



AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY AGENDA

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

Thursday 9:00 A.M., June 9, 2016

CHAIR
Simon Housman
Rancho Mirage

VICE CHAIRMAN
Rod Ballance
Riverside

COMMISSIONERS
Arthur Butler
Riverside

Glen Holmes
Hemet

John Lyon
Riverside

Greg Pettis
Cathedral City

Steve Manos
Lake Elsinore

STAFF

Director
Ed Cooper

John Guerin
Russell Brady
Paul Rull
Barbara Santos

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

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, 14th 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.

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

1.0 INTRODUCTIONS

1.1 CALL TO ORDER

1.2 SALUTE TO FLAG

1.3 ROLL CALL

1.4 PRESENTATION

2.0 PUBLIC HEARING: CONTINUED ITEMS

PERRIS VALLEY AIRPORT

- 2.1 ZAP1010PV16 – Raintree Investment Corporation (Representative: [Melissa Perez, Albert A. Webb and Associates](#)) – City of Perris Case No. 15-05181 (Tentative Tract Map No. 36988). A proposal to divide 37.65 acres (Assessor's Parcel Numbers 330-150-015 and 330-150-016) located westerly of Murrieta Road and northerly of Ethanac Road into 166 single-family residential lots and four open space lots. The proposed subdivision is located within the Green Valley Specific Plan in the City of Perris. (Airport Compatibility Zones D and E of the Perris Valley Airport Influence Area and Airport Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Influence Area). Continued from May 12, 2016. ALUC Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rctlma.org

Staff Recommendation: INCONSISTENT

PERRIS VALLEY AIRPORT

- 2.2 ZAP1011PV16 – Raintree Investment Corporation (Representative: Melissa Perez, Albert A. Webb and Associates) – City of Perris Planning Case No. 15-05180 (Tentative Tract Map No. 36989). A proposal to divide 37.09 acres (Assessor's Parcel Numbers 330-150-011, 330-150-012, 330-150-013) located westerly of Murrieta Road and northerly of Ethanac Road into 146 single-family residential lots and five open space lots. The proposed subdivision is located within the Green Valley Specific Plan in the City of Perris. (Airport Compatibility Zones C and D of the Perris Valley Airport Influence Area and Airport Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Influence Area). ALUC Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rctlma.org

Staff Recommendation: INCONSISTENT

MARCH AIR RESERVE BASE

- 2.3 ZAP1194MA16 – City of Riverside (Representative: Doug Darnell) – City Case No. P15-1010 (General Plan Amendment). A proposal by the City of Riverside to amend its General Plan 2025 so as to bring that Plan into consistency with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan. Accordingly, the proposal includes amendments to the Land Use and Urban Design, Public Safety, Noise, and Circulation and Community Mobility Elements of the General Plan, as well as the Introduction section. (Airport Compatibility Zones B1-APZ II, B1, C1, C2, D, and E of the March Air Reserve Base/Inland Port Airport Influence Area). ALUC Staff Planner: John Guerin at (951) 955-0982, or e-mail at jguerin@rctlma.org

Staff Recommendation: CONTINUE to 7-14-16

3.0 PUBLIC HEARING: NEW ITEMS

FRENCH VALLEY AIRPORT

- 3.1 ZAP1069FV16 – James Delhamer – County of Riverside Planning Case No. CUP 03742 (Conditional Use Permit). The applicant is proposing a mini-storage facility on 4.36 acres (Assessor's Parcel Number: 957-371-012) located on the northwest corner of Calistoga Drive and Commerce Court. The project proposes three mini-storage buildings totaling 135,267 square feet, 1,144 square feet of office area, and a 1,100 square foot caretaker/manager residence for a total of 137,511 square feet of building area. The proposed buildings will have a mix of single and two story buildings with a maximum height of 35 feet. (Airport Compatibility Zone C of French Valley Airport Influence Area). ALUC Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rctlma.org

Staff Recommendation: CONSISTENT

FRENCH VALLEY AIRPORT

- 3.2 ZAP1068FV16 – FVIP, LLC (Representative: Dan Long) – County of Riverside Planning Case Nos. PP25998 (Plot Plan) and PM37082 (Tentative Parcel Map). The applicant is proposing a mini-storage and outdoor recreational vehicle (RV) storage facility on an 8.09-acre site located easterly of Briggs Road and southerly of Magdas Coloradas Street. The project will have two phases: phase one proposes six mini-storage buildings consisting of 104,949 square feet of mini-storage area and 2,050 square feet of office area, and an outdoor RV storage area with 13,600 square feet of covered RV storage on 1.91 acres; phase two proposes a 49,500 square foot mini-storage building, for a total of 156,499 square feet of building area. The proposed buildings will be a mix of single and two stories with a maximum building height of 31 feet. The proposed Parcel Map would merge seven existing commercial parcels (Assessor's Parcel Numbers 963-070-005 through 963-070-011) into two parcels. (Airport Compatibility Zones A and B1 of French Valley Airport Influence Area). ALUC Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rctlma.org

Staff Recommendation: CONSISTENT

- 3.3 ZAP1070FV16 – RTN Development Inc. (Representative: Rick Neugebauer) – County of Riverside Planning Case Nos. CUP03744 (Conditional Use Permit) and CZ07909 (Change of Zone). The applicant is proposing a microbrewery and a warehouse facility (primarily for storage of wine) on 3.68 acres (2.1 acres net) (Assessor's Parcel Numbers: 963-070-002, 963-070-003, 963-070-004), located westerly of Briggs Road, easterly of Winchester Road (Highway 79), southerly of the westerly extension of Magdas Coloradas Street, and northerly of the westerly extension of Cochise Circle. The project proposes a 36,278 square foot building which includes: 3,246 square foot microbrewery production area, 28,995 square foot warehouse/storage area, 2,713 square foot office area, and 699 square foot tasting and bar area. The project also has a 1,420 square foot outdoor seating and gaming area attached to the building. The building will be two stories and have a maximum height of 35 feet. The applicant also proposes to change the zoning of the proposed 3.68 acre parcel from Industrial Park (I-P) to Manufacturing-Service Commercial (M-SC). (Airport Compatibility Zones B1 and C of French Valley Airport Influence Area). ALUC Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rctlma.org

Staff Recommendation: CONSISTENT (Change of Zone); INCONSISTENT (CUP)

REGIONAL

- 3.4 ZAP1019RG16 – County of Riverside (Representative: Larry Ross) – County Case No. Ordinance Amendment No. 348.4835. This is a Countywide amendment to Riverside County Ordinance No. 348 clarifying where residential care facilities, residential health facilities, and sober living homes would be permitted uses in the unincorporated areas and the type of use permit that would be required for such use (if any), consistent with State law. Article XIXe would be amended to provide definitions and criteria for five types of group facilities (Residential Facility, Residential Care Facility, Residential Care Facility for the Elderly, Alcohol or Drug Abuse Treatment Facility, and Sober Living Homes) and two types of health facilities (Developmentally Disabled Care Facility and Congregate Living Health Facility). Each such use serving six or fewer persons would be considered a residential use of property allowed by right in residential zones. Those serving seven or more persons (except Sober Living Homes) would require a Conditional Use Permit. Ordinance No.

348.4835 also adds reasonable accommodation provisions to Ordinance No. 348 and updates definitions to clarify and remove any inconsistencies that may result from the revisions made to Article XIXe. (Countywide). ALUC Staff Planner: John Guerin at (951) 955-0982, or e-mail at jguerin@rctlma.org

Staff Recommendation: CONSISTENT

MARCH AIR RESERVE BASE

3.5 ZAP1199MA16 – City of Perris (Representative: Nathan Perez) – City Case Nos. General Plan Amendment 15-05122, Specific Plan Amendment 16-05025, and Ordinance Amendment 16-05024. General Plan Amendment 15-05122 is a proposal by the City of Perris to amend the Land Use and Safety Elements of its General Plan so as to bring that Plan into consistency with the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (“March ALUCP”). Ordinance Amendment 16-05024 is a proposal to amend Chapter 19 of the Perris Municipal Code by adopting an Airport Overlay Zone Code Section. Specific Plan Amendment 16-05025 is a proposal to update the Airport Overlay Zone Section (Section 12) of that Plan so as to comply with the March ALUCP. (Airport Compatibility Zones A, B1- APZ 1, B1-APZ II, B2, C1, C2, D and E of the March Air Reserve Base/Inland Port Airport Influence Area). ALUC Staff Planner: John Guerin at (951) 955-0982, or e-mail at jguerin@rctlma.org

Staff Recommendation: CONTINUE to 7-14-16

BANNING AIRPORT

3.6 ZAPEA01BA15 - 2016 Amendment to 2004 Banning Municipal Airport Land Use Compatibility Plan. ALUC Staff Planner: John Guerin at (951) 955-0982, or e-mail at jguerin@rctlma.org

Staff Recommendation: Approve Negative Declaration for 2004 Banning Municipal Airport Land Use Compatibility Plan (BMALUCP); Adopt Amendment to the 2004 (BMALUCP); Direct staff to return on 7/14/16 with Resolution memorializing Commission’s actions on 6/9/16

4.0 **ADMINISTRATIVE ITEMS**

4.1 Director’s Approvals

5.0 **APPROVAL OF MINUTES**

May 12, 2016

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

7.0 **COMMISSIONER’S COMMENTS**

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 2.1 ~~3-6~~

HEARING DATE: **June 9, 2016 (continued from May 12, 2016)**

CASE NUMBER: ZAP1010PV16 – Raintree Investment Corporation
(Representative: Melissa Perez, Albert A. Webb and Associates)

APPROVING JURISDICTION: City of Perris

JURISDICTION CASE NO: 15-05181 (Tentative Tract Map No. 36988)

MAJOR ISSUES: *The project was originally submitted to ALUC as 168 single family residential lots on 37.65 acres with a residential density of 4.4 dwelling units per acre. The item was continued from ALUC's May meeting per the applicant's request so they could work on the project to be more consistent with the compatibility plan. The revised design of Tentative Tract Map No. 36988 proposes 166 single family residential lots on 37.65 acres with a residential density of 4.4 dwelling units per acre. The project's proposed residential density of 4.4 dwelling units per acre is inconsistent with the Perris Valley Airport Compatibility Zone D criteria of either below 0.2 dwelling units per acre or above 5.0 dwelling units per acre.*

The project representative and the City's aviation consultant have formulated a plan that provides a trade-off for the inconsistent density. Specifically, the landowner has indicated a willingness to dedicate 35 acres of land that had been allocated to residential use in the Specific Plan (largely in Compatibility Zones B1 and C) to the City of Perris and to agree to restrict use of an additional 155 acres to nonresidential uses in perpetuity unless activity at Perris Valley Airport ceases.

RECOMMENDATION: Staff recommends that the Commission find the Tentative Tract Map **INCONSISTENT**, based on the density being within the prohibited intermediate density range. *However, consideration should be given to the landowner's offer to dedicate parkland and restrict residential uses through a large portion of the Specific Plan. In light of the fact that the management of Perris Valley Airport does not support the opinion that an increase in the density of this project to a density greater than five dwelling units per acre would be beneficial (although such an increase would lead to a finding of consistency), the proposed trade-off could prove to be a win-win outcome. Therefore, the Commission may find this project **CONSISTENT** pursuant to Policy 3.3.6 of the Riverside County Airport Land Use Compatibility Plan, subject to the conditions included herein.*

PROJECT DESCRIPTION: The applicant is proposing to divide 37.65 acres into ~~168~~ 166 single-family residential lots and four open space lots. The proposed subdivision is located within the Green

Valley Specific Plan.

PROJECT LOCATION: The site is located westerly of Murrieta Road and northerly of Ethanac Road, in the City of Perris, approximately 44,500 feet southeasterly of the southerly terminus of March Air Reserve Base Runway 14-32 and approximately 4,200 feet southeasterly of the southerly terminus of Perris Valley Airport Runway 15-33.

LAND USE PLAN: 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, 2010/2011 Perris Valley Land Use Compatibility Plan

- a. Airport Influence Area: March Air Reserve Base/Inland Port Airport, Perris Valley Airport
- b. Land Use Policy: March Air Reserve Base/Inland Airport Compatibility Zone E, Perris Valley Airport Compatibility Zone D and E
- c. Noise Levels: below 60 CNEL from March Air Reserve Base/Inland Port aircraft, below 55 CNEL from Perris Valley Airport aircraft

BACKGROUND:

Public Comments: The public hearing was opened for this project at the May 12, 2016, Commission meeting and the following are public speakers who spoke in favor, in opposition or in a neutral position regarding the project:

IN FAVOR	IN OPPOSITION	IN NEUTRAL
Gerald Volomino	Bennie Conatser	Rich Lopp
Nick Johnson	Patrick Conatser	

Residential Density: The site is located within airport compatibility zones of two different airports: Zone E of March Air Reserve Base/Inland Port Airport (MARB/IPA) and Zones D and E of Perris Valley Airport. Residential density is not restricted in Zone E of the MARB/IPA and Perris Valley Airport Influence Area (AIAs), but this portion of Compatibility Zone D in the Perris Valley AIA is subject to the Countywide criteria restricting residential densities to either below 0.2 dwelling units per acre or above 5.0 dwelling units per acre. The overall proposed gross density for the Tentative Tract Map encompassing the 37.65 acre project would be 4.4 dwelling units per acre, which is inconsistent with the Compatibility Zone D criterion for this portion of the Perris Valley AIA.

The proposed residential density is in the prohibited intermediate density range. As a trade-off, the landowner has indicated a willingness to dedicate 35 acres of land in the Specific Plan that had been allocated to residential use to the City of Perris for use as a park and to restrict use of an additional 155 acres to nonresidential uses in perpetuity unless activity at Perris Valley Airport ceases. See recommended Condition Nos. 8 and 9.

Prohibited and Discouraged Uses: The applicant does not propose any uses specifically prohibited or discouraged in Compatibility Zone D and E of Perris Valley Airport (highly noise-sensitive outdoor nonresidential uses and hazards to flight) or Zone E of March Air Reserve Base/Inland Port Airport, other than the proposed residential density.

Noise: The site is located well outside the MARB/IPA 60 CNEL contour relative to aircraft noise and outside the 55 CNEL contour for Perris Valley Airport. ALUC's objective is that residential interior noise levels from aviation-related sources within the MARB/IPA Airport Influence Area not exceed CNEL 40 dB. As standard construction for new homes is presumed to provide adequate sound attenuation where the exterior noise exposure is not more than 20 dB greater than the interior standard, this residential development would not require special measures to mitigate aircraft-generated noise.

Part 77: The site is located at a lower elevation than the elevation of March's Runway 14-32 at its southerly terminus (approximately 1488 feet above mean sea level) at a distance of approximately 44,500 feet from the runway to the project boundaries. The project proposes a maximum finished floor elevation of 1420 feet above mean sea level (AMSL). The maximum height of the proposed two story dwellings is 35 feet, for a maximum total elevation of 1455 feet AMSL. The project site is also located in proximity to Perris Valley Airport, and its Runway 15-33 with an elevation of 1413 feet AMSL. The site is located 4,200 4,750 feet from the runway, so FAA review would be required for any structures with top of roof exceeding 1455 1460.5 feet AMSL. As mentioned previously, the project's site elevation and tallest building height would be a total maximum elevation of 1455 feet AMSL. Therefore, review of buildings by the FAA Obstruction Evaluation Service is not required.

Open Area: Open areas are not required in Zone E, but this portion of Zone D of the Perris Valley AIA is subject to the Countywide requirement that 10% of area within major projects (10 acres or larger) be set aside as open land that could potentially serve as emergency landing areas. 10% of the project area is approximately 3.76 acres. **The applicant proposes to provide Green Valley Specific Plan provides for a 35-acre park adjacent to this tract. Although specific facilities and amenities to be located within the park are presently unknown, a conceptual park plan based on the City of Perris' park development standards would yield approximately 16.3 acres of qualified open space (concentrated primarily within the baseball/soccer area and other open grass areas within the park) that would be clear of obstructions to aircraft. This area is under the applicant's ownership and could potentially be credited to serve 16.3 acres of development within the Specific Plan. It is anticipated that the proposed park would be dedicated by the applicant to the City of Perris. The applicant proposes to dedicate this 35-acre area to the City of Perris. Such dedication requirement is included in ALUC Condition No. 8.**

~~In lieu of provision of open area on the project site, the applicant has proposed consideration of adjacent open area within the Romoland Flood Channel, an earthen channel with a 50 foot bottom width located along the project's southern and western boundary as a special consideration pursuant to Countywide Policy 3.3.6. (The flood control channel is not within the project boundary, having previously been dedicated to the Riverside County Flood Control and Water Conservation District,~~

~~which is responsible for its maintenance.) The area of flood control channel fronting Tentative Tract Map No. 36988 is approximately 6.9 acres, which would satisfy Zone D 10% requirements for open space. The channel area would also provide suitable area for 300x75 emergency landing strips as the channel is maintained by the Flood Control District to have no obstructions, which would also satisfy Countywide open area policy.~~

Countywide Policy 3.3.6:

While the project does not strictly comply with Compatibility Zone D density criteria, the Commission may choose to consider whether to find the normally incompatible density compatible pursuant to Countywide Policy 3.3.6 if the combination of the following facts are determined to represent “other extraordinary factors or circumstances” based on the following findings:

- **The project site is located in proximity to the Romoland Flood Channel. Approximately 6.9 acres of the flood channel fronts the project site.**
- **The project proposes to dedicate 35 acres within the Specific Plan (although not within the proposed tract map) to the City of Perris for use as a park.**
- **Use of an additional 155 acres within the Green Valley Specific Plan (as shown in the Ultimate Land Use Plan dated May 20, 2015) would be limited to nonresidential uses in perpetuity unless activity at Perris Valley Airport ceases.**
- **The project site is located in an area outside the 55 CNEL contour, thus limiting noise impacts and potential nuisance complaints.**
- **A majority of the residential lots (86%) are smaller than 1/5 acre, which is consistent with Compatibility Zone D average parcel size of smaller than 1/5 acre.**

CONDITIONS (applicable to the proposed Tentative Tract Map in event of a 3.3.6 finding):

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 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) Highly noise-sensitive outdoor nonresidential uses.
3. The attached disclosure notice shall be provided to all potential purchasers of the proposed lots and to tenants of the homes thereon, and shall be recorded as a deed notice.
 4. Any ground-level or aboveground water detention basin or facilities shall be designed so as to provide for a detention period for the design storm that does not exceed 48 hours and to remain totally dry between rainfalls. Vegetation in and around such facilities that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.
 5. Prior to issuance of building permits for any structure within the residential subdivision with an elevation at top of roof exceeding 1,455 feet above mean sea level, the permittee or its successor-in-interest) shall submit evidence to the City of Perris Development Services Department that the Federal Aviation Administration (FAA) has issued a determination of "Not a Hazard to Air Navigation" for such structure. Based on the projected pad elevations, this would only be potentially applicable to structures exceeding 35 feet in height.
 6. During initial sales of properties, informational signs shall be posted in conspicuous locations within the project clearly depicting the proximity of the project to the airport and aircraft traffic patterns.
 7. An information brochure shall be provided to prospective purchasers showing the locations of aircraft flight patterns. The frequency of overflights, the typical altitudes of the aircraft, and the range of noise levels that can be expected from individual aircraft overflights shall be described. A copy of the Compatibility Factors exhibit from the Perris Valley Airport Land Use Compatibility Plan shall be included in the brochure.
 8. **A 35-acre area (also known as Planning Areas 22 and 24B of the Green Valley Specific Plan) shall be dedicated in its entirety by the developer to the City of Perris as outlined in the City of Perris memorandum dated December 9, 2015 in conjunction with the**

recording of this map or, at the latest, prior to the issuance of building permits on any of the lots within either Tentative Tract Map No. 36988 or Tentative Tract Map No. 36989. At least 7.6 acres within the park shall meet the open area criteria specified in the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan. Additional areas meeting the open area criteria as shown on the exhibit prepared by FORMA and dated April 2016 may be credited toward meeting the open area requirements of other developments under the ownership of Raintree or its successors-in-interest located within those portions of the Green Valley Specific Plan subject to open area requirements.

- 9. Prior to recording of the final map, a document shall be recorded restricting the use of the areas depicted as "Park*" on the attached exhibit entitled "Ultimate Land Use Plan May 20, 2015" in perpetuity to nonresidential uses unless the State of California Department of Transportation, Aeronautics Division no longer recognizes Perris Valley Airport as a public use airport and there is no longer a skydiving business using the runway. Should the runway cease to exist for a period of one year or more, this shall be considered prima facie evidence that Perris Valley Airport would no longer be a public use airport.**

Green Valley Land Use Plan

Prepared 5/23/2016

Proposed Raintree Investment Corp - Green Valley Open Land Plan

Table 1: Proposed Raintree Investment Corp - Green Valley Open Land Plan Calculation					
ALUC Zone	ALUC Open Land Requirement Calculation			Proposed Raintree Set Aside	
	ALUC Open Land Requirement	Green Valley Total Land Area in ALUC Zone (Acres)	Green Valley ALUC Open Land Area Requirement (Acres)	Proposed Raintree Park Land Set Aside (Acres)	Proposed Raintree Excess Land Set Aside for Green Valley SP (Acres)
Zone A	100%	13	13	13.0	0.0
Zone B1	30%	79	24	61.3	37.7
Zone B2	0%	0	0	0.1	0.1
Zone C	20%	122	24	98.2	73.8
Zone D	10%	404	40	18.2	-22.2
Zone E	0%	487	0	TBD	TBD
Total		1105	101	190.8	89.4

Prepared by Johnson Aviation, 2016

Notes:

1. Green Valley Specific Plan is currently in the amendment process.
2. See Green Valley Specific Plan Ownership Map for limits of ownership and further development limitations.
3. Requesting ALUC clustering determination for Zone D based upon Open Land Set Aside.
4. Requesting ALUC conditional consistency determination for TTM's 36988 and 36989 based upon Open Land Set Aside.

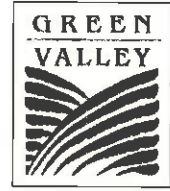
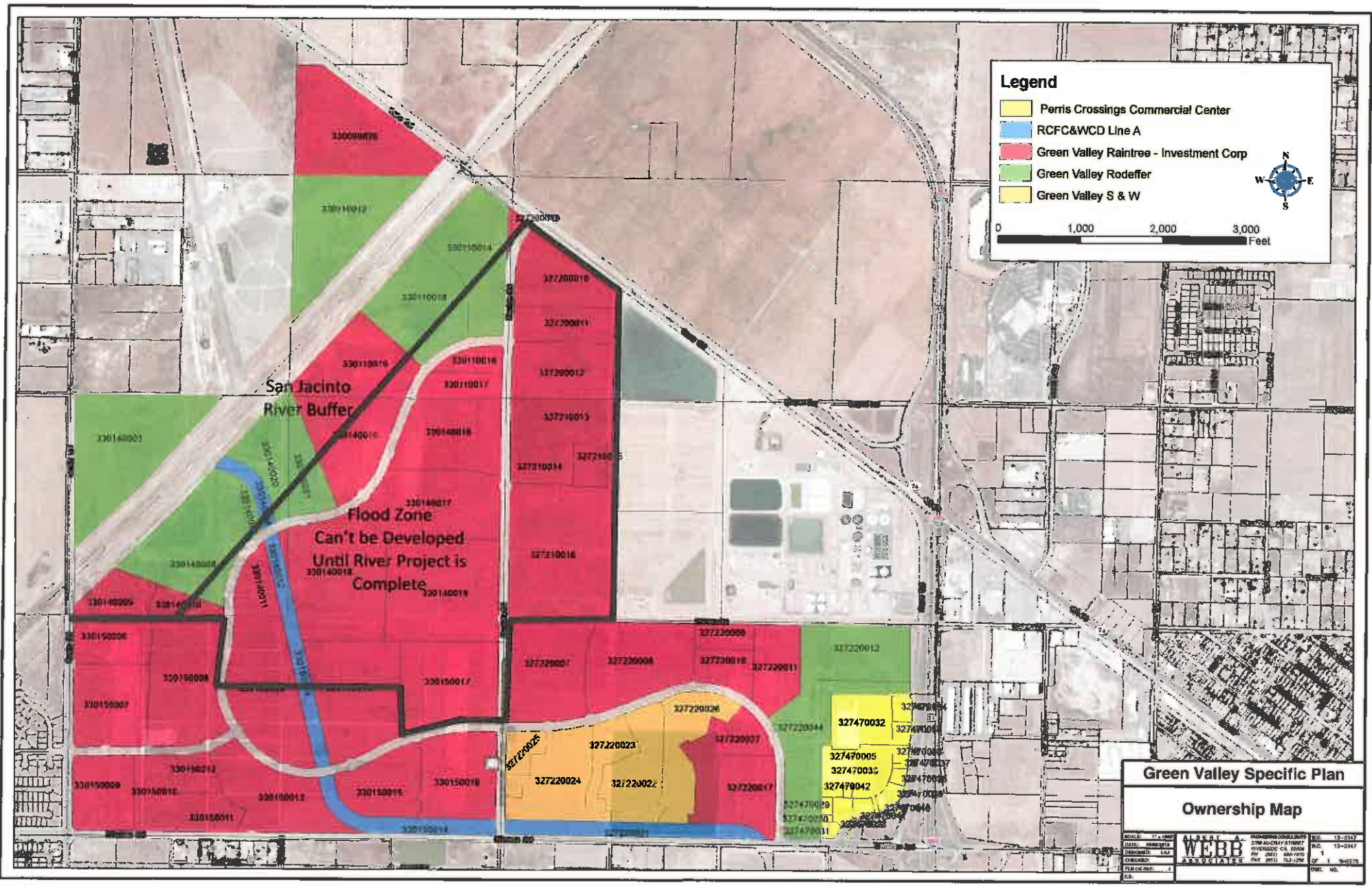


FIGURE 3



* Any designated "parks" in ALUC Zones B1 and C will be deed restricted with the recordation of TTM 36988 and 36989 to not allow the development of residential uses, but not preventing any use allowed in the park land use designation such as recreational facilities, storage centers, nurseries, community gardens, etc. The deed restriction for the airport zone is only valid for the duration that flights are actively using the Perris Valley airport.





San Jacinto River Buffer

Flood Zone
Can't be Developed
Until River Project is
Complete

Legend

- Perris Crossings Commercial Center
- RCFC&WCD Line A
- Green Valley Raintree - Investment Corp
- Green Valley Rodeffer
- Green Valley S & W



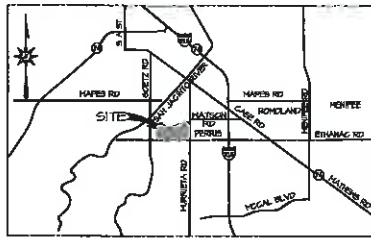


Green Valley Specific Plan

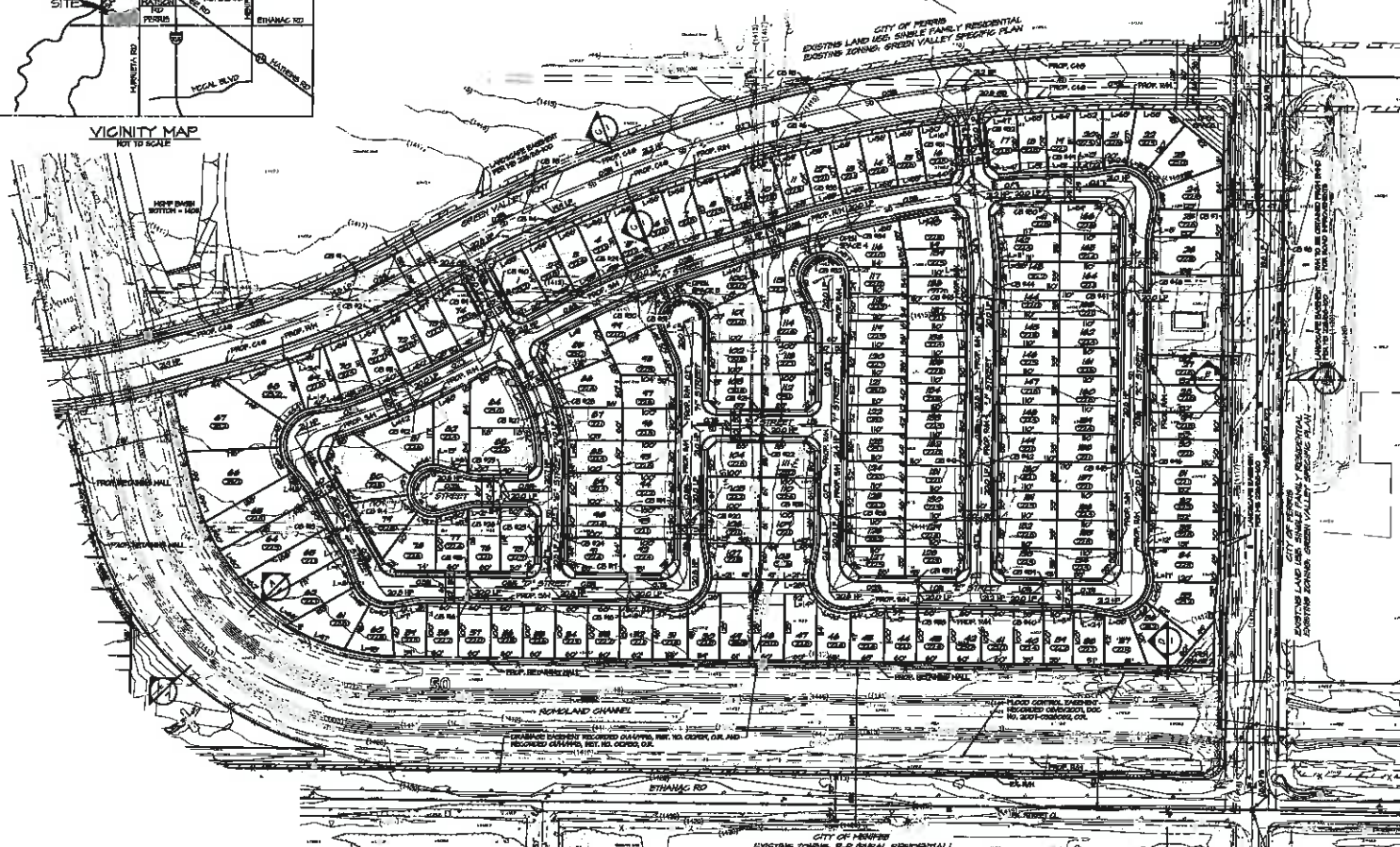
Ownership Map

SCALE: 1" = 100'	ALBERT A. WEBB ASSOCIATES	DATE: 08/20/15	PROJECT: 2700 MCCLARY STREET, PERRIS, CA 92504	NO. 13-0147
DRAWN BY: LAJ	ASSOCIATES	CHECKED BY: LAJ	DATE: 08-10-15	OF 1 SHEETS
PUBLIC REF.:		ED.		DRG. NO.

CITY OF FERRIS, CALIFORNIA
TENTATIVE TRACT MAP NO. 36988
LOCATED IN SECTION 8, T. 5 S., R. 3 W.



VICINITY MAP
NOT TO SCALE



GENERAL NOTES

- OWNER/APPPLICANT**
RIVERSIDE INVESTMENT CORPORATION
1025 PINEHURST AVENUE, SUITE 204
CARLESSA, CALIFORNIA 94500
PH: (925) 500-6182
- ENGINEER**
ALBERT A. RESS ASSOCIATES
2305 HUGHWAY STREET
RIVERSIDE, CA 92504
PH: 951-686-1070
FAX: 951-786-1256
- SOILS**
EARTH SYSTEMS SOUTHWEST
1800 ILLINOIS AVENUE, SUITE 20
FERRIS, CALIFORNIA 94501
PH: (925) 422-7791
FAX: (925) 422-7746
- TOPOGRAPHY**
TOPOGRAPHY FLOWN BY ISLAND AERIAL SURVEYS, INC.
CONTRACT NO. 02-00-00-000-00-00
200-00-00-000-00-00
- LEGISLATION**
LAND USE: GREEN VALLEY SPECIFIC PLAN
PROPOSED LAND USE: SINGLE FAMILY RESIDENTIAL, RS500-16000
PROPOSED ZONING: GREEN VALLEY SPECIFIC PLAN
EXISTING ZONING: GREEN VALLEY SPECIFIC PLAN
PROPOSED GENERAL PLAN: GREEN VALLEY SPECIFIC PLAN
EXISTING GENERAL PLAN: GREEN VALLEY SPECIFIC PLAN
- UTILITIES**
WATER: EASTERN MUNICIPAL WATER DISTRICT
SEWER: EASTERN MUNICIPAL WATER DISTRICT
GAS: SOUTHERN CALIFORNIA GAS COMPANY
ELECTRIC: SOUTHERN CALIFORNIA Edison COMPANY
TELEPHONE: SBC
TELEVISION: INDIVIDUAL RECEIPT/CABLE
- SCHEMATIC DESIGN**
RIVERLAND AND FERRIS UNION HIGH
- LEGAL DESCRIPTION**
LOTS 21 AND 22, INCLUSIVE, OF TRACT NO. 24646 AS SHOWN BY MAP ON FILE IN BOOK 226 PAGES 69 THROUGH 100, INCLUSIVE, OF MAPS RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.
ALSO EXCEPTING A STRIP OF ALL OIL, GAS AND/OR MINERALS AS RESERVED IN THE DEED FROM THE FIRST NATIONAL BANK IN LOS ANGELES RECORDED NOVEMBER 20, 1941 AS INSTRUMENT NO. 1156 OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.
- MARKETINGS**
CITY: 1600 CY BRNS
FILL: 80000 CY BRNS
- NOTES**
1. 3000 THOUSAND BROS. MAP BOOK, PAGES 887-889, GRID J, AL
2. THIS MAP DOES NOT INCLUDE THE ENTIRE CONTIGUOUS OWNERSHIP OF THE LAND DIVIDER.
3. EASEMENTS OF RECORD ARE SHOWN.
4. THERE ARE NO EXISTING HELD ON THE PROPERTY.
5. ALL SLOPES ARE 2% RATIO, UNLESS OTHERWISE NOTED.
6. NO UNDERFACE SEPTIC USAGE OR DISPOSAL IS INTENDED.
7. THERE SHALL NOT BE ANY FLAMMABLE/COMBUSTIBLE LIQUIDS OR GASES OR ABOVE OR BELOW GROUND.
8. LAND IS SUBJECT TO HIGH PALEONTOLOGICAL SENSITIVITY.
9. LAND IS WITHIN A SPECIFIC PLAN.
10. LAND IS SUBJECT TO OVERFLO, INUNDATION, OR FLOOD HAZARD.
11. THIS MAP IS IN FLOOD ZONE AS FOR AREAS OF FLOODING PER FEMA PANEL NO. C0800000N DATED ALMOST 10, 2004.
12. NO EXISTING DWELLINGS OR STRUCTURES ON SITE.
13. THERE ARE NO OTHER CHANNELS ON SITE.
14. EXISTING POWER POLES ARE TO REMAIN IN PLACE.
15. ALL IMPROVEMENTS SHALL BE PER SCHEDULE "A" SUBDIVISION ORDINANCE AND UNLESS OTHERWISE NOTED.
16. SETBACKS OF SLOPES TO PROPERTY LINES SHALL CONFORM TO ORDINANCE #51 REQUIREMENTS.
17. PROJECT IS WITHIN THE EASTERN MUNICIPAL WATER DISTRICT SERVICE AREA.
18. THERE ARE COMMON AREAS AND RECREATIONAL AREAS WITHIN THIS PROJECT.
19. PROJECT IS NOT ZONED IN A RESTRICTED SINGLE-FAMILY RESIDENTIAL. THE PROJECT WILL COMPLY WITH INDEX REQUIREMENT AS RESIMED BY INDEX SUPPLEMENT "A".
20. ENTRY INFORMATION PER COUNTY DESIGN STANDARDS AND GUIDELINES.

LOT #	LOT AREA	LOT #	LOT AREA	LOT #	LOT AREA	LOT #	LOT AREA	LOT #	LOT AREA	LOT #	LOT AREA	LOT #	LOT AREA	LOT #	LOT AREA	LOT #	LOT AREA
1	7880	17	5760	33	8600	49	7977	65	4641	81	6480	97	6777	113	5200	129	5800
2	6848	18	6848	34	8600	50	8284	66	4904	82	6292	98	6000	114	5800	130	5800
3	6071	19	7371	35	7977	51	8284	67	4904	83	6292	99	6000	115	5800	131	5800
4	6094	20	7380	36	6848	52	8284	68	4641	84	4904	100	6000	116	5800	132	5800
5	6040	21	7800	37	6848	53	8284	69	4641	85	4904	101	6000	117	5800	133	5800
6	6058	22	7878	38	6848	54	8284	70	4641	86	4904	102	6000	118	5800	134	5800
7	6078	23	7887	39	6848	55	8284	71	4641	87	4904	103	6000	119	5800	135	5800
8	5480	24	7430	40	6848	56	8284	72	4641	88	4904	104	6000	120	5800	136	5800
9	6071	25	7871	41	6848	57	8284	73	4641	89	4904	105	6000	121	5800	137	5800
10	6071	26	7871	42	6848	58	8284	74	4641	90	4904	106	6000	122	5800	138	5800
11	6071	27	7871	43	6848	59	8284	75	4641	91	4904	107	6000	123	5800	139	5800
12	6040	28	7800	44	6848	60	8284	76	4641	92	4904	108	6000	124	5800	140	5800
13	6040	29	7800	45	6848	61	8284	77	4641	93	4904	109	6000	125	5800	141	5800
14	6040	30	7800	46	6848	62	8284	78	4641	94	4904	110	6000	126	5800	142	5800
15	6040	31	7800	47	6848	63	8284	79	4641	95	4904	111	6000	127	5800	143	5800
16	6094	32	7800	48	6848	64	8284	80	4641	96	4904	112	6000	128	5800	144	5800

1" = 100'

0 100 200 300

REVISIONS

DATE BY

TENTATIVE MAP

TENTATIVE TRACT NO. 36988

SITE PLAN AND CONCEPTUAL GRADING

SCALE: 1" = 100'

DATE: 5/17/2010

DRAWN: JRS

CHECKED: JRS

DATE: 5/17/2010

PROJECT NO.: 36988

NO. 2010-0165

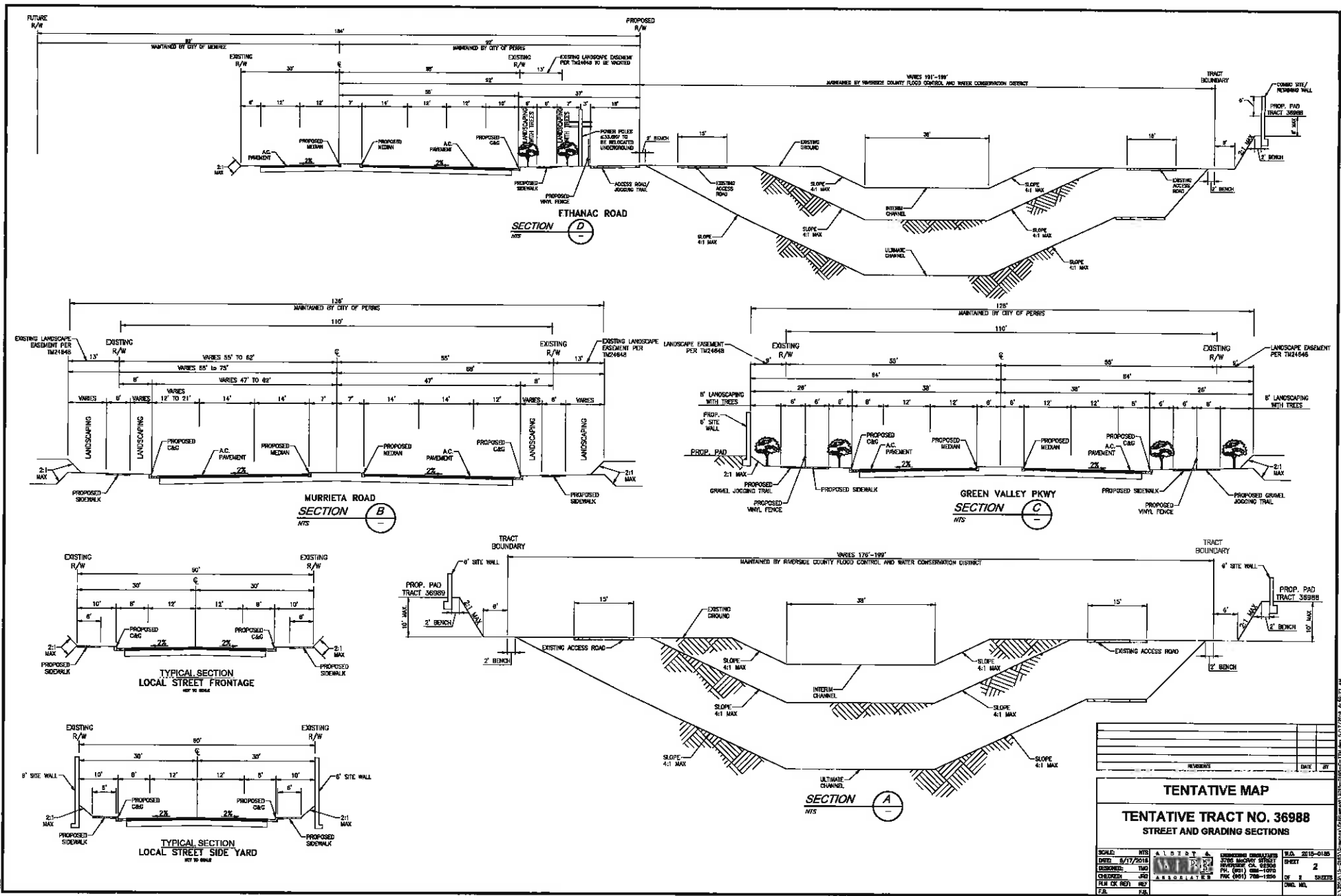
SHEET 1

OF 2 SHEETS

DRG. NO.

A.U.C. DENSITY CALCULATION
AREA IN ZONE 1 - 29.3 ACRES
RESIDENTIAL LOT AREA - 29.3 ACRES
DENSITY = 166 LOTS/29.3 ACRES = 5.6 LOTS/ACRE

NOTE: OPEN SPACE LOTS SHALL BE MAINTAINED BY HOA.



REVISIONS		DATE	BY

TENTATIVE MAP			
TENTATIVE TRACT NO. 36988			
STREET AND GRADING SECTIONS			
SCALE:	NTS	ALBERT & ASSOCIATES	S.D. 2019-01MS
DATE:	5/17/2019	CITY ENGINEER	PROJECT 2
DESIGNED:	TMO	CITY ENGINEER	OF 8 SHEETS
CHECKED:	JRD	CITY ENGINEER	DATE: 05/17/2019
PLN. CK. REV:	MS	CITY ENGINEER	DATE: 05/17/2019
C.D.	MS	CITY ENGINEER	DATE: 05/17/2019

5/17/2019 10:00 AM C:\Users\jrd\Desktop\36988\36988-01.dwg 19/07/2019 08:57 AM

Airport Land Use Commission
Received

MAY 16 2016



May 9, 2016

Mr. Paul Rull
Riverside County Airport Land Use Commission
Riverside County Administration Center
4080 Lemon Street, 1st Floor Board Chambers
Riverside, CA 92501

**Subject: Project: Green Valley Specific Plan Case No.: 15-05181
TTM 36988; APNS: 330-150-015 and 330-150-016**

Dear Mr. Rull:

The subject project requires water, sewer and recycled water services from EMWD. The details of said service connection points will be further detailed in a separate document, known as EMWD's Plan of Service (POS), to be developed by the project proponent and approved by EMWD.

The project requires on-site and offsite facilities, such as water, sewer and recycled water pipelines, and other possible improvements yet to be identified in the POS evaluation (such as a sewer lift station, facilities relocation related to conflicts with existing facilities, street realignments, street vacations, additional soil imports and proposed medians), as well as associated easements and/or Right-of-Way Permits to adequately serve the project demands.

On May 12, 2015, the subject project was reviewed for Due Diligence with EMWD's New Business Department, with a Project Number WS2015-342.

To date, EMWD has not received a Work Order deposit to develop the POS, to identify on-site and offsite facilities required to serve this project.

Mr. Paul Rull
May 9, 2016
Page 2

If you have questions or concerns, please do not hesitate to contact me at (951) 928-3777, extension 4468 or by e-mail at El-hagem@emwd.org.

Sincerely,



Maroun El-Hage, M.S., P.E.
Senior Civil Engineer
New Business Department
Eastern Municipal Water District

MEH:emn

Attachment

Rcvd
4-29-16

RECEIVED

NOTICE OF PUBLIC HEARING

APR 29 2016

EMWD - MAIL ROOM

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

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

Any person may submit written comments to the ALUC before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. The proposed project application may be viewed at the Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501, Monday through Thursday from 8:00 a.m. to 5:00 p.m., 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 Perris may hold hearings on this project and should be contacted on non-ALUC issues.

PLACE OF HEARING: Riverside County Administration Center
4080 Lemon St., 1st Floor Board Chambers
Riverside, California 92501

DATE OF HEARING: May 12, 2016

TIME OF HEARING: 9:00 A.M.

CASE DESCRIPTION:

ZAP1010PV16 – Raintree Investment Corporation (Representative: Melissa Perez, Albert A. Webb and Associates) – City of Perris Case No. 15-05181 (Tentative Tract Map No. 36988). A proposal to divide 37.65 acres (Assessor's Parcel Numbers 330-150-015 and 330-150-016) located westerly of Murrieta Road and northerly of Ethanac Road into 168 single-family residential lots and four open space lots. The proposed subdivision is located within the Green Valley Specific Plan in the City of Perris. (Airport Compatibility Zones D and E of the Perris Valley Airport Influence Area and Airport Compatibility Zone E of the March Air Reserve Base/Inland Port 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. Kenneth Phung of the City of Perris Development Services Department at (951) 943-5003, ext. 257.

AGENDA ITEMS #3.6 + #3.7

Rull, Paul

From: Melissa Perez <melissa.perez@webbassociates.com>
Sent: Wednesday, May 11, 2016 9:06 AM
To: Rull, Paul; Guerin, John
Cc: Jennifer Gillen; Nick Johnson; Kenneth Phung; Matt Villalobos; Patrick Parker
Subject: Cases: ZAP1010PV16, ZAP1011PV16

Good morning,

On behalf of Raintree Investment Corporation, a continuance of the ALUC May 12, 2016 agenda items 3.6 and 3.7 is being requested for the cases referenced above to the June ALUC agenda.

Melissa Perez - Senior Environmental Planner

Albert A. Webb Associates

3788 McCray Street, Riverside, CA 92506

t: 951.320.6007

e: melissa.perez@webbassociates.com w: www.webbassociates.com

[LinkedIn](#) | [Twitter](#) | [Facebook](#) | [YouTube](#)



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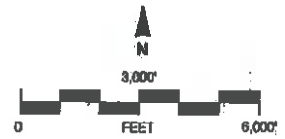
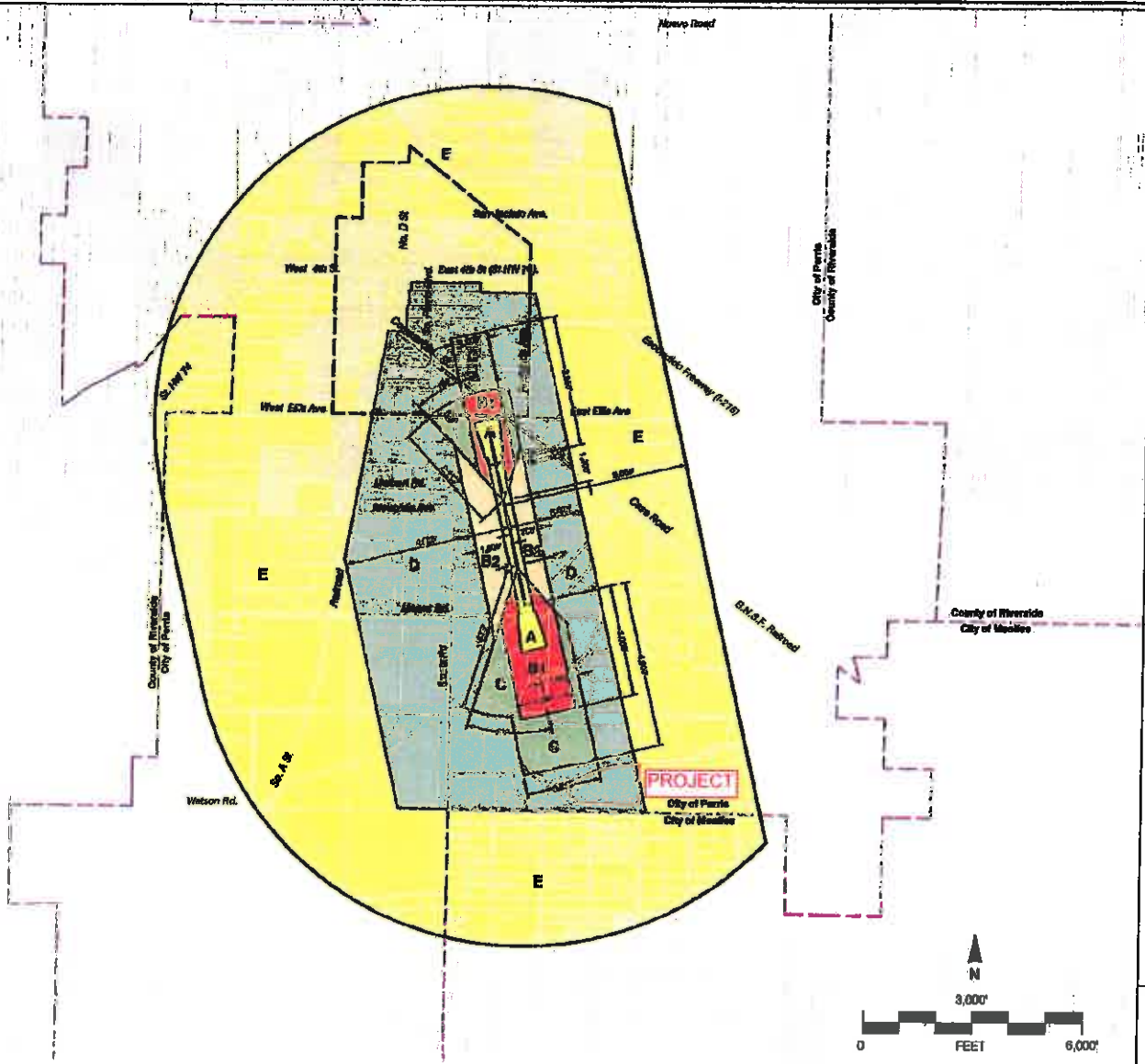
[Constant Contact](#)

[Protection Notice](#)

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**
- Zone A
 - Zone B1
 - Zone B2
 - Zone C
 - Zone D
 - Zone E
- Boundary Lines**
- Airport Property Line
 - City Limits
 - Downtown Specific Plan

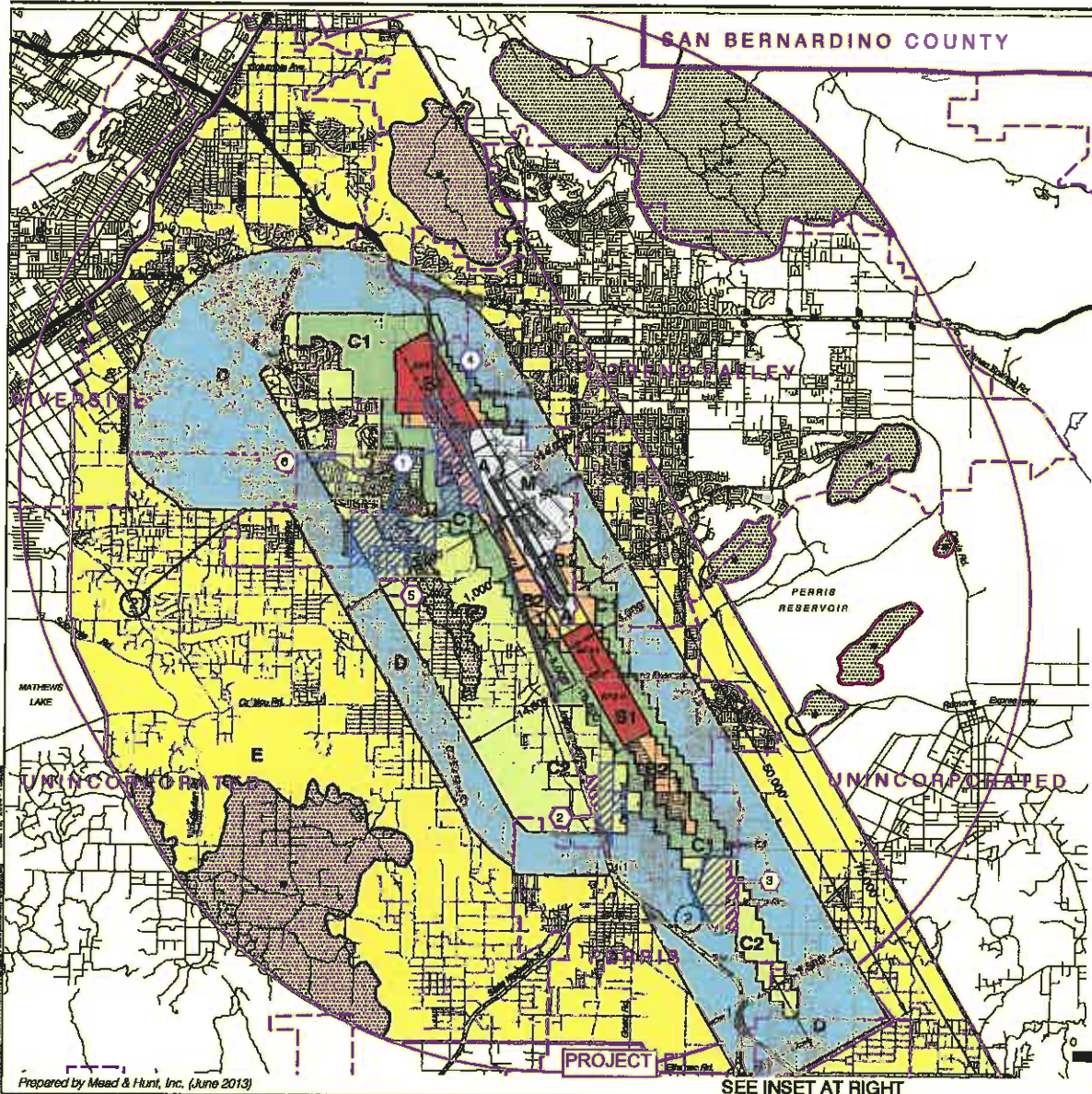


Riverside County
 Airport Land Use Commission
 Riverside County
 Airport Land Use Compatibility Plan
 Policy Document
 (July 2010 Draft)

Map PV-1

Compatibility Map
 Parris Valley Airport

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



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

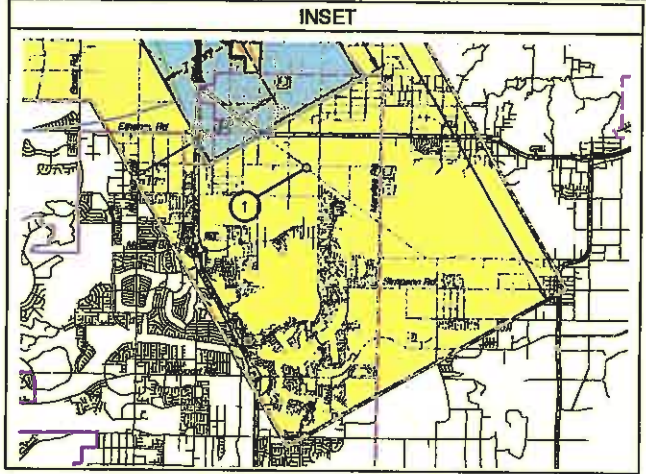
Boundary Lines

- 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.



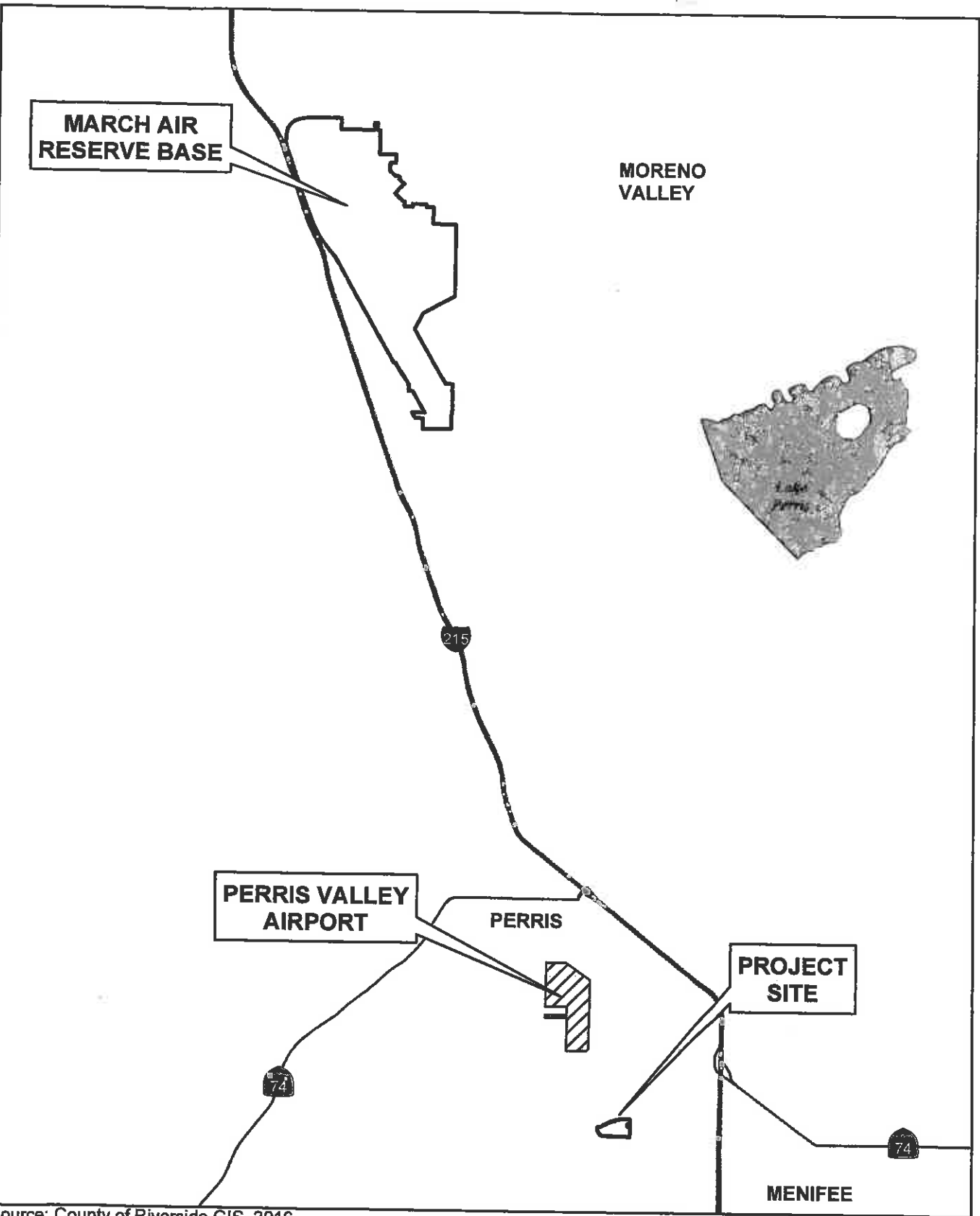
Base map source: County of Riverside 2013

Map MA-1
Compatibility Map
 March Air Reserve Base / Inland Port Airport

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

SEE INSET AT RIGHT

Map created March. 18, 2016. G:\2015\15-0185\GIS\MarchARB.mxd

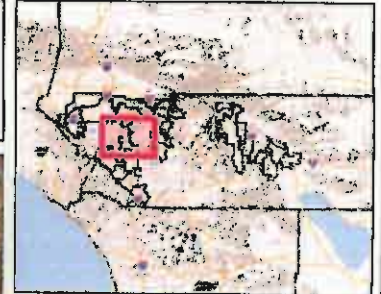
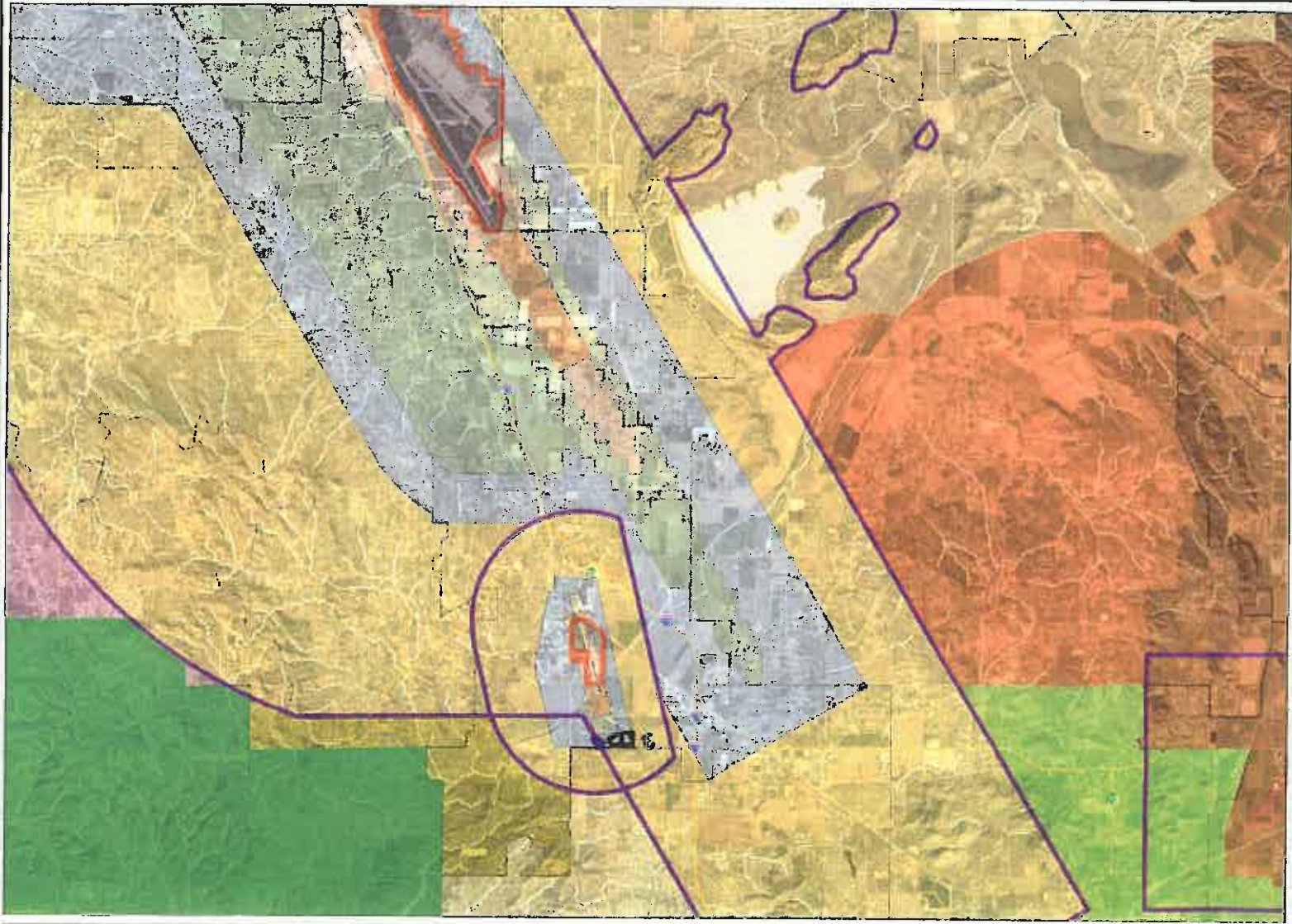


Source: County of Riverside GIS, 2016

Relation to March Air Reserve Base
 Green Valley, Tract 36988



My Map

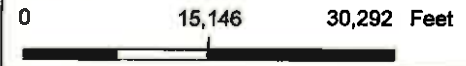


Legend

- 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



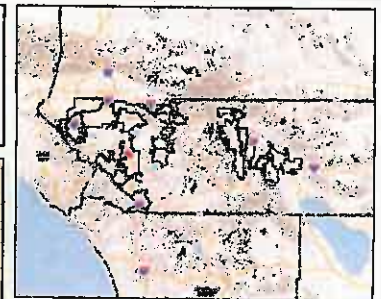
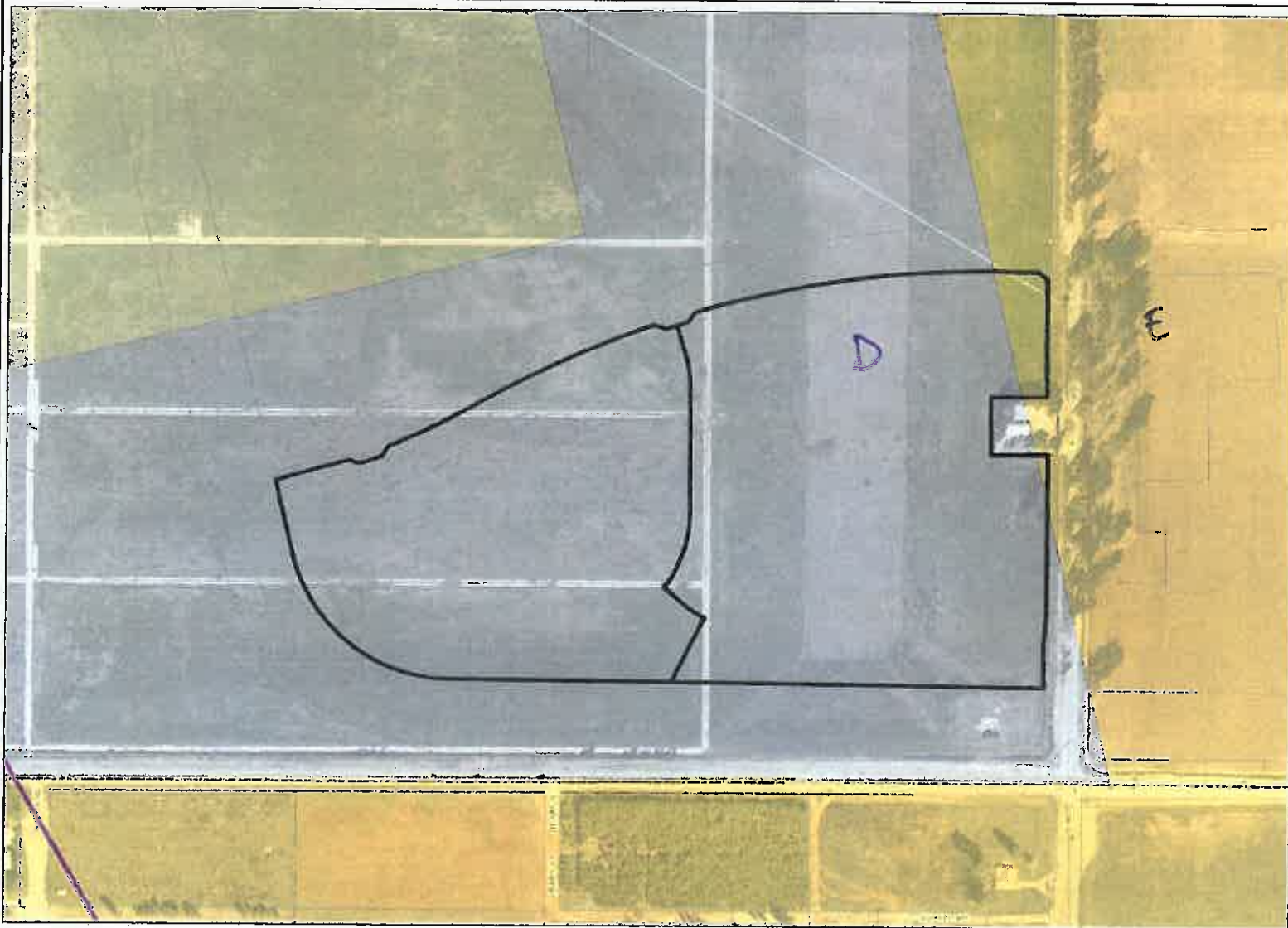
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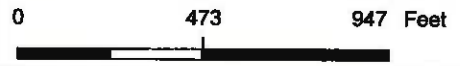
Notes

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
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- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC6
- C2-HIGHT



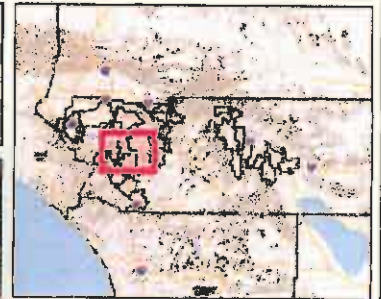
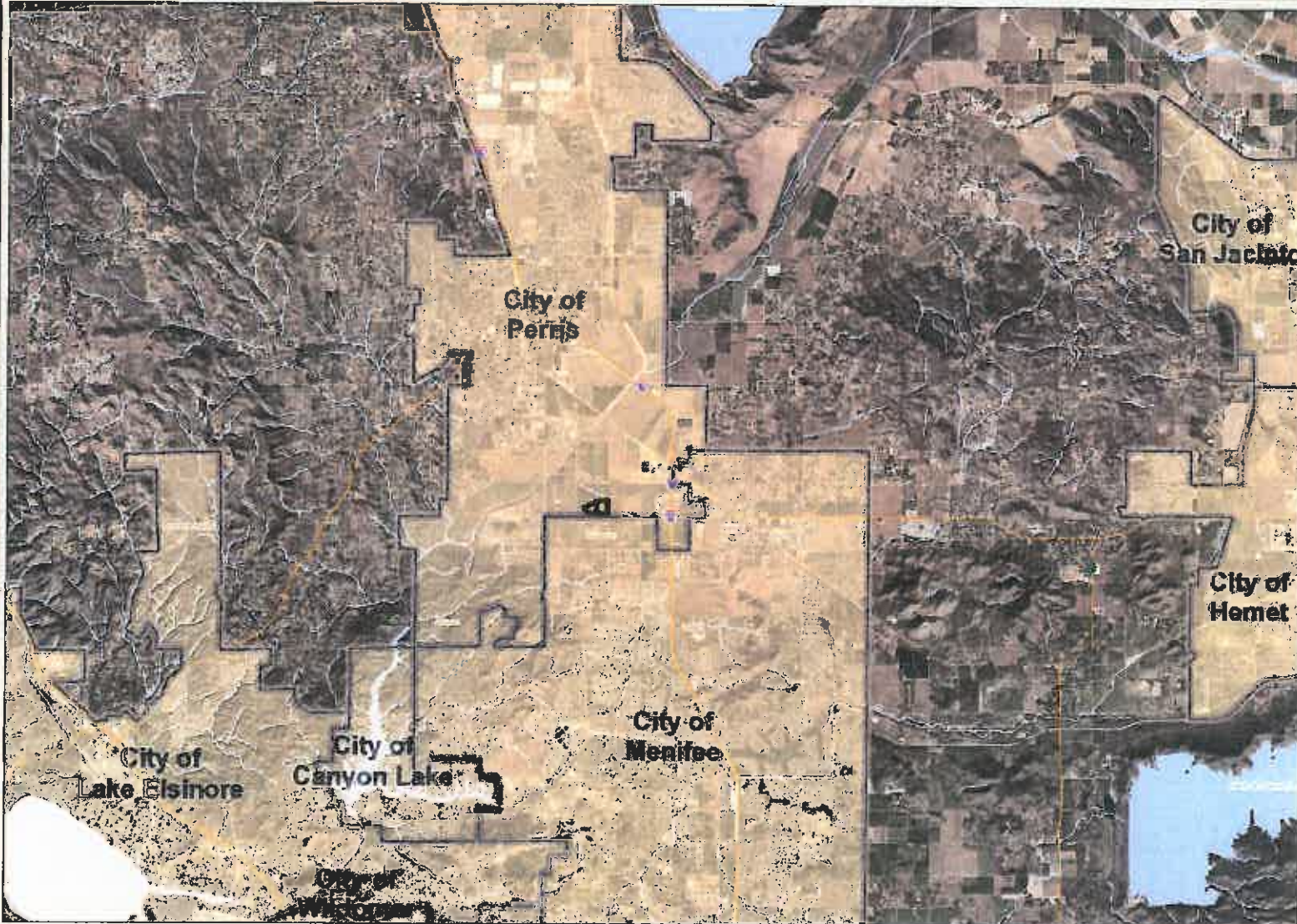
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Notes

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 15,146 30,292 Feet



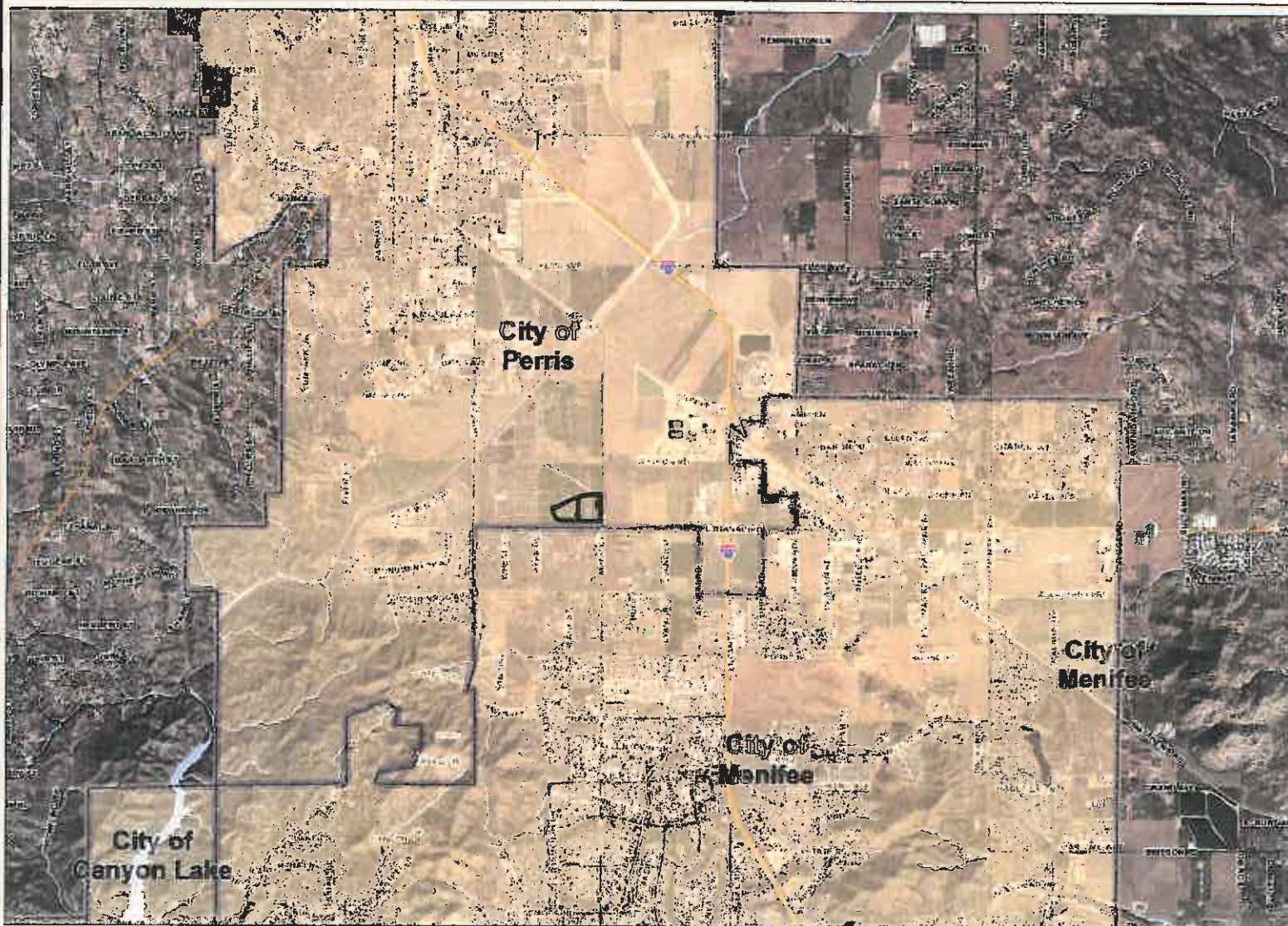
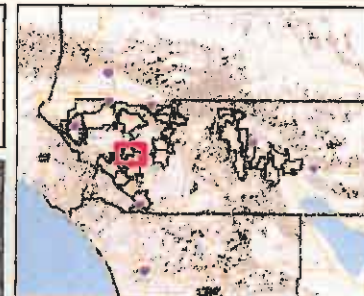
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Notes

My Map



Legend

- City Boundaries
- Cities
- highways_large**
- HWY
- INTERCHANGE
- INTERSTATE
- USHWY
- majorroads
- counties
- cities



0 7,573 15,146 Feet



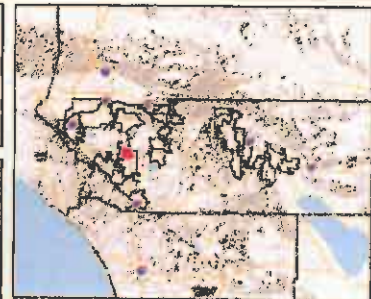
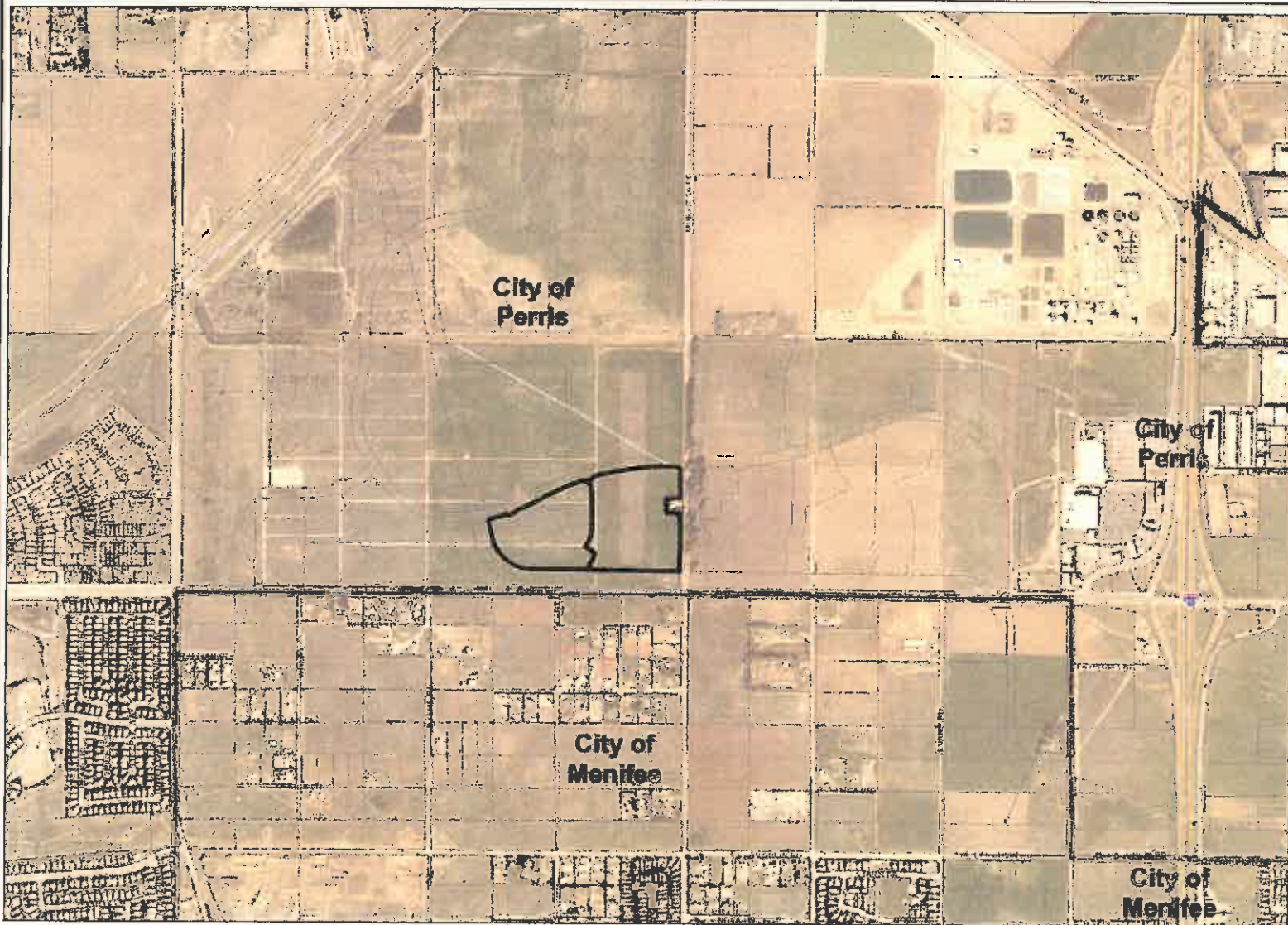
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Notes

My Map



Legend

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



0 1,893 3,786 Feet



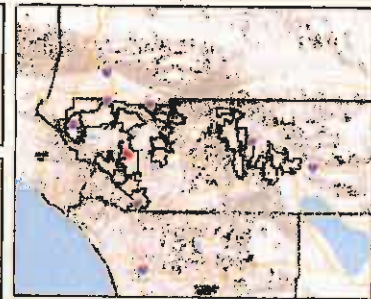
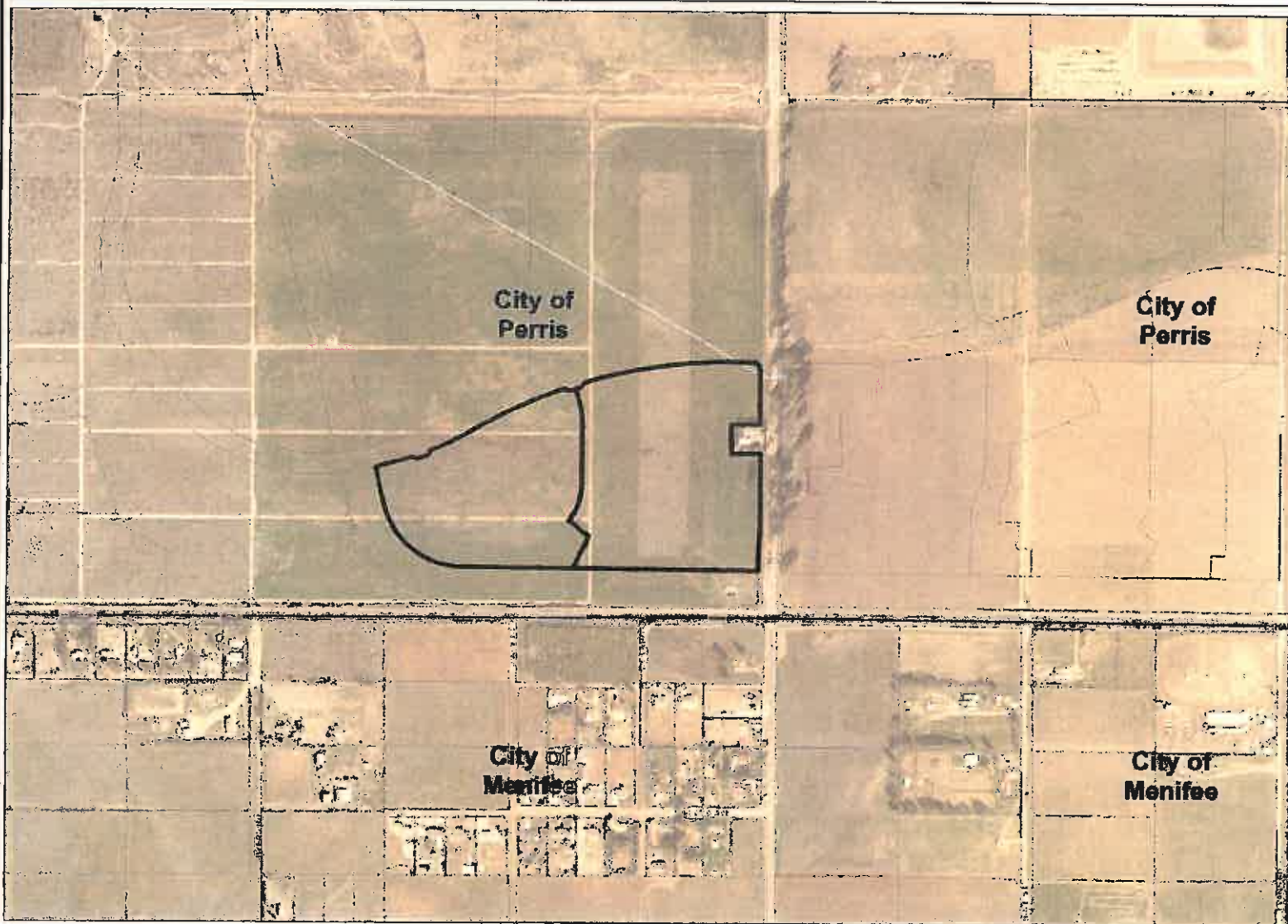
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Notes

My Map



Legend

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



0 947 1,893 Feet



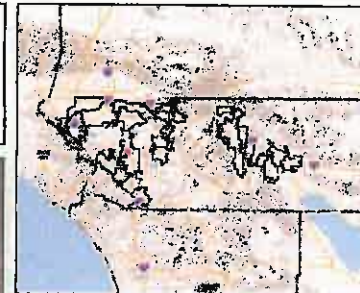
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Notes

My Map



Legend

- roadsanno
- highways
 - HWY
 - INTERCHANGE
 - INTERSTATE
 - OFFRAMP
 - ONRAMP
 - USHWY

- counties
- cities
- hydrographylines
- waterbodies
 - Lakes
 - Rivers



0 473 947 Feet



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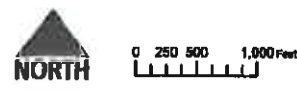
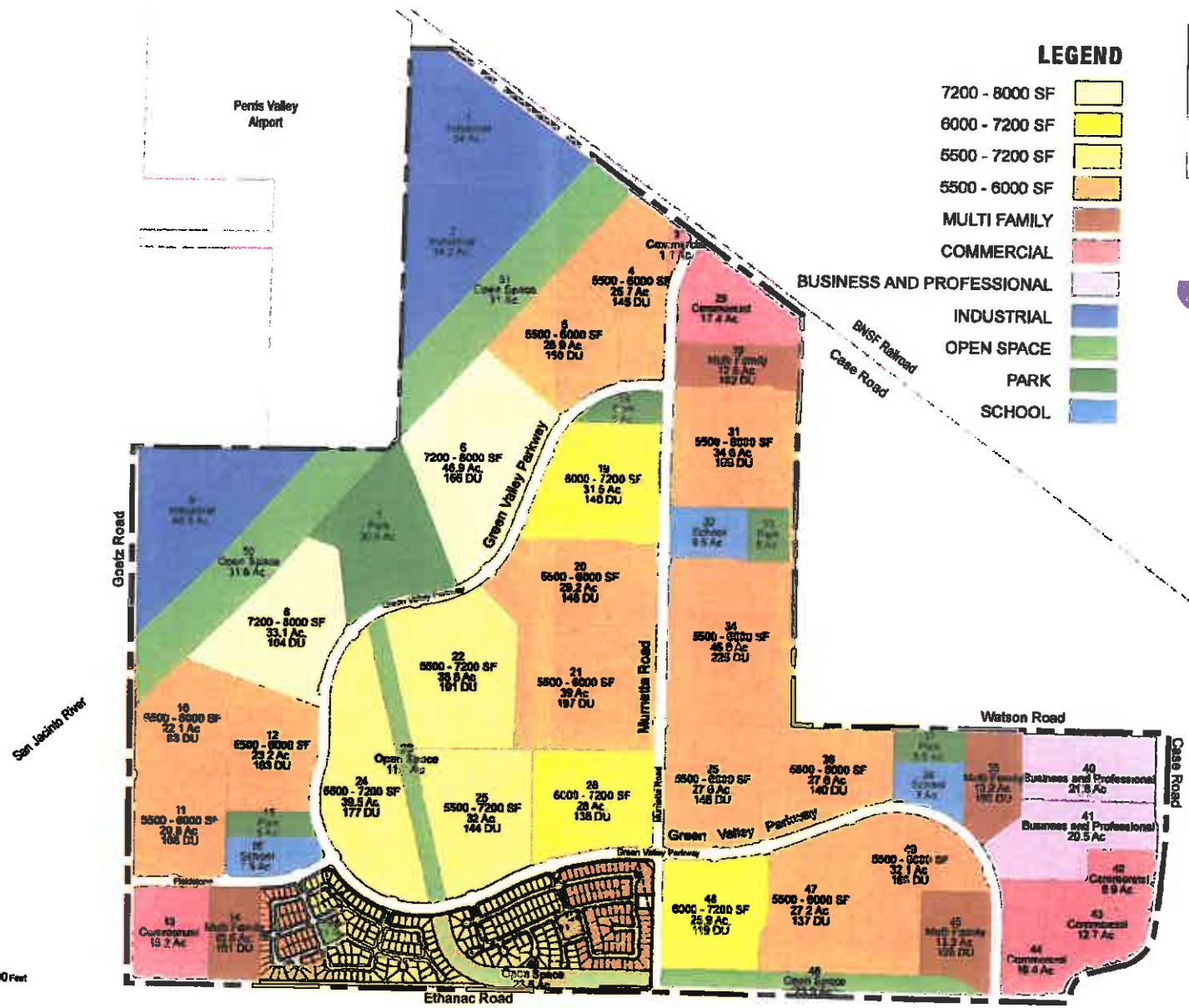
Notes



FIGURE 3

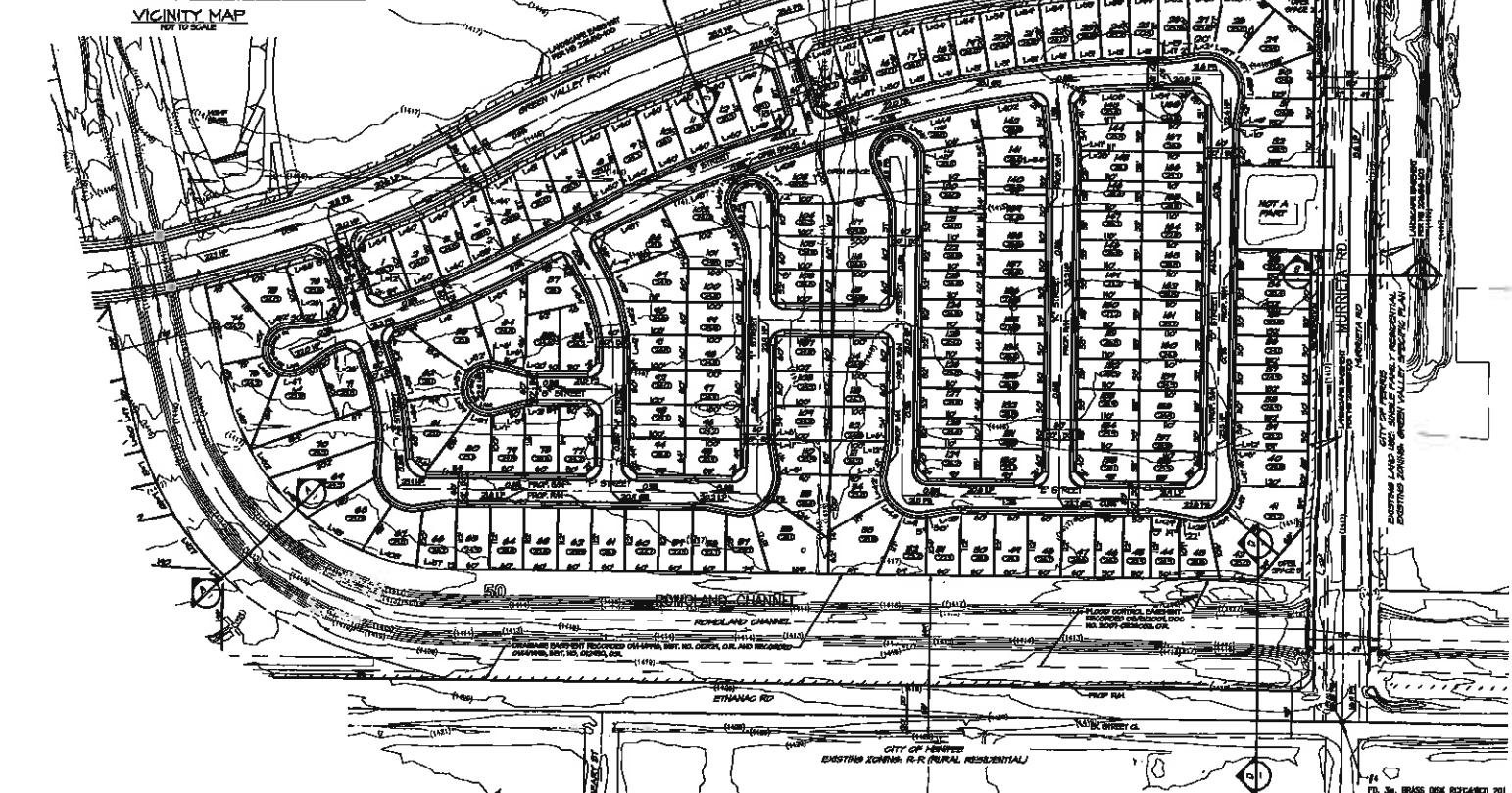
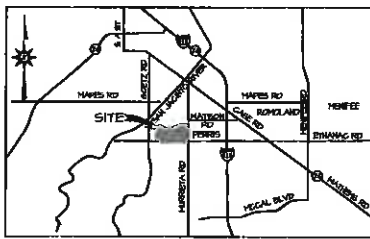
LEGEND

- 7200 - 8000 SF
- 6000 - 7200 SF
- 5500 - 7200 SF
- 5500 - 6000 SF
- MULTI FAMILY
- COMMERCIAL
- BUSINESS AND PROFESSIONAL
- INDUSTRIAL
- OPEN SPACE
- PARK
- SCHOOL



FIRST PHASE TENTATIVE TRACT LAND USE PLAN

CITY OF FERRIS, CALIFORNIA
TENTATIVE TRACT MAP NO. 36988
 LOCATED IN SECTION 8, T. 5 S., R. 3 W.



GENERAL NOTES

- OWNER/APPPLICANT:**
 RAINIER INVESTMENT CORPORATION
 762 PALCHARD CANYON WAY, SUITE 204
 CARLEND, CALIFORNIA 95009
 PH. (909) 500-6182
- ENGINEER:**
 ALBERT A. REES ASSOCIATES
 5708 HICKORY STREET
 DOWNSIDE, CA 95009
 PH. (916) 446-1070
 FAX. (916) 446-1256
- SOILS ENGINEER:**
 ADDRESS:
 ADDRESS:
 PHONE:
TOPOGRAPHY SOURCE:
 TOPOGRAPHY PROVIDED BY: AERIAL SURVEYS, INC.
 DATE: 10/20/06
A.P.N.:
 000-00-00-000-00-006
- ACREAGE:**
 37.68 ACRES (GROSS)
 17.25 ACRES (NET)
 DENSITY: 4.6 DU/AC
- LAND USE:**
 EXISTING LAND USE: GREEN VALLEY SPECIFIC PLAN
 PROPOSED LAND USE: SINGLE FAMILY RESIDENTIAL (8,500-4,000)
 EXISTING ZONING: GREEN VALLEY SPECIFIC PLAN
 PROPOSED ZONING: GREEN VALLEY SPECIFIC PLAN
 EXISTING GENERAL PLAN: GREEN VALLEY SPECIFIC PLAN
 PROPOSED GENERAL PLAN: GREEN VALLEY SPECIFIC PLAN
- UTILITIES:**
 WATER: EASTERN MUNICIPAL WATER DISTRICT
 SEWER: EASTERN MUNICIPAL WATER DISTRICT
 GAS: SOUTHERN CALIFORNIA GAS COMPANY
 ELECTRIC: SOUTHERN CALIFORNIA Edison COMPANY
 TELEPHONE: 800
 TELEVISION: INDIVIDUAL RECEIPT/AVAILABLE
- SCHOOL DISTRICT:**
 RIVERLAND AND FERRIS UNION HIGH
- LEGAL DESCRIPTION:**
 LOTS 17 AND 20, EXCLUSIVE, OF TRACT NO. 24849 AS SHOWN BY MAP ON FILE IN BOOK 226 PAGES 80 THROUGH 100, INCLUSIVE, OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.
 ALSO EXCEPTING & INTEREST IN ALL OR GAS AND/OR MINERALS AS RESERVED IN THE DEED FROM THE FIRST NATIONAL BANK IN CONNECTION WITH RECORDING NO. 20, 1941 AS RETRICTION NO. 156 OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.

- NOTES:**
1. 200 THROUGH 800, MAP BOOK PAGES 897-958, GRID 3, A, L. THIS MAP DOES NOT INCLUDE THE ENTIRE CONTIGUOUS OVERSIGHT OF THE LAND DIVIDER.
 2. DIMENSIONS OF RECORD ARE SHOWN.
 3. THERE ARE NO EXISTING WELLS ON THE PROPERTY.
 4. ALL SLOPES ARE 3:1 RATIO UNLESS OTHERWISE NOTED.
 5. NO SURFACE SEPTIC SYSTEM DISPOSAL IS INTENDED.
 6. THERE WILL NOT BE ANY FLAMMABLE/COMBUSTIBLE LIQUIDS OR WASTE OIL ABOVE OR BELOW GROUND.
 7. LAND IS SUBJECT TO MODERATE TO VERY LOW LIQUEFACTION.
 8. LAND IS SUBJECT TO HIGH PALEONTOLOGICAL SENSITIVITY.
 9. LAND IS WITHIN A SEPTIC FLARE.
 10. LAND IS SUBJECT TO OVERFLOW, INUNDATION, OR FLOOD HAZARD.
 11. THIS MAP IS IN FLOOD ZONE AE FOR AREAS OF FLOODING PER FEMA FIRM NO. 0603002A.
 12. NO EXISTING DWELLINGS OR STRUCTURES ON SITE.
 13. THERE ARE NO OPEN CHANNELS ON SITE.
 14. EXISTING POWER POLES ARE TO REMAIN IN PLACE.
 15. ALL IMPROVEMENTS SHALL BE PER SCHEDULE "A" SPECIFICATION ORDINANCE 460 UNLESS OTHERWISE NOTED.
 16. SLOPES OF SLOPES TO PROPERTY LINES SHALL CONFORM TO ORDINANCE 461 RECREATION.
 17. PROJECT IS WITHIN THE EASTERN MUNICIPAL WATER DISTRICT.
 18. THERE ARE COMMON AREAS AND RECREATIONAL AREAS WITHIN THE PROJECT.
 19. PROJECT IS NOT ZONED R-2 RESTRICTED SINGLE-FAMILY RESIDENTIAL.
 20. THE PROJECT WILL COMPLY WITH IMPROVEMENT AS REQUIRED BY IMPROVEMENT SUPPLEMENT "A".
 21. ENTRY REQUIREMENTS PER COUNTYWIDE DESIGN STANDARDS AND SPECIFICATIONS.

LOT #	LOT AREA	LOT #	LOT AREA	LOT #	LOT AREA	LOT #	LOT AREA	LOT #	LOT AREA	LOT #	LOT AREA	LOT #	LOT AREA	LOT #	LOT AREA	LOT #	LOT AREA	LOT #	LOT AREA
1	692	16	8696	31	8860	46	8620	61	8720	76	7880	91	8004	106	8000	121	8130	136	8890
2	691	17	8697	32	8861	47	8621	62	8721	77	7881	92	8005	107	8001	122	8131	137	8891
3	690	18	8698	33	8862	48	8622	63	8722	78	7882	93	8006	108	8002	123	8132	138	8892
4	689	19	8699	34	8863	49	8623	64	8723	79	7883	94	8007	109	8003	124	8133	139	8893
5	688	20	8700	35	8864	50	8624	65	8724	80	7884	95	8008	110	8004	125	8134	140	8894
6	687	21	8701	36	8865	51	8625	66	8725	81	7885	96	8009	111	8005	126	8135	141	8895
7	686	22	8702	37	8866	52	8626	67	8726	82	7886	97	8010	112	8006	127	8136	142	8896
8	685	23	8703	38	8867	53	8627	68	8727	83	7887	98	8011	113	8007	128	8137	143	8897
9	684	24	8704	39	8868	54	8628	69	8728	84	7888	99	8012	114	8008	129	8138	144	8898
10	683	25	8705	40	8869	55	8629	70	8729	85	7889	100	8013	115	8009	130	8139	145	8899
11	682	26	8706	41	8870	56	8630	71	8730	86	7890	101	8014	116	8010	131	8140	146	8900
12	681	27	8707	42	8871	57	8631	72	8731	87	7891	102	8015	117	8011	132	8141	147	8901
13	680	28	8708	43	8872	58	8632	73	8732	88	7892	103	8016	118	8012	133	8142	148	8902
14	679	29	8709	44	8873	59	8633	74	8733	89	7893	104	8017	119	8013	134	8143	149	8903
15	678	30	8710	45	8874	60	8634	75	8734	90	7894	105	8018	120	8014	135	8144	150	8904

REVISIONS

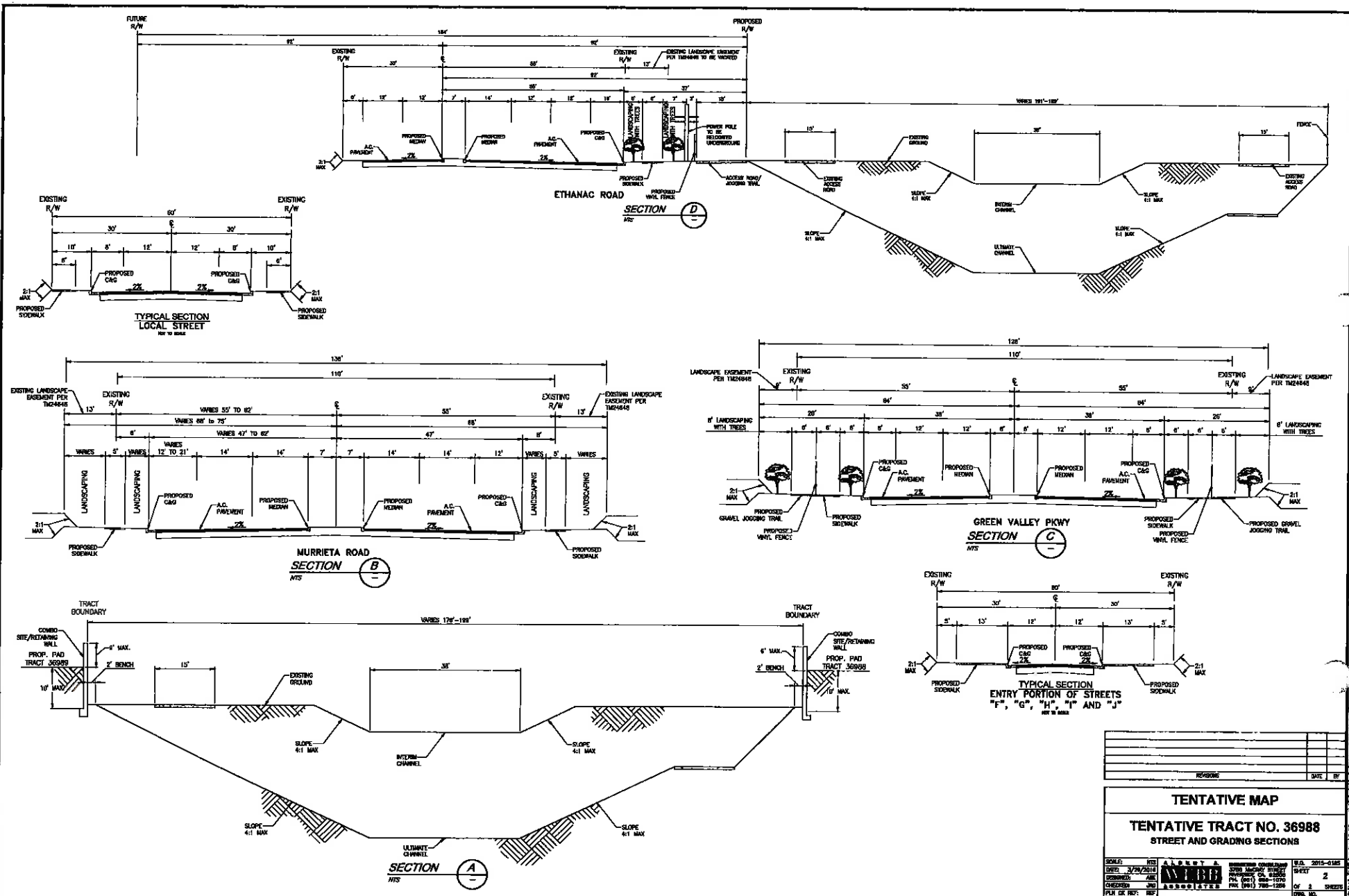
NO.	DATE	DESCRIPTION

TENTATIVE MAP
TENTATIVE TRACT NO. 36988
 SITE PLAN AND CONCEPTUAL GRADING

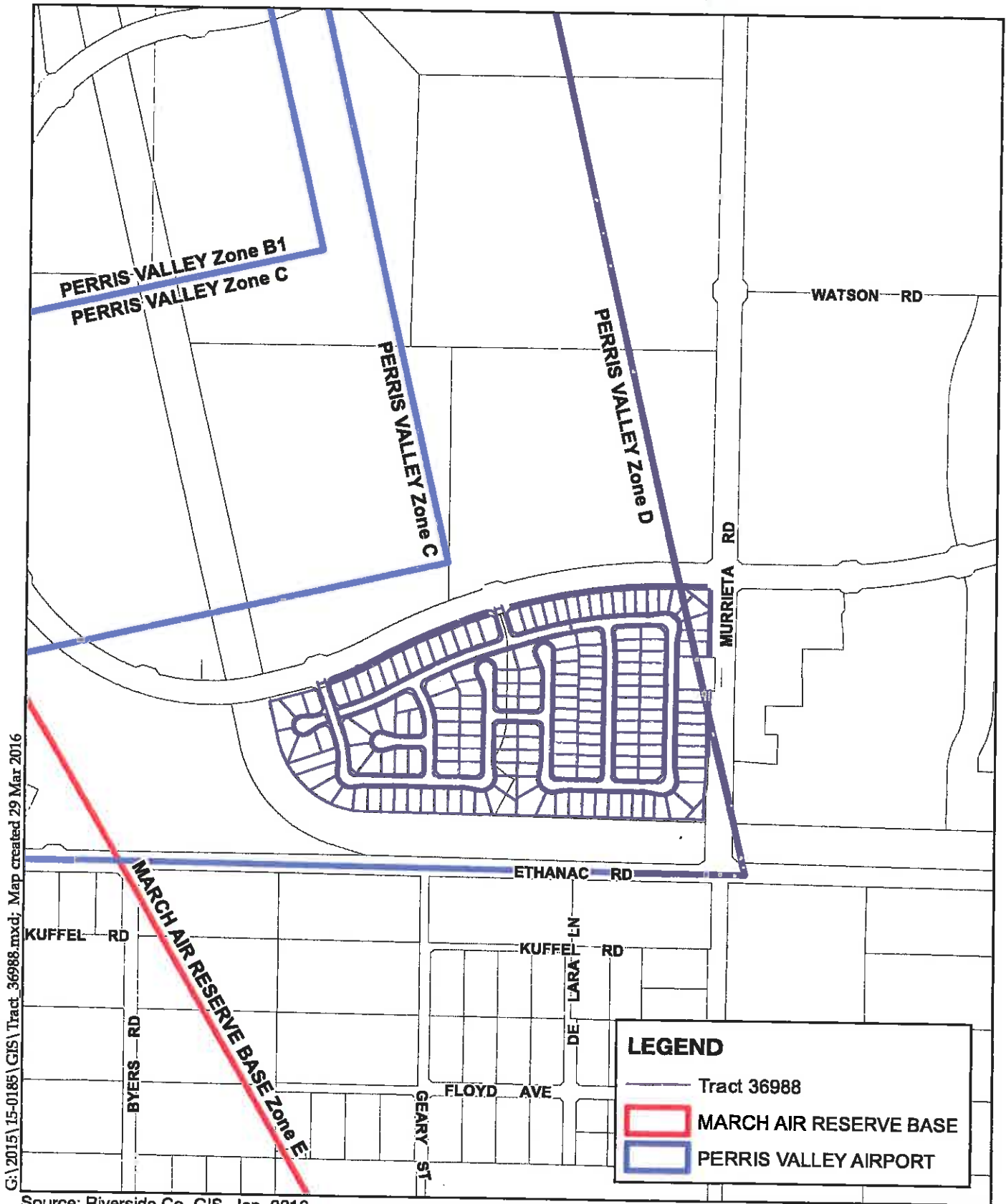
SCALE: 1" = 100'
 DATE: 3/29/2011
 DRAWN BY: [Signature]
 CHECKED BY: [Signature]
 PER. OR. REG. NO. [Number]

APPROVED: [Signature]
 REGISTERED PROFESSIONAL ENGINEER, CIVIL
 No. 001178-001-0000

NO. 0011-0100
 SHEET
 OF 2 SHEETS
 DATE: 3/29/2011



DATE		BY
TENTATIVE MAP		
TENTATIVE TRACT NO. 36988		
STREET AND GRADING SECTIONS		
SCALE:	H/S	AS SHOWN
DATE:	3/25/2014	PROJECT: GREEN VALLEY PKWY
DRAWN:	AK	PLN. NO. 100-1070
CHECKED:	AK	PLN. NO. 100-1070
PLN. OR. REF:	REF	PLN. NO. 100-1070
DATE:	3/25/2014	DATE:
SHEET		2
OF		2 SHEETS
SHEET NO.		001

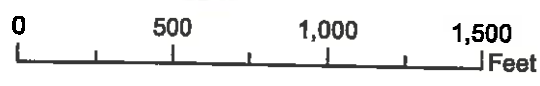


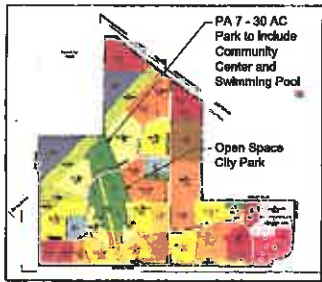
G:\2015\15-0185\GIS\Tract_36988.mxd; Map created 29 Mar 2016

Source: Riverside Co. GIS, Jan. 2016.

Airport Compatibility Zones - Tract 36988

Green Valley SP

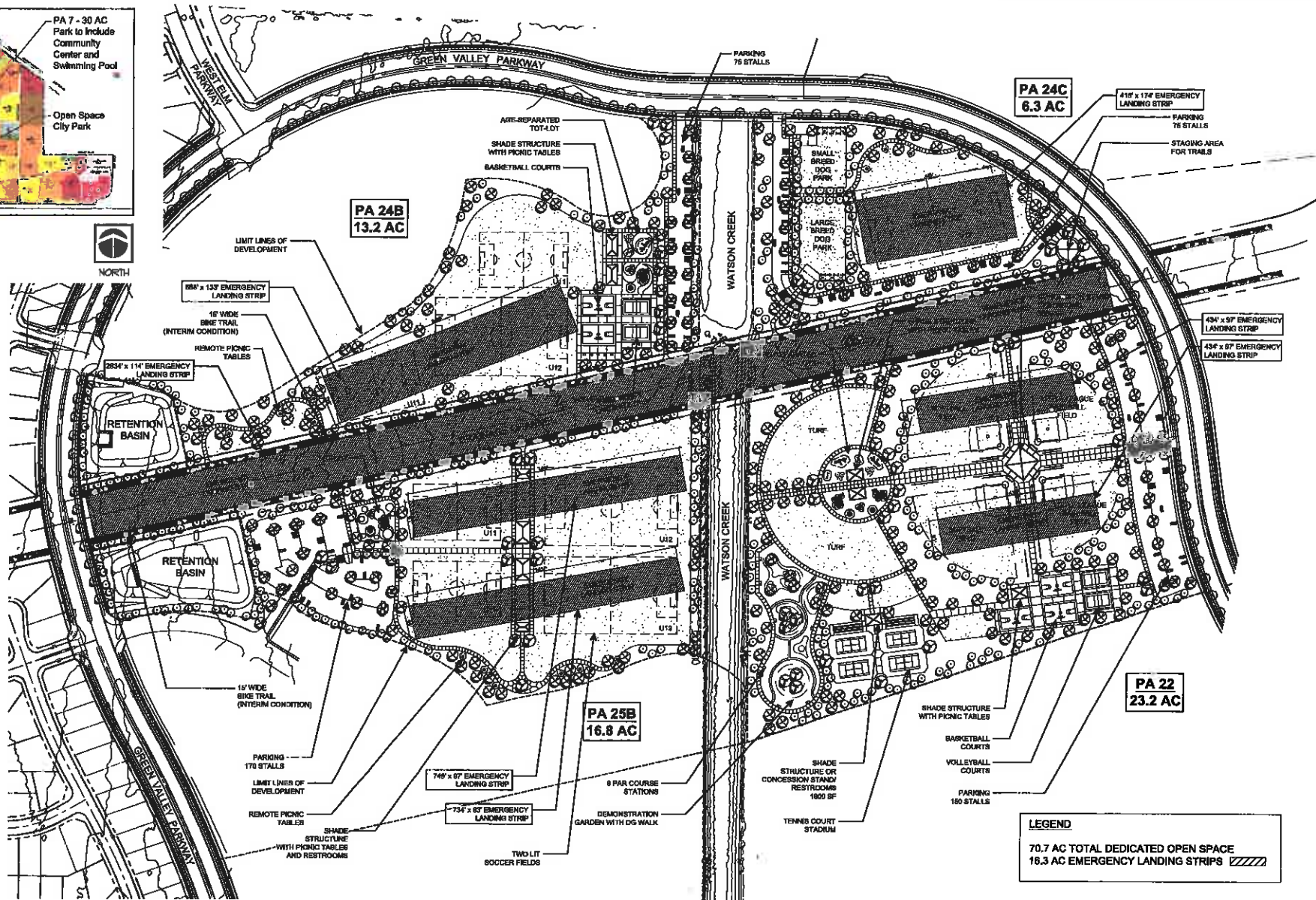




Key Map



NORTH



LEGEND
 70.7 AC TOTAL DEDICATED OPEN SPACE
 16.3 AC EMERGENCY LANDING STRIPS

GREEN VALLEY
 RAIN TREE INVESTMENT CORP.

**PA 22, 24b, 24c, 25b, OS 23 City Park
 Conceptual Design for Possible Programming**

MEMORANDUM

101 North "D" Street, Perris, CA 92570

TO: Kenneth Phung, Contract Planner
FROM: Darren Madkin, Deputy City Manager *DM*
DATE: December 9, 2015
SUBJECT: DG 15-00006, TTM 36989 (15-05180) & TTM 36999 (15-05181)
APPLICANT: Patrice Parker, Raintree Investment Group (REVISED 4/13/16)

Community Services/Recreation staff have reviewed project Green Valley Specific Plan and offer the following comment(s):

Ordinance Number 953 F.1-7 specifies that whenever a specific plan, tentative tract map, residential tentative parcel map, or multi-family residential development proposal is submitted to the Community Development Department, it must be accompanied by a written statement from the applicant stating their intention to dedicate land, pay fees in lieu thereof, or a combination of both for park and recreational purposes. The applicant has indicated the intent to develop a community park with the second phase of the proposed development. The developer shall design, install and complete full improvements in the park. However, the land for the park shall be dedicated to the City concurrent with the recording of the final map of the first phase of the development. The Developer shall furnish to City (i) a performance bond securing Developer's faithful performance of the park, in the amount of one hundred percent (100%) of the estimated construction costs, and (ii) a labor and materials bond in an amount equal to fifty percent (50%) of the estimated construction costs. The foregoing bonds shall be in a form and content approved by City or otherwise approved by the City Attorney, and shall be issued and executed by an insurance company or bank authorized to transact surety business in the State of California.

There is no written statement describing the proposed park. Please include a letter/preliminary site plan describing the park and amenities. Refer to the City of Perris Parks and Recreation Master Plan, page 4-26, for community park development guidelines.

- The map or site plan for this project does not show the location of the proposed parkland dedication.
- The City of Perris adopted Ordinance #953 requiring Developers to dedicate parkland as a condition of approval for tentative tract maps at a standard of 5 acres of parkland per 1000 residents (1 acre per 200 residents). The parkland dedication required for the proposed tract maps is 6.59 acres.

Total units to be constructed – 317
317 units x 4.16 persons per unit = 1,318 total population
 $1318 \div 200 = 6.59$

- The proposed parkland falls below the minimum size for a park.
- The proposed parkland lies in a floodplain/floodway which impacts the available area for development of park improvements. The following terms are recommended:
- Other comments: The City of Perris Trail Master Plan prioritized bikeway projects in the City. The project frontage on Ethanac Road is a Tier 1 project (highest priority) and the frontage on Murrieta Road is a Tier 2 project. Include striping for a Class 2 bike lane on Murrieta Road and Ethanac Road. The Park monumentation shown with the landscape design guidelines (page 3-13) does not comply with City standards. See attached park monumentation for community parks in Perris.

NOTICE OF PUBLIC HEARING

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

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

Any person may submit written comments to the ALUC before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. The proposed project application may be viewed at the Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501, Monday through Thursday from 8:00 a.m. to 5:00 p.m., 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 Perris may hold hearings on this project and should be contacted on non-ALUC issues.

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

DATE OF HEARING: May 12, 2016

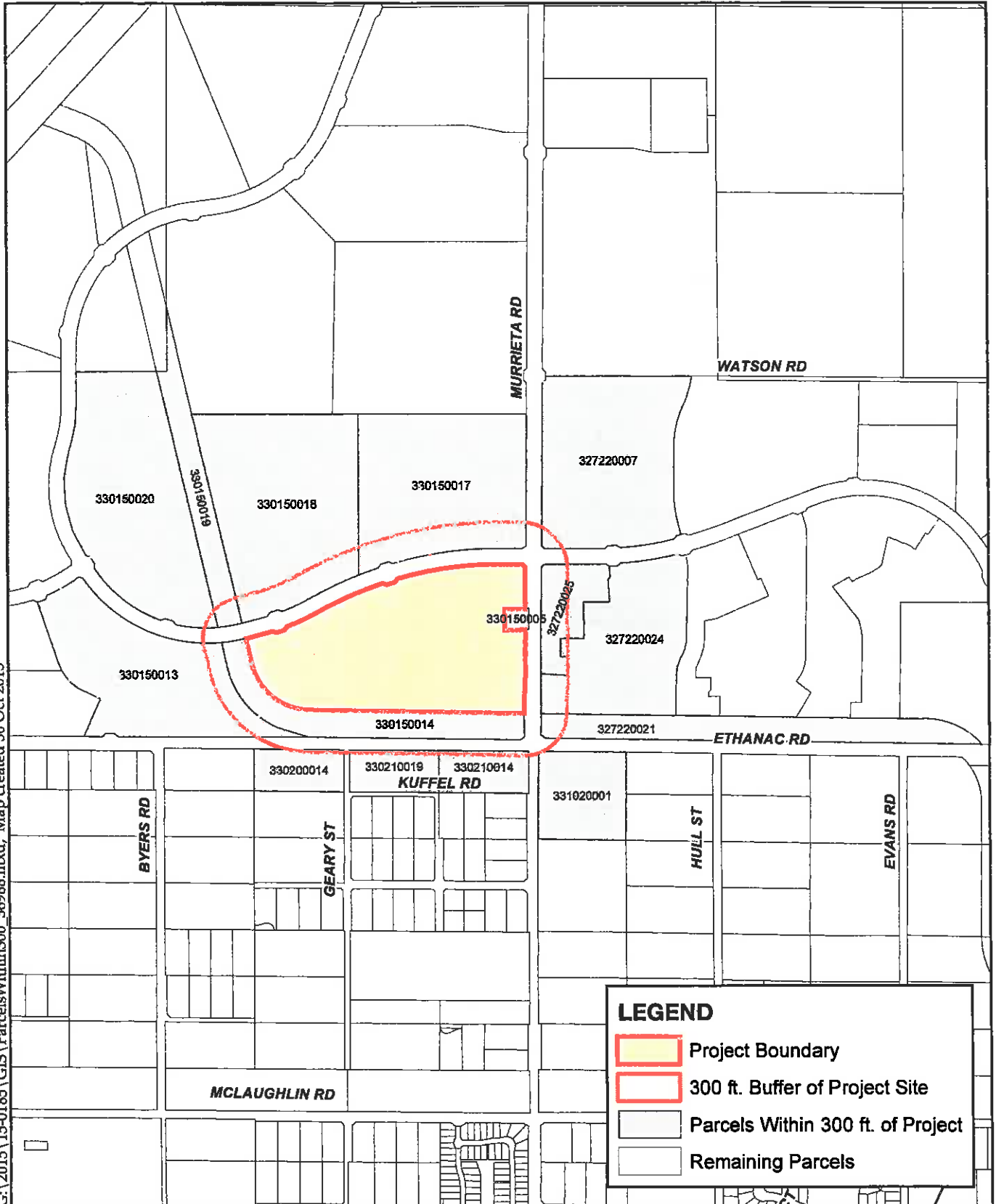
TIME OF HEARING: 9:00 A.M.

CASE DESCRIPTION:

ZAP1010PV16 – Raintree Investment Corporation (Representative: Melissa Perez, Albert A. Webb and Associates) – City of Perris Case No. 15-05181 (Tentative Tract Map No. 36988). A proposal to divide 37.65 acres (Assessor's Parcel Numbers 330-150-015 and 330-150-016) located westerly of Murrieta Road and northerly of Ethanac Road into 168 single-family residential lots and four open space lots. The proposed subdivision is located within the Green Valley Specific Plan in the City of Perris. (Airport Compatibility Zones D and E of the Perris Valley Airport Influence Area and Airport Compatibility Zone E of the March Air Reserve Base/Inland Port 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. Kenneth Phung of the City of Perris Development Services Department at (951) 943-5003, ext. 257.

G:\2015\15-0185\GIS\ParcelsWithin300_36988.mxd; Map created 30 Oct 2015



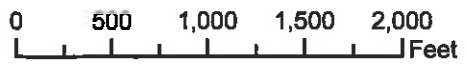
LEGEND

- Project Boundary
- 300 ft. Buffer of Project Site
- Parcels Within 300 ft. of Project
- Remaining Parcels

Source: Riverside Co. GIS, July 2015.

Parcels Within 300 ft. of TTM 36988

Green Valley SP



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

ALUC Identification No.

ZAP1010PV16

PROJECT PROPONENT (TO BE COMPLETED BY APPLICANT)

Date of Application March 30, 2016
 Property Owner Raintree Investment Corporation Phone Number 858-500-6782
 Mailing Address 1925 Palomar Oaks Way, Suite 204
Carlsbad, CA 92008

Agent (if any) Albert A. Webb Associates Phone Number 951-686-1070
 Mailing Address 3788 McCray Street
Riverside, Ca 92506

PROJECT LOCATION (TO BE COMPLETED BY APPLICANT)

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

Street Address Corner of Ethanac Road and Murrieta Road, City of Perris
 Assessor's Parcel No. 330-150-015, 330-150-016 Parcel Size 37.65 Gross Acres
 Subdivision Name Tract Map 36988 (Green Valley Phase 1A East) Zoning Green Valley Specific Plan
 Lot Number N/A Classification

March
E
- - -
R.V.
D.+E

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 land located within the approved Green Valley Specific Plan

Proposed Land Use (describe) Proposed subdivision map for 170 Residential lots and four open space lots consistent with approved Green Valley Specific Plan.

For Residential Uses Number of Parcels or Units on Site (exclude secondary units) 170 units

For Other Land Uses Hours of Use N/A

(See Appendix C) Number of People on Site N/A Maximum Number N/A
 Method of Calculation N/A

Height Data Height above Ground or Tallest Object (including antennas and trees) Per SP Zoning - 2 stories or 35 ft.
 Highest Elevation (above sea level) of Any Object or Terrain on Site Terrain Elevation 1,420 ft.

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

If yes, describe

REFERRING AGENCY (APPLICANT OR JURISDICTION TO COMPLETE)

Date Received	11/02/2015	Type of Project
Agency Name	City of Perris	<input type="checkbox"/> General Plan Amendment
Staff Contact	Kenneth Phung	<input type="checkbox"/> Zoning Amendment or Variance
Phone Number	951-943-5003 ext. 257	<input checked="" type="checkbox"/> Subdivision Approval
Agency's Project No.	TR36988 (15-05181)	<input type="checkbox"/> Use Permit
Related Cases:	TR36989 (15-05180), EA 15-05023	<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 **N/A**
- 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 **N/A**
- 1 Set . 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.
- 1 Set . 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: 2.2 ~~3-7~~

HEARING DATE: June 9, 2016 (continued from May 12, 2016)

CASE NUMBER: ZAP1011PV16 – Raintree Investment Corporation
(Representative: Melissa Perez, Albert A. Webb and
Associates)

APPROVING JURISDICTION: City of Perris

JURISDICTION CASE NO: 15-05180 (Tentative Tract Map No. 36989)

MAJOR ISSUES: *The project was originally submitted to ALUC as 147 single family residential lots on 37.09 acres with a residential density of 4.0 dwelling units per acre. The item was continued from ALUC's May meeting per the applicant's request so they could work on the project to be more consistent with the compatibility plan. The revised design of Tentative Tract Map No. 36989 proposes 146 single family residential lots on 37.09 acres with a residential density of 4.0 dwelling units per acre, and does not include residential lots within Compatibility Zone C. Exclusion of 1.51 acres within common lots results in net acreage of 35.58 acres, and a residential density of 4.1 dwelling units per acre. The project's proposed residential density of 4.1 dwelling units per acre is inconsistent with the Perris Valley Airport Compatibility Zone D criterion of either below 0.2 dwelling units per acre or above 5.0 dwelling units per acre. ~~Additionally, a small portion of the residential subdivision is in Compatibility Zone C.~~ This case was re-advertised due to an increase in the number of open space lots and overall number of lots, although the number of residential lots was reduced.*

The project representative and the City's aviation consultant have formulated a plan that provides a trade-off for the inconsistent density. Specifically, the landowner has indicated a willingness to dedicate 35 acres of land that had been allocated to residential use in the Specific Plan (largely in Compatibility Zones B1 and C) to the City of Perris and to agree to restrict use of an additional 155 acres to nonresidential uses in perpetuity unless activity at Perris Valley Airport ceases.

RECOMMENDATION: Staff recommends that the Commission find the Tentative Tract Map INCONSISTENT, based on the density being within the prohibited intermediate density range. *However, consideration should be given to the landowner's offer to dedicate parkland and restrict residential uses through a large portion of the Specific Plan. In light of the fact that the management of Perris Valley Airport does not support the opinion that an increase in the density of this project to a density greater than five dwelling units per acre would be beneficial (although such an increase would lead to a finding of consistency), the proposed trade-off could prove to be a win-win outcome. Therefore, the Commission may find this project CONDITIONALLY CONSISTENT pursuant to Policy 3.3.6 of the Riverside County Airport Land*

Use Compatibility Plan, subject to the conditions included herein and such additional conditions as may be necessary to comply with the requirements of the Federal Aviation Administration Obstruction Evaluation Service.

PROJECT DESCRIPTION: The applicant is proposing to divide 37.09 acres into ~~147~~ **146** single-family residential lots and ~~three~~ **five** open space lots. The proposed subdivision is located within the Green Valley Specific Plan.

PROJECT LOCATION: The site is located westerly of Murrieta Road, northerly of Ethanac Road, and easterly of Goetz Road in the City of Perris, approximately 44,500 feet southeasterly of the southerly terminus of March Air Reserve Base Runway 14-32 and approximately 4,200 feet southeasterly of the southerly terminus of Perris Valley Airport Runway 15-33.

LAND USE PLAN: 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, 2010/2011 Perris Valley Land Use Compatibility Plan

- a. Airport Influence Area: March Air Reserve Base/Inland Port Airport, Perris Valley Airport
- b. Land Use Policy: March Air Reserve Base/Inland Airport Compatibility Zone E, Perris Valley Airport Compatibility Zones C and D
- c. Noise Levels: below 60 CNEL from March Air Reserve Base/Inland Port aircraft, below 55 CNEL from Perris Valley Airport aircraft

BACKGROUND:

Public Comments: The public hearing was opened for this project at the May 12, 2016, Commission meeting and the following are public speakers who spoke in favor, in opposition or in a neutral position regarding the project:

IN FAVOR	IN OPPOSITION	IN NEUTRAL
Gerald Volomino	Bennie Conatser	Rich Lopp
Nick Johnson	Patrick Conatser	

Residential Density: The site is located within airport compatibility zones of two different airports: Zone E of March Air Reserve Base Inland Port Airport (MARB/IPA) and Zones C and D of Perris Valley Airport. Residential density is not restricted in Zone E of the MARB/IPA and Perris Valley Airport Influence Areas (AIAs), but this portion of Compatibility Zone D in the Perris Valley AIA is subject to the Countywide criteria restricting residential densities to either below 0.2 dwelling units per acre or above 5.0 dwelling units per acre. Compatibility Zone C limits residential density to a maximum of one dwelling unit per five acres. The overall proposed **gross** density for the Tentative Tract Map encompassing the 37.09 acre project would be 4.0 dwelling units per acre (**4.1 net**), which is inconsistent with Compatibility Zones ~~C~~ and D criteria for this portion of the Perris Valley AIA.

The applicant has redesigned the tract map so that an open space lot instead of residential lots is located within the portion of the site that is in Zone C.

The proposed residential density is in the prohibited intermediate density range. As a trade-off, the landowner has indicated a willingness to dedicate 35 acres of land in the Specific Plan that had been allocated to residential use to the City of Perris for use as a park and to restrict use of an additional 155 acres to nonresidential uses in perpetuity unless activity at Perris Valley Airport ceases. See recommended Condition Nos. 8 and 9.

Prohibited and Discouraged Uses: The applicant does not propose any uses specifically prohibited in Compatibility Zones C and D of Perris Valley Airport (highly noise-sensitive outdoor nonresidential uses and hazards to flight and, in Zone C, children's schools, hospitals, nursing homes, libraries, and day care centers) or Zone E of March Air Reserve Base/Inland Port Airport within the project, other than the proposed residential density.

Noise: The site is located well outside the MARB/IPA 60 CNEL contour relative to aircraft noise and outside the 55 CNEL contour for Perris Valley Airport. ALUC's objective is that residential interior noise levels from aviation-related sources within the MARB/IPA Airport Influence Area not exceed CNEL 40 dB. As standard construction for new homes is presumed to provide adequate sound attenuation where the exterior noise exposure is not more than 20 dB greater than the interior standard, this residential development would not require special measures to mitigate aircraft-generated noise.

Part 77: The site is located at a lower elevation than the elevation of March's Runway 14-32 at its southerly terminus (approximately 1488 feet above mean sea level) at a distance of approximately 44,500 feet from the runway to the project boundaries. The project proposes a maximum finished floor elevation of 1429 feet above mean sea level (AMSL). The maximum height of the proposed two story dwellings is 35 feet, for a maximum total elevation of 1464 feet AMSL. The project site is also located in proximity to Perris Valley Airport, and its Runway 15-33 with an elevation of 1413 feet AMSL. The site is located 4,200 feet from the runway, so FAA review would be required for any structures with top of roof exceeding 1455 feet AMSL. As mentioned previously, the project's site elevation and tallest building height would be a total maximum elevation of 1464 feet AMSL. Therefore, review of buildings by the FAA Obstruction Evaluation Service (FAAOES) is required. A submittal to FAAOES has been made, and the project has been assigned Aeronautical Study Numbers (ASNs) of 2016-AWP-4076-OE, 2016-AWP-4077-OE, 2016-AWP-4078-OE, and 2016-AWP-4079-OE. At the time of writing of this staff report, no determination has been made, but the study is in a "Work in Progress" status.

Open Area: Open areas are not required in Zone E, but Airport Compatibility Zones C and D require that 20% (Zone C) and 10% (Zone D) of area within major projects (10 acres or larger) be set aside as open land that could potentially serve as emergency landing areas. Approximately 0.82 acres are in Zone C, 20% of which is 0.17 acres. Approximately 36.22 acres are in Zone D, 10% of which is 3.62 acres. ~~The Green Valley Specific Plan provides~~ **applicant proposes to provide for a 35-acre**

park adjacent to this tract. Although specific facilities and amenities to be located within the park are presently unknown, a conceptual park plan based on the City of Perris' park development standards would yield approximately 16.3 acres of qualified open space (concentrated primarily within the baseball/soccer area and other open grass areas within the park) that would be clear of obstructions to aircraft. This area is under the applicant's ownership and ~~could potentially be credited to serve 16.3 acres of development~~ within the Specific Plan. ~~It is anticipated that the proposed park would be dedicated by the applicant to the City of Perris.~~ **The applicant proposes to dedicate this 35-acre area to the City of Perris. Such dedication requirement is included in ALUC Condition No. 8.**

~~In lieu of provision of open area on the project site, the applicant has proposed consideration of adjacent open area within the Romoland Flood Channel, an earthen channel with a 50 foot bottom width located along the project's eastern boundary as a special consideration pursuant to Countywide Policy 3.3.6. (The flood control channel is not within the proposed boundary, having previously been dedicated to the Riverside County Flood Control and Water Conservation District, which is responsible for its maintenance.) The area of flood control channel fronting Tentative Tract Map No. 36989 is approximately 3.5 acres. The channel area would also provide suitable area for 300x75 emergency landing strips as the channel is maintained by the Flood Control District to have no obstructions, which would also satisfy Countywide open space policy.~~

Countywide Policy 3.3.6:

While the project does not strictly comply with Compatibility Zone D density criteria, the Commission may choose to consider whether to find the normally incompatible density compatible pursuant to Countywide Policy 3.3.6 if the combination of the following facts are determined to represent "other extraordinary factors or circumstances" based on the following findings:

- **The project site is located in proximity to the Romoland Flood Channel. Approximately 3.5 acres of the flood channel fronts the project site.**
- **The project proposes to dedicate 35 acres within the Specific Plan (although not within the proposed tract map) to the City of Perris for use as a park. Said park would include sufficient open areas to meet ALUC's requirement for both Tentative Tract Map Nos. 36988 and 36989.**
- **Use of an additional 155 acres within the Green Valley Specific Plan (as shown in the Ultimate Land Use Plan dated May 20, 2016) would be limited to nonresidential uses in perpetuity unless activity at Perris Valley Airport ceases.**
- **The project site is located outside the 55 CNEL contour, thus limiting noise impacts and potential nuisance complaints.**
- **A majority of the residential lots (84%) are smaller than 1/5 acre, which is consistent with Compatibility Zone D average parcel size of smaller than 1/5 acre.**

CONDITIONS (applicable to the proposed Tentative Tract Map in event of a 3.3.6 finding):

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, hospitals, nursing homes, libraries, day care centers, and highly noise-sensitive outdoor nonresidential uses.
3. The attached disclosure notice shall be provided to all potential purchasers of the proposed lots and to tenants of the homes thereon, and shall be recorded as a deed notice.
4. Any ground-level or aboveground water detention basin or facilities shall be designed so as to provide for a detention period for the design storm that does not exceed 48 hours and to remain totally dry between rainfalls. Vegetation in and around such facilities that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.
5. Prior to issuance of building permits for any structure within the residential subdivision with an elevation at top of roof exceeding 1,455 feet above mean sea level, the permittee or its

successor-in-interest) shall submit evidence to the City of Perris Development Services Department that the Federal Aviation Administration (FAA) has issued a determination of "Not a Hazard to Air Navigation" for such structure. Based on the projected pad elevations, this would only be potentially applicable to structures exceeding 26 feet in height.

6. During initial sales of properties, informational signs shall be posted in conspicuous locations within the project clearly depicting the proximity of the project to the airport and aircraft traffic patterns.
7. An information brochure shall be provided to prospective purchasers showing the locations of aircraft flight patterns. The frequency of overflights, the typical altitudes of the aircraft, and the range of noise levels that can be expected from individual aircraft overflights shall be described. A copy of the Compatibility Factors exhibit from the Perris Valley Airport Land Use Compatibility Plan shall be included in the brochure.
8. **A 35-acre area (also known as Planning Areas 22 and 24B of the Green Valley Specific Plan) shall be dedicated in its entirety by the developer to the City of Perris as outlined in the City of Perris memorandum dated December 9, 2015 in conjunction with the recordation of this map or, at the latest, prior to the issuance of building permits on any of the lots within either Tentative Tract Map No. 36988 or Tentative Tract Map No. 33989. At least 7.6 acres within the park shall meet the open area criteria specified in the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan. Additional areas meeting the open area criteria as shown on the exhibit prepared by FORMA and dated April 2016 may be credited toward meeting the open area requirements of other developments under the ownership of Raintree or its successors-in-interest located within those portions of the Green Valley Specific Plan subject to open area requirements.**
9. **Prior to recordation of the final map, a document shall be recorded restricting the use of the areas depicted as "Park*" on the attached exhibit entitled "Ultimate Land Use Plan May 20, 2015" in perpetuity to nonresidential uses unless the State of California Department of Transportation, Aeronautics Division no longer recognizes Perris Valley Airport as a public use airport and there is no longer a skydiving business using the runway. Should the runway cease to exist for a period of one year or more, this shall be considered prima facie evidence that Perris Valley Airport would no longer be a public use airport.**

Green Valley Land Use Plan

Prepared 5/23/2016

Proposed Raintree Investment Corp - Green Valley Open Land Plan

Table 1: Proposed Raintree Investment Corp - Green Valley Open Land Plan Calculation					
ALUC Zone	ALUC Open Land Requirement Calculation			Proposed Raintree Set Aside	
	ALUC Open Land Requirement	Green Valley Total Land Area in ALUC Zone (Acres)	Green Valley ALUC Open Land Area Requirement (Acres)	Proposed Raintree Park Land Set Aside (Acres)	Proposed Raintree Excess Land Set Aside for Green Valley SP (Acres)
Zone A	100%	13	13	13.0	0.0
Zone B1	30%	79	24	61.3	37.7
Zone B2	0%	0	0	0.1	0.1
Zone C	20%	122	24	98.2	73.8
Zone D	10%	404	40	18.2	-22.2
Zone E	0%	487	0	TBD	TBD
Total		1105	101	190.8	89.4

Prepared by Johnson Aviation, 2016

Notes:

1. Green Valley Specific Plan is currently in the amendment process.
2. See Green Valley Specific Plan Ownership Map for limits of ownership and further development limitations.
3. Requesting ALUC clustering determination for Zone D based upon Open Land Set Aside.
4. Requesting ALUC conditional consistency determination for TTMs 36988 and 36989 based upon Open Land Set Aside.



FIGURE 3

LEGEND

- 7200 - 8000 SF
- 6000 - 7200 SF
- 5500 - 7200 SF
- 5500 - 6000 SF
- MULTI FAMILY
- COMMERCIAL
- MIXED USE
- BUSINESS AND PROFESSIONAL
- INDUSTRIAL
- OPEN SPACE
- * PARK
- SCHOOL

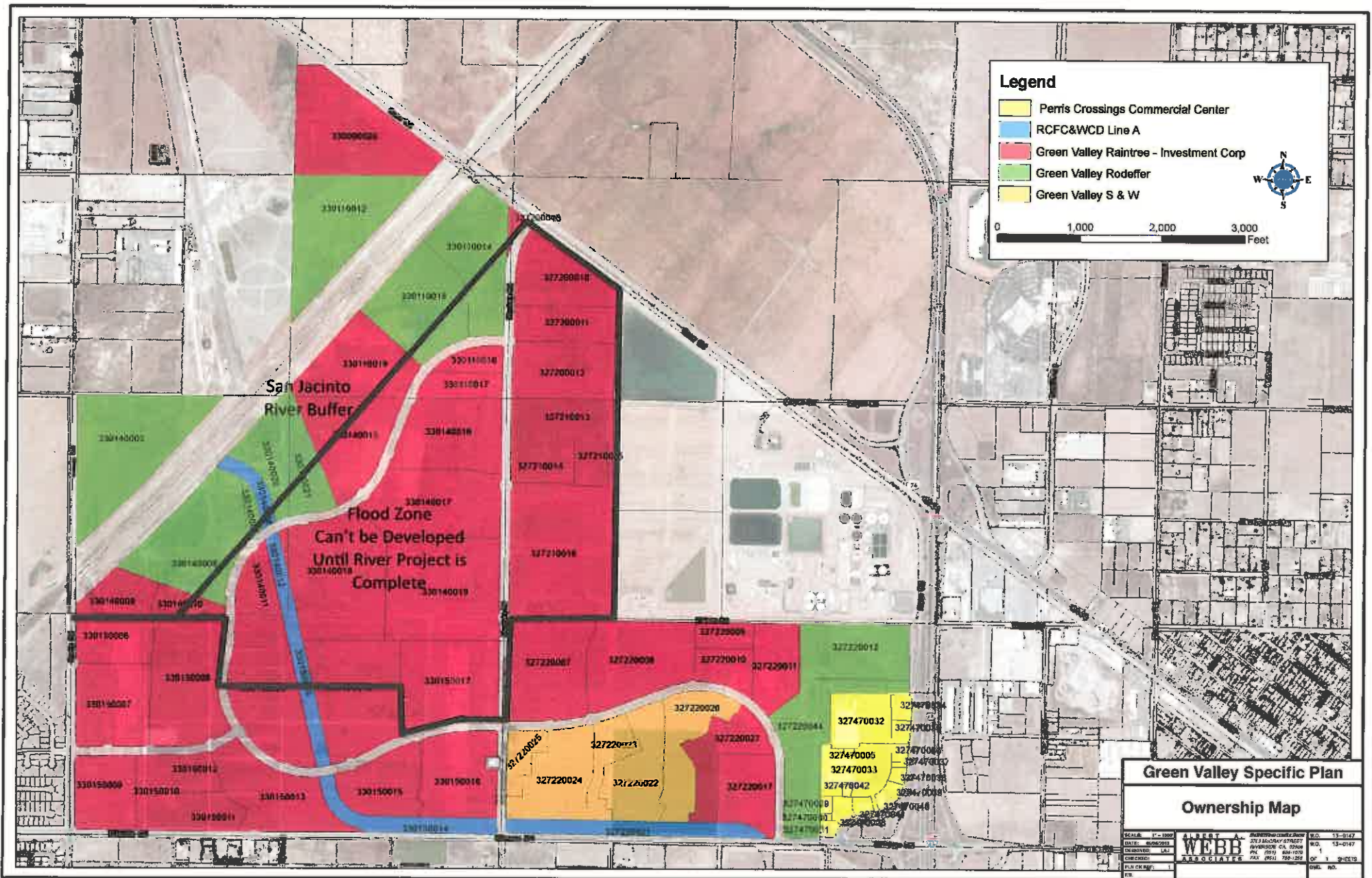


AIRPORT ZONE	ACRES
A	13.9
Park	13.0
B1	61.3
Park	61.3
B2	0.1
Park	0.1
C	98.2
Park	98.2
D	18.2
Open Space	8.0
Park	9.2
Grand Total	190.7




0 250 500 1000

* Any designated "parks" in ALUC Zones B1 and C will be deed restricted with the recordation of TTM 36988 and 36989 to not allow the development of residential uses, but not preventing any use allowed in the park land use designation such as recreational facilities, storage centers, nurseries, community gardens, etc. The deed restriction for the airport zone is only valid for the duration that flights are actively using the Perris Valley airport.



Legend

- Peris Crossings Commercial Center
- RCFC&WCD Line A
- Green Valley Raintree - Investment Corp
- Green Valley Rodeffer
- Green Valley S & W



0 1,000 2,000 3,000
Feet

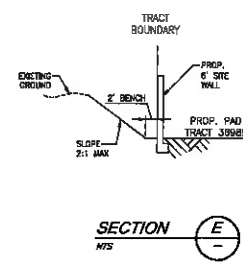
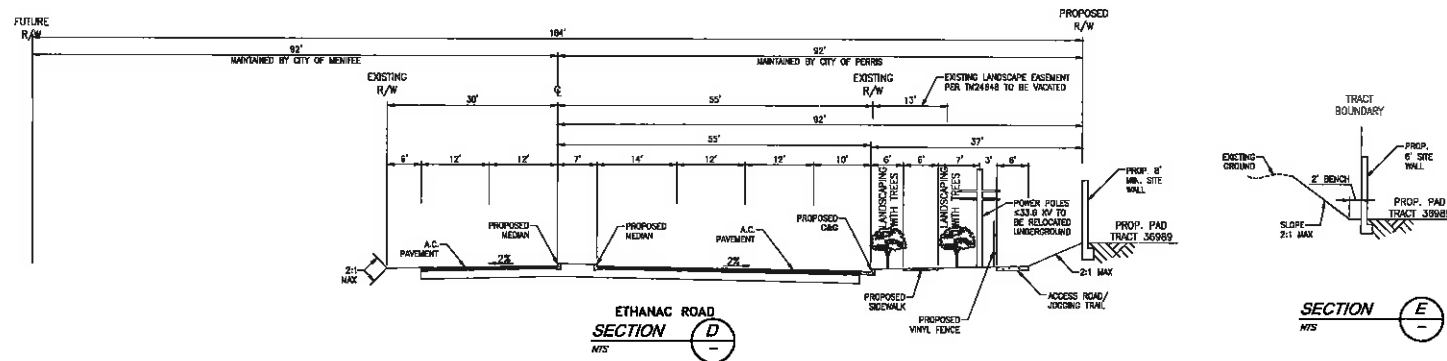
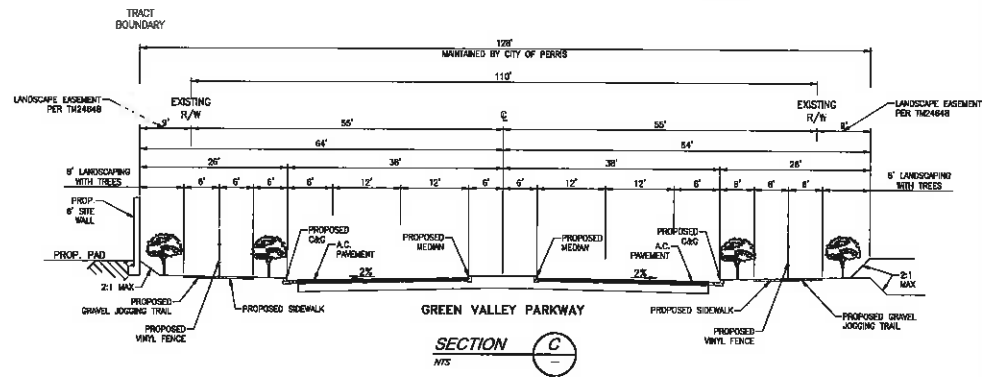
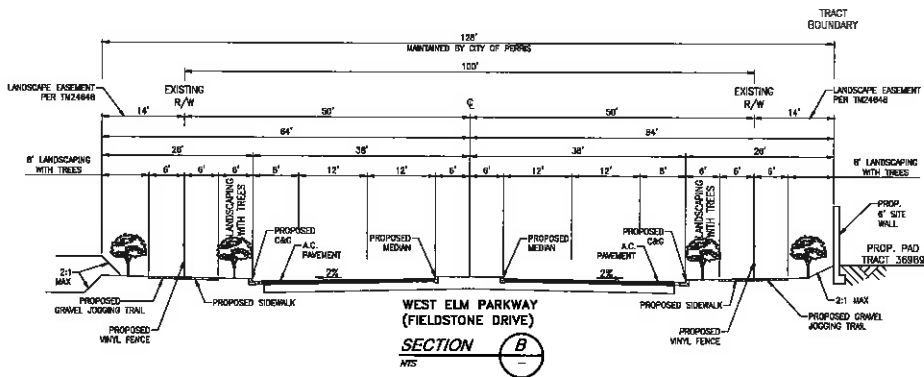
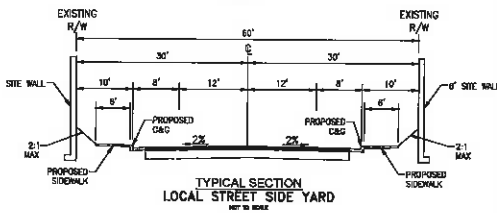
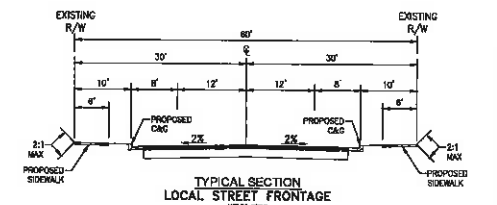
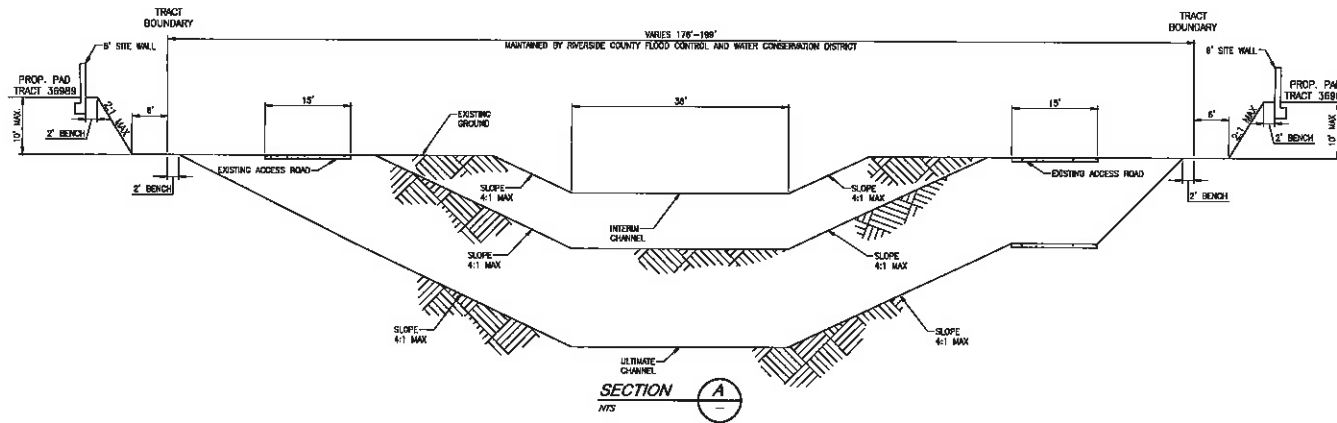
**San Jacinto
River Buffer**

**Flood Zone
Can't be Developed
Until River Project is
Complete**

Green Valley Specific Plan

Ownership Map

SCALE: 1"=100'	ALBERT A. WEBB ASSOCIATES	273 JACOBY STREET SUNNYVALE, CA 95088 PH: (925) 886-1070 FAX: (925) 709-2822	S.D. 13-0147 W.D. 13-0147 SHEET 1 OF 1 DATE: 08/20/13
----------------	---------------------------	---	--



REVISIONS	DATE	BY
TENTATIVE MAP		
TENTATIVE TRACT NO. 36989		
STREET AND GRADING SECTIONS		
SCALE: NTS	DESIGNED BY: A. J. ...	ENGINEERING CONSULTANTS: ...
DATE: 5/17/2018	DRAWN BY: ...	3725 ROCKAWAY STREET, WASHINGTON, CA 94980
CHECKED BY: ...	DATE: ...	TEL: (925) 948-1050
PLN. CK. NO.: ...	ISSUED BY: ...	FAX: (925) 763-1854
PER. NO.:	DATE:	SHEET NO. 2 OF 2 SHEETS

NOTICE OF PUBLIC HEARING

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

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

Any person may submit written comments to the ALUC before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. The proposed project application may be viewed at the Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501, Monday through Thursday from 8:00 a.m. to 5:00 p.m., except Monday, May 30 (Memorial Day), 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 Perris may hold hearings on this project and should be contacted on non-ALUC issues.

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

DATE OF HEARING: June 9, 2016

TIME OF HEARING: 9:00 A.M.

CASE DESCRIPTION:

ZAP1011PV16 – Raintree Investment Corporation (Representative: Melissa Perez, Albert A. Webb and Associates) – City of Perris Planning Case No. 15-05180 (Tentative Tract Map No. 36989). A proposal to divide 37.09 acres (Assessor's Parcel Numbers 330-150-011, 330-150-012, 330-150-013) located westerly of Murrieta Road and northerly of Ethanac Road into 146 single-family residential lots and five open space lots. The proposed subdivision is located within the Green Valley Specific Plan in the City of Perris. (Airport Compatibility Zones C and D of the Perris Valley Airport Influence Area and Airport Compatibility Zone E of the March Air Reserve Base/Inland Port 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. Kenneth Phung of the City of Perris Development Services Department at (951) 943-5003 ext.257.

AGENDA ITEMS #3.6 + #3.7

Rull, Paul

From: Melissa Perez <melissa.perez@webbassociates.com>
Sent: Wednesday, May 11, 2016 9:06 AM
To: Rull, Paul; Guerin, John
Cc: Jennifer Gillen; Nick Johnson; Kenneth Phung; Matt Villalobos; Patrick Parker
Subject: Cases: ZAP1010PV16, ZAP1011PV16

Good morning,

On behalf of Raintree Investment Corporation, a continuance of the ALUC May 12, 2016 agenda items 3.6 and 3.7 is being requested for the cases referenced above to the June ALUC agenda.

Melissa Perez - Senior Environmental Planner

Albert A. Webb Associates

3788 McCray Street, Riverside, CA 92506

t: 951.320.6007

e: melissa.perez@webbassociates.com w: www.webbassociates.com

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[Protection Notice](#)

NOTICE OF AIRPORT IN VICINITY

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

Legend

Compatibility Zones

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

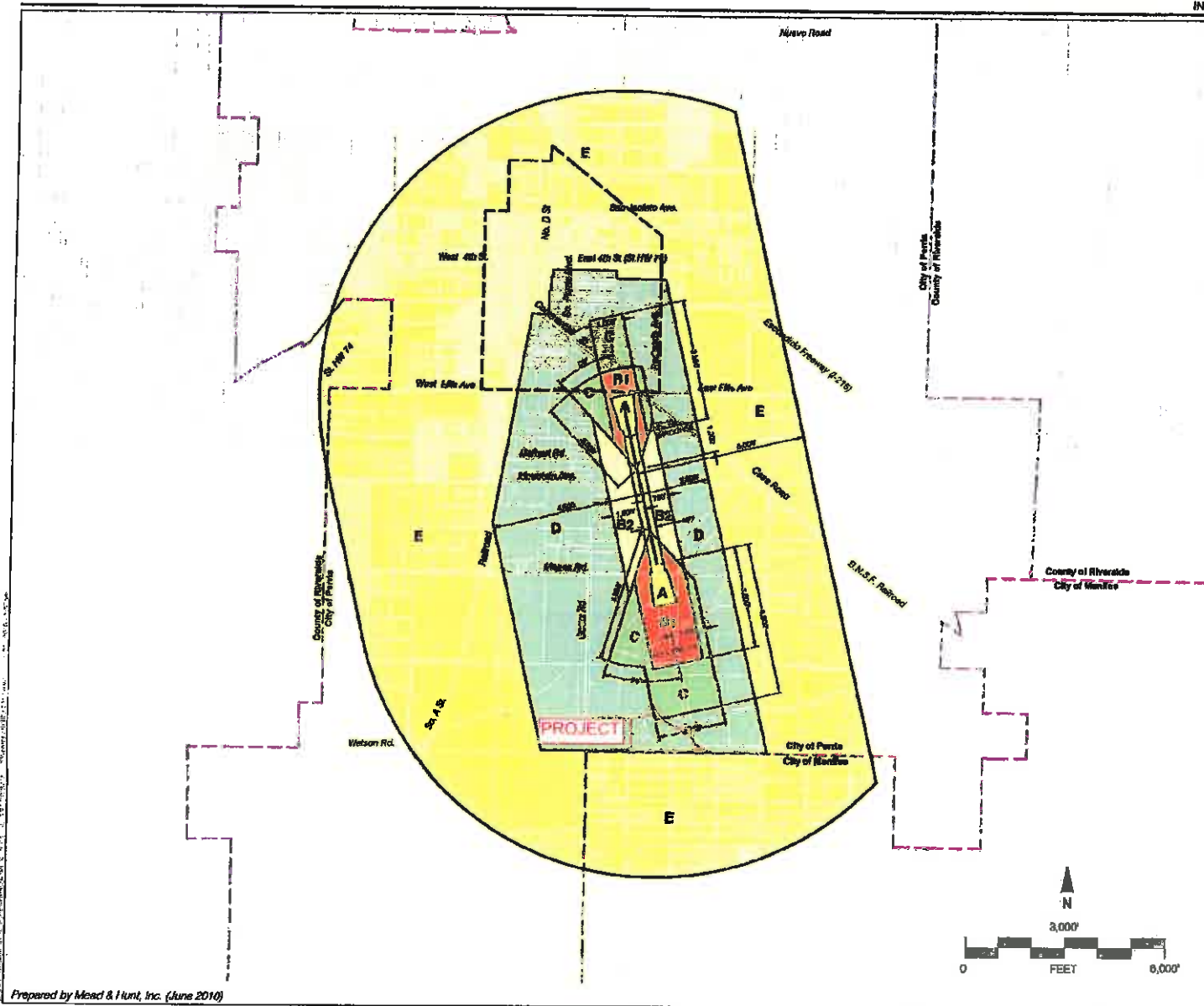
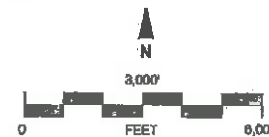
Boundary Lines

-  Airport Property Line
-  City Limits
-  Downtown Specific Plan

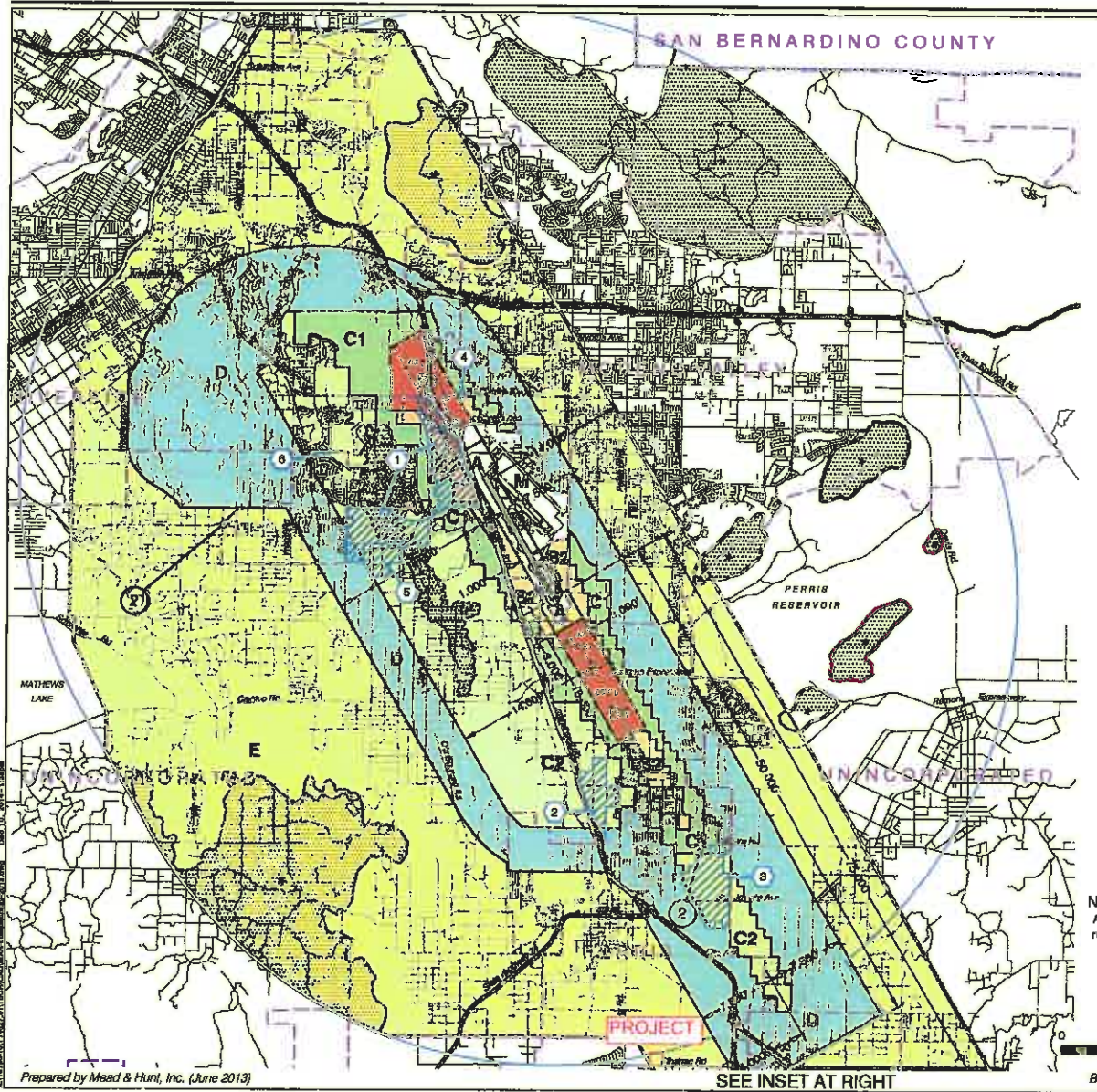
Riverside County
 Airport Land Use Commission
 Riverside County
 Airport Land Use Compatibility Plan
 Policy Document
 (July 2010 Draft)

Map PV-1

Compatibility Map
 Perris Valley Airport



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



LEGEND

Compatibility Zones

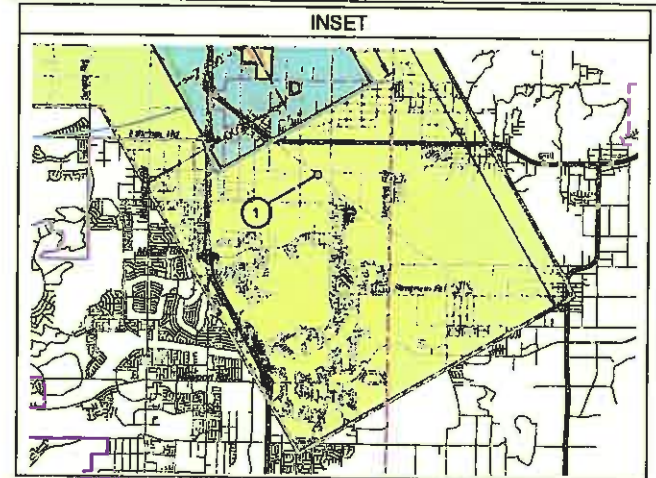
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

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 S2 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)**

Map MA-1

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

Note:
All dimensions are measured from
runway ends and centerlines.

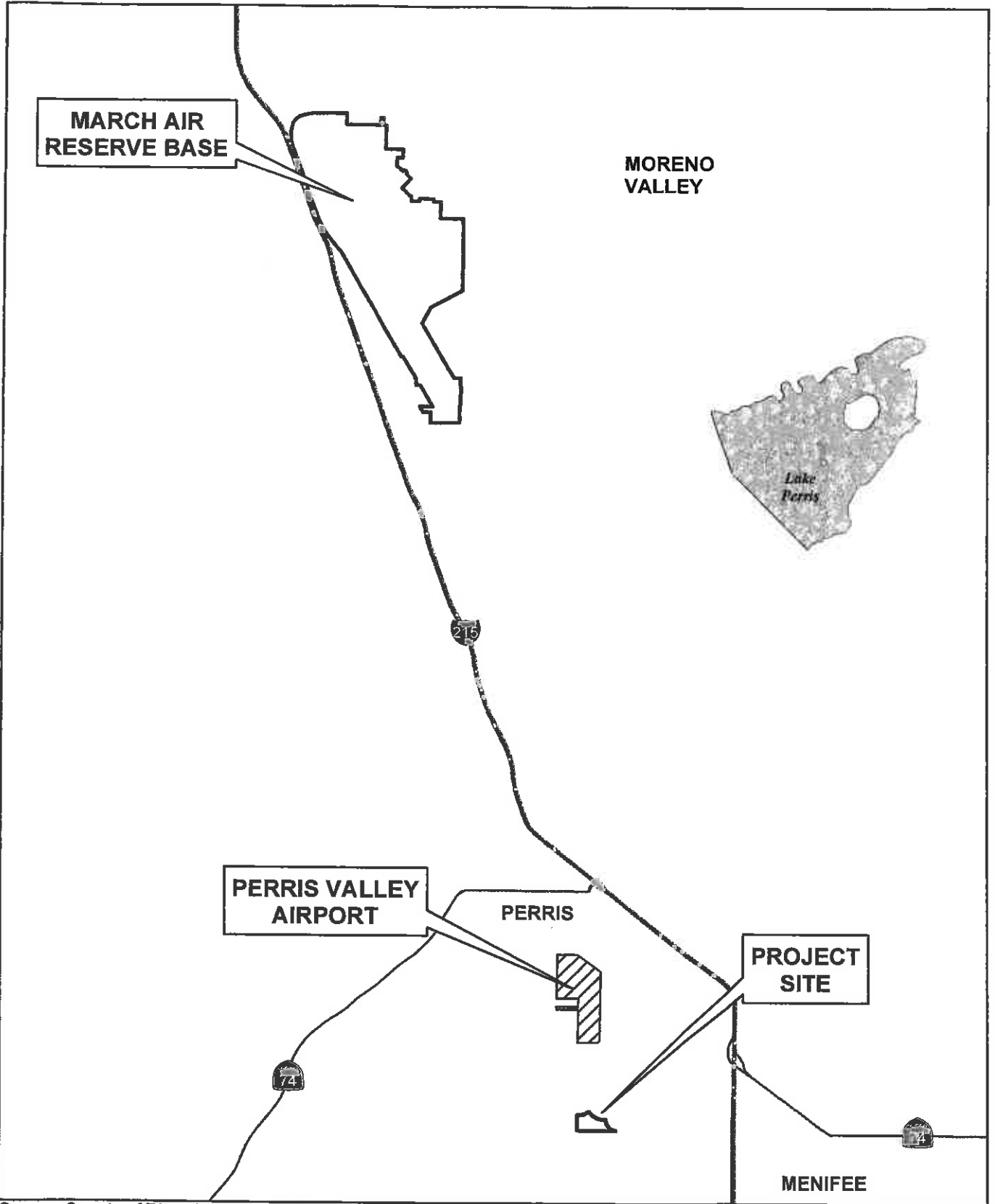


Base map source: County of Riverside 2013

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

SEE INSET AT RIGHT

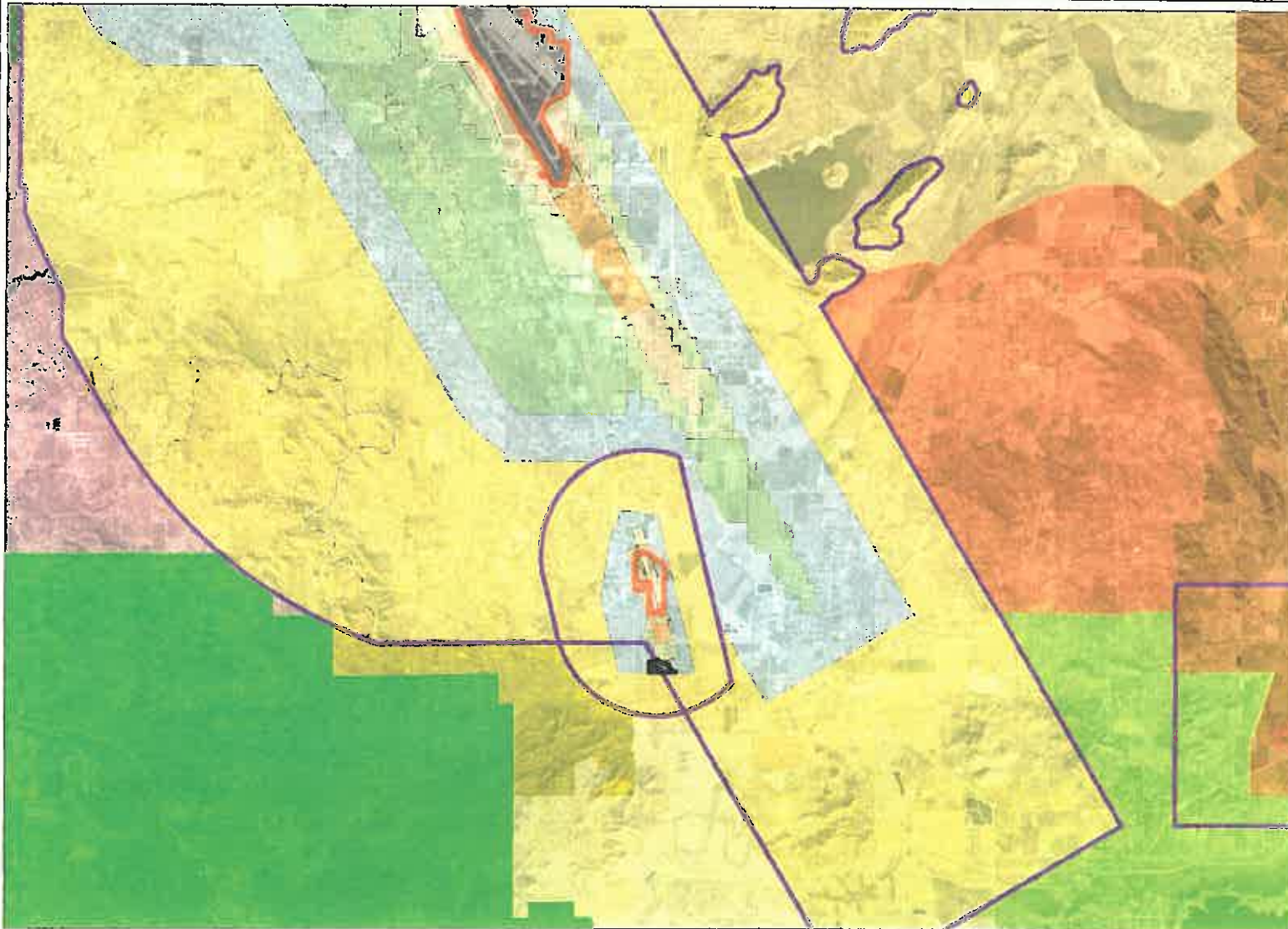
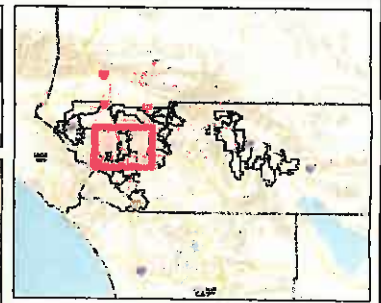
Map created March. 18, 2016. G:\2015\15-0185\GIS\MarchARB.mxd



Source: County of Riverside GIS, 2016

Relation to March Air Reserve Base
 Green Valley, Tract 36989

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 16,221 32,442 Feet



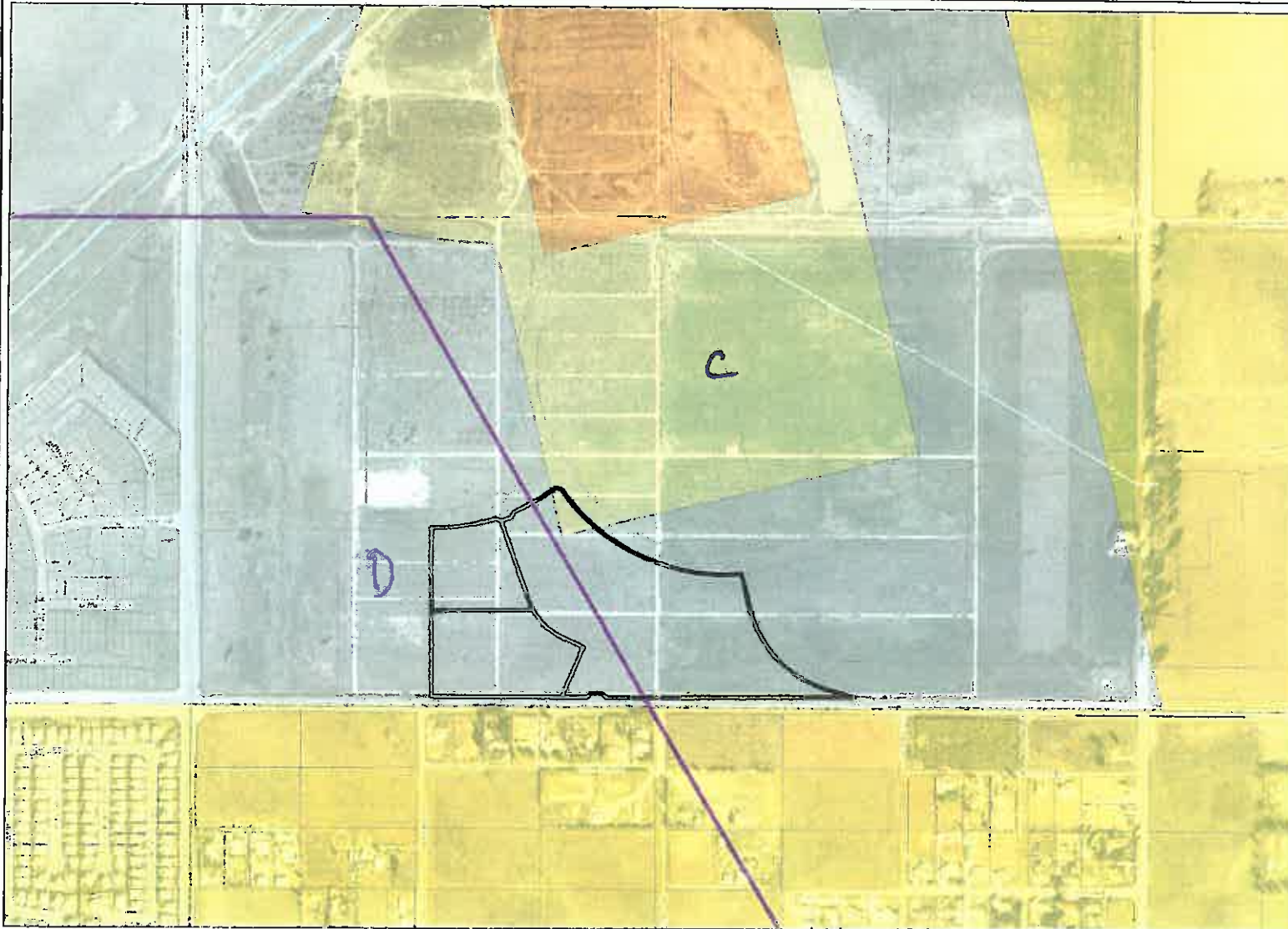
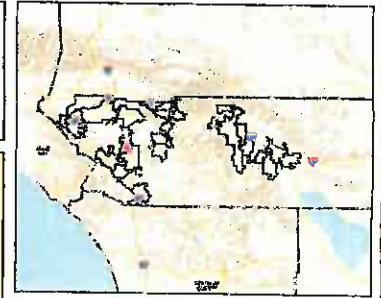
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Notes

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
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- C2-EXC3
- C2-EXC5
- C2-EXC6
- C2-HIGHT



0 1,014 2,028 Feet



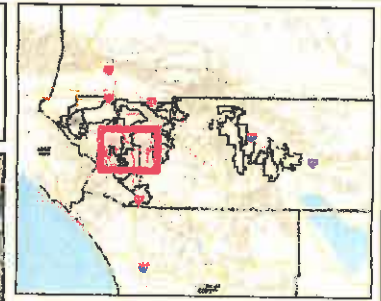
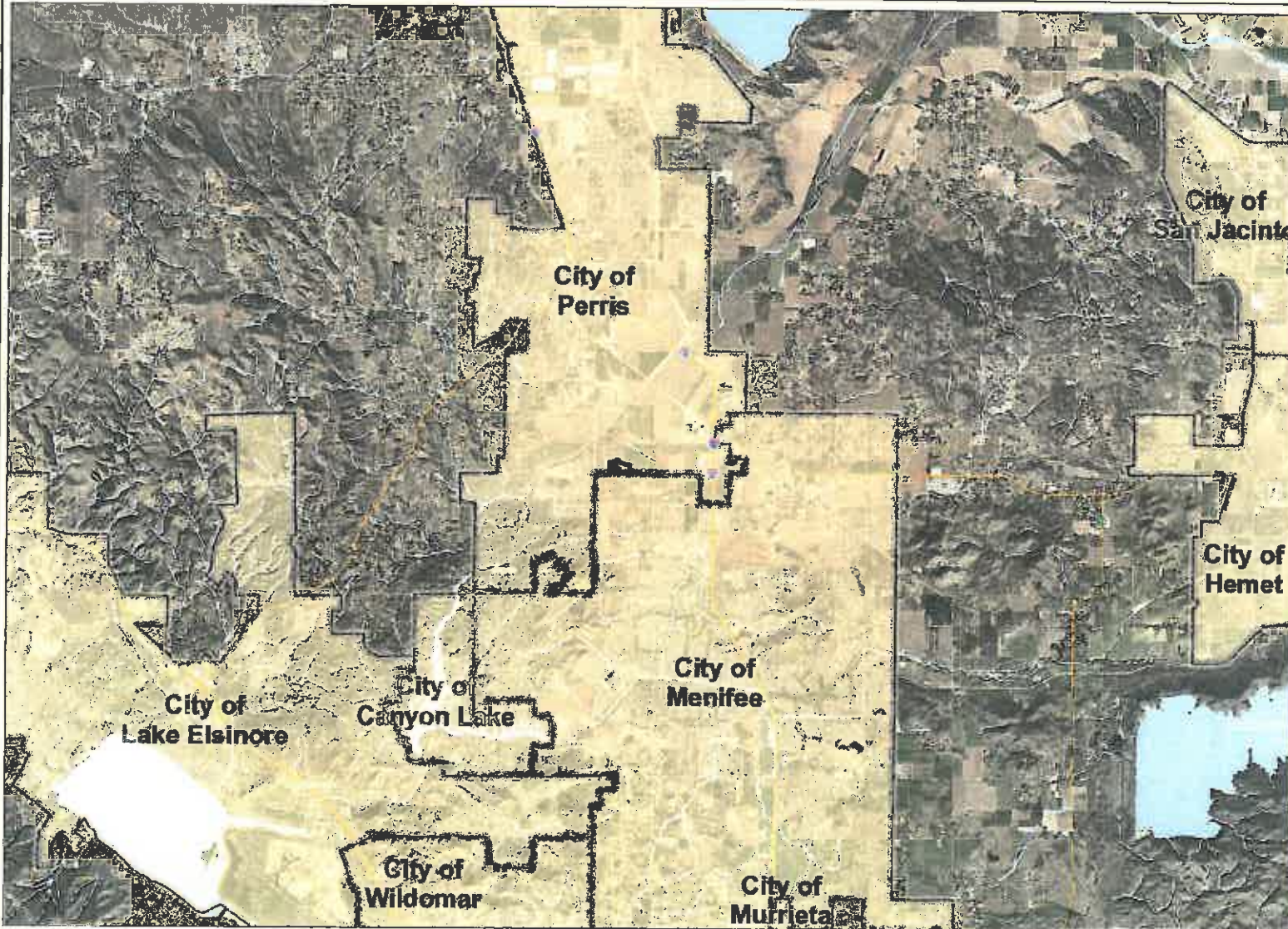
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Notes

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



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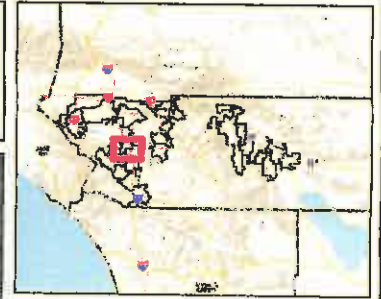
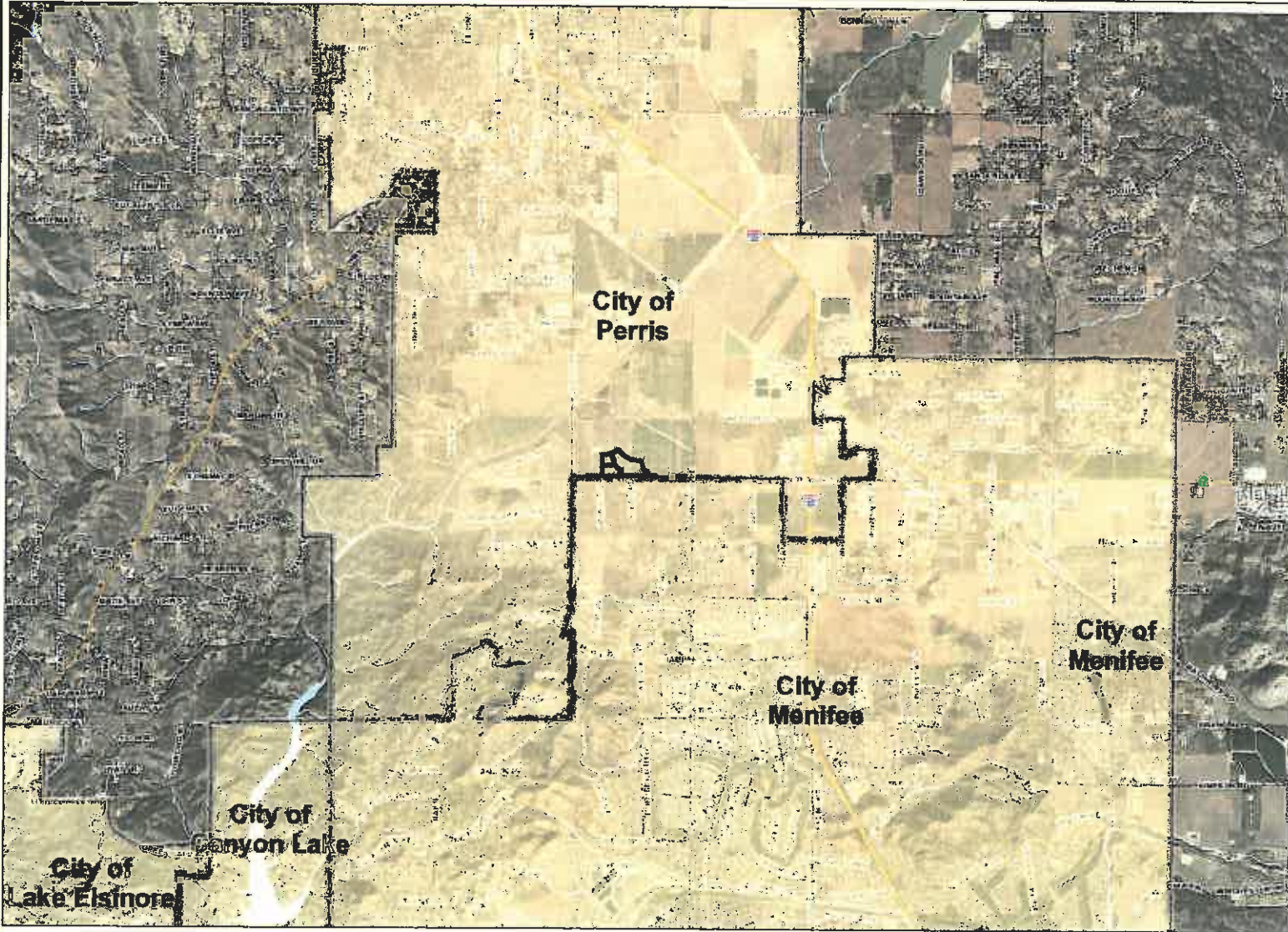


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Notes

My Map



Legend

- City Boundaries
- Cities
- highways_large**
- HWY
- INTERCHANGE
- INTERSTATE
- USHWY
- majorroads
- counties
- cities



0 8,110 16,221 Feet



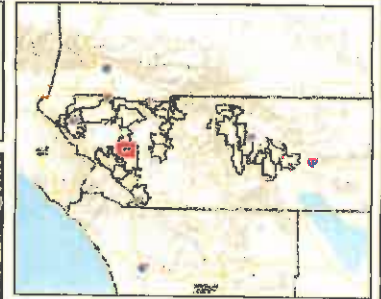
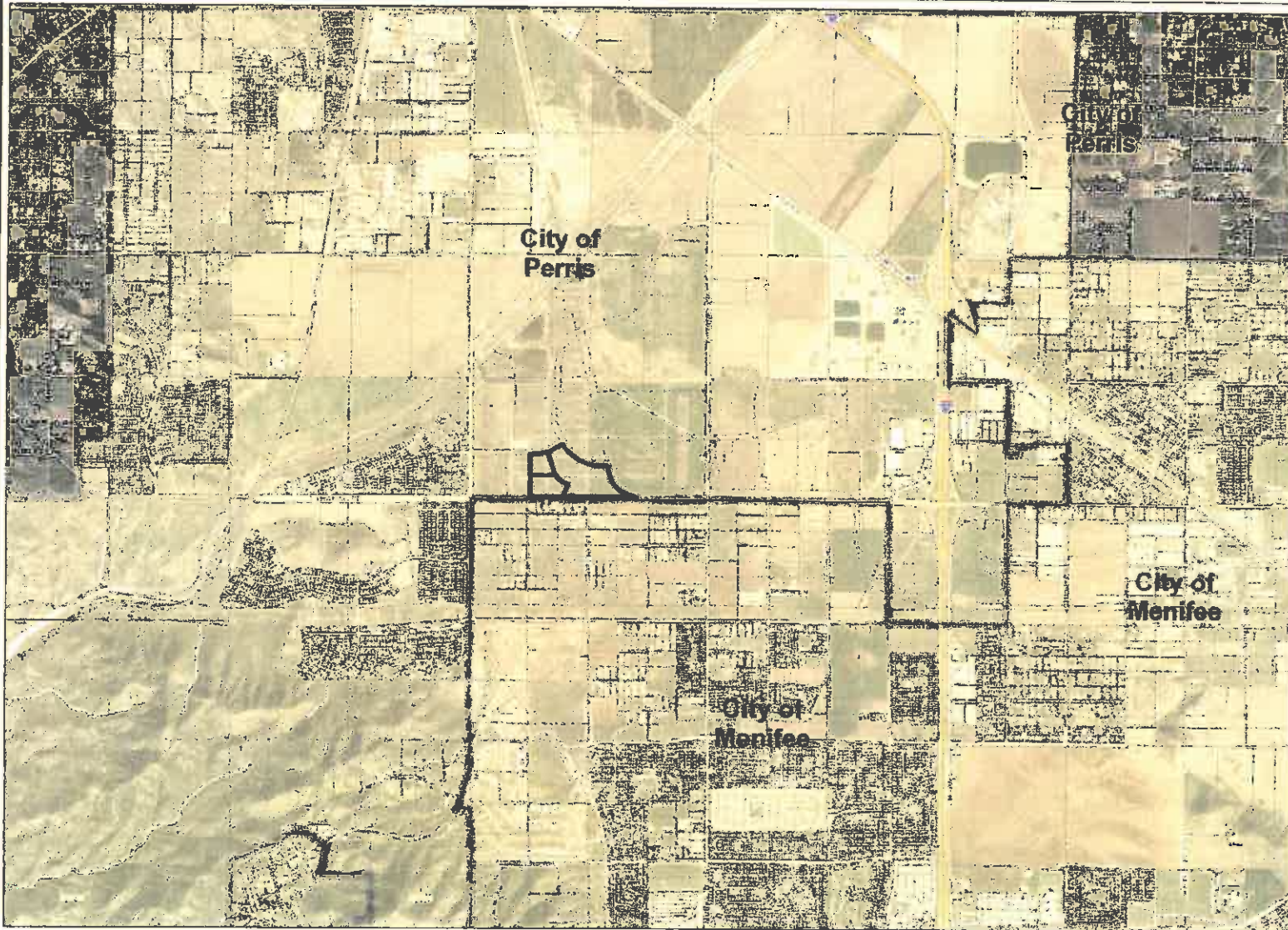
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Notes

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 4,055 8,110 Feet



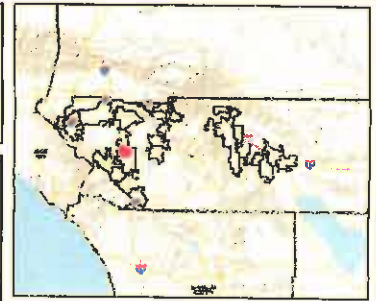
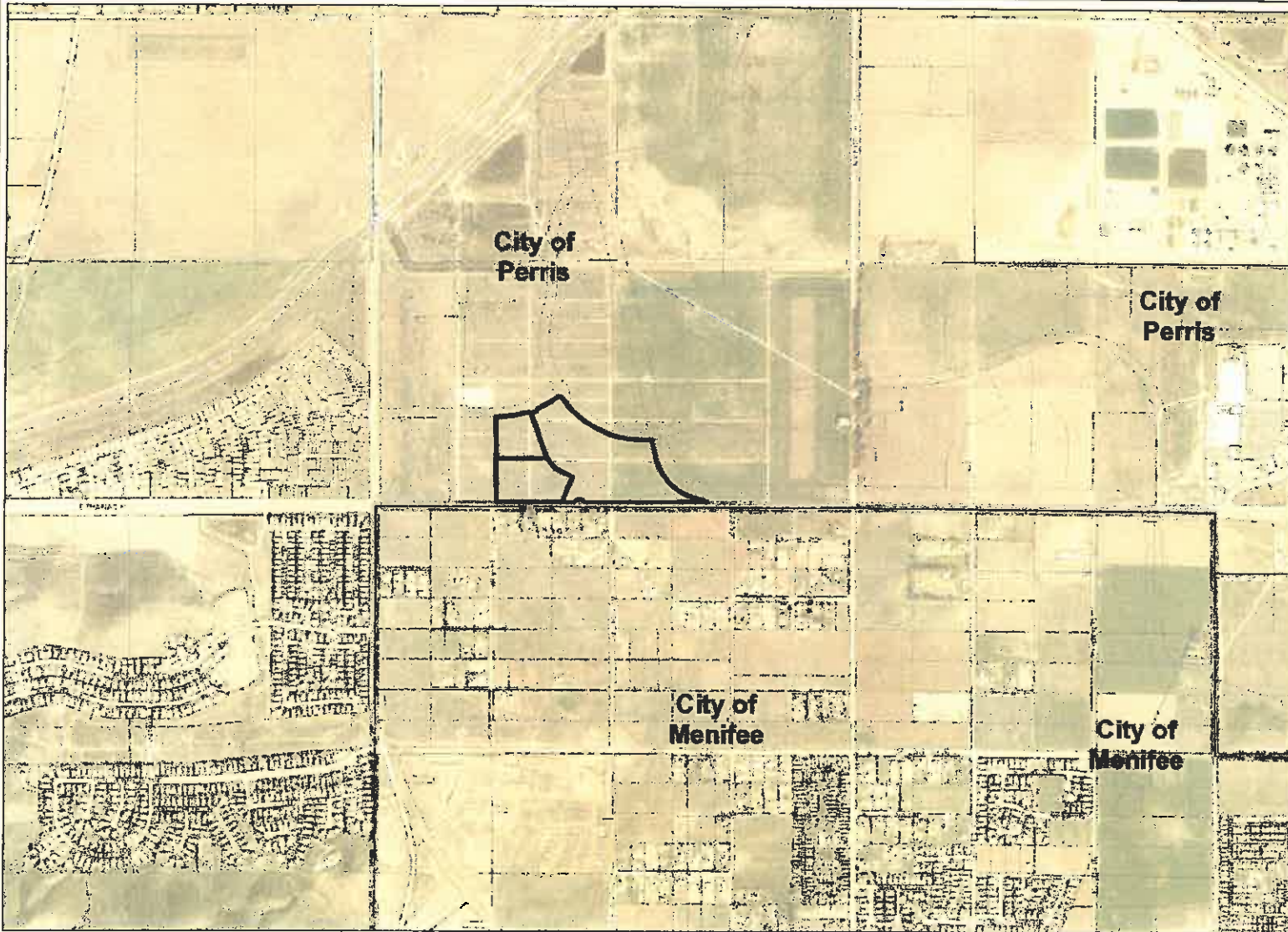
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Notes

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 2,028 4,055 Feet



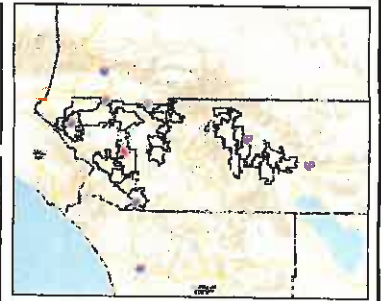
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Notes

My Map



Legend

roadsanno

highways

HWY

INTERCHANGE

INTERSTATE

OFFRAMP

ONRAMP

USHWY

counties

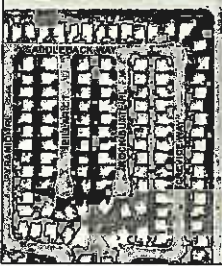
cities

hydrographylines

waterbodies

Lakes

Rivers



0 1,014 2,028 Feet



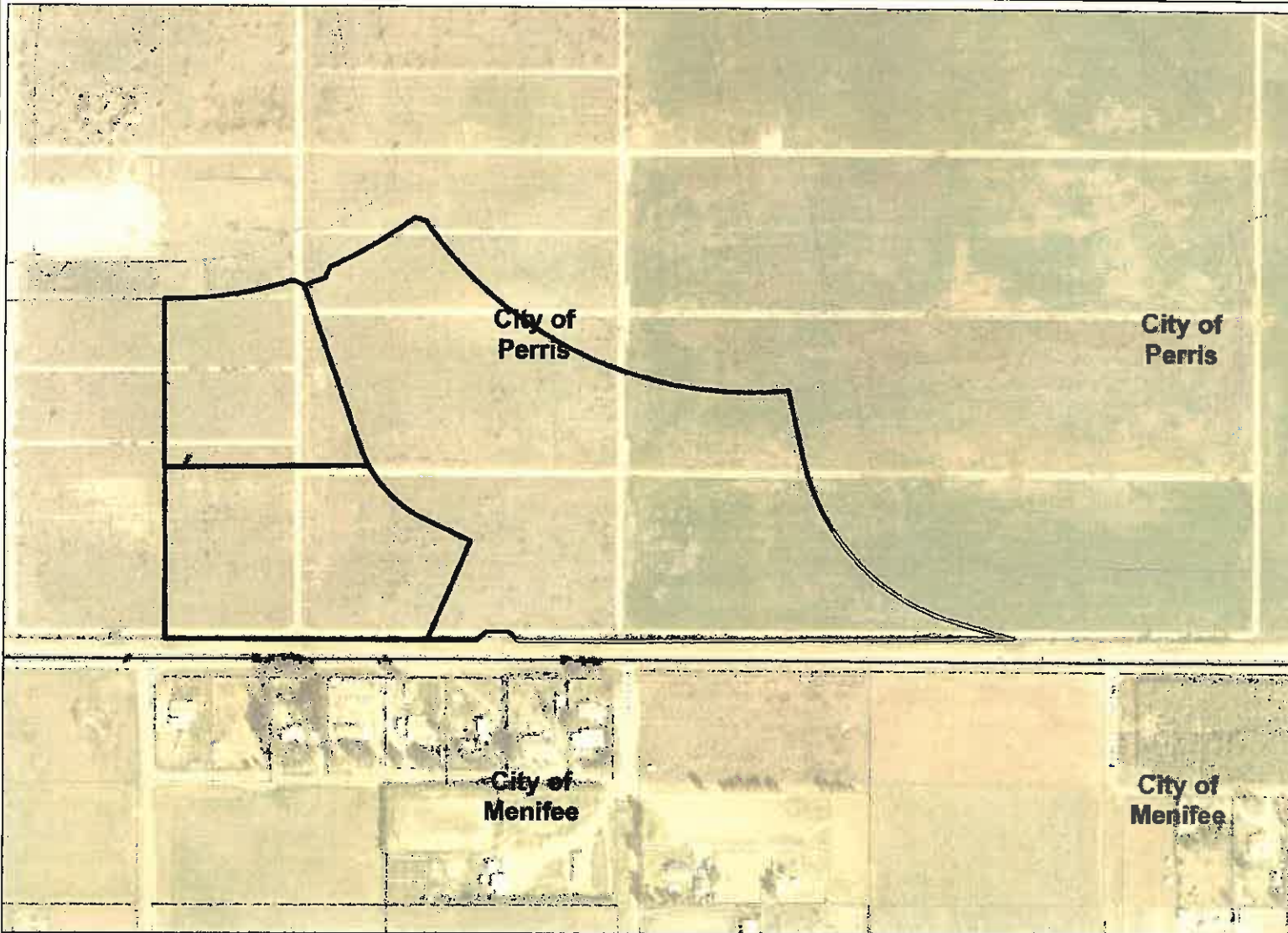
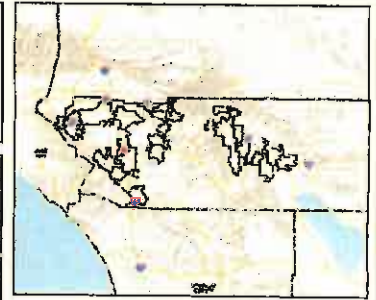
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Notes

My Map



Legend

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



0 507 1,014 Feet



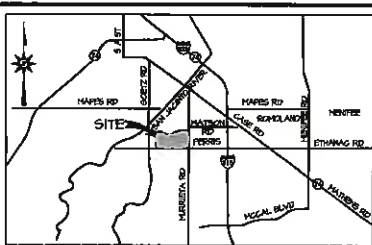
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or 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... 4/22/2016 8:30:07 AM

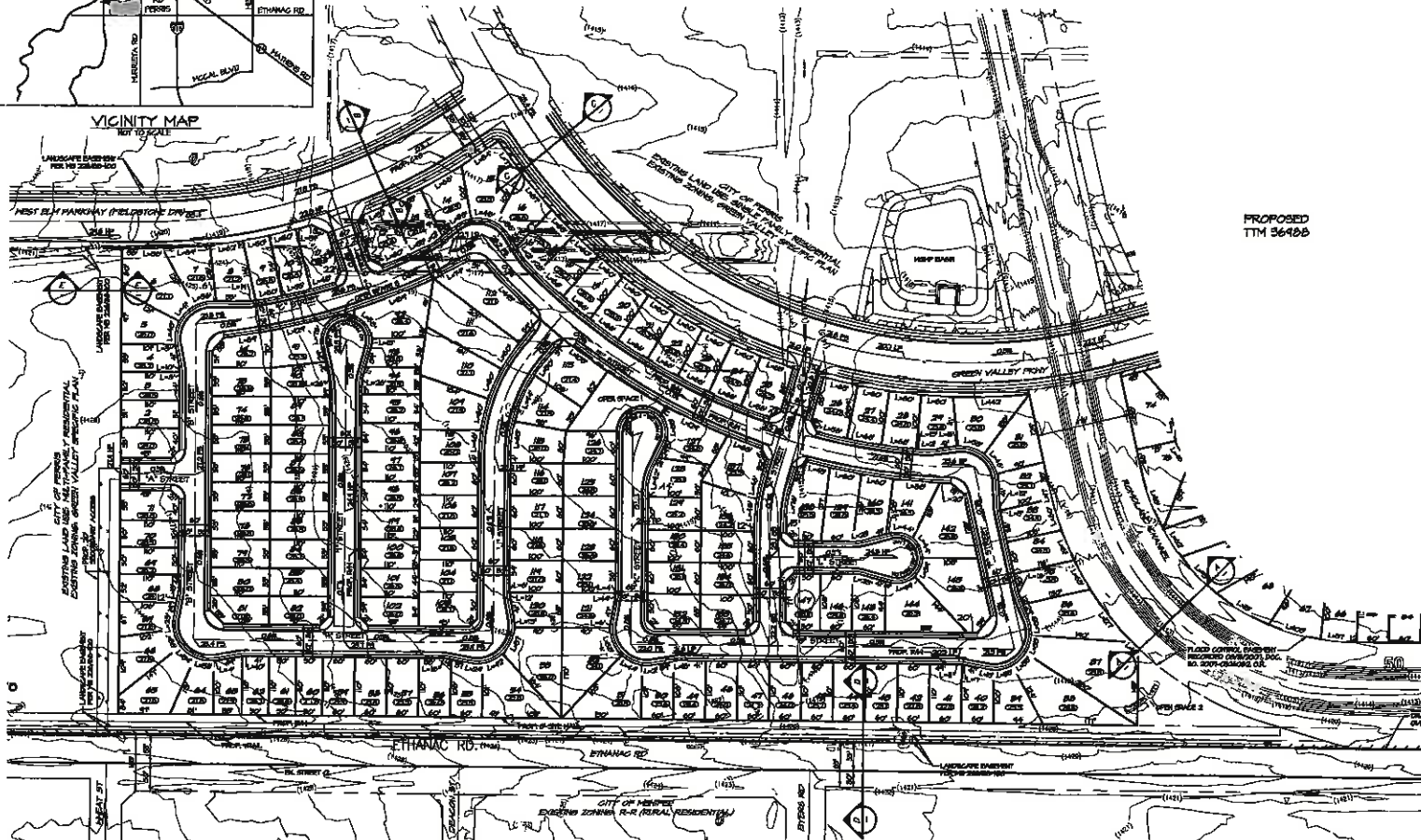
© Riverside County TLMA GIS

Notes

CITY OF FERRIS, CALIFORNIA TENTATIVE TRACT MAP NO. 36989 LOCATED IN SECTION 8, T. 5 S., R. 3 W.



VICINITY MAP
NOT TO SCALE

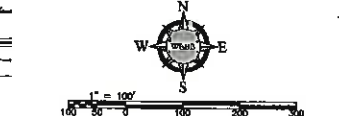


PROPOSED
T.M. 36989

GENERAL NOTES

- OWNER/DEVELOPER:**
KANTREE INVESTMENT CORPORATION
1022 PALMDALE OAKS WAY, SUITE 304
PALMDALE, CALIFORNIA 93550
PH: (805) 300-9182
- ENGINEER:**
ALBERT A. HEINS ASSOCIATES
2750 HUGHES STREET
RIVERSIDE, CA 92506
PH: (951) 686-1070
FAX: (951) 798-1256
- SCALE:**
DATE SYSTEMS SOUTHWEST
1000 ILLINOIS AVENUE, SUITE 20
FERRIS, CALIFORNIA 92701
PH: (951) 542-9781
FAX: (951) 432-9949
- TOPOGRAPHY SOURCE:**
TOPOGRAPHY FLORENCE & SON SURVEYING, INC.
06/17/2005
250-850-011, 250-850-022, 250-850-033
- ACRES:**
GROSS ACRES: 20.1
NET ACRES: 15.7
DENSITY: 4.2 DU/AC
- LAND USE:**
EXISTING LAND USE: SINGLE FAMILY RESIDENTIAL
PROPOSED LAND USE: SINGLE FAMILY RESIDENTIAL (S.R. 2000-6200)
- ZONING:**
EXISTING ZONING: GREEN VALLEY SPECIFIC PLAN
PROPOSED ZONING: GREEN VALLEY SPECIFIC PLAN
EXISTING GENERAL PLAN: GREEN VALLEY SPECIFIC PLAN
PROPOSED GENERAL PLAN: GREEN VALLEY SPECIFIC PLAN
- UTILITIES:**
WATER: EASTERN MUNICIPAL WATER DISTRICT
SEWER: EASTERN MUNICIPAL WATER DISTRICT
ELECTRIC: SOUTHERN CALIFORNIA Edison COMPANY
TELEPHONE: SBC
TELEVISION: INDIVIDUAL RECEPTIONABLE
- SCHOOL DISTRICT:**
APACHE AND FERRIS UNION HIGH
- LEGAL DESCRIPTION:**
LOTS 8 THROUGH 11, INCLUDING OF TRACT NO. 24698, IN THE CITY OF FERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS FILED IN BOOK 236 PAGES 80 THROUGH 100, INCLUSIVE, OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.
ALSO EXCEPTING 4 INTEREST IN ALL, OIL, GAS, AND/OR MINERALS AS RESERVED IN THE DEED FROM THE FIRST NATIONAL BANK IN CONNECTION RECORDED NOVEMBER 29, 1941 AS INSTRUMENT NO. 1705 OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.
- NOTES:**
1. TRACT MAP BOOK, PAGES 831, 832, 833 AND J.
2. THIS MAP DOES NOT INCLUDE THE ENTIRE CONTIGUOUS OWNERSHIP OF THE LAND DIVISION.
3. EASEMENTS OF RECORD ARE SHOWN.
4. THERE ARE NO EXISTING WELLS ON THE PROPERTY.
5. ALL SITES ARE 2 1/4 ACRES, UNLESS OTHERWISE NOTED.
6. NO REVERSE-SLOPE DEPTIC DEWATER DISPOSAL IS INTENDED.
7. THERE WILL NOT BE ANY PLANS RELATIVE TO CONVECTIBLE LIQUIDS OR HAZARDOUS WASTE ABOVE OR BELOW GROUND.
8. LAND IS SUBJECT TO HIGH SEISMICITY POTENTIAL.
9. LAND IS SUBJECT TO HIGH PALEONTOLOGICAL SENSITIVITY.
10. LAND IS WITHIN A SPECIFIC PLAN.
11. LAND IS SUBJECT TO OVERLAND INUNDATION OR FLOOD HAZARD.
12. THIS MAP IS IN FLOOD ZONE A-E FOR AREAS OF FLOODING PER FEMA FIRM NO. 15-58200ZONED DATED AUGUST 16, 2004.
13. NO EXISTING DOWNSLOPES ARE TO REMAIN IN PLACE.
14. THERE IS AN OPEN CHANNEL ON SITE.
15. EXISTING POWER LINES ARE TO REMAIN IN PLACE.
16. ALL IMPROVEMENTS SHALL BE PER SUBTITLE "A" SUBDIVISION ORDINANCE AND, UNLESS OTHERWISE NOTED, SETBACKS OF ALL LOTS TO PROPERTY LINES SHALL CONFORM TO ORDINANCE 087 REQUIREMENTS.
17. SETBACKS OF ALL LOTS TO PROPERTY LINES SHALL CONFORM TO ORDINANCE 087 REQUIREMENTS.
18. THERE ARE COMMON AREAS AND RECREATIONAL AREAS WITHIN THIS PROJECT.
19. THERE ARE COMMON AREAS AND RECREATIONAL AREAS WITHIN THIS PROJECT.
20. THE PROJECT SHALL COMPLY WITH NEPA REQUIREMENTS.
21. ENTRY CONVENTION PER GREEN VALLEY SPECIFIC PLAN DESIGN STANDARDS AND GUIDELINES.

1	5743	16	6776	31	6847	46	6802	61	6800	76	6808	91	6781	106	6800	121	6778	136	6792
2	5842	17	6224	32	6487	47	6801	62	5924	77	5509	92	6786	107	6800	122	6800	137	6800
3	5780	18	6269	33	6627	48	6800	63	5924	78	5509	93	5924	108	6800	123	6800	138	6800
4	5897	19	6269	34	6627	49	6800	64	5924	79	5509	94	5924	109	6800	124	6800	139	6800
5	5724	20	6269	35	6224	50	6786	65	5924	80	5509	95	5924	110	6800	125	6800	140	6800
6	5872	21	6269	36	6224	51	6786	66	5924	81	5509	96	5924	111	6800	126	6800	141	6800
7	5454	22	6269	37	6224	52	6224	67	6025	82	5724	97	6027	112	6800	127	6800	142	6800
8	5401	23	6269	38	6224	53	6224	68	5924	83	5924	98	5924	113	6800	128	6800	143	6800
9	5846	24	6269	39	6224	54	6224	69	5924	84	5924	99	5924	114	6800	129	6800	144	6800
10	5948	25	6224	40	6224	55	6224	70	5924	85	5924	100	5924	115	6800	130	6800	145	6800
11	5751	26	6224	41	6224	56	6224	71	5924	86	5924	101	5924	116	6800	131	6800	146	6800
12	6128	27	6224	42	6224	57	6224	72	5924	87	5924	102	5924	117	6800	132	6800	147	6800
13	6407	28	6224	43	6224	58	6224	73	5924	88	5924	103	5924	118	6800	133	6800	148	6800
14	5071	29	6224	44	6224	59	6224	74	5924	89	5924	104	5924	119	6800	134	6800	149	6800
15	5071	30	6224	45	6224	60	6224	75	5924	90	5924	105	5924	120	6800	135	6800	150	6800



REVISION	DATE	BY

TENTATIVE MAP

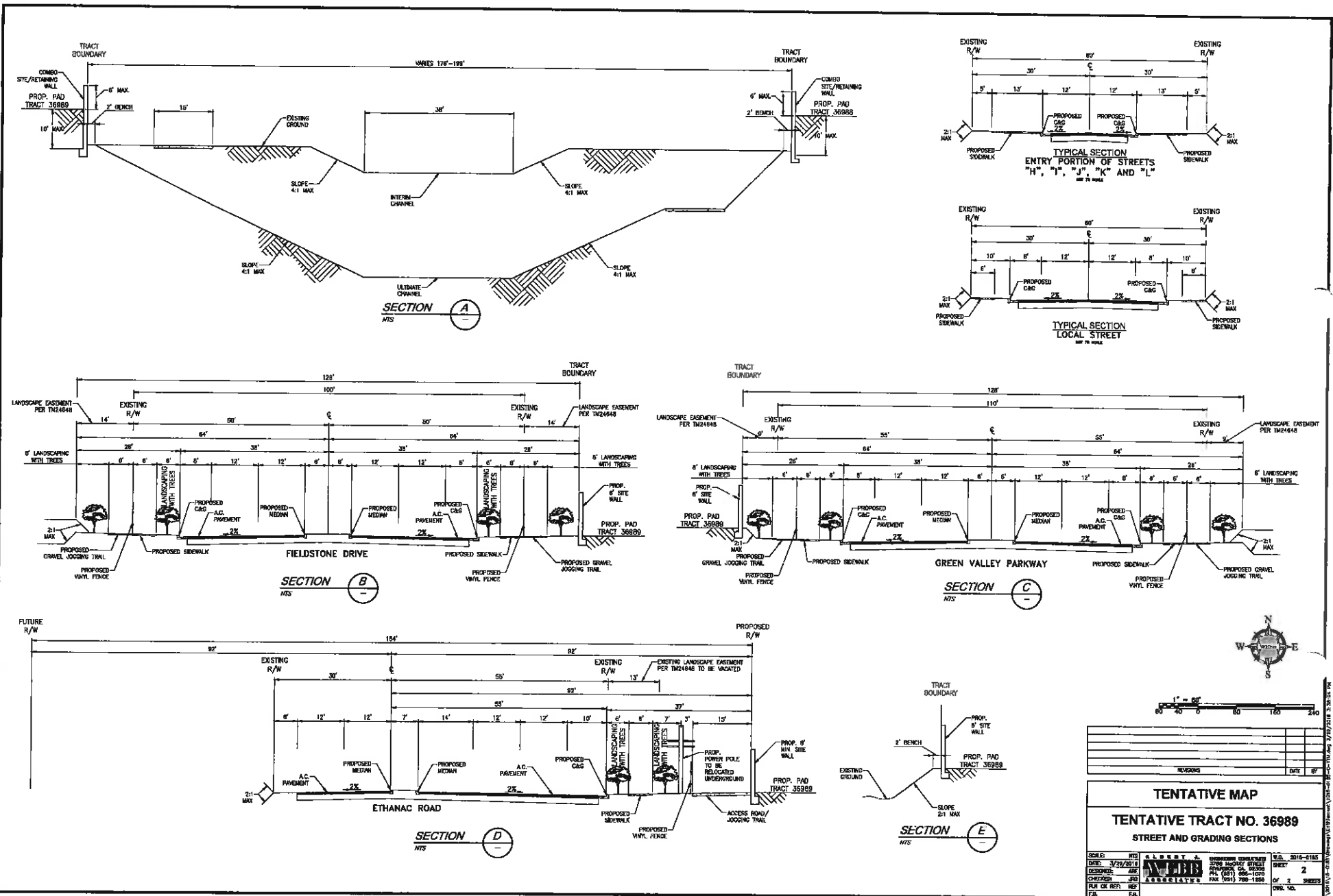
TENTATIVE TRACT NO. 36989

SITE PLAN AND CONCEPTUAL GRADING

SCALE: 1" = 100'
DATE: 3/20/2014
DESIGNER: JND
CHECKER: JND
PLN CRK: RFB
FA: RFB

ENGINEER: ALBERT A. HEINS ASSOCIATES
REGISTERED PROFESSIONAL ENGINEER
CALIFORNIA LICENSE NO. 41523
PHONE: (951) 686-1070
FAX: (951) 798-1256

DATE: 3/20/2014
SHEET: 1
OF: 3 SHEETS
DRAW NO. 36989-010



DATE	NO.	DESCRIPTION

TENTATIVE MAP
TENTATIVE TRACT NO. 36989
STREET AND GRADING SECTIONS

SCALE:	1" = 40'
DATE:	3/29/2017
DESIGNED BY:	AME
CHECKED BY:	JRD
PLN. OR. REF. NO.	
DATE:	

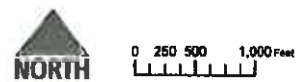
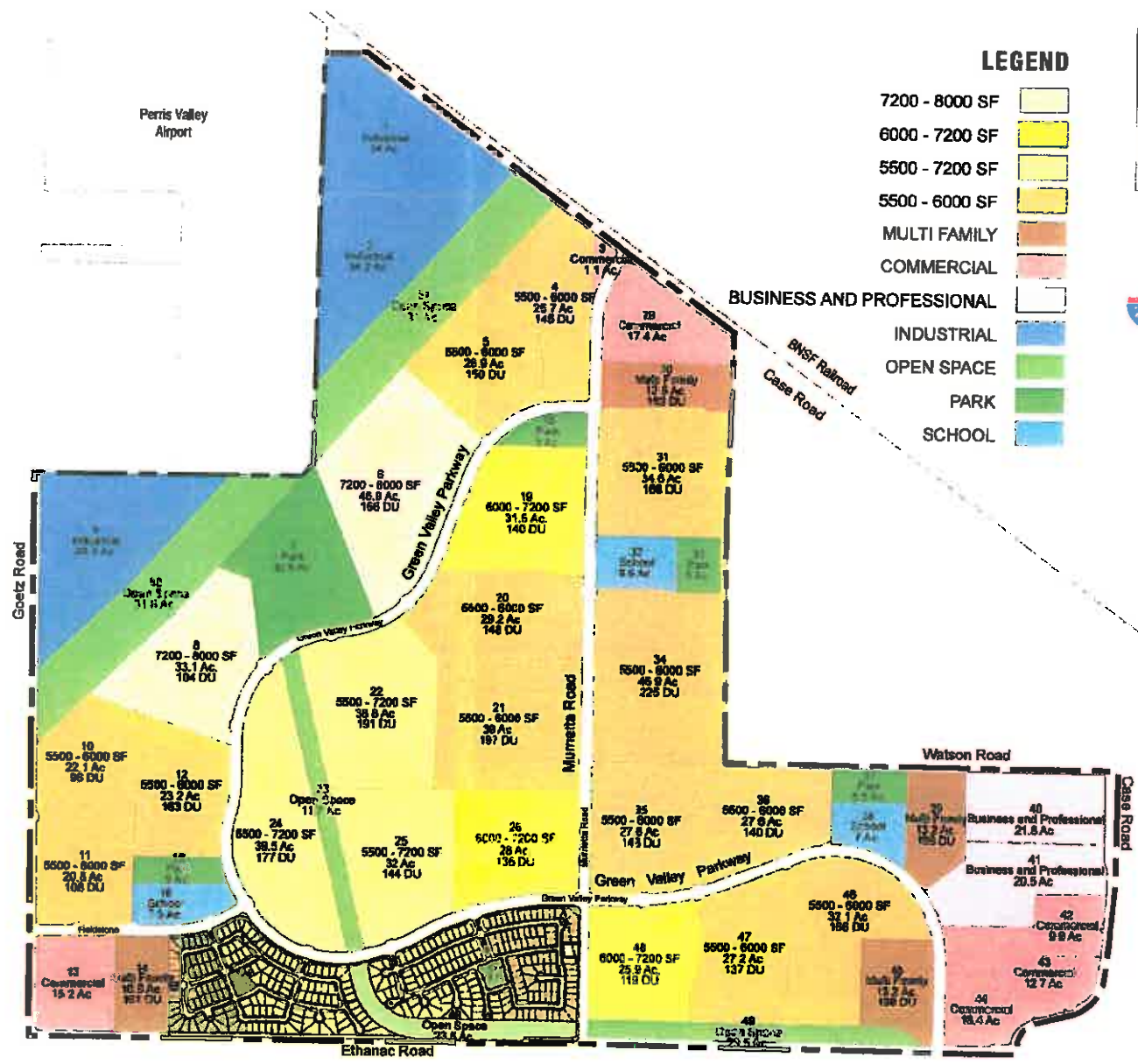
SHEET 2 OF 2
 PROJECT NO. 16-0008
 1700 W. 15th St., Suite 100
 San Jose, CA 95128
 TEL: (415) 966-1070
 FAX: (415) 966-1088
 WWW: www.amebb.com



FIGURE 3

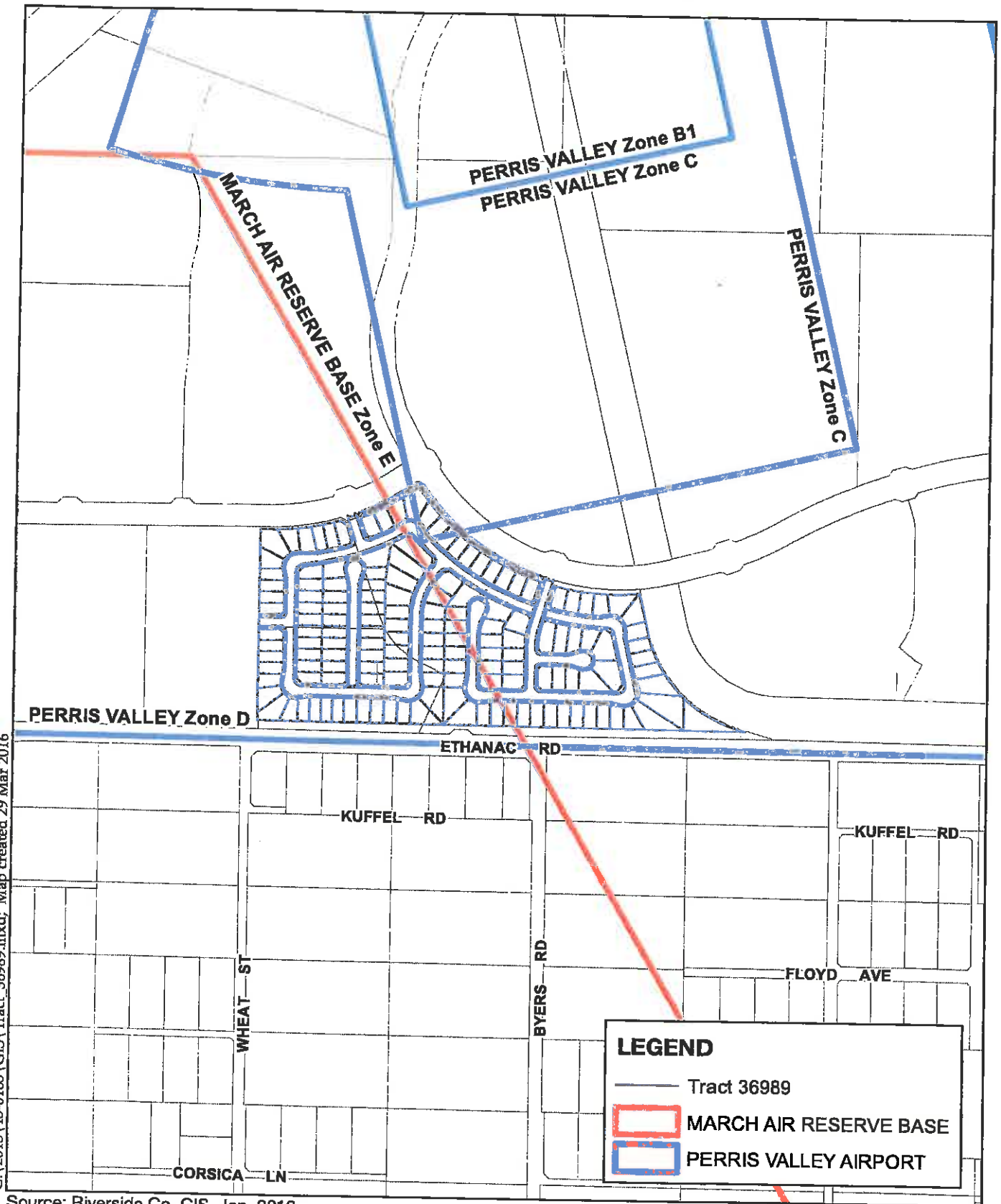
LEGEND

- 7200 - 8000 SF
- 6000 - 7200 SF
- 5500 - 7200 SF
- 5500 - 6000 SF
- MULTI FAMILY
- COMMERCIAL
- BUSINESS AND PROFESSIONAL
- INDUSTRIAL
- OPEN SPACE
- PARK
- SCHOOL



FIRST PHASE TENTATIVE TRACT LAND USE PLAN

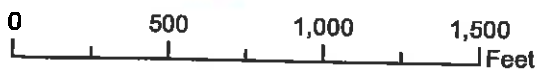
G:\2015\15-0185\GIS\Tract_36989.mxd; Map created 29 Mar 2016

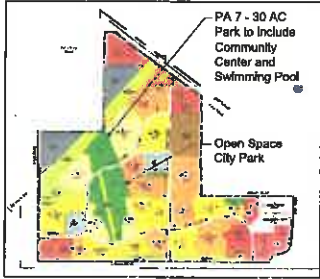


Source: Riverside Co. GIS, Jan. 2016.

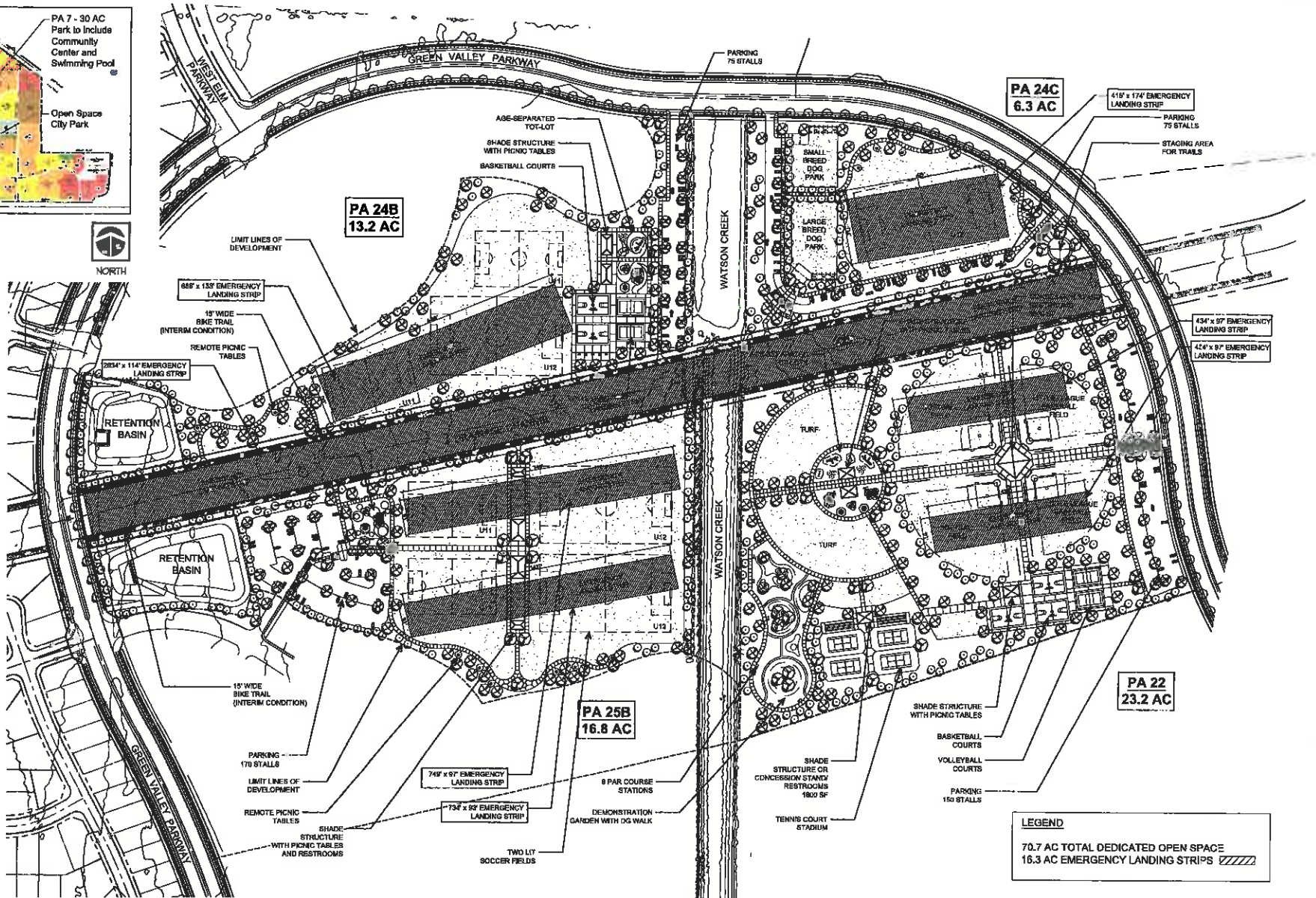
Airport Compatibility Zones - Tract 36989

Green Valley SP





Key Map



GREEN VALLEY

RAINTREE INVESTMENT CORP.

**PA 22, 24b, 24c, 25b, OS 23 City Park
Conceptual Design for Possible Programming**

MEMORANDUM

101 North "D" Street, Perris, CA 92570

TO: Kenneth Phung, Contract Planner
FROM: Darren Madkin, Deputy City Manager *DM*
DATE: December 9, 2015
SUBJECT: DG 15-00006, TTM 36989 (15-05180) & TTM 36999 (15-05181)
APPLICANT: Patrice Parker, Raintree Investment Group (REVISED 4/13/16)

Community Services/Recreation staff have reviewed project Green Valley Specific Plan and offer the following comment(s):

- Ordinance Number 953 F.1-7 specifies that whenever a specific plan, tentative tract map, residential tentative parcel map, or multi-family residential development proposal is submitted to the Community Development Department, it must be accompanied by a written statement from the applicant stating their intention to dedicate land, pay fees in lieu thereof, or a combination of both for park and recreational purposes. The applicant has indicated the intent to develop a community park with the second phase of the proposed development. The developer shall design, install and complete full improvements in the park. However, the land for the park shall be dedicated to the City concurrent with the recording of the final map of the first phase of the development. The Developer shall furnish to City (i) a performance bond securing Developer's faithful performance of the park, in the amount of one hundred percent (100%) of the estimated construction costs, and (ii) a labor and materials bond in an amount equal to fifty percent (50%) of the estimated construction costs. The foregoing bonds shall be in a form and content approved by City or otherwise approved by the City Attorney, and shall be issued and executed by an insurance company or bank authorized to transact surety business in the State of California.

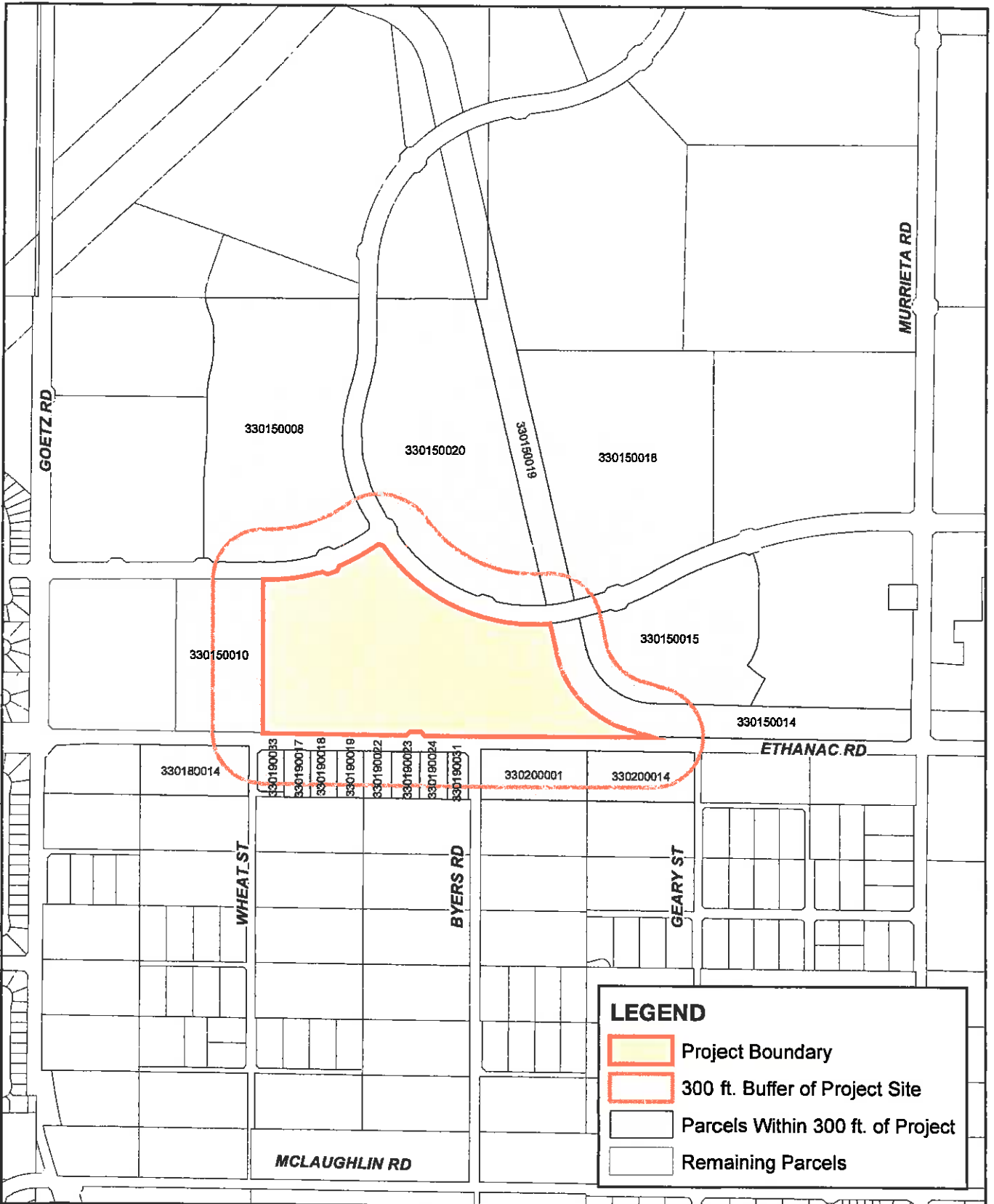
There is no written statement describing the proposed park. Please include a letter/preliminary site plan describing the park and amenities. Refer to the City of Perris Parks and Recreation Master Plan, page 4-26, for community park development guidelines.

- The map or site plan for this project does not show the location of the proposed parkland dedication.
- The City of Perris adopted Ordinance #953 requiring Developers to dedicate parkland as a condition of approval for tentative tract maps at a standard of 5 acres of parkland per 1000 residents (1 acre per 200 residents). The parkland dedication required for the proposed tract maps is 6.59 acres.





Total units to be constructed – 317
317 units x 4.16 persons per unit = 1,318 total population
 $1318 \div 200 = 6.59$

- The proposed parkland falls below the minimum size for a park.
- The proposed parkland lies in a floodplain/floodway which impacts the available area for development of park improvements. The following terms are recommended:
- Other comments: The City of Perris Trail Master Plan prioritized bikeway projects in the City. The project frontage on Ethanac Road is a Tier 1 project (highest priority) and the frontage on Murrieta Road is a Tier 2 project. Include striping for a Class 2 bike lane on Murrieta Road and Ethanac Road. The Park monumentation shown with the landscape design guidelines (page 3-13) does not comply with City standards. See attached park monumentation for community parks in Perris.

G:\2015\15-0185\GIS\ParcelsWithin300_36989.mxd, Map created 30 Oct 2015

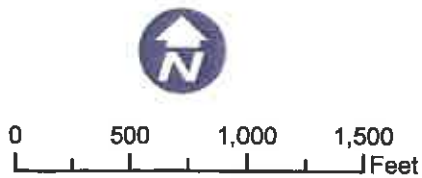


LEGEND

-  Project Boundary
-  300 ft. Buffer of Project Site
-  Parcels Within 300 ft. of Project
-  Remaining Parcels

Source: Riverside Co. GIS, July 2015.

Parcels Within 300 ft. of TTM 36989 Green Valley SP



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

ALUC Identification No.

ZAP1011PV16

PROJECT PROPONENT (TO BE COMPLETED BY APPLICANT)

Date of Application March 30, 2016
 Property Owner Raintree Investment Corporation Phone Number 858-500-6782
 Mailing Address 1925 Palomar Oaks Way, Suite 204
Carlsbad, CA 92008

Agent (if any) Albert A. Webb Associates Phone Number 951-686-1070
 Mailing Address 3788 McCray Street
Riverside, Ca 92506

PROJECT LOCATION (TO BE COMPLETED BY APPLICANT)

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

Street Address Corner of Ethanac Road and Murrieta Road, City of Perris
 Assessor's Parcel No. 330-150-011, 330-150-012, 330-150-013 Parcel Size 37.09 Gross Acres
 Subdivision Name Tract Map 36989 (Green Valley Phase 1A West) Zoning Green Valley Specific Plan
 Lot Number N/A Classification

PROJECT DESCRIPTION (TO BE COMPLETED BY APPLICANT)

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

Existing Land Use (describe) Vacant land located within the approved Green Valley Specific Plan

Proposed Land Use (describe) Proposed subdivision map for 150 residential lots and three open space lots consistent with the Green Valley Specific Plan.

For Residential Uses Number of Parcels or Units on Site (exclude secondary units) 150 units

For Other Land Uses Hours of Use N/A

(See Appendix C) Number of People on Site Maximum Number N/A
 Method of Calculation N/A

Height Data Height above Ground or Tallest Object (including antennas and trees) Per SP Zoning - 2 stories or 35 ft.
 Highest Elevation (above sea level) of Any Object or Terrain on Site Terrain Elevation 1,429 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

P.V.
 C.D.
 mae
 t

REFERRING AGENCY (APPLICANT OR JURISDICTION TO COMPLETE)

Date Received	11/02/2015	Type of Project
Agency Name	City of Perris	<input type="checkbox"/> General Plan Amendment
Staff Contact	Kenneth Phung	<input type="checkbox"/> Zoning Amendment or Variance
Phone Number	951-943-5003	<input checked="" type="checkbox"/> Subdivision Approval
Agency's Project No.	TR36989 (15-05180)	<input type="checkbox"/> Use Permit
Related Cases: TR36988 (15-05181), FA 15-05023		<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

- Completed Application Form
- Project Site Plan – Folded (8-1/2 x 14 max.)
- 1 Elevations of Buildings - Folded **N/A**
- Each . 8 ½ x 11 reduced copy of the above
- 8 ½ x 11 reduced copy showing project in relationship to airport.
- 1 Set . Floor plans for non-residential projects **N/A**
- Sets . Gummmed address labels of the Owner and representative (**See Proponent**).
- Set . Gummmed 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.
- Sets . Gummmed address labels of the referring agency (City or County).
- 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 . Gummmed address labels of the Owner and representative (**See Proponent**).
- 1 Set . Gummmed address labels of the referring agency.
- 1 Check for review—See Below

COUNTY OF RIVERSIDE AIRPORT LAND USE COMMISSION

STAFF REPORT

AGENDA ITEM: 2.3 ~~3-5~~

HEARING DATE: June 9, 2016 (continued from May 12, 2016)

CASE NUMBER: ZAP1194MA16 - City of Riverside (Representative: Doug Darnell)

APPROVING JURISDICTION: City of Riverside

JURISDICTION CASE NO: P15-1010 (General Plan Amendment)

MAJOR ISSUES:

There is no question that the proposed General Plan Amendment is consistent with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan ("March ALUCP") and that the proposed amendment brings the City General Plan closer to consistency with the March ALUCP. However, the City is proposing that the attached text amendments and maps constitute the General Plan changes needed to enable a determination that the City's General Plan is consistent with the March ALUCP. ~~As of the date of preparation of this staff report (April 26, 2016), staff review is ongoing.~~ The proposal would certainly be sufficient for a jurisdiction that included portions of Zone E, such as the City of Menifee, but the City of Riverside also includes land in some of the inner zones. *The City has indicated that additional information will be provided prior to the June 9 hearing.* While we hope to be able to ultimately forward a proposal to the Commission that brings the General Plan into consistency with the March ALUCP, at this time, we must recommend a continuance.

RECOMMENDATIONS:

At this time, staff recommends that the Commission open the public hearing, consider testimony, and CONTINUE consideration of this matter to its *July 14, June 9, 2016* public hearing agenda. However, there is a possibility that ALUC staff (working with City staff) will be able to identify recommended additions to the proposal between the date of this staff report and the Commission meeting as the quest to find a path to consistency continues.

PROJECT DESCRIPTION:

The City of Riverside is proposing to amend its General Plan 2025 so as to bring that Plan into consistency with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan {"March ALUCP"}. Accordingly, the proposal includes amendments to the Land Use and Urban Design, Public Safety, Noise, and Circulation and Community Mobility Elements of the General

Plan, as well as the Introduction section.

PROJECT LOCATION:

All land subject to the land use jurisdiction of the City of Riverside within the Airport Influence Area of March Air Reserve Base/Inland Port Airport, as delineated in the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, available for viewing at www.rcaluc.org.

STATE HANDBOOK RECOMMENDATIONS:

The 2011 California Airport Land Use Planning Handbook includes a Table 5A, General Plan Consistency Checklist, which is “intended to assist local agencies with modifications necessary to make their local plans and other local policies consistent with the ALUCP.” While the checklist “is not intended as a state requirement,” failure to incorporate most of the items referenced would be a cause for concern.

One of the requirements is that there be no direct conflicts “between proposed new land uses indicated on a general plan land use map and the ALUC land use compatibility criteria.” ALUC staff will conduct a comprehensive review between the date of this staff report and the May 12 Commission hearing, and will report to the Commission accordingly.

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

The proposed amendments to the Noise Element do not include the specification that interior noise levels from aircraft-related sources in the March Airport Influence Area (“AIA”) are to be limited to 40 dB(A) CNEL.

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

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

consistency of other projects with ALUCP compatibility criteria; variance procedures; and enforcement.

A copy of Table 5A is included herewith.

GENERAL PLAN INTRODUCTION:

The Introduction to the City's General Plan includes a paragraph discussing the Air Force's March Air Reserve Base Air Installation Compatible Use Zone (AICUZ) study of 2005 and a paragraph discussing the Riverside County Airport Land Use Compatibility Plan (RCALUCP), which addressed land use compatibility in the vicinity of Riverside Municipal Airport and Flabob Airport. The City proposes to replace the discussion of the AICUZ with a paragraph describing the 2014 March ALUCP, and to amend the paragraph discussing the RCALUCP to acknowledge the adoption of the March ALUCP.

LAND USE AND URBAN DESIGN ELEMENT:

Policy LU-22.5 on page LU-37 presently references Figure PS-6 of the Public Safety Element ("Airport Safety Zones and Influence Areas"). Due to the size of the March Air Reserve Base/Inland Port Airport Influence Area ("MARB/IP AIA"), Figure PS-6 is being split into two sheets, with Figure PS-6A addressing these areas for Riverside Municipal Airport and Flabob Airport and Figure PS-6B addressing these areas for the MARB/IP AIA. Policy LU-22.5, as revised, will reference both exhibits.

Minor changes include: (1) changing an "or" to an "and" in the text of Policy LU-22.6, which states that the City should review subsequent amendments that ALUC may make to its Airport Land Use Compatibility Plans (ALUCPs); (2) deleting the word "new" in the text of Policy LU-22.2, which urges the City to work cooperatively with ALUC "in developing, defining, implementing and protecting airport influence zones"; and (3) updating the reference to the date of adoption of the Riverside Municipal Airport Master Plan to reflect the adoption of the new Master Plan in 2009.

It is the objective of the City of Riverside to avoid land use and transportation decisions that would adversely impact the long-term viability of March Air Reserve Base/Inland Port Airport. Toward that end, the City has pledged to work cooperatively with ALUC in protecting the Airport Influence Area, to limit the encroachment of uses that potentially pose a threat to continued airport operations, to limit intensification of residential and commercial facilities in impacted areas, and to adopt and utilize an Airport Protection Overlay Zone.

PUBLIC SAFETY ELEMENT:

The Public Safety Element presently includes Figure PS-6 ("Airport safety Zones and Influence Areas"). Due to the size of the MARB/IP AIA, Figure PS-6 is being split into two sheets, with

Figure PS-6A addressing these areas for Riverside Municipal Airport and Flabob Airport and Figure PS-6B addressing these areas for the MARB/IP AIA.

Policy PS-4.7 on page PS-24 currently states that the City will ensure “compatible land uses near March Air Reserve Base/March Inland Port through participation by staff and elected officials in the adoption of the March Joint Land Use Study and the Riverside County Airport Land Use Compatibility Plan.” This policy would be amended to provide that such compatible land use will be ensured “through implementation of the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan adopted in November 2014.”

Policy PS-4.1 on page PS-23 (stating that the City will minimize “the risk of potential hazards associated with aircraft operations at the Riverside Municipal Airport, March Air Reserve Base/March Inland Port and Flabob Airport through the adoption and implementation of the Airport Protection Overlay Zone and the Riverside County Airport Land Use Compatibility Plan,”) Policy PS-4.4 currently on pages PS-23 and PS-24 (stating that the City will maintain “open space adjoining the Riverside Municipal Airport, March Air Reserve Base/March Inland Port and Flabob Airport as required for safety for both the present runway configurations and for possible runway expansion as identified in the Riverside County Airport Land Use Compatibility Plan and the Riverside Municipal Airport Master Plan), and Policy PS-4.6 on page PS-24 (stating that the City will ensure “that development within airport influence areas is consistent with the Airport Protection Overlay Zone development standards and the Riverside County Airport Land Use Compatibility Plan”) would be amended to specify that the Riverside County Airport Land Use Compatibility Plan (“RCALUCP”) includes the March ALUCP.

In addition to the changes necessary in order to reflect the splitting of Figure PS-6 as referenced above, the text of the Airport Operations section (currently on page PS-21 – future page PS-20) would be amended to specify that the March ALUCP identifying eight zones of airport influence and land use compatibilities was adopted by ALUC on November 13, 2014 and, upon adoption, became part of the RCALUCP. It proceeds to state that the Compatibility Plan “is primarily based upon the U.S. Air Force’s 2005 AICUZ for the March Air Reserve Base” and that the “compatibility zones and associated criteria set forth in the March ARB/IPA Compatibility Plan provide noise and safety compatibility protection equivalent to, or greater than, the Air Force recommended criteria presented in the AICUZ.” The amendment also proposes to delete paragraphs that discussed the AICUZ and the Joint Land Use Study.

NOISE ELEMENT:

The most prominent change to the Noise Element is the substitution of a new March Noise Contours map from the 2014 March ALUCP as Figure N-9, replacing the existing Figure N-9, whose contours were based on the 1998 AICUZ.

In the section “Scope and Content of the Noise Element,” on page N-2, the 2014 March ALUCP would be added to the list of “plans intended to minimize exposure of people to loud noise sources.”

The discussion of Airport Noise from March Air Reserve Base/Inland Port Airport on page N-10 currently includes a statement that “Plans call for 33,637 annual operations with military aircraft accounting for 80% of the operations as noted in the Air Installation Compatible Use Zone Study for March Air Reserve Base in August of 2005.” (ALUC staff is unaware of such a low number having been cited in AICUZ.) This statement would be deleted and replaced as follows: “Plans call for 75,104 annual operations with military aircraft accounting for 54,104 (72%) of the operations as noted in the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (March ARB/IPA).”

CIRCULATION AND COMMUNITY MOBILITY ELEMENT:

In the Airports subsection of the Circulation and Community Mobility Element, the second sentence of the introductory paragraph (currently on page CCM-32) presently reads as follows: “Riverside Municipal Airport and March Air Reserve Base both lie within the Planning Area, and Flabob Airport is just to the north, within the unincorporated community of Rubidoux.” The City proposes to amend this sentence to read as follows: “Riverside Municipal Airport is within the Planning Area, March Air Reserve Base/Inland Port Airport is east of the City within the March Joint Powers Authority jurisdiction, and Flabob Airport is just to the north, within the unincorporated community of Rubidoux.” (Actually, the last portion of the sentence should also change, since Flabob Airport is now within the City of Jurupa Valley.)

Policy CCM-11.1 on page CCM-33 currently states that the City will “protect flight paths from encroachment by inappropriate development using the Riverside County Airport Land Use Compatibility Plan to determine the consistency of proposed development.” This policy would be amended to state that the City will “protect flight paths from encroachment by inappropriate development using the Riverside County Airport Land Use Compatibility Plan and the 2014 March Air Reserve base/Inland Port Airport Land Use Compatibility Plan to determine the consistency of proposed development.”

Policy CCM-11.2 on page CCM-33 currently states that the City will “limit building heights and land use intensities beneath airport approaches and departure paths to protect public safety consistent with the Riverside County Airport Land Use Compatibility Plan and all other applicable State and Federal regulations.” This policy would be amended to state that the City will “limit building heights and land use intensities beneath airport approaches and departure paths to protect public safety consistent with the Riverside County Airport Land Use Compatibility Plan, the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, and all other applicable State and Federal regulations.”

LAND USE DESIGNATION ISSUES IN AFFECTED NEIGHBORHOODS:

The City of Riverside has a neighborhood-focused Land Use and Urban Design Element. The

neighborhoods most affected by March ALUCP compatibility criteria are Sycamore Canyon/Canyon Springs, Mission Grove, and Orangecrest. The Sycamore Canyon/Canyon Springs neighborhood is primarily designated Business/Office Park west of Interstate 215 and Commercial to the east, while Mission Grove and Orangecrest are predominantly Residential, with pockets of Commercial, Business/Office Park, and Public Facilities/Institutional.

The City includes land within Compatibility Zones B1-APZ II, B1, C1, C2, D, and E of the March Air Reserve Base/Inland Port Airport Influence Area. In the course of preparation of the Environmental Impact Report for the March ALUCP, the project consultant identified potential for displacement of future Business/Office Park uses in Compatibility Zones B1 – APZ II, B1, B2, C1, and C2, Commercial uses in Zones C1 and C2, and Residential uses in Zone C2.

The Sycamore Canyon neighborhood westerly of Interstate 215 includes land in Compatibility Zones B1-APZ II, B1, C1, D, and E and is primarily designated Business/Office Park, with some Commercial. Fortunately, there is no residentially designated land within Compatibility Zones B1-APZ II, B1, or C1 in this area. The Business/Office Park land use designation is appropriate for land in inner zones such as B1 – APZ II, B1, C1, and C2. The BMP zone – Business and Manufacturing Park – is most often utilized to implement the Business/Office Park land use designation, but it allows restaurants as permitted uses, whereas they are prohibited in March’s Compatibility Zone B1 (both inside and outside Accident Potential Zones). The BMP zone also allows a number of other uses that are prohibited in Accident Potential Zones, although not necessarily in other portions of Compatibility Zone B1. For example, “indoor manufacturing” is a permitted use in the BMP zone, but manufacturing of apparel and professional and scientific instruments are prohibited uses in Accident Potential Zone II pursuant to the 2005 March Air Installation Compatible Use Zone (AICUZ) report. The BMP zone also permits public uses, day care centers, and assemblies of people with a Conditional Use Permit and “storefront” assemblies – those within a suite of a multi-tenant structure – with a Minor Conditional Use Permit.

The Mission Grove neighborhood is primarily located within Compatibility Zone C2, which limits residential density to 6 dwelling units per acre, or up to 12 if infill provisions are met. Three parcels in this neighborhood with a total area of 38.18 acres are designated High Density Residential, which allows residential use at a density of up to 29 dwelling units per acre. These parcels are located on the north side of Alessandro Boulevard, east of Northrop. The two larger parcels appear to be fully developed with multi-family structures. ALUC staff has asked City staff to verify that the existing densities of these parcels exceed 14.5 dwelling units per acre, the lowest density within the designation. If so, then there is not a conflict between the application of this designation to these properties and the Compatibility Plan. Additionally, a 12.04-acre parcel along the west side of Mission Grove opposite its intersection with Northrop is designated Medium High Density Residential, which allows residential use at a density of up to 14.5 dwelling units per acre. This parcel also appears to be fully developed

with multi-family structures. ALUC staff has asked City staff to verify that the existing density of this parcel exceeds 6.2 dwelling units per acre, the lowest density within the designation. If so, then there is not a conflict.

The Orangecrest neighborhood includes land in Compatibility Zones C, D, and E. Eleven parcels located wholly or partially within Compatibility Zone C2 comprising a total of 66.3 acres are designated Medium Density Residential. This designation allows densities up to 6.2 dwelling units per acre, or 8 dwelling units per acre with a Planned Residential Development Permit. However, one of these parcels located at the south end of Lindbergh Drive is the site of an existing, fully developed mini-warehouse project, so the designation of that site might be in error. Two of the eleven parcels designated Medium Density Residential are within the Ridge Crest Cardinal Exception Area 6, which allows densities up to 6.5 dwelling units per acre. Three parcels are owned by the Orangecrest Community Association. These constitute open space within a subdivision. Two parcels located along the south side of Grove Community Drive are owned by the Riverside Land Conservancy. This leaves three parcels owned by Grove Community Church on the north side of Grove Community Drive, east of Trautwein.

TABLE 5A: GENERAL PLAN CONSISTENCY CHECKLIST

For additional guidance see:

COMPATIBILITY CRITERIA

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

General Plan Document

The following items typically appear directly in a general plan document. Amendment of the general plan will be required if there are any conflicts with the ALUCP

Page 6-17

- **Land Use Map**—No direct conflicts should exist between proposed new land uses indicated on a general plan land use map and the ALUC land use compatibility criteria.
 - Residential densities (dwelling units per acre) should not exceed the set limits.
 - Proposed nonresidential development needs to be assessed with respect to applicable intensity limits (see below).
 - No new land uses of a type listed as specifically prohibited should be shown within affected areas.

Pages 3-8

- **Noise Element**—General plan noise elements typically include criteria indicating the maximum noise exposure for which residential development is normally acceptable. This limit must be made consistent with the equivalent ALUCP criteria. Note, however, that a general plan may establish a different limit with respect to aviation-related noise than for noise from other sources (this may be appropriate in that aviation-related noise is sometimes judged to be more objectionable than other types of equally loud noises).

Zoning or Other Policy Documents

The following items need to be reflected either in the general plan or in a separate policy document such as a combining zone ordinance. If a separate policy document is adopted, modification of the general plan to achieve consistency with the ALUCP may not be required. Modifications would normally be needed only to eliminate any conflicting language which may be present and to make reference to the separate policy document.

Page 4-26, Appendix G

- **Intensity Limitations on Nonresidential Uses**—ALUCPs may establish limits on the usage intensities of commercial, industrial, and other nonresidential land uses. This can be done by duplication of the performance-oriented criteria—specifically, the number of people per acre—indicated in the ALUCP. Alternatively, ALUCs may create a detailed list of land uses which are allowable and/or not allowable within each compatibility zone. For certain land uses, such a list may need to include limits on building sizes, floor area ratios, habitable floors, and/or other design parameters which are equivalent to the usage intensity criteria.

Pages 3-11, 4-29, Figures 4B - G

- **Identification of Prohibited Uses**—ALUCPs may prohibit schools, day care centers, assisted living centers, hospitals, and other uses within a majority of an airport's influence area. The facilities often are permitted or conditionally permitted uses within many commercial or industrial land use designations.

Page 4-31

- **Open Land Requirements**—ALUCP requirements, if any, for assuring that a minimum amount of open land is preserved in the airport vicinity must be reflected in local policies. Normally, the locations which are intended to be maintained as open land would be identified on a map with the total acreage within each compatibility zone indicated. If some of the area included as open land is private property, then policies must be established which assure that the open land will continue to exist as the property develops. Policies specifying the required characteristics of eligible open land should also be established.

Page 3-56, 4-18, 4-42

- **Infill Development**—If an ALUCP contains infill policies and a jurisdiction wishes to take advantage of them, the lands that meet the qualifications must be shown on a map.

Pages 3-29, 4-35

- **Height Limitations and Other Hazards to Flight**—To protect the airport airspace, limitations must be set on the height of structures and other objects near airports. These limitations are to be based upon FAR Part 77. Restrictions also must be established on other land use characteristics which can cause hazards to flight (specifically, visual or electronic interference with navigation and uses which attract birds). Note that many jurisdictions have already adopted an airport-related hazard and height limit zoning ordinance which, if up to date, will satisfy this consistency requirement.

TABLE 5A: GENERAL PLAN CONSISTENCY CHECKLIST

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

**City of Riverside submittal to the
Riverside County Airport Land Use
Commission for:
Planning Case No. P15-1010**

A proposed General Plan Amendment to make the
City's General Plan 2025 consistent with the 2014
March Air Reserve Base / Inland Port Airport Land Use
Compatibility Plan

Amended Excerpts from the following General Plan
2025 Elements:

Introduction, Land Use and Urban Design, Public
Safety, Noise, and Circulation and Community
Mobility Elements



INTRODUCTION

Exhibit 2 - P15-1010 Proposed Text Amendments to the General Plan 2025 Introduction

accessible property available for development. Fees for aviation operations are the lowest in Southern California. Operationally, the aviation field can accommodate 200,000 operations. MIP is open for business today. All criteria and regulations have been met.

See the Land Use and Urban Design Element under "Relationships to Nearby Airports," the Public Safety Element under "Ground and Air Transportation" and the Noise Element under "Minimizing Noise Impacts" for additional information on the Riverside Municipal Airport.

In particular review Objectives LU-22, LU-23, PS-4 and N-2.

~~Air Installation Compatible Use Zone Study 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (March ALUCP)~~

~~In regard to In November of 2014, the Riverside County Airport Land Use Commission adopted the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (March ALUCP). The March ALUCP is primarily based upon the U.S. Air Force's, the 2005 Air Installation Compatible Use Zone (AICUZ) Study for the March Air Reserve Base. The compatibility zones and associated criteria within the March ALUCP provide noise and safety compatibility protection equivalent to or greater than the Air Force recommended criteria presented in the AICUZ, performed by the United States Air Force in 2005 designates a Clear Zone and two Accident Potential Zones (APZs) based on landing thresholds for each runway at the base. These zones are three thousand feet in width and extend from the runway along the extended runway centerline. The AICUZ program provides recommendations for compatible uses within each zone. Within the APZs, a variety of uses are compatible; however, people intensive and hazardous uses should be restricted because of the risk of aircraft accidents in these areas. In addition, it establishes an area of influence which will be subject to noise and other concerns.~~

Riverside County Integrated Project (RCIP)

The RCIP is a comprehensive, three-part, integrated program balancing the housing, transportation and economic needs of a large population with the existing environment and available natural resources. RCIP accommodates continued growth by integrating the Riverside County General Plan with transportation and environmental issues. The three parts of the RCIP are the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP), Community, Environmental and Transportation Acceptability Process (CETAP) and the Riverside County General Plan.

Stephens' Kangaroo Rat Habitat Conservation Plan

The Habitat Conservation Plan (HCP) for the endangered Stephens' kangaroo rat (SKR) implemented by the Riverside County Habitat Conservation Agency (RCHCA) mitigates impacts from development on the SKR by establishing a

See the Open Space and Conservation Element under "Stephens' Kangaroo Rat Habitat Conservation Plan" for more information on the Stephens' Kangaroo Rat Habitat Conservation Plan.



INTRODUCTION

The County HWMP addresses only those hazardous waste issues with which local governments have responsibilities, namely land use decisions. The County and cities are required to implement facility siting policies and criteria within local planning and permitting processes.

See the Land Use and Urban Design Element under "Our Neighborhoods – Sphere of Influence" for more information on City/County Coordination.

In particular review Objectives LU-87 and LU-88.

City/County Coordination

Over the years, the City of Riverside and Riverside County have established many cooperative agreements to coordinate on issues affecting both jurisdictions. Past and ongoing efforts include the Washington Alessandro Committee to address traffic circulation in southeastern most portion of the City and nearby County lands, City participation in the County's Regional Comprehensive Integrated Plan (RCIP) and a Memorandum of Understanding for review of projects in neighboring areas of the cities and the County of Western Riverside County, including adoption and implementation of complementary design guidelines for new development.

See the Land Use and Urban Design Element under "Relationships to Nearby Airports," the Public Safety Element under "Ground and Air Transportation" and the Noise Element under "Minimizing Noise Impacts" for additional information on the Riverside Municipal Airport.

In particular review Objectives LU-22, LU-23, PS-4 and N-2.

Riverside County Airport Land Use Commission

The Riverside County Airport Land Use Compatibility Plan, adopted by the Riverside County Airport Land Use Commission (ALUC), designates zones of airport-influence areas for 13 airports in Riverside County and provides a series of policies and compatibility criteria to ensure that both aviation uses and surrounding areas may continue and are compatible. The ALUC has two principal powers: (1) the ALUC must prepare and adopt an airport land use compatibility plan, which State law (Public Utility Code Section 21675 (a)) requires each local agency having jurisdiction over land uses within an ALUC's planning area to modify its General Plan and any affected specific plan to be consistent with the compatibility plan, and (2) the ALUC must review plans, regulations and other actions of local agencies and airport operators for consistency with the compatibility plan.

See the Land Use and Urban Design Element under "Relationships to Nearby Airports," the Public Safety Element under "Ground and Air Transportation" and the Noise Element under "Minimizing Noise Impacts" for additional information on Airport Compatibility.

In particular review Objectives LU-22, LU-23, PS-4 and N-2.

Riverside County Airport Land Use Compatibility Plan

The Riverside County Airport Land Use Compatibility Plan (ALUCP), adopted by the Airport Land Use Commission October 14, 2004, established policies applicable to land use compatibility planning in the vicinity of airports throughout Riverside County. The plan includes compatibility criteria and maps for the influence areas of individual airports, including the Riverside Municipal and Flabob Airports. ~~Future amendments to the plan will include the addition of~~ Additionally, the March Air Reserve Base/March Inland Port Airport to the plan was added to the ALUCP in 2014. The plan spells out the procedural



aviation uses and surrounding uses may continue.⁴ The Compatibility Plan recognizes that Federal regulations stipulate that highly concentrated residential or commercial land uses - such as higher density housing or movie theaters - are inappropriate near an airport's landing approach.

Future development projects within the influence areas would be required to comply with the applicable airport compatibility plan and seek approval of the Airport Land Use Commission (ALUC) where applicable. Should the ALUC deny a project the City Council may override this decision with a two-thirds vote but only after making specific findings that the proposed action is consistent with the purposes of Public Utilities Code Section 21670. Once City Council adopts the Compatibility Plan the objective for neighborhoods close to airports will be to adhere to the Compatibility Plan airport-influence areas and limit new encroachments that would reduce the airport's long-term viability.

Other objectives for the airport and the surrounding neighborhood stem from the Airport Master Plan adopted by the City in ~~2009-1009~~ ~~and proposed for update in the near future~~. The Master Plan sets forth a series of recommendations intended to enhance the Airport's economic viability and contribution to the community. Some of the Master Plan's objectives are referenced below.

Flabob Airport

Flabob Airport is one of the older airports in the United States built in 1925. Since 2000 it has been owned by the Wathen Foundation, a non-profit corporation dedicated to historic aviation preservation and aviation education of young people and the public generally. The Airport is located in Riverside County just to the west of Mount Rubidoux.

Objective LU-22: Avoid land use/transportation decisions that would adversely impact the long-term viability of the March Air Reserve Base/March Inland Port, Riverside Municipal and Flabob Airports.

Policy LU-22.1: Work cooperatively with the March Joint Powers Authority to promote and facilitate business development associated with the March Inland Port.

⁴ The Riverside County Airport Land Use Compatibility Plan was adopted by the Airport Land Use Commission in October 2004. The March Air Reserve Base/March Inland Port will be added to the Plan upon its completion.



- Policy LU-22.2: Work cooperatively with the Riverside County Airport Land Use Commission in developing, defining, implementing and protecting airport influence zones around the MARB/MIP, Riverside Municipal and Flabob Airports and in implementing the **new** Airport Land Use Compatibility Plan.
- Policy LU-22.3: Work to limit the encroachment of uses that potentially pose a threat to continued airport operations, including intensification of residential and/or commercial facilities within identified airport safety zones and areas already impacted by current or projected airport noise.
- Policy LU-22.4: Adopt and utilize an Airport Protection Overlay Zone and the Riverside County Airport Land Use Compatibility Plan as it affects lands within the City of Riverside.
- Policy LU-22.5: Review all proposed projects within the airport influence areas of Riverside Municipal Airport, Flabob Airport or March Air Reserve Base/Inland Port Airport as noted **on in the Public Safety Element (Figure PS-6.A – Riverside Municipal and Flabob Airport Safety Zones and Influence Areas; and Figure PS-5.B – March ARB/IPA Airport Safety Zones and Influence Areas)** for consistency with all applicable airport land use compatibility plan policies adopted by the Riverside County Airport Land Use Commission (ALUC) and the City of Riverside, to the fullest extent the City finds feasible.
- Policy LU-22.6: Review all subsequent amendments that the ALUC may adopt to the airport land use compatibility plan for Riverside Municipal Airport, Flabob Airport **or and** March Air Reserve Base/March Inland Port Airport and either adopt the plan as amended or overrule the ALUC as provided by law (Government Code Section 65302.3).
- Policy LU-22.7: Prior to the adoption or amendment of the General Plan or any specific plan, zoning ordinance or building regulation affecting land within the airport influence areas of the airport land use compatibility plan for Riverside Municipal Airport, Flabob Airport or March Air Reserve Base/Inland Port Airport, refer such proposed actions for determination and processing by the ALUC as provided by Public Utilities Code Section 21670.



AIRPORT OPERATIONS

Riverside Municipal Airport is an integral part of the local and regional air transportation system, providing private aviation services to Riverside and the surrounding area. The airport is situated on 451 acres in the northwest portion of Riverside, bordered by Arlington Avenue to the south, Hillside Avenue to the east and Van Buren Boulevard to the west. The airport is owned and operated by the City, with its operations overseen by the City of Riverside Airport Commission.

The other significant air facility that impacts the planning area is the approximately twenty-four-hundred-acre March Air Reserve Base (MARB). Located to the City's southeast, between Riverside and the City of Moreno Valley, MARB had earlier served as a United States Air Force base, where activities began in 1918. The Department of Defense redesignated the base as an air reserve base in 1996. A Joint Powers Authority (JPA), of which Riverside is a part, administers operations on the base. In addition to the air reserve activities, the JPA's long-range plan calls for the base to serve as an inland port, accommodating cargo in transfers between ground and air shipping.



The Riverside Municipal Airport, a leading destination for corporate and business aviation in Southern California, will continue to regard safety as a priority.

Flabob Airport, located in the unincorporated community of Rubidoux just west of the Santa Ana River, is only two miles northwest of Riverside's Central Business District. Its influence in the City of Riverside, along with that of the Riverside Municipal Airport ~~and MARB~~, is shown in Figure PS-6A (Riverside Municipal and Flabob Airport Land Use Compatibility Zones and Influence Areas).

The risk of aircraft crashes is an important consideration in planning around airports. In tandem with any aviation operation, "crash" zones for airports are a major safety issue. These zones establish areas where the risk of a crash are determined in relation to take off and landing patterns. Even though the MARB is not located within Riverside, flight patterns related to MARB impact the neighborhoods of Orangecrest, Mission Grove and Sycamore Canyon/Canyon Springs.

The Riverside County Airport Land Use Compatibility Plan designates zones of airport-influenced areas for airports in Riverside County, and establishes a series of policy and compatibility criteria that ensures both aviation activities and surrounding uses are compatible.

The Introduction covers Riverside County Airport Land Use Compatibility Plan (RCALUCP) and the Airport Land Use Commission (ALUC). Additional objectives and policies set forth in the Land Use and Urban Design Element focus on airport-influenced areas. The Noise Element references airport noise contours.





PUBLIC SAFETY ELEMENT

See the Introduction under Air Installation Compatible Use Zone Study, Land Use and Urban Design Element under "Relationships to Nearby Airports," the Public Safety Element under "Ground and Air Transportation" and the Noise Element under "Minimizing Noise Impacts" for additional information on the Riverside Municipal Airport.

In particular review Objectives LU-22, LU-23, PS-4 and N-2.

As shown on Figure PS-6A (Airport Land Use Compatibility Zones and Influence Areas), Riverside Municipal and Flabob Airports involve six zones of airport influence areas and land use compatibilities, as identified in the Riverside County Airport Land Compatibility Plan adopted by the Airport Land Use Commission (ALUC) in October 2004. ~~As shown on Figure PS-6B (MARB/MIP Airport Land Use Compatibility Zones and Influence Areas), there are eight zones of airport influence and land use compatibilities, as identified in the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (March ALUCP), which was adopted by the Riverside County Airport Land Use Commission (RCALUC) on November 13, 2014. Upon adoption, the March ALUCP became a part of the 2004 Countywide ALCUP. The Riverside County Airport Land Use Compatibility Plan designates zones of airport-influenced areas for airports in Riverside County and proposes a series of policies and compatibility criteria to ensure that both aviation uses and surrounding uses may continue and are compatible.~~

~~With regard to The Compatibility Plan for March ARB/IPA is primarily based upon the U.S. Air Force's MARB, the 2005 Air Installation Compatible Use Zone (AICUZ) Study for the March Air Reserve Base. The compatibility zones and associated criteria set forth in the March ARB/IPA Compatibility Plan provide noise and safety compatibility protection equivalent to, or greater than, the Air Force recommended criteria presented in the AICUZ, performed by the United States Air Force designates a Clear Zone and two Accident Potential Zones (APZs) based on landing thresholds for each runway at the base. These zones are three thousand feet in width and extend from the runway along the extended runway centerline. The March Air Reserve Base/March Inland Port Comprehensive Land Use Plan, adopted by ALUC in April 1984, involves three areas of land use compatibilities that allow a variety of uses; however, people-intensive and hazardous uses are restricted in Area 1 because of the risk of aircraft accidents in this area. In addition, it establishes an area of influence which is subject to noise and other concerns.~~

~~The March Joint Land Use Study for the joint use of March Air Reserve Base/March Inland Port will become the compatibility plan incorporated into the Riverside County Airport Land Use Compatibility Plan once it is adopted by ALUC. Even though MARB is outside the City and its sphere of influence, MARB operations impact lands within Riverside's planning area.~~

The Land Use Policy Map (Figure LU-10) in the Land Use and Urban Design Element has been developed to avoid allowing intensive new uses within the airport-influence areas. These policies are buttressed by supportive zoning regulations in the form of an Airport Protection Overlay Zone. Development controls include limiting development



Figure PS-6A - Riverside Municipal and Flabob Airport Land Use Compatibility Zones and Influence Areas



PUBLIC SAFETY ELEMENT

Figure PS-6B – March ARB/IPA Airport Land Use Compatibility Zones and Influence Areas



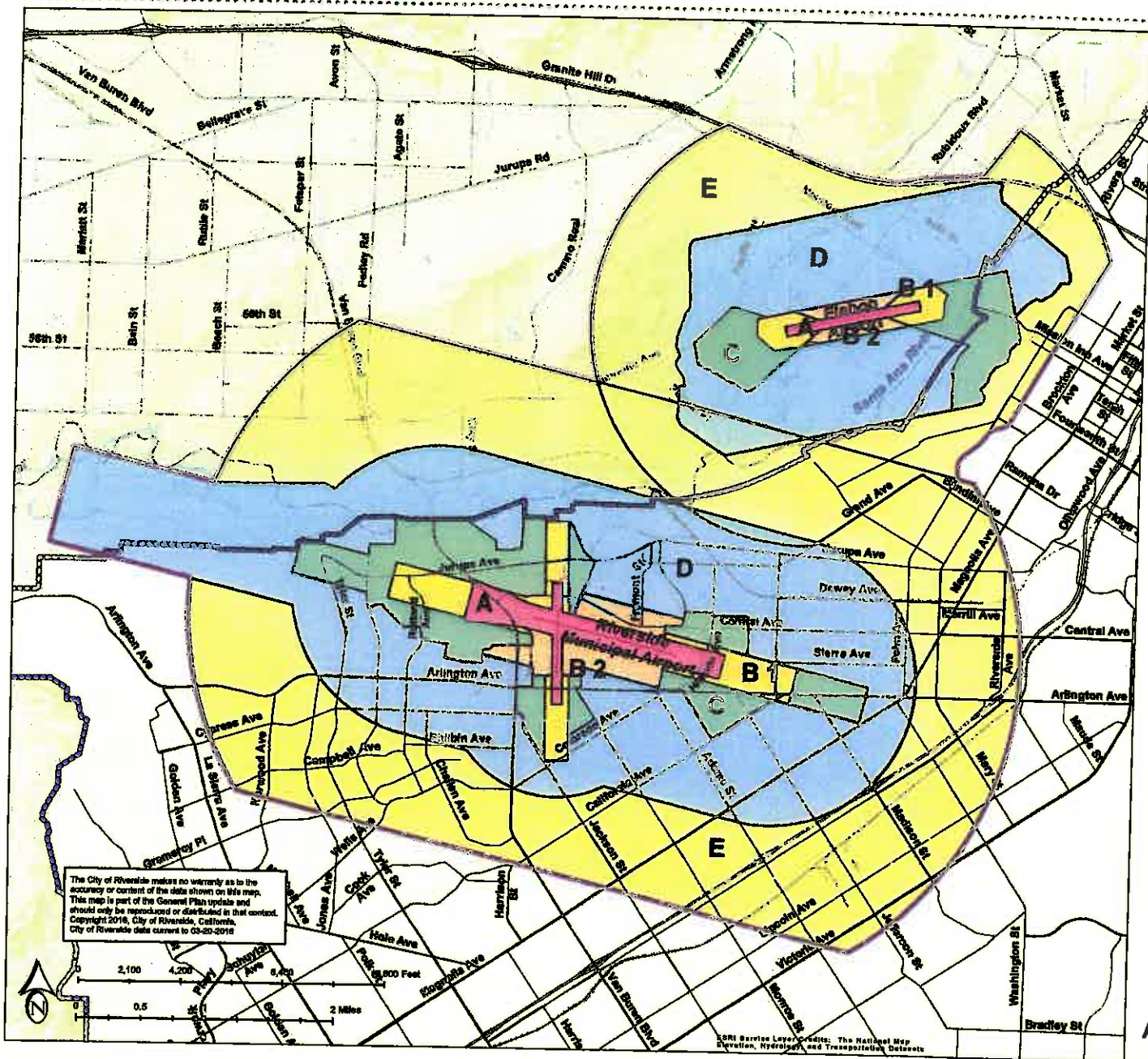
LEGEND
RIVERSIDE COUNTY AIRPORT
LAND USE COMPATIBILITY PLAN

- Riverside City Boundary
- Airport Influence Area
- Compatibility Zones**
- A - Clear Zone
- B1- Inner Approach/Departure
- B2- High Noise Zone
- C - Flight Corridor
- D- Flight Corridor Buffer
- E- Other Airport Environs

NOTE: SEE THE RIVERSIDE COUNTY AIRPORT LAND USE COMPATIBILITY PLANS FOR ASSOCIATED POLICIES

RIVERSIDE AIRPORT LAND USE COMPATIBILITY PLAN, ADOPTED DECEMBER 2004 FOR FLABOB AIRPORT AND MARCH 2005 FOR RIVERSIDE MUNICIPAL AIRPORT.

Figure PS-6A
Riverside Municipal Airport
and FLABOB Airport
**AIRPORT LAND USE
COMPATIBILITY ZONES
AND INFLUENCE AREAS**



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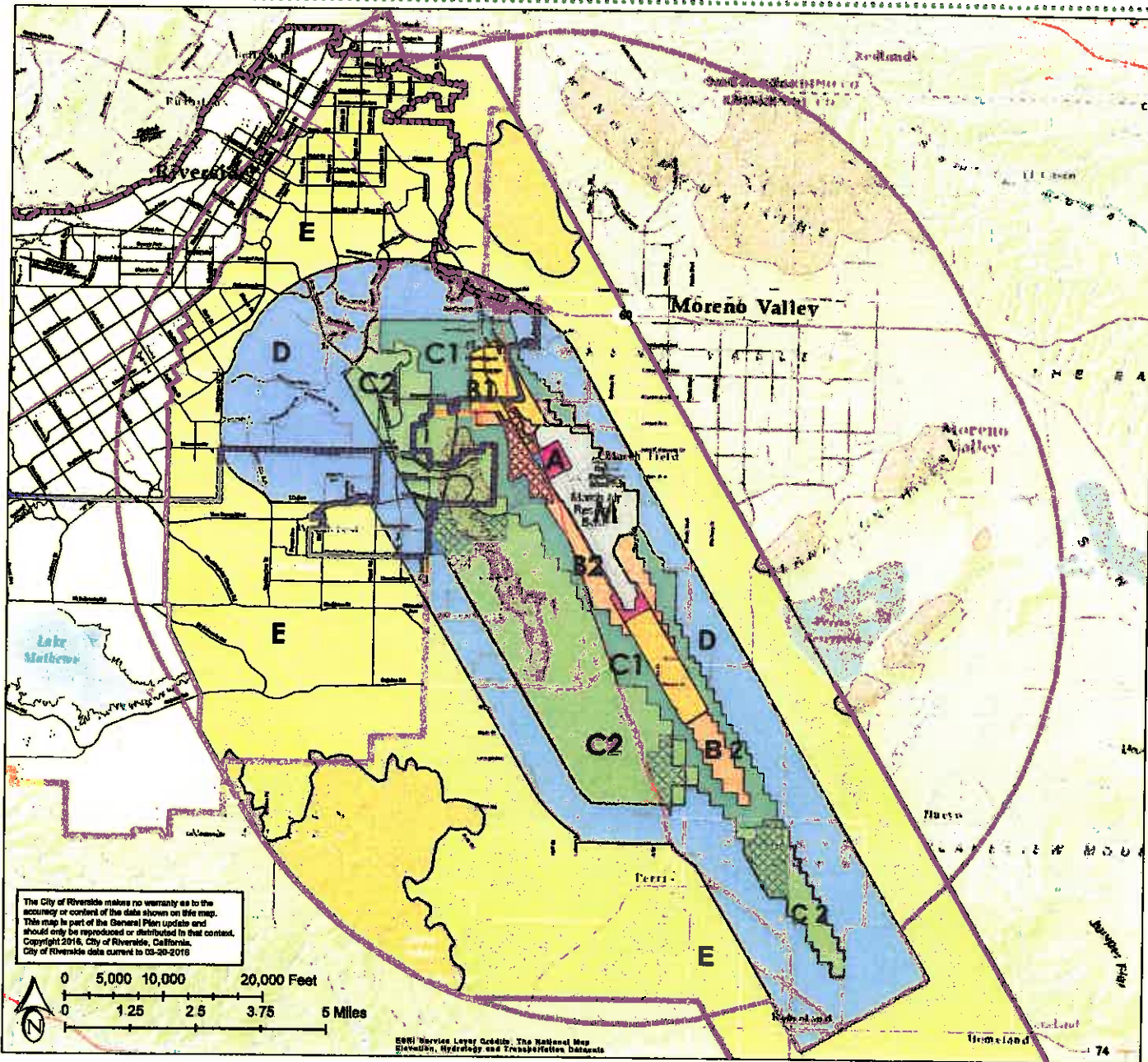
LEGEND
RIVERSIDE COUNTY AIRPORT
LAND USE COMPATIBILITY PLAN

Compatibility Zones

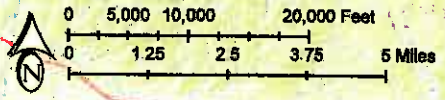
- A- Clear Zone
- B1- Inner Approach/Departure
- B2- High Noise Zone
- C1- Primary Approach/Departure
- C2- Flight Corridor
- D- Flight Corridor Buffer
- E- Other Airport Environs
- Military Zone
- High Terrain Zones
- Site Specific Exceptions
- FAR Part 77 Notification Area
- Riverside Sphere of Influence
- Airport Influence Boundary
- Riverside City Boundary

NOTE:
SEE THE MARCH AIR RESERVE BASE
/ INLAND PORT AIRPORT
COMPATIBILITY PLANS FOR ASSOCIATED POLICIES
ALSO SEE MARCH ALUCP MAP MA-1
COMPATIBILITY MAP FOR MORE INFORMATION

Figure PS-6B
March Air Reserve Base/
Inland Port Airport
**AIRPORT LAND USE
COMPATIBILITY ZONES
AND INFLUENCE AREAS**



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ESRI Service Layer Credits: The National Map Elevation, Hydrology and Transportation Datasets



factors. To reduce the risk of ground transportation hazards, the City has a multi-faceted response approach to preventing incidents from occurring and responding promptly when incidents do occur.

The Traffic Bureau of the Police Department both enforces traffic laws and responds to traffic incidents. Aggressive citation enforcement by the Traffic Bureau has proven to be an effective deterrent in reducing the number of collisions attributed to aggressive driving habits.

Proactive citation enforcement such as educational and interdictive methods of reducing aggressive driving is essential to the community's success in traffic enforcement. The Traffic Bureau also manages the Crossing Guard, Safe Streets and Traffic Education programs. These duties and programs are aimed at controlling and responding to traffic situations and preventing traffic incidents before they occur.

Objective PS-4: Protect the community from hazards related to air and ground transportation.

AIR TRANSPORTATION

Policy PS-4.1: Minimize the risk of potential hazards associated with aircraft operations at the Riverside Municipal Airport, March Air Reserve Base/March Inland Port and Flabob Airport through the adoption and implementation of the Airport Protection Overlay Zone, ~~and~~ the Riverside County Airport Land Use Compatibility Plan, which includes the March Air Reserve Air Reserve Base/Inland Port Airport Land Use Compatibility Plan.

Policy PS-4.2: When planning for development near airports, anticipate possible increases in airport activity and expansion of airport facilities and services and the effects these changes may have on public safety.

Policy PS-4.3: Encourage development in the vicinity of the Riverside Municipal Airport that would not cause land use conflicts, hazards to aviation or hazards to the public and that is in compliance with the Riverside County Airport Land Use Compatibility Plan for the airport.

See the Land Use Element under "Relationships to Nearby Airports," the Circulation and Community Mobility Element under "Airports" and the Noise Element under "Minimizing Noise Impacts" for more information on Airports.

In particular, review LU-22, LU-23, CCM-11, N-2 and N-3.



PUBLIC SAFETY ELEMENT

Policy PS-4.4: Maintain open space adjoining the Riverside Municipal Airport, March Air Reserve Base/March Inland Port and Flabob Airport as required for safety for both the present runway configurations and for possible future expansion as identified in the Riverside County Airport Land Use Compatibility Plan, including the March Air Reserve Base / Inland Port Airport Land Use Compatibility Plan, and the Riverside Municipal Airport Master Plan.

Policy PS-4.5: Review the Riverside Municipal Airport Master Plan periodically to update operational and safety procedures, reflect State and Federal mandates, better utilize airport property and recommend land use capability standards for land surrounding the airport.

Policy PS-4.6: Ensure that development within airport influence areas is consistent with the Airport Protection Overlay Zone development standards and the Riverside County Airport Land Use Compatibility Plan, which includes the March Air Reserve Air Reserve Base/Inland Port Airport Land Use Compatibility Plan.

Policy PS-4.7: Ensure compatible land uses near March Air Reserve Base/March Inland Port through participation of staff and elected officials in the implementation of the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, adopted in November, 2014, ion of the March Joint Land Use Study and the Riverside County Airport Land Use Compatibility Plan.

See Policies CCM-12.5 and N-4.4 for additional information relating to road/rail grade separations.

See the Circulation and Community Mobility Element under "Freight: Railways and Truck Movement" and the Air Quality Element under "transportation" for more information on ground transportation.

In particular, review Objectives CCM-12 and AQ-2.

GROUND TRANSPORTATION

Policy PS-4.8: Pursue grade-separated rail crossings as the first level priority for reducing street/rail conflicts.

Policy PS-4.9: Minimize the potential for accidents involving railways, automobiles, pedestrians and cyclists by working closely with the Riverside Police Department, RTA, California Highway Patrol and all applicable railroad companies to identify safety problems and implement corrective measures.

Policy PS-4.10: Use technology to improve safety at grade crossings that cause the least environmental harm



Toward these ends, this Noise Element includes the following sections:

- ◆ Understanding Noise and How It Affects Us
- ◆ Sources of Noise in Riverside
- ◆ Future Noise Conditions
- ◆ Minimizing Noise Impacts

As noted in the Introduction to this General Plan, several Federal, State and local agencies have adopted legislation and plans intended to minimize exposure of people to loud noise sources. These include:

See the introduction for more information on these agencies and plans.

- ◆ Federal Transit Administration
- ◆ Federal Aviation Administration
- ◆ U.S. Department of Housing and Urban Development
- ◆ California Noise Insulation Standards (Title 24 of the Health and Safety Code)
- ◆ City of Riverside Noise Control Code (Title 7 of the Municipal Code)
- ◆ Riverside Municipal Airport Master Plan
- ◆ March Air Reserve Base AICUZ Study
- ◆ March Joint Powers Authority General Plan
- ◆ [2004 Riverside County Airport Land Use Compatibility Plan](#)
- ◆ [2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan](#)

RELATIONSHIP TO OTHER PLAN ELEMENTS

As noted above, policies and plans in the Noise Element work in tandem with the other elements to protect existing and planned land uses from significant noise impacts. Most importantly, the Land Use and Urban Design Element establishes land use patterns that respond to noise conditions, particularly noise associated with industrial areas, the freeways, the many rail lines that traverse the community and Riverside Municipal Airport, Flabob Airport and March Air Reserve Base/March Inland Port. The noise contours for year 2025 will reflect planned roadway configurations and anticipated traffic volumes identified in the Circulation and Community Mobility Element, as traffic noise contributes significantly to high noise levels.



NOISE ELEMENT

the location of the train relative to the crossing creates a significant, bothersome noise.

An effective alternative to train horns has been developed. The automated horn system is a stationary horn activated by the railroad-highway grade crossing system. It is mounted at the crossing, rather than on the train, to deliver a longer, louder and more consistent audible warning to motorists and pedestrians while eliminating noise pollution in neighborhoods for more than a half a mile along the rail corridor. As of 2004, the City has installed this so-called "horn on a stick" device at six railroad crossings in the City. The streets of these railroad crossings include Streeter Avenue, Palm Avenue, Brockton Avenue, Magnolia Avenue, Riverside Avenue and Panorama Road.

The two noise diagrams in Figure N-4 (Train Horn Comparison) depict the area impacted by the sound of a train horn versus an automated horn system. The comparison shows a dramatic difference between the areas impacted at specific decibel levels. Figure N-4 illustrates that the area impacted by the automated horn system is a fraction of the size of the 80 decibel contour produced by the train horn.

Airport Noise

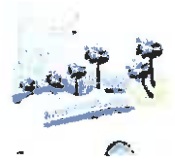
Refer to the Land Use and Urban Design Element for a policy that adds an Airport Protection Overlay Zone to the City's zoning map.

Only one air facility is located within the Planning Area, but operations at two other air facilities just outside City and Planning Area boundaries have local impacts.

Riverside Municipal Airport, a general aviation airport, supports one hundred thousand annual flight operations, including corporate jet activity. The airport covers a total of four hundred fifty-one acres and includes two runways. This is the only air facility located within the Planning Area.

Flabob Airport, a privately operated, primarily recreation-oriented airport, is located just north of the Planning Area across the Santa Ana River in the unincorporated community of Rubidoux.

March Air Reserve Base/March Inland Port, or MARB/MIP, is home to the 452nd Air Mobility Wing of the U.S. Air Force and will expand operations to include the March Inland Port during the early 21 century. Military and civilian aircraft utilizing MARB/MIP produce substantial levels of noise over the southeastern portion of the City and planning area. Plans call for ~~33,637-75,104~~ annual operations with military aircraft accounting for ~~54,104 (72%)~~ 80% of the operations as noted in the 2014 March Air Reserve Base / Inland Port Airport Land Use Compatibility Plan (March ARB/IPA) Air Installation Compatible Use Zone Study for March Air Reserve Base in August of 2005.



Although MARB/MIP is located outside of the City and its sphere of influence, noise from the facility ~~will~~ affect both the City and the sphere.

The City has worked ~~as-part-of~~with the March Joint Powers Authority to adjust air traffic patterns into and out of the MARB/MIP. Efforts ~~have-been~~ made to minimize exposure of sensitive land uses to excessive noise ~~continue: in the busy airspace of Ontario and Los Angeles International Airports. Additionally, although these must take into consideration~~ topographic conditions surrounding MARB/MIP, ~~which also~~ constrain flight patterns. Established patterns associated with MARB/MIP are anticipated to continue into the future, resulting in ongoing noise levels.

The Public Safety and Land Use Elements contain additional information on airports in and adjacent to Riverside.

STATIONARY SOURCE NOISE

Industrial Noise

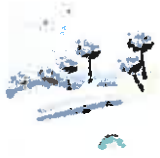
Industrial businesses can have a varying degree of impact on adjacent uses. Industrial operations often involve use of mechanical equipment, generators and vehicles that contribute to noise levels at industrial sites, particularly for outdoor activities. Many of Riverside's neighborhoods have homes in close proximity to industrial uses.

Title 7 of the Riverside Municipal Code establishes noise performance criteria to guard against exposure of residential and other noise-sensitive uses to loud industrial-related noise. The noise/land use compatibility criteria in Table N-1 (Characteristics of Noise) will be used in assessing siting of new industrial uses.

Construction Noise

Construction noise typically involves the loudest common urban noise events associated with building demolition, grading, construction, large diesel engines and truck deliveries and hauling. Construction activity, although temporary at any given location, can be substantially disruptive to adjacent uses during the construction period. Riverside Municipal Code Section 7.35.010(B)(5) regulates the allowable hours of construction activity to 7:00 A.M. to 7:00 P.M. on weekdays and 8:00 A.M. to 5:00 P.M. on Saturdays, with no construction activities allowed on Sunday or Federal holidays. In addition, the Municipal Code limits noise levels from construction activities to the maximum permitted exterior noise level for the affected land use.

Infrastructure improvements such as street widenings can also be a source of noise. Street improvement projects will incorporate the City's acoustical assessment procedure to minimize noise impacts.



NOISE ELEMENT

Figure N-8 (2025 Riverside and Flabob Airport Noise) focuses on noise impacts projected for these small facilities by the Riverside County Airport Land Use Commission. Figure N-9 indicates future noise levels associated with March Air Reserve Base/March Inland Port ~~as projected in consistent with the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (March ARB/IPA ALUCP) adopted by the Riverside County Airport Land Use Commission in November, 2014, a 1998 Air Installation Compatible Use Zone Study completed by the Department of the Air Force.~~

The Land Use Policy Map (Figure LU-10 in the Land Use and Urban Design Element) has been developed to avoid placing intensive new uses with the airport-influenced areas. These policies are carried out through congruent zoning regulations. Development controls include limiting development within areas subject to high noise levels and limiting the intensity and height of development within aircraft hazard zones. The Riverside County Airport Land Use Compatibility Plan (CLUP), adopted in October 2004 by the Riverside County Airport Land Use Commission, and the 2014 March ARB/IPA ALUCP designates zones of airport-influenced areas for every airport in Riverside County and proposes a series of policies and compatibility criteria to ensure that both aviation uses and surrounding areas may continue.

~~In 2004, March JPA initiated the March Joint Land Use Study (JLUS) for the joint use March Air Reserve Base/March Inland Port. Upon completion, the findings and recommendations of this study will be incorporated into the Riverside County Airport Land Use Compatibility Plan (CLUP).~~

The noise contours in Figures N-5 through N-9 assist in setting policies for establishing new land uses and appropriate mitigation for properties that will continue to be exposed to higher noise levels.

Riverside's primary goal with regard to community noise is to minimize the exposure of new residential development, schools, hospitals and similar noise-sensitive uses to excessive or unhealthy noise levels to the greatest extent possible. Toward this end, this Element establishes the noise/land use compatibility guidelines set forth in Figure N-10 (Noise/Land Use Noise Compatibility Criteria) for outdoor noise.

The compatibility guidelines recognize and respond to the many different noise environments in Riverside: the relative quiet within the greenbelt area, the sounds typical in suburban neighborhoods and the higher activity areas such as Downtown and within mixed-use districts. As a matter of policy, the City supports new residential development within already urbanized areas where ambient noise levels may be higher than those experienced in neighborhoods located on the urban periphery. This is in an effort to promote "smart growth," mixed use development, making more efficient use of land and resources.



Objective N-2: Minimize the adverse effects of airport-related noise through proper land use planning.

Policy N-2.1: Ensure that new development can be made compatible with the noise environment by using noise/land use compatibility standards (Figure N-10 – Noise/Land Use Noise Compatibility Criteria) and the airport noise contour maps (found in the Riverside County Airport Land Use Compatibility Plans) as guides to future planning and development decisions.

See the Land Use and Urban Design, Circulation and Community Mobility and Public Safety Elements for more information on airports.

In particular, review Objectives LU-21, LU-22, CCM-11 and PS-4.

Policy N-2.2: Avoid placing noise-sensitive land uses (e.g., residential uses, hospitals, assisted living facilities, group homes, schools, day care centers, etc.) within the high noise impact areas (over 60 dB CNEL) for Riverside Municipal Airport and Flabob Airport in accordance with the Riverside County Airport Land Use Compatibility Plan.

Policy N-2.3: Support efforts of the Federal Aviation Administration and other responsible agencies to require the development of quieter aircraft.

Policy N-2.4: Work with the Federal Aviation Administration and neighboring airport authorities to minimize the noise impacts of air routes through residential neighborhoods within the City.

Policy N-2.5: Utilize the Airport Protection Overlay Zone, as appropriate, to advise landowners of special noise considerations associated with their development.

Objective N-3: Ensure the viability of March Air Reserve Base/March Inland Port.

Refer to the Land Use and Urban Design Element for additional objectives and policies related to March Air Reserve Base and Inland Port.

In particular, review Objective LU-21, LU-22.

Policy N-3.1: Avoid placing noise-sensitive land uses (e.g., residential uses, hospitals, assisted living facilities, group homes, schools, day care centers, etc.) within the high noise impact areas (over 65 dB CNEL) for March Air Reserve Base/March Inland Port in accordance with the Riverside County 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan.

Policy N-3.2: Work with the Riverside County Airport Land Use Commission and the March Joint Powers Authority to develop noise/land use guidelines and City land use plans that are consistent with ALUC policies



Policy N-3.3: Carefully consider planned future operations of the March Air Reserve Base and March Inland Port in land use decisions for properties located within the airport-influenced area.

~~Policy N-3.4: Support the noise/land use policies for the area adjacent to the March Air Reserve Base/March Inland Port through the adoption of the March JLUS into the Riverside County Airport Land Use Compatibility Plan.~~

ADDRESSING TRANSPORTATION NOISE

The most efficient and effective means of controlling noise from transportation systems is to reduce noise at the source. However, the City has no direct control over noise produced by trucks, cars and trains because State and Federal regulations preempt local laws. Given that the City cannot control this noise at the source, City noise programs focus on reducing the impact of transportation noise along freeways, arterial roadways and rail corridors.

Site planning, landscaping, topography and the design and construction of noise barriers are the most common and effective method of alleviating vehicular traffic and train noise impacts. Setbacks and buffers can also be used to achieve noise reduction.

Noise-attenuating barriers can and will be incorporated into new development projects to reduce noise exposure. The effectiveness of the barrier will depend upon: 1) the relative height and materials of the barrier; 2) the noise source; 3) the affected area; and 4) the horizontal distance between the barrier and the affected area.

Freeway noise associated with SR-91 has largely been addressed to greatest extent practicable with recent improvements. The SR-60/I-215 upgrade project includes elements to shield freeway noise, particularly along areas of the freeways adjoining residential areas. The City will continue to pursue mitigation with Caltrans for any remaining areas not addressed by freeway enhancement projects.

Mitigating rail noise represents one of the biggest challenges the City will continue to face. Eliminating all at-grade crossings for existing railways would significantly reduce noise impacts and solve road/rail traffic conflicts, but this solution involves costs beyond the collective resources of the City, Federal agencies and railroad owners/operators. Thus City efforts will focus on minimizing noise associated with train horns, prioritizing grade separations and implanting noise reduction programs.



LEGEND
RIVERSIDE COUNTY AIRPORT
LAND USE COMPATIBILITY PLAN

Noise Contours

Decibals

- 60 - 65 dB CNEL
- 65 - 70 dB CNEL
- 70 - 75 dB CNEL
- 75 + dB CNEL

Boundary Lines

- Riverside City Boundary
- Riverside Sphere of Influence

Projected Activity Level

Annual Operations 75,104
 Average Annual Day 206

Noise Contour Notes:
 Contours represent composite of noise contours from four sources:

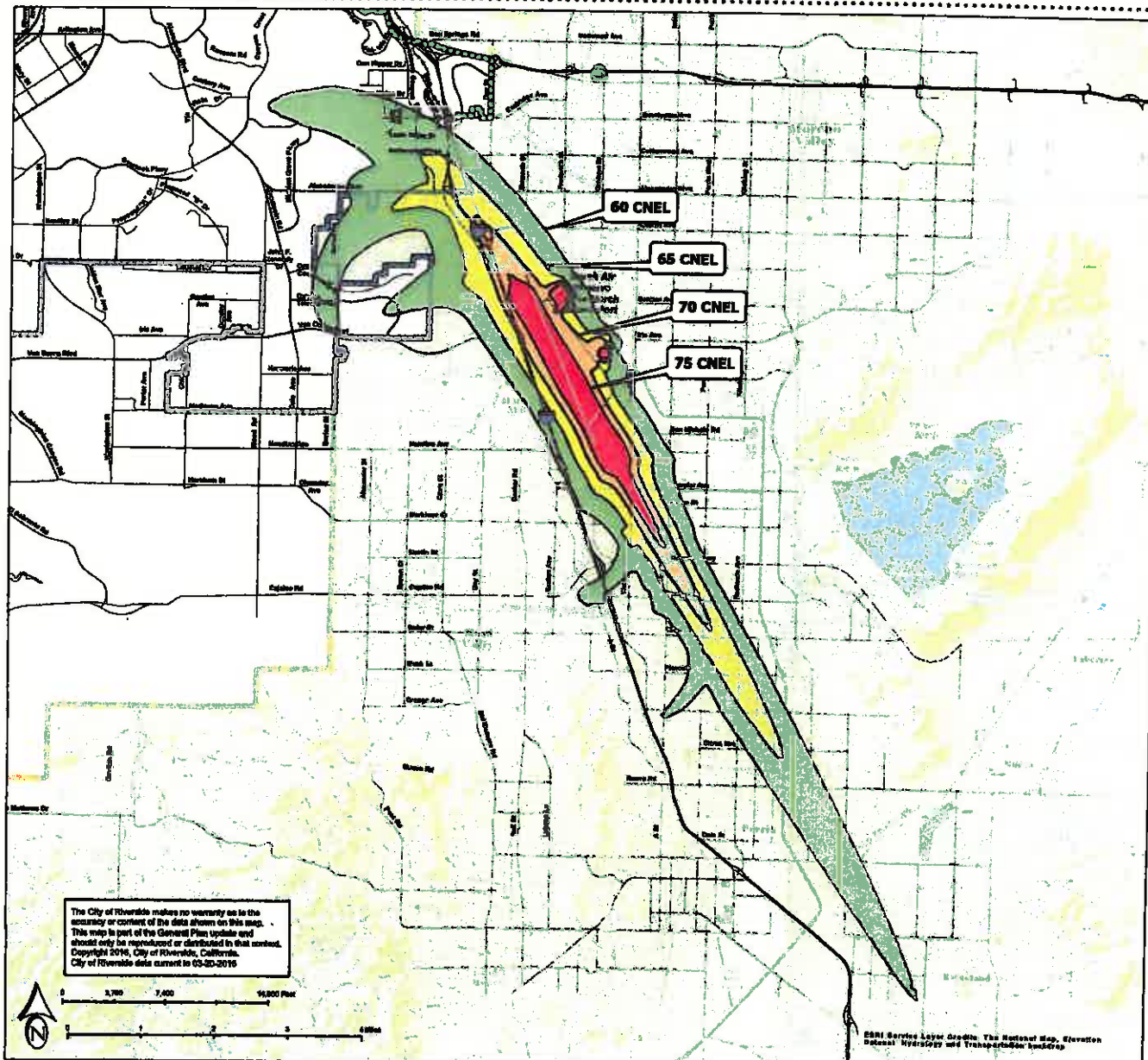
Forecasts and noise contours from the Air Installation Compatible Use Study for March Air Reserve Base (August 2005).

Environmental Assessment for Proposed Military Construction and Total Air Force Reserve Integration Command at March Air Reserve Base (June 2010)

Environmental Impact Report for March Inland Port General Aviation Facilities Development (March Joint Powers Authority, August 2012)

F15 Alternate Conversion Environmental Impact Statement 144th Fighter Wing California Air National Guard Fresno-Yosemite International Airport (National Guard Bureau March 2013)

CNEL = Community Noise Equivalent Levels



The City of Riverside makes no warranty as to the accuracy or content of the data shown on this map. This map is part of the General Plan update and should only be reproduced or distributed in that context. Copyright 2016, City of Riverside, California. City of Riverside data current to 03-30-2016

ESRI, Service Layer Credits, The National Map, Elevation National, Watersheds and Transportation Layers

Figure N-9
March Air Reserve Base/
Inland Port Airport
AIRPORT NOISE
IMPACT AREA



Policy CCM-10.12: Encourage bicycling as a commute mode to school, work, etc.

Policy CCM-10.13: Support and participate in the Western Riverside Council of Governments (WRCOG) Non-Motorized Transportation Plan (NMTP) providing for a regional backbone network of bicycle and pedestrian facilities throughout Western Riverside County.

AIRPORTS

Airports within and near Riverside play a role in the City's economic development strategy. Riverside Municipal Airport ~~and March Air Reserve Base both lie in~~ within the Planning Area, March Air Reserve Base/Inland Port Airport is east of the City within the March Joint Powers Authority jurisdiction. and Flabob Airport is just to the north, within the unincorporated community of Rubidoux. The locations of these air facilities are shown on Figure CCM-7.



Riverside Municipal Airport accommodates a broad range of general aviation activities, including take-offs and landings of corporate jet aircraft.

Riverside Municipal Airport, an integral part of the local and regional air transportation system, provides private general aviation services. The airport includes two runways and is situated on four hundred and fifty-one acres of land. The airport is owned and operated by the City, with airport operations overseen by the City of Riverside Airport Commission.

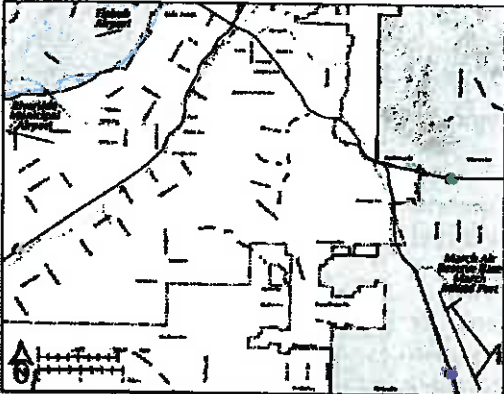


FIGURE CCM-7
LOCAL AND NEARBY
AIRPORT FACILITIES

The Riverside Airport Master Plan, approved in November 1999, and later updated in 2009 is a result of a cooperative effort between the City and the Federal Aviation Administration. The preparation of the Master Plan is evidence that the City recognizes the importance of Riverside Municipal Airport to the community and the region, as well as the associated challenges inherent in accommodating future aviation needs. The City will continue to use the Master Plan to guide development of the airport to ensure the airport's long-term viability and to reduce the risk of potential aircraft-related hazards.

See the Public Safety and Noise Elements for information about airport noise and safety impact zones.

March Air Reserve Base stands as a continuing legacy of the military in Riverside and the positive influence the military has had on the local economy. Today, with the repositioning of the nation's military force, March has transitioned from a key Air Force Strategic Air Command base to a joint-use facility housing the Air National Guard and a growing commercial cargo port. A Joint Powers Authority (JPA), in which the City of Riverside actively participates, administers land use and planning functions on the March property. The City will



continue to support the conversion of March to an inland cargo port and increased use of the facility for commercial purposes, in accordance with adopted plans.

Objective CCM-11: Promote and support an efficient public multi-modal transportation network that connects activity centers in Riverside to each other and to the region.

See the Land Use and Urban Design Element under "The Built Environment - Relationship to Nearby Airports," the Public Safety Element under "Ground and Air Transportation" and the Noise Element under "Minimizing Noise Impacts" for more information on airports.

In particular, review Objectives LU-22, LU-23, PS-4, N-2 and N-3.

Policy CCM-11.1: Protect flight paths from encroachment by inappropriate development using the Riverside County Airport Land Use Compatibility Plan and the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan to determine the consistency of proposed development.

Policy CCM-11.2: Limit building heights and land use intensities beneath airport approaches and departure paths to protect public safety consistent with the Riverside County Airport Land Use Compatibility Plan, the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, and all other applicable State and Federal regulations.

Policy CCM-11.3: Ensure that Riverside Municipal Airport continues to serve general aviation needs.

Policy CCM-11.4: Support continued development of MARB/MIP.

Policy CCM-11.5: Coordinate public and local transit with planning for air transportation.

Policy CCM-11.6: Encourage the development of high-speed ground transportation systems to supplement the air travel system for meeting regional travel needs.

Policy CCM-11.7: Ensure environmental impacts such as noise, air quality, pollution, traffic congestion, and public safety hazards associated with continued operation of local airports are mitigated to the extent practicable.

FREIGHT: RAILWAYS AND TRUCK MOVEMENT

An effective and efficient goods movement system is essential to the economic livelihood of all urban areas. Riverside contains active rail

NOTICE OF PUBLIC HEARING
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

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

Any person may submit written comments to the ALUC before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. The proposed project application may be viewed at the Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501, Monday through Thursday from 8:00 a.m. to 5:00 p.m., 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., 1st Floor Board Chambers
Riverside, California

DATE OF HEARING: May 12, 2016

TIME OF HEARING: 9:00 A.M.

CASE DESCRIPTION:

ZAP1194MA16 – City of Riverside (Representative: Doug Darnell) – City Case No. P15-1010 (General Plan Amendment). A proposal by the City of Riverside to amend its General Plan 2025 so as to bring that Plan into consistency with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan. Accordingly, the proposal includes amendments to the Land Use and Urban Design, Public Safety, Noise, and Circulation and Community Mobility Elements of the General Plan, as well as the Introduction section. (Airport Compatibility Zones B1-APZ II, B1, C1, C2, D, and E of the March Air Reserve Base/Inland Port Airport Influence Area)

FURTHER INFORMATION: Contact John Guerin at (951) 955-0982. The ALUC holds hearings for local discretionary permits within the Airport Influence Areas, reviewing for aeronautical safety, noise and obstructions. All other concerns should be addressed to Mr. Doug Darnell of the City of Riverside Planning Division at (951) 826-5219.

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

ALUC Identification No.

ZAP 1194MA16

PROJECT PROPONENT (TO BE COMPLETED BY APPLICANT)

Date of Application

3/20/16

Property Owner

CITY OF RIVERSIDE

Phone Number

951-826-5219

Mailing Address

3900 MAIN STREET
 RIVERSIDE, CA 92522

CONTACT: DOUG DARNELL, SENIOR PLANNER

Agent (if any)

Phone Number

Mailing Address

PROJECT LOCATION (TO BE COMPLETED BY APPLICANT)

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

Street Address

CITY OF RIVERSIDE (CITY WIDE)

Assessor's Parcel No.

N/A

Parcel Size

N/A

Subdivision Name

N/A

Zoning Classification

N/A

Lot Number

N/A

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)

N/A

THE PROJECT IS A PROPOSAL BY THE CITY OF RIVERSIDE TO AMEND THE CITY'S GENERAL PLAN 2025 INCLUDING THE LAND USE & URBAN DESIGN, PUBLIC SAFETY, NOISE, AND CIRCULATION

Proposed Land Use (describe)

N/A

AND COMMUNITY MOBILITY ELEMENTS TO MAKE THE GENERAL PLAN CONSISTENT WITH THE MARCH AIR RESERVE BASE / MARCH INLAND PORT AIRPORT LAND USE COMPATIBILITY PLAN (MARCH A) UCP, ADOPTED BY THE RIVERSIDE COUNTY ALUC ON NOVEMBER, 2014.

For Residential Uses

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

N/A

For Other Land Uses

Hours of Use

N/A

(See Appendix C)

Number of People on Site

Maximum Number

N/A

Method of Calculation

N/A

Height Data

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

N/A

ft.

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

ft.

Flight Hazards

Does the project involve any characteristics which could create electrical interference, confusing lights, glare, smoke, or other electrical or visual hazards to aircraft flight?

Yes

No

If yes, describe

REFERRING AGENCY (APPLICANT OR JURISDICTION TO COMPLETE)

Date Received		Type of Project
Agency Name	<u>CITY RIVERSIDE</u>	<input checked="" type="checkbox"/> General Plan Amendment
Staff Contact	<u>DOUG DANNELL, SENIOR PLANNER</u>	<input type="checkbox"/> Zoning Amendment or Variance
Phone Number	<u>951-826-5219</u>	<input type="checkbox"/> Subdivision Approval
Agency's Project No.	<u>215-1010</u>	<input type="checkbox"/> Use Permit
		<input type="checkbox"/> Public Facility
		<input type="checkbox"/> Other

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

B. SUBMISSION PACKAGE:

ALUC REVIEW

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

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

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

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 3.1

HEARING DATE: June 9, 2016

CASE NUMBER: ZAP1069FV16 – James Delhamer

APPROVING JURISDICTION: County of Riverside

JURISDICTION CASE NO: CUP03742 (Conditional Use Permit)

MAJOR ISSUES: The total occupancy, average acre intensity, and single acre intensity would exceed allowable levels for Zone C if an occupancy level of one person per 300 square feet is assumed. However, mini-storage units are not normally occupied, so such a calculation would greatly overestimate actual intensities, which is why the applicant has provided more accurate occupancy estimates in the form of visitor trip analysis.

RECOMMENDATION: Staff recommends that the proposed Conditional Use Permit be found CONSISTENT, subject to the conditions included herein.

PROJECT DESCRIPTION: The applicant is proposing a mini-storage facility on 4.36 acres consisting of three mini-storage buildings totaling 135,267 square feet of storage unit area, plus 1,144 square feet of office area and an 1,100 square foot caretaker's or manager's residence above the office, for a total of 137,511 square feet. The project includes a mix of single-story and two-story buildings, with a maximum height of 35 feet.

PROJECT LOCATION: The site is located on the northwest corner of Calistoga Drive and Commerce Court, within the unincorporated community of French Valley, approximately 4,000 feet southeasterly of the southerly end of Runway 18-36 at French Valley Airport.

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

- a. Airport Influence Area: French Valley Airport
- b. Land Use Policy: Zone C
- c. Noise Levels: Outside 55 CNEL

BACKGROUND:

Non-Residential Average Land Use Intensity: Pursuant to the French Valley Airport Land Use Compatibility Plan, the project site is located within Compatibility Zone C. Zone C restricts average intensity to 80 people per acre, through French Valley Airport Compatibility Plan Policy 2.3.b.(1).

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 C:

- Storage – 1 person per 300 square feet
- Applicant trip counts anticipate a maximum of 85 daily visitors to the proposed site, based on daily visitor trips to ministorage facilities

The proposed project includes a total of 135,267 square feet of storage unit area, 1,144 square feet of office area, and 1,100 square feet of caretaker manager residence for a total building area of 137,511 square feet. Using the Appendix C storage standard, the total occupancy is 460 people, for an average intensity of 106 people per acre, which would exceed the Zone C average criterion of 80.

Another method for determining total occupancy involves using the applicant's visitor trip numbers of 85 visitors per day. Using this calculation, the total occupancy would be 85 people, for an average intensity of 20 people per acre, which is consistent with the Zone C average criterion of 80. The visitor trip calculation is a more realistic scenario than the Appendix C storage standard, as the standard refers to regularly utilized storage and stock room areas (such as employee-only areas of retail stores), and not necessarily to mini storage units, most of which are visited rarely. All storage units would be non-habitable.

Non-Residential Single-Acre Land Use Intensity: Pursuant to the French Valley Airport Land Use Compatibility Plan, the project site is located within Compatibility Zone C. Zone C restricts single acre intensity to a maximum of 160 people in the most intensely utilized acre, through French Valley Airport Compatibility Plan Policy 2.3.b.(1).

Based on the site plan provided and the occupancies as previously noted, the maximum single-acre area would include 54,758 square feet of storage area. This would result in a single-acre occupancy of 183 people (based on Appendix C storage standard of 1 occupant per 300 square feet) which is inconsistent with the Compatibility Plan's Zone C single-acre criterion of 160. If we were to use the applicant's visitor trip counts, the single-acre occupancy would be 85 people, which is consistent with the Zone C single-acre criterion of 160.

Prohibited and Discouraged Uses: The applicant does not propose any uses prohibited or discouraged in Compatibility Zone C (children's schools, day care centers, libraries, hospitals, nursing homes, highly noise-sensitive outdoor non-residential uses, hazardous materials and hazards

to flight).

Noise: The French Valley Compatibility Plan depicts the site as being outside the 55 CNEL contour range from aircraft noise. Therefore, no special measures to mitigate aircraft-generated noise are required.

Part 77: The elevation of Runway 18-36 at its southerly terminus is 1,330 feet above mean sea level (1330 AMSL). At a distance of approximately 4,000 feet from the runway to the closest parcel within the site, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 1370 feet AMSL. The maximum finished floor elevation is 1195 feet AMSL. With a maximum building height of 35 feet, the top point elevation would be 1230 feet AMSL --- 100 feet below the runway elevation. Therefore, review of buildings by the FAA Obstruction Evaluation Service (FAAOES) is not required.

Open Area: Compatibility Zone C requires that 20% of the land area within major projects (10 acres or larger) be set aside as open area that could potentially serve as emergency landing areas. Since the overall project size is less than 10 acres, the open area requirement is not applicable to this project.

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.
2. The determination of consistency for this Conditional Use Permit 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 Southwest 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 prospective purchasers of the property and the on-site caretaker or manager, and shall be recorded as a deed notice.
- 4. The following uses/activities are specifically prohibited at this location: trash transfer stations that are open on one or more sides; recycling centers containing putrescible wastes; construction and demolition debris facilities; wastewater management facilities; incinerators; children's schools; day care centers; libraries; hospitals; nursing homes and other skilled nursing and care facilities; noise-sensitive outdoor nonresidential uses; and hazards to flight.
- 5. No detention basins are shown on the site plan. Any proposed detention basins or facilities 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.
- 6. This finding of consistency is specifically applicable to the use of the property as a mini-storage project. No human habitation of the storage units is permitted. One caretaker's dwelling may be established.

NOTICE OF AIRPORT IN VICINITY

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

Legend

Compatibility Zones

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

Boundary Lines

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

Note

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

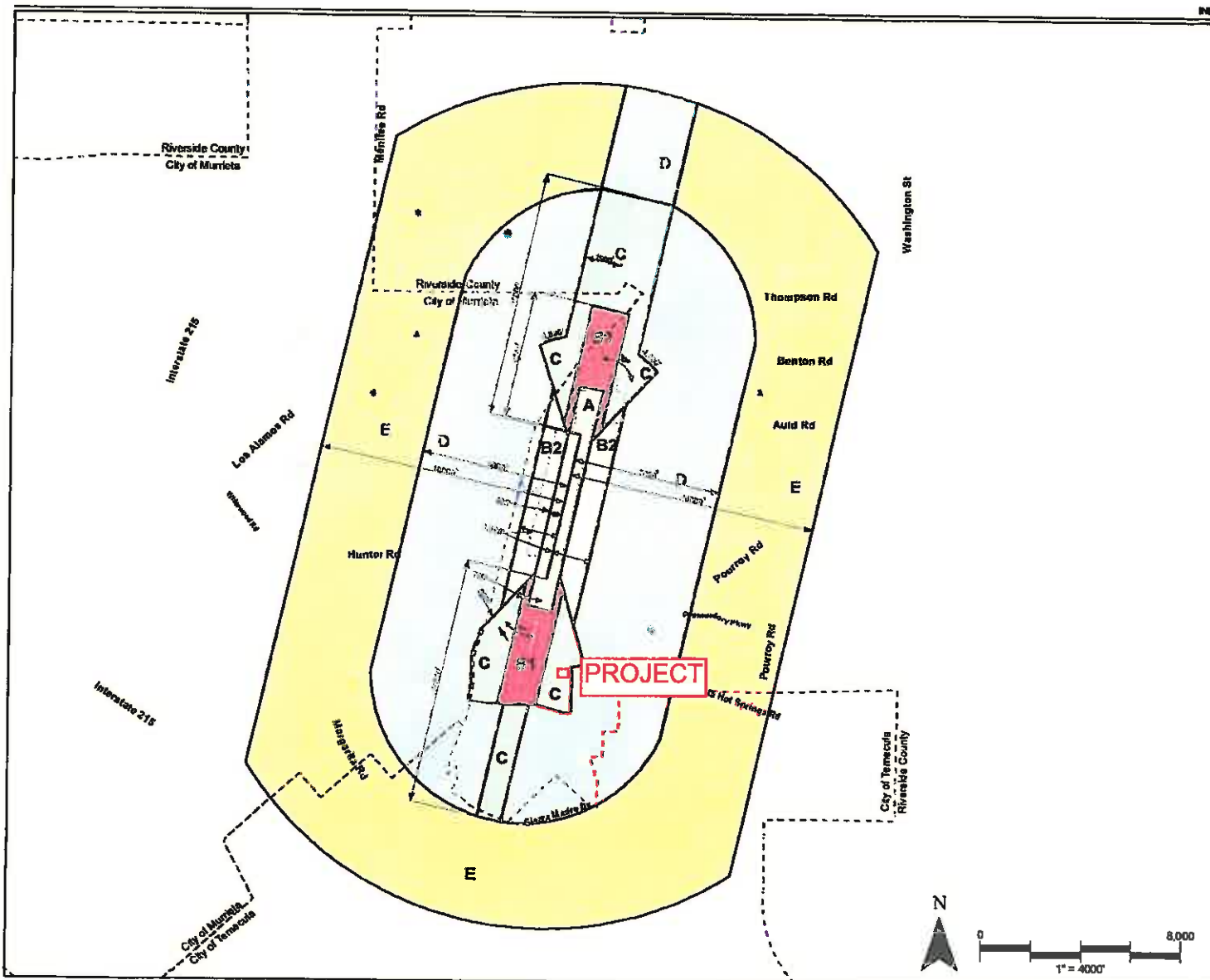
See Chapter 2, Table 2A of the Countywide Policies and the Additional Compatibility Policies in Section FV.2 of this Plan for compatibility criteria associated with this map.

Riverside County
Airport Land Use Commission
Riverside County
Airport Land Use Compatibility Plan
Policy Document

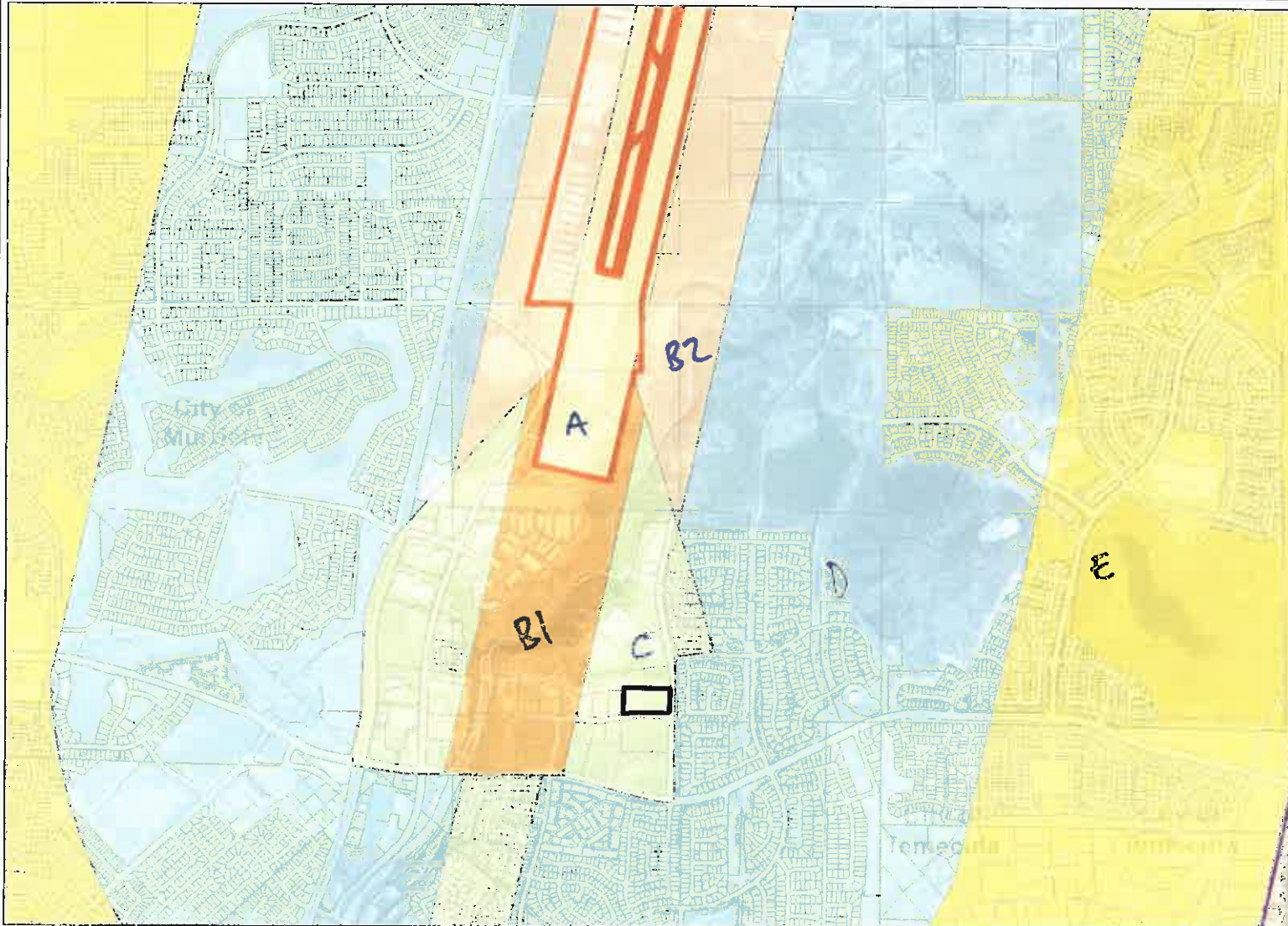
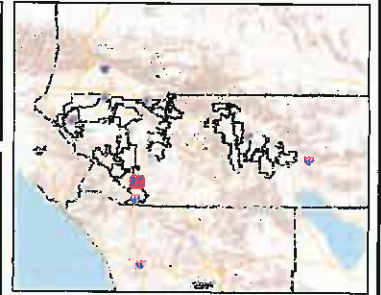
(April 2010)

Map FV-1

Compatibility Map
French Valley 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



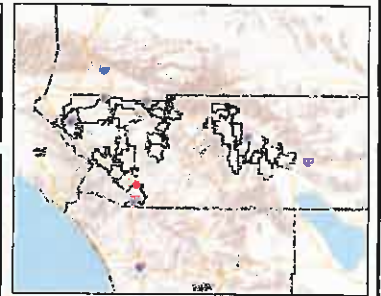
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Notes

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



0 300 600 Feet



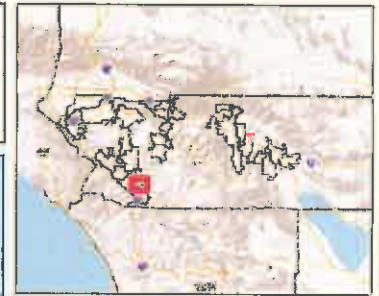
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Notes

My Map



Legend

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



0 4,798 9,595 Feet



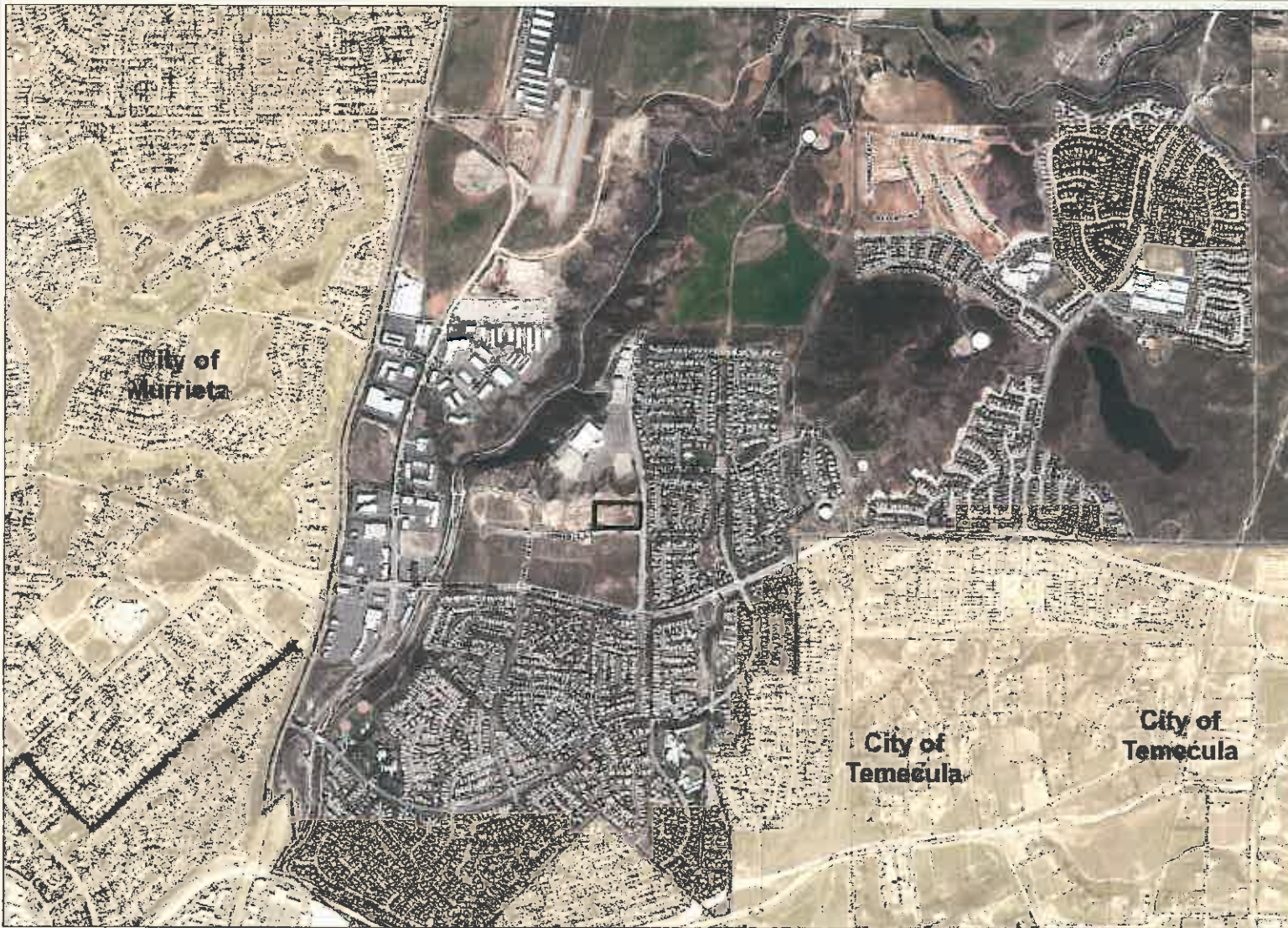
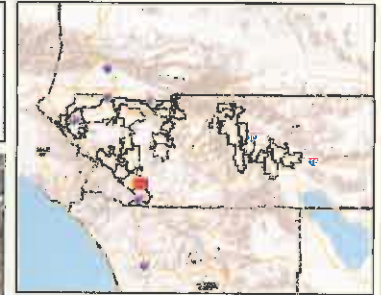
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Notes

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 2,398 4,798 Feet



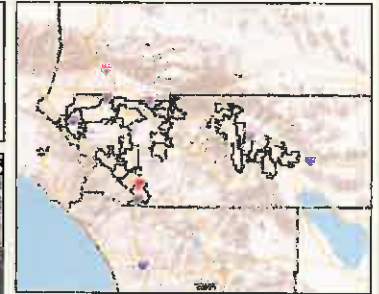
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Notes

My Map



Legend

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



0 1,199 2,399 Feet



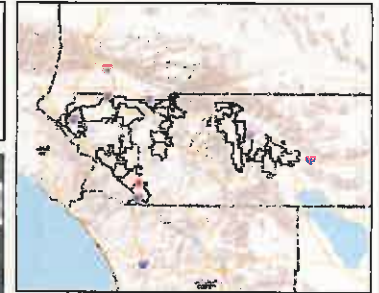
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Notes

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



0 300 600 Feet



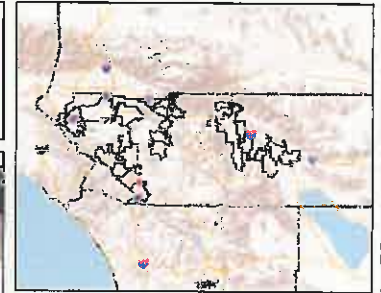
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Notes

My Map



Legend

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



0 150 300 Feet



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Notes

jordan architects, inc.

131 Calle Iglesias, Suite 100
San Clemente, CA 92673-7641

Telephone (949) 398-0280
Facsimile (949) 398-0280

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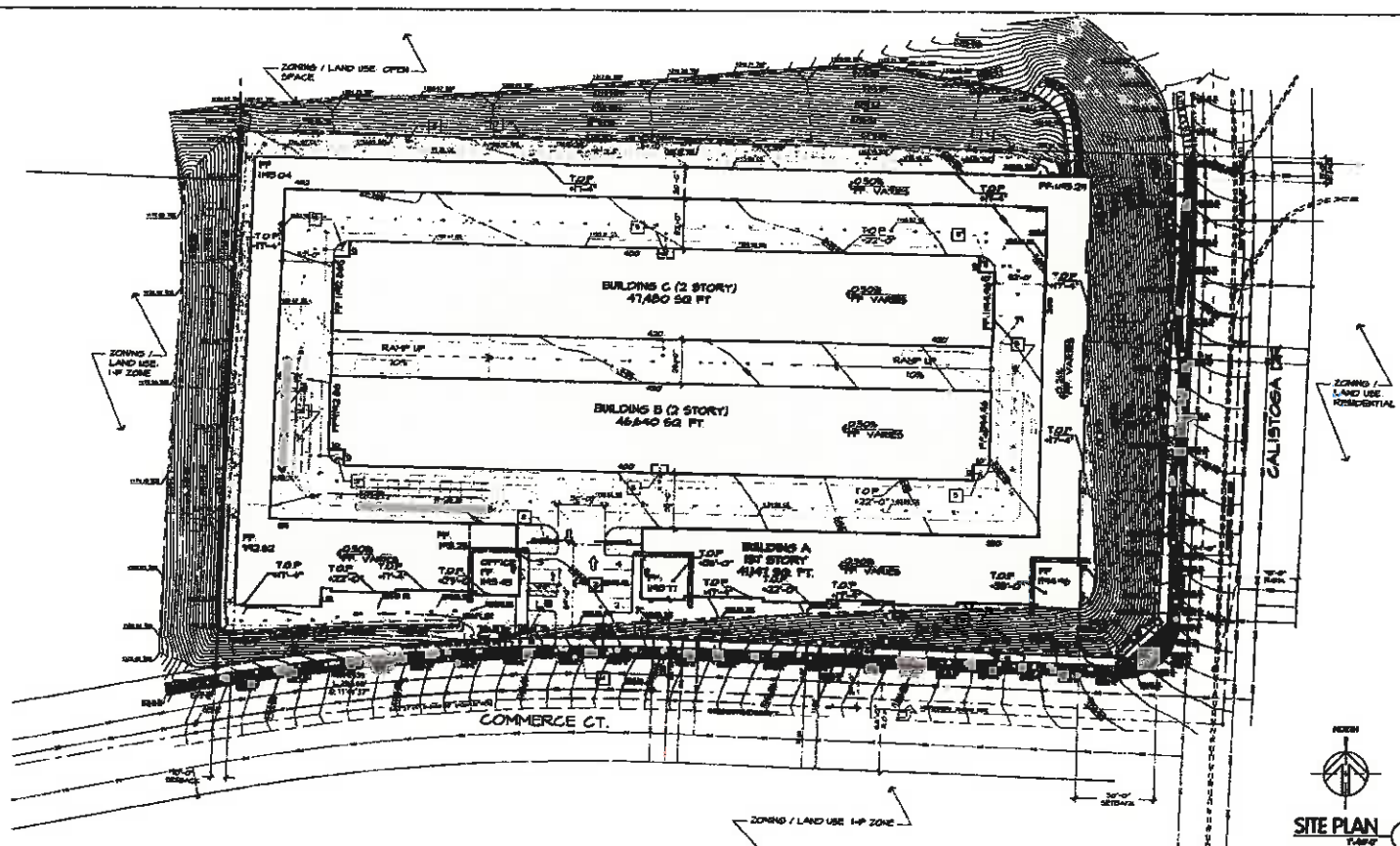
CLIENT
HARMONY GROVE PARTNERS LP.
JLB
SILVER-HAWK LP.

1208 WEST HISSON ROAD
ESCONDIDO, CA 92029

PROJECT

SILVER-HAWK SELF-STORAGE

COMMERCE CT & CALISTOGA DR
MURRIETA, CA



NOTES	KEYNOTES	PROJECT DIRECTORY	GEOLOGICAL HAZARD	LEGAL DESCRIPTION	PROJECT DATA
<p>A ACCESSIBLE PARKING SPACES COV'G THE REST OF THE 300 SQ FT SHALL BE PROVIDED FOR TABLE 505.4.</p> <p>PARKING REQUIRED: 2 SPACES/EMPLOYEES</p> <p>PARKING PROVIDED: 1 SPACE</p> <p>REQUIRED ACCESSIBLE PARKING SPACES: 1 VAN ACCESSIBLE SPACE</p>	<p>1 VAN ACCESSIBLE PARKING SPACE</p> <p>2 SETBACK FROM REAR YARD (30'-0" MIN.)</p> <p>3 SETBACK BETWEEN THE REAR OF THE PROPERTY AND THE REAR YARD</p> <p>4 NEAREST DRIVEWAY (DIMENSIONS AS NOTED)</p> <p>5 FIRE ESCAPE</p> <p>6 LANDSCAPE AREA</p> <p>7 DRIVEWAY FINISH</p> <p>8 DRAINAGE FROM PAVED</p>	<p>APPLICANT JANIS H. DELAMON 405 2ND STREET, SUITE 103 TIBURON, CA 94920 909 466-0200</p> <p>OWNER HARMONY GROVE PARTNERS LP 3000 TROBEN WAY EL CAJON, CA 92030 760 491-0088</p> <p>ENGINEER JORDAN ARCHITECTS, INC. 25 CALLE SILENA, SUITE 100 SAN CLEMENTE, CALIFORNIA 92673 TEL: (949) 398-0280 FAX: (949) 398-0280 CONTACT: JORDAN ARCHITECTS E-MAIL: info@jordanarchitects.com</p> <p>PROJECT LOCATION 405 2ND STREET, SUITE 103 TIBURON, CA 94920 (909) 466-0200</p>	<p>POTENTIAL FOR LIQUEFACTION ON THE SUBJECT LOT IS VERY LOW DUE TO THE PRESENCE OF DENSE OR STIFF FORMATIONAL SOILS AND THE LACK OF "SHALLOW GROUND WATER".</p> <p>SEISMIC CATEGORY: C1</p> <p>THE INFORMATION EXTRACTED FROM THE SOILS REPORT PREPARED FOR THE SITE BY LEIGHTON AND ASSOCIATES, INC. ATTACHED TO THIS SUBMITTAL.</p>	<p>APPROXIMATELY 1.5 ACRES (150,000 SQ FT) OF LAND WITH 200' WIDE FRONT YARD, 100' WIDE SIDE YARD, AND 100' WIDE REAR YARD.</p> <p>ALL OR PORTION OF THIS PROPERTY IS LOCATED WITHIN THE UNINCORPORATED AREA OF THE CITY OF TIBURON, CALIFORNIA, AND IS SUBJECT TO THE JURISDICTION OF THE TIBURON COMMUNITY DEVELOPMENT DEPARTMENT.</p> <p>THE INFORMATION EXTRACTED FROM THE SOILS REPORT PREPARED FOR THE SITE BY LEIGHTON AND ASSOCIATES, INC. ATTACHED TO THIS SUBMITTAL.</p> <p>THE INFORMATION EXTRACTED FROM THE SOILS REPORT PREPARED FOR THE SITE BY LEIGHTON AND ASSOCIATES, INC. ATTACHED TO THIS SUBMITTAL.</p>	<p>SITE DATA</p> <p>ADDRESS: COMMERCE CT & CALISTOGA DR - MURRIETA, CA 92689</p> <p>SITE ZONING: SP305, PLANNING AREA 1</p> <p>LOT COVERAGE PROVIDED: 4.8%</p> <p>MAXIMUM PERMITTED HEIGHT: 35'-0"</p> <p>EXISTING BUILDING AREA: 134,732 SQ FT</p> <p>EXISTING BUILDING VOLUME: 1,140,000 CU YD</p> <p>EXISTING BUILDING FLOOR AREA: 134,732 SQ FT</p> <p>EXISTING BUILDING FLOOR VOLUME: 1,140,000 CU YD</p>
<p>H AT LEAST TO 10% OF THE NUMBER OF STORAGE UNITS OVER 200 SHALL BE IN CONFORMANCE WITH ACCESSIBILITY REQUIREMENTS OF THE 2010 A.D.A.</p> <p>I A BUILDING FRONT YARD OR REAR YARD SHALL BE CONSTRUCTED TO ANY EXTENT OF ANY BUILDING, STRUCTURE OR SUPPORT OF THE PROPERTY.</p> <p>J A CERTIFICATE OF OCCUPANCY FROM THE BUILDING DEPARTMENT SHALL BE OBTAINED PRIOR TO ANY USE OR OCCUPANCY OF THE BUILDING STRUCTURE.</p> <p>K ALL BUILDINGS SHALL BE CONFORMED TO THE CLASS B ROOFING NATIONAL FOR THE REQUIREMENTS OF THE 2010 A.D.A.</p> <p>L GATES PROVIDED SHALL BE LOCATED 8'-0" MINIMUM FROM THE PROPERTY.</p> <p>M GATES PROVIDED SHALL BE AUTOMATIC, OR MANUALLY OPERATED AND SHALL BE EQUIPPED WITH EMERGENCY BACKUP POWER.</p> <p>N A COMPLETE FIRE SPRINKLER SYSTEM PER NFPA 13, 2010 EDITION SHALL BE INSTALLED.</p> <p>O ALL EXISTING AND NEW FIRE ALARMS SYSTEMS SHALL BE INSTALLED.</p> <p>P PORTABLE FIRE EXTINGUISHERS WITH A MINIMUM RATING OF 2-A-10 AND 5-B-10 SHALL BE PROVIDED.</p> <p>Q DRIVEWAY SURFACES SHALL BE CONCRETE.</p> <p>R 3'-0" MIN. SIDEWALK WIDE WALK.</p> <p>S A PRIVATE DRIVE ACCESS IS PROVIDED.</p> <p>T A 6'-0" MIN. DRIVEWAY IS PROVIDED BETWEEN THE REAR OF THE PROPERTY AND THE OPEN SPACE.</p>			<p>EARTHWORK ESTIMATES</p> <p>CUT: 1,875 CY</p> <p>FILL: 438.0 CY</p> <p>IMPORT: 234.8 CY</p> <p>REFER TO GRADING PLAN ATTACHED TO THIS SUBMITTAL FOR MORE INFORMATION.</p>	<p>UTILITY NUMBERS AND SCHOOL DISTRICT</p> <p>SEWER AND WATER: EASTERN MUNICIPAL WATER DISTRICT</p> <p>POWER: SOUTHERN CALIFORNIA Edison</p> <p>TELEPHONE: VERIZON</p> <p>SCHOOL DISTRICT: TIBURON VALLEY UNIFIED</p>	<p>ADDITIONAL DATA</p> <p>BUILDING A (2 STORY) - 44,412 SQ FT</p> <p>BUILDING B (2 STORY) - 46,840 SQ FT</p> <p>BUILDING C (2 STORY) - 47,480 SQ FT</p> <p>OFFICE: 100 SQ FT</p> <p>GREEN AREA AND OFFICE: 100 SQ FT</p> <p>ACCOMMODATE EMPLOYEES: 100 SQ FT</p> <p>EMPLOYEES: 100</p> <p>ADDITIONAL DATA</p> <p>PARKING PROVIDED: 2 SPACES/EMPLOYEES</p> <p>REQUIRED PARKING: 1 SPACE</p> <p>REQUIRED ACCESSIBLE PARKING SPACES: 1 VAN ACCESSIBLE SPACE</p>
			<p>ROOD MAP</p> <p>ROOD MAP</p> <p>AREA OF 1/4 AC. FILL MARKED</p> <p>AREA OF 1/4 AC. FILL MARKED</p>	<p>VEHICLE MAP</p> <p>VEHICLE MAP</p>	

SHEET TITLE

SITE PLAN
CONDITIONAL USE PERMIT

AMENDMENT # DATE COMMENTS

PROJECT MANAGER: GF

DESIGNER: CF

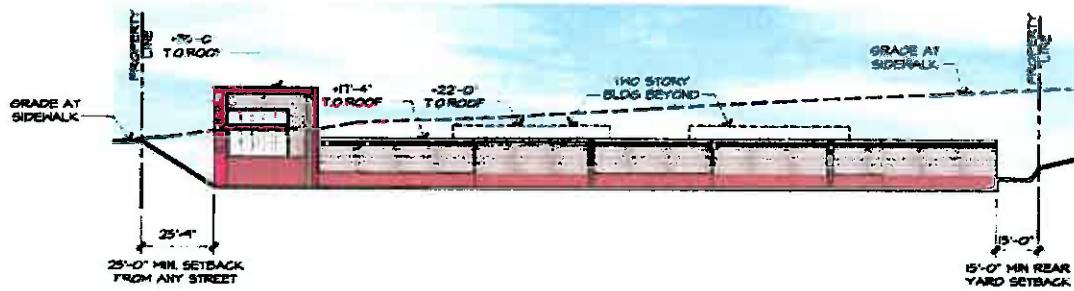
DATE: 02/05/2016

JOB NUMBER: E-40

FILE NAME: SHAW01

SHEET NUMBER:

A1.1



EAST ELEVATION



SOUTH ELEVATION

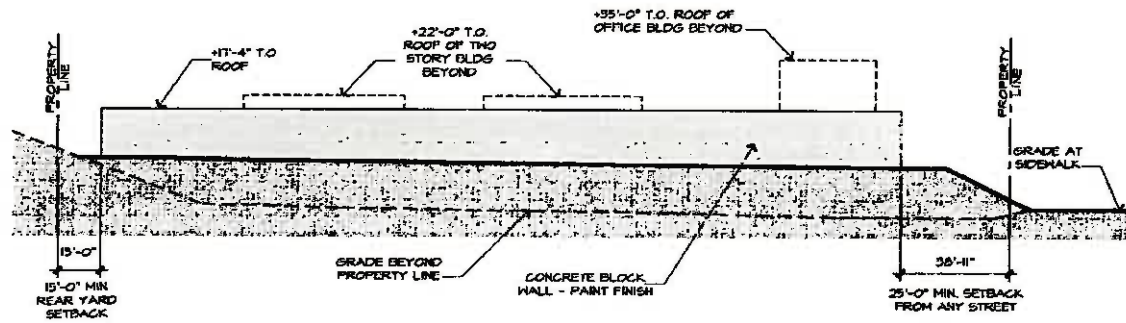
SILVERHAWK SELF STORAGE
MURRIETA, CA

SCHEME G
PRELIMINARY STREET ELEVATIONS

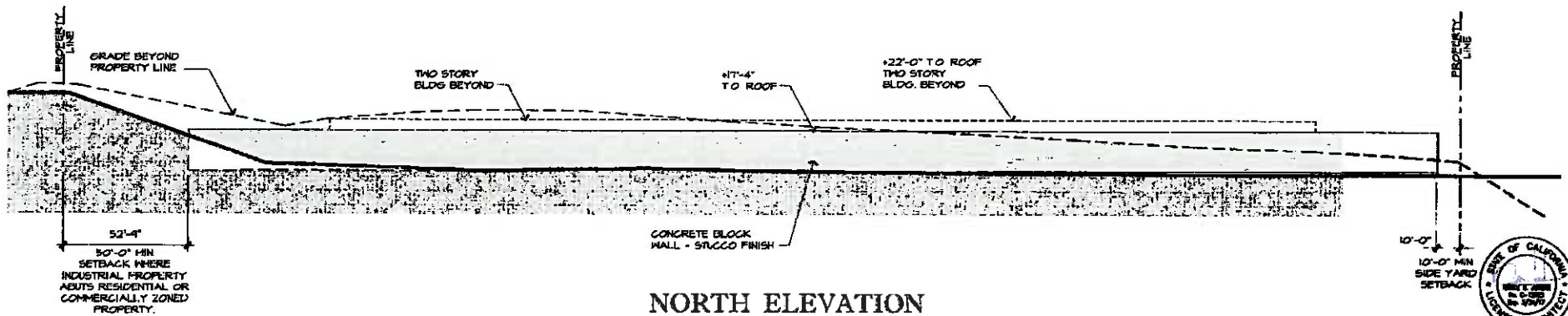
THESE PLANS ARE TO BE USED IN CONNECTION WITH THE PRELIMINARY STREET ELEVATIONS AND ARE NOT TO BE USED FOR ANY OTHER PURPOSE. THE ARCHITECT ASSUMES NO LIABILITY FOR THE ACCURACY OF THE INFORMATION PROVIDED HEREON.

JOB NUMBER: 15-424
SCALE: 1" = 10'-0"
DATE: 02/28/2014





WEST ELEVATION



NORTH ELEVATION

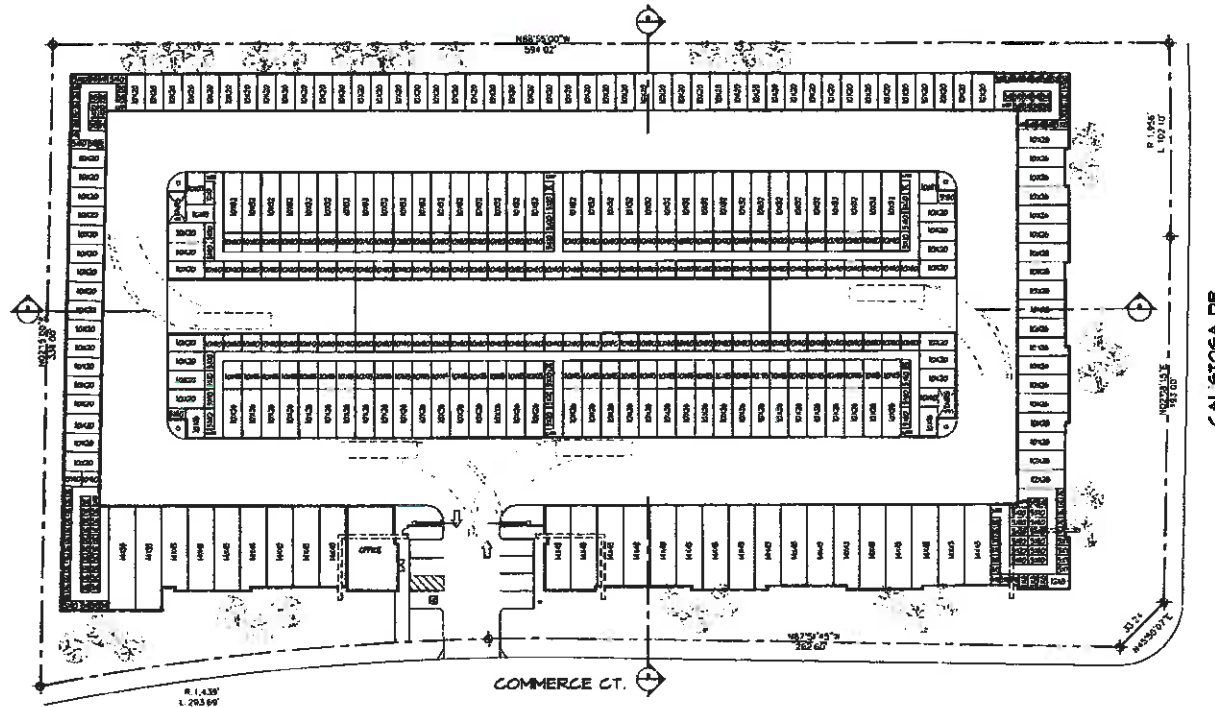
SILVERHAWK SELF STORAGE
MURRIETA, CA

SCHEME G
PRELIMINARY REAR ELEVATIONS

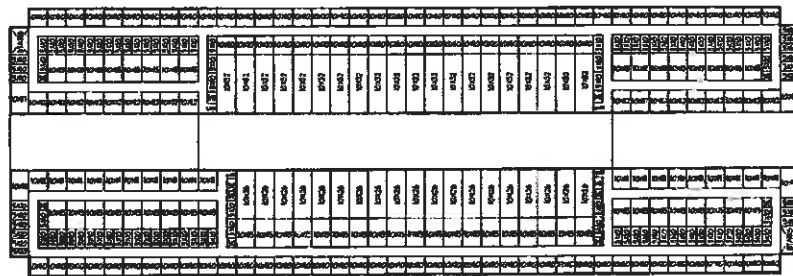
DATE: 02/29/2016
SCALE: 1" = 10'-0"
JOB NUMBER: 15-434

DATE: 02/29/2016
SCALE: 1" = 10'-0"
JOB NUMBER: 15-434





R. L. A. 39
L. 293.89
D. 17'± X 5'



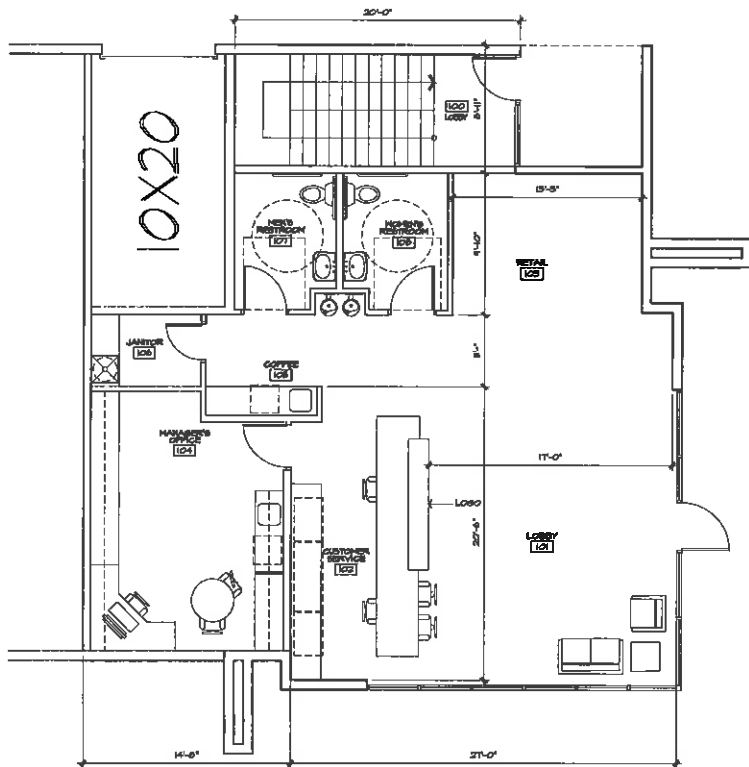
SILVERHAWK SELF STORAGE
MURRIETA, CA

PRELIMINARY UNIT MIX / SITE PLAN

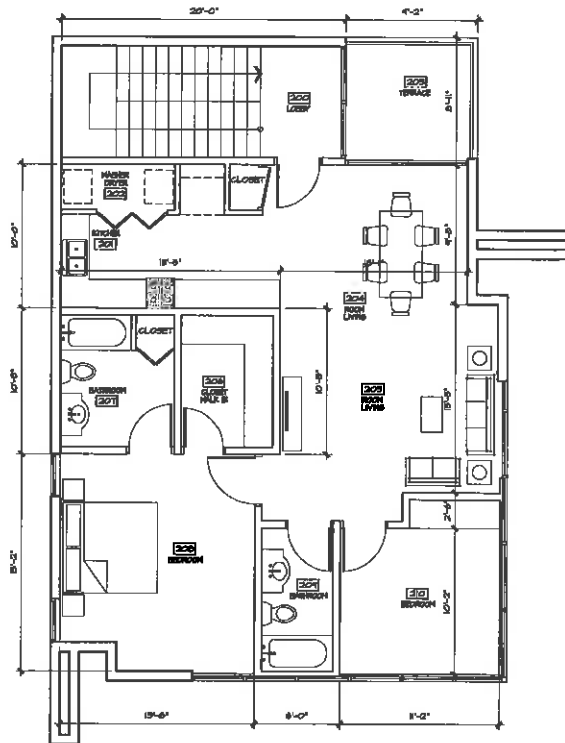
SCHEME G

JOB NUMBER: 15-014
SCALE: 1"=50'-0"
DATE: 02/20/2016





1ST FLOOR - OFFICE LAYOUT



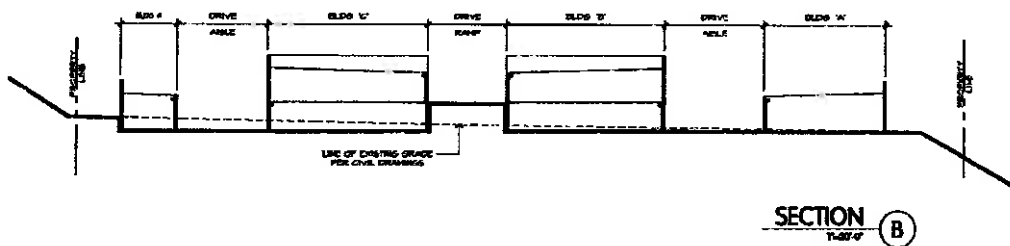
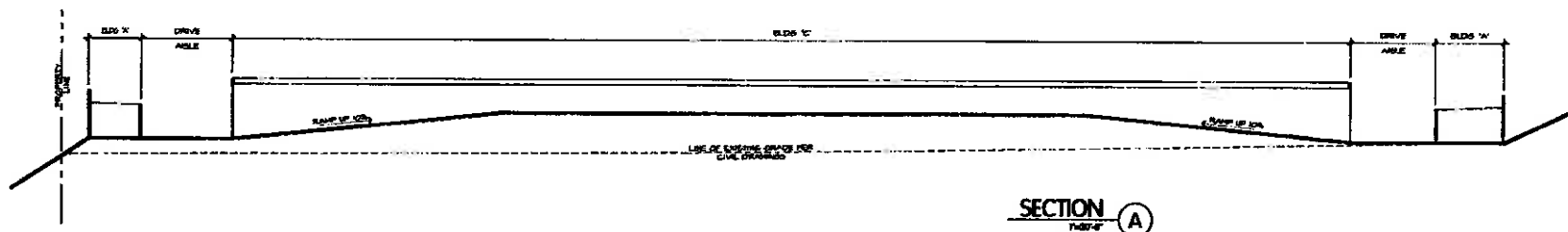
2ND FLOOR - MANAGER'S UNIT LAYOUT

SILVERHAWK SELF STORAGE
MURRIETA, CA

OFFICE & MANAGER'S UNIT LAYOUT

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 JOB NUMBER: 15-454
 SCALE: 1/4"=1'-0"
 DATE: 05/19/2016





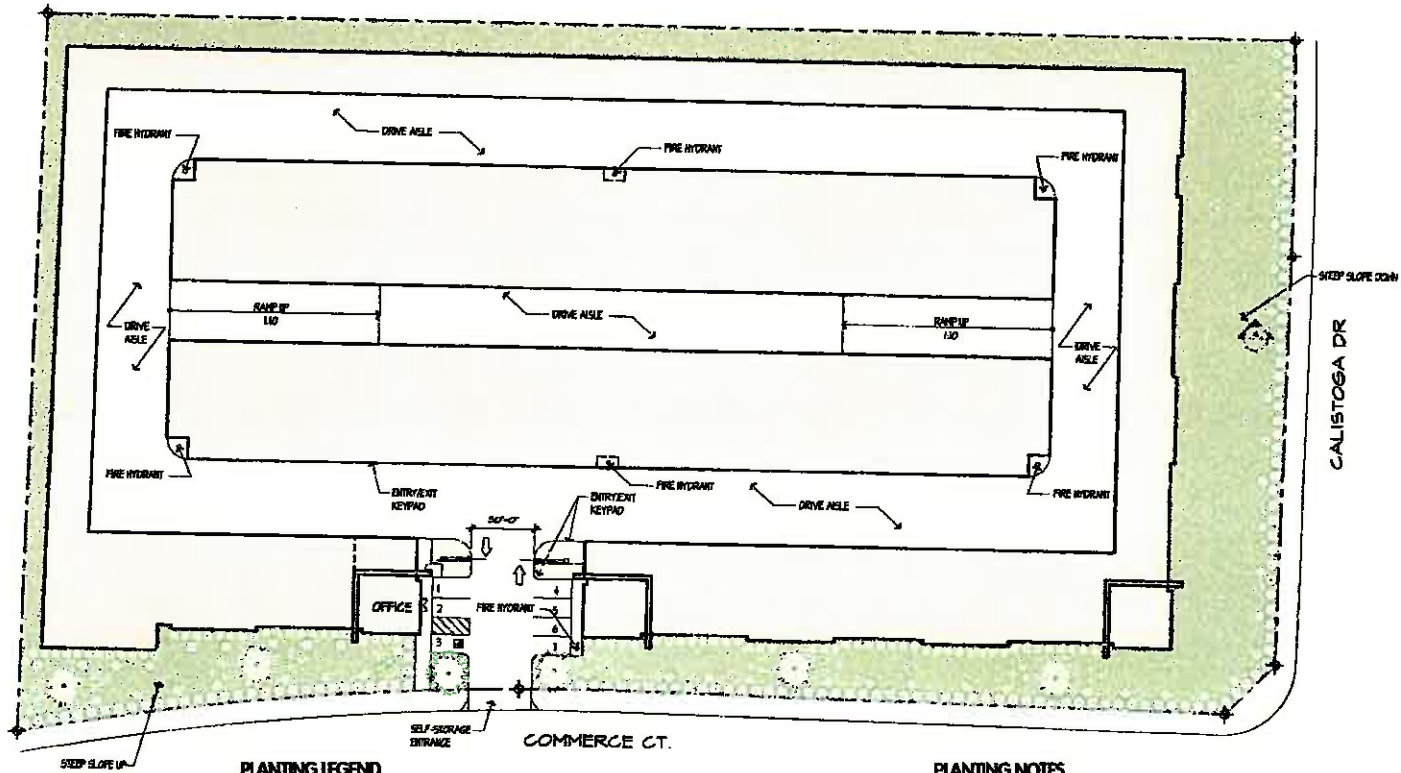
SILVERHAWK SELF STORAGE
MURRIETA, CA

SCHEME G
PRELIMINARY SITE SECTIONS

THIS DRAWING AND ALL CONTENTS ARE HEREBY GIVEN OR
 PROVIDED BY THE ARCHITECT AS REPRESENTATIVE OF
 HIS FIRM AND NOT AS A CONTRACT DOCUMENT. THE
 ARCHITECT'S RESPONSIBILITY IS LIMITED TO THE
 DESIGN OF THE BUILDING AND NOT TO THE
 PERFORMANCE OF THE BUILDING OR TO THE
 OPERATION OF THE BUILDING OR TO THE
 MAINTENANCE OF THE BUILDING OR TO THE
 SAFETY OF THE BUILDING OR TO THE
 WELL-BEING OF THE BUILDING OR TO THE
 ENVIRONMENT OR TO THE COMMUNITY.

JOB NUMBER: 15-424
 SCALE: 1/8"=1'-0"
 DATE: 02/28/2016





PLANTING LEGEND

SYMBOL	GENUS	BOTANICAL / COMMON NAME	REMARKS	SIZE
	ARELTIUS	MARINA / MARINA ARELTIUS	MULTI / LOW BRANCH	36" BOX
	MULLENBERGIA	RIGENS / DEER GRASS		1 GAL.
	PITOSPORUM	TOBIERUM "SILVER SEED" / SILVER SEED FITOSPORUM		1.5 GAL.
	PITOSPORUM	TOBIERUM "VARIEGATA" / VARIEGATED MOCK ORANGE		4.5 GAL.
	CELANOTHUS	HORIZONTALIS "YANKEE POINT" / CARVEL CREEPER		1 GAL @ 42" O.C.

PLANTING NOTES

ALL LANDSCAPE AND IRRIGATION SHALL CONFORM TO THE PROVISIONS OF SECTIONS 12 OF ORDINANCE NO. 548
 PLANTING AREAS SHALL BE MULCHED WITH 3" MIN. LAYER OF ORGANIC HOOD MULCH.
 AREAS OF GROUND COVER PLANTED FROM PLATS SHALL BE MULCHED WITH A 1-1/2" MIN. LAYER OF ORGANIC MULCH.



SILVERHAWK SELF STORAGE
 MURRIETA, CA

CONCEPTUAL LANDSCAPING

JOB NUMBER: 15-034
 SCALE: 1/8"=1'-0"
 DATE: 02/29/2016





jordan architects, inc.

May 6, 2016

To: County of Riverside
Transportation and Land Use Management Agency
ATTN: Mr. Paul Rull
39493 Los Alamos Road
Murrieta, CA. 92563

Re: **Trip Generation Analysis for proposed Silverhawk Self Storage**
Project#: CUP 03742
Developer: **James Delhamer**
Harmony Grove Partners
c/o Nancy Durning
1000 Pioneer Way
El Cajon, CA. 92020

Dear Mr. Rull;

On behalf of the Developer, Jordan Architects has prepared the following report associated with the County's request to illustrate that the proposed project will have less occupancy on site than assumptions set forth by the County of Riverside.

The following analysis is being submitted to you to illustrate the anticipated trip generation and onsite traffic for the proposed self storage facility to be located at the northwest corner of Commerce Court and Calistoga Drive, California. In preparing this report, Jordan Architects draws upon over 25 years of experience and over 800 self storage projects in the United States, Canada and Europe. We have become quite familiar with daily operations, traffic generation rates, parking requirements and related development criteria for self storage projects. Jordan Architects provides consultation to the Self Storage Association, various professional and governmental agencies (e.g. the Institute of Transportation Engineers, the San Diego Association of Governments, and the Arizona Department of Transportation), and the development community as a whole regarding design, development standards and similar issues specific to self storage projects.

Project Data

Proposed Building Area and Land Use

Self Storage:	135,267 gross sq. ft.
Single Tenant Office:	1,144 gross sq. ft.
Total:	136,411 gross sq. ft.

Trip Generation for the Site

For the purpose of this analysis we will be citing the San Diego Association of Governments (SANDAG), the Institute of Transportation Engineers (ITE) and other qualified sources.

Storage = 2 trips/1,000 square feet, 6% AM peak, 9% PM peak
Single Tenant Office = 14 trips/1,000 square feet, 15% peak (both AM and PM)

Self Storage Trip Generation Facts

- Vehicle occupancy ranges from 1.2 to 1.9 persons per automobile (average weekday)
- Truck trips account for 2 to 15 percent of weekday traffic
- Peak hours: Weekdays - 6:00AM and 9:30AM
3:00PM and 6:30PM

Trip Generation Rate – PROPOSED DEVELOPMENT Storage & Office

Storage trip generation rate: (defined as Rental Storage by SANDAG) is 2 trips/1000 sq. ft.
Single Tenant Office trip generation rate: 14 trips/1000 sq. ft.

Single Tenant Office: $1,144 / 1000 = 1.14 \times 14 = 15.96$ trips/24 hrs.
Storage: $135,267 / 1000 = 135.3 \times 2 = 270.6$ trips/24 hrs.

Total trips 286.56 trips/24 hrs.

Peak Hours PROPOSED

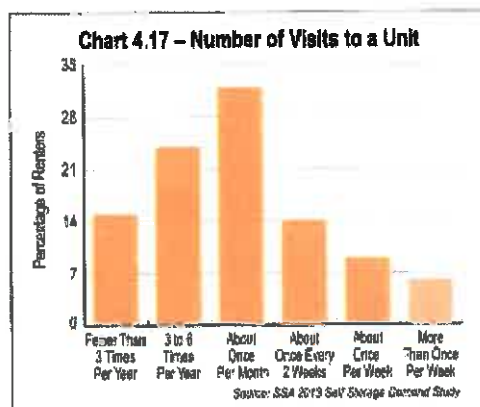
The peak AM hour for the self storage is 6% of the total trips/24hours. In this case that is 16.24 trips per peak AM hour, while the peak PM hour is 9% or 24.35 trips per peak PM hour.

The peak AM hour for office is 15% of the total/trips/24 hours. For the current office at this site, 2.39 trips per peak AM hour with the peak PM hour generating 15% or 2.39 trips.

The combined total for the storage and office uses would therefore be a peak AM hour of 18.63 trips and peak PM hour would be 26.74 trips.

Conclusion

For additional information on storage site traffic, please see the chart below from the 2014 Self Storage Almanac (published by *The Mini Storage Messenger*):



Although the current SANDAG rate for trip generation is low, the chart above indicates that over 65% of storage users access their units less than once a month. We have also attached (see "Addendum A") gate receipts from one of the busiest sites in Orange, California. The receipts are from a Saturday, typically the highest traffic day of the week. They illustrate a total of 242 gate entries for the entire day. Occupants at this facility are required to enter their code at entry *and* exit therefore making the actual number of occupants onsite for the day 141 (each occupant accounting for 2 of the receipt entries).

The self storage facility that produced the attached receipts is comparable in size to the subject site at 130,000 gross square feet with 945 total units, meaning only 14.9% of the occupants accessed their site on the busiest day of the week. In addition to the above listed square footage the site in Addendum A has 158 RV spaces, something the subject site does not have and would therefore generate even less traffic on site.

Conclusion

The attached gate receipts are useful in determining typical peak tendencies for onsite visitors during the busiest day of the week. In our analysis, the range of onsite visitors in any given hour was 9-19 unique individuals (excluding repeat visits from the same person). Given this analysis, it is our opinion that the average number of visitors in a given hour is 14. As indicated above, the total amount of entries and exit are 242. However, the actual number of unique visitors in Addendum A is approximately 82. Therefore, the recommended **visitors an hour on average is 14, while the number of unique visitors per day is approximately 80-85.**

We are happy to discuss any aspect of our request and address any concerns you may have regarding the information provided herein.

Sincerely,

David Meinecke
Vice President

NOTICE OF PUBLIC HEARING

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

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

Any person may submit written comments to the ALUC before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. The proposed project application may be viewed at the Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501, Monday through Thursday from 8:00 a.m. to 5:00 p.m., except Monday, May 30 (Memorial Day), 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 County of Riverside may hold hearings on this project and should be contacted on non-ALUC issues.

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

DATE OF HEARING: June 9, 2016

TIME OF HEARING: 9:00 A.M.

CASE DESCRIPTION:

ZAP1069FV16 – James Delhamer – County of Riverside Planning Case No. CUP 03742 (Conditional Use Permit). The applicant is proposing a mini-storage facility on 4.36 acres (Assessor's Parcel Number: 957-371-012) located on the northwest corner of Calistoga Drive and Commerce Court. The project proposes three mini-storage buildings totaling 135,267 square feet, 1,144 square feet of office area, and a 1,100 square foot caretaker/manager residence for a total of 137,511 square feet of building area. The proposed buildings will have a mix of single and two story buildings with a maximum height of 35 feet. (Airport Compatibility Zone C of French Valley 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. Desiree Bowie of the County of Riverside Planning Department at (951) 955-8254.

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

ALUC Identification No.

ZAP1069 FV 16

PROJECT PROPONENT (TO BE COMPLETED BY APPLICANT)

Date of Application _____

Property Owner

Arnold Veldkamp - Jeffrey C. Hamann

Phone Number

760.745.0556

Mailing Address

1000 Pioneer Way El Cajon CA 92020

Agent (if any)

JAMES DELHAMER

Phone Number

951.694.2100

Mailing Address

41911 5TH STREET, SUITE 103, TEMECULA, CA 92672

APPLICANT

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

Commerce St & Calistoga Dr

Assessor's Parcel No.

957-378-012

Parcel Size

4.36 Acres

Subdivision Name _____

Lot Number _____

Zoning
Classification

S-P Zone

PROJECT DESCRIPTION (TO BE COMPLETED BY APPLICANT)

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

Existing Land Use
(describe)

S-P Zone Empty lot

Proposed Land Use
(describe)

Proposed Self Storage facility with retail office - S-P Zone with
manager's residence unit.

For Residential Uses

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

For Other Land Uses

Hours of Use The facility will be open from 7am to 7pm, 7 days a week.

(See Appendix C)

Number of People on Site 2 Maximum Number _____

Method of Calculation _____

Height Data

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

35'-0"

ft.

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

1229.69'

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 _____

FV
C

REFERRING AGENCY (APPLICANT OR JURISDICTION TO COMPLETE)

Date Received _____

Agency Name _____

Staff Contact _____

Phone Number _____

Agency's Project No. _____

COUNTY OF RIVERSIDE
DESIREE BOWIE
CWP-03742

Type of Project

- General Plan Amendment
- Zoning Amendment or Variance
- Subdivision Approval
- Use Permit
- Public Facility
- Other _____

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

B. SUBMISSION PACKAGE:

ALUC REVIEW

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

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

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

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 3.2

HEARING DATE: June 9, 2016

CASE NUMBER: ZAP1068FV16 – FVIP, LLC (Representative: Dan Long)

APPROVING JURISDICTION: County of Riverside

JURISDICTION CASE NO: PP25998 (Plot Plan), PM37082 (Tentative Parcel Map)

MAJOR ISSUES: The total occupancy, average acre intensity, and single acre intensity would exceed allowable criteria for Compatibility Zone B1 if an occupancy level of one person per 300 square feet is assumed. However, mini-storage units are not normally occupied, so such a calculation would greatly overestimate actual intensities, which is why the applicant has provided more accurate occupancy estimates via visitor trip analysis.

RECOMMENDATION: Staff recommends that the proposed Plot Plan and Tentative Parcel Map be found CONSISTENT, subject to the conditions included herein.

PROJECT DESCRIPTION: The applicant is proposing a mini storage and outdoor recreational vehicle (RV) storage facility and a tentative parcel map merging seven commercial parcels into two commercial parcels on an 8.09-acre site. The project will have two phases: phase one proposes six mini-storage buildings consisting of 104,949 square feet of mini-storage area and 2,050 square feet of office area, and an outdoor RV storage area on 1.91 acres; phase two proposes a 49,500 square foot mini-storage building, for a total of 156,499 square feet of building area. The proposed buildings will be a mix of single and two stories with a maximum building height of 31 feet.

PROJECT LOCATION: The site is located on the easterly side of Briggs Road and southerly of Magdas Coloradas Street, within the unincorporated community of French Valley, approximately 1,755 feet northerly of the northerly end of Runway 18-36 at French Valley Airport.

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

- a. Airport Influence Area: French Valley Airport
- b. Land Use Policy: Zones A and B1
- c. Noise Levels: 55-65 CNEL from aircraft

BACKGROUND:

Non-Residential Average Land Use Intensity: Pursuant to the French Valley Airport Land Use Compatibility Plan (FVALUCP), the project site is located within Compatibility Zones A and B1. Approximately 1.15 acres are located in Zone A and 6.94 acres in Zone B1. Zone A prohibits structures and restricts all intensities. Zone B1 restricts average intensity to 40 people per acre, pursuant to FVALUCP Policy 2.3.a.(1). 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:

- Storage – 1 person per 300 square feet
- Applicant trip counts anticipate a maximum of 50 daily visitors to the proposed site, based on daily visitor trips to another one of their existing ministorage facilities.

The proposed project includes a total of 154,449 square feet of storage unit area and 2,050 square feet of office area in the 6.94 acre Zone B1 portion of the property. Using the Appendix C storage standard, the total occupancy for the Zone B1 portion of the site would be 525 people, for an average intensity of 76 people per acre, which would exceed the Zone B1 average criterion of 40.

Another method for determining total occupancy involves using the applicant's visitor trip counts for other similar size storage facilities, and apply it to the proposed storage facility resulting in 50 visitors per day. Using this calculation, the total occupancy for the Zone B1 portion of the site would be 50 people, for an average intensity of 7 people per acre, which is consistent with the Zone B1 criterion of 40. The visitor trip calculation is a more realistic scenario than the Appendix C storage standard, as the standard refers to regularly utilized storage and stock room areas (such as employee-only areas of retail stores), and not necessarily to mini storage units, most of which are visited rarely. All storage units would be non-habitable.

Non-Residential Single-Acre Land Use Intensity: Compatibility Zone B1 restricts single acre intensity to 80 people per acre, pursuant to FVALUCP Policy 2.3.a.(1).

Based on the site plan provided and the occupancies as previously noted, the maximum single-acre area would include 56,250 square feet of storage area. This would result in a single-acre occupancy of 188 people (based on Appendix C storage standard of 1 occupant per 300 square feet) which is inconsistent with the Compatibility Plan's Zone B1 single-acre criterion of 80. If we were to use the applicant's visitor trip counts, the single-acre occupancy would be 50 people, which is consistent with the Zone B1 single-acre criterion of 80. The project proposes no intensity in Zone A.

Zone A: Pursuant to the FVALUCP, Compatibility Zone A prohibits structures and restricts all intensities. The project is proposing an outdoor RV storage area on 1.91 acres, of which 1.15 acres is located within Compatibility Zone A. The project proposes no buildings or structures with occupiable floor area within the RV storage area or in Zone A. Besides RV vehicles, the outdoor RV storage area will also have combination fencing consisting of; an 8 foot high tubular steel fence with concrete pilasters located on the perimeter portion of the site that is in Compatibility Zone B1, and an 8 foot high chain link fence on the perimeter portion of the site that is in Zone A. The project also includes metal security bollards located within the landscape planter adjacent to the southern edge of the outdoor RV storage area. The bollards are 30 inches in height, 4 inches in diameter, and are interspersed 6 feet apart on center.

Prohibited and Discouraged Uses: The applicant does not propose any uses prohibited or discouraged in Compatibility Zones A (buildings, structures, assemblages of people, hazardous materials and hazards to flight) and Zone B1 (children's schools, day care centers, libraries, hospitals, nursing homes, highly noise-sensitive outdoor non-residential uses, hazardous materials and hazards to flights).

Noise: The French Valley Compatibility Plan depicts the site as being in an area between 55-65 CNEL range from aircraft noise. As a primarily industrial use not sensitive to noise (and considering that the units would not be regularly occupied), the mini storage structures would not require special measures to mitigate aircraft-generated noise.

Part 77: The elevation of Runway 18-36 at its northerly terminus is 1,347 feet above mean sea level (1347 AMSL). At a distance of approximately 1,755 feet from the runway to the closest parcel within the site, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 1365 feet AMSL. The maximum finished floor elevation is 1349 feet AMSL. With a maximum building height of 22 feet, the top point elevation would be 1371 feet AMSL. Therefore, review of buildings by the FAA Obstruction Evaluation Service (FAAOES) is required for French Valley Airport. Submittal to the FAAOES was made and assigned Aeronautical Study Number (ASN) of 2015-AWP-10451-OE. A "Determination of No Hazard to Air Navigation" letter was issued by the FAAOES dated November 17, 2015, and the study revealed that the project's structures would not exceed obstruction standards and would not be a hazard to air navigation provided conditions are met. These FAAOES conditions have been incorporated into the project's conditions.

Open Area: Compatibility Zone A requires all remaining areas as open land and Compatibility Zone B requires 30% within major projects (10 acres or larger) be set aside as open area that could potentially serve as emergency landing areas. Since the overall project size is less than 10 acres, the Compatibility Zone B1 open area requirement is not applicable to this project.

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 determination of consistency for 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 Southwest 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 following uses are specifically prohibited at this location; trash transfer stations that are open on one or more sides; recycling centers containing putrescible wastes; construction and demolition debris facilities; children's schools; day care centers; libraries; hospitals; skilled nursing and care facilities; places of assembly (including churches and theaters), buildings with more than 2 aboveground habitable floors; noise sensitive outdoor nonresidential uses, critical community infrastructure facilities; composting operations; and aboveground bulk storage of hazardous materials.
4. Prior to issuance of building permits, the landowner shall convey an aviation easement to the County of Riverside as owner of French Valley Airport or provide evidence that such an easement (applicable to all of the properties in the project) has been previously conveyed. Contact the Riverside County Economic Development Agency – Aviation Division at (951) 955-9722 for additional information.
5. The attached notice shall be provided to all prospective purchasers of the property and the on-site caretaker or manager.

6. 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. 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.
7. This finding of consistency is specifically applicable to the use of the property as a mini-storage project. No human habitation of the storage units is permitted. One caretaker's dwelling may be established in the portion of the property in Compatibility Zone B1.
8. The Federal Aviation Administration has conducted an aeronautical study of the proposed structure (Aeronautical Study No. 2015-AWP-10451-OE) and has determined that neither marking nor lighting of the structure is necessary for aviation safety. However, if marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting (if any) shall be installed in accordance with FAA Advisory Circular 70/7460-1 L and shall be maintained in accordance therewith for the life of the project.
9. The proposed structures shall not exceed a height of 35 feet above ground level and a maximum elevation at top point (including all roof-mounted equipment, if any) of 1,380 feet above mean sea level.
10. The specific coordinates, height, and top point elevation of the proposed structures 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.
11. Temporary construction equipment used during actual construction of the structures shall not exceed the 35 feet in height, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.
12. Within five (5) days after construction of each structure reaches its greatest height, FAA Form 7460-2 (Part II), Notice of Actual Construction or Alteration, shall be completed by the project proponent or his/her designee and e-filed with the Federal Aviation Administration. (Go to <https://oeaaa.faa.gov> for instructions.) This requirement is also applicable in the event the project is abandoned or a decision is made not to construct any of the structures.
13. No structures providing floor area are permitted within the portion of the project site in Compatibility Zone A.

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.
 2015-AWP-10451-OE

Issued Date: 11/17/2015

Rancon Group
 Danny Long
 41391 Kalmia St #200
 Murrieta, CA 92562

**** 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 Self Storage
Location:	Murrieta, CA
Latitude:	33-35-19.14N NAD 83
Longitude:	117-07-33.83W
Heights:	1345 feet site elevation (SE) 35 feet above ground level (AGL) 1380 feet above mean sea level (AMSL)

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

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

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

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

This determination expires on 05/17/2017 unless:

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

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

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

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

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

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

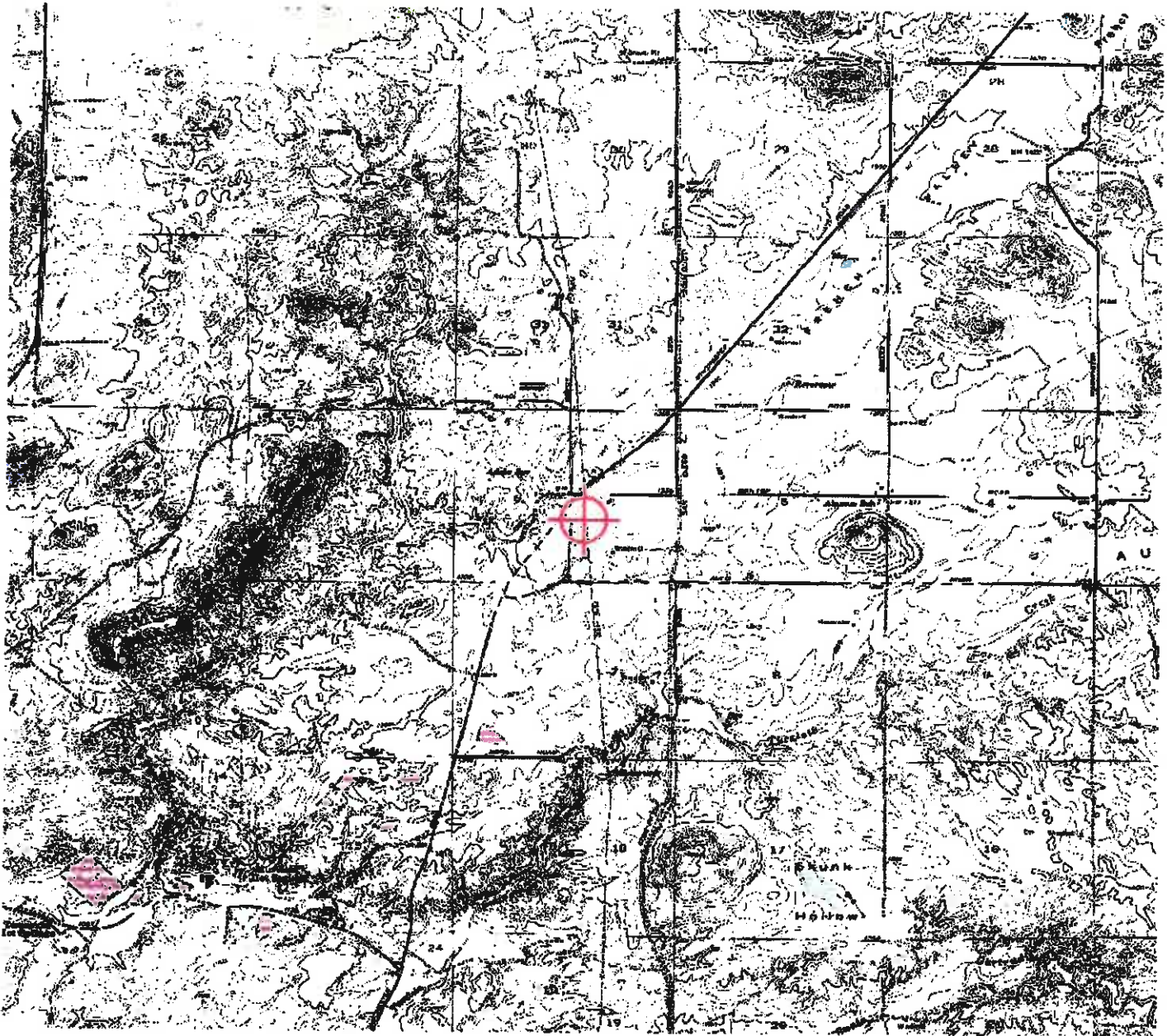
If we can be of further assistance, please contact our office at (425) 227-2625. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2015-AWP-10451-OE.

Signature Control No: 269445821-272958464
Paul Holmquist
Technician

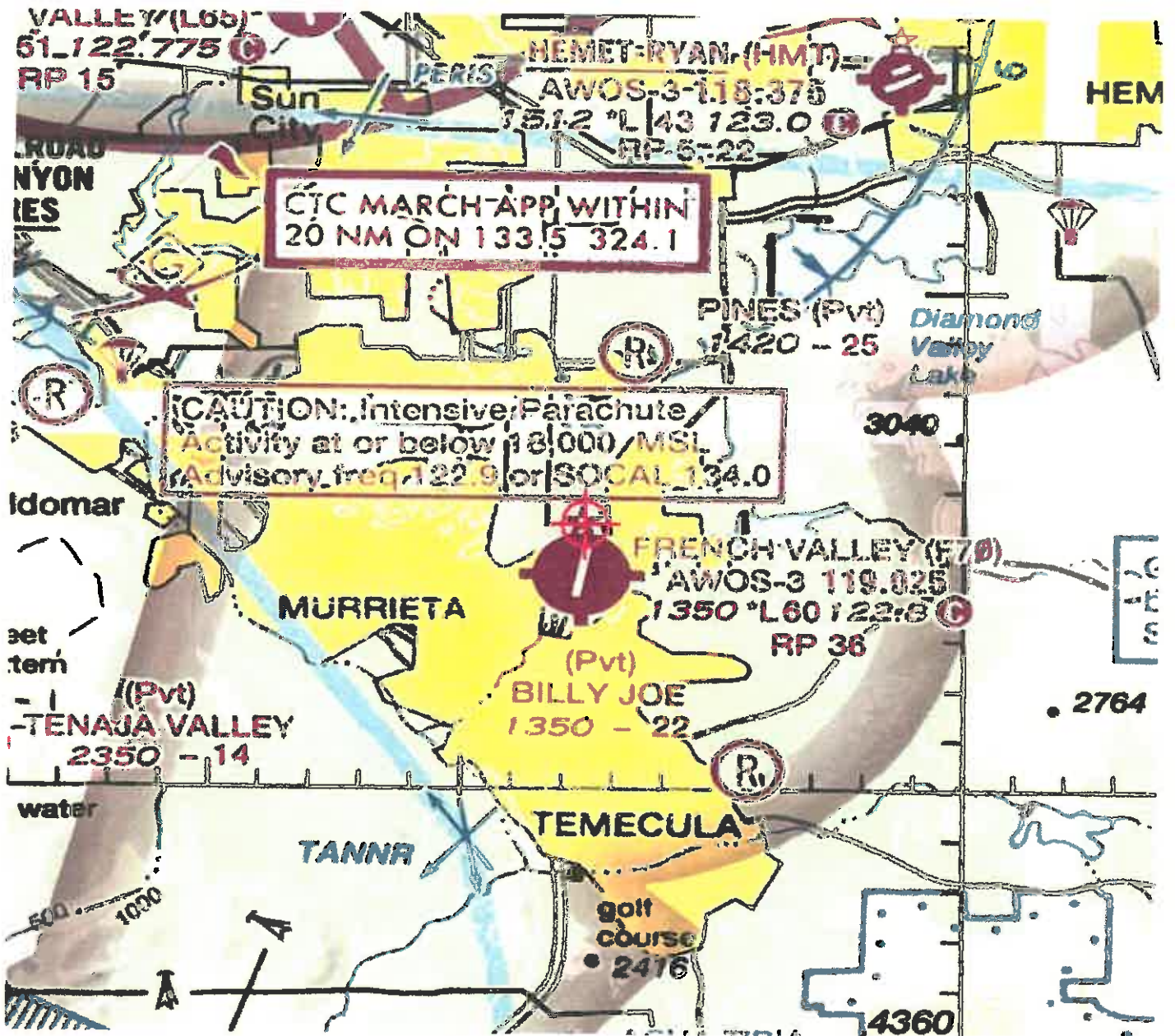
(DNE)

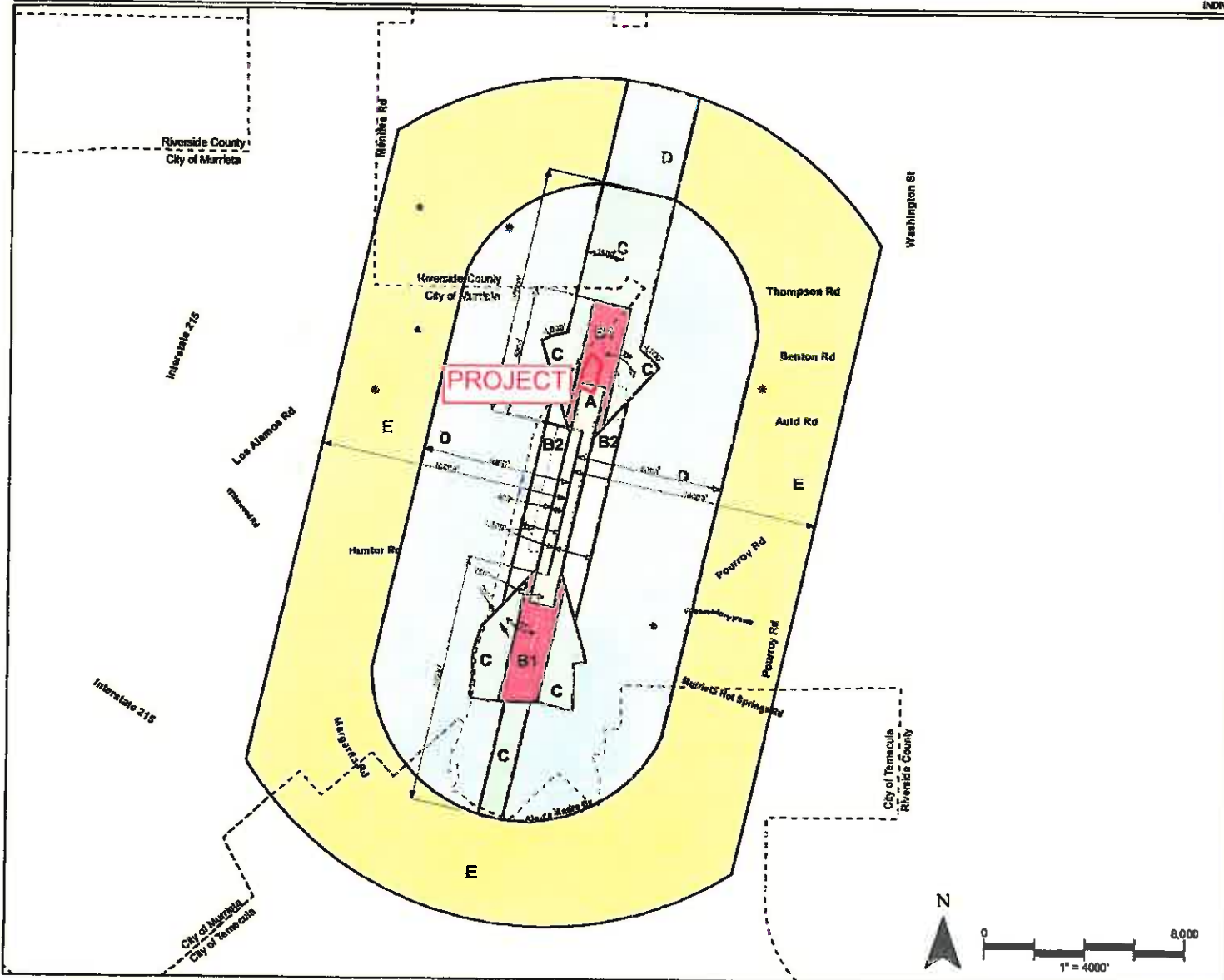
Attachment(s)
Map(s)

TOPO Map for ASN 2015-AWP-10451-OE



Sectional Map for ASN 2015-AWP-10451-OE





Legend

- Compatibility Zones**
- Airport Influence Area Boundary
 - Zone A
 - Zone B1
 - Zone B2
 - Zone C
 - Zone D
 - Zone E
- Boundary Lines**
- Airport Property Line
 - - - City Limits
 - * Height Review Overlay Zone

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

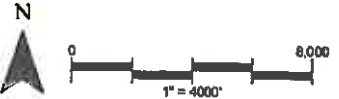
See Chapter 2, Table 2A of the Countywide Policies and the Additional Compatibility Policies in Section FV2 of this Plan for compatibility criteria associated with this map.

Riverside County
 Airport Land Use Commission

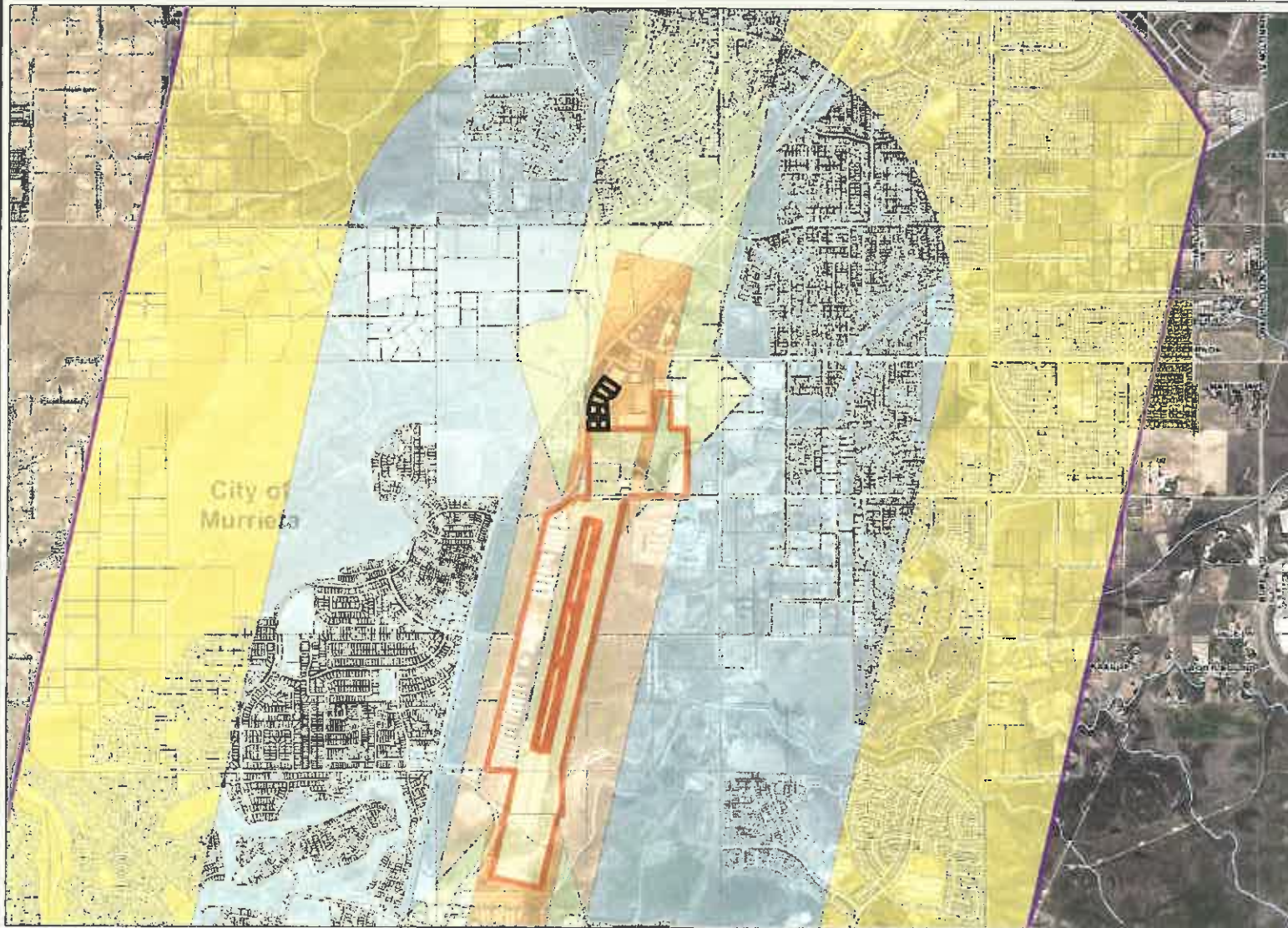
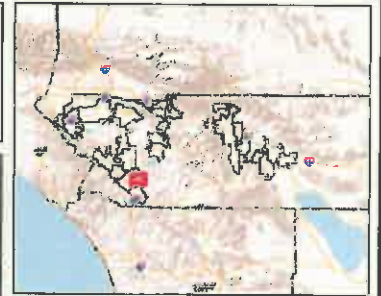
Riverside County
 Airport Land Use Compatibility Plan
 Policy Document

(April 2010)

Map FV-1



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 3,614 7,229 Feet



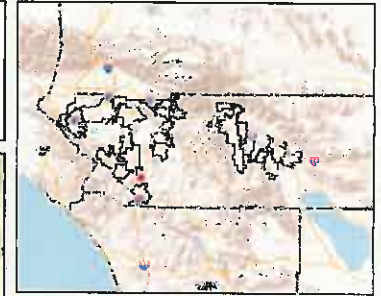
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Notes

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



0 452 904 Feet



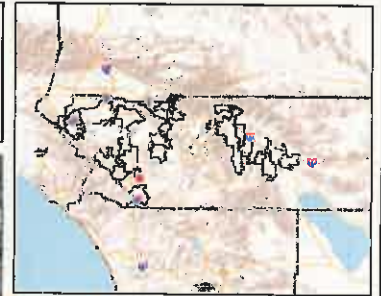
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or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

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



0 452 904 Feet



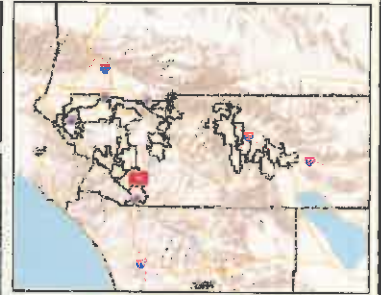
"IMPORTANT" Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness,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



0

3,614

7,229 Feet



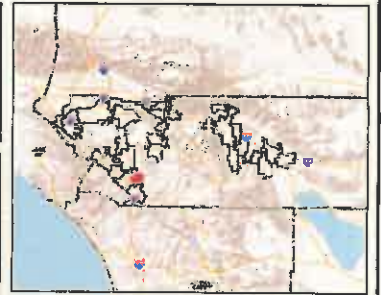
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Notes

My Map



Legend

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



0 1,807 3,614 Feet



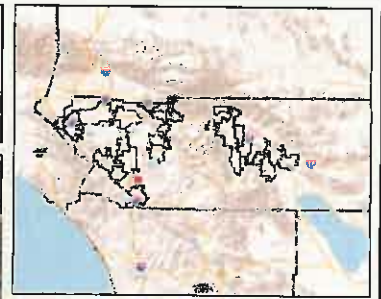
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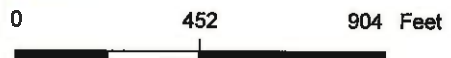
Notes

My Map



Legend

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



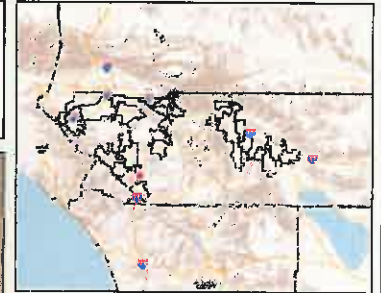
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Notes

My Map



Legend

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



0 226 452 Feet

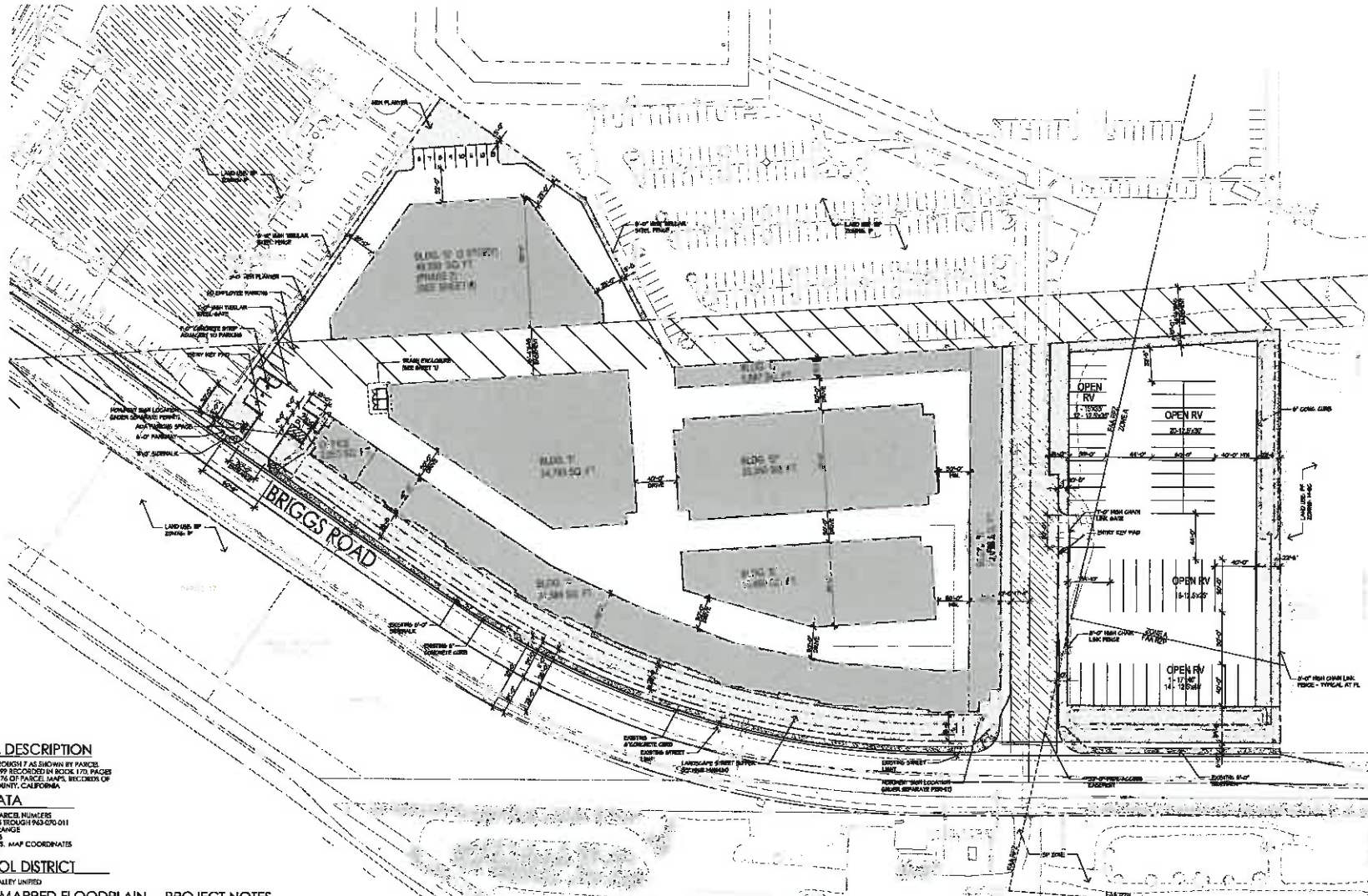


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Notes



OWNER/APPLICANT

OWNER: PVP, LLC
 APPLICANT: THE PANCON GROUP
 4291 TAMAR STREET, SUITE 200
 MURBEE, CA 92562
 CONTACT: DAN LEECH
 PHONE: 951.203.2640
 EMAIL: dan@thepancongroup.com

ARCHITECT

VALLI ARCHITECTURAL GROUP
 7000 PETER AVE, SUITE 208
 JOSHUA VALLEY, CA 92520
 CONTACT: ANNE VALLI
 PHONE: 951.348.1777
 EMAIL: ANNE@VALLIARCHITECT.COM

CIVIL ENGINEER

M.C. CIVIL ENGINEERING
 2851 19th STREET
 MURBEE, CA 92562
 CONTACT: MICHELLE COMESA
 PHONE: 951.462.9297
 EMAIL: MICHELLE@MCEENGINEERS.COM

LANDSCAPE ARCHITECT

ALAMANDA GROUP
 4343 THE PAVILION CIRCLE NORTH, SUITE C
 RIVERSIDE, CA 92504
 CONTACT: VINCENT DICICCHATO
 PHONE: 951.296.4444
 EMAIL: VINCENT@ALAMANDAGROUP.NET

PROJECT DATA

PROPOSED USE: SELF STORAGE & RV STORAGE
 PROJECT AREA: PARCEL 1: 8.99 AC
 PARCEL 2: 1.91 AC
 TOTAL: 10.90 AC
 TOTAL BSR AC: 24,793 SQ. FT.
 LAND USE DESIGNATION: BSRMS-1P
 ZONING: BSRMS-1P

PHASE 1 BUILDINGS

BUILDING A	24,584 SQ. FT.
BUILDING B	19,008 SQ. FT.
BUILDING C	5,407 SQ. FT.
BUILDING D	28,330 SQ. FT.
BUILDING E	14,698 SQ. FT.
BUILDING F	24,793 SQ. FT.
TOTAL PHASE 1	107,820 SQ. FT.

PHASE 2 BUILDINGS

BUILDING G	49,500 SQ. FT.
TOTAL PHASE 2	49,500 SQ. FT.
TOTAL PHASES 1-2	157,320 SQ. FT.

LOT COVERAGE

BUILDING COVERAGE	131,751 SQ. FT. (57.8%)
PARKING AREA (1)	147,267 SQ. FT. (70.8%)
LANDSCAPED AREA	16,077 SQ. FT. (7.6%)
TOTAL	295,095 SQ. FT. (142.2%)

(1) INCLUDES DRIVEWAYS & PARKING AREAS

GENERAL NOTES

- 1- PARCEL IS NOT SUBJECT TO LIQUIDATION
 - 2- PARCEL IS NOT WITHIN A SPECIAL STUDIES ZONE
 - 3- PARCEL IS NOT SUBJECT TO OVERFLOW, INUNDATION OR FLOOD HAZARD
 - 4- PARCEL IS NOT WITHIN A FEMA MAPPED FLOODPLAIN AND FLOODWAY, INCLUDING ZONE DESIGNATIONS
- NOTE:
 CONCISE CIRCLE TO BE ABANDONED AND REPLACED WITH LOT # 4 PUBLIC 44' WIDE ACCESS (AS SHOWN FOR PARCEL 1) OF P1422199 P1417077-2-62 AND PUBLIC UTILITY EASEMENT

EASEMENTS

SEE GRADING PLAN FOR LOCATION OF ALL EASEMENTS

LEGAL DESCRIPTION

PARCELS 1 THROUGH 7 AS SHOWN BY PARCELS MAP NO. 22199 RECORDS IN BOOK 170, PAGES 13 THROUGH 16 OF PARCELS MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA

SITE DATA

ASSESSOR'S PARCEL NUMBERS
 # 96000003 THROUGH 96000011
 TOWN 3907 RANGE
 17S 1205 S 1/4
 THOMAS BROS. MAP COORDINATES
 PAGE 929-B1

SCHOOL DISTRICT

TEHACHA VALLEY UNITED

FEMA MAPPED FLOODPLAIN

FEMA MAP NOT PRINTED FOR PROJECT AREA

UTILITY PURVEYORS

WATER / SEWER:
 BAWD
 2210 TRIMBLE RD.
 P.O. BOX 1300
 RIVERSIDE, CA 92577-8500
 (951) 424-9499

CABLE:
 TIMES WARNER CABLE
 (800) 465-1000

GAS:
 SOUTHERN CALIFORNIA GAS
 1181 WILSON AVE.
 RIVERSIDE, CA 92574
 (951) 422-0235

ELECTRIC:
 SOUTHERN CALIFORNIA
 Edison
 28100 AERIFREE RD.
 RIVERSIDE, CA 92583
 (951) 455-4353

TELEPHONE:
 VERIZON
 115 0TH ST.
 RIVERSIDE, CA 92573
 (951) 455-4353

PROJECT NOTES

1. NOT WITHIN A SPECIFIC PLAN.
2. NOT IN AN HISTORIC OR PRESERVATION DISTRICT.
3. THIS TENTATIVE MAP INCLUDES THE ENTIRE CONTIGUOUS OWNERSHIP OF THE LAND DE LOSE.
4. PROJECT IS LOCATED WITHIN COUNTY SERVICE AREA 156.
5. THE SITE IS NOT LOCATED ON ANY KNOWN ACTIVE, POTENTIALLY ACTIVE, OR INACTIVE FAULT TRACES.
6. THE SITE IS NOT SUBJECT TO LIQUIDATION OR OTHER GEOLOGIC HAZARDS OR WITHIN A SPECIAL STUDY ZONE.
7. THE SITE IS NOT LOCATED WITHIN A FEMA FLOOD ZONE AND FEMA MAP IS NOT PRINTED FOR THIS AREA.
8. SEE TPA 370283 PRELIMINARY GRADING PLAN FOR ADDITIONAL ON-SITE INFORMATION.
9. PROPOSED IMPROVEMENT SCHEDULE "A".

SHEET INDEX

- 1- SITE PLAN
- 2- UNDER FLOOR PLAN
- 3- ROOF PLAN
- 4- OFFICE FLOOR PLAN / OFFICE ELEVATIONS
- 5- ELEVATIONS
- 6- ELEVATIONS
- 7- ELEVATIONS
- 8- BLDG G (PHASE II)
- 9- PRELIMINARY GRADING PLAN
- 10- TENTATIVE PARCELS MAP FOR REFERENCE ONLY
- 11- PRELIMINARY LANDSCAPE PLAN

FRENCH VALLEY SELF STORAGE
 COUNTY OF RIVERSIDE, CA

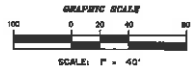
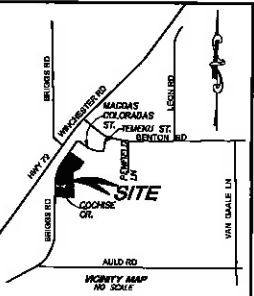
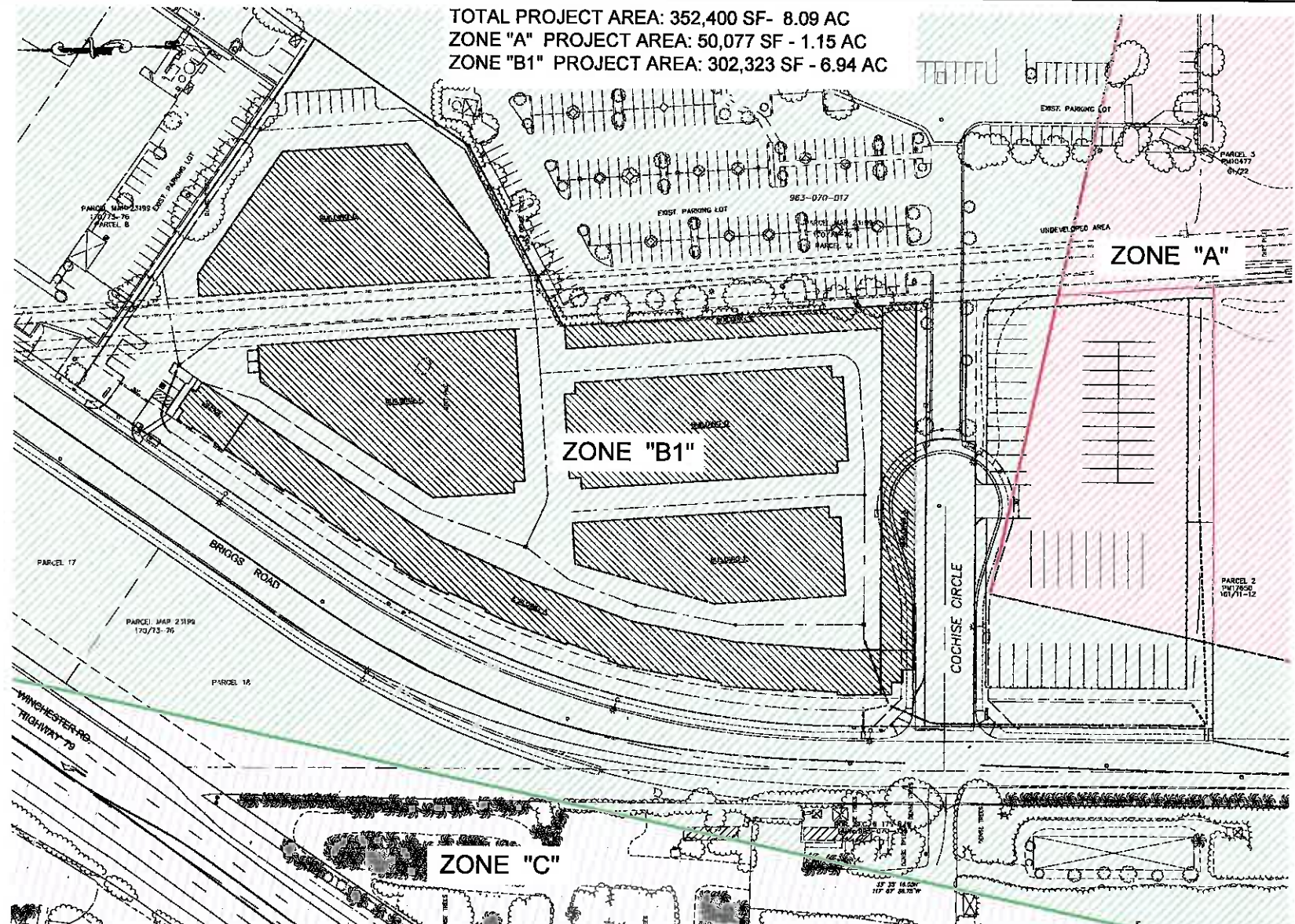
SITE PLAN

DATE	REVISIONS

5/13/2014
 15-40



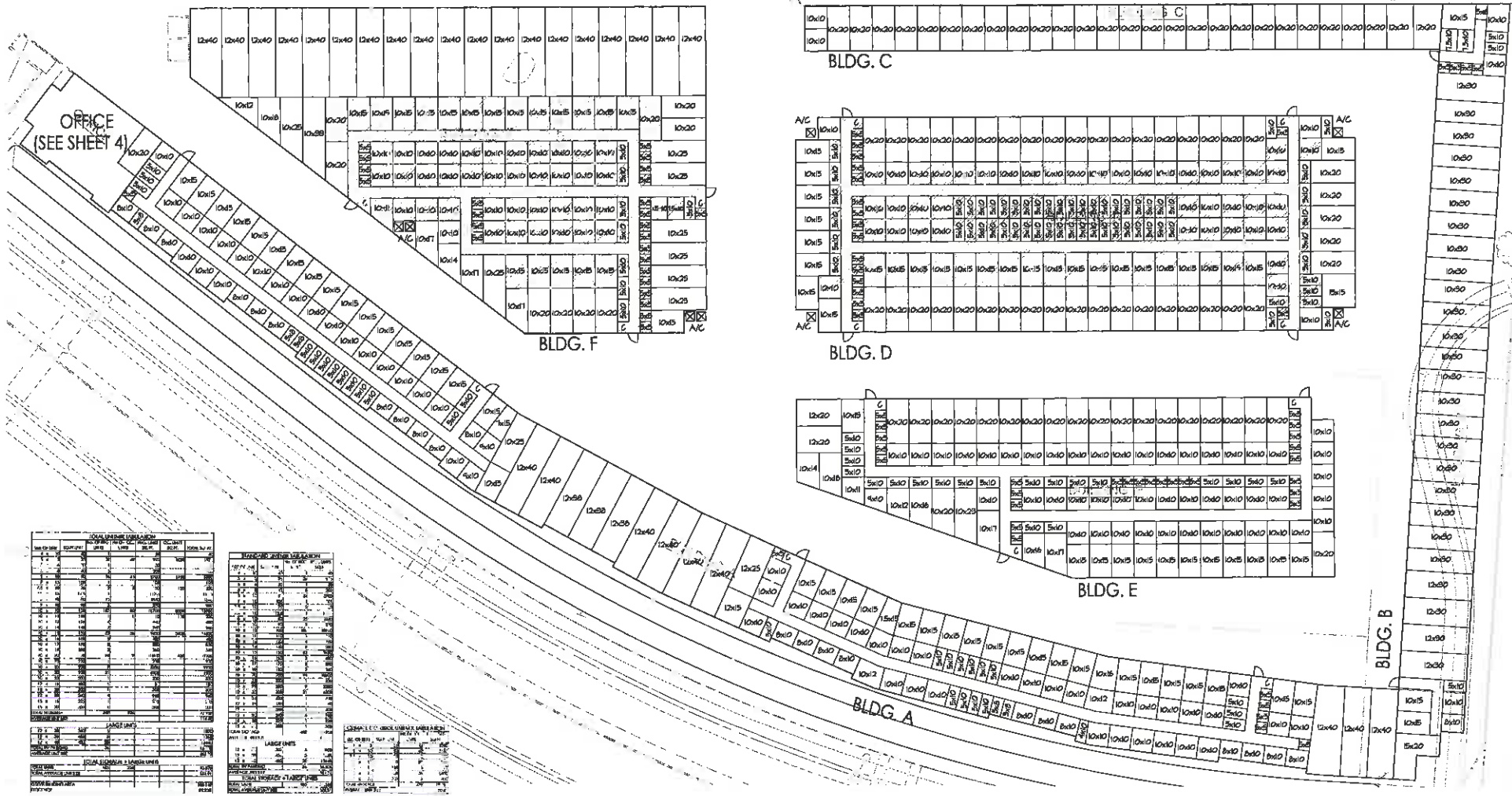
TOTAL PROJECT AREA: 352,400 SF- 8.09 AC
 ZONE "A" PROJECT AREA: 50,077 SF - 1.15 AC
 ZONE "B1" PROJECT AREA: 302,323 SF - 6.94 AC



PREPARED BY:
HLC CIVIL ENGINEERING
 39281 VIA CADIZ
 MURRIETA, CA 92563
 (951)940-0957 Email: hlc.eng@verizon.net

DATE	REVISION

FRENCH VALLEY AIRPORT
 AIRPORT LANDING ZONE
 TENTATIVE PARCEL MAP NO. 37082
 &
 PLOT PLAN 25688
 FRENCH VALLEY SELF-STORAGE



UNIT NO.	UNIT SIZE	AREA (SQ. FT.)	PERCENTAGE	DATE
101	10x10	100	1.0	
102	10x10	100	1.0	
103	10x10	100	1.0	
104	10x10	100	1.0	
105	10x10	100	1.0	
106	10x10	100	1.0	
107	10x10	100	1.0	
108	10x10	100	1.0	
109	10x10	100	1.0	
110	10x10	100	1.0	
111	10x10	100	1.0	
112	10x10	100	1.0	
113	10x10	100	1.0	
114	10x10	100	1.0	
115	10x10	100	1.0	
116	10x10	100	1.0	
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119	10x10	100	1.0	
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122	10x10	100	1.0	
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197	10x10	100	1.0	
198	10x10	100	1.0	
199	10x10	100	1.0	
200	10x10	100	1.0	

CLIMATE CONTROL UNITS

FRENCH VALLEY SELF STORAGE

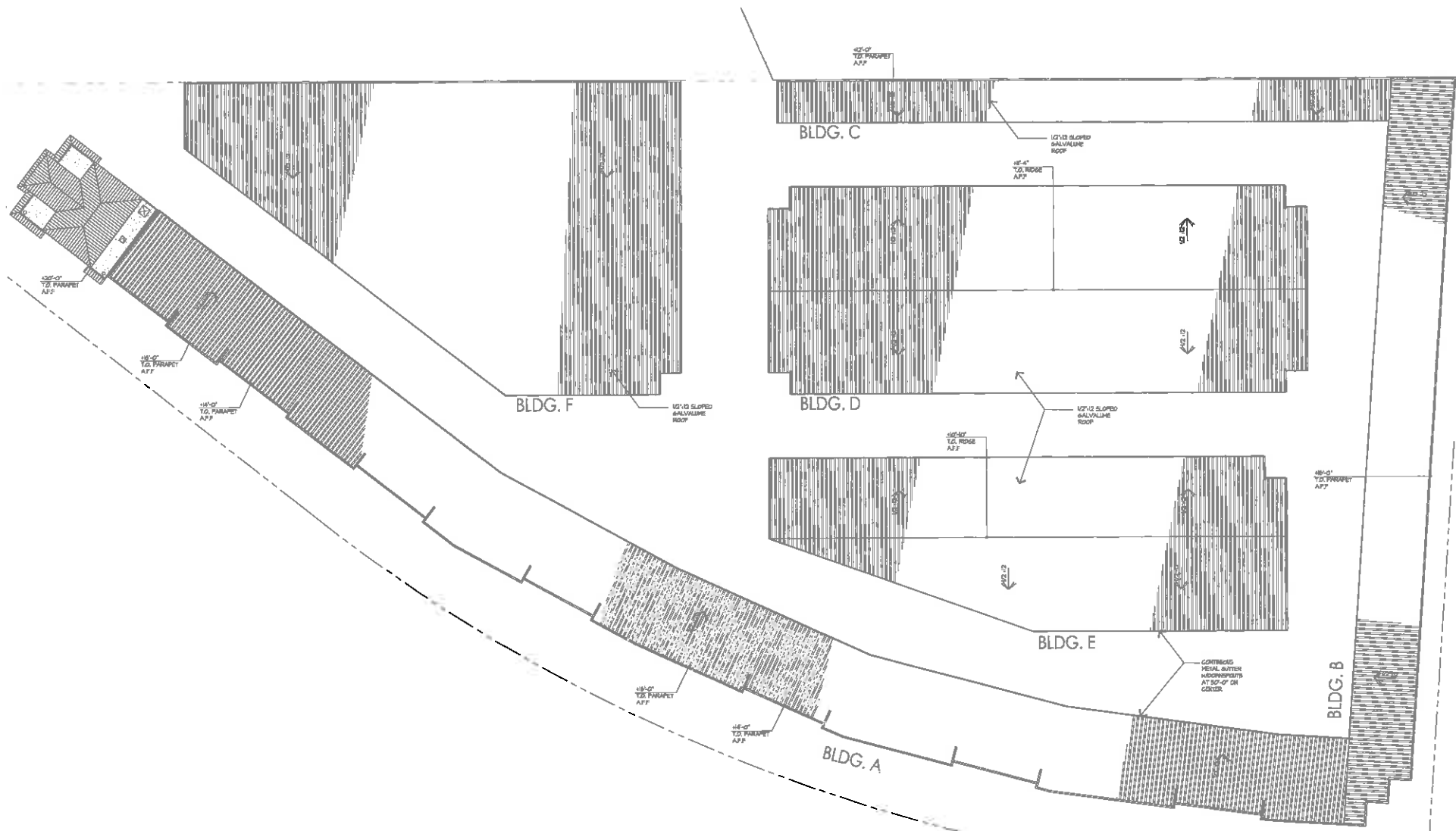
COUNTY OF RIVERSIDE, CA

UNITMIX

NO.	DATE	REVISIONS

5/13/2016
15-00

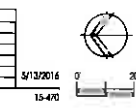




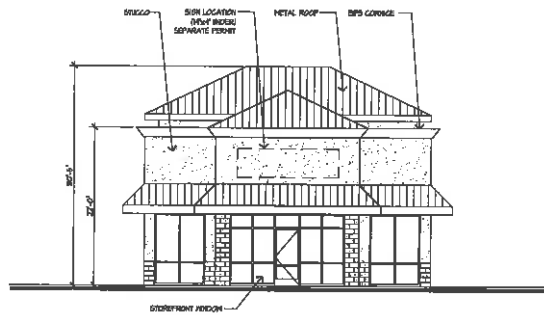
FRENCH VALLEY SELF STORAGE
 COUNTY OF RIVERSIDE, CA

ROOF PLAN

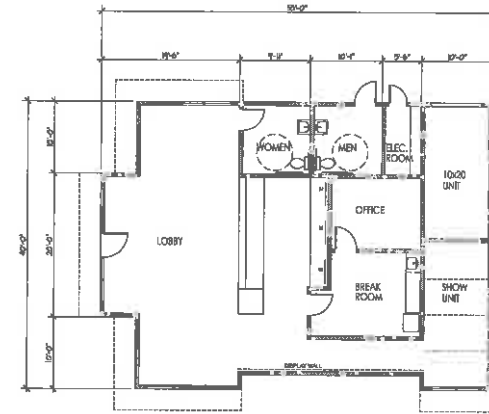
NO.	DATE	REVISIONS



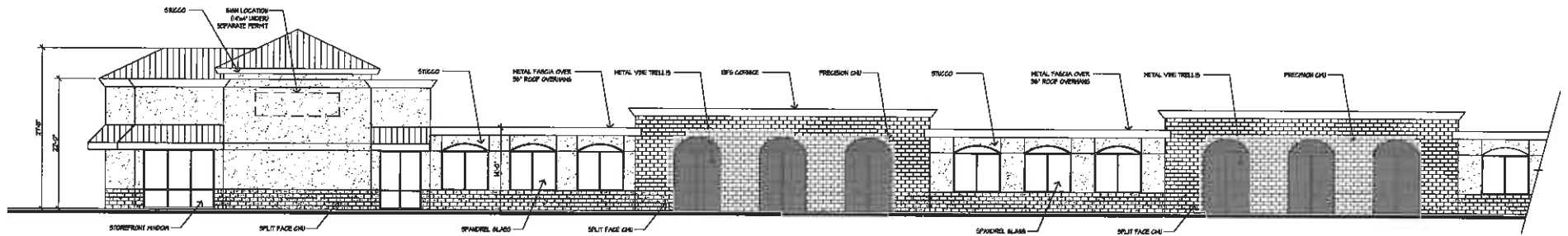
VALLI ARCHITECTURAL GROUP
 27405 PUEBLO REAL 9226 PUEBLO, CA 92468
 TEL: 951-344-1777 FAX: 951-344-1777
 www.valligrp.com



OFFICE NORTH ELEVATION



OFFICE FLOOR PLAN



OFFICE & BUILDING A WEST ELEVATION

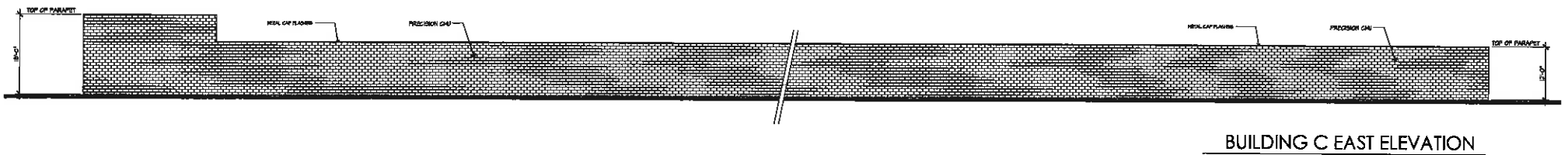
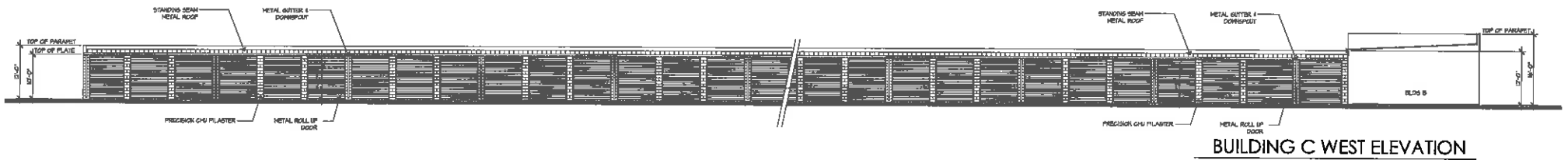
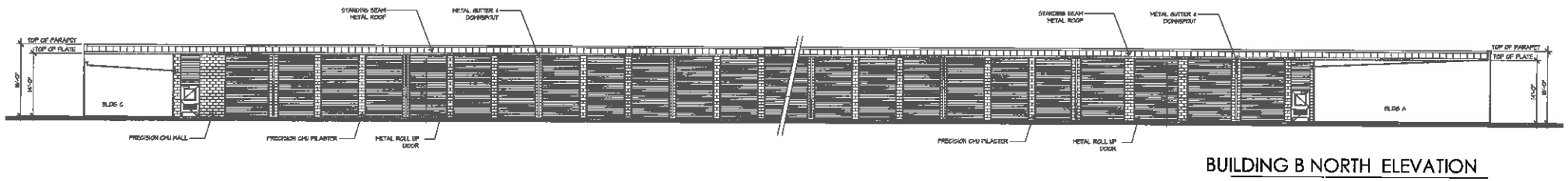
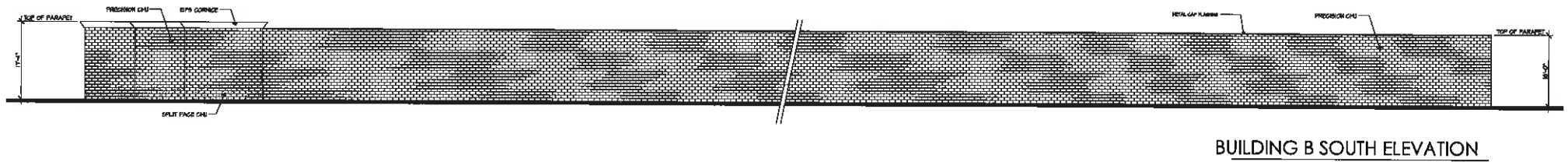
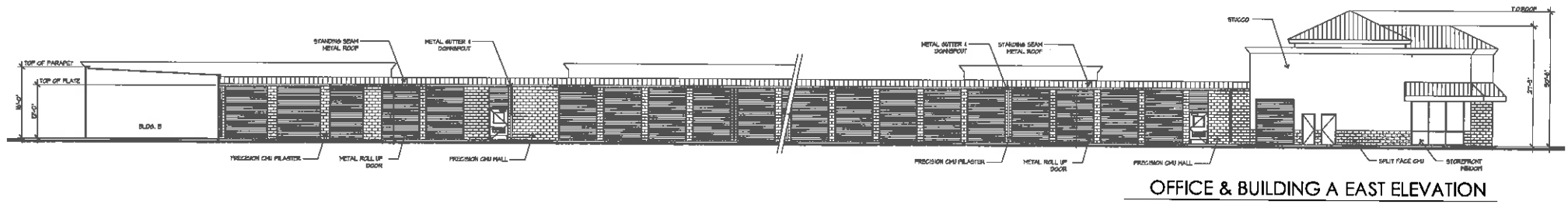
FRENCH VALLEY SELF STORAGE
COUNTY OF RIVERSIDE, CA

OFFICE FLOOR PLAN & ELEVATIONS

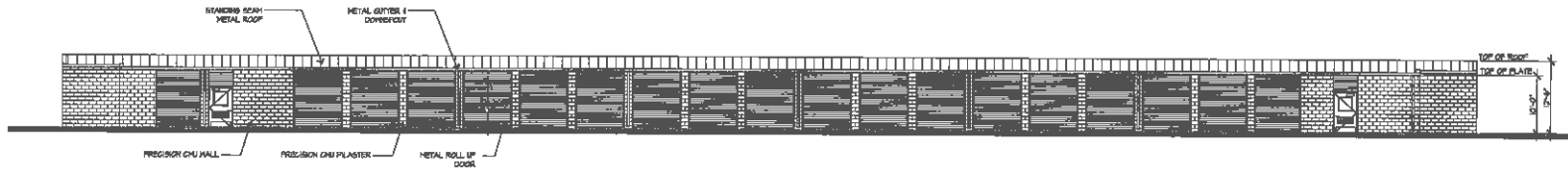
MARK	BY	DATE	REVISIONS

5/13/2016
SCALE: 1/8" = 1'-0"
15-470

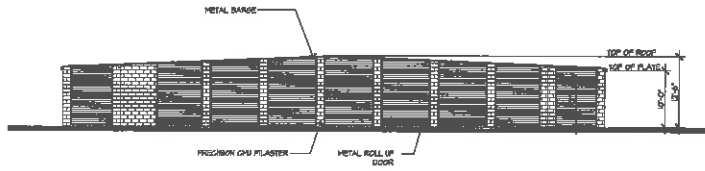




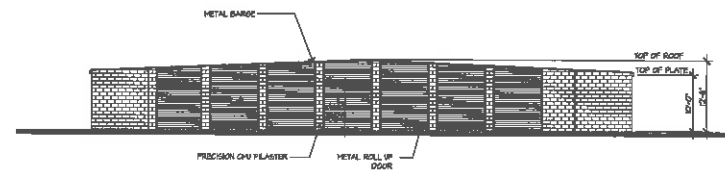
MARK	BY	DATE	REVISIONS



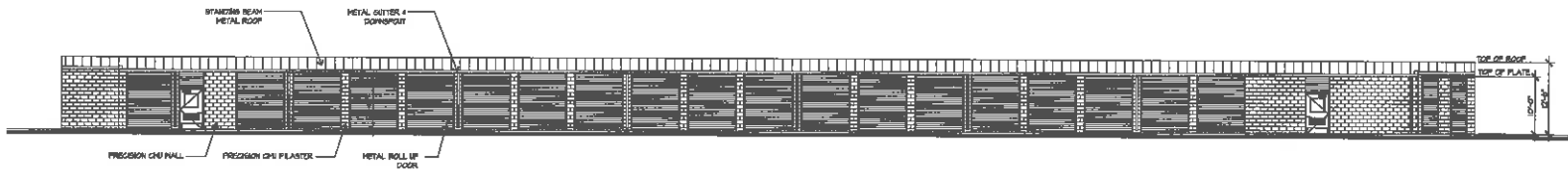
BUILDING D EAST ELEVATION



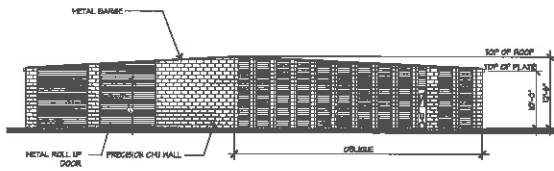
BUILDING D SOUTH ELEVATION



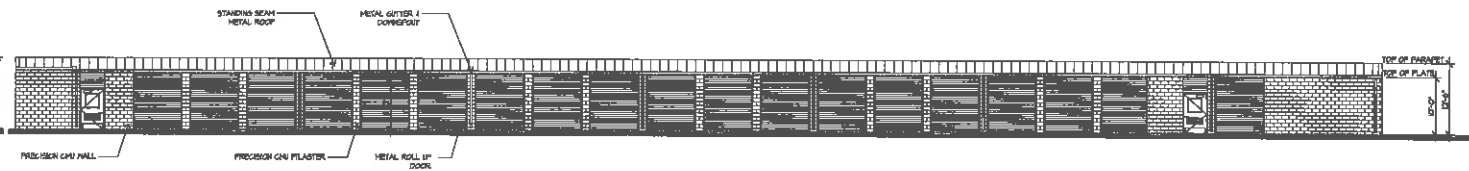
BUILDING D NORTH ELEVATION



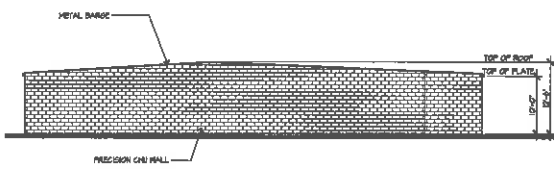
BUILDING D WEST ELEVATION



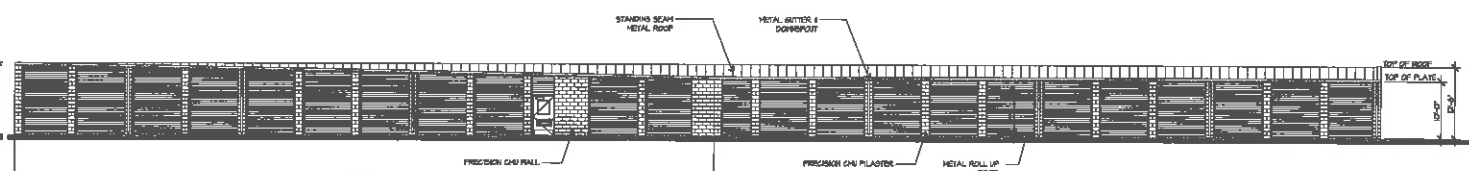
BUILDING E NORTH ELEVATION



BUILDING E EAST ELEVATION



BUILDING E SOUTH ELEVATION



BUILDING E WEST ELEVATION

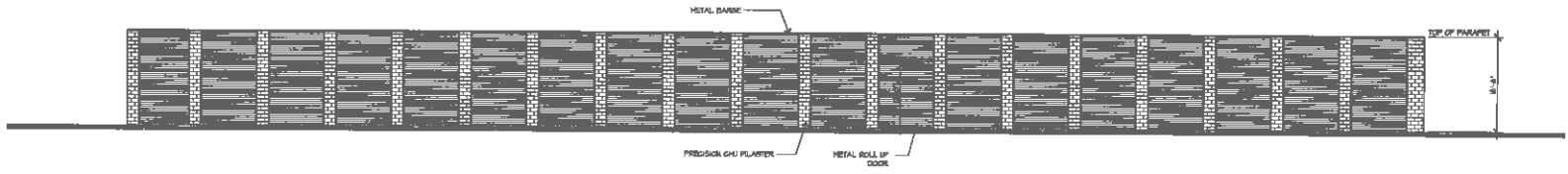
FRENCH VALLEY SELF STORAGE
 COUNTY OF RIVERSIDE, CA

ELEVATIONS - BLDGS D & E

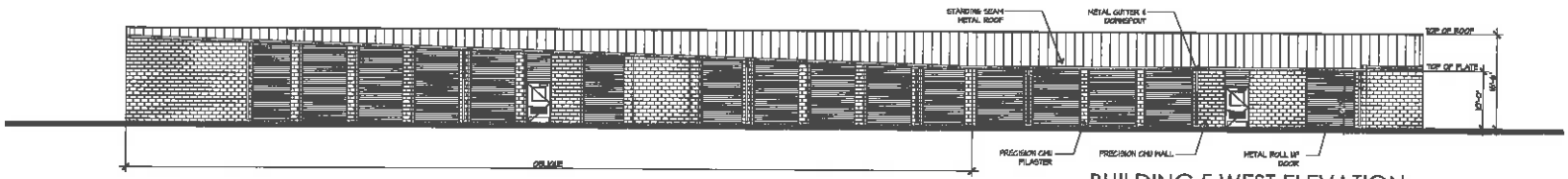
MARK	BY	DATE	REVISIONS

5/13/2016
 SCALE: 1" = 20'-0"
 15-470

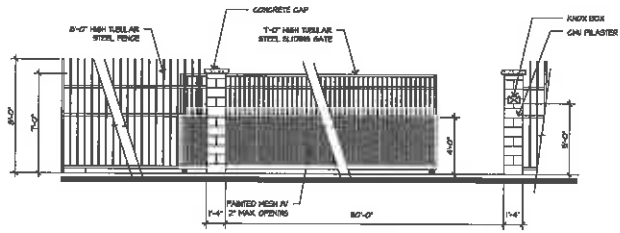




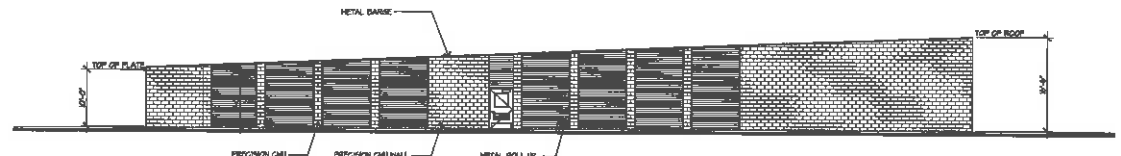
BUILDING F EAST ELEVATION



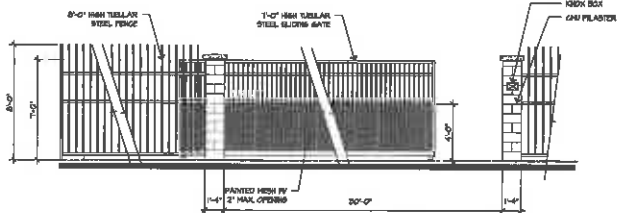
BUILDING F WEST ELEVATION



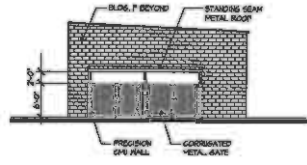
ENTRY GATE & FENCE
SCALE: 1/4" = 1'-0"



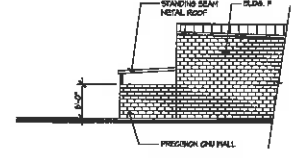
BUILDING F SOUTH ELEVATION



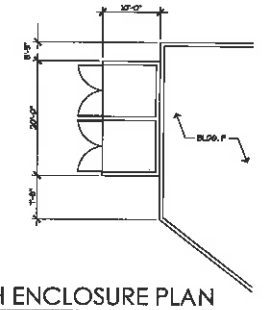
RV ENTRY GATE & FENCE
SCALE: 1/4" = 1'-0"



FRONT ELEVATION



SIDE ELEVATION



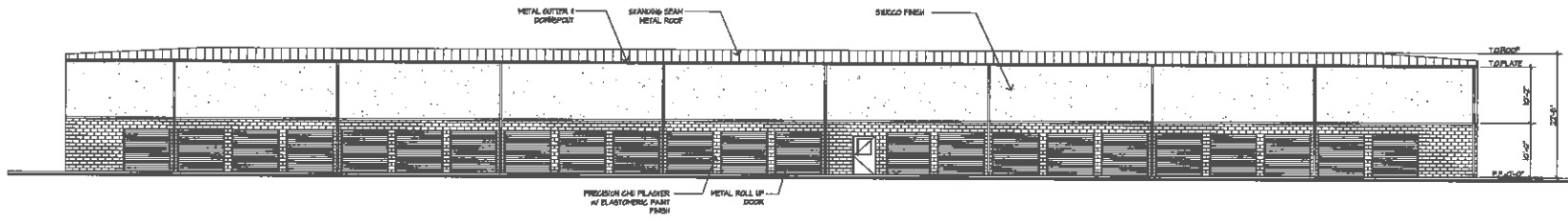
TRASH ENCLOSURE PLAN

FRENCH VALLEY SELF STORAGE ELEVATIONS - BLDG F, TRASH, GATE & FENCES
COUNTY OF RIVERSIDE, CA

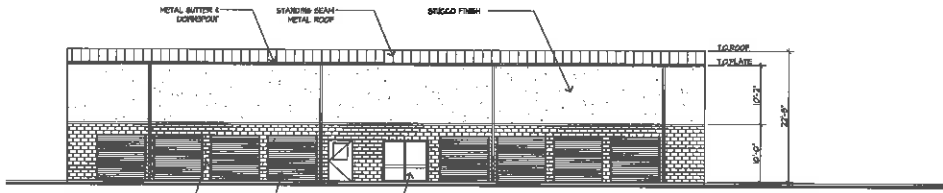
MARK	BY	DATE	REVISIONS

SCALE: 1" = 20'-0"
5/13/2016
15-470

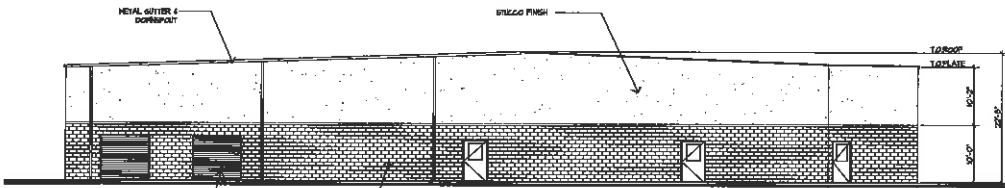




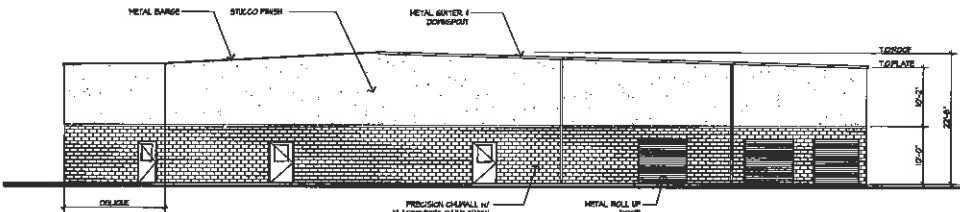
BUILDING G WEST ELEVATION



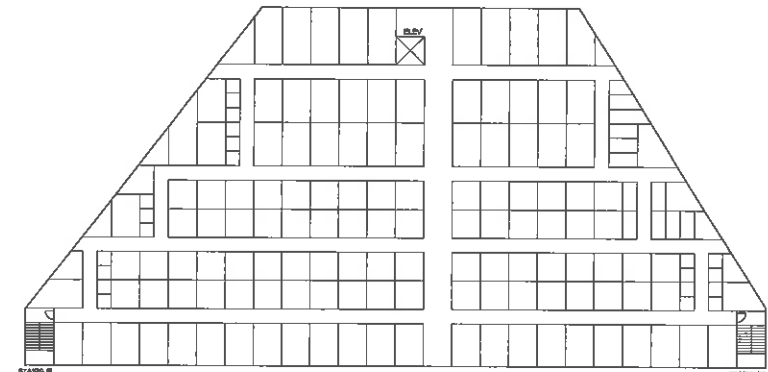
BUILDING G EAST ELEVATION



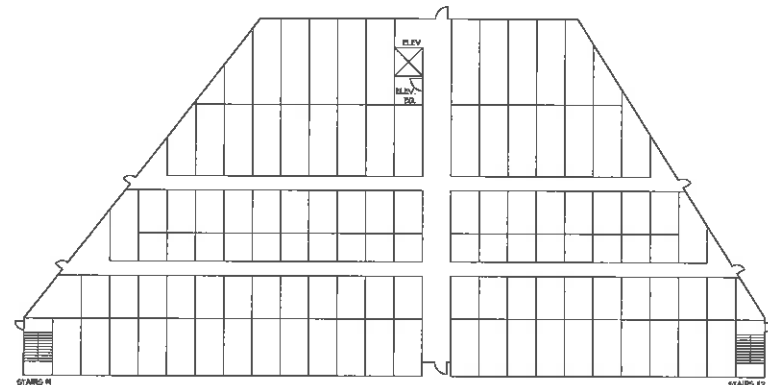
BUILDING G NORTH EAST ELEVATION



BUILDING G SOUTH WEST ELEVATION



BLDG. G SECOND FLOOR



BLDG. G FIRST FLOOR

FRENCH VALLEY SELF STORAGE
 COUNTY OF RIVERSIDE, CA

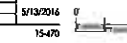
BUILDING G (PHASE II)

REPRESENTATION ONLY - FLOOR PLANS TO BE DETERMINED BY MARKET DEMAND AT A FUTURE DATE

MARK	BY	DATE	REVISIONS

5/13/2016

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





METAL ROOF AT OFFICE MBCI SIGNATURE 300
"CLASSIC GREEN"



METAL TRELLIS, AWNING, ROOF FASCIAS
SHERWIN WILLIAMS: "DERBYSHIRE" #SW 6741



ROOF CORNICES:
KINGSPAN "BRIGHT SILVER"



BASE CMU WALL COLOR
SHERWIN WILLIAMS: "TEA CHEST" #SW 6103



UPPER CMU WALL COLOR
SHERWIN WILLIAMS: " SANDS OF TIME" #SW6101



STUCCO WALL
SHERWIN WILLIAMS: "PACER WHITE" #SW6098



METAL ROOF AT STORAGE BUILDINGS:
MAKO STEEL: "GALVALUME"



ROLL -UP STORAGE SPACE DOORS:
JANUS INTERNATIONAL: " FOREST GREEN "



GLAZING AND SPANDREL GLASS
PGG "SOLAR BRONZE"

MATERIALS AND COLORS
FRENCH VALLEY SELF STORAGE
COUNTY OF RIVERSIDE, CA

5/13/2016

2015-470



OFFICE NORTH ELEVATION

MATERIALS & COLORS

- METAL ROOF AT OFFICE: MCCI SIGNATURE 300 "CLASSIC GREEN"
- METAL TRELLIS, AWNING, ROOF FASCIAS SHERWIN WILLIAMS: "DERBYSHIRE" #SW 674
- ROOF CORNICES: KINGSFAN "BRIGHT SILVER"
- BASE CMU WALL COLOR SHERWIN WILLIAMS: "TEA CHEST" #SW 6103
- UPPER CMU WALL COLOR SHERWIN WILLIAMS: "SANDS OF TIME" #SW 6101
- STUCCO WALL SHERWIN WILLIAMS: "PACER WHITE" #SW 6098
- METAL ROOF AT STORAGE BUILDINGS: MAKO STEEL: "GALVALUME"
- ROLL-UP STORAGE SPACE DOORS: JANUS INTERNATIONAL: "FOREST GREEN"
- GLAZING AND SPANDREL GLASS FGG "SOLAR BRONZE"



OFFICE & BUILDING A WEST ELEVATION

FRENCH VALLEY SELF STORAGE
COUNTY OF RIVERSIDE, CA

COLOR BOARD & ELEVATIONS

MARK	BY	DATE	REVISION

5/13/2014
SCALE: 1/8" = 1' 0" 15-4/8



B

27425 PURITA BEAL #933 P.O. 949 548-1777
MISSION VIEJO, CA 92691 a1b@valliarch.com



OFFICE NORTH ELEVATION

MATERIALS & COLORS

- METAL ROOF AT OFFICE/MPCI SIGNATURE 300 "CLASSIC GREEN"
- METAL TRELLIS, AWNING, ROOF FASCIA'S SHERWIN WILLIAMS: "DERBYSHIRE" #SW 674"
- ROOF CORNICES: KINGSPAN "BRIGHT SILVER"
- BASE CMU WALL COLOR SHERWIN WILLIAMS: "TEA CHEST" #SW 6103
- UPPER CMU WALL COLOR SHERWIN WILLIAMS: "SANDS OF TIME" #SW6101
- STUCCO WALL SHERWIN WILLIAMS: "PACER WHITE" #SW6098
- METAL ROOF AT STORAGE BUILDINGS: MAKO STEEL: "GALVALUME"
- ROLL-UP STORAGE SPACE DOORS: JANUS INTERNATIONAL: "FOREST GREEN"
- GLAZING AND SPANDREL GLASS PGG "SOLAR BRONZE"



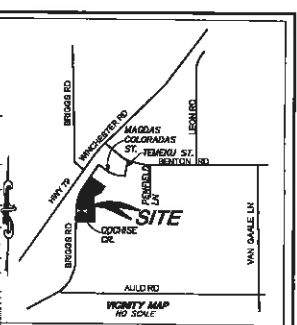
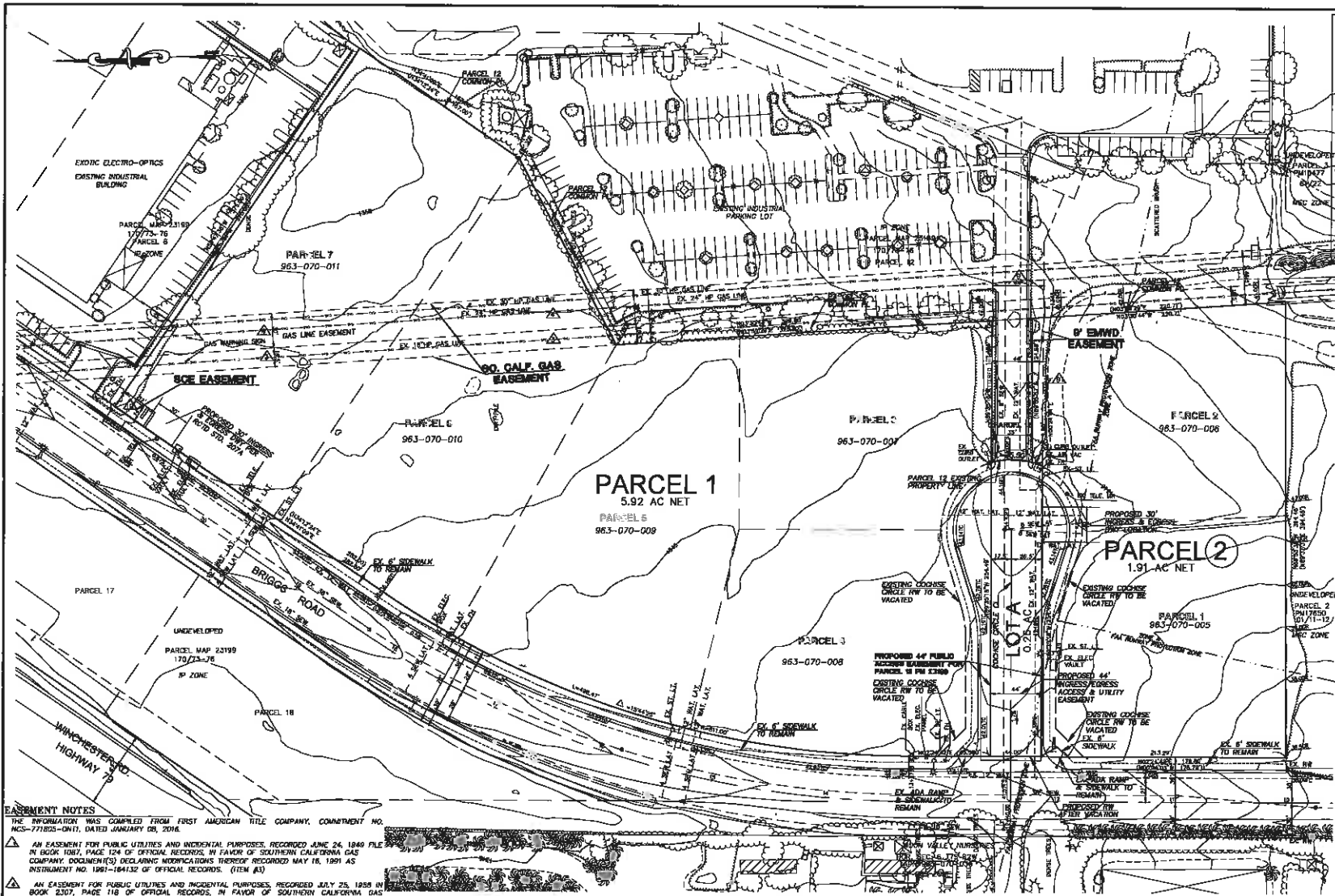
OFFICE & BUILDING A WEST ELEVATION

FRENCH VALLEY SELF STORAGE
 COUNTY OF RIVERSIDE, CA

COLOR BOARD & ELEVATIONS

MARK	BY	DATE	REVISION

5/13/2016
 SCALE: 1/8" = 1'-0" 15 4/0



LEGEND

- EXISTING PARCEL LINES
- PROPOSED PARCEL LINE
- - - EASEMENT LINES
- - - EXISTING RIGHT OF WAY TO BE VACATED

UTILITY PURVEYORS

WATER/SEWER:
 5340
 2270 TRUMBULL RD.
 PERRIS, CA 92572-8300
 (909) 428-3883

CABLE:
 TIMES WARNER CABLE
 (951) 805-1000

SOUTHERN CALIFORNIA GAS:
 1901 WILSONA AVE.
 RIVERSIDE, CA 92574
 (909) 427-2200

ELECTRIC:
 SOUTHERN CALIFORNIA
 Edison
 28100 MENEFEE RD.
 RIVERSIDE, CA 92508
 (909) 695-4535

SCHOOL DISTRICT
 TEMECULA VALLEY UNIFIED

FEMA MAPPED FLOODPLAIN
 FEMA MAP NOT PRINTED FOR PROJECT AREA

PROJECT AREA

NET	GROSS
PARCEL 1 5.92 AC	6.68 AC
PARCEL 2 1.91 AC	2.10 AC
LOT A 0.26 AC	0.26 AC
LOT B 0.26 AC	0.26 AC
TOTAL 8.09 AC	9.04 AC

LAND USE DESIGNATION
 EXISTING: BP
 PROPOSED: BP

ZONING
 EXISTING: BP
 PROPOSED: BP

THOMAS BROS. MAP COORDINATES
 PAGE 829, B1

TOWNSHIP/RANGE
 77S 22W SEC 6

ASSESSOR'S PARCEL NUMBERS
 963-070-003 THROUGH 963-070-011

LEGAL DESCRIPTION
 PARCELS 1 THROUGH 7 AS SHOWN BY PARCEL MAP NO. 31789 RECORDED IN BOOK 170, PAGES 23 THROUGH 76 OF PARCEL MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA

APPLICANT/OWNER
 OTHER: FV/LLC
 APPLICANT:
 THE PARKSON GROUP
 43381 KALMA STREET, STE 200
 MERRIETTA, CA 92562
 CONTACT:
 Dan Long
 DEPUTY DIRECTOR OF DEVELOPMENT
 (951) 800-2367
 dlong@parksongroup.com

LEGAL DESCRIPTION
 PARCELS 1-7, PARCELS 13-14 AND PARCELS 16-18 AS SHOWN BY PARCEL MAP NO. 23189 RECORDED IN BOOK 170, PAGES 23 THROUGH 76 OF PARCEL MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA

EASEMENT NOTES
 THE INFORMATION WAS COMPILED FROM FIRST AMERICAN TITLE COMPANY, COMMITMENT NO. MCS-771825-0011, DATED JANUARY 08, 2016.

1. AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED JUNE 24, 1946 FILE IN BOOK 1004, PAGE 124 OF OFFICIAL RECORDS, IN FAVOR OF SOUTHERN CALIFORNIA GAS COMPANY DOCUMENT(S) DECLARING MODIFICATIONS THEREOF RECORDED MAY 16, 1991 AS INSTRUMENT NO. 1991-184132 OF OFFICIAL RECORDS. (ITEM #3)

2. AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED JULY 25, 1958 IN BOOK 2307, PAGE 118 OF OFFICIAL RECORDS, IN FAVOR OF SOUTHERN CALIFORNIA GAS COMPANY. (ITEM #4)

3. THE TERMS, PROVISIONS AND EASEMENTS(S) CONTAINED IN THE DOCUMENT ENTITLED "AMERICAN EASEMENT" RECORDED MAY 15, 1991 AS INSTRUMENT NO. 163973 OF OFFICIAL RECORDS, BLANKET IN NATURE (ITEM #5)

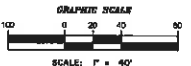
4. AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED NOVEMBER 25, 1997 AS INSTRUMENT NO. 408207 OF OFFICIAL RECORDS, IN FAVOR OF EASTERN MUNICIPAL WATER DISTRICT, A MUNICIPAL WATER DISTRICT, ITS SUCCESSORS AND ASSIGNS, DOCUMENT(S) DECLARING MODIFICATIONS THEREOF RECORDED FEBRUARY 10, 1995 AS INSTRUMENT NO. 044724 OF OFFICIAL RECORDS. (ITEM #6)

5. AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED JANUARY 29, 1992 AS INSTRUMENT NO. 1982-01080 OF OFFICIAL RECORDS IN FAVOR OF SOUTHERN CALIFORNIA Edison COMPANY, A CORPORATION ITS SUCCESSORS AND ASSIGNS. (ITEM #10)

6. WATER RIGHTS, CLAIMS OR TITLE TO WATER, WHETHER OR NOT SHOWN BY THE PUBLIC RECORDS.

- PROJECT NOTES**
1. NOT WITHIN A SPECIFIC PLAN.
 2. NOT IN AN HISTORIC OR PRESERVATION DISTRICT.
 3. THE TENTATIVE MAP INCLUDES THE ENTIRE CONTIGUOUS OWNERSHIP OF THE LAND DIVIDER.
 4. PROJECT IS LOCATED WITHIN COUNTY SERVICE AREA 182.
 5. THE SITE IS NOT LOCATED ON ANY KNOWN ACTIVE, POTENTIALLY ACTIVE, OR INACTIVE FAULT TRACES.
 6. THE SITE IS NOT SUBJECT TO LIQUEFACTION OR OTHER GEOLGIC HAZARDS OR WITHIN A SPECIAL STUDY ZONE.
 7. THE SITE IS NOT LOCATED WITHIN A FEMA FLOOD ZONE AND FEMA MAP IS NOT PUBLISHED FOR THIS AREA.
 8. SEE TPA 37063 PRELIMINARY GRADING PLAN FOR ADDITIONAL ON-SITE INFORMATION.
 9. PROPOSED IMPROVEMENT SCHEDULE "C".

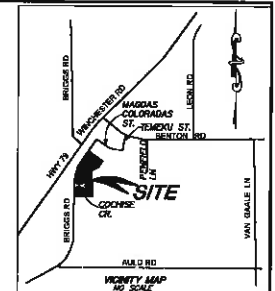
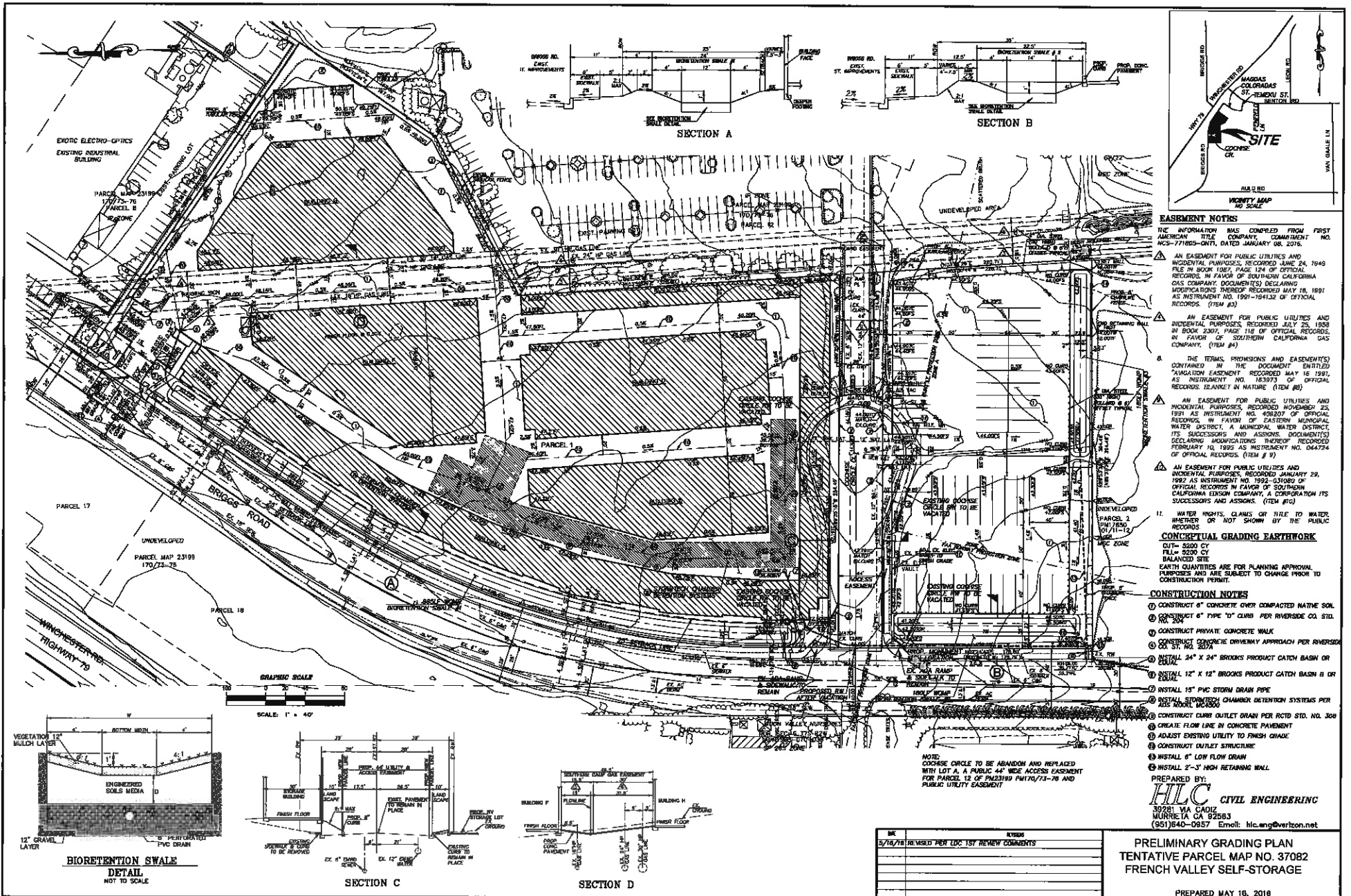
NOTE:
 COOURSE CIRCLE TO BE ABANDON AND REPLACED WITH LOT A, A PUBLIC 44' WIDE ACCESS EASEMENT FOR PARCEL 12 OF PMP2389 PMP10/73-76 AND PUBLIC UTILITY EASEMENT



PREPARED BY:
HLC
 CIVIL ENGINEERING
 39281 VIA CADIZ
 MURRIETA CA 92563
 (951)640-0957 Email: hlc.eng@verizon.net

DATE	REVISIONS
5/16/16	ADDED 44' ACCESS/EGRESS NOTE & LEGEND

FRENCH VALLEY SELF-STORAGE
TENTATIVE PARCEL MAP
NO. 37082
 UPDATED MAY 16, 2016



EASEMENT NOTES

1. THE INFORMATION WAS COMPILED FROM FIRST AMERICAN TITLE COMPANY COMMITMENT NO. NCS-771805-0NT1, DATED JANUARY 08, 2016.

2. AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED JUNE 24, 1949 IN BOOK 2007, PAGE 118 OF OFFICIAL RECORDS, IN FAVOR OF SOUTHERN CALIFORNIA GAS COMPANY DOORWAY, DECLARING MODIFICATIONS THEREOF RECORDED MAY 18, 1991 AS INSTRUMENT NO. 1991-184132 OF OFFICIAL RECORDS. (ITEM #1)

3. AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED JULY 25, 1958 IN BOOK 2307, PAGE 118 OF OFFICIAL RECORDS, IN FAVOR OF SOUTHERN CALIFORNIA GAS COMPANY. (ITEM #4)

4. THE TERMS, PROVISIONS AND EASEMENTS CONTAINED IN THE DOCUMENT ENTITLED "AMALGAMATION AGREEMENT" RECORDED MAY 18, 1991, AS INSTRUMENT NO. 183973 OF OFFICIAL RECORDS. ISANKEET IN NATURE (ITEM #8)

5. AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED NOVEMBER 25, 1991 AS INSTRUMENT NO. 436207 OF OFFICIAL RECORDS, IN FAVOR OF EASTERN METROPOLITAN WATER DISTRICT, A MUNICIPAL WATER DISTRICT. ITS SUCCESSORS AND ASSIGNS, DOCUMENT(S) DECLARING MODIFICATIONS THEREOF RECORDED FEBRUARY 10, 1993 AS INSTRUMENT NO. 044724 OF OFFICIAL RECORDS. (ITEM # 9)

6. AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED JANUARY 29, 1992 AS INSTRUMENT NO. 1992-0309 OF OFFICIAL RECORDS IN FAVOR OF SOUTHERN CALIFORNIA GAS COMPANY CORPORATION AND ITS SUCCESSORS AND ASSIGNS. (ITEM #10)

7. WATER RIGHTS, CLAIMS OR TITLE TO WATER, WHETHER OR NOT SHOWN BY THE PUBLIC RECORDS.

CONCEPTUAL GRADING EARTHWORK

CUT= 5200 CY
 FILL= 5200 CY
 BALANCED SITE

EARTH QUANTITIES ARE FOR PLANNING APPROVAL PURPOSES AND ARE SUBJECT TO CHANGE PRIOR TO CONSTRUCTION PERMIT.

CONSTRUCTION NOTES

- CONSTRUCT 6" CONCRETE OVER COMPACTED NATIVE SOIL
- CONSTRUCT 6" PIPE 10" CURB PER RIVERSIDE CO. STD. NO. 204
- CONSTRUCT PRIVATE CONCRETE WALK
- CONSTRUCT CONCRETE DRIVEWAY APPROACH PER RIVERSIDE CO. STD. NO. 204
- INSTALL 24" X 24" BROOKS PRODUCT CATCH BASIN OR EQUAL
- INSTALL 12" X 12" BROOKS PRODUCT CATCH BASIN OR EQUAL
- INSTALL 15" PVC STORM DRAIN PIPE
- INSTALL SLOTTED CHAMBER DETENTION SYSTEMS PER AISC STANDARD
- CONSTRUCT CURB OUTLET DRAIN PER RCD STD. NO. 308
- CREATE FLOW LINE IN CONCRETE PAVEMENT
- ADJUST EXISTING UTILITY TO FINISH GRADE
- CONSTRUCT OUTLET STRUCTURE
- INSTALL 6" LOW FLOW DRAIN
- INSTALL 2'-3" HIGH RETAINING WALL

CONSTRUCTION NOTES

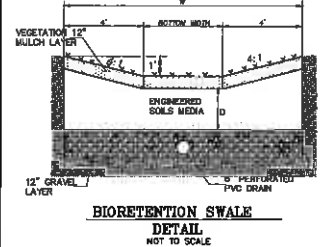
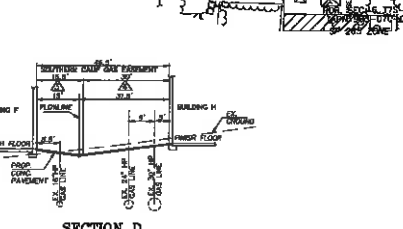
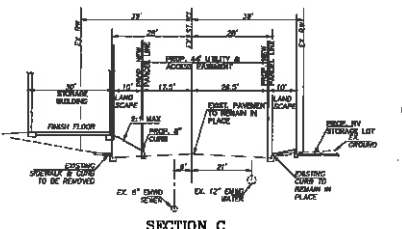
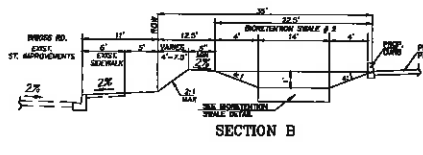
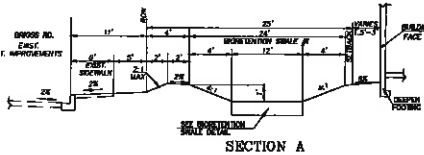
NOTE: COCHISE CIRCLE TO BE ABANDON AND REPLACED WITH LOT A. A PUBLIC 44' WIDE ACCESS EASEMENT FOR PARCEL 12 OF PA23199 PM176/73-78 AND PUBLIC UTILITY EASEMENT

CONSTRUCTION NOTES

1. WATER RIGHTS, CLAIMS OR TITLE TO WATER, WHETHER OR NOT SHOWN BY THE PUBLIC RECORDS.

HLC CIVIL ENGINEERING
 30281 VIA CADIZ
 MURRICA CA 92563
 (951)540-0657 Email: hlc_eng@verizon.net

PRELIMINARY GRADING PLAN
 TENTATIVE PARCEL MAP NO. 37082
 FRENCH VALLEY SELF-STORAGE
 PREPARED MAY 16, 2018



DATE	REVISION
5/16/18	REMOVED PER LDC 1ST REVIEW COMMENTS

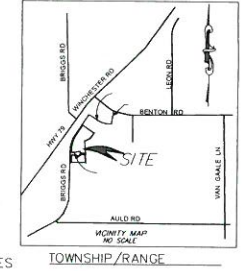
TENTATIVE PARCEL MAP NO. 37082 FRENCH VALLEY SELF-STORAGE

APPLICANT/OWNER
OWNER: FVP, LLC
APPLICANT: THE RANCON GROUP
4181 HALAMA STREET, STE 200
MURRETTA, CA 92562
CONTACT: DAN LONG
SENIOR DIRECTOR OF DEVELOPMENT
(951) 200-2367
danl@rancongroup.com

PROJECT AREA
PARCEL 1: 5.92 AC
PARCELS 2: 1.91 AC
LOT: 0.25 AC
TOTAL: 8.09 AC

LAND USE DESIGNATION
EXISTING: DP
PROPOSED: DP

ZONING
EXISTING: JP
PROPOSED: P



THOMAS BROS. MAP COORDINATES
PAGE 928, B1

ASSESSOR'S PARCEL NUMBERS
963-070-005 THROUGH 963-070-011

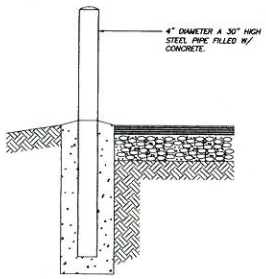
LEGAL DESCRIPTION
PARCELS 1-7, PARCELS 13-14 AND PARCELS 15-18 AS SHOWN BY PARCEL MAP NO. 21168 RECORDED IN BOOK 170, PAGES 73 THROUGH 78 OF THE RECORDS OF REVERSE COUNTY, CALIFORNIA

UTILITY PURVEYORS
WATKINS/SCHEER ENGINEERS
2770 TRIMBLE RD.
P.O. BOX 8000
PERRIS, CA 92572-8300
(909) 428-3693

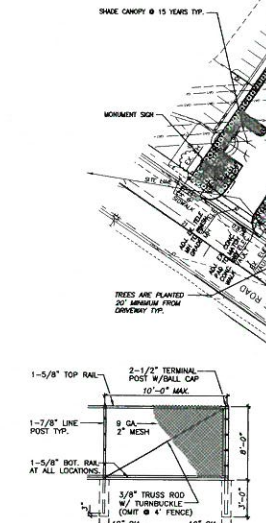
SOUTHERN CALIFORNIA GAS
1881 MILLOONA AVE.
PERRIS, CA 92574
(909) 427-2200

TELEPHONE: VERTON 115 4TH ST. REDLANDS, CA 92373 (800) 855-4555

ELECTRIC: SOUTHERN CALIFORNIA EDISON 2810 HENDER RD. RIMOLAND, CA 92585 (909) 853-4555

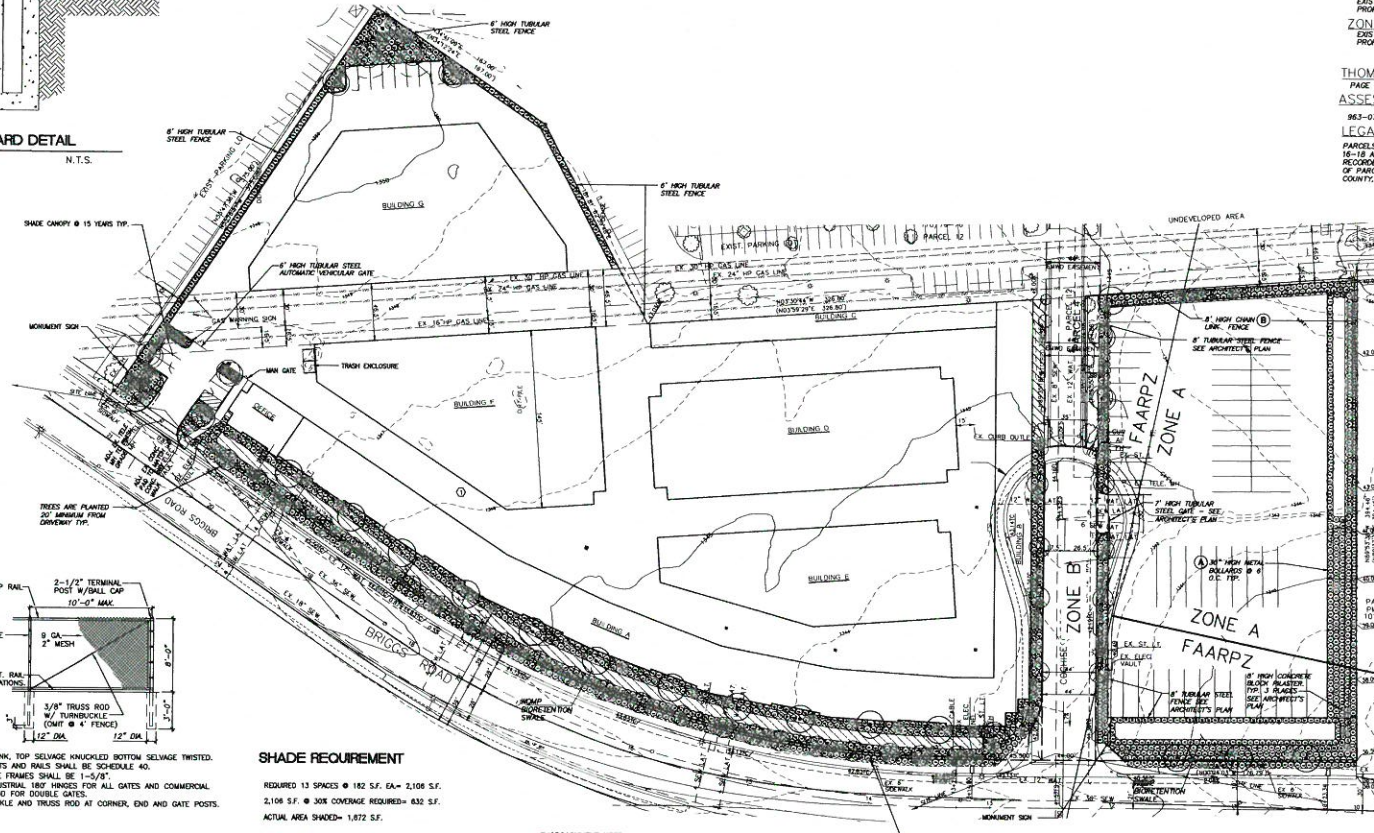


BOLLARD DETAIL
N.T.S.



- CHAIN LINK TOP SELVAE KNUCKLED BOTTOM SELVAE TWISTED.
- ALL POSTS AND RAELS SHALL BE SCHEDULE 40.
- ALL GATE FRAMES SHALL BE 1-5/8" X 2" MESH.
- USE INDUSTRIAL 180° HINGES FOR ALL GATES AND COMMERCIAL DROP ROD FOR DOUBLE GATES.
- TURNBUCKLE AND TRUSS ROD AT CORNER, END AND GATE POSTS.

8" CHAIN LINK FENCE
N.T.S.



SHADE REQUIREMENT
REQUIRED 13 SPACES @ 182 S.F. EA = 2,106 S.F.
2,106 S.F. @ 30% COVERAGE REQUIRED = 632 S.F.
ACTUAL AREA SHADED = 1,872 S.F.

INTERIOR LANDSCAPE REQUIREMENT
REQUIRED 13 SPACES @ 182 S.F. EA = 2,106 S.F.
2,106 S.F. @ 10% COVERAGE REQUIRED = 211 S.F.
ACTUAL AREA = 540 S.F.

ENCROACHMENT NOTE:
THE CONTRACTOR SHALL OBTAIN ALL ENCROACHMENT & SPACING PERMITS PRIOR TO STARTING ANY WORK. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE CLEARANCE COSTS OF ALL UTILITIES. PERMITTEE MUST INFORM COUNTY OF CONSTRUCTION SCHEDULE AT LEAST 48 HOURS PRIOR TO BEGINNING CONSTRUCTION. PHONE: (951) 935-6885

LANDSCAPE NOTES:

- THE FOLLOWING ITEMS WILL BE INCORPORATED INTO THE FINAL LANDSCAPE CONSTRUCTION PLANS AND SPECIFICATIONS:
 - A SHADY CONTAINER W/ AN ET GAGE WITH ACCESS TO REAL-TIME ET (CONTROLLER SHALL BE LIGHT COMMERCIAL RATING MINIMUM)
 - MASTER VALVE AND FLOW SENSOR (EXCEPT FOR PRIVATE RESIDENTIAL LOTS)
 - RAIN SENSING (EXCEPT IF NEEDED)
 - ANTI-DRAIN CHECK VALVES
 - PRESSURE REGULATOR (IF NEEDED)
 - HYDRONAMES WILL BE PROPERLY DESIGNATED
 - NO OVERHEAD IRRIGATION WITHIN 24" OF NON-PERMEABLE SURFACES (NO RESTRICTIONS TO METHOD IF ADJACENT TO PERMEABLE SURFACE W/ NO RUNOFF/OVERSPRAY)
 - SUBSURFACE OF LOW-VOLUME IRRIGATION WILL BE USED FOR IRREGULARLY SHAPED AREAS, OR AREAS LESS THAN 6" IN WIDTH.
 - PROVIDE A 3" LAYER OF MULCH (MIN) IN SHRUB BED AND UNPLANTED AREAS. 2" LAYER OF MULCH IN GRASS/COVER AREAS. 1" LAYER OF SHREDED STABILIZED MULCH FOR SLOPES.
 - TREES SHALL BE SPACED W/ 2-3 STAKES AND 8 TIES PER COUNTY STANDARD DETAILS
 - ROOT BARRIERS SHALL BE INSTALLED FOR TREES WITHIN 6" (MIN) OF HARDSCAPE PER COUNTY STANDARD DETAILS. ROOT BARRIERS SHALL NOT ENCASE THE TREE ROOTBALL, BUT SHALL BE LOCATED AT THE EDGE OF HARDSCAPE AND EXTEND BEYOND CENTER OF TREE
 - MINIMUM 50" x 5" IN EACH DIRECTION
 - TREES SHALL HAVE BREADTH TIES PER COUNTY STANDARD DETAILS.
 - PLANTER ISLANDS ADJACENT TO PARKING SPACES SHALL HAVE A 12" WIDE CONCRETE WALKWAY STRIP INSTALLED ADJACENT TO AND INTERNAL WITH OR DOWNED INTO THE 6" WIDE CURB.

SOIL TESTING (SOIL MANAGEMENT REPORT):
CONTRACTOR SHALL PROVIDE A HORTICULTURAL SOIL ANALYSIS PERFORMED BY A LABORATORY OF THE CALIFORNIA ASSOC. OF AGRICULTURAL LABORATORIES. CONTRACTOR SHALL ADJUST SOIL AMENDMENT RECOMMENDATIONS TO CONFORM TO SOIL ANALYSIS RESULTS AS REQUIRED. SEND THE REPORT TO THE COUNTY ELECTRONICALLY BEFORE THE PRE-LANDSCAPE INSTALLATION INSPECTION.

PLANTING LEGEND

SYMBOL	ABBREVIATION	BOTANICAL NAME	COMMON NAME	SIZE	NUMBER	REMARKS	WATER USE
TREES:							
ARB. MAR.	ARB. MAR.	ARBORETUM MARINA	ARBUTUS	24" BOX	31	DOUBLE STAKE / HEIGHT 8-10' - SPREAD 3'-4" MIN.	L
CCR. OCC.	CCR. OCC.	CERCIS OCCIDENTALIS	WESTERN RED BUD	24" BOX	24	DOUBLE STAKE / HEIGHT 8-10' - SPREAD 3'-4" MIN.	L
CEL. PAR.	CEL. PAR.	CELEBRIS PANDYFLORA	AUSTRALIAN WILLOW	24" BOX	8	DOUBLE STAKE / HEIGHT 8-10' - SPREAD 3'-4" MIN.	L-M
SHRUBS:							
HES. PAR.	HES. PAR.	HESPERALOE PARVIFLORA	RED YUCCA	5 GAL	84	FULL & BUSHY @ 4" O.C.	L
LEU. F. G.C.	LEU. F. G.C.	LEUCOPHYLLUM FRUTICOSUM 'GREEN CLOUD'	GREEN CLOUD TEXAS RANGER	5 GAL	145	FULL & BUSHY @ 5" O.C.	L
ANA. F. Y.R.	ANA. F. Y.R.	ANAGONANTHUS FLAVIDUS 'VELVET RED'	RED KANGAROO PAWNS	1 GAL	-	FULL & BUSHY @ 3" O.C.	L
HET. AMB.	HET. AMB.	HETEROMELES ARBUTIFOLIA	TORON	5 GAL	91	FULL & BUSHY @ 5" O.C.	L
ENC. P. T.P.	ENC. P. T.P.	ERICHONIA PILLARIS 'TWIN PEAKS'	PROSTRATE COYOTE BRUSH	1 GAL	1483	TRIANGULAR SPACING @ 5" O.C.	L
SAL. GRE.	SAL. GRE.	SALVIA GREGGII	RED SAGE	1 GAL	-	FULL & BUSHY @ 3" O.C.	L
JUN. PAT.	JUN. PAT.	JUNONIA PATENS	CALIFORNIA GRAY RUSH	1 GAL	-	3" O.C. TYP. - BROWNISH AREAS ONLY TYP.	M
VINES:							
DES. BUC.	DES. BUC.	DISTICHIS BUCONATORIA	BLOOD-RED TRUMPET VINE	5 GAL	-	ATTACH TO WALL	-
MULCH & GROUNDCOVER:							
WOOD MULCH	WOOD MULCH	FOREST BLEND MULCH	SHREDDED WOOD MULCH	3" MAX. AS REQ'D. 3" DEEP TO ALL PLANTING AREAS - PLANT'S CHOICE (819) 545-4745	-	-	-

ALHAMBRA GROUP
LANDSCAPE ARCHITECTURE
California license #2017
RECREATION FACILITIES PLANNING
41855 Evergreen Circle North, Suite C
Rimoland, CA 92590 (951) 296-8802 FAX 296-6803



NO.	DATE	DESCRIPTION

COMPREHENSIVE LANDSCAPE PLAN
TENTATIVE PARCEL MAP NO. 37082
FRENCH VALLEY SELF-STORAGE

Riverside County Ordinance 888 Landscape Water Use Calculations
FVP Mini Storage Development

1 Maximum Annual Water Allowance (MAWA)
INPUT # of land acres (total of parcels) = 8.09
INPUT # of acres to be irrigated = 0.00
MAWA = 1,800 cfm

2 Estimated Annual Water Use (EAU)

Hydrozone #1
INPUT Plant Factor = 0.00
INPUT # of acres to be irrigated = 0.00
EAU = 0.00 cfm

Hydrozone #2
INPUT Plant Factor = 0.00
INPUT # of acres to be irrigated = 0.00
EAU = 0.00 cfm

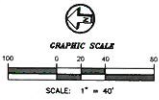
Hydrozone #3
INPUT Plant Factor = 0.00
INPUT # of acres to be irrigated = 0.00
EAU = 0.00 cfm

Hydrozone #4
INPUT Plant Factor = 0.00
INPUT # of acres to be irrigated = 0.00
EAU = 0.00 cfm

Hydrozone #5
INPUT Plant Factor = 0.00
INPUT # of acres to be irrigated = 0.00
EAU = 0.00 cfm

Total EAU = 0.00 cfm
Total MAWA = 1,800 cfm

LANDSCAPE AREA
INCLUDING TREES, SHRUBS & GROUNDCOVER
1.22 ACRES / 53,145 S.F. - 15% OF SITE



APPLICANT'S SIGNATURE _____ DATE _____

Rull, Paul

From: Dan Long <dlong@rancongroup.com>
Sent: Wednesday, May 11, 2016 12:02 PM
To: Rull, Paul
Cc: Dan Long
Subject: RE: FW: ZAP1068FV16 digital exhibits

Paul,

As we recently discussed, we recently just sold a storage facility that is very similar in size to the FVIP Storage, it's actually slightly larger than FVIP. We operated it for nearly a decade. I tasked the manager to pull a random day for each month to determine how many people are on-site per day. Below is a summary

Jan. 26-30 Entries
Feb. 13-33 Entries
March 4-39 Entries
April 15-35 Entries
May 2- 40 Entries
May 8-39 Entries
May 11-38 Entries
May 13-35 Entries
May 16-37 Entries
May 21-42 Entries
May 27-42 Entries
May 31-43 Entries
June 9-40 Entries
July 1-42 Entries
Aug 6-39Entries
Sept. 3-36-Entries
Oct. 14-34Entries
Nov. 17-39 Entries
Dec. 7-32 Entries

Total entries 715, divided by 19 days of the year. Average daily entry is 37.6

We typically have 37.6 visits per day. This is spread over a 24 hour period (although in reality, we could still use a 12 hour window and still be in compliance) so the occupancy at any one time is further reduced. I think this paints a very clear picture that our on-site occupancy at any given time throughout any given day is well below the 40 average and 80 maximum.

Let me know if this works for you or if additional information is needed.

Regards,

Danny Long

Deputy Director of Development

THE RANCON GROUP

- 2.3 *Industrial/Commercial Area:* The following usage intensity criteria shall apply:
- (a) *In Compatibility Zone B1:*
 - (1) An average of 40 people per acre shall be allowed on a site, and up to 80 people shall be allowed to occupy any single acre of the site.
 - (2) If the percentage of qualifying open land on the site (see Countywide Policy 4.2.4) is increased from 30 percent to at least 35 percent, the site shall be allowed to have an average of up to 45 people per acre, and any single acre shall be allowed to have up to 90 people per acre.
 - (3) If the percentage of qualifying open land on the site is increased to 40 percent or more, the site shall be allowed to have an average of up to 50 people per acre, and any single acre shall be allowed to have up to 100 people per acre.
 - (b) *In Compatibility Zone C:*
 - (1) An average of 80 people per acre shall be allowed on a site, and up to 160 people shall be allowed to occupy any single acre of the site.
 - (2) If the percentage of qualifying open land on the site is increased from 20 percent to at least 25 percent, the site shall be allowed to have an average of up to 90 people per acre, and any single acre shall be allowed to have up to 180 people per acre.
 - (3) If the percentage of qualifying open land on the site is increased to 30 percent or more, the site shall be allowed to have an average of up to 100 people per acre, and any single acre shall be allowed to have up to 200 people per acre.
 - (c) To the extent feasible, open land should be situated along the extended runway centerlines or other primary flight tracks.

NOTICE OF PUBLIC HEARING RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

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

Any person may submit written comments to the ALUC before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. The proposed project application may be viewed at the Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501, Monday through Thursday from 8:00 a.m. to 5:00 p.m., except Monday, May 30 (Memorial Day), 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 County of Riverside may hold hearings on this project and should be contacted on non-ALUC issues.

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

DATE OF HEARING: June 9, 2016

TIME OF HEARING: 9:00 A.M.

CASE DESCRIPTION:

ZAP1068FV16 – FVIP, LLC (Representative: Dan Long) – County of Riverside Planning Case Nos. PP25998 (Plot Plan) and PM37082 (Tentative Parcel Map). The applicant is proposing a mini-storage and outdoor recreational vehicle (RV) storage facility on an 8.09-acre site located easterly of Briggs Road and southerly of Magdas Coloradas Street. The project will have two phases: phase one proposes six mini-storage buildings consisting of 104,949 square feet of mini-storage area and 2,050 square feet of office area, and an outdoor RV storage area with 13,600 square feet of covered RV storage on 1.91 acres; phase two proposes a 49,500 square foot mini-storage building, for a total of 156,499 square feet of building area. The proposed buildings will be a mix of single and two stories with a maximum building height of 31 feet. The proposed Parcel Map would merge seven existing commercial parcels (Assessor's Parcel Numbers 963-070-005 through 963-070-011) into two parcels. (Airport Compatibility Zones A and B1 of French Valley 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 County of Riverside Planning Department at (951) 955-1195.

APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC Identification No.

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

ZAP1068FV16

PROJECT PROPONENT (TO BE COMPLETED BY APPLICANT)

Date of Application

Property Owner FVIP, LLC C/O JEFF COMERCHERO Phone Number 951-200-2367
 Mailing Address 41391 KALMIA STREET, SUITE 200
MURRIETA, CA 92562

Agent (if any) DAN LONG Phone Number 951-200-2367
 Mailing Address 41391 KALMIA STREET, SUITE 200
MURRIETA, CA 92562
DLONG@RANCONGROUP.COM

PROJECT LOCATION (TO BE COMPLETED BY APPLICANT)

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

Street Address N/A South of Benton Rd, East of Winchester Rd, West of Penfield Lane, North of Auld Rd
 Assessor's Parcel No. 963-070-005 through 011 Parcel Size 8.09 ACRES
 Subdivision Name PM 37082
 Lot Number PARCELS 1 & 2 AND LOT A Zoning Classification INDUSTRIAL PARK

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) CURRENTLY VACANT
 Proposed Land Use (describe) MINI-WAREHOUSE STORAGE FACILITY W/ RV PARKING

For Residential Uses Number of Parcels or Units on Site (exclude secondary units) _____
 For Other Land Uses Hours of Use APPROXIMATELY 7AM TO 7PM
 (See Appendix C) Number of People on Site Maximum Number 145
 Method of Calculation 234,907 SF / 100 (All others per Table C1) = 2349
2349 / 50% = 1175 1175 / 8.09 acres = 145

Height Data Height above Ground or Tallest Object (including antennas and trees) PROPOSED BLDG. 22' ft.
 Highest Elevation (above sea level) of Any Object or Terrain on Site TERRAIN 1396.60 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 _____

F.V
A, B1

REFERRING AGENCY (APPLICANT OR JURISDICTION TO COMPLETE)	
Date Received	3.31.16
Agency Name	Riverside County
Staff Contact	JUDY GOMEZ
Phone Number	951-955-4954
Agency's Project No.	PP25998 & PM 37082
Type of Project	<input type="checkbox"/> General Plan Amendment <input type="checkbox"/> Zoning Amendment or Variance <input type="checkbox"/> Subdivision Approval <input type="checkbox"/> Use Permit <input type="checkbox"/> Public Facility <input checked="" type="checkbox"/> Other <u>Plot Plan/Parcel Map</u>

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

B. **SUBMISSION PACKAGE:**

ALUC REVIEW

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

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

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

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 3.3

HEARING DATE: June 9, 2016

CASE NUMBER: ZAP1070FV16 – RTN Development Inc. (Representative: Rick Neugebauer)

APPROVING JURISDICTION: County of Riverside

JURISDICTION CASE NOS: CUP03744 (Conditional Use Permit), CZ07909 (Change of Zone)

MAJOR ISSUES: The total occupancy, average acre intensity, and single acre intensity exceed allowable criteria for Compatibility Zone B1 if any occupancy level is calculated using the Building Code method. However, if intensity is calculated via the Parking Space method, the project would be consistent with Zone B1 average acre criteria. The project would still exceed single acre intensity limits for the Zone B1 portion of the project.

RECOMMENDATION: Staff recommends a finding of CONSISTENCY for the Change of Zone and INCONSISTENCY for the Conditional Use Permit, based on the proposed project exceeding the single-acre criteria of Compatibility Zone B1 (using the Building Code method); however, based on the intermittent use of the facility, the Commission may consider making special circumstance findings pursuant to Countywide Policy 3.3.6 and determine the Conditional Use Permit CONSISTENT subject to the conditions included herein.

PROJECT DESCRIPTION: The applicant proposes a microbrewery facility on 3.68 acres. The project proposes a 36,278 square foot building which includes: 3,246 square foot microbrewery production area, 28,995 square foot warehouse/storage area, 2,713 square foot office area, and 699 square foot tasting and bar area. The project also has a 1,420 square foot outdoor seating and gaming area attached to the building. The building will be two stories and have a maximum height of 35 feet. The applicant also proposes to change the zoning of the property from Industrial Park (I-P) to Manufacturing-Service Commercial (M-SC).

PROJECT LOCATION: The site is located westerly of Briggs Road, easterly of Winchester Road (Highway 79), southerly of the westerly extension of Magdas Coloradas Street, and northerly of the intersection of Briggs Road with Cochise Circle, within the unincorporated community of French Valley, approximately 2,400 feet northerly of the northerly end of Runway 18-36 at French Valley Airport.

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

- a. Airport Influence Area: French Valley Airport
- b. Land Use Policy: Zones B1 and C
- c. Noise Levels: 55-60 CNEL

BACKGROUND:

Non-Residential Average Land Use Intensity: Pursuant to the French Valley Airport Land Use Compatibility Plan, the project site is located within Compatibility Zones B1 and C. Zone B1 restricts average intensity to 40 people per acre, and Zone C restricts average intensity to 80 people per acre through French Valley Airport Compatibility Plan Policy 2.3.b.(1). The project is located on 3.68 gross acres and is split between Zones B1 and C, with approximately 3.29 acres in Zone B1 and 0.39 acres in Zone C (gross acres including half-width of Briggs Road and Winchester Road).

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 Zones B1 and C:

- Warehouse storage – 1 person per 500 square feet
- Office – 1 person per 200 square feet
- Production – 1 person per 200 square feet
- Tasting area and outdoor seating area – 1 person per 15 square feet

The proposed project includes 28,995 square foot warehouse storage area, 2,713 square foot office area, 3,246 square foot brewery production area, 393 square foot tasting area, and 1,420 square foot outdoor seating and gaming area. Approximately 0.02 acres of the building is located within Zone C which is identified as warehouse storage, and approximately 0.8 acres of the building is located within Zone B1 which is identified as warehouse, office, production, tasting area, and outdoor seating area. A breakdown of use by occupancy would result in 58 people for the warehouse storage area (2 people located in the portion of the building that is in Zone C, and 56 people in Zone B1), 14 people for the office area, 16 people for the brewery production area, 26 people for the tasting area, and 95 people for the outdoor seating and gaming area. Using Appendix C standards, the total occupancy for entire building and outdoor seating area is 209 people, with the Zone C portion having an occupancy of 2 people, and the Zone B1 portion having an occupancy of 207 people. This results in an average intensity for Zone C of 5 people per acre, which is consistent with the Zone C average criterion of 80, and an average intensity for Zone B1 of 63 people per acre, which exceeds the threshold of the Zone B1 average criterion of 40.

Another method for calculating the outdoor seating area would be based on 1 person per fixed seat. With a total of 26 fixed seats proposed, that area would have an occupancy of 26 people. In conjunction with the 400 square foot gaming area, the recalculated occupancy for the outdoor seating area and gaming area would be 53 people. This would result in a total occupancy for the entire building and outdoor seating area of 167 people, with the Zone C portion having an occupancy of 2 people, and the Zone B1 portion having an occupancy of 165 people. This results in an average intensity for Zone C of 5 people per acre, which is consistent with the Zone C average criterion of 80, and an average intensity for Zone B1 of 50 people per acre, which exceeds the threshold of the Zone B1 average criterion of 40.

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 provided of 72 spaces, the total occupancy would be estimated at 108 people, with the Zone C portion having an occupancy of 2 people, and the Zone B1 portion having an occupancy of 106 people. This results in an average intensity for Zone C of 5 people per acre, which is consistent with the Zone C average criterion of 80, and an average intensity for Zone B1 of 32 people per acre, which is consistent with the Zone B1 average criterion of 40.

Non-Residential Single-Acre Land Use Intensity: Pursuant to the French Valley Airport Land Use Compatibility Plan, the project site is located within Compatibility Zones B1 and C. Zone B1 restricts single acre intensity to a maximum of 80 people, and Zone C restricts single acre intensity to 160 people in the most intensely utilized acre, through French Valley Airport Compatibility Plan Policy 2.3.b.(1). None of the proposed building would be located in Zone C for the single acre intensity calculation.

Based on the site plan provided and the occupancies as previously noted, the maximum single-acre area would include 17,115 square feet of warehouse storage area, 2,713 square feet of office area, 3,246 square feet of production area, 393 square feet of tasting area, and 1,420 square feet of outdoor seating and gaming area. This would result in a single-acre occupancy of 185 people (based on Appendix C storage standards above) which exceeds the Compatibility Zone B1 single-acre criterion threshold of 80. Another method for calculating the outdoor seating area would be based on 1 person per fixed seat. With a total of 26 fixed seats proposed, that area would have an occupancy of 26 people. In conjunction with the 400 square foot gaming area, the recalculated occupancy for the outdoor seating area and gaming area would be 53 people (rather than 95). This would result in a single-acre occupancy of 143 people, which also exceeds the Zone B1 single-acre criterion of 80 people.

Single-acre intensities may be increased by up to 30 percent through use of risk-reduction design measures. Elimination of the outdoor seating and gaming area would reduce single-acre occupancy to 90, which would be 12.5 percent above the criterion, but within a range that could be addressed through risk-reduction design. A second alternative would be to reduce the square footage of the tasting area from 393 to 240 square feet, in addition to eliminating the outdoor seating and gaming

area. This would reduce single-acre occupancy to 80 persons.

Prohibited and Discouraged Uses: The applicant does not propose any uses prohibited or discouraged in Compatibility Zones B1 or C (children's schools, day care centers, libraries, hospitals, nursing homes, highly noise-sensitive outdoor non-residential uses, hazardous materials and hazards to flight).

Noise: The French Valley Compatibility Plan depicts the site as being located within the 55-65 CNEL contour range from aircraft noise. As a primarily industrial use not sensitive to noise, the micro-brewery facility would not require special measures to mitigate aircraft-generated noise. However, there is also a commercial component to the project with the office area, tasting area and outdoor seating and gaming area. Commercial retail uses are identified as normally and marginally acceptable within the 55-65 CNEL contour range. The indoor sensitive uses like the office and tasting areas would be impacted by aircraft generated noise, and, therefore, staff is recommending a condition to incorporate noise attenuation measures into the design of these areas 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 18-36 at its northerly terminus is 1,347 feet above mean sea level (1347 AMSL). At a distance of approximately 2,400 feet from the runway to the closest parcel within the site, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 1371 feet AMSL. The maximum finished floor elevation is 1346 feet AMSL. With a maximum building height of 35 feet, the top point elevation would be 1381 feet. Therefore, review of buildings by the FAA Obstruction Evaluation Service (FAAOES) is required. "Determination of No Hazard to Air Navigation" letters were issued by the FAAOES dated December 16 and 23, 2015, for Aeronautical Study Nos: 2015-AWP-11504-OE, 2015-AWP-11671-OE, and 2015-AWP-11672-OE, and these studies revealed that the project's structures do not exceed obstruction standards and would not be a hazard to air navigation provided conditions are met. These FAAOES conditions have been incorporated into the project's conditions.

Open Area: Compatibility Zones B1 and C require 30% and 20%, respectively, of the land area within major projects (10 acres or larger) be set aside as open area that could potentially serve as emergency landing areas. Since the overall project size is less than 10 acres, the open area requirement is not applicable to this project.

Countywide Policy 3.3.6: While the project does not strictly comply with Compatibility Zone B1 non-residential single acre intensity criteria, the Commission may choose to consider whether to find the normally incompatible single acre intensity compatible pursuant to Countywide Policy 3.3.6 if the combination of the following facts are determined to represent "other extraordinary factors or circumstances" based on the following findings:

- The project is located in the 55-65 CNEL noise contour range. However, based on the nature of the proposed micro-brewery and tasting facility, which has the potential to generate noise, the project is not considered a potential source of complaints regarding aircraft noise.

- The project site is located next to Highway 79 Winchester Road which spans the approximate 800-foot length of the project site. This portion of the highway does not have any obstructions like streetlights, making it a viable area for aircraft emergency landings.
- The hours of operation for the proposed micro-brewery and tasting facility portion of the building are 11:00 a.m. to 2:00 a.m., seven days a week. (The hours of operation for the warehouse portion are 5:00 a.m. to 2:00 p.m.). The micro-brewery and tasting areas are anticipated to be intermittently occupied throughout the week, with more occupancy during the weekends, as the very nature of such a facility is based on sporadic intermittent events, rather than a continuous stream of people, as with a restaurant.
- The outdoor gaming area includes activities like darts and shuffle board, and was calculated using the gaming standard in the Building Code of 1 person per 15 square feet. However, this standard is more applicable to uses where gaming is the primary activity, such as an arcade or casino. In the case of the proposed project, the gaming area would be ancillary to the main use of a brewery and tasting area, and would normally be characterized by a lower occupancy.

CONDITIONS (applicable to the proposed Conditional Use Permit in event of a 3.3.6 finding):

1. Any outdoor lighting installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky.
2. The review of this Conditional Use Permit 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 Southwest 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. Prior to issuance of building permits, the landowner shall convey an aviation easement to the County of Riverside as owner of French Valley Airport, or provide evidence that such easement (applicable to all of the properties in the project) has been previously conveyed. Contact the Riverside County Economic Development Agency – Aviation Division at (951) 955-9722 for additional information.
4. The attached notice shall be provided to all prospective purchasers of the property and future tenants of the building.
5. The following uses/activities are specifically prohibited at this location: trash transfer stations that are open on one or more sides; recycling centers containing putrescible wastes; construction and demolition debris facilities; wastewater management facilities; incinerators; children's schools; day care centers; libraries; hospitals; nursing homes and other skilled nursing and care facilities; places of worship or assemblies of people; noise-sensitive outdoor nonresidential uses; and hazards to flight.
6. No detention basins are shown on the site plan. Any proposed detention basins or facilities 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.
7. The proposed structures shall not exceed a height of 35 feet above ground level and a maximum elevation at top point (including all roof-mounted equipment, if any) of 1,381 feet above mean sea level.
8. Noise attenuation measures shall be incorporated into the design of the office and tasting areas of the building, to the extent such measures are necessary to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.
9. The project was reviewed were made based on a micro-brewery facility (with warehouse area) and tasting areas. Findings were made based on the intermittent nature of a brewery and tasting facility compared to a constant use found at a restaurant or bar. If the project description or alcohol license change to which the project is more of a restaurant or bar use, the project shall require a new ALUC review and determination.
10. The analysis of the project's parking was based on the applicant providing a total of 72 parking spaces. Any additional parking spaces would increase the total occupancy and potentially exceed Compatibility Zone B1 average acre threshold of 40 people. Any increase

in parking spaces or reconfiguration in floor layout will require ALUC review and determination.

11. The Federal Aviation Administration has conducted aeronautical studies of the proposed structure (Aeronautical Study Nos. 2015-AWP-11504-OE, 2015-AWP-11671-OE, 2015-AWP-11672-OE) and has determined that neither marking nor lighting of the structure is necessary for aviation safety. However, if marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting (if any) shall be installed in accordance with FAA Advisory Circular 70/7460-1 L and shall be maintained in accordance therewith for the life of the project.
12. The specific coordinates, height, and top point elevation of the proposed structure shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however, that reduction in structure height or elevation shall not require further review by the Airport Land Use Commission.
13. Temporary construction equipment used during actual construction of the structure shall not exceed the height of the structure, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.
14. Within five (5) days after construction of the structure reaches its greatest height, FAA Form 7460-2 (Part II), Notice of Actual Construction or Alteration, shall be completed by the project proponent or his/her designee and e-filed with the Federal Aviation Administration. (Go to <https://oeaaa.faa.gov> for instructions.) This requirement is also applicable in the event the project is abandoned or a decision is made not to construct the structure.

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.
 2015-AWP-11672-OE

Issued Date: 12/23/2015

Rancon Group
 Danny Long
 41391 Kalmia St #200
 Murrieta, CA 92562

**** 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 FVIP Brew Pub & Wine Storage
 Location: Murrieta, CA
 Latitude: 33-35-25.74N NAD 83
 Longitude: 117-07-33.97W
 Heights: 1346 feet site elevation (SE)
 35 feet above ground level (AGL)
 1381 feet above mean sea level (AMSL)

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

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

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

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

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

This determination expires on 06/23/2017 unless:

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

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

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

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

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

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

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

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2015-AWP-11672-OE.

Signature Control No: 274232761-276175063

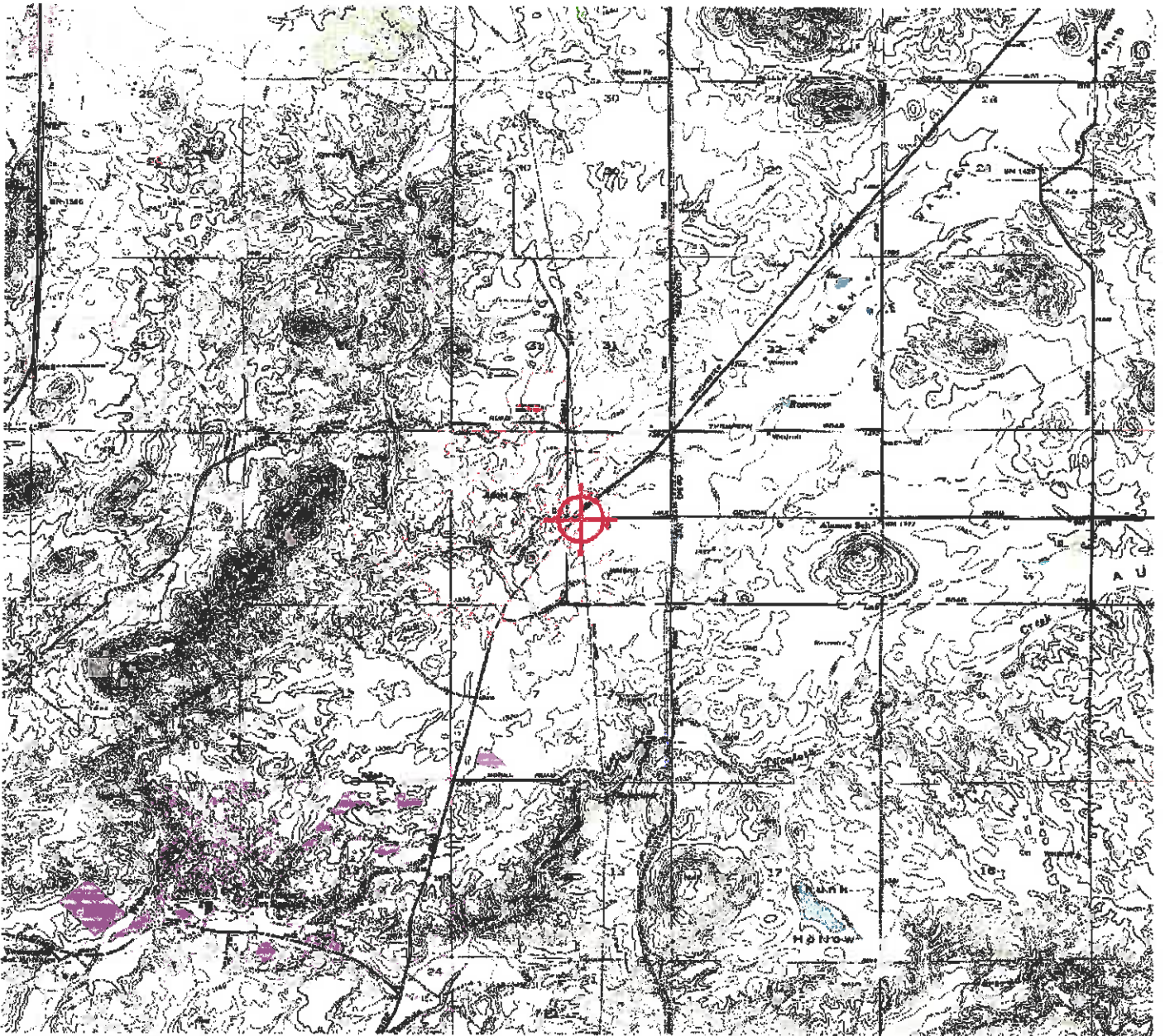
Karen McDonald
Specialist

(DNE)

Attachment(s)

Map(s)

TOPO Map for ASN 2015-AWP-11672-OE





Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2015-AWP-11671-OE

Issued Date: 12/23/2015

Rancon Group
Danny Long
41391 Kalmia St #200
Murrieta, CA 92562

**** 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 FVIP Brew Pub & Wine Storage
Location: Murrieta, CA
Latitude: 33-35-21.16N NAD 83
Longitude: 117-07-37.51W
Heights: 1346 feet site elevation (SE)
35 feet above ground level (AGL)
1381 feet above mean sea level (AMSL)

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

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

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

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

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

This determination expires on 06/23/2017 unless:

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

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

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

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

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

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

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

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2015-AWP-11671-OE.

Signature Control No: 274232745-276175064

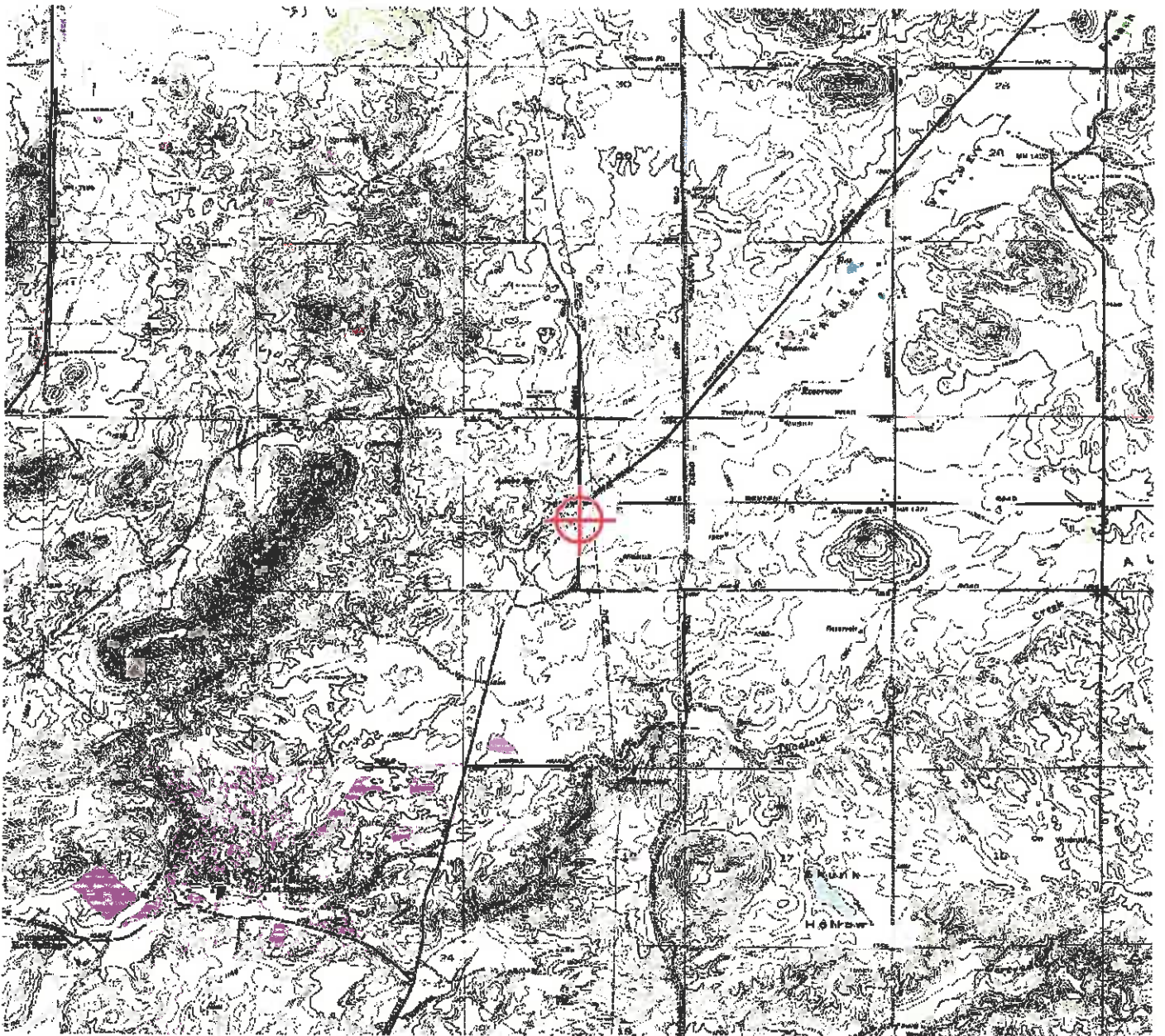
Karen McDonald
Specialist

(DNE)

Attachment(s)

Map(s)

TOPO Map for ASN 2015-AWP-11671-OE





Mail Processing Center
 Federal Aviation Administration
 Southwest Regional Office
 Obstruction Evaluation Group
 10101 Hillwood Parkway
 Fort Worth, TX 76177

Aeronautical Study No.
 2015-AWP-11504-OE

Issued Date: 12/16/2015

Rancon Group
 Danny Long
 41391 Kalmia St #200
 Murrieta, CA 92562

**** 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 FVIP Brew Pub & Wine Storage
 Location: Murrieta, CA
 Latitude: 33-35-23.10N NAD 83
 Longitude: 117-07-36.05W
 Heights: 1347 feet site elevation (SE)
 35 feet above ground level (AGL)
 1382 feet above mean sea level (AMSL)

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

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

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

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

This determination expires on 06/16/2017 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.

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

If we can be of further assistance, please contact our office at (425) 227-2625. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2015-AWP-11504-OE.

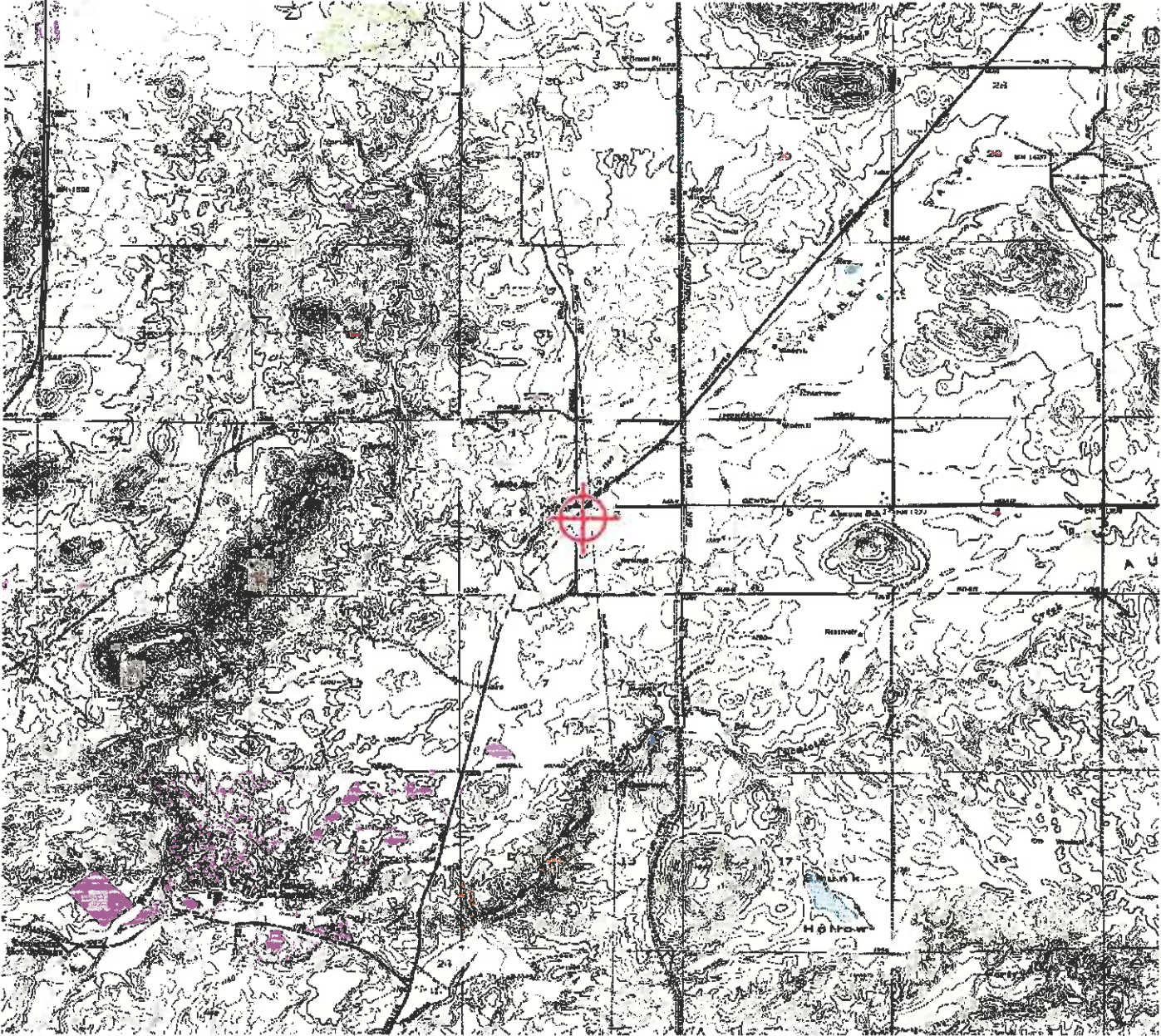
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(DNE)

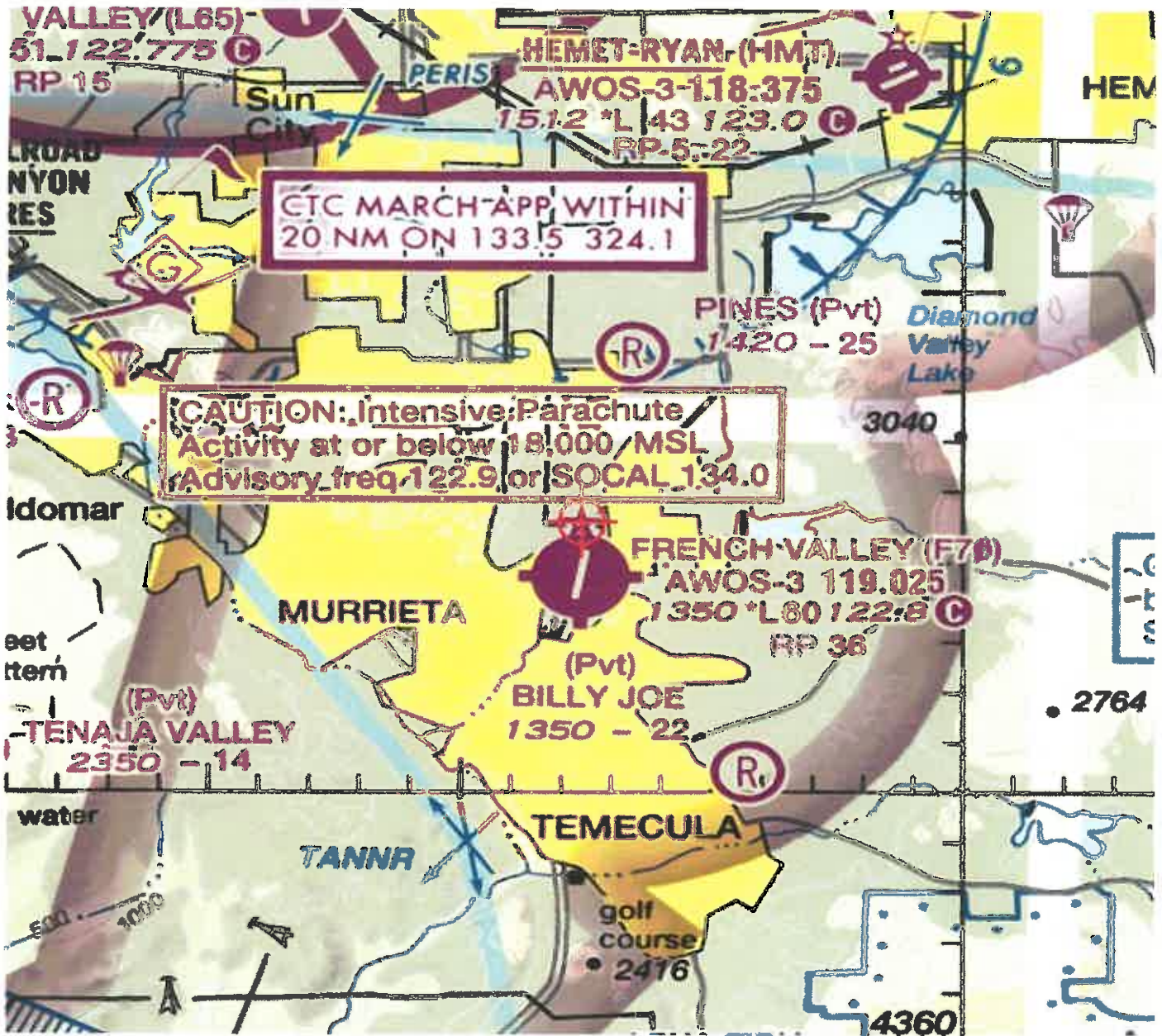
Paul Holmquist
Technician

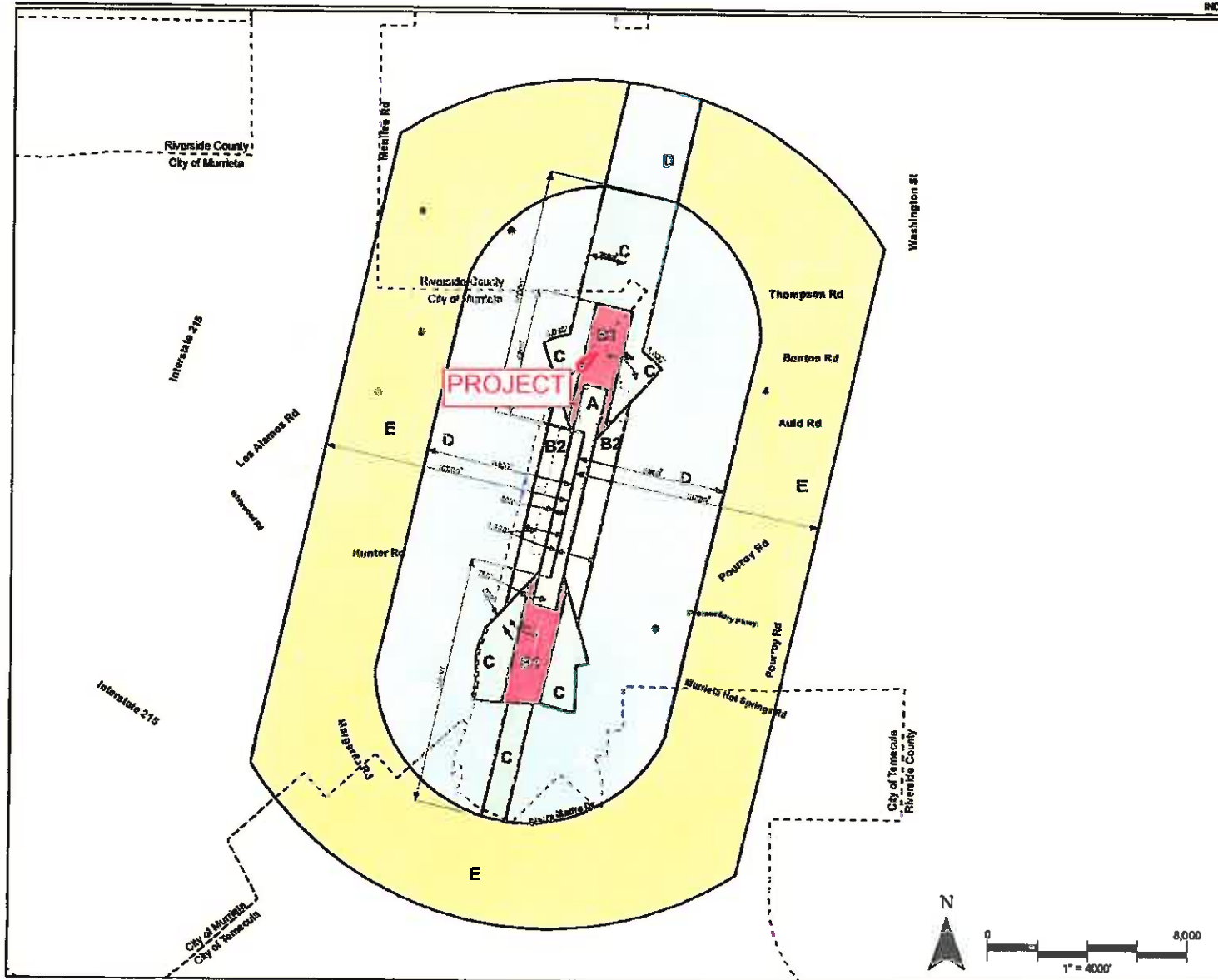
Attachment(s)
Map(s)

TOPO Map for ASN 2015-AWP-11504-OE



Sectional Map for ASN 2015-AWP-11504-OE





Legend

Compatibility Zones

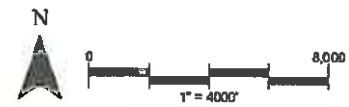
- Airport Influence Area Boundary
 - Zone A
 - Zone B1
 - Zone B2
 - Zone C
 - Zone D
 - Zone E
- Boundary Lines**
- Airport Property Line
 - - - City Limits
 - * Height Review Overlay Zone

Note

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

See Chapter 2, Table 2A of the Countywide Policies and the Additional Compatibility Policies in Section FV.2 of this Plan for compatibility criteria associated with this map.

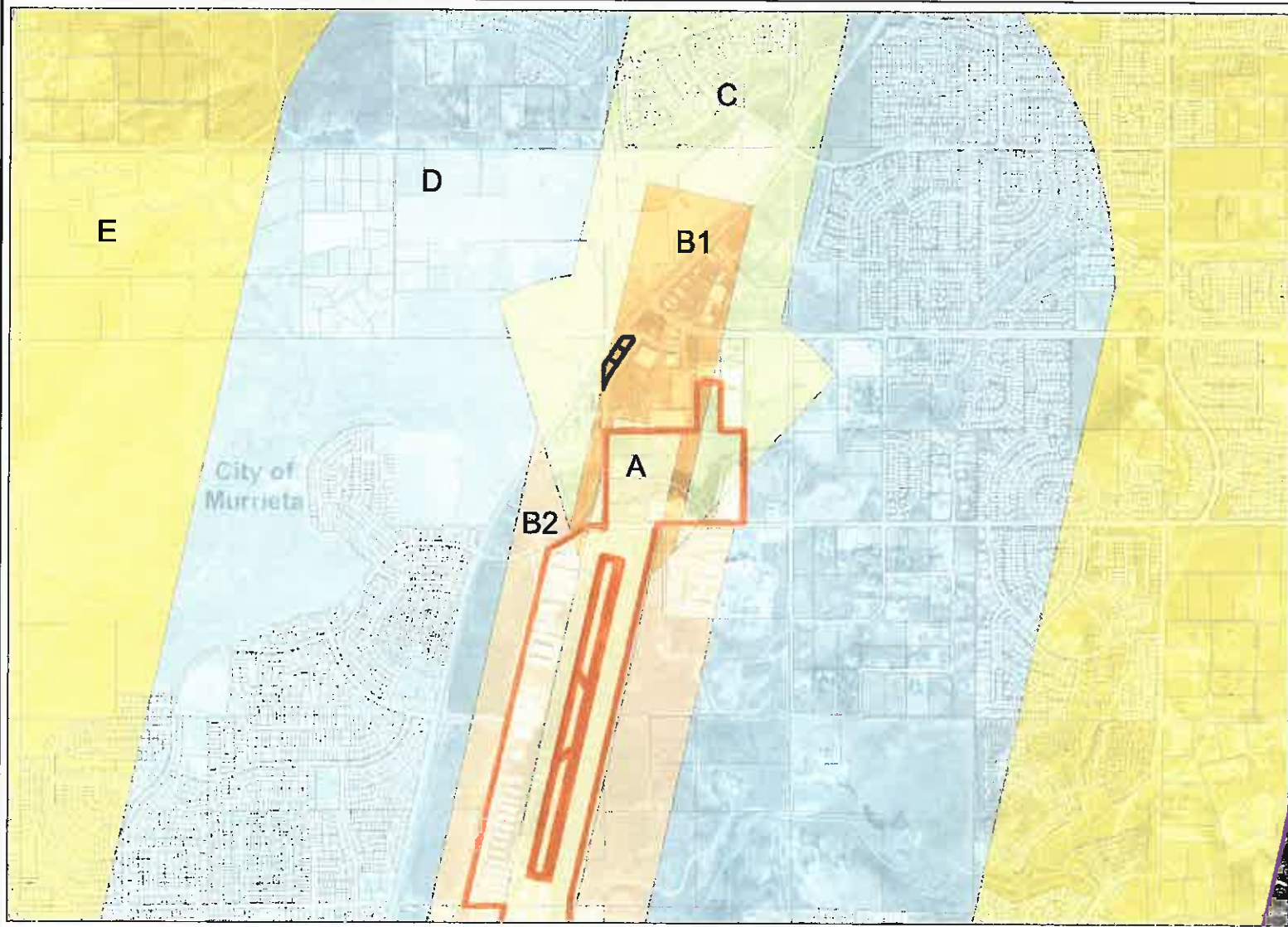
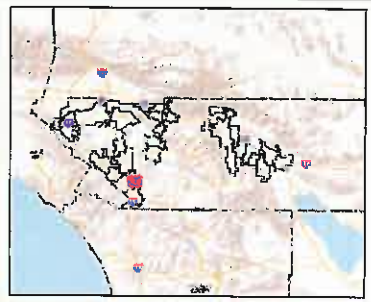
Riverside County
 Airport Land Use Commission
 Riverside County
 Airport Land Use Compatibility Plan
 Policy Document
 (April 2010)



Map FV-1

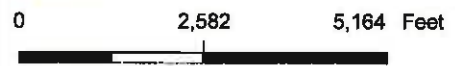
Compatibility Map
 French Valley Airport

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
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- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC6
- C2-HIGHT



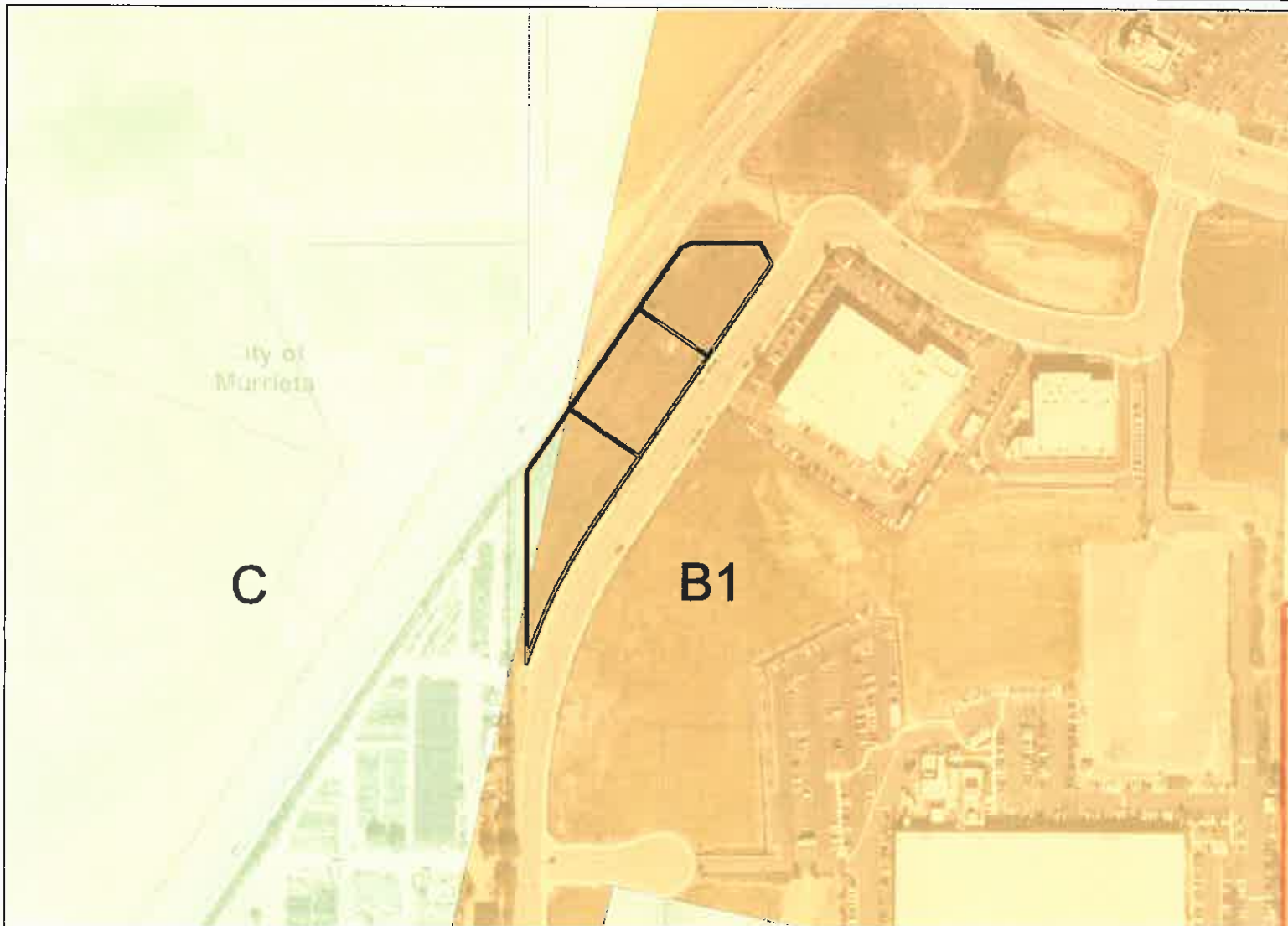
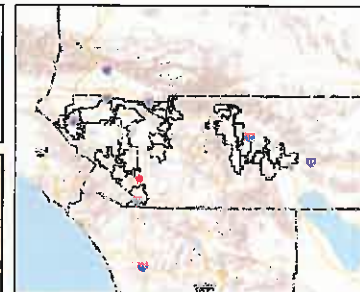
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Notes

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
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 - C2-EXC2
 - C2-EXC3
 - C2-EXC5
 - C2-EXC6



0 323 646 Feet



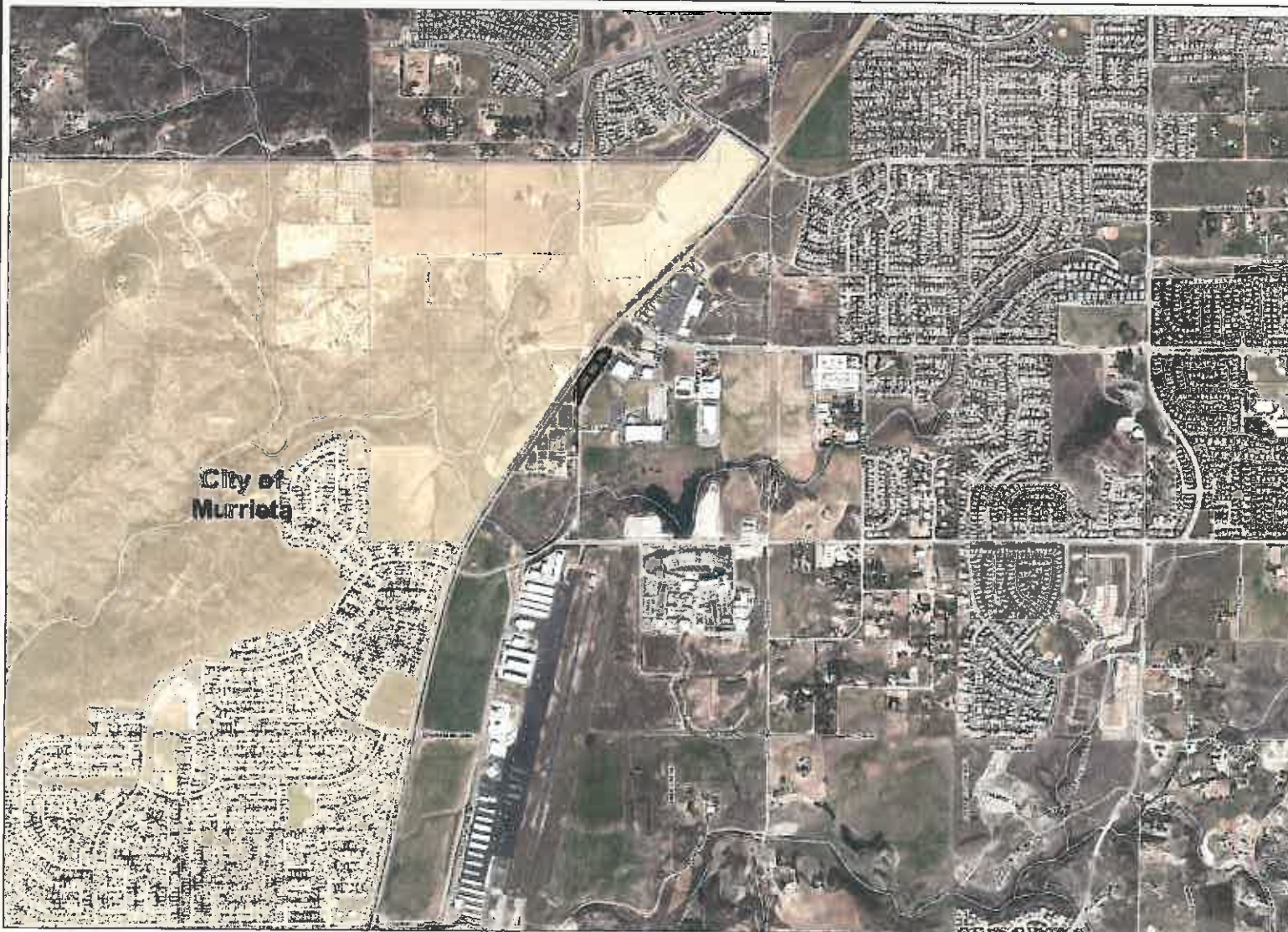
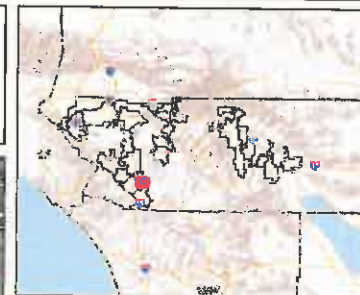
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Notes

My Map



Legend

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



0 2,582 5,164 Feet



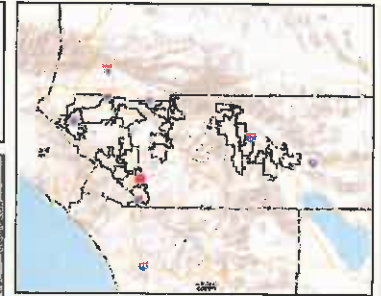
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or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

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



0 1,291 2,582 Feet



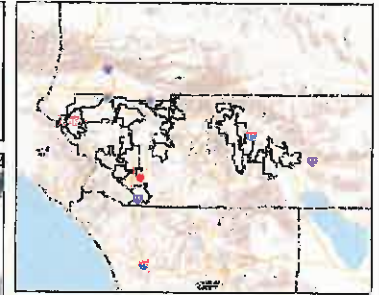
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or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

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



0 323 646 Feet



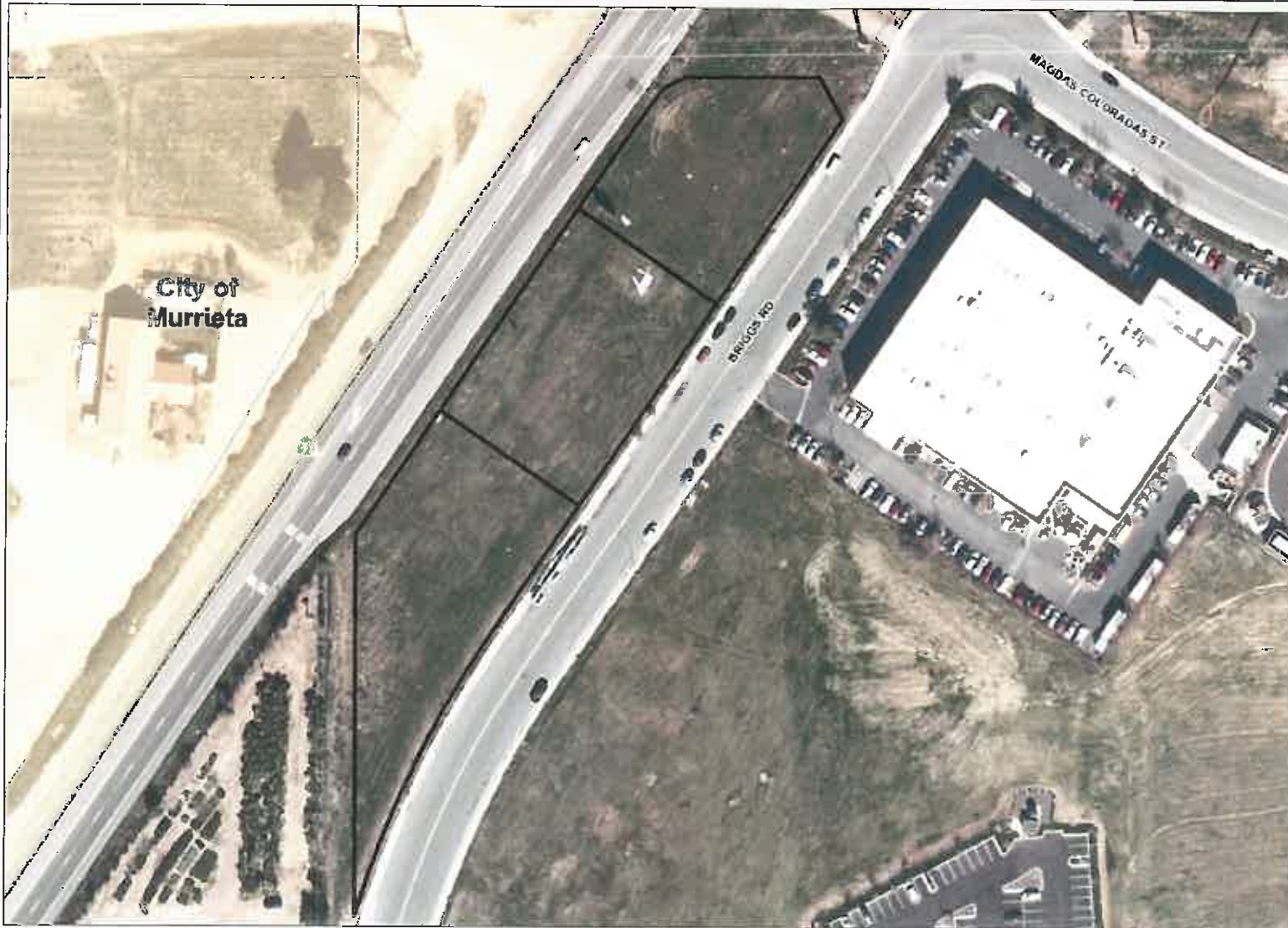
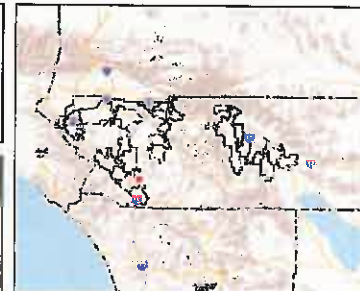
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Notes

My Map



Legend

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



0 161 323 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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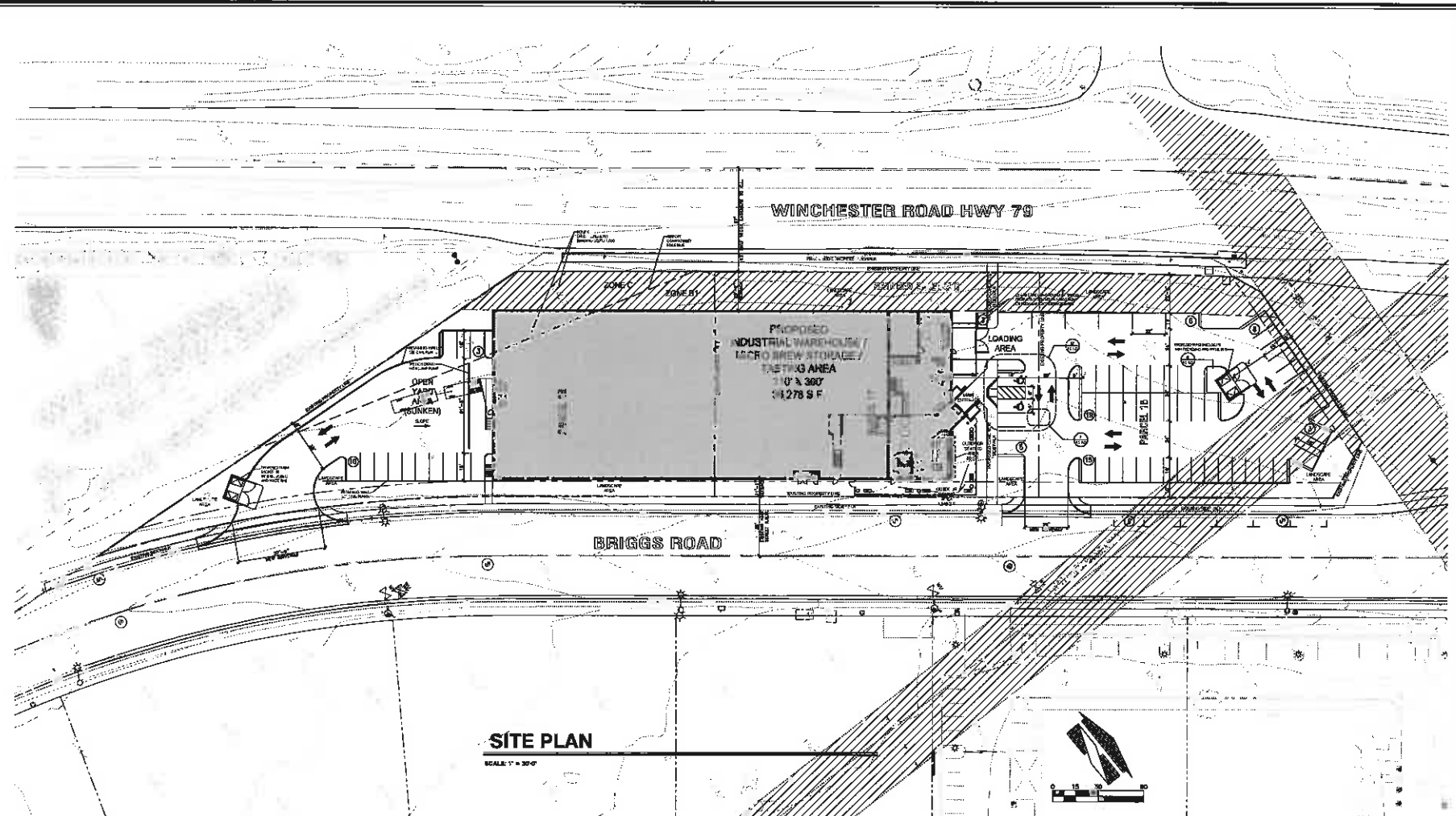
Notes



NO.	DATE	REVISION/DESCRIPTION

DESIGNED BY:	GH
DRAWN BY:	GH
CHECKED BY:	GH
DATE:	08/01/2018

CONCEPTUAL SITE PLAN



SITE PLAN

SCALE: 1" = 30'



PROJECT DESCRIPTION

PROPOSED CONSTRUCTION PARKING, LANDSCAPE AND NEW INDUSTRIAL WAREHOUSE WITH RESTROOM AND OFFICE SPACE SEPARATED BY DIVIDING WALL WITH BEHEMY, STORAGE, BEHEMY, BEHEMY, BAR, OFFICE AND LOADING AREA CONSTRUCTED WITH SLAB ON GRADE AND STRUCTURALLY INSULATED PANELS FOR THE WALLS, SECOND FLOOR AND ROOF.

APPLICANT
RTN DEVELOPMENT, INC.
2260 HANCOCK AVE, SUITE #100-270
MURRIETA, CA 92562
CELL: 909-261-1107
E-MAIL: mha@empiredesign.com
CONTACT: BICE HELDGAUER

ARCHITECT / EXHIBIT PREPARER
EMPIRE DESIGN GROUP, INC.
PO BOX 944
MURRIETA, CA 92564
PHONE: 909-261-1100
FAX: (909) 261-1143
CELL PHONE: (909) 261-1101
E-MAIL: gha@empiredesign.com
CONTACT: GREGORY HAYS, ARCHITECT

LEGAL DESCRIPTION

LEGAL DESCRIPTION (FTR) AMERICAN TITLE COMPANY COMMITMENT FOR TITLE INSURANCE COMMITMENT NO. JCS-77896-0011, DATED JANUARY 04, 2016, AND NOTED JANUARY 26, 2016.
PARCELS 16 THROUGH 18, INCLUSIVE OF PARCEL MAP NO. 23199 ON FILE IN BOOK 176, PAGES 73 THROUGH 76 INCLUSIVE, OF PARCEL MAPS, RECORDS OF RIVERSIDE COUNTY.

ASSIGNOR'S PARCEL NUMBER: 93-070-0272 (AFFECTS: PARCEL 16, PARCELS 17 AND 18) AND 93-070-0273 (AFFECTS: PARCEL 16)

SITE DATA

ADDRESS: PARCELS 16 - 18 OF PARCEL MAP 23199
BRIGGS ROAD
MURRIETA, CA 92563

APN: 93-070-0272 (AFFECTS: PARCEL 16)
93-070-0273 (AFFECTS: PARCEL 17)
93-070-0274 (AFFECTS: PARCEL 18)

LOT SIZE: 94,344 S.F. (2.16 ACRES NET)

BUILDING AREA:
1ST FLOOR INDUSTRIAL STORAGE: 71
1ST FLOOR INDUSTRIAL RESTROOM: 1,274
2ND FLOOR INDUSTRIAL OFFICE: 123
2ND FLOOR INDUSTRIAL HALL LIT: 29,862

1ST FLOOR BREW STORAGE: 415
1ST FLOOR BREW PRODUCTION: 374
1ST FLOOR BREW TASTING: 309
1ST FLOOR BREW BAR: 304
1ST FLOOR BREW WASH AREA: 108
1ST FLOOR BREW RESERV. TANK: 120
2ND FLOOR BREW OFFICE: 1,039
2ND FLOOR BREW HALL LIT: 152
TOTAL GREYWEY: 6,279

TOTAL 1ST FLOOR: 33,229
TOTAL 2ND FLOOR: 3,327
TOTAL BUILDING: 36,556

PARKING:

INDUSTRIAL WAREHOUSE: 36,556 S.F. / 2,000 + 14
AGRIC. BROWN SOIL (SLOPE CLASS: 1-14% S.S. / 2,000-3)
TASTING AREA: 374 S.F. / 4 AS + 9
OFFICE: 1,274 S.F. / 2,000-14
RESTROOM: 123 S.F. (INCLUDING 21 S.F.)
PROVIDES 72 SPACES (INCLUDING 2 H.C. AND 3 SPACES FROM 15 METRIC BAY.)

COUNTY: RIVERSIDE
THOMAS BROS.: 2000 EDITION, PAGE 289, GRID 4D
LAND USE (CURRENT): VACANT
LAND USE (PROPOSED): WAREHOUSE/BEHEMY-TASTING
EXISTING ZONE: COMMUNITY COMMERCIAL (CC)
NUMBER OF STORES: TWO
PARKING AREA: 12,182 S.F. (INCLUDED IN IMPERVIOUS AREA)
UTILITIES: WATER: EASTERN MUNICIPAL WATER DISTRICT
SEWER: EASTERN MUNICIPAL WATER DISTRICT
GAS: SOUTHERN CALIFORNIA GAS COMPANY
ELECTRIC: SOUTHERN CALIFORNIA Edison
PHONE: VEREON
CITY BOUNDARY: NOT WITHIN A CITY
CITY SPHERE: TEMECULA
ANNEXATION DATE: JULY 28, 2007
LAND CASE #: 2006-00-143
PROPOSER: NOT APPLICABLE

MARCH JOINT POWERS:

NOT IN THE JURISDICTION OF THE MARCH JOINT POWERS AUTHORITY

INDIANTERIAL LAND:

NOT IN TOTAL LAND

WATERWAYS:

SANTA MARGARETA

SCHOOL DISTRICT:

TEMECULA VALLEY UNIFIED

COUNTY SERVICE AREA:

IN OR PARTIALLY WITHIN MURRIETA-TEMECULA #103

HOURS OF OPERATION:

11AM-2AM (INDUSTRIAL STORAGE 8AM-5PM)

LAND USE:

CC-2(F)

PREPARED ZONE:

I-P1

ZONING DISTRICT:

ZANCHO CALIFORNIA AREA

ZONING OVERLAY:

NOT IN A ZONING OVERLAY

AIRPORT COMPATIBILITY:

FRANCH VALLEY ZONE B1

FIRE AREA:

NOT IN A HIGH FIRE AREA

AREA CALC:

BUILDING AREA: 33,229 SQ.FT. 34%

LANDSCAPE AREA: 30,348 SQ.FT. 32%

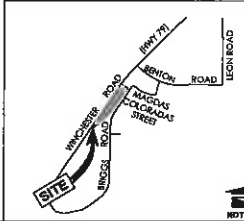
IMPERVIOUS COVERAGED: 19,658 SQ.FT. 21%

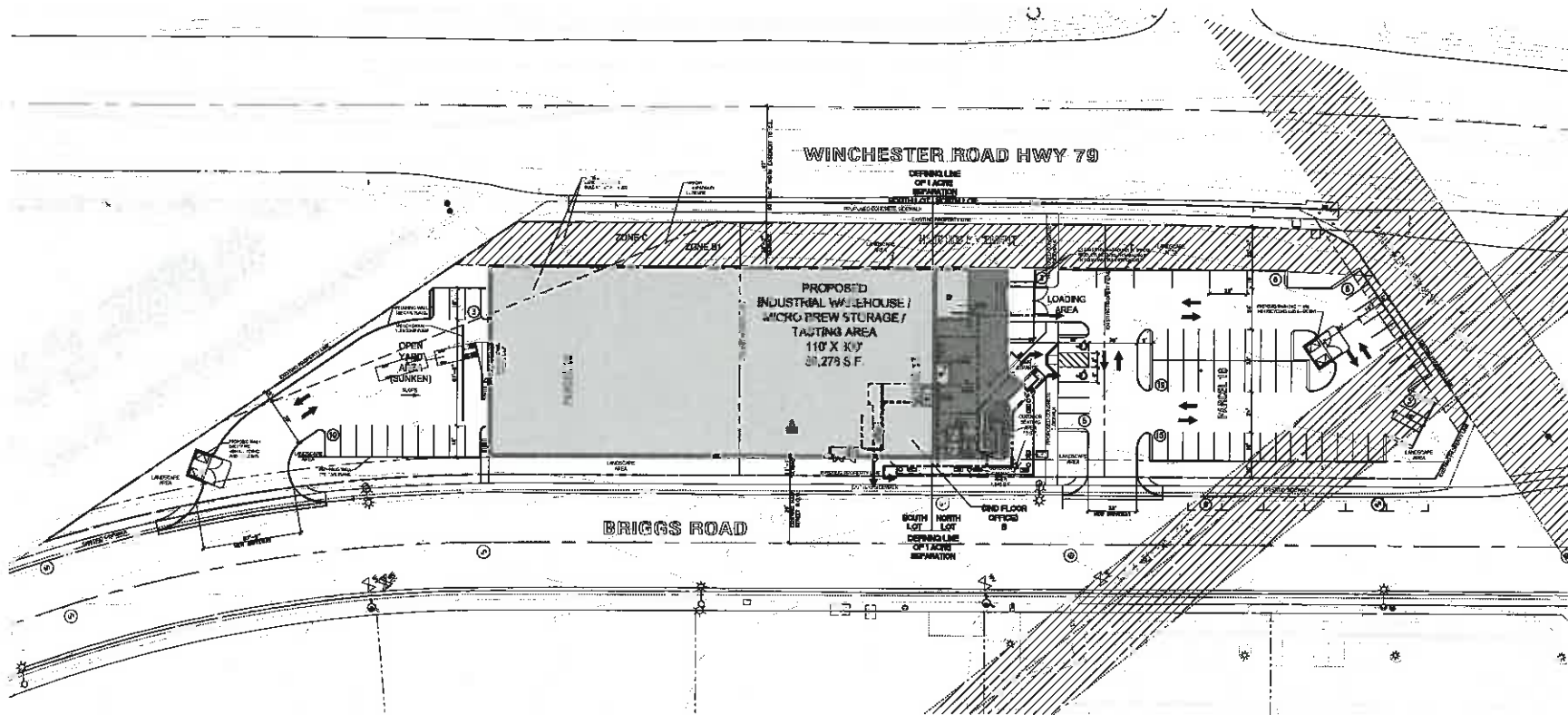
TOTAL TREE AREA: 1,031 SQ.FT. 1.1%

BUILDING HEIGHT:

36'-0"

VICINITY MAP





ALUC EXHIBIT AND PATH OF TRAVEL

SCALE: 1" = 30'



LEGAL DESCRIPTION

LEGAL DESCRIPTION PER FIRST AMERICAN TITLE COMPANY COMMITMENT FOR TITLE INSURANCE, COMMITMENT NO. NCS-77186-0NF1, DATED JANUARY 06, 2016. AMENDED JANUARY 28, 2016.
 PARCELS 16 THROUGH 18, INCLUSIVE OF PARCEL MAP NO. 23199 ON FILE IN BOOK 175, PAGES 73 THROUGH 74 INCLUSIVE, OF PARCEL MAPS, RECORDS OF RIVERSIDE COUNTY.
 ASSessor'S PARCEL NUMBER: 943-070-007 (AFFECTS: PARCEL 16), 943-070-008 (AFFECTS: PARCEL 17) AND 943-070-004 (AFFECTS: PARCEL 18)

ARCHITECT / EXHIBIT PREPARER

EMPIRE DESIGN GROUP, INC. PHYSICAL ADDRESS: 2461 WASHINGTON AVE.
 PO BOX 944 MURRIETA, CA 92563
 MURRIETA, CA 92564
 PHONE: (951) 491-1190
 FAX: (951) 491-1413
 CELL PHONE: (951) 829-7501
 E-MAIL: emd@empiredesign.com
 CONTACT: GREGORY HARR, ARCHITECT

APPLICANT

RTN DEVELOPMENT, INC.
 3260 MANCOCK AVE. SUITE #100-270
 MURRIETA, CA 92562
 CELL: (760) 394-1187
 E-MAIL: rtd@rtndev.com
 CONTACT: RICK NEUBAUMER

SITE DATA

ADDRESS: PARCELS 16-18 OF PARCEL MAP 23199
 BRIGGS ROAD
 MURRIETA, CA 92563
 APN: 943-070-007 (AFFECTS: PARCEL 16)
 943-070-008 (AFFECTS: PARCEL 17)
 943-070-004 (AFFECTS: PARCEL 18)
 (LOT 15E)
 94.16 S.F. (2.16 ACRES NET)

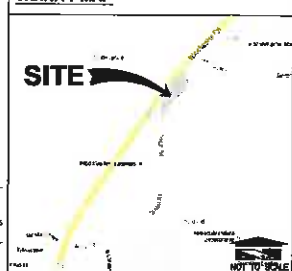
A/LUC REQUIREMENTS:

NOBEN LOT
 A- MICRO BREW PRODUCTIONS: 3,246 S.F. 1/100 = 7 PERSONS
 B- BREW OFFICE (2ND FLOOR): 1,439 S.F. 1/200 = 7 PERSONS
 C- BAR BACK OF BAR: 284 S.F. 1/200 = 1 PERSON
 D- BREW STORAGE: 415 S.F. 1/200 = 2 PERSONS
 E- TASTING AREA: 703 S.F. 1/100 = 7 PERSONS
 F- RESTROOM: 136 S.F. 1 PERSON
 G- OUTDOOR CHANGING: 188 S.F. 1 PERSON
 TOTAL TOILET PROVISION: 27 PERSONS
 TOTAL MAX DENSITY ALLOWABLE: 90 PERSONS

SOBEN LOT

A- INDUSTRIAL WAREHOUSE: 28,200 S.F. 1/500 = 57 PERSONS
 B- WAREHOUSE OFFICE (2ND FLOOR): 1,074 S.F. 1/200 = 5 PERSONS
 TOTAL TOILET PROVISION: 17 PERSONS
 TOTAL MAX DENSITY ALLOWABLE: 84 PERSONS

VICINITY MAP



EMPIRE DESIGN GROUP, INC.



2461 Washington Ave.
 Murrieta, CA 92563
 951-491-1190
 951-491-1413
 951-829-7501
 emd@empiredesign.com

RTN DEVELOPMENT, INC.

INDUSTRIAL STORAGE BUILDING
 PARCELS 16-18 OF PARCEL MAP 23199
 BRIGGS ROAD
 MURRIETA, CA 92563

Author of Record
 GREGORY S. HARR, AR
 2461 WASHINGTON AVE.
 MURRIETA, CA 92563
 TEL: (951) 491-1190
 CELL: (951) 829-7501
 E-MAIL: gsh@empiredesign.com

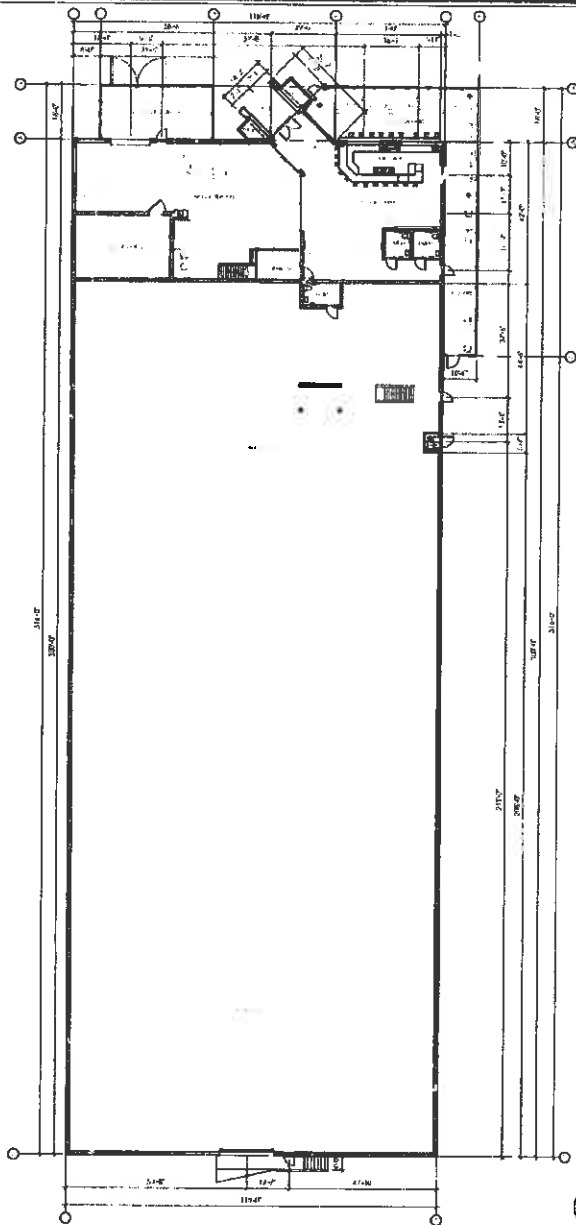


City	MURRIETA, CA		
Project Number	EDD04347		
NO.	DATE	REVISION	DESCRIPTION
1/16/16	01/16/16	01/16/16	01/16/16
1/16/16	01/16/16	01/16/16	01/16/16
1/16/16	01/16/16	01/16/16	01/16/16

OWNER	RTN
DESIGNER	EMPIRE DESIGN GROUP, INC.
DATE	01/16/16
PROJECT	INDUSTRIAL STORAGE BUILDING

ALUC EXHIBIT & PATH OF TRAVEL

ALUC 1



1 DIMENSIONED FLOOR PLAN
 SCALE: 1/16" = 1'-0"



**EMPIRE
 DESIGN
 GROUP, INC.**



21001 Washington Ave.
 Redlands, Calif. 92351
 Tel: 909-491-1100 Fax: 909-491-1101

EMPIRE DESIGN GROUP, INC. IS AN EQUAL OPPORTUNITY FIRM. WE DO NOT DISCRIMINATE ON THE BASIS OF RACE, SEX, RELIGION, NATIONAL ORIGIN, ANCESTRY, COLOR, OR AGE. WE ARE AN AFFIRMATIVE ACTION EMPLOYER. WE ARE AN EQUAL OPPORTUNITY FIRM. WE DO NOT DISCRIMINATE ON THE BASIS OF RACE, SEX, RELIGION, NATIONAL ORIGIN, ANCESTRY, COLOR, OR AGE. WE ARE AN AFFIRMATIVE ACTION EMPLOYER.

DATE: _____

**RTN
 DEVELOPMENT,
 INC.**

**INDUSTRIAL STORAGE BUILDING
 PARCELS 16-18 OF PARCEL MAP 23199
 BRIGGS ROAD
 MURRIETA, CA 92563**

Contract of Plans
 GEORGE A. HARRIS, JR.
 CIVIL ENGINEER AND
 ARCHITECT, CA 50762
 151 N. 50th Street, Suite 100
 Portland, OR 97204
 TEL: 503-251-1400
 FAX: 503-251-1401
 E-Mail: gaharris@georgea.com



Project Number: **EDG04347**

DATE: _____

DATE: _____

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DATE: _____

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DATE: _____

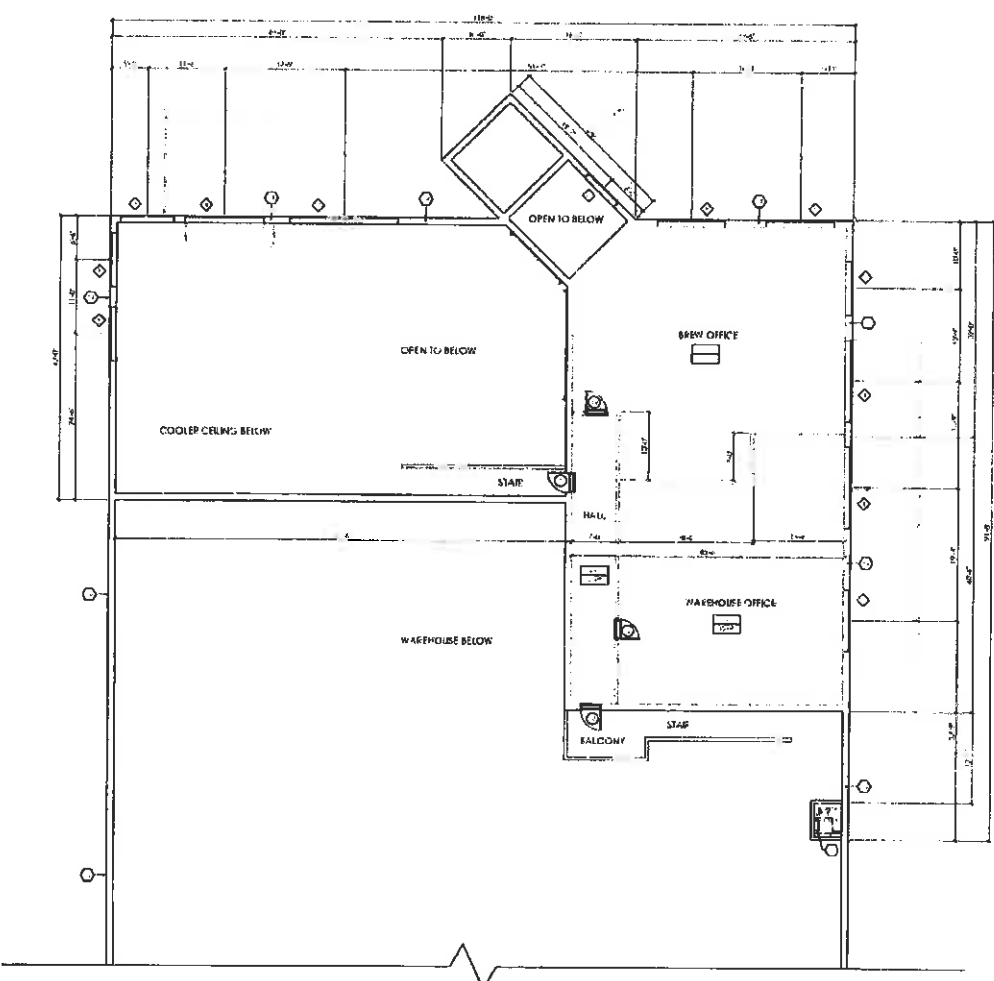
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DATE: _____

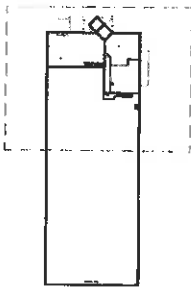
DATE: _____

1ST FLOOR
 DIMENSIONED
 FLOOR PLAN
 (OVERALLS)

A0.1



REFERENCE LINE



BUILDING VIEW LEGEND:

KEYED NOTES:

1. EXISTING STRUCTURE TO REMAIN WITH CONSTRUCTION OF 100000
2. EXISTING FLOOR FINISH
3. EXISTING WALLS TO REMAIN WITH CONSTRUCTION OF 100000
4. EXISTING ROOF TO REMAIN WITH CONSTRUCTION OF 100000
5. EXISTING CEILING TO REMAIN WITH CONSTRUCTION OF 100000
6. EXISTING FLOOR FINISH TO REMAIN WITH CONSTRUCTION OF 100000
7. EXISTING WALLS TO REMAIN WITH CONSTRUCTION OF 100000
8. EXISTING ROOF TO REMAIN WITH CONSTRUCTION OF 100000
9. EXISTING CEILING TO REMAIN WITH CONSTRUCTION OF 100000
10. EXISTING FLOOR FINISH TO REMAIN WITH CONSTRUCTION OF 100000
11. EXISTING WALLS TO REMAIN WITH CONSTRUCTION OF 100000
12. EXISTING ROOF TO REMAIN WITH CONSTRUCTION OF 100000
13. EXISTING CEILING TO REMAIN WITH CONSTRUCTION OF 100000
14. EXISTING FLOOR FINISH TO REMAIN WITH CONSTRUCTION OF 100000
15. EXISTING WALLS TO REMAIN WITH CONSTRUCTION OF 100000
16. EXISTING ROOF TO REMAIN WITH CONSTRUCTION OF 100000
17. EXISTING CEILING TO REMAIN WITH CONSTRUCTION OF 100000
18. EXISTING FLOOR FINISH TO REMAIN WITH CONSTRUCTION OF 100000
19. EXISTING WALLS TO REMAIN WITH CONSTRUCTION OF 100000
20. EXISTING ROOF TO REMAIN WITH CONSTRUCTION OF 100000
21. EXISTING CEILING TO REMAIN WITH CONSTRUCTION OF 100000
22. EXISTING FLOOR FINISH TO REMAIN WITH CONSTRUCTION OF 100000
23. EXISTING WALLS TO REMAIN WITH CONSTRUCTION OF 100000
24. EXISTING ROOF TO REMAIN WITH CONSTRUCTION OF 100000
25. EXISTING CEILING TO REMAIN WITH CONSTRUCTION OF 100000
26. EXISTING FLOOR FINISH TO REMAIN WITH CONSTRUCTION OF 100000
27. EXISTING WALLS TO REMAIN WITH CONSTRUCTION OF 100000
28. EXISTING ROOF TO REMAIN WITH CONSTRUCTION OF 100000
29. EXISTING CEILING TO REMAIN WITH CONSTRUCTION OF 100000
30. EXISTING FLOOR FINISH TO REMAIN WITH CONSTRUCTION OF 100000

GENERAL NOTES:

1. ALL WORK TO BE DONE ACCORDING TO THE LATEST EDITIONS OF THE BUILDING CODES AND SPECIFICATIONS.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITIES.
3. ALL MATERIALS SHALL BE OF THE BEST QUALITY AND SHALL BE SUBMITTED FOR APPROVAL BY THE ARCHITECT PRIOR TO INSTALLATION.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING UTILITIES AND STRUCTURES.
5. ALL WORK SHALL BE COMPLETED WITHIN THE SPECIFIED TIME FRAME.
6. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL ADJACENT PROPERTIES AT ALL TIMES.
7. ALL NECESSARY SAFETY MEASURES SHALL BE IN PLACE DURING CONSTRUCTION.
8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DISPOSAL OF ALL DEBRIS AND WASTE.
9. ALL WORK SHALL BE COMPLETED IN ACCORDANCE WITH THE LOCAL REGULATIONS.
10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF THE ENVIRONMENT.
11. ALL WORK SHALL BE COMPLETED WITHIN THE SPECIFIED TIME FRAME.
12. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL ADJACENT PROPERTIES AT ALL TIMES.
13. ALL NECESSARY SAFETY MEASURES SHALL BE IN PLACE DURING CONSTRUCTION.
14. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DISPOSAL OF ALL DEBRIS AND WASTE.
15. ALL WORK SHALL BE COMPLETED IN ACCORDANCE WITH THE LOCAL REGULATIONS.
16. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF THE ENVIRONMENT.

FLOOR FINISH LEGEND:

- | SYMBOL | DESCRIPTION |
|----------|-------------------------------------|
| [Symbol] | CONCRETE FLOOR WITH POLISHED FINISH |
| [Symbol] | CONCRETE FLOOR WITH POLISHED FINISH |
| [Symbol] | CONCRETE FLOOR WITH POLISHED FINISH |
| [Symbol] | CONCRETE FLOOR WITH POLISHED FINISH |
| [Symbol] | CONCRETE FLOOR WITH POLISHED FINISH |
| [Symbol] | CONCRETE FLOOR WITH POLISHED FINISH |
| [Symbol] | CONCRETE FLOOR WITH POLISHED FINISH |
| [Symbol] | CONCRETE FLOOR WITH POLISHED FINISH |
| [Symbol] | CONCRETE FLOOR WITH POLISHED FINISH |
| [Symbol] | CONCRETE FLOOR WITH POLISHED FINISH |
| [Symbol] | CONCRETE FLOOR WITH POLISHED FINISH |

WALL LEGEND:

- | SYMBOL | DESCRIPTION |
|----------|------------------------------|
| [Symbol] | 1/2" PLASTER ON MASONRY WALL |
| [Symbol] | 1/2" PLASTER ON MASONRY WALL |
| [Symbol] | 1/2" PLASTER ON MASONRY WALL |

WINDOW AND DOOR SCHEDULES

ALL WINDOW AND DOOR SCHEDULES ARE TO BE IN ACCORDANCE WITH THE LOCAL REGULATIONS AND THE ARCHITECT'S SPECIFICATIONS.

INTERIOR FINISHES:

- | SYMBOL | DESCRIPTION |
|----------|----------------------|
| [Symbol] | PAINTED MASONRY WALL |
| [Symbol] | PAINTED MASONRY WALL |
| [Symbol] | PAINTED MASONRY WALL |

CONSTRUCTION FLOOR PLAN
SCALE: 1/8" = 1'-0"



EMPIRE DESIGN GROUP.

1101 Washington Ave.
Berkeley, Calif. 94709
Tel: (415) 841-2200
Fax: (415) 841-2201
Web: www.empiredesign.com

RTN DEVELOPMENT, INC.

INDUSTRIAL STORAGE BUILDING
PARCELS 16-18 OF PARCEL MAP 23199
BRIGGS ROAD
MURRIETA, CA 92563



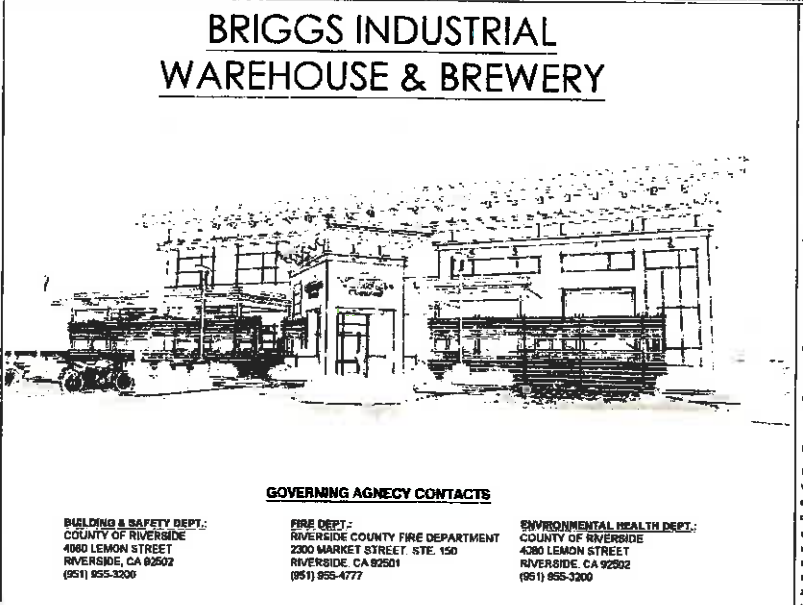
NO.	DATE	DESCRIPTION

2ND FLOOR PLAN NOTES (3RD FLOOR PLAN)

A1.2

SYMBOLS LEGEND

DRAWING TITLE	(1) SHEET DESIGNATION
SECTION	(2) SECTION NUMBER
ELEVATION	(3) SHEET NUMBER SECTION AND SECTION NUMBER
REVISED	(4) SHEET NUMBER ELEVATION IS LOCATED
CITATIONS HEIGHT	(5) FINISH FLOOR
KEYED NOTES	(6) KEYED NOTE DESIGNATION
FINISH MATERIAL	(7) FINISH MATERIAL
DETAIL (ENLARGEMENT)	(8) DETAIL ENLARGEMENT
DETAIL	(9) SHEET NUMBER DETAIL IS LOCATED
ELEVATION HEIGHT	(10) ELEVATION HEIGHT TO SLAB
EQUIPMENT NUMBER	(11) EQUIPMENT NUMBER
DOOR NUMBER	(12) DOOR NUMBER
WINDOW DESIGNATION	(13) WINDOW DESIGNATION
GRAPHICS DESIGNATION	(14) GRAPHICS DESIGNATION



BRIGGS INDUSTRIAL WAREHOUSE & BREWERY

GOVERNING AGENCY CONTACTS

- BUILDING & SAFETY DEPT.:** COUNTY OF RIVERSIDE, 4800 LEMON STREET, RIVERSIDE, CA 92502, (951) 955-3206
- FIRE DEPT.:** RIVERSIDE COUNTY FIRE DEPARTMENT, 2200 MARKET STREET, STE. 150, RIVERSIDE, CA 92501, (951) 955-4777
- ENVIRONMENTAL HEALTH DEPT.:** COUNTY OF RIVERSIDE, 4800 LEMON STREET, RIVERSIDE, CA 92502, (951) 955-3200

DEFERRED SUBMITTAL

THE SIGNOR/ARCHITECT ON BEHALF OF THE ARCHITECT SHALL REVIEW AND FORWARD THEM TO THE BUILDING OFFICIAL WITHIN 30 DAYS OF THE DATE OF THE REVIEW AND COMMENT. IF THE DEFERRED SUBMITTAL IS NOT REVIEWED AND COMMENTED ON WITHIN THE SPECIFIED PERIOD, THE DEFERRED SUBMITTAL WILL BE DEEMED APPROVED AS SUBMITTED. THE BUILDING OFFICIAL'S REVIEW AND COMMENT IS NOT BINDING ON THE ARCHITECT OR THE ARCHITECT'S LIABILITY.

SPECIAL INSPECTIONS CHECK LIST

- NAME OF OWNER OR AGENT
- DATE
- NAME OF ARCHITECT OF RECORD
- DATE
- NAME OF ARCHITECT OF RECORD
- DATE

CODE INFORMATION

- BUILDING CODE: 2019 CALIFORNIA BUILDING CODE
- PLUMBING CODE: 2019 CALIFORNIA PLUMBING CODE
- ELECTRICAL CODE: 2019 CALIFORNIA ELECTRICAL CODE
- MERCHANDISE CODE: 2019 CALIFORNIA MERCHANDISE CODE
- ENERGY CODE: 2019 CALIFORNIA ENERGY CODE
- OPHTHALMIC CODE: 2019 CALIFORNIA OPTOMETRIC CODE
- PER CODE: 2019 CALIFORNIA PER CODE

- ### UTILITIES
- ELECTRICAL:** SOUTHERN CALIFORNIA EDISON COMPANY, 1901 L STREET, RIVERSIDE, CA 92502, (951) 955-3277
 - GAS:** SOUTHERN CALIFORNIA GAS COMPANY, 1901 L STREET, RIVERSIDE, CA 92502, (951) 955-3277
 - WATER:** RIVERSIDE COUNTY WATER AGENCY, 1901 L STREET, RIVERSIDE, CA 92502, (951) 955-3277

GENERAL PROJECT NOTES

- ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE CITY OF RIVERSIDE LOCAL ORDINANCES AND THE CALIFORNIA BUILDING CODE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES.
- ALL DIMENSIONS SHALL BE TO FINISH UNLESS OTHERWISE NOTED.
- ALL MATERIALS SHALL BE IN ACCORDANCE WITH THE SPECIFICATIONS AND APPROVALS OF THE BUILDING OFFICIAL.
- ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE SAFETY REQUIREMENTS OF OSHA AND THE CITY OF RIVERSIDE.
- ALL UTILITIES SHALL BE PROTECTED AND DEPTH SHALL BE AS SHOWN ON THE UTILITIES DRAWINGS.
- ALL FOUNDATION WORK SHALL BE IN ACCORDANCE WITH THE FOUNDATION SPECIFICATIONS AND APPROVALS OF THE BUILDING OFFICIAL.
- ALL ROOFING WORK SHALL BE IN ACCORDANCE WITH THE ROOFING SPECIFICATIONS AND APPROVALS OF THE BUILDING OFFICIAL.
- ALL MECHANICAL, ELECTRICAL, AND PLUMBING WORK SHALL BE IN ACCORDANCE WITH THE RESPECTIVE CODES AND APPROVALS OF THE BUILDING OFFICIAL.
- ALL FINISHES SHALL BE IN ACCORDANCE WITH THE FINISH SPECIFICATIONS AND APPROVALS OF THE BUILDING OFFICIAL.
- ALL SIGNAGE SHALL BE IN ACCORDANCE WITH THE SIGNAGE SPECIFICATIONS AND APPROVALS OF THE BUILDING OFFICIAL.

- ALL DETAILS AND SECTIONS THROUGH THE DRAWINGS ARE INTENDED TO BE TYPICAL AND SHALL BE CONSIDERED TO APPLY TO ALL SIMILAR SITUATIONS UNLESS OTHERWISE NOTED ON THE DRAWINGS.
- IT IS THE CONTRACTOR'S SOLE RESPONSIBILITY TO OBTAIN ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES AND TO INSURE THE SAFETY OF THE BUILDING AND ITS COMPONENTS DURING CONSTRUCTION.
- ALL MATERIALS AND METHODS SHALL BE IN ACCORDANCE WITH THE SPECIFICATIONS AND APPROVALS OF THE BUILDING OFFICIAL.
- ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE SAFETY REQUIREMENTS OF OSHA AND THE CITY OF RIVERSIDE.
- ALL UTILITIES SHALL BE PROTECTED AND DEPTH SHALL BE AS SHOWN ON THE UTILITIES DRAWINGS.
- ALL FOUNDATION WORK SHALL BE IN ACCORDANCE WITH THE FOUNDATION SPECIFICATIONS AND APPROVALS OF THE BUILDING OFFICIAL.
- ALL ROOFING WORK SHALL BE IN ACCORDANCE WITH THE ROOFING SPECIFICATIONS AND APPROVALS OF THE BUILDING OFFICIAL.
- ALL MECHANICAL, ELECTRICAL, AND PLUMBING WORK SHALL BE IN ACCORDANCE WITH THE RESPECTIVE CODES AND APPROVALS OF THE BUILDING OFFICIAL.
- ALL FINISHES SHALL BE IN ACCORDANCE WITH THE FINISH SPECIFICATIONS AND APPROVALS OF THE BUILDING OFFICIAL.
- ALL SIGNAGE SHALL BE IN ACCORDANCE WITH THE SIGNAGE SPECIFICATIONS AND APPROVALS OF THE BUILDING OFFICIAL.

PROJECT TEAM

- ARCHITECT:** EMPIRE DESIGN GROUP, INC., 1901 L STREET, RIVERSIDE, CA 92502, (951) 955-3277
- OWNER:** BRIGGS INDUSTRIAL WAREHOUSE & BREWERY, 4800 LEMON STREET, RIVERSIDE, CA 92502, (951) 955-3200
- GENERAL CONTRACTOR:** [TO BE DETERMINED]

SITE DATA

ADDRESS: 4800 LEMON STREET, RIVERSIDE, CA 92502

APN: RIVERSIDE COUNTY 001-020-001-001

LOT SIZE: 0.15 ACRES

BUILDING AREA: 12,000 SQ. FT.

LAND USE: INDUSTRIAL

CITY: RIVERSIDE

PARKING: 50 SPACES

THREAT ZONE: FLOOD HAZARD ZONE

SOILS: UNDESIRABLE

ADJACENT PROPERTY: [TO BE DETERMINED]

DRAWING INDEX

No.	Description
1	GENERAL NOTES
2	FOUNDATION
3	ROOFING
4	MECHANICAL
5	ELECTRICAL
6	PLUMBING
7	FINISHES
8	UTILITIES
9	EXTERIOR FINISHES
10	LANDSCAPE ARCHITECTURE

LEGAL DESCRIPTION

PARCELS 16-18 OF PARCEL MAP 23199

SECTION 16, T4N, R12E, S18E, COUNTY OF RIVERSIDE, CALIFORNIA

AREA: 0.15 ACRES

LEGAL DESCRIPTION: [TO BE DETERMINED]

PROJECT DESCRIPTION

THE ARCHITECT HAS PREPARED THESE DRAWINGS FOR THE ARCHITECT'S PROFESSIONAL LIABILITY INSURANCE POLICY. THE ARCHITECT IS NOT PROVIDING CONTRACT ADMINISTRATION SERVICES TO THE OWNER. THE ARCHITECT IS NOT PROVIDING COST ESTIMATION SERVICES TO THE OWNER. THE ARCHITECT IS NOT PROVIDING PROJECT MANAGEMENT SERVICES TO THE OWNER.

APPLICANT

EMPIRE DESIGN GROUP, INC. 1901 L STREET, RIVERSIDE, CA 92502, (951) 955-3277

PROJECT DESCRIPTION

BRIGGS INDUSTRIAL WAREHOUSE & BREWERY

CONTRACT NO.: [TO BE DETERMINED]

DATE: 10/15/2023

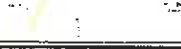
ARCHITECT / EXHIBIT PREPARER

EMPIRE DESIGN GROUP, INC. 1901 L STREET, RIVERSIDE, CA 92502, (951) 955-3277

VICINITY MAP



SITE



EMPIRE DESIGN GROUP, INC.
1901 L STREET, RIVERSIDE, CA 92502
(951) 955-3277

RTN DEVELOPMENT, INC.

INDUSTRIAL STORAGE BUILDING
PARCELS 16-18 OF PARCEL MAP 23199
BRIGGS ROAD
MURRIETA, CA 92563

DATE	DESCRIPTION

G 1.0
TITLE SHEET

KEYED NOTES:

- 1 STORAGE UNDER TERRAZZO FINISH
- 2 MASONRY SLATE STAIN COLOR, SEE FINISHES
- 3 GOODRICH OUTDOOR SCENE LIGHT, TYPICAL
- 4 BIRKDAFF ARCHITECTURAL DETAILS
- 5 WALLS AND ROOF TO BE SIP SYSTEM, SEE SIP SHEET DRAWINGS
- 6 EXTRA DOOR AND WINDOW SYSTEM DOOR SEE DOOR SCHEDULE SHEET A.5.3
- 7 WATER FEATURE WALL, SCOTT-MORRIS.COM
- 8 PENTAP GOODRICH PLUM LIGHT FIXTURE 18 3/4" SIZE GOODRICH.COM
- 9 GREEN WALL, SEE DETAIL

EMPIRE DESIGN GROUP INC.



5811 Washington Ave.
Murrieta, CA 92562
Tel: 951-221-1111
www.empiredesigngroup.com

RTN DEVELOPMENT, INC.
23900 HAWCOCK AVE.
SUITE # 100-170
MURRIETA, CA

EXTERIOR FINISHES:

- 1 DIRECT APPLIED FINISH SYSTEM
- 2 PART 701 STUCCO (LA MIRA STUCCO)- ELASTOMERIC SAND FINISH OVER METAL LATH PROVIDE CONTROL JOINTS AS SHOWN
- 3 ALLURA FIBER COVENT STAIN SLATE STAIN COLOR

EXTERIOR PAINTS:

- 1 COLOR: EC1 UNIFIED WHITE
- 2 COLOR: SPERRY #1022 / LEPARTITE WHITE MONOMERAL
- 3 COLOR: SEEL #1811 / EC1201 "TODOR MESA"
- 4 COLOR: SPERRY #1022 / EC1200 "WINDFORD POOL"

BRIGGS INDUSTRIAL WAREHOUSE AND BREWERY
Briggs Road, Murrieta, CA 92563
parcels 16-18 of parcel map 23199

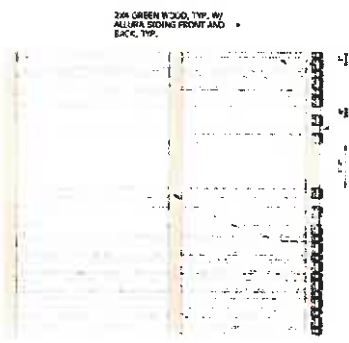
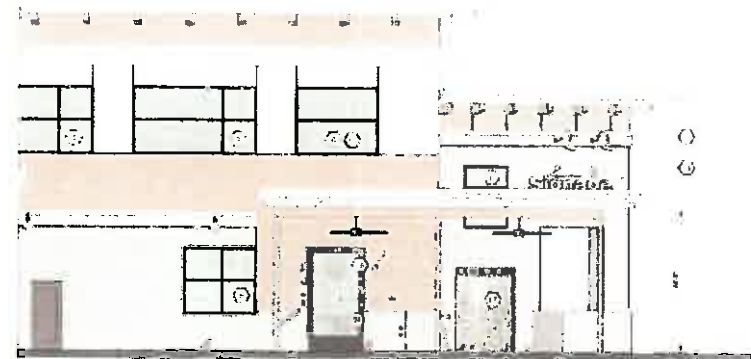
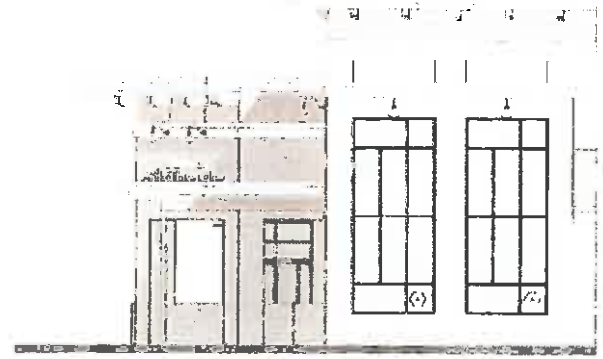
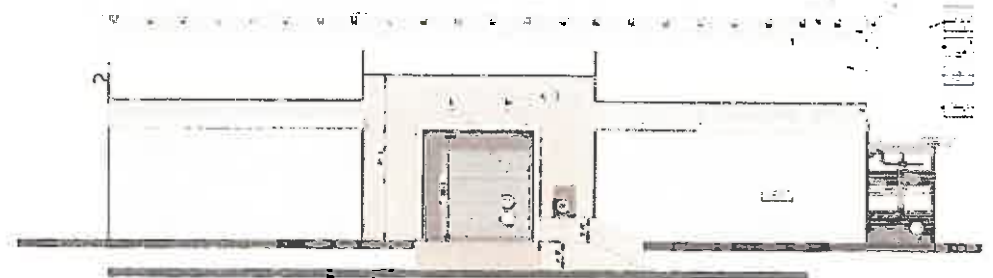
DATE: 11/18/21
DRAWN BY: J. L. LEE
CHECKED BY: J. L. LEE
SCALE: AS SHOWN
PROJECT NO.: 21-001
SHEET NO.: 16-18



16-18
DATE: 11/18/21
SCALE: AS SHOWN
SHEET NO.: 16-18

DATE: 11/18/21
DRAWN BY: J. L. LEE
CHECKED BY: J. L. LEE
SCALE: AS SHOWN
PROJECT NO.: 21-001
SHEET NO.: 16-18

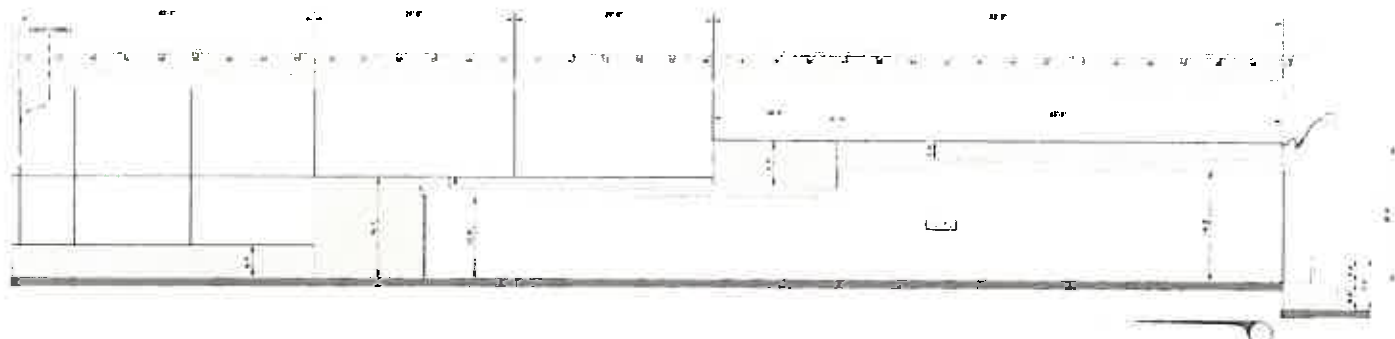
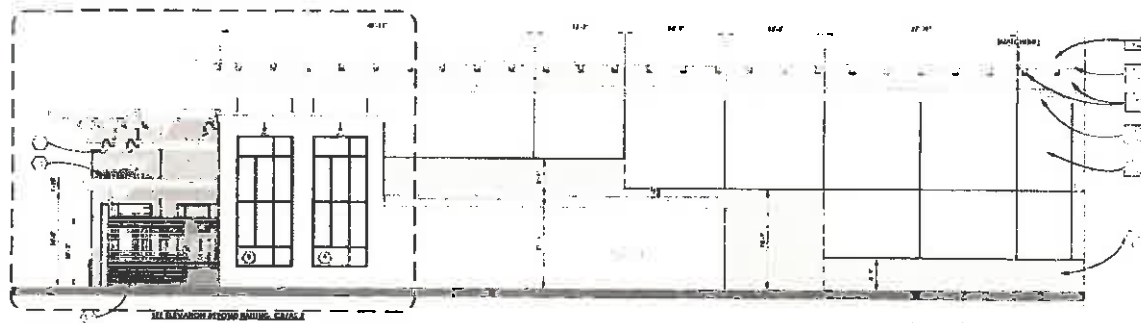
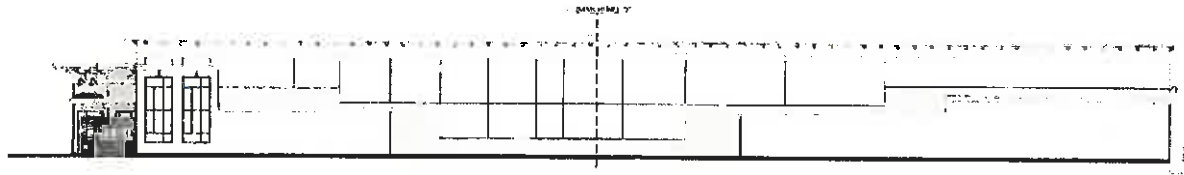
(REAR) SOUTHWEST EXTERIOR ELEVATIONS



2x4 GREEN WOOD, TYP. W/ ALLURA STAINING FRONT AND BACK, TYP.

6x6 GREEN WOOD POST, TYP.

- 2x4 GREEN WOOD, TYP.
- PRE-DRILLED FASTENING FOR FINALE, INST. TYP.
- ALLURA STAINING
- ALLURA STAINING
- 2x4 GREEN WOOD, TYP.
- 6x6 GREEN WOOD POST, TYP.



KEYED NOTES:
 1. STORAGE CURB/SEPARATE PERMIT
 2. 6000 GAL. STAIN CO. OP. SIZ. FINISHES
 3. DOOR/NECK OUTDOOR SCORPE LIGHT, TYPICAL

- 1. 1/2" THICK WOOD GRIP CORNER STEEL
- 2. WALL AND CEILING TO BE UNPAINTED GALV. STEEL SHEET PILING
- 3. 1/2" THICK CORRUGATED ALUMINUM SHEET ROOF
- 4. WALL/CEILING WALL, 20" HORIZONTAL SLATS
- 5. ROOFING: 2" THICK POLYURETHANE INSULATION, 1/2" 15' MIN. POLYISOCYANURATE FOAM
- 6. WATER-TIGHT SEALING

EXTERIOR FINISHES:

- 1. EXTERIOR WALLS: 1/2" THICK GALV. STEEL SHEET PILING
- 2. EXTERIOR ROOF: 2" THICK POLYURETHANE INSULATION, 1/2" 15' MIN. POLYISOCYANURATE FOAM
- 3. EXTERIOR FLOOR: 1/2" THICK GALV. STEEL SHEET PILING

EXTERIOR PAINTS:

- 1. COLOR: EXTERIOR WALLS
- 2. COLOR: EXTERIOR ROOF
- 3. COLOR: EXTERIOR FLOOR

EMPIRE DESIGN GROUP INC.

2001 Shafter Ave
 Murietta, CA 92563
 Tel: (951) 341-1111

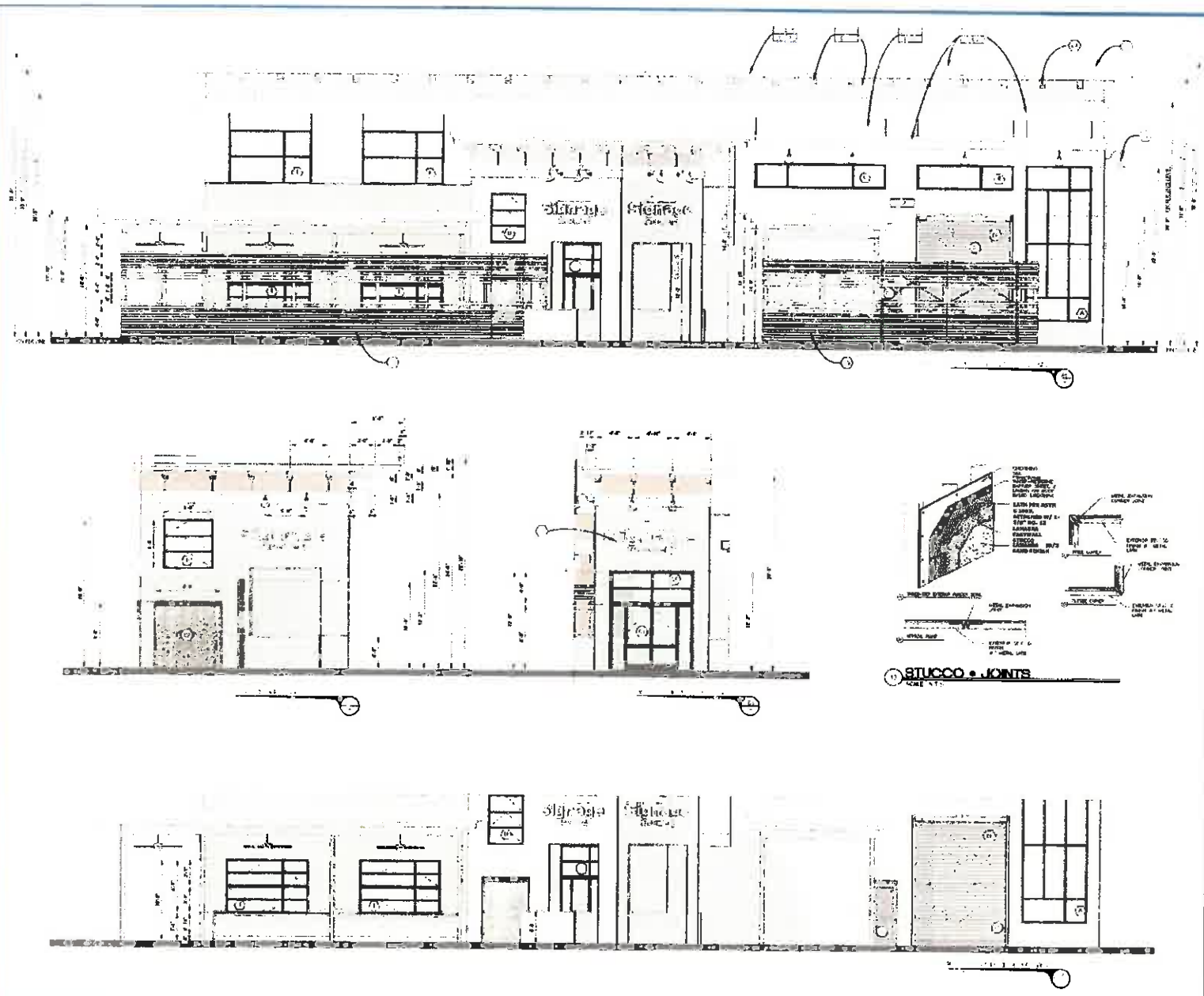
RTN DEVELOPMENT, INC.
 25000 MARCOCK AVE.
 SUITE #100-378
 MURRIETA, CA.

BRIGGS INDUSTRIAL WAREHOUSE AND BREWERY
 Briggs Road, Murrieta, CA 92563
 parcels 16-18 of parcel map 23199



DATE: 11/18/1999
 DRAWN BY: [Name]
 CHECKED BY: [Name]

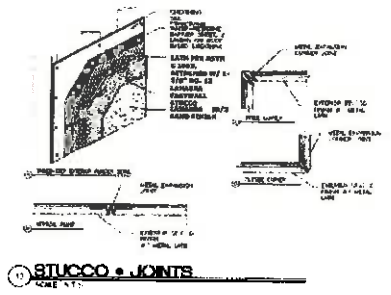
(RIGHT) NORTHWEST EXTERIOR ELEVATIONS



- KEYED NOTES:**
- ① SIGNAGE UNDER SEPARATE PERMIT
 - ② SKYLINE SLATE & RAMP COLOR. SEE FINISHES
 - ③ DOOR/SLICK GLASS DOOR. SEE LIGHT TYPICAL
 - ④ RISER/POUJOL ARCHITECTURAL DETAILS
 - ⑤ WALLS AND ROOF TO HP SYSTEM. SEE HP SYSTEM DRAWINGS
 - ⑥ EXTERIOR DOOR AND WINDOW SYSTEM. SEE DOOR SCHEDULE SHEET A.5.3
 - ⑦ WATER FIGHTER WALL. SEE HP SYSTEM WALLS.COM
 - ⑧ POWER GRID. CHECK PLM LIGHT FIXTURES TO 24" SIZE. SEE DOOR SCHEDULES.COM
 - ⑨ SCREEN WALL. SEE DETAIL W.4.2.3

- EXTERIOR FINISHES:**
- ① DIRECT APPLIED FIBERGLASS SYSTEM
 - ② 3 PLY FIBERGLASS STUCCO WITH ELASTOMERIC BAND FIBERGLASS METAL LATH PROVIDE CONTROL JOINTS AS SHOWN
 - ③ ALLURA FIBER CONCRETE SLATE SLATE STAIN COLOR

- EXTERIOR PAINTS:**
- ① COLOR
 - ② INTERIRED WHITE
 - ③ COLOR SPECIES REDWOOD KILN-DRIED WHITE ENHANCER
 - ④ LIQUID SILENT SHIFT CLEAR-TEC TOUCHUP
 - ⑤ COLOR SPECIES REDWOOD CLEAR-TEC TOUCHUP



EMPIRE DESIGN GROUP

3481 Washington Ave.
Suite 200 CA 92503
Tel: 951-260-4400

RTN DEVELOPMENT, INC.
2888 HANCOCK AVE.
SUITE # 203-178
MURRIETA, CA

BRIGGS INDUSTRIAL WAREHOUSE AND BREWERY
Briggs Road, Murrieta, CA 92563
parcels 16-1B of parcel map 23199

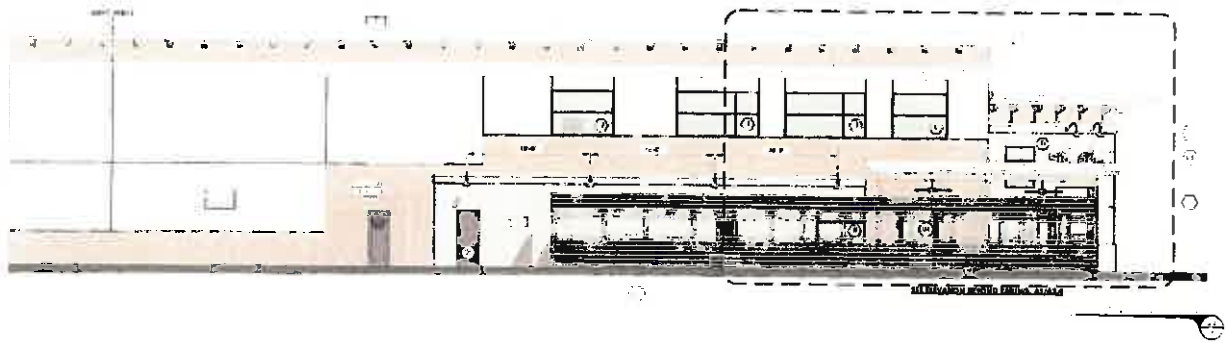
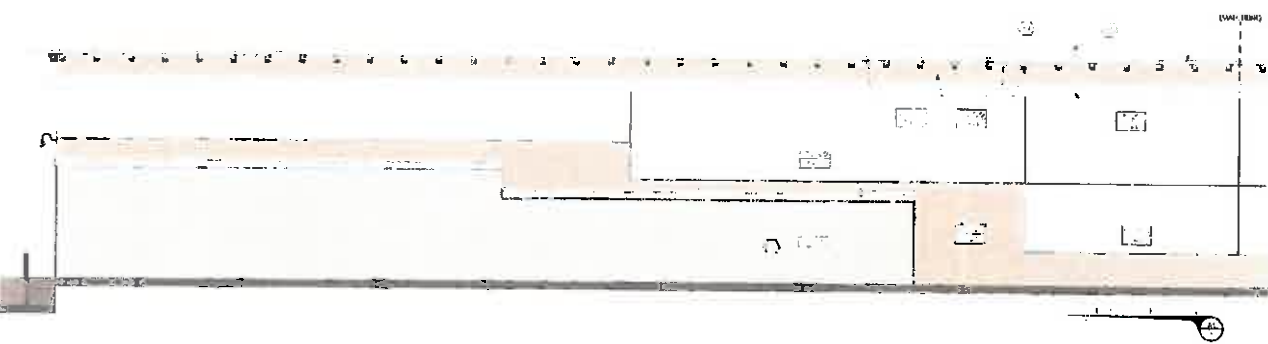
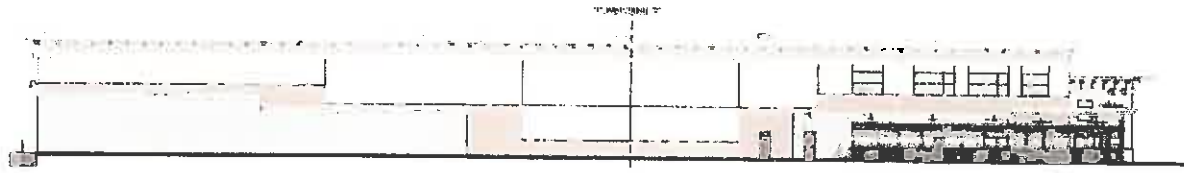
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32800 1/2 1/2 1/2 1/2



10/12/2012 11:00 AM
DVS - PWS - 16-18-18000
W 11 10 00

1000 - 10100
1000 - 10100
1000 - 10100
1000 - 10100

(FRONT) NORTHEAST EXTERIOR ELEVATIONS



KEYED NOTES:

- 1. SIGNAGE UNLESS OTHERWISE NOTED
- 2. MEN'S SLATE STAIN COLOR. SEE FINISHES
- 3. BOSSA NOVA CAP DOOR SCHEDULE LIGHT TYPICAL
- 4. INDUSTRIAL ARCHITECTURAL DETAILS
- 5. WALLS AND ROOF TO BE SPA SYSTEM SEE C/P/ SHOP DRAWINGS
- 6. EXTERIOR DOOR / WINDOW SYSTEM DOOR SEE DOOR SCHEDULE SHEET A-2.2
- 7. WATER FEATURE WALL BOOTH@HILLS.COM
- 8. POWERS COVERED FLOOR LIGHT FIXTURE 1/4" 3/4" SAE. ECOLOGOSYSTEMS.COM
- 9. SCREEN WALL SEE DETAIL RWA-1

EXTERIOR FINISHES:

- 1. UNLESS APPLIED FINISH SYSTEM
- 2. PAPEL STUCCO (LA 16874 STUCCO)
- 3. ELASTOMER SAND FINISH OVER METAL LATH PROVIDE CORNER JOINTS A-2.10088
- 4. ALLURA FRESH CEMENT SURF. SLATE STAIN COLOR

EXTERIOR PAINTS:

- 1. COLOR
- 2. UNIFORM WHITE
- 3. COLOR SPECIFIC RESIN AT 100% SOLIDS "MAYBE" (SHEEN)
- 4. COLOR SPECIFIC RESIN AT 200% SOLIDS "MAYBE" (SHEEN)
- 5. COLOR SPECIFIC RESIN AT 300% SOLIDS "MAYBE" (SHEEN)

EMPIRE DESIGN GROUP



14811 Washington Ave
Bakersfield CA 93312
Tel: 805.835.1100

RTN DEVELOPMENT, INC.
28888 HANCOCK AVE.
SUITE # 183-378
MURRIETA, CA.

BRIGGS INDUSTRIAL WAREHOUSE AND BREWERY
Briggs Road, Murrieta, CA 92563
parcels 16-18 of parcel map 23199

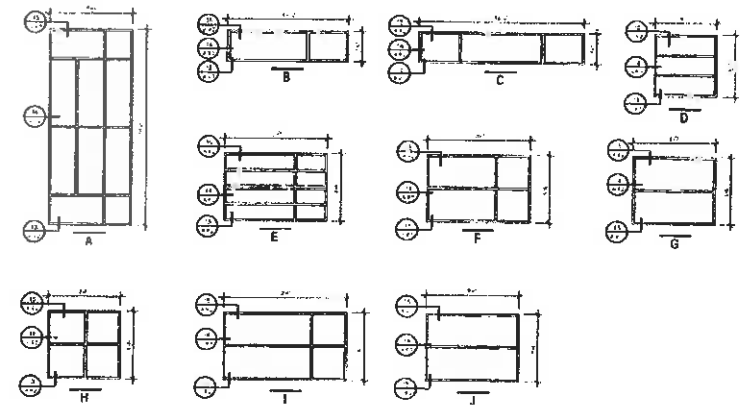
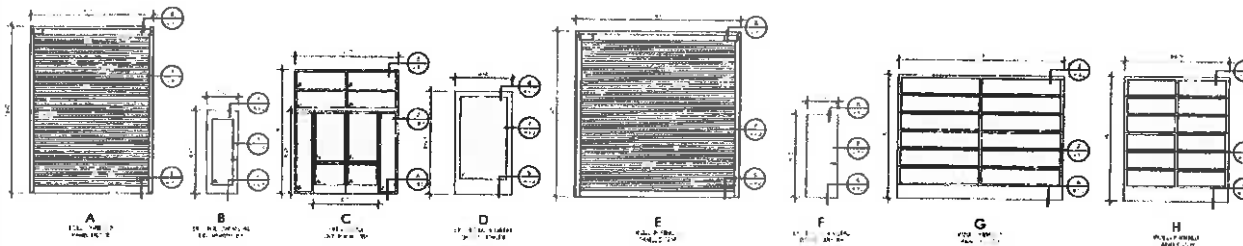
OWNER: EMPIRE DESIGN GROUP
DESIGNER: EMPIRE DESIGN GROUP
ARCHITECT: EMPIRE DESIGN GROUP
DATE: 11/11/11



DATE: 11/11/11
DRAWN: [Name]
CHECKED: [Name]

DATE: 11/11/11
DRAWN: [Name]
CHECKED: [Name]

LEFT (SOUTHEAST) EXTERIOR ELEVATIONS



DOOR SCHEDULE

NO.	TYPE	FINISH	GLASS	TRANSOM	SW.	DOOR	HT.	WT.	REMARKS
1	SLIDING	WOOD	GLASS	NO	NO	DOOR	80"	36"	DOOR TO OFFICE
2	SLIDING	WOOD	GLASS	NO	NO	DOOR	80"	36"	DOOR TO OFFICE
3	SLIDING	WOOD	GLASS	NO	NO	DOOR	80"	36"	DOOR TO OFFICE
4	SLIDING	WOOD	GLASS	NO	NO	DOOR	80"	36"	DOOR TO OFFICE
5	SLIDING	WOOD	GLASS	NO	NO	DOOR	80"	36"	DOOR TO OFFICE
6	SLIDING	WOOD	GLASS	NO	NO	DOOR	80"	36"	DOOR TO OFFICE
7	SLIDING	WOOD	GLASS	NO	NO	DOOR	80"	36"	DOOR TO OFFICE
8	SLIDING	WOOD	GLASS	NO	NO	DOOR	80"	36"	DOOR TO OFFICE
9	SLIDING	WOOD	GLASS	NO	NO	DOOR	80"	36"	DOOR TO OFFICE
10	SLIDING	WOOD	GLASS	NO	NO	DOOR	80"	36"	DOOR TO OFFICE

WINDOW SCHEDULE

NO.	TYPE	FINISH	GLASS	TRANSOM	SW.	DOOR	HT.	WT.	REMARKS
1	WINDOW	WOOD	GLASS	NO	NO	DOOR	80"	36"	WINDOW TO OFFICE
2	WINDOW	WOOD	GLASS	NO	NO	DOOR	80"	36"	WINDOW TO OFFICE
3	WINDOW	WOOD	GLASS	NO	NO	DOOR	80"	36"	WINDOW TO OFFICE
4	WINDOW	WOOD	GLASS	NO	NO	DOOR	80"	36"	WINDOW TO OFFICE
5	WINDOW	WOOD	GLASS	NO	NO	DOOR	80"	36"	WINDOW TO OFFICE
6	WINDOW	WOOD	GLASS	NO	NO	DOOR	80"	36"	WINDOW TO OFFICE
7	WINDOW	WOOD	GLASS	NO	NO	DOOR	80"	36"	WINDOW TO OFFICE
8	WINDOW	WOOD	GLASS	NO	NO	DOOR	80"	36"	WINDOW TO OFFICE
9	WINDOW	WOOD	GLASS	NO	NO	DOOR	80"	36"	WINDOW TO OFFICE
10	WINDOW	WOOD	GLASS	NO	NO	DOOR	80"	36"	WINDOW TO OFFICE

ROOM FINISH SCHEDULE

ROOM	FLOOR	WALLS	CEILING	DOOR	WINDOW	TRANSOM	SW.	REMARKS
OFFICE	WOOD	WOOD	WOOD	WOOD	WOOD	WOOD	WOOD	
OFFICE	WOOD	WOOD	WOOD	WOOD	WOOD	WOOD	WOOD	
OFFICE	WOOD	WOOD	WOOD	WOOD	WOOD	WOOD	WOOD	
OFFICE	WOOD	WOOD	WOOD	WOOD	WOOD	WOOD	WOOD	
OFFICE	WOOD	WOOD	WOOD	WOOD	WOOD	WOOD	WOOD	

WINDOW MATERIAL LEGEND

W1	WOOD	GLASS
W2	WOOD	GLASS
W3	WOOD	GLASS
W4	WOOD	GLASS
W5	WOOD	GLASS
W6	WOOD	GLASS
W7	WOOD	GLASS
W8	WOOD	GLASS
W9	WOOD	GLASS
W10	WOOD	GLASS

WINDOW GENERAL NOTES:

1. ALL WINDOWS TO BE INSTALLED WITH 1/2" AIR GAP.
2. ALL WINDOWS TO BE INSTALLED WITH 1/2" AIR GAP.
3. ALL WINDOWS TO BE INSTALLED WITH 1/2" AIR GAP.
4. ALL WINDOWS TO BE INSTALLED WITH 1/2" AIR GAP.
5. ALL WINDOWS TO BE INSTALLED WITH 1/2" AIR GAP.

DOOR MATERIAL LEGEND

D1	WOOD	GLASS
D2	WOOD	GLASS
D3	WOOD	GLASS
D4	WOOD	GLASS
D5	WOOD	GLASS
D6	WOOD	GLASS
D7	WOOD	GLASS
D8	WOOD	GLASS
D9	WOOD	GLASS
D10	WOOD	GLASS

DOOR GENERAL NOTES:

1. ALL DOORS TO BE INSTALLED WITH 1/2" AIR GAP.
2. ALL DOORS TO BE INSTALLED WITH 1/2" AIR GAP.
3. ALL DOORS TO BE INSTALLED WITH 1/2" AIR GAP.
4. ALL DOORS TO BE INSTALLED WITH 1/2" AIR GAP.
5. ALL DOORS TO BE INSTALLED WITH 1/2" AIR GAP.

DOOR HARDWARE SCHEDULE

NO.	TYPE	FINISH	REMARKS
1	HANDLE	WOOD	HANDLE TO OFFICE
2	HANDLE	WOOD	HANDLE TO OFFICE
3	HANDLE	WOOD	HANDLE TO OFFICE
4	HANDLE	WOOD	HANDLE TO OFFICE
5	HANDLE	WOOD	HANDLE TO OFFICE
6	HANDLE	WOOD	HANDLE TO OFFICE
7	HANDLE	WOOD	HANDLE TO OFFICE
8	HANDLE	WOOD	HANDLE TO OFFICE
9	HANDLE	WOOD	HANDLE TO OFFICE
10	HANDLE	WOOD	HANDLE TO OFFICE

EMPIRE DESIGN GROUP
 2001 Development Ave.
 Murrieta, CA 92563
 TEL: 951-382-1981
 FAX: 951-382-1982

RTN DEVELOPMENT, INC.

INDUSTRIAL STORAGE BUILDING
 PARCELS 16-18 OF PARCEL MAP 23199
 BRIGGS ROAD
 MURRIETA, CA 92563

Architect of Record:
EMPIRE DESIGN GROUP
 2001 Development Ave.
 Murrieta, CA 92563
 TEL: 951-382-1981
 FAX: 951-382-1982



DATE	2000.11.09
PROJECT NO.	200001247
NO. OF SHEETS	10
SHEET NO.	10
SCALE	AS SHOWN
DESIGNED BY	DM
CHECKED BY	DM
IN CHARGE	DM
REVISIONS	

WINDOW AND DOOR SCHEDULE

A 4.0

NOTICE OF PUBLIC HEARING RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

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

Any person may submit written comments to the ALUC before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. The proposed project application may be viewed at the Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501, Monday through Thursday from 8:00 a.m. to 5:00 p.m., except Monday, May 30 (Memorial Day), 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 County 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., 1st Floor Board Chambers
Riverside, California

DATE OF HEARING: June 9, 2016

TIME OF HEARING: 9:00 A.M.

CASE DESCRIPTION:

ZAP1070FV16 – RTN Development Inc. (Representative: Rick Neugebauer) – County of Riverside Planning Case Nos. CUP03744 (Conditional Use Permit) and CZ07909 (Change of Zone). The applicant is proposing a microbrewery and a warehouse facility (primarily for storage of wine) on 3.68 acres (2.1 acres net) (Assessor's Parcel Numbers: 963-070-002, 963-070-003, 963-070-004), located westerly of Briggs Road, easterly of Winchester Road (Highway 79), southerly of the westerly extension of Magdas Coloradas Street, and northerly of the westerly extension of Cochise Circle. The project proposes a 36,278 square foot building which includes: 3,246 square foot microbrewery production area, 28,995 square foot warehouse/storage area, 2,713 square foot office area, and 699 square foot tasting and bar area. The project also has a 1,420 square foot outdoor seating and gaming area attached to the building. The building will be two stories and have a maximum height of 35 feet. The applicant also proposes to change the zoning of the proposed 3.68 acre parcel from Industrial Park (I-P) to Manufacturing-Service Commercial (M-SC). (Airport Compatibility Zones B1 and C of French Valley 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. Peter Lange of the County of Riverside Planning Department at (951) 955-1417.

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

ALUC Identification No.

ZAP1070FV16

PROJECT PROPONENT (TO BE COMPLETED BY APPLICANT)

Date of Application 4/28/2016
 Property Owner FVIP, LLC c/o JEFF COMERCHE Phone Number 951.200-2367
 Mailing Address 41391 KALMIA ST SUITE 200
MURRIETA, CA 92502

Agent (if any) RICK NEUGESBAUER / RTN Dev. Phone Number 960 594 1107
 Mailing Address 28465 OLD TOWN FRONT ST. SUITE 311
TEMECULA, CA 92590

PROJECT LOCATION (TO BE COMPLETED BY APPLICANT)

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

Street Address N/A
 Assessor's Parcel No. APN 963 070 003-004 Parcel Size 3.68 ACRES
 Subdivision Name PM 23199
 Lot Number PARCELS 16-18. Zoning Classification INDUSTRIAL PARK

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) EMPTY LAND / VACANT LOT

Proposed Land Use (describe) WAREHOUSE & BREWERY 33,000 sq ft BLDG

For Residential Uses Number of Parcels or Units on Site (exclude secondary units)
 For Other Land Uses Hours of Use 6 AM - 12 MIDNITE
 (See Appendix C) Number of People on Site Maximum Number 60 PER 160 / 2 ACRES
 Method of Calculation SEE ATTACHED SCHEDULED ON PLAN

Height Data Height above Ground or Tallest Object (including antennas and trees) 35' ft.
 Highest Elevation (above sea level) of Any Object or Terrain on Site _____ ft.

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

FU
 BI, C

REFERRING AGENCY (APPLICANT OR JURISDICTION TO COMPLETE)

Date Received

Agency Name

County of Riverside

Staff Contact

Peter Lange

Phone Number

(951) 955-1417

Agency's Project No.

CUP 03-744 / C2-07909

Type of Project

General Plan Amendment

Zoning Amendment or Variance

Subdivision Approval

Use Permit

Public Facility

Other

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

B. **SUBMISSION PACKAGE:**

ALUC REVIEW

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

- OK 1..... Completed Application Form
- OK 1..... Project Site Plan – Folded (8-1/2 x 14 max.)
- OK 1..... Elevations of Buildings - Folded
- OK 1 Each . 8 ½ x 11 reduced copy of the above
- OK 1..... 8 ½ x 11 reduced copy showing project in relationship to airport. ALUC MAP
- OK ✓ 1 Set Floor plans for non-residential projects
- 4 Sets. . Gummmed address labels of the Owner and representative (*See Proponent*).
- 1 Set. . Gummmed 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. . Gummmed address labels of the referring agency (City or County).
- 1..... Check for Fee (See Item "C" below)

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

TITUS

PANCON

— FIRST AMERICAN
HUGO

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 3.4

HEARING DATE: June 9, 2016

CASE NUMBER: ZAP1019RG16 – Riverside County Planning Department
(Representative: Larry Ross)

APPROVING JURISDICTION: Riverside County

JURISDICTION CASE NO: Ordinance No. 348.4835

MAJOR ISSUES: The proposed ordinance would establish definitions for five types of group facilities and two types of health facilities. Each such use serving six or fewer persons would be considered a residential use of property allowed by right in residential zones. Those serving seven or more persons would require a Conditional Use Permit (except Sober Living Homes, which would not be subject to use permit requirements even if they served seven or more persons, as they would be the equivalent of single-family residences, although occupied by more than one “single housekeeping unit” [i.e., their residents may pay rent to the homeowner]). This was not regarded as a “non-impact legislative amendment” because it could increase the potential for “uses having vulnerable occupants” to be established in inner Compatibility Zones where they would not be consistent with the Countywide Policies of the 2004 Riverside County Airport land Use Compatibility Plan.

RECOMMENDATION: Staff recommends a finding of CONSISTENCY for the ordinance itself, provided that, whenever a new facility requiring a Conditional Use Permit is proposed for a site within an Airport Influence Area, the proposal is transmitted to ALUC staff for a determination as to whether the proposal could be inconsistent with the Compatibility Plan policy regarding location of “uses having vulnerable occupants.” In such cases, the proposal should be officially submitted to ALUC for a determination. Staff also recommends that the Commission DIRECT staff to initiate a study of County zoning within unincorporated areas in Compatibility Zones (other than Compatibility Zone E) and report back as to its findings relative to the potential for siting of these facilities in these zones at ALUC’s November meeting.

PROJECT DESCRIPTION:

The applicant proposes an amendment to the Riverside County Zoning Ordinance (Ordinance No. 348) to clarify where residential group facilities, residential health facilities, and sober living homes would be permitted uses in the unincorporated areas and the type of use permit (if any) that would be required for such uses, consistent with State law. Article XIXe of Ordinance No. 348 currently

addresses “congregate care residential facilities.” Its existing text would be deleted. The amended Article XIXe would provide definitions and criteria for five types of group facilities (Residential Facility, Residential Care Facility, Residential Care facility for the Elderly, Alcohol or Drug Abuse Treatment Facility, and Sober Living Homes) and two types of health facilities (Developmentally Disabled Care Facility and Congregate Living Health Facility). Each such use serving six or fewer persons would be considered a residential use allowed by right in residential zones. Those serving seven or more persons (except Sober Living Homes) would require a Conditional Use Permit.

Ordinance No. 348.4835 also adds reasonable accommodation provisions to Ordinance No. 348 and updates definitions to clarify and remove any inconsistencies within Ordinance No. 348 that may result from the revisions made to Article XIXe.

PROJECT LOCATION: Countywide

LAND USE PLAN: All Riverside County Airport Land Use Compatibility Plans

BACKGROUND:

Prohibited and Discouraged Uses: Section 4.2.3.(a) of the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan cites “uses having vulnerable occupants” as land uses of special concern. These are uses in which the occupants may have reduced effective mobility or may be unable to respond to emergency situations. Uses such as children’s schools, hospitals, and nursing homes are prohibited uses in Compatibility Zones A, B1, B2, and C, and are discouraged uses in Compatibility Zone D. The general policy could also be applicable to “other uses in which the majority of occupants are children, elderly, and/or handicapped.”

4.2. Safety

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

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ORDINANCE NO. 348. 4835

AN ORDINANCE OF THE COUNTY OF RIVERSIDE

AMENDING ORDINANCE NO. 348

RELATING TO ZONING

The Board of Supervisors of the County of Riverside ordains as follows:

Section 1. Article XIXe of Ordinance No. 348 is deleted in its entirety and replaced with the following:

“Article XIXe

COMMUNITY CARE FACILITIES

Section 19.100 GROUP FACILITIES

A. Residential Facility. A State licensed home, group care facility or similar facility for 24 hour nonmedical care of persons in need of personal services, supervision or assistance essential for sustaining the activities of daily living or for the protection of the individual.

1. As provided in California Health and Safety Code section 1566.3, residents and operators of a Residential Facility that serves six or fewer persons shall be considered a family and the Residential Facility shall be considered a residential use of property.
2. A Residential Facility that serves six or fewer persons shall be allowed as a use by right in the following zoning classifications: R-R, R-R-O, R-1, R-1A, R-A, R-2, R-2A, R-3, R-3A, R-4, R-6, R-T,

1 R-T-R, A-D, A-P, A-1, A-2, C-V, WC-W, WC-WE,
2 WC-R, WC-E, W-2, W-2-M, R-D and N-A.

3 3. A Residential Facility that serves six or fewer
4 persons shall comply with the development
5 standards for one family or multiple family
6 dwellings, as applicable, located within the same
7 zone.

8 4. A Residential Facility that serves six or fewer
9 persons shall comply with all applicable Federal,
10 State and local health and safety regulations
11 including, but not limited to, Fire and Building
12 Code regulations.

13 5. A Residential Facility that serves seven or more
14 persons is allowed in the following zoning
15 classifications with an approved conditional use
16 permit in accordance with Section 18.28 of this
17 ordinance: R-R, R-R-O, R-1, R-1A, R-A, R-2, R-
18 2A, R-3, R-3A, R-4, R-6, R-T, R-T-R, A-D, A-P,
19 A-1, A-2, C-V, WC-W, WC-WE, WC-R, WC-E,
20 W-2, W-2-M, R-D, N-A, C-1, C-P-S, C-R and C-O.

21 6. A Residential Facility that serves seven or more
22 persons shall comply with the following:

23 a. Conform to the development standards for
24 the zoning classification in which it is
25 located.

26 b. Except for foster family homes, be separated
27 from another licensed Residential Facility
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1 by a minimum of three hundred feet (300')
2 measured lot line to lot line.

- 3 c. In addition to the zoning classification's
4 requirements, provide landscaping in
5 compliance with Ordinance No. 859.
6 d. Provide outdoor lighting in compliance with
7 Ordinance No. 915 and Ordinance No. 655.
8 e. Conduct indoor and outdoor activities in
9 compliance with Ordinance No. 847.
10 f. All applicable Federal, State and local health
11 and safety regulations including, but not
12 limited to, Fire and Building Code
13 regulations.

14 B. Residential Care Facility. A State licensed place, building
15 or similar facility for persons with a chronic, life-
16 threatening illness who are eighteen years of age or older or
17 are emancipated minor, and for family units as provided in
18 Health and Safety Code Section 1568.01.

- 19 1. As provided in California Health and Safety Code
20 section 1568.0831, residents and operators of a
21 Residential Care Facility that serves six or fewer
22 persons shall be considered a family and the
23 Residential Care Facility shall be considered a
24 residential use of property.
25 2. A Residential Care Facility that serves six or fewer
26 persons shall be allowed as a use by right in the
27 following zoning classifications: R-R, R-R-O, R-1,
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1 R-1A, R-A, R-2, R-2A, R-3, R-3A, R-4, R-6, R-T,
2 R-T-R, A-D, A-P, A-1, A-2, C-V, WC-W, WC-WE,
3 WC-R, WC-E, W-2, W-2-M, R-D and N-A.

4 3. Residential Care Facility that serves six or fewer
5 persons shall comply with the development
6 standards for one family or multiple family
7 dwellings, as applicable, located within the same
8 zone.

9 4. A Residential Care Facility that serves six or fewer
10 persons shall comply with all applicable Federal,
11 State and local health and safety regulations
12 including, but not limited to, Fire and Building
13 Code regulations.

14 5. A Residential Care Facility that serves seven or
15 more persons is allowed in the following zoning
16 classifications with an approved conditional use
17 permit in accordance with section 18.28 of this
18 ordinance: C R-R, R-R-O, R-1, R-1A, R-A, R-2, R-
19 2A, R-3, R-3A, R-4, R-6, R-T, R-T-R, A-D, A-P,
20 A-1, A-2, C-V, WC-W, WC-WE, WC-R, WC-E,
21 W-2, W-2-M, R-D, N-A, C-1, C-P-S, C-R and C-O.

22 6. A Residential Care Facility that serves seven or
23 more persons shall comply with the following:

24 a. Conform to the development standards for
25 the zoning classification in which it is
26 located.

- b. Be separated from another licensed Residential Care Facility by a minimum of three hundred feet (300') measured lot line to lot line.
- c. In addition to the zoning classification's requirements, provide landscaping in compliance with Ordinance No. 859.
- d. Provide outdoor lighting in compliance with Ordinance No. 951 and Ordinance No. 655.
- e. Conduct indoor and outdoor activities in compliance with Ordinance No. 847.
- f. All applicable Federal, State and local health and safety regulations including, but not limited to, Fire and Building Code regulations.

C. Residential Care Facility for the Elderly. A State licensed housing arrangement chosen voluntarily by persons 60 years of age or over, or their authorized representative, where varying levels and intensities of care and supervision, protective supervision or personal care, or health-related services are provided, based upon their varying needs.

1. As provided in California Health and Safety Code section 1569.85, residents and operators of a Residential Care Facility for the Elderly that serves six or fewer persons shall be considered a family

1 and the Residential Care Facility for the Elderly
2 shall be considered a residential use of property.

3 2. A Residential Care Facility for the Elderly which
4 serves six or fewer person shall be allowed as a use
5 by right in the following zoning classifications: R-
6 R, R-R-O, R-1, R-1A, R-A, R-2, R-2A, R-3, R-3A,
7 R-4, R-6, R-T, R-T-R, A-D, A-P, A-1, A-2, C-V,
8 WC-W, WC-WE, WC-R, WC-E, W-2, W-2-M, R-
9 D and N-A.

10 3. A Residential Care Facility for the Elderly which
11 serves six or fewer person shall comply with the
12 development standards for one family or multiple
13 family dwellings, as applicable, located in the same
14 zoning classification.

15 4. A Residential Care Facility for the Elderly that
16 serves six or fewer persons shall comply with all
17 applicable Federal, State and local health and safety
18 regulations including, but not limited to, Fire and
19 Building Code regulations.

20 5. A Residential Care Facility for the Elderly that
21 serves seven or more persons is allowed in the
22 following zoning classifications with an approved
23 conditional use permit in accordance with section
24 18.28 of this ordinance: R-R, R-R-O, R-1, R-1A, R-
25 A, R-2, R-2A, R-3, R-3A, R-4, R-6, R-T, R-T-R, A-
26 D, A-P, A-1, A-2, C-V, WC-W, WC-WE, WC-R,
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1 WC-E, W-2, W-2-M, R-D, N-A, C-1, C-P-S, C-R
2 and C-O.

3 6. A Residential Care Facility for the Elderly that
4 serves seven or more persons shall comply with the
5 following:

- 6 a. Conform to the development standards for
7 the zoning classification in which it is
8 located.
- 9 b. In addition to the zoning classification's
10 requirements, provide landscaping in
11 compliance with Ordinance No. 859.
- 12 c. Provide outdoor lighting in compliance with
13 Ordinance No. 915 and Ordinance No. 655.
- 14 d. Conduct indoor and outdoor activities in
15 compliance with Ordinance No. 847.
- 16 e. All applicable Federal, State and local health
17 and safety regulations including, but not
18 limited to, Fire and Building Code
19 regulations.

20 D. Alcohol or Drug Abuse Treatment Facility. A State
21 licensed premises, place or building that provides 24 hour
22 residential non-medical services to adults who are
23 recovering from problems related to alcohol, drug or
24 alcohol and drug misuse or abuse, and who need alcohol,
25 drug or alcohol and drug recovery treatment or
26 detoxification services.

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1. As provided in California Health and Safety Code section 11834.23, residents and operators of an Alcohol or Drug Abuse Treatment facility shall be considered a family and the Alcohol or Drug Abuse Treatment facility shall be considered a residential use of property.
2. An Alcohol or Drug Abuse Treatment facility which serves six or fewer persons shall be allowed as a use by right in the following zoning classifications: R-R, R-R-O, R-1, R-1A, R-A, R-2, R-2A, R-3, R-3A, R-4, R-6, R-T, R-T-R, A-D, A-P, A-1, A-2, C-V, WC-W, WC-WE, WC-R, WC-E, W-2, W-2-M, R-D and N-A.
3. An Alcohol or Drug Abuse Treatment Facility which serves six or fewer persons shall comply with the development standards for one family or multiple family dwellings, as applicable, located within the same zoning classification.
4. An Alcohol or Drug Abuse Treatment Facility that serves six or fewer persons shall comply with all applicable Federal, State and local health and safety regulations including, but not limited to, Fire and Building Code regulations.
5. An Alcohol or Drug Abuse Treatment Facility that serves seven or more persons is allowed in the following zoning classifications with an approved conditional use permit in accordance with section

1 18.28 of this ordinance: R-R, R-R-O, R-1, R-1A, R-
2 A, R-2, R-2A, R-3, R-3A, R-4, R-6, R-T, R-T-R,
3 A-D, A-P, A-1, A-2, C-V, WC-W, WC-WE, WC-R,
4 WC-E, W-2, W-2-M, R-D and N-A, C-1, C-P-S, C-
5 R and C-O.

6 6. An Alcohol or Drug Abuse Treatment Facility that
7 serves seven or more persons shall comply with the
8 following.

- 9 a. Conform to the development standards for
10 the zoning classification in which it is
11 located.
- 12 b. Be separated from another licensed Alcohol
13 or Drug Abuse Treatment Facility by a
14 minimum of three hundred feet (300')
15 measured lot line to lot line.
- 16 c. In addition to the zoning classification's
17 requirements, provide landscaping in
18 compliance with Ordinance No. 859.
- 19 d. Provide outdoor lighting in compliance with
20 Ordinance No. 915 and Ordinance No. 655.
- 21 e. Conduct indoor and outdoor activities in
22 compliance with Ordinance No. 847.
- 23 f. All applicable Federal, State and local health
24 and safety regulations, including but not
25 limited to, Fire and Building Code
26 regulations.
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E. Sober Living Home. A dwelling or other similar facility not requiring a State license for a group living arrangement for persons recovering from alcoholism or drug addiction where the facility provides no onsite care, services or supervision.

1. A Sober Living Home shall be considered a residential use of property.

2. A Sober Living Home shall be allowed as a use by right in the following zoning classifications: R-R, R-R-O, R-1, R-1A, R-A, R-2, R-2A, R-3, R-3A, R-4, R-6, R-T, R-T-R, A-D, A-P, A-1, A-2, C-V, WC-W, WC-WE, WC-R, WC-E, W-2, W-2-M, R-D and N-A.

3. A Sober Living Home shall comply with the development standards for one family or multiple family dwellings, as applicable, located within the same zone.

4. A Sober Living Home shall demonstrate all of the following characteristics:

a. The Sober Living Home is being used as a residence for persons recovering from alcohol and/or drug misuse or abuse and participating in recovery programs;

b. The Sober Living Home observes and promotes a zero tolerance policy regarding the consumption or possession of alcohol and controlled substances, except for

1 prescription medications obtained and used
2 under direct medical supervision;

3 c. The Sober Living Home has a written policy
4 dealing with the use of drugs or alcohol;

5 d. There are no on-site services such as, but not
6 limited to, educational counseling,
7 counseling sessions, treatment or recovery
8 planning or detoxification;

9 e. The Sober Living Home maintains current
10 membership in a recognized nonprofit
11 organization of sober living homes that
12 provides a credible quality assurance service
13 for applicants or members or has received a
14 sober living home certificate from the State
15 of California Department of Alcohol and
16 Drug Programs;

17 f. Owners, managers, operators and residents
18 ensure that the Sober Living Home and its
19 use comply with all applicable State and
20 local laws.

21 **Section 19.101 HEALTH FACILITIES**

22 A. Developmentally Disabled Care Facility. A State licensed
23 facility that includes intermediate care
24 facilities/developmentally disabled, intermediate care
25 facilities/developmentally disabled-habilitative and
26 intermediate care facilities/developmentally disabled-
27 nursing, as further defined in Health and Safety Code
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1 section 1250, which provides twenty-four (24) hour
2 personal care, habilitation, developmental and supportive
3 health services to developmentally disabled persons who
4 have intermittent recurring needs for nursing services.

- 5 1. As provided in California Health and Safety Code
6 section 1267.8, a Developmentally Disabled Care
7 Facility which serves six or fewer persons shall be
8 considered a residential use of property and allowed
9 as a use by right in the following zoning
10 classifications: R-R, R-R-O, R-1, R-1A, R-A, R-2,
11 R-2A, R-3, R-3A, R-4, R-6, R-T, R-T-R, A-D, A-P,
12 A-1, A-2, C-V, WC-W, WC-WE, WC-R, WC-E,
13 W-2, W-2-M, R-D and N-A.
- 14 2. A Developmentally Disabled Care Facility which
15 serves six or fewer persons shall comply with the
16 development standards for one family or multiple
17 family dwellings, as applicable located in the same
18 zoning classification.
- 19 3. A Developmentally Disabled Care Facility that
20 serves six or fewer persons shall comply with all
21 applicable Federal, State and local health and safety
22 regulations including, but not limited to, Fire and
23 Building Code regulations.
- 24 4. A Developmentally Disabled Care Facility that
25 serves seven or more persons are allowed in the
26 following zoning classifications with an approved
27 conditional use permit in accordance with section
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1 18.28 of this ordinance: R-R, R-R-O, R-1, R-1A, R-
2 A, R-2, R-2A, R-3, R-3A, R-4, R-6, R-T, R-T-R,
3 A_D, A-P, A-1, A-2, C-V, WC-W, WC-WE, WC-
4 R, WC-E, W-2, W-2-M, R-D and N-A, C-1, C-P-S,
5 C-R and C-O.

6 5. A Developmentally Disabled Care Facility that
7 serves seven or more persons shall comply with the
8 following.

- 9 a. Conform to the development standards for
10 the zoning classification in which it is
11 located.
- 12 b. Be separated from another licensed
13 Developmentally Disabled Care Facility by
14 a minimum of three hundred feet (300')
15 measured lot line to lot line.
- 16 c. In addition to the zoning classification's
17 requirements, provide landscaping in
18 compliance with Ordinance No. 859.
- 19 d. Provide outdoor lighting in compliance with
20 Ordinance No. 915 and Ordinance No. 655.
- 21 e. Conduct indoor and outdoor activities in
22 compliance with Ordinance No. 847.
- 23 f. All applicable Federal, State and local health
24 and safety regulations, including but not
25 limited to, Fire and Building Code
26 regulations.
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1 B. Congregate Living Health Facility. A State licensed
2 facility with a non-institutional, home-like environment
3 with no more than eighteen (18) beds which provides
4 inpatient care, including the following basic services:
5 medical supervision, twenty-four hour skilled nursing and
6 supportive care, pharmacy, dietary, social recreation and at
7 least one type of service specified in Section 1250(i)(2) of
8 the Health and Safety Code, as may be amended from time
9 to time.

10 1. As provided in California Health and Safety Code
11 section 1267.16, a Congregate Living Health
12 Facility which serves six or fewer persons shall be
13 considered a residential use of property and allowed
14 as a use by right in the following zoning
15 classifications: R-R, R-R-O, R-1, R-1A, R-A, R-2,
16 R-2A, R-3, R-3A, R-4, R-6, R-T, R-T-R, A-D, A-P,
17 A-1, A-2, C-V, WC-W, WC-WE, WC-R, WC-E,
18 W-2, W-2-M, R-D and N-A.

19 2. A Congregate Living Health Facility which serves
20 six or fewer persons shall comply with the
21 development standards for one family or multiple
22 family dwellings, as applicable, located in the same
23 zoning classification.

24 3. A Congregate Living Health Facility that serves six
25 or fewer persons shall comply with all applicable
26 Federal, State and local health and safety
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1 regulations including, but not limited to, Fire and
2 Building Code regulations.

3 4. A Congregate Living Health Facility of more than
4 six beds for persons who are terminally ill or who
5 are catastrophically and severely disabled is allowed
6 in the following zoning classifications with an
7 approved conditional use permit in accordance with
8 section 18.28 of Ordinance No. 348: C-1, C-P-S, C-
9 R and C-O.

10 5. A Congregate Living Health Facility of more than
11 six beds for persons who are terminally ill or who
12 are catastrophically and severely disabled shall
13 comply with the following:

14 a. Conform to the development standards for
15 the zoning classification in which it is
16 located.

17 b. Be separated from another licensed
18 Congregate Living Health Facility by a
19 minimum of one thousand feet (1,000')
20 measured lot line to lot line.

21 c. In addition to the zoning classification's
22 requirements, provide landscaping in
23 compliance with Ordinance No. 859.

24 d. Provide outdoor lighting in compliance with
25 Ordinance No. 915 and Ordinance No. 655.

26 e. Conduct indoor and outdoor activities in
27 compliance with Ordinance No. 847.
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- 1 f. All applicable Federal, State and local health
2 and safety regulations including, but not
3 limited to, Fire and Building Code
4 regulations.”

5 Section 2. A new Section 1.12 is added to Article I of Ordinance No. 348 to read as
6 follows:

7 “Section 1.12

8 A. REASONABLE ACCOMMODATION. This section provides a
9 procedure to request reasonable accommodations in land use and
10 zoning regulations for persons with disabilities seeking equal
11 access to housing under the Federal Fair Housing Act and the
12 California Fair Employment and Housing Act.

- 13 1. A request for reasonable accommodation may be made by
14 any person with a disability as defined by the Federal Fair
15 Housing Act and the California Fair Employment and
16 Housing Act, their representative, or developer of housing
17 for individuals with disabilities when the application of a
18 requirement of this ordinance acts as a barrier to fair
19 housing opportunities.
- 20 2. A request for reasonable accommodation shall be submitted
21 on an application form provided by the Planning
22 Department.
- 23 3. A request for reasonable accommodation may include a
24 modification or exception to the requirements or standards
25 for the siting, development and use of housing or housing
26 related facilities that would eliminate a regulatory barrier
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1 and provide a person with a disability equal opportunity to
2 housing of their choice.

3 4. A reasonable accommodation is granted to the household
4 that needs the accommodation and does not apply to
5 successors in interest to the site.

6 5. A reasonable accommodation does not affect an
7 individual's obligation to comply with other applicable
8 regulations not at issue in the requested accommodation.

9 6. The Planning Director, with consultation with the Office of
10 County Counsel, shall review a reasonable accommodation
11 request within forty-five (45) days of the request being
12 deemed complete and approve, conditionally approve or
13 deny the request based on the following:

14 a. Whether the housing in the request will be used by
15 an individual considered disabled under the Federal
16 Fair Housing Act and the California Fair
17 Employment and Housing Act;

18 b. Whether the request for reasonable
19 accommodations is necessary to make specific
20 housing available to an individual considered
21 disabled;

22 c. Whether the request would impose an undue
23 financial or administrative burden on the County;

24 d. Whether the request would require a fundamental
25 alteration in the nature of a County program or law;
26 including but not limited to land use and zoning;

27 e. Potential impact on surrounding uses;
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1 f. Physical attributes of the property and structures;
2 and

3 g. Other reasonable accommodations that may provide
4 an equivalent level of benefit.

5 7. The Planning Director shall provide a copy of an approved
6 reasonable accommodation request to the Department of
7 Building and Safety Department and the Code Enforcement
8 Department.

9 B. NOTICE OF DETERMINATION. The Planning Director's
10 determination shall be mailed to the applicant and to any person
11 who has made a written request for a copy of the determination.
12 The Planning Director's determination is final unless the
13 determination is appealed pursuant to subsection (C) set forth
14 below.

15 C. APPEAL.

16 1. Within ten (10) calendar days of the date of the Planning
17 Director's determination, an applicant may appeal the
18 determination.

19 2. Appeals shall be made in writing on the form provided by
20 the Planning Department along with the required filing fee.
21 The written appeal shall include a statement of facts
22 supporting the appeal.

23 3. Upon timely receipt of an appeal, a hearing shall be set for
24 a date not less than ten (10) calendar days, but not more
25 than thirty (30) calendar days from the date the appeal was
26 received. Written notice of the hearing shall be sent to the
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1 Planning Director and applicant appealing the Planning
2 Director's determination.

3 4. The County Hearing Officer appointed by the Board of
4 Supervisors pursuant to Ordinance No. 643 shall preside
5 over the hearing.

6 5. At the hearing, the County Hearing Officer shall receive
7 testimony and evidence from the Planning Director, the
8 applicant, or their representatives, and any other concerned
9 persons who may desire to speak at the hearing. The
10 County Hearing Officer shall not be limited to the technical
11 rules of evidence and may continue the hearing from time
12 to time.

13 6. Within thirty (30) calendar days of concluding the hearing,
14 the County Hearing Officer shall make his decision and
15 provide it in writing to the applicant, Planning Director,
16 Code Enforcement Department and the Building and Safety
17 Department.

18 7. The decision of the County Hearing Officer shall be final."

19 Section 3. Section 18.29.a.(4) of Ordinance No. 348 is deleted in its entirety and
20 replaced with the following:

21 "Any hospital or other facility that is licensed by the California Department of Public
22 Health, or by the California Department of Mental Hygiene, not including a family care,
23 foster home, Residential Facility, Residential Care Facility, Residential Care Facilities for
24 the Elderly, Alcohol or Drug Abuse Treatment Facility or Congregate Living Health
25 Facility that serves six or fewer persons."

26 Section 4. Section 18.29.a.(5) of Ordinance No. 348 is deleted in its entirety.
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1 Section 5. Sections 18.29.a.(6) and 18.29.a.(7) are renumbered 18.29.a.(5) and
2 18.29.a.(6) respectively.

3 Section 6. Section 21.12 of Ordinance No. 348 is deleted in its entirety and replaced
4 with the following:

5 “BOARDING, ROOMING OR LODGING HOUSE. A residence or dwelling unit, or part
6 thereof, where a room or rooms are rented under two or more separate written or oral rental
7 agreements, leases, subleases or combination thereof, whether or not the owner, agent or
8 rental manager resides within the residence, on a monthly or greater basis. A Boarding,
9 Rooming or Lodging House does not include Sober Living Homes or Residential
10 Facilities, Residential Care Facilities, Residential Care Facilities for the Elderly and
11 Alcohol or Drug Abuse Treatment Facilities serving six (6) or fewer persons.”

12 Section 7. Section 21.23a of Ordinance No. 348 is deleted in its entirety.

13 Section 8. Section 21.34 of Ordinance No. 348 is deleted in its entirety and replaced
14 with the following:

15 “FAMILY. One or more persons living together as a single housekeeping unit in a single
16 dwelling unit.”

17 Section 9. Section 21.37 of Ordinance No. 348 is deleted in its entirety and replaced
18 with the following:

19 “HALF WAY HOUSE. A rehabilitation center for treatment, counseling, rooming and
20 boarding of persons. A half way house shall not include Residential Facilities, Residential
21 Care Facilities, Residential Care Facilities for the Elderly, Alcohol or Drug Abuse
22 Treatment Facilities, Sober Living Homes or rehabilitation centers for parolees,
23 probationers, or persons released to post release community supervision under the “Post-
24 release Community Supervision Action of 2011” (Penal Code Section 3450 et seq.)”

25 Section 10. Section 21.56d. of Ordinance No. 348 is deleted in its entirety and replaced
26 with the following:

1 "PAROLEE-PROBATIONER HOME. Any residential building, or portion thereof,
2 owned or operated by any person which houses two (2) or more parolee-probationers
3 unrelated by blood, marriage, or legal adoption, in exchange for monetary or non-monetary
4 consideration given or paid by the parolee-probationers, or given or paid by any person on
5 behalf of the parolee-probationers, excluding any Residential Facility, Residential Care
6 Facility, Residential Care Facility for the Elderly or Alcohol or Drug Abuse Treatment
7 Facility serving six (6) or fewer persons. As used herein, the term parolee-probationers
8 includes parolees, probationers, and/or persons released to post-release community
9 supervision under the "Post-release Community Supervision Act of 2011" (Penal Code
10 Section 3450 et seq.). In determining whether a Residential Facility, Residential Care
11 Facility, Residential Care Facility for the Elderly or Alcohol or Drug Abuse Treatment
12 Facility serving six (6) or fewer persons, the licensee, members of the licensee's family
13 and persons employed as facility staff shall not be counted."

14 Section 11. Section 21.62g of Ordinance No. 348 is deleted in its entirety and replaced
15 with the following:

16 "SINGLE HOUSEKEEPING UNIT. Any household whose members are a group of
17 persons jointly occupying a single dwelling unit, including the joint use and responsibility
18 for common areas, and sharing household activities and responsibilities such as meals,
19 chores and expenses and where, if the unit is rented, all adult residents have chosen to
20 jointly occupy the entire premises of the dwelling unit with joint use and responsibility for
21 the premises, and the makeup of the household occupying the unit is determined solely by
22 the residents of the unit rather than the landlord or property manager."

23 Section 12. The existing Sections 21.62g, 21.62h and 21.62i of Ordinance No. 348 are
24 renumbered 21.62h, 21.62i and 21.62j respectively.

25 Section 13. Section 21.64a. of Ordinance No. 348 is deleted in its entirety.

26 Section 14. If any provision, clause, sentence or paragraph of this ordinance or the
27 application thereof to any person or circumstances shall be held invalid, such invalidity shall not affect the
28

1 other provisions of this ordinance which can be given effect without the invalid provision or application,
2 and to this end, the provisions of this ordinance are hereby declared to be severable.

3 Section 15. This ordinance shall take effect thirty (30) days after its adoption.
4

5 BOARD OF SUPERVISORS OF THE COUNTY
6 OF RIVERSIDE, STATE OF CALIFORNIA

7 By: _____
8 Chairman, Board of Supervisors

9 ATTEST:
10 CLERK OF THE BOARD

11
12 By: _____
13 Deputy

14
15
16 (SEAL)
17

18
19
20
21 APPROVED AS TO FORM
22 April ____, 2016

23 By: _____
24 Michelle P. Clack
25 Deputy County Counsel
26

ORDINANCE NO. 348.4818
AN ORDINANCE OF THE COUNTY OF RIVERSIDE PROVIDING FOR LAND USE
PLANNING AND ZONING REGULATIONS AND RELATED FUNCTIONS.
ARTICLE XIXe CONGREGATE CARE RESIDENTIAL FACILITIES

ARTICLE XIXe CONGREGATE CARE RESIDENTIAL FACILITIES

SECTION 19.101. INTENT.

It is the intent of the Board of Supervisors in adopting this article to provide alternative housing opportunities for those persons capable of independent living who do not need the level of care provided at convalescent facilities. The Board finds that this article will provide needed housing for those persons who have been identified as impacted groups by the Housing Element of the Riverside General Plan. The Board also finds that this article will provide a standard for distinguishing between congregate care residential facilities and other multi-family uses.

SECTION 19.102. DEVELOPMENT STANDARDS.

The following standards of development shall apply for congregate care residential facilities.

A. DENSITY.

The allowable density for a project shall not exceed the density permitted by the underlying zoning classification or the applicable General Plan land use category, whichever is less.

B. LOCATION.

The project shall be located in accordance with all applicable developmental and locational guidelines under the General Plan and shall be located in those areas which offer appropriate services for the residents of these facilities, including necessary medical, transportation, shopping, recreational and nutritional programs.

C. ELEVATORS.

No building shall be constructed that exceeds one story in height unless it contains elevators for the use of the occupants. Elevators shall be spaced in a manner which will minimize the walking distance from the elevators to the residential units.

D. DWELLING UNITS.

1. The net livable area for each unit shall not be less than 400 square feet for an efficiency unit, 550 square feet for a one-bedroom unit, and 700 square feet for a two-bedroom unit.
2. Not less than four percent of the residential units shall be accessible for the handicapped, and all other units shall be adaptable for the handicapped. The handicap units shall be distributed equally throughout the project. All handicap units shall meet the standards set forth in Title 24, Part II of the California Administrative Code.
3. Kitchenettes may be permitted provided that they are sized to meet the immediate needs of the occupants of the unit.

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4. No more than thirty percent of the units shall be efficiency units.

E. HALLWAYS AND WALKWAYS.

Hallways should be kept to a minimum length to avoid the appearance of an oversized home or an institution. Five-foot wide paved pedestrian walkways shall be installed between the dwelling units and the recreational areas of the project. All hallways and pedestrian walkways shall be maintained with a minimum of five feet of unobstructed width and adequate vertical clearance to provide unobstructed walking capability. Not less than one accessible route for the handicapped to all on-site facilities shall be provided. Hallways shall be designed to accommodate the use of walkers, canes or other mechanical assistance.

F. OPEN SPACE AND RECREATION FACILITIES.

Not less than forty percent of the net area of the project shall be used for open space, recreational facilities, or a combination thereof. Not less than twenty-five percent of the required open space area shall be used for active recreational facilities, such as pool, spa, tennis, and gardening by residents. Recreational, public assembly and similar buildings may be permitted within the project if they are intended for the primary use of persons residing within the project and are located so as not to be detrimental to adjacent properties.

G. YARD SETBACKS.

Building setbacks from a project's exterior streets and boundary lines shall be the same as those prescribed by the zone in which the project is located; however, in no case shall such building setbacks for any project be less than those prescribed in the R-3 Zone. The minimum building setback for interior drives and parking areas shall be ten feet.

H. BUILDING HEIGHT.

The height of buildings shall not exceed that which is permitted in the zone in which the project is located. The maximum permitted height limits must be reduced if it is determined to be necessary for a planned development to achieve compatibility with the area in which the development is located.

I. TRASH AREAS.

Adequate enclosed trash pickup areas, convenient to the residents which they are intended to serve, shall be provided in the project. Trash areas will be screened by a six foot high decorative block wall.

J. SCREENING.

A six foot high decorative block wall shall be constructed on all project boundary lines to provide adequate security and privacy. The exterior side of all block walls shall be coated with a protective coating that will facilitate the removal of graffiti.

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K. PARKING.

The number of required automobile storage spaces shall be determined in accordance with [Section 18.12.](#) of this ordinance at the time of the approval of the project; however, notwithstanding any provision of this ordinance to the contrary, a twenty percent reduction in the total number of required vehicle parking spaces for residential purposes may be allowed if appropriate, and an additional five percent reduction may be allowed if the applicant proposes alternative senior citizen transportation programs; however, in no case shall the reduction of parking spaces exceed twenty-five percent of the total spaces required by [Section 18.12.](#) of this ordinance. Public street parking and tandem parking shall not be counted in this requirement. All required parking spaces shall be located entirely within the development, accessible to the units which they serve, and no parking space shall be located more than 150 feet from the unit it is designed to serve. Parking requirements for other facilities within the development shall be subject to the provisions of [Section 18.12.](#) of this ordinance and may not be reduced. Not less than ten percent of the required parking spaces shall be designed and designated for use by the handicapped; provided, however, that there shall be at least one designed and designated handicapped parking space provided for each handicapped resident. Handicapped parking spaces shall be distributed evenly throughout the parking areas.

L. ACCESS.

The number and location of vehicular access openings into a project shall be as specified by the Road Commissioner. Projects must be located on a street with a minimum 66-foot right-of-way.

M. SUPPORTIVE SERVICES.

Services that support the residents shall be provided. At a minimum the following services shall be provided.

1. **Laundry Facilities.** One washing machine and dryer shall be provided for every 20 rooms.
2. **Housekeeping and Linen Service.** At a minimum, weekly service shall be provided.
3. **Communications.** A "panic button," intercom or other similar device shall be provided in each room so communication with the central office/security desk is available.
4. **Central Dining.** A central dining room shall be provided. The size of the room shall be sufficient to accommodate all of the residents. The minimum room size shall be the product of the proposed maximum number of residents in the facility multiplied by five square feet per resident; however, in no instance shall the central dining room be less than 350 square feet.
5. **Miscellaneous Facilities.** The following services are permitted within a congregate care residential facility provided they do not exceed five percent of the total building of the facility.

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- a. Barber and beauty shops.
- b. Religious facilities.
- c. Commercial uses that are compatible with the proposed use and provide a service to the residents. Such uses may be open to the general public.

N. PUBLIC TRANSIT ACCESS.

A public transit turnout shall be included within the project's design.

SECTION 19.103.DEVELOPMENT STANDARDS - INCREASED DENSITY.

A. DENSITY.

A density increase of 50 percent over that permitted in [Section 19.102.A](#) above, unless otherwise limited by a community plan, may be permitted if the project meets the following additional guidelines.

1. **AREA SERVICES.** The following services must be located within the following prescribed distances:
 - a. Neighborhood shopping center: 2 mile.
 - b. Recreation facilities with amenities designed for the elderly: one mile.
 - c. Hospital facility: 20 minutes by public or private transportation.
 - d. Medical services (doctor/dentist): two miles. Medical services shall mean the provision of health care by licensed practitioners at fixed locations during standard office hours.
 - e. Emergency services (fire/paramedic): five minutes by emergency vehicle.
 - f. Community services (social, educational, etc.): two miles.
 - g. Mass transit facility:
 - 1) If a reduction in the required parking spaces is requested then the facility must be located within 150 feet of the project.
 - 2) If a reduction in the required parking spaces is not requested, then the facility must be within 2 mile of the project unless transportation is provided by the facility.
2. **PROJECT DESIGN.** Projects proposed under this Section shall meet the following requirements, in addition to all requirements of [Section 19.102.C](#) through N.

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a. **OPEN SPACE.**

- 1) Private open space. Each unit shall be provided with private useable open space. Patios shall be at least 100 square feet in area. Balconies shall be at least 80 square feet in area.
- 2) Common open space.
 - a) Not less than forty-five percent of the net area of a project shall be used for common open space. Not less than twenty-five percent of the required common open space area shall be used for active recreational facilities, such as pool, spa, tennis, and gardening by residents.
 - b) Indoor recreational/leisure space shall be provided in the form of a multipurpose or recreational room. The size of the room shall be based on the ratio of 15 square feet of floor area per unit provided. In no instance shall the room be less than 1,000 square feet.

- b. **ACCESS.** The number and location of vehicular access openings into a project shall be as specified by the Road Commissioner. Projects must be located on a street with a minimum 66 foot right-of-way, within 150 feet of a mass transit facility, or must provide appropriate transportation for residents.

B. DENSITY.

A density increase of 100 percent over that permitted in [Section 19.102.A](#) above, unless otherwise limited by a community plan, may be permitted if the project meets the following additional guidelines.

1. **AREA SERVICES.** The following services must be located within the following prescribed distances:
 - a. Neighborhood shopping center: ¼ mile.
 - b. Recreation facilities with amenities designed for the elderly: one mile.
 - c. Hospital facility: 20 minutes by public or private transportation.
 - d. Medical services (doctor/dentist): one mile. Medical services shall mean the provision of health care by licensed practitioners at fixed locations during standard office hours.
 - e. Emergency services (fire/paramedic): five minutes by emergency vehicles.
 - f. Community services (social, educational, etc.): one mile.

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- g. Mass transit facility:

 - 1) If a reduction in the required parking spaces is requested then the facility must be located within 150 feet of the project.
 - 2) If a reduction in the required parking spaces is not requested, then the facility must be within $\frac{1}{4}$ mile of the project unless transportation is provided by the facility.
- 2. PROJECT DESIGN. Projects proposed under this Section shall meet the following requirements, in addition to all requirements of [Section 19.102.C](#), through N.
 - a. OPEN SPACE.
 - 1) Private open space. Each unit shall be provided with private useable open space. Patios shall be at least 100 square feet in area. Balconies shall be at least 80 square feet in area.
 - 2) Common open space.
 - a) Not less than fifty percent of the net area of a project shall be used for common open space. No less than twenty-five percent of the required common open space will be used for active recreational facilities, such as pool, spa, tennis, or gardening by residents.
 - b) Indoor recreational/leisure space shall be provided in the form of a multipurpose or recreational room. The size of the room shall be based on the ratio of 15 square feet of floor area per unit provided. In no instance shall the room be less than 1,000 square feet.
 - b. ACCESS. The number and location of vehicular access openings into a project shall be as specified by the Road Commissioner. Projects must be located on a street with a minimum 66 foot right-of-way, within 150 feet of a mass transit facility, or must provide appropriate transportation for residents.
 - c. An increased density project must be located a minimum distance from any other increased density project equal to the product of the number of units of the larger project multiplied by 50 feet; provided, however, that in no event shall the minimum distance between any two increased density projects be less than 1,320 feet.

SECTION 19.104.RESTRICTIONS.

- A. The development shall be open to those residents who are capable of demonstrating the mental competence and physical ability to leave a building without assistance of any other person.

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- B. The project management shall not provide any service which would require a license to be issued by the State of California. This includes, but is not limited to, the following:
1. Assistance in dressing, grooming, bathing and other personal hygiene;
 2. Assistance with taking medication;
 3. Central storing and distribution of medications;
 4. Arrangement of and assistance with medical and dental care; and,
 5. Maintenance and supervision of resident monies or property.

Added Effective:
12-16-86 (Ord. 348.2643)

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SECTION 18.29. PUBLIC USE PERMITS.

A. Notwithstanding any other provisions of this ordinance, the following uses may be permitted in any zone classification provided that a public use permit is granted pursuant to the provisions of this section:

1. Educational institutions.
2. Facilities for the storage or transmission of electrical energy where the County is not preempted by law from exercising jurisdiction. This subsection shall take precedence over and supersede any conflicting provision in any zone classification. Facilities for the storage or transmission of electrical energy shall not be subject to the development standards of the zone classification in which they are located.

Amended Effective:
09-10-99 (Ord. 348.3883) repealed.
10-21-99 (Ord. 348.3888)

Ord. 348.4690 Item 16.4 pf 12/14/10 (Effective Date:
01/13/11)

3. Government uses.
4. Any hospital or other facility that is licensed by the California Department of Public Health, or by the California Department of Mental Hygiene, not including a family care, foster home, or group home that serves six or fewer persons.

~~5. Any home or other facility for the aged or children that is licensed by the California Department of Social Services, or by the Riverside County Department of Public Social Services, not including a home or facility that serves six or fewer children or aged persons, nor a large family day care home that serves seven to twelve children. Said facilities shall be developed in accordance with the standards set forth in Sections 19.102 and 19.103 of this ordinance.~~

5. ~~6.~~ Half way house.

6. ~~7.~~ Public utilities.

*Residential Facility, Residential Care Facility,
Residential Care Facilities for the Elderly,
Alcohol or Drug Abuse Treatment Facility or
Congregate Living Health Facility*

B. APPLICATION.

An application for a public use permit shall be made in writing to the Planning Director on the forms provided by the Planning Department, shall be accompanied by an initial payment of the deposit based fee as set forth in Ordinance No. 671.

C. PUBLIC HEARING.

A public hearing shall be held on the application for a public use permit in accordance with the provisions of Section 18.26 of this ordinance and all of the procedural requirements and rights of appeal as set forth therein shall govern the hearing.

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D. CONDITIONS.

A public use permit shall not be granted unless the applicant demonstrates that the proposed use will not be detrimental to the health, safety or general welfare of the community. Any permit that is granted shall be subject to such conditions as shall be necessary to protect the health, safety or general welfare of the community.

E. REVOCATION OF PERMIT.

Any public use permit granted may be revoked upon the findings and procedures set forth in [Section 18.31](#) of this ordinance.

Amended Effective:
06-30-88 (Ord. 348.2856)

Ord. 348.4791 Item 16-1 of 12/02/14 (Effective Date:
01/01/15)

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each stall and so located and arranged as to permit the storage of, and be readily accessible to, a passenger automobile under its own power.

SECTION 21.9. AUTOMOBILE WRECKING.

The dismantling or wrecking of motor vehicles or trailers, or the storage, sale or dumping of dismantled, partially dismantled, obsolete or wrecked vehicles or their parts, outside of an enclosed building, but not including the incidental storage of vehicles in connection with the operation of a repair garage, providing the repair period of any one vehicle does not exceed 60 days, and not including the active noncommercial repair of one personal motor vehicle within a 120 day period.

SECTION 21.10. BASEMENT.

A story partly underground and having at least one-half its height measured from its floor to its finished ceiling, below the average adjoining grade. A basement shall be counted as a story if the vertical distance from the average adjoining grade to its finished ceiling is over five feet.

SECTION 21.11. BOARD OF SUPERVISORS.

The Board of Supervisors of the County of Riverside.

SECTION 21.12. BOARDING, ROOMING OR LODGING HOUSE.

~~A building where lodging and meals are provided for compensation for six but not more than 15 persons, not including rest homes.~~

*↳ Revised, See page 20
of Ord. 348,4835*

SECTION 21.13. (Deleted).

SECTION 21.14. BUILDING.

A structure having a roof supported by columns or walls. (See "Structure").

SECTION 21.15. BUILDING HEIGHT.

The vertical distance measured from the average level of the highest and lowest points of that portion of the lot covered by the building to the uppermost portion of the building.

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purpose of boarding, breeding, training, marketing, hire or any other similar purpose. (See County Ordinance No. 455 regarding catteries.)

- B. **CATTERIES, NONCOMMERCIAL.** Any building, structure, enclosure, or premises whereupon, or within which, 5 or more cats are kept or maintained, but not primarily for financial profit. (See County Ordinance No. 455 regarding catteries.)

SECTION 21.20a. CERTIFIED RECYCLING FACILITY.

A facility approved by the State of California to collect and redeem recyclable materials for a value not less than that which has been established by the State.

Added Effective:
07-11-89 (Ord. 348.3047)

SECTION 21.21. CLINIC.

A place used for the care, diagnosis and treatment of sick, ailing, infirm and injured persons and those who are in need of medical or surgical attention, but who are not provided with board or room, nor kept overnight on the premises.

SECTION 21.22 CLUB.

A nonprofit association of persons who are bona fide members, paying regular dues, and are organized for some common purpose, but not including a group organized solely or primarily to render a service customarily carried on as a commercial enterprise.

SECTION 21.22a. COMMERCIAL POULTRY OPERATION.

The raising for profit of chickens, turkeys, ducks, geese or other fowls, but not including flocks of less than 200 birds, pigeons or smaller fowls, pets or hatcheries.

SECTION 21.23. COMMISSION.

The Riverside County Planning Commission.

~~**SECTION 21.23a CONGREGATE CARE RESIDENTIAL FACILITY.**~~

~~A housing arrangement developed pursuant to Article XIX of this ordinance, where nonmedical care and supervision are provided, including meals and social, recreational, homemaking and security services.~~

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SECTION 21.32b. EMERGENCY SHELTER.

Housing with minimal supportive services for homeless persons that is limited to occupancy of six months or less by a homeless person and where no individual or household may be denied emergency shelter because of an inability to pay.

Amended Effective:
Ord. 348.4706 Item 16.2 of 03/22/11 (Effective Date: 04/21/11)

SECTION 21.33. ERECTED.

The word "erected" includes built, built upon, added to, altered, constructed, reconstructed, moved upon, or any physical operations on the land, required for a building.

SECTION 21.33a. EVAPOTRANSPIRATION.

The quantity of water evaporated from adjacent soil surfaces, transpired by plants, and retained in plant tissue during a specific time.

Amended Effective:
07-21-92 (Ord. 348.3446)

SECTION 21.34. FAMILY.

~~An individual or two or more persons related by blood or marriage, or a group of not more than five persons, excluding servants, who are not related by blood or marriage, living together as a single housekeeping unit in a dwelling unit.~~
One or more
↑ single

SECTION 21.34a. Repealed.

Amended Effective:
12-21-00 (Ord. 348.3966)

SECTION 21.34b. FARM.

A parcel of land devoted to agricultural uses where the principal use is the propagation, care, and maintenance of viable plant and animal products for commercial purposes.

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Added Effective:
Ord. 348.4703 Item 16.1 of 10/19/10 (Effective Date: 11/18/10)

SECTION 21.36. HOME OCCUPATIONS.

Home occupations means those uses that are customarily conducted in a residence, provided such uses must be incidental and secondary to the principal use of a dwelling as a residence. The following criteria shall apply to any home occupation:

- A. Except for large family day care homes which may require two assistants and small family day care homes which may require one assistant to be present in addition to the licensee or provider, no person other than a resident of the dwelling shall be employed on the premises in the conduct of a home occupation.
- B. A home occupation shall be conducted entirely within the dwelling and shall be incidental and secondary to the use of the dwelling as a residence.
- C. A home occupation shall not be conducted in an accessory structure and there shall be no storage of equipment or supplies in an accessory structure or outside building.
- D. The residential character of the exterior and interior of the dwelling shall not be changed.
- E. No vehicles or trailers except those normally incidental to residential use shall be kept on the site.
- F. No signs other than one unlighted identification sign, not more than two square feet in area, shall be erected on the premises.

SECTION 21.37. HALF WAY HOUSE.

~~A rehabilitation center for treatment, counseling, rooming and boarding of persons, not including parolees, probationers, or persons released to post release community supervision under the "Postrelease Community Supervision Act of 2011" (Penal Code Section 3450 et seq.).~~

Amended Effective:
Ord. 348.4744 Item 16.1 of 06/19/12 (Effective Date: 07/19/12)

*Replaced
See p. 20 of Ord.
348.4835*

SECTION 21.38. HOTEL.

A building designed for or occupied as the more or less temporary abiding place of individuals who are lodged with or without meals, in which there are six or more guest rooms, and in which no provision is made for cooking in any individual room or suite; jails, hospitals, asylums, sanitariums, orphanages, prisons, detention homes or similar buildings where human beings are housed and detained under legal restraint, are specifically not included.

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SECTION 21.56c. PAROLEE.

A person convicted of a federal crime and sentenced to a United States federal prison who has received conditional and revocable release in the community under the supervision of a federal parole officer; a person serving a period of supervised community custody as defined by Penal Code Section 3000, following a term of imprisonment in a state prison, who is under the supervision of the California Department of Corrections and Rehabilitation, Division of Adult Parole Operations; or an adult or juvenile sentenced to a term in the California Department of Corrections and Rehabilitation, Division of Juvenile Facilities (formerly known as the "California Youth Authority") who has received conditional and revocable release in the community under the supervision of the California Department of Corrections and Rehabilitation, Division of Juvenile Parole Operations.

Amended Effective:
Ord. 348.4744 Item 16.1 of 06/19/12 (Effective Date: 07/19/12)

SECTION 21.56d. PAROLEE-PROBATIONER HOME.

Any residential building, or portion thereof, owned or operated by any person which houses two (2) or more parolee-probationers unrelated by blood, marriage, or legal adoption, in exchange for monetary or non-monetary consideration given or paid by the parolee-probationers, or given or paid by any person on behalf of the parolee-probationers, excluding any ~~state-licensed residential care facility~~ serving six (6) or fewer persons. As used herein, the term parolee-probationers includes parolees, probationers, and/or persons released to post-release community supervision under the "Post-release Community Supervision Act of 2011" (Penal Code Section 3450 et seq.). In determining whether a ~~state-licensed residential care facility~~ serves six (6) or fewer persons, the licensee, members of the licensee's family and persons employed as facility staff shall not be counted.

Amended Effective:
Ord. 348.4744 Item 16.1 of 06/19/12 (Effective Date: 07/19/12)

RF, RCF, RCFE, or ADATF

SECTION 21.57. PEN FED BEEF CATTLE OPERATIONS.

Six or more beef cattle per acre being fed or fattened for marketing purposes whether the owner or operator performs the feeding service for himself or others. (Dairy herd replacements are not considered beef cattle).

SECTION 21.58. PERSON.

The word "person" includes association, company, firm, corporation, partnership, co-partnership or joint venture.

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SECTION 21.62f. REVERSE VENDING MACHINE.

An automated and mechanical recycling facility, not more than 50 square feet in floor area, which accepts one or more types of beverage containers made typically of glass, metal, or plastic; and which issues, in return, a cash refund or redeemable credit receipt with a value not less than the redemption worth of the container as determined by the State of California.

New 21.62g - See p. 21 of Ord. 348.4835

SECTION 21.62g.h SOIL MOISTURE SENSING DEVICE.

A device that measures the amount of water in the soil.

Amended Effective:
07-11-89 (Ord. 348.3047)

07-21-92 (Ord. 348.3446)

SECTION 21.62h.i SEX ORIENTED BUSINESS.

A business that requires a sex-oriented business permit pursuant to County Ordinance No. 743. This ordinance shall apply to any application for a land use permit not finally approved on or before the date this ordinance takes effect.

Amended Effective:
03-01-94 (Ord. 348.3584)

SECTION 21.62i.j SOLAR ENERGY SYSTEM.

A system which is an accessory use to any residential, commercial, industrial, mining, agricultural or public use, used primarily (i.e. more than 50 percent) to reduce onsite utility usage, and which is either of the following:

- A. Any solar collector or other solar energy device the primary purpose of which is to provide for the collection, storage and distribution of solar energy for electric generation, space heating, space cooling, or water heating.
- B. Any structural design feature of a building, the primary purpose of which is to provide for the collection, storage and distribution of solar energy for electric generation, space heating, space cooling, or water heating.

Amended Effective:
Ord. 348.4734 Item 16.2 of 11/08/11(Effective Date: 12/08/11)

ORDINANCE NO. 348.4818
AN ORDINANCE OF THE COUNTY OF RIVERSIDE PROVIDING FOR LAND USE
PLANNING AND ZONING REGULATIONS AND RELATED FUNCTIONS.
ARTICLE XXI DEFINITIONS

SECTION 21.63. SOLAR POWER PLANT.

A facility used to generate electricity from solar energy where the power plant will be connected to the power grid and the electricity will be used primarily (i.e. more than 50 percent) at locations other than the site of the solar power plant. Solar power plants include power plants using both solar thermal systems and photovoltaic systems to convert solar energy to electricity. Solar thermal systems concentrate heat to drive a turbine which is then used to create electricity from generators and include systems using solar troughs, solar dishes, and solar power towers. Photovoltaic systems use a technology such as solar cells which generates electricity directly from sunlight.

Amended Effective:
Ord. 348.4705 Item 16.2 of 11/08/11 (Effective Date: 12/08/11)

SECTION 21.64. STABLE, COMMERCIAL.

A stable for horses which are let, hired, used or boarded on a commercial basis and for compensation.

Amended Effective:
Ord. 348.4705 Item 16.2 of 11/88/11 (Effective Date: 12/08/11)

~~**SECTION 21.64a. STATE-LICENSED RESIDENTIAL CARE FACILITY.**~~

~~A facility licensed by the State of California to provide residential care services, including those facilities described in Health & Safety Code sections 1250 et seq., 1500 et seq., 1568.01 et seq., 1569 et seq., 1760 et seq., and 11834.20 et seq. and those facilities described in Welfare and Institutions Code section 5116.~~

Amended Effective:
Ord. 348.4744 Item 16.1 of 06/19/12 (Effective Date: 07/19/12)

SECTION 21.65. STORY.

The portion of a building included between the surface of any floor and the finished ceiling next above it or the finished under surface of the roof directly over that particular floor.

SECTION 21.66. STREET.

A public or an approved private thoroughfare or road easement which affords the principal means of access to abutting property, but not including an alley.

NOTICE OF PUBLIC HEARING

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

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

Any person may submit written comments to the ALUC before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. The proposed project application may be viewed at the Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501, Monday through Thursday from 8:00 a.m. to 5:00 p.m., except Monday, May 30 (Memorial Day), 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 County 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., 1st Floor Board Chambers
Riverside, California

DATE OF HEARING: June 9, 2016

TIME OF HEARING: 9:00 A.M.

CASE DESCRIPTION:

ZAP1019RG16 – County of Riverside (Representative: Larry Ross) – County Case No. Ordinance Amendment No. 348.4835. This is a Countywide amendment to Riverside County Ordinance No. 348 clarifying where residential care facilities, residential health facilities, and sober living homes would be permitted uses in the unincorporated areas and the type of use permit that would be required for such use (if any), consistent with State law. Article XIXe would be amended to provide definitions and criteria for five types of group facilities (Residential Facility, Residential Care Facility, Residential Care Facility for the Elderly, Alcohol or Drug Abuse Treatment Facility, and Sober Living Homes) and two types of health facilities (Developmentally Disabled Care Facility and Congregate Living Health Facility). Each such use serving six or fewer persons would be considered a residential use of property allowed by right in residential zones. Those serving seven or more persons (except Sober Living Homes) would require a Conditional Use Permit. Ordinance No. 348.4835 also adds reasonable accommodation provisions to Ordinance No. 348 and updates definitions to clarify and remove any inconsistencies that may result from the revisions made to Article XIXe. (Countywide)

FURTHER INFORMATION: Contact John Guerin at (951) 955-0982 or 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. Larry Ross of the Riverside County Planning Department at (951) 955-9294.

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

ALUC Identification No.

ZAP1019RG16

PROJECT PROPONENT (TO BE COMPLETED BY APPLICANT)

Date of Application 5-17-16
 Property Owner County of Riverside Planning Department Phone Number 951-955-9294
 Mailing Address % Larry Ross, Principal Planner
4080 Lenox Street, 12th Floor
Riverside, CA 92501-3634

Agent (if any) N/A Phone Number N/A
 Mailing Address _____

PROJECT LOCATION (TO BE COMPLETED BY APPLICANT)

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

Street Address N/A
 Assessor's Parcel No. N/A Parcel Size N/A
 Subdivision Name N/A Zoning Classification N/A
 Lot Number N/A

RG.

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) _____
 Proposed Land Use (describe) An Amendment to Ord. 348 to clarify where sober living homes, residential care and residential health facilities may operate in Riverside County and the type of use permit, if any, is required for such uses consistent with state law. Also, adding reasonable accommodation provisions

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

Height Data Height above Ground or Tallest Object (including antennas and trees) N/A ft.
 Highest Elevation (above sea level) of Any Object or Terrain on Site N/A ft.

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

and updates to definitions to clarify these items.

REFERRING AGENCY (APPLICANT OR JURISDICTION TO COMPLETE)

Date Received		Type of Project
Agency Name	<u>Riverside County Planning Department</u>	<input type="checkbox"/> General Plan Amendment
Staff Contact	<u>Larry Ross, Principal Planner</u>	<input type="checkbox"/> Zoning Amendment or Variance
Phone Number	<u>951-955-9299</u>	<input type="checkbox"/> Subdivision Approval
Agency's Project No.	<u>Ord. 348. 4835</u>	<input type="checkbox"/> Use Permit
		<input type="checkbox"/> Public Facility
		<input checked="" type="checkbox"/> Other <u>Amendment to Ord. 348</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: 3.5

HEARING DATE: June 9, 2016

CASE NUMBER: ZAP1199MA16 - City of Perris (Representative: Nathan Perez)

APPROVING JURISDICTION: City of Perris

JURISDICTION CASE NO: General Plan Amendment 15-05122, Specific Plan Amendment 16-05025, Ordinance Amendment 16-05024

MAJOR ISSUES:

There is no question that the proposed General Plan Amendment, Specific Plan Amendment, and Zoning Ordinance Amendment are consistent with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (“March ALUCP”) and that the proposed General Plan Amendment brings the City General Plan closer to consistency with the March ALUCP. However, the City is proposing that the attached text amendments and maps constitute the General Plan changes needed to enable a determination that the City’s General Plan is consistent with the March ALUCP. No changes to the land use designations of individual parcels are being proposed. The City is proposing to apply the Airport Overlay Zone throughout the Airport Influence Area, although the present proposal would simply be to incorporate that zone into the City’s ordinance. The proposal would certainly be sufficient for a jurisdiction that included portions of Zone E, such as the City of Menifee, but the City of Perris also includes land in some of the inner zones. As no land use designation changes are proposed herewith, it will be necessary to apply the Airport Overlay in order for consistency to be achieved. While we can on an interim basis recommend that these measures be adopted by the City, in the absence of application of the appropriate Airport Overlay Zone to individual parcels, these measures only assure consistency for properties in Compatibility Zones D and E. The final versions of these proposals were not provided until May 19. Provided that the City is willing to waive the 60-day deadline for a determination, ALUC staff recommends discussion and continuance.

RECOMMENDATIONS:

At this time, staff recommends that the Commission open the public hearing, consider testimony, and CONTINUE consideration of these matters to its July 14, 2016 public hearing agenda.

PROJECT DESCRIPTION:

General Plan Amendment 15-05122 is a proposal by the City of Perris to amend the Land Use and Safety Elements of its General Plan so as to bring that Plan into consistency with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (“March ALUCP”). Ordinance Amendment 16-05024 is a proposal to amend Chapter 19 of the Perris Municipal Code by adopting an Airport Overlay Zone Code Section. Specific Plan Amendment 16-05025 is a proposal to update the Overlay Zone section (Section 12) of the Perris Valley Commerce Center Specific Plan so as to comply with the March ALUCP.

PROJECT LOCATION:

All land subject to the land use jurisdiction of the City of Perris within the Airport Influence Area of March Air Reserve Base/Inland Port Airport, as delineated in the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, available for viewing at www.rcaluc.org.

STATE HANDBOOK RECOMMENDATIONS:

The 2011 California Airport Land Use Planning Handbook includes a Table 5A, General Plan Consistency Checklist, which is “intended to assist local agencies with modifications necessary to make their local plans and other local policies consistent with the ALUCP.” While the checklist “is not intended as a state requirement,” failure to incorporate most of the items referenced would be a cause for concern.

One of the requirements is that there be no direct conflicts “between proposed new land uses indicated on a general plan land use map and the ALUC land use compatibility criteria.” There are a number of sites where such conflict exists, with the recently considered tract map and apartment complex sites among these locations.

A second requirement is that criteria indicating the maximum noise exposure for which residential development is normally acceptable “must be made consistent with the equivalent ALUCP criteria.” Proposed Section 19.51.080 of the Airport Overlay Zone specifically includes the ALUCP criteria, including the requirement that new residences incorporate sound attenuation measures sufficient to reduce interior noise levels from exterior aviation-related sources to no more than CNEL 40 dB.

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

By incorporating Table MA-2 in both the General Plan Land Use Element and the Airport Overlay

Zone, the proposed documents include the ALUCP criteria regarding intensity limits on nonresidential uses and identification of prohibited uses. Height limitations and hazards to flight are addressed in Section 19.51.070 of the Airport Overlay Zone ordinance, infill in Section 19.51.120, and buyer awareness in Section 19.51.090.

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

The Airport Overlay Zone (AOZ) includes a Procedures section (19.051.040) that acknowledges the requirement that “proposed general plan land use amendments, zoning amendments, and specific plan amendments that impact density or intensity of development within the AOZ shall be referred to the RCALUC for a determination of compatibility with the March ALUCP.” For other discretionary actions regarding projects in the AOZ requiring a public hearing or notice, the reviewing authority would be required to make findings that the project complies with the Basic Compatibility Criteria Table (including residential and non-residential density standards and other development conditions) and with the noise compatibility, airspace protection, and overflight policies of the AOZ.

Y:\AIRPORTCASEFILES\March\ZAP1199MA16GenPlanCompliancePerrisjunsr.doc



CITY OF PERRIS ADOPTION OF 2014 MARCH AIR RESERVE BASE/INLAND PORT AIRPORT COMPATIBILITY PLAN

Ordinance Amendment 16-05024 – to adopt an Airport Overlay Zone (AOZ) code section to the Perris Municipal Code Chapter 19 to implement the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan.

General Plan Amendment 15-05122 – to update the city of Perris General Plan (2030) Land Use and Safety Elements to adopt the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan.

Specific Plan Amendment 16-05025 – to amend the Perris Valley Commerce Center Specific Plan to update the Airport Overlay Zone Section (12) to adopt the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan.

CHAPTER 19.51

MARCH ARB/IP AIRPORT OVERLAY ZONE (AOZ)

Sections:

19.51.010	PURPOSE AND INTENT
19.51.020	DEFINITIONS AND DELINEATION
19.51.030	APPLICABILITY
19.51.040	PROCEDURES
19.51.050	MARB/IPA LAND USE COMPATIBILITY MAP
19.51.060	BASIC COMPATIBILITY CRITERIA TABLE AND NOTES
19.51.070	AIRSPACE PROTECTION STANDARDS
19.51.080	NOISE
19.51.090	NOTICE OF AIRPORT VICINITY
19.51.100	AVIGATION EASEMENT
19.51.110	OTHER
19.51.120	SITE-SPECIFIC EXEMPTIONS

19.51.010 PURPOSE AND INTENT

The purpose and intent of the Airport Overlay Zoning District is to:

- A. Implement the City's General Plan policies to ensure that all land uses within the Airport Overlay Zone (AOZ) are consistent with the State Aeronautics Act, State Law, Federal Aviation Administration (FAA) Regulations, and guidance of the California Airport Land Use Planning Handbook.
- B. Ensure that land uses and development within the Airport Overlay Zone (AOZ) are compatible with the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (ALUCP), adopted in 2014.
- C. Prohibit the establishment of incompatible land uses and further expansion of incompatible land uses to avoid or minimize exposure of persons to potential hazards associated with current and future airport operations.
- D. Prohibit development, uses, or any installations or activities that could represent a hazard to existing and future flight operations.
- E. Recognize unique constraints and considerations that apply to properties potentially affected by airport operations by establishing regulations and review criteria for land use and development within the Airport Overlay Zone (AOZ).
- F. Recognize the boundary of the Riverside County Airport Land Use Compatibility Plan (ALUCP) within the Perris City limits and Perris

Commerce Center Specific Plan (PVCC SP) area by establishment of an Airport Overlay Zone (AOZ).

19.51.020 MARCH ARB/IP ALUCP DEFINITIONS

Airport Influence Area (AIA) An area in which current or future airport-related noise, overflight, safety, or airspace protection factors may significantly affect land uses or necessitate restrictions on those uses. The airport influence area constitutes the area within which certain land use actions are subject to Riverside Airport Land Use Commission (ALUC) review. The term airport influence area is synonymous with the term airport referral area as well as the term planning area as referred to in the Public Utilities Code Section 21675.

Zone M (Military) includes all lands owned by the U.S. Air Force. By law, neither local governments nor the Riverside Airport Land Use Commission (ALUC) have jurisdiction over federal lands.

Zone A (Clear Zone) contains lands within the Clear Zone (CZ) at each end of the runway, but not on the base property. As defined by the 2005 Air Installation Compatible Use Zone (AICUZ), the clear zones are 3,000 feet wide and 3,000 feet long beginning at the runway ends. Zone A at the south end of the runway includes privately owned land. The U.S. Air Force has acquired restrictive use easements preventing the development of this property.

Zone B1 (Inner Approach/Departure Zone) encompasses areas of high noise and high accident potential risk within the inner portion of the runway approach and departure corridors. The zone is defined by the boundaries of Accident Potential Zones (APZs) I and II, adjusted on the north to take into account the turning departure flight tracks. The majority of the zone is exposed to projected noise levels in excess of 65 dB CNEL.

Zone B2 (High Noise Zone) is similar to Zone B1 in terms of noise impact, but is subject to less accident potential risk. The projected 65 dB CNEL contour forms the basis for the zone boundary. The actual boundary follows roads, parcel lines or other geographic features that lie generally just beyond the contour line. Lands within the APZs are excluded from Zone B2. Most of the zone lies adjacent to the runway. To the north, portions extend along the sides of Zone B1. To the south, a small area borders the sides of Zones A and B1 and a larger area extends two (2) miles beyond the south end of Zone B1.

Zone C1 (Primary Approach/Departure Zone) encompasses most of the projected 60 dB CNEL contour plus immediately adjoining areas. The zone boundary follows geographic features. Accident potential risks are moderate in that aircraft fly at low altitudes over or near the zone. To the south, an area beginning just beyond Nuevo Road—approximately five (5) miles from the runway end—is excluded from the zone. Exposure to noise in this area is greater (above 60 dB CNEL), however, the accident potential risks at this distance from the runway are reduced by the altitude at which aircraft typically fly over the area. Single-event noise levels are potentially disruptive in this zone.

Zone C2 (Flight Corridor Zone) contains the remainder of the lands within the 60 dB CNEL contour to the south. Although aircraft overflying this area are at 2,000 feet or more above the runway on descent and generally 3,000 feet or more on takeoff, single-event noise levels combined with the frequency of overflights, including at night, make noise a moderate compatibility concern. A larger portion of Zone C2 is situated to the west of the airport and includes locations above which most of the military closed-circuit flight training aircraft activity takes place. Aircraft overfly this area at circuit altitude (3,000 feet) or higher (similar to the south portion of Zone C2), but high terrain in some locations makes the flight altitude above ground level comparatively lower. Single-event noise levels in this area can be intrusive. However, at present, nearly all of the flight training activity takes place on weekdays during daylight hours, thus reducing the significance of the noise impact on residential land uses. Accident potential risk levels in both portions of Zone C2 are judged to be moderate to low with flight training aircraft activity being the primary concerns

Zone D (Flight Corridor Buffer) is intended to encompass other places where aircraft may fly at or below 3,000 feet above the airport elevation either on arrival or departure. Additionally, it includes locations near the primary flight paths where aircraft noise may be loud enough to be disruptive. Direct overflights of these areas may occur occasionally. Accident potential risk levels in this zone are low.

Zone E (Other Airport Environs) contains the remainder of the Airport Influence Area (AIA). Noise impacts are low (this area is beyond the 55-CNEL noise contour), and risk of accidents is low. Airspace protection is the major concern in that aircraft pass over these areas while flying to, from, or around March ARB/IPA.

The High Terrain Zone serves a more focused purpose than the preceding eight zones. It is intended to identify locations where

objects may be hazards to the aircraft operating in the airport's airspace and require careful review. This zone is within the FAR Part 77 surfaces for March ARB/IPA.

19.51.030 APPLICABILITY

Regulations in this Chapter shall apply to all uses, activities, and existing and proposed development on properties within the March ARB/IP ALUCP Zone A (Clear Zone), Zone B1 (Inner Approach Departure Zone), Zone B2 (High Noise Zone), Zone C1 (Primary Approach/Departure Zone), Zone C2 (Flight Corridor Zone), Zone D (Flight Corridor Buffer), and Zone E (Other Airport Environs) designated in the ALUCP. Should an override action be taken, the City of Perris shall ensure that development is consistent with direction in the State Aeronautics Act, the FAA regulations, and guidance provided in the Caltrans Division of Aeronautics Airport Land Use Planning Handbook.

- A. **Specific Plans.** For properties located within the AOZ, which also are located within specific plans, development regulations, standards, and policies shall be followed per respective specific plans. In cases where policies or standards are not provided within the specific plan, the policies and standards within this Chapter will apply in addition to other applicable zoning regulations, the General Plan, or other standards and regulations that apply to the project or land use. In no case will a land use, activity, or development be allowed to violate Airspace Protection Standards of 19.51.070.
- B. **Existing Development and Land Uses.** Non-conforming uses and structures shall comply with the Airspace Protection Standards of 19.51.070, which prohibit any activities that pose a risk to flight operations within the AOZ. Existing land uses that are not consistent with the AOZ are non-conforming uses and may continue. No increase in density for non-conforming residential land uses is permitted. Non-conforming buildings and uses shall comply with Perris Municipal Code Chapter 19.80 (Nonconforming Building and Uses) provisions for expiration of nonconforming status and proposed changes to land use that does not conform to the AOZ.

Development or land uses shall be considered "existing" if one of the following conditions are met:

1. A vesting tentative map has been approved and has not expired or all discretionary approvals have been obtained and have not expired.

2. Building permits have been issued and have not expired.
3. The structures and site development have been legally established and physically exist.

19.51.040 PROCEDURES

- A. **Approval.** All ministerial and discretionary actions within the Airport Overlay Zoning District (AOZ) shall be reviewed for consistency with this Chapter prior to approval.
- B. **Mandatory findings for approval.** When a project or activity is subject to discretionary actions requiring a public hearing or notice, the applicable review authority shall make all of the following findings, as applicable:
 1. The project or use complies with the noise compatibility policies of the AOZ.
 2. The project or use complies with residential and non-residential density standards and other development conditions as mentioned in the Basic Compatibility Criteria Table (Table 1) of the AOZ.
 3. The project or use complies with the Basic Compatibility Criteria Table (Table 1) and Compatibility Map (Figure 1) of the AOZ.
 4. The project or use complies with the airspace protection policies of the AOZ.
 5. The project or use complies with the overflight policies of the AOZ.
- C. **Amendments.** Other than the General Plan, a Specific Plan, or Zoning Code changes addressed through a previous referral to the Riverside County Airport Land Use Commission (RCALUC), or any action to overrule any determination of the March ARB/IP ALUCP, proposed general plan land use amendments, zoning amendments, and specific plan amendments that impact density or intensity of development within the AOZ shall be referred to the RCALUC for a determination of compatibility with the adopted March ARB/IP ALUCP.
- D. **Overrule Procedures.**

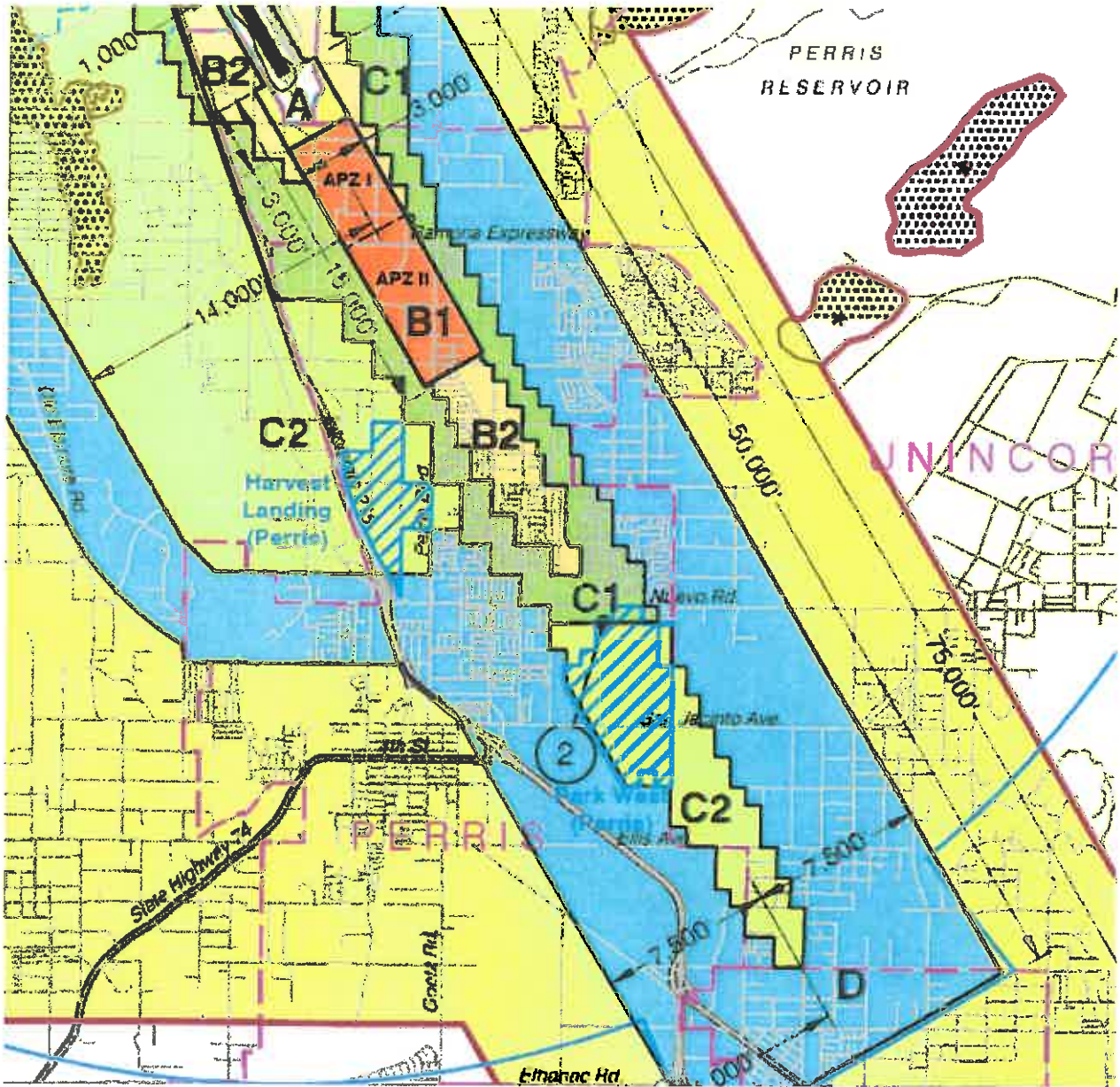
ALUC consistency determinations for local agency plans and projects, are subject to overrule by the local agency. The overrule process preserves local government's constitutional land use authority and local government's ability to implement its plans and projects. When a plan or project is found inconsistent by the ALUC, the City of Perris has a choice to stop or amend the plan or project, and thereby accept the ALUCs inconsistency determination, or to overrule the ALUC with a two-thirds "supermajority" vote of the City of Perris City Council.

The local agency must notify both the ALUC and the California Division of Aeronautics at least 45 days in advance of its decision to overrule and must hold a public hearing on the proposed overruling (Public Utilities Code Section 21676(a) and (b)). While the ALUC and Division comments are advisory, they must be included in the public record of any decision to overrule the ALUC.

19.51.050 MARCH ARB/IP AIRPORT LAND USE COMPATIBILITY MAP

The safety zone boundaries, shown in the map below and described within the Airport Overlay Zone (AOZ) are consistent with the adopted 2014 Riverside County Airport Land Use Compatibility Plan and 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan.

Figure 1



19.51.060 BASIC COMPATIBILITY CRITERIA AND NOTES

Land use compatibility criteria are intended to minimize the risk to people and property on the ground as well as to people in an aircraft in the event of an accident or emergency landing occurring outside the airport boundary.

Compatibility Criteria Table 1. (*Foot Notes are located at the end of Chapter 19.51)					
Zone	Residential	Other Uses	Req'd	Prohibited Uses ³	Other

	(d.u./ac) ¹	(people/ac) ²		Open Land		Developmental Conditions ⁴
		Average ⁵	Single Acre ⁶			
M <i>(Military)</i>					Federal Lands -No ALUC authority	
A <i>Clear Zone</i> <i>(if not base)</i> ⁷	No New Dwellings Allowed	0	0	All remaining	-All non-aeronautical structures Assemblages of people -Objects exceeding FAR Part 77 height limits -All storage of hazardous materials -Hazards to flight ⁸	-Electromagnetic radiation notification -Avigation easement dedication and disclosure ^{4,7}
B1 <i>Inner Approach/Departure Zone</i>	No new dwellings allowed ¹⁰	25 (APZ I) 50 (APZ II and outside APZs) ¹¹	100 100	Max. 50% lot coverage within APZs ¹²	-Children's schools, daycare centers, libraries -Hospitals, congregate care facilities, hotels/motels, restaurants, places of assembly -Bldgs with >1 aboveground habitable floor in APZ I or >2 floors in APZ II and outside of APZs ¹³ -Hazardous materials manufacture/storage ¹⁴ -Noise sensitive outdoor ¹⁵ nonresidential uses -Critical community infrastructure facilities ¹⁶ -Hazards to flight ⁸ -Uses listed in AICUZ as not compatible in APZ I or APZ II ¹⁷	-Locate structures maximum distance from extended runway centerline -Sound attenuation as necessary to meet interior noise level criteria ¹⁸ -Zoned fire sprinkler systems required -Airspace review req'd for objects >35 ft. tall ¹⁹ -Electromagnetic radiation notification ⁹ -Avigation easement dedication and disclosure ⁴
B2 <i>High Noise Zone</i>	No new dwellings allowed ¹⁰	100	250	No Req'd	-Children's schools, day care centers, libraries -Hospitals, congregate care facilities, hotels/motels, places of assembly -Bldgs with >3 aboveground habitable floors -Noise-sensitive outdoor nonresidential uses ¹⁵ -Critical community infrastructure facilities ¹⁶	-Locate structures max. distance from runway -Sound attenuation as necessary to meet interior noise level criteria ¹⁸ -Aboveground bulk storage for hazardous materials discouraged ^{14,20} -Airspace review

						-Hazards to flight ⁸	req'd for objects >35 ft. tall ¹⁹ -Electromagnetic radiation notification ⁹ -Avigation easement dedication and disclosure ⁴
C1 <i>Primary Approach/Departure Zone</i>	≤ 3.0	100	250	No Req'd		-Children's schools, day care centers, libraries -Hospitals, congregate care facilities, places of assembly -Noise-sensitive outdoor nonresidential uses ¹⁵ -Hazards to flight ⁸	-Critical community infrastructure facilities discouraged ^{16,20} -Above ground bulk storage of hazardous materials discouraged ^{14,20} -Sound attenuation as necessary to meet interior noise level criteria ¹⁸ -Airspace req'd for objects >70 ft. tall ¹⁹ -Electromagnetic radiation notification ⁹ -Deed notice and disclosure ⁴
C2 <i>Flight Corridor Zone</i>	≤ 6.0	200	500	No Req'd		-Highly noise-sensitive outdoor nonresidential uses ¹⁵ -Hazards to flight ⁸	-Children's schools discouraged ²⁰ -Airspace review req'd for objects >70 ft. tall ¹⁹ -Electromagnetic radiation notification ⁹ -Deed notice and disclosure ⁴
D <i>Flight Corridor Buffer</i>	No Limit	No restriction ²¹	No restriction	No Req'd		-Hazards to flight ⁸	-Major spectator-oriented sports stadiums, amphitheater, concert halls discouraged ²¹ -Electromagnetic radiation notification ⁹ -Deed notice and disclosure ⁴
E <i>Other Airport</i>	No Limit	No restriction ²¹	No restriction	No Req'd		-Hazards to flight ⁸	-Disclosure only ⁴

Environs						
* High Terrain	Same as Underlying Compatibility Zone	Same as Underlying Compatibility Zone	Not Applicable	-Hazards to flight ⁸ -Other uses restricted in accordance with criteria for underlying zone.	-Airspace review req'd for objects >35 ft. tall ¹⁹ -Avigation easement dedication and disclosure ⁴	

NOTES:

Policies referenced here are from the *Riverside County Airport Land Use Compatibility Plan* adopted by the Riverside County ALUC for other airports beginning in October 2004. The countywide policies are hereby incorporated into the *March ARB/IPA ALUCP* except as modified or supplemented by the policies in Section MA.2 of this chapter. A complete copy of the *Riverside County Airport Land Use Compatibility Plan* is available on the Riverside County Airport Land Use Commission website at www.rcaluc.org.

1. Residential development must not contain more than the indicated number of dwelling units (excluding secondary units) per gross acre. Clustering of units is encouraged provided that the density is limited to no more than 4.0 times the allowable average density for the zone in which the development is proposed. Gross acreage includes the property at issue plus a share of adjacent roads and any adjacent, permanently dedicated, open lands. Mixed-use development in which residential uses are proposed to be located in conjunction with nonresidential uses in the same or adjoining buildings on the same site shall be treated as nonresidential development for the purposes of usage intensity calculations; that is, the occupants of the residential component must be included in calculating the overall number of occupants on the site. A residential component shall not be permitted as part of a mixed use development in zones where residential uses are indicated as incompatible. See Countywide Policy 3.1.3(d). All existing residential development, regardless of densities, is not subject to ALUC authority.
2. Usage intensity calculations shall include all people (e.g., employees, customers/visitors, etc.) who may be on the property at a single point in time, whether indoors or outside.
3. The uses listed here are ones that are explicitly prohibited regardless of whether they meet the intensity criteria. In addition to these explicitly prohibited uses, other uses will normally not be permitted in the respective compatibility zones because they do not meet the usage intensity criteria. See *Riverside County Airport Land Use Compatibility Plan*, Volume 1, Appendix D for a full list of compatibility designations for specific land uses.
4. As part of certain real estate transactions involving residential property within any compatibility zone (that is, anywhere within an airport influence area), information regarding airport proximity and the existence of aircraft overflights must be disclosed. This requirement is set by state law. See Countywide Policy 4.4.2 for details. Easement dedication and deed notice requirements indicated for specific compatibility zones apply only to new development and to reuse if discretionary approval is required. Avigation easements are to be dedicated to the March Inland Port Airport Authority; the federal government is precluded from receiving easement dedications. See sample language in www.marchjpa.com/docs/forms/avigationeasement.pdf.
5. The total number of people permitted on a project site at any time, except rare special events, must not exceed the indicated usage intensity times the gross acreage of the site. Rare special events are ones (such as an air show at the airport) for which a facility is not designed and normally not used and for which extra safety precautions can be taken as appropriate.
6. Clustering of nonresidential development is permitted. However, no single acre of a project site shall exceed the indicated number of people per acre. See Countywide Policy 4.2.5 for details.
7. Clear zone (equivalent to runway protection zone at civilian airports) limits that delineate Zone A are derived from locations indicated in the March Air Reserve Base AICUZ study. Zone A is on Air Base property or otherwise under military control.
8. Hazards to flight include physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations. Land use development that may cause the attraction of birds to increase is also prohibited. Man-made features must be designed to avoid heightened attraction of birds. In Zones A, B1, and B2, flood control facilities should be designed to hold water for no more than 48 hours following a storm and be completely dry between storms (see FAA Advisory Circular 150/5200-33B). Additionally, certain farm crops and farming practices that tend to attract birds are strongly discouraged. These include: certain crops (e.g., rice, barley, oats, wheat – particularly durum – corn, sunflower, clover, berries, cherries, grapes, and apples); farming activities (e.g., tilling and harvesting); confined livestock operations (i.e., feedlots, dairy operations, hog or chicken production facilities, or egg-laying operations); and various farming practices (e.g., livestock feed, water, and manure). Fish production (i.e., catfish, trout) conducted outside of fully enclosed buildings may require mitigation measures (e.g., netting of outdoor ponds, providing covered structures) to prevent bird attraction. Also see Countywide Policy 4.3.7.

9. March ARB must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include microwave transmission in conjunction with a cellular tower, radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers and other similar EMR emissions.
10. Other than in Zone A, construction of a single-family home, including a second unit as defined by state law, on a legal lot of record is exempted from this restriction where such use is permitted by local land use regulations. Interior noise level standards and aviation easement requirements for the compatibility zone in which the dwelling is to be located are to be applied.
11. Non-residential uses are limited to 25 people per gross acre in Accident Potential Zone (APZ) I and 50 people per acre in APZ II and elsewhere in Zone B1. Single-acre intensity limits are 100 people/acre throughout Zone B1.
12. In APZ I, any proposed development having more than 20% lot coverage must not provide on-site services to the public. Zoned fire sprinklers are required. Also, in APZ I, site design of proposed development should to the extent possible avoid placement of buildings within 100 feet of the extended runway centerline; this center strip should be devoted to parking, landscaping, and outdoor storage. Maximum lot coverage is not limited outside the APZs.
13. Within APZ II and outside APZs, two-story buildings are allowed.
14. Storage of aviation fuel and other aviation-related flammable materials on the airport is exempted from this criterion. In APZ I, manufacture or bulk storage of hazardous materials (toxic, explosive, corrosive) is prohibited unless storage is underground; small quantities of materials may be stored for use on site. In APZ II and elsewhere within Zone B1, aboveground storage of more than 6,000 gallons of nonaviation flammable materials per tank is prohibited.
15. Examples of noise-sensitive outdoor nonresidential uses that should be prohibited include major spectator-oriented sports stadiums, amphitheaters, concert halls and drive-in theaters. Caution should be exercised with respect to uses such as poultry farms and nature preserves.
16. Critical community facilities include power plants, electrical substations, and public communications facilities. See Countywide Policy 4.2.3(d).
17. For properties in either APZ I or II, any use listed as —N— not compatible for that particular APZ in Table 3-1 of the 2005 *Air Installation Compatible Use Zone Study for March Air Reserve Base*. Beyond the boundaries of the APZs in Zone B1, such uses are discouraged, but not necessarily prohibited unless otherwise specified herein.
18. All new residences, schools, libraries, museums, hotels and motels, hospitals and nursing homes, places of worship, and other noise-sensitive uses must have sound attenuation features incorporated into the structures sufficient to reduce interior noise levels from exterior aviation-related sources to no more than CNEL 40 dB. This requirement is intended to reduce the disruptiveness of loud individual aircraft noise events upon uses in this zone and represents a higher standard than the CNEL 45 dB standard set by state and local regulations and countywide ALUC policy. Office space must have sound attenuation features sufficient to reduce the exterior aviation-related noise level to no more than CNEL 45 dB. To ensure compliance with these criteria, an acoustical study shall be required to be completed for any development proposed to be situated where the aviation-related noise exposure is more than 20 dB above the interior standard (e.g., within the CNEL 60 dB contour where the interior standard is CNEL 40 dB). Standard building construction is presumed to provide adequate sound attenuation where the difference between the exterior noise exposure and the interior standard is 20 dB or less.
19. This height criterion is for general guidance. Shorter objects normally will not be airspace obstructions unless situated at a ground elevation well above that of the airport. Taller objects may be acceptable if determined not to be obstructions. See Countywide Policies 4.3.3 and 4.3.4. Objects up to 35 feet in height are permitted. However, the Federal Aviation Administration or California Department of Transportation Division of Aeronautics may require marking and lighting of certain objects. See Countywide Policy 4.3.6 for details.
20. Discouraged uses should generally not be permitted unless no feasible alternative is available.
21. Although no explicit upper limit on usage intensity is defined for *Zone D and E*, land uses of the types listed—uses that attract very high concentrations of people in confined areas—are discouraged in locations below or near the principal arrival and departure flight tracks.

19.51.070 AIRSPACE PROTECTION STANDARDS

Airspace Protection. Airspace protection standards are intended to reduce the risk of harm to people and property resulting from an aircraft accident by preventing the creation of incompatible land use features and prohibiting activities that can pose hazards to the airspace used by aircraft in flight. Airspace protection standards regarding obstructions and hazards to air navigation are defined in the March ARB/IP ALUCP and apply to land uses and development within the Airport Overlay Zone (AOZ) as summarized below:

1. **Objects affecting navigable airspace.** Federal Aviation Regulation (FAR) Part 77 and Public Utility Code (PUC) Section 21659 require that structures not penetrate the airspace protection surfaces of the

airport without a permit from the California Department of Transportation or a determination by the Federal Aviation Administration (FAA) that the object does not constitute a hazard to air navigation or would not create an unsafe condition for air navigation. The airspace surrounding an airport is divided into segments called “imaginary surfaces,” which identify height limits for objects that require further study by the FAA to avoid creating hazards to air navigation. Structures that have the potential to be considered an obstruction by the FAA shall be subject to the provisions listed in a-c below:

- a. Proponents of a project shall file a Notice of Construction or Alteration (FAA Form 7460-1) with the FAA if a proposed structure is more than 200 feet above ground level or may exceed one foot in height for every 100 feet from the edge of the nearest point on the runway for a distance up to 20,000 feet. Filing FAA Form 7460-1 with the FAA will initiate an aeronautical study that will ensure a proposed structure does not constitute a hazard to air navigation or would not create an unsafe condition for air navigation, including impeding any en route or terminal (airport) instrument procedures as per the United States Standard for Terminal Instrument Procedures (TERPS) described in FAA Order 8260.3B (Code of Federal Regulations §77.29 Evaluating Aeronautical Effect).
 - b. Approvals for such projects may include the requirement for an aviation easement, marking or lighting of the structure, or modifications to the structure. The aviation easement shall be consistent with the form and content of Exhibit H1 in Appendix H of the California Airport Land Use Planning Handbook.
 - c. Building permits shall not be issued for a project until a Determination of No Hazard has been issued by the FAA and any conditions in that Determination are met.
2. **Flight Hazards Prohibited.** Any activities within the AOB that could pose a hazard to flight operations including but not limited to the following:
- a. Glare or distracting lights that could be mistaken for airport lights;
 - b. Sources of dust, steam, or smoke that may impair pilot visibility;
 - a. Sources of electrical interference with aircraft communications or navigation; and
 - b. Features that create an increased attraction for wildlife (large flock of birds) that may be hazardous to airport operations such as attraction of birds to the extent of creating a significant hazard of

bird strikes (examples are outdoor storage or disposal of food or grain, or large, artificial water features, or landfills).

19.51.080 NOISE

Airport Related Noise. Noise compatibility standards are intended to prevent the establishment of noise-sensitive land uses in portions of the airport environ that are exposed to significant levels of aircraft noise. Where permitted within the Airport Overlay Zone (AOZ), the following noise-sensitive land uses shall comply with applicable noise exposure criteria:

- a. All new residences, schools, libraries, museums, hotels and motels, hospitals and nursing homes, places of worship, and other noise-sensitive uses must have sound attenuation features incorporated into the structures sufficient to reduce interior noise levels from exterior aviation-related sources to no more than CNEL 40 dB. This requirement is intended to reduce the disruptiveness of loud individual aircraft noise events upon uses in this zone and represents a higher standard than the CNEL 45 dB standard set by state and local regulations and the Riverside County ALUC policy.
- b. Office space must have sound attenuation features sufficient to reduce the exterior aviation-related noise level to no more than CNEL 45 dB. To ensure compliance with these criteria, an acoustical study shall be required to be completed for any development proposed to be situated where the aviation-related noise exposure is more than 20 dB above the interior standard (e.g., within the CNEL 60 dB contour where the interior standard is CNEL 40 dB).
- c. Standard building construction is presumed to provide adequate sound attenuation where the difference between the exterior noise exposure and the interior standard is 20 dB or less.

19.51.090 NOTICE OF AIRPORT VICINITY

Notice of Airport in the Vicinity: Prior to approval of new development projects, all applicants shall prepare an aerial photograph identifying the location of the March ARB/IP in relationship to the project site, and a Notice of Airport in the Vicinity. The notice must be provided to all potential purchasers or tenants and shall consist of the following:

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)

Disclosure: The applicant shall provide full disclosure of the avigation easement and Notice of Airport in the Vicinity to all prospective purchasers or tenants.

19.51.100 AVIGATION EASEMENT

Avigation Easement: Development projects shall provide an executed avigation easement to the March Joint Powers Authority (MJPA).

19.51.110 OTHER

Any project, development, or land use not mentioned in this section shall be subject to 2014 March Air Reserve Base/Inland Port Airport land Use Compatibility Plan (March ARB/IP ALUCP).

19.51.120 INFILL

Infill: Where development not in conformance with the criteria set forth in the March ARB/IP ALUCP already exists, additional infill development of similar lands uses may be allowed to occur even if such lands uses are to be prohibited elsewhere in the zone. This exception does not apply within Compatibility Zones A or B1.

(a) A parcel can be considered for infill development if it meets all of the following criteria plus the applicable provisions of either sub-policy (b) or (c) below:

- (1) The parcel size is no larger than 20.0 acres.
- (2) At least 50 % of the site's perimeter is bounded (disregarding roads) by existing uses similar to, or more intensive than, those proposed.
- (3) The proposed project would not extend the perimeter of the area defined by the surrounding, already developed, incompatible uses.
- (4) Further increases in the residential density, nonresidential usage intensity, and/or other incompatible design or usage characteristics (e.g., through use permits, density transfers, addition of second units on the same parcel, height variance, or other strategy) are prohibited.
- (5) The area to be developed cannot previously have been set aside as open land in accordance with policies contained in the March ARB/IP ALUCP unless replacement open land is provided within the same compatibility zone.

(b) For residential development, the average development density (dwelling units per gross acre) of the site shall not exceed the lesser of:

- (1) The average density represented by all existing lots that lie fully or

partially within a distance of 300 feet from the boundary of the parcel to be divided; or

(2) Double the density permitted in accordance with the criteria for that location as indicated in the Compatibility Criteria Table 1.

(c) For nonresidential development, the average usage intensity (the number of people per gross acre) of the site's proposed use shall not exceed the lesser of:

(1) The average intensity of all existing uses that lie fully or partially within a distance of 300 feet from the boundary of the proposed development; or

(2) Double the intensity permitted in accordance with the criteria for that location as indicated in the Compatibility Criteria Table 1.

(d) The single-acre and risk-reduction design density and intensity multipliers listed in Table 1 are applicable to infill development

(e) Infill development on some parcels should not enable additional parcels to then meet the qualifications for infill. The intent is that parcels eligible for infill be determined just once. The burden for demonstrating that a proposed development qualifies as infill rests with the City of Perris and/or project proponent.

19.51.130 SITE-SPECIFIC EXEMPTIONS

The following specific plans are exempt:

Harvest Landing Specific Plan - Situated in March ARB/IP ALUCP Compatibility Zone C2. A 341-acre mixed-use Specific Plan located south of Placentia Avenue and east of Interstate 215 within the City of Perris, which includes 1,860 residential units and 1,306,582 square feet of business/commercial uses. The Specific Plan and associated Development Agreement were adopted in May 2011. The Development Agreement will expire 15 years from the approval date plus extensions in 5-year increments subject to City Council Approval.

Park West Specific Plan - Situated in March ARB/IP ALUCP Compatibility Zones C1 and C2. A 534.3-acre residential Specific Plan located south of Nuevo Road and east of the Perris Valley Storm Channel within the City of Perris and authorized for a maximum of 2,027 residential units as identified in the Specific Plan and Development Agreement approval by the Perris City Council on January 30, 2007. The Development Agreement for Phase I expires 10 years from the approval date. Phases II and III extend the agreement to 2027 or 10 years after the developer submits an application for approval of a Tentative Tract Map for any portion of these phases.



AIRPORT OVERLAY ZONE

The Airport Overlay Zone (AOZ) is comprised of three parts including the "Clear Zone," Accident Potential Zone I and Accident Potential Zone II. Together, they comprise an area approximately 1,032 acres and generally extending south of the runway at March Air Reserve Base/Inland Port (March ARB/IP) through the central part of the Perris Valley Commerce Center (PVCC) Specific Plan area. This zoning overlay defines specific land uses and land use densities as distinguished by each of the these areas. This zoning overlay corresponds to the the March ARB/IP Airport Land Use Compatibility Plan adopted in 2014 and the March ARB/IP Airport Safety Zones: M (Military), A (Clear Zone), B1 (Inner Approach Departure Zone), B2 (High Noise Zone), C1 (Primary Approach/Departure Zone), C2 (Flight Corridor Zone), D (Flight Corridor Buffer), and E (Other Airport Environs). Clear Zone (CZ), Accident Potential Zone I (APZ-I), and Accident Potential Zone II (APZ-II). These safety zones are shown on Figure 12.0-1. The proposed Airport Overlay Zone does not cover the full extent of the Airport Influence Area as delineated by the zones established by the Airport Land Use Commission, which includes the entirety of the land area within the Specific Plan.

The Clear Zone and the Airport Overlay Accident Potential Zones, AOZ together corresponds generally with the boundaries of Airport Area I, pursuant to the maps that apply the and provisions of the 2014 1984 Riverside County Airport Land Use Compatibility Plan (ALUCP) to the March Air Reserve Base Airport/Inland Port ARB/IP ALUCP and airport influence area.

Prohibited Uses in Airport Overlay Zones and Delineation

The following March zones restrictions apply throughout the Perris Valley Commerce Center. Refer to Figure 12.0-1 below for overlay zones.

Zone M (Military) includes all lands owned by the U.S. Air Force. By law, neither local governments nor the Riverside Airport Land Use Commission have jurisdiction over federal lands.

Zone A (Clear Zone) contains lands within the Clear Zone (CZ) at each end of the runway, but not on the base property. As defined by the 2005 Air Installation Compatible Use Zone (AICUZ), the clear zones are 3,000 feet wide and 3,000 feet long beginning at the runway ends. Zone A at the south end of the runway includes privately owned land. The U.S. Air Force has acquired restrictive use easements preventing the development of this property.

Zone B1 (Inner Approach/Departure Zone) encompasses areas of high noise and high accident potential risk within the inner portion of the runway approach and departure corridors. The zone is defined by the boundaries of Accident Potential Zones (APZs) I and II, adjusted on the north to take into account the turning departure flight tracks. The majority of the zone is exposed to projected noise levels in excess of 65 dB CNEL.

Zone B2 (High Noise Zone) is similar to Zone B1 in terms of noise impact, but is subject to less accident potential risk. The projected 65 dB CNEL contour forms the basis for the zone boundary. The actual boundary follows roads, parcel lines or other geographic features that lie generally just beyond the contour line. Lands within the APZs are excluded from Zone B2. Most of the zone lies adjacent to the runway. To the north, portions extend along the sides of Zone B1. To the



south, a small area borders the sides of Zones A and B1 and a larger area extends two (2) miles beyond the south end of Zone B1.

Zone C1 (Primary Approach/Departure Zone) encompasses most of the projected 60 dB CNEL contour plus immediately adjoining areas. The zone boundary follows geographic features. Accident potential risks are moderate in that aircraft fly at low altitudes over or near the zone. To the south, an area beginning just beyond Nuevo Road—approximately five (5) miles from the runway end—is excluded from the zone. Exposure to noise in this area is greater (above 60 dB CNEL), however, the accident potential risks at this distance from the runway are reduced by the altitude at which aircraft typically fly over the area. Single-event noise levels are potentially disruptive in this zone.

Zone C2 (Flight Corridor Zone) contains the remainder of the lands within the 60 dB CNEL contour to the south. Although aircraft overflying this area are at 2,000 feet or more above the runway on descent and generally 3,000 feet or more on takeoff, single-event noise levels combined with the frequency of overflights, including at night, make noise a moderate compatibility concern. A larger portion of Zone C2 is situated to the west of the airport and includes locations above which most of the military closed-circuit flight training aircraft activity takes place. Aircraft overfly this area at circuit altitude (3,000 feet) or higher (similar to the south portion of Zone C2), but high terrain in some locations makes the flight altitude above ground level comparatively lower. Single-event noise levels in this area can be intrusive. However, at present, nearly all of the flight training activity takes place on weekdays during daylight hours, thus reducing the significance of the noise impact on residential land uses. Accident potential risk levels in both portions of Zone C2 are judged to be moderate to low with flight training aircraft activity being the primary concerns

Zone D (Flight Corridor Buffer) is intended to encompass other places where aircraft may fly at or below 3,000 feet above the airport elevation either on arrival or departure. Additionally, it includes locations near the primary flight paths where aircraft noise may be loud enough to be disruptive. Direct overflights of these areas may occur occasionally. Accident potential risk levels in this zone are low.

Zone E (Other Airport Environs) contains the remainder of the Airport Influence Area (AIA). Noise impacts are low (this area is beyond the 55-CNEL noise contour), and risk of accidents is low. Airspace protection is the major concern in that aircraft pass over these areas while flying to, from, or around March ARB/IPA.

The High Terrain Zone serves a more focused purpose than the preceding eight zones. It is intended to identify locations where objects may be hazards to the aircraft operating in the airport's airspace and require careful review. This zone is within the FAR Part 77 surfaces for March ARB/IPA.

~~**(Clear Zone (CZ))** — This zone prohibits development of any kind although some rural development already exists within this area.~~

~~**Accident Potential Zone I (APZ-I)** — APZ-I prohibits uses that involve hazardous materials (such as gas stations), and those that have higher densities of people per acre. Non-residential development will be limited to those uses that do not exceed 25 persons per acre at any time.~~



~~Low intensity uses such as warehouse and distribution centers would be permitted in this zone. This zone prohibits new residential development and assembly uses such as churches and schools. Some existing residential development has already occurred within this area. Buildings in this zone are restricted to one habitable floor.~~

~~**Accident Potential Zone II (APZ II)** — APZ II still prohibits assembly uses such as churches and schools, as well as many uses that involve hazardous materials (such as gas stations), and those that have higher densities of people per acre. Non-residential development is limited to those uses that do not exceed 50 persons per acre at any time. Buildings in this zone are restricted to two habitable floors.~~

For a complete listing of those land uses prohibited or permitted with restrictions within the **March ARB/IP safety zones**, see Tables **2.0-2 and 12.0-1**.



Figure 12.0-1 AIRPORT-OVERLAY-ZONE MARCH ARB/IP AIRPORT COMPATIBILITY MAP

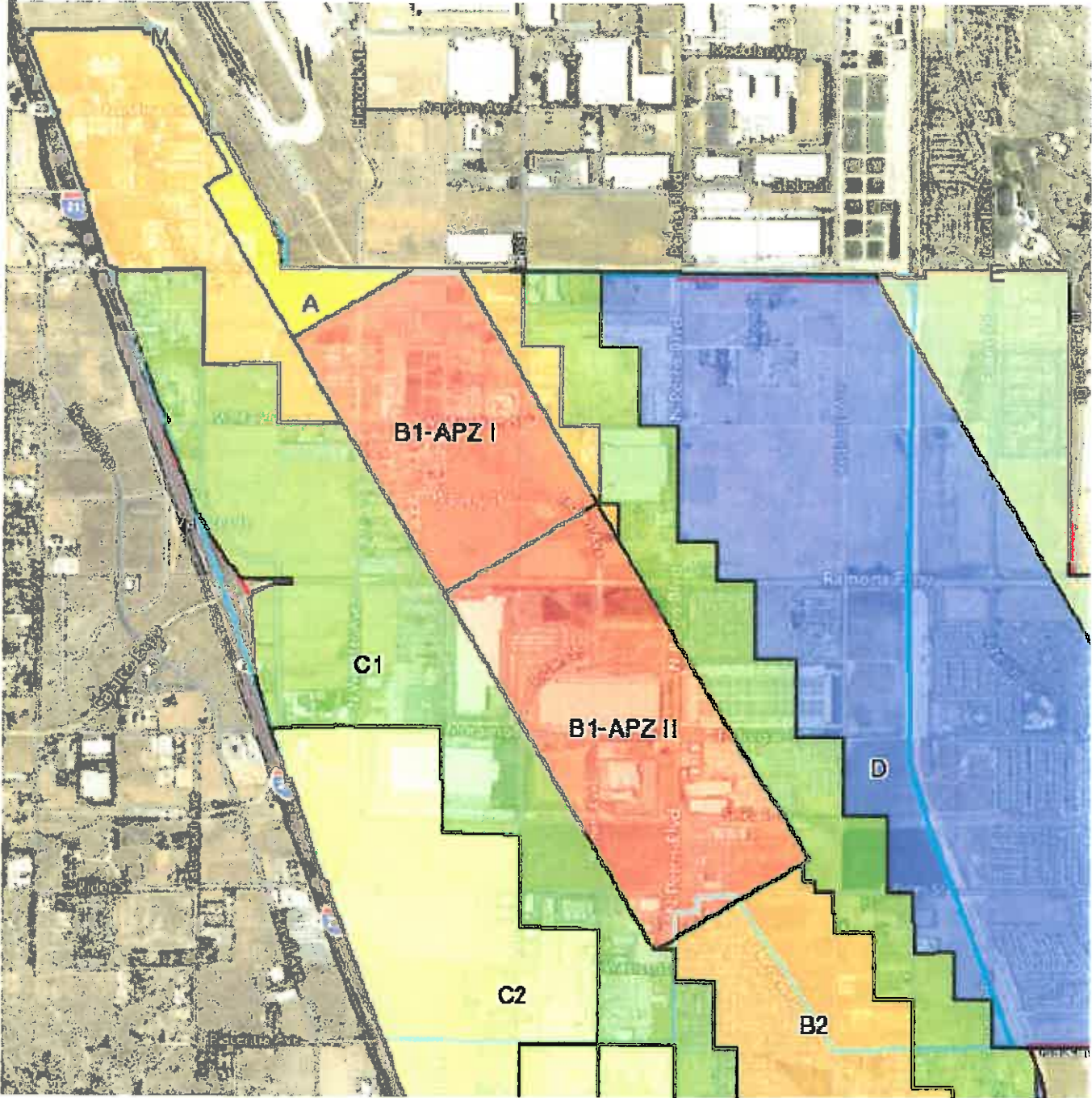




Table 12.0-1 March ARB/IP BASIC COMPATIBILITY CRITERIA TABLE LAND-USE RESTRICTIONS

Compatibility Criteria Table						
(*Foot Notes are located at the end of Chapter 19.51)						
Zone	Residential (d.u./ac) ¹	Other Uses (people/ac) ²		Req'd Open Land	Prohibited Uses ³	Other Developmental Conditions ⁴
		Average ⁵	Single Acre ⁶			
M <i>(Military)</i>					Federal Lands -No ALUC authority	
A <i>Clear Zone</i> <i>(if not base)⁷</i>	No New Dwellings Allowed	0	0	All remaining	-All non-aeronautical structures Assemblages of people -Objects exceeding FAR Part 77 height limits -All storage of hazardous materials -Hazards to flight ⁸	-Electromagnetic radiation notification -Avigation easement dedication and disclosure ^{4,7}

PERRIS VALLEY COMMERCE CENTER AIRPORT OVERLAY ZONE



B1 <i>Inner Approach/Departure Zone</i>	No new dwellings allowed ¹⁰	25 (APZ I)	100	Max. 50% lot coverage within APZs ¹²	<ul style="list-style-type: none"> -Children's schools, daycare centers, libraries -Hospitals, congregate care facilities, hotels/motels, restaurants, places of assembly -Bldgs with >1 aboveground habitable floor in APZ I or >2 floors in APZ II and outside of APZs¹³ -Hazardous materials manufacture/storage¹⁴ -Noise sensitive outdoor¹⁵ nonresidential uses -Critical community infrastructure facilities¹⁶ -Hazards to flight⁸ -Uses listed in AICUZ as not compatible in APZ I or APZ II¹⁷ 	<ul style="list-style-type: none"> -Locate structures maximum distance from extended runway centerline -Sound attenuation as necessary to meet interior noise level criteria¹⁸ -Zoned fire sprinkler systems required -Airspace review req'd for objects >35 ft. tall¹⁹ -Electromagnetic radiation notification⁹ -Avigation easement dedication and disclosure⁴
		50 (APZ II and outside APZs) ¹¹	100		<ul style="list-style-type: none"> -Children's schools, day care centers, libraries -Hospitals, congregate care facilities, hotels/motels, places of assembly -Bldgs with >3 aboveground habitable floors -Noise-sensitive outdoor nonresidential uses¹⁵ 	<ul style="list-style-type: none"> -Locate structures max. distance from runway -Sound attenuation as necessary to meet interior noise level criteria¹⁸ -Aboveground bulk storage for hazardous materials
B2 <i>High Noise Zone</i>	No new dwellings allowed ¹⁰	100	250	No Req'd	<ul style="list-style-type: none"> -Children's schools, day care centers, libraries -Hospitals, congregate care facilities, hotels/motels, places of assembly -Bldgs with >3 aboveground habitable floors -Noise-sensitive outdoor nonresidential uses¹⁵ 	<ul style="list-style-type: none"> -Locate structures max. distance from runway -Sound attenuation as necessary to meet interior noise level criteria¹⁸ -Aboveground bulk storage for hazardous materials

PERRIS VALLEY COMMERCE CENTER AIRPORT OVERLAY ZONE



					<ul style="list-style-type: none"> -Critical community infrastructure facilities¹⁶ -Hazards to flight⁸ 	<ul style="list-style-type: none"> discouraged^{14,20} -Airspace review req'd for objects >35 ft. tall¹⁹ -Electromagnetic radiation notification⁹ -Avigation easement dedication and disclosure⁴
<p>C1</p> <p><i>Primary Approach/Departure Zone</i></p>	≤ 3.0	100	250	No Req'd	<ul style="list-style-type: none"> -Children's schools, day care centers, libraries -Hospitals, congregational care facilities, places of assembly -Noise-sensitive outdoor nonresidential uses¹⁵ -Hazards to flight⁸ 	<ul style="list-style-type: none"> -Critical community infrastructure facilities discouraged^{16,20} -Above ground bulk storage of hazardous materials discouraged^{14,20} -Sound attenuation as necessary to meet interior noise level criteria¹⁸ -Airspace req'd for objects >70 ft. tall¹⁹ -Electromagnetic radiation notification⁹ -Deed notice and disclosure⁴

PERRIS VALLEY COMMERCE CENTER AIRPORT OVERLAY ZONE



<p>C2 <i>Flight Corridor Zone</i></p>	<p>≤6.0</p>	<p>200</p>	<p>500</p>	<p>No Req'd</p>	<p>-Highly noise-sensitive outdoor nonresidential uses¹⁵ -Hazards to flight⁸</p>	<p>-Children's schools discouraged²⁰ -Airspace review req'd for objects >70 ft. tall¹⁹ -Electromagnetic radiation notification⁹ -Deed notice and disclosure⁴</p>
<p>D <i>Flight Corridor Buffer</i></p>	<p>No Limit</p>	<p>No restriction²¹</p>	<p>No restriction</p>	<p>No Req'd</p>	<p>-Hazards to flight⁸</p>	<p>-Major spectator-oriented sports stadiums, amphitheater, concert halls discouraged²¹ -Electromagnetic radiation notification⁹ -Deed notice and disclosure⁴</p>
<p>E <i>Other Airport Environs</i></p>	<p>No Limit</p>	<p>No restriction²¹</p>	<p>No restriction</p>	<p>No Req'd</p>	<p>-Hazards to flight⁸</p>	<p>-Disclosure only⁴</p>
<p>* <i>High Terrain</i></p>	<p>Same as Underlying Compatibility Zone</p>		<p>Same as Underlying Compatibility Zone</p>	<p>Not Applicable</p>	<p>-Hazards to flight⁸ -Other uses restricted in accordance with criteria for underlying zone.</p>	<p>-Airspace review req'd for objects >35 ft. tall¹⁹ -Avigation easement dedication and disclosure⁴</p>

NOTES:

Policies referenced here are from the *Riverside County Airport Land Use Compatibility Plan* adopted by the Riverside County ALUC for other airports beginning in October 2004. The countywide policies are hereby incorporated into the *March ARB/IPA ALUCP* except as modified or



supplemented by the policies in Section MA.2 of this chapter. A complete copy of the *Riverside County Airport Land Use Compatibility Plan* is available on the Riverside County Airport Land Use Commission website at www.rcaluc.org.

1. Residential development must not contain more than the indicated number of dwelling units (excluding secondary units) per gross acre. Clustering of units is encouraged provided that the density is limited to no more than 4.0 times the allowable average density for the zone in which the development is proposed. Gross acreage includes the property at issue plus a share of adjacent roads and any adjacent, permanently dedicated, open lands. Mixed-use development in which residential uses are proposed to be located in conjunction with nonresidential uses in the same or adjoining buildings on the same site shall be treated as nonresidential development for the purposes of usage intensity calculations; that is, the occupants of the residential component must be included in calculating the overall number of occupants on the site. A residential component shall not be permitted as part of a mixed use development in zones where residential uses are indicated as incompatible. See Countywide Policy 3.1.3(d). All existing residential development, regardless of densities, is not subject to ALUC authority.
2. Usage intensity calculations shall include all people (e.g., employees, customers/visitors, etc.) who may be on the property at a single point in time, whether indoors or outside.
3. The uses listed here are ones that are explicitly prohibited regardless of whether they meet the intensity criteria. In addition to these explicitly prohibited uses, other uses will normally not be permitted in the respective compatibility zones because they do not meet the usage intensity criteria. See *Riverside County Airport Land Use Compatibility Plan*, Volume 1, Appendix D for a full list of compatibility designations for specific land uses.
4. As part of certain real estate transactions involving residential property within any compatibility zone (that is, anywhere within an airport influence area), information regarding airport proximity and the existence of aircraft overflights must be disclosed. This requirement is set by state law. See Countywide Policy 4.4.2 for details. Easement dedication and deed notice requirements indicated for specific compatibility zones apply only to new development and to reuse if discretionary approval is required. Avigation easements are to be dedicated to the March Inland Port Airport Authority; the federal government is precluded from receiving easement dedications. See sample language in www.marchjpa.com/docs_forms/avigationeasement.pdf.
5. The total number of people permitted on a project site at any time, except rare special events, must not exceed the indicated usage intensity times the gross acreage of the site. Rare special events are ones (such as an air show at the airport) for which a facility is not designed and normally not used and for which extra safety precautions can be taken as appropriate.
6. Clustering of nonresidential development is permitted. However, no single acre of a project site shall exceed the indicated number of people per acre. See Countywide Policy 4.2.5 for details.
7. Clear zone (equivalent to runway protection zone at civilian airports) limits that delineate Zone A are derived from locations indicated in the March Air Reserve Base AICUZ study. Zone A is on Air Base property or otherwise under military control.
8. Hazards to flight include physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations. Land use development that may cause the attraction of birds to increase is also prohibited. Man-made features must be designed to avoid heightened attraction of birds. In Zones A, B1, and B2, flood control facilities should be designed to hold water for no more than 48 hours following a storm and be completely dry between storms (see FAA Advisory Circular 150/5200-33B). Additionally, certain farm crops and farming practices that tend to attract birds are strongly discouraged. These include: certain crops (e.g., rice, barley, oats, wheat – particularly durum – corn, sunflower, clover, berries, cherries, grapes, and apples); farming activities (e.g., tilling and harvesting); confined livestock operations (i.e., feedlots, dairy operations, hog or chicken production facilities, or egg-laying operations); and various farming practices (e.g., livestock feed, water, and manure). Fish production (i.e., catfish, trout) conducted outside of fully enclosed buildings may require mitigation measures (e.g., netting of outdoor ponds, providing covered structures) to prevent bird attraction. Also see Countywide Policy 4.3.7.
9. March ARB must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include microwave transmission in conjunction with a cellular tower, radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers and other similar EMR emissions.
10. Other than in Zone A, construction of a single-family home, including a second unit as defined by state law, on a legal lot of record is exempted from this restriction where such use is permitted by local land use regulations. Interior noise level standards and avigation easement requirements for the compatibility zone in which the dwelling is to be located are to be applied.
11. Non-residential uses are limited to 25 people per gross acre in Accident Potential Zone (APZ) I and 50 people per acre in APZ II and elsewhere in Zone B1. Single-acre intensity limits are 100 people/acre throughout Zone B1.
12. In APZ I, any proposed development having more than 20% lot coverage must not provide on-site services to the public. Zoned fire sprinklers are required. Also, in APZ I, site design of proposed development should to the extent possible avoid placement of buildings within 100 feet of the extended runway centerline; this center strip should be devoted to parking, landscaping, and outdoor storage. Maximum lot coverage is not limited outside the APZs.
13. Within APZ II and outside APZs, two-story buildings are allowed.

PERRIS VALLEY COMMERCE CENTER AIRPORT OVERLAY ZONE



14. Storage of aviation fuel and other aviation-related flammable materials on the airport is exempted from this criterion. In APZ I, manufacture or bulk storage of hazardous materials (toxic, explosive, corrosive) is prohibited unless storage is underground; small quantities of materials may be stored for use on site. In APZ II and elsewhere within Zone B1, aboveground storage of more than 6,000 gallons of nonaviation flammable materials per tank is prohibited.
15. Examples of noise-sensitive outdoor nonresidential uses that should be prohibited include major spectator-oriented sports stadiums, amphitheatres, concert halls and drive-in theaters. Caution should be exercised with respect to uses such as poultry farms and nature preserves.
16. Critical community facilities include power plants, electrical substations, and public communications facilities. See Countywide Policy 4.2.3(d).
17. For properties in either APZ I or II, any use listed as —N— not compatible for that particular APZ in Table 3-1 of the 2005 *Air Installation Compatible Use Zone Study for March Air Reserve Base*. Beyond the boundaries of the APZs in Zone B1, such uses are discouraged, but not necessarily prohibited unless otherwise specified herein.
18. All new residences, schools, libraries, museums, hotels and motels, hospitals and nursing homes, places of worship, and other noise-sensitive uses must have sound attenuation features incorporated into the structures sufficient to reduce interior noise levels from exterior aviation-related sources to no more than CNEL 40 dB. This requirement is intended to reduce the disruptiveness of loud individual aircraft noise events upon uses in this zone and represents a higher standard than the CNEL 45 dB standard set by state and local regulations and countywide ALUC policy. Office space must have sound attenuation features sufficient to reduce the exterior aviation-related noise level to no more than CNEL 45 dB. To ensure compliance with these criteria, an acoustical study shall be required to be completed for any development proposed to be situated where the aviation-related noise exposure is more than 20 dB above the interior standard (e.g., within the CNEL 60 dB contour where the interior standard is CNEL 40 dB). Standard building construction is presumed to provide adequate sound attenuation where the difference between the exterior noise exposure and the interior standard is 20 dB or less.
19. This height criterion is for general guidance. Shorter objects normally will not be airspace obstructions unless situated at a ground elevation well above that of the airport. Taller objects may be acceptable if determined not to be obstructions. See Countywide Policies 4.3.3 and 4.3.4. Objects up to 35 feet in height are permitted. However, the Federal Aviation Administration or California Department of Transportation Division of Aeronautics may require marking and lighting of certain objects. See Countywide Policy 4.3.6 for details.
Discouraged uses should generally not be permitted unless no feasible alternative is available.
Although no explicit upper limit on usage intensity is defined for *Zone D and E*, land uses of the types listed—uses that attract very high concentrations of people in confined areas—are discouraged in locations below or near the principal arrival and departure flight tracks.

RESTRICTIONS	AIRPORT INFLUENCE AREA	CLEAR ZONE (CZ)	AIRPORT POTENTIAL ZONE I (APZ-I)	AIRPORT POTENTIAL ZONE II (APZ-II)
Prohibited Land Uses	n/a	No new development of any kind	<u>COMMERCIAL</u> — No shopping centers and malls — No vehicle service stations, fueling stations, etc. — No Hotels/Motels or other transient lodgings — No retail eating & drinking establishments — No business that offer services for financing, insurance & real estate, personal services or professional services <u>CARE FACILITIES</u> — No care facilities of any kind such as Child Care, Hospitals and Urgent Care Centers, Medical Care Clinics and Offices, Live-in Care Facilities (aged, or infirmed) <u>EDUCATIONAL FACILITIES</u> — No school or educational facilities of any kind such as Nursery school, private, semi-private or public, technical or trade schools <u>RECREATION</u>	<u>COMMERCIAL</u> — No shopping centers and malls — No vehicle service stations, fueling stations, etc. — No Hotels/Motels or other transient lodgings <u>CARE FACILITIES</u> — No care facilities of any kind such as Child Care, Hospitals and Urgent Care Centers, Medical Care Clinics and Offices, Live-in Care Facilities (aged, or infirmed) <u>EDUCATIONAL FACILITIES</u> — No school or educational facilities of any kind such as Nursery school, private, semi-private or public, technical or trade schools

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			<p>— No public assembly facilities such as cultural activities, auditoriums, concert halls, amphitheaters, sports arenas, amusement parks, resorts and camps</p> <p>INDUSTRIAL</p> <p>— No Manufacturing or storing of any: Pharmaceutical, Hazardous Materials, Chemicals; Petroleum refining and related industries Apparel and other finished products made from fabrics, leather, and similar materials; Professional, scientific, and controlling instruments, photographic and optical goods, watches and clocks</p> <p>NON-PROFITS</p> <p>— No Religious Institutions — Government services facilities</p> <p>RESIDENTIAL</p> <p>— No new Residential development of any kind — Caretaker Quarters — Day Care — Mobilehome parks — No transient lodgings</p>	<p>RECREATION</p> <p>— No public assembly facilities such as auditoriums, concert halls, amphitheaters, sports arenas, resorts and camps</p> <p>INDUSTRIAL</p> <p>— No Manufacturing or storing of any: Pharmaceutical, Hazardous Materials, Chemicals; Petroleum refining and related industries</p> <p>NON-PROFITS</p> <p>— Religious Institutions</p> <p>RESIDENTIAL</p> <p>— No new Residential development of any kind — Caretaker Quarters — Day Care — Mobilehome parks</p>
Maximum Habitable Floors Allowed	n/a	None	One	Two
Maximum Density	n/a	n/a	Maximum Density Limited to 25 persons per acre at any time.	Maximum Density Limited to 50 persons per acre at any time.
Prohibits Hazardous Materials	n/a	n/a	Prohibits storage or uses that involve hazardous materials including such uses as gas stations, chemicals and allied products manufacturing, petroleum refining and related industries.	Prohibits storage or uses that involve hazardous materials including such uses as gas stations, chemicals and allied products manufacturing, petroleum refining and related industries
Floor Area Ratios	Non residential land uses within the Airport Overlay Zone, except for warehousing and distribution center land uses, shall be limited to a maximum lot coverage of 20 percent, unless the proponent demonstrates to the satisfaction of the Director of Development Services that the applicable non-residential intensity limits (25 persons per acre within APZ I and 50 persons per acre within APZ II) would not be exceeded. Lot coverage for warehousing and distribution center land uses may be as high as 50 percent.			
Height Restrictions	<ul style="list-style-type: none"> • FAA Review of Heights may be required (include monopoles) in accordance with Federal Aviation Regulations Part 77 			
Restricted Uses and/or Activities	<ul style="list-style-type: none"> — Any use which directs a steady light or flashing light of red, white, green, or amber colors associated with airport operation toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach towards a landing at an airport, other than an FAA-approved navigational signal lights or visual approach indicator. — 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. — Any use which would generate smoke or water vapor or attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. — Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation. 			



Applicability

Regulations in this Chapter shall apply to all uses, activities, and existing and proposed development on properties within the March ARB/IP ALUCP Zone A (Clear Zone), Zone B1 (Inner Approach Departure Zone), Zone B2 (High Noise Zone), Zone C1 (Primary Approach/Departure Zone), Zone C2 (Flight Corridor Zone), Zone D (Flight Corridor Buffer), and Zone E (Other Airport Environs) designated in the ALUCP. Should an override action be taken, the City of Perris shall ensure that development is consistent with direction in the State Aeronautics Act, the FAA regulations, and guidance provided in the Caltrans division of Aeronautics Airport Land Use Planning Handbook.

Existing Development and Land Uses. Non-conforming uses and structures shall comply with Airspace Protection Standards of 19.51.070 which prohibit any activities that pose a risk to flight operations within the AOZ. Existing land uses that are not consistent with the AOZ are non-conforming uses and may continue. No increase in density for non-conforming residential land uses is permitted. Non-conforming buildings and uses shall comply with Perris Municipal Code Chapter 19.80 (Nonconforming Building and Uses) provisions for expiration of nonconforming status and proposed changes to land use that does not conform to the AOZ.

Development or land uses shall be considered "existing" if one of the following conditions are met:

- o A vesting tentative map has been approved and has not expired or all discretionary approvals have been obtained and have not expired.
- o Building permits have been issued and have not expired.
- o The structures and site development have been legally established and physically exist.

Procedures

Approval. All ministerial and discretionary actions within the AOZ shall be reviewed for consistency with this Chapter prior to approval.

Mandatory findings for approval. When a project or activity is subject to discretionary actions requiring a public hearing or notice, the applicable review authority shall make all of the following findings, as applicable:

- o The project or use complies with the noise compatibility policies of the AOZ.
- o The project or use complies with residential and non-residential density standards and other development conditions as per Table 12.0-1, March ARB/IP Basic Compatibility Criteria Table.
- o The project or use complies with Figure 12.0-1, March ARB/IP Compatibility Map.
- o The project or use complies with the airspace protection policies of the AOZ.
- o The project or use complies with the overflight policies of the AOZ.

Amendments. Other than General Plan, Specific Plan, or Zoning Code changes addressed through a previous referral to the Riverside County Airport Land Use Commission (RCALUC), or



any action to overrule any determination of the March ARB/IP ALUCP, proposed general plan land use amendments, zoning amendments, and specific plan amendments that impact density or intensity of development within the AOZ shall be referred to the RCALUC for a determination of compatibility with the adopted March ARB/IP ALUCP.

Overrule Provisions. Should the RCALUC update the March ARB/IP ALUCP, the City Council of the City of Perris shall review the updated March ARB/IP ALUCP and either make changes to applicable General Plan sections, zoning, and implementing ordinances, or the City Council may, pursuant to Public Utilities Code Section 21676(b), overrule the RCALUC.

Compatibility with March ~~Air Reserve Base~~ ARB/IP ALUCP

The Perris Valley Commerce Center is located in March ARB/IP safety zones and therefore ~~ARB Airport Influence Zones I and II, therefore,~~ all development ~~within the plan~~ shall comply with the following measures:

Avigation Easement: Development projects shall provide an executed avigation easement to the March Joint Powers Authority (MJPA). Avigation easement forms and instructions are available on the MJPA website, www.marchjpa.com.

Noise Standard: All building office areas shall be constructed with appropriate sound mitigation measures as determined by an acoustical engineer or architect to ~~insure~~ ensure appropriate interior sound levels.

Land Use and Activities: **Compatible and approved** land uses and activities ~~associated with any structures on the site~~ shall not be altered or amended without City consent. ~~The following and shall be prohibited, the following:~~

- Any use ~~which that~~ would direct a steady light or flashing light of red, white, green or amber colors (associated with airport operations) towards an aircraft engaged in a climb following takeoff or ~~toward an aircraft engaged in a straight final approach towards a landing at an airport,~~ other than FAA-approved navigational signal lights or visual approach indicator and systems.
- Any use ~~which that~~ 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 descent~~ towards a landing at an airport.
- Any use ~~which that~~ would generate excessive smoke or water vapor or attract large concentrations of birds, or ~~which that may would~~ otherwise affect safe air navigation within the ~~AlA~~ area.
- Any use ~~which that~~ would generate electrical interference that may be detrimental to the operation of aircraft ~~and/or the aircraft's navigation~~ instrumentation.

Retention and Water Quality Basins: All retention and water quality basins shall be designed to dewater within 48 hours of a rainfall event.



Notice of Airport in the Vicinity: Prior to approval of new development projects, all applicants shall prepare an aerial photograph identifying the location of the ~~MARB~~ ~~March~~ ~~ARB/IP~~ in relationship to the project site, and a Notice of Airport in the Vicinity. Because the entire PVCC SP lies within the MARB Airport Influence Area, notice must be provided to all potential purchasers or tenants and shall consist of the following:

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)

Disclosure: The applicant shall provide full disclosure of the aviation easement and Notice of Airport in the Vicinity to all prospective purchasers or tenants.

Lighting Plans: Prior to issuance of a building permit, lighting plans shall be submitted to an airport lighting consultant or March ~~Air Reserve Base/March Inland Port (MARB/MIP~~ ~~ARB/IP)~~, for review and comment prior to issuance of building permits.



Height Restrictions per Federal Aviation Regulations Part 77

The federal government has developed standards for determining obstructions in navigable airspace. Federal Aviation Regulations Part 77 defines a variety of imaginary surfaces at certain altitudes around airports. The Part 77 surfaces include the primary surface, approach surface, transitional surface, horizontal surface and conical surface. Collectively, the Part 77 surfaces around an airport define a bowl-shaped area with ramps sloping up from each runway end. The Part 77 standards-regulations are not absolute height restrictions, but instead identify elevations at which structures may present a potential safety-problem-hazard to air navigation and require FAA review. Penetrations of the Part 77 surface generally are reviewed on a case-by-case-basis. Please see Appendix D of the 2005 March ARB/IP AICUZ that describes FAR Part 77 height obstruction criteria surrounding the airport.

Height limitations within the Airport Overlay Zone may pose a development constraint for the Perris Valley Commerce Center Specific Plan as reflected on Figure 12.0-2. Section D.2 of the Appendices to the 2005 MARB Air Installation Compatible Use Zone (AICUZ) Study describes height and obstruction criteria for land uses around the airfield pursuant to Part 77 criteria.¹ This section states that the established airfield elevation for MARB is 1,535 feet above mean sea level. There are several different control surfaces and planes that overlay the Perris Valley Commerce Center Specific Plan, all of which have different height limitations imposed upon them:

Clear Zone (Surface B)

The Clear Zone defines the limit of obstruction clearance contiguous to the end of the runway.

Approach/Departure Clearance Surface (Surface C)

The Approach/Departure Clearance Surface imposes height restrictions based upon the distance from end of the runway, comparable to the elevation of the runway. It is a surface that has a 50:1 slope, up to a maximum of 500 feet above the elevation at the end of the runway. The elevation at the northern end of the runway is 1,535 feet mean sea level (MSL). The elevation at the southern end of the runway is 1,488 feet MSL. In other words, for every 50 feet of distance from the end of the northern runway, the maximum height of any building goes up 1 foot higher than 1,535 feet above mean sea level. For example, a proposed warehouse structure 5,000 feet from the northern end of the runway may be constructed to a maximum height of 1,635 feet above mean sea level at roof level.

Inner Horizontal Surface (Surface E)

The Inner Horizontal Surface is a plane, oval in shape at a height of 150 feet above the established airfield elevation (i.e. 1,685 feet above MSL at the northern end of the runway and 1,638 feet above MSL at the southern end of the runway) extending 7,500 feet around the centerline of the runway. Therefore, structures would need to exceed an elevation of 1,685 feet

¹ Air Installation Compatible Use Zone studies are updated roughly every five year years. Please consult March Air Reserve Base to obtain the most recent study.



~~MSL at the northern end of the runway and 1,638 feet at the southern end before they encroached into this Part 77 surface for the March Air Reserve Base runways.~~

~~Conical Surface (Surface F)~~

~~The Conical Surface is an inclined surface extending outward and upward from the Inner Horizontal Surface from an elevation of 150 feet above the elevation of the runway to a height of 500 feet above the elevation of the runway. It has a 20:1 slope from the Inner Horizontal Surface. In other words, for every 20 feet in distance from the edge of the Inner Horizontal Surface, a building may increase its highest elevation 1 foot higher than 1,685 feet above MSL at the northern end of the runway and 1,638 feet above MSL at the southern end of the runway. For example, a proposed commercial building 2,000 feet from the edge of the Inner Horizontal Surface may have a maximum height elevation of 1,785 feet at its roof line.~~

~~Part 77 height limits, Part 77, Section 77.13.2.i requires that any construction or building alteration exceeding the imaginary surface extending upward and outward at a 100 to 1 slope from the nearest point of the runway will require preparation of a Federal Aviation Administration (FAA) Notice of Proposed Construction or Alteration (FAA Form 7460-1). This notice must be submitted to the FAA at least 30 days before the date proposed construction or alteration is to begin or the date the application for a construction permit will be filed, whichever is earlier. Notwithstanding the established airfield elevation set forth in the MAFB AICUZ study, the elevation of the runway at its nearest point to the specific plan is 1,488 feet above MSL. Therefore, depending on the elevation of the finished grade and height of the proposed structure, future development within the Perris Valley Commerce Center may encroach into this 100 to 1 slope imaginary surface and will require the filing of Form 7460-1 with the FAA. If a hazard to air navigation is identified, then the FAA will issue a determination of hazard to air navigation. However, the FAA does not have the authority to prevent encroachment; it is up to the City to enforce the recommendation.~~

Form 7460: Development projects in the ~~Airport Overlay Zone~~ AOZ shall submit FAA Form 7460-1 (Notice of Proposed Construction or Alteration) ~~en-line~~ through the process outlined at oaaaa.faa.gov, and shall receive and provide the City of Perris a copy of the ~~Federal Aviation Administration's~~ FAA's "Determination of No Hazard to Air Navigation" prior to project construction. Should cranes or vertical equipment be used during the construction process, a separate Form 7460-1 is required ~~for construction equipment to be submitted~~.

Infill:

Infill: Where development not in conformance with the criteria set forth in this Compatibility Plan already exists, additional infill development of similar lands uses may be allowed to occur even if such lands uses are to be prohibited elsewhere in the zone. This exception does not apply within Compatibility Zones A or B1.

(a) A parcel can be considered for infill development if it meets all of the following criteria plus the applicable provisions of either sub-policy (b) or (c) below:

- (1) The parcel size is no larger than 20.0 acres.
- (2) At least 50 % of the site's perimeter is bounded (disregarding roads) by existing



uses similar to, or more intensive than, those proposed.

(3) The proposed project would not extend the perimeter of the area defined by the surrounding, already developed, incompatible uses.

(4) Further increases in the residential density, nonresidential usage intensity, and/or other incompatible design or usage characteristics (e.g., through use permits, density transfers, addition of second units on the same parcel, height variance, or other strategy) are prohibited.

(5) The area to be developed cannot previously have been set aside as open land in accordance with policies contained in this Plan unless replacement open land is provided within the same compatibility zone.

(b) For residential development, the average development density (dwelling units per gross acre) of the site shall not exceed the lesser of:

(1) The average density represented by all existing lots that lie fully or partially within a distance of 300 feet from the boundary of the parcel to be divided; or

(2) Double the density permitted in accordance with the criteria for that location as indicated in the Compatibility Criteria Table 1 in Chapter 19.51, Airport Overlay Zone, of the City of Perris zoning code.

(c) For nonresidential development, the average usage intensity (the number of people per gross acre) of the site's proposed use shall not exceed the lesser of:

(1) The average intensity of all existing uses that lie fully or partially within a distance of 300 feet from the boundary of the proposed development; or

(2) Double the intensity permitted in accordance with the criteria for that location as indicated in the March ARB/IP COMPATIBILITY CRITERIA Table 1 in Chapter 19.51, Airport Overlay Zone, of the City of Perris zoning code.

(d) The single-acre and risk-reduction design density and intensity multipliers described in the Compatibility Criteria Table 1 in Chapter 19.51, Airport Overlay Zone, of the City of Perris zoning code are applicable to infill development

(e) Infill development on some parcels should not enable additional parcels to then meet the qualifications for infill. The intent is that parcels eligible for infill be determined just once. The burden for demonstrating that a proposed development qualifies as infill rests with the City of Perris and/or project proponent.



Figure 12.0-2 HEIGHT RESTRICTIONS AIR PROTECTION SURFACES

~~MAP TO BE DELETED~~

CITY OF PERRIS LAND USE ELEMENT

Only those pages proposed for amendment are included herein.



Land Use Element

(City Council Adoption - April 26, 2005)
(2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan
Amendment - City Council Adoption- XXXX, 2016)



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within *Special Study Areas* and identify milestones for changing their land use designations to provide a balance among *Community Commercial, Business Park, and Light Industrial* properties

- III.A.3 Include funding in municipal budgets necessary to implement sustained, methodical code enforcement in "Planning Area I: North Commercial/Industrial" as a means to promoting private investment
- III.A.4 Prepare a City marketing brochure to supplement broker and property owner offerings to businesses considering locating in Perris
- III.A.5 Conduct a Comprehensive Fiscal Analysis for possible annexation of Sphere of Influence properties on the westerly edge of Interstate 215 as a means to effect property upgrades in the area

Goal IV
Consistency among all planning documents

Policy IV.A
The General Plan and the Zoning Code shall be revised and updated to maintain consistency with each other, and with regional plans

Implementation Measures

- IV.A.1 Change the Zoning Code and Zoning Map to ensure consistency with the Land Use Plan.

Goal V
Protection from natural or man-made disasters

Policy V.A
Restrict development in areas at risk of damage due to disasters

Implementation Measures

- V.A.1 Consult hazards maps as part of the review process for all development application

Policy V.B.
Ensure land use compatibility near March Air Reserve Base/Inland Port (ARB/IP) by implementing the policies of the 2014 March ARB/IP Airport Land use Compatibility Plan (ALUCP).

Implementation Measures

- V.B.1. Create and prepare an Airport Overlay Zone (AOZ) to reflect the boundaries and policies of the 2014 March ARB/IP ALUCP.



AIRPORT OVERLAY ZONE

The 2014 March Air Reserve Base/Inland Port (ARB/IP) Airport Land Use Compatibility Plan (ALUCP) delineates airport safety zones and describes the compatible land uses, prohibited land uses, limits to residential density, max average persons per acre, and other development conditions for each safety zone. An Airport Overlay Zone (AOZ) ensures that the policies in the March ARB/IP ALUCP are adhered to when new development projects are brought before the City of Perris. The purpose and intent of the AOZ is to:

- Implement the City’s General Plan policies to ensure that all land uses within the AOZ are consistent with the State Aeronautics Act, state law, Federal Aviation Administration regulations, and guidance of the California Airport Land Use Planning Handbook.
- Ensure that land uses and development within the AOZ are compatible with the March ARB/IP ALUCP.
- Prohibit the establishment of new incompatible land uses and further expansion of existing incompatible land uses to avoid or minimize exposure of persons to potential hazards associated with aircraft operations.
- Prohibit development, uses, or any installations or activities that could represent a hazard to aircraft operations.
- Recognize the unique constraints and considerations that apply to properties potentially affected by aircraft operations by establishing policies and review criteria for land

use, development, and properties within the AOZ.

In 2016, the City of Perris adopted an Airport Overlay Zone (Zoning Code Chapter 19.51) to comply with the 2014 March ARB/IP ALUCP. Decisions about future development reflected in this AOZ section are guided by the objectives formulated for the Policy Document of the 2014 March ARB/IP ALUCP.

Procedures

Amendments. Other than General Plan, Specific Plan, or Zoning Code changes addressed through a previous referral to the Riverside County Airport Land Use Commission (RCALUC), or any action to overrule any determination of the March ARB/IP ALUCP, proposed General Plan land use amendments, Zoning Code amendments, and Specific Plan amendments that impact density or intensity of development within the AOZ shall be referred to the RCALUC for a determination of compatibility with the adopted March ARB/IP ALUCP.

Ministerial Approval. All ministerial and discretionary actions within the AOZ shall be reviewed for consistency with this Chapter prior to approval.

March ARB/IP ALUCP Safety Zone Delineations

The AOZ is based on the following safety zones:

- ❖ **Zone M (Military)** includes all lands owned by the U.S. Air Force. By law, neither local governments nor the RCALUC have jurisdiction over federal lands.
- ❖ **Zone A (Clear Zone)** contains lands within the Clear Zone (CZ) at each



end of the runway, but not on the base property. As defined by the 2005 Air Installation Compatible Use Zone (AICUZ), the clear zones are 3,000 feet wide and 3,000 feet long beginning at the runway ends. Zone A at the south end of the runway includes privately owned land. The U.S. Air Force has acquired restrictive use easements preventing the development of this property.

- ❖ **Zone B1 (Inner Approach/Departure Zone)** - encompasses areas of high noise and high accident potential risk within the inner portion of the runway approach and departure corridors. The zone is defined by the boundaries of Accident Potential Zones (APZs) I and II, adjusted on the north to take into account the turning departure flight tracks. The majority of the zone is exposed to projected noise levels in excess of 65 dB CNEL.
- ❖ **Zone B2 (High Noise Zone)** - is similar to Zone B1 in terms of noise impact, but is subject to less accident potential risk. The projected 65 dB CNEL contour forms the basis for the zone boundary. The actual boundary follows roads, parcel lines or other geographic features that lie generally just beyond the contour line. Lands within the APZs are excluded from Zone B2. Most of the zone lies adjacent to the runway. To the north, portions extend along the sides of Zone B1. To the south, a small area borders the sides of Zones A and B1 and a larger area extends two (2) miles beyond the south end of Zone B1.
- ❖ **Zone C1 (Primary Approach/Departure Zone)** - encompasses most of the projected 60 dB CNEL contour plus

immediately adjoining areas. The zone boundary follows geographic features. Accident potential risks are moderate in that aircraft fly at low altitudes over or near the zone. To the south, an area beginning just beyond Nuevo Road—

approximately five (5) miles from the runway end—is excluded from the zone. Exposure to noise in this area is greater (above 60 dB CNEL), however, the accident potential risks at this distance from the runway are reduced by the altitude at which aircraft typically fly over the area. Single-event noise levels are potentially disruptive in this zone.

- ❖ **Zone C2 (Flight Corridor Zone)** contains the remainder of the lands within the 60 dB CNEL contour to the south. Although aircraft overflying this area are at 2,000 feet or more above the runway on descent and generally 3,000 feet or more on takeoff, single-event noise levels combined with the frequency of overflights, including at night, make noise a moderate compatibility concern. A larger portion of Zone C2 is situated to the west of the airport and includes locations above which most of the military closed-circuit flight training aircraft activity takes place. Aircraft overfly this area at circuit altitude (3,000 feet) or higher (similar to the south portion of Zone C2), but high terrain in some locations makes the flight altitude above ground level comparatively lower. Single-event noise levels in this area can be intrusive. However, at present, nearly all of the flight training activity takes place on weekdays during daylight hours, thus reducing the significance of the noise impact on residential land uses. Accident potential risk levels



in both portions of Zone C2 are judged to be moderate to low with flight training aircraft activity being the primary concerns

- ❖ **Zone D (Flight Corridor Buffer)** - is intended to encompass other places where aircraft may fly at or below 3,000 feet above the airport elevation either on arrival or departure. Additionally, it includes locations near the primary flight paths where aircraft noise may be loud enough to be disruptive. Direct overflights of these areas may occur occasionally. Accident potential risk levels in this zone are low.
- ❖ **Zone E (Other Airport Environs)** - contains the remainder of the Airport Influence Area (AIA). Noise impacts are low (this area is beyond the 55-CNEL noise contour), and risk of accidents is low. Airspace protection is the major concern in that aircraft pass over these areas while flying to, from, or around March ARB/IPA.
- ❖ **The High Terrain Zone** - serves a more focused purpose than the preceding eight zones. It is intended to identify locations where objects may be hazards to the aircraft operating in the airport's airspace and require careful review. This zone is within the FAR Part 77 surfaces for March ARB/IPA.



Exhibit LU-18: March ARB/IPA Landuse Compatibility Map

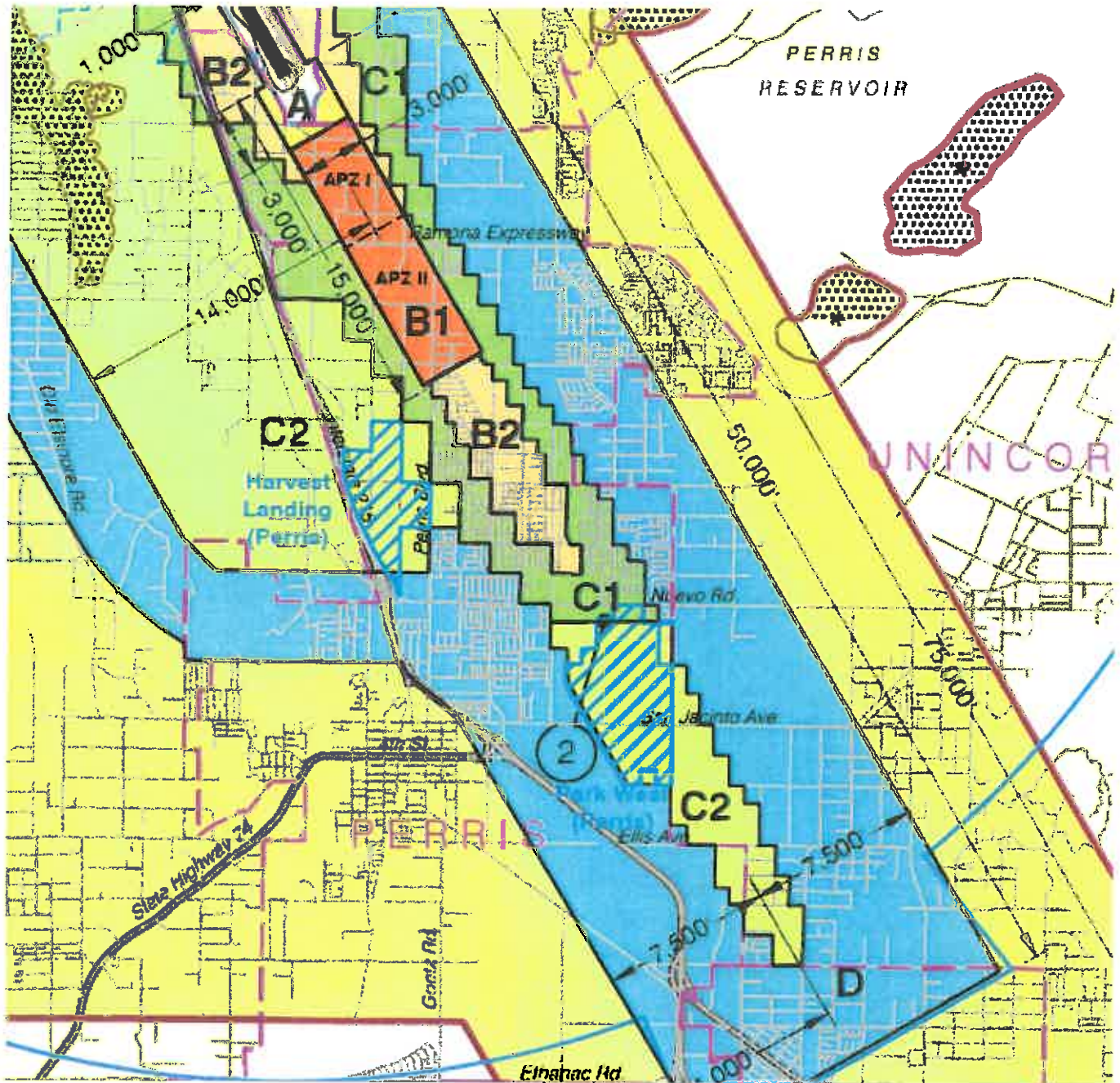




Table LU-32: March ARB/IP ALUCP Basic Compatibility Criteria

Table S-5						
Zone	Residential (d.u./ac) ¹	Other Uses (people/ac) ²		Req'd Open Land	Prohibited Uses ³	Other Developmental Conditions ⁴
		Average ⁵	Single Acre ⁶			
M (Military)					Federal Lands -No ALUC authority	
A Clear Zone (if not base) ⁷	No New Dwellings Allowed	0	0	All remaining	-All non-aeronautical structures Assemblages of people -Objects exceeding FAR Part 77 height limits -All storage of hazardous materials -Hazards to flight ⁸	-Electromagnetic radiation notification -Avigation easement dedication and disclosure ^{4,7}
B1 Inner Approach/Departure Zone	No new dwellings allowed ¹⁰	25 (APZ I) 50 (APZ II and outside APZs) ¹¹	100 100	Max. 50% lot coverage within APZs ¹²	-Children's schools, daycare centers, libraries -Hospitals, congregate care facilities, hotels/motels, restaurants, places of assembly -Bldgs with >1 aboveground habitable floor in APZ I or >2 floors in APZ II and outside of APZs ¹³ -Hazardous materials manufacture/storage ¹⁴ -Noise sensitive outdoor ¹⁵ nonresidential uses -Critical community infrastructure facilities ¹⁶ -Hazards to flight ⁸ -Uses listed in AICUZ as not compatible in APZ I or APZ II ¹⁷	-Locate structures maximum distance from extended runway centerline -Sound attenuation as necessary to meet interior noise level criteria ¹⁸ -Zoned fire sprinkler systems required -Airspace review req'd for objects >35 ft. tall ¹⁹ -Electromagnetic radiation notification ⁹ -Avigation easement dedication and disclosure ⁴
B2 High Noise Zone	No new dwellings allowed ¹⁰	100	250	No Req'd	-Children's schools, day care centers, libraries -Hospitals, congregate care facilities, hotels/motels, places of assembly -Bldgs with >3	-Locate structures max. distance from runway -Sound attenuation as necessary to meet interior noise level criteria ¹⁸



					<ul style="list-style-type: none"> -aboveground habitable floors -Noise-sensitive outdoor nonresidential uses¹⁵ -Critical community infrastructure facilities¹⁶ -Hazards to flight⁸ 	<ul style="list-style-type: none"> -Aboveground bulk storage for hazardous materials discouraged^{14,20} -Airspace review req'd for objects >35 ft. tall¹⁹ -Electromagnetic radiation notification⁹ -Avigation easement dedication and disclosure⁴
<p style="text-align: center;">C1 Primary Approach/Departure Zone</p>	≤3.0	100	250	No Req'd	<ul style="list-style-type: none"> -Children's schools, day care centers, libraries -Hospitals, congregate care facilities, places of assembly -Noise-sensitive outdoor nonresidential uses¹⁵ -Hazards to flight⁸ 	<ul style="list-style-type: none"> -Critical community infrastructure facilities discouraged^{16,20} -Above ground bulk storage of hazardous materials discouraged^{14,20} -Sound attenuation as necessary to meet interior noise level criteria¹⁸ -Airspace req'd for objects >70 ft. tall¹⁹ -Electromagnetic radiation notification⁹ -Deed notice and disclosure⁴
<p style="text-align: center;">C2 Flight Corridor Zone</p>	≤6.0	200	500	No Req'd	<ul style="list-style-type: none"> -Highly noise-sensitive outdoor nonresidential uses¹⁵ -Hazards to flight⁸ 	<ul style="list-style-type: none"> -Children's schools discouraged²⁰ -Airspace review req'd for objects >70 ft. tall¹⁹ -Electromagnetic radiation notification⁹ -Deed notice and disclosure⁴
<p style="text-align: center;">D Flight Corridor Buffer</p>	No Limit	No restriction ²¹	No restriction	No Req'd	<ul style="list-style-type: none"> -Hazards to flight⁸ 	<ul style="list-style-type: none"> -Major spectator-oriented sports stadiums, amphitheater, concert halls discouraged²¹ -Electromagnetic radiation notification⁹ -Deed notice and disclosure⁴
<p style="text-align: center;">E Other Airport Environs</p>	No Limit	No restriction ²¹	No restriction	No Req'd	<ul style="list-style-type: none"> -Hazards to flight⁸ 	<ul style="list-style-type: none"> -Disclosure only⁴



* High Terrain	Same as Underlying Compatibility Zone	Same as Underlying Compatibility Zone	Not Applicable	-Hazards to flight ⁸ -Other uses restricted in accordance with criteria for underlying zone.	-Airspace review req'd for objects >35 ft. tall ¹⁹ -Avigation easement dedication and disclosure ⁴
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NOTES:

Policies referenced here are from the Riverside County Airport Land Use Compatibility Plan adopted by the Riverside County ALUC for other airports beginning in October 2004. The countywide policies are hereby incorporated into the March ARB/IPA ALUCP except as modified or supplemented by the policies in Section MA.2 of this chapter. A complete copy of the Riverside County Airport Land Use Compatibility Plan is available on the Riverside County Airport Land Use Commission website at www.rcaluc.org.

1. Residential development must not contain more than the indicated number of dwelling units (excluding secondary units) per gross acre. Clustering of units is encouraged provided that the density is limited to no more than 4.0 times the allowable average density for the zone in which the development is proposed. Gross acreage includes the property at issue plus a share of adjacent roads and any adjacent, permanently dedicated, open lands. Mixed-use development in which residential uses are proposed to be located in conjunction with nonresidential uses in the same or adjoining buildings on the same site shall be treated as nonresidential development for the purposes of usage intensity calculations; that is, the occupants of the residential component must be included in calculating the overall number of occupants on the site. A residential component shall not be permitted as part of a mixed use development in zones where residential uses are indicated as incompatible. See Countywide Policy 3.1.3(d). All existing residential development, regardless of densities, is not subject to ALUC authority.
2. Usage intensity calculations shall include all people (e.g., employees, customers/visitors, etc.) who may be on the property at a single point in time, whether indoors or outside.
3. The uses listed here are ones that are explicitly prohibited regardless of whether they meet the intensity criteria. In addition to these explicitly prohibited uses, other uses will normally not be permitted in the respective compatibility zones because they do not meet the usage intensity criteria. See Riverside County Airport Land Use Compatibility Plan, Volume I, Appendix D for a full list of compatibility designations for specific land uses.
4. As part of certain real estate transactions involving residential property within any compatibility zone (that is, anywhere within an airport influence area), information regarding airport proximity and the existence of aircraft overflights must be disclosed. This requirement is set by state law. See Countywide Policy 4.4.2 for details. Easement dedication and deed notice requirements indicated for specific compatibility zones apply only to new development and to reuse if discretionary approval is required. Avigation easements are to be dedicated to the March Inland Port Airport Authority; the federal government is precluded from receiving easement dedications. See sample language in www.marchjpa.com/docs/forms/avigationeasement.pdf.
5. The total number of people permitted on a project site at any time, except rare special events, must not exceed the indicated usage intensity times the gross acreage of the site. Rare special events are ones (such as an air show at the airport) for which a facility is not designed and normally not used and for which extra safety precautions can be taken as appropriate.
6. Clustering of nonresidential development is permitted. However, no single acre of a project site shall exceed the indicated number of people per acre. See Countywide Policy 4.2.5 for details.
7. Clear zone (equivalent to runway protection zone at civilian airports) limits that delineate Zone A are derived from locations indicated in the March Air Reserve Base AICUZ study. Zone A is on Air Base property or otherwise under military control.
8. Hazards to flight include physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations. Land use development that may cause the attraction of birds to increase is also prohibited. Man-made features must be designed to avoid heightened attraction of birds. In Zones A, B1, and B2, flood control facilities should be designed to hold water for no more than 48 hours following a storm and be completely dry between storms (see FAA Advisory Circular 150/5200-33B). Additionally, certain farm crops and farming practices that tend to attract birds are strongly discouraged. These include: certain crops (e.g., rice, barley, oats, wheat – particularly durum – corn, sunflower, clover, berries, cherries, grapes, and apples); farming activities (e.g., tilling and harvesting); confined livestock operations (i.e., feedlots, dairy operations, hog or chicken production facilities, or egg-laying operations); and various farming practices (e.g., livestock feed, water, and manure). Fish production (i.e., catfish, trout) conducted outside of fully enclosed buildings may require mitigation measures (e.g., netting of outdoor ponds, providing covered structures) to prevent bird attraction. Also see Countywide Policy 4.3.7.
9. March ARB must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include microwave transmission in conjunction with a cellular tower, radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers and other similar EMR emissions.
10. Other than in Zone A, construction of a single-family home, including a second unit as defined by state law, on a legal lot of record is exempted from this restriction where such use is permitted by local land use regulations. Interior noise level standards and avigation easement requirements for the compatibility zone in which the dwelling is to be located are to be applied.
11. Non-residential uses are limited to 25 people per gross acre in Accident Potential Zone (APZ) I and 50 people per acre in APZ II and elsewhere in Zone B1. Single-acre intensity limits are 100 people/acre throughout Zone B1.
12. In APZ I, any proposed development having more than 20% lot coverage must not provide on-site services to the public. Zoned fire sprinklers are required. Also, in APZ I, site design of proposed development should to the extent possible avoid placement of buildings within 100 feet of the extended runway centerline; this center strip should be devoted to parking, landscaping, and outdoor storage. Maximum lot coverage is not limited outside the APZs.
13. Within APZ II and outside APZs, two-story buildings are allowed.
14. Storage of aviation fuel and other aviation-related flammable materials on the airport is exempted from this criterion. In APZ I, manufacture or bulk storage of hazardous materials (toxic, explosive, corrosive) is prohibited unless storage is underground; small



quantities of materials may be stored for use on site. In APZ II and elsewhere within Zone B1, aboveground storage of more than 6,000 gallons of nonaviation flammable materials per tank is prohibited.

15. Examples of noise-sensitive outdoor nonresidential uses that should be prohibited include major spectator-oriented sports stadiums, amphitheatres, concert halls and drive-in theaters. Caution should be exercised with respect to uses such as poultry farms and nature preserves.

16. Critical community facilities include power plants, electrical substations, and public communications facilities. See Countywide Policy 4.2.3(d).

17. For properties in either APZ I or II, any use listed as —N – not compatible for that particular APZ in Table 3-1 of the 2005 Air Installation Compatible Use Zone Study for March Air Reserve Base. Beyond the boundaries of the APZs in Zone B1, such uses are discouraged, but not necessarily prohibited unless otherwise specified herein.

18. All new residences, schools, libraries, museums, hotels and motels, hospitals and nursing homes, places of worship, and other noise-sensitive uses must have sound attenuation features incorporated into the structures sufficient to reduce interior noise levels from exterior aviation-related sources to no more than CNEL 40 dB. This requirement is intended to reduce the disruptiveness of loud individual aircraft noise events upon uses in this zone and represents a higher standard than the CNEL 45 dB standard set by state and local regulations and countywide ALUC policy. Office space must have sound attenuation features sufficient to reduce the exterior aviation-related noise level to no more than CNEL 45 dB. To ensure compliance with these criteria, an acoustical study shall be required to be completed for any development proposed to be situated where the aviation-related noise exposure is more than 20 dB above the interior standard (e.g., within the CNEL 60 dB contour where the interior standard is CNEL 40 dB). Standard building construction is presumed to provide adequate sound attenuation where the difference between the exterior noise exposure and the interior standard is 20 dB or less.

19. This height criterion is for general guidance. Shorter objects normally will not be airspace obstructions unless situated at a ground elevation well above that of the airport. Taller objects may be acceptable if determined not to be obstructions. See Countywide Policies 4.3.3 and 4.3.4. Objects up to 35 feet in height are permitted. However, the Federal Aviation Administration or California Department of Transportation Division of Aeronautics may require marking and lighting of certain objects. See Countywide Policy 4.3.6 for details.

20. Discouraged uses should generally not be permitted unless no feasible alternative is available.

21. Although no explicit upper limit on usage intensity is defined for Zone D and E, land uses of the types listed—uses that attract very high concentrations of people in confined areas—are discouraged in locations below or near the principal arrival and departure flight tracks.

CITY OF PERRIS SAFETY ELEMENT

Only those pages proposed for amendment are included herein.



Safety Element

(City Council Adoption – October 25, 2005)

(March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan -
City Council Adoption- XXXX, 2016)



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Aircraft Hazards

The City of Perris has two airports within or near its City limits: 1) March Air Reserve Base/~~Inland Port Airport~~ (March ARB/~~IPA~~), and 2) Perris Valley Airport.

March ARB/~~IPA~~

In the 1990s, the Federal Government ceased or reduced military operations at several military bases throughout the United States. The bases were “realigned” for civilian use and/or military reserve uses. Subsequent to the base realignment process in 1996, March Air Force Base (AFB) became March Air Reserve Base (ARB), and portions of the former Air Force base were reserved for use as a commercial airport. The March Joint Powers Authority (JPA) was created to oversee conversion and operation of the commercial airport, March GlobalPort. The JPA includes members of the Riverside County Board of Supervisors and City Council Members from adjacent cities.

In 1998, the Department of the Air Force completed an Air Installation Compatible Use Zone (AICUZ) study. The objective of the AICUZ is to achieve compatible uses of public and private lands in the vicinity of military airfields. The study completed three important tasks:

- Identification of Accident Potential Zones (APZ) and the Clear Zone (~~Exhibit S-17~~);
- Identification of Noise Impact Zones (~~Exhibit S-17~~);
- Identification of compatible uses within the above-mentioned zones (~~Table S-5~~).

In addition to the AICUZ, Airport Influence Area boundaries around March ~~AFB-ARB/~~IPA were adopted by the County

of Riverside Airport Land Use Commission (ALUC) in May, 1986 (~~Exhibit S-18~~), and became part of the County’s Airport Land Use Plan (ALUP). In 2005, the Department of the Air Force updated their Air Installation Compatible Use Zone (AICUZ) study. ~~The ALUP has not been updated since the base realignment process in the mid-1990s and does not reflect changes in aircraft operations or aircraft types.~~ In 2014, the County of Riverside adopted a new Airport Land Use Compatibility Plan (ALUCP), which includes the 2014 March Air Reserve Base/~~Inland Port Airport~~ARB/IPA Land Use Compatibility Plan (~~March ARB/~~IPA) ALUCP. The March ARB/IPA ~~that~~ influence areas and safety zones are shown in Exhibit S-18. Noise contours have also been updated from the previous 2005 AICUZ study as shown in Exhibit S-17. The landuse compatibility table guidelines are shown on Table S-5.

In 2016, the City of Perris adopted an Airport Overlay Zone (Zoning Code Chaper 19.51) to comply with the 2014 March ARB/~~IPA~~ ALUCP.

~~Influence Area 1 outlines the area of heaviest air traffic volumes. Noise levels are highest in these zones. High risk and sensitive land uses are prohibited in Influence Area 1, where residential uses are limited to areas not in the actual flight path and areas where aircraft have gained sufficient altitude so that they no longer pose a relative safety threat. At March ARB/IPA, Influence Area 1 is contiguous with the AICUZ Accident Potential Zones 1 and 2, and the Clear Zone.~~

~~An Influence Area 2 encompasses larger land areas, and limits residential development to one dwelling unit per each two and one half acres, and allows agricultural, industrial and commercial uses. The boundaries follow general flight paths, and coincide with areas where~~



~~aircraft would be turning and applying or reducing power.~~

~~Influence Area 3 is larger than Influence Area 2, and requires aviation easements for all land uses. These aviation easements are designed to offer "constructive notice" to future buyers warning about noise and other real or potential effects caused by airport operations.~~

Perris Valley Airport

Perris is also home to the Perris Valley Airport, a small, private airport that is a premiere location for skydiving and ballooning enthusiasts. ~~The~~ Perris Airport

~~has only an~~ Influence Area 1 ~~is shown in~~ Exhibit S-19.

Airport Land Use Planning In Perris

~~Development in Perris has not conformed to the ALUP or the AICUZ land use and density restrictions. The City is currently a participant in the March Operation Assurance Task Force to resolve the inconsistencies between local development regulation and AICUZ and ALUCP policies.~~

~~Additional information on noise impacts associated with aircraft overflights is included in the Noise Element of the General Plan.~~



Exhibit S-17: March ARB/IPA Noise Contours ~~and Accident Potential Zones~~

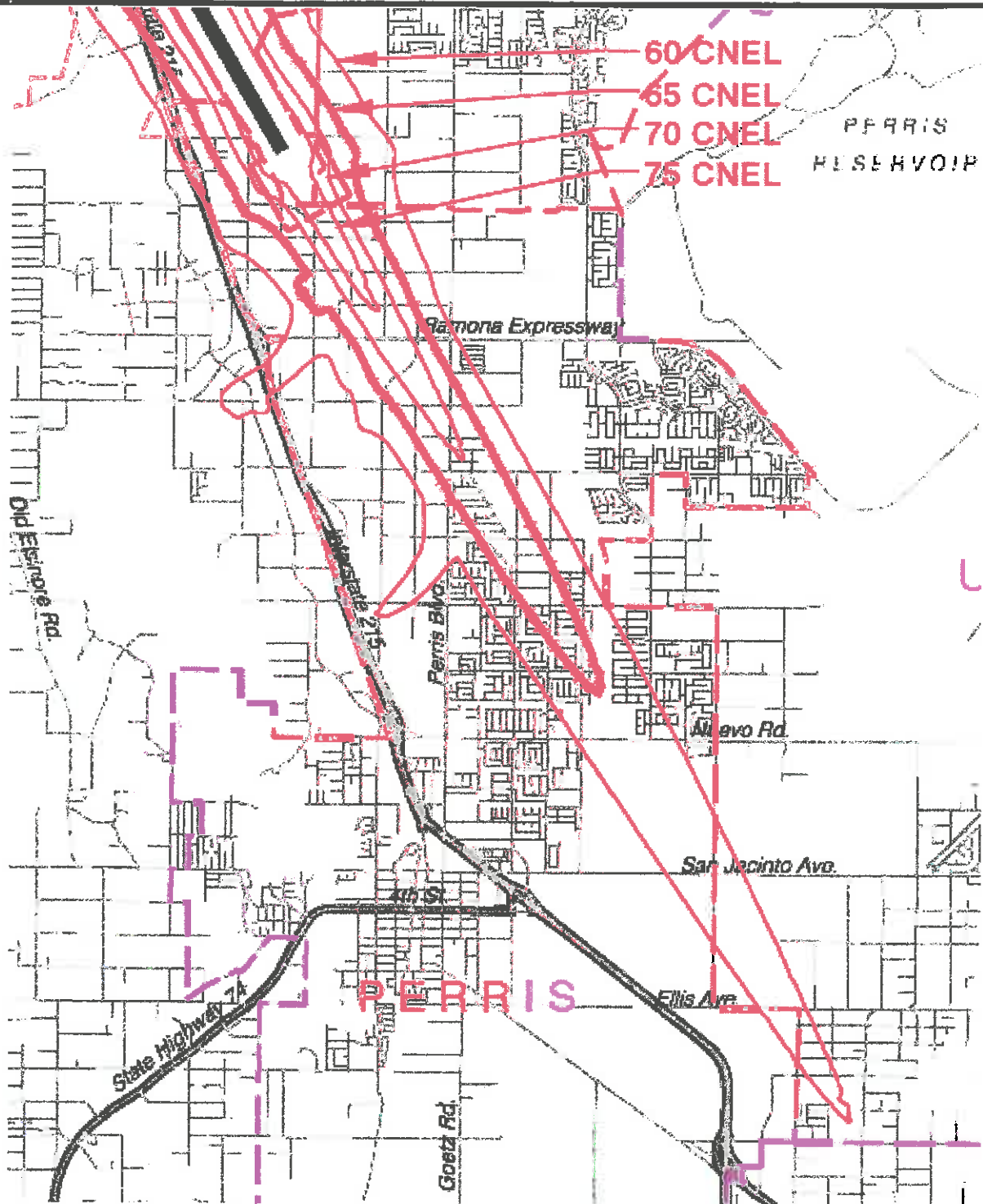




Exhibit S-18: March ARB/IPA Airport Influence Areas and Safety Zones

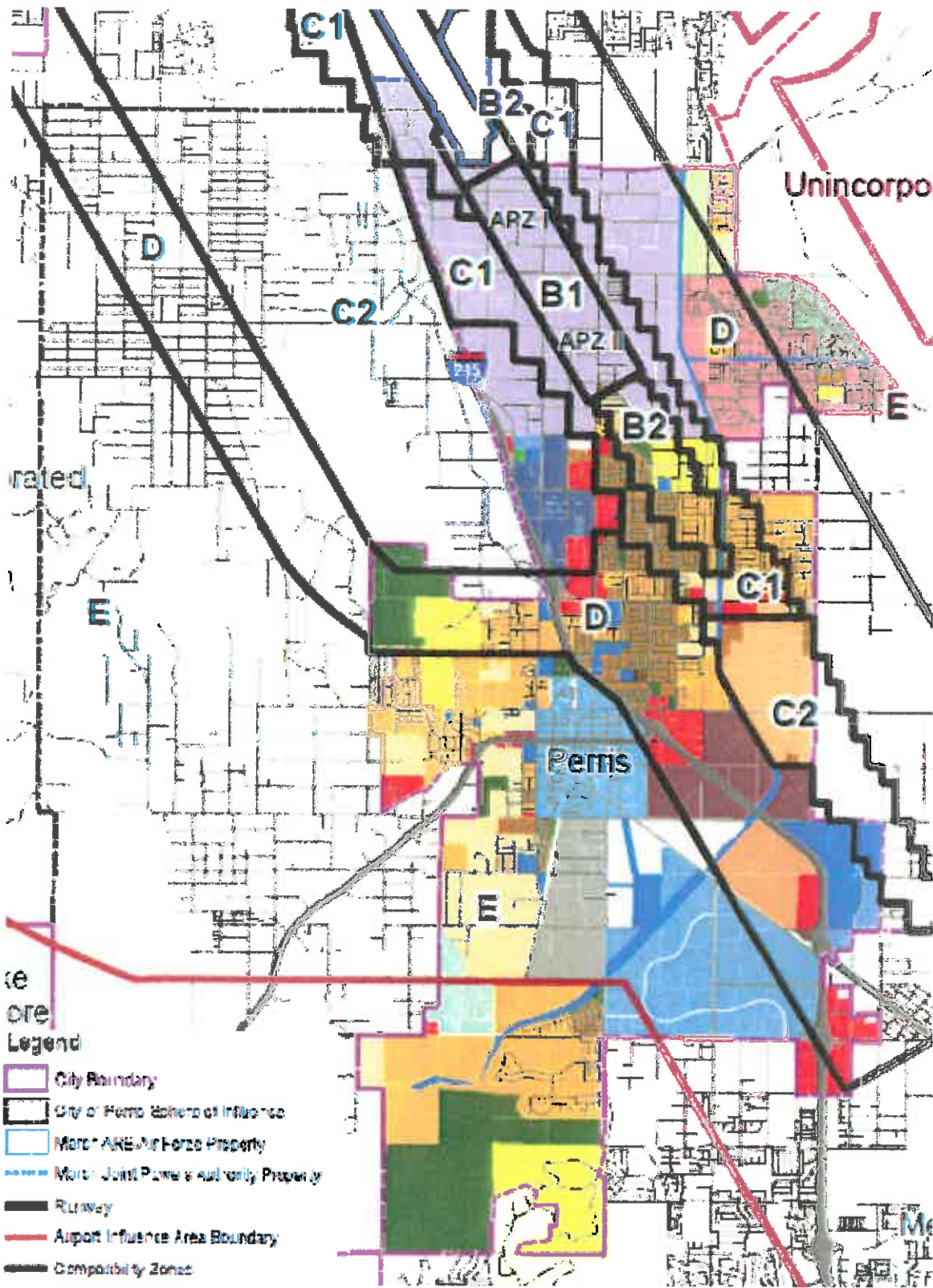




Table S-5: ~~March ARB/IPA Land Use Compatibility Guidelines for Development within the Accident Potential Zones and Noise Zones for March Air Reserve Base AICUZ~~

SLUCM No.	Land Use Name	APZs			Noise Zones (in dBs)			
		CZ	APZ I	APZ II	65-69	70-74	75-79	80+
10	Residential							
11	Household Units							
11.11	Single unites; detached	N	N	Y ¹	A ¹¹	B ¹¹	N	N
11.12	Single unites; semidetached	N	N	N	A ¹¹	B ¹¹	N	N
11.13	Single unites; attached row	N	N	N	A ¹¹	B ¹¹	N	N
11.21	Two unites; side-by-side	N	N	N	A ¹¹	B ¹¹	N	N
11.22	Two unites; one above the other	N	N	N	A ¹¹	B ¹¹	N	N
11.31	Apartments; walk-up	N	N	N	A ¹¹	B ¹¹	N	N
11.32	Apartments; elevator	N	N	N	A ¹¹	B ¹¹	N	N
12	Group quarters	N	N	N	A ¹¹	B ¹¹	N	N
13	Residential hotels	N	N	N	A ¹¹	B ¹¹	N	N
14	Mobiles home parks or courts	N	N	N	N	N	N	N
15	Transient lodging	N	N	N	A ¹¹	B ¹¹	C ¹¹	N
16	Other residential	N	N	N ¹	A ¹¹	B ¹¹	N	N
20	Manufacturing							
21	Food and kindred products; manufacturing	N	N ²	Y	Y	Y ¹²	Y ¹³	Y ¹⁴
22	Textile mill products; manufacturing	N	N ²	Y	Y	Y ¹²	Y ¹³	Y ¹⁴
23	Apparel and other finished products made from fabrics, leather, and similar materials; manufacturing	N	N	N ²	Y	Y ¹²	Y ¹³	Y ¹⁴
24	Lumber and wood products (except furniture); manufacturing	N	Y ²	Y	Y	Y ¹²	Y ¹³	Y ¹⁴
25	Furniture and fixtures; manufacturing	N	Y ²	Y	Y	Y ¹²	Y ¹³	Y ¹⁴
26	Paper and allied products; manufacturing	N	Y ²	Y	Y	Y ¹²	Y ¹³	Y ¹⁴
27	Printing, publishing, and allied industries	N	Y ²	Y	Y	Y ¹²	Y ¹³	Y ¹⁴
	Land Use		APZs		Noise Zones (in dBs)			



SLUCM No.	Name	CZ	APZ I	APZ II	65-69	70-74	75-79	80+
28	Chemicals and allied products; manufacturing	N	N	N ²	Y	Y ¹²	Y ¹³	Y ¹⁴
29	Petroleum refining and related industries	N	N	N	Y	Y ¹²	Y ¹³	Y ¹⁴
30	Manufacturing							
31	Rubber and misc. plastic products; manufacturing	N	N ²	N ²	Y	Y ¹²	Y ¹³	Y ¹⁴
32	Stone, clay, and glass products; manufacturing	N	N ²	Y	Y	Y ¹²	Y ¹³	Y ¹⁴
33	Primary metal industries	N	N ²	Y	Y	Y ¹²	Y ¹³	Y ¹⁴
34	Fabricated metal products; manufacturing	N	N ²	Y	Y	Y ¹²	Y ¹³	Y ¹⁴
35	Professional scientific, and controlling instruments; photographic and optical goods; watches and clocks; manufacturing	N	N	N ²	Y	A	B	N
39	Miscellaneous manufacturing	N	Y ²	Y ²	Y	Y ¹²	Y ¹³	Y ¹⁴
40	Transportation, communications, and utilities							
41	Railroad, rapid rail transit, and street railroad transportation	N ³	Y ⁴	Y	Y	Y ¹²	Y ¹³	Y ¹⁴
42	Motor vehicle transportation	N ³	Y ⁴	Y	Y	Y ¹²	Y ¹³	Y ¹⁴
43	Aircraft Transportation	N ³	Y ⁴	Y	Y	Y ¹²	Y ¹³	Y ¹⁴
44	Marine craft transportation	N ³	Y ⁴	Y	Y	Y ¹²	Y ¹³	Y ¹⁴
45	Highway and street right-of-way	N ³	Y ⁴	Y	Y	Y ¹²	Y ¹³	Y ¹⁴
46	Automobile parking	N ³	Y ⁴	Y	Y	Y ¹²	Y ¹³	Y ¹⁴
47	Communications	N ³	Y ⁴	Y	Y	Y ¹²	Y ¹³	Y ¹⁴
48	Utilities	N ³	Y ⁴	Y	Y	Y ¹²	Y ¹³	Y ¹⁴
Land Use		APZs			Noise Zones (in dBs)			
SLUCM No.	Name	CZ	APZ I	APZ II	65-69	70-74	75-79	80+
50	Trade							



51	Wholesale trade	N	Y ²	Y	Y	Y ¹²	Y ¹³	Y ¹⁴
52	Retail trade-building materials, hardware, and farm equipment	N	Y ²	Y	Y	Y ¹²	Y ¹³	Y ¹⁴
53	Retail trade-general merchandise	N	N ²	Y ²	Y	A	B	N
54	Retail trade-food	N	N ²	Y ²	Y	A	B	N
55	Retail trade-automotive, marine craft, aircraft, and accessories	N	Y ²	Y ⁴	Y	A	B	N
56	Retail trade-apparel and accessories	N	N ²	Y ²	Y	A	B	N
57	Retail trade-furniture, home furnishing, and equipment	N	N ²	Y ²	Y	A	B	N
58	Retail trade-eating and drinking establishments	N	N	N ²	Y	A	B	N
59	Other retail trade	N	N ²	Y ²	Y	A	B	N
60	Services							
61	Finance, insurance and real estate services	N	N	Y	Y	A	B	N
62	Personal services	N	N	Y	Y	A	B	N
62.4	Cemeteries	N	Y ⁷	N ²	Y	Y ¹²	Y ¹³	Y ¹⁴ , Y ²¹
63	Business services	N	Y ⁸	Y	Y	A	B	N
64	Repair services	N	Y ²	Y	Y	Y ¹²	Y ¹³	Y ¹⁴
65	Professional services	N	N	Y	Y	A	B	N
65.1	Hospitals, nursing homes	N	N	Y	A*	B*	N	Y ¹⁴
65.1	Other medical facilities	N	N	N	Y	A	B	N
66	Contract construction services	N	Y ⁶	N	Y	A	B	N
67	Governmental services	N	N	N	Y*	A*	B*	N
68	Educational services	N	N	N	A*	B*	N	N
68	Miscellaneous services	N	N ²	N	Y	A	B	N
Land Use		APZs			Noise Zones (in dBs)			
SLUCM No.	Name	CZ	APZ I	APZ II	65-69	70-74	75-79	80+
70	Cultural, Entertainment and recreational services							
71	Cultural activities (including churches)	N	N	N ²	A*	B*	N	N



71.2	Nature exhibits	N	Y ²	Y	Y*	N	N	N
72	Public Assembly	N	N	N	Y	N	N	N
72.1	Auditoriums, concert halls	N	N	N	A	B	N	N
72.11	Outdoor music shell, amphitheaters	N	N	N	N	N	N	N
72.2	Outdoor sports arenas, spectator sports	N	N	N	Y ¹⁷	Y ¹⁷	N	N
73	Amusements	N	N	Y ⁸	Y	Y	N	N
74	Recreational activities (including golf courses, riding stables, water recreation)	N	Y ^{8,9,10}	Y	Y*	A*	B*	N
75	Resorts and group camps	N	N	N	Y*	Y*	N	N
76	Parks	N	Y ⁸	Y ⁸	Y*	Y*	N	N
79	Other cultural entertainment, and recreation	N	Y ⁹	Y ⁹	Y*	Y*	N	N
80	Resources production and extraction							
81	Agriculture (except livestock)	Y ¹⁶	Y	Y	Y ¹⁸	Y ¹⁹	Y ²⁰	Y ^{20,21}
81.5 to 81.7	Livestock farming and animal breeding	N	Y	Y	Y ¹⁸	Y ¹⁹	Y ²⁰	Y ^{20,21}
82	Agriculture-related activities	N	Y ⁵	Y	Y ¹⁸	Y ¹⁹	N	N
83	Forestry activities and related services	N ⁵	Y	Y	Y ¹⁸	Y ¹⁹	Y ²⁰	Y ^{20,21}
84	Fishing activities and related services	N ⁵	Y ⁵	Y	Y	Y	Y	Y
85	Mining activities and related services	N	Y ⁵	Y	Y	Y	Y	Y
89	Other resources production and extraction	N	Y ⁵	Y	Y	Y	Y	Y

LEGEND

SLUCM – Standard Land Use Coding Manual, U.S. Department of transportation

Y – (Yes) – Land uses and related structures are compatible without restriction.

N – (No) – Land use and related structures are not compatible and should be prohibited.

Y^x – (yes with restrictions) – Land use and related structures generally compatible; see notes indicated by the superscript.

N^x – (no with exceptions) – See notes indicated by the superscript.

NLR – Noise Level Reduction (NLR) (outdoor to indoor) to be achieved through incorporation of noise attenuation measures into the

design and construction of the structures.

A, B, or C – Land use and related structures generally compatible; measures to achieve NLR for A (DNL 65-69 dB), B (DNL 70-

74dB), C (DNL 75-79 db), need to be incorporated into the design and construction of structures.

A*, B*, and C* - Land use generally compatible with NLR; however, measures to achieve an overall noise level reduction do not

necessarily solve noise difficulties and additional evaluation is warranted, See appropriate notes below.

* - The designation of these uses as “compatible” in this zone reflects individual Federal agency and program considerations of general

cost and feasibility factors, as well as past community experiences and program objectives. Localities, when evaluating the application of these guidelines to specific situations, might have different concerns or goals to consider.



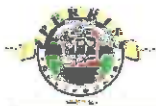
NOTES

1. Suggested maximum density of 1-2 dwelling units per acre, possibly increased under a Planned Unit Development where maximum lot coverage is less than 20 percent.
2. Within each land use category, uses exist where further deliberating by local authorities might be needed due to the variation of densities in people and structures. Shopping malls and shopping centers are considered incompatible use in any accident potential zone (CZ, APZ I, or APZ II).
3. The placement of structures, buildings, or aboveground utility lines in the CZ is subject to severe restrictions. In a majority of the CZs, these items are prohibited. See Air Force Instruction 32-7060, *Interagency and Intergovernmental Coordination for Environmental Planning*, and Air Force Joint Manual 32-8008, *Airfield and Heliport Planning Criteria*, for specific guidance.
4. No passenger terminals and no major aboveground transmission lines in APZ I.
5. Factors to be considered: labor intensity, structural coverage, explosive characteristics, and air pollution.
6. Low-intensity office uses only. Meeting places, auditoriums, etc. are not recommended.
7. Excludes chapels.
8. Facilities must be low intensity.
9. Clubhouse not recommended.
10. Areas for gatherings of people are not recommended.
11. a) Although local conditions might require residential use, it is discouraged in DNL 65-69 dB and strongly discouraged in DNL 70-74 dB. The absence of viable alternative development options should be determined, and an evaluation indicating a demonstrated community need for residential use would not be met if development were prohibited in these zones should be conducted prior to approvals.
 b) Where the community determines the residential uses must be allowed, measures to achieve outdoor-to-indoor noise level reduction (NLR) for DNL 65-69 dB and DNL 70-74 dB should be incorporated into building codes and considered in individual approvals.
 c) NLR criteria will not eliminate outdoor noise problems. However, building location and site planning, and design and use of berms and barriers can help mitigate outdoor exposure, particularly from near-ground level sources. Measures that reduce outdoor noise should be used whenever practical in preference to measure which only protect interior spaces.
12. Measures to achieve the same NLR as required for facilities in DNL 65-69 dB range must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas, or where the normal noise level is low.
13. Measures to achieve the same NLR as required for facilities in DNL 70-74 dB range must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas, or where the normal noise level is low.
14. Measures to achieve the same NLR as required for facilities in DNL 75-79 dB range must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise-sensitive areas, or where the normal noise level is low.
15. If noise sensitive, use indicated NLR; if not, the use is compatible.
16. No buildings.
17. Land use is compatible provided special sound reinforcement systems are installed.
18. Residential buildings require the same NLR as requires for facilities in DNL 65-69 dB range.
19. Residential buildings require the same NLR as requires for facilities in DNL 70-74 dB range.
20. Residential buildings are not permitted.
21. Land use is not recommended. If the community decides the use is necessary, personnel should wear hearing protection devises.

Land Use	Accident Potential			Noise Zones (DNL)				
	Clear Zone	APZ I	APZ II	60-65	65-70	70-75	75-80	80+
Residential								
Single family detached	N	N	Y ¹	Y ^x	A ^H	B ^H	N	N
All others	N	N	N	Y ^x	A ^H	B ^H	N	N



Land-Use	Accident Potential			Noise Zones (DNL)				
	Clear Zone	APZ I	APZ II	60-65	65-70	70-75	75-80	80+
Manufacturing								
Food & kindred products, manufacturing	N	N ²	Y	Y	Y	Y ¹²	Y ¹³	Y ¹⁴
Textile mill products, manufacturing	N	N ²	Y	Y	Y	Y ¹²	Y ¹³	Y ¹⁴
Apparel and other finished products made from fabric	N	N	N ²	Y	Y	Y ¹²	Y ¹³	Y ¹⁴
Lumber and wood products, except furniture	N	Y ²	Y	Y	Y	Y ¹²	Y ¹³	Y ¹⁴
Furniture and fixtures	N	Y ²	Y	Y	Y	Y ¹²	Y ¹³	Y ¹⁴
Paper & allied products	N	Y ²	Y	Y	Y	Y ¹²	Y ¹³	Y ¹⁴
Printing, publishing and allied industries	N	Y ²	Y	Y	Y	Y ¹²	Y ¹³	Y ¹⁴
Chemicals and allied products	N	N	N ²	Y	Y	Y ¹²	Y ¹³	Y ¹⁴
Petroleum refining and related industries	N	N	Y	Y	Y	Y ¹²	Y ¹³	Y ¹⁴
Rubber and miscellaneous plastic products	N	N ²	N ²	Y	Y	Y ¹²	Y ¹³	Y ¹⁴
Stone, clay, and glass products manufacturing	N	N ²	Y	Y	Y	Y ¹²	Y ¹³	Y ¹⁴
Primary metal industries	N	N ²	Y	Y	Y	Y ¹²	Y ¹³	Y ¹⁴
Fabricated metal products	N	N ²	Y	Y	Y	Y ¹²	Y ¹³	Y ¹⁴
Professional, scientific, and controlling instruments; photographic and optical goods; watches and clocks manufacturing	N	N	N ²	Y	Y	A	B	N
Miscellaneous manufacturing	N	Y ²	Y ²	Y	Y	Y ¹²	Y ¹³	Y ¹⁴
Transportation, Communication and Utilities								
Railroad, rapid transit and street railroad transportation	N ³	Y ⁴	Y	Y	Y	Y ¹²	Y ¹³	Y ¹⁴
Motor vehicle transportation	N ³	Y	Y	Y	Y	Y ¹²	Y ¹³	Y ¹⁴
Aircraft transportation	N ³	Y ⁴	Y	Y	Y	Y ¹²	Y ¹³	Y ¹⁴
Marine craft transportation	N ³	Y ⁴	Y	Y	Y	Y ¹²	Y ¹³	Y ¹⁴
Highway & street right-of-way	N ³	Y	Y	Y	Y	Y ¹²	Y ¹³	Y ¹⁴
Automobile parking	N ³	Y ⁴	Y	Y	Y	Y ¹²	Y ¹³	Y ¹⁴
Communications	N ³	Y ⁴	Y	Y	Y	A ¹⁵	B ¹⁵	N
Utilities	N ³	Y ⁴	Y	Y	Y	Y	Y ¹²	Y ¹³



Land Use	Accident Potential				Noise Zones (DNL)				
	Clear Zone	APZ I	APZ II	60-65	65-70	70-75	75-80	80+	
Other transportation, communications and utilities	N ³	Y ⁴	Y	Y	Y	A ¹⁵	B ¹⁵	N	
Trade									
Wholesale	N	Y ²	Y	Y	Y	Y ¹²	Y ¹³	Y ¹⁴	
Retail—building materials, hardware and farm equipment	N	Y ²	Y	Y	Y	Y ¹²	Y ¹³	Y ¹⁴	
Retail—general merchandise	N	N ²	Y ²	Y	Y	A	B	N	
Retail—food	N	N ²	Y ²	Y	Y	A	B	N	
Retail—automotive, marine craft, aircraft, and accessories	N	Y ²	Y ²	Y	Y	A	B	N	
Retail—apparel and accessories	N	N ²	Y ²	Y	Y	A	B	N	
Furniture, home furnishings and equipment	N	N ²	Y ²	Y	Y	A	B	N	
Eating, and drinking establishments	N	N	N ²	Y	Y	A	B	N	
Other Retail	N	N ²	Y ²	Y	Y	A	B	N	
Services									
Finance, insurance and real estate services	N	N	Y ⁶	Y	Y	A	B	N	
Personal services	N	N	Y ⁶	Y	Y	A	B	N	
Cemeteries	N	Y ⁷	Y ⁷	Y	Y	Y ¹²	Y ¹³	Y ^{14, 21}	
Business services	N	Y ⁸	Y ⁸	Y	Y	A	B	N	
Repair services	N	Y ²	Y	Y	Y	Y ¹²	Y ¹³	Y ¹⁴	
Professional services	N	N	Y ⁶	Y	Y	A	B	N	
Hospitals, nursing homes	N	N	N	Y	A*	B*	N	N	
Other medical facilities	N	N	N	Y	Y	A	B	N	
Contract construction services	N	Y ⁶	Y	Y	Y	A	B	N	
Governmental services	N	N	Y ⁶	Y	Y*	A*	B*	N	
Educational services	N	N	N	Y	A*	B*	N	N	
Miscellaneous services	N	N ²	Y ²	Y	Y	A	B	N	
Cultural, Entertainment and Recreation:									
Cultural activities (including churches)	N	N	N ²	Y*	A*	B*	N	N	
Nature exhibits	N	Y ²	Y	Y*	Y*	N	N	N	
Public Assembly	N	N	N	Y	Y	N	N	N	
Auditoriums, concert halls	N	N	N	Y	A	B	N	N	



Land-Use	Accident Potential			Noise Zones (DNL)				
	Clear Zone	APZ I	APZ II	60-65	65-70	70-75	75-80	80+
Outdoor music shell, amphitheaters	N	N	N	Y*	N	N	N	N
Outdoor sports arenas, spectator sports	N	N	N	Y	Y ¹⁷	Y ¹⁷	N	N
Amusements	N	N	Y ⁸	Y	Y	Y	N	N
Recreational activities (including golf courses, riding stables, water recreation)	N	Y ^{8,9,10}	Y	Y*	Y*	A*	B*	N
Resorts and group camps	N	N	N	Y*	Y*	Y*	N	N
Parks	N	Y ⁸	Y ⁸	Y*	Y*	Y*	N	N
Other cultural, entertainment and recreation	N	Y ⁹	Y ⁹	Y*	Y*	Y*	N	N
Resources production and extraction								
Agriculture (except livestock)	Y ¹⁶	Y	Y	Y	Y ¹⁸	Y ¹⁹	Y ²⁰	Y ^{20,21}
Livestock farming and animal breeding	N	Y	Y	Y	Y ¹⁸	Y ¹⁹	Y ²⁰	Y ^{20,21}
Agriculture-related activities	N	Y ³	Y	Y	Y ¹⁸	Y ¹⁹	N	N
Forestry activities and related services	N ³	Y	Y	Y	Y ¹⁸	Y ¹⁹	Y ²⁰	Y ^{20,21}
Fishing activities and related services	N ³	Y ³	Y	Y	Y	Y	Y	Y
Mining activities	N	Y ³	Y	Y	Y	Y	Y	Y
Other resources production and extraction	N	Y ³	Y	Y	Y	Y	Y	Y

Legend:

Y (Yes) Land use related structures are compatible without restriction

N (No) Land use related structures are not compatible and should be restricted

Y* (Yes w/restrictions) Land use related structures are generally compatible

*see notes 1-21

N* (no w/exceptions) *see notes 1-21

NLR (Noise Level Reduction) - NLR (outdoor to indoor) to be achieved through incorporation of noise attenuation measures into the design and construction of the structures.

A, B, or C - Land use and related structures generally compatible; measures to achieve NLR for A (DNL 66-70), B (DNL 71-75), or C (DNL 76-80) need to be incorporated into the design and construction of structures. See Appendix E, Vol. II.

A*, B*, and C* - Land use generally compatible with NLR. However, measures to achieve an overall noise level reduction do not necessarily solve noise difficulties and additional evaluation is warranted.

* - The designation of these uses as "compatible" in this zone reflects individual federal agency and program consideration of general cost and feasibility factors, as well as past community experiences and program objectives. Localities, when evaluating the application of these guidelines to specific situations, may have different concerns or goals to consider.

Notes:

1. Suggested maximum density of 1-2 dwelling units per acre, possibly increased under a Planned Unit Development (PUD) where maximum lot coverage is less than 20 percent.



2. Within each land use category, uses exist where further definition may be needed due to the variation of densities in people and structures.
3. The placing of structures, buildings, or above-ground utility lines in the clear zone is subject to severe restrictions. In a majority of the clear zones, these items are prohibited.
4. No passenger terminals and no major aboveground transmission lines in APZ I.
5. Factors to be considered: labor intensity, structural coverage, explosive characteristics, and air pollution.
6. Low-intensity office uses only. Meeting places, auditoriums, etc. are not recommended.
7. Excludes chapels.
8. Facilities must be low intensity.
9. Clubhouse not recommended.
10. Areas for gatherings of people are not recommended.
11. a. Although local conditions may require residential use, it is discouraged in DNL 66-70 dB and strongly discouraged in DNL 71-75 dB. An evaluation should be conducted prior to approvals, indicating that a demonstrated community need for residential use would not be met if development were prohibited in these zones, and that there are no viable alternative locations.
— b. Where the community determines the residential uses must be allowed, measures to achieve outdoor to indoor Noise Level Reduction (NLR) for DNL 66-70 dB and DNL 71-75 dB should be incorporated into building codes and considered in individual approvals.
— c. NLR criteria will not eliminate outdoor noise problems. However, building location and site planning, and design and use of berms and barriers can help mitigate outdoor exposure, particularly from near ground level sources. Measures that reduce outdoor noise should be used whenever practical in preference to measures which only protect interior spaces.
12. Measures to achieve the same NLR as required for facilities in the DNL 66-70 dB range must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas, or where the normal noise level is low.
13. Measures to achieve the same NLR as required for facilities in the DNL 71-75 dB range must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas, or where the normal noise level is low.
14. Measures to achieve the same NLR as required for facilities in the DNL 76-80 dB range must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas, or where the normal noise level is low.
15. If noise sensitive, use indicated NLR. If not, the use is compatible.
16. No buildings
17. Land Use is compatible provided special sound reinforcement systems are installed
18. Residential buildings require the same NLR required for facilities in the DNL 66-70 dB range.
19. Residential buildings require the same NLR required for facilities in the DNL 71-75 dB range.
20. Residential buildings are not permitted
21. Land use is not recommended. If the community decides the use is necessary, personnel should wear hearing protection devices.



Issues

Issues are key considerations that shape this Element as a guide for future action by the City. The Issues defined in the Safety Element focus on 1) existing conditions that create a susceptibility to increased damage caused by a natural or man-made disaster and 2) existing conditions that indicate an increased likelihood that a natural or man-made disaster will occur and 3) service delivery issues related to police and fire protection, medical services, and disaster preparedness and response.

Issue #1: Vacant Land

Six of the ten Planning Areas (PA-1, PA-3, PA-4, PA-7, PA-9, and PA-10) contain vast tracts of undeveloped land. The potential hazard arising from an abundance of vacant land is the risk of wildfire where unirrigated plant material can act as fuel in a wildfire situation. Unattended and unsecured land can be attractive for illegal off-road driving where an engine spark can cause a fire in dry grasses, and the unattended land can become a dumping place for hazardous materials such as used oil.

Issue #2: Sphere of Influence

The City's Sphere of Influence includes an area adjacent to PA-2 and PA-5, an area adjoining the western edge of the City at PA-4, PA-7 and PA-10, and a small area to the southeast of the City adjacent to PA-9. The largest section of the Sphere, along the western edge of the City, is designated for Rural Residential Agricultural use, and contains large amounts of undeveloped land. As with Issue #1, the Sphere areas are susceptible to wildland fires, to the lack of

development, potential loss of property would be small in proportion to the amount of land that would be affected by fire.

Issue #3: March Inland Port/March Air Reserve Base/Inland Port Airport Accident Potential Zones

Portions of PA-1 and PA-3 are included within March Air Reserve Base/IPA Accident Potential Zones I and II (APZ I and APZ II) and the Clear Zone. These impact zones effectively restrict the types and intensities of land uses on some properties within the APZs to mostly non-residential or low-occupancy industrial uses.

Issue #4: Infrastructure Development and Service Delivery

Due to the large amounts of vacant land in some Planning Areas, the infrastructure required to support development, such as roads, sewers and storm drains, is also lacking. As this land is developed, there will be a need for substantial infrastructure funding and construction concurrent with new development. In older sections of the City, roads are in disrepair. Potholes and other road damage slow emergency response times, increasing the risk of loss of human life and damage to property in many emergency situations.

As the population increases with new residential development, there will be an increase in emergency services response times without new facilities to serve the new demands of the developing areas. Current fees exacted in conjunction with new housing development do not completely pay for new police or fire facilities or other infrastructure

NOTICE OF PUBLIC HEARING

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

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

Any person may submit written comments to the ALUC before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. The proposed project application may be viewed at the Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501, Monday through Thursday from 8:00 a.m. to 5:00 p.m., except Monday, May 30 (Memorial Day), 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 Perris will hold hearings on this project and should be contacted on non-ALUC issues.

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

DATE OF HEARING: June 9, 2016

TIME OF HEARING: 9:00 A.M.

CASE DESCRIPTION:

ZAP1199MA16 – City of Perris (Representative: Nathan Perez) – City Case Nos. General Plan Amendment 15-05122, Specific Plan Amendment 16-05025, and Ordinance Amendment 16-05024. General Plan Amendment 15-05122 is a proposal by the City of Perris to amend the Land Use and Safety Elements of its General Plan so as to bring that Plan into consistency with the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (“March ALUCP”). Ordinance Amendment 16-05024 is a proposal to amend Chapter 19 of the Perris Municipal Code by adopting an Airport Overlay Zone Code Section. Specific Plan Amendment 16-05025 is a proposal to update the Airport Overlay Zone Section (Section 12) of that Plan so as to comply with the March ALUCP. (Airport Compatibility Zones A, B1- APZ 1, B1-APZ II, B2, C1, C2, D and E of the March Air Reserve Base/Inland Port Airport Influence Area)

FURTHER INFORMATION: Contact John Guerin at (951) 955-0982 or 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. Nathan Perez of the City of Perris Development Services Department at (951) 943-5003 ext.279.

\$ 3,383

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

ALUC Identification No.

ZAP1199MA16

PROJECT PROPONENT (TO BE COMPLETED BY APPLICANT)

Date of Application 4-27-16
Property Owner CITY OF PERRIS Phone Number (951) 943-5002
Mailing Address 101 N "D" STREET
PERRIS CA, 92504

Agent (if any) NATHAN PEREZ Phone Number (951) 943-5002 X-279
Mailing Address CITY OF PERRIS
135 N "D" STREET
PERRIS 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 PERRIS CITY WIDE
Assessor's Parcel No. SEVERAL Parcel Size _____
Subdivision Name _____ Zoning Classification SEVERAL
Lot Number _____

*March
City wide*

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) citywide

Proposed Land Use (describe) SEE ATTACHMENT FOR PROJECT DESCRIPTION OF:
ORDINANCE AMENDMENT 16-05024
GENERAL PLAN AMENDMENT 15-05122
SPECIFIC PLAN AMENDMENT 16-05025

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

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

REFERRING AGENCY (APPLICANT OR JURISDICTION TO COMPLETE)	
Date Received	
Agency Name	<u>CITY OF PERRIS</u>
Staff Contact	<u>NATHAN PEREZ</u>
Phone Number	<u>951-943-5003</u>
Agency's Project No.	<u>DA 16-05024 GPA 15-05122</u> <u>SPA 16-05025</u>
Type of Project	<input checked="" type="checkbox"/> General Plan Amendment <input checked="" type="checkbox"/> Zoning Amendment or Variance <input type="checkbox"/> Subdivision Approval <input type="checkbox"/> Use Permit <input type="checkbox"/> Public Facility <input checked="" type="checkbox"/> Other <u>O.A. ORDINANCE AMENDMENT.</u>

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

B. SUBMISSION PACKAGE:

ALUC REVIEW

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

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

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

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 3.6

HEARING DATE: June 9, 2016

CASE SUMMARY:

CASE NUMBER: ZAPEA01BA15 – Airport Land Use Commission

LEAD AGENCY: Riverside County Airport Land Use Commission (ALUC)

JURISDICTION CASE NO: Not Applicable

MAJOR ISSUES: None have been raised to date.

RECOMMENDATION: Staff recommends that, after the close of public hearing, the Commission:

- (1) Approve the Negative Declaration for the 2016 Amendment to the 2004 Banning Municipal Airport Land Use Compatibility Plan (“2004 BMALUCP”), and thereby find that:**
 - a. having considered the Initial Study/Negative Declaration document, the comments received during the public review process, and the record before the Commission, there is no substantial evidence that adoption of the 2016 Amendment to the 2004 BMALUCP will have a significant effect on the environment and the project will have no effect on wildlife resources; and**
 - b. the Negative Declaration reflects the Commission's independent judgment and analysis;**
- (2) Adopt the 2016 Amendment to the 2004 BMALUCP; and**
- (3) Direct staff to return to the Commission on July 14, 2016, with the appropriate resolution memorializing the Commission's final action taken at the June 9, 2016 public hearing.**

PROJECT DESCRIPTION:

The project is the Commission's adoption of the proposed 2016 Amendment to the 2004 BMALUCP. The proposed amendment would revise (i) permissible intensities of nonresidential uses in Airport Compatibility Zone D, and (ii) occupancy assumptions for retail sales uses. Specifically, within Airport Compatibility Zone D, allowable average intensities would increase from 100 to 200 persons per acre and allowable single-acre intensities would increase from 200 to 800 persons in the most intensely utilized acre. (Since projects would have to meet both average and single-acre intensity criteria, a project site would have to be at least four acres in area to be allowed 800 people.) Single-acre intensities up to 1,000 people may be permitted during special events occurring not more than three days in any calendar year. The above single-acre intensities (800 and 1,000 persons) would not be eligible to be increased through the use of risk-reduction design bonuses.

Additionally, retail (mercantile) sales and indoor display areas (excluding restaurants and other uses specifically identified separately from retail/mercantile) in any BMALUCP Compatibility Zone would be evaluated as having an intensity of one person per 115 square feet of gross floor area for purposes of determining consistency with the BMALUCP. [At present, such uses are evaluated as having an intensity of one person per 60 square feet (i.e., 50 percent of the maximum capacity pursuant to Building Code)].

PROJECT LOCATION:

The Compatibility Plan applies within the Banning Municipal Airport Influence Area (AIA). The boundaries of the AIA were modified in 2004. The AIA, which extends up to 1.75 miles west of the runway at Banning Municipal Airport, is predominantly located within the City of Banning, although it includes some unincorporated areas to the east and northeast of the Airport, most of which is located within the jurisdiction of the Morongo Band of Mission Indians. Interstate 10 is the dominant circulation route in the area, with Ramsey Street serving as a business route.

BACKGROUND:

The 2004 Banning Municipal Airport Land Use Compatibility Plan ("2004 BMALUCP") designates an Airport Influence Area ("AIA") within which current or future airport-related noise, overflight, safety, or airspace protection factors may significantly affect land uses or necessitate restrictions on those uses. The Compatibility Plan addresses the type and density of development within the AIA. The 2004 BMALUCP did not establish any airport-specific land use compatibility criteria, and so the Countywide compatibility criteria are applicable. For Compatibility Zone D, which is largely equivalent to the "Traffic Pattern Zone" as discussed in the California Airport Land Use Planning Handbook, these criteria limit average intensity of nonresidential uses to 100 persons per acre and single-acre intensity to a maximum of 300 persons in any given acre. Projects must meet both the average and single-acre criteria to receive a determination of consistency. On November 10, 2010, the City of Banning, through its Community Development Agency, requested that the 2004 BMALUCP be amended "to allow more reasonable and practical development in certain areas

around the Banning Municipal Airport” and “to permit the maximum allowable population densities within Zone D.” This request was placed on ALUC’s priority list. However, with other efforts under way at the time, there was not sufficient staffing to immediately accommodate this request. In 2011, the California Airport Land Use Planning Handbook was modified to allow greater intensities in the Traffic Pattern Zone. In 2014, a proposal was submitted to convert a vacant industrial complex southerly of Interstate 10 to a pinball museum, but the single-acre intensity was substantially above the allowable levels for Compatibility Zone D, and so the matter was continued off-calendar by ALUC with the consent of the applicant, pending revision to Compatibility Zone D standards. In 2015, the City of Banning provided funding for the preparation of an Environmental Assessment of the proposed amendment, which has now been released and circulated.

EFFECTS OF AMENDMENT TO ALLOWABLE INTENSITY LEVELS IN ZONE D

The amendment to allowable intensity levels increases the development potential of a number of affected properties in the City of Banning in relation to their development potential pursuant to the existing 2004 BMALUCP, although development potential would ultimately continue to be subject to the provisions of the City of Banning General Plan.

Within the City of Banning, Airport Compatibility Zone D includes 571.25 acres designated for nonresidential uses pursuant to the City’s Land Use Element, which is broken down as follows: Downtown Commercial, 48.93 acres; General Commercial, 26.05 acres; Highway-Serving Commercial, 7.26 acres; Professional Office, 8.77 acres; Business Park, 195.50 acres; Industrial, 171.44 acres; Public Facilities, 62.21 acres; Airport Industrial, 51.09 acres. Table III-3, Commercial and Industrial Buildout Statistical Summary, on page III-18 of the City’s Community Development Element provides acreages and potential square footage for the various commercial and industrial uses on a Citywide basis. Based on this table, it may be stated that the expectations are average floor area ratios of 0.22 for the first four categories referenced above and 0.25 for the second four categories. These translate as 9,583 and 10,890 square feet of building area per acre of land, respectively.

Assuming one person per 200 square feet, the average intensity allowance of 100 persons per acre would allow for a 20,000 square foot office or industrial use, so there would not be displacement of most uses in the latter four categories. However, if we assume one person per 60 square feet for retail stores, the average intensity allowance of 100 persons per acre would only allow for 6,000 square feet of building area. Thus, the existing intensity allowances from the 2004 BMALUCP result in a potential displacement of 37.4 percent relative to the City’s expected build-out scenario in the retail categories. The 2016 Amendment doubles the average intensity allowance to 200 persons per acre. This alone would double the allowable building area to 12,000 square feet, thus eliminating potential displacement for retail trade uses (other than restaurants and other such uses that have a higher person per square foot ratio).

COMMENTS RECEIVED ON THE INITIAL STUDY/NEGATIVE DECLARATION

As of the date of this staff report, no substantive comments on the initial study/negative declaration have been received. A couple of phone callers expressed concern that no Spanish-speaking persons were available to explain the proposal.

COMMERCIAL AND INDUSTRIAL LAND USES

The City's commercial development has traditionally been focused on the Ramsey Street corridor. In more recent times, commercial development has also occurred on the east side of Highland Springs Avenue. The General Plan does not change this development pattern, but does add to it, by providing additional commercial opportunities along the north side of Lincoln Street, between Sunset Avenue and 8th Street. The General Plan provides four land use designations appropriate for commercial development: General Commercial, Highway Serving Commercial, Downtown Commercial and Professional Office.

The General Commercial and Highway Serving Commercial designations allow the broadest range of commercial retail opportunities. The Highway Serving Commercial designation is geared more toward the Interstate 10 traveler, with a focus on restaurants, tourist uses, and auto service uses. The Professional Office designation is designed to provide space for professional and social service land uses, and providing a convenient and accessible location for businesses which do not generate sales tax. As discussed above, the Downtown Commercial designation is the City's specialty retail and mixed use area, and is envisioned to redevelop to encourage tourism, pedestrian access and a sense of community.

Commercial lands designated in the General Plan have the potential to generate 6,757,082 square feet of retail and office space in the City, as shown in Table III-3, below.

Designation	City Limits			Total Potential S.F. ¹
	Acres Dev.	Acres Vacant	Acres Total	
General Commercial	203.8	252.1	455.9	4,368,981
Highway Serving Commercial	103.0	7.3	110.3	1,057,027
Downtown Commercial ²	86.0	11.3	97.3	932,445
Professional Office	23.0	18.6	41.6	398,629
Subtotal Commercial	415.8	289.3	705.1	6,757,082
Business Park	91.6	292.1	383.7	4,178,493
Industrial	146.7	274.1	420.8	4,582,512
Airport Industrial	41.6	94.2	135.8	1,478,321
Industrial-Mineral Resources	188.5	27.7	216.2	N/A
Subtotal Industrial	468.4	688.1	1,156.5	10,239,326
Grand Total Commercial & Industrial	884.2	977.4	1,861.2	16,996,408

Industrial development in the City has traditionally occurred on the north side of Lincoln, and surrounding the City's airport. The area of industrially designated land has been reduced in this General Plan, particularly west of 8th Street on the north side of Lincoln. There are four land use categories which allow industrial development, including Business Park, Industrial, Industrial – Mineral Resources, and Airport Industrial. The Business Park designation allows a mix of commercial and light industrial land uses, and provides a transitional designation from

**Table 1: Potential Non-Residential Displacement in Airport Zone D
in the City of Banning Under the 2004 Compatibility Plan, Without 2016 Amendment**

General Plan Designation	Affected Acreage	Maximum Build-Out Under General Plan		Maximum Build-out Under Compatibility Plan		Potentially Displaced Build-Out	
		SF/AC	MAX (SF)	SF/AC	MAX (SF)	SF	%
Downtown Commercial	48.93	9,583	468,896	6,000	293,580	175,316	37.4
General Commercial	26.05	9,583	249,637	6,000	156,300	93,337	37.4
Highway-Serving Commercial	7.26	9,583	69,573	6,000	43,560	26,013	37.4
Professional Office	8.77	9,583	84,043	20,000	175,400	0	0.0
Business Park	195.50	10,890	2,128,995	20,000	3,910,000	0	0.0
Industrial	171.44	10,890	1,866,982	20,000	3,428,800	0	0.0
Public Facilities	62.21	10,890	677,467	20,000	1,244,200	0	0.0
Airport Industrial	51.09	10,890	556,370	20,000	1,021,800	0	0.0
TOTAL	571.25	--	6,101,963	--	10,273,640	294,666	--

BN. BANNING MUNICIPAL AIRPORT

BN.1 Compatibility Map Delineation

- 1.1 *Airport Master Plan Status:* The *Compatibility Plan* for Banning Municipal Airport is based upon the airport master plan adopted by the City of Banning in 1989.
- 1.2 *Airfield Configuration:* A minor change in the runway configuration (elimination of a displaced threshold in favor of relocation of the runway's eastern end) occurred as a result of a pavement overlay project in the 1990s. The existing helipad north of the runway's west end is included in the compatibility planning analysis. No further airfield changes are planned.
- 1.3 *Airport Activity:* The *Compatibility Plan* reflects the master plan's long-range activity projection plus additional helicopter operations. The resulting 70,000 operations activity level is anticipated to be beyond the minimum 20-year time frame required for compatibility plans by the State Aeronautics Act.
- 1.4 *Airport Influence Area:* Because mountains north and south of the airport greatly restrict where aircraft fly, the airport's impacts are not as far reaching as the extents of the FAR Part 77 conical surface. Conveniently situated roads and other geographic features have therefore been used to define a smaller airport influence area boundary.

BN.2 Additional Compatibility Policies

- 2.1 None. *Compatibility Zone D Nonresidential Intensities:* The criteria set forth in Countywide Policies 3.1.1, 3.1.4, and 4.2.5(b)(5) and the Basic Compatibility Criteria matrix (Table 2A) notwithstanding, the following usage intensity criteria shall apply within Airport Compatibility Zone D: An average of 200 people per acre shall be allowed on a site and up to 800 people shall be allowed to occupy any single acre of a site. Single-acre occupancies up to 1,000 people may be permitted during special events occurring not more than three days in any calendar year. The single-acre intensities cited herein shall not be eligible to be increased through use of risk-reduction bonuses.
- 2.2 *Calculation of Concentration of People in Retail Sales Establishments:* The provisions of Table C1 in Appendix C notwithstanding, retail (mercantile) sales and indoor display areas (excluding restaurants and other uses specifically identified separately from retail/mercantile in Table C1) shall be evaluated as having an intensity in persons per acre equivalent to one person per 115 square feet of gross floor area.

2016 AMENDMENT TO 2004 BANNING MUNICIPAL AIRPORT LAND USE COMPATIBILITY PLAN

NOTICE OF AVAILABILITY OF INITIAL STUDY AND NEGATIVE DECLARATION NOTICE OF INTENT TO ADOPT A NEGATIVE DECLARATION NOTICE OF PUBLIC HEARING

The Riverside County Airport Land Use Commission ("Commission") intends to adopt a Negative Declaration prepared pursuant to the California Environmental Quality Act ("CEQA") (Public Resources Code §21000 *et seq.*), for the proposed 2016 Amendment to the 2004 Banning Municipal Airport Land Use Compatibility Plan.

Brief Project Description: Airport Land Use Compatibility Plans contain policies for determining the consistency of proposed development within Airport Influence Areas with the objectives set forth in the State Aeronautics Act (Pub. Util. Code, §§21670-21679.5). These objectives seek to protect public health, safety, and welfare by providing for locally-established land use measures that provide for the orderly expansion of public use airports and minimize the public's exposure to excessive noise and safety hazards within areas around those airports, to the extent that such areas are not already devoted to incompatible uses.

The proposed project is the Commission's adoption of the 2016 Amendment to the 2004 Banning Municipal Airport Land Use Compatibility Plan ("2004 BMALUCP"). The proposed amendment would revise: (i) permissible intensities of nonresidential uses, and (ii) occupancy assumptions for retail sales use. At present, there are no Additional Compatibility Policies specific to the Banning Municipal Airport. The Commission's Countywide Policies limit allowable intensities of nonresidential development within Compatibility Zone D to an average of 100 persons per acre, with not more than 300 persons in any given acre. This number may be increased by up to 30 percent (i.e., to 390 persons) if the project incorporates risk-reduction design measures. The proposed 2016 Amendment would allow an average intensity of 200 persons per acre within Compatibility Zone D, with not more than 800 persons in any single acre, and would allow up to 1,000 persons in a single acre for special events not occurring more than three days per calendar year. The maximum single-acre intensities would not be eligible for increase using risk-reduction design. Additionally, within any Compatibility Zone, the 2016 Amendment would amend assumptions regarding the intensity of retail sales uses. At present, the occupancy assumption is one person per 60 square feet. This would be changed to one person per 115 square feet.

Document Availability: Copies of the proposed Negative Declaration and supporting Initial Study, and all documents referred to in the Initial Study, are incorporated by this reference, and are available for public inspection and review upon request to John J. G. Guerin, Principal Planner (contact information below), at the Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California, 92501, Monday through Friday, between the hours of 9:00 a.m. and 5:00 p.m. Copies of the proposed Negative Declaration and Initial Study also are available for review on the Commission's website at www.rcaluc.org.

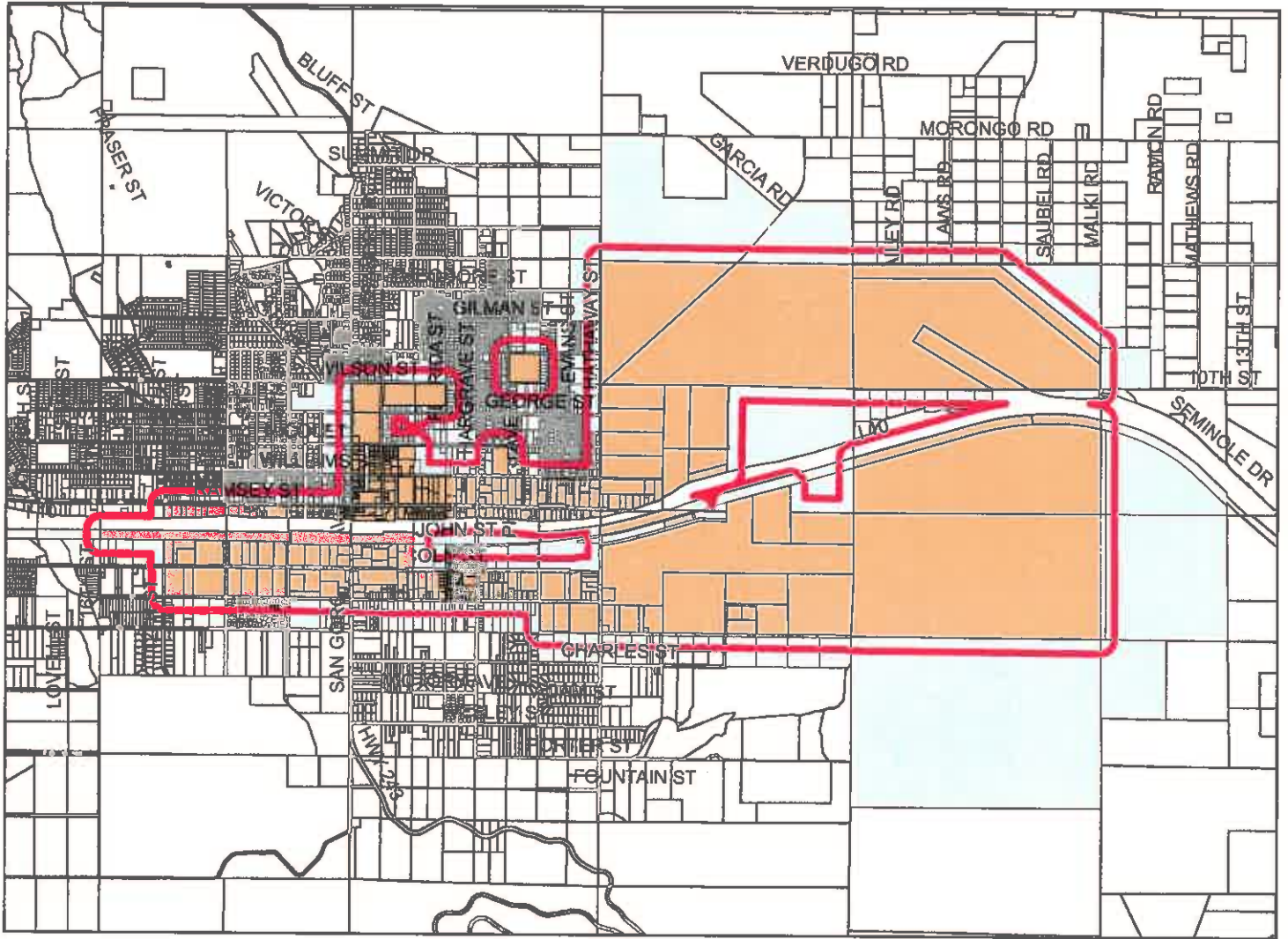
Public Review Period: The Commission will receive public comments on the proposed Negative Declaration and Initial Study for a 30-day period, beginning May 9, 2016, and concluding June 8, 2016, at 5:00 p.m. Written comments must be submitted to John J. G. Guerin, Principal Planner, Riverside County Airport Land Use Commission, Riverside Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California, 92501, or may be e-mailed to jguerin@rctlma.org.

Public Hearing: The Commission will hold a public hearing to consider the Negative Declaration, Initial Study, and the proposed 2016 Amendment to the 2004 Banning Municipal Airport Land Use Compatibility Plan on **June 9, 2016 at 9:00 A.M., at the Riverside County Administrative Center, 4080 Lemon Street, FIRST FLOOR BOARD CHAMBERS, Riverside, California 92501.**

No action or proceeding may be brought under CEQA to challenge the Commission's adoption of the proposed Negative Declaration, or its approval of the proposed 2016 Amendment, unless the alleged grounds for noncompliance were presented to the Commission either orally or in writing by any person during the public comment period or prior to issuance of the notice of determination.

For additional information, contact John Guerin at (951) 955-0982 or ALUC staff at (951) 955-5132.

ZAPEA01BA15 (300 feet buffer)



Selected Parcels

540-203-003	532-130-008	540-250-055	540-250-026	540-220-009	538-210-061	540-261-042	540-261-027	532-130-021	532-130-020
540-124-015	534-181-011	541-272-012	541-032-023	541-150-009	541-150-007	541-340-004	540-124-002	541-141-009	541-260-006
540-168-005	540-168-004	534-271-008	541-350-009	534-282-004	541-101-004	541-141-010	540-250-023	540-125-005	541-271-023
541-300-001	541-300-002	541-162-010	540-261-024	541-133-016	541-280-029	541-233-011	541-300-007	541-272-009	541-260-023
541-260-048	541-082-023	541-031-002	541-070-008	543-090-019	541-280-024	541-121-037	541-121-036	541-300-012	541-135-014
540-165-004	541-082-010	541-032-010	541-272-021	541-273-001	541-220-018	541-032-002	540-165-007	541-020-002	534-282-006
541-094-024	540-170-050	540-170-059	540-170-058	541-081-011	540-261-021	541-031-008	541-191-020	541-082-025	541-082-024
541-280-028	541-280-026	540-164-001	540-164-010	540-164-002	540-164-009	541-121-015	534-281-001	541-132-010	540-130-035
540-180-020	540-180-026	540-180-003	540-180-059	540-180-057	532-130-006	532-130-003	532-130-004	532-130-007	532-130-014
532-130-015	541-055-023	532-110-006	532-130-001	532-130-002	540-250-054	540-170-039	540-192-002	540-167-029	541-042-010
540-153-006	541-260-032	541-061-002	534-263-001	541-020-014	541-020-013	541-061-003	540-083-009	541-031-011	541-121-045
534-262-014	534-281-003	541-103-026	532-210-001	540-204-002	541-103-024	541-103-025	541-082-029	541-122-010	541-082-030

First 120 parcels shown



3,600 1,800 0 3,600 Feet

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.

**INITIAL STUDY AND NEGATIVE DECLARATION
2016 AMENDMENT TO THE
2004 BANNING MUNICIPAL AIRPORT
LAND USE COMPATIBILITY PLAN**

Prepared for:

**Riverside County
Airport Land Use Commission
Riverside County Administrative Center
4080 Lemon Street, 14th Floor
Riverside, CA 92501**

Prepared by:

**MIG
1500 Iowa Avenue, Suite #110
Riverside CA 92507**

And

**Commission Staff
Riverside County Administrative Center
4080 Lemon Street, 14th Floor
Riverside, CA 92501**

May 2016

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NEGATIVE DECLARATION

Project Name: 2016 Amendment to the 2004 Banning Municipal Airport Land Use Compatibility Plan ("2004 BMALUCP" or "2004 Compatibility Plan").

Lead Agency/Project Proponent: Riverside County Airport Land Use Commission ("Commission" or "ALUC").

Brief Project Description: The project is the Commission's adoption of the proposed 2016 Amendment to the 2004 BMALUCP. The proposed amendment would revise (i) permissible intensities of nonresidential uses in Airport Compatibility Zone D, and (ii) occupancy assumptions for retail sales uses. Specifically, within Airport Compatibility Zone D, allowable average intensities would increase from 100 to 200 persons per acre and allowable single-acre intensities would increase from 200 to 800 persons in the most intensely utilized acre. (Since projects would have to meet both average and single-acre intensity criteria, a project site would have to be at least four acres in area to be allowed 800 people.) Single-acre intensities up to 1,000 people may be permitted during special events occurring not more than three days in any calendar year. The above single-acre intensities (800 and 1,000 persons) would not be eligible to be increased through the use of risk-reduction design bonuses.

Additionally, retail (mercantile) sales and indoor display areas (excluding restaurants and other uses specifically identified separately from retail/mercantile) in any BMALUCP Compatibility Zone would be evaluated as having an intensity of one person per 115 square feet of gross floor area for purposes of determining consistency with the BMALUCP. (At present, such uses are evaluated as having an intensity of one person per 60 square feet (i.e., 50 percent of the maximum capacity pursuant to Building Code).

The BMALUCP is regulatory in nature, and no physical construction would result directly from the 2016 Amendment or from subsequent implementation of the 2004 BMALUCP, as modified by the 2016 Amendment. The adopted General Plans of the local jurisdictions provide the programmatic foundation for future land use development within the airport influence area. Future land use development in the vicinity of Banning Municipal Airport may be subject to review and action by the Commission; however, whether to approve development within the airport influence area is ultimately the decision of the local land use jurisdiction.

The proposed 2016 Amendment could serve to release existing constraints on the development of non-residential land uses in Zone D because allowing increased intensities of nonresidential development and altering occupancy assumptions as proposed would increase the likelihood that proposed land use development projects would be found consistent with the 2004 BMALUCP, as amended.

Project Location: Banning Municipal Airport is located in north central Riverside County, within the City of Banning. See **Figure 1: Regional and Vicinity Map**. It is located on South Hathaway Street, northeasterly of its intersection with East Barbour Street, and south of Interstate 10. Major east-west roads in the area include Interstate 10. The AIA Compatibility Zone D includes land around the Airport within the City of Banning, as well as unincorporated land in Riverside County. See **Figure 2: Zone D Map**. However, unincorporated areas of Zone D are primarily Tribal lands (Morongo Band of Mission Indians) not subject to ALUC jurisdiction. (See State of California Department of Transportation, Division of Aeronautics, *California Airport Land Use Planning Handbook* [October 2011], p.6-8.)

Initial Study: An Initial Study has been prepared for the proposed project in accordance with the California Environmental Quality Act ("CEQA;" Pub. Resources Code, §21000 et seq.), in order to ascertain whether the proposed project may have a significant effect on the environment. A copy of the Initial Study is attached to this Negative Declaration and incorporated by this reference.

Proposed Finding: The Commission finds that, on the basis of the whole record before it, there is no substantial evidence showing that the 2016 Amendment to the 2004 BMALUCP may have a significant effect on the environment. This Initial Study and Negative Declaration reflect the Commission's independent judgment and analysis.

Date: _____

John J. G. Guerin
Principal Planner
Riverside County Airport Land Use Commission

ENVIRONMENTAL CHECKLIST: INITIAL STUDY

1. PROJECT TITLE

2016 Amendment to the 2004 Banning Municipal Airport Land Use Compatibility Plan ("2004 BMALUCP" or "2004 Compatibility Plan").

2. LEAD AGENCY NAME AND ADDRESS

Riverside County Airport Land Use Commission ("Commission").

Riverside County Administrative Center
4080 Lemon Street, 14th Floor
Riverside, California 92501

The Commission was established pursuant to provisions of the State Aeronautics Act (Pub. Util. Code, §21670 et seq.); the primary objectives of the Commission are "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."

3. CONTACT PERSON AND INFORMATION

John J. G. Guerin, Principal Planner
(951) 955-0982
jguerin@rctlma.org

4. BANNING MUNICIPAL AIRPORT DESCRIPTION AND LOCATION

The 2004 Compatibility Plan designates an Airport Influence Area ("AIA") for Banning Municipal Airport within which current or future airport-related noise, overflight, safety, or airspace protection factors may significantly affect land uses or necessitate restrictions on those uses. The Compatibility Plan addresses the type and density of development within the AIA. Pursuant to the Compatibility Plan, certain land use actions within the AIA are subject to review by the Commission.

Banning Municipal Airport (hereinafter referred to as "the Airport") covers an area of approximately 295 acres that includes one 4,955-foot long, 100-foot wide runway. In 2002, Banning Municipal Airport experienced an estimated 12,000 aircraft operations, an average of 33 per day, all being defined as "general aviation". There were 70 single-engine aircraft, 3 twin-engine turboprop aircraft, and 2 helicopters based at the Airport at that time. More recent information indicates that the annual total number of operations has dropped to below 5,000 and that the number of based aircraft has dropped to 38 (all single-engine aircraft).

The AIA includes all or portions of United States Geological Service (USGS) 7.5-Minute Beaumont and Cabazon Quadrangles in Township 3 South, Range 1 East and Township 3 South, Range 2 East. The portions of the Banning Municipal Airport Influence Area located in Compatibility Zone D and designated for nonresidential uses include properties in Assessor's Books 532, 540, and 541, with one parcel in Book 534.

5. **PROJECT SPONSOR'S NAME AND ADDRESS**

Riverside County Airport Land Use Commission ("Commission" or "ALUC")
Riverside County Administrative Center
4080 Lemon Street, 14th Floor
Riverside, CA 92501

6. **GENERAL PLAN/COMMUNITY PLAN DESIGNATION**

Applicable General Plans include the City of Banning General Plan and the Riverside County General Plan: The Pass Area Plan. Nonresidential designations within the portion of the City of Banning within Compatibility Zone D include Downtown Commercial, General Commercial, Professional Office, Highway-Serving Commercial, Business Park, Industrial, Public Facilities, and Airport Industrial. (See **Figure 3, City of Banning General Plan Land Use Map.**) The City of Banning has not received a determination of consistency for its General Plan.

The portions of Compatibility Zone D in unincorporated Riverside County are designated Indian Lands and consist of Tribal lands (Morongo Band of Mission Indians) and freeway and railroad rights-of-way. (See **Figure 4, Riverside County The Pass Area Plan Land Use Map.**) Given the nature of the ownership in Compatibility Zone D and the fact that no areas of the inner, more restrictive zones extend into the unincorporated areas (except on Tribal lands not subject to ALUC jurisdiction), the County received a determination of consistency for this Airport in 2015 when the County updated its General Plan to reflect the Countywide criteria that ALUC adopted through its 2004 Compatibility Plan.

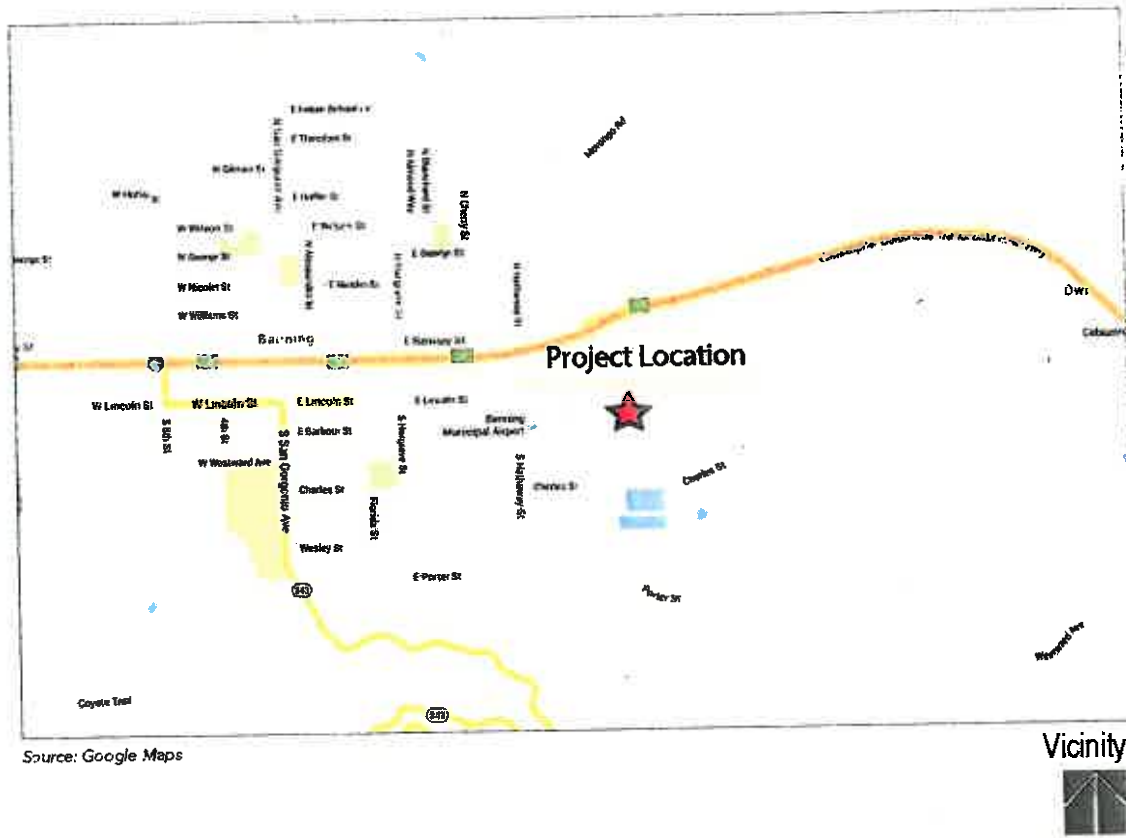
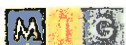
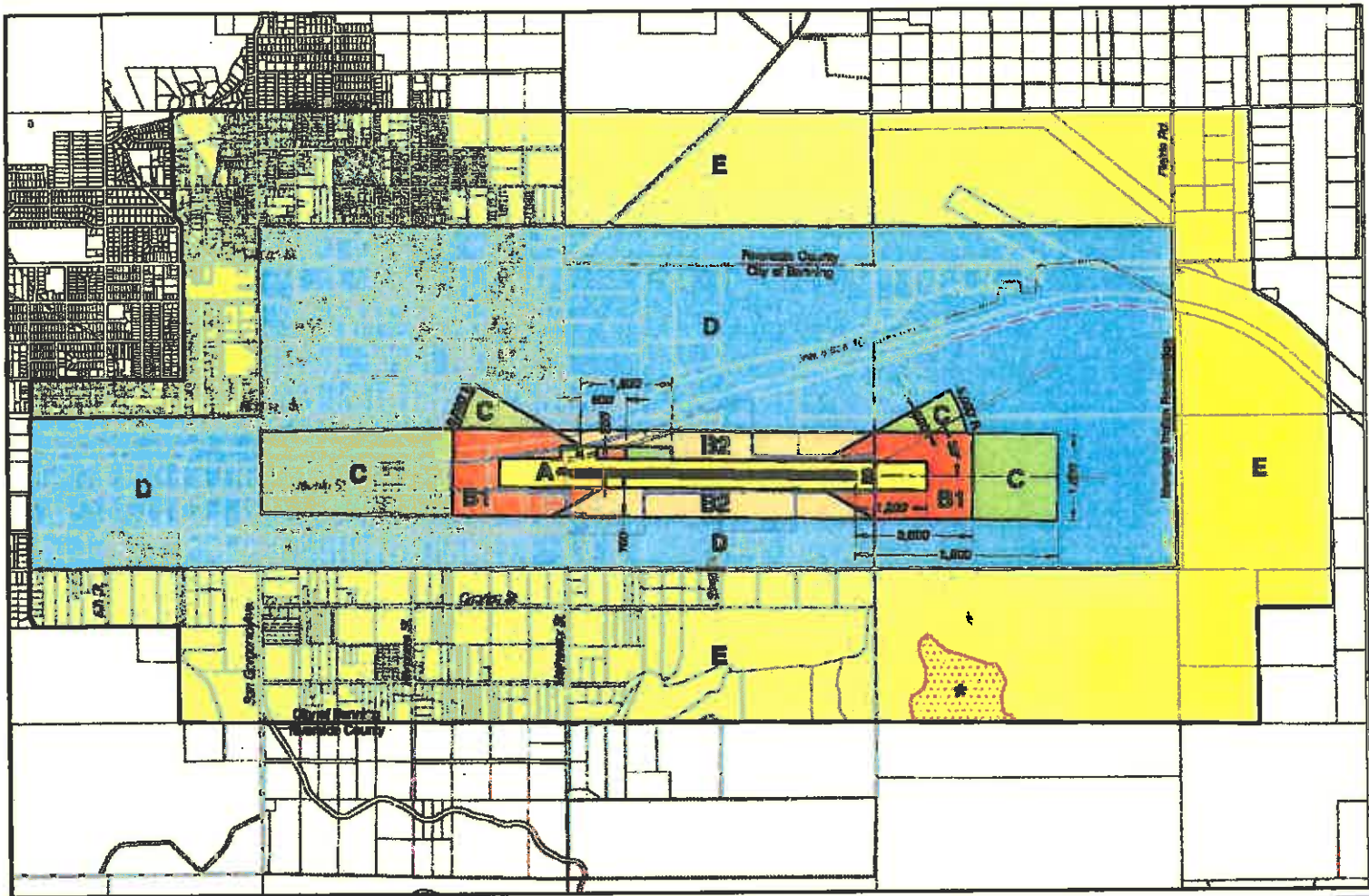


Figure 1 Regional and Vicinity Map

Banning Municipal Airport Land Use Plan
 Initial Study & Mitigated Negative Declaration Update
 Banning, CA





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.



7. ZONING

Zoning within the AIA varies within the City of Banning. The portion of Compatibility Zone D within unincorporated Riverside County is zoned W-2 (Controlled Development Areas) and W-2-10 (Controlled Development Areas, 10 acre minimum lot size).

8. RELEVANT BACKGROUND/HISTORY

In 1967, the California Legislature established requirements for the creation of airport land use commissions ("ALUCs") in each county containing a public airport, as codified in the State Aeronautics Act (Pub. Util. Code, §21670 et seq.). The legislative findings and declarations set forth in section 21670 of the Public Utilities Code declare that "[i]t is in the public interest to provide for the orderly development of each public use airport in this state and the area surrounding these airports so as to promote the overall goals and objectives of the California airport noise standards . . . and to prevent the creation of new noise and safety problems." (Pub. Util. Code, §21670, subd. (a)(1).)

In addition, §21670 defines the purpose of the statutory scheme that 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." (Pub. Util. Code, §21670, subd. (a)(2).) In order to accomplish this objective, ALUCs are vested with certain powers and duties that include:

- (a) Assisting local agencies in ensuring compatible land uses . . . in the vicinity of existing airports to the extent that the land in the vicinity of those airports is not already devoted to incompatible uses;
- (b) Coordinating planning at the state, regional, and local levels so as to provide for the orderly development of air transportation, while at the same time protecting the public health, safety, and welfare;
- (c) Preparing and adopting an airport land use compatibility plan ("ALUCP"); and,
- (d) Reviewing the plans, regulations, and other actions of local agencies and airport operators for consistency with that plan. (Pub. Util. Code, §21674, subs. (a)-(d).)

However, ALUCs have no authority over existing land uses, even where such land uses are incompatible with the compatibility plan (Pub. Util. Code, §21674, subd. (a)) or the operation of airports (Pub. Util. Code, §21674, subd. (e)).

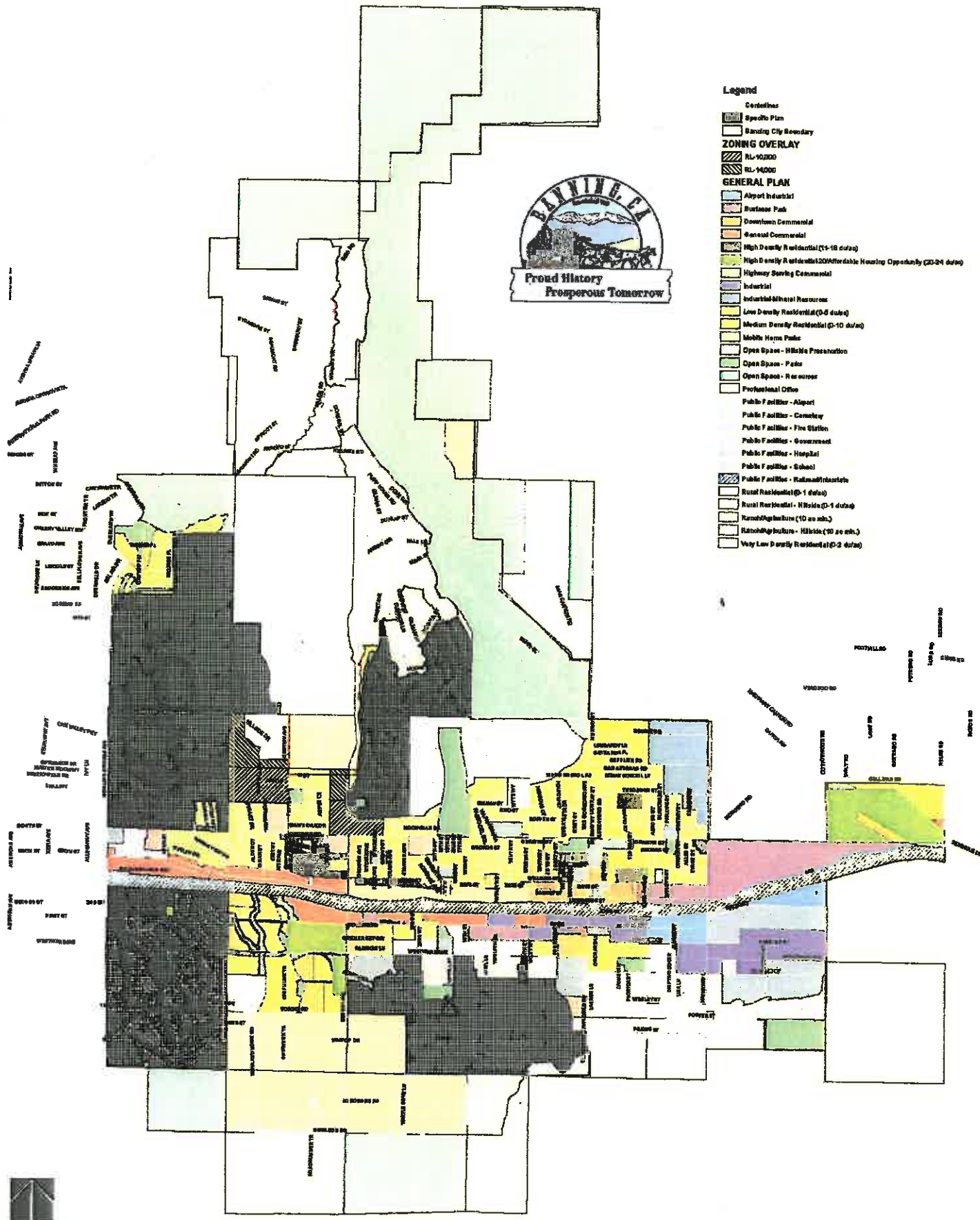
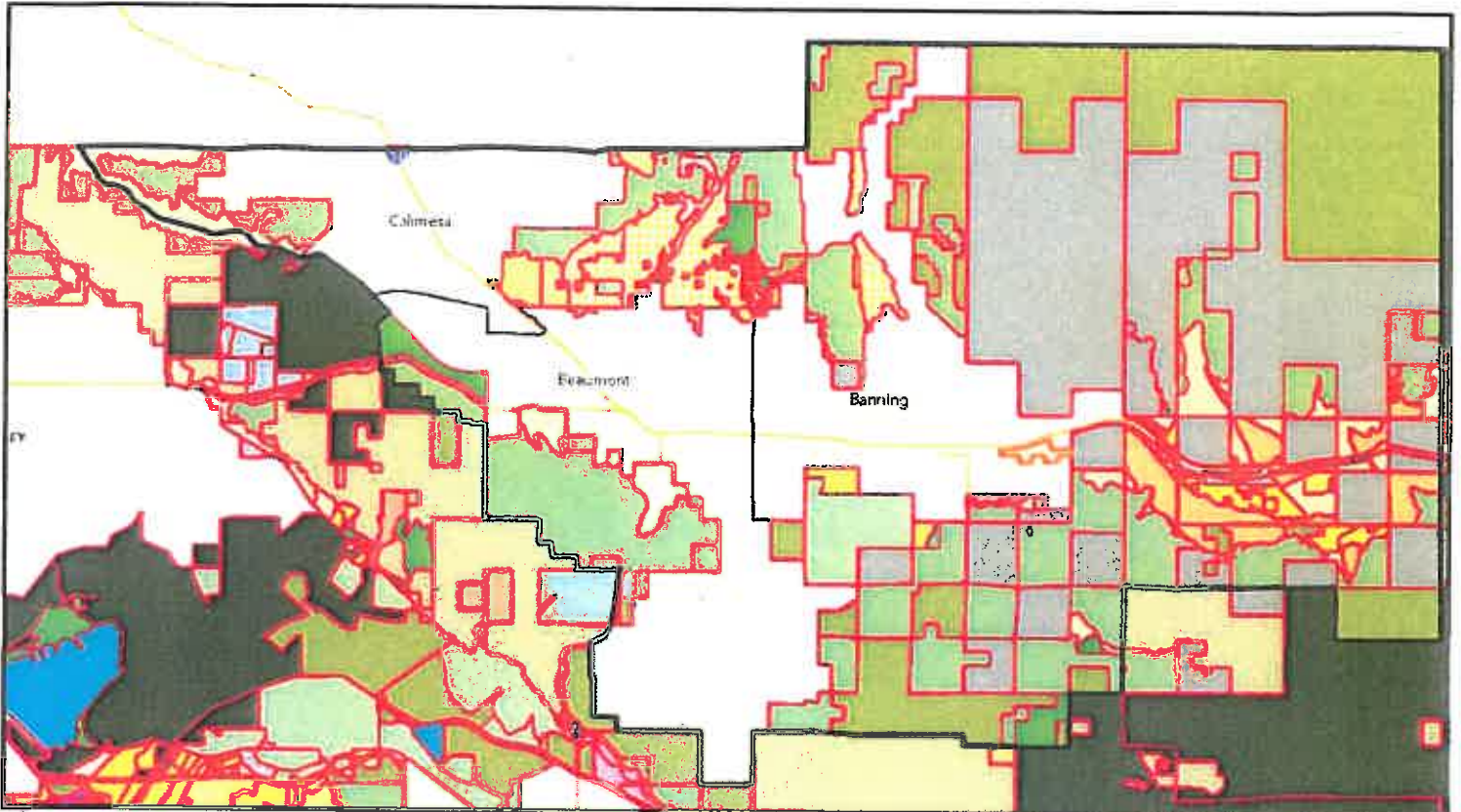


Figure 3 City of Banning General Plan Land Use Map



Source: Riverside County GIS, Map My County. Accessed on 3/30/16

Legend

Land Use

	AG		OS-C
	BP		OS-CH
	CC		OS-MIN
	CO		OS-R
	CR		OS-RUR
	CT		OS-W
	City		PF
	EDR		RD
			RM
			RR

An ALUC's adoption of, or amendment to, a compatibility plan triggers action by local agencies with jurisdiction over the geographic area encompassed by the AIA. Specifically, a local agency must submit its local land use plan(s) and/or regulation(s) (and any amendments thereto) to the ALUC in order for the ALUC to review the applicable documents and determine whether they are consistent with the compatibility plan. (Pub. Util. Code, §21676, subds. (a)-(b).) If the plan and/or regulation is considered inconsistent with the compatibility plan, the local agency's governing body may amend the document(s) to be consistent with the compatibility plan *or* "overrule" the ALUC's inconsistency determination after a hearing by a two-thirds vote. (*Ibid.*) In overruling the ALUC's determination, the local agency's governing body must make findings that its plan and/or regulation is consistent with the purposes of the State Aeronautics Act, as stated in Public Utilities Code section 21670. (*Ibid.*)

The Riverside County Airport Land Use Commission was first established in 1971, pursuant to the State Aeronautics Act (Pub. Util. Code, §21001 et seq.), for the purposes of ensuring the orderly expansion of airports and promulgating appropriate land use measures surrounding airports in Riverside County (Pub. Util. Code, §21670, subd. (a)(2)). Pursuant to the directives of the State Aeronautics Act, the Commission drafted and adopted compatibility plans for public-use airports in Riverside County at various times from 1974 through the present date. Compatibility plans for the Banning Municipal AIA were adopted in 1993 and 2004, with the present boundary of the AIA having been established in 2004.

9. CALIFORNIA AIRPORT LAND USE PLANNING HANDBOOK

To assist ALUCs in the performance of their duties, the California Department of Transportation, Division of Aeronautics, prepared the *California Airport Land Use Planning Handbook* ("Handbook"). Pursuant to Public Utilities Code section 21674.7, subdivision (a), an ALUC that formulates, adopts, or amends a Compatibility Plan "shall be guided by" information in the Handbook.

The Handbook's purpose is to support and amplify the statewide requirements for airport land use compatibility planning. Accordingly, the Handbook provides guidance for establishing the AIA and designating airport zones; and includes suggested methods for establishing safety compatibility zones for general aviation runways. The Handbook points out that the choice of safety criteria appropriate for a particular zone is largely a function of risk acceptability. For example, land uses that are determined to represent intolerable risks, given their proximity to the airport, usually must be prohibited; where risks of a particular land use are considered significant but tolerable, establishment of restrictions may reduce the risk to an acceptable level; and uses that are intrinsically acceptable generally require no limitations.

10. PROJECT DESCRIPTION

The proposed project is the Commission's proposed 2016 Amendment to the previously adopted 2004 BMALUCP. The amendment would modify the intensity allowances for nonresidential land uses in Compatibility Zone D. It also would modify the assumptions

used to evaluate the anticipated occupancy of retail commercial uses.

The proposed Additional Compatibility Policies that would be added by this Amendment are as follows:

BN.2 Additional Compatibility Policies

- 2.1 *None. Compatibility Zone D Nonresidential Intensities:* The criteria set forth in Countywide Policies 3.1.1, 3.1.4, and 4.2.5(b)(5) and the Basic Compatibility Criteria matrix (Table 2A) notwithstanding, the following usage intensity criteria shall apply within Airport Compatibility Zone D: An average of 200 people per acre shall be allowed on a site and up to 800 people shall be allowed to occupy any single acre of a site. Single-acre occupancies up to 1,000 people may be permitted during special events occurring not more than three days in any calendar year. The single-acre intensities cited herein shall not be eligible to be increased through use of risk-reduction bonuses.
- 2.2 *Calculation of Concentration of People in Retail Sales Establishments:* The provisions of Table C1 in Appendix C notwithstanding, retail (mercantile) sales and indoor display areas (excluding restaurants and other uses specifically identified separately from retail/mercantile in Table C1) shall be evaluated as having an intensity in persons per acre equivalent to one person per 115 square feet of gross floor area.

Revision to the allowable land use intensities in Compatibility Zone D could result in consistency determinations for increased intensities on a number of affected properties in relation to those that could be made under the existing 2004 BMALUCP; however, development potential would ultimately continue to be subject to the provisions of the City of Banning General Plan or to the Riverside County General Plan: The Pass Area Plan (as adopted in 2003 and as subsequently amended), with consistency with the BMALUCP considered (among other factors) in the entitlement approval process.

Future development within the Compatibility Zone D review area will be subject to evaluation and analysis pursuant to CEQA, as applicable, and in accordance with the City's and County's standard entitlement review processes. This may include submittal to ALUC depending on the intensity and type of development proposal. Specific physical effects that will occur from future development and the subsequent impacts on the environment will be identified at that time, if necessary, and mitigation identified and incorporated where feasible.

11. DISPLACED DEVELOPMENT

The phrase "potential for displaced development" is defined in this section to assist the Commission, local land use agencies, and all other interested parties in understanding how the potential for the hypothetical displacement of potential; future development is considered in the context of formulating and adopting an airport compatibility plan. It

must be emphasized that no part of the project will result in the direct, immediate or future demolition of any structures or the removal of any persons from the AIA. The *potential* for displaced development is a consequence of the adoption of land use density or intensity restrictions in an AIA; however, these restrictions do not have an *actual* effect on existing development. The purposes of the land use restrictions include fostering orderly expansion of the airport and minimizing public exposure to excessive noise and safety hazards.

Considering that the proposed 2016 Amendment to the 2004 BMALUCP would result in less restrictive criteria for future development and increased potential land use intensity, the Amendment has no potential to displace development that would otherwise occur within the AIA.

12. PROJECT OBJECTIVES

The objectives of the 2016 Amendment are to bring the Compatibility Zone D nonresidential intensity criteria into alignment with the intensity allowances identified in the most recent edition of the California Airport Land Use Planning Handbook (October 2011), and to revise assumptions regarding the intensity of retail uses. The alignment of the BMALUCP with the Handbook will serve to minimize the potential displacement of future nonresidential land uses within Compatibility Zone D.

The objective of the 2004 BMALUCP was to meet the California Legislative mandate to prepare and adopt an ALUCP for Banning Municipal Airport, pursuant to the requirements of the State Aeronautics Act (Pub. Util. Code, §§21670.3 and 21675) that would provide for the orderly growth of Banning Municipal Airport and the area surrounding Banning Municipal Airport while safeguarding the public health, safety, and general welfare of the inhabitants within the vicinity of the Airport and the public in general, consistent with the requirements of the State Aeronautics Act (Pub. Util. Code, §21675). Adoption of the 2016 Amendment also would further this objective.

13. OTHER PUBLIC AGENCIES WHOSE APPROVAL IS REQUIRED

Input and comments from other agencies, including the County of Riverside and the City of Banning, will be considered. However, the Commission may adopt the 2016 Amendment to the 2004 BMALUCP without the approval of the affected local agencies.

A copy of the proposed 2016 Amendment to the 2004 BMALUCP will be submitted to the California Department of Transportation, Division of Aeronautics, pursuant to Public Utilities Code, section 21675, subdivision (d).

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

None of the environmental topics below would be potentially affected by the proposed project, because none of the impacts are considered a "Potentially Significant Impact" as indicated by the checklist on the following pages.

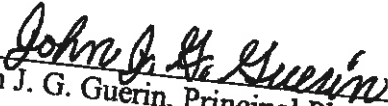
- Aesthetics
- Agriculture and Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Geology/Soils
- Greenhouse Gas Emissions
- Hazards & Hazardous Materials
- Hydrology/Water Quality
- Land Use/Planning
- Mineral Resources
- Noise
- Population/Housing
- Public Services
- Recreation
- Transportation/Traffic
- Utilities/Service Systems
- Mandatory Findings of Significance

ENVIRONMENTAL DETERMINATION

On the basis of this evaluation:

- I find that the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.
- I find that the proposed project could not have a significant effect on the environment, but, nonetheless, one or more of the mitigation measures described in this document have been recommended for inclusion into the proposed project. Therefore, a **MITIGATED NEGATIVE DECLARATION** will be prepared.
- I find that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.
- I find that the proposed project **MAY** have a significant effect(s) on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets, if the effect is a "potentially significant impact" or "potentially significant unless mitigated." An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, there **WILL NOT** be a significant effect in this case because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards; and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project.

By:



John J. G. Guerin, Principal Planner
Riverside County Airport Land Use Commission

ENVIRONMENTAL ISSUES ASSESSMENT

In accordance with CEQA, this Initial Study has been prepared to analyze the proposed project to determine whether any potential significant impacts upon the environment would result from implementation of the proposed project. In accordance with section 15063 of the CEQA Guidelines, this Initial Study is a preliminary analysis prepared by the lead agency, the Riverside County Airport Land Use Commission, in consultation with other jurisdictional agencies, to determine whether a Negative Declaration, Mitigated Negative Declaration, or an Environmental Impact Report is required for the proposed project. The purpose of this Initial Study is to inform the decision-makers, affected agencies, and the public of potential environmental impacts associated with the implementation of the proposed project.

EVALUATION OF ENVIRONMENTAL IMPACTS

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. (CEQA Guidelines section 15063(c)(3)(D).) In this case, a brief discussion should identify the following:
 - (a) *Earlier Analysis Used*. Identify and state where they are available for review.
 - (b) *Impacts Adequately Addressed*. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to

applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

- (c) *Mitigation Measures*. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Supporting Information Sources: References to information sources for potential impacts have been incorporated into the analysis. A source list is provided following the checklist. Other sources used or individuals contacted have been cited in the respective discussions.
7. The following environmental analysis checklist is based on Appendix G of the CEQA Guidelines and was prepared to identify the potential environmental effects of the proposed project. After each environment topic is assessed, an analysis of the basis for the assessment is provided.
8. The explanation of each issue should identify:
 - (a) the significance criteria or threshold, if any, used to evaluate each question; and
 - (b) the mitigation measure identified, if any, to reduce the impact to a level less than significant.

ENVIRONMENTAL ANALYSIS CHECKLIST

AESTHETICS

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
(a) Have a substantial adverse effect on a scenic vista?			N	
(b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?			N	
(c) Substantially degrade the existing visual character or quality of the site and its surroundings?			N	
(d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			N	

ANALYSIS:

Thresholds (a) - (d): The proposed 2016 Amendment to the 2004 BMALUCP does not propose or entail any new development, construction, or physical changes to existing land uses or the environment. Therefore, the 2016 Amendment would not directly affect a scenic vista, damage scenic resources, degrade the existing visual character or quality of the site or its surroundings, create a new source of light or glare, or interfere with Mt. Palomar Observatory. As such, the project would not directly impact the environment or result in any direct impacts to aesthetics.

The proposed 2016 Amendment would not result in any new constraint on development. However, the proposed 2016 Amendment may indirectly influence future land use development in the vicinity of Banning Municipal Airport by facilitating development in some locations as a result of allowing increased intensities of nonresidential development in Compatibility Zone D and altering occupancy assumptions for retail use. Any potential indirect effects that may arise are uncertain from a timing and location standpoint, and it is speculative to anticipate the specific characteristics of any development or the types of aesthetic impacts that would be associated with it. Accordingly, any such indirect effects would be less than significant.

Further environmental analysis necessarily would occur if future development or construction results in a "project" subject to further CEQA compliance. All such projects would be required to comply with CEQA. Subsequent projects would be required to comply with the City of Banning General Plan EIR Visual Resource Mitigation measures including: A, B, E, F, G, and H.

Moreover, with respect to the creation of new sources of light or glare, which would adversely

affect day or nighttime views in the area (or which might interfere with nighttime use of the Mt. Palomar Observatory), any proposed development within the area would be subject to standard conditions from the Commission and/or the City of Banning restricting lighting that could interfere with the safety of aircraft operations.

PROPOSED MITIGATION: No mitigation necessary.

OTHER APPLICABLE/ADOPTED MITIGATION MEASURES: The following uses would be prohibited pursuant to Policy 4.3.7 of the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility 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 line final approach 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 a large concentration of birds or which may otherwise affect safe air navigations within the area.

The City of Banning already has committed to mitigate development-related impacts to aesthetics through compliance with General Plan EIR (2005) Mitigation Measures A, B, C, D, E, F, G, and H. Riverside County has committed to implementing General Plan EIR Mitigation Measures 4.4.1A, 4.4.2A, 4.4.2C, and 4.4.2E and requires compliance with Ordinance No. 655, as applicable.

AGRICULTURE AND FORESTRY RESOURCES

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
(a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?			N	
(b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?			N	
(c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?			N	
(d) Cause development of non-agricultural uses within 300 feet of agriculturally zoned property (Ordinance No. 625, Right-to-Farm)?			N	
(e) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?			N	
(f) Result in the loss of forest land or conversion of forest land to non-forest use?			N	
(g) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of forest land to non-forest use?			N	

ANALYSIS:

Thresholds (a) - (g): The 2016 Amendment to the 2004 BMALUCP does not propose or entail any new development, construction, or physical changes to existing land uses or the environment. Therefore, the 2016 Amendment would not: directly convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (collectively, "Farmland") to a non-agricultural use; conflict with existing zoning for agricultural use, or a Williamson Act contract; involve other changes in the existing environment that, due to their location or nature, could

result in the conversion of Farmland to a non-agricultural use; or, cause development of non-agricultural uses within 300 feet of agriculturally zoned property. Additionally, there is no forest land or timberland as defined in the Public Resources Code within the Airport Influence Area. As such, the project would not directly impact the environment or result in any direct impacts to agriculture and forest resources.

The proposed 2016 Amendment would not result in any new constraint on development. However, the proposed 2016 Amendment may indirectly influence future land use development in the vicinity of Banning Municipal Airport by facilitating development in some locations as a result of allowing increased intensities of nonresidential development in Compatibility Zone D and altering occupancy assumptions for retail use. Any potential indirect effects that may arise are 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 agricultural and forest resources that would be associated with it. Accordingly, absent information to the contrary, any such indirect effects would be less than significant.

Further environmental analysis necessarily will occur if future development or construction results in a "project" subject to further CEQA compliance. All such projects will be required to comply with CEQA.

(Sources: Riverside County General Plan EIR; City of Banning General Plan EIR)

PLAN MITIGATION: No mitigation necessary.

OTHER APPLICABLE/ADOPTED MITIGATION MEASURES: The City of Banning already has committed to mitigate development-related impacts to agricultural resources through compliance with Agricultural Resources Mitigation Measures A and B as specified in the City of Banning General Plan EIR. The County has committed to implementing the following General Plan policies: LU 1.1, 1.2, 1.4, 1.5, LU 2.1, LU 3.1-3.4, 3.5, LU 6.1, LU 6.3, LU 6.5, LU 16.1, LU 16.2, LU 16.4, LU 16.5, LU 16.6, LU 16.7, LU 16.8, LU 16.9, LU 16.10, LU 16.11, LU 17.4, LU 22.6, LU 26.10, OS 7.1, OS 7.2, OS 7.3, OS 7.4, and OS 7.5.

AIR QUALITY

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
(a) Conflict with or obstruct implementation of the applicable air quality plan?			N	
(b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			N	
(c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			N	
(d) Expose sensitive receptors to substantial pollutant concentrations, or expose sensitive receptors that are located within one mile of the project site to project substantial point source emissions?			N	
(e) Involve the construction of a sensitive receptor located within one mile of an existing substantial point source emitter?			N	
(f) Create objectionable odors affecting a substantial number of people?			N	

ANALYSIS:

Thresholds (a) - (f): The proposed 2016 Amendment to the 2004 BMALUCP does not propose or entail any new development, construction, or physical changes to existing land uses or the environment. Therefore, the 2016 Amendment would not directly conflict with or obstruct implementation of the applicable air quality plan; violate any air quality standard or contribute substantially to an existing or projected air quality violation; result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard; release emissions which exceed quantitative thresholds for ozone precursors; expose sensitive receptors to substantial pollutant concentrations or to project substantial point source emissions; construct a sensitive receptor at a location within one mile of an existing substantial point source emitter; or create objectionable

odors affecting a substantial number of people. As such, the project would not directly impact the environment or result in any direct impacts to air quality.

The proposed 2016 Amendment would not result in any new constraint on development. However, the proposed 2016 Amendment may indirectly influence future land use development in the vicinity of Banning Municipal Airport by facilitating development in some locations as a result of allowing increased intensities of nonresidential development in Compatibility Zone D and altering occupancy assumptions for retail use. Any potential indirect effects that may arise are uncertain from a timing and location standpoint, and it is speculative to anticipate the specific characteristics of any development or the types of air quality impacts that would be associated with it. Accordingly, absent information to the contrary, any such indirect effects would be less than significant.

Further environmental analysis necessarily would occur if future development or construction results in a "project" subject to further CEQA compliance. All such projects would be required to comply with CEQA.

(Sources: Riverside County General Plan EIR; City of Banning General Plan EIR)

PLAN MITIGATION: No mitigation necessary.

OTHER APPLICABLE/ADOPTED MITIGATION MEASURES: The City of Banning already has committed to mitigate development-related impacts to air quality through compliance with Air Quality Mitigation Measures A,B,C,E,F,G,H,L,N,P,Q,R,S, and T as specified in the City of Banning General Plan EIR. The County has committed to implementing the following General Plan policies: AQ 4.1-4.8, AQ 5.1-5.3, AQ 3.1-3.4, AQ 10.1-10.4, AQ 11.1-11.4, AQ 12.1-12.5, AQ 13.1-13.3, and AQ 14.1-14.4, as well as Air Quality Mitigation Measures 4.5.1A, 4.5.1B, and 4.5.1C, as specified in Riverside County General Plan EIR No. 441.

BIOLOGICAL RESOURCES

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
(a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as an endangered or threatened species, as listed in Title 14 of the California Code of Regulations (sections 670.2 or 670.5) or in Title 50 of the Code of Federal Regulations (sections 17.11 or 17.12)?			N	
(b) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?			N	
(c) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?			N	
(d) Have a substantial adverse effect on federally-protected wetlands, as defined by section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, <i>etc.</i>) through direct removal, filling, hydrological interruption, or other means?			N	
(e) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			N	
(f) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			N	
(g) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community			N	

BIOLOGICAL RESOURCES

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
Conservation Plan, or other approved local, regional, or state habitat conservation plan?				

ANALYSIS:

Thresholds (a) - (g): The proposed 2016 Amendment to the 2004 BMALUCP does not propose or entail any new development, construction, or physical changes to existing land uses or the environment. Therefore, the 2016 Amendment would not directly impact biological resources or their habitat, or conflict with applicable policies protecting biological resources or an adopted or approved habitat conservation plan. As such, the project would not directly impact the environment or result in any direct impacts to biological resources.

The proposed 2016 Amendment would not result in any new constraint on development. However, the proposed 2016 Amendment may indirectly influence future land use development in the vicinity of Banning Municipal Airport by facilitating development in some locations as a result of allowing increased intensities of nonresidential development in Compatibility Zone D and altering occupancy assumptions for retail use. Any potential indirect effects that may arise are 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 biological resources that would be associated with it. Accordingly, absent information to the contrary, any such indirect effects would be less than significant.

Further environmental analysis necessarily would occur if future development or construction results in a "project" subject to further CEQA compliance. All such projects would be required to comply with CEQA.

(Sources: Riverside County EIR No. 441; Banning General Plan EIR.)

PLAN MITIGATION: No mitigation necessary.

OTHER APPLICABLE/ADOPTED MITIGATION MEASURES: The City of Banning has committed to the following General Plan EIR Biological Resource Mitigation Measures: A, C, D, J, and K. Riverside County already has committed to mitigate development-related impacts to biological resources through compliance with Mitigation Measures: 4.6.1A, 4.6.1B, 4.6.1C, 4.6.2A, 4.6.3A, 4.6.4A, 4.6.4B, 4.6.5A, 4.6.5B, 4.6.6A, 4.6.6B, 4.6.7A, 4.6.7B, 4.6.7C, 4.6.7D, and 4.6.7E, as specified in the County EIR No. 441.

CULTURAL RESOURCES

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
(a) Alter or destroy a historic or archaeological site?			N	
(b) Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines section 15064.5?			N	
(c) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines section 15064.5?			N	
(d) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			N	
(e) Disturb any human remains, including those interred outside of formal cemeteries?			N	
(f) Restrict existing religious or sacred uses within the potential impact area?			N	

ANALYSIS:

Thresholds (a) - (f): The proposed 2016 Amendment to the 2004 BMALUCP does not propose or entail any new development, construction, or physical changes to existing land uses or the environment. Therefore, the 2016 Amendment would not directly alter or destroy a historic or archaeological site; cause a substantial adverse change in the significance of a historical resource or an archaeological resource; directly or indirectly destroy a unique paleontological resource or site or unique geologic feature; disturb any human remains, including those interred outside of formal cemeteries; or restrict existing religious or sacred uses. As such, the project would not directly impact the environment or result in any direct impacts to cultural resources.

The proposed 2016 Amendment would not result in any new constraint on development. However, the proposed 2016 Amendment may indirectly influence future land use development in the vicinity of Banning Municipal Airport by facilitating development in some locations as a result of allowing increased intensities of nonresidential development in Compatibility Zone D and altering occupancy assumptions for retail use. Any potential indirect effects that may arise are 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 cultural resources that would be associated with it. Accordingly, absent information to the contrary, any such indirect effects would be less than significant.

Further environmental analysis necessarily would occur if future development or construction results in a "project" subject to further CEQA compliance. All such projects would be required to comply with CEQA.

(Sources: Riverside County EIR No. 441; Banning General Plan EIR.)

PLAN MITIGATION: No mitigation necessary.

OTHER APPLICABLE/ADOPTED MITIGATION MEASURES: The City of Banning has committed to implementing the following General Plan EIR cultural resource mitigation measures: A, B, C, D, E, F, G, H, and I. Riverside County already has committed to mitigate development-related impacts to cultural resources through compliance with Mitigation Measures 4.7.1A, 4.7.1B, and 4.7.1C, as specified in the County EIR No. 441.

GEOLOGY/SOILS

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
(a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
(i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?				N
(ii) Strong seismic ground shaking?				N
(iii) Seismic-related ground failure, including liquefaction?				N
(iv) Landslides?				N
(b) Result in substantial soil erosion or the loss of topsoil?				N
(c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?				N
(d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?				N
(e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				N

ANALYSIS:

Thresholds (a) - (e): The proposed 2016 Amendment to the 2004 BMALUCP does not propose or entail any new development, construction, or physical changes to existing land uses or the environment. The project will not change topography or ground surface relief features, will not create cut or fill slopes, and involves no grading. The project does not involve land disturbance

and, therefore, will not result in a change in deposition, siltation, or erosion, or in an increase in wind erosion or blow sand. Therefore, the 2016 Amendment to the 2004 BMALUCP would not expose people or structures to potential substantial adverse effects involving rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure, liquefaction, or landslides; result in substantial soil erosion or the loss of topsoil; be located on a geologic unit or soil that is unstable, potentially resulting in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse; be located on expansive soil; or have soils incapable of adequately supporting the use of septic tanks. As such, the project would not directly impact the environment or result in any direct impacts to geology and soils.

The proposed 2016 Amendment would not result in any new constraint on development. However, the proposed 2016 Amendment may indirectly influence future land use development in the vicinity of Banning Municipal Airport by facilitating development in some locations as a result of allowing increased intensities of nonresidential development in Compatibility Zone D and altering occupancy assumptions for retail use. Any potential indirect effects that may arise are 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 geology and soils that would be associated with it. Accordingly, absent information to the contrary, any such indirect effects would be less than significant.

Further environmental analysis necessarily would occur if future development or construction results in a "project" subject to further CEQA compliance. All such projects would be required to comply with CEQA.

(Sources: Riverside County General Plan: Pass Area Plan, Figure 12. Banning General Plan)

PLAN MITIGATION: No mitigation necessary.

OTHER APPLICABLE/ADOPTED MITIGATION MEASURES: The City of Banning has committed to the following Banning General Plan EIR Geology and Soils mitigation measures: A, B, C, D, E, F, G, H, J, K, R, S, T, U, V, W, and X.

Riverside County already has committed to mitigate development-related impacts to geology and soils through compliance with Mitigation Measures 4.10.1A, 4.10.2A, 4.10.2B, 4.10.2C, 4.10.3A, 4.10.3B, 4.10.7A, 4.10.8A, 4.10.9A, 4.10.9B, and 4.10.9C, as specified in County EIR No. 441, and applicable General Plan Safety Element policies.

GREENHOUSE GAS EMISSIONS

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
(a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			N	
(b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			N	

ANALYSIS:

Thresholds (a) - (b): The proposed 2016 Amendment to the 2004 BMALUCP does not propose or entail any new development, construction, or physical changes to existing land uses or the environment. Therefore, the 2016 Amendment would not generate greenhouse gas emissions or conflict with an applicable plan or policy, or regulation adopted to reduce greenhouse gas emissions; as such, the project would not directly impact the environment or result in any direct impacts to global climate change.

The proposed 2016 Amendment would not result in any new constraint on development. However, the proposed 2016 Amendment may indirectly influence future land use development in the vicinity of Banning Municipal Airport by facilitating development in some locations as a result of allowing increased intensities of nonresidential development in Compatibility Zone D and altering occupancy assumptions for retail use. Any potential indirect effects that may arise are 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 global climate change that would be associated with it. Accordingly, absent information to the contrary, any such indirect effects would be less than significant.

Further environmental analysis necessarily would occur if future development or construction results in a "project" subject to further CEQA compliance. All such projects would be required to comply with CEQA.

(Sources: Riverside County EIR No. 521)

PLAN MITIGATION: No mitigation necessary.

OTHER APPLICABLE/ADOPTED MITIGATION MEASURES: The Riverside County GPA EIR for

the Climate Action Plan (CAP) has committed to implementing the following mitigation measures: AQ 19.3, AQ 23.1, AQ24.1, AQ25.1, AQ 27.1, AQ 28.2, and AQ 29.3.

HAZARDS & HAZARDOUS MATERIALS

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
(a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			N	
(b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			N	
(c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			N	
(d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?			N	
(e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of the public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?			N	
(f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?			N	
(g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			N	
(h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?			N	

ANALYSIS:

Thresholds (a) - (h): Airports are industrial uses and have the potential to create safety hazards related to aircraft activity. The objectives set forth in the State Aeronautics Act (Pub. Util. Code, §§21670-21679.5) call for the Commission to protect public health, safety, and welfare by ensuring the orderly expansion of airports and by 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. (Pub. Util. Code, §21670, subd. (a) (2).) Pursuant to the State Aeronautics Act, the 2004 BMALUCP establishes the criteria by which safety hazards relating to aircraft activity would be evaluated. These criteria are intended to reduce the risk of exposure to the hazards of an off-airport aircraft accident by limiting residential densities and concentrations of people in locations near Banning Municipal Airport. Relatedly, the 2004 BMALUCP seeks to minimize the consequences of an off-airport aircraft accident by requiring a percentage of the land area in critical locations near the Airport to remain open and reasonably suitable for a survivable emergency landing. The risks of aircraft accident occurrence also are reduced by policies limiting the height of structures, trees, and other objects that might penetrate airport airspace as defined by Part 77 of the Federal Aviation Regulations.

The proposed 2016 Amendment to the 2004 BMALUCP does not propose or entail any new development, construction, or physical changes to existing land uses or the environment. Moreover, the 2016 Amendment does not involve the transport, use, or disposal of hazardous materials, the emission or handling of hazardous or acutely hazardous materials, substances, or waste, or the location of a building, structure, or public facility on a hazardous materials site compiled by the State of California pursuant to Government Code section 65962.5.

Therefore, the 2016 Amendment would not affect the incidence of hazardous material safety hazards in the area; result in hazardous emissions within one-quarter mile of an existing or proposed school; affect any sites included on a list of hazardous materials sites; or affect emergency response plans or the incidence of wildland fires in the area. In summary, the 2016 Amendment would not directly impact the environment or result in any direct impacts relating to hazards and hazardous materials.

The proposed 2016 Amendment would not result in any new constraint on development. However, the 2016 Amendment may indirectly influence future land use development in the vicinity of Banning Municipal Airport by facilitating development in some locations as a result of allowing increased intensities of nonresidential development in Compatibility Zone D and altering occupancy assumptions for retail use. Any potential indirect effects that may arise are uncertain from a timing and location standpoint, and it is speculative to anticipate the specific characteristics of any development or the types of vulnerability to (or impacts from) hazards or hazardous materials that would be associated with it. Accordingly, absent information to the contrary, any such indirect effects would be less than significant.

Further environmental analysis necessarily would occur if future development or construction results in a "project" subject to further CEQA compliance. All such projects would be required to comply with CEQA.

(Sources: California Airport Land Use Planning Handbook (January 2002), California Division of Aeronautics, pages 9-37 through 9-48; County General Plan, Pass Area Plan, Figure 11, "Wildfire Susceptibility")

PLAN MITIGATION: No mitigation necessary.

OTHER APPLICABLE/ADOPTED MITIGATION MEASURES: In addition to the other applicable/adopted mitigation measures cited above under Aesthetics, related to lighting and glare, as specified in the County General Plan (Table 4 of the Pass Area Plan), and pursuant to the standards that the Commission applies in evaluating projects, any use that would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation shall be prohibited throughout the portion of the planning area subject to the jurisdiction of the County of Riverside and for those projects in the City of Banning subject to Commission review.

HYDROLOGY/WATER QUALITY

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
(a) Violate any water quality standards or waste discharge requirements?			N	
(b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			N	
(c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?			N	
(d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?			N	
(e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			N	
(f) Otherwise substantially degrade water quality?			N	
(g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?			N	
(h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?			N	
(i) Expose people or structures to a significant risk			N	

HYDROLOGY/WATER QUALITY

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project: of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?				
(j) Inundation by seiche, tsunami, or mudflow?				N

ANALYSIS:

Thresholds (a) - (j): The proposed 2016 Amendment to the 2004 BMALUCP does not propose or entail any new development, construction, or physical changes to existing land uses or the environment. Although some portions of the AIA are located in 100-year floodplains or flood hazard areas near Hathaway Creek, the 2016 Amendment does not propose or entail any new development, construction, or physical changes to existing land uses or the environment. It would not place housing or structures in a 100-year flood hazard area. Therefore, the 2016 Amendment would not violate any water quality standards; affect groundwater supplies; substantially alter drainage patterns; or expose people or structures to a significant risk involving flooding, seiche, tsunami or mudflow. As such, the 2016 Amendment would not directly impact the environment or result in any direct impacts to hydrology and water quality.

The proposed 2016 Amendment would not result in any new constraint on development. However, the proposed 2016 Amendment may indirectly influence future land use development in the vicinity of Banning Municipal Airport by facilitating development in some locations as a result of allowing increased intensities of nonresidential development in Compatibility Zone D and altering occupancy assumptions for retail use. Any potential indirect effects that may arise are 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 hydrology and water quality that would be associated with it. Accordingly, absent information to the contrary, any such indirect effects would be less than significant.

Further environmental analysis necessarily would occur if future development or construction results in a "project" subject to further CEQA compliance. All such projects would be required to comply with CEQA.

(Sources: County General Plan, Pass Area Plan, Figure 10, "Flood Hazards"; County EIR No. 441, Banning General Plan EIR)

PLAN MITIGATION: No mitigation necessary.

OTHER APPLICABLE/ADOPTED MITIGATION MEASURES: The City of Banning is committed to implementing the following General Plan EIR Hydrology and Water Quality mitigation

measures: A, E, F, J, K, L, P, Q, R, S, T, and V. Riverside County already has committed to mitigate development-related impacts to hydrology and water quality through compliance with Mitigation Measures 4.9.1A, 4.9.1B, 4.9.1C, 4.9.1D, 4.9.2A, 4.9.2B, 4.9.2C, 4.9.2D, 4.17.2A, 4.17.3A, 4.17.4A, 4.17.4B, 4.17.4C, 4.17.5A, 4.17.5B, 4.17.5C, 4.17.5D, and 4.17.5E, as specified in County EIR No. 441.

LAND USE/PLANNING

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
(a) Physically divide an established community?			N	
(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?			N	
(c) Conflict with any applicable habitat conservation plan or natural community conservation plan?			N	

ANALYSIS:

Thresholds (a) - (c): The proposed 2016 Amendment to the 2004 BMALUCP does not propose or entail any new development, construction, or physical changes to existing land uses or the environment. Therefore, the 2016 Amendment would not physically divide an established community or conflict with any applicable habitat conservation plan or natural community conservation plan. As such, the 2016 Amendment would not directly impact the environment or result in any direct impacts to land use and planning, with respect to thresholds (a) and (c).

The proposed 2016 Amendment would not result in any new constraint on development. Further, the 2016 Amendment does not directly or indirectly conflict with any applicable land use plan, policy, or regulation of any agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect. However, the City of Banning General Plan and the adopted 2004 BMALUCP are not consistent with each other. To the extent that the 2004 BMALUCP, with or without the 2016 Amendment, 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 Banning Municipal Airport by constraining development at some locations.

One of the conflicts between the adopted 2004 BMALUCP and existing City of Banning General Plan land use designations results from the 2004 BMALUCP's application of nonresidential intensity limitations to properties designated for commercial and industrial development located in Compatibility Zones A, B1, B2, C, and D. In Zone D, the limit on average density is 100 persons per acre. These limitations constitute constraints on development located within the AIA that otherwise would be allowed under the land use designations of the existing General Plan. A comparison of anticipated floor-area ratios pursuant to the City General Plan and allowable

average intensities pursuant to the existing 2004 BMALUCP indicates that up to 37.4 percent of potential future build-out square footage within the Downtown Commercial, General Commercial, and Highway-Serving Commercial land use designations in Compatibility Zone D (approximately 294,666 square feet of development over 82.24 acres) could be displaced. The proposed 2016 Amendment would allow for an increased intensity of use, in comparison to the intensities allowed pursuant to the existing 2004 BMALUCP, and would eliminate potential displacement of most commercial uses within Compatibility Zone D. Therefore, adoption of the 2016 Amendment would reduce the conflict between the 2004 BMALUCP and the City of Banning General Plan.

The proposed 2016 Amendment may indirectly influence future land use development in the vicinity of Banning Municipal Airport by facilitating development in some locations as a result of allowing increased intensities of nonresidential development in Compatibility Zone D and altering occupancy assumptions for retail use. Any potential indirect effects that may arise are 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. Accordingly, absent information to the contrary, any such indirect effects would be less than significant.

Further environmental analysis necessarily would occur if future development or construction results in a "project" subject to further CEQA compliance. All such projects will be required to comply with CEQA.

(Sources: County General Plan: Pass Area Plan; Banning General Plan EIR.)

PLAN MITIGATION: As discussed above, adoption of the 2016 Amendment to the 2004 Compatibility Plan would decrease the potential non-residential displacement.

OTHER APPLICABLE/ADOPTED MITIGATION MEASURES: The City of Banning has committed to implement the following General Plan EIR land use mitigation measures: A, B, and C. The County of Riverside already has committed to mitigate development-related impacts to land use compatibility and land use plans, policies, and regulations of other governmental agencies through compliance with Policies LU 1.1, LU 1.2, LU 1.4, LU 1.5, LU 1.9, LU 2.1, LU 3.1 through LU 3.5, LU 6.1, LU 6.36.5, LU 14.1 through LU 14.9, LU 16.1, LU 16.2, LU 16.4 through LU 16.11, LU 17.4, LU 22.6, and LU 26.10 of the Land Use Element, Policies C 14.1 and C 14.3 of the Circulation Element, and Policies OS 7.1 through OS 7.5 of the Multipurpose Open Space Element.

MINERAL RESOURCES

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
(a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?			N	
(b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?			N	

ANALYSIS:

Thresholds (a) and (b): The 2016 Amendment to the 2004 Compatibility Plan does not propose or entail any new development, construction, or physical changes to existing land uses or the environment. Therefore, the 2016 Amendment would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state or result in the loss of availability of a locally-important mineral resource recovery site. As such, the project would not directly impact the environment or result in any direct impacts to mineral resources.

The proposed 2016 Amendment would not result in any new constraint on development. However, the proposed 2016 Amendment may indirectly influence future land use development in the vicinity of Banning Municipal Airport by facilitating development in some locations as a result of allowing increased intensities of nonresidential development in Compatibility Zone D and altering occupancy assumptions for retail use. Any potential indirect effects that may arise are 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 mineral resources that would be associated with it. Accordingly, absent information to the contrary, any such indirect effects would be less than significant.

Further environmental analysis necessarily would occur if future development or construction results in a "project" subject to further CEQA compliance. All such projects will be required to comply with CEQA.

(Sources: County EIR No. 521; Banning General Plan EIR)

PLAN MITIGATION: No mitigation necessary.

OTHER APPLICABLE/ADOPTED MITIGATION MEASURES:

The City of Banning already has committed to mitigate development-related impacts to mineral resources through compliance with the main Goal, Policy 5, and Programs 5.A through 5.C of the Energy and Mineral Resources Element of the City's General Plan.

The County of Riverside already has committed to mitigate development-related impacts to mineral resources through compliance with Policies LU 9.6, 9.7, and 27.1 through LU 27.5 of the Land Use Element and Policies OS 14.1 through 14.6 of the Multipurpose Open Space Element (Source: GPA No. 960).

NOISE

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project result in:				
(a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			N	
(b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			N	
(c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			N	
(d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			N	
(e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?			N	
(f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?			N	

ANALYSIS:

Thresholds (a) - (f): The proposed 2016 Amendment to the 2004 BMALUCP does not propose or entail any new development, construction, or physical changes to existing land uses or the environment and does not include any changes in aircraft or airport operations that would generate additional noise. Therefore, the 2016 Amendment would not result in the exposure of people to increased noise or vibration levels, and, as such, would not directly impact the environment or result in any direct impacts related to noise.

Airports are industrial uses and have the potential to create airport-related noise. Pursuant to the State Aeronautics Act, Compatibility Plans establish the criteria by which the public's exposure to airport-related noise would be evaluated. These criteria are intended to reduce the public's

exposure to noise by limiting residential densities and concentrations of people in locations near Banning Municipal Airport.

The proposed 2016 Amendment would not result in any new constraint on development. However, the proposed 2016 Amendment may indirectly influence future land use development in the vicinity of Banning Municipal Airport by facilitating development in some locations as a result of allowing increased intensities of nonresidential development in Compatibility Zone D and altering occupancy assumptions for retail use. Any potential indirect effects that may arise are uncertain from a timing and location standpoint, and it is speculative to anticipate the specific characteristics of any development or the types of impacts related to noise that would be associated with it. Accordingly, absent information to the contrary, any such indirect effects would be less than significant.

Further environmental analysis necessarily would occur if future development or construction results in a "project" subject to further CEQA compliance. All such projects will be required to comply with CEQA.

(Sources: County EIR No. 521; Banning General Plan EIR.)

PLAN MITIGATION: No mitigation necessary.

OTHER APPLICABLE/ADOPTED MITIGATION MEASURES: The 2004 BMALUCP reduces impacts from aircraft and airport noise. Pursuant to this Plan, with or without the proposed 2016 Amendment, residential projects subject to review by the Commission and its staff within the ultimate 55 dB CNEL contour at Banning Municipal Airport shall be subject to a condition requiring that noise attenuation measures be incorporated into residential construction to ensure that interior noise levels from aircraft operations are at or below 45 dB CNEL. (In most cases, mitigation to 45 dB CNEL may be achieved with standard construction if the exterior aircraft noise level is at or below 60 dB CNEL.) Residential projects subject to outdoor noise levels less than 55 dB CNEL are not considered to be impacted.

The City of Banning is committed to implementing the following General Plan EIR Noise mitigation measures: C, D, E, F, G, H, I, and N. Riverside County already has committed to mitigate airport- and development-related impacts to noise through compliance with Policies N-7.1 through N-7.5 and N-13.1 through N-13.4 from the Noise Element of the County of Riverside General Plan, and Policies LU-1.8, 15.1, and 15.2 of the Land Use Element. Mitigation Measures 4.13.2A, 4.13.2B, 4.13.2C, and 4.13.2D from the existing EIR No. 441 also reduce noise impacts.

POPULATION/HOUSING

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
(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)?			N	
(b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?			N	
(c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?			N	

ANALYSIS:

Thresholds (a) - (c): The proposed 2016 Amendment to the 2004 BMALUCP does not propose or entail any new development, construction, or physical changes to existing land uses or the environment. Therefore, the 2016 Amendment would not displace substantial numbers of existing housing or displace substantial numbers of people, and, as such, would not directly impact the environment or result in any direct impacts to population and housing, with respect to thresholds (b) and (c).

The proposed 2016 Amendment would not result in any new constraint on development. However, the proposed 2016 Amendment may indirectly influence future land use development in the vicinity of Banning Municipal Airport by facilitating development in some locations as a result of allowing increased intensities of nonresidential development in Compatibility Zone D and altering occupancy assumptions for retail use. Any potential indirect effects that may arise are 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. Accordingly, absent information to the contrary, any such indirect effects would be less than significant.

Further environmental analysis necessarily would occur if future development or construction results in a "project" subject to further CEQA compliance. All such projects will be required to comply with CEQA.

(Sources: County EIR No. 521; Banning General Plan EIR.)

PLAN MITIGATION: No mitigation necessary.

PUBLIC SERVICES

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
(i) Fire protection?			N	
(ii) Police protection?			N	
(iii) Schools?			N	
(iv) Parks?			N	
(v) Other public facilities?			N	

ANALYSIS:

Threshold (a): The proposed 2016 Amendment to the 2004 BMALUCP does not propose or entail any new development, construction, or physical changes to existing land uses or the environment. Therefore, the 2016 Amendment would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, and would not induce substantial population growth in an area and, therefore, would not result in the need for new or physically altered governmental facilities and, as such, would not directly impact the environment or result in any direct impacts related to public services.

The proposed 2016 Amendment would not result in any new constraint on development. However, the proposed 2016 Amendment may indirectly influence future land use development in the vicinity of Banning Municipal Airport by facilitating development in some locations as a result of allowing increased intensities of nonresidential development in Compatibility Zone D and altering occupancy assumptions for retail use. Any potential indirect effects that may arise are 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 public services that would be associated with it. Accordingly, absent information to the contrary, any such indirect effects would be less than significant.

Further environmental analysis necessarily would occur if future development or construction results in a "project" subject to further CEQA compliance. All such projects will be required to comply with CEQA.

(Sources: Riverside County General Plan EIR No. 441; Banning General Plan EIR.)

PLAN MITIGATION: No mitigation necessary.

OTHER APPLICABLE/ADOPTED MITIGATION MEASURES: The City of Banning already has committed to mitigate development-related impacts to public services through compliance with Mitigation Measures outlined in the Public Services and Utilities section in the Banning EIR, with Policies 2 and 4 of the Public Buildings and Facilities Element, Policy 4 of the Schools and Libraries Element, and Policies 1, 3, and 4 of the Police and Fire Protection Element of the Banning General Plan, plus those Goals and Policies identified in the paragraph relating to the City of Banning in the "Other Applicable/Adopted Mitigation Measures" portion of the Recreation discussion, as stated below.

Riverside County already has committed to mitigate development-related impacts to public services through compliance with Mitigation Measures 4.13.2D, 4.15.2A, 4.15.2B, 4.15.2C, 4.15.2D, 4.15.6A, 4.15.7A, and 4.15.7B, as specified in County EIR No. 441, and applicable General Plan policies, especially policies in the Safety Element and Land Use Element.

RECREATION

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			N	
(b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			N	

ANALYSIS:

Thresholds (a) and (b): The proposed 2016 Amendment to the 2004 BMALUCP does not propose or entail any new development, construction, or physical changes to existing land uses or the environment. Therefore, the 2016 Amendment would not increase the use of existing neighborhood and regional parks or other recreational facilities and does not require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment, and, as such, would not directly impact the environment or result in any direct impacts to recreation.

The proposed 2016 Amendment would not result in any new constraint on development. However, the proposed 2016 Amendment may indirectly influence future land use development in the vicinity of Banning Municipal Airport by facilitating development in some locations as a result of allowing increased intensities of nonresidential development in Compatibility Zone D and altering occupancy assumptions for retail use. Any potential indirect effects that may arise are uncertain from a timing and location standpoint, and it is speculative to anticipate the specific characteristics of any development or the types of impacts related to recreation that would be associated with it. Accordingly, absent information to the contrary, any such indirect effects would be less than significant.

Further environmental analysis necessarily would occur if future development or construction results in a "project" subject to further CEQA compliance. All such projects will be required to comply with CEQA.

(Sources: County EIR No. 441; Banning EIR; County General Plan, The Pass Area Plan, Figure 8, "Trails and Bikeway System.")

PLAN MITIGATION: No mitigation necessary.

OTHER APPLICABLE/ADOPTED MITIGATION MEASURES:

The City of Banning and Riverside County already have committed to mitigate development-related impacts to recreation through compliance with applicable General Plan policies.

TRANSPORTATION/TRAFFIC

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
(a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (<i>i.e.</i> , result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?			N	
(b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?			N	
(c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?			N	
(d) Substantially increase hazards due to a design feature (<i>e.g.</i> , sharp curves or dangerous intersections) or incompatible uses (<i>e.g.</i> , farm equipment)?			N	
(e) Result in inadequate emergency access?			N	
(f) Result in inadequate parking capacity?			N	
(g) Conflict with adopted policies, plans, or programs supporting alternative transportation (<i>e.g.</i> , bus turnouts, bicycle racks)?			N	

ANALYSIS:

Thresholds (a) - (g): The proposed 2016 Amendment to the 2004 BMALUCP does not propose or entail any new development, construction, or physical changes to existing land uses or the environment. Therefore, the 2016 Amendment would not cause an increase in traffic, substantially increase design hazards, result in inadequate emergency access or parking capacity, or conflict with applicable alternative transportation plans. As such, the project would not directly impact the environment or result in any direct impacts related to traffic.

The proposed 2016 Amendment would not result in any new constraint on development. However, the proposed 2016 Amendment may indirectly influence future land use development

in the vicinity of Banning Municipal Airport by facilitating development in some locations as a result of allowing increased intensities of nonresidential development in Compatibility Zone D and altering occupancy assumptions for retail use. Any potential indirect effects that may arise are uncertain from a timing and location standpoint, and it is speculative to anticipate the specific characteristics of any development or the types of traffic impacts that would be associated with it. Accordingly, absent information to the contrary, any such indirect effects would be less than significant.

Further environmental analysis necessarily would occur if future development or construction results in a "project" subject to further CEQA compliance. All such projects would be required to comply with CEQA.

PLAN MITIGATION: No mitigation necessary.

OTHER APPLICABLE/ADOPTED MITIGATION MEASURES: The City of Banning already has committed to mitigate development-related impacts to traffic through compliance with the 2013 Circulation Element Update, particularly Policies 5 and 6 and Program 4.C of the Circulation Element (as amended). Furthermore, the City of Banning committed to improve circulation performance in its 2013 Circulation Element Update. Riverside County already has committed to mitigate traffic through compliance with Mitigation Measures 4.16.1A, 4.16.1B, and 4.16.1C, as specified in County EIR No. 441.

UTILITIES/SERVICE SYSTEMS

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
(a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			N	
(b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			N	
(c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effect?			N	
(d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			N	
(e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demands in addition to the provider's existing commitments?			N	
(f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			N	
(g) Comply with federal, state, and local statutes and regulations related to solid waste?			N	

ANALYSIS:

Thresholds (a) - (g): The proposed 2016 Amendment to the 2004 BMALUCP does not propose or entail any new development, construction, or physical changes to existing land uses or the environment. Therefore, the 2016 Amendment would not result in the construction of new wastewater or storm water facilities, and would not require additional water supplies, or wastewater or landfill capacity. As such, the project would not directly impact the environment or result in any direct impacts to utilities and service systems.

The proposed 2016 Amendment would not result in any new constraint on development. However, the proposed 2016 Amendment may indirectly influence future land use development in the vicinity of Banning Municipal Airport by facilitating development in some locations as a result of allowing increased intensities of nonresidential development in Compatibility Zone D and altering occupancy assumptions for retail use. Any potential indirect effects that may arise are 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 utilities and service systems that would be associated with it. Accordingly, absent information to the contrary, any such indirect effects would be less than significant.

Further environmental analysis necessarily would occur if future development or construction results in a "project" subject to further CEQA compliance. All such projects would be required to comply with CEQA.

(Sources: County EIR No. 441; Banning General Plan EIR.)

PLAN MITIGATION: No mitigation necessary.

OTHER APPLICABLE/ADOPTED MITIGATION MEASURES: The City of Banning has committed to implementing the following General Plan EIR utility and service system mitigation measures: A, B, C, D, E, F, G, H, I, and J. Riverside County already has committed to mitigate development-related impacts to utilities and service systems through compliance with Mitigation Measures 4.15.3A through 4.15.3F, 4.15.4A, 4.17.1A, 4.17.1B, 4.17.1C, 4.17.1D, 4.17.2A, 4.17.3A, 4.17.4A, 4.17.4B, 4.17.4C, 4.17.5A, 4.17.5B, 4.17.5C, 4.17.5D, and 4.17.5E, as specified in County EIR No. 441.

MANDATORY FINDINGS OF SIGNIFICANCE

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?			N	
(b) Does the project have impacts that are individually limited, but cumulatively considerable?			N	
(c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			N	

ANALYSIS:

Thresholds (a) - (c): The proposed 2016 Amendment to the 2004 BMALUCP does not propose or entail any new development, construction, or physical changes to existing land uses or the environment. Therefore, the 2016 Amendment does not have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory; have impacts that are individually limited, but cumulatively considerable; or have environmental effects which will cause substantial adverse effects on human beings. As such, the project would not directly impact the environment or result in any direct impacts in this regard.

The proposed 2016 Amendment would not result in any new constraint on development. However, the proposed 2016 Amendment may indirectly influence future land use development in the vicinity of Banning Municipal Airport by facilitating development in some locations as a result of allowing increased intensities of nonresidential development in Compatibility Zone D and altering occupancy assumptions for retail use. Any potential indirect effects that may arise are 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 wildlife, their habitats, important

examples of California history, or human beings that would be associated with it. Accordingly, absent information to the contrary, any such indirect effects would be less than significant.

Further environmental analysis necessarily would occur if future development or construction results in a "project" subject to further CEQA compliance. All such projects would be required to comply with CEQA.

Additionally, because the 2004 BMALUCP and the proposed 2016 Amendment are regulatory in nature and will not result in any new development, construction, or physical changes to existing land uses or the environment, there is no potential for creation of cumulatively significant environmental impacts. Indeed, the Compatibility Plan serves as a mitigation plan designed to avoid certain noise and safety impacts that might otherwise be cumulatively significant.

PLAN MITIGATION: No mitigation necessary.

OTHER APPLICABLE/ADOPTED MITIGATION MEASURES: None required.

EARLIER ANALYSES

Earlier analyses may be used where, pursuant to tiering, program EIR, or other CEQA process, one or more effects have been adequately analyzed in an earlier EIR or negative declaration. (CEQA Guidelines, section 15063, subd. (c)(3)(D).)

SOURCES

The following documents referenced in this Initial Study are incorporated by this reference and are available for public inspection and review, upon request to John J. G. Guerin, at the Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California, 92501:

CALIFORNIA DEPARTMENT OF TRANSPORTATION, DIVISION OF AERONAUTICS. California Airport Land Use Planning Handbook, 2002. (Also available for review at www.dot.ca.gov/hq/planning/aeronaut/htmlfile/landuse.php.)

CITY OF BANNING, CALIFORNIA. Banning General Plan. Adopted January 31, 2006.

CITY OF BANNING, CALIFORNIA. City of Banning General Plan Environmental Impact Report (State Clearinghouse No. 2005011039). June 2005.

CITY OF BANNING, CALIFORNIA. Draft Environmental Impact Report Circulation Element General Plan Amendment (SCH 2012011008). September 2012

COUNTY OF RIVERSIDE, CALIFORNIA. Riverside County General Plan, The Pass Area Plan. March 2014. (Also available for review at http://planning.rctlma.org/Portals/0/genplan/general_plan_2013/3%20Area%20Plan%20Volume%20PASS_clean_112414.pdf.)

COUNTY OF RIVERSIDE, CALIFORNIA. Riverside County General Plan Final Program Environmental Impact Report (Environmental Impact Report No. 441, State Clearinghouse No. 2002051143). October 2003.

COUNTY OF RIVERSIDE, CALIFORNIA. Riverside County General Plan Final Program Environmental Impact Report (Environmental Impact Report No. 521, State Clearinghouse No. 2009041065). February 2015. (Also available for review at <http://planning.rctlma.org/ZoningInformation/GeneralPlan/GeneralPlanAmendmentNo960EIRNo521CAPFebruary2015.aspx>.)

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION. Riverside County Airport Land Use Compatibility Plan (including the previously adopted 2004 Compatibility Plan for Banning Municipal Airport). October 14, 2004. (Also available for review at www.rcaluc.org/plan_new.asp.)

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION. 2004 Banning Municipal Airport Land Use Compatibility Plan. 2004. (Also available for review at <http://www.rcaluc.org/Portals/0/PDFGeneral/plan/newplan/46-%20Vol.%203%20Banning%20Municipal.pdf>.)

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

STAFF REPORT

ADMINISTRATIVE ITEMS

- 4.1 Director's Approvals. During the period of April 28, 2016 through May 25, 2016, as authorized pursuant to Section 1.5.2(d) of the 2004 Riverside County Airport Land Use Compatibility Plan, ALUC Director Ed Cooper reviewed three ALUC cases within the March Airport Influence Areas in western Riverside County and issued determinations of consistency.

ZAP1196MA16 (March, Zone E) pertains to City of Riverside Case No. P15-0773 (Minor Conditional Use Permit), a proposal to construct a 50 foot high mono-eucalyptus wireless communications facility with a 96 square foot development footprint on a 3.97-acre site located at 1910 Martin Luther King Boulevard (the southwest corner of Martin Luther King Boulevard and Ottawa Street). There is an existing church (Park Avenue Missionary Baptist Church) on the property. The site is more than 500 feet lower than the elevation of March's Runway 14-32 at its northerly terminus and is more than 25,000 feet from the runways at Riverside Municipal Airport. The site is approximately 17,000 feet from Flabob Airport, but as Flabob's runway does not exceed a length of 3,200 feet, the notice radius for that airport is only 10,000 feet, and the notice surface is evaluated on the basis of a 50:1 slope, rather than a 100:1 slope. Therefore, FAA review for height/elevation reasons was not required. ALUC Director Ed Cooper issued a determination of consistency for this project on May 6, 2016.

Additionally, as authorized pursuant to ALUC Resolution No. 15-01, ALUC Director Ed Cooper reviewed a multi-case proposal that included two legislative cases (a general plan amendment and a zone change) and two non-legislative cases (a tentative tract map with a conditional use permit for planned unit development) within the portion of the City of Moreno Valley in Airport Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Influence Area.

ZAP1197MA16 (March, Zone E) pertains to four cases. City of Moreno Valley Case Nos. P16-0018 (General Plan Amendment) and P16-0019 (Zone Change) are proposals to amend the City of Moreno Valley General Plan land use designation and zoning, respectively, of 15.06 acres located southerly of Gentian Avenue and easterly of Indian Street from Residential 30 (R30) to Residential 5 (R5). The 15.06-acre area is a portion of a larger area proposed for the subdivision/Planned Unit Development. These proposals are associated with City of Moreno Valley Case Nos. PA14-0053 (Tentative Tract Map No. 36760), a proposal to subdivide 53 acres located southerly of Gentian Avenue and easterly of Indian Street into 221 single-family residential lots and 14 lettered lots providing for a 2.83-acre park, two water quality basins, paseos, trail, storm drain easements, and common area lots, and PA14-0052 (Conditional Use Permit), a proposal allowing the project to be designed as a Planned Unit Development consisting of 145 lots with a minimum lot size of 4,000 square feet and 76 lots with a minimum lot size of 5,000 square feet. The elevation of March's Runway 14-32 at its southerly terminus (low point) is 1488 feet above mean sea level (AMSL). The site is located approximately 8,300 feet from this runway at its nearest point, with an interpolated runway elevation of 1516 feet AMSL. The site has an existing maximum elevation of 1520 feet AMSL. With a maximum structure height of 40 feet, the top point elevation of structures would be 1560 feet AMSL. At a distance of 8,300 feet, Federal Aviation Administration Obstruction Evaluation Service (FAAOES)

review would only be required for any structures exceeding 1599 feet AMSL. Therefore, FAA review for height/elevation reasons was not required. ALUC Director Ed Cooper issued a determination of consistency for this project on May 10, 2016.

As authorized pursuant to the Commission's specific delegation of authority at its May 12, 2016 meeting, ALUC Director Ed Cooper reviewed ZAP1198MA16 (March, Zone C2), pertaining to City of Riverside Case No. P15-1098 (Conditional Use Permit), a proposal to establish an animal hospital in an existing 1,994 square foot commercial suite with an address of 141 Alessandro Boulevard, Suite D within a 7.98-acre parcel that includes a portion of Mission Grove Plaza, located southerly of Alessandro Boulevard, easterly of Trautwein Road, northerly of Mission Village Drive, and westerly of Mission Grove Parkway. The 7.98-acre parcel includes a theater complex and, as a scaled site plan was not available, the single-acre intensity could not be calculated. However, Section 3.3.2(b) of the Countywide Policies included in the 2004 Riverside County Airport Land Use Compatibility Plan states that nonconforming nonresidential development may be allowed, provided that the proposed intensities are not increased above previous levels. Based on testimony that previous uses of the suite included a youth church facility and a tae kwon do studio, the proposed facility would be significantly lower in intensity than previous occupants. The proposed animal hospital would use an existing suite within a building; therefore, FAA review was not required. ALUC Director Ed Cooper issued a determination of consistency for this project on May 19, 2016.

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

Y:\ALUC\ALUC Administrative Items\Admin. 2016\ADmin Item 06-09-16.doc



AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY

CHAIR
Simon Housman
Rancho Mirage

May 6, 2016

VICE CHAIRMAN
Rod Ballance
Riverside

Ms. Candice Assadzadeh, Project Planner
City of Riverside 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**

Glen Holmes
Hemet

File No.: ZAP1196MA16

John Lyon
Riverside

Related File No.: P15-0773 (Minor Conditional Use Permit)

APN: 221-220-004

Greg Pettis
Cathedral City

Dear Ms. Assadzadeh:

Steve Manos
Lake Elsinore

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. P15-0773, a minor conditional use permit to construct a 50 foot high wireless mono-eucalyptus facility with a 96 square foot development footprint on an existing 3.97 acre church facility site located at 1910 Martin Luther King Boulevard (southwest corner of Martin Luther King Boulevard and Ottawa Avenue).

STAFF

Director
Ed Cooper

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 (March AIA). Within Compatibility Zone E of the March AIA, non-residential intensity is not restricted.

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

The elevation of the site is more than 500 feet lower than the elevation of March's Runway 14-32 at its northerly terminus (approximately 1,535 feet above mean sea level). The site is located more than 25,000 feet from the runway at Riverside Municipal Airport. Flabob Airport is approximately 17,000 feet away, but as Flabob's runway does not exceed a length of 3,200 feet, the notice radius for that airport is only 10,000 feet, and the notice surface is evaluated on the basis of a 50:1 slope rather than a 100:1 slope. Therefore, FAA Obstruction Evaluation Service review for height/elevation reasons was not required.

www.rcaluc.org

As ALUC Director, I hereby find the above-referenced Plot Plan **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

AIRPORT LAND USE COMMISSION

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 property and to tenants and/or lessees of the building thereon.

If you have any questions, please contact Paul Rull, 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



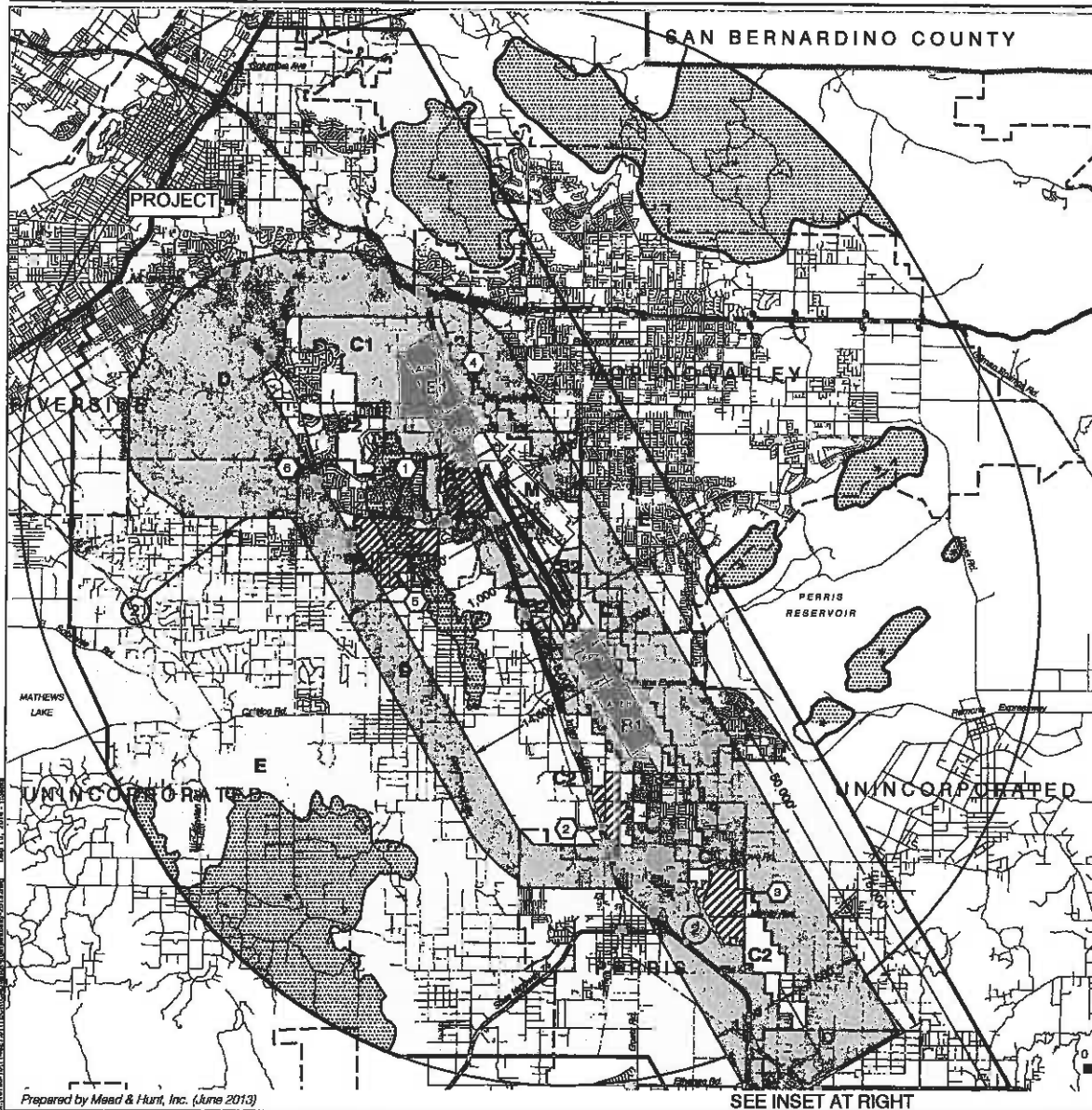
Edward C. Cooper, Director

Attachments: Notice of Airport in Vicinity

cc: Core Communications Group, LLC (applicant/payee)
Park Avenue Missionary Baptist Church (owner)
Maree Hoeger (representative)
Gary Gosliga, Airport Manager, March Inland Port Airport Authority
Denise Hauser or Sonia Pierce, March Air Reserve Base
ALUC Case 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

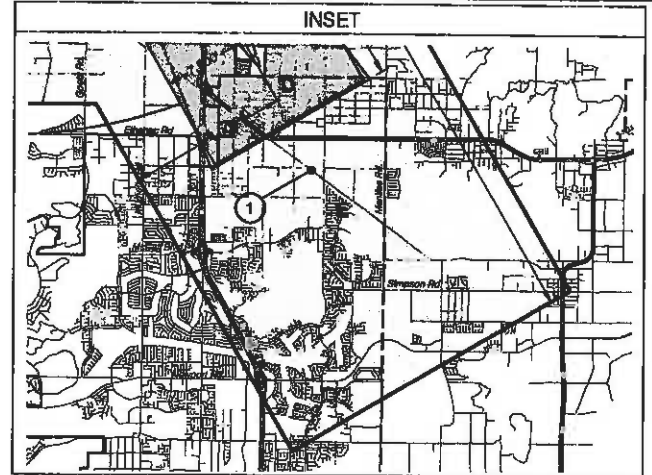
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

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.



Base map source: County of Riverside 2013

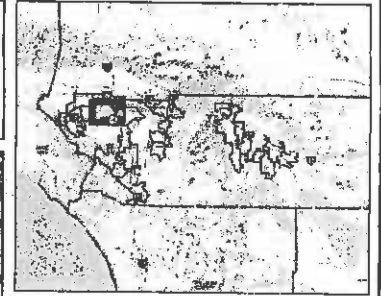
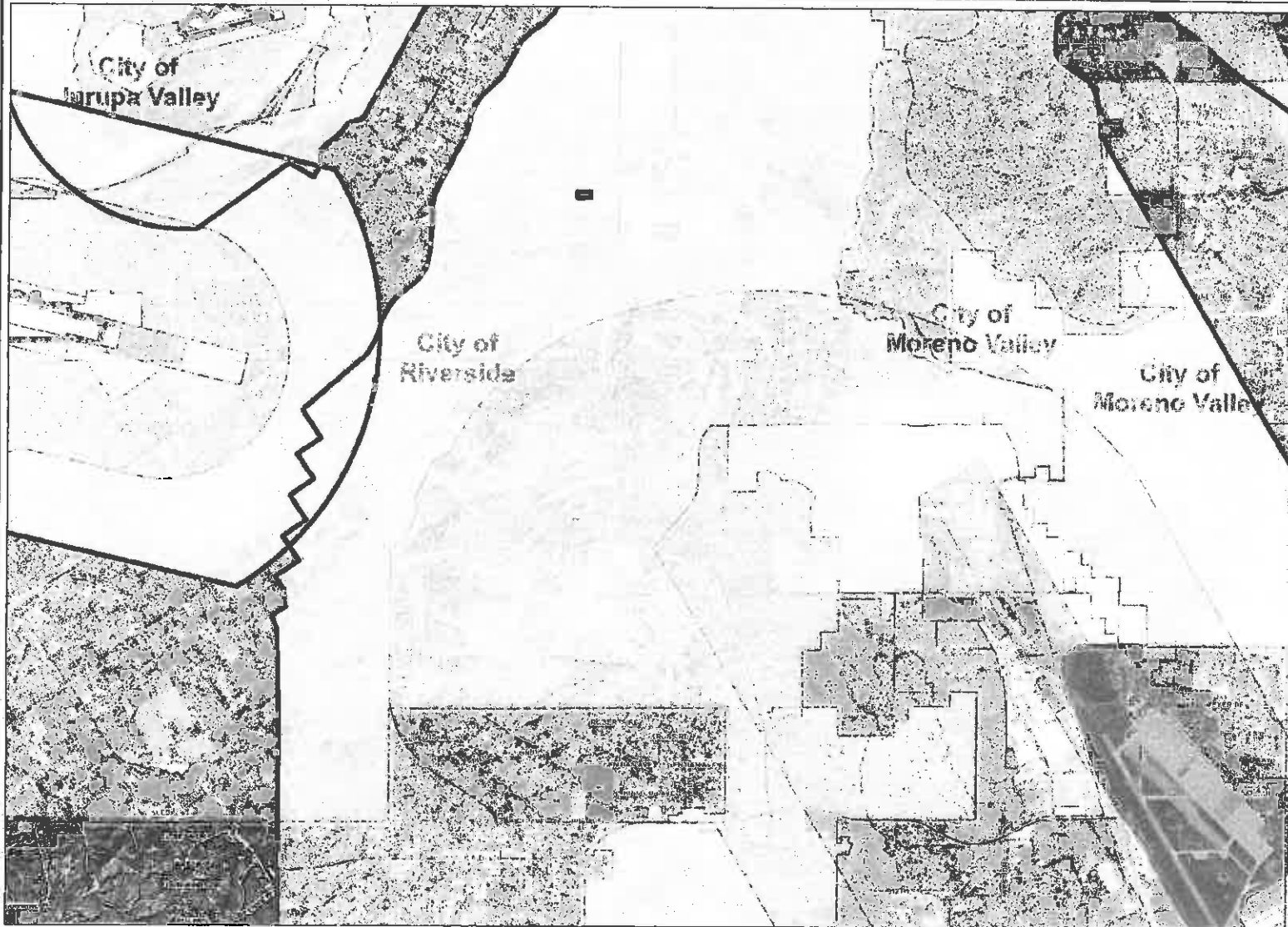
Map MA-1

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

SEE INSET AT RIGHT

Prepared by Mead & Hunt, Inc. (June 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-EXC6
- C2-HIGHT



0 8,740 17,480 Feet



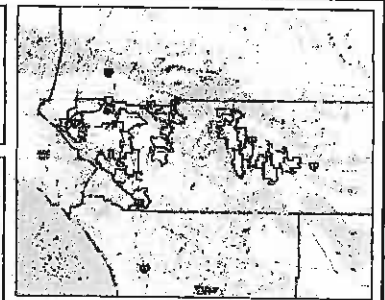
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or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

- 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

273

546 Feet



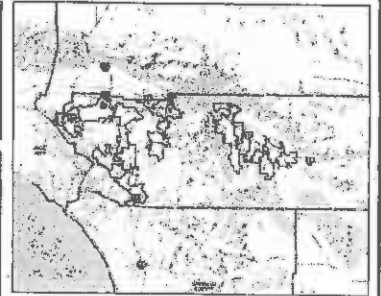
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or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

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



0

273

546 Feet



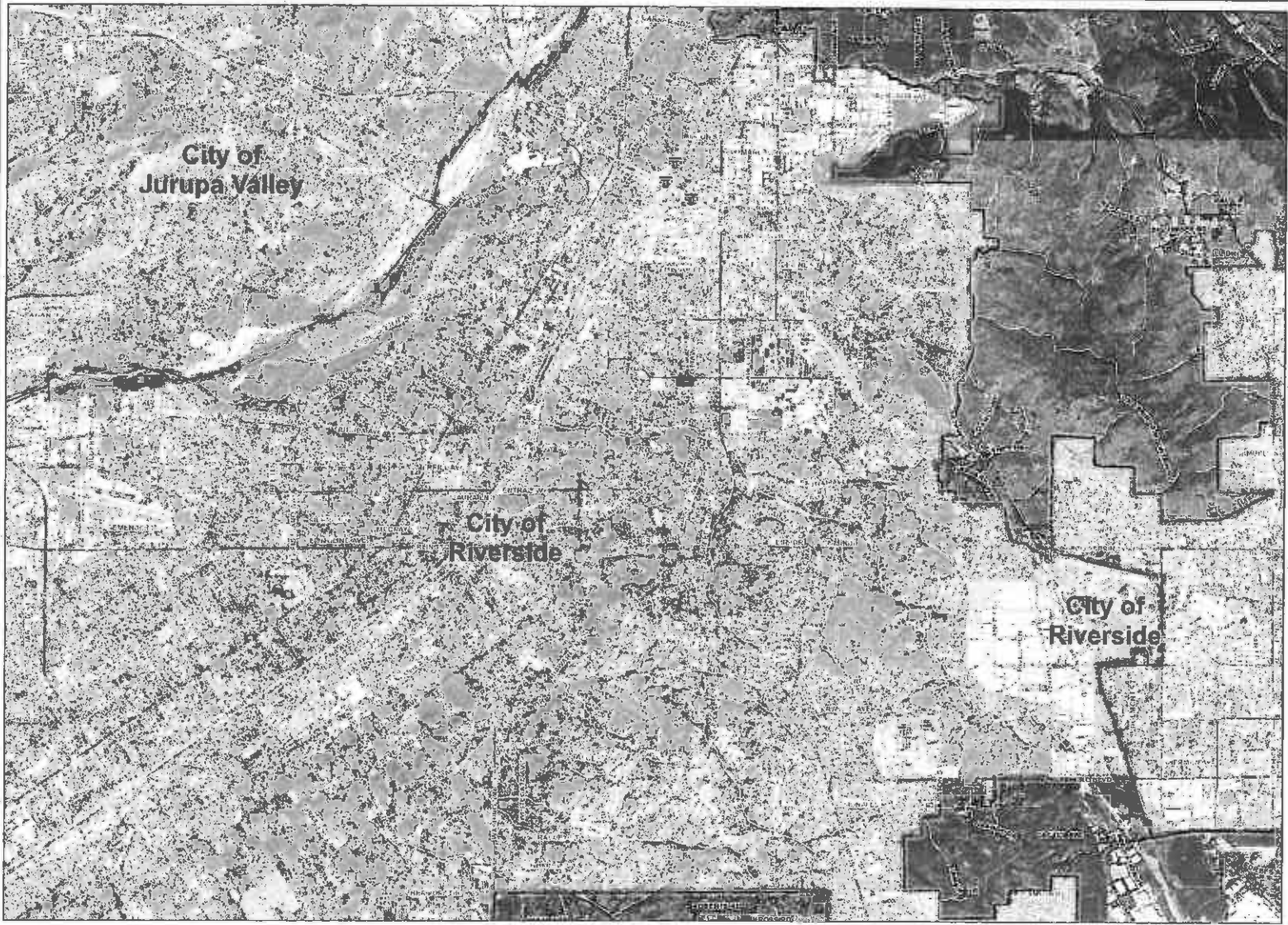
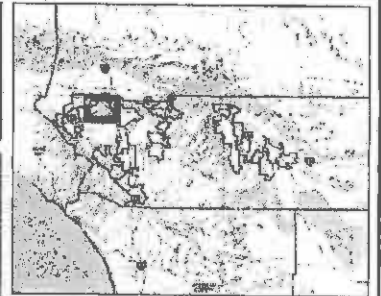
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REPORT PRINTED ON... 5/4/2016 8:56:52 AM

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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 8,740 17,480 Feet



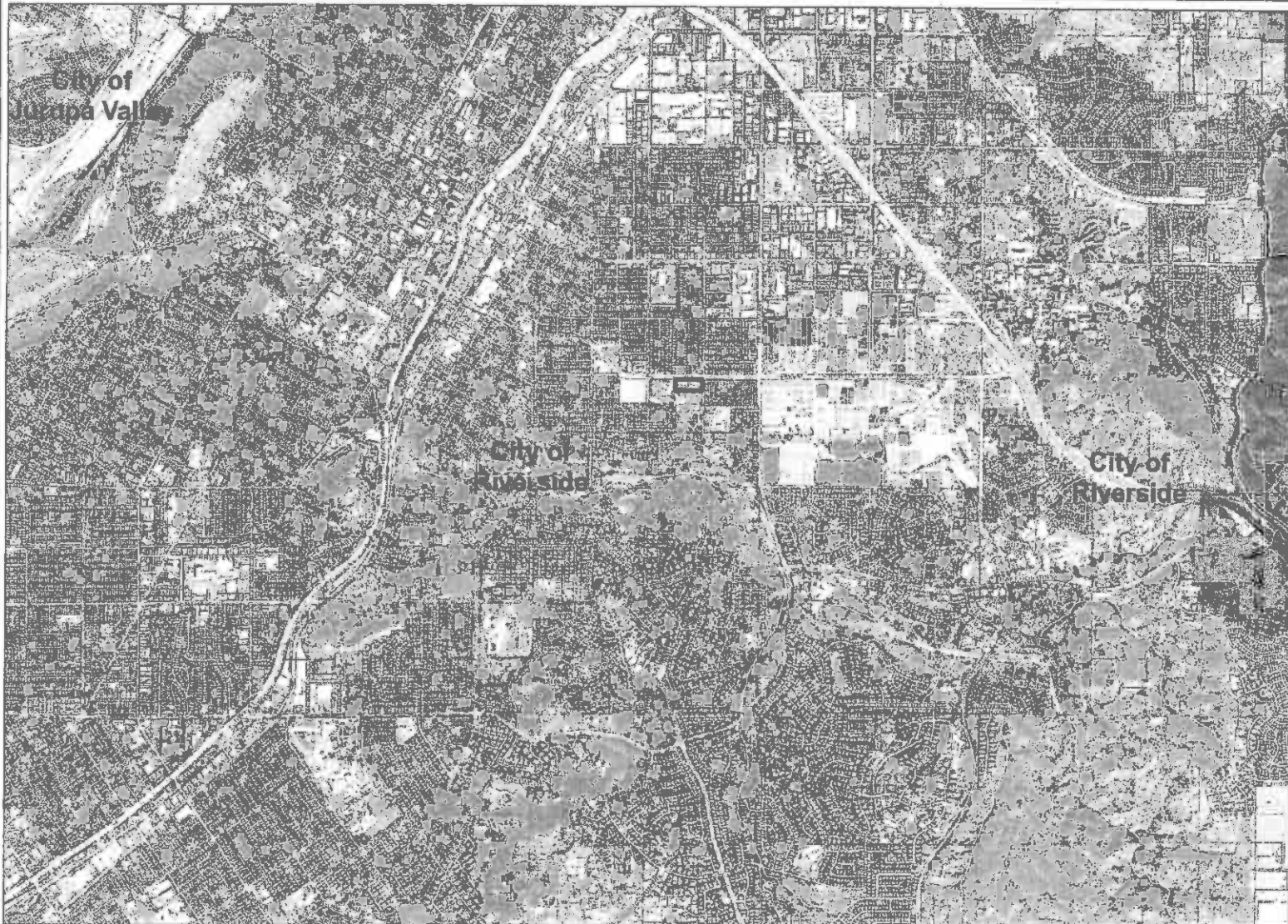
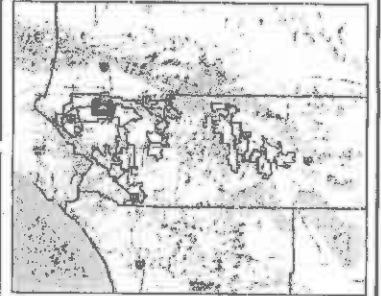
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Notes

My Map



Legend

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



0 4,370 8,740 Feet



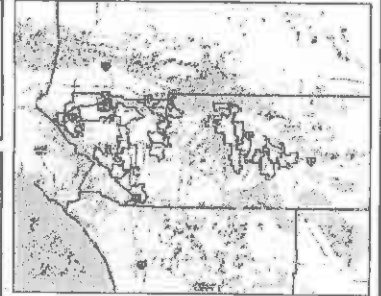
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Notes

My Map



Legend

 City Boundaries

Cities

roadsanno

highways

— HWY

— INTERCHANGE

— INTERSTATE

— OFFRAMP

— ONRAMP

— US HWY

roads


— Major Roads

— Arterial

— Collector

— Residential

 counties

 cities

hydrographylines

waterbodies

Lakes

Rivers



0

2,185

4,370 Feet



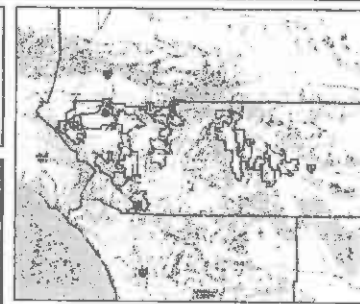
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Notes

My Map



Legend

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



0

546

1,092 Feet



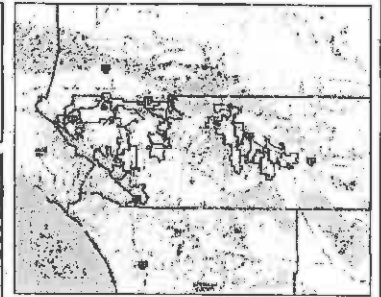
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REPORT PRINTED ON... 5/4/2016 9:05:59 AM

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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



0

137

273 Feet

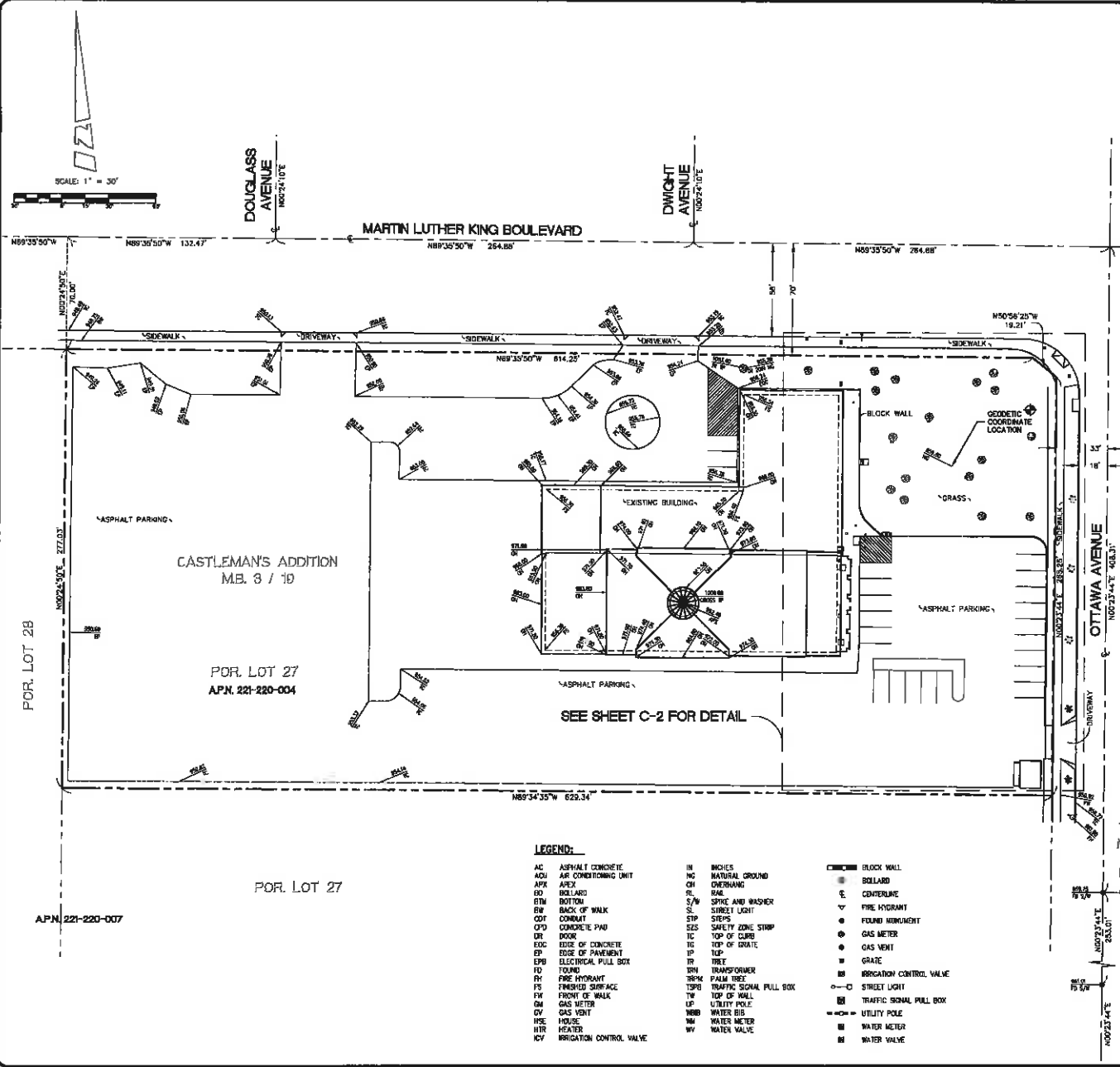


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Notes



BASIS OF BEARINGS:
 THE CENTERLINE OF OTTAWA AVENUE BEING NORTH 00°23'44" EAST PER TRACT NO. 31801, M.B. 378/86-104, RECORDS OF RIVERSIDE COUNTY.

ASSESSOR'S IDENTIFICATION:
 RIVERSIDE COUNTY A.P.N. 221-220-004

AREA:
 3.974 ACRES PER RIVERSIDE COUNTY ASSESSOR

BENCH MARK REFERENCE:
 U.S.G.S. BENCH MARK "TM 883"
 UNITED STATES GEOLOGICAL SURVEY BENCH MARK "TM 883" AS SHOWN ON THE "TRAVERSIDE EAST" 7.5 MINUTE QUADRANGLE MAP.

ELEVATION: 965.8 FEET A.M.S.L. (NAVD83) (DATUM VERIFIED IN FIELD TO BE WITHIN 1-A ACCURACY STANDARDS)

TITLE REPORT IDENTIFICATION:
 ORANGE COAST TITLE COMPANY, PRELIMINARY TITLE REPORT NO. 140-1614995-86, DATED AS OF NOVEMBER 11, 2014.

EASEMENT(S) NOTES:
 EASEMENT(S) SHOWN HEREON ARE PER ORANGE COAST TITLE COMPANY, PRELIMINARY TITLE REPORT NO. 140-1614995-86, DATED AS OF NOVEMBER 11, 2014.

LEGAL DESCRIPTION:
 1/2 A RIGHT OF WAY RESERVED TO THE RIVERSIDE WATER COMPANY, ITS SUCCESSORS AND ASSIGNS, FOR THE CONSTRUCTION AND MAINTENANCE OF ALL NECESSARY WATER PIPES, DITCHES, FLUMES AND APPARATUS FOR THE PURPOSE OF IRRIGATION AND DOMESTIC USE. (DO NOT LOCATE, NO DOCUMENTARY REFERENCES)

APPROVED BY:
 LANDLORD: _____
 ZONING: _____
 VZM REF: _____
 VZM INTERCONNECT: _____
 VZM UTILITY COORD: _____
 VZM CONST MGR: _____
 VZM PROJECT MGR: _____

DATE OF SURVEY:
 OCTOBER 03, 2014

LIVING PLANTS STATEMENT:
 THE HEIGHTS AND ELEVATIONS FOR THE TREES, BUSHES AND OTHER LIVING PLANTS SHOWN HEREON, SHOULD BE CONSIDERED APPROXIMATE (+/-) AND ONLY VALID FOR THE DATE OF THIS SURVEY. THEY ARE PROVIDED AS A GENERAL REFERENCE AND SHOULD NOT BE USED FOR DESIGN PURPOSES.

TRACT NO. 31801
 M.B. 378 / 86-104
 LA PALOMA LANE
 (PRIVATE STREET)
 N89°31'37"W

SEE SHEET C-2 FOR SITE DETAILS

REV.	DATE/BY	REVISION DESCRIPTION
1	10/09/14 RF	ISSUED FOR REVIEW
2	11/18/14 JA	ADDED TITLE INFO.

ENGINEER/CONSULTANT:

BERT HAKE
 AND ASSOCIATES, INC.
 LAND SURVEYING & MAPPING
 3188 AIRWAY AVENUE, SUITE 11
 COSTA MESA, CALIFORNIA 92628
 714 557-1588 FAX
 JN. 1207.015

Verizon wireless

15505 SAND CANYON AVE.
 BUILDING D' 1st. FLOOR
 IRVINE, CA 92618
 PHONE (949) 286-7000

AME DEVELOPMENT

APPROVALS:

APPROVED BY:	INITIALS:	DATE:
LANDLORD:		
VZM SITE ACC:		
ZONING:		
VZM REF:		
VZM INTERCONNECT:		
VZM UTILITY COORD:		
VZM CONST MGR:		
VZM PROJECT MGR:		

SITE NAME:
HOLYOKE

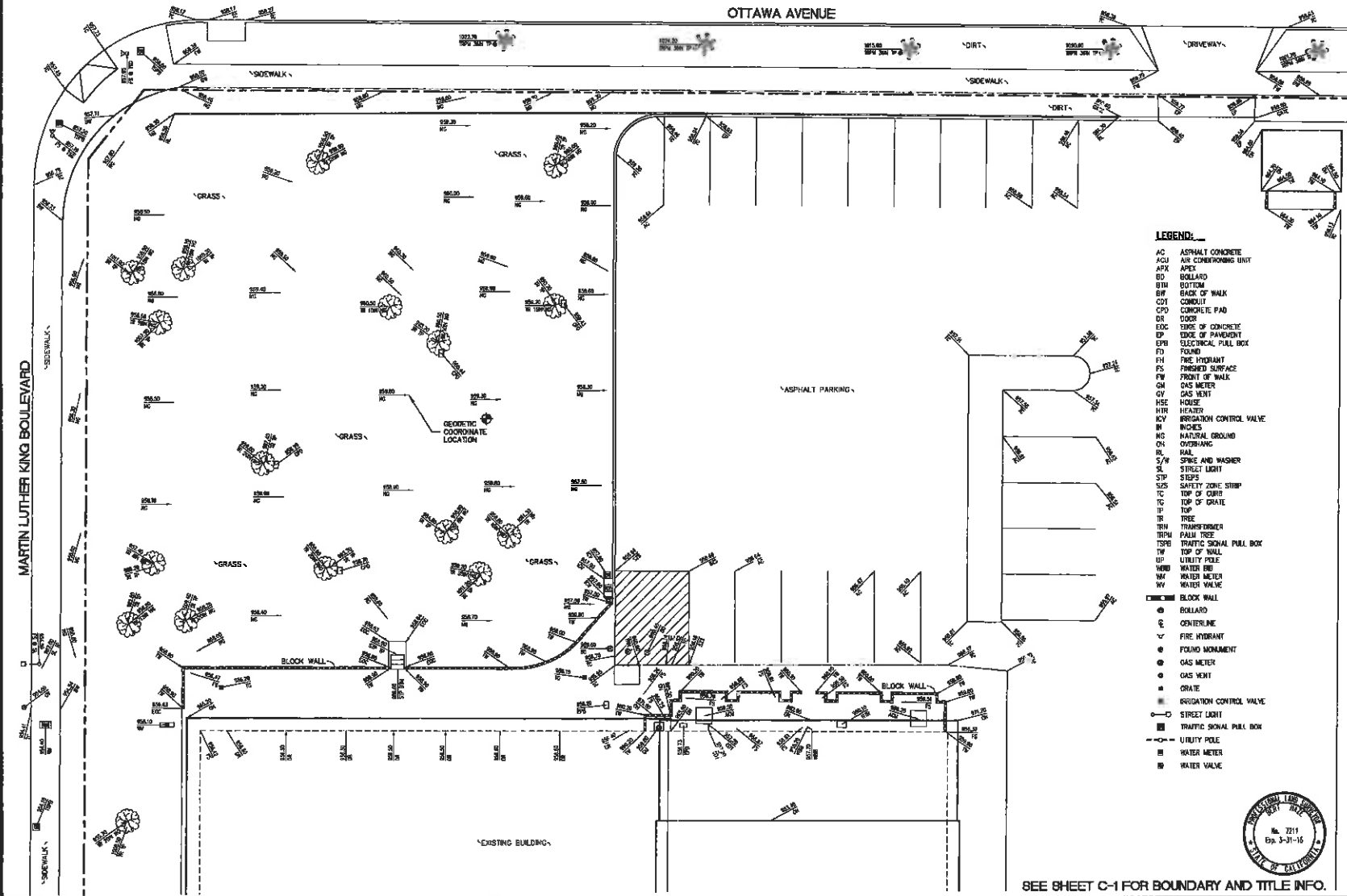
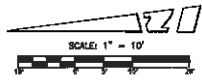
SITE ADDRESS:
 110 MARTIN LUTHER KING BLVD.
 RIVERSIDE, CA 92507

SHEET TITLE:
TOPOGRAPHIC SURVEY

DRAWING INFO:

DWG. NAME	DRAWN BY	DATE
HOLYOKE	RF	10/09/14





- LEGEND:**
- AC ASPHALT CONCRETE
 - ACU AIR CONDITIONING UNIT
 - AFX APEX
 - BD BOLLARD
 - BSM BOTTOM
 - BW BACK OF WALK
 - CD1 CONDUIT
 - CFD CONCRETE PAD
 - DS DOOR
 - EDC EDGE OF CONCRETE
 - EP EDGE OF PAVEMENT
 - EPB ELECTRICAL PULL BOX
 - FD FOUND
 - FH FIRE HYDRANT
 - FS FINISHED SURFACE
 - FW FRONT OF WALK
 - GM GAS METER
 - GV GAS VENT
 - HSE HOUSE
 - HTR HEATER
 - ICV IRRIGATION CONTROL VALVE
 - IN INCHES
 - NG NATURAL GROUND
 - OH OVERHANG
 - RL RAIL
 - S/W SPIKE AND WASHER
 - SL STREET LIGHT
 - STP STAIRS
 - SZS SAFETY ZONE STRIP
 - TC TOP OF CURB
 - TD TOP OF DRIVE
 - TF TREE
 - TR TRANSFORMER
 - TRPM PALM TREE
 - TSFB TRAFFIC SIGNAL PULL BOX
 - TW TOP OF WALL
 - UP UTILITY POLE
 - WM WATER METER
 - WM WATER METER
 - WV WATER VALVE
- █ BLOCK WALL
 - BOLLARD
 - CENTERLINE
 - ✓ FIRE HYDRANT
 - FOUND MONUMENT
 - GAS METER
 - GAS VENT
 - GRATE
 - IRRIGATION CONTROL VALVE
 - STREET LIGHT
 - TRAFFIC SIGNAL PULL BOX
 - UTILITY POLE
 - WATER METER
 - WATER VALVE



SEE SHEET C-1 FOR BOUNDARY AND TITLE INFO.

REV.	DATE/BY	REVISION DESCRIPTION
1	10/09/14 RF	ISSUED FOR REVIEW
2	11/18/14 JA	ADDED TITLE INFO.

ENGINEER/CONSULTANT:

BERT HAHN
AND ASSOCIATES, INC.
LAND SURVEYING & MAPPING
3188 AIRWAY AVENUE, SUITE K1
COSTA MESA, CALIFORNIA 92626
714 557-1887 OFFICE
714 557-1588 FAX
JL 1307.015

SITE BUILDER:

Verizon wireless
15505 SAND CANYON AVE.
BUILDING 1D 1st FLOOR
IRVINE, CA 92618
PHONE (949) 286-7000

A/E DEVELOPMENT

APPROVALS:

APPROVED BY:	INITIALS:	DATE:
LANDLORD:		
VZM SITE ACC.		
ZONING:		
VZM RP:		
VZM INTERCONNECT:		
VZM UTILITY COOR.:		
VZM CONST MGR.:		
VZM PROJECT MGR.:		

SITE NAME:
HOLYOKE

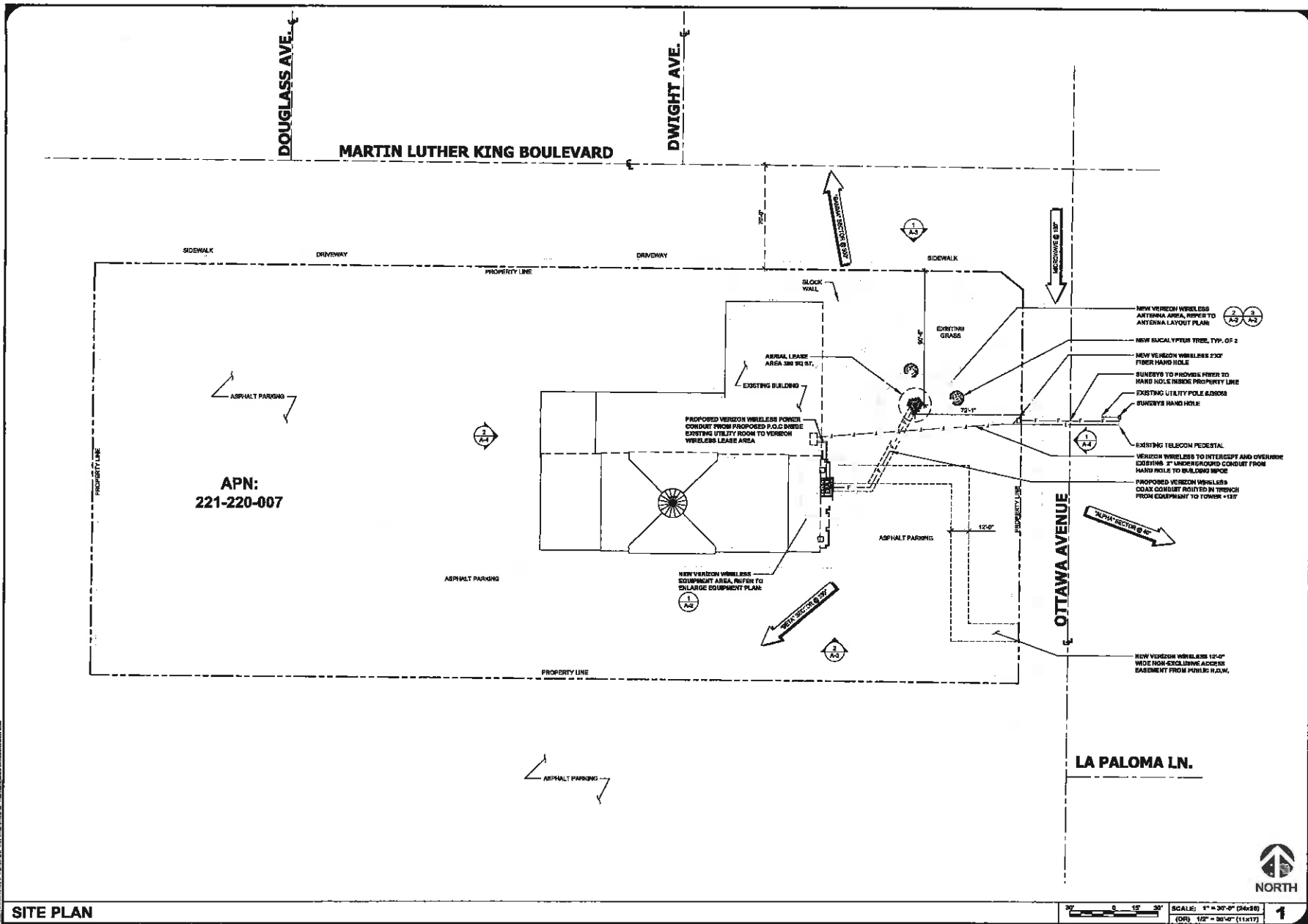
SITE ADDRESS:
110 MARTIN LUTHER KING BLVD.
RIVERSIDE, CA 92507

SHEET TITLE:
TOPOGRAPHIC SURVEY

DRAWING INFO:

DWG. NAME:	DRAWN BY:	DATE:
HOLYOKE	RF	10/09/14

SHEET NUMBER:
2 OF 2 | C-2



APN:
221-220-007

ISSUE STATUS

REV.	DATE	DESCRIPTION	BY
0	03/24/16	100% ZONING	JL



5415 BINGHAM PLACE
SAN DIEGO, CA 92122
VERIZON
#6228-3765

PROPRIETARY INFORMATION
THE INFORMATION CONTAINED IN THIS SET OF DRAWINGS IS PROPRIETARY & CONFIDENTIAL TO VERIZON WIRELESS.
ANY USE OR DISCLOSURE OTHER THAN AS IT RELATES TO VERIZON WIRELESS IS STRICTLY PROHIBITED.



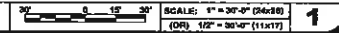
15305 SAN CANYON AVENUE
IRVINE, CA 92618

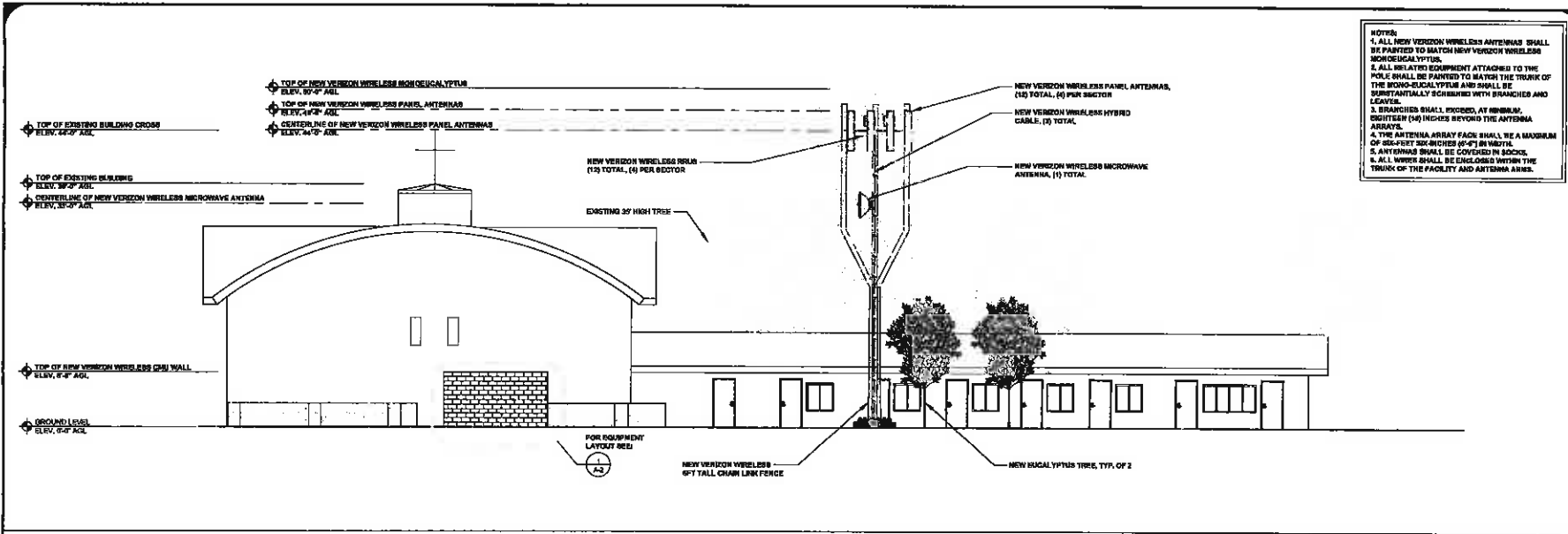
HOLYOKE
1910 MARTIN LUTHER KING
BLVD.
RIVERSIDE, CA 92507

SHEET TITLE:
SITE PLAN

A-1

SITE PLAN





NOTES:

1. ALL NEW VERIZON WIRELESS ANTENNAS SHALL BE PAINTED TO MATCH NEW VERIZON WIRELESS MONODIGITAL TOWERS.
2. ALL RELATED EQUIPMENT ATTACHED TO THE POLE SHALL BE PAINTED TO MATCH THE TRUNK OF THE MONODIGITAL TOWER AND SHALL BE SUBSTANTIALLY SCREENED WITH BRANCHED AND LEAVES.
3. BRANCHED SHALL BE LOCATED AT MINIMUM OF SEVENTY SIX INCHES (6'-0") IN WIDTH.
4. THE ANTENNA ARRAY EACH SHALL BE A MAXIMUM OF SEVENTY SIX INCHES (6'-0") IN WIDTH.
5. ANTENNAS SHALL BE COVERED IN SOCKS.
6. ALL Wires SHALL BE ENCASED WITHIN THE TRUNK OF THE FACILITY AND ANTENNA ARRAYS.

ISSUE STATUS

REV.	DATE	DESCRIPTION	BY
0	02/24/18	100% LAYOUT	AL

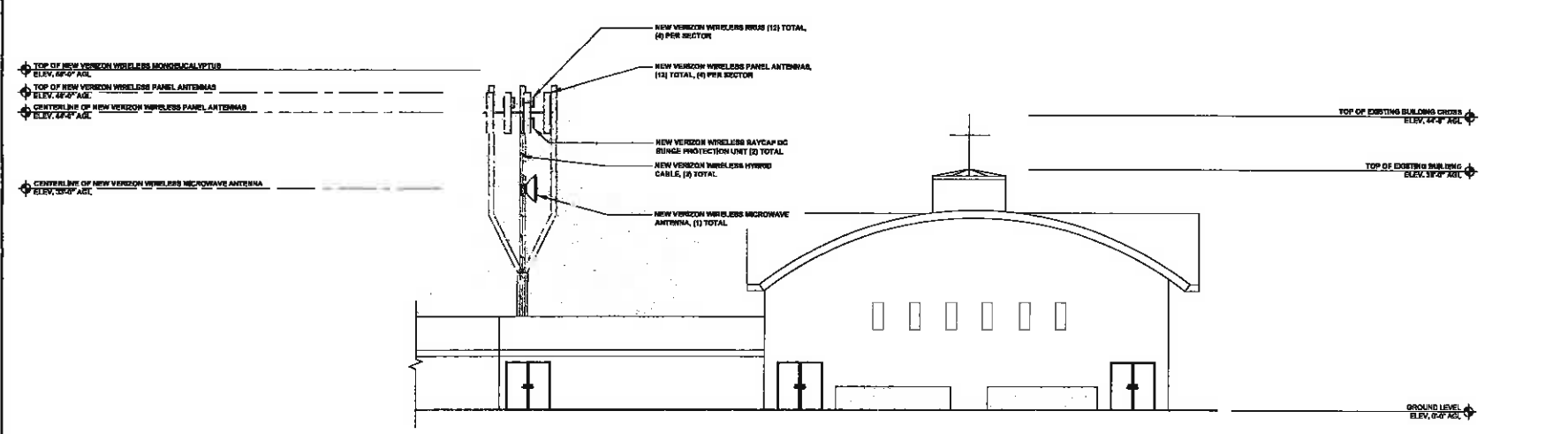


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 THE INFORMATION CONTAINED IN THIS SET OF DRAWINGS IS PROPRIETARY AND CONFIDENTIAL TO VERIZON WIRELESS.
 ANY USE OR DISCLOSURE OTHER THAN THAT RELATED TO VERIZON WIRELESS IS STRICTLY PROHIBITED.



EAST ELEVATION

SCALE: 1/8" = 1'-0" (24x36)
 (OR) 1/16" = 1'-0" (11x17) **1**



WEST ELEVATION

SCALE: 1/8" = 1'-0" (24x36)
 (OR) 1/16" = 1'-0" (11x17) **2**

HOLYOKE
 1910 MARTIN LUTHER KING
 BLVD
 RIVERSIDE, CA 92507

SHEET TITLE:
**EAST & WEST
 ELEVATIONS**

A-4

PAGE BREAK





AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY

May 10, 2016

CHAIR
Simon Housman
Rancho Mirage

VICE CHAIRMAN
Rod Ballance
Riverside

COMMISSIONERS

Arthur Butler
Riverside

Glen Holmes
Hemet

John Lyon
Riverside

Greg Pettis
Cathedral City

Steve Manos
Lake Elsinore

STAFF

Director
Ed Cooper

John Guerin
Paul Ruff
Barbara Santos

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

www.rcaluc.org

Mr. Jeff Bradshaw, Project Planner
City of Moreno Valley Planning Department
14177 Frederick Street
Moreno Valley CA 92552

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

File No.: ZAP1197MA16 – Letter 1 of 2
Related File No.: PA14-0053 (Tentative Tract Map No. 36760) and Conditional
Use Permit for Planned Unit Development (PA14-0052)
APNs: 485-220-023, 485-220-032, 485-220-040

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. PA14-0053 (Tentative Tract Map No. 36760), a proposal to subdivide 53 acres located southerly of Gention Avenue and easterly of Indian Street into 221 single-family residential lots and 14 lettered lots providing for a 2.83-acre park, two water quality basins, paseos, trail, storm drain easements, and common area open space lots. The proposal includes a Conditional Use Permit (City of Moreno Valley Case No. PA14-0052) allowing the project to be designed as a Planned Unit Development consisting of 145 lots with a minimum lot size of 4,000 square feet and 76 lots with a minimum lot size of 5,000 square feet.

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.

The site is located approximately 8,300 feet from Runway 14-32 at March Air Reserve Base/Inland Port Airport (March ARB/IP). At this distance, given the runway elevation of 1516 feet above mean sea level (AMSL) (approximately in the midpoint of the runway length), Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 1599 feet AMSL. The site has an existing maximum elevation of approximately 1520 feet above mean sea level. With a maximum structure height of 40 feet, the top point elevation would be 1560 feet AMSL. Therefore, Federal Aviation Administration (FAA) obstruction evaluation review for height/elevation reasons is not required.

As ALUC Director, I hereby find the above-referenced Tentative Tract Map **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 structures on those lots.
4. All new aboveground detention or bioretention 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/bioretention 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.

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, ALUC Director

Attachments: Notice of Airport in Vicinity

cc: Jason Keller, MPLC Legacy 75 Associates, LP (applicant/landowner/payee)
Richard O'Neill, Rick Engineering (engineer)
Gary Gosliga, Airport Manager, March Inland Port Airport Authority
Denise Hauser or Sonia Pierce, March Air Reserve Base
ALUC Case File

Y:\AIRPORT CASE FILES\March\ZAP1197MA16\ZAP1197MA16Tract.LTR.doc

**AIRPORT LAND USE COMMISSION
RIVERSIDE COUNTY**



CHAIR
Simon Housman
Rancho Mirage

VICE CHAIRMAN
Rod Ballance
Riverside

COMMISSIONERS

Arthur Butler
Riverside

Glen Holmes
Hemet

John Lyon
Riverside

Greg Pettis
Cathedral City

Steve Manos
Lake Elsinore

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

May 10, 2016

Mr. Jeff Bradshaw, Project Planner
City of Moreno Valley Planning Department
14177 Frederick Street
Moreno Valley, CA 92552

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

File No.: ZAP1197MA16 – Letter 2 of 2
Related File No.: PA16-0018 (General Plan Amendment) and PA16-0019 (Zone Change)
APN: 485-220-023; 485-220-032; 485-220-040

Dear Mr. Bradshaw:

Under the delegation of the Riverside County Airport Land Use Commission (ALUC) pursuant to ALUC Resolution No.15-01 (as adopted on August 13, 2015), staff reviewed City of Moreno Valley Case Nos. PA16-0018 and PA16-0019, proposals to amend the City of Moreno Valley General Plan land use designation and zoning, respectively, of 15.06 acres located southerly of Gentian Avenue and easterly of Indian Street from Residential 30 (R30) to Residential 5 (R5).

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.

As ALUC Director, I hereby find the above-referenced General Plan Amendment and Zone Change **CONSISTENT** with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (“March ALUCP”).


This finding of consistency relates to airport compatibility issues and does not necessarily constitute an endorsement of the proposed General Plan Amendment and Zone Change. As the site is located within Compatibility Zone E, both the existing and proposed General Plan designation and zoning of this property are consistent with the March ALUCP.

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

May 10, 2016

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



Edward C. Cooper, ALUC Director

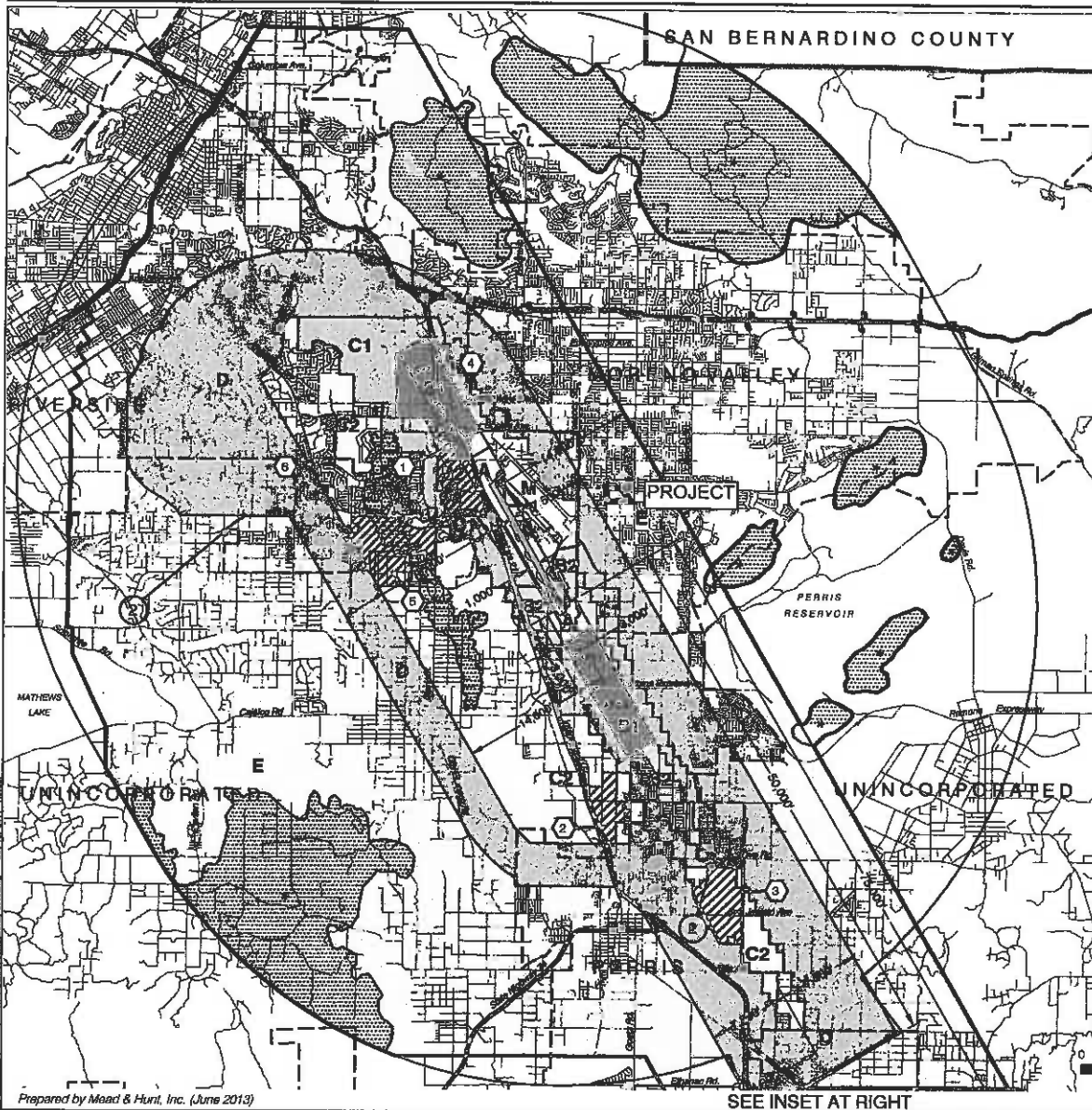
Attachments: Notice of Airport in Vicinity

cc: Jason Keller, MPLC Legacy 75 Associates, LP (applicant/landowner/payee)
Richard O'Neill, Rick Engineering Company (engineer)
Gary Gosliga, Airport Manager, March Inland Port Airport Authority
Denise Hauser or Sonia Pierce, March Air Reserve Base
ALUC Case File

Y:\AIRPORT CASE FILES\March\ZAP1197MA16\ZAP1197MA16GPAREzone.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

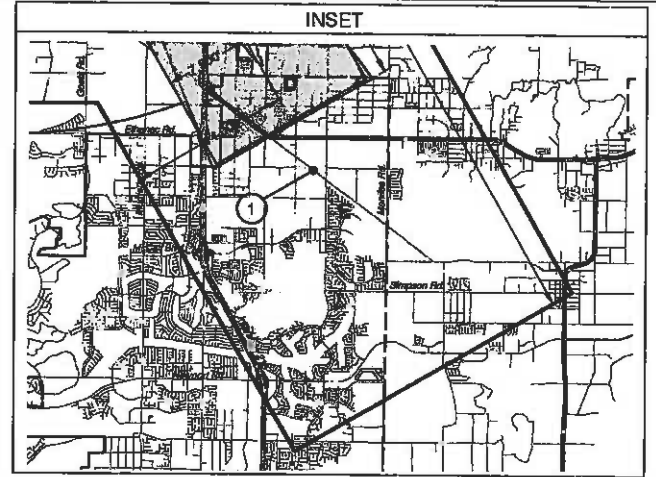
Boundary Lines

- 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.

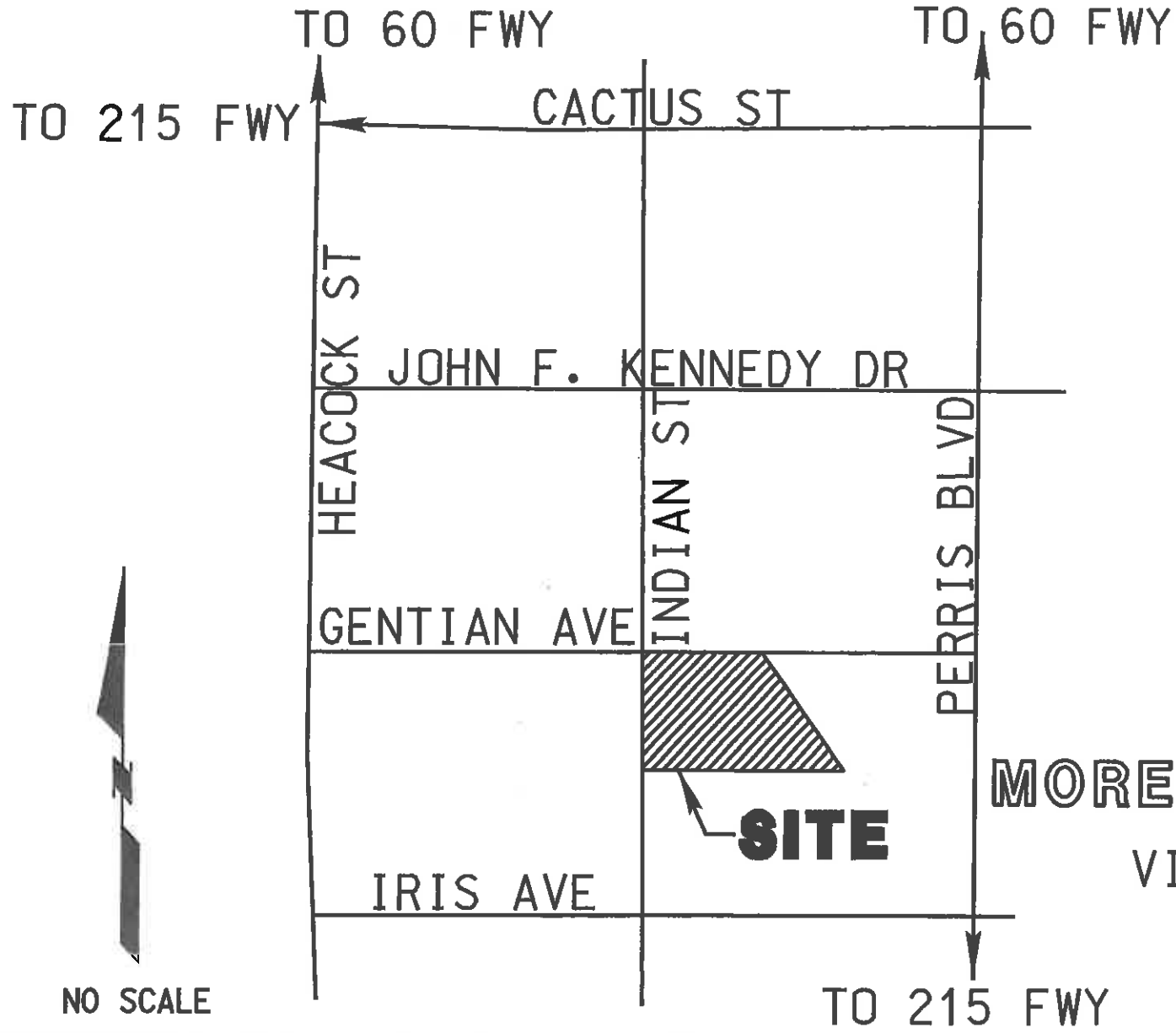


Base map source: County of Riverside 2013

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

SEE INSET AT RIGHT

Map MA-1
Compatibility Map
 March Air Reserve Base / Inland Port Airport

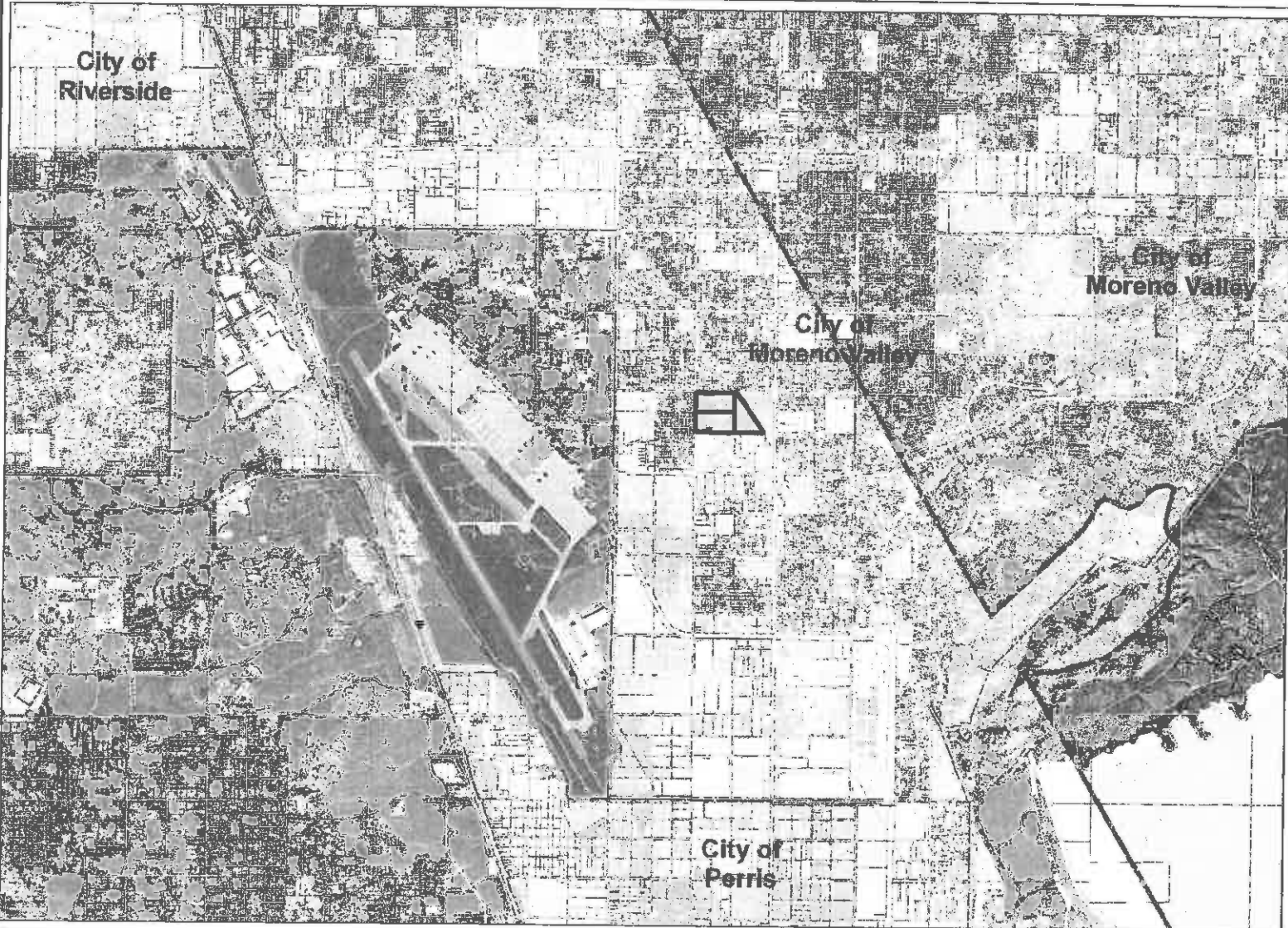
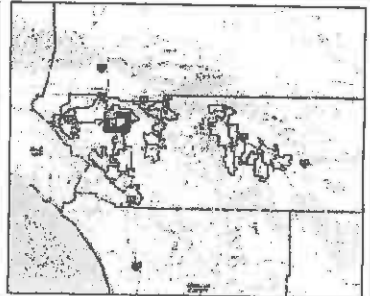


MORENO VALLEY
VICINITY MAP



NO SCALE

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 6,091 12,183 Feet



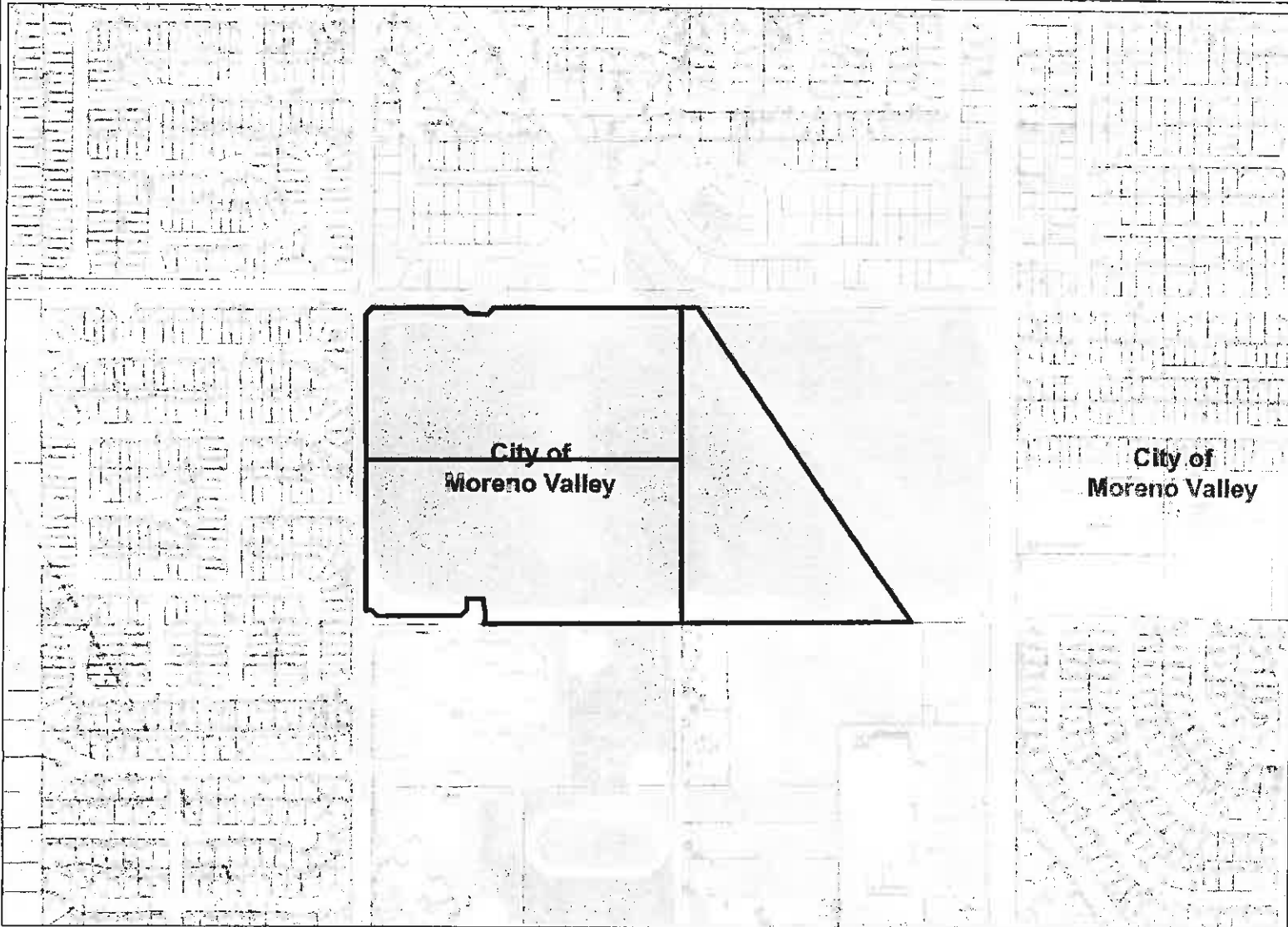
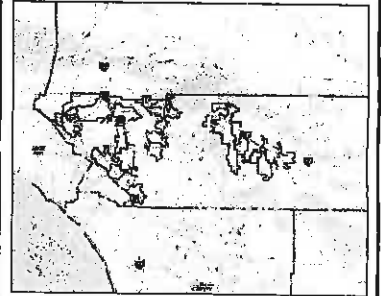
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Notes

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
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 - C2-EXC2
 - C2-EXC3
 - C2-EXC5
 - C2-EXC6



0 761 1,523 Feet



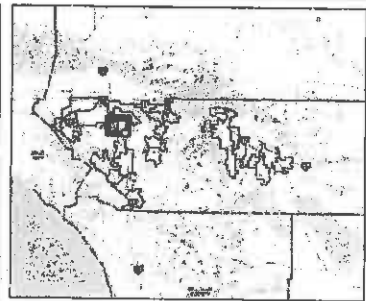
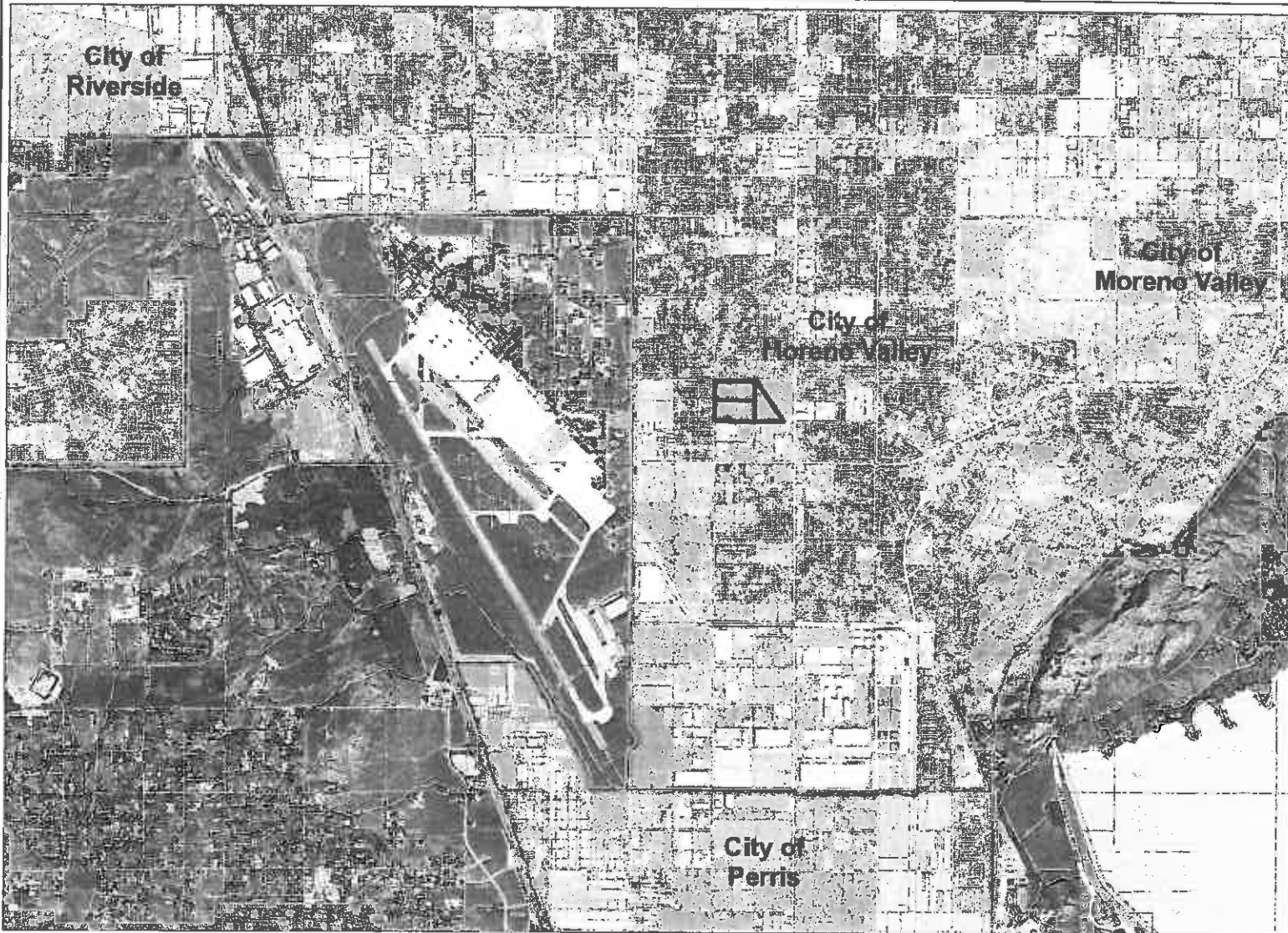
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Notes

My Map



Legend

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



0 6,091 12,183 Feet



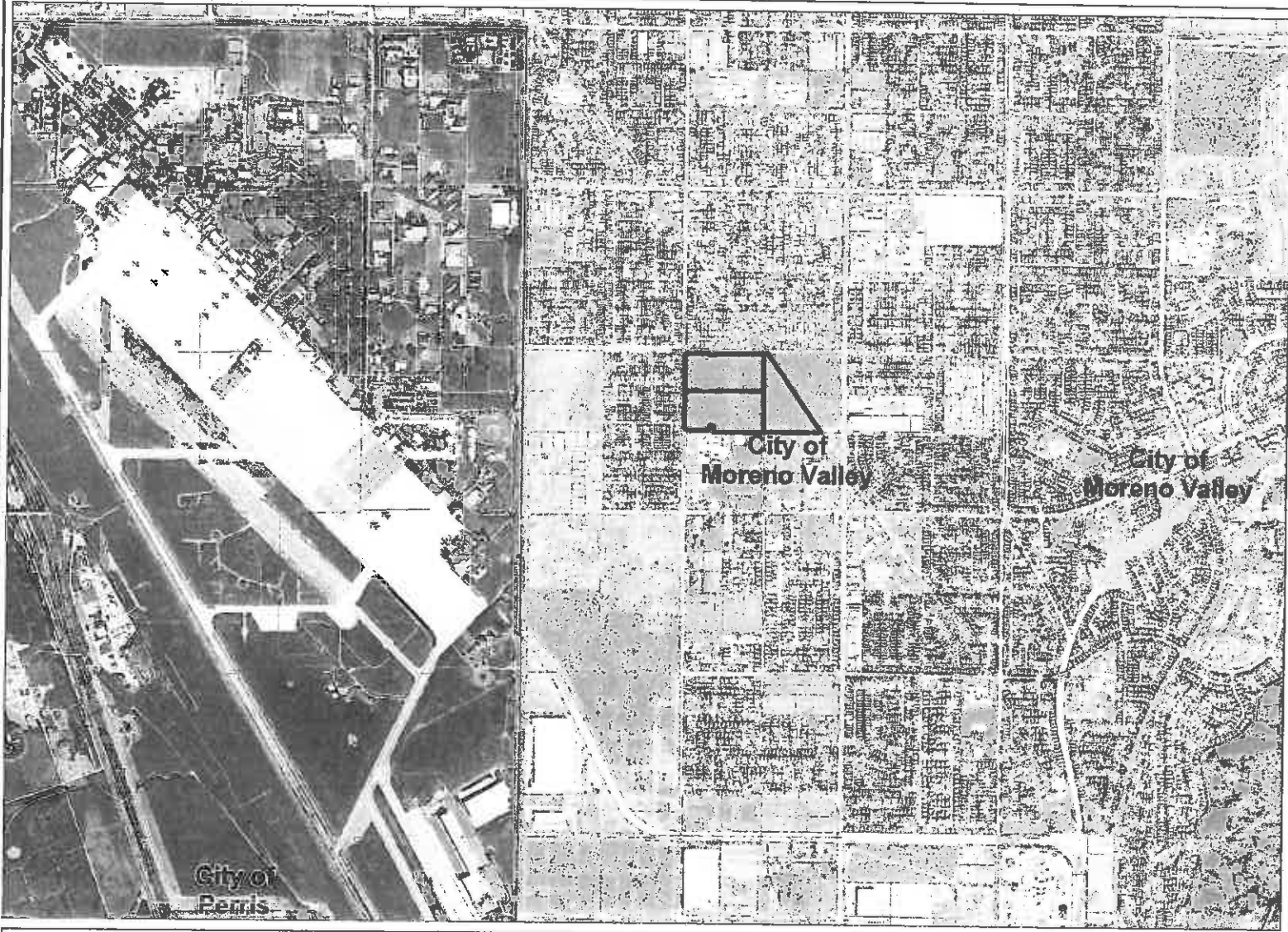
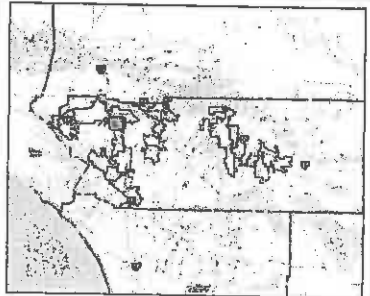
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Notes

My Map



Legend

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



0 3,046 6,091 Feet



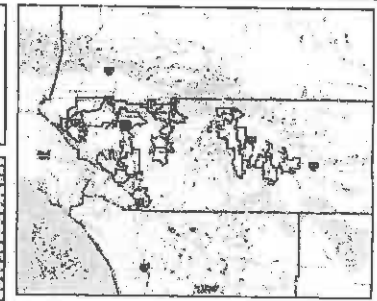
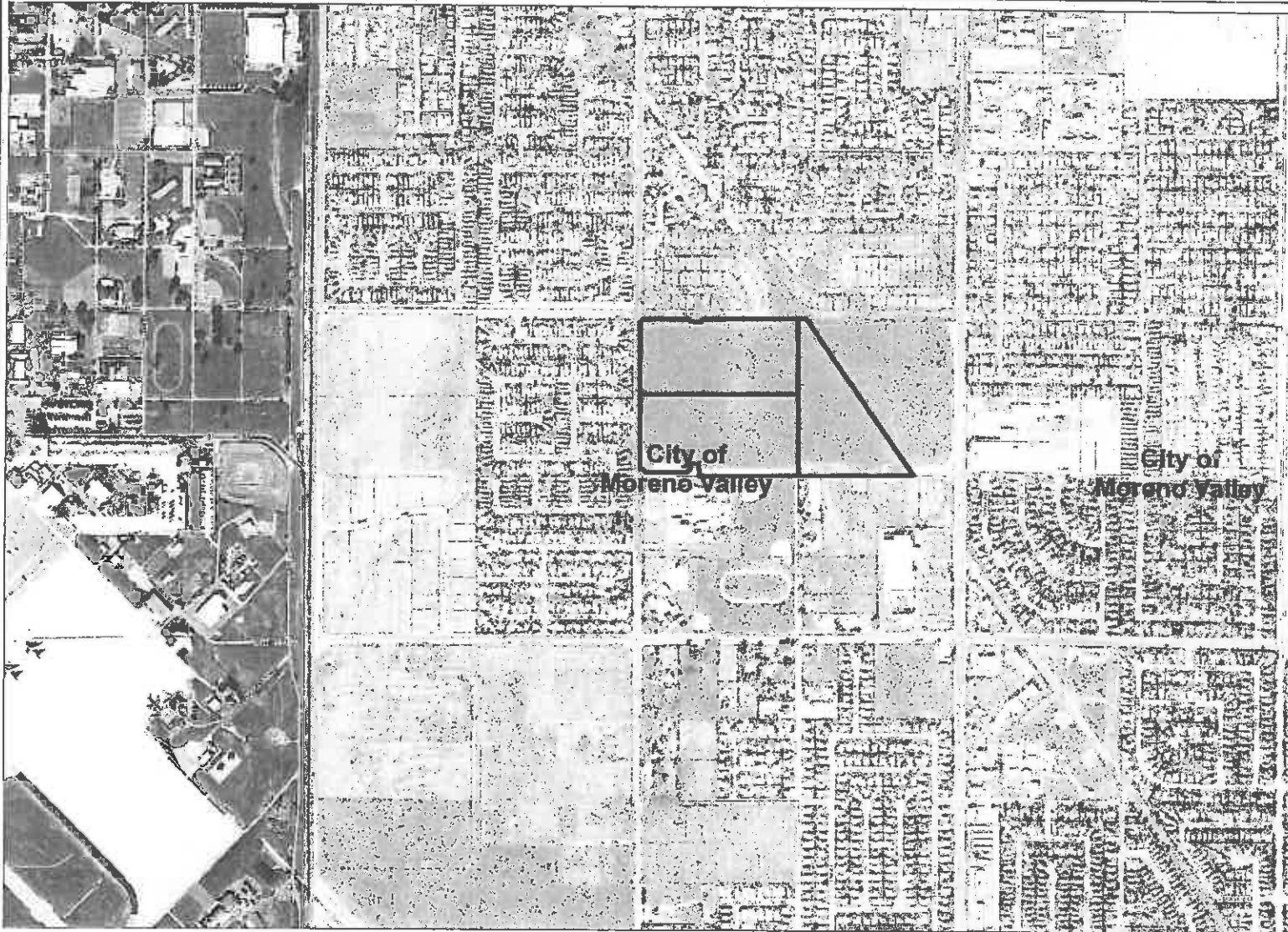
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Notes

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Legend

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



0

1,523

3,046 Feet



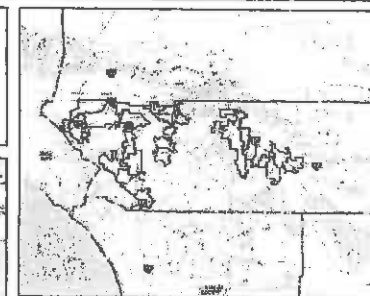
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Notes

My Map



Legend

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



0 761 1,523 Feet



























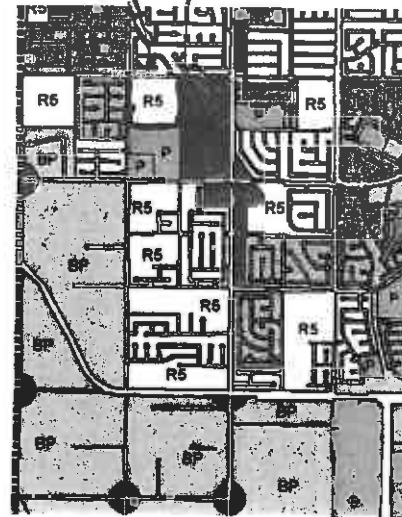
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Notes

	Highways		Residential: Max. 15 du/ac
	City Boundary		Residential: Max. 20 du/ac
	Sphere of Influence		Residential: Max. 30 du/ac
Land Use			
	Residential: Max. 1 du/ac		Hillside Residential
	Mixed Use		Planned Residential
	Residential: Max. 2 du/ac		Residential/Office
	Rural Residential: Max 2.5 du/ac		Office
	Residential: Max. 3 du/ac		Commercial
	Residential: Max. 5 du/ac		Business Park/Light Industrial
	Residential: Max. 5 or 15 du/ac		Open Space
	Residential: Max. 10 du/ac		Public Facilities
			Floodplain
			Waterbodies



Area remaining R5
Area changing to R5 from R30

PAGE BREAK



AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY



May 19, 2016

CHAIR
Simon Housman
Rancho Mirage

VICE CHAIRMAN
Rod Ballance
Riverside

COMMISSIONERS

Arthur Butler
Riverside

Glen Holmes
Hemet

John Lyon
Riverside

Greg Pettis
Cathedral City

Steve Manos
Lake Elsinore

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

Mr. Sean Kelleher, Project Planner
City of Riverside Planning Division
3900 Main Street, Third Floor
Riverside, CA 92522

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

File No.: ZAP1198MA16
Related File No.: P15-1098 (Conditional Use Permit)
APN: 276-110-011

Dear Mr. Kelleher:

Pursuant to the project-specific delegation of the Riverside County Airport Land Use Commission (ALUC) authorized at its May 12, 2016 meeting, staff reviewed City of Riverside Case No. P15-1098, a conditional use permit to establish an animal hospital in an existing 1,994 square foot commercial suite with an address of 141 Alessandro Boulevard, Suite D on a 7.98 acre commercial parcel including a portion of Mission Grove Plaza, located southerly of Alessandro Boulevard, easterly of Trautwein Road, northerly of Mission Village Drive, and westerly of Mission Grove Parkway.

The site is located within Airport Compatibility Zone C2 of the March Air Reserve Base/Inland Port Airport Influence Area. Airport Compatibility Zone C2 allows up to 200 people per acre, with not more than 500 persons in any given acre. The 7.98-acre site includes a theater complex, and a scaled site plan of the full parcel (needed to calculate single-acre intensity) was not available. However, pursuant to Policy 3.3.2(b) of the Countywide Policies included in the 2004 Riverside County Airport Land Use Compatibility Plan, nonconforming nonresidential development may be allowed, provided that the proposed intensities are not increased above previous levels. The previous uses in the suite were a youth church facility with the applicant estimated an occupancy level of 60 people or more and a building code occupancy of 285 people, and a Taekwondo studio, which has an occupancy level of 133 people (based on the building code). The proposed animal hospital will have a total occupancy of 19 people, which is significantly lower than the previous uses.

The proposed animal hospital will utilize an existing 1,994 square foot commercial suite within an existing building. There are no new structures or buildings being proposed as part of the project. Therefore, FAA Obstruction Evaluation Service review for height/elevation reasons is not required.

As ALUC Director, I hereby find the above-referenced Conditional Use Permit **CONSISTENT** with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, subject

AIRPORT LAND USE COMMISSION

to the following conditions:

CONDITIONS:

1. Any new outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky.
2. The following uses shall be prohibited:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area, including but not limited to, landscaping utilizing water features, composting operations, trash transfer stations that are open on one or more sides, and recycling centers containing putrescible wastes.
 - (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 of the buildings thereon, and shall be recorded as a deed notice.
4. Future changes in tenancy of this building to establish a different type of retail facility, service facility, or office shall not require ALUC review. However, the City of Riverside shall submit any proposal to establish a more intensive use to ALUC for review. These more intensive uses would be uses that permit more than one occupant per 30 square feet pursuant to the Uniform Building Code (minimum square feet per occupant less than 30), and include, but are not necessarily limited to, the following:

Assembly areas, auction rooms, bars and cocktail lounges, churches and places of worship, classrooms, conference facilities, dance floors, fraternal lodges, gaming, gymnasiums, restaurants, stages, and theaters.
5. No new detention basins are proposed through this application, nor are any such basins included in this consistency determination.
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

AIRPORT LAND USE COMMISSION

wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.

If you have any questions, please contact Paul Rull, 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

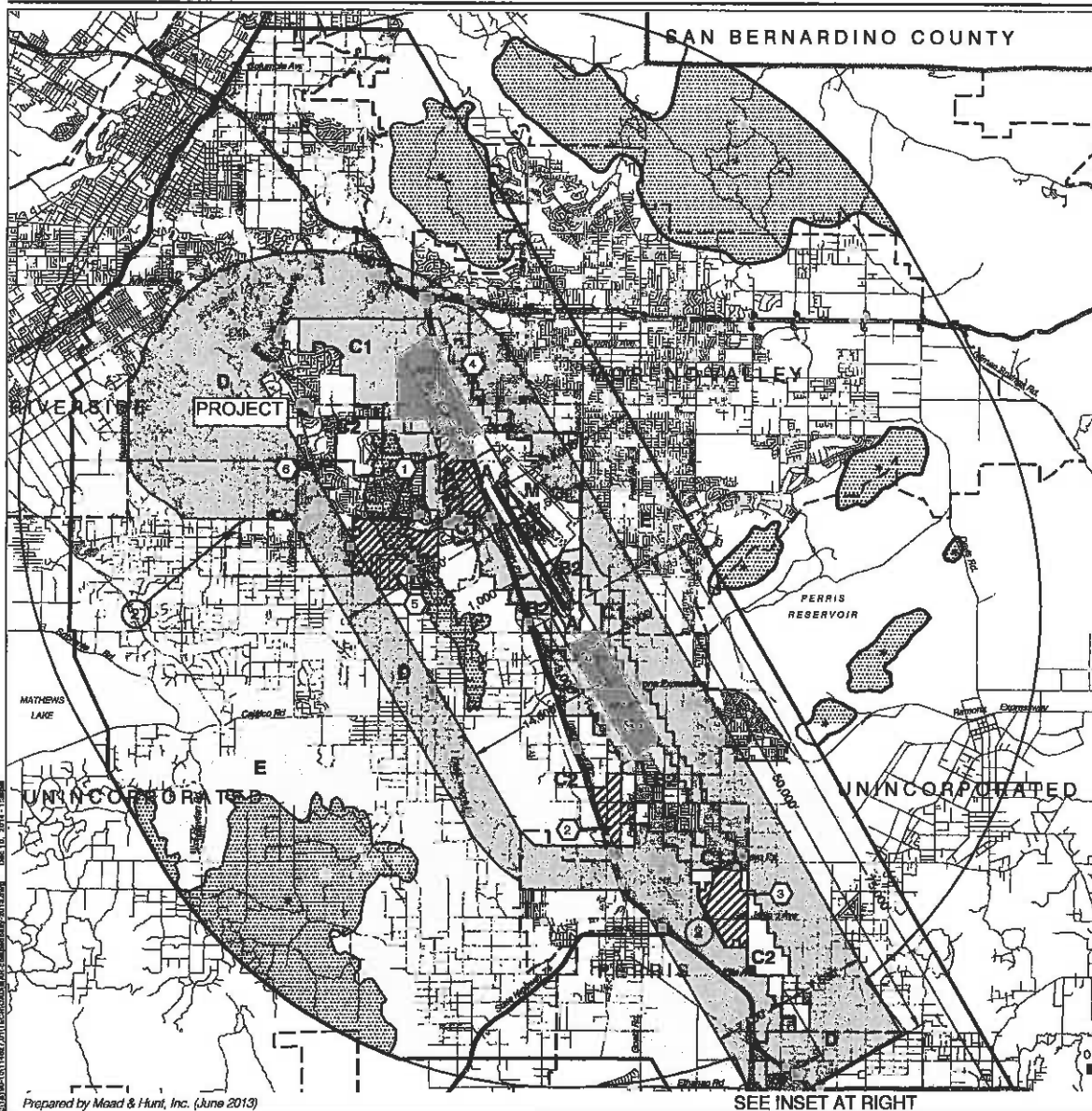
Attachments: Notice of Airport in Vicinity

cc: Fred Madriaga (applicant)
Nancy Hall (representative)
GBA Architecture Attn: Stuart Beck (payee)
Mission Grove Theater Prop., c/o Regional Prop., Inc. (landowner)
Gary Gosliga, Airport Manager, March Inland Port Airport Authority
Denise Hauser or Sonia Pierce, March Air Reserve Base
ALUC Case File

Y:\AIRPORT CASE FILES\March\ZAP1198MA16\ZAP1198MA16.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

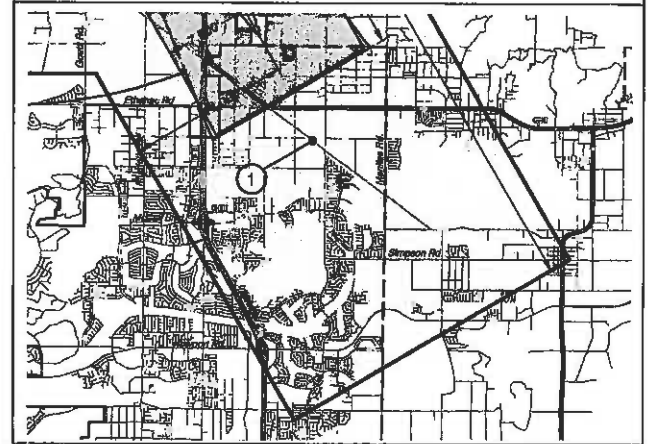
- ① Point at which aircraft on Runway 32 ILS approach descend below 3,000 feet above runway end. Airport Elevation is 1,535 feet MSL.
- ② Point at which departing aircraft typically reach 3,000 feet above runway end.

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

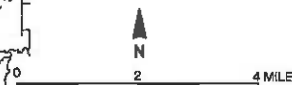


Riverside County
 Airport Land Use Commission
 March Air Reserve Base / Inland Port Airport
 Land Use Compatibility Plan
 (Adopted November 13, 2014)

Map MA-1

Compatibility Map
 March Air Reserve Base / Inland Port Airport

Note:
 All dimensions are measured from
 runway ends and centerlines.



Base map source: County of Riverside 2013

SEE INSET AT RIGHT

urupa Valley



RIVERSIDE
MUNICIPAL
AIRPORT

Blue Springs
Mountain
Reserve

Sycamore
Canyon Park

Moreno Valley

**141 E
Alessandro
Blvd**

Woodcrest

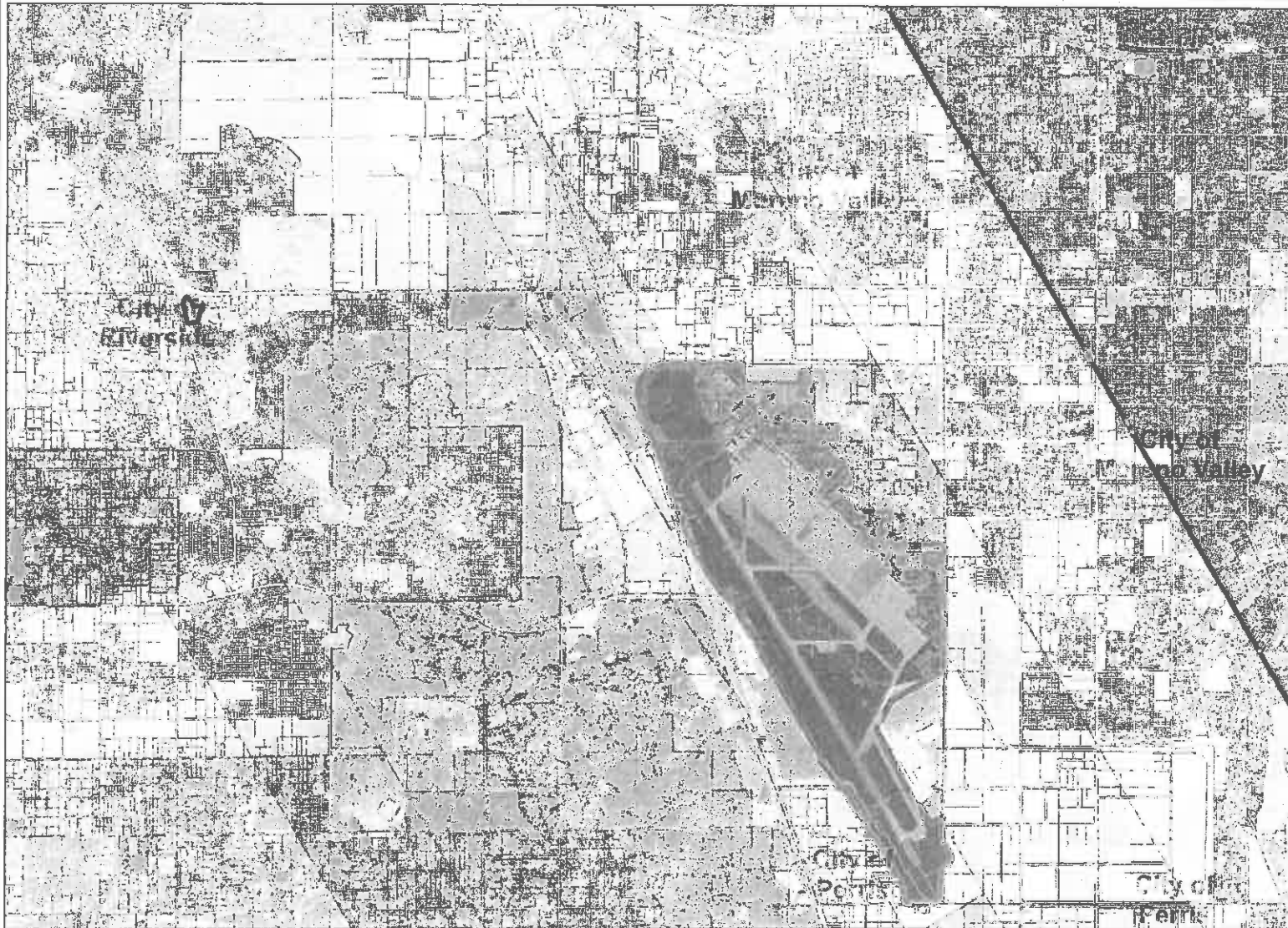
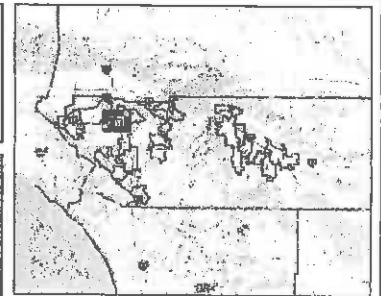
March Air Reserve Base

El Sobrante

Lake Mathews

Mead Valley

My Map



Legend

- Airports
- AIA
- Airport Compatibility**
 - OTHER ZONE
 - A
 - A-EXC1
 - B1
 - B1-APZ I
 - B1-APZ I-EXC1
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 - 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 6,445 12,890 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
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806

1,611 Feet



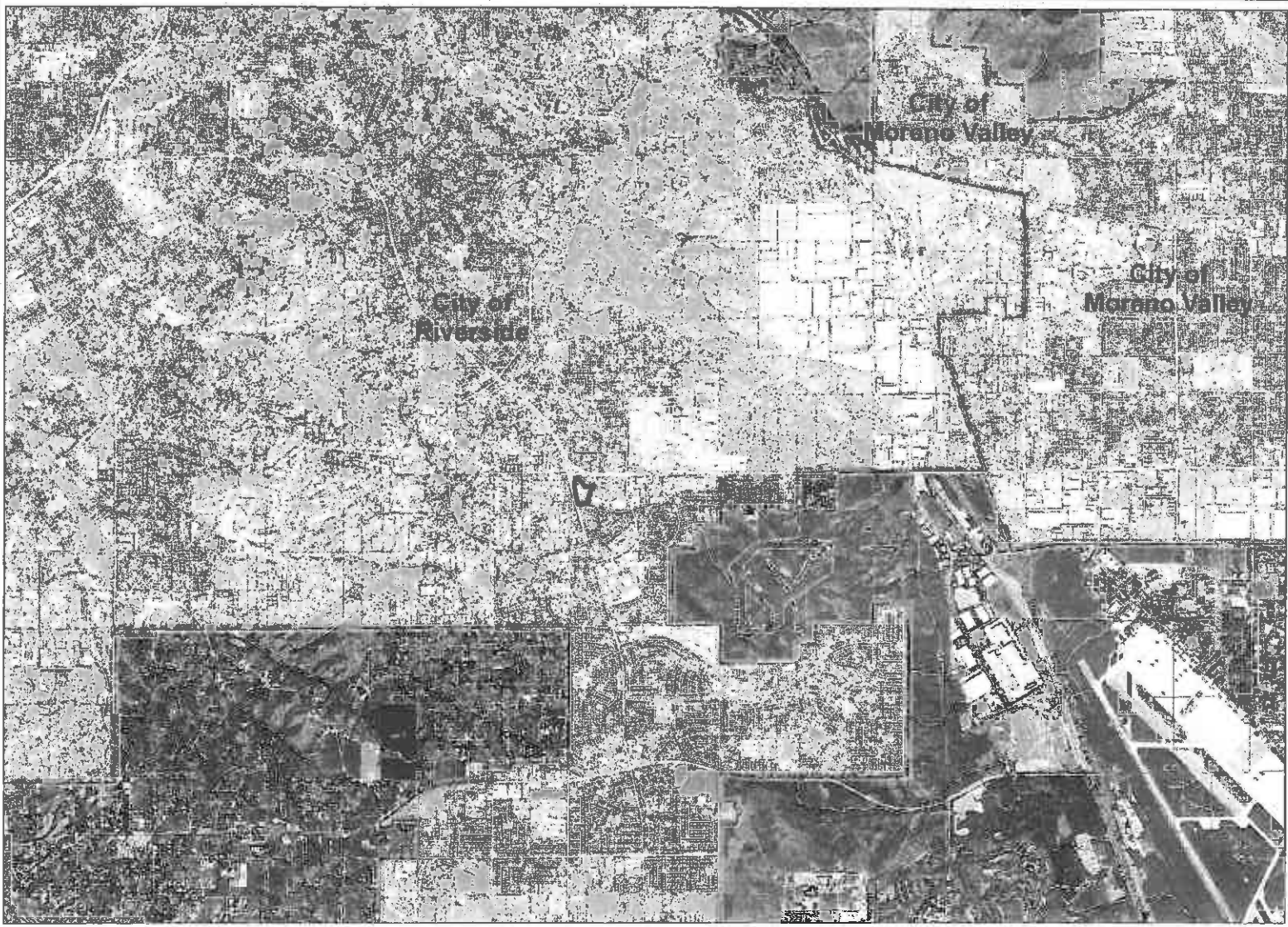
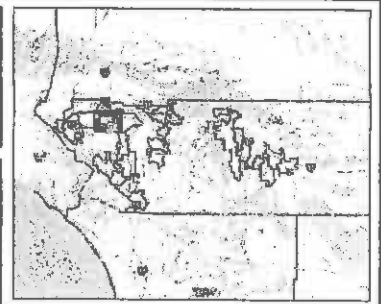
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Notes

My Map



Legend

- City Boundaries
- Cities
- highways_large
 - HWY
 - INTERCHANGE
 - INTERSTATE
 - USHWY
- majorroads
- counties
- cities



0 6,445 12,890 Feet



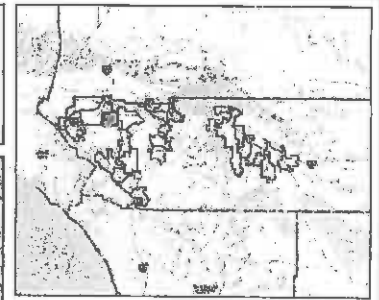
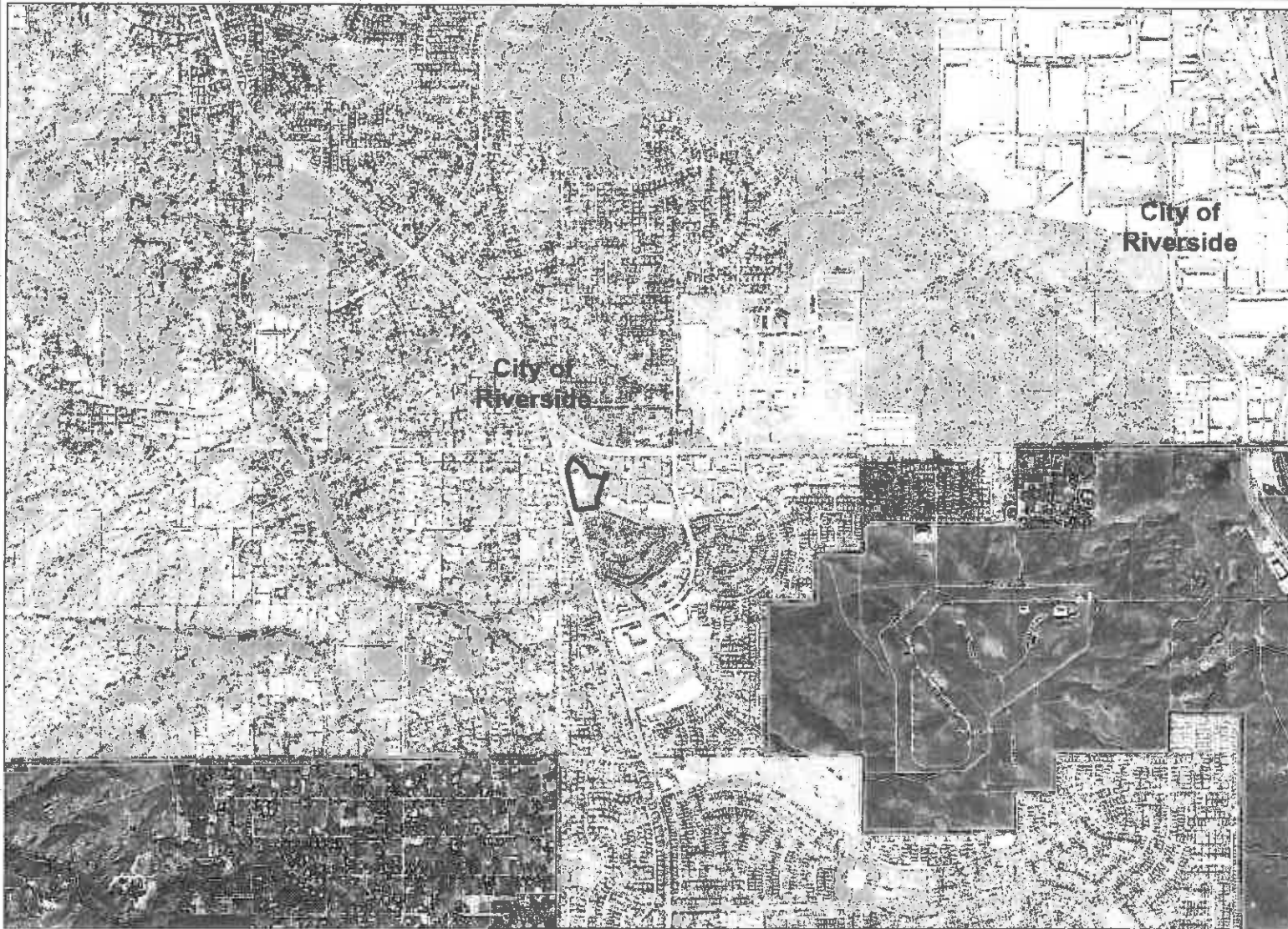
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Notes

My Map



Legend

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



0

3,223

6,445 Feet



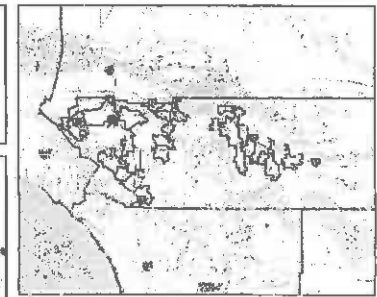
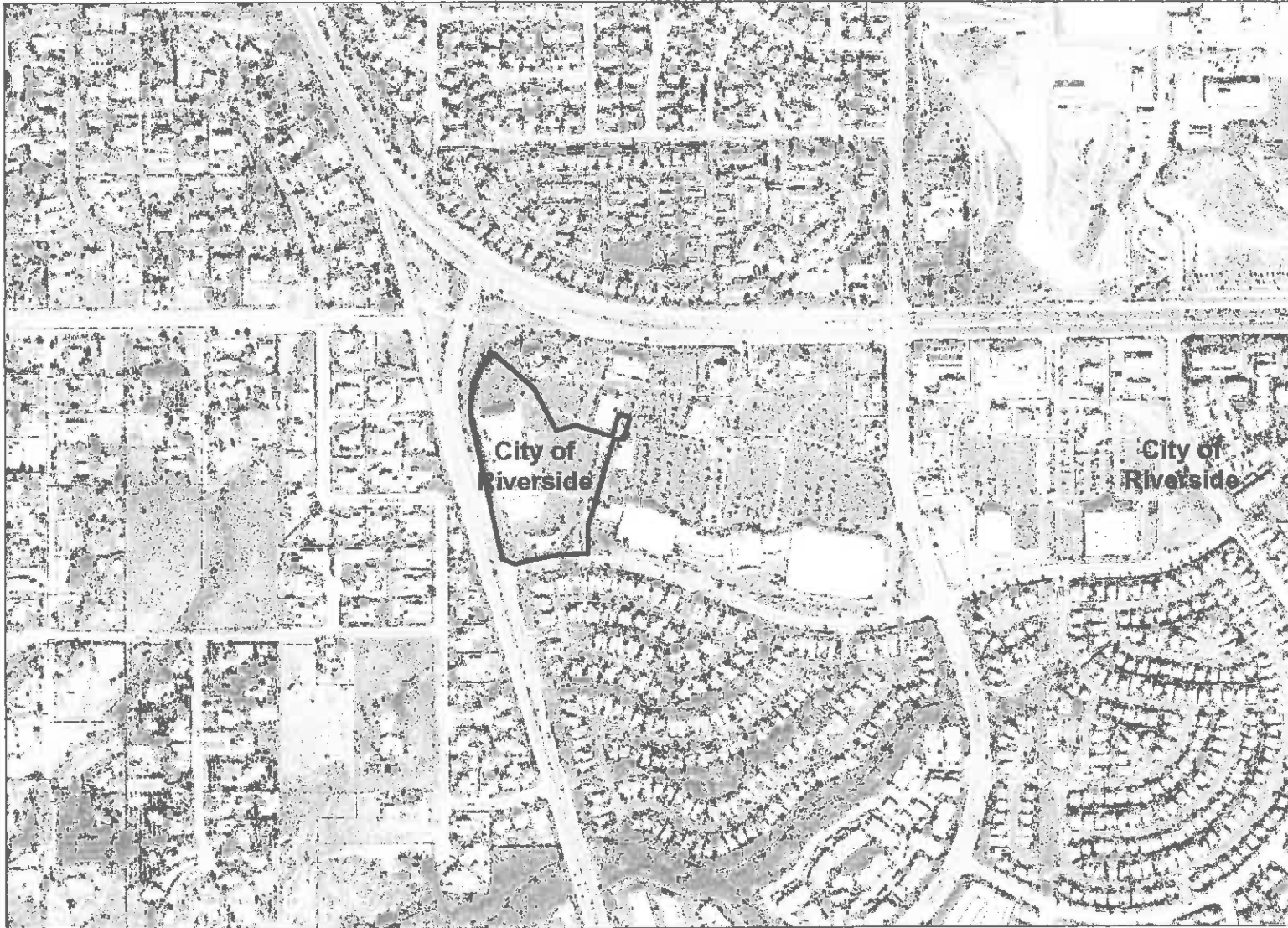
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Notes

My Map



Legend

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



0

806

1,611 Feet



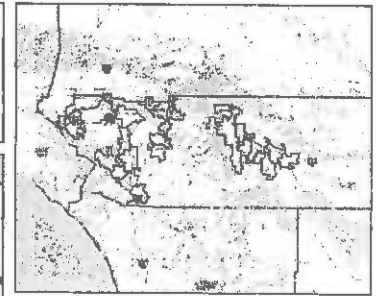
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Notes

My Map



Legend

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



0

806

1,611 Feet



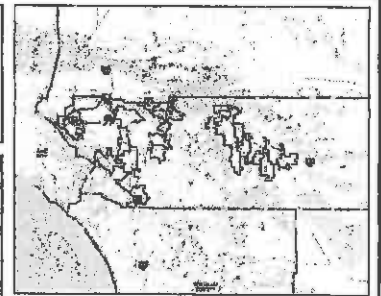
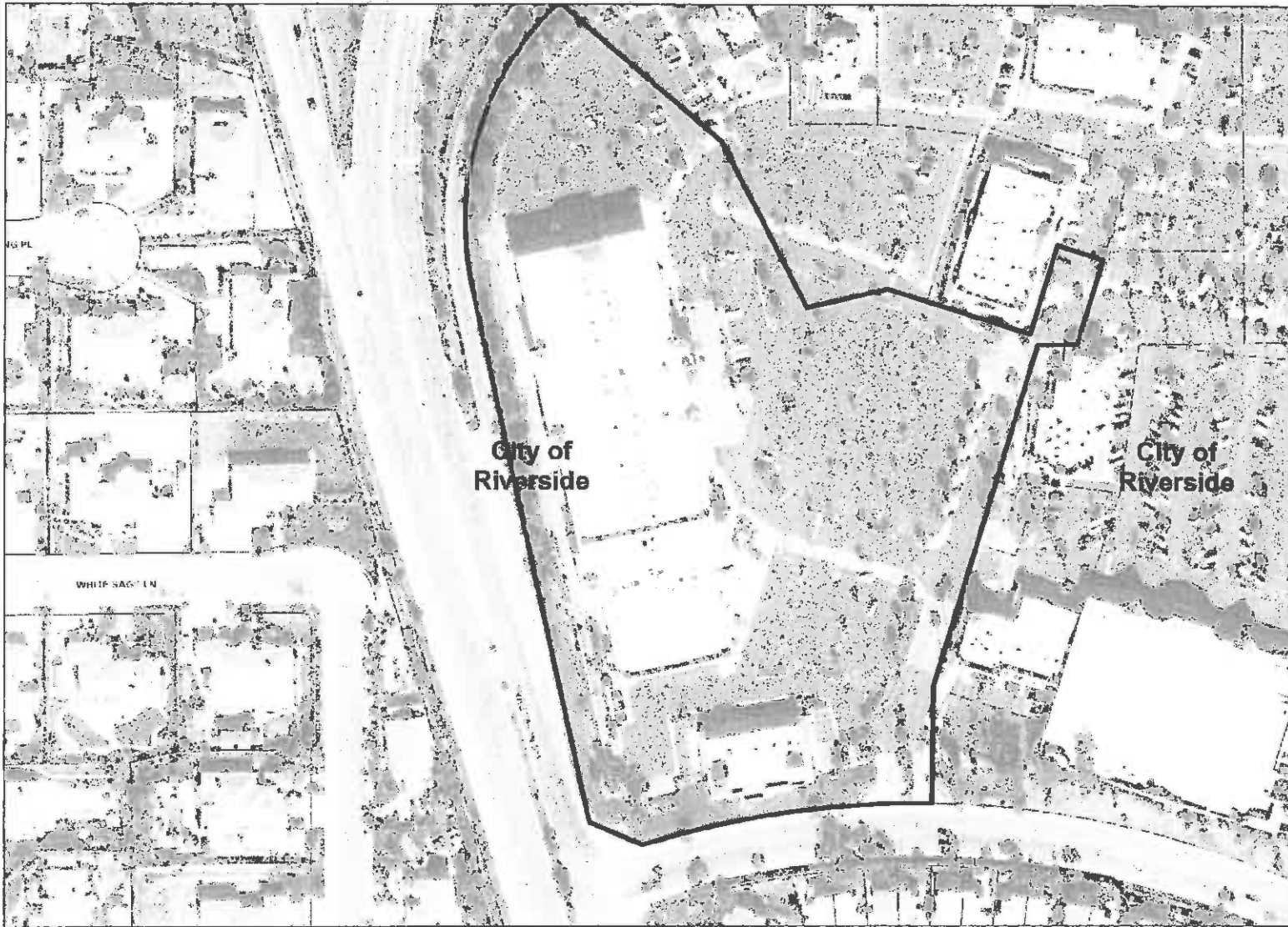
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REPORT PRINTED ON... 5/4/2016 2:46:02 PM

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Notes

My Map



Legend

- Display Parcels
- City Boundaries
- Cities
- roadsanno
- highways
- HWY
- INTERCHANGE
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- OFFRAMP
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- waterbodies
- Lakes
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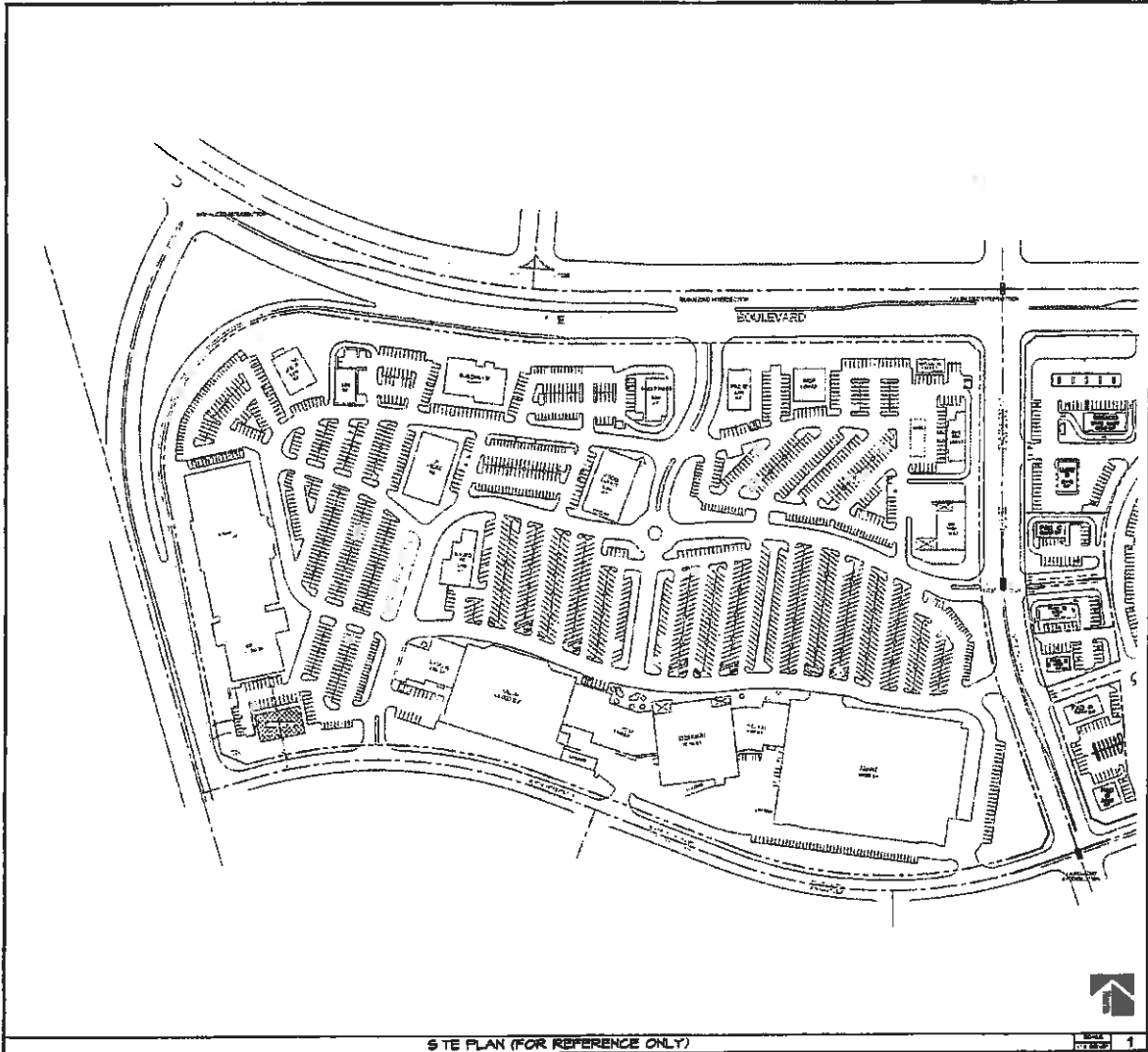


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Notes



SITE PLAN (FOR REFERENCE ONLY)

KEY NOTES

KEY NOTES

LEGEND

EXISTING BUILDING FOOTPRINT

MISSION VILLAGE PLAZA
 AVENUE, CALIFORNIA
 PROJECT NO. 100-00000-10

DATE: 01/10/10
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 PROJECT NO. 100-00000-10

AR10

Natrel



4 PAWS ANIMAL HOSPITAL ADJACENT USES ON SAME PARCEL

- 🌟 4 Paws Animal Hospital
141 E Alessandro, Suite 10-D
Riverside, CA
- 📍 VACANT SPACE
±1,300 SF
141 E Alessandro Suite 10-C
- 📍 MOONDOGGIE PET SPA
±1,000 SF
141 E Alessandro, Suite 10-B
- 📍 GOODA PLACE CHINESE
±1,000SF
141 E Alessandro, Suite 10-A
- 📍 GALAXY MOVIE THEATRE
±66,400 SF
±403 SEATS
121 E Alessandro



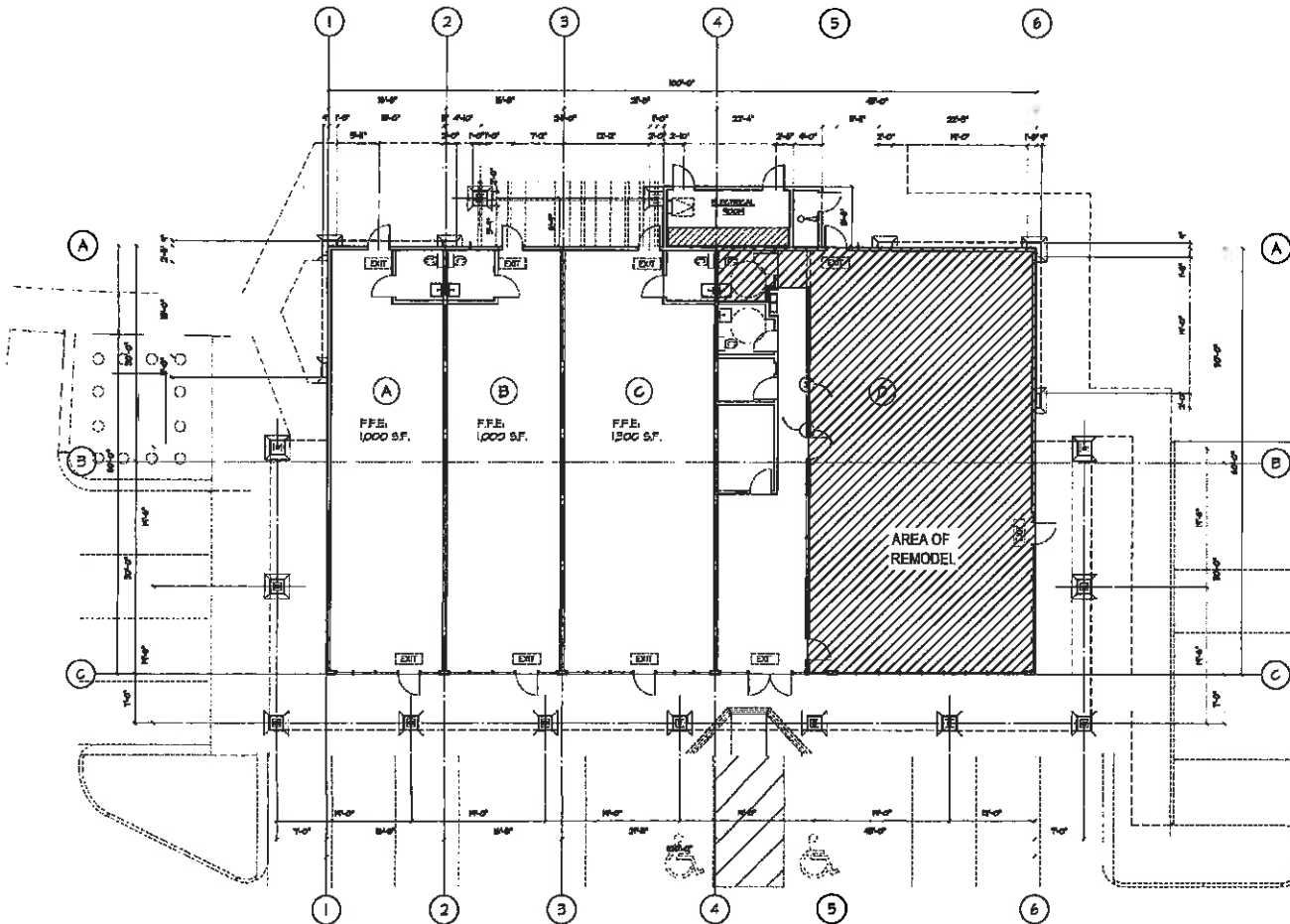
Google

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Layer: 01.04 Map: 01.01.01

4 PAWS ANIMAL HOSPITAL

141 ALESSANDRO BLVD., UNIT D, RIVERSIDE CALIFORNIA 92522



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



PROJECT DESCRIPTION

RENOVATION OF AN EXISTING COMMERCIAL SPACE INTO AN VETERINARY CLINIC.

PROJECT INFORMATION

PROJECT ADDRESS: 141 ALESSANDRO, UNIT D, RIVERSIDE CALIFORNIA 92522
 OWNER: FRED MARCHIAGA
 802 EAST FRENCH AVENUE, LA HABRA, CA 91701
 T 949 294 8365
 CONTACT: LARRY JOHNSON
 ARCHITECT: GLEN WICK ARCHITECTURE INC. DBA GW ARCHITECTURE
 2015 REDHILL AVENUE, SUITE G102
 COSTA MESA, CA 92626
 T 949 294 8365 F 714 486 3320
 CONTACT: STUART RECK

SHEET INDEX

A	TITLE SHEET, SITE PLAN, PROJECT INFO	M-1	MECHANICAL NOTES
AB	GENERAL NOTES	M-2	MECHANICAL
AB-1	FLOOR PLAN	M-3	TITLE TO FORMS
AB-2	REFLECTED CEILING PLAN	M-4	WATERWAYS
AB-3	EXIT PLAN	M-5	NOTE SHEET
AC-1	SECTION	M-6	PANEL SCHEDULE
AC-2	SECTION FURTHER	M-7	LOADING PLAN
AC-3	ADA BATHROOM	M-8	POWER PLAN
AC-4	TRUCK AND SCHEDULED	M-9	TITLE 24
AD-1	ENTIRE LEASE SPACE:	EA-1	TITLE 24
	1000 SQ. FT. TOTAL	EA-2	TITLE 24
		EA-3	TITLE 24
		EA-4	TITLE 24
		EA-5	TITLE 24
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		EA-98	TITLE 24
		EA-99	TITLE 24
		EA-100	TITLE 24

CODE SUMMARY

THE PROJECT SHALL COMPLY TO THE LISTED BELOW:

- 2019 CALIFORNIA BUILDING CODE
- 2019 CALIFORNIA MECHANICAL CODE
- 2019 CALIFORNIA FIRE MARSHAL CODE
- 2019 CALIFORNIA ELECTRICAL CODE
- 2019 CALIFORNIA TITLE 24 ENERGY CODES
- 2019 CALIFORNIA FIRE CODE
- 2019 CALIFORNIA GREEN BUILDING CODE
- 2019 CALIFORNIA ELECTRICAL REFERENCED CODE

THE PROJECT SHALL COMPLY WITH ALL OTHER ORDINANCES ADOPTED BY THE LOCAL GOVERNING AGENCY.

BUILDING DEPARTMENT NOTES

- SEPARATE PERMITS MAY BE REQUIRED FOR ACCESSORY BUILDINGS, PATIO COVERS, FENCES, SWIMMING POOLS, RETAINING WALLS, ETC.
- IF ANY CHANGES INCLUDING THE NEW STRUCTURE ADDITIONS SHALL BE LOCATED AWAY FROM THE BUILDING FOR DAMAGE PURPOSES.
- THE DISCHARGE OF POLLUTANTS TO ANY STORM DRAINAGE SYSTEM IS PROHIBITED. NO SOLID WASTE, PETROLEUM BYPRODUCTS, AND PARTICULARLY, CONSTRUCTION WASTE MATERIALS, OR WASTEWATER GENERATED ON CONSTRUCTION SHALL BE PLACED, CONVEYED OR DISCHARGED INTO THE STREET, CULVERT, OR STORM DRAIN SYSTEM.
- SPECIAL INSPECTION IS REQUIRED BY OIG FOR THE FOLLOWING TYPE OF WORK: EROSION CONTROL.

SITE NOTES

- GENERAL CONTRACTOR TO VERIFY ALL EXISTING CONDITIONS IN THE FIELD PRIOR TO COMMENCING WORK. CHECK WITH OWNER, ARCHITECT, AND OIG ENGINEER IN ANY DISCREPANCY BEFORE COMMENCING WORK.
- GENERAL CONTRACTOR TO REPAIR AND RESTORE TO ORIGINAL CONDITION ANY DAMAGES TO THE SITE CAUSED BY DEMO WORK.
- GENERAL CONTRACTOR TO FIELD VERIFY ALL POINTS OF CONNECTIONS FOR UTILITIES. IF THERE IS ANY DISCREPANCY BETWEEN THE FIELD AND CONSULTANT DRAWINGS, CONTACT THE ARCHITECT OR CONSULTANT PRIOR TO PROCEEDING.
- EXISTING SITE DRAINAGE AND GRADING SHALL BE MAINTAINED.

VICINITY MAP



PROJECT SITE

141 ALESSANDRO BLVD., UNIT D, RIVERSIDE CALIFORNIA 92522



2915 Redhill Avenue, Suite G102
 Costa Mesa, California 92626
 T 949 294 8365 F 714 486 3320

DECLARATION OF COPYRIGHT
 AS ARCHITECTURE, I HEREBY EXPRESSLY RESERVE
 COPYRIGHT AND OTHER PROPERTY RIGHTS
 IN THESE PLANS AND DRAWINGS. THE SEPARATE
 ANYWAY TO REPRODUCE, CHANGE, OR COPY IN
 ANY MANNER WITHOUT FIRST OBTAINING THE
 WRITTEN PERMISSION AND CONSENT OF
 THE ARCHITECT, HEREIN, THE TERMS ASSIGNED TO ME
 SHALL APPLY HERETOBY AND NOT TO ANY OTHER.

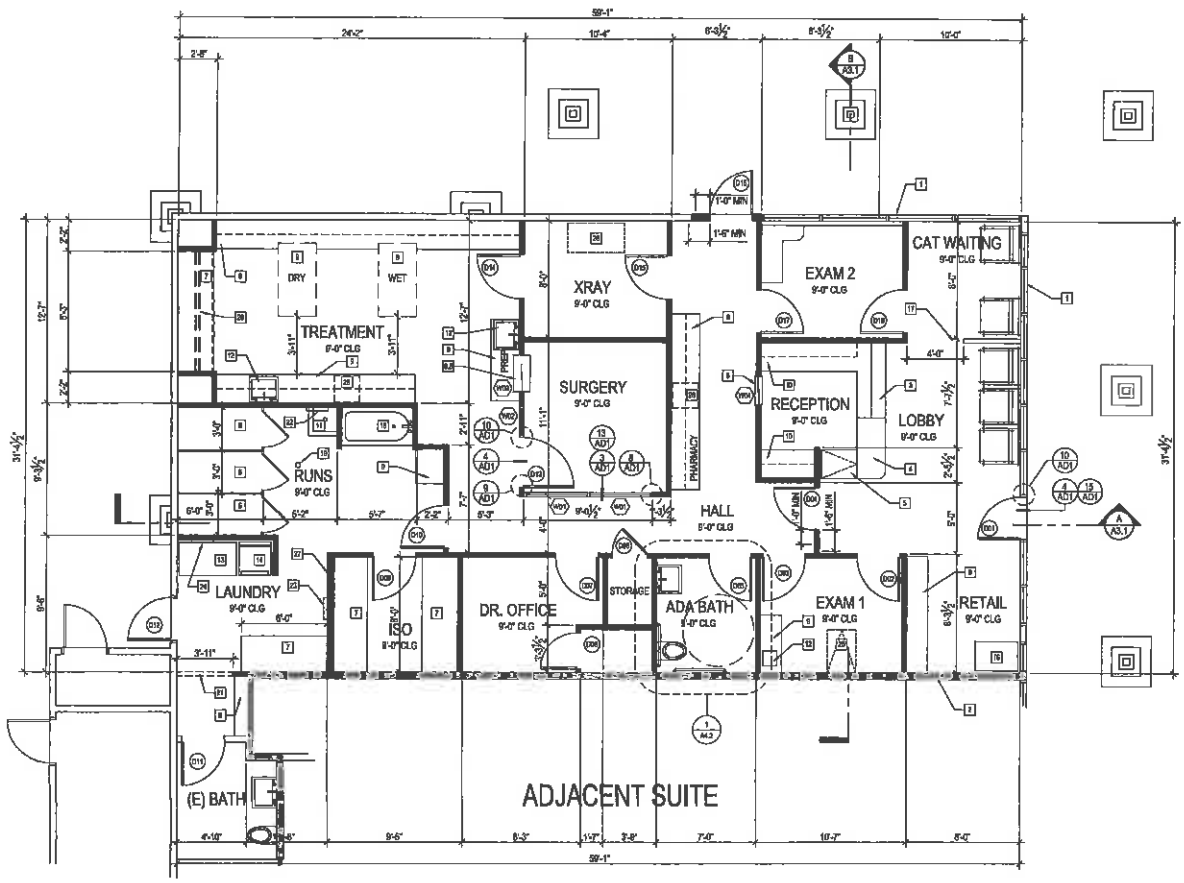


A Project Scope for:
Fred Marchiaga
4 Paws Animal Hospital
 141 Alessandro, Unit D, Riverside, CA 92522

Project No. 15782
 Plan Check No.
 Plan Number:
 Scale:
 Date:
 Revision Log:
 No. Revision Date

A

SITE PLAN



Proposed Floor Plan

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

GENERAL NOTES

- GENERAL CONTRACTOR TO VERIFY ALL EXISTING CONDITIONS IN THE FIELD PRIOR TO COMMENCING WORK. CHECK WITH OWNER AND ARCHITECT FOR ANY DISCREPANCIES IN THESE CONDITIONS WORK.
- INTERNAL CONTRACTOR TO REPAIR AND RESTORE TO ORIGINAL CONDITION ANY DAMAGED CAUSED FROM DEMO WORK.

KEY NOTES

1. EXISTING DEMO WORK TO REMAIN PROTECTED IN PLACE DURING CONSTRUCTION.
2. DESTROY 1 HOUR RAIL TO REMAIN, PROVIDE (2) ADDITIONAL LAYER OF 5/8" TYPE 'X' GYPSUM BOARD ON ONE SIDE OF THE COMMON WALL AND SEAL ALL ELECTRICAL PENETS AND PENETRATIONS - SEE ACCESSIBLE REPORT.
3. 4" HIGH COUNTER.
4. 2" HIGH ACCESSIBLE COUNTER.
5. 1/2" HIGH FOLD UP COUNTER.
6. DOOR RUMEL. SEE FLOOR PLAN FOR RIS.
7. CUSTOM ANIMAL BENCHES AS SELECTED BY OWNER/DEFINITION EACH CASE BENCH.
8. PASS-THRU RECEPTION WINDOW UNIT AS SELECTED BY OWNER.
9. PASS-THRU RECEPTION CABINET WINDOW UNIT AS SELECTED BY OWNER.
10. NEW MILL WORK CABINETS, COUNTER TOP, PLUMBING FIXTURES, AND APPLIANCES. SEE MECHANICALS, REFER TO ARCHITECT AND OWNER FOR FINAL FINISHES THROUGH-OUT.
11. NEW MILL WORK BENCHES, DECK. SEE ELEVATION ELEVATIONS, REFER TO ARCHITECT AND OWNER FOR FINAL FINISHES THROUGH-OUT.
12. 24"X24" PREFABRICATED TOP BENCH AS SELECTED BY OWNER.
13. SINK AS SELECTED BY OWNER.
14. FREEZER AS SELECTED BY OWNER.
15. WASH/DISPOSER AS SELECTED BY OWNER/STACKABLE.
16. WASH TUB ON 1/2" RAISED PLATFORM.
17. SCALES AS SELECTED BY OWNER.
18. LOW WALL - SEE FLOOR PLAN FOR HEIGHT.
19. N/A
20. FLOOR DRAIN - REFER TO PLUMBING DRAWINGS.
21. CABINET BACKING ROFFTY ABOVE CASES, SEE ELEVATION ELEVATIONS.
22. 6"X6" ROFFTY.
23. WATER HEATER SEE PLUMBING PLAN.
24. FLOORING SUB PANEL, SEE ELECTRICAL PLAN.
25. DATA PANEL, SEE ELECTRICAL PLAN.
26. FOLD DOWN TABLE, AS SELECTED BY OWNER.
27. XRAY, AS SELECTED BY OWNER.
28. 208 VOLT WALL AT ELECTRICAL PANEL WALL.
29. REFRIGERATOR AS SELECTED BY OWNER.

SYMBOL LEGEND

- 1/2" WALL S&B METAL STUDS AT 16" O.C. - (SEE DETAIL (M&D))
- EXISTING 1 HOUR WALL TO REMAIN, PROVIDE (2) ADDITIONAL LAYER OF 5/8" TYPE 'X' GYPSUM BOARD ON ONE SIDE OF THE COMMON WALL AND PROTECT ALL ELECTRICAL PENETS AND PENETRATIONS - SEE ACCESSIBLE REPORT.
- DETAIL REFERENCE
- O.L. OCCUPANT LOAD



2915 Redwood Avenue, Suite 6102
Costa Mesa, California 92626
T 949 294 8385, F 714 486 3320

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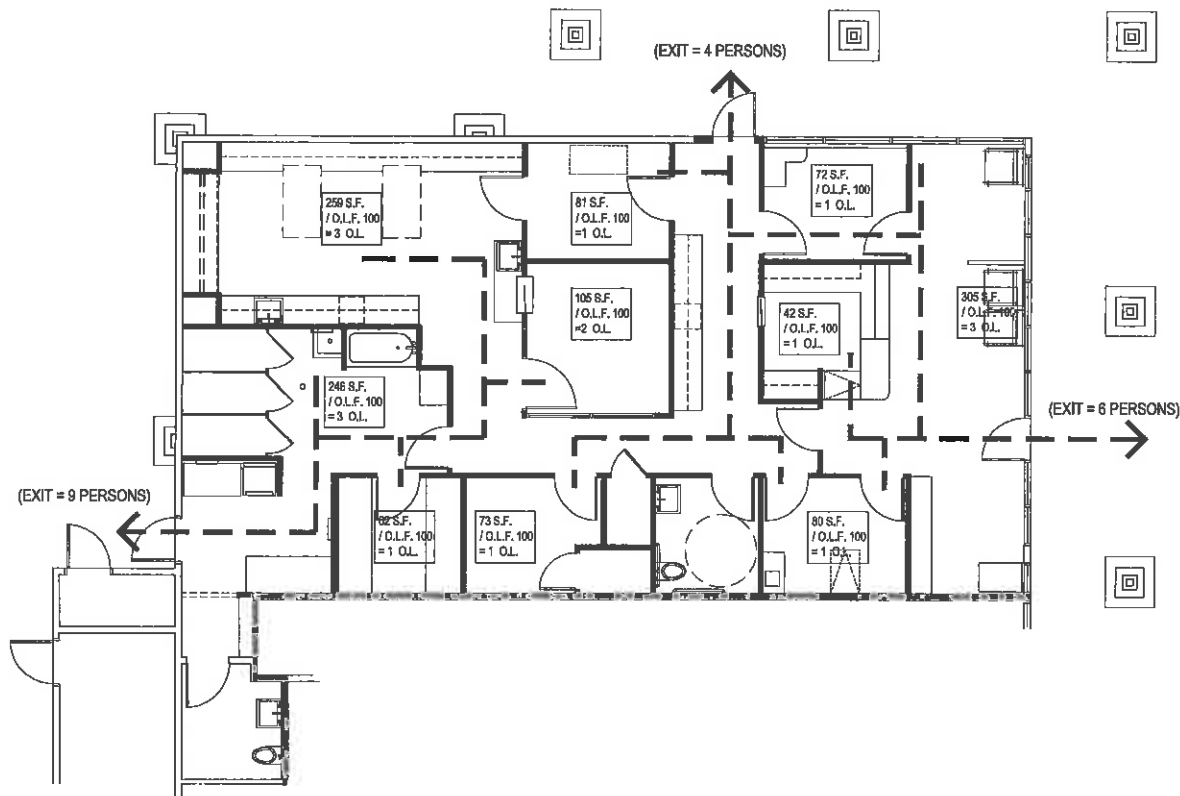
A Project Scope for:
4 Paws Animal Hospital
141 Alessandro, Unit D, Riverside, CA 92522

Project No.	157862
Plan Check No.	
For (preliminary)	
Submitted	
Approved	
Revision Log	
No.	Revision
	Date



A2.1

PROPOSED FLOOR PLAN



GENERAL NOTES

* CRITICAL CONTRACTOR TO VERIFY ALL EXISTING CONDITIONS IN THE FIELD PRIOR TO COMMENCING WORK. CHECK WITH OWNER AND ARCHITECT ANY WORKER SAFETY BEFORE COMMENCING WORK.

* GENERAL CONTRACTOR TO REPAIR AND RETURN TO ORIGINAL CONDITION ANY DAMAGE CAUSED FROM HIS/HER WORK.

KEY NOTES

- EXISTING STREPPROTECT TO REMAIN, PROTECT THROUGHOUT CONSTRUCTION.
- EXISTING 1 HOUR WALL TO REMAIN, PROVIDE (1) ADDITIONAL LAYER OF 5/8" TYPE 'X' GYPSUM BOARD ON ONE SIDE OF THE COMMON WALL AND PROTECT ALL ELECTRICAL BOXES AND PENETRATIONS - SEE ACoustICAL REPORT.
- 4" HIGH COUNTER.
- 30 HIGH ACCESSIBLE COUNTER.
- 32 HIGH REEF UP COUNTER.
- DOOR FINISH, SEE FLOOR PLAN FOR NOTES.
- CUSTOM ANIMAL SCHEDULE AS SELECTED BY OWNER, INFORMATION EACH CAGE BANK.
- PASS-THRU RECEIPTER WINDOW UNIT AS SELECTED BY OWNER.
- PASS-THRU WINDOW BY CABINET WINDOW UNIT AS SELECTED BY OWNER.
- NEW MILLWORK CABINETS, COUNTER TOP, FLOORING, FIXTURES, AND APPLIANCES, SEE INTERIOR ELEVATIONS, REFER TO ARCHITECT AND OWNER FOR FINAL FINISHES THROUGHOUT.
- NEW ALL-WORK SHELVES, DESK, SEE INTERIOR ELEVATIONS, REFER TO ARCHITECT AND OWNER FOR FINAL FINISHES THROUGHOUT.
- 30"x24" PREFABRICATED TOP BANK AS SELECTED BY OWNER.
- BANK AS SELECTED BY OWNER.
- PREEZER AS SELECTED BY OWNER.
- WATER RESISTANT AS SELECTED BY OWNER, STACKABLE.
- WASH TUB ON 4" RABBIT PLATFORM.
- SCALE AS SELECTED BY OWNER.
- LOW WALL - SEE FLOOR PLAN FOR NOTES.
- FLOOR DRAIN - REFER TO FLOORING DRAWINGS.
- CABINET BACKING SUPPORT ABOVE CAGES, SEE INTERIOR ELEVATIONS.
- WATER RESISTANT FLOORING PLAN.
- ELECTRIC SUB PANEL, SEE ELECTRICAL PLAN.
- DATA PANEL, SEE ELECTRICAL PLAN.
- FOLD DOWN TABLE, AS SELECTED BY OWNER.
- WALL, AS SELECTED BY OWNER.
- 305 WALL AT ELECTRICAL PANEL WALL.
- REF REFRIGERATOR AS SELECTED BY OWNER.

SYMBOL LEGEND

- EXISTING WALL
- NEW WALL 3/8" METAL STUDS AT 16" O.C. - SEE DETAIL, W-101
- EXISTING 1 HOUR WALL TO REMAIN, PROVIDE (1) ADDITIONAL LAYER OF 5/8" TYPE 'X' GYPSUM BOARD ON ONE SIDE OF THE COMMON WALL AND PROTECT ALL ELECTRICAL BOXES AND PENETRATIONS - SEE ACoustICAL REPORT.
- DETAIL REFERENCE
- O.L. OCCUPANT LOAD



2915 Redhill Avenue, Suite G102
Costa Mesa, California 92625
714 446 8385, 714 486 3320

DECLARATION OF COMPETENCE

GE ARCHITECTURE HEREBY EXPRESSLY REPRESENTS AND WARRANTS THAT THE ARCHITECTURAL DESIGN AND CONSTRUCTION DOCUMENTS AND SPECIFICATIONS, THESE DOCUMENTS ARE NOT TO BE REPRODUCED, COPIED, OR OTHERWISE USED IN ANY MANNER WITHOUT FIRST OBTAINING THE EXPRESS WRITTEN PERMISSION AND CONSENT OF GE ARCHITECTURE. WE ARE NOT TO BE HELD RESPONSIBLE FOR ANY ERRORS OR OMISSIONS WITHOUT WRITTEN CONSENT.



A Project Scope for:
Fred Madruga
4 Paws Animal Hospital
141 Alessandro, Unit D, Riverside, CA 92522

Project No.	15-7892
Plan Check No.	15-1325
Date Submitted	
Scale	
Author	
Checker	
Reviewer	
Plan Check Comments	
Date	April 17, 2016

A2.3

EXIT PLAN



RIGHT



FRONT



FRONT

Photo Exhibit

A Veterinary Clinic For Dr. Fred Madriaga

4_PAWS ANIMAL HOSPITAL

141 Alessandro, Unit D. Mission Grove Plaza, Riverside CA.

12-21-15



2915 Rollin Avenue, Suite 6102
Costa Mesa, California 92626
1 949 224 4555, F 714 496 3300

**AIRPORT LAND USE COMMISSION
MINUTE ORDER MAY 12, 2016
RIVERSIDE MEETING**

A regular scheduled meeting of the Airport Land Use Commission was held on May 12, 2016 at the Riverside County Administrative Center, Board Chambers.

COMMISSIONERS PRESENT: Simon Housman, Chairman
Rod Ballance, Vice Chairman
Arthur Butler
Glen Holmes
John Lyon
Steve Manos
Russell Betts, Alternate for Greg Pettis

COMMISSIONERS ABSENT: Greg Pettis

STAFF PRESENT: Ed Cooper, ALUC Director
John Guerin, Principal Planner
Paul Rull, Urban Regional Planner IV
Barbara Santos, ALUC Commission Secretary
Raymond Mistica, ALUC Counsel

OTHERS PRESENT: Patricia Brene, City of Riverside
Minerva Clayton, Other Interested Person
Bennie Conatser, Perris Valley Airport
Patrick Conatser, Perris Valley Airport
Nancy Hall, Dr. Madriga
Nick Johnson, Other Interested Person
Sean Kilkenny, Applicant, Davidson Emerald
Kyle Knowland, Other Interested Person
Rich Lopp, Other Interested Person
Gerald Volomino, Other Interested Person

**AIRPORT LAND USE COMMISSION
MINUTE ORDER MAY 12, 2016
RIVERSIDE MEETING**

I. **AGENDA ITEM 2.1:** ZAP1185MA16 – Vogel Properties (Representative: Nick Johnson) – City of Moreno Valley Case No. PA16-0002 (Site Plan Review). The applicant is proposing to develop a 446,350 square foot manufacturing/distribution center on 19.61 acres. The building floor plan consists of 347,080 square feet of warehouse area, 89,270 square feet of manufacturing area, and 10,000 square feet of 2nd floor mezzanine/office area. The project site is located northerly of Harley Knox Boulevard, southerly of the westerly extension of Grove View Road, easterly of Heacock Street, and westerly of Indian Street. (Airport Compatibility Zones B2 and C1 of the March Air Reserve Base/Inland Port Airport Influence Area).

II. **MAJOR ISSUES**

The project was originally submitted to ALUC as providing for 426,350 square feet of warehouse area, 10,000 square feet of office area, and 10,000 square feet of mezzanine area. However, the environmental document referenced a substantial manufacturing component. Ultimately, the item was continued from ALUC's April meeting, and the applicant decided to move forward with the project as described in the CEQA document. This required re-advertising and rescheduling of the ALUC hearing.

Additionally, the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, following the lead of the Joint Land Use Study and the 2005 Air Installation Compatible Use Zone (AICUZ) study prepared by the U.S. Air Force, did not provide for a Clear Zone or Accident Potential Zones for the secondary runway at March, which has traditionally been utilized primarily for Aero Club operations. Staff's recommendation must be based on the Compatibility Plan, as adopted. However, there is a possibility that this site, or portions thereof, could be included in an Accident Potential Zone for the secondary runway in a future AICUZ.

III. **STAFF RECOMMENDATION**

Staff recommends that the Site Plan Review be found CONSISTENT, subject to the conditions included herein.

IV. **PROJECT DESCRIPTION**

The Site Plan Review is a proposal to develop a 446,350 square foot manufacturing and warehouse/distribution building on 19.61 acres. The building floor plan, as revised, consists of 347,080 square feet of warehouse area, 89,270 square feet of manufacturing area, and 10,000 square feet of second floor mezzanine/office area.

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/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

**AIRPORT LAND USE COMMISSION
MINUTE ORDER MAY 12, 2016
RIVERSIDE MEETING**

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 (with overnight stays), congregate care facilities, hotels/motels, places of assembly (including churches and theaters), buildings with more than 3 aboveground habitable floors, noise sensitive outdoor nonresidential uses, critical community infrastructure facilities and hazards to flight.
3. Prior to issuance of any building permits, the landowner shall convey and have recorded an avigation easement to the March Inland Port Airport Authority. Contact March Joint Powers Authority at (951) 656-7000 for additional information.
 4. The attached notice shall be given to all prospective purchasers of the property and tenants of the building.
 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. This project has been evaluated as a proposal for the establishment of an industrial building (warehouse/manufacturing facility) with not more than 10,000 square feet of office area in any given acre. The City of Moreno Valley shall require additional review by the Airport Land Use Commission prior to the establishment of any of the following uses in this structure:

Auction rooms, auditoriums, bowling alleys, call centers, conference rooms larger than 1,500 square feet in area, classrooms, courtrooms, dance floors, dormitories, drinking establishments, exercise rooms, exhibit rooms, health care facilities (without overnight stays), gymnasiums, locker rooms, lounges, restaurants, retail sales, skating rinks, stages, swimming pools, and all other uses that would be considered to have an occupancy level greater than one person per 100 square feet (minimum square feet per occupant less than 100) pursuant to California Building Code (1998) Table 10-A.
 7. This project has been evaluated as a proposal for 347,080 square feet of warehouse area, 89,270 square feet of manufacturing area, and 10,000 square feet of second floor mezzanine/office area. Any increase in total building area or increase in manufacturing or office area will require review by the Airport Land Use Commission. In addition, this project

**AIRPORT LAND USE COMMISSION
MINUTE ORDER MAY 12, 2016
RIVERSIDE MEETING**

shall not store, process or manufacture hazardous materials without review and approval by the Airport Land Use Commission.

8. 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.
9. 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.
10. Any roof-top equipment that exceeds the building parapet height of 43 feet will require Form 7460-1 submittal, review, and issuance of a "Determination of No Hazard to Air Navigation" by the Federal Aviation Administration Obstruction Evaluation Service.

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

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.

ITEM 2.1: TIME 9:04 A.M.

**AIRPORT LAND USE COMMISSION
MINUTE ORDER MAY 12, 2016
RIVERSIDE MEETING**

I. **AGENDA ITEM 3.1:** ZAP1067FV16 – Davidson Communities, LLC (Representative: Sean Kilkenny) - City of Murrieta Case Nos. GPA 2015-684 (General Plan Amendment), CZ 2015-685 (Zone Change), and Tentative Tract Map No. 37108. The applicant proposes to divide 67.58 acres (Assessor's Parcel Numbers 963-060-001, 963-060-004, and 963-060-069) located westerly of Briggs Road, northerly of Porth Road, and easterly of Liberty Road into 229 single-family residential lots, plus additional lots for open space, detention and water quality basins, and landscaping ("Liberty Fields"). In order to attain the requested density, the applicant proposes to amend the General Plan designation of the project site from Large Lot Residential (0.1 to 1.0 dwelling units per acre) to Single Family Residential (1.1 to 10.0 dwelling units per acre) and to change the zoning of the property from Rural Residential (0.1 to 0.4 dwelling units per acre) to SF-2 [Single Family Residential 2] (5.1 to 10.0 dwelling units per acre, 5,000 square foot minimum lot size). (Airport Compatibility Zones C and D of the French Valley Airport Influence Area – no homes proposed in Zone C).

II. **MAJOR ISSUES**
None

III. **STAFF RECOMMENDATION**
Staff recommends a finding of CONSISTENCY for the General Plan Amendment and Change of Zone. Staff recommends that the Tentative Tract Map 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 RECOMMENDATION AT HEARING

CONSISTENT (GPA, CZ, Tract Map) - FAA received for Tract Map. Amend Condition No. 5 and add Condition Nos. 6 through 9.

IV. **PROJECT DESCRIPTION**
The applicant proposes to divide 67.58 acres into 229 single-family residential lots, plus additional lots for open space, detention and water quality basins, and landscaping ("Liberty Fields"). In order to attain the requested density, the applicant proposes to amend the General Plan designation of the project site from Large Lot Residential (0.1 to 1.0 dwelling units per acre) to Single Family Residential (1.1 to 10.0 dwelling units per acre) and to change the zoning of the property from Rural Residential (0.1 to 0.4 dwelling units per acre) to SF-2 [Single Family Residential 2] (5.1 to 10.0 dwelling units per acre, 5,000 square foot minimum lot size).

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/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

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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, and highly noise-sensitive outdoor nonresidential uses.
3. The attached disclosure notice shall be provided to all potential purchasers of the proposed lots and to the tenants of the homes thereon, and shall be recorded as a deed notice.
4. Any ground-level or aboveground water detention basin or facilities shall be designed so as to provide for a detention period for the design storm that does not exceed 48 hours and to remain totally dry between rainfalls. Vegetation in and around such facilities that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature.

Condition No. 5 was amended at the ALUC hearing to read as follows:

5. The proposed structures shall not exceed a height of 35 feet above ground level and a maximum elevation at top point of 1,398 feet above mean sea level.

Condition Nos. 6 through 9 were added at the ALUC hearing.

6. The Federal Aviation Administration has conducted an aeronautical study of the proposed structure (Aeronautical Study No. 2016-AWP-4034-OE) and has determined that neither marking nor lighting of the structure is necessary for aviation safety. However, if marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting (if any) shall be installed in accordance with FAA Advisory Circular 70/7460-1 L and shall be maintained in accordance therewith for the life of the project.
7. The specific coordinates, height, and top point elevation of the proposed structure shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however, that reduction in 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 structure shall not exceed the height of the structure, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.
9. Within five (5) days after construction of the structure reaches its greatest height, FAA Form 7460-2 (Part II), Notice of Actual Construction or Alteration, shall be completed by the project proponent or his/her designee and e-filed with the Federal Aviation Administration. (Go to

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<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.

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

The following spoke in favor of the project:

Sean Kilkenny, Applicant Representative, Del Mar, CA 92014

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, Tract Map) with amended and added conditions, as recommended.

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.

ITEM 3.1: TIME 9:05 A.M.

**AIRPORT LAND USE COMMISSION
MINUTE ORDER MAY 12, 2016
RIVERSIDE MEETING**

I. **AGENDA ITEM 3.2:** ZAP1009PV16 – Metz & A, LLC/Nicholas Brose (Representative: Jei Kim, Pacific Coast Land Consultants) – City of Perris Planning Case Nos. GPA 16-05031 (General Plan Amendment), Zone ZC 16-05030 (Zone Change) and DPR 16-00002 (Development Plan Review). The applicant is proposing a General Plan Amendment and Zone Change to change the City of Perris General Plan land use designation and zoning classification of 17.29 acres (Assessor's Parcel Numbers 311-040-013, -015, -021, -024, and -026) located at the northeast corner of "A" Street and Metz Road from R-6000 (Single-Family Residential, 6,000 square foot minimum lots) to MFR-22 (Multi-Family Residential, up to 22 dwelling units per acre), and a Development Plan Review to construct a 376 unit apartment complex on the property, consisting of 28 apartment buildings with a maximum building height of 40 feet, 518 parking spaces with a mixture of covered and uncovered stalls, a single-story 4,482 square foot clubhouse with a 616 square foot covered outdoor gallery/corridor, and 1 drainage/detention basin. (Airport Compatibility Zone D of March Air Reserve Base/Inland Port Airport Influence Area and partially in Airport Compatibility Zone E of Perris Valley 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 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan and the Perris Valley Airport Land Use Compatibility Plan, and find the Development Plan Review 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 RECOMMENDATION AT HEARING

CONSISTENT (GPA, Zone Change, Development Plan Review) – FAA received for DPR. Amend Condition No. 8 and add condition Nos. 9 through 12.

IV. **PROJECT DESCRIPTION**
The applicant is proposing a General Plan Amendment and Zone Change to change the general plan designation and zoning classification of 17.29 acres comprised of five parcels from R-6000 (Single-Family Residential, 6,000 square foot minimum lot size) to MFR-22 (Multi-Family Residential, up to 22 dwelling units per acre), and a Development Plan Review to construct a 376 unit apartment complex on the property. The apartment complex includes 28 apartment buildings with a maximum building height of 40 feet, 518 parking spaces with a mixture of covered and uncovered stalls, a single-story 4,482 square foot clubhouse with 616 square foot covered outdoor gallery, and 1 drainage/detention basin.

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

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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.
3. The attached disclosure notice shall be provided to all potential purchasers of the property and to the tenants of the proposed apartments, and shall be recorded as a deed notice.
 4. The proposed water detention and/or infiltration basins or facilities shall be designed so as to provide for a detention period for the design storm that does not exceed 48 hours and to remain totally dry between rainfalls. Vegetation in and around such facilities that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.
 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 inclusive of irrigation controllers, access gates, etc.
 6. An informational sign shall be posted in a conspicuous location in the rental office clearly depicting the proximity of the project to the Perris Valley Airport and aircraft traffic patterns.
 7. An information brochure shall be provided to prospective renters showing the locations of aircraft flight patterns. The frequency of overflights, the typical altitudes of the aircraft, and the range of noise levels that can be expected from individual aircraft overflights shall be described. A copy of the Compatibility Factors exhibit from the Perris Valley Airport Land Use Compatibility Plan shall be included in the brochure.

Condition No. 8 was amended at the ALUC hearing to read as follows:

8. The proposed structures shall not exceed a height of 40 feet above ground level and a maximum elevation at top point (including all roof-mounted equipment, if any) of 1,520 feet above mean sea level.

Condition Nos. 9 through 12 were added at the ALUC hearing.

9. The Federal Aviation Administration has conducted an aeronautical study of the proposed structures (Aeronautical Study No. 2016-AWP-3478-OE) and has determined that neither marking nor lighting of the structures is necessary for aviation safety. However, if marking

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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 and shall be maintained in accordance therewith for the life of the project.

10. The specific coordinates, height, and top point elevation of the proposed structures shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however, that reduction in structures height or elevation shall not require further review by the Airport Land Use Commission.
11. Temporary construction equipment used during actual construction of the structures shall not exceed the height of the structure, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.
12. Within five (5) days after construction of the structures reaches its greatest height, FAA Form 7460-2 (Part II), Notice of Actual Construction or Alteration, shall be completed by the project proponent or his/her designee and e-filed with the Federal Aviation Administration. (Go to <https://oeaaa.faa.gov> for instructions.) This requirement is also applicable in the event the project is abandoned or a decision is made not to construct the structures.

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

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** (GPA, Zone Change, Development Plan Review) with amended and added conditions as recommended.

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.

ITEM 3.2: TIME 9:17 A.M.

**AIRPORT LAND USE COMMISSION
MINUTE ORDER MAY 12, 2016
RIVERSIDE MEETING**

I. **AGENDA ITEM 3.3:** ZAP1192MA16 – Nicol Investment Company/NIC Oleander LLC (Representative: Dierdre McCollister, MIG Hogle-Ireland) – City of Perris Planning Case Nos. PLN16-00003 (Specific Plan Amendment), PLN16-05050 (Development Plan Review), and PLN16-05049 (Parcel Map). The applicant proposes to construct/develop a 380,000 square foot industrial warehouse/distribution building on 21.89 acres (Assessor's Parcel Numbers 294-210-008, -034, -035, -037, -038, -044, -046, and -056) located northerly of West Oleander Avenue, southerly and westerly of Harley Knox Boulevard, and easterly of Interstate 215 in the City of Perris. The building floor plan provides for 347,000 square feet of warehouse area, 10,000 square feet of first floor office area, and 23,000 square feet of second floor mezzanine office area. In order to provide for this use, the applicant is also proposing to amend the Perris Valley Commerce Center Specific Plan land use designation of this property from Commercial to Light Industrial. The associated Parcel Map would merge the eight existing parcels so as to include the entire facility on a single lot. (Airport Compatibility Zone B2 of the March Air Reserve Base/Inland Port Airport Influence Area).

II. **MAJOR ISSUES**
None

III. **STAFF RECOMMENDATION**

Staff recommends that the Commission find the proposed Specific Plan Amendment and Parcel Map CONSISTENT with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, and find the proposed Development Plan Review 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

CONSISTENT (SPA, Parcel Map, Development Plan Review) - FAA received for DPR. Amend Condition No. 9 and add Condition Nos. 10 through 13.

IV. **PROJECT DESCRIPTION**

The applicant is proposing a Specific Plan Amendment to change the land use designation of 21.89 acres from Commercial to Light Industrial, a Development Plan Review to construct a 380,000 square foot industrial distribution warehouse, and a parcel map to merge eight parcels. The building floor plan consists of 347,000 square feet of warehouse area, 10,000 square feet of 1st floor office and 23,000 square feet of mezzanine/2nd floor office area. The proposed building height is 47 feet and contains 43 dock doors and 2 at-grade doors. The site plan depicts 225 automobile parking spaces and 98 trailer parking spaces.

CONDITIONS:

1. Any outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. 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.

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- (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
 - (e) Children's schools, day care centers, libraries, hospitals, skilled nursing and care facilities, congregate care facilities, hotels/motels, places of assembly (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.
3. Prior to issuance of any building permits, the landowner shall convey and have recorded an aviation easement to the March Inland Port Airport Authority. Contact March Joint Powers Authority at (951) 656-7000 for additional information.
 4. The attached notice shall be given to all prospective purchasers of the property and tenants of the building.
 5. The proposed 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 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 basins shall not include trees that produce seeds, fruits, or berries.
 6. This project has been evaluated as a proposal for the establishment of an industrial warehouse with not more than 33,000 square feet of office area in any given acre. The City of Perris shall require additional review by the Airport Land Use Commission prior to the establishment of any of the following uses in this structure:

Auction rooms, auditoriums, bowling alleys, call centers, conference rooms larger than 1,500 square feet in area, classrooms, courtrooms, dance floors, dormitories, drinking establishments, exercise rooms, exhibit rooms, health care facilities, gymnasiums, locker rooms, lounges, restaurants, retail sales, skating rinks, stages, swimming pools, and all other uses that would be considered to have an occupancy level greater than one person per 100 square feet (minimum square feet per occupant less than 100) pursuant to California Building Code (1998) Table 10-A.
 7. Noise attenuation measures shall be incorporated into the design of the office areas of the structure, to the extent such measures are necessary to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.

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8. 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.
9. **The proposed structures shall not exceed a height of 47 feet above ground level and a maximum elevation at top point (including all roof-mounted equipment, if any) of 1,556 feet above mean sea level.**
10. **The Federal Aviation Administration has conducted an aeronautical study of the proposed structure (Aeronautical Study No. 2016-AWP-3619-OE) and has determined that neither marking nor lighting of the structure is necessary for aviation safety. However, if marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting (if any) shall be installed in accordance with FAA Advisory Circular 70/7460-1 L and shall be maintained in accordance therewith for the life of the project.**
11. **The specific coordinates, height, and top point elevation of the proposed structure shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however, that reduction in structure height or elevation shall not require further review by the Airport Land Use Commission.**
12. **Temporary construction equipment used during actual construction of the structure shall not exceed the height of the structure, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.**
13. **Within five (5) days after construction of the structure reaches its greatest height, FAA Form 7460-2 (Part II), Notice of Actual Construction or Alteration, shall be completed by the project proponent or his/her designee and e-filed with the Federal Aviation Administration. (Go to <https://oeaaa.faa.gov> for instructions.) This requirement is also applicable in the event the project is abandoned or a decision is made not to construct the structure..**

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

No one spoke in favor, neutral or opposition to the project

VI. ALUC COMMISSION ACTION

The ALUC Commission by a vote of 7-0 found the project **CONSISTENT** (SPA, Parcel Map, Development Plan Review) with amended and added conditions, as recommended.

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.

ITEM 3.3: TIME 9:19 A.M.

**AIRPORT LAND USE COMMISSION
MINUTE ORDER MAY 12, 2016
RIVERSIDE MEETING**

I. **AGENDA ITEM 3.4:** ZAP1191MA16 – Perris Mini-Storage Inc. (Representative: Charles Ware) – City of Perris Planning Case Nos. 16-05075 (Major Modification to Conditional Use Permit [CUP] No. 02-0061), 16-05076 (Minor Adjustment to CUP No. 02-0061), and 16-05077 (Specific Plan Amendment). The applicant proposes a Major Modification to CUP No. 02-0061 in order to construct five mini-storage buildings totaling 34,848 square feet (single-story buildings with a maximum height of 22-feet) on 1.57 acres (Assessor's Parcel Number 305-030-052) located along the westerly side of Perris Boulevard, northerly of Walnut Street and southerly of Rider Street, as an expansion of the existing mini-storage facility to the southwest. The applicant also proposes an amendment to the Perris Valley Commerce Center Specific Plan and use designation of both this parcel and the existing facility parcel (Assessor's Parcel Number 305-030-050) from Commercial to Light Industrial (total amendment area of 7.48 acres), and a Minor Adjustment to CUP No. 02-0061 to allow a maximum lot coverage of 56%, rather than 50%. (Airport Compatibility Zones B1-APZ II, B2 and C1 of the March Air Reserve Base/Inland Port Airport Influence Area).

II. **MAJOR ISSUES**

The total occupancy and average intensity exceed allowances for Accident Potential Zone II if an occupancy level of one person per 300 square feet is assumed. However, mini-storage units are not normally occupied, so such a calculation would greatly overestimate actual intensities.

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 Major Modification and Minor Adjustment CONSISTENT, subject to the conditions included herein.

IV. **PROJECT DESCRIPTION**

The applicant proposes a Major Modification to City of Perris Conditional Use Permit (CUP) No. 02-0061 in order to construct five mini-storage buildings (single-story buildings with a maximum height of 22 feet) totaling 34,848 square feet on 1.57 acres, as an expansion of the existing mini-storage facility to the southwest. The applicant also proposes an amendment to the Perris Valley Commerce Center Specific Plan land use designation of both the new project site and the existing facility site from Commercial to Light Industrial (total amendment area of 7.48 acres). Finally, the applicant proposes a Minor Adjustment to CUP No. 02-0061 to allow a maximum lot coverage of 56%, rather than 50%.

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.

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RIVERSIDE MEETING**

- (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.
- 3. Prior to issuance of any building permits, the landowner shall convey and have recorded an avigation easement to the March Inland Port Airport Authority. Contact March Joint Powers Authority at (951) 656-7000 for additional information.
 - 4. The attached notice shall be given to all prospective purchasers of the property and tenants of the building.
 - 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. 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. This finding of consistency is specifically applicable to the use of the property as a mini-storage project. No human habitation of the storage units is permitted. One caretaker's dwelling may be established in the portion of the property in Compatibility Zone B2. The maximum lot coverage in Compatibility Zone B1-APZ II shall not exceed fifty (50) percent.

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

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**.

**AIRPORT LAND USE COMMISSION
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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.

ITEM 3.4: TIME 9:20 A.M.

**AIRPORT LAND USE COMMISSION
MINUTE ORDER MAY 12, 2016
RIVERSIDE MEETING**

- I. **AGENDA ITEM 3.5: ZAP1194MA16 – City of Riverside (Representative: Doug Darnell) – City Case No. P15-1010 (General Plan Amendment).** A proposal by the City of Riverside to amend its General Plan 2025 so as to bring that Plan into consistency with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan. Accordingly, the proposal includes amendments to the Land Use and Urban Design, Public Safety, Noise, and Circulation and Community Mobility Elements of the General Plan, as well as the Introduction section. (Airport Compatibility Zones B1-APZ II, B1, C1, C2, D, and E of the March Air Reserve Base/Inland Port Airport Influence Area).

II. **MAJOR ISSUES**

There is no question that the proposed General Plan Amendment is consistent with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan ("March ALUCP") and that the proposed amendment brings the City General Plan closer to consistency with the March ALUCP. However, the City is proposing that the attached text amendments and maps constitute the General Plan changes needed to enable a determination that the City's General Plan is consistent with the March ALUCP. As of the date of preparation of this staff report (April 26, 2016), staff review is ongoing. The proposal would certainly be sufficient for a jurisdiction that included portions of Zone E, such as the City of Menifee, but the City of Riverside also includes land in some of the inner zones. While we hope to be able to ultimately forward a proposal to the Commission that brings the General Plan into consistency with the March ALUCP, at this time, we must recommend a continuance.

III. **STAFF RECOMMENDATION**

At this time, staff recommends that the Commission open the public hearing, consider testimony, and CONTINUE consideration of this matter to its June 9, 2016 public hearing agenda. However, there is a possibility that ALUC staff (working with City staff) will be able to identify recommended additions to the proposal between the date of this staff report and the Commission meeting as the quest to find a path to consistency continues.

STAFF RECOMMENDED AT HEARING

CONTINUE to 6-9-16 with the consent of the City

IV. **PROJECT DESCRIPTION**

The City of Riverside is proposing to amend its General Plan 2025 so as to bring that Plan into consistency with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan {"March ALUCP"}. Accordingly, the proposal includes amendments to the Land Use and Urban Design, Public Safety, Noise, and Circulation and Community Mobility Elements of the General Plan, as well as the Introduction section.

V. **MEETING SUMMARY**

The following staff presented the subject proposal:

ALUC Staff Planner: John Guerin at (951) 955-0982, or e-mail at jguerin@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 CONTINUED the project to June 9, 2016 with the consent of the City.

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. ITEM 3.5: TIME 9:47 A.M.

**AIRPORT LAND USE COMMISSION
MINUTE ORDER MAY 12, 2016
RIVERSIDE MEETING**

I. **AGENDA ITEM 3.6:** ZAP1010PV16 – Raintree Investment Corporation (Representative: Melissa Perez, Albert A. Webb and Associates) – City of Perris Case No. 15-05181 (Tentative Tract Map No. 36988). A proposal to divide 37.65 acres (Assessor's Parcel Numbers 330-150-015 and 330-150-016) located westerly of Murrieta Road and northerly of Ethanac Road into 168 single-family residential lots and four open space lots. The proposed subdivision is located within the Green Valley Specific Plan in the City of Perris. (Airport Compatibility Zones D and E of the Perris Valley Airport Influence Area and Airport Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Influence Area).

II. **MAJOR ISSUES**

The project's proposed residential density of 4.4 dwelling units per acre is inconsistent with the Perris Valley Airport Compatibility Zone D criteria of either below 0.2 dwelling units per acre or above 5.0 dwelling units per acre.

III. **STAFF RECOMMENDATION**

Staff recommends that the Commission find the Tentative Tract Map INCONSISTENT, based on the density being within the prohibited intermediate density range.

STAFF RECOMMENDED AT HEARING

CONTINUE to June 9, 2016 (applicant's request)

IV. **PROJECT DESCRIPTION**

The applicant is proposing to divide 37.65 acres into 168 single-family residential lots and four open space lots. The proposed subdivision is located within the Green Valley Specific Plan.

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

The following spoke in favor of the project:

Gerald Volomino, Other Interested Person, 26642 Via Noveno, Mission Viejo, CA 92691

Nick Johnson, Other Interested Person

No one spoke in neutral of the project:

The following spoke in opposition of the project:

Bennie Conatser, Perris Valley Airport, P. O. Box 125, Nuevo, CA 92567

Patrick Conatser, Perris Valley Airport, 23096 Skymosa Road, Homeland, CA 92548

VI. **ALUC COMMISSION ACTION**

The ALUC Commission by a unanimous vote of 7-0 CONTINUED the project to June 9, 2016 with the consent of the applicant.

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.

ITEM 3.6: TIME 9:48 A.M.

**AIRPORT LAND USE COMMISSION
MINUTE ORDER MAY 12, 2016
RIVERSIDE MEETING**

I. **AGENDA ITEM 3.7: ZAP1011PV16 – Raintree Investment Corporation (Representative: Melissa Perez, Albert A. Webb and Associates) – City of Perris Planning Case No. 15-05180 (Tentative Tract Map No. 36989). A proposal to divide 37.09 acres (Assessor's Parcel Numbers 330-150-011, 330-150-012, 330-150-013) located westerly of Murrieta Road, northerly of Ethanac Road, and easterly of Goetz Road into 147 single-family residential lots and three open space lots. The proposed subdivision is located within the Green Valley Specific Plan in the City of Perris. (Airport Compatibility Zones C and D of the Perris Valley Airport Influence Area and Airport Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Influence Area).**

II. **MAJOR ISSUES**

The project's proposed residential density of 4.0 dwelling units per acre is inconsistent with the Perris Valley Airport Compatibility Zone D criterion of either below 0.2 dwelling units per acre or above 5.0 dwelling units per acre. Additionally, a small portion of the residential subdivision is in Compatibility Zone C.

III. **STAFF RECOMMENDATION**

Staff recommends that the Commission find the Tentative Tract Map INCONSISTENT, based on the density being within the prohibited intermediate density range.

STAFF RECOMMENDED AT HEARING

CONTINUE to June 9, 2016 (applicant's request)

IV. **PROJECT DESCRIPTION**

The applicant is proposing to divide 37.09 acres into 147 single-family residential lots and three open space lots. The proposed subdivision is located within the Green Valley Specific Plan.

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

The following spoke in favor of the project:

Gerald Volomino, Other Interested Person, 26642 Via Noveno, Mission Viejo, CA 92691

Nick Johnson, Other Interested Person

The following spoke neither for or against the project, but added information to the decision making project:

Rich Lopp, Other Interested Person, 25360 Kuffel Road, Menifee, CA 92585

The following spoke in opposition of the project:

Bennie Conatser, Perris Valley Airport, P. O. Box 125, Nuevo, CA 92567

Patrick Conatser, Perris Valley Airport, 23096 Skymosa Road, Homeland, CA 92548

VI. **ALUC COMMISSION ACTION**

The ALUC Commission by a unanimous vote of 7-0 CONTINUED the project to June 9, 2016 with the consent of the applicant.

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.

ITEM 3.7: TIME 10:09 A.M.

**AIRPORT LAND USE COMMISSION
MINUTE ORDER MAY 12, 2016
RIVERSIDE MEETING**

I. **AGENDA ITEM 3.8:** ZAP1076RI16 – Alta Vista Public Charter, Inc. (Representative: Kyle Knowland) – City of Riverside Planning Case No. P16-0161 (Conditional Use Permit). The applicant proposes to utilize a 10,250 square foot suite of an existing building located at 5188 Arlington Avenue in the Heritage Plaza shopping center on the south side of Arlington Avenue, easterly of its intersection with California Avenue/Streeter Avenue and westerly of its intersection with Madison Street, as a resource center for Alta Vista Public Charter School. The center would serve adolescents of high school age (14-19) pursuing an independent study program. Students would come to the resource center once a week for a one-hour individual session with their teachers. The number of persons in the suite at any given time is not expected to exceed the number that would be present if the suite were used as an office or a counseling center. A resource center is identified in California Education Code 47605.1 (c) (1) as a “facility [that] is used exclusively for the educational support of pupils who are enrolled in non classroom-based independent study.” (Airport Compatibility Zones C and D of the Riverside Municipal Airport Influence Area).

II. **MAJOR ISSUES**

The suite is split by the boundary between Compatibility Zones C and D. The proposed Conditional Use Permit would result in an establishment of a children’s school, which is a prohibited use within Compatibility Zone C. Also, pursuant to the Building Code Method, the proposed project would result in an occupancy and an average intensity that would exceed the average acre criteria of 75 people per acre for Compatibility Zone C and 100 people per acre for Compatibility Zone D. The proposed project would also result in an occupancy and intensity that would exceed the single acre criteria of 150 people for Compatibility Zone C and 300 for Compatibility Zone D.

III. **STAFF RECOMMENDATION**

Staff recommends that the proposed Conditional Use Permit be found INCONSISTENT, based on the proposed project exceeding the average and single-acre criteria of Compatibility Zones C and D (using the Building Code method), and being a prohibited use in Zone C, unless the Commission is willing to accept the applicant’s estimates for occupancy (limiting maximum occupancy to 24 persons as a condition of the permit) and makes a finding pursuant to Countywide Policy 3.3.2(b).

IV. **PROJECT DESCRIPTION**

The applicant proposes to utilize an existing 10,250 square foot tenant suite on a 5.0 acre commercial parcel within the existing Heritage Plaza shopping center as a resource center for Alta Vista Public Charter School. The center would serve adolescents of a high school age (14-19) pursuing an independent study program. The applicant states that students would come to the resource center once a week for a one-hour session with their teachers.

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

The following spoke in favor of the project:

Patricia Brene, City of Riverside, 3900, Main Street, Riverside, CA 92522

Kyle Knowland, Applicant Representative, 42455 10th Street West, Suite 105, Lancaster, CA 93534

No one spoke in neutral or opposition to the project

VI. **ALUC COMMISSION ACTION**

The ALUC Commission by a vote of 6-1 found the project INCONSISTENT. Commissioner Glen Holmes dissenting.

**AIRPORT LAND USE COMMISSION
MINUTE ORDER MAY 12, 2016
RIVERSIDE MEETING**

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.

ITEM 3.8: TIME 10:45 A.M.

**AIRPORT LAND USE COMMISSION
MINUTE ORDER MAY 12, 2016
RIVERSIDE MEETING**

I. 4.0 ADMINISTRATIVE ITEMS

4.1 Director's Approvals - Information Only

4.2 Specific Delegation of Authority: Animal Hospital in March Zone C2

Nancy Hall, project representative, requested that the Commission delegate authority for a finding of consistency for this project. She stated that the previous tenant was a tae kwondo studio. This project is a one-veterinarian animal hospital. There would not be more than 15 people there at any one time. Riverside City Planning had missed this requirement. Having to wait for a June ALUC hearing would mean having to wait until late July or August to obtain the City permit, but the lessee has been paying rent since May 1. Commissioner Holmes expressed concern regarding Planning Departments not fully informing applicants regarding the need for ALUC review. Commissioner Manos advised that commercial lease contracts should include contingencies so that lessees do not have to pay rent until all City or County permits have been granted. Commissioner Holmes wondered whether the Commission should authorize expedited consideration and delegation on a regular basis in these situations. Chairman Housman believed it would be best to continue handling on a case-by-case basis. He asked ALUC Director Ed Cooper if he would be willing to accept the delegation of authority in this case. Mr. Cooper responded in the affirmative. The Commission authorized the specific delegation by a 7-0 vote.

II. 5.0 APPROVAL OF MINUTES

The ALUC Commission by a unanimous vote of 7-0 approved the April 14, 2016 minutes.

III. 6.0 ORAL COMMUNICATION ON ANY MATTER NOT ON THE AGENDA

None

IV. 7.0 COMMISSIONER'S COMMENTS

Commissioner Betts noted that the Chairman had to request several times that an exhibit be retained on the screen in situations where the video was showing one of the Commissioners or a speaker. Chairman Housman explained that the screens are showing the live streaming, which is required in order to use the Board of Supervisors' hearing room. The record of Commission hearings has been by audio CD, but is now by video (with audio backup). The technical staff have to balance what the Commissioners wish to view with what the public may wish to see. However, Commissioners may request a different image at any time, and the request would be honored.

The Chairman referred to the Commission's action in March finding the textile factory project consistent. The Air Force had a substantially different opinion on the matter. He noted that ALUC staff has subsequently had several meetings with the Air Force in order to more effectively address their concerns, and to have a better understanding of the reasons for the Air Force's position regarding types and intensities of land use in Accident Potential Zones. He commended ALUC Director Ed Cooper and Base Commander Brig. Gen. Russell Muncy for their efforts in improving communications, and noted that, as a result of these meetings, the Air Force and the local jurisdictions are now working much more closely.

Vice Chairman Ballance noted that Perris Valley Airport is now also serving the needs of the military and should be considered when evaluating the contributions of the military to the local economy. He also advised the Commissioners regarding a display of remotely piloted aircraft to occur on Saturday (May 14) at 9 a.m. at March Air Museum.

**AIRPORT LAND USE COMMISSION
MINUTE ORDER MAY 12, 2016
RIVERSIDE MEETING**

V. **8.0 ADJOURNMENT**

Chairman Housman adjourned the meeting at 11:08 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.

ITEM 4.0: TIME IS 10:46 A.M.