selection process was to eliminate all potential count locations that cannot be counted because there is no safe/legal place to position counting personnel for a 24 hour period. At this point the filtered list was nearing thirty-one (31) sites. Kunzman Associates, Inc. selected these thirty-one (31) sites completing the final list of study locations.

The National Association of Industrial and Office Properties reviewed the final list of thirty-one (31) sites selected by Kunzman Associates, Inc. before the manual 24 hour classification counts were conducted. The selected sites have been approved by the National Association of Industrial and Office Properties.

All thirty-one (31) sites were field surveyed prior to counting to collect final data on square footage and to verify that each business was fully established (more than one year in operation and fully occupied). All sites surveyed are established locations in full operation. A warehouse is never 100 percent occupied. There is either extra space or the tenant needs more space. For all intents and purposes, the "fully occupied" warehouses are assumed to be 100 percent occupied.

The minimum building size has been set at 500,000 square feet. The smallest building surveyed is 507,648 square feet. No maximum building size was set. The largest building surveyed is 3,100,000 square feet. Square footages for each of the thirty-one (31) sites has been obtained through real estate brokers, communication with the occupants, and/or Google Earth measurements. A detailed list of all thirty-one (31) selected sites is provided in Table 1.

HIGH-CUBE WAREHOUSE DISTRIBUTION CENTER DEFINITION

The Institute of Transportation Engineers, Trip Generation, 8th Edition, 2008 manual describes the high-cube warehouse distribution center land use as warehouses used for the storage of manufactured goods prior to their distribution to retail outlets. These facilities consist of large buildings and, often subdivided for individual tenants, with typical ceiling heights of 24 to 30 feet. They are also characterized by a small employee count due to a high level of mechanization, truck activities frequently outside of the peak hour of the adjacent street system, and good freeway access.

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The National Association of Industrial and Office Properties describes the high-cube warehouses and logistics facilities land use as being used for the storage, processing and assembling of component parts and products at all stages in the supply chain. These "high-cube" facilities consist of large buildings of 500,000 square feet or larger with 30 feet or higher clear heights. They are also characterized by a high level of automation and mechanization.

DATA COLLECTION

Manual vehicle classification counts have been conducted at all thirty-one (31) sites. Each driveway at each site has been manually counted over a 24 hour period. These vehicle classification counts include cars, two (2) axle trucks, three (3) axle trucks, four (4) axle trucks, and five (5) plus axle trucks. A summary of all thirty-one (31) sites 24 hour counts is located in Table 2. Each count location classification count is located in Appendix B. The 24 hour counts were conducted on a Tuesday, Wednesday, or Thursday.

The study followed the Institute of Transportation Engineers guiding principles so that the trip generation calculations and the count data will be accepted when submitted to the Institute of Transportation Engineers.

PORT OF LOS ANGELES/PORT OF LONG BEACH DATA

Because the counts were conducted near the beginning of a steep recession (December 2008), historical port container throughput data for the Port of Los Angeles and Port of Long Beach were consulted to determine whether substantial loss of regional cargo volume had occurred.

To assess the relative activity level of the high-cube warehouse distribution center land use during the count period, the Port of Los Angeles/Port of Long Beach twenty-foot equivalent container units data has been analyzed. The data collection for the manual classification counts conducted at all study location driveways occurred in early December 2008. A typical month factor and a yearly average factor are calculated to factor the December 2008 counts to a typical month on an average year. Monthly port data has been obtained for the Port of Los Angeles/Port of Long Beach from 1995 to 2008.

Monthly data is combined to create yearly data from the preceding five (5) years (2003 to 2007). Count year 2008 (14,337,713 twenty-foot equivalent container units) has been compared to the average of the five (5) years preceding (2003 to 2007). The year 2008 is 101.59 percent of the average of the previous five (5) years. The factor required to calibrate year 2008 to the average of the preceding five (5) years is 98.43 percent ($100.00\%/101.60\% = 98.43\%$) (see Appendix C).

To create the typical month calculation, all of the January data is combined from 1995 to 2008, all of the February data is combined from 1995 to 2008, etc. This total for all January's, February's, etc. is then used for a grand total. A typical month has been established by taking the total 147,983,961 twenty-foot equivalent container units that have traveled through the Ports and dividing it by 12 ($147,983,961/12 = 12,331,997$). If you compare the total for December 1995 to 2008, the number of 12,005,269 twenty-foot equivalent container units to the typical month of 12,331,997 twenty-foot

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equivalent container units, you will find that December represents about 97.35 percent of the typical month. The factor required to calibrate December to a typical month is 102.72 percent ($100.00\%/97.35\% = 102.72\%$) (see Appendix C).

The above calculations depict an average year factor of 98.43 percent to factor 2008 to the average of the proceeding five years and a monthly factor of 102.72 percent to factor December to a typical month. The combines factor is 101.11 percent ($98.43\% \times 102.72\% = 101.11\%$).

The port container data indicated that little loss of regional cargo volume had occurred by the time the counts were conducted. Therefore, the trip generation data has not been factored to account for the average year and typical month factor. The count data is a reliable average and there is no need for the above factors to be utilized.

AVERAGE TRIP GENERATION RATES

Table 3 shows the traffic generation rate results for the high-cube warehouse distribution center land use. A breakdown of morning, evening, and daily trip generation rates by cars, trucks, percent inbound, and percent outbound is provided. For every 1,000 square feet of high-cube warehouse distribution center land use, the Institute of Transportation Engineers equivalent trip generation rates are 0.9489 for daily vehicle trips (cars and trucks), 0.0436 of which will occur during the morning peak hour and 0.0653 of which will occur during the evening peak hour. These rates are cars and trucks.

- NAIOP Study Results: Daily Vehicle Trips per Thousand Square Feet: 0.9489
- NAIOP Study Results: Morning Peak Hour Vehicle Trips per Thousand Square Feet: 0.0436
- NAIOP Study Results: Evening Peak Hour Vehicle Trips per Thousand Square Feet: 0.0653

INSTITUTE OF TRANSPORTATION ENGINEERS AVERAGE TRIP GENERATION RATES

Table 4 shows the Institute of Transportation Engineers, Trip Generation, 8th Edition, 2008 manual traffic generation rates for the high-cube warehouse distribution center land use based on studies in several states and the traffic generation rate results from this study. For every 1,000 square feet of high-cube warehouse distribution center land use, trip generation rates are 1.4400 for daily vehicle trips (cars and trucks), 0.0900 of which will occur during the morning peak hour and 0.1000 which will occur during the evening peak hour.

- ITE: Daily Vehicle Trips per Thousand Square Feet: 1.4400
- ITE: Morning Peak Hour Vehicle Trips per Thousand Square Feet: 0.0900
- ITE: Evening Peak Hour Vehicle Trips per Thousand Square Feet: 0.1000

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NAIOP INLAND EMPIRE
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AVERAGE TRIP GENERATION RATE COMPARISON

Table 5 shows the trip generation rate comparison that has been conducted between the Institute of Transportation Engineers, Trip Generation, 8th Edition, 2008 manual and the results of this study. The results of this study represent less trips generated per 1,000 square feet than the Institute of Transportation Engineers trip generation rate. For every 1,000 square feet of high-cube warehouse distribution center land use, the trip generation rates are 0.4911 less daily vehicle trips, 0.0464 less of which will occur during the morning peak hour and 0.0347 less of which will occur during the evening peak hour.

The Institute of Transportation Engineers daily vehicle trips are approximately 1.52 times more than the results of this study, 2.07 times more than the results of this study during the morning peak hour and 1.53 times more than the results of this study during the evening peak hour.

- ITE Compared to NAIOP Study Results: Daily Vehicle Trips per Thousand Square Feet: 1.52
- ITE Compared to NAIOP Study Results: Morning Peak Hour Vehicle Trips per Thousand Square Feet: 2.07
- ITE Compared to NAIOP Study Results: Evening Peak Hour Vehicle Trips per Thousand Square Feet: 1.53

VEHICLE CLASSIFICATION BREAKDOWN

The survey shows a total of 30,101 counted vehicles entering and exiting the studied sites. Of the 30,101 vehicles, 20,924 are passenger cars and 9,177 are trucks. Of the 9,177 trucks, 961 are two (2) axle trucks, 1,226 are three (3) axle trucks, 494 are four (4) axle trucks, and 6,496 are five (5) plus axle trucks. Of the 30,101 vehicles, 69.51 percent are passenger cars and 30.49 percent are trucks. Of the 30.49 percent trucks, 10.47 percent are two (2) axle trucks, 13.36 percent are three (3) axle trucks, 5.38 percent are four (4) axle trucks, and 70.79 percent are five (5) plus axle trucks. A complete vehicle classification breakdown is included in Appendix D.

STATISTICAL ANALYSIS

A regression analysis is developed to define the line of "best fit" for the data. The coefficient of determination (R^2) is estimated to reflect the accuracy of the line of "best fit". The institute of Transportation Engineers relies on the average trip generation rate if the coefficient of determination is less than 0.50 for linear regression or 0.75 for logarithmic regression.

Mr. Robert Evans, Executive Director
NAIOP INLAND EMPIRE
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To see if the data contained outlier sample(s) which could logically be dismissed, outliers have been determined using seven (7) methodologies. It has been determined that a significant increase in the R^2 is not achieved by eliminating any of the seven (7) outlier combinations below:

1. Elimination of the highest single trip generation data point from each plot.
2. Elimination of the lowest single trip generation data point from each plot.
3. Elimination of the highest and the lowest trip generation data points from each plot.
4. Elimination of the two highest and the two lowest trip generation data points from each plot.
5. Elimination of the single furthest from the average trip generation data point from each plot.
6. Elimination of the two furthest from the average trip generation data points from each plot.
7. Elimination of two selected data points and the elimination of any facilities larger than 2,000,000 square feet (this was suggested by Dr. Kanok Boriboonsomsin, University of California at Riverside, Center for Environmental Research and Technology).

The data yields R^2 values below the Institute of Transportation Engineers thresholds for both linear and logarithmic regression (see Appendix E) using unadjusted data or eliminating samples via any one of the seven (7) outlier methodologies. Thus, all thirty-one (31) sites were retained and used in all calculations. The average trip generation rates should be used.

INSTITUTE OF TRANSPORTATION ENGINEERS DATA SUBMISSION

Appendix F contains the Institute of Transportation Engineers data packet and transmittal letter that will be submitted to the Institute of Transportation Engineers.

CONCLUSIONS

Thirty-one (31) high-cube warehouse distribution center study sites greater than 500,000 square feet have been selected, verified, and counted.

Because the counts were conducted near the beginning of a steep recession (December 2008), historical port container throughput data for the Port of Los Angeles and Port of Long Beach were consulted to determine whether substantial loss of regional cargo volume had occurred. This data indicated that little loss had occurred by the time the counts were conducted.

In accordance with the Institute of Transportation Engineers criteria for statistical correlation, the average trip generation rates in this analysis should be used instead of linear or logarithmic regression equations.

For every 1,000 square feet of floor space of high-cube warehouse distribution center land use, the Institute of Transportation Engineers equivalent trip generation rates are 0.9489 for daily vehicle trips (cars and trucks), 0.0436 of which will occur during the morning peak hour and 0.0653 of which will occur during the evening peak hour.

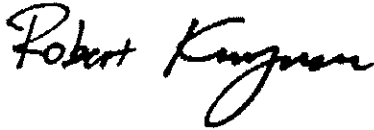
Mr. Robert Evans, Executive Director
NAIOP INLAND EMPIRE
January 14, 2011

The results of this analysis show that the Institute of Transportation Engineers high-cube warehouse distribution center trip generation rates overstate the trip generation of the high-cube warehouse distribution center land use between 500,000 to 3,000,000+ square feet. The Institute of Transportation Engineers daily trip generation rate is 1.4400 vehicle trips per 1,000 square feet compared to the 0.9489 vehicle trips per 1,000 square feet found in the results of this study.

It has been a pleasure to service your needs on this project. Should you have any questions or if we can be of further assistance, please do not hesitate to call at (714) 973-8383.

Sincerely,

KUNZMAN ASSOCIATES, INC.



Robert Kunzman
Senior Associate

KUNZMAN ASSOCIATES, INC.



Giancarlo Ganddini, EIT
Associate

KUNZMAN ASSOCIATES, INC.

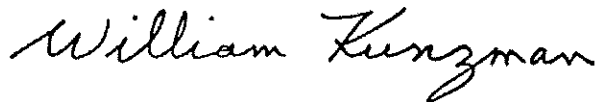


Carl Ballard
Principal Associate

#4268



KUNZMAN ASSOCIATES, INC.



William Kunzman, P.E.
Principal

Table 1

Count Locations

Count Number	Building Tenant	Square Footage	Street Address	Major Cross Streets		City
				North/South	East/West	
1	Lowe's	1,686,590	3984 Indian Avenue	Indian Avenue	Ramona Expressway	Perris
2	Target	3,100,000	Private Street	Alder Avenue	West Casa Grande Drive	Rialto
3	Big 5 Corp	953,132	Sycamore Canyon Blvd	Sycamore Canyon Boulevard	Eastridge Avenue/Eucalyptus Avenue	Riverside
4	Walgreen's	850,000	17500 Perris Boulevard	Perris Boulevard	Nandina Avenue	Moreno Valley
5	Unilever	1,289,302	Enterprise Drive	South Riverside Avenue	Agua Mansa Road	Rialto
6	Salton	950,000	2300 W. San Bernardino	Mountain View	San Bernardino Avenue	Redlands
7	Kumho Tires	830,485	10299 6th Street	Haven Street	6th Street	Rancho Cucamonga
8	Price/Costco	1,200,000	Riverside Dr	Winevale Avenue	Riverside Drive	Mira Loma
9	Mohawk Carpets	849,900	13072 San Bernardino Ave	Etiwanda Avenue	4th Street	Fontana
10	Ingram Micro	799,952	Hamner & Harvest Ave	South Milliken Avenue	Riverside Drive	Mira Loma
11	Black & Decker	625,993	1590 North Tamarind	Tamarind Avenue	West Base Line Road	Rialto
12	Solo Cup	882,320	2496 West Walnut	Tamarind Avenue	West Base Line Road	Rialto
13	Lamps Plus	784,200	9425 California Ave, Bldg 2	California Street	San Bernardino Avenue	Redlands
14	NFI-NDC	1,017,234	16045 Mountain Avenue	Mountain Avenue	Kimball Avenue	Chino
15	Home Depot - Mira Loma 5645	824,059	11650 Venture Drive	Universe Drive	Philadelphia	Mira Loma
16	Ross Distribution Center	1,336,586	3404 Indian Avenue	Indian Avenue	Ramona Expressway	Perris
17	Dorel Juvenile Group, Inc.	524,328	9950 Calabash Avenue	Calabash Avenue	Valley Boulevard	Fontana
18	Toys "R" Us	1,100,041	1110 Merrill Avenue	Cedar Avenue	Merrill Avenue	Rialto
19	Staples	507,648	450 South Cactus Avenue	North Cactus Avenue	West Merrill Avenue	Rialto
20	UPS Supply Chain Solutions	758,923	11991 Landon Drive	Wineville Avenue	Belgrave Avenue	Riverside
21	Southern California Logistics Center	842,959	17477 Nisqualli Road	Hesperia Road	Nisqualli Road	Apple Valley
22	Wal-Mart	1,124,156	21101 Johnson Road	Dale Evans Parkway	Johnson Road	Apple Valley
23	Millard Refrigeration Services - VONS	685,935	3251 De Forest Circle	De Forest Circle	Indian Avenue	Riverside
24	Nestle USA	796,264	3450 Dulles Drive	Dulles Drive	Indian Avenue	Riverside
25	LG Electronics	545,252	9415 Calabash Avenue	Etiwanda Avenue	San Bernardino Avenue	San Bernardino
26	Loma Grande Distribution Center	898,647	4100 Hamner Avenue	South Milliken Avenue	Riverside Drive	Riverside
27	K-Mart	1,609,745	5600 East Airport Drive	Etiwanda Avenue	Airport Boulevard/Slover Avenue	Ontario
28	Celestica and Home Shopping Network	818,261	13473 and 13423 Santa Ana Avenue	Mulberry Avenue	Jurupa Avenue	Fontana
29	Ventura Foods	680,261	2900 Jurupa Street	Turner Avenue	Jurupa Avenue	Ontario
30	American Port Services	749,589	4250 Milliken Avenue	South Milliken Avenue	Riverside Drive	Riverside
31	Stater Bros	2,100,000	301 S. Tippecanoe Ave	South Tippecanoe Avenue	East Mill Street	San Bernardino

Table 2
Count Data Summary

Count Number	Independent Variable	Units ¹	Morning Peak Hour ²									Evening Peak Hour ²									Average Daily Traffic								
			Cars			Trucks			Cars and Trucks			Cars			Trucks			Cars and Trucks			Cars			Trucks			Cars and Trucks		
			Inbound	Outbound	Total	Inbound	Outbound	Total	Inbound	Outbound	Total	Inbound	Outbound	Total	Inbound	Outbound	Total	Inbound	Outbound	Total	Inbound	Outbound	Total	Inbound	Outbound	Total	Inbound	Outbound	Total
1	1,685,590	TSF	13	3	16	4	9	13	17	12	29	42	146	188	4	9	13	46	155	201	545	510	1,058	192	200	392	737	710	1,447
2	3,100,000	TSF	0	0	0	7	2	9	7	2	9	65	213	278	12	10	22	77	223	300	512	667	1,179	226	198	424	738	865	1,603
3	953,132	TSF	13	12	25	0	1	1	13	13	26	5	30	35	2	2	4	7	32	39	649	658	1,307	41	39	80	690	697	1,387
4	850,000	TSF	33	13	46	8	8	16	41	21	62	4	30	34	5	5	10	9	35	44	583	579	1,162	153	155	308	736	734	1,470
5	1,289,302	TSF	5	1	6	8	11	19	13	12	25	4	1	5	2	11	13	6	12	18	154	141	295	159	156	315	313	297	610
6	950,000	TSF	2	2	4	4	3	7	6	5	11	0	7	7	0	0	0	0	7	7	82	102	184	30	30	60	112	132	244
7	830,485	TSF	4	3	7	1	0	1	5	3	8	3	0	3	3	1	4	6	1	7	138	101	239	25	28	53	163	129	292
8	1,200,000	TSF	20	27	47	86	101	187	106	128	234	30	38	68	30	36	66	60	74	134	575	526	1,101	865	935	1,800	1,440	1,461	2,901
9	849,900	TSF	19	2	21	6	1	7	25	3	28	2	14	16	5	5	10	7	19	26	109	85	194	65	56	121	174	141	315
10	799,952	TSF	11	7	18	11	7	18	22	14	36	13	128	141	10	10	20	23	138	161	737	798	1,535	183	180	363	920	978	1,898
11	625,993	TSF	4	3	7	1	0	1	5	3	8	3	0	3	3	1	4	6	1	7	138	101	239	25	28	53	163	129	292
12	882,320	TSF	11	2	13	0	0	0	11	2	13	4	13	17	5	8	13	9	21	30	69	70	139	81	63	144	150	133	283
13	784,200	TSF	6	8	14	2	5	7	8	13	21	10	106	116	4	6	10	14	112	126	183	203	386	66	81	147	249	284	533
14	1,017,234	TSF	35	7	42	5	2	7	40	9	49	52	17	69	2	8	10	54	25	79	265	254	519	90	92	182	355	346	701
15	824,059	TSF	12	3	15	4	2	6	16	5	21	16	71	87	2	0	2	18	71	89	217	234	451	38	47	85	255	281	536
16	1,336,586	TSF	21	10	31	4	10	14	25	20	45	9	18	27	15	12	27	24	30	54	1,181	1,335	2,516	142	156	298	1,323	1,491	2,814
17	524,328	TSF	16	7	23	1	3	4	17	10	27	2	8	10	9	10	19	11	18	29	106	105	213	108	115	223	216	220	436
18	1,100,041	TSF	30	11	41	9	5	14	39	16	55	7	41	48	6	12	18	13	53	66	320	353	673	116	129	245	436	482	918
19	507,648	TSF	8	17	25	4	11	15	12	28	40	12	29	41	7	6	13	19	35	54	227	245	472	153	122	276	380	367	747
20	758,923	TSF	1	8	9	0	0	0	1	8	9	0	0	0	0	0	0	0	0	0	107	78	185	3	2	5	110	80	190
21	842,959	TSF	14	5	19	5	4	9	19	9	28	10	23	33	4	3	7	14	26	40	204	216	420	132	117	249	336	333	669
22	1,124,156	TSF	19	15	34	16	8	24	35	23	58	67	51	118	17	4	21	84	55	139	393	550	943	241	204	445	634	754	1,388
23	685,935	TSF	11	1	12	16	11	27	27	12	39	5	13	18	4	8	12	9	21	30	198	189	387	217	205	422	415	394	800
24	796,264	TSF	31	5	36	2	6	8	33	11	44	5	26	31	0	13	13	5	39	44	323	387	710	46	177	223	309	564	933
25	545,252	TSF	11	4	15	4	4	8	15	8	23	16	22	38	13	12	25	29	34	63	144	123	267	103	93	196	247	216	463
26	898,647	TSF	8	9	17	1	3	4	9	12	21	4	19	23	2	4	6	6	23	29	167	186	353	45	29	74	212	215	427
27	1,609,745	TSF	7	10	17	9	6	15	16	16	32	3	14	17	5	8	13	8	22	30	364	305	609	167	178	345	531	483	1,014
28	818,261	TSF	22	3	25	7	9	16	29	12	41	29	26	55	5	10	15	34	36	70	514	550	1,064	93	99	192	607	649	1,256
29	680,261	TSF	18	10	28	16	17	33	34	27	61	33	15	48	2	2	4	35	17	52	498	493	991	147	165	312	645	658	1,303
30	749,589	TSF	25	1	26	3	3	6	28	4	32	2	12	14	3	2	5	5	14	19	131	115	246	69	72	141	290	187	387
31	2,100,000	TSF	158	31	189	33	25	58	191	56	247	15	28	43	15	26	41	30	54	84	459	371	830	461	544	1,005	920	915	1,835

¹ TSF = Thousand Square Feet

² There are two peak hours in a weekday. The morning peak hour is between 7:00 AM and 9:00 AM, and the evening peak hour is between 4:00 PM and 6:00 PM. The actual peak hour within the two-hour interval is the four consecutive 15-minute periods with the highest total volume when all movements are added together. Thus, the evening peak hour at one intersection may be 4:45 PM to 5:45 PM if those four consecutive 15-minute periods have the highest combined volume.

Table 3¹

**National Association of Industrial and Office Properties
Truck Trip Generation Study Trip Generation Rates
High-Cube Warehouse Distribution Centers Over 500,000 Square Feet**

Description	Peak Hour						Average Daily Traffic		
	Morning			Evening			Inbound	Outbound	Total
	Inbound	Outbound	Total	Inbound	Outbound	Total			
Cars	0.0185	0.0076	0.0261	0.0149	0.0365	0.0514	0.3245	0.3351	0.6596
Inbound/Outbound Split Percentages	71%	29%	100%	29%	71%	100%	49%	51%	100%
Trucks	0.0087	0.0087	0.0175	0.0062	0.0077	0.0139	0.1413	0.1480	0.2893
Inbound/Outbound Split Percentages	50%	50%	100%	45%	55%	100%	49%	51%	100%
Cars and Trucks	0.0273	0.0163	0.0436	0.0211	0.0442	0.0653	0.4658	0.4831	0.9489
Inbound/Outbound Split Percentages	63%	37%	100%	32%	68%	100%	49%	51%	100%
Percent Cars	68%	46%	60%	71%	83%	79%	70%	69%	70%
Percent Trucks	32%	54%	40%	29%	17%	21%	30%	31%	30%
Percent Cars and Trucks	100%	100%	100%	100%	100%	100%	100%	100%	100%

¹Trip generation study results in vehicle trips per thousand square feet.

Table 4

Average Trip Generation Rates Per Thousand Square Feet

ITE 8th Edition (High-Cube Warehouse)¹

Time Period	Cars and Trucks		
	Inbound	Outbound	Total
Morning (Peak Hour of Adjacent Street)	0.0585	0.0315	0.0900
Evening (Peak Hour of Adjacent Street)	0.0330	0.0670	0.1000
Average Daily Traffic	0.7200	0.7200	1.4400

Average Trip Generation Rates from the NAIOP Study²

Time Period	Cars and Trucks		
	Inbound	Outbound	Total
Morning (Peak Hour of Adjacent Street)	0.0273	0.0163	0.0436
Evening (Peak Hour of Adjacent Street)	0.0211	0.0442	0.0653
Average Daily Traffic	0.4658	0.4831	0.9489

¹Institute of Transportation Engineers, Trip Generation, 8th Edition, 2008, land use category 152.

²Trip generation study results. Because the counts were conducted near the beginning of a steep recession (December 2008), historical port container throughput data for the Port of Los Angeles and Port of Long Beach were consulted to determine whether substantial loss of regional cargo volume had occurred. This data indicated that little loss had occurred by the time the counts were conducted.

Table 5

Trip Generation Comparison¹

Source	Peak Hour		Daily
	Morning	Evening	
Institute of Transportation Engineers (Land Use 152) ²	0.0900	0.1000	1.4400
Kunzman Associates, Inc. (Study Results)	0.0436	0.0653	0.9489
Ratio of ITE to the study results	2.07	1.53	1.52

¹See Tables 3 and 4.

²Source: Institute of Transportation Engineers, Trip Generation, 8th Edition, 2008, Land Use Category 152.

November 3, 2014

VIA E-MAIL (jguerin@rctlma.org)

Riverside County Airport Land Use Commission
Riverside County Administrative Center
4080 Lemon Street, 14th Floor
Riverside, California 92501

Re: Request for Density Increase

Dear Commissioners:

Our firm represents Ridge Crest Cardinal – Riverside, LP, the owner of 13.53 acres located east of Trautwein Road and north of Grove Community Avenue in the City of Riverside (APN 284-140-018 and 284-140-014, the “Property”). The Property is located in the C2 Flight Corridor pursuant to the draft Airport Land Use Plan. Pursuant to Table MA-2 of the proposed Airport Land Use Compatibility Plan, a maximum density of 6 dwelling units per acre is permitted on the Property. We ask the Commission to increase the density to 6.5 dwelling units per acre, to provide consistency with the median density permitted by the City of Riverside.

The Property is located in the Orangecrest Specific Plan, and is zoned for 8,500 square foot (currently R-1-8500, labeled as R-1-80 on the Specific Plan) single -family residential parcels. The Specific Plan zoning map is attached as Exhibit “A”.

In 2002, the City and the Airport Land Use Commission (MA-02-102) approved the Property for the development of the following: (i) a 167,000 square foot church with accessory buildings on 37 acres, (ii) a 10,000 square foot book store on 3.03 acres, (iii) a 76-unit senior housing facility on 6.8 acres (11.11 units per acre), (iv) a 260-student/26 Staff preschool on 1.9 acres, and (v) a 630-student/30 Staff elementary school on 4.5 acres (Zoning Cases CU-059-012, CU-059-012, CU-056-012, CU-057-012, and CU 058-012, respectively) (the “Entitlements”). In addition, the following year, the City approved a Development Agreement to extend the life of the Entitlements until 2020. The Site Plan for the Entitlements and the relevant pages of the Development

Agreement are attached as Exhibits "B" and "C". Thereafter, only the Church and the Bookstore were developed.

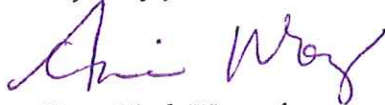
Ridge Crest purchased the Property in September, 2013 and is proposing to modify the Entitlements for the undeveloped area. The Company is currently processing a Planned Residential Development Permit ("PRD") to permit an 85-unit single family residential development instead of the previously proposed Senior Housing, Preschool and Elementary school. The modified Site Plan is attached as Exhibit "D". Because the Project site is zoned for 8,500 square foot parcels, the minimum Benchmark density permitted by the PRD Permit in this zone is 6.3 units per acre, (Riverside Municipal Code Chapter 19.780, Table 19.780.050B), and the Planning Commission may award up to a maximum of 6.9 DU per acre for qualifying Bonus Density Requirements.) To facilitate consistency, we ask the Commission to approve a density increase in the C2 zone from 6 to 6.5 dwelling units per acre which falls within the median density range as provided by the City's PRD (6.3 to 6.9 dwelling units per acre).

This increase in density would result in an additional 6 houses on the Project site ($6 \times 13.53 \text{ acres} = 81.18$ (81) dwelling units versus $6.5 \times 13.53 \text{ acres} = 87.95$ (87) dwelling units). The resulting density would be consistent with the existing residential developments to the north and to the south of the Project, which are zoned R-1-7000 (6.2 dwelling units per acre). The zoning map for the Project site and the surrounding area is attached as Exhibit "E".

If the Commission does not react favorably to this request with regard to the C-2 zone, we ask that the approval be limited to the Project site only on account of the Entitlements and the Development Agreement.

Thank you for your consideration.

Very truly yours,

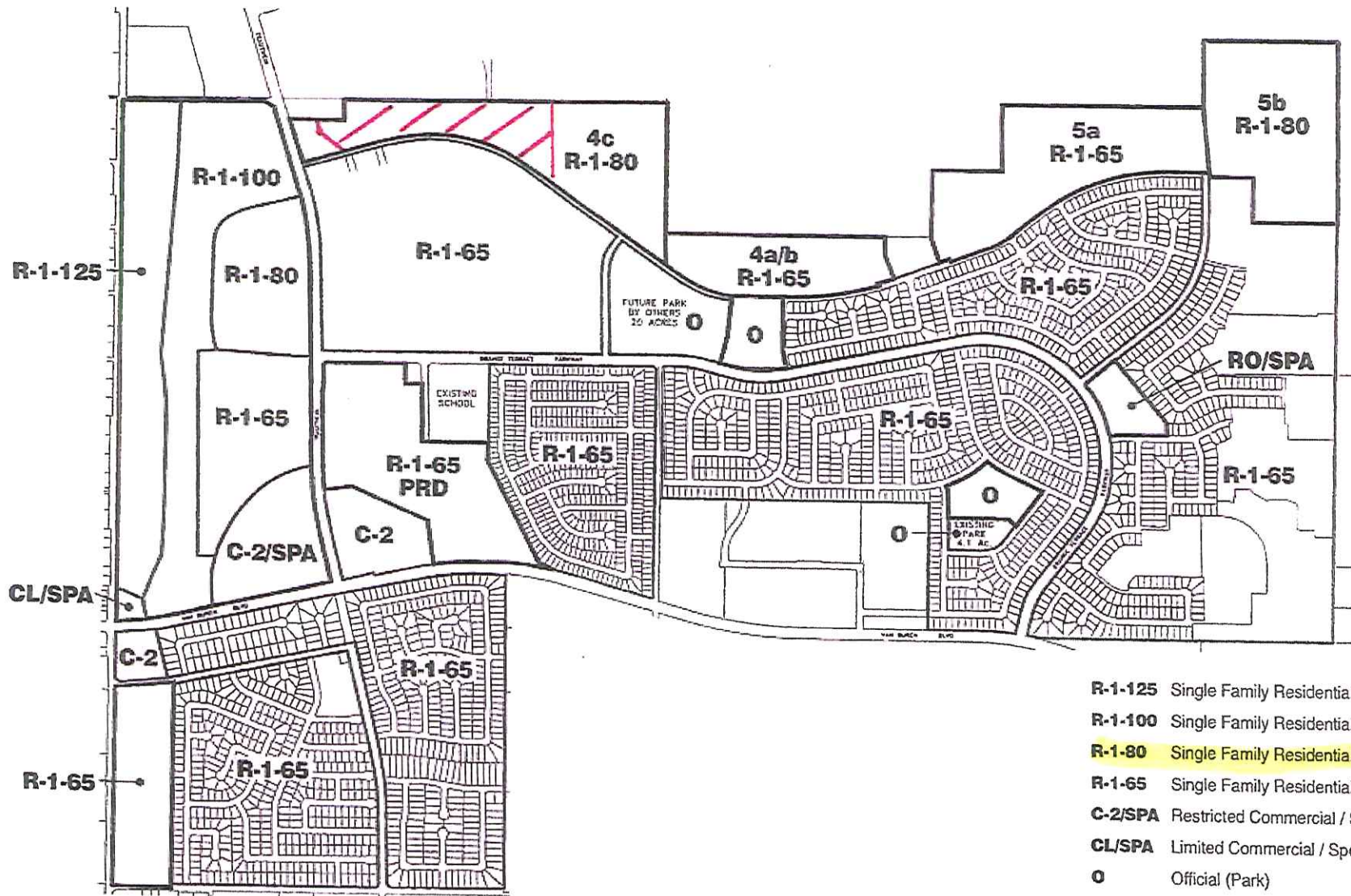


Alicen Clark Wong, for
GRESHAM SAVAGE
NOLAN & TILDEN,
A Professional Corporation

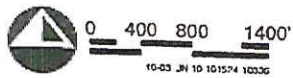
ACW:jk

Enclosures

cc: John Fitzpatrick



- R-1-125** Single Family Residential, min. 13,000 sf.
- R-1-100** Single Family Residential, min. 10,500 sf.
- R-1-80** Single Family Residential, min. 8,500 sf.
- R-1-65** Single Family Residential, min. 7,000 sf.
- C-2/SPA** Restricted Commercial / Specific Plan
- CL/SPA** Limited Commercial / Specific Plan
- O** Official (Park)
- RO** Restricted Office / Specific Plan



ORANGECREST SPECIFIC PLAN
Zoning Map

Figure 5

Exhibit "A"

As amended June 2002

Previously Approved Development:

Currently Developed:

- CU-059-012 Church Complex (167,000 SF, 46' Building Height / 37.11 Acres)
- CU-059-012 Coffee Shop / Book Store (10,000 SF / 3.03 Acres)

Not Developed:

- CU-056-012 Senior Housing (76 Units / 6.84 Acres = 11.11 DU / Acre)
- CU-057-012 Preschool (260 Students & 26 Staff / 1.9 Acres),
- CU-058-012 Elementary School (630 Students & 30 Staff / 4.55 Acres)

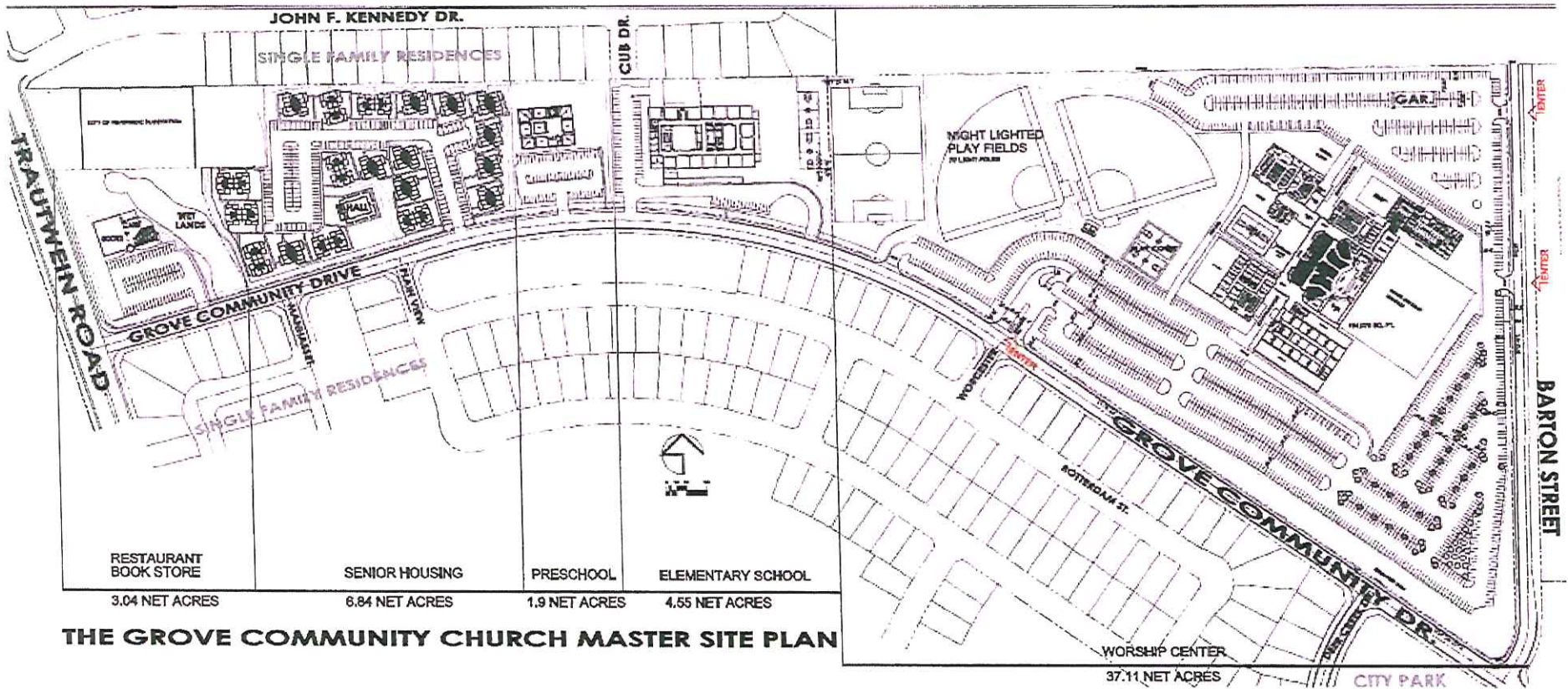


Exhibit "B"

RECORDING REQUESTED BY AND
WHEN RECORDED MAIL TO:

The City of Riverside
3900 Main Street
Riverside, CA 92522
Attn: City Clerk

DOC # 2003-934365

11/26/2003 08:00A Fee:NC

Page 1 of 26

Recorded in Official Records
County of Riverside

Gary L. Orso
Assessor, County Clerk & Recorder



Ø

Exempt from Recording Fee per

Government Code §2783

M	S	U	PAGE	SIZE	DA	PCOR	NOCOR	SMF	MCC
	1		26						
A	R	L			COPY	LONG	REFUND	NCHG	EXAM

DEVELOPMENT AGREEMENT

THE GROVE COMMUNITY CHURCH

DEVELOPMENT AGREEMENT



between

THE CITY OF RIVERSIDE
a municipal corporation

and

THE GROVE COMMUNITY CHURCH,
a California non-profit corporation

[Dated as of October 7, 2003 for reference purposes only]

City shall execute the Agreement and the date shall be the "Effective Date" of the Agreement. The City Clerk shall record the Agreement within ten (10) days following the effective date of the ordinance, in the Office of the Riverside County Recorder.

1.4 The Property. This Agreement shall benefit and burden that certain real property legally described and shown on Exhibit "A" attached hereto (the "Property") and will be recorded against the Property after it is fully executed.

ARTICLE 2. THE PROJECT.

2.1 The Development Plan and Project Area. The City Council of the City has approved Entitlements and adopted conditions of approval for a new site for the Grove Community Church on June 4, 2002 ("Approval Date"). The "Project Area" is located in the City and consists of the Property as described in Vested Tract Map 30508.

2.2 Purpose of this Agreement. This Agreement and the Exhibits attached hereto implement the conditions of approval for the Project Area by providing for the development of real property in the City, together with related off-property improvements, and an extended time period for development of Vested Tract Map 30508.

The Development (as defined in Section 4.1 below) of the Property pursuant to this Agreement is in the best interests of the City and the health, safety, morals and welfare of its residents and is in accordance with public purposes set forth in federal, state and local law and regulation. Implementation of this Agreement will further the goals and objectives of the City's General Plan.

ARTICLE 3. DEVELOPMENT OF THE PROPERTY AND INCENTIVES.

3.1 Preparation of Concept and Site Plans and Related Documents. All concept and site plans prepared and submitted to City with Conditional Use Permits # CU-056-012 (Senior Housing Facility), CU-057-012 (Preschool), CU-058-012 (Elementary School), CU-059-012 (Church Complex and Bookstore/Restaurant) and Vesting Tract Map 30508 (all of which shall be collectively referred to herein as the "Entitlements") have been approved by City. For any other improvements, or material deviation from those approved concept and site plans, the Developer shall prepare and submit to the City concept and site plans and related documents pertaining to such improvement or modification for the City's review pursuant to this Agreement. The concept and site plans and related documents shall be consistent with uses and restrictions envisioned by this Agreement.

3.2 City Approval of Construction Plans. The City shall have the right of review and approval of all construction plans, drawings and related documents (collectively "Plans") for the Development of the Property, including any proposed changes thereto. The City shall review and reasonably approve or disapprove such Plans and any proposed changes thereto within the time required by law. Any disapproval shall state in writing the reasons for disapproval and the changes requested by the City to be made. The City shall approve the Plans provided that the Plans conform to the Entitlements and this Agreement. The Developer, upon receipt of a disapproval, shall revise such plans, drawings and related documents and shall make reasonable efforts to submit them to the City within fifteen (15) days after receipt of notice of disapproval.



Agreement. The Developer agrees to furnish such evidence of good faith compliance as the City in the reasonable exercise of its discretion may require.

3.9.2 Progress Reports During Construction. The Developer shall make reports of the progress of construction in such detail and at such time as the City reasonably requests.

3.9.3 Certificate(s) of Completion. Promptly after completion of construction of the Development and upon written request of the Developer, the City shall provide the Developer with an instrument certifying such completion. Such certification shall be a conclusive determination that the obligations of the Developer under this Agreement have been satisfied. The certification shall be in such form as will enable it to be recorded in the Official Records of Riverside County, California.

ARTICLE 4. DEVELOPER'S RIGHT TO DEVELOP

4.1 Right to Develop: All of the Developer's entitlements adopted pursuant to the approval by the City Council of the Entitlements and other legislative approvals made concurrently therewith shall be extended beyond expiration of the Entitlements for a period of eighteen (18) years pursuant to this Agreement, but in no event beyond twenty (20) years from the Approval Date. Those Entitlements (herein the "Development") so extended are:

4.1.1 Worship Center Complex: The worship center will be built on the easterly end of the site and may include a 2,500 seat main sanctuary, a fellowship hall, a gymnasium, a chapel, a theater, a youth center, adult education classrooms, nursery facilities, pre-school and elementary school classrooms (in support of worship center ministry activities), pastoral and administrative offices, a kitchen, a food court, a senior adult center with associated storage, a maintenance and bus garage, parking facilities, and other compatible uses. In its completed form the worship center will not exceed 250,000 sq. ft. of structure.

4.1.2 Recreational Fields: Recreational fields will adjoin the westerly side of the worship center and may consist of two lighted baseball fields, a lighted soccer field, two outdoor basketball courts, and will include a field house facility.

4.1.3 Elementary School: In the center of the Property facilities may include a 14-classroom, K-6th grade elementary school, to include a library, a computer lab, classrooms, a lunchroom/assembly hall, bathrooms, and playgrounds. Each classroom will accommodate up to thirty (30) students. Space requirements and support facilities are based on the laws and regulations of the State of California. The elementary school design includes a designated area for future growth. The future build-out would allow for up to seven (7) additional classrooms and two hundred ten (210) additional students. Proposed future build-out is conceptual only and specific plans have not been approved by the City.

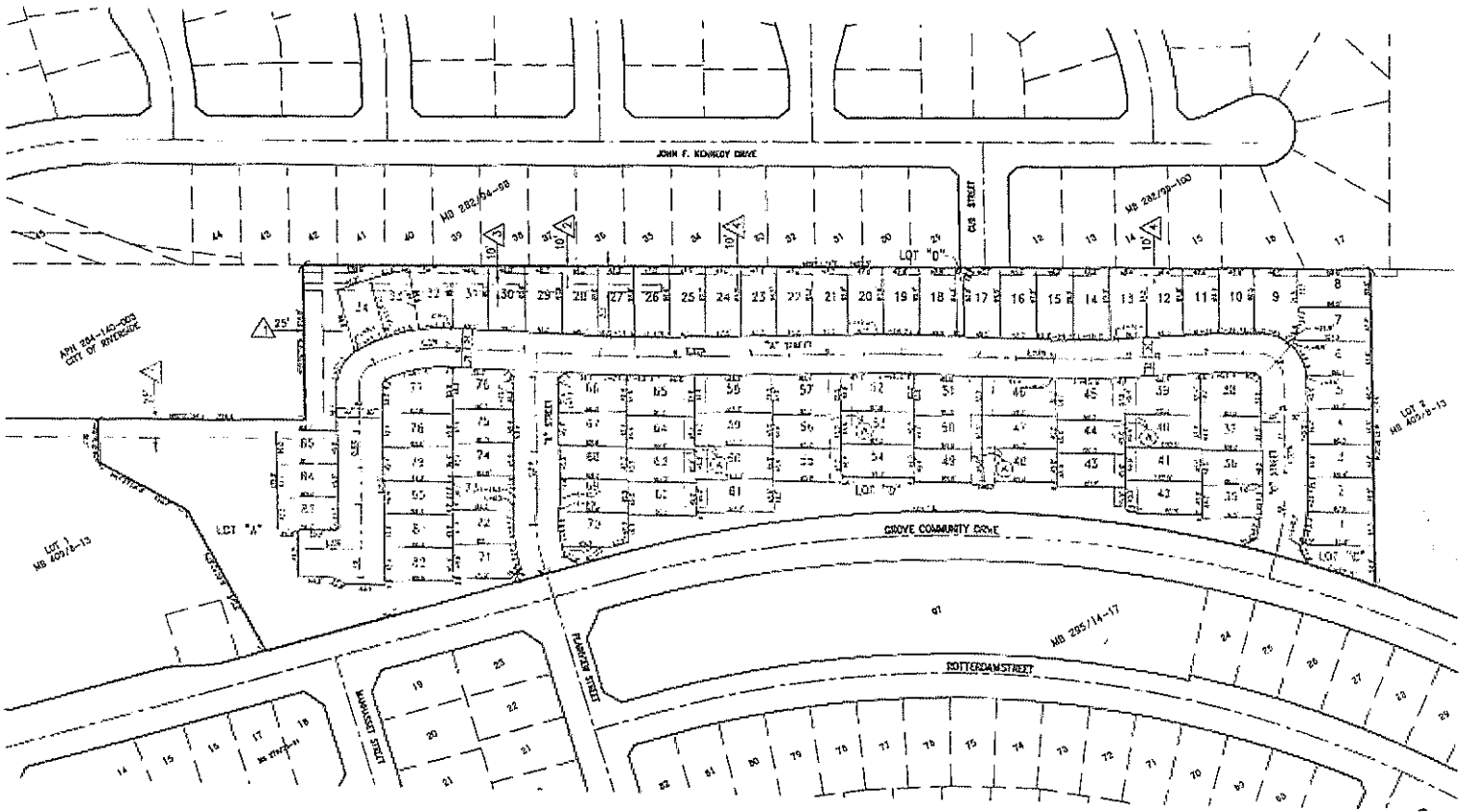
4.1.4 Pre-School: The pre-school facility is located immediately west of the elementary school. It may consist of up to nine (9) classrooms. Pre-school students may be accepted from ages 2-5 years of age. The maximum capacity for each classroom will be established at twenty (20), with the total maximum student population set at one hundred eighty (180). Classroom dimensions and capacities will be based upon the laws and regulations of the



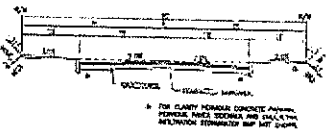
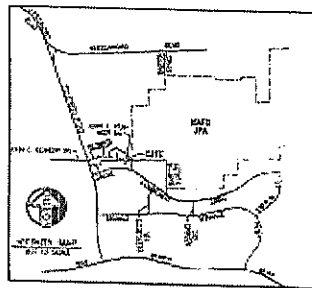
IN THE CITY OF RIVERSIDE, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA
TENTATIVE TRACT NO. 39534

BEING A DIVISION OF REMAINDER PARCELS 1 AND 2 OF TRACT NO. 38535-A, AS SHOWN
 BY MAP ON FILE IN BOOK 408, PAGES 8 THROUGH 13, INCLUSIVE, OF MAPS RECORDS
 OF RIVERSIDE COUNTY, CALIFORNIA, LYING IN SECTION 20, T.33S., R.4W., S.B.M.
 MAY 2014 CARL, COOK AND ASSOCIATES, INC.

REMAINING TRACT GRABS		SCALE: 1"=100'
TRACT NO.	DATE	



- OWNER:**
 MOORE CHEST COMPANY - BERKELEY, L.P., A CALIFORNIA LIMITED PARTNERSHIP
 303 E. JAGGERS AVENUE, SUITE A
 BERKELEY, CA 94710
 925-468-2334
- DEVELOPER:**
 MOORE CHEST COMPANY - BERKELEY, L.P., A CALIFORNIA LIMITED PARTNERSHIP
 303 E. JAGGERS AVENUE, SUITE A
 BERKELEY, CA 94710
 925-468-2334
- ENGINEER & REPRESENTATIVE:**
 CARL, COOK & ASSOCIATES, INC.
 CIVIL ENGINEERS
 7177 BROOKING AVENUE, SUITE 100
 RIVERSIDE, CALIFORNIA 92506
 951-785-8033
- ASSESSOR'S PARCEL NUMBER(S):**
 846-140-014 & 018
- LEGAL DESCRIPTION:**
 REMAINDER PARCELS 1 & 2 OF TRACT NO. 38535-A, FOR 60 ACRES OR LESS
- APPROXIMATE:**
 TWO AND A HALF ACRES
 IN RESERVATION, A COMMON SPACE
 AND 3 PRIVATE STREET LOTS
 APPROXIMATE 100,000 SQ. FT.
- APPROXIMATE LOT SIZE:**
 2,500 SQ. FT.
- TOTAL COMMON AREA LOTS ARE:**
 250 LOTS
- TOTAL PRIVATE STREET LOTS ARE:**
 3 LOTS
- APPROXIMATE LOT AREA:**
 2,500 SQ. FT.
- ZONING AND LAND USE:**
 FUTURE LAND USE: RESIDENTIAL
 EXISTING ZONING: R-1-1000 RESIDENT SINGLE DETACHED
 PROPOSED ZONING: R-1-1000 RESIDENT SINGLE DETACHED
- UTILITIES:**
 CITY OF RIVERSIDE
 SOUTHERN CALIFORNIA GAS COMPANY
 WESTERN MUNICIPAL WATER DISTRICT
 CITY OF RIVERSIDE
 AT: A-1
 CENTER
- ADJACENT INTERESTS:**
 AMERICAN UNITED MORTGAGE COMPANY
- NOTES:**
 SEE SITE PLAN BY ARCHITECT + PLANNING
 SUBMITTED WITH THE PROPOSED TRACT MAP
 CONCEPTUAL GRADING PLAN: SEE CONCEPTUAL GRADING PLAN BY CARL, COOK AND ASSOCIATES, INC. SUBMITTED WITH THE PROPOSED TRACT MAP. CONCEPTUAL GRADING SHALL BE PROCESSED CONFORMANCE WITH THE PROPOSED TRACT MAP.
- DRAINAGE:**
 THERE IS NO ON-SITE TREATMENT ALLOWED EXISTING LOTS. PATTERNS. SEE THE CITY OF RIVERSIDE'S CONCEPTUAL GRADING PLAN. ALL ON-SITE DRAINAGE SHALL BE PROCESSED CONFORMANCE WITH THE PROPOSED TRACT MAP. ALL ON-SITE DRAINAGE SHALL BE THROUGHT AND INTEGRATED AS IDENTIFIED IN THE PROPOSED TRACT MAP. PREPARE PRIOR TO SUBMITTING THE PROPOSED TRACT MAP.
- CONTRIBUTION:**
 NO CONTRIBUTION CONCEPTS EXIST.
- ON-SITE SERVICES:**
 ALL ON-SITE SERVICES ARE PRIVATE. MAY 2014
- FLOOD ZONE:**
 ZONE "X", AREA DETERMINED TO BE DURING 100-YEAR ANNUAL FLOODING. FLOODPLAIN, PER FEMA MAP NUMBER 50080A0200, DATED JANUARY 28, 2014.
- FORM SOURCE:**
 TRACT MAP IS BASED UPON AERIAL FLIGHT PHOTOGRAPHY.



TYPICAL PRIVATE STREET SECTION
 10' STREET, 10' STREET & PORTION OF "A" STREET
 NO SCALE



TYPICAL PRIVATE STREET SECTION
 PORTION OF "A" STREET
 NO SCALE

(A) PROPOSED BY NEW GASOLINE FOR BOLLAS, CYCLES, AND PUBLIC STREET PURPOSES

EASEMENT NOTES

- ⚠️ NO EASEMENT IN FAVOR OF THE CITY OF RIVERSIDE FOR PUBLIC PURPOSES, UTILITIES, OR SERVICES, AND RESERVATION FOR PUBLIC PURPOSES, UTILITIES, OR SERVICES, IS RESERVED TO THE CITY OF RIVERSIDE FOR ELECTRIC, TELEPHONE, AND TRANSMISSION FACILITIES AND SERVICES.
- ⚠️ NO EASEMENT IN FAVOR OF THE CITY OF RIVERSIDE FOR SUCCESSION IN INTEREST TO SOUTHERN CALIFORNIA GAS COMPANY FOR FURNISHING AND CONVEYING GAS AND SERVICES.
- ⚠️ NO EASEMENT IN FAVOR OF THE CITY OF RIVERSIDE FOR ELECTRIC, TELEPHONE, AND TRANSMISSION FACILITIES AND SERVICES.
- ⚠️ NO EASEMENT IN FAVOR OF THE CITY OF RIVERSIDE FOR SUCCESSION IN INTEREST TO SOUTHERN CALIFORNIA GAS COMPANY FOR FURNISHING AND CONVEYING GAS AND SERVICES.
- ⚠️ NO EASEMENT IN FAVOR OF THE CITY OF RIVERSIDE FOR ELECTRIC, TELEPHONE, AND TRANSMISSION FACILITIES AND SERVICES.
- ⚠️ NO EASEMENT IN FAVOR OF THE CITY OF RIVERSIDE FOR SUCCESSION IN INTEREST TO SOUTHERN CALIFORNIA GAS COMPANY FOR FURNISHING AND CONVEYING GAS AND SERVICES.



CARL, COOK & ASSOCIATES, INC. CIVIL ENGINEERS LAND PLANNERS 7177 BROOKING AVENUE, SUITE 100 RIVERSIDE, CALIF. 92506 (951) 785-8033	IN THE CITY OF RIVERSIDE, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA	SHEET 1 OF 1
	TENTATIVE TRACT MAP NO. 38534	DATE: MAY 2014 BY: MOORE CHEST COMPANY - BERKELEY, L.P.

Exhibit "D"

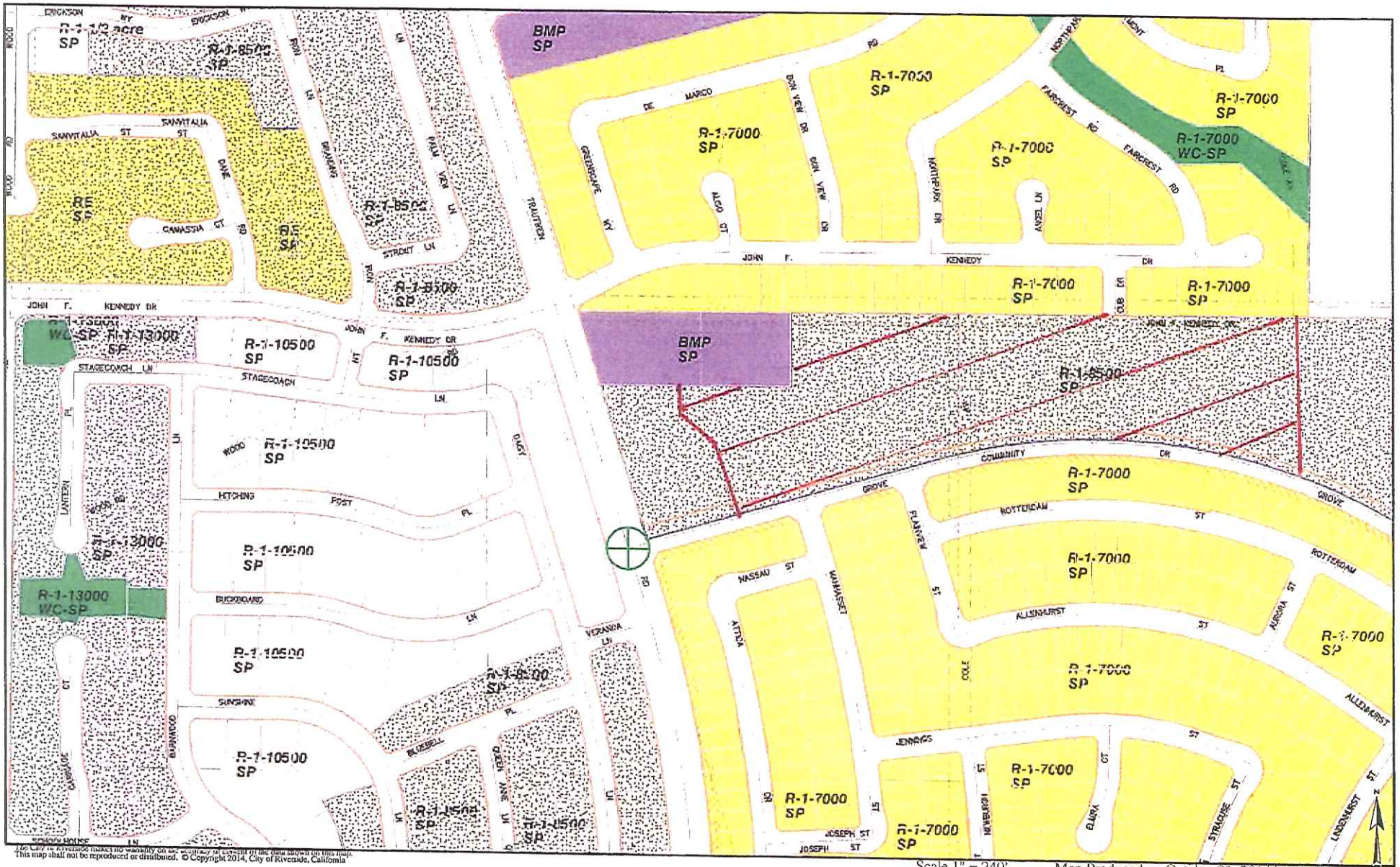


Exhibit "E"

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

Mr. John Guerin, Project Planner

Riverside County Airport Land Use Commission

4080 Lemon Street 14th Floor
Riverside, CA 92501

Airport Land Use Commission
Received
Airport Land Use Commission
Received

7-24-13

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 3rd 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.

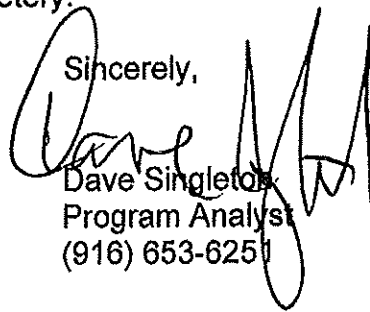
A list of appropriate Native American Contacts for consultation concerning the project site has been provided and is attached to this letter to determine if the proposed active might impinge on any cultural resources. Lack of surface evidence of archeological resources does not preclude their subsurface 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 Cahulla Mission Indians
Joseph Hamilton, Chairman
P.O. Box 391670 Cahulla
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 Cahulla
Anza , CA 92539
(951) 659-2700
(951) 659-2228 Fax

Morongo Band of Mission Indians
William Madrigal, Jr., Cultural Resources Manager
12700 Pumarra Road Cahulla
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 Cahulla
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@dishmail.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, 14th 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.

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

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, 14th 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. 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.

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. 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
- 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 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

Airport Land Use Commission
Received
AUG 14 2013

14177 Frederick Street
P. O. Box 88005
Moreno Valley CA 92552-0805
Telephone: 951.413-3206
FAX: 951.413-3210

August 9, 2013

Mr. John Guerin, Riverside County Airport Land Use Commission Staff
Riverside County Transportation and Land Management Agency (RCTLMA)
4080 Lemon Street, 14th 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

James De Aguilera

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, 14th 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, 14th 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, 14th 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 alignment 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.

1. 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.

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.

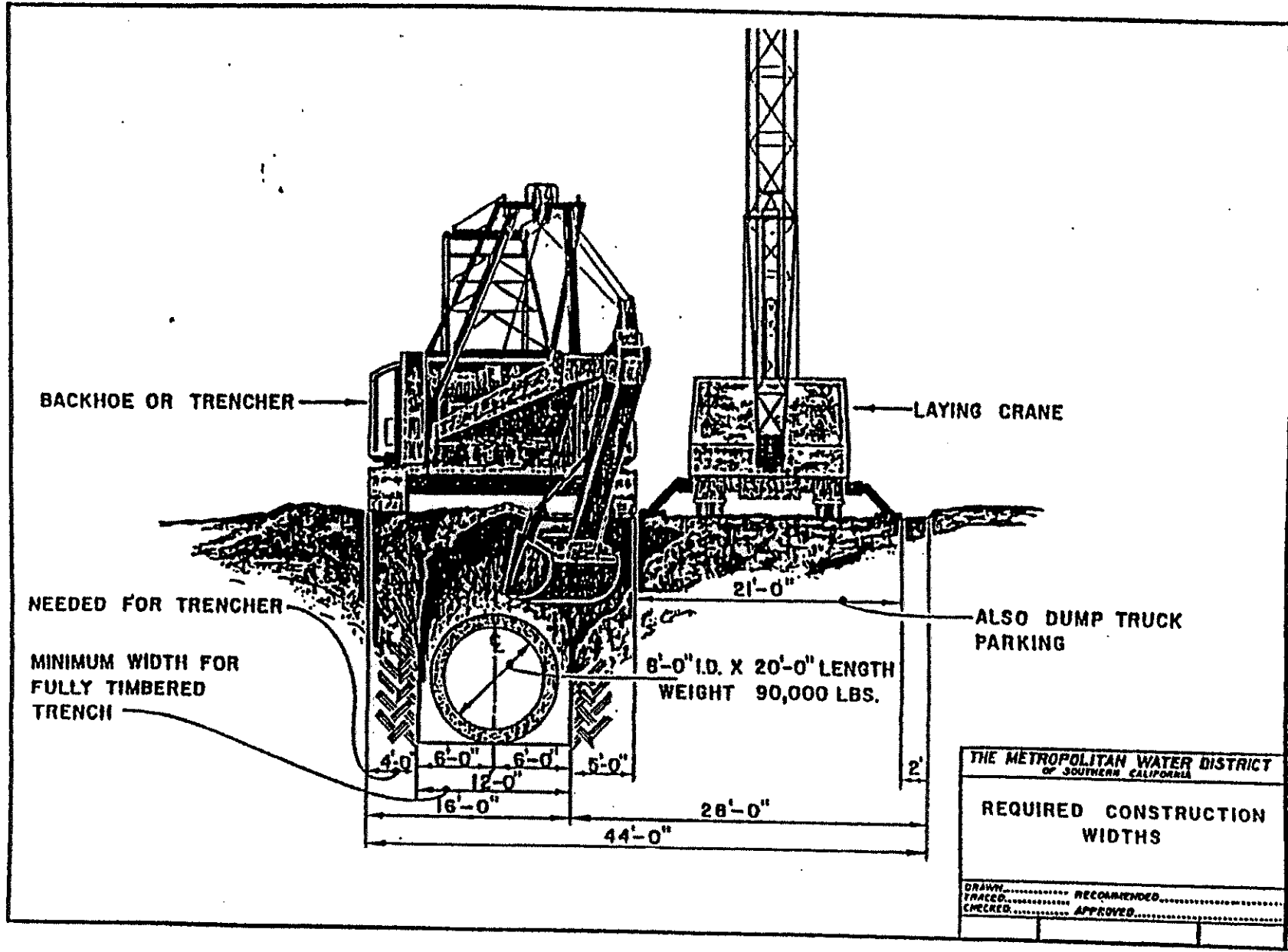
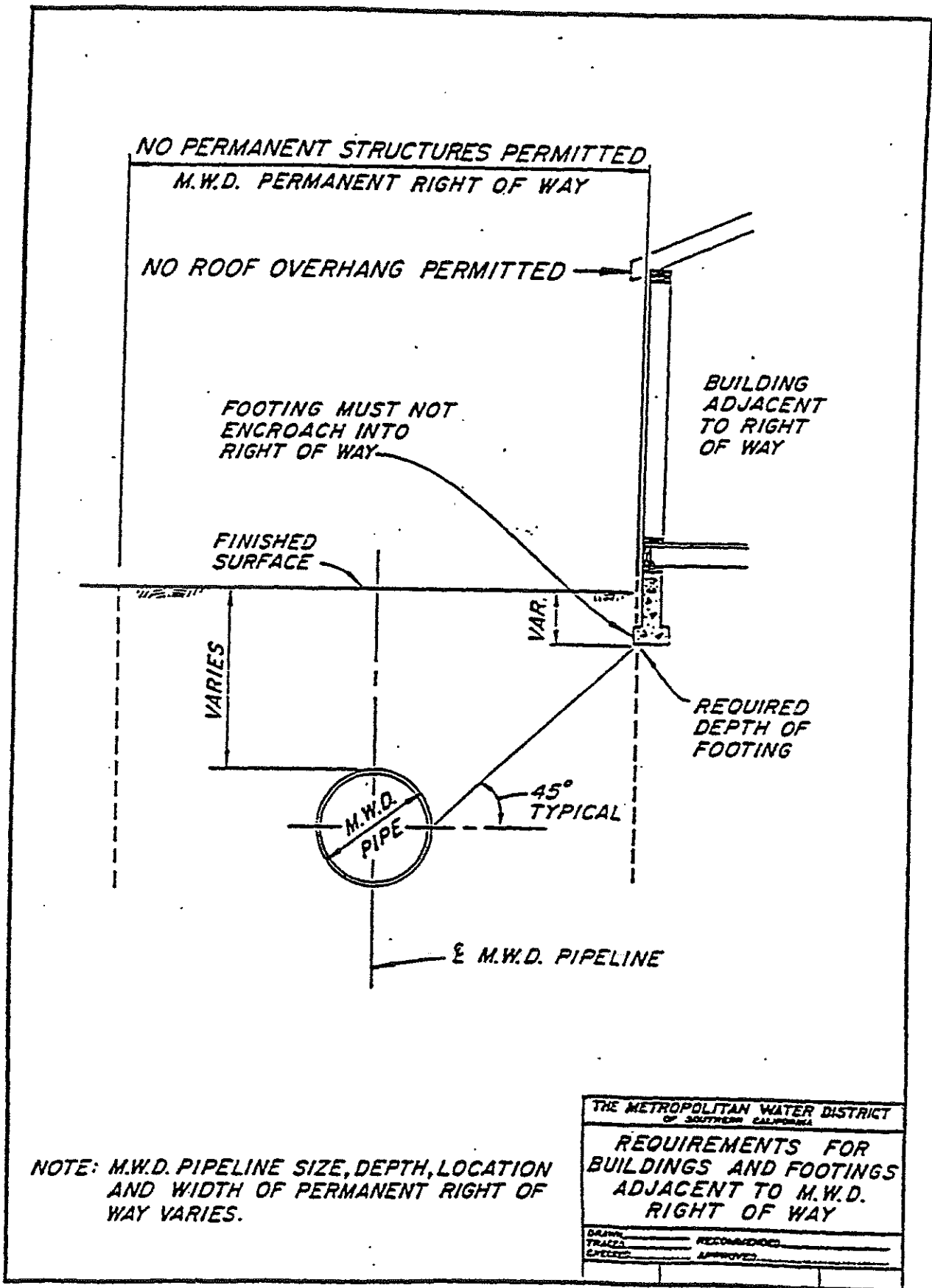


FIGURE 1



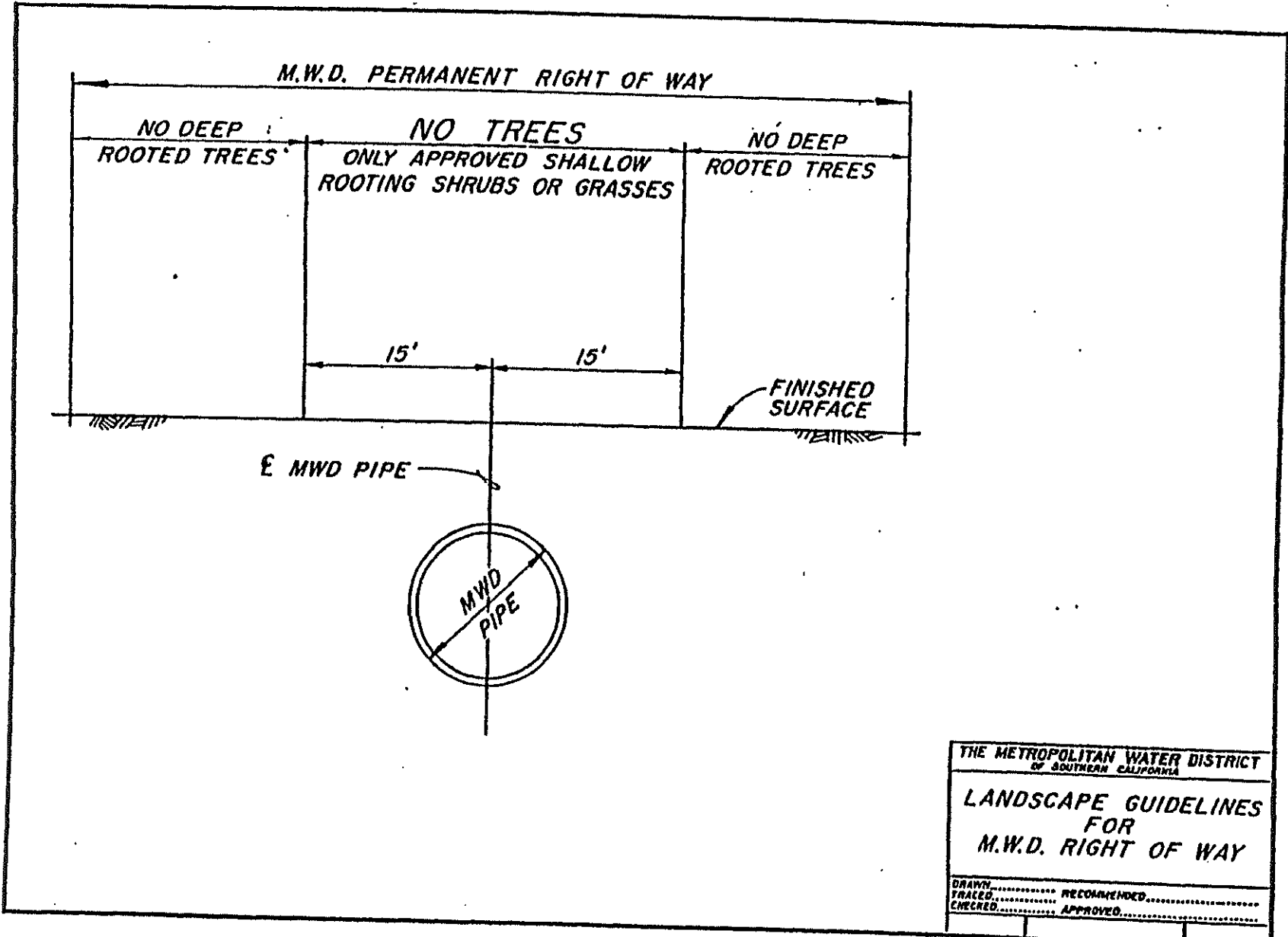
NOTE: M.W.D. PIPELINE SIZE, DEPTH, LOCATION AND WIDTH OF PERMANENT RIGHT OF WAY VARIES.

THE METROPOLITAN WATER DISTRICT
OF SOUTHERN CALIFORNIA

REQUIREMENTS FOR
BUILDINGS AND FOOTINGS
ADJACENT TO M.W.D.
RIGHT OF WAY

DRAWN	RECOMMENDED
TRACES	APPROVED
CHECKED	

FIGURE 2

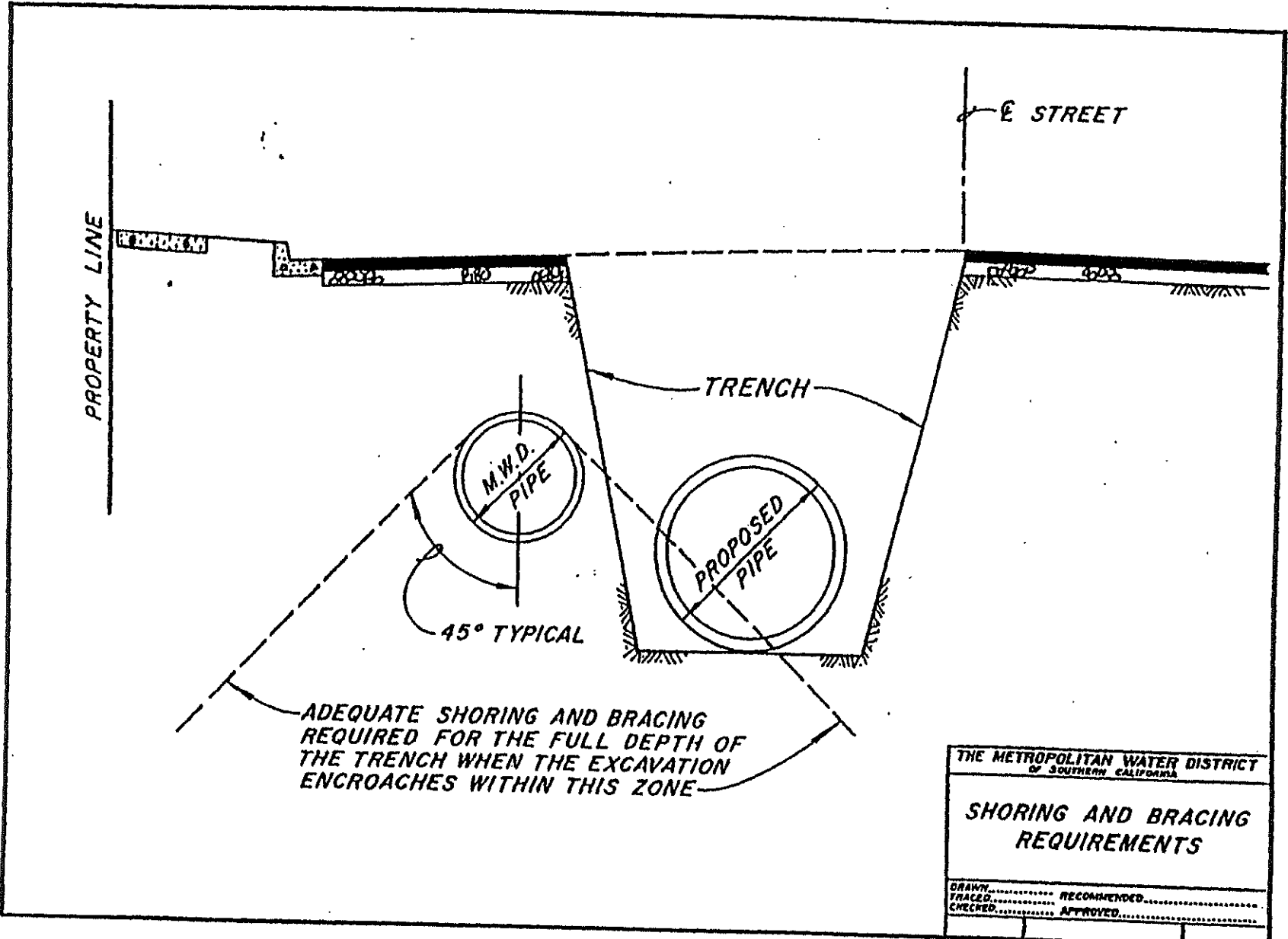


THE METROPOLITAN WATER DISTRICT
OF SOUTHERN CALIFORNIA

LANDSCAPE GUIDELINES
FOR
M.W.D. RIGHT OF WAY

DRAWN.....	RECOMMENDED.....
TRACED.....	APPROVED.....
CHECKED.....	

FIGURE 3

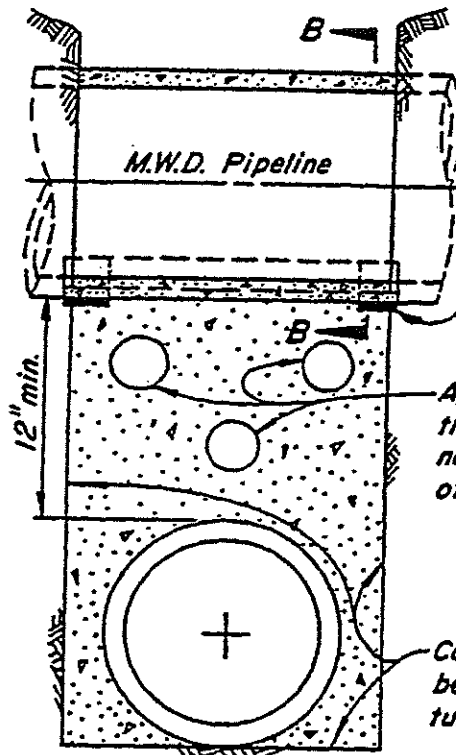


THE METROPOLITAN WATER DISTRICT
OF SOUTHERN CALIFORNIA

**SHORING AND BRACING
REQUIREMENTS**

DRAWN..... RECOMMENDED.....
 TRACED.....
 CHECKED..... APPROVED.....

FIGURE 4

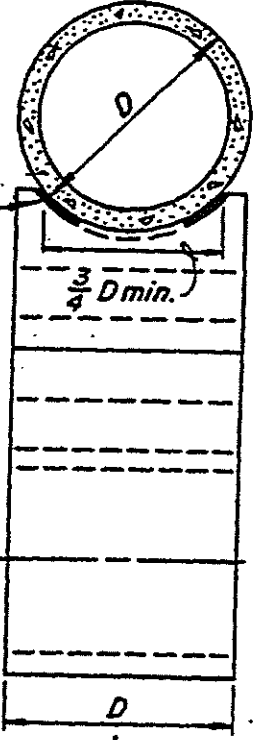
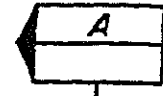


SECTION "A-A"

$\frac{4}{8}$ " x 6" premolded expansion joint filler

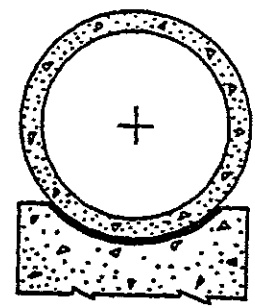
Apertures as directed by the Engineer, total volume not to exceed $\frac{1}{2}$ the volume of the supporting wall

Concrete support wall to be placed against undisturbed ground



CROSS SECTION

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.



SECTION "B-B"

THE METROPOLITAN WATER DISTRICT
OF SOUTHERN CALIFORNIA

**TYPICAL SUPPORT FOR
M.W.D. PIPELINE**

DRAWN	RECOMMENDED
TRACED	APPROVED
CHECKED	

C-9547



August 12, 2013

Mr. John Guerin, Riverside County Airport Land Use Commission staff
Riverside County Transportation and Land Management Agency (RCTLMA)
4080 Lemon Street, 14th 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.

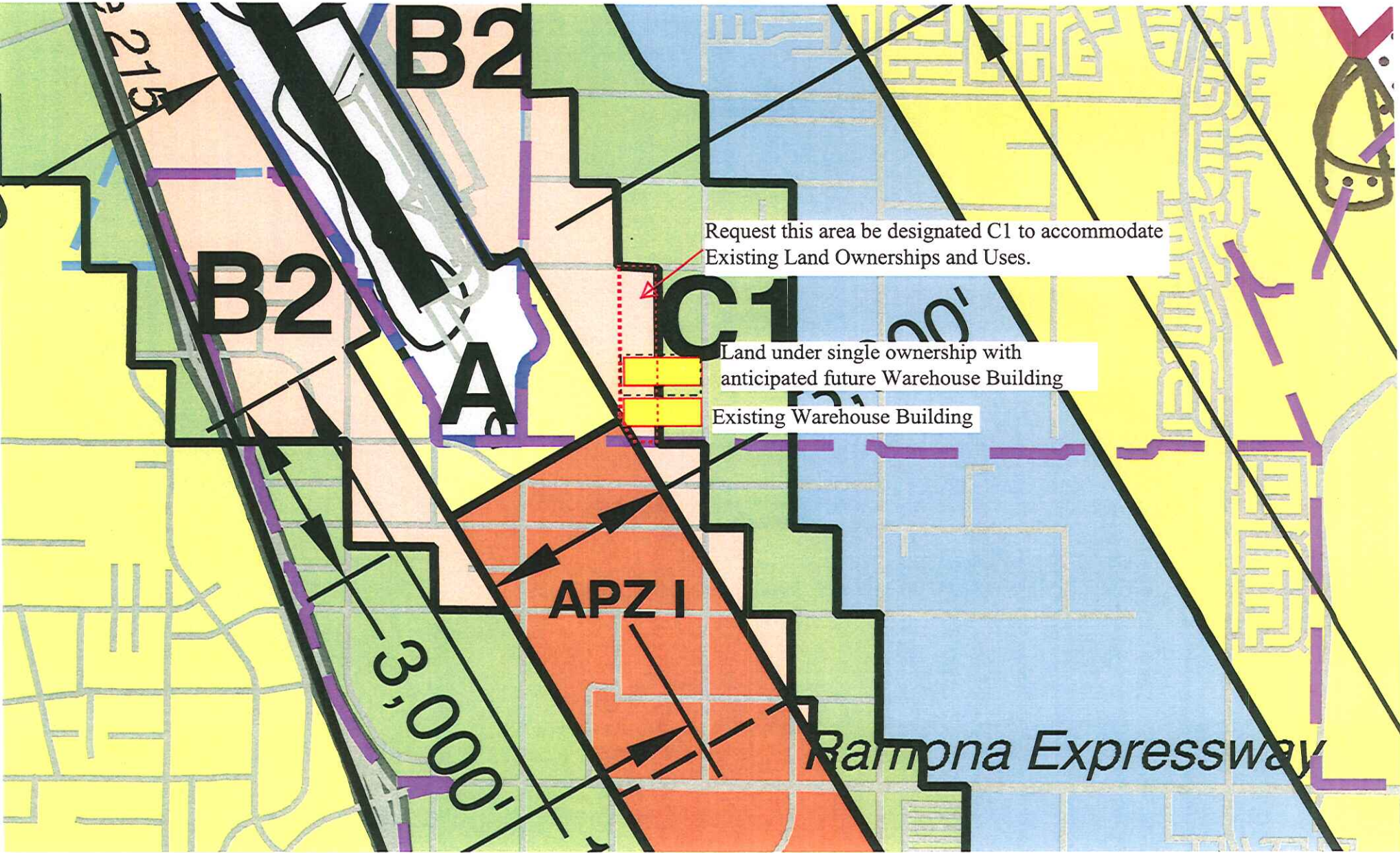
Currently there are buildings to the North and to the South of the property that stand over the 35 ft. maximum for requiring an airspace review. Having tall buildings surrounding the vacant land, yet requiring future buildings to be shorter and undergo airspace reviews, would adversely affect the image 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

300 Paseo Tesoro • Walnut • California 91789
tel (909) 598-7065 • fax (909) 598-2917

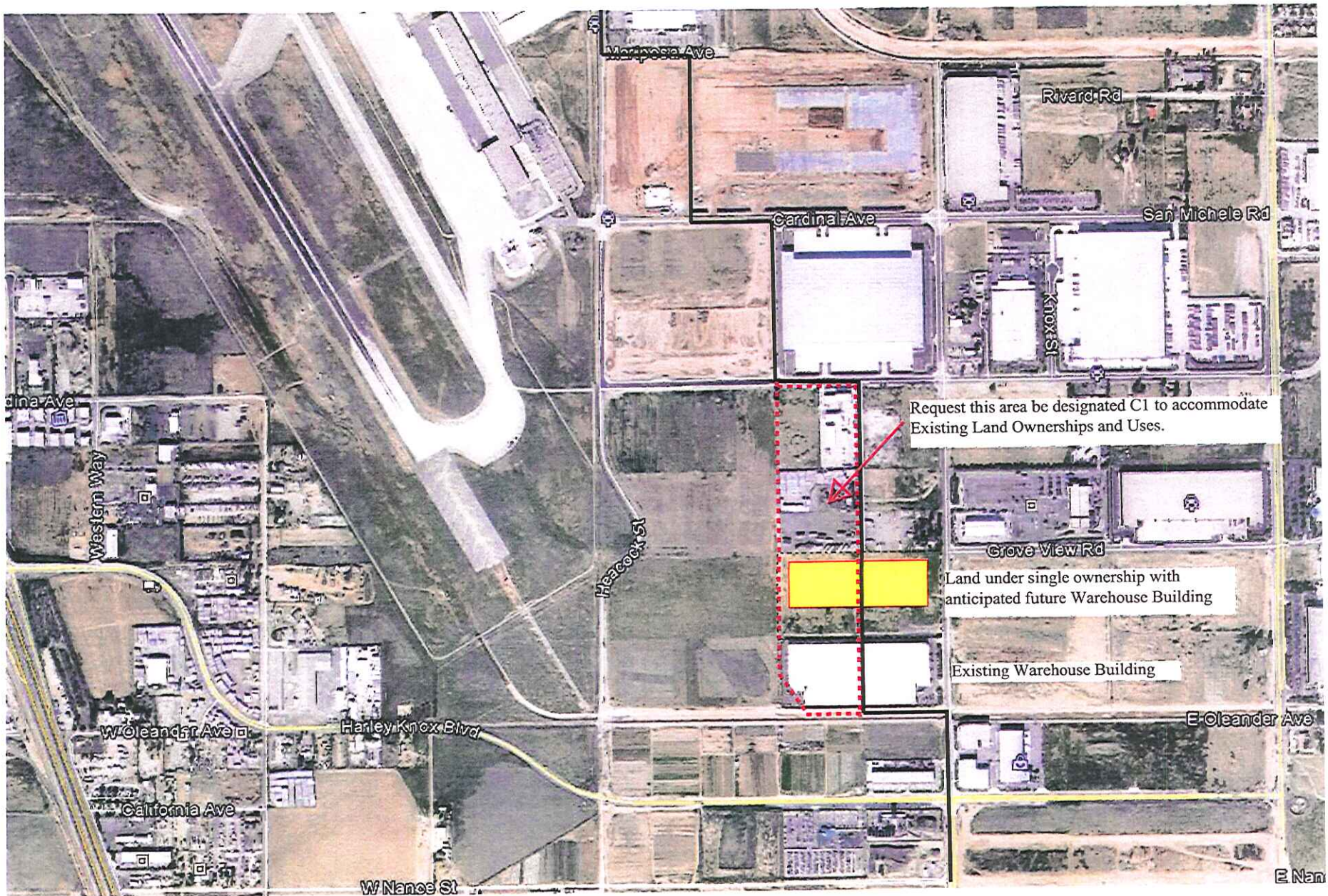


Request this area be designated C1 to accommodate Existing Land Ownerships and Uses.

Land under single ownership with anticipated future Warehouse Building

Existing Warehouse Building

Ramona Expressway



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

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.

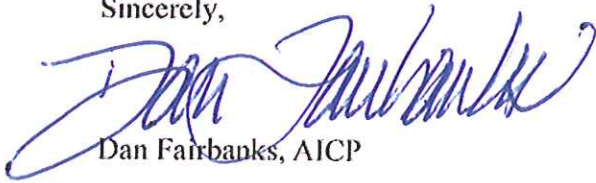
Background Data: Airport Compatibility Plan Section W3

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.

2. Exhibit MA-1: At the top of the page, in the left column, the Joint Use Agreement is identified having been amended in June 2008 while the right column identifies that it was amended in February 2001. June 2008 is the correct date.
3. Exhibit MA-6: Within the Status of Community Plans section, a comprehensive update of the March JPA Development Code was adopted in April 2012. Also, the Meridian Specific Plan was adopted in August 2010.

I want to thank you for this opportunity to review the Notice of Preparation and supporting information. If I can provide further information, please contact me at 951 656-7000

Sincerely,

A handwritten signature in blue ink, appearing to read "Dan Fairbanks". The signature is fluid and cursive, with a large initial "D" and "F".

Dan Fairbanks, AICP



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

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

STAFF REPORT

ADMINISTRATIVE ITEMS

- 5.1 Director's Approvals. As authorized pursuant to ALUC Resolution No. 2011-02, ALUC Director Ed Cooper has reviewed one Citywide ordinance amendment and issued a consistency letter based on the project having no possibility of being inconsistent with the land use planning guidelines contained in the applicable Airport Land Use Compatibility Plans. ZAP1017RG14 is an amendment to the text of the City of Riverside Zoning Code that would allow proposals to establish drive-thru lanes incidental to banks and financial institutions/services and drug stores and pharmacies to be processed as Minor Conditional Use Permits pursuant to Section 19.730 of the City's Municipal Code, rather than as Conditional Use Permits pursuant to Section 19.760 of the City's Municipal Code. Staff is attaching copies of the approval letter and background information.

Y:\ALUC\ALUC Administrative Items\Admin. 2014\Admin Item 11-13-14.doc

AIRPORT LAND USE COMMISSION
RIVERSIDE COUNTY



October 27, 2014

CHAIR
Simon Housman
Rancho Mirage

VICE CHAIRMAN
Rod Ballance
Riverside

COMMISSIONERS

Arthur Butler
Riverside

John Lyon
Riverside

Glen Holmes
Hemet

Greg Pettis
Cathedral City

Richard Stewart
Moreno Valley

STAFF

Director
Ed Cooper

John Guerin
Russell Brady
Barbara Santos

County Administrative Center
4000 Lemon St., 14th Floor.
Riverside, CA 92501
(951) 955-5132

www.rcaluc.org

Mr. David Murray, Senior Planner
City of Riverside Planning Division
3900 Main Street, Third Floor
Riverside, CA 92522

RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW

File No.: ZAP1017RG14
Related File No.: P14-0449 (Zoning Text Amendment)
APN: N/A, Citywide

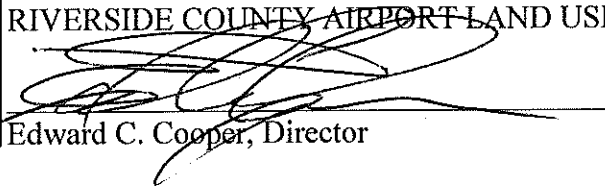
Dear Mr. Murray:

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. P14-0449, an amendment to the text of the City's Zoning Code that would allow proposals to establish drive-thru lanes incidental to banks and financial institutions/services and drug stores and pharmacies to be processed as Minor Conditional Use Permits pursuant to Section 19.730 of the City's Municipal Code, rather than as Conditional Use Permits pursuant to Section 19.760 of the City's Municipal 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, 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

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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P14-0449, Exhibit 1 - Proposed Changes

RIVERSIDE MUNICIPAL CODE

RIVERSIDE, CALIFORNIA

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
Drive-thru Businesses Incidental to:	X	X	X	X	X	X	X	C	C	C	C	X	X	X	X	X	X	X	X	X		19.475 – Drive-thru Businesses
A. Restaurants	X	X	X	X	X	X	X	X	C	C	C	X	X	X	X	X	X	X	X	X		
B. Banks & Financial Institutions/ Services (Including Standalone ATMs)	X	X	X	X	X	X	X	MC	MC	MC	MC	X	X	X	X	X	X	X	X	X		
C. Drug Stores and Pharmacies 1. 2,000 sq. ft. or less 2. More than 2,000 sq. ft.	X	X	X	X	X	X	X	MC	MC	MC	MC	X	X	X	X	X	X	X	X	X		
D. Other Uses	X	X	X	X	X	X	X	C	C	C	C	X	X	X	X	X	X	X	X	X		
Entertainment	X	X	X	X	X	X	X	X	P	P	P	P	P	P	X	X	X	X	X	X		See Article X (Definitions)
Fuel Systems – Private (Above Ground Tanks)	X	X	X	X	X	X	X	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC	MC		19.480 – Fueling Systems – Private (Above Ground Tanks)
Home Occupations	X	X	P	P	P	P	P	X	X	X	X	P	P	P	X	X	X	X	X	X		19.485 – Home Occupations
Mining/Mineral Extraction	X	X	C	C	C	C	C	X	C	C	X	X	X	X	X	C	X	X	X	X		19.490 – Mining/Mineral Extraction
Outdoor Dining (only)	X	X	X	X	X	X	X	P	P	P	P	P	P	P	P	X	X	P	X	X		Restaurants – See Permitted Uses Table
Outdoor Dining and Food Preparation (Permanent)	X	X	X	X	X	X	X	MC	MC	MC	MC	MC	MC	MC	MC	X	X	MC	X	X		19.495 – Outdoor Dining and Food Preparation (Permanent)
Outdoor Display of Incidental Plant Materials	X	X	X	X	X	X	X	X	P	P	SP	P	SP	SP	X	X	X	X	X	X		19.500 – Outdoor Display of Incidental Plant Materials
Outdoor Display and Sales ⁴	X	X	X	X	X	X	X	X	X	P ⁵	X	X	X	X	X	X	X	X	X	X		19.505 – Outdoor Display and Sales
Outdoor Storage	X	X	X	X	X	X	X	X	X	X	X	X	X	X	P	P	P	P	X	X		19.510 – Outdoor Storage
Play Areas Incidental to Restaurants	X	X	X	X	X	X	X	X	C	C	C	X	X	X	X	X	X	X	X	X		19.515 – Play Areas Incidental to Restaurants
Rental of Rooms 2 or fewer	P	P	P	P	P	X	X	X	X	X	X	P	X	X	X	X	X	X	X	X		19.100 – Residential Zones 19.520 – Rental of Rooms
Rental of Rooms to 3 or 4	P	P	RRP	RRP	RRP	X	X	X	X	X	X	RRP	X	X	X	X	X	X	X	X		19.100 – Residential Zones 19.520 – Rental of Rooms 19.895 – Room Rental Permit

¹ Banks & Financial Institution Services and Drug Stores or Pharmacy less than 2,000 sq. ft. only

² Outdoor Sales and Display are permitted with a TUP see 19.740.

³ Example: Vehicle and large equipment sales.

* = For CRC, MU-U and MU-V Zones a Site Plan Review (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

RRP = Room Rental Permit

MC = Subject to the granting of Minor Conditional Use Permit (MCUP), Chapter 19.730

X = Prohibited

SP = Site Plan Review Permit, Chapter 19.770



City of Arts & Innovation

COMMUNITY DEVELOPMENT DEPARTMENT

Planning Division

EXHIBIT A

ZONING CODE TEXT AMENDMENT

AGENDA ITEM NO.: 7

WARD NO: ALL
NEIGHBORHOOD: ALL

PLANNING COMMISSION HEARING DATE: July 17, 2014

I. CASE NUMBER(S): P14-0449

II. PROJECT SUMMARY:

- 1) **Proposal:** To consider an amendment to the Zoning Code (Title 19 of the Municipal Code) with regard to drive-thru businesses, specifically Chapter 19.150 – Base Zones and Permitted Land Uses, to establish permit requirements for drive-thru lanes incidental to 1) Banks & Financial Institutions/Services and 2) Drug Stores and Pharmacies; and to further distinguish these uses from drive-thru operations incidental to restaurants and other uses as permitted.
- 2) **Location:** Citywide
- 3) **Applicant:** City of Riverside
3900 Main Street
Riverside, CA 92522
- 4) **Case Planner:** David Murray, Senior Planner
(951) 826-5773
dmurray@riversideca.gov

III. RECOMMENDATION:

That the City Planning Commission:

1. **RECOMMEND** that the City Council **DETERMINE** that Planning Case P14-0449 is exempt from further California Environmental Quality Act (CEQA) review pursuant to Section 15061(b)(3), as it can be seen with certainty that there is no possibility that this proposed amendment to the Zoning Code will have a significant effect on the environment; and
2. **RECOMMEND APPROVAL** of Planning Case P14-0449 to the City Council, as detailed on the attached exhibits and based on the findings outlined in the staff report and summarized in the following:
 - a. The proposed Zoning Code Text Amendment is consistent with the goals, policies, and objectives set forth in the General Plan 2025;

- b. The proposed Zoning Code Text Amendment will modify the permit requirements for drive-thru operations incidental to 1) banks and financial institutions/services and 2) drug stores and pharmacies; and
- c. The proposed Zoning Code Text Amendment will distinguish different types of Drive-Thru Businesses within the Incidental Uses Table.

IV. BACKGROUND/HISTORY:

Drive-thru businesses are currently regulated within the Zoning Code (Title 19 of the Municipal Code) by *Table 19.150.020 (B) – Incidental Uses*, and *Chapter 19.475 – Drive-Thru Businesses*. The Incidental Uses Table allows drive-thru businesses as an incidental use to another permitted use in the Office (O), Commercial Retail (CR), Commercial General (CG) and Commercial Regional Center (CRC) zones, subject to the granting of a Conditional Use Permit (CUP). However, in the Office zone, drive-thru businesses are limited to 1) banks and financial institutions/services and 2) drug stores or pharmacies less than 2,000 square feet. Additionally, Chapter 19.475 establishes site location, operation, and development standards for drive-thru businesses, with additional requirements for drive-thru lanes associated with restaurants.

A CUP is required for a drive-thru lane, regardless of the primary use on a commercially-zoned property. A CUP is required because drive-thru lanes have a unique set of potential impacts, and therefore must be analyzed on a case by case basis. Standards that apply only to drive-thru restaurants in Chapter 19.475 are indicative of a higher level of consideration for restaurant drive-thrus, in comparison to drive-thrus at other types of businesses, such as pharmacy pick-up windows, drive up ATMs, and drive-up bank teller windows. Functionally speaking, the difference is created by the operational characteristics of restaurants and their patrons. Generally speaking, in comparison to drive-thrus associated with banks/ATMs and pharmacies, restaurants typically experience a much higher traffic volume in and out of a site; are generally smaller sites; have a more significant “rush hour”, a higher proportion of customers utilizing the drive-thru lanes, longer vehicle queuing lines, longer durations of vehicle idling, and greater instances of noise disturbances.

V. DETAILED PROJECT DESCRIPTION:

Based on the above, staff has initiated a Zoning Code Amendment to only require a Minor CUP for drive-thru facilities associated with pharmacies and banks, instead of a “full” CUP as currently required. As proposed, the Zoning Code Amendment does not change the regulations for drive-thru restaurant facilities.

VI. ANALYSIS:

General experience has shown that drive-thru facilities for banks and pharmacies, in comparison to drive-thru restaurants, tend to be less likely to result in land use compatibility conflicts. This is likely because a far less significant percentage of business occurs in the drive-thru facilities for pharmacies and banks, whereas at restaurants it is not uncommon for the number of business transactions at a drive thru lane to exceed walk-in sales (e.g., coffee shops, donut shops, In & Out, Carl’s Jr., McDonalds, etc.). Because of the reduced level of use and the reduced potential for impacts related to drive-thru pharmacies and banks, combined with a desire to simplify the entitlement process, it is recommended that the permit requirement for drive-thru pharmacies and

banks be reduced from a full Conditional Use Permit to a Minor Conditional Use Permit. This would give staff approval authority for drive-thru lanes associated with banks/ATMs and pharmacies, thereby shortening the entitlement process. Should a situation arise where staff believes it is appropriate for a greater level of review, the Zoning Administrator may refer a Minor CUP to the Planning Commission for consideration.

The proposed changes to the Incidental Uses Table of the Zoning Code, as outlined in Exhibit 1 (attached), and summarized in Tables 1 and 2 below, illustrate the recommended approach to accommodating the various types of drive-thru businesses and their related permit requirements. As indicated by red text, the proposed Ordinance would define four distinct categories of drive-thru businesses: A) restaurants; B) banks, and financial institutions/services (including standalone ATMs); C) drug stores and pharmacies; and D) other uses. The tables then indicate the recommended permit requirements for the various types of drive-thru businesses. As proposed, and indicated previously, a Minor Conditional Use Permit (MCUP) is recommended for drive-thru businesses incidental to banks and pharmacies. A full CUP will still be required for drive-thru restaurants, as well as any other type of drive-thru business proposed but otherwise not specifically identified.

Currently the Zoning Code includes a footnote that limits drive-thru lanes in the Office (O) zone to “banks & financial institutions/services and pharmacies less than 2,000 square feet” (subject to a full Conditional Use Permit). However, the structure of the current Incidental Uses Table results in some ambiguity regarding the permit requirement for other drive-thru businesses, including restaurants, in the Office zone. Although the table is not clear, it is consistently interpreted, as intended, to prohibit drive-thru restaurants within the Office zone. Distinguishing the various types of drive-thru businesses as shown in the table below provides greater clarity, particularly with regard to drive-thru restaurants in the Office zone, and also eliminates the need for the footnote. The change in text proposed by staff does not change the intent of the current Code as it relates to drive-thru restaurants and drive-thru pharmacies greater than 2,000 square feet, which are currently interpreted to be prohibited. However, consistent with the other zones, the Zoning Code Amendment would reduce the entitlement requirement in the Office Zone for pharmacies under 2,000 square feet and banks/financial institutions/services from a full CUP to a Minor CUP.

Table 1: Excerpt of Existing Incidental Uses Table for Drive-Thru Businesses

Use	Zone			
	O Office	CR Commercial Retail	CG Commercial General	CRC Commercial Regional Center
Drive-thru Businesses	C ³	C	C	C

³Banks & Financial Institution/Services and Drug Stores or Pharmacy less than 2,000 sq. ft. only

Table 2: Summary of Proposed Changes to Incidental Uses Table

Use	Zone			
	O Office	CR Commercial Retail	CG Commercial General	CRC Commercial Regional Center
Drive-thru Businesses Incidental to:	G ⁺	G	G	G
A. Restaurants	X	C	C	C
B. Banks & Financial Institution/ Services (including standalone ATMs)	MC	MC	MC	MC
C. Drug Stores and Pharmacies				
1. 2,000 sq. ft. or less	MC	MC	MC	MC
2. More than 2,000 sq. ft.	X	MC	MC	MC
D. Other Uses	C	C	C	C

¹ Banks & Financial Institution/Services and Drug Stores or Pharmacy less than 2,000 sq. ft. only

Chapter 19.475 – Drive-Thru Businesses has also been attached as Exhibit 2 for reference. There are no proposed changes to this chapter, which specifies the site location, operation and development standards, traffic study requirements, and additional permit findings. The proposed changes to the Incidental Uses Table do not affect the implementation of the existing standards and findings of this chapter.

VII. PUBLIC NOTICE AND COMMENTS:

Pursuant to Section 19.670.040 (Notice of Hearing for Legislative Actions) of the Zoning Code, a one-eighth page ad public notice was placed in the local newspaper of general circulation within the City (*The Press Enterprise*) ten (10) days prior to the hearing. As of the writing of this report, no comments have been received by staff regarding this proposal.

VIII. EXHIBITS:

1. Proposed Changes to Table 19.150.020 (B) – Incidental Uses Table of the Zoning Code (Title 19 of the Municipal Code)
2. Chapter 19.475 (Reference only – no proposed changes)

Chapter 19.730

MINOR CONDITIONAL USE PERMIT

- 19.730.010 Purpose.**
- 19.730.020 Procedures.**
- 19.730.030 Applicability and Permit Requirements.**
- 19.730.040 Required Findings.**
- 19.730.050 Conditions of Approval/Guarantees.**
- 19.730.060 Minor Modifications to Approved Minor Conditional Use Permits.**
- 19.730.090 Review for Compliance and Revocation.**
- 19.730.100 Limited Term Approval.**
- 19.730.110 Voiding of Minor Conditional Use Permits.**
- 19.730.120 Minor Conditional Use Permit Process in Flow Chart Form.**

19.730.010 Purpose.

- A. Uses listed in the Zoning Code as requiring a minor conditional use permit are deemed to possess location, use, building or traffic characteristics of such unique and special form as to make impractical or undesirable, their automatic inclusion as permitted uses.
- B. In granting a minor conditional use permit, certain conditions may be required to protect the public health, safety, convenience, and general welfare and to assure that the purposes of the Zoning Code shall be maintained with respect to the location, use, building, traffic and other impacts of the proposed use and its relationship with other existing and proposed uses in the surrounding area. The conditions may relate to use, height, area, yards, open spaces, setbacks, parking, loading, signs, improvements, general character, appearance, time limits, revocation dates, and other conditions necessary to comply with the findings listed in Chapter 19.730.040 (Required Findings) and all applicable site location, operation and development standards. (Ord. 6966 §1, 2007)

19.730.020 Procedures.

A. General Process

Minor Conditional Use Permit (MCUP) applications shall be processed in accordance with the discretionary permit processing provisions as set forth in Chapters 19.650 (Approving Authority), 19.660 (General Application Processing Procedures), 19.670 (Notices and Hearings), 19.680 (Appeals), 19.690 (Effective Dates) and other applicable Chapters of the Zoning Code. (Ord. 6966 §1, 2007)

19.730.030 Applicability and Permit Requirements.

- A. The Approving or Appeal Authority may grant a minor conditional use permit, in accordance with the procedures stated in this Article, for any of the uses specifically listed in the Zoning Code as permitted subject to the granting of a minor conditional use permit. Tables 19.150.020 A and B summarize those uses requiring a minor conditional use permit and the applicable base zones.
- B. The Zoning Administrator may grant an amendment to a previously approved conditional use permit by approval of a MCUP for the following types of additions and expansions:

1. Any building expansion not exceeding twenty-five percent of the gross floor area of the building area occupied by the conditional use, up to a maximum of two thousand square feet; and
 2. Any expansion of a day care center, club, lodge, educational institution, board and care facility or other similar use, not exceeding twenty-five percent of the approved occupancy, up to a maximum of twenty-five occupants.
- C. The cumulative total of all additions and expansions grantable by the Zoning Administrator under Section 19.730.030 B. may not exceed the figures listed in this Section over the life of the minor conditional use permit. Any cumulative addition or expansion that causes any of these figures to be exceeded must be filed as a revised conditional use permit, requiring a new public hearing. (Ord. 7235 §18, 2013; Ord. 6966 §1, 2007)

19.730.040 Required Findings.

The Zoning Administrator may grant a minor conditional use permit, in whole or in part, and including appropriate conditions of approval if, from the facts available in the application and determined by investigation, all of the following written findings can be made:

- A. The proposed use is substantially compatible with other uses in the area, including factors relating to the nature of its location, operation, building design, site design, traffic characteristics and environmental impacts.
- B. The proposed use will not be materially detrimental to the health, safety and general welfare of the public or otherwise injurious to the environment or to the property or improvements within the area.
- C. The proposed use will be consistent with the purposes of the Zoning Code.
- D. The proposed use is in conformance with specific site location, development and operation standards as may be established in the Zoning Code for the particular use. (Ord. 6966 §1, 2007)

19.730.050 Conditions of Approval/Guarantees.

- A. In granting a minor conditional use permit, certain safeguards may be required and certain conditions established to protect the public health, safety, convenience and general welfare and to assure that the purposes of the Zoning Code shall be maintained with respect to the particular use on the particular site and in consideration of the location, use, building and traffic characteristics and environmental impact of the proposed use and of existing and potential uses within the general area in which such use is proposed to be located.
- B. The conditions attached to minor conditional use permits may include such provisions concerning use, height, area, yards, open spaces, setbacks, parking, loading, signs, improvements, site design, operation characteristic, land use compatibility, general character, appearance, environmental impact, time limits for commencing the construction or use authorized, revocation dates, and other conditions the Planning Commission may deem appropriate and necessary to carry out the purposes of the Zoning Code and Chapter.

- C. The Zoning Administrator may require bonds or other forms of guarantees for the minor conditional use permit to ensure compliance with this Chapter and other applicable provisions of the Zoning Code, and to prevent adverse or detrimental impact to the surrounding neighborhood.
- D. The conditions of approval must be kept on site and be made available for inspection on demand by a City representative.
- E. Minor conditional use permits are approved for the uses of a particular property and may be transferred between one owner of the land to another. (Ord. 6966 §1, 2007)

19.730.060 Minor Modifications to Approved Minor Conditional Use Permits.

Minor modifications to approved minor conditional use permits pursuant to Section 19.730.030 may be approved by the Zoning Administrator. (Ord. 6966 §1, 2007)

19.730.090 Review for Compliance and Revocation.

A. Compliance Investigation

The City may conduct an investigation to ensure that the permittee is maintaining the use as applied for and has not converted or modified the use. Failure to operate in accordance with the conditions of the minor conditional use permit is grounds for setting the matter for public hearing to consider revocation of the permit. The City may also pursue any other option permitted by law to require compliance with the conditions of the permit.

B. Revocation of Minor Conditional Use Permits

- 1. The Planning Commission shall hold a public hearing to consider the revocation of a minor conditional use permit granted in accordance with the provisions of this Chapter and over which such Commission has jurisdiction.
- 2. Written notice of the date, time, place and purpose of such public hearing shall be served on the owner of the property for which the permit was granted by registered mail, postage prepaid, return receipt requested, not less than ten days prior to the date of such hearing. Additional notice shall be given in the manner prescribed in this Chapter governing notices of minor conditional use permits. The public hearing and investigations shall be conducted and hearing records maintained in the manner prescribed in this Chapter.
- 3. A minor conditional use permit may be revoked if, from the facts presented at the public hearing or by investigation, the Planning Commission finds any one or more of the following grounds:
 - a. That a permit approval was obtained by fraud;
 - b. That the permit granted is being or has been exercised contrary to the conditions of such permit or in violation of any applicable licenses, permits, regulations, laws, or ordinances; or

- c. That the use for which the permit approval was granted is being or has been exercised as to be detrimental to the public health or safety or so to constitute a nuisance.
4. Each decision by the Planning Commission to revoke a minor conditional use permit shall be by a formal and numbered resolution adopted by the affirmative votes of at least two-thirds of the membership of the Planning Commission, such membership being based upon membership present and voting. The Planning Commission shall make its findings, announce its decision and mail a notice of its decision to the owner of the property involved in the manner prescribed in this Chapter. Any person aggrieved or affected by a decision of the Planning Commission in approving or disapproving a revocation of a minor conditional use permit may appeal to the City Council in the manner prescribed in this Chapter. The City Council may, after a public hearing has been held in the manner prescribed in this Section, affirm, reverse or modify the decision of the Planning Commission. (Ord. 6966 §1, 2007)

19.730.100 Limited Term Approval.

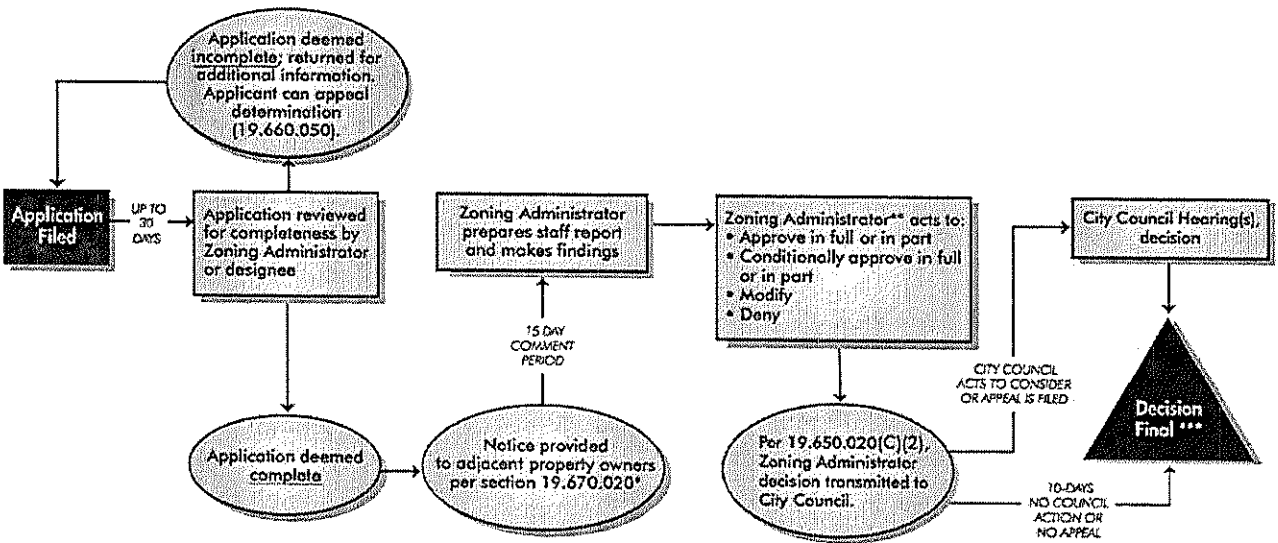
If the Planning Commission determines based upon written findings that it is necessary to protect the public health, safety or general welfare, the Planning Commission may limit the term of the permit. (Ord. 6966 §1, 2007)

19.730.110 Voiding of Minor Conditional Use Permits.

- A. Any minor conditional use permit granted by the Zoning Administrator or by the City Council on appeal shall become null and void if:
 1. The construction or use authorized by such permit is not commenced within the time limit specified in such permit and such construction is not pursued diligently to completion; provided, however, that the Zoning Administrator may extend the time limit if a written application showing good cause for such time extension is submitted to the Planning Division prior to the expiration of the time limit.
 2. The use for which the permit was granted has ceased to exist or has been suspended for 90 days or more, except that permits for uses that involve the on or off-sale of alcoholic beverages shall be subject to the provisions of Section 19.080.100 (Loss of Nonconforming Status for Alcoholic Beverage Sales); or
 3. The owner or owners authorized representative of the property for which the permit was granted requests in writing that the permit be voided and the Zoning Administrator approves such request. (Ord. 6966 §1, 2007)

19.730.120 Minor Conditional Use Permit Process in Flow Chart Form.

19.730.120 Minor Conditional Use Permit Process in Flow Chart Form



* Noticing requirements for specific uses may be different. See Article VII, Specific Land Use Provisions.

** Controversial issues may be referred to the City Planning Commission, who acts in the capacity of the Zoning Administrator.

*** Grantees shall have one year from the effective date of decision, or other such period as may be specified in the conditions of approval, to establish the right to use the Minor Condition Use Permit (exercise permit per 19.690.060).

Chapter 19.760

CONDITIONAL USE PERMIT

- 19.760.010 Purpose.
- 19.760.020 Procedures.
- 19.760.030 Applicability and Permit Requirement.
- 19.760.040 Required Findings.
- 19.760.045 Conditions of Approval/Guarantees.
- 19.760.050 Voting Approval Requirements.
- 19.760.060 Minor Modifications to Approved Conditional use Permits.
- 19.760.070 Review for Compliance and Revocation
- 19.760.080 Limited Term Approval.
- 19.760.090 Voiding of Conditional Use Permits.
- 19.760.100 Conditional use Permit Process in Flow Chart Form.

19.760.010 Purpose.

- A. The City recognizes that certain uses, due to the nature of use, intensity, or size, require special review to determine if the use proposed, or the location of that use, is compatible with surrounding uses, or through the imposition of development and use conditions, can be made compatible with surrounding uses. The Conditional Use Permit is provided for this purpose.
- B. To ensure compatibility with zoning regulations and surrounding properties, conditional uses require special consideration. The Planning Commission is empowered to grant and deny applications for Conditional Use Permits and to impose reasonable conditions upon the granting of such permit. (Ord. 6966 §1, 2007)

19.760.020 Procedures.

- A. General Process

Conditional Use Permit (CUP) applications shall be processed in accordance with the discretionary permit processing provisions as set forth in Chapters 19.650 (Approving Authority), 19.660 (General Application Processing Procedures), 19.670 (Notices and Hearings) and 19.680 (Appeals), 19.690 (Effective Dates) and other applicable Chapters of the Zoning Code. (Ord. 6966 §1, 2007)

19.760.030 Applicability and Permit Requirement.

- A. The Approving or Appeal Authority may grant a conditional use permit, in accordance with the procedures stated in this Article, for any of the uses specifically listed in the Zoning Code as permitted subject to the granting of a conditional use permit. Tables 19.150.020 A and B summarize those uses requiring a conditional use permit and the applicable base zones. (Ord. 6966 §1, 2007)

19.760.040 Required Findings.

The Planning Commission may grant a conditional use permit in whole or in part, and including appropriate conditions of approval if, from the evidence presented at the public hearing, the following written findings can be made:

- A. The proposed use is substantially compatible with other existing and proposed uses in the area, including factors relating to the nature of its location, operation, building design, site design, traffic characteristics and environmental impacts;
- B. The proposed use will not be materially detrimental to the health, safety and general welfare of the public or otherwise injurious to the environment or to the property or improvements within the area; and
- C. The proposed use will be consistent with the purposes of the Zoning Code and the application of any required development standards is in the furtherance of a compelling governmental interest and is the least restrictive means of furthering that compelling governmental interest. (Ord. 6966 §1, 2007)

19.760.045 Conditions of Approval/Guarantees.

- A. In granting a conditional use permit, certain safeguards may be required and certain conditions established to protect the public health, safety, convenience and general welfare and to assure that the purposes of the Zoning Code shall be maintained with respect to the particular use on the particular site and in consideration of the location, use, building and traffic characteristics and environmental impact of the proposed use and of existing and potential uses within the general area in which such use is proposed to be located.
- B. The conditions attached to conditional use permits may include such provisions concerning use, height, area, yards, open spaces, setbacks, parking, loading, signs, improvements, site design, operation characteristics, land use compatibility, general character, appearance, environmental impact, time limits for commencing the construction or use authorized, revocation dates, and other conditions the Planning Commission may deem appropriate and necessary to carry out the purposes of the Zoning Code and Chapter.
- C. The Planning Commission may require bonds or other forms of guarantees for the Conditional Use Permit to ensure compliance with this Chapter and other applicable provisions of the Zoning Code, and to prevent adverse or detrimental impact to the surrounding neighborhood.
- D. The conditions of approval must be kept on site and be made available for inspection on demand by a City representative.
- E. Conditional Use Permits are approved for the uses of a particular property and may be transferred between one owner of the land to another. (Ord. 6966 §1, 2007)

19.760.050 Voting Approval Requirements.

- A. The decision of Planning Commission to grant a conditional use permit shall require an affirmative vote of 2/3 of the membership present and voting. (Ord. 6966 §1, 2007)

19.760.060 Minor Modifications to Approved Conditional Use Permits.

Minor modifications to approved conditional use permits pursuant to Section 19.760.030 may be approved by the Zoning Administrator. (Ord. 6966 §1, 2007)

19.760.070 Review for Compliance and Revocation.**A. Compliance Investigation**

The City may conduct an investigation to ensure that the permittee is maintaining the use as applied for, in compliance with all conditions, and has not converted or modified the use. Failure to operate in accordance with the conditions of the conditional use permit shall be the subject of an enforcement action and administrative civil penalties as provided for under Chapter 1.17 of the Riverside Municipal Code and/or grounds for setting the matter for public hearings to consider revocation of the permit. The election of administrative civil penalties shall in no way act as a waiver of the revocation of the permit. The City may also pursue any other option permitted by law to require compliance with the conditions of the permit.

B. Revocation of Conditional Use Permits

1. The Planning Commission may upon the direction of the City Council shall hold a public hearing to consider the revocation of a conditional use permit granted in accordance with the provisions of this Chapter and over which such Commission has jurisdiction.
2. Written notice of the date, time, place and purpose of such public hearing shall be served on the owner of the property for which the permit was granted by registered mail, postage prepaid, return receipt requested, not less than ten days prior to the date of such hearing. Additional notice shall be given in the manner prescribed in this Chapter governing notices of conditional uses permits. The public hearing and investigations shall be conducted and hearing records maintained in the manner prescribed in this Chapter.
3. A conditional use permit may be revoked if, from the facts presented at the public hearing or by investigation, the Planning Commission finds any one or more of the following grounds:
 - a. That the permit approval was obtained by fraud;
 - b. That the permit granted is being or has been exercised contrary to the conditions of such permit or in violation of any applicable licenses, permits, regulations, laws, or ordinances; and
 - c. That the use for which the permit approval was granted is being or has been exercised as to be detrimental to the public health or safety or so as to constitute a nuisance.
4. Each decision by the Planning Commission to revoke a conditional use permit shall be by a formal and numbered resolution adopted by the affirmative votes of at least 2/3 of the membership of the Planning Commission, such membership being based upon membership present and voting. The Planning Commission shall make its findings, announce its decision and mail a notice of its decision to the owner of the property involved in the manner prescribed in this Chapter. Any person aggrieved or affected by a decision of the Planning Commission in

approving or disapproving a revocation of a conditional use permit may appeal to the City Council in the manner prescribed in this Chapter. The City Council may, after a public hearing has been held in the manner prescribed in this Section, affirm, reverse or modify the decision of the Planning Commission. (Ord. 6966 §1, 2007)

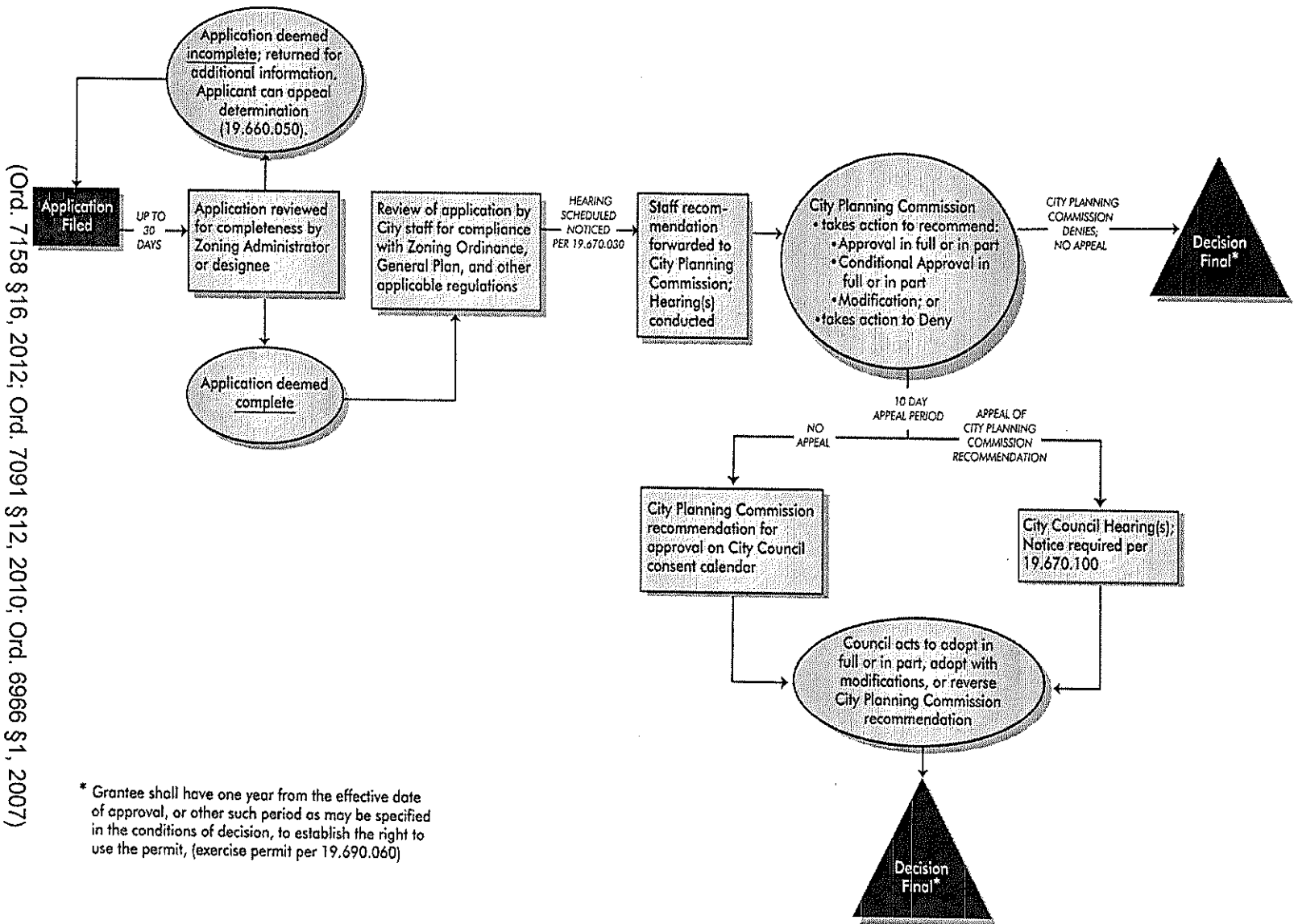
19.760.080 Limited Term Approval.

If the Planning Commission determines based upon written findings that it is necessary to protect the public health, safety or general welfare, the Planning Commission may limit the term of the permit. (Ord. 6966 §1, 2007)

19.760.090 Voiding of Conditional Use Permits.

- A. Any conditional use permit granted by the Planning Commission or by the City Council on appeal shall become null and void if:
1. The construction or use authorized by such permit is not commenced within the time limit specified in such permit, and such construction is not pursued diligently to completion; provided, however, that the Planning Commission may extend the time limit if a written application showing good cause for such time extension is submitted to the Planning Division prior to the expiration of the time limit; or
 2. The use for which the permit was granted has ceased to exist or has been suspended for 90 days or more, except that permits for uses which involve the on or off-sale of alcoholic beverages shall be subject to the provisions of Section 19.080.100 (Loss of Nonconforming Status for Alcoholic Beverage Sales); or
 3. The owner or owners authorized representative of the property for which the permit was granted requests in writing that the permit be voided and the Planning Commission having jurisdiction approved such request. (Ord. 6966 §1, 2007)

19.760.100 Conditional Use Permit Process in Flow Chart Form.



(Ord. 7158 §16, 2012; Ord. 7091 §12, 2010; Ord. 6966 §1, 2007)

* Grantee shall have one year from the effective date of approval, or other such period as may be specified in the conditions of decision, to establish the right to use the permit, (exercise permit per 19.690.060)