



# AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY AGENDA

Riverside County Administrative Center  
4080 Lemon Street, 1st Floor Board Chambers  
Riverside, California

Thursday 9:00 A.M., February 9, 2017

**CHAIR**  
Simon Housman  
Rancho Mirage

**VICE CHAIRMAN**  
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Riverside

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Riverside

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**STAFF**

Director  
Ed Cooper

John Guerin  
Paul Rull  
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[www.rcaluc.org](http://www.rcaluc.org)

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.

Live Streaming of the meeting will be available during the meeting on our website at [www.rcaluc.org](http://www.rcaluc.org).

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 PUBLIC HEARING: CONTINUED ITEMS

- 2.1 ZAPEA02HR13 – Hemet-Ryan Airport Land Use Compatibility Plan (ALUCP) – SCH#2016111015. The Riverside County Airport Land Use Commission (ALUC) proposes to adopt an ALUCP establishing criteria for the evaluation of the compatibility of land uses proposed to be located in the vicinity of Hemet-Ryan Airport, in accordance with ALUC's duties as set forth in State law. The proposed ALUCP includes an expansion of the airport influence area within portions of the City of Hemet and nearby unincorporated Riverside County areas. Compatibility criteria in the proposed ALUCP address four types of compatibility concerns: safety, noise, airspace protection, and overflight. The provisions of the ALUCP apply only to future development and not existing land uses. The ALUCP does not propose the development or acquisition of land, nor does the ALUC have any jurisdiction over the operation of the airport or aircraft in flight. Continued from 12-8-16. ALUC Staff Planner: John Guerin at (951) 955-0982, or e-mail at [jguerin@rctlma.org](mailto:jguerin@rctlma.org)

Staff Recommendation: ADOPT NEGATIVE DECLARATION AND COMPATIBILITY PLAN

**3.0 PUBLIC HEARING: NEW ITEMS****BANNING AIRPORT**

- 3.1 ZAP1023BA16 – Banning Industrial, LP (Representative: William S. Messenger Jr.) – City of Banning Planning Case No. DR16-7002 (Design Review). The applicant is proposing to develop a 1,000,000 square foot industrial distribution warehouse building and detention basins on 63.9 acres. The building will have 990,000 square feet of warehouse area and 10,000 square feet of office area. The project site is located southerly of Interstate 10 Freeway, easterly of John Street, and northerly of Banning Municipal Airport (Airport Compatibility Zones B1, B2, and D of the Banning Municipal Airport Influence Area). ALUC Staff Planner: Paul Rull at (951) 955-6893, or e-mail at [prull@rctlma.org](mailto:prull@rctlma.org)

Staff Recommendation: CONDITIONALLY CONSISTENT

**RIVERSIDE MUNICIPAL AIRPORT**

- 3.2 ZAP1082RI16 – Jones Wholesale Lumber (Representative: Adkan Engineers) – City of Riverside Planning Case No. P16-0895 (Minor Conditional Use Permit) and P16-0896 (Design Review). The applicant proposes to construct an outdoor storage yard, with a 2-story 3,505 square foot office building, a railroad spur, and an 8,000 gallon underground diesel storage tank on 5.16 acres located at 7027 Central Avenue, situated on the northwest corner of Central Avenue and Wilderness Avenue (Airport Compatibility Zones A, B1, C of the Riverside Municipal Airport Influence Area). ALUC Staff Planner: Paul Rull at (951) 955-6893, or e-mail at [prull@rctlma.org](mailto:prull@rctlma.org)

Staff Recommendation: INCONSISTENT (CUP, Design Review)

**4.0 ADMINISTRATIVE ITEMS****4.1 Director's Approvals**

- 4.2 Specific Delegation of Authority: Specific Plan Amendment in Zone E of Palm Springs International Airport Influence Area

**5.0 APPROVAL OF MINUTES**

January 12, 2017

**6.0 ORAL COMMUNICATION ON ANY MATTER NOT ON THE AGENDA****7.0 COMMISSIONER'S COMMENTS**

**COUNTY OF RIVERSIDE  
AIRPORT LAND USE COMMISSION**

**STAFF REPORT**

**AGENDA ITEM:** 2.1 4.1

**HEARING DATE:** February 9, 2017 (continued from December 8, 2016)

**CASE SUMMARY:**

**CASE NUMBER:** ZAPEA02HR13 – Airport Land Use Commission

**LEAD AGENCY:** Riverside County Airport Land Use Commission  
("Commission")

**JURISDICTION CASE NO:** Not Applicable

**MAJOR ISSUES:** The City of Hemet has expressed concerns regarding the prohibition on intermediate residential densities within Compatibility Zone D. The Plan, *as originally released for public review*, allows for densities of 4.5 to 5.0 dwelling units per acre and higher, but the City would like the Plan to allow densities as low as 3.0 dwelling units per acre in Zone D. *The ad hoc subcommittee is recommending that densities as low as 3.0 dwelling units per acre be permitted within Zone D.* The Countywide Policies also require that projects at least 10 acres in size incorporate minimum percentages of open area (20% in Zone C and 10% in Zone D). The City objects to this requirement and requests that the Commission waive project-specific open area requirements and instead accept a list of open areas in the general vicinity. *The ad hoc subcommittee reviewed a map of permanent open space and is proposing Additional Compatibility Policies that acknowledge such areas and waive open area requirements in Compatibility Zone D and portions of Zones B1 and C.* A commercial land owner has noted that the extent of Compatibility Zones B1 and C northeasterly of the runway exceeds California Airport Land Use Planning Handbook guidelines for comparable safety zones and that the proposed intensity allowances are more restrictive than those allowed in the Handbook. *The ad hoc subcommittee recommends that the extent of Compatibility Zones B1 and C northeasterly of the runway be reduced and that intensity allowances in Compatibility Zone D be raised to the maximum levels permitted for Traffic Pattern Zones in the Handbook.* *As a result of the change in the boundaries of Compatibility Zone C, the landowner's property would be located in Compatibility Zone D.* It should be noted in this regard that Hemet-Ryan Airport is also home to a Cal Fire air attack base flying aircraft larger than other general aviation aircraft. The commercial landowner also suggests that Hemet-Ryan should be considered an urban airport, rather than a suburban airport, in light of the existing intensities and traffic levels in the area. *The ad hoc subcommittee recommends addition of an Additional Compatibility Policy clarifying that intensities attributable to uses/structures established prior to the adoption date of the Compatibility Plan on a site in Compatibility Zone D shall not be counted against the intensity limits of new development or expansions on that site.*

**RECOMMENDATION:** Staff recommends that the Commission ~~open the public hearing, consider testimony, and, after the close of public hearing, that the Commission:~~

- (1) Adopt the Negative Declaration for the Hemet-Ryan Airport Land Use Compatibility Plan, and thereby find that:**
  - a. Having considered the Initial Study/Negative Declaration, *including the Addendum thereto*, the comments received during the public review process, and the record before the Commission, there is no substantial evidence that adoption of the Hemet-Ryan Airport Land Use Compatibility Plan would have a significant effect on the environment; and**
  - b. The Initial Study/Negative Declaration, *including the Addendum thereto*, reflects the Commission's independent judgment and analysis;**
- (2) Adopt the Hemet-Ryan Airport Land Use Compatibility Plan; and**
- (3) *Direct staff and ALUC Counsel to prepare a Adopt Resolution No. 2016-03 memorializing the Commission's actions for adoption on March 9, 2017.***

**PROJECT DESCRIPTION:**

The proposed project is the Commission's adoption of the 2016 Hemet-Ryan Airport Land Use Compatibility Plan ("Hemet ALUCP"), which includes "Additional Compatibility Policies" specifically tailored to the land use environs of Hemet-Ryan Airport and an Airport Influence Area ("AIA") with new boundaries. The new AIA includes the area in which noise, safety, airspace protection, or overflight concerns may significantly affect land uses or necessitate restrictions on those uses, as determined by the Commission. Accordingly, the Compatibility Plan includes policies for determining whether a proposed development project, lying within the AIA, is consistent with the Compatibility Plan and the objectives set forth in the State Aeronautics Act, which include ensuring the continued operation of public-use airports (such as Hemet-Ryan Airport), while simultaneously protecting the public's health, safety, and welfare. (See Pub. Util. Code, §§21670-21679.5.)

The Commission is required by state law to prepare airport land use compatibility plans for the airport influence areas around public-use airports. Airport officials project that activity levels at Hemet-Ryan Airport will continue and likely increase over time.

Much of the portion of the City of Hemet located westerly of downtown Hemet, as well as easterly areas of Winchester and Green Acres, are in the vicinity of the Airport and are affected by aircraft noise and overflight. The Commission's charge is to protect the public from excessive noise and safety hazards. Therefore, the Hemet-Ryan ALUCP imposes limits on the density and intensity of future land use development in the AIA.

## **PROJECT LOCATION:**

Hemet-Ryan Airport is a County-owned, public-use airport located southerly of Acacia and Florida Avenues, easterly of Warren Road, northerly of Stetson Avenue, and westerly of Sanderson Avenue in the City of Hemet.

The proposed boundaries of the AIA are defined by an arc consisting of a set of points located 14,200 feet from the runway ends depicted on the Airport Layout Plan dated May 2013, except to the north where it does not extend northerly of Esplanade Avenue, the boundary line between the cities of Hemet and San Jacinto. The Airport Layout Plan identifies – as a future improvement to Hemet-Ryan Airport – a 500-foot easterly extension of Runway 5-23, with use of declared distances. All boundaries of Compatibility Zones A through D, however, are measured from the physical ends of the existing runways.

The area that would be subjected to development restrictions identified in the proposed Hemet ALUCP, and the corresponding potential for displaced development, would be smaller than the area described above (i.e., not all of the AIA is subject to the potential for displaced development). The potentially affected area is limited to areas within 6,000 feet of the runway centerline and its straight-line northeasterly and southwesterly extensions.

## **BACKGROUND:**

In 2004, the Commission prepared and adopted new Countywide Policies and new Airport Land Use Compatibility Plans ("ALUCPs") for several airports within the County. These ALUCPs are available online at [www.rcaluc.org](http://www.rcaluc.org). The new ALUCPs were prepared pursuant to the 2002 edition of the *California Airport Land Use Planning Handbook*, published by the State of California Department of Transportation, Division of Aeronautics. This *Handbook* is the guidebook for land use planning in AIAs throughout the State of California. The 2004 ALUCPs replaced the previously adopted Comprehensive Land Use Plans ("CLUPs"), which were prepared in the 1990s prior to the 2002 version of the *Handbook*.

The Countywide Policies adopted in 2004 have not been applicable to the Hemet-Ryan Airport Influence Area (AIA), which to date is subject to the 1992 Hemet-Ryan Airport Comprehensive Airport Land Use Plan ("HRACALUP"). The HRACALUP divided the AIA into four areas, labeled Areas I, II, and III, with a Transition Area consisting of the outer portion of Area II and the inner portion of Area III. Residential densities were limited to a maximum of one dwelling unit per 2½ acres in Areas I and II (except for those portions of Area II in the Transition Area). Places of assembly (including restaurants) are also prohibited in Area II (other than in the Transition Area).

The Hemet ALUCP would impose new restrictions on development. In some areas, a land use pattern based upon the proposed project may result in a reduced allowable residential density or a restriction in density range to either higher or lower densities than permitted by the adopted City of Hemet General Plan.

## **AIRPORT LAND USE COMPATIBILITY ZONES:**

The Hemet ALUCP delineates six (6) airport land use compatibility zones ("Compatibility Zones"): A, B1, B2, C, D, and E. Safety hazards and noise are greatest in Compatibility Zone A, and decline as one moves farther from the runway and its extended centerline. Each zone has criteria limiting densities and intensities; however, Compatibility Zone E, located farthest from the runway and primary flight paths, has no residential density or land use intensity restrictions (other than restrictions on large assemblages of people and prohibition of uses that are hazards to flight).

**Compatibility Zone A:** Compatibility Zone A is the Runway Protection Zone, prohibiting all structures except those with locations set by their aeronautical function, assemblages of people, objects exceeding FAR Part 77 height limits, storage of hazardous materials, and hazards to flight. These restrictions are easily linked to safety concerns and Federal Aviation Regulations.

In 2011, the Department of Transportation, Division of Aeronautics issued a new edition of the *California Airport Land Use Planning Handbook* that distinguishes between suburban and rural airports in regard to recommended intensity limits in the various safety zones. Accordingly, the Hemet ALUCP incorporates an Additional Compatibility Policy that allows for more generous limits than those applied to lands within the Airport Influence Areas surrounding the airports subject to the Compatibility Plans adopted in 2004.

**Compatibility Zone B1:** Compatibility Zone B1 is the Inner Approach/Departure Zone. New residential development in Compatibility Zone B1 is limited to 0.05 dwelling units per acre – an average density of one dwelling unit per twenty (20) acres. Non-residential development may maintain a maximum intensity of forty (40) persons per acre (averaged over a site), with a maximum of eighty (80) persons within any given acre. These numbers constitute a 60 percent greater allowance than the intensity limits from the 2004 Countywide Policies. ~~(An intensity bonus of 30 percent over the maximum number of persons within any given acre may be allowed if the building design includes features intended to reduce risks to occupants in the event of an aircraft collision with the building.)~~

Prohibited uses in Compatibility Zone B1 include children's schools, day care centers, libraries, nursing homes, hospitals, places of worship, buildings with more than two above-ground habitable floors, highly noise-sensitive outdoor non-residential uses, aboveground bulk storage of hazardous materials, critical community infrastructure facilities, and hazards to flight. Additionally, structures must be located a maximum distance from the extended runway centerline, a minimum noise level reduction of 25 decibels ("dB") must be achieved in residences (including mobile homes) and office buildings, and airspace review is required for objects greater than 35 feet in height. Overall, 30 percent of the entire acreage within Compatibility Zone B1 must be set aside as open land. Dedication of avigation easements is required for all future development in Compatibility Zone B1.

**The City of Hemet requested that the extent of Compatibility Zones B1 and C northeasterly of the airport be reduced, so as to not extend beyond Kirby Street. The City noted that the length of Zone B1 as originally proposed exceeded the Handbook recommended length by 1,000 feet.**

**The Commission at the December 8 hearing agreed to limit the extent of Compatibility Zone C so as not to extend easterly of Kirby Street. The Commission also agreed to reduce the length of Zone B1 by 1,000 feet. However, it was acknowledged that this rollback might be limited to 500 feet if Caltrans Division of Aeronautics insists on basing the extent of Zone B1 on the location of the future runway end, regardless of the use of the displaced threshold.**

**The City of Hemet objected to the requirement that each project 10 acres or larger in Zone B1 set aside at least 30 percent of its area as ALUC-qualifying open lands. The City provided evidence reminding ALUC staff that the solar energy generation project directly northeasterly of the primary runway includes a 400-foot-wide clear area that should be credited toward open land requirements in the portion of Compatibility Zone B1 located easterly of the airport. The ad hoc subcommittee agreed that this area satisfies the open land requirement for the portion of Zone B1 easterly of the airport, so long as it exists as open land. (Open land requirements easterly of the airport would have to be revisited should this area subsequently be developed.) Westerly of the runway, 71.25 acres are located in Compatibility Zone B1, including 25.31 acres in parcels owned by either the County of Riverside (in conjunction with the airport) or by the Western Riverside County Regional Conservation Authority (WRC RCA). These areas constitute 35.52 percent of the westerly B1 zone and, therefore, satisfy the open land requirement.**

**Compatibility Zone B2:** Compatibility Zone B2 is the Adjacent to Runway Zone. This is land parallel to the runway, rather than the areas regularly overflowed by arriving or departing aircraft. New residential development in Compatibility Zone B2 is limited to 0.1 dwelling units per acre – an average density of one dwelling unit per ten (10) acres. Non-residential development may maintain a maximum intensity of one hundred (100) persons per acre (averaged over the site), with a maximum of three hundred (300) persons within any given acre ~~and eligibility for the 30 percent intensity bonus~~. The allowable single-acre intensity constitutes a 50 percent greater allowance than the intensity limit from the 2004 Countywide Policies. Prohibited uses in Compatibility Zone B2 are the same as those in Compatibility Zone B1, and the requirements for airspace review and noise level reduction are also the same. Structures in Compatibility Zone B2 must be located a maximum distance from the runway. Compatibility Zone B2 does not have an open land requirement. Dedication of aviation easements is required for all development in Compatibility Zones A, B1, and B2.

**The State of California Division of Aeronautics has objected to the use of the intensity bonus in this zone that could lead to single-acre intensities in excess of 300 persons and has also objected to inclusion of areas that the Division regards as being within the Inner Approach/Departure Zone in proposed Compatibility Zones B2 and C. Basically, these are areas within 750 feet of either runway, the Clear Zones at either end of each runway, and the extended runway centerline of each runway extending to a point 4,000 feet from the runway terminus. ALUC staff proposed elimination of the intensity bonus in both Zones B2 and C and recommended that the list of prohibited uses in Zones B1, B2, and C be supplemented to include uses listed in the Handbook as to be prohibited in the Turning Zone (major shopping centers, theaters, meeting halls and other assembly facilities, stadiums, and group recreational uses). Staff**

**declined to cite “labor-intensive industrial uses” on the grounds that this category is vague, and the intensity would be addressed through the overall average and single-acre intensity limits. The ad hoc subcommittee supported this proposal, but deleted “major shopping centers” and “group recreational uses” from the list of uses to be prohibited on the same grounds as noted above.**

**Compatibility Zone C:** Compatibility Zone C includes the Extended Approach/Departure Zone and the Turning Zone as described in the *Handbook*. This area extends out from Compatibility Zones A and B1 as one moves farther out from the runway ends. New residential development in Compatibility Zone C is limited to 0.2 dwelling units per acre – an average density of one dwelling unit per five (5) acres. Non-residential development may maintain a maximum intensity of one hundred (100) persons per acre (averaged over a site), with a maximum of ~~two hundred fifty (250) persons within any given acre and eligibility for the 30 percent intensity bonus~~ **three hundred (300) persons in any given acre**. The allowable average intensity constitutes a 33.3 percent greater allowance than the intensity limit from the 2004 Countywide Policies, while the allowable single-acre intensity constitutes a ~~66.7~~ **100** percent greater allowance. Prohibited uses in Compatibility Zone C include children's schools, day care centers, libraries, nursing homes, hospitals, buildings with more than three aboveground habitable floors, highly noise-sensitive outdoor non-residential uses, and hazards to flight. A minimum noise level reduction of 20 dB must be achieved in residences (including mobile homes) and office buildings, and airspace review is required for objects greater than 70 feet in height. Overall, 20 percent of the entire acreage within Compatibility Zone C must be set aside as open land.

**The City of Hemet objected to the requirement that each project 10 acres or larger set aside at least 20 percent of its area as ALUC-qualifying open space. Westerly of the runway, 375.22 acres within the City of Hemet (excluding the railroad right-of-way and the County Flood Control channel, as well as roads) are located within Compatibility Zone C. Within the unincorporated area, which is farther from the runway, there are 49.47 acres within parcels ten acres or larger, so the westerly C zone area of interest is 424.69 acres. Within this area, 51.45 acres are owned by the WRC RCA, 21.95 acres are owned by the County of Riverside in conjunction with the airport, and 19.49 acres (including an aqueduct) are owned by the Metropolitan Water District. Together these areas constitute 92.89 acres or 21.87 percent of the area of interest and, therefore, satisfy the westerly C zone requirement. At this time, there is insufficient public open land in the portion of Compatibility Zone C easterly of the existing runway terminus and the easterly limit of Compatibility Zone C; therefore, within this portion of Compatibility Zone C, the 20 percent open land requirement will continue to be applied to projects.**

**With regard to non-residential intensity, the City of Hemet requested that the allowable intensities within Compatibility Zone C be increased to an average of 150 persons per acre, a single-acre allowance of 300 persons, and up to 450 with bonus. While these numbers would be consistent with Handbook allowances for the Outer Approach/Departure Zone, some would not be consistent with Handbook allowances for the Turning Zone. The ad hoc subcommittee**



is recommending that the ALUCP provide for an average of 100 persons per acre and an allowable single-acre intensity of 300 persons (up from the originally proposed 250), with no bonus available.

**Compatibility Zone D:** Compatibility Zone D is the Primary Traffic Patterns and Runway Buffer Area. Pursuant to the 2004 Countywide Policies, new residential development in Compatibility Zone D is limited to either a maximum density of 0.2 dwelling units per acre (average density of one dwelling unit per five (5) acres) or a minimum density of not less than five (5) dwelling units per acre. Intermediate density levels greater than 0.2, but less than 5.0, dwelling units per acre are prohibited. However, most of the vacant residential land within this Compatibility Zone is designated for densities in the prohibited intermediate density range. Therefore, the Plan as released for public review incorporated incorporates Additional Compatibility Policy 2.3, which would allow for residential densities of 4.5 dwelling units per acre or greater, as well as densities up to 0.4 dwelling units per acre. The Plan as released for public review allowed non-residential Non-residential development to may maintain a maximum intensity of two hundred (200) persons per acre (averaged over a site), with a maximum of eight hundred (800) persons within any given acre. The allowable average intensity would constitute constitutes a 100 percent greater allowance than the intensity limit from the 2004 Countywide Policies, while the allowable single-acre intensity would constitute constitutes a 166.67 percent greater allowance. (An intensity bonus of 30 percent over the maximum number of persons within any given acre may be allowed if the building design includes features intended to reduce risks to occupants in the event of an aircraft collision with the building.) Children's schools, hospitals, and nursing homes are discouraged in Compatibility Zone D, while highly noise-sensitive outdoor non-residential uses and hazards to flight are prohibited. Airspace review is required for objects greater than 70 feet in height, and 10 percent of the entire acreage within Compatibility Zone D would have been required to must be set aside as open land.

The City of Hemet did not find the allowance for residential densities in the 4.5 to 5.0 dwelling unit per acre range to be useful, noting that the typical density for new single-family residential development was expected to maintain the current pattern of three to four dwelling units per acre. The City recommended that all restrictions on residential density in Compatibility Zone D be eliminated. The ad hoc subcommittee agreed to reduce the minimum density for the higher density option in Zone D to 3.0 dwelling units per net acre.

The City of Hemet objected to the requirement that each project 10 acres or larger in Zone D set aside at least 10 percent of its area as ALUC-qualifying open space. Within Zone D, the ad hoc subcommittee agreed to consider open land requirements in relation to the vacant area within the zone, rather than the entirety of Zone D, and to credit areas in Zone E to the open land requirement. Within the portion of Compatibility Zone D located westerly of Cawston Avenue and the straight-line extensions of its centerline, there are 58.65 acres of public open land owned by the Metropolitan Water District, the WRC RCA, and the City of Hemet. An additional 110.16 acres are located in westerly Zone E, for a total of 168.81 acres meeting the open land requirements. The City identified an additional 408.62 acres in other portions of Zone E and indicated a total vacant land area in Zone D of 1,074.9 acres. The 168.81 acres

**identified above would be more than sufficient to meet the open land requirements for a 1,074.9-acre area. Therefore, the ad hoc subcommittee agreed that individual development projects located within Compatibility Zone D would not be required to provide additional open land.**

**The State of California Division of Aeronautics objected to the inclusion of areas that it regards as being in the Inner Approach/Departure Zone or the Turning Zone within Compatibility Zone D. There are four small areas in question affecting seven parcels beyond airport boundaries, including the "Acacia Business Park" parcel and the northwesterly parcel within Sanderson Square.**

**Compatibility Zone E:** Compatibility Zone E comprises the remainder of the Airport Influence Area. There are no general limitations on residential density or nonresidential intensity in this Compatibility Zone and no open area requirements. Hazards to flight are prohibited, and major spectator-oriented sports stadiums, amphitheaters, and concert halls are discouraged.

**The California Division of Aeronautics has objected to inclusion of areas that the Division regards as being within the Traffic Pattern Zone in proposed Compatibility Zone E, due to the fact that there are no non-residential intensity limitations in Zone E.**

Based upon an evaluation of City of Hemet land use designations, including Specific Plan designations, and County land use designations within the AIA, inconsistencies have been identified between the Compatibility Plan criteria and the City's and County's existing General Plan land use designations. To the extent that adoption of the Compatibility Plan would result in conflicts between the Compatibility Plan and the City's and County's General Plans, such conflicts would necessitate either amendments to the local jurisdiction's General Plans or overrules by the applicable governing bodies (the Hemet City Council or the Riverside County Board of Supervisors). (Notably, these local jurisdictions are required by state law to make their General Plans consistent with an adopted ALUCP, or otherwise exercise the overrule provisions set forth in the Public Utilities Code.)

#### **FUNDAMENTALS:**

The fundamental purpose of the Commission is to promote land use compatibility around airports. Indeed, section 21670 of the State Aeronautics Act defines the purpose of that statutory scheme, which is "to protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses."

The Commission is vested with certain powers and duties in order to accomplish the purposes and objectives set forth in the State Aeronautics Act, including the preparation and adoption of an ALUCP to address concerns related to potential impacts associated with exposure to aircraft noise, protection of public safety with respect both to people on the ground and the occupants of aircraft, protection of airport airspace, and general concerns with aircraft overflight. The Commission "shall

be guided by" information in the *California Airport Land Use Planning Handbook*. (Pub. Util. Code, §21674, subd. (a).) Thus, the Hemet ALUCP is based on the principles in the *Handbook*.

It should be noted that the density and intensity ranges incorporated in the Countywide land use compatibility criteria are not specifically mandated by state law; therefore, the Commission has the discretion to adopt a Plan that incorporates the proposed Additional Compatibility Policies, which would establish airport-specific criteria that are not presently applicable to the majority of airport influence areas in Riverside County.

The task of the Commission is to adopt an ALUCP that provides for the continued operation and orderly growth of aviation-related activities at Hemet-Ryan Airport, while at the same time protecting the public health, safety, and welfare from aircraft noise and hazards from potential aircraft accidents. This task is to be met in a cooperative effort with the local jurisdictions and with an understanding of the needs of the surrounding community. It is in the interests of all parties that an appropriate balance be achieved in this effort.

The 2004 Riverside County Airport Land Use Compatibility Plan Countywide Policies were prepared in accordance with the 2002 *California Airport Land Use Planning Handbook*, but in some cases the criteria were more stringent than the *Handbook* mandated. For example, the *Handbook* does not require limitations of residential density in the Traffic Pattern Zone (*i.e.*, Compatibility Zones D and E). Additionally, the recommended *Handbook* criteria allowed higher non-residential intensities in the Inner and Outer Approach/Departure Zones and the Traffic Pattern Zone than the criteria utilized in the 2004 Countywide Policies, and the differences between the 2004 Countywide Policies allowances and the State's allowances increased with the publication of the 2011 *Handbook*.

#### **EFFECT ON LAND USE DESIGNATIONS:**

The Initial Study/Negative Declaration document includes analyses of the effects of the Compatibility Plan on land use and planning with Additional Compatibility Policies 2.1, 2.2, and 2.3.

#### **Non-Residential Intensity:**

The Hemet ALUCP has the potential to constrain non-residential land use development envisioned in the City of Hemet General Plan by applying intensity limitations to properties designated for commercial and industrial development. Most of the potential displacement would occur in Compatibility Zone B1, with a 65 percent reduction in Community Commercial, 54 percent reduction in Industrial, and 48 percent reduction in Business Park square footage. With the proposed Additional Compatibility Policies, there is no potential displacement of retail, office, manufacturing, or warehousing uses in Compatibility Zone D.

Additional Compatibility Policy 2.2, rather than establishing a revised density or intensity number in terms of persons per acre, establishes a revised assumption to be used in calculating the concentration of people in retail establishments. Additional Compatibility Policy 2.2 establishes new square foot per person criteria for retail sales, display, and showroom areas of one person per 115

square feet of gross floor area (without the 50 percent reduction allowed under the maximum occupancy method).

### **Residential Densities:**

By constraining development at some locations, the Hemet ALUCP has the potential to preclude development of new dwelling units. Based upon an evaluation of the City of Hemet General Plan's land use designations, including Specific Plan designations, and the County of Riverside's land use designations within the Airport Influence Area, the Hemet ALUCP would conflict with existing land use designations by applying density limitations to future residential development in Compatibility Zones B1, C, and D. Under a "worst-case scenario," adoption of the Hemet ALUCP **as originally released for public review** may trigger General Plan amendments and Specific Plan amendments that would preclude build-out of up to 3,961 dwelling units that potentially could be developed pursuant to the City of Hemet and County of Riverside General Plans.

**As amended,** the potential displacement of future residential development includes **up to 2,271** ~~3,796~~ dwelling units within the City of Hemet's existing boundaries and 165 dwelling units in the unincorporated area. Under this "worst-case" scenario, approximately **68.3** ~~72~~ percent of the maximum potential residential displacement occurs in Compatibility Zone D. However, if the City is willing to guide development in the areas designated for densities of 2 to 5 dwelling units per acre in Compatibility Zone D to propose projects with net densities of **3.0** ~~4.5~~ to 5.0 dwelling units per acre, the potential displacement of dwelling units in the City could be reduced to as little as **747** ~~1,100~~ dwelling units. In that scenario, **73** ~~80~~ percent of the potential residential yield displacement would occur in Compatibility Zone C.

Considering only the area within the City of Hemet, **639** ~~992~~ of the potentially displaced units would be within Compatibility Zone C and 108 would be within Compatibility Zone B2. However, the 22.01-acre area with a City General Plan land use designation of Low Density Residential (2 to 5 dwelling units per acre) located in Compatibility Zone B2 is a portion of the Hemet West Mobile Home Park. If that community continues into the future with no additional spaces proposed in the Zone B2 area, the potential displacement in the City is reduced by 108 dwelling units. Additionally, 10.05 acres of the 26.39 acres with a City General Plan land use designation of High Density Residential located in Compatibility Zone C are included in the existing 358-space Casa Del Sol Recreational Vehicle Park. If that community continues into the future with no additional spaces proposed in the Zone C area, the potential displacement in the City is reduced by 299 dwelling units. These two areas account for **63.7** ~~37~~ percent of the potential residential displacement from the B2 and C Zones in the City of Hemet.

### **COMMENTS ON THE ENVIRONMENTAL DOCUMENT:**

For the Hemet-Ryan project, staff has received several phone calls from citizens who pointed out that the notice is not understandable. The reference to a "Negative Declaration" is one of the more confusing aspects for the public. This simply means that the proposed project does not require an

**Environmental Impact Report.**

In accordance with CEQA, staff distributed a "Notice of Intent to Adopt" the Initial Study/Negative Declaration (IS/ND), and received public comments on the IS/ND for a 30-day period, beginning November 7, 2016 and concluding with this hearing. As of November 15, ALUC staff had been contacted by several people who received copies of the Notice of Intent. Generally, the recipients were concerned about the potential effect of the adoption of the Plan on the values of their properties.

**COMMENTS AND EVENTS FOLLOWING DISTRIBUTION OF STAFF REPORTS FOR THE HEARING OF DECEMBER 8, 2016:**

**Following the distribution of staff reports for the December 8, 2016, but prior to that hearing, staff received written comments from:**

- **State of California Department of Transportation, Division of Aeronautics**
- **City of Hemet**
- **Azam Sher, Sherington Hemet SPE, LLC**
- **Mike Kalina, Cypress Soaring, Inc.**
- **Richard Robotta, Benchmark Pacific**
- **Susan Forstie, City resident**

**At the December 8 hearing, oral testimony was provided by:**

- **Azam Sher**
- **Howard Rosenthal**
- **Leo Wesselink**
- **Chanel Wesselink**
- **Robin Lowe**
- **Deanna Elliano**

**Ad hoc subcommittee meetings were held on December 16 at the City of Hemet and on January 12 and 25 in the County Administration Center in Riverside. Many of the City's concerns were addressed in the first subcommittee meeting. The one outstanding City concern that was not addressed at that time was the matter of open area requirements.**

**At the January 12 subcommittee meeting, the City provided acreage information regarding vacant land in Compatibility Zones B1, C, and D. City and ALUC staff provided additional information at the January 25 subcommittee meeting, which is referenced above.**

**ADDENDUM TO HEMET-RYAN AIRPORT LAND USE  
COMPATIBILITY PLAN POLICIES**

## Draft Hemet-Ryan Airport Land Use Compatibility Plan Addendum #1 - Draft

This addendum contains the proposed revisions to the *Draft Hemet-Ryan Airport Land Use Compatibility Plan (ALUCP)* dated November 2016. Additions are shown underlined; deletions in ~~strikeout~~. Only substantive changes are identified below; if necessary, minor typographical corrections also may be made prior to publication of the final document. After adoption of the *Compatibility Plan* by the Riverside County Airport Land Use Commission, all revisions will be incorporated into the *Compatibility Plan* and a final document will be prepared.

### Chapter 3, Section HR — Hemet-Ryan Airport Policies and Compatibility Maps

Page HR-2: Correct section header to read "HR-2 Additional/Specific Compatibility Policies" rather than "MA-2 ..."

Page HR-3: Modify table included in Policy HR-2.1(a) as follows:

Compatibility Zone	Maximum Intensity (People/Acre)		
	Sitewide Average	Single Acre	With Bonus
A	0 (no change)	0 (no change)	0 (no change)
B1	40	80	104
B2	100 (no change)	300	390
C	100	<del>250</del> <u>300</u>	325
<u>D (West)*</u>	200	800	1,040
<u>D (East)*</u>	<u>300</u>	<u>1,200</u>	
E	No Limit (no change)	No Limit (no change)	No Limit (no change)

\* The dividing line between Zone D (West) and Zone D (East) is Cawston Avenue.

Page HR-3: Renumber Paragraph (b) of Policy HR-2.1, Basic Compatibility Criteria, as Paragraph (e) and add new Paragraphs (b), (c), and (d) as follows:

- (b) In addition to the land uses listed as prohibited in the Basic Compatibility Criteria matrix (**Table 2A**) of the countywide policies, the following uses shall be prohibited from being developed in the indicated Compatibility Zones B1, B2, and C regardless of their usage intensities: theaters, meeting halls and other assembly facilities and stadiums.
- (c) In determining intensities for new development and/or building expansions within Compatibility Zone D, the intensities attributable to existing uses/structures established on the same site prior to the adoption date of this Compatibility Plan shall not be counted against the intensity limits of new development or expansions.
- (d) The usage intensity bonus for risk-reduction building features provided under Countywide Policy 4.2.6 and the Basic Compatibility Criteria matrix (**Table 2A**) shall not apply to development within the Hemet-Ryan Airport Influence Area. With or without risk-reduction features, the maximum single-acre intensities shall be as indicated in Paragraph (a) of this policy.

Page HR-3: Modify opening paragraph of Policy HR-2.3 as follows:

*Residential Densities in Compatibility Zone D:* The criteria set forth in Countywide Policies 3.13(a) and 3.1.3(b) and the Basic Compatibility Criteria matrix (**Table 2A**) notwithstanding, residential densities greater than or equal to ~~4-5~~ 3.0 dwelling units per net acre and residential densities less than or equal to one dwelling unit per 2½ acres are permitted within Compatibility Zone D.

Page HR-3: Modify last sentence of Paragraph (b) of Policy HR-2.3 as follows:

... drainage basins. Internal local streets are counted in the net area, while perimeter streets are not to be included.

Page HR-3: Renumber current Policy HR-2.4 as HR-2.5 and insert new Policy HR-2.4 as follows:

*Open Land Areas:* Within the Hemet-Ryan Airport Influence Area, the following provisions apply with regard to satisfying the open land requirements set forth in Countywide Policy 4.2.4 and the Basic

Compatibility Criteria matrix (**Table 2A**). Within the Hemet ALUCP, consistent with Countywide Policy 4.2.4 (c), open land requirements shall be applied to each separate portion of each zone (except the easterly C zone\*), rather than individual parcels.

(\* There is insufficient public open land in the easterly C zone to meet the open land requirements.)

- (a) Compatibility Zone B1—Within the portion of Compatibility Zone B1 easterly of Zone A and the easterly terminus of Runway 5-23, the 400-foot-wide strip of land within the solar energy generation facility providing a 200-foot setback on either side of the extended runway centerline, so long as it exists as open land, is deemed to satisfy the open land requirements for those portions of Zone B1 easterly of Zone A and the easterly terminus of Runway 5-23. Based on the open land areas depicted on **Map HR-4, Open Land Areas**, the open land requirement in the portion of Compatibility Zone B1 westerly of Zone A and the westerly terminus of Runway 5-23 is satisfied. Therefore, individual land use development projects within Compatibility Zone B1 are not required to provide additional open land; provided, however, that this provision may need to be reevaluated for the portion of Compatibility Zone B1 easterly of Zone A and the easterly terminus of Runway 5-23 in the event that the above-referenced 400-foot-wide strip is ultimately developed with structures or approved for such development.
- (b) Compatibility Zone C— Within the portion of Compatibility Zone C westerly of Zone B2 and the westerly terminus of Runway 5-23, the open land areas depicted on **Map HR-4** satisfy the open land requirement for that portion of Compatibility Zone C. Therefore, individual land use development projects within the portion of Compatibility Zone C westerly of Zone B2 and the westerly terminus of Runway 5-23 are not required to provide additional open land. However, there is insufficient public open land to meet open area requirements in the portion of Compatibility Zone C easterly of Zone B2 and the existing (as of January 1, 2017) easterly terminus of Runway 5-23. Therefore, within this easterly portion of Compatibility Zone C, the open land requirements of **Table 2A** of the Countywide Policies are applicable to individual parcels.
- (c) Compatibility Zone D—Based on the open land areas depicted on **Map HR-4**, the open land requirement in Compatibility Zone D is satisfied. Therefore, individual land use development projects within Compatibility Zone D are not required to provide additional open land.

*Page HR-4: Add new Policy HR-2.6 as follows:*

*Projects Subject to Prior Overrides by City of Hemet:* The following development proposals are acknowledged to have been reviewed and found inconsistent by the ALUC with respect to the 1992 Hemet-Ryan Airport Comprehensive Airport Land Use Plan (HRACALUP), but subsequently approved by the City of Hemet through an override of the ALUC's decision. As such, the ALUC process has been completed for these projects, and they shall not be subject to additional ALUC review under the policies of this *Compatibility Plan* unless the original development action is proposed to be revised in a manner that would require discretionary approval by the City.

- (1) Sanderson Square Specific Plan (SP 05-03), adopted by Council Resolution No. 4205 on April 8, 2008.
- (2) Stetson Crossing Specific Plan (SP 07-04), adopted by Council Resolution No. 4243 on July 22, 2008.
- (3) Rancho Diamante Tracts 35392 and 35394 along with SPA 06-004 and SPA 07-001, adopted by Council on March 10, 2009.

*Map HR-1: Modify Compatibility Map as attached. Specific revisions to be made are:*

- Reduce length of eastern Zone B1 to 4,000 feet from the existing runway end rather than 5,000 feet. The eliminated area becomes part of Zone C.
- Shift the eastern end of Zone C westward to a north/south line along Kirby Street rather than a fixed distance of 8,000 feet from the existing runway end. The eliminated area becomes part of Zone D.
- At the western edge of the Airport Influence Area, omit from Zone D the triangular piece of the parcel that straddles the Zone D/E line and the Airport Influence Area boundary north of Stowe Road. The eliminated area becomes part of Zone E.



## **Chapter W5 — Background Data: Hemet-Ryan Airport and Environs**

*Page W5-1: Revise third sentence of first paragraph as follows:*

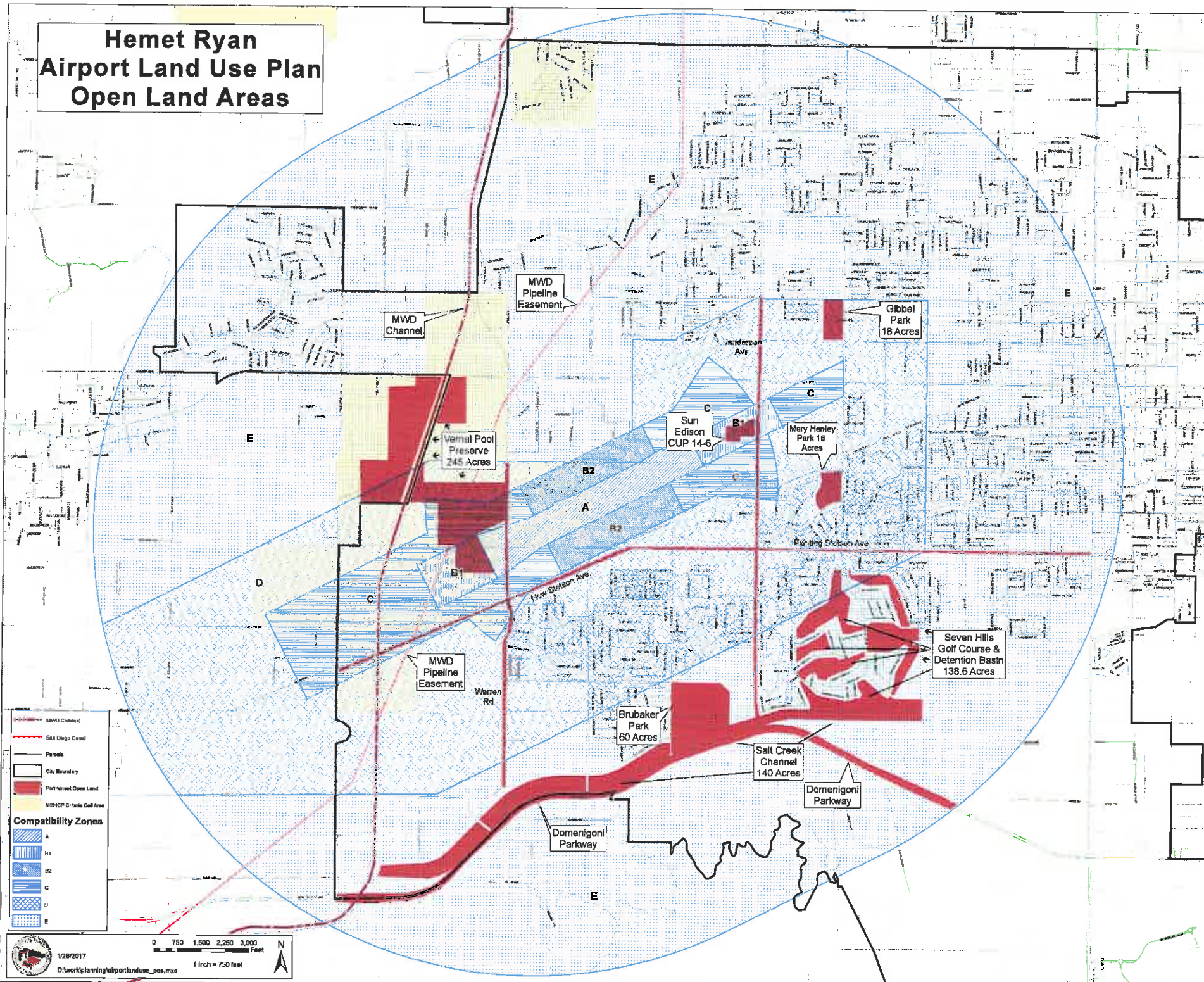
The airport today (2013) comprises 440 acres and has two paved runways.

*Exhibit HR-2: Replace Airport Layout Plan with most recent version.*

*Exhibits HR-6, HR-7, HR-9, and HR-10: Correct and modify the Compatibility Zone designations and boundaries to match Map HR-1 as revised above.*

*Exhibit HR-7, Compatibility Factors Map—Safety and Airspace: As shown on the accompanying map, correct the position of the generic safety zones at the eastern end of the primary runway to be based on the existing runway end. Add the following Note 3: "Location of zones at eastern end of runway based on current runway end which will become future displaced threshold."*

# Hemet Ryan Airport Land Use Plan Open Land Areas



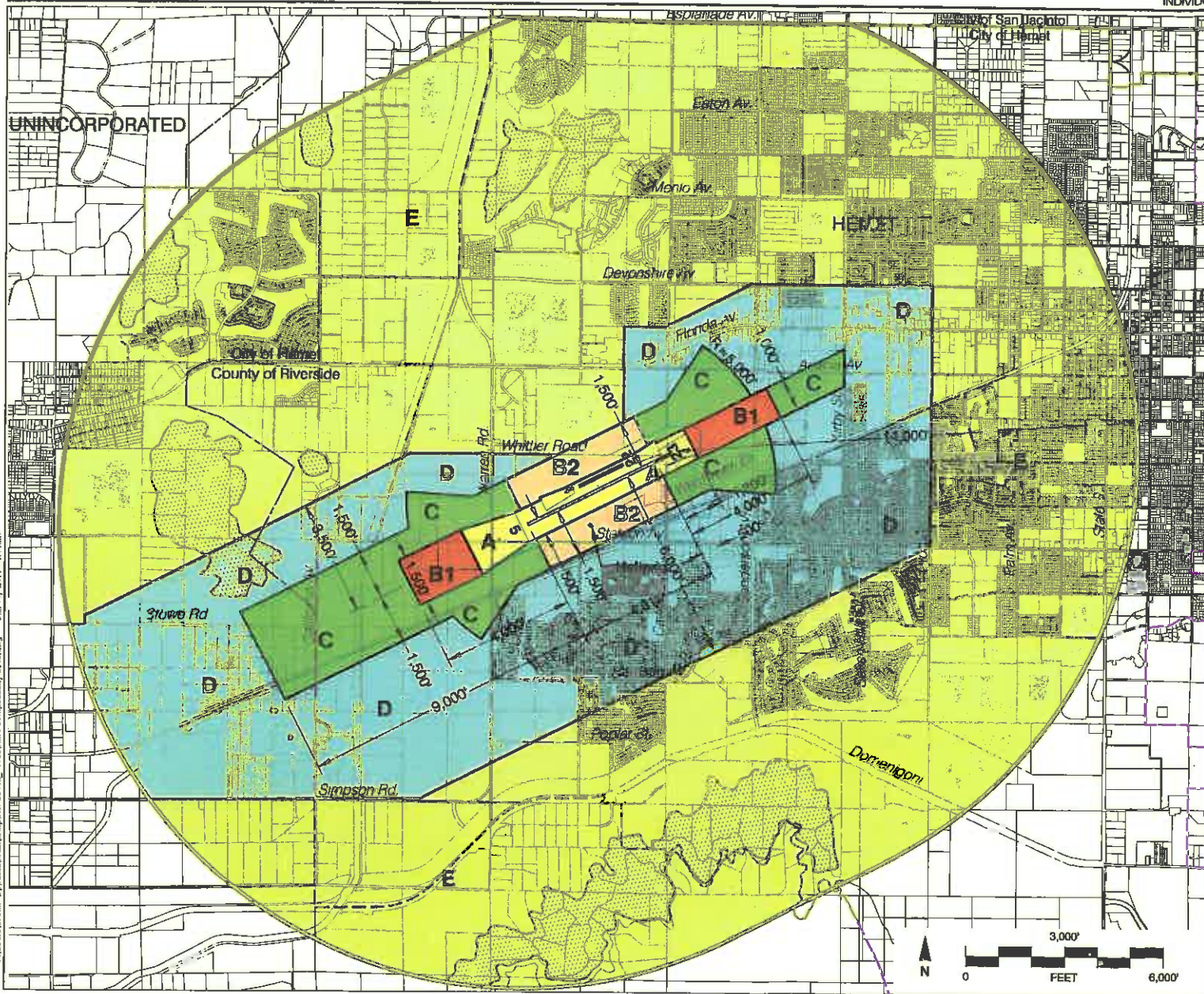
**Legend**

- MWD Channel
- San Diego Canal
- Parcels
- City Boundary
- Permanently Open Land
- MWD Pipeline Easement

**Compatibility Zones**

- A
- B1
- B2
- C
- D
- E

# REVISED COMPATIBILITY PLAN MAPS



**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
  - City Sphere of Influence

**Note**  
 Airport Influence Area boundary measured from a point 200 feet beyond ends of proposed future 4,815 foot runway in accordance with FAA airspace protection criteria (FAR Part 77). All other dimensions measured from ends and centerlines of existing 4,315 foot runway.

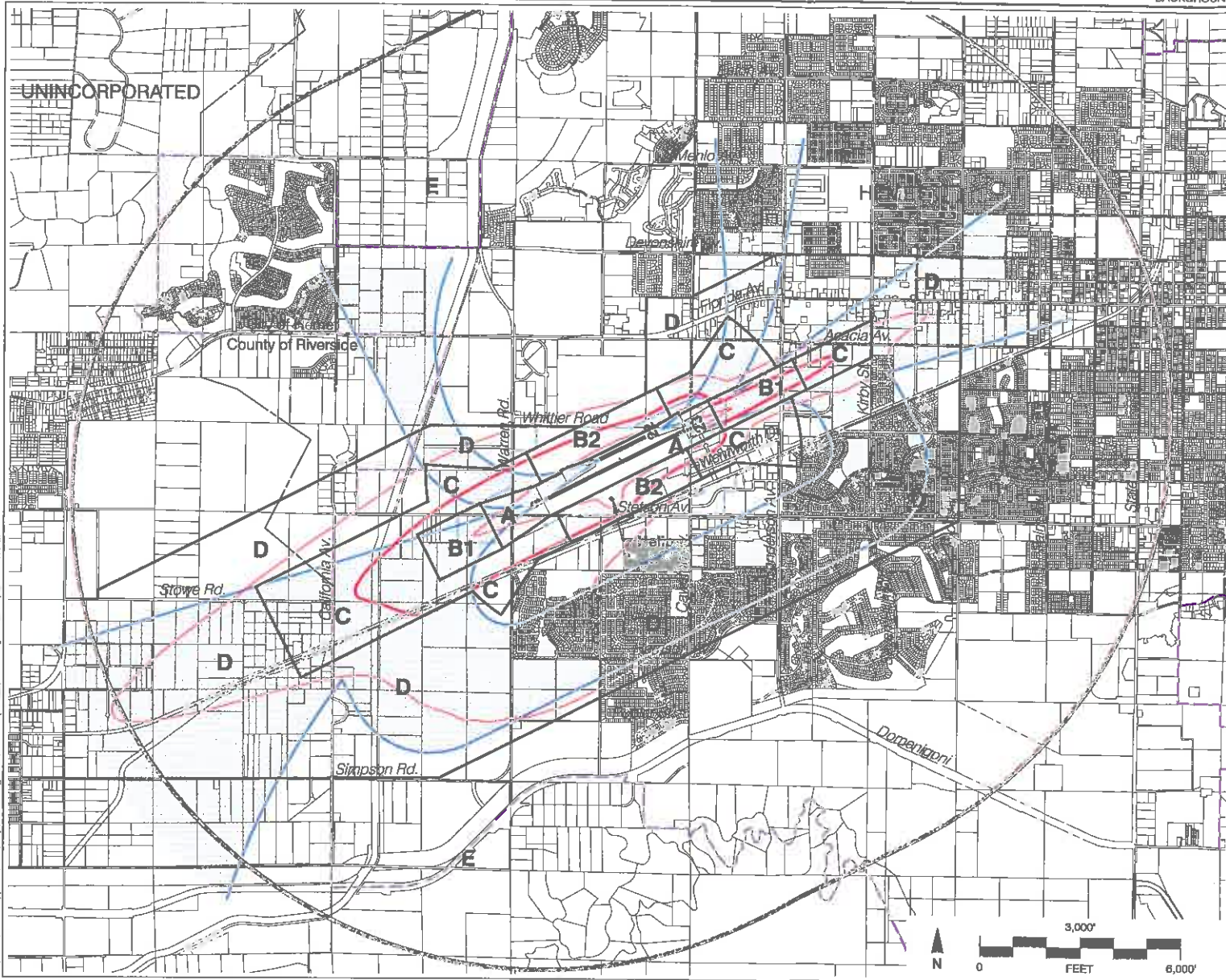
**Riverside County  
 Airport Land Use Commission  
 Hemet-Ryan Airport  
 Land Use Compatibility Plan  
 (Addendum #1 - January 2017)**

Map HR-1

**Compatibility Map  
 Hemet-Ryan Airport**

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**Legend**

**Noise and Overflight Compatibility Factors**  
 87,150 Future Annual Operations  
 55 dB CNEL  
 60 dB CNEL  
 85 dB CNEL

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

**Boundary Lines**  
 Airport Property Line  
 City Limits  
 City Sphere of Influence  
 Proposed Compatibility Zones  
 Proposed Airport Influence Area

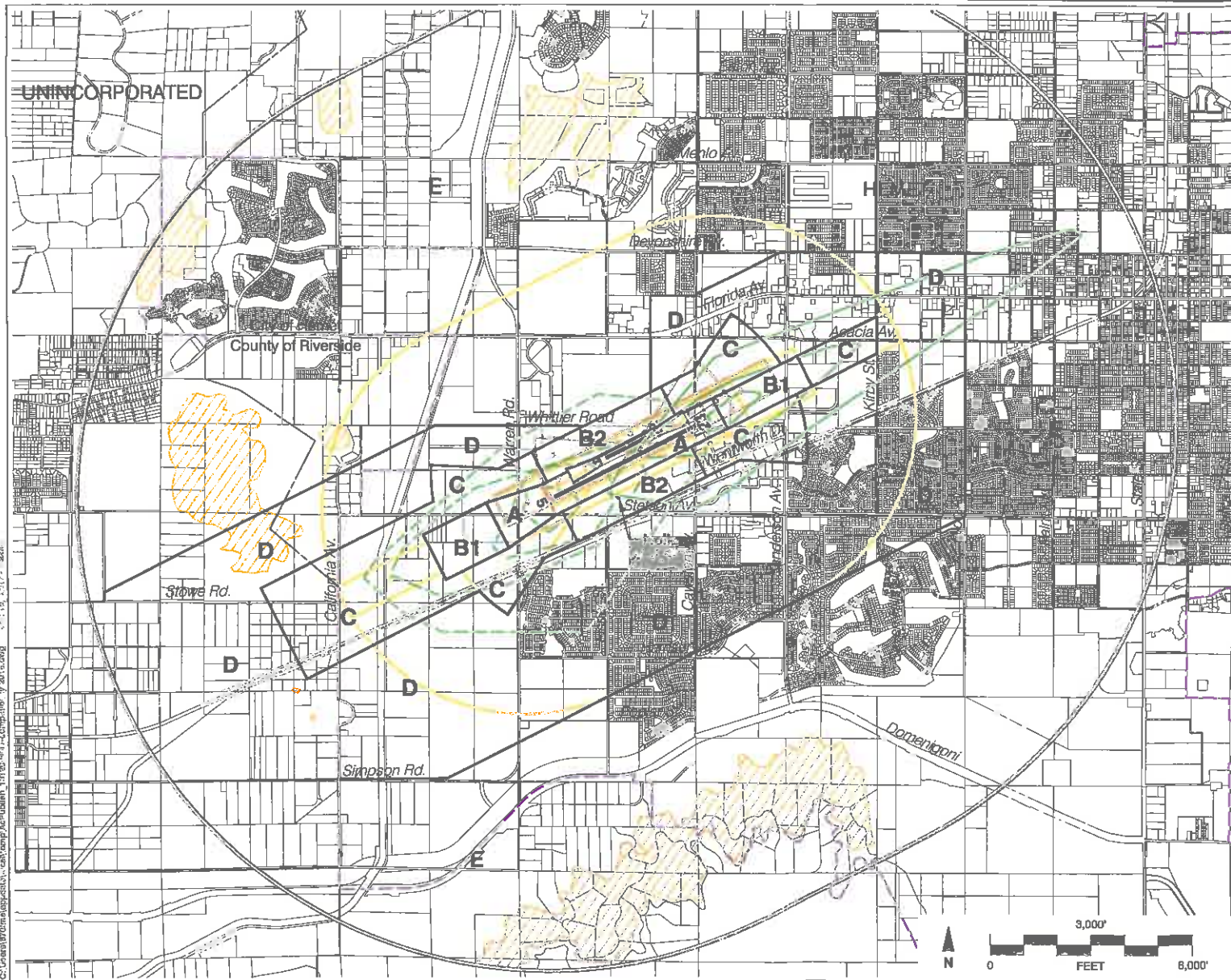
Riverside County  
 Airport Land Use Commission  
**Hemet-Ryan Airport  
 Land Use Compatibility Plan**  
 (Addendum #1 - January 2017)

Exhibit HR-6

**Compatibility Factors Map:  
 Noise and Overflight  
 Hemet-Ryan Airport**



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 1/2016/009 11/18 117 1/1/13/11



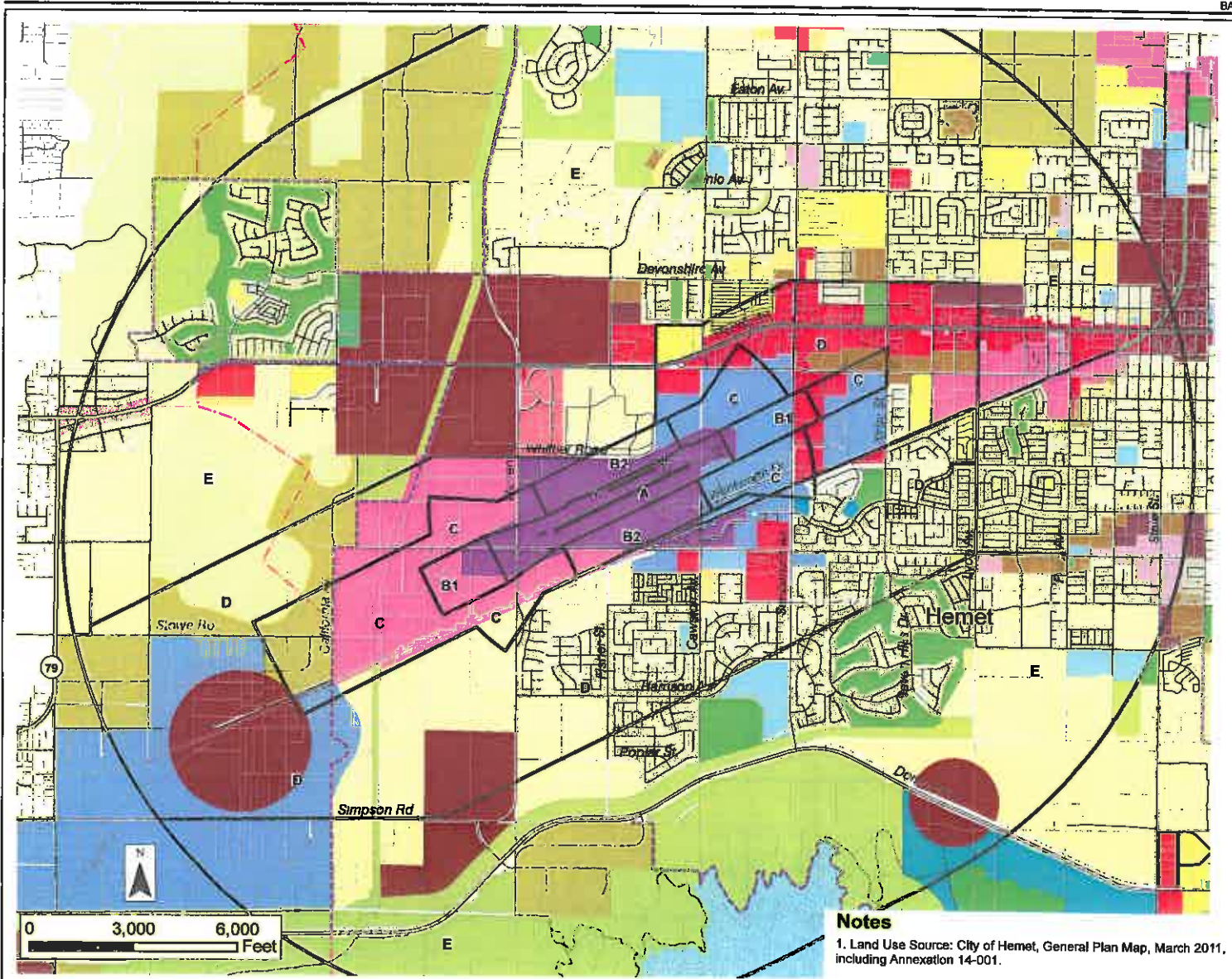
**Legend**

- Safety and Airspace Compatibility Factors**
  - Aircraft Departure Accident Risk Intensity Contours<sup>1</sup> (Shown only for Takeoffs to the West)
  - Aircraft Approach Accident Risk Intensity Contours<sup>1</sup> (Shown only for Landings from the East)
- Generic Safety Zones<sup>2</sup>**
  - Medium Length General Aviation Runway (4000'-5999')<sup>3</sup>
  - Low Activity General Aviation Runway (Less than 4000')
  - FAR Part 77 Conical Surface Limits
  - Terrain Penetration of FAR Part 77 Surfaces
- Boundary Lines**
  - Airport Property Line
  - City Limits
  - City Sphere of Influence
  - Proposed Compatibility Zones
  - Proposed Airport Influence Area

1. Aircraft accident risk intensity contours are derived from accident location data in California Division of Aeronautics database. The contours represent relative intensities (highest concentrations) of near-airport accidents in 20% increments.
2. Source: California Airport Land Use Planning Handbook (2011).
3. Location of zones at eastern end of runway based on current runway end which will become future displaced threshold.

**Riverside County**  
**Airport Land Use Commission**  
**Hemet-Ryan Airport**  
**Land Use Compatibility Plan**  
 (Addendum #1 - January 2017)

Exhibit HR-7  
**Compatibility Factors Map:**  
**Safety and Airspace**  
**Hemet-Ryan Airport**



- Legend**
- City Limits
  - City Sphere of Influence
  - Proposed Compatibility Zones

- City of Hemet General Plan Land Use**
- Rural Residential (0.0-2.0 du/ac)
  - Rural Residential - 2.5
  - Rural Residential - 5ac
  - Hillside Residential (0.0-0.5 du/ac)
  - Hillside Residential 10
  - Low Density Residential (2.1-5.0 du/ac)
  - Low Medium Density Residential (5.1-8.0 du/ac)
  - Medium Density Residential (8.1-18.0 du/ac)
  - High Density Residential (18.1-30.0 du/ac)
  - Very High Density Residential (30.1-45.0 du/ac)
  - Neighborhood Commercial (FAR 0.35)
  - Community Commercial (FAR 0.40)
  - Regional Commercial (FAR 0.50)
  - Industrial (FAR 0.45)
  - Airport
  - Mixed Use (Varies)
  - Business Park
  - Office Professional (FAR 2.0)
  - Open space
  - Quasi-Public/Cultural
  - ROW
  - Park/Recreation
  - Public Facilities
  - School
  - Agriculture

Riverside County  
 Airport Land Use Commission  
**Hemet-Ryan Airport  
 Land Use Compatibility Plan**  
 (Addendum #1 - January 2017)

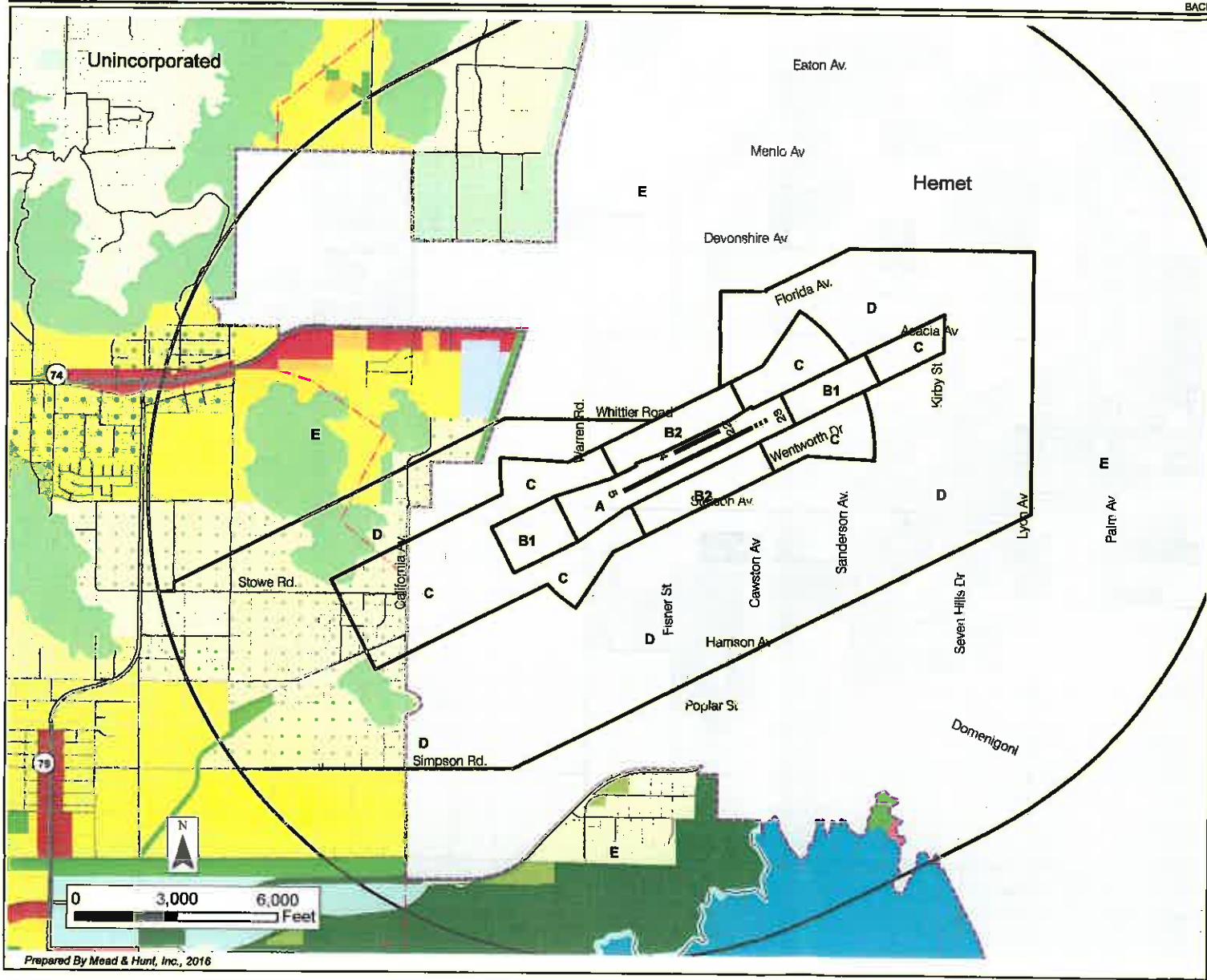
**Notes**  
 1. Land Use Source: City of Hemet, General Plan Map, March 2011, including Annexation 14-001.

Exhibit HR-9

**Planned Land Uses:  
 City of Hemet**

Prepared By Mead & Hunt, Inc., 2016





**Legend**

- City Limits
- City Sphere of Influence
- Proposed Compatibility Zones

**Planned Land Use Designations**

- RC-EDR
- Very Low Density Residential
- Low Density Residential
- RC-LDR
- Medium Density Residential
- Medium High Density Residential
- High Density Residential
- Commercial Retail
- Commercial Tourist
- Light Industrial
- Public Facilities
- Rural Residential
- Rural Mountainous
- Agriculture
- Conservation
- Conservation Habitat
- Open Space Recreation
- Water

**Notes**

1. Land Use Source: County of Riverside, RCTLMA GIS, 2013. The General Plan provides new land use designations for all parcels in the unincorporated area of Riverside County as adopted October 7, 2003, updated through January 2012.

**Riverside County  
Airport Land Use Commission  
Hemet-Ryan Airport  
Land Use Compatibility Plan  
(Addendum #1 - January 2017)**

Exhibit HR-10

**Planned Land Uses:  
County of Riverside**

Prepared By Mead & Hunt, Inc., 2016

# **ADDENDUM TO INITIAL STUDY/NEGATIVE DECLARATION**

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**LAND USE AND PLANNING**

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<b>Issues</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
Would the project:				
(a) Physically divide an established community?			X	
(b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			X	
(c) Conflict with any applicable habitat conservation plan or natural community conservation plan?			X	

**ANALYSIS:**

**Thresholds (a) and (c):** The Compatibility Plan does not propose or entail any new development, construction, or physical changes to existing land uses or the environment. Therefore, the Compatibility Plan would not physically divide an established community or conflict with any applicable habitat conservation plan or natural community conservation plan; as such, the project would not directly impact the environment or result in any direct impacts to land use and planning, with respect to thresholds (a) and (c). Further, the Compatibility Plan would not increase the levels of development in the affected areas of the City of Hemet and unincorporated areas of the County of Riverside above those projected for these areas in the City of Hemet General Plan and the Riverside County General Plan (Harvest Valley/Winchester Area Plan), the environmental effects of which were already adequately analyzed in the certified Hemet EIR and County EIR No. 441.

The Compatibility Plan may indirectly influence future land use development in the vicinity of Hemet-Ryan Airport by facilitating development at some locations and constraining development at other locations. However, any potential indirect effect that may arise is uncertain from a timing and location standpoint, and it is speculative to anticipate the specific characteristics of any development or the types of land use and planning impacts that would be associated with it. One possibility is that land uses in much of the Airport's environs would remain unchanged when compared to existing conditions. Another possibility is that the Compatibility Plan may indirectly result in shifting future housing, facilities, and infrastructure to other locations designated or zoned to allow for such uses. Because such shifts, if they do occur, cannot be accurately predicted, particularly as to rate, timing, location, and extent, it is not considered reasonable to conclude that such shifts, if any, will be significant. Accordingly,

absent information to the contrary, any such shifts are reasonably considered less than significant.

In addition, nothing in the Compatibility Plan would result in indirect impacts like, for example, the construction of housing or other uses, or the extension of roads or other infrastructure, all of which would necessitate an analysis of potentially significant land use and planning impacts. Moreover, the Compatibility Plan would not result in the displacement of existing housing, structures, or people, thereby necessitating the construction of replacement housing, facilities, or infrastructure, which may result in potentially significant land use and planning impacts. Therefore, any further analysis necessarily will occur if future shifts in development or construction result in a “project” subject to further CEQA compliance. All such projects will be required to comply with CEQA, necessitating preparation of a negative declaration, a mitigated negative declaration, or an EIR. This project-level environmental documentation ensures that if future shifts in development/construction indirectly result from the Compatibility Plan, these subsequent actions will not evade further project-level environmental review.

Further, as noted above, because implementation of the Compatibility Plan would not increase the levels of development in the AIA above those projected in the City of Hemet General Plan (including its constituent Specific Plans) and the Riverside County General Plan (Harvest Valley/Winchester Area Plan), and because the environmental effects of such development were already adequately analyzed at the General Plan level, there is no substantial evidence that adoption of the Compatibility Plan would result in any significant indirect impacts on land use and planning.

**Threshold (b):** The Compatibility Plan does not directly or indirectly conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect, for the reasons discussed above. However, to the extent that the Compatibility Plan conflicts with other General Plan land use plans, policies, or regulations (*i.e.*, those not adopted for the purpose of avoiding or mitigating an environmental effect), it may indirectly influence future land use development in the vicinity of Hemet-Ryan Airport by constraining development at some locations; thus, the Compatibility Plan has the potential to shift future development to areas outside the AIA or to less restrictive zones within the AIA (e.g., Airport Compatibility Zone E). The Compatibility Plan, if adopted, also would constrain the allowable land use designations found in the City and County General Plans, unless the local land use jurisdiction elected to overrule all or portions of the Compatibility Plan pursuant to the State Aeronautics Act as discussed below.

To the extent that such adoption would result in conflicts between the Compatibility Plan and the General Plan of a local land use jurisdiction, such conflict(s) would necessitate either an amendment to the applicable General Plan or an overrule by the local jurisdiction’s governing body (here, either the Hemet City Council or the Riverside County Board of Supervisors). Specifically, the City of Hemet and/or the County of Riverside, as applicable, may, consistent with Government Code section 65302.3, alleviate any perceived land use conflict that exists between the Compatibility Plan and its General Plan, and any applicable Specific Plans, by taking steps necessary to amend such plans, as necessary, within 180 days of the adoption of the Compatibility Plan. Alternatively, if either jurisdiction does not concur with any provision of the

Compatibility Plan, it may take steps to overrule the Commission by adopting findings pursuant to section 21676 of the Public Utilities Code. Such actions are within the responsibility and jurisdiction of the City of Hemet and/or the County of Riverside, and not the Commission.

The following analysis addresses potential inconsistencies between the Compatibility Plan and the existing City of Hemet and Riverside County General Plans with respect to non-residential land uses, and quantifies the potential displacement of non-residential land uses.<sup>1</sup>

Based upon an evaluation of the existing General Plan land use designations, within the Airport's AIA, there are inconsistencies between existing General Plan land use designations and the allowable intensities provided under the Compatibility Plan. **Figure 3** depicts the existing General Plan land use designations for the areas lying within the AIA.

Specifically, the Compatibility Plan would conflict with existing land use designations by applying non-residential intensity limitations to properties designated for commercial and industrial development. In Compatibility Zone A, non-residential development would be prohibited. In Compatibility Zone B1, non-residential intensity would be limited to 40 persons per acre; the limit would be 100 persons per acre in Compatibility Zones B2 and C, and 200 persons per acre **(as initially proposed)** in Compatibility Zone D. **(Subsequently, allowable average intensity in those portions of Compatibility Zone D located easterly of Cawston Avenue was raised to 300 persons per acre.)** These limitations serve as new constraints on development located within the AIA that otherwise would be allowed under the land use designations of the City of Hemet and County of Riverside General Plans (and applicable Specific Plans).

Potential Future Non-Residential Displacement Under The Compatibility Plan (With Additional Compatibility Policies 2.1 and 2.2) – City of Hemet:

The methodology described below was used to determine the potential non-residential displacement that may occur in the City of Hemet.

In order to estimate potential future commercial and industrial displacement, it is necessary to make certain assumptions as to how land would be developed if the proposed non-residential intensity limitations were not present, based on the development levels anticipated in the City of Hemet General Plan. Based on the anticipated floor-area ratios identified in the City's General Plan (the "Target Intensity" column of Table 2.1 on page 2-19 of the Land Use Element), staff calculated the maximum square footage that could be accommodated per acre in each existing non-residential land use designation. (The floor-area ratio is calculated by dividing the building area square footage by the net site area square footage.)

Within each of these designations, staff determined the "Affected Acreage" located within each Compatibility Zone by calculating the total area of land within each land use designation and Compatibility Zone, excluding existing rights-of-way/roadways. (Of note, staff did not exclude

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<sup>1</sup> For an analysis of the potential displacement of residential uses, please see the analysis under Population and Housing.

any existing development or parcels currently built-out; it was conservatively assumed that all land within the AIA was vacant. In this way, staff identified the highest anticipated potential build-out amount. As a result, the amount of potential displacement is considered significantly overstated in that it does not adjust for existing development located within the AIA, which would not be impacted by implementation of the Compatibility Plan.)

Staff then multiplied the “Affected Acreage” by the “Square Feet/Acre” anticipated under the General Plan (as determined by the floor-area ratio) to determine the “Target Build-Out” permitted under the General Plan. For purposes of this analysis, the floor-area ratios identified in **Table 1** were used by staff, pursuant to Table 2.1 of the City of Hemet General Plan Land Use Element. Based on the floor-area ratios utilized, staff calculated the maximum square feet that could be accommodated per acre in each land use designation, as also shown in **Table 1**.

**Table 1:**  
Anticipated Build-Out in the City of Hemet Pursuant to its General Plan

General Plan Land Use Designation	Floor-Area Ratio	Square Feet per Acre Under General Plan
Neighborhood Commercial	0.25	10,890
Community Commercial	0.30	13,068
Business Park	0.35	15,246
Industrial	0.40	17,424
Regional Commercial	0.40	17,424
Office Professional	0.50	21,780
Mixed Use <sup>1</sup>	See Note 1	See Note 1

<sup>1</sup> Table 2-1 of the Land Use Element in the City’s General Plan does not identify a “Target Intensity” for the Mixed Use land use designation. However, the Mixed Use land use designation is limited to areas within Compatibility Zone D. If one were to assume a 0.80 floor-area ratio, there would be no displacement within this designation.

Staff then determined the “Maximum Build-Out” permitted under the Compatibility Plan with Additional Compatibility Policies 2.1 and 2.2 by calculating the maximum square footage allowed per acre within each Compatibility Zone and each land use designation (which is calculated by multiplying the “people per acre” allowable under each Compatibility Zone by the maximum square footage per person allowable for each land use designation) and multiplying the maximum square footage by the “Affected Acreage.”

The difference between the “Target Build-Out” permitted under the General Plan and the “Maximum Build-Out” permitted under the Compatibility Plan is the potential non-residential displacement that may occur with implementation of the Compatibility Plan with Additional Compatibility Policies 2.1 and 2.2 (“Potential Displaced Build-Out”).

**As presented in the Compatibility Plan maps released for public review in November, 2016, 40.33 acres designated Community Commercial and 0.95 acre designated Neighborhood Commercial by the City of Hemet would be located in Compatibility Zone C, while 338.49 acres designated Community Commercial and 1.02 acres designated Neighborhood**

Commercial would be located in Compatibility Zone D. After consideration of comments from the City and from property owners in favor of excluding areas that are both easterly of Kirby Street and northerly of Acacia Avenue from Compatibility Zone C, the Airport Land Use Commission referred this matter to an ad hoc subcommittee comprised of three of its members. The subcommittee agreed to adjust the boundary of Compatibility Zone C so as to exclude areas easterly of Kirby Street and northerly of Acacia Avenue, and to further roll back the easterly limit of Compatibility Zone B1 by 1,000 feet from its initially depicted easterly terminus. As a result of the first change, 15.78 acres designated Community Commercial and the 0.95 acre designated Neighborhood Commercial were moved from Compatibility Zone C to Compatibility Zone D, reducing the net affected acreage designated Neighborhood Commercial within Compatibility Zone C to zero. The net affected acreage of Community Commercial within Compatibility Zone D increases from 338.49 to 354.27 acres, while the net affected acreage of Neighborhood Commercial within Compatibility Zone D increases from 1.02 to 1.97 acres. As a result of the second change, 14.29 acres designated Community Commercial and 8.68 acres designated Business Park were moved from Compatibility Zone B1 to Compatibility Zone C. The net affected acreage of Community Commercial in Compatibility Zone B1 decreases from 29.91 to 15.62 acres, while the net affected acreage of Business Park in Compatibility Zone B1 decreases from 47.56 to 38.88 acres. The net effect for Compatibility Zone C is a decrease of 1.49 acres designated Community Commercial, a decrease of 0.95 acres designated Neighborhood Commercial, and an increase of 8.68 acres designated Business Park. The ultimate result of these changes is a reduction of 186,240 square feet of potentially displaced square footage of non-residential uses (a 15.5 percent reduction from the originally projected level).

**Table 2** presents the potential non-residential displacement that may occur in the AIA under the Compatibility Plan with Additional Compatibility Policies 2.1 and 2.2, as **modified**.

**Table 2:  
Potential Non-Residential Displacement Under the Compatibility Plan**

Jurisdiction	General Plan Land Use Designation	Airport Zone <sup>1</sup>	Affected Acreage	Target Build-Out Under General Plan		Maximum Build-Out Under Compatibility Plan		Potential Displaced Build-Out	
				Sq Ft / Acre	Target Build-Out (Sq Ft)	Sq Ft / Acre <sup>2</sup>	Maximum Build-Out (Sq Ft)	(Sq Ft)	%
City of Hemet	<b>Community Commercial</b>								
		B1	15.62 29.91	13,068	204,122 390,864	4,600	71,852 137,586	132,270 253,278	65%
		C	38.84 40.33	13,068	507,561 527,032	11,500	446,660 463,795	60,901 63,237	12%
		D	354.27 338.49	13,068	4,629,600 4,423,387	23,000	4,629,600 4,423,387	0	0%
		Total	408.73	13,068	5,341,283	N/A	5,148,112 5,024,768	193,171 316,515	4% 6%
	<b>Neighborhood Commercial</b>								
		C	0 0.95	10,890	0 10,346	11,500	0 10,346	0	0%
		D	1.97 1.02	10,890	21,454 11,108	23,000	21,454 11,108	0	0%
		Total	1.97	10,890	21,454	N/A	21,454	0	0%
	<b>Office Professional</b>								
		D/Total	14.68	21,780	319,730	40,000	319,730	0	0%
	<b>Business Park</b>								
		A	4.27	15,246	65,100	0	0	65,100	100%
		B1	38.88 47.56	15,246	592,764 725,100	8,000	311,040 380,480	281,724 344,620	48%
		B2	11.02	15,246	168,011	20,000	168,011	0	0%
		C	182.78 174.10	15,246	2,786,664 2,654,329	20,000	2,786,664 2,654,329	0	0%
		D	151.53	15,246	2,310,226	40,000	2,310,226	0	0%
		Total	388.48	15,246	5,922,766	N/A	5,575,941 5,513,046	346,824 409,720	6% 7%
	<b>Industrial</b>								
		A	0.62	17,424	10,803	0	0	10,803	100%
		B1	49.06	17,424	854,821	8,000	392,480	462,341	54%
		B2	16.89	17,424	294,291	20,000	294,291	0	0%
		C	337.93	17,424	5,888,092	20,000	5,288,092	0	0%



**Table 2:  
Potential Non-Residential Displacement Under the Compatibility Plan**

Jurisdiction	General Plan Land Use Designation	Airport Zone <sup>1</sup>	Affected Acreage	Target Build-Out Under General Plan		Maximum Build-Out Under Compatibility Plan		Potential Displaced Build-Out	
				Sq Ft / Acre	Target Build-Out (Sq Ft)	Sq Ft / Acre <sup>2</sup>	Maximum Build-Out (Sq Ft)	(Sq Ft)	%
		D	211.95	17,424	3,693,017	40,000	3,693,017	0	0%
		Total	616.45	17,424	10,741,024	N/A	10,267,880	473,145	5%
	TOTAL - City of Hemet				22,346,257		21,333,117 21,146,878	1,013,140 1,199,380	5%
County of Riverside	Business Park								
		D	151.47	13,068	1,979,410	40,000	1,979,410	0	0%
	TOTAL - County of Riverside				1,979,410		1,979,410	0	0%

<sup>1</sup> Pursuant to Additional Compatibility Policy 2.1, Zone A does not permit any commercial/industrial uses, and is limited to 0 people per acre; Zone B1 is limited to 40 people per acre; Zones B2 and C are limited to 100 people per acre; and Zone D westerly of Cawston Avenue is limited to 200 people per acre (300 persons per acre easterly of Cawston Avenue).

<sup>2</sup> Maximum square footage per acre under the Compatibility Plan is calculated by multiplying "people per acre" allowable under each Compatibility Zone times the maximum square footage per person allowable for each General Plan land use designation. (E.g., Pursuant to Additional Compatibility Policy 2.1, Zone B1 is limited to 40 people per acre. Pursuant to Additional Compatibility Policy 2.2, mercantile uses are evaluated on the basis of one person per 115 square feet of gross building area (excluding restaurants, theaters, gymnasiums, and similar places of assembly, which have a higher level of intensity). Therefore, in Zone B1, using these assumptions, building size in such Commercial designations would need to be limited to 4,600 square feet in order to limit occupancy to 40 people.) Pursuant to Additional Compatibility Policy 2.2, one person would be accommodated for each 115 square feet of Community Commercial and Neighborhood Commercial uses.

Under the Compatibility Plan, one person would be accommodated for each 200 square feet of Professional Office uses. In this analysis, it is assumed that business park and industrial buildings would be able to accommodate one person per 200 square feet of floor area.

*Summary Of Potential Future Non-Residential Displacement Under The Compatibility Plan With Additional Compatibility Policies 2.1 and 2.2:*

As presented in **Table 2**, the total expected build-out for non-residential uses in the portion of the AIA in the City of Hemet, excluding Compatibility Zone E areas, is 22,346,257 square feet. The total potential future non-residential displacement that may result from implementation of the Compatibility Plan with Additional Compatibility Policies 2.1 and 2.2 is **1,013,140** ~~1,199,380~~ square feet or **4.53** ~~5.37~~ percent.

As noted above, these calculations are considered significantly overstated in that they have not accounted for the existing development or land uses that would otherwise qualify as existing uses under the Compatibility Plan. Nevertheless, a potential maximum future displacement of non-residential uses within the AIA of approximately **4.53** ~~5.37~~ percent of the target build-out

anticipated pursuant to the City General Plan is identified. Many of these potentially displaced uses could be accommodated within Airport Compatibility Zone E, or in surrounding areas.

In order to understand the scope and context of potential displacement, it is important to consider the potential displacement in a citywide context. The City of Hemet General Plan (Land Use Element, Table 2.3, page 2-27) indicates that 33,741,000 square feet of non-residential uses would be permitted at build-out. As noted above, the potential non-residential displacement that may result with implementation of the Compatibility Plan with the Additional Compatibility Policies is **1,013,140** ~~1,199,380~~ square feet or **3** ~~3.55~~ percent of the citywide potential build-out.

**It should also be noted that the analysis included herein is based on an assumption that industrial and business park areas would be developed with office and manufacturing uses. Other types of uses, such as storage and warehousing, have much lower levels of intensity, so larger amounts of square footage potentially could be built than the constrained levels assumed here.**

No non-residential displacement would occur in the unincorporated areas of Riverside County because the anticipated floor area ratio for the Business Park designation in the County area – 0.30, or 13,068 square feet of building area per acre - would accommodate less than 200 persons in an acre (the intensity limit within Compatibility Zone D), assuming office uses.

As discussed above, because the impacts of any such displacement are uncertain from a timing and location standpoint, it is speculative to anticipate the specific characteristics of any development or the types of land use and planning impacts that would be associated with it. Therefore, any potential physical environmental impacts occurring from possible displacement due to implementation of the Compatibility Plan are considered less than significant.

Moreover, although adoption of the Compatibility Plan would constrain development at some locations (and thereby inflate the potential demand at other locations), which may conflict with applicable General Plan land use designations, such designations were not adopted for the purpose of avoiding or mitigating an environmental effect, but rather to facilitate development of a wide range of non-residential uses. As a result, any potential physical environmental impacts associated with the Compatibility Plan's conflict with existing General Plan land use designations are considered less than significant, uncertain, and speculative.

Such conflicts also are considered less than significant under CEQA because state law (Gov. Code, §65302.3) requires that the General Plan, and any applicable Specific Plan, be consistent with an adopted Compatibility Plan, and, in the event of an inconsistency, the General Plan, and any applicable Specific Plan, must be promptly amended (or go through the special process required to overrule the Commission pursuant to section 21676 of the Public Utilities Code). The Commission finds that, even with adoption of the Compatibility Plan, any such land use conflicts can be avoided or substantially lessened by the City of Hemet taking prompt action to amend its General Plan land use designations, so that they are consistent with the adopted Compatibility Plan. The Commission further finds that such amendments are within the responsibility and jurisdiction of the City of Hemet and not the Commission.

Moreover, it is important to note that the Compatibility Plan is being adopted, pursuant to Public Utilities Code section 21670 *et seq.*, to protect public health, safety, and welfare, through the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards and is guided by the Handbook. As required by state law, the Compatibility Plan sets policies and criteria consistent with the State Aeronautics Act and within the parameters identified in the Handbook. Therefore, by its nature and pursuant to state law, adoption of the Compatibility Plan may necessitate restrictions on land uses within the AIA. These factors do not decrease the potential impact that the Compatibility Plan may have on future land uses and development, but they are nonetheless important considerations.

(Sources: City General Plan and related Hemet EIR; County General Plan and related County EIR No. 441.)

**PLAN MITIGATION:** No mitigation necessary.

**OTHER APPLICABLE/ADOPTED MITIGATION MEASURES:** None required.

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**POPULATION AND HOUSING**

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<b>Issues</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<b>Would the project:</b>				
(a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			X	
(b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?			X	
(c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?			X	

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**ANALYSIS:**

**Threshold (a):** The Compatibility Plan would not directly or indirectly induce population growth. (See discussion of **Thresholds (b)** and **(c)** below.) However, to the extent that the Compatibility Plan may indirectly influence future land use development in the vicinity of Hemet-Ryan Airport by facilitating development at some locations and constraining development at other locations, the Compatibility Plan has the potential to result in shifting future development and, therefore, has the potential to impact population growth.

An analysis was conducted to determine the amount of developable residential acreage, and the number of dwelling units that would be precluded from development if the City of Hemet and the County of Riverside were to amend their General Plan and applicable Specific Plans to establish designations consistent with the Compatibility Plan. The analysis was performed with the assistance of data provided by the Geographic Information Systems section of the Riverside County Information Technology Department, the City of Hemet Planning Department, and Mead and Hunt, Inc.

Based upon an evaluation of the existing City of Hemet General Plan land use designations (including Specific Plan designations) and County of Riverside General Plan (Harvest Valley/Winchester Area Plan) land use designations within the AIA, there are some inconsistencies between existing land use designations and the allowable densities provided under the Compatibility Plan. Specifically, the Compatibility Plan would conflict with existing land use designations by applying residential density limitations to residential properties in the AIA. In Compatibility Zone A, residential development would be prohibited. Residential density would be limited to 0.05 dwelling units per acre in Compatibility Zone B1, 0.1 dwelling units per acre in Compatibility Zone B2, and 0.2 dwelling units per acre in Compatibility Zone

C. The residential density limit would be  $\leq 0.4$  (minimum parcel size 2.5 acres) or  $\geq 4.5$  **3.0** dwelling units per acre in Compatibility Zone D. These limitations serve as new constraints on development located within the AIA that otherwise would be allowed under the land use designations of the City of Hemet General Plan (and its constituent Specific Plans) and the Riverside County General Plan.

#### Potential Future Residential Displacement Under The Compatibility Plan:

The methodology described below was used to determine the potential residential displacement that may occur in the City of Hemet and unincorporated areas in the vicinity. This analysis relates to future dwelling units that could be allowed pursuant to the General Plan or applicable Specific Plans; no existing dwelling units would be displaced.

Staff first determined the “Net Affected Acreage” -- the amount of acreage in each General Plan designation that is designated for a density inconsistent with the residential policies in the Compatibility Plan, excluding parcels that could not be further divided based on their existing land use designations<sup>1</sup> (see **Table 3**).

In order to qualify as a “divisible parcel,” a property designated Low Density Residential (2 to 5 dwelling units per acre) by the City of Hemet or Medium Density Residential (2 to 5 dwelling units per acre) by the County of Riverside would need to be at least 0.40 acre in area.

Residentially designated properties that are designated for densities exceeding five dwelling units per acre located in Compatibility Zone D are not the subject of displacement analysis, since ~~such densities of at least 4.5 dwelling units per acre~~ would be permissible in that Compatibility Zone. However, properties so designated in Compatibility Zones **B2 and C** would be subject to displacement.

All properties designated High Density Residential were treated as “divisible” if they were located at least partially within Compatibility Zone C.

Densities exceeding one dwelling unit per five acres would be prohibited in Compatibility Zone C, rendering both the division of lots less than ten acres in area and the establishment of multiple units – except pursuant to second unit permit processes – on such lots inconsistent. In contrast, within Compatibility Zone D, the division of land to establish lots smaller than 0.2 acre in area and the establishment of multiple units to attain a density of at least five dwelling units per acre are both actions that are consistent with the Compatibility Plan.

The analysis for residentially designated parcels in Compatibility Zone C was conducted as follows:

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<sup>1</sup> The displacement analysis relates to properties in specific areas where conflicts or potential conflicts between Compatibility Plan (Airport Zone) designations and General Plan land use designations may occur. No attempt was made to analyze areas where conflicts do not occur (e.g., in Zone E, where there is no limit on residential densities).

The sum of the acreages of divisible parcels within each designation constitutes the “Net Affected Acreage” for that designation. This number was then multiplied by the maximum density presently allowable pursuant to the City’s or County’s General Plan (“Allowable Density”) to determine the total potential number of developable units<sup>2</sup> allowed under the existing General Plan (“Developable Units Under Existing General Plan”).

Staff then calculated the potential developable units under the Compatibility Plan (“Developable Units Under Compatibility Plan”) by multiplying the “Net Affected Acreage” by the density permitted under the Compatibility Plan (“Allowable Density Under Compatibility Plan”). The difference between the “Developable Units Under Existing General Plan” and “Developable Units Under Compatibility Plan” is the amount of residential dwelling units that are potentially displaced (“Potentially Displaced Units”).

**As presented in the Compatibility Plan maps released for public review in November, 2016, 26.39 acres designated High Density Residential by the City of Hemet would be located in Compatibility Zone C. After consideration of comments from the City and from property owners in favor of excluding areas that are both easterly of Kirby Street and northerly of Acacia Avenue from Compatibility Zone C, the Airport Land Use Commission referred this matter to an ad hoc subcommittee comprised of three of its members. The subcommittee agreed to adjust the boundary of Compatibility Zone C so as to exclude areas easterly of Kirby Street and northerly of Acacia Avenue. As a result of this change, 13.66 acres of land designated High Density Residential by the City were moved from Compatibility Zone C to Compatibility Zone D, reducing the net affected acreage designated High Density Residential within Compatibility Zone C from 26.39 to 12.73 acres. The ultimate result of this change is a reduction of 407 in the number of potentially displaced units in Compatibility Zone C.**

The analysis for residentially designated parcels in Compatibility Zone D in the City of Hemet was calculated as follows:

For parcels designated Low Density Residential by the City of Hemet ~~or Medium Density Residential by the County of Riverside~~, the maximum density allowed pursuant to the City of Hemet General Plan ~~or the County of Riverside General Plan (Harvest Valley/Winchester Area Plan)~~ does not exceed five dwelling units per acre. Under a “worst-case” scenario, where the local jurisdiction will not allow for development near the top of the density range, the density permitted under the Compatibility Plan would be limited to 0.4 dwelling units per acre.

**As presented in the Initial Study/Negative Declaration document released for public review in November, 2016, the Plan would allow the minimum density within the higher density option for Compatibility Zone D to be 4.5 dwelling units per acre, rather than the Countywide Policies standard of 5.0 dwelling units per acre. Although this allowance would be sufficient to eliminate situations where there is no overlap between permissible development pursuant to the Low Density Residential designation of the City’s General**

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<sup>2</sup> The term “developable unit” does not include existing dwelling units or vacant lots within recorded urban/suburban subdivisions.

**Plan and permissible development pursuant to the Compatibility Plan, the City provided a letter and oral testimony indicating that the residential housing market is predominantly for dwelling units in the 3.0-5.0 dwelling unit per acre density range. After consideration of comments from the City and from property owners, the Airport Land Use Commission referred this matter to an ad hoc subcommittee comprised of three of its members. The subcommittee recommended that the minimum density within the higher density option be set at 3.0, rather than 4.5, dwelling units per acre. This change reduced the potential displacement of future residential dwelling units in the City of Hemet by 1,172 dwelling units (a 30.9% reduction from the level originally projected). However, ideally, the City or County would guide development toward densities in the sub-range of 4.5 to 5.0 dwelling units per acre. At this sub-range, the future residential development would meet the proposed Compatibility Plan criteria, and there would then be no residential displacement in Compatibility Zone D.**

Medium High Density Residential and High Density Residential designations would be considered compatible within Compatibility Zone D, as projects with densities exceeding 4.5 **3.0** dwelling units per acre would be consistent with the Compatibility Plan. ~~conversely, projects with densities less than 4.5 dwelling units per acre would be inconsistent with the Compatibility Plan.~~ For this analysis, we assume that these areas will be developed at densities of at least 4.5 dwelling units per acre and that the Compatibility Plan does not result in displacement from those areas.

The analysis for residentially designated parcels within the unincorporated area of Riverside County was conducted as follows:

For parcels designated Low Density Residential, where the maximum allowable density is two dwelling units per acre, the “Allowable Density” pursuant to the County’s General Plan was set at 2.0 dwelling units per acre and the “Allowable Density Under Compatibility Plan” was set at 0.2 dwelling units per acre for sites in Compatibility Zone C and 0.4 dwelling units per acre for sites in Compatibility Zone D.

For parcels designated Rural Community: Estate Density Residential, where the maximum allowable density is one dwelling unit per two acres, the “Allowable Density” pursuant to the County’s General Plan was set at 0.5 dwelling units per acre and the “Allowable Density Under Compatibility Plan” was set at 0.2 dwelling units per acre for sites in Compatibility Zone C and 0.4 dwelling units per acre for sites in Compatibility Zone D.

**Table 3:  
Potential Residential Displacement Under the Compatibility Plan**

Airport Zone	General Plan Designation	Net Affected Acreage	Existing General Plan		Compatibility Plan		Potentially Displaced Units
			Allowable Density (DU/Acre)	Developable Units	Allowable Density (DU/Acre)	Developable Units	
<b>City of Hemet</b>							
B2	Low Density Residential	22.01	5	110	0.1	2	108
C	High Density Residential	12.73 26.39	30	382 792	0.2	2 5	380 787
C	Low Density Residential	42.50	5	213	0.2	8	205
D	Low Density Residential	586.09	3 5	1,758 2,930	<0.4 or >3.0 4.5	234 or 1,758 2,930	0-1,524 2,696
<b>City of Hemet Sub-Total</b>		663.33 676.99	N/A	2,463 4,045	N/A	246-1,770 249-2,945	693 - 2,217 1,100- 3,796
<b>County of Riverside (unincorporated)</b>							
C	Rural Community: Estate Density Residential	79.12	0.50	40	0.2	15	25
D	Community Development: Low Density Residential	49.95	2.0	100	0.4	19	81
D	Rural Community: Estate Density Residential	588.31	0.50	294	0.4	235	59
<b>Unincorporated County of Riverside Sub-Total</b>		717.38	N/A	434	N/A	269	165
<b>TOTAL</b>		1,380.71 1,394.37	N/A	2,897 4,479	N/A	515 - 2,039 518-3,214	858 - 2,382 1,265- 3,961

As presented in Table 3, within the City of Hemet, the maximum number of future dwelling units within Compatibility Zones B2 and C, and D (excluding one residence per existing residential lot not able to be further divided and development in areas of Compatibility Zone D designated for five or more dwelling units per acre), as permitted by existing land use designations, is 705. 4,479. Under the Compatibility Plan, under the “worst-case” scenario, 12 518 developable units would be permitted, resulting in potential displacement of 693 future dwelling units within these Compatibility Zones. However, if the areas of Compatibility Zone D are developed at a density of five dwelling units per acre, 3,214 dwelling units would be permitted. Therefore, the total number of “Potentially Displaced Units” ranges from 1,265 to



~~3,961. Approximately 71.6 percent of the maximum potential residential displacement under the “worst-case” scenario occurs in Compatibility Zone D. However, over 80 percent of the potential residential displacement under the “best-case” scenario occurs in Compatibility Zone C.~~

**However, some** Much of the potential residential displacement is “paper” displacement only, with land located within an approved tentative tract or existing apartment complexes, care facilities, mobile home parks, and recreational vehicle parks. For example, the 22.01-acre area with a City General Plan land use designation of Low Density Residential located in Compatibility Zone B2 is a portion of the Hemet West Mobile Home Park. If that community continues into the future with no additional spaces proposed in the Zone B2 area, the potential displacement in the City is reduced by 108 dwelling units. Additionally, 10.05 acres of the **remaining 12.73** ~~26.39~~ acres with a City General Plan land use designation of High Density Residential located in Compatibility Zone C are included in the existing 358-space Casa Del Sol Recreational Vehicle Park. If that community continues into the future with no additional spaces proposed in the Zone C area, the potential displacement in the City is reduced by 299 dwelling units. These two areas account for **59** ~~37~~ percent of the potential displacement from the B2 and **(revised)** C Zones in the City of Hemet.

**Within Compatibility Zone D, 586.09 acres of divisible land are designated Low Density Residential, providing for densities in the intermediate “suburban” range of 2 to 5 dwelling units per acre. This would allow a total of 2,930 dwelling units if developed at a maximum density of 5 dwelling units per acre. Initially, the Compatibility Plan as included in the Initial Study/Negative Declaration allowed for densities of 4.5 to 5.0 dwelling units per acre in this Compatibility Zone and recommended that the City shepherd property owners to propose development within that density range. As noted above, the City advised that the residential market in this area is for development at densities of 3.0 to 5.0 dwelling units per acre. With the Compatibility Plan as amended allowing for densities in that density range, such projects would now be consistent with density limitations. At this point, then, only those projects with densities less than three dwelling units per acre would not meet the density requirements. If one were to assume that all new development would have densities of just under 3.0 dwelling units per acre, the 586.09-acre area would allow for 1,758 dwelling units. Given that the Compatibility Plan would limit density to a maximum of 0.4 dwelling units per acre if the applicants chose not to develop at least 3.0 dwelling units per acre, resulting in development of 234 dwelling units, the maximum potential residential displacement in the portion of Zone D in the City of Hemet would be 1,524 dwelling units.**

In order to understand the scope of the potential displacement, it is important to consider the displacement in a citywide context. The City of Hemet General Plan provides for a total of 44,814 dwelling units at build-out, so the “worst-case” potential displacement within the City (**2,217** ~~3,796~~ dwelling units) would be **4.95** ~~8.47~~ percent of the citywide total. However, if the City implements the higher-density approach guiding development toward the upper end of the Low Density Residential designation at **3.0** ~~4.5~~ to 5.0 dwelling units per acre, displacement within the City portion of the AIA (**693** ~~1,100~~ dwelling units) could be as little as **1.55** ~~2.45~~ percent of the citywide total.

**Additionally, consideration may be given to the fact that the Rancho Diamante projects (Tentative Tract Map Nos. 35392 and 35394) have received tentative tract map approval from the City of Hemet. Land within these tracts accounts for 21.7 of the overall 42.5 acres designated Low Density Residential within Compatibility Zone C and 208.12 of the 586.09 acres designated Low Density Residential within Compatibility Zone D. If these subdivisions were to record their final maps without changes from the tentatively approved versions, this would leave only 20.8 affected acres in Zone C and 377.97 affected acres in Zone D. Recordation, then, would reduce the maximum potential residential displacement in the portion of Zone D in the City of Hemet to 983 dwelling units and overall residential displacement in the City to 1,571 dwelling units (1,164 overall if one further assumes no changes in Hemet West or Casa del Sol).**

**Within unincorporated Riverside County, a total of 165 future residential units could be potentially displaced: 25 from Compatibility Zone C and 140 from Compatibility Zone D.**

As discussed above, because the impacts of any such displacement are uncertain from a timing and location standpoint, it is speculative to anticipate the specific characteristics of any development or the types of population and housing impacts that would be associated with it. Therefore, any potential physical environmental impacts occurring from possible population and housing displacement due to implementation of the Compatibility Plan are considered less than significant.

Moreover, it is important to note that the Compatibility Plan is being adopted, pursuant to Public Utilities Code section 21670 *et seq.*, to protect public health, safety, and welfare, through the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards and is guided by the Handbook. As required by state law, the Compatibility Plan sets policies and criteria consistent with the State Aeronautics Act and within the parameters identified in the Handbook. Therefore, by its nature and pursuant to state law, adoption of the Compatibility Plan may necessitate restrictions on land uses within the AIA. These factors do not decrease the potential impact that the Compatibility Plan may have on future land uses and development, but they are nonetheless important considerations.

**Thresholds (b) and (c):** The Compatibility Plan does not propose or entail any new development, construction, or physical changes to existing land uses or the environment. Therefore, the Compatibility Plan would not displace substantial numbers of existing housing or displace substantial numbers of people. As such, the Compatibility Plan would not directly impact the environment or result in any direct impacts to population and housing, with respect to thresholds (b) and (c). Further, the Compatibility Plan would not increase the levels of development in the affected areas of the City of Hemet and unincorporated areas of the County of Riverside above those projected for these areas in the City of Hemet General Plan and the Riverside County General Plan (Harvest Valley/Winchester Area Plan), the environmental effects of which were already adequately analyzed in the certified Hemet EIR and County EIR No. 441.

The Compatibility Plan may indirectly influence future land use development in the vicinity of Hemet-Ryan Airport by facilitating development at some locations and constraining

development at other locations. However, any potential indirect effect that may arise is uncertain from a timing and location standpoint, and it is speculative to anticipate the specific characteristics of any development or the types of impacts to population and housing that would be associated with it. One possibility is that land uses in much of the Airport's environs would remain unchanged when compared to existing conditions. Another possibility is that the Compatibility Plan may indirectly result in shifting future housing, facilities, and infrastructure to other locations designated or zoned to allow for such uses. Because such shifts, if they do occur, cannot be accurately predicted, particularly as to rate, timing, location, and extent, it is not considered reasonable to conclude that such shifts, if any, will be significant. Accordingly, absent information to the contrary, any such shifts are reasonably considered less than significant.

In addition, nothing in the Compatibility Plan would result in indirect impacts like, for example, the construction of housing or other uses, or the extension of roads or other infrastructure, all of which would necessitate an analysis of potentially significant impacts to population and housing. Moreover, the Compatibility Plan would not result in the displacement of existing housing, structures, or people, thereby necessitating the construction of replacement housing, facilities, or infrastructure, which may result in potentially significant impacts to population and housing. Therefore, any further analysis necessarily will occur if future shifts in development or construction result in a "project" subject to further CEQA compliance. All such projects will be required to comply with CEQA, necessitating preparation of a negative declaration, a mitigated negative declaration, or an EIR. This project-level environmental documentation ensures that if future shifts in development/construction indirectly result from the Compatibility Plan, these subsequent actions will not evade further project-level environmental review.

Further, as noted above, because implementation of the Compatibility Plan would not increase the levels of development in the AIA above those projected in the City of Hemet General Plan (including its constituent Specific Plans) and the Riverside County General Plan (Harvest Valley/Winchester Area Plan), and because the environmental effects of such development were already adequately analyzed at the General Plan level, there is no substantial evidence that adoption of the Compatibility Plan would result in any significant indirect impacts on population and housing.

(Source: City General Plan and related Hemet EIR; County General Plan and related County EIR No. 441.)

**PLAN MITIGATION:** No mitigation necessary.

**OTHER APPLICABLE/ADOPTED MITIGATION MEASURES:** None required.

## **COMMENTS RECEIVED SINCE DECEMBER 8 HEARING**



EDMUND G. BROWN JR.  
GOVERNOR

STATE OF CALIFORNIA  
GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH  
STATE CLEARINGHOUSE AND PLANNING UNIT



KEN ALEX  
DIRECTOR

December 6, 2016

John J. G. Guerin  
Riverside County Airport Land Use Commission  
4080 Lemon Street, 9th Floor  
Riverside, CA 92501

Subject: Hemet-Ryan Airport Land Use Compatibility Plan (Hemet ALUCP)  
SCH#: 2016111015

Dear John J. G. Guerin:

The State Clearinghouse submitted the above named Negative Declaration to selected state agencies for review. The review period closed on December 5, 2016, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Scott Morgan  
Director, State Clearinghouse

**Document Details Report  
State Clearinghouse Data Base**

**SCH#** 2016111015  
**Project Title** Hemet-Ryan Airport Land Use Compatibility Plan (Hemet ALUCP)  
**Lead Agency** Riverside County Airport Land Use Commission

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**Type** Neg Negative Declaration  
**Description** The proposed project is the RCALUC's adoption of an ALUCP that would be applicable to the environs of Hemet-Ryan Airport. The proposed ALUCP includes "Additional Compatibility Policies" tailored specifically to the Airport's land use environs and reflects the Commission's efforts to develop an ALUCP that fully satisfies the objectives of the State Aeronautics Act and addresses local concerns. The ALUCP establishes policies for determining the consistency of future, proposed development projects within the Hemet-Ryan Airport Influence Area with the objective of protecting public health, safety, and welfare, as set forth in the State Aeronautics Act.

---

**Lead Agency Contact**

**Name** John J. G. Guerin  
**Agency** Riverside County Airport Land Use Commission  
**Phone** (951) 955-0982 **Fax**  
**email**  
**Address** 4080 Lemon Street, 9th Floor  
**City** Riverside **State** CA **Zip** 92501

---

**Project Location**

**County** Riverside  
**City** Hemet  
**Region**  
**Lat / Long** 33° 44' 2.4" N / 117° 01' 21.2" W  
**Cross Streets** W. Stetson Ave and Walden Weaver Rd  
**Parcel No.** 456-020-002  
**Township** 5 **Range** 13 **Section** 1 **Base**

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**Proximity to:**

**Highways** 74, 79  
**Airports** Hemet-Ryan  
**Railways** ATSF  
**Waterways** Diamond Valley Lake  
**Schools** Hemet-USD  
**Land Use** Various: commercial, office, industrial, residential

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**Project Issues** Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Flood Plain/Flooding; Economics/Jobs; Forest Land/Fire Hazard; Geologic/Seismic; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Septic System; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Water Quality; Water Supply; Wetland/Riparian; Growth Inducing; Landuse; Cumulative Effects

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**Reviewing Agencies** Resources Agency; Department of Fish and Wildlife, Region 6; Department of Parks and Recreation; Department of Water Resources; Caltrans, Division of Aeronautics; California Highway Patrol; Caltrans, District 8; Caltrans, Division of Transportation Planning; Regional Water Quality Control Board, Region 8; Native American Heritage Commission; Public Utilities Commission

---

**Date Received** 11/04/2016 **Start of Review** 11/04/2016 **End of Review** 12/05/2016

**Sherington Hemet SPE, LLC**

P.O. Box 4901  
West Hills, California 91308  
Telephone: (818) 207-8001  
Facsimile: (818) 638-7848  
asher@sherington.com

December 14, 2016

ALUC Chairman Housman and Sub-Committee Members  
Riverside County Airport Land Use Commission  
C/o John J.G. Guerin, Principal Planner  
County Administrative Center  
4080 Lemon Street, 14<sup>th</sup> Floor  
Riverside, CA 92501

**RE.: SUB COMMITTEE MEETING ON THE PROPOSED 2016 HEMET-RYAN  
AIRPORT LAND USE COMPATIBILITY PLAN**

Honorable Chairman and Sub-Committee Members:

Thank you for continuing the review of the afore-mentioned Compatibility Plan and our thanks to you and the full commission for listening to all our comments at the December 8, 2016 meeting.

As you may recall, the slide I presented at the public hearing last Thursday had a small error in it with respect to the Zone D boundary we were requesting you to consider.

I am correcting that and re-submitting it as Exhibit A in case an accurate pictorial representation would be useful.

Exhibit A shows a re-drawn Zone D in Blue, which runs to the South of Acacia and to the West of Gilmore in the South, and to the North of Florida and the West of Kirby in the North. The Goldenrod shows the approximate flight path that we saw on the video; and the Redline shows the approximate location of the combined B & C Zones that the Commission agreed to last Thursday.

The rationale for our request remains the same as in our original letter. It is recapped in summary form at Exhibit B, for your convenience.

Our best wishes for the Season and for the New Year.

Respectfully submitted  
Sherington Hemet SPE, LLC



Azam Sher, Managing Member

**EXHIBIT A**





## Exhibit B

Brief recap of salient points for re-drawing selected portions of the Zone D boundary in the proposed ALUC Plan:

- Runway 23 follows a Left Turn Pattern
- The normal traffic pattern for the typical aircraft operating at the field, has aircraft commencing their turn to Base and then to Final,
  - West of Kirby (and well to the South of Acacia)
- In the rare instance of extending the Down Wind leg, the typical aircraft turns Base
  - just to the East of Kirby (well to the West of Gilmore) and then Final well to the South of Acacia)
- The Air Attack Turbo Props fly the pattern, and follow it in a very tight manner (to get in and out as rapidly as possible); accordingly they also turn Base and Final to the East of Kirby and South of Acacia
  - Air Attack aircraft overflying the airfield prior to joining the pattern, would do so at an altitude at (or more likely greater than) the 1,000 foot traffic pattern altitude in effect at Hemet (and therefore would be well able to glide past our property).
  - Additionally, it is likely that they would be flying to the North of the Approach to the field to better observe traffic, rather than flying the Approach, thereby completing avoiding our property.
- There is no instrument approach to Runway 23; there are mountain ranges a few miles to the East of Runway 23 which make straight in approaches by larger aircraft unattractive.
- The Cal Trans Handbook does not require any protection Zone to the North East (in our case) of the Eastern Zone C protection area.
- The volume of aircraft operations at Hemet Ryan airport is arguably now much lower than in the past when intensity restrictions were much more permissive for our property. In the past almost 20 years of owning our Center, our tenants have rarely seen a single aircraft in its vicinity.
- Our property has already been developed in an incompatible way and to an incompatible intensity level.

Accordingly, we humbly request that Zone D be modified as follows:

- Set the Eastern Zone D boundaries as follows:
  - On the northern end, at Kirby proceeding as far South as Florida
  - On the southern end, at Gilmore, proceeding as far North as Acacia.

## Guerin, John

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**From:** Domenigoni Barton Properties <res0acdu@verizon.net>  
**Sent:** Thursday, January 05, 2017 1:11 PM  
**To:** Guerin, John  
**Subject:** RE: Riverside County Airport Land Use Compatibility Plan

John,

Thank you for the update. Yes, for the most part. I do believe a small area has some medium density which is close to Simpson Road at the southwest end of the zone D. Other than that I believe it is consistent.

See you at the next hearing.

Best to you,  
Cindy

**From:** Guerin, John [mailto:JGUERIN@rctlma.org]  
**Sent:** Thursday, January 05, 2017 11:33 AM  
**To:** 'Domenigoni Barton Properties'  
**Cc:** Cooper, Ed  
**Subject:** RE: Riverside County Airport Land Use Compatibility Plan

The first hearing was held on December 8 at EMWD. Property owners in Zones A, B1, B2, C, and D, as proposed, were mailed notices. Mr. Rheingans visited our office prior to the meeting, and we agreed to adjust the Zone D/Zone E boundary shown as splitting his property so as to place his property either in Zone E or outside the boundary. Leo and Chanel Wesselink came to the hearing and were advised that their properties are in Zone D.

The hearing was continued to February 9 in Riverside. A subcommittee is working with City of Hemet officials to address the City's concerns.

No comments were received from County Planning.

As I understand your MAC's conceptual plan, you are looking towards potential for business park and light industrial uses in the area of overlap between the compatibility zones and the MAC area. These types of uses would be consistent with the proposed Plan, assuming customary floor-area ratios. The proposed Plan also allows for continued rural community uses on the existing 2½ acre parcels.

John J. G. Guerin  
Principal Planner  
TLMA/ALUC Staff  
(951) 955-0982

**How are we doing? Click the Link and tell us.**

**From:** Domenigoni Barton Properties [mailto:res0acdu@verizon.net]  
**Sent:** Thursday, January 05, 2017 10:55 AM

**To:** Guerin, John  
**Subject:** Riverside County Airport Land Use Compatibility Plan  
**Importance:** High

Good Morning John,

Happy New Year. I hope you had a relaxing and enjoyable holiday season.

Was checking to get an update on the Riverside County Airport Land Use Compatibility Plan. Has the hearing been scheduled yet? Did the County send comments on the area in Winchester? Please advise.

Thank You,  
Cindy Domenigoni

**COMMENTS PROVIDED AT DECEMBER 8 HEARING**

**DEPARTMENT OF TRANSPORTATION**

DIVISION OF AERONAUTICS – M.S. #40

1120 N STREET

P. O. BOX 942874

SACRAMENTO, CA 94274-0001

PHONE (916) 654-4959

FAX (916) 653-9531

TTY 711

www.dot.ca.gov

*Serious drought!  
Help Save Water!*

December 2, 2016

Mr. John Guerin, Principal Planner  
County of Riverside  
Airport Land Use Commission  
4080 Lemon Street 14<sup>th</sup> Floor  
Riverside, CA 92501-3609

Dear Mr. Guerin:

On November 16, 2016, the California Department of Transportation (Caltrans), Division of Aeronautics (Division) was notified that a draft version of the Hemet-Ryan Airport Land Use Compatibility Plan (ALUCP) dated November 2016 was open to public review and that the complete package could be downloaded at <http://www.rcaluc.org/Plans/New-Compatibility-Plan>. The public notice stated that any comments regarding this ALUCP were to be sent to you by December 7, 2016.

The Division reviewed the ALUCP pursuant to the California State Aeronautics Act and California Public Utilities Code (PUC), section 21670 et seq., with respect to airport-related noise, safety impacts, and regional aviation land use planning issues. Additionally, this ALUCP was reviewed for consistency with the concepts, principles, practices, and policies contained in the California Airport Land Use Planning Handbook (Handbook) dated October 2011. In accordance with the PUC, section 21674.7 (b) states:

It is the intent of the Legislature to discourage incompatible land uses near existing airports. Therefore, prior to granting permits for the renovation or remodeling of an existing building, structure, or facility, and before the construction of a new building, it is the intent of the Legislature that local agencies shall be guided by the height, use, noise, safety, and density criteria that are compatible with airport operations, as established by this article, and referred to as the Airport Land Use Planning Handbook, published by the Division . . .

Our comments are intended to ensure that the requirements and processes of PUC, section 21670 et seq., and the Handbook are properly implemented but are not intended to establish land uses in the vicinity of the Hemet-Ryan Airport located in Riverside County.

Our comments for the draft Hemet-Ryan Airport ALUCP dated November 2016 are as follows:

- **Chapter Three Page HR-1 Policy 1.2**

Policy 1.2 states:

*Airfield Configuration:* The existing primary runway, 5-23, measures 4,315 feet in length and the landing thresholds are at the runway ends. The draft Airport Master Plan and ALP propose extending the runway 500 feet eastward, but leaving the Runway 23 (east) landing threshold in its present location. Additionally, declared distances would be established indicating that the usable runway length for takeoffs and landings to the east is to remain at 4,315 feet. The net effect is that the extension will increase the usable runway length to 4,815 feet only for takeoffs to the west.

Detailed justification for the use of displaced threshold and declared distances needs to be included in this section to document the aeronautical reasons for establishing it. Ken Brody of Mead & Hunt Inc. mentioned some aeronautical reasons regarding this displaced threshold and declared distances in a conference call on November 16, 2016, in which members from your agency, the Division, and Mead & Hunt participated. These reasons should be included in the detailed justification.

Please note that once you submit the detailed justification to the Division, the Division will review and evaluate the detailed justification regarding the use of the displaced threshold and declared distances, and will notify you if it is satisfactory. If the Division does not find the detailed justification to be satisfactory, then the use of the displaced threshold and declared distances throughout this ALUCP, including all maps and exhibits, would need to be deleted and changed to reflect actual threshold based on the future length of 4,815 feet for Runway 23. If the detailed justification is considered satisfactory, then the displaced threshold and declared distances use is allowable throughout this ALUCP, including maps and exhibits that use this threshold as the basis for their delineations.

- **Chapter Three Page HR-3 Maximum Intensity (People/Acre) Table**

The Maximum Intensity (People/Acre) Compatibility Criteria Table has some densities and intensities that are not consistent or compatible with the Handbook criteria, even if the detailed justification for the displaced threshold is found to be satisfactory. These densities and intensities need to be made consistent and compatible with the Handbook. Please refer to the portions highlighted in yellow on the attached Division prepared spreadsheet and the Division prepared attached map showing the Handbook safety zones overlaid on the ALUCP map found on page HR-1 of this ALUCP.

Additionally, all prohibited uses listed in the Handbook Safety Zones need to be included in the corresponding compatibility zones listed in this table as prohibited uses.

It should be noted that if the detailed justification for the displaced threshold and declared distances is not found satisfactory, then the areas of incompatibility are greater than shown on the attached Division prepared spreadsheet and map and will have to be discussed in detail at that time.

- **Chapter Five Page W5-1 first paragraph third sentence**

Chapter five page W5-1 first paragraph third sentence states:

The airport today (2013) comprises 440 acres and has two paved runways.

This sentence should read:

The airport in 2013 comprised 440 acres and had two paved runways.

Thank you for the opportunity to review and comment on this draft ALUCP for Hemet-Ryan Airport. We look forward to continuing to work with the ALUC in connection with this important ALUCP. If you have any questions, please contact me at (916) 654-5203 or via email at [tony.sordello@dot.ca.gov](mailto:tony.sordello@dot.ca.gov).

Sincerely,

*Original signed by*

TONY SORDELLO  
Associate Transportation Planner

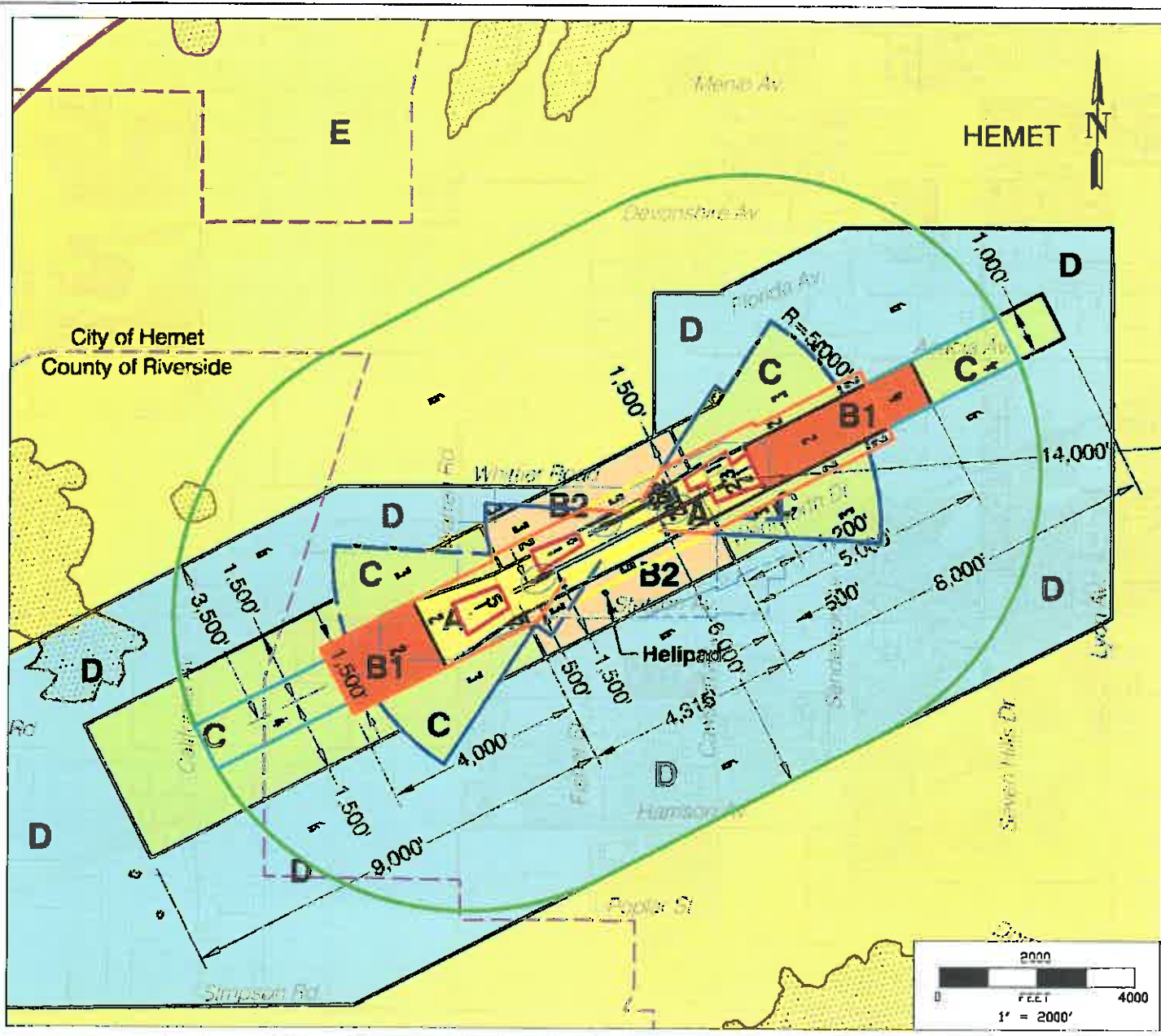
Enclosures two: Spreadsheet and Safety Zone Map

bc: Ray Desselle, Deputy District Director Planning and Local Assistance, District 8

2011 Handbook Comparison with Riverside Hemet Ryan Draft ALUCP November 2016 page HR-3 for Suburban Areas (Assuming Displaced Threshold)

2011 Handbook Maximum Densities and Intensities					Residential based on Table 2A Basic Compatibility Criteria (Countywide ALUCP) Nonresidential based on New policies and table page HR-2-3							
Safety Zone	Max Residential Avg. dwelling units per gross acre	Max Non Res. Intensities Average Number of People Per Gross Acre	Max Non Res. Intensities Maximum Single Acre	Prohibited Uses	Zone	Max Residential Dwelling Units/Acre	Max Non-Residential Intensity Avg. acre	Single Acre	With Bonus	Req'd Open Land	Prohibited Uses	Other Development Conditions
1	0	0 possible exception for agricultural activities	0 possible exception for agricultural activities	All new structures and residential land uses	A	0	0	0	0	All	Would need	
2	Maintain current zoning if less than 1 per 10-20 ac.	40-60	80-120	Theaters, meeting halls and other assembly uses, office buildings greater than 3 stories, labor-intensive industrial uses, children's schools, large daycare centers, hospitals, nursing homes stadiums, group recreational uses, hazardous uses (e.g. aboveground bulk fuel storage)	A	0	0	0	0	All		
					B-1	0.05 (average parcel size >20.0 ac.)	40	80	104	30%		
					B2	0.1 (average parcel size >10.0 ac.)	100	300	390	NA		
					C	0.2 (average parcel size >5.0 ac.)	100	250	325	20%		
					D	<0.2 (average parcel size >5.0 ac.) or >5.0(average	200	800	1,040	10%		
3	Maintain current zoning if less than 1 per 2-5 ac.	70-100	210-300	Major shopping centers, theaters, meeting halls and other assembly facilities, children's schools, large daycare centers, hospitals, nursing homes, stadiums, group recreational uses.	B-2	0.1 (average parcel size >10.0 ac.)	100	300	390	NA		
					C	0.2 (average parcel size >5.0 ac.)	100	250	325	20%		
					D	<0.2 (average parcel size >5.0 ac.) or >5.0(average parcel size <.2 ac.)	200	800	1,040	10%		
4	Maintain current zoning if less than 1 per 2-5 ac.	100-150	300-450	Children's schools, large daycare centers, hospitals, nursing homes, stadiums, group recreational uses	C	0.2 (average parcel size >5.0 ac.)	100	250	325	20%		
5	Maintain current zoning if less than 1 per 1-2 ac.	70-100	210-300	Children's schools, large daycare centers, hospitals, nursing homes, stadiums, group recreational uses	B-2	0.1 (average parcel size >10.0 ac.)	100	300	390	NA		
6	No Limit, but noise and overflight should be considered	200-300	800-1200	None	D	<0.2 (average parcel size >5.0 ac.) or >5.0(average parcel size <.2 ac.)	200	800	1,040	10%		
					E	No Limit	No Limit	No Limit	No Limit	NA		





## Hemet-Ryan Airport (HMT)

### Medium General Aviation Runway 5/23

Length: 4314' Future 4814'  
 RWY 5: Approach Visibility 1 Mile  
 Runway Protection Zone: 500' x 700' x 1000'  
 RWY 23: Approach Visibility Visual  
 Runway Protection Zone: 500' x 700' x 1000'

### Short General Aviation Runway 4/22

Length: 2045'  
 RWY 4: Approach Visibility Visual  
 Runway Protection Zone: 250' x 450' x 1000'  
 RWY 22: Approach Visibility Visual  
 Runway Protection Zone: 250' x 450' x 1000'

- Runway Protection Zone
- Inner Approach/Departure Zone
- Inner Turning Zone
- Outer Approach/Departure Zone
- Sideline Safety Zone
- Traffic Pattern Zone
- Runway Center Line
- Non-Traffic Pattern Side
- Safety Zones for School Sites

Notes:  
 Riverside County  
 33-44-02.3700N 117-01-21.1600W  
 Drawing based on: California Airport Land Use  
 Planning Handbook and Google Earth Pro Imagery  
 AutoCad Map 3D 2015  
 14 November 2016

Not an official document. This map is for planning purpose only.

**Guerin, John**

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**From:** Richard Robotta <[robotta@earthlink.net](mailto:robotta@earthlink.net)>  
**Sent:** Monday, December 05, 2016 10:51 AM  
**To:** Guerin, John  
**Subject:** Fwd: Hemet Ryan draft 2016 ALUCP

Dear John

I am writing regarding the Hemet-Ryan Airport Land Use Compatibility Plan hearing this Thursday, item 4.0 on the agenda.

Below is an email I submitted to the City of Hemet back in November and I would like this to be presented to the Commission for their consideration.

Please feel free to contact me if you have any questions. I do plan on attending the hearing on Thursday.

best regards,

Rick

Richard Robotta

Vice President

Benchmark Pacific

o 760-450-0444

c 760-525-2943

550 Laguna Dr., Suite B

Carlsbad, Ca. 92008

[robotta@bmpac.com](mailto:robotta@bmpac.com)

Begin forwarded message:

**From:** Richard Robotta <[robotta@earthlink.net](mailto:robotta@earthlink.net)>  
**Subject:** Hemet Ryan draft 2016 ALUCP  
**Date:** November 15, 2016 at 9:31:44 AM PST  
**To:** Deanna Elliano <[delliano@cityofhemet.org](mailto:delliano@cityofhemet.org)>  
**Cc:** Ron Running <[rrunning@cityofhemet.org](mailto:rrunning@cityofhemet.org)>

Dear Deanna

I understand you will be briefing the City Council tonight on the proposed ALUC Hemet Ryan plan. Unfortunately I will not be able to attend the Council meeting but would like to share my thoughts on the draft plan.

Much of our Rancho Diamante project lies within zone D of the plan and will be affected dramatically should the draft plan be adopted as written. As I understand it, zone D only allows for densities greater than 4.5 dwelling units per acre or 1 unit per every 2.5 acres maximum. This would exclude most of the density ranges the "market" would expect to see in this area for residential housing.

By way of history, in 2006 we gained approval of Tract 35394 and that Tract is still active today and falls within zone D. That approval necessitated a Council override of the outdated 1992 APLUP but even with mostly 5,000 sq. ft. lots that tract fails to meet the proposed minimum density of 4.5 d.u. per acre. As you know, we are currently in the process of remapping the Tract to make it more favorable to today's market conditions with a mix of product types including 5,000, 6,000 and 7,000 sq. ft. lots. A mix of this type would yield net densities in the 3 to 3.5 range even further from the proposed 4.5 minimum.

In addition, since 2006, the City has updated it's General Plan and has successfully annexed lands (including ours) affected by the proposed ALUCP. The General Plan designation for this area is for Low Density Residential with a range of 2.1 - 5 d.u. You know better than I that both efforts were the done with a Environmental Impact Report under CEQA with full public review.

My suggestion, which I would like the Council to consider supporting, is that there should be no density assigned by the 2016 ALUCP but rather densities should be differed to the City under it's 2030 General Plan. If this is not possible, then my suggestion would be to not support minimum densities any greater than 3 d.u. per acre as doing so would greatly diminish the possibility of a balance of housing types in this area.

Thank you in advance for taking this message forward to the Council for their consideration.

Sincerely,

Rick  
Richard Robotta  
Vice President  
Benchmark Pacific  
o 760-450-0444  
c 760-525-2943  
550 Laguna Dr., Suite B  
Carlsbad, Ca. 92008  
[robotta@bmpac.com](mailto:robotta@bmpac.com)

## Guerin, John

---

**From:** Dennis Forstie <ds4st@msn.com>  
**Sent:** Monday, December 05, 2016 6:21 PM  
**To:** Guerin, John  
**Subject:** Airport comment

John J. G. Guerin  
Principal Planner  
Riverside County Airport Land Use Commission  
Riverside County Administrative Center  
4080 Lemon Street, 14th Floor  
Riverside, California, 92501

Dear John Guerin :

As a resident of Hemet and a resident and property owner in Mtn. Shadows R. V. Resort, I am very impacted by Hemet - Ryan Airport and it's activities. Any expansion or extension of the existing airport would make living near it intolerable for Mt. Shadows residents.

We already have small planes, sheriffs helicopters, and Ca. fire planes with flight patterns over us, an extension of the runway would allow small jets to fly over us over us too. What we have now is tolerable in respect to its public safety priorities. Added activity ( commercial, pleasure ) would negatively affect the quality of life in this pleasant retirement community, from which most of us cannot move at this time of our lives.

Sincerely,  
Susan Forstie  
1295 S. Cawston Ave.  
Space 414  
Hemet, California, 92545  
951-259-3241



# City of Hemet

COMMUNITY DEVELOPMENT DEPARTMENT · 445 EAST FLORIDA AVENUE · HEMET, CALIFORNIA 92543

(951) 765-2375

December 6, 2016

Riverside County Airport Land Use Commission  
c/o John J.G. Guerin, Principal Planner  
County Administrative Center  
4080 Lemon Street, 14<sup>th</sup> Floor  
Riverside, CA 92501

**RE: CITY OF HEMET COMMENTS ON THE PROPOSED 2016 HEMET-RYAN AIRPORT  
LAND USE COMPATIBILITY PLAN AND NEGATIVE DECLARATION**

Dear Mr. Guerin:

The City of Hemet has reviewed the Draft 2016 Hemet-Ryan Airport Land Use Compatibility Plan (ALUCP) and Draft Negative Declaration scheduled for public hearing on December 8, 2016. The City respectfully offers the following comments and suggested modifications to the proposed policies contained therein for the ALUC staff and Commission's consideration prior to the hearing. As you are aware, the City is very concerned about the potential impacts of the proposed ALUCP on the City's existing and planned land uses and intensities within the Airport Influence Area, and potential conflicts with our adopted General Plan, existing Specific Plans, and zoning. Overall, the City's assessment of the proposed ALUCP is that it impacts more land area and is more restrictive than the existing 1992 ALUCP for Hemet-Ryan. In addition, the proposed Plan appears to be more restrictive than the land use and density provisions outlined within the Cal Trans Airport Planning Handbook (Handbook), the document upon which all ALUCPs in the State are to be based upon.

It has been the City's desire and practice to work with staff, your consultant team, and the Airport Land Use Commission (ALUC) to achieve Compatibility Policies that will fulfill both of our agency's objectives in providing for the safe, ongoing operation of the airport, while allowing for the continued growth and development of our community pursuant to our General Plan. We have participated in several previous meetings and conversations with Mr. Guerin, Mr. Cooper, and Mr. Brody regarding our concerns about the proposed ALUCP. In addition, I attended and presented our preliminary concerns to the Commission at your meeting of November 10, 2016.

On November 15, 2016, City staff conducted a work study with our City Council to advise them of the new development limitations under the proposed ALUCP, including staff's concerns regarding impacts to existing and planned land uses within the City, and recommended modifications to the proposed policies for the Hemet-Ryan ALUCP. The Hemet City Council unanimously directed staff to request the changes to the proposed ALUCP as presented further in this letter. The City has also had numerous businesses and property owners within the City contact us to express their concerns regarding the provisions within the draft ALUCP that will impact their properties, and I believe you have had direct contact with them as well.

To our dismay, none of the City's requests have been incorporated into the draft ALUCP policies or the Staff Recommended Action to the ALUC on the Plan. The staff report package does contain a Table entitled "Discussion of Unresolved Issues" that summarizes the City's concerns and your consultant's responses. The comments below will address the issue areas presented in the Table, and the City's requests for modifications to the policies and compatibility zones to better ensure consistency with our General Plan. The City's comments regarding the Draft Negative Declaration are also included at the conclusion of this letter.

Due to the number and complexity of these issues regarding the Plan, the City recommends that ALUC continue this item to allow more time to work these issues out to an acceptable conclusion. However, we also are aware from ALUC staff that you are under a funding deadline, and may need to take action on the Plan at the December 8<sup>th</sup> meeting. Therefore, unless the staff and Commission are willing to incorporate the requested modifications to the Plan, the City of Hemet is compelled to officially register our opposition to the draft Hemet Ryan ALUCP as currently proposed, and further objects to the adoption of a Negative Declaration for the project, given the significant unmitigated effects of the project upon the City of Hemet and its property owners and businesses.

#### **COMMENTS REGARDING THE DRAFT ALUCP:**

The following issues and comments are listed in the order presented by ALUC staff in the attached "Discussion of Unresolved Issues" Table, which is contained in the ALUC staff report for the Plan.

1. **Zone D Residential Density:** The City is requesting that the Plan not contain any residential density limitations or requirements for Zone D, and that density would instead be governed by the City's General Plan which designates the majority of the area as Single Family Residential, with a typical density of 3-4 dwelling units per acre. The vast majority of the existing residential in the Zone D area is single family residential. The Plan proposes to continue the high-low (i.e. "donut hole") density provisions as contained in the Countywide Policies for Hemet Ryan, on the basis of noise complaints. However, as repeatedly mentioned, due to the characteristics of the planes and the low volume of flights at Hemet Ryan, neither the City nor the Airport Operator receives identifiable noise complaints from the existing residential areas surrounding the airport, so this should not be a concern or reason to unnecessarily limit quality single family development. The City and its property owners have no desire to be forced into accepting a higher density residential use in this area. We fail to see the logic of the ALUC essentially requiring higher density, resulting in more persons per acre in proximity to the airport due to a non-existent noise concern. Exhibit HR- 6 of the Plan indicates an exterior noise level of 55 to 60 CNEL for Zone D. This level is considered a "normally acceptable" noise exposure for residential uses pursuant to the City's General Plan (Table 6.3) and the State of California's Office of Planning & Research Guidelines. In addition, and perhaps most convincingly, the California Airport land Use Handbook does not have any limitation on residential densities for Zone D (a.k.a. Caltrans Handbook Zone 6).

Therefore, the City recommends that Section 2.3 of the Plan be changed to read as follows:

*2.3 Residential Densities in Zone D: The residential density criteria set forth in the Countywide Basic Compatibility Criteria matrix (Table 2A) shall not apply to Hemet Ryan.*

2. **Open Land Requirement:** The City proposes that the Open Land policy requirement be evaluated only for large scale projects, such as Specific Plans or General Plans, not on an individual project level of 10 acres or more, which creates substandard parking lots (no security light poles, shade trees, etc.). We believe that this is the original intention in the Caltrans

Handbook, and is better achieved on the macro-level than at the project level. The City has prepared the map in depicted in Attachment 2 to illustrate those areas in proximity of the airport that are already dedicated to permanent open space and provide a far better, and more visible, emergency landing option than a portion of an industrial parking lot. The City strongly objects to the additional policy language proposed by Mead & Hunt in the Issues Table.

Therefore, the City recommends the addition of a new Policy number 2.5 to read as follows:

**2.5 Open Land Requirements:** The Open Land Requirements in Table 2A shall be determined at the Specific Plan or Master Plan level instead of the project level, and any such determination shall recognize the existing permanent open land areas in proximity to the airport as depicted in Exhibit HR \_\_\_ to satisfy this requirement.

- 3. Eastern Zones B1 and C Dimensions:** The proposed Zones B1 and C at the eastern end of the runway extend into existing developed and infill Commercial and Industrial areas, creating new land use and intensity constraints that were not present in the 1992 HRALUP. The Zones exceed the Caltrans recommended length by 1,000 feet, to the significant detriment of our businesses. The proposed Zone boundaries are also inconsistent with the identified safety and airspace contours shown in Exhibit HR-7 of the Plan. As noted by Mead and Hunt in the Issues Table, the proposed boundary was driven by the noise contour, however there are no noise sensitive uses in this area, or they are already developed. In addition, the flight pattern does not extend easterly of Kirby Avenue upon approach.

Therefore, the City requests that the eastern ends of both Zone B1 and C be reduced to end westerly of Kirby Avenue, in accordance with Exhibit HR-7 for the Safety & Airspace factors.

- 4. Infill development :** The City has a large number of existing Commercial properties and small vacant infill parcels that will now be affected by the Plan in terms of intensity limitations. It has been confirmed by ALUC staff that the City will be able to identify and determine these infill parcels as development occurs. However, contrary to the statement by Mead and Hunt, we do not believe this is appropriate or necessary to identify these sites in the General Plan, or as part of the consistency process.
- 5. Calculating Usage Intensity:** The methodology that ALUC uses to calculate use intensity is overly cumbersome for most property owners and businesses, and the City recommends that the Countywide Policy update seek to simplify this process and select a single methodology. In addition, although the City appreciates that the maximum Intensity (people/acre) was increased in the Plan, the City requests that the intensity factors for Zone C be revised to be consistent with the Caltrans Handbook for this zone.

Therefore, the City requests that in the Table in Section 2.1 the Maximum Intensity for Zone C be revised to be as follows:

- Site wide Average: 150
- Maximum Single Acre: 300
- With Bonus: 450

- 6. Site Specific Exemptions:** The City is requesting exemptions for projects that have received prior approvals or overrides from the Council, as identified in the map in Attachment 3, and listed below.

Therefore, the City would like to add the following Policy:

**2.6 Existing Entitlements and Infill Development:** The following projects have received prior land use approvals and overrides by the City of Hemet, and will continue to be considered exempt from the requirements of the Hemet Ryan ALUCP:

- i. Sanderson Square Specific Plan (SP 05-03) – Adopted by Council Resolution 4205 on 8 April 2008.
- ii. Stetson Crossing Specific Plan (SP 07-04) – Adopted by Council Resolution No. 4243 on 22 July 2008.
- iii. Rancho Diamante Tracts 35392 and 35394 along with SPA 06-004 and GPA 07-001 – Adopted on 10 March 2009

The following projects as shown in Exhibit HR \_\_\_\_ have received prior approvals and entitlements from the City of Hemet and shall be considered grandfathered for the purposes of the ALUCP:

1. East Expansion of KPC Shopping Center (<13.45 acres) APN 448-450-005 (SDR 15-04)
2. Regal Theatre Expansion (<2.79 acres) APN 448-450-006
3. Hemet Mall Expansion (12.02 acres) APN 448-420-001 & 002
4. Phase 2 Expansion of Mimi's Center (4.9 acres) APN 448-440-002, 003 & 004
5. Target Shopping Center South (9.9 acres) APN 441-490-018
6. West of Target Shopping Center (9.73 acres) 240 mfr APN 441-490-007
7. Hemet 63 (<63.02 acres) ZC 05-04) APN 456-010-025
8. Acacia Gardens CUP 06-05 (2.15 acres) 50 mfr
9. Sanderson Square SP 05-03 (44.18 acres) APN 456-030-011, 012, 013 & 014
10. Acacia Business Park ZC 04-13 (36.14 acres) APN 456-030-009, 010, & 028)
11. Stetson Crossing SP 07-04 (18.42 acres) APN 456-050-022
12. Rancho Diamante Tract 35392 (48.45 acres) 155 sfr APN 460-010-008, 009, 010, 011; 460-020-005 & 066
13. Rancho Diamante Tract 35393 (103.87 acres) 448 sfr APN 454-020-013, 014, 015, 016 & 460-060-007
14. Rancho Diamante Tract 35394 (97.66 acres) 390 senior sfr APN 465-100-016, 022 & 465-100-020, 022, 023.
15. Rancho Diamante Tract 36841 (245.07 acres) 634 sfr APN 465-100-016, 020, 022; 465-110-021, 022, 023 and 027.

#### **COMMENTS REGARDING THE DRAFT NEGATIVE DECLARATION:**

The City appreciates the opportunity to comment on the Negative Declaration for the Project, which the Negative Declaration defines as "adoption of the Compatibility Plan for the Hemet Ryan Airport including a revised Airport Influence Area". Please note that these comments are being entered into the record during the 30-day comment period which formally concludes on December 7, 2016.

#### ***Legal Standard:***

A negative declaration may not be adopted if "there is substantial evidence that *any* aspect of the project, either individually or cumulatively, *may* cause a significant effect on the environment." CEQA Guidelines, § 15063, subd. (b)(1)(emphasis added); see also, Pub. Res. Code, § 21100, subd. (a); §



15002, subd. (f)(1), (2); *County Sanitation District No. 2 v. County of Kern*(2005) 127 Cal.App.4th 1544. "May" means simply a reasonable possibility. Pub. Res. Code §§ 21082.2, subd. (d); 21100, subd. (a); 21151, subd. (a); *League for Protection of Oakland's Architectural Resources v. City of Oakland* (1997) 52 Cal.App.4th 896, 904-905.

If there is substantial evidence that a fair argument exists that the project may cause a significant effect on the environment, then an EIR must be prepared. CEQA Guidelines, § 15064, subd. (f)(1); *Pocket Protectors v. City of Sacramento* (2005) 124 Cal.App.4th 903, 930-931; *League for Protection of Oakland's Architectural Resources, supra*, 52 Cal.App.4th at pp. 904-905. The fair argument standard is a "low threshold" for the preparation of an EIR. See, e.g., *Pocket Protectors, supra*, 124 Cal.App.4th at p. 928; *No Oil, Inc. v. City of Los Angeles* (1974) 13 Cal.3d 68, 84.) This "low threshold...reflects a preference for resolving doubts in favor of environmental review" and EIR preparation. *Architectural Heritage Assn., supra*, 122 Cal.App.4th at p. 1110.

### ***An EIR Is Necessary For The Project***

Based upon the Draft IS/ND currently proposed, the City believes that ALUC's Initial Study/Negative Declaration (IS/Neg Dec) demonstrates that this low threshold has been surpassed and that an EIR must be prepared. Indeed, the IS/Neg Dec reveals that the Project may cause significant environmental impacts in the areas of "Land Use and Planning" and "Population and Housing".

With respect to Land Use and Planning, the IS/Neg Dec concedes that the Project may "influence future land use development in the vicinity of Hemet-Ryan Airport by facilitating development at some locations and constraining development at other locations." Yet, despite this concession, the IS/Neg Dec concludes no significant impacts will result. This conclusion, however, is not supported by any substantial evidence or any analysis. Indeed, the IS/Neg Dec simply concludes that if development is displaced, there will be no impacts because development will simply happen elsewhere in the City of Hemet. But the IS/Neg Dec fails to consider that the displaced location might have its own constraints, such as biological, cultural, traffic, circulation, and zoning/general plan consistency, and offers no analysis of this issue.

The IS/Neg Dec states very clearly that the analysis provided in the document is "speculative" and does not even take into account existing development in the analysis of "displaced development" in the buildout scenario under the Project constraints. The IS/Neg Dec also notes in several instances that the Project is inconsistent with the City's General Plan, yet takes the position that this creates "no impact", and attempts to place the burden and cost on the City to amend its General Plan and Final EIR to rectify the inconsistencies. The City asserts that because the Project would "potentially displace" almost 2 million square feet of Commercial and Industrial development, and 3,796 residential units to unknown and speculative locations elsewhere in the City is a significant unmitigated impact of the Project that requires an EIR.

The IS/Neg Dec also concludes that although the Project may conflict with the elements of the City's General Plan, Specific Plans or other land use policies, this still does not constitute a significant impact because supposedly none of the conflicts are with plans or policies that the City adopted as mitigation for environmental impacts. But this conclusory statement lacks any analysis or evidentiary support. To comply with CEQA's requirement of a reasoned analysis, the IS/Neg Dec should at a minimum identify plans/policies that the Project conflicts with so that the public and decision makers may decide whether those plans/policies were intended as mitigation.

With respect to Population and Housing, the IS/Neg Dec concludes that the Project "has potential to result in shifting future development and, therefore, has the potential to impact population growth." Yet

again, the IS/Neg Dec finds no significant impact because the displacement is simply on paper. This is conclusory and not supported by any substantial evidence.

Further, the IS/Neg Dec makes repeated claims that the City or project proponent will have to engage in project-level CEQA analysis in the future. But CEQA does not permit the lead agency to defer analysis or mitigation to the future. In addition, the City notes that the IS/Neg Dec repeatedly states that the Project is adopted to protect health, safety and welfare. Even if that is true, ALUC must still comply with CEQA; ALUC may not skirt the required CEQA analysis because they have a well-intended purpose for the Project.

## **CONCLUSION**

The City believes that the land uses and intensities identified in our General Plan and evaluated in a certified Final EIR are compatible with the airport, and should be recognized and allowed to continue under the proposed ALUP. Therefore, the City respectfully requests that the Commission include the additional recommendations and alternative policy language as suggested by the City in order to be consistent with the City's adopted General Plan and the prior CEQA analysis in the accompanying Final EIR. Otherwise, the City must formally register our objection to the adoption of the Draft Hemet Ryan ALUCP and Negative Declaration, as currently proposed.

Sincerely,



**Deanna Elliano**  
**Community Development Director**  
**City of Hemet**

## **ATTACHMENTS:**

1. ALUC Staff's Table regarding the Discussion of Unresolved Issues
2. Map of Permanent Open Land Areas
3. Map of Existing Entitlements and Infill Projects

**CC:** ALUC Chairman Housman and Commissioners  
City of Hemet Mayor and Council  
Alex P. Meyerhoff, City Manager  
Eric Vail, City Attorney

## Discussion of Unresolved Issues

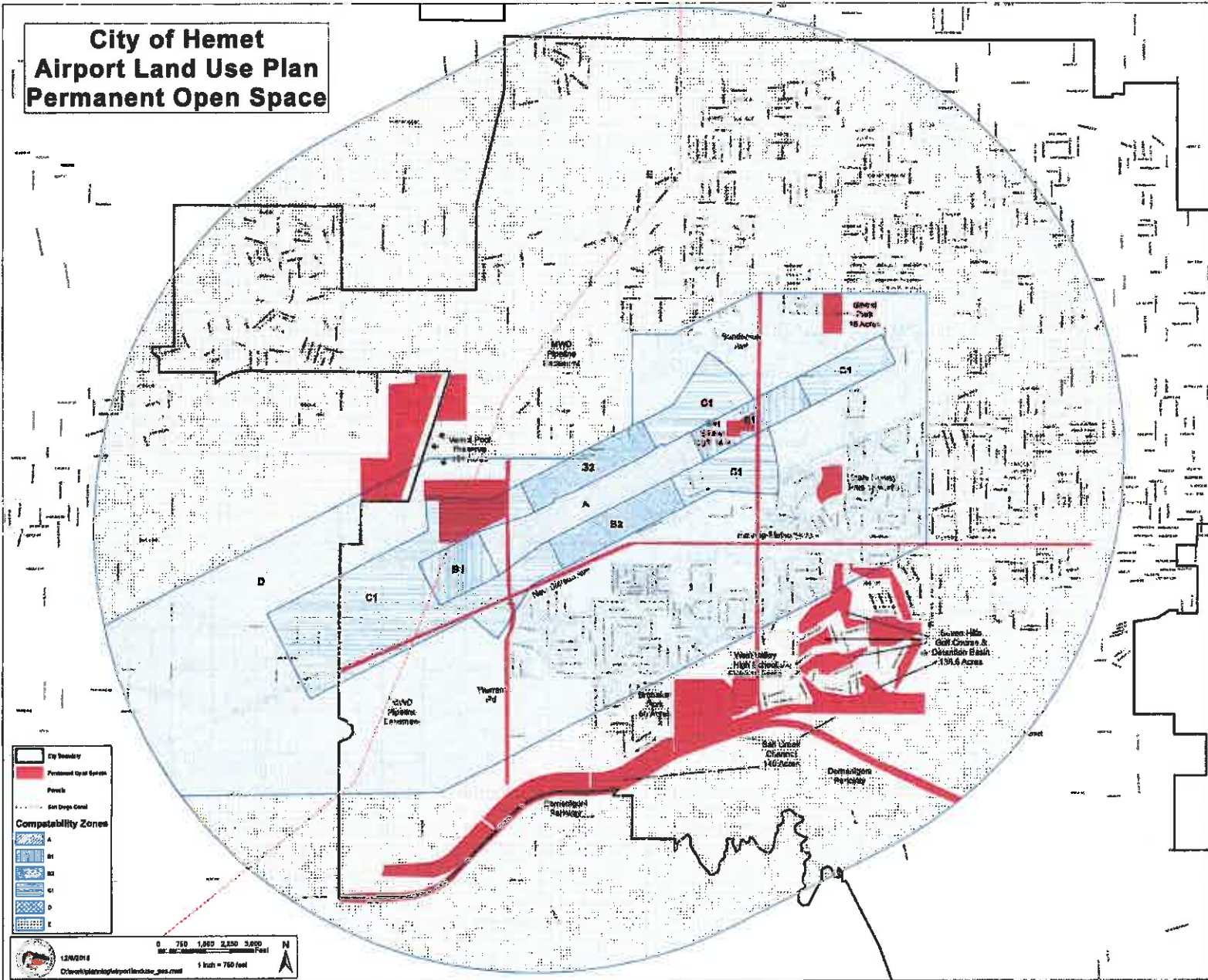
### Draft Hemet-Ryan Airport Land Use Compatibility Plan

No.	Issue	Discussion	Action Choices
1	<p><b>Zone D Residential Density:</b> The 11/16 draft ALUCP allows residential development at high and low densities, but prohibits densities in the mid-range between 2½-acre lots and 4.5 dwelling units per acre. Hemet would like to have densities of 3 d.u./ac. be allowed at the bottom of the higher-density range or, preferably, to have all density restrictions eliminated. The city would be willing to have aviation easement dedication be required in Zone D.</p>	<p>Early drafts of the 2004 countywide policies limited residential development to lot sizes of 5 acres or more. The intent was to minimize residential uses in areas regularly overflown by aircraft in the traffic patterns. Noise and annoyance were the concerns, not safety. Prior to adoption, the high-density option was introduced. The concept behind this option is that high-density, multi-family residential uses have higher ambient noise levels and less outdoor living and thus residents are less likely to be bothered by aircraft overflights. Originally, only densities above 8 d.u./ac. were to be allowed, but as adopted, "high" densities as low as 5 d.u./ac. are allowed under the countywide policies.</p> <p>Further lowering of the bottom of the high-density option largely defeats its purpose in that it would allow mid-range, single-family densities at which overflight noise is most often annoying to residents. The city, though, contends that extensive residential development at this density already exists in Zone D and that few noise complaints occur.</p> <p>Changing the low-density option to allow lots as small as 2½ acres, also chips away at the purpose of avoiding densities where annoyance is most common. At some point, precluding densities only in a narrow range becomes unsupportable. Further evaluation of the high-low density policy is planned to take place as part of the countywide policy update project in 2017. At present, though, reducing the unallowable density range or eliminating it altogether would make the Hemet ALUCP policy different from what is applied at the other airports in the county.</p> <p>The countywide policies already require deed notices for new development in Zone D. Deed notices serve to alert prospective buyers that the property is subject to aircraft overflight. Aviation easements also accomplish this purpose, but add height limit restrictions that are not needed in most of Zone D.</p>	<p>M&amp;H recommends that the ALUC adopt the high-low density policy as currently proposed, thus acknowledging that there are overflight issues. If the city wants to have single-family homes in this area, then they can overrule the ALUC. If the draft Hemet policy is adopted as is and the 2017 countywide update process results in a policy allowing greater density options in Zone D, the Hemet ALUCP policy could be amended at that time.</p> <p>M&amp;H does not favor further narrowing the unacceptable density range. Eliminating all density restrictions for Zone D would be easier to support.</p>
2	<p><b>Open Land:</b> Hemet would like to reduce or eliminate the 10% open land requirement for Zone D.</p>	<p>The purpose of the open land requirement is to ensure that places remain available in the airport vicinity where the pilot of an aircraft in distress can make a survivable emergency landing. The need for open land is greatest close to the runway where the low altitude of the aircraft limits the options for an emergency landing, but is still important elsewhere within the traffic pattern. At present, a considerable amount of land remains open around the airport. However, without adequate advance planning, open land sites that are large enough to be useful for an emergency landing will disappear as development takes place in the airport vicinity.</p> <p>Although not clearly spelled out in the countywide policies, the preferred way of ensuring adequate open land in the vicinity of an urbanizing airport environs is to identify suitable locations in a comprehensive manner rather than as individual development projects are proposed. This identification of open land could take place as part of the ALUCP adoption action or later as part of the general plan adoption process. At this point, Hemet has</p>	<p>Given the nearness of the desired adoption date for the Hemet ALUCP, M&amp;H suggests leaving the current open land requirement in place. More time will be available to identify and evaluate open land sites as part of the later consistency review process for the Hemet general plan.</p> <p>To clarify this intent and put more onus on the city to</p>

		mentioned several locations that could provide open land, but no comprehensive mapping of the airport environs has been completed. Most of the sites mentioned are public lands or rights-of-way. These sites alone probably would not come close to meeting the 10% requirement. Future large subdivisions thus would also need to contribute through wide roadways, linear parks, or in other manners.	comply, consider adding the following HMT-specific policy:  The ALUC shall not make a determination of consistency for any major land use action in the Compatibility Zone D of the Hemet-Ryan Airport influence area until the City of Hemet has mapped suitable open lands as required by Policy 4.2.4 and this mapping has been accepted by the ALUC. If the identified sites are sufficiently large and well-positioned relative to aircraft flight routes to provide enhanced safety, the ALUC may accept an amount of open land in Zone D that is less than 10%.
3	<i>Eastern Zones B1 and C Dimensions:</i> Hemet and a landowner would like to have the eastern ends of Zones B1 and C along the extended runway centerline each be moved westward by 1,000 feet to match the safety zone lengths recommended in the Caltrans Handbook.	As currently drafted, Compatibility Zone B1 would extend 5,000 feet from the existing eastern end of the runway which in the future is proposed to become the location of a displaced landing threshold. Zone C extends an additional 3,000 feet. The Handbook safety zone guidance for a medium-length runway such as Hemet's has Zones B1 and C lengths of 4,000 feet and 3,000 feet respectively. Unlike the Handbook, however, the Hemet ALUCP zones also take noise into account. The B1 and C zones each are extended an additional 1,000 feet from the runway so as to almost fully enclose the CNEL 60 dB and 55 dB noise contours, respectively.  Examination of the Hemet general plan land use map (Exhibit HR-9) indicates that the area that would be removed from Zone B1 if it is shortened is planned for commercial and business park uses. The area is currently undeveloped. The affected area in Zone C is designated as commercial and high-density residential, but appears to be fully developed. Given that the rationale for the additional 1,000-foot lengths of these zones is noise based, making the requested changes would not create a potential for significant future compatibility conflicts. Alternatively, the outer end of Zone B1 could remain in its current location to provide additional safety protection—40 people/acre in Zone B1 as opposed to 100 people/acre in Zone C.	There are three choices for the ALUC to pick from: 1) Leave zones as in draft ALUCP. 2) Leave outer end of Zone B1 as in draft and move Zone C end inward by 1,000 feet. 3) Bring ends of both zones inward by 1,000 feet. M&H suggests Option 2. However, also see Issue #7 raised by Caltrans.
4	<i>Infill Development:</i> Hemet would like to have some areas of future development that might conflict with ALUCP criteria treated as infill.	Countywide Policies 2.2.1(c) and 3.3.1 provide for this option. The burden of identifying possible infill areas rests with the local agency, in this case the City of Hemet. Infill areas should be mapped as part of the general plan consistency process and are subject to concurrence by the ALUC.	No action needed at this time.

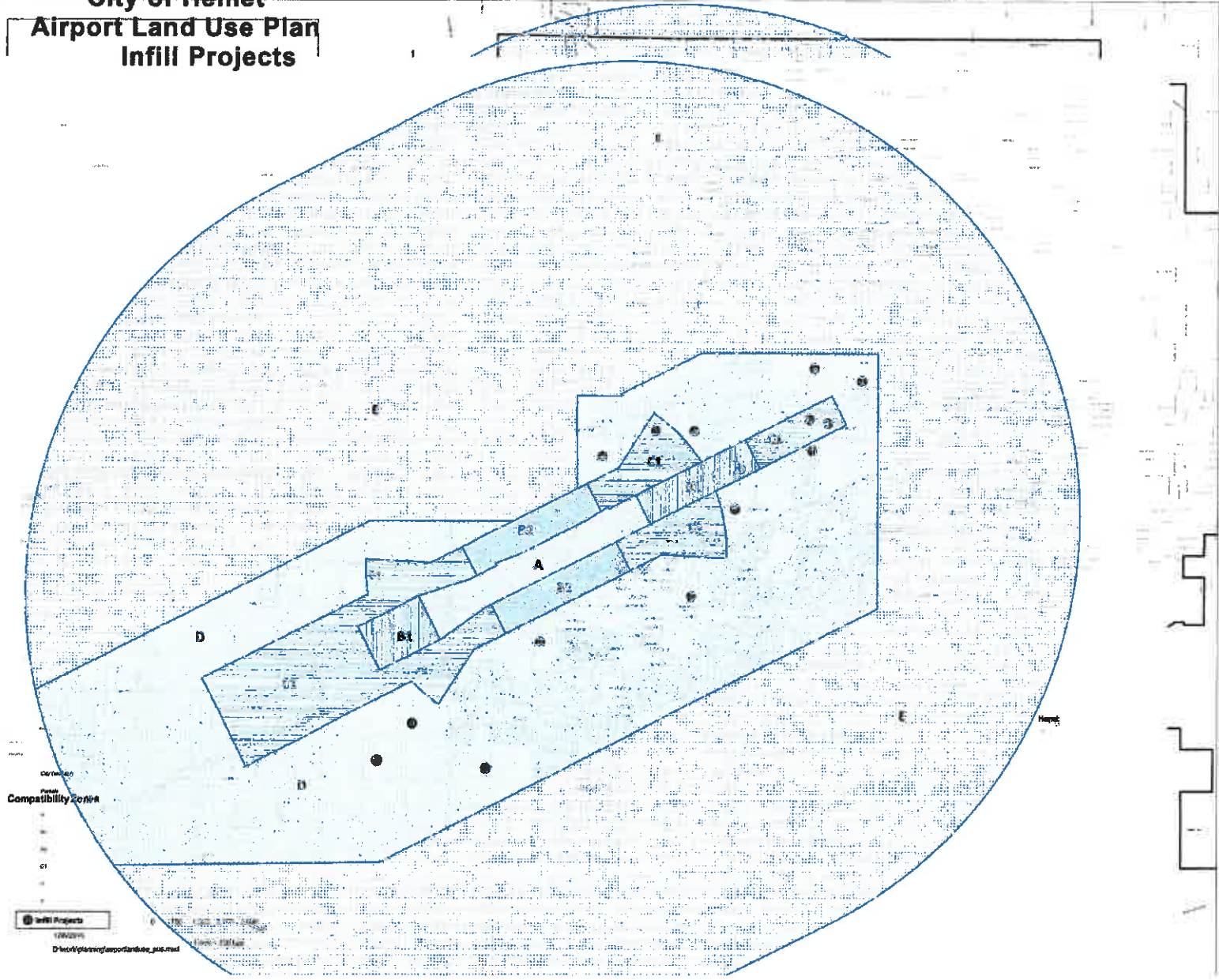
5	<p><b>Calculating Usage Intensity:</b> Hemet has asked for clarification on how usage intensities (people/acre) are to be calculated for nonresidential land uses.</p>	<p>Guidance on how the ALUC calculates usage intensities is provided in Appendix C of the Countywide Policies document. An indication of the likely compatibility status of individual types of land uses is presented in Appendix D. The Appendix C methodology primarily relies on parking ordinances and building codes as a means of estimating the maximum number of people that a land use typically attracts.</p> <p>Other methodologies can also be used and some will be further explored as part of the countywide policies update in 2017. One such methodology is introduced in draft Hemet Policy HR-2.2. It utilizes pre-defined occupancy levels—the number of square feet per person—as a way of estimating the number of people in a building or on a site. For buildings, the occupancy level for various types of land uses, together with the usage intensity criteria, can be used to mathematically calculate a maximum floor area ratio (FAR) for that use in a particular compatibility zone.</p>	<p>No policy changes necessary at this time. ALUC staff to work with city to assist them in using current methodology. Evaluation of expanding use of occupancy levels and FARs to be done in countywide policy update.</p>
6	<p><b>Site-Specific Exceptions:</b> Hemet has mentioned that they may seek site-specific exceptions for certain prospective developments that may not meet the new compatibility criteria.</p>	<p>The city has not yet provided a list of these developments. Establishment of site-specific exceptions may be reasonable for development proposals that the city has under active consideration, but which have not yet received approval, if the development would be consistent under the currently adopted ALUCP but not under the draft ALUCP. For any site-specific exceptions to be considered, enough detail will need to be available to assess the extent to which non-compliance would occur and what measures are to be applied to minimize the significance of the conflicts.</p>	<p>No action proposed at this time. Waiting for further input from the city.</p>
7	<p><b>Consistency with Caltrans Handbook Guidance:</b> In a 11/16/2016 telephone conference call, Caltrans Aeronautics expressed concern that the draft Hemet compatibility zones do not fully encompass the equivalent Handbook safety zones.</p>	<p>Using Exhibits HR-7 and HR-8, M&amp;H explained the rationale for the composite—noise as well as safety—zones used in the draft ALUCP and Caltrans was generally accepting of the explanation with regard to the width of Compatibility Zone B1. One remaining area about which they seemed to still have concern is that draft ALUCP Compatibility Zone C on the south side of the eastern runway end does not fully encompass Handbook Safety Zone 3. The southernmost corner of this area is already occupied by residential development and the portion north of the drainage channel is mostly vacant land planned for commercial and business park uses.</p>	<p>Written comments from Caltrans are pending. If this disparity continues to be an issue with them, ALUC can consider extending Zone C by 500 feet to encompass the area not in Handbook Safety Zone 3.</p>

# City of Hemet Airport Land Use Plan Permanent Open Space



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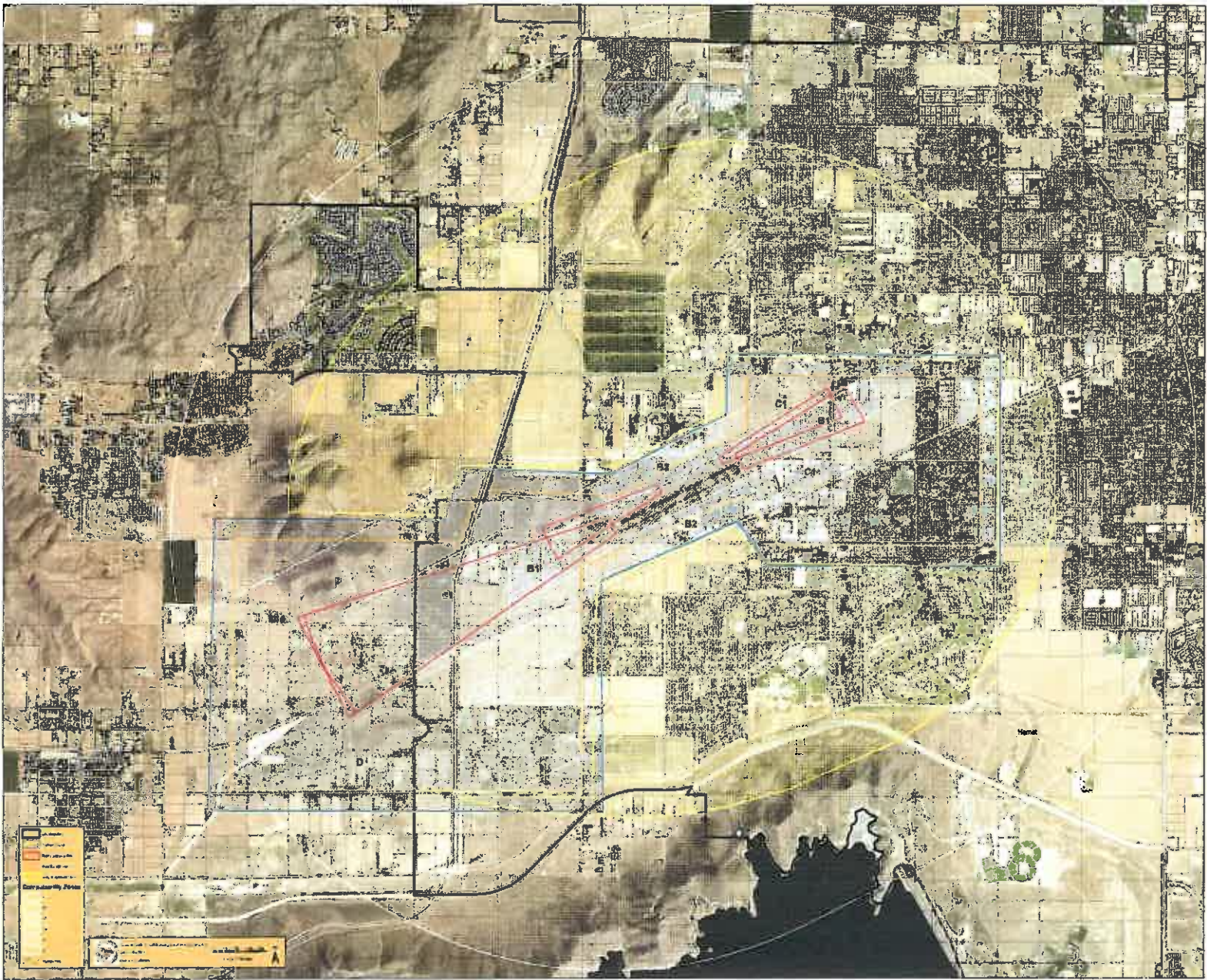
# City of Hemet Airport Land Use Plan Infill Projects



City of Hemet  
Airport Land Use Plan  
Compatibility Zones

Infill Projects

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To whom it concern:

The sixty-plus members of Cypress Soaring, Inc, respectfully wish to comment on the matter of the current Hemet-Ryan ALUCP under consideration. While these comments come from the Cypress Soaring Board of Directors, we feel they also reflect the opinions of the large local glider community.

It has come to our attention that, along with the lengthening of runway 5-23, according to the recently revised Hemet-Ryan Airport Plan, the glider runway 4-22 will be closed. We ask that runway 4-22 be kept open and available for use.

One of the County's reasons for the proposed closure of runway 4-22 is lack of use. This is not because of disinterest by the glider community. As of December 2, 2016, Cypress Soaring has begun operations with a tow plane and glider on the glider runway. We intend to continue operations there, and in the coming weeks and months we intend to increase our operations on that runway.

We request that closure of the glider runway be postponed until such time as ground is broken for construction of Cal Fire facilities, and that gliders are allowed to continue to operate there until that time.

The Cypress Soaring club, a nonprofit California corporation, began operations at Hemet-Ryan Airport in 1967. Glider operations accounted for as much as 25% of the activity at the airport, and was the second largest purchaser of non-jet aviation fuel at the airport. Hemet Ryan is special in Southern California aviation in that its location provides excellent conditions for training pilots, especially glider pilots. In 2009, the glider runway was closed, and later re-opened in accordance with an FAA mandate.

Thank you for your attention in this matter.

Sincerely,

Cypress Soaring Inc,

President: Don Johnston

VP: Tom Orbison

Secretary: Chuck Coyne

Treasurer: Jotham Schwartz

Maintenance: Gary Timbs

Flight Ops: Mike Kalina

## **Sherington Hemet SPE, LLC**

P.O. Box 4901  
West Hills, California 91308  
Telephone: (818) 207-8001  
Facsimile: (818) 638-7848  
asher@sherington.com

December 7, 2016

ALUC Chairman Housman and Commissioners  
Riverside County Airport Land Use Commission  
C/o John J.G. Guerin, Principal Planner  
County Administrative Center  
4080 Lemon Street, 14<sup>th</sup> Floor  
Riverside, CA 92501

### **RE.: COMMENTS ON THE PROPOSED 2016 HEMET-RYAN AIRPORT LAND USE COMPATIBILITY PLAN**

Honorable Chairman and Commissioners:

In connection with the aforementioned Compatibility Plan, we appreciate the courtesy extended to us by Messrs. John Guerin and Ken Brody who were helpful in outlining what is being proposed.

We have only had a month to review the material and accordingly this letter may not fully lay out our concerns. However, knowing how important this matter is, we humbly and respectfully wish to bring the following matters and suggestions to your attention.

#### **Background – KPC Shopping Center**

Sherington Hemet SPE, LLC, Sherington LLC, 78 First Street, LLC and Latham Management and Consulting Services Inc., are owners of a Shopping Center in Hemet California, located on Florida Avenue between Kirby on the West Side and Gilmore on the East Side (“KPC Towne Center”, “Shopping Center”).

- The Shopping Center consists of some 230,000 Square Feet of building on some 22 acres of land. It is located at one of the busiest intersections in Hemet with some 60,000 cars traversing the intersection at Kirby and Florida daily.
- The Shopping Center tenants currently include: Regal Cinemas - 12 Screen Theatre; Burlington Coat Factory; Sprouts; Ulta Beauty; Five Below; KPC Care; Chuck E. Cheese; Mc Donald’s; Chipotle Mexican Grill; Ono Hawaiian BBQ; Subway; Domino’s; Cold Stone Creamery; Senor Baja; T-Mobile.
- Pictures showcasing the urban nature of the center and intensity of use are attached (Exhibit A).

## **Background – ALUC Draft Plan – Aircraft Operations Around KPC Shopping Center**

- The proposed ALUC draft plan calls for a significant part of the KPC Shopping Center falling into Zone C (“Extended Approach Zone”) for Runway 23 and the balance in Zone D.
- Our understanding of the objectives of the ALUC draft plan is to set Land Use guidelines, “to the extent that these areas are not already devoted to incompatible uses”, to:
  - Minimize Noise Nuisance
  - Maximize Safety Considerations
- We humbly submit that aircraft noise is not a consideration at our center and has never been.
- From a safety perspective, we understand that the Zone C “Extended Approach Zone” impacting our Center is designed to protect areas where aircraft:
  - “turn from base to final approach...”; or are
  - “on an instrument approach procedure, have descended below about 500 feet AGL”  
[Source Table 3A Riverside County Handbook - 2004]
- We understand the Zone D “Primary Traffic Pattern” protection zone impacting our Center is designed to include areas where aircraft are either in the normal traffic pattern or “on instrument approach below 1,000 feet”. [Source Table 3A Riverside County Handbook – 2004]
- As Runway 23 does not have an instrument approach, the concern must therefore be to protect the area where aircraft normally turn from the Base Leg to Final Approach.

## **Background Observed Traffic Pattern – Runway 23**

On December 6, 2016 I flew the traffic pattern in a single engine aircraft and made 6 “touch and go” take-offs and landings. I was accompanied by the Chief Pilot of the local flight school who is a retired Eastern Airlines pilot. I witnessed the following and was advised by him regarding what was not witnessed by me:

- The normal traffic pattern for the typical aircraft using the airport (predominantly single engine general aviation) is to turn from the Down Wind Leg to Base at around Sanderson (over the Walmart), and then to commence the turn from Base to Final, at a point West of Kirby and well South of Acacia.
- I was informed that the Air Attack aircraft (the other heavy users of the field, but only during fire season) fly the pattern and fly a very tight pattern: to get in and out of the airport rapidly (so turning to from Base to Final well to the East of Kirby).

- Other than the above, there may be the occasional turbo prop or jet which approaches from the South and does not follow the traffic pattern, but turns towards runway 23 in the vicinity of our center (though even then, generally staying to the East of Kirby and South of Acacia; in the occasional instance where they happen to stray over our center, they would never be below 500 feet and would likely be closer to 1,000 feet – so well able to glide past our center in the event of an emergency).

### **Background ALUC Draft Plan – Annual Aircraft Operations**

The proposed ALUC plan is built on an assumed number of 70,000 annual operations growing to some 87,000 in 2036.

Assuming a 12-hour operating day, this would imply some 16 take-offs and landings each and every operating hour, 365 days a year.

These seem high based on observations and discussions with local pilots.

- Informal discussions with the chief pilot at the local flight school -- who has been flying the field on an almost daily basis over many years -- seems to suggest that there are no more than approximately 30,000 operations a year, if that.

In the 1992 plan there were 140,000 annual operations which had been projected to grow to 330,000 operations by 2005. The compatibility and safety zones contained therein were designed to protect the community based on the 330,000 annual operations.

- It seems that the volume of annual operations is (at least anecdotally) low and has been declining. It certainly appears that it has decreased significantly since 1998 when the main operations of the US Forestry Service air tanker operations were moved to the vacated Norton Airforce Base.

It appears that the current proposed ALUC plan, is far more restrictive than the earlier plan which was arguably designed for flight operations some ten times greater than those which currently exist.

### **Observations:**

We understand the difficult job the Commission has in weighing and balancing all the relevant factors; we respectfully offer up the following observations in the hopes that they will prove useful as you evaluate the proposed ALUC draft plan.

- Our Shopping Center is already devoted to incompatible uses for a Zone C or D designation and is in a heavily trafficked commercial setting.

- Operations at the airport have decreased considerably over the past 30 years and are arguably less than a tenth of the operations which were projected for 2005: and yet, the restrictions being placed by the protection zones are considerably enlarged.
- The current and historical flight pattern has aircraft turning from Base to Final at some 3,500 to 4,500 feet from the threshold of runway 23 (considerably to the South of Acacia and the West of Kirby) and well away from our Shopping Center.
- In the 20 odd years we have owned the property, our tenants have rarely seen any aircraft.
- The normal flight pattern does not have aircraft coming close to our center, leave alone turning Base or Final over it (implying “Zone C” protection is not required).
- Runway 23 does not have facilities for an instrument landing and straight in approaches by larger aircraft would be most unattractive (if not impossible) given the high mountain range (at elevations of 3,000 to 5,000 feet) located to the East of the Airport. (implying “Zone D” protection is not required).
- Noise is not an issue.

Accordingly, we humbly and respectfully request that the Commission delay adopting the plan until these matters can be fully discussed and resolved with Staff.

If this is not possible, we would humbly request the following changes to the proposed plan:

**Suggested Modifications:**

- Limit the Eastern Zone B1 and C Dimensions such that Zone C stays to the West of Kirby.
- Set the Eastern Zone D boundaries as follows:
  - On the northern end, at Kirby proceeding as far South as Florida
  - On the southern end, at Gilmore, proceeding as far North as Acacia.
- These changes are supported by “the facts on the ground” and are within the guidelines of the 2011 California Airport Land Use Planning Handbook (“Cal Trans Handbook”) upon which the ALUC plan may be modeled.

**Additionally, irrespective of the above, we humbly request the following compatibility allowances for Zone D designations in the plan**

- Zone D intensity levels for non-residential:
  - Sitewide Average at 300 per acre
  - Maximum Single Acre at 1,200 per acre
  - With bonus, at 1,560 per acre

- **These have been discussed with, and are fully supported by the City of Hemet**
- These are permitted per the Cal Trans Handbook for a sub-urban setting.

Respectfully submitted

Sherington Hemet SPE, LLC

A handwritten signature in black ink, appearing to read "Azam Sher". The signature is written in a cursive style with a large initial "A" and "S".

Azam Sher, Managing Member

EXHIBIT A



## **RESPONSES TO COMMENTS RECEIVED**



**Guerin, John**

---

**From:** Guerin, John  
**Sent:** Friday, December 23, 2016 10:52 AM  
**To:** 'mike kalina'  
**Cc:** Ken Brody (ken.brody@meadhunt.com); Cooper, Ed  
**Subject:** RE: Comments re: 2016 Hemet-Ryan ALUCP

Thank you for your comments regarding the proposed Hemet-Ryan Airport Land Use Compatibility Plan submitted to us on December 6, 2016. Your comments were provided to the members of the Riverside County Airport Land Use Commission (ALUC) for consideration at its December 8, 2016 public hearing. As there remained several unresolved issues at the end of the hearing on that day, the Commission formed an ad hoc subcommittee to meet with City of Hemet officials and devise an amended proposal that would be acceptable to affected land use jurisdictions. The public hearing was continued to ALUC's February 9, 2017 meeting, which will likely be held in Riverside.

For your information, please be aware that ALUC has no authority to require that Runway 4-22 either be kept open or be closed. Pursuant to Section 21674(e) of the California Public Utilities Code, ALUCs have no jurisdiction over the operation of any airport. Such matters are the province of the County of Riverside Economic Development Agency – Aviation Division (the airport manager) under the direction of the County Board of Supervisors, the California Department of Transportation Division of Aeronautics, and the Federal Aviation Administration.

However, we recognize your concern regarding the discussion of Runway 4-22 in section 1.2, which states that the runway is “seldom used” and that “the draft Airport Master Plan and ALP call for its future closure,” and welcome your participation at the February public hearing as you may deem appropriate.

**From:** mike kalina [mailto:mike.kalina@att.net]  
**Sent:** Tuesday, December 06, 2016 9:04 PM  
**To:** Guerin, John  
**Subject:** Comments re: 2016 Hemet-Ryan ALUCP

Mr John Guerin  
Principal Planner  
Riverside County Airport Land Use Commission

Dear Mr. Guerin:

Please find the attachment containing comments regarding the above Airport Land Use Plan.

Thank you for the opportunity to submit comments prior to the Public Hearing.

Also, kindly reply with a confirmation of receipt of this correspondence by email.

Thank you.

Mike Kalina  
Cypress Soaring, Inc

**Guerin, John**

---

**From:** Guerin, John  
**Sent:** Friday, December 23, 2016 11:20 AM  
**To:** 'David Copeland'  
**Cc:** Santos, Barbara; Cooper, Ed  
**Subject:** RE: 2016 Hemet-Ryan Airport Land Use Compatibility Plan  
**Attachments:** 12-8-16 minutes.doc

Draft Minutes are attached, but as you can see from page 16, ALUC minutes are in extreme summary form – one page for a hearing that lasted 3 hours and 40 minutes. An audio recording on CD is available for \$12.50. Please advise if interested.

As there remained several unresolved issues at the end of the hearing on December 8, the Commission formed an ad hoc subcommittee to meet with City of Hemet officials and devise an amended proposal that would be acceptable to affected land use jurisdictions. The public hearing was continued to ALUC's February 9, 2017 meeting, which will likely be held in Riverside.

Since you already have a home on your property, the Plan does not have a major effect on your development rights, but you were notified because your property is within 300 feet of a large property that includes some vacant land (the church property to the north). The Compatibility Plan includes limits on development that may affect new development or expansions of existing buildings, other than single-family residences on existing lots.

If you have any questions, feel free to call me at 951-955-0982.

**From:** David Copeland [mailto:[dfcopeland59@gmail.com](mailto:dfcopeland59@gmail.com)]  
**Sent:** Wednesday, December 07, 2016 8:30 AM  
**To:** Guerin, John  
**Subject:** 2016 Hemet-Ryan Airport Land Use Compatibility Plan

My wife and I had planned to attend the public hearing at EMWD, 8 December regarding the 2016 HRALUCP but due to a conflict in scheduling will not be able to attend.

Request that a copy of the minutes of the meeting be sent to:  
David F. and Helen G. Copeland  
2706 Cambridge Avenue  
Hemet, CA 92545

Thank you

## Guerin, John

---

**From:** Guerin, John  
**Sent:** Friday, December 23, 2016 12:15 PM  
**To:** 'Dennis Forstie'  
**Cc:** Ken Brody (ken.brody@meadhunt.com); Cooper, Ed  
**Subject:** RE: Airport comment

Thank you for your comments submitted to us on December 5, 2016 regarding the proposed Hemet-Ryan Airport Land Use Compatibility Plan. Your comments were provided to the members of the Riverside County Airport Land Use Commission (ALUC) for consideration at its December 8, 2016 public hearing. As there remained several unresolved issues at the end of the hearing on that day, the Commission formed an ad hoc subcommittee to meet with City of Hemet officials and devise an amended proposal that would be acceptable to affected land use jurisdictions. The public hearing was continued to ALUC's February 9, 2017 meeting, which will likely be held in Riverside.

For your information, the purpose of the Compatibility Plan is to establish policies and regulations as to what types of uses of land and buildings are acceptable in locations near airports. ALUC has no authority to regulate the operation of the airport or aircraft in flight. The Plan primarily affects development rights on vacant land and changes in use of existing buildings. We do have to consider this in light of the future characteristics of the airport, including the ultimate runway configuration and activity levels.

Of course, with regard to noise, we do have to consider that RV residents are subject to a higher level of interior noise than residents of new homes that can be built with greater sound insulation to keep out the exterior aircraft-generated noise.

Feel free to call me at 951-955-0982 if you have further questions.

**From:** Dennis Forstie [mailto:ds4st@msn.com]  
**Sent:** Monday, December 05, 2016 6:21 PM  
**To:** Guerin, John  
**Subject:** Airport comment

John J. G. Guerin  
Principal Planner  
Riverside County Airport Land Use Commission  
Riverside County Administrative Center  
4080 Lemon Street, 14th Floor  
Riverside, California, 92501

Dear John Guerin :

As a resident of Hemet and a resident and property owner in Mtn. Shadows R. V. Resort, I am very impacted by Hemet - Ryan Airport and it's activities. Any expansion or extension of the existing airport would make living near it intolerable for Mt. Shadows residents.

We already have small planes, sheriffs helicopters, and Ca. fire planes with flight patterns over us, an extension of the runway would allow small jets to fly over us over us too. What we have now is tolerable in respect to its public safety priorities. Added activity ( commercial, pleasure ) would negatively affect the quality of life in this pleasant retirement community, from which most of us cannot move at this time of our lives.

Sincerely,

Susan Forstie  
1295 S. Cawston Ave.  
Space 414  
Hemet, California, 92545  
951-259-3241



## AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY

January 5, 2017

**CHAIR**

Simon Housman  
Rancho Mirage

Mr. Richard Robotta, Vice President

**VICE CHAIRMAN**

Rod Ballance  
Riverside

Benchmark Pacific  
550 Laguna Drive, Suite B  
Carlsbad, CA 92008

**COMMISSIONERS**

Arthur Butler  
Riverside

**RE: Hemet-Ryan Airport Land Use Compatibility Plan**

John Lyon  
Riverside

Dear Mr. Robotta:

Glen Holmes  
Hemet

Thank you for your comments regarding the proposed Hemet-Ryan Airport Land Use Compatibility Plan submitted on December 5, 2016. Your comments were provided to the members of the Riverside County Airport Land Use Commission (ALUC) for consideration at its December 8, 2016 public hearing. As there remained several unresolved issues at the end of the hearing, the Commission formed an ad hoc subcommittee to meet with City of Hemet officials in the hope of reaching agreement on an amended proposal that would meet the needs of the City and its residents while minimizing the public's exposure to excessive noise and safety hazards within areas around the Hemet-Ryan Airport.

Steve Manos  
Lake Elsinore

Russell Betts  
Desert Hot Springs

**STAFF**

Director  
Ed Cooper

The ad hoc subcommittee is recommending that the Additional Compatibility Policy for Hemet-Ryan Airport be amended to reduce the minimum allowable density qualifying for the higher density option in Compatibility Zone D from the previously proposed 4.5 dwelling units per acre to 3.0 dwelling units per acre. Proposals for new or revised subdivisions will need to meet this criterion. Subdivisions previously approved by the City in conjunction with overrule actions will be exempt from further review of densities unless changes requiring discretionary approval by the City are proposed.

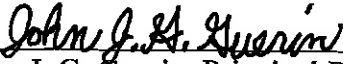
John Guerin  
Paul Rull  
Barbara Santos

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

If you have any questions, please contact ALUC Principal Planner John Guerin at (951) 955-0982.

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

Sincerely,  
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

  
\_\_\_\_\_  
John J. G. Guerin, Principal Planner

# AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY



January 10, 2017

**CHAIR**  
Simon Housman  
Rancho Mirage

**VICE CHAIRMAN**  
Rod Ballance  
Riverside

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Arthur Butler  
Riverside

John Lyon  
Riverside

Glen Holmes  
Hemet

Steve Manos  
Lake Elsinore

Russell Betts  
Desert Hot Springs

**STAFF**

Director  
Ed Cooper

John Guerin  
Paul Rull  
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)

Mr. Tony Sordello, Associate Transportation Planner  
Office of Aviation Planning  
CALTRANS Division of Aeronautics  
1120 N Street, Room 300  
Sacramento, CA 95814

**RE: Hemet-Ryan Airport Land Use Compatibility Plan**

Dear Mr. Sordello:

Thank you for your December 2, 2016 letter commenting on behalf of the California Department of Transportation (Caltrans), Division of Aeronautics (Division) with regard to the draft version of the Hemet-Ryan Airport Land Use Compatibility Plan (ALUCP) dated November 2016. Please allow this letter to serve as a formal response to your comments.

◦ **Re: Chapter Five Page W5-1 First Paragraph Third Sentence**

Your proposed revision to Chapter five, page W5-1 at the first paragraph, third sentence of the draft ALUCP has been incorporated and now reads as follows: "The airport in 2013 comprised 440 acres and had two paved runways."

◦ **Re: Chapter Three Page HR-1 Policy 1.2**

Your comment regarding Policy 1.2 Airfield Configuration and requiring detailed justification for the use of displaced threshold and declared distances is essentially a criticism of the airport operator's proposed Airport Layout Plan (ALP) that contained a displaced threshold on the Runway 23 end. It is not the role of an Airport Land Use Commission (ALUC) to question an airport operator's decisions, such as adding 500 feet of runway or using a displaced threshold, because Public Utilities Code section 21674, subdivision (e) does not grant ALUCs jurisdiction over the operation of any airport. Furthermore, this issue had already been addressed and approved by the October 27, 2015 letter from the Division approving the draft ALP. For the Division to question the displaced threshold methodology at this time is either an oversight or inappropriate. The October 27, 2015 letter is attached hereto indicating the Division's support for the draft ALP to be used for the purpose of updating an ALUCP for the Hemet Ryan Airport.

With regard to your request for submission of the detailed justification to the Division for review, evaluation, and approval, it is noted that the Public Utilities Code does not require this. Public Utilities Code section 21675, subdivision (d) simply requires that the commission submit to the Division one copy of the ALUCP and each amendment to the Plan. Subdivision (e) states that if an ALUCP does not include the matters to be included pursuant

to this article, the Division shall notify the commission responsible for the Plan. The Public Utilities Code does not explicitly require an ALUC to justify to and obtain approval from the Division with regard to any matter concerning an ALUCP. In light of these Code requirements, ALUC has already complied.

◦     **Re: Chapter Three Page HR-3 Maximum Intensity (People/Acre) Table**

On page 2 of your letter dated December 2, 2016, you state that the “Maximum Intensity (People/Acre) Compatibility Table has some densities and intensities that are not consistent or compatible with the Handbook criteria, even if the detailed justification for the displaced threshold is found to be satisfactory.” You also provided a detailed spreadsheet and map illustrating the purported inconsistencies.

First, we would like to point out that it is our intent that the provisions of Compatibility Zone B1 be consistent with the Handbook density/intensity criteria for Safety Zone 2, that the provisions of Compatibility Zone C be consistent with the Handbook density/intensity criteria for Safety Zones 3 and 4, that the provisions of Compatibility Zone B2 be consistent with the Handbook density/intensity criteria for Safety Zone 5, and that the provisions of Compatibility Zone D be consistent with the Handbook density/intensity criteria for Safety Zone 6. In this regard, the final edition of this ALUCP will not provide for non-residential intensity bonuses in Compatibility Zones B2 and C.

Other than that, the deviations referenced in the spreadsheet pertain to the mapping of our proposed Compatibility Zones in reference to the generalized safety zones for medium length general aviation runways, as depicted on Figure 3A on page 3-17 of the California Airport Land Use Planning Handbook. Your spreadsheet and map document that there are some areas in Generic Safety Zone 2 within Compatibility Zones B2, C, and D, some areas in Generic Safety Zone 3 within Compatibility Zones B2 and D, and some areas in Generic Safety Zone 6 within Compatibility Zone D.

We are extremely concerned that your letter appears to imply that this safety zone example on page 3-17 is sacrosanct. Such an interpretation is not consistent with the italicized statement on Handbook page 3-18, which reads as follows: “These examples are intended to provide general guidance for establishment of airport safety compatibility zones. They do not represent California Department of Transportation standards or policy.” On page 3-20, it is stated that: “The generic safety zones presented in the preceding section are intended just as a starting place for the development of zones appropriate for a particular airport. In some cases, the zones might be quite suitable as is. In most instances, however, some adjustment of the generic zones is necessary in recognition of the physical and operational characteristics of the airport.”

The operation of Hemet-Ryan Airport is characterized by a predominant pattern (95%) of arrivals from the east and departures toward the west. Compatibility Zone B1 is narrower than Generic Safety Zone 2 easterly of the airport because arrival accidents are concentrated along the extended runway centerline. As a result of narrowing this zone from a 1,500-foot width to a 1,000-foot width, most of the area within 250 feet on either side of Zone B1 corresponding to the outer portions of Generic Safety Zone 2 is included within Compatibility Zone C, with smaller areas in Compatibility Zones B2 and D.

The second concern that has been raised is that portions of Generic Safety Zone 3 are depicted as being within Compatibility Zones B2 and D. With the elimination of the risk-reduction bonus in Compatibility Zones B2 and C and an increase in the allowable single-acre intensity in Compatibility Zone C to 300 persons maximum in any given acre (still within the Generic Safety Zone 3 parameters), the non-residential intensity restrictions of these zones become identical within this Plan. There is a difference in the list of Handbook prohibited uses between Generic Safety Zones 2 and 5, but this can be bridged by including an Additional Compatibility Policy for Hemet-Ryan that prohibits major shopping centers, theaters, meeting halls, and other assembly facilities, stadiums, and group recreational uses in both Compatibility Zones B2 and C. This leaves only two small areas of Generic Safety Zone 3 in Compatibility Zone D northerly of the airport, both stemming from use of the secondary runway.

The third concern that has been raised relates to a large area of Generic Safety Zone 6 depicted as being within Compatibility Zone E. Thus, this area would not be subject to non-residential intensity restrictions. However, most of this area is outside the general traffic pattern envelope, as depicted on Exhibit HR-6. Portions of this area are within the traffic pattern envelope for the secondary runway, but for the primary runway, there is no north-side pattern.

The fourth concern that has been raised is that the Additional Compatibility Policies do not include a list of prohibited uses similar to the listings in Chapter 4 of the Handbook. The list of prohibited uses is included in Table 2A of the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan. The Countywide Policies apply to all Airport Influence Areas in Riverside County subject to the provisions of Airport Land Use Compatibility Plans adopted since 2004, unless specifically modified through the adoption of Additional Compatibility Policies relating to a particular airport, as included in that airport's ALUCP. Pursuant to Table 2A, children's schools, day care centers, hospitals, and nursing homes are prohibited uses in Compatibility Zones B1, B2, and C, which would normally cover Zones 2 through 5. Additionally, buildings with more than two aboveground habitable floors, aboveground bulk storage of hazardous materials, and places of worship are prohibited in Compatibility Zone B1. We are amenable to adding an Additional Compatibility Policy prohibiting major shopping centers, theaters, meeting halls and other assembly uses, stadiums, and group recreational uses in Compatibility Zones B1, B2, and C. However, the provisions of the new Plan will not be applicable to those projects that were previously determined inconsistent by ALUC, but where ALUC's determination was overruled by the City of Hemet. Additionally, to the east of the airport, the boundary of Compatibility Zone C is being adjusted to exclude a block currently split between Zones C and D that includes existing senior housing and a shopping center including a multiplex movie theater.

Interestingly, while your letter states that the draft ALUCP is not sufficiently restrictive, the City of Hemet (the primary impacted jurisdiction) finds the draft ALUCP overly restrictive and has gone on record demanding an Environmental Impact Report to address the anticipated levels of potential displacement. (See attached letter.)

On a more generalized basis, we would recommend that Section 3.6.2 on page 3-53 of the Handbook be kept in mind. The second paragraph of that Section states as follows: "The bottom line is that the most desirable outcome of the compatibility planning process is for local agencies and the public to support and take the necessary measures to implement the compatibility policies adopted by ALUCs." One might add that the least desirable outcome



would be one in which a city or county, following the adoption of an ALUCP, submits its General Plan to ALUC, receives a determination of inconsistency, and then overrules the inconsistency determination, thereby negating the effectiveness of the ALUCP criteria within its jurisdiction. While some jurisdictions may simply choose to dismiss the importance of airport land use compatibility in this manner, the availability of the overrule process also serves to provide a check against the possibility of overreach by an over-zealous ALUC. In the majority of situations, however, the final edition of an ALUCP, in order to achieve “buy-in” from the implementing jurisdiction(s), must emerge from a process of coordination, negotiation, and, often, compromise in light of existing, approved, and planned land uses.

The composition of ALUCs as specified in the Public Utilities Code recognizes that airport land use compatibility is more readily achieved through the development of Airport Land Use Compatibility Plans that take local conditions into account. Without the ability to adjust zone boundaries, almost all ALUCPs for Airport Influence Areas in urban and suburban territories would likely require preparation of Environmental Impact Reports. Furthermore, this would increase the likelihood of overrules or, in some cases, jurisdictions simply ignoring the requirements for ALUC referrals.

In the case of this Plan, we expect that the proposed Compatibility Zone boundaries will be modified as a result of consideration of the City of Hemet’s concerns (see again attached letter from the City) in order to have their support of the Plan, as ultimately adopted. There are elements of the local planning and approval process between ALUCs and local jurisdictions whereby the State may not be fully cognizant of all of the political dynamics involved. Because of these local realities, one size will never fit all, which appears to be the direction the Division is headed.

We would suggest a face-to-face meeting in the next month or so in Sacramento, in the spirit of cooperation, to attempt to achieve a common understanding of the Mission. Riverside County fully appreciates the Division’s role as outlined in the State Aeronautics Act and its vigilance over the planning actions of local jurisdictions. We remain united in protecting the public health, safety, and welfare through the adoption of ALUCPs and always welcome the Division’s comments and review of said Plans, but for the reasons cited above, believe that “final approval” must remain in the auspices of the local appointed commissioners per the Public Utilities Code.

If you have any questions, please contact John Guerin, ALUC Principal Planner, at (951) 955-0982.

Sincerely,  
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



Edward C. Cooper, ALUC Director

Attachments: Letter from City of Hemet

Y:\AirportCase Files\Hemet-Ryan\Response to Aeronautics Comments.doc



# AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY

January 24, 2017

**CHAIR**  
Simon Housman  
Rancho Mirage

**VICE CHAIRMAN**  
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Riverside

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Steve Manos  
Lake Elsinore

Russell Betts  
Desert Hot Springs

**STAFF**

Director  
Ed Cooper

John Guerin  
Paul Rull  
Barbara Santos

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

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

Mr. Howard Rosenthal  
1600 E. Florida Avenue  
Hemet CA 92543

**RE: Hemet-Ryan Airport Land Use Compatibility Plan**

Dear Mr. Rosenthal:

Thank you for your comments at the December 8, 2016 Riverside County Airport Land Use Commission (ALUC) public hearing. ALUC continued the public hearing to February 9, 2017 and formed an ad hoc subcommittee to meet with City of Hemet officials and address unresolved issues, in the hope of reaching agreement on an amended proposal that would meet the needs of the City and its residents while minimizing the public's exposure to excessive noise and safety hazards within areas around the Hemet-Ryan Airport.

At the hearing, you expressed support for the positions taken by the City of Hemet in its letter of December 6, 2016 and expressed concern regarding the imposition of any new regulations that would inhibit the growth of the retail sector. You expressed particular concern regarding the potential effects of the proposed Plan's intensity limitations on the Sanderson Square project and on development within the Sanderson Avenue corridor.

After consideration of your testimony and that of Mr. Azam Sher, the Commission was amenable to the following adjustments and amendments to the Compatibility Plan (provided that they are not opposed by the California Department of Transportation, Division of Aeronautics): (1) the extent of Compatibility Zone C northeasterly of the airport would be rolled back so as not to extend easterly of Kirby Avenue in areas northerly of Acacia Avenue, with the affected area to be located in Compatibility Zone D; (2) the extent of Compatibility Zone B1 northeasterly of the airport would be reduced by 1,000 feet, with the affected area to be located in Compatibility Zone C; (3) the allowable single-acre intensity in Compatibility Zone C would be raised from 250 to 300 persons, with average intensity continuing to be limited to 100 persons per acre and no bonus provisions; (4) the allowable average intensity in those portions of Compatibility Zone D located easterly of Cawston Avenue would be raised from 200 to 300 persons per acre, with maximum allowable single-acre intensity increased from 800 to 1200 persons. We would note here that the Compatibility Plan already included an Additional Compatibility Policy that would provide for retail uses (not including restaurants, churches, theaters, gymnasiums, etc.) to be evaluated on the basis of one person per 115 square feet. Together these provisions would essentially allow for three-story department stores to be found consistent within this portion of Compatibility Zone D.

Additionally, the Commission acknowledged that the City had overruled ALUC's finding of inconsistency for the Sanderson Square Specific Plan. Further review of that Specific Plan pursuant

**January 24, 2017**

to the new Compatibility Plan would not be required unless an amendment to the Specific Plan (or its General Plan designation or zoning) were proposed.

Ultimately, the responsibility of the Airport Land Use Commission is to protect the public from excessive noise and safety hazards, and so, there must be intensity limits in high-risk areas. As such, some portions of the Sanderson Avenue corridor will be subject to the intensity restrictions of Compatibility Zones B1 and C. However, as you may recall, places of assembly such as churches and restaurants were already prohibited in portions of this area pursuant to the 1992 Hemet-Ryan Airport Comprehensive Airport Land Use Plan (HRACALUP).

We understand that you also represent properties at the Hemet Mall. Staff believes that a reasonable case can be made for adjusting the boundaries of Compatibility Zone D so as to move the area northerly of Florida Avenue and easterly of Gilmore Street into Compatibility Zone E.

Please note that you still have an opportunity to comment further at the public hearing before the full Commission on February 9, 2017.

If you have any questions, please contact ALUC Principal Planner John Guerin at (951) 955-0982.

Sincerely,

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

  
\_\_\_\_\_  
John J. G. Guerin, Principal Planner

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# AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY

January 26, 2017

**CHAIR**

**Simon Housman**  
Rancho Mirage

**VICE CHAIRMAN**

**Rod Ballance**  
Riverside

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Riverside

**John Lyon**  
Riverside

**Glen Holmes**  
Hemet

**Steve Manos**  
Lake Elsinore

**Russell Betts**  
Desert Hot Springs

**STAFF**

**Director**  
**Ed Cooper**

John Guerin  
Paul Rull  
Barbara Santos

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

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

Mr. Azam Sher, Managing Member  
Sherington Hemet SPE, LLC  
P. O. Box 4901  
West Hills, CA 91308

**RE: Hemet-Ryan Airport Land Use Compatibility Plan**

Dear Mr. Sher:

Thank you for your comments regarding the proposed Hemet-Ryan Airport Land Use Compatibility Plan submitted on December 7, 2016 and December 14, 2016, and for your comments at the December 8, 2016 Riverside County Airport Land Use Commission (ALUC) public hearing. As you know, ALUC continued the public hearing to February 9, 2017 and formed an ad hoc subcommittee to meet with City of Hemet officials and address unresolved issues, in the hope of reaching agreement on an amended proposal that would meet the needs of the City and its residents while minimizing the public's exposure to excessive noise and safety hazards within areas around the Hemet-Ryan Airport.

At its December 8, 2016 public hearing, the Commission indicated its support for adjusting the boundaries of the proposed Compatibility Zone C so as to exclude the KPC Shopping Center from that zone. It should be noted, however, that the California Department of Transportation, Division of Aeronautics perceives a portion of the shopping center block, including the theater, as being within the Outer Approach/Departure Zone, based on their standard diagrams. Additionally, the Commission indicated support for increasing intensity allowances within the portion of Compatibility Zone D easterly of Cawston Avenue to provide for an average intensity of 300 persons per acre and a single-acre intensity of 1200 persons. (In order to comply with *California Airport Land Use Planning Handbook* recommendations for areas in the Traffic Pattern Zone, risk-reduction bonuses would not be available in that situation.)

With respect to your proposal that the boundaries of Compatibility Zone D be adjusted so as to exclude the KPC Shopping Center from that zone as well, we would start by pointing out that Zone D is intended to be representative of areas within the traffic pattern. As shown on Exhibit HR-6, the center is located within the General Traffic Pattern Envelope at Hemet-Ryan – an area that accommodates approximately 80% of powered aircraft overflights. While you are correct that the *Handbook* standard diagrams do not extend the Traffic Pattern Zone to distances exceeding the outermost extent of the Outer Approach/Departure Zone, it should be noted that the standard Outer Approach/Departure Zone would include a portion of the block, as stated above. Therefore, this approach would work well for the Hemet Mall to your north, but would not necessarily justify your Zone D proposal.

We referred your observations and proposal to our aviation consultant, Mr. Kenneth Brody of Mead & Hunt, for further analysis and comment. He agreed that most single-engine aircraft would turn from base to final west of Kirby Avenue if no other aircraft are in the pattern ahead of them, but noted that, if other aircraft are approaching or departing the runway, the pattern is likely to become extended farther to the east. Additionally, larger aircraft would be expected to fly a wider and longer pattern. As to the fire attack aircraft, he agreed that most of those flying a pattern would turn from base to final west of Kirby Avenue, but also noted the potential for such aircraft to approach straight in if coming from the east or northeast. In regard to your assertion that aircraft would be able to "glide past our center in the event of an emergency," he cautioned that this would depend on the position of the aircraft at the time that the emergency occurs, as well as the nature of the emergency. Referring to the accident scatter diagrams in the *Handbook*, he noted that the locations that aircraft may strike the ground in the event of an accident may not be under the normal traffic pattern. Thus, the potential risk should not be brushed aside. Employees of the theater, in particular, (given its population intensity) should be properly trained so as to be able to lead patrons out to safety should an emergency require evacuation of the building.

While the Compatibility Zones proposed in this Plan are different from the Area I/Area II/Area III provisions of the 1992 Hemet-Ryan Airport Comprehensive Airport Land Use Plan (HRACALUP), the area subject to density and intensity restrictions is not substantially larger. However, these more up-to-date zones do extend the area subject to restriction to some areas that were not previously subject to such restrictions, and your shopping center happens to be in one of those areas.

Based on these factors, the ad hoc subcommittee is not recommending that the Commission approve your proposal for adjusting the boundaries of Compatibility Zone D. However, as noted above, the subcommittee fully supports the increased allowable intensities for this zone, as cited above. Additionally, in light of the existing uses at the center, ALUC staff is recommending the inclusion of an Additional Compatibility Policy clarifying that the intensities attributable to existing uses/structures established prior to the adoption date of this Compatibility Plan shall not be counted against the intensity limits of new development or expansions. In other words, if you plan to develop a theater or restaurants on 2½ acres within the shopping center (presuming that it is in Compatibility Zone D), you would be allowed a total of 750 people within that area, even if your adjacent parcel includes a much larger existing facility. A four-acre parcel would allow 1200 people in new development. (Realistically, it is unlikely that you would be able to increase your capacity by more than 750 additional persons unless you were to propose a multi-level parking garage. Otherwise, additional structures would decrease the supply of parking spaces while increasing parking demand.)

Please note that you still have an opportunity to articulate your request regarding Zone D at the public hearing before the full Commission on February 9, 2017.

If you have any questions, please contact ALUC Principal Planner John Guerin at (951) 955-0982.

Sincerely,

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

  
\_\_\_\_\_  
John J. G. Guerin, Principal Planner

**COUNTY OF RIVERSIDE  
AIRPORT LAND USE COMMISSION**

**STAFF REPORT**

**AGENDA ITEM:** 3.1

**HEARING DATE:** February 9, 2017

**CASE NUMBER:** ZAP1023BA16 – Banning Industrial, LP (Representative: William S. Messenger Jr.)

**APPROVING JURISDICTION:** City of Banning

**JURISDICTION CASE NO:** DR16-7002 (Design Review)

**MAJOR ISSUES:** None

**RECOMMENDATION:** Staff recommends that the Design Review be found CONDITIONALLY CONSISTENT, subject to the conditions included herein, and such additional conditions as may be required by the Federal Aviation Administration Obstruction Evaluation Service.

**PROJECT DESCRIPTION:** The applicant is proposing to develop a 1,000,000 square foot industrial distribution warehouse building and detention basins on 63.9 acres. The building will have 990,000 square feet of warehouse area and 10,000 square feet of office area.

**PROJECT LOCATION:** The site is located southerly of Interstate 10 Freeway, easterly of John Street, and northerly of Banning Municipal Airport, in the City of Banning, approximately 350 feet north of Runway 8-26 at Banning Municipal Airport.

**LAND USE PLAN:** 2004 Banning Airport Land Use Compatibility Plan as amended in 2016

- a. Airport Influence Area: Banning Municipal Airport
- b. Land Use Policy: Airport Compatibility Zones B1, B2, D
- c. Noise Levels: Within the 55-65 CNEL noise contour range from aircraft noise

**BACKGROUND:**

Non-Residential Average Intensity: Pursuant to the Airport Land Use Compatibility Plan for Banning Municipal Airport, the site is located within Compatibility Zones B1, B2, and D; however, the proposed building is located entirely within Compatibility Zone D. Non-residential intensity in Compatibility Zone D, under the recently adopted 2016 Amendment to Banning Municipal Airport

Compatibility Plan, is restricted to an average intensity of 200 people per acre. The site areas located within the Compatibility Zones are: 43.43 acres in Zone D, 16.85 acres in Zone B2, and 3.55 acres in Zone B1.

The “Building Code Method” for calculating intensity utilizes “minimum floor area per occupant” criteria from the Building Code as a factor in projecting intensity. Pursuant to Appendix C, Table C-1, of the Riverside County Airport Land Use Compatibility Plan, the following intensities were utilized for the project:

- office area – 1 person/200 square feet,
- warehouse area – 1 person/500 square feet.

The proposed building would include 990,000 square feet of industrial distribution warehouse area and 10,000 square feet of office area, for a cumulative building area total of 1,000,000 square feet. This results in a total occupancy of 2,030 people, and an average intensity of 47 people per acre, which is consistent with Compatibility Zone D average acre criterion of 200.

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 truck trailer parking/dock space in the absence of more precise data). Based on the number of standard parking spaces required of 540, truck dock spaces of 211 and trailer spaces of 392, the total occupancy would be estimated at 1,413 people. This total occupancy results in an average intensity of 33 people per acre, which is also consistent with the Compatibility Zone D average acre criterion of 200.

Non-Residential Single-Acre Intensity: As previously noted, the proposed building is located within Compatibility Zone D which restricts non-residential intensity to 800 people in any given single acre, with up to 1,000 people permitted during special events occurring not more than three days in any calendar year (as adopted in the 2016 Amendment to Banning Municipal Airport Compatibility Plan).

Based on the site plan provided and the occupancies as previously noted, the maximum single-acre area for the building would consist of 10,000 square feet of office area and 33,560 square feet of industrial warehouse area. This results in a single acre occupancy of 117, which is consistent with the Compatibility Zone D single-acre criterion of 800.

Prohibited and Discouraged Uses: The proposed industrial warehouse building is located entirely within Compatibility Zone D, with the rest of the site’s parking spaces and drainage basins located in Compatibility Zones B1 and B2. The applicant does not propose any uses specifically prohibited or discouraged in Compatibility Zone D (highly noise-sensitive outdoor nonresidential uses, hazards to flight, children’s schools, hospitals, and nursing homes) within the project.

Noise: The property lies within the 55-65 CNEL noise contour range from aircraft noise. As a primary industrial use not sensitive to noise (and considering typical anticipated building construction noise attenuation of approximately 20 dBA), the industrial distribution warehouse would not require special measures to mitigate aircraft-generated noise. However, a condition is included to provide for adequate noise attenuation within the office areas of the building.

Part 77: The elevation of Runway 8-26 at its easterly terminus is approximately 2,110 feet above mean sea level (AMSL). At a distance of approximately 350 feet from the runway, FAA review would be required for any structures with peak elevations exceeding 2,113.5 feet AMSL. The project site elevation is 2,146 feet AMSL, and the proposed maximum building height is 46 feet, resulting in a maximum height elevation of 2,191 feet AMSL. Therefore, review of buildings by the FAA Obstruction Evaluation Services (FAAOES) was required. The applicant has submitted Form 7460-1, and FAA OES has assigned Aeronautical Study No. 2017-AWP-376-OE to this project.

Open Area: Compatibility Zone B1 requires 30% of area within major projects (10 acres or larger) be set aside as open area that could potentially serve as emergency landing areas. Compatibility Zone B2 does not require any open area, and Compatibility Zone D requires 10% of open area. Based on the project size located within of each Compatibility Zones B1, B2 and D, the project is required to provide a minimum of 5.4 acres of open area consistent with ALUC open area criteria (Zone D requires 4.3 acres, Zone B1 requires 1.0 acre). The applicant has provided 5.5 acres of ALUC open area within the drive aisles and parking areas north of the building.

#### **CONDITIONS:**

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

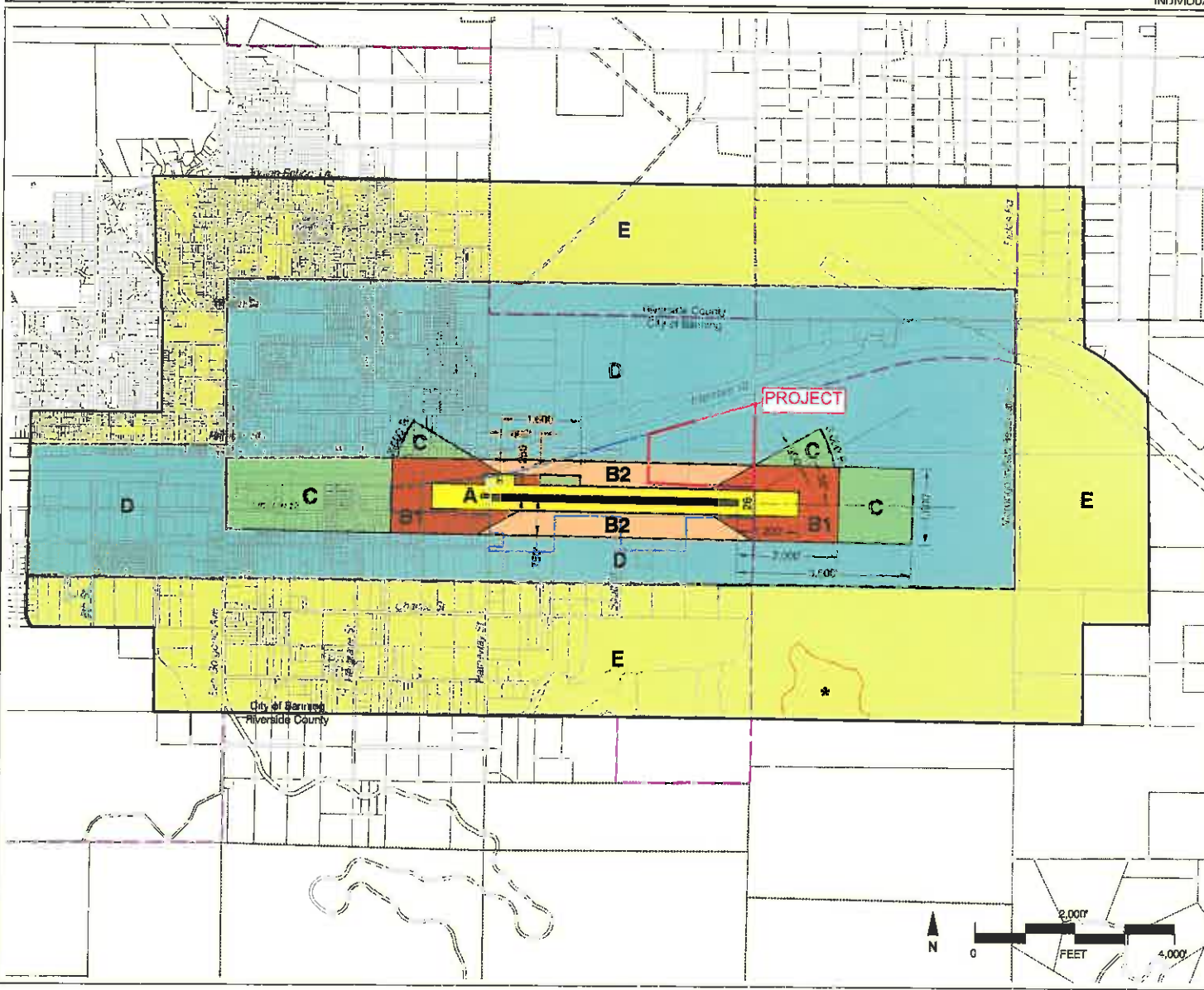


management facilities, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)

- (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
- 3. Prior to issuance of a building permit, the property owner shall convey an avigation easement to Banning Municipal Airport. Copies of the recorded avigation easement shall be forwarded to the Airport Land Use Commission and to the City of Banning.
- 4. The attached notice shall be provided to all potential purchasers and tenants of the property.
- 5. The proposed detention basins on the site (including water quality management basins) 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 basins 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 detention basin(s) shall not include trees that produce seeds, fruits, or berries.
- 6. The ALUC eligible open area shall be kept obstacle and obstruction free per ALUC open area definition.
- 7. This project has been evaluated as a proposal for 990,000 square feet of industrial distribution warehouse area and 10,000 square feet of office area. Any increase in total building area, increase in office area, or relocation of the building into either Zone B1, Zone B2, or both will require review by the Airport Land Use Commission. In addition, this project shall not store, process or manufacture hazardous materials in the Zone B1 and B2 areas of the project site without review and approval by the Airport Land Use Commission.

# NOTICE OF AIRPORT IN VICINITY

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



**Legend**

**Compatibility Zones**

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

**Boundary Lines**

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

**Note**

Dimensions measured from runway ends and centerlines.

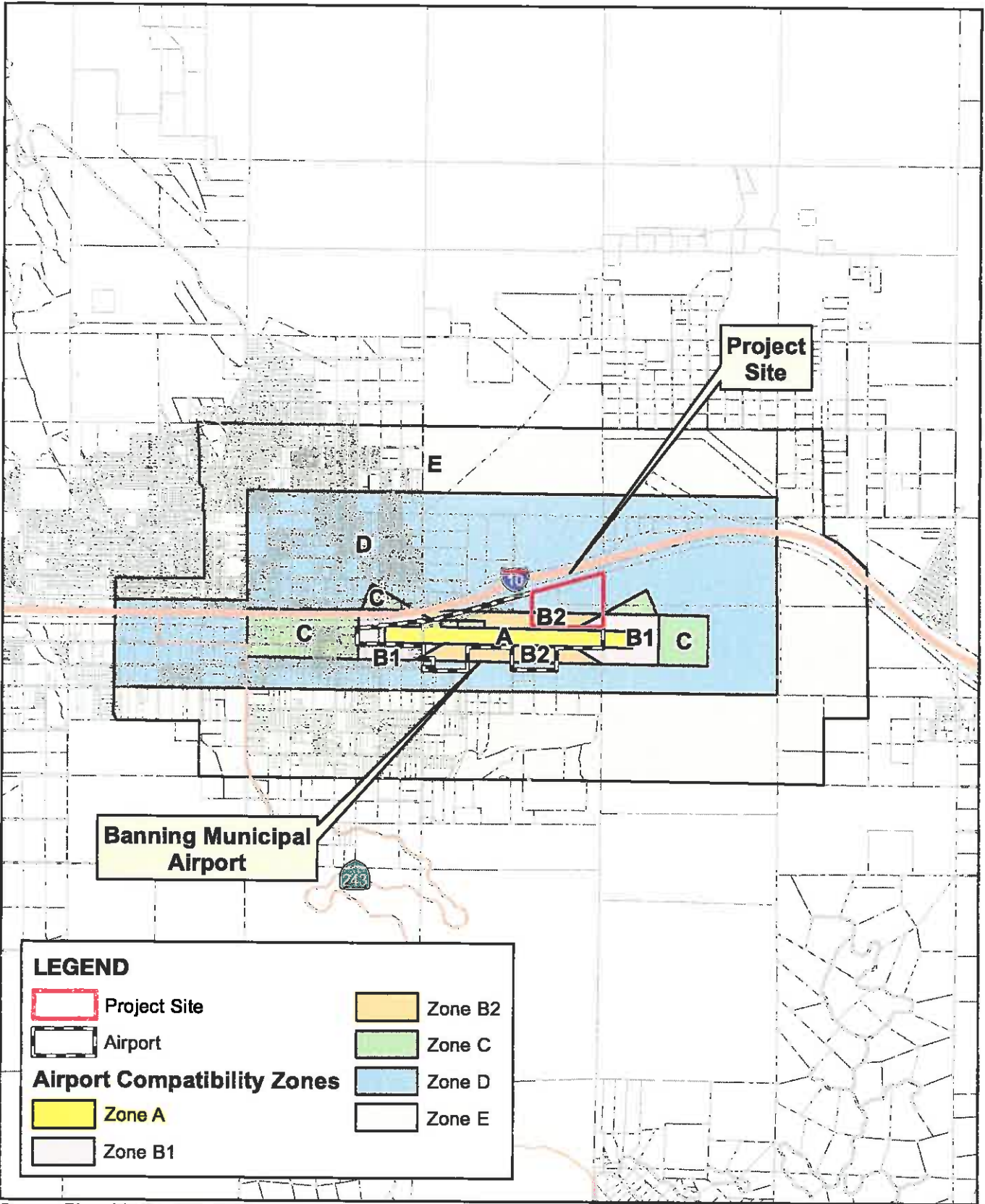
See Chapter 2, Table 2A for compatibility criteria associated with this map.

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

Map BN-1

**Compatibility Map**  
 Banning Municipal Airport



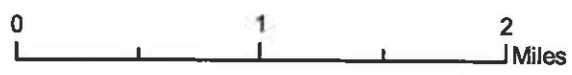


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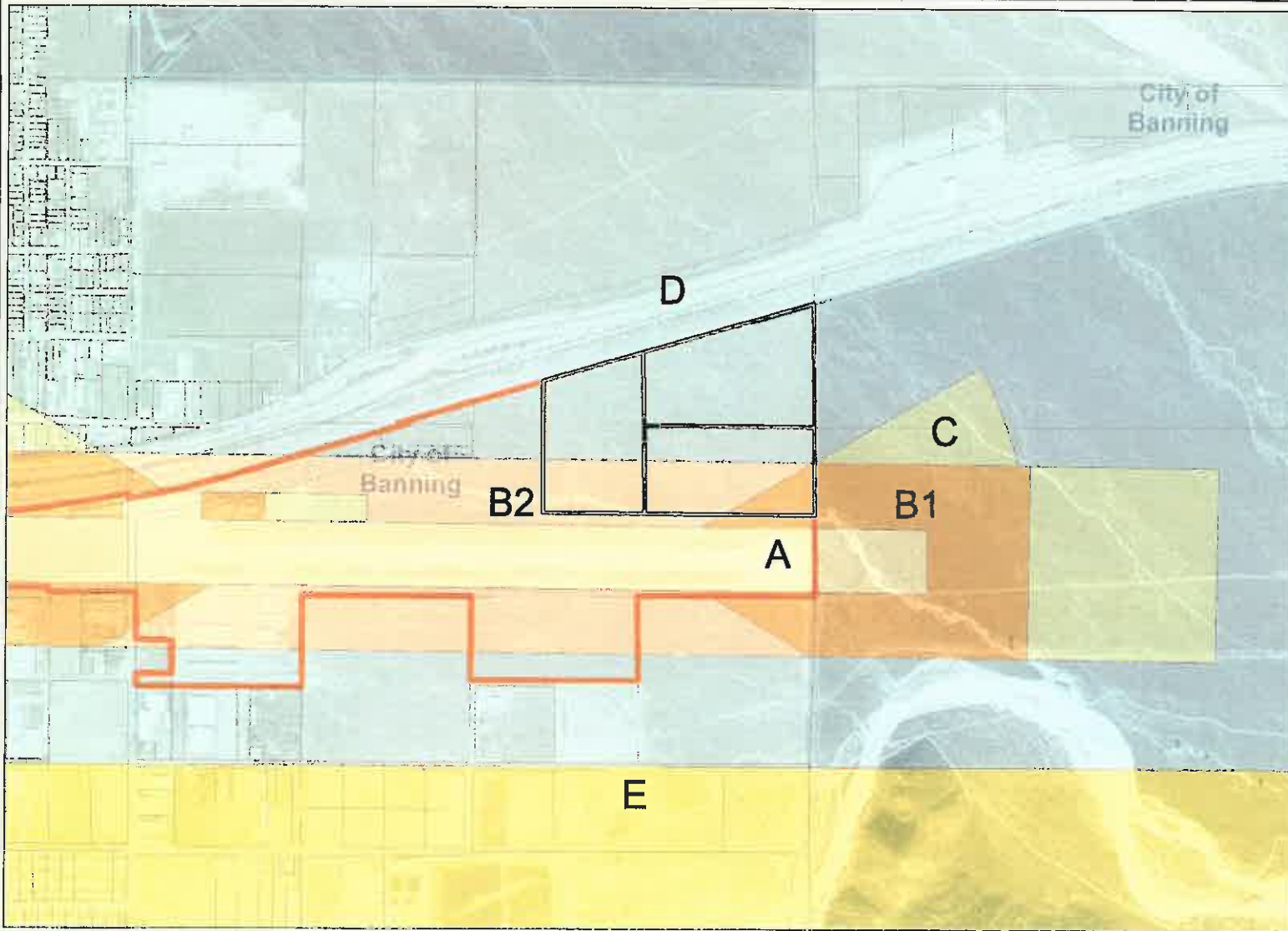
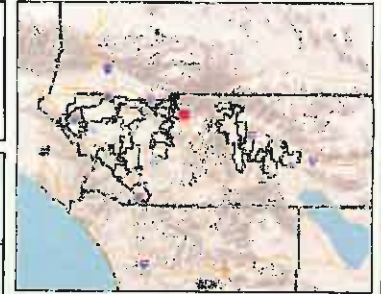
Source: Riverside Co. GIS, 2016.

**Project Site Relationship to Airports and Land Use Compatability Zones**

Banning Distribution Center



# My Map



## Legend

- Display Parcels
- Airports
- AIA
- Airport Compatibility**
- OTHER ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC6



0 1,450 2,900 Feet



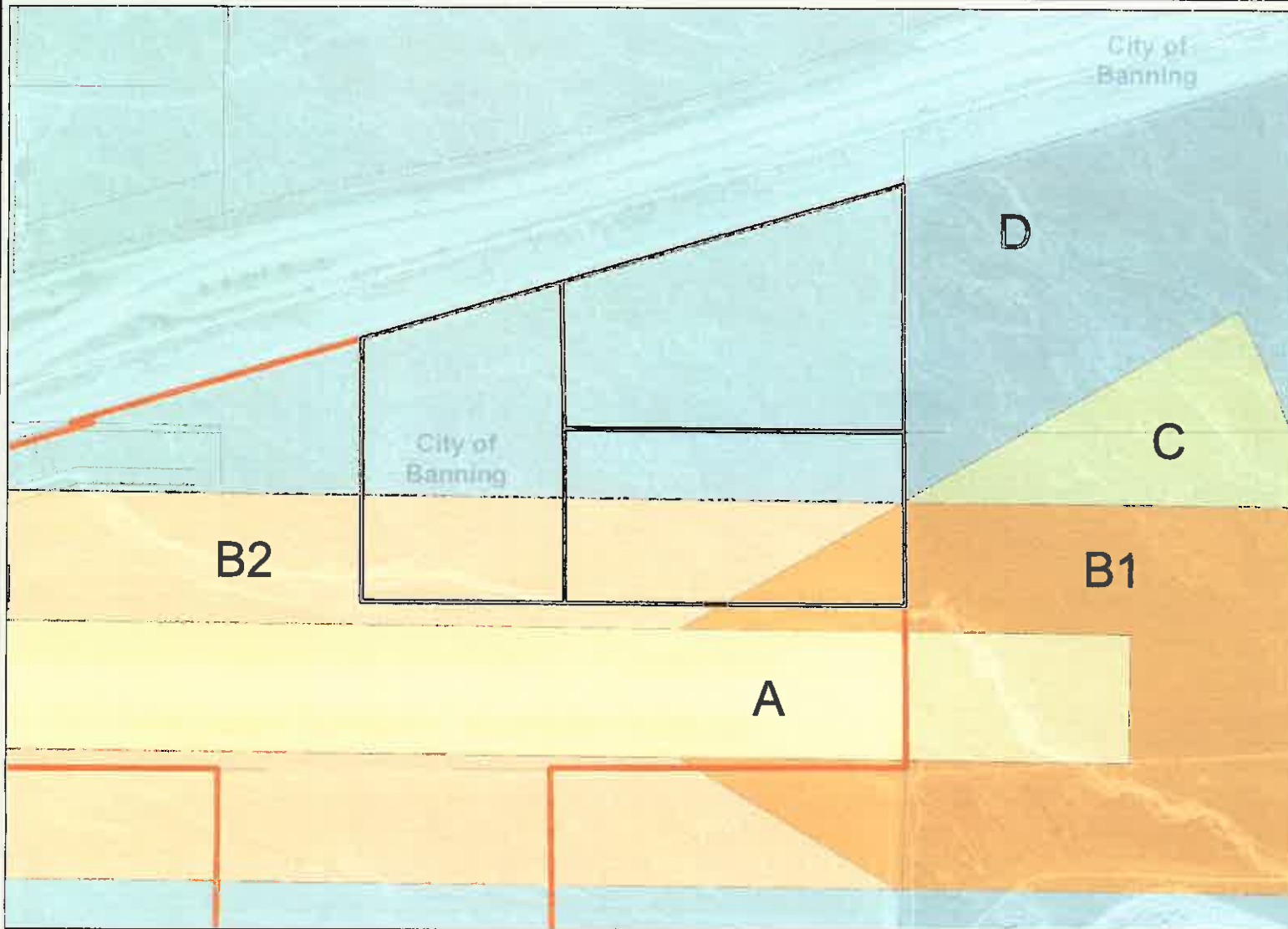
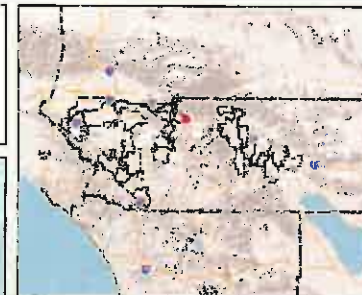
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## Notes

# My Map



## Legend

- Display Parcels
- Airports
- AIA
- Airport Compatibility**
- OTHER ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC6



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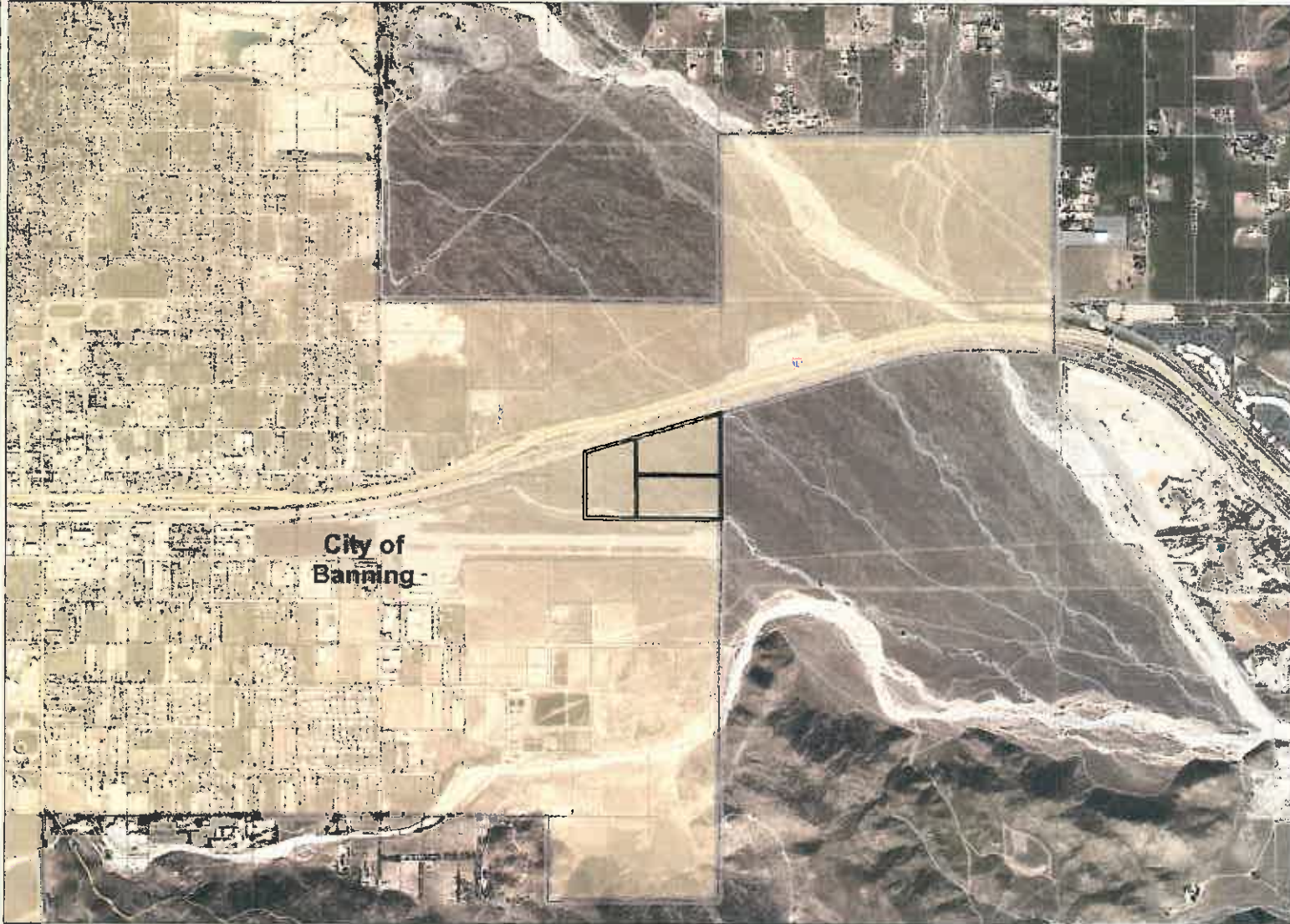
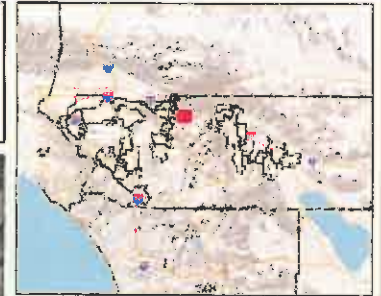
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## Notes

# My Map



## Legend

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



0 2,900 5,801 Feet



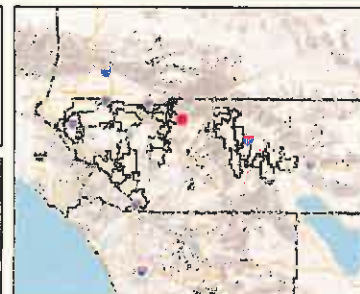
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## Notes

# My Map



**Legend**

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



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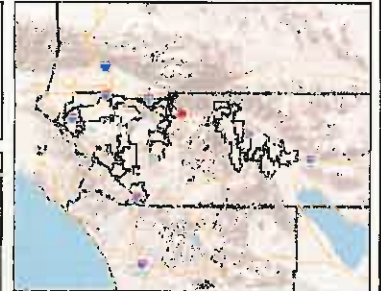
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**Notes**



# My Map



## Legend

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



0 725 1,450 Feet



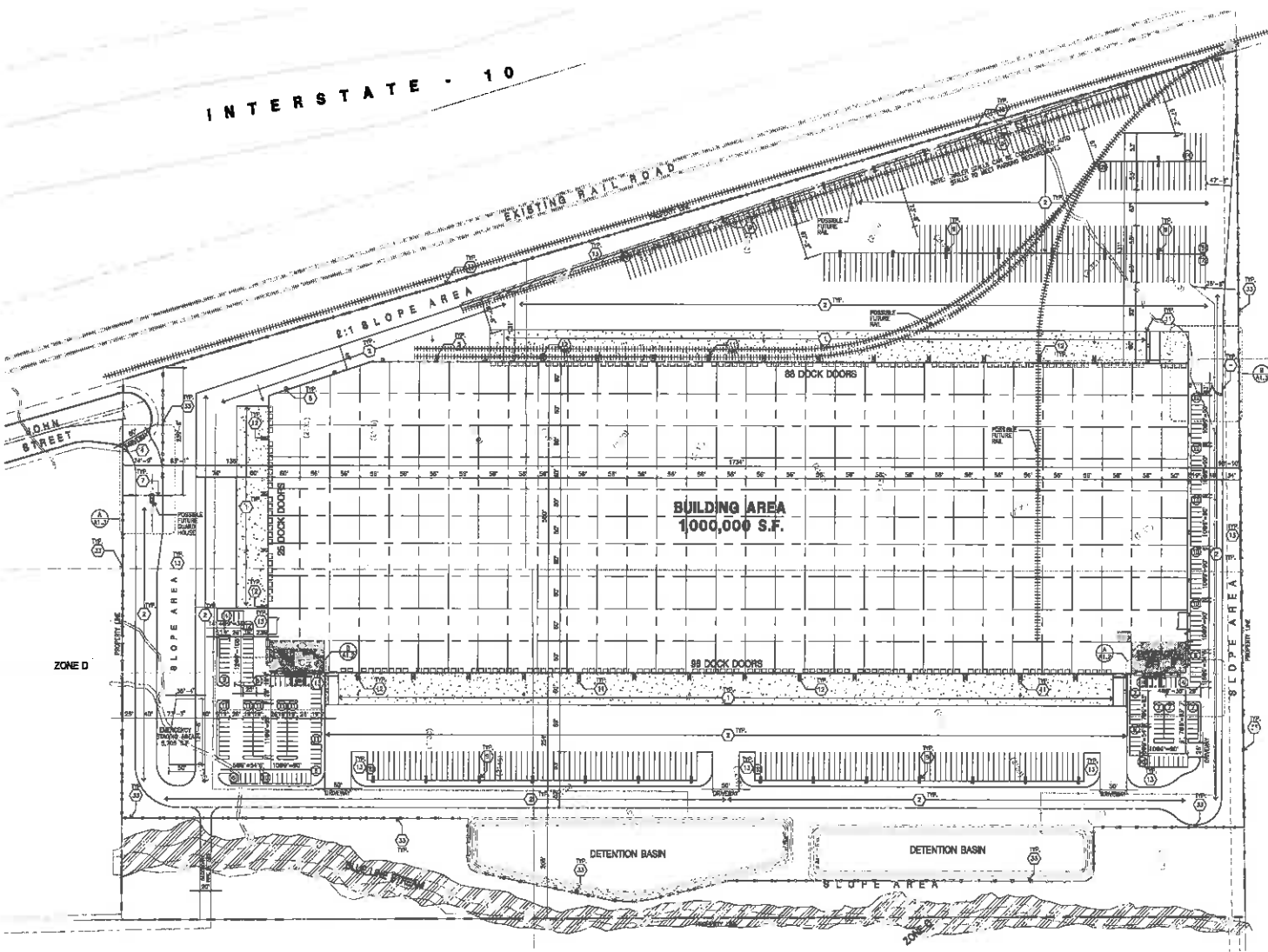
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## Notes

INTERSTATE - 10



OVERALL SITE PLAN  
SCALE: 1"=100'-0"

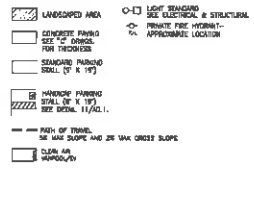
**SITE PLAN KEYNOTES**

1. HEAVY BEDDING FRESH CONC. PAVEMENT
2. ASPHALT CONCRETE (AC) FINISH
3. CONCRETE SUBGRADE PER "C" SPEC
4. DRIVEWAY APPROX TO BE CONSTRUCTED PER "C" SPEC
5. 5'-0" x 3'-0" x 4'-0" MIN. THICK CONCRETE EXTERIOR LANDSCAPE AND TRUCK DRIVEWAY TO BE MEDICAL BEDDING FRESH. SLOPE TO SEE 1/4" x 1/2" MAX. SPACING SHALL BE 18" ON CENTER. PER DRIVEWAY APPROX TO BE CONSTRUCTED PER "C" SPEC
6. 8" MIN CONCRETE TILT-UP SCREEN WALL. SEE A1.3
7. PROVIDE METAL BUILT OPERATED GATES W/ 6" X 6" x 6" AND APPROXIMATE STANDARDS FOR DRIVEWAY. SEE DETAIL 8/AD.3
8. TRASH ENCLOSURE. SEE DETAIL A/AD.3
9. EXTERIOR LIGHTING. SEE ELECTRICAL & STRUCTURAL PLANS
10. FIRE-RESISTANT CONCRETE WALL STOP. SEE DETAIL 8/AD.1
11. 12" X 12" X 12" CONCRETE POST 18" DIA. UNDO. 40" H. SEE DETAIL 8/AD.1
12. EXTERIOR CONC. STAIR. SEE DETAIL 1, 1A/AD.2
13. LANDSCAPE LANDSCAPE AREA INDICATED BY SHADDED PATTERN.
14. HANDPAVED DRIVEWAY SHALL SEE DETAIL 15/AD.1
15. HANDPAVED PARKING SHALL SEE DETAIL 15/AD.1
16. TRUNCATED CONE. SEE DETAIL 4/AD.1
17. NOT USED
18. APPROXIMATE LOCATION OF THE TRANSFORMER PLACE BOLLARDS AS IND.
19. NOT USED
20. 800 S.F. RECYCLE AREA
21. STORAGE AREA. SEE ELECTRICAL, PLACE BOLLARDS AS IND.
22. STORAGE AREA-11 (LANDSCAPE)
23. FIRE HYDRANT - PROVIDE BOLLARDS WHERE REQ. PER K/AD.OTE 11
24. TRUCK DRIVE PER POLICE DEPARTMENT REQUIREMENT. BY 4" MIN. CHAIN-LINK FENCE DATE. SEE DETAIL -/AD.6
25. ROOF DRAIN TRUCK DRIVE. SEE DETAIL 19, & 20/AD.3
26. ROOF DRAIN DRIVE SHALL SEE DETAIL 18/AD.3
27. GUARD HOUSE UNDER SEPARATE SUBMITTAL
28. EDGE WALK. SEE 12/AD.3 DETAIL & LANDSCAPE PLANS
29. BY 4" MINIMUM CHAIN-LINK FENCE. SEE DETAIL -/AD.6
30. NOT USED
31. PER PROPOSED

**SITE PLAN GENERAL NOTES**

1. SEE SOILS REPORT PREPARED BY SOCA GEOTECHNICAL DATED MAY 26, 2014 PROJECT NUMBER 131118-1. SHALL BE A PART OF THESE CONTRACT DOCUMENTS.
2. IF SOILS ARE DEFICIENT IN NATURAL USE STRENGTH, REINFORCE FOR ALL STRUCTURES.
3. ALL BRACKERS ARE TO THE FACE OF CONCRETE WALL. FACE OF CONCRETE CURB OR CURB LINE SHALL.
4. SEE "C" DRAWINGS FOR ALL CONCRETE CURBS, OUTLETS AND FINISHES. SHALL BE PERMANENTLY MAINTAINED WITH AN APPROVED WEEDING SYSTEM PRIOR TO INSTALLATION & AT LEAST 60 DAYS BEFORE BLDG. COMPLETION.
5. SEE "C" DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR SHALL VERIFY ACTUAL UTILITY CONNECTIONS SHALL VERIFY METAL UTILITY LOCATIONS.
6. PROVIDE SCENE DRAINAGE AWAY FROM BLDG. SEE "C" DRAWINGS.
7. CONTRACTOR TO REFER TO "C" DRAWINGS FOR ALL HORIZONTAL CONTROL MEASUREMENTS. SITE PLANS ARE FOR GENERAL AND STANDARD LIMITS ONLY.
8. SEE "C" DRAWINGS FOR FINISH GRADE ELEVATIONS.
9. CONCRETE REINFORCED TO BE A MINIMUM OF 4" THICK W/ 1/2" DIA. BARS AT 18" O.C. EXTERIOR CONSTRUCTION JOINTS SHALL BE A MINIMUM 12" DIA. W/ 1/2" DIA. BARS. REINFORCEMENT SHALL BE 1/4" DIA. BARS AT 18" O.C. MINIMUM INTERVAL OF 1/4" DIA. BARS FOR FINISH.
10. NOT USED
11. NOT USED
12. NAME CURBS AND PROVIDE SIGNS TO INFORM OF FIRE LINES AS REQUIRED BY FIRE DEPARTMENT.
13. CONSTRUCTION DOCUMENTS REFERENCING TO THE LANDSCAPE AND GRADING OF THE DRIVE PROJECT SITE SHALL BE SUBMITTED TO THE PUBLIC PLANNING AND APPROVED BY PUBLIC PLANNING DEPARTMENT PRIOR TO ISSUANCE OF BUILDING PERMITS.
14. PRIOR TO FINAL SITE INSPECTION, THE LANDSCAPE ARCHITECT SHALL SUBMIT A LETTER OF COMPLETION TO PUBLIC PLANNING DEPARTMENT.
15. NOT USED
16. ALL LANDSCAPE AND WEEDING DESIGNS SHALL MEET CURRENT CITY STANDARDS AS LISTED IN ORDINANCE OR AS OTHERWISE FROM PUBLIC PLANNING DEPARTMENT.
17. NOT USED.
18. NOT USED.
19. LANDSCAPE AREAS SHALL BE DELINEATED WITH A MINIMUM SEE NOTES OFF HIGH CURB.
20. APPROVED CONCEPTUAL LANDSCAPE PLAN PRIOR TO GRADING PERMIT.

**SITE LEGEND**



**HPA**  
 Inc. Inc.  
 18001 Linderoth Avenue - Suite #100  
 Irvine, CA 92614  
 Tel: 949-455-1179  
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 Banning Distribution  
 Center  
 BANNING, CA

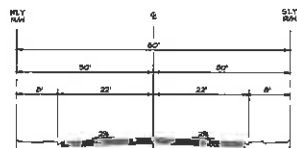
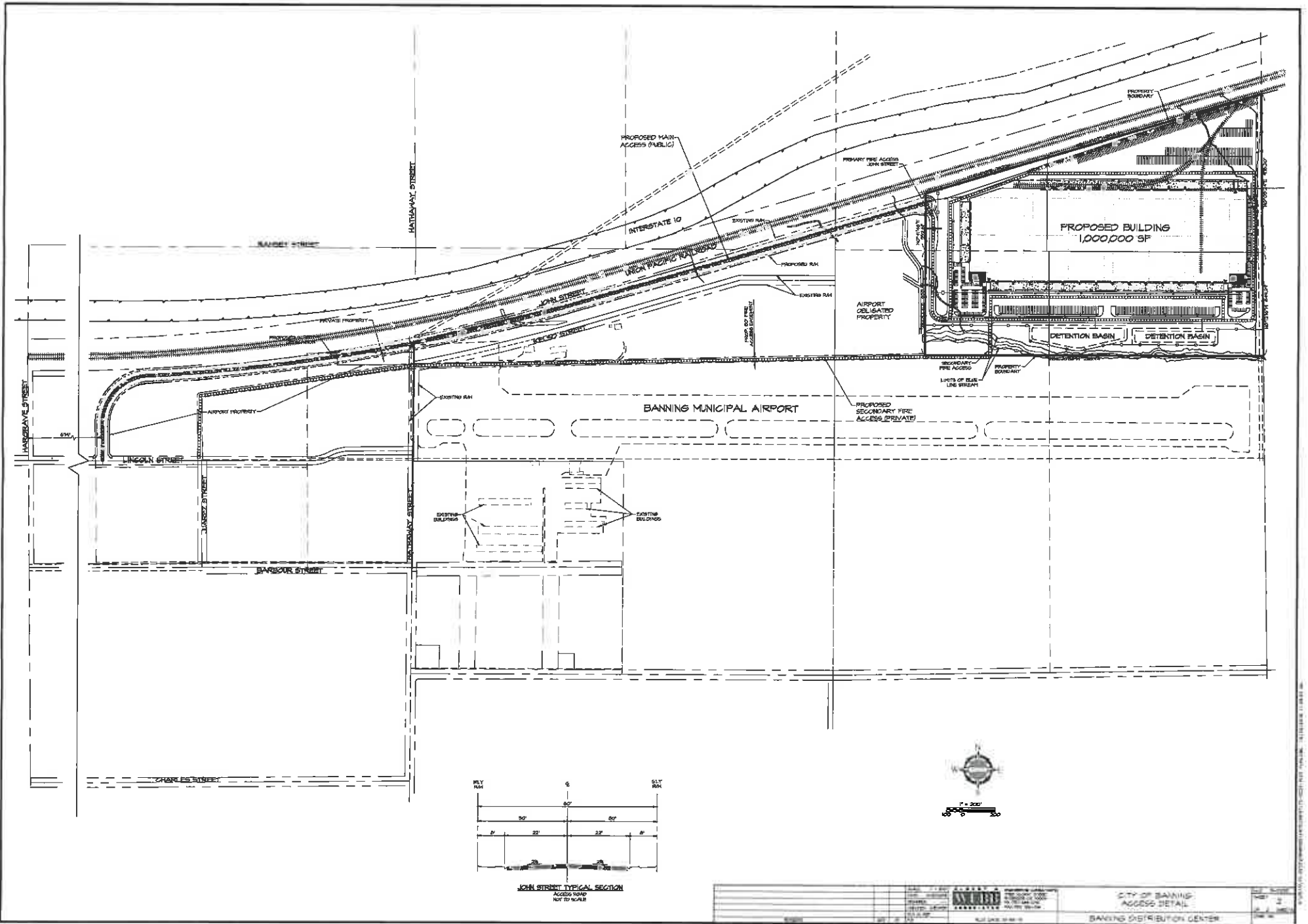
**Consultants:**  
 CIVIL: WESS  
 STRUCTURAL: KENNEDY  
 MECHANICAL: SOC  
 ELECTRICAL: SWANSON  
 LANDSCAPE: SCOTT  
 WEEDING: SCOTT  
 SIGNAGE: SCOTT  
 ILLUMINATION: SCOTT

**Title:** Overall Site Plan

**Project Number:** 13272  
**Drawn by:** A.M.  
**Date:** 04/25/2018  
**Revision:**

Sheet  
**A1.1**





<b>APPROVED</b> CITY OF BANNING ACCESS DETAIL BANNING DISTRIBUTION CENTER		SHEET NO. 2 OF 2
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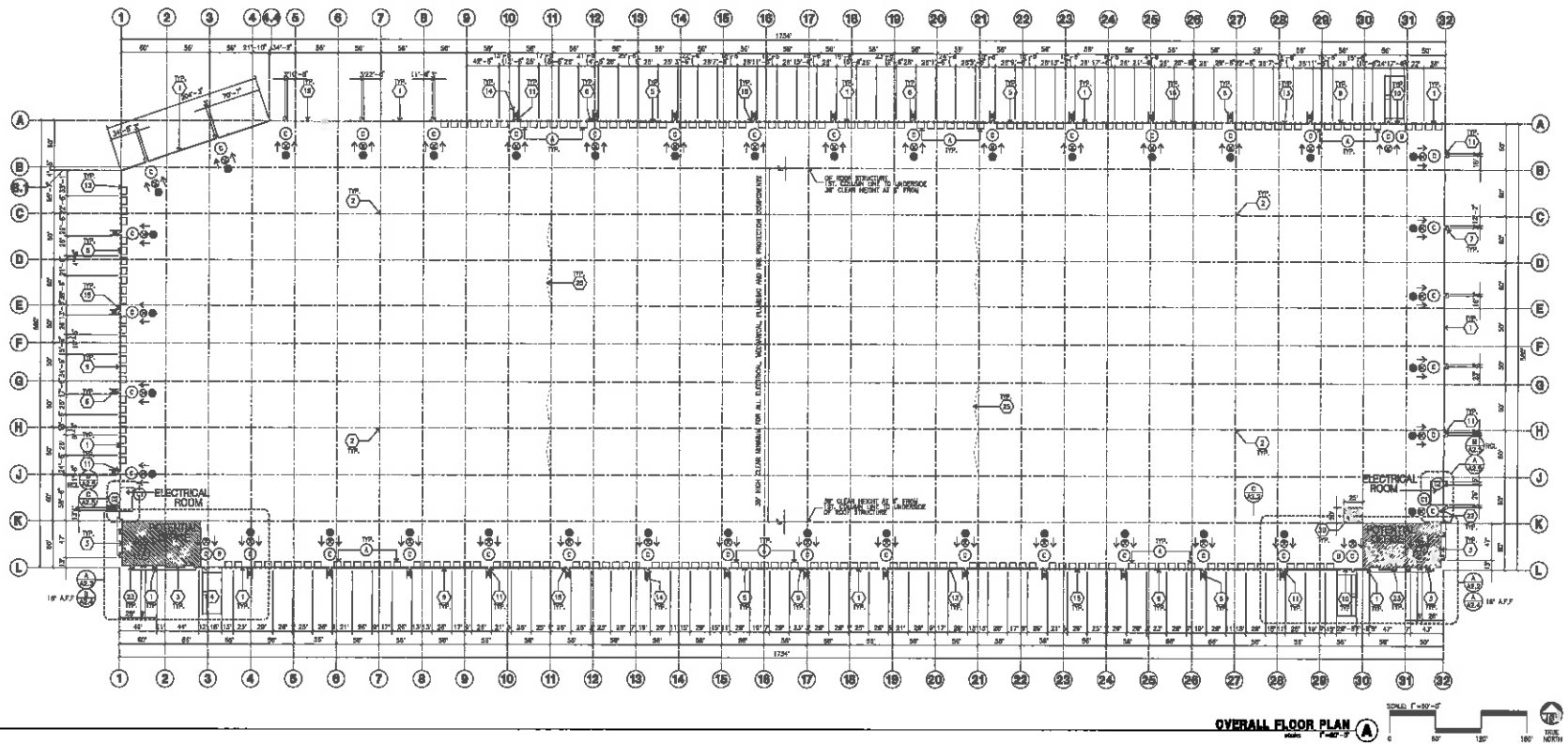
CIVIL	WESB
STRUCTURAL	HEWITT
Mechanical	W&B
PLUMBING	
ELECTRICAL	
LANDSCAPE	SUMMIT
PREPARED BY	HEWITT
APPROVED BY	

Title: overall floor plan

Project Number: 13392  
Drawn by: A.M.  
Date: 10/25/2016  
Revision:

Sheet:

A2.1



OVERALL FLOOR PLAN  
Scale: 1/4" = 1'-0"

KEYNOTES - FLOOR PLAN

1. CONCRETE TILT-UP PANEL SEE "C" DIMS. FOR THICKNESS AND STEEL REQUIREMENTS.
2. STRUCTURAL STEEL COLUMN, SEE "C" DIMENSIONS FOR SIZE.
3. TYPICAL STRUTTING SYSTEM WITH CLADDING, SEE OFFICE BLOW-UP AND DIMENSIONS FOR SIZE, COLOR AND LOCATION. SEE DETAIL 12/A0.4.
4. CONCRETE RAMP BY 42" HIGH CONCRETE TILT-UP GUARD WALL OR BUILDING WALL ON BOTH SIDE OF RAMP. SEE DETAIL 12/A0.5 & SEE "C" DIMS.
5. 8'-0" x 10'-0" THICK DOOR, SEISMIC RATED, OYL, STANDING DRAG. SEE DOOR SCHEDULE M.S.T.
6. EXTERIOR CONCRETE STAIR SEE "I", 14/A0.3.
7. 31'-0" x 6'-0" THICK CONCRETE EXTERIOR LANDING AND TYPICAL AT ALL EXTERIOR MAIN DOORS TO LANDSCAPED AREA. FINISH TO BE MEDIUM BUOON FINISH. RUMPS TO BE 1/4" x 1/2" MAX. PROTRUDE FROM TO HARD SURFACE PER CITY REQUIREMENTS.
8. 4" X 8" LAMINATE WITH DISPOSABLE FILTER, SEE 6/A0.4 DETAIL.
9. DOOR DOOR BUMPER, SEE DETAIL 4/A0.4
10. 1/2" x 1/2" DOME THUMB, SECTION, ON, STANDARD GRADE. SEE DOOR SCHEDULE M.S.T.
11. 3/32" HOLLOW METAL EXTERIOR MAIN DOOR. SEE DOOR SCHEDULE M.S.T.
12. 3/32" LAMINATE.
13. 2 CHAIRS, SEE 2/A0.4 DETAIL.
14. CONG. FILLING GROUND FOOT. 6" DIA. U.L.D. 4" H. SEE DETAIL 8/A0.1.
15. EXTERIOR DOWNPOUT WITH OVERFLOW SCUPPER. SEE DETAIL 14 & 16/A0.1.
16. TIRE STEEL CANOPY, SEE DETAIL 14/A0.1.
17. NOT IN USE.
18. NOT IN USE.
19. BONE RACK, MATCH TO EXTERIOR BONE RACK, SEE DETAIL 12/A0.2.
20. 500 S.F. RECTANGLE AREA.
21. NOT IN USE.
22. ROOF ACCESS LADDER TO MEET OSHA/IFMA REQ. SEE DETAIL 20/A0.2.
23. INTERIOR ROOF DRAIN AND 2 OVERFLOW SCUPPER, SEE 17/A0.3 DETAIL.
24. HOOK FOR FIRE DEPARTMENT HOOK, CONTRACTOR TO VERIFY LOCATION OF FIRE ALARM CONTROL PANEL, HOOK TO INSTALL NEAR THE FIRE ALARM PANEL UNLESS STATED OTHERWISE BY THE FIRE DEPARTMENT.
25. BRACE FRAME, SEE "C" DIMS.
26. INTERNATIONAL ACCESSIBILITY SYMBOL, SEE DETAIL 16/A0.2.

GENERAL NOTES - FLOOR PLAN

- A. THIS BUILDING IS DESIGNED FOR HIGH PILE STORAGE WITH FIRE ACCESS MAIN DOORS AT APPROXIMATELY 100' OR FRACTION OF A SEPARATE PERMIT WILL BE REQUIRED FOR ANY RACKING/CONVEYER SYSTEMS.
- B. FIRE HOSE LOCATIONS SHALL BE APPROVED PER FIRE DEPARTMENT.
- C. THE BUILDING FLOOR SLAB IS BURNER, SEE "C" DIMENSIONS FOR FINISH SURFACE ELEVATIONS.
- D. NOT LABEL.
- E. WAREHOUSE INTERIOR CONCRETE WALLS ARE PAINTED WHITE, COLUMNS ARE PAINTED. ALL EXP. ED. AND GULLY WALLS IN WAREHOUSE ARE PAINTED.
- F. SLOPE POUR STRIP 1/2" TO EXTERIOR AT ALL MANHOOD CUTS. SEE "C" DIMENSIONS FOR POUR STRIP LOCATION.
- G. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE PANEL WALL, OUTLINE, OR FACE OF STUD WALL.
- H. SEE CIVIL DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR TO VERIFY ACTUAL UTILITY LOCATIONS.
- I. FOR DOOR TYPES AND SIZES, SEE DETAIL SHEET A0.1. NOTE: ALL DOORS PER DOOR SCHEDULE ARE FINISH OPENINGS.
- J. CONTRACTOR TO PROTECT AND KEEP THE FLOOR SLAB CLEAN. ALL EQUIPMENT TO BE DEMOLISHED INCLUDING GAYS AND TRUCKS.
- K. ALL MAIN DOORS TO WAREHOUSE TO HAVE RAMPED EXIT SIGN, EXIT SIGN MARKED WITH AN "E" SHALL ALSO BE PROVIDED WITH A SIGN ON THE INTERIOR SIDE OF THE DOOR STATING "HELP A WHEELCHAIR ACCESSIBLE EXIT" REMOVE ALL ACCESS HARDWARE ON EXTERIOR SIDE OF THE DOOR.
- L. HIGHLY FLAMMABLE AND COMBUSTIBLE MATERIAL SHALL NOT BE USED OR STORED IN THE BUILDING.

FLOOR SLAB AND POUR STRIPS REQ.

- THESE NOTES ARE VERY MIN. REQUIREMENT, SEE "C" DIMS FOR ADDITIONAL REQUIREMENTS
1. FLOOR COMPACTION - 80S
  2. TRENCH COMPACTION - 80S
  3. BUILDING FLOOR SLAB, SEE "C" DIMS
  4. CONTRACTOR TO BUILD FOR CLASS V FLOOR PER "A.C.I. 308-R-09
  5. NOT USED
  6. CONCRETE SLAB TO HAVE STEEL FLOAT HARD TROWEL BURNISHED FINISH.
  7. CONTRACTOR TO CURE SLAB TO THE BEST CURING METHOD BLANKET CURE.
  8. ALL EQUIPMENT & MOVING VEHICLES SHALL BE DEMOLISHED.
  9. NO CRANES, CONCRETE TRUCKS, OR ANYTHING HEAVIER WILL BE PLACED ON THE SLAB.
  10. SLAB TO BE F500 PLUS MEASURED WITHIN 24 HOURS.
  11. NO FLY ASH IN THE CONCRETE.
  12. WHERE INDICATED, PROVIDE VAPOR BARRIER 15 MIL STEEL UNDER THE CONCRETE SLAB. PROVIDE SAND PER SOIL ENGINEER OR MANUFACTURERS RECOMMENDATION.
  13. NOT USED.
  14. SEAL CONCRETE SLAB WITH ASPHO. FORMULA.

PAINT NOTES

1. INTERIOR CONG. WALL: SINGLE COAT OF ADVISORY PAINT ON INTERIOR WALLS. COLOR: TRUCKY - SHINY COFFEE.
2. ALL STRUCTURAL STEEL NUMBER INC. COLLARS, LEADERS, JOISTS, & GIRDERS. LIGHT GRAY SHOP PRIMER.
3. PAINT SAFETY GOWN YELLOW AT ALL INTERIOR CORNERS 12' A.S.F.

WALL LEGEND - ALL FLOOR PLANS

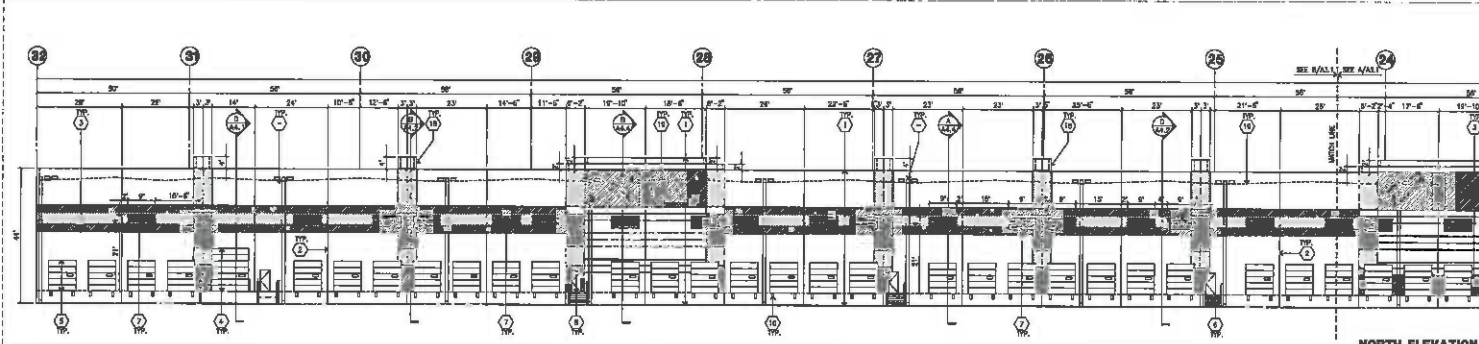
- |   |   |
|---|---|
| 1 | CONCRETE TILT-UP WALL, SEE "C" DIMENSIONS FOR FINISH THICKNESS.   |
| 2 | CONCRETE TILT-UP WALL W/ FINISHING SEE DETAIL 12/A0.3   |
| 3 | STRENGTHENING SYSTEM SEE DETAIL 12/A0.4   |
| 4 | 3 1/2" x 20GA. METAL STUDS, WALLS 8" HIG. W/ 5/8" TYPE "F" DYP. BR. TO EXTERIOR 1/2" ABOVE FIN. COLLAR U.L.D. |
- B. SAME AS A. EXTEND 14" A.S.F.
- SOIL SANDS REGULATION: TESTING REQUIREMENT @ WALLS BETWEEN COMBUSTIBLE AND NON-COMBUSTIBLE AREAS R-15 BETWEEN COMBUSTIBLE AND NON-COMBUSTIBLE BETWEEN COMBUSTIBLE AREA R-9 @ ABOVE CEILING VERIFY WITH MECHANICAL PLAN ON ALL R-WALLS

DISABLED ACCESS NOTES

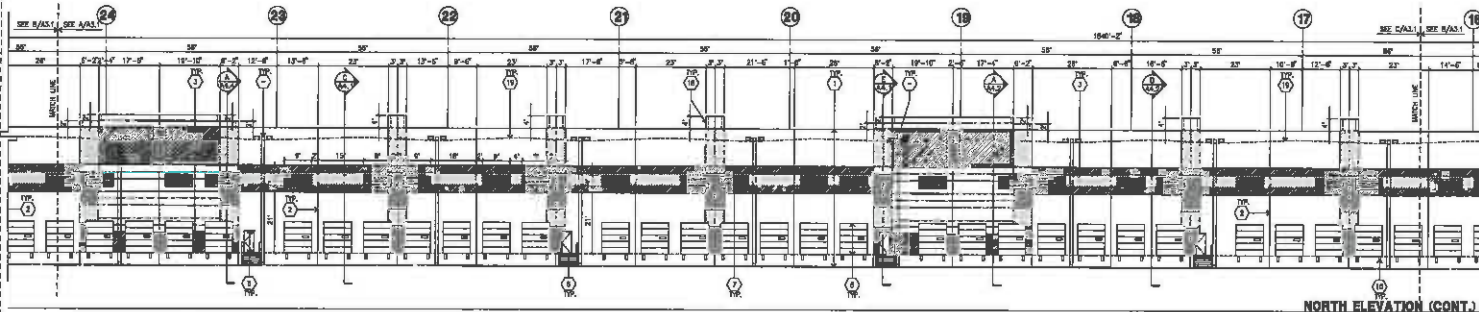
1. EXITS MARKED WITH "E" SHALL BE INSTALLED DIRECTIONAL SIGNAGE BY ARROW TO INDICATE HIGHEST ACCESSIBLE EXIT. PROVIDE SIGNAGE "NOT ACCESSIBLE".
2. TACTILE DOT SIGNAGE SHALL BE REQUIRED AT THE FOLLOWING LOCATIONS:
  - a. EACH CORNER-LEVEL EXIT DOOR MARKED WITH "A", THE TACTILE EXIT SIGN SHALL READ "EXIT"
  - b. EACH EXIT DOOR MARKED WITH "B" THAT LEADS DIRECTLY TO A GRADE-LEVEL EXTERIOR EXIT BY MEANS OF A STAIRWAY OR RAMP. THE TACTILE EXIT SIGN SHALL READ "EXIT DOWN" OR "EXIT UP" DOWN".
  - c. EXIT SIGN SHALL BE PROVIDED FOR CBC SECTION 1011.
  - d. AT LEAST 1 FOOTCANDLE OF LIGHT AT FLOOR LEVEL SHALL BE PROVIDED TO VIEWS OF EXITS FROM ALL OCCUPIED PARTS OF THE BUILDING.

NOTE: ↑ REQUIRED EXIT

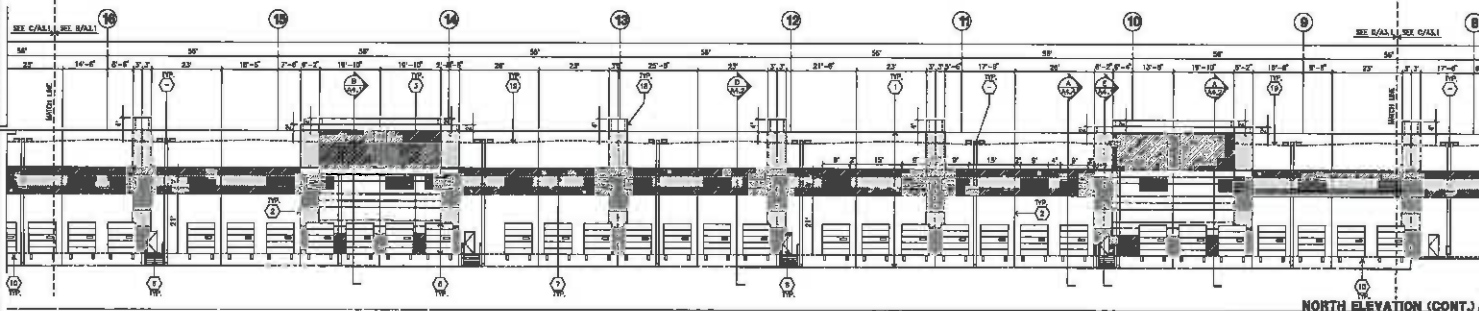
NOTE: ● PROVIDE SIGNAGE "NOT ACCESSIBLE"



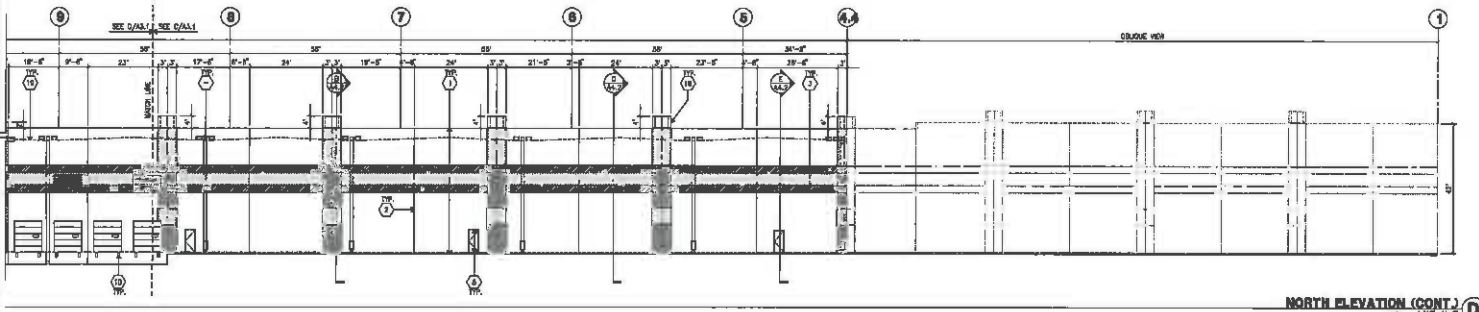
**NORTH ELEVATION**  
SCALE: 1/16" = 1'-0"



**NORTH ELEVATION (CONT.)**  
SCALE: 1/16" = 1'-0"



**NORTH ELEVATION (CONT.)**  
SCALE: 1/16" = 1'-0"




**NORTH ELEVATION (CONT.)**  
SCALE: 1/16" = 1'-0"

- KEYNOTES - ELEVATIONS**
- CONCRETE TILT-UP PANELS/UNITED. FINISH WHERE SHOWN. SEE GENERAL. WATERPROOF ALL WALLS WHERE GRADE IS INDICATED AND EXPOSED TO THE WEATHER ONE SIDE. WATERPROOFING TO MATCH ADJACENT BUILDING FROM DOORS. MATCH A MIN. OF 2" OF GROUT. PROVIDE FRESH DRAIN AT BOTTOM AND DRIPGUT TO COLLECT WATER TO STAIN DRAIN. NOT REQUIRED AT DOOR HIGH CONDITION AT RAMP WALLS.
  - PANEL JOINT. SEE "S" DRAWINGS, SEE 1/4" DIA.
  - PANEL REVEAL. ALL REVEALS TO HAVE A MIN. OF 3/8" CHAMFER. REVEAL COLOR TO MATCH ADJACENT BUILDING FROM DOORS. MATCH.
  - DOOR/CAJON DOOR IS MORE THAN SEE DOOR SCHEDULE. PROVIDE COMPLETE WEATHER-STRIPPING PROTECTION ALL AROUND. PAINT TO MATCH FIELD COLOR.
  - DOOR/CAJON DOOR @ BOOK HIGH. SEE DOOR SCHEDULE. PROVIDE COMPLETE WEATHER-STRIPPING PROTECTION ALL AROUND. PAINT TO MATCH FIELD COLOR.
  - CONCRETE STEEL LANDING AND COLUMNS BY METAL PIPE HANGING. COVER NON EXPOSED SURFACES TO MEET ADA REQUIREMENTS. PROVIDE COMPLETE WEATHER-STRIPPING PROTECTION ALL AROUND. CONCRETE LANDING AND BOTTOM TRUSS PER ADA REQUIREMENTS. METAL LANDING. SEE SECTION 05100. PAINT TO MATCH BUILDING COLOR.
  - WELDED METAL DOORS. SEE BOOK SCHEDULE. PROVIDE COMPLETE WEATHER-STRIPPING ALL AROUND DOOR. PROVIDE FOR WIND UPLIFT ABOVE DOOR.
  - EXTERIOR METAL FRAMEWORK WITH 2 OVERFLOW SCUPPERS.
  - DOOR BUMPER. SEE DETAIL 4/A/4.
  - ALUMINUM STOREFRONT FRAMING WITH TYPICAL GLAZING AT ALL DOORS. SPACERS ADJUSTED TO DOORS AND GLAZING WITH SPACERS LESS THAN 1/8" ABOVE FINISH FLOOR ELEVATION.
  - METAL CASE WITH WOOD SKIN PER FIN DEPARTMENT SEE 8/A/2. PRIME AND PAINT BLACK.
  - FREE-STANDING ELEMENT. SEE "S" DING.
  - WINDROOF ROOF DRAIN WITH 2 DOWNSIDE SCUPPERS. CONTRIBUTE TO VERIFY WITH "P" DING. SEE DETAIL 17/A/1.
  - CONCRETE TILT-UP SCREEN WALL.
  - BUILDING APPROX PER PER DPT. REQUIREMENTS. 24" X 2" THICK HIGH DENSITY FIBER "HELIXE" LETTER 1/4" X 1/4" FACE DOWN TO WALL COLOR TO BE SELECTED BY ARCHITECT.
  - CONCRETE RAMP AND GUARDRAIL BY METAL HANDRAIL.
  - PANTRY RETURN. SEE ROOF PLAN AND "S" DING.
  - ROOF LINE BENCH.
  - EXTERIOR LIGHTING FIXTURE. CENTER BETWEEN PANEL OR ON JOINT UNLESS NOTED OTHERWISE.
  - CONC. FILLED STEEL BOLTERS. SEE PLAN.
  - INTERIOR VIEW DRUM WITH OVERHEAD DRAIN. CONTRIBUTE TO VERIFY WITH "P" DING.
  - TUBE STEEL CANTILEY. SEE "S" DING.
  - NOT USED
  - NOT USED

- SAFETY NOTES - GLAZING**
- NOTE: EACH LIGHT OF SAFETY GLAZING MATERIAL INSTALLED IN HAZARDOUS LOCATIONS SHALL BE IDENTIFIED BY PERMANENT LABEL THAT SPECIFIES THE LABELER, AND STATES THAT SAFETY GLAZING MATERIAL HAS BEEN INSTALLED IN EACH INSTALLATION.
- GLAZING IN PRESSURE AND EXPOSURE DOORS EXCEPT ANALYZED.
  - GLAZING IN FIXED AND SLIDING PANELS OF SLIDING DOOR ASSEMBLIES AND PANELS IN SLIDING DOORS OTHER THAN SPOONHEAD DOORS.
  - GLAZING IN WINDOW DOORS.
  - GLAZING IN ALL UNFRAMED SLIDING DOORS.
  - GLAZING IN DOORS AND ENCLOSURES FOR HOT TUBS, WHIRLPOOLS, SPAING, STEAM ROOMS, BATHTUBS, AND SHOWERS.
  - GLAZING IN FIXED OR OPERABLE PANELS ADJACENT TO A DOOR WHERE THE HORIZONTAL EXPOSED EDGE OF THE GLAZING IS WITHIN 24 INCHES OR OF OTHER VERTICAL EDGE OF THE DOOR IN A CLOSED POSITION AND WHERE THE BOTTOM EDGE OF THE GLAZING IS LESS THAN 30 INCHES ABOVE THE FINISH SURFACE.
  - GLAZING IN AN INDIVIDUAL FIELD OF OPERABLE PANELS OTHER THAN:
    - EXPOSED AREA OF AN INDIVIDUAL PANEL GREATER THAN 8 SQUARE FEET.
    - EXPOSED BOTTOM EDGE LESS THAN 18 INCHES ABOVE THE FLOOR.
    - EXPOSED TOP EDGE GREATER THAN 36 INCHES ABOVE THE FLOOR.
    - 40% OR MORE SOLAR SURFACE RATIO AS PER-CO. HORIZONTALLY OF THE FRAME OF THE GLAZING.
  - GLAZING IN WALLS BEHIND OR ABOVE A BALANCE SURFACE INCLUDING ARCH STRUCTURAL BALUSTER PANELS AND NONSTRUCTURAL BALUSTERS.
    - GLAZING IN WALLS AND FINELS USED AS THE BARRIER FOR GOOD AND OUTDOOR SWIMMING POOLS AND SPAS WHEN ALL OF THE FOLLOWING CONDITIONS ARE PRESENT:
      - THE BOTTOM EDGE OF THE GLAZING IS LESS THAN 30 INCHES ABOVE THE FINISH SURFACE OF THE GLAZING.
      - THE GLAZING IS WITHIN 8 FEET OF A SWIMMING POOL OR SPA WATER'S EDGE.
    - GLAZING IN WALLS INCLUDING STAIRWAY LANINGES OR WITHIN 8 FEET OF THE BOTTOM AND TOP OF STAIRWAYS WHERE THE BOTTOM EDGE OF THE GLAZING IS LESS THAN 30 INCHES ABOVE A FINISH SURFACE.

- GENERAL - ELEVATIONS**
- ALL PAINT COLOR CHANGES TO OCCUR AT ABOUT CORNER UNLESS NOTED OTHERWISE.
  - ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE.
  - F.F. = FINISH FLOOR ELEVATION.
  - STAIRWAY CONSTRUCTION: GLASS, METAL ATTACHMENTS AND LIFELINES. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PRIOR TO INSTALLATION.
  - CONCRETE SHALL HAVE FINISH COLOR. CONCRETE PANELS BY SELECTED COLOR. ARCHITECT NAME CHISEL. APPROVE PRIOR TO FINISHING. CONCRETE SHALL HAVE FINISH COLOR. CONCRETE PANELS BY SELECTED COLOR. ARCHITECT NAME CHISEL. APPROVE PRIOR TO FINISHING.
  - BACK SIDE OF FINISHES TO HAVE SMOOTH FINISH AND BE PAINTED WITH EXISTING PAINT.
  - FOR SPANDREL GLAZING, ALLOW SPACER BEHIND SPANDREL TO BREAK.
  - USE ADHESIVE BACK WOOD SHIMS FOR ALL RIVET FORMS.
  - THE FIRST COAT OF PAINT TO BE ROLLED-ON AND THE SECOND COAT TO BE BRUSHED-ON.
- COLOR SCHED. - ELEVATIONS**
- |   |                        |                           |
|---|------------------------|---------------------------|
| 1 | CONCRETE TILT-UP PANEL | PAINT BRND                |
| 2 | CONCRETE TILT-UP PANEL | PAINT BRND                |
| 3 | CONCRETE TILT-UP PANEL | PAINT BRND                |
| 4 | CONCRETE TILT-UP PANEL | PAINT BRND                |
| 5 | CONCRETE TILT-UP PANEL | PAINT BRND, NOT USED      |
| 6 | WILLOWS                | COLOR CLEAR ANODIZED      |
| 7 | GLAZING                | COLOR BLUE TINTED GLAZING |
| 8 | CANTILEY               | COLOR                     |
- GLAZING LEGEND**
- |                       |  |
|-----------------------|--|
| TEMPERED VISION GLASS | TEMPERED VISION INSULATED GLASS                          |
| 1/4" CLEAR WITH       | 1/2" VISION (2) 1/2" CLEAR + 1/2" CLEAR                  |
| SHIMMY BLUE CHIPS     | 3/4" VISION (2) 1/2" CLEAR + 1/2" CLEAR                  |
| 78-003                | 1" INSULATED GLASS WITH 1/2" AIRSPACE AND (2) 1/4" LITE. |



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Banning Distribution Center

BANNING, CA

Consultants:

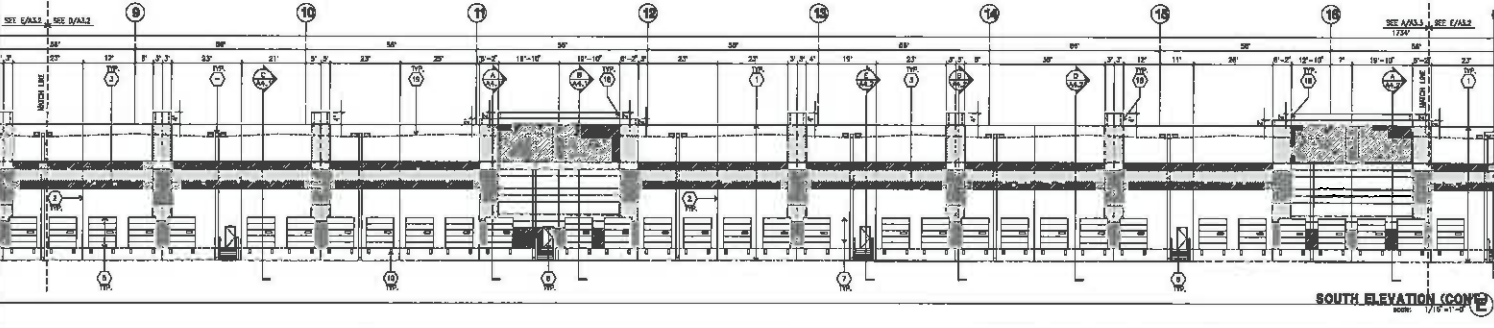
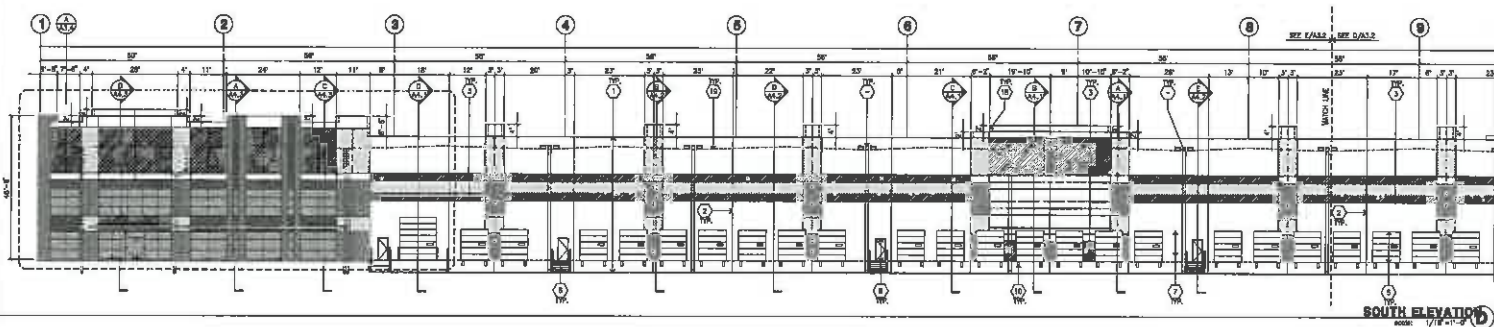
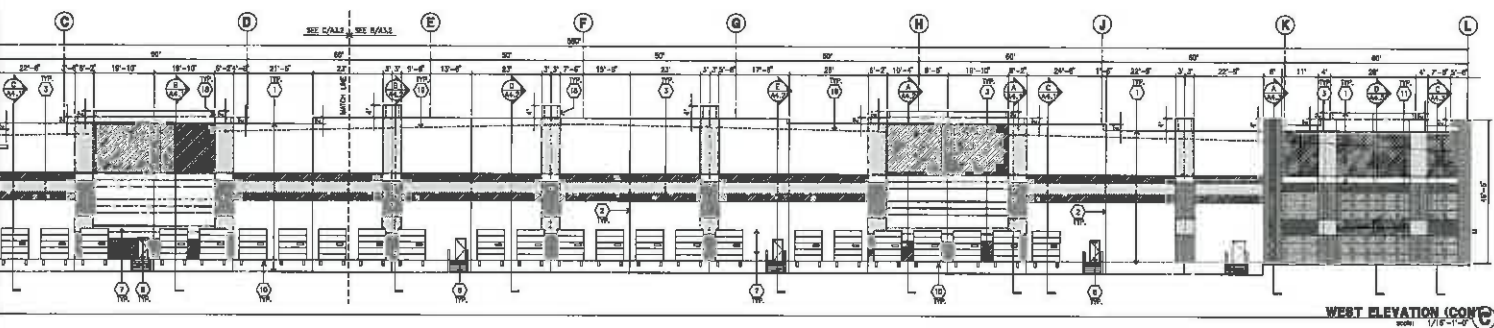
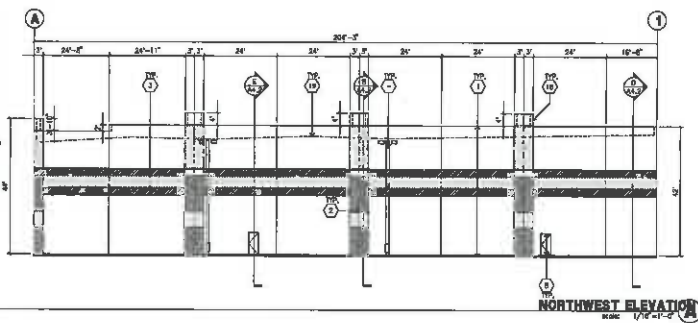
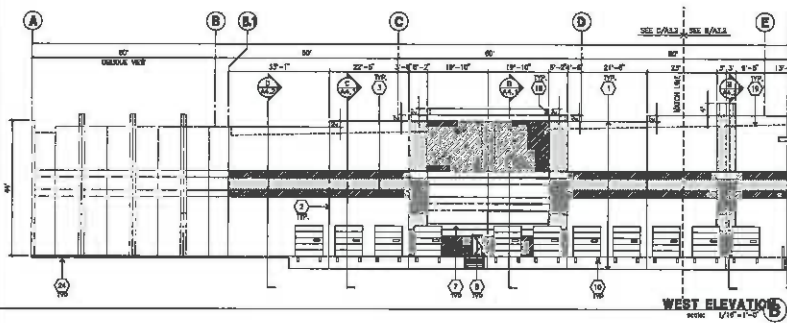
CIVIL  
STRUCTURAL  
MECHANICAL  
PLUMBING  
ELECTRICAL  
LANDSCAPE  
INTERIOR  
MECHANICAL  
HVAC

Title: Elevations

Project Number: 13222  
Drawn by: A.M.  
Date: 09/28/06  
Revision:

Sheet:

A3.1



**KEYNOTES - ELEVATIONS**

- 1 CONCRETE TILT-UP PANEL (PAINTED). OVER GRADE WALLS. SET 1/2" TOLERANCE. WATERPROOF ALL WALLS WHERE GRADE IS HIGHER AND EXPOSED TO THE WEATHER AND SEAL WATERPROOFING TO BE PROTECTED WITH PROTECTION BOARD AND A MIN. OF 6" OF COVER. PROVIDE TRENCH DRAIN AT BOTTOM AND DRAINAGE TO CURB OR SINK TO STORM DRAIN. NOT REQUIRED AT ROCK HIGH CONDITION OR AT RAMP WALLS.
- 2 PANEL JOINT. SEE "S" DRAWINGS. SEE 4/A/3.
- 3 PANEL REGRAD. ALL REGRADS TO HAVE A MAX. OF 3/8" CHANGEL. REGRAD. COLOR TO MATCH ADJACENT BUILDING FIELD COLOR. UNAD.
- 4 OVERHEAD DOOR @ DRIVE THRU. SEE DOOR SCHEDULE. PROVIDE COMPLETE SEALING-STOPPING PROTECTION ALL AROUND. PAINT TO MATCH FIELD COLOR.
- 5 OVERHEAD DOOR @ DOOR HIGH. SEE DOOR SCHEDULE. PROVIDE COMPLETE SEALING-STOPPING PROTECTION ALL AROUND. PAINT TO MATCH FIELD COLOR.
- 6 CONCRETE SINK, LANDING AND QUADRANT. 1/2" METAL PIPE HORIZONTAL. PROVIDE SINK WITH SLOPE TO WEED AND REMOVAL. PROVIDE CONTINUING COVERS 3" WIDE BURNING STRIPS. INTERNAL TO CONCRETE. SEE LANDING AND BOTTOM DRAWINGS FOR ADA REQUIREMENTS.
- 7 METAL LAMPS. SEE DETAIL 5/A/4. PAINT TO MATCH BUILDING COLOR.
- 8 YELLOW METAL DOORS. SEE DOOR SCHEDULE. PROVIDE COMPLETE SEALING STOPPING ALL AROUND DOOR. PROVIDE FOR BURN STOPPING AROUND DOOR. PAINT TO MATCH FIELD COLOR.
- 9 EXTERIOR MET. CORNERPOST WITH 2 OVERLAP SCRAPERS. SEE DETAIL 7/A/2.
- 10 DOOR BLAMPER. SEE DETAIL 4/A/4.
- 11 ALUMINUM EXTERIOR FINISHING WITH TYPED GLAZING AT ALL DOORS. SEALS/ES ADJACENT TO DOORS AND GLAZING WITH BOTTOMS LESS THAN 18" ABOVE. FINISH FLOOR ELEVATION.
- 12 METAL GATE WITH DOOR SET FOR FIRE DEPARTMENT. SEE 4/A/2. PRIME AND PAINT BLACK.
- 13 FIRE-STOPPING ELEMENT. SEE "S" DRS.
- 14 EXTERIOR ROOF DRAIN WITH 2 OVERLAP SCRAPERS. CONTRACTOR TO VERIFY WITH "P" DETAIL. SEE DETAIL 17/A/3.
- 15 BUILDING ADJACENT PER FIVE FOOT. REPERMITS. 20% 1/2" THICK HIGH DENSITY FIBER REINFORCING BOLT LETTERS BY 1/2" PVC FIBER EPOXY TO WALL. COLOR TO BE SELECTED BY ARCHITECT.
- 16 CONCRETE RAMP AND QUADRANT. 1/2" METAL HANDRAIL.
- 17 PARAPET RETAIN. SEE ROOF PLAN AND "S" DRS.
- 18 ROOF LINE BEYOND.
- 19 EXTERIOR LIGHTING FEATURE. CENTER BETWEEN PANEL OR JOINT WALL.
- 20 CONG. FULLED STEEL WALLS. SEE FUL. PLAN.
- 21 EXTERIOR ROOF DRAIN WITH OVERLAP DRAIN. CONTRACTOR TO VERIFY WITH "P" DETAIL.
- 22 TUBE STEEL CANTOPY. SEE "S" DRS.
- 23 NOT USED.
- 24 NOT USED.
- 25 NOT USED.

**SAFETY NOTES - GLAZING**

- NOTE: EACH LIGHT OF SHEET GLAZING MATERIAL INSTALLED IN HAZARDOUS LOCATIONS SHALL BE IDENTIFIED BY PERMANENT LABEL THAT SPECIFIES THE LABELING AND STATES THAT SAFETY GLAZING MATERIAL HAS BEEN INSTALLED IN EACH INSTALLATION.
- A. GLAZING IN PRESSURE AND WINDS DOORS EXCEPT JALOUSIES.
  - B. GLAZING IN FIRE AND SOUNDING PANELS OF SLIDING DOOR ASSEMBLIES AND PANELS IN SOUND DOORS OTHER THAN BARRAGE DOORS.
  - C. GLAZING IN STORM DOORS.
  - D. GLAZING IN ALL UNFURNISHED SASHING DOORS.
  - E. GLAZING IN DOORS AND ENCLOSURES FOR HOT TUBS, WHIRLPOOLS, SAUNAS, STEAM ROOMS, BATHHOUSES, AND SHOWERS.
  - F. GLAZING IN FIBER OR CHANGABLE PANELS ADJACENT TO A DOOR WHERE THE HIGHEST EXPOSED EDGE OF THE GLAZING IS WITHIN 24 INCHES AND OF EITHER VERTICAL EDGE OF THE DOOR IN A CLOSED POSITION AND WHERE THE BOTTOM EDGE OF THE GLAZING IS LESS THAN 48 INCHES ABOVE THE BUILDING SURFACE.
  - G. GLAZING IN AN INDIVIDUAL PIECE OF SPREADER PANEL, OTHER THAN DESCRIBED IN ITEMS E AND F, THAT MEET ALL OF THE FOLLOWING ARE:
    1. DIMENSIONS ARE OF AN INDIVIDUAL PANE GREATER THAN 6 SQUARE FEET.
    2. EXPOSED BOTTOM EDGE LESS THAN 16 INCHES ABOVE THE FLOOR.
    3. EXPOSED TOP EDGE GREATER THAN 28 INCHES ABOVE THE FLOOR.
    4. ONE OR MORE VERTICAL DIMENSIONS WITHIN 38 INCHES HEIGHTS OF THE PLANE OF THE GLAZING.
  - H. GLAZING IN WALLS RETAINING OR HANGING ABOVE A WALKING SURFACE. SEE STRUCTURAL WALKWAY PANELS AND NONSTRUCTURAL R-FILL PANELS.
  - I. GLAZING IN WALLS AND FENCES USED AS THE BARRIER FOR INDOOR AND OUTDOOR SWIMMING POOLS AND SPAS WHEN ALL OF THE FOLLOWING CONDITIONS ARE PRESENT:
    1. THE BOTTOM EDGE OF THE GLAZING IS LESS THAN 60 INCHES ABOVE THE POOL SIDE OF THE GLAZING.
    2. THE GLAZING IS WITHIN 5 FEET OF A SWIMMING POOL OR SPA WATER'S EDGE.
    3. GLAZING IN WALLS ENCLOSING STAIRWAY LANDINGS OR WITHIN 5 FEET OF THE BOTTOM AND TOP OF STAIRWAYS WHERE THE BOTTOM EDGE OF THE GLAZING IS LESS THAN 60 INCHES ABOVE A WALKING SURFACE.

**GENERAL NOTES - ELEVATIONS**

- A. ALL PAINT COLOR CHANGES TO OCCUR AT ABOVE COVERS UNLESS NOTED OTHERWISE.
- B. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE.
- C. T.O.P. = TOP OF FINISHED ELEVATION.
- D. F.F. = FINISH FLOOR ELEVATION.
- E. STOREFRONT CONSTRUCTION: GLASS, METAL ATTACHMENTS AND LANTERNS. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PRIOR TO INSTALLATION.
- F. CONTRACTOR SHALL PAINT ONE CONCRETE PANEL W/ SELECTED COLOR. REFINISH AND DAMPER SHALL APPROVE PRIOR TO PAINTING REMAINDER OF GLAZING.
- G. BACK SIDE OF PARTS TO HAVE SMOOTH FINISH AND BE PAINTED WITH GLAZING SPECIFIC PAINT.
- H. FOR SPANGLER GLAZING, ALLOW SPACE BEHIND SPANGLER, TO BREATHE.
- I. USE ADHESIVE BACK BODY STRIPS FOR ALL BEVELS, FORMING.
- J. THE FIRST COAT OF PAINT TO BE APPLIED ON AND THE SECOND COAT TO BE SPRAYED-ON.

**GLAZING LEGEND**

1	CONCRETE TILT-UP PANEL	PANT BRAND	1	TEMPERED VISION INSULATED GLASS
2	CONCRETE TILT-UP PANEL	PANT BRAND	2	PAV. VISION, (2) PANEYS = SOLATION
3	CONCRETE TILT-UP PANEL	PANT BRAND	3	CLAR W/ (2) CLAR
4	CONCRETE TILT-UP PANEL	PANT BRAND	4	W/ VISION GLAZING UNITS AND 1/2" 20K
5	CONCRETE TILT-UP PANEL	PANT BRAND	5	INSULATED GLASS WITH 1/2" AIRSPACE
6	CONCRETE TILT-UP PANEL	PANT BRAND, INT. USED	6	AND (2) 1/4" LITE.
7	MULLIONS	COLOR CLEAR ANTIREFL		
8	GLAZING	COLOR BLUE REFLECTIVE GLAZING		
9	GLAZING	COLOR		
10	GLAZING	COLOR		

TEMPERED VISION INSULATED GLASS  
PAV. VISION, (2) PANEYS = SOLATION  
CLAR W/ (2) CLAR  
W/ VISION GLAZING UNITS AND 1/2" 20K  
INSULATED GLASS WITH 1/2" AIRSPACE  
AND (2) 1/4" LITE.



**Owler:**

PACIFIC NORTHWEST PROPERTIES  
17648 Madison St., Suite 100,  
Irvine, CA 92614  
Tel: 949-474-8000

**Project:**

**Banning Distribution Center**

BANNING, CA

**Consultants:**

CIVIL STRUCTURAL  
MECHANICAL  
PLUMBING  
ELECTRICAL  
LANDSCAPE  
INTERIORS  
SUSPENSION  
AV/LIGHT

Title: **Elevations**

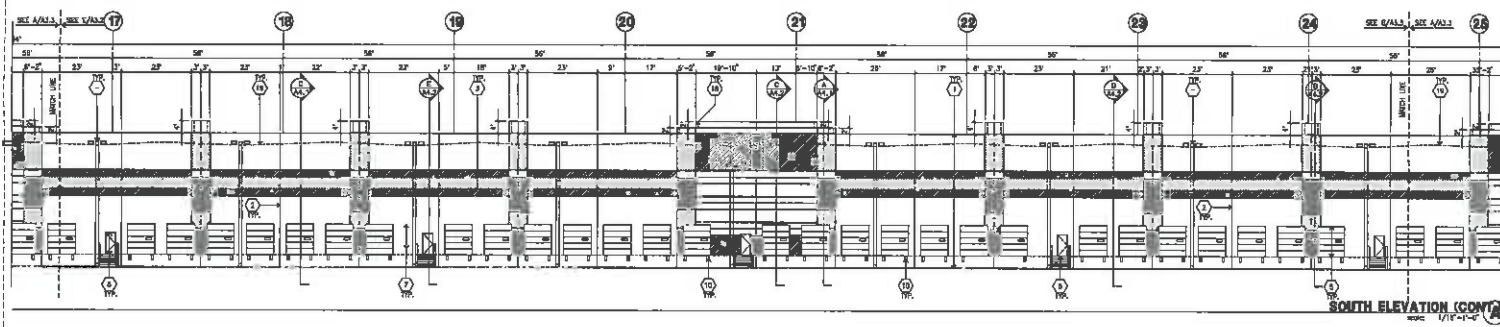
Project Number: **1822**

Drawn by: **AJM**

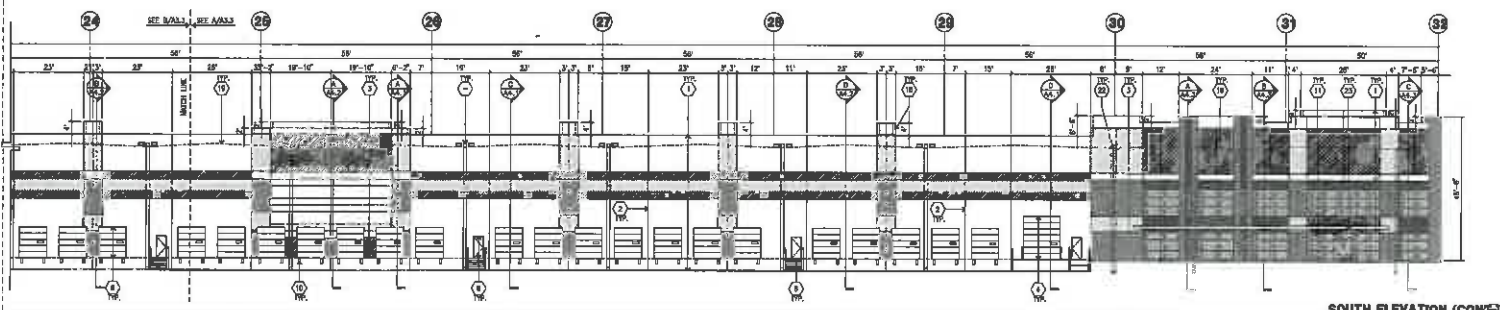
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Revision:

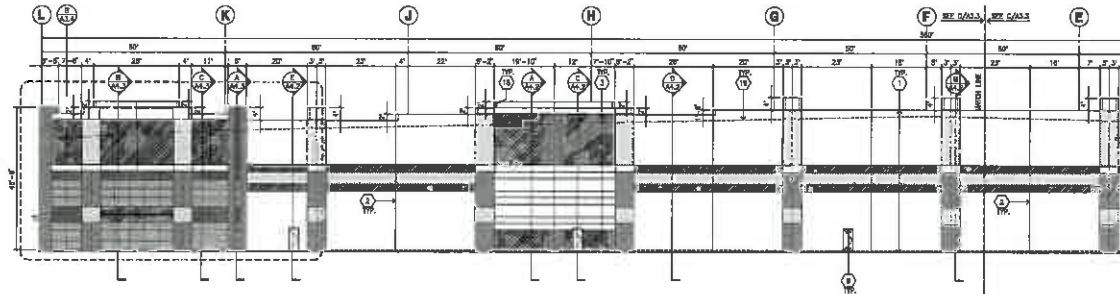
Sheet: **A3.2**



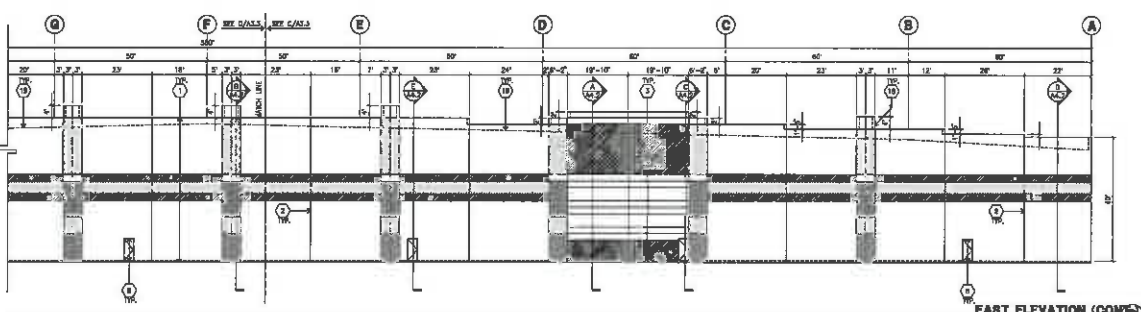
**SOUTH ELEVATION (CONV)**  
SCALE: 1/8" = 1'-0"



**SOUTH ELEVATION (CONV)**  
SCALE: 1/8" = 1'-0"



**EAST ELEVATION (CONV)**  
SCALE: 1/8" = 1'-0"



**EAST ELEVATION (CONV)**  
SCALE: 1/8" = 1'-0"

**KEYNOTES - ELEVATIONS**

- 1 CONCRETE TILT-UP PANEL (PAINTED). FINISH COLOR Varies. SEE "C" DRAWING. INTERLOCK ALL WALLS WHERE CONCRETE IS NEARBY AND EXPOSED TO THE WEATHER ONE SIDE. INTERLOCKING TO BE PROVIDED WITH PROTECTION BANDING AND A MIN. OF 3" OF GROUT. PROVIDE TROUGH DRAIN AT BOTTOM AND CONNECT TO DOWN THE SIDE TO EXTERIOR DRAIN. NOT REQUIRED AT SOAK HIGH CONDITION OR AT RAFT BALLE.
- 2 PANEL JOINT. SEE "C" DRAWING. SEE 4/NO.3
- 3 PANEL REVEALS. ALL REVEALS TO HAVE A MAX. OF 3/16" CHAMFER. REVEAL COUSE TO MATCH ADJACENT BUILDING FIELD COLOR. USUAL.
- 4 OVERHEAD DOOR IN DRIVE THRU. SEE DOOR SCHEDULE. PROVIDE COMPLETE WEATHER STRIPPING PROTECTION ALL AROUND. PAINT TO MATCH FIELD COLOR.
- 5 OVERHEAD DOOR IN DOCK HIGH. SEE DOOR SCHEDULE. PROVIDE COMPLETE WEATHER STRIPPING PROTECTION ALL AROUND. PAINT TO MATCH FIELD COLOR.
- 6 CONCRETE STAIR, LANDING AND CORRIDOR. METAL FIBC REINFORCE. PROVIDE TOP AND BOTTOM CHAIRS TO MEET ADA REQUIREMENTS. PROVIDE CONTRASTIVE COLORED 3" HIGH STRIPING STRIPS PER ADA REQUIREMENTS. TOP LANDING AND BOTTOM CHAIRS TO BE ADA COMPLIANT.
- 7 METAL LANDING. SEE DETAIL 3/A/1.
- 8 HOLLOW METAL DOORS. SEE DOOR SCHEDULE. PROVIDE COMPLETE WEATHER STRIPPING ALL AROUND DOOR. PAINT TO MATCH FIELD COLOR.
- 9 EXTERIOR LIGHT. MOUNTMENT WITH 3 OVERLAP SCUFFERS. SEE DETAIL 1/NO.3.
- 10 DOOR SWAYERS. SEE DETAIL 3/A/1.
- 11 ALUMINUM SPOUNDER FRAMING WITH TAMPORED GLASS AT ALL DOORS. INSULATED ADJACENT TO DOORS AND GLAZING WITH BUTTRES LESS THAN 1/2" ABOVE FINISH FLOOR ELEVATION.
- 12 METAL SILE WITH HOOKS FOR PER FIRE RATING. SEE 3/A/1. PAINT AND FINISH BLACK.
- 13 FIRE-RATED GLAZING. SEE "C" DRAWING.
- 14 EXTERIOR ROOF DRAIN WITH 2 OVERLAP SCUFFERS. CONTRACTOR TO VERIFY WITH "F" DETAIL. SEE DETAIL 1/NO.3.
- 15 CONCRETE TILT-UP SCREEN WALL.
- 16 BUILDING APPROVED FOR FIRE DEPT. REQUIREMENTS. 2" X 4" HOOK HANG GROUT FROM WEATHER BOLT LAYERS BY 1/2" PVC INCHES EXPOSED TO WALL. COLOR TO BE SELECTED BY ARCHITECT.
- 17 CONCRETE RAMP AND GENERAL W/ METAL HANDRAIL.
- 18 PARAPET RETAIN. SEE ROOF PLAN AND "D" DETAIL.
- 19 ROOF LINE REVEAL.
- 20 EXTERIOR LIGHTING FIXTURE. CENTER BETWEEN PANEL OR JOINT UNLESS NOTED OTHERWISE.
- 21 CONC. FALLED STEEL BOLLS. SEE PLAN PLAN.
- 22 INTERIOR ROOF DRAIN WITH OVERLAP DRAIN. CONTRACTOR TO VERIFY WITH "F" DETAIL.
- 23 TUBE STEEL CHOPPY. SEE "C" DETAIL.
- 24 NOT USED
- 25 NOT USED

**SAFETY NOTES - GLAZING**

- NOTE: EACH LIGHT OF SAFETY GLAZING MATERIAL, INSTALLED IN HAZARDOUS LOCATIONS SHALL BE IDENTIFIED BY PERMANENT LABEL THAT SPECIFIES THE MANUFACTURER AND STATES THAT SAFETY GLAZING MATERIAL HAS BEEN UTILIZED IN SUCH INSTALLATIONS.
- A. GLAZING IN INGRESS AND EGRESS DOORS EXCEPT JALOUSIES.
  - B. GLAZING IN FIXED AND SLIDING PANELS OF SLIDING DOOR ASSEMBLIES AND PANELS IN SLIDING DOORS OTHER THAN HANGROUSE DOORS.
  - C. GLAZING IN STORM DOORS.
  - D. GLAZING IN ALL UNFRAMED SLIDING DOORS.
  - E. GLAZING IN DOORS AND ENCLOSURES FOR HOT TUBS, BATHTUBS, SAUNAS, STEAM ROOMS, BATHHOUSES, AND SHOWERS.
  - F. GLAZING IN FIXED OR OPERABLE PANELS ADJACENT TO A DOOR WHERE THE NEAREST EXPOSED EDGE OF THE GLAZING IS WITHIN 36 INCHES AND OF OTHER VERTICAL SURFACES OF THE DOOR IS A CLOSED POSITION AND WHERE THE BOTTOM EDGE OF THE GLAZING IS LESS THAN 60 INCHES ABOVE THE FINISH SURFACE.
  - G. GLAZING IN AN OPERABLE FIXED OR OPERABLE PANEL, OTHER THAN DESCRIBED IN ITEMS E AND F, THAT MEETS ALL OF THE FOLLOWING ARE PRESENT:
    1. EXPOSED ARE OF AN INDIVIDUAL PANEL GREATER THAN 9 SQUARE FEET.
    2. EXPOSED BOTTOM EDGE LESS THAN 18 INCHES ABOVE THE FLOOR.
    3. EXPOSED TOP EDGE GREATER THAN 36 INCHES ABOVE THE FLOOR.
    4. ONE OR MORE VERTICAL SURFACES WITHIN 36 INCHES VERTICALLY OF THE PLANE OF THE GLAZING.
  - H. GLAZING IN BALCONIES REGARDLESS OF HEIGHT ABOVE A FINISH SURFACE, INCLUDING ARE COLLECTIVE BALUSTER PANELS AND NONSTRUCTURAL INFILL PANELS.
    1. GLAZING IN WALLS AND FRAMES USED AS THE BARRIER FOR INDOOR AND EXTERIOR SWIMMING POOLS AND SPA'S WHEN ALL OF THE FOLLOWING CONDITIONS ARE PRESENT:
      1. THE BOTTOM EDGE OF THE GLAZING IS LESS THAN 36 INCHES ABOVE THE FINISH SURFACE OF THE GLAZING.
      2. THE GLAZING IS WITHIN 2 FEET OF A SWIMMING POOL OR SPA WATER'S EDGE.
    - J. GLAZING IN WALLS ENCLOSEING STAIRWAY LANDINGS OR WITHIN 5 FEET OF THE BOTTOM AND TOP OF STAIRWAYS WHERE THE BOTTOM EDGE OF THE GLAZING IS LESS THAN 36 INCHES ABOVE A FINISH SURFACE.

**GENERAL NOTES - ELEVATIONS**

- A. ALL PAINT COLOR CHANGES TO OCCUR AT WORK CORNERS UNLESS NOTED OTHERWISE.
- B. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE.
- C. ELEV. CL. = TOP OF FINISH ELEVATION.
- D. F.S. = FINISH FLOOR ELEVATION.
- E. INTERPRET CONTRACTOR GLASS, METAL ATTACHMENTS AND LEVELS. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PRIOR TO INSTALLATION.
- F. CONTRACTOR SHALL FULFILL PANEL ONE CONCRETE PANEL BY SELECTED COLOR. ARCHITECT AND OWNER SHALL APPROVE PRIOR TO FINISHING REFINISHING OF GLAZING.
- G. BRICK SILE OF PROFFETS TO HAVE SMOOTH FINISH AND BE PAINTED WITH GLAZING FINISH.
- H. FOR SPANNING GLAZING ALLOW SPACE BEHIND SPANNERS TO BREATHE. USE ANCHORED BACK BRUSH STRIPS FOR ALL ROOFING TOWERS.
- I. THE FIRST COAT OF PAINT TO BE ROLLED-ON AND THE SECOND COAT TO BE SPRAYED-ON.

- |     |                        |                               |
|-----|------------------------|-------------------------------|
| 1-1 | CONCRETE TILT-UP PANEL | PANT BRAND                    |
| 2-2 | CONCRETE TILT-UP PANEL | PANT BRAND                    |
| 3-3 | CONCRETE TILT-UP PANEL | PANT BRAND                    |
| 4-4 | CONCRETE TILT-UP PANEL | PANT BRAND                    |
| 5-5 | CONCRETE TILT-UP PANEL | PANT BRAND, NOT USED          |
| 6-6 | GLAZING                | COLOR CLEAR ANODIZED          |
| 7-7 | GLAZING                | COLOR BLUE REFLECTIVE GLAZING |
| 8-8 | CHOPPY                 | BLUE                          |

- GLAZING LEGEND**
- |  |   |
|--|---|
| TEMPERED SPANDREL GLASS 1/2" CLEAR                   | TEMPERED MESH REINFORCED GLASS 1/2" MESHCOOL, (2) PACIFICA, (2) SOLARSHIELD 80 (3) CLEAR    |
| HANGROUSE BLUE GRAC 89-0000                          | 4 VALVES (A, B, C, D) AND 1/2" DIA. T INSULATED GLASS WITH 1/2" AIRSPACE AND (3) 1/4" LITE. |
| TEMPERED MESH GLASS 1/2" PRO. MESHCOOL, (2) PACIFICA |   |



HPA, Inc.  
18001 Lakeside Avenue - Ste. 9700  
Irvine, CA 92614  
Tel: (949) 453-1770  
Fax: (949) 453-0881  
www: hpa@hpa.com

Owner:  
  
PROJECT:  
  
Banning Distribution Center  
  
BANNING, CA  
  
Consultants:  
  
CIVIL  
STRUCTURAL  
MECHANICAL  
ELECTRICAL  
LANDSCAPE  
INTERIORS  
SOLARSHIELD  
APPLICATOR

Project Number: 1822  
Drawn by: AAL  
Date: 06/28/2010  
Revision:

Sheet  
**A3.3**





## **NOTICE OF PUBLIC HEARING RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION**

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

Any person may submit written comments to the ALUC before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. The proposed project application may be viewed at the Riverside County Administrative Center, 4080 Lemon Street, 14<sup>th</sup> Floor, Riverside, California 92501, Monday through Thursday from 8:00 a.m. to 5:00 p.m., and by prescheduled appointment on Fridays, from 9:00 a.m. to 5:00 p.m.

ATTENTION: ALUC reviews a proposed plan or project solely to determine whether it is consistent with the applicable Airport Land Use Compatibility Plan. The City of Banning may hold hearings on this project and should be contacted on non-ALUC issues.

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

DATE OF HEARING: February 9, 2017

TIME OF HEARING: 9:00 A.M.

### **CASE DESCRIPTION:**

ZAP1023BA16 – Banning Industrial, LP (Representative: William S. Messenger Jr.) – City of Banning Planning Case No. DR16-7002 (Design Review). The applicant is proposing to develop a 1,000,000 square foot industrial distribution warehouse building and detention basins on 63.9 acres. The building will have 990,000 square feet of warehouse area and 10,000 square feet of office area. The project site is located southerly of Interstate 10 Freeway, easterly of John Street, and northerly of Banning Municipal Airport (Airport Compatibility Zones B1, B2, and D of the Banning Municipal Airport Influence Area).

FURTHER INFORMATION: Contact Paul Rull at (951) 955-6893. The ALUC holds hearings for local discretionary permits within the Airport Influence Areas, reviewing for aeronautical safety, noise and obstructions. All other concerns should be addressed to Mr. Brian Guillot of the City of Banning Planning Department at (951) 922-3125.

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

ALUC Identification No.

**ZAP10238A16**

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

Date of Application December 27, 2016  
 Property Owner Banning Industrial, LP Phone Number (949) 474-2000  
 Mailing Address 17842 Mitchell N., Suite 100  
Irvine, CA 92614

Agent (if any) William S. Messenger, Jr. Phone Number (714) 313-9867  
 Mailing Address 270 Newport Center Drive, Suite 100  
Newport Beach, CA 92660

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

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

Street Address \_\_\_\_\_  
 Assessor's Parcel No. 532-110-006, 532-130-001, 532-130-002 Parcel Size 63.90 Acres  
 Subdivision Name \_\_\_\_\_ Zoning \_\_\_\_\_  
 Lot Number \_\_\_\_\_ Classification \_\_\_\_\_

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

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

Existing Land Use (describe) Vacant  
 Proposed Land Use (describe) Development of a rail serviced warehouse/distribution building with 990,000 square feet of warehouse space, 10,000 square feet of office space, on a 63.90 gross acre site.

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

Height Data Height above Ground or Tallest Object (including antennas and trees) 45.0 Feet ft.  
 Highest Elevation (above sea level) of Any Object or Terrain on Site 2,191.0 Feet 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 \_\_\_\_\_

*Banning BI  
BID*

REFERRING AGENCY (APPLICANT OR JURISDICTION TO COMPLETE)	
Date Received	Type of Project
Agency Name <u>CITY of Banning</u>	<input type="checkbox"/> General Plan Amendment
Staff Contact <u>BRIAN GILLOT</u>	<input type="checkbox"/> Zoning Amendment or Variance
Phone Number <u>951-922-3125</u>	<input type="checkbox"/> Subdivision Approval
Agency's Project No. <u>DR 16-1002</u>	<input type="checkbox"/> Use Permit
	<input type="checkbox"/> Public Facility
	<input checked="" type="checkbox"/> Other <u>Des. Riv.</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:** 3.2

**HEARING DATE:** February 9, 2017

**CASE NUMBER:** ZAP1082RI16 – Jones Wholesale Lumber (Representative: Adkan Engineers)

**APPROVING JURISDICTION:** City of Riverside

**JURISDICTION CASE NO:** P16-0895 (Minor Conditional Use Permit), P16-0896 (Design Review),

**MAJOR ISSUES:** The project proposes perimeter block walls and steel entry gates located within Compatibility Zone A which are identified as prohibited uses, as well as being inconsistent with Compatibility Zone A open area requirements.

**RECOMMENDATION:** Staff recommends that the Minor Conditional Use Permit and Design Review be found **INCONSISTENT**, based on prohibited structures being located within Compatibility Zone A. If these features were deleted or relocated outside Zone A, the project would be **CONDITIONALLY CONSISTENT**.

**PROJECT DESCRIPTION:** The applicant proposes to construct an outdoor storage yard, with a 2-story 3,505 square foot office building, a railroad spur, and an 8,000 gallon underground diesel storage tank on 5.6 acres.

**PROJECT LOCATION:** The site is located at 7027 Central Avenue, on the northwest corner of Central Avenue and Wilderness Avenue, within the City of Riverside, approximately 470 feet north of the northerly terminus of Runway 16-34 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 Zones A, B1, C
- c. Noise Levels: 55 – 65 CNEL contour

**BACKGROUND:**

Non-Residential Land Use Intensity: Pursuant to the Riverside Municipal Airport Land Use Compatibility Plan, the project site is located within Compatibility Zones A, B1, and C. Approximately 0.5 acres are located in Zone A and 4.6 acres are located in Zone B1. Zone C lies entirely within the public right-of-way, adjacent to the project boundaries. Zone A prohibits structures and restricts all intensities. Zone B1 restricts average intensity to 25 people per acre and Zone C restricts average intensity to 75 people per acre. The project proposes no structures with floor area in Zone A.

Pursuant to Appendix C, Table C-1, of the Riverside County Airport Land Use Compatibility Plan, the following rates were used to calculate the occupancy for the proposed building in Compatibility Zone B1:

- Office – 1 person per 200 square feet (50 percent reduction from Building Code maximum)

The proposed project includes a total of 3,505 square feet of office area in a 2-story building in the Zone B1 portion of the property. Using the above assumption, the total occupancy for the Zone B1 portion of the site would be 18 people, for an average intensity of 4 people per acre, which is consistent with the Compatibility Zone B1 average criterion of 25 persons per acre.

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). Based on the number of standard parking spaces required of 56, the total occupancy would be estimated at 84 people. This total occupancy results in an average intensity of 18 people per acre, which is consistent with the Compatibility Zone B1 average acre criterion of 25 persons per acre.

Non-Residential Single-Acre Intensity: As previously noted, the proposed building is located within Compatibility Zone B1 which restricts non-residential intensity to 50 people in any given single acre.

Based on the site plan provided and the occupancies as previously noted, the maximum single-acre area for the building would consist of 3,505 square feet of office area, resulting in a single acre occupancy of 18 people, which is consistent with the Compatibility Zone B1 single-acre criterion of 50 people.

Zone A: Pursuant to the Riverside Municipal Airport Land Use Compatibility Plan, Compatibility Zone A prohibits structures and restricts all intensities. The site plan depicts a 6 foot high perimeter block wall and steel entry gate within Compatibility Zone A. No buildings or structures with occupiable floor area would be located within this area. The applicant is willing to consider use of chain link fencing to replace the block wall and steel gate.

Prohibited and Discouraged Uses: The applicant does not propose any land uses specifically prohibited or discouraged in Compatibility Zone B1 of the Riverside Municipal Airport Influence Area. The project proposes no structures with floor area in Compatibility Zone A. However, the applicant is proposing a 6 foot high block wall and a steel entry gate within the portion of the site that is located within Zone A, which are prohibited.

Noise: The site is located within the 55 to 65 dBA CNEL contour range from aircraft noise for Riverside Municipal Airport. As a primarily industrial use not sensitive to noise, the lumber yard would not require special measures to mitigate aircraft-generated noise. However, there is also an office component to the project. Office uses are identified as normally and marginally acceptable within the 55 – 65 CNEL contour range. As an indoor noise-sensitive use, the office would be impacted by aircraft generated noise. Therefore, staff is recommending a condition to incorporate noise attenuation measures into the design of the office building to such extent as may be required to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.

Part 77: The elevation of Runway 16-34 at its northerly terminus is approximately 747.5 feet above mean sea level (AMSL). At a distance of 470 feet from the runway, FAA review would be required for any structures with a peak elevations exceeding 752.2 feet AMSL. The project site elevation is 778 feet AMSL, and the proposed maximum building height is 28 feet, resulting in a maximum top point elevation of 806 feet AMSL. Therefore, review of the building by the FAA Obstruction Evaluation Service (FAA OES) is required. The applicant has submitted Form 7460-1, and FAA OES has assigned Aeronautical Study Nos. 2017-AWP-452 thru -456-OE to this project.

Open Area: Compatibility Zone B1 requires 30% of area within major projects (10 acres or larger) be set aside as open area that could potentially serve as emergency landing areas. The project is 5.6 acres in area, so Zone B1 open area is not required. However, Zone A must be retained as open area.

#### **CONDITIONS:**

1. Any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky. All outdoor lighting plans shall be subject to review by airport management.
2. The following uses/activates are not included in the proposed project and shall be prohibited at this site:
  - (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, nursing homes, highly noise-sensitive outdoor nonresidential uses, places of worship, aboveground bulk storage of 6,000 gallons or more of flammable or hazardous materials, and hazards to flight.
3. The attached notice shall be given to all prospective purchasers and/or tenants of the property.
  4. Prior to issuance of a building permit, the property owner shall convey an avigation easement to Riverside Municipal Airport. Copies of the recorded avigation easement shall be forwarded to the Airport Land Use Commission and to the City of Riverside.
  5. 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.  
  
Trees shall be spaced to avoid creation of a continuous canopy. Landscaping in and around the detention basin shall not include vegetation that produces seeds, fruits, or berries.
  6. Any subsequent Design Review, Conditional Use Permit, Tenant Improvement, or other permitting that would alter the use and occupancy of the currently proposed project shall require ALUC review.
  7. The applicant shall submit plans for the proposed underground fueling tanks with the Riverside County Department of Environmental Health Hazardous Materials Branch for review and approval according to their safety regulations and such mitigations shall be in place to protect the public safety in the event that an aircraft ruptures and ignites the fueling

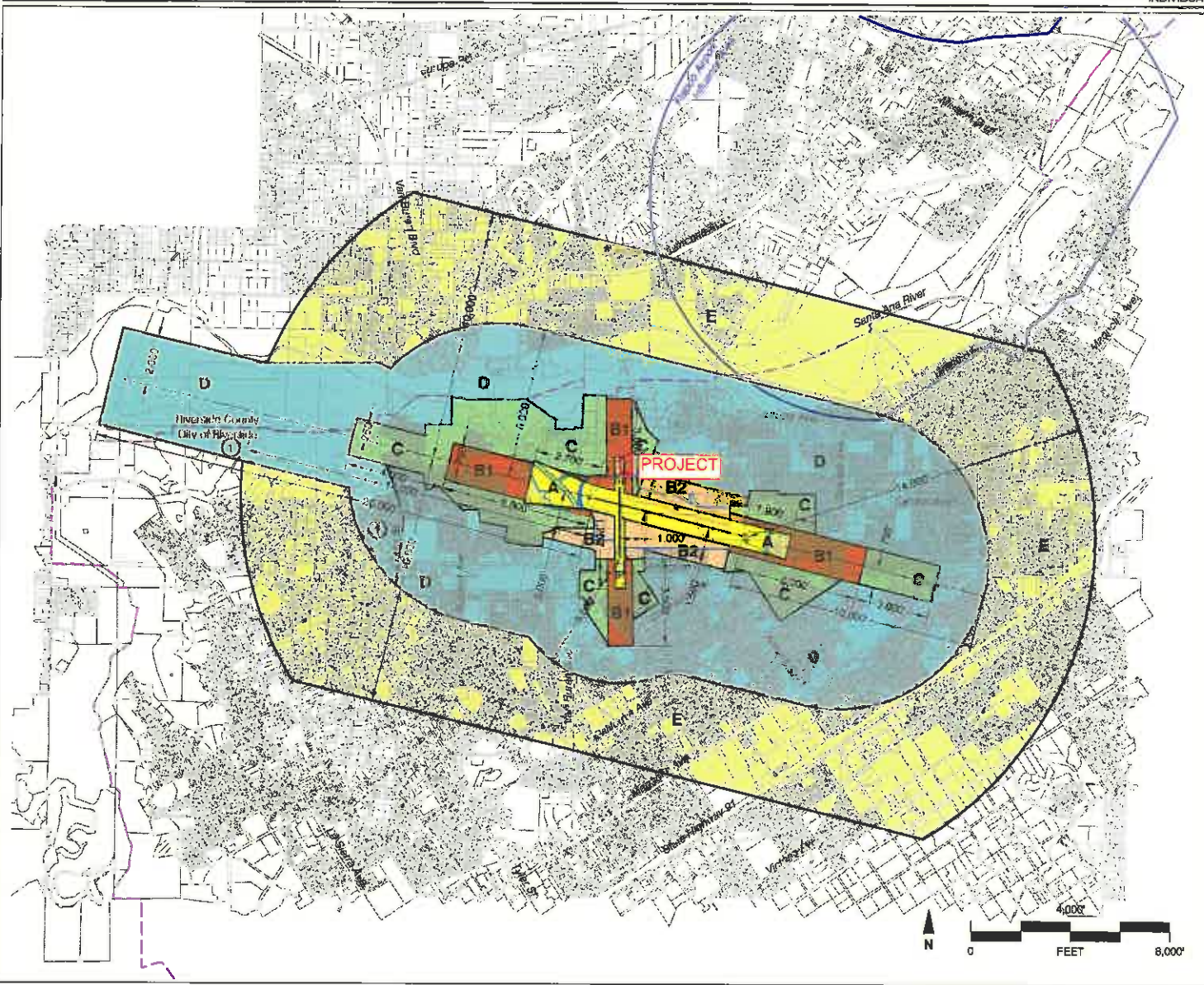


tanks.

8. Noise attenuation measures shall be incorporated into the design of the office building, to the extent such measures are necessary to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.

# 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 HI.2 for special exceptions to the Table 2A criteria.

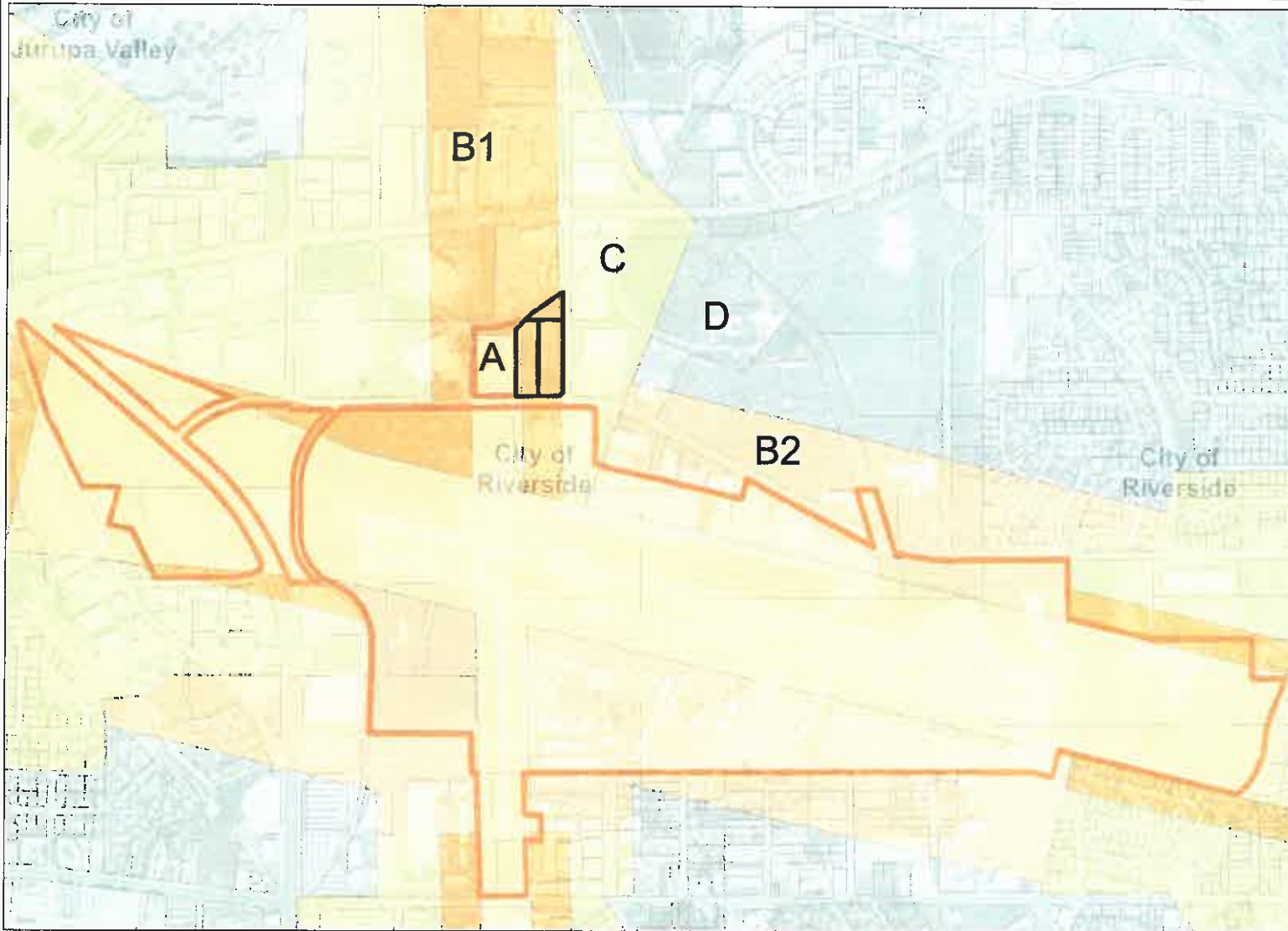
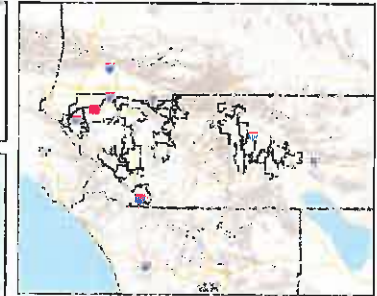
Riverside County  
 Airport Land Use Commission  
 Riverside County  
 Airport Land Use Compatibility Plan  
 Policy Document  
 (Adopted March 2005)

Map RI-1

**Compatibility Map**  
 Riverside Municipal Airport

P:\RCD\maps\RI-1\compatibility.dwg Mar 22, 2005 - 12:47 pm

# My Map



## Legend

- Airports
- AIA
- Airport Compatibility**
- OTHER ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC6
- C2-HIGHT



0 1,446 2,892 Feet



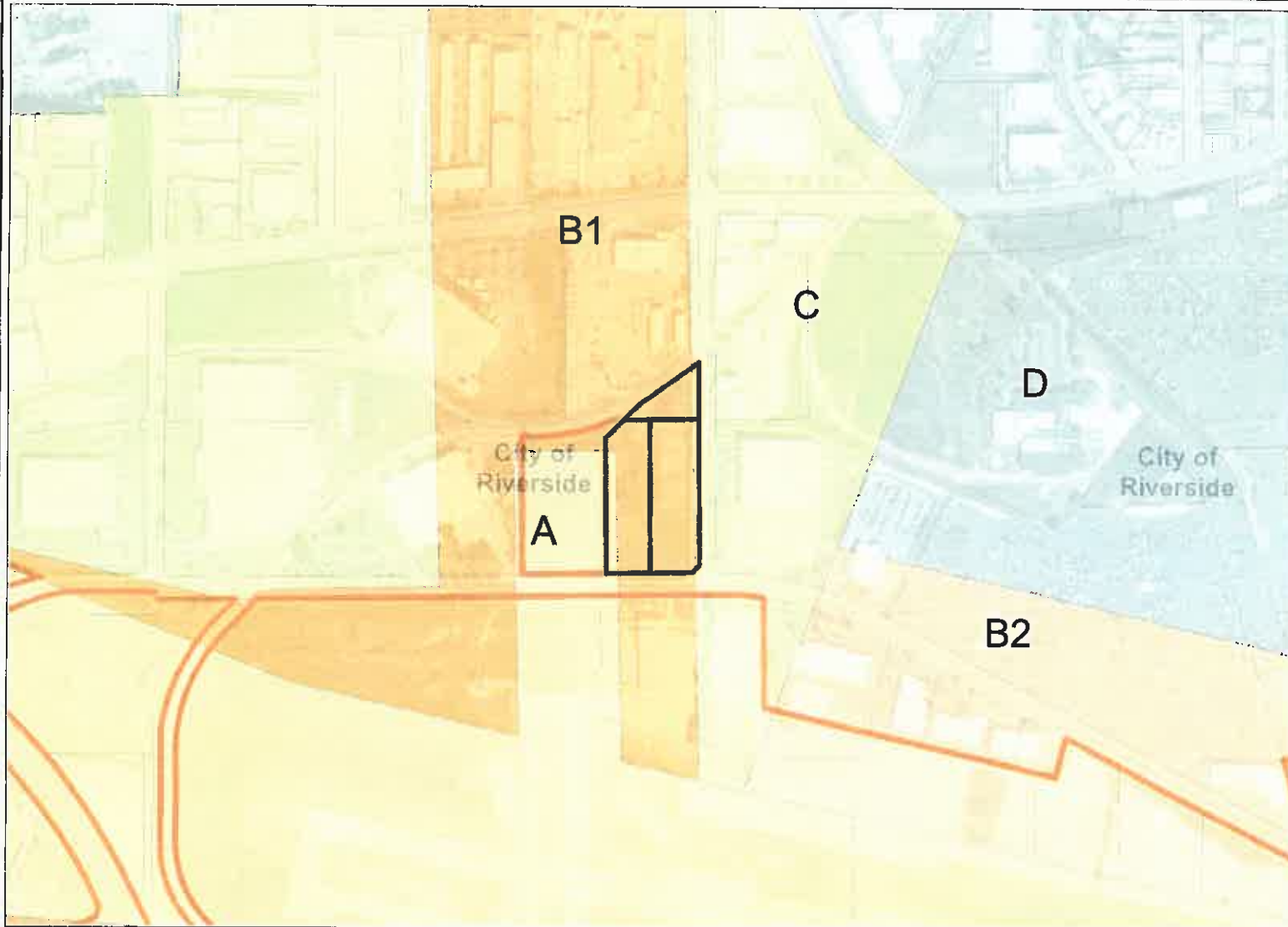
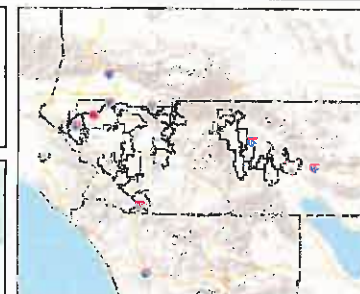
**\*IMPORTANT\*** Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness,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

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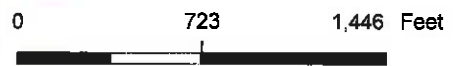
## Notes

# My Map



## Legend

- Airports
- AIA
- Airport Compatibility**
- OTHER ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC6
- C2-HIGHT



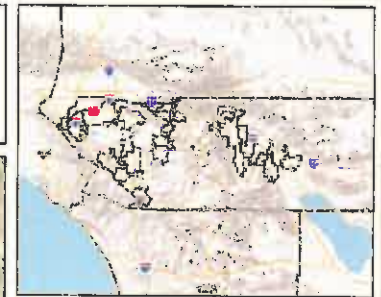
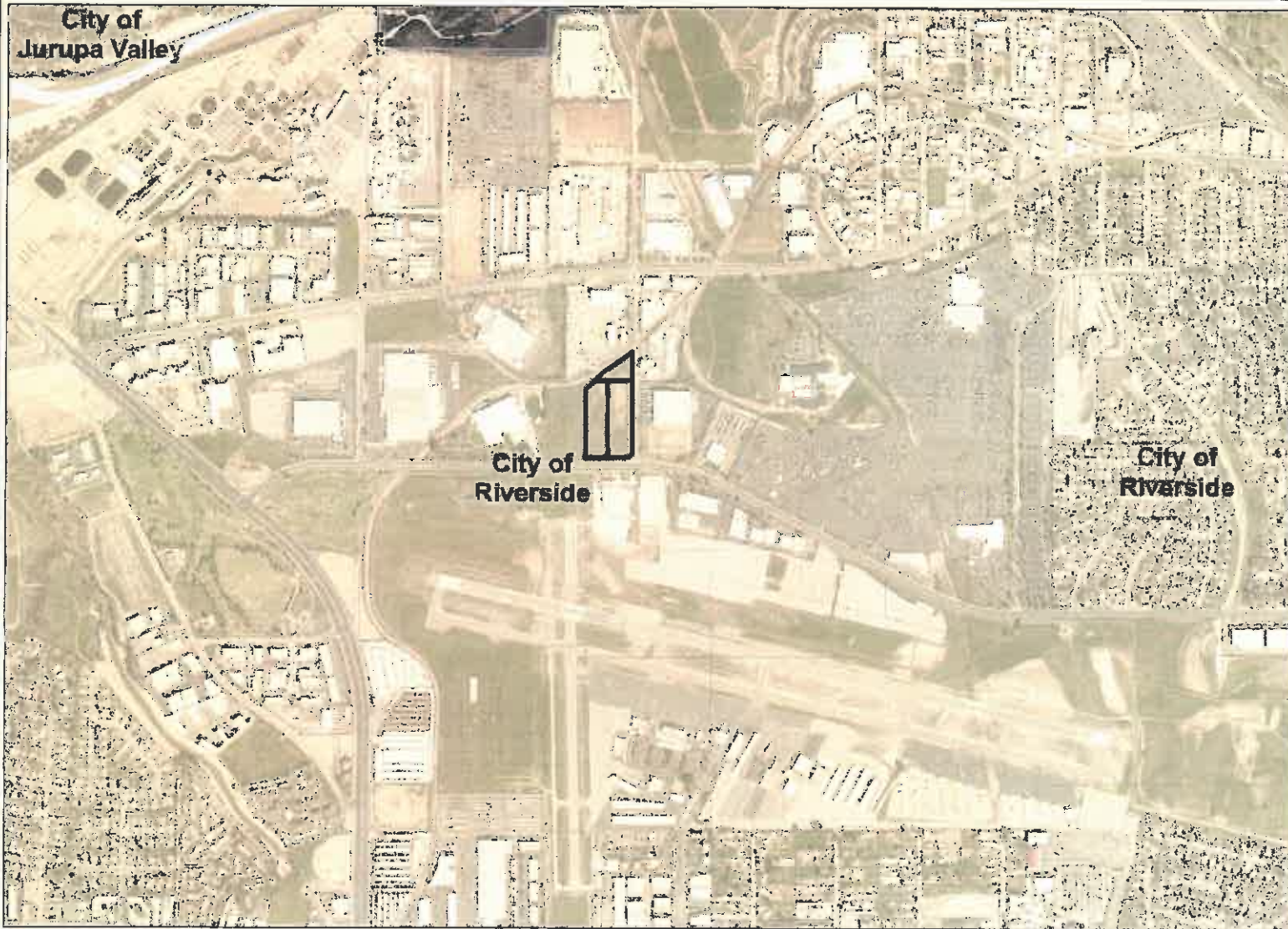
**\*IMPORTANT\*** Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness,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

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



0 1,446 2,892 Feet



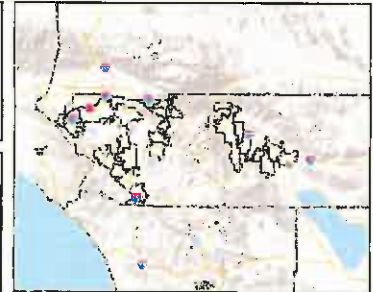
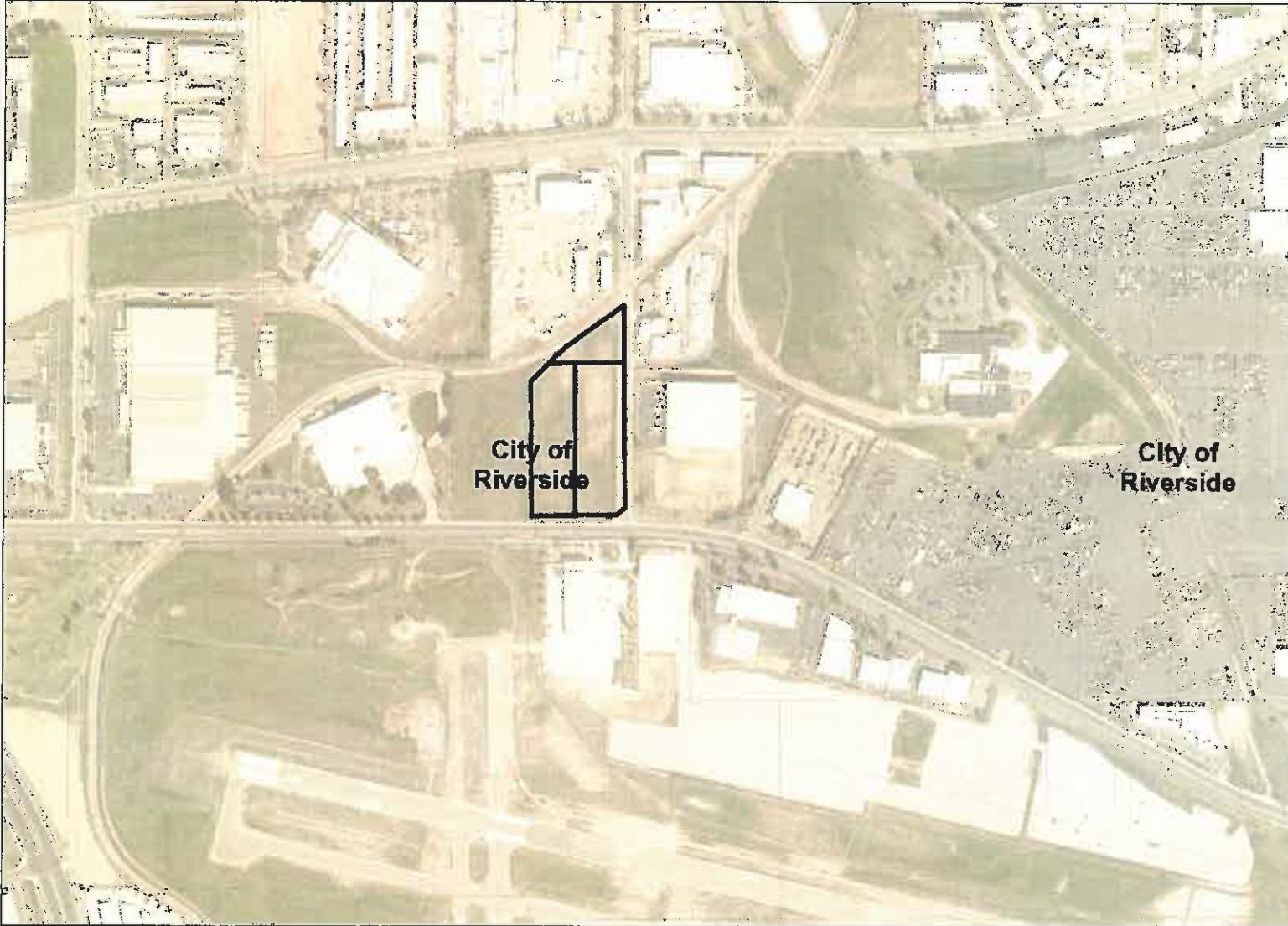
**\*IMPORTANT\*** Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness,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

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



0 723 1,446 Feet



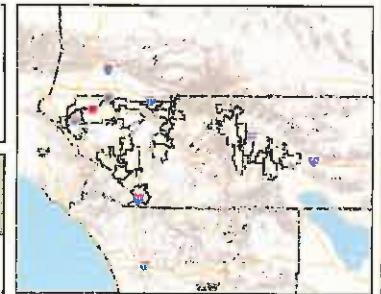
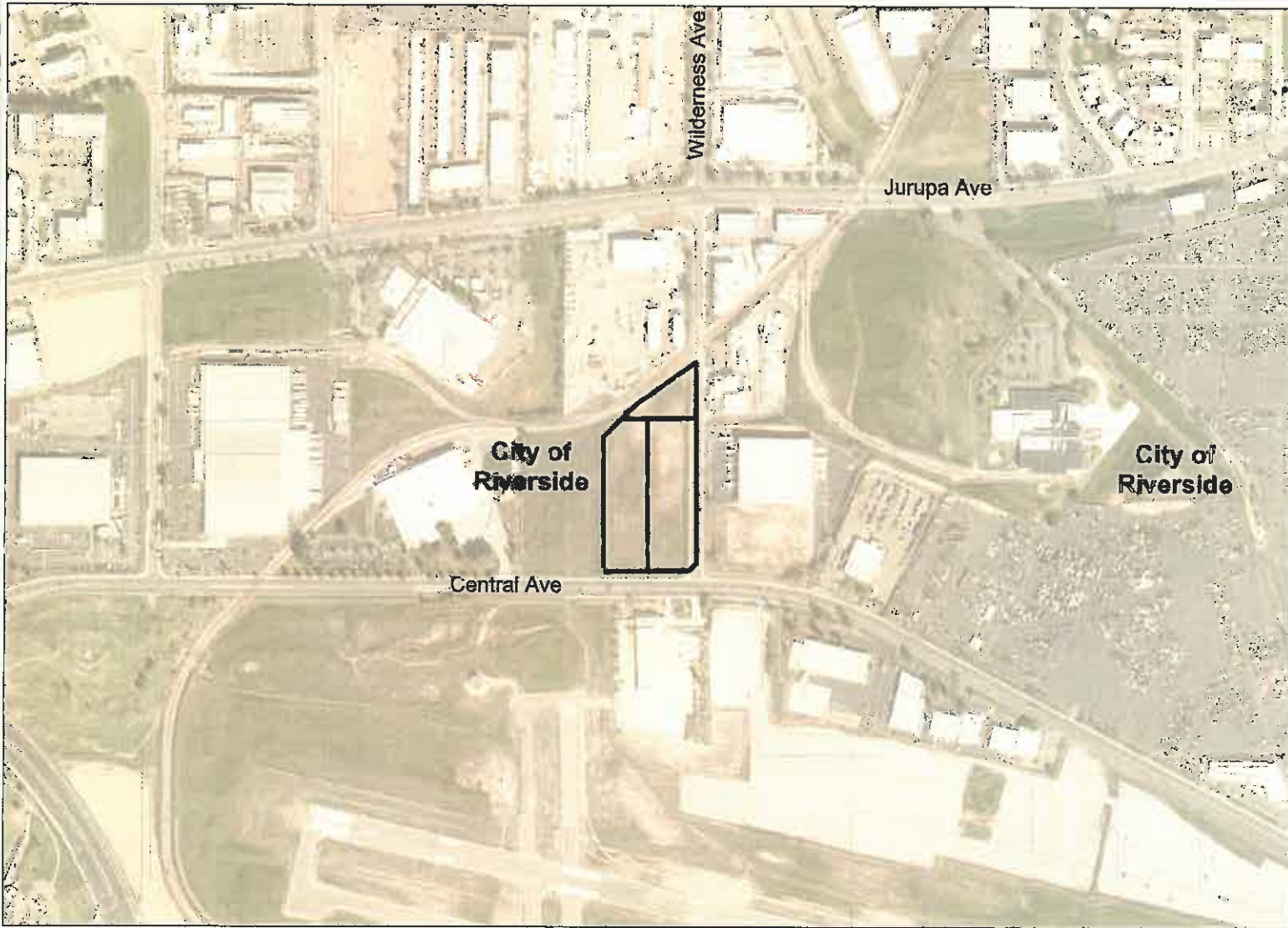
**\*IMPORTANT\*** Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness,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

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



0 723 1,446 Feet



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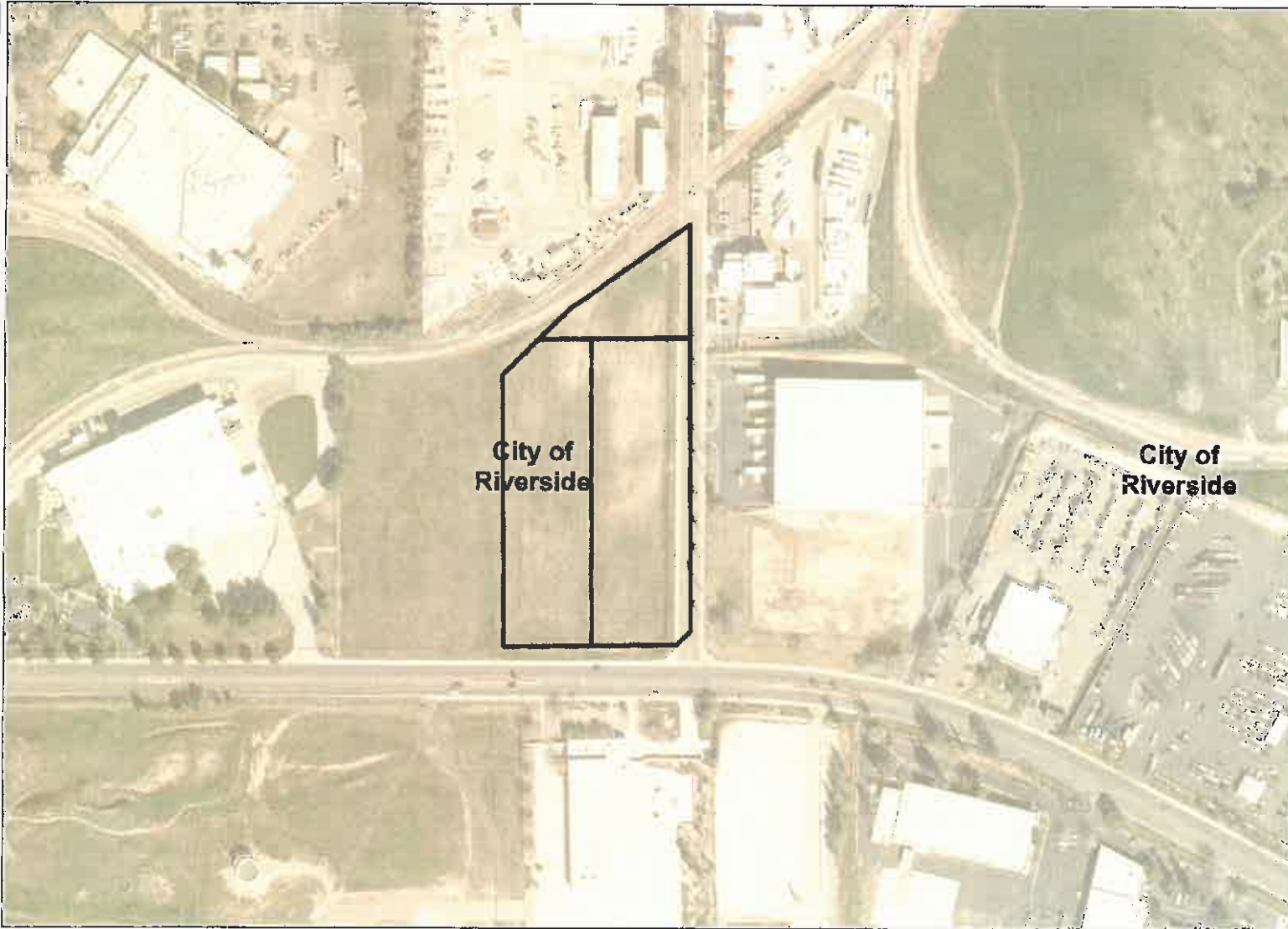
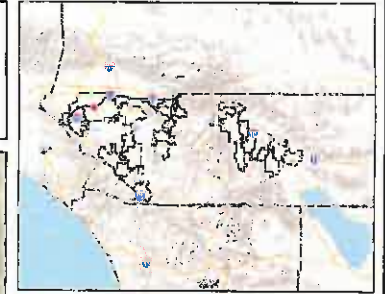
REPORT PRINTED ON... 1/11/2017 10:01:46 AM

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









## Notes



# My Map



## Legend

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



0 362 723 Feet



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## Notes

# J. W. L. OUTDOOR STORAGE YARD

## MINOR CONDITIONAL USE PERMIT AND PARKING VARIANCE.

NW CENTRAL & WILDERNESS AVE. RIVERSIDE, CA.

**RPP ARCHITECTS & ASSOCIATES, INC.**  
 4007 E. 7th Street  
 Long Beach, CA 90805  
 (562) 438-8811, (714) 538-8840  
 Fax: (562) 438-8840

THIS PERMIT AND VARIANCE IS GRANTED BY THE CITY OF RIVERSIDE, CALIFORNIA, UNDER THE PROVISIONS OF THE SUBDIVISION MAP ACT, THE BUILDING CODE, AND THE ZONING ORDINANCE. IT IS GRANTED ON THE CONDITION THAT THE APPLICANT SHALL COMPLY WITH ALL CITY ORDINANCES, ORDINANCES, AND ORDINANCES, AND SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND VARIANCES FROM THE APPROPRIATE AGENCIES. THE CITY OF RIVERSIDE, CALIFORNIA, IS NOT RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION PROVIDED BY THE APPLICANT. THE APPLICANT SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND VARIANCES FROM THE APPROPRIATE AGENCIES.

**SCOPE OF WORK**

1. CONSTRUCTION OF NEW FACILITY PER PLAN.
2. CONSTRUCTION OF NEW FENCE AND PERIMETER OF NEW WALLS AND GATE.
3. EXISTING AND NEW SIGNAGE AND SIGNAGE.
4. NEW LANDSCAPING OF EXISTING AND NEW.
5. NEW FENCE OF EXISTING EXTERIOR FENCE.
6. NEW FENCE OF NEW FENCE.
7. NEW FENCE WATER RETENTION SAND FILTERS.
8. MODIFICATION OF EXISTING EXTERIOR SAND FILTERS.
9. INSTALLATION OF UNDERGROUND UTILITY LINES, TANK, AND S. PIPES.

**SECURITY NOTES**

1. EXISTING AND NEW WALLS.
2. EXISTING AND NEW WALLS.
3. EXISTING AND NEW WALLS.

**DEFERRED PERMITS**

1. EXISTING AND NEW WALLS.
2. EXISTING AND NEW WALLS.
3. EXISTING AND NEW WALLS.
4. EXISTING AND NEW WALLS.

**FIRE DEPARTMENT NOTES**

1. INSTALL FIRE BOX AT ENTRY GATE AND DOOR.

**BUILDING CODE**

CODE APPLICATION  
 1.1. EXISTING AND NEW WALLS.  
 1.2. EXISTING AND NEW WALLS.  
 1.3. EXISTING AND NEW WALLS.

**BUILDING CODE**

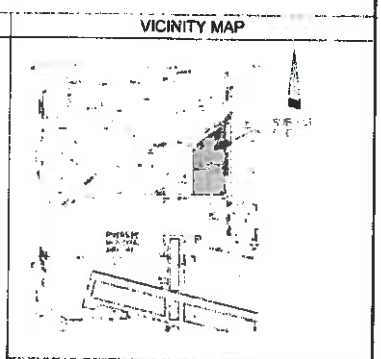
1.1. EXISTING AND NEW WALLS.  
 1.2. EXISTING AND NEW WALLS.  
 1.3. EXISTING AND NEW WALLS.

**PLANNING**

EXISTING AND NEW WALLS.  
 EXISTING AND NEW WALLS.  
 EXISTING AND NEW WALLS.

**INDEX OF DRAWINGS**

1.1. EXISTING AND NEW WALLS.  
 1.2. EXISTING AND NEW WALLS.  
 1.3. EXISTING AND NEW WALLS.



**FACILITY DESCRIPTION**

EXISTING AND NEW WALLS.  
 EXISTING AND NEW WALLS.  
 EXISTING AND NEW WALLS.

**PROJECT DIRECTORY**

OWNER: JONES WHOLESALE LUMBER  
 ARCHITECT: RPP ARCHITECTS & ASSOCIATES, INC.  
 ENGINEER: JONES WHOLESALE LUMBER

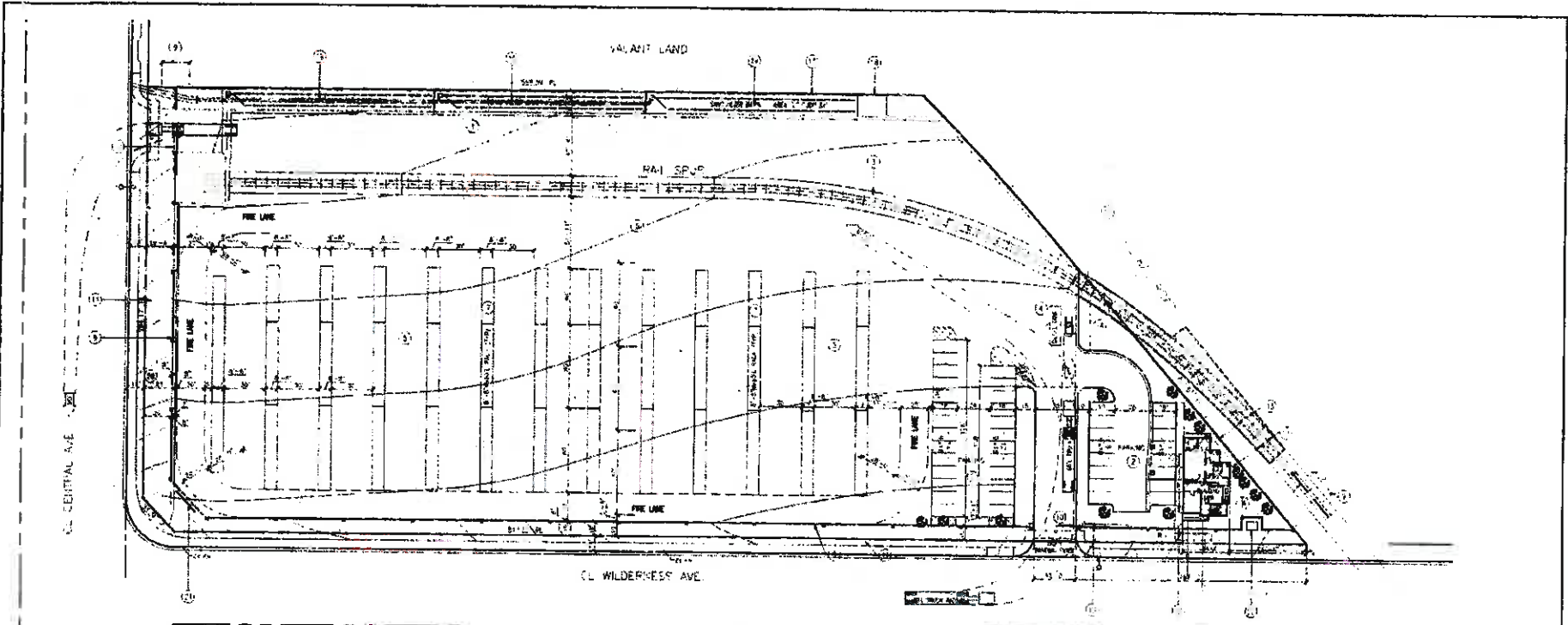
**JONES WHOLESALE LUMBER (J.W.L.)**  
 OUTDOOR STORAGE YARD  
 ADDRESS: NW CENTRAL AVE & WILDERNESS AVE  
 RIVERSIDE, CA

**Revisions:**

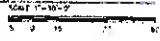
1	DATE	DESCRIPTION
2		
3		
4		
5		
6		
7		
8		
9		
10		

**TITLE SHEET**

**SHEET TITLE T01**



**PRELIMINARY SITE PLAN**



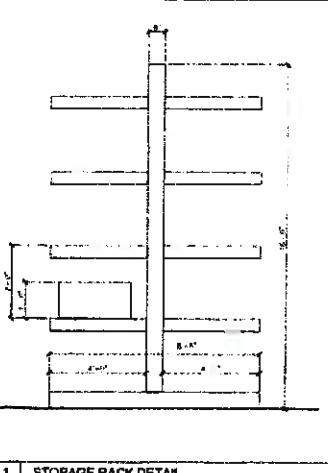
**RPP ARCHITECTS & ASSOCIATES, INC.**  
 2611 E. 1st Street  
 Long Beach, CA 90804  
 562-439-9949  
 www.rpparchitects.com

DATE: 11/20/13  
 DRAWN BY: JLC  
 CHECKED BY: JLC  
 PROJECT: JONES WHOLESALE LUMBER  
 SHEET: PRELIMINARY SITE PLAN  
 SCALE: AS SHOWN  
 TITLE: PRELIMINARY SITE PLAN  
 DATE: 11/20/13  
 SCALE: AS SHOWN  
 PROJECT: JONES WHOLESALE LUMBER  
 SHEET: PRELIMINARY SITE PLAN

**JONES WHOLESALE LUMBER (J.W.L.)  
 OUTDOOR STORAGE YARD**  
 OWNER: JONES WHOLESALE LUMBER  
 ADDRESS: 447 CENTRAL AVE & WILDERNESS AVE  
 RAYHESER, CA

**Revisions:**

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



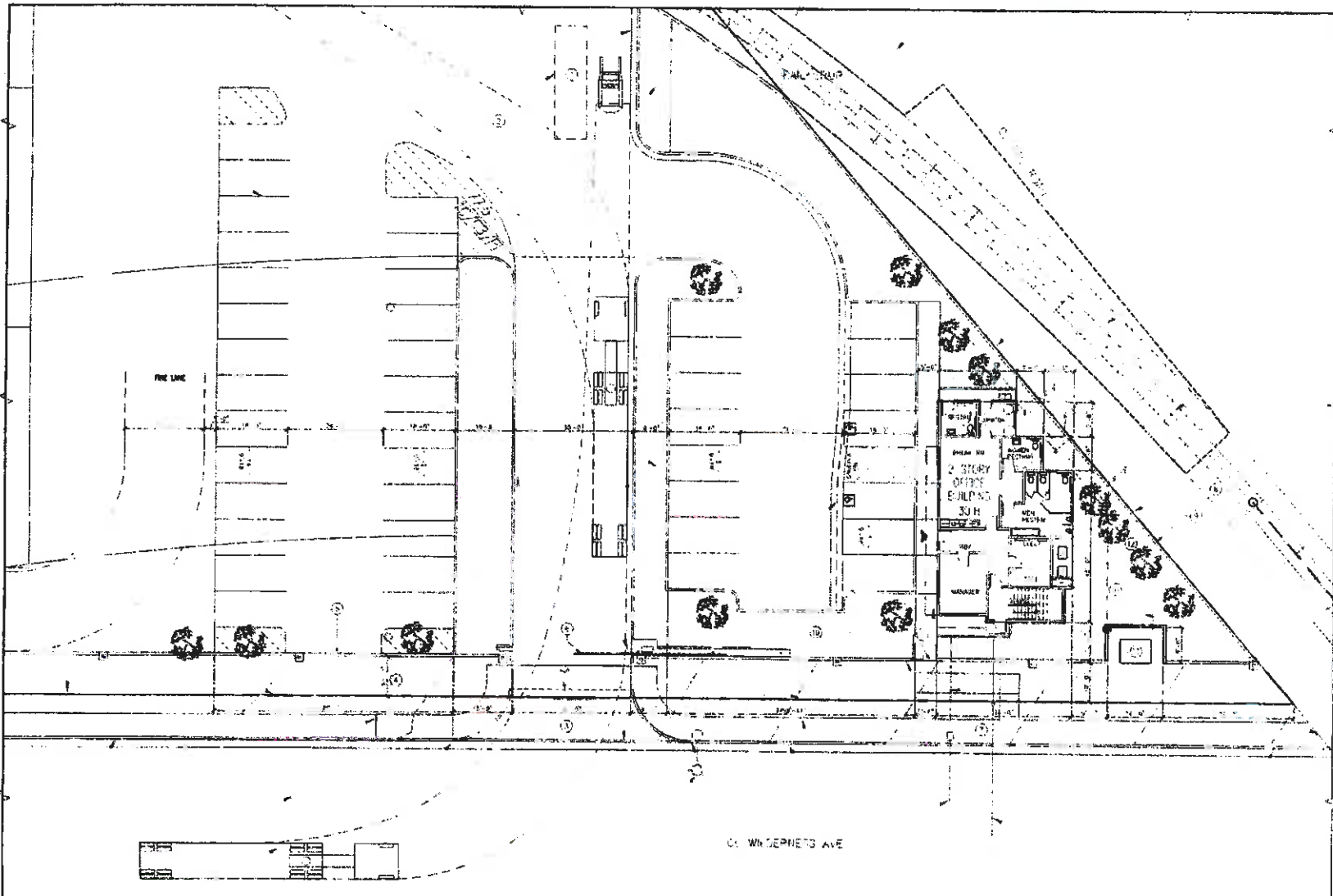
1 STORAGE RACK DETAIL

- FOR EXAMINER'S NOTES:**
- 1. VERIFY EXISTING UTILITIES
  - 2. VERIFY EXISTING UTILITIES
  - 3. VERIFY EXISTING UTILITIES
  - 4. VERIFY EXISTING UTILITIES
  - 5. VERIFY EXISTING UTILITIES
  - 6. VERIFY EXISTING UTILITIES
  - 7. VERIFY EXISTING UTILITIES
  - 8. VERIFY EXISTING UTILITIES
  - 9. VERIFY EXISTING UTILITIES
  - 10. VERIFY EXISTING UTILITIES
  - 11. VERIFY EXISTING UTILITIES
  - 12. VERIFY EXISTING UTILITIES

**SITE PLAN KEY NOTES**

**PRELIMINARY SITE PLAN  
 AND DETAILS**

SHEET TITLE  
**SP1**



**PRELIMINARY PARTIAL SITE PLAN**



- SITE PLAN KEY NOTES**
- 1) OVERLOOKING DRIVE AND DRIVEWAY STORAGE
  - 2) 2' MIN. AS REQUIRED FOR VEHICLE OCCUPANCY
  - 3) TERRACE AND PATIO WITH CONC. OF 18" MIN. THICKNESS
  - 4) 10% LANDSCAPED - 4" MIN. AT 10' MIN. ON
  - 5) 2" MIN. SAND FILL - 12" MIN.
  - 6) 3" MIN. SAND FILL - 12" MIN.
  - 7) 12" MIN. SAND FILL - 12" MIN.
  - 8) 12" MIN. SAND FILL - 12" MIN.
  - 9) 12" MIN. SAND FILL - 12" MIN.
  - 10) 12" MIN. SAND FILL - 12" MIN.
  - 11) 12" MIN. SAND FILL - 12" MIN.
  - 12) 12" MIN. SAND FILL - 12" MIN.
  - 13) 12" MIN. SAND FILL - 12" MIN.
  - 14) 12" MIN. SAND FILL - 12" MIN.
  - 15) 12" MIN. SAND FILL - 12" MIN.
  - 16) 12" MIN. SAND FILL - 12" MIN.
  - 17) 12" MIN. SAND FILL - 12" MIN.
  - 18) 12" MIN. SAND FILL - 12" MIN.
  - 19) 12" MIN. SAND FILL - 12" MIN.
  - 20) 12" MIN. SAND FILL - 12" MIN.

**RPP ARCHITECTS & ASSOCIATES, INC.**  
 3817 E. 7th Street  
 Long Beach, CA 90805  
 561-434-8874, Fax 561-434-1845  
 www.rpparchitects.com

DATE: 08/11/11  
 DRAWN BY: J.A.  
 CHECKED BY: J.A.  
 SCALE: 1/8" = 1'-0"  
 SHEET: 02 OF 04  
 PROJECT: SITE PLAN  
 CLIENT: J. J. JENSEN  
 PROJECT: 100 WINDERMERE AVE  
 100 WINDERMERE AVE

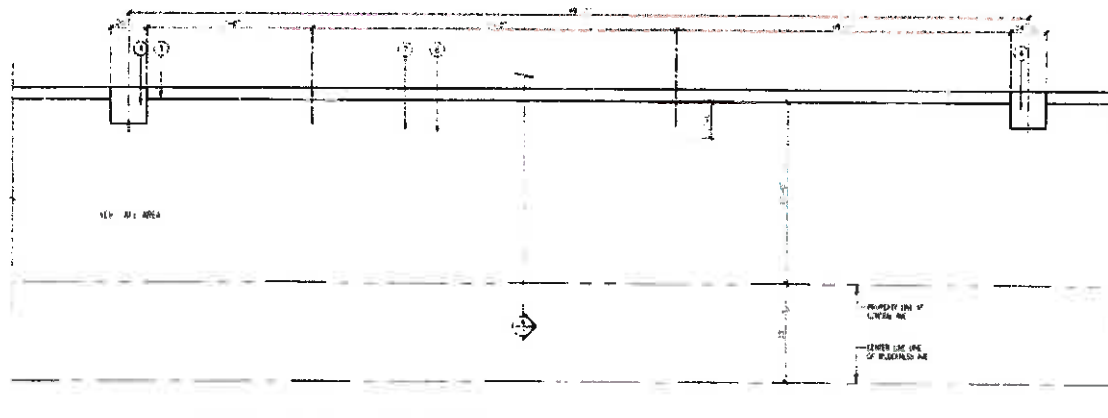
**JONES WHOLESALE LUMBER (J.W.L.)  
 OUTDOOR STORAGE YARD**  
 OWNER: JONES WHOLESALE LUMBER  
 ADDRESS: 100 CENTRAL AVE & WINDERMERE AVE  
 IRVINE, CA

**Revisions:**

1	DATE	DESCRIPTION
2	DATE	DESCRIPTION
3	DATE	DESCRIPTION
4	DATE	DESCRIPTION
5	DATE	DESCRIPTION
6	DATE	DESCRIPTION
7	DATE	DESCRIPTION
8	DATE	DESCRIPTION
9	DATE	DESCRIPTION
10	DATE	DESCRIPTION

**PRELIMINARY PARTIAL  
 SITE PLAN**

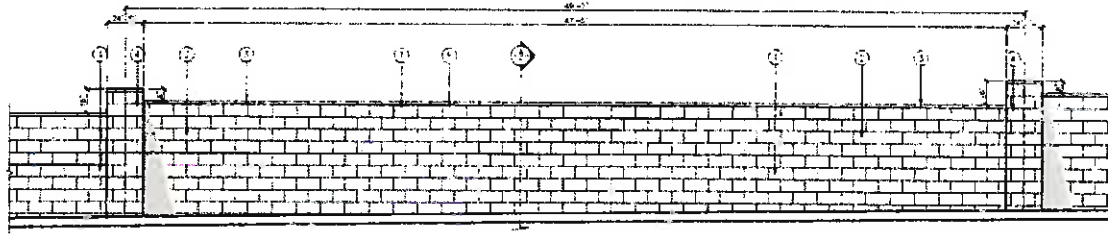
**SHEET TITLE  
 SP2**



PARTIAL SITE PLAN AT WILDERNESS AVE

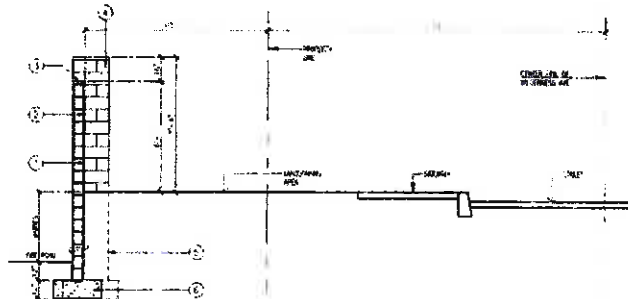
SEE THE GENERAL AND REVISIONS SEE SHEET SP3

SCALE 1/8" = 1'-0"



PARTIAL ELEVATION (TYP.)

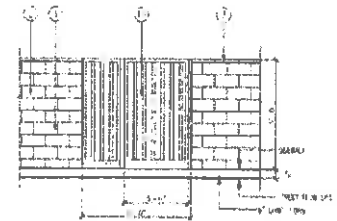
SCALE 1/8" = 1'-0"



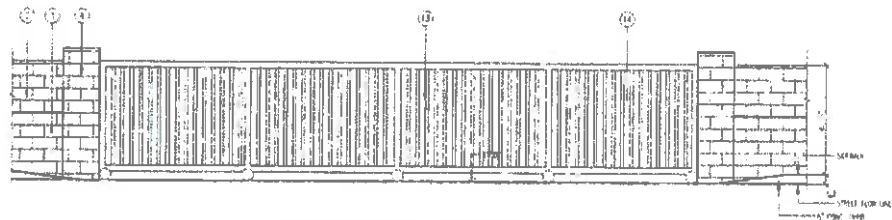
SECTION A

PLAN NOTES

1. 4" x 8" CMU WALL WITH PRECAST CURB
2. PRECAST CURB SHALL BE 4" THICK AND 8" HIGH
3. 4" x 8" CMU WALL SHALL BE 8" HIGH
4. 4" x 8" CMU WALL SHALL BE 8" HIGH
5. 4" x 8" CMU WALL SHALL BE 8" HIGH
6. 4" x 8" CMU WALL SHALL BE 8" HIGH
7. 4" x 8" CMU WALL SHALL BE 8" HIGH
8. 4" x 8" CMU WALL SHALL BE 8" HIGH
9. 4" x 8" CMU WALL SHALL BE 8" HIGH
10. 4" x 8" CMU WALL SHALL BE 8" HIGH



PEDESTRIAN GATE ACCESS



TRUCK ACCESS GATE (TYP.)

RPP ARCHITECTS & ASSOCIATES, INC.

1000 S. GARDEN ST. SUITE 100  
LAKESIDE, CA 92040  
TEL: 619-435-1100 FAX: 619-435-1101

OWNER: JONES WHOLESALE LUMBER  
ADDRESS: 1000 CENTRAL AVE AT WILDERNESS AVE  
SAN DIEGO, CA

DATE	DESCRIPTION
01/15/00	PRELIMINARY
02/15/00	REVISED
03/15/00	REVISED
04/15/00	REVISED
05/15/00	REVISED
06/15/00	REVISED
07/15/00	REVISED
08/15/00	REVISED
09/15/00	REVISED
10/15/00	REVISED
11/15/00	REVISED
12/15/00	REVISED

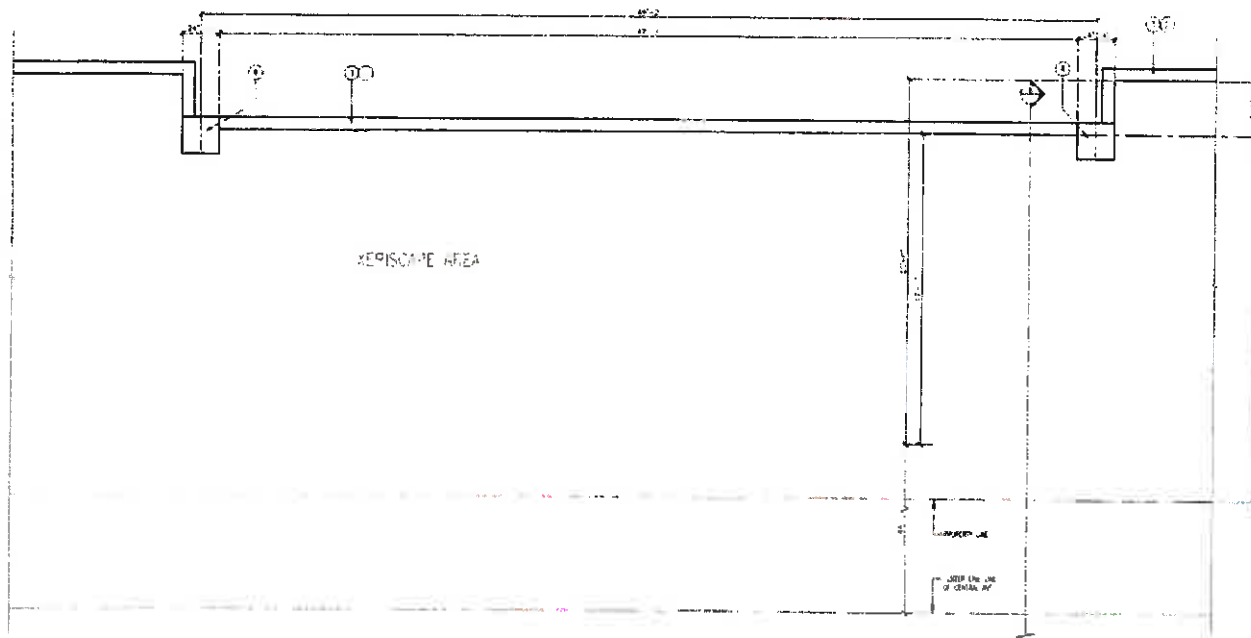
JONES WHOLESALE LUMBER (J.W.L.)  
OUTDOOR STORAGE YARD  
OWNER: JONES WHOLESALE LUMBER  
ADDRESS: 1000 CENTRAL AVE AT WILDERNESS AVE  
SAN DIEGO, CA

Revisions:

1	REVISION
2	REVISION
3	REVISION
4	REVISION
5	REVISION
6	REVISION
7	REVISION
8	REVISION
9	REVISION
10	REVISION

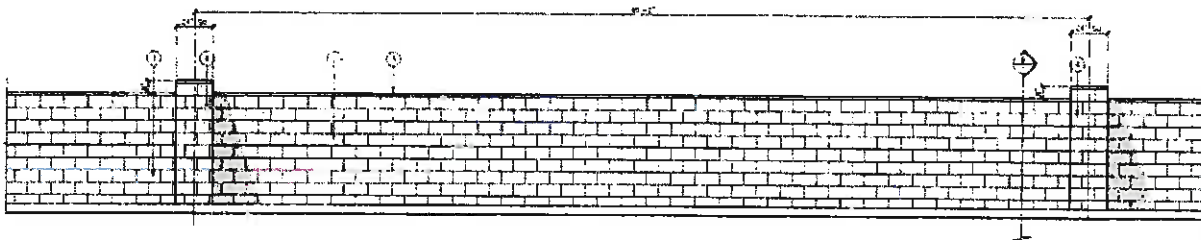
PRELIMINARY CMU WALL  
AT WILDERNESS AVE

SHEET TITLE  
SP3



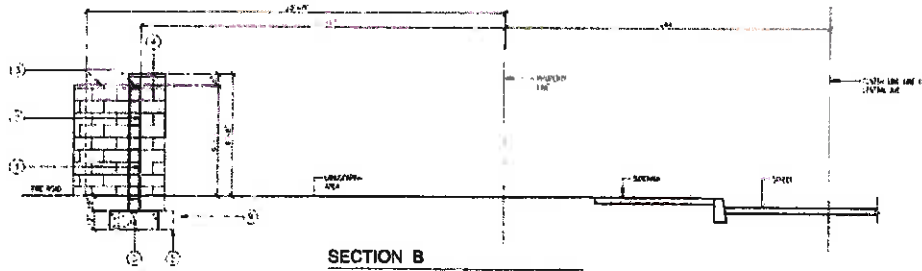
PARTIAL SITE PLAN AT CENTRAL AVE

SCALE: AS SHOWN  
TOP LANSKAPING AND PROPOSED SET LANSKAPING PLAN



PARTIAL ELEVATION (TYP)

SCALE: AS SHOWN



SECTION B

SCALE: AS SHOWN

PLAN KEY NOTES

1. EXISTING CMU WALL WITH COPING
2. EXISTING BRICK WALL WITH COPING
3. EXISTING CONCRETE WALL WITH COPING
4. EXISTING CONCRETE WALL WITH COPING
5. EXISTING CONCRETE WALL WITH COPING
6. EXISTING CONCRETE WALL WITH COPING
7. EXISTING CONCRETE WALL WITH COPING
8. EXISTING CONCRETE WALL WITH COPING
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12. EXISTING CONCRETE WALL WITH COPING
13. EXISTING CONCRETE WALL WITH COPING
14. EXISTING CONCRETE WALL WITH COPING
15. EXISTING CONCRETE WALL WITH COPING
16. EXISTING CONCRETE WALL WITH COPING
17. EXISTING CONCRETE WALL WITH COPING
18. EXISTING CONCRETE WALL WITH COPING
19. EXISTING CONCRETE WALL WITH COPING
20. EXISTING CONCRETE WALL WITH COPING

**RPP ARCHITECTS & ASSOCIATES, INC.**  
 2007 G. TR. DRIVE  
 LONG BEACH, CA 90804  
 (562) 438-8888  
 FAX: (562) 438-8889

DATE	1/12
DESIGNED BY	EA
CHECKED BY	EA
SCALE	AS SHOWN
PROJECT NO.	12-001-C
SHEET NO.	SP4
TITLE	PRELIMINARY CMU WALL AT CENTRAL AVE
DATE	1/12
SCALE	AS SHOWN
PROJECT NO.	12-001-C
SHEET NO.	SP4
TITLE	PRELIMINARY CMU WALL AT CENTRAL AVE
DATE	1/12
SCALE	AS SHOWN
PROJECT NO.	12-001-C
SHEET NO.	SP4
TITLE	PRELIMINARY CMU WALL AT CENTRAL AVE

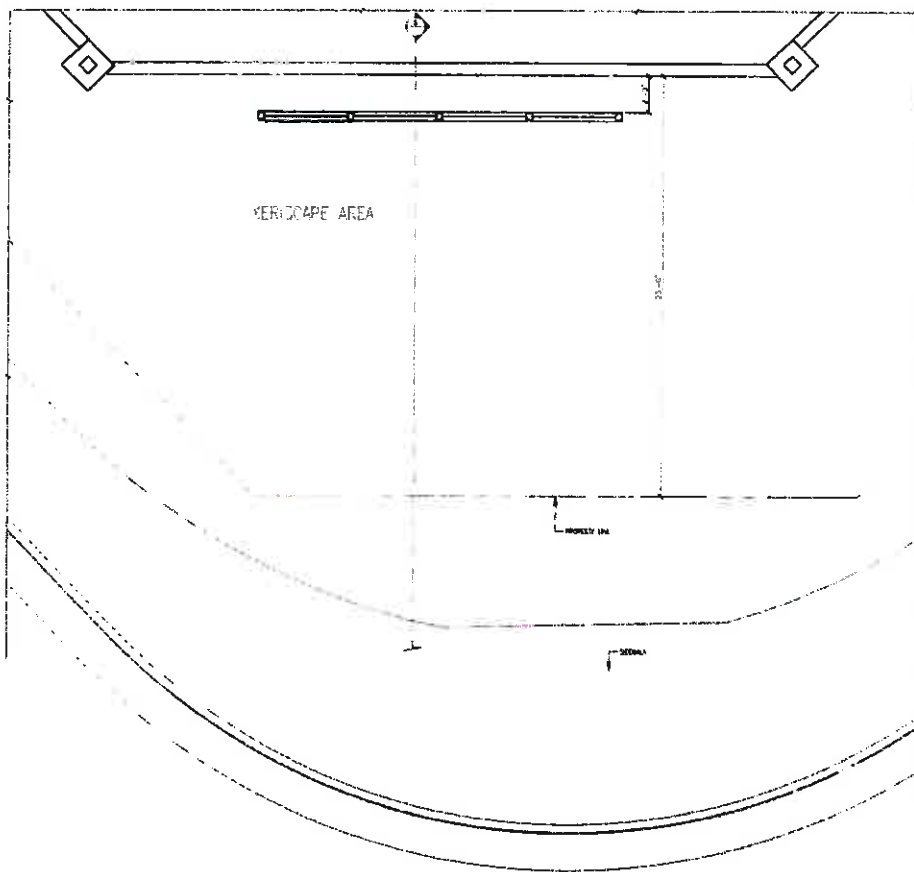
**JONES WHOLESALE LUMBER (J.W.L.)  
 OUTDOOR STORAGE YARD**  
 OWNER: JONES WHOLESALE LUMBER  
 ADDRESS: 100 CENTRAL AVE & WILKINSON AVE  
 WENDELL, CA

Revisions:

NO.	DATE	DESCRIPTION
1.		
2.		
3.		
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9.		
10.		

**PRELIMINARY CMU WALL  
 AT CENTRAL AVE**

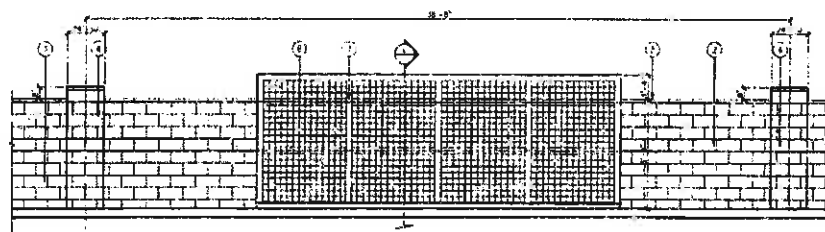
SHEET TITLE  
**SP4**



PARTIAL SITE PLAN AT NORTH WEST CORNER OF CENTRAL AVE. AND WILDERNESS AVE.

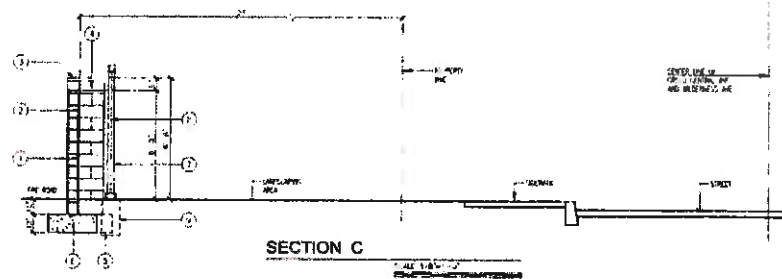
NOTE: SEE GENERAL NOTES AND SPECIFICATIONS FOR LANDSCAPE PLAN.

SCALE 1/4"=1'-0"



PARTIAL ELEVATION (TYP)

SCALE 1/4"=1'-0"



SECTION C

SCALE 1/4"=1'-0"

PLAN KEY NOTES

- 1) STAIRS (SEE PLAN) - SEE PLAN FOR DETAILS
- 2) STAIRS (SEE PLAN) - SEE PLAN FOR DETAILS
- 3) STAIRS (SEE PLAN) - SEE PLAN FOR DETAILS
- 4) STAIRS (SEE PLAN) - SEE PLAN FOR DETAILS
- 5) STAIRS (SEE PLAN) - SEE PLAN FOR DETAILS
- 6) STAIRS (SEE PLAN) - SEE PLAN FOR DETAILS
- 7) STAIRS (SEE PLAN) - SEE PLAN FOR DETAILS
- 8) STAIRS (SEE PLAN) - SEE PLAN FOR DETAILS
- 9) STAIRS (SEE PLAN) - SEE PLAN FOR DETAILS
- 10) STAIRS (SEE PLAN) - SEE PLAN FOR DETAILS

**RPP ARCHITECTS & ASSOCIATES, INC.**

2011 E. 1st Street  
 Long Beach, CA 90801  
 Tel: 562-591-1111 Fax: 562-591-1112  
 Web: www.rpparchitects.com

JOB NO.	1107
DRAWN BY	...
CHECKED BY	...
SCALE	AS SHOWN
PROPOSED USE PLAN	...
DATE	...
FILE NO.	...
DATE	...
DATE FOR CONSTRUCTION	...

**JONES WHOLESALE LUMBER (J.W.L.)  
 OUTDOOR STORAGE YARD**

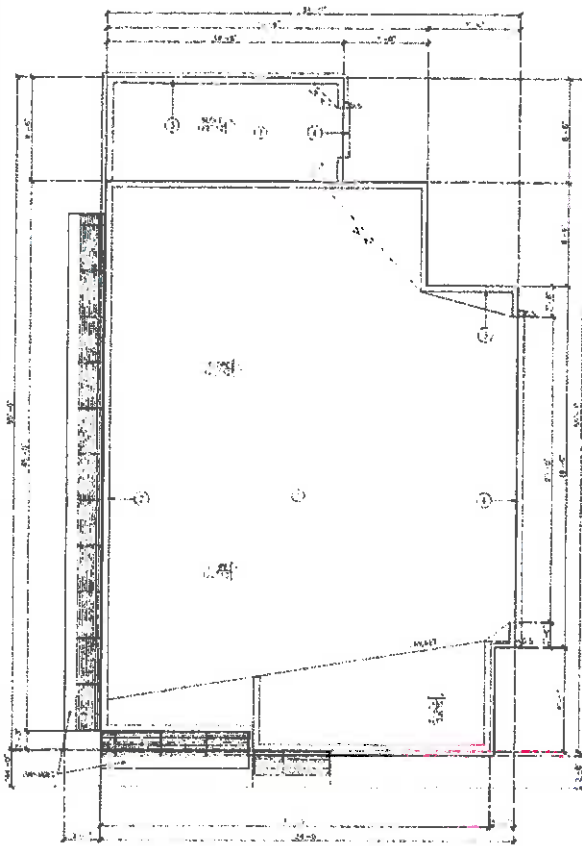
OWNER: JONES WHOLESALE LUMBER  
 ADDRESS: 1100 CENTRAL AVE. & WILDERNESS AVE  
 INTERSECTION

Revisions:

1.	...
2.	...
3.	...
4.	...
5.	...
6.	...

PRELIMINARY CMU WALL AND SCREEN AT NORTH WEST CORNER OF CENTRAL AVE. AND WILDERNESS AVE.

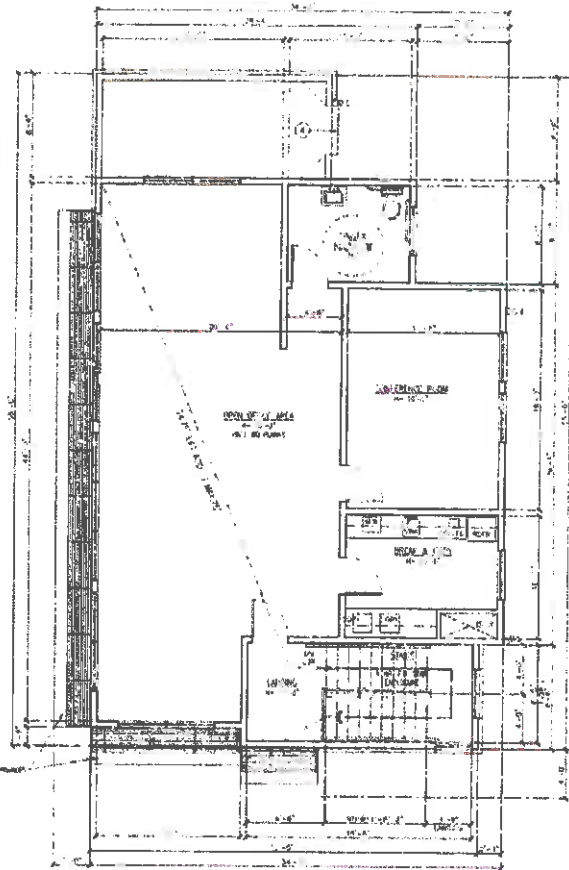
SHEET TITLE  
**SP5**



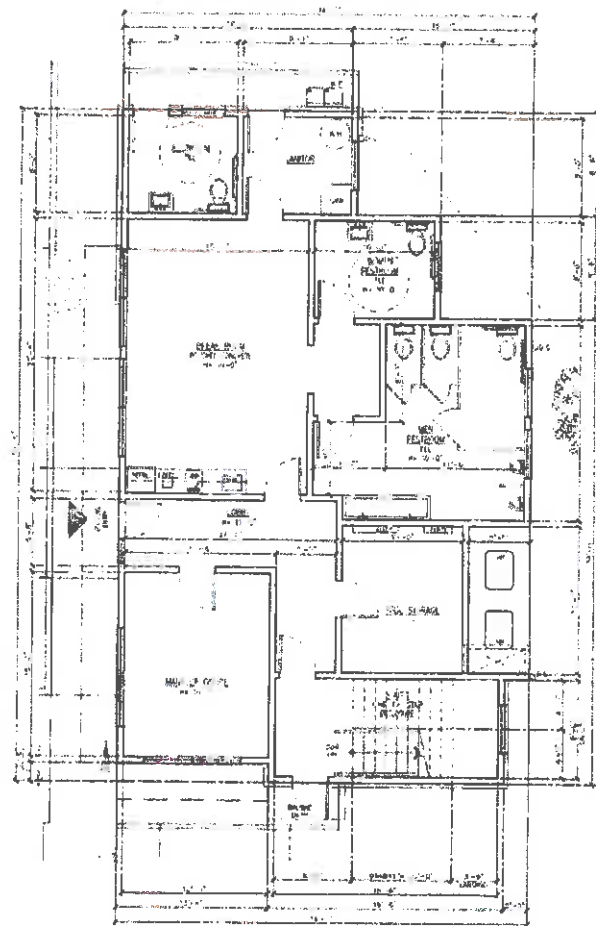
**ROOF PLAN**

**ROOF DECK NOTES**

- 1) NO OVER LIES WITH COVERING SYSTEM LEAK & WATER SHEDDING ON CASE
- 2) 2" RIG. SUBGRADE 2" RIG. FINISH. SLOPE WHITE PVC RUBB MEMBRANE BEHIND
- 3) CONTINUOUS PRIME WITH TERRAZZO 2121 ADHESIVE 3" (1) LAYER OF 6" TH. LINENOR OF TAPERED ENJOIN IN LA BURTR BOARD PLUS
- 4) 1/4" BUILT UP
- 5) PARAPET WALL
- 6) LOTTER



**2ND FLOOR PLAN**



**1ST FLOOR PLAN**

**RPP ARCHITECTS & ASSOCIATES, INC.**  
 2807 E. 7th Street  
 Long Beach, CA 90804  
 562-494-8271 Fax 562-494-8283  
 www.rpparchitects.com

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DATE: 11/11/11  
 DRAWN BY: J.W.L.  
 CHECKED BY: J.W.L.  
 PROJECT: JONES WHOLESALE LUMBER  
 SHEET: 11.1  
 SCALE: 1/8" = 1'-0"  
 DATE FOR CONSTRUCTION: 11/11/11

**JONES WHOLESALE LUMBER (J.W.L.)  
 OUTDOOR STORAGE YARD**

OWNER: JONES WHOLESALE LUMBER  
 ADDRESS: 100 CENTRAL AVE & WADSWORTH AVE  
 RIVERSIDE, CA

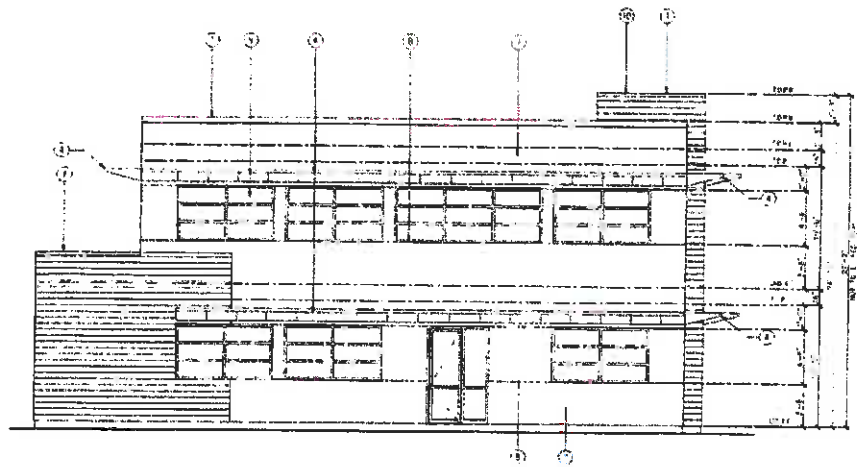
**Revisions:**

NO.	DATE	DESCRIPTION
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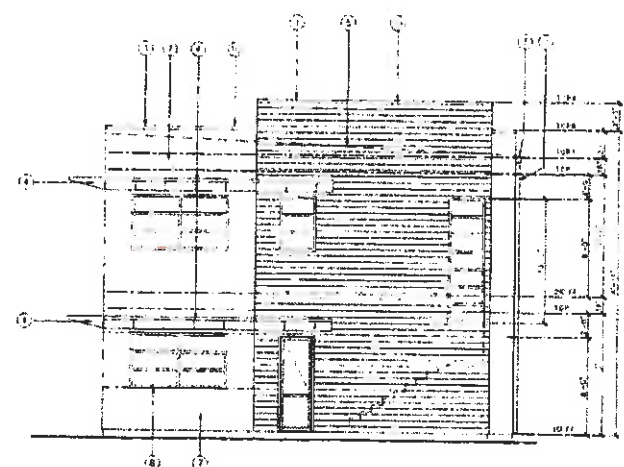
**OFFICE BUILDING  
 PRELIMINARY PLANS**

SHEET TITLE  
**A1.1**

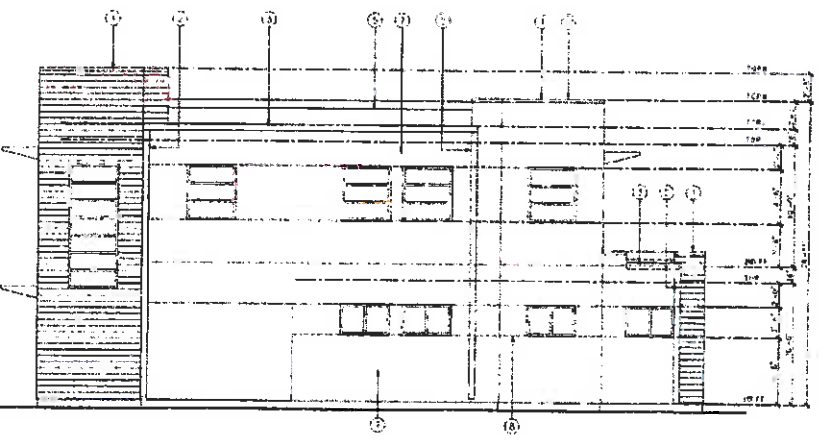




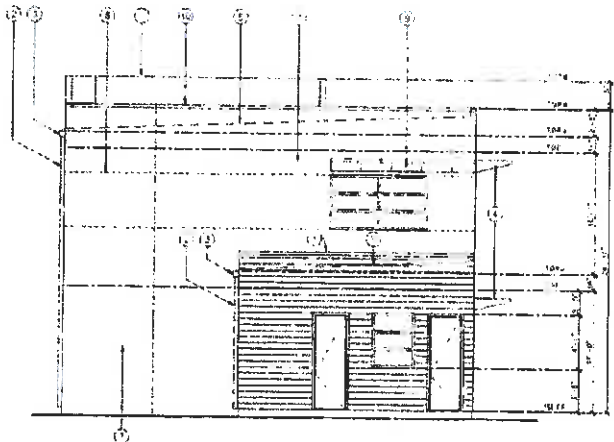
**SOUTH ELEVATION**



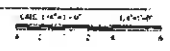
**EAST ELEVATION**



**NORTH ELEVATION**



**WEST ELEVATION**



- 1) FAMILY HALL
- 2) MAIN STAIR
- 3) OFFICE
- 4) 8' HALLWAY FROM THE TOP OFFICE
- 5) 8' HALLWAY FROM THE TOP OFFICE
- 6) 8' HALLWAY FROM THE TOP OFFICE
- 7) 8' HALLWAY FROM THE TOP OFFICE
- 8) 8' HALLWAY FROM THE TOP OFFICE
- 9) 8' HALLWAY FROM THE TOP OFFICE
- 10) 8' HALLWAY FROM THE TOP OFFICE
- 11) 8' HALLWAY FROM THE TOP OFFICE

**RPP ARCHITECTS & ASSOCIATES, INC.**

2001 E. 10th Street  
Long Beach, CA 90804  
408-424-4411 Fax 408-494-8888  
www.rpparchitects.com

DATE: 01/11/01  
DRAWN BY: JAW  
CHECKED BY: JAW  
SCALE: 1/8" = 1'-0"  
PROJECT: JONES WHOLESALE LUMBER  
A & J ARCHITECTS  
SCALE FOR IDENTIFICATION

**JONES WHOLESALE LUMBER (J.W.L.)  
OUTDOOR STORAGE YARD**

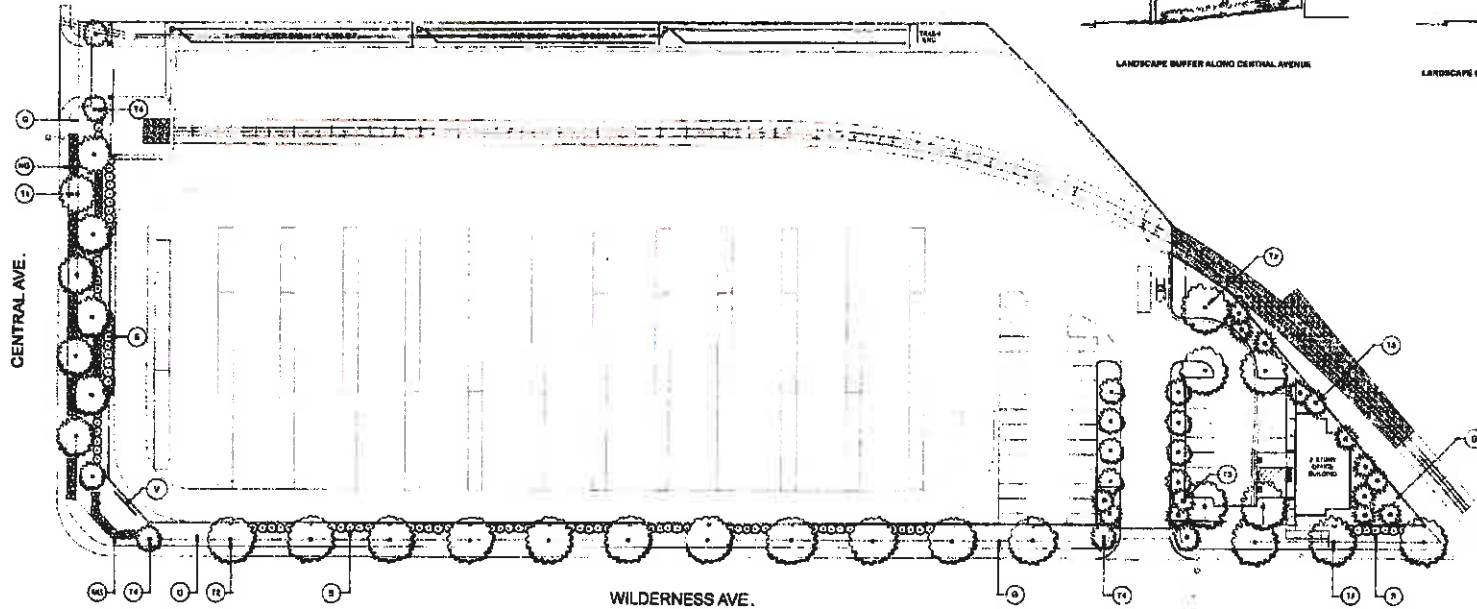
OWNER: JONES WHOLESALE LUMBER  
ADDRESS: 400 CENTRAL AVE & WILSONS AVE.  
REVERIE, CA

Revisions:

1.	DATE	BY	REVISION
2.			
3.			
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6.			
7.			
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**OFFICE BUILDING  
PRELIMINARY ELEVATIONS**

SHEET TITLE  
**A2.1**



**WATER EFFICIENT LANDSCAPE CALCULATIONS**  
PER PERMANENT COVER, WATER EFFICIENT LANDSCAPE, IRRIGATION SYSTEM

PLANTING METHOD	PLANT FACTOR	SPACING METHOD	SPACING DISTANCE	LANDSCAPE AREA (SQ FT)	ESTIMATED TOTAL WATER USE (GPD)
SPACING	1.00	GRID	10'	1,000	100,000
TOTAL					100,000

MANUFACTURED WATER ALLOWANCE (GPD/INCH)  
MANUFACTURED WATER ALLOWANCE (GPD/INCH) = 1.00

ESTIMATED WATER ALLOWANCE (GPD/INCH) = 1.00

HYDROZONING INFORMATION TABLE

**HYDROZONING INFORMATION TABLE**

LOW WATER USE HYDROZONING - ALL LANDSCAPE AREAS WITHIN PROJECT PROPERTY / DEVELOPMENT SHALL USE WATER USE EFFICIENT PLANTING MATERIALS AND IRRIGATION SYSTEMS.

**IRRIGATION NOTE**

THE SITE SHALL BE AUTOMATICALLY IRRIGATED BY THE IRRIGATION SYSTEM FOR 15 TO 20 MINUTES PER DAY ON A SCHEDULED BASIS. THE IRRIGATION SYSTEM SHALL BE DESIGNED AND INSTALLED BY THE CONTRACTOR IN ACCORDANCE WITH THE IRRIGATION SYSTEM DESIGN MANUAL.

**PLANT MATERIAL LIST**

NO.	BOTANICAL NAME	COMMON NAME	SIZE	QTY	WUCOLS REG. #	REMARKS
1	PLATANUS SP.	PLATANUS	12" DBH	5	1121	PLANTING
2	QUERCUS SP.	QUERCUS	12" DBH	5	1121	PLANTING
3	AMORPHICUM SP.	AMORPHICUM	12" DBH	5	1121	PLANTING
4	CESTRUM SP.	CESTRUM	12" DBH	5	1121	PLANTING

**GRASSES:**

NO.	BOTANICAL NAME	COMMON NAME	SIZE	QTY	WUCOLS REG. #	REMARKS
1	POA SP.	POA	12" DBH	5	1121	PLANTING
2	STYLOSANCTI SP.	STYLOSANCTI	12" DBH	5	1121	PLANTING
3	TRIPLOID SP.	TRIPLOID	12" DBH	5	1121	PLANTING
4	STYLOSANCTI SP.	STYLOSANCTI	12" DBH	5	1121	PLANTING
5	STYLOSANCTI SP.	STYLOSANCTI	12" DBH	5	1121	PLANTING

**NON-LIVING ORNAMENTALS:**

NO. 1 - 2 1/2" RIVER ROCK



**PRELIMINARY LANDSCAPE PLAN**  
SCALE: 1" = 10'

REVISIONS

**CNIA**

PLANS PREPARED FOR:  
**JONES WHOLESALE LUMBER**

PREPARED BY:  
**CRAIG WEBER & ASSOCIATES**

1000 CENTRAL AVENUE  
ATHERTON, CA

CA LICENSE 1325

**JONES WHOLESALE LUMBER**

1000 CENTRAL AVENUE  
ATHERTON, CA

DATE: 08/18/14  
BY: JWB  
CHECKED: JWB  
DATE: 08/18/14



## Rull, Paul

---

**From:** Ellis, Kim <KEllis@riversideca.gov>  
**Sent:** Thursday, January 19, 2017 1:13 PM  
**To:** Rull, Paul  
**Subject:** RE: [External] ZAP1082RI16 ALUC case

Paul, thanks for the documents. Preliminarily, I have no objections. There are couple of notes that need included:

1. The company should be aware that the trees lining Central will have height limitations as they grow.
2. As always, lighting will be a concern. ALUC's standard lighting language should suffice – nothing pointing north or south, and all lighting controlled to reflect downward.
3. Height limitations will also likely exist along the western edge graduating to higher points as you move easterly.

Hope this makes sense.

Let me know if you need anything else.

Kim Ellis  
Airport Manager  
Riverside Municipal Airport  
[kellis@riversideca.gov](mailto:kellis@riversideca.gov)  
O: 951.351.6113  
C: 909.261.1867



**From:** Rull, Paul [mailto:PRull@rctlma.org]  
**Sent:** Tuesday, January 17, 2017 9:31 AM  
**To:** Ellis, Kim <KEllis@riversideca.gov>  
**Subject:** [External] ZAP1082RI16 ALUC case

Good Morning Kim,

ALUC is in the process of scheduling Jones Wholesale Lumber north of Central Avenue to our ALUC meeting on February 9. I have attached some exhibits for your reference. Please let me know if you have any comments regarding the project as a portion of it is located within Zone A.

If you have any questions please feel free to contact me.

Paul Rull  
ALUC Urban Regional Planner IV



**Riverside County Airport Land Use Commission**  
4080 Lemon Street, 14<sup>th</sup> Floor  
Riverside, Ca 92501  
(951) 955-6893  
(951) 955-5177 (fax)  
**[PRULL@RCTLMA.ORG](mailto:PRULL@RCTLMA.ORG)**

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

# NOTICE OF PUBLIC HEARING

## RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

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

Any person may submit written comments to the ALUC before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. The proposed project application may be viewed at the Riverside County Administrative Center, 4080 Lemon Street, 14<sup>th</sup> Floor, Riverside, California 92501, Monday through Thursday from 8:00 a.m. to 5:00 p.m., and by prescheduled appointment on Fridays, from 9:00 a.m. to 5:00 p.m.

ATTENTION: ALUC reviews a proposed plan or project solely to determine whether it is consistent with the applicable Airport Land Use Compatibility Plan. The City of Riverside will hold hearings on this project and should be contacted on non-ALUC issues.

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

DATE OF HEARING: February 9, 2017

TIME OF HEARING: 9:00 A.M.

### CASE DESCRIPTION:

ZAP1082RI16 – Jones Wholesale Lumber (Representative: Adkan Engineers)  
– City of Riverside Planning Case No. P16-0895 (Minor Conditional Use Permit) and P16-0896 (Design Review). The applicant proposes to construct an outdoor storage yard, with a 2-story 3,505 square foot office building, a railroad spur, and an 8,000 gallon underground diesel storage tank on 5.16 acres located at 7027 Central Avenue, situated on the northwest corner of Central Avenue and Wilderness Avenue (Airport Compatibility Zones A, B1, C of the Riverside Municipal Airport Influence Area).

FURTHER INFORMATION: Contact Paul Rull at (951) 955-6893. 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. Judy Equez of the City of Riverside Planning Division at (951) 826-3969.

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

ALUC Identification No.

ZAP1062RI16

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

Date of Application 12/20/2016  
 Property Owner Jones Wholesale Lumber Phone Number (323) 567-1301  
 Mailing Address 10761 S. Alameda Street  
PO Box 396  
Lynwood, CA 90262

Agent (if any) Adkan Engineers - Mitch Adkison Phone Number (951) 688-0241  
 Mailing Address 6879 Airport Drive  
Riverside, CA 92504

**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 7010 Central Ave  
Riverside, CA 92503  
 Assessor's Parcel No. 189-160-012, 189-160-015, 189-160-032 Parcel Size 5.13 acres  
 Subdivision Name McClasky Tract MB10/36-37 Zoning BMP  
 Lot Number 59 Classification Industrial

**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) Business Park  
Vacant land

Proposed Land Use (describe) Industrial/Office  
Distribution Lumber Yard

For Residential Uses Number of Parcels or Units on Site (exclude secondary units) \_\_\_\_\_  
 For Other Land Uses Hours of Use 6am-12am  
 (See Appendix C) Number of People on Site Maximum Number 8 People  
 Method of Calculation Maximum number of workers employed.

Height Data Height above Ground or Tallest Object (including antennas and trees) \_\_\_\_\_ 28 ft.  
 Highest Elevation (above sea level) of Any Object or Terrain on Site \_\_\_\_\_ 806 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 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

RIV. A  
 D, C

REFERRING AGENCY (APPLICANT OR JURISDICTION TO COMPLETE)	
Date Received	12-20-16
Agency Name	City of Riverd
Staff Contact	JUDY EGUEZ
Phone Number	951-826-3969
Agency's Project No.	PI6-0896
Type of Project	<input type="checkbox"/> General Plan Amendment <input type="checkbox"/> Zoning Amendment or Variance <input type="checkbox"/> Subdivision Approval <input checked="" type="checkbox"/> Use Permit <input type="checkbox"/> Public Facility <input type="checkbox"/> Other

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

B. **SUBMISSION PACKAGE:**

**ALUC REVIEW**

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

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

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

# RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

## STAFF REPORT

### ADMINISTRATIVE ITEMS

#### 4.1 Director's Approvals.

- A. During the period of December 20, 2016 through January 24, 2017, as authorized pursuant to Section 1.5.2(d) of the 2004 Riverside County Airport Land Use Compatibility Plan, ALUC Director Ed Cooper reviewed seven non-legislative cases within Compatibility Zones D and E of Airport Influence Areas and issued determinations of consistency.

ZAP1028FL16 (Flabob, Zone E) pertains to City of Jurupa Valley Case No. MA15069 (Site Development Plan No. 31499), a proposal to construct an 18,012 square foot commercial building ("99 cent store") on a 3.24-acre parcel located southerly of Mission Boulevard, westerly of Opal Street, and northerly of Stobbs Way, within the City of Jurupa Valley. The site is located 6,890 feet from the nearest point of the runway at Flabob Airport (its westerly terminus). The elevation of Flabob Airport at this point is 750 feet above mean sea level (AMSL). Due to the runway length (3,200 feet), the relevant slope for notice purposes is a 50:1 surface. At a distance of 6,890 feet, structures with a top point elevation exceeding 887.8 feet AMSL would require notification to the Federal Aviation Administration Obstruction Evaluation Service (FAA OES). The ground elevation of the site is 841 feet AMSL, and the plans indicate a maximum structure height of 35 feet, resulting in a maximum elevation at top point of 876 feet AMSL. Therefore, FAA OES review for height/elevation reasons was not required. ALUC Director Ed Cooper issued a determination of consistency for this project on December 22, 2016.

ZAP1042PS16 (Palm Springs International, Zone E) pertains to City of Cathedral City Case No. CUP 16-013 (Conditional Use Permit), a proposal to construct four buildings totaling approximately 492,000 square feet on 19 acres located southerly of Ramon Road, westerly of Golf Course Drive, and easterly of Date Palm Drive for use as a cannabis cultivation facility, with dispensary. The site is located approximately 13,440 feet from the southerly terminus of Runway 13R-31L at Palm Springs International Airport, which has an elevation of 395.5 feet above mean sea level (AMSL). The project site elevation is 350 feet AMSL, and the tallest object height is 30 feet, resulting in a maximum top point elevation of 380 feet AMSL (15 feet lower than the runway elevation). Therefore, FAA review for height/elevation reasons was not required. ALUC Director Ed Cooper issued a determination of consistency for this project on January 5, 2017. This finding of consistency relates to airport compatibility issues and does not necessarily constitute an endorsement of this proposal.

ZAP1232MA16 (March, Zone E) pertains to City of Moreno Valley Case No. PEN16-0100 (Plot Plan), a proposal to construct a 99,978 square foot single-story industrial building on 6.7 acres located southerly of Brodiaea Avenue, westerly of Heacock Street, easterly of Gilbert Street, and northerly of Cactus Avenue. (An associated Variance Case [PEN16-0101] proposes to allow a warehousing structure larger than 50,000 square feet in the Business Park zone.) The elevation of Runway 14-32 at March Air Reserve Base/Inland Port Airport at its northerly terminus is approximately 1,535 feet above mean sea level (AMSL). At a distance of 9,564 feet from the runway to the project, Federal Aviation Administration Obstruction Evaluation Service (FAA OES) review would be required for any structures with a top of roof exceeding



1,631.5 feet AMSL. The building's floor elevation is 1,567 feet AMSL. With a proposed maximum building height of 41 feet, the resulting top point elevation is 1,608 feet AMSL. Therefore, FAA OES review for height/elevation reasons was not required. ALUC Director Ed Cooper issued a determination of consistency for this project on January 5, 2017.

ZAP1234MA16 (March, Zone E) pertains to County of Riverside Case No. PM37073 (Tentative Parcel Map), a proposal to divide 694 acres located northerly of Nuevo Road, southerly of Ramona Expressway, easterly of Foothill Avenue, and westerly of the San Jacinto River into sixteen parcels, each at least 20 acres in size. The site is located over 27,000 feet from the southerly terminus of Runway 14-32 at March Air Reserve Base/Inland Port Airport, but is located approximately 19,152 feet from the runway at Perris Valley Airport. The elevation of the runway at its northerly terminus is 1,413 feet above mean sea level (AMSL). At a distance of 19,152 feet from the runway to the southwesterly corner of this project, Federal Aviation Administration Obstruction Evaluation Service review would be required for any structures with top of roof exceeding 1,604 feet AMSL. However, this land division is for large-area division and does not propose construction of buildings or structures. Therefore, review by the FAA OES was not required. ALUC Director Ed Cooper issued a determination of consistency for this project on January 6, 2017.

ZAP1233MA16 (March, Zone D) pertains to City of Moreno Valley Case No. PA16-0057 (Plot Plan), a proposal to construct a 242,804 square foot industrial warehouse building on 11.3 acres located westerly of Perris Boulevard, northerly of San Michele Road, and southerly of Rivard Road. Within Compatibility Zone D of the March Air Reserve Base/Inland Port Airport Influence Area, nonresidential intensity is not restricted. The elevation of March's Runway 14-32 at its southerly terminus is approximately 1,488 feet above mean sea level (AMSL). At a distance of approximately 6,171 feet from the runway to the project, Federal Aviation Administration Obstruction Evaluation Service (FAA OES) review would be required for any structures with top of roof exceeding 1,549.7 feet AMSL. The proposed building has a finished floor elevation of 1,472.9 feet AMSL and a maximum height of 41.5 feet, resulting in a top point elevation of 1,514.4 feet AMSL. Therefore, FAA OES review for height/elevation reasons was not required. ALUC Director Ed Cooper issued a determination of consistency for this project on January 10, 2017.

ZAP1235MA16 (March, Zone D) pertains to City of Riverside Case No. Tentative Tract Map No. 37177, a proposal to subdivide 34.58 acres located northerly of Highridge Street, southerly of Bradley Street, and westerly of Harbart Drive into 47 single-family residential lots, plus one lot for a drainage basin. Within Compatibility Zone D of the March Air Reserve Base/Inland Port Airport Influence Area, residential density is not restricted. The elevation of March's Runway 14-32 at its northerly terminus is approximately 1,535 feet above mean sea level (AMSL). The elevation of this site is more than 200 feet lower than the elevation of this runway. Additionally, the site is located more than 20,000 feet from the runways at Riverside Municipal Airport. Therefore, Federal Aviation Administration Obstruction Evaluation Service review for height/elevation reasons was not required. ALUC Director Ed Cooper issued a determination of consistency for this project on January 23, 2017.

ZAP1083RI17 (Riverside Municipal, Zone E) pertains to City of Jurupa Valley Case No. MA16188 (Site Development Plan No. 16020), a proposal to establish a Greyhound bus terminal at an existing commercial retail center located at 8210-8304 Limonite Avenue (on the southerly side of Limonite Avenue, westerly of Clay Street). A 1,328 square foot tenant suite at the westerly end of the southerly building within Assessor's parcel Number 163-400-037 would be utilized as a waiting area with ticketing facilities for potential passengers. As this project does not involve the construction of any new buildings or structures, notice to the Federal Aviation Administration Obstruction Evaluation Service was not required. ALUC Director issued a determination of consistency for this project on January 24, 2017.

B. Additionally, ALUC Director Ed Cooper reviewed the following project pursuant to a specific delegation of authority issued by the Commission at its December 8, 2016 meeting.

ZAP1229MA16 (March, Zone C2) pertains to County of Riverside Case No. PP26118 (Plot Plan), a proposal to establish a contractor's storage yard with a 528 square foot office trailer on a 1.01-acre parcel located southerly of Oleander Avenue, northerly of Peregrine Way, and westerly of Harvill Avenue in the unincorporated community of Mead Valley. Within Compatibility Zone C2 of the March Air Reserve base/Inland Port Airport Influence Area, nonresidential intensity is restricted to 200 people per average acre and 500 people per single acre. Based on the size of the proposed trailer and the information provided by the applicant, it is anticipated that the maximum occupancy of the site would not exceed five persons. The elevation of March's Runway 14-32 at its southerly terminus is approximately 1,488 feet above mean sea level (1488 AMSL). At a distance of approximately 4,760 feet from the runway to the project property line, Federal Aviation Administration Obstruction Evaluation Service (FAA OES) review would be required for any structures with top of roof exceeding 1,535.6 feet AMSL. The project site elevation is 1,536 feet AMSL. The applicant proposes a mobile office trailer 14 feet in height, resulting in a maximum elevation of 1,550 feet AMSL. Therefore, review by the FAA OES was required. The project applicant submitted Form 7460-1 to the FAA OES on December 2, 2016, and FAA OES assigned Aeronautical Study Number 2016-AWP-12003-OE to this proposal. The aeronautical study revealed that the proposed structure would not exceed obstruction standards and would not be a hazard to air navigation, provided conditions are met. Therefore, FAA OES issued a "Determination of No Hazard to Air Navigation" letter on December 21, 2016. The FAA OES conditions have been incorporated into ALUC's conditions on the project. ALUC Director Ed Cooper issued a determination of consistency for this project on December 22, 2016.

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

- 4.2 Specific Delegation of Authority: Specific Plan Amendment in Zone E of Palm Springs International Airport Influence Area. The applicant for a cluster homes project within the Rio Vista Village Specific Plan in the City of Cathedral City is proposing amendments to the text of the Specific Plan relating to the design of the cluster home R-2 zone area of this Specific Plan located in Zone E. The amendments relate to design and provide for specified minimum levels of landscaping. If this development were located in Zone D, where minimum open areas are required, this could pose some concerns, but Zone E has no open area requirements. This proposal would qualify as a non-impact legislative amendment if it were proposed by a local jurisdiction, but, since it is being proposed by an applicant/landowner, the provisions of Resolution No. 2011-02 authorizing action by the ALUC Director do not apply. Therefore, this project would normally require Commission review. Staff recommends that the Commission consider the applicant's request for a specific delegation of authority to the ALUC Director to render a no impact consistency finding for this project.

Y:\ALUC\ALUC Administrative Items\Admin Item 02-09-17.doc

AIRPORT LAND USE COMMISSION  
RIVERSIDE COUNTY

4.1



December 22, 2016

Ms. Rocio Lopez, Project Planner  
City of Jurupa Valley Planning Department  
8930 Limonite Avenue  
Jurupa Valley CA 92509

CHAIR  
Simon Housman  
Rancho Mirage

VICE CHAIRMAN  
Rod Ballance  
Riverside

COMMISSIONERS  
Arthur Butler  
Riverside

RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW

File No.: ZAP1028FL16  
Related File No.: MA15069 (Site Development Plan 31499)  
APN: 182-031-005

John Lyon  
Riverside

Dear Ms. Lopez:

Glen Holmes  
Hemet

Steve Manos  
Lake Elsinore

Russell Betts  
Desert Hot Springs

Under the delegation of the Riverside County Airport Land Use Commission (ALUC) pursuant to Policy 1.5.2(d) of the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan, staff reviewed City of Jurupa Valley Case No. MA15069 (Site Development Plan 31499), a proposal to construct an 18,012 square foot commercial building ("99 cent store") on a 3.24-acre parcel located southerly of Mission Boulevard, westerly of Opal Street, and northerly of Stobbs Way, within the City of Jurupa Valley.

STAFF

Director  
Ed Cooper

John Guerin  
Paul Rull  
Barbara Santos

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

The site is located in Airport Compatibility Zone E of the 2004 Flabob Airport Land Use Compatibility Plan (Flabob ALUCP). Zone E does not restrict nonresidential intensity.

The elevation of the Flabob Airport runway at its westerly most point is 750 feet above mean sea level (AMSL). Due to the runway length (3,200 feet), the relevant slope for notice purposes is a 50:1 surface. At a distance of approximately 6,890 feet from the runway, structures with a top point elevation of 887.8 feet AMSL would not require notification to the Federal Aviation Administration Obstruction Evaluation Service (FAA OES). The ground elevation of the site is 841 feet AMSL, and the plans indicate a maximum structure height of 35 feet, resulting in a maximum elevation at top point of 876 feet AMSL. Therefore, FAA OES review for height/elevation reasons was not required.

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

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

CONDITIONS:

1. Any new outdoor lighting that is installed other than FAA required lighting 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

## AIRPORT LAND USE COMMISSION

initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than a FAA-approved navigational signal light or visual approach slope indicator or other FAA required lighting.

- (b) Any use which 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 and 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 centers, fly ash disposal, and incinerators.)
  - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
3. The landowner shall provide the attached notice to all potential purchasers of the property and tenants of the proposed building.
4. Any new detention basins on the site (including water quality management basins) 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 basins that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.

If you have any questions, please contact Paul Rull, ALUC Urban Regional Planner IV, at (951) 955-6893 or John Guerin, ALUC Principal Planner, at (951) 955-0982.

Sincerely,

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



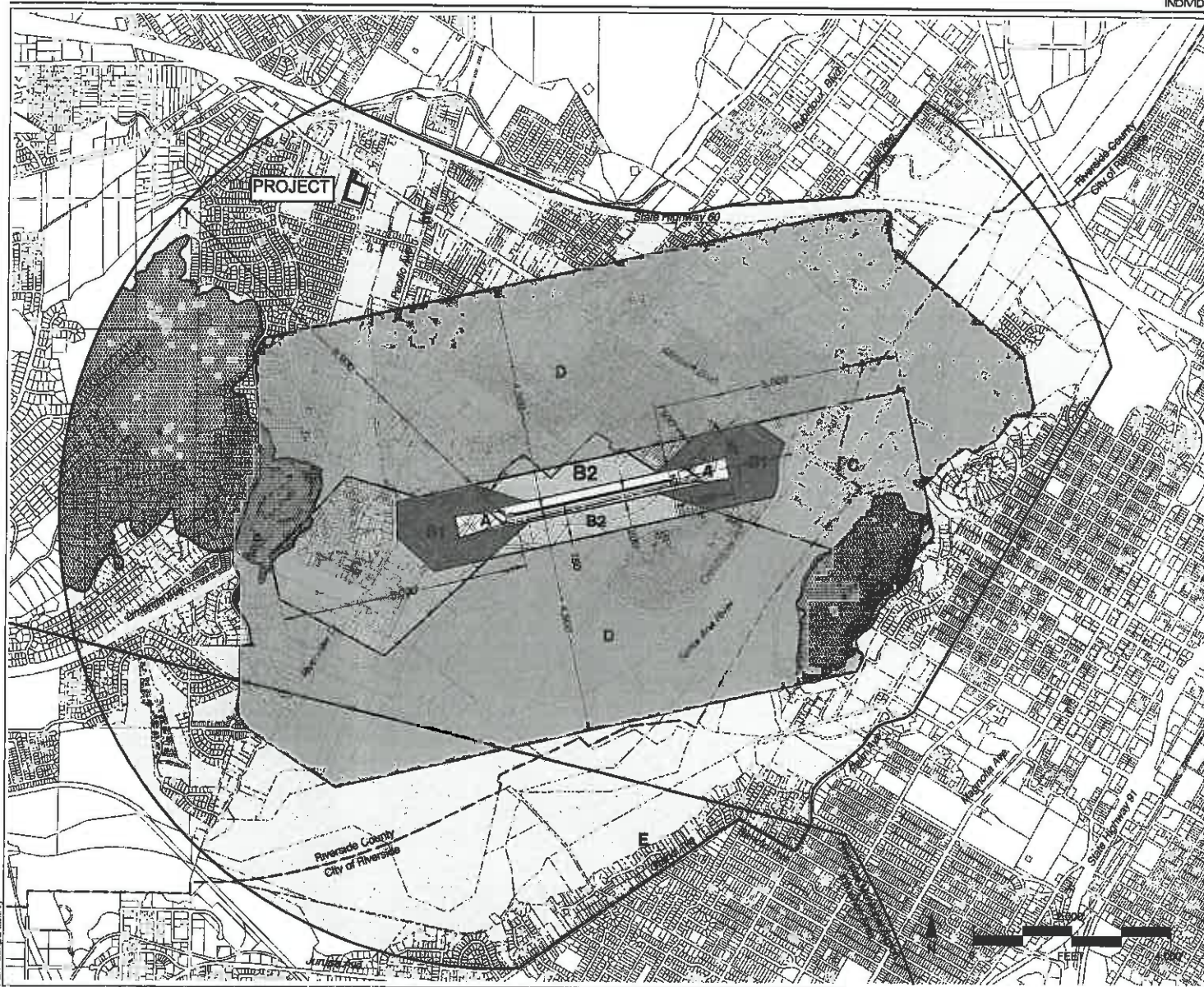
Edward C. Cooper, Director

Attachments: Notice of Airport in Vicinity

cc: 99c Only Store (California address) (applicant/property owner)  
ATC Design Group (Attn.: Chris Post) (representative/payee)  
M. Harlig, W. Kaven, & F. Slaff, c/o Nickel & Co. Inc. (addl. landowners)  
Beth LaRock, Manager, Flabob Airport  
ALUC file

# 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
  - Hight 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.

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

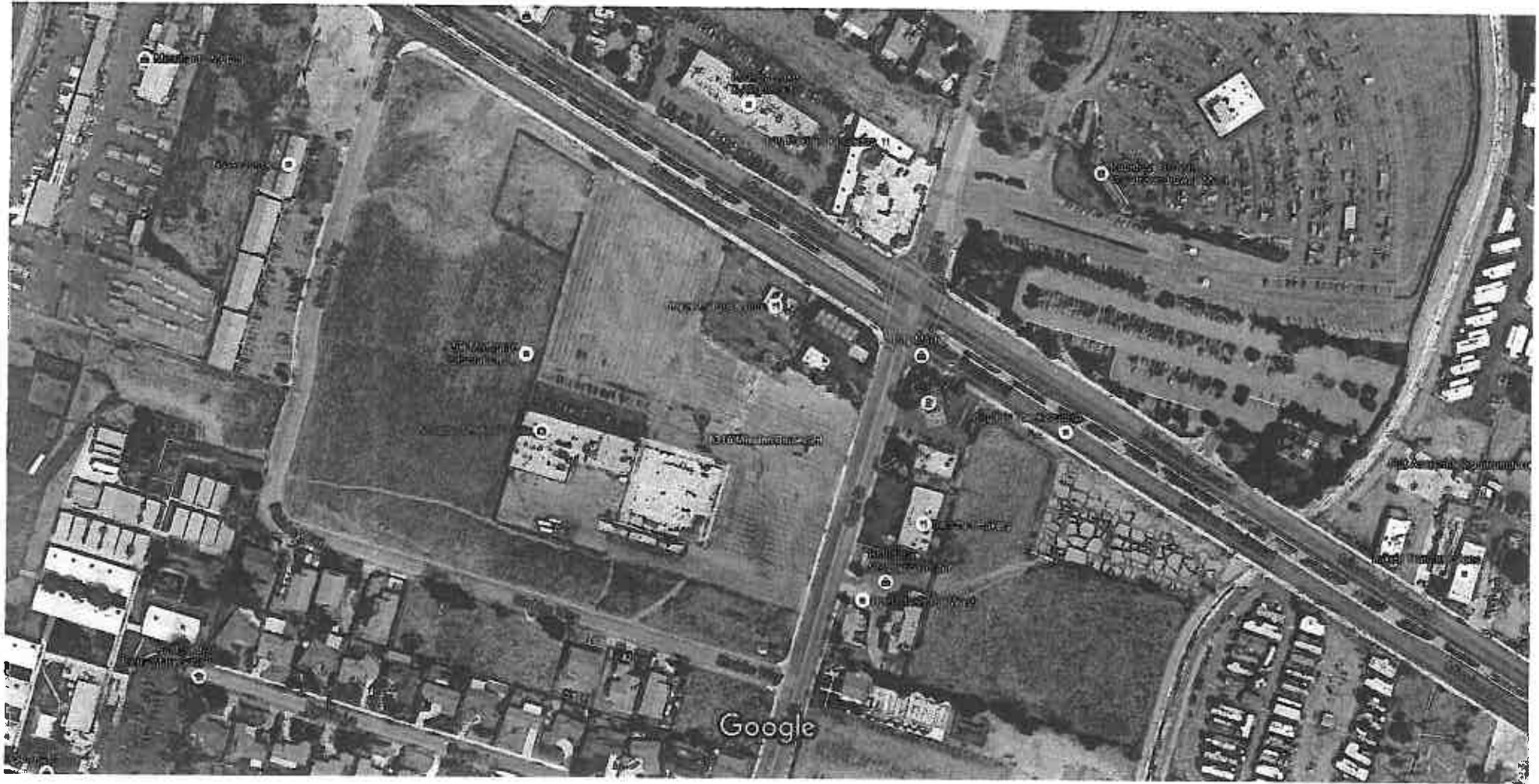
Map FL-1

**Compatibility Map**  
 Flabob Airport

LA-compatibility

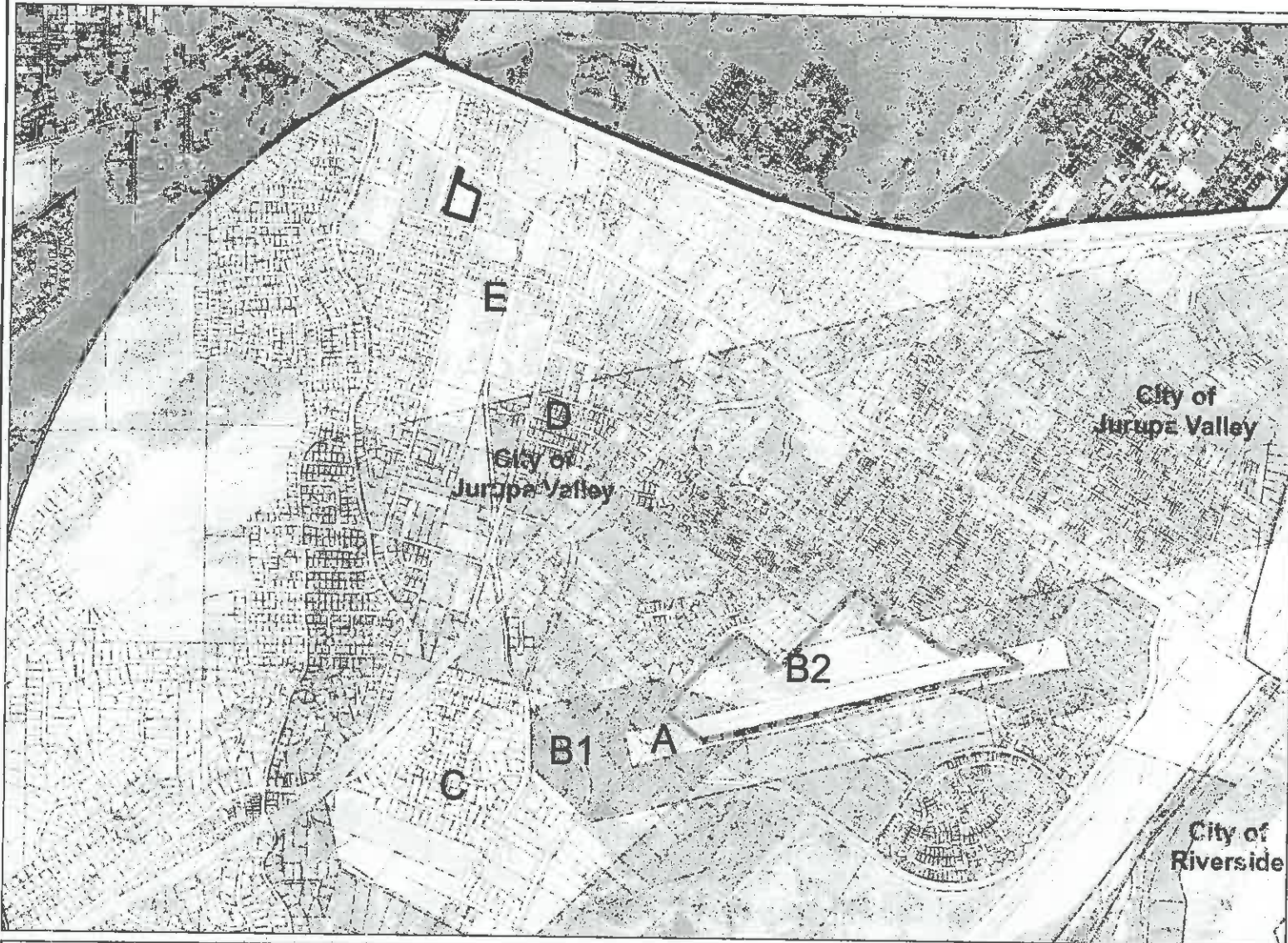
# Google Maps 6316 Mission Boulevard

VICINITY MAP





























Imagery ©2016 Google, Map data ©2016 Google 100 ft

# My Map



## Legend

-  Airports
-  AIA
- Airport Compatibility**
-  OTHER ZONE
-  A
-  A-EXC1
-  B1
-  B1-APZ1
-  B1-APZ I-EXC1
-  B1-APZ II
-  B1-APZ II-EXC1
-  B1-EXC1
-  B2
-  B2-EXC1
-  C
-  C1
-  C1-EXC1
-  C1-EXC3
-  C1-EXC4
-  C1-HIGHT
-  C2
-  C2-EXC1
-  C2-EXC2
-  C2-EXC3
-  C2-EXC5
-  C2-EXC6
-  C2-HIGHT



0 2,295 4,590 Feet



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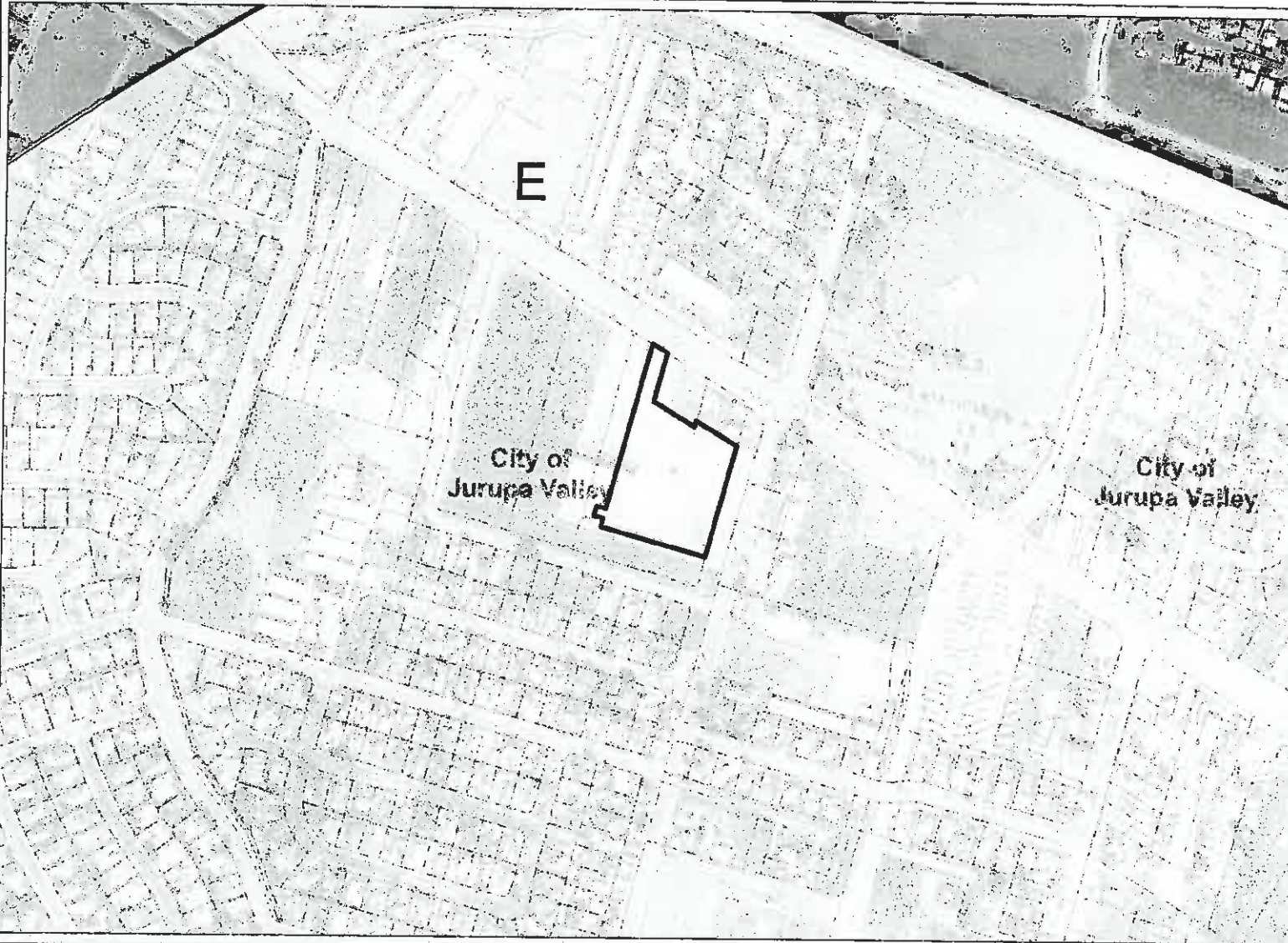
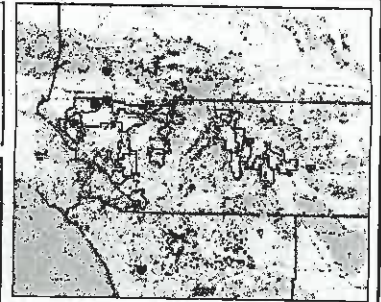
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## Notes



# My Map



## Legend

- Display Parcels
- Airports
- AIA
- Airport Compatibility**
- OTHER ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC6



0 574 1,148 Feet



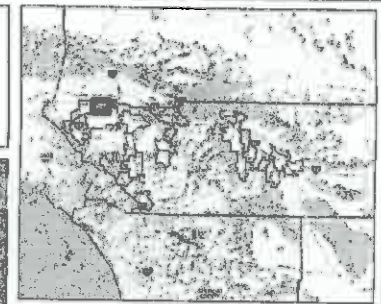
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## Notes

# My Map



## Legend

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



0 4,590 9,180 Feet



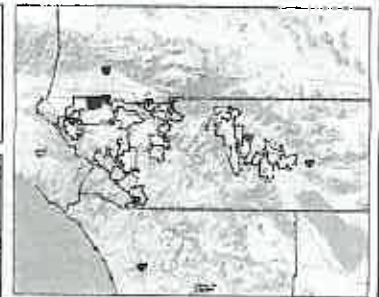
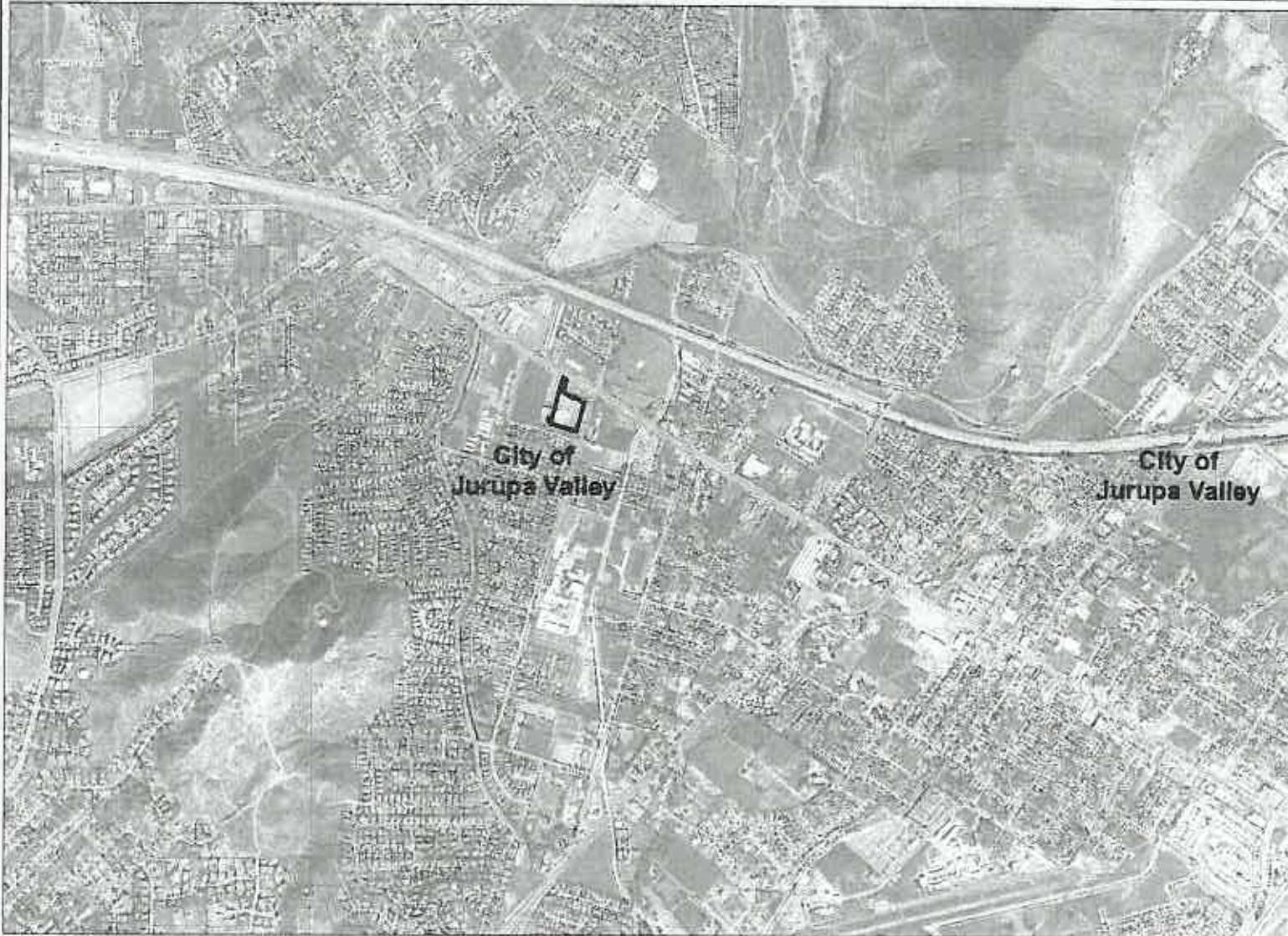
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## Notes

# My Map



## Legend

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



0 2,295 4,590 Feet



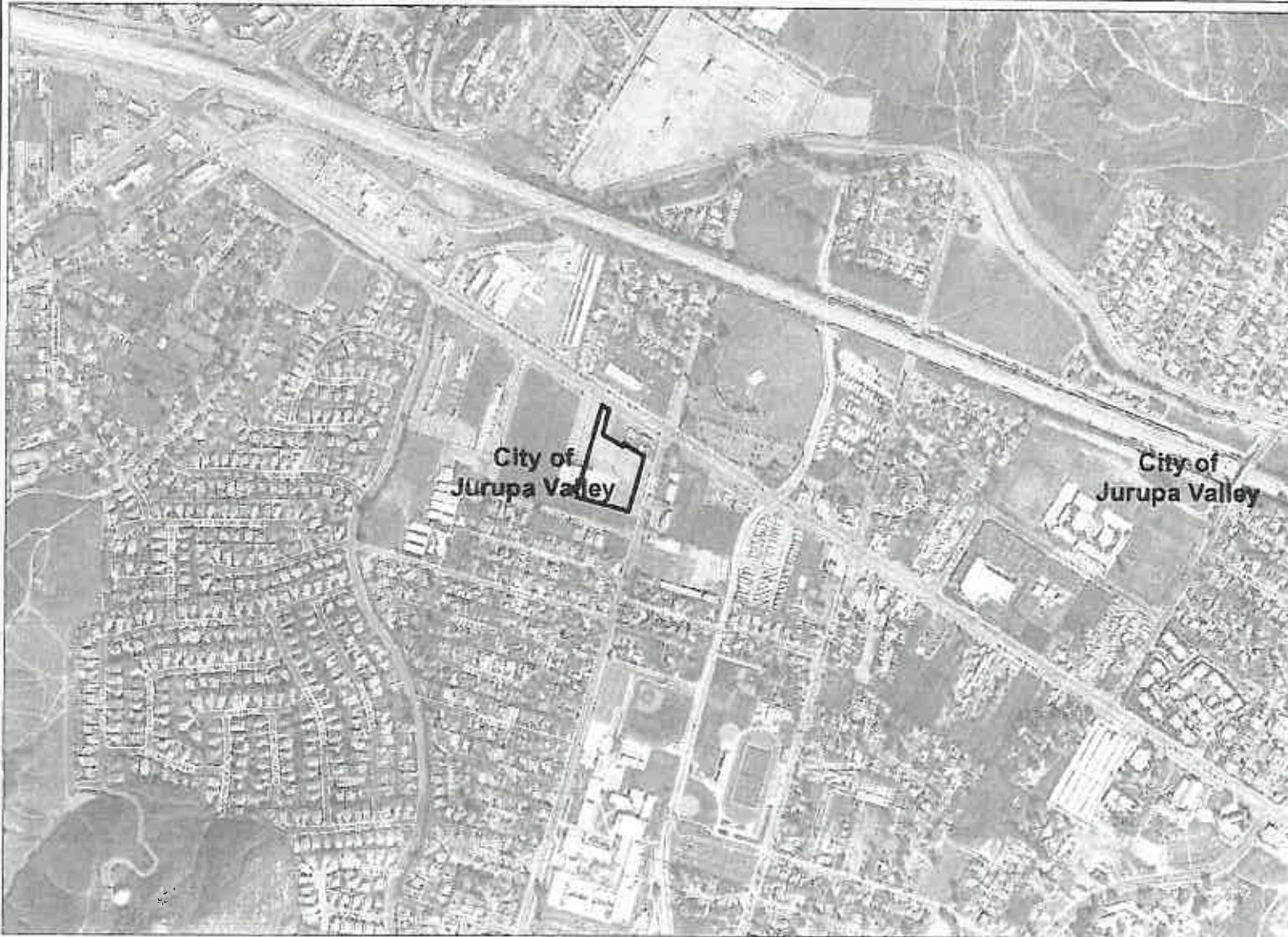
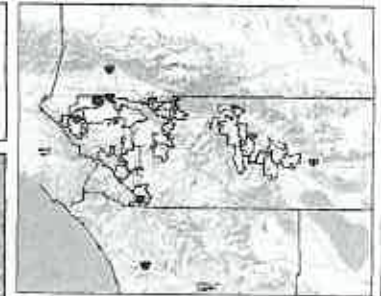
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## Notes

# My Map



## Legend

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



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1,148

2,295 Feet



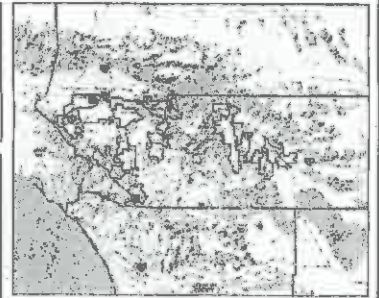
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## Notes

# My Map



## Legend

- Display Parcels
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  - highways**
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    - INTERCHANGE
    - INTERSTATE
    - OFFRAMP
    - ONRAMP
    - USHWY
- counties
- cities
- hydrography**
  - lines
  - waterbodies**
    - Lakes
    - Rivers



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574

1,148 Feet



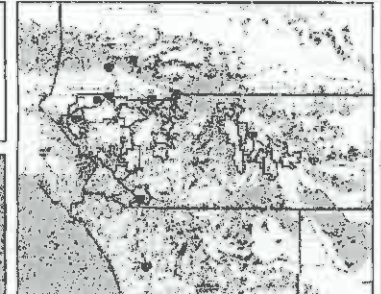
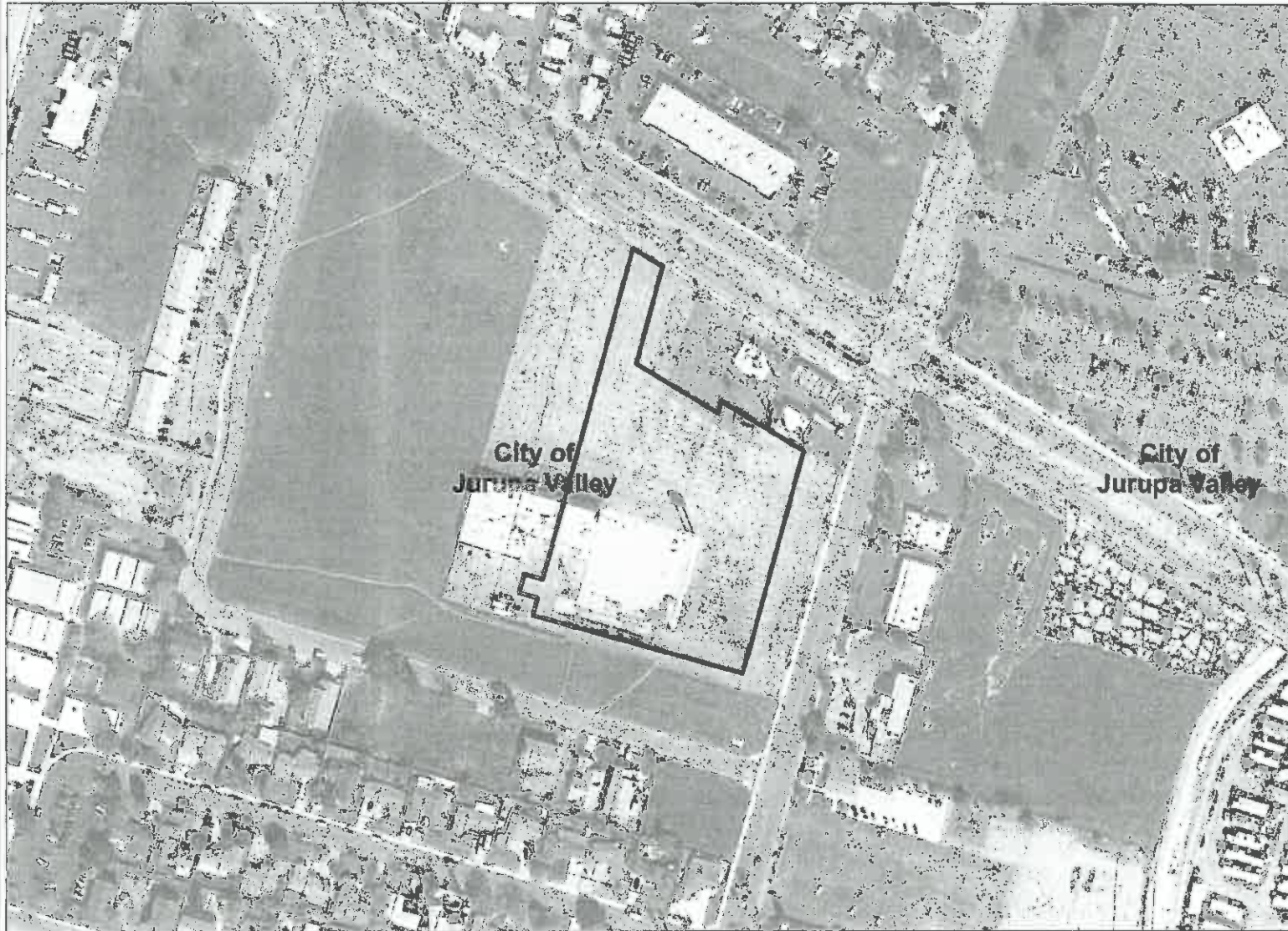
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## Notes

# My Map



## Legend

- Display Parcels
- City Boundaries
- Cities**
- roadsanno
- highways
  - HWY
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  - INTERSTATE
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  - Rivers



0 287 574 Feet

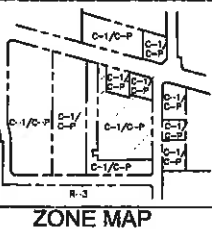
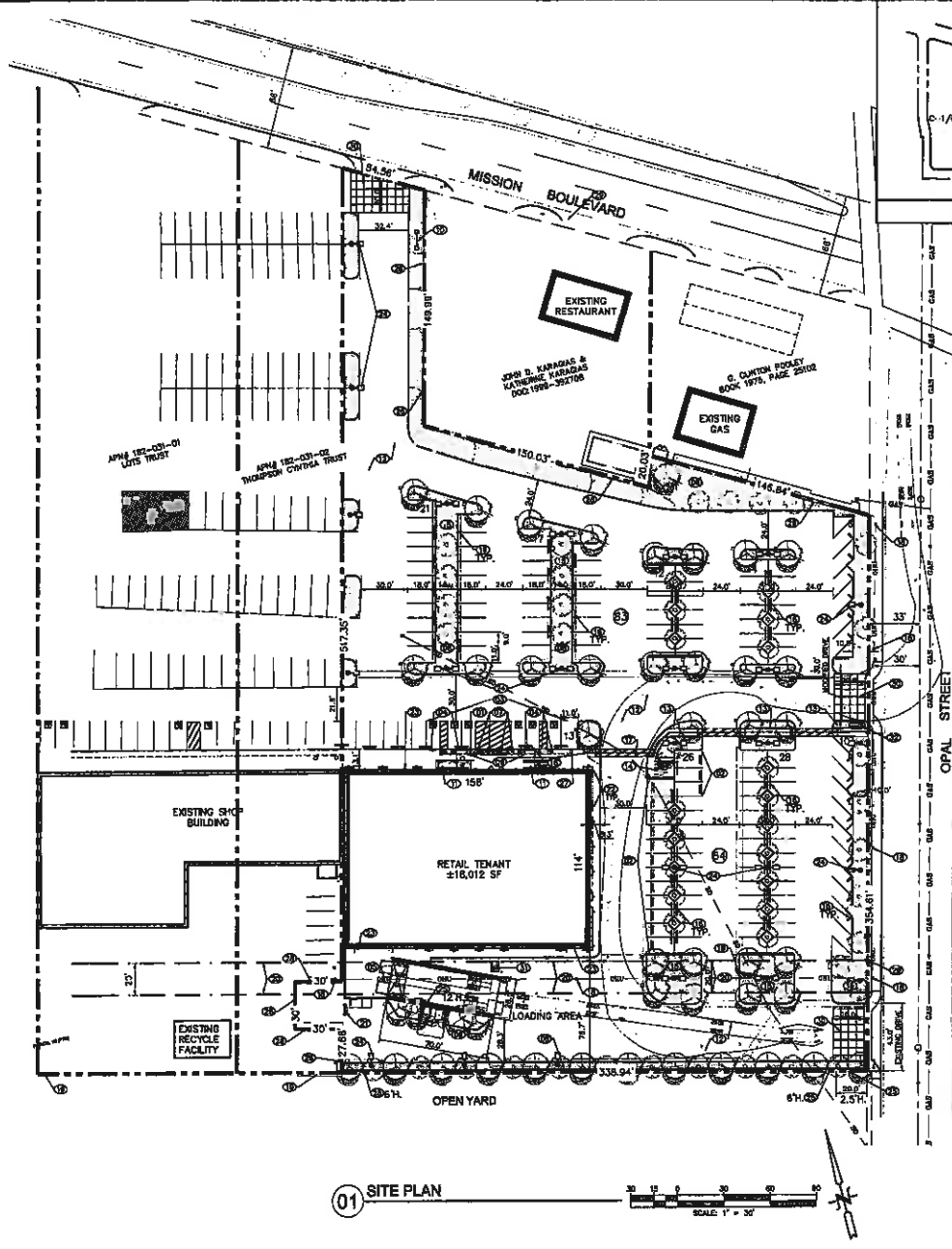


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## Notes



**KEYNOTES NOTES**

- 01 TRANSDUCED BOND
- 02 REBARRED CONCRETE FOR "CLEAN AIRWAY POOL/DECK" PARKING PER CAL CREDIT TABLE 3.10A.3.1
- 03 LOCATION OF ACCESSIBLE PARKING STALL
- 04 LOCATION OF ACCESSIBLE PARKING SIGNAGE
- 05 FINISH AREA WITH RECESSED DOOR AND DOOR LINGERER
- 06 TRASH ENCLOSURE, SEE PLAN
- 07 IMPACT BOLLARDS
- 08 LANDSCAPE AREA
- 09 BUILDING TOWER COLUMN
- 10 FREESTANDING Pylon SIGN
- 11 CURB CORNER
- 12 AS PAVED/SLURRY REFINISHED
- 13 EDGE OF SIDEWALK
- 14 BOTTLE BRACK BY "TODAY" SIGN OR APPROVED EQUAL PER CAL CREDIT 3.10A.4
- 15 800 RETENTION AREA AS NEEDED
- 16 WHEEL STOP PER 03/AB.1
- 17 PATH OF TRAVEL TO PUBLIC RIGHT-OF-WAY
- 18 (E) POWER POLE TO BE UNDEVELOPED
- 19 (E) CHAIN LINK FENCE TO REMAIN
- 20 (E) UTILITY EXHUMPT
- 21 DOUBLE DETENTION CHECK ASSEMBLY W/TYPE 30PC EXHUMPTION
- 22 WALL MOUNTED DECORATIVE LIGHT SOURCE
- 23 WALL PAINT
- 24 SITE LIGHTING
- 25 GAS BOTTLE WALL
- 26 IF H. INDOOR AIR FENCE
- 27 (E) SIGN TO BE REMOVED
- 28 (E) ALL FENCES AND GATE TO REMAIN, REPAIR AS NECESSARY AND REPLACE METALLIC POSTS TO MATCH ADJACENT PROPERTY
- 29 (E) THE WORKMAN TO REMAIN
- 30 STAMP CONCRETE OVERLAY
- 31 TRANSPOSITION
- 32 FREE STANDING MONUMENT SIGN

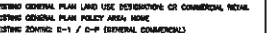
**GENERAL SITE NOTES**

1. THIS IS A CONCEPTUAL SITE PLAN. PARKING, DRIVE ABLES, AND LANDSCAPE FEATURES BEYOND THOSE INDICATED HEREON TO THE BUILDING ARE TO BE RELATED TO BEST CONDITIONS AT THE TIME OF CONSTRUCTION.
  2. MINIMUM ACCESS DRIVEWAYS MUST BE PROVIDED AND MAINTAINED THROUGHOUT CONSTRUCTION.
  3. THE PROPOSED HYDROLOGIC TEST AND PUMPING OF THE GROUNDWATER PUMPING SYSTEM SHALL BE PERFORMED BY THE PROPER FIRE DEPARTMENT REPRESENTATIVE AND NO UNDERGROUND PIPES SHALL BE COVERED WITH CURBS OR LIDERS FROM VIEW UNLESS THE FIRE DEPARTMENT REPRESENTATIVE HAS BEEN ADVISED AND GIVEN NO LESS THAN 48 HOURS IN WRITEN TO INSPECT SUCH INSTALLATIONS.
  4. CONSTRUCTION SHALL EXIST AND EXISTING INFRASTRUCTURE, SIGNAGE AND TRAFFIC CONES PER LOCAL REGULATIONS. ACCESS TO CONSTRUCTION TO BE MAINTAINED AT ALL TIMES. ALL TRAFFIC CONTROL MEASURES SHALL BE APPROVED AND IN PLACE PRIOR TO ANY CONSTRUCTION ACTIVITY.
  5. ALL UTILITIES AND NEIGHBORHOODS FOR PUBLIC UTILITIES TO CONFORM TO CITY STANDARD CONSTRUCTION SPECIFICATIONS.
  6. CONTRACTORS SHALL VERIFY EXISTING SITE OR PORTIONS OF SITE TO BE EXCAVATED FOR PUBLIC AND SUBSURFACE RIGHT-OF-WAY AREA OF THE STREET PRIOR TO USE BY THE GENERAL PUBLIC.
  7. THE SITE SHALL BE KEPT FREE OF FIRE HAZARDS FROM THE START OF CONSTRUCTION TO FINAL INSPECTION.
  8. EXISTING CONCRETE SLAB/APPROPRIATE TRANSDUCED B.C. TO VERIFY ANY ABRASION DAMAGE IN LEVEL EXCEEDING 1/2". IF TRANSDUCED EXCEEDS 1/2" C.C. TO PROVIDE RAMP FOR ACCESSIBLE PATH OF TRAVEL.
- ACCESSIBILITY**
1. DESIGN SHALL BE TO ESTABLISH AN ACCESSIBLE PATH TO THE RIGHT OF THE UNLESS SPECIFICALLY DEEMED BY THE LOCAL BUILDING AUTHORITY.
  2. ALL ACCESSIBLE PATHS OF TRAVEL AND ACCESSIBLE FEATURES OF THE SITE TO CONFORM TO REQUIREMENTS OF THE FEDERAL ACCESSIBILITY ACT AS ADOPTED, INTERPRETED, AND ENFORCED BY THE LOCAL BUILDING AUTHORITY.
- SCALE**
1. THE SITE SHALL BE DESIGNED AND CONSTRUCTED TO MEET THE MINIMUM STAMPS FOR NON-RESIDENTIAL MANDATORY VEHICLES PER CAL CREDIT CH. 5.
- SCALE**
1. THE SITE SHALL BE DESIGNED AND CONSTRUCTED TO MEET THE MINIMUM STAMP REQUIREMENTS FOR THE SITE.
  2. FINAL STAMP SHALL BE SUBMITTED UPON RFP APPROVAL.

**SITE SCOPE**

- PROVIDE NEW AS PAVING AND FINISHES STRONG WITHIN PAVES.
- PROVIDE NEW LANDSCAPE PER THE COURSE OF REVERSE LANDSCAPE DEMANDS.
- BUILD NEW 5'-0" HIGH OF RETAIL BUILDING.
- PROVIDE NEW RECESSED LANDING DOOR WITH EDGE OF DOOR LEVELS AND 17" TALL ACCESS WALL.
- PROVIDE NEW TRASH ENCLOSURE.
- BUILD NEW SITE SIGNAGE.
- PROVIDE NEW SIGN LIGHTING.

**SITE LEGEND**



APN 185-031-05  
 SITE ADDRESS: 8518 MISSION BLVD., RIVERSIDE, CA, 92508  
 EXISTING GENERAL PLAN LAND USE: RECREATION OR COMMERCIAL, NEIGH.  
 EXISTING GENERAL PLAN POLICY AREA: NONE  
 EXISTING ZONING: D-1 / D-P (GENERAL COMMERCIAL)

**SITE SUMMARY:**

LAND AREA	= 4,140,444.78 SF (3,284 AC)
TOTAL BUILDING AREA	= 416,012 SF
LAND BUILDING RATIO	= 6.7971 = 12.8%
PARKING AREA TO BE LANDSCAPED	= 415,225 SF
TOTAL LANDSCAPE AREA PROVIDED	= 414,254 SF = 12.6%

**PARKING SUMMARY:**

REQUIRED SPACES	1,700
TOTAL REQUIRED	85 SPACES
TOTAL PROVIDED	147 SPACES

STANDARD STALLS	130 SPACES
CLEAN AIR VEHICLE STALLS PER CAL CREDIT TABLE 3.10A.3.3	16 SPACES
ACCESSIBLE STALLS	8 SPACES

PARKING PROVIDED	138 SPACES
PARKING RATIO	3.4/1000

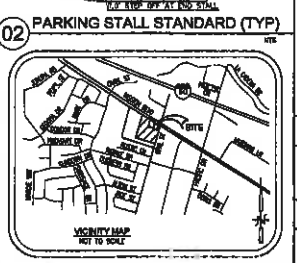
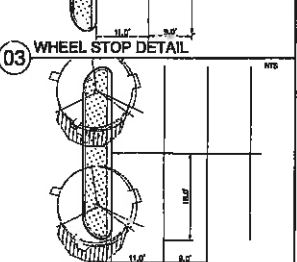
BIKE PARKING PER CAL CREDIT 3.10A.4.1	8 SPACES OR REQUIRED
---------------------------------------	----------------------

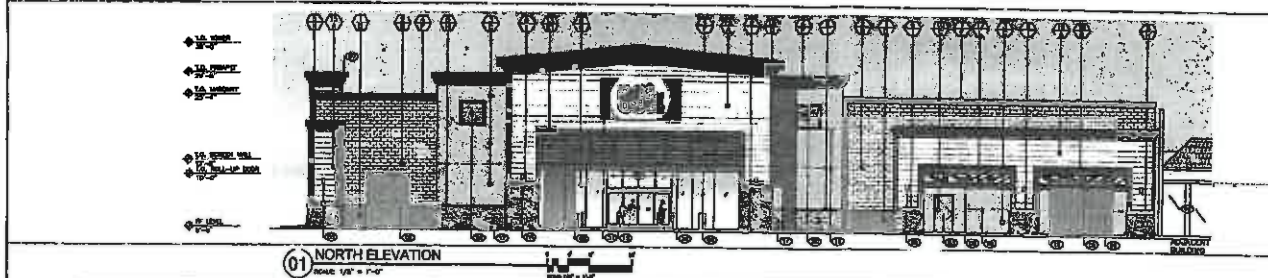
**PROPERTY OWNER**

85% ONLY STORES, a California corporation  
 200 East Lake Street  
 Riverside, CA 92501

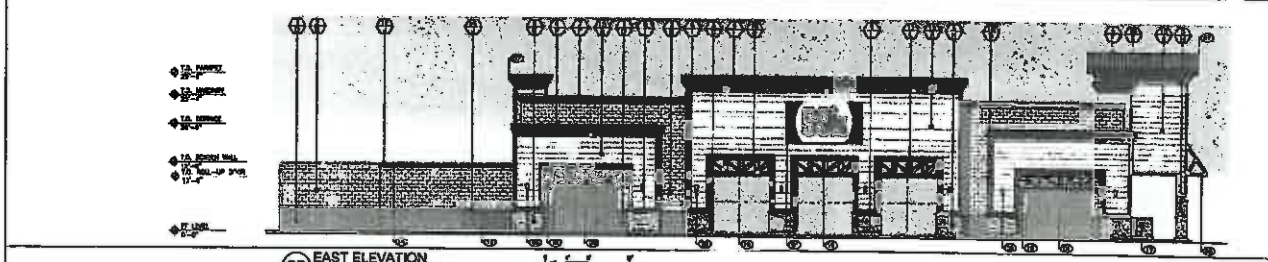
**RECIPROCAL EASEMENTS**

RECIPROCAL EASEMENTS, EGRESS, ACCESS, PARKING ETC. INTERESTS DATED MAY 23, 1983

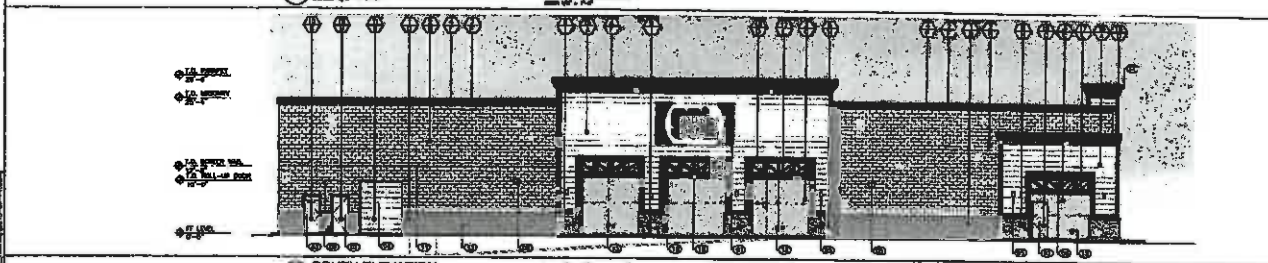




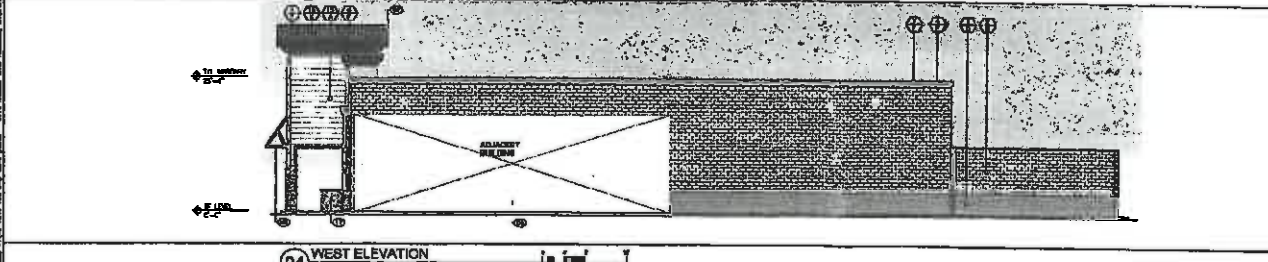
01 NORTH ELEVATION  
SCALE: 1/8" = 1'-0"



02 EAST ELEVATION  
SCALE: 1/8" = 1'-0"



03 SOUTH ELEVATION  
SCALE: 1/8" = 1'-0"



04 WEST ELEVATION  
SCALE: 1/8" = 1'-0"

EXTERIOR ELEVATION KEYNOTES	
01	BRICK LANCE BRICKS, REDDISH AND APPROX. (SEE EXTERIOR ONLY)
02	ALUMINUM BRICKWORK AND DETAIL
03	BRICK
04	BRICK - 1/2" BOND
05	EXTERIOR LOGGING
06	1/4" W. LOGGING JOISTS
07	USE OF ROOF SCHEM
08	BRICK BRICKWORK TYPICAL
09	BRICK BRICKWORK
10	LOGGING OF WOOD AND PLASTER ON SIDE OF COLUMN
11	BRICK OF LOGGING BRICKWORK WALL
12	1/4" W. BRICK BRICKWORK OF BRICKWORK OF BRICK
13	LOGGING OF WOOD BRICK AND BRICKWORK OF BRICK BRICKWORK BRICK TO BRICK
14	BRICK OVER LOGGING PLASTER
15	WET GROUT
16	OVER GROUT WALL
17	BRICK, ALUM
18	BRICKWORK WOOD TRUSS
19	ALUMINUM BRICK BRICKWORK
EXTERIOR FINISH SCHEDULE	
MATERIALS	
01	BRICK FACE AND BRICKWORK OF BRICK
02	BRICKWORK BRICK
03	3-DAY READY PLASTER SYSTEM
04	SPY BRICKWORK
05	BRICK BRICK
06	BRICK CONCRETE OF
07	WET GROUT BRICK
08	ALUMINUM BRICKWORK
09	CONCRETE BRICK
10	BRICK BRICK BRICK
11	WET GROUT BRICK
12	BRICK BRICK
13	BRICK BRICK BRICK
14	BRICK BRICK BRICK
15	BRICK BRICK BRICK
16	BRICK BRICK BRICK
17	BRICK BRICK BRICK
18	BRICK BRICK BRICK
19	BRICK BRICK BRICK
FINISHES	
01	BRICK BRICK BRICK BRICK
02	BRICK BRICK BRICK BRICK
03	BRICK BRICK BRICK BRICK
04	BRICK BRICK BRICK BRICK
05	BRICK BRICK BRICK BRICK
06	BRICK BRICK BRICK BRICK
07	BRICK BRICK BRICK BRICK
08	BRICK BRICK BRICK BRICK
09	BRICK BRICK BRICK BRICK
10	BRICK BRICK BRICK BRICK
11	BRICK BRICK BRICK BRICK
12	BRICK BRICK BRICK BRICK
13	BRICK BRICK BRICK BRICK
14	BRICK BRICK BRICK BRICK
15	BRICK BRICK BRICK BRICK
16	BRICK BRICK BRICK BRICK
17	BRICK BRICK BRICK BRICK
18	BRICK BRICK BRICK BRICK
19	BRICK BRICK BRICK BRICK

GENERAL NOTES  
1. SEE ALL PARTS OF THIS PROJECT FOR FINISHES AND APPROVED COLOR SCHEDULES FOR FINISHES.

**A.T.C. DESIGN GROUP**  
ARCHITECTS & ENGINEERS & PLANNERS  
1797 PINE AVE. SUITE 200, SAN FRANCISCO, CALIFORNIA 94109  
PHONE: (415) 774-4800 FAX: (415) 774-4812

DATE: **09/17**

PROJECT: **99% ONLY STORES - RUBIDOUX**  
6315 MISSION BLVD.  
RUBIDOUX, CA 94569

PRELIMINARY  
NOT FOR  
CONSTRUCTION

NO.	REVISION	DATE	BY	CHK

PROPOSED ELEVATIONS  
**A4.0**



PAGE BREAK



# AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY



January 5, 2017

**CHAIR**  
Simon Housman  
Rancho Mirage

**VICE CHAIRMAN**  
Rod Ballance  
Riverside

**COMMISSIONERS**

Arthur Butler  
Riverside

John Lyon  
Riverside

Glen Holmes  
Hemet

Steve Manos  
Lake Elsinore

Russell Betts  
Desert Hot Springs

**STAFF**

Director  
Ed Cooper

John Guerin  
Paul Rull  
Barbara Santos

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

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

Mr. Robert Rodriguez, Planning Manager  
City of Cathedral City Planning Department  
68-700 Avenida Lalo Guerrero  
Cathedral City, CA 92234

**RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW –  
DIRECTOR'S DETERMINATION**

File No.: ZAP1042PS16  
Related File No.: CUP16-013 (Conditional Use Permit)  
APNs: 673-020-039 thru 043

Dear Mr. Rodriguez:

Under the delegation of the Riverside County Airport Land Use Commission (ALUC) pursuant to ALUC's general delegation as per Policy 1.5.2(d) of the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan, staff reviewed City of Cathedral City Case No. CUP16-013 (Conditional Use Permit), a proposal to construct four buildings totaling approximately 492,000 square feet on 19 acres located southerly of Ramon Road, westerly of Golf Course Drive, and easterly of Date Palm Drive for use as a cannabis cultivation facility with dispensary.

The site is located within Airport Compatibility Zone E of the 2005 Palm Springs Airport Influence Area (AIA). Within Compatibility Zone E of the 2005 Palm Springs Airport Compatibility Plan, nonresidential intensity is not restricted.

The elevation of Runway 13R-31L at Palm Springs International Airport at its southerly terminus is approximately 395.5 feet above mean sea level (395.5 feet AMSL). At a distance of approximately 13,440 feet from the runway to the project property line, Federal Aviation Administration Obstruction Evaluation Service (FAA OES) review would be required for any structures with top of roof exceeding 529.9 feet AMSL. The project site elevation is 350 feet AMSL, and the tallest object height is 30 feet, resulting in a maximum top point elevation of 380 feet AMSL (lower than the runway elevation). Therefore, review by the FAAOES was not required.

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

**CONDITIONS:**

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

2. The following uses shall be prohibited:
  - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
  - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
  - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, artificial marshes, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, and construction and demolition debris facilities.)
  - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
3. The attached "Notice of Airport in Vicinity" shall be provided to all potential purchasers of the property.
4. Any new retention or 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.

This finding of consistency relates to airport compatibility issues and does not necessarily constitute an endorsement of this proposal.

If you have any questions, please contact Paul Rull, ALUC Urban Regional Planner IV, at (951) 955-6893, or John Guerin, ALUC Principal Planner, at (951) 955-0982.

Sincerely,  
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



Edward C. Cooper, Director

Attachment: Notice of Airport in Vicinity

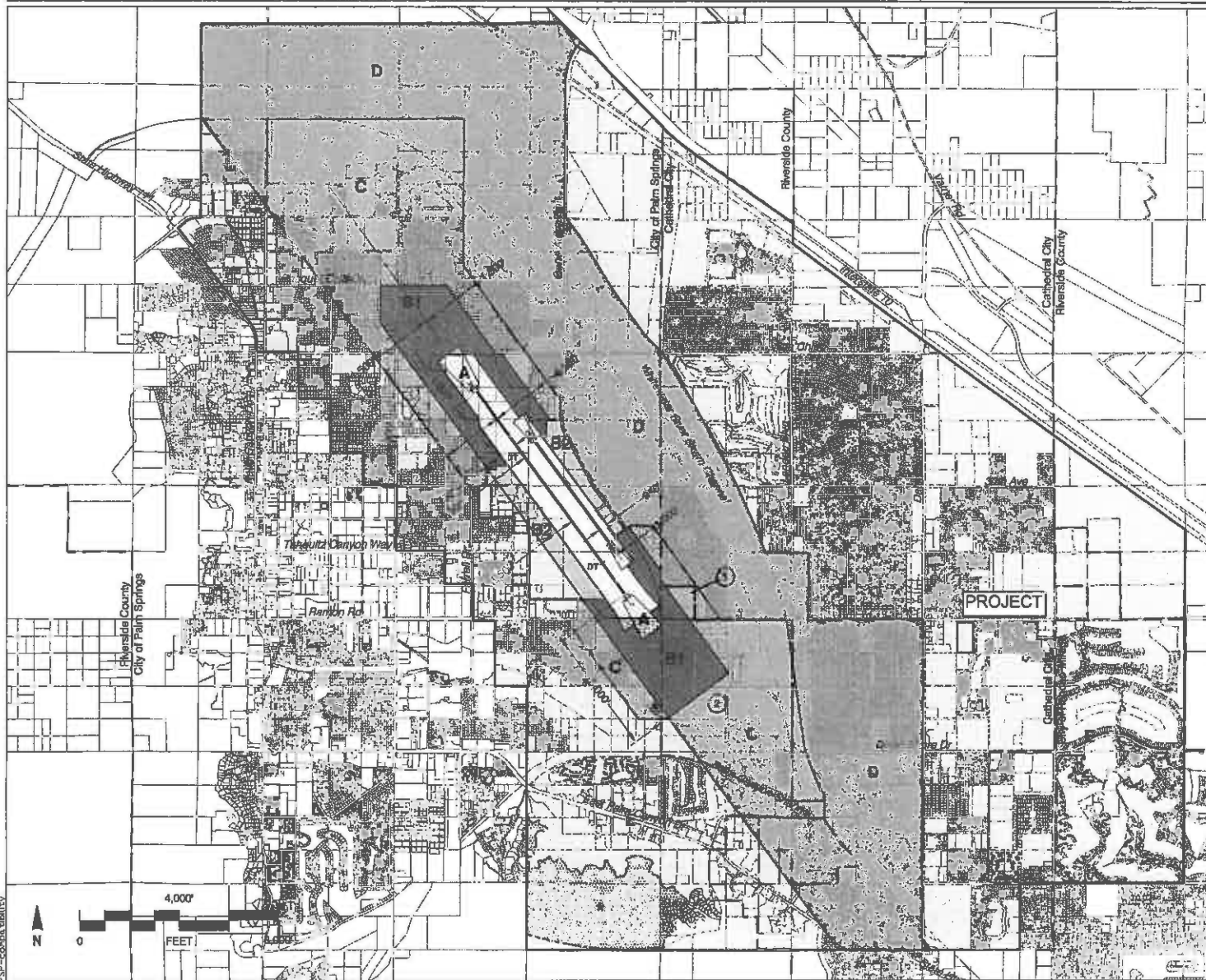
cc: Sunniva Holdings Corp (applicant/payee)  
CP Logistics, LLC (applicant/property owner)  
WSW Cat-Ramon, LLC (applicant/property owner)  
Newport Home Loan, Inc. (additional property owner)

The Altum Group (representative)  
Mr. Thomas Nolan, Executive Director, Palm Springs International Airport  
ALUC Case File

Y:\AIRPORT CASE FILES\Palm Springs\ZAP1042PS16\ZAP1042PS16.LTR.doc

# NOTICE OF AIRPORT IN VICINITY

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



**Legend**

**Compatibility Zones**

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

**Boundary Lines**

- Airport Property Line
- City Limits

**Notes**

All dimensions measured from runway ends and centerlines.

DT = Displaced Threshold

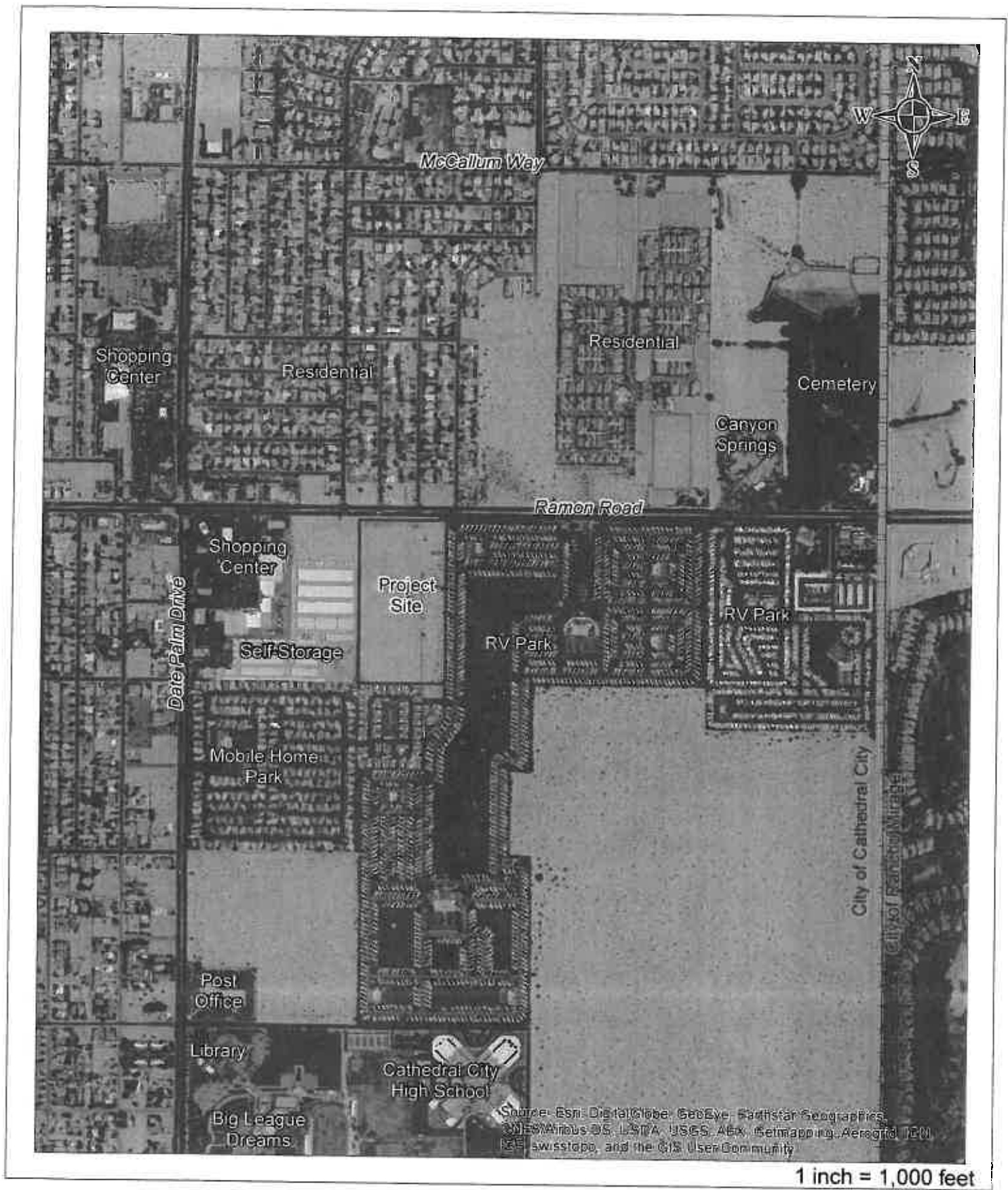
See Chapter 2, Table 2A for compatibility criteria associated with this map.

See Policy PS.2.1.

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

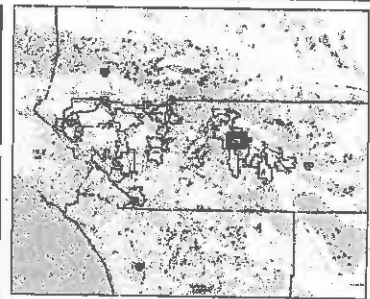
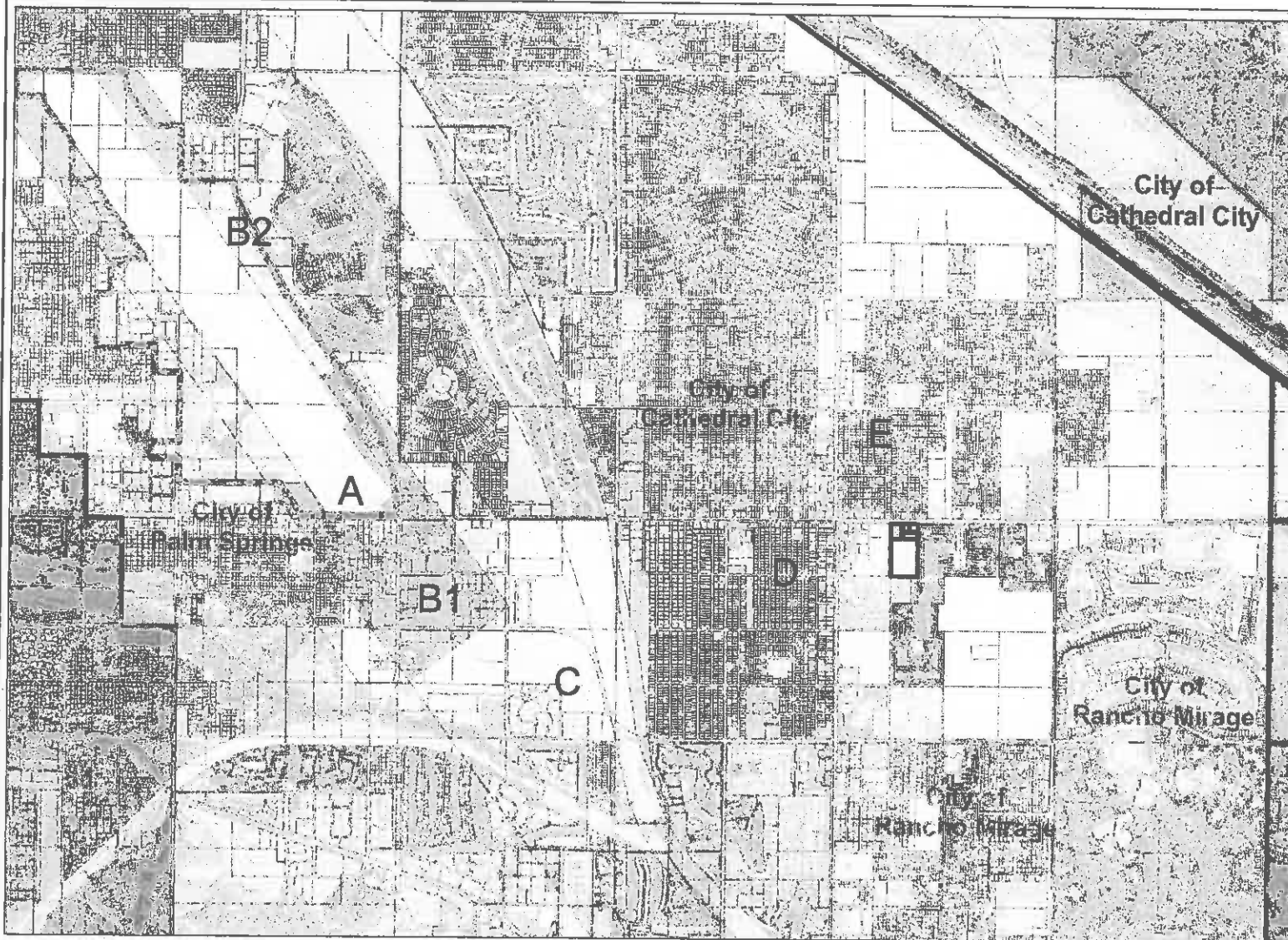
Map PS-1

**Compatibility Map**  
**Palm Springs International Airport**



## Project Site and Vicinity Ramon 19 Cultivation and Dispensary

# My Map

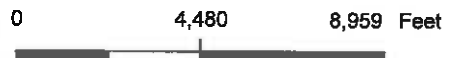


**Legend**

- Airports
- AIA

**Airport Compatibility**

- OTHER ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC6
- C2-HIGHT



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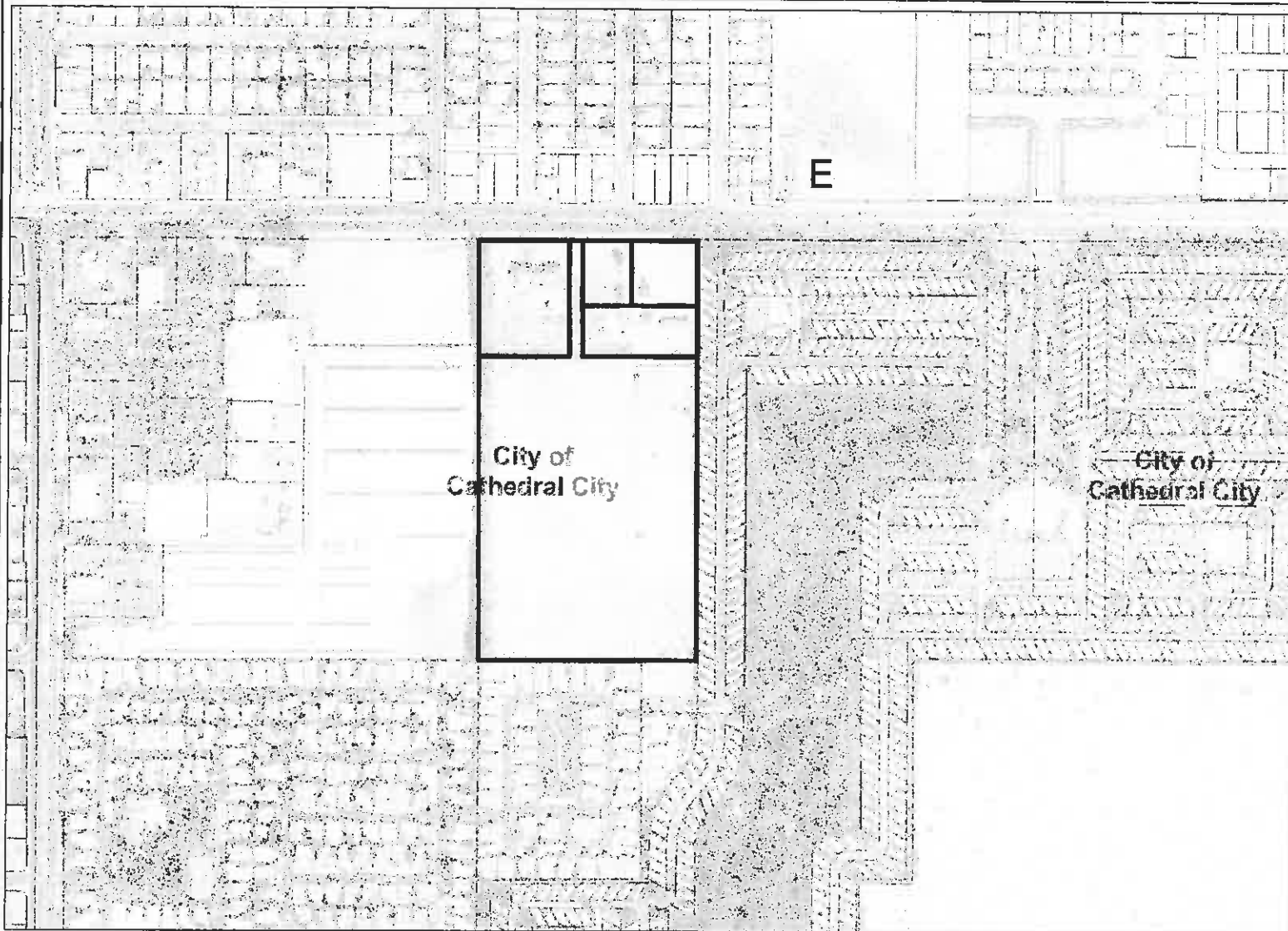
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**Notes**



# My Map



**Legend**

- Display Parcels
- Airports
- AIA
- Airport Compatibility**
- OTHER ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC8



0 560 1,120 Feet



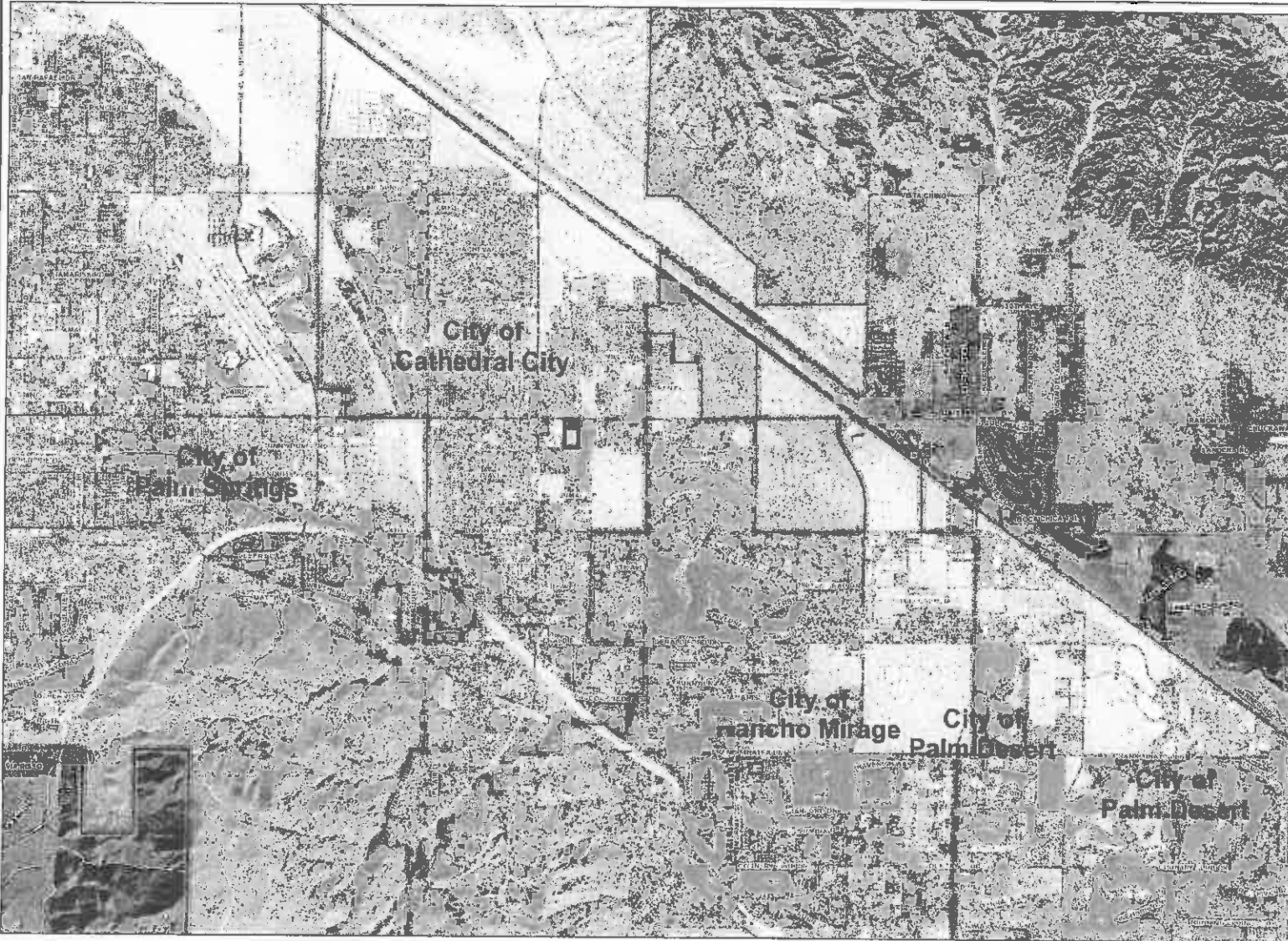
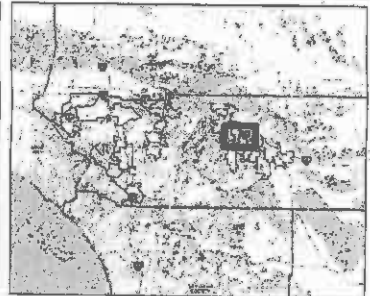
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**Notes**

# My Map



### Legend

- City Boundaries
- Cities**
- adjacent\_highways**
- Interstate
- Interstate 3
- State Highways; 60
- State Highways 3
- US HWY
- OUT
- highways\_large**
- HWY
- INTERCHANGE
- INTERSTATE
- USHWY
- counties
- cities



0 8,959 17,918 Feet



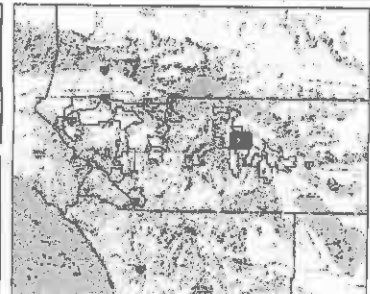
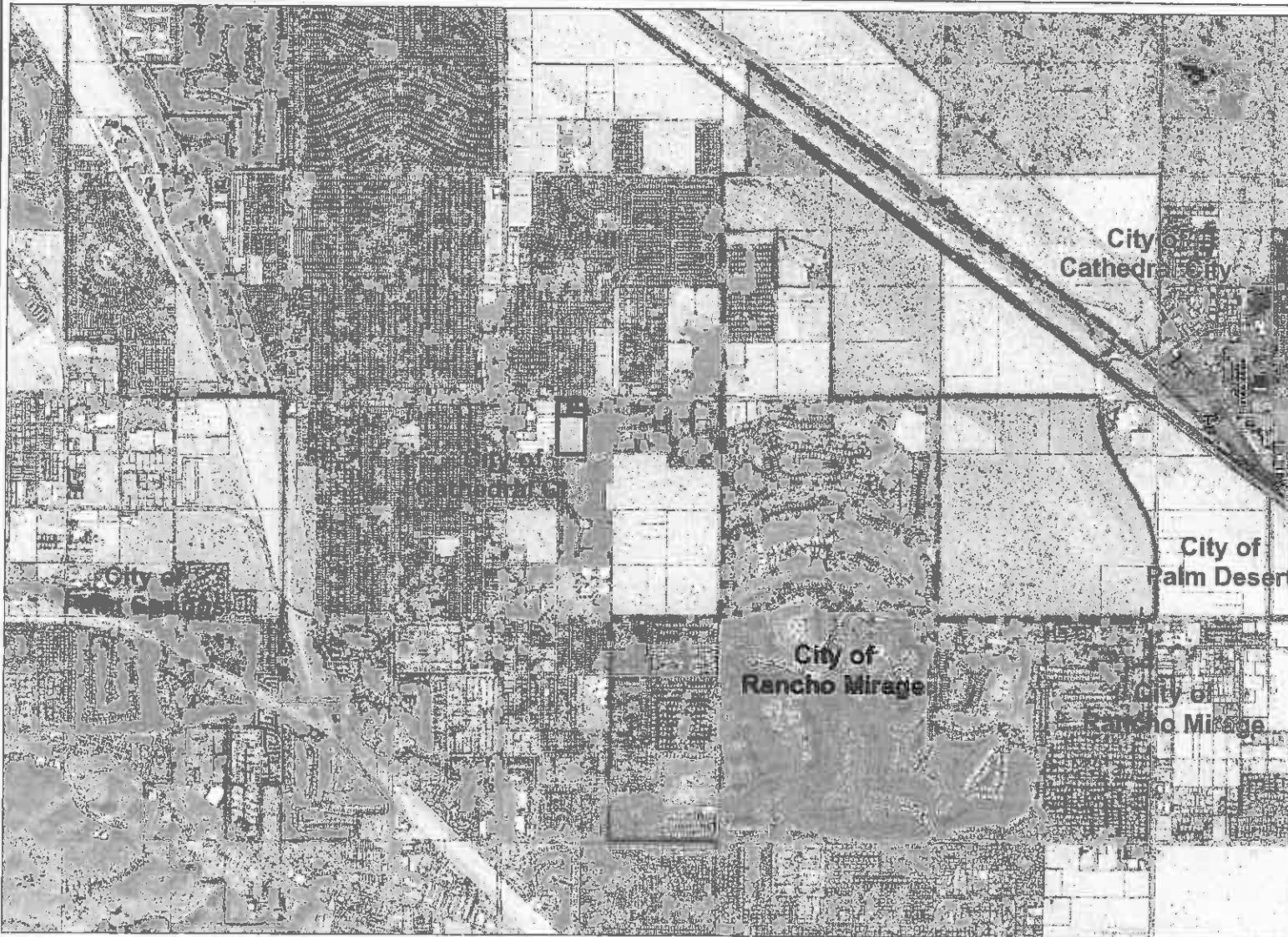
**\*IMPORTANT\*** Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness,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

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



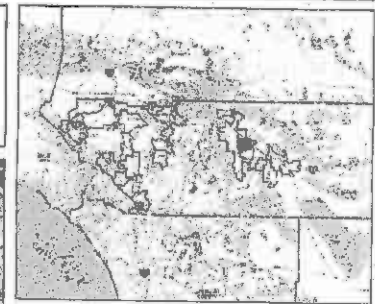
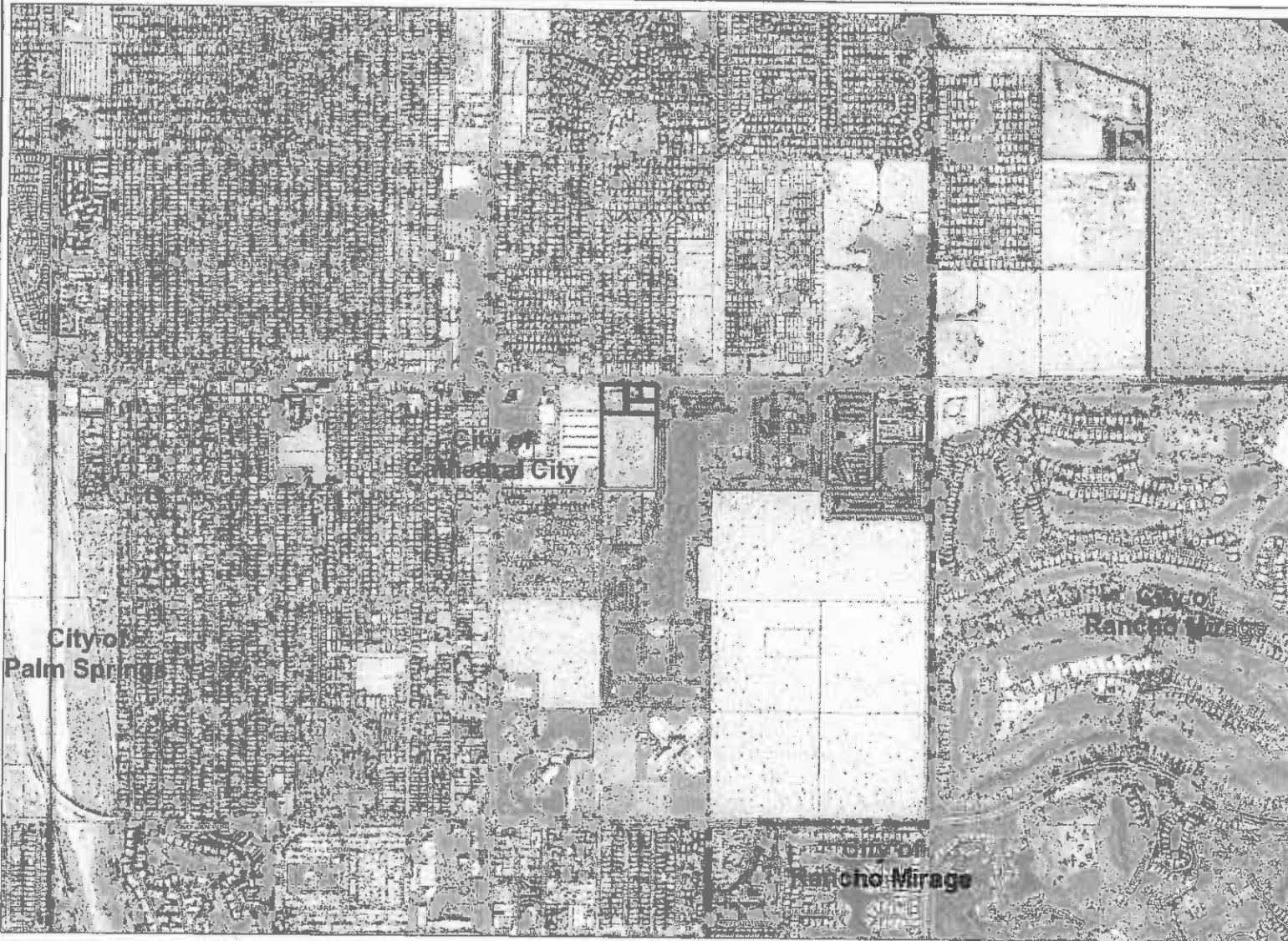
**\*IMPORTANT\*** Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness,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

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



0 2,240 4,480 Feet



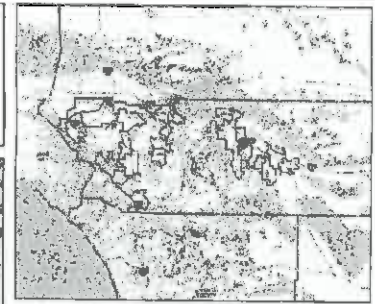
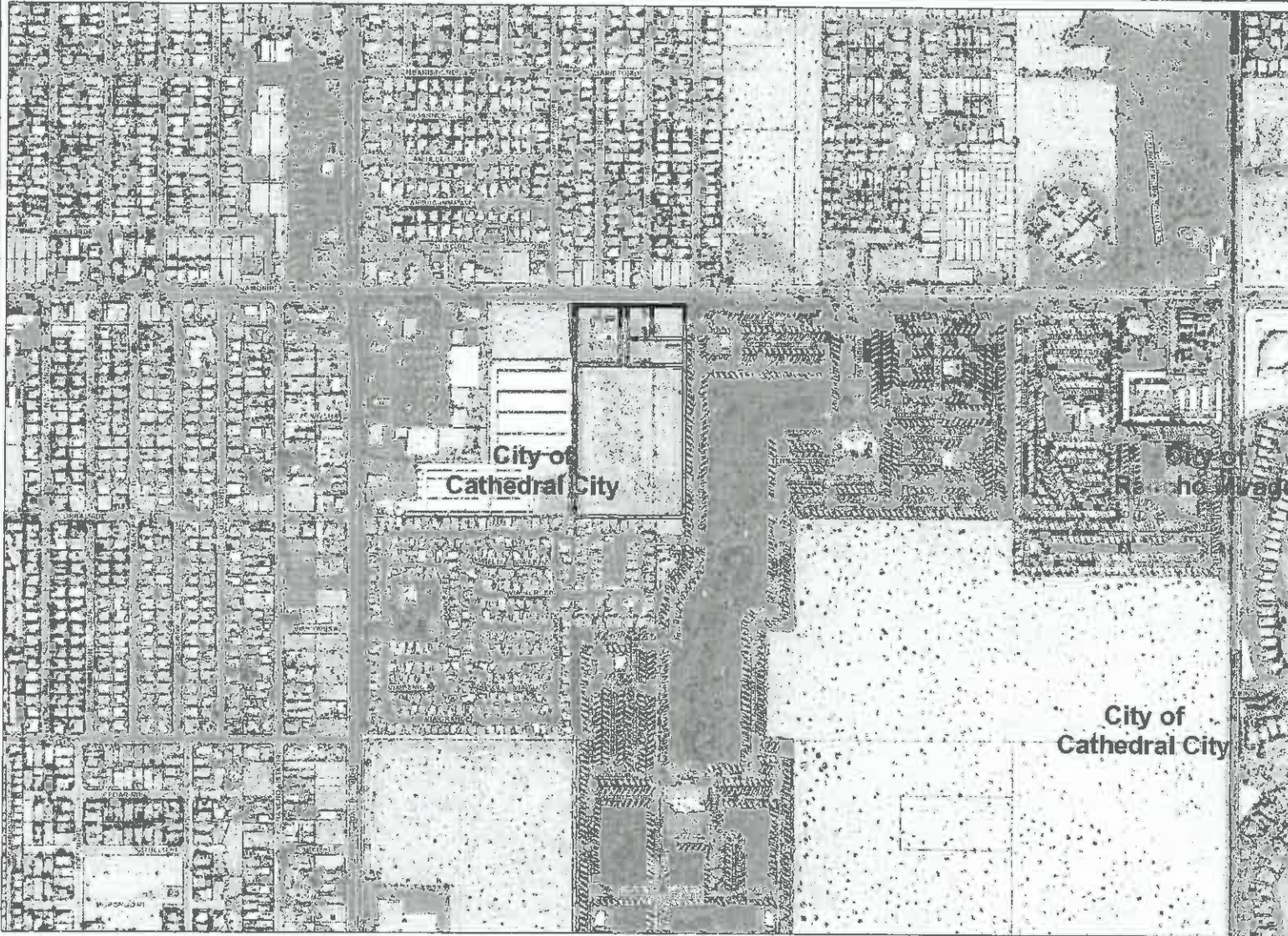
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## Notes

# My Map



## Legend

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



0 1,120 2,240 Feet



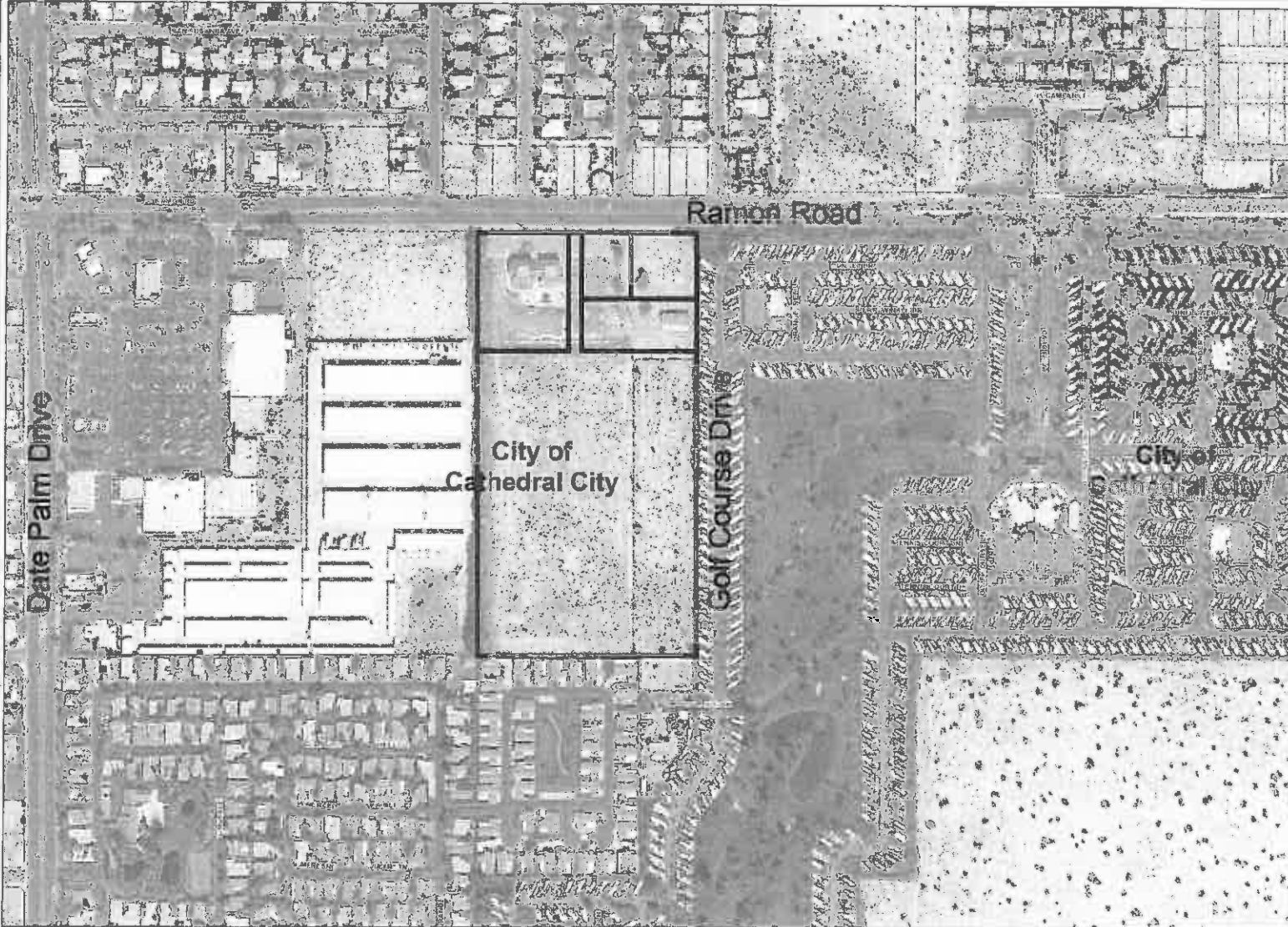
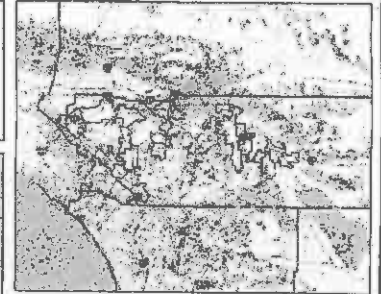
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## Notes

# My Map



## Legend

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



0 560 1,120 Feet

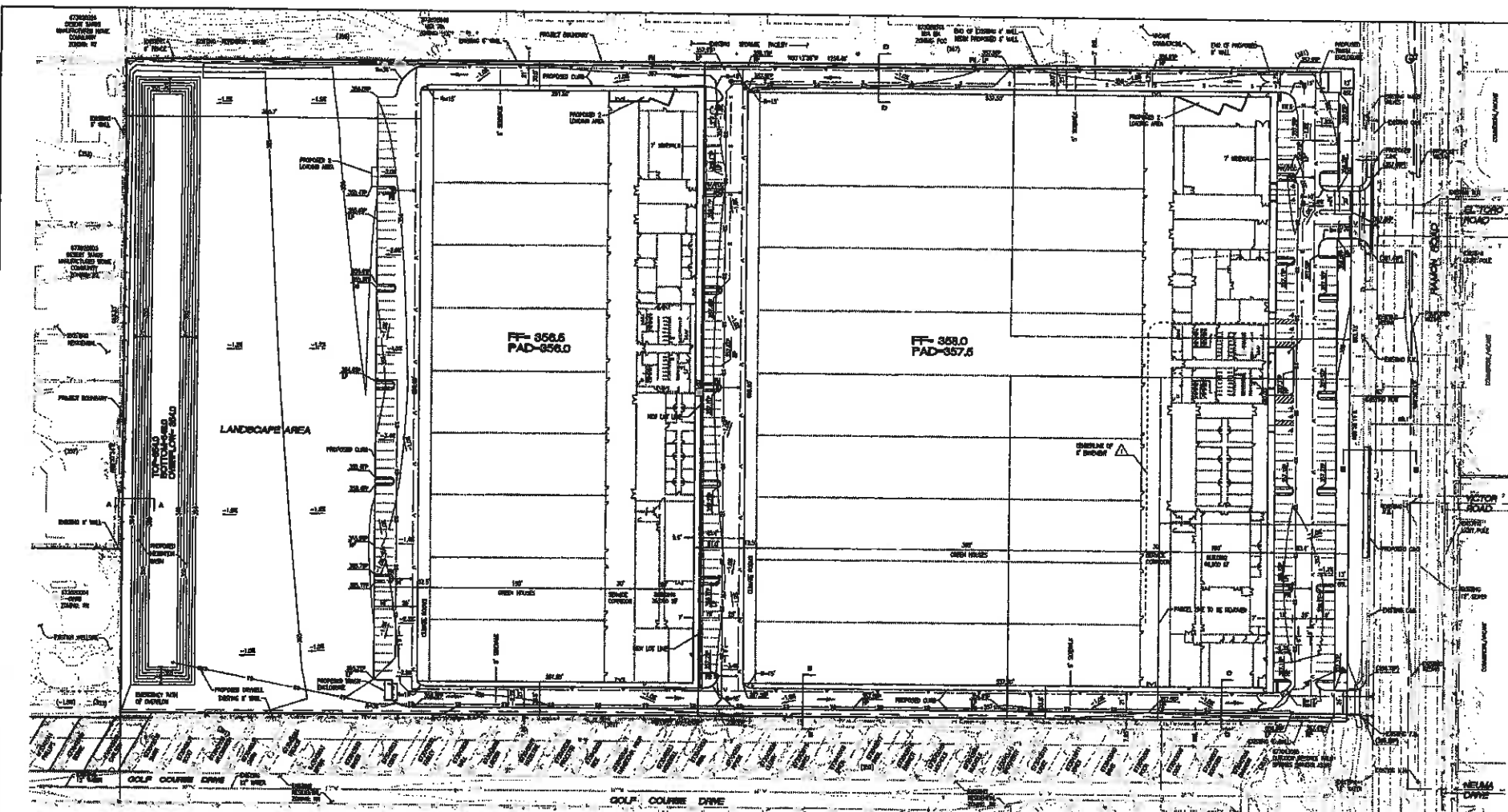


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## Notes



**REMARKS**

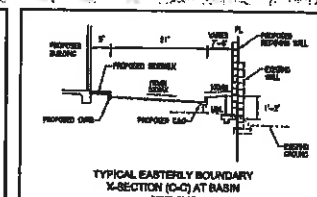
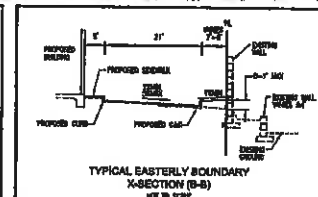
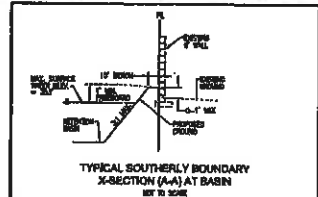
1. ALL DIMENSIONS UNLESS OTHERWISE NOTED ARE IN FEET AND DECIMALS THEREOF. DIMENSIONS SHALL BE TAKEN FROM THE CENTERLINE OF THE GOLF COURSE DRIVE UNLESS OTHERWISE NOTED.

2. ALL DIMENSIONS UNLESS OTHERWISE NOTED ARE IN FEET AND DECIMALS THEREOF. DIMENSIONS SHALL BE TAKEN FROM THE CENTERLINE OF THE GOLF COURSE DRIVE UNLESS OTHERWISE NOTED.

3. ALL DIMENSIONS UNLESS OTHERWISE NOTED ARE IN FEET AND DECIMALS THEREOF. DIMENSIONS SHALL BE TAKEN FROM THE CENTERLINE OF THE GOLF COURSE DRIVE UNLESS OTHERWISE NOTED.

**ADDITIONAL NOTES:**

1. ALL DIMENSIONS UNLESS OTHERWISE NOTED ARE IN FEET AND DECIMALS THEREOF. DIMENSIONS SHALL BE TAKEN FROM THE CENTERLINE OF THE GOLF COURSE DRIVE UNLESS OTHERWISE NOTED.



**BENCHMARK**

DATE OF SURVEY: 01/20/2024

BY: [Name]

**BASIS OF BEARINGS**

BEARING: S 89° 15' 00" W

**FLOOD AND FAULT ZONES**

FLOOD: [Information]

FAULT: [Information]

**UTILITIES**

DATE: [Information]

BY: [Information]

**NOTES**

1. ALL DIMENSIONS UNLESS OTHERWISE NOTED ARE IN FEET AND DECIMALS THEREOF. DIMENSIONS SHALL BE TAKEN FROM THE CENTERLINE OF THE GOLF COURSE DRIVE UNLESS OTHERWISE NOTED.

**SITE AREA TABULATION**

TOTAL AREA: [Information]

NET AREA: [Information]

**PERMITS**

DATE: [Information]

BY: [Information]

**LEGEND**

Symbol: [Information]

Symbol: [Information]

**APPLICANT/DEVELOPER**

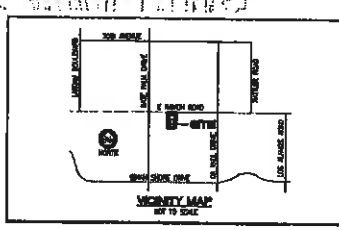
NAME: [Information]

ADDRESS: [Information]

**ENGINEER/PLANNER**

NAME: [Information]

ADDRESS: [Information]



**CITY OF CATHEDRAL CITY**

**CONDITIONAL USE PERMIT**

**PRELIMINARY SITE GRADING PLAN**

**RAMON 10**

**CP LOGISTICS, LLC**

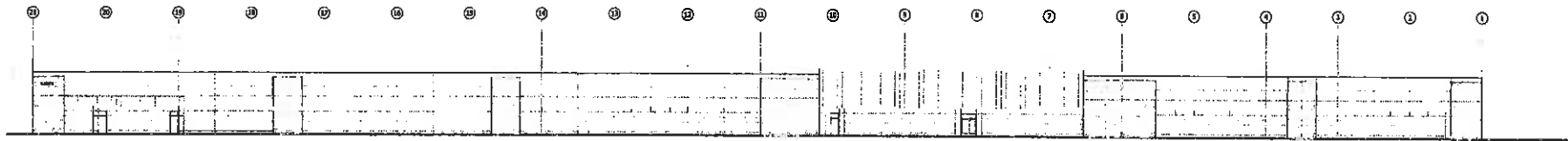
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**DATE:** [Information]

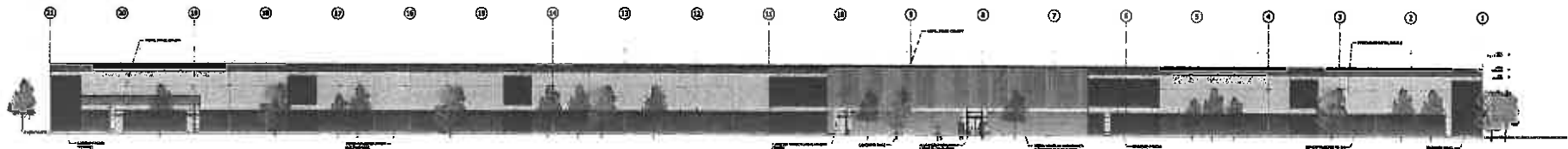
**SHEET NO. 1 OF 2**



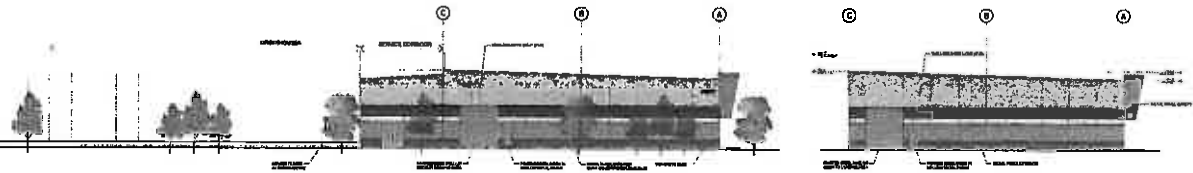




**NORTH ELEVATION**  
ALTERNATE ELEVATION WITH METAL PANEL BASE **BUILDING 1**

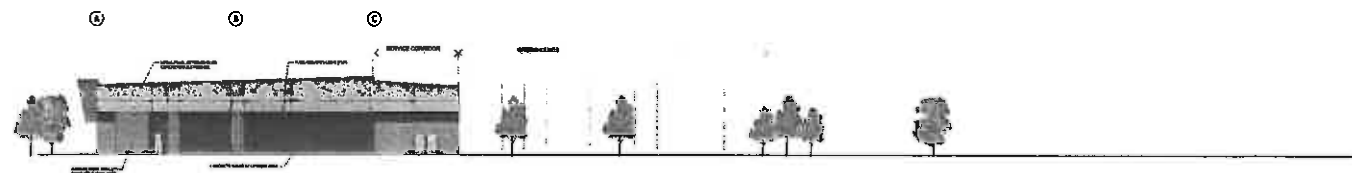


**NORTH ELEVATION** **BUILDING 1**



**EAST ELEVATION** **BUILDING 1**

**PARTIAL EAST ELEVATION** **BUILDING 1**



**WEST ELEVATION** **BUILDING 1**

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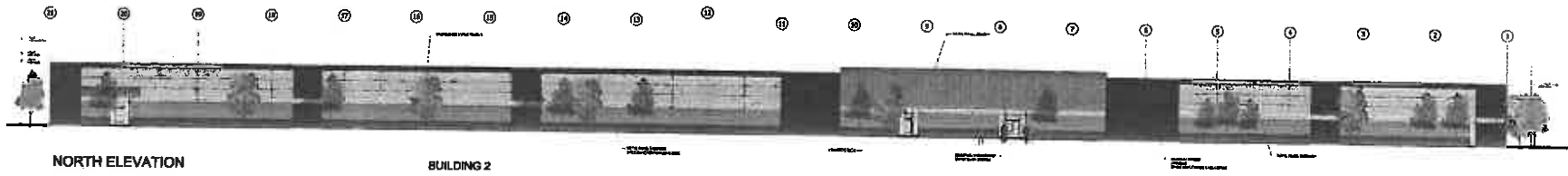


A New Building for:  
**CP LOGISTICS, LLC**  
69275 Ramon Road  
Cathedral City, CA 92234

Job No. 03-18  
Drawn SHW  
Checked SHW  
Date 08/11/18  
Revised 12/06/18

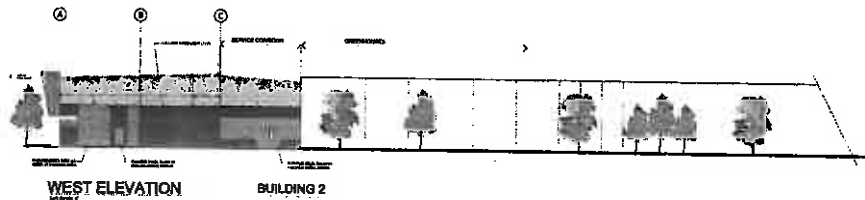
**Ten East Studio LLC**  
Architecture - Planning  
10 East Main  
Phoenix, AZ 85020  
Office (602) 237-0020

**ELEVATIONS**



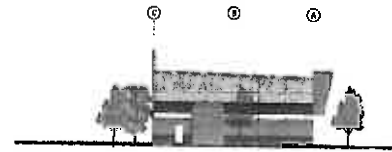
NORTH ELEVATION

BUILDING 2



WEST ELEVATION

BUILDING 2



EAST ELEVATION

BUILDING 2

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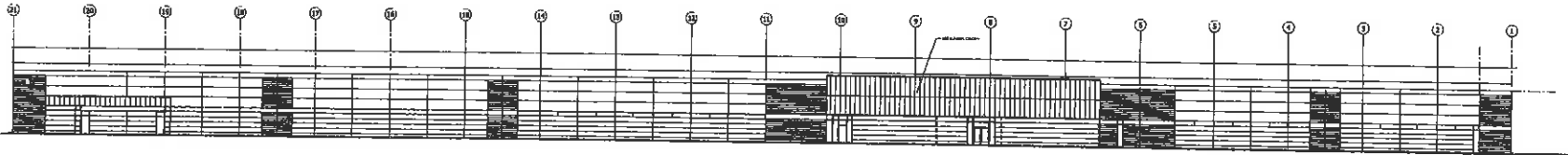


A New Building for  
**CP LOGISTICS, LLC**  
 88075 Ramon Road  
 Cathedral City, CA 92234

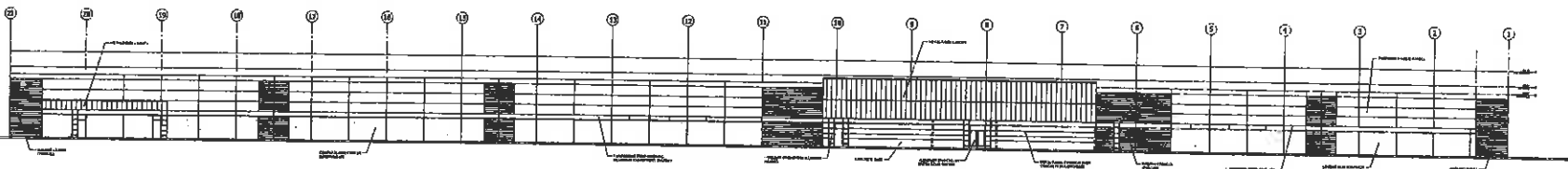
Arch. No.	05-19
Drawn	SMH
Checked	SMH
Date	12.00.17
Revised	

**Ten East Studio LLC**  
 Architecture - Planning  
 10 East Palm Phoenix, AZ 85020  
 Office (602) 987-0825

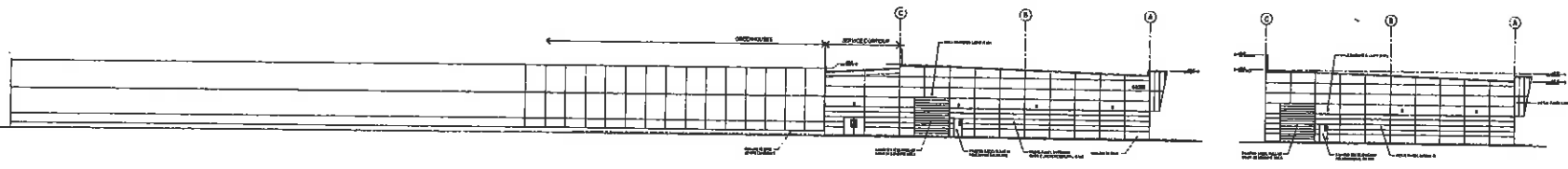
ELEVATIONS



**NORTH ELEVATION**  
ALTERNATE ELEVATION WITH METAL PANEL BASE BUILDING 1  
NO SCALE

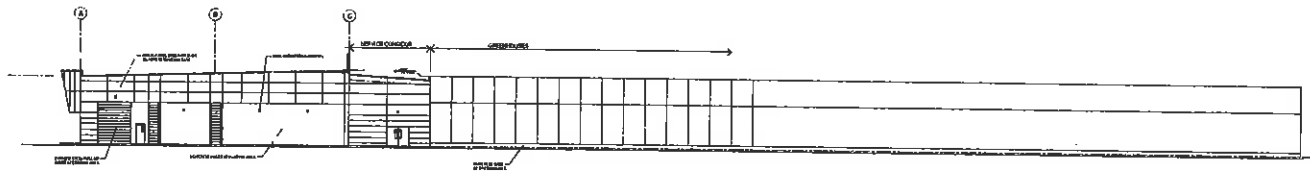


**NORTH ELEVATION**  
BUILDING 1  
NO SCALE

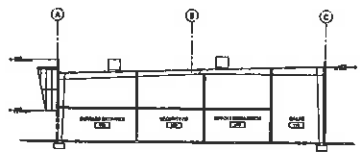


**EAST ELEVATION** BUILDING 1  
NO SCALE

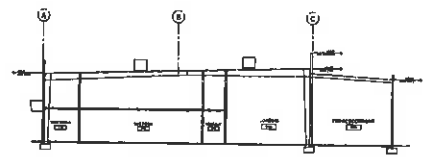
**PARTIAL EAST ELEVATION** BUILDING 1  
NO SCALE



**WEST ELEVATION** BUILDING 1  
NO SCALE



**SECTION** BUILDING 1  
NO SCALE



**SECTION** BUILDING 1  
NO SCALE

Plot by: 1/24/11 1:40 pm Server: 10 December 15, 2010 1:41 PM



A New Building for  
**CP LOGISTICS, LLC**  
68075 Reardon Road  
Cathedral City, CA 92224

Job No. 03-18  
Drawn SHW  
Checked SHW  
Date 12.06.10  
Revised  
DUPHON SCHEMATA 12.15.10

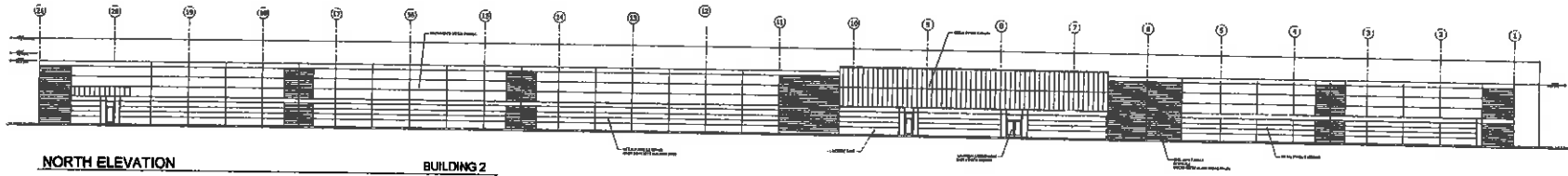
**Ten East Studio LLC**  
Architecture - Planning  
to East Rush  
Phoenix, AZ 85020  
Office (602) 237-0825

**ELEVATIONS  
SECTIONS**

**A-5**

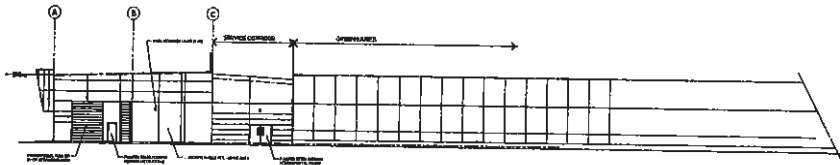
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10/16/18 10:00 AM



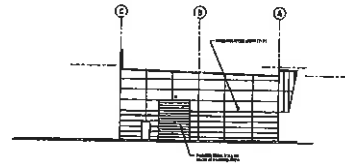
**NORTH ELEVATION**

**BUILDING 2**



**WEST ELEVATION**

**BUILDING 2**



**EAST ELEVATION**

**BUILDING 2**

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A New Building for  
**CP LOGISTICS, LLC**  
68075 Ramon Road  
Cathedral City, CA 92234

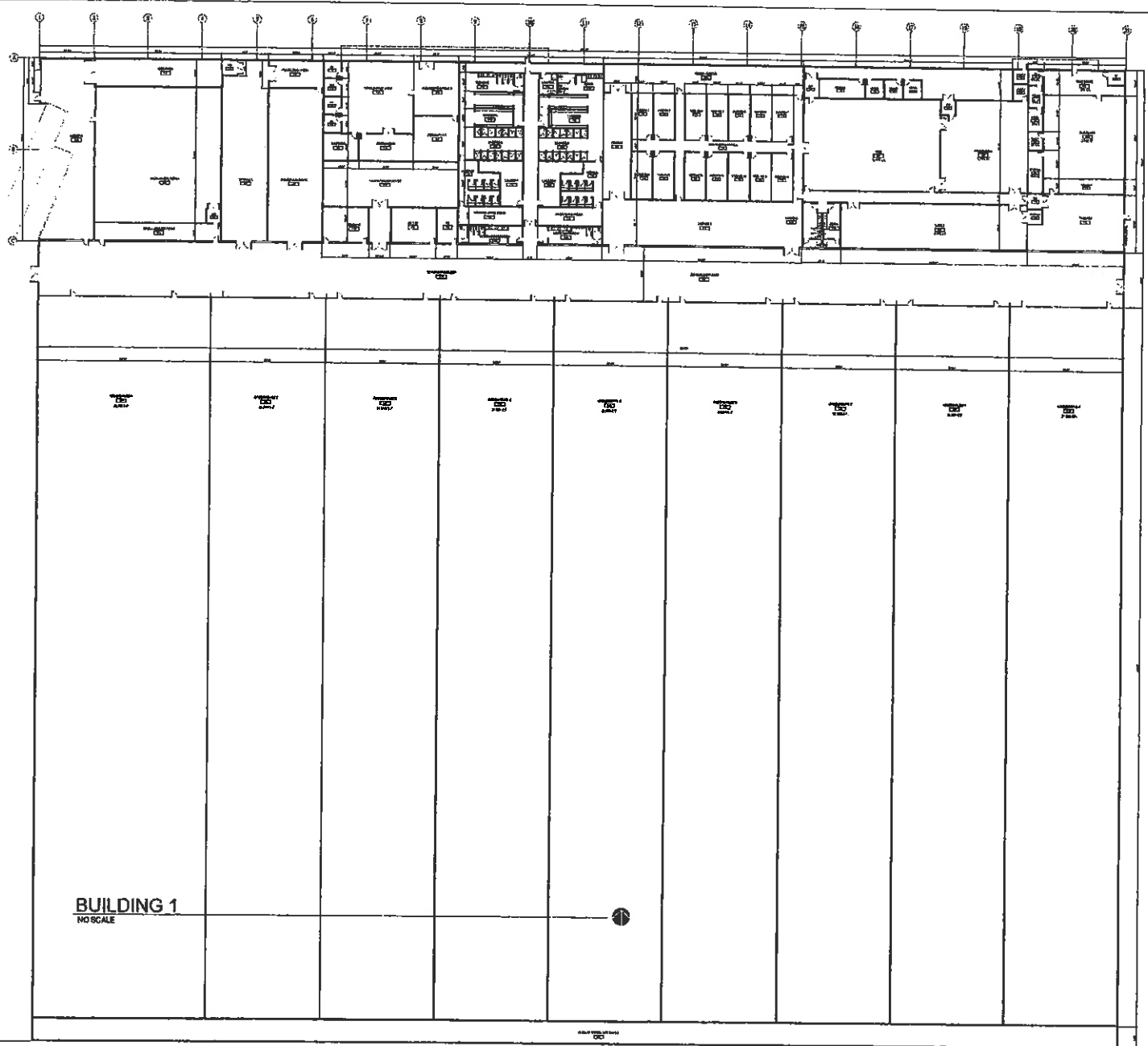
Job No.	03-18
Drawn	SKM
Checked	SKM
Date	12.08.18
Revised	
Author	SKM

**Ten East Studio LLC**  
Architecture - Planning  
10 East Path Phoenix, AZ 85020  
Office (602) 297-0828

**ELEVATIONS**

**A-6**

CP Logistics Building 1



**BUILDING 1**  
NO SCALE

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**A-3**

FLOOR PLAN

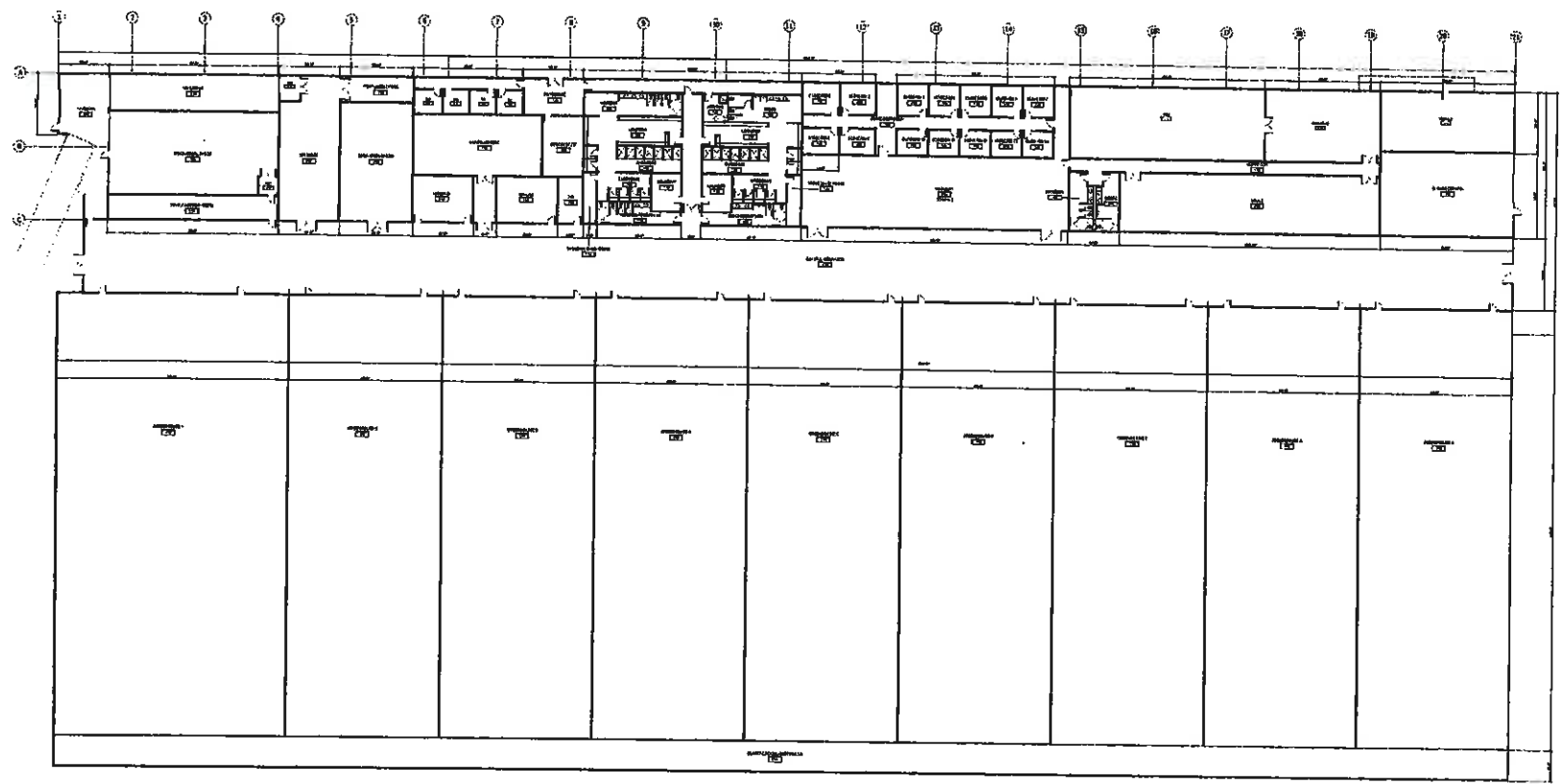
**Ten East Studio LLC**  
 Architecture - Planning  
 10 East Park Phoenix, AZ 85020  
 Office (602) 237-0925

Job No. 00-14  
 Drawn CSW  
 Checked GWY  
 Date 12.06.18  
 Project  
 CP LOGISTICS BUILDING 1 12.13.18

A New Building for  
**CP LOGISTICS, LLC**  
 69055 Padden Place  
 Chula Vista, CA 92024  
**BUILDING 1**



PLAN 2016-11-10 10:00 AM



**BUILDING 2**  
NO SCALE



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**Ten East Studio LLC**  
Architecture - Planning  
10 East Park  
Phoenix, AZ 85020  
Office: (602) 957-0235

A New Building for  
**CP LOGISTICS, LLC**  
68076 Rainbow Road  
Culver City, CA 90230

**BUILDING 2**

Job No.	03-19
Drawn	ESM
Checked	ESM
Date	12.08.16
Reviewed	
DATE OF REVISION	12.16.16

FLOOR PLAN

A-4



PAGE BREAK



**AIRPORT LAND USE COMMISSION  
RIVERSIDE COUNTY**



January 5, 2017

**CHAIR**  
Simon Housman  
Rancho Mirage

**VICE CHAIRMAN**  
Rod Ballance  
Riverside

**COMMISSIONERS**

Arthur Butler  
Riverside

John Lyon  
Riverside

Glen Holmes  
Hemet

Steve Manos  
Lake Elsinore

Russell Betts  
Desert Hot Springs

Mr. Jeff Bradshaw, Project Planner  
City of Moreno Valley Community Development Department  
14177 Frederick Street, P.O. Box 88005  
Moreno Valley CA 92552

**RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW –  
DIRECTOR’S DETERMINATION**

File No.: ZAP1232MA16  
Related File No.: PEN16-0100 (Plot Plan); associated case: PEN16-0101 (Variance)  
APN: 297-170-078

Dear Mr. Bradshaw:

Under the delegation of the Riverside County Airport Land Use Commission (ALUC) pursuant to Policy 1.5.2(d) of the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan, staff reviewed City of Moreno Valley Case No. PEN16-0100 (Plot Plan), a proposal to construct a 99,978 square foot single-story industrial building on 6.7 acres located southerly of Brodiaea Avenue, westerly of Heacock Street, easterly of Gilbert Street, and northerly of Cactus Avenue. The associated Variance case (PEN16-0101) proposes to allow a warehousing structure larger than 50,000 square feet in the Business Park zone.

The site is located within Airport Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Influence Area (AIA). Within Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, nonresidential intensity is not restricted.

The elevation of Runway 14-32 at March Air Reserve Base/Inland Port Airport at its northerly terminus is approximately 1,535 feet above mean sea level (AMSL). At a distance of 9,654 feet from the runway to the project, Federal Aviation Administration Obstruction Evaluation Services (FAA OES) review would be required for any structures with a top of roof exceeding 1,631.5 feet AMSL. The site’s floor elevation is 1,567 feet AMSL, and has a proposed maximum building height of 41 feet, resulting in a top point elevation of 1,608 feet AMSL. Therefore, FAA OES review is not required.

As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, subject to the following conditions:

**STAFF**  
Director  
Ed Cooper  
John Guerin  
Paul Rull  
Barbara Santos  
County Administrative Center  
4080 Lerron St., 14th Floor.  
Riverside, CA 92501  
(951) 955-5132

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



## AIRPORT LAND USE COMMISSION


### 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. Outdoor lighting shall be downward facing.
2. The following uses/activities are not included in the proposed project and shall be prohibited at this site.
  - (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 landowner shall provide the attached disclosure notice to all potential purchasers of the property and tenants of the building.
4. Any new detention basins on the site (including water quality management basins) 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 basins that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.

If you have any questions, please contact Paul Rull, ALUC Urban Regional Planner IV, at (951) 955-6893 or John Guerin, ALUC Principal Planner, at (951) 955-0982.

Sincerely,

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



Edward C. Cooper, Director

## **AIRPORT LAND USE COMMISSION**

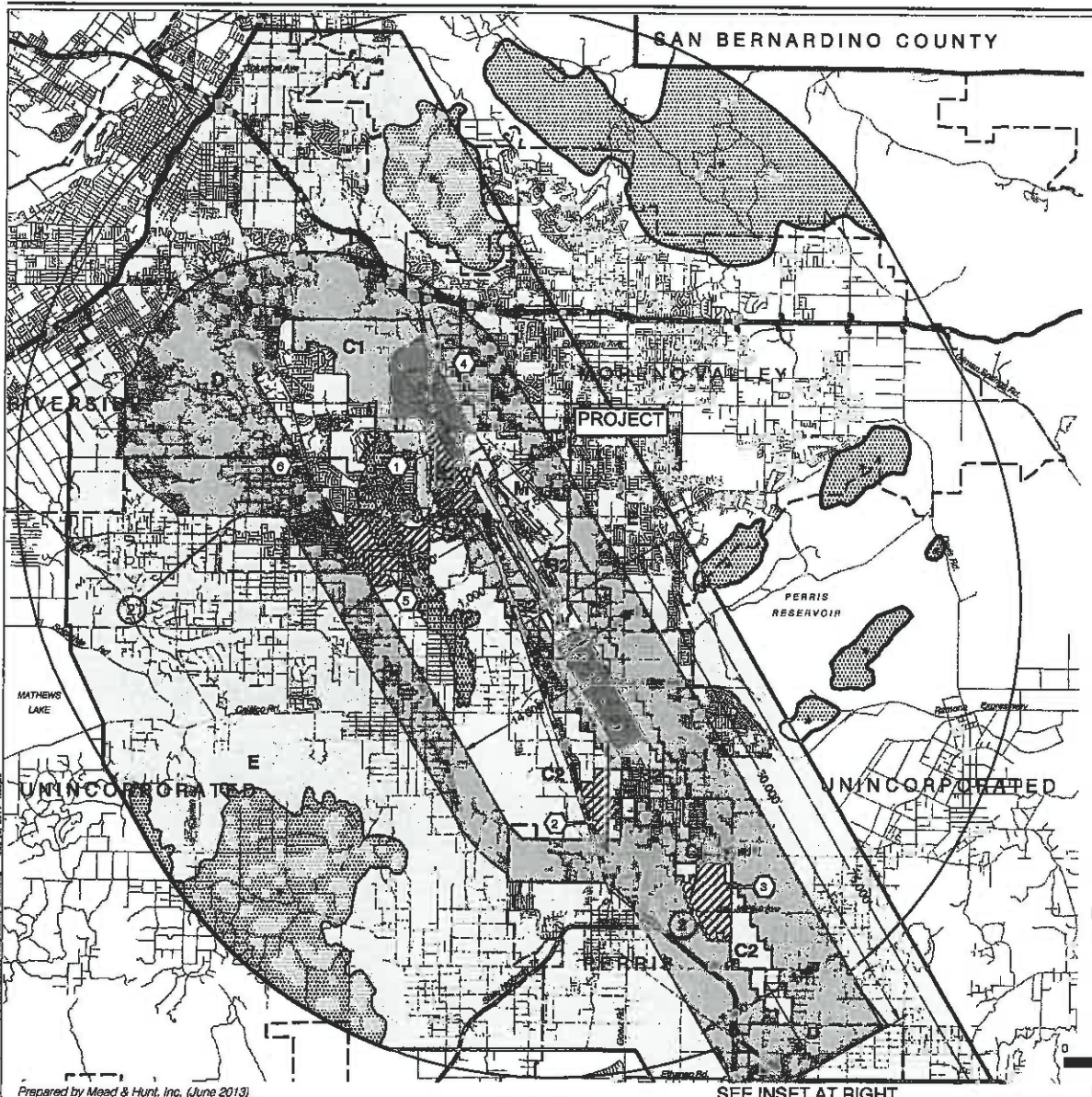
Attachments: Notice of Airport in Vicinity

cc: Prologis Development Services (applicant)  
Prologis – Boston address (landowner)  
EPD Solutions, Inc. (representative)  
Core 5 Industrial Partners LLC  
Core 5 – Atlanta address (payee)  
Gary Gosliga, Airport Manager, March Inland Port Airport Authority  
Denise Hauser, March Air Reserve Base  
ALUC Case File

Y:\AIRPORT CASE FILES\March\ZAP1232MA16\ZAP1232MA16.LTR.doc

# NOTICE OF AIRPORT IN VICINITY

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



**LEGEND**

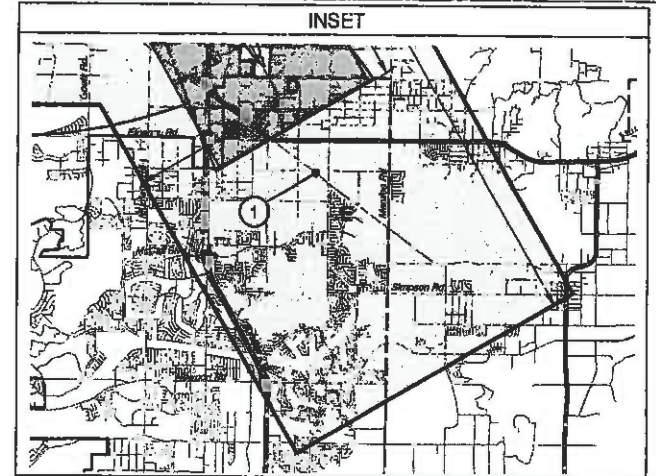
**Compatibility Zones**

- 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

- 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.

**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)
- ① March JPA; March Business Center/Meridian
- ② Perris; Harvest Landing
- ③ Perris; Park West
- ④ Moreno Valley; Affordable Housing
- ⑤ March JPA; Ben Clark Training Center
- ⑥ Riverside; Ridge Crest Subdivision

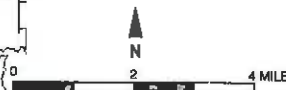


**Riverside County  
Airport Land Use Commission**

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

(Adopted November 13, 2014)

Note:  
All dimensions are measured from  
runway ends and centerline.

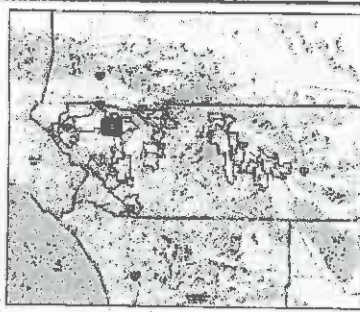
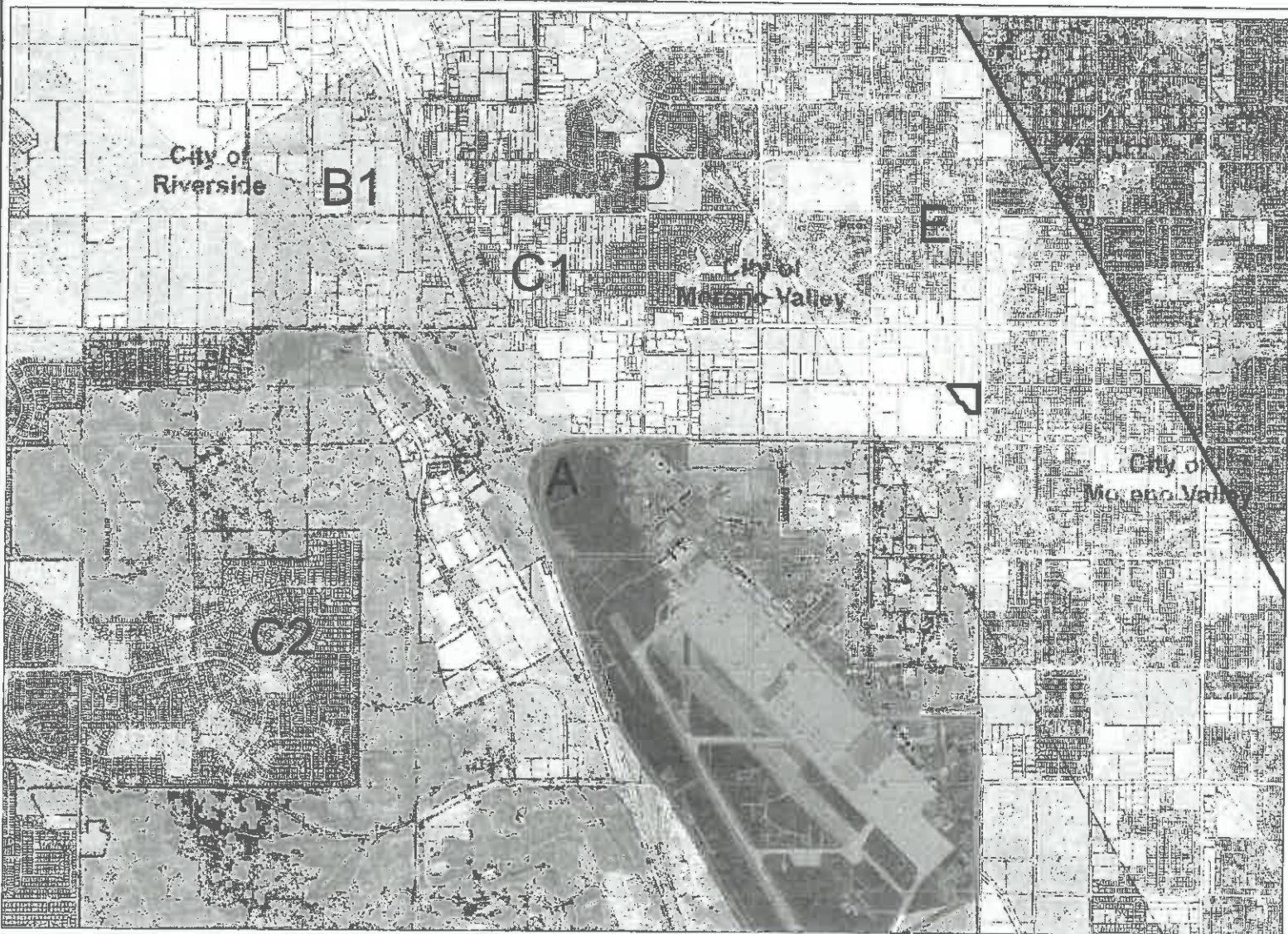


Base map source: County of Riverside 2013

Map MA-1

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

# My Map



### Legend

- Airports
- AIA

#### Airport Compatibility

- OTHER ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC6
- C2-HIGHT



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### Notes



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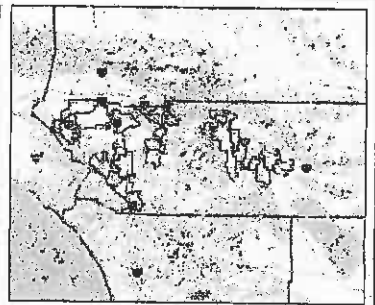
© Riverside County RCIT GIS

# My Map

E

City of  
Moreno Valley

City of  
Moreno Valley



## Legend

- Display Parcels
- Airports
- AIA
- Airport Compatibility**
  - OTHER ZONE
  - A
  - A-EXC1
  - B1
  - B1-APZ I
  - B1-APZ I-EXC1
  - B1-APZ II
  - B1-APZ II-EXC1
  - B1-EXC1
  - B2
  - B2-EXC1
  - C
  - C1
  - C1-EXC1
  - C1-EXC3
  - C1-EXC4
  - C1-HIGHT
  - C2
  - C2-EXC1
  - C2-EXC2
  - C2-EXC3
  - C2-EXC5
  - C2-EXC6



0 544 1,088 Feet



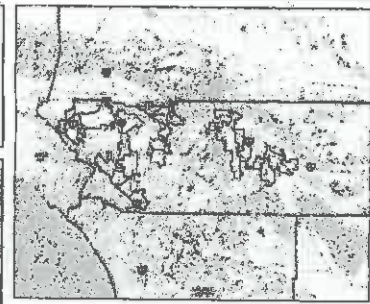
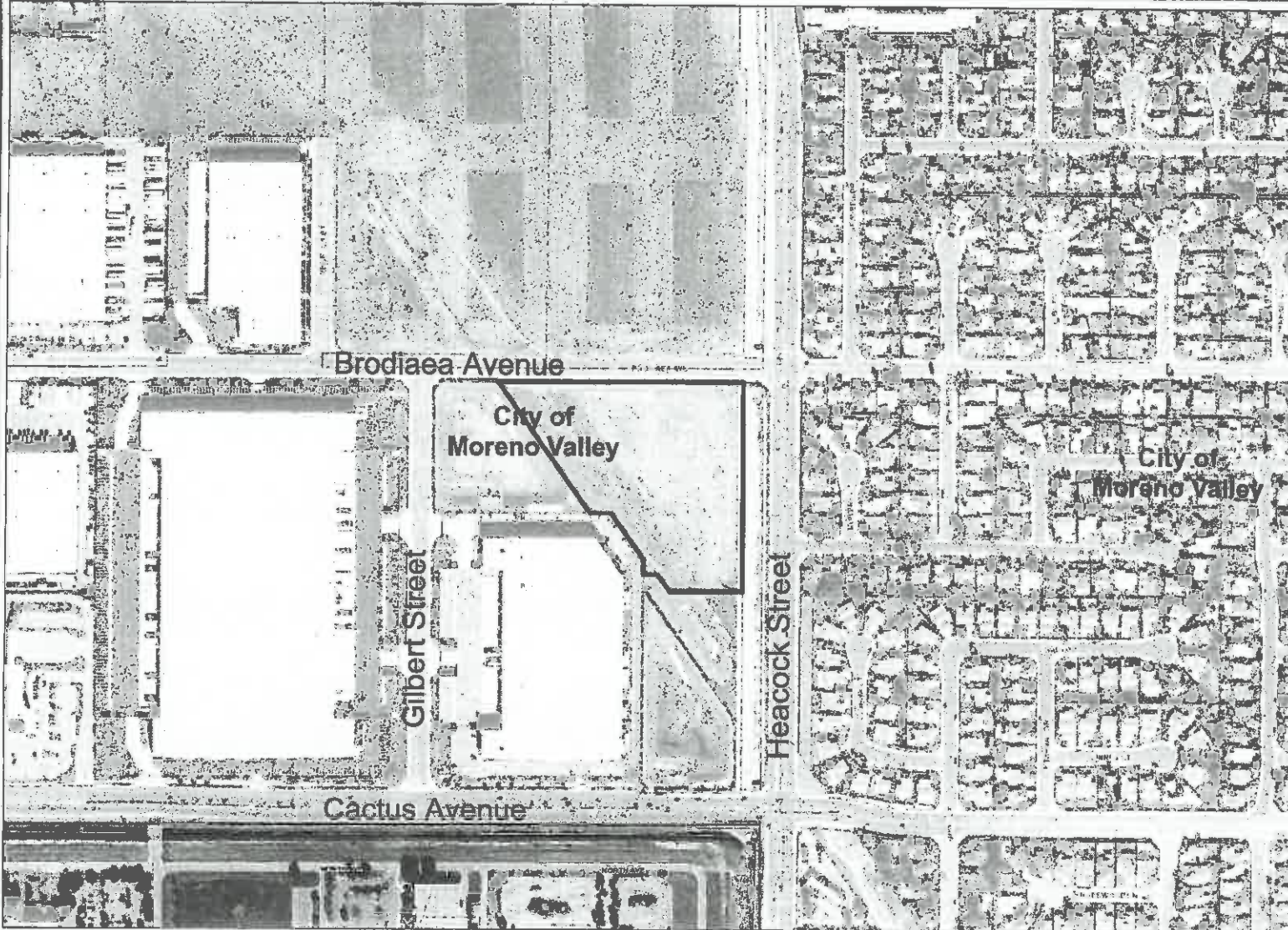
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## Notes

# My Map



## Legend

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

## Notes

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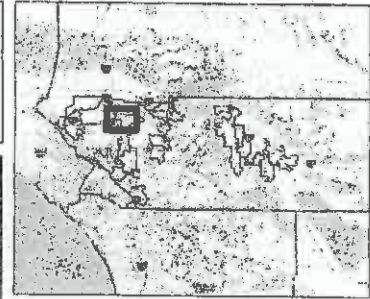
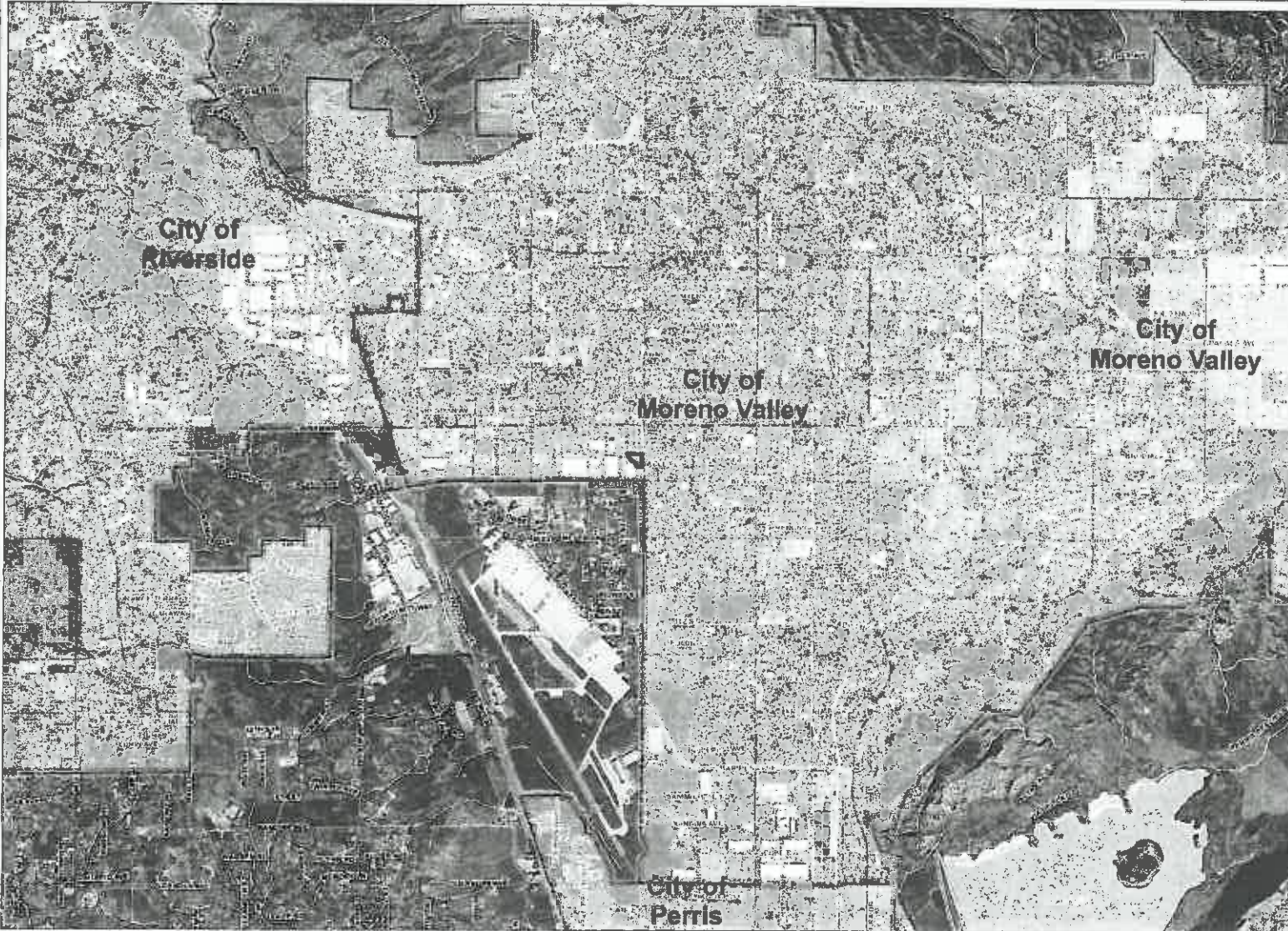
0 544 1,088 Feet






REPORT PRINTED ON... 12/19/2016 11:07:57 AM

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# My Map



## Legend

-  City Boundaries
- Cities**
- adjacent\_highways**
- Interstate
- Interstate 3
- State Highways; 60
- State Highways 3
- US HWY
- OUT
- highways\_large**
- HWY
- INTERCHANGE
- INTERSTATE
- USHWY
-  counties
-  cities



0 8,708 17,415 Feet



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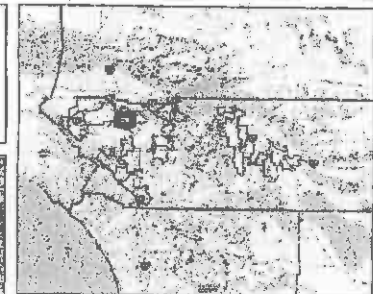
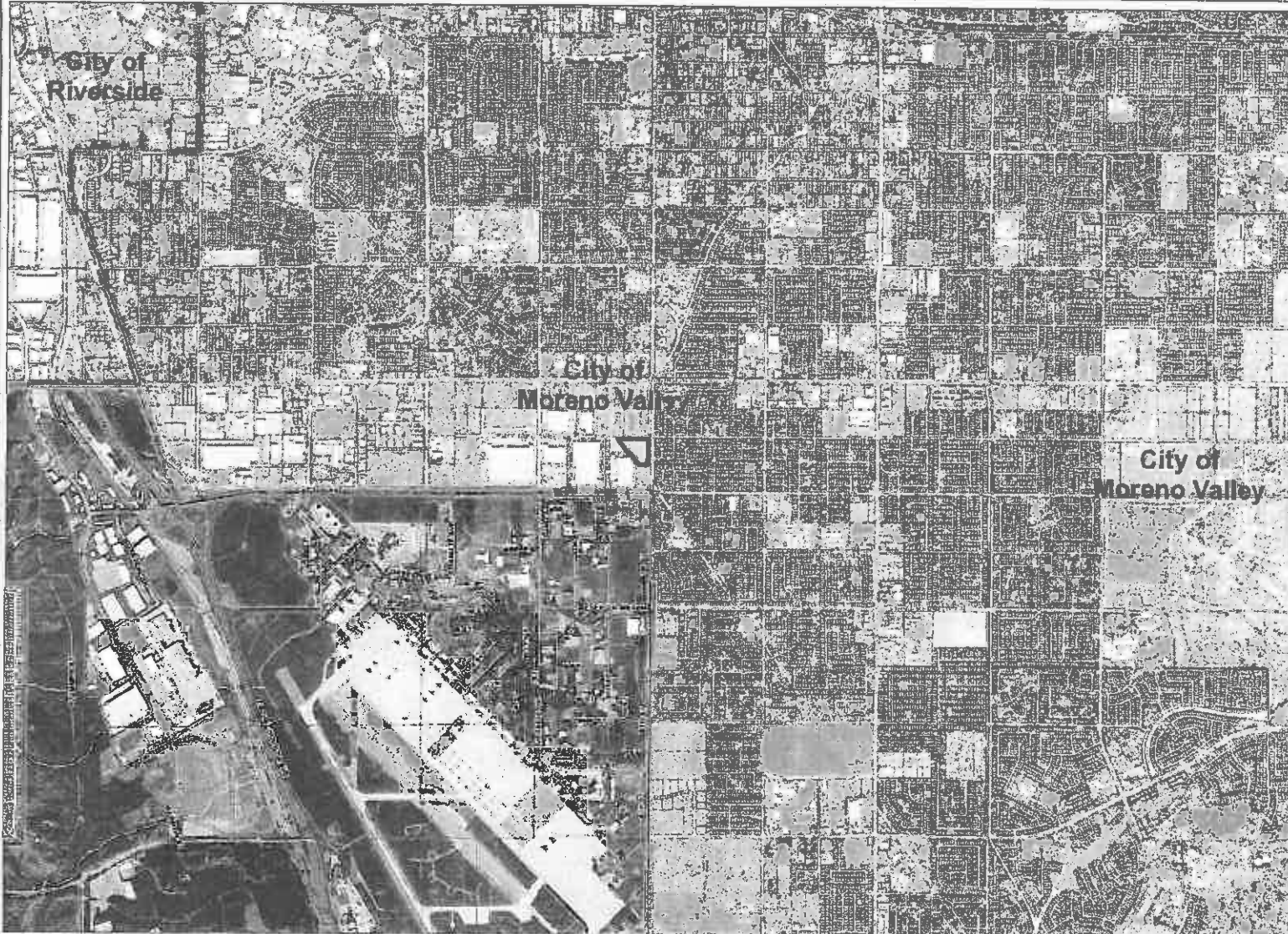
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## Notes



# My Map



## Legend

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



0 4,354 8,708 Feet



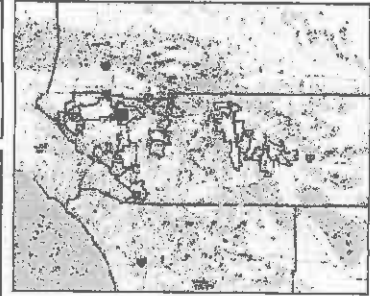
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## Notes

# My Map



## Legend

City Boundaries

Cities

roadsanno

highways

— HWY

— INTERCHANGE

— INTERSTATE

— OFFRAMP

— ONRAMP

— USHWY

roads

— Major Roads

— Arterial

— Collector

— Residential

counties

cities

hydrographylines

waterbodies

— Lakes

— Rivers



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## Notes

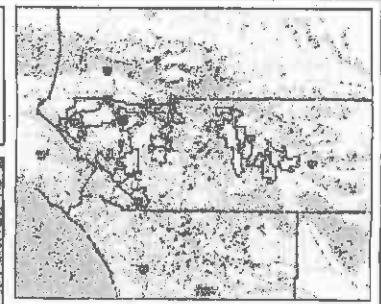
0 2,177 4,354 Feet









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# My Map



## Legend

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



0

1,088

2,177 Feet



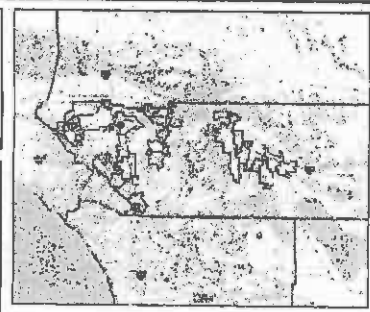
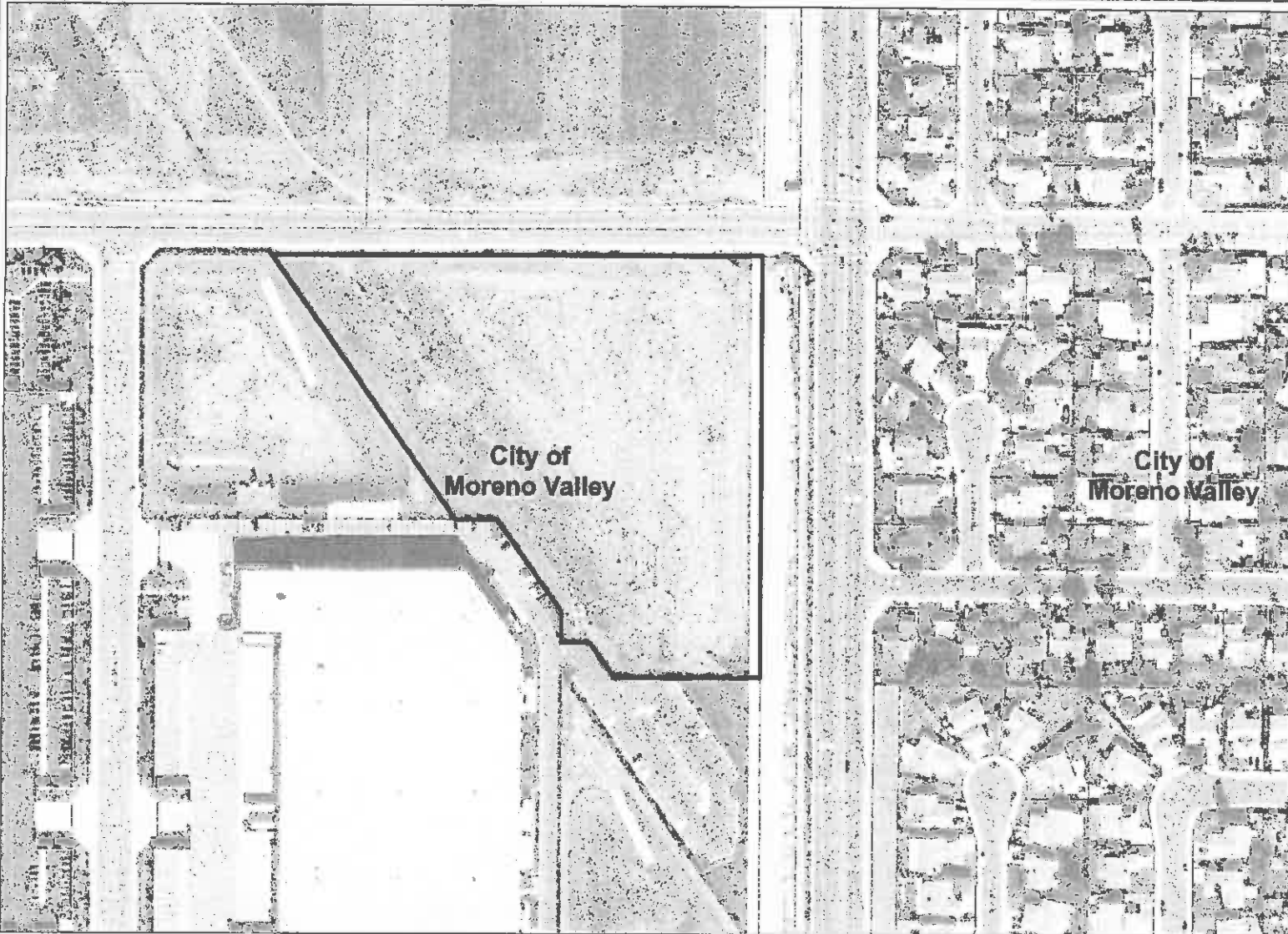
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## Notes

# My Map



## Legend

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



0 272 544 Feet



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## Notes

**VICINITY MAP:**



**SITE LEGEND:**

- EXISTING BUILDING
- NEW BUILDING
- EXISTING DRIVEWAYS
- NEW DRIVEWAYS
- EXISTING DRIVEWAYS
- NEW DRIVEWAYS
- EXISTING DRIVEWAYS
- NEW DRIVEWAYS

**KEYNOTES:**

1. SEE MAP FOR THE SITE LINE
2. EXISTING DRIVEWAYS ARE IN BLACK
3. EXISTING DRIVEWAYS ARE IN BLACK
4. NEW DRIVEWAYS ARE IN RED
5. SEE PLAN FOR DRIVEWAY DETAILS

**UTILITY PROVIDERS / AGENCIES:**

- UTILITY PROVIDER
- AGENCY
- AGENCY
- AGENCY
- AGENCY
- AGENCY
- AGENCY
- AGENCY
- AGENCY
- AGENCY

**PROJECT DATA:**

PROJECT NO.	1000000
PROJECT NAME	BRODIAFA AVENUE DEVELOPMENT
PROJECT ADDRESS	0000 BRODIAFA AVENUE, MORENO VALLEY, CA 91731
PROJECT DATE	10/15/2010
PROJECT TYPE	COMMERCIAL
PROJECT STATUS	PRELIMINARY
PROJECT OWNER	XXXXXX COMPANY
PROJECT DESIGNER	XXXXXX ARCHITECTS
PROJECT CITY	MORENO VALLEY, CA
PROJECT COUNTY	RIVERSIDE COUNTY
PROJECT ZONE	COMMERCIAL
PROJECT AREA	99,978 SF
PROJECT PERMIT NO.	XXXXXX
PROJECT PERMIT DATE	XXXXXX

**LEGAL DESCRIPTION:**

SECTION 10, TOWNSHIP 10N, RANGE 15E, S10E, COUNTY OF RIVERSIDE, CALIFORNIA. PART OF THE BRODIAFA AVENUE DEVELOPMENT, TRACT 1000000, AS SHOWN ON THE PLANS HEREOF.

**GENERAL NOTES:**

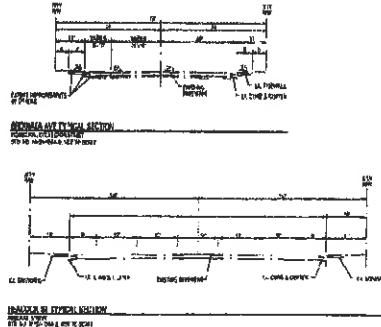
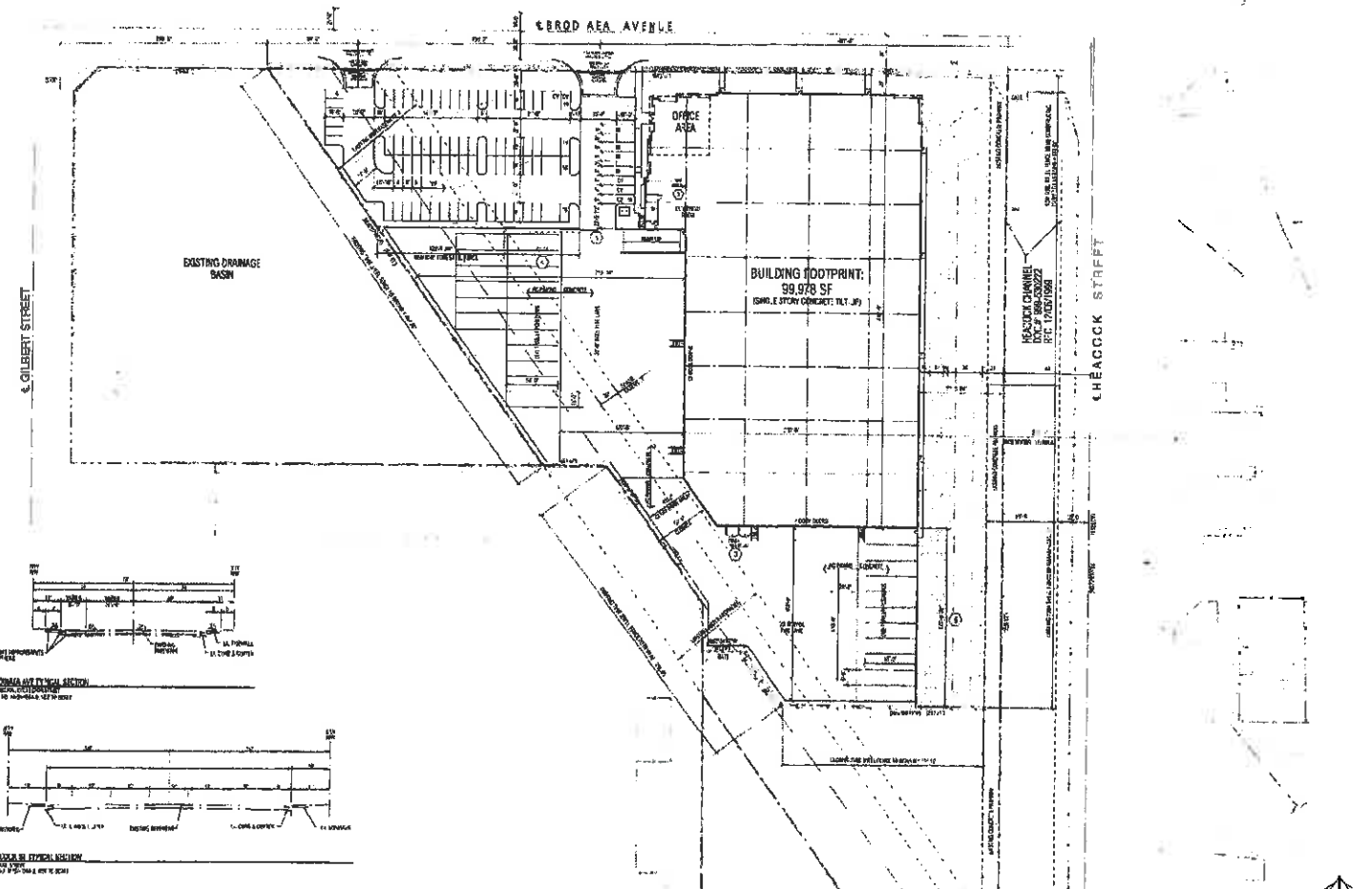
1. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.
2. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.
3. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.

**ASSESSOR'S PARCEL NUMBERS:**

000000

**ZONING INFORMATION:**

COMMERCIAL



**SITE PLAN**  
SCALE: 1/8" = 1'-0"

CONTRACT NO.	
PROFESSIONAL SEAL	
HOLDING NO.	
<b>BRODIAFA AVENUE DEVELOPMENT</b>	
0000 BRODIAFA AVENUE, CITY OF MORENO VALLEY, CA	
CODE TITLE	1074 WINDMILL STREET NORTH
DRAFT NO.	0000
CONTACT MAN NAME	
DATE	
SCALE	
PROJECT NO.	
PROJECT NAME	
PROJECT ADDRESS	
PROJECT CITY	
PROJECT COUNTY	
PROJECT ZONE	
PROJECT AREA	
PROJECT PERMIT NO.	
PROJECT PERMIT DATE	



PAGE BREAK



**AIRPORT LAND USE COMMISSION  
RIVERSIDE COUNTY**



January 6, 2017

**CHAIR**

Simon Housman  
Rancho Mirage

Ms. Deborah Bradford, Project Planner  
County of Riverside Planning Department

**VICE CHAIRMAN**

Rod Ballance  
Riverside

4080 Lemon Street, 12<sup>th</sup> Floor  
Riverside, CA 92522

(VIA HAND DELIVERY)

**COMMISSIONERS**

Arthur Butler  
Riverside

**RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW –  
DIRECTOR’S DETERMINATION**

John Lyon  
Riverside

File No.: ZAP1234MA16

Glen Holmes  
Hemet

Related File No.: PM37073 (Tentative Parcel Map)

APN: 307-070-003 thru 005, 307-080-005 thru 008, 307-090-001 thru  
006, 307-100-001, 307-100-003 thru 005, 307-110-003, 307-  
110-007 thru 008, 307-220-001, 307-230-019, 307-230-020

Steve Manos  
Lake Elsinore

Russell Betts  
Desert Hot Springs

Dear Ms. Bradford:

**STAFF**

Director  
Ed Cooper

Under the delegation of the Riverside County Airport Land Use Commission (ALUC) pursuant to Policy 1.5.2(d) of the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan, staff reviewed County of Riverside Case No. PM37073 (Tentative Parcel Map), a proposal to divide 694 acres located northerly of Nuevo Road, southerly of Ramona Expressway, easterly of Foothill Avenue, and westerly of the San Jacinto River into 16 parcels.

John Guerin  
Paul Rull  
Barbara Santos

The site is located within Airport Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Influence Area (AIA). Within Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, residential density is not restricted.

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

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

The elevation of Runway 14-32 at March Air Reserve Base/Inland Port Airport at its southerly terminus is approximately 1,488 feet above mean sea level (1488 AMSL). At a distance of approximately 27,091 feet from the runway to the project property line, Federal Aviation Administration Obstruction Evaluation Services (FAA OES) review would be required for any structures with top of roof exceeding 1,758.9 feet AMSL.

The elevation of Runway 15-33 at Perris Valley Airport at its northerly terminus is approximately 1,413 feet AMSL. At a distance of approximately 19,152 feet from the runway to the southwesterly corner of this project, FAA OES review would be required for any structures with top of roof exceeding 1,604 feet AMSL. However, this land division is for large-area division and does not propose construction of buildings or structures. Therefore, review by the FAA OES was not required.



## AIRPORT LAND USE COMMISSION

As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with the 2014 March Air Reserve Base/Inland Port 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. Outdoor lighting shall be downward facing.
2. The review of this Tentative Parcel Map is based on the proposed uses and activities noted in the project description. The following uses/activities are not included in the proposed project and shall be prohibited at this site, in accordance with Note 1 on Table 4 of the Lakeview/Nuevo Area Plan:
  - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
  - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
  - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.
  - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
3. The attached notice shall be provided to all potential purchasers of the property and to tenants of the building(s) thereon.
4. No detention basins are depicted on the site plan. Any new aboveground detention or water quality 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/water quality basin(s) that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.
5. The following uses/activities are specifically prohibited: wastewater management facilities; trash transfer stations that are open on one or more sides; recycling centers containing putrescible wastes; incinerators.

If you have any questions, please contact Paul Rull, ALUC Urban Regional Planner IV, at (951) 955-6893 or John Guerin, ALUC Principal Planner, at (951) 955-0982.

**AIRPORT LAND USE COMMISSION**

Sincerely,  
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



Edward C. Cooper, Director

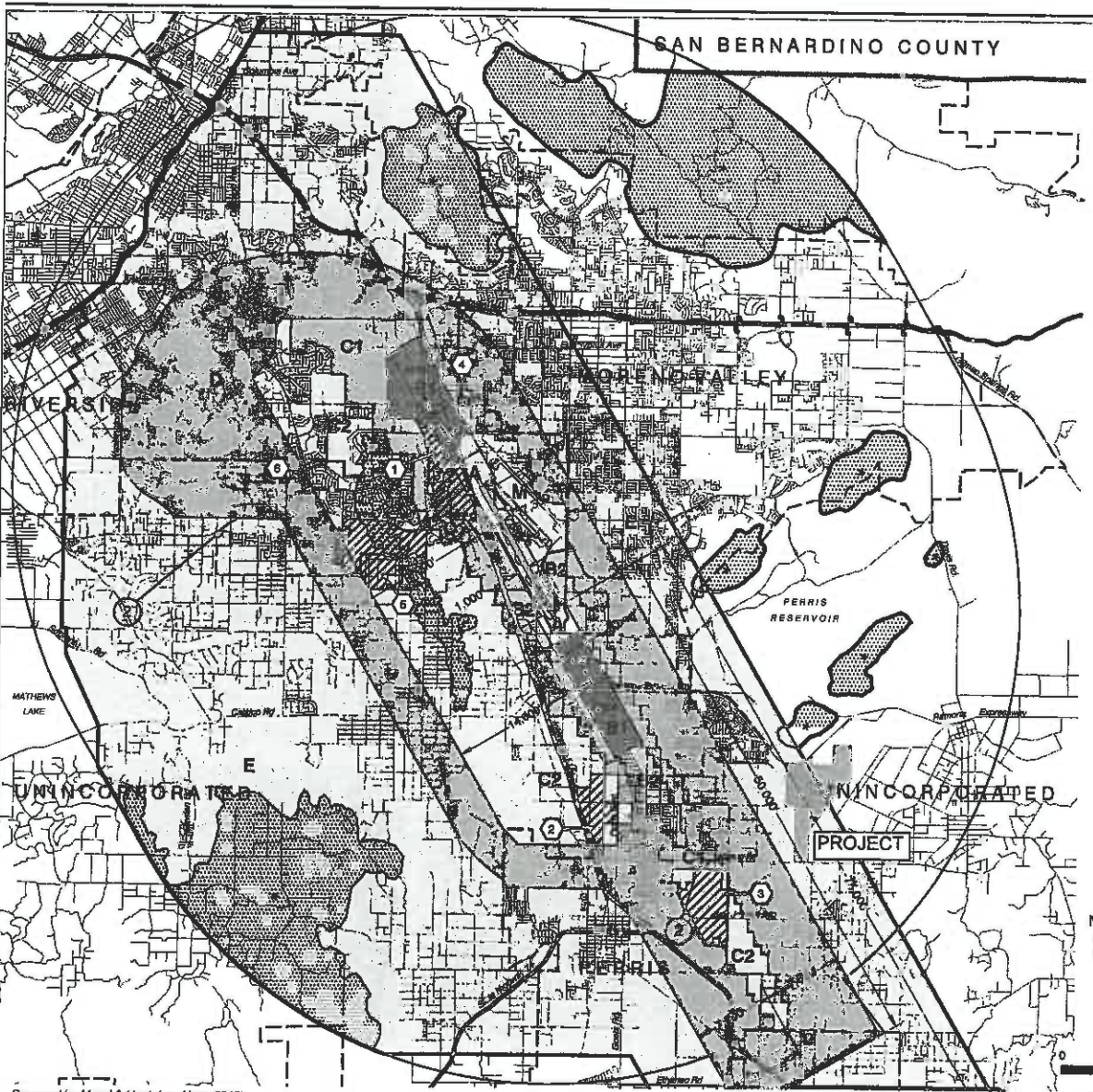
Attachments: Notice of Airport in Vicinity

cc: American Superior Land, LLC, and Hill Country, S.A. LTD (applicant/property owner)  
Richland Developers (representative/payee)  
Gary Gosliga, Airport Manager, March Inland Port Airport Authority  
Denise Hauser, March Air Reserve Base  
ALUC Case File

Y:\AIRPORT CASE FILES\March\ZAP1234MA16\ZAP1234MA16.LTR.doc

# NOTICE OF AIRPORT IN VICINITY

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



**LEGEND**

**Compatibility Zones**

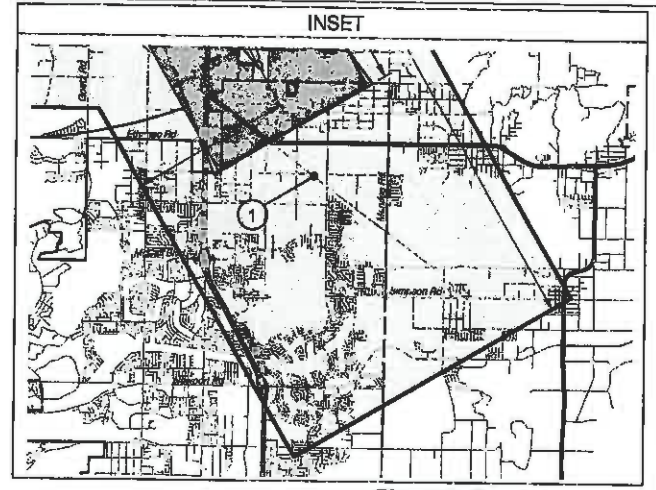
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

**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)

- 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.

- ① March JPA: March Business Center/Meridian
- ② Perris: Harvest Landing
- ③ Perris: Park West
- ④ Moreno Valley: Affordable Housing
- ⑤ March JPA: Ben Clark Training Center
- ⑥ Riverside: Ridge Crest Subdivision



Riverside County  
 Airport Land Use Commission  
 March Air Reserve Base / Inland Port Airport  
 Land Use Compatibility Plan  
 (Adopted November 13, 2014)

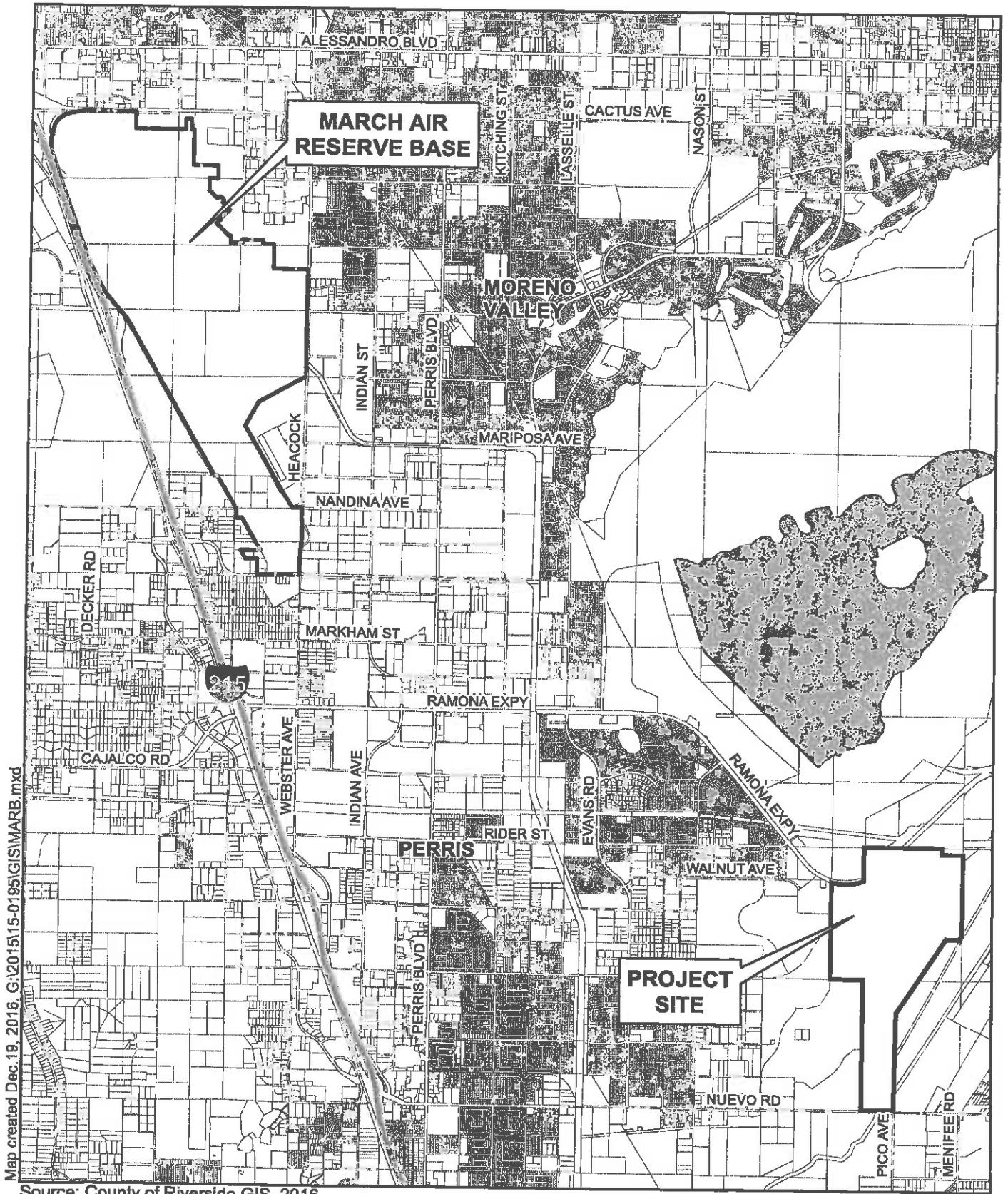
Note:  
 All dimensions are measured from runway ends and centerlines.



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

SEE INSET AT RIGHT

Base map source: County of Riverside 2013



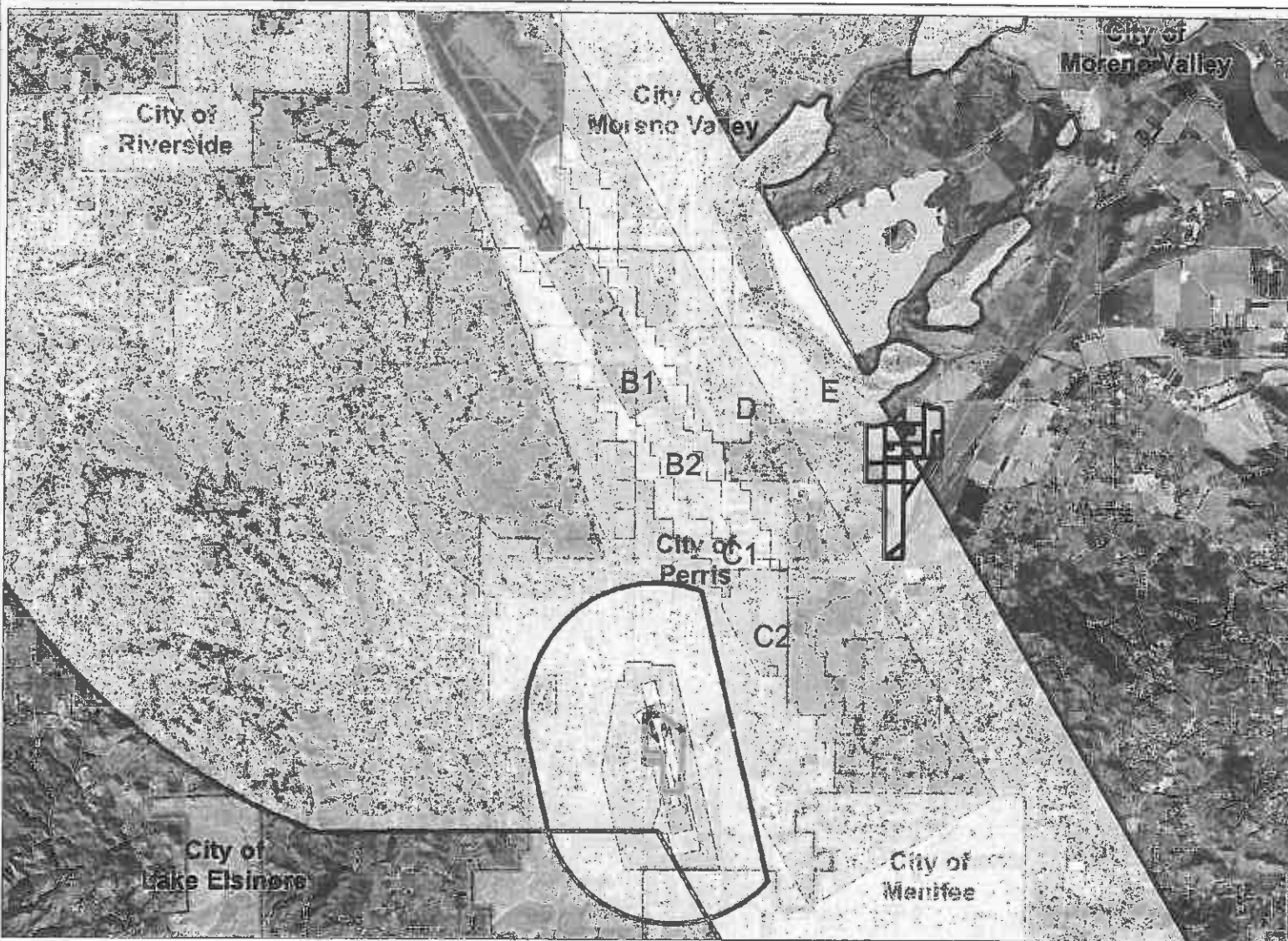
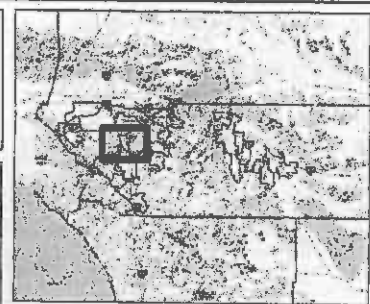
Map created Dec. 19, 2016. G:\2015\15-0195\GIS\MARB.mxd

Source: County of Riverside GIS, 2016

**Relation to MARB**  
**Stoneridge TR 37073**



# My Map



**Legend**

- Airports
- AIA

**Airport Compatibility**

- OTHER ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC6
- C2-HIGHT



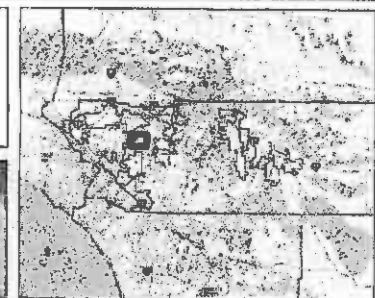
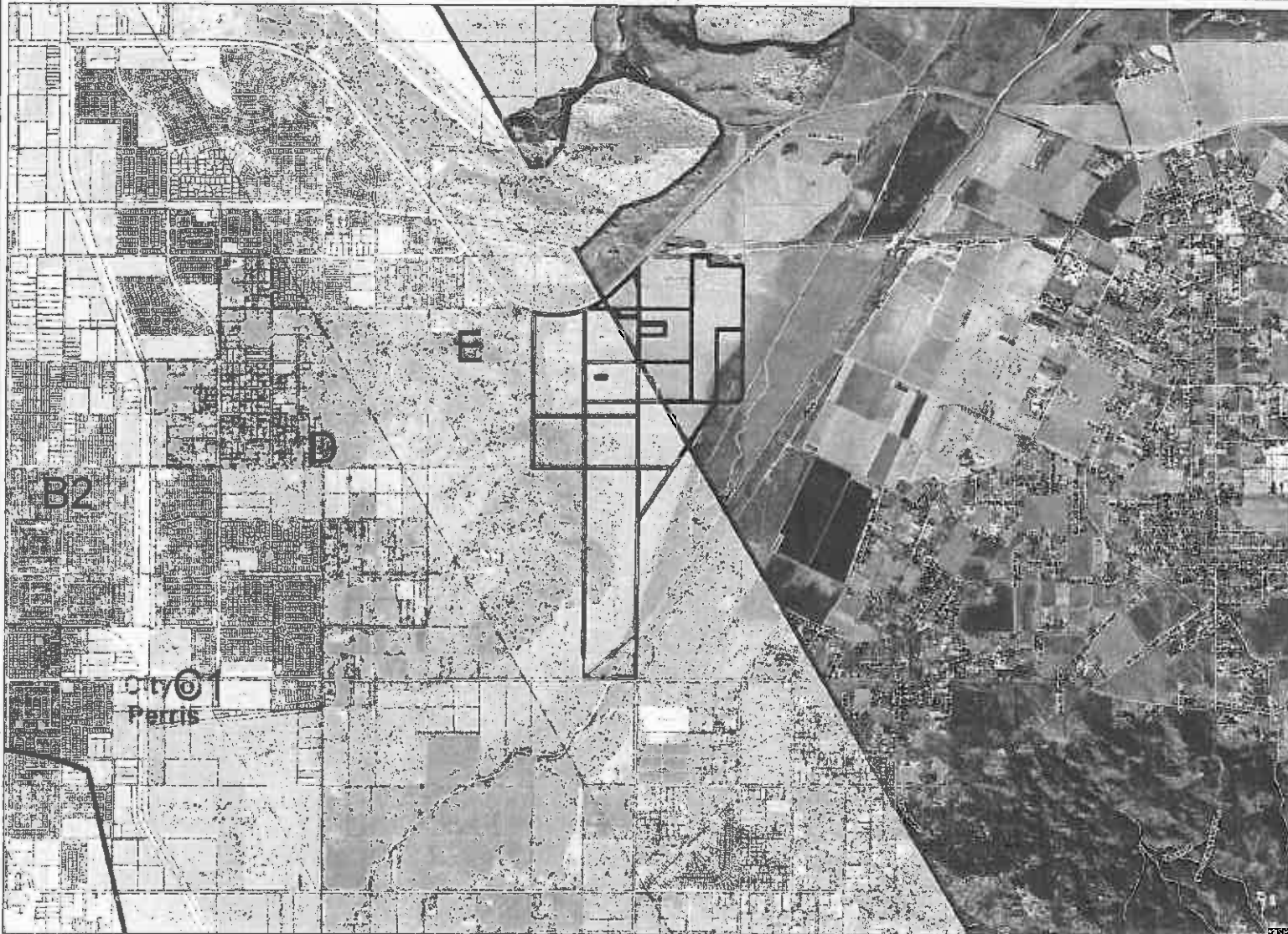
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**Notes**

# My Map



## Legend

- Airports
- AIA
- Airport Compatibility**
- OTHER ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC6
- C2-HIGHT



0 4,706 9,411 Feet



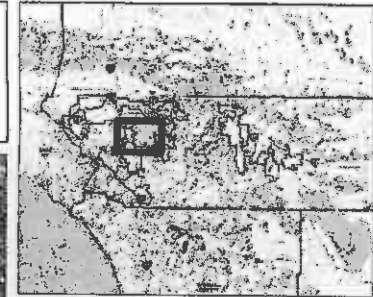
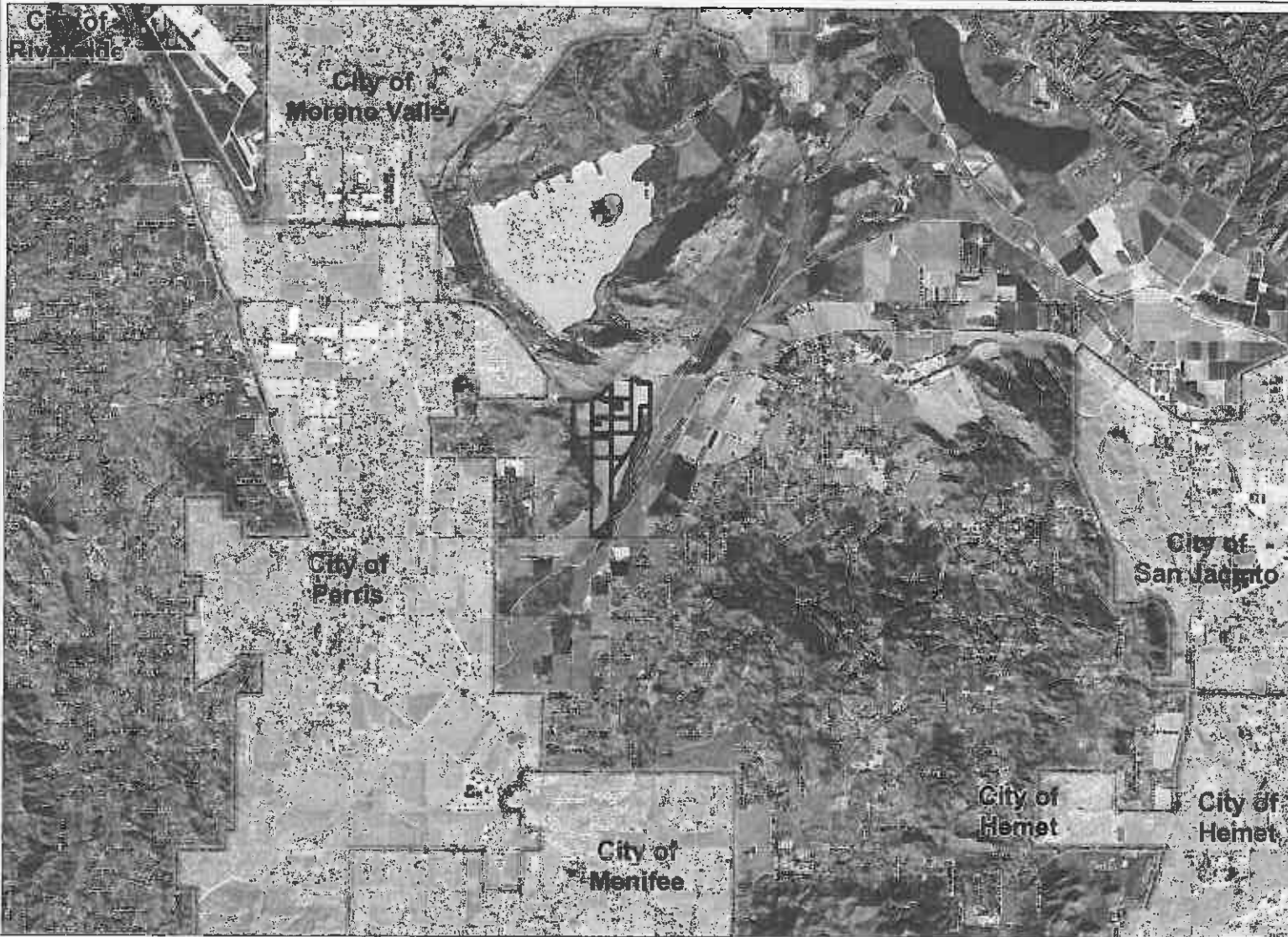
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## Notes

# My Map



## Legend

- City Boundaries
- Cities**
- adjacent\_highways**
  - Interstate
  - Interstate 3
  - State Highways; 60
  - State Highways 3
  - US HWY
  - OUT
- highways\_large**
  - HWY
  - INTERCHANGE
  - INTERSTATE
  - USHWY
- counties
- cities



0 12,777 25,554 Feet



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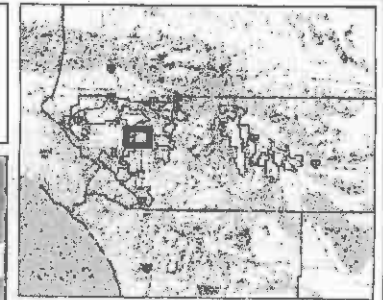
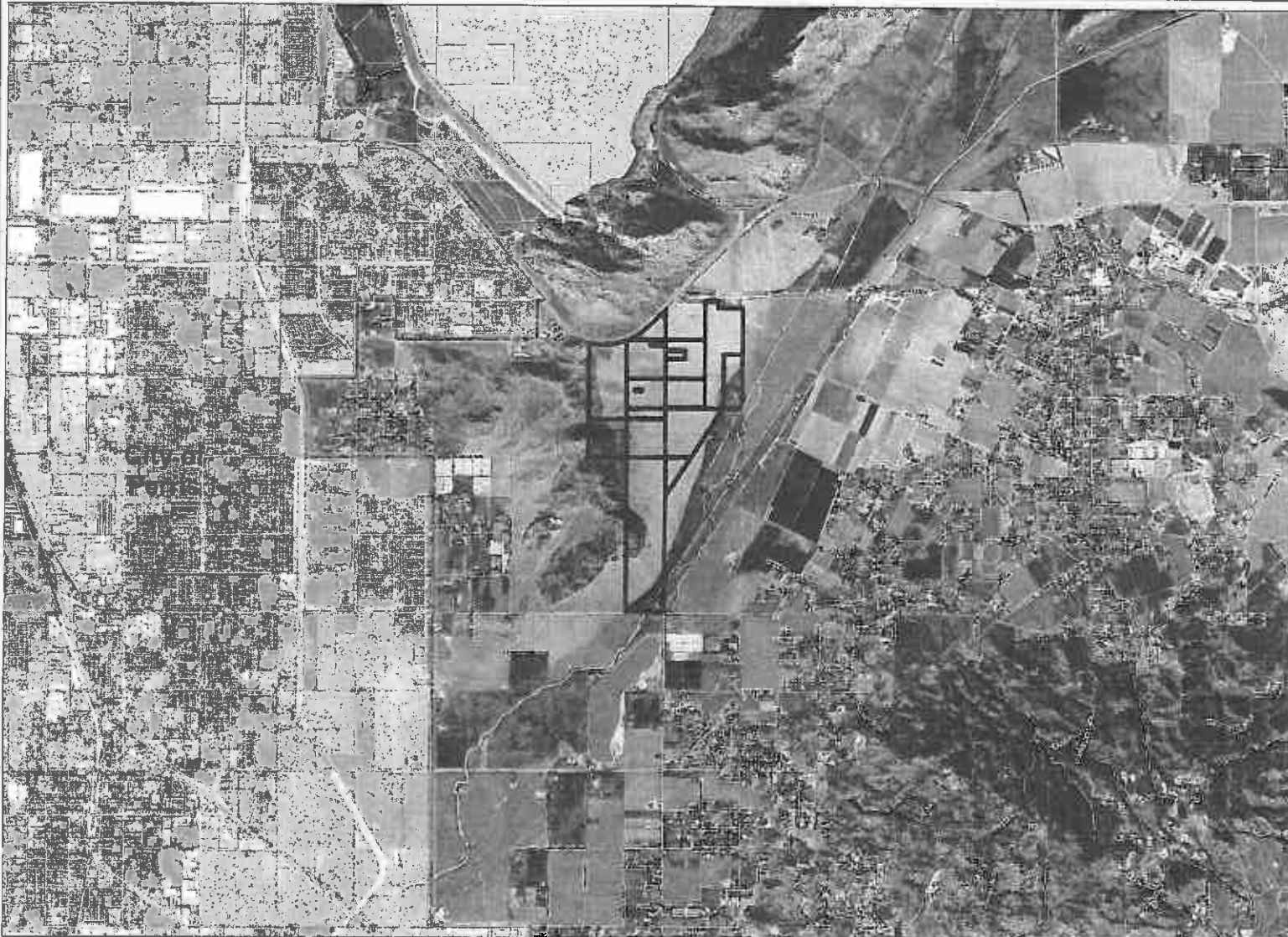
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## Notes



# My Map



## Legend

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



0

6,389

12,777 Feet



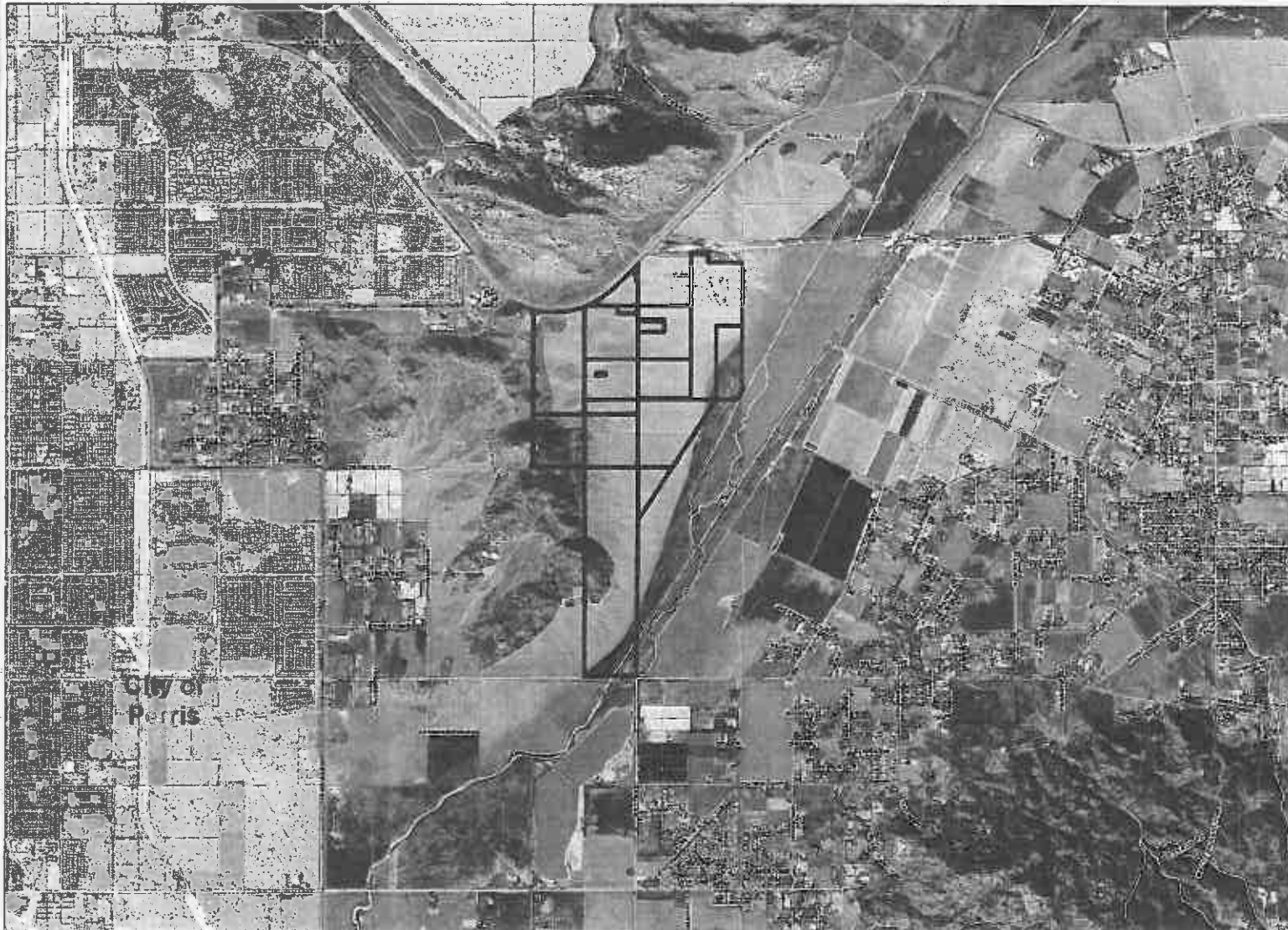
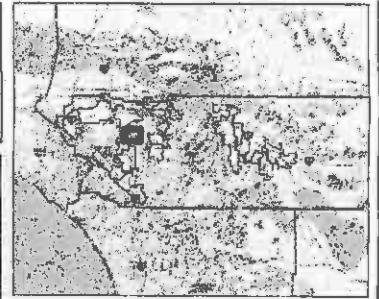
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## Notes

# My Map



## Legend

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



0 4,706 9,411 Feet



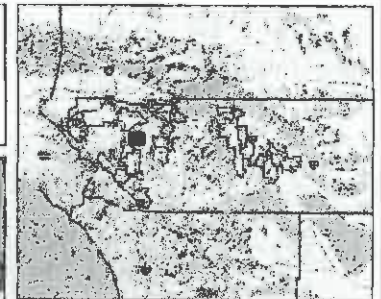
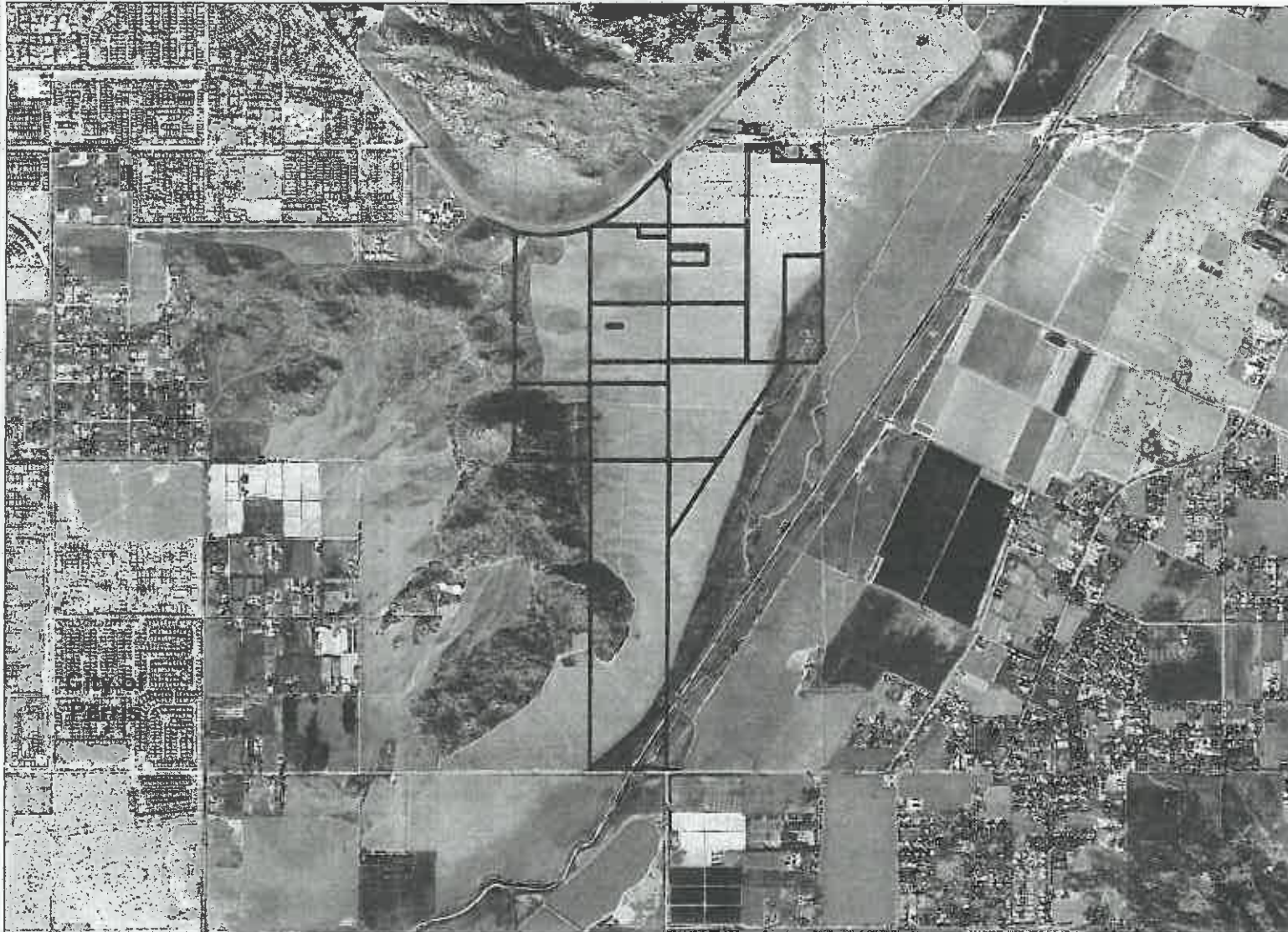
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## Notes

# My Map



## Legend

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



0

3,194

6,389 Feet



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## Notes



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# AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY



January 10, 2017

**CHAIR**  
Simon Housman  
Rancho Mirage

**VICE CHAIRMAN**  
Rod Ballance  
Riverside

**COMMISSIONERS**

Arthur Butler  
Riverside

John Lyon  
Riverside

Glen Holmes  
Hemet

Steve Manos  
Lake Elsinore

Russell Betts  
Desert Hot Springs

**STAFF**

Director  
Ed Cooper

John Guerin  
Paul Rull  
Barbara Santos

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

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

Mr. Gabriel Diaz, Project Planner  
City of Moreno Valley Community Development Department  
14177 Frederick Street  
Moreno Valley CA 92553

**RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW –  
DIRECTOR'S DETERMINATION**

File No.: ZAP1233MA16  
Related File No.: PA 16-0057 (Plot Plan)  
APNs: 316-190-017, 316-190-036, 316-190-037

Dear Mr. Diaz:

Under the delegation of the Riverside County Airport Land Use Commission (ALUC) pursuant to Policy 1.5.2(d) of the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan, staff reviewed City of Moreno Valley Case No. PA 16-0057 (Plot Plan), a proposal to construct a 242,804 square foot industrial warehouse building on 11.3 acres located westerly of Perris Boulevard, northerly of San Michele Road, and southerly of Rivard Road.

The site is located within Airport Compatibility Zone D of the March Air Reserve Base/Inland Port Airport Influence Area (AIA). Within Compatibility Zone D of the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, nonresidential intensity is not restricted.

The elevation of Runway 14-32 at March Air Reserve Base/Inland Port Airport at its southerly terminus is approximately 1,488 feet above mean sea level (1488 AMSL). At a distance of approximately 6,171 feet from the runway to the project property line, Federal Aviation Administration Obstruction Evaluation Services (FAA OES) review would be required for any structures with top of roof exceeding 1,549.7 feet AMSL. The proposed building has a finished floor elevation of 1,472.9 feet AMSL and a maximum height of 41.5 feet, resulting in a top point elevation of 1,514.4 feet AMSL. Therefore, review by the FAA OES was not required.

As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with the 2014 March Air Reserve Base/Inland Port 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. Outdoor lighting shall be downward facing.

## **AIRPORT LAND USE COMMISSION**

2. The following uses/activities are not included in the proposed project and shall be prohibited at this site.
  - (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 provided to all potential purchasers of the property and to tenants of the building(s) thereon.
4. The proposed detention basins on the site (including water quality management basins) 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 basins that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.
5. 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 of irrigation controllers, access gates, etc.

If you have any questions, please contact Paul Rull, ALUC Urban Regional Planner IV, at (951) 955-6893 or John Guerin, ALUC Principal Planner, at (951) 955-0982.

## AIRPORT LAND USE COMMISSION

Sincerely,  
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



Edward C. Cooper, Director

Attachments: Notice of Airport in Vicinity

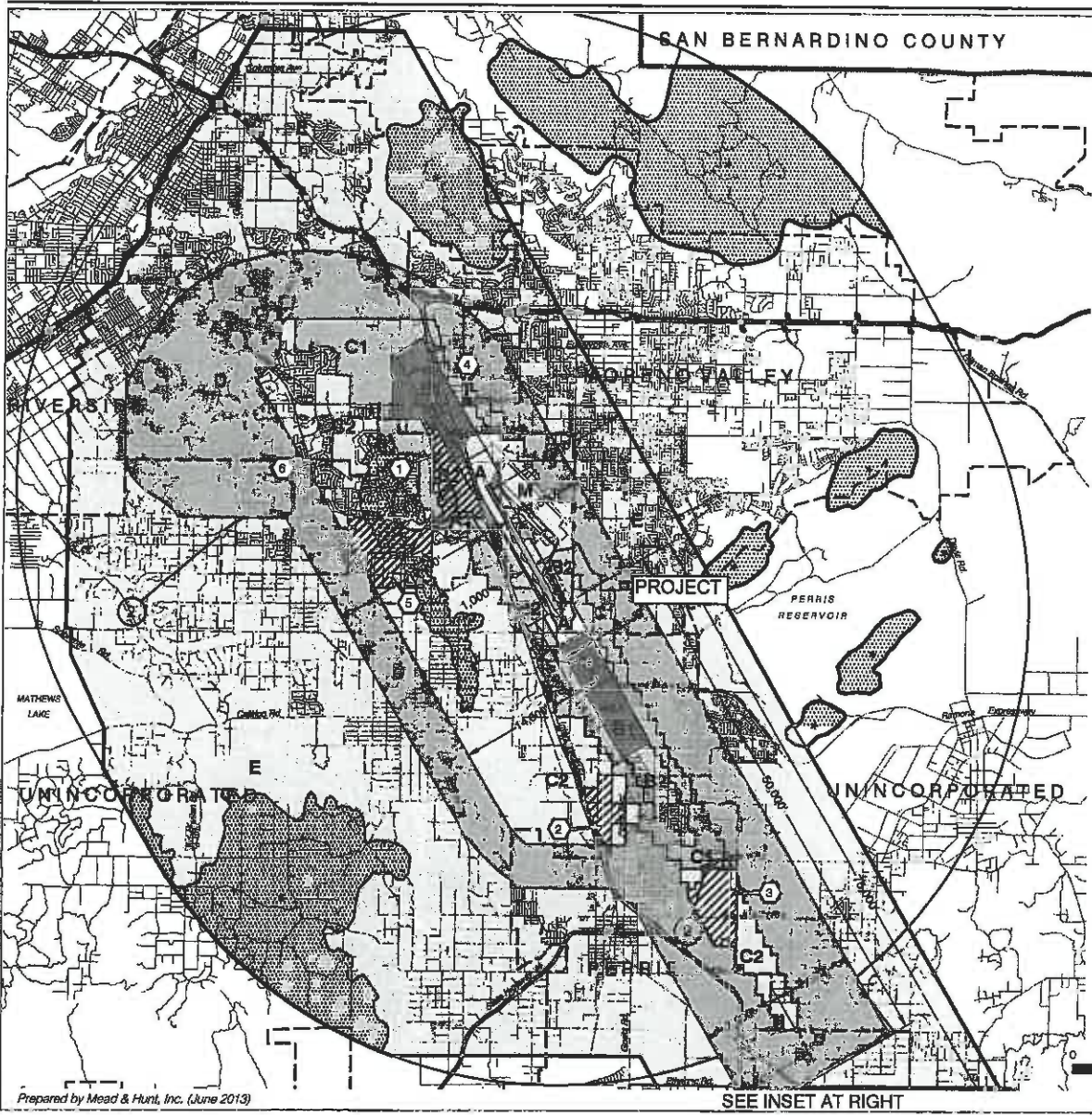
cc: Western Realco, LLC, Jeremy Mape (applicant/payee)  
Bastien and Associates, Inc. Mike McAndrew (representative)  
JMJNI Perez (property owner)  
Thomas and Margaret Greubel (property owner)  
Gary Gosliga, Airport Manager, March Inland Port Airport Authority  
Denise Hauser, March Air Reserve Base  
ALUC Case File

Y:\AIRPORT CASE FILES\March\ZAP1233MA16\ZAP1233MA16.LTR.doc



# NOTICE OF AIRPORT IN VICINITY

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



**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

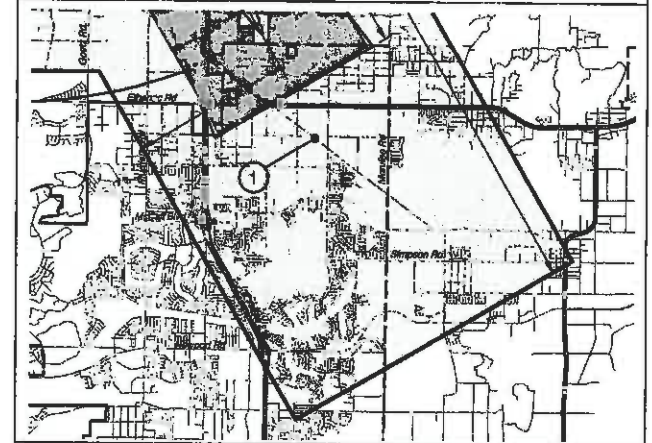
- ① Point at which aircraft on Runway 32 ILS approach descend below 3,000 feet above runway end. Airport Elevation is 1,535 feet MSL.
- ② Point at which departing aircraft typically reach 3,000 feet above runway end.

**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)

- ① March JPA: March Business Center/Meridian
- ② Perris: Harvest Landing
- ③ Perris: Park West
- ④ Moreno Valley: Affordable Housing
- ⑤ March JPA: Ben Clark Training Center
- ⑥ Riverside: Ridge Crest Subdivision

**INSET**



Riverside County  
Airport Land Use Commission

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

(Adopted November 13, 2014)

Map MA-1

**Compatibility Map**

March Air Reserve Base / Inland Port Airport

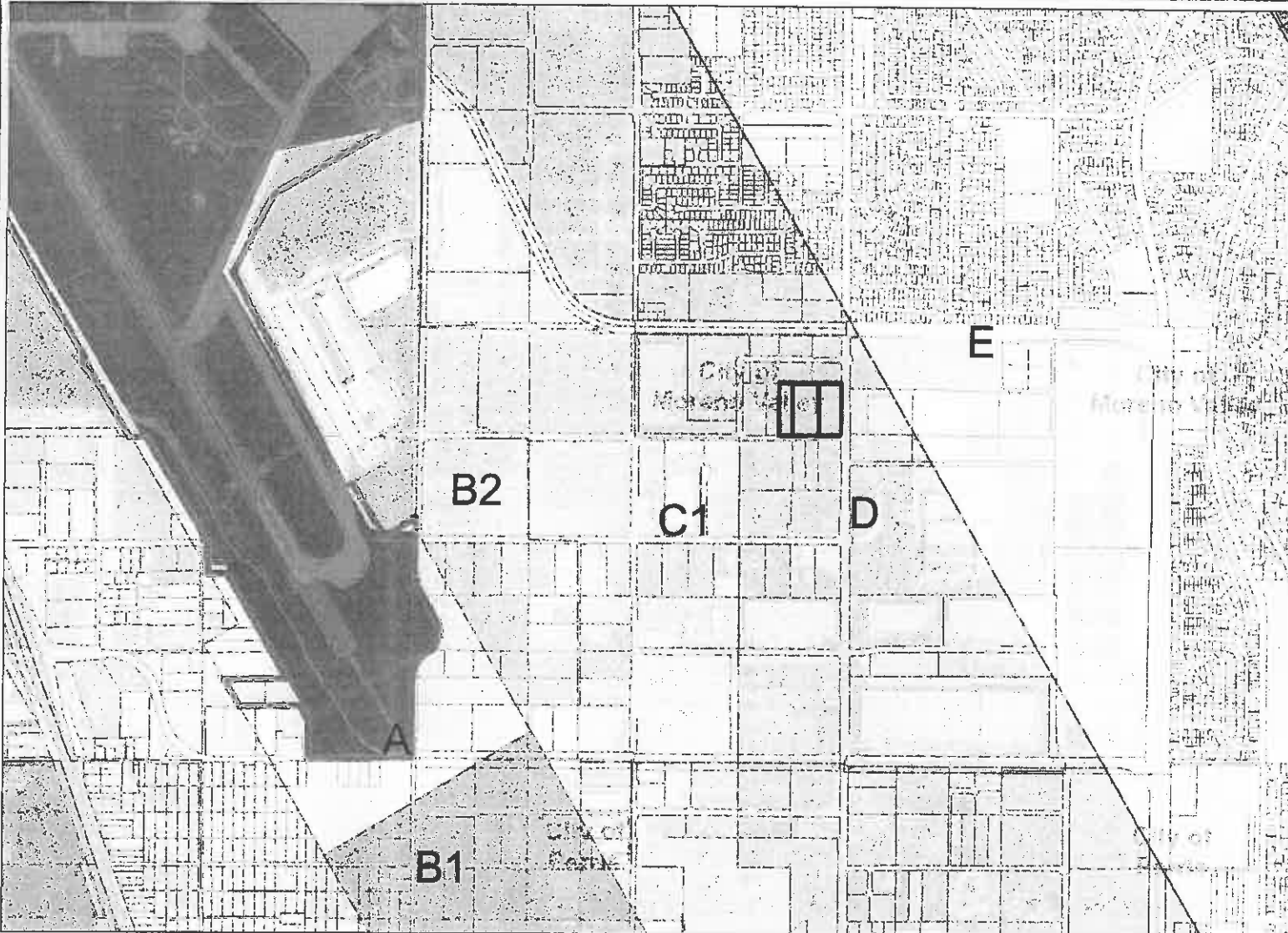
Note:  
All dimensions are measured from  
runway ends and centerlines.



0 2 4 MILES

Base map source: County of Riverside 2013

# My Map



## Legend

- Airports
- AIA
- Airport Compatibility**
- OTHER ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC8
- C2-HIGHT



0 2,322 4,643 Feet



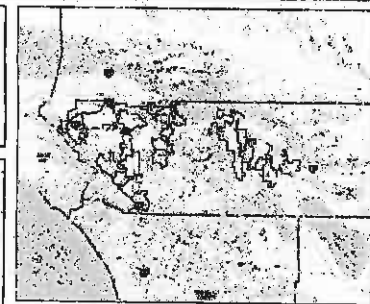
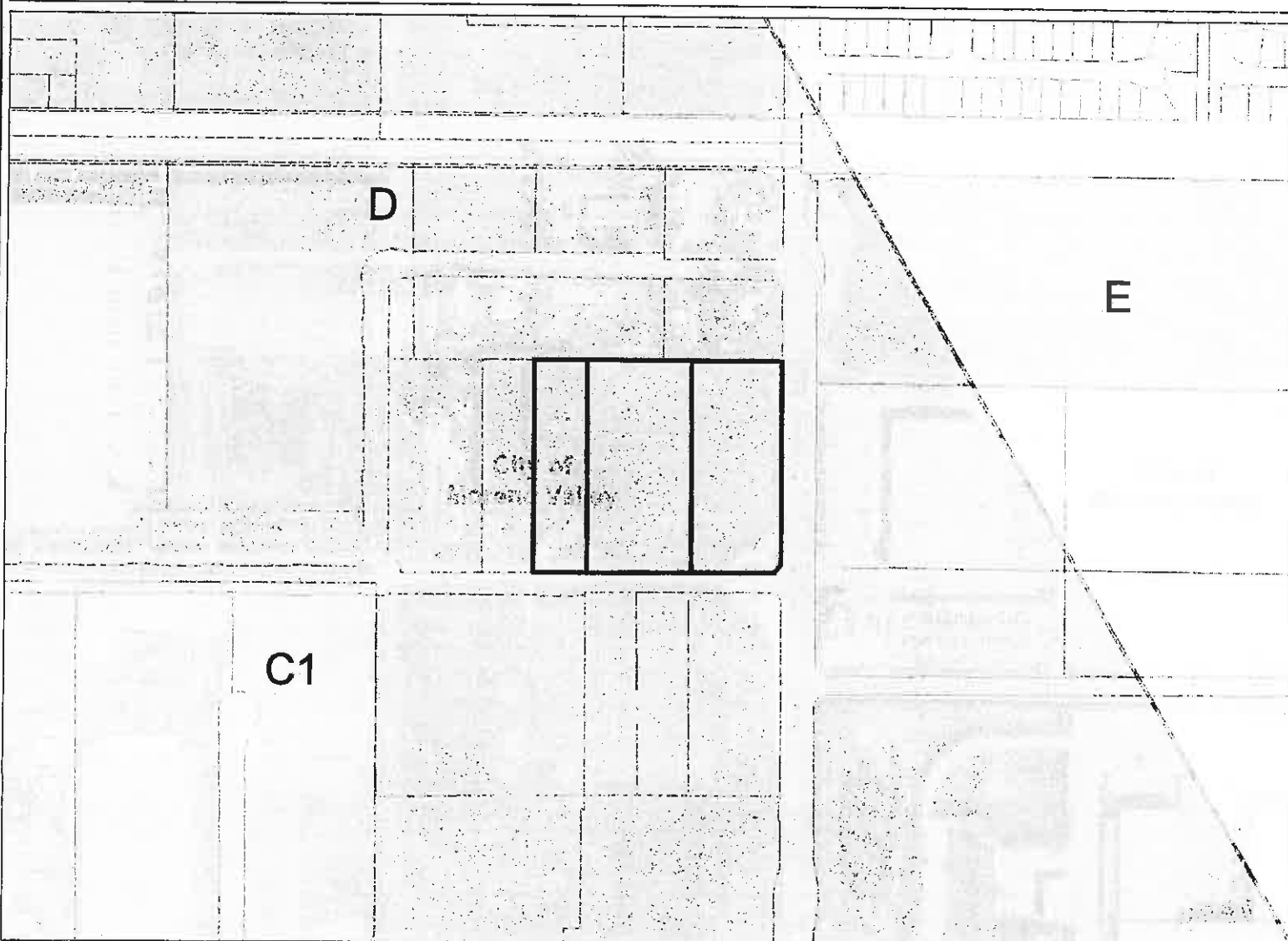
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## Notes

# My Map

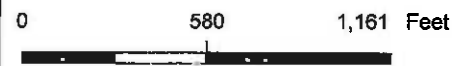


**Legend**

- Display Parcels
- Airports
- AIA

**Airport Compatibility**

- OTHER ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC6



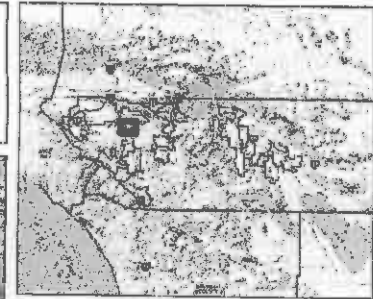
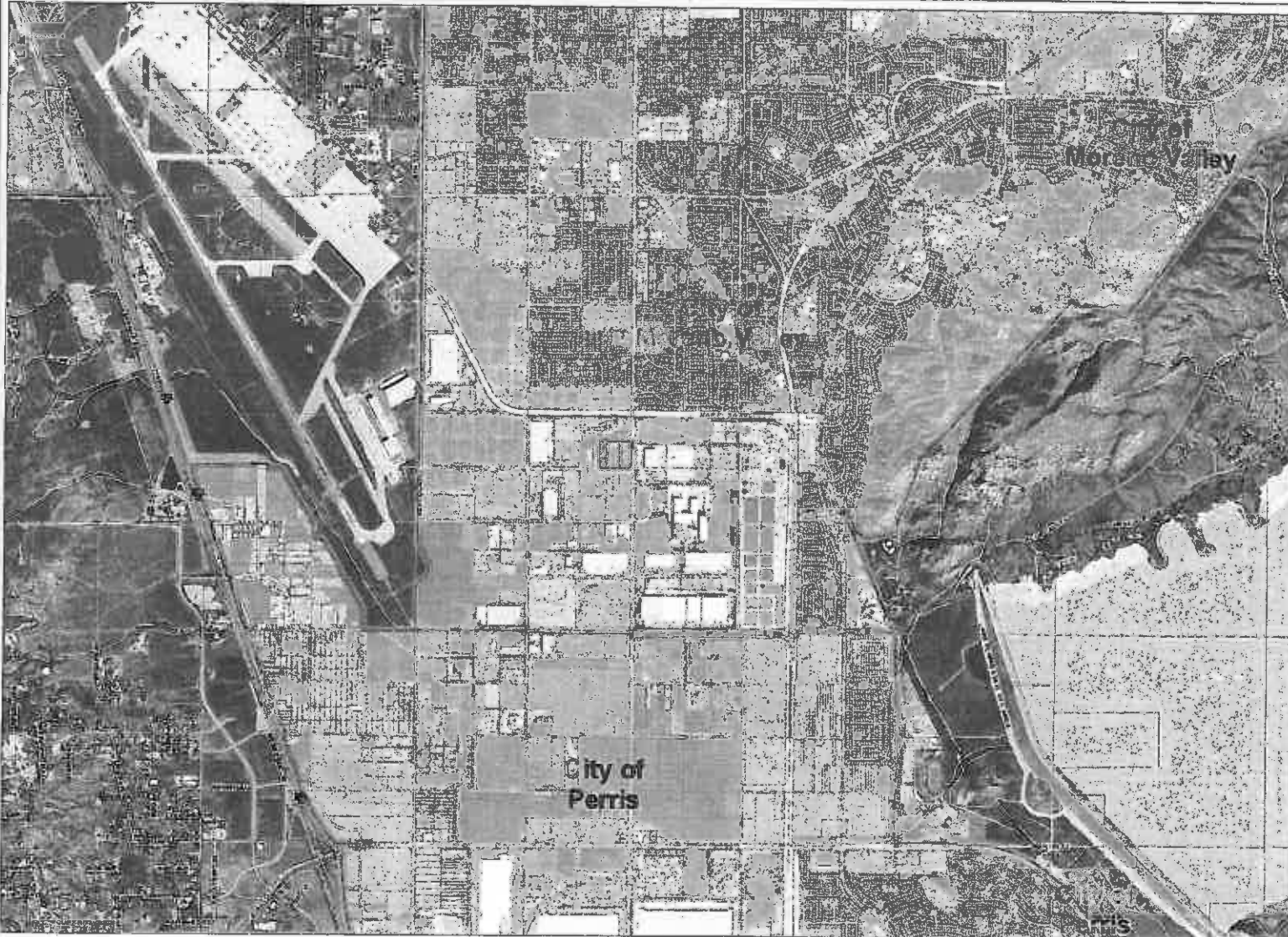
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**Notes**

# My Map



## Legend

- City Boundaries
- Cities**
- highways**
- I HWY
- INTERCHANGE
- INTERSTATE
- OFFRAMP
- ONRAMP
- USHWY
- majorroads
- counties
- cities
- hydrographylines**
- waterbodies**
- Lakes
- Rivers



0 4,643 9,287 Feet



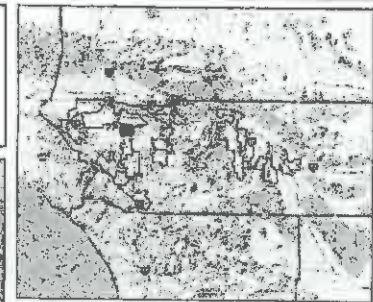
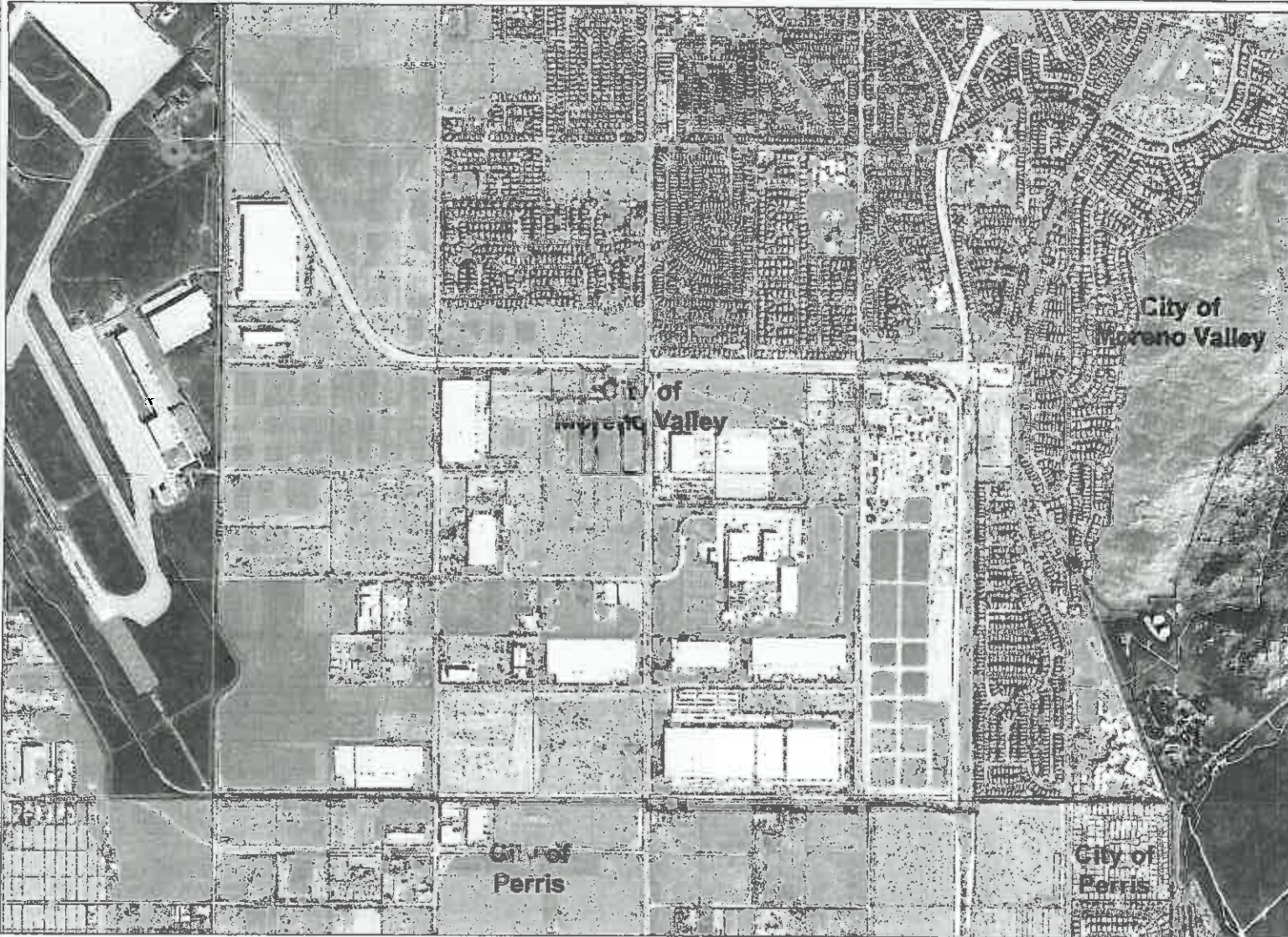
**\*IMPORTANT\*** Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness,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

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



0 2,322 4,643 Feet



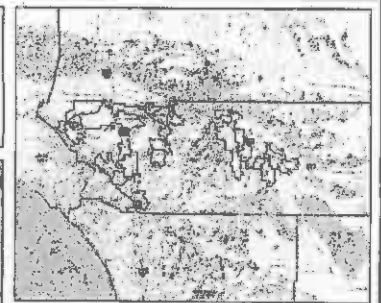
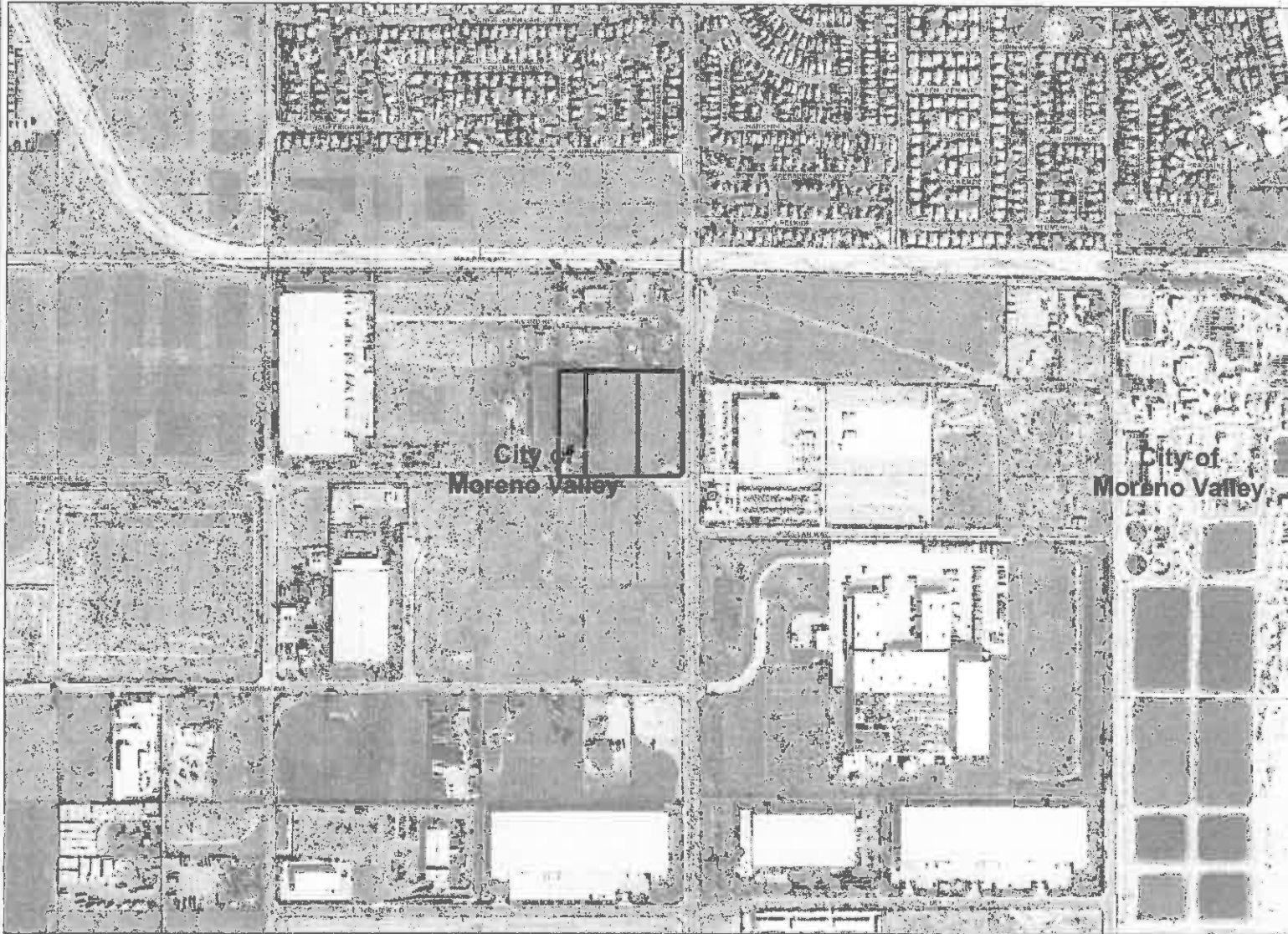
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## Notes

# My Map



## Legend

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



0 1,161 2,322 Feet



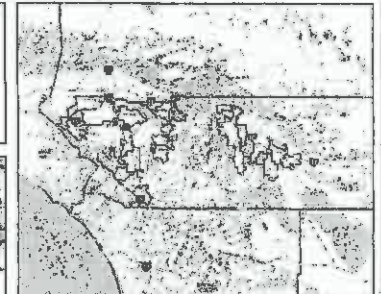
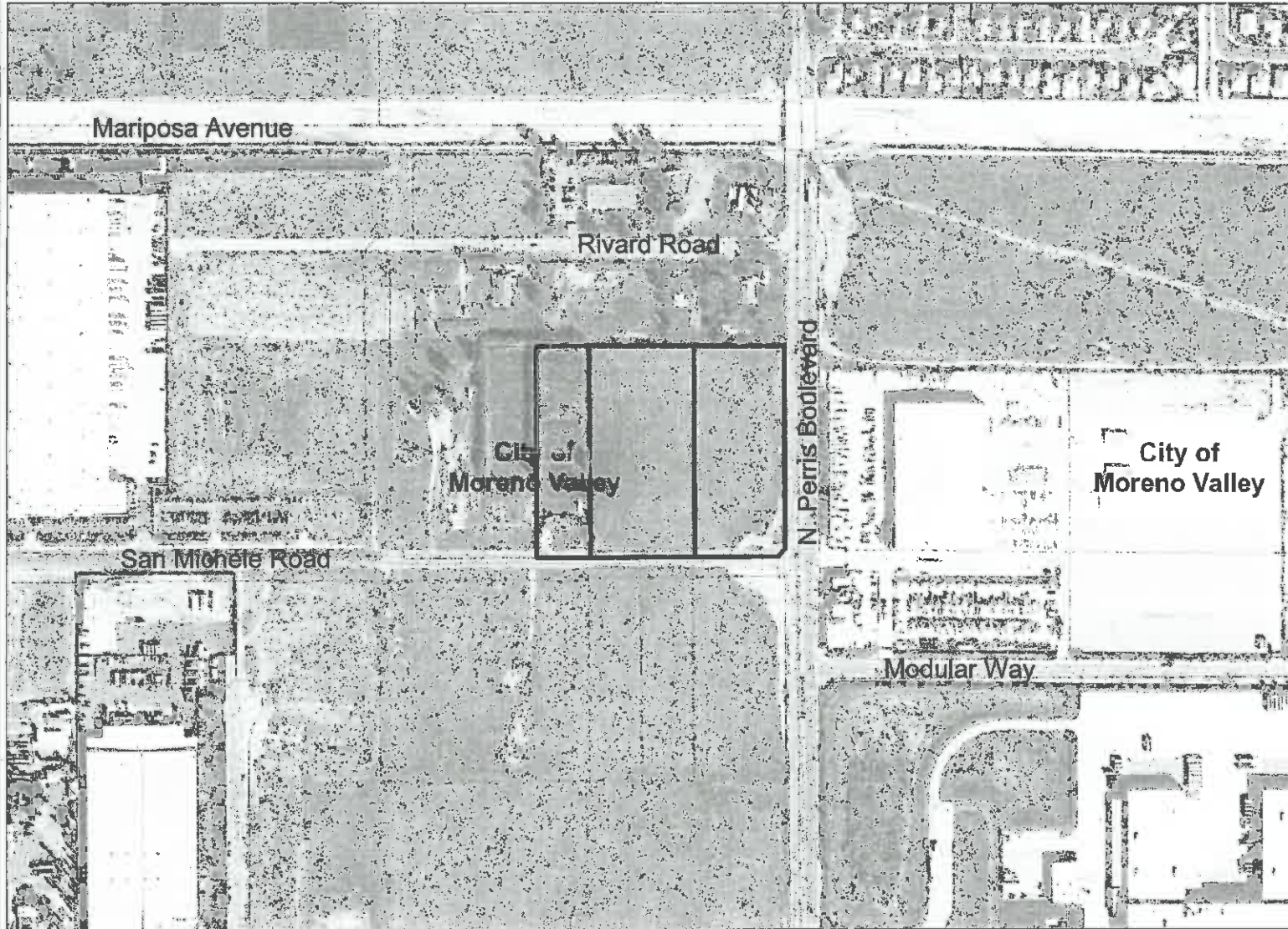
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## Notes

# My Map



## Legend

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



0

580

1,161 Feet



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## Notes



## Project Directory

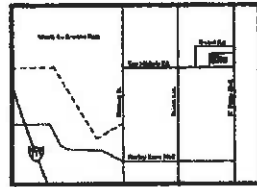
**DEVELOPER:**  
**WESTERN REALCO, LLC**  
 300 Newport Center Drive, Suite 630  
 Newport Beach, California 92660  
 Telephone: 949 720 3797  
 Contact: Jeremy Mays  
 jmayes@westernrealco.com

**APPLICANT / ARCHITECT:**  
**BASTIEN AND ASSOCIATES, INC.**  
 15641 Red Hill Avenue, Suite 150  
 Tustin, California 92780  
 Telephone: 714 817 3600  
 Contact: Mike McLaughlin  
 mmclaugh@bastienarchitects.com

**CIVIL:**  
**THEBENS ENGINEERING**  
 14549 Pittstone Road,  
 La Habra, CA 90634  
 Telephone: 714 521 4811  
 Contact: Ryan Thebens  
 rthebens@thebenseng.com

**LANDSCAPE:**  
**EMERALD DESIGN**  
 325 N. Harbor Blvd., Suite 222  
 Fullerton, CA 92832  
 Telephone: 714 690 0417  
 Contact: Charles Lamb  
 clamb@emeraldlandscape.com

## Vicinity Map (N.T.S.)

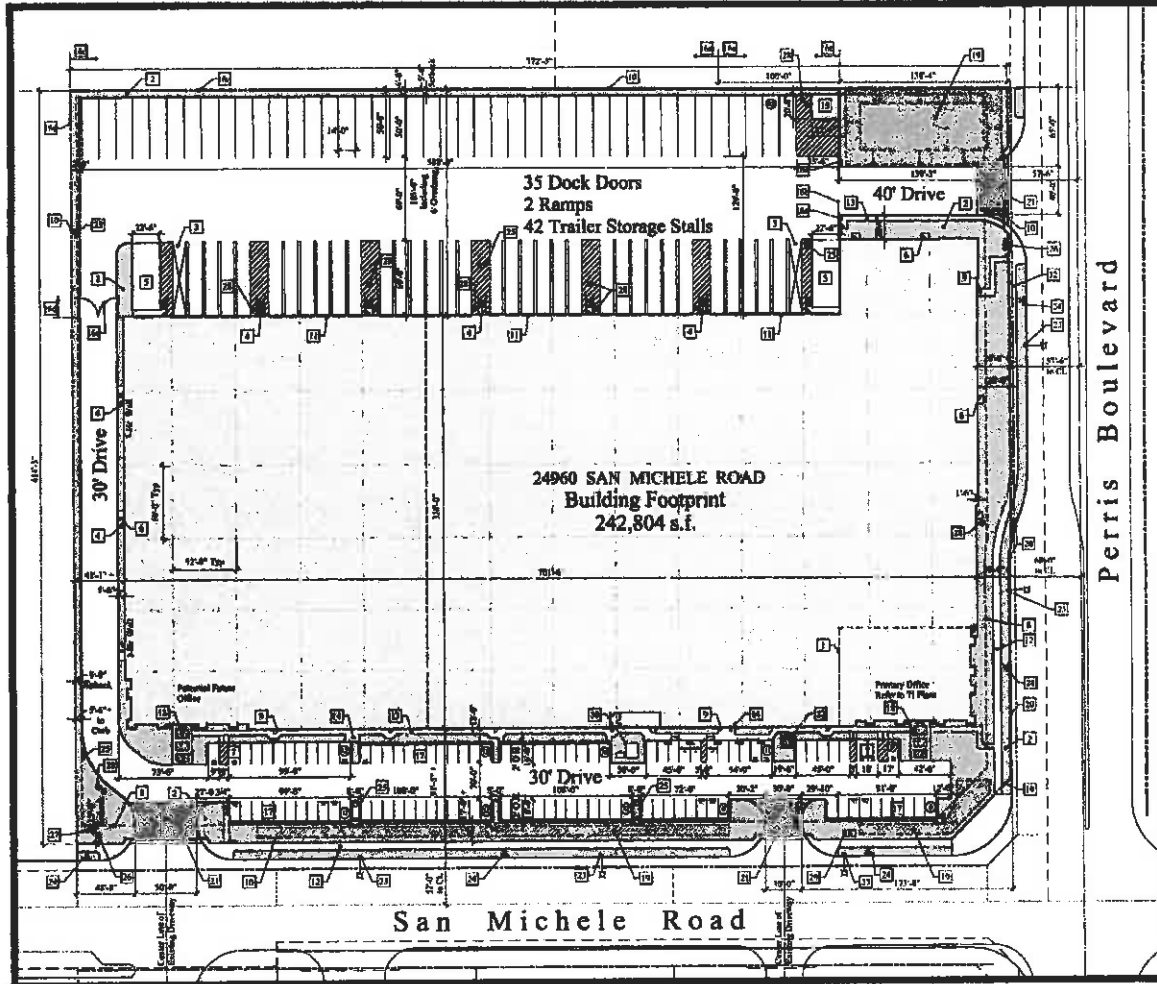


## Legend

- Existing Property Line
- Submittal Line
- Potential Future Well Location
- Paving
- Solid Dark Hatch Represents Landscape Area
- Dashed Hatch Represents Painted Striping
- Solid Light Hatch Represents On-Axis Hardscaping
- Dark Hatch Represents Substantial Hardscaping
- Parking Stall Core Location
- Designated Parking for Caltrans F 116 F.2. Parking Stall Marking "Non-occupancy"
- Future EV: Curbcut Provided to Three Locations to Allow for the Future Addition of EV Charging Stations

## General Notes

1. Site Plan Shall Show All Engineering and NPDES Requirements
2. Refer to Conceptual Grading Plan for the Following Information:
  - a) Full Description of All Elements
  - b) All Grading
  - c) On-Site Driveway Pattern
  - d) Street Requirements
  - e) Street Easements and Disturbances
3. All Lighting Shall Conform with the Municipal Standards
4. All Signage Shall Conform with the Municipal Standards
5. All Hardscaping Shown on Plan shall be Installed in either Concrete or Asphalt Paving
6. All Parking Spaces are shown as Standard Size Stalls - No Lowered Spaces are Anticipated



## Legal Description

PARCEL 4  
 PARCEL 1 OF PARCEL MAP NO. 20621, IN THE CITY OF MORENO VALLEY, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS PER MAP FILED IN BOOK 131, PAGE 19 AND 30 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY

TOGETHER WITH

PARCEL 3 AND PARCEL 4 OF PARCEL MAP NO. 12244, IN SAID CITY, COUNTY, AND STATE, AS PER MAP FILED IN BOOK 86, PAGE 15 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY

## CONCEPTUAL SITE PLAN



## Parcel Numbers

316-190-017 316-190-026 316-190-037

## Planning Information

General Plan Zone: BP - Business Park / Light Industrial  
 Specific Plan: Moreno Valley Industrial Area Plan SP-208  
 Specific Plan Zone: I - Industrial  
 Setbacks:  
 20' on Florida (+1) for every foot in height over 35'  
 15' on San Michele (+1) for every foot in height over 35'  
 5' Interior and Rear

## Site Plan Summary

Gross Site Area (11.312 Acres) 492,748 s.f.  
 Street and Sidewalk Deductions (Refer to Civil) 20,823 s.f.  
 Net Site Area (10.834 Acres) 471,923 s.f.

Building Area  
 Ground Floor 242,804 s.f.  
 Pump House (Not Occupied) 450 s.f.  
 Total 243,254 s.f.

Site Coverage (Net) 51.55%

Parking Required 106 Spaces

Office: 6,500 s.f. / 250 s.f. 26.00  
 Warehouse: 20,000 s.f. / 1,000 s.f. 20.00  
 Warehouse: 20,000 s.f. / 2,000 s.f. 10.00  
 Warehouse: 196,304 s.f. / 4,000 s.f. 49.08

Parking Provided 106 Vehicular Spaces

Standard Stalls 87 Stalls

Future EV Charging Station Stalls 3 Stalls

Clean Air/Van Pool/EV 11 Stalls

Accessible Stalls 5 Stalls

Parking Provided with Trailer Stalls 148 All Parking Spaces

Trailer Storage Stalls 42 Stalls

Landscape Provided 1/-10.65%

## Key Notes

1. Approximate Easement of Office Area - Typ. Civil Easement Restricted to be Built with Steel Construction - Refer to Typical Improvement Plan on Sheet A1
2. Stippled Area Represents Landscaping - Typ
3. Space Used for Truck Compactor - To be Specified and Installed by Future Owner
4. Concrete Slabs and Painted Metal Railings - Typ
5. Ramp Up to Ground Level Service Door - Typ
6. Per Dept. Assumed Easement at 100' max
7. Accessible Parking with Accessible Path to Entry - Typ
8. Building Parking Setback Line
9. Grade Level Fire Door Connected to Path of Travel
10. Property Line per civil drawings
11. Vertical Lift Structural Door - Painted to Match adjacent Wall - Typ
12. New Public Sidewalk per City Standards a Refer to Civil ( sidewalk, Easement of Public Street Turn Pocket - Refer to Civil)
13. On-Site Concrete Sidewalk (48" Wide Minimum) Match Color with Medium Brown Finish - Refer to Civil
14. Double Sided White Black for 2 Bicycles by Drive Rack (black style) (Two Locations) Color: Green
15. USFS Power Pole - Painted to Match Metal Building
16. Finishing (All new Gates to have Corresponding Kern Run as Requested by File Dept.)
  - 16.1 6'-0" High, Concrete Slabs Wall with Paint and Reveals to Match Building (180' - from Permit #14)
  - 16.2 9'-0" High, Decorative Rolling Metal Gate (Pickel Style) (Painted Black) (180' - from Permit #14)
  - 16.3 7'-0" High, Decorative Finishing Metal Gate (Pickel Style) (Painted Black) (144' - from San Michele) (Finishing to the Dimension of Main Tower + Towards the Truck Court)
  - 16.4 6'-0" High, Chain Link Fencing (Used at North and Westward ends of Property)
  - 16.5 8'-0" High, Concrete Wall with Paint and Reveals to Match Building (Used at North side of Property)
17. Standard Parking Space:
  - 9'-0" x 18'-0"
  - 9'-0" x 19'-0" with a 2' Overhang
18. Decorative Colored Concrete with its proper Aggregate at Area Building Pedestrian (Turn) easement
19. Core Easement Area represents Water Quality Basin - Refer to Civil
20. Proposed Turn-Pocket - Refer to Civil
21. Decorative Colored Concrete with Stone Layer at 30' O.C. at All Vehicular Entries (Three Locations)
22. Paved Courtyard 174 (2' Decorative Colored Concrete with Exposed Aggregate Two 8'-0" Path Reveals to be Provided Meeting ADA Requirements)
23. New Street Light per City Standards - Refer to Civil
24. Public Path (Hydrant - Refer to Civil)
25. On-Site Fire Hydrant - Refer to Civil
26. Above Ground, Double Check Fire Service Assembly - Refer to Civil
27. Fire Department Connection - Refer to Civil
28. Fire Extinguisher - Refer to Civil
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99. Fire Extinguisher - Refer to Civil
100. Fire Extinguisher - Refer to Civil



# SAN MICHELE INDUSTRIAL FACILITY

Moreno Valley, California

**BASTIEN AND ASSOCIATES, INC.**  
 ARCHITECTURE AND PLANNING  
 15641 RED HILL AVENUE, SUITE 150  
 TUSTIN, CALIFORNIA 92780  
 PHONE (714) 617-3600  
 Web Address www.bastienarchitects.com



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A1

18 December, 2016



13 GARAGE ON RIVARD - Looking Southeast



12 RESIDENCE ON RIVARD - Looking South



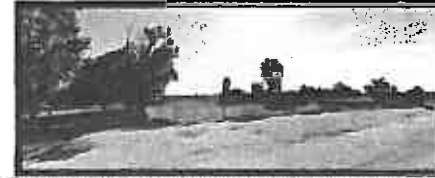
9 RESIDENCE AT FERRIS AND RIVARD RD. - Looking South



12a GEODESIC DOME - Looking East - Southeast



11 EMPTY FIELD NORTH OF PROPERTY - Looking South



10 GARAGE ON RIVARD RD. WITH PROPERTY BEYOND - Looking South



8 RESIDENCE AT FERRIS AND RIVARD RD.



14 WESTERN PROPERTY LINE - Looking North - Northeast



Aerial Photographic Site Plan

North



7 NORTHERN PROP. LINE - VIEW Southwest From Perris Blvd.



6 NORTHERN PROP. LINE - View From Perris Blvd



15 CORNER AT SAN MICHELE RD. - Looking East - Northeast



5 PROJECT SITE VIEWED FROM PERRIS BOULEVARD - Looking West



2 PERRIS BOULEVARD - Looking North At San Michele Intersection



1 CORNER OF PERRIS AND SAN MICHELE - View NW



3 CORNER OF PERRIS AND SAN MICHELE - Looking North - Northwest



4 PROJECT SITE VIEWED FROM PERRIS BOULEVARD - Looking West

SITE PHOTOGRAPHIC ANALYSIS



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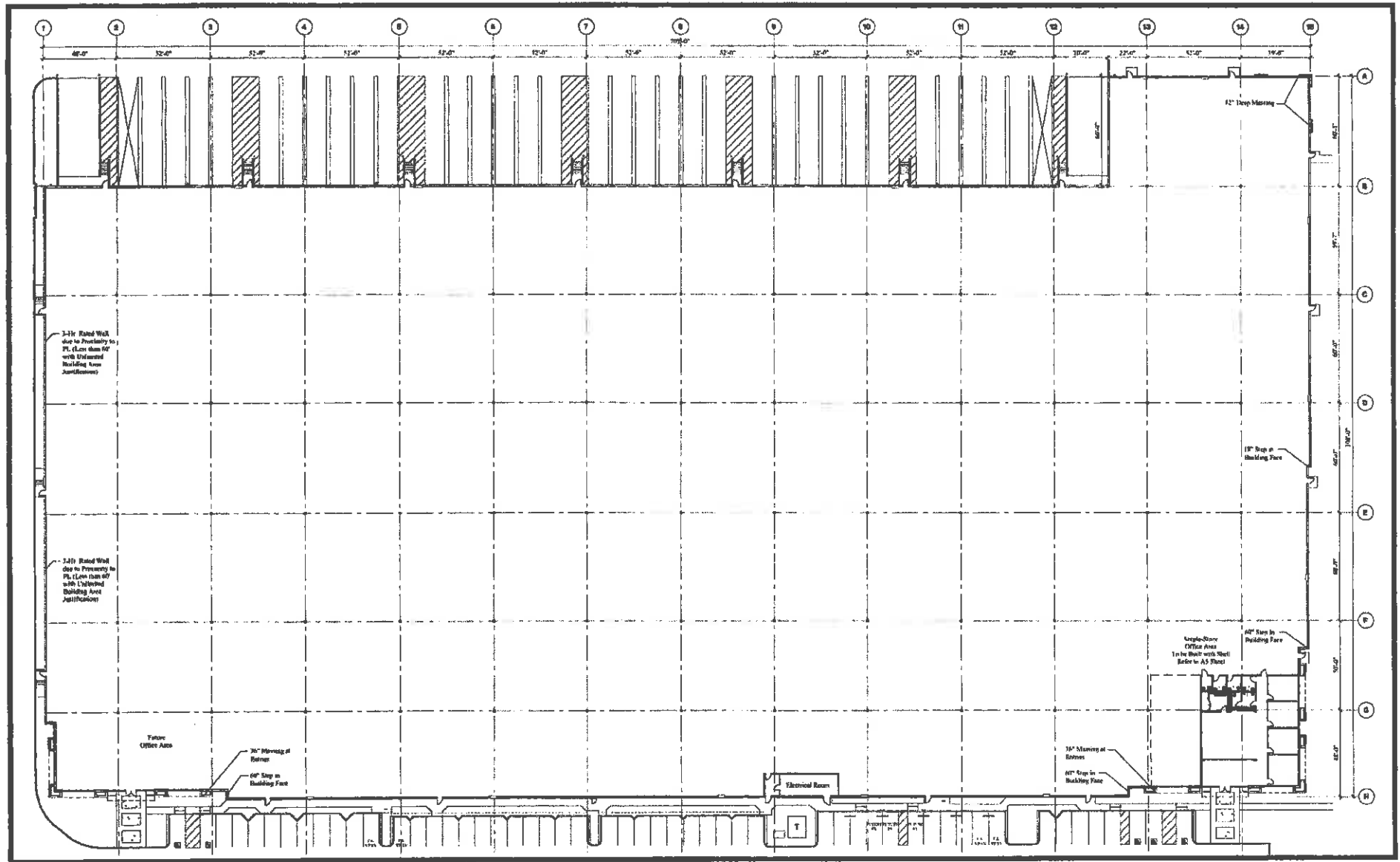
SAN MICHELE INDUSTRIAL FACILITY  
Moreno Valley, California

A2

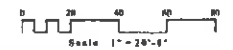
September, 2014



BASTIEN AND ASSOCIATES, INC.  
ARCHITECTURE AND PLANNING  
13885 RED HILL AVENUE SUITE 150  
TUSTIN, CALIFORNIA 92780  
Phone (714) 817-8880  
Web Address www.BastienArchitects.com



FLOOR PLAN



SAN MICHELE INDUSTRIAL FACILITY  
 Moreno Valley, California

A3

07 September, 2016

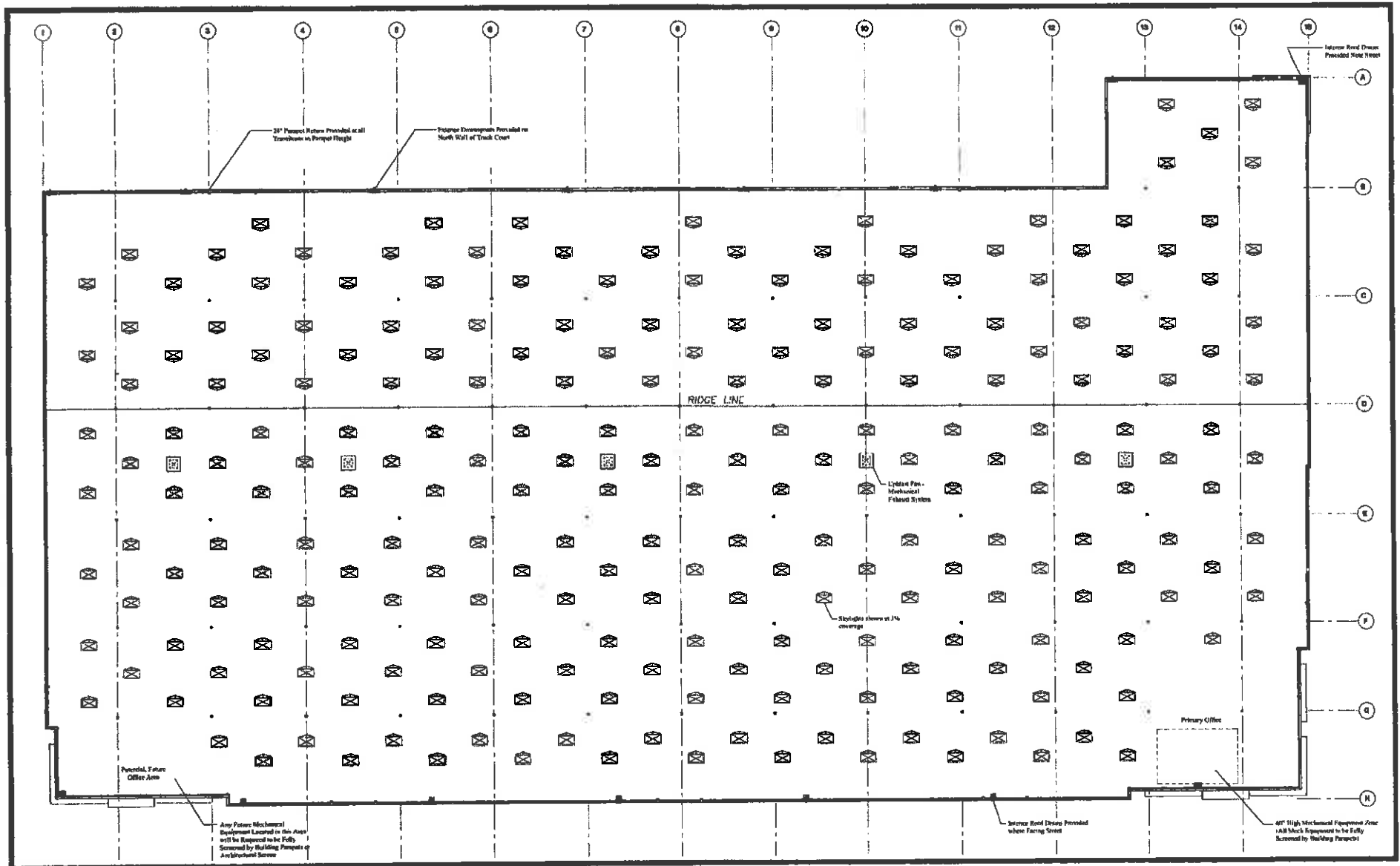
BASTIEN AND ASSOCIATES, INC.  
 ARCHITECTURE AND PLANNING

15461 RED HILL AVENUE SUITE 150  
 COSTA MESA, CALIFORNIA 92626  
 PHONE (714) 517-8600  
 Web Address: www.bastienarchitects.com

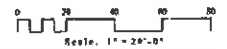


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ROOF PLAN



SAN MICHELE INDUSTRIAL FACILITY  
 Moreno Valley, California

A4

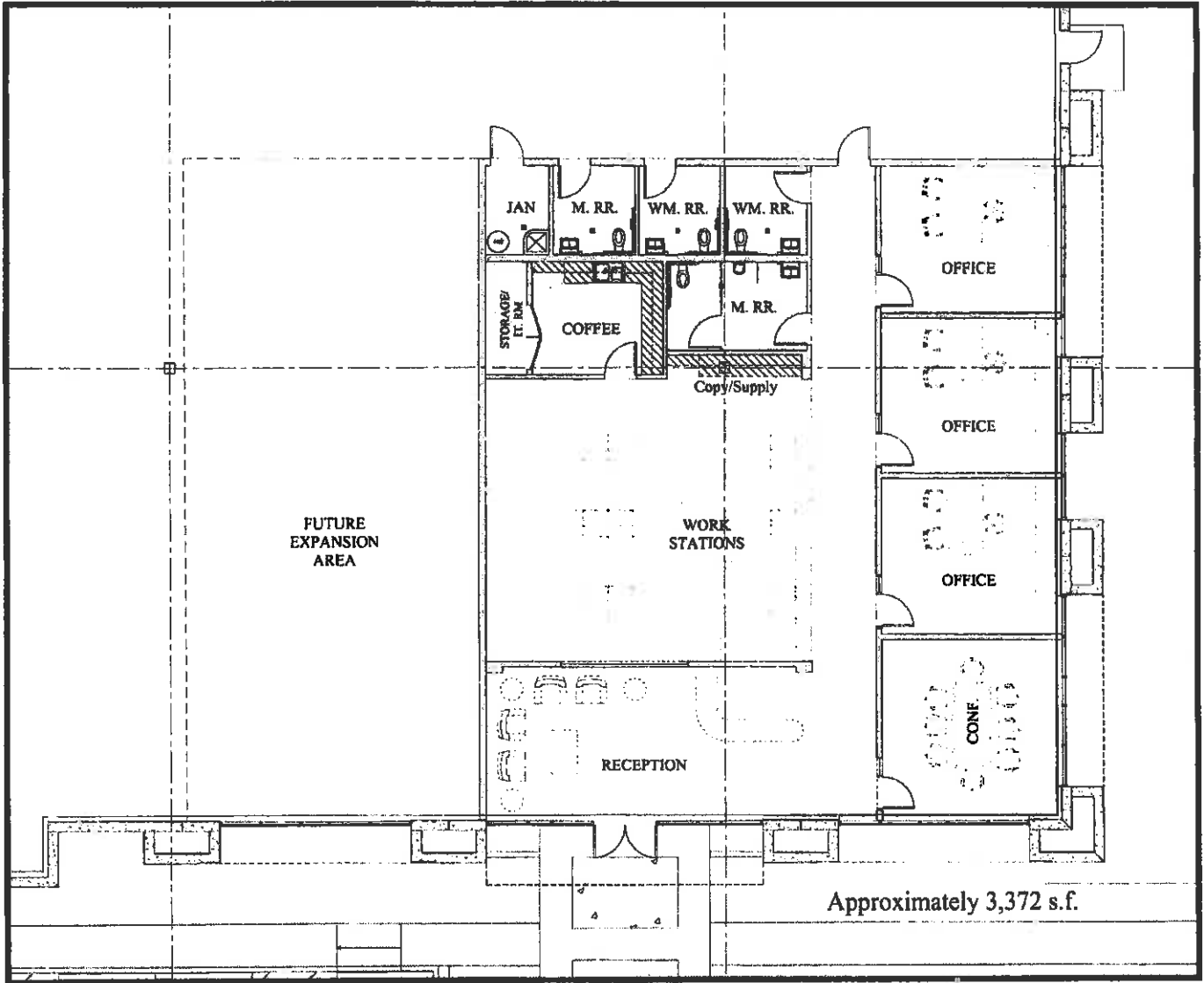
07 September, 2016



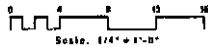
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 PHONE (714) 817-8660  
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TENANT IMPROVEMENT PLAN



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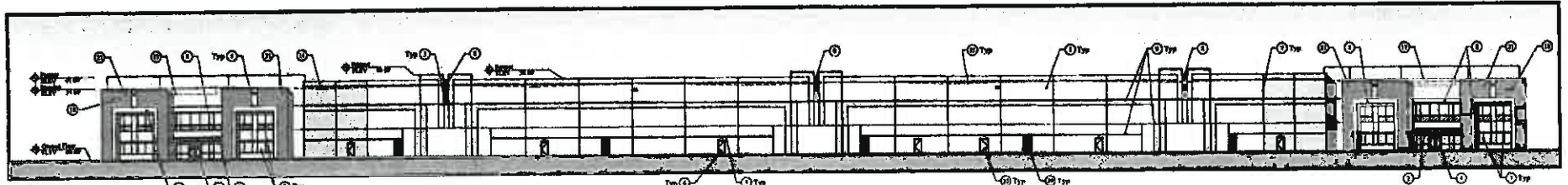
SAN MICHELE INDUSTRIAL FACILITY  
Moreno Valley, California.

A5

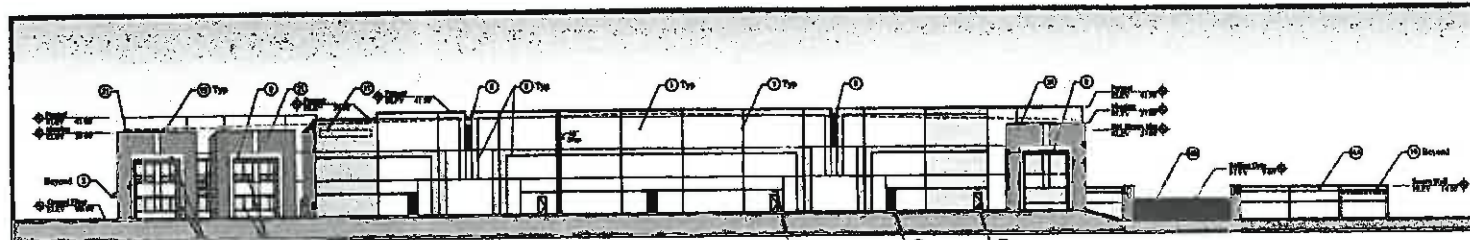
07 September, 2016



BASTIEN AND ASSOCIATES, INC.  
ARCHITECTURE AND PLANNING  
13861 RED HILL AVENUE SUITE 150  
TUSTIN, CALIFORNIA 92780  
PHONE (714) 817-8888  
Web Address: www.BastienArchitects.com



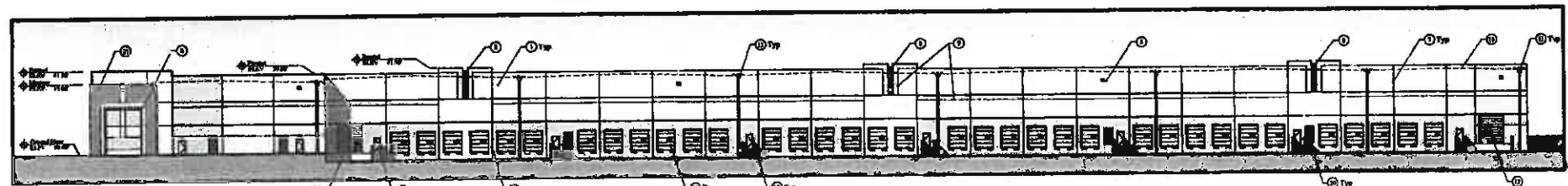
South Elevation



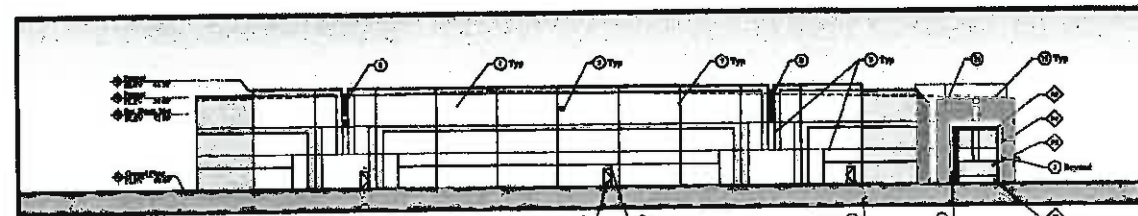
East Elevation

Paint Legend

	Paint 1 - White Dunn Edwards 'Fest' D6625		Paint 4 - Dark Tan Dunn Edwards 'Dorling' D6770
	Paint 2 - Light Tan Dunn Edwards 'Shady' D6774		Paint 3 - Blue/Grey Dunn Edwards 'Iron Crest' D6575



North Elevation



West Elevation

Elevation Notes

- ① Concrete Formwork Panels 4/8 Joints and Reveals as Indicated Painted - Typical
- ② Metal Chalk Coating: Bare 9/16" Thick Aluminum Panel w/ Kinnaman Finish (Clear Anodize) over Steel Frame - Typ
- ③ Clear Anodized, Front Channel, Aluminum Station System w/ Roll-Inside Wheel Cores (Clear - Typ) (Cover Hatch Area Indicate Spandrel Condition)
- ④ 1/4" High Machine Roll Easy Down - Typ
- ⑤ Light Fixture per Footcandle
- ⑥ 3/4" Steel Stud Door and Frame Painted to Match Adjacent Wall Surface
- ⑦ Flood Joint - Typ
- ⑧ 3/4" Reveal - Typ
- ⑨ 3/4" Reveal - Typ
- ⑩ Concrete Chondrit Walls w/ 18 Painted Metal Handrails
- ⑪ 1/4" (1/2" Steel Panel) Vertical Slats Painted to Match Adjacent Wall Surface (Reveal 4/8" Above Footcandle)
- ⑫ 1/2" (1/2" Steel Panel) Reveal Door Painted to Match Adjacent Wall Surface
- ⑬ External Down Spout and Overflow Sweeper Painted to Match Adjacent Wall (Reveal when Thick, Vard)
- ⑭ Internal Down Spout with Overflow Sweeper Painted to Match Adjacent Wall (Facing Sun Michels)
- ⑮ Finished Line Requirements Refer Later on Backside of Project
- ⑯ Finishing (All new Gates to have Corresponding Zoned New as Required by Site Dept.)
- ⑰ 14'-0" High, Concrete Screen Wall with Paint and Reveals to Match Building (140' from Paris Blvd)
- ⑱ 7'-0" High, Decorative Rolling Metal Gate (Picket Style) (Painted Black) (140' from Paris Blvd)
- ⑲ 7'-0" High, Decorative Rolling Metal Gate (Picket Style) (Painted Black) (140' from Sun Michels)
- ⑳ 6'-0" High, Chain Link Fencing (New Shows - Used at North and Westmost ends of Property - Refer to Site Plan)
- ㉑ 14'-0" High, Concrete Wall with Paint and Reveals to Match Building (Not Shows - Used at North side of Property - Refer to Site Plan)
- ㉒ Proposed Handling/Treatment Industrial Storage Location
- ㉓ Proposed Address Location (18' Tall Letters)
- ㉔ RSPN Pump House (Concrete Tank-Like, Painted)
- ㉕ Entrance 4' x 8' (1) Round Inlet Air Vent (Warehouse Ventilation System)
- ㉖ Painted Concrete Tank-Like Design Element (Per Plans)
- ㉗ Electric Meter Enclosure Access Door, Per Plans

CONCEPTUAL ELEVATIONS



SAN MICHELE INDUSTRIAL FACILITY  
Moreno Valley, California

BASTIEN AND ASSOCIATES, INC.  
ARCHITECTURE AND PLANNING

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Phone (714) 817-8888  
Web Address www.bastienarchitects.com

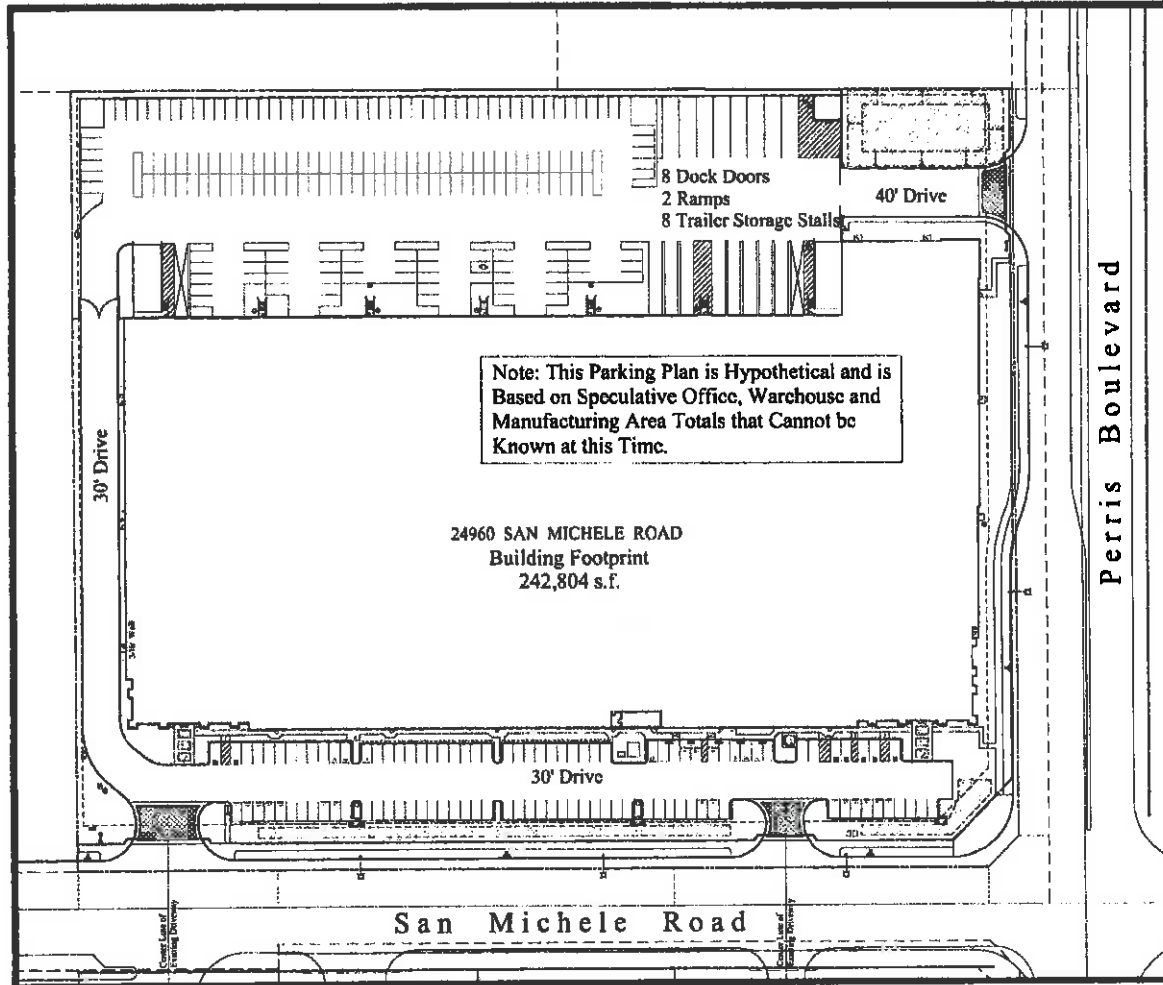
A6

14 December, 2016



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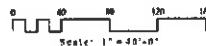




**Alternate Manufacturing Option  
Site Plan Summary**

<b>Building Area</b>	
Ground Floor	242,804 s.f.
Pump House (Not Occupied)	450 s.f.
<b>Total</b>	<b>243,254 s.f.</b>
<b>Parking Required</b>	<b>291 Spaces</b>
Office: 6,500 s.f. / 250 s.f.	26.00
Manufacturing: 106,000 s.f. / 500 s.f.	212.00
Warehouse: 20,000 s.f. / 1,000 s.f.	20.00
Warehouse: 20,000 s.f. / 2,000 s.f.	10.00
Warehouse: 90,304 s.f. / 4,000 s.f.	22.58
<b>Parking Provided</b>	<b>292 Vehicular Spaces</b>
<b>Parking Provided with Trailer Stalls</b>	<b>300 All Parking Spaces</b>
Trailer Storage Stalls	8 Stalls

**MANUFACTURING PARKING OPTION  
ALTERNATE SITE PLAN**



WESTERN REALCO

Ownership, preparation and/or acquisition, including those in different states, prepared by the Architect and/or Architect's consultants are the responsibility of the Architect. The Architect and the Architect's consultants shall be deemed to warrant the accuracy of their respective drawings, specifications and all other documents for construction and other purposes relating to the project.

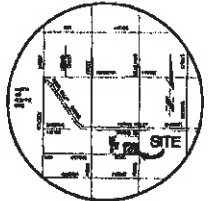
**SAN MICHELE INDUSTRIAL FACILITY**  
Moreno Valley, California

**A7**

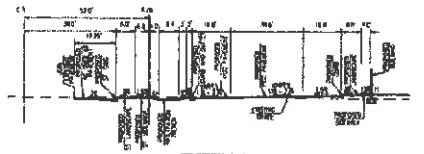
14 December, 2016



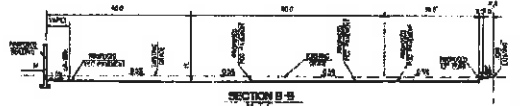
**BASTIEN AND ASSOCIATES, INC.**  
ARCHITECTURE AND PLANNING  
12661 RHO HILL AVENUE SUITE 100  
TUSTIN, CALIFORNIA 92780  
Phone (714) 817-9800  
Web Address www.BastienArchitecture.com



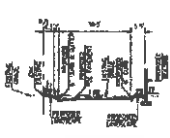
VICINITY MAP  
N.T.S.



SECTION A-A  
N.T.S.



SECTION B-B  
N.T.S.



SECTION C-C  
N.T.S.



SECTION D-D  
N.T.S.

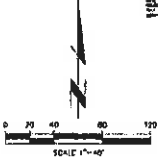
- SITE SHALL BE ADJUSTED AS NECESSARY TO BALANCE EARTHWORK**
1. If it is the design contractor's responsibility to verify the ground plane and shall report accordingly prior to site preparation. It is the design contractor's responsibility to verify the site, the plan, location of water, topography and proposed plan shall verify the ground plane.
  2. The design contractor is allowed to make proposed shall be verified for accuracy by the client prior to construction. The contractor shall be notified in writing in the event of any discrepancy. It is the contractor's responsibility to verify the ground plane and report to the client in writing. It is the contractor's responsibility to verify the ground plane and report to the client in writing.
  3. All earthwork shall be verified by the contractor prior to construction. It is the contractor's responsibility to verify the ground plane and report to the client in writing. It is the contractor's responsibility to verify the ground plane and report to the client in writing.
  4. The contractor shall verify the ground plane and report to the client in writing. It is the contractor's responsibility to verify the ground plane and report to the client in writing. It is the contractor's responsibility to verify the ground plane and report to the client in writing.
  5. The contractor shall verify the ground plane and report to the client in writing. It is the contractor's responsibility to verify the ground plane and report to the client in writing. It is the contractor's responsibility to verify the ground plane and report to the client in writing.
  6. The contractor shall verify the ground plane and report to the client in writing. It is the contractor's responsibility to verify the ground plane and report to the client in writing. It is the contractor's responsibility to verify the ground plane and report to the client in writing.

**PRELIMINARY EARTHWORK ANALYSIS**

STATION	AREA	VOLUME	AREA	VOLUME
Excavation	1,200 C.Y.	1,200 C.Y.	1,200 C.Y.	1,200 C.Y.
Fill	1,200 C.Y.	1,200 C.Y.	1,200 C.Y.	1,200 C.Y.
Site Preparation	1,200 C.Y.	1,200 C.Y.	1,200 C.Y.	1,200 C.Y.
Other	1,200 C.Y.	1,200 C.Y.	1,200 C.Y.	1,200 C.Y.
<b>TOTAL</b>	<b>1,200 C.Y.</b>	<b>1,200 C.Y.</b>	<b>1,200 C.Y.</b>	<b>1,200 C.Y.</b>

APPROXIMATE UNBALANCED 0.0%

SEE EXHIBIT FOR DETAILS AND NOTES.



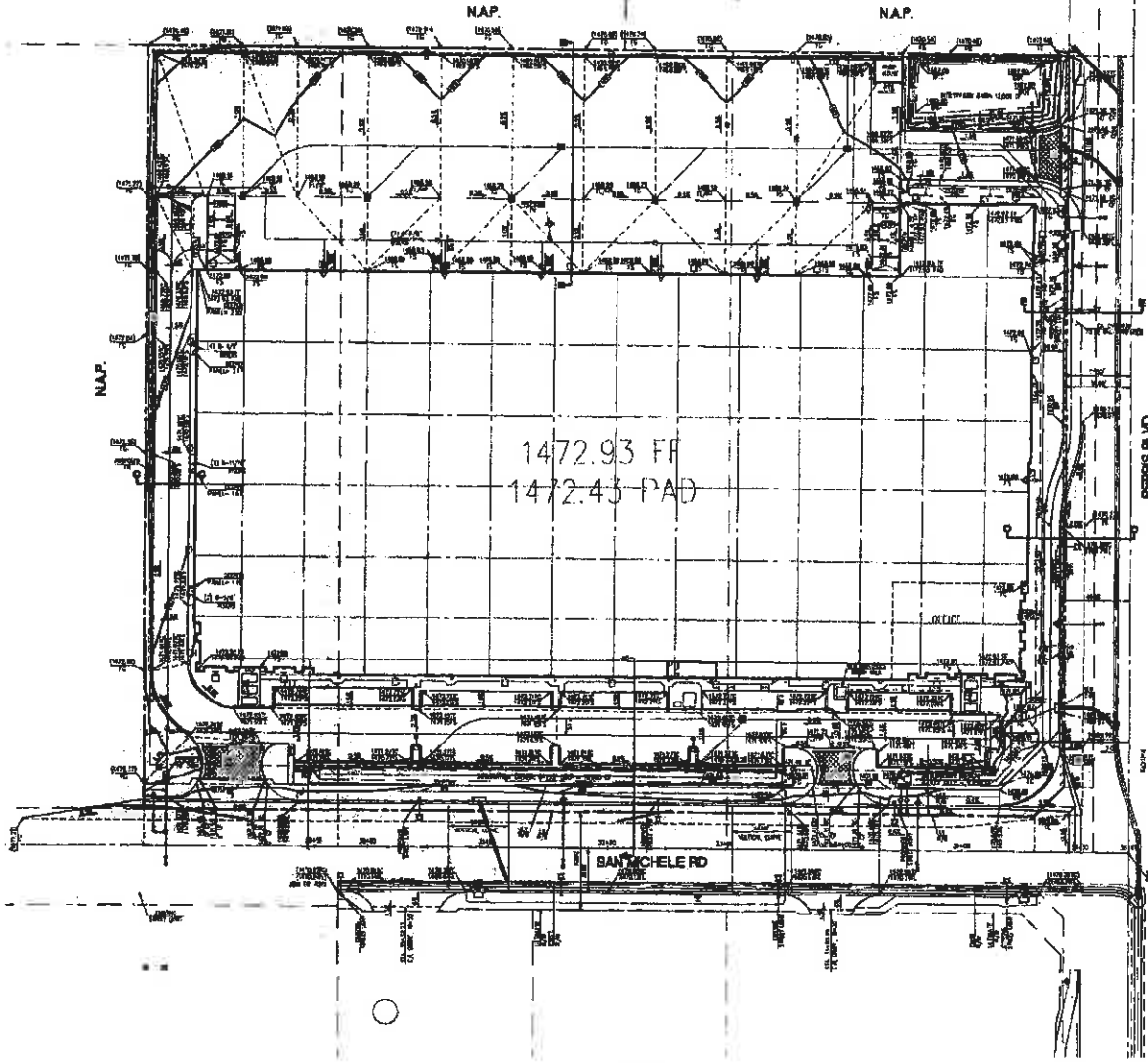
**CITY OF MORENO VALLEY**  
PUBLIC WORKS DEPARTMENT

**CONCEPTUAL GRADING PLAN**  
24880 SAN MICHELE ROAD  
MORENO VALLEY, CA 92581

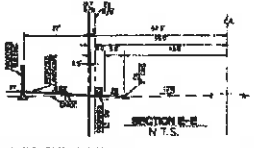
Drawn by	Checked by	Approved by	Date
Scale	Scale	Scale	Scale
Sheet	Sheet	Sheet	Sheet
Project	Project	Project	Project
1	2	3	4

**WESTERN REALCO**  
300 REPORT CENTER DR., #200  
NEWPORT BEACH, CA 92660  
PHONE: (949) 723-1787  
FAX: (949) 723-1782

**T&E** *Diwan Engineering, Inc.*  
10155 DIWAN DRIVE, SUITE 100  
DALLAS, TEXAS 75243  
PHONE: (972) 412-1111  
FAX: (972) 412-1112



1472.93 FF  
1472.43 PAD

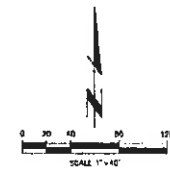
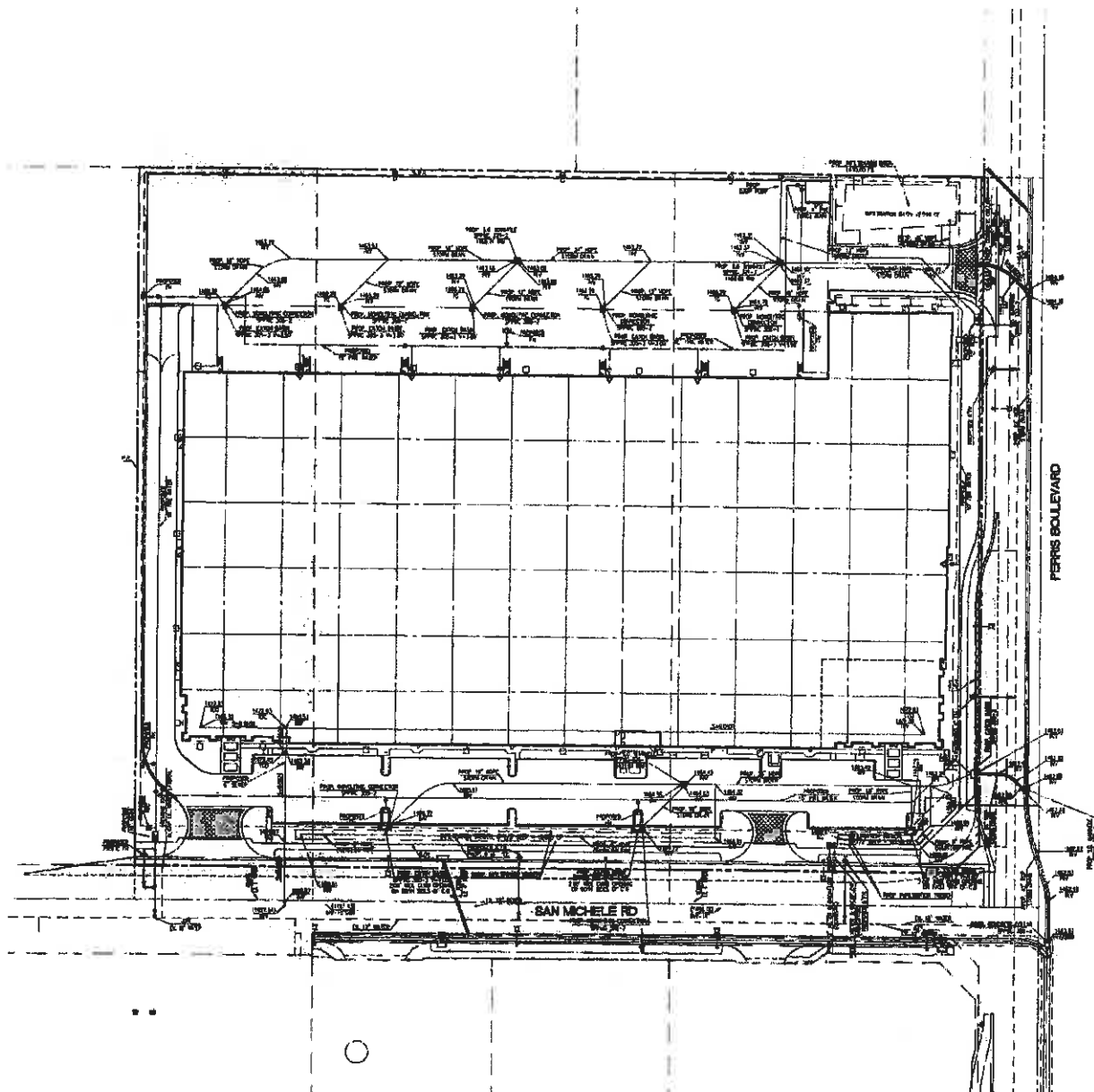


SECTION E-E  
N.T.S.

**REVISIONS**

NO.	DATE	DESCRIPTION
1		
2		
3		
4		
5		





**CITY OF MORENO VALLEY**  
PUBLIC WORKS DEPARTMENT  
**CONCEPTUAL UTILITY PLAN**  
**24660 SAN MICHELE ROAD**  
**MORENO VALLEY, CA 92551**

WESTERN REALCO  
 300 NEWPORT CENTER DR., #130  
 NEWPORT BEACH, CA 92660  
 PHONE (949) 720-1182  
 FAX: (949) 770-2199

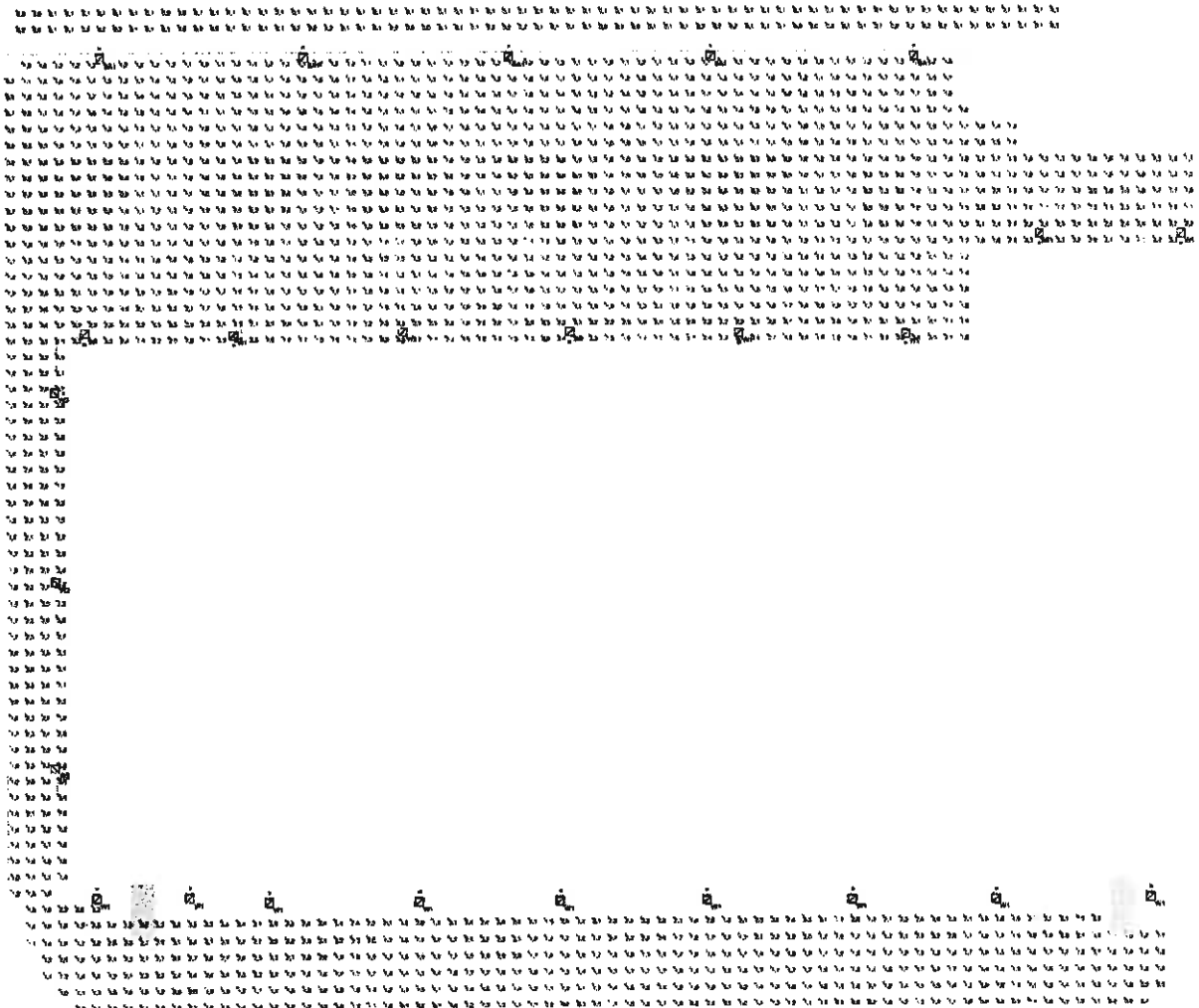
WESTERN REALCO  
 300 NEWPORT CENTER DR., #130  
 NEWPORT BEACH, CA 92660  
 PHONE (949) 720-1182  
 FAX: (949) 770-2199



Designed by	Reviewed by	DATE
Drawn by		
Checked by	John J. Schmitt	1.14.01
Scale		
Date	Sheet	2 of 2

JAN 14/02 OF 2 SHEET





**SITE PHOTOMETRIC**  
SCALE 1" = 10'



**Table:**

Point	1	2	3	4	5	6	7
Footcandle	1.1	0.8	1.0	1.2	1.5	1.8	2.1
Footcandle	1.1	0.8	1.0	1.2	1.5	1.8	2.1
Footcandle	1.1	0.8	1.0	1.2	1.5	1.8	2.1

**Legend:**

Symbol	Color	Material	Notes
□	White	Asph/Flt	Asphalt/Flt
□	Grey	Concrete	Concrete
□	Black	Grass	Grass
□	Light Blue	Water	Water
□	Light Green	Shrub	Shrub
□	Light Yellow	Tree	Tree

**DESIGN/BUILD NOTES:**

1. THIS DRAWING AND SPECIFICATIONS ARE PART OF A SUBMITTAL FOR A PERMIT TO CONSTRUCT AND SHALL BE SUBJECT TO THE REVIEW OF THE LOCAL AGENCIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AGENCIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AGENCIES.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AGENCIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AGENCIES.

**WESTERN REALCO-SAN MICHELE AND PERRIS**  
 MIDDLETOWN VALLEY, CALIFORNIA

**SITE PHOTOMETRIC**

JOB NO: \_\_\_\_\_  
 DATE: 09/28/12  
 DRAWN: J.S.  
 PROJECT: \_\_\_\_\_  
 PROJECT: \_\_\_\_\_  
**E-1**

**BASTIEN AND ASSOCIATES, INC.**  
 ARCHITECTURE AND PLANNING  
 10801 AVENUE 48, SUITE 100  
 SAN ANTONIO, TEXAS 78249  
 TEL: 214.444.8800  
 WWW.BASTIENANDASSOCIATES.COM

**CONSTRUCTION**  
 ELECTRICAL  
 10801 AVENUE 48, SUITE 100  
 SAN ANTONIO, TEXAS 78249  
 TEL: 214.444.8800  
 WWW.BASTIENANDASSOCIATES.COM

PAGE BREAK



**AIRPORT LAND USE COMMISSION  
RIVERSIDE COUNTY**



January 23, 2017

**CHAIR**  
Simon Housman  
Rancho Mirage

**VICE CHAIRMAN**  
Rod Ballance  
Riverside

Ms. Judy Eguez, Project Planner  
City of Riverside Community and Economic Development Department/Planning Division  
3900 Main Street, Third Floor  
Riverside, CA 92522

**COMMISSIONERS**  
Arthur Butler  
Riverside

**RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW –  
DIRECTOR’S DETERMINATION**

John Lyon  
Riverside

Glen Holmes  
Hemet

File No.: ZAP1235MA16  
Related File Nos.: Tentative Tract Map No. 37177  
APNs: 242-170-027, 242-170-029, 242-170-034

Steve Manos  
Lake Elsinore

Dear Ms. Eguez:

Russell Betts  
Desert Hot Springs

Under the delegation of the Riverside County Airport Land Use Commission (ALUC) pursuant to Policy 1.5.2(d) of the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan, staff reviewed City of Riverside Case No. Tentative Tract Map No. 37177, a proposal to subdivide 34.58 acres located northerly of Highridge Street, southerly of Bradley Street, and westerly of Harbart Drive into 47 single-family residential lots, plus one lot for a drainage basin.

**STAFF**

Director  
Ed Cooper

John Guerin  
Paul Rull  
Barbara Santos

An earlier project at this site, Tentative Tract Map No. 33028, was previously reviewed by ALUC through Case No. MA-05-104 and was found consistent with the 1984 Riverside County Airport Land Use Plan in March, 2005. However, that Tentative Tract Map subsequently expired. Since that time, a new 2014 March Air Reserve/Inland Port Airport Land Use Compatibility Plan has been adopted.

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

The site is located within Airport Compatibility Zone D of the March Air Reserve Base/Inland Port Airport Influence Area (AIA). Within Compatibility Zone D of the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, residential density is not restricted.

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

The elevation of Runway 14-32 at March Air Reserve Base/Inland Port Airport at its northerly terminus is approximately 1,535 feet above mean sea level (1535 feet AMSL). The elevation of this site is more than 200 feet lower than the elevation of this runway. Additionally, the site is located more than 20,000 feet from the runways at Riverside Municipal Airport. Therefore, FAA review for height/elevation reasons is not required.

As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, subject to the following conditions:

## **AIRPORT LAND USE COMMISSION**

### **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. 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 centers, fly ash disposal, and incinerators.)
  - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
3. The attached notice shall be provided to all potential purchasers of the proposed lots and to tenants of the homes thereon.
4. 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 of irrigation controllers, access gates, etc.
5. The proposed basin(s) on the site (including water quality management basins) 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 basins that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.

If you have any questions, please contact Paul Rull, ALUC Urban Regional Planner IV, at (951) 955-6893 or John Guerin, ALUC Principal Planner, at (951) 955-0982.

## AIRPORT LAND USE COMMISSION

Sincerely,  
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



Edward C. Cooper, Director

Attachments: Notice of Airport in Vicinity

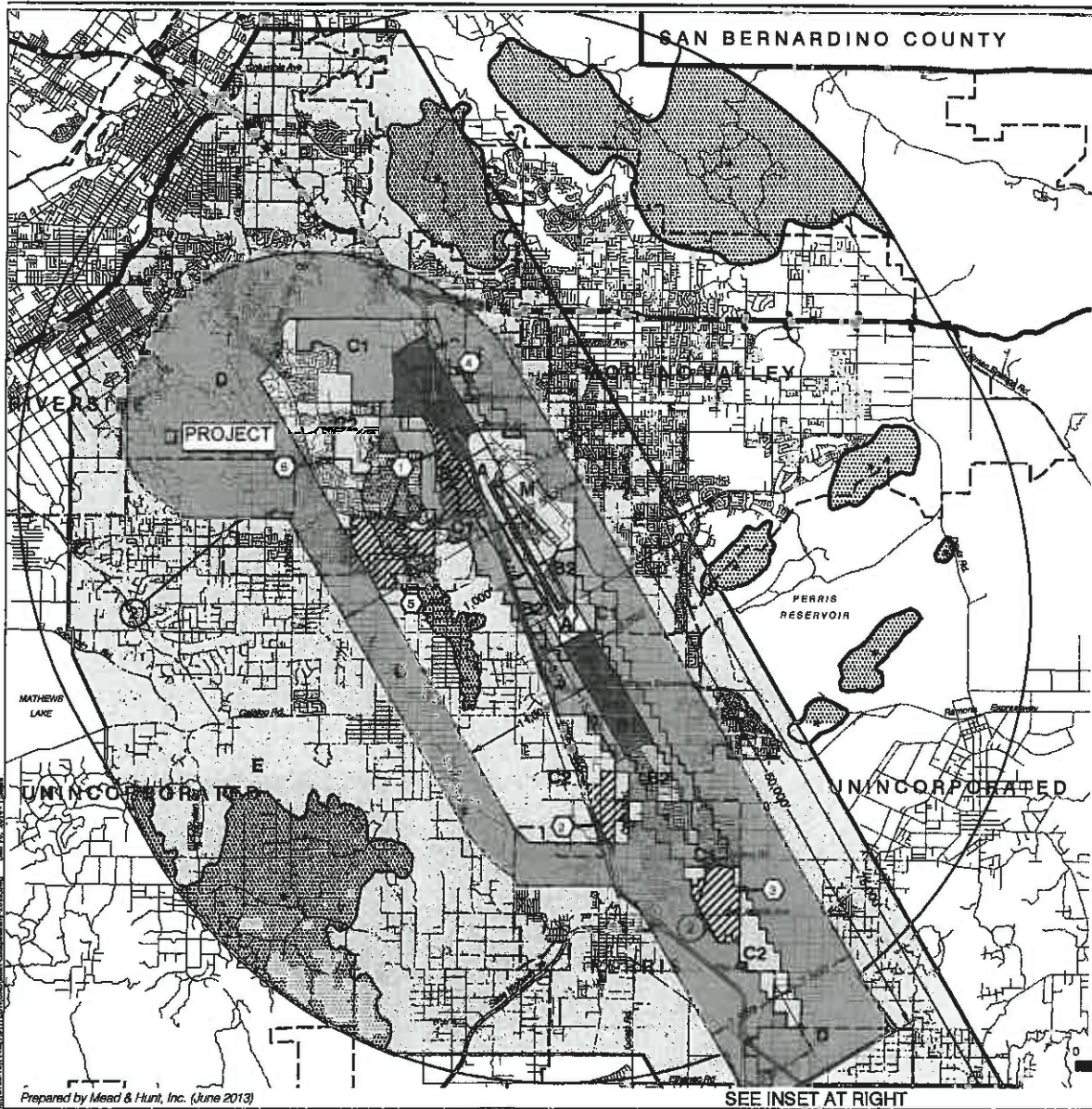
cc: REN-DE LLC (applicant/landowner/payee)  
Adkan Engineers (representative)  
Gary Gosliga, Airport Manager, March Inland Port Airport Authority  
Denise Hauser, March Air Reserve Base  
ALUC Case File

Y:\AIRPORT CASE FILES\March\ZAP1235MA16\ZAP1235MA16.LTR.doc

# NOTICE OF AIRPORT IN VICINITY

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





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

SEE INSET AT RIGHT

**LEGEND**

**Compatibility Zones**

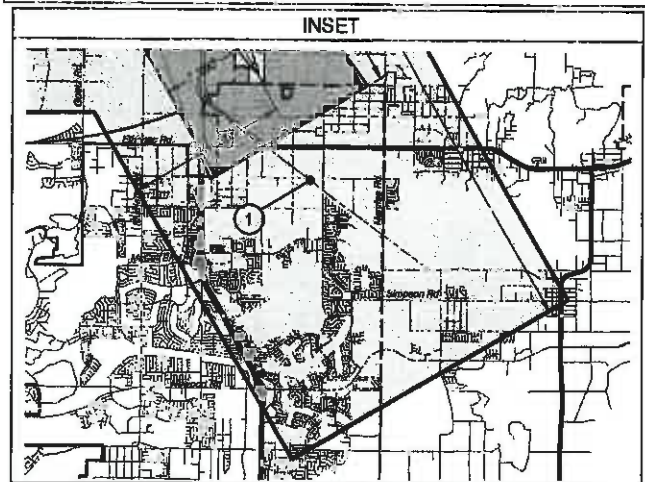
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

**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)

- 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.

- ① March JPA: March Business Center/Maridian
- ② Perris: Harvest Landing
- ③ Perris: Park West
- ④ Moreno Valley: Affordable Housing
- ⑤ March JPA: Ben Clark Training Center
- ⑥ Riverside: Ridge Crest Subdivision



Riverside County  
Airport Land Use Commission

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

(Adopted November 13, 2014)

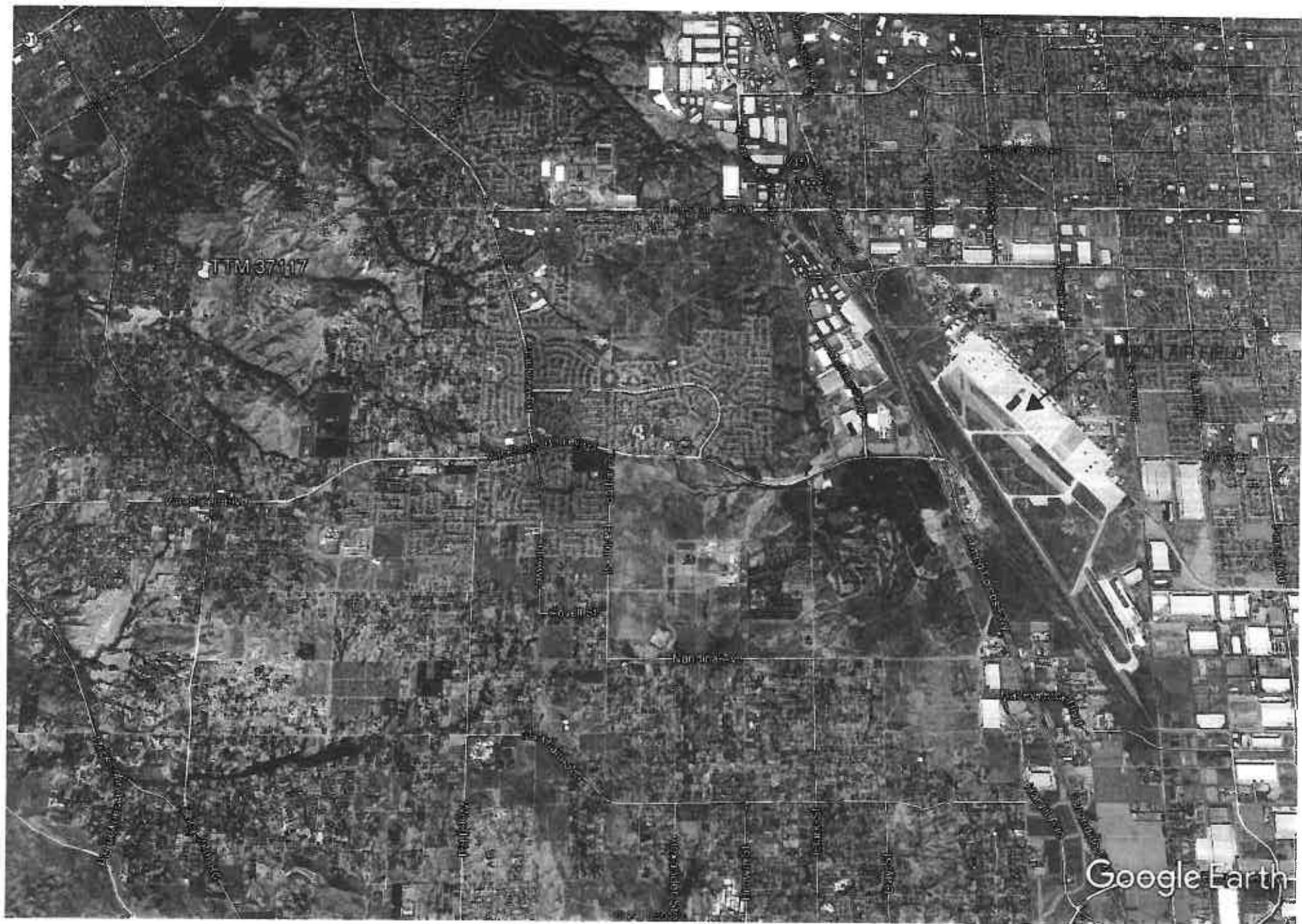
Map MA-1

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

Note:  
All dimensions are measured from  
runway ends and centerlines.



Base map source: County of Riverside 2013

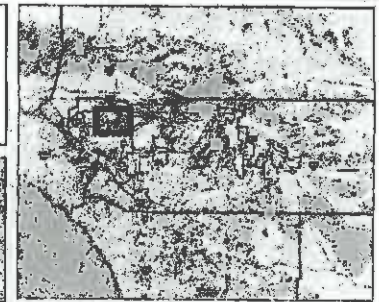
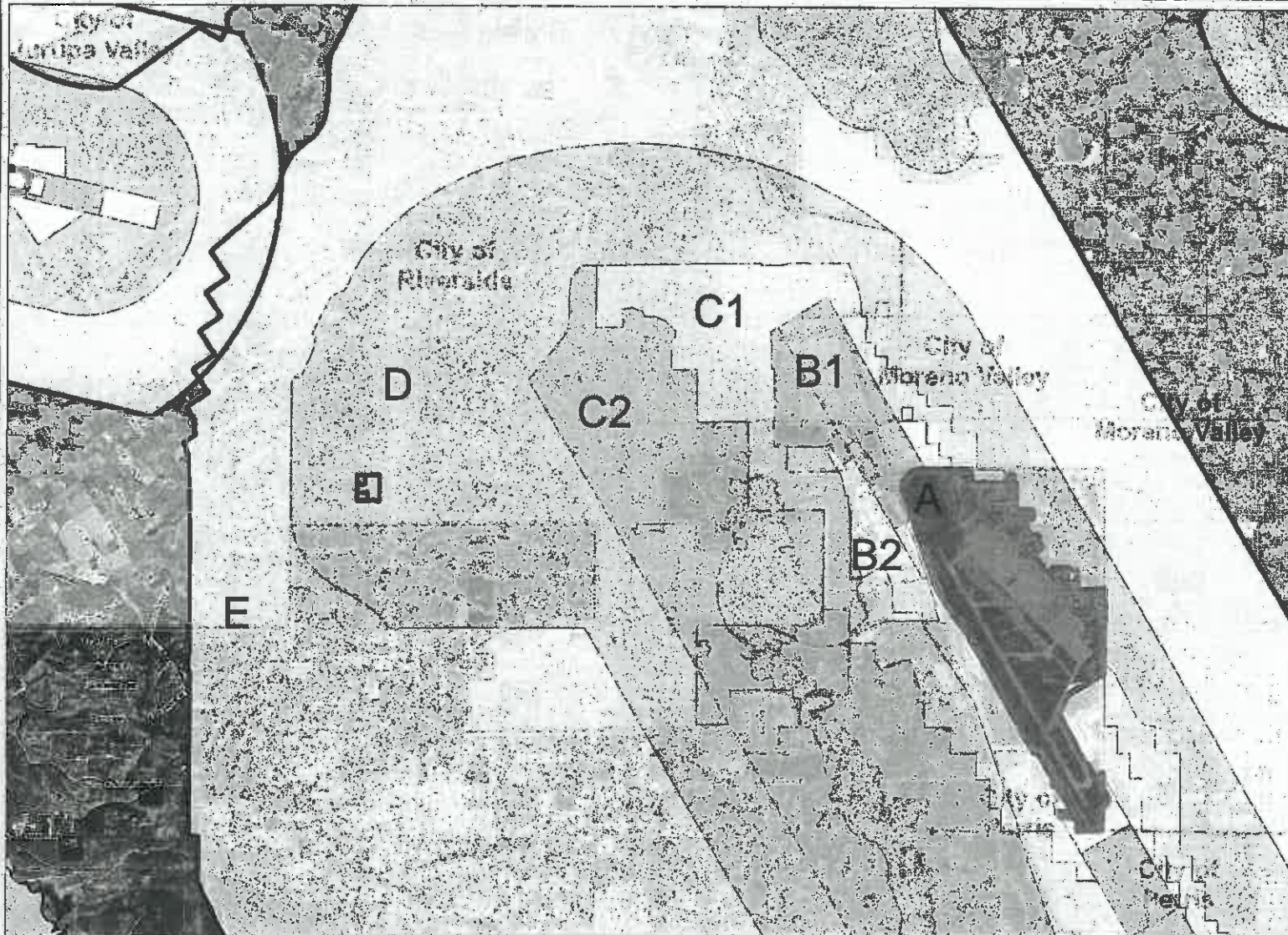


Google Earth

miles  
km



# My Map



## Legend

- Airports
- AIA
- Airport Compatibility**
- OTHER ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-FXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC6
- C2-HIGHT



0 9,679 19,357 Feet



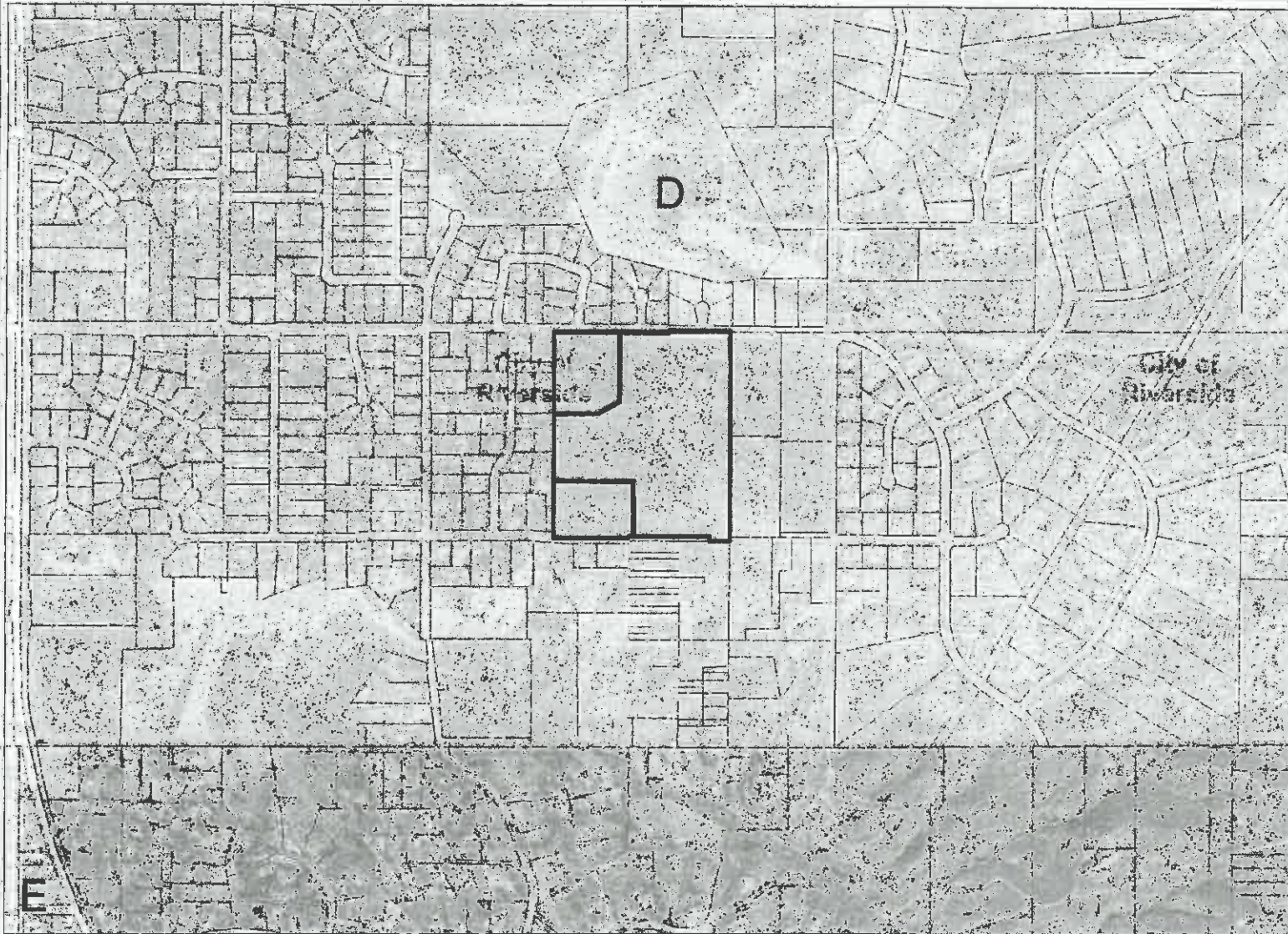
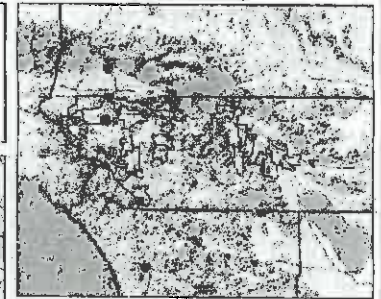
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## Notes

# My Map



## Legend

- Display Parcels
  - Airports
  - AIA
- Airport Compatibility**
- OTHER ZONE
  - A
  - A-EXC1
  - B1
  - B1-APZ I
  - B1-APZ I-EXC1
  - B1-APZ II
  - B1-APZ II-EXC1
  - B1-EXC1
  - B2
  - B2-EXC1
  - C
  - C1
  - C1-EXC1
  - C1-EXC3
  - C1-EXC4
  - C1-HIGHT
  - C2
  - C2-EXC1
  - C2-EXC2
  - C2-EXC3
  - C2-EXC5
  - C2-EXC8



0

1,210

2,420 Feet



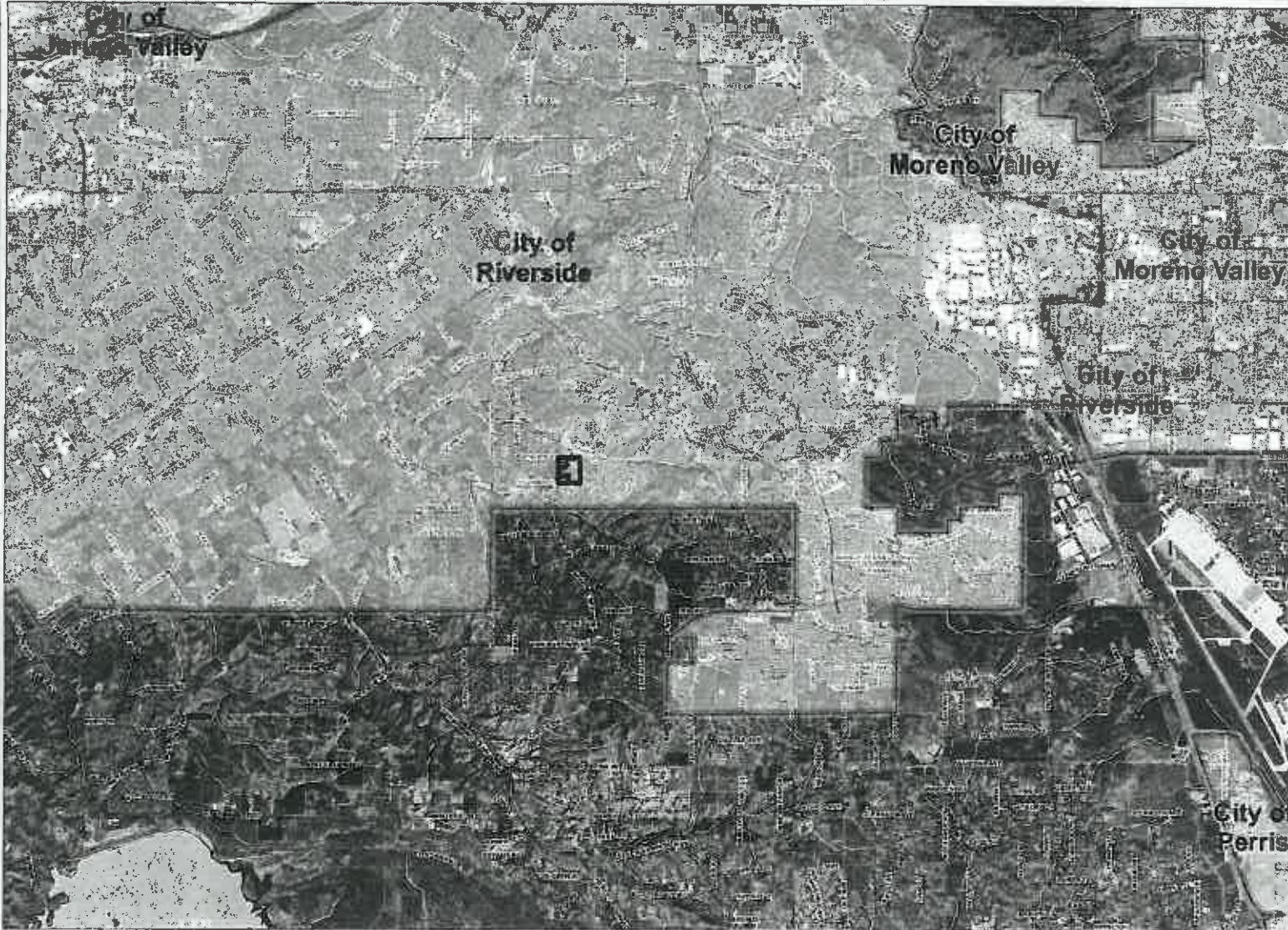
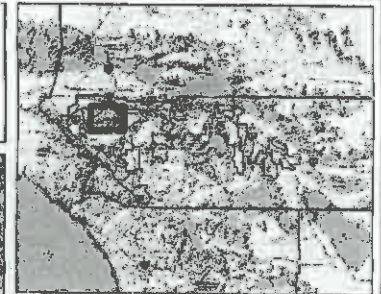
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
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## Notes

# My Map



## Legend

-  City Boundaries
-  Cities
- adjacent\_highways**
-  Interstate
-  Interstate 3
-  State Highways; 60
-  State Highways 3
-  US HWY
-  OUT
- highways\_large**
-  HWY
-  INTERCHANGE
-  INTERSTATE
-  USHWY
-  counties
-  cities



0 9,679 19,357 Feet



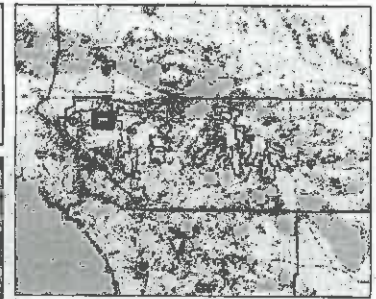
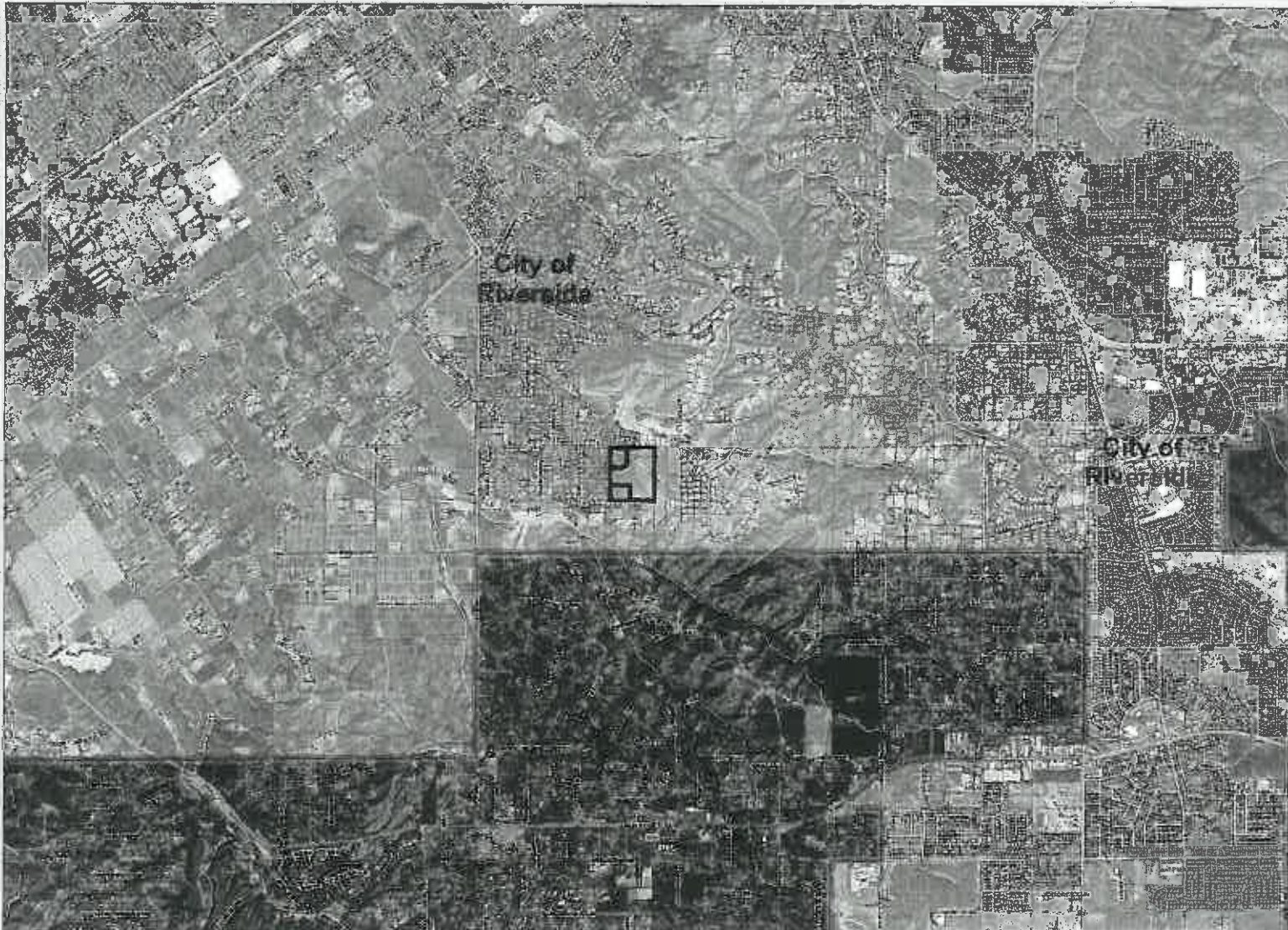
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## Notes

# My Map



## Legend

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



0 4,839 9,679 Feet



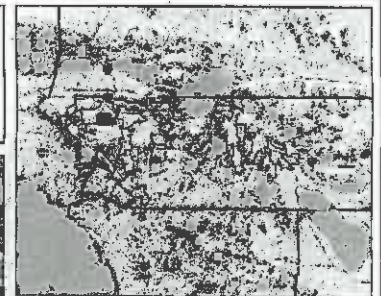
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## Notes

# My Map



## Legend

City Boundaries

Cities

roadsanno

highways

— HWY

— INTERCHANGE

— INTERSTATE

— OFFRAMP

— ONRAMP

— USHWY

roads

— Major Roads

— Arterial

— Collector

— Residential

counties

cities

hydrographylines

waterbodies

Lakes

Rivers



0 2,420 4,839 Feet



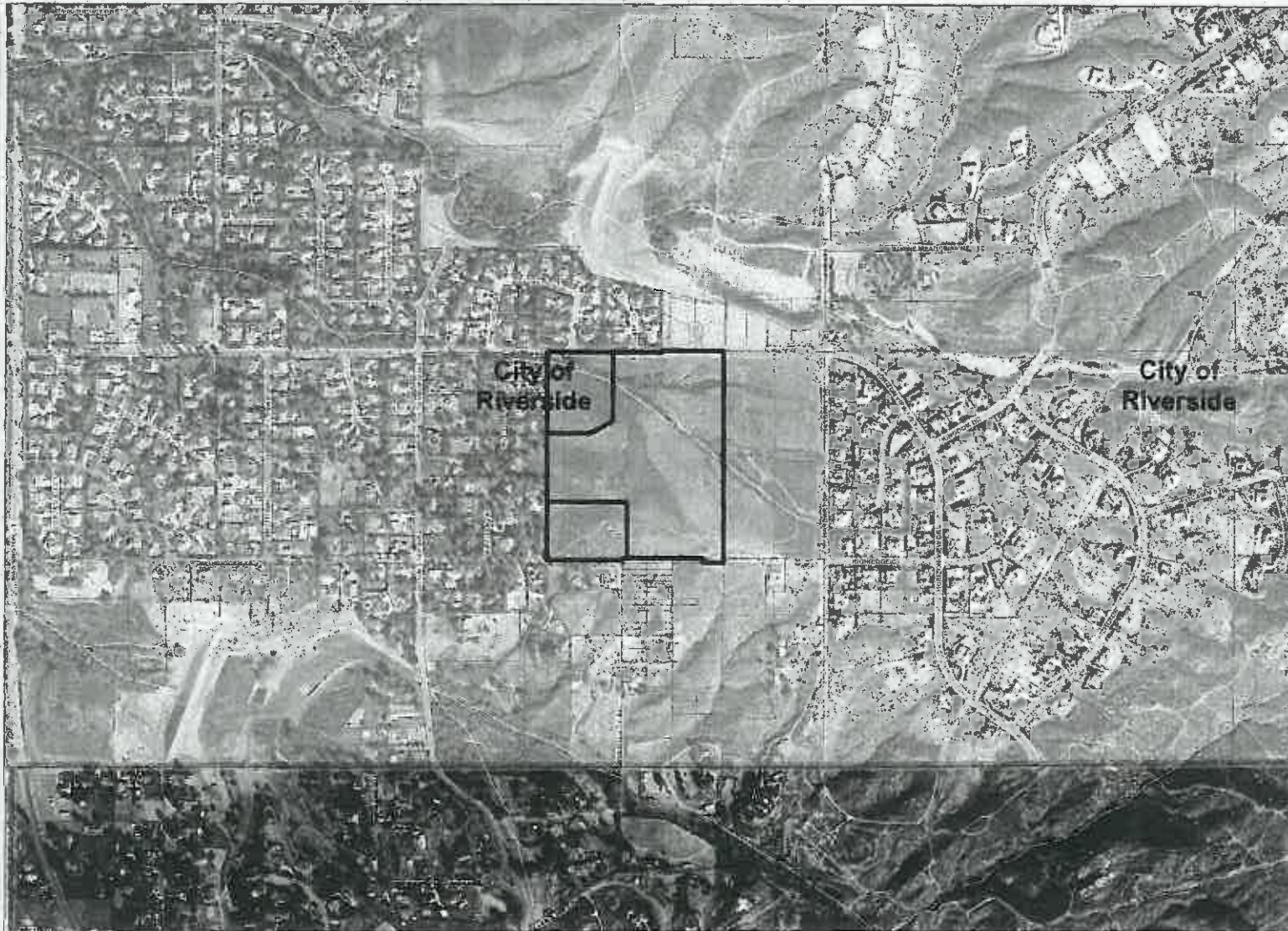
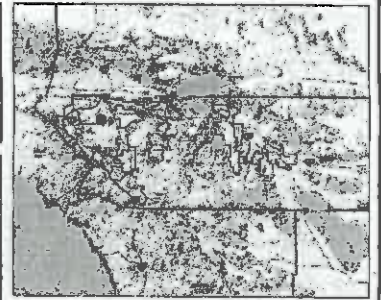
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## Notes

# My Map



## Legend

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



0 1,210 2,420 Feet



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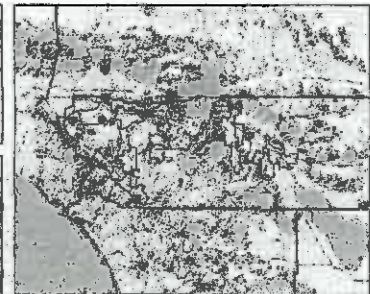
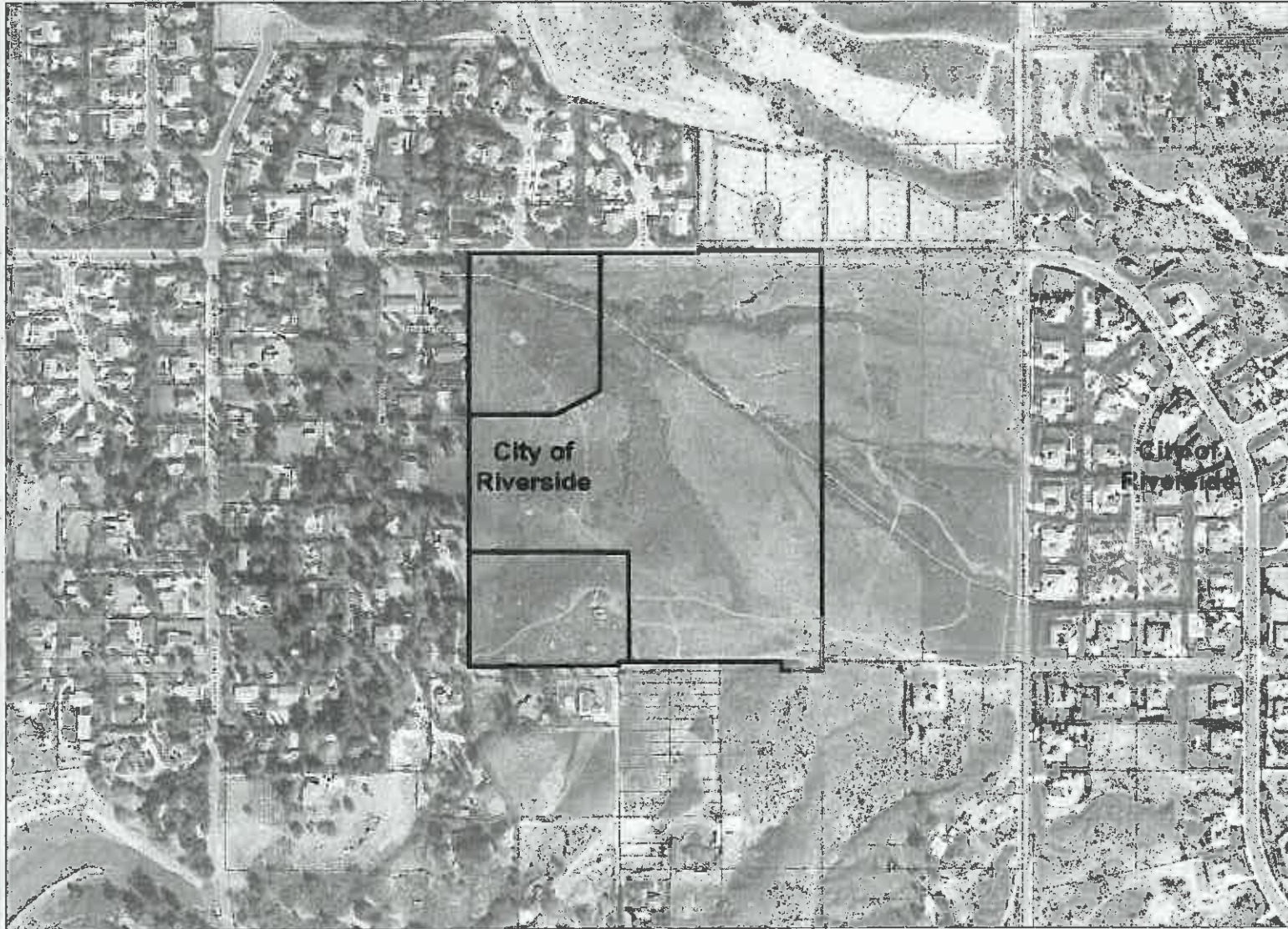
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## Notes



# My Map



## Legend

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



0 605 1,210 Feet



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## Notes



PAGE BREAK



# AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY



January 24, 2017

**CHAIR**  
Simon Housman  
Rancho Mirage

**VICE CHAIRMAN**  
Rod Ballance  
Riverside

**COMMISSIONERS**

Arthur Butler  
Riverside

John Lyon  
Riverside

Glen Holmes  
Hemet

Steve Manos  
Lake Elsinore

Russell Betts  
Desert Hot Springs

**STAFF**

Director  
Ed Cooper

John Guerin  
Paul Rull  
Barbara Santos

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

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

Ms. Tamara Campbell, Project Planner  
City of Jurupa Valley Planning Department  
8930 Limonite Avenue  
Jurupa Valley CA 92509

**RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW –  
DIRECTOR'S DETERMINATION**

File No.: ZAP1083RI17  
Related File No.: MA16188 [SDP16020] (Site Development Plan)  
APN: 163-400-037

Dear Ms. Campbell:

Under the delegation of the Riverside County Airport Land Use Commission (ALUC) pursuant to ALUC's general delegation as per Policy 1.5.2(d) of the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan, staff reviewed City of Jurupa Valley Case No. MA16188 [SDP16020] (Site Development Plan), a proposal to establish a Greyhound bus terminal at an existing commercial retail center located at 8210-8304 Limonite Avenue (on the southerly side of Limonite Avenue, westerly of Clay Street). A 1,328 square foot tenant suite at the westerly end of the southerly building within the above-referenced parcel would be utilized as a waiting area with ticketing facilities for potential passengers.

The site is located within Airport Compatibility Zone E of the 2005 Riverside Municipal Airport Compatibility Plan. Compatibility Zone E does not restrict nonresidential intensity.

As this project does not involve the construction of any new buildings or structures, notice to the Federal Aviation Administration Obstruction Evaluation Service was not required.

As ALUC Director, I hereby find the above-referenced Site Development Permit **CONSISTENT** with the 2005 Riverside Municipal 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 are prohibited:
  - (a) Any use which would direct a steady light or flashing light of red, white, green, or

## AIRPORT LAND USE COMMISSION

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, and incinerators.)
  - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
3. The attached notice shall be provided to all prospective purchasers of the property and tenants and/or lessees of the building(s) and structures on-site.

If you have any questions, please contact Paul Rull, ALUC Urban Regional Planner IV, at (951) 955-6893, or John Guerin, ALUC Principal Planner, at (951) 955-0982.

Sincerely,  
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



Edward C. Cooper, ALUC Director

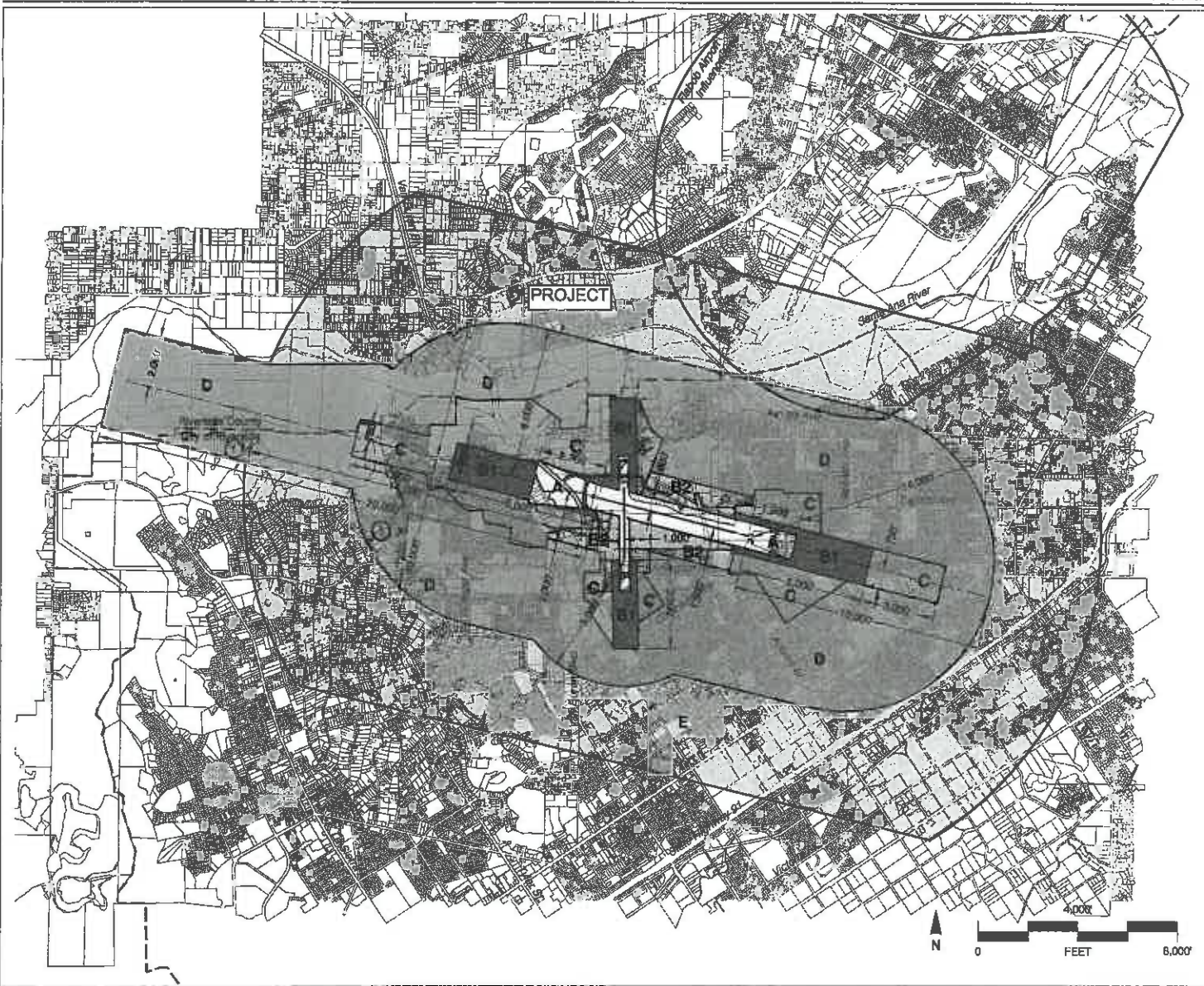
Attachments: Notice of Airport in Vicinity

cc: De Anza Market Place East, LP (applicant)  
Broske Architects, James Broske (representative/payee)  
Kim Ellis, Airport Manager, Riverside Municipal Airport  
ALUC Case File

Y:\AIRPORT CASE FILES\Riverside\ZAP1083RI17\ZAP1083RI17.LTR.doc

# NOTICE OF AIRPORT IN VICINITY

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



**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**

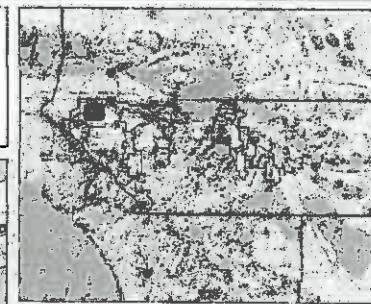
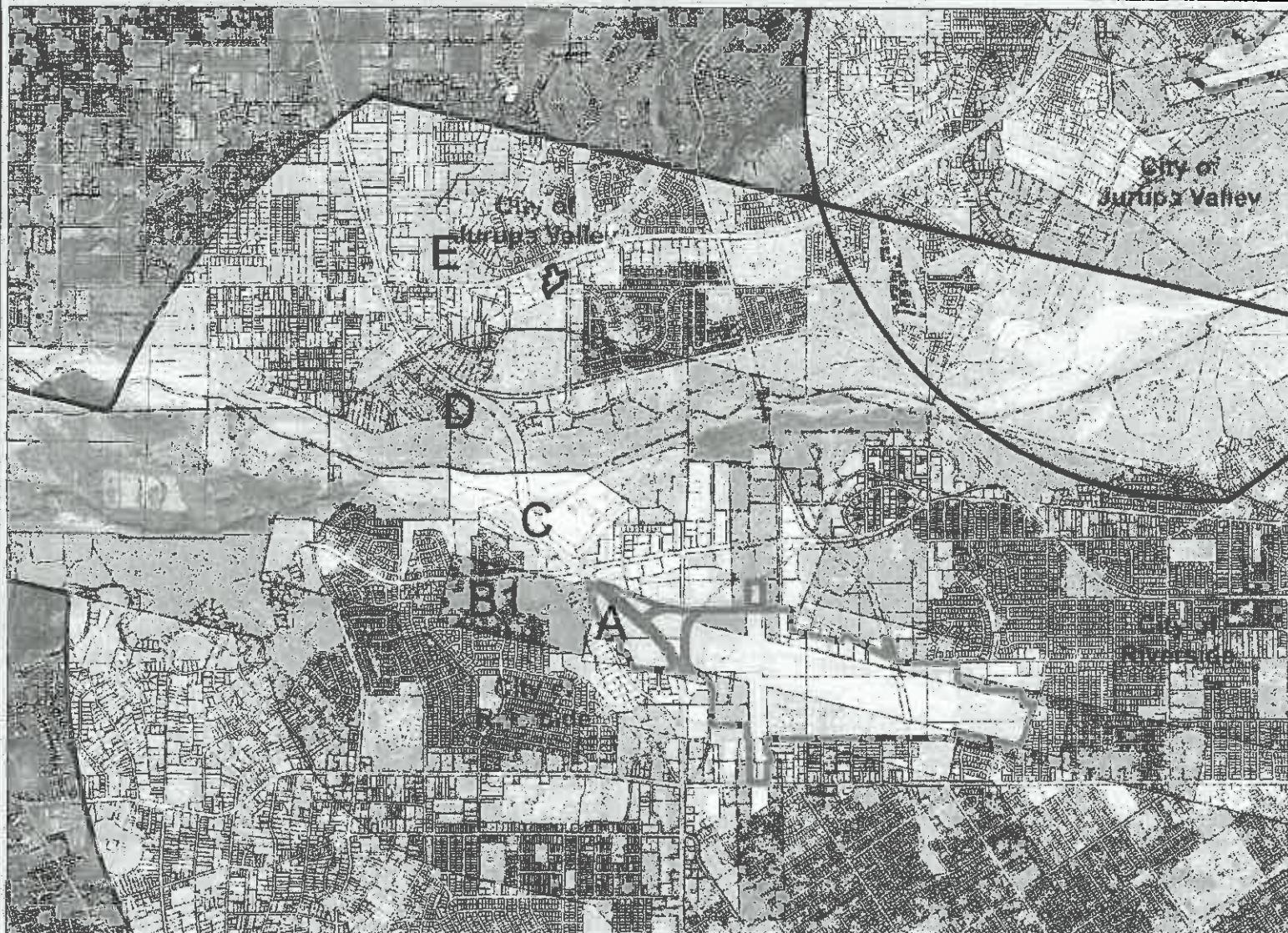
# 8304 Limonite Ave

Proposed Greyhound Facility





# My Map



## Legend

- Airports
- AIA
- Airport Compatibility**
- OTHER ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
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- C2-EXC6
- C2-HIGHT



0 4,089 8,177 Feet



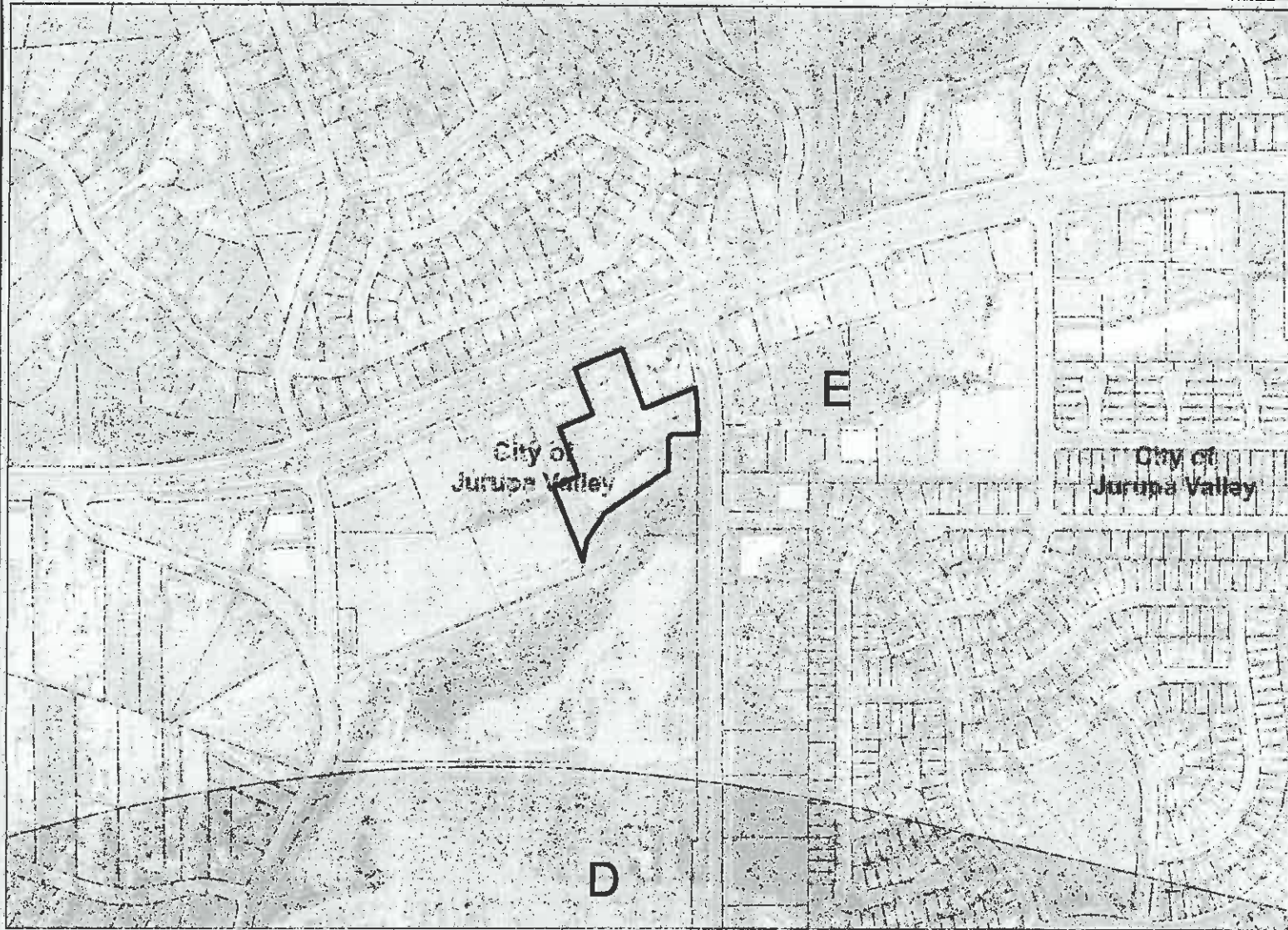
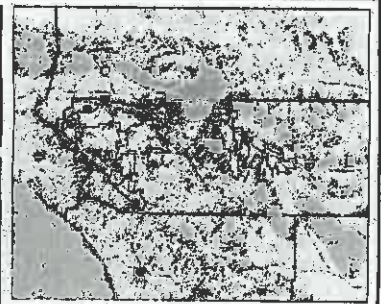
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## Notes

# My Map



## Legend

- Display Parcels
- Airports
- AIA
- Airport Compatibility**
- OTHER ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC6



0 647 1,294 Feet



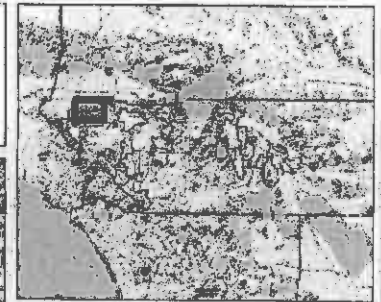
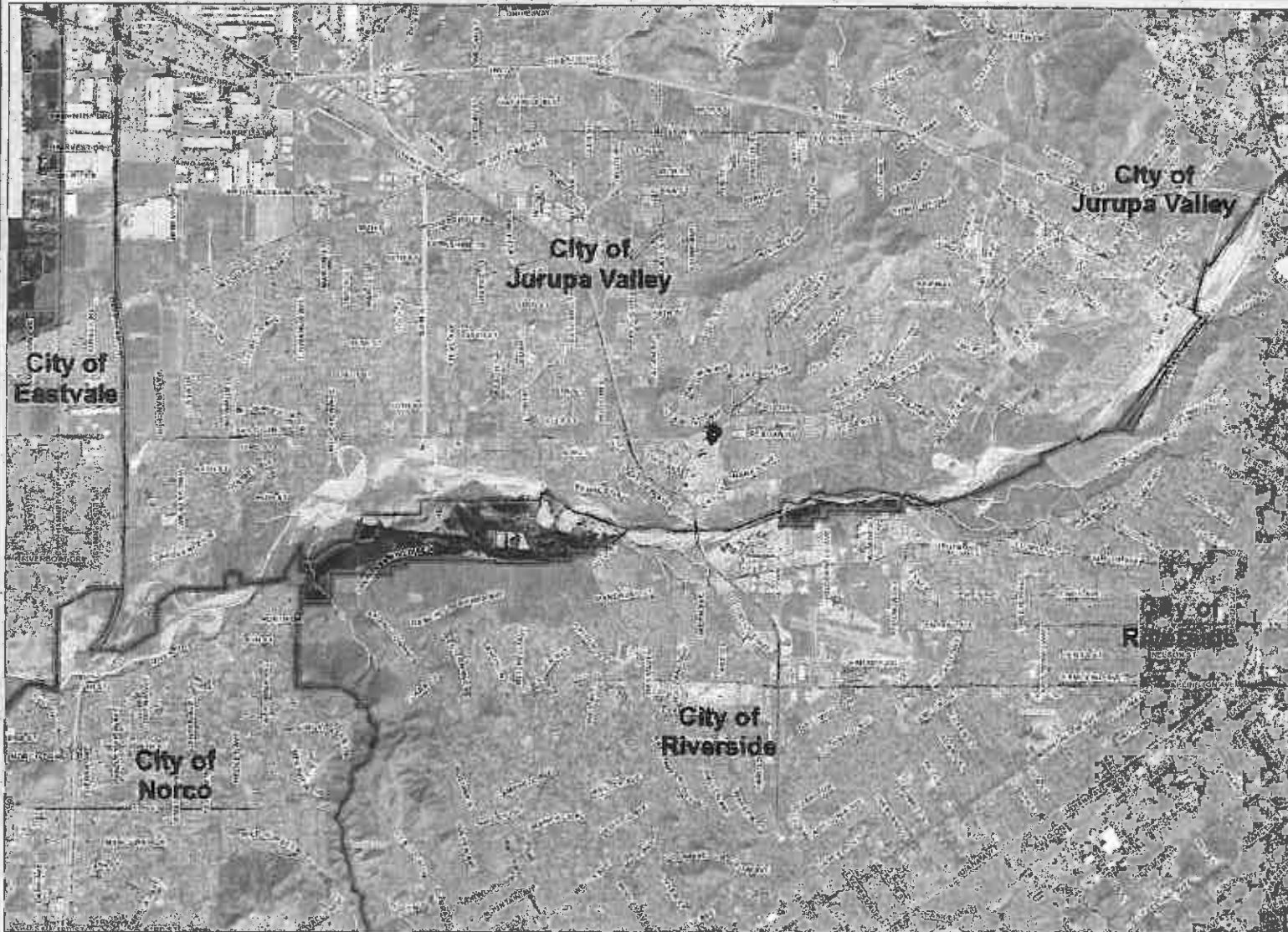
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## Notes

# My Map



## Legend

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



0 8,177 16,355 Feet



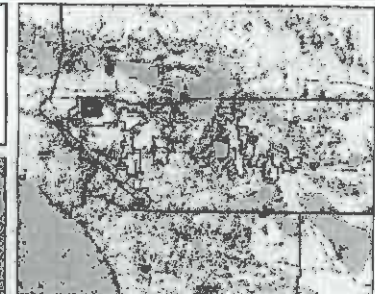
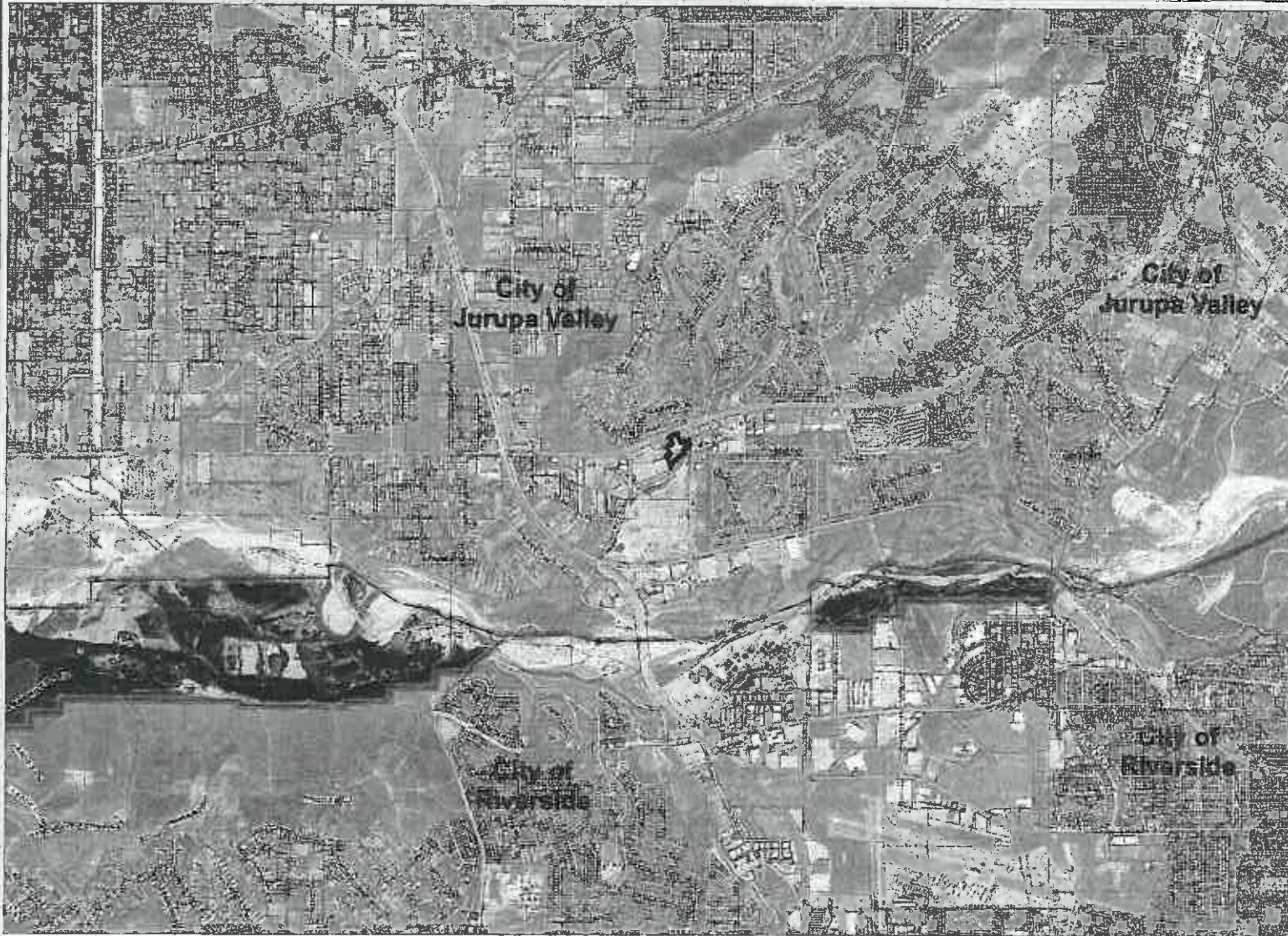
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## Notes

# My Map



## Legend

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



0 4,089 8,177 Feet



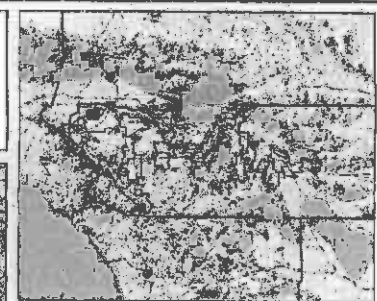
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## Notes

# My Map



## Legend

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



0 2,044 4,089 Feet



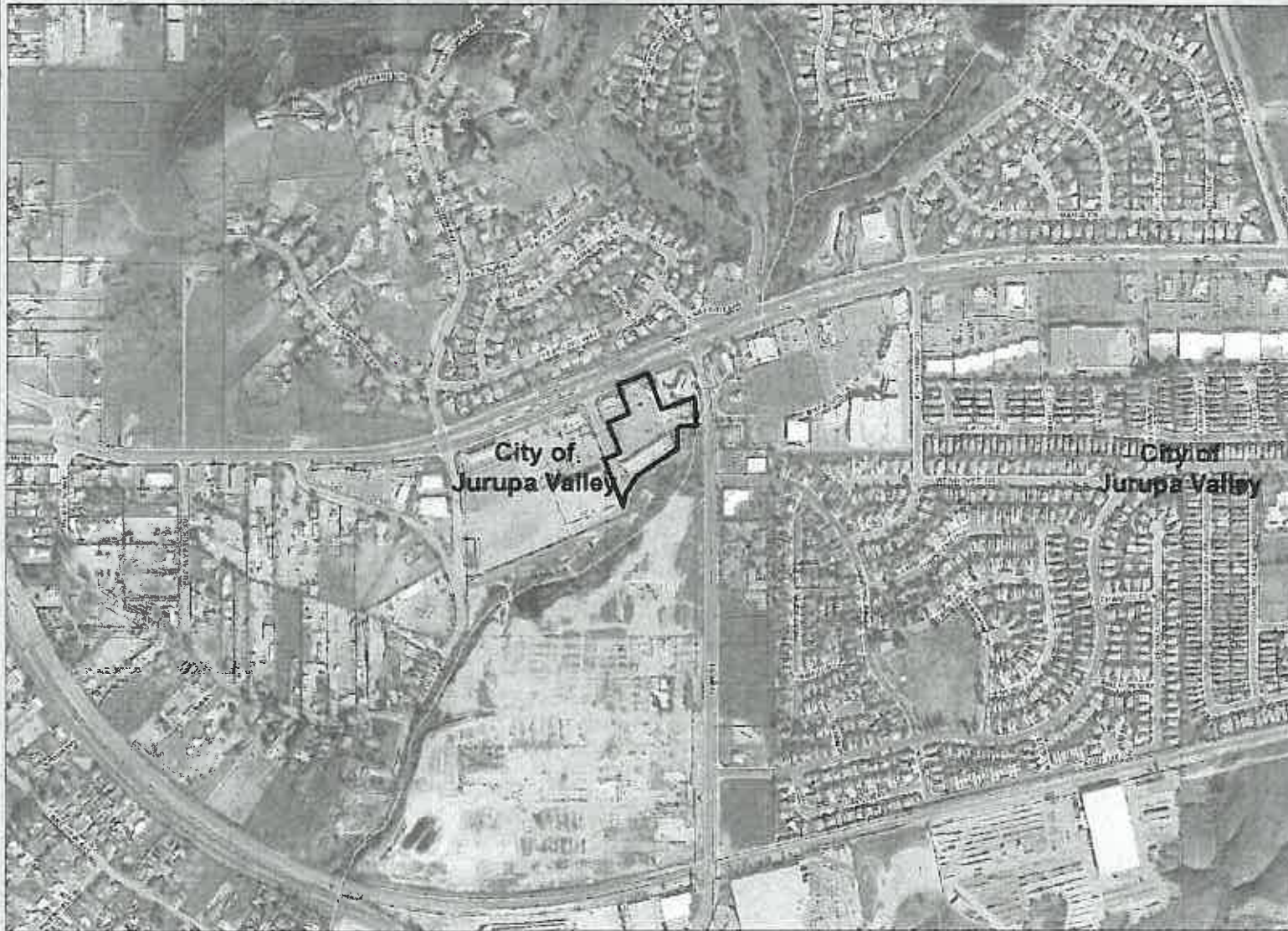
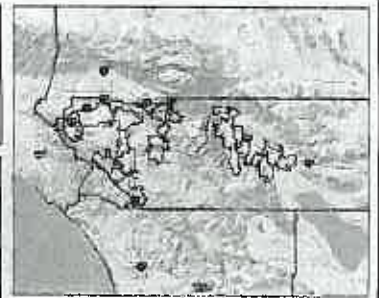
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## Notes

# My Map



## Legend

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



0

1,022

2,044 Feet



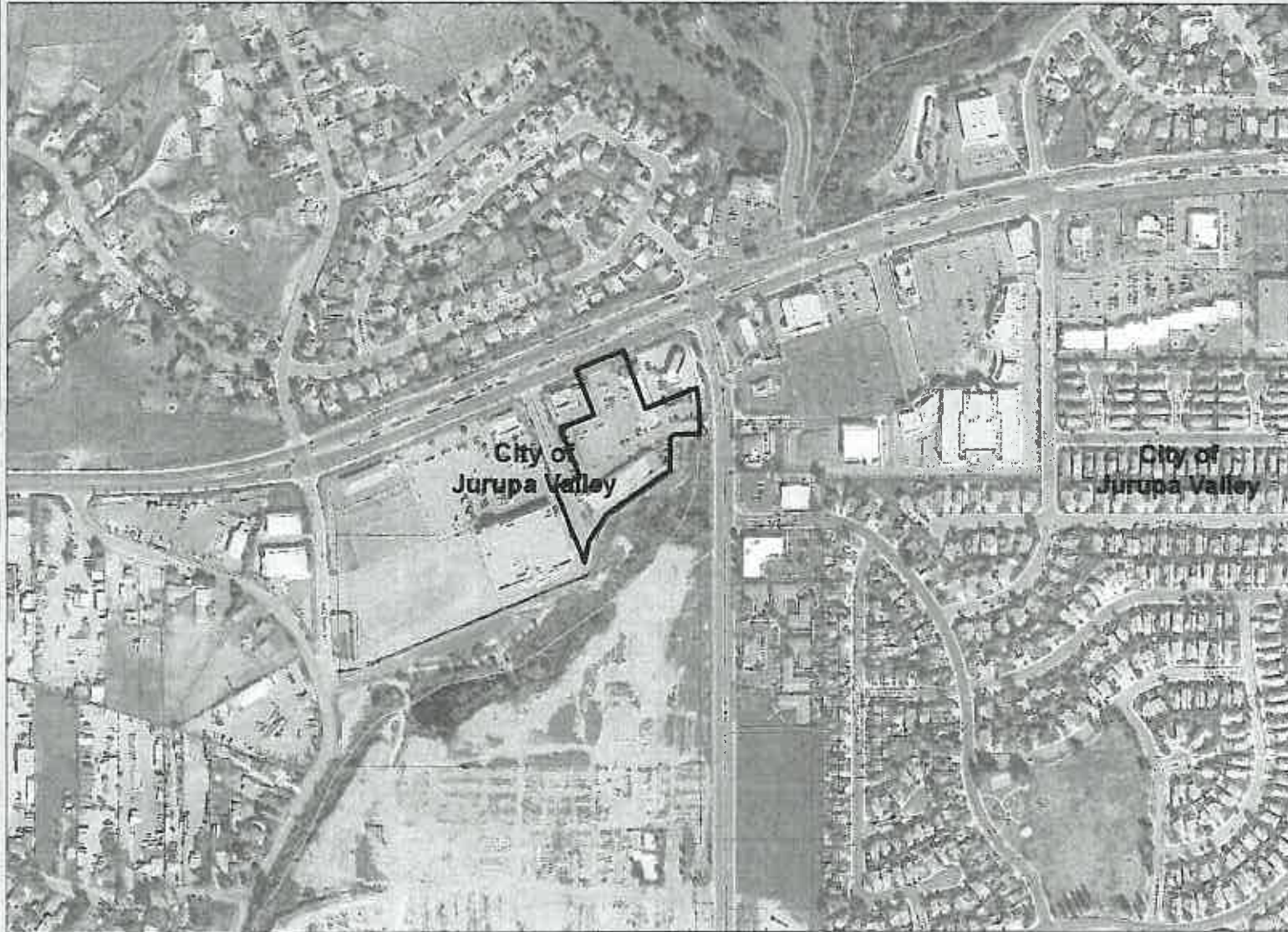
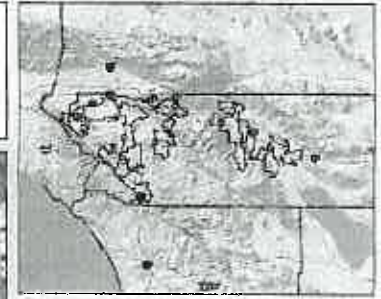
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## Notes

# My Map



## Legend

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



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## Notes

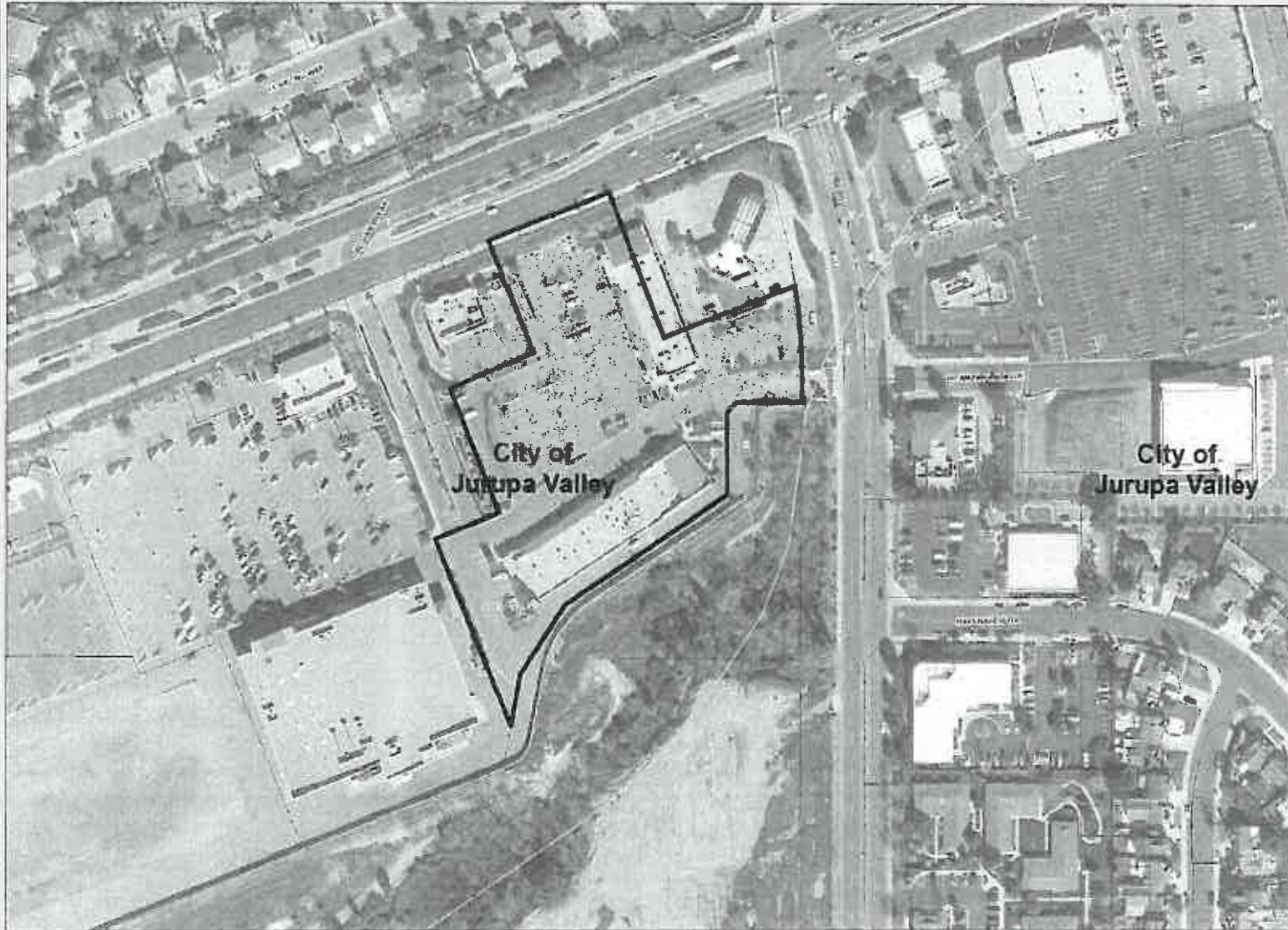
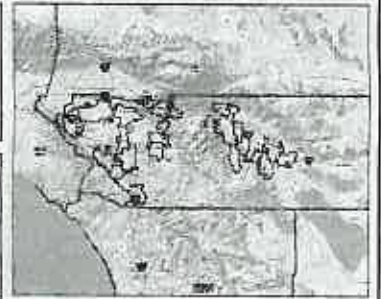
0 647 1,294 Feet



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# My Map



## Legend

- Display Parcels
- City Boundaries
- Cities
- roadsanno
- highways
- HWY
- INTERCHANGE
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- ONRAMP
- USHWY
- counties
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- hydrographylines
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0 256 511 Feet



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## Notes

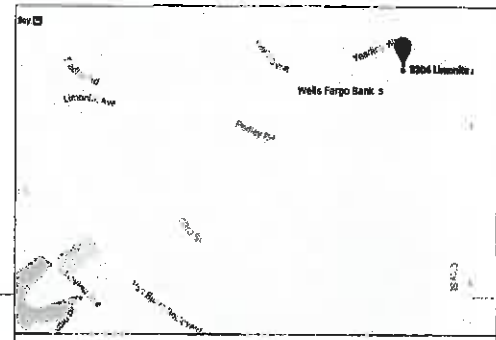


**SITE DATA**

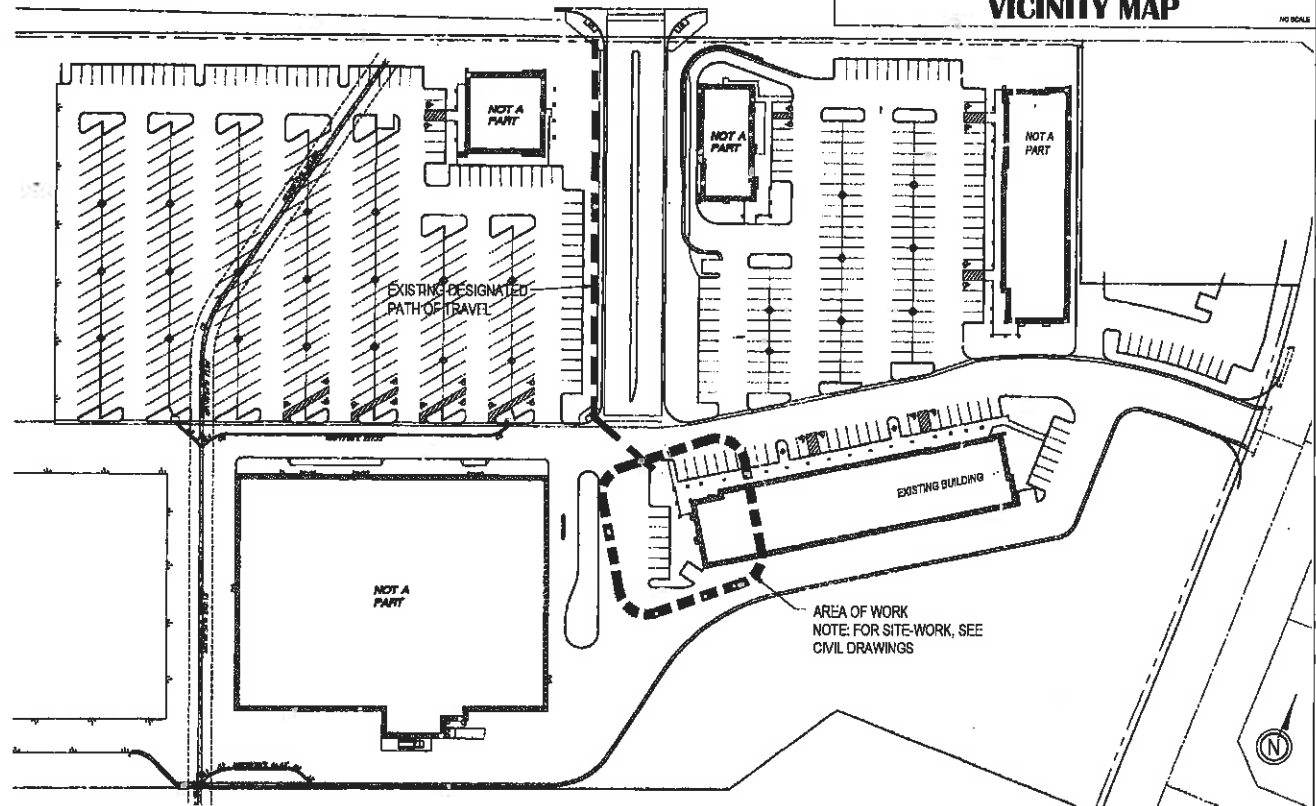
EXISTING TYPE OF CONSTRUCTION: 1/4" REINFORCED  
 DATING OCCUPANCY: 8  
 AREA OF IMPROVEMENT: 1.224 AC.

**PARKING:**

TOTAL REQUIRED PARKING FOR THE ORIGINAL APPROVED SITE PLAN  
 8.8 SPACES @ 1,000 S.F. = 133 PARKING SPACES  
 THE ORIGINAL APPROVED SITE PLAN PROVIDED:  
 832 STANDARD PARKING SPACES  
 11 HANDICAPPED PARKING SPACES  
 853 TOTAL PARKING SPACES  
 THE PROPOSED ALTERNATIVE PROVIDES 8 PARKING SPACES  
 508 SPACES WILL REMAIN RESULTING IN A SURPLUS OF 27 SPACES



**VICINITY MAP**



**GREYHOUND - JURUPA VALLEY**  
 8304 LIMONITE AVE., JURUPA VALLEY, CA

A0

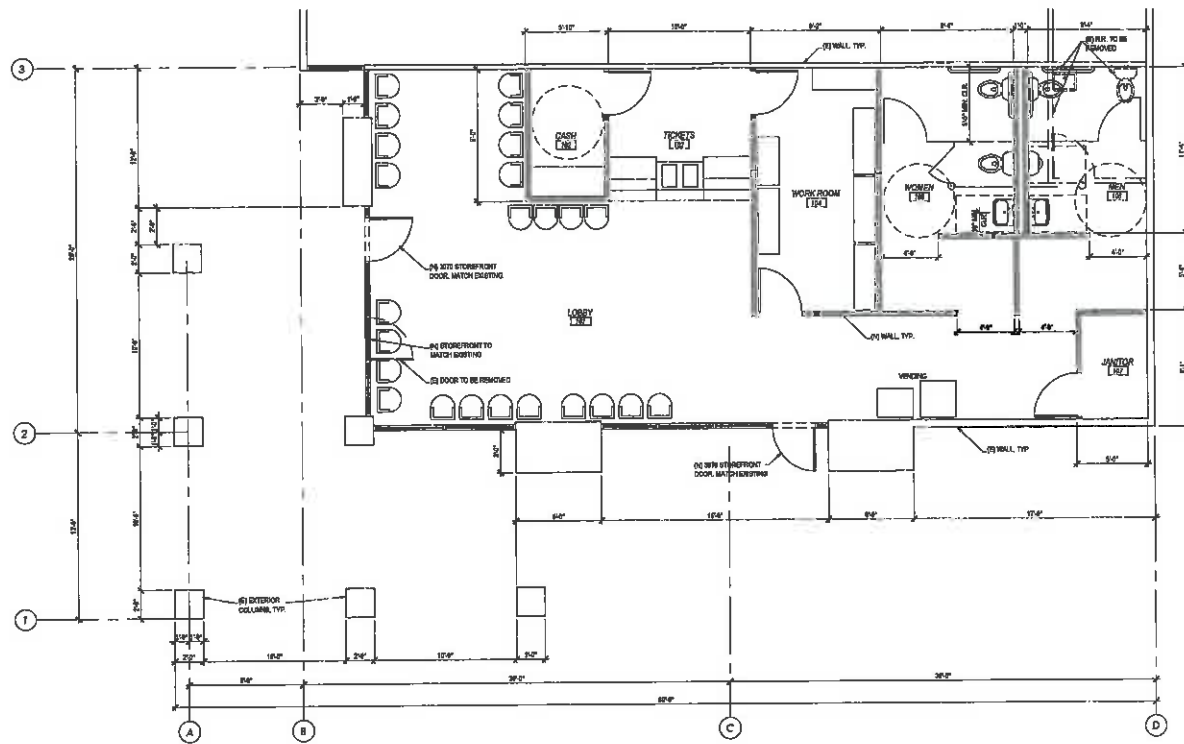
1"=50'-0"

**EXISTING SITE LAYOUT PLAN**

JANUARY 5, 2017

4341 Eastham Street, Suite # 100  
 Riverside, CA 92501-1773  
 PH: (951) 300-1844  
 FX: (951) 300-1848





# EXISTING & T.I. FLOOR PLAN

1/4"=1'-0"

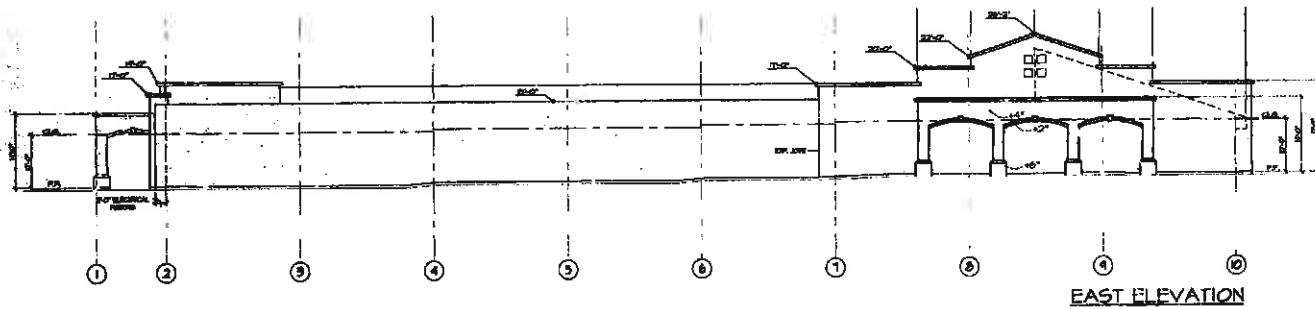
JANUARY 5, 2017

4541 10th Street, Suite # 100  
 Mendocino, CA 95501-1771  
 ph. (707) 505-1865  
 fx. (707) 505-1865

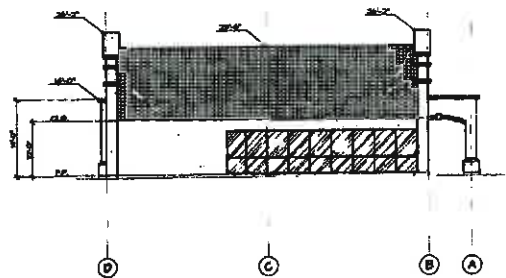
**GREYHOUND - JURUPA VALLEY**  
 8304 LIMONITE AVE., JURUPA VALLEY, CA

A1

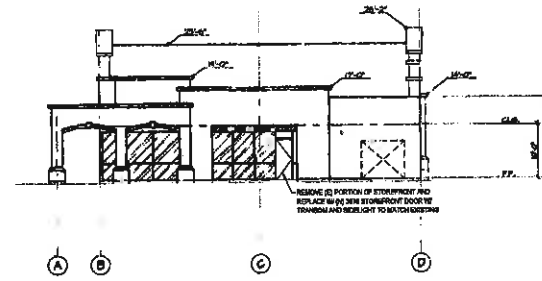
broeske architect  
 & associates, inc



EAST ELEVATION

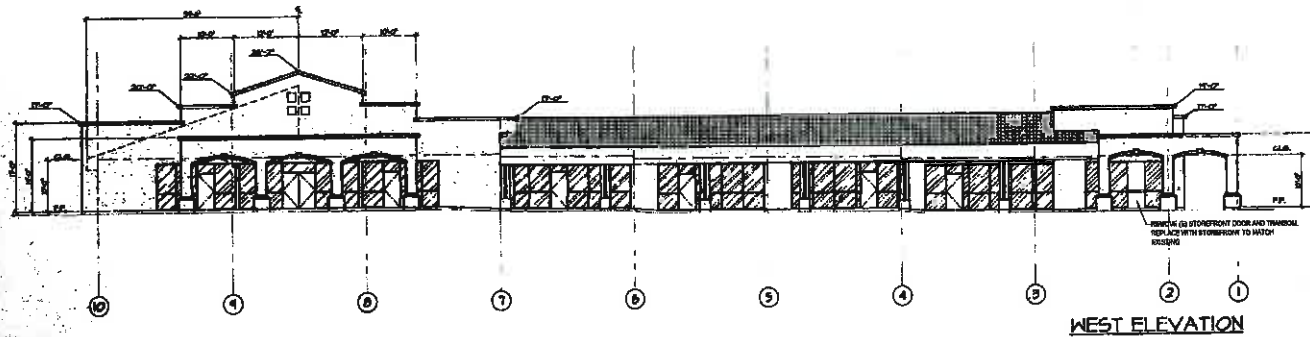


NORTH ELEVATION



SOUTH ELEVATION

NOTE: ALL INFORMATION IS EXISTING UNLESS NOTED OTHERWISE.



WEST ELEVATION

**GREYHOUND - JURUPA VALLEY**  
8304 LIMONITE AVE., JURUPA VALLEY, CA

A2

3/32"=1'-0"  
JANUARY 5, 2017  
broeske architect & associates, inc.  
1341 Lakemont Street, Suite # 150  
Hayward, CA 94541-1774  
PH: (916) 500-1864  
F: (916) 500-1844

**EXISTING & T.I. EXTERIOR ELEVATIONS**

PAGE BREAK



# AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY



December 22, 2016

**CHAIR**  
Simon Housman  
Rancho Mirage

**VICE CHAIRMAN**  
Rod Ballance  
Riverside

**COMMISSIONERS**

Arthur Butler  
Riverside

John Lyon  
Riverside

Glen Holmes  
Hemet

Steve Manos  
Lake Elsinore

Russell Betts  
Desert Hot Springs

**STAFF**

**Director**  
Ed Cooper

John Guerin  
Paul Rull  
Barbara Santos

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

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

Ms. Desiree Bowie, Project Planner  
County of Riverside Planning Department  
4080 Lemon Street, 12<sup>th</sup> Floor  
Riverside, CA 92522  
(VIA HAND DELIVERY)

**RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW –  
DIRECTOR'S DETERMINATION**

File No.: ZAP1229MA16  
Related File No.: PP26118 (Plot Plan)  
APN: 314-040-029

Dear Ms. Bowie:

As authorized by the Riverside County Airport Land Use Commission (ALUC) pursuant to a specific delegation of authority issued at its December 8, 2016 regular meeting, as ALUC Director, I have reviewed County of Riverside Case No. PP26118 (Plot Plan), a proposal to establish a contractor's storage yard with a 528 square foot office trailer on a 1.01 acre parcel located southerly of Oleander Avenue, northerly of Peregrine Way, and westerly of Harvill Avenue in the unincorporated community of Mead Valley.

The site is located within Airport Compatibility Zone C2 of the March Air Reserve Base/Inland Port Airport Influence Area (AIA). Within Compatibility Zone C2 of the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, nonresidential intensity is restricted to 200 people per average acre and 500 people per single acre. Based on the size of the proposed trailer and the information provided by the applicant, it is anticipated that the maximum occupancy of the site would not exceed five persons.

The elevation of Runway 14-32 at March Air Reserve Base/Inland Port Airport at its southerly terminus is approximately 1,488 feet above mean sea level (1488 AMSL). At a distance of approximately 4,760 feet from the runway to the project property line, Federal Aviation Administration Obstruction Evaluation Services (FAA OES) review would be required for any structures with top of roof exceeding 1,535.6 feet AMSL. The project site elevation is 1,536 feet AMSL. The applicant proposes a mobile office trailer 14 feet in height, resulting in a maximum top point elevation of 1,550 feet AMSL. Therefore, review by the FAA OES was required.

The project applicant submitted Form 7460-1 to the FAA OES on December 2, 2016, and FAA OES assigned Aeronautical Study Number 2016-AWP-12003-OE to this proposal. The aeronautical study revealed that the proposed structure would not exceed obstruction standards and would not be a hazard to air navigation, provided conditions are met. Therefore, FAA OES

## AIRPORT LAND USE COMMISSION

issued a "Determination of No Hazard to Air Navigation" letter on December 21, 2016. The FAAOES conditions have been incorporated into ALUC's conditions listed below.

As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with the 2014 March Air Reserve Base/Inland Port 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. Outdoor lighting shall be downward facing.
2. The review of this Plot Plan is based on the proposed uses and activities noted in the project description. The following uses/activities are not included in the proposed project and shall be prohibited at this site, in accordance with Note A on Table 4 of the Mead Valley Area Plan:
  - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
  - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
  - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.
  - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
3. The landowner shall provide the attached notice to potential purchasers of the property and to any tenants/lessees of the structure(s) placed thereon. Additionally, this notice shall be recorded as a deed notice.
4. 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 of irrigation controllers, access gates, etc.
5. The Federal Aviation Administration has conducted an aeronautical study of the proposed project (Aeronautical Study No. 2016-AWP-12003-OE) and has determined that neither marking nor lighting of the structures therein at the heights and elevations studied is

## AIRPORT LAND USE COMMISSION

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 L Change 1 and shall be maintained in accordance therewith for the life of the project.

6. The proposed structures shall not exceed a height of 14 feet above ground level and a maximum elevation at top point (including all roof-mounted equipment, if any) of 1,550 feet above mean sea level.
7. The maximum height and top point elevations specified above shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however, that reduction in structure height or elevation shall not require further review by the Airport Land Use Commission.
8. Temporary construction equipment used during actual construction of the structures shall not exceed 14 feet in height and a maximum elevation of 1,550 feet above mean sea level, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.
9. Within five (5) days after construction 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 or a decision is made not to construct the structure.

If you have any questions, please contact Paul Rull, ALUC Urban Regional Planner IV, at (951) 955-6893 or John Guerin, ALUC Principal Planner, at (951) 955-0982.

Sincerely,

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



Edward C. Cooper, Director

Attachments: Notice of Airport in Vicinity  
Aeronautical Study No. 2016-AWP-12003-OE

cc: Jorge Navarro (applicant/property owner)  
Kal Farah, Redlands Consultants & Associates (representative)  
Gary Gosliga, Airport Manager, March Inland Port Airport Authority  
Denise Hauser, March Air Reserve Base  
ALUC Case File

Y:\AIRPORT CASE FILES\March\ZAP1229MA16\ZAP1229MA16.LTR.doc

# NOTICE OF AIRPORT IN VICINITY

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





Mail Processing Center  
Federal Aviation Administration  
Southwest Regional Office  
Obstruction Evaluation Group  
10101 Hillwood Parkway  
Fort Worth, TX 76177

Aeronautical Study No.  
2016-AWP-12003-OE

Issued Date: 12/21/2016

Jorge Navaro  
Jorge Navaro  
8973 Coyote Bush Rd.  
Riverside, CA 92508

**\*\* 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 MOBILE OFFICE  
Location: PERRIS, CA  
Latitude: 33-51-29.62N NAD 83  
Longitude: 117-15-44.18W  
Heights: 1536 feet site elevation (SE)  
14 feet above ground level (AGL)  
1550 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 in accordance with FAA Advisory circular 70/7460-1 L Change 1.

This determination expires on 06/21/2018 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.

If we can be of further assistance, please contact our office at (310) 725-6558. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-AWP-12003-OE.

**Signature Control No: 311687263-313178911**

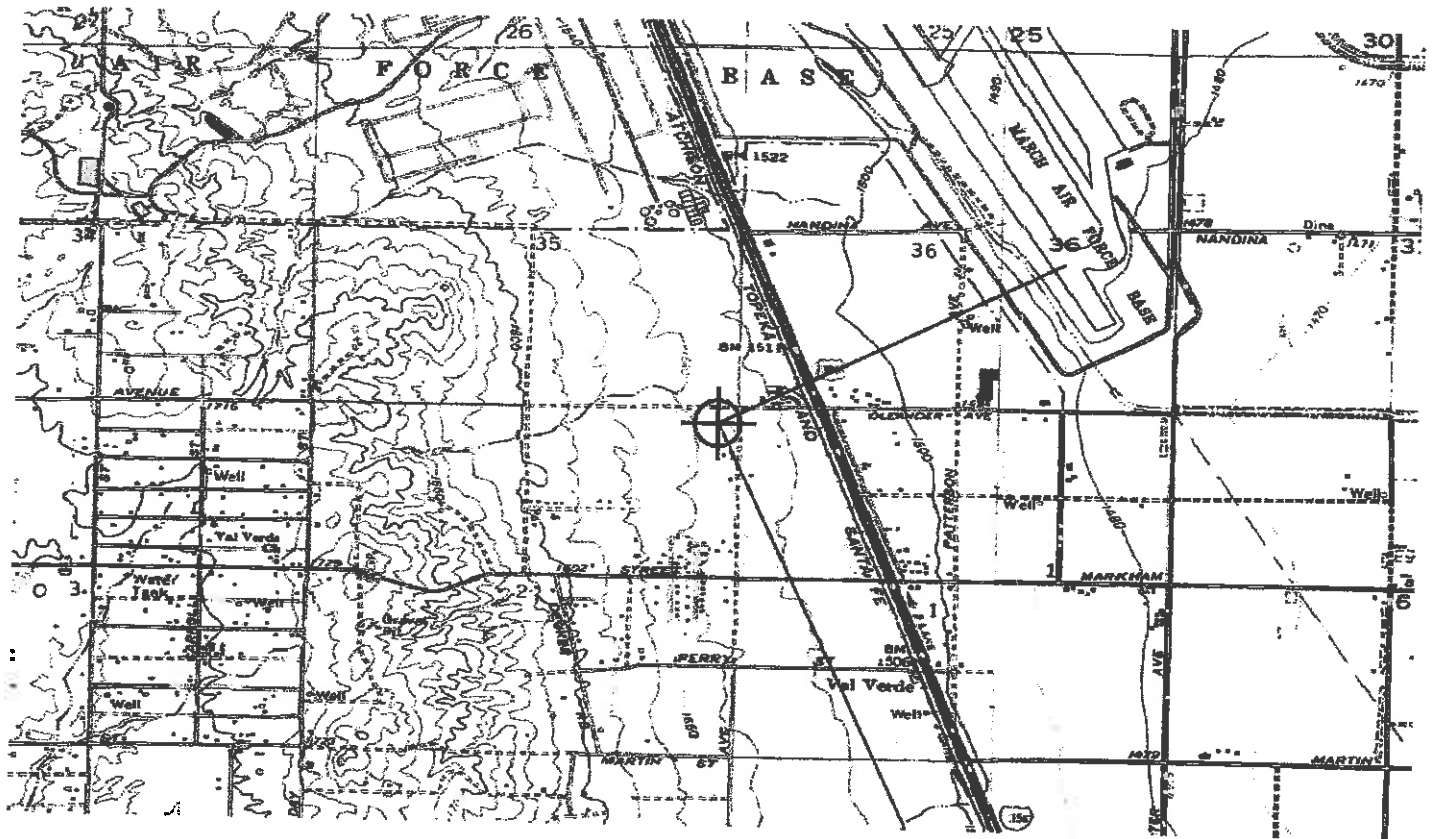
LaDonna James  
Technician

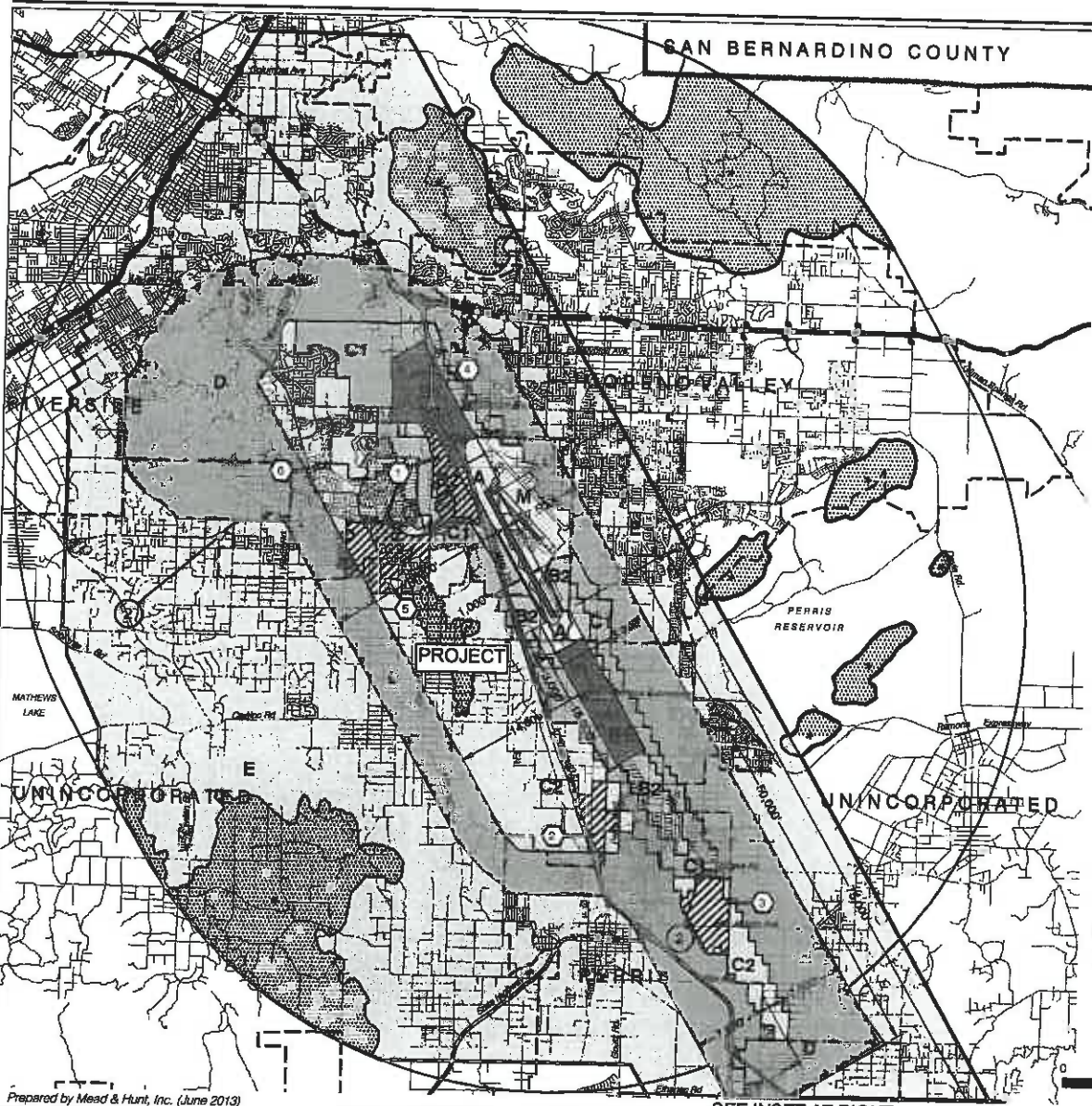
( DNE )

Attachment(s)

Map(s)

Verified Map for ASN 2016-AWP-12003-OE





**LEGEND**

**Compatibility Zones**

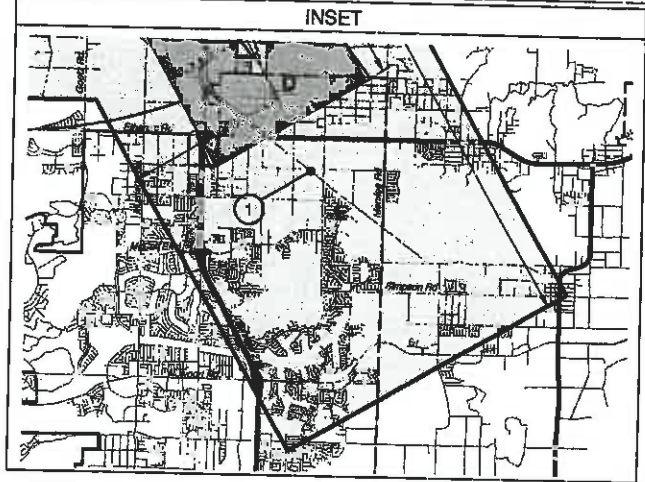
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAH Part 77 Notification Area

**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)

- ① Point at which aircraft on Runway 52 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.

- ① March JPA: March Business Center/Meridian
- ② Perris: Harvest Landing
- ③ Perris: Park West
- ④ Moreno Valley: Affordable Housing
- ⑤ March JPA: Ben Clark Training Center
- ⑥ Riverside: Ridge Crest Subdivision



Riverside County  
 Airport Land Use Commission  
 March Air Reserve Base / Inland Port Airport  
 Land Use Compatibility Plan  
 (Adopted November 13, 2014)

Note:  
 All dimensions are measured from runway ends and centerlines.



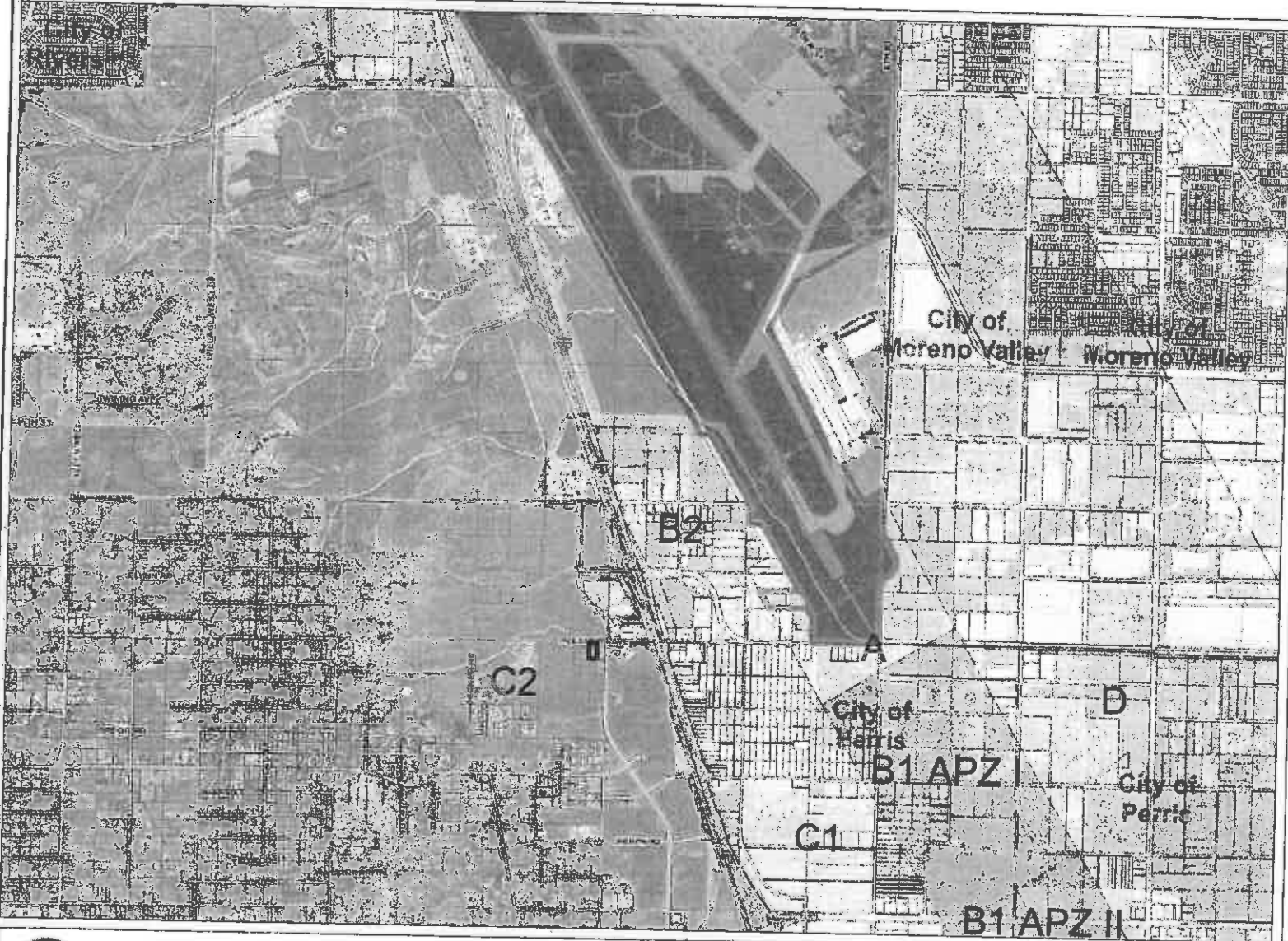
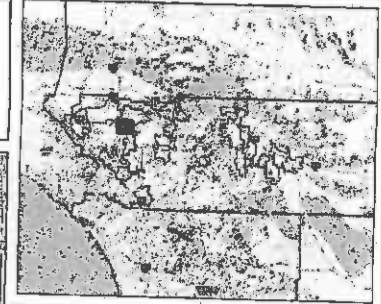
Base map source: County of Riverside 2013

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



























SEE INSET AT RIGHT

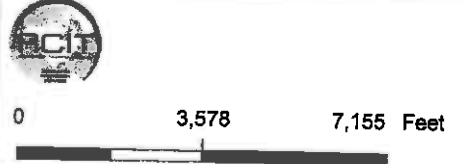
Map MA-1  
**Compatibility Map**  
 March Air Reserve Base / Inland Port Airport

# My Map



### Legend

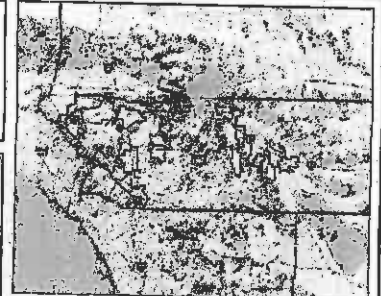
-  Airports
-  AIA
- Airport Compatibility**
-  OTHER ZONE
-  A
-  A-EXC1
-  B1
-  B1-APZ I
-  B1-APZ I-EXC1
-  B1-APZ II
-  B1-APZ II-EXC1
-  B1-EXC1
-  B2
-  B2-EXC1
-  C
-  C1
-  C1-EXC1
-  C1-EXC3
-  C1-EXC4
-  C1-HIGHT
-  C2
-  C2-EXC1
-  C2-EXC2
-  C2-EXC3
-  C2-EXC5
-  C2-EXC6
-  C2-HIGHT



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- OTHER ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
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- C2-EXC5
- C2-EXC6



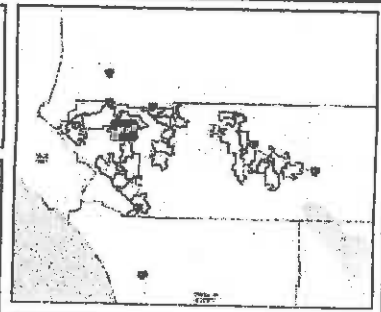
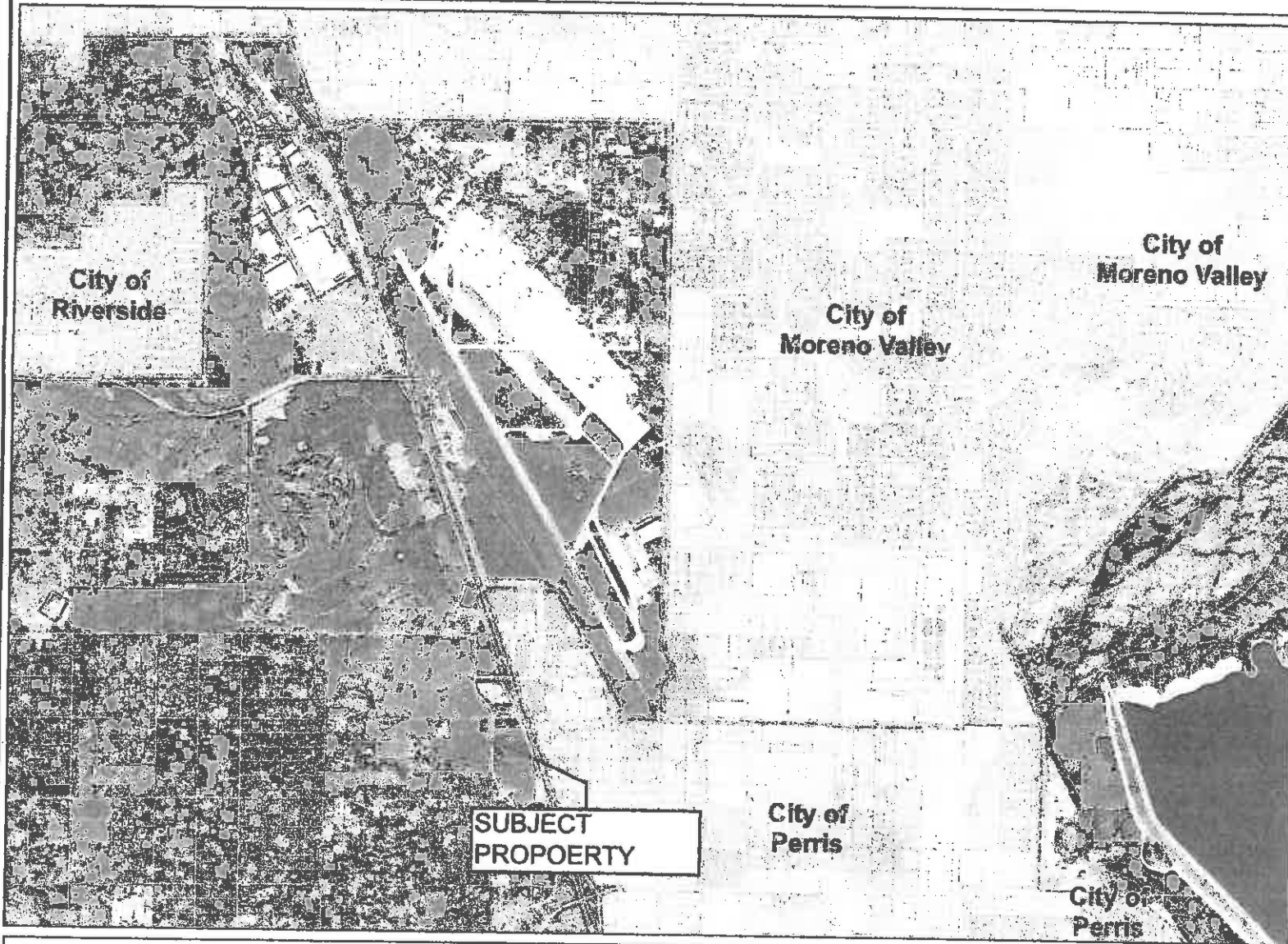
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## Notes

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**Legend**

- City Boundaries
- Cities

**Notes**



0 5,818 11,635 Feet

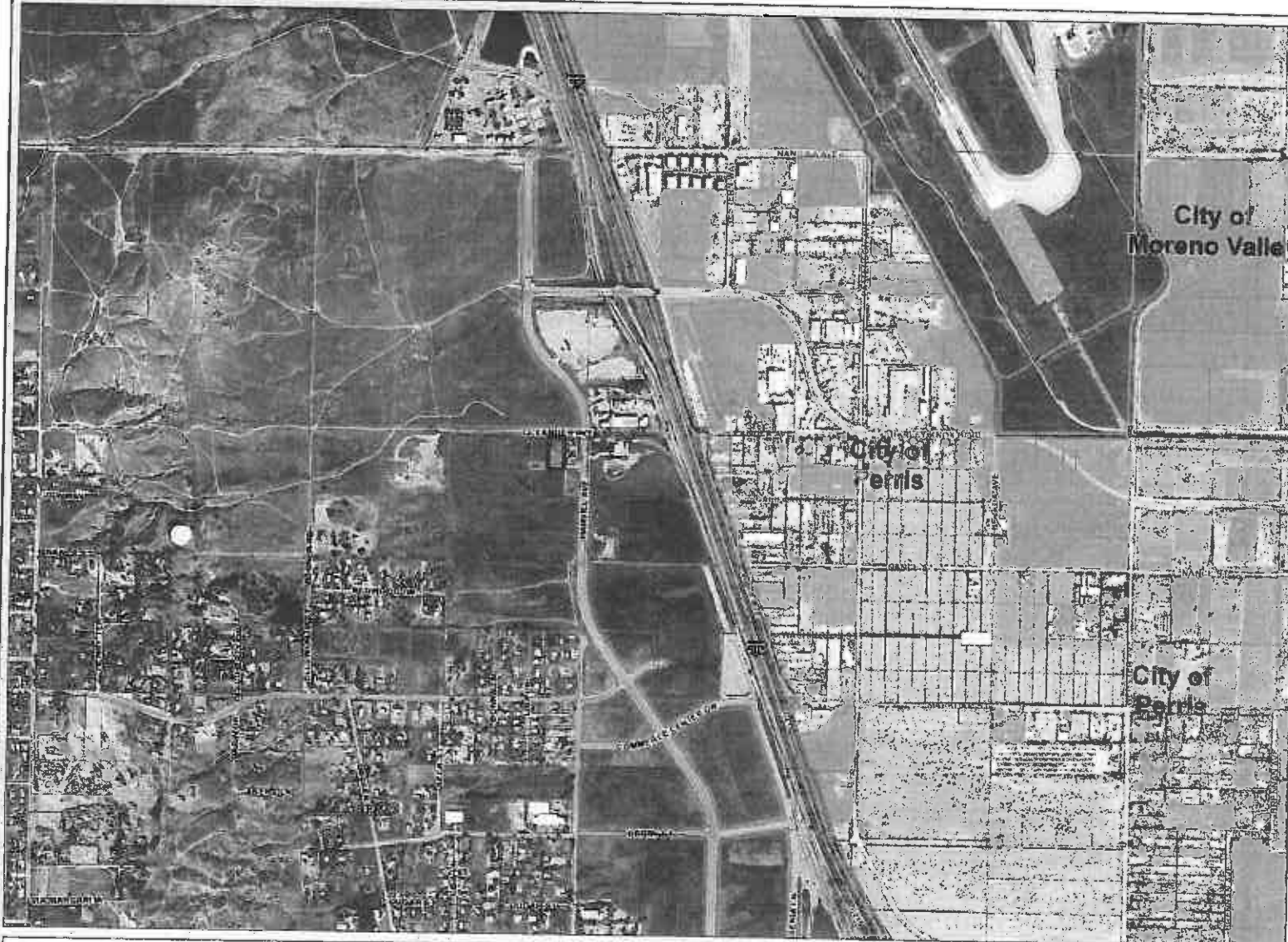


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0 1,789 3,578 Feet



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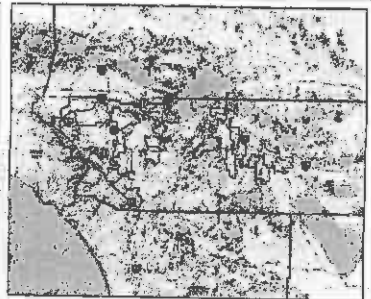
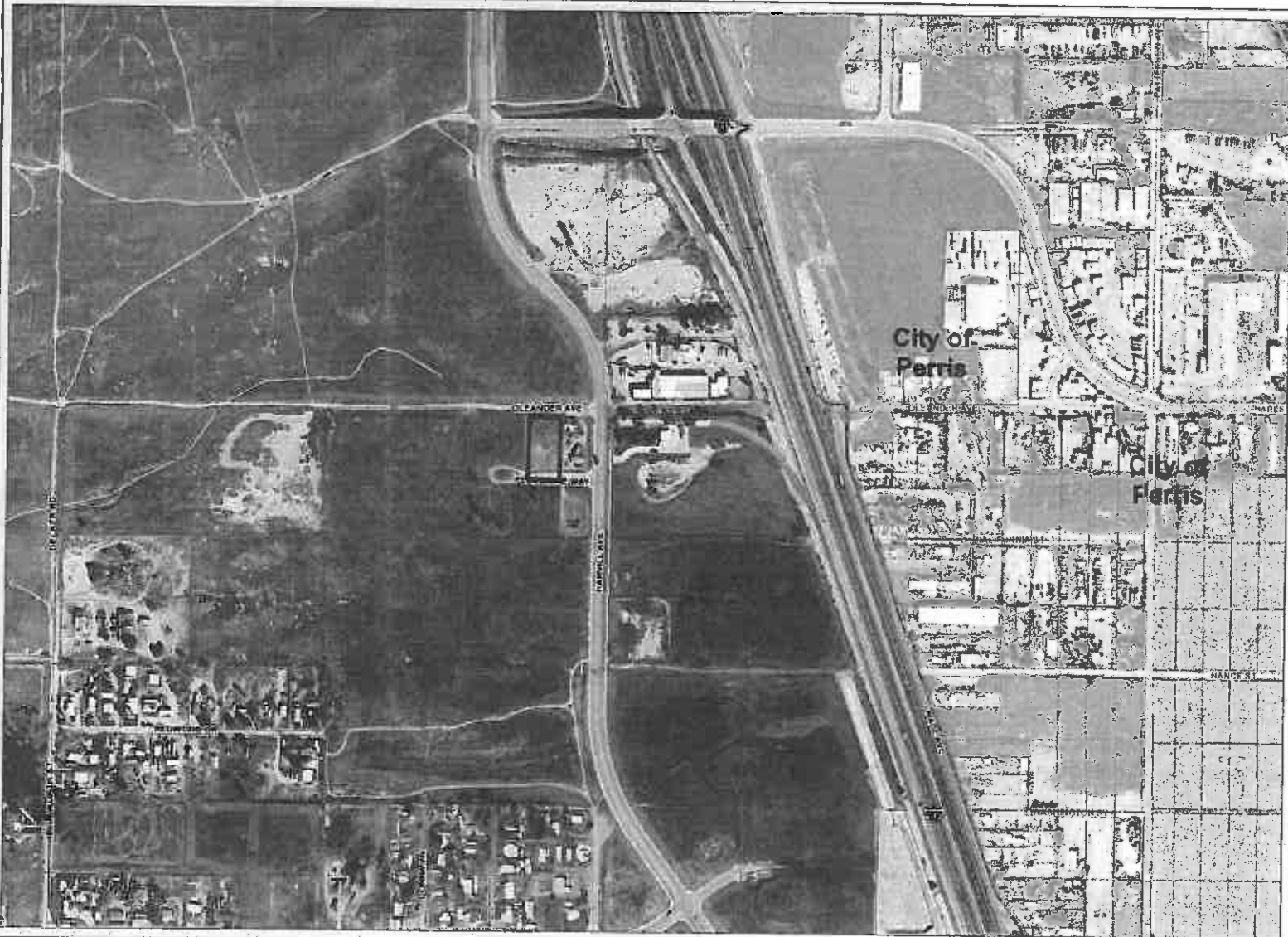
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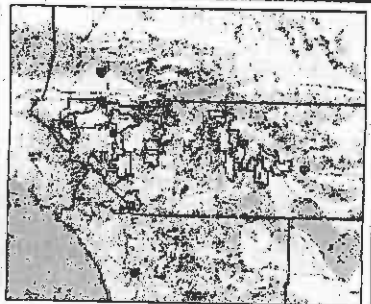
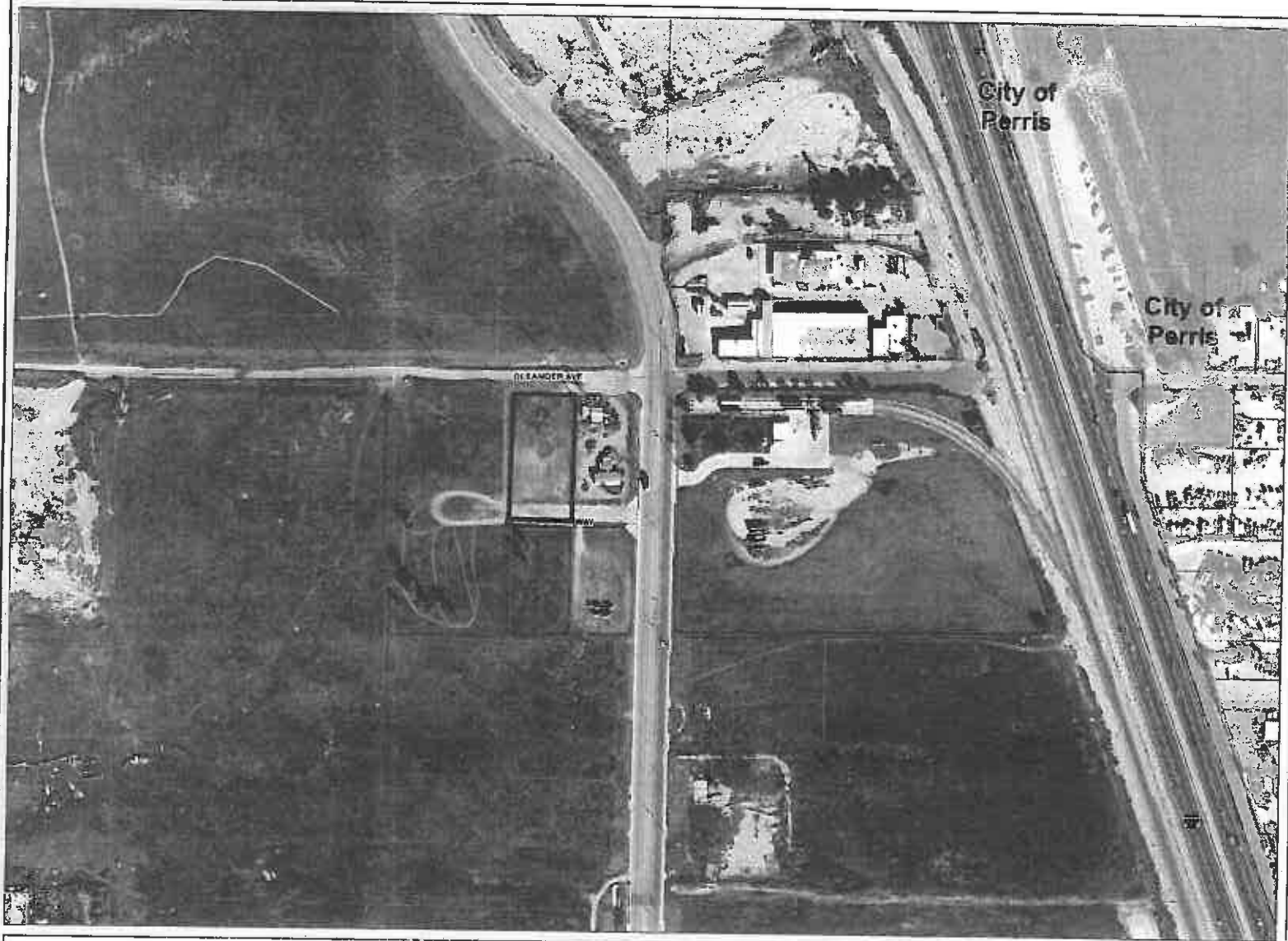
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- Rivers



0 447 894 Feet



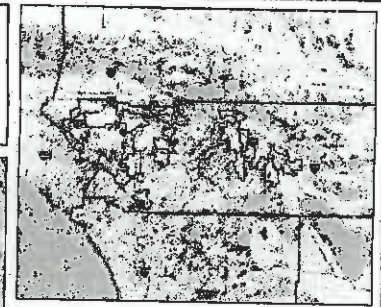
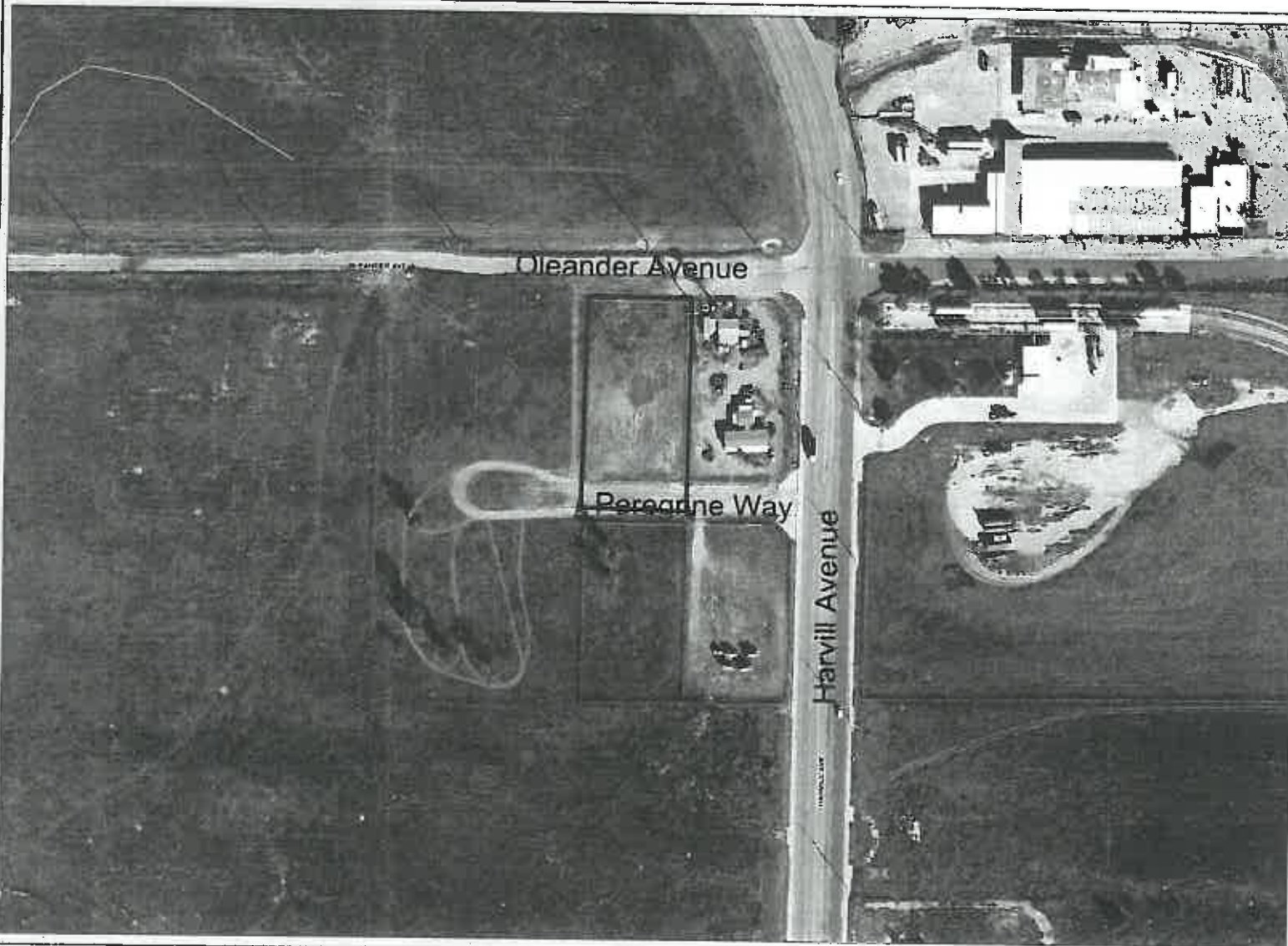
**\*IMPORTANT\*** Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness,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

REPORT PRINTED ON... 11/28/2016 9:30:45 AM

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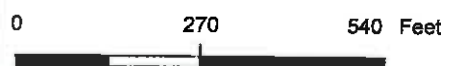
## Notes

# My Map



## Legend

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



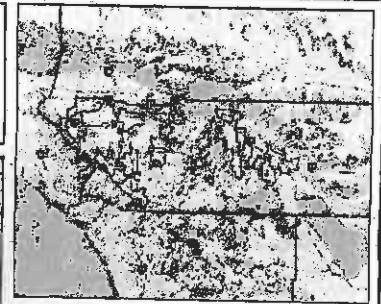
**\*IMPORTANT\*** Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness,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

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



0 112 224 Feet



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## Notes

APN: 255-310-00X  
ZONING: IP

# PLOT PLAN

## COUNTY OF RIVERSIDE

**OWNER:**  
JORGE NAVARRO  
2295 PEREGRINE WAY  
PERRIS, CA 92570  
951.487.8308

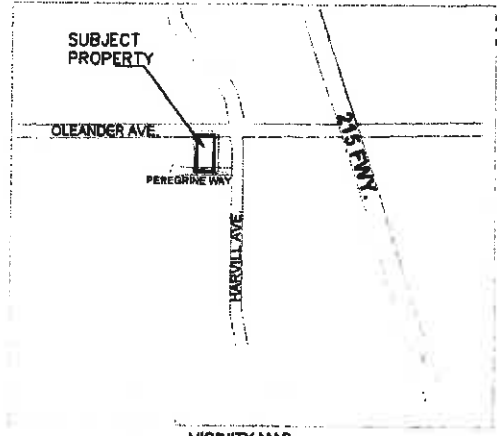
**CIVIL ENGINEER:**  
REDLANDS CONSULTANTS & ASSOCIATES  
871 B. BUSHY WY. #10  
REDLANDS, CA 92373  
951.440.8297

**PROPERTY DESCRIPTION:**  
PARCEL 1 OF PARCEL MAP NEAR AS RECORDED IN PARCEL MAP BOOK 31 PAGE 31 IN OFFICE OF RIVERSIDE COUNTY RECORDER, RIVERSIDE COUNTY, STATE OF CALIFORNIA  
Assessor's Parcel Number: 114-040-028

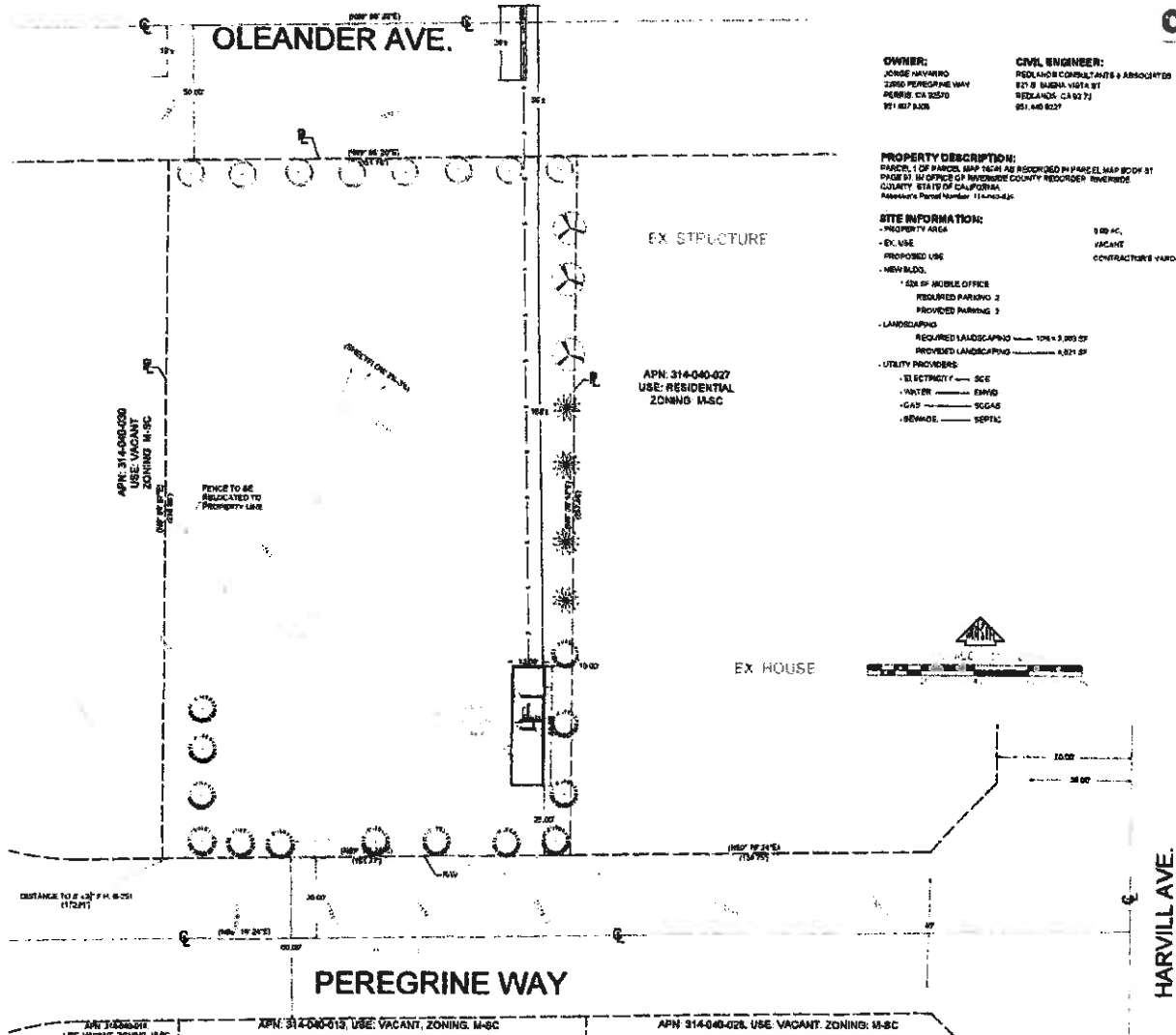
**SITE INFORMATION:**  
- PROPERTY AREA 3.80 AC.  
- EX. USE VACANT  
- PROPOSED USE CONTRACTOR'S YARD  
- NEW BLDG.  
- USE OF MOBILE OFFICE  
- REQUIRED PARKING 2  
- PROVIDED PARKING 3

**LANDSCAPING:**  
- REQUIRED LANDSCAPING 10% = 3,800 SF  
- PROVIDED LANDSCAPING 0.20% = 7,600 SF

**UTILITY PROVISIONS:**  
- ELECTRICITY — SCE  
- WATER — ERWD  
- GAS — SCGAS  
- SEWAGE — SEPTIC



VICINITY MAP  
N.T.S.  
T4S. R4W, SEC 2



**LEGEND:**

- W = WATER
- AW = RIGHT OF WAY
- HP = HIGH POINT
- OW = DRIVE WAY
- SW = SIDE WALK
- PP = POWER POLE
- FL = FLOWLINE
- PH = FIRE HYDRANT
- CB = GRADE BREAK
- WB = WYVERN
- CL = CENTERLINE
- PL = PROPERTY LINE
- FS = FINISH SURFACE
- FG = FRESH GRADE
- NG = NATURAL GROUND
- TS = TOP OF SLOPE
- ES = EDGE OF PAVEMENT
- TP = TOP OF PAVEMENT
- ES = EXISTING
- WB = WATER VALVE
- EL = EARTHLINE
- MB = BAND BARS IN CHEVRON FORM FOR
- EP = EDGE OF PAVEMENT
- FL = FLOW LINE
- SL = SLOPE LEGEND

Underground Service Map  
COPY: FREE  
1-800-227-2400

**REDLANDS CONSULTANTS & ASSOCIATES**  
421 B. Bushy Way St  
Redlands, CA 92373  
951.440.8297  
rca@redlands.com



NO.	DATE	DESCRIPTION

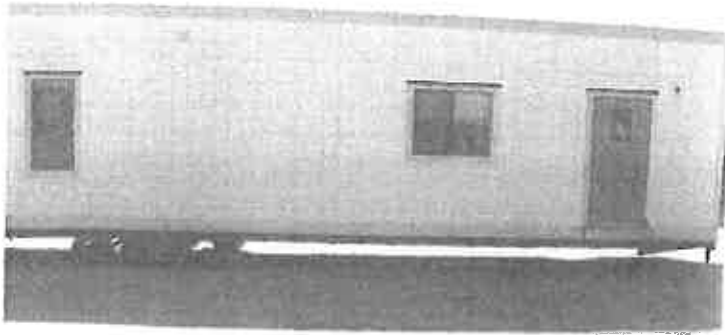
FILED BOOK BY	DATE

COUNTY OF RIVERSIDE	
APPROVED BY:	DATE:

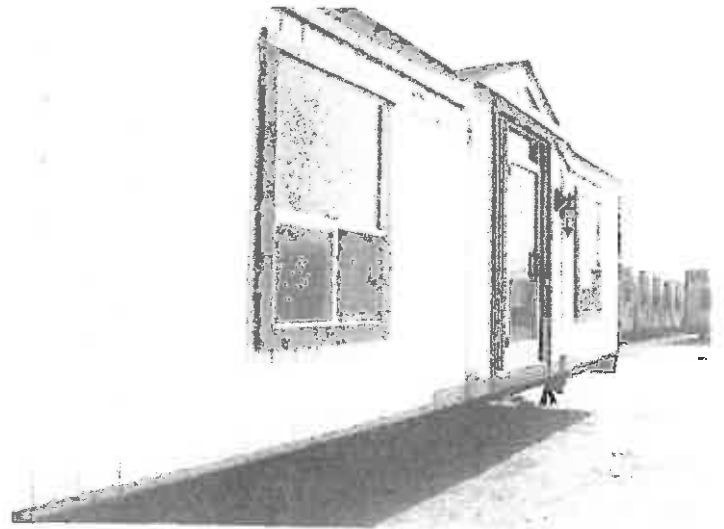
**PLOT PLAN**  
NAVARRO CONTRACTOR'S YARD  
2295 PEREGRINE WAY  
PERRIS, CA 92570  
APN: 314-040-028

DATE	SCALE

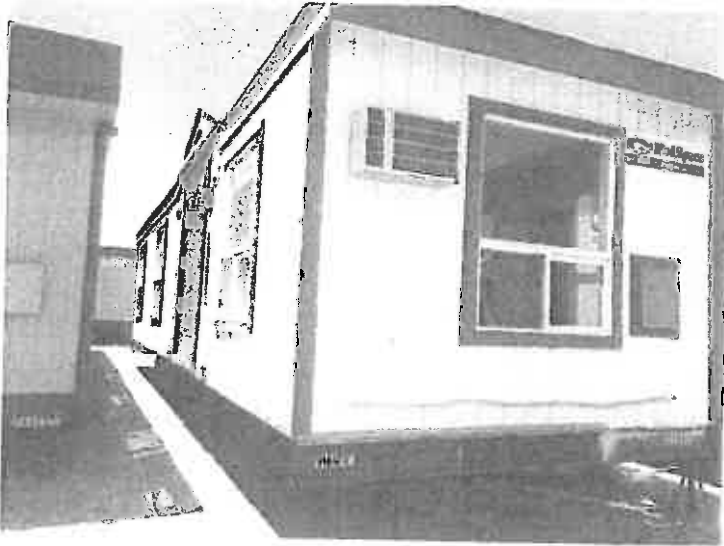
**EAST ELEVATION**



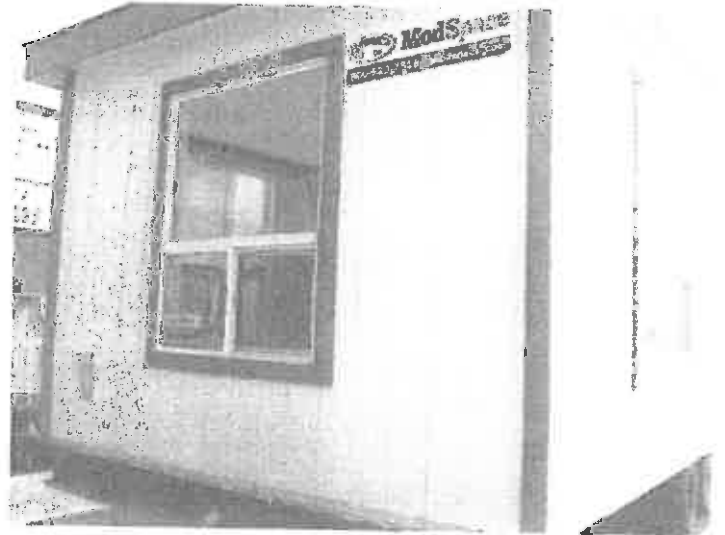
**WEST ELEVATION**



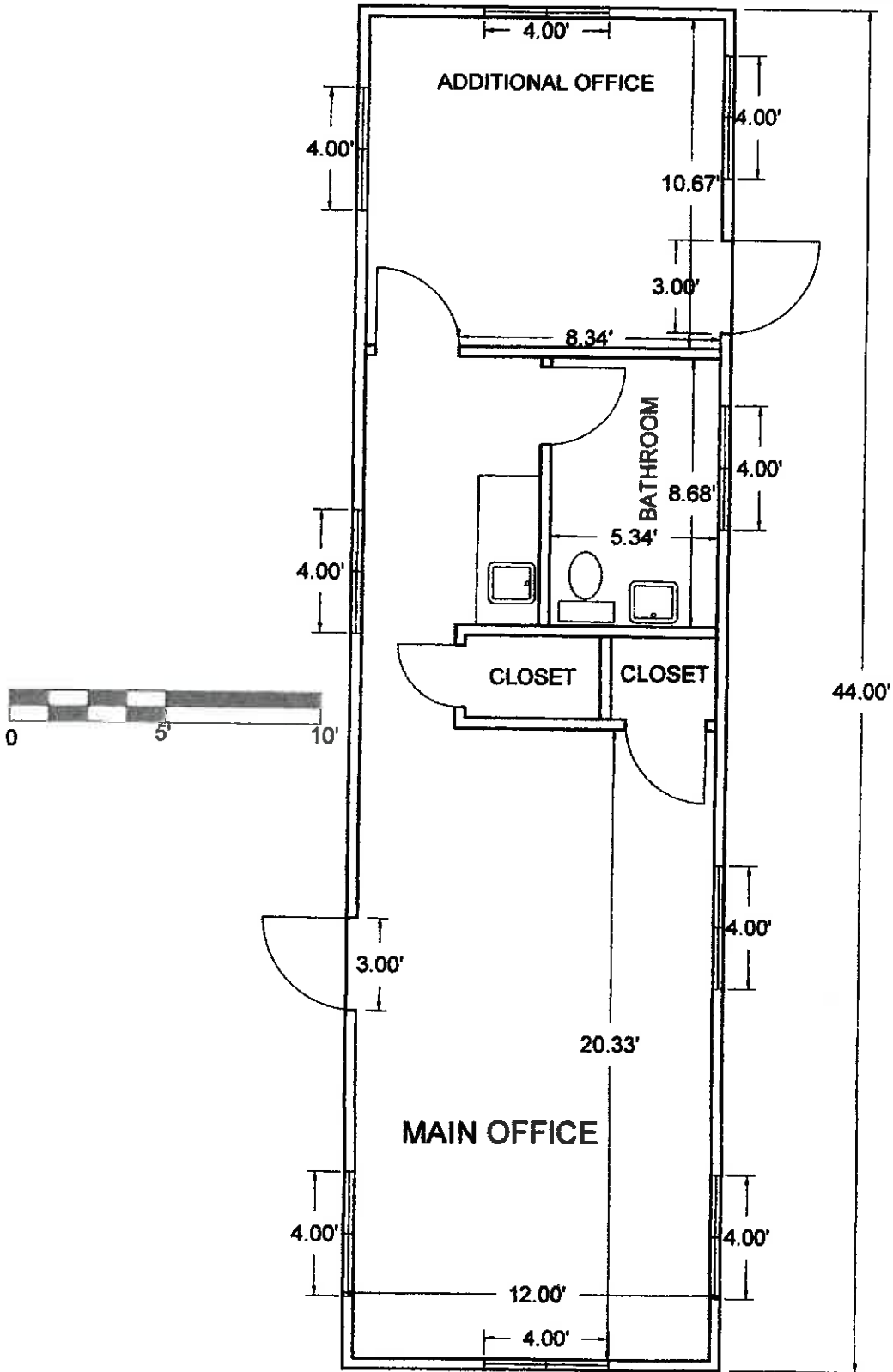
**SOUTH ELEVATION**



**NORTH ELEVATION**



# EXHIBIT FLOOR PLAN



PAGE BREAK





**Rull, Paul**

---

**From:** Mohamad Younes <Mohamad.y@inlandcorp.com>  
**Sent:** Monday, January 23, 2017 4:26 PM  
**To:** Rull, Paul  
**Cc:** leonarddla@earthlink.net; 'Robert Rodriguez'; 'Patrick Milos'; 'Craig Loe'  
**Subject:** SPA97-55C and TTM37124 transmittal ALUC comments  
**Attachments:** Accepted Changes- Proposed SPA Changes For Cluster-12.22.16.docx; SPA 97-55C Location Map.pdf; TTM GRADING-Layout1 (004)-052016.pdf; TTM-Layout1 (002)-052016.pdf; ALUC Application-SP97-55C-012317.pdf

Hello Paul:

Thank you for taking the time this morning to discuss the ALUC comments and requirements for the proposed SPA 97-55C and TTM 37124 as they were transmitted to you by David Leonard, the Contract/Case Planner for the City of Cathedral City. As we discussed, and based on the proposed text changes for the Rio Vista Village Specific Plan Amendment (SPA 97-55C), we would like to request a Delegation of Authority from the ALUC to the Administrative staff to review our project and to submit their comments to the City of Cathedral City. I understand that the next Commission meeting is scheduled for Thursday February 9, 2017 and therefore, we are asking to be placed on the Agenda to formerly request the delegation of authority.

Attached for your review and consideration is a copy of the ALUC Application, copy of the proposed SPA 97-55C text changes and a copy of TTM 37124

Regards,

**Mohamad T Younes, P.E.** | Senior Vice President



6430 W. Sunset Blvd., Suite 460  
Los Angeles, California 90028  
**P:** 323-874-8000 **F:** 323-874-8800 **C:** 951-300-8268  
**E:** [mohamad.y@inlandcorp.com](mailto:mohamad.y@inlandcorp.com)  
**W:** <http://www.inlandcorp.com>



**SPA 97-55C – TTM 37124**

**Site Location Map**

# TENTATIVE TRACT MAP 37124 FOR CONDOMINIUM PURPOSES

CATHEDRAL CITY, CALIFORNIA  
MAY 2016



**OWNER/DEVELOPER**  
 MORGAN RESIDENTIAL LLC  
 3225 CANNON CREST DRIVE #1430  
 RIVERSIDE, CA 92504  
 PHONE 951.883.3000  
 FAX 951.883.3001

**ENGINEER**  
 SDH & ASSOCIATES INC.  
 3225 CANNON CREST DRIVE #1430  
 RIVERSIDE, CA 92504  
 PHONE 951.883.3000  
 FAX 951.883.3001

**ASSESSORS PARCEL NO.**  
 017-000-001

**LAND USE**  
 EXISTING: MISC.  
 PROPOSED: RESIDENTIAL

**NUMBER OF LOTS**  
 3

**LEGAL DESCRIPTION**  
 LOT 293 OF TRACT MAP NO. 18629-1  
 AS SHOWN ON THE  
 COUNTY OF RIVERSIDE, CALIFORNIA

**NUMBER OF OPEN SPACE LOTS**  
 0

**EXISTING GENERAL PLAN DESIGNATION**  
 R

**EXISTING SPECIFIC PLAN DESIGNATION**  
 NO WITH RELEASE (CP 10-03)

**LEGEND**

---	PROPOSED GRADE	---	PROV. FINISH
---	EXISTING GRADE	---	EXISTING FINISH
---	PROPOSED CURB	---	PROPOSED CONC.
---	EXISTING CURB	---	EXISTING CONC.
---	PROPOSED DRIVEWAY	---	PROPOSED DRIVEWAY
---	EXISTING DRIVEWAY	---	EXISTING DRIVEWAY
---	PROPOSED SIDEWALK	---	PROPOSED SIDEWALK
---	EXISTING SIDEWALK	---	EXISTING SIDEWALK
---	PROPOSED LOT LINE	---	PROPOSED LOT LINE
---	EXISTING LOT LINE	---	EXISTING LOT LINE

**AREA TABULATIONS**

NO.	AREA (SQ. FT.)	COMMON	PROV.	PROV.	TOTAL
1	1,000	1,000	0	0	2,000
2	1,000	1,000	0	0	2,000
3	1,000	1,000	0	0	2,000
4	1,000	1,000	0	0	2,000
5	1,000	1,000	0	0	2,000
6	1,000	1,000	0	0	2,000
7	1,000	1,000	0	0	2,000
8	1,000	1,000	0	0	2,000
9	1,000	1,000	0	0	2,000
10	1,000	1,000	0	0	2,000
11	1,000	1,000	0	0	2,000
12	1,000	1,000	0	0	2,000
13	1,000	1,000	0	0	2,000
14	1,000	1,000	0	0	2,000
15	1,000	1,000	0	0	2,000
16	1,000	1,000	0	0	2,000
17	1,000	1,000	0	0	2,000
18	1,000	1,000	0	0	2,000
19	1,000	1,000	0	0	2,000
20	1,000	1,000	0	0	2,000
21	1,000	1,000	0	0	2,000
22	1,000	1,000	0	0	2,000
23	1,000	1,000	0	0	2,000
24	1,000	1,000	0	0	2,000
25	1,000	1,000	0	0	2,000
26	1,000	1,000	0	0	2,000
27	1,000	1,000	0	0	2,000
28	1,000	1,000	0	0	2,000
29	1,000	1,000	0	0	2,000

**AREA TOTALS**

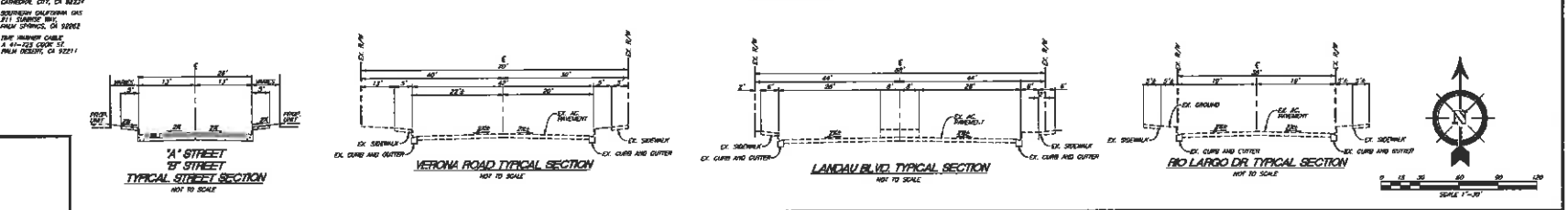
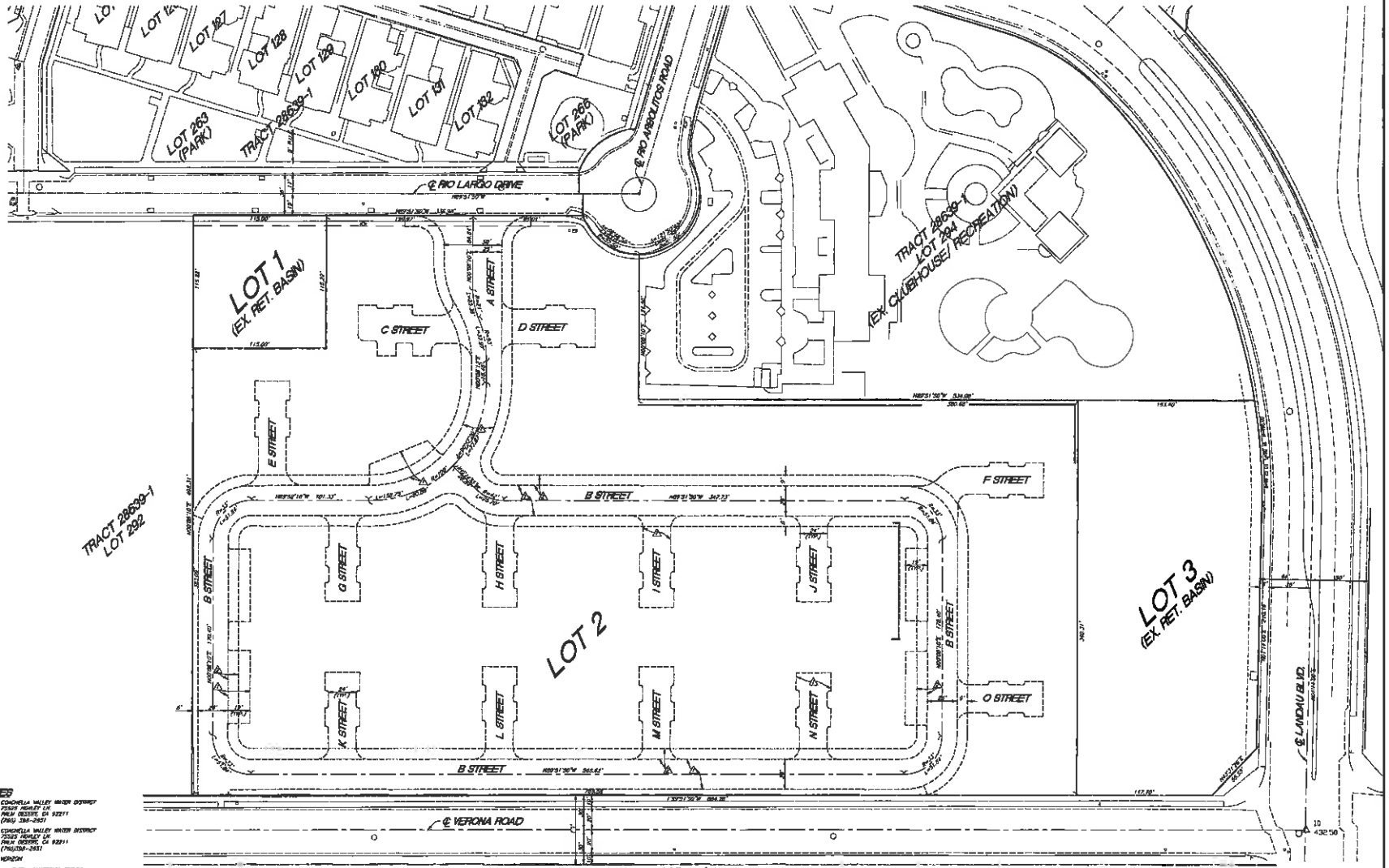
ST. PROPOSED	1,000	1,000	0	0	2,000
PROV. OPEN SPACE	0	0	0	0	0
COMMON OPEN SPACE	0	0	0	0	0
TOTAL	1,000	1,000	0	0	2,000

**LOT SUMMARY**

LOT 1	1,000	1,000	0	0	2,000
LOT 2	1,000	1,000	0	0	2,000
LOT 3	1,000	1,000	0	0	2,000
TOTAL	3,000	3,000	0	0	6,000

**EASEMENT NOTES**

- PROPOSED EASEMENT FOR ACCESS AND PUBLIC UTILITIES TO BE OBSERVED ON THE FINAL MAP.
- PROPOSED 5' P.U. EASEMENT.



**SDH & ASSOCIATES INC.**  
 3225 CANNON CREST DRIVE #1430  
 RIVERSIDE, CALIFORNIA 92504  
 TEL: (951) 883-3001 FAX: (951) 788-2314

# TENTATIVE TRACT MAP 37124 FOR CONDOMINIUM PURPOSES

CATHEDRAL CITY, CALIFORNIA

MAY 2016

EXHIBIT "A" SITE PLAN



**OWNER/DEVELOPER**

SDH & ASSOCIATES, INC.  
14000 SANDY CREEK DRIVE, SUITE 400  
RIVERSIDE, CALIFORNIA 92507  
PHONE (951) 883-3601  
FAX (951) 768-2314

**ENGINEER**

SDH & ASSOCIATES, INC.  
14000 SANDY CREEK DRIVE, SUITE 400  
RIVERSIDE, CALIFORNIA 92507  
PHONE (951) 883-3601  
FAX (951) 768-2314

**ASSESSORS PARCEL NO.**

977-039-002

**LAND USE**

RESIDENTIAL MEDIUM DENSITY

**LEGAL DESCRIPTION**

TRACT 28659-1  
LOT 282  
COUNTY OF RIVERSIDE, CALIFORNIA

**EXISTING GENERAL PLAN DESIGNATION**

RM

**EXISTING SPECIFIC PLAN DESIGNATION**

NO MHA (MADR 07-15)

**NUMBER OF UNITS**

THIRTY-ONE (31)

**AVERAGE GFR SIZE**

3,641 S.F.

**EARTHWORK QUANTITIES**

CUT=3,432 C.Y.

FILL=3,400 C.Y.

**LEGEND**

- P.F. — PROPOSED DRIVE
- P.L. — PROPOSED LOT LINE
- E.P. — EXISTING DRIVE
- P.F. — PROPOSED DRIVE
- C.B. — DRIVE BOUNDARY
- S.D. — DRIVE AND COVER
- E.D. — EXISTING DRIVE AND COVER
- C.L. — LOT LINE
- S.L. — SLOPE (2:1 TOP)
- P.F. — PROPOSED DRIVE
- P.L. — PROPOSED LOT LINE
- E.P. — EXISTING DRIVE
- P.F. — PROPOSED DRIVE
- C.B. — DRIVE BOUNDARY
- S.D. — DRIVE AND COVER
- E.D. — EXISTING DRIVE AND COVER
- C.L. — LOT LINE
- S.L. — SLOPE (2:1 TOP)

**AREA TABULATIONS**

UNIT	AREA	PERM	CONSTR	NET	FINISH	NET	CONSTR
1	1,011.00	890.00	1,230.00	30	1,620.00	300	1,240.00
2	1,270.00	1,100.00	1,300.00	30	1,620.00	300	1,240.00
3	1,270.00	1,100.00	1,300.00	30	1,620.00	300	1,240.00
4	1,270.00	1,100.00	1,300.00	30	1,620.00	300	1,240.00
5	1,270.00	1,100.00	1,300.00	30	1,620.00	300	1,240.00
6	1,270.00	1,100.00	1,300.00	30	1,620.00	300	1,240.00
7	1,270.00	1,100.00	1,300.00	30	1,620.00	300	1,240.00
8	1,270.00	1,100.00	1,300.00	30	1,620.00	300	1,240.00
9	1,270.00	1,100.00	1,300.00	30	1,620.00	300	1,240.00
10	1,270.00	1,100.00	1,300.00	30	1,620.00	300	1,240.00
11	1,270.00	1,100.00	1,300.00	30	1,620.00	300	1,240.00
12	1,270.00	1,100.00	1,300.00	30	1,620.00	300	1,240.00
13	1,270.00	1,100.00	1,300.00	30	1,620.00	300	1,240.00
14	1,270.00	1,100.00	1,300.00	30	1,620.00	300	1,240.00
15	1,270.00	1,100.00	1,300.00	30	1,620.00	300	1,240.00
16	1,270.00	1,100.00	1,300.00	30	1,620.00	300	1,240.00
17	1,270.00	1,100.00	1,300.00	30	1,620.00	300	1,240.00
18	1,270.00	1,100.00	1,300.00	30	1,620.00	300	1,240.00
19	1,270.00	1,100.00	1,300.00	30	1,620.00	300	1,240.00
20	1,270.00	1,100.00	1,300.00	30	1,620.00	300	1,240.00
21	1,270.00	1,100.00	1,300.00	30	1,620.00	300	1,240.00
22	1,270.00	1,100.00	1,300.00	30	1,620.00	300	1,240.00
23	1,270.00	1,100.00	1,300.00	30	1,620.00	300	1,240.00
24	1,270.00	1,100.00	1,300.00	30	1,620.00	300	1,240.00
25	1,270.00	1,100.00	1,300.00	30	1,620.00	300	1,240.00
26	1,270.00	1,100.00	1,300.00	30	1,620.00	300	1,240.00
27	1,270.00	1,100.00	1,300.00	30	1,620.00	300	1,240.00
28	1,270.00	1,100.00	1,300.00	30	1,620.00	300	1,240.00
29	1,270.00	1,100.00	1,300.00	30	1,620.00	300	1,240.00
30	1,270.00	1,100.00	1,300.00	30	1,620.00	300	1,240.00

**AREA TOTALS**

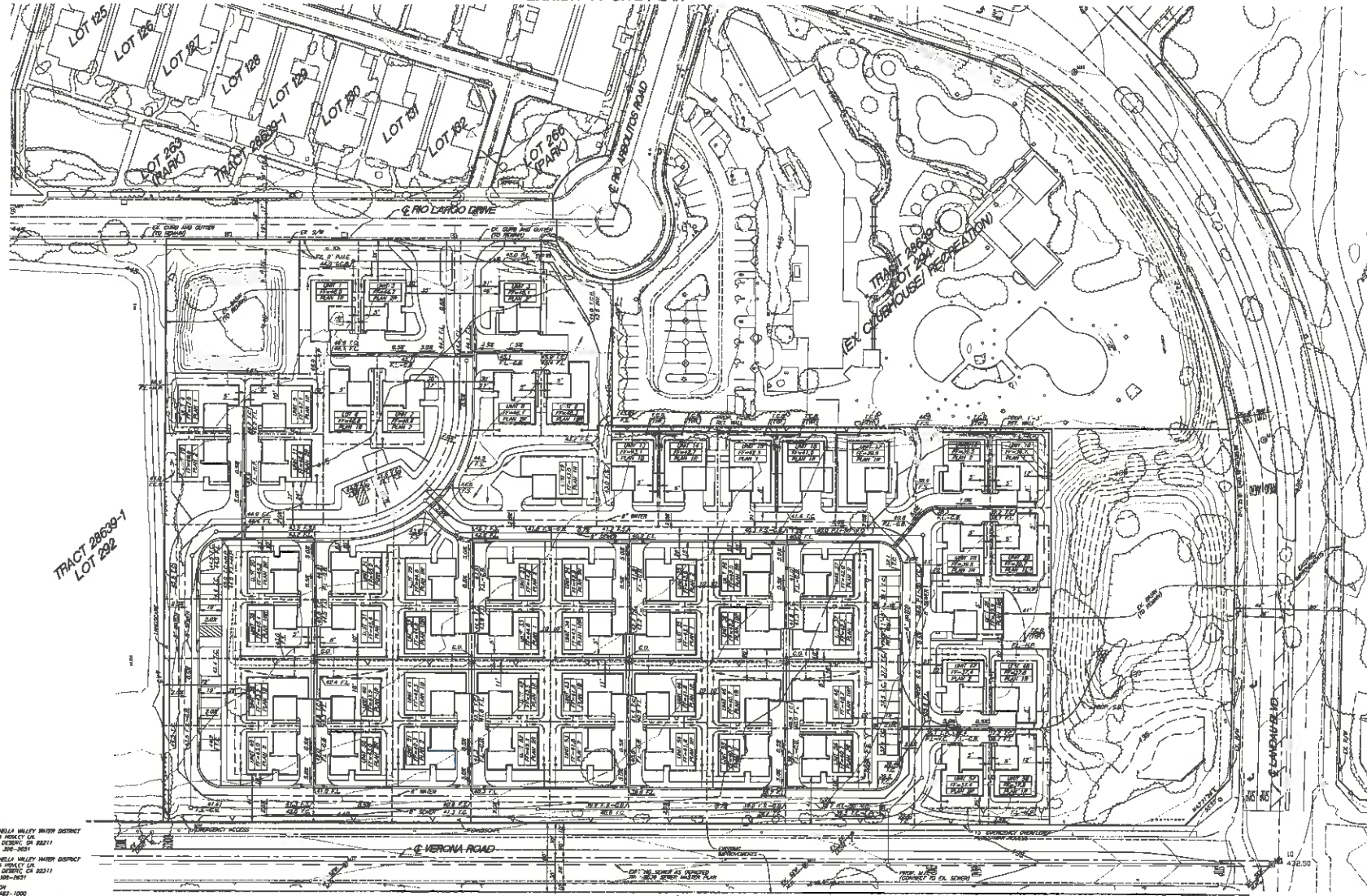
NET DEVELOPMENT	30,331 (2.08 AC)
PERMITTED OPEN SPACE	40,200 (2.80 AC)
CONSTRUCTION SPACE	74,876 (5.26 AC)
TOTAL LOT 2	145,407 (10.14 AC)

**LOT SUMMARY**

LOT 1	14,124 (0.99 AC)
LOT 2	145,407 (10.14 AC)
LOT 3	30,000 (2.12 AC)
TOTAL SITE	149,531 (10.25 AC)

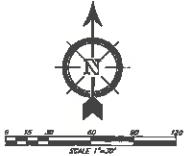
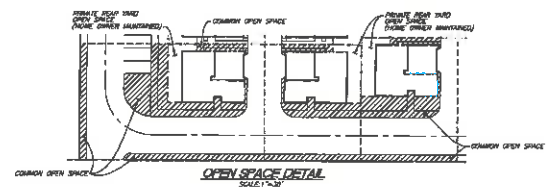
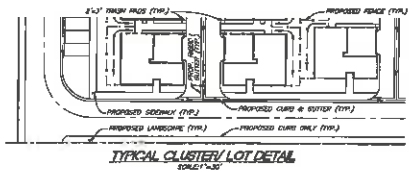
**UTILITIES**

- WATER: CATHEDRAL VALLEY WATER DISTRICT  
3000 W. VERONA ROAD, SUITE 100  
CATHEDRAL CITY, CA 92231  
(760) 392-3001
- SEWER: CATHEDRAL VALLEY WATER DISTRICT  
3000 W. VERONA ROAD, SUITE 100  
CATHEDRAL CITY, CA 92231  
(760) 392-3001
- PHONE: (951) 768-1000
- ELECTRIC: SOUTHERN CALIFORNIA EDISON  
3150 CATHEDRAL CITY DR.  
CATHEDRAL CITY, CA 92234  
(760) 392-3001
- CABLE: CATHEDRAL VALLEY CABLE  
3111 VERONA ROAD, SUITE 100  
CATHEDRAL CITY, CA 92231



TRACT 28659-1  
LOT 282

MB. 4/67-71

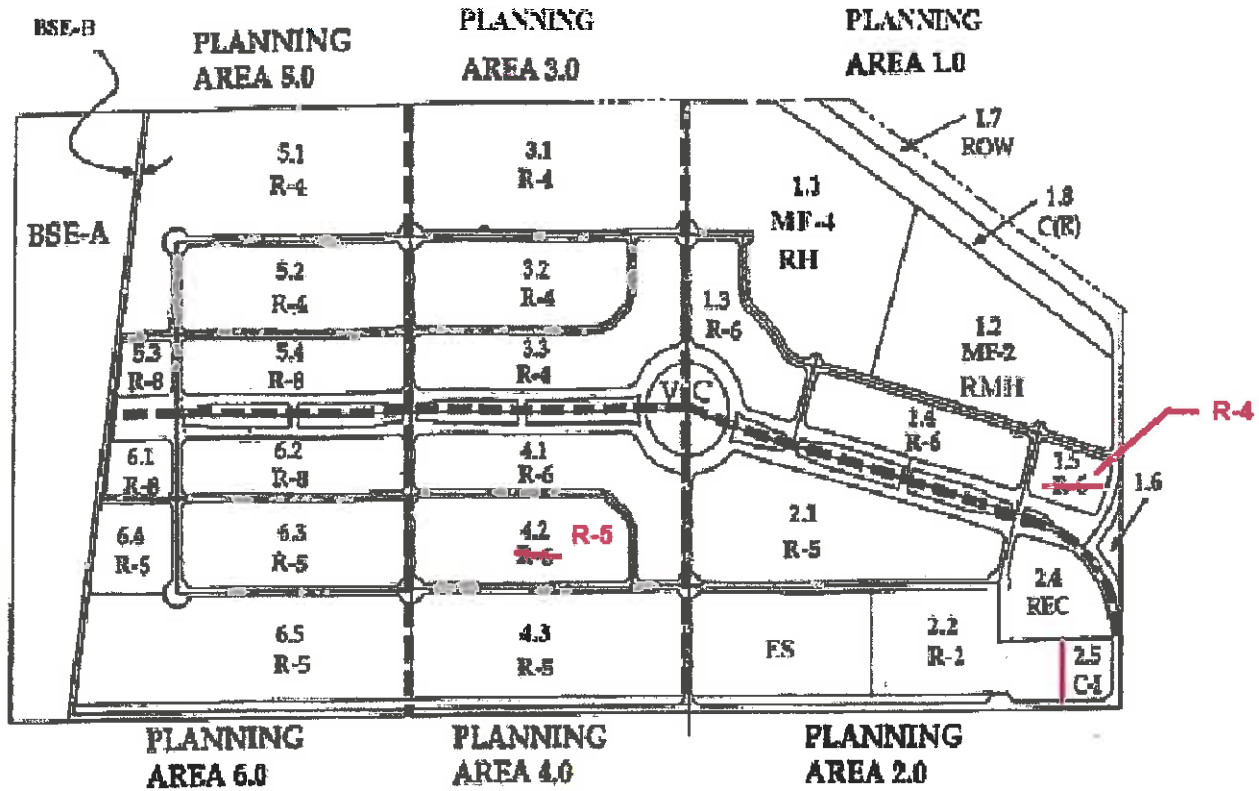


**SDH & ASSOCIATES, INC.**  
8228 CANYON CREST DRIVE #1439  
RIVERSIDE, CALIFORNIA 92507  
TEL. (951) 883-3601 FAX (951) 768-2314

#### 4.5 CIRCULATION PLAN

Rio Vista Village is intended to be pedestrian friendly while providing safe streets for automobiles and service traffic. The hierarchy of streets is simple and limited. The use of service lanes (alleys) is encouraged, but not required. However, to reduce the impact of curb cuts and driveways accessing local streets, any lot with less than 50 feet of frontage must utilize a service lane for vehicular access to on-site parking. The exception to this rule are small lots plotted in a cluster concept.

4.5.1 The design and layout of streets shall be on an interconnected grid system in which residents have a number of alternative routes from their dwelling to the other areas within the village boundaries. The street sizes and uses shall conform to the Circulation Plan and related street sections. All in-tract streets shall be 30 foot Local Streets with an exception for Cluster SFD Residential Development where the minimum local street width, public or private, is 26 feet when no street parking is allowed. Refer to Section 6, Implementation Plan of this document for additional detail on the financing, construction and phasing of circulation system improvements.



SECTION 5.0

DEVELOPMENT PLAN REGULATIONS

5.1.5 DEFINITIONS AND USE OF TERMS: The use of new urbanism and neo-traditional planning concepts requires some new descriptive language. The application of the specific plan regulations in this section use the following terms.

TERM	APPLICATION
Common Drive: is 24 feet wide paved driveway to access the garages for two or more detached residential units. Common Drive is also classified as "Emergency Access	and Fire Lanes" in which parking is prohibited."  Is commonly used in Cluster SFD Residential Development

5.2 GENERAL RESIDENTIAL SITE DEVELOPMENT STANDARDS

The following standards establish the permitted densities, setbacks, heights and massing requirements for the design of individual homes and multi-family attached dwellings on parcels within the project. ~~with the exception for the R-2 Cluster SFD Residential Development in Planning Area 2.2. For Cluster SFD Residential Site Development Standards, refer to Section 5.8~~

**B. CLUSTER SFD: Small lots with detached dwellings arranged in non-traditional clusters, frequently using private auto courts or common drives and arranged without requiring frontage along public streets. For Cluster SFD Residential Site Plan Development Standards, refer to section 5.8.**

5.2.2 SETBACK REQUIREMENTS FOR RESIDENTIAL SITES. (For R-2 – Cluster SFD Residential Development Setback Requirements, refer to Section 5.8.1),

5.3 SPECIAL RESIDENTIAL SITE DEVELOPMENT STANDARDS. The following standards deal with areas of concern regarding the implementation of new urbanism concepts and for complying with applicable local ordinances. (For R-2 – Cluster SFD Residential Development Special Residential Site Development Standards, refer to Section 5.8.3),

5.3.8 SECOND DWELLING UNITS: An additional dwelling is permitted on any lot served by a service lane on which the following standards shall apply.

- A Second dwelling units may only be developed on lots with single family detached homes in land use designations "R".
- B Only lots served by a service lane may develop second dwelling units.
- C The second dwelling unit may be used for rental purposes or for the exclusive use of the residents of the primary dwelling. When used as a rental unit, the second dwelling unit is required to be maintained and managed in accordance with the CC&Rs of the Rio Vista Village Community Association.
- D The second dwelling unit may be attached or detached from the primary

dwelling unit. When detached, the separations between structures shall be a minimum of 10 feet. All other setbacks and site development standards shall apply as though the second dwelling unit were attached to the primary structure.

- E A one car carport or garage is required for the resident of the second dwelling unit. This carport or garage must have a secure separation from the service lane a minimum of 8 feet high and lockable.
- F Second dwelling units must have a separate entry from the primary dwelling, whether attached or detached, and directly accessible to the designated on-site parking space.
- G Second dwelling units constructed above the garage must have at least one window from a living area overlooking the service lane.
- H Second dwelling units must be provided with a private outdoor open space of 90 square feet with a minimum dimension of 6 feet.
- ~~I Second dwelling units require a Conditional Use Permit.~~

5.7 SPECIAL RECREATION SITE DEVELOPMENT STANDARDS. *(For R-2 – Cluster SFD Special Recreation Site Development Standards, refer to Section 5.8.9),*

#### 5.8 GENERAL RESIDENTIAL SITE DEVELOPMENT STANDARDS FOR R-2-CLUSTER SFD DEVELOPMENT

CLUSTER SFD: Small lots with detached dwellings arranged in nontraditional clusters, frequently using private auto courts or common drives and arranged without regard for frontage on public streets. The following standards establish the permitted densities, setbacks, heights and massing requirements for the design of individual homes and multi-family attached dwellings on parcels within the project

##### 5.8.1 SETBACK REQUIREMENTS FOR RESIDENTIAL SITES

- A STANDARD FRONT SETBACK: 8 feet if fronting on Private Local Street and 2 feet if fronting on a Common Drive.
- B REDUCED FRONT SETBACK: Not Applicable
- C STANDARD SIDE SETBACK: 5 feet.
- D SIDE SETBACK WITH DRIVEWAY: Not Applicable
- E SHARED SIDE SETBACK: 5 feet.
- F ZERO SIDE SETBACK: Zero feet: no projections, encroachments or openings permitted.
- G CORNER SIDE SETBACK: 10 feet.
- H REDUCED SIDE SETBACK: Not Applicable
- I REAR SETBACK WITH SERVICE LANE: Not Applicable
- J REAR SETBACK: 10 feet.

K ENCROACHMENTS AND MISCELLANEOUS PROVISIONS

- (1) Fireplaces, bays, cornices, eaves and other similar architectural features may project a maximum of 24 inches into required setbacks.
- (2) Shading devices may project a maximum of 24 inches into required front setbacks, a maximum of 24 inches elsewhere unless waived by the Director of Community Development with validating documentation.
- (3) Garden walls in front setbacks are not permitted.
- (4) Pools and spas must provide a minimum of 5 feet of lateral clearance to any adjacent lot line.
- (5) Solar walls may be constructed to a two story height anywhere within the building envelope.
- (6) A 3-inch thick, 30 inch by 48 inch concrete slab must be provided along the rear fence/wall directly accessible from the private local street or from the common drive for the placement of trash receptacles. In addition, a 24 inch by 36 inch concrete pad shall be provided in front of the unit next to the Garage for placing the trash receptacles during the trash pickup day.

5.8.2 SPACE BETWEEN BUILDINGS: For purposes of developing Cluster SFD Residential Development projects that do not follow the standard block pattern, adjacent buildings shall be presumed to have a ~~property line/lot line~~ between them **for the purpose of measuring setbacks. The minimum building separations shall be 10 feet.**

- A ~~— The standards for setbacks shall define the required building separations. Buildings with entries facing each other across an open space, courtyard or plaza shall be deemed to be facing front to front and each shall meet front setback criteria.~~
- B ~~— If only one of two facing structures has an entry, it shall respond to front setback criteria, the other building shall meet side setback criteria.~~

5.8.3 SPECIAL RESIDENTIAL SITE DEVELOPMENT STANDARDS FOR CLUSTER SFD RESIDENTIAL DEVELOPMENT PROJECTS

The following standards deal with areas of concern regarding the implementation of new urbanism concepts and for complying with applicable local ordinances.

5.8.3.1 COMMON OPEN SPACE: **Common open space requirements are deemed met under the Rio Vista Village Specific Plan. Additional common open space shall be provided only for the purpose of establishing pedestrian circulation links to areas within and beyond the project boundary. an amount of common open space that exceeds the requirement and approval of this specific plan which will constitute approval of the common open space requirement. Individual projects will not be required to provide additional calculations validating common open space provisions.**

5.8.3.2 PRIVATE OPEN SPACE: **However, Each** single family dwelling site in a Cluster SFD project must contain a minimum of 300 SF of contiguous private open space with a minimum dimension of 10 feet.

5.8.3.3 ~~SERVICE LANES~~ **COMMON DRIVES:** Use Private Street

- A. ~~Service lanes~~ **Common drives serving are not applicable for Cluster SFD Residential Development shall be in the form of a private drive having a minimum width of 2426 feet curb to curb where no street parking is allowed. Garages shall be setback a minimum of 25 feet.**



- B. Private Street shall **have a minimum width of 26 feet and shall** be signed as 'Emergency Access and Fire Lane-No Parking'. **Emergency gated access shall be required that will enable access onto a public street other than the primary access road.**

5.8.3.4 PARKING REQUIREMENTS:

- A Each single family dwelling must be provided with a two car garage.
- B **If a standard single family lot pattern is used that accommodates on-street parking, no additional guest parking is required. When a the non-traditional lot block pattern is used, one** additional off-street parking space for every two units is required, to be **allocated in proximity to dwelling units, and** provided onsite.
- C Aggregate parking areas for more than 10 cars must be landscaped so that a minimum of 50% of the paved area is shaded at noon, June 21, within 5 years of issuance of the Certificate of Occupancy. Carports provided for parking where covered parking is not required may be used to meet this requirement.

5.8.3.5 GARAGE ACCESS AND ACCESSIBILITY:

- A Garage may be accessed from either a common drive or directly from the private or public local street.
- B No direct access to Rio Vista Boulevard is permitted.
- C In all cases, from the garage door to the opposite side of the common drive minimum of 25 feet of clear backup space must be provided.
- D Garages on interior lots directly accessing a local street must provide 25 feet of clear back-up space immediately in front of the garage door and occurring behind the front setback line the full width of the garage. The last 24 inches of the required 25 feet as well as the sides of the backup area may be in landscape material.
- E. **Garages must be equipped with automatic roll up doors and flanked by at least one wall-mounted carriage light.**

- 5.8.3.6 HEIGHT: No dwelling shall exceed 35 feet or two stories in height measured to the peak of a sloping roof or the parapet of a flat roof.

5.8.3.7 RESIDENTIAL LANDSCAPE REGULATIONS: The following regulations apply to common residential areas. **All proposed landscape species must be identified in the Lush and Efficient Gardening in the Coachella Valley produced by CVWD.**

- A Local **Private** Street Treatments
  - (1) Local streets aligned along a project boundary shall include minimum 15 gallon trees spaced at- 50 feet on center.
  - (2) **Where dwelling units are oriented to the local street, minimum 15 gallon trees shall be planted at a ratio of 1:1.5 per dwelling unit along the street block.**
  - (3) ~~Punctuated by~~ Alternative varieties of trees, minimum 15 gallon size, (Jacaranda, Mimosa, etc), various **shall be planted at** local streets will become gateways into distinct neighborhoods. ~~These trees shall be placed on a similar grid pattern, to those identified for the Mesquite grove.~~
  - (4) ~~Parkway~~ **Street** trees, **minimum 15 gallon size**, shall be planted **in any island** ~~the parkway portion~~ of the public use easement

- (5) A -three (3) foot landscape setback shall be provided between the sidewalk and the dwelling unit to be planted in groundcover, 4 feet on center and having a maximum plant height at maturity not exceeding 12 inches, with a two-inch thick layer of decomposed granite having a common accent color.
- (6) Guest parking areas shall have a landscape island for every seven spaces and planted with one minimum 15 gallon tree. Guest parking nodes having more than 10 spaces shall have minimum 15 gallon trees planted 25 feet on center within the five foot landscape setback.

**5.8.4 SPECIAL RECREATION SITE DEVELOPMENT STANDARDS.**

**5.8.4.1 PARKING REQUIREMENTS:**

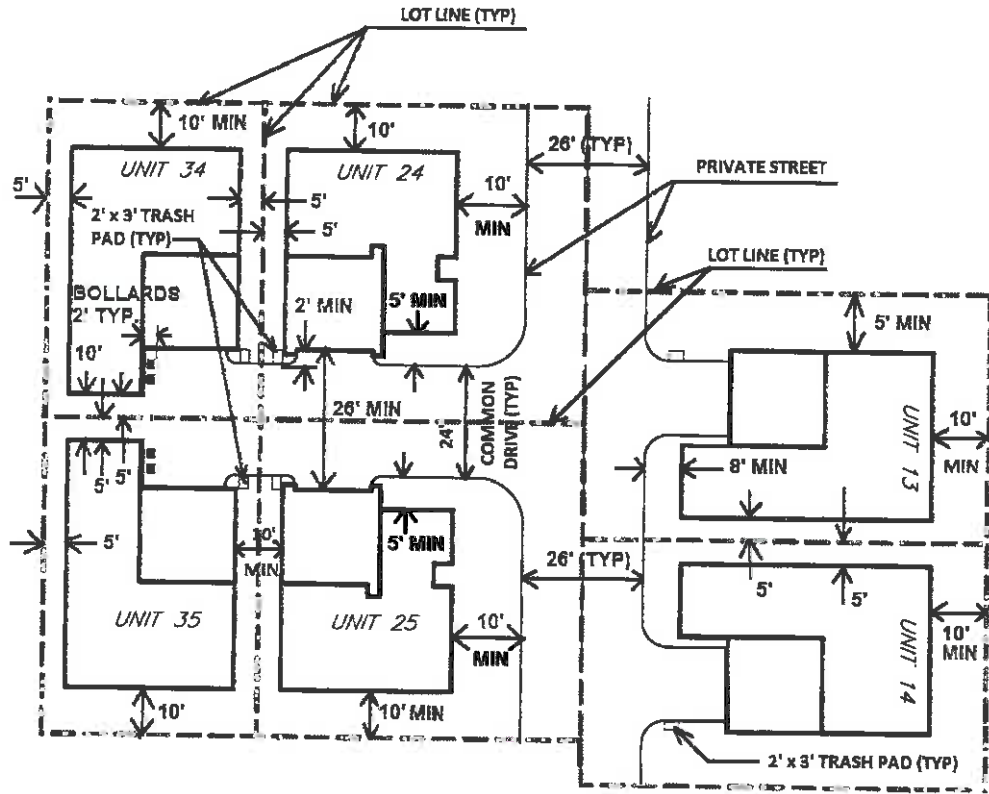
- A The parking requirements of the Zoning Code shall apply with regard to the number of parking stalls required, sizes and parking area layout standards.
- B Aggregate parking areas for more than 10 cars must be landscaped so that a minimum of 50% of the paved area is shaded at noon, June 21, within 5 years of issuance of the Certificate of Occupancy.
- C Carports provided for parking where covered parking is not required may be used to meet this requirement.

**5.8.4.2 OPEN SPACE:** Open space must be landscaped, including paving, plant material, arbors, treillage, water features and seating areas. Since open space is a critical ingredient of community level recreation facilities, no mandatory area is required.

**5.8.4.3 TRASH ENCLOSURES AREAS:** All portions of the site devoted to trash collection must be screened from the view of all adjacent properties.

**5.8.4.4 SITE LIGHTING:** Site lighting shall conform to the applicable regulations of the City.

**5.8.4.5 SIGNAGE:** On-site signage shall conform to the requirements of the sign regulations of the City and according to the recommendations of the Community Character Criteria.



**EXHIBIT "A"**  
**TYPICAL CLUSTER SFD RESIDENTIAL DEVELOPMENT LAYOUT**

**AIRPORT LAND USE COMMISSION  
MINUTE ORDER JANUARY 12, 2017  
RIVERSIDE MEETING**

A regular scheduled meeting of the Airport Land Use Commission was held on January 12, 2017 at the Riverside County Administrative Center, Board Chambers.

**COMMISSIONERS PRESENT:** Simon Housman, Chairman  
Rod Ballance, Vice Chairman  
Russell Betts  
Arthur Butler  
Glen Holmes  
John Lyon  
Steve Manos

**COMMISSIONERS ABSENT:**

**STAFF PRESENT:** John Guerin, Principal Planner  
Paul Rull, Urban Regional Planner IV  
Barbara Santos, ALUC Commission Secretary  
Raymond Mistica, ALUC Counsel

**OTHERS PRESENT:** Robert Berriman, Bermuda Dunes Airport  
Mr. Crowder, Applicant  
Andrew Davies, Other Interested Person  
Grant Henninger, T&B Planning, Inc.  
Alan Jones, Other Interested Person  
Adrian Peters, Brookfield Residential  
William Sharon – McGee Sharon Architects  
Cordell Thomas, Perris Spanish Church

**AIRPORT LAND USE COMMISSION  
MINUTE ORDER JANUARY 12, 2017  
RIVERSIDE MEETING**

I. **AGENDA ITEM 2.1:** ZAP1220MA16 – Rev Wheel LLC (Representative: SDH & Associates, Inc.) – City of Riverside Planning Case Nos. P15-1035, P16-0556 and P16-0557. A proposal to develop eight industrial buildings (predominately warehouse) ranging from 12,015 to 35,661 square feet in gross floor area, with a cumulative total of 179,710 square feet on 10.4 acres located westerly of Old 215 Frontage Road, northerly of Alessandro Boulevard, southerly of Cottonwood Avenue, and easterly of Interstate 215, and to divide 6.5 acres of the site along the westerly side of Old 215 Frontage Road into six lots so that buildings 1-6 will each be located on a separate lot. The applicant is also proposing to amend the Sycamore Canyon Business Park Specific Plan land use designation from Retail Business Office and Industrial Support to Industrial, and to incorporate development standards for these lots in the Specific Plan. (Airport Compatibility Zone B1-APZ II of the March Air Reserve Base/Inland Port Airport Influence Area).

II. **MAJOR ISSUES**

The applicant is proposing to construct predominately industrial warehouse buildings on a site located within the portion of Airport Compatibility Zone B1 that lies within Accident Potential Zone II (APZ II), as delineated by the United States Air Force in the 2005 Air Installation Compatible Use Zone (AICUZ) study. The overall average intensity is consistent with the allowable criterion of 50 persons per acre in Compatibility Zone B1-APZ-II. Building 8 on its 1.62-acre parcel would have an average intensity of 50 people per acre, which *is also consistent*. This lot exhibits a single-acre intensity of 81 people, which is consistent with the Compatibility Plan single-acre intensity criterion for this zone (100 people per acre). However, March Air Reserve Base officials maintain that the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan is not consistent with current Air Force guidance found in Air Force Instruction 32-7063 dated December 18, 2015, which addresses Air Force policies on Land Use Compatibility in accordance with Department of Defense Instruction (DoDI) No. 4165.57. These inconsistencies include conflicts with regard to lot coverage, intensity, and permitted use definitions. The Air Force understands the DoDI as limiting intensity in APZ II to a maximum of 50 people in any given acre of building area, rather than an average intensity of 50 persons per acre of land area. Therefore, the proposed project's single acre maximum intensity of 81 people would be consistent with the ALUCP, but inconsistent with the Air Force DoDI interpretation.

The Air Force submitted a comment letter dated December 6, 2016, identifying their concerns regarding the project's intensity, noise and bird strike impacts. Since then, the applicant has modified the floor area for Building 8, reducing the office area from 5,000 to 4,000 square feet, resulting in a new average acre intensity of 50 people per acre and single acre intensity of 81 people. With this revision, the project is consistent with the ALUCP, but the single-acre intensity would still be inconsistent with the Air Force DoDI interpretation. Therefore, the applicant met with Air Force staff and agreed to record covenants, conditions, and restrictions that would limit building occupancy to levels acceptable to the Air Force.

III. **STAFF RECOMMENDATION**

Staff recommends that the Commission find the proposed Specific Plan Amendment CONSISTENT with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, and find the proposed Tentative Parcel Map and Design Review CONSISTENT with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, subject to the amended conditions included herein.

IV. **PROJECT DESCRIPTION**

The applicant proposes to develop eight industrial buildings (predominately warehouse) ranging from 12,015 to 35,661 square feet in gross floor area, with a cumulative total of **178,710** square feet on 10.4 acres. The applicant also proposes to divide 6.5 acres located along the westerly side of Old 215

**AIRPORT LAND USE COMMISSION  
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Frontage Road into six lots so that Buildings 1 through 6 will each be located on a separate lot. (Buildings 7 and 8 are already on separate lots.) The applicant also proposes to amend the Sycamore Canyon Business Park Specific Plan land use designation for these lots from Retail Business Office and Industrial Support to Industrial, and to incorporate development standards for these lots in the Specific Plan.

**CONDITIONS:**

1. Any outdoor lighting installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses/activities are not included in the proposed project and shall be prohibited at this site:
  - (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, places of assembly (including churches and theaters), buildings with more than 3 aboveground habitable floors, noise sensitive outdoor nonresidential uses, critical community infrastructure facilities and hazards to flight.
  - (f) Any residential use or overnight accommodations.
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.

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4. The attached notice shall be given to all prospective purchasers of the property and tenants of the buildings.
5. Any proposed detention basins on the site (including water quality management basins) 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. **In light of rising groundwater levels in the Perris North sub-basin, stormwater detention basins may need to be oversized. Specific design for uncovered basins and landscaping plans for the basin areas shall be subject to review by March Air Reserve Base.** Vegetation in and around the detention basins 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 detention basin(s) shall not include trees that produce seeds, fruits, or berries.
6. 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.
7. Noise attenuation measures shall be incorporated into the design of the office areas of the structure, to the extent such measures are necessary to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.
8. **In accordance with the Department of the Air Force letter dated December 6, 2016, occupancy of these structures shall be limited as follows:**

<b>Building 1A</b>	<b>30</b>
<b>Building 2A+3A</b>	<b>35 total</b>
<b>Building 4A+5A</b>	<b>38 total</b>
<b>Building 6A</b>	<b>30</b>
<b>Building 7A</b>	<b>33</b>
<b>Building 8A</b>	<b>42</b>
9. This project has been evaluated for **14,000** square feet of office area and 164,710 square feet of warehouse area. Any increase in building area or change in use will require review by the Airport Land Use Commission. In addition, this project shall not store, process or manufacture hazardous materials without review and approval by the Airport Land Use Commission.
10. Uses in Building 8 shall not provide on-site services to the public.
11. Trees that will bear mast or grow to an adequate size for roosting shall not be planted. Landscaping plans shall be subject to review by March Air Reserve Base.
12. The owner, applicant, and any successors-in-interest shall comply with the requirements of the Department of the Air Force letter dated December 6, 2016.

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**V. MEETING SUMMARY**

The following staff presented the subject proposal:

ALUC Staff Planner: Paul Rull at (951) 955-6893, or e-mail at [prull@rctlma.org](mailto:prull@rctlma.org)

No one spoke in favor, neutral or opposition to the project

**VI. ALUC COMMISSION ACTION**

The ALUC Commission by a unanimous vote of 7-0 found the project **CONSISTENT.**

**VII. CD**

The entire discussion of this agenda item can be found on CD and referenced by the meeting time listed below. For a copy of the CD, please contact Barbara Santos, ALUC Commission Secretary, at (951) 955-5132 or E-mail at [basantos@rctlma.org](mailto:basantos@rctlma.org).

ITEM 2.1: TIME: 9:02 A.M.



**AIRPORT LAND USE COMMISSION  
MINUTE ORDER JANUARY 12, 2017  
RIVERSIDE MEETING**

I. **AGENDA ITEM 2.2:** ZAP1067BD16 – Jefferson Development 16, LLC (Representative: William Sharon, McGee Sharon Architects, Inc.) – City of Indio Planning Case Nos. CUP16-10-1019 (Conditional Use Permit) and DR16-10-404 (Design Review). A proposal to develop a commercial center with retail and restaurant buildings, convenience store with fuel pumps, and self-storage facility on 19.26 acres located along the northerly side of Indio Boulevard, easterly of its overcrossing of Interstate 10, southerly of the rail line and freeway, and westerly of Madio and Madison Streets. The project includes 50,300 square feet in five retail buildings (including a 16,200 square foot building suitable for a chain drug store pharmacy), five freestanding pads along the frontage (four with drive-thru lanes) with a cumulative floor area of 21,000 square feet, a 4,300 square foot convenience store with deli, ten gasoline pumps (20 service locations), and automated drive-thru car wash, and a seven-building 81,915 square foot self-storage facility with on-site caretaker's residence (Airport Compatibility Zones A and B1 of the Bermuda Dunes Airport Influence Area).

II. **MAJOR ISSUES**

The applicant requested a continuance prior to the Commission meeting in December 2016, to revise the project to be consistent with Compatibility Zone B1 average and single acre intensity criteria, and open area requirements. The applicant has revised the project by reducing retail building area and reclassifying occupancy of all of the retail buildings, and provided 5.4 acres of open area for emergency landing purposes. The revised project is still inconsistent with Compatibility Zone B1 average and single acre intensity criteria. However, if we were to calculate the average intensity utilizing the applicant's daily visitor trips for the mini-storage facility and include the half-width of Indio Boulevard in the gross area, the project would be consistent with the average intensity criteria. Unfortunately, the single-acre areas including Buildings L and M and Buildings F and G still exceed the single acre intensity limits. However, the applicant could pursue use of risk-reduction design for these buildings. The project is consistent with ALUC open area requirements.

Staff received public comments from the Union Pacific Railroad Company dated December 7, 2016, outlining concerns regarding the proximity of the adjacent Union Pacific railroad to the project (such as trespassing, noise and vibration, and drainage impacts). These concerns would best be addressed by the City of Indio.

III. **STAFF RECOMMENDATION**

At this time, staff must still recommend that the Commission find the Conditional Use Permit and Design Review INCONSISTENT, based on the proposed project exceeding permissible single acre intensities in Airport Compatibility Zone B1. However, if the applicant is willing to commit to a combination of risk-reduction design measures for Buildings F, G, L, and M, or to reduce building area of either Building F or G, plus either L or M, this exceedance may be mitigated.

**STAFF RECOMMENDED AT HEARING**

CONDITIONALLY CONSISTENT subject to FAA OES review

IV. **PROJECT DESCRIPTION**

A proposal to develop a commercial center with retail, office, industrial and restaurant buildings, convenience store with fuel pumps, and self-storage facility on 19.26 acres. The project includes 81,915 square foot self-storage facility with on-site caretaker's residence, 67,600 square feet of commercial/retail/office/industrial area with drive-thru buildings, and 4,300 square foot convenience store with deli, ten gasoline pumps (20 service locations) and automated drive-thru car wash.

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**CONDITIONS:** Final conditions await FAA approval

1. Any outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. All outdoor lighting plans shall be subject to review by airport management.
2. The following uses/activities are not included in the proposed project and shall be prohibited at this site:
  - (a) Any use or activity 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 or activity 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 or activity 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, composting operations, production of cereal grains, sunflower, and row crops, 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, nursing homes, highly noise-sensitive outdoor nonresidential uses, places of worship, aboveground bulk storage of 6,000 gallons or more of flammable or hazardous materials, and hazards to flight.
3. The attached notice shall be given to all prospective purchasers and/or tenants of the property.
4. Prior to issuance of a building permit, the property owner shall convey an avigation easement to Bermuda Dunes Airport. Copies of the recorded avigation easement shall be forwarded to the Airport Land Use Commission and to the City of Indio.
5. Any new 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 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.

Trees shall be spaced to avoid creation of a continuous canopy. Landscaping in and around the detention basin shall not include vegetation that produces seeds, fruits, or berries.

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6. Any subsequent Design Review, Conditional Use Permit, Tenant Improvement, or other permitting that would alter the use and occupancy of the currently proposed project shall require ALUC review.
7. The applicant shall submit plans for the proposed gas station fueling tanks with the Riverside County Department of Environmental Health Hazardous Materials Branch for review and approval according to their safety regulations and such mitigations shall be in place to protect the public safety in the event that an aircraft ruptures and ignites the fueling pumps and fueling tanks.
8. The ALUC open areas as shown on the site plan shall be devoid of obstacles/obstructions greater than 4 feet in height that are at least 4 inches in diameter, which includes parking light poles, walls, trash enclosures, and tall landscaping.

**V. MEETING SUMMARY**

The following staff presented the subject proposal:

ALUC Staff Planner: Paul Rull at (951) 955-6893, or e-mail at [prull@rctlma.org](mailto:prull@rctlma.org)

The following spoke in favor of the project:

William Sharon, McGee Sharon Architects, 1530 W. Lewis Street, San Diego, CA 92103

Alan Jones, Other Interested Person, 678 E. Vine Street #9, Salt Lake City, Utah 84107

Mr. Crowder, applicant, 1231 Puente Del Sol #500, San Clemente, CA 92673

The following spoke in opposition to staff recommendation of Inconsistency:

Robert Berriman, Bermuda Dunes Airport, 79880 Ave 42, Bermuda Dunes, CA

No one spoke in neutral of the project.

**VI. ALUC COMMISSION ACTION**

The ALUC Commission by a vote of 6-1 found the project **CONDITIONALLY CONSISTENT** based on the revised site plan submitted on 1/12/17 and subject to FAA OES review. Commissioner Holmes dissenting.

**VII. CD**

The entire discussion of this agenda item can be found on CD and referenced by the meeting time listed below. For a copy of the CD, please contact Barbara Santos, ALUC Commission Secretary, at (951) 955-5132 or E-mail at [basantos@rctlma.org](mailto:basantos@rctlma.org).

ITEM 2.2: TIME: 9:07 A.M.

**AIRPORT LAND USE COMMISSION  
MINUTE ORDER JANUARY 12, 2017  
RIVERSIDE MEETING**

I. **AGENDA ITEM 3.1:** ZAP1041PS16 – M&A Gabae A California Limited Partnership (Representative: Andrew Davies, N Consulting Engineers) – City of Cathedral City Planning Case Nos. GPA 16-002 (General Plan Amendment), CZ 16-002 (Change of Zone), DR 16-001 (Design Review). The applicant is proposing to demolish the existing Sam's Club commercial center and develop a three-story, 270-unit apartment complex on 9.75 gross acres located at the northeast corner of Date Palm Drive and Converse Road. The proposed project requires an amendment to the City's General Plan land use designation of the property from CG (General Commercial) to RH (High Density Residential), and a change of zoning from PCC (Planned Community Commercial) to R4 (Multiple-Family Residential) (Airport Compatibility Zone E of the Palm Springs International Airport Influence Area).

II. **MAJOR ISSUES**  
None

III. **STAFF RECOMMENDATION**  
Staff recommends that the Commission find the proposed General Plan Amendment and Zone Change CONSISTENT with the 2005 Palm Springs International Airport Land Use Compatibility Plan, and find the Design Review CONSISTENT, subject to the conditions included herein.

IV. **PROJECT DESCRIPTION**  
The applicant is proposing to demolish the existing Sam's Club commercial center and develop a 3-story, 270-unit apartment complex on a 9.75 gross acre parcel. The proposed project requires an amendment to the City's General Plan land use designation of the property from CG (General Commercial) to RH (High Density Residential) and a change of zoning from PCC (Planned Community Commercial) to R4 (Multiple-Family Residential).

**CONDITIONS:**

1. Any new 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.)

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(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 of the property and tenants of the buildings.
4. Any new 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 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.

**V. MEETING SUMMARY**

The following staff presented the subject proposal:

ALUC Staff Planner: Paul Rull at (951) 955-6893, or e-mail at [prull@rctlma.org](mailto:prull@rctlma.org)

The following spoke in favor of the project:

Andrew Davies, Other Interested Person, Santa Ana, CA 92707

No one spoke in neutral or opposition to the project

**VI. ALUC COMMISSION ACTION**

The ALUC Commission by a unanimous vote of 7-0 found the project **CONSISTENT**.

**VII. CD**

The entire discussion of this agenda item can be found on CD and referenced by the meeting time listed below. For a copy of the CD, please contact Barbara Santos, ALUC Commission Secretary, at (951) 955-5132 or E-mail at [basantos@rctlma.org](mailto:basantos@rctlma.org).

ITEM 3.1: TIME: 9:23 A.M.

**AIRPORT LAND USE COMMISSION  
MINUTE ORDER JANUARY 12, 2017  
RIVERSIDE MEETING**

I. **AGENDA ITEM 3.2:** ZAP1230MA16 – Majestic Freeway Business Center LLC (Representative: Matthew Vawter, Commerce Construction Co.) – County of Riverside Planning Case No. PP26102 (Plot Plan). A proposal to develop a 1,138,800 square foot industrial (predominately warehouse) building on 62.92 acres located northerly of Cajalco Expressway, easterly of Seaton Avenue, southerly of Martin Street, and westerly of Harvill Avenue in the unincorporated community of Mead Valley (Airport Compatibility Zone C2 of the March Air Reserve Base/Inland Port Airport Influence Area).

II. **MAJOR ISSUES**

No aeronautical issues. Previous proposals for warehousing projects in this vicinity have generated controversy.

III. **STAFF RECOMMENDATION**

Staff recommends that the proposed Plot Plan be found CONDITIONALLY CONSISTENT, subject to the conditions included herein, and such additional conditions as may be required by the Federal Aviation Administration Obstruction Evaluation Service.

**STAFF RECOMMENDED AT HEARING**

CONTINUE to March 9, 2017 (applicants request)

IV. **PROJECT DESCRIPTION**

The applicant proposes development of a 1,138,800 square foot industrial (predominately warehouse) building on 62.92 acres.

V. **MEETING SUMMARY**

The following staff presented the subject proposal:

ALUC Staff Planner: Paul Rull at (951) 955-6893, or e-mail at [prull@rctlma.org](mailto:prull@rctlma.org)

The following spoke in opposition to the project:

Cordell Thomas, Perris Spanish Church, 22905 Alviso Drive, Perris, CA 92570

No one spoke in favor or neutral to the project.

VI. **ALUC COMMISSION ACTION**

The ALUC Commission by a unanimous vote of 7-0 CONTINUED the project to March 9, 2017.

VII. **CD**

The entire discussion of this agenda item can be found on CD and referenced by the meeting time listed below. For a copy of the CD, please contact Barbara Santos, ALUC Commission Secretary, at (951) 955-5132 or E-mail at [basantos@rctlma.org](mailto:basantos@rctlma.org).

ITEM 3.2: TIME: 9:26 A.M.

**AIRPORT LAND USE COMMISSION  
MINUTE ORDER JANUARY 12, 2017  
RIVERSIDE MEETING**

- I. **AGENDA ITEM 3.3:** ZAP1071FV16 – Riverside Mitland 03, LLC (Representative: T&B Planning Inc., Grant Henninger) – County Planning Case Nos. GPA01163 (General Plan Amendment), SPA312A2 (Specific Plan Amendment), CZ07898 (Change of Zone), and TR37053 (Tentative Tract Map). The applicant is proposing to divide 214.6 acres located northerly of Baxter Road, westerly of Leon Road, and southerly of Keller Road into 753 single-family residential lots, plus 87 lots for landscaping, drainage, open space, trail, basin, park, and school uses. Amendment No. 2 to the approved Spencer's Crossing/French Valley Specific Plan would increase the area within the Specific Plan by 22.8 acres and the total number of dwelling units within the Specific Plan by 149 units, reconfigure and renumber various Planning Areas, and relocate the elementary school site to a location outside the Airport Influence Area. GPA01163 would amend the land use designation of 17.3 acres from Low Density Residential (CD: LDR) to Public Facilities (CD: PF) on 8.55 acres and Medium Density Residential (CD: MDR) on 8.75 acres, and from Medium Density Residential (CD: MDR) to Medium High Density Residential (CD: MHDR) on 0.69 acre. CZ07898 would modify the planning area boundaries of SP00312 to incorporate an additional 20.6 acres, and change the zoning of these areas from R-R, R-5, and R-1 to SP. (Airport Compatibility Zones D and E of the French Valley Airport Influence Area).
- II. **MAJOR ISSUES**  
The Specific Plan Amendment area includes planning areas with residential densities that do not comply with French Valley Compatibility Zone D residential density criteria of either at or below 0.2 dwelling units per acre, or at or above 5.0 dwelling units per acre. The proposed tentative tract map residential density of 3.5 dwelling units per acre is also inconsistent with the Compatibility Zone D residential density criterion.
- III. **STAFF RECOMMENDATION**  
Staff recommends that the Commission find the General Plan Amendment and Change of Zone CONSISTENT, and find the Specific Plan Amendment and Tentative Tract Map INCONSISTENT, based on the density being within the prohibited intermediate density range of Compatibility Zone D. However, if the Commission is willing to consider application of Countywide Policy 3.3.6, it may find the Specific Plan Amendment and Tentative Tract Map CONSISTENT, subject to the conditions included herein.
- IV. **PROJECT DESCRIPTION**  
The applicant is proposing a Specific Plan Amendment (No. 2) to approved Specific Plan 312A1 (Spencer's Crossing) that would: (a) increase the area of the Specific Plan by 22.8 acres (from 605.7 acres to 628.5 acres); (b) increase the total number of residential units within the Specific Plan by 149 units (from 1,671 to 1,820 units); (c) increase the residential densities of Planning Area 24 and 33 to above 5.0 dwelling units per acre; (d) renumber and reconfigure the Planning Areas north of Baxter Road (except Planning Areas 14, 20/21, 23 and 25) to accommodate the 149 units referenced above, with the number of residential units north of Baxter Road increasing from 854 to 1,003 units, modifying the Specific Plan Land Use designations of these Planning Areas, and (e) relocating the elementary school site to the northeast corner of the Specific Plan (Planning Area 42) outside the Airport Influence Area, and increasing its size by 1.2 acres (from 10.4 acres to 11.6 acres). General Plan Amendment No. 1163 is a proposal to amend the General Plan land use designation of 17.3 acres within the Community Development Foundation Component from Low Density Residential (CD: LDR) to Public Facilities (CD: PF) on 8.55 acres and Medium Density Residential (CD: MDR) on 8.75 acres, and amend the designation of 0.69 acre from Medium Density Residential (CD: MDR) to Medium High Density Residential (CD: MHDR). The applicant is also proposing a change of zone to modify the planning area boundaries of SP00312 to incorporate an additional 20.6 acres, and to change the zoning of these areas from R-R, R-5, and R-1 to SP. The applicant is also proposing a

**AIRPORT LAND USE COMMISSION  
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RIVERSIDE MEETING**

tentative tract map to subdivide 214.6 gross acres within this northerly area of the Specific Plan into 753 single family residential lots, plus 74 to 87 lots for landscaping, drainage, open space, trail basin, park and school uses.

Specific Plan Amendment No. 1 was previously found consistent with the FVALUCP by the Commission in June 2012 pursuant to Policy 3.3.6 via ZAP1047FV12. The approved Land Use Plan included an elementary school site and Medium Density Residential uses within Compatibility Zone D, which were uses that are discouraged by the ALUCP. The Commission found that SPA1 was an improvement over the original Specific Plan that had been approved prior to the adoption of the ALUCP.

**CONDITIONS:**

**FINDINGS FOR A DETERMINATION OF CONSISTENCY PURSUANT TO POLICY 3.3.6 OF THE COUNTYWIDE POLICIES OF THE 2004 RIVERSIDE COUNTY AIRPORT LAND USE COMPATIBILITY PLAN:**

1. The Specific Plan Amendment proposes to relocate the elementary school site outside the Airport Influence Area entirely, thus avoiding a discouraged use in Compatibility Zone D.
2. The Specific Plan Amendment proposes to increase the residential density of Planning Areas 24 and 33 to above 5.0 dwelling units per acre, bringing them into consistency with Compatibility Zone D density criteria.
3. Only 20 percent of the area within the proposed tentative tract is located within Compatibility Zone D.
4. The proposed residential subdivisions immediately adjacent to or near the subject site to the northwest, east, and south were found consistent by the ALUC under the previous plan, the 1997 French Valley Airport Comprehensive Land Use Plan. The proposed residential development immediately northeast of the site was found consistent by the ALUC under the new RCALUCP for French Valley Airport.
5. Approximately 60% to 70% of the surrounding property adjacent or near adjacent to the site will include previously approved and fully vested or existing residential development similar to the proposed development.
6. The proposed site is outside the current and near future 55 CNEL noise contour for the airport.
7. The proposed project, as submitted, will not create an undue safety hazard to people on the ground or aircraft in flight, and is not expected to result in excessive noise exposure, in light of previously approved and fully vested, or existing, development.
8. **The project is impacted by a natural water course. (This finding was added at the Commission meeting).**



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**CONDITIONS (applicable to the proposed Tentative Tract Map):**

1. Any outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky, and shall comply with the provisions of Riverside County Ordinance No. 655, as applicable. Lights must be downward facing.
2. The following uses/activities are not included in the proposed project and shall be prohibited at this site:
  - (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 transfers 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, hospitals, and nursing homes in the portion of the site within Compatibility Zone D.
3. The attached notice shall be provided to all potential purchasers of the proposed lots located wholly or partially within the Airport Influence Area and to the tenants of the homes thereon, and shall be recorded as a deed notice.
4. Any new ground-level or aboveground water detention basin or facilities within the Airport Influence Area shall be designed so as to provide for a detention period for the design storm that does not exceed 48 hours and to remain totally dry between rainfalls. Vegetation in and around such facilities that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.
5. **Some part of the park will include an area sufficient to meet the ALUC open space requirements of 75 by 280 feet. (This condition was added at the Commission meeting).**

**AIRPORT LAND USE COMMISSION  
MINUTE ORDER JANUARY 12, 2017  
RIVERSIDE MEETING**

**V. MEETING SUMMARY**

The following staff presented the subject proposal:

ALUC Staff Planner: Paul Rull at (951) 955-6893, or e-mail at [prull@rctlma.org](mailto:prull@rctlma.org)

The following spoke in favor of the project:

Adrian Peters, Brookfield Residential, 3200 Park Center Drive, Suite 1000, Costa Mesa, CA 92626

Grant Henninger, T&B Planning, Inc., 17542 E. 17<sup>th</sup> Street, Suite 100, Tustin, CA 92780

No one spoke in neutral or opposition to the project

**VI. ALUC COMMISSION ACTION**

The ALUC Commission by a unanimous vote of 7-0 found the project **CONSISTENT (GPA, CZ);**  
**CONSISTENT (SPA, Tract Map)** based on Policy 3.3.6 findings outlined in the staff report, and with the addition of the finding that the project is encumbered by a natural water course and is undevelopable impacting project overall density, and with the addition of a condition that the applicant or successor-in-interest maintain in perpetuity the required 3.91 acres of open area consistent with ALUC standards.

**VII. CD**

The entire discussion of this agenda item can be found on CD and referenced by the meeting time listed below. For a copy of the CD, please contact Barbara Santos, ALUC Commission Secretary, at (951) 955-5132 or E-mail at [basantos@rctlma.org](mailto:basantos@rctlma.org).

ITEM 3.3: TIME: 9:31 A.M.

**AIRPORT LAND USE COMMISSION  
MINUTE ORDER JANUARY 12, 2017  
RIVERSIDE MEETING**

I. **4.0 ADMINISTRATIVE ITEMS**

4.1 Director's Approvals – Information Only

II. **5.0 APPROVAL OF MINUTES**

The ALUC Commission by a vote of 7-0 approved the December 8, 2016 minutes.

III. **6.0 ORAL COMMUNICATION ON ANY MATTER NOT ON THE AGENDA**

None

IV. **7.0 COMMISSIONER'S COMMENTS**

Commissioner Betts introduced his alternate Mr. Jim Hyatt, City of Calimesa.

V. **8.0 ADJOURNMENT**

Chairman Housman adjourned the meeting at 10:17 a.m.

VI. **CD**

The entire discussion of this agenda item can be found on CD and referenced by the meeting time listed below. For a copy of the CD, please contact Barbara Santos, ALUC Commission Secretary, at (951) 955-5132 or E-mail at [basantos@rctlma.org](mailto:basantos@rctlma.org).

ITEM 4.0: TIME IS: 10:15 A.M.