



# 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., January 8, 2015

**CHAIR**  
Simon Housman  
Rancho Mirage

**VICE CHAIRMAN**  
Rod Ballance  
Riverside

**COMMISSIONERS**  
Arthur Butler  
Riverside

Glen Holmes  
Hemet

John Lyon  
Riverside

Greg Pettis  
Cathedral City

Steve Manos  
Lake Elsinore

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

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

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

## 1.0 INTRODUCTIONS

### 1.1 CALL TO ORDER

### 1.2 SALUTE TO FLAG

### 1.3 ROLL CALL

## 2.0 ADMINISTRATIVE ITEMS

### 2.1 Director's Approvals

## 3.0 PUBLIC HEARING: NEW CASES

### RIVERSIDE MUNICIPAL AIRPORT

- 3.1 ZAP1066RI14 – Nova Homes, Inc. (Representative: Tom Mungari) – City of Jurupa Valley Major Action Case No. MA14143 (General Plan Amendment [GPA] No. 1408, Change of Zone [CZ] No. 1497, and Tentative Tract Map No. 36748). Tentative Tract Map No. 36748 is a proposal to divide 43.5 acres located northerly of Limonite Avenue and easterly of Pedley Drive into 177 single-family residential lots ranging from 3,420 to 7,899 square feet in area, plus five lettered lots. GPA No. 1408 proposes to amend the land use designation of the site from Rural Community-Low Density Residential (1-2 dwelling units per acre), Community Development – Low Density Residential (1-2 dwelling units per acre), Medium Density Residential (2-5 dwelling units per acre), and Commercial Retail to Medium High Density Residential (5-8 dwelling units per acre). CZ No. 1497 proposes to change the zoning of the site from R-A (Residential-Agricultural), A-1-1 (Light Agriculture, one acre minimum lot size), and C-1/C-P (General Commercial) to R-4 (Planned Residential). (Compatibility Zone E of the Riverside Municipal Airport Influence Area). ALUC Staff Planner: John Guerin at (951) 955-0982, or e-mail at [jguerin@rctlma.org](mailto:jguerin@rctlma.org)

Staff Recommendation: CONSISTENT

## STAFF

Director  
Ed Cooper

John Guerin  
Russell Brady  
Barbara Santos

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

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

**MARCH AIR RESERVE BASE**

- 3.2 ZAP1106MA14 – First Industrial, L.P. (Representative: Grant Henninger, T&B Planning, Inc. – City of Moreno Valley Case No. PA14-124 (Amended Plot Plan). The applicant proposes to increase the height of a previously entitled 1,450,000 square foot warehouse building (including 66,790 square feet of mezzanine area and 12,000 square feet of ground floor office space) on a 72.88 gross acre site located southerly of Nandina Avenue, westerly of Indian Street, and easterly of Heacock Street from 42 feet to 60 feet, and to increase the building's elevation at its highest point from 1,520 feet above mean sea level to 1,538 feet above mean sea level. A portion of the site is in the Clear Zone of March Air Reserve Base and would remain undeveloped. (Airport Compatibility Zones A, B2 and C1 of the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, with Zone A remaining undeveloped.) ALUC Staff Planner: Russell Brady at (951) 955-0549, or e-mail at [rbrady@rctlma.org](mailto:rbrady@rctlma.org)

Staff Recommendation: CONSISTENT

- 3.3 ZAP1105MA14 – Hagop Kofdarali (Representative: Empire Design Group, Greg Hann) – Riverside City Case Nos.: P14-0841 (General Plan Amendment), P14-0842 (Specific Plan Amendment), P14-0843 (Rezoning), P14-0844 (Conditional Use Permit), P14-0845 (Conditional Use Permit), P14-0846 (Conditional Use Permit), P14-0847 (Design Review). The Design Review is a proposal to develop a 3,500 square foot fast food restaurant building, 8,000 square foot retail building, 92,850 square foot industrial building, and diesel fueling pumps and canopy on 9.13 net acres located northerly of Alessandro Boulevard, easterly of Interstate-215, westerly of Old 215 Frontage Road, and southerly of Cottonwood Avenue in the City of Riverside. The Conditional Use Permits propose to revise the existing vehicle wash facility, establish the diesel fueling station, and establish the drive-thru restaurant. The General Plan Amendment proposes to change the land use designation of the site from (B/OP) to (C). The Specific Plan Amendment proposes a text change to allow for commercial uses on this property. The Rezoning proposes to change the zoning classification of the site from (BMP) to (CR). (Compatibility Zone B1-APZII of the March Air Reserve Base/Inland Port Airport Influence Area). ALUC Staff Planner: Russell Brady at (951) 955-0549, or e-mail at [rbrady@rctlma.org](mailto:rbrady@rctlma.org)

Staff Recommendation: INCONSISTENT

**JACQUELINE COCHRAN REGIONAL AIRPORT**

- 3.4 ZAP1027TH14 – City of Coachella (Luis Lopez, Development Services Director). A proposal by the City of Coachella to adopt a new General Plan emphasizing community designs that prioritize active transportation modes such as walking and bicycling, encourage social interactions, and create traditional neighborhoods, in order to become a healthier, more sustainable community. The General Plan includes the following elements: Land Use and Community Character, Mobility, Community Health and Wellness, Sustainability and the Natural Environment, Safety, Infrastructure and Public Services, Noise, Housing, and Implementation. The City includes land within Airport Compatibility Zones C, D, and E of the Jacqueline Cochran Regional Airport Influence Area, and the sphere of influence also includes land within Compatibility Zone B1. ALUC Staff Planner: John Guerin at (951) 955-0982, or e-mail at [jguerin@rctlma.org](mailto:jguerin@rctlma.org)

Staff Recommendation: DISCUSS and CONTINUE to 2-5-15

**JACQUELINE COCHRAN REGIONAL AIRPORT**

- 3.5 ZAP1026TH14 – English Congregation of Jehovah’s Witnesses (Representative: Mark J. Stoker, Stoker Construction, Inc.) – County Case No.: PP25688 (Plot Plan). The applicant proposes to develop a phased, multi-structure church (Kingdom Hall) complex, consisting of two 5,054 square foot church buildings, two 1,200 square foot caretaker units, and two 1,200 square foot maintenance buildings on a 4.71-acre (net) site located easterly of Hernandez Lane and southerly of Airport Boulevard in the unincorporated community of Thermal. Each church building would include an auditorium area with 177 fixed seats, plus 4 designated wheelchair spaces, for a congregation capacity of 181. Each church building would also include two library rooms, a literature area, one office, restrooms, and utility/mechanical areas. (Airport Compatibility Zone D of the Jacqueline Cochran Regional Airport Influence Area). ALUC Staff Planner: Russell Brady at (951) 955-0549, or e-mail at [rbrady@rctlma.org](mailto:rbrady@rctlma.org)

Staff Recommendation: CONSISTENT

- 3.6 ZAP1024TH14 – Thermal Operating Company, LLC (Representative: Melissa Perez, Albert A. Webb and Associates – County Case Nos. SP00303A3 (Amendment No. 3 to Specific Plan No. 303 [Kohl Ranch]), CZ 07852 (Change of Zone), TR36851 (Tentative Tract Map). SP00303A3 is a proposal to amend the Specific Plan land use designation of 252.47 acres located northerly of 62<sup>nd</sup> Avenue, westerly of Polk Street, and easterly of Harrison Street from 249.68 acres of Heavy Industrial and 2.79 acres of Commercial Retail to Mixed Use (Most of this area is within the Thermal Club.) The change from Heavy Industrial and Commercial Retail is a mandatory prerequisite to allowance for 15 live/work units, and for 158 dwelling units on up to 139 of the “Founders’ lots.” In order to maintain the current allowable number of residential units for the Specific Plan (7,171), the applicant proposes to reduce the number of residential units in the area south of 62<sup>nd</sup> Avenue and north of 64<sup>th</sup> Avenue by 173 (from 2,604 to 2,431 units). CZ07852 is a proposal to modify the existing Specific Plan (SP) zoning ordinance for SP00303 to reflect the proposed designations and boundaries of the Planning Areas, as amended, and to establish the list of permissible land uses and design standards for each of the Planning areas. TR36851 is a proposal to subdivide 19 non-contiguous “Founder’s lots” to establish condominium duplexes on each of the 19 lots for a total of 38 units. (Airport Compatibility Zones B1, C, and D of the Jacqueline Cochran Regional Airport Influence Area). ALUC Staff Planner: Russell Brady at (951) 955-0549, or e-mail at [rbrady@rctlma.org](mailto:rbrady@rctlma.org)

Staff Recommendation: INCONSISTENT

4.0 **APPROVAL OF MINUTES**

November 13, 2014 and December 11, 2014

5.0 **ORAL COMMUNICATION ON ANY MATTER NOT ON THE AGENDA**

6.0 **COMMISSIONER’S COMMENTS**

# RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

## STAFF REPORT

### ADMINISTRATIVE ITEMS

- 2.1 Director's Approvals. As authorized pursuant to ALUC Resolution No. 2011-02, ALUC Director Ed Cooper has reviewed one Citywide General Plan 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 2004 Corona Municipal Airport Land Use Compatibility Plan. ZAP1005CO14 is an amendment to the text of the City of Norco Conservation Element that would primarily incorporate a Climate Action Plan/Sustainable Community Plan.

Additionally, during the first half of the month of December, 2014, as authorized pursuant to Section 1.5.2(d) of the 2004 Riverside County Airport Land Use Compatibility Plan, ALUC Director Ed Cooper reviewed one non-legislative case (ZAP1056BD14, a proposal to establish a 2,036 square foot fast food restaurant [Taco Bell] on a 0.66-acre parcel within Compatibility Zone D of the Bermuda Dunes Airport Influence Area in unincorporated Riverside County) and issued a determination of consistency.

Copies of both consistency letters and background documents are attached, for the Commission's information.

Y:\ALUC\ALUC Administrative Items\Admin. 2015\ADmin Item 01-08-15.doc

AIRPORT LAND USE COMMISSION  
RIVERSIDE COUNTY

2.1



December 15, 2014

CHAIR  
Simon Housman  
Rancho Mirage  
VICE CHAIRMAN  
Rod Ballance  
Riverside

Mr. Jay Olivas, Urban Regional Planner IV  
Riverside County Planning Department  
77-588 El Duna Court, Suite H  
Palm Desert, CA 92211

COMMISSIONERS

Arthur Butler  
Riverside  
Glen Holmes  
Hemet

RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW

File No.: ZAP1056BD14  
Related File No.: PP 25673  
APN: 748-370-056

John Lyon  
Riverside

Dear Mr. Olivas:

Greg Pettis  
Cathedral City

Steve Manos  
Lake Elsinore

Under the delegation of the Riverside County Airport Land Use Commission (ALUC), staff reviewed the above-referenced proposal for the establishment of a 2,036 square foot fast food restaurant (Taco Bell) on a 0.66-acre parcel located westerly of Washington Street, northerly of Varner Road, southerly of Wildcat Drive, and easterly of Berkey Drive in the unincorporated community of Bermuda Dunes.

STAFF

Director  
Ed Cooper

John Guerin  
Russell Brady  
Barbara Santos

The site is located within Airport Compatibility Zone D of the Bermuda Dunes Airport Influence Area (AIA). The project is anticipated to accommodate a maximum of 62 people (50 in the building and 12 in the drive-through queue), resulting in a prorated average intensity of 94 people based on the 0.66-acre site area, which would be consistent with the Compatibility Zone D average acre criterion of 100 people. (Single-acre intensity is not applicable because the site is smaller than 3 acres in area.)

County Administrative Center  
4000 Lennon St., 14th Floor.  
Riverside, CA 92501  
(951) 955-5132

Based on the distance of the parcel to the end of the runway at 7,200 feet and the elevation of the westerly end of the runway at 73.4 feet above mean sea level (AMSL), FAA Obstruction Evaluation review would be required for any structure with a top point elevation exceeding 145.4 feet AMSL. The proposed finished floor elevation is 106.20 feet AMSL and the maximum building height proposed is 22 feet, 1 inch (22.08 feet) for a total elevation of 128.28 feet AMSL. Therefore, FAA Obstruction Evaluation review for height/elevation reasons will not be required.

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

As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with the 2004 Bermuda Dunes Airport Land Use Compatibility Plan, subject to the following conditions:

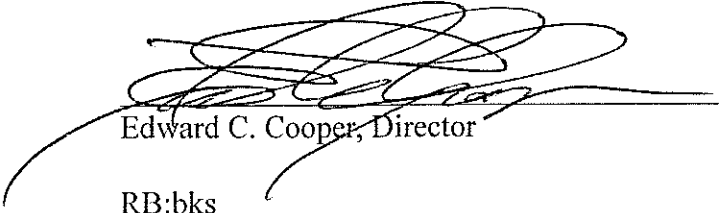
CONDITIONS:

1. Any new 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 but not limited to, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, artificial marshes, incinerators, and fly ash disposal.
  - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
3. The attached notice shall be provided to all potential purchasers of the property and tenants of any habitable buildings thereon.
4. This determination of consistency is based on the site plan and related documents prepared for Plot Plan No. 25673, which provide for a restaurant with an indoor serving area of 639 square feet, plus a drive-through. In the event that subsequent tenant improvements result in a serving area exceeding 700 square feet, the resulting project shall be submitted to ALUC for amended review.

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

Attachments: Notice of Airport in Vicinity

cc: Marks Architects – Attn.: Gabriela Marks (representative)  
PSTB, LLC – Attn.: Lee Mitchell (property owner)  
Passco Washington Square (Irvine)

Mike Smith, Manager, Bermuda Dunes Executive Airport  
ALUC Case File

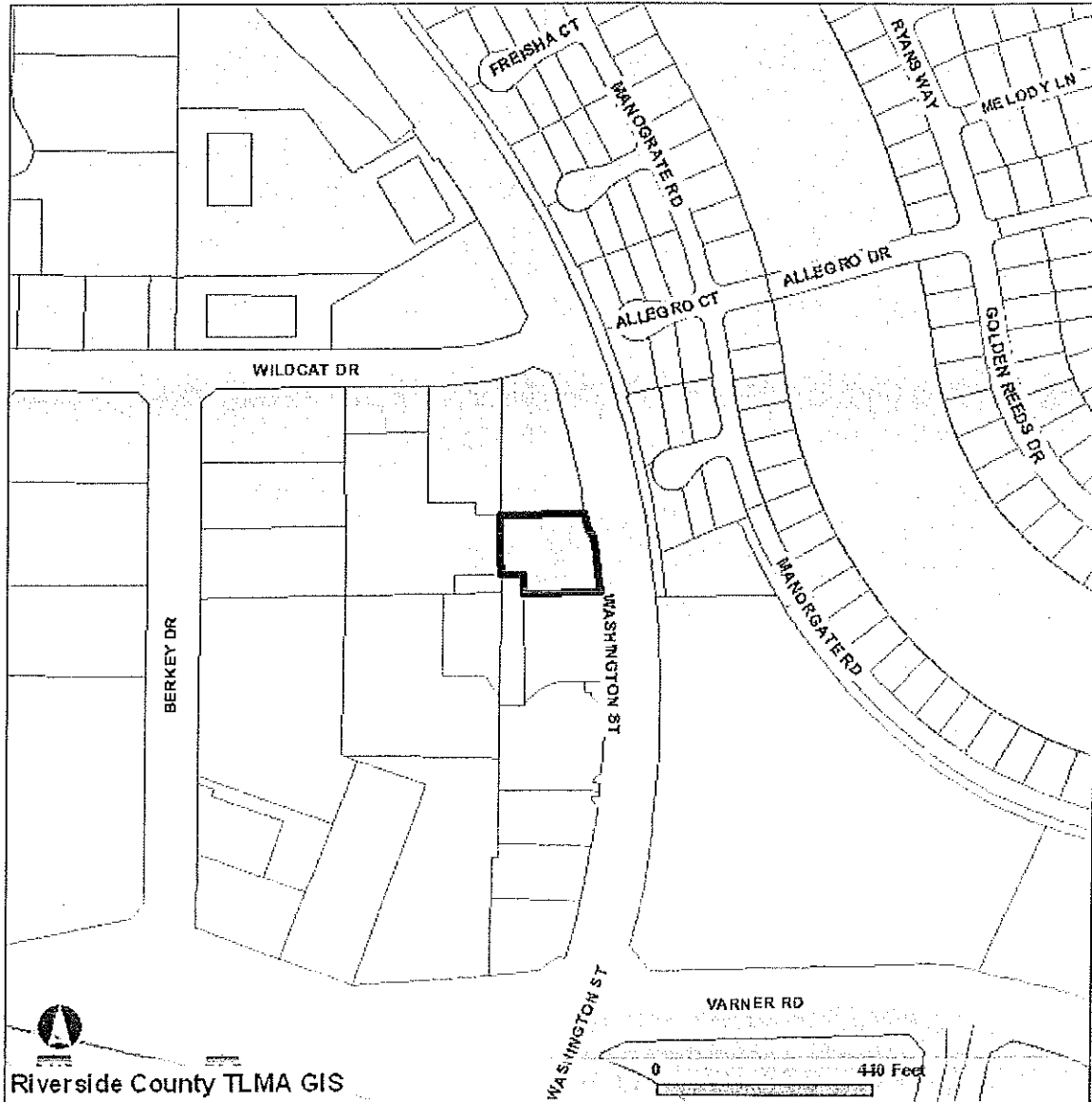
Y:\AIRPORT CASE FILES\Bermuda Dunes\ZAP1056BD14\ZAP1056BD14LTR.doc

# NOTICE OF AIRPORT IN VICINITY

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



RIVERSIDE COUNTY GIS



Selected parcel(s):  
748-370-056

**\*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.

**STANDARD WITH PERMITS REPORT**

**APNs**

748-370-056-0

**OWNER NAME / ADDRESS**

PASSCO WASHINGTON SQUARE  
ADDRESS NOT AVAILABLE

**MAILING ADDRESS**

(SEE OWNER)  
2050 MAIN ST STE 650  
IRVINE CA. 92614

**LEGAL DESCRIPTION**

**MAJOR PLOT PLAN APPLICATION  
FOR**

**TACO BELL  
DRIVE THRU RESTAURANT**



**SWC of Wildcat Dr & Washington St.  
Palm Desert, CA 92230  
LIVE MAS MEDIUM 40 REVERSE BLDG.**

ALL WORK SHALL CONFORM TO THE SPECIFICATIONS OF THE LATEST BUILDING CODES AND ALL OTHER APPLICABLE CODES, STANDARDS AND REGULATIONS OF THE COUNTY OF PALM DESERT.

IT IS NOTED THAT A COMPLETE OCCUPANCY PERMIT IS REQUIRED.

THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND NOTING THE EXISTING CONDITIONS OF THE PROPERTY AND SITE.

DO NOT SCALE THESE DRAWINGS. VERIFY ALL DIMENSIONS AND CONDITIONS IN THE FIELD. ANY DISCREPANCIES IN THESE DRAWINGS SHALL BE BROUGHT TO THE ATTENTION OF THE ARCHITECT PRIOR TO STARTING WORK.

ALL PROPOSED SUBMITTALS SHALL BE APPROVED BY THE PALM DESERT CONSTRUCTION MANAGER BEFORE INSTALLATION.

REMOVE ALL EXISTING UTILITIES, REFER TO ALL EXISTING UTILITIES AND TIE IN WITH NEW UTILITIES. THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND NOTING THE EXISTING CONDITIONS OF THE PROPERTY AND SITE.

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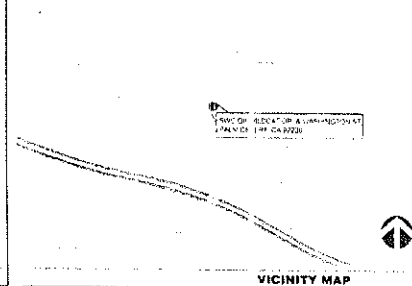
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**GENERAL DRAWING SYMBOLS**

	NOTE NAME		KEY LETTER
	SHEET NUMBER		KEY SYMBOL
	ELEVATION NUMBER		KEY NUMBER
	SECTION CUT		KEY MARKER
	SECTION CUT		KEY NUMBER
	SECTION CUT		KEY NUMBER
	SECTION CUT		KEY NUMBER
	SECTION CUT		KEY NUMBER

REFER TO STRUCTURAL, MECHANICAL, PLUMBING AND ELECTRICAL SCHEDULES FOR SPECIFIC SYMBOLS



**PROJECT GENERAL NOTES**

**LOCAL JURISDICTION / COUNTY NUMBER:**  
PALM DESERT, COUNTY OF PALM DESERT

**PLANNING CODE / COUNTY ZONING / CITY ZONING:**  
MEDIUM 40, PALM DESERT LOCAL ORDINANCE 17.0001, PALM DESERT LOCAL ORDINANCE 17.0002

**NEW FORM APPROVALS / OTHER AGENCY REVIEW:**  
NONE

**PROJECT LOCATION:**  
2643 SOUTH AVE, PALM DESERT, CA 92230

**PROJECT CONTACT:**  
MARKS ARCHITECTS, INC.

**PROJECT DESCRIPTION:**  
DRIVE THRU RESTAURANT

**PROJECT PHASES:**  
1. PRELIMINARY PLANNING AND DESIGN  
2. PERMITTING AND CONSTRUCTION

**PROJECT OWNER:**  
TACO BELL

**PROJECT ARCHITECT:**  
MARKS ARCHITECTS, INC.

**PROJECT ENGINEER:**  
SOTELO ARCHITECTS

**PROJECT EXHIBIT PREPARER:**  
MARKS ARCHITECTS, INC.

**PROJECT SUMMARY**

**APPLICABLE REGULATIONS:**  
MEDIUM 40, PALM DESERT LOCAL ORDINANCE 17.0001, PALM DESERT LOCAL ORDINANCE 17.0002

**PROJECT NUMBER:**  
TACO BELL 2018-001

**LEGAL DESCRIPTION**

<b>PROPERTY OWNER</b> TACO BELL 2643 SOUTH AVE PALM DESERT, CA 92230 CONTACT: LEE MICHEL PHONE: 918-728-9182	<b>ARCHITECT</b> MARKS ARCHITECTS, INC. 2643 SOUTH AVE PALM DESERT, CA 92230 CONTACT: GABRIELA MARFA PHONE: 918-728-9182
<b>PROJECT OWNER</b> TACO BELL 2643 SOUTH AVE PALM DESERT, CA 92230 CONTACT: LEE MICHEL PHONE: 918-728-9182	<b>STRUCTURAL ENGINEER</b> SOTELO ARCHITECTS 2643 SOUTH AVE PALM DESERT, CA 92230 CONTACT: GABRIELA MARFA PHONE: 918-728-9182
<b>MECHANICAL ENGINEER</b> P. M. M. E.	<b>LANDSCAPE ARCHITECT</b> SOTELO ARCHITECTS 2643 SOUTH AVE PALM DESERT, CA 92230 CONTACT: GABRIELA MARFA PHONE: 918-728-9182
<b>ELECTRICAL ENGINEER</b> ELECTRICAL ENGINEERING, INC. 1245 NORTH 5TH STREET SANTA ANA, CA 92701 CONTACT: DAVID GARDNER PHONE: 714-261-2800	<b>EXHIBIT PREPARER</b> MARKS ARCHITECTS, INC. 2643 SOUTH AVE PALM DESERT, CA 92230 CONTACT: GABRIELA MARFA PHONE: 918-728-9182

**PROJECT DIRECTORY**

<b>SEWER</b> 2643 SOUTH AVE, PALM DESERT, CA 92230 CONTACT: TACO BELL PHONE: 918-728-9182	<b>WATER</b> 2643 SOUTH AVE, PALM DESERT, CA 92230 CONTACT: TACO BELL PHONE: 918-728-9182
<b>GAS</b> 2643 SOUTH AVE, PALM DESERT, CA 92230 CONTACT: TACO BELL PHONE: 918-728-9182	<b>ELECTRIC</b> 2643 SOUTH AVE, PALM DESERT, CA 92230 CONTACT: TACO BELL PHONE: 918-728-9182

**UTILITY CONTACTS**

**TITLE:**  
TACO BELL DRIVE THRU RESTAURANT

**SITE:**  
2643 SOUTH AVE, PALM DESERT, CA 92230  
CONCEPT LANSCAPE PLAN

**ARCHITECTURAL:**  
A1: EXTERIOR ELEVATIONS  
A2: EXTERIOR ELEVATIONS  
A3: EXTERIOR ELEVATIONS  
A4: EXTERIOR ELEVATIONS

**marks  
architects**

architecture  
interior design  
retail  
restaurants  
space planning  
master planning  
lead accredited  
cmap

2643 South Ave.  
Palm Desert, CA 92230  
619.702.9448  
619.702.9442

marks architects 2014  
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**TACO BELL**

MEDIUM 40

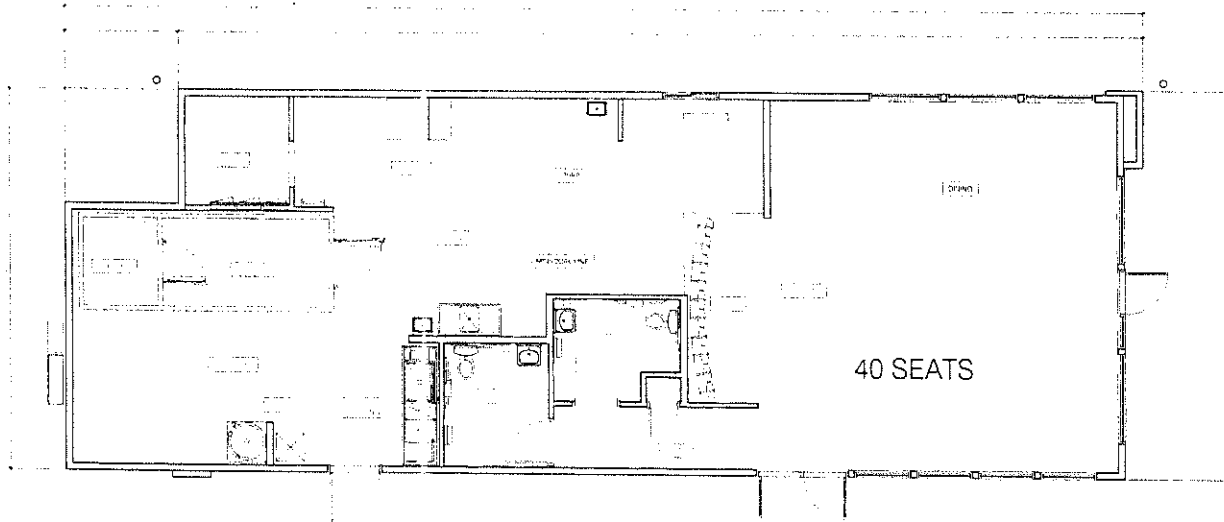
**SHEET INDEX**

SCALE OF SITE PLAN: 1" = 20' (RESTAURANT WITH 20' PARKING SPACES, OUTDOOR PATIO, INHALL ENCLOSURE AND RELATED SITE IMPROVEMENTS)

THE PROJECT IS LOCATED IN A VALLEY AND IS A SHOPPING CENTER.

**TITLE SHEET**  
**T1.0**





**ROUGH OPENINGS ARE NOT  
NECESSARILY TO STUD.  
SEE DETAILS ON SHEET A6.1  
FOR R.O. LOCATIONS.**

FLOOR PLAN A

**WALL LEGEND**

[Symbol]	1/2" CMU
[Symbol]	4" CMU
[Symbol]	6" CMU
[Symbol]	8" CMU
[Symbol]	12" CMU
[Symbol]	16" CMU
[Symbol]	20" CMU
[Symbol]	24" CMU
[Symbol]	30" CMU
[Symbol]	36" CMU
[Symbol]	42" CMU
[Symbol]	48" CMU
[Symbol]	54" CMU
[Symbol]	60" CMU
[Symbol]	66" CMU
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[Symbol]	228" CMU
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[Symbol]	330" CMU
[Symbol]	336" CMU
[Symbol]	342" CMU
[Symbol]	348" CMU
[Symbol]	354" CMU
[Symbol]	360" CMU
[Symbol]	366" CMU
[Symbol]	372" CMU
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**FLOOR PLAN NOTES**

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2. ALL WALLS SHALL BE FINISHED TO MATCH THE ADJACENT ROOMS UNLESS OTHERWISE NOTED.
3. ALL FLOORS SHALL BE FINISHED TO MATCH THE ADJACENT ROOMS UNLESS OTHERWISE NOTED.
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19. ALL PAPER SHALL BE FINISHED TO MATCH THE ADJACENT ROOMS UNLESS OTHERWISE NOTED.
20. ALL OTHER FINISHES SHALL BE FINISHED TO MATCH THE ADJACENT ROOMS UNLESS OTHERWISE NOTED.

**KEY NOTES**

1. ALL ROOMS SHALL BE FINISHED TO MATCH THE ADJACENT ROOMS UNLESS OTHERWISE NOTED.
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- architecture
- interior design
- retail
- restaurants
- space planning
- modern planning
- landscaping
- design

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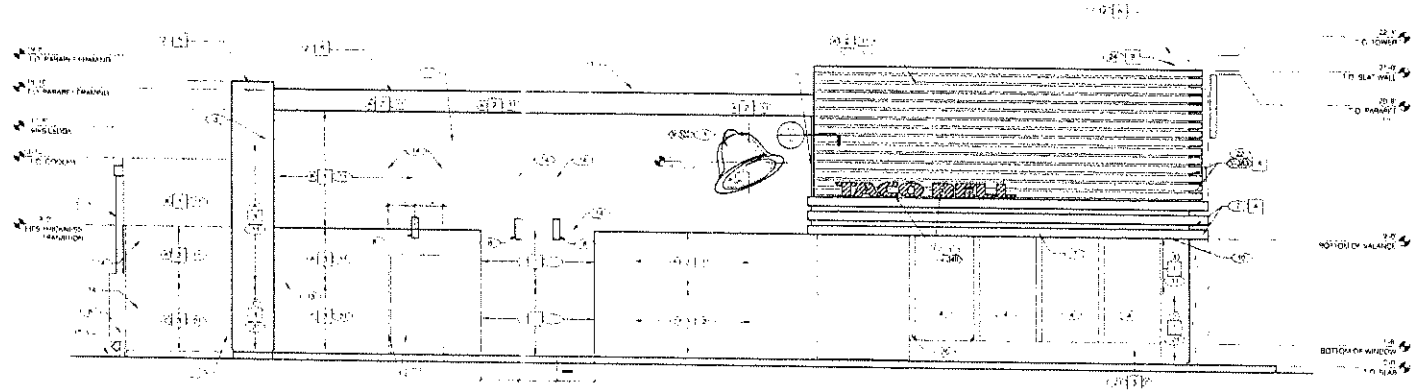
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**RIGHT SIDE ELEVATION** A



**E.I.F.S. THICKNESS** B

QTY	ITEM DESCRIPTION	ELEC

**SIGN SCHEDULE** C

QTY	ITEM DESCRIPTION	ELEC

QTY	ITEM DESCRIPTION	ELEC

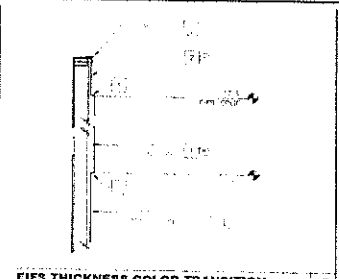
**CANOPY AND BLDG. ACCENT SCHED.** E

QTY	ITEM DESCRIPTION	ELEC

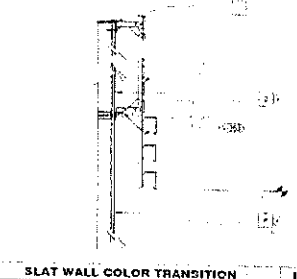
**KEY NOTES** D

**GENERAL NOTES** F

1. SEE ELEVATION SCHEDULE FOR MATERIAL CALLOUTS.
2. ALL FINISHES SHALL BE AS SHOWN ON THE ELEVATIONS UNLESS NOTED OTHERWISE.
3. MATERIALS SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURER'S INSTRUCTIONS.
4. ALL WORK SHALL BE SUBJECT TO INSPECTION AND APPROVAL BY THE ARCHITECT.
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS.
6. THE CONTRACTOR SHALL PROTECT ALL EXISTING CONDITIONS AND UTILITIES.
7. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL ADJACENT PROPERTIES.
8. THE CONTRACTOR SHALL MAINTAIN A SAFE WORKING ENVIRONMENT AT ALL TIMES.
9. ALL WORK SHALL BE COMPLETED WITHIN THE SPECIFIED TIME FRAME.
10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DISPOSING OF ALL DEBRIS AND WASTE.
11. THE CONTRACTOR SHALL MAINTAIN THE NEIGHBORHOOD IN A CLEAN AND SAFE MANNER.
12. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY INSURANCE.
13. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY BONDS.
14. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY LICENSES.
15. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY REGISTRATIONS.
16. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY CERTIFICATIONS.
17. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY APPROVALS.
18. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS.
19. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY LICENSES.
20. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY REGISTRATIONS.



**EIFS THICKNESS COLOR TRANSITION** G



**SLAT WALL COLOR TRANSITION** I

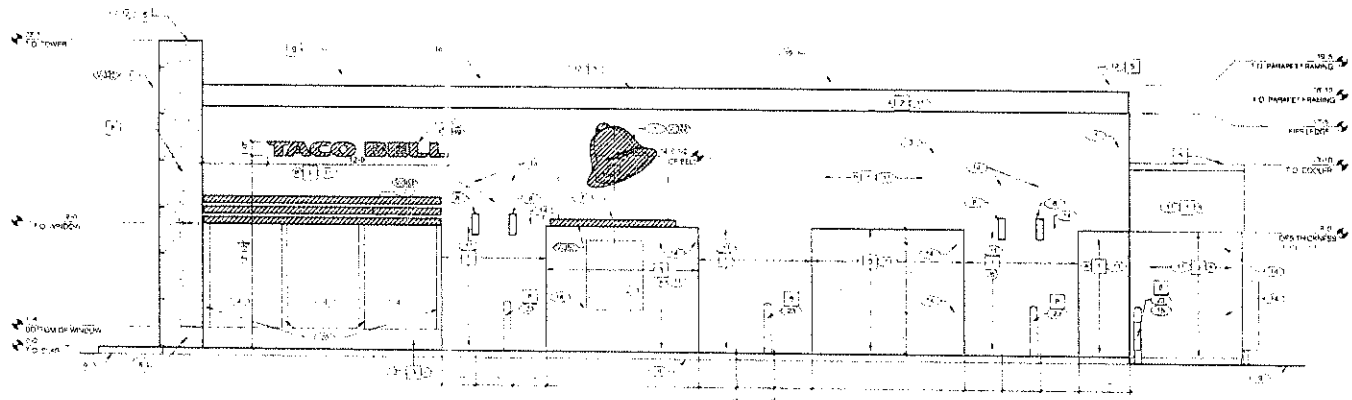
**EXTERIOR FINISH SCHEDULE** H

ITEM	DESCRIPTION	FINISH	NOTES
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2	EIFS	Black	See Section G
3	EIFS	Grey	See Section G
4	EIFS	Blue	See Section G
5	EIFS	Green	See Section G
6	EIFS	Red	See Section G
7	EIFS	Yellow	See Section G
8	EIFS	Purple	See Section G
9	EIFS	Pink	See Section G
10	EIFS	Brown	See Section G
11	EIFS	Orange	See Section G
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17	EIFS	Light Brown	See Section G
18	EIFS	Light Orange	See Section G
19	EIFS	Light Light Blue	See Section G
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22	EIFS	Light Light Purple	See Section G
23	EIFS	Light Light Pink	See Section G
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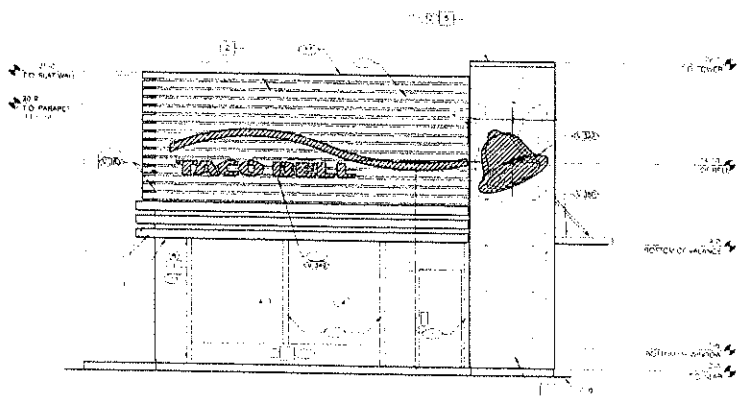


**EXTERIOR ELEVATIONS**

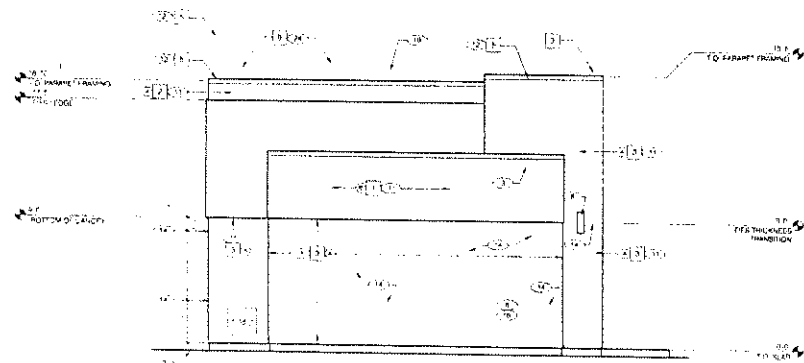
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RIGHT SIDE ELEVATION A



FRONT ELEVATION C



REAR ELEVATION B



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DRAWING



EXTERIOR  
ELEVATIONS

A4.1

PAGE BREAK



AIRPORT LAND USE COMMISSION  
RIVERSIDE COUNTY

2.1



December 1, 2014

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Simon Housman  
Rancho Mirage

VICE CHAIRMAN  
Rod Ballance  
Riverside

COMMISSIONERS

Arthur Butler  
Riverside

John Lyon  
Riverside

Glen Holmes  
Hemet

Greg Pettis  
Cathedral City

Steve Manos  
Lake Elsinore

STAFF

Director  
Ed Cooper

John Guerin  
Russell Brady  
Barbara Santos

County Administrative Center  
4060 Lerron St., 14<sup>th</sup> Floor.  
Riverside, CA 92501  
(951) 955-5132

Mr. Steve King, Planning Director  
City of Norco Planning Department  
2870 Clark Avenue  
Norco, CA 92860

RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW

File No.: ZAP1005CO14  
Related File No.: GPA 2014-01a (General Plan Amendment)  
APN: N/A, Citywide

Dear Mr. King:

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 Norco Case No. GPA 2014-01a, an amendment to the text of the City's Conservation Element that would primarily incorporate a Climate Action Plan/Sustainable Community Plan, 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 Area (AIA) of Corona Municipal Airport; (2) has no potential for being inconsistent with the compatibility criteria and policies of the 2004 Corona Municipal Airport Land Use Compatibility Plan; and, (3) has no possibility for having an impact on the safety of air navigation within this AIA or on the long-term viability of operations at this airport.

Therefore, I hereby find the above-referenced project **CONSISTENT** with the 2004 Corona Municipal Airport Land Use Compatibility Plan.

(This ALUC review addresses this General Plan Amendment only and does not constitute a finding or determination as to the consistency of the City of Norco General Plan in its entirety.)

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

Sincerely,  
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

Edward C. Cooper, Director

RB:bks



**RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION    December 1, 2014**

cc:     Curtis Showalter, Airport Manager, Corona Municipal Airport  
         ALUC Case File

Y:\AIRPORT CASE FILES\Corona\ZAP1005CO14\ZAP1005CO14.LTR.doc

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## **1.0 INTRODUCTION TO THE CONSERVATION ELEMENT**

The City of Norco was incorporated to preserve a small plot agricultural/animal keeping/equestrian lifestyle. Primary to this goal is the maintenance of residential lots that will accommodate and encourage animal keeping and agriculture at a family scale, a concept that dates back to early colonial times. The Land Use Element establishes the primary goal of the community, which is the maintenance of that kind of lifestyle. All other elements of the General Plan must be consistent. The Conservation Element works in conjunction with the Land Use Element in providing the life quality standards that will sustain the community, and support the preservation of small plot agriculture/animal keeping/equestrian lifestyle as a viable overall land use. In an urban setting, the City of Norco provides a unique opportunity to maintain this lifestyle that is not readily available elsewhere in the region.

### **1.1 PURPOSE OF THE CONSERVATION ELEMENT**

The purpose of the Conservation Element is to provide direction to the City regarding the preservation, development, and utilization of natural resources. The State has mandated that the General Plan provide for the conservation of natural resources for the use and enjoyment of future generations. Natural resources discussed in this element include water, energy, soils, minerals, and wildlife. For issues regarding land resources and use, see the Land Use Element.

### **1.2 SCOPE AND FORMAT OF ELEMENT**

The element is composed of four sections. The first section includes a description of the Element's purpose and background for inclusion in the General Plan. The second section contains the City's goals and policy statements for the conservation of its resources including water, energy, soil, and wildlife. The third section is the Conservation Plan defining what the City needs to achieve with respect to its resources. The fourth section of the Conservation Element contains the implementation measures to accomplish the stated goals and policies.

## **2.0 CONSERVATION ELEMENT GOALS AND POLICIES**

### **2.1 CONSERVATION ISSUES AND PROBLEMS**

2.1.1 ADEQUATE AND POTABLE WATER SUPPLY: The City's average annual water production requirement is projected to increase from 6,000 acre-feet now in 2014 to approximately 9,000 acre-feet when ultimate development in the community occurs the City will be nearing build-out conditions. The Temescal Basin is the City's primary source for water because of quality and the comparatively low cost of extraction. The City's safe yield from that basin has been estimated to be



5,000 acre-feet necessitating the need to continue to find additional sources of water.

2.1.2 **ENERGY SUPPLY:** Since the City does not produce any of its own electrical resources that are consumed here power, the City is subject to market conditions that it has only minimal influence on. If there is a protracted downturn in power availability, or some other factor produces prolonged increases in the cost of energy, the City becomes vulnerable to maintaining its lifestyle. In addition, this places the City's potential to attract new development and jobs at a disadvantage to cities that supply their own electricity (i.e. Riverside) and may be able to weather market conditions better.

2.1.3 **WILDLIFE PROTECTION:** The City recognizes that the protection of wildlife resources and open space is an integral part of maintaining the City's small plot agriculture/animal keeping/equestrian lifestyle and rural image.

Inherent to this is the protection of the primary vegetative/habitat communities that support the species endemic to the Norco area. The hillside areas as are one of the primary undisturbed habitat areas ~~can be~~ and a large amount of acreage has been preserved in open space to achieve that objective.

The Santa Ana River, ~~on the other hand,~~ is also already primarily preserved in open space, but the status of its native habitat is in a state of flux as officials work to supplant arundo with native habitat species. ~~has~~ Arundo is a non-native plant that has invaded many of the river and stream beds in the ecoregion (~~arundo~~) that is systematically supplanting native vegetation. ~~Intervention for the~~ Continued removal of the arundo will ~~be required before~~ ensure that the Santa Ana River can once again be considered a sustainable habitat area for native species.

2.1.4 **WASTE MANAGEMENT:** Because of the small plot agricultural, animal-keeping, and equestrian nature of the community there is the issue of manure management that is unique to Norco from the other cities in the western Riverside County area. The current practice of having the manure transported to drying beds outside of the City is a short-term solution.

A long-term solution needs to be developed for the City to maintain its animal-keeping lifestyle. The development of a manure-to-energy plant either for the City by itself or as part of a regional plant that can serve the needs of rural areas in Riverside County and surrounding counties is a long-term solution that needs to be pursued diligently.

## 2.2 **WATER RESOURCES QUALITY GOAL-CONTINUOUSLY MAINTAIN AN ADEQUATE WATER SUPPLY THAT EXCEEDS MINIMUM STATE AND FEDERAL WATER QUALITY REQUIREMENTS**



2.2.1 WATER SUPPLY POLICY: The City will continue to seek ways to increase the available water resources through the preservation of existing resources, and the development of new ones.

Policy 2.2.1a. ~~The City shall~~ Continue to promote water conservation through the use of xeriscape designs in new development. Additionally, public spaces shall incorporate xeriscape landscaping where feasible.

Policy 2.2.1b. ~~The City shall continuously~~ Continue to provide information to the public on ways to conserve water and reduce consumption. Water conservation measures shall be specific to the type of user (i.e. residential, animal-keeping, and commercial).

Policy 2.2.1c. The City, along with other member agencies of the Western Riverside County Regional Wastewater Authority, ~~shall complete~~ should monitor the demand for reclaimed water, and then file Petitions of Change with the Regional Water Quality Control Board on an as-needed basis to reduce the amount of reclaimed water that is discharged into the Santa Ana River from the Archibald Treatment Facility. That water could then be available for transmission into the City's reclaimed water infrastructure system already in place to deliver water for park irrigation and other future facilities. ~~initial infrastructure improvements for a reclaimed water line from the Archibald Treatment Plant to supply a continuing source for the replenishment of Lake Norconian and the proposed lake and landscape watering for the HCI complex under construction at the writing of this document. Infrastructure to other parks, landscape maintenance districts, and public facilities for landscape watering shall be completed on a continuing basis as funding is available.~~ New projects (both public and private) ~~shall~~ should include as part of each project the installation of ~~be required to install~~ infrastructure for reclaimed water where the installation for future use is feasible.

Policy 2.2.1d. Insure that there are adequate increases in water production and distribution capabilities to meet future growth demands.

2.2.2 POTABLE WATER QUALITY POLICY: ~~The City shall~~ Continue to monitor water quality and use the different available resources for water supply to insure that the City has an uninterrupted supply of potable and aesthetic water throughout the year.

Policy 2.2.2a. Develop and maintain inter-agency agreements and infrastructure improvements to have back-up water supply sources from adjoining water districts during times of emergencies and system maintenance requirements.

2.2.3 REGIONAL WATER QUALITY POLICY: Continue regional cooperative agreements and actions for the protection of regional water resources.



~~Policy 2.2.23a. The City shall Protect water resources from pollutants through enforcement of the the Clean Water Act with the issuance of National Pollutant Discharge Elimination System (NPDES) permits for new development, as applicable, including Storm Water Pollution Protection Plans (SWPPP) during construction, and Water Quality Management Plans (WQMP) post construction of the Clean Water Act.~~

~~Policy 2.2.23b. Ensure through continuing public information campaigns that all residents with large animals are aware that manure spreading as a means of disposal is strictly prohibited to prevent contamination to reduce the amount of manure being spread on residential properties and the potential impacts to ground water supplies, and that only temporary storage is allowed until collection by a City-approved waste hauler. In conjunction with Goal 2.6 (Development of Energy Resources) the City should investigate the feasibility and opportunity seek financing opportunities for processing domestic the development of a manure to produce methane gas for to energy production processing facility now that the feasibility of such an operation for this area has been demonstrated.~~

~~Policy 2.2.2c. The City shall pursue opportunities to transfer CRC wastewater flow from the Santa Ana River Intercept (SARI) line to the Archibald Treatment Plant to allow for that capacity in the SARI line to be used for commercial manure that otherwise requires extensive and expensive pre-treatment if taken to the Archibald Treatment Plant.~~

~~Policy 2.2.2d3c. The City, in cooperation with the Riverside County Department of Environmental Health, shall should vigorously enforce regulations regarding the dumping of commercial and industrial hazardous wastes to prevent contamination to groundwater supplies.~~

~~Policy 2.2.2e3d. The City shall Continue to work partnering with the Regional Water Quality Control Board and neighboring water agencies for regional solutions to long range water quality issues.~~

~~Policy 2.2.2f3e. The City shall Continue monitoring water quality and implement measures as feasible needed to maintain the aesthetic quality of the water as well as the potability.~~

**2.3 WATER RESOURCES SUPPLY GOAL- PRESERVE RESOURCES BY REDUCING THE DEMAND FOR WATER IN CITY FACILITIES, AND IN PRIVATE DOMESTIC USE.**

**2.3.1 PUBLIC WATER CONSERVATION POLICY: The City should reduce demand for water in City facilities including parks, landscaped areas, and public buildings.**

~~Policy 2.3.1a. The City should Implement as feasible computer monitoring and soil sensors to control landscape watering.~~





Policy 2.3.1b. Watering of public landscaped areas should occur during early morning and/or late evening hours to minimize water loss from evaporation.

Policy 2.3.1c. Water storage facilities should be constructed as feasible for the purpose of storing run-off water to recharge groundwater supplies.

#### 2.3.2 PRIVATE DOMESTIC WATER CONSERVATION POLICY:

Policy 2.3.2a. ~~The City should~~ Require the installation of flow restriction fixtures in all new development.

Policy 2.3.2b. ~~The City should instigate and maintain~~ Promote public awareness programs of methods to preserve water resources including making available lists of feasible planting materials that are drought tolerant and/or low water users.

Policy 2.3.2c. ~~The City should~~ Establish an emergency conservation plan to include public agencies, businesses, and residences for times when water supplies are particularly low so as to maintain water supplies to maintain animal keeping.

Policy 2.3.2d. ~~Residents should be encouraged to install~~ Encourage the installation of the latest technology available for animal keeping watering systems where such systems will that can reduce the overall amount of water being used.

#### 2.4 WATER RESOURCES, PUBLIC AWARENESS GOAL- MAINTAIN PUBLIC AWARENESS OF WATER QUALITY ISSUES AND INDIVIDUAL RESPONSIBILITIES AS WATER CUSTOMERS RESIDENTS

##### 2.4.1 WATER CONTAMINATION POLICY

Policy 2.4.1a. ~~The City shall~~ Continue public awareness programs of activities that are prohibited with regards to storm run-off, and measures that can be taken water quality management requirements and best management practices pertaining to animal-keeping to reduce run-off contaminants to the Santa Ana River.

Policy 2.4.1b. ~~The City shall instigate public awareness programs that describe the impact that intense area-wide animal-keeping can have on groundwater and surface water quality, and the need for citizens to do everything they can to minimize that impact where possible. And about the potential for state intervention if conditions (in the Santa Ana River region) worsen significantly.~~

#### 2.5 USE OF ENERGY RESOURCES GOAL- THE CITY SHALL PROMOTE AND ENCOURAGE THE EFFICIENT USE OF ENERGY RESOURCES.



## 2.5.1 RESIDENTIAL, COMMERCIAL, AND INDUSTRIAL POLICY.

Policy 2.5.1a. ~~The City shall~~ Encourage new construction and project design that uses, or takes advantage of renewable energy resources, including but not limited to passive solar energy design.

Policy 2.5.1b. ~~The City shall~~ Provide updated energy information documents for builders that as needed to reflect the most recent Title 24 energy efficiency requirements and standards and other applicable new laws, requirements, and feasible building standards as may be available.

Policy 2.5.1c. ~~The City shall~~ Update requirements and policies as necessary to reflect the most cost effective advances in energy production and conservation.

## 2.5.2 CITY POLICY.

Policy 2.5.2a. ~~The City shall~~ Use the most energy efficient designs for government City facilities and equipment as feasible with the recognition of environmental benefits from to achieve energy conservation.

Policy 2.5.2b. ~~The City should~~ Conduct periodic energy audits as needed to analyze efficiency of heating, cooling, lighting, and water delivery in City facilities; the operation efficiency of city vehicles; and the modes of transportation being used by City employees to determine if savings can be made with reasonable adjustments.

Policy 2.5.2c. ~~The City shall~~ Work towards greater energy efficiency by minimizing dependence on energy from non-renewable resources, replacing them it with renewable energy from renewable resources.

Policy 2.5.2d. ~~The City should~~ Support the development of non-polluting renewable energy resources through public education, and through incentive programs where such incentives are feasible.

Policy 2.5.2e. ~~The City shall coordinate energy policies among relevant governmental entities.~~

Policy 2.5.2f. ~~The City shall~~ Support alternative modes of transportation as feasible including the equestrian trail system, public transportation, bicycles, etc. to reduce the demand on non-renewable energy resources.

Policy 2.5.2g. ~~The City shall look into the establishment of a blue-ribbon committee to analyze the various options available to the City for the conservation and development of energy resources.~~ Continue to investigate



opportunities and options for the ultimate development of a manure waste-to-energy processing plant.

Policy 2.5.2h. ~~The City shall consider appointing or designating an “Energy Coordinator” to oversee long range energy conservation issues as they pertain to the functions of the various city departments.~~

Policy 2.5.2i. ~~The City shall~~ Continuously review new and emerging technologies for the conservation and generation of electricity, and shall update policies as feasible and applicable.

**2.6 DEVELOPMENT OF ENERGY RESOURCES GOAL- ~~THE CITY SHALL SEEK OPPORTUNITIES TO DEVELOP AND PROMOTE RENEWABLE ENERGY RESOURCES.~~**

Policy 2.6.1a. Now that the feasibility of a manure-to-energy processing facility has been demonstrated for this area, seek funding opportunities for the development of such a facility.

Policy 2.6.1ab. ~~The City should~~ Research and promote where feasible the production of energy with other alternative renewable resources.

Policy 2.6.1bc. ~~The City shall investigate and apply~~ Monitor opportunities for government grants that provide opportunities to participate in innovative renewable energy resource programs that can benefit residences and businesses.

**2.7 SOIL RESOURCES GOAL- ~~THE CITY SHALL SEEK WAYS TO ENCOURAGE OWNERS AND DEVELOPERS TO IMPLEMENT POLICIES AND IMPROVEMENTS TO REDUCE SOIL EROSION ON UNDEVELOPED LAND.~~**

**2.7.1 VACANT PROPERTY POLICY**

Policy 2.7.1a. ~~The City shall~~ Encourage property owners of vacant land to provide windbreaks in the form of trees and shrubs to minimize wind erosion where blowing dust is a constant and continual problem.

Policy 2.7.1b. Existing vegetative cover that does not present a fire hazard should be maintained to reduce wind and storm run-off erosion. Where the maintenance of existing vegetation presents a fire hazard, ~~the City shall~~ encourage wildflower seeding, or other ground cover, that can help preserve topsoil.

Policy 2.7.1c. Encourage the construction of strategically-placed on-site drainage swales for storm water retention that can help replenish groundwater resources



and reduce the amount of run-off leaving a site that has the potential to carry away topsoil.

## 2.7.2 GRADED DEVELOPMENT PROPERTY POLICY

Policy 2.7.2a. The City shall require all new development and/or grading to include erosion control measures throughout the grading and construction phases. Require all new development to be in compliance with its respective National Pollutant Discharge Elimination System (NPDES) Permit and corresponding Water Quality Management Plan as applicable, and to not create a situation that would cause a violation of the City of Norco NPDES Permit.

Policy 2.7.2b. On property that has been graded for construction but is not scheduled for immediate construction, the City shall require wildflower seeding or other appropriate and aesthetic groundcover to maintain soil resources.

Policy 2.7c. Require approved development plans prior to the issuance of grading permits on commercial, industrial, and multi-unit residential sites. Require the submittal of a first draft of plan check plans for a building permit application prior to the issuance of a grading permit for a single-family home or an accessory building to a single-family home.

## 2.8 WILDLIFE RESOURCES GOAL- TO CONSERVE AND PROTECT NATURAL PLANT AND ANIMAL COMMUNITIES, AS WELL AS CRITICAL HABITATS FOR ENDANGERED SPECIES.

2.8.1 LOCALIZED WILDLIFE AREA PROTECTION POLICY: ~~The City will~~ For project sites with isolated wildlife features not subject to protection by the MSHCP (Section 2.8.4) including ponds, tree groves, vegetated groves, vegetated drainage swales, etc. ~~conserve and protect communities and wildlife habitats, such as riparian areas as much as feasibly possible in open space areas as part of an overall landscaping plan., wildlife movement corridors, wetlands, inland sage scrub, rare and endangered plant/animal species, and other significant environmentally sensitive areas by using buffers, creative site planning, revegetation, and open space easements and dedications.~~

2.8.2 BIOLOGICAL ASSESSMENT POLICY: As part of the development review process for all development proposals, the City should require habitat and biological assessments in areas expected to contain significant or important plant and wildlife communities identifying species types and locations.

2.8.3 WILDLIFE IMPACT MITIGATION POLICY: The City should require development that has been found to have a potential adverse impact on sensitive species habitat to mitigate the potential impacts of proposed habitat changes.



2.8.4 REGIONAL WILDLIFE HABITAT PROTECTION POLICY: ~~The City should continue to participate and cooperate with Western Riverside Council of Governments and Riverside County on their efforts to develop and implement a long-term Multi-Species Habitat Conservation Plan (MSHCP) that provides the proper balance between recreational uses (equestrians, bicyclists, and hikers) and conservation use for habitat and species. Maintain membership and active participation in the Multi-Species Habitat Conservation Plan (MSHCP) of the Riverside Conservation Authority.~~

Policy 2.8.4a. Implement the requirements of the MSHCP for public and private development projects including the collection of mitigation fees.

Policy 2.8.4b. Comply with the "Other Plan Requirements" of the MSHCP including requirements for: Riparian/Riverine and Fairy Shrimp Habitat; Narrow Endemic Plants; Criteria Area Survey Species; and Urban/Wildlife Interface Guidelines.

Policy 2.8.4c. Employ Best Management Practices of the MSHCP in project siting and design for both public and private development projects.

Policy 2.8.4d. For projects within a Criteria Cell, transmit project information to the Riverside Conservation Authority for a Joint Project Review.

2.8.5 PUBLIC LANDS POLICY: ~~The City shall Support programs to consolidate public lands as well as programs to acquire private open space as a means of preserving natural existing viable habitats areas not already protected through the MSHCP (2.8.4). The City shall explore the possibility of acquiring Lake Norconian.~~

Policy 2.8.5a. Seek future opportunities for joint use/maintenance, or ownership of Lake Norconian to provide protection to habitat that has established itself there.

Policy 2.8.5b. Maintain as open space the open habitat areas dedicated with the development of Norco Ridge Ranch and Norco Hills Specific Plans.

Policy 2.8.5c. Implement the Preservation and Development (PAD) zone with the first goal of preserving from development those areas with significant biological or geographical features or those open areas that help establish the identity of the community and preserve open habitat areas.

2.8.6 NATURAL VEGETATION POLICY: ~~The City shall review all new development so as to remove only the minimal amount of natural vegetation as possible, and require revegetation of graded areas with native plant species consistent with public safety requirements.~~



- 2.8.7 **WILDLIFE MIGRATORY CORRIDOR POLICY:** ~~The City shall~~ Protect and enhance known wildlife migratory corridors and help create new corridors whenever possible.
- 2.8.8 **SANTA ANA RIVER POLICY:** ~~The City shall~~ Continue to cooperate in the removal and eradication of the Arundo plant community in the Santa Ana River area, along with efforts to reestablishing the native vegetation again.
- 2.9 **CLIMATE ACTION PLAN/SUSTAINABLE COMMUNITY GOAL-DEVELOP AND MAINTAIN NORCO AND ITS SMALL-PLOT AGRICULTURAL, ANIMAL KEEPING, AND EQUESTRIAN, LIFESTYLE AS A COMMUNITY THAT IS ECONOMICALLY, SOCIALLY, AND ENVIRONMENTALLY SUSTAINABLE.**
- 2.9.1 **WRCOG SUBREGIONAL CLIMATE ACTION PLAN:** As one of the 12 cities that are part of the Western Riverside County Council of Governments (WRCOG) Climate Action Plan (CAP), be an active participant in the Subregional CAP emissions reduction target measures and action steps, to achieve compliance with the California Global Warming Solutions Act of 2006 (AB 32). Consider adoption of the WRCOG CAP as the City's CAP.
- 2.9.2 **2012-2035 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY:** Implement the applicable local strategies as feasible from the RTP/SCS 2012-2035.
- 2.9.3 **ALTERNATIVE TRANSPORTATION POLICY:** Increase opportunities and accessibility for trail riding, cycling, and walking. These can include more hitching posts and bike storage facilities at commercial sites, and more interior-block pedestrian paths that are in addition to street-side sidewalks and connect commercial, office, and public building sites in a more functional pedestrian circulation system (see related policies in the Circulation Element).
- 2.9.4 **MASS TRANSPORTATION POLICY:** Work directly with the Riverside Transit Agency to maintain adequate bus service including adequate frequency of buses, coverage of high traffic routes and points in the City, and adequate options for those with limited mobility.
- 2.9.5 **TRANSPORTATION DEMAND MANAGEMENT POLICY:** Encourage, and as appropriate require, car share or ride sharing programs with new developments anticipated to have one or more large employers. Encourage multiple-site transportation demand management programs (see related policies in the Circulation Element).
- 2.9.6 **TRANSPORTATION NEIGHBORHOOD ELECTRIC VEHICAL POLICY:** Implement facility development to accommodate regional NEV routes.



- 2.9.7 **TRANSPORTATION SIGNAL COORDINATION POLICY:** Incorporate technology to synchronize traffic signals along the City's primary travel routes.
- 2.9.8 **ALTERNATIVE FUEL POLICY:** Continually work to identify and remove as feasible any City barriers to the expanded use of low-carbon vehicles including the establishment of new energy/fuel stations within existing and new development projects, and the use of state and federal funds for the construction of other new stations as funds may become available.
- 2.9.9 **LAND USE GREEN SPACE POLICY:** Expand the community tree canopy and reduce the urban heat island effect by developing tree preservation and tree establishment programs. Programs could include the protection of signature trees or vegetative stands with project development and other programs to plant and maintain new trees community-wide, both public and private (see related policies in the Land Use Element).
- 2.9.10 **LAND USE AGRICULTURAL POLICY:** Encourage local production of food consistent with the City's small plot agricultural lifestyle and zoning. Establish a local farmers market to help in the distribution of goods that are produced here.
- 2.9.11 **LAND USE PARKING MANAGEMENT POLICY:** Encourage shared parking and pedestrian access between adjacent similar land uses to encourage walking while at the same time discouraging short vehicle trips between close destinations.
- 2.9.12 **LAND USE MIXED USE DEVELOPMENT POLICY:** Encourage a mix of land uses around high-density projects to encourage walking for convenience items as opposed to vehicle trips.
- 2.9.13 **ENERGY ACTION PLAN POLICY:** Adopt a Local Energy Action Plan for community-wide energy efficiency.
- 2.9.14 **PUBLIC UTILITY EFFICIENCY POLICY:** Replace traffic and street lights with high efficiency bulbs.
- 2.9.15 **BUILDING UTILITY EFFICIENCY POLICY:** In addition to compliance with the California Green Building Code requirements, encourage innovation in residential and non-residential design to further minimize ultimate consumption of energy and water resources including the development of green roofs.
- 2.9.16 **BUILDING RESOURCE CONSERVATION POLICY:** Adopt and revise regulations as needed to promote graywater and stormwater collection and storage systems for on-site use. Adopt and revise regulations as needed to promote the development of solar energy systems. Increase energy efficiency and the use of renewable energy resources in public buildings.



- 2.9.17 CONSTRUCTION WASTE REDUCTION POLICY: Incorporate standards in addition to the California Green Building Code that maximize the recycling of construction materials and construction debris to save landfill capacity.
- 2.9.18 WASTE SOURCE REDUCTION POLICY: Encourage on-site composting and recycling of food scrap and paper waste materials for diversion from landfills.
- 2.9.19 YARD WASTE REDUCTION POLICY: Expand green-waste collection bins community-wide for diversion from landfills that will help avoid methane production and provide the materials for composting and mulching.

### **3.0 THE CONSERVATION PLAN**

#### **3.1 WATER MASTER PLAN**

The Water Resource Master Plan of the Conservation Element contains information regarding the conservation, utilization, and development of water resources and is based on the projections of the Water Facilities Master Plan, August 2001. The first Master Water Plan was created in 1975. A new one replaced it in 1985. A Water Supply Study was prepared in 1996 and is the basis for the last Water Master Plan created in 2001. Current and future water sources; and overall supply, quantity, and quality are discussed.

The City of Norco ~~is serviced by~~ provides its own City water Department, ~~which is administered by~~ through a division of the Public Works ~~Director~~ Department.

##### **3.1.1 EXISTING SETTING**

The City, ~~and therefore the Water Department~~ Division encompasses a service area of approximately ~~9,200~~ 9,808 acres, of which approximately ~~6556%~~ are zoned residential and small plot agriculture/animal keeping/equestrian residential land uses. Of the remaining land area, 76% is zoned commercial, 73% industrial, 9% mixed-use commercial and preservation, and 246% is zoned for other uses (i.e. open space, streets, and freeway). In 2014 the City provides service to 27,160 people through 7,500 domestic water service connections.

##### **3.1.2 REGIONAL SETTING**

In California water resources are controlled by regional water quality control boards (RWQCB) that are appointed by the State. A RWQCB is charged with the responsibilities of protecting waters from pollution, and protecting rights to that water. The RWQCB controls the discharge of pollutants to groundwater resources and controls where and how agencies can dig wells. The City of Norco is located in the Basin Plan for the Santa Ana Region (RWQCB-8) which encompasses the drainage area of the Santa Ana River. ~~That area consists of~~  
The drainage area is about 2,000 square miles beginning at the headwaters of



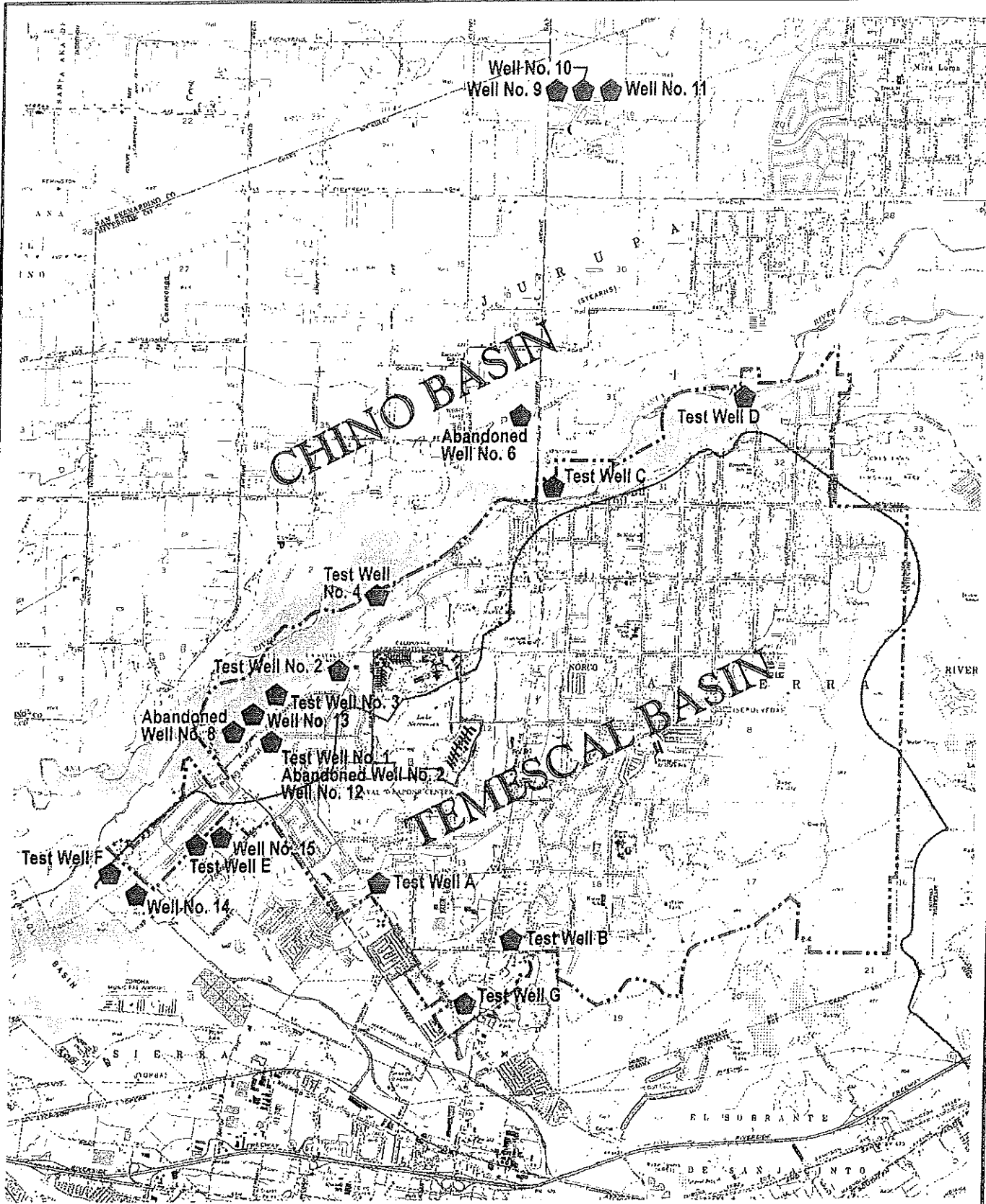


the river in the San Bernardino Mountains running down to the river's outlet at the coast. The RWQCB-8 controls both surface waters and groundwater basins.





Groundwater basins are underground bodies of water suspended in layers of sand/gravel that are confined by impermeable geologic structures such as upthrusts of subterranean bedrock and mountain ranges. Natural Groundwater basin boundaries roughly correspond roughly to the river basin boundaries though they do not necessarily have to be coterminous. Groundwater basins work much the same way as a series of dams do along a river. Within the larger ground water basin, there are smaller sub-basins, some of which are formed created by natural subterranean barriers, and some of which where the boundaries are adjudicated (set by the Courts). The groundwater descends through these subterranean "steps" as it descends towards the ocean. There basins are separate bodies of water but each are interrelated to one another through overflow and sharing of within the same overall basin water supply.

Overdraft and pollution in one sub-basin can affect water quality in downstream sub-basins. That is the One of the primary reason for a State appointed board (RWQCB-8) to oversee regional water supplies and insure quality control purposes of the RWQCB-SAR is to first prevent the pollution from entering the groundwater flow and then to prevent the flow and expansion of pollutants that already exist. There are primarily two of these smaller two of these sub-basins that serve the Norco area. The Temescal Basin is the area south of the river and west of Norco hills. The Chino basin includes the area from the Santa Ana River north. The Santa Ana River as the southern boundary of the Chino basin is an adjudicated boundary as opposed to a physical barrier between two sub-basins.





**LEGEND**

-  NORCO CITY BOUNDARY
-  APPROXIMATE LIMITS OF TEMESCAL BASIN
-  ADJUDICATED BOUNDARY OF CHINO BASIN
-  WELL SITES

**EXHIBIT 3.1  
WATER MASTER PLAN**

### 3.1.3 EXISTING FACILITIES (2004)

The existing system (Exhibit 3.1, Water Master Plan) consists of five six groundwater wells (four active in the Temescal groundwater basin and two currently inactive in the Chino groundwater basin) pumping plants that have a combined capacity of ~~6,200~~ 5,000 gallons per minute (GPM) and a water treatment facility with capacity to treat 2,000 gpm. The City also has back-up connections to the Jurupa Community Services District (JCSD) and to the City of Corona with capacity for ~~750~~ 620 gpm and 4,000 gpm respectively.

The City imports water from the Metropolitan Water District of Southern California (MWDSC) that is purchased through the Western Municipal Water District (WMWD) and supplied from the MWDSC Henry J. Mills Treatment Facility in Corona. In addition the City is a member agency of the Chino Desalter Authority with an annual obligation to purchase 1,000 acre feet of treated groundwater water from that facility; and has entered into a purchase agreement with WMWD for 4,400 acre feet of treated groundwater annually from the Arlington Desalter.

The water from both desalter facilities is treated through reverse osmosis to make it potable. The treated water from these two facilities accounts for roughly 68% of the City's annual water demand in 2014.

The City has ~~four~~ seven potable water reservoirs with a capacity of ~~9~~ 12.0 MG. The City operates two blending stations that blend high nitrate water from the Temescal basin with imported water and Temescal. As various areas of the City develop and system improvements are made, the Master Water Plan should be re-analyzed to insure that facilities are being constructed as required to meet the City's water demand.

~~In~~ addition, the specific capacity for wells decreases over time. Well site 11 has decreased approximately ~~75%~~ since ~~1990~~2000. Well site 12 has decreased approximately ~~25~~10% since ~~1994~~2000. Well site 13 has increased ~~53~~10% because of rehabilitation in ~~1997~~2004. Well site 14 has decreased approximately ~~30~~10% since 1995. The specific capacity of a well degenerates over time as fine waterborne material gets lodged in the aquifer zone near the well's gravel pack. Wells can be rehabilitated to improve specific capacity, but not totally restored.

Well sites can ultimately be abandoned because the level of ground water has receded to a point where the cost of digging deeper is prohibitive compared to finding other resources; and/or when the level of contaminants has grown to a point that it becomes too costly to treat the water as compared to obtaining new resources. Overdraft of the ground water basin (see "Definitions", Safe Yield-Overdraft) combined with uncontrolled pollution discharge affects the ground water basin and the life of the wells that pump therefrom.

### 3.1.4 WATER RESOURCES

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**Norco**

General Plan Conservation Element 15

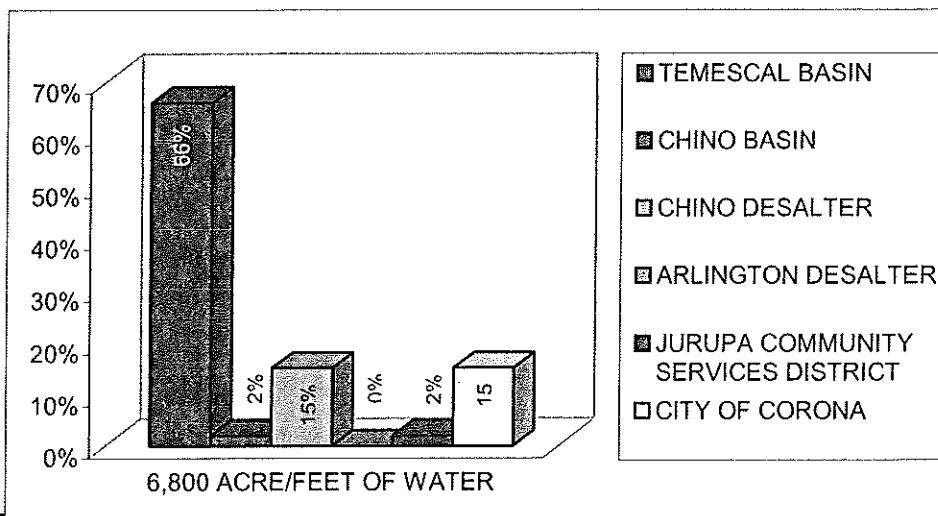
There are several potential sources for the City's water supply that have been investigated and evaluated:

- Temescal groundwater basin
- Chino groundwater basin
- Jurupa Community Services District connection
- City of Corona connection
- WMWD connection for imported water
- WMWD connection to Arlington desalter
- WMWD connection to Chino west desalter
- WMWD connection to Chino east desalter
- City of Riverside connection

The feasibility of any water resource is a combination of the availability and the cost of extraction and/or treatment. The least expensive source for the City is the Temescal basin; however, the City's portion of the basin's safe yield is not enough water to meet all of the City's needs for the future.

Currently, In 2001 the City of Norco's main source of water is wells in the Temescal groundwater basin representing about sixty-six percent (66%) of the water supply (Exhibit 3.2, Supply of Water Resources-2001). Water taken from the Western Municipal Water District Chino Desalter is used to mix with the well water taken from the Temescal and Chino basins. Additionally, the City has backup connections to JCSD and the City of Corona to insure that maximum levels of salt containment are not exceeded for the City's potable water supply.

**EXHIBIT 3.2  
WATER RESOURCES – 2001**



By 2005 In 2015 the City is expected to use 8,700 acre feet of water, 30% of which will come from the Temescal Basin. It is estimated anticipated that the biggest source of water will be the Arlington desalter going forward rather than the Temescal basin. The City is expected to start receiving water from the Arlington desalter sometime around the year in 2003-2004. It will provide approximately fifty (50%) of the City's water supply. The Chino basin desalter will supply eleven percent (11%) and the Chino ground water basin three percent (3%). The City is hoping to has phased out any need to have to buy water from the City of Corona and/or JCSD by the year 2005 except in emergency situations through a mutual-aid agreement. (Exhibit 3.3, Projected Water Resources - 2005).

Buildout for the City is expected to occur by the year 2010. When that occurs, buildout of the City occurs it is estimated that the City will use 10,100 acre feet of water. Forty-three percent (43%) of the water will come from the Temescal ground water basin and forty-four percent (44%) from the Arlington desalter. Nine percent (9%) will come from the Chino basin desalter and four percent (4%) from the Chino ground water basin. (Exhibit 3.4, Project Water Resources – Buildout, 2010).

EXHIBIT 3.3  
PROJECTED WATER RESOURCES - 2005

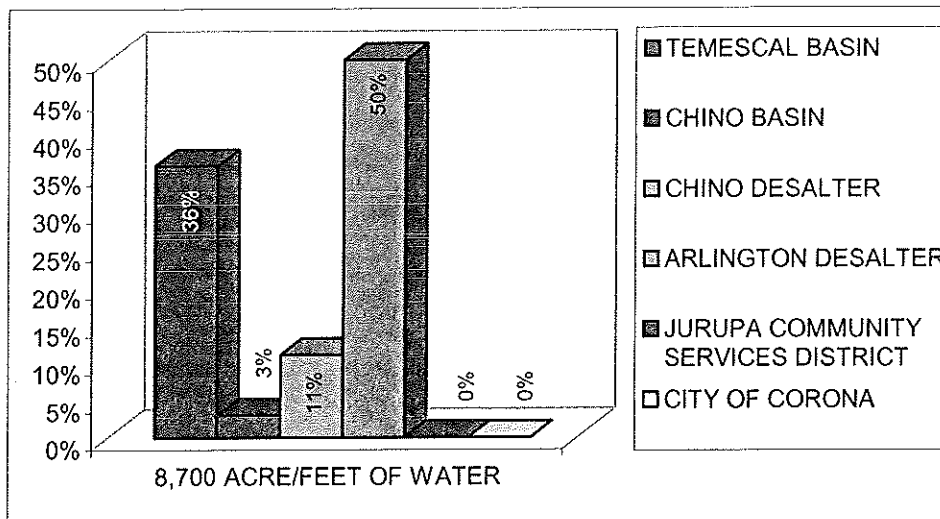
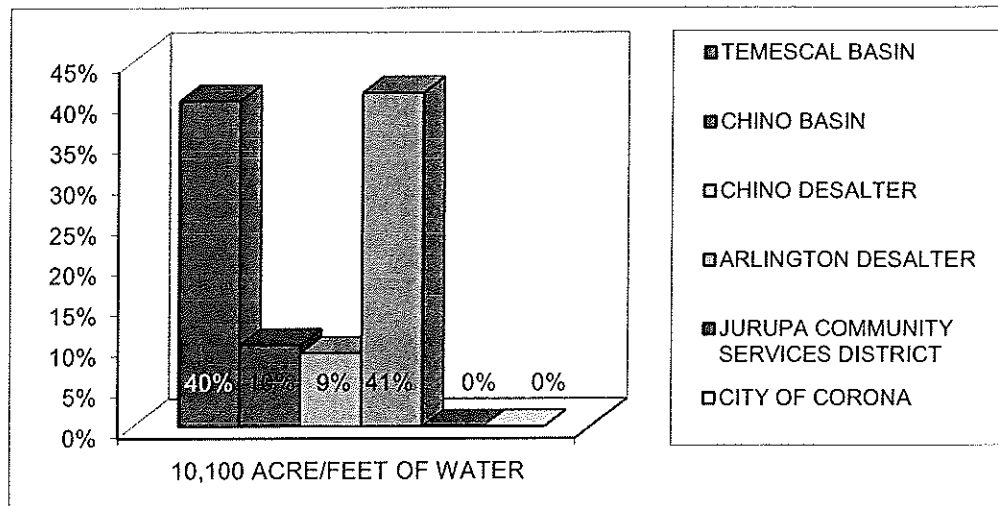


EXHIBIT 3.4



## PROJECTED WATER RESOURCES – BUILDOUT, 2010



### 3.1.5 EXISTING WATER QUALITY

Well water for potable water supplies in this region is generally well below maximum containment levels for salts, and is safe to drink. The City has connections with the City of Corona and JCSD for peak periods when the City may not have adequate capacity to meet daily demand, and also meet fire and emergency demands. When the City approaches peak demands the City must draw water from wells that exceed maximum containment levels for nitrates. Back-up water supplies from either Corona or JCSD are used to mix with well water to bring salt containment below maximum levels.

Salts, such as nitrates, are minute particles suspended in water that once they reach certain levels are considered a contaminant to the water supply. All of the wells produce water with moderate levels of nitrates that vary within a range. There are rare situations where water from certain wells can exceed maximum state containment levels for nitrates. The level of nitrates in the water supplies in this area occurs because of previous contamination from extensive dairy farming. Polluted runoff from increased urbanization also increases potential contamination to groundwater supplies.

Groundwater quality is an important concern to the City. The City currently relies on wells for most of its water supply, and will continue to rely on groundwater resources in the future. The city continually tests wells for contamination and overall water quality to ensure that the best possible drinking water for the community is available. The quality of water in Norco currently meets or exceeds all state and federal water quality standards (Table 3.1, Water Quality Report).

In 1987, tests were done on four wells owned by the California Rehabilitation Center located southeasterly of Bluff Street. The shallower wells showed high



concentrations of manganese with moderate concentrations of nitrates and total dissolved solids (TDS), while the lower well showed high concentrations of flouride. Since 1988, the nitrate levels have steadily increased. The latest test of the City's wells showed similar results. All of the five operating wells showed moderately high concentrations of nitrates and TDS. The two lower wells also had concentrations of flouride. While the Chino basin wells have a higher potential for nitrate concentration, the City has other water sources to mix in so that the ultimate water supply exceeds all state and federal requirements.

### 3.1.6 UTILIZATION OF WATER RESOURCES

The residential and small plot agricultural land uses in the City represent the highest demand for water. Of the 6,800 acre feet of water projected to be delivered in year 2001, 4,500 acre feet are projected for these land uses. It is estimated that the trend will continue with residential/small plot agriculture having the highest utilization demands for water in the future. The City needs to have storage requirements to cover day to day delivery demands and also to cover emergency requirements. Emergency storage is required to maintain service in the event of regional power outages or massive concurrent pumping plant failures.

TABLE 3.1  
**WATER QUALITY**

(parts per million unless otherwise noted)

PRIMARY HEALTH RELATED STANDARDS	STATE MCL*	STATE PHG*	NORCO STATISTICS		
			1999 AVERAGE	2000 AVERAGE	2000 RANGE
Microbiological	5%	0	<1%	<1%	<1%
Total Trihalomethanes	.1	NA	.025	.031	.002 - .074
Tetrachloroethane	.005	0	ND	ND	ND - .001
Trichloroethylene	.005	0	.001	.001	ND - .033
Nitrate	45	45	9.1	11.3	ND - 59.9
Flouride	2	1	1.6	1.6	1.29 - 4.03
Arsenic	.05	NS	.017	.0067	ND - .038
Aluminum	1	NS	.002	0	ND - .008
Barium	1	2	.035	.03	ND - .114
Gross Alpha (pico curies/liter)	15	NS	2	1.17	ND - 4.51
Uranium (pico curies/liter)	20	NS	1.6	1.0	ND - 5.1
Lead	.015	NS	<.015	<.015	<.015-.0456
Copper	1.3	NS	<1.3	<1.3	ND - .679
<b>SECONDARY AESTHETIC STANDARDS</b>					
Chloride	500	NS	145.3	134.5	39 - 227
Sulfate	500	NS	65.9	69.3	17 - 148
Total Dissolved Solids (TDS)	1,000	NS	511.6	511.3	331 - 663
*MCL – Maximum Contaminant Level; PHG – Public Health Goal					



There are time-of-use storage amounts that are necessary to maintain service during peak power periods when pumping plants are shut down in compliance with TOU operating schedules. Time-of-use is a process where pumping and filling of reservoirs are done at times when energy costs are lower. This requires additional storage requirements.

In addition, the City needs to have adequate storage requirements for fire protection. In the 857 pressure zone, the storage requirement is 4,000 gpm for four hours. In the 1021 pressure zone, the requirement is 3,500 gpm for four hours (Exhibit 3.5, Water Pressure Zones). The recommended storage requirement for the 857 pressure zone is 7.7 million gallons for current conditions and 10.1 million gallons for ultimate development. The requirements in the 1,021 north and 1150 pressure zones are 1.6 million gallons and 1.8 million gallons respectively. When the area of the 1021 south pressure zone is developed, the recommended storage requirement is 1.8 million gallons per day.

Currently the City has a storage capacity of 9 million gallons per day in four-five storage reservoirs and a recommended storage requirement of 9.3 million gallons per day. For ultimate development, the recommended storage requirement will be 13.7 million gallons per day (not including any time-of-use storage requirements). ~~There are two additional reservoirs in planning stages to be constructed by developers of the Norco Ridge Ranch Specific Plan in the southeast quadrant of the City. These two reservoirs will total 1.2 million gallons. Additionally, Ultimately there will may be a reservoir constructed on the Wyle Laboratories property, the size of which is not known.~~

### 3.1.7 CONSERVATION OF WATER RESOURCES

The City has enacted codes such as the Water Conservation Section of the Norco Municipal Code, to encourage conservation of this vital resource. The City will continue to update the Code as needed to help meet the goal of conserving water. Additionally, the City provides public service pamphlets to the community on how to protect and preserve water, including information on how to prevent water contamination and pollution. The City will continue on an annual basis to inform and educate the community on water issues in efforts to conserve and protect the water for existing needs and future generations.

Also, the City has adopted requirements via the Planning Department, Engineering, and Building and Safety Department Divisions to conserve water. Such programs include xeriscape landscaping, the use of reclaimed water, the use of low flow plumbing fixtures, and other conservation programs to protect and preserve the City's water resources (~~Section 2.0. (ref. pg. x Conservation-Water Goals/Policies and implementation measures).~~

### 3.1.8 DEVELOPMENT OF NEW WATER RESOURCES

To meet existing requirements, the City ~~needs to~~ has constructed two new wells since 2001 and has ~~as soon as possible and acquire~~ 5,100 gallons per minute of





imported water by 2005. The City is negotiating to purchase 4,400 acre feet of additional water from the Arlington Desalter in Riverside, California. The purchase of the Arlington Desalter will help the City meet its ultimate water demand at build-out. The City will continue to maintain and improve its current infrastructure in order to provide water for existing and future use.

### 3.1.9 OTHER WATER RESOURCES

There are two water bodies in the City which are not utilized for consumption and are categorized as “other resources”, **Lake Norconian** (man made) and the **Santa Ana River**. They both are surface waters and are used primarily for aesthetic and recreational purposes. Lake Norconian is located at the Naval Warfare Assessment Center (NWAC) which is primarily off-limits to the public, and the Santa Ana River runs along the northern boundary of the City.

**Lake Norconian** is a manmade lake that was created for recreational purposes with the Norconian Hotel back in the 1920's. When the hotel closed, the property was ultimately split between the NWAC and the State. The State converted the hotel building into a drug rehabilitation incarceration center (building now closed) and since that time, the lake has had little public use. Some fishing still occurs with a local fishing license obtained at the NWAC facilities office. Fish species consist of bass and catfish left over from previous years of stocking. The NWAC promotes a policy of catch and release since they do not re-stock the lake anymore. The NWAC City is now responsible for maintaining the lake level from and wells that are were owned and maintained by NWAC the state have been transferred to the City. The NWAC is also responsible for supplying its own potable water supplies.

Over the years the lake has become an important riparian habitat for birds. Each year the Audobon Society counts that number of species and individual birds that are found at the lake on a particular day, generally sometime in December. Some of the species that have been found are land birds and others are migratory. The limitation of the observation to one day per year makes it difficult to determine how critical the lake is to either of these types of species. Until 2000, the count consisted of a total number only, without any breakdown as to what type of species made up the total. There, therefor, has not been any consistent effort to monitor specific species from year to year.

The **Santa Ana River** forms the northern boundary of the City and is a naturally occurring element in the landscape, though it has been changed greatly through human intervention. The river itself in a natural condition has a high flow season in early spring and a low flow season in late fall. In a natural state, the river could at times be dry toward the end of summer during times of drought. The river now has flow in it year-round from treatment plant effluent that is continuously put into the river channel. The river itself is not used for potable water supplies but serves an important function in the re-generation of ground water aquifers, especially in Orange County. The function of the river for recreational purposes



is limited to the aesthetic values for riverside trails (equestrian, pedestrian, and bicycle) and parks. Swimming is not permitted in the river because of the treatment plant effluent.

As a riparian habitat, the river supports numerous species including plants, animals, fish, and fowl both for habitat and foraging. While the river does not directly supply potable water, as a resource to wildlife it needs to be preserved and enhanced wherever possible. These issues and opportunities are discussed in more detail in Section 3.5, Wildlife Resources

## 3.2 ENERGY RESOURCES

The Energy Resource Plan of the Conservation Element provides information regarding the conservation, utilization, and development of energy resources. Also, current and future resources are discussed.

The City of Norco is serviced by Southern California Edison (SCE). SCE is a regional power broker that provides much of the electricity for residents in Southern California that do not live in municipalities or districts that provide their own electricity.

### 3.2.1 CONSERVATION OF ENERGY RESOURCES

Energy is a basic and essential resource to maintain the livability of Norco as an animal keeping/equestrian community. The generation of energy requires ongoing depletion of non-renewable resources, the costly extraction and transport of these resources, and the cost of transmission facilities. Currently, Norco's electrical energy is primarily from nonrenewable resources as provided by the power generating companies. The concept of non-renewable resources combined with the overall cost of delivering electrical power, means that conservation of energy is an important piece in the energy puzzle for the sustainability of Norco's lifestyle.

The City recognizes the importance of energy conservation and has taken proactive measures to reduce its energy consumption. Some of the steps City government has taken to conserve electrical power include:

Public Buildings:

- 1.) Thermostats set at 68 degrees in the winter and 75 degrees in the summer.
- 2.) Occupancy sensors installed in non-office rooms.
- 3.) Overhead lighting reduced.
- 4.) Tinted building windows with full southern exposure.
- 5.) Reduced hours and days of ball field lighting.

The City recognizes that the cost and supply of energy resources can become a serious concern for Norco businesses and residents as a result of business decisions that the City has no control over. In order to address this concern, the



Planning Commission has expressed interest in establishing a "Blue Ribbon Committee" to explore alternate means for energy conservation and local production. The City may also want to consider the designation of an energy coordinator that could oversee all energy conservation issues as they pertain to the different city departments.

Because of its unique equestrian lifestyle, Norco offers opportunities to conserve energy by encouraging alternative modes of transportation. Although the City is only 14 square miles, there are over 80 miles of designated equestrian trails providing equestrian access to all parts of the City. The City should continue encouraging businesses to provide hitching posts and watering facilities adjacent to trails. All new residential developments are required to include an equestrian trail on at least one side of the street. Trails on both sides should be required where appropriate. In addition the City should continue actively encouraging the completion of the Coast to Crest Trail along the Santa Ana River. This will be a multi-purpose trail accommodating equestrians, bicyclists and hikers that could provide intra-city transport exclusive of automobiles.

### 3.2.2 UTILIZATION OF ENERGY RESOURCES, DIRECT AND INDIRECT

Ample and reasonably priced energy is crucial to everyday living, and a thriving community. Energy allows residents to work, play, produce, and meet day to day essential living needs. Energy is used in both a direct and indirect manner. Examples of direct uses of energy are transportation, lighting, heating or cooling structures, and for the operation of machinery and appliances. Direct energy use is easy to identify, affect, and promote energy conservation.

Indirect energy use is more difficult to identify as it is the energy embodied in the production of materials or goods. For example, the construction of a new school embodies all of the energy that went into the process of making the school, i.e., transportation of the materials to the site; the energy required to produce the lumber, glass, nails, and all other materials; and the energy consumed on the construction site. Conservation of indirect energy resources is more difficult due to the large geographic area and multiple levels of participation involved. It requires the cooperation and coordination between all levels of government and businesses.

### 3.2.3 SOURCE AND SUPPLY OF ENERGY RESOURCES

Energy is regulated via the California Public Utilities Commission, the California Energy Commission, and the Federal Energy Regulatory Commission, the three of which play an important role in the source and supply of energy we receive. In the past a single utility company based on a geographic area, was responsible for all stages of energy production and delivery: **generation** (producing electricity by transforming other forms of energy), **transmission** (transporting that electricity from generation point to the Electric Service Provider or ESP) and **distribution** (from the provider to the customer).



With the deregulation of the industry that came in 1998, customers were able to choose their electrical provider, but at the writing of this document, SCE still owned its own distribution facilities and some of the transmission assets. So true choice between providers does not actually exist in the truest sense of competition in a free market. And at the writing of this document, the State was negotiating with SCE to purchase their transmission assets to help keep the energy provider out of bankruptcy. How Deregulation will evolve to affect the typical customer is not known, providing further impetus to conserve existing resources and keep energy costs down. This also is an incentive for the City to investigate opportunities for investment in locally controlled generation facilities to help reduce the City's dependence on imported electricity under market conditions it has no control over.

Most of Norco's electrical consumption is imported and derived from nonrenewable resources. Nonrenewable resources are finite, necessitating the need to continuously find and extract new scarce resources. Fossil fuels provide much of the resource for power generation as can be seen in Table 3.2 (Electricity Sources for California). Presently the cost and availability of nonrenewable energy resources is dependent on factors beyond the control of customers in Norco. The production of energy is done regionally and controlled by state regulations. The only immediate real options that the City has citizens of Norco have to reduce dependence on imported electricity is to conserve first, and to encourage then take advantage of technology that allows for on-site generation for individual consumption (i.e. e.g. solar, wind, etc.). The City for its part needs to continue the push for the conversion of manure to energy, whether it ultimately is a City facility or the City is part of a regional facility.

It is anticipated, that because of an uncertain energy future that exists at the preparation of this document, that the state government will create rebates, incentives, and loans to encourage other energy alternatives in lieu of conventional non-renewable resources, in order to meet California's commitment to improving energy. Specifically, The state government is looking at renewable energy development to help alleviate the energy shortages, provide clean air, reduce greenhouse gases, lower rates, and stimulate technological advances through competition. A blue-ribbon committee and/or an energy coordinator could keep abreast of available programs that could assist Norco in its efforts to improve its own energy program.

TABLE 3.2  
ELECTRICITY SOURCES FOR CALIFORNIA, 1999 2013

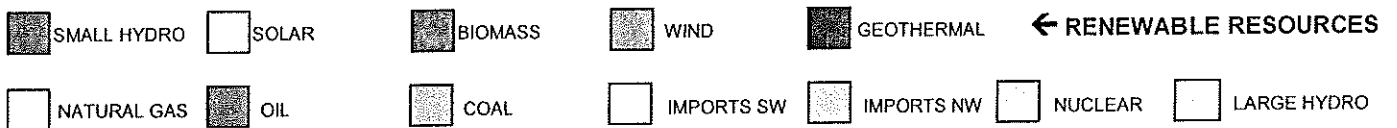
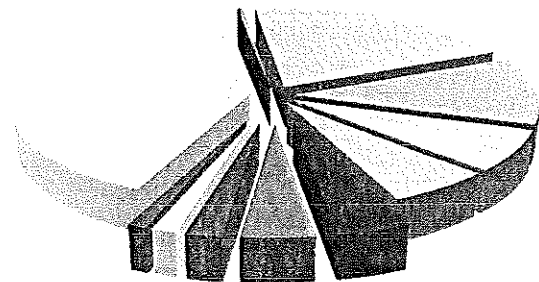
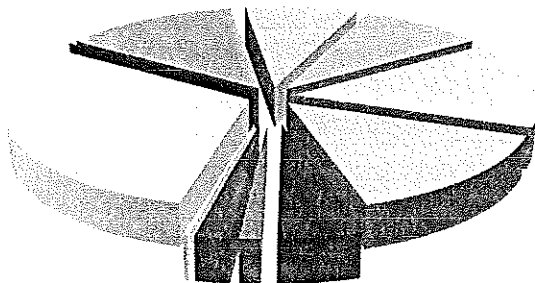
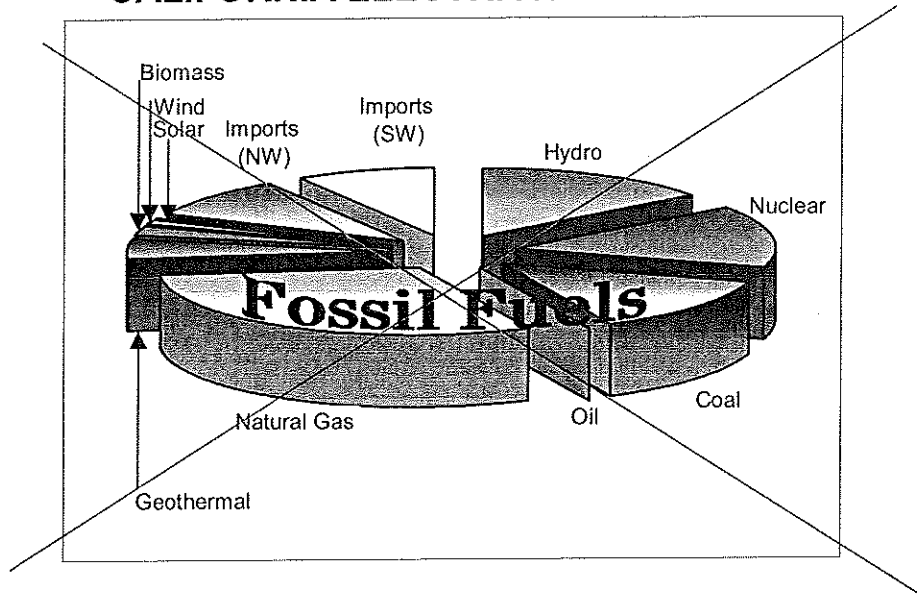
Resource Type	Gigawatt-Hours	Percentage
Large Hydro	41,617 20,754	15.09 10.39
Nuclear	40,419 17,860	14.66 8.94
Coal	36,327 1,018	13.17 .51
Oil	55 38	.02



Natural Gas	84,703	120,863	30.74	60.5
Renewables		39,236		19.64
Small Hydro		3,343		1.67
Geothermal		13,254		6.25
Biomass & Waste		5,663		3.21
Wind		3,433		6.35
Solar		838		2.15
Imports - Northwest	26,054	35,036	8.50	11.83
Imports - Southwest	23,436	61,759	8.50	20.82
<b>TOTAL</b>	<b>275,793</b>	<b>296,628</b>		<b>100.00</b>

Source: The California Energy Commission

EXHIBIT 3.5  
CALIFORNIA ELECTRICITY SOURCES



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### 3.2.4 DEVELOPMENT OF ENERGY RESOURCES, RENEWABLE -v- NON-RENEWABLE

Norco can both decrease its dependence on outside energy sources and decrease the consumption of nonrenewable resources by developing renewable energy resources within the city. The City of Norco is located in climate ten (10), which has medium to warm weather. The location, climate, and lifestyle of Norco lends itself well to the potential development and use of renewable energy such as solar, biomass, and wind resources.

### 3.2.5 POTENTIAL NEW ENERGY SOURCES

There are emerging technologies that could provide alternate sources for electricity that are not widely used in Norco. One potential source could come from the use of windmill technology. The California Energy Commission has mapped the areas of the state that are considered good wind resource areas. These areas are so designated because of the high number of days per year when wind levels are high enough to move the machines and provide a fairly continual resource. The City of Norco does not lie within such an area since winds here are only seasonal. The best opportunity for Norco to take advantage of this resource, ~~at this time,~~ would be on an individual user basis as a supplemental energy supply.

Solar energy is another resource, and is one that has broader applications than windmill technology. Commercial development of processed solar energy is restricted because of the large amounts of open areas that are currently required for photovoltaic module array fields. Photovoltaic technology, however, has applications that make it usable for individual customers to augment their own energy supply. Also, the State has programs that encourage the use of solar technology to make it more cost affective to individual customers.

In addition to wind and solar generated energy, other new technologies that may be applicable to individual users include the use of small turbine engines that are powered by natural gas, or the use of fuel cell technology. Both of these are relatively new and may be too expensive for wide-spread application at this point.

The City needs to continually review new and emerging technologies with regards to the generation and conservation of energy resources. ~~While policies and programs can change, individual users currently have the opportunity to sell any excess generated energy back into the state power grid, which can help defray the cost of equipment. With current technologies the viability of any~~



alternative energy resource is directly related to the commodity price of fossil fuels. When fuel costs are high, the use of alternative fuel sources becomes more attractive. Conversely when fuel costs are relatively low, there is little interest in making investments into alternative fuel equipment without government subsidy.

An alternative energy source that the City needs to continue investigating until funding and/or technology make it feasible is the conversion of manure into energy resources.

### 3.3 SOIL AND MINERAL RESOURCES

Pursuant to Government Code Section 65302 (d) a city's Conservation Element should include discussion of the conservation, development, and utilization of soil and mineral resources. Specifically, cities should discuss each, as they are relevant to their jurisdiction.

#### 3.3.1 SOIL RESOURCES

Soil resources become important in areas of high agricultural production, or areas that have the potential for agricultural production. Classification of soils are important in determining irrigation, planting, and farming of various crops; and also for determining appropriate areas for wildlife habitat, and land use planning. However, the main function of soil data is for agricultural purposes. Due to the fact that Norco is primarily built out, and is not a community based on large agri-businesses, general soils data is provided, but no general plan goals or policies have been included for the conservation of soils as they relate to the maintenance and development of large-scale agriculture. Goals and policies as they pertain to the control of soil erosion have been included.

The State Department of Conservation through the Farmland Mapping and Monitoring Program (FMMP) publishes an "Important Farmland Map" for each county that categorizes farmland for its significance, or potential significance, to the State's agricultural industry. The FMMP is not a regulatory program but is used by the state and counties to monitor the loss of farmland acreage. There are four categories, in descending importance, into which farmland is categorized. The four categories are Prime Farmland, Farmland of Statewide Importance, Unique Farmland, and Farmland of Local Importance.

The City of Norco does not have any land within the first three categories, and only has two small areas that are designated on the Riverside County Important Farmland Map. The first is designated as "Locally Important" and is located on the northeast side of River Road at Bluff Street. The second which is designated Unique Farmland is located in the City's Sphere of Influence northerly of Arlington Avenue on the east side of Pedley Substation Road (Exhibit 3.6, Soil Classifications).



Locally Important Farmland is determined by the County Board of Supervisors based on input from a local advisory committee and maps are updated after every two year field study. ~~The two areas mentioned above are located on the northeast side of River Road adjacent to Bluff Street, and in an un-annexed area on the south side of North Street that is within the City's sphere of influence. Both areas are currently not being farmed; and a residential tract has recently been constructed adjacent to the River Road site.~~ The property at Bluff Street and River Road was historically used for dairy farming which was the reason for the "Locally Important" designation. The dairy farm has ceased operation so it is unlikely that the property will maintain that designation in future field studies because of surrounding development. However, the zoning of the property will still allow small-plot agriculture consistent with the Land Use Element and consistent with Goals of the Conservation Element for a more sustainable community in the future.

Unique Farmland is farmland of lesser quality soils that is used for the production of the state's leading agricultural crops. To have this designation the land must have been cropped some time during the two update cycles prior to the mapping date which for Riverside County is 2010. The property has historically and is currently being used for a nursery operation.

In addition the U.S. Department of Agriculture (USDA) is ~~in the process of~~ mapping the entire nation showing the suitability of soils for the purpose of agricultural production. The mapping for the Norco area ~~has already been~~ was completed in 1917 but the current status is "Update Needed." The USDA has identified over 40 different soil types within the City of Norco alone. A listing of all the different soil types is not included here but can be found in the documents from the USDA's office (Soil Survey of Western Riverside Area, California, Nov. 1971). The USDA's report also groups the different soil types according to similar qualities and characteristics. Exhibit 3.2 shows how the soils in Norco are grouped and how suitable they are for agricultural purposes.

### 3.3.2 CONSERVATION OF SOIL RESOURCES

As future development of Norco occurs, soils will be exposed during grading operations. During this time, soils may become susceptible to water and wind erosion. The extent that erosion would occur depends on the particular soil, the extent of area being exposed, the slope, the time of year grading operations occur and erosion control methods that are used.

~~Recently,~~ Historically the most immediate threat to community safety ~~has been with respect to~~ was the threat of erosion along the Santa Ana River bluff areas. The main cause of the erosion was due to scouring on the undersides of the bluffs when the Santa Ana River became engorged with winter storm run-off. ~~However, over the past couple of years~~ The first phase of a bluff stabilization





program has been implemented by the U.S. Army Corp of Engineers that has resolved the problem where it has been the threat was greatest in the past.

Erosion and the subsequent deposition of soils escalates downstream within the riverbed soil deposition behind Prado Dam will need continued monitoring to prevent any future problems from developing reducing the effectiveness of that facility. The Orange County Water District is in the initial stages of developing a Prado Basin Sediment Management Plan that will remove sediments deposited behind the dam to re-entrain them into the river channel below the dam to allow restoration of habitats and beaches downstream.

### 3.3.3 MINERAL RESOURCES

The California Department of Conservation also has a classification system for soils based on the suitability of the soils for mining and extraction of resources (Exhibit 3.7, Mineral Resource Zones). The objective of classification and designation processes is to ensure, through local jurisdictions, that mineral deposits of statewide or of regional significance are available when needed.

Rapid urban expansion in areas with mineral resources can cause these areas to be committed to irreversible land uses prior to the resources being extracted, thereby precluding any future extraction when marketability of the resources is more favorable.

The Department of Conservation has established a hierarchy of mineral resource zones as follows:

- MRZ-1 Areas where geologic information indicates no significant mineral deposits are present.
- MRZ-2 Areas that contain identified mineral resources.
- MRZ-2a Areas underlain by mineral deposits where geologic data show that significant measured or indicated resources are present.
- MRZ-2b Areas underlain by mineral deposits where geologic information indicates that significant inferred resources are present.
- MRZ-3 Areas of undetermined resource significance.
- MRZ-3a Areas containing known mineral deposits that may qualify as mineral resources.
- MRZ-3b Areas containing inferred mineral deposits that may qualify as mineral resources.
- MRZ-4 Areas where geologic information does not rule either the presence or absence of mineral resources (no known mineral resources).

The City of Norco only has two mineral resource zoning designations within the city limits and most of it is in the MRZ-3a Zone. The zoning designations are from surveys done for State Report 165 "Mineral Land Classification of the Temescal Valley Area" that also covered the Norco area. As indicated above, the MRZ-3a Zone is an area that has known deposits that may qualify as a "mineral resource". The resource in this case is crushed rock for construction-related



PAGES 30-41  
(Mining, Biological)

No Text Changes

be present in the Santa Ana River north and south of the Norco reach. As a result there is the potential for all fish to be in the Norco reach of the Santa Ana River.

### 3.5 CLIMATE ACTION PLAN/SUSTAINABLE COMMUNITY PLAN

The Climate Action Plan provides the guidelines for the City of Norco and its citizens to work with other jurisdictions in the state and all citizens of California to reduce greenhouse gas emissions by the year 2020. The accumulation of greenhouse gases in the atmosphere is seen by many to be a precursor to climate change with the potential for significant environmental impact in the next decades. Human technological advances over the last decades have led to this steady increase in greenhouse gases with the potential for future long-term impact.

The Climate Action Plan is the local response to a potential global threat that combined with the Climate Action Plans from throughout the state should produce measurable reductions in the level of greenhouse gases statewide and keep California in the forefront of environmental innovation. The primary purpose is to reduce the environmental footprint of a community by: using local resources more effectively; reduce the demand for resources from outside the region, reduce the reliance on energy from non-renewable resources, reduce the amount of waste not being recycled, and increase local production of food and other resources as feasible. In the Conservation Element, the goals of the Climate Action Plan are combined with goals of a Sustainable Community Strategy which has the same overriding goal of reducing greenhouse gas emissions, but with the focus on coordinated transportation and land use planning.

#### 3.5.1 JURISDICTIONAL SETTINGS FOR ACTIONS

The reduction of greenhouse gases will be achieved through a combination of measures to be accomplished by all levels of government. Federal and state programs will mostly be accomplished through emission reduction regulations of industries. These will be achieved independent of local action measures. Some state and federal programs will require local implementation such as the California Green Building Code and Urban Water Management Plans. Regional plans will be developed and monitored by regional agencies that operate below state levels but above local levels.

The Southern California Association of Governments (SCAG), of which Norco is a member agency, adopted the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategies (RTP/SCS) in 2012. It addresses regional transportation goals and improvements to reduce greenhouse gases. For its part the City is recommended to implement the local measures from that Plan so that the region as a whole meets the reduction deadlines.



The Western Riverside Council of Governments (WRCOG) is a sub-regional government organization that represents the interests of cities in western Riverside County to regional agencies including SCAG which is the federally designated Metropolitan Planning Organization for this area. WRCOG has developed the Climate Action Plan for western Riverside County cities which the City can adopt on its own at a future date. The goals and policies in Section 2.9 of the Conservation Element are the goals that would be included in a Climate Action Plan and are similar to those contained in the WRCOG CAP.

### 3.5.2 LEGISLATIVE MANDATES

Assembly Bill (AB) 32 also known as the Global Warming Solutions Act of 2006 was signed into law by the Governor in September 2006. AB 32 establishes a comprehensive statewide program to reduce greenhouse gas emissions from all sources throughout the state. The California Air Resources Board (CARB) was charged with developing the Climate Change Scoping Plan to reduce greenhouse gas emissions to 1990 levels by the year 2020 representing a 15% reduction from the levels that would exist under a “business as usual” scenario (Exhibit 3.10).

The target reduction in greenhouse gas levels to achieve by 2020 is 427 million metric tons statewide. The Scoping Plan recognized that local governments were best equipped to address the issues and implement policy changes to achieve reductions. While there is no specific mandate that a City have a Climate Action Plan, lawsuits filed against agencies for not adequately addressing climate change in their General Plans and environmental review processes are increasing.

In 2008 the Governor signed Senate Bill (SB) 375 otherwise known as the Sustainable Communities and Climate Protection Act of 2008. SB 375 specifically targets a reduction of greenhouse gases from motorized vehicles since they account for roughly 30% of total greenhouse gas emissions. SB 375 was introduced as a measure to meet the reduction target deadlines established with AB 32. CARB was directed to set regional emissions reduction targets region by region and then oversee the preparation of a RTP/SCS by each of the 18 MPO's in the state. Local development of the SCS would mean local implementation measures best suited for that region to meet its reduction targets from vehicles. The SCS integrates transportation, land use, and housing policies to reduce overall vehicle miles being traveled.

### 3.5.3 ANTICIPATED CLIMATE IMPACTS

The anticipated effects of climate change would vary region to region but overall global effects are anticipated to be higher maximum temperatures with more hot days, higher minimum temperatures with fewer cold days, and precipitation events with greater intensity. Secondary effects especially in California are



anticipated to be longer and more severe droughts, more forest fires, loss of snow pack, rising sea levels, and more flooding at lower elevations.

### 3.5.4 GREENHOUSE GAS EMISSIONS INVENTORY

Atmospheric gases trap infrared radiation that is reflecting off the earth's surface to keep the blanket of air around the planet at temperatures that can sustain life. The process is known as the greenhouse effect. The increase in level of certain types of these greenhouse gases from human activity is thought to be a factor causing more radiation to be trapped thereby increasing the surface temperature.

The biggest contributing atmospheric gas is carbon dioxide (CO<sub>2</sub>) created primarily from burning fossil fuels which represents about 84% of greenhouse gas emissions in the U.S. The burning of fossil fuels also produces methane (CH<sub>4</sub>) and nitrous oxide (N<sub>2</sub>O) which, combined with CO<sub>2</sub> represent about 98% of the human-caused increase of greenhouse gases. The other greenhouse gases that are increasing due to human activity are hydroflourocarbons (HFCs), perflourocarbons (PFCs), and sulfur hexaflouride (SF<sub>6</sub>).

TABLE 3.8  
**HUMAN ACTIVITY AND GREENHOUSE GASES**

HUMAN ACTIVITY	GREENHOUSE GASES PRODUCED
Fossil fuel combustion	CO <sub>2</sub> , N <sub>2</sub> O, CH <sub>4</sub>
Agriculture	N <sub>2</sub> O, CH <sub>4</sub>
Composting and landfill gases	CH <sub>4</sub>
Refrigeration/cooling	HFCs
Manufacturing (various products)	PFCs, SF <sub>6</sub> , CO <sub>2</sub>

These are the six greenhouse gases targeted for regulation and reduction under AB 32.

The Subregional CAP prepared by WRCOG establishes the baseline greenhouse gas inventories for each participating jurisdiction based on community and government operations for that jurisdiction. The emissions inventory was developed using the Local Government Operations Protocol and the U.S. Community Protocol for Accounting and Reporting of GHG Emissions.

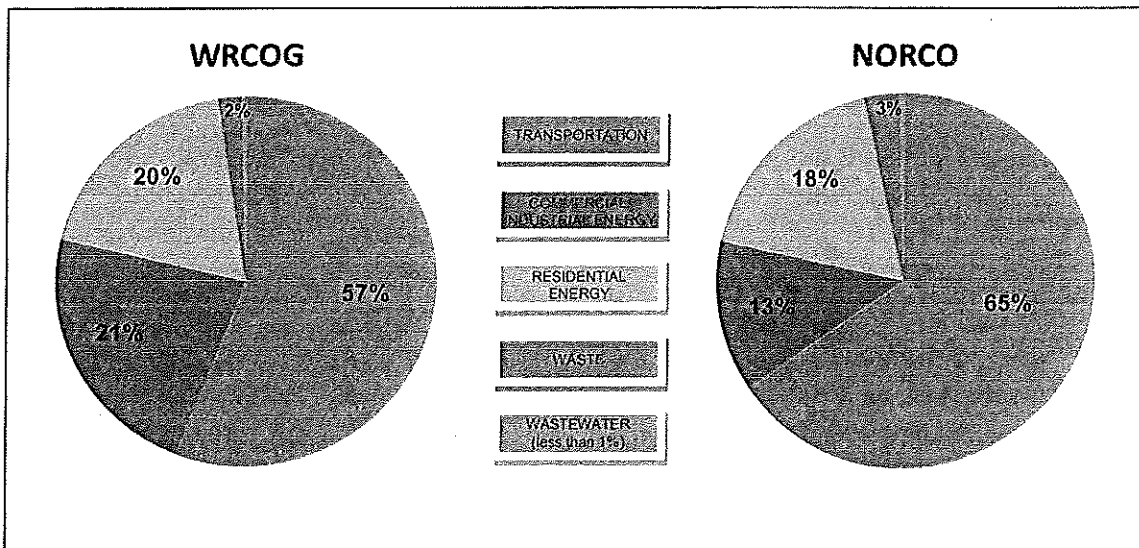
2010 is the baseline year for the WRCOG CAP. The 12 participating cities, including Norco, emitted approximately 5,834,400 metric tons of greenhouse gas emissions in that year from the following sources: transportation 57%, commercial/industrial energy 21%, residential energy 20%, waste 2%, and



wastewater less than 1%. The emissions per category resulted from motor vehicles, consumption of electricity and natural gas, waste generated, water consumed, and wastewater treated.

For the City of Norco, the emissions breakdown per category is: transportation 65%, residential energy 18%, commercial/industrial energy 13%, waste 3%, and wastewater less than 1%. The primary differences from the rest of the WRCOG region can be attributed to the greater need of Norco residents to have to travel farther for services and goods that are more readily available in higher density areas and the higher amount of trash per capita because of the number of residences that require manure removal. It is appropriate that reduction measures for Norco reflect the greater amount of greenhouse gas emissions from these two categories over other jurisdictions in the WRCOG region.

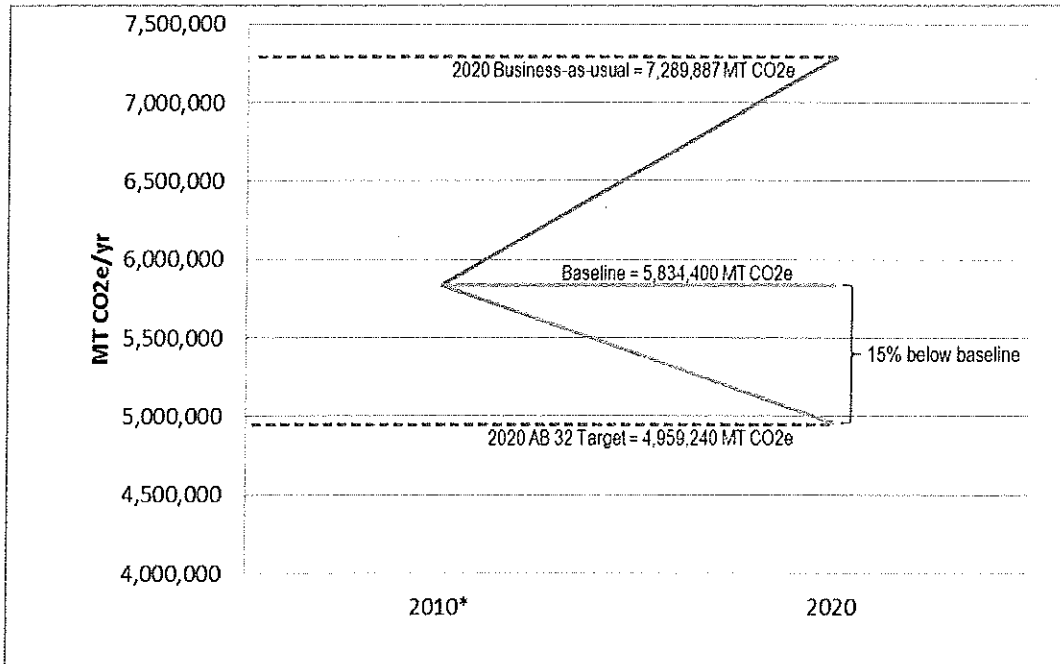
EXHIBIT 3.9  
**COMPONENTS OF GREENHOUSE GAS EMISSIONS**



By 2020 the amount of emissions from the WRCOG region will be 7,289,887 metric tons under a business-as-usual scenario. To be compliant with AB 32 the amount of emissions will need to be reduced to 4,959,240 metric tons for the 12 participating cities.



EXHIBIT 3.10  
**WRCOG EMISSIONS REDUCTION TARGET PLAN 2020**



**4.0 IMPLEMENTATION MEASURES**

**4.1 RECLAIMED WATER PROGRAM**

The City is in the process of providing backbone infrastructure to bring reclaimed water from the Archibald Treatment Plant for use in public landscaped areas. As funding permits, infrastructure lines will be extended providing for the opportunity to use reclaimed water to irrigate public landscaping in additional areas of the City.

**4.2 XERISCAPE LANDSCAPING**

The City Municipal Code encourages the use of xeriscape landscaping on all new development to reduce the overall amount of water that is ultimately directed toward the watering of landscaping.

**4.3 WATER QUALITY REPORTS**

The City Public Works Department publishes annual reports concerning the quality of the City's water supply and identifies any trends in the local supply that need to be corrected before overall quality is impacted.

**4.4 ~~POLLUTANT DISCHARGE CONTROL~~ WATER QUALITY MANAGEMENT**



For all new development and grading over one-half acre the developer ~~must show what pollutants will be discharged as a result of run-off, and where there may be significant increase in pollutants, what measures will be implemented to reduce that impact~~ is required to have an approved water quality management plan that will outline the best management practices to be implemented with project development to prevent contaminated run-off from entering the city's storm drain system.

#### 4.5 PUBLIC WATER INFORMATION PROGRAMS

The City provides public information describing methods of water conservation and the protection of the City's and the region's water quality.

#### 4.6 ENERGY BLUE-RIBBON COMMITTEE MANURE TO ENERGY CONVERSION

~~The City Council has established a blue-ribbon committee to investigate what grants and funds may be available to aid the City in different energy conservation and production projects; and to investigate what methods for energy production can feasibly be implemented by the City.~~ The City commissioned a feasibility study by Chevron Energy Solutions that was completed in December of 2011. The study concluded that a manure-to-energy conversion plant could be feasible in or near Norco. The feasibility study site was the Western Riverside County Regional Wastewater Authority Archibald Treatment and Reclamation Plant located at 14634 River Road in the City of Eastvale, but other sites were identified as alternatives also.

A Draft Environmental Impact Report (DEIR) was prepared based on the feasibility concept and which was a requirement of the grant money that was used to fund the feasibility study. Because there were no project specifics the DEIR was not certified. A "Leads on Manure to Energy Issues Committee" has been set up to investigate ways to go forward with the plant concept as potential funding sources or assistance may become available to construct a project.

#### 4.7 MULTI-SPECIES HABITAT PROTECTION PROGRAM

~~The Western Riverside Council of Governments along with the cities of western Riverside County and the County of Riverside are developing a regional species protection plan that will provide areas for habitat conservation and restoration for species of special status, federal or state adopted the Western Riverside (WR) County Multi-Species Habitat Conservation Plan which is now managed by the WR Regional Conservation Authority (RCA). The intent is to significantly reduce the need to list additional species from the region as rare or endangered in the future by setting aside enough open space where species now being considered for listing can be accommodated and/or re-established.~~ Upon Plan adoption the U.S. Fish and Wildlife Service (USFWS) and the California Department of Fish and Wildlife (CDFW) (formerly the Department of Fish and Game) issued "take" permits to the County and the 14 member cities including Norco, in accordance with the Endangered Species Act and the California Natural Community Conservation Planning Act respectively. The take permits allow the planning for,





and the management of, endangered species and conservation land use to be done at the local level as opposed to state and federal levels. The RCA monitors compliance with the Plan for the County, the 14 cities, and other member agencies on behalf of USFWS and CDFW.

#### 4.8 OPEN SPACE CONSERVATION

In addition to the MSHCP, the City has established permanent open space areas to protect significant wildlife elements of the community.

#### 4.9 CLIMATE ACTION PLAN/SUSTAINABLE COMMUNITY STRATEGY

The primary goals of a climate action plan along with those of a strategic community strategy have been incorporated into this Element of the General Plan. The Western Riverside Council of Governments will be adopting the Climate Action Plan for the western county cities and that plan will then be available for adoption by the City of Norco if it so chooses. The City is already part of the 2012-2015 Sustainable Communities Strategy (SCS) adopted by the Southern California Association of Governments from which there are measures for local implementation that mirror the goals contained in this Element. The focus of the SCS is regional transportation-related reduction measures.

## **5.0 GLOSSARY OF TERMS**

### 5.1 WATER RESOURCES

Acre Feet:

Unit used to calculate water volume capacity. One Acre Foot is the equivalent of one acre covered with one foot of water, and is equal to 325,829 gallons of water.

Aquifer:

A subterranean water-bearing geologic formation generally covering a large region.

Basin (groundwater):

Subterranean water bodies within a larger aquifer region defined and separated by geologic substructures such as uplifted bedrock, or as may be defined by adjudicated boundaries.

Basin (watershed):

All of the area defined by geology that drains to a particular outlet to the ocean (in this case the Santa Ana River drainage).

Biomass:

Landfill gas, agricultural wastes, and other waste fuels that are used to generate electricity. This includes the by-products of small plot agriculture, animal keeping, and landscaping that can be used for the production



**Norco**

General Plan Conservation Element

	of methane gas for the generation of in conversion processes to generate electricity.
Conservation:	The management of natural resources to prevent destruction, waste, and neglect.
Critical Habitat	The minimum amount of suitable breeding and foraging habitat occupied or potentially occupied by Threatened or Endangered Species that is deemed necessary to maintain present populations and to recover populations of the species to the point at which the species is no longer Threatened or Endangered.
Desalter:	A plant where reverse osmosis is used to make groundwater potable, a process that removes or reduces excessive amounts of minerals from the water.
Direct Energy Use	Activities that directly involve the expenditures of energy resources (i.e. lighting, transportation, power equipment, etc.).
Endangered Species	Any species that is in danger of extinction throughout all or a significant portion of its range.
Groundwater:	(See basin- groundwater)
Geothermal	The generation of electricity from stores of superheated subterranean water.
Greenhouse Effect:	The atmospheric phenomenon where gases trap infrared radiation that is reflecting off the earth's surface to keep the blanket of air around the planet at temperatures that can sustain life.
Greenhouse Gases:	The certain gases in the atmosphere that absorb and emit radiation which is the cause of the greenhouse effect. The primary greenhouse gases are water vapor, carbon dioxide, methane, nitrous oxide, and ozone.



Indirect Energy Use	The use of products for which energy resources are expended in the production process.
Photovoltaic	Units to convert sunlight into electrical power.
Reclaimed Water:	The by-product from sewage treatment (or water treatment) that is available for non-potable re-use.
Species of Special Concern	An informal designation used by the State for declining wildlife species that are not officially listed as Endangered, Threatened, or Rare. There is no legal protection for these species, although they are recognized as being sensitive.
Threatened Species	Any species that is likely to become an endangered species within the foreseeable future throughout all or a significant portion of its range.

## 5.2 ENERGY RESOURCES

Biomass	The by-products of small plot agriculture, animal keeping, and landscaping that can be used for the production of methane gas for the generation of electricity.
---------	--

## 5.3 WILDLIFE RESOURCES



**COUNTY OF RIVERSIDE  
AIRPORT LAND USE COMMISSION**

**STAFF REPORT**

**AGENDA ITEM:** 3.1

**HEARING DATE:** January 8, 2015

**CASE NUMBER:** ZAP1066RI14 – Nova Homes, Inc. (Representative: Tom Mungari)

**APPROVING JURISDICTION:** City of Jurupa Valley

**JURISDICTION CASE NO:** Major Action Case No. MA14143, consisting of General Plan Amendment (GPA) No. 1408, Change of Zone (CZ) No. 1497, and Tentative Tract Map No. 36748.

**MAJOR ISSUES:** None.

**RECOMMENDATION:** Staff recommends that the proposed General Plan Amendment and Change of Zone be found CONSISTENT with the Riverside Municipal Airport Land Use Compatibility Plan, and that Tentative Tract Map No. 36748 be found CONSISTENT, subject to the conditions included herein.

**PROJECT DESCRIPTION:** Tentative Tract Map No. 36748 proposes to divide 43.5 acres into 177 single-family residential lots ranging from 3,420 to 7,899 square feet in area, plus five lettered lots. General Plan Amendment No. 1408 proposes to amend the land use designation of the site from Rural Community – Low Density Residential (1 to 2 dwelling units per acre), Community Development – Low Density Residential (1 to 2 dwelling units per acre), Medium Density Residential (2 to 5 dwelling units per acre), and Commercial Retail to Medium High Density Residential (5 to 8 dwelling units per acre). Change of Zone No. 1497 proposes to change the zoning of the site from R-A (Residential – Agricultural), A-1-1 (Light Agriculture, one acre minimum lot size), and C-1/C-P (General Commercial) to R-4 (Planned Residential).

**PROJECT LOCATION:** The site is located northerly of Limonite Avenue and westerly of Pedley Drive, approximately 9,600 feet northwesterly of the northwesterly 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: Outside the 55 CNEL contour

**BACKGROUND:**

Land Use Density/Intensity: The site is located in Airport Compatibility Zone E of the Riverside Municipal Airport Influence Area. Neither residential density nor non-residential intensity is limited within Zone E, pursuant to the Countywide Policies section of the 2004 Riverside County Airport Land Use Compatibility Plan.

Noise: The site is located outside the 55 dB(A) CNEL contour from Riverside Municipal Airport. Therefore, no special measures to mitigate aircraft noise are required at this location.

Part 77: The distance from the northwesterly terminus of Runway 9-27 at Riverside Municipal Airport to the nearest point on the project site is 9,600 feet. The elevation of Runway 9-27 at its northwesterly terminus is 757.6 feet above mean sea level. At the closest point of the site, structures with a top point elevation of 853.6 feet above mean sea level (or greater) would require notification to the Federal Aviation Administration Obstruction Evaluation Service. While the site at its highest point reaches an elevation higher than 853 feet, that area is being left in an undeveloped state. The highest proposed pad elevation does not exceed 786.7 feet, so, even with a 50 foot high residence or tree, the top point elevation would not exceed 853 feet. Therefore, notification for height or elevation reasons is not required.

Open Area: There is no open area requirement for properties located in Compatibility Zone E.

**CONDITIONS (to be applied to the Tentative Tract Map):**

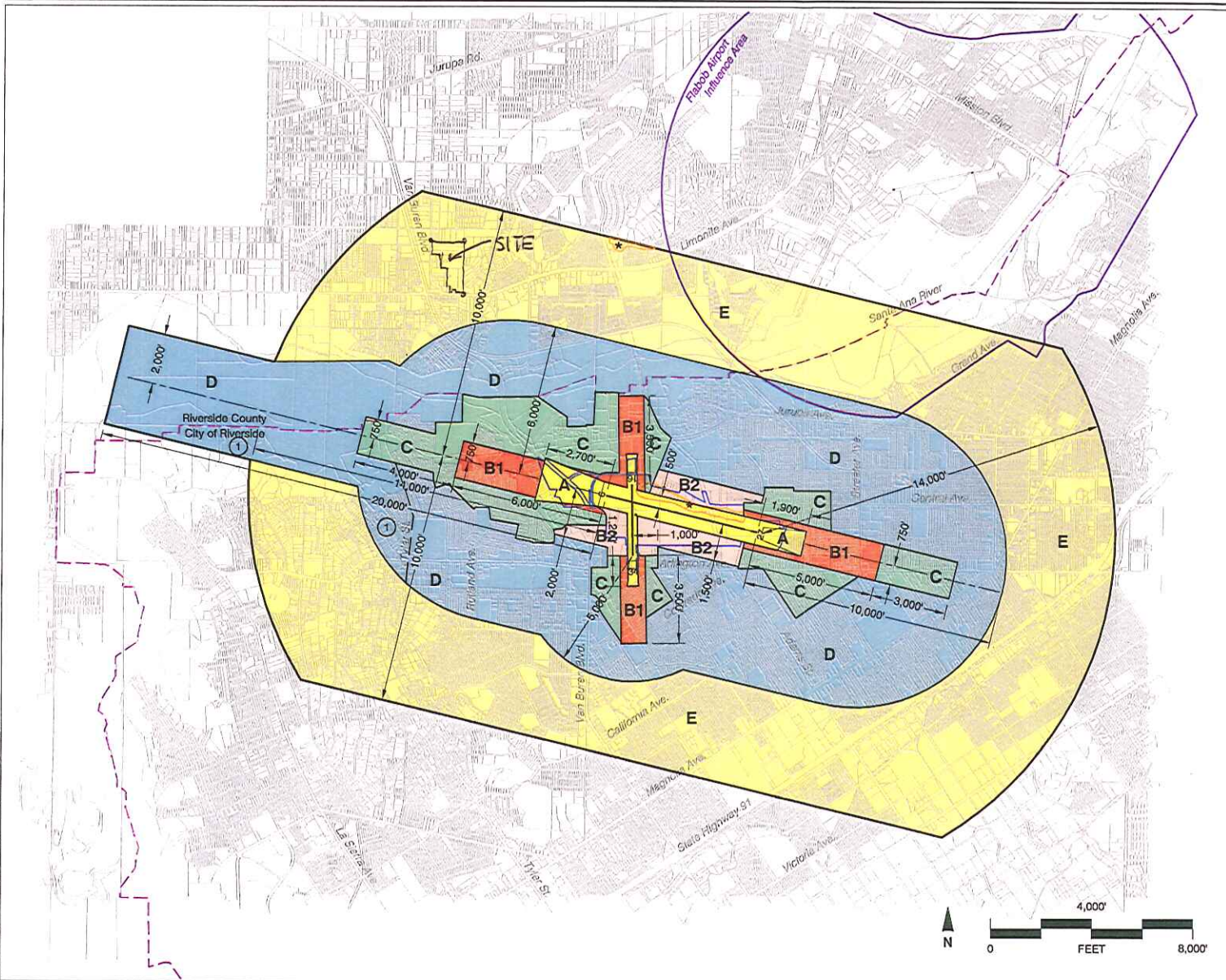
1. Any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky.
2. The following uses shall be prohibited:
  - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
  - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
  - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the

area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)

- (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
3. The attached notice shall be given to all prospective purchasers and/or tenants of the property.
  4. Any new detention 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 detention basin(s) that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.

# NOTICE OF AIRPORT IN VICINITY

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



**Legend**

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

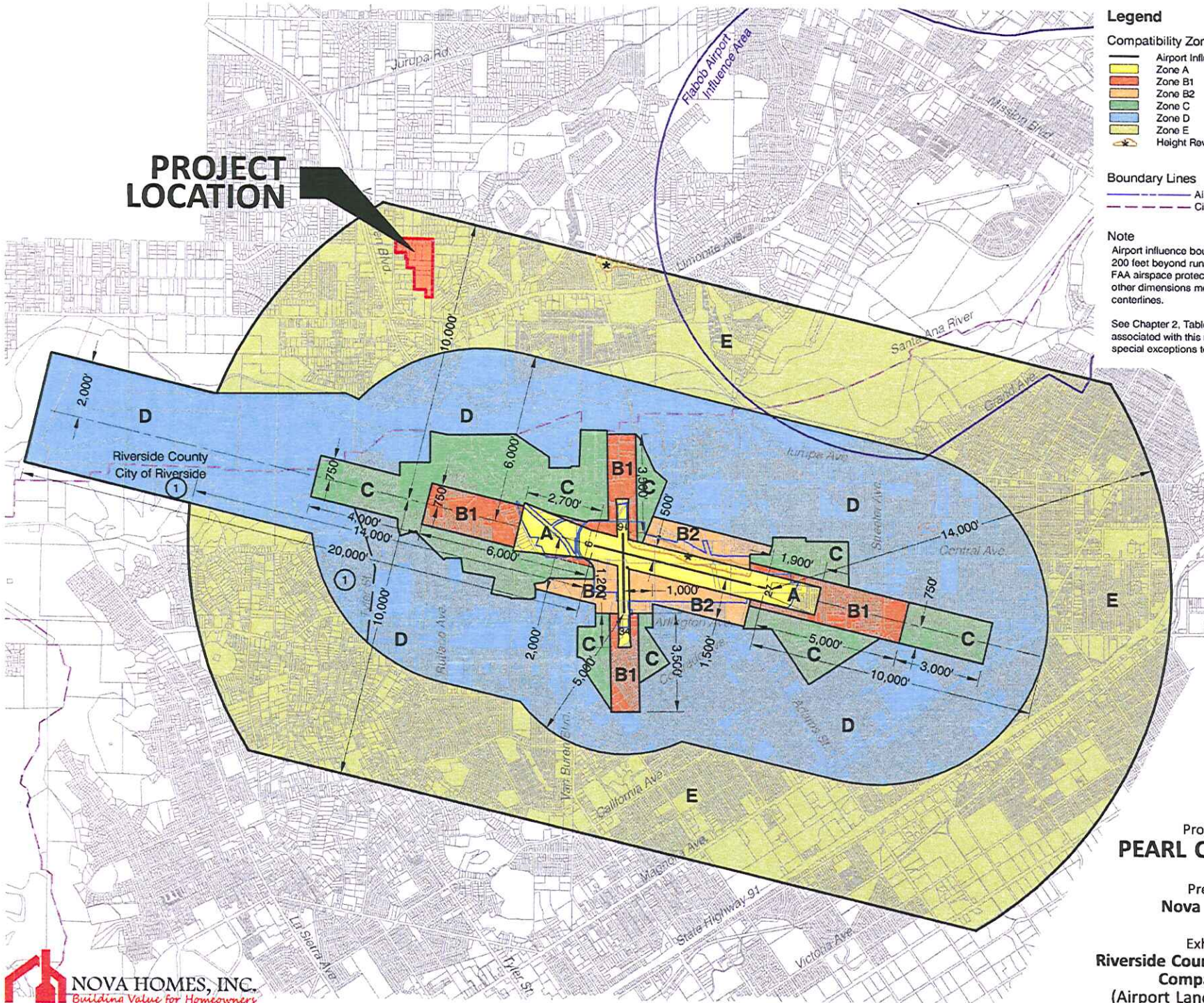
**Riverside County**  
**Airport Land Use Commission**  
**Riverside County**  
**Airport Land Use Compatibility Plan**  
**Policy Document**  
 (Adopted March 2005)

Map RI-1

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



# PROJECT LOCATION



## 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.

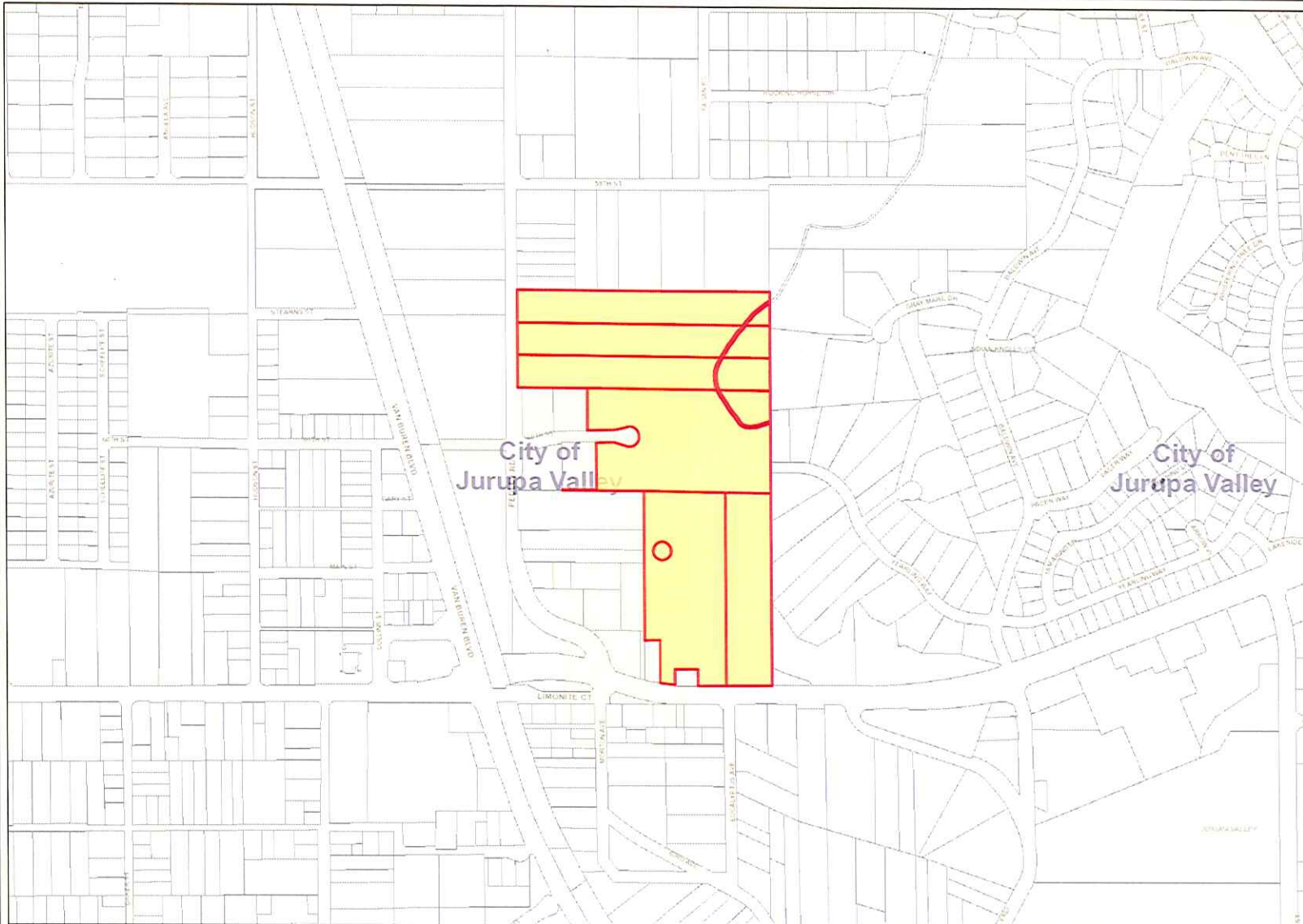
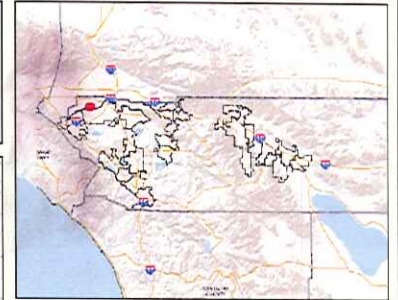
See Chapter 2, Table 2A for compatibility criteria associated with this map. See Section Pt.2 for special exceptions to the Table 2A criteria.

Project Name:  
**PEARL COMMUNITY**

Prepared by:  
**Nova Homes, Inc.**

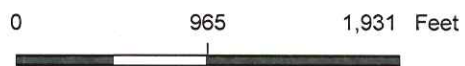
Exhibit Name:  
**Riverside County Airport Land Use  
Compatibility Plan  
(Airport Land Use Commission)**

# ZAP1066RI14



### Legend

- RCLIS Parcels
- City Boundaries
- Cities
- roads
- highways
- HWY
- INTERCHANGE
- INTERSTATE
- OFFRAMP
- ONRAMP
- USHWY
- counties
- cities
- hydrography
- lines
- waterbodies
- Lakes
- Rivers



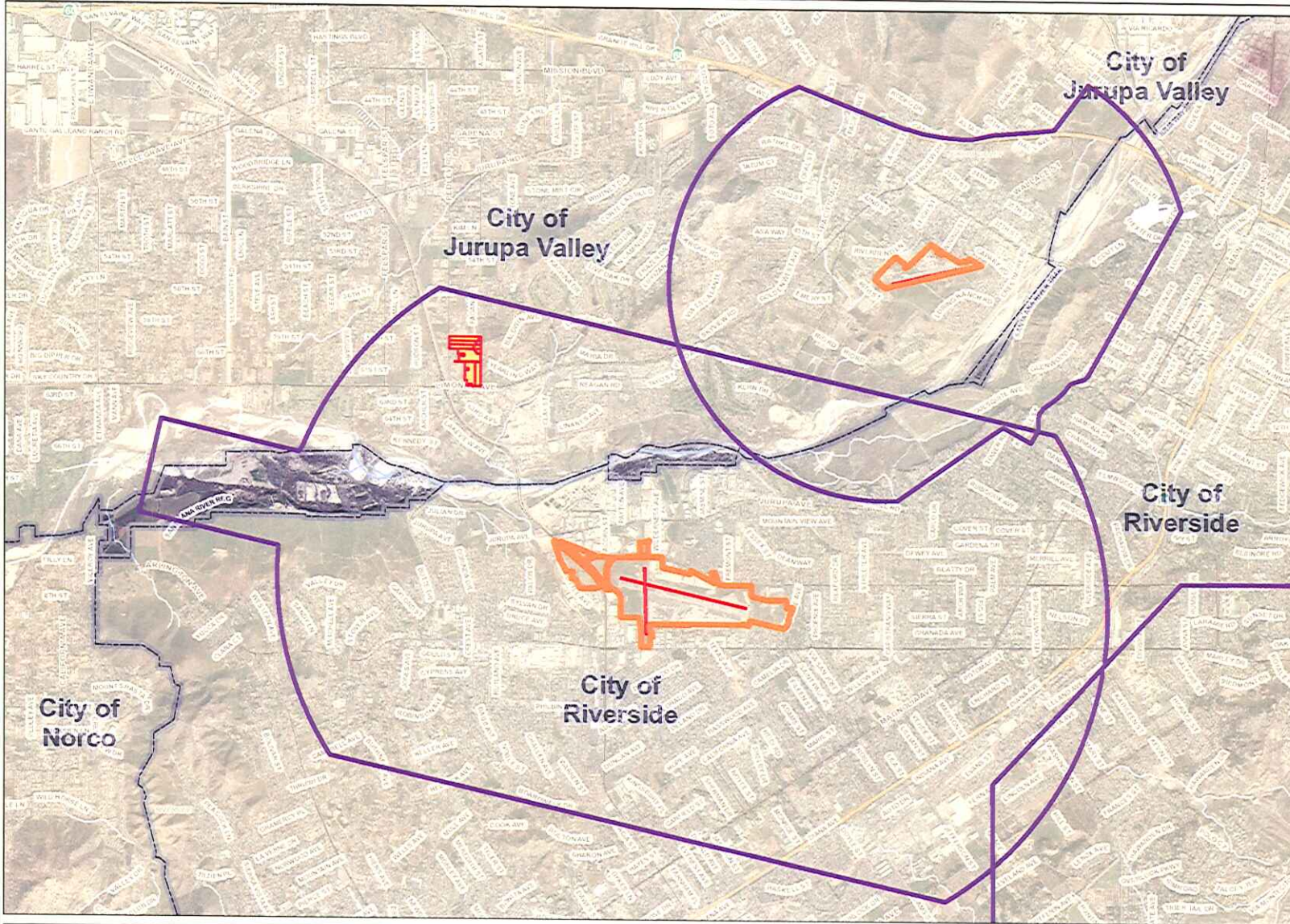
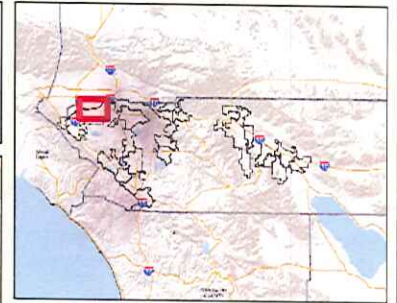
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### Notes

# ZAP1066R114



## Legend

- Airports
- AIA
- Runways
- City Boundaries
- Cities
- highways\_large
- HWY
- INTERCHANGE
- INTERSTATE
- USHWY
- majorroads
- counties
- cities



0 7,722 15,445 Feet



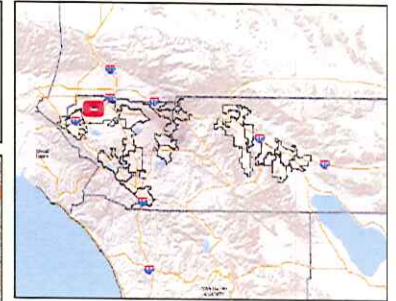
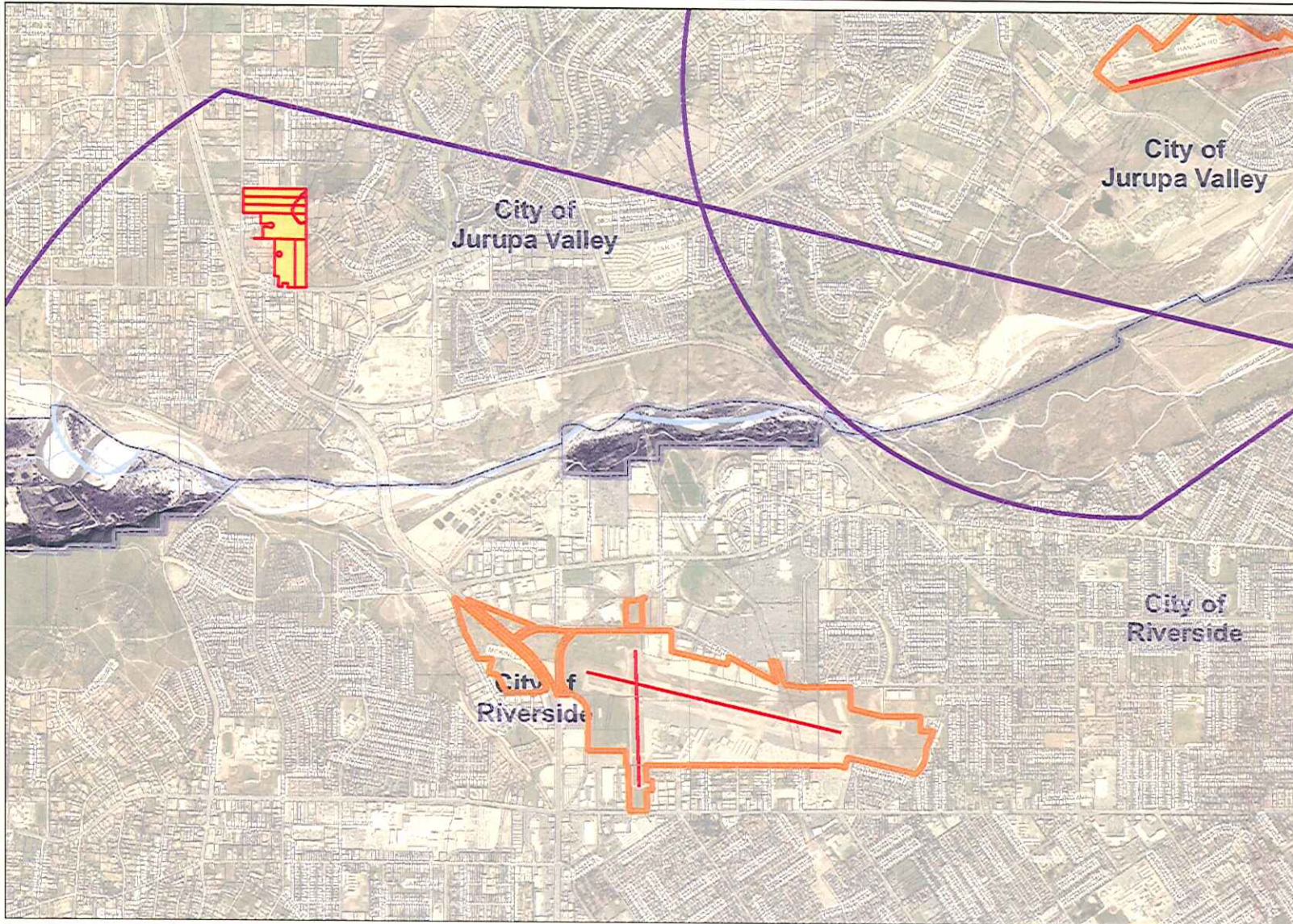
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## Notes

# ZAP1066RI14



## 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 3,861 7,722 Feet



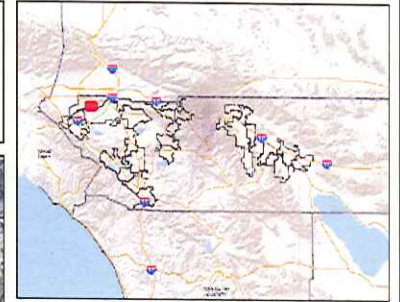
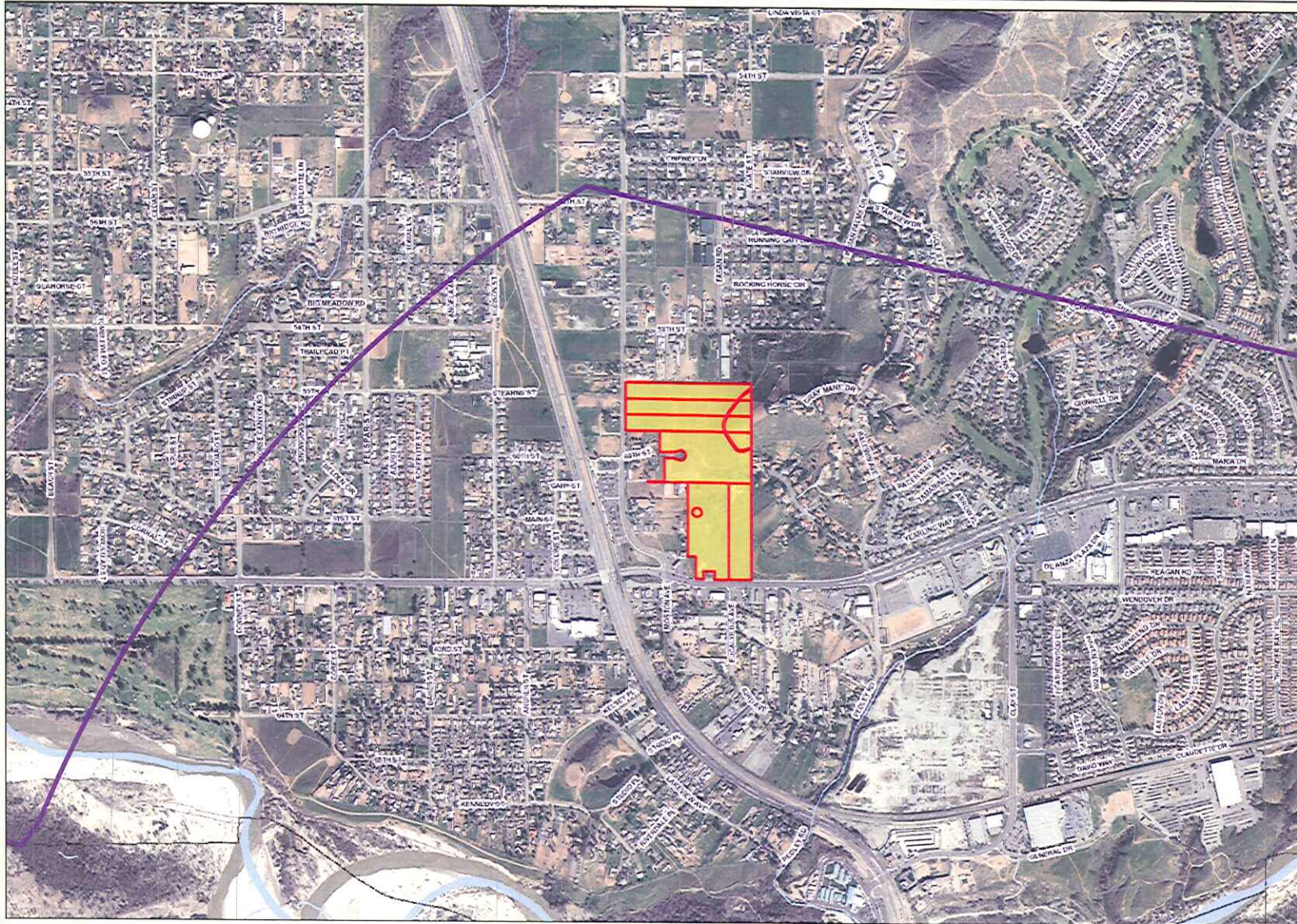
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## Notes

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## Legend

- RCLIS Parcels
- Airports
- AIA
- Runways
- roadsanno
- highways
- HWY
- INTERCHANGE
- INTERSTATE
- OFFRAMP
- ONRAMP
- USHWY
- counties
- cities
- hydrography
- lines
- waterbodies
- Lakes
- Rivers



0 1,931 3,861 Feet



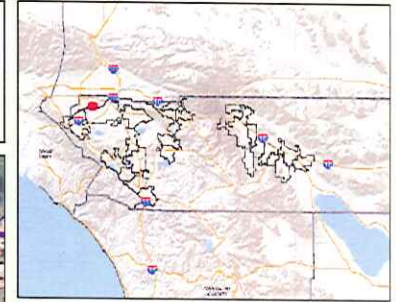
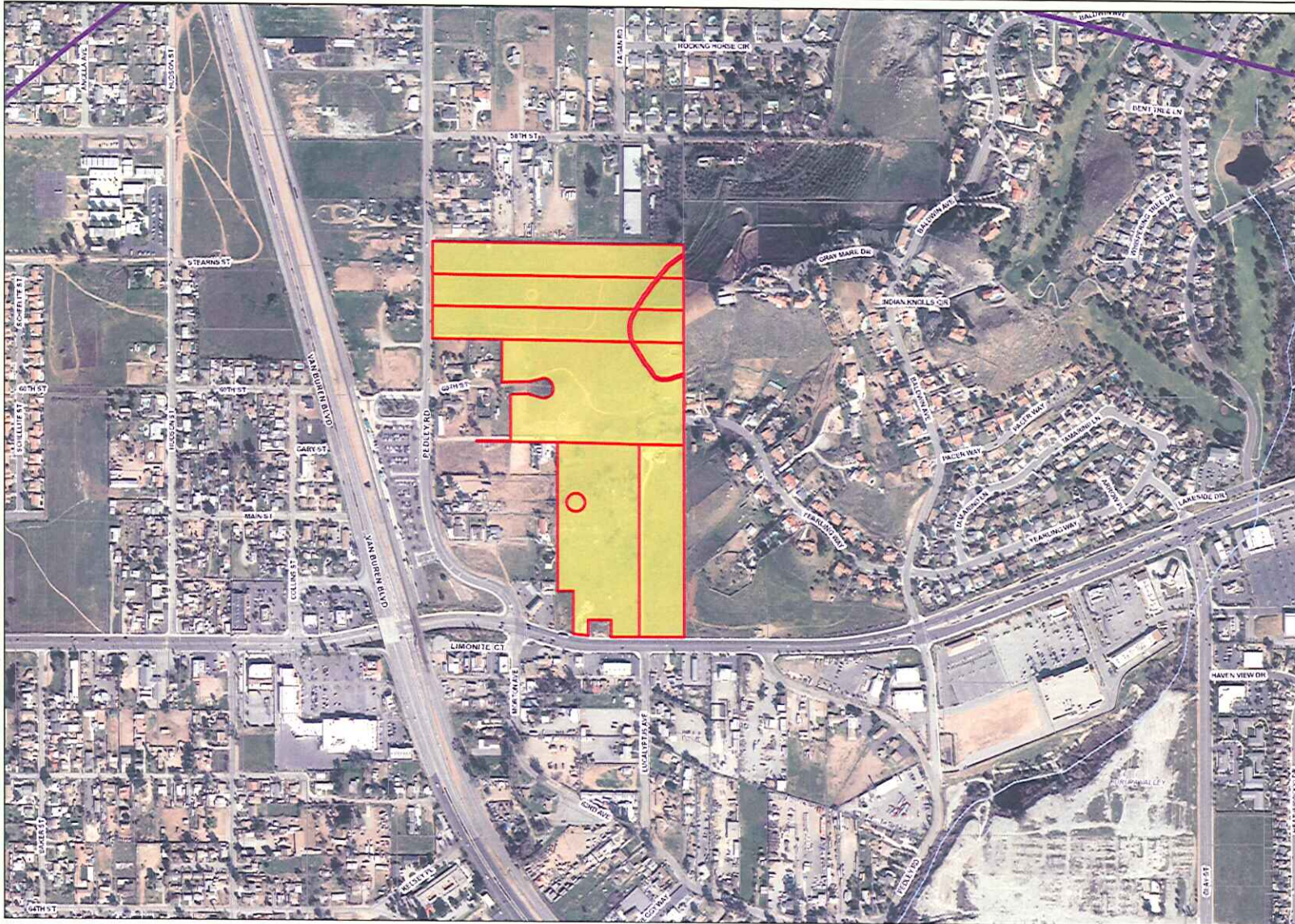
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## Notes

# ZAP1066RI14



## Legend

- RCLIS Parcels
- Airports
- AIA
- Runways
- roads
- sanna
- highways
- HWY
- INTERCHANGE
- INTERSTATE
- OFFRAMP
- ONRAMP
- USHWY
- counties
- cities
- hydrographylines
- waterbodies
  - Lakes
  - Rivers



0 965 1,931 Feet



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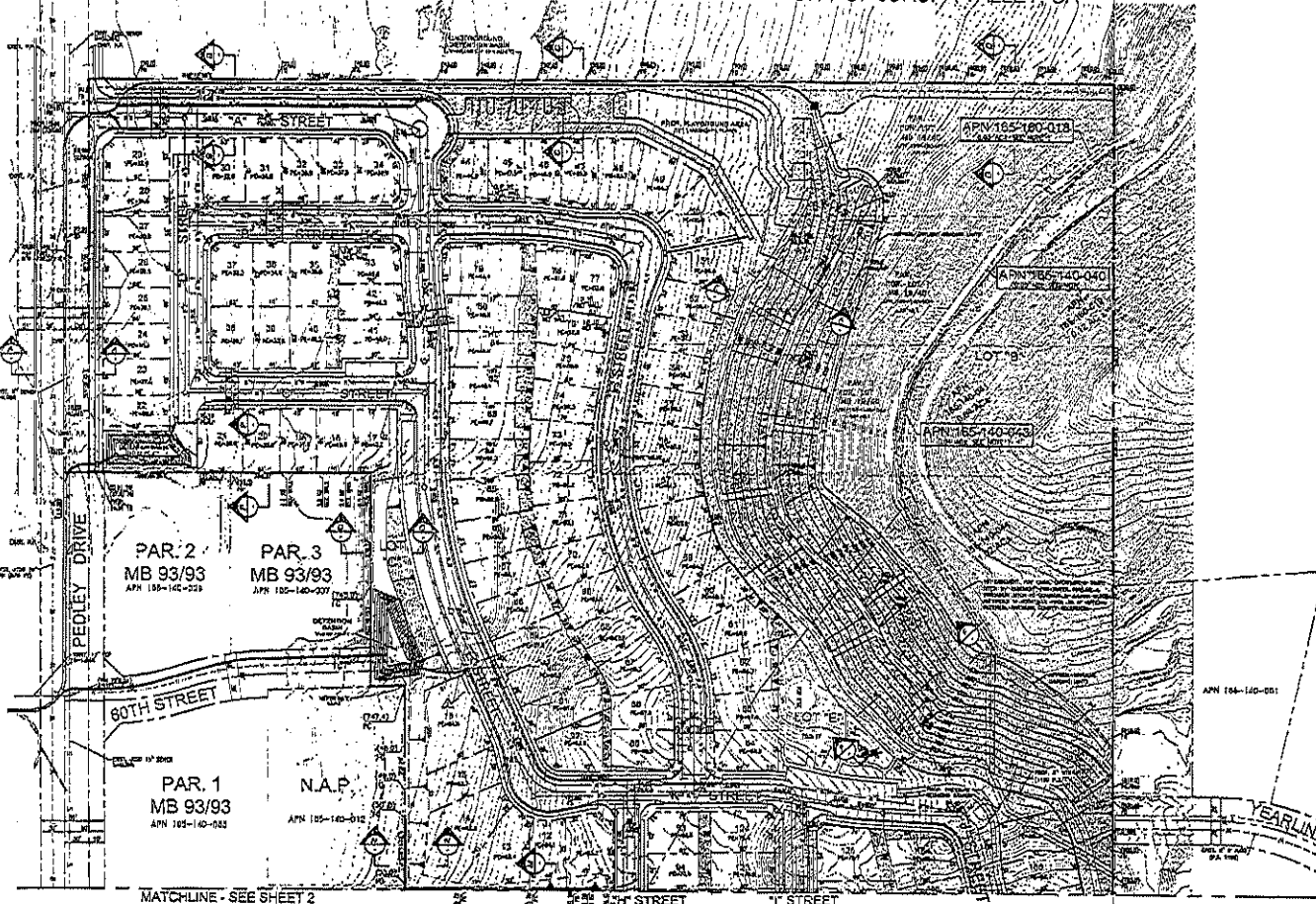
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## Notes

# TENTATIVE TRACT NO. 36748

CITY OF JURUPA VALLEY, CA



### SERVICE PROVIDERS

ADAMS VALLEY WATER OF PUBLIC WORKS	0611 155-4889
SUNSHINE CALIFORNIA GAS	0612 251-2200
SUNSHINE CALIFORNIA ELEC	0613 251-2200
WASTE	0614 251-2200
THE WOODWAY GROUP	0615 251-2200
WASTE SOLUTIONS	0616 251-2200
WASTE MANAGEMENT	0617 251-2200
WASTE MANAGEMENT SERVICES	0618 251-2200
WASTE MANAGEMENT SERVICES	0619 251-2200
WASTE MANAGEMENT SERVICES	0620 251-2200
WASTE MANAGEMENT SERVICES	0621 251-2200
WASTE MANAGEMENT SERVICES	0622 251-2200
WASTE MANAGEMENT SERVICES	0623 251-2200
WASTE MANAGEMENT SERVICES	0624 251-2200
WASTE MANAGEMENT SERVICES	0625 251-2200
WASTE MANAGEMENT SERVICES	0626 251-2200
WASTE MANAGEMENT SERVICES	0627 251-2200
WASTE MANAGEMENT SERVICES	0628 251-2200
WASTE MANAGEMENT SERVICES	0629 251-2200
WASTE MANAGEMENT SERVICES	0630 251-2200
WASTE MANAGEMENT SERVICES	0631 251-2200
WASTE MANAGEMENT SERVICES	0632 251-2200
WASTE MANAGEMENT SERVICES	0633 251-2200
WASTE MANAGEMENT SERVICES	0634 251-2200
WASTE MANAGEMENT SERVICES	0635 251-2200
WASTE MANAGEMENT SERVICES	0636 251-2200
WASTE MANAGEMENT SERVICES	0637 251-2200
WASTE MANAGEMENT SERVICES	0638 251-2200
WASTE MANAGEMENT SERVICES	0639 251-2200
WASTE MANAGEMENT SERVICES	0640 251-2200

### ZONING NOTES

1. ZONING DISTRICT: R-1

2. ZONING REGULATIONS: SEE CITY OF JURUPA VALLEY ZONING ORDINANCE

### SURROUNDING ZONING

1. ZONING DISTRICT: R-1

2. ZONING REGULATIONS: SEE CITY OF JURUPA VALLEY ZONING ORDINANCE

### GENERAL PLAN

1. GENERAL PLAN: SEE CITY OF JURUPA VALLEY GENERAL PLAN

### SURROUNDING GEN. PLAN

1. GENERAL PLAN: SEE CITY OF JURUPA VALLEY GENERAL PLAN

### LAND USE

1. LAND USE: RESIDENTIAL SINGLE-FAMILY

### SURROUNDING LAND USE

1. LAND USE: RESIDENTIAL SINGLE-FAMILY

### STREET LINEAR FOOTAGE

STREET	LINEAR FOOTAGE
60TH STREET	100.00
4TH STREET	100.00
1ST STREET	100.00
YEARLING WAY	100.00

### LETTERED LOTS

LOT	AREA
A	100.00
B	100.00
C	100.00
D	100.00
E	100.00
F	100.00
G	100.00
H	100.00
I	100.00
J	100.00
K	100.00
L	100.00
M	100.00
N	100.00
O	100.00
P	100.00

### R/W VACATIONS / DEDICATIONS

1. R/W VACATION: SEE CITY OF JURUPA VALLEY R/W VACATION ORDINANCE

### LEGENDED LOTS

LOT	AREA
A	100.00
B	100.00
C	100.00
D	100.00
E	100.00
F	100.00
G	100.00
H	100.00
I	100.00
J	100.00
K	100.00
L	100.00
M	100.00
N	100.00
O	100.00
P	100.00

### TOPOGRAPHY

1. TOPOGRAPHY: SEE CITY OF JURUPA VALLEY TOPOGRAPHY

### SITE ACRES

1. SITE ACRES: 10.00

### FEMA NOTES

1. FEMA NOTES: SEE CITY OF JURUPA VALLEY FEMA NOTES

ASSESSOR'S PARCEL NO.

LEGAL DESCRIPTION

OWNER

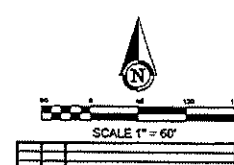
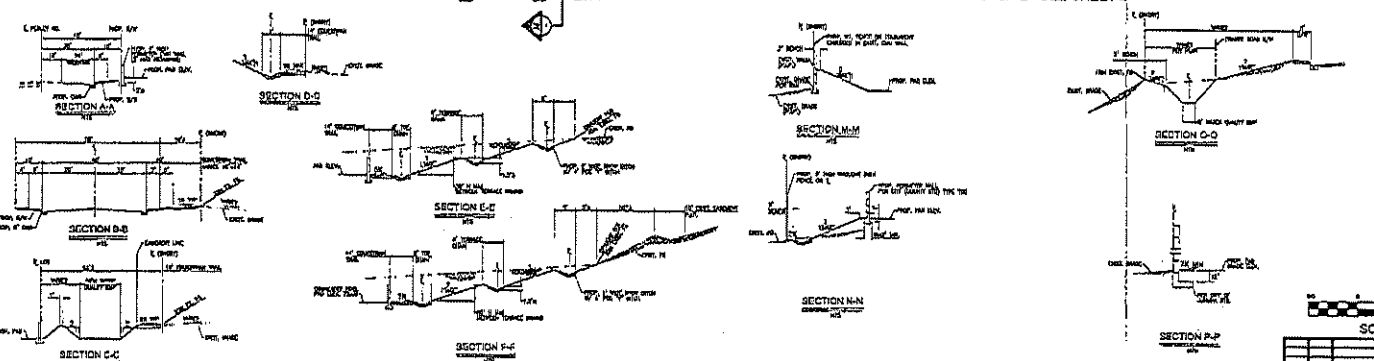
DEVELOPER

TITLE REFERENCE

TOPOGRAPHY

SITE ACRES

FEMA NOTES



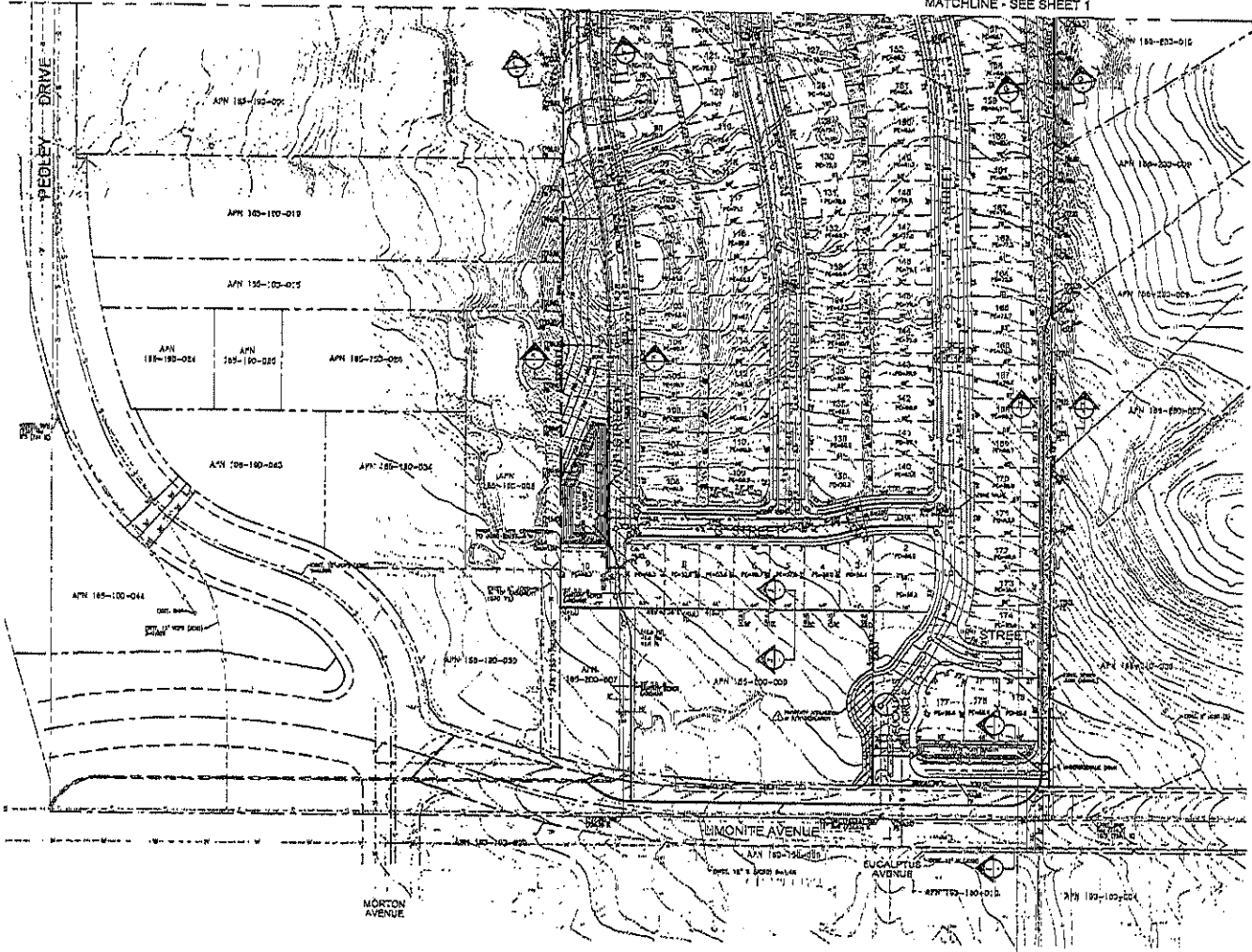
DATE PREPARED: 03/27/2014	SHEET
TENTATIVE TRACT NO. 36748	1
CITY OF JURUPA VALLEY, CA	2
PREPARED BY:	
ATWOOD & BROOKS CONSULTING ENGINEERS	
2700 EAST CHASE DRIVE, SUITE 100	
IRVINE, CALIFORNIA 92614	
TEL: 949.261.1111 FAX: 949.261.1112	

# TENTATIVE TRACT NO. 36748

CITY OF JURUPA VALLEY, CA

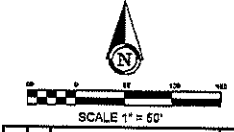
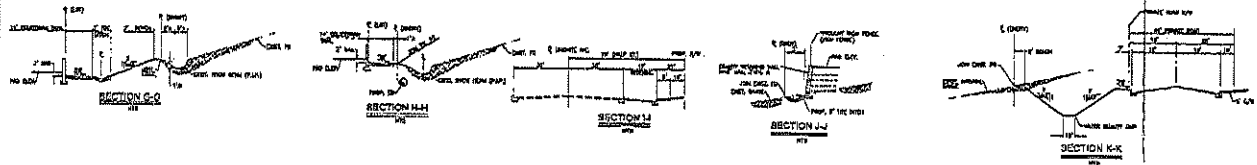
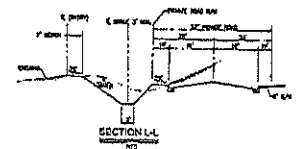
MATCHLINE - SEE SHEET 1

MATCHLINE - SEE SHEET 1



**LOT AREA TABLE**

LOT	AREA (SQ. FT.)	AREA (AC.)	PERCENT	LOT	AREA (SQ. FT.)	AREA (AC.)	PERCENT	LOT	AREA (SQ. FT.)	AREA (AC.)	PERCENT
1	4,800	0.11	0.11	11	4,800	0.11	0.11	21	4,800	0.11	0.11
2	4,800	0.11	0.11	12	4,800	0.11	0.11	22	4,800	0.11	0.11
3	4,800	0.11	0.11	13	4,800	0.11	0.11	23	4,800	0.11	0.11
4	4,800	0.11	0.11	14	4,800	0.11	0.11	24	4,800	0.11	0.11
5	4,800	0.11	0.11	15	4,800	0.11	0.11	25	4,800	0.11	0.11
6	4,800	0.11	0.11	16	4,800	0.11	0.11	26	4,800	0.11	0.11
7	4,800	0.11	0.11	17	4,800	0.11	0.11	27	4,800	0.11	0.11
8	4,800	0.11	0.11	18	4,800	0.11	0.11	28	4,800	0.11	0.11
9	4,800	0.11	0.11	19	4,800	0.11	0.11	29	4,800	0.11	0.11
10	4,800	0.11	0.11	20	4,800	0.11	0.11	30	4,800	0.11	0.11
31	4,800	0.11	0.11	41	4,800	0.11	0.11	51	4,800	0.11	0.11
32	4,800	0.11	0.11	42	4,800	0.11	0.11	52	4,800	0.11	0.11
33	4,800	0.11	0.11	43	4,800	0.11	0.11	53	4,800	0.11	0.11
34	4,800	0.11	0.11	44	4,800	0.11	0.11	54	4,800	0.11	0.11
35	4,800	0.11	0.11	45	4,800	0.11	0.11	55	4,800	0.11	0.11
36	4,800	0.11	0.11	46	4,800	0.11	0.11	56	4,800	0.11	0.11
37	4,800	0.11	0.11	47	4,800	0.11	0.11	57	4,800	0.11	0.11
38	4,800	0.11	0.11	48	4,800	0.11	0.11	58	4,800	0.11	0.11
39	4,800	0.11	0.11	49	4,800	0.11	0.11	59	4,800	0.11	0.11
40	4,800	0.11	0.11	50	4,800	0.11	0.11	60	4,800	0.11	0.11
61	4,800	0.11	0.11	71	4,800	0.11	0.11	81	4,800	0.11	0.11
62	4,800	0.11	0.11	72	4,800	0.11	0.11	82	4,800	0.11	0.11
63	4,800	0.11	0.11	73	4,800	0.11	0.11	83	4,800	0.11	0.11
64	4,800	0.11	0.11	74	4,800	0.11	0.11	84	4,800	0.11	0.11
65	4,800	0.11	0.11	75	4,800	0.11	0.11	85	4,800	0.11	0.11
66	4,800	0.11	0.11	76	4,800	0.11	0.11	86	4,800	0.11	0.11
67	4,800	0.11	0.11	77	4,800	0.11	0.11	87	4,800	0.11	0.11
68	4,800	0.11	0.11	78	4,800	0.11	0.11	88	4,800	0.11	0.11
69	4,800	0.11	0.11	79	4,800	0.11	0.11	89	4,800	0.11	0.11
70	4,800	0.11	0.11	80	4,800	0.11	0.11	90	4,800	0.11	0.11
91	4,800	0.11	0.11	101	4,800	0.11	0.11	111	4,800	0.11	0.11
92	4,800	0.11	0.11	102	4,800	0.11	0.11	112	4,800	0.11	0.11
93	4,800	0.11	0.11	103	4,800	0.11	0.11	113	4,800	0.11	0.11
94	4,800	0.11	0.11	104	4,800	0.11	0.11	114	4,800	0.11	0.11
95	4,800	0.11	0.11	105	4,800	0.11	0.11	115	4,800	0.11	0.11
96	4,800	0.11	0.11	106	4,800	0.11	0.11	116	4,800	0.11	0.11
97	4,800	0.11	0.11	107	4,800	0.11	0.11	117	4,800	0.11	0.11
98	4,800	0.11	0.11	108	4,800	0.11	0.11	118	4,800	0.11	0.11
99	4,800	0.11	0.11	109	4,800	0.11	0.11	119	4,800	0.11	0.11
100	4,800	0.11	0.11	110	4,800	0.11	0.11	120	4,800	0.11	0.11



DATE PREPARED: SEPTEMBER 26, 2014

TENTATIVE TRACT NO. 36748  
CITY OF JURUPA VALLEY, CA

PREPARED BY:

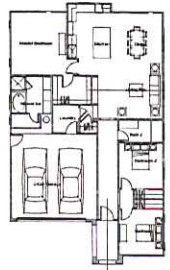
**ARMSTRONG & BROOKS CONSULTING ENGINEERS**  
PLANNING, DESIGN, SURVEYING, SITE DEVELOPMENT, WATER RESOURCES  
100 EAST CHERRY STREET, SUITE 200, JURUPA VALLEY, CA 94758  
TEL: (925) 942-2000 FAX: (925) 942-2001

DWG NO. 2  
REV. NO. 2

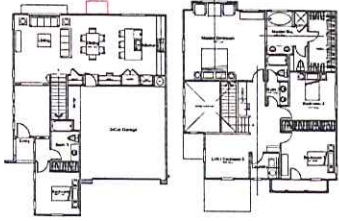




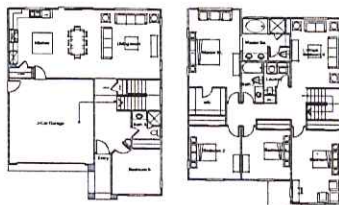
PLAN 1A  
1,462 SF



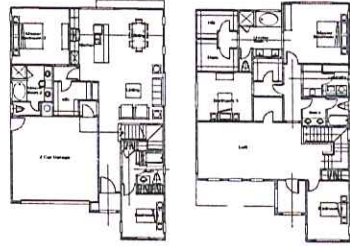
PLAN 2  
2,237 SF



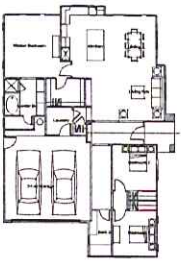
PLAN 4  
2,417 SF



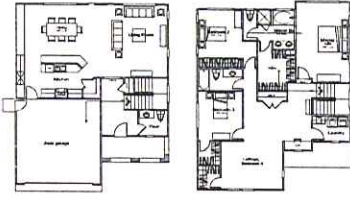
PLAN 6  
2,902 SF



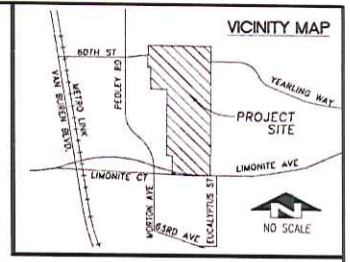
PLAN 1B (CORNER)  
1,600 SF



PLAN 3  
2,293 SF



PLAN 5  
2,096 SF



VICINITY MAP

PROJECT SITE

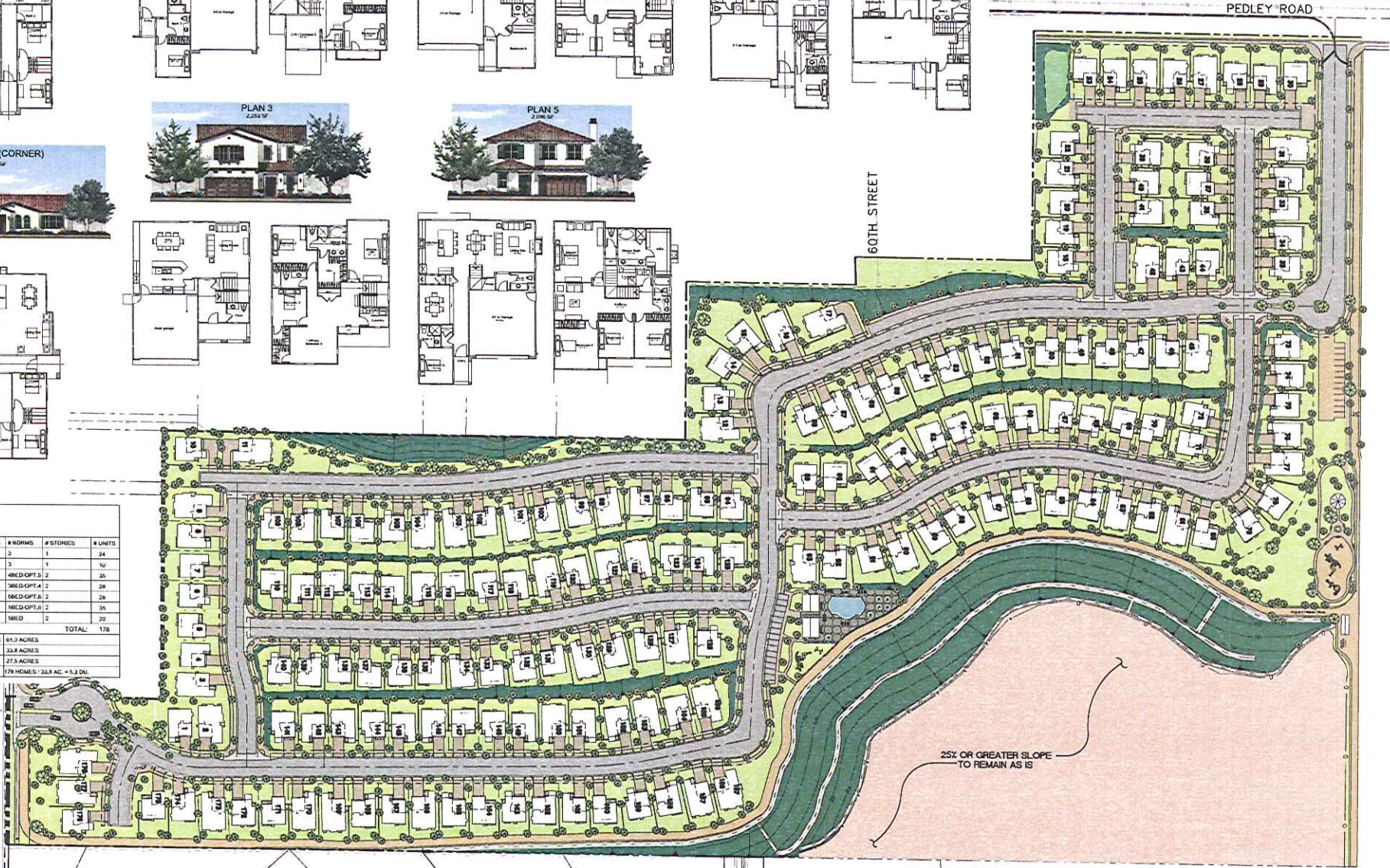


NO SCALE

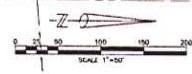
**TABULATION**

PLAN NAME	LIVING AREA	# BDRMS	# STORES	# UNITS
PLAN 1A	1,462 SF	3	1	24
PLAN 1B	1,600 SF	3	1	10
PLAN 2	2,237 SF	4BED-OPT.5	2	35
PLAN 3	2,293 SF	3BED-OPT.4	2	28
PLAN 4	2,417 SF	3BED-OPT.6	2	26
PLAN 5	2,096 SF	3BED-OPT.3	2	35
PLAN 6	2,902 SF	3BED	2	20
<b>TOTAL:</b>				<b>176</b>

GROSS PROJECT ACREAGE: 61.3 ACRES  
 NET PROJECT ACREAGE: 53.8 ACRES  
 SLOPE TO BE DEDICATED: 27.5 ACRES  
 DENSITY: 176 HOMES / 33.8 AC. = 5.2 DU

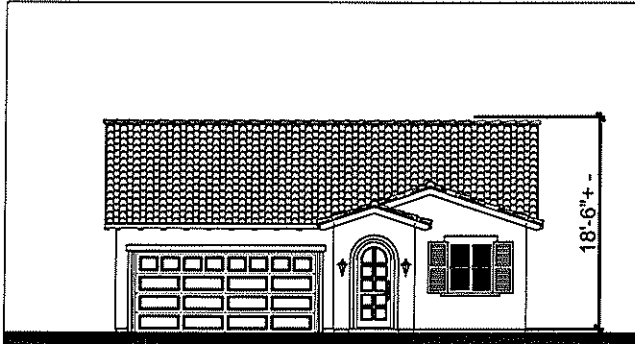


25% OR GREATER SLOPE TO REMAIN AS IS

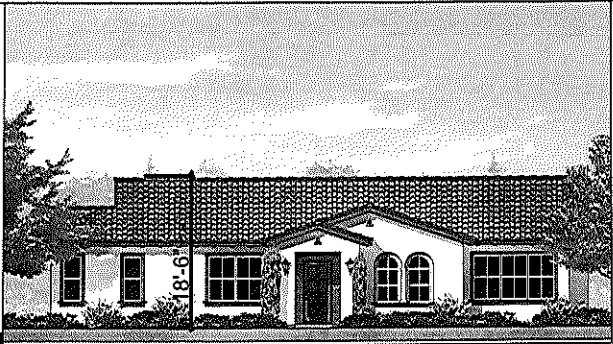


PROPOSED SITEPLAN FOR PEARL COMMUNITY

DATE: 11-21



Plan 1A



Plan 1B



Plan 3



Plan 4



Plan 5



Plan 6

PEARL COMMUNITY

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

ALUC Identification No.

ZAPI066 RI 14

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

Date of Application November 24, 2014  
 Property Owner Multiple ownership. See Attached Phone Number 714-540-1144  
 Mailing Address \_\_\_\_\_  
 \_\_\_\_\_

Agent (if any) Nova Homes, Inc. Phone Number 714-540-1144  
 Mailing Address 245 Fischer Ave., Unit A-8A  
Costa Mesa CA 92626  
ATTN: Tom Mungari

**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 8601 Limonite  
Jurupa Valley, CA  
 Assessor's Parcel No. See Attachment Parcel Size 39± acres  
 Subdivision Name Pearl Community Zoning Currently - CD, RC,  
 Lot Number 177 plus 5 lettered lots Classification Seeking RA

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

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

Existing Land Use (describe) Vacant

Proposed Land Use (describe) Pearl Community is a gated residential development consisting of 177 detached, one and two story single family homes in a small lot format.

For Residential Uses Number of Parcels or Units on Site (exclude secondary units) 177 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) 27' - 2" ft.  
 Highest Elevation (above sea level) of Any Object or Terrain on Site 932.3 ft.

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

REFERRING AGENCY (APPLICANT OR JURISDICTION TO COMPLETE)	
Date Received	<u>October 23 2014</u>
Agency Name	<u>City of Turupa Valley</u>
Staff Contact	<u>Planning Dept.</u>
Phone Number	<u>Laurie Lovret</u>
Agency's Project No.	<u>951-332-6464</u>
	<u>PD MA 14143</u>

- Type of Project
- General Plan Amendment
  - Zoning Amendment or Variance
  - Subdivision Approval
  - Use Permit
  - Public Facility
  - Other \_\_\_\_\_

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

**B. SUBMISSION PACKAGE:**

**ALUC REVIEW**

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

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

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

Application For Major Land Use Action Review

Attachment

Property Owner: There are Multiple Property Owners

1. Pearl Communities, LLC  
245 Fischer Ave., Unit A-8A  
Costa Mesa, CA 92626  
714-540-1144
  
2. Pedley Fields, LLC  
C/O P.O. Box 1310  
Oceanside, CA 92051  
760-721-3639
  
3. Michael Denholtz and Brenda A.B. Denholtz, Trustees  
5754 Hilton Ave.  
Riverside, CA 92059  
951-328-7999

Assessor's Parcel Numbers

165-200-008	165-140-042
165-200-009	165-140-044
165-200-001	165-140-039
165-140-045	165-140-041
165-140-047	165-160-017
	165-160-019



TRANSMITTAL

November 21, 2014

To: Riverside County Airport Land Use Commission  
4080 Lemon Street  
14<sup>th</sup> Floor  
Riverside, CA 92501

From: Tom Mungari

Telephone: 714-540-1144

Fax: 714-540-1101

Cell: 562-355-0835

Re: Pearl Community  
TTM 36748

Attached please find our submittal package consisting of the following documents:

1. Project Application (1)
2. Site Plan-8 ½"X 11" Folded
3. Elevations
4. Site Plan-Reduced 8 ½"X 11"
5. Location Map-8 1/2" X 11"
6. Labels-Owner-(4) Sets
7. Labels-Applicant-(4) Sets
8. Labels-Property Owner-300'radius (1) Set
9. Label-Referring City ( Jurupa Valley) (4) Sets

Thank You

Nova Homes, Inc.

**NOVA HOMES, INC.**

245 Fischer Ave. Unit A-8A, Costa Mesa, CA 92626

Tel. (714) 540-1144 | Fax. (714) 540-1101 | [www.novahomesinc.us](http://www.novahomesinc.us)

**COUNTY OF RIVERSIDE  
AIRPORT LAND USE COMMISSION**

**STAFF REPORT**

**AGENDA ITEM:** 3.2

**HEARING DATE:** January 8, 2015

**CASE NUMBER:** ZAP1106MA14 – First Industrial, L.P. (Representative: T&B Planning, Inc., Grant Henninger)

**APPROVING JURISDICTION:** City of Moreno Valley

**JURISDICTION CASE NO:** P14-124 (Amended Plot Plan)

**MAJOR ISSUES:** The applicant is requesting an increase in maximum allowable building height (from 42 feet to 60 feet) and maximum elevation at top point.

**RECOMMENDATION:** Staff recommends that the project be found CONSISTENT with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, subject to the conditions included herein.

**PROJECT DESCRIPTION:** The Amended Plot Plan proposes an increased maximum building height from 42 feet to 60 feet (including roof mounted equipment) for the previously entitled 1,450,000 square foot industrial warehouse building (including 66,790 square feet of mezzanine area and 12,000 square feet of ground floor office space) on this 72.88 gross acre site. The actual proposed building height is 48 feet, but the applicant requests additional allowance for roof-mounted equipment, which is expected to be eight feet in height, but could be as much as 12 feet in height.

**PROJECT LOCATION:** The site is located southerly of Nandina Avenue, westerly of Indian Street, easterly of Heacock Street, and northerly of Grove View Road, within the City of Moreno Valley, approximately 1,700 feet easterly of the southerly end of Runway 14-32 at March Air Reserve Base.

**LAND USE PLAN:** 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan

- a. Airport Influence Area: March Air Reserve Base/Inland Port Airport
- b. Land Use Policy: Zones A, B2, and C1
- c. Noise Levels: partially within 60-65 CNEL

## **BACKGROUND:**

This project was previously reviewed pursuant to ZAP1095MA14 and was determined to be Consistent at the Airport Land Use Commission's May 8, 2014 hearing. The project reviewed at that time and reviewed by the Federal Aviation Administration was based on a building with a maximum height of 42 feet. Subsequently, the applicant has requested an increase in the building height (including roof mounted equipment) to 60 feet. Project elevations indicate a building height of 48 feet, but roof mounted equipment is expected to add an additional eight feet and potentially up to 12 feet.

Non-Residential Land Use Intensity: The site is located in Compatibility Zones A, B2, and C1. Within Zone A, no development is proposed, and the project would preserve the existing recorded easement on the property for the Clear Zone. The entire proposed warehouse facility, including all parking lots and landscaping, would be located outside of Zone A and within Zones B2 and C1. Zones B2 and C1 would both limit average intensity to 100 people per acre and maximum single-acre intensity to 250 people. (There are no risk-reduction design bonuses available, as March is primarily utilized by large aircraft weighing more than 12,500 pounds.) Approximately 2.72 gross acres are located within Zone A, 49.42 gross acres within Zone B2, and 20.74 acres within Zone C1.

Based on the site plan and floor plans provided for the warehouse, a total of 12,000 square feet of ground floor office space, 66,790 square feet of mezzanine area, and 1,371,210 square feet of warehouse is proposed. Pursuant to Appendix C, Table C-1, of the Riverside County Airport Land Use Compatibility Plan, the intensity of office areas is one person per 100 square feet and the intensity of warehouse areas is one person per 500 square feet. However, Appendix C and the special policies for the March Air Reserve Base/Inland Port Airport related to e-commerce/fulfillment center buildings recommends that, for calculation of intensity levels, the Building Code occupancy levels be reduced by 50 percent, at least for office and warehouse uses. Based on the area of uses (assuming a maximum of 10,000 square feet of mezzanine to be used as office and the remaining to be used as storage and a 50% reduction for office uses) and the number of people per square feet, a total of 1,661 people  $[(1,371,210/1,000) + (10,000/200) + (10,000/200) + (66,790/300) = 1,661]$  would be anticipated within the entire building. Based on the 72.88 gross acreage of the site, the proposed project would result in an overall average intensity of 23 people. However, since Zone A does not allow for any occupancy, based on just the acreages for Zones B2 and C1 as previously noted, the project would result in an average intensity of 24 people. Therefore, the proposed project would be consistent with the Compatibility Zones B2 and C1 average acre criteria.

A second method for determining total occupancy involves multiplying the number of parking spaces provided or required (whichever is greater) by average vehicle occupancy (assumed to be 1.5 persons per standard vehicle and 1.0 persons per trailer truck in the absence of more precise data). Based on the number of parking spaces provided (423 standard vehicle spaces and 410 trailer truck loading spaces), the total occupancy would be estimated at 1,045 people for an average acre intensity of approximately 15 (based on Zones B2 and C1 area), which is also consistent with both the Compatibility Zones B2 and C1 average acre intensity criteria.



Based on the floor plan provided, the office uses within the warehouse are located within each corner of the site, thus not concentrating all of the office use within a single-acre. However, the floor plan is conceptual and it is possible for all the office and mezzanine area to be concentrated within one corner of the building. Based on this, the most intense single-acre of the site would include the northwest corner of the building, which would include a maximum of 20,000 square feet of office (including mezzanine office area) use, 23,490 square feet of storage (remaining mezzanine) and 33,490 square feet of warehouse use. This would result in a total of 212 people, which would be consistent with the draft Compatibility Zones B2 and C1 single-acre criteria.

Prohibited and Discouraged Uses: The applicant does not propose any uses prohibited or discouraged in Compatibility Zones B2 and C1 within the project.

Noise: The March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan depicts the site as being partially within the 60-65 CNEL range, with the remaining portion of the site falling below 60 CNEL. At these anticipated exterior noise levels and typical anticipated building construction noise attenuation, the proposed warehouse would not require special measures to mitigate aircraft-generated noise.

Part 77: The elevation of Runway 14-32 at its southerly terminus is approximately 1488 feet above mean sea level (1488 feet AMSL). At a distance of approximately 1,700 feet from the runway, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 1505 feet AMSL. The proposed building has a finished floor elevation of 1473.1 feet AMSL and a revised maximum height of 48 feet with an estimated maximum of 12 feet for roof mounted equipment for a total of 60 feet for a potential maximum elevation of 1533.81 feet AMSL. Therefore, review by the FAA Obstruction Evaluation Service was required. The applicant has submitted to FAA, which issued a Determination of No Hazard to Air Navigation on December 22, 2014.

Avigation Easement: Pursuant to the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, an avigation easement is required for land uses located within Compatibility Zone B2.

Open Area: Compatibility Zones B2 and C1 do not have any requirements for provision of open space.

#### **CONDITIONS:**

1. Any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses shall be prohibited:

- (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
  - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
  - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)
  - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
  - (e) Children's schools, day care centers, libraries, hospitals, skilled nursing and care facilities, congregate care facilities, hotels/motels, places of assembly, noise sensitive outdoor nonresidential uses, and hazards to flight.
3. Prior to issuance of any building permits, the landowner shall convey and have recorded an aviation easement to the March Inland Port Airport Authority. Contact March Joint Powers Authority at (951) 656-7000 for additional information.
4. The attached notice shall be given to all prospective purchasers and/or tenants of the property.
5. Retention basins on the site shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the retention basin(s) that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping. Trees shall not bear mast, shall be spaced so as to prevent large expanses of contiguous canopy, when mature, and shall not grow to an adequate size for roosting. Landscaping in and around the retention basin(s) shall not include trees that produce seeds, fruits, or berries.
6. This project has been evaluated as a proposal for the establishment of a warehouse with ancillary office use. The City of Moreno Valley shall require additional review by the

Airport Land Use Commission prior to the establishment of any of the following uses in this structure:

Commercial/service uses; civic uses; churches, chapels, and other places of worship; classrooms; day care centers; gymnasiums; theaters; conference or convention halls; auditoriums; fraternal lodges; bowling alleys; gaming; auction rooms.

7. The number of Office Work Stations shall be limited to no more than 250 in any single acre (210' x 210' area) so as not to exceed the single-acre criteria for Compatibility Zones B2 and C1. For purposes of this condition, an Office Work Station shall be defined as any location within the building that is an individual's primary work location.
8. The maximum elevation of the proposed structure at its top point (including any roof-mounted equipment) shall not exceed 1,538 feet above mean sea level.
9. The Federal Aviation Administration has conducted an aeronautical study of the proposed building (Aeronautical Study No. 2014-AWP-8964-OE) and has determined that neither marking nor lighting of the structure is necessary for aviation safety. However, if marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting (if any) shall be installed in accordance with FAA Advisory Circular 70/7460-1 K Change 2 and shall be maintained in accordance therewith for the life of the project.
10. The maximum height of the proposed structure, including all roof-mounted equipment (if any) shall not exceed 60 feet above ground level.
11. The specific coordinates, height, and top point elevation of the proposed structure shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however, that reduction in building height or elevation shall not require further review by the Airport Land Use Commission.
12. Temporary construction equipment used during actual construction of the structure shall not exceed the height of the structure, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.
13. Within five (5) days after construction of the structure reaches its greatest height, FAA Form 7460-2 (Part II), Notice of Actual Construction or Alteration, shall be completed by the project proponent or his/her designee and e-filed with the Federal Aviation Administration. (Go to <https://oeaaa.faa.gov> for instructions.) This requirement is also applicable in the event the project is abandoned.
14. March Air Reserve Base 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 radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.

Y:\AIRPORT CASE FILES\March\ZAP1106MA14\ZAP1106MA14jgrevsr.doc

# **NOTICE OF AIRPORT IN VICINITY**

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



Mail Processing Center  
 Federal Aviation Administration  
 Southwest Regional Office  
 Obstruction Evaluation Group  
 2601 Meacham Boulevard  
 Fort Worth, TX 76193

Aeronautical Study No.  
 2014-AWP-8964-OE  
 Prior Study No.  
 2014-AWP-1973-OE

Issued Date: 12/22/2014

Larry Cochrun  
 First Industrial, L.P  
 898 N. Sepulveda Blvd.  
 Suite 750  
 El Segundo, CA 90845

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

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

Structure: Building First Nandina Logistics Center  
 Location: Moreno Valley, CA  
 Latitude: 33-51-49.02N NAD 83  
 Longitude: 117-14-29.03W  
 Heights: 1478 feet site elevation (SE)  
 60 feet above ground level (AGL)  
 1538 feet above mean sea level (AMSL)

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

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

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

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

This determination expires on 06/22/2016 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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

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

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

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

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

If we can be of further assistance, please contact our office at (425) 227-2625. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2014-AWP-8964-OE.

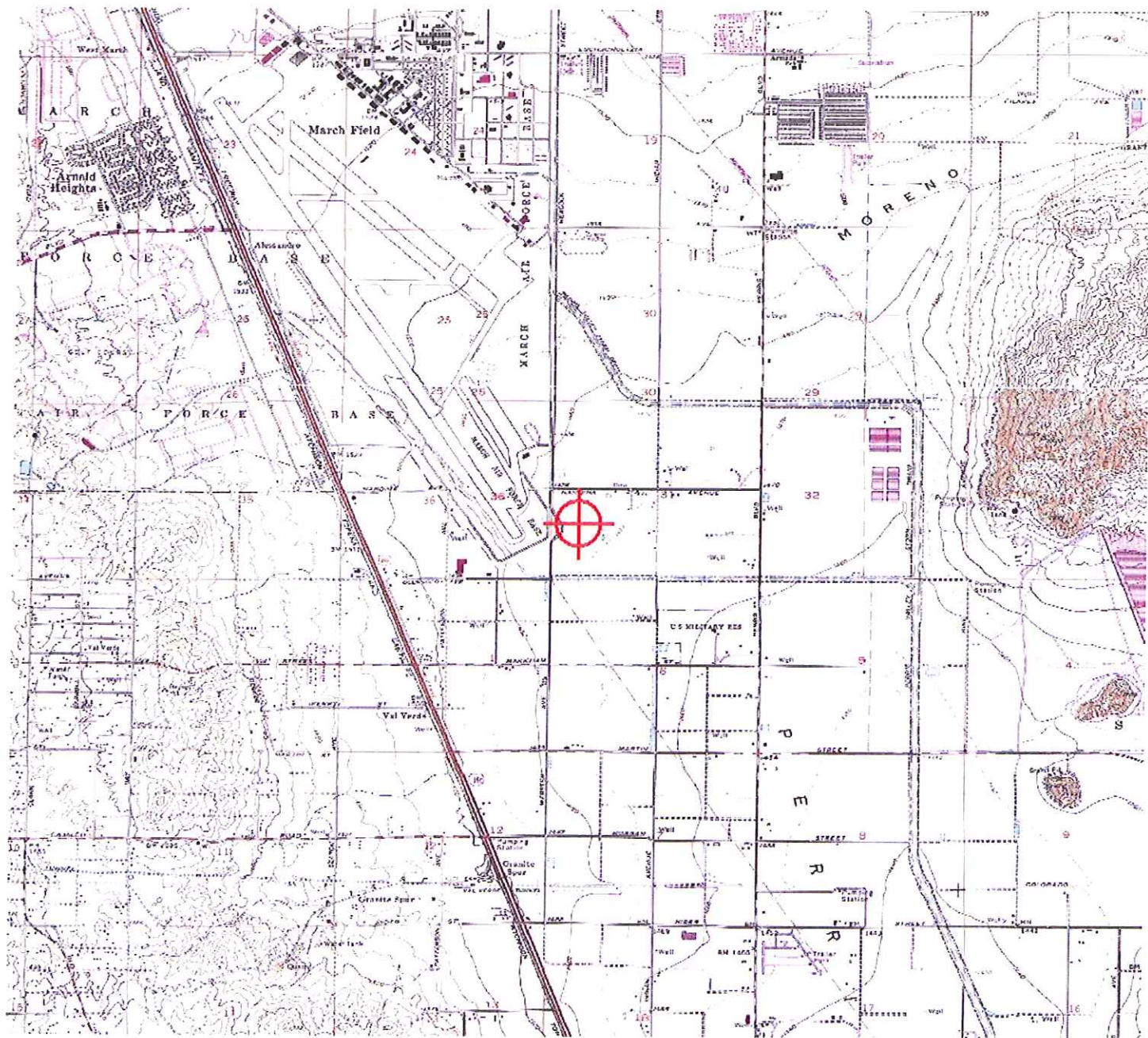
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( DNE )

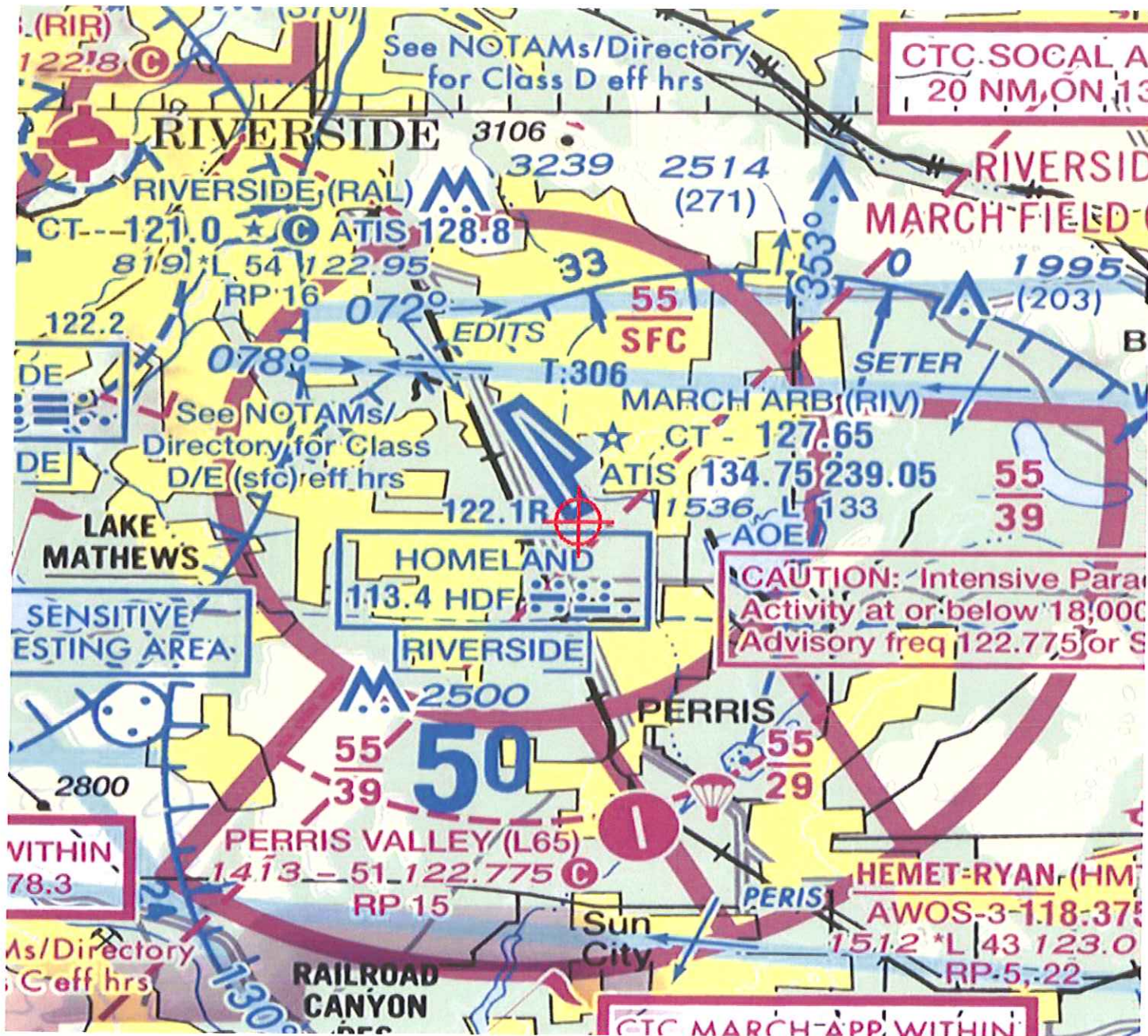
Paul Holmquist  
Technician

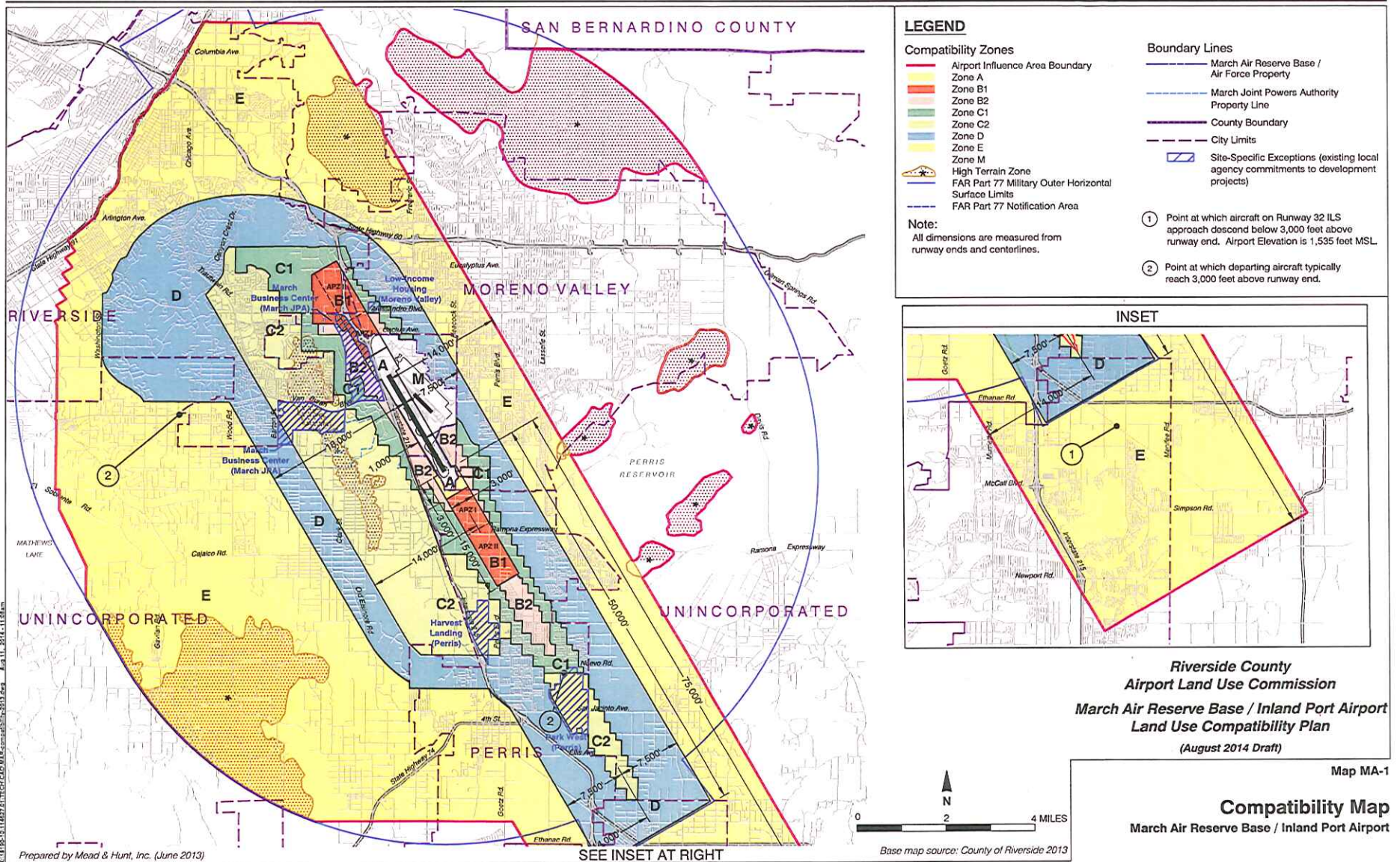
Attachment(s)  
Map(s)

TOPO Map for ASN 2014-AWP-8964-OE









**LEGEND**

**Compatibility Zones**

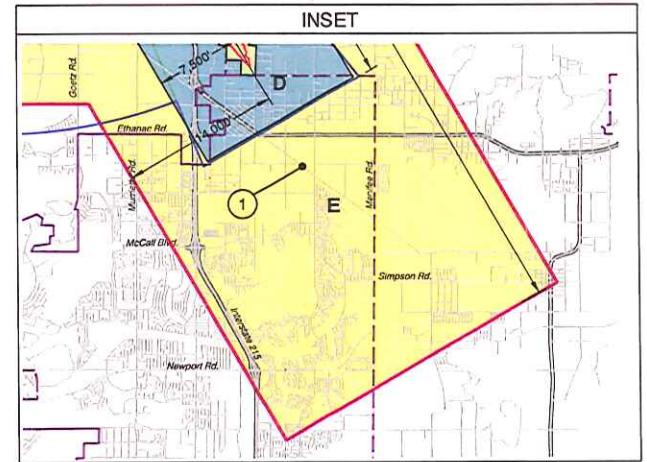
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

**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.

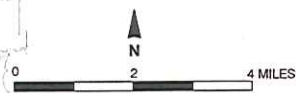
- ① Point at which aircraft on Runway 32 ILS approach descend below 3,000 feet above runway end. Airport Elevation is 1,535 feet MSL.
- ② Point at which departing aircraft typically reach 3,000 feet above runway end.



**Riverside County  
Airport Land Use Commission  
March Air Reserve Base / Inland Port Airport  
Land Use Compatibility Plan  
(August 2014 Draft)**

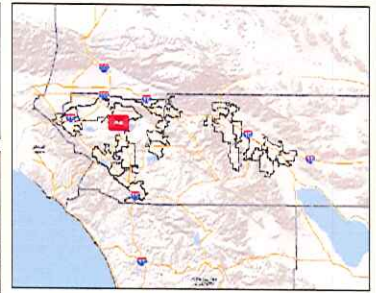
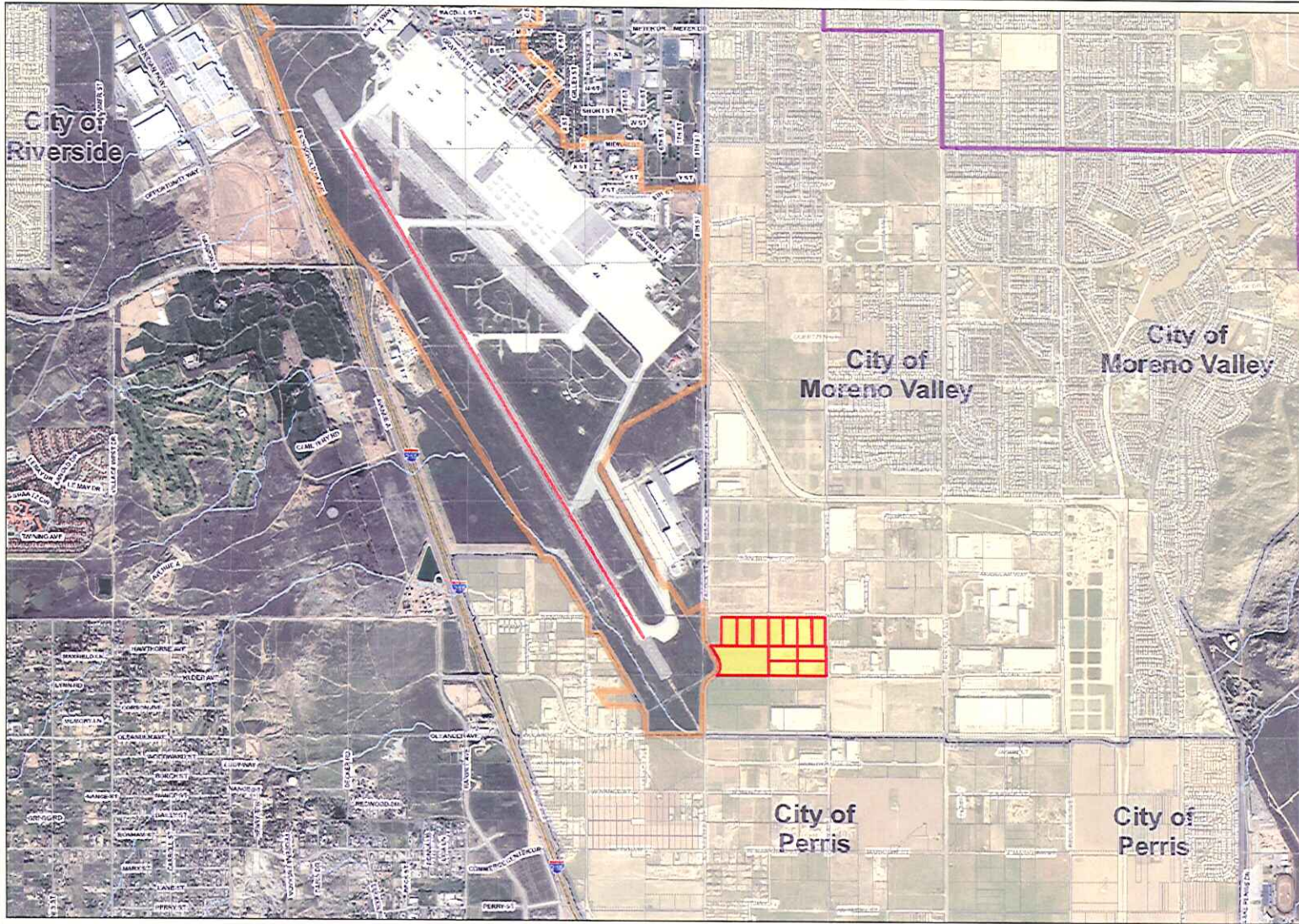
Map MA-1

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



SEE INSET AT RIGHT

# 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
- highways**
- HWY
- INTERCHANGE
- INTERSTATE
- OFFRAMP
- ONRAMP
- USHWY
- majorroads
- counties
- cities
- hydrographylines**
- waterbodies**
- Lakes
- Rivers



0 4,188 8,376 Feet



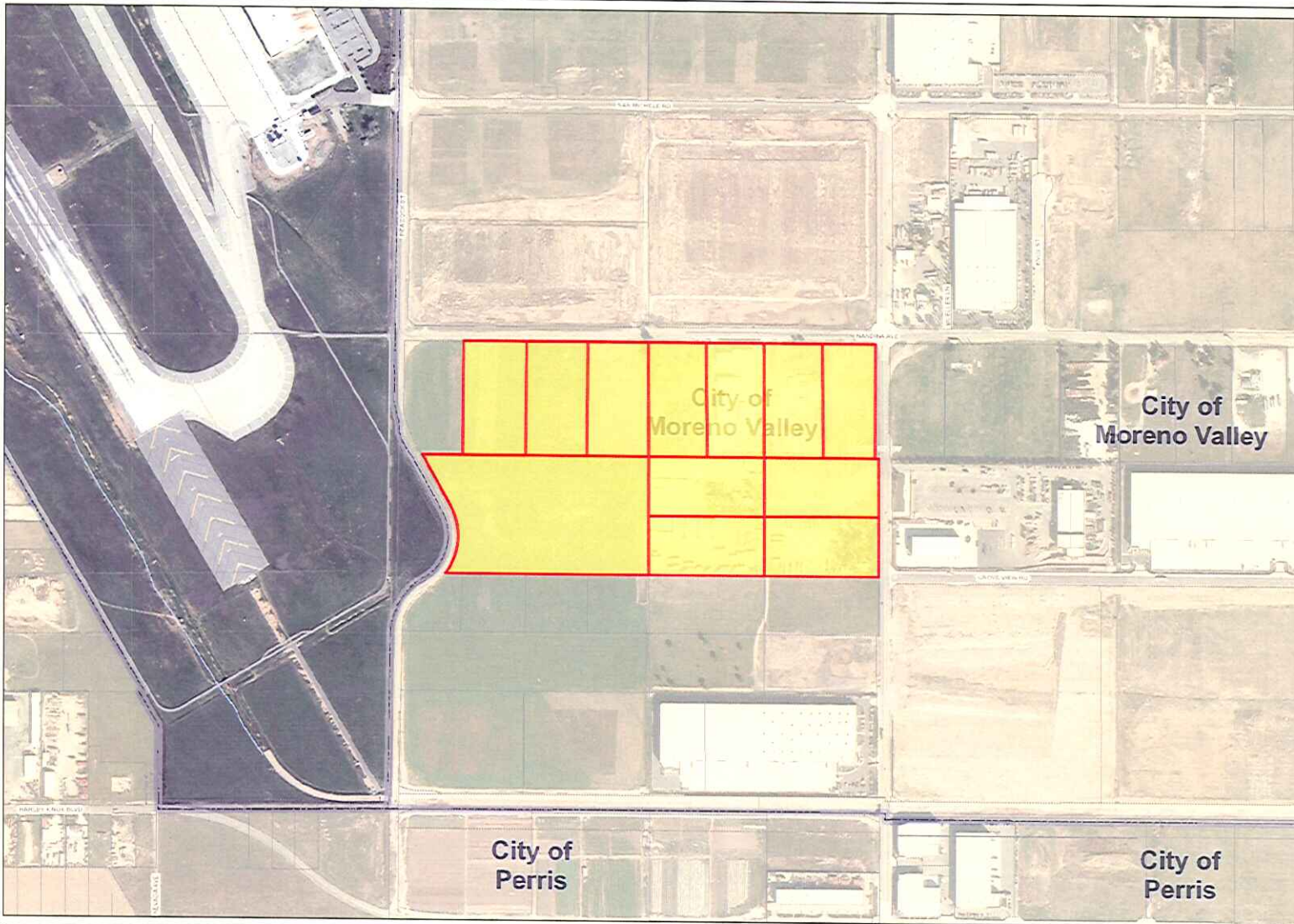
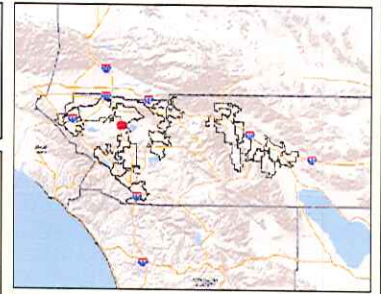
**\*IMPORTANT\*** Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness,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

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



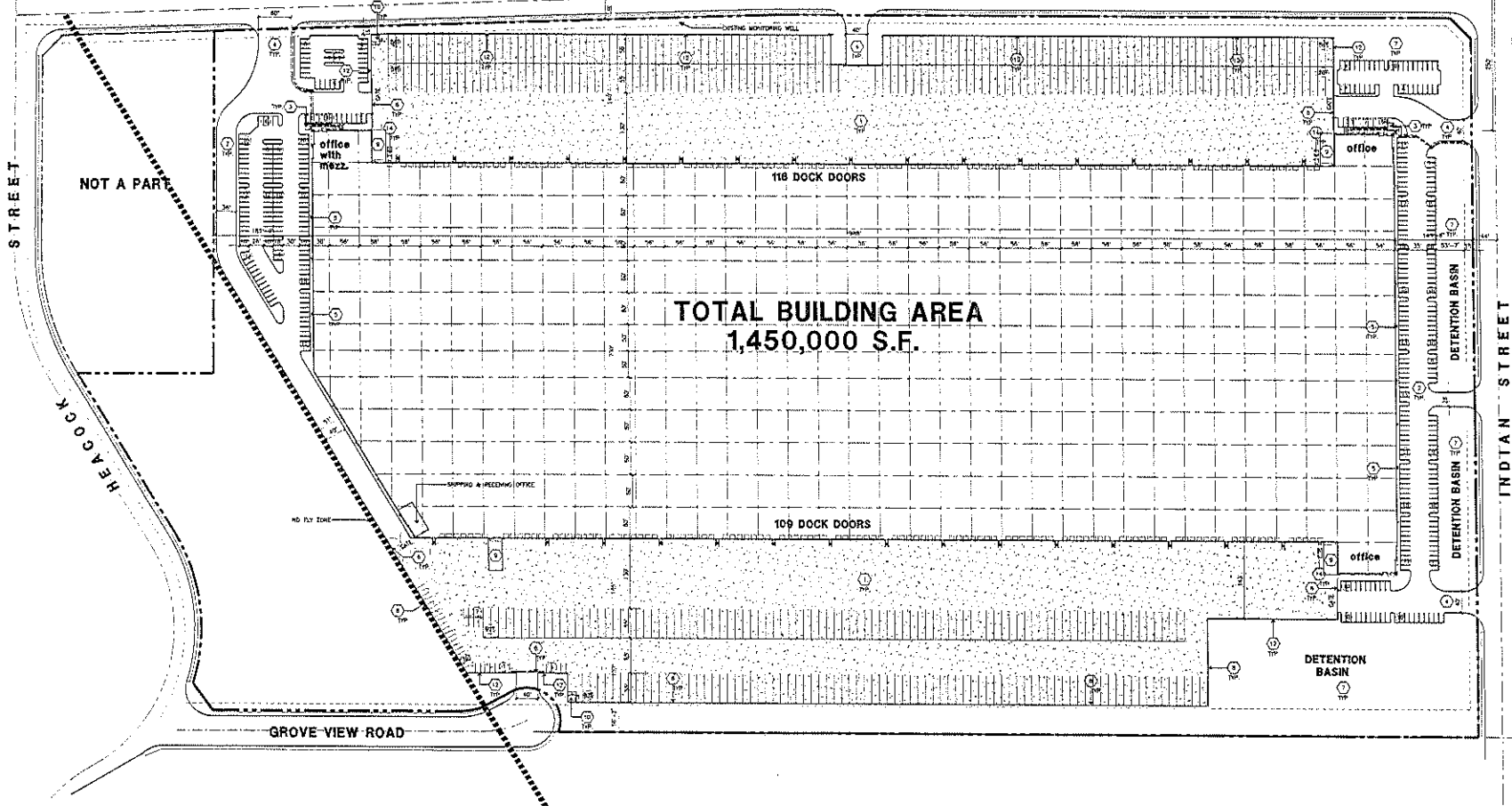
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## Notes

NANDINA AVENUE



TOTAL BUILDING AREA  
1,450,000 S.F.

**H&P**  
Architecture

Inc. Inc.  
10231 Sandoz Avenue - Ste. #100  
Irvine, CA  
92612  
Tel: (949) 451-1770  
Fax: (949) 451-0931  
email: hpa@hpa.com

**FIRST INDUSTRIAL**  
REALTY GROUP

890 N. Sepulveda Blvd. Ste. 750  
El Segundo, CA 90245

tel: (310) 228-6011  
fax: (310) 414-5402

Project:  
First Nandina  
Logistics Center

Consultants:

CIVIL THOMAS ENG.  
STRUCTURAL  
MECHANICAL  
PLUMBING  
ELECTRICAL  
LANDSCAPE SPLA INC.  
REVISION  
DESIGNER

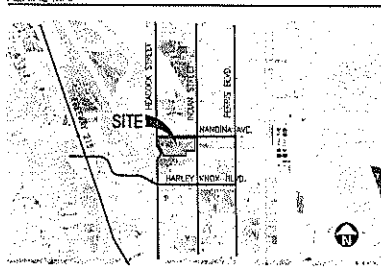
OVERALL SITE PLAN  
SCALE: 1" = 100'

TABULATION

ITEM	AMOUNT	UNITS	AMOUNT	UNITS
AREA	3,112,932	SQ. FT.	3,112,932	SQ. FT.
PERMITS	71	EA.	724	EA.
PERMITS	1,382,210	SQ. FT.		
OFFICE	18,900	SQ. FT.		
WAREHOUSE	387,300	SQ. FT.		
SHOPPING / FREIGHT OFFICE	2,000	SQ. FT.		
WAREHOUSE	1,272,210	SQ. FT.		
TOTAL	1,450,000	SQ. FT.		
COVERAGE	68.8%			
LANDSCAPE PROVIDED				
GRAVEL	5038 SF	40	YARDS	
WATER	141,328 @ 171,000 SF	20	YARDS	
TRAILER	300,000 @ 100,000 SF	10	YARDS	
WAREHOUSE	450 @ 14,000 SF	320	YARDS	
TOTAL		420	YARDS	
AUTO PARKING PROVIDED				
STANDARD (9' x 30')		411	SPACES	
MINIMUM (9' x 18')		9	SPACES	
TOTAL		420	SPACES	
TRAILER PARKING PROVIDED				
TRAILER (10' x 45')		410	SPACES	
MAXIMUM COVERAGE RATIO				
FAR - NA				
REMARKS				
Scale - 1" = 10'				
Scale - 5'				
Scale - 10'				

LANDSCAPE PROVIDED: 3174,027 S.F.

AERIAL MAP



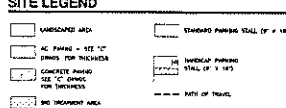
SITE PLAN KEYNOTES

1. HEAVY BRUSH FROM CONC. INDICATED.
2. ASPHALT CONCRETE (AC) PAVED.
3. CONCRETE WAREHOUSE.
4. DRINKING WATER TO BE CONSTRUCTED PER "C" DRAWINGS.
5. "C" DRAWINGS WILL SHOW CONCRETE EXTERIOR WALLS AND FLOOR AT ALL EXTERIOR WALL JOINTS TO UNPAVED SURFACE TO BE GRAVEL BROKEN PAVEMENT.
6. SLOPE TO BE 1% TO 2% AWAY FROM BUILDING.
7. SLOPE TO BE 1% TO 2% AWAY FROM BUILDING.
8. "C" DRAWINGS WILL SHOW CONCRETE EXTERIOR WALLS AND FLOOR AT ALL EXTERIOR WALL JOINTS TO UNPAVED SURFACE TO BE GRAVEL BROKEN PAVEMENT.
9. "C" DRAWINGS WILL SHOW CONCRETE EXTERIOR WALLS AND FLOOR AT ALL EXTERIOR WALL JOINTS TO UNPAVED SURFACE TO BE GRAVEL BROKEN PAVEMENT.
10. "C" DRAWINGS WILL SHOW CONCRETE EXTERIOR WALLS AND FLOOR AT ALL EXTERIOR WALL JOINTS TO UNPAVED SURFACE TO BE GRAVEL BROKEN PAVEMENT.
11. "C" DRAWINGS WILL SHOW CONCRETE EXTERIOR WALLS AND FLOOR AT ALL EXTERIOR WALL JOINTS TO UNPAVED SURFACE TO BE GRAVEL BROKEN PAVEMENT.
12. "C" DRAWINGS WILL SHOW CONCRETE EXTERIOR WALLS AND FLOOR AT ALL EXTERIOR WALL JOINTS TO UNPAVED SURFACE TO BE GRAVEL BROKEN PAVEMENT.
13. "C" DRAWINGS WILL SHOW CONCRETE EXTERIOR WALLS AND FLOOR AT ALL EXTERIOR WALL JOINTS TO UNPAVED SURFACE TO BE GRAVEL BROKEN PAVEMENT.
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17. "C" DRAWINGS WILL SHOW CONCRETE EXTERIOR WALLS AND FLOOR AT ALL EXTERIOR WALL JOINTS TO UNPAVED SURFACE TO BE GRAVEL BROKEN PAVEMENT.
18. "C" DRAWINGS WILL SHOW CONCRETE EXTERIOR WALLS AND FLOOR AT ALL EXTERIOR WALL JOINTS TO UNPAVED SURFACE TO BE GRAVEL BROKEN PAVEMENT.
19. "C" DRAWINGS WILL SHOW CONCRETE EXTERIOR WALLS AND FLOOR AT ALL EXTERIOR WALL JOINTS TO UNPAVED SURFACE TO BE GRAVEL BROKEN PAVEMENT.
20. "C" DRAWINGS WILL SHOW CONCRETE EXTERIOR WALLS AND FLOOR AT ALL EXTERIOR WALL JOINTS TO UNPAVED SURFACE TO BE GRAVEL BROKEN PAVEMENT.

SITE PLAN GENERAL NOTES

1. THE SOIL REPORT PREPARED BY...
2. IF AERIAL PHOTO IS TAKEN, THE STEEL REINFORCING FOR ALL SITE CONCRETE...
3. ALL FOUNDATIONS ARE TO THE FACE OF CONCRETE WALL. FACE OF CONCRETE CURB OR WIDENING SHALL...
4. SEE "C" DRAWINGS FOR PERMITS OF CONSTRUCTION TO BE OBTAINED FROM PUBLIC UTILITIES AGENCIES...
5. THE PERMITS SHALL BE OBTAINED BY THE CONTRACTOR...
6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS...
7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS...
8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS...
9. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS...
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19. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS...
20. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS...

SITE LEGEND



PROJECT INFORMATION

**Owner / Applicant**  
FIRST INDUSTRIAL REALTY TRUST  
890 N. SEPULVEDA BLVD. SUITE 750  
EL SEGUNDO, CA 90245  
TEL: (310) 228-6000  
CONTACT: LARRY COCHRAN

**Assessors Parcel Number**  
318-210-002  
318-210-003  
318-210-004  
318-210-005  
318-210-006  
318-210-007

**Zoning**  
318-210-008  
318-210-009  
318-210-010  
318-210-011  
318-210-012  
318-210-013

**Civil Engineer**  
THOMAS ENGINEERING, INC.  
14500 FREEDOM BLVD.  
LA MIRADA, CA 90638  
TEL: (714) 221-1481  
CONTACT: MICHAEL ROBERTS

**Landscape Architect**  
SPLA INC.  
P.O. BOX 2157  
LAKE ARROWHEAD, CA 92352  
TEL: (760) 377-8800  
CONTACT: SCOTT JOHNSON

Title: OVERALL SITE PLAN

Project Number: 12253

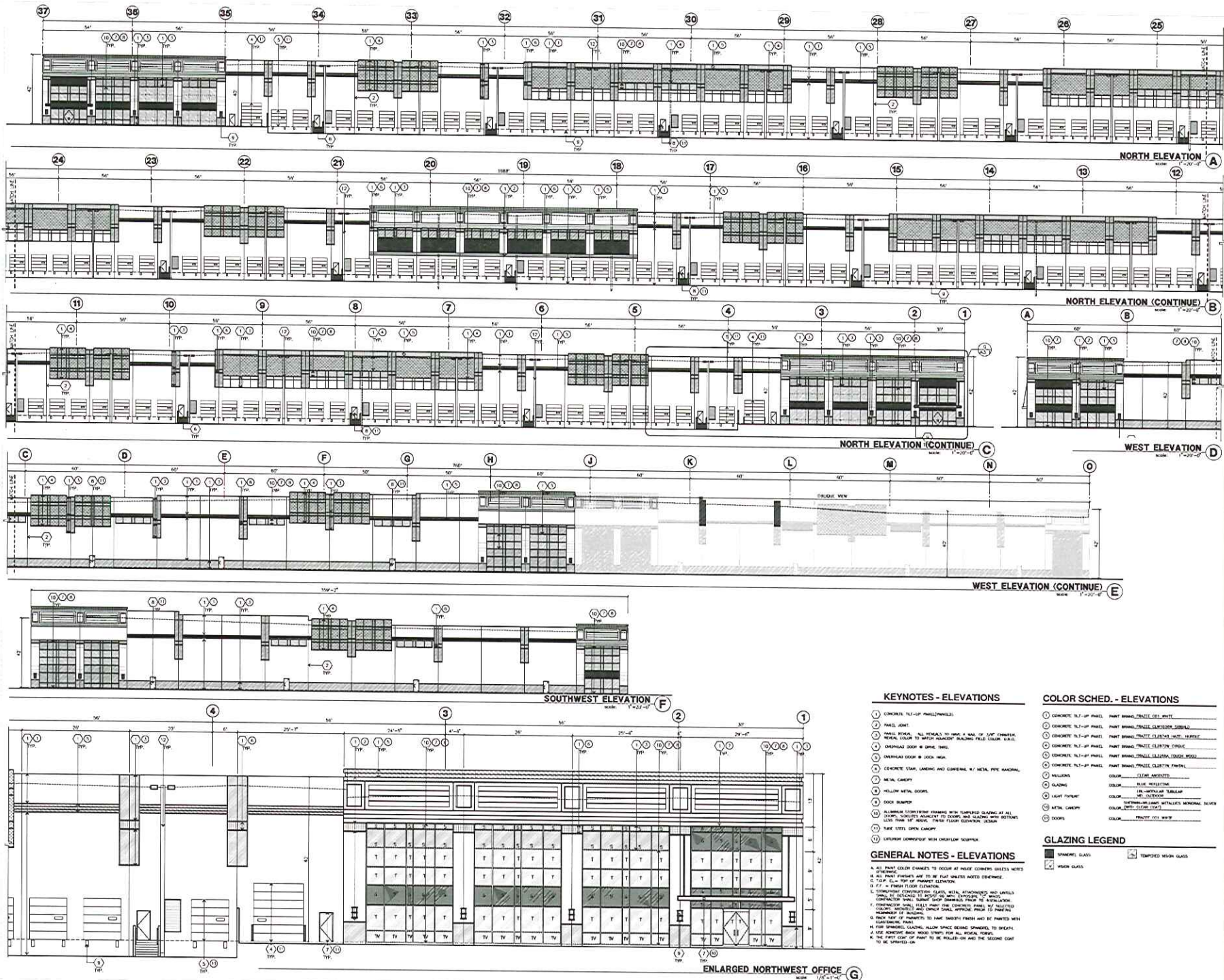
Drawn by: JW

Date: 7/24/2013

Revision:

Sheet: A1.1





**KEYNOTES - ELEVATIONS**

- 1 CONCRETE TILT-UP PANEL/FINISH
- 2 PANEL JOINT
- 3 METAL PANEL. ALL METALS TO HAVE A MAX. OF 1/8" CHANNEL. METAL COLOR TO MATCH EXISTING BUILDING PANEL COLOR UNLESS NOTED OTHERWISE
- 4 OVERHEAD DOOR @ 8' HIGH
- 5 OVERHEAD DOOR @ 10' HIGH
- 6 CONCRETE STAIR LANDING AND CORNERING W/ METAL PIPE RAILING
- 7 METAL CANOPY
- 8 YELLOW METAL DOORS
- 9 DOOR BUMPER
- 10 ALUMINUM EXTERIOR FRAMING WITH TINTED GLAZING AT ALL CORNERS. SQUARE ALIGNMENT TO DOORS AND GLAZING WITH BOTTOMS LESS THAN 1" ABOVE FINISH FLOOR ELEVATION. COLOR
- 11 TUBE LEVEL OPEN CANOPY
- 12 EXTERIOR CORNERPOST WITH OVERHEAD SIGNPOST

**GENERAL NOTES - ELEVATIONS**

- A. ALL FINISH COLOR CHANGES TO OCCUR AT THESE CORNER SHEETS UNLESS NOTED OTHERWISE
- B. METAL FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE
- C. TILT-UP PANEL TOP OF FINISH FLOOR ELEVATION
- D. F.F. = FINISH FLOOR ELEVATION
- E. CONCRETE EXTERIOR FINISHES SHALL BE METAL ATTACHED AND UNLESS NOTED OTHERWISE TO BE 2" MIN. THICK. 1/2" MAX. SPALLS ARE ALLOWED TO BE 2" MAX. SPACING. 1/2" MAX. SPALLS ARE ALLOWED TO BE 2" MAX. SPACING. 1/2" MAX. SPALLS ARE ALLOWED TO BE 2" MAX. SPACING.
- F. CONCRETE PANELS SHALL HAVE ONE CONCRETE PANEL BY SELECTED COLOR. METALS AND SPICES SHALL BE PAINTED TO MATCH CONCRETE FINISH.
- G. PAINT SHALL BE APPLIED TO HAVE SMOOTH FINISH AND BE PAINTED WITH EXTERIOR GRADE PAINT.
- H. FOR SPANDREL GLAZING, ALLOW SPACE BEING SHOWN TO BREAK. A LINE ABOVE EACH WINDOW SYMBOL FOR ALL SPANDREL SYMBOLS.
- I. THE FIRST COAT OF PAINT TO BE APPLIED ON AND THE SECOND COAT TO BE APPLIED ON.

**COLOR SCHED. - ELEVATIONS**

- 1 CONCRETE TILT-UP PANEL PAINT BRAND/PAINT COLOR/PAINT
- 2 CONCRETE TILT-UP PANEL PAINT BRAND/PAINT COLOR/PAINT
- 3 CONCRETE TILT-UP PANEL PAINT BRAND/PAINT COLOR/PAINT
- 4 CONCRETE TILT-UP PANEL PAINT BRAND/PAINT COLOR/PAINT
- 5 CONCRETE TILT-UP PANEL PAINT BRAND/PAINT COLOR/PAINT
- 6 CONCRETE TILT-UP PANEL PAINT BRAND/PAINT COLOR/PAINT
- 7 CONCRETE TILT-UP PANEL PAINT BRAND/PAINT COLOR/PAINT
- 8 CONCRETE TILT-UP PANEL PAINT BRAND/PAINT COLOR/PAINT
- 9 CONCRETE TILT-UP PANEL PAINT BRAND/PAINT COLOR/PAINT
- 10 CONCRETE TILT-UP PANEL PAINT BRAND/PAINT COLOR/PAINT
- 11 CONCRETE TILT-UP PANEL PAINT BRAND/PAINT COLOR/PAINT
- 12 CONCRETE TILT-UP PANEL PAINT BRAND/PAINT COLOR/PAINT
- 13 CONCRETE TILT-UP PANEL PAINT BRAND/PAINT COLOR/PAINT
- 14 CONCRETE TILT-UP PANEL PAINT BRAND/PAINT COLOR/PAINT
- 15 CONCRETE TILT-UP PANEL PAINT BRAND/PAINT COLOR/PAINT
- 16 CONCRETE TILT-UP PANEL PAINT BRAND/PAINT COLOR/PAINT
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- 18 CONCRETE TILT-UP PANEL PAINT BRAND/PAINT COLOR/PAINT
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- 24 CONCRETE TILT-UP PANEL PAINT BRAND/PAINT COLOR/PAINT
- 25 CONCRETE TILT-UP PANEL PAINT BRAND/PAINT COLOR/PAINT
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- 36 CONCRETE TILT-UP PANEL PAINT BRAND/PAINT COLOR/PAINT
- 37 CONCRETE TILT-UP PANEL PAINT BRAND/PAINT COLOR/PAINT

**GLAZING LEGEND**

- 1 SPANDREL GLASS
- 2 TINTED SPANDREL GLASS

**HPA**  
architecture

HPA, INC.  
18021 Burdick Avenue - Ste. #100  
Irvine, CA 92614  
Tel: 949-853-1770  
Tel: 949-853-0551  
email: hpa@hpaarch.com

**FIRST**  
INDUSTRIAL  
REAL ESTATE

888 N. Sepulveda Blvd. Ste. 750  
El Segundo, CA 90245

Tel: (949) 226-6601  
Fax: (310) 414-5462

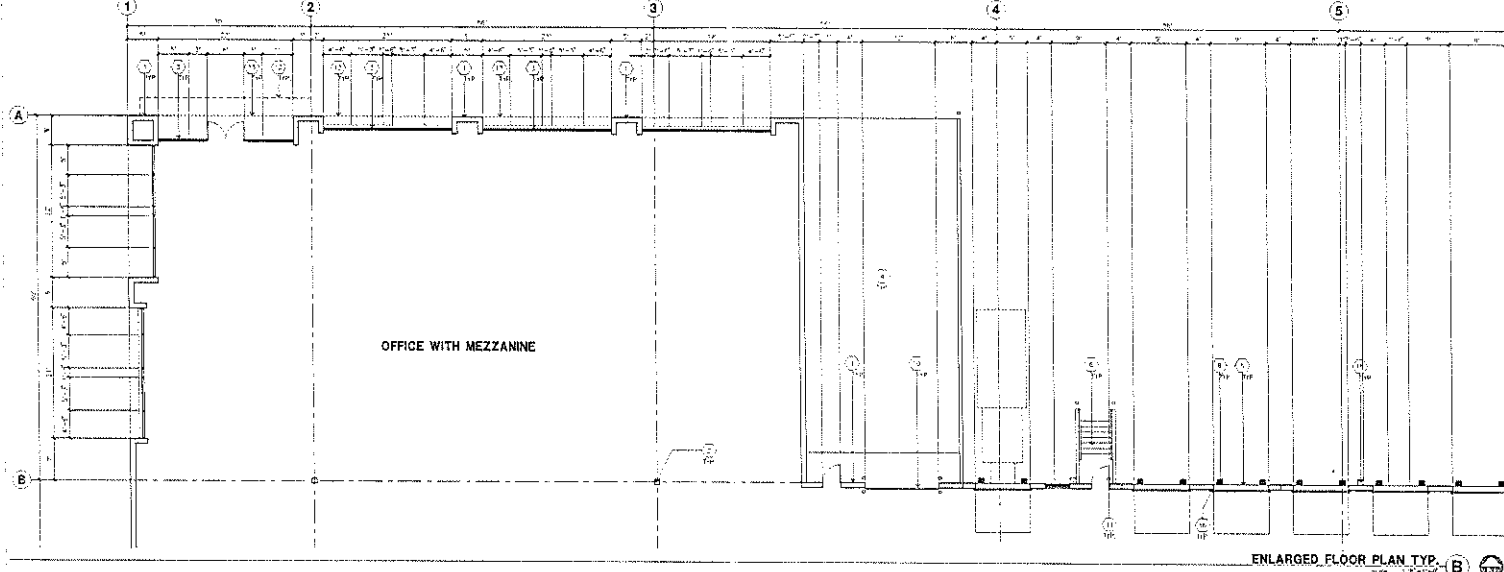
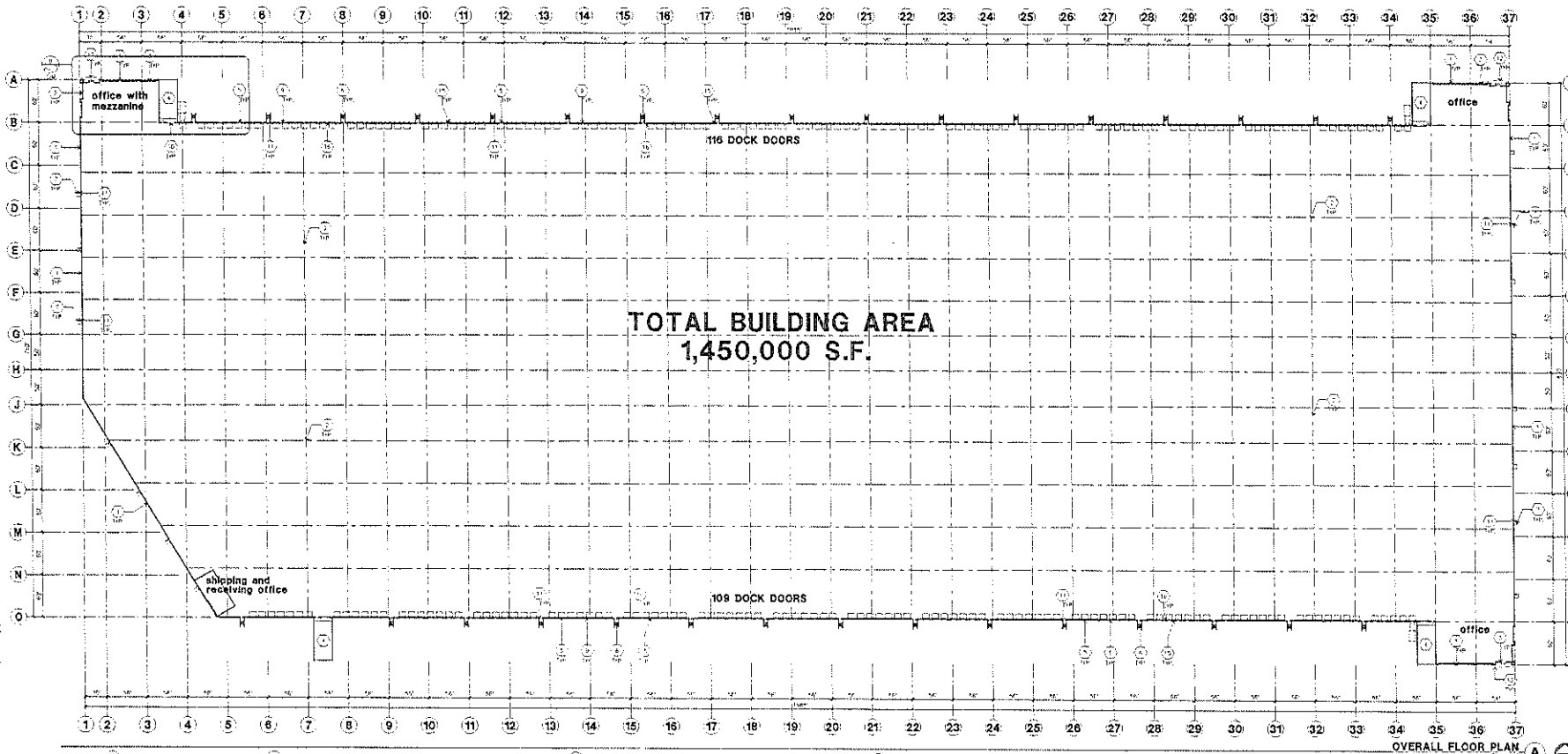
Project:  
First Nandina  
Logistics Center

Consultants:  
THIENES ENG.  
SPLA INC.

Title: ELEVATION

Project Number: 12253  
Drawn By: JWW  
Date: 7/24/2013  
Revision:

Sheet:  
**A3.1**



**KETNOTES - FLOOR PLAN**

- CONCRETE TOP-UP PANEL
- STRUCTURAL STEEL COLUMN
- FINISH CONCRETE SLAB WITH FINISH
- FINISH FLOOR
- 4" x 4" x 10" PRECAST CONCRETE COLUMN WITH STAINLESS STEEL
- EXTERIOR CONCRETE WALL
- EXTERIOR CONCRETE WALL WITH CONCRETE EXTERIOR FINISH AND
- 10" WIDE
- 10" x 10" WIDE STEEL SECTION FOR STAIRCASE WALK
- 10" x 10" WIDE STEEL SECTION FOR STAIRCASE WALK
- METAL COLUMN
- STEEL LINE MARK
- ELECTRICAL SYMBOL
- EXTERIOR STAIRCASE WITH FINISH ON TOP
- COLUMN
- FINISH FLOOR

**GENERAL NOTES - FLOOR PLAN**

- 1. THIS BUILDING IS DESIGNED FOR SEISMIC ZONE 4 WITH THE ACCESS TO THE BUILDING FROM THE SOUTH SIDE OF THE BUILDING.
- 2. THE FINISH FLOOR SLAB IS FINISHED WITH FINISH FLOOR SLAB.
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ENLARGED FLOOR PLAN TYP. B



HPA, INC.  
18871 bardoni avenue, ste. #100  
irvine, ca 92614  
tel: 949-853-1770  
fax: 949-853-0851  
email: hpa@hparch.com



FIRST INDUSTRIAL  
HEALTH CARE

699 N. Sepulveda Blvd, Ste. 750  
El Segundo, CA 90245

tel: (310) 224-4001  
fax: (310) 416-6402

Project:  
**First Nandina Logistics Center**

Consultants:

CIVIL	THIENES DNL
STRUCTURAL	
MECHANICAL	
PLUMBING	
ELECTRICAL	
LANDSCAPE	SPLA INC.
FIRE PROTECTION	
SOLENOIDER	

Title: OVERALL FLOOR PLAN

Project Number: 12230  
Drawn by: JW  
Date: 7/24/2010

Revision:

Sheet: **A2.1**



# **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, 14<sup>th</sup> Floor, Riverside, California 92501, Monday through Thursday, except Thursday, December 25 and Thursday, January 1, from 9:00 a.m. to 4:00 p.m., and by prescheduled appointment on Friday, December 19, from 9:00 a.m. to 4:00 p.m.

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

DATE OF HEARING: January 8, 2015

TIME OF HEARING: 9:00 A.M.

### **CASE DESCRIPTION:**

ZAP1106MA14 – First Industrial, L.P. (Representative: Grant Henninger, T&B Planning, Inc. – City of Moreno Valley Case No. PA14-124 (Amended Plot Plan). The applicant proposes to increase the height of a previously entitled 1,450,000 square foot warehouse building (including 66,790 square feet of mezzanine area and 12,000 square feet of ground floor office space) on a 72.88 gross acre site located southerly of Nandina Avenue, westerly of Indian Street, and easterly of Heacock Street from 42 feet to 60 feet, and to increase the building's elevation at its highest point from 1,520 feet above mean sea level to 1,538 feet above mean sea level. A portion of the site is in the Clear Zone of March Air Reserve Base and would remain undeveloped. (Airport Compatibility Zones A, B2 and C1 of the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, with Zone A remaining undeveloped.)

**FURTHER INFORMATION:** Contact Russell Brady at (951) 955-0549. The ALUC holds hearings for local discretionary permits within the Airport Influence Areas, reviewing for aeronautical safety, noise and obstructions. All other concerns should be addressed to Ms. Julia Descoteaux of the City of Moreno Valley Planning Department, at (951) 413-3209.

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

ALUC Identification No.

ZAP 1106MA14

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

Date of Application November 26, 2014  
 Property Owner First Industrial, L.P. Phone Number (310) 321-3813  
 Mailing Address 898 N. Sepulveda Blvd. Suite 750  
El Segundo, CA 90245

Agent (if any) T&B Planning, Inc. (Grant Henninger) Phone Number (714) 505-6360 x106  
 Mailing Address 17542 E. 17th Street, Suite 100  
Tustin, CA 92780

**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 Nandina Avenue and Heacock Street  
Moreno Valley, CA  
 Assessor's Parcel No. 316-210-002, -003, -004, -005, -006, -007, -008, -009, -010, -011, -032, -051, & -055 Parcel Size 72.9 acres  
 Subdivision Name N/A Zoning  
 Lot Number N/A Classification SP 208/SP 208 Clear Zone

**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 project site is largely vacant. Development of a 1,450,000 s.f. warehouse and distribution facility with a building height of 42 feet has been approved by the ALUC and entitled by the City of Moreno Valley.

Proposed Land Use (describe) The proposed land use is for a 1,450,000 s.f. warehouse and distribution facility that would include 22,000 s.f. of office, 61,750 s.f. of mezzanine, and 1,366,250 s.f. of warehouse space, as approved by the ALUC and the City of Moreno Valley. The building height would be revised from 42 feet to 60 feet.

For Residential Uses Number of Parcels or Units on Site (exclude secondary units) N/A  
 For Other Land Uses Hours of Use 24 hours per day  
 (See Appendix C) Number of People on Site Maximum Number Unknown - Future tenant has not been identified  
 Method of Calculation N/A

Height Data Height above Ground or Tallest Object (including antennas and trees) 60 ft.  
 Highest Elevation (above sea level) of Any Object or Terrain on Site 1478 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	July 23, 2013	Type of Project
Agency Name	City of Moreno Valley	<input type="checkbox"/> General Plan Amendment
Staff Contact	Julia Descoteaux	<input type="checkbox"/> Zoning Amendment or Variance
Phone Number	(951) 413-3209	<input type="checkbox"/> Subdivision Approval
Agency's Project No.	P14-124	<input type="checkbox"/> Use Permit
		<input type="checkbox"/> Public Facility
		<input checked="" type="checkbox"/> Other <u>Amended Plot Plan</u>

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

B. **SUBMISSION PACKAGE:**

**ALUC REVIEW**

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

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

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

**COUNTY OF RIVERSIDE  
AIRPORT LAND USE COMMISSION**

**STAFF REPORT**

**AGENDA ITEM:** 3.3

**HEARING DATE:** January 8, 2015

**CASE NUMBER:** ZAP1105MA14 – Hagop Kofdarali (Representative: Empire Design Group, Greg Hann)

**APPROVING JURISDICTION:** City of Riverside

**JURISDICTION CASE NO:** P14-0841 (General Plan Amendment), P14-0842 (Specific Plan Amendment), P14-0843 (Rezoning), P14-0844 (Conditional Use Permit), P14-0845 (Conditional Use Permit), P14-0846 (Conditional Use Permit), P14-0847 (Design Review)

**MAJOR ISSUES:** The proposed Design Review and Conditional Use Permit propose a restaurant use, which is a prohibited use within Compatibility Zone B1 APZ II and within Accident Potential Zones, pursuant to the 2005 Air Installation Compatible Use Zone (AICUZ) study as updated by Department of Defense Instruction (DODI) 4165.57. Even if a restaurant were to be allowed, its serving area would have to be limited to approximately 1/3 of the building area (1,309 square feet of 3,850 square feet) to comply with the single-acre criterion of 100 people (maximum) for Compatibility Zone B1. Similarly, the proposed industrial building would have to limit its office area to no more than 4,000 square feet and only allow for the remaining area to be used for warehouse use to comply with the single-acre criteria of 100 people for Compatibility Zone B1 as well. With these limitations on serving area for the restaurant use and office area and warehouse use for the industrial building, the average intensity would be approximately 41 people, which would comply with the average intensity criteria of 50 persons for Compatibility Zone B1. Since the associated General Plan Amendment, Specific Plan Amendment and Rezoning would allow for the restaurant use, these would also be inconsistent.

**RECOMMENDATION:** Staff recommends a finding of INCONSISTENCY for the General Plan Amendment, Specific Plan Amendment, Rezoning, Conditional Use Permits, and Design Review based on the proposed project allowing for and proposing a restaurant use.

**PROJECT DESCRIPTION:** The Design Review is a proposal to develop a 3,500 square foot fast food restaurant building, 8,000 square foot retail building, 92,850 square foot industrial building, and diesel fueling pumps and canopy on 9.13 net acres. The Conditional Use Permits propose to revise the existing vehicle wash facility, establish the diesel fueling station, and establish the drive-thru restaurant. The General Plan Amendment proposes to change the land use designation of the site

from (B/OP) to (C). The Specific Plan Amendment proposes a text change to allow for commercial uses on this property. The Rezoning proposes to change the zoning classification of the site from (BMP) to (CR).

**PROJECT LOCATION:** The site is located northerly of Alessandro Boulevard, easterly of Interstate-215, westerly of Old 215 Frontage Road, and southerly of Cottonwood Avenue, within the City of Riverside, approximately 8,850 feet northerly of the northerly end of Runway 14-32 at March Air Reserve Base.

**LAND USE PLAN:** 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan

- a. Airport Influence Area: March Air Reserve Base
- b. Land Use Policy: Zone B1
- c. Noise Levels: 65-70 CNEL

**BACKGROUND:**

Non-Residential Average Land Use Intensity: Pursuant to the Airport Land Use Compatibility Plan for the March Air Reserve Base/Inland Port Airport, the site is located within Compatibility Zone B1 (within Accident Potential Zone [APZ] II). Zone B1 within APZ II would limit average intensity to 50 people per acre. There are no risk-reduction design bonuses available, as March Air Reserve Base/Inland Port Airport is primarily utilized by large aircraft weighing more than 12,500 pounds.

Pursuant to Appendix C, Table C-1, of the Riverside County Airport Land Use Compatibility Plan, the intensity of restaurant serving area is one person per 15 square feet, commercial kitchen area is one person per 200 square feet, retail area is one person per 115 square feet (per special policies for March ARB/IP ALUCP), office areas is one person per 100 square feet and the intensity of warehouse areas is one person per 500 square feet. However, Appendix C recommends that, for calculation of intensity levels, the Building Code occupancy levels be reduced by 50 percent, at least for office uses. Based on the area of uses (assuming a 50% reduction for office uses, a limitation of serving area to 1,309 square feet, and a limitation of office area to 4,000 square feet) and the number of people per square feet, approximately 367 people are anticipated within the building. The project also includes a diesel fueling station with 5 spaces or pumps. Assuming 1.5 persons per vehicle space, this would accommodate an additional 8 people for a total of 375 people across the entire site. This number of people results in an average intensity of 41 people per acre based on the 9.13 acre site area.

A second method for determining total occupancy involves multiplying the number of parking spaces provided or required (whichever is greater) by average vehicle occupancy (assumed to be 1.5 persons per standard vehicle and 1.0 persons per trailer truck in the absence of more precise data). Based on the number of parking spaces provided for the site (256 standard vehicle spaces, 5 fueling station

spaces, and 6 trailer truck loading spaces), the total site occupancy would be estimated at 398 people. Utilizing this total occupancy and the site area of 9.13 acres would result in an average acre intensity of approximately 44, which would also be consistent with the Compatibility Zone B1 average acre intensity criteria.

Non-Residential Single-Acre Land Use Intensity: Pursuant to the Airport Land Use Compatibility Plan for the March Air Reserve Base/Inland Port Airport, the site is located within draft Compatibility Zone B1 (within Accident Potential Zone [APZ] II). Zone B1 within APZ II would limit maximum single-acre intensity to 100 people. There are no risk-reduction design bonuses available, as March Air Reserve Base/Inland Port Airport is primarily utilized by large aircraft weighing more than 12,500 pounds.

The most intense single-acre areas on the site would consist of either the restaurant building or a portion of the industrial building. If the restaurant building were assumed to be limited to 1,309 square feet of serving area (approximately 1/3) of the 3,850 square foot building and the remaining area were assumed to be commercial kitchen, the restaurant building would result in an occupancy of 100 people, which would just be consistent with the Compatibility Zone B1 APZ II single-acre criteria of 100 persons. However, if the serving area were to exceed 1/3 of the building area, then the occupancy would be greater than the criteria and would be inconsistent. A condition is included to ensure the serving area does not exceed the 1,309 square feet maximum.

If the industrial building were assumed to be limited to 4,000 square feet of office area and all of the office area would be located within a single-acre area and the remaining 39,560 square feet would be assumed as warehouse, the industrial building would result in an occupancy of 100 people, which would just be consistent with the Compatibility Zone B1 APZ II single-acre criteria of 100 persons. However, if the office area were to exceed 4,000 square feet within a single-acre area or if any use more intense than warehouse (such as manufacturing or retail), then the occupancy would be greater than the criteria and would be inconsistent. A condition is included to ensure the office area does not exceed the 4,000 square feet maximum and that the remaining building area only be used for warehouse.

Prohibited and Discouraged Uses: The project proposes a restaurant use which is a prohibited use in Compatibility Zone B1 and Air Installation Compatible Use Zone (AICUZ) APZ II as revised by Department of Defense Instruction (DODI) 4165.57. The project does not propose any other uses prohibited or discouraged in Compatibility Zone B1 (including those prohibited in APZ II per the AICUZ). Projects within Compatibility Zone B1 are required to locate structures a maximum distance from the extended runway centerline. The project site is located beneath the extended runway centerline with the centerline crossing over the diesel fuel canopy and Building E. Therefore, the project would not comply with the requirement to locate structures a maximum distance from the extended runway centerline.

Noise: The March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan depicts the site as being within the 65-70 CNEL range. At these anticipated exterior noise levels and typical

anticipated building construction noise attenuation of approximately 20 dBA, the proposed warehouse would not require special measures to mitigate aircraft-generated noise. However, mitigation for office or retail areas may be required to achieve required noise levels of 45 dBA CNEL pursuant to the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan and any other City of Riverside adopted standards.

Part 77: The elevation of Runway 14-32 at its northerly terminus is approximately 1535 feet above mean sea level (1488 feet AMSL). At a distance of approximately 8,850 feet from the runway, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 1623.5 feet AMSL. The project proposes a maximum pad elevation of 1532.5 feet AMSL. The proposed buildings have a maximum height of approximately 35 feet for a potential maximum elevation of 1567.5 feet AMSL. Therefore, review by the FAA Obstruction Evaluation Service is not required.

Open Area: None of the Compatibility Zones for the March Air Reserve Base/Inland Port ALUCP require open area specifically. However, Compatibility Zone B1 within either APZ does limit lot coverage to a maximum of 50%. Based on the site and building sizes noted previously, the project proposes lot coverage of approximately 27% within Zone B1, which is consistent with the maximum 50% criterion.

## **CONDITIONS:**

The following conditions of approval would not bring the project into consistency, but in the case of a potential Overrule of an Inconsistency determination by the ALUC, the following conditions of approval are recommended to be included at a minimum.

1. Any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses shall be prohibited:
  - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
  - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
  - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the

area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)

- (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
  - (e) Children's schools, day care centers, libraries, hospitals, skilled nursing and care facilities, congregate care facilities, hotels/motels, *restaurants (unless modified by potential Overrule)*, places of assembly, hazardous materials manufacture/storage, noise sensitive outdoor nonresidential uses, and hazards to flight.
3. Prior to issuance of any building permits, the landowner shall convey and have recorded an aviation easement to the March Inland Port Airport Authority. Contact March Joint Powers Authority at (951) 656-7000 for additional information.
  4. The attached notice shall be given to all prospective purchasers and/or tenants of the property.
  5. The proposed detention basin(s) on the site shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the retention basin(s) that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the retention basin(s) shall not include trees that produce seeds, fruits, or berries.
  6. This project has been evaluated as a proposal for the establishment of a restaurant building, retail buildings, and industrial building with ancillary office use. The City of Riverside shall require additional review by the Airport Land Use Commission prior to the establishment of any of the following uses in these structures:

civic uses; churches, chapels, and other places of worship; classrooms; gymnasiums; theaters; conference or convention halls; auditoriums; fraternal lodges; bowling alleys; gaming; and auction rooms.
  7. Overall office area within Building E (Industrial) shall be limited to a total maximum of 4,000 square feet. The remaining area within the building shall be dedicated to warehouse use with no manufacturing or other uses with occupancy levels greater than one person per 500 square feet. If any development of the industrial building proposes to exceed the

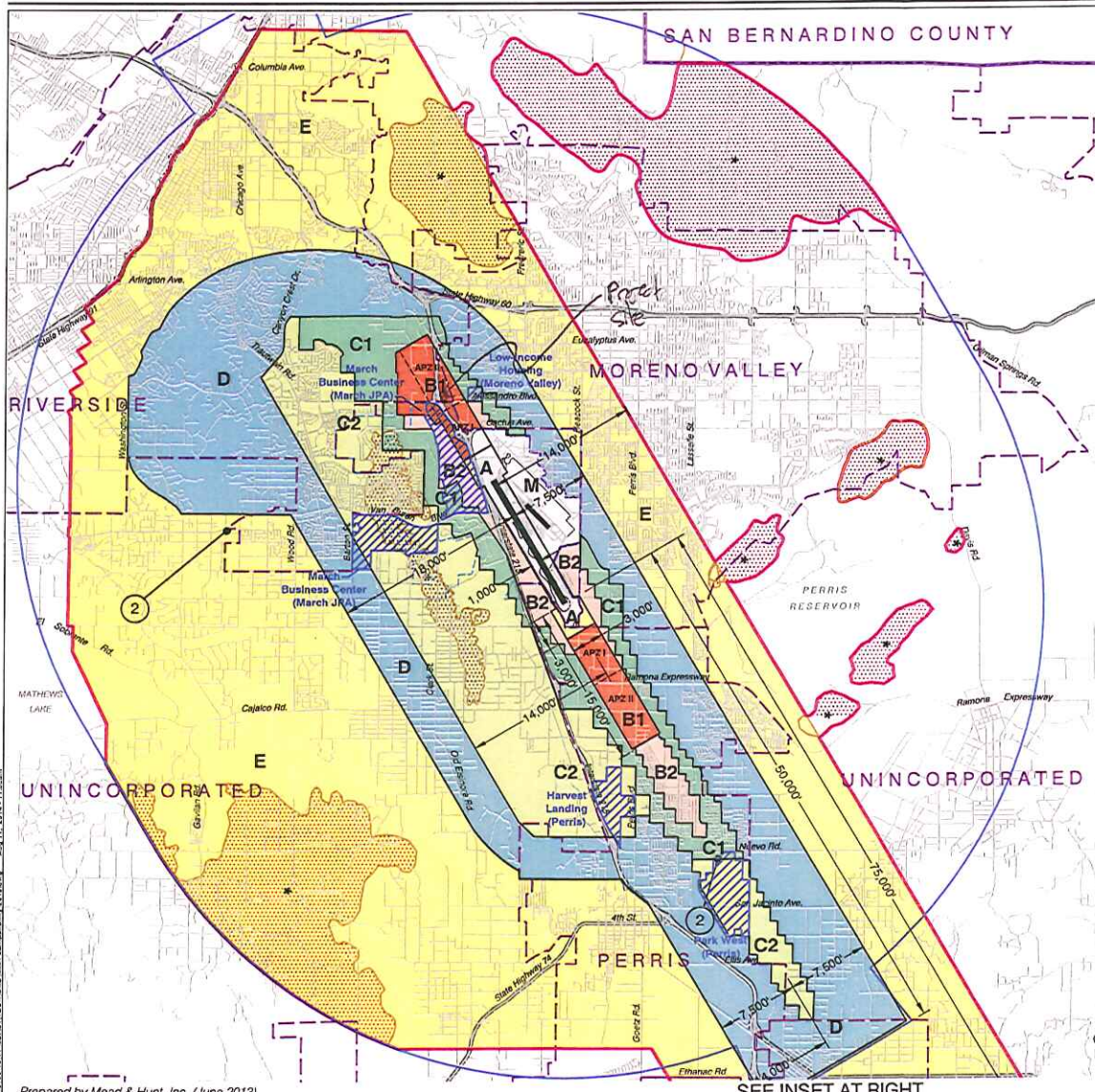


maximum office area or any use other than warehouse in the remaining area, it shall require further ALUC review to determine its consistency with the applicable criteria in place at that time.

8. Overall dining or serving area within Building C (Restaurant) shall be limited to a total maximum of 1,309 square feet. The remaining area within the building shall be dedicated to either commercial kitchen, storage, or any other use with an occupancy less than one person per 200 square feet. If any development of the restaurant building proposes to exceed the maximum serving area or any use greater than one person per 200 square feet, it shall require further ALUC review to determine its consistency with the applicable criteria in place at that time.
9. All buildings shall be designed with zoned fire sprinkler systems and shall not exceed two aboveground habitable floors.
10. The following additional uses shall be prohibited in all buildings:  
  
Manufacturing of food and kindred products, textile mill products, apparel, chemicals and allied products, rubber and plastic products, professional, scientific, and controlling instruments.  
  
*Eating and drinking establishments (unless modified by potential Ovrerule); educational services; child care services; medical facilities; religious and cultural activities; or public assembly.*
11. March Air Reserve Base 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 radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.
12. An acoustical analysis shall be performed prior to issuance of building permit for any building including office uses to determine whether noise impacts from aircraft may be required to be mitigated to 45 dBA CNEL or lower through building design and construction.

# **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 C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

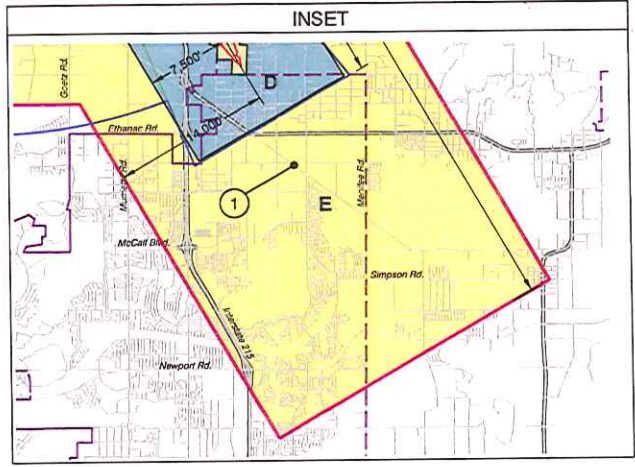
**Boundary Lines**

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

**Note:**

All dimensions are measured from runway ends and centerlines.

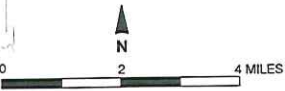
- ① Point at which aircraft on Runway 32 ILS approach descend below 3,000 feet above runway end. Airport Elevation is 1,535 feet MSL.
- ② Point at which departing aircraft typically reach 3,000 feet above runway end.



**Riverside County  
Airport Land Use Commission  
March Air Reserve Base / Inland Port Airport  
Land Use Compatibility Plan  
(August 2014 Draft)**

Map MA-1

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

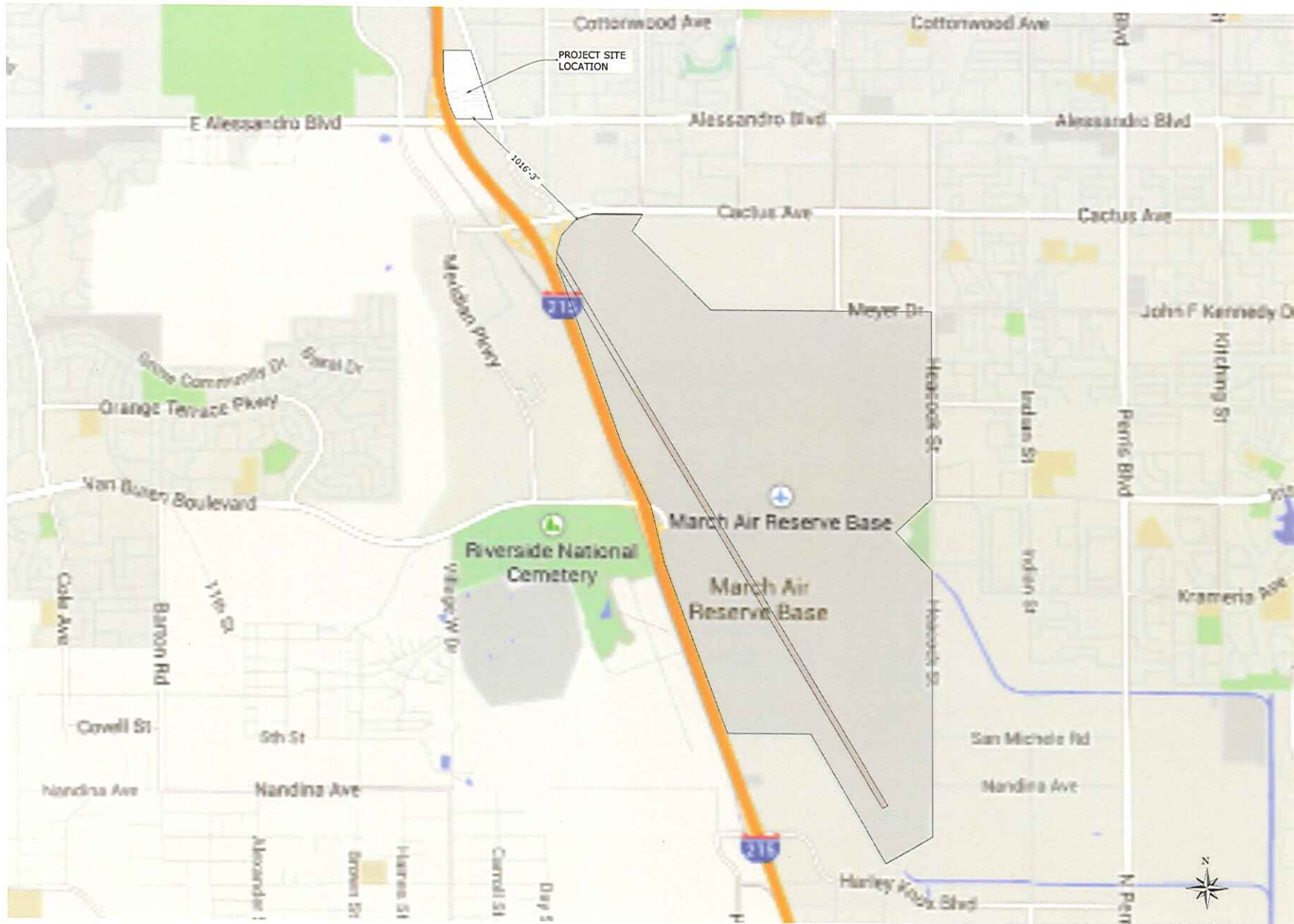


Base map source: County of Riverside 2013

SEE INSET AT RIGHT

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

S:\UR\51167\A\TECH\CAD\MAP\compmap\2013\Map MA-1.dwg, 8/11/2014, 11:08am



**EMPIRE DESIGN GROUP**



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DATE: 10/27/2014  
 DRAWING NUMBER: EDG# 020-1  
 DATE REVISION/DESCRIPTION:

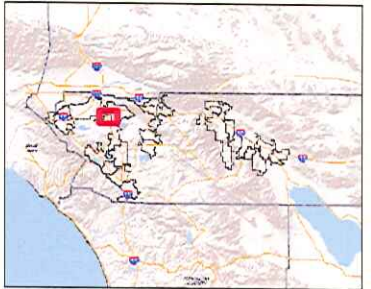
NO.	DATE	REVISION/DESCRIPTION

DESIGNED BY: GA  
 CHECKED BY: GA  
 DRAWN BY: AT  
 REVISIONS:

**SITE PLAN /  
 AIRPORT  
 RELATION**

**AS 1.1**

# 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**
- highways\_large**
- HWY
- INTERCHANGE
- INTERSTATE
- USHWY
- majorroads
- counties
- cities
- hydrographylines**
- waterbodies**
- Lakes
- Rivers



0 5,101 10,202 Feet



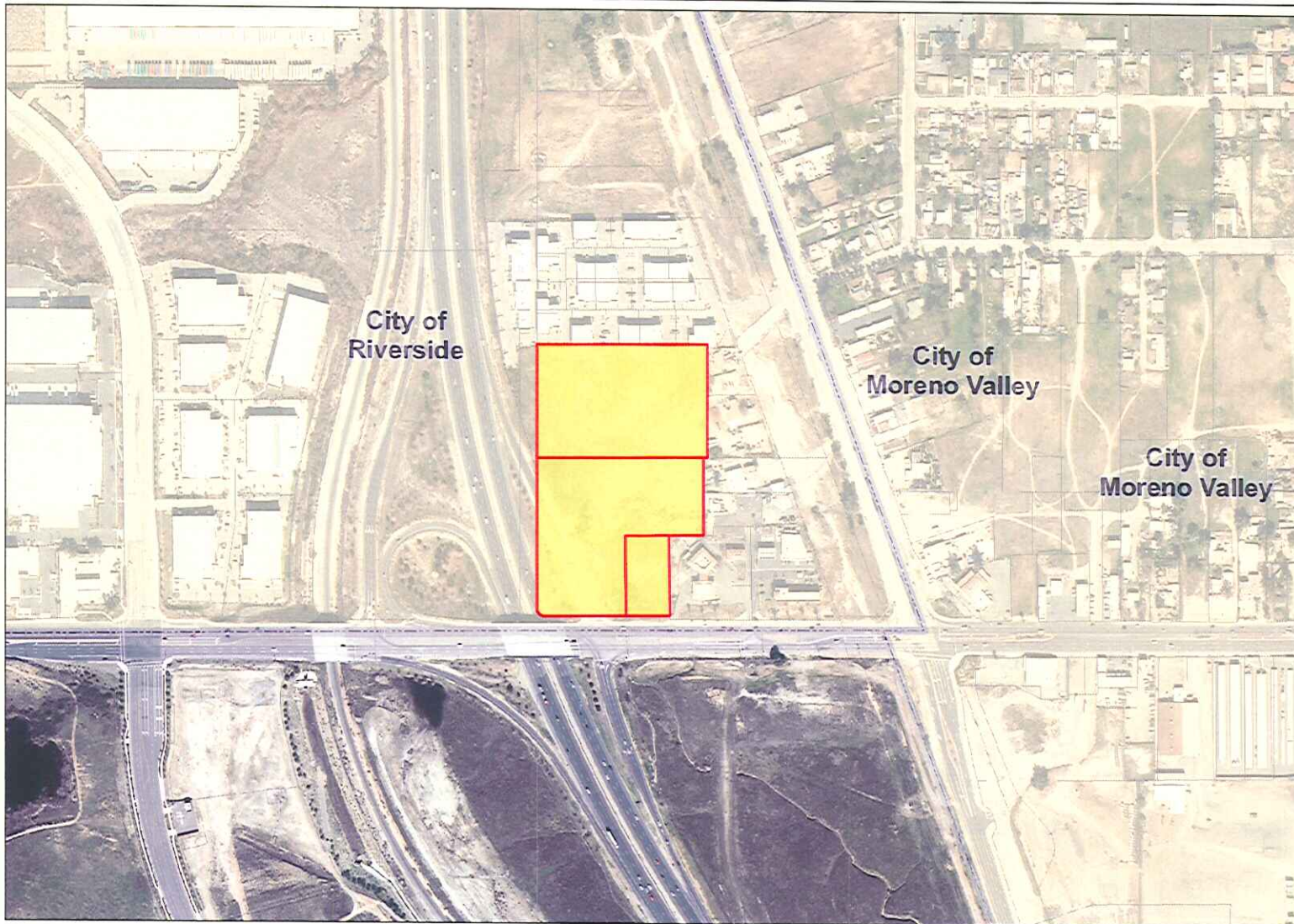
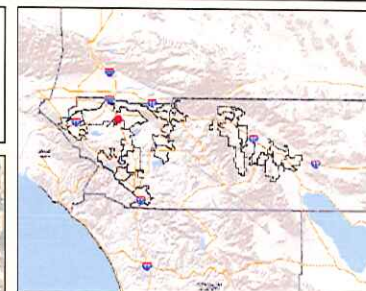
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REPORT PRINTED ON... 12/16/2014 2:44:21 PM

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## Notes

# My Map



### Legend

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



0 638 1,275 Feet



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### Notes



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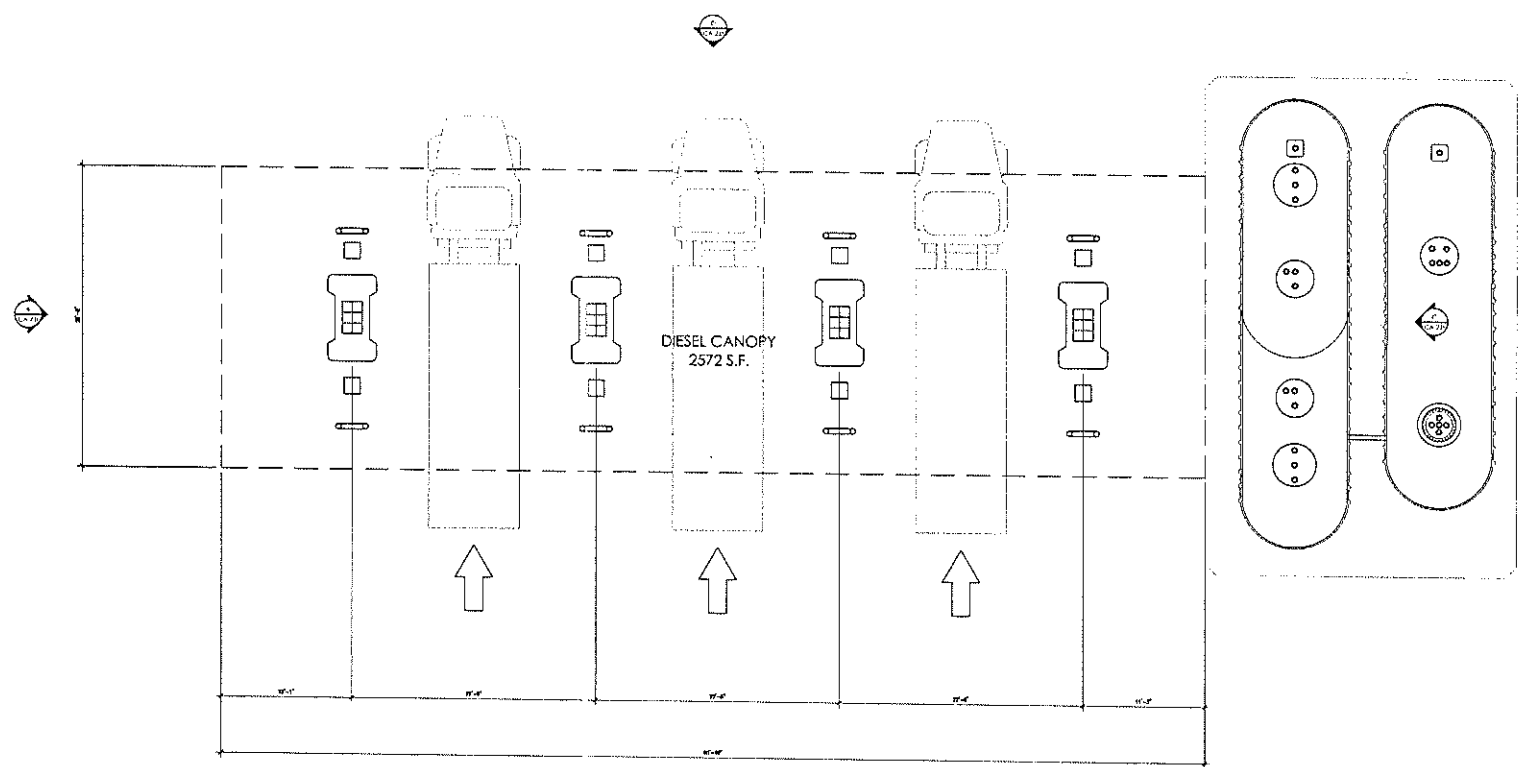
NO.	DATE	REVISION DESCRIPTION

ISSUED BY: \_\_\_\_\_  
CHECKED BY: \_\_\_\_\_  
DATE: \_\_\_\_\_

**BUILDING B  
FLOOR PLAN**

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

**A 1.7**

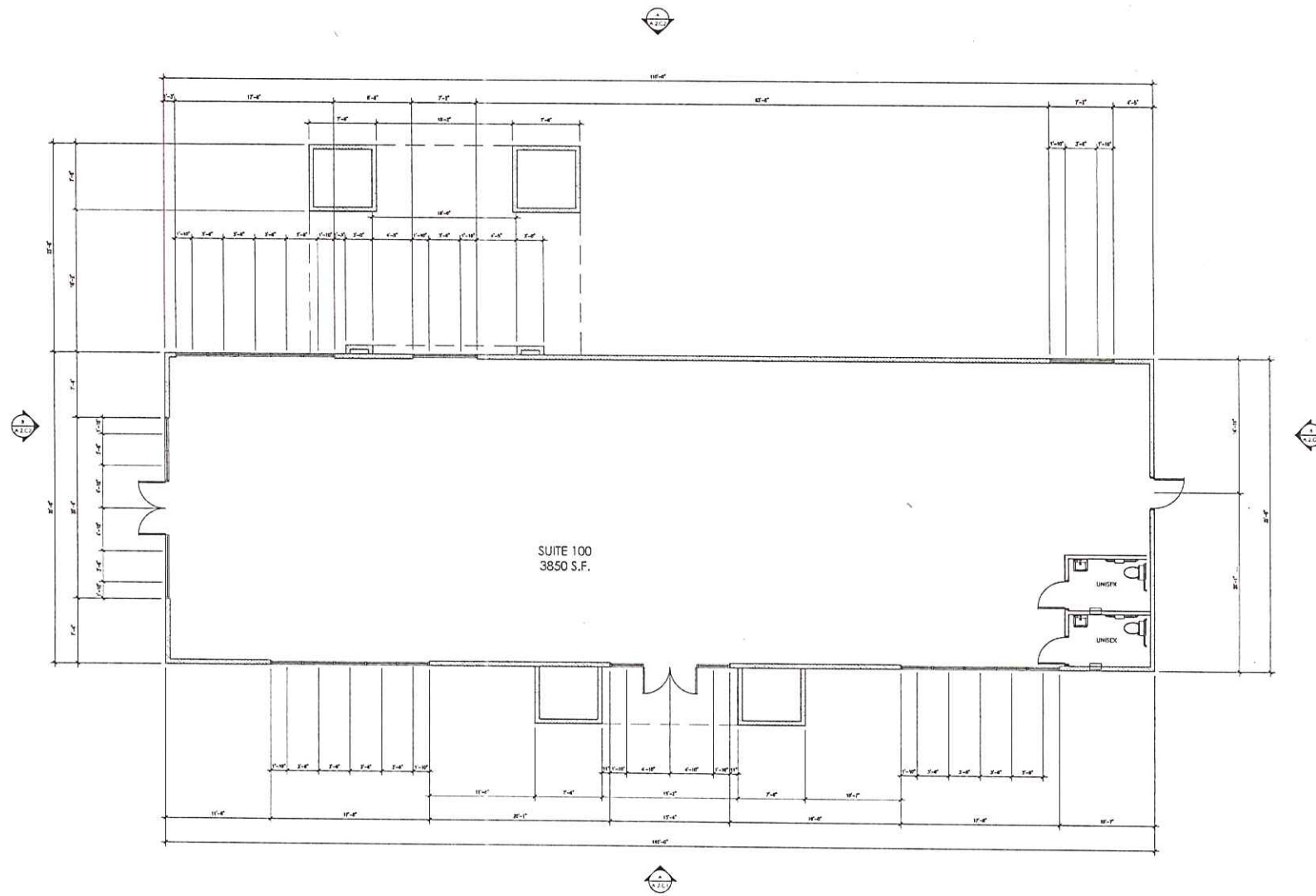


**A CANOPY B FLOOR PLAN**  
SCALE: 1/8" = 1'-0"

**WALL LEDGED:**

- 8" CMU EXTERIOR WALL
- 2x4 WOOD FRAMED EXTERIOR WALL
- 2x4 INSULATED WOOD FRAMED INTERIOR WALL





**BUILDING C FLOOR PLAN**  
SCALE: 3/16" = 1'-0"

- WALL LEDGED:**
- 8' CMU EXTERIOR WALL
  - 2x6 WOOD FRAMED EXTERIOR WALL
  - 2x4 INSULATED WOOD FRAMED INTERIOR WALL

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FAX: 951-609-1443  
E-MAIL: gshann@gregorysllc.com



Date: MAY 2, 2014

Project Number: EDG 04226

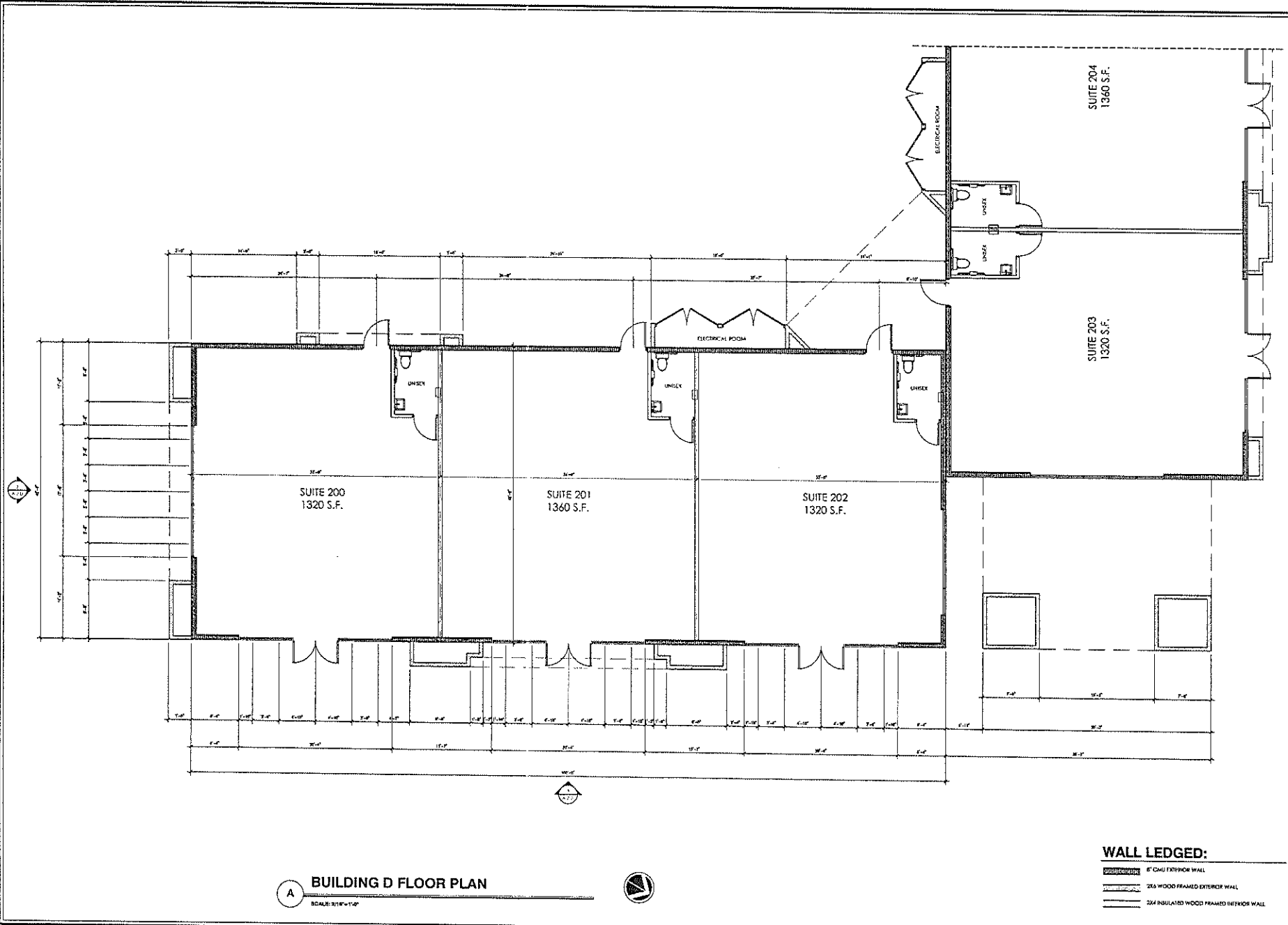
NO.	DATE	REVISION DESCRIPTION

DESIGNED BY: GH  
DRAWN BY: GH  
CHECKED BY: MI  
DRAWING TITLE:

BUILDING C  
FLOOR PLAN

SHEET NO.

**A 1.6**



**BUILDING D FLOOR PLAN**  
SCALE: 3/16" = 1'-0"



- WALL LEDGED:**
- 6" CMU EXTERIOR WALL
  - 2x6 WOOD FRAMED EXTERIOR WALL
  - 2x4 INSULATED WOOD FRAMED INTERIOR WALL

**EMPIRE DESIGN GROUP...**



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E-MAIL: jkohan@empiredesigngroup.com



Date: MAY 2, 2014  
Project Number: EDD 04320

NO.	DATE	REVISION DESCRIPTION

DESIGNED BY: DR  
CHECKED BY: DR  
DRAWN BY: DR  
REVISION TAKEN: DR

**BUILDING D  
FLOOR PLAN**

DRAFT NO.

**A 1.0**

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E-MAIL: jkofdarali@empiredesign.com



Date: May 2, 2014

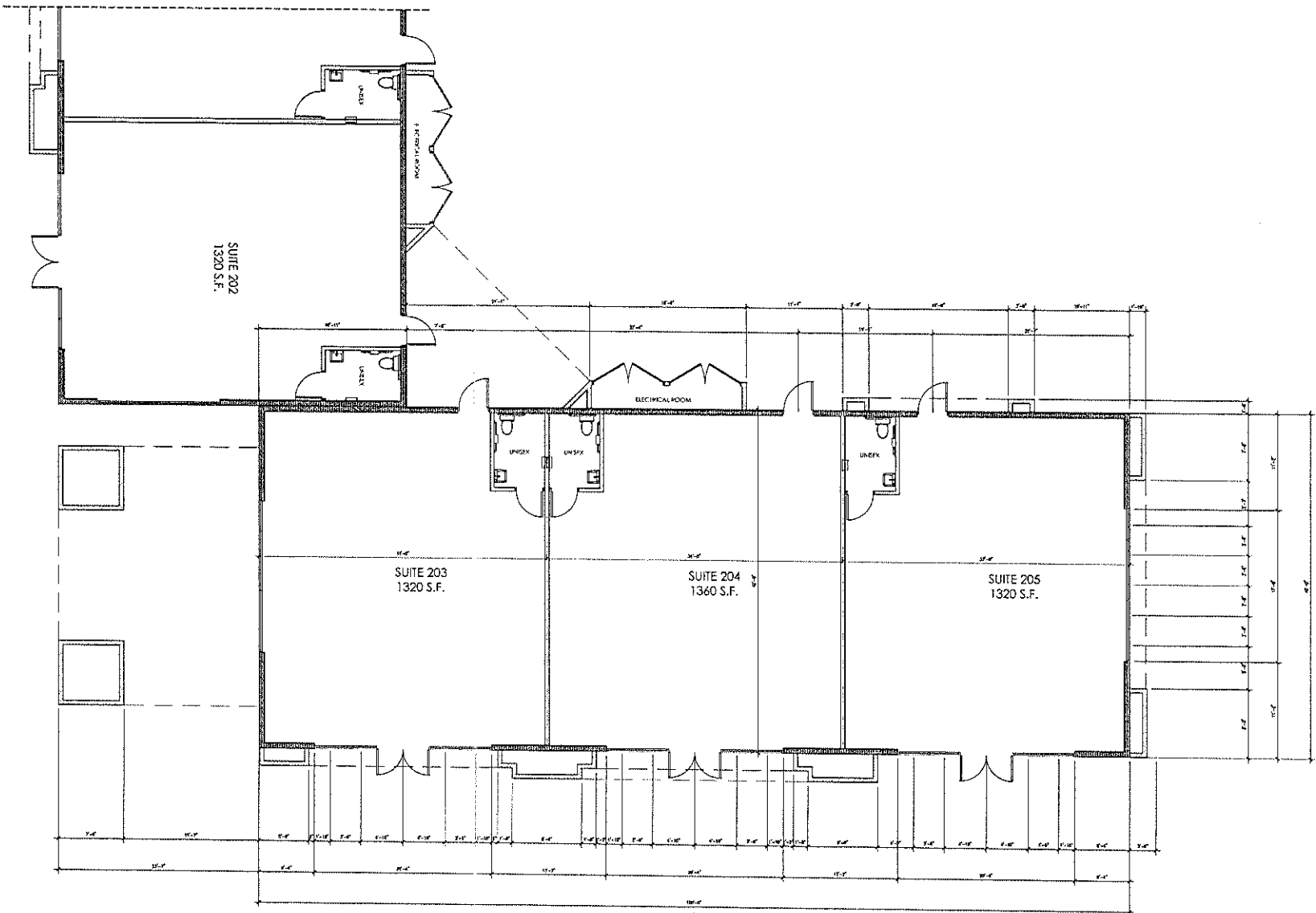
Project Number: EDG-D-2296

NO.	DATE	REVISION DESCRIPTION

BUILDING D  
FLOOR PLAN

SHEET NO.

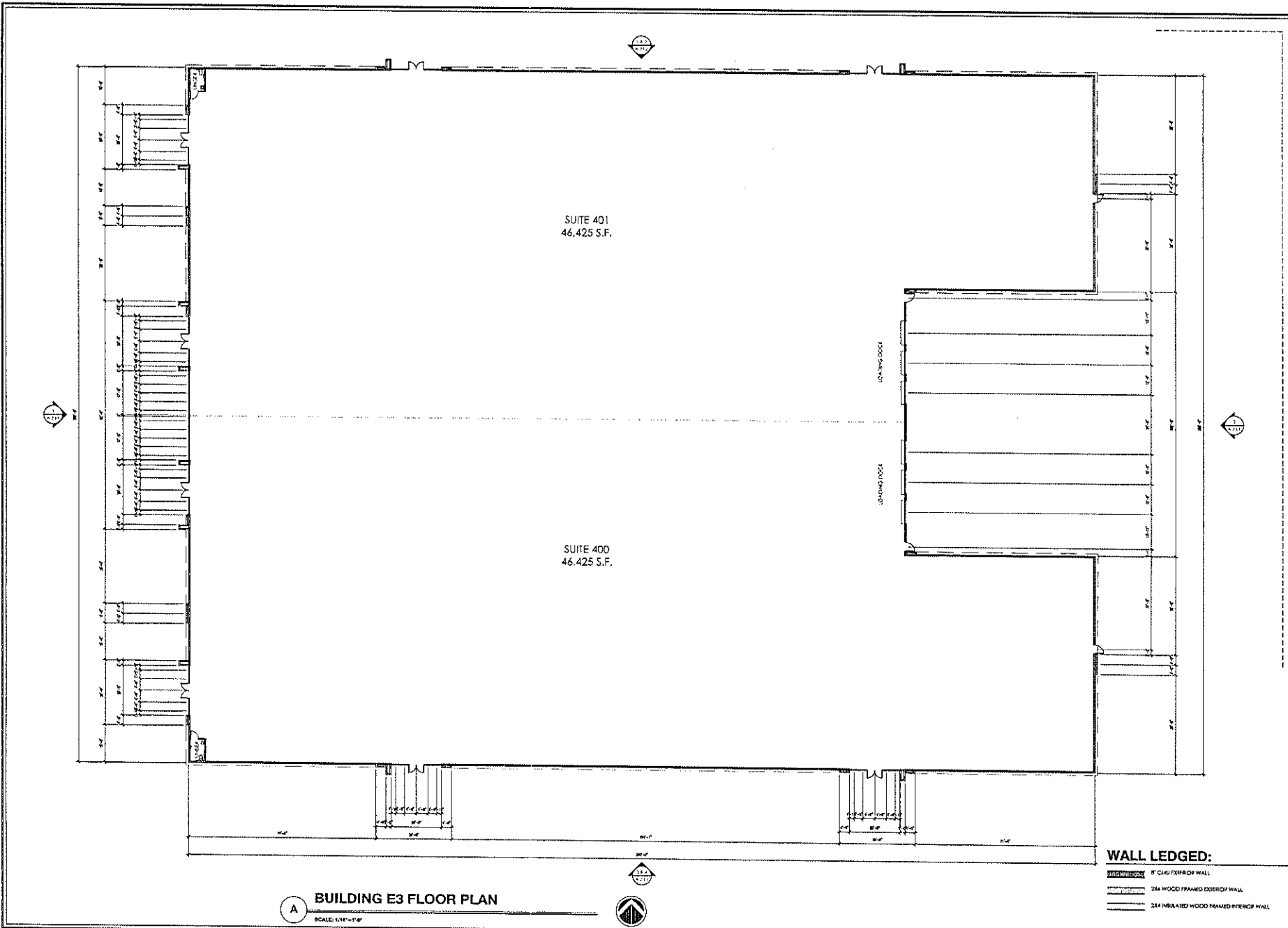
**A 1.1**



**BUILDING D FLOOR PLAN**  
SCALE: 3/16" = 1'-0"



- WALL LEDGED:**
- 8' CMU EXTERIOR WALL
  - 2x4 WOOD FRAMED EXTERIOR WALL
  - 2x4 INSULATED WOOD FRAMED INTERIOR WALL



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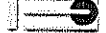


Date:	MAY 2 2014	
Project Number:	EDG# D4226	
NO.	DATE	REVISION DESCRIPTION

BUILDING E3  
 FLOOR PLAN

DATE: 05/02/14

**A 1.2**



2481 Washington Ave.  
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DATE: 03/27/2014  
PROJECT NUMBER: EDG# 0420-5  
DRAWN BY: JAK



DATE: 03/27/2014  
PROJECT NUMBER: EDG# 0420-5  
DRAWN BY: JAK

DATE: 03/27/2014  
PROJECT NUMBER: EDG# 0420-5  
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PROJECT NUMBER: EDG# 0420-5  
DRAWN BY: JAK

DATE: 03/27/2014  
PROJECT NUMBER: EDG# 0420-5  
DRAWN BY: JAK

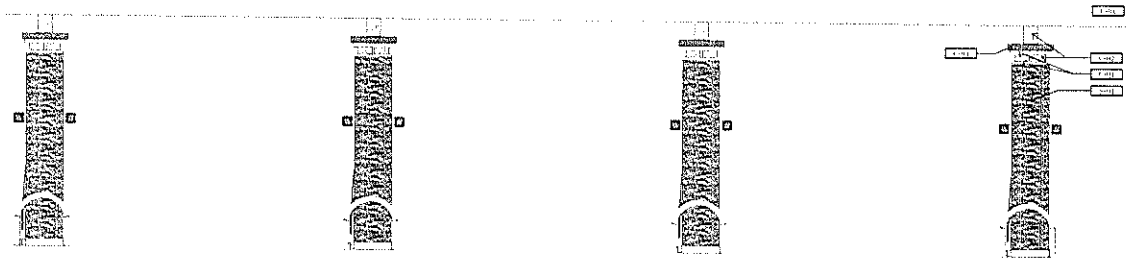
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DRAWN BY: JAK

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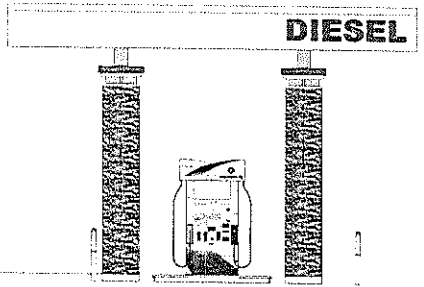
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DRAWN BY: JAK

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DRAWN BY: JAK

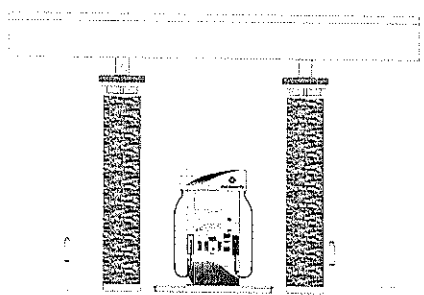
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DRAWN BY: JAK



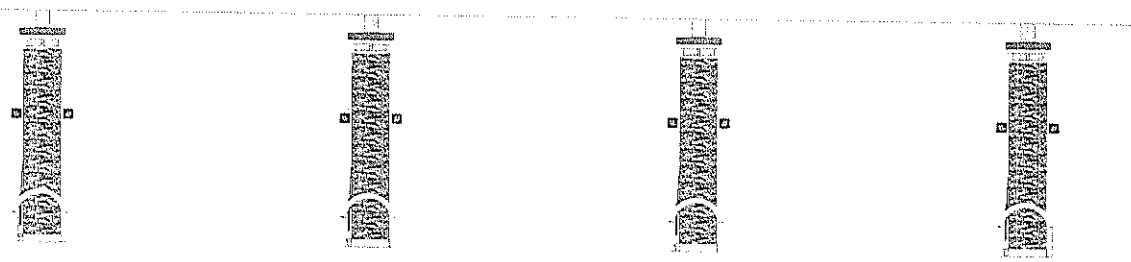
(FRONT) BLDG. B 600 - SOUTH ELEVATION  
SCALE: 1/4" = 1'-0"



(LEFT) BLDG. B 600 - WEST ELEVATION  
SCALE: 1/4" = 1'-0"



(LEFT) BLDG. B 600 - EAST ELEVATION  
SCALE: 1/4" = 1'-0"



(REAR) BLDG. B 600 - NORTH ELEVATION  
SCALE: 1/4" = 1'-0"

**EXTERIOR FINISHES:**

BLDG. B 600 STONE COASTAL LEDGESTONE	
DIRECT APPLIED FINISH SYSTEM: SMOOTH TROWEL 3 PART 7/8" STUCCO (PORTLAND CEMENT PLASTER) OVER METAL LATH PROVIDE CONTROL JOINTS AS SHOWN COLOR: SPECIFY #327Y 35146 ICI #A059, "NATURAL WHITE"	
DIRECT APPLIED FINISH SYSTEM: SMOOTH TROWEL 3 PART 7/8" STUCCO (PORTLAND CEMENT PLASTER) OVER METAL LATH PROVIDE CONTROL JOINTS AS SHOWN COLOR: SPECIFY #327Y 35146 ICI #A059, "SOUTHERN SHADOW"	
DIRECT APPLIED FINISH SYSTEM: SMOOTH TROWEL 3 PART 7/8" STUCCO (PORTLAND CEMENT PLASTER) OVER METAL LATH PROVIDE CONTROL JOINTS AS SHOWN COLOR: SPECIFY #327Y 35146 ICI #A119, "MOCHACCINO"	
PAINT GRADE FINISH OVER METAL SURFACED COLOR: SPECIFY #08B 41640 ICI #A193, "ASCOT BLUE"	
DIRECT APPLIED FINISH SYSTEM: SMOOTH TROWEL 3 PART 7/8" STUCCO (PORTLAND CEMENT PLASTER) OVER METAL LATH PROVIDE CONTROL JOINTS AS SHOWN COLOR: SPECIFY #08B 41640 ICI #A131, "OAKET BLUE"	
DIRECT APPLIED FINISH SYSTEM: SMOOTH TROWEL 3 PART 7/8" STUCCO (PORTLAND CEMENT PLASTER) OVER METAL LATH PROVIDE CONTROL JOINTS AS SHOWN COLOR: SPECIFY #327Y 35146 ICI #A059, "FLANDERS"	
DIRECT APPLIED FINISH SYSTEM: SMOOTH TROWEL 3 PART 7/8" STUCCO (PORTLAND CEMENT PLASTER) OVER METAL LATH PROVIDE CONTROL JOINTS AS SHOWN COLOR: SPECIFY #327Y 35146 ICI #A162, "MILLER'S COVE"	
DIRECT APPLIED FINISH SYSTEM: SMOOTH TROWEL 3 PART 7/8" STUCCO (PORTLAND CEMENT PLASTER) OVER METAL LATH PROVIDE CONTROL JOINTS AS SHOWN COLOR: SPECIFY #327Y 35146 ICI #A166, "TUMBLEWEED TRAIL"	

CANOPY  
EXTERIOR  
ELEVATIONS

CA 2.0



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Riverside, CA 92508  
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DATE: 03/27/2014

PROJECT NUMBER: EDGP-1402-13

DATE: 03/27/2014

PROJECT NAME: RESTAURANT/DRIVE-THRU

DATE: 03/27/2014

PROJECT NUMBER: EDGP-1402-13

DATE: 03/27/2014

PROJECT NAME: RESTAURANT/DRIVE-THRU

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PROJECT NAME: RESTAURANT/DRIVE-THRU

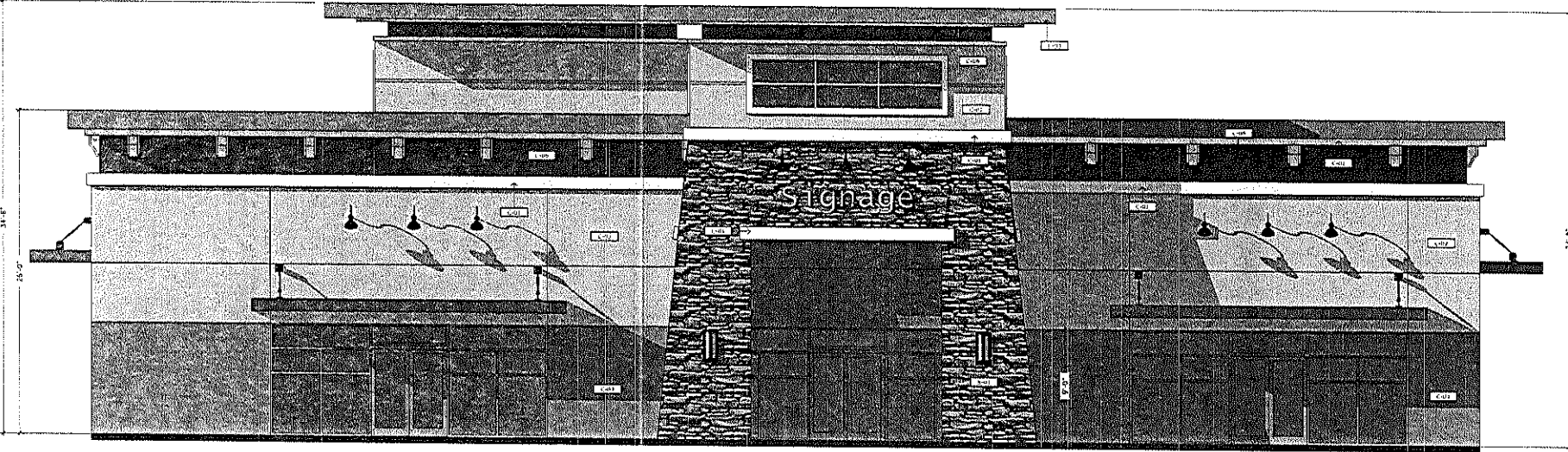
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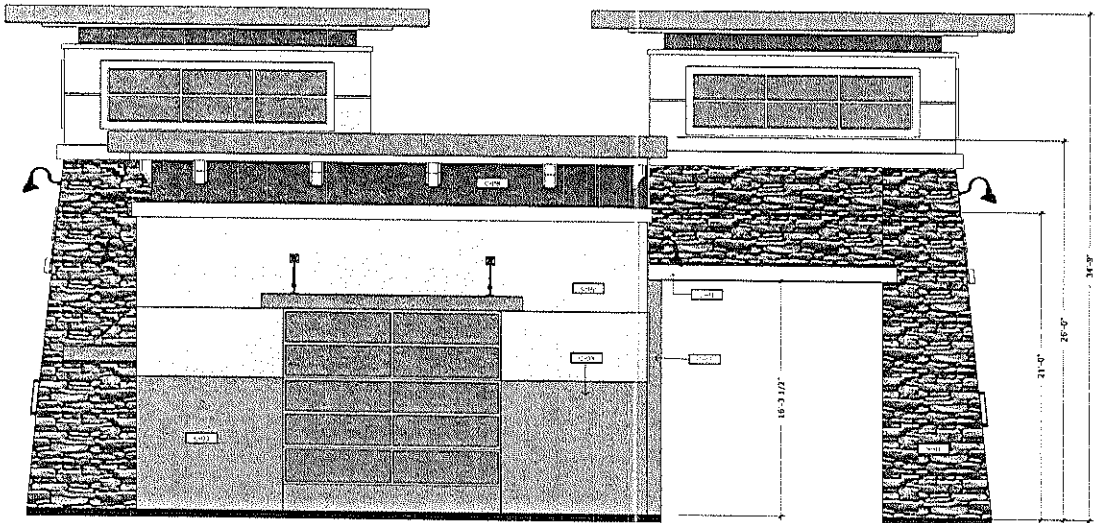
DATE: 03/27/2014

PROJECT NAME: RESTAURANT/DRIVE-THRU

DATE: 03/27/2014



(LEFT) BLDG. C 100 - EAST ELEVATION  
SCALE: 1/4" = 1'-0"



(RIGHT) BLDG. C 100 - NORTH ELEVATION  
SCALE: 1/4" = 1'-0"

**EXTERIOR FINISHES:**

<p>ELBORADO STONE COASTAL LEDGESTONE</p>	<p>DIRECT APPLIED FINISH SYSTEM- SMOOTH TROWEL 3 PART 7/8" STUCCO (PORTLAND CEMENT PLASTER) OVER METAL LATH PROVIDE CONTROL JOINTS AS SHOWN COLOR: SPECIFY RUBY SAGE ICI #A0050, "NATURAL WHITE"</p>	<p>DIRECT APPLIED FINISH SYSTEM- SMOOTH TROWEL 3 PART 7/8" STUCCO (PORTLAND CEMENT PLASTER) OVER METAL LATH PROVIDE CONTROL JOINTS AS SHOWN COLOR: SPECIFY RUBY SAGE ICI #A0050, "NATURAL WHITE"</p>	<p>DIRECT APPLIED FINISH SYSTEM- SMOOTH TROWEL 3 PART 7/8" STUCCO (PORTLAND CEMENT PLASTER) OVER METAL LATH PROVIDE CONTROL JOINTS AS SHOWN COLOR: SPECIFY RUBY SAGE ICI #A0050, "NATURAL WHITE"</p>	<p>PAINT GRADE FINISH OVER METAL SURFACES COLOR: SPECIFY #008G 41040 ICI #A100, "ASCOT BLUE"</p>	<p>DIRECT APPLIED FINISH SYSTEM- SMOOTH TROWEL 3 PART 7/8" STUCCO (PORTLAND CEMENT PLASTER) OVER METAL LATH PROVIDE CONTROL JOINTS AS SHOWN COLOR: SPECIFY RUBY SAGE ICI #A1431 "OUIET BLUE"</p>
<p>DIRECT APPLIED FINISH SYSTEM- SMOOTH TROWEL 3 PART 7/8" STUCCO (PORTLAND CEMENT PLASTER) OVER METAL LATH PROVIDE CONTROL JOINTS AS SHOWN COLOR: SPECIFY RUBY SAGE ICI #A0070, "SOUTHERN SHADY"</p>	<p>DIRECT APPLIED FINISH SYSTEM- SMOOTH TROWEL 3 PART 7/8" STUCCO (PORTLAND CEMENT PLASTER) OVER METAL LATH PROVIDE CONTROL JOINTS AS SHOWN COLOR: SPECIFY RUBY SAGE ICI #A0070, "SOUTHERN SHADY"</p>	<p>DIRECT APPLIED FINISH SYSTEM- SMOOTH TROWEL 3 PART 7/8" STUCCO (PORTLAND CEMENT PLASTER) OVER METAL LATH PROVIDE CONTROL JOINTS AS SHOWN COLOR: SPECIFY RUBY SAGE ICI #A0070, "SOUTHERN SHADY"</p>	<p>DIRECT APPLIED FINISH SYSTEM- SMOOTH TROWEL 3 PART 7/8" STUCCO (PORTLAND CEMENT PLASTER) OVER METAL LATH PROVIDE CONTROL JOINTS AS SHOWN COLOR: SPECIFY RUBY SAGE ICI #A0070, "SOUTHERN SHADY"</p>	<p>DIRECT APPLIED FINISH SYSTEM- SMOOTH TROWEL 3 PART 7/8" STUCCO (PORTLAND CEMENT PLASTER) OVER METAL LATH PROVIDE CONTROL JOINTS AS SHOWN COLOR: SPECIFY RUBY SAGE ICI #A0070, "SOUTHERN SHADY"</p>	<p>DIRECT APPLIED FINISH SYSTEM- SMOOTH TROWEL 3 PART 7/8" STUCCO (PORTLAND CEMENT PLASTER) OVER METAL LATH PROVIDE CONTROL JOINTS AS SHOWN COLOR: SPECIFY RUBY SAGE ICI #A0070, "SOUTHERN SHADY"</p>
<p>DIRECT APPLIED FINISH SYSTEM- SMOOTH TROWEL 3 PART 7/8" STUCCO (PORTLAND CEMENT PLASTER) OVER METAL LATH PROVIDE CONTROL JOINTS AS SHOWN COLOR: SPECIFY RUBY SAGE ICI #A1719, "MOCHACCAO"</p>	<p>DIRECT APPLIED FINISH SYSTEM- SMOOTH TROWEL 3 PART 7/8" STUCCO (PORTLAND CEMENT PLASTER) OVER METAL LATH PROVIDE CONTROL JOINTS AS SHOWN COLOR: SPECIFY RUBY SAGE ICI #A1719, "MOCHACCAO"</p>	<p>DIRECT APPLIED FINISH SYSTEM- SMOOTH TROWEL 3 PART 7/8" STUCCO (PORTLAND CEMENT PLASTER) OVER METAL LATH PROVIDE CONTROL JOINTS AS SHOWN COLOR: SPECIFY RUBY SAGE ICI #A1719, "MOCHACCAO"</p>	<p>DIRECT APPLIED FINISH SYSTEM- SMOOTH TROWEL 3 PART 7/8" STUCCO (PORTLAND CEMENT PLASTER) OVER METAL LATH PROVIDE CONTROL JOINTS AS SHOWN COLOR: SPECIFY RUBY SAGE ICI #A1719, "MOCHACCAO"</p>	<p>DIRECT APPLIED FINISH SYSTEM- SMOOTH TROWEL 3 PART 7/8" STUCCO (PORTLAND CEMENT PLASTER) OVER METAL LATH PROVIDE CONTROL JOINTS AS SHOWN COLOR: SPECIFY RUBY SAGE ICI #A1719, "MOCHACCAO"</p>	<p>DIRECT APPLIED FINISH SYSTEM- SMOOTH TROWEL 3 PART 7/8" STUCCO (PORTLAND CEMENT PLASTER) OVER METAL LATH PROVIDE CONTROL JOINTS AS SHOWN COLOR: SPECIFY RUBY SAGE ICI #A1719, "MOCHACCAO"</p>
<p>DIRECT APPLIED FINISH SYSTEM- SMOOTH TROWEL 3 PART 7/8" STUCCO (PORTLAND CEMENT PLASTER) OVER METAL LATH PROVIDE CONTROL JOINTS AS SHOWN COLOR: SPECIFY RUBY SAGE ICI #A1802, "MILLER'S OVAL"</p>	<p>DIRECT APPLIED FINISH SYSTEM- SMOOTH TROWEL 3 PART 7/8" STUCCO (PORTLAND CEMENT PLASTER) OVER METAL LATH PROVIDE CONTROL JOINTS AS SHOWN COLOR: SPECIFY RUBY SAGE ICI #A1802, "MILLER'S OVAL"</p>	<p>DIRECT APPLIED FINISH SYSTEM- SMOOTH TROWEL 3 PART 7/8" STUCCO (PORTLAND CEMENT PLASTER) OVER METAL LATH PROVIDE CONTROL JOINTS AS SHOWN COLOR: SPECIFY RUBY SAGE ICI #A1802, "MILLER'S OVAL"</p>	<p>DIRECT APPLIED FINISH SYSTEM- SMOOTH TROWEL 3 PART 7/8" STUCCO (PORTLAND CEMENT PLASTER) OVER METAL LATH PROVIDE CONTROL JOINTS AS SHOWN COLOR: SPECIFY RUBY SAGE ICI #A1802, "MILLER'S OVAL"</p>	<p>DIRECT APPLIED FINISH SYSTEM- SMOOTH TROWEL 3 PART 7/8" STUCCO (PORTLAND CEMENT PLASTER) OVER METAL LATH PROVIDE CONTROL JOINTS AS SHOWN COLOR: SPECIFY RUBY SAGE ICI #A1802, "MILLER'S OVAL"</p>	<p>DIRECT APPLIED FINISH SYSTEM- SMOOTH TROWEL 3 PART 7/8" STUCCO (PORTLAND CEMENT PLASTER) OVER METAL LATH PROVIDE CONTROL JOINTS AS SHOWN COLOR: SPECIFY RUBY SAGE ICI #A1802, "MILLER'S OVAL"</p>
<p>DIRECT APPLIED FINISH SYSTEM- SMOOTH TROWEL 3 PART 7/8" STUCCO (PORTLAND CEMENT PLASTER) OVER METAL LATH PROVIDE CONTROL JOINTS AS SHOWN COLOR: SPECIFY RUBY SAGE ICI #A1848, "UMBLEWEGD TRAIL"</p>	<p>DIRECT APPLIED FINISH SYSTEM- SMOOTH TROWEL 3 PART 7/8" STUCCO (PORTLAND CEMENT PLASTER) OVER METAL LATH PROVIDE CONTROL JOINTS AS SHOWN COLOR: SPECIFY RUBY SAGE ICI #A1848, "UMBLEWEGD TRAIL"</p>	<p>DIRECT APPLIED FINISH SYSTEM- SMOOTH TROWEL 3 PART 7/8" STUCCO (PORTLAND CEMENT PLASTER) OVER METAL LATH PROVIDE CONTROL JOINTS AS SHOWN COLOR: SPECIFY RUBY SAGE ICI #A1848, "UMBLEWEGD TRAIL"</p>	<p>DIRECT APPLIED FINISH SYSTEM- SMOOTH TROWEL 3 PART 7/8" STUCCO (PORTLAND CEMENT PLASTER) OVER METAL LATH PROVIDE CONTROL JOINTS AS SHOWN COLOR: SPECIFY RUBY SAGE ICI #A1848, "UMBLEWEGD TRAIL"</p>	<p>DIRECT APPLIED FINISH SYSTEM- SMOOTH TROWEL 3 PART 7/8" STUCCO (PORTLAND CEMENT PLASTER) OVER METAL LATH PROVIDE CONTROL JOINTS AS SHOWN COLOR: SPECIFY RUBY SAGE ICI #A1848, "UMBLEWEGD TRAIL"</p>	<p>DIRECT APPLIED FINISH SYSTEM- SMOOTH TROWEL 3 PART 7/8" STUCCO (PORTLAND CEMENT PLASTER) OVER METAL LATH PROVIDE CONTROL JOINTS AS SHOWN COLOR: SPECIFY RUBY SAGE ICI #A1848, "UMBLEWEGD TRAIL"</p>

**BUILDING C  
DRIVE-THRU  
RESTAURANT  
EXTERIOR  
ELEVATIONS**

**A 2.C1**



2441 Washington Ave.  
Huntington Beach, CA 92648  
Tel: 714.961.1400 Fax: 714.961.1411

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DATE:

**JACK KOFDARALI**

**NINE ACRE PARCEL  
NEC I-215 & ALESSANDRO BLVD.  
RIVERSIDE, CA. 92508**

ARCHITECT OF RECORD:

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DATE: 08/22/2017

PROJECT NO: 17011 LDC# 08220-1

PROJECT NAME: DRIVE THRU RESTAURANT EXTERIOR ELEVATIONS

DATE: 08/22/2017

PROJECT NO: 17011

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DATE: 08/22/2017

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PROJECT NAME: DRIVE THRU RESTAURANT EXTERIOR ELEVATIONS

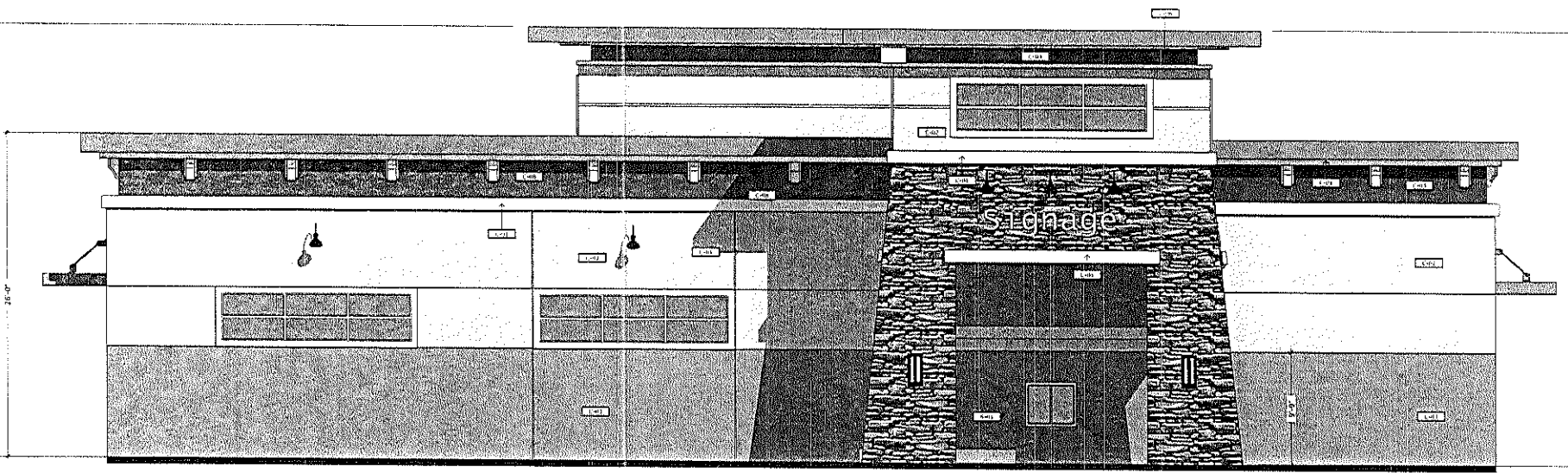
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PROJECT NO: 17011

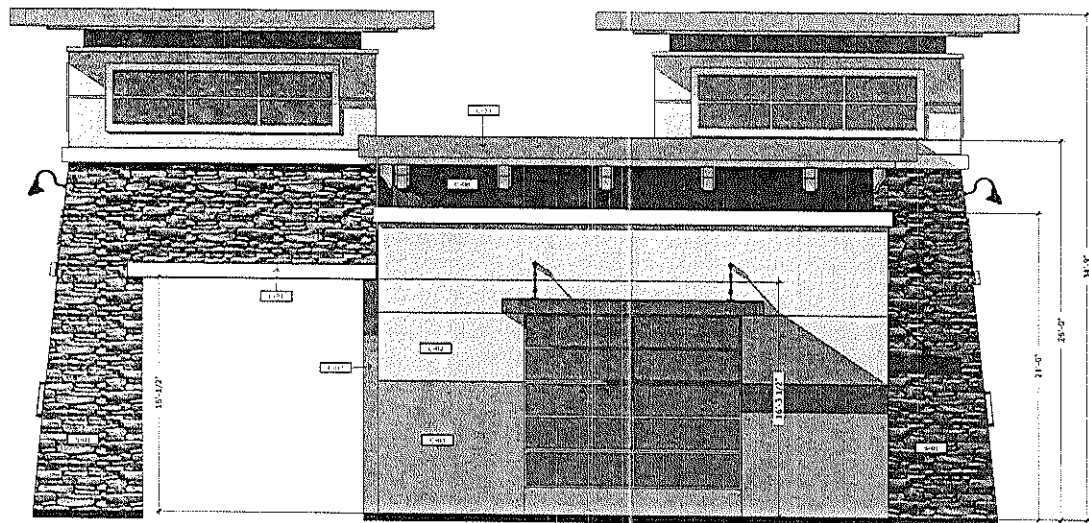
PROJECT NAME: DRIVE THRU RESTAURANT EXTERIOR ELEVATIONS

DATE: 08/22/2017

PROJECT NO: 17011



(REAR) BLDG. C-100 - WEST ELEVATION  
SCALE: 1/8"=1'-0"



(LEFT) BLDG. C-100 - SOUTH ELEVATION  
SCALE: 1/8"=1'-0"

**EXTERIOR FINISHES:**

<p><b>ELBORADO STONE</b> COASTAL LEDGESTONE</p>	<p><b>PART GRADE FINISH</b> OVER METAL SURFACES</p> <p>COLOR: SPECIFY #0602 41040 ICI #A1863 "ARCOY BLUE"</p>
<p><b>DIRECT APPLIED FINISH SYSTEM:</b> SMOOTH TROWEL 3 PART 7/8" STUCCO (PORTLAND CEMENT PLASTER) OVER METAL LATH PROVIDE CONTROL JOINTS AS SHOWN COLOR: SPECIFY #0517 83028 ICI #A0206 "NATURAL WHITE"</p>	<p><b>DIRECT APPLIED FINISH SYSTEM:</b> SMOOTH TROWEL 3 PART 7/8" STUCCO (PORTLAND CEMENT PLASTER) OVER METAL LATH PROVIDE CONTROL JOINTS AS SHOWN COLOR: SPECIFY #0518 83024 ICI #A1431 "QUIET BLUE"</p>
<p><b>DIRECT APPLIED FINISH SYSTEM:</b> SMOOTH TROWEL 3 PART 7/8" STUCCO (PORTLAND CEMENT PLASTER) OVER METAL LATH PROVIDE CONTROL JOINTS AS SHOWN COLOR: SPECIFY #0519 74036 ICI #A0270 "SOUTHERN SHADOW"</p>	<p><b>DIRECT APPLIED FINISH SYSTEM:</b> SMOOTH TROWEL 3 PART 7/8" STUCCO (PORTLAND CEMENT PLASTER) OVER METAL LATH PROVIDE CONTROL JOINTS AS SHOWN COLOR: SPECIFY #0519 80042 ICI #A0325 "FLAXSEED"</p>
<p><b>DIRECT APPLIED FINISH SYSTEM:</b> SMOOTH TROWEL 3 PART 7/8" STUCCO (PORTLAND CEMENT PLASTER) OVER METAL LATH PROVIDE CONTROL JOINTS AS SHOWN COLOR: SPECIFY #0519 56089 ICI #A1776 "MOCHACCINO"</p>	<p><b>DIRECT APPLIED FINISH SYSTEM:</b> SMOOTH TROWEL 3 PART 7/8" STUCCO (PORTLAND CEMENT PLASTER) OVER METAL LATH PROVIDE CONTROL JOINTS AS SHOWN COLOR: SPECIFY #1037 66073 ICI #A1882 "MILLERS COVE"</p>
<p><b>DIRECT APPLIED FINISH SYSTEM:</b> SMOOTH TROWEL 3 PART 7/8" STUCCO (PORTLAND CEMENT PLASTER) OVER METAL LATH PROVIDE CONTROL JOINTS AS SHOWN COLOR: SPECIFY #0519 33145 ICI #A1845 "TUMBLEWEED TRAIL"</p>	<p><b>DIRECT APPLIED FINISH SYSTEM:</b> SMOOTH TROWEL 3 PART 7/8" STUCCO (PORTLAND CEMENT PLASTER) OVER METAL LATH PROVIDE CONTROL JOINTS AS SHOWN COLOR: SPECIFY #0519 33145 ICI #A1845 "TUMBLEWEED TRAIL"</p>

**DRIVE-THRU RESTAURANT EXTERIOR ELEVATIONS**

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CLIENT

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NEC I-215 & ALESSANDRO BLVD.  
RIVERSIDE, CA. 92508**

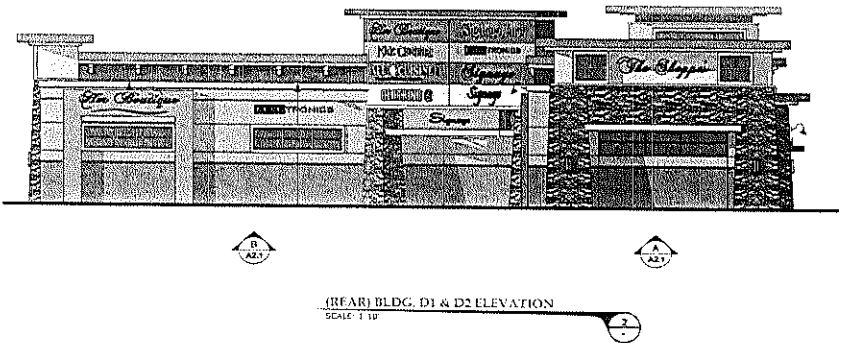
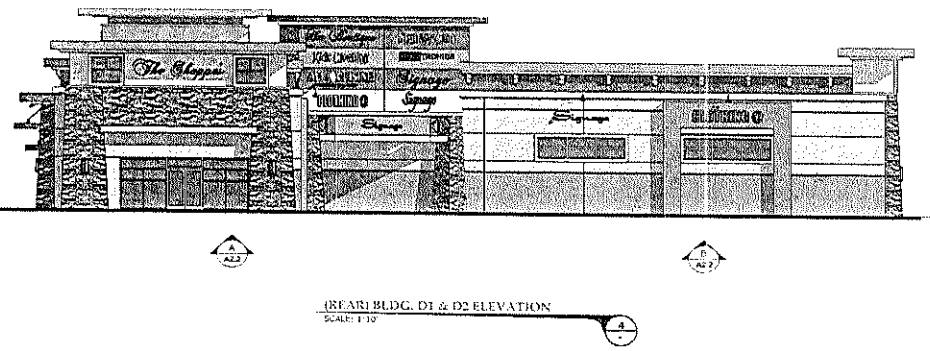
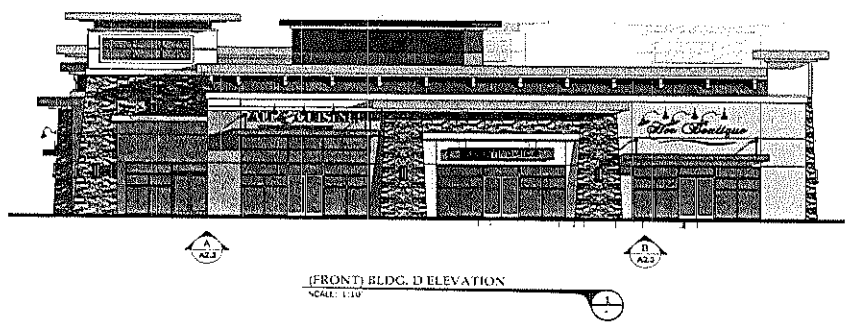
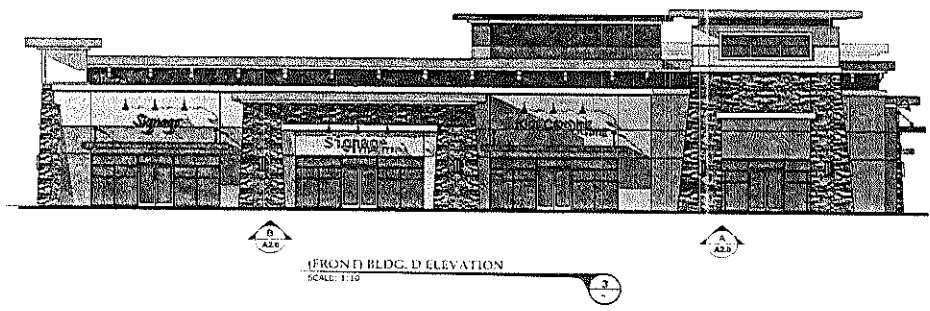
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1001 W. SHIPLEY AVENUE  
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TEL: 408/951-7777  
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E-MAIL: GILBERT@GSHANN.COM



PROJECT NUMBER: 1001-02-001  
EDG # 0220-01  
TITLE: EXTERIOR ELEVATIONS

DESIGNED BY: GSH  
CHECKED BY: GSH  
DATE: 11/11/07  
REVISIONS:

**BUILDING D  
EXTERIOR  
ELEVATIONS**





EMPIRE  
DESIGN  
GROUP, INC.



24811 Washington Ave.  
Murietta, CA 93542  
Tel: (916) 396-1400 Fax: (916) 396-1401

All other drawings and specifications shall conform to the standards, including all the conditions on these drawings, and the provisions of contract documents with this contract, project, and shall be binding on the contractor. The contractor shall be responsible for obtaining all the necessary permits and approvals from the appropriate authorities. The contractor shall be responsible for obtaining all the necessary permits and approvals from the appropriate authorities.

DATE: 11/11/11

**JACK  
KOFDARALI**

**NINE ACRE PARCEL  
NEC I-215 & ALESSANDRO BLVD.  
RIVERSIDE, CA 92508**

DATE: 11/11/11

PROJECT NO: 11-0022  
DATE: 11/11/11



DATE: 11/11/11

PROJECT NO: 11-0022

DATE: 11/11/11

PROJECT NO: 11-0022

DATE: 11/11/11

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DATE: 11/11/11

PROJECT NO: 11-0022

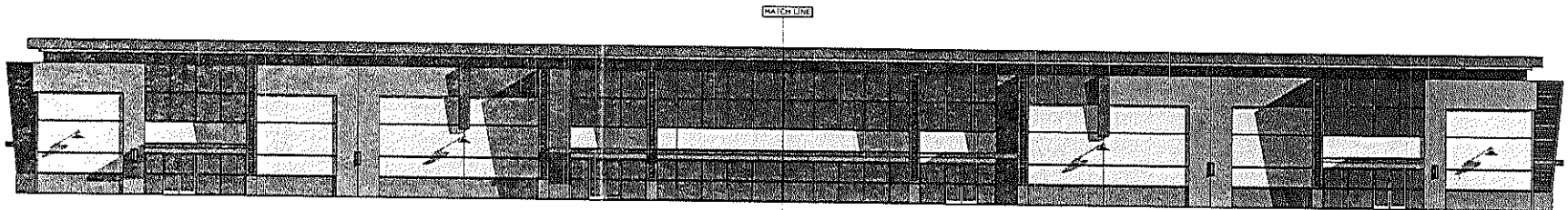
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PROJECT NO: 11-0022

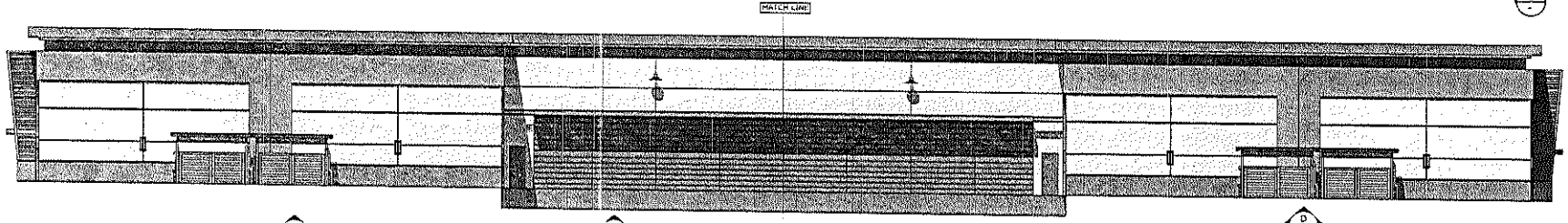
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PROJECT NO: 11-0022

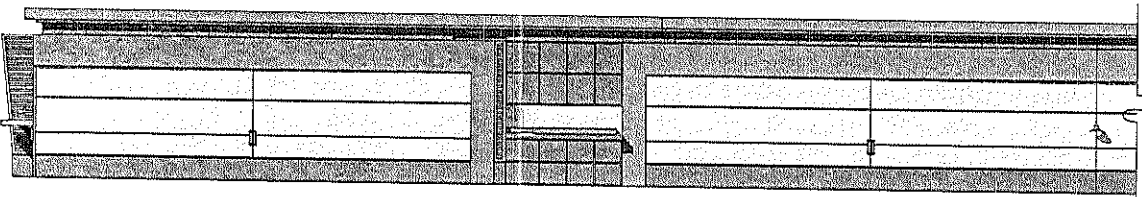
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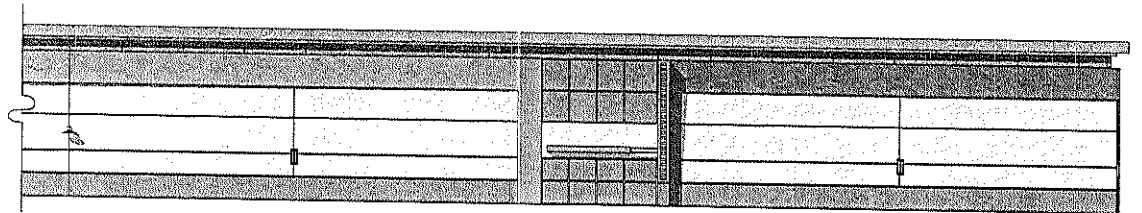
(FRONT) BLDG. E - WEST ELEVATION  
SCALE: 1/10



(REAR) BLDG. E - EAST ELEVATION  
SCALE: 1/10



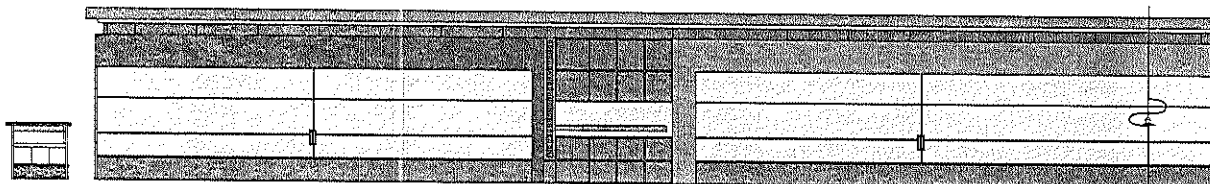
(RIGHT) BLDG. E - SOUTH ELEVATION  
SCALE: 1/10



(LEFT) BLDG. E - SOUTH ELEVATION  
SCALE: 1/10

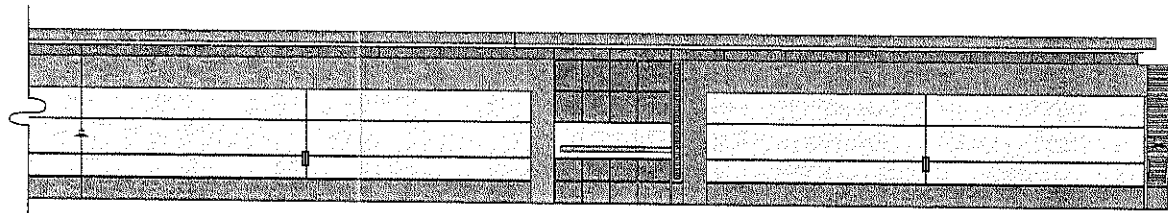
**BUILDING E  
OVERALL  
EXTERIOR  
ELEVATIONS**

**A 2.EI**



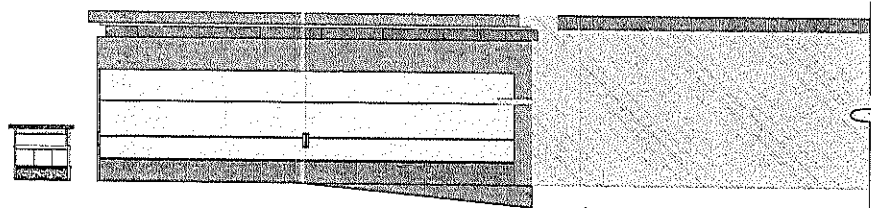
(LEFT) BLDG. E - NORTH ELEVATION  
SCALE: 1:10

1



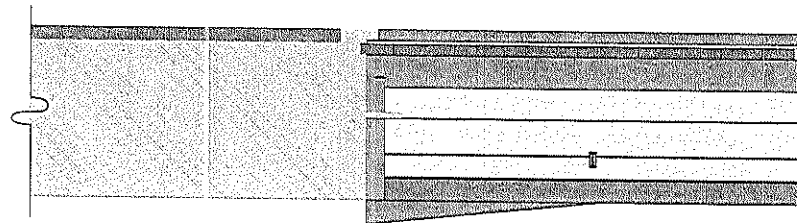
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SCALE: 1:10

2



(REAR) BLDG. E - PARTIAL LEFT EAST ELEVATION  
SCALE: 1:10

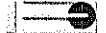
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(REAR) BLDG. E - PARTIAL RIGHT EAST ELEVATION  
SCALE: 1:10

4

EMPIRE  
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WWW: www.empiregroup.com



DATE: 08/20/14

PROJ NUMBER: EDG# 0428

DATE: 08/20/14

PROJECT DESCRIPTION:

PROJECT NO. 0428

DATE: 08/20/14

PROJECT DESCRIPTION:

BUILDING E  
OVERALL  
EXTERIOR  
ELEVATIONS

A 2.E2

Zone	Locations	Density / Intensity Standards				Additional Criteria	
		Residential (d.u./ac) <sup>1</sup>	Other Uses (people/ac) <sup>2</sup>		Req'd Open Land	Prohibited Uses <sup>3</sup>	Other Development Conditions <sup>4</sup>
			Average <sup>5</sup>	Single Acre <sup>6</sup>			
<b>M</b>	Military					<ul style="list-style-type: none"> <li>› No ALUC authority</li> </ul>	
<b>A</b>	Clear Zone <sup>7</sup>	No new dwellings allowed	0	0	All Remaining	<ul style="list-style-type: none"> <li>› All non-aeronautical structures</li> <li>› Assemblages of people</li> <li>› Objects exceeding FAR Part 77 height limits</li> <li>› All storage of hazardous materials</li> <li>› Hazards to flight <sup>8</sup></li> </ul>	<ul style="list-style-type: none"> <li>› Electromagnetic radiation notification <sup>9</sup></li> <li>› Avigation easement dedication and disclosure <sup>4,7</sup></li> </ul>
<b>B1</b>	Inner Approach/Departure Zone	No new dwellings allowed <sup>10</sup>	25 (APZ I) 50 (APZ II and outside APZs) <sup>11</sup>	100	Max. 50% lot coverage within APZs <sup>12</sup>	<ul style="list-style-type: none"> <li>› Children's schools, day care centers, libraries</li> <li>› Hospitals, congregate care facilities, hotels/motels, restaurants, places of assembly</li> <li>› Bldgs with &gt; 1 aboveground habitable floor in APZ I or &gt; 2 floors in APZ II and outside of APZs <sup>13</sup></li> <li>› Hazardous materials manufacture/storage <sup>14</sup></li> <li>› Noise sensitive outdoor nonresidential uses <sup>15</sup></li> <li>› Critical community infrastructure facilities <sup>16</sup></li> <li>› Hazards to flight <sup>8</sup></li> <li>› Uses listed in AICUZ as not compatible in APZ I or APZ II <sup>17</sup></li> </ul>	<ul style="list-style-type: none"> <li>› Locate structures maximum distance from extended runway centerline</li> <li>› Sound attenuation as necessary to meet interior noise level criteria <sup>18</sup></li> <li>› Zoned fire sprinkler systems required</li> <li>› Airspace review req'd for objects &gt; 35 ft. tall <sup>19</sup></li> <li>› Electromagnetic radiation notification <sup>9</sup></li> <li>› Avigation easement dedication and disclosure <sup>4</sup></li> </ul>
<b>B2</b>	High Noise Zone	No new dwellings allowed <sup>10</sup>	100	250	No Req't	<ul style="list-style-type: none"> <li>› Children's schools, day care centers, libraries</li> <li>› Hospitals, congregate care facilities, hotels/motels, places of assembly</li> <li>› Bldgs with &gt; 3 aboveground habitable floors</li> <li>› Noise-sensitive outdoor nonresidential uses <sup>15</sup></li> <li>› Critical community infrastructure facilities <sup>16</sup></li> <li>› Hazards to flight <sup>8</sup></li> </ul>	<ul style="list-style-type: none"> <li>› Locate structures max. distance from runway</li> <li>› Sound attenuation as necessary to meet interior noise level criteria <sup>18</sup></li> <li>› Aboveground bulk storage of hazardous materials discouraged <sup>14,20</sup></li> <li>› Airspace review req'd for objects &gt; 35 ft. tall <sup>19</sup></li> <li>› Electromagnetic radiation notification <sup>9</sup></li> <li>› Avigation easement dedication and disclosure <sup>4</sup></li> </ul>
<b>C1</b>	Primary Approach/Departure Zone	≤ 3.0	100	250	No Req't	<ul style="list-style-type: none"> <li>› Children's schools, day care centers, libraries</li> <li>› Hospitals, congregate care facilities, places of assembly</li> <li>› Noise-sensitive outdoor nonresidential uses <sup>15</sup></li> <li>› Hazards to flight <sup>8</sup></li> </ul>	<ul style="list-style-type: none"> <li>› Critical community infrastructure facilities discouraged <sup>16,20</sup></li> <li>› Aboveground bulk storage of hazardous materials discouraged <sup>14,20</sup></li> <li>› Sound attenuation as necessary to meet interior noise level criteria <sup>18</sup></li> <li>› Airspace review req'd for objects &gt; 70 ft. tall <sup>19</sup></li> <li>› Electromagnetic radiation notification <sup>9</sup></li> <li>› Deed notice and disclosure <sup>4</sup></li> </ul>
<b>C2</b>	Flight Corridor Zone	≤ 6.0	200	500	No Req't	<ul style="list-style-type: none"> <li>› Highly noise-sensitive outdoor nonresidential uses <sup>15</sup></li> <li>› Hazards to flight <sup>8</sup></li> </ul>	<ul style="list-style-type: none"> <li>› Children's schools discouraged <sup>20</sup></li> <li>› Airspace review req'd for objects &gt; 70 ft. tall <sup>19</sup></li> <li>› Electromagnetic radiation notification</li> <li>› Deed notice and disclosure <sup>4</sup></li> </ul>
<b>D</b>	Flight Corridor Buffer	No Limit	No restriction <sup>21</sup>		No Req't	<ul style="list-style-type: none"> <li>› Hazards to flight <sup>8</sup></li> </ul>	<ul style="list-style-type: none"> <li>› Major spectator-oriented sports stadium, amphitheaters, concert halls discouraged <sup>21</sup></li> <li>› Electromagnetic radiation notification</li> <li>› Deed notice and disclosure <sup>4</sup></li> </ul>
<b>E</b>	Other Airport Environs	No Limit	No Restriction <sup>21</sup>		No Req't	<ul style="list-style-type: none"> <li>› Hazards to flight <sup>8</sup></li> </ul>	<ul style="list-style-type: none"> <li>› Disclosure only <sup>4</sup></li> </ul>
<b>*</b>	High Terrain	Same as Underlying Compatibility Zone			Not Applicable	<ul style="list-style-type: none"> <li>› Hazards to flight <sup>8</sup></li> <li>› Other uses restricted in accordance with criteria for underlying zone</li> </ul>	<ul style="list-style-type: none"> <li>› Airspace review req'd for objects &gt; 35 ft. tall <sup>19</sup></li> <li>› Avigation easement dedication and disclosure <sup>4</sup></li> </ul>

**Table MA-2**

**Basic Compatibility Criteria**  
**March Air Reserve Base / Inland Port Airport**

## APPENDIX 2 TO ENCLOSURE 3

## RECOMMENDED LAND USE COMPATIBILITY IN APZs

Suggested land use compatibility guidelines in the Clear Zone and APZs are shown in Table 1. Additions to some land use categories have been incorporated into Table 1 subsequent to issuance of the SLUCM to reflect additional land uses and to clarify the categorization of certain uses. The compatible land use recommendations for the Clear Zone and APZs are provided for local governments as well as DoD personnel for on-base planning.

Table 1. Land Use Compatibility in APZs

SLUCM NO.	LAND USE NAME	CLEAR ZONE Recommendation <sup>1</sup>	APZ-I Recommendation <sup>1</sup>	APZ-II Recommendation <sup>1</sup>	DENSITY Recommendation <sup>1</sup>
10	Residential				
11	Household Units				
11.11	Single units: detached	N	N	Y <sup>2</sup>	Maximum density of 2 Du/Ac
11.12	Single units: semi-detached	N	N	N	
11.13	Single units: attached row	N	N	N	
11.21	Two units: side-by-side	N	N	N	
11.22	Two units: one above the other	N	N	N	
11.31	Apartments: walk-up	N	N	N	
11.32	Apartment: elevator	N	N	N	
12	Group quarters	N	N	N	
13	Residential hotels	N	N	N	
14	Mobile home parks or courts	N	N	N	
15	Transient lodgings	N	N	N	
16	Other residential	N	N	N	
20	Manufacturing <sup>3</sup>				
21	Food and kindred products; manufacturing	N	N	Y ✓	Maximum FAR 0.56 IN APZ II
22	Textile mill products; manufacturing	N	N	Y ✓	Maximum FAR 0.56 IN APZ II
23	Apparel and other finished products; products made from fabrics, leather and similar materials; manufacturing	N	N	N	
24	Lumber and wood products (except furniture); manufacturing	N	Y	Y ✓	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
25	Furniture and fixtures; manufacturing	N	Y	Y ✓	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
26	Paper and allied products; manufacturing	N	Y	Y ✓	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
27	Printing, publishing, and allied industries	N	Y	Y ✓	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
28	Chemicals and allied products; manufacturing	N	N	N	

Table 1. Land Use Compatibility in APZs, Continued

SLUCM NO.	LAND USE NAME	CLEAR ZONE Recommendation <sup>1</sup>	APZ-I Recommendation <sup>1</sup>	APZ-II Recommendation <sup>1</sup>	DENSITY Recommendation <sup>1</sup>
20	Manufacturing <sup>3</sup> (continued)				
29	Petroleum refining and related industries	N	N	N	
30	Manufacturing <sup>3</sup> (continued)				
31	Rubber and miscellaneous plastic products; manufacturing	N	N	N	
32	Stone, clay, and glass products; manufacturing	N	N	Y ✓	Maximum FAR 0.56 in APZ II
33	Primary metal products; manufacturing	N	N	Y ✓	Maximum FAR 0.56 in APZ II
34	Fabricated metal products; manufacturing	N	N	Y ✓	Maximum FAR 0.56 in APZ II
35	Professional, scientific, and controlling instruments; photographic and optical goods; watches and clocks	N	N	N	
39	Miscellaneous manufacturing	N	Y	Y ✓	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
40	Transportation, communication, and utilities <sup>3,4</sup>				
41	Railroad, rapid rail transit, and street railway transportation	N	Y <sup>6</sup>	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
42	Motor vehicle transportation	N	Y <sup>6</sup>	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
43	Aircraft transportation	N	Y <sup>6</sup>	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
44	Marine craft transportation	N	Y <sup>6</sup>	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
45	Highway and street right-of-way	Y <sup>5</sup>	Y <sup>6</sup>	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
46	Automobile parking	N	Y <sup>6</sup>	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
47	Communication	N	Y <sup>6</sup>	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
48	Utilities <sup>7</sup>	N	Y <sup>6</sup>	Y <sup>6</sup>	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
48.5	Solid waste disposal (landfills, incinerators, etc.)	N	N	N	
49	Other transportation, communication, and utilities	N	Y <sup>6</sup>	Y	See Note 6 below
50	Trade				
51	Wholesale trade	N	Y	Y	Maximum FAR of 0.28 in APZ I & .56 in APZ II

Table 1. Land Use Compatibility in APZs, Continued

SLUCM NO.	LAND USE NAME	CLEAR ZONE Recommendation <sup>1</sup>	APZ-I Recommendation <sup>1</sup>	APZ-II Recommendation <sup>1</sup>	Density Recommendation <sup>1</sup>
50	Trade (continued)				
52	Retail trade – building materials, hardware and farm equipment	N	Y	Y	See Note 8 below
53	Retail trade <sup>9</sup> – including shopping centers, discount clubs, home improvement stores, electronics superstores, etc.	N	N	Y	Maximum FAR of 0.16 in APZ II
54	Retail trade – food	N	N	Y ✓	Maximum FAR of 0.24 in APZ II
55	Retail trade – automotive, marine craft, aircraft, and accessories	N	Y	Y ✓	Maximum FAR of 0.14 in APZ I & 0.28 in APZ II
56	Retail trade – apparel and accessories	N	N	Y ✓	Maximum FAR of 0.28 in APZ II
57	Retail trade – furniture, home, furnishings and equipment	N	N	Y ✓	Maximum FAR of 0.28 in APZ II
58	Retail trade – eating and drinking establishments	N	N	N	
59	Other retail trade	N	N	Y	Maximum FAR of 0.16 in APZ II
60	Services <sup>10</sup>				
61	Finance, insurance and real estate services	N	N	Y	Maximum FAR of 0.22 in APZ II
62	Personal services	N	N	Y	Office uses only. Maximum FAR of 0.22 in APZ II.
62.4	Cemeteries	N	Y <sup>11</sup>	Y <sup>11</sup>	
63	Business services (credit reporting; mail, stenographic, reproduction; advertising)	N	N	Y	Maximum FAR of 0.22 in APZ II
63.7	Warehousing and storage services <sup>12</sup>	N	Y	Y ✓	Maximum FAR of 1.0 in APZ I; 2.0 in APZ II
64	Repair Services	N	Y	Y	Maximum FAR of 0.11 APZ I; 0.22 in APZ II
65	Professional services	N	N	Y ✓	Maximum FAR of 0.22 in APZ II
65.1	Hospitals, nursing homes	N	N	N	
65.1	Other medical facilities	N	N	N	
66	Contract construction services	N	Y	Y	Maximum FAR of 0.11 APZ I; 0.22 in APZ II
67	Government Services	N	N	Y	Maximum FAR of 0.24 in APZ II
68	Educational services	N	N	N	
68.1	Child care services, child development centers, and nurseries	N	N	N	

Table 1. Land Use Compatibility in APZs, Continued

SLUCM NO.	LAND USE NAME	CLEAR ZONE Recommendation <sup>1</sup>	APZ-I Recommendation <sup>1</sup>	APZ-II Recommendation <sup>1</sup>	Density Recommendation <sup>1</sup>
60	Services <sup>10</sup> (continued)				
69	Miscellaneous	N	N	Y	Maximum FAR of 0.22 in APZ II
69.1	Religious activities	N	N	N	
70	Cultural, entertainment and recreational				
71	Cultural activities	N	N	N	
71.2	Nature exhibits	N	Y <sup>13</sup>	Y <sup>13</sup>	
72	Public assembly	N	N	N	
72.1	Auditoriums, concert halls	N	N	N	
72.11	Outdoor music shells, amphitheaters	N	N	N	
72.2	Outdoor sports arenas, spectator sports	N	N	N	
73	Amusements – fairgrounds, miniature golf, driving ranges; amusement parks, etc.	N	N	Y	
74	Recreational activities (including golf courses, riding stables, water recreation)	N	Y <sup>13</sup>	Y <sup>13</sup>	Maximum FAR of 0.11 in APZ I; 0.22 in APZ II
75	Resorts and group camps	N	N	N	
76	Parks	N	Y <sup>13</sup>	Y <sup>13</sup>	Maximum FAR of 0.11 in APZ I; 0.22 in APZ II
79	Other cultural, entertainment and recreation	N	Y <sup>11</sup>	Y <sup>11</sup>	Maximum FAR of 0.11 in APZ I; 0.22 in APZ II
80	Resource production and extraction				
81	Agriculture (except live stock)	Y <sup>4</sup>	Y <sup>14</sup>	Y <sup>14</sup>	
81.5, 81.7	Livestock farming and breeding	N	Y <sup>14,15</sup>	Y <sup>14,15</sup>	
82	Agriculture related activities	N	Y <sup>14</sup>	Y <sup>14</sup>	Maximum FAR of 0.28 in APZ I; 0.56 in APZ II, no activity which produces smoke, glare, or involves explosives
83	Forestry activities <sup>16</sup>	N	Y	Y	Maximum FAR of 0.28 in APZ I; 0.56 in APZ II, no activity which produces smoke, glare, or involves explosives
84	Fishing activities <sup>17</sup>	N <sup>17</sup>	Y	Y	Maximum FAR of 0.28 in APZ I; 0.56 in APZ II, no activity which produces smoke, glare, or involves explosives

Table 1. Land Use Compatibility in APZs, Continued

SLUCM NO.	LAND USE NAME	CLEAR ZONE Recommendation <sup>1</sup>	APZ-I Recommendation <sup>1</sup>	APZ-II Recommendation <sup>1</sup>	Density Recommendation <sup>1</sup>
80	Resource production and extraction (continued)				
85	Mining activities <sup>18</sup>	N	Y <sup>18</sup>	Y <sup>18</sup>	Maximum FAR of 0.28 in APZ I; 0.56 in APZ II, no activity which produces smoke, glare, or involves explosives
89	Other resource production or extraction	N	Y	Y	Maximum FAR of 0.28 in APZ I; 0.56 in APZ II, no activity which produces smoke, glare, or involves explosives
90	Other				
91	Undeveloped land	Y	Y	Y	
93	Water areas <sup>19</sup>	N <sup>19</sup>	N <sup>19</sup>	N <sup>19</sup>	
<p><b>KEY TO TABLE 1 – LAND USE COMPATIBILITY IN APZS</b></p> <p>SLUCM – Standard Land Use Coding Manual, U.S. Department of Transportation</p> <p>Y (Yes) – Land uses and related structures are normally compatible without restriction</p> <p>N (No) – Land use and related structures are not normally compatible and should be prohibited.</p> <p>Yx – Yes with restrictions. The land uses and related structures are generally compatible. However, see notes indicated by the superscript.</p> <p>Nx – No with exceptions. The land uses and related structures are generally incompatible. However, see notes indicated by the superscript.</p> <p>FAR – Floor Area Ratio. A floor area ratio is the ratio between the square feet of floor area of the building and the gross site area. It is customarily used to measure non-residential intensities.</p> <p>Du/Ac – Dwelling Units an Acre. This is customarily used to measure residential densities.</p>					
<p><b>NOTES FOR TABLE 1 – LAND USE COMPATIBILITY IN APZS</b></p> <p>1. A “Yes” or a “No” designation for compatible land use is to be used only for general comparison. Within each, uses exist where further evaluation may be needed in each category as to whether it is clearly compatible, normally compatible, or not compatible due to the variation of densities of people and structures. In order to assist air installations and local governments, general suggestions as to FARs are provided as a guide to density in some categories. In general, land use restrictions that limit occupants, including employees, of commercial, service, or industrial buildings or structures to 25 an acre in APZ I and 50 an acre in APZ II are considered to be low density. Outside events should normally be limited to assemblies of not more than 25 people an acre in APZ I, and maximum assemblies of 50 people an acre in APZ II. Recommended FARs are calculated using standard parking generation rates for various land uses, vehicle occupancy rates, and desired density in APZ I and II. For APZ I, the formula is <math>FAR = 25 \text{ people an acre} / (\text{Average Vehicle Occupancy} \times \text{Average Parking Rate} \times (43560/1000))</math>. The formula for APZ II is <math>FAR = 50 / (\text{Average Vehicle Occupancy} \times \text{Average Parking Rate} \times (43560/1000))</math>.</p>					



Table 1. Land Use Compatibility in APZs, Continued

NOTES FOR TABLE 1 -- LAND USE COMPATIBILITY IN APZS

2. The suggested maximum density for detached single family housing is two Du/Ac. In a planned unit development (PUD) of single family detached units where clustered housing development results in large open areas, this density could possibly be increased slightly provided the amount of surface area covered by structures does not exceed 20 percent of the PUD total area. PUD encourages clustered development that leaves large open areas.
3. Other factors to be considered: Labor intensity, structural coverage, explosive characteristics, air-pollution, electronic interference with aircraft, height of structures, and potential glare to pilots.
4. No structures (except airfield lighting and navigational aids necessary for the safe operation of the airfield when there are no other siting options), buildings, or above-ground utility and communications lines should normally be located in Clear Zone areas on or off the air installation. The Clear Zone is subject to the most severe restrictions.
5. Rights-of-way for fenced highways, without sidewalks or bicycle trails, are allowed.
6. No above ground passenger terminals and no above ground power transmission or distribution lines. Prohibited power lines include high-voltage transmission lines and distribution lines that provide power to cities, towns, or regional power for unincorporated areas.
7. Development of renewable energy resources, including solar and geothermal facilities and wind turbines, may impact military operations through hazards to flight or electromagnetic interference. Each new development should be analyzed for compatibility issues on a case-by-case basis that considers both the proposal and potentially affected mission.
8. Within SLUCM Code 52, maximum FARs for lumberyards (SLUCM Code 521) are 0.20 in APZ-I and 0.40 in APZ-11. For hardware, paint, and farm equipment stores, SLUCM Code 525, the maximum FARs are 0.12 in APZ I and 0.24 in APZ II.
9. A shopping center is an integrated group of commercial establishments that is planned, developed, owned, or managed as a unit. Shopping center types include strip, neighborhood, community, regional, and super-regional facilities anchored by small businesses, a supermarket or drug store, discount retailer, department store, or several department stores, respectively. Included in this category are such uses as big box discount clubs, home improvement superstores, office supply superstores, and electronics superstores. The maximum recommended FAR for SLUCM 53 should be applied to the gross leasable area of the shopping center rather than attempting to use other recommended FARs listed in Table 1 under Retail or Trade.
10. Ancillary uses such as meeting places, auditoriums, etc., are not recommended.
11. No chapels or houses of worship are allowed within APZ I or APZ II.
12. Big box home improvement stores are not included as part of this category.
13. Facilities must be low intensity, and provide no playgrounds, etc. Facilities such as club houses, meeting places, auditoriums, large classes, etc., are not recommended.
14. Livestock grazing is a compatible land use, but feedlots and intensive animal husbandry are excluded. Activities that attract concentrations of birds creating a hazard to aircraft operations should be excluded.
15. Feedlots and intensive animal husbandry are included as compatible land uses.

Table 1. Land Use Compatibility in APZs, Continued

NOTES FOR TABLE 1 – LAND USE COMPATIBILITY IN APZS
16. Lumber and timber products removed due to establishment, expansion, or maintenance of Clear Zone lands owned in fee will be disposed of in accordance with applicable DoD guidance.
17. Controlled hunting and fishing may be permitted for the purpose of wildlife management.
18. Surface mining operations that could create retention ponds that may attract waterfowl and present bird/wildlife aircraft strike hazards (BASH), or operations that produce dust or light emissions that could affect pilot vision are not compatible.
19. Naturally occurring water features (e.g., rivers, lakes, streams, wetlands) are pre-existing, nonconforming land uses. Naturally occurring water features that attract waterfowl present a potential BASH. Actions to expand naturally occurring water features or construction of new water features should not be encouraged. If construction of new features is necessary for storm water retention, such features should be designed so that they do not attract water fowl.

# NOTICE OF PUBLIC HEARING

## RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

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

Any person may submit written comments to the ALUC before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. The proposed project application may be viewed at the Riverside County Administrative Center, 4080 Lemon Street, 14<sup>th</sup> Floor, Riverside, California 92501, Monday through Thursday, except Thursday, December 25 and Thursday, January 1, from 9:00 a.m. to 4:00 p.m., and by prescheduled appointment on Friday, December 19, from 9:00 a.m. to 4:00 p.m.

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

DATE OF HEARING: January 8, 2015

TIME OF HEARING: 9:00 A.M.

### CASE DESCRIPTION:

ZAP1105MA14 – Hagop Kofdarali (Representative: Empire Design Group, Greg Hann) – Riverside City Case Nos.: P14-0841 (General Plan Amendment), P14-0842 (Specific Plan Amendment), P14-0843 (Rezoning), P14-0844 (Conditional Use Permit), P14-0845 (Conditional Use Permit), P14-0846 (Conditional Use Permit), P14-0847 (Design Review). The Design Review is a proposal to develop a 3,500 square foot fast food restaurant building, 8,000 square foot retail building, 92,850 square foot industrial building, and diesel fueling pumps and canopy on 9.13 net acres located northerly of Alessandro Boulevard, easterly of Interstate-215, westerly of Old 215 Frontage Road, and southerly of Cottonwood Avenue in the City of Riverside. The Conditional Use Permits propose to revise the existing vehicle wash facility, establish the diesel fueling station, and establish the drive-thru restaurant. The General Plan Amendment proposes to change the land use designation of the site from (B/OP) to (C). The Specific Plan Amendment proposes a text change to allow for commercial uses on this property. The Rezoning proposes to change the zoning classification of the site from (BMP) to (CR). (Compatibility Zone B1-APZII of the March Air Reserve Base/Inland Port Airport Influence Area)

FURTHER INFORMATION: Contact Russell Brady at (951) 955-0549 or John Guerin at (951) 955-0982. The ALUC holds hearings for local discretionary permits within the Airport Influence Areas, reviewing for aeronautical safety, noise and obstructions. All other concerns should be addressed to Mr. Kyle Smith of the City of Riverside Planning Department, at (951) 826-5220.

**APPLICATION FOR MAJOR LAND USE ACTION REVIEW**

ALUC Identification No.

**RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION**

ZAP 1105 MAY

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

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

Property Owner

Hagop Kofdarali

Phone Number

951 280-3833

Mailing Address

P.O. Box 1958  
Corona, CA 92878

Agent (if any)

Greg Hann

Phone Number

951 6961490

Mailing Address

Empire Design Group, Inc.  
P.O. Box 944  
Murrieta, CA 92564

**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

NEC I-215 & Alessandro Blvd.  
Riverside, CA 92508

Assessor's Parcel No.

263091008, 263100019, 263100005, 263100022,

Parcel Size

11.08 acres

Subdivision Name

Lot Number

Zoning

Classification

BMP-SP

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

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

Existing Land Use  
(describe)

vacant

Proposed Land Use  
(describe)

commercial, retail, industrial, Diesel fueling facility  
and relocation of a self-server car wash

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)

34' 8"

ft.

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

1532.50

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 \_\_\_\_\_

EDOH 4226.01

REFERRING AGENCY (APPLICANT OR JURISDICTION TO COMPLETE)	
Date Received	11-26-14
Agency Name	City of Riverside
Staff Contact	Mark Coran/Kyle Smith
Phone Number	
Agency's Project No.	CUP P14-0841 - P14-0848
Type of Project	<input type="checkbox"/> General Plan Amendment <input type="checkbox"/> Zoning Amendment or Variance <input type="checkbox"/> Subdivision Approval <input checked="" type="checkbox"/> Use Permit <input type="checkbox"/> Public Facility <input type="checkbox"/> Other

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

B. **SUBMISSION PACKAGE:**

**ALUC REVIEW**

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

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

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

# COUNTY OF RIVERSIDE AIRPORT LAND USE COMMISSION

## STAFF REPORT

**AGENDA ITEM:** 3.4  
**HEARING DATE:** January 8, 2015  
**CASE NUMBER:** ZAP1027TH14 - City of Coachella  
**APPROVING JURISDICTION:** City of Coachella  
**JURISDICTION CASE NO:** City of Coachella General Plan 2035

### MAJOR ISSUES:

The proposed General Plan text (and, possibly, maps) will require additions and possibly some revisions in order to enable a consistency determination. As of the date of preparation of this staff report (December 16, 2014), staff review of this project is ongoing. While we hope to be able to ultimately reach a finding of consistency with the 2005 Jacqueline Cochran Regional Airport Land Use Compatibility Plan, subject to certain changes being made to the proposed General Plan, at this time, we must recommend a continuance. A continuance will also provide the Commission with additional time to review these documents.

### RECOMMENDATIONS:

At this time, staff recommends that the Commission open the public hearing, consider testimony, and CONTINUE consideration of this matter to its February 5, 2015 public hearing agenda. ALUC staff hopes to be able to use the additional time to compile recommended text changes and work with City staff in the quest to find a path to consistency.

### PROJECT DESCRIPTION:

The City of Coachella proposes to adopt a new General Plan emphasizing community designs that prioritize active transportation modes such as walking and bicycling, encourage social interactions, and create traditional neighborhoods, in order to become a healthier, more sustainable community. The General Plan includes the following elements: Land Use and Community Character, Mobility, Community Health and Wellness, Sustainability and the Natural Environment, Safety, Infrastructure and Public Services, Noise, Housing, and Implementation. (The Housing Element is not proposed for change through the new General Plan process.) The City includes land within Airport Compatibility Zones C, D, and E of the Jacqueline Cochran Regional Airport Influence Area, and the sphere of influence also includes land within Compatibility Zone B1.

### PROJECT LOCATION:

All land within the City of Coachella, which is located in the Eastern Coachella Valley, southeasterly

of the City of Indio and northerly of the Salton Sea. Historically, the City has been aligned along Grapefruit Boulevard, a segment of State Highway Route 111. Interstate 10 traverses the northern portion of the City, and State Highway Route 86S extends southerly from Interstate 10. Except for objects 200 feet or greater in height, the jurisdiction of the Airport Land Use Commission is confined to the portions of the City within the Airport Influence Area of Jacqueline Cochran Regional Airport, as delineated in the 2005 Jacqueline Cochran Regional Airport Land Use Compatibility Plan, available for viewing at [www.rcaluc.org](http://www.rcaluc.org).

### **BACKGROUND:**

The City submitted its proposed new General Plan for formal Airport Land Use Commission review on November 26, 2014. The proposed new General Plan is available for public review at <http://cityofcoachellageneralplanupdate.weebly.com>

The City's proposed General Plan utilizes designations that differ from the more traditional Residential, Commercial, Industrial, etc. The City's designations are as follows: Agricultural Rancho, Rural Rancho, Suburban Neighborhood, General Neighborhood, Urban Neighborhood, Resort District, Industrial District, Suburban Retail District, Regional Retail District, Neighborhood Center, Urban Employment Center, and Downtown Center. (These do not include designations for public lands – three sub-categories – and designations for each adopted Specific Plan.)

Most of the land within Compatibility Zones C and D is within either the Industrial District or the Urban Employment District. Compatibility Zone D also includes a substantial area of Suburban Neighborhood, which may at least in part reflect existing development, and small areas in other designations. The Suburban Neighborhood designation provides for densities in the range of 2 to 8 dwelling units per acre. The upper range of that designation is consistent with compatibility criteria for Zone D. All of the Neighborhood and Center designations provide for densities of 7 or more dwelling units per acre, with the Urban Employment Center and Downtown Center designations providing for densities as high as 65 dwelling units per acre. (The Rural Rancho designation provides for densities of 0.4 to 1 dwelling unit per acre, but does not appear to have been applied within Zones C and D.)

A Policy Direction statement should be added to the Urban Employment Center designation stating that new dwelling units should not be permitted in the portion of this designation within Compatibility Zone C.

Looking at intensity, the General Plan provides for floor-area ratios (FARs) of up to 2.0 in the Industrial District and the Urban Employment Center, which may allow intensities that would exceed Compatibility Plan maximum criteria. An asterisk statement should be added to the effect that allowable FARs may be lower in areas where site intensities are limited pursuant to an adopted Airport Land Use Compatibility Plan.

**AIRPORT LAND USE COMPATIBILITY REFERENCES IN GENERAL PLAN:**

In the Land Use and Community Character Element, area-specific planning is accomplished through the establishment of a vision and policy direction for 17 sub-areas. Subarea 5, the Airport District, includes a portion of the City southerly of 53<sup>rd</sup> Avenue, easterly of Harrison Street, and westerly of Grapefruit Boulevard/Highway 111. Subarea 5 also includes the portion of the City's sphere of influence located northerly of Airport Boulevard, easterly of Harrison Street, westerly of the Whitewater River, and southerly of 54<sup>th</sup> Avenue. Policy Direction Item No. 3 states as follows: "Ensure new development is compliant with airport safety standards and the Airport Land Use Compatibility Plan." Policy Direction Item No. 7 states that the final designation mix in Subarea 5 should be "70 to 90 percent Industrial District," with "up to 20 percent Suburban Retail District."

Policy 10.4 of the proposed Land Use and Community Character Element states as follows:

**"Airport compatibility:** Require new development in the vicinity of Cochran Airport to conform to the county's airport land use and safety plans."

Policy 10.6 of the same Element states as follows:

**"Airport Land Use Commission Review.** Before the adoption or amendment of the General Plan, any specific plan, the adoption or amendment of a zoning ordinance or building regulation within the planning boundary of the airport land use compatibility plan, refer proposed actions for review, determination and processing by the Riverside County Airport Land Use Commission as provided by the Airport Land Use Law."

Policy 10.7 of the same Element states as follows:

**"Navigable airspace.** Ensure that no structures or activities encroach or adversely affect the use of navigable airspace of Cochran Airport."

Policy 12.1 of the same Element states as follows:

**"Airport.** Encourage activities and developments that capitalize on Jacqueline Cochran Airport as an asset."

Policy 1.5 of the proposed Noise Element states as follows:

**"Airport Land Use Planning.** Comply with all applicable policies contained in the Riverside County General Plan Noise Element relating to airport noise, including those policies requiring compliance with the airport land use noise compatibility criteria contained in the airport land use compatibility plan for Jacqueline Cochran Regional Airport; and those policies prohibiting new residential land uses, except construction of single-family dwellings on legal residential lots of



record, within the 60 dB CNEL contour of this airport.”

Interestingly, the Airport is not referenced at all in the policies of the Safety Element.

Staff’s review of the text is ongoing.

#### **STATE HANDBOOK RECOMMENDATIONS:**

The new California Airport Land Use Planning Handbook includes a Table 5A, General Plan Consistency Checklist, which is “intended to assist local agencies with modifications necessary to make their local plans and other local policies consistent with the ALUCP.” While the checklist “is not intended as a state requirement,” failure to incorporate most of the items referenced would be a cause for concern.

One of the requirements is that there be no direct conflicts “between proposed new land uses indicated on a general plan land use map and the ALUC land use compatibility criteria.” ALUC staff will conduct a comprehensive review between the date of this staff report and the January 8 Commission hearing, and will report to the Commission accordingly. Most of the affected area is in the Industrial and Urban Employment Centers designations, so staff is fairly confident that this criterion has been met, but we will delve into the residential designations proposed in Compatibility Zone D in our supplemental staff report.

A second requirement is that criteria indicating the maximum noise exposure for which residential development is normally acceptable “must be made consistent with the equivalent ALUCP criteria.” However, it also states that “a general plan may establish a different limit with respect to aviation-related noise than for noise from other sources,” noting that “this may be appropriate in that aviation-related noise is sometimes judged to be more objectionable than other types of equally loud noises.”

The remaining recommended requirements may be included in either a General Plan or an implementing document such as a Zoning Code. Such document should incorporate ALUCP standards including, but not limited to (as applicable): intensity limits on nonresidential uses; identification of prohibited uses; open land requirements; infill development; height limitations; hazards to flight; buyer awareness measures; and nonconforming uses and reconstruction.

In addition to incorporation of ALUCP compatibility criteria, Table 5A states that “local agency implementing documents must specify the manner in which development proposals will be reviewed for consistency with the compatibility criteria.” This would include: identification of the types of actions that would be required to be submitted for ALUC review; identification of the types of actions potentially subject to ALUC review; procedures that the City would use to evaluate the consistency of other projects with ALUCP compatibility criteria; variance procedures; and enforcement.

Staff Report  
Page 5 of 5

A copy of Table 5A is included herewith.

Y:\AIRPORTCASEFILES\JCRA\ZAP1027TH14GenPlanjan15sr.doc

**TABLE 5A: GENERAL PLAN CONSISTENCY CHECKLIST**

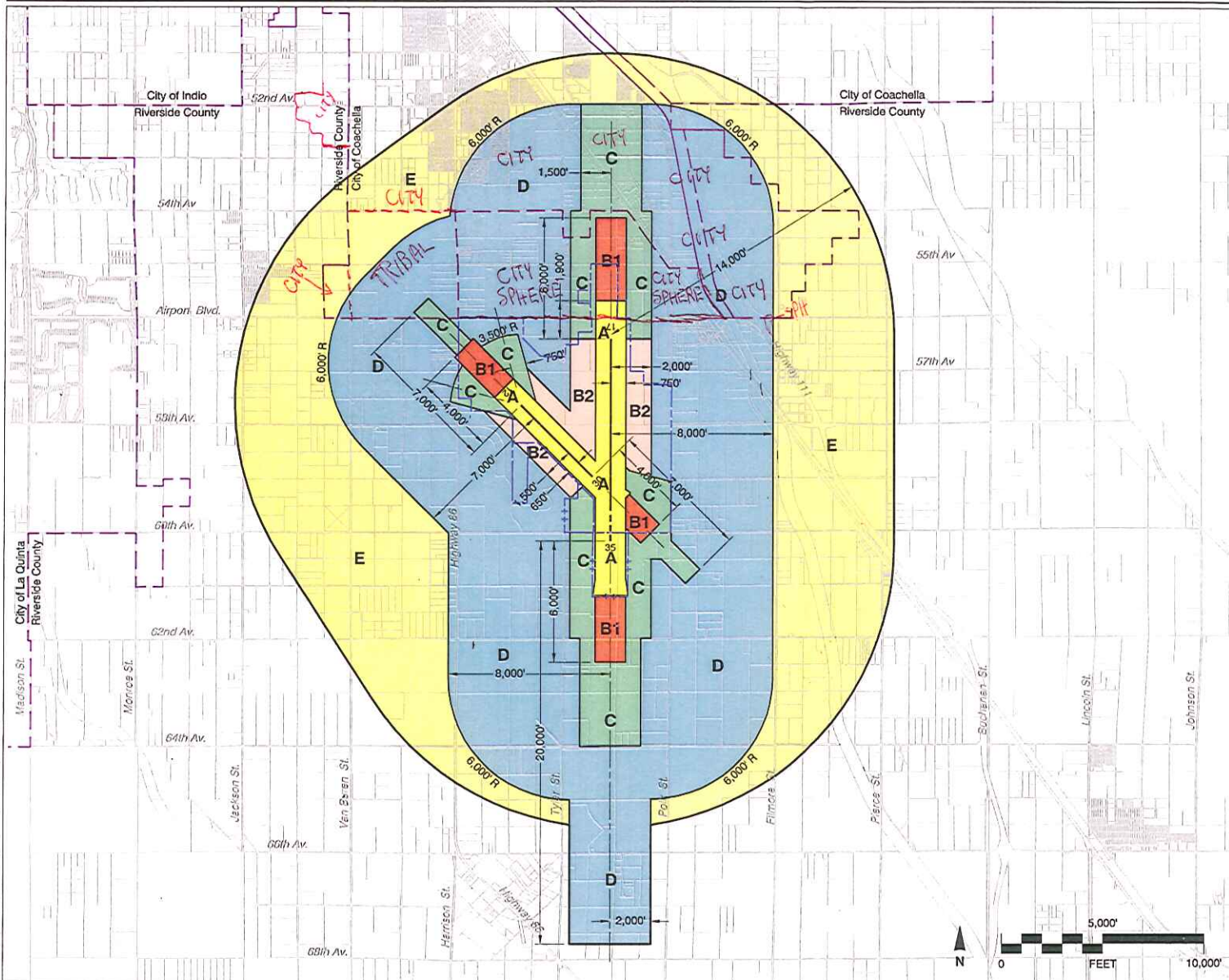
For additional guidance see: **COMPATIBILITY CRITERIA**

This checklist is intended to assist local agencies with modifications necessary to make their local plans and other local policies consistent with the ALUCP. It is also designed to facilitate ALUC reviews of these local plans and policies. The list will need to be modified to reflect the policies of each individual ALUC and is not intended as a state requirement.

<b>General Plan Document</b>	
The following items typically appear directly in a general plan document. Amendment of the general plan will be required if there are any conflicts with the ALUCP	
Page 6-17	<ul style="list-style-type: none"> <li>• <b>Land Use Map</b>—No direct conflicts should exist between proposed new land uses indicated on a general plan land use map and the ALUC land use compatibility criteria.                             <ul style="list-style-type: none"> <li>– Residential densities (dwelling units per acre) should not exceed the set limits.</li> <li>– Proposed nonresidential development needs to be assessed with respect to applicable intensity limits (see below).</li> <li>– No new land uses of a type listed as specifically prohibited should be shown within affected areas.</li> </ul> </li> </ul>
Pages 3-8	<ul style="list-style-type: none"> <li>• <b>Noise Element</b>—General plan noise elements typically include criteria indicating the maximum noise exposure for which residential development is normally acceptable. This limit must be made consistent with the equivalent ALUCP criteria. Note, however, that a general plan may establish a different limit with respect to aviation-related noise than for noise from other sources (this may be appropriate in that aviation-related noise is sometimes judged to be more objectionable than other types of equally loud noises).</li> </ul>
<b>Zoning or Other Policy Documents</b>	
The following items need to be reflected either in the general plan or in a separate policy document such as a combining zone ordinance. If a separate policy document is adopted, modification of the general plan to achieve consistency with the ALUCP may not be required. Modifications would normally be needed only to eliminate any conflicting language which may be present and to make reference to the separate policy document.	
Page 4-26, Appendix G	<ul style="list-style-type: none"> <li>• <b>Intensity Limitations on Nonresidential Uses</b>—ALUCPs may establish limits on the usage intensities of commercial, industrial, and other nonresidential land uses. This can be done by duplication of the performance-oriented criteria—specifically, the number of people per acre—indicated in the ALUCP. Alternatively, ALUCs may create a detailed list of land uses which are allowable and/or not allowable within each compatibility zone. For certain land uses, such a list may need to include limits on building sizes, floor area ratios, habitable floors, and/or other design parameters which are equivalent to the usage intensity criteria.</li> </ul>
Pages 3-11, 4-29, Figures 4B - G	<ul style="list-style-type: none"> <li>• <b>Identification of Prohibited Uses</b>—ALUCPs may prohibit schools, day care centers, assisted living centers, hospitals, and other uses within a majority of an airport's influence area. The facilities often are permitted or conditionally permitted uses within many commercial or industrial land use designations.</li> </ul>
Page 4-31	<ul style="list-style-type: none"> <li>• <b>Open Land Requirements</b>—ALUCP requirements, if any, for assuring that a minimum amount of open land is preserved in the airport vicinity must be reflected in local policies. Normally, the locations which are intended to be maintained as open land would be identified on a map with the total acreage within each compatibility zone indicated. If some of the area included as open land is private property, then policies must be established which assure that the open land will continue to exist as the property develops. Policies specifying the required characteristics of eligible open land should also be established.</li> </ul>
Page 3-56, 4-18, 4-42	<ul style="list-style-type: none"> <li>• <b>Infill Development</b>—If an ALUCP contains infill policies and a jurisdiction wishes to take advantage of them, the lands that meet the qualifications must be shown on a map.</li> </ul>
Pages 3-29, 4-35	<ul style="list-style-type: none"> <li>• <b>Height Limitations and Other Hazards to Flight</b>—To protect the airport airspace, limitations must be set on the height of structures and other objects near airports. These limitations are to be based upon FAR Part 77. Restrictions also must be established on other land use characteristics which can cause hazards to flight (specifically, visual or electronic interference with navigation and uses which attract birds). Note that many jurisdictions have already adopted an airport-related hazard and height limit zoning ordinance which, if up to date, will satisfy this consistency requirement.</li> </ul>

**TABLE 5A: GENERAL PLAN CONSISTENCY CHECKLIST**

For additional guidance see:	COMPATIBILITY CRITERIA
Pages 3-9, 4-14	<ul style="list-style-type: none"> <li>• <b>Buyer Awareness Measures</b>—Besides disclosure rules already required by state law, as a condition for approval of development within certain compatibility zones, some ALUCPs require either dedication of an avigation easement to the airport proprietor or placement on deeds of a notice regarding airport impacts. If so, local agency policies must contain similar requirements.</li> </ul>
Page 4-42	<ul style="list-style-type: none"> <li>• <b>Nonconforming Uses and Reconstruction</b>—Local agency policies regarding nonconforming uses and reconstruction must be equivalent to or more restrictive than those in the ALUCP, if any.</li> </ul>
	<p><b>REVIEW PROCEDURES</b></p> <p>In addition to incorporation of ALUC compatibility criteria, local agency implementing documents must specify the manner in which development proposals will be reviewed for consistency with the compatibility criteria.</p>
Page 6-1	<ul style="list-style-type: none"> <li>• <b>Actions Always Required to be Submitted for ALUC Review</b>—PUC Section 21676 identifies the types of actions that must be submitted for airport land use commission review. Local policies should either list these actions or, at a minimum, note the local agency's intent to comply with the state statute.</li> </ul>
Page 6-5	<ul style="list-style-type: none"> <li>• <b>Other Land Use Actions Potentially Subject to ALUC Review</b>—In addition to the above actions, ALUCPs may identify certain major land use actions for which referral to the ALUC is dependent upon agreement between the local agency and ALUC. If the local agency fully complies with all of the items in this general plan consistency check list or has taken the necessary steps to overrule the ALUC, then referral of the additional actions is voluntary. On the other hand, a local agency may elect not to incorporate all of the necessary compatibility criteria and review procedures into its own policies. In this case, referral of major land use actions to the ALUC is mandatory. Local policies should indicate the local agency's intentions in this regard.</li> </ul>
Pages 5-10, 6-13	<ul style="list-style-type: none"> <li>• <b>Process for Compatibility Reviews by Local Agencies</b>—If a local agency chooses to submit only the mandatory actions for ALUC review, then it must establish a policy indicating the procedures which will be used to assure that airport compatibility criteria are addressed during review of other projects. Possibilities include: a standard review procedure checklist which includes reference to compatibility criteria; use of a geographic information system to identify all parcels within the airport influence area; etc.</li> </ul>
Page 6-9	<ul style="list-style-type: none"> <li>• <b>Variance Procedures</b>—Local procedures for granting of variances to the zoning ordinance must make certain that any such variances do not result in a conflict with the compatibility criteria. Any variance that involves issues of noise, safety, airspace protection, or overflight compatibility as addressed in the ALUCP must be referred to the ALUC for review.</li> </ul>
Page 5-10	<ul style="list-style-type: none"> <li>• <b>Enforcement</b>—Policies must be established to assure compliance with compatibility criteria during the lifetime of the development. Enforcement procedures are especially necessary with regard to limitations on usage intensities and the heights of trees. An airport combining district zoning ordinance is one means of implementing enforcement requirements.</li> </ul>



**Legend**

**Compatibility Zones**

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

**Boundary Lines**

- Airport Property Line - Existing
- ++ Airport Property Line - Planned
- - - City Limits

**Note**

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

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

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

Map JC-1

**Compatibility Map**  
**Jacqueline Cochran Regional Airport**

# 01 | INTRODUCTION

## SETTING THE STATE – A MOMENT IN TIME

The City is at the threshold of establishing its new identity, an identity that will be realized during the next growth cycle. With the current economic slowdown, the City must take a breath and consider who and what it wants to be. The last 10 years have been frenetic and chaotic, with the housing boom promising great opportunity to communities, much of which was not realized as boom became bust and the recession set Coachella was not spared the housing bust, experiencing high unemployment, high foreclosure rates and abandoned subdivisions.

During this time of economic uncertainty, California has made great strides in addressing the looming threat of global climate change and energy security, passing landmark legislation that commits the state to reduce its greenhouse gas emissions, become more energy efficient and strive toward more sustainable land use patterns. While these macro trends will affect Coachella, environmental challenges are not limited to global trends. Like many agricultural communities, Coachella faces water quality challenges could affect the health of its residents. And, like so many other Riverside County communities, Coachella suffers from poor air quality. It is not surprising, then, that public health has moved to the forefront of public consciousness. As this awareness has grown, the role of city planning in affecting public health has also grown as has the demand for healthy, walkable, equitable communities.

These trends have had an enormous impact on Coachella, and present a tremendous opportunity. In the near future, governments will be operating in a state of austerity, with limitations on tax revenue and dependable financial support from the state and federal governments. Coachella's median household income is 41% lower than the state average, its retail sales are 42% lower than the state average and nearly a quarter of its residents are living below the poverty level. The City is in great need of economic development that will provide the community with better paying jobs and more tax revenue. While local economic development can be a mercurial effort that is strongly influenced by larger external market forces, efficiency of infrastructure and land development economics are key fiscal health goals. The City is also picking up the pieces of failed developments, struggling to deal with incomplete subdivisions with incomplete infrastructure. But Coachella is a community of resilient, optimistic people and the City is taking advantage of inexpensive land and state and federal programs to bring new amenities, such as new parks and improved pedestrian infrastructure.

Coachella's resiliency and optimism stem from its social cohesion. Coachella is a tightly knit community, and this characteristic is one of the most valuable resources the City has. The social cohesion has created great community leaders and provides immeasurable benefit. Maintaining this cohesion and sense of identity, ensuring that it is not lost as the City grows, is critically important as this community grows into a bustling city that is three times more populous than it is today.

As the last growth cycle waned, there was much interest in development opportunities in Coachella. While the City's current population is around 40,000, it is likely to be 155,000 by 2035. Including the

land within its sphere of influence area, the City could accommodate over 250,000 people. Further, the population in southeastern Coachella Valley is expected to increase to between 300,000 and 500,000 people within a generation or two. This significant growth creates both challenges as well as tremendous opportunities and possibilities.

As the economy begins to recover, the community has had a period of time to stop and consider its future. Decisions on growth and development made now – decisions about where roads are built, how neighborhoods are designed, and the type of jobs to pursue – will have a lasting impact on the City. These decisions can make Coachella unique and different from its neighbors, charting a new course for the future.

This General Plan is the community’s statement of the community’s values and its vision for its future. Like the creative, adaptive and resilient people that make up Coachella, this General Plan establishes Coachella to be a unique City within the Valley. Coachella is embracing its roots as a walkable, authentic desert town and, as such, establishes a departure from the conventional, automobile-oriented development patterns that have burdened so many California communities. Most of the development in California after World War II was automobile-oriented, with roadway and neighborhood designs that emphasized the efficient operation of the automobile. Such design priorities can be seen in the wide roadways, large block sizes, narrow sidewalks, and large street setbacks of so many communities.

Instead, Coachella has chosen to approach its growth in a people-oriented fashion, calling for vibrant, equitable neighborhoods, human-scale corridors and protection of its natural resources. Coachella desires to move forward, emphasizing community designs that prioritize active transportation modes such as walking and bicycling, encourage social interaction and create traditional neighborhoods. And, it is this approach that puts Coachella on a path to becoming a healthier, more sustainable community.

## TOPICAL ELEMENTS

This General Plan is comprised of the state-mandated elements, an additional element addressing community health, and the previously prepared and adopted Housing Element. These elements serve as chapters that address related topics and issues. The General Plan contains the following elements:

- **LAND USE + COMMUNITY CHARACTER**

This element presents the approach to land use and urban design. Within this element are the General Plan land use designations, the designation map along with goals and policies that indicate the community's preferences and priorities for the character and performance of new development.

- **MOBILITY**

This element presents the approach to transportation, addressing access and mobility within Coachella. Included in this element are descriptions of street types, the circulation network map as well as goals and policies addressing existing and future transportation facilities in Coachella.

- **COMMUNITY HEALTH + WELLNESS**

This element presents the community's priorities for realizing a healthy community. It includes goals and policies that address existing community health concerns as well approaches to managing new development to prevent future health issues.

- **SUSTAINABILITY + THE NATURAL ENVIRONMENT**

This element presents the community's approach for dealing with open space, conservation of natural resources, pollution prevention, climate change and green design.

- **SAFETY**

This element contains the community's approach in reducing the potential risk of death, injuries and property damage resulting from natural disasters and hazards such as earthquakes, floods, fire and extreme weather. The element contains goals and policies that will help guide the City's decisions related to new development and the risks to the health, safety, and welfare of local hazards.

- **INFRASTRUCTURE + PUBLIC SERVICES**

This element presents the community's intent for the development of its water, wastewater, stormwater, and energy networks. The element also includes goals and policies that address the provision of public services such as police, fire and education.

- **NOISE**

This element addresses the approach for minimizing the community's exposure to harmful noise levels. The element analyzes and quantifies future noise levels. It includes a map summarizing the results, and presents goals and policies for managing exposure to excessive noise.

- **HOUSING**

The City's Housing Element was prepared before the General Plan update and is undergoing a separate update process. The current Housing Element will remain a component of the City's General Plan until the Housing Element update process is complete, at which the updated Housing Element will be adopted by the City and become a part of this General Plan.



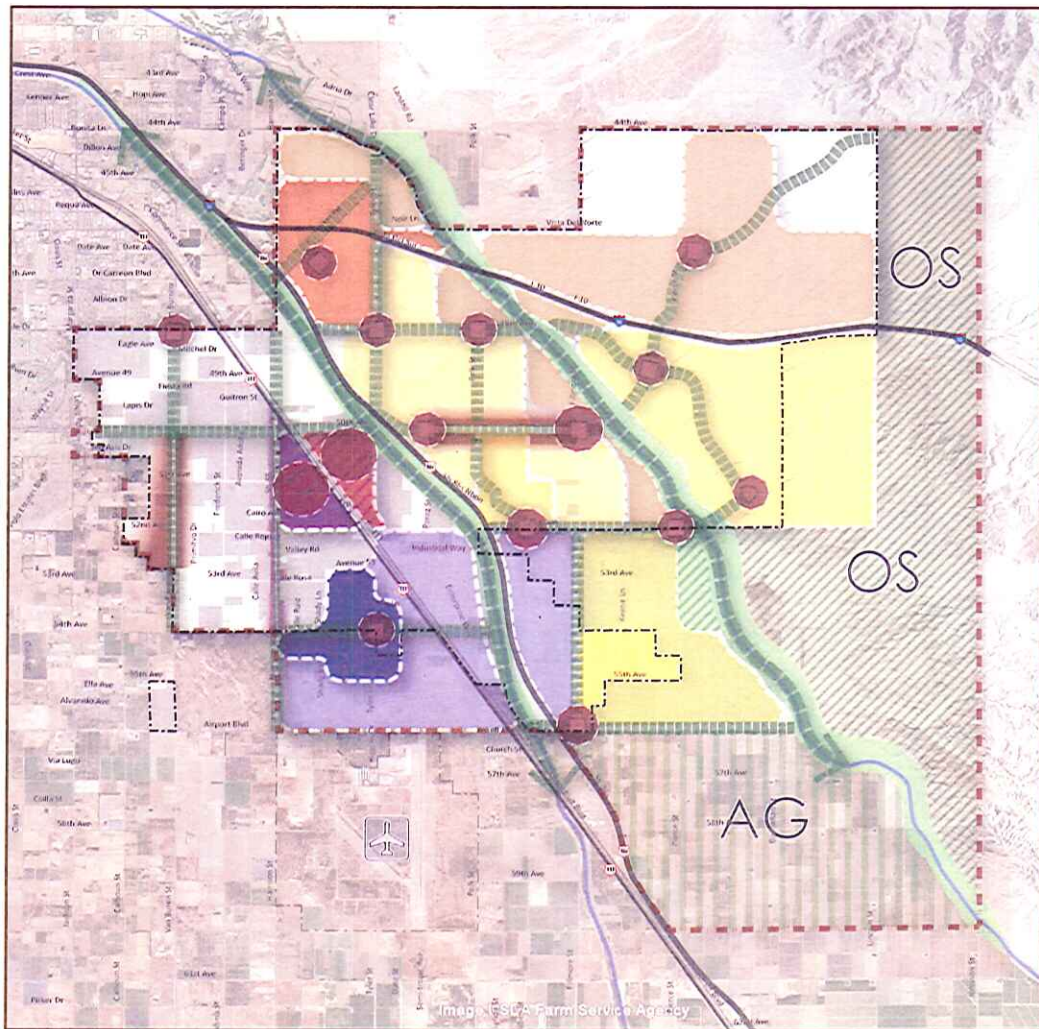
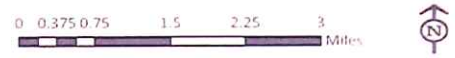


Figure 2-1: Vision Map

- Envisioned Land Uses**
- Pueblo Viejo
  - Future Central Business District Expansion
  - Office / R&D Jobs Center
  - Industrial Jobs Center
  - Regional Retail District
  - Major Commercial Corridor
  - Mixed-Use Corridor
  - Neighborhood
  - Planned Communities
  - Rural Neighborhood
  - Resort
  - Open Space
  - Agriculture
- Key Features**
- Coachella Sphere of Influence
  - Coachella City Boundary
  - High Priority Green Street / Open Space Network
  - Bikeway and Trails
  - Potential Neighborhood Centers



Source: City of Coachella, Raimi + Associates  
Date: June 2011

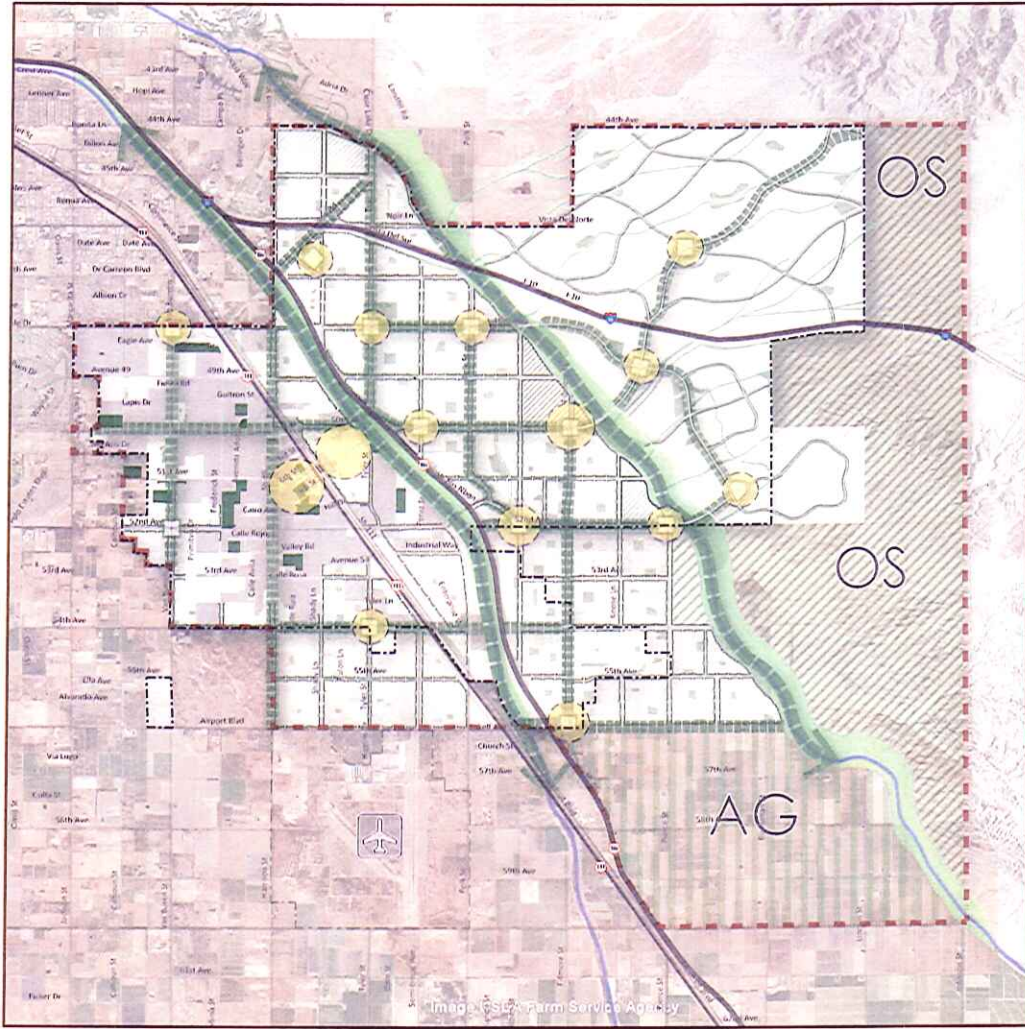
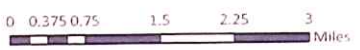


Figure 2-2: Open Space Network Vision

**Key Features**

- Coachella Sphere of Influence
- - - Coachella City Boundary
- █ High Priority Corridors in Open Space Network
- █ Second Priority Corridors in Open Space Network
- █ Green Hill Streets / Open Space Network
- █ Bikeway and Trails
- █ Potential Parks / Open Spaces
- █ Existing Parks / Open Spaces
- OS Open Space Reserved
- AG Agricultural Reserved
- Potential Neighborhood Centers



Source: City of Coachella, Raimi + Associates  
Date: June 2011

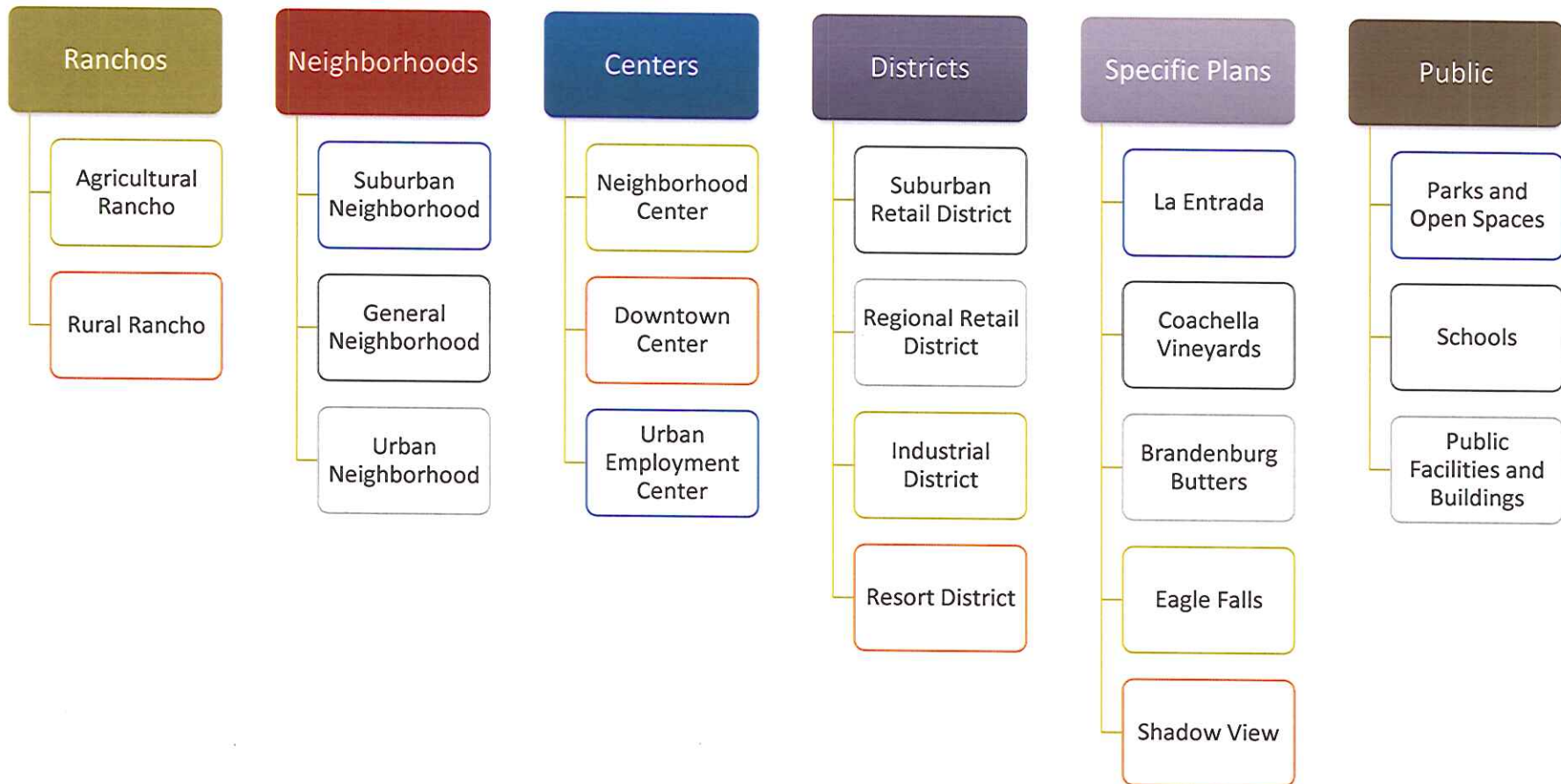
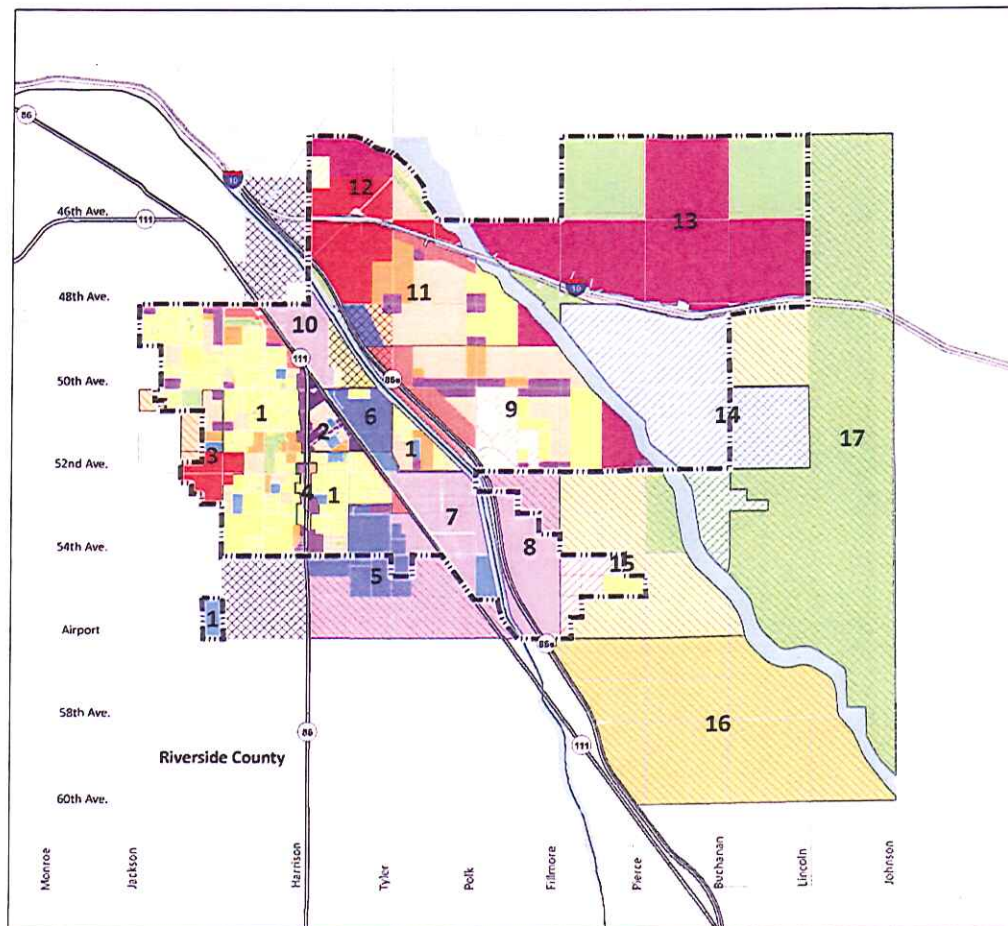


Figure 3-1: General Plan Base Designations and Character Designations.

Page 4-59, replace Figure 3-23, General Plan Designation Map, with the following map. The map was updated to adjust the boundary of Subarea 14 and Subarea 17 and to apply missing designations to the land between SR-86 and the Whitewater River Channel.

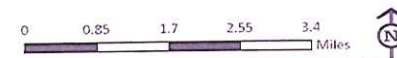


**City of Coachella**  
**General Plan Update 2035**

**General Plan Land Use Designations**

**Legend**

- |                            |                                   |
|----------------------------|-----------------------------------|
| Coachella City Limits      | Downtown Center                   |
| Tribal Land                | Urban Employment Center           |
| Sphere of Influence        | Neighborhood Center               |
| General Plan Planning Area | Regional Retail District          |
|                            | Suburban Retail District          |
|                            | Resort District                   |
|                            | Industrial District               |
|                            | Urban Neighborhood                |
|                            | General Neighborhood              |
|                            | Suburban Neighborhood             |
|                            | Rural Rancho                      |
|                            | Agricultural Rancho               |
|                            | Open Space                        |
|                            | School                            |
|                            | Public Facilities                 |
|                            | Brandenburg Butters Specific Plan |
|                            | Coachella Vineyards Specific Plan |
|                            | Eagle Falls Specific Plan         |
|                            | La Entrada Specific Plan          |
|                            | Phillips Ranch Specific Plan      |



raimi+ associates  
Source: City of Coachella and Riverside County  
Date: January 2014

# 04 LAND USE

Page 04-30, correct the Land Use Designation Map to reflect Neighborhood Center at the southwest corner of 53<sup>rd</sup> and Harrison:

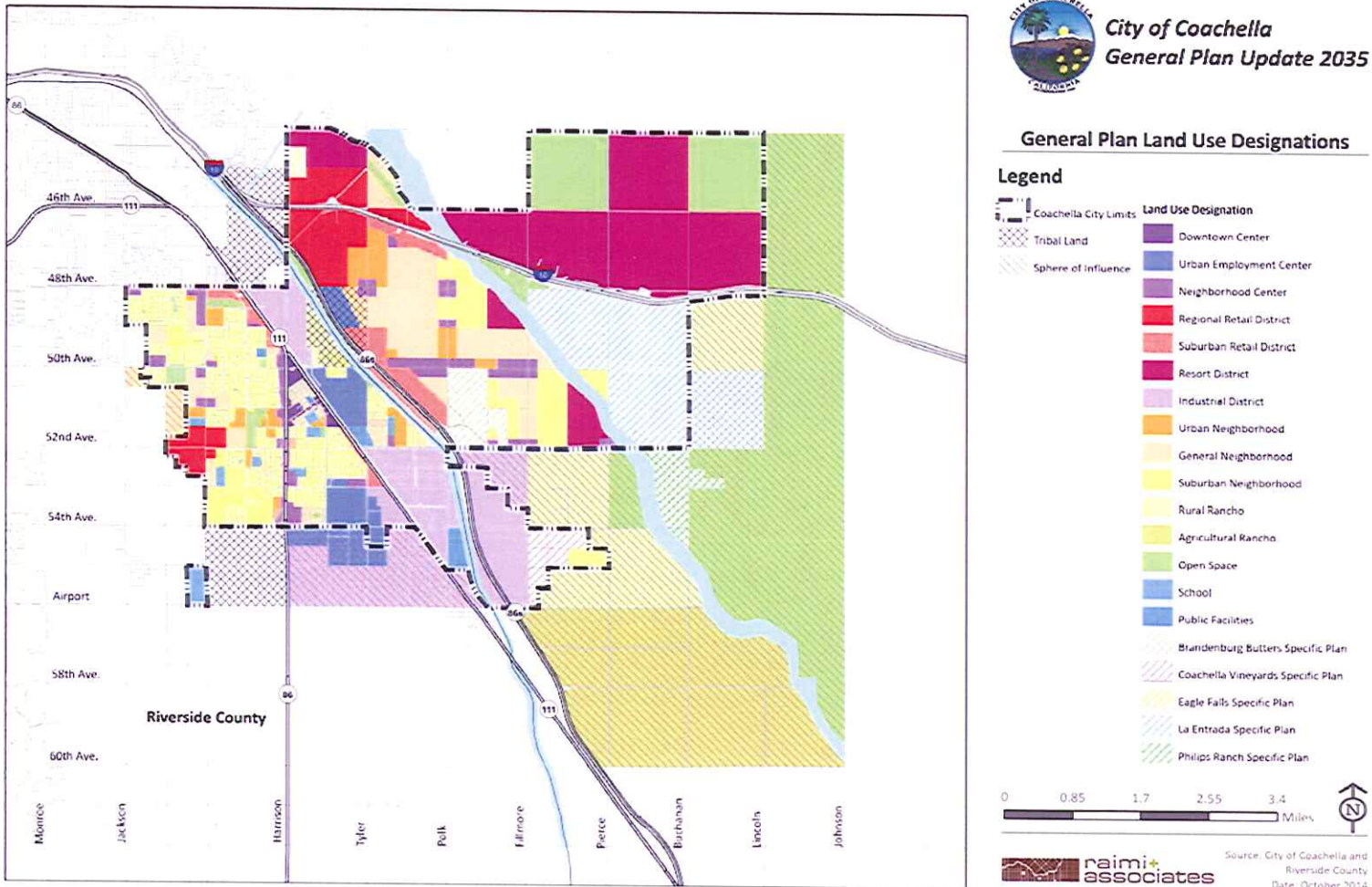


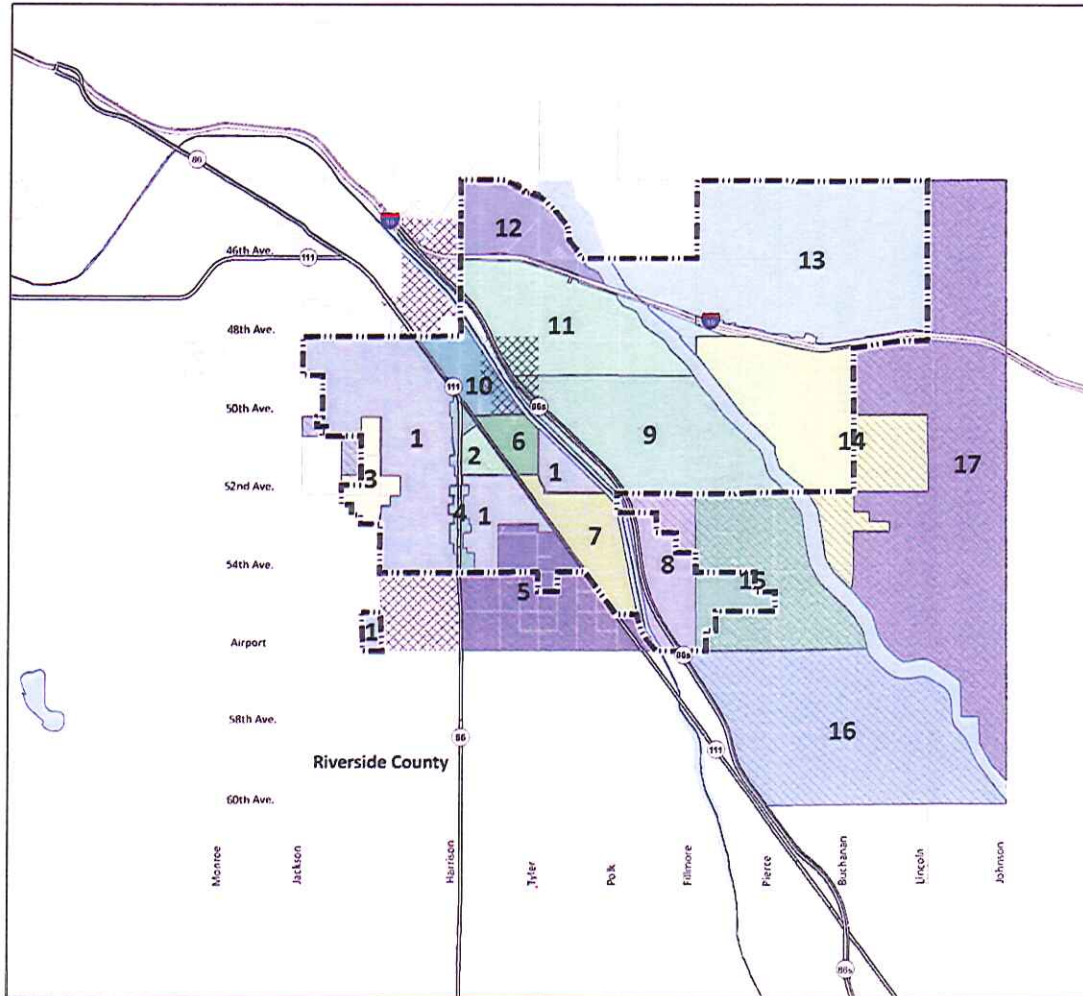
Table 3-1: General Plan Designations Compatibles Uses

	RANCHOS		NEIGHBORHOODS			CENTERS			DISTRICTS			
	AGRICULTURAL	RURAL	SUBURBAN NEIGHBORHOOD	GENERAL NEIGHBORHOOD	URBAN NEIGHBORHOOD	NEIGHBORHOOD CENTER	DOWNTOWN CENTER	URBAN EMPLOYMENT CENTER	SUBURBAN RETAIL DISTRICT	REGIONAL RETAIL DISTRICT	INDUSTRIAL DISTRICT	RESORT
RANGE OF COMPATIBLE LAND USES												
SINGLE FAMILY	S	P	P	P	S	--	--	--	--	--	--	P
MULTI-FAMILY	--	--	--	P	P	S	P	S	--	S	--	P
MOBILE HOME PARK	--	S	--	S	--	--	--	--	--	--	--	--
ENTERTAINMENT AND RECREATION	--	--	--	--	S	S	P	S	P	P	--	P
GOLF COURSE	--	S	S	--	--	--	--	--	--	--	--	P
LODGING (HOTEL, MOTEL, B&B)	B&B only	S	--	--	S (no motel)	S	S (no motel)	S	S	P	--	P
AUTOMOTIVE (INCL GAS STATION)	--	--	--	--	--	S (with limitations)	--	--	P	S	S	--
RESTAURANT	--	--	--	--	S (with limitations)	P	P	S	P	S	S	S
DRIVE THROUGH RESTAURANT	--	--	--	--	--	--	--	--	P	P	S	S
RETAIL <10,000 SF	--	S	--	--	S (with limitations)	P	P	P	P	P	--	S
RETAIL > 10,000 SF	--	--	--	--	--	P	P	--	P	P	--	S
RETAIL > 35,000 SF	--	--	--	--	--	--	S (with limitations)	--	P	P	--	--
PERSONAL SERVICES (e.g., dry cleaner, travel agent, etc.)	--	--	--	--	S	P	P	S	P	S	S	S
MEDICAL OFFICE	--	--	--	--	S	S	S	P	P	S	--	--
OFFICE/RESEARCH & DEVELOPMENT	--	--	--	--	--	S	S	P	S	--	S	--
AGRICULTURE	P	P	S (interim)	--	--	--	--	--	--	--	--	--
INDUSTRIAL/DISTRIBUTION	--	--	--	--	--	--	--	S	--	--	--	--
HOSPITAL / AIRPORT	--	Airport	--	--	--	--	Hospital	P	--	--	P	--
CIVIC AND GOVERNMENT	--	S	S	S	S	S	P	S	S	S	S	--
RESOURCE EXTRACTION	S	S (with limitations)	--	--	--	--	--	--	--	--	--	--

KEY: P= Primary use      S = Secondary Use      - = Not allowed

	RANCHOS		NEIGHBORHOODS			CENTERS			DISTRICTS			
	AGRICULTURAL	RURAL	SUBURBAN NEIGHBORHOOD	GENERAL NEIGHBORHOOD	URBAN NEIGHBORHOOD	NEIGHBORHOOD CENTER	DOWNTOWN CENTER	URBAN EMPLOYMENT CENTER	SUBURBAN RETAIL DISTRICT	REGIONAL RETAIL DISTRICT	INDUSTRIAL DISTRICT	RESORT
<b>DEVELOPMENT CHARACTERISTICS</b>												
DU/AC (RANGE AND AVERAGE) (Density varies depending on building type)	1 DU per 40 acres	1 DU/2.5 acres to 1 DU/ac	2 – 8 DU/ac with 5 DU/ac average for new projects	7-25 DU/ac with 12 DU/ac average for new projects	20 – 35 DU/ac with 30 average for new projects	15-40 DU/ac	20 - 65 DU/ac	30-65 DU/ac	n/a	10-15 DU/ac n/a	n/a	Up to 8 DU/ac
FAR	0.01	n/a	n/a	n/a	0.5	0.5 – 1.5	0.5 – 2.0	0.5 – 2.0	0.35 – 1.0	0.35 – 2.0	0.1 – 2.0	0.1 max
<b>STREET DESIGN, NETWORK AND CONNECTIVITY</b>												
BLOCK PERIMETER Note: exceptions apply for natural and man-made barriers	n/a	n/a	3200 ft. max	2400 ft. max	2400 ft. max	1600 ft. max	2000 ft. max	2400 ft. max	3200 ft. max	4000 ft. max	4,800 ft. max	n/a
BLOCK LENGTHS (DESIRED) Note: exceptions apply for natural and man-made barriers	n/a	n/a	400-500 ft.	400-500 ft.	400-500 ft.	400-500 ft.	300-500 ft.	300-500 ft.	Up to 1000 ft.	Up to 1000 ft.	Up to 1200 ft.	n/a
EXTERNAL CONNECTIVITY (project or neighborhood boundary)	n/a	¼ mi. min	Min 1 connection every 800 ft.	Min 1 connection every 800 ft.	Min 1 connection every 800 ft.	Min 1 connection every 600 ft.	Min 1 connection every 600 ft.	Min 1 connection every 600 ft.	Min 1 connection every 800 ft.	Min 1 connection every 1000 ft.	Min 1 connection every 1200 ft.	Min 1 connection every ¼ mi.
GATED RESIDENTIAL AREAS	--	Y	--	--	--	--	--	--	n/a	n/a	n/a	Y
<b>PARKS AND OPEN SPACE</b>												
MINI PARK	--	--	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
NEIGHBORHOOD PARK	--	Y	Y	Y	Y	--	Y	--	--	--	Y	--
COMMUNITY PARK	Y	Y	Y	Y	--	--	--	--	--	Y	--	Y
PLAZA/GREEN	--	--	Y	Y	Y	Y	Y	Y	Y	Y	--	--
GREENWAY/PARKWAY	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
SPECIAL USE	--	--	Y	Y	--	--	--	--	--	--	--	--
NATURE/OPEN SPACE	Y	Y	Y	Y	--	--	--	Y	--	--	--	Y
LINEAR PARK	--	Y	Y	Y	--	--	--	--	--	--	--	Y

Page 4-61, replace Figure 3-24, General Plan Subarea Map, with the following. This map was updated to reflect the adjustment to the Subarea 14 and Subarea 17 boundary.



**City of Coachella**  
**General Plan Update 2035**

**General Plan Subareas**

**Legend**

- Coachella City Limits
- Tribal Land
- Sphere of Influence
- General Plan Planning Area

**General Plan Subareas**

- 1 - West Coachella
- 2 - Downtown
- 3 - Van Buren Corridor
- 4 - Harrison St. Corridor
- 5 - Airport District
- 6 - Downtown Expansion
- 7 - South Employment District
- 8 - East Industrial District
- 9 - Central Coachella Neighborhoods
- 10 - North Employment District
- 11 - Commercial Entertainment District
- 12 - North Dillon Road
- 13 - Desert Lakes
- 14 - La Entrada
- 15 - Cocopah Area
- 16 - South Coachella
- 17 - Eastern Coachella



Source: City of Coachella and  
Riverside County  
Date: January 2014



# SUBAREA DESCRIPTIONS

For planning purposes, the City of Coachella is divided into 17 unique subareas and every parcel in the City is located in one of these areas. Figure 3-24: General Plan Subareas Map, shows the subareas. The purpose of the subareas is to define an overall vision and specific policy direction that supplements the General Plan Designations and the citywide goals and policies.

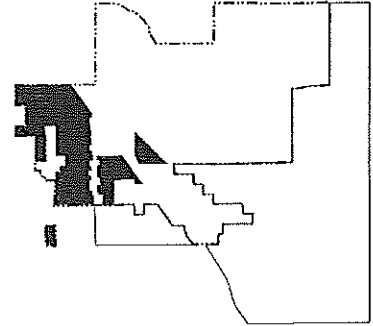
## SUBAREA 1 – WEST COACHELLA NEIGHBORHOODS

### EXISTING CONDITIONS

The West Coachella neighborhoods are located west, south and east of downtown and encompass most of the urbanized area in 2010.

The area is predominantly single-family homes but also contains various types of retail uses, apartments, schools and parks. The area was built over a long period with a significant number of homes and retail centers built in the past 20 years. While there are some areas that are highly walkable and built on a traditional street grid, a

significant amount of the area is in conventional subdivisions characterized by cul-de-sacs, sound walls and automobile-oriented roadways. The development pattern has resulted in a lack of connectivity, between both residential subdivisions and residential and commercial areas along with a limited amount of parks space.



### VISION

The West Coachella Neighborhoods will evolve over time with new development and improvements to existing neighborhoods to create a block and street network that links existing and new development into a coherent town. West Coachella will provide much needed housing that ranges from single-family houses to house-scale multi-family buildings. New development will occur as infill development completes and repairs the neighborhood fabric of West Coachella. The discontinuous street networks are retrofitted to interconnect with all new areas fully connected, providing easy access to shopping and jobs located within adjacent areas. Streets are pedestrian friendly with on-street parking, sidewalks shaded by trees and safe crosswalks.

### POLICY DIRECTION

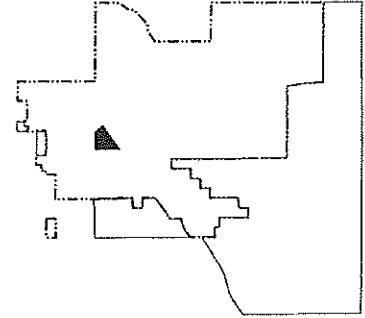
1. Encourage the infill of vacant and underutilized parcels with neighborhood patterns that support walkability, exemplify great urban neighborhoods as described by the General Plan designations and expand the range of housing available.
2. Retrofit existing neighborhoods with a variety of improvements including improved connections to adjacent neighborhoods and commercial districts, pedestrian-friendly streets, parks and open spaces.
3. Pursue the transformation of automobile-oriented strip commercial areas into walkable Neighborhood Centers that are physically connected with the adjacent neighborhoods.
4. Retrofit existing streets to be more pedestrian friendly, including trees, safe crossings, road diets, and traffic calming.
5. Encourage and facilitate the development of new parks and related recreational opportunities.

6. Balance the development of new homes and the preservation of existing residences to realize a dynamic mix of housing vintages.
7. Pursue the creation of new and improved physical connections to Downtown and the Harrison Street corridor from adjacent neighborhoods.

## SUBAREA 2 – DOWNTOWN

### EXISTING CONDITIONS

The Downtown subarea of Coachella is diverse and dynamic, containing historic homes, shops, and numerous civic uses, housing City Hall, the Post Office, churches, schools and parks. The Downtown is an original railroad town and is laid out in a walkable, small-block pattern west of the railroad tracks. Harrison Street also runs through the Downtown Subarea, providing a variety of new and old commercial uses and a fairly auto-focused transportation system.



### VISION

Downtown will continue as the physical, civic and cultural heart of Coachella. As the City grows, new civic uses, cultural facilities, housing and retail will be located in Downtown to enhance its role as the central meeting and gathering place for Coachella residents. Sixth Street, the central spine of Downtown, will continue to evolve as a lively, mixed-use street offering shady walkways, cooling water fountains, outdoor dining and unique shopping. New mixed-use, town-scale buildings that respect the heritage and community values of Coachella will be built to expand the retail, commercial and cultural offerings. The existing residential areas north and south of the central core will evolve over time as existing homes are upgraded and new housing added. As Coachella grows into a large city, the Downtown area will grow, expanding into the area east of the railroad with additional specialty and local-serving retail, civic uses, restaurants, services, arts, and cultural opportunities and diverse employment opportunities (See subarea 3).

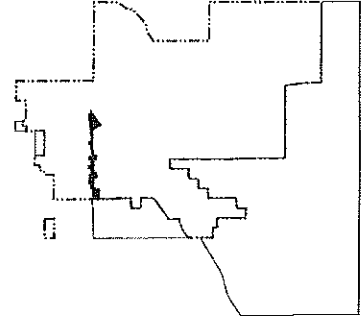
### POLICY DIRECTION

1. Actively facilitate the implementation of the Pueblo Viejo Plan through appropriate new development approvals and targeted public investments.
2. Ensure new development does not conflict with the Pueblo Viejo Plan. If there are inconsistencies between the Pueblo Viejo Plan and this General Plan, the General Plan shall govern.
3. Recognizing that Downtown is the heart of the City, encourage development there.
4. Focus a variety of cultural arts and cultural uses in the Downtown.
5. Improve Sixth Street as the "main street" of Downtown with a pedestrian-oriented environment and a diverse mix of retail and commercial activity.
6. Maintain a strong civic focus and ensure that City Hall remains in the area.
7. Pursue mixed-use development on vacant parcels and create a new gateway to Downtown at the intersection of Sixth Street and Harrison Street.
8. Improve residential neighborhoods adjacent to Downtown by upgrading existing housing and infilling vacant and underutilized parcels with a diverse mix of housing types.

## SUBAREA 4 – HARRISON STREET CORRIDOR

### EXISTING CONDITIONS

The Harrison Street corridor extends from approximately 54<sup>th</sup> Avenue north to the intersection of Harrison Street and SR111 (at approximately 49<sup>th</sup> Avenue). Presently, the corridor is an automobile oriented roadway with shopping centers, large surface parking lots and limited pedestrian facilities.



### VISION

Over time, the Harrison Street Corridor will become a pedestrian-oriented mixed-use corridor with a diverse mix of retail, commercial and residential uses. New development will be more urban in design with buildings that frame the street and parking located back of the buildings. While transformed over time, the corridor will continue to serve as a major thoroughfare and a major retail street for the City, focusing on goods and services that meet the daily needs of residents.

### POLICY DIRECTION

1. Require new development to follow the vision and design direction presented in the 2011 report titled "Improving Neighborhood Connections along Coachella's Harrison Street Corridor." If there are inconsistencies between the report and this General Plan, the General Plan shall govern.
2. Pursue the revitalization of the Harrison Street Corridor as proposed by the Harrison Street Corridor Plan through:

Transforming the Harrison Street Corridor into a pedestrian friendly neighborhood commercial area that is integrated with the Downtown and surrounding neighborhoods.

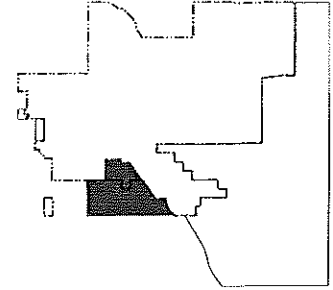
Conducting a series of roadway improvements to Harrison Street that:

- Improve safety for everyone on the street.
  - Reduce vehicle speeds.
  - Reduce unsafe turns in and out of driveways.
  - Reduce crashes.
  - Reduce crash severity.
  - Shorten crosswalk distance to improve pedestrian safety.
  - Improve sidewalks where they are insufficient or missing.
  - Provide space dedicated to bicyclists.
  - Beautify the streets.
3. Creating gateways to the City at Harrison Street and SR111 and at Harrison Street and 54<sup>th</sup> Avenue. Create a new gateway to the Downtown at Sixth Street.
  4. Allowing mixed use and pedestrian-oriented retail along the corridor.

## SUBAREA 5 - AIRPORT DISTRICT

### EXISTING CONDITIONS

This area of the City contains a variety of industrial uses, very low density residential development and agricultural uses. Generally bounded by Harrison Street on the west, Airport Boulevard on the south and SR111 on the east, the area has exceptional regional highway and airport access and a significant amount of vacant parcels.



### VISION

The Airport District will continue to evolve into one of the primary industrial areas of the City. Proximity to the airport and access to regional highways provides an excellent location for manufacturing, logistics, and agricultural support uses. The area will be built with large buildings, lots and block sizes to accommodate the large areas needed for a variety of industrial activities. Visitor and service retail is allowed along Harrison Street and Grapefruit Boulevard, serving the employees of the District, as well as the traffic traveling these roads.

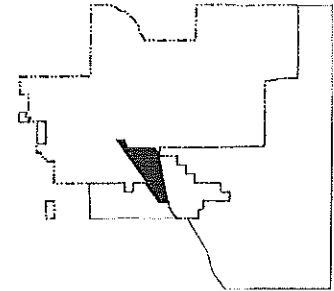
### POLICY DIRECTION

1. Encourage the development of a variety of industrial and manufacturing uses within this subarea.
2. Target new uses to this area that take advantage of the proximity to the Jacqueline Cochran Airport.
3. Ensure new development is compliant with airport safety standards and the Airport Land Use Compatibility Plan.
4. Ensure new uses are compatible with, and appropriately transition, from nearby residential and commercial uses and focus objectional uses near the airport.
5. Allow a variety of retail and commercial activities to locate along SR111 and Harrison Street to take advantage of through traffic along these roadways.
6. Prohibit the annexation of additional land adjacent to this subarea into the City limits unless other areas that allow industrial development are significantly built out or unless there is a major industrial development that produces new jobs and economic development opportunities for the City.
7. Final designation mix should be:
  - 70 to 90 percent Industrial District
  - Up to 20 percent Suburban Retail District

## SUBAREA 7 – SOUTH EMPLOYMENT DISTRICT

### EXISTING CONDITIONS

The South Employment District contains a variety of industrial uses, a significant amount of vacant land, limited single-family residential uses, and a school. The area is bounded by the railroad and SR111 on the west and by the Whitewater River and SR86S on the east.



### VISION

This area will transform over time into an employment district that contains a diversity of job-producing uses. Toward the northern end of the subarea, the uses should focus on office and research and development while to the south the uses should be more industrial, warehouse and distribution. The subarea should capitalize on the proximity to the airport and the railroad corridor. Residential development should be allowed in limited locations and in situations that do not interfere with the expansion of jobs and employment uses. Connecting this area over the Union Pacific Railroad and SR86S should be a priority as development occurs.

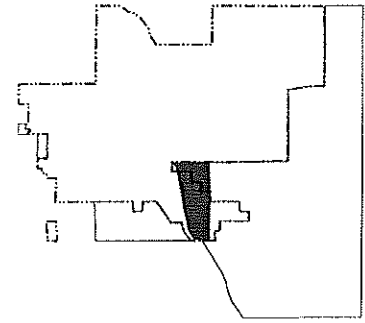
### POLICY DIRECTION

1. Require most of the area be developed with employment uses and prohibit the conversion of this subarea to residential uses.
2. Pursue uses that capitalize on the subareas location adjacent to the railroad and SR86S.
3. Require new industrial development to locate in this subarea (or adjacent subareas 5 and 8) before additional annexation of land into the City limits.
4. Discourage significant residential development and only locate new residential uses in ways that do not inhibit the employment generating uses.
5. Allow support retail and services in this subarea that support the employment uses. Such uses would include restaurants, dry cleaners, cafés and small markets.
6. Pursue an auto mall or auto dealers adjacent to SR86S.
7. Final designation mix should be:
  - Up to 15 percent General Neighborhood
  - Up to 10 percent Downtown Center
  - 20 to 80 percent Urban Employment Center
  - 50 to 75 percent Industrial District

## SUBAREA 8 – EAST INDUSTRIAL DISTRICT

### EXISTING CONDITIONS

The East Industrial District is located east of the Whitewater River, west of Fillmore and between Airport Boulevard and 52<sup>nd</sup> Avenue. Approximately two-thirds of the subarea is within the City limits and the other one-third is located in the Sphere of Influence. The area is topographically flat and contains agricultural uses.



### VISION

This subarea will transform over time into an employment district that contains a variety of industrial and office uses. The area should take advantage of the SR86S that runs along the eastern side of the subarea. Development along 52<sup>nd</sup> Avenue could also be for retail and office development as this corridor transforms into a major east-west thoroughfare.

### POLICY DIRECTION

1. Require that the majority of land area be developed with employment uses and prohibit the conversion of this subarea to residential development.
2. Encourage uses that take advantage of the area's location adjacent to the railroad and SR86S.
3. Encourage new industrial development to locate in subarea the City limits (or adjacent subareas 5 and 7) before additional annexation of land. However, given the location, this subarea could be completely annexed into the City before 2035.
4. Capitalize on the transformation of 52<sup>nd</sup> Avenue into a major thoroughfare and allow a range of retail, commercial and office uses.
5. Ensure well designed, effective transitions between the employment uses in this subarea and residential uses that are expected to occur in subareas 9 and 15 so as to minimize impacts and encourage connectivity between area.
6. Encourage support retail and services in this subarea that support employment uses. Such uses would include restaurants, dry cleaners, cafés and small markets.
7. Pursue an auto mall or auto dealers adjacent to SR86S.
8. Final designation mix should be:
  - Up to 10 percent General Neighborhood
  - 30 to 60 percent Urban Employment Center
  - Five to 10 percent Suburban Retail District
  - 50 to 90 percent Industrial District

## VISION

This subarea is identified as a long-term urban expansion area that is not expected to develop during the time horizon of the General Plan. Through 2035, uses are envisioned as agriculture and open space. Over the long term, this area may be urbanized with a diversity of residential neighborhoods supported by Neighborhood Centers and Suburban Retail Districts.

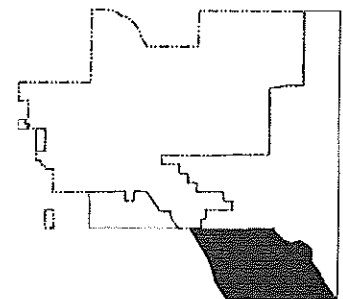
## POLICY DIRECTION

1. Prohibit the annexation of new land into the City limits in this subarea unless 60 percent of the land within subareas 9, 11 and 14 are developed with urban uses.
2. Allow the annexation land for public uses such as parks.
3. For areas outside of the City limits, maintain the county's land-use designations until the land is annexed to the City.
4. Prioritize and actively support near and mid-term activities and uses that focus on agriculture and natural open space.
5. When it becomes appropriate to transition to urban uses, require new development be designed as traditional neighborhoods with a mix of housing types and densities, an interconnected street network and access to a diversity of commercial and public uses.
6. Allow resorts in the eastern portion of the subarea and prohibit resort development on the western side or anywhere that resorts could harm network connectivity.
7. Allow rural residential development in the eastern portion of the subarea.
8. Final designation mix should be:
  - Ten to 20 percent Open Space
  - Up to 25 percent Agricultural Rancho
  - Up to 20 percent Rural Rancho
  - Up to 50 percent Suburban Neighborhood
  - Up to 25 percent General Neighborhood
  - Up to five percent Urban Neighborhood
  - Up to five percent Neighborhood Center
  - Up to five percent Suburban Retail District
  - Up to five percent Regional Retail District
  - Up to five percent Industrial District
  - Up to 40 percent Resort

## SUBAREA 16 – SOUTH COACHELLA

### EXISTING CONDITIONS

This area is primarily used for agricultural production, with a combination of cultivated row crops, orchards and natural open space. The area is bounded by SR86S on the west, the Coachella Canal on the east, Airport Boulevard on the north and 60th Avenue on the south.



## VISION

This subarea is identified as long-term urban expansion, not expected to develop during the time horizon of the General Plan. Through 2035, uses are envisioned as agriculture and open space. Over the long term, this area may be urbanized with a diversity of residential neighborhoods supported by Neighborhood Centers and Suburban Retail Districts.

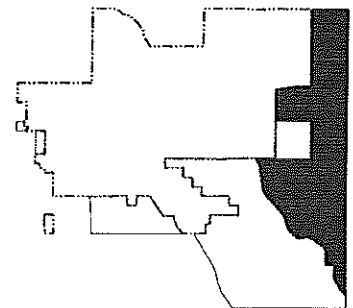
## POLICY DIRECTION

1. Prohibit the annexation of new land into the City limits in the subarea unless 60 percent of the land within subareas 9, 11, 14 and 15 are developed with urban uses.
2. For areas outside of the City limits, maintain the county's land use designations until such a time as it is annexed to the City.
3. Prioritize and actively support near and mid-term activities and uses that focus on agriculture and natural open space.
4. When it becomes appropriate to transition to urban uses, require new development be designed as traditional neighborhoods with a mix of housing types and densities, an interconnected street network and access to a diversity of commercial and public uses.
5. Allow resorts in the eastern portion of the subarea and prohibit resort development on the western side or anywhere that resorts could harm network connectivity.
6. Allow rural residential development in the eastern portion of the subarea.
7. Work with the College of the Desert to encourage their growth and expansion to occur adjacent to the Downtown (in subarea 6) as opposed to this area. If the College of the Desert does pursue expansion plans in this subarea, encourage the campus to be located in Subarea 6 as an urban campus rather than an auto-oriented suburban complex.
8. Final designation mix should be:
  - Up to 100 percent Agricultural Rancho
  - Up to 50 percent Rural Rancho
  - Up to 60 percent Suburban Neighborhood
  - Up to 20 percent General Neighborhood
  - Up to five percent Urban Neighborhood
  - Up to five percent Neighborhood Center
  - Up to five percent Suburban Retail District
  - Up to five percent Regional Retail District
  - Up to five percent Industrial District
  - Up to 40 percent Resort

## SUBAREA 17 – EASTERN COACHELLA

### EXISTING CONDITIONS

The Eastern Coachella area is environmentally diverse and rich. It is part of the Mecca Hills that serve as a scenic backdrop of the City. The area is bounded on the southwest by the San Andreas Fault and Coachella Canal, bisected by Interstate 10. The area is a very





and scenic beauty and connects all existing and future areas of the City. In particular, connections should be made between preserved open spaces, parks, the Downtown, Neighborhood Centers and other destinations within the City. Consider the following components when designing and implementing the green/open space network:

- Preserved open space areas.
- Greenways and parkways along fault lines, the Whitewater River and the Coachella Canal.
- Roadways with significant landscaping and pedestrian and bicycle amenities.
- Community and neighborhood parks.
- Multi-use trails and non-motorized rights-of-way.

9.6 **Trip Chaining.** Prioritize complementary land uses to encourage trip chaining and reduce automobile use.

9.7 **Unbundled parking.** Allow and encourage developers of residential, mixed-use and multi-tenant commercial projects to unbundle parking costs from unit sale and rental costs in denser, mixed-use areas to give tenants and owners the opportunity to save money by using fewer parking spaces.

**Goal 10. Development requirements.** A fair, understandable and predictable approach that ensures new development does not impose a fiscal burden on the City and requires new project provide adequate public facilities and services as part of the overall process.

### Policies

10.1 **Required contents of Specific Plans and Planned Developments that implement the subarea Master Plans.** Require that all Specific Plans, Planned Developments, Master Plans and other master-planned community implementation tools include:

- A plan for the phasing of all off-site infrastructure.
- A performance schedule for the issuance of building permits based on the concurrent availability of public services and amenities, including parks, schools and other public facilities identified in the entitlement documents.
- A clear statement of the minimum public improvements that will be required as part of the first phase of development.
- A statement of the financing mechanisms that will provide for the ongoing funding and financing of the public facilities of the project. These financing tools should be presented and discussed in the entitlement document implementation plan.

10.2 **Concurrency.** Prohibit the issuance of precise grading plans and building permits unless the City has made a determination that adequate stormwater facilities, parks, solid waste, water, sewer and transportation facilities are operating to serve each phase of development.

10.3 **Phasing of project site improvements.** Require that new subdivisions complete the public improvements before occupancy inspections unless a development agreement is implemented.

10.4 **Airport compatibility:** Require new development in the vicinity of Cochran Airport to conform to the county's airport land use and safety plans.

- 11.10 **Revitalization incentives.** Develop and provide incentives to assist developers in revitalization and rehabilitation of existing structures, uses and properties through improvement programs, innovative development standards, specific plans and assessment districts.
- 11.11 **Joint-use.** Promote joint use of public and private facilities for community use, tourism, conference, convention and cultural uses.
- 11.12 **State and Federal assistance.** Utilize state and federal economic development assistance programs when appropriate and develop additional local financing programs. Work with the California Office of Tourism to develop the area's recognition as a major area for state recreational opportunities and cultural development.
- 11.13 **Natural environment.** Maintain and enhance the natural environment as critical to the attraction of tourists and ensure that new development does not adversely affect the natural environment as a tourist draw.
- 11.14 **Recreational amenities.** Strategically utilize City recreational investments to create and enhance development opportunities.
- 11.15 **Creative Economy.** Prioritize strategies that will create an economy full of diverse talents, trades and goods for the City. For long lasting economic success, a range of services, arts, music, entertainment and retail should be supported on all scales of the City's economy.
- 11.16 **Special events.** Actively recruit seasonal and special events, such as festivals and concerts and develop mitigation strategies that will offset the impact of such events in the City on community members and neighborhoods.

**Goal 12. Diversity of uses for economic development. Non-residential uses that creates a complete city and diversifies the local economy.**

**Policies**

- 12.1 **Airport.** Encourage activities and developments that capitalize on Jacqueline Cochran Airport as an asset.
- 12.2 **Office/R&D.** Actively attract and expand the number of and development (R&D) uses in Coachella.
- 12.3 **Agriculture.** Recognize and maintain agriculture and related uses as a key component of the City's long-term economic development strategy. Prioritize the preservation of date groves, citrus groves and vineyards.
- 12.4 **Entertainment and tourist attractions.** Pursue one or more major entertainment destinations for Coachella residents and to draw visitors from around the region. Such entertainment uses could include theme parks, water parks, theme-oriented retail destinations, sports facilities, performance venues and other similar uses. Strive to locate these uses near regional transportation infrastructure and in subareas 9, 11, and 12.
- 12.5 **Arts and culture.** Pursue one or more arts and cultural facilities in Coachella as an economic development strategy. Such uses could include museums, theaters,

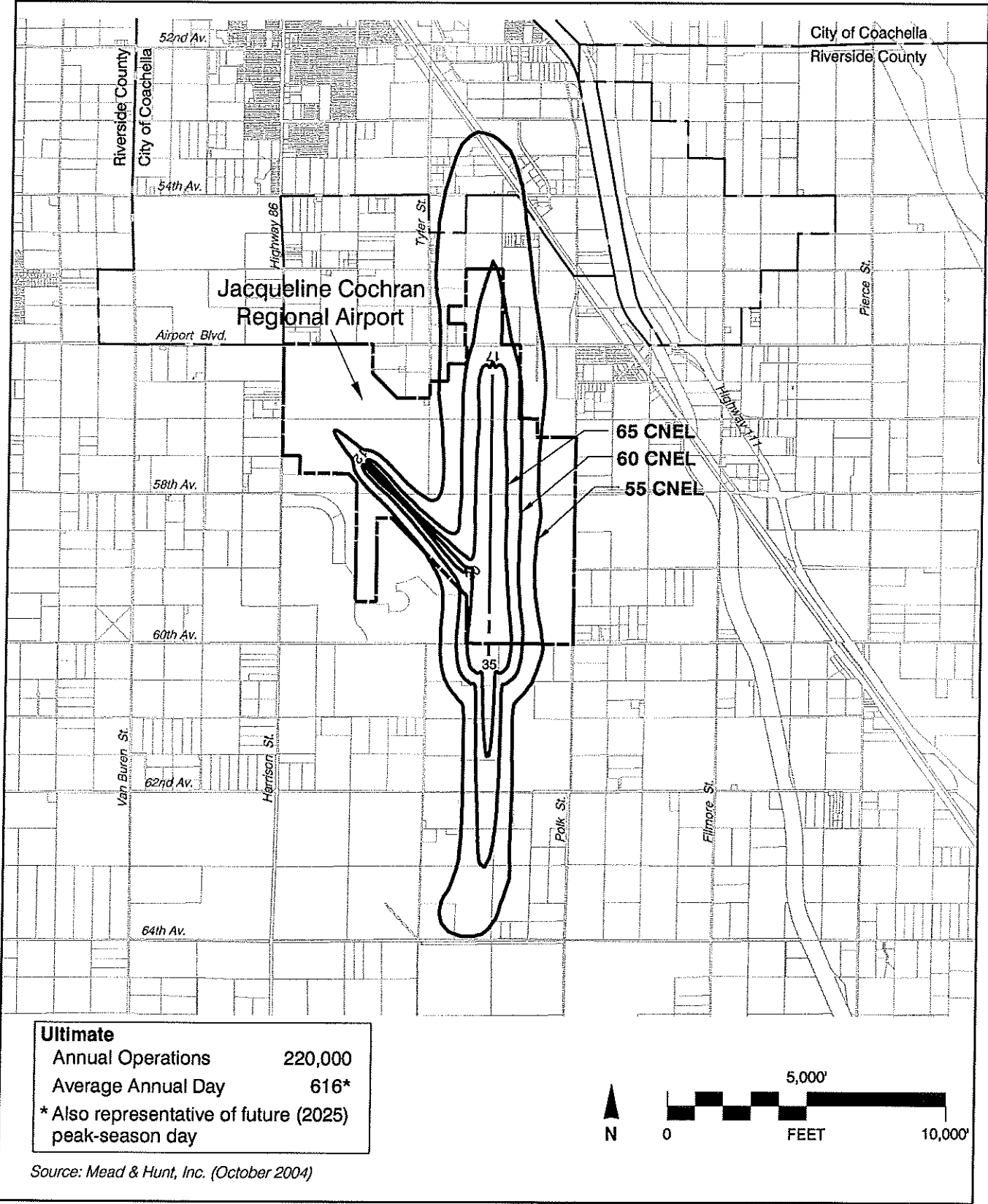
# GOALS AND POLICIES

**Goal 1. Land Use Planning and Design.** A community where noise compatibility between differing types of land uses is ensured through land use planning and design strategies.

## Policies

- 1.1 **Noise Compatibility.** Use the City's Land Use/Noise Compatibility Matrix shown in Figure 10-1 as a guide for planning and development decisions.
- 1.2 **Noise Analysis and Mitigation.** Require projects involving new development or modifications to existing development to implement mitigation measures, where necessary, to reduce noise levels to at least the normally compatible range shown in the City's Land Use/Noise Compatibility Matrix in Figure 10-1. Mitigation measures should focus on architectural features, building design and construction, rather than site design features such as excessive setbacks, berms and sound walls, to maintain compatibility with adjacent and surrounding uses.
- 1.3 **Mixed Use.** Require mixed-use structures and areas be designed to prevent transfer of noise from commercial uses to residential uses, and ensure a 45 dBA CNEL level or lower for all interior living spaces.
- 1.4 **County and Regional Plans.** Periodically review county and regional plans for transportation facilities and airport operation, to identify and mitigate the potential impact of noise on future development.
- 1.5 **Airport Land Use Planning.** Comply with all applicable policies contained in the Riverside County General Plan Noise Element relating to airport noise, including those policies requiring compliance with the airport land use noise compatibility criteria contained in the airport land use compatibility plan for Jacqueline Cochran Regional Airport; and those policies prohibiting new residential land uses, except construction of single-family dwellings on legal residential lots of record, within the 60 dB CNEL contour of this airport.
- 1.6 **Land Use and Community Design.** Except in cases where noise levels are in the clearly incompatible range as shown in the City's Land Use/Noise Compatibility Matrix shown in Figure 10-1, prioritize the building design and character policies in the Land Use and Community Design Element over those in the Noise Element to ensure that new development meets the design vision of the City.

**FIGURE 5 - AIRPORT NOISE COMPATIBILITY CONTOURS**



Source: Riverside County Airport Land Use Compatibility Plan Policy Document (Adopted June 2005)

# NOTICE OF PUBLIC HEARING

## RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

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

Any person may submit written comments to the ALUC before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. The proposed project application may be viewed at the Riverside County Administrative Center, 4080 Lemon Street, 14<sup>th</sup> Floor, Riverside, California 92501, Monday through Thursday, except Thursday, December 25 and Thursday, January 1, from 9:00 a.m. to 4:00 p.m., and by prescheduled appointment on Friday, December 19, from 9:00 a.m. to 4:00 p.m.

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

DATE OF HEARING: January 8, 2015

TIME OF HEARING: 9:00 A.M.

### CASE DESCRIPTION:

ZAP1027TH14 – City of Coachella (Luis Lopez, Development Services Director). A proposal by the City of Coachella to adopt a new General Plan emphasizing community designs that prioritize active transportation modes such as walking and bicycling, encourage social interactions, and create traditional neighborhoods, in order to become a healthier, more sustainable community. The General Plan includes the following elements: Land Use and Community Character, Mobility, Community Health and Wellness, Sustainability and the Natural Environment, Safety, Infrastructure and Public Services, Noise, Housing, and Implementation. The City includes land within Airport Compatibility Zones C, D, and E of the Jacqueline Cochran Regional Airport Influence Area, and the sphere of influence also includes land within Compatibility Zone B1.

FURTHER INFORMATION: Contact John Guerin at (951) 955-0982. The ALUC holds hearings for local discretionary permits within the Airport Influence Areas, reviewing for aeronautical safety, noise and obstructions. All other concerns should be addressed to Mr. Luis Lopez, Development Services Director of the City of Coachella, at (760) 398-3102.

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

ALUC Identification No.

ZAP1027TH14

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

Date of Application November 25, 2014  
 Property Owner City of Coachella - Multiple Owners Phone Number (760) 398-3502  
 Mailing Address 1515 6<sup>TH</sup> Street  
Coachella CA 92236

Agent (if any) City of Coachella - Planning Commission Phone Number (760) 398-3102  
 Mailing Address 1515 6<sup>TH</sup> Street  
Coachella CA 92236

**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 Multiple Addresses making up entire incorporated boundaries of City of Coachella and its sphere of influence.  
 Assessor's Parcel No. Multiple Parcels Parcel Size N/A  
 Subdivision Name N/A Zoning Classification Multiple Districts  
 Lot Number N/A

**PROJECT DESCRIPTION (TO BE COMPLETED BY APPLICANT)** "CITY OF COACHELLA - COMPREHENSIVE GENERAL PLAN UPDATE PROJECT"

*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 land uses within the airport influence area include a variety of residential, commercial, agricultural, and light industrial uses. The General Plan is a policy document.

Proposed Land Use (describe) The Comprehensive General Plan Update project proposes to create new land use designations within the airport influence area to include a variety of neighborhoods, employment centers, industrial areas, and rancho (agricultural) areas. No specific development proposed.

For Residential Uses Number of Parcels or Units on Site (exclude secondary units) None proposed  
 For Other Land Uses Hours of Use N/A  
 (See Appendix C) Number of People on Site Maximum Number N/A  
 Method of Calculation \_\_\_\_\_

Height Data Height above Ground or Tallest Object (including antennas and trees) (Varies) 35 TO 60 ft.  
 Highest Elevation (above sea level) of Any Object or Terrain on Site (Varies) -57 TO 0 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>11/5/14</u>	Type of Project
Agency Name	<u>City of Coachella Planning Commission</u>	<input checked="" type="checkbox"/> General Plan Amendment
Staff Contact	<u>Luis Lopez</u>	<input type="checkbox"/> Zoning Amendment or Variance
Phone Number	<u>(760) 398-3102</u>	<input type="checkbox"/> Subdivision Approval
Agency's Project No.	<u>GPA #13-02</u>	<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:** 3.5  
**HEARING DATE:** January 8, 2015  
**CASE NUMBER:** ZAP1026TH14 – English Congregation of Jehovah’s Witnesses (Representative: Mark Stoker)  
**APPROVING JURISDICTION:** County of Riverside  
**JURISDICTION CASE NO:** PP25688 (Plot Plan)

**MAJOR ISSUES:** The proposed church facility does not comply with the Compatibility Zone D single-acre criterion of 300 people based on the building code method, which indicates a maximum occupancy of 390 people within the most intense single-acre area. However, the project would include certain risk reduction measures that could be considered by the Commission and approved by the Riverside County Planning Department to potentially grant a maximum intensity bonus of 30% (390 people). With the maximum intensity bonus, the project would comply. Using the parking space method, staff calculates a maximum occupancy of 355 people (based on 2.5 people per vehicle and assuming all people would be located within the single-acre). The church facility would be consistent with the Compatibility Zone D single-acre criterion with at least a 20% bonus (360 people).

**RECOMMENDATION:** Staff recommends a finding of CONSISTENCY for the Plot Plan, with the acceptance of a maximum risk reduction bonus to allow a maximum of 390 people within a single-acre area, subject to the conditions included herein.

**PROJECT DESCRIPTION:** The Plot Plan proposes to develop a church facility consisting of two 5,054 square foot church buildings, two 1,200 square foot caretaker buildings, and two 1,200 square foot maintenance buildings on 4.8 acres. Each church building includes an auditorium area with 177 fixed seats and 4 spaces designated for wheelchairs for a total of 181 seats. Also included in each church building are a library/literature area, office, and utility/mechanical areas.

**PROJECT LOCATION:** The project site is located easterly of Hernandez Lane, southerly of Airport Boulevard, westerly of Apollo Lane, and northerly of 57<sup>th</sup> Avenue in the unincorporated community of Thermal, approximately 7,190 feet northwesterly of the northwesterly terminus of Runway 12-30 at Jacqueline Cochran Regional Airport.

**LAND USE PLAN:** 2005 Jacqueline Cochran Regional Airport Land Use Compatibility Plan (last amended in 2006)

- a. Airport Influence Area: Jacqueline Cochran Regional Airport
- b. Land Use Policy: Airport Compatibility Zone D
- c. Noise Levels: below 55 CNEL



**BACKGROUND:**

Average Intensity: The project is located within Airport Compatibility Zone D. Non-Residential intensity in Airport Compatibility Zone D is restricted to 100 people per average acre. Based on the floor plans provided and the Building Code Method, the buildings and structures would result in occupancies as listed below:

- church building – 1 person/fixed seat for auditorium, 1 person/50 square feet for library, 1 person per 200 square feet (with 50% reduction) for office areas – 193 people each, 386 people total
- caretaker building – 1 person/300 square feet – 4 people each, 8 people total
- maintenance/storage building – 1 person/300 square feet – 4 people each, 8 people total

Based on the building occupancies as presented above a maximum occupancy of 402 people would be anticipated. Based on the site area of 4.8 acres net, an average intensity of 84 people per acre is anticipated, which is consistent with Compatibility Zone D average acre intensity criteria.

A second method for determining total occupancy involves multiplying the number of parking spaces provided or required (whichever is greater) by average vehicle occupancy (assumed to be 2.5 persons per standard vehicle for church use). Based on the number of parking spaces provided (138 standard spaces plus 4 vehicle spaces in the caretaker garages), the total occupancy would be estimated at 355 people for an average acre intensity of approximately 74, which is also consistent with Compatibility Zone D average acre intensity criteria.

Single-Acre Intensity: The project is located within Airport Compatibility Zone D. Non-Residential intensity in Airport Compatibility Zone D is restricted to 300 people per single-acre. The entirety of both church buildings and a portion of one maintenance unit and a portion of one caretaker unit would represent the most intense single-acre area. As noted previously, based on the Building Code Method, the two church buildings would total 386 people. The portions of the maintenance and caretaker units would total 4 people for a total single-acre occupancy of 390 people, which would not be consistent with the Compatibility Zone D single-acre criterion of 300.

Although the parking space method is typically applied to average intensity, since in this project case the parking would almost exclusively serve the church buildings (which are located entirely within the maximum single-acre area), it could be used to determine the amount of occupancy within the single-acre area. As noted previously the project would be anticipated to accommodate a total of 355 people based on the parking space method, which would also be inconsistent with the Compatibility Zone D single-acre criterion of 300.

The plans show a total of 177 fixed seats and 4 spaces for wheelchairs for a total of 181 seats within each of the church buildings for a total of 362 seats for both church buildings. Assuming all occupancy would occur within the assembly areas with the fixed seats and no occupancy would occur in any other portion of the church building or the portion of the maintenance building or

caretaker unit included within the single-acre area, then it could be determined that the project would result in a maximum single-acre intensity of 362 people, which would not be consistent with the Zone D single-acre criterion of 300.

Risk-Reduction Design Bonus: The applicant has provided background on already incorporated building design elements that could be considered for risk reduction bonus for the single-acre criteria. A bonus of up to 1.3 times the criteria of 300 for a maximum allowable intensity of 390 could be granted at the authority of the County of Riverside based on the type and amount of risk reduction measures incorporated. The applicant has indicated that the proposed church building will have no windows, the church building roof is upgraded from 2"x4" members to 2"x6" trusses, the church building would have no skylights, the church building would have two additional exits beyond those required by code, and all buildings are single story. Other noted risk reduction measures not specifically addressed by the applicant include concrete walls and enhanced fire sprinkler system. Additionally, the applicant has noted the amount of open area across the site that has the potential to serve as viable emergency landing area to avoid the buildings and the people within them. If the maximum bonus of 390 were granted, the occupancy of 390 people per single-acre as calculated pursuant to the building code method and the occupancy of 355 people per single-acre as calculated by the parking space method would comply.

Prohibited Uses: The issue is intensity in numbers of people; the religious use is not prohibited within Compatibility Zone D, nor does the applicant propose any prohibited uses.

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

PART 77: The elevation at the northwesterly end of Runway 12-30 at Jacqueline Cochran Regional Airport is -117 feet above mean sea level (AMSL). At a distance of approximately 7,190 feet from the runway to the property line, a building elevation at top of roof exceeding -45.1 feet AMSL would require FAA notice and review through the Form 7460-1 process. The project has a maximum finished floor elevation of -86.5 feet AMSL and a maximum height of 18'10" for a maximum elevation of -67.67 feet AMSL. Therefore, review pursuant to the Federal Aviation Administration Obstruction Evaluation Service Form 7460-1 process is not required for the project.

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

Intermittent Use: Since the adoption of the Countywide Policies of the Riverside County Airport Land Use Compatibility Plan in 2004, the Commission has been presented several times with proposals for churches whose single-acre intensities exceeded the zone standards. In some cases, including the Magnolia Avenue Baptist Church, the Harvest Church complex in Riverside, and the LDS church near French Valley, the proposals have been determined inconsistent. In two cases (one in Bermuda Dunes and one in Thermal), the Commission found the project acceptable due to special

circumstances. Pursuant to Section 3.3.6.(d), the “granting of a special conditions exception shall be considered site specific and shall not be generalized to include other uses.”

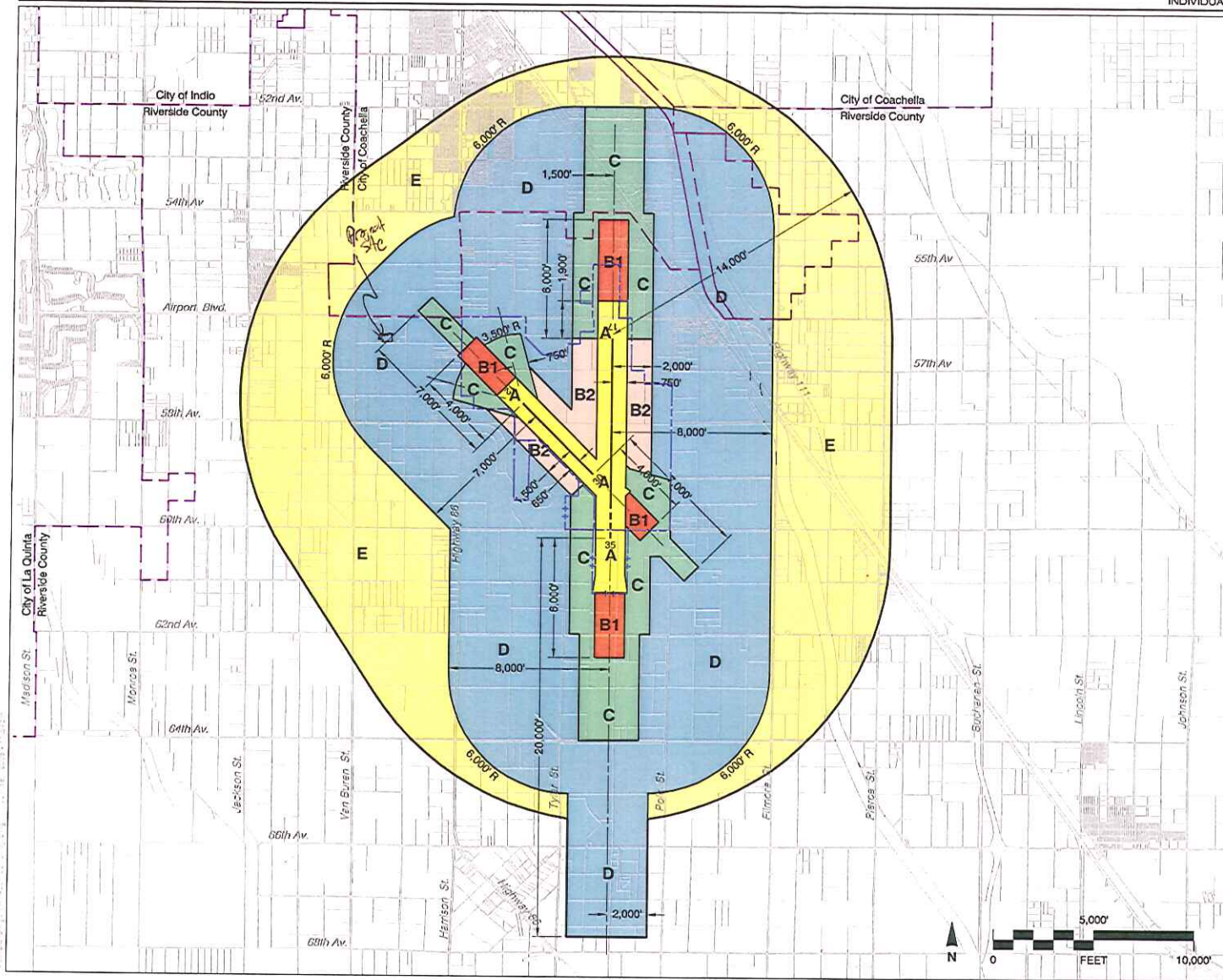
**CONDITIONS:**

1. Any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky, and shall comply with Riverside County Ordinance No. 655, as applicable. Outdoor lighting plans, if any, shall be transmitted to Riverside County Economic Development Agency – Aviation Division personnel and to the Jacqueline Cochran Regional Airport for review and comment. (Failure to comment within thirty days shall be considered to constitute acceptability on the part of the airport manager.)
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, or any type of strobe light, toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
  - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
  - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, livestock operations, production of cereal grains, sunflower, and row crops, artificial marshes, wastewater management facilities, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, incinerators, and landfills.)
  - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
  - (e) Highly noise-sensitive outdoor nonresidential uses and hazards to flight.
3. The attached notice shall be provided to all potential purchasers and tenants and the contents of such notice language shall also be contained in a legally recordable instrument to be recorded at time of map recordation or building permit issuance.
4. Any detention or retention basin shall be designed so as to provide a maximum 48-hour

detention period for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the retention basin that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.

# NOTICE OF AIRPORT IN VICINITY

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



**Legend**

**Compatibility Zones**

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

**Boundary Lines**

- Airport Property Line - Existing
- Airport Property Line - Planned
- City Limits

**Note**

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

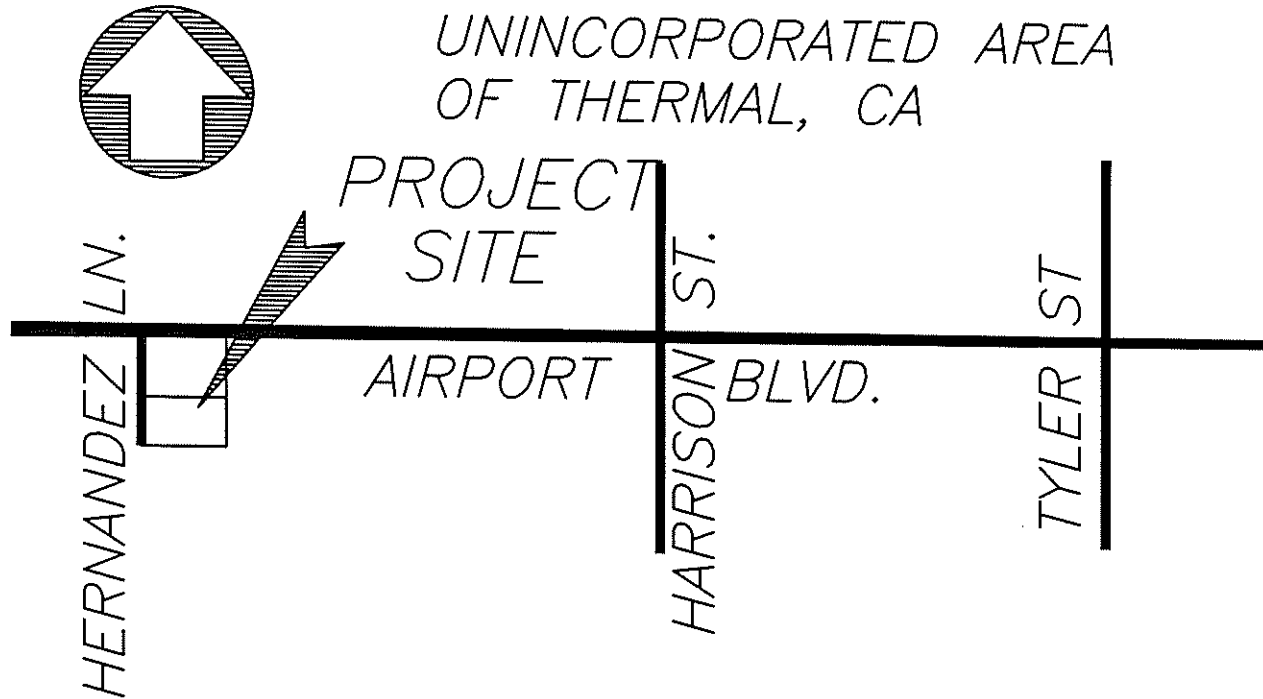
See Chapter 2, Table 2A for compatibility criteria associated with this map.

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

Map JC-1

**Compatibility Map**  
**Jacqueline Cochran Regional Airport**

THOMAS BROS. PAGE: 5531 GRID: A5

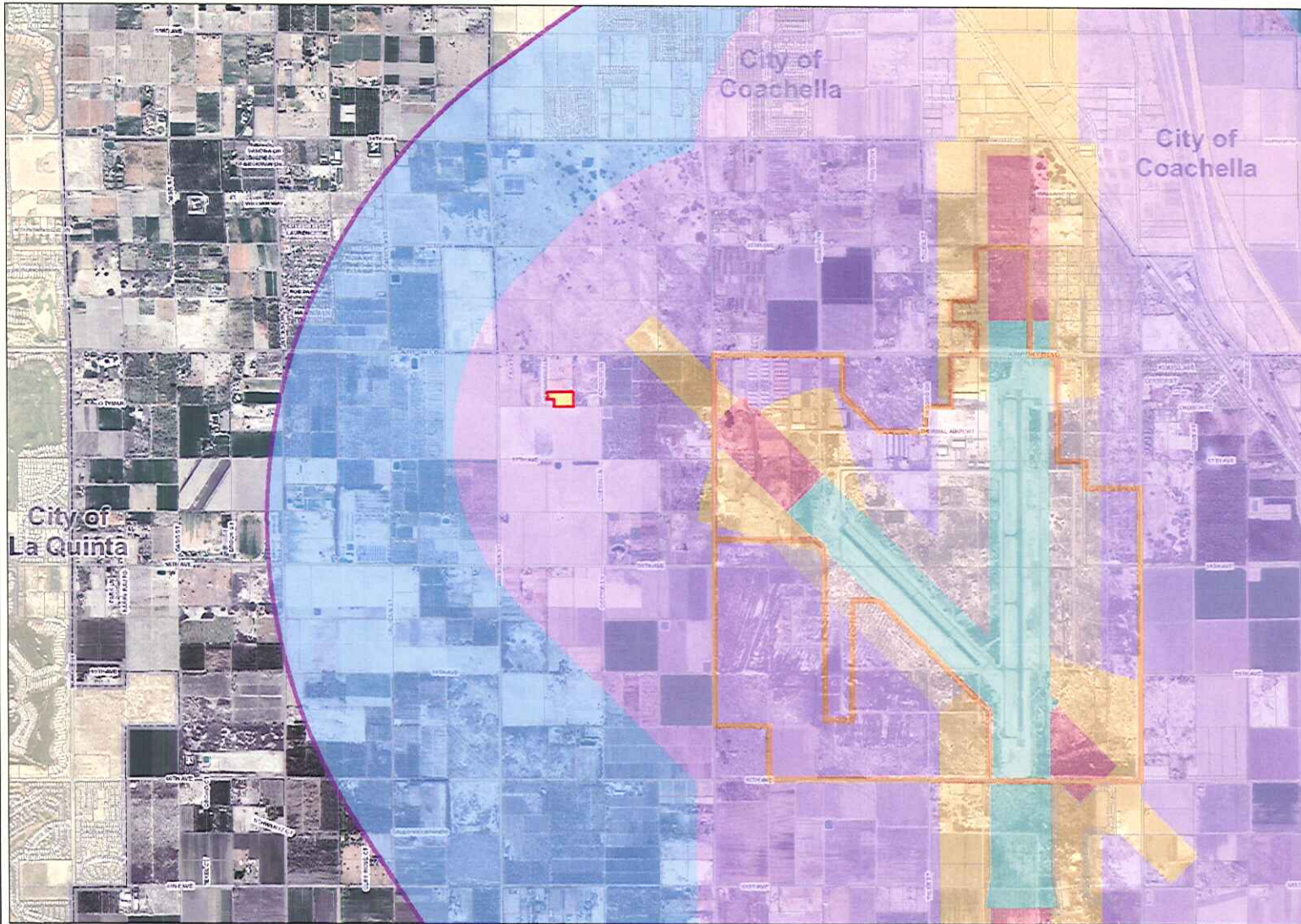
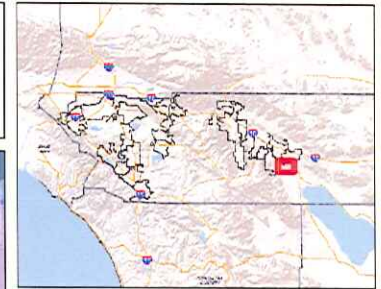


SECTION 19 , TOWNSHIP 6 , RANGE 8

VICINITY MAP

NOT TO SCALE

# 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**
- highways**
- HWY
- INTERCHANGE
- INTERSTATE
- OFFRAMP
- ONRAMP
- USHWY
- majorroads
- counties
- cities
- hydrographylines
- waterbodies**
- Lakes
- Rivers



0 4,627 9,254 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.

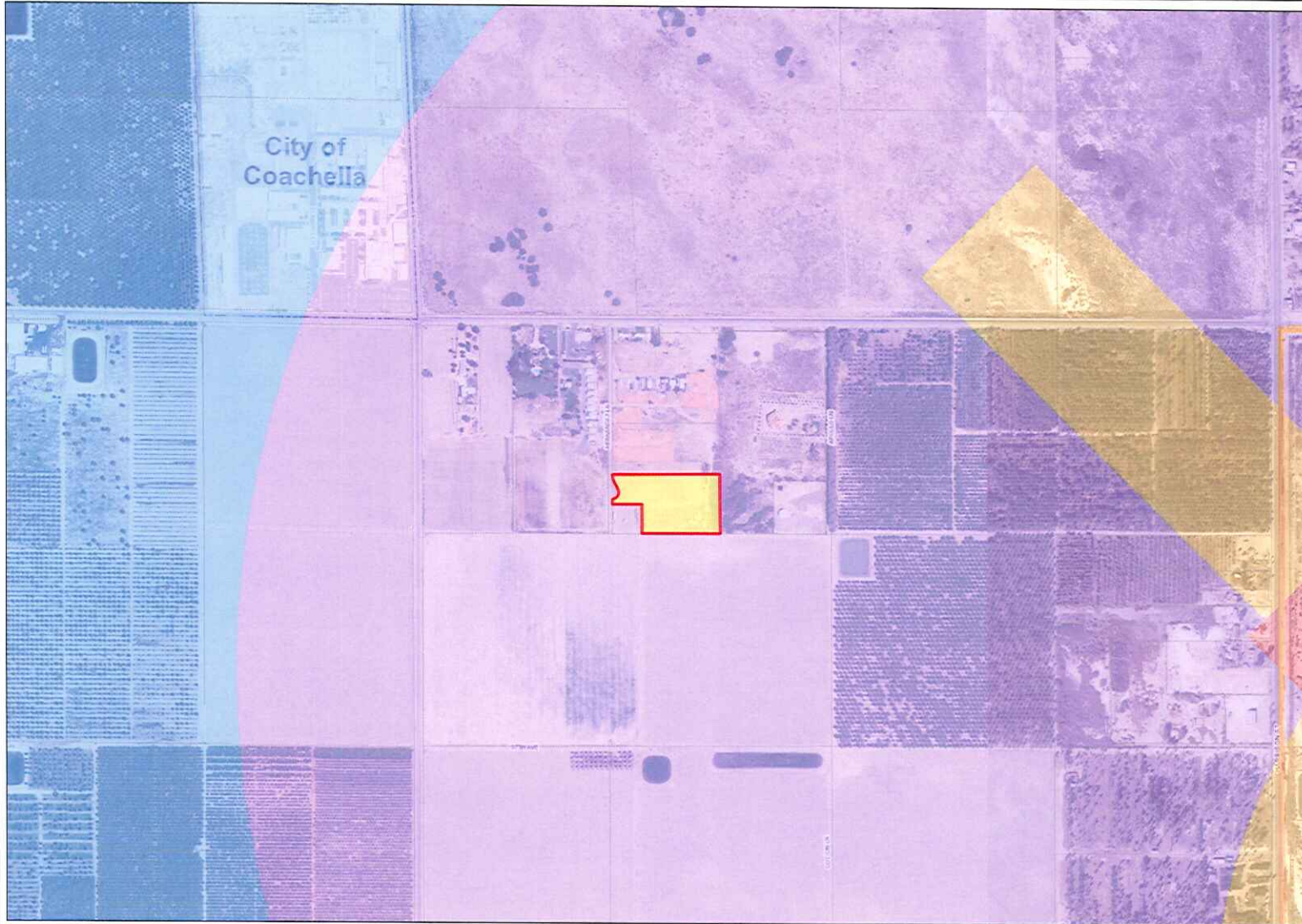
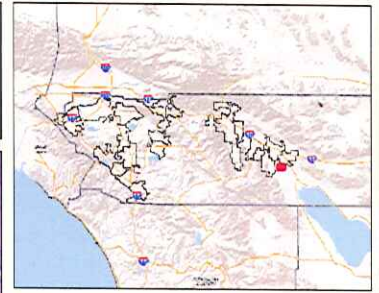
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## Notes



# My Map



## Legend

- 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
- roadsanno
- highways
- HWY
- INTERCHANGE
- INTERSTATE
- OFFRAMP
- ONRAMP
- USHWY
- counties
- cities
- hydrographylines
- waterbodies
- Lakes



0 1,157 2,314 Feet



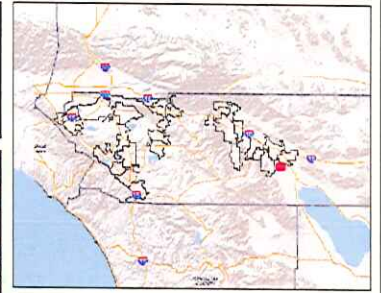
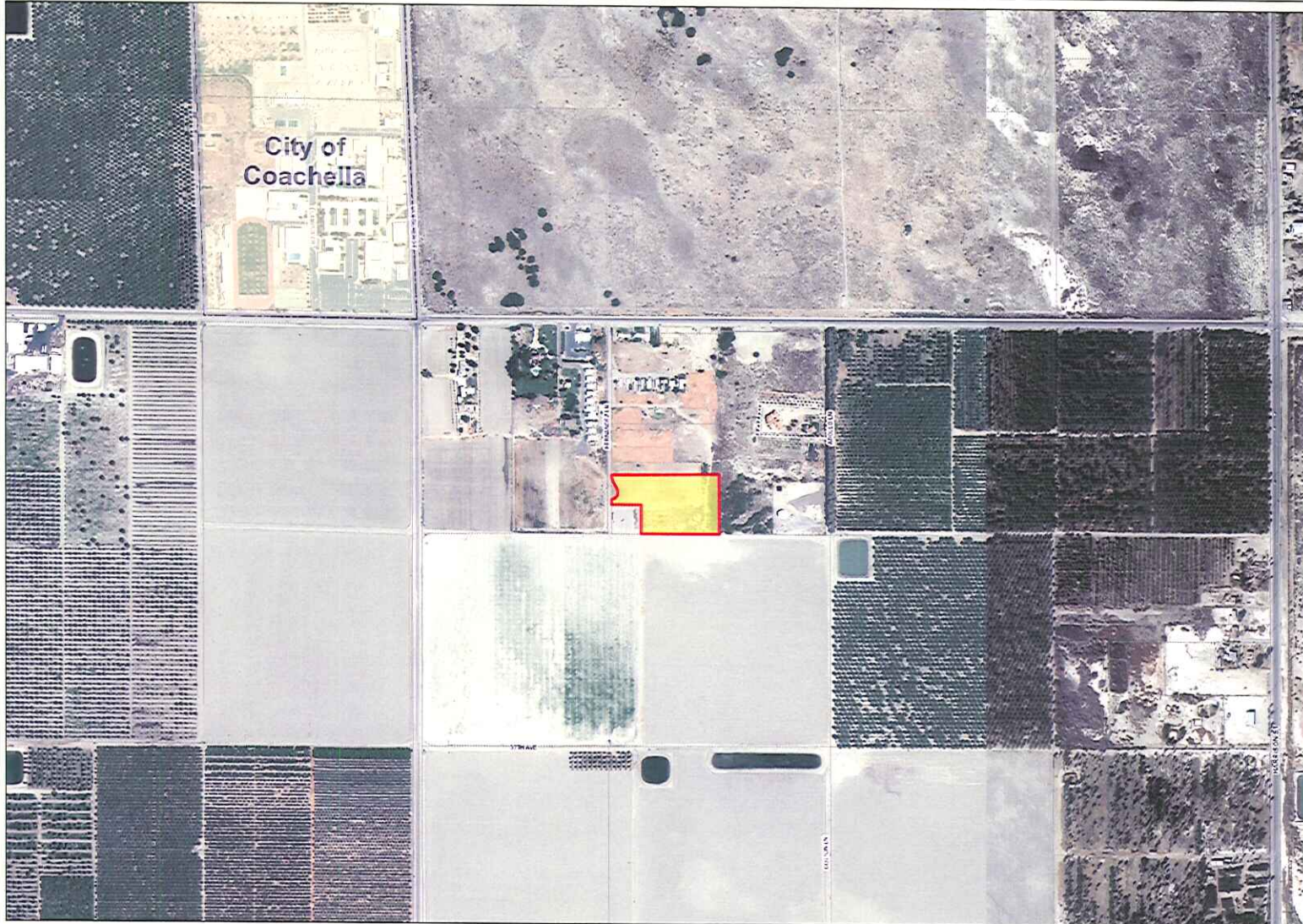
**\*IMPORTANT\*** Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness,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

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



0 1,157 2,314 Feet



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## Notes



PARCEL 3 PM 33671  
P.M.B. 235/21-23

VACANT PARCEL  
A-1-5

- PROPOSED STREET TREE (SEE LANDSCAPE PLAN FOR TYPE & LOCATIONS)
- HP — HIGH POINT
- PF — FINISH FLOOR
- PL — POWER PL.
- SW — SIDEWALK
- TC — TOP OF C
- FS — FINISH SU
- TIP — TYPICAL
- EA — EACH
- MAX — MAXIMUM
- SP — SQUARE F
- ASSY — ASSEMBLY

**NOTES:**  
PROJECT DESCRIPTION:  
THE PROJECT CONSISTS OF TWO CHURCH BUILDINGS (8,054 SF EACH), TWO CARE UNITS (1,200 SF MAX EACH), TWO MAINTENANCE BUILDINGS (1,200 SF EACH), AN PRIVATE SEPTIC DISPOSAL SYSTEM. IT WILL BE CONSTRUCTED IN 4 PHASES, AS ON THE PLAN.

LEGAL DESCRIPTION: PARCEL 4, P.M. 33671 MB 235/23 OF PARCEL MAPS APN: 750-020-036  
EXISTING AND PROPOSED ZONING: A-1-3  
EXISTING USE: VACANT  
PROPOSED USE: CHURCH  
LAND NOT SUBJECT TO FLOOD HAZARD  
LAND SUBJECT TO LIQUIDATION  
LAND NOT WITHIN SPECIAL STUDY ZONE  
ALL AREAS OF PROJECT SHALL BE MAINTAINED BY ENGLISH CONGREGATION OF JEHOVAH'S WITNESSES, COACHELLA, CA INC

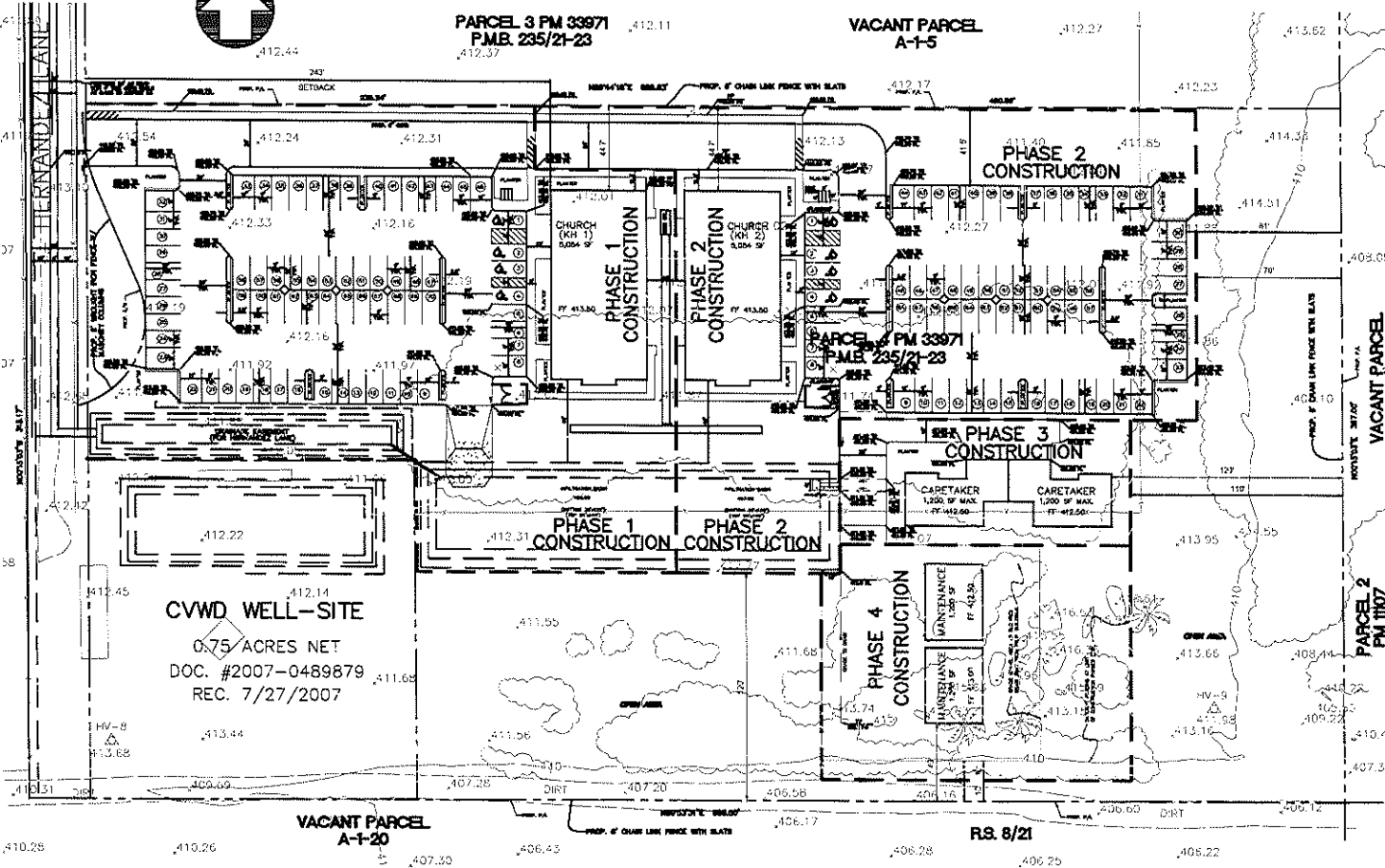
**BUILDING AREA TABULATIONS:**  
CONSTRUCTION PHASE 1: KINGDOM HALL NO. 1 (CHURCH) - 8,054 SF  
CONSTRUCTION PHASE 2: KINGDOM HALL NO. 2 (CHURCH) - 8,054 SF  
CONSTRUCTION PHASE 3: CARETAKER UNITS (2 UNITS) - 2,400 SF MAX (1,200 CONSTRUCTION PHASE 4: MAINTENANCE BUILDINGS (2 EA) - 2,400 SF (1,200 TOTAL BUILDING AREA: 8,054 + 8,054 + 2,400 + 2,400 = 14,908 SF

**PARKING TABULATIONS:**

USE	PARKING RATE (1 PER 30 SF OF NET ASSY AREA)	GROSS ASSY AREA (AUDITORIUM + ANGLES - ENTRANCES - CABINETS)	NET ASSY AREA (GROSS ASSY AREA (1,840 SF) - 30 x 3)	REQUIRED
CHURCH (NO. 1)	1 PER 30 SF	2,875 SF	1,840 SF	58
CHURCH (NO. 2)	1 PER 30 SF	2,875 SF	1,840 SF	58
ACCESSIBLE PARKING SPACES				(81-76 SPACES)
ACCESSIBLE PARKING SPACES (KH 1)				3
ACCESSIBLE PARKING SPACES (KH 2)				3
TOTAL ACCESSIBLE PARKING SPACES				6
TOTAL PARKING SPACES				112

**SITE INFORMATION:**

NET AREA (A.1 AC)	=	210,198 SF	100%
PROP. DEVELOPED AREA (3.3 AC)	=	145,133 SF	69%
PROP. OPEN AREA (UNDEVELOPED) (1.5 AC)	=	85,065 SF	31%
PROPOSED IMPROVEMENTS:			
PROP. BLDG AREA (TOTAL)	=	14,908 SF	7%
PROP. LANDSCAPED AREA	=	53,880 SF	26%
PROP. PAVING & CONC. (TOTAL)	=	65,520 SF	31%
PROP. DRIVEW. (AROUND MAINTENANCE BLDG)	=	10,493 SF	5%
PROP. DEVELOPED AREA TOTAL	=	145,133 SF	69%



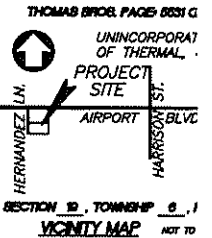
CVWD WELL-SITE  
0.75 ACRES NET  
DOC. #2007-0489879  
REC. 7/27/2007

**OWNER:**  
ENGLISH CONGREGATION OF JEHOVAH'S WITNESSES, COACHELLA CONGREGATION, INC., a California nonprofit religious corporation  
C/O TERRY HEDDER  
82120 OTTAWAR LANE  
THERMAL, CA 92274-9222  
PH 760.360.5218 C 760.774.0042

**APPLICANT:**  
MARK STOKER  
05471 TWENTYNINE PALMS HWY.  
TUCSA VALLEY, CA 92284  
760.360.0691

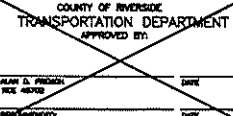
**INDEX:**  
FOR PRELIMINARY GRADING OF PHASE 1 SEE SHEET A2  
FOR PRELIMINARY GRADING OF PHASES 2, 3, AND 4 SEE SHEET A3  
FOR KINGDOM HALL MAIN BUILDING ELEVATIONS SEE EXHIBIT B, SHEET B1  
FOR CARETAKER UNIT ELEVATIONS SEE EXHIBIT B, SHEET B2  
FOR MAINTENANCE BUILDING ELEVATIONS AND FLOOR PLAN SEE EXHIBIT B, SHEET B3  
FOR KINGDOM HALL MAIN BUILDING FLOOR PLAN SEE EXHIBIT C, SHEET C1  
FOR CARETAKER UNIT FLOOR PLAN SEE EXHIBIT C, SHEET C2

**EARTHWORK:**  
TOTAL RAW CUT/FILL (SHEETS A2 + A3)  
RAW CUT = 2,600 CY  
RAW FILL = 1,250 CY



CONTRACT WITH THESE PLANS SHALL NOT BE UNTIL AN ENCROACHMENT PERMIT A GRADING PERMIT HAS BEEN ISSUED.  
I, ENGINEER SIGNING THESE PLANS IS NOT BE RESPONSIBLE FOR THE ACCURACY AND CITY OF THE DESIGN HEREIN IN THE EVENT OF ANY ARISING AFTER COUNTY APPROVAL OR REVISION. THE PRIVATE ENGINEER SHALL BE RESPONSIBLE FOR OBTAINING AN ACCEPTABLE SOLUTION TO THE PLANS FOR APPROVAL BY THE COUNTY.

NO.	DATE	BY	DESCRIPTION	APP'D	DATE



**JHA ENGINEERING, INC.**  
Address: 171415 Las Marinas, Suite 301  
Palm Desert, CA 92211  
Phone: 760.343.1252  
Fax: 760.343.0299  
E-Mail: jha@jhaengineering.com

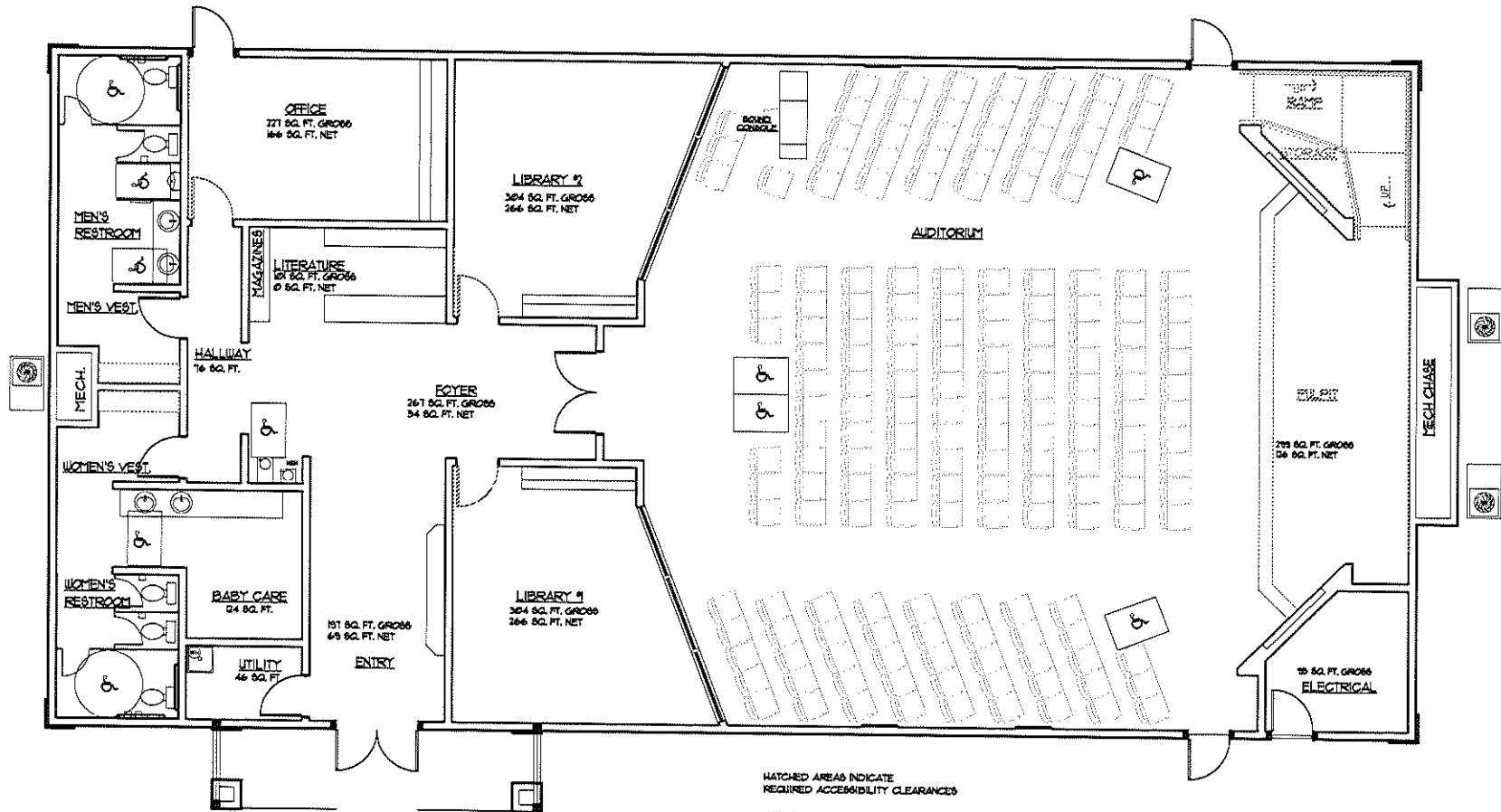
PREPARED BY: [Signature]  
R.C.E. No. MS 14814  
DATE: 8-22-14

**BENCHMARK:**  
BENCHMARK NO.: 5-30-81  
LOCATION: [Blank]

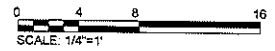
REVISION = 1387.41  
SCALE: HORIZONTAL = 1"=80'  
VERTICAL = 1"=8'

**PLOT PLAN - EXHIBIT A**  
IN THE COUNTY OF RIVERSIDE, CALIFORNIA  
KINGDOM HALL (CHURCH)  
TITLE SHEET  
SITE PLAN  
APN 6780-020-036  
DATE PREPARED: 8-28-14  
COUNTY FILE NO. [Blank]

2025/04/15 10:41:10 AM - 2025/04/15 10:41:10 AM - 2025/04/15 10:41:10 AM - 2025/04/15 10:41:10 AM



HATCHED AREAS INDICATE  
 REQUIRED ACCESSIBILITY CLEARANCES  
 HATCHED AREAS INDICATE  
 INACCESSIBLE AREAS



**PROJECT COORDINATOR:**  
 NAME: \_\_\_\_\_  
 ADDRESS: \_\_\_\_\_  
 TEL. (\_\_\_\_) \_\_\_\_\_  
 FAX (\_\_\_\_) \_\_\_\_\_  
**PROJECT COORDINATOR ASSISTANT:**  
 NAME: \_\_\_\_\_  
 ADDRESS: \_\_\_\_\_  
 TEL. (\_\_\_\_) \_\_\_\_\_  
 FAX (\_\_\_\_) \_\_\_\_\_  
**CONTACT:**  
 SHANE STWARD  
 26471 ON PALMS HWY  
 THIRDA VALLEY, CA 92084  
 TEL (760) 365-8601  
 FAX (760) 365-7189  
**PROJECT ARCHITECT:**  
 MARK STONER, STONER CONCEPTS  
 26471 ON PALMS HWY.  
 THIRDA VALLEY, CA 92084  
 TEL (760) 365-8001  
 FAX (760) 365-7189

DATE	BY

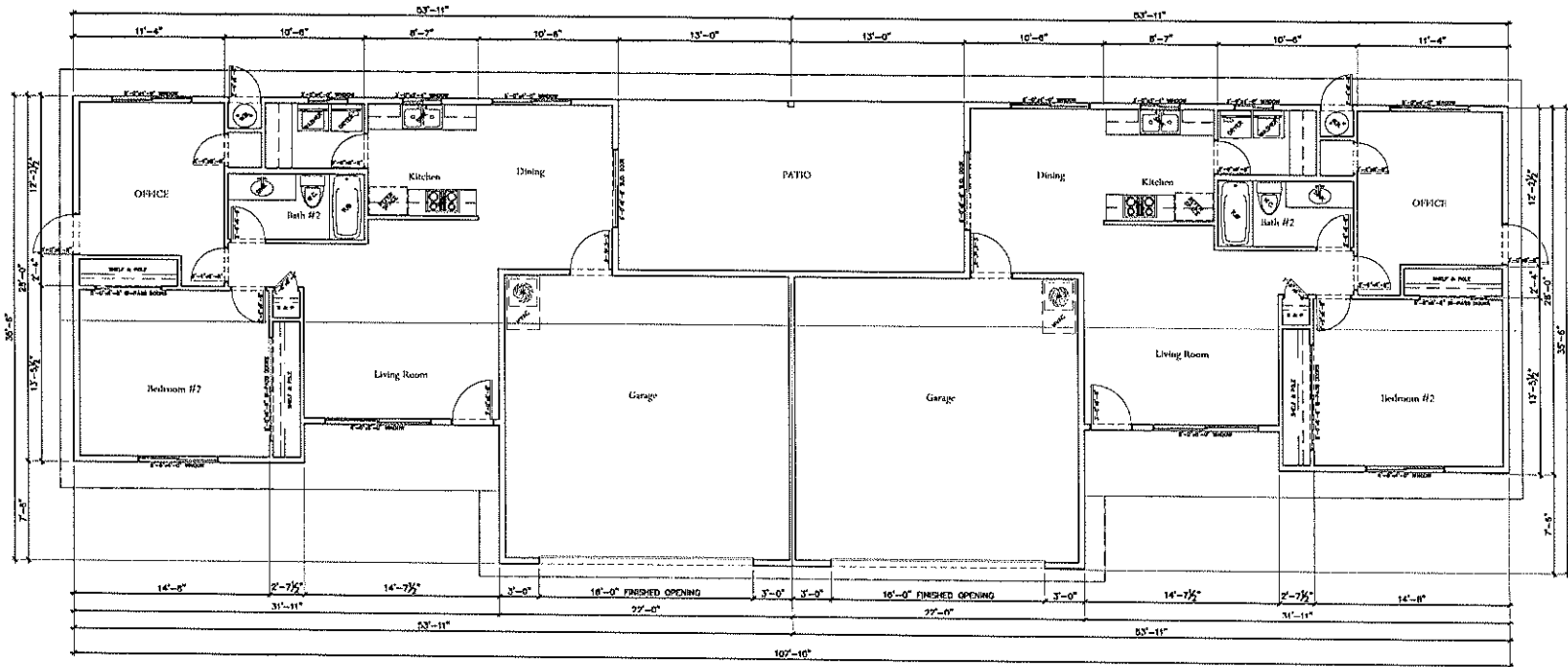
MARK	DATE	DESCRIPTION

SCALE	DATE	BY

**PROJECT TITLE:**  
 THERMAL KINGDOM HALL  
 OF JEHOVAH'S WITNESSES  
 ADDRESS:  
 THIRDA VALLEY, CA 92274

**SHEET TITLE:**  
 OCCUPANCY

**SHEET No.:**  
 A2-3



CARETAKER UNITS  
2 ADD' OF MAX. GROSS TOTAL

**OWNER:**  
 EMPLOY CORPORATION OF JOHNWAY'S WITNESS, COACHELLA  
 CORPORATION, INC. a California registered real estate corporation  
 C/O TERRY HENSON  
 6005 ET'NAIR LANE  
 PHOENIX, CA 92374-8252  
 PH: 760.345.1520 C: 760.345.0282

**APPLICANT:**  
 MARK STODER  
 58475 THE WITNESS PALMS HWY.  
 COACHELLA, CA 92334  
 760.345.0281

**DIG ALERT**  
 DIAL TOLL FREE  
 1-800-227-2000  
 AT LEAST TWO DAYS  
 BEFORE YOU DIG  
 UNDERGROUND SERVICE ALERT OF SOUTHERN CALIFORNIA

**NOTE:**  
 WORK CONTRACTED WITHIN THESE PLANS SHALL NOT  
 COMMENCE UNTIL AN ENGINEERING PERMIT  
 AND/OR A GRADING PERMIT HAS BEEN ISSUED.  
 THE PRIVATE ENGINEER SIGNING THESE PLANS IS  
 RESPONSIBLE FOR ASSURING THE ACCURACY AND  
 ACCEPTABILITY OF THE DESIGN HEREIN, IN THE EVENT OF  
 DISCREPANCIES ARISING AFTER COUNTY APPROVAL OF  
 GRADING CONSTRUCTION, THE PRIVATE ENGINEER SHALL BE  
 RESPONSIBLE FOR DETERMINING AN ACCEPTABLE SOLUTION  
 AND REVISIONS TO THE PLANS FOR APPROVAL BY THE COUNTY.

NO.	DATE	BY	DESCRIPTION	APPR.	DATE

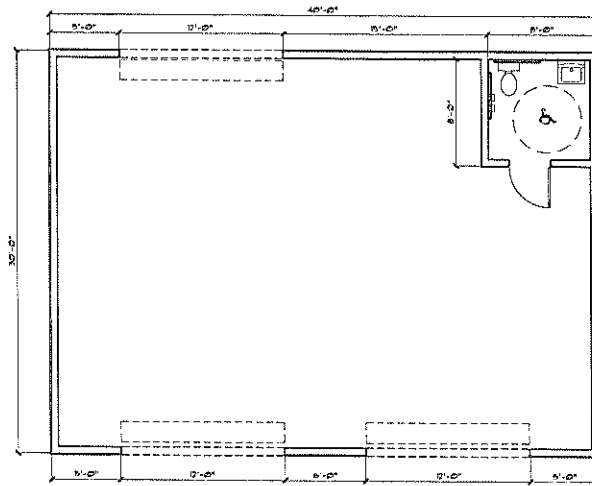
COUNTY OF RIVERSIDE  
 TRANSPORTATION DEPARTMENT  
 APPROVED BY:  
 ALAN D. FRENCH  
 REG. #10055  
 CIVIL  
 STATE OF CALIFORNIA

SEAL - ENGINEER  
 ALAN D. FRENCH  
 REG. #10055  
 CIVIL  
 STATE OF CALIFORNIA

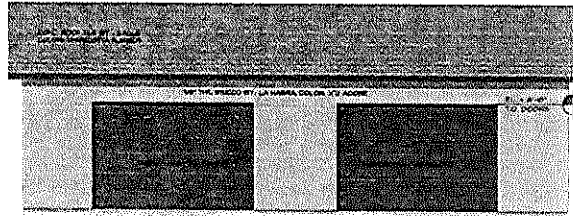
**JHA**  
 ENGINEERING, INC.  
 Consulting Civil Engineers & Surveyors  
 Address: 77-112 Las Arborescens, Costa Mesa  
 Palm Desert, CA 92211  
 Phone: 760-345-1520  
 Fax: 760-345-1520  
 E-Mail: jha@jhaengineering.com

**BENCHMARK**  
 1-26-81  
 PREPARED BY: [Signature]  
 DATE: 8-27-14  
 R.C.C. No. NO. 14814

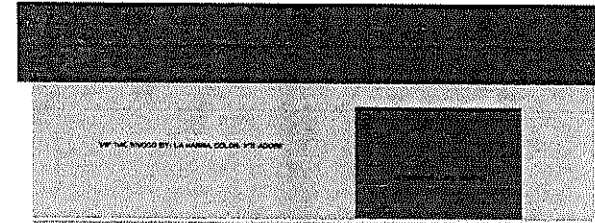
**FLOOR PLAN - EXHIBIT C**  
 IN THE COUNTY OF RIVERSIDE, CALIFORNIA  
 KINGDOM HALL (CHURCH)  
 CARETAKER UNITS  
 FLOOR PLAN  
 APN 6720-020-036  
 SHEET  
**C2**  
 OF 2 SHEETS



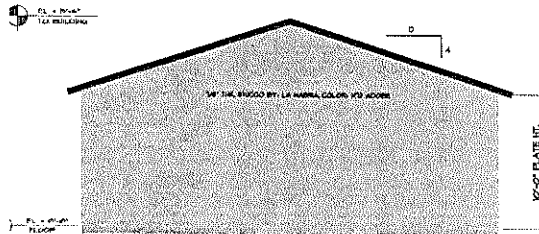
FLOOR-PLAN MAINTENANCE BUILDING  
1000 SF GROSS TOTAL (EACH BUILDING)



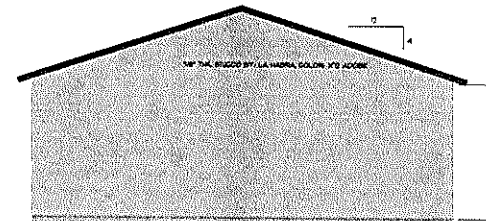
FRONT-VIEW



REAR-VIEW



LEFT-VIEW



RIGHT-VIEW

**OWNER:**

EMERALD CONGREGATION OF KINGDOM HALL, COMPELLA  
CONGREGATION, INC. - A California nonprofit religious corporation  
C/O JOHN WARDEN  
4125 OTTAWA LANE  
MIRAMONTE, CA 91324-0293  
PH 760.349.5218 © 2002.724.0822

**APPLICANT:**

MARK STOKER  
MARK MAINTENANCE PLANS INC.  
1000 VALLEY, CA 91324  
760.360.8081



NOT: WORK CONTAINED WITHIN THESE PLANS SHALL NOT COMMENCE UNLESS AN ENCROACHMENT PERMIT AND/OR A GRADING PERMIT HAS BEEN OBTAINED.  
THE PRIVATE ENGINEER DRAWING THESE PLANS IS RESPONSIBLE FOR ASSURING THE ACCURACY AND ACCEPTABILITY OF THE DESIGN HEREIN IN THE EVENT OF DISCREPANCIES ARISING AFTER COUNTY APPROVAL OR DURING CONSTRUCTION. THE PRIVATE ENGINEER SHALL BE RESPONSIBLE FOR OBTAINING AN ACCEPTABLE SOLUTION AND REVISIONS TO THESE PLANS FOR APPROVAL BY THE COUNTY.

NO.	DATE	BY	DESCRIPTION	APPROVED	DATE

CIVIL COUNTY  
COUNTY OF RIVERSIDE  
TRANSPORTATION DEPARTMENT  
APPROVED BY:  
ALAN D. FRANCHI  
CIVIL  
NO. 45702  
DATE: \_\_\_\_\_  
SIGNATURE: \_\_\_\_\_

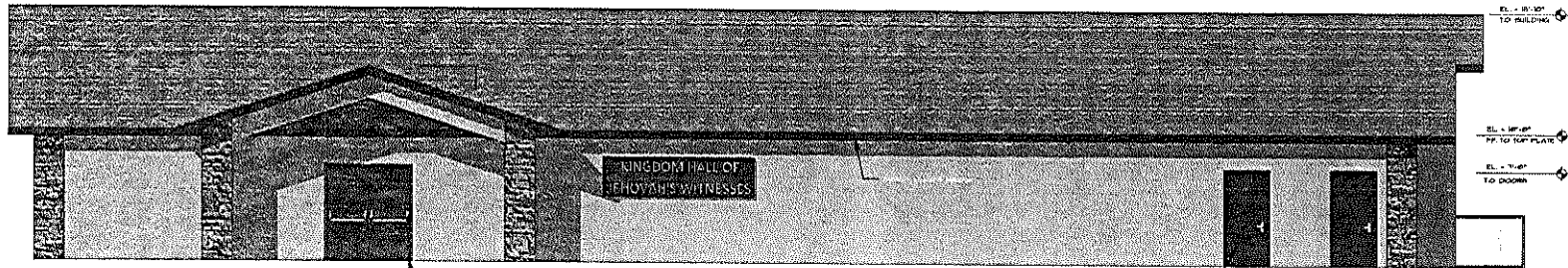
SEAL - ENGINEER  
COUNTY OF RIVERSIDE  
NO. 14814  
CIVIL  
STATE OF CALIFORNIA

JHA ENGINEERS, INC.  
Address: 77410 Las Mesas, Suite 207  
Palm Desert, Ca 92211  
Phone: 760.345.1314  
Fax: 760.345.1879  
E-Mail: jha@jhaengineers.com  
PREPARED BY: \_\_\_\_\_  
DATE: 8-27-04

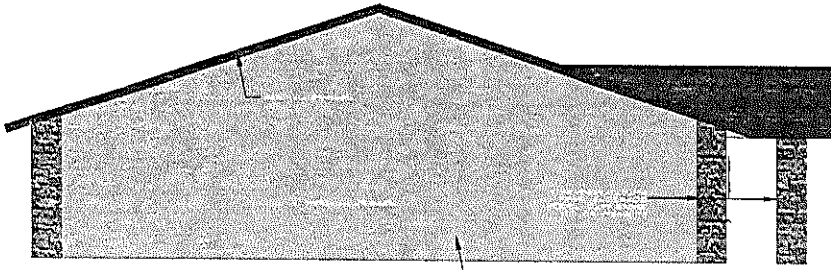
BENCHMARK  
BENCHMARK NO.: 1-36-01  
DATE: \_\_\_\_\_  
ELEVATION = 1397.41  
SCALE: 1/4" = 1'-0"

PLOT PLAN - EXHIBITS B AND C  
IN THE COUNTY OF RIVERSIDE, CALIFORNIA  
KINGDOM HALL (CHURCH)  
MAINTENANCE BUILDING  
ELEVATIONS/FLOOR PLAN  
APN 8708-020-036  
DATE DRAWN: 8-22-04  
COUNTY FILE NO. \_\_\_\_\_

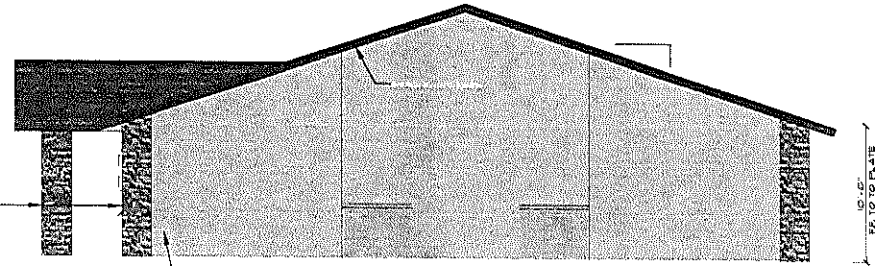
SHEET  
B3  
OF 3 SHEETS



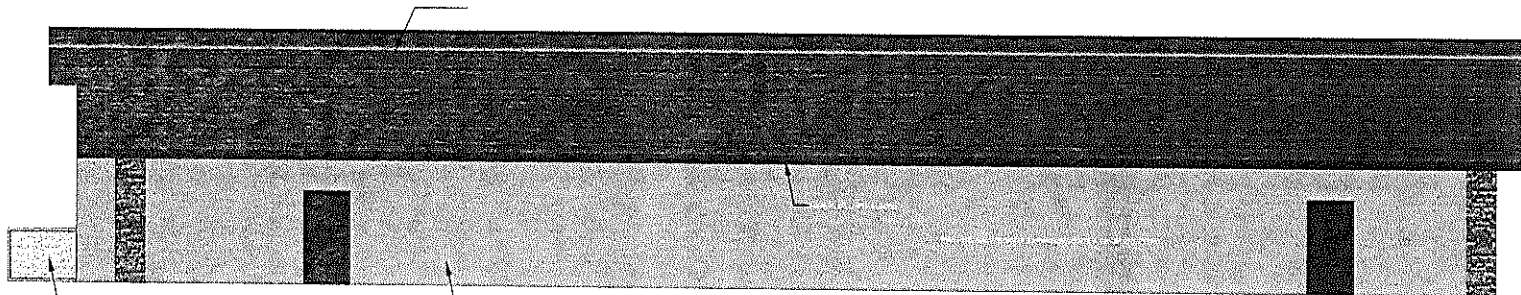
FRONT-VIEW



LEFT-VIEW



RIGHT-VIEW



REAR-VIEW

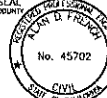
**OWNER:**  
 ENGLISH CONGREGATION OF JEHOVAH'S WITNESSES, COACHELLA  
 CONGREGATION, INC. a California nonprofit religious corporation  
 1310 TERRY ROAD  
 RAYO D'ORANGE LANE  
 THERMAL, CA 92570-8533  
 PH 762.394.8210 C 762.774.0957

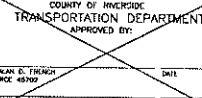
**APPLICANT:**  
 MARK STODER  
 76411 HIGHTHORN PALMS HWY  
 VESPA VALLEY, CA 92384  
 762.862.9951

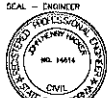
**DIG ALERT**  
  
 DIAL TOLL FREE  
 1-800-227-2600  
 AT LEAST TWO DAYS  
 BEFORE YOU DIG  
 UNDERGROUND SERVICE ALERT OF SOUTHERN CALIFORNIA

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 DISCREPANCIES ARISING AFTER COUNTY APPROVAL, OR  
 DURING CONSTRUCTION, THE PRIVATE ENGINEER SHALL BE  
 RESPONSIBLE FOR DETERMINING AN ACCEPTABLE SOLUTION  
 AND REVISING THE PLANS FOR APPROVAL BY THE COUNTY.

MARK	DATE	BY	DESCRIPTION	APP'D. DATE	COUNTY
			REVISIONS		

SEAL  
 COUNTY  
  
 No. 45702  
 CIVIL  
 STATE OF CALIFORNIA

COUNTY OF RIVERSIDE  
 TRANSPORTATION DEPARTMENT  
 APPROVED BY:  
  
 PLAN & TRACER  
 NO. 45702  
 DATE

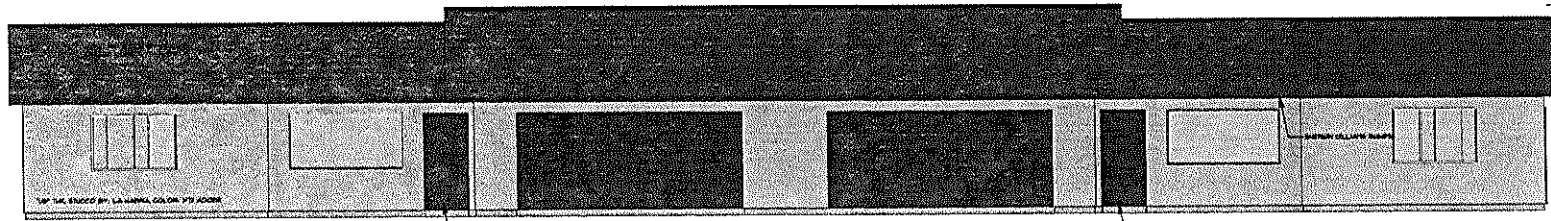
SEAL - ENGINEER  
  
 No. 14614  
 CIVIL  
 STATE OF CALIFORNIA

**JHA**  
 ENGINEERING, INC.  
 17810 Lee Avenue, Suite 201  
 Palm Desert, Ca 92211  
 Phone 952.546.5222  
 Fax 952.546.5225  
 E-mail jha@jhaengineering.com  
 PREPARED BY: [Signature]  
 R.C.E. No. - NO. 14614  
 DATE 8-27-14

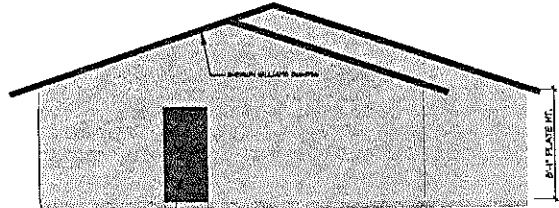
**BENCHMARK**  
 BENCHMARK NO.: 7-38-01  
 LOCATION  
 ELEVATION = 1387.41  
 SCALE: H: 1/4"=1' V: 1/4"=1'

**PLOT PLAN - EXHIBIT B**  
 IN THE COUNTY OF RIVERSIDE, CALIFORNIA  
**KINGDOM HALL (CHURCH)**  
**MAIN BUILDING**  
**ELEVATIONS**  
 APN 4729-020-006  
 DATE PREPARED 8-22-14  
 COUNTY FILE NO.

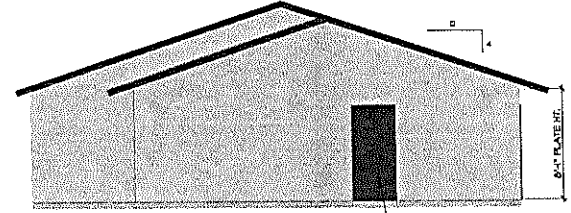
SHEET  
**B1**  
 OF 3 SHEETS



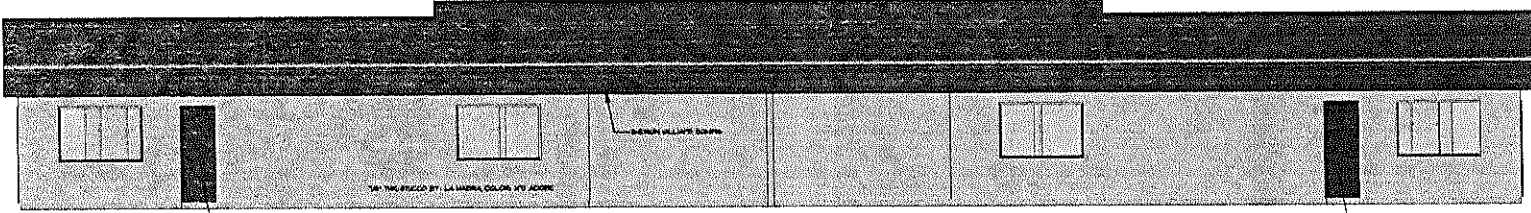
FRONT-VIEW



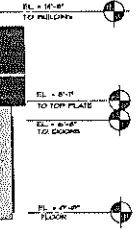
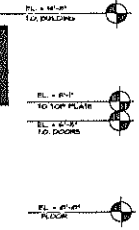
LEFT-VIEW



RIGHT-VIEW



REAR-VIEW

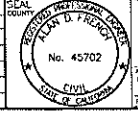


**OWNER:**  
 DOUTH CONGREGATION OF JEDIDIAH WITNESSES, COACHELLA  
 C/O JERRY WOODR  
 6230 W PINE LANE  
 IMPALA, CA 92343-8357  
 PH 762.349.8278 C 762.349.8262

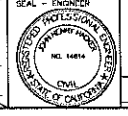
**APPLICANT:**  
 MARK STONEY  
 16177 TWINSTONE PALMS WAY  
 NUCIA VALLEY, CA 92388  
 762.349.8911

**NOTE:**  
 BEFORE COMMENCED WITH THESE PLANS SHALL NOT COMMENCE UNTIL AN ENFORCEMENT PERMIT HAS BEEN ISSUED.  
 THE PRIVATE ENGINEER DRAWING THESE PLANS IS RESPONSIBLE FOR ASSURING THE ACCURACY AND ACCEPTABILITY OF THE DESIGN HEREIN. IN THE EVENT OF DISCREPANCIES ARISING AFTER COUNTY APPROVAL OF THESE PLANS, THE PRIVATE ENGINEER SHALL BE RESPONSIBLE FOR DETERMINING AN ACCEPTABLE SOLUTION AND REVISING THE PLANS FOR APPROVAL BY THE COUNTY.

NO.	DATE	BY	DESCRIPTION	APPROVED	DATE



COUNTY OF RIVERSIDE  
 TRANSPORTATION DEPARTMENT  
 APPROVED BY: \_\_\_\_\_  
 NAME: \_\_\_\_\_ TITLE: \_\_\_\_\_  
 SIGNATURE: \_\_\_\_\_ DATE: \_\_\_\_\_



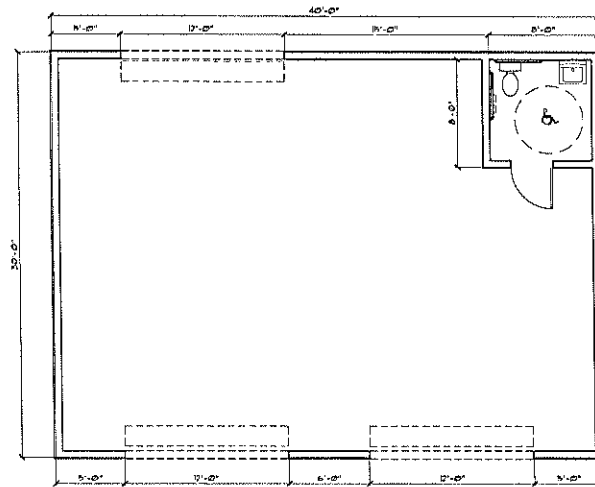
**JHA ENGINEERING, INC.**  
 Address: 7780 Las Moradas, Suite 201  
 Palm Springs, CA 92271  
 Phone: 762.345.1127  
 Fax: 762.345.1128  
 E-Mail: jha@jhaengineering.com  
 PREPARED BY: \_\_\_\_\_  
 R.C.C. No. \_\_\_\_\_ NO. 14814  
 DATE: 8-22-14

**BENCHMARK:**  
 BENCHMARK NO.: 1-36-01  
 LOCATION: \_\_\_\_\_  
 ELEVATION: \_\_\_\_\_  
 DATE PREPARED: 8-22-14

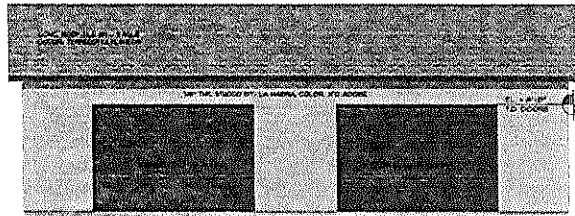
**PLOT PLAN - EXHIBIT B**  
 IN THE COUNTY OF RIVERSIDE, CALIFORNIA  
**KINGDOM HALL (CHURCH)  
 CARETAKER UNITS  
 ELEVATIONS**  
 APN 8798-020-038  
 COUNTY FILE NO. \_\_\_\_\_

SHEET  
**B2**  
 OF 3 SHEETS

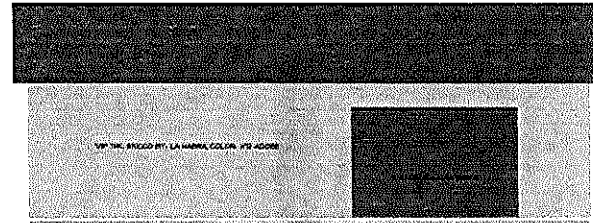




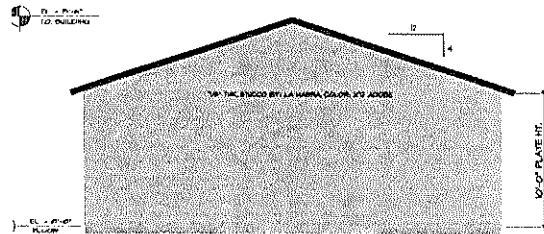
FLOOR-PLAN MAINTENANCE BUILDING  
1000 SF GROSS TOTAL (EACH BUILDING)



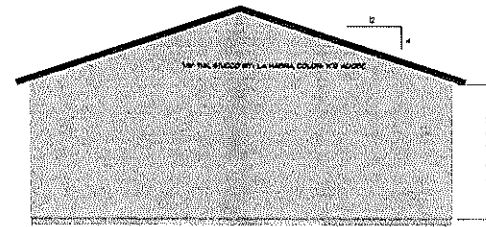
FRONT-VIEW



REAR-VIEW



LEFT-VIEW



RIGHT-VIEW

**OWNER:**

FRANCIS COMMUNITATION OF KINGDOM'S WITNESSES COACHELLA  
COMMUNITATION, INC. • California nonprofit religious organization  
670 TERRY UTCHER  
4330 97TH STREET, SUITE  
THERMAL, CA 92576-8203  
PH: 760-346-8219 • FAX: 760-374-0092

**APPLICANT:**

MARK STODER  
8451 THERMAL PALMS HWY.  
THERMAL, CA 92584  
760-362-8841

**DIG ALERT**



CALL TOLL FREE  
1-800-222-2800  
AT LEAST TWO DAYS  
BEFORE YOU DIG

UNDERGROUND SERVICE ALERT OF SOUTHERN CALIFORNIA

NOTE: WORK COMMENCED WITHIN THESE PLANS SHALL NOT COMMENCE UNTIL AN ENCROACHMENT PERMIT HAS/AND A GRADING PERMIT HAS BEEN ISSUED.

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MARK	DATE	BY	DESCRIPTION	APPROV. DATE	QUANTITY

SEAL - ENGINEER

COUNTY OF RIVERSIDE  
TRANSPORTATION DEPARTMENT  
APPROVED BY:

PLAN 0 TRUCK  
RCE 48309

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

SEAL - ENGINEER

**JHA ENGINEERING, INC.**  
Civil Engineering & Surveying

Address: 77-812 Lee Boulevard, Suite 201  
Perris, CA 92371  
Phone: 760-346-1332  
Fax: 760-346-5328  
E-Mail: jha@jhaengineering.com

PREPARED BY: \_\_\_\_\_  
R.C.E. No. NO. 14614  
DATE: 8-27-14

BENCHMARK: 1-38-81  
ELEVATION = 127.41  
SCALE: N VERT V HORIZ

PLOT PLAN - EXHIBITS B AND C  
IN THE COUNTY OF RIVERSIDE, CALIFORNIA  
KINGDOM HALL (CHURCH)  
MAINTENANCE BUILDING  
ELEVATIONS/FLOOR PLAN  
APN 8709-020-000

SHEET  
**B3**  
OF 3 SHEETS

DATE PREPARED: 8-22-14  
COUNTY FILE NO.:

# **NOTICE OF PUBLIC HEARING**

## **RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION**

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

Any person may submit written comments to the ALUC before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. The proposed project application may be viewed at the Riverside County Administrative Center, 4080 Lemon Street, 14<sup>th</sup> Floor, Riverside, California 92501, Monday through Thursday, except Thursday, December 25 and Thursday, January 1, from 9:00 a.m. to 4:00 p.m., and by prescheduled appointment on Friday, December 19, from 9:00 a.m. to 4:00 p.m.

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

DATE OF HEARING: January 8, 2015

TIME OF HEARING: 9:00 A.M.

### CASE DESCRIPTION:

ZAP1026TH14 – English Congregation of Jehovah's Witnesses (Representative: Mark J. Stoker, Stoker Construction, Inc.) – County Case No.: PP25688 (Plot Plan). The applicant proposes to develop a phased, multi-structure church (Kingdom Hall) complex, consisting of two 5,054 square foot church buildings, two 1,200 square foot caretaker units, and two 1,200 square foot maintenance buildings on a 4.71-acre (net) site located easterly of Hernandez Lane and southerly of Airport Boulevard in the unincorporated community of Thermal. Each church building would include an auditorium area with 177 fixed seats, plus 4 designated wheelchair spaces, for a congregation capacity of 181. Each church building would also include two library rooms, a literature area, one office, restrooms, and utility/mechanical areas. (Airport Compatibility Zone D of the Jacqueline Cochran Regional Airport Influence Area)

FURTHER INFORMATION: Contact Russell Brady at (951) 955-0549. The ALUC holds hearings for local discretionary permits within the Airport Influence Areas, reviewing for aeronautical safety, noise and obstructions. All other concerns should be addressed to Mr. Jay Olivas of the Riverside County Planning Department, at (760) 863-7050.

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

ALUC Identification No.

ZAP 1026TH14

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

Date of Application 10.20.2014  
 Property Owner ENGLISH CONG. OF JEHOVAH'S WITNESSES Phone Number 760.399.5218  
 Mailing Address C/O TERRY HEDGER  
82120 O'TYMARE LANE  
THERMAL, CA. 92274.9252

Agent (if any) MARK STOKER Phone Number 760.365.8691  
 Mailing Address 5641 29 PALMS HWY  
YUCCA VALLEY, CA. 92284

**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 HERNANDEZ LANE @ AIRPORT  
 Assessor's Parcel No. 759.020.036 Parcel Size 4.8 ACRES  
 Subdivision Name \_\_\_\_\_ Zoning Classification A.1.5  
 Lot Number \_\_\_\_\_

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

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

Existing Land Use (describe) VACANT PARCEL  
 Proposed Land Use (describe) PHASE 1 - 5,000<sup>sq</sup> CHURCH w/ PARKING - 174 FIXED SEATS  
" 2 - " " " " " "  
" 3 - (2) CARETAKER UNITS w/ " - TOTAL 2,400<sup>sq</sup>  
" 4 - (2) MAINT. BUILDINGS w/ " - " "

For Residential Uses Number of Parcels or Units on Site (exclude secondary units) \_\_\_\_\_  
 For Other Land Uses Hours of Use SUNDAY & (1) NIGHT DURING WEEK  
 (See Appendix C) Number of People on Site Maximum Number (2) CHURCH = 348  
 Method of Calculation BASED ON FIXED SEATS

Height Data Height above Ground or Tallest Object (including antennas and trees) 19 ft.  
 Highest Elevation (above sea level) of Any Object or Terrain on Site 432 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 \_\_\_\_\_

Jc  
D

**REFERRING AGENCY (APPLICANT OR JURISDICTION TO COMPLETE)**

Date Received	<u>11-6-14</u>	Type of Project	<input type="checkbox"/> General Plan Amendment
Agency Name	<u>Riverside County</u>	<input type="checkbox"/> Zoning Amendment or Variance	
Staff Contact	<u>Jay Olivas</u>	<input type="checkbox"/> Subdivision Approval	
Phone Number		<input type="checkbox"/> Use Permit	
Agency's Project No.	<u>Plot Plan</u>	<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



November 2, 2014

RE: Thermal Kingdom Hall of Jehovah's Witnesses

Attention: John Guerin, Principal Planner

We feel that this project qualifies for an increase in the maximum degree of clustering for the following reasons:

1. The church buildings have NO windows.
2. The building roof is upgraded due to the use of 2x6 trusses in lieu of 2x4 members.
3. The church buildings have NO skylights.
4. All buildings are single story.
5. The church buildings have two additional exits that are not required by code.
6. The site is almost 5 acres which provides ample open area for emergency landings.

Please feel free to email or call me to discuss this project.

Thank You

A handwritten signature in black ink, appearing to read 'Mark J. Stoker', with a long horizontal line extending to the right.

Mark J. Stoker

Stoker Construction Inc.

Cell 760.250.1177

Email [mark@stokerinc.com](mailto:mark@stokerinc.com)

**COUNTY OF RIVERSIDE  
AIRPORT LAND USE COMMISSION**

**STAFF REPORT**

**AGENDA ITEM:** 3.6

**HEARING DATE:** January 8, 2015

**CASE NUMBER:** ZAP1024TH14 – Thermal Operating Company, LLC  
(Representative: Albert A. Webb Associates)

**APPROVING JURISDICTION:** County of Riverside

**JURISDICTION CASE NO:** SPA00303A3 (Specific Plan Amendment), CZ07852 (Change of Zone), TR36851 (Tentative Tract Map)

**MAJOR ISSUES:** The Specific Plan Amendment proposes to designate much of the Thermal Club project site as Mixed Use, and to allow for up to 173 dwellings/overnight stay units, including 15 live/work units, within the Thermal Club project. Although the applicant proposes to designate all of the Founder’s Lots as Mixed Use through this Specific Plan Amendment, staff believes that these units do not meet ALUC’s definition of Mixed Use as defined by 3.1.3(d), which states, “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”.

Given the above, staff is evaluating the overnight stay units (excluding the 15 proposed live-work units that would meet the definition of Mixed Use pursuant to Policy 3.1.3(d)) as residential dwelling units. The applicant originally proposed 39 overnight stay units within Zone C and 120 overnight stay units within Zone D, and believed these numbers to be consistent based on a calculation of 198.2 acres within Zone C and 24 acres within Zone D. However, the applicant had included the acreage of the BMW facility in the Zone C calculation and had included only the Founders’ lots and adjacent roadways in the Zone D calculation, thereby overestimating Zone C acreage and underestimating Zone D acreage. As the BMW facility would be operated separately from the Thermal Club, it is staff’s position that this acreage should not be included when determining a residential unit allowance within Zone C.

The applicant has provided revised Zone C and D acreage calculations in conformance with staff directives. Zone C (excluding the BMW facility) would consist of 155 acres, and Zone D (excluding qualifying open area and the “amenity” area easterly of the Founders’ Lots) would consist of 30.43 acres. Based on these acreages, the project would be limited to a maximum of 31 residential units in Zone C, and the project is being amended so as to limit the number of residential units in Zone C to 31. However, the net density of the portion of the project within Zone D is within the prohibited intermediate density range, being greater than one dwelling unit per five acres, but less than five dwelling units per acre. The number of residential units in Zone D would have to be increased to at least 153 in order to meet the five dwelling unit per acre minimum density.

**Additionally, the Specific Plan Amendment proposes to reduce the number of dwelling units in the central portion of the Specific Plan, but the reduction is diffused, rather than concentrated, such that the inconsistent densities in that portion of the Specific Plan are not remedied by this action.**

**RECOMMENDATION:** Staff must recommend a finding of INCONSISTENCY for the Specific Plan Amendment, Change of Zone, and Tentative Tract Map based on the proposed number of units within Compatibility Zone D not complying with the Compatibility Zone D residential criteria. However, if the Commission is willing to consider and accept the applicant's proposed categorization of the proposed overnight stay units as Mixed Use pursuant to Countywide Policy 3.1.3(d), or if the Commission is willing to consider application of Countywide Policy 3.3.6, it may find the Specific Plan Amendment, Change of Zone, and Tentative Tract Map CONSISTENT, subject to the conditions included herein.

**PROJECT DESCRIPTION:** The Specific Plan Amendment proposes to primarily alter the land uses allowed and the Planning Area boundaries within the northern part of the Specific Plan (generally bounded by Avenue 62 to the south, Tyler Street to the west, Polk Street to the east, and Avenue 60 to the north). This would adjust land use designations from Heavy Industrial (HI) to Mixed-Use (MU) to allow for flexibility in development associated with the Thermal Motorsports Park and to allow for overnight stays by providing for a maximum of 166 dwelling units (including 15 live/work units) and an "amenity" area that would allow for a hotel, motel, or bed and breakfast facility with up to 32 guest rooms. In order to avoid increasing the total number of units allowable within the Specific Plan, the applicant, with the consent of Kohl Ranch, proposes to reduce the number of units that could be developed in the central portion of the Specific Plan (generally bounded by Avenue 62 to the north, Tyler Street to the west, Polk Street to the east, and Avenue 64 to the south) by 166 dwelling units.

The Change of Zone proposes to revise the Specific Plan zoning ordinance text in accordance with the land use changes proposed by the Specific Plan Amendment. The Tentative Tract Map proposes to subdivide 20 non-contiguous Founders' Lots parcels for condominium purposes so as to allow for each of those lots to accommodate a duplex (two dwelling units). No changes to the existing Plot Plan or any other existing permits for the Thermal Motorsports Park are proposed at this time to implement the changes proposed by the Specific Plan Amendment, Change of Zone and Tentative Tract Map.

**PROJECT LOCATION:** The project site is located northerly of 62<sup>nd</sup> Avenue, easterly of Tyler Street, southerly of 60<sup>th</sup> Avenue, and westerly of Polk Street in the unincorporated community of Thermal, approximately 750 feet easterly and 2,700 feet southerly of the southerly terminus of Runway 17-35 at Jacqueline Cochran Regional Airport.

**LAND USE PLAN:** 2005 Jacqueline Cochran Regional Airport Land Use Compatibility Plan (last amended in 2006)

a. Airport Influence Area: Jacqueline Cochran Regional Airport

- b. Land Use Policy: Airport Compatibility Zones B1, C, D
- c. Noise Levels: From below 55 CNEL to above 65 CNEL

**BACKGROUND:**

Residential Density: The Specific Plan Amendment proposes to allow for overnight stays within structures in portions of the south half of the Thermal Club through a Mixed Use land use designation in the Specific Plan. Riverside County Airport Land Use Compatibility Plan Countywide Policy 1.3.1(d) states “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”.

Although for the Planning Department’s purposes they may classify this as Mixed Use, based on staff’s reading and interpretation of Policy 1.3.1(d), the proposed member’s private garages do not constitute a Mixed Use to be able to be treated as nonresidential development. If overnight stays were permitted, the member’s private garages would essentially be residential units with larger garages than would typically be found in a standard residential unit. There are no commercial, industrial, or other use types “in the same or adjoining buildings on the same site” that would classify these as Mixed Use.

The applicant contends that the adjacent racetrack and associated facilities are the commercial use and that, given its location adjacent to the member’s private garage lots, the entire facility should be classified as mixed use, including the member’s private garages, some of which are now proposed for overnight stays. Based on the applicant’s position that the Mixed Use policy does apply, analysis of the member’s private garages as nonresidential land uses would not change from staff’s prior review of this project.

The Specific Plan Amendment does designate Planning Area E-4 for live-work units. No plans are yet available to determine whether the buildings and uses proposed for this area would comply with policy 1.3.1(d), but at this time for purposes of the Specific Plan Amendment, ALUC staff will assume that the units within Planning Area E-4 would be considered under policy 1.3.1(d) and that any future permits to review and entitle the buildings and uses for this Planning Area would be subject to ALUC review to ensure compliance with policy 1.3.1(d) and any other applicable policies and criteria.

Based on staff’s interpretation that the Mixed Use policy does not apply, staff is analyzing the 151 member’s private garage units proposed to allow overnight stays as residential dwelling units and applying the applicable residential criteria. Compatibility Zone C requires a maximum density of 0.2 dwelling units per acre. Compatibility 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.

Based on revised calculations from the applicant, excluding the BMW facility which would be operated separately, 155 acres are located within Compatibility Zone C. Given that Compatibility



Zone C allows for a maximum density of 0.2 dwelling units per acre, the total number of dwelling units allowable (excluding live-work units that would qualify as Mixed Use) would be limited to 31, and the applicant team has agreed to amend the project to reflect a maximum of 31 overnight stay Founders' Lots in Zone C, all of which would be confined to the southerly half of the Thermal Club property.

Based on revised calculations from the applicant, 51.6 acres are located within Compatibility Zone D. However, within Compatibility Zone D, there are approximately 13.47 acres of qualifying open area generally within the track area, as well as the separate 7.7 acre "amenity" area to the east of the Founders' Lots. If these areas are excluded, the remaining net acreage in Compatibility Zone D is 30.43 acres. Based on this net acreage for Zone D, a minimum of 153 dwelling units would be required for a project to comply with the upper range residential criteria of five or more dwelling units per acre. As only 120 private garage units within Zone D are proposed for overnight stay, the net density is slightly less than four dwelling units per acre. In order to bring the Zone D density up to five dwelling units per acre, the "amenity" area would have to be developed with 71 dwelling units, resulting in a total of 191 dwelling units on 38.13 acres.

The proposed Tentative Tract Map proposes to subdivide 20 of the existing Founders' Lots in Zone D for condominium purposes to allow for a duplex (2 units per original lot). Thus, 40 of the 120 units in Zone D would be on duplex lots. If these lots and units were to remain as nonresidential use, this subdivision would not increase the intensity as previously calculated (assuming the required maximum building footprint, building area, and maximum use area conditions are still complied with per lot and not per unit). However, since staff does not accept these as meeting the Mixed Use definition, the residential criteria apply. As noted previously, the total number of units proposed in Zone D (even with the conversion of 20 lots to duplex lots) falls short of the number needed to comply with the allowable upper range for Compatibility Zone D.

The Specific Plan Amendment would change the noted or "target" number of units within the center portion of the Specific Plan (south of Avenue 62 and north of Avenue 64), which is located within Compatibility Zones B1, C, and D. The land uses and densities proposed in the central portion of the Specific Plan have been acknowledged for many years as inconsistent with the Compatibility Plan. The applicant is proposing a one-to-one reduction in dwelling units within the central portion in order to balance the addition of dwellings (including the live/work dwellings) in the area northerly of Avenue 62. Although the Specific Plan Amendment would shift these target number of units, the Specific Plan Amendment would not change the density range for any of the Planning Areas within the center portion. Therefore, there is no evidence to indicate that this change would render the planned densities in the central portion of the Specific Plan consistent. From ALUC's perspective, it would have been preferable to concentrate reductions in dwelling units in those Planning Areas within or partially within Compatibility Zones B1 and C.

Average and single-acre nonresidential intensity have been previously reviewed pursuant to various plot plans. No new structures other than the condominium duplexes are being proposed through this project. The average and single-acre nonresidential intensities would remain consistent. At this

time, there is no specific proposed design for the “amenity” area or the live/work units.

Based on the applicant’s position that all member’s private garages be considered as nonresidential, the private members garages would still be one of the more intense single-acre areas within Compatibility Zone C or D. A single-acre area of the member’s private garages would include approximately 5.77 garages based on typical minimum parcel sizes at 7,540 square feet. This translates into a maximum single-acre occupancy of 132 people, which would not exceed the single-acre intensity criteria for Zone C of 150 people or for Zone D at 300 people.

Zoning Ordinance: The zoning ordinance text specifically allows or restricts certain uses, as well as requiring certain development standards. Initially, the proposed zoning ordinance text for Planning Areas located wholly or partially in Compatibility Zone C would have allowed for day care centers (which are prohibited in Compatibility Zone C), as well as other uses such as hotels/motels and theaters that would have had a high likelihood of exceeding the applicable non-residential intensity criteria. Other uses related to agricultural operations and power generation, storage, and transmission were allowed in all of the Planning Areas being revised. With the elimination of these allowed uses as edited by ALUC staff as attached, this would help ensure the proposed Specific Plan Amendment and any subsequent projects would comply with the applicable criteria. In addition, the proposed zoning ordinance text requires Plot Plan or Conditional Use Permit applications for most uses that would be subject to further ALUC review.

Prohibited Uses: Beyond the residential density and zoning ordinance issues as previously noted, the project proposes uses that are not prohibited within each of the three Airport Compatibility Zones.

Noise: The site is located within the area subject to average aircraft noise levels ranging from below 55 CNEL to above 65 CNEL. As a primarily non-residential use not including any noise sensitive uses, no special measures to mitigate aircraft-generated noise were required for previous proposals. Due to the inclusion of overnight stays, aircraft noise becomes relevant. However, the units proposed for overnight stay would be located within areas subject to aircraft noise from 55 to 60 CNEL to below 55 CNEL. Typical construction methods would typically reduce noise levels by 20 dBA, thus reducing interior noise levels from aircraft from up to 60 CNEL to 40 CNEL, which is generally acceptable for residential land uses. Additionally, given the nature of the project with adjacent track area and vehicle noise during the day as well as large garage areas within each member’s private garage that would allow for individuals working on their vehicles 24 hours a day, the proposed residential units would be subject to high noise levels from on-site activities and those impacts from aircraft may be minimal in comparison. If the proposed project is approved by Riverside County, it may require a noise exception for the residential uses based on the on-site noise and the nature of the project.

PART 77: The project consists of multiple buildings at various distances to the southerly end of Runway 17-35 at Jacqueline Cochran Regional Airport. The control tower building is the tallest building with a total height of 60’ 7”. This building previously was submitted to Federal Aviation

Administration (FAA) for Obstruction Evaluation pursuant to Aeronautical Study Numbers (ASNs) 2012-AWP-2704-OE through 2012-AWP-2707-OE and received notices of no hazard to air navigation. Conditions included in FAA's determinations are included.

The founders' lots do not have specific buildings proposed at this time; however, based on the "Standard Garage" plan and the pad elevations, numerous buildings would require review by FAA. The proposed conditions would require review by FAA for individual buildings at time of building permit application based on the specific building proposed at that time and the reference table provided.

Open Area: Compatibility Zones B1, C and D require that 30%, 20%, and 10% of area within major projects (10 acres or larger) be set aside as open land that could potentially serve as emergency landing areas. The proposed track areas would provide the most appropriate open area given it typically provides for wide linear areas free of obstructions. All of the 110.0 acres of the project located within Zone A is set aside consistent with the open space criteria for Zone A. 38.46 acres of the 69.9 acres (55%) of the project area located within Compatibility Zone B1 qualifies as open area. 71.72 acres of the 155 acres (46%) of the project area located within Compatibility Zone C qualifies as open area. 13.47 of the 51.6 acres (26%) of the project area located within Compatibility Zone D qualifies as open area. In total, the project proposes approximately 233.6 acres of open area, which is 64.97 acres greater than the 168.63 minimum acres required.

Countywide Policy 3.3.6: While neither the Specific Plan Amendment nor the Tentative Tract Map strictly complies with Zone D residential 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 residential criteria for Compatibility Zone D requiring a minimum of 5.0 dwelling units per acre were established primarily to provide for residential density in areas where aircraft noise would not be the predominant noise factor in an area. The residential units proposed at this location would be subject to high noise levels from the daytime use of the adjacent racetrack and vehicle repair noise within the member's private garages.
- The project provides approximately 233.6 acres of open area, which is 64.97 acres greater than the 168.63 minimum acres required, thus limiting any potential safety impacts on the proposed residential area.
- The residential units within Compatibility Zone D are not located beneath or near the extended centerline of the runway.

#### **CONDITIONS:**

**Staff is not proposing any new conditions for the Specific Plan Amendment or Tentative Tract Map.** The following conditions are from the latest ALUC review for the overall Thermal Motorsports Project (ZAP1020TH13 for PP24690R1 and PM36293M1). Although no revision to

the Plot Plan or Parcel Map are being proposed at this time for review, the following conditions are intended to be a guide for the Planning Department to adjust the existing conditions of approval on the Plot Plan related to overnight stays.

1. Prior to the issuance of building permits, the landowner shall convey an avigation easement to Jacqueline Cochran Regional Airport, which shall be recorded, or shall provide evidence that such an easement covering the property has already been recorded. Copies of the avigation easement, upon recordation, shall be forwarded to the Riverside County Planning Department and to the Riverside County Airport Land Use Commission.

[This condition shall be considered as “MET.”]

2. Any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky, and shall comply with Riverside County Ordinance No. 655, as applicable. Outdoor lighting plans, if any, shall be transmitted to Riverside County Economic Development Agency – Aviation Division personnel and to the Jacqueline Cochran Regional Airport for review and comment. (Failure to comment within thirty days shall be considered to constitute acceptability on the part of the airport manager.)
3. The following uses shall be prohibited:
  - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations, or any type of strobe light, 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. (Amended 2013)
  - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
  - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, livestock operations, production of cereal grains, sunflower, and row crops, artificial marshes, wastewater management facilities, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, incinerators, and landfills.)
  - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.

- (e) Children's schools, day care centers, libraries, hospitals, nursing homes, places of worship, highly noise-sensitive outdoor nonresidential uses, and aboveground bulk storage of 6,000 gallons or more of hazardous or flammable materials.
4. The attached notice shall be provided to all potential purchasers and tenants and the contents of such notice language shall also be contained in a legally recordable instrument to be recorded at time of map recordation or building permit issuance.
5. Any detention or retention basin shall be designed so as to provide a maximum 48-hour detention period for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the retention basin that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.
6. Noise attenuation measures shall be incorporated into the design of office areas of structures, as necessary to ensure interior noise levels from aircraft operations are at or below 45 CNEL.
7. No portion of any roadway or track shall be located within the Runway Protection Zone.
8. No use of the automobile racetrack for the purpose of spectator sports, in which guests pay for admission to an event or series of events, or to which the general public is invited, is included in this determination of consistency.
9. Development of the area addressed through Plot Plan No. 24690 Revised Permit No. 1 shall comply with all nonresidential intensity criteria and open area requirements of the applicable airport compatibility zones.
10. All structures shall maintain a minimum perpendicular distance of 750 feet from any point along the centerline of Runway 17-35 of Jacqueline Cochran Regional Airport, as the runway is depicted on the Airport's Master Plan (including any point on the centerline of the runway as extended to the southerly boundary of Airport Compatibility Zone A).
11. Occupancy of the 3<sup>rd</sup> floor of the Control Tower shall be limited to track control officials only or their designees.
12. Prior to building permit issuance on any of the Founders' Lots **not allowing overnight stays within Planning Area E-2** and with a net area of 7,540 square feet or less, County Plan Check officials shall verify that either: (1) the proposed buildings does not exceed the "Standard Garage" plan or (2) the larger building has been submitted to the Riverside County Airport Land Use Commission staff and determined to be consistent. The "Standard Garage" shall be defined as having a total square footage not exceeding 6,000 square feet, with office, entertainment, and kitchen areas, as applicable not exceeding 2,000 square feet, and the

remainder of the building devoted to storage, garage, and warehousing uses, and a height not exceeding two stories or 42 feet. Any building on such lots proposing either (1) a total square footage exceeding 6,000 square feet or (2) more than 2,000 square feet of uses other than storage, garage, and warehousing uses, or with a height exceeding two stories or 42 feet, shall be submitted to the Riverside County Airport Land Use Commission for review.

(Amended by ZAP1020TH13 and ZAP1024TH14)

13. Development on Founders' Lots **not allowing overnight stays within Planning Area E-2** shall comply with the following standards: (1) the floor area ratio shall not exceed 0.95; (2) lot coverage shall not exceed 0.5; (3) the proportion of the building allocated to uses other than storage, garage, and warehousing uses shall not exceed 0.6; (4) no uses more intense than office uses and no assembly uses are permitted; (5) no residential uses or overnight occupancy (occupancy between the hours of 10:00 P.M. and 6:00 A.M. – between 2200 hours and 600 hours military time) is permitted; (6) the building does not exceed 42 feet in height; (7) no parking spaces are provided outside of the garage; and (8) garages contain a minimum space for two automobiles. If any of these criteria are not met, the building shall be submitted to the Riverside County Airport Land Use Commission for review.

(Amended by ZAP1020TH13 and ZAP1024TH14)

14. The following special occupancy load restrictions shall be posted:
  - a) The maximum number of persons permitted in the tower building at any given time shall not exceed one hundred fifty (150) persons.
  - b) The maximum number of persons permitted in the members' storage garage in the village area at any given time shall not exceed seventy-five (75) persons.
  - c) The maximum number of persons permitted in the tuning shop building at any given time shall not exceed one hundred fifty (150) persons.

(Amended by ZAP1020TH13)

15. A notice to potential purchasers of lots **not allowing overnight stays within Planning Area E-2**, indicating that no residential uses or overnight occupancy (between 10:00 P.M. and 6:00 A.M. – between 2200 and 600 hours military time) shall be permitted, shall be provided in the form of a legally recordable instrument to ALUC staff for review and approval regarding content of the notice. Said instrument shall be recorded at the time of map recordation for each unit of Parcel Map No. 36293. Prior to sale of any individual lot, this notice shall be provided to potential purchasers. This restriction shall also be included within CC&Rs. This restriction does not apply to the nonresidential use of the tuning shop and members' storage garage in the village area for purposes of vehicle repair and maintenance during those hours,

under the supervision of Club officials.

(Amended ZAP1020TH13 and ZAP1024TH14)

16. No trees, light poles, utility poles, or any other object greater than four feet in height and thicker than four inches shall be allowed within designated open areas.

(Amended by ZAP1020TH13)

17. Per the applicant's comment, racing on the track ~~and go-kart track~~ shall be limited to the hours of 7:00 A.M. to 7:00 P.M.

(Amended by ZAP1020TH13 and ZAP1024TH14)

18. No pole affixed lighting shall be allowed on interior private streets.
19. The control tower shall be limited to a maximum 3 above ground habitable floors.
20. Development on Founders' Lots shall be reviewed for determination of whether FAA review is required for Obstruction Evaluation. The Exhibit titled Buildings Summary Table and dated March 27, 2012 shall be used as a guide for determining whether a building is required to be reviewed based on the pad elevation, building height, distance to the ultimate end of the runway, elevation of the ultimate end of the runway, and a relevant slope ratio of 1:100. ALUC staff shall be consulted if there is any issue with this determination at time of building permit application. If FAA review is deemed to be required, the development shall comply with any subsequent determination and conditions from the FAA.
21. Any future revisions to the Plot Plan or any specific proposal for grading or pad elevations for Phase II as identified on the Substantial Conformance Exhibit for Plot Plan No. 24690 dated 3/20/12 shall be transmitted to ALUC staff for review to determine whether submittal to ALUC is required. This review is intended to confirm any changes in intensities proposed and to determine whether FAA review for Obstruction Evaluation may be required.
22. The Federal Aviation Administration has conducted an aeronautical study of the control tower building (Aeronautical Study Nos. 2012-AWP-2704-OE through 2012-AWP-2707-OE) and has determined that neither marking nor lighting of the structure is necessary for aviation safety. However, if marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting (if any) shall be installed in accordance with FAA Advisory Circular 70/7460-1 K Change 2 and shall be maintained in accordance therewith for the life of the project.
23. The maximum height of the structure, including all roof-mounted appurtenances (if any) shall not exceed 61 feet above ground level, and the maximum elevation at the top of the

structure shall not exceed 82 feet below mean sea level.

24. The specific coordinates, height, and top point elevation of the control tower structure shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however, that reduction in building height or elevation shall not require further review by the Airport Land Use Commission.
25. Temporary construction equipment used during actual construction of the structural improvements shall not exceed the height of the building (61 feet above ground level), unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.
26. Within five (5) days after construction of the control tower reaches its greatest height, FAA Form 7460-2, Notice of Actual Construction or Alteration, shall be completed by the project proponent or his/her designee and submitted to the Federal Aviation Administration Southwest Regional Office Obstruction Evaluation Group, 2601 Meacham Boulevard, Fort Worth TX 76137. This requirement is also applicable in the event the project is abandoned.
27. The irrigation reservoir shall be completely covered at all times from top, sides, and bottom so as to prevent access by birds and other wildlife. The cover shall consist of 1" x 1" UV-protected polypropylene mesh secured at ground level around the edges and suspended four feet above the edge elevation, on steel cables spaced not greater than 30 feet apart, as depicted on the attached exhibits. The suspension design is intended to allow for the sagging of the netting material without touching the surface of the waters, so that the material stays dry. The cables and netting material shall be maintained in operable condition (no gaps or tears) throughout the life of the permit, as long as the reservoir holds water or other liquid.

(Added by ZAP1020TH13)

28. Prior to issuance of a letter of consistency for this project, the applicant team shall submit to the Riverside County Airport Land Use Commission a letter from a qualified airport wildlife biologist (as specified in FAA Advisory Circular 150/5200-36) stating that he/she has reviewed the proposed reservoir design and finds that the proposed measures will be effective in mitigating wildlife attraction to the facility.

(Added by ZAP1020TH13)

29. In the event that any incidence of wildlife hazard affecting the safety of air navigation occurs as a result of the presence of the irrigation reservoir on-site, upon notification to the airport operator (currently the Riverside County Economic Development Agency) of an incidence, the airport operator shall notify Thermal Operating Company, LLC (or its successor(s)-in-interest) (hereafter referred to as "owner") in writing. Within 15 days of written notice, the owner shall be required to promptly take all measures necessary to eliminate such wildlife



hazard, including, if necessary, the emptying of the reservoir and replacement of the netting material. An "incidence" includes any situation that results in an accident, incident, "near-miss," or specific safety complaint regarding an in-flight experience to the airport operator or to federal, state, or county authorities responsible for the safety of air navigation. The owner shall work with the airport operator to prevent recurrence of the incidence. Suggested measures may include providing for scheduled joint inspections of the reservoir by representatives of the owner and the airport to assure that the cables and netting material continue to prevent access to the waters. For each such incidence made known to the owner, the necessary remediation shall only be considered to have been fulfilled when the airport operator states in writing that the situation has been remediated to the airport owner's satisfaction.

(Added by ZAP1020TH13)

30. The covenants, conditions, and restrictions established for this project shall specify that any splash pools or other water features associated with individual member garage units shall be equipped with electronic covers. The water shall not be allowed to stagnate and shall be completely covered at all times when the individual member garage unit is not in immediate use.

(Added by ZAP1020TH13)

31. This finding of consistency does not pertain to the following notes listed on the PP24690R1 exhibit plotted on July 22, 2013:
- (a) Note that Occupancy Type for the Members' Private Garages is R/S2.
  - (b) Note that overnight stays are permitted in the D zone.

The project is located within an area designated for industrial use within Specific Plan No. 303. Prior to issuance of a letter of consistency for this project, the applicant team shall submit an amended exhibit that excises these references.

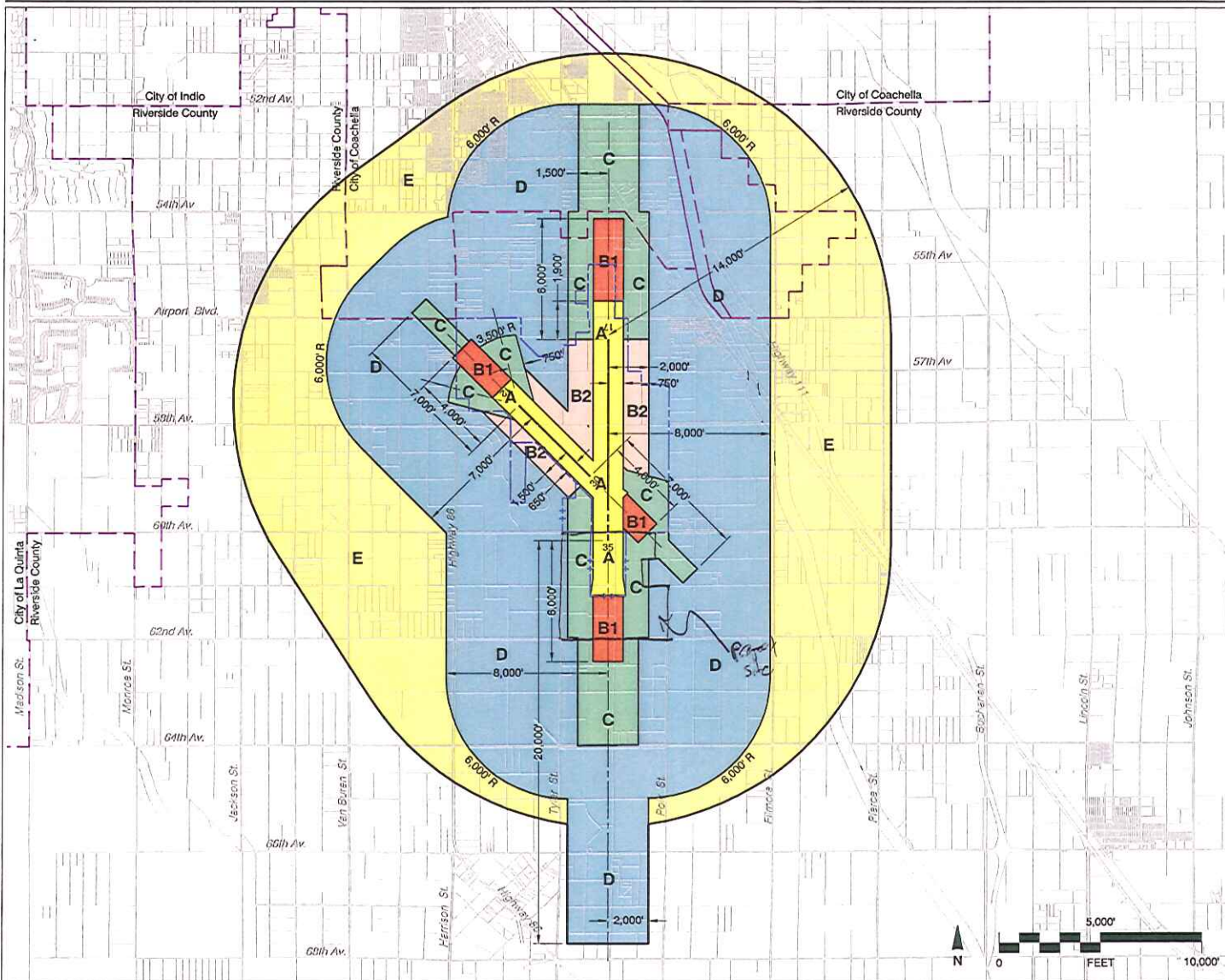
(Added by ZAP1020TH13)

32. Prior to issuance of building permits for garage units on Lots 156 through 201, a block wall shall be constructed along the property line separating the easterly boundary of the airport property and the private street providing access to these properties.

(Added by ZAP1020TH13)

# NOTICE OF AIRPORT IN VICINITY

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



**Legend**

**Compatibility Zones**

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

**Boundary Lines**

- Airport Property Line - Existing
- Airport Property Line - Planned
- City Limits

**Note**

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

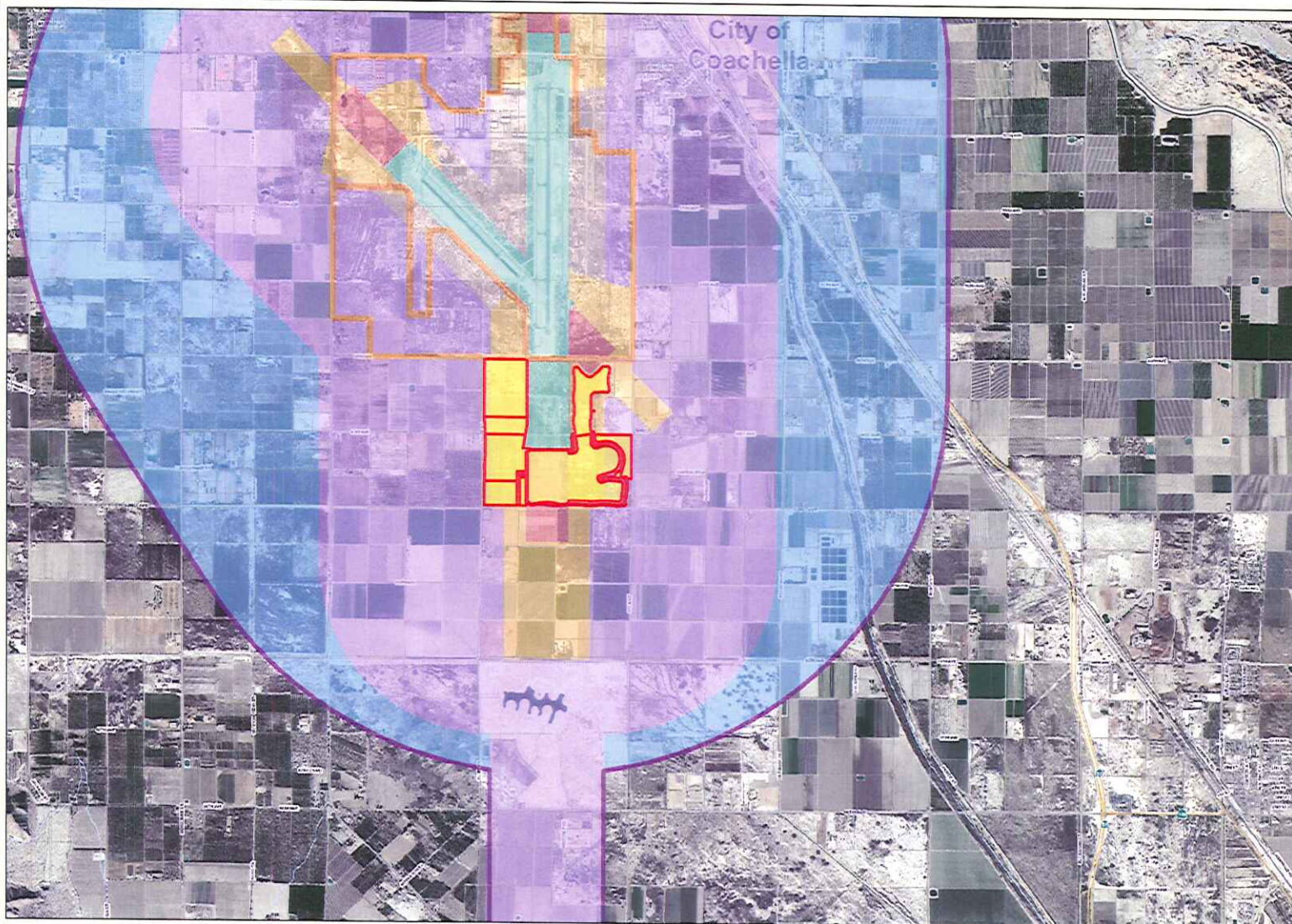
See Chapter 2, Table 2A for compatibility criteria associated with this map.

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

Map JC-1

**Compatibility Map**  
**Jacqueline Cochran Regional Airport**

# 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**
- highways\_large**
- HWY
- INTERCHANGE
- INTERSTATE
- USHWY
- majorroads
- counties
- cities



**\*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.

0 6,494 12,988 Feet

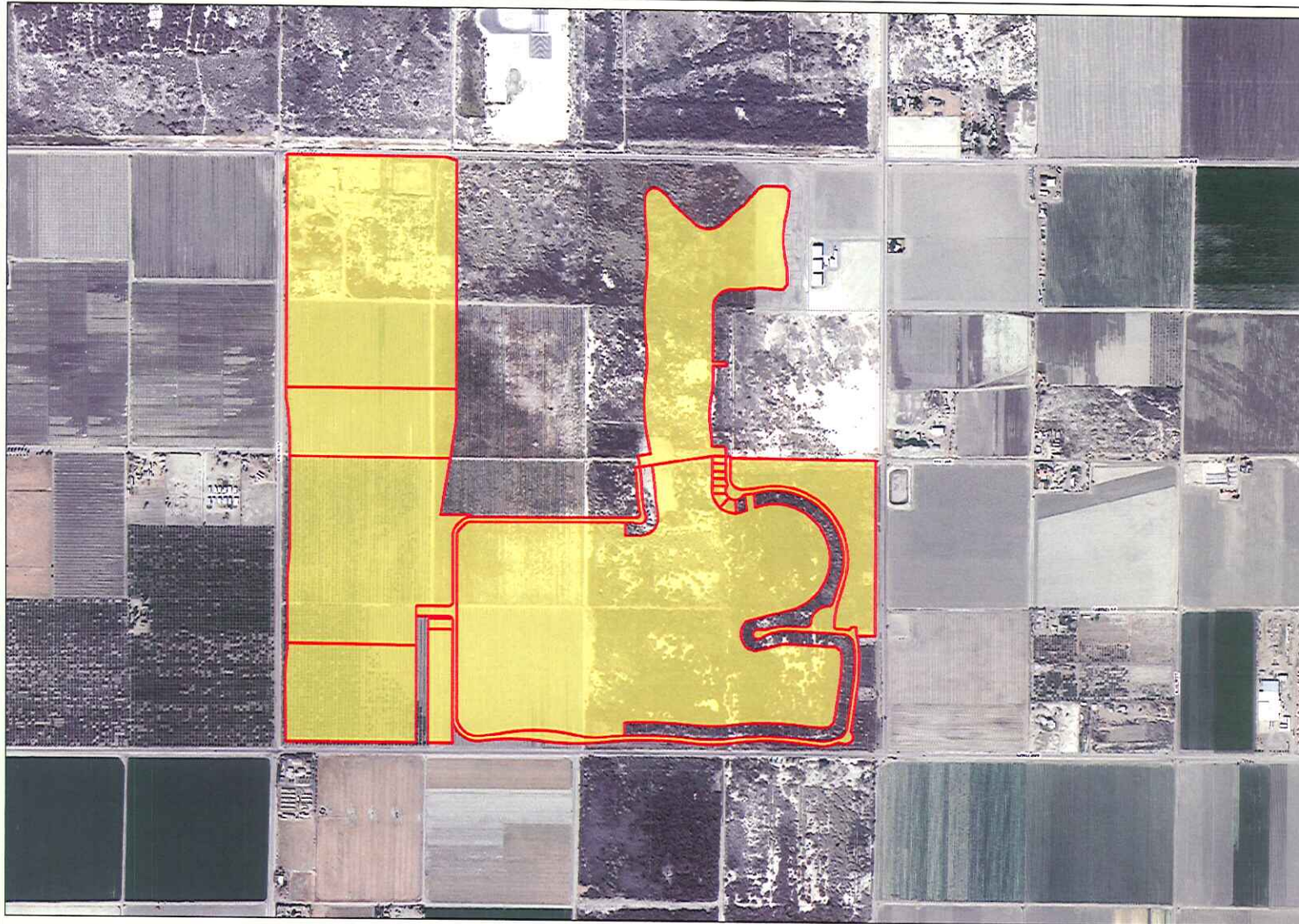
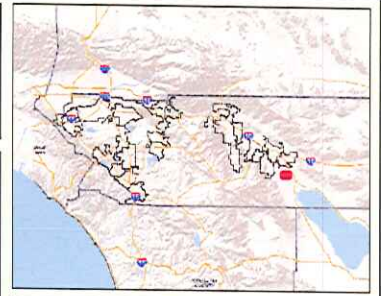


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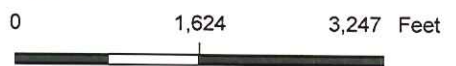
### Notes

# My Map



## Legend

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



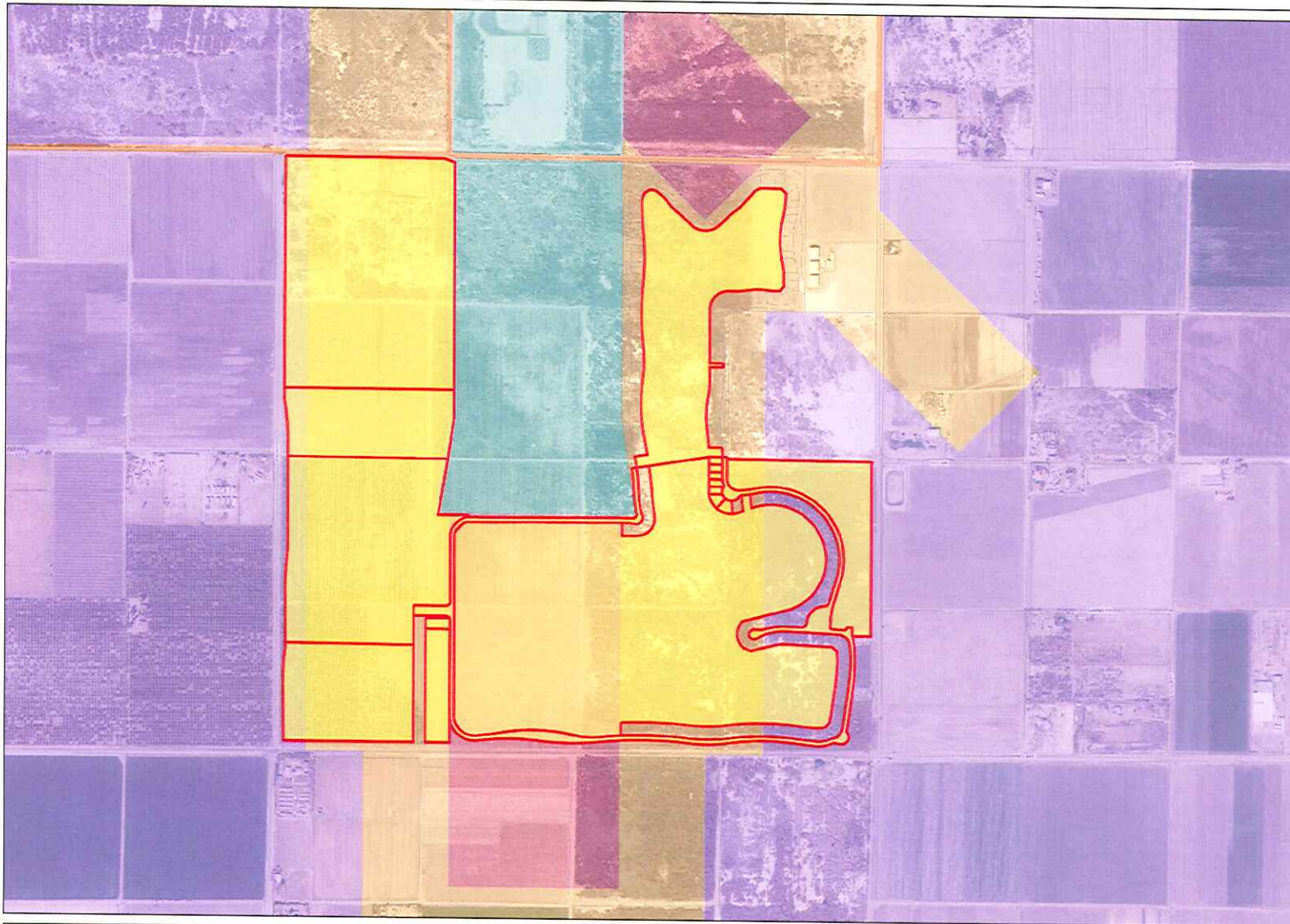
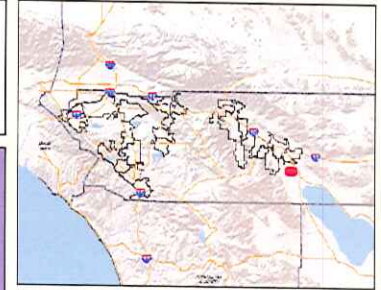
**\*IMPORTANT\*** Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness,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

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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**
- roadsanno
- highways
- HWY
- INTERCHANGE
- INTERSTATE
- OFFRAMP
- ONRAMP
- USHWY
- counties
- cities
- hydrographylines
- waterbodies**
- Lakes



0 1,624 3,247 Feet

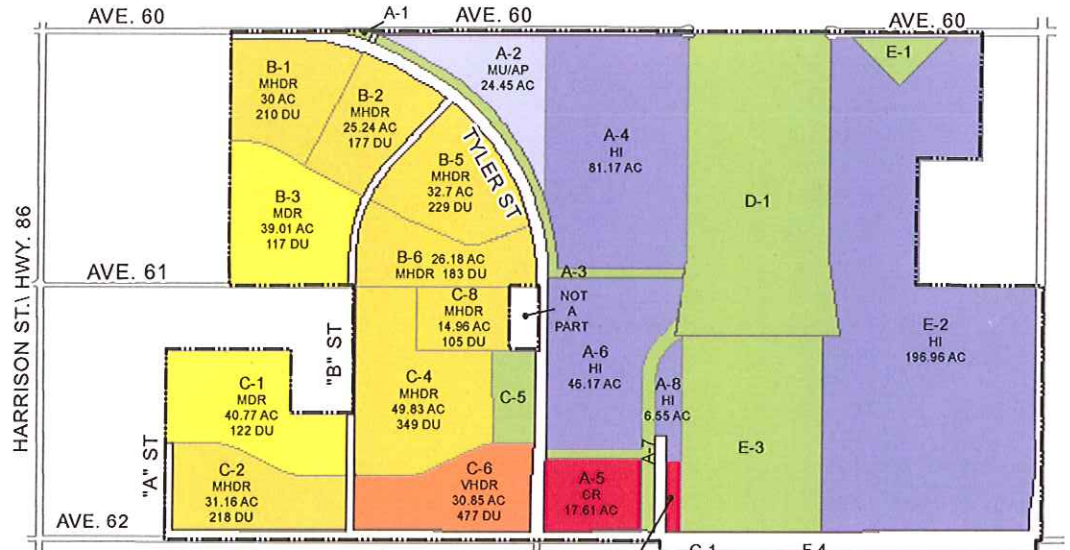


**\*IMPORTANT\*** Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness,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



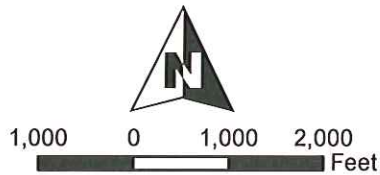
Open Space Planning Areas

LU Code	Area	Acres
OS	A-1	0.63
OS	A-3	10.77
OS	A-7	9.97
OS	C-5	9.97
OS	D-1	110.66
OS	E-1	5.61
OS	E-3	69.33
OS	G-2	1.44
OS	G-3	1.19
OS	G-4	5.6
OS	G-6	13.65
OS	G-9	6.17
OS	G-12	5.35
OS	H-1	5.12
OS	H-3	3.79
OS	H-10	3.96
OS	H-6	11.43
OS	I-1	9.6
OS	I-2	3.9
OS	I-3	0.5
OS-LAKE	J-2	22
OS	J-3	8.8
OS	J-5	1
OS	J-6	2.2
OS	J-7	3.3
OS-LAKE	K-1	22.4
OS	K-2	8.8
OS	J-8	1.31
OS	K-3	3.2
OS	L-2	4.1
OS	L-3	1.1
OS	M-2	1.9
OS	M-3	1.6
OS	M-8	2.9
OS	M-9	2.7
<b>TOTAL</b>		<b>375.95</b>

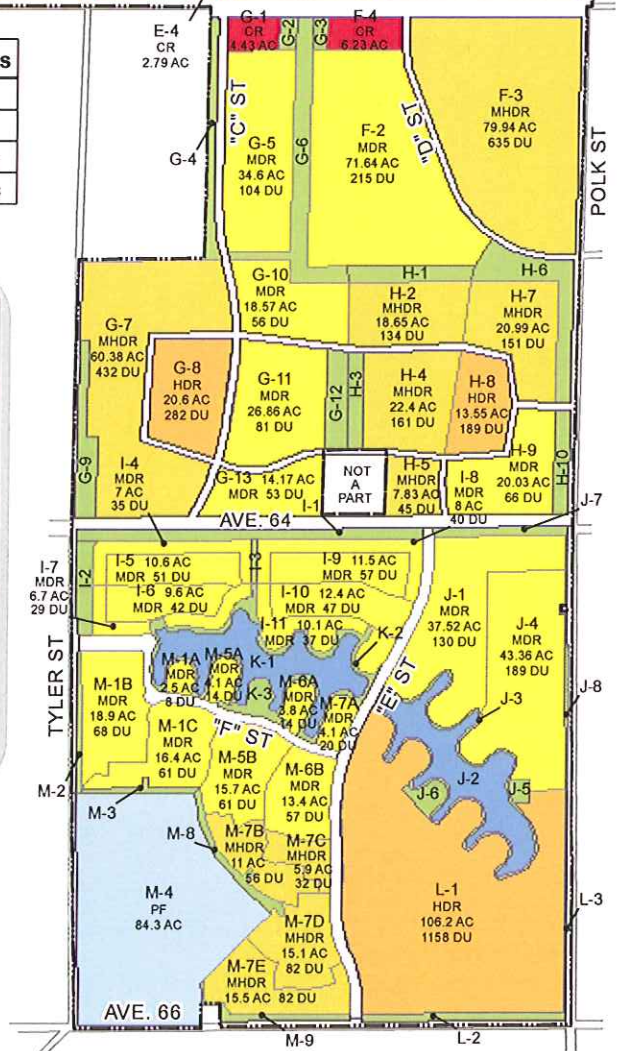
Land Use	Density Ranges
Medium Density Residential (MDR)	2.0 - 5.0 du/ac
Medium High Density Residential (MHDR)	5.0 - 8.0 du/ac
High Density Residential (HDR)	8.0 - 14.0 du/ac
Very High Density Residential (VHDR)	14.0 - 20.0 du/ac

LEGEND

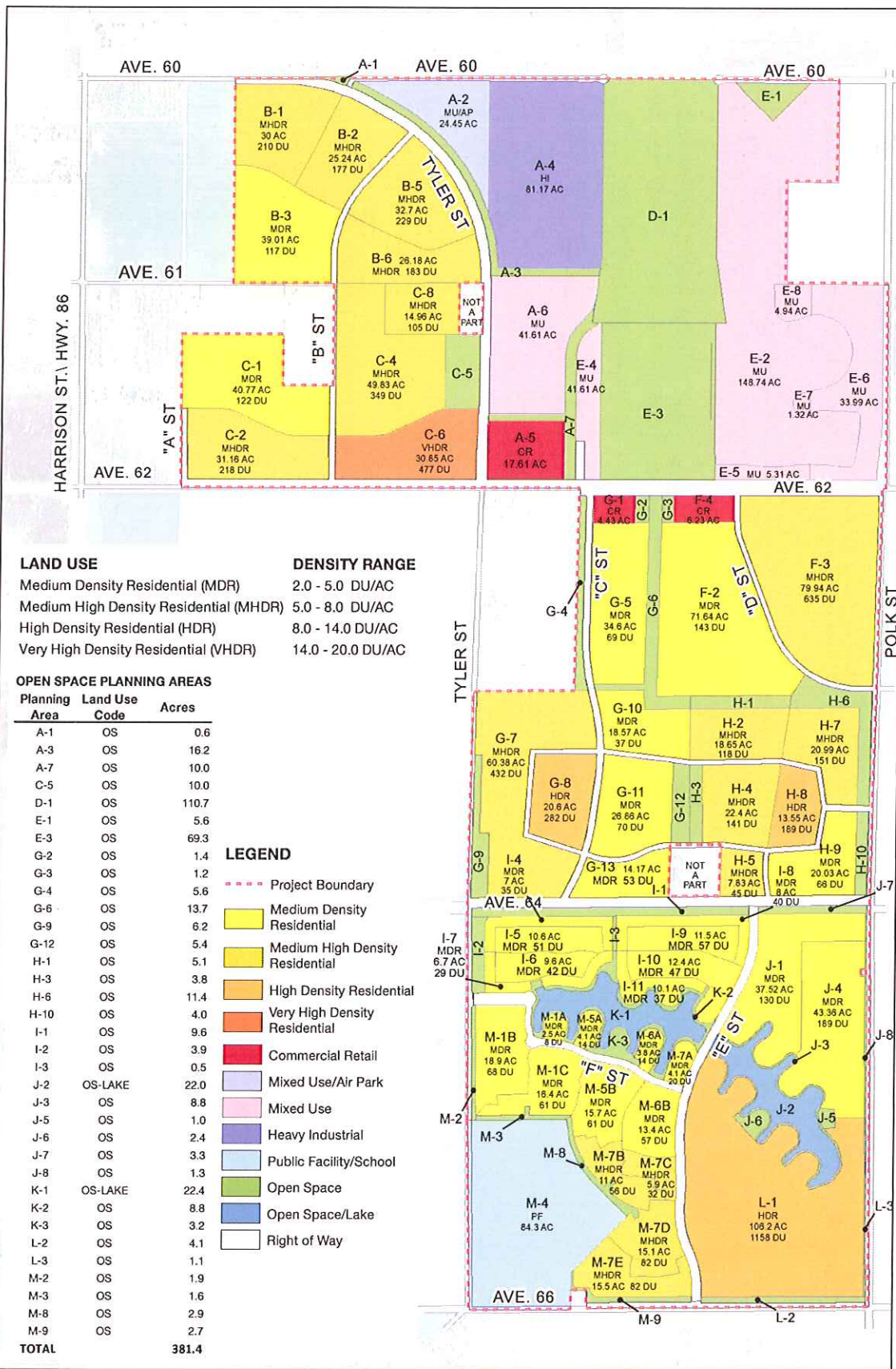
- Project Area Boundary
- Medium Density Residential (MDR)
- Medium High Density Residential (MHDR)
- High Density Residential (HDR)
- Very High Density Residential (VHDR)
- Commercial Retail (CR)
- Mixed Use/Air Park (MU/AP)
- Heavy Industrial (HI)
- Public Facility/School (PF)
- Open Space (OS)
- Open Space/Lake (OS-LAKE)
- Right of Way



ALBERT A. WEBB ASSOCIATES



**THE KOHL RANCH**  
COACHELLA VALLEY, CALIFORNIA



C:\2013\13-0263\GIS\EIR\_Addl\_PropLU\_17x11.mxd: Map created 02 Oct 2014

Source: Kohl Ranch SPA No. 303, Amendment No. 3

**Figure 1 - Proposed Land Use Plan**  
 The Kohl Ranch Specific Plan No. 303, Amendment No. 3





Table 1-B, Land Use Summary by Planning Area

Planning Area	Land Use Code	Target Dwelling Units	Acres	Density Range
A-1	Open Space (OS)		0.63	
A-2	Mixed Use/Air Park (MU/AP)		24.45	
A-3	Open Space (OS)		16.22	
A-4	Heavy Industrial (HI)		81.17	
A-5	Commercial Retail (CR)		17.61	
A-6	Mixed Use (MU)		41.61	
A-7	Open Space (OS)		9.97	
A-8	Heavy Industrial (HI)		6.55	
B-1	Medium High Density Residential (MHDR)	210	30	5.0–8.0
B-2	Medium High Density Residential (MHDR)	177	25.24	5.0–8.0
B-3	Medium Density Residential (MDR)	117	39.01	2.0–5.0
B-5	Medium High Density Residential (MHDR)	229	32.70	5.0–8.0
B-6	Medium High Density Residential (MHDR)	183	26.18	5.0–8.0
C-1	Medium Density Residential (MDR)	122	40.77	5.0–8.0
C-2	Medium High Density Residential (MHDR)	218	31.16	5.0–8.0
C-4	Medium High Density Residential (MHDR)	349	49.83	5.0–8.0
C-5	Open Space (OS)		9.97	
C-6	Very High Density Residential (VHDR)	477	30.85	14.0–20.0
C-8	Medium High Density Residential (RM)	105	14.96	5.0–8.0
D-1	Open Space (OS)		110.66	
E-1	Open Space (OS)		5.61	
E-2	Mixed Use (MU)		148.74	
E-3	Open Space (OS)		69.33	
E-4	Mixed Use (MU)	15 <sup>1</sup>	12.25	
E-5	Mixed Use (MU)	19 <sup>1</sup>	5.31	
E-6	Mixed Use (MU)	120 <sup>1</sup>	33.99	
E-7	Mixed Use (MU)	5 <sup>1</sup>	1.32	
E-8	Mixed Use (MU)	7 <sup>1</sup>	4.94	

Planning Area	Land Use Code	Target Dwelling Units	Acres	Density Range
F-2	Medium Density Residential (MDR)	143	71.64	2.0-5.0
F-3	Medium High Density Residential (MHDR)	635	79.94	5.0-8.0
F-4	Commercial Retail (CR)		6.23	
G-1	Commercial Retail (CR)		4.43	
G-2	Open Space (OS)		1.44	
G-3	Open Space (OS)		1.19	
G-4	Open Space (OS)		5.6	
G-5	Medium Density Residential (MDR)	69	34.6	2.0-5.0
G-6	Open Space (OS)		13.65	
G-7	Medium High Density Residential (MHDR)	432	60.38	5.0-8.0
G-8	High Density Residential (HDR)	282	20.6	8.0-14.0
G-9	Open Space (OS)		6.17	
G-10	Medium Density Residential (MDR)	37	18.57	2.0-5.0
G-11	Medium Density Residential (MDR)	70	26.86	2.0-5.0
G-12	Open Space (OS)		5.35	
G-13	Medium Density Residential (MDR)	53	14.17	2.0-5.0
H-1	Open Space (OS)		5.12	
H-2	Medium High Density Residential (MHDR)	118	18.65	5.0-8.0
H-3	Open Space (OS)		3.79	
H-4	Medium High Density Residential (MHDR)	141	22.4	5.0-8.0
H-5	Medium High Density Residential (MHDR)	45	7.83	5.0-8.0
H-6	Open Space (OS)		11.43	
H-7	Medium High Density Residential (MHDR)	151	20.99	5.0-8.0
H-8	High Density Residential (HDR)	189	13.55	8.0-14.0
H-9	Medium Density Residential (MDR)	66	20.03	2.0-5.0
H-10	Open Space (OS)		3.96	
I-1	Open Space (OS)		9.6	
I-2	Open Space (OS)		3.9	
I-3	Open Space (OS)		0.5	
I-4	Medium Density Residential (MDR)	35	7	2.0-5.0

Planning Area	Land Use Code	Target Dwelling Units	Acres	Density Range
I-5	Medium Density Residential (MDR)	51	10.6	2.0–5.0
I-6	Medium Density Residential (MDR)	42	9.6	2.0–5.0
I-7	Medium Density Residential (MDR)	29	6.7	2.0–5.0
I-8	Medium Density Residential (MDR)	40	8	2.0–5.0
I-9	Medium Density Residential (MDR)	57	11.5	2.0–5.0
I-10	Medium Density Residential (MDR)	47	12.4	2.0–5.0
I-11	Medium Density Residential (MDR)	37	10.1	2.0–5.0
J-1	Medium Density Residential (MDR)	130	37.52	2.0–5.0
J-2	Open Space/ Lake (OS-LAKE)		22	
J-3	Open Space/Lake (OS-LAKE)		8.8	
J-4	Medium Density Residential (MDR)	189	43.36	2.0–5.0
J-5	Open Space (OS)		1	
J-6	Open Space (OS)		2.2	
J-7	Open Space (OS)		3.3	
J-8	Open Space (OS)		1.3	
K-1	Open Space/Lake (OS-LAKE)		22.4	
K-2	Open Space/Lake (OS-LAKE)		8.8	
K-3	Open Space (OS)		3.2	
L-1	High Density Residential (HDR)	1,158	106.2	8.0–14.0
L-2	Open Space (OS)		4.1	
L-3	Open Space (OS)		1.1	
M-1A	Medium Density Residential (MDR)	8	2.5	2.0–5.0
M-1B	Medium Density Residential (MDR)	68	18.9	2.0–5.0
M-1C	Medium Density Residential (MDR)	61	16.4	2.0–5.0
M-2	Open Space (OS)		1.9	
M-3	Open Space (OS)		1.6	
M-4	Public Facility (PF)		84.3	
M-5A	Medium Density Residential (MDR)	14	4.1	2.0–5.0
M-5B	Medium Density Residential (MDR)	61	15.7	2.0–5.0
M-6A	Medium Density Residential (MDR)	14	3.8	2.0–5.0

Planning Area	Land Use Code	Target Dwelling Units	Acres	Density Range
M-6B	Medium Density Residential (MDR)	57	13.4	2.0–5.0
M-7A	Medium Density Residential (MDR)	20	4.1	2.0–5.0
M-7B	Medium High Density Residential (MHDR)	56	11	5.0–8.0
M-7C	Medium High Density Residential (MDR)	32	5.9	5.0–8.0
M-7D	Medium High Density Residential (MDR)	82	15.1	5.0–8.0
M-7E	Medium High Density Residential (MHDR)	82	15.5	5.0–8.0
M-8	Open Space (OS)		2.9	
M-9	Open Space (OS)		2.7	
Right-of-Way			175.75	
TOTAL		<u>7,161</u>	<u>2,163.78</u>	

Note: Planning Areas B-4, B-7, C-3, and C-7 have been intentionally left out.

1. This number represents a maximum, rather than a target.

The business, commercial, and industrial land use categories will comprise 273, 28, and 81 acres, respectively. Commercial areas will serve the Kohl Ranch project as well as neighboring communities. Business and industrial uses will be oriented toward the Jacqueline Cochran Regional Airport as well as larger regional markets, and are intended to provide employment opportunities to project area residents. The land uses proposed for the Kohl Ranch Specific Plan are described in Figure 1-5, Land Use Plan and are briefly summarized in Table 1-A, above.

**E-7: MIXED USE**

Planning Area E-7 provides for 1.32 acres of mixed-use land development. Development of this planning area includes a maximum of 5 dwelling units with minimum lot sizes of 7,000 square feet as defined in Section 2 – Specific Plan Zoning.

*Land Use and Development Standards*

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

*Planning Standards*

- (1) Planning Area E-7 is located within Zone C of the CLUP for the Jacqueline Cochran Regional Airport. Development within this zone will comply with all applicable restrictions and requirements.
- (2) Planning Area E-7 accessed from Polk and Tyler Streets.
- (3) Please refer to Section 3.3 – Design and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (4) Please refer to Section 3.1 – Project Wide Development Standards.

**E-8: MIXED USE**

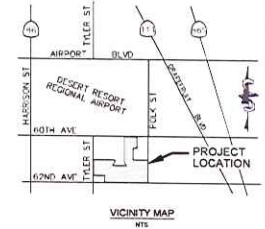
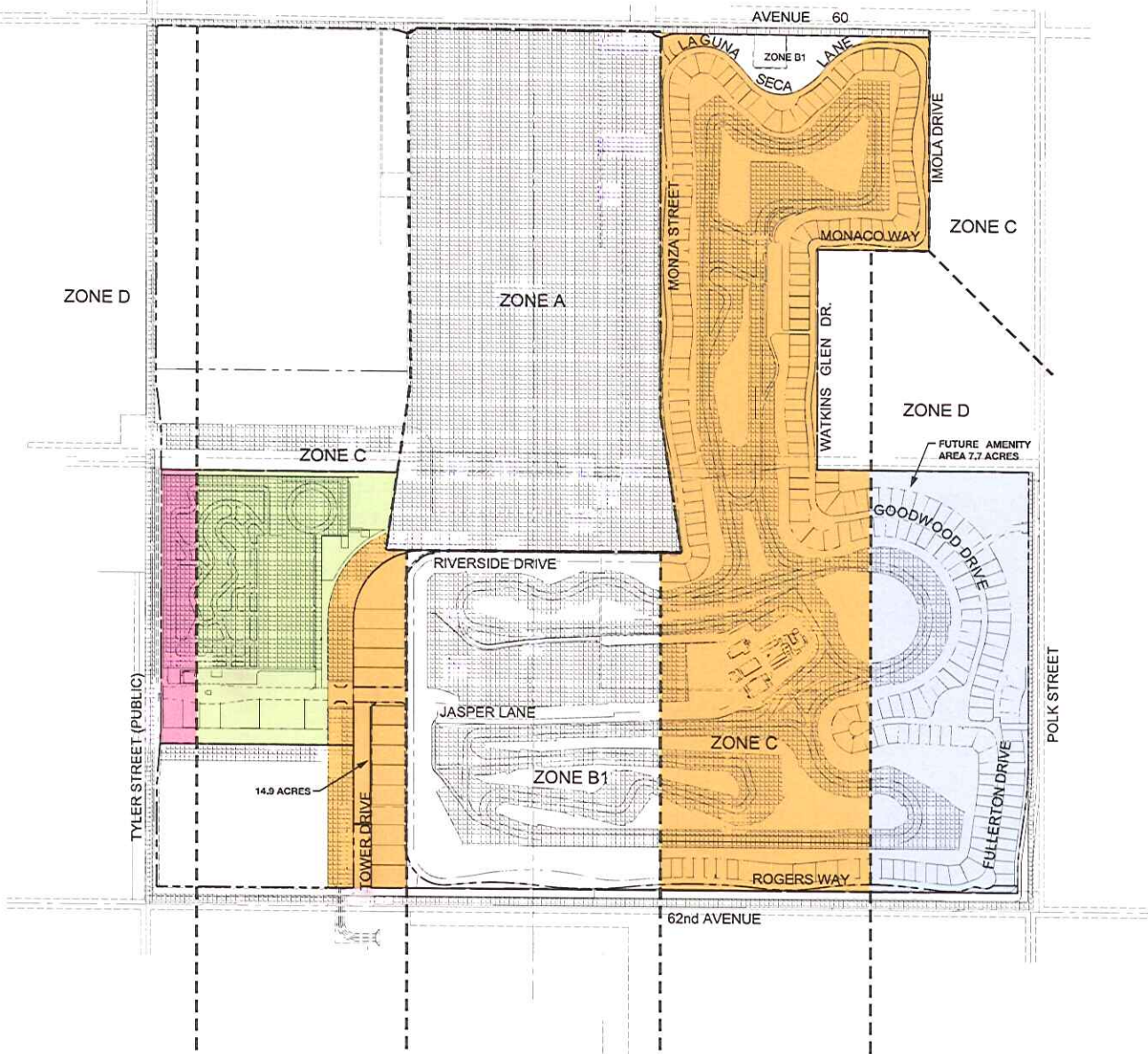
Planning Area E-8 provides for 4.94 acres of horizontal mixed-use land development. Development of this planning area includes a maximum of 7 dwelling units with minimum lot sizes of 7,000 square feet as defined in Section 2 – Specific Plan Zoning.

*Land Use and Development Standards*

Please refer to Ordinance No. 348 (Section 2 – Specific Plan Zoning Ordinance).

*Planning Standards*

- (1) Planning Area E-8 is located within Zone C of the CLUP for the Jacqueline Cochran Regional Airport. Development within this zone will comply with all applicable restrictions and requirements.
- (2) Planning Area E-8 accessed from Polk and Tyler Streets.
- (3) The Windrow/Trail Detail for this planning area will be developed as illustrated in Figure 3.4-21, Windrow/Trail Detail.
- (4) Security gates shall be placed between at the northernmost end of the planning area to discourage access to non-overnight units in Planning Area E-2 after hours.
- (5) Please refer to Section 3.3 – Design Guidelines and Section 3.4 – Landscape Design Guidelines for specific and other related design criteria.
- (6) Please refer to Section 3.1 – Project Wide Development Standards.

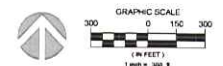


**OPEN AREA ACREAGE TOTALS**

SUITABLE ZONE AT PROJECT BUILD-OUT BY ZONE	ACREAGE
ZONE A	110 AC
ZONE B1	38.46 AC
ZONE C	71.72 AC
ZONE C (WEST)	20.81 AC
ZONE D	13.47 AC
ZONE D (WEST)	11.50 AC

**SITE ACREAGE TOTALS**

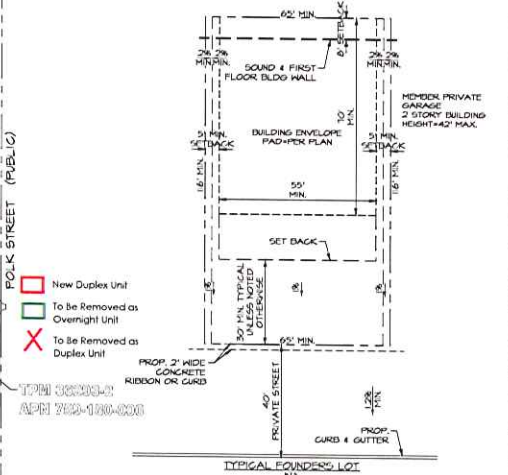
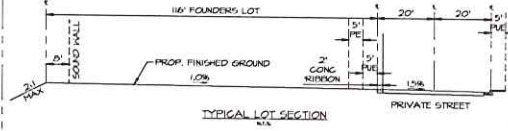
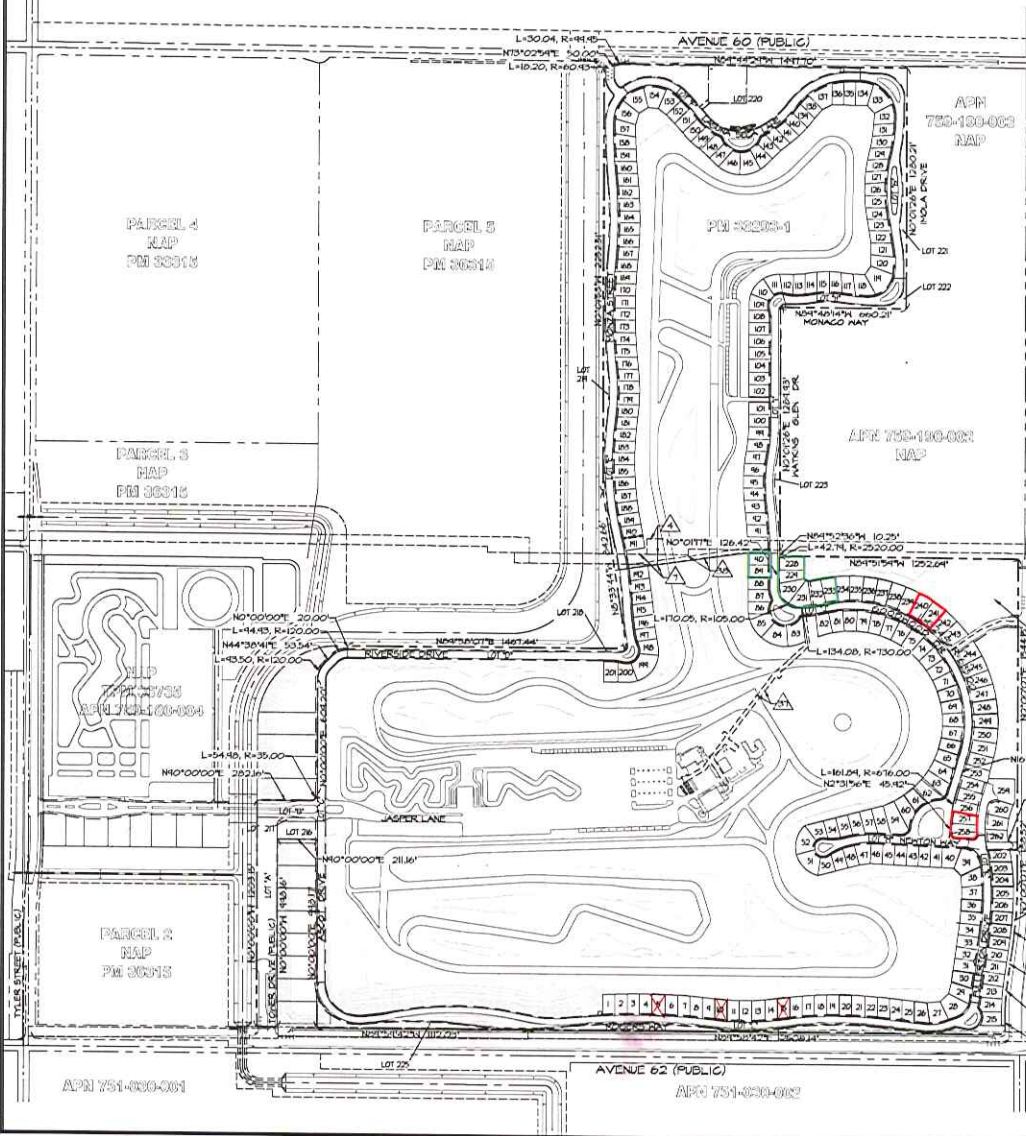
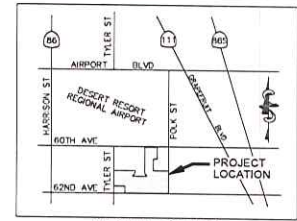
ZONE A	110 AC
ZONE B1	74.9 AC
ZONE C	155 AC
ZONE C (WEST)	38.2 AC
ZONE D	51.6 AC
ZONE D (WEST)	7.6 AC



ALBERT A. WEBB ASSOCIATES  
THE KOHL RANCH  
COACHELLA VALLEY, CALIFORNIA

# OPEN LAND EXHIBIT 1

IN THE UNINCORPORATED TERRITORY OF THERMAL, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA  
**TENTATIVE TRACT MAP NO. 36851**  
 FOR CONDOMINIUM PURPOSES  
 LOCATED IN SECTION 33, T.6 S., R. 8 W., S.B.M.



- New Duplex Unit
- To be Removed as Oversight Unit
- X To be Removed as Duplex Unit

**PHASING**  
 EACH CONDO LOT WILL BE PROCESSED AS A SEPARATE PHASE.

**LEGEND**  
 LOTS FOR CONDOMINIUM PURPOSES

**OWNER**  
 JTH LAND COMPANY, LLC  
 1803 H. 18TH STREET, SUITE 100  
 TORRANCE, CA 90504  
 PH: 310-406-4774

**APPLICANT**  
 THERMAL OPERATING COMPANY, LLC  
 1803 H. 18TH STREET, SUITE 100  
 TORRANCE, CA 90504  
 PH: 310-406-4774

**ENGINEER**  
 ALBERT A. WEBB ASSOCIATES  
 5700 HUGART STREET  
 RIVERSIDE, CA 92506  
 ATTN: HANSEL (HARRY) GONZALES  
 TEL: (951) 686-1070  
 FAX: (951) 788-1258

**SCHOOL DISTRICT**  
 COACHELLA VALLEY UNIFIED

**ACREAGE**  
 AREA OF AFFECTED APNS = 143.0 AC

**LAND USE**  
 EXISTING ZONING: SP NO. 303  
 PROF. ZONING: SP NO. 303

**UTILITIES**

- WATER: COACHELLA VALLEY WATER DISTRICT
- SEWER: COACHELLA VALLEY WATER DISTRICT / PRIVATE
- ELECTRIC: IMPERIAL IRRIGATION DISTRICT
- GAS: THE GAS COMPANY
- TELEPHONE: VERIZON
- TELEVISION: TIME WARNER CABLE

**LEGAL DESCRIPTION**  
 PARCELS 1 THROUGH 221 AND LOTS 1 THROUGH 111 OF PARCEL MAP NO. 24283-1, RECORDED IN THE OFFICE OF THE COUNTY RECORDER ON OCTOBER 5, 2003 IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 254, PAGE 24 THROUGH 60, INCLUSIVE OF PARCEL MAPS, RECORDS OF SAID COUNTY.

ALONG WITH MEMBERS PORTIONS OF PARCEL 1 OF PARCEL MAP 24283-1 RECORDED IN BOOK 252, PAGE 24-16.

**APN'S**

751-030-006	751-030-002	751-030-020	751-030-030
751-030-005	751-030-000	751-030-021	751-030-025
751-030-001	751-030-010	751-030-008	751-030-003
751-030-009	751-030-016	751-030-024	751-030-007

- NOTES**
1. EASEMENTS OF RECORD ARE AS SHOWN.
  2. MAIN ACCESS SHALL BE ON AVENUE 62 WITH MEMBERS ACCESS ON FOLK STREET AND EMERGENCY ACCESS ON 60TH AVENUE.
  3. PAD ELEVATIONS ARE INDICATED ON THE PLAN PER APPROVED GRADING PLAN DOR 10336.
  4. NO SURFACE DEPTIC GEHAZE DISPOSAL INTENDED.
  5. LAND IS IN HIGH LIQUEFACTION POTENTIAL AREA AND IS NOT WITHIN A FAULT HAZARD ZONE.
  6. LAND IS NOT SUBJECT TO OVERFLOW, INUNDATION, OR FLOOD HAZARD.
  7. FLOOD ZONE D AND Z AREA AS SHOWN ON FEMA PANEL NO. 04065CZ250, EFFECTIVE DATE: AUGUST 29, 2009.
  8. THERE ARE NO EXISTING WELLS ON THE PROPERTY.
  9. PROPOSED ON-SITE OPEN CHANNEL AS INDICATED ON MAP.
  10. PROJECT WILL COMPLY WITH NPDES REQUIREMENTS.

- EASEMENTS**
1. AN EASEMENT FOR AN UNDERGROUND PIPELINE, RECORDED SEPTEMBER 14, 1955 AS INST. NO. 20473 OR.
  2. AN EASEMENT FOR AN UNDERGROUND PIPELINE, RECORDED SEPTEMBER 14, 1955 AS INST. NO. 20470 OR.
  3. AN EASEMENT FOR AN UNDERGROUND PIPELINE, RECORDED SEPTEMBER 14, 1955 AS INST. NO. 20471 OR.
  4. AN EASEMENT FOR AN UNDERGROUND PIPELINE, RECORDED SEPTEMBER 14, 1955 AS INST. NO. 20472 OR.
  5. AN EASEMENT FOR AN UNDERGROUND PIPELINE, RECORDED OCTOBER 10, 1955 AS INST. NO. 20496 OR.
  6. AN EASEMENT FOR AVIATION, RECORDED SEPTEMBER 23, 2011 AS INST. NO. 2011-0424200.
  7. EASEMENTS, PROVISIONS, CONDITIONS, REGITALS, AND DEDICATIONS AS SHOWN OR OFFERED ON PARCEL MAP NO. 36293-1, RECORDED JUNE 9, 2010 AS INST. NO. 2010-0267155.
  8. EASEMENTS GRANTED TO COACHELLA VALLEY WATER DISTRICT FOR UNDERGROUND PIPELINES, RECORDED JANUARY 22, 2014 AS INST. NO. 2014-0000357, AFFECTS PARCEL 221, 2014 AS INST. NO. 2014-0000357.
  9. EASEMENTS GRANTED TO COACHELLA VALLEY WATER DISTRICT FOR UNDERGROUND PIPELINES, RECORDED JANUARY 22, 2014 AS INST. NO. 2014-0000357, AFFECTS PARCEL 221.

IN THE UNINCORPORATED TERRITORY OF THERMAL, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA  
**TENTATIVE TRACT MAP NO. 36851**  
 FOR CONDOMINIUM PURPOSES



DATE:	10/27/2014	DRAWN:	SP	CHECKED:	SP
REVISIONS:		DATE:		BY:	

SCALE: 1" = 300'  
 DATE: 10/27/2014  
 DRAWN: SP  
 CHECKED: SP  
 REVISIONS: DATE: BY:

**ALBERT A. WEBB ASSOCIATES**  
 ENGINEERS/CONSULTANTS  
 5700 HUGART STREET  
 RIVERSIDE, CA 92506  
 PH: (951) 788-1258  
 FAX: (951) 788-1258

PROJECT: THERMAL OPERATING COMPANY, LLC  
 SHEET: 2 OF 2  
 DWG. NO. 2014-0254

The Thermal Club - Intensity Calculations  
 Specific Plan Amendment, 3  
 Prepared August 29, 2014

Average Use Intensity						Single Acre Intensity			Single Acre Intensity (with Bonus)		
ALUC Zone	Acres	Adjacent, Permanently Dedicated Open Lands	Intensity/Acre	Max. Intensity Allowed	Max. Intensity Plus Adjacent Open Land	ALUC Zone	Acres	Intensity/Acre	ALUC Zone	Acres	Intensity/Acre
Zone A	110.0	-	-	Note: ALUC Table 2A, Note 1		Zone A	110.0	-	Zone A	110.0	-
Zone B1	72.5	-	25.0	1,812.5	1,812.5	Zone B1	72.5	50.0	Zone B1	72.5	65.0
Zone C	203.0	110.0	75.0	15,225.0	23,475.0	Zone C	203.0	150.0	Zone C	203.0	195.0
Zone D	74.2	-	100.0	7,420.0	7,420.0	Zone D	74.2	300.0	Zone D	74.2	390.0
<b>Total</b>	<b>459.7</b>	<b>110.0</b>		<b>24,457.5</b>	<b>32,707.5</b>		<b>459.7</b>			<b>459.7</b>	

Note: ALUC Table 2A, Note 1 allows "Gross acreage includes the property at issue plus a share of adjacent roads and any adjacent, permanently dedicated, open lands." Zone A qualifies as such.  
 Note 2: ALUC Table 2A, Note 1 - "Mixed-use development in which residential uses are proposed to be located in conjunction with nonresidential uses in the same or adjoining buildings on the same site shall be treated as nonresidential development. See Policy 3.1.3(d)."





1 (1) The uses permitted in Planning Areas A-1, A-3, A-7, E-1, and E-3 of Specific Plan  
2 No. 303 shall be the same as those uses permitted in Article VIIIe, Section 8.100 of Ordinance No.  
3 348 except that the uses permitted pursuant to Section 8.100.b.(1) shall not be permitted. In  
4 addition, the permitted uses identified under Section 8.100.a. shall include public parks;  
5 community centers; facilities related to large scale recreational uses such as ~~golf courses and a~~  
6 motor sports race track and facilities related thereto, including but not limited to race track, private  
7 garages, clubhouse, tuning shop, observation tower, museum, vehicle display areas and ancillary  
8 uses in support thereof; and when the gross area of a lot is twenty (20) acres or greater, the uses  
9 identified under Article XIII, Section 13.1.b. of Ordinance No. 348 shall also be included.

10 (2) The development standards for Planning Areas A-1, A-3, A-7, E-1, and E-3 of  
11 Specific Plan No. 303 shall be the same as those standards identified in Article VIIIe., Section  
12 8.101 of Ordinance No. 348.

13 (3) If Planning Areas A-1, A-3, A-7, E-1, and E-3 are developed with large scale  
14 recreational uses such as ~~golf courses and a~~ motor sports race track and facilities related thereto, the  
15 development standards shall be the same as those identified in Article VIIIe., Section 8.101 of  
16 Ordinance No. 348 except that the following development standards shall also apply:

17 (A) The minimum front yard setback for any building shall be 20 feet.

18 (B) The minimum side yard setback for any building shall be 5 feet.

19 (4) Except as provided above, all other zoning requirements shall be the same as those  
20 requirements identified in Article VIIIe of Ordinance No. 348.

21 c. Planning Areas A-2.

22 (1) The permitted uses in Planning Areas A-2 of Specific Plan No. 303 shall be the  
23 same as those permitted in Article IX, Section 9.1 of Ordinance No. 348, except that the uses  
24 permitted pursuant to Sections 9.1.a. (17), (23), (25), (27), (29), (32), (42), (51), (52), (61), (65),  
25 (67), (73), and (93); Sections 9.1.b. (7), (9), (11)a., (18), (19), and (20); and Sections 9.1.d. (4), (5),  
26 (7), (10), (11), (12) and (13) shall not be permitted. In addition, the permitted uses identified under  
27 Section 9.1.a. shall include aviation equipment assembly; communication equipment and  
28 microwave sales and installation; computer and office equipment sales, service, repair and

1 assembly; conference facilities; country clubs, manufacture of dairy products, not including dairies;  
2 emergency and urgent care medical facilities; libraries; manufacture of grain and bakery products;  
3 health and exercise centers; hospitals; ice houses; jewelry manufacture and repair; manufacture of  
4 wearing apparel and accessories; manufacture and repair of measuring devices, watches, clocks and  
5 related items; manufacture and repair of optical goods, medical instruments, supplies and  
6 equipment, engineering, survey and drafting instruments and photography equipment; manufacture  
7 of handbags, luggage, footwear, and other personal leather goods; manufacture of cutlery,  
8 tableware, hand tools and hardware; manufacture of plumbing and heating items; vehicle storage  
9 and impoundment; manufacture of office and computing machines; manufacture, assembly, testing  
10 and repair of components, devices, equipment and systems of an electrical, electronic, or electro-  
11 mechanical nature; manufacture of non-alcoholic beverages; manufacture of confectionery  
12 products; manufacture and repair of refrigeration and heating equipment; printing of periodicals,  
13 books, forms, cards and similar items; public parks and public playgrounds; golf courses; religious  
14 institutions; facilities for research and development of precision components and products; and  
15 water wells and appurtenant facilities.

16 In addition, the permitted uses identified under Section 9.1.b. shall include aerial service  
17 businesses including advertising, photography and tours; aerospace/aeronautical museums; aircraft  
18 equipment sales, service and repair; contractor storage yards; flight schools; intermodal cargo  
19 transfer facilities; manufacture of furniture and fixtures, including cabinets, partitions and similar  
20 small items; manufacture of bicycles; parcel delivery services; warehousing and distribution;  
21 facilities related to large scale recreational uses such as golf courses and a motor sports race track  
22 and facilities related thereto, including but not limited to race track, private garages, clubhouse,  
23 tuning shop, observation tower, museum, vehicle display areas and ancillary uses in support  
24 thereof; and when the gross area of a lot is twenty (20) acres or greater, the uses identified under  
25 Article XIII, Section 13.1.b. of Ordinance No. 348 shall be included.

26 In addition, the permitted uses identified under Section 9.1.d. shall include community  
27 centers; schools; meat and poultry processing not including slaughtering or rendering of animals;  
28 paper shredding facilities; research and manufacture of drugs and pharmaceuticals; manufacture of

1 soaps, cleaners and toiletries; wrought iron fabrication; machine, welding and blacksmith shops;  
2 breweries, distilleries and wineries; paper storage and recycling within a building; recycling  
3 processing facilities; paper and paperboard mills; manufacture of containers and boxes; and above  
4 ground natural gas storage.

5 (2) The development standards for Planning Areas A-2 of Specific Plan No. 303 shall  
6 be the same as those standards identified in Article IX, Section 9.4 of Ordinance No. 348 except  
7 that sports lighting, consisting of exterior nighttime lighting for ballfields, racetracks and other  
8 sporting activities, shall not be permitted.

9 (3) Except as provided above, all other zoning requirements shall be the same as those  
10 requirements identified in Article IX of Ordinance No. 348.

11 d. Planning Areas C-6, G-8, H-8 and L-1.

12 (1) The uses permitted in Planning Areas C-6, G-8, H-8 and L-1 of Specific Plan No.  
13 303 shall be the same as those uses permitted in Article VII, Section 7.1 of Ordinance No. 348,  
14 except that the uses permitted pursuant to Section 7.1.a.(3), (4) and (10); Section 7.1.b(9); and  
15 Section 7.1.c(1) shall not be permitted.

16 In addition, the permitted uses identified under Section 7.1.b. shall include two family  
17 dwellings developed pursuant to Subsections AA. through DD. of this section; lakes, including  
18 those used for aesthetics, detention, recreation, water skiing, and non-potable irrigation water and  
19 noncommercial fishing; water wells and appurtenant facilities; and when the gross area of a lot is  
20 twenty (20) acres or greater, the uses identified under Article XIII, Section 13.1.a. and b. of  
21 Ordinance No. 348 shall also be included, except that the uses permitted pursuant to Section  
22 13.1.a.(15) shall not be permitted.

23 (2) The development standards for Planning Areas C-6, G-8, H-8 and L-1 of Specific  
24 Plan 303 shall be the same as those standards identified in Article VII, Sections 7.2 through 7.11  
25 except that the development standards set forth in Sections 7.3, 7.4, 7.5, 7.6, and 7.10 shall be  
26 deleted and replaced by the following:

27 A. Lot area shall be not less than four thousand (4,000) square feet, unless  
28 cluster development subject to the development standards set forth in subsections AA.

1 through DD. of this section is utilized. The minimum lot area shall be determined by  
2 excluding that portion of a lot that is used solely for access to the portion of a lot used as  
3 building site.

4 B. The front yard shall be not less than 16 feet, measured from the existing  
5 street line or from any future street line as shown on any Specific Plan of Highways,  
6 whichever is nearer the proposed structure.

7 C. The minimum average width of that portion of a lot to be used as a  
8 building site shall be forty feet (40'), with a minimum average depth of one hundred feet  
9 (100') unless cluster development subject to the development standards set forth in  
10 subsections AA. through DD. of this section is utilized. "Flag" lots shall not be permitted.

11 D. The minimum frontage of a lot shall be forty feet (40') except that lots  
12 fronting on knuckles or cul-de-sacs may have a minimum frontage of thirty feet (30')  
13 unless cluster development subject to the development standards set forth in subsections  
14 AA. through DD. of this section is utilized. Lot frontage along curvilinear streets may be  
15 measured at the building setback in accordance with zone development standards.

16 E. Side yards on interior and through lots shall be not less than ten percent  
17 (10%) of the width of the lot, but not less than three feet (3') in width in any event, and  
18 need not exceed a width of five feet (5') unless cluster development subject to the  
19 development standards set forth in subsections AA. through DD. of this section is utilized.  
20 Side yards on corner and reverse corner lots shall be not less than ten feet (10') from the  
21 existing street line or from any future street line as shown on any Specific Plan of  
22 Highways, whichever is nearer the proposed structure, upon which the main building sides  
23 unless cluster development subject to the development standards set forth in subsections  
24 AA. through DD. of this section is utilized. Where a zero lot line design is utilized, the  
25 alternate side yard shall be not less than ten feet (10') in width.

26 F. The rear yard shall not be less than ten feet (10') unless cluster  
27 development subject to the development standards set forth in subsection AA. through DD.  
28 of this section is utilized.

1 G. Every main building erected or structurally altered shall have a lot or  
2 building site of not less than one thousand one hundred (1,100) square feet for each  
3 dwelling unit in such main building unless cluster development subject to the development  
4 standards set forth in subsections AA. through DD. of this section is utilized.

5 In addition, when a cluster development design is utilized, the following  
6 development standards shall be applicable:

7 AA. The minimum overall area for each individual unit within a two-  
8 family dwelling exclusive of the area set aside for street rights of way shall be two  
9 thousand (2,000) square feet.

10 BB. The minimum lot area for two-family lots used as a residential  
11 building site shall be two thousand (2,000) square feet. The minimum lot area  
12 shall be determined by excluding that portion of a lot that is used solely for access  
13 to the portion of a lot used as a building site. For each two family dwelling,  
14 common open space shall be provided equal to the difference between the lot area  
15 for such two family dwelling and eight thousand (8,000) square feet.

16 CC. Side yards on interior and through lots shall be not less than three  
17 feet (3') for one-story buildings; not less than ten feet (10') for two-story buildings;  
18 and not less than fifteen feet (15') for three-story buildings. Side yards on corner  
19 and reversed corner lots shall be not less than ten feet (10') from the existing street  
20 line as shown on any Specific Plan of Highways, whichever is nearer the proposed  
21 structure, upon which the main building sides, except that where the lot is less than  
22 fifty feet (50') wide the yard need not exceed twenty percent (20%) of the lot  
23 width.

24 DD. The rear yard shall not be less than ten feet (10') for one-story  
25 buildings; not less than fifteen feet (15') for two-story buildings; and not less than  
26 twenty feet (20') for three-story buildings.

27 (3) Except as provided above, all other zoning requirements shall be the same as those  
28 requirements identified in Article VII of Ordinance No. 348.

1 e. Planning Areas B-1, B-2, B-5, B-6, C-2, C-4, C-8, F-3, G-7, H-2, H-4, H-5, H-7, M-7B,  
2 M-7C, M-7D, and M-7E.

3 (1) The uses permitted in Planning Areas B-1, B-2, B-5, B-6, C-2, C-4, C-8, F-3, G-7,  
4 H-2, H-4, H-5, H-7, M-7B, M-7C, M-7D, and M-7E of Specific Plan No. 303 shall be the same as  
5 those uses permitted in Article VII, Section 7.1 of Ordinance No. 348, except that the uses  
6 permitted pursuant to Section 7.1.a.(3); Section 7.1.b(9); and 7.1.c(1) shall not be permitted. In  
7 addition, the permitted uses identified under Section 7.1.b. shall include two family dwellings  
8 developed pursuant to Subsections AA. through FF. of this section; community centers, lakes,  
9 including those used for aesthetics, detention, recreation, water skiing, and non-potable irrigation  
10 water and non-commercial fishing; water wells and appurtenant facilities; and when the gross area  
11 of a lot is twenty (20) acres or greater, the uses identified under Article XIII, Section 13.1.b. of  
12 Ordinance No. 348 shall also be included.

13 (2) The development standards for Planning Areas B-1, B-2, B-5, B-6, C-2, C-4, C-8,  
14 F-3, G-7, H-2, H-4, H-5, H-7, M-7B, M-7C, M-7D, and M-7E of Specific Plan No. 303 shall be the  
15 same as those standards identified in Article VII, Sections 7.2 through 7.11, except that the  
16 development standards set forth in Sections 7.3, 7.5, 7.6, and 7.11 shall be deleted and replaced by  
17 the following:

18 A. Lot area shall be not less than five thousand (5,000) square feet, unless  
19 cluster development subject to the development standards set forth in subsections AA.  
20 through FF. of this section is utilized. The minimum lot area shall be determined by  
21 excluding that portion of a lot that is used solely for access to the portion of a lot used as  
22 building site.

23 B. The minimum average width of that portion of a lot to be used as a  
24 building site shall be fifty feet (50'), with a minimum average depth of one hundred feet  
25 (100') unless cluster development subject to the development standards set forth in  
26 subsections AA. through FF. of this section is utilized. "Flag" lots shall not be permitted.

27 C. The minimum frontage of a lot shall be fifty (50') except that lots fronting  
28 on knuckles or cul-de-sacs may have a minimum frontage of thirty feet (30') unless cluster

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development subject to the development standards set forth in subsections AA. through FF. of this section is utilized. Lot frontage along curvilinear streets may be measured at the building setback in accordance with zone development standards.

D. Side yards on interior and through lots shall be not less than ten percent (10%) of the width of the lot, but not less than three feet (3') in width in any event, and need not exceed a width of five feet (5') unless cluster development subject to the development standards set forth in subsections AA. through FF. of this section is utilized. A zero lot line design may be used, in which event the alternate side yard shall be not less than ten feet (10') in width. Side yards on corner and reverse corner lots shall be not less than ten feet (10') from the existing street line or from any future street line as shown on any Specific Plan of Highways, whichever is nearer the proposed structure, upon which the main building sides, unless cluster development subject to the development standards set forth in subsections AA. through FF. of this section is utilized.

E. The rear yard shall not be less than ten feet (10') unless cluster development subject to the development standards set forth in subsections AA. through FF. of this section is utilized.

In addition, when a cluster development design is utilized, for either single family or two family dwellings, the following development standards shall be applicable:

AA. The minimum overall area for each single-family dwelling unit or each individual unit within a two-family dwelling, exclusive of the area set aside for street rights of way shall be four thousand (4,000) square feet.

BB. The minimum lot area for individual single-family and two-family lots used as a residential building site shall be four thousand (4,000) square feet. The minimum lot area shall be determined by excluding that portion of a lot that is used solely for access to the portion of a lot used as a building site. For each dwelling unit, common open space shall be provided equal to the difference between the single-family or two-family lot area and five thousand (5,000) square



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feet for each single-family dwelling or ten thousand five hundred (10,500) square feet for each two-family dwelling.

CC. The minimum average width of that portion of a lot to be used as a building site shall be fifty feet (50'), with a minimum average depth of ninety feet (90'). "Flag" lots shall not be permitted.

DD. The minimum frontage of a lot shall be fifty feet (50'), except that lots fronting on knuckles or culs-de-sac may have a minimum frontage of thirty feet (30'). Lot frontage along curvilinear streets may be measured at the building setback in accordance with zone development standards.

EE. Side yards for single-family dwellings on interior and through lots shall be not less than ten percent (10%) of the width of the lot, but not less than three feet (3') in width in any event, and need not exceed a width of five feet (5'). Side yards for single-family dwellings on corner and reverse corner lots shall be not less than ten feet (10') from the existing street line or from any future street line as shown on any Specific Plan of Highways, whichever is nearer the proposed structure, upon which the main building sides. Where a zero lot line design is utilized for single-family dwellings, the alternate side yard shall be not less than ten feet (10') in width. Side yards for two-family dwellings on interior and through lots shall be not less than five feet (5') for one-story buildings; not less than ten feet (10') for two-story buildings; and not less than fifteen feet (15') for three-story buildings. Side yards for two-family dwellings on corner and reverse corner lots shall be measured from the existing street line or from any future street line as shown on any Specific Plan of Highways, whichever is nearer the proposed structure, upon which the main building sides.

FF. The rear yard for single-family dwellings shall be not less than ten feet (10'). The rear yard for two-family dwellings shall be not less than ten feet (10') for one-story buildings, not less than fifteen feet (15') for two-story buildings; and not less than twenty feet (20') for three-story buildings.

1 (3) Except as provided above, all other zoning requirements shall be the same as  
2 those requirements identified in Article VII of Ordinance No. 348.

3 f. Planning Areas A-5, E-4, G-1 and F-4.

4 (1) The uses permitted in Planning Areas A-5, E-4, G-1 and F-4 of Specific Plan No.  
5 303 shall be the same as those permitted in Article IX, Section 9.1 of Ordinance No. 348, except  
6 that the uses permitted pursuant to Sections 9.1.a. (29), (51) and (93), b.(11)a., (12), (18), (19), and  
7 (20), d.(2), (3), (4), (5), (6), (9), (10), (11), (12) and (13), shall not be permitted.

8 In addition, the permitted uses identified under Section 9.1.a. shall include public parks and  
9 public playgrounds; golf courses; country clubs; animal hospitals with all kennels entirely indoors;  
10 health clubs; computer sales and repair stores; parcel delivery services; libraries; religious  
11 institutions; community centers; schools; and water wells and appurtenant facilities.

12 In addition, when the gross area of a lot is twenty (20) acres or greater, the permitted uses  
13 identified under Section 9.1.b. shall include the uses permitted under Article XIII, Section 13.1.b.  
14 of Ordinance No. 348.

15 In addition, the permitted uses identified under Section 9.1.d. shall include electric vehicle  
16 charging stations.

17 (2) The development standards for Planning Areas A-5, E-4, G-1 and F-4 of Specific  
18 Plan No. 303 shall be the same as those standards identified in Article IX, Section 9.4 of Ordinance  
19 No. 348.

20 (3) Except as provided above, all other zoning requirements shall be the same as those  
21 requirements identified in Article IX of Ordinance No. 348.

22 g. Planning Areas B-3, C-1, F-2, G-5, G-10, G-11, G-13, H-9, I-4, I-5, I-6, I-7, I-8, I-9, I-10,  
23 I-11, J-1, J-4, M-1A, M-1B, M-1C, M-5A, M-5B, M-6A, M-6B, and M-7A.

24 (1) The uses permitted in Planning Areas B-3, C-1, F-2, G-5, G-10, G-11, G-13, H-9,  
25 I-4, I-5, I-6, I-7, I-8, I-9, I-10, I-11, J-1, J-4, M-1A, M-1B, M-1C, M-5A, M-5B, M-6A, M-6B, and  
26 M-7A of Specific Plan No. 303 shall be the same as those uses permitted in Article VI, Section 6.1  
27 of Ordinance No. 348, except that the uses permitted pursuant to Section 6.1.b(5); and Section  
28 6.1.c(1). shall not be permitted. In addition, the permitted uses identified under Section 6.1.a. shall

1 include two family dwellings developed pursuant to subsection AA. through GG. of this section;  
2 lakes, including those used for aesthetics, detention, recreation, water skiing, and non-potable  
3 irrigation water; water wells and appurtenant facilities; and when the gross acre of a lot is twenty  
4 (20) acres or greater, the uses identified under Article XIII, Section 13.1.a. and b. of Ordinance No.  
5 348 shall also be included, except that the uses permitted pursuant to Section 13.1.a(15) shall not  
6 be permitted.

7 In addition the permitted uses identified under Section 6.1.b. shall include day care centers;  
8 libraries; religious institutions; community centers; and schools.

9 (2) The development standards for Planning Areas B-3, C-1, F-2, G-5, G-10, G-11, G-  
10 13, H-9, I-4, I-5, I-6, I-7, I-8, I-9, I-10, I-11, J-1, J-4, M-1A, M-1B, M-1C, M-5A, M-5B, M-6A, M-  
11 6B, and M-7A of Specific Plan No. 303 shall be the same as those standards identified in Article  
12 VI, Section 6.2, except that the development standards set forth in Article VI, Section 6.2.b, c., d.,  
13 e.(2), e.(3) and g shall be deleted and replaced by the following:

14 A. Lot area shall be not less than six thousand (6,000) square feet, unless  
15 cluster development subject to the development standards set forth in subsection AA.  
16 through GG. of this section is utilized. The minimum lot area shall be determined by  
17 excluding that portion of a lot that is used solely for access to the portion of a lot used as  
18 building site.

19 B. The minimum average width of that portion of a lot to be used as a  
20 building site shall be sixty feet (60'), with a minimum average depth of one hundred feet  
21 (100') unless cluster development subject to the development standards set forth in  
22 subsections AA. through GG. of this section is utilized. "Flag" lots shall not be permitted.

23 C. The minimum frontage of a lot shall be sixty feet (60') except that lots  
24 fronting on knuckles or cul-de-sacs may have a minimum frontage of thirty-five feet (35')  
25 unless cluster development subject to the development standards set forth in subsections  
26 AA. through GG. of this section is utilized. Lot frontage along curvilinear streets may be  
27 measured at the building setback in accordance with zone development standards.  
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D. Side yards on interior and through lots shall be not less than ten percent (10%) of the width of the lot, but not less than three feet (3') in width in any event, and need not exceed a width of five feet (5') unless cluster development subject to the development standards set forth in subsection AA. through GG. of this section is utilized. Side yards on corner and reverse corner lots shall be not less than ten feet (10') from the existing street line or from any future street line as shown on any Specific Plan of Highways, whichever is nearer the proposed structure, upon which the main building sides unless cluster development subject to the development standards set forth in subsections AA. through GG. of this section is utilized.

E. The rear yard shall not be less than ten feet (10') unless cluster development subject to the development standards set forth in subsections AA. through GG. of this section is utilized.

In addition, when a cluster development design is utilized for single family or two family dwellings, the following development standards shall be applicable:

AA. The minimum overall area for each single-family dwelling unit or each individual unit within a two-family dwelling, exclusive of the area set aside for street rights of way shall be five thousand (5,000) square feet.

BB. The minimum lot area for individual single-family lots used as a residential building site shall be five thousand (5,000) square feet. The minimum lot area for two-family lots shall be five thousand (5,500) square feet. The minimum lot area shall be determined by excluding that portion of a lot that is used solely for access to the portion of a lot used as a building site. For each dwelling unit, common open space shall be provided equal to the difference between the single-family or two-family lot area and six thousand (6,000) square feet for each single-family dwelling or twelve thousand (12,000) square feet for each two-family dwelling.

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CC. The minimum average width of that portion of a lot to be used as a building site shall be fifty-five feet (55'), with a minimum average depth of one hundred feet (100'). "Flag" lots shall not be permitted.

DD. The minimum frontage of a lot shall be fifty-five feet (55'), except that lots fronting on knuckles or cul-de-sac may have a minimum frontage of thirty feet (30'). Lot frontage along curvilinear streets may be measured at the building setback in accordance with zone development standards.

EE. Side yards on interior and through lots shall be not less than ten percent (10%) of the width of the lot, but not less than three feet (3') in width in any event, and need not exceed a width of five feet (5'). Side yards on corner and reverse corner lots shall be not less than ten (10') from the existing street line or from any future street line as shown on any Specific Plan of Highways, whichever is nearer the proposed structure, upon which the main building sides. Where a zero lot line design is utilized the alternate side yard shall be not less than ten feet (10') in width.

FF. The rear yard for single-family dwellings shall be not less than ten feet (10'). The rear yard for two-family dwellings shall be not less than ten feet (10') for one-story buildings, not less than fifteen feet (15') for two-story buildings, and not less than twenty feet (20') for three-story buildings.

GG. In no case shall more than sixty percent (60%) of any lot be covered by buildings or structures.

(3) Except as provided above, all other zoning requirements shall be the same as those requirements identified in Article VI of Ordinance No. 348.

h. Planning Area A-4, A-6, A-8 and E-2

(1) The uses permitted in Planning Area A-4, A-6, A-8 and E-2 of Specific Plan 303 shall be the same as those uses permitted in Article XII, Section 12.2 of Ordinance No. 348, except that the uses permitted pursuant to Section 12.2.c. (3), (7), (11) and (12); Section 12.2.d.; Section 12.2.e., 12.2.f. and 12.2.g. shall not be permitted. In addition, the permitted uses identified under

1 Section 12.2.b. shall include water wells and appurtenant facilities, facilities related to large scale  
2 recreational uses such as golf courses and a motor sports race track and facilities related thereto,  
3 including but not limited to race track, private garages, clubhouse, tuning shop, observation tower,  
4 museum, vehicle display areas, underground fuel storage and ancillary uses in support thereof; and  
5 when the gross acre of a lot is twenty (20) acres or greater, the uses identified under Article XIII,  
6 Section 13.1.a. and b. of Ordinance No. 348 shall also be included, except that the uses permitted  
7 pursuant to Section 13.1.a.(15) shall not be permitted.

8 In addition, the permitted uses identified under Section 12.2.b shall include aerial services  
9 including advertising, photography and tours; aerospace/aeronautical museums; aircraft taxiways;  
10 catering services/flight kitchens; conference facilities; golf courses and appurtenant facilities;  
11 convenience stores; dry cleaners; flight schools; hospitals; hotels and motels; intermodal cargo  
12 transfer terminals; research and development facilities for biomedical, chemical, electronic,  
13 mechanical and other scientific purposes; paper recycling facilities; parcel delivery services; and  
14 rental car agencies including the storage of rental cars.

15 In addition, the permitted uses identified under Section 12.2.c. shall include cogeneration  
16 plants; structures and facilities necessary and incidental to the development, generation and  
17 transmission of electric power and gas such as power plants, booster or conversion plants,  
18 transmission lines, pipelines and the like; and incarceration and detention facilities.

19 (2) The development standards for Planning Area A-4, ~~A-6, A-8 and E-2~~ of Specific  
20 Plan No. 303 shall be the same as those standards identified in Article XII, Section 12.4 of  
21 Ordinance No.348, provided however that Article XII, Section 12,4(b)(3) shall apply only to  
22 setbacks calculated from public streets. Article XII, Section 12.4.a. is modified to provide that the  
23 minimum lot area shall be seven thousand (7,000) square feet with no minimum average width.  
24 There shall be no minimum setback from any private street. Article XII, Section 12.4c.(2) is  
25 modified to provide that an observation tower built within Planning Areas A-4, ~~A-6, A-8 and E-2~~,  
26 and built as part of a large scale recreational use shall not exceed 70 feet in height and sports  
27 lighting, consisting of exterior nighttime lighting for ballfields, racetracks and other sporting  
28 activities, shall not be permitted.

1                   (3)       Except as provided above, all other zoning requirements shall be the same as  
2 those requirements identified in Article XII of Ordinance No.348.

3 i.        Planning Area A-6 and E-2

4                   (1)       The uses permitted in Planning Areas A-6 and E-2 of Specific Plan 303 shall be  
5 the same as those uses permitted in Article IX, Section 9.1 and Article XII, Section 12.2 of  
6 Ordinance No. 348, except that the uses permitted pursuant ~~except that the uses permitted pursuant~~  
7 to Article IX, Sections 9.1.a. (17), (23), (25), (27), (29), (32), (35) (42), (51), (52), (61), (65), (67),  
8 (73), (83) and (93), and (96-within Airport Land Use Commission Compatibility Zone C); Sections  
9 9.1.b. ~~(2)-(7), (9), (10), (11.a.) (11.b), (11.c), (13), (14), (15), (16), (18), (19), and (20); and~~  
10 Sections 9.1.d. (2),(4), (5), (6), (9), (10), (11) (12), (13), and (16) and to Article XII, Section  
11 12.2.c. (3), (7), (11) and (12); Section 12.2.d.; Section 12.2.e., 12.2.f. and 12.2.g. shall not be  
12 permitted; and uses permitted pursuant to Article IX, Section 9.1.a (35) shall not be permitted in  
13 Planning Area E-2.

14                   In addition, the permitted uses identified under Section 9.1.a and 12.2b shall include aerial  
15 services including advertising, photography and tours; aerospace/aeronautical museums; aircraft  
16 equipment sales, service, and repair; aircraft taxiways; aviation equipment assembly; catering  
17 services/flight kitchens; conference facilities; computer and office equipment sales, service, repair  
18 and assembly; conference facilities; contractor storage yards; convenience stores; country clubs;  
19 dry cleaners; emergency and urgent care medical facilities; facilities related to large scale  
20 recreational uses such as a motor sports race track and facilities related thereto, including but not  
21 limited to race track, private garages, clubhouse, tuning shop, observation tower, museum, vehicle  
22 display areas, underground fuel storage and ancillary uses in support thereof; flight schools;  
23 hospitals; ice houses; intermodal cargo transfer terminals; libraries; manufacture of dairy products,  
24 not including dairies; manufacture of grain and bakery products; manufacture and repair of jewelry;  
25 manufacture of wearing apparel and accessories; manufacture and repair of measuring devices,  
26 watches, clocks and related items; manufacture and repair of optical goods, medical instruments,  
27 supplies and equipment, engineering, survey and drafting instruments and photography equipment;  
28 manufacture of furniture and fixtures, including cabinets, partitions and similar small items;

1 manufacture of cutlery, tableware, hand tools and hardware; manufacture of plumbing and heating  
2 items; manufacture of office and computing machines; manufacture, assembly, testing and repair of  
3 components, devices, equipment and systems of an electrical, electronic, or electro-mechanical  
4 nature; manufacture of non-alcoholic beverages; manufacture of confectionery products;  
5 manufacture and repair of refrigeration and heating equipment; outdoor film studio; paper  
6 recycling facilities; parcel delivery services; public parks and public playgrounds; religious  
7 institutions; rental car agencies including the storage of rental cars; research and development  
8 facilities for biomedical, chemical, electronic, mechanical and other scientific purposes; research  
9 and development facilities for precision components and products; and water wells and appurtenant  
10 facilities; and when the gross acre of a lot is twenty (20) acres or greater, the uses identified under  
11 Article XIII, Section 13.1.a. and b. of Ordinance No. 348 shall also be included, except that the  
12 uses permitted pursuant to Section 13.1.a.(15) shall not be permitted.

13 In addition, the permitted uses identified under Section 9.1.d. and Section 12.2.c shall  
14 include above ground natural gas storage less than 6,000 gallons; breweries, distilleries and  
15 wineries; cogeneration plants; community centers; incarceration and detention facilities; research  
16 and manufacture of drugs and pharmaceuticals; and paper storage and recycling within a building;  
17 and structures and facilities necessary and incidental to the development, generation and  
18 transmission of electric power and gas such as power plants, booster or conversion plants;  
19 transmission lines, pipelines and the like.

20 (2) The development standards for Planning Areas A-6 and E-2 of Specific Plan No.  
21 303 shall be the same as those standards identified in Article XII, Section 12.4 of Ordinance No.  
22 348. Provided however that Article XII, Section 12.4(B)(3) shall apply only to setbacks from  
23 calculated public streets. Article XII, Section 12.4(A) is modified to provide that the minimum lot  
24 area shall be seven thousand (7,000) square feet with no minimum average width. There shall be  
25 no setback from any private street. Article XII, Section 12.4(C)(2) is modified to provide that an  
26 observation tower built within Planning Areas A-6 and E-2 and built as part of a large scale  
27 recreational use shall not exceed 70 feet in height and sports lighting, consisting of exterior  
28 nighttime lighting for ballfields, racetracks and other sporting activities, shall not be permitted.



1                   (3)     Except as provided above, all other zoning requirements shall be the same as those  
2                   requirements identified in Article IX of Ordinance No. 348.

3                   (4)     Except as provided above, all other zoning requirements shall be the same as  
4                   those requirements identified in Article IX of Ordinance No.348.

5     j.        Planning Area E-6

6                   (1)     The uses permitted in Planning Area E-6 of Specific Plan 303 shall be the same as  
7                   those uses permitted in Article IX, Section 9.1 and Article XII, Section 12.2 of Ordinance No. 348,  
8                   except that the uses permitted pursuant except that the uses permitted pursuant to Article IX,  
9                   Sections 9.1.a. (17), (23), (25), (27), (29), (32), (42), (51), (52), (61), (65), (67), (73), (83), and  
10                  (93); Sections 9.1.b. (2)-(7), (9), (10), (11.a.) (11.b), (11.c), (13), (14), (15), (16), (18), (19), and  
11                  (20); and Sections 9.1.d. (2), (4), (5), (6), (9), (10), (11) (12), (13), and (16) and to Article XII,  
12                  Section 12.2.c. (3), (7), (11) and (12); Section 12.2.d.; Section 12.2.e., 12.2.f. and 12.2.g. shall not  
13                  be permitted.

14                  In addition, the permitted uses identified under Section 9.1.a and 12.2b shall include  
15                  ~~residential uses,~~ aerial services including advertising, photography and tours;  
16                  aerospace/aeronautical museums; aircraft equipment sales, service, and repair; aircraft taxiways;  
17                  aviation equipment assembly; catering services/flight kitchens; conference facilities; computer and  
18                  office equipment sales, service, repair and assembly; conference facilities; contractor storage yards;  
19                  convenience stores; country clubs; dry cleaners; emergency and urgent care medical facilities;  
20                  facilities related to large scale recreational uses such as a motor sports race track and facilities  
21                  related thereto, including but not limited to race track, private garages, single family residential  
22                  including duplex units defined as a structure with two dwelling units placed beside one another  
23                  sharing a common wall, clubhouse, tuning shop, observation tower, museum, vehicle display areas,  
24                  underground fuel storage and ancillary uses in support thereof; flight schools; health and exercise  
25                  centers; hospitals; ice houses; intermodal cargo transfer terminals; libraries; manufacture of dairy  
26                  products, not including dairies; manufacture of grain and bakery products; manufacture and repair  
27                  of jewelry; manufacture of wearing apparel and accessories; manufacture and repair of measuring  
28                  devices, watches, clocks and related items; manufacture and repair of optical goods, medical

1 instruments, supplies and equipment, engineering, survey and drafting instruments and  
2 photography equipment; manufacture of furniture and fixtures, including cabinets, partitions and  
3 similar small items; manufacture of cutlery, tableware, hand tools and hardware; manufacture of  
4 plumbing and heating items; manufacture of office and computing machines; manufacture,  
5 assembly, testing and repair of components, devices, equipment and systems of an electrical,  
6 electronic, or electro-mechanical nature; manufacture of non-alcoholic beverages; manufacture of  
7 confectionery products; manufacture and repair of refrigeration and heating equipment; outdoor  
8 film studio; paper recycling facilities; parcel delivery services; public parks and public  
9 playgrounds; religious institutions; rental car agencies including the storage of rental cars; research  
10 and development facilities for biomedical, chemical, electronic, mechanical and other scientific  
11 purposes; research and development facilities for precision components and products; and water  
12 wells and appurtenant facilities; and when the gross acre of a lot is twenty (20) acres or greater, the  
13 uses identified under Article XIII, Section 13.1.a. and b. of Ordinance No. 348 shall also be  
14 included, except that the uses permitted pursuant to Section 13.1.a.(15) shall not be permitted.

15 In addition, the permitted uses identified under Section 9.1.d. and Section 12.2.c shall  
16 include above ground natural gas storage less than 6,000 gallons; breweries, distilleries and  
17 wineries; cogeneration plants; community centers; incarceration and detention facilities; research  
18 and manufacture of drugs and pharmaceuticals; and paper storage and recycling within a building;  
19 and structures and facilities necessary and incidental to the development, generation and  
20 transmission of electric power and gas such as power plants, booster or conversion plants,  
21 transmission lines, pipelines and the like.

22 (2) The development standards for Planning Area E-6 of Specific Plan No. 303 shall  
23 be the same as those standards identified in Article XII, Section 12.4 and Article XVIII, Section  
24 18.5 of Ordinance No. 348 except those development standards set forth in Article XVIII, Section  
25 18.5 a, b, c, d, e, f, g, h, i, j, and k, shall be deleted and replace by the following:

- 26 a. If residential uses are located contiguous to nonresidential uses, then the following  
27 standards shall apply:  
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- 1. Minimum lot area shall be seven thousand (7,000) square feet with no minimum average width.
- 2. There shall be no minimum setback from any private street.
- 3. Access to residential structures shall be from common access areas or corridors.
- 4. Residential structures must provide vehicle storage area on the ground floor of a structure.
- 5. Up to a maximum of 1+20 units in Planning Area E-6 shall be permitted.

And provided however that Article XII, Section 12.4(B)(3) shall apply only to setbacks from calculated public streets. Article XII, Section 12.4(A) is modified to provide that the minimum lot area shall be seven thousand (7,000) square feet with no minimum average width. There shall be no setback from any private street. Article XII, Section 12.4(B)(1) is modified that there is no minimum setback. Article XII, Section 12.4(C)(2) is modified to provide that sports lighting, consisting of exterior nighttime lighting for ballfields, racetracks and other sporting activities, shall not be permitted.

(3) Except as provided above, all other zoning requirements shall be the same as those requirements identified in Article IX of Ordinance No. 348.

(4) Except as provided above, all other zoning requirements shall be the same as those requirements identified in Article IX of Ordinance No.348.

k. Planning Areas E-5, E-7 and E-8

(1) The uses permitted in Planning Areas E-5, E-7 and E-8 of Specific Plan 303 shall be the same as those uses permitted in Article IX, Section 9.1 and Article XII, Section 12.2 of Ordinance No. 348, except that the uses permitted pursuant except that the uses permitted pursuant to Article IX, Sections 9.1.a. (17), (23), (25), (27), (29), (32), (35), (42), (51), (52), (61), (65), (67), (73), (83), and (93) and (96); Sections 9.1.b. (7), (9), (10), (11.a.) (11.b), (11.c), (13), (14), (15), (16), (18), (19), and (20); and Sections 9.1.d. (2), (4), (5), (6), (9), (10), (11) (12), (13), and (16) and to Article XII, Section 12.2.c. (3), (7), (11) and (12); Section 12.2.d.; Section 12.2.e., 12.2.f. and 12.2.g. shall not be permitted.

1 In addition, the permitted uses identified under Section 9.1.a and 12.2b shall include  
2 residential uses, aerial services including advertising, photography and tours;  
3 aerospace/aeronautical museums; aircraft equipment sales, service, and repair; aircraft taxiways;  
4 aviation equipment assembly; catering services/flight kitchens; conference facilities; computer and  
5 office equipment sales, service, repair and assembly; conference facilities; contractor storage yards;  
6 convenience stores; country clubs; dry cleaners; emergency and urgent care medical facilities;  
7 facilities related to large scale recreational uses such as a motor sports race track and facilities  
8 related thereto, including but not limited to race track, private garages, single family residential  
9 including duplex units defined as a structure with two dwelling units placed beside one another  
10 sharing a common wall, clubhouse, tuning shop, observation tower, museum, vehicle display areas,  
11 underground fuel storage and ancillary uses in support thereof; flight schools; health and exercise  
12 centers; hospitals; ice houses; intermodal cargo transfer terminals; libraries; manufacture of dairy  
13 products, not including dairies; manufacture of grain and bakery products; manufacture and repair  
14 of jewelry; manufacture of wearing apparel and accessories; manufacture and repair of measuring  
15 devices, watches, clocks and related items; manufacture and repair of optical goods, medical  
16 instruments, supplies and equipment, engineering, survey and drafting instruments and  
17 photography equipment; manufacture of furniture and fixtures, including cabinets, partitions and  
18 similar small items; manufacture of cutlery, tableware, hand tools and hardware; manufacture of  
19 plumbing and heating items; manufacture of office and computing machines; manufacture,  
20 assembly, testing and repair of components, devices, equipment and systems of an electrical,  
21 electronic, or electro-mechanical nature; manufacture of non-alcoholic beverages; manufacture of  
22 confectionery products; manufacture and repair of refrigeration and heating equipment; outdoor  
23 film studio; paper recycling facilities; parcel delivery services; religious institutions; rental car  
24 agencies including the storage of rental cars; research and development facilities for biomedical,  
25 chemical, electronic, mechanical and other scientific purposes; research and development facilities  
26 for precision components and products; and water wells and appurtenant facilities; and when the  
27 gross acre of a lot is twenty (20) acres or greater, the uses identified under Article XIII, Section  
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1 13.1.a. and b. of Ordinance No. 348 shall also be included, except that the uses permitted pursuant  
2 to Section 13.1.a.(15) shall not be permitted.

3 In addition, the permitted uses identified under Section 9.1.d. and Section 12.2.c shall  
4 include above ground natural gas storage less than 6,000 gallons; breweries, distilleries and  
5 wineries; cogeneration plants; community centers; incarceration and detention facilities; research  
6 and manufacture of drugs and pharmaceuticals; and paper storage and recycling within a building;  
7 and structures and facilities necessary and incidental to the development, generation and  
8 transmission of electric power and gas such as power plants, booster or conversion plants,  
9 transmission lines, pipelines and the like.

10 (2) The development standards for Planning Areas E-5, E-7, and E-8 of Specific Plan  
11 No. 303 shall be the same as those standards identified in Article XII, Section 12.4 and Article  
12 XVIII, Section 18.5 of Ordinance No. 348 except those development standards set forth in Article  
13 XVIII, Section 18.5 a, b, c, d, e, f, g, h, i, j, and k, shall be deleted and replaced by the following:

14 b. If residential uses are located contiguous to nonresidential uses, then the following  
15 standards shall apply:

- 16 1. Minimum lot area shall be seven thousand (7,000) square feet with no  
17 minimum average width.
- 18 2. There shall be no minimum setback from any private street.
- 19 3. Access to residential structures shall be from common access areas or  
20 corridors.
- 21 4. Residential structures must provide vehicle storage area on the ground floor  
22 of a structure.
- 23 5. Up to a maximum of 1924 units in Planning Area E-5, a maximum of 5 units  
24 in Planning Area E-7, and a maximum of 15 units in Planning Area E-8 shall  
25 be permitted.

26 And provided however that Article XII, Section 12.4(B)(3) shall apply only to setbacks from  
27 calculated public streets. Article XII, Section 12.4(A) is modified to provide that the minimum lot  
28 area shall be seven thousand (7,000) square feet with no minimum average width. There shall be

1 bakery products; manufacture and repair of jewelry; manufacture of wearing apparel and  
2 accessories; manufacture and repair of measuring devices, watches, clocks and related items;  
3 manufacture and repair of optical goods, medical instruments, supplies and equipment,  
4 engineering, survey and drafting instruments and photography equipment; manufacture of furniture  
5 and fixtures, including cabinets, partitions and similar small items; manufacture of cutlery,  
6 tableware, hand tools and hardware; manufacture of plumbing and heating items; manufacture of  
7 office and computing machines; manufacture, assembly, testing and repair of components, devices,  
8 equipment and systems of an electrical, electronic, or electro-mechanical nature; manufacture of  
9 non-alcoholic beverages; manufacture of confectionery products; manufacture and repair of  
10 refrigeration and heating equipment; outdoor film studio; paper recycling facilities; parcel delivery  
11 services; public parks and public playgrounds; religious institutions; rental car agencies including  
12 the storage of rental cars; research and development facilities for biomedical, chemical, electronic,  
13 mechanical and other scientific purposes; research and development facilities for precision  
14 components and products; vehicle storage and impoundment; and water wells and appurtenant  
15 facilities; and when the gross acre of a lot is twenty (20) acres or greater, the uses identified under  
16 Article XIII, Section 13.1.a. and b. of Ordinance No. 348 shall also be included, except that the  
17 uses permitted pursuant to Section 13.1.a.(15) shall not be permitted.

18 In addition, the permitted uses identified under Section 9.1.d. and Section 12.2.c shall  
19 include above ground natural gas storage less than 6,000 gallons; breweries, distilleries and  
20 wineries; cogeneration plants; community centers; incarceration and detention facilities; research  
21 and manufacture of drugs and pharmaceuticals; and paper storage and recycling within a building;  
22 and structures and facilities necessary and incidental to the development, generation and  
23 transmission of electric power and gas such as power plants, booster or conversion plants,  
24 transmission lines, pipelines and the like.

25 (2) The development standards for Planning Areas E-4 of Specific Plan No. 303 shall  
26 be the same as those standards identified in Article XII, Section 12.4 and Article XVIII, Section  
27 18.5 of Ordinance No. 348 except those development standards set forth in Article XVIII, Section  
28 18.5 a, b, c, d, e, f, g, h, i, j, and k, shall be deleted and replace by the following:

1                    a. If residential uses are located above nonresidential uses, then the following standards  
2                    shall apply:

3                    1. All living space within the structure shall be contiguous with and an integral  
4                    part of the working space, with direct access between the two.

5                    2. Structures may place residential uses on the uppermost floor(s) of a structure  
6                    provided a non-residential use is placed on the ground floor of a structure.

7                    3. Up to a maximum of 15 such units shall be permitted.

8                    4. Each unit shall include a maximum of ten thousand (10,000) square feet of  
9                    usage space.

10                  And provided however that Article XII, Section 12.4(B)(3) shall apply only to setbacks from  
11                  calculated public streets. Article XII, Section 12.4(A) is modified to provide that the minimum lot  
12                  area shall be seven thousand (7,000) square feet with no minimum average width. There shall be  
13                  no setback from any private street. Article XII, Section 12.4(B)(1) is modified that there is no  
14                  minimum setback. Article XII, Section 12.4(C)(2) is modified to provide that sports lighting,  
15                  consisting of exterior nighttime lighting for ballfields, racetracks and other sporting activities, shall  
16                  not be permitted.

17                  (3) Except as provided above, all other zoning requirements shall be the same as those  
18                  requirements identified in Article IX of Ordinance No. 348.

19                  (4) Except as provided above, all other zoning requirements shall be the same as  
20                  those requirements identified in Article IX of Ordinance No.348.

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22                  im. Planning Area M-4.

23                  (1) The uses permitted in Planning Area M-4 of Specific Plan No. 303 shall be the  
24                  same as those uses permitted in Article VI, Section 6.1 of Ordinance No. 348. In addition, the  
25                  permitted uses identified under Section 6.1.a. shall include government offices, courthouses, police  
26                  stations, fire stations, libraries, museums, and public schools.

27                  (2) The development standards for Planning Area M-4 of Specific Plan No. 303 shall  
28                  be the same as those standards identified in Article VI, Section 6.2 of Ordinance No. 348.

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(3) Except as provided above, all other zoning requirements shall be the same as those requirements identified in Article XI of Ordinance No. 348.

Section 3. This ordinance shall take effect 30 days after its adoption.

BOARD OF SUPERVISORS OF THE COUNTY  
OF RIVERSIDE, STATE OF CALIFORNIA

By: \_\_\_\_\_  
Chairman

ATTEST:

NANCY ROMERO  
Clerk of the Board

By: \_\_\_\_\_  
Deputy

(SEAL)

APPROVED AS TO FORM:  
[Date]

By: \_\_\_\_\_  
KARIN WATTS-BAZAN  
Deputy County Counsel



However, certain complex land use actions may require more intensive review. The Commission may refer to the supporting criteria, as listed in Section 4, to clarify or supplement its review of such actions.

- 3.1.3. *Residential Development:* The following criteria shall be applied to evaluation of the compatibility of proposed residential development.
- (a) Any subdivision of land for residential uses within *Compatibility Zones A, B1, B2, and C* shall not result in a density greater than that indicated in the Compatibility Criteria matrix, Table 2A.
    - (1) Secondary units, as defined by state law, shall be excluded from density calculations.
    - (2) Clustering of development shall be limited in accordance with Policy 4.2.5(a)(2).
  - (b) Within *Compatibility Zone D*, local land use jurisdictions have two options. The basic option is to limit densities to no more than 0.2 dwelling units per acre. Additionally, a high-density option is provided. This option requires that densities be *greater than* 5.0 dwelling units per acre (i.e., an average parcel size *less than* 0.2 gross acres). See Table 3A for an explanation of the rationale behind these options.
  - (c) Other development conditions as also listed in Table 2A apply to sites within certain compatibility zones.
  - (d) 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. The occupancy of the residential portion shall be added to that of the nonresidential portion and evaluated with respect to the nonresidential usage intensity criteria below.
    - (1) This mixed-use development policy is intended for dense, urban-type developments where the resultant ambient noise levels are relatively high. The policy is not intended to apply to projects in which the residential component is isolated from the nonresidential uses of the site.
    - (2) Noise attenuation and other requirements that may be specifically relevant to residential uses shall still apply.
- 3.1.4. *Nonresidential Development:* The compatibility of nonresidential development shall be assessed primarily with respect to its usage intensity (the number of people per acre) and the noise-sensitivity of the use. Additional criteria listed in Table 2A shall also apply.
- (a) The total number of people permitted on a project site at any time, except for rare special events, must not exceed the indicated usage intensity times the gross acreage of the site.
    - (1) Usage intensity calculations shall include all people (e.g., employees, customers/visitors, etc.) who may be on the property at any single point in time, whether indoors or outside.
    - (2) Rare special events are ones (such as an air show at an airport) for which a facility is not designed and normally not used and for which extra safety precautions can be taken as appropriate.

# **NOTICE OF PUBLIC HEARING**

## **RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION**

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

Any person may submit written comments to the ALUC before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. The proposed project application may be viewed at the Riverside County Administrative Center, 4080 Lemon Street, 14<sup>th</sup> Floor, Riverside, California 92501, Monday through Thursday, except Thursday, December 25 and Thursday, January 1, from 9:00 a.m. to 4:00 p.m., and by prescheduled appointment on Friday, December 19, from 9:00 a.m. to 4:00 p.m.

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

DATE OF HEARING: January 8, 2015

TIME OF HEARING: 9:00 A.M.

### **CASE DESCRIPTION:**

ZAP1024TH14 – Thermal Operating Company, LLC (Representative: Melissa Perez, Albert A. Webb and Associates – County Case Nos. SP00303A3 (Amendment No. 3 to Specific Plan No. 303 [Kohl Ranch]), CZ 07852 (Change of Zone), TR36851 (Tentative Tract Map). SP00303A3 is a proposal to amend the Specific Plan land use designation of 252.47 acres located northerly of 62<sup>nd</sup> Avenue, westerly of Polk Street, and easterly of Harrison Street from 249.68 acres of Heavy Industrial and 2.79 acres of Commercial Retail to Mixed Use (Most of this area is within the Thermal Club.) The change from Heavy Industrial and Commercial Retail is a mandatory prerequisite to allowance for 15 live/work units, and for 158 dwelling units on up to 139 of the “Founders’ lots.” In order to maintain the current allowable number of residential units for the Specific Plan (7,171), the applicant proposes to reduce the number of residential units in the area south of 62<sup>nd</sup> Avenue and north of 64<sup>th</sup> Avenue by 173 (from 2,604 to 2,431 units). CZ07852 is a proposal to modify the existing Specific Plan (SP) zoning ordinance for SP00303 to reflect the proposed designations and boundaries of the Planning Areas, as amended, and to establish the list of permissible land uses and design standards for each of the Planning areas. TR36851 is a proposal to subdivide 19 non-contiguous “Founder’s lots” to establish condominium duplexes on each of the 19 lots for a total of 38 units. (Airport Compatibility Zones B1, C, and D of the Jacqueline Cochran Regional 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.

ZAP1024TH14

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

Date of Application October 28, 2014  
 Property Owner Thermal Operating Company, LLC Phone Number 310-486-4774  
 Mailing Address Attn: Tim Rogers  
1983 W. 190th Street, Suite 100,  
Torrance, CA 90504

Agent (if any) Albert A. Webb Associates Phone Number 951-686-1070  
 Mailing Address Attn: Melissa Perez  
3788 McCray Street  
Riverside, CA 92506

**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 North of Avenue 62, South of Avenue 60, East of Tyler Street, West of Polk Street  
 Assessor's Parcel No. See attached Parcel Size 0.17 to 139 acres  
 Subdivision Name PM36293-1  
 Lot Number \_\_\_\_\_ Zoning Classification Specific Plan

**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) Mixed Use/Air Park, Commercial-Retail, Heavy Industrial, Open Space, Public Facilities, Medium Density, Medium High Density, High Density, Very High Density

Proposed Land Use (describe) Mixed Use/Air Park, Commercial-Retail, Heavy Industrial, Open Space, Public Facilities, Medium Density, Medium High Density, High Density, Very High Density, and Mixed Use

For Residential Uses Number of Parcels or Units on Site (exclude secondary units) 7,171  
 For Other Land Uses Hours of Use 7am - 7pm for racetrack. Other facilities open 24 hours. Hours for other land uses unknown at this time  
 (See Appendix C) Number of People on Site Maximum Number 10,206  
 Method of Calculation Maximum Occupancy

Height Data Height above Ground or Tallest Object (including antennas and trees) Per approved PP24690R1 62 ft.  
 Highest Elevation (above sea level) of Any Object or Terrain on Site Per approved PP24690R1 359 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>October 28, 2014</u>	Type of Project
Agency Name	<u>County of Riverside, Planning Department</u>	<input type="checkbox"/> General Plan Amendment
Staff Contact	<u>Matt Straite</u>	<input checked="" type="checkbox"/> Zoning Amendment or Variance
Phone Number	<u>951-955-8631</u>	<input checked="" type="checkbox"/> Subdivision Approval
Agency's Project No.	<u>Specific Plan No. 303, Amendment No. 3</u>	<input type="checkbox"/> Use Permit
	<u>SP00303A3</u>	<input type="checkbox"/> Public Facility
		<input checked="" type="checkbox"/> Other <u>Specific Plan Amendment</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**

**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