

AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY AGENDA

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

CHAIR Thursday 9:00 A.M., July 14, 2016 Simon Housman Rancho Mirage NOTE: If you wish to speak, please complete a "SPEAKER IDENTIFICATION FORM" and give it to **VICE CHAIRMAN** the Secretary. The purpose of the public hearing is to allow interested parties to express their Rod Ballance Riverside 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 COMMISSIONERS previous speaker(s). Also please be aware that the indicated staff recommendation shown below may Arthur Butler differ from that presented to the Commission during the public hearing. Riverside **Glen Holmes** Non-exempt materials related to an item on this agenda submitted to the Airport Land Use Hemet 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 John Lyon during normal business hours. Riverside **Greg Pettis** Live Streaming of the meeting will be available during the meeting on our website at www.rcaluc.org. Cathedra! City Steve Manos In compliance with the Americans with Disabilities Act, if any accommodations are needed, please Lake Eisinore contact Barbara Santos at (951) 955-5132 or E-mail at basantos@rctima.org, Reguest should be made at least 48 hours or as soon as possible prior to the scheduled meeting. 1.0 INTRODUCTIONS STAFF Director 1.1 CALL TO ORDER Ed Cooper John Guerin 1.2 SALUTE TO FLAG Paul Rull Barbara Santos 1.3 ROLL CALL 2.0 PUBLIC HEARING: CONTINUED ITEMS (951) 955-5132 FRENCH VALLEY AIRPORT 2.1 ZAP1070FV16 - RTN Development Inc. (Representative: Rick Neugebauer) - County of www.rcaluc.org 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 pruli@rctlma.org

Staff Recommendation: CONTINUE to 8-11-16

County Administrative Center

4080 Lemon St. 14th Floor Riverside, CA 92501

REGIONAL

2.2 ZAP1019RG16 - County of Riverside (Representative: Shellie Clack, Office of County Counsel) - 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

2.3 <u>ZAP1194MA16 – City of Riverside (Representative: Doug Darneil)</u> – 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@rctIma.org

<u>Staff Recommendation</u>: CONTINUANCE OFF CALENDAR suggested; otherwise, CONSISTENT as a General Plan Amendment only

2.4 <u>ZAP1199MA16 – City of Perris (Representative: Nathan Perez)</u> – City Case Nos. General Plan Amendment 15-05122, Specific Plan Amendment 16-05025, and Ordinance Amendment 16-05024 (Amended Proposal). 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 and to apply this overlay to those portions of the City within the March AIA. 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: CONSISTENT

3.0 PUBLIC HEARING: NEW ITEMS

BERMUDA DUNES AIRPORT

3.1 <u>ZAP1062BD16 – Global Development and Building, LLC/Desert Land Holdings</u> (Representative: Jim Snellenberger) – City of La Quinta Planning Case Nos. Specific Plan 2015-0002, Zone Change 2015-0001, Tentative Tract Map 2015-0003 (TTM 36875), and Site Development Permit. The applicant is proposing a Specific Plan on 3.22 net acres (Assessor's Parcel Numbers: 600-080-001 thru 009; 600-080-041 and -042) to vary the Medium Density Residential zone development standards, which includes building setbacks and heights, minimum lot size, garage setback, and architectural encroachment. The applicant is also proposing a Zone Change on the site from Low Density Residential and Golf Course to Medium Density Residential, a tentative tract map to subdivide the site into 16 single family residential lots, and a Site Development Permit to review the project's site design, architectural design, landscaping, and lighting. The project site is located northerly of Highway 111, easterly of Jefferson Street, and southerly of Palm Circle. (Airport Compatibility Zone E of the Bermuda Dunes Airport Influence Area). ALUC Staff Planner: Paul Rull at (951) 955-6893, or e-mail at <u>prull@rctIma.org</u>

Staff Recommendation: CONSISTENT

REGIONAL

3.2 ZAP1020RG16 - Riverside County Planning Department (Representative: Bill Gayk) -Riverside County Planning Case Nos. GPA01122 (General Plan Amendment) and CZ07902 (Change of Zone). A proposal by the County of Riverside to amend its General Plan and Zoning Ordinance in accordance with California Department of Housing and Community Development regulations and other State laws. Accordingly, the proposal includes a new Housing Element and amendments to the Land Use and Safety Elements of the General Plan and many Area Plans, as well as updating Ordinance No. 348 to be consistent with the proposed General Plan amendments. The proposed changes include redesignating 5,328 gross acres throughout the County to Mixed-Use Area and Highest Density Residential land use designations, establishing Highest Density Residential (R-7) and Mixed Use (MU) zones, and rezoning land to these zones, including 1,424 gross acres located within Airport Influence Areas of March Air Reserve Base, Perris Valley Airport, French Valley Airport, and Jacqueline Cochran Regional Airport, affecting allowable land uses of 238.98 acres in Thermal, 607.29 acres in Winchester, 123.27 acres in Highgrove, 147.73 acres in Mead Valley, 131.71 acres in Good Hope, 155.3 acres in Nuevo, and 19.48 acres in French Valley. (Airport Compatibility Zones: Countywide). ALUC Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rctIma.org

Staff Recommendation: CONSISTENT

4.0 ADMINISTRATIVE ITEMS

- 4.1 ALUC Resolution No. 2016-01 adopting the 2016 Amendment to the 2004 Banning Municipal Airport Land Use Compatibility Plan
- 4.2 Director's Approvals
- 4.3 August 2016 ALUC Meeting Location

5.0 APPROVAL OF MINUTES June 9, 2016

6.0 ORAL COMMUNICATION ON ANY MATTER NOT ON THE AGENDA

7.0 COMMISSIONER'S COMMENTS

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COUNTY OF RIVERSIDE AIRPORT LAND USE COMMISSION

STAFF REPORT

AGENDA ITEM:	2. 1 3.3
HEARING DATE:	July 14, 2016 (continued from 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 project was originally submitted as a 36,278 square foot building which included: 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, in addition to a 1,420 square foot outdoor seating and gaming area attached to the building. The item was continued from ALUC's June meeting per the applicant's request so they could work on the project to be more consistent with the compatibility plan. The applicant has further requested a continuance to the August commission meeting in order to allow more time for them to make the project more consistent with the compatibility plan. The total occupancy, average aere intensity, and single aere 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 aere criteria. The project would still exceed single aere intensity limits for the Zone B1 portion of the project.

RECOMMENDATION: At this time per the applicant's request, staff recommends that the Commission <u>CONTINUE</u> consideration of this matter to its August 11, 2016 public hearing agenda. Staff recommends a finding of <u>CONSISTENCY</u> for the Change of Zone and <u>INCONSISTENCY</u> 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 <u>CONSISTENT</u> 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.

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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:

<u>Non-Residential Average Land Use Intensity</u>: 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

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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.

<u>Non-Residential Single-Acre Land Use Intensity</u>: 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

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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.

<u>Prohibited and Discouraged Uses:</u> 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).

<u>Noise:</u> 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.

<u>Part 77</u>: 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.

<u>Open Area:</u> 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

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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 avigation 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 <u>https://oeaaa.faa.gov</u> for instructions.) This requirement is also applicable in the event the project is abandoned or a decision is made not to construct the structure.

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Rull, Paul

From:	Rick Neugebauer <rneuge@gmail.com></rneuge@gmail.com>
Sent:	Monday, June 20, 2016 7:32 AM
To:	Rull, Paul; Ted Neugebauer; Dan Long
Subject:	Re: ZAP1070FV16 continuance to July 14 ALUC meeting

Good Morning Paul,

Thank-you and John for your time last week. With the current review in hand, we are requesting that our Project ZAP 1070FV16 be postponed to the Aug 11, 2016 Meeting due to new calculations from the Applicant and Staff. Thank-you in advance for your consideration.

Respectfully,

Rick

On Mon, Jun 20, 2016 at 6:53 AM, Rull, Paul <<u>PRull@rctlma.org</u>> wrote:

Good Morning Rick,

Staff reports are due tomorrow to John for the July commission meeting. If you are still planning on continuing the project to August 11 meeting, I need an email/letter from you indicating you wish to continue the project to august 11 (you can also state your reasons for continuance).

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

Paul Rull

ALUC Urban Regional Planner IV



Riverside County Airport Land Use Commission 4080 Lemon Street, 14º Floor Riverside, Ca 92501 (951) 955-6893 (951) 955-5177 (fax) PRULL@RCTLMA.ORG

From: Rick Neugebauer [mailto:<u>rneuge@gmail.com]</u> Sent: Tuesday, June 14, 2016 3:25 PM

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)

Aeronautical Study No. 2015-AWP-11672-OE



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

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) ___X__ 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 chis 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.

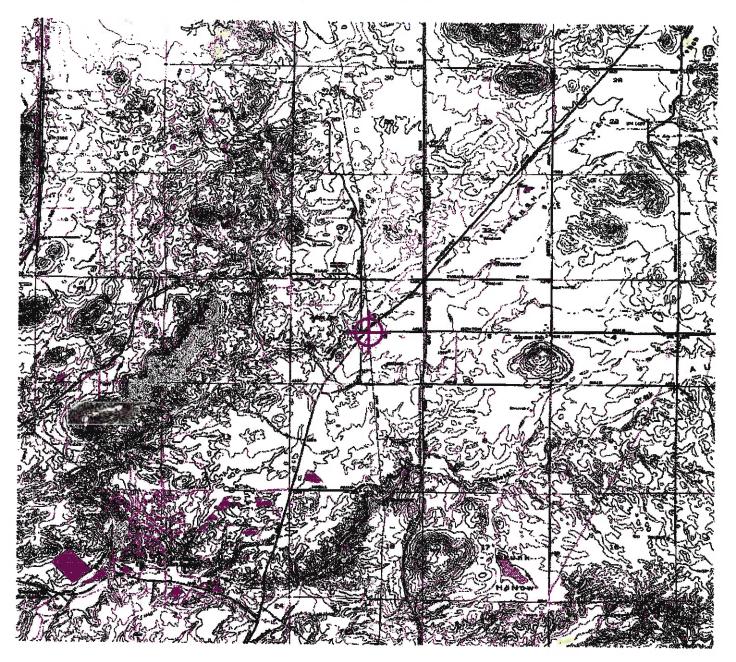
If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2015-AWP-11672-OE.

Signature Control No: 274232761-276175063 Karen McDonald Specialist

(DNE)

Attachment(s) Map(s)

TG Map for ASN 2015-AWP-11672-OE



Aeronautical Study No. 2015-AWP-11671-OE



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

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)

X 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 dis 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.

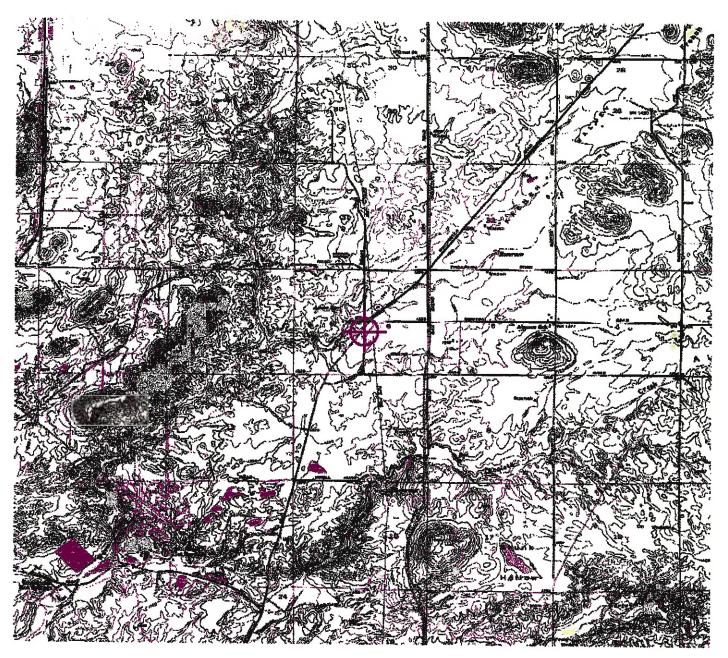
If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2015-AWP-11671-OE.

Signature Control No: 274232745-276175064 Karen McDonald Specialist

(DNE)

Attachment(s) Map(s)





Aeronautical Study No. 2015-AWP-11504-OE



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

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:

Building FVIP Brew Pub & Wine Storage
Murrieta, CA
33-35-23.10N NAD 83
117-07-36.05W
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 THE 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.

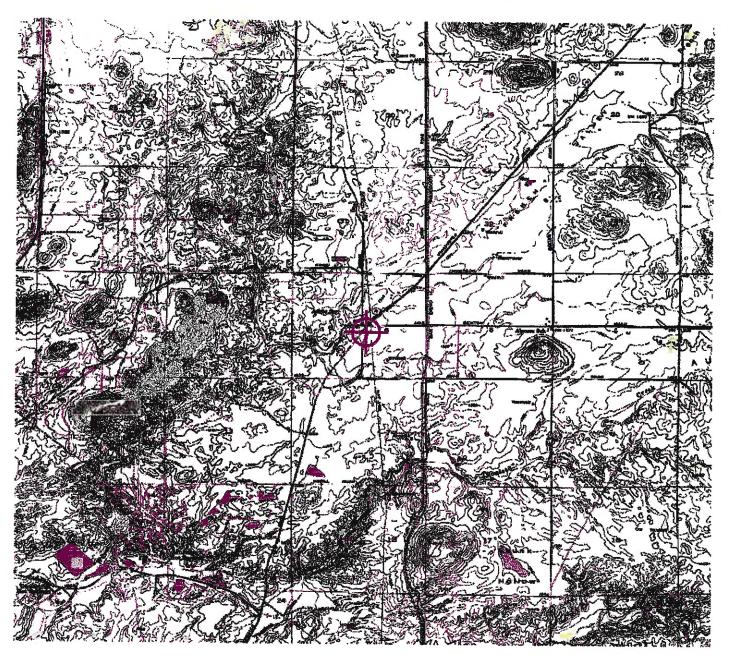
If we can be of further assistance, please contact our office at (425) 227-2625. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2015-AWP-11504-OE.

Signature Control No: 273599883-275250003 Paul Holmquist Technician

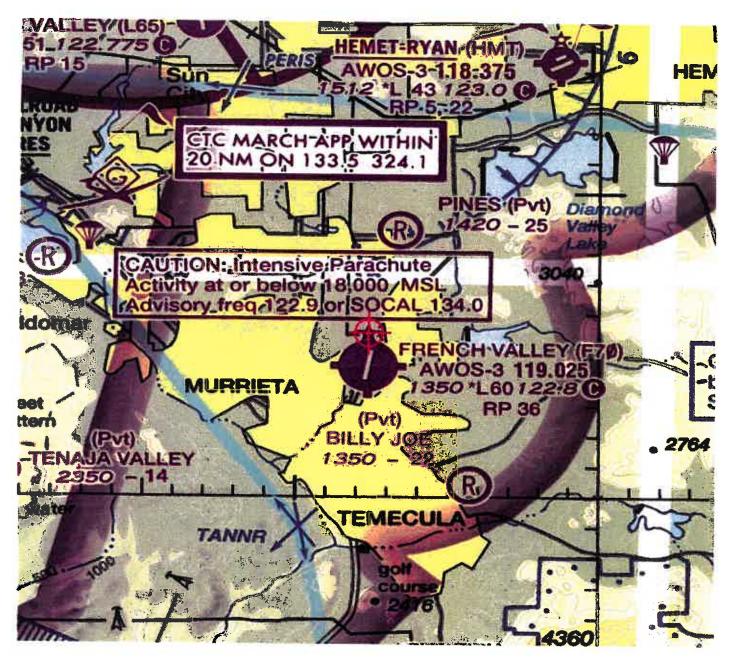
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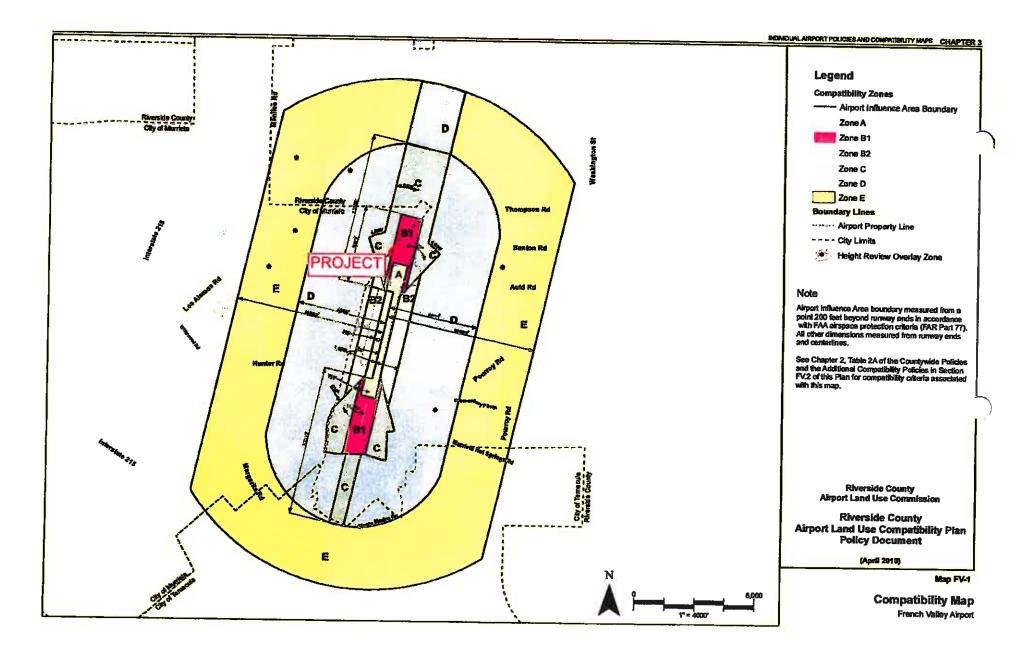
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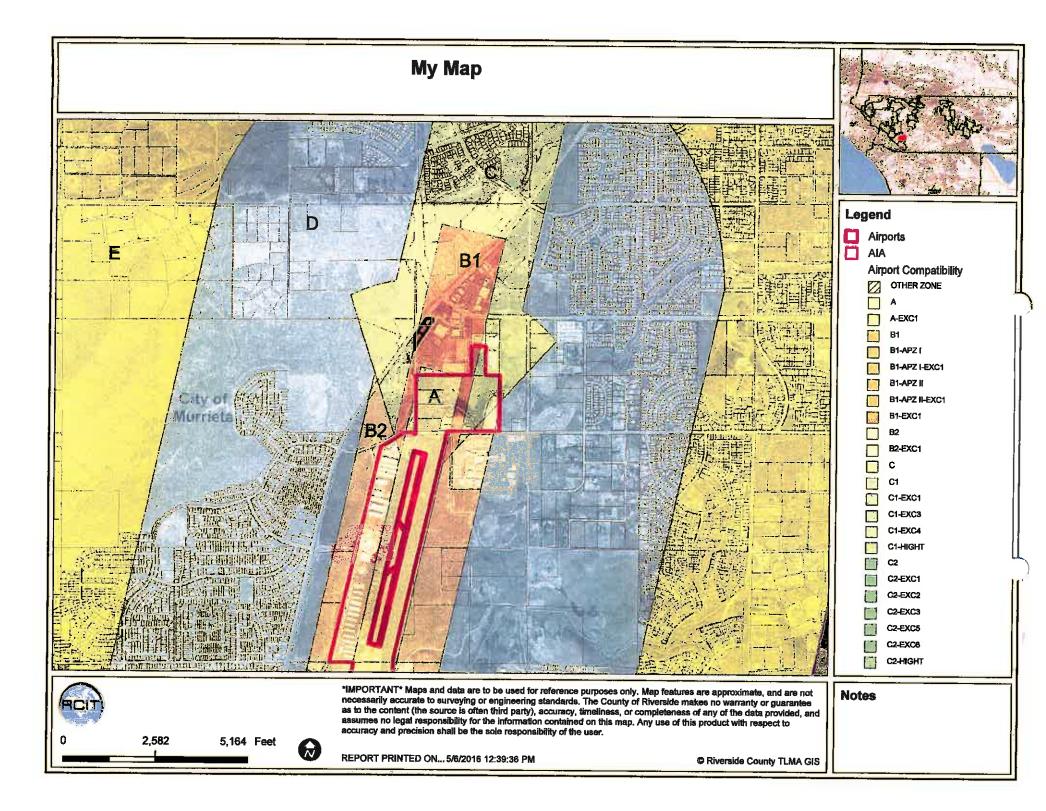
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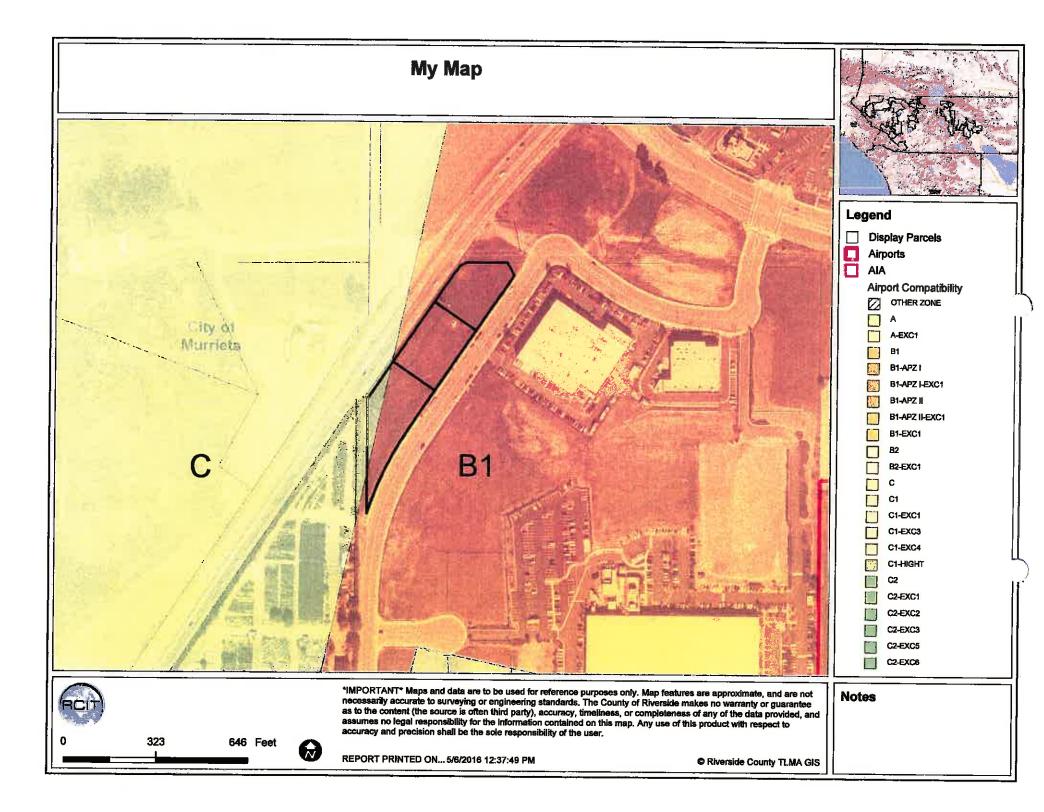


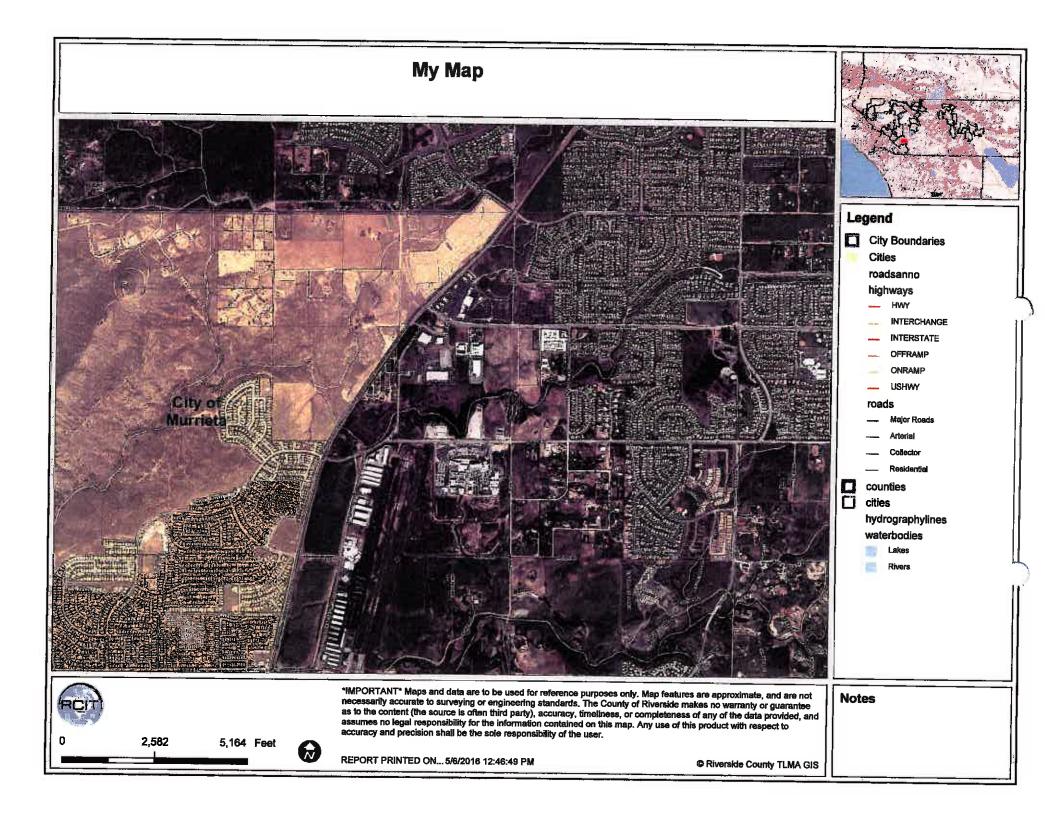
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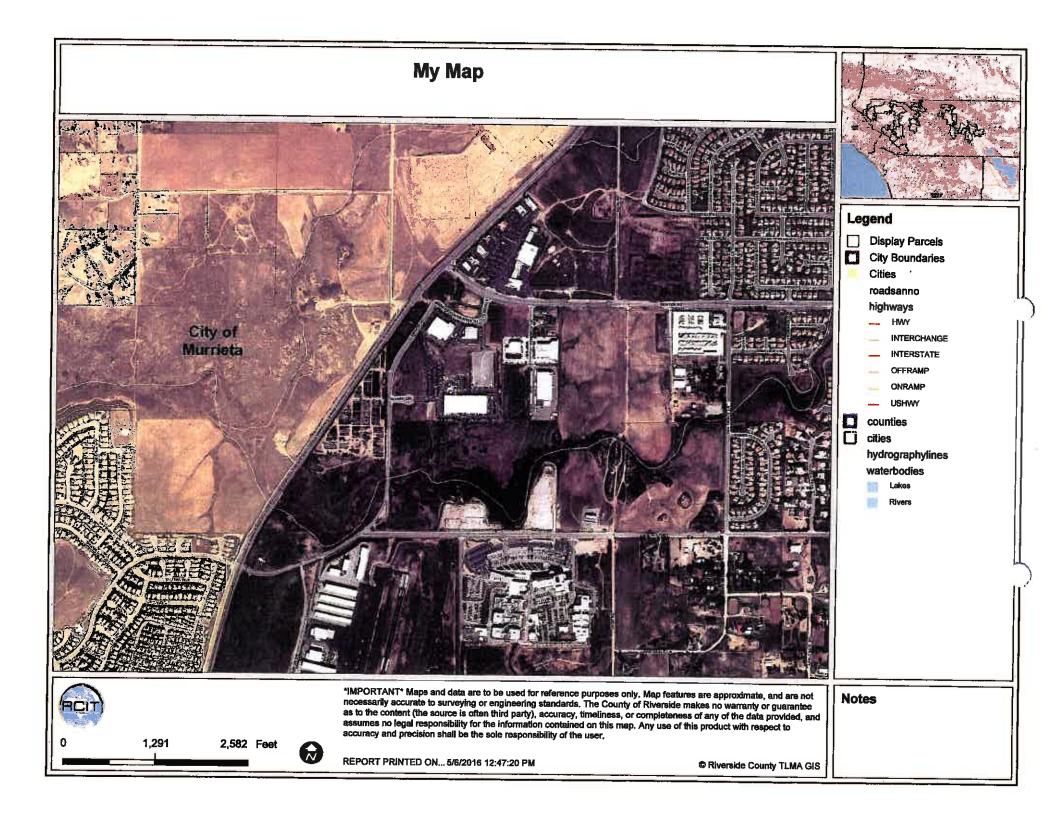


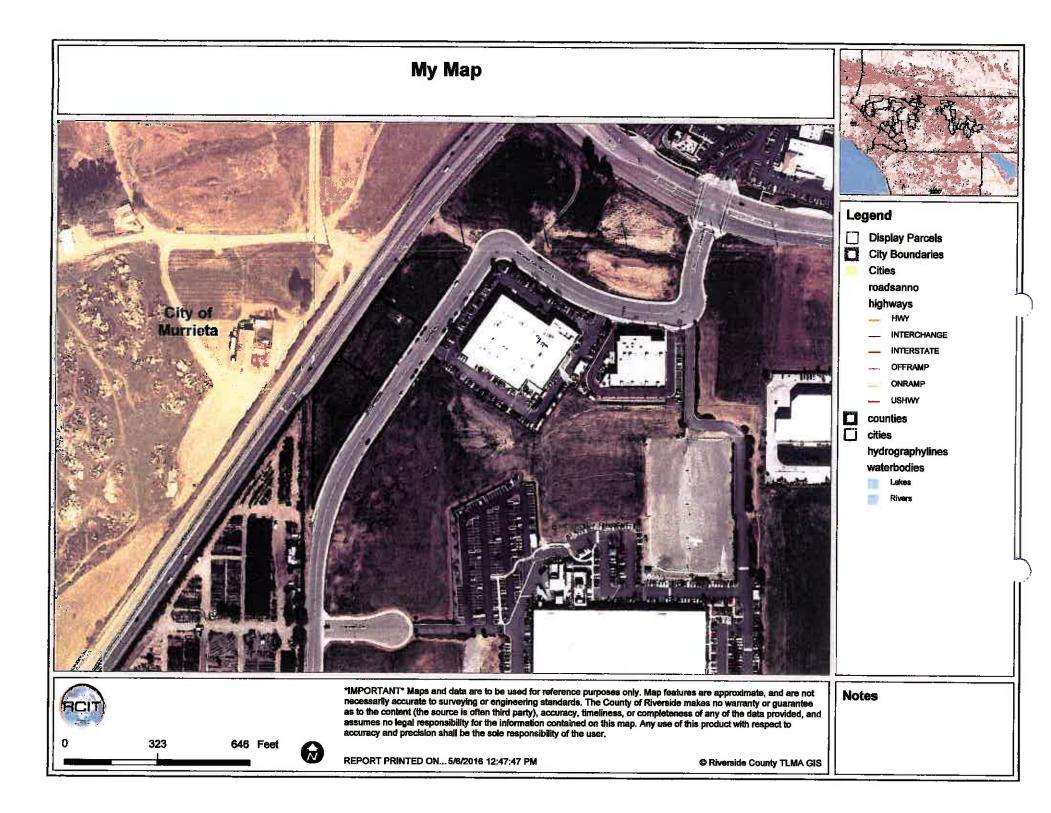


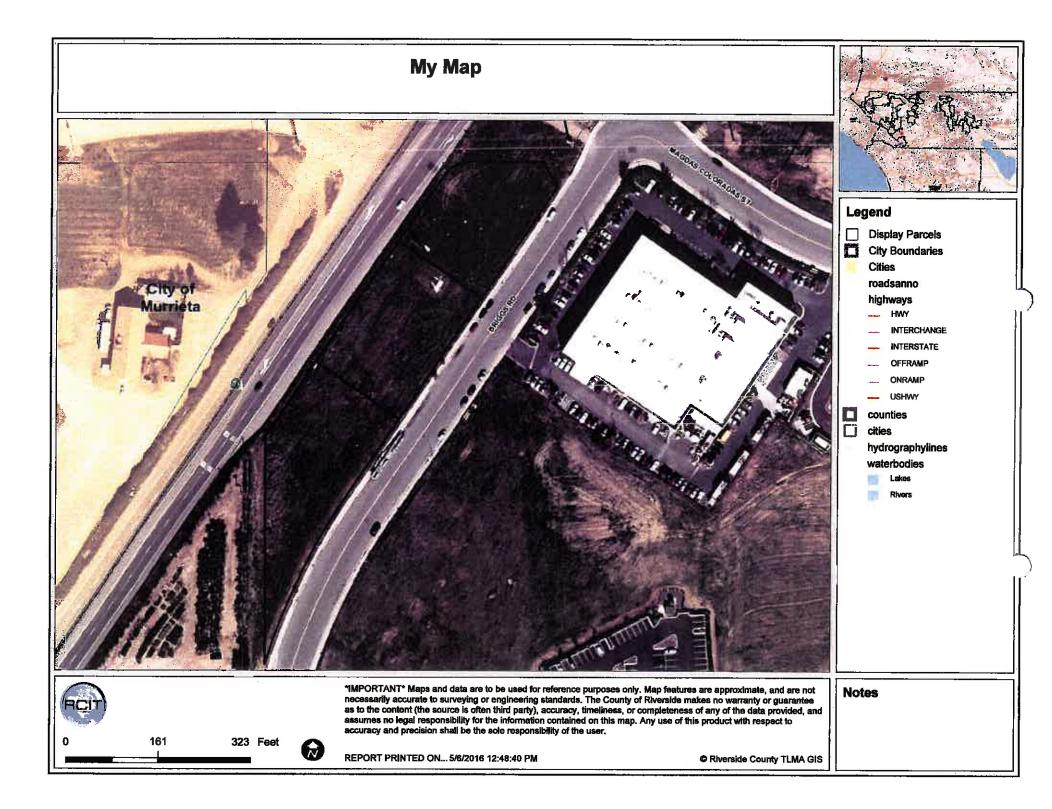


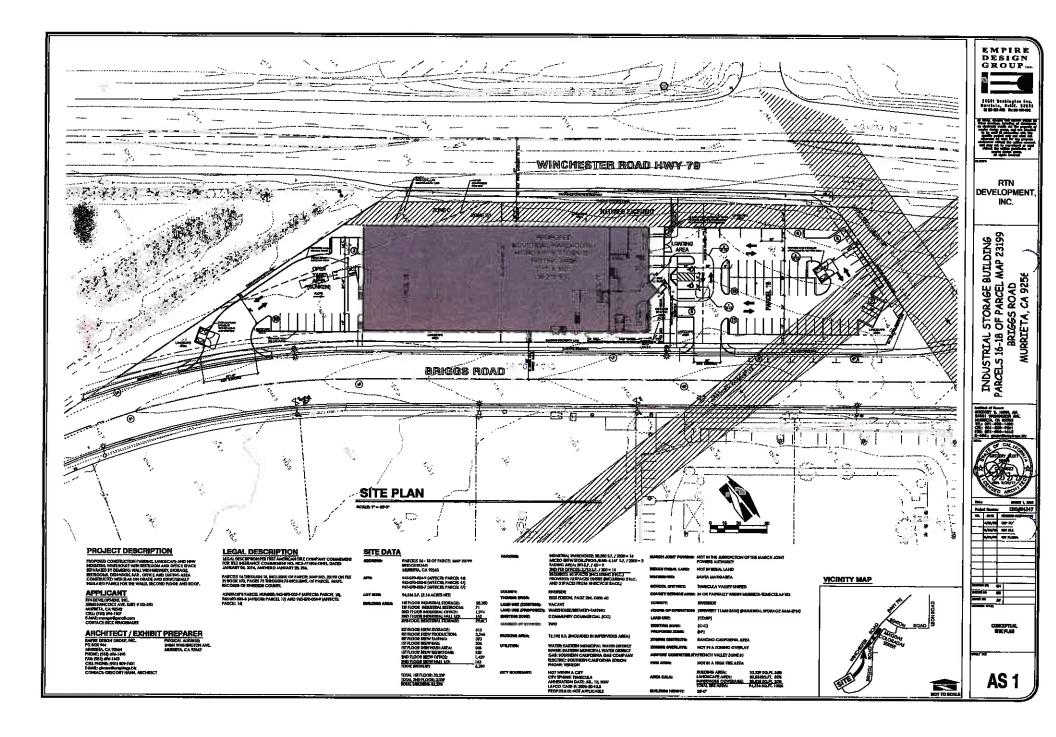


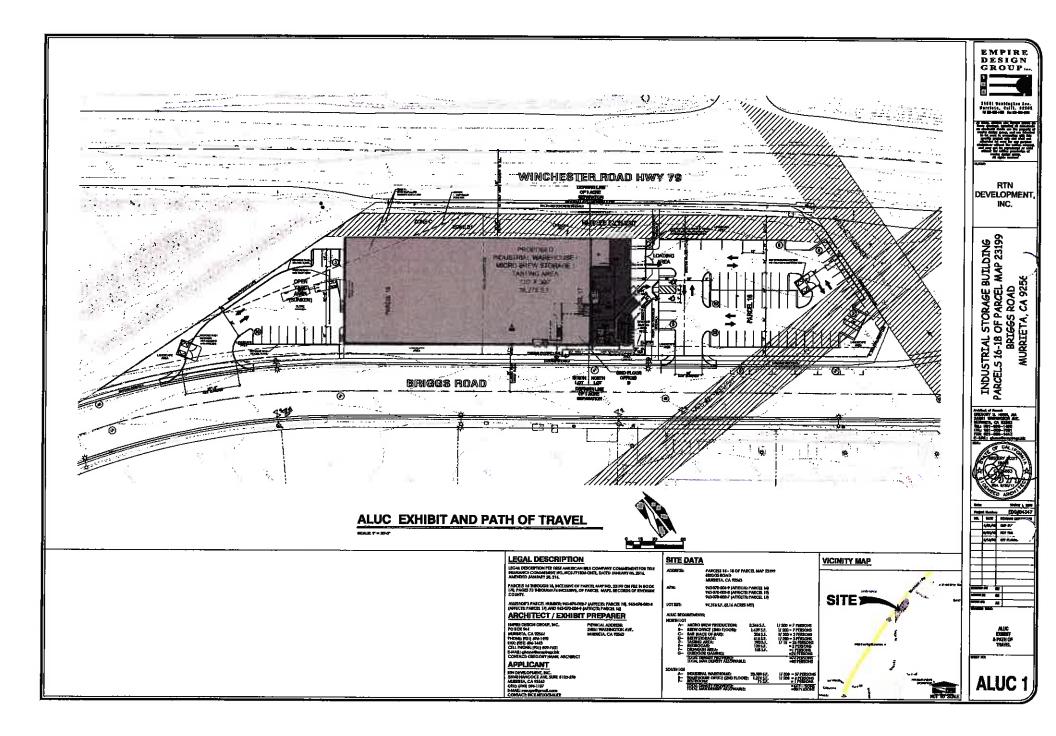


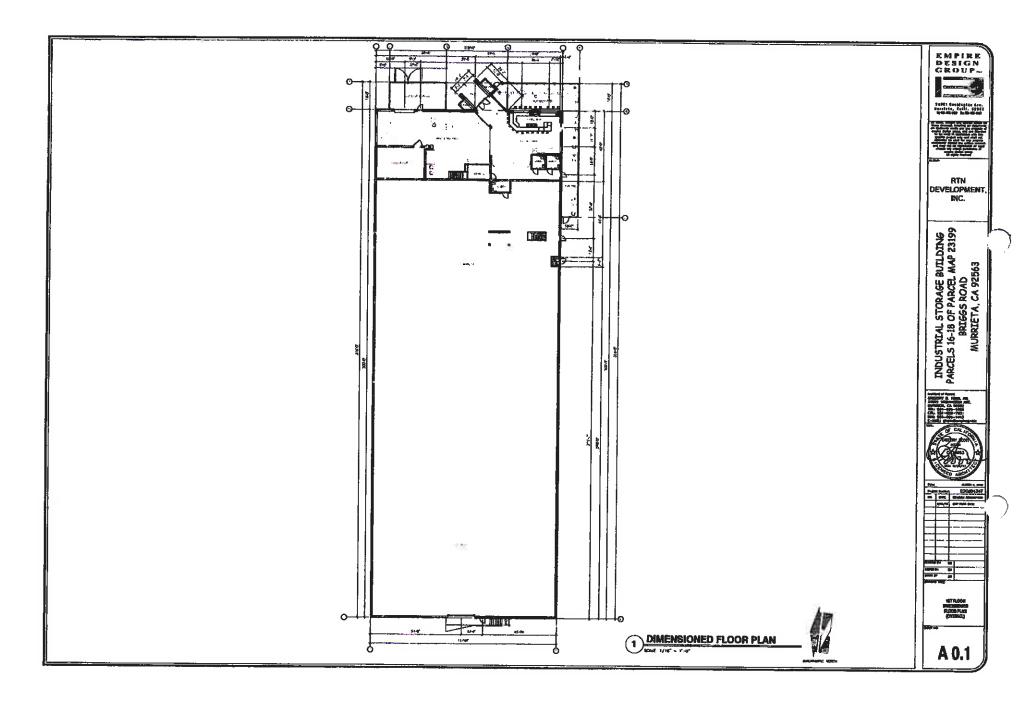


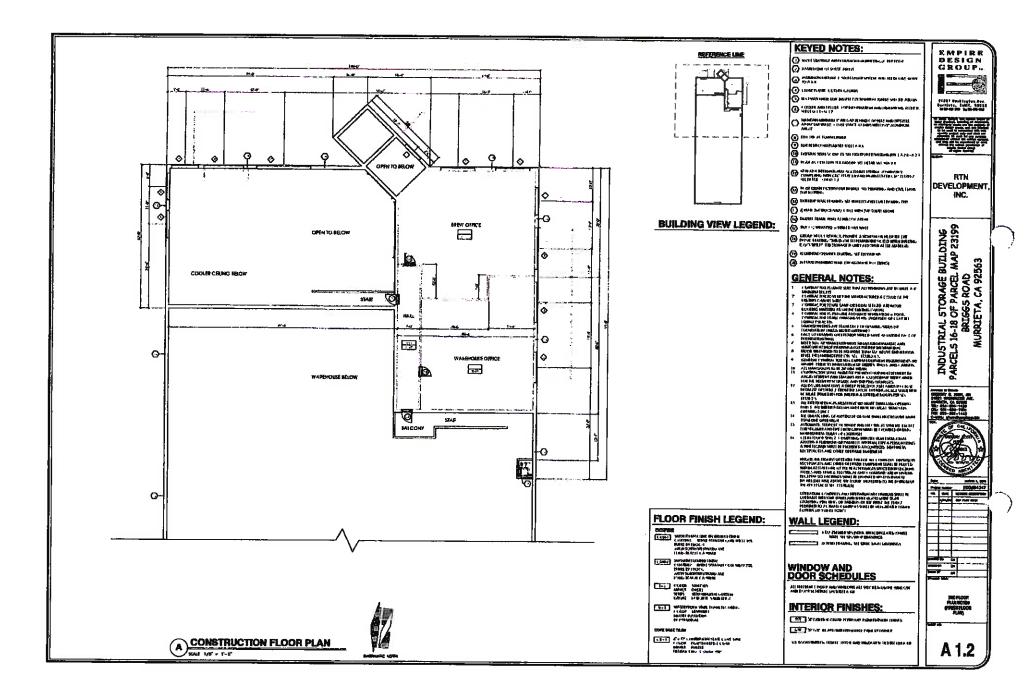


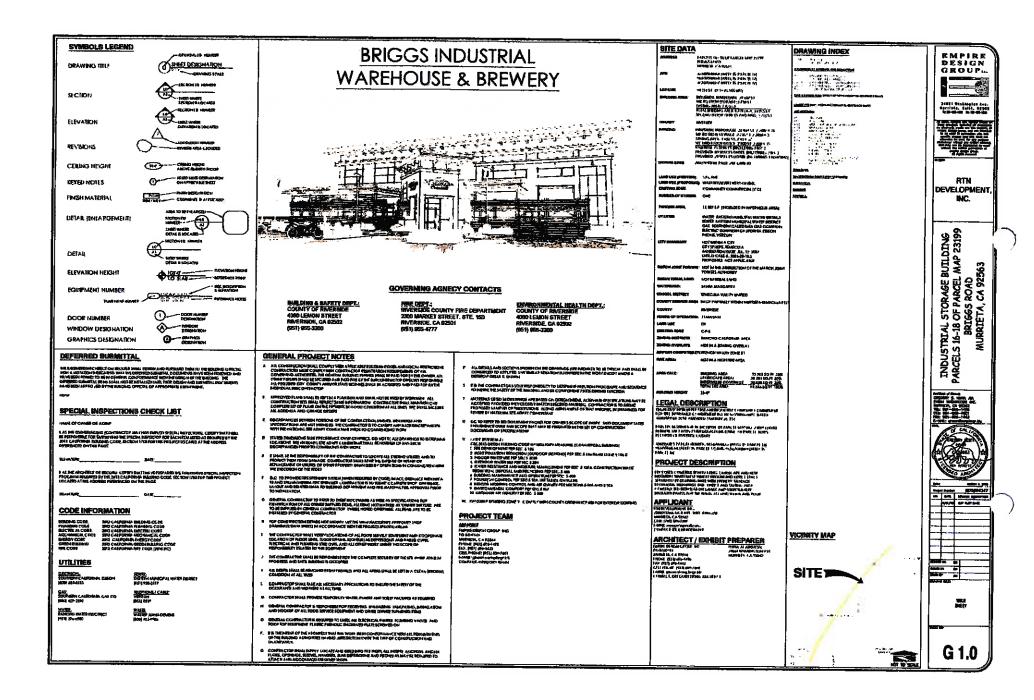


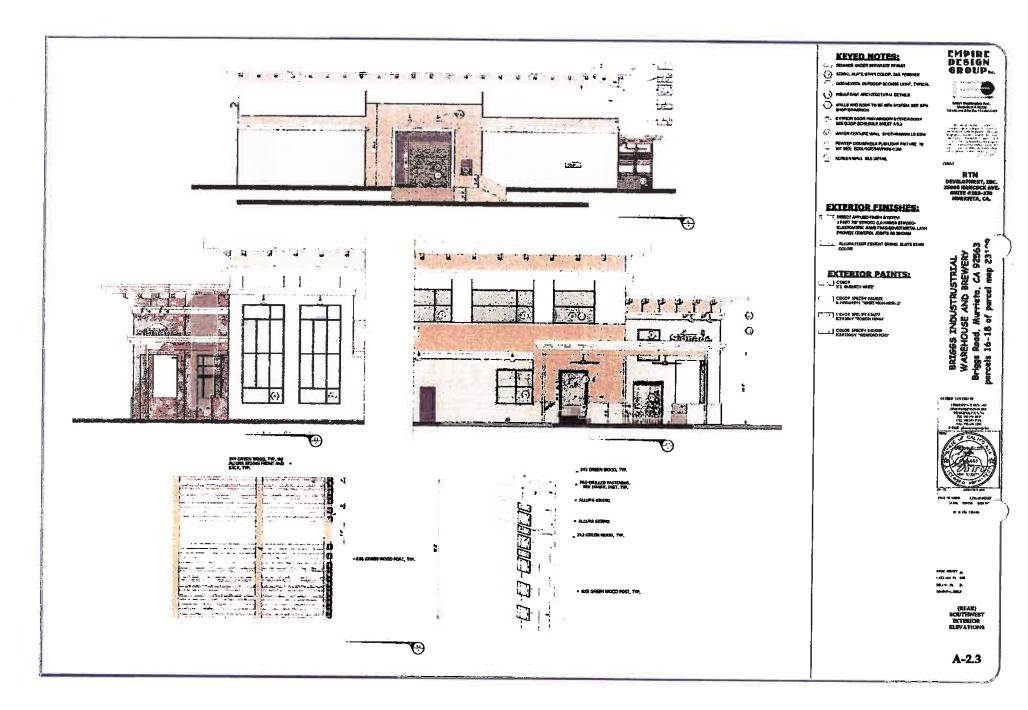


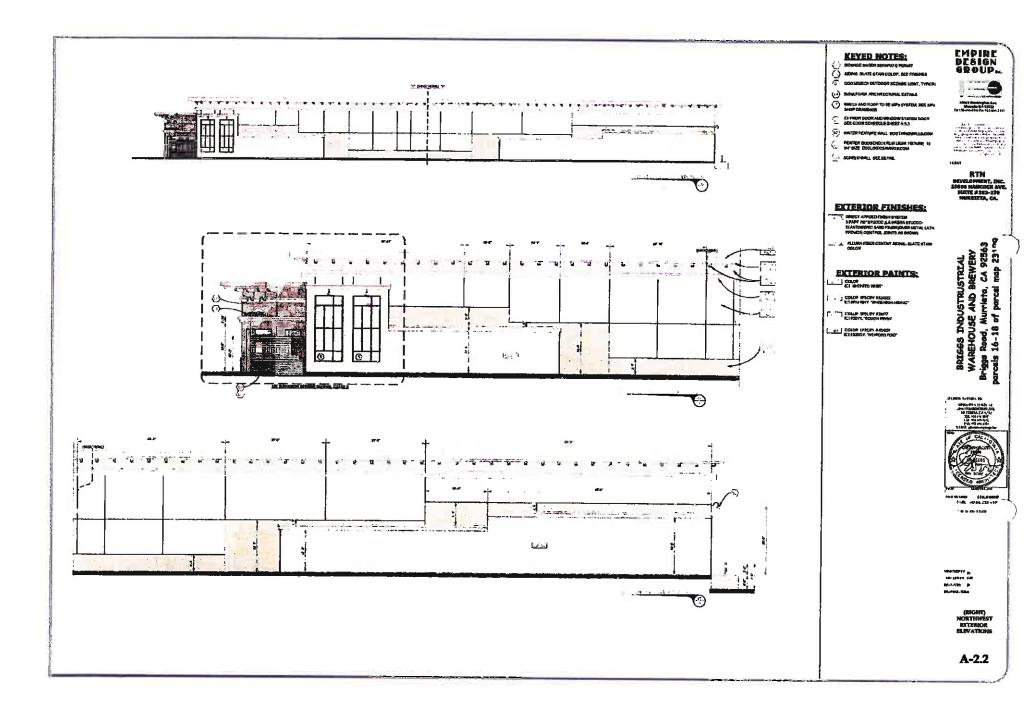


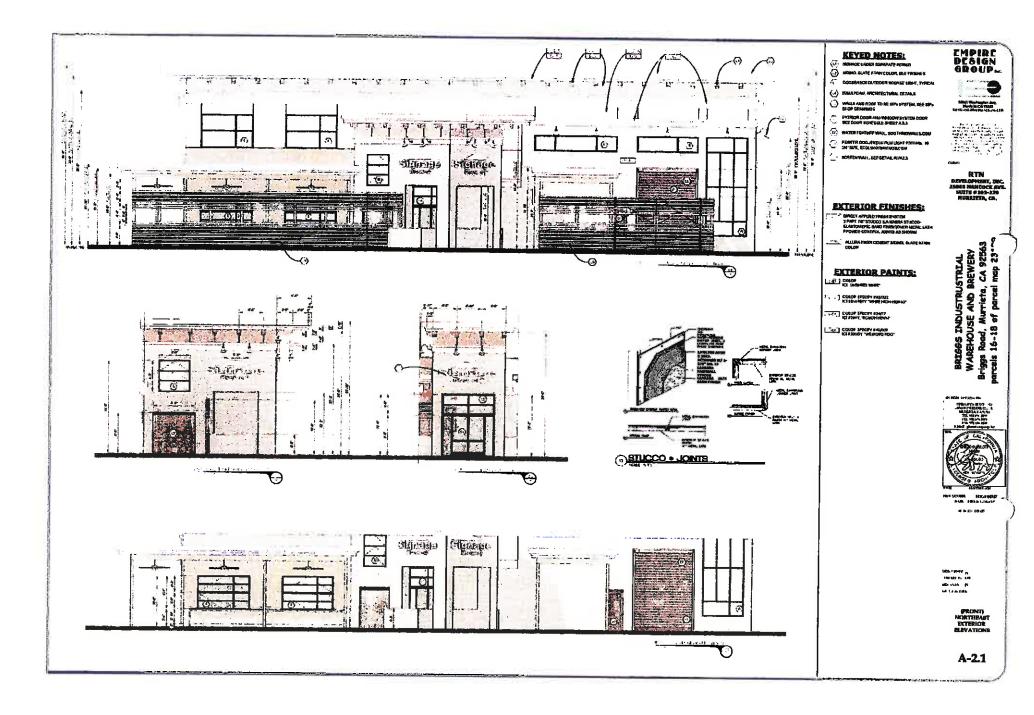


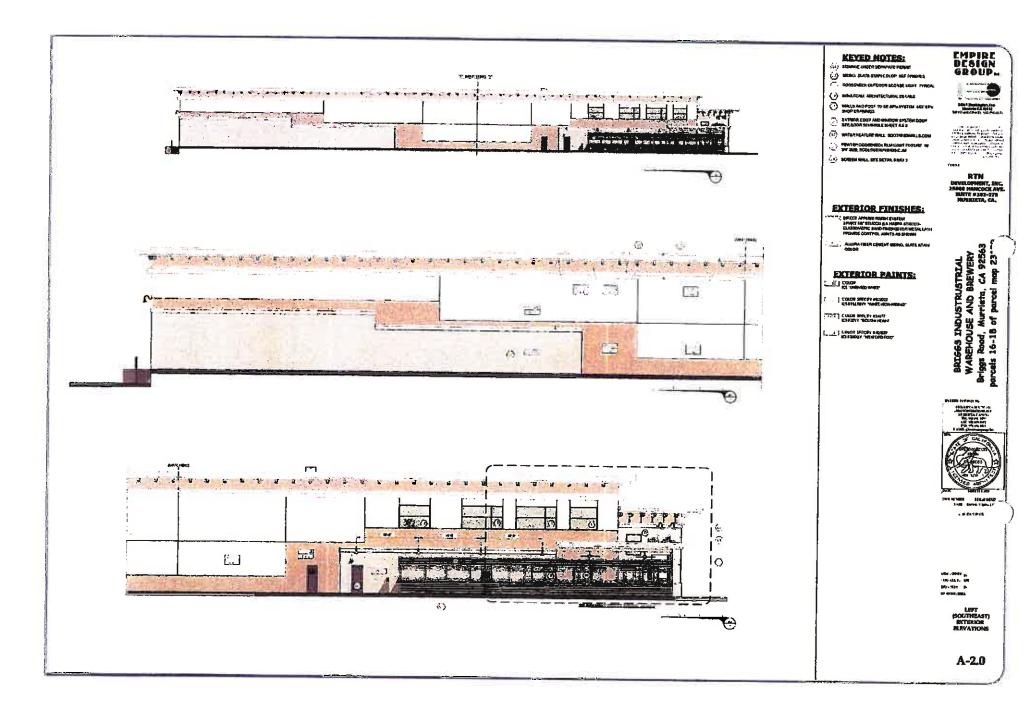


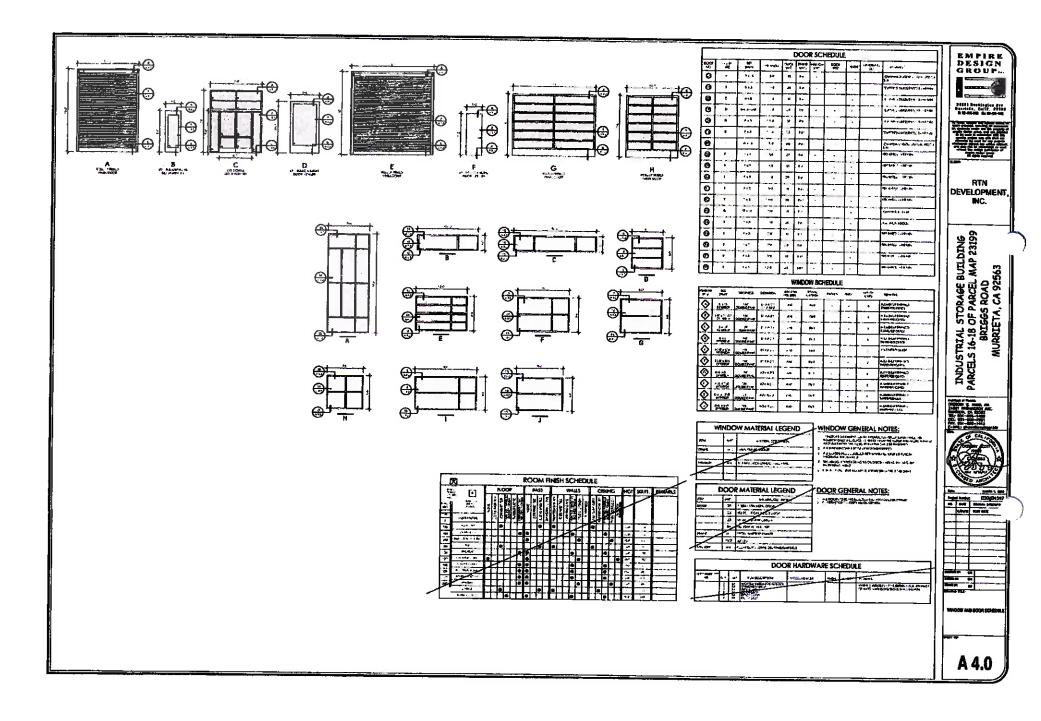












NOTICE OF PUBLIC HEARING RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

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.

Riverside County Administration Center 4080 Lemon St., 1 st Floor Board Chambers Riverside, California
June 9, 2016

TIME OF HEARING: 9:00 A.M.

CASE DESCRIPTION:

<u>ZAP1070FV16 – RTN Development Inc. (Representative: Rick Neugebauer)</u> – 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 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 <u>Mr. Peter Lange of the County of Riverside Planning Department at (951) 955-1417.</u>

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Referring Agen	CY (APPLICANT OR JURISDICTION TO COMPLETE))	<u> </u>
Date Received Agency Name Staff Contact Phone Number Agency's Project No.	County of Riterside Peter Lange (asi) 955-1417 Cup 03-744/C2-07909	Type of Project General Plan Amendment Zoning Amendment or Variance Subdivision Approval Use Permit Public Facility Other	

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

Β. SUBMISSION PACKAGE:

ALUC REVIEW

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ALUC REVIEW	STAFF REVIEW (Consult with ALUC staff
 Completed Application Form Project Site Plan – Folded (8-1/2 x 14 max.) Elevations of Buildings - Folded I Each . 8 ½ x 11 reduced copy of the above 1 8 ½ x 11 reduced copy showing project in relationship to airport. AUX MVP Floor plans for non-residential projects 4 Sets. Gummed address labels of the 	 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).
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. 1Check for review-See Below
4 Sets Gummed address labels of the referring agency (City or County). 1 Check for Fee (See Item "C" below)	

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COUNTY OF RIVERSIDE AIRPORT LAND USE COMMISSION

STAFF REPORT

AGENDA ITEM:	2.2 3.4
HEARING DATE:	July 14, 2016 (continued from June 9, 2016)
CASE NUMBER:	<u>ZAP1019RG16 – Riverside County Planning Department</u> (Representatives: Larry Ross, Planning Department and Shellie Clack, Office of County Counsel)
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.

This item was continued from the June hearing to allow March Air Reserve Base officials time to review and comment on the proposal, which they have now done. The facilities addressed in this ordinance, like single-family homes, are not consistent land uses within the Clear Zone or the Accident Potential Zones. Base officials initially requested that these uses be prohibited in those zones, but Ms. Clack advised that the County is preempted from prohibiting sober living homes and facilities serving six or fewer persons in any residential zone. Therefore, the only way to assure that such facilities would not be established in those zones would be to rezone those properties to non-residential zones in the event that the County regains land use jurisdiction over areas currently within the land use jurisdiction of the March Joint Powers Authority.

RECOMMENDATION: Staff recommends a finding of <u>CONSISTENCY</u> 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 Staff Report Page 2 of 2

Commission <u>DIRECT</u> 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

Additionally, this recommendation is predicated on the understanding that, in the event that properties presently within the land use jurisdiction of the March Joint Powers Authority revert to County jurisdiction, any such property in the Clear Zone or Accident Potential Zones that had been zoned for residential uses (generally the R-R and W-2 zones) when part of March Air Force Base should be rezoned so as not to allow residential uses as a permitted use.

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:

<u>Prohibited and Discouraged Uses:</u> 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."

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DEPARTMENT OF THE AIR FORCE 452d AIR MOBILITY WING (AFRC) MARCH AIR RESERVE BASE, CALIFORNIA

27 June 2016

MEMORANDUM FOR Riverside County Airport Land Use Commission Attn: John Guerin, Principal Planner Development Services Department 4080 Lemon St, 14TH Floor Riverside. CA 92501

- FROM: 452d Mission Support Group/Civil Engineer (MSG/BCE) 610 Meyer Drive Bldg. 2403 March ARB CA 92518-2166
- SUBJECT: Review of Proposed County Case Ordinance Amendment No. 348.4835. This is a countywide amendment to Riverside County Ordinance No. 348. ZAP1019RG16 (County of Riverside)

The 452 MSG/BCE staff has reviewed the above referenced document and have determined that while the document complies with the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan dated November 2014 (hereafter referred to as the ALUCP), the ALUCP does not comply with current Air Force guidance found in Air Force Instruction (AFI) 32-7063 dated December 18, 2015 which addresses Air Force policies on Land Use Compatibility IAW DoDI 4165.57. March 12, 2015.

As stated in previous meetings and correspondence with the Riverside County Airport Land Use Commission (ALUC), the ALUCP contains the following inconsistencies with the AFI:

- 1. The ALUCP allows for a density of 50% lot coverage, whereas the AFI allows for a Floor Area Ratio (FAR) this is dependent upon the type of use approved for a given facility. The AFI FAR allowances vary from a maximum FAR 0.11 up to 1.0 in APZ I, and 0.22 up to 2.0 in APZ II, depending on facility type. Actual allowances are depicted in Table AFI 32-7063 Attachment 2, Table A2.1.
- 2. The ALUCP allows for "density averages" in APZ I and APZ II; whereas, the AFI does not allow the use of averages. Specifically, the ALUCP provides for a density of an average of 25 people per acre in APZ I, and an average of 50 people per acre in APZ II. The AFI only refers to land use restriction that limit occupants to 25 per acre in APZ I and 50 people per acre in APZ II.
- 3. The ALUCP also indicates an allowance of 100 people per single acre in APZ I and APZ II. The AFI provides no such allowance other than the 25 per acre in APZ I and 50 people per acre in APZ II already identified.
- 4. The ALUCP utilizes the term "Children's Schools" whereas the AFI uses a term of "Educational Services". The use of "Children's Schools" could facilitate the proposal and potential approval of a facility that would be deemed incompatible with the AFI referencing the AFI's broader identified land use term of "Educational Services".

In addition, if the unincorporated land currently overseen by March Joint Powers Authority; reverts to the County of Riverside in the future, there may be an inconsistency determination with properties that fall

within the March Air Reserve Base influence areas regarding housing. The 452 MSG/BCE staff requests that the areas within the base's Clear Zone or Accident Potential Zone I & II, be re-zoned for non-residential uses only.

We greatly appreciate the County of Riverside and their efforts to bring their Riverside County Ordinance No. 348, in line with the AFI. To alleviate future confusion, we believe that the best approach for all would be for the Riverside County ALUC to update the 2014 ALUCP to reflect current AFI policy.

For your use and awareness, attached to this memo is AFI 32-7063, Attachment 2 which contains Table A2.1 Land Use Compatibility in APZs. Please contact Ms. Denise Hauser at (951) 655-4862 or Ms. Sonia Pierce at (951) 655-2236 for further questions.

Sean P. Feeley Acting Base Civil Engineer

Attachment:

Air Force Instruction 36-7063, Attachment 2, Land Use Compatibility Recommendations for APZs

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Attachment 2

LAND USE COMPATIBILITY RECOMMENDATIONS FOR APZS

A2.1. Suggested land use compatibility guidelines in the Clear Zone and APZs are shown in Table A2 1. Additions to some land use categories have been incorporated into Table A2.1 subsequent to issuance of the SLUCM to reflect additional land uses and to clarify the categorization of certain uses. The compatible land use recommendations for the Clear Zone and APZ are provided for local governments as well as AF personnel for on-base planning.

Table A2.1.	Land	Use Compatib	oility	in APZs.

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

LAND USE		SUG	GESTED LAND	USE COMPATI	BILITY ¹
SLUCM NO.	LAND USE NAME	CLEAR ZONE	APZ-I	APZ-II	DENSITY
31	Rubber and miscellaneous plastic products; manufacturing	N	N	N	
32	Stone, clay, and glass products; manufacturing	N	N	Y	Maximum FAR 0.56 in APZ II
33	Primary metal products; manufacturing	N	N	Y	Maximum FAR 0.56 in APZ II
34	Fabricated metal products; manufacturing	N	N	Y	Maximum FAR 0.56 in APZ II
35	Professional, scientific, and controlling instruments; photographic and optical goods; watches and clocks	N	N	N	
39	Miscellaneous manufacturing	N	Y	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
40	Transportation, communication, and utilities ^{3,4}				
41	Railroad, rapid rail transit, and street railway transportation	N	Y ⁶	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
42	Motor vehicle transportation	N	Y ⁶	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
43	Aircraft transportation	N	Y ⁶	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
44	Marine craft transportation	N	Y ⁶	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
45	Highway and street right-of- way	Y ⁵	Y ⁶	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
46	Automobile parking	N	Y ⁶	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
47	Communication	N	Y ⁶	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
48	Utilities ⁷	N	Y ⁶	Y ⁶	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
48.5	Solid waste disposal (landfills, incinerators, etc.)	N	N	N	
49	Other transportation, communication, and utilities	N	Y ⁶	Y	See Note 6 below
50	Trade	-			
51	Wholesale trade	N	Y	Y	Maximum FAR of 0.28 in APZ I & .56 in APZ II
52	Retail trade – building materials, hardware and farm equipment	N	Y	Y	See Note 8 below
53	Retail trade – including, discount clubs, home	N	N	Y	Maximum FAR of 0.16 in APZ II

AFI32-7063 18 DECEMBER 2015

	LAND USE	LAND USE SUGGESTED LAND USE COMPATIBILITY ¹			
SLUCM NO.	LAND USE NAME	CLEAR ZONE	APZ-I	APZ-II	DENSITY
	improvement stores, electronics superstores, etc.				
53.	Shopping centers-Neighborhood, Community, Regional, Super- regional ⁹	N	N	N	
54	Retail trade - food	N	N	Y	Maximum FAR of 0.24 in APZ II
55	Retail trade – automotive, marine craft, aircraft, and accessories	N	Y	Y	Maximum FAR of 0.14 in APZ I & 0.28 in APZ II
56	Retail trade – apparel and accessories	N	N	Y	Maximum FAR of 0.28 in APZ II
57	Retail trade – furniture, home, furnishings and equipment	N	N	Y	Maximum FAR of 0.28 in APZ II
58	Retail trade – eating and drinking establishments	N	N	N	
59	Other retail trade	N	N	Y	Maximum FAR of 0.16 in APZ II
60	Services ¹⁰				
51	Finance, insurance and real estate services	N	N	Y	Maximum FAR of 0.22 in APZ II
62	Personal services	N	N	Y	Office uses only. Maximum FAR of 0.22 in APZ II.
62.4	Cemeteries	N	Y ¹¹	Y ⁿ	
63	Business services (credit reporting; mail, stenographic, reproduction; advertising)	N	N	Y	Maximum FAR of 0.22 in APZ II
63.7	Warehousing and storage services ¹²	N	Y	Y	Maximum FAR of 1.0 in APZ I; 2.0 in APZ II
64	Repair Services	N	Y	Y	Maximum FAR of 0.11 APZ I; 0.22 in APZ II
65	Professional services	N	N	Y	Maximum FAR of 0.22 in APZ II
65.1	Hospitals, nursing homes	N	N	N	
55.1	Other medical facilities	N	N	N	
66	Contract construction services	N	Y	Y	Maximum FAR of 0.11 APZ I; 0.22 in APZ II
67	Government Services	N	N	Y	Maximum FAR of 0.24 in APZ II
68	Educational services	N	N	N	
68.1	Child care services, child development centers, and nurseries	N	N	N	
69	Miscellaneous Services	N	N	Y	Maximum FAR of 0.22 in APZ II
69.1	Religious activities (including places of worship)	Ň	N	N	
70	Cultural, entertainment and recreational				
71	Cultural activities	N	N	N	

	LAND USE	SUG	GESTED LAND	USE COMPATI	BILITY ¹
SLUCM NO.	LAND USE NAME	CLEAR ZONE	APZ-I	APZ-II	DENSITY
71.2	Nature exhibits	N	Y ¹³	Y ¹³	
72	Public assembly	N	N	N	
72.1	Auditoriums, concert halls	N	N	N	
72.11	Outdoor music shells, amphitheaters	N	N	N	
72.2	Outdoor sports arenas, spectator sports	N	N	N	
73	Amusements – fairgrounds, miniature golf, driving ranges; amusement parks, etc.	N	N	Y ²⁰	
74	Recreational activities (including golf courses, riding stables, water recreation)	N	Y ¹³	Y ¹³	Maximum FAR of 0.11 in APZ I; 0.22 in APZ II
75	Resorts and group camps	N	N	N	
76	Parks	N	Y ¹³	Y ¹³	Maximum FAR of 0.11 in APZ I; 0.22 in APZ II
79	Other cultural, entertainment and recreation	N	Y ^{II}	Y ¹¹	Maximum FAR of 0.11 in APZ I; 0.22 in APZ II
80	Resource production and extraction				
81	Agriculture (except live- stock)	Y ⁴	Y ¹⁴	Y ¹⁴	
81.5-81.7,	Agriculture-Livestock farming, including grazing and feedlots	N	Y ¹⁴	Y ¹⁴	
82	Agriculture related activities	N	Y ¹⁵	Y ¹⁵	Maximum FAR of 0.28 in APZ I; 0.56 in APZ II, no activity which produces smoke, glare, or involves explosives
83	Forestry activities ¹⁶	N	Y	Y	Maximum FAR of 0.28 in APZ I; 0.56 in APZ II, no activity which produces smoke, glare, or involves explosives
84	Fishing activities ¹⁷	N ¹⁷	Y	Y	Maximum FAR of 0.28 in APZ I; 0.56 in APZ II, no activity which produces smoke, glare, or involves explosives
85	Mining activities ¹⁸	N	Y ^{ig}		Maximum FAR of 0.28 in APZ I; 0.56 in APZ II, no activity which produces smoke, glare, or involves explosives
89	Other resource production or extraction	N	Y	Y	Maximum FAR of 0.28 in APZ I; 0.56 in APZ II, no activity which produces smoke, glare, or involves explosives

LAND USE		SUG	GESTED LAND	USE COMPATIB	LITY ¹
SLUCM NO.	LAND USE NAME	CLEAR ZONE	APZ-I	APZ-II	DENSITY
90	Other				
91	Undeveloped land	Y	Y	Y	
93	Water areas ¹⁹	N ¹⁹	N ¹⁹	N ¹⁹	

NOTES:

1. A "Yes" or a "No" designation for compatible land use is to be used only for general comparison. Within each, uses exist where further evaluation may be needed in each category as to whether it is clearly compatible, normally compatible, or not compatible due to the variation of densities of people and structures. In order to assist air installations and local governments, general suggestions as to FARs are provided as a guide to density in some categories. In general, land use restrictions that limit occupants, including employees, of commercial, service, or industrial buildings or structures to 25 an acre in APZ I and 50 an acre in APZ II are considered to be low density. Outside events should normally be limited to assemblies of not more than 25 people an acre in APZ I, and maximum assemblies of 50 people an acre in APZ II. Recommended FARs are calculated using standard parking generation rates for various land uses, vehicle occupancy rates, and desired density in APZ I and II. For APZ I, the formula is FAR = 25 people an acre/ (Average Vehicle Occupancy x Average Parking Rate x (43560/1000)). The formula for APZ II is FAR = 50/ (Average Vehicle Occupancy x Average Parking Rate x (43560/1000)).

2. The suggested maximum density for detached single-family housing is two Du/Ac. In a planned unit development (PUD) of single family detached units, where clustered housing development results in large open areas, this density could possibly be increased slightly provided the amount of surface area covered by structures does not exceed 20 percent of the PUD total area. PUD encourages clustered development that leaves large open areas.

3. Other factors to be considered: Labor intensity, structural coverage, explosive characteristics, air-pollution, electronic interference with aircraft, height of structures, and potential glare to pilots.

4. No structures (except airfield lighting and navigational aids necessary for the safe operation of the airfield when there are no other siting options), buildings, or above-ground utility and communications lines should normally be located in Clear Zone areas on or off the air installation. The Clear Zone is subject to the most severe restrictions.

5. Roads within the graded portion of the Clear Zone are prohibited. All roads within the Clear Zone are discouraged, but if required, they should not be wider than two lanes and the rights-of-way should be fenced (frangible) and not include sidewalks or bicycle trails. Nothing associated with these roads should violate obstacle clearance criteria.

6. No above ground passenger terminals and no above ground power transmission or distribution lines. Prohibited power lines include high-voltage transmission lines and distribution lines that provide power to cities, towns, or regional power for unincorporated areas.

7. Development of renewable energy resources, including solar and geothermal facilities and wind turbines, may impact military operations through hazards to flight or electromagnetic interference. Each new development should to be analyzed for compatibility issues on a case-by-case basis that considers both the proposal and potentially affected mission.

8. Within SLUCM Code 52, maximum FARs for lumberyards (SLUCM Code 521) are 0.20 in APZ-I and 0.40 in APZ-11; the maximum FARs for hardware, paint, and farm equipment stores, (SLUCM Code 525), are 0.12 in APZ I and 0.24 in APZ II.

9. A shopping center is an integrated group of commercial establishments that is planned, developed, owned, or managed as a unit. Shopping center types include strip, neighborhood, community, regional, and super-regional facilities anchored by small businesses, a supermarket or drug store, discount retailer, department store, or several department stores, respectively.

10. Ancillary uses such as meeting places, auditoriums, etc. are not recommended.

11. No chapels or houses of worship are allowed within APZ I or APZ II.

12. Big box home improvement stores are not included as part of this category.

13. Facilities must be low intensity, and provide no playgrounds, etc. Facilities such as club houses, meeting places, auditoriums, large classes, etc., are not recommended.

14. Activities that attract concentrations of birds creating a hazard to aircraft operations should be excluded.

15. Factors to be considered: labor intensity, structural coverage, explosive characteristics, and air pollution.

16. Lumber and timber products removed due to establishment, expansion, or maintenance of Clear Zone lands owned in fee will be disposed of in accordance with applicable DoD guidance.

17. Controlled hunting and fishing may be permitted for the purpose of wildlife management.

18. Surface mining operations that could create retention ponds that may attract waterfowl and present bird/wildlife aircraft strike hazards (BASH), or operations that produce dust or light emissions that could affect pilot vision are not compatible.

19. Naturally occurring water features (e.g., rivers, lakes, streams, wetlands) are pre-existing, nonconforming land uses. Naturally occurring water features that attract waterfowl present a potential BASH. Actions to expand naturally occurring water features or construction of new water features should not be encouraged. If construction of new features is necessary for storm water retention, such features should be designed so that they do not attract waterfowl.

20. Amusement centers, family entertainment centers or amusement parks designed or operated at a scale that could attract or result in concentrations of people, including employees and visitors, greater than 50 people per acre at any given time are incompatible in APZ II.



OFFICE OF COUNTY COUNSEL COUNTY OF RIVERSIDE

3960 ORANGE STREET, SUITE 500 RIVERSIDE, CA 92501-3674 TELEPHONE: 951/955-6300 FAX: 951/955-6322 & 951/955-6363

June 20, 2016

Sean P. Feeley Acting Base Civil Engineer 452d Mission Support Group/Civil Engineer 610 Meyer Drive Bldg. 2403 March ARB CA 92518-2166

Re: Review of the Proposed County Ordinance No. 348.4835.

Dear Mr. Feeley,

This letter is in response to your memorandum to the Riverside County Airport Land Use Commission (ALUC) dated June 20, 2016, which confirms that the above referenced County ordinance complies with the current Air Force policies on Land Use Compatibility.

County Response to No. 1 and No. 2

The County of Riverside cannot prohibit Residential Facilities, Residential Care Facilities, Residential Care Facilities for the Elderly, Alcohol or Drug Abuse Treatment Facilities, Sober Living Homes, Developmentally Disabled Care Facilities or Congregate Living Health Facilities from operating in unincorporated areas that may be within the Air Force Base's Clear Zone or Accident Potential Zones. As I explained at the June 9, 2016, public hearing before the ALUC, these State licensed facilities that serve six (6) or fewer persons are required by State law to be a use by right in all zones where single family and multiple family dwellings are allowed within the County's unincorporated area. To outright prohibit these small State licensed facilities would violate State law.

Additionally, as currently proposed in the ordinance, State licensed facilities that serve more than six (6) persons would require an approved conditional use permit. As discussed during the June 9th public hearing, if the proposed facility was located within an ALUC Airport Influence Area, the County would forward the proposal to ALUC for review with ALUC's Land Use Compatibility Plan.

In regards to sober living homes, State and Federal Fair Housing laws prevent the County from prohibiting these uses in the County. To comply with State and Federal law, sober living homes must be treated exactly like residential homes and be allowed as a use by right in all zones where single family and multiple family dwellings are allowed in the County.

Sean P. Feeley Acting Base Civil Engineer June 20, 2016 Page 2

<u>County Response to No. 3</u> The information provided to the Riverside ALUC is noted. If required by law, land use projects located in an Airport Influence Area will be provided to ALUC for review and comment.

<u>County Response to No. 4</u> Your request to the Riverside ALUC is noted and does not pertain to the County's proposed Ordinance No. 348.4835.

If you have any further questions or concerns, please contact our office directly. Sincerely,

GREGORY P. PRIAMOS County Counsel

SHELLIE CLACK Deputy County Counsel

cc: John Guerin, ALUC Principal Planner



DEPARTMENT OF THE AIR FORCE 452d AIR MOBILITY WING (AFRC) MARCH AIR RESERVE BASE, CALIFORNIA

20 June 2016

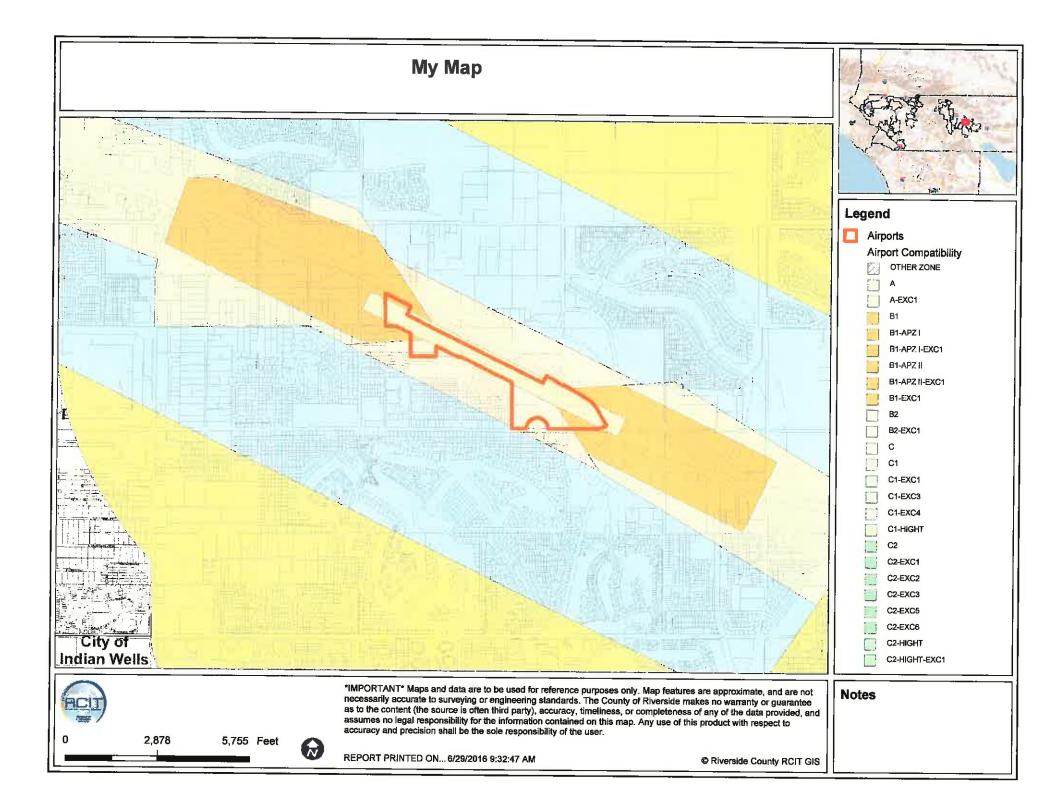
MEMORANDUM FOR Riverside County Airport Land Use Commission Attn: John Guerin, Principal Planner Development Services Department 4080 Lemon St, 14TH Floor Riverside. CA 92501

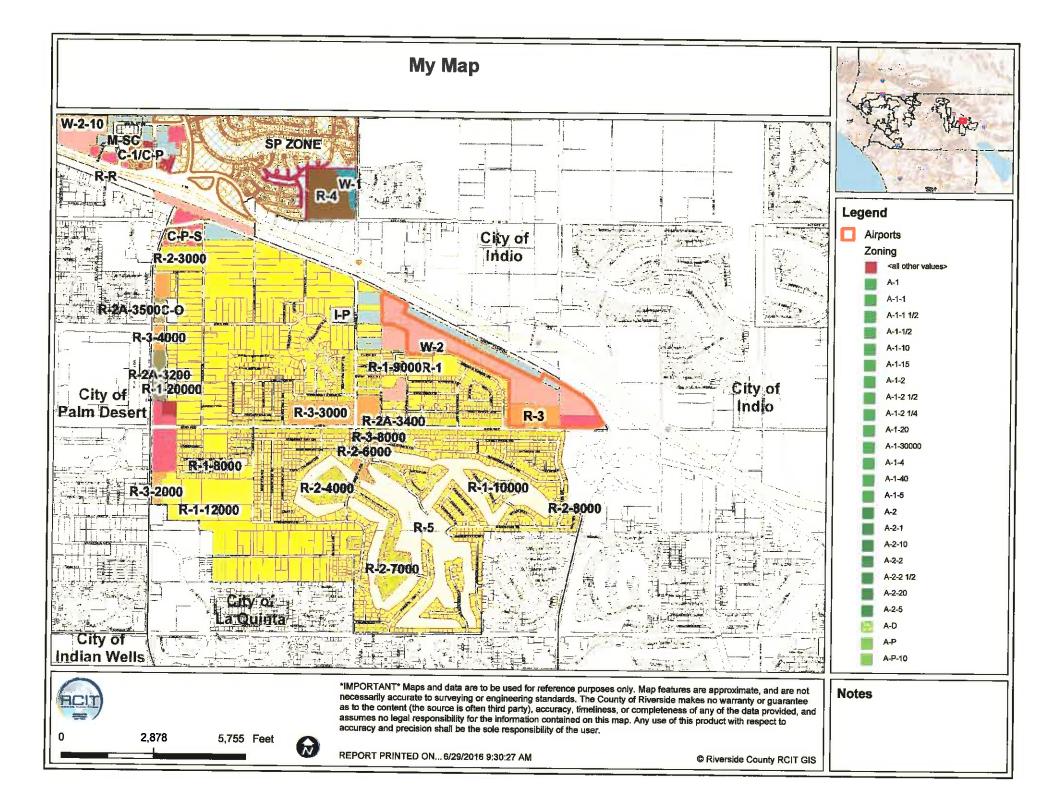
- FROM: 452d Mission Support Group/Civil Engineer (BOS) 610 Meyer Drive Bldg, 2403 March ARB CA 92518-2166
- SUBJECT: Review of Proposed County Case Ordinance Amendment No. 348.4835. This is a Countywide amendment to Riverside County Ordinance No. 348. ZAP1019RG16 (County of Riverside)

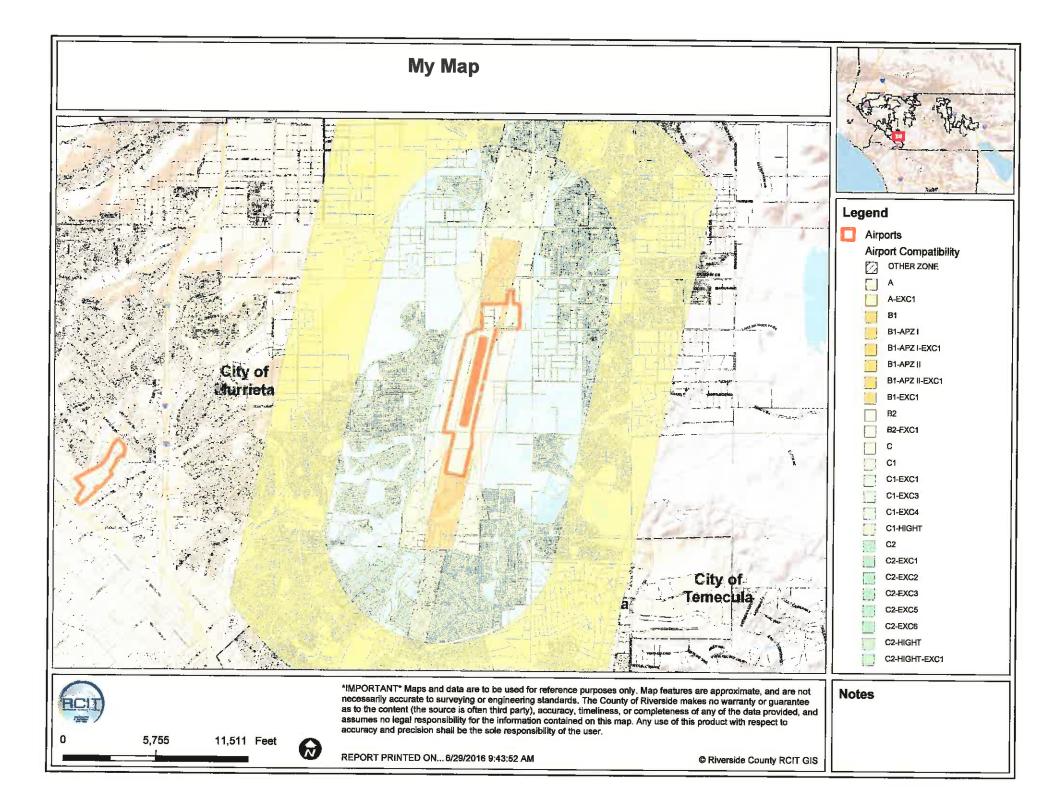
We have reviewed the above referenced document and have determined that the document complies with current Air Force policies on Land Use Compatibility IAW DoDI 4165.57, March 12, 2015 and AFI 32-7063, December 18, 2015.

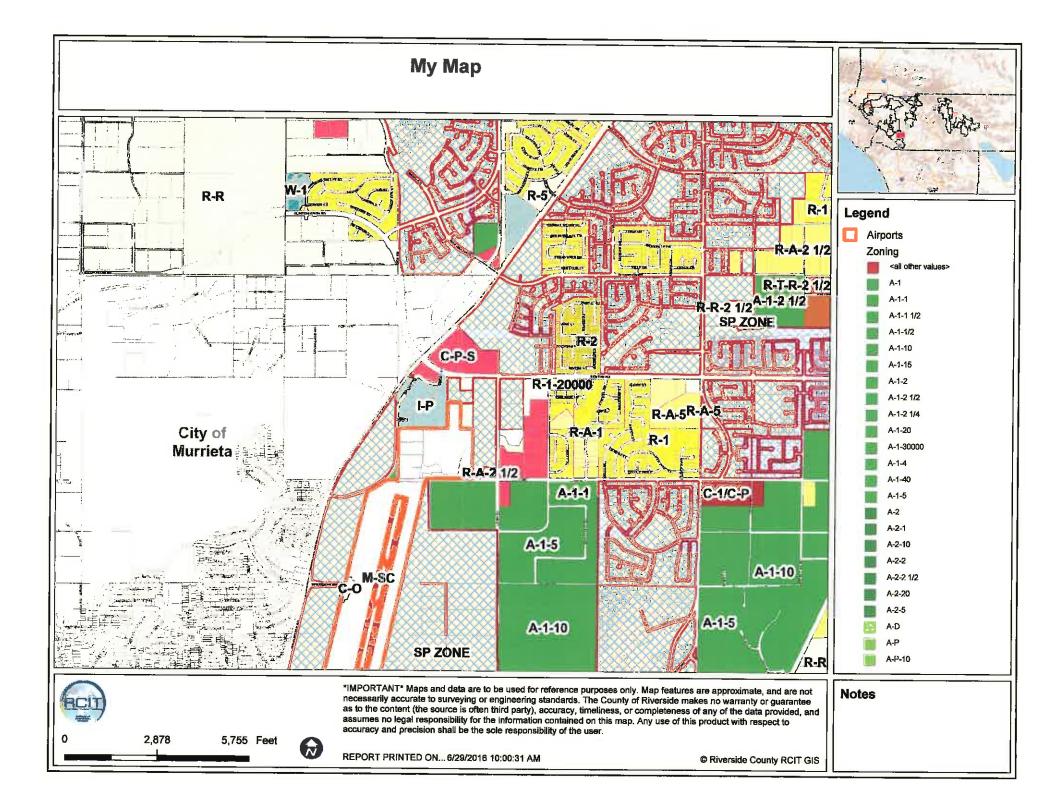
- 1. As a note, if the current land overseen by March Joint Powers Authority is in the future given back to the County of Riverside there may be an inconsistency determination with properties that fall within March Air Reserve Base influenced areas.
- 2. We request that unincorporated areas that may be within the bases Clear Zone or Accident Potential Zones have language that prohibits; Residential Facility, Residential Care Facility, Residential Care Facility for the Elderly, Alcohol or Drug Abuse Treatment Facility, Sober Living Homes, Developmentally Disabled Care Facility and Congregate Living Health Facility uses.
- 3. As stated in previous meetings and correspondence with the Riverside ALUC, the following inconsistencies with the DoDI guidance are:
 - a. The density of 50% lot coverage used, whereas the DoDI uses the FAR with maximum FAR 0.28 in APZ I and 0.56 in APZ II, depending on facility type.
 - b. "Density averages" of 100 people used whereas the DoDI uses "25 people per acre in APZ I, and 50 people per acre in APZ II". No averages are used.
 - c. "Childrens Schools" identified is more specific than the term "Educational Services" in the DoDI.
- 4. Therefore we are still requesting the Riverside ALUC update their current 2014 document to reflect current DoDI policy.
- 5. Please contact Ms. Denise Hauser at (951) 655-4862 or Ms. Sonia Pierce at (951) 655-2236 for further questions.

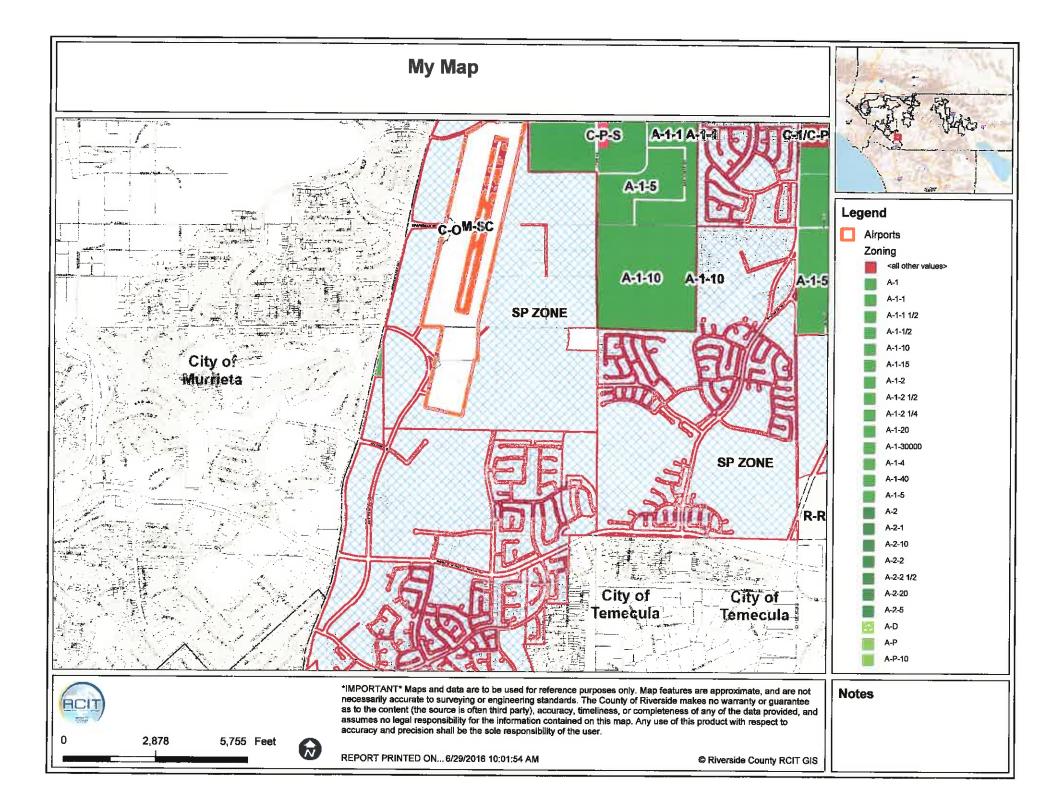
Sean P. Feeley Acting Base Civil Engineer

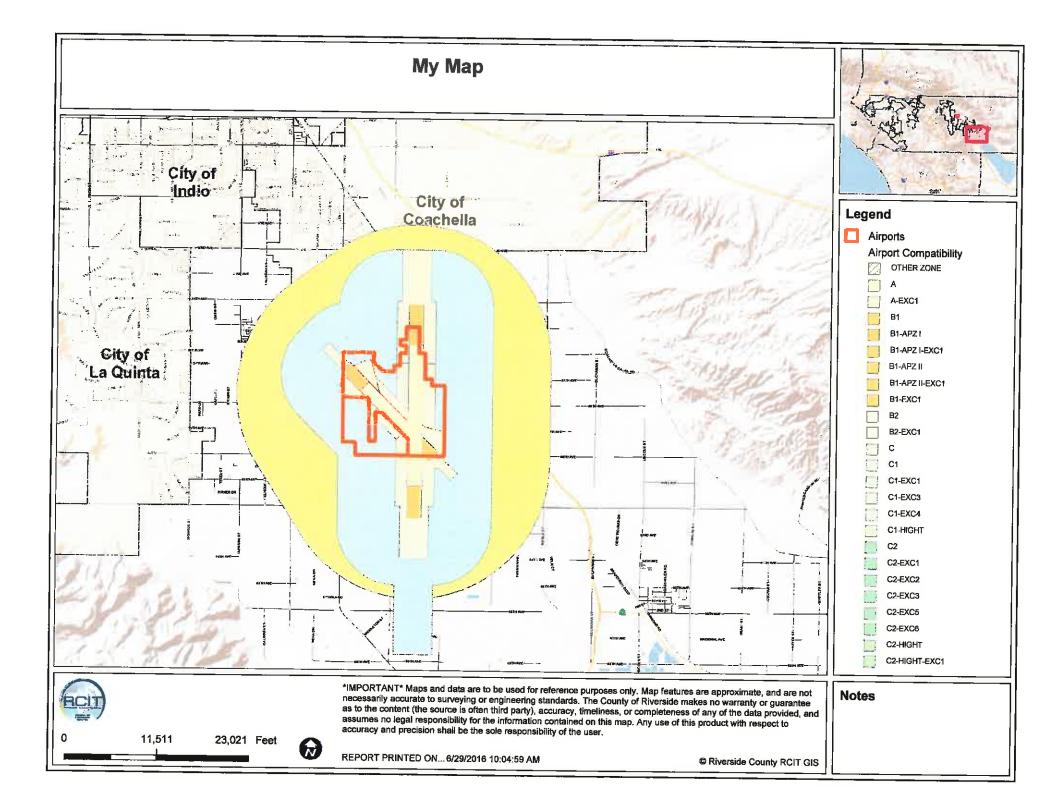


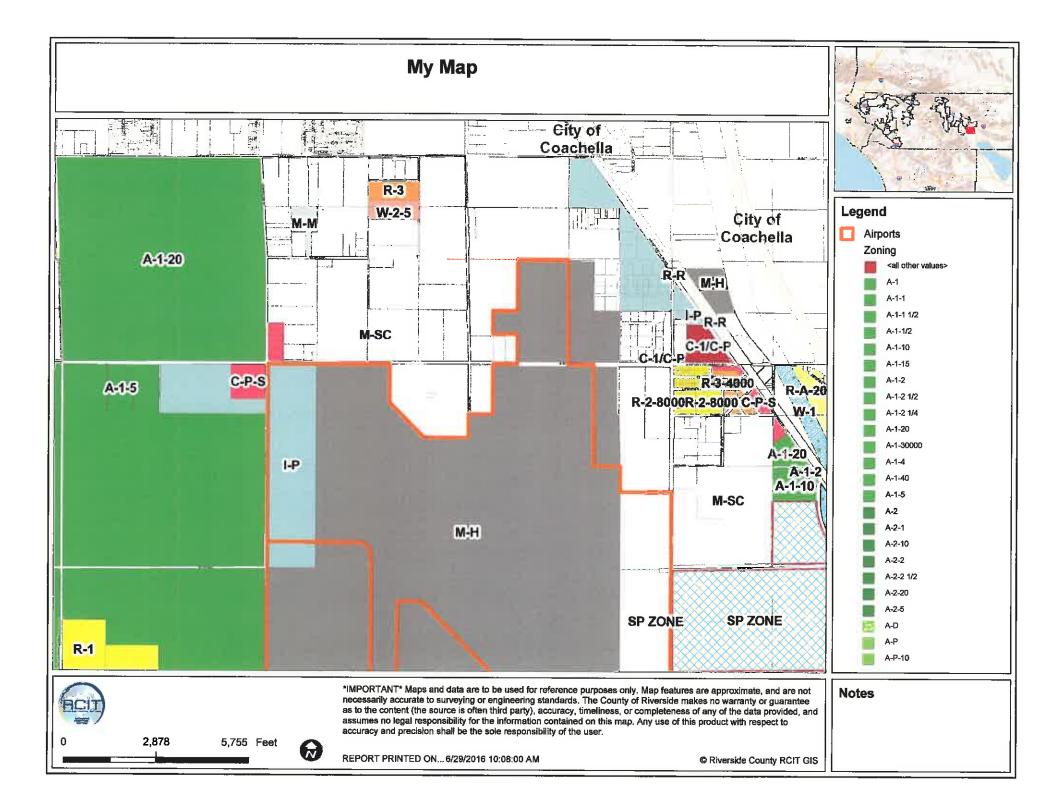


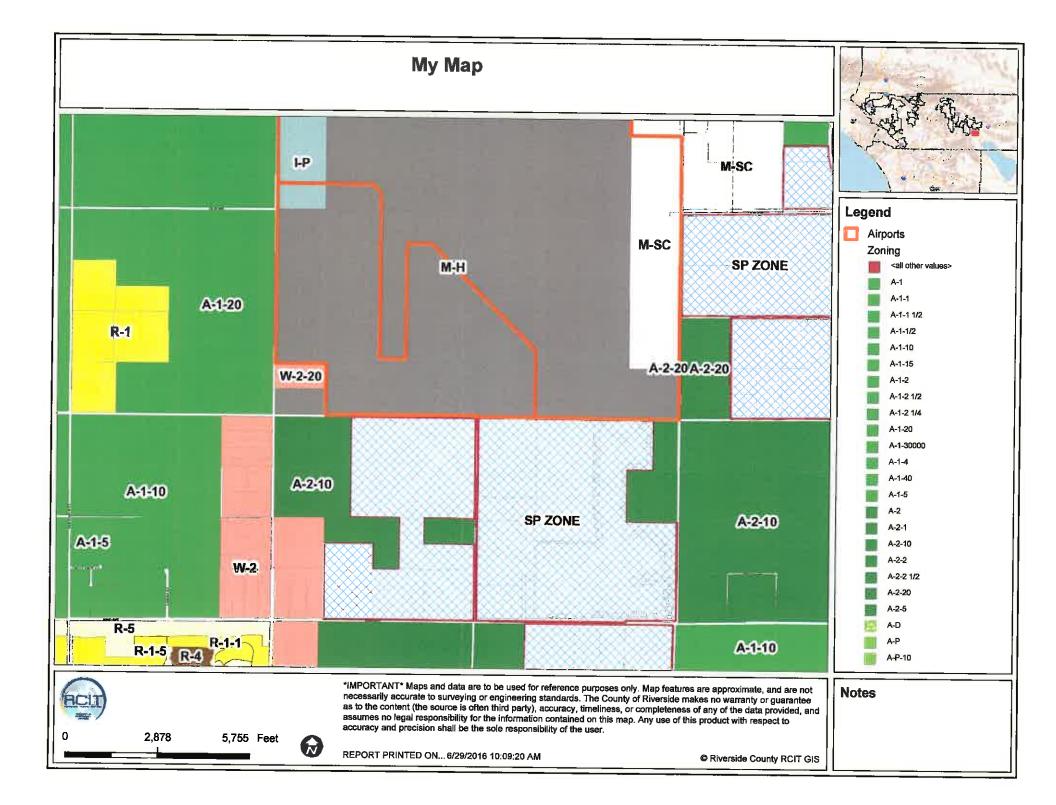












Guerin, John

From: Sent: To: Cc: Subject: Attachments: Clack, Shellie <MClack@co.riverside.ca.us> Wednesday, May 25, 2016 3:51 PM Guerin, John Mistica, Raymond sober living ordinance Document3.docx 3.4

Hi John,

Thanks for the meeting yesterday. Following up on yesterday's conversation, attached is the revised language for the facilities with 7 or more persons – I highlighted the section with the revised language. Please let me know if you have any questions on the revisions.

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Thank you, Shellie A Residential Facility that serves seven or more persons is allowed in the following zoning classifications with an approved conditional use permit in accordance with Section 18.28 of this ordinance: 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, N-A, C-1, C-P-S, C-R and C-O.

1.

- A Residential Facility that serves seven or more persons shall comply with the following:
 - a. Conform to the development standards for the zoning classification in which it is located.
 - b. Except for foster family homes, be separated from another licensed Residential 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.
 915 and Ordinance No. 655.
- e. Conduct indoor and outdoor activities in compliance with Ordinance No. 847.

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All applicable Federal, State and local laws, and all applicable Federal, State and local health and safety regulations including, but not limited to, Fire and Building Code regulations.

4.2. Safety

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- 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.

	1 ORDINANCE NO. 348, 4835
3	2 AN ORDINANCE OF THE COUNTY OF RIVERSIDE
	AMENDING ORDINANCE NO. 348
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6	The Board of Supervisors of the County of Riverside ordains as follows:
7	<u>Section 1</u> . Article XIXe of Ordinance No. 348 is deleted in its entirety and replaced
8	with the following:
9	"Article XIXe
10	COMMUNITY CARE FACILITIES
11	Section 19.100 GROUP FACILITIES
12	A. <u>Residential Facility</u> . A State licensed home, group care
13	facility or similar facility for 24 hour nonmedical care of
14	persons in need of personal services, supervision or
15	assistance essential for sustaining the activities of daily
16	living or for the protection of the individual.
17	1. As provided in California Health and Safety Code
18	section 1566.3, residents and operators of a
19	Residential Facility that serves six or fewer persons
20	shall be considered a family and the Residential
21	Facility shall be considered a residential use of
22	property.
23	2. A Residential Facility that serves six or fewer
24	persons shall be allowed as a use by right in the
25	following zoning classifications: R-R, R-R-O, R-1,
26	R-1A, R-A, R-2, R-2A, R-3, R-3A, R-4, R-6, R-T,
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ļ 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 Residential Facility that serves six or fewer persons shall comply with the development standards for one family or multiple family dwellings, as applicable, located within the same zone.

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- 4. A Residential 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. A Residential Facility that serves seven or more persons is allowed in the following zoning classifications with an approved conditional use permit in accordance with Section 18.28 of this ordinance: 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, N-A, C-1, C-P-S, C-R and C-O.
- 6. A Residential Facility that serves seven or more persons shall comply with the following:
 - Conform to the development standards for the zoning classification in which it is located.
 - b. Except for foster family homes, be separated from another licensed Residential 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.

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- Provide outdoor lighting in compliance with
 Ordinance No. 915 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.
- B. <u>Residential Care Facility</u>. A State licensed place, building or similar facility for persons with a chronic, lifethreatening illness who are eighteen years of age or older or are emancipated minor, and for family units as provided in Health and Safety Code Section 1568.01.
 - As provided in California Health and Safety Code section 1568.0831, residents and operators of a Residential Care Facility that serves six or fewer persons shall be considered a family and the Residential Care Facility shall be considered a residential use of property.
 - A Residential Care 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, 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.

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- 3. Residential Care Facility that serves six or fewer persons shall comply with the development standards for one family or multiple family dwellings, as applicable, located within the same zone.
- 4. A Residential Care 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.
- A Residential Care Facility that serves seven or more persons is allowed in the following zoning classifications with an approved conditional use permit in accordance with section 18.28 of this ordinance: C 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, N-A, C-1, C-P-S, C-R and C-O.
- A Residential Care Facility that serves seven or more persons shall comply with the following:
 - Conform to the development standards for the zoning classification in which it is located.

- 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. <u>Residential Care Facility for the Elderly</u>. 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.
 - 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

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and the Residential Care Facility for the Elderly shall be considered a residential use of property.

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- A Residential Care Facility for the Elderly which serves six or fewer person 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 Residential Care Facility for the Elderly which serves six or fewer person shall comply with the development standards for one family or multiple family dwellings, as applicable, located in the same zoning classification.
- 4. A Residential Care Facility for the Elderly 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. A Residential Care Facility for the Elderly that serves seven or more persons is allowed in the following zoning classifications with an approved conditional use permit in accordance with section 18.28 of this ordinance: 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,

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1		W	'C-E, W-2, W-2-M, R-D, N-A, C-1, C-P-S, C-R
2			d C-O.
3		6. A	Residential Care Facility for the Elderly that
4		sei	rves seven or more persons shall comply with the
5		fo	llowing:
6		а.	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		с.	Provide outdoor lighting in compliance with
13			Ordinance No. 915 and Ordinance No. 655.
14		đ.	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 o	or Drug Abuse Treatment Facility. A State
21		licensed p	remises, place or building that provides 24 hour
22	1	residential	non-medical services to adults who are
23	- 1	recovering	from problems related to alcohol, drug or
24	4	alcohol an	d drug misuse or abuse, and who need alcohol,
25		drug or	alcohol and drug recovery treatment or
26		detoxificat	ion services.
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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.

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- 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 Ъ. 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 In addition to the zoning classification's C. 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 Conduct indoor and outdoor activities in e. 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. 27 28 9

		$\left(\begin{array}{c} \\ \end{array} \right)$		
1		E.	Sober L	iving Home. A dwelling or other similar facility
2			not requ	iring a State license for a group living arrangement
3			for pers	ons recovering from alcoholism or drug addiction
4			where t	he facility provides no onsite care, services or
5			supervis	tion.
6			1. 4	A Sober Living Home shall be considered a
7			n	esidential use of property.
8			2. A	Sober Living Home shall be allowed as a use by
9			ri	ight in the following zoning classifications: R-R,
0	6		R	R-R-O, R-1, R-1A, R-A, R-2, R-2A, R-3, R-3A, R-
1	S		4	, R-6, R-T, R-T-R, A-D, A-P, A-1, A-2, C-V, WC-
2			V	V, WC-WE, WC-R, WC-E, W-2, W-2-M, R-D and
3	20		N	J-A.
4			3. A	A Sober Living Home shall comply with the
5			d	evelopment standards for one family or multiple
6			fa	amily dwellings, as applicable, located within the
7			S	ame zone.
8			4. A	Sober Living Home shall demonstrate all of the
9			fc	ollowing characteristics:
0			а.	The Sober Living Home is being used as a
1				residence for persons recovering from
2				alcohol and/or drug misuse or abuse and
3				participating in recovery programs;
4			b.	The Sober Living Home observes and
5				promotes a zero tolerance policy regarding
5				the consumption or possession of alcohol
7				and controlled substances, except for
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				10

prescription medications obtained and used under direct medical supervision;

- c. The Sober Living Home has a written policy dealing with the use of drugs or alcohol;
- d. There are no on-site services such as, but not limited to, educational counseling, counseling sessions, treatment or recovery planning or detoxification;
- e. The Sober Living Home maintains current membership in a recognized nonprofit organization of sober living homes that provides a credible quality assurance service for applicants or members or has received a sober living home certificate from the State of California Department of Alcohol and Drug Programs;
- f. Owners, managers, operators and residents ensure that the Sober Living Home and its use comply with all applicable State and local laws.

Section 19.101 HEALTH FACILITIES

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Developmentally Disabled Care Facility. A State licensed Α. facility that includes intermediate care facilities/developmentally disabled, intermediate care facilities/developmentally disabled-habilitative and intermediate care facilities/developmentally disablednursing, as further defined in Health and Safety Code section 1250, which provides twenty-four (24) hour personal care, habilitation, developmental and supportive health services to developmentally disabled persons who have intermittent recurring needs for nursing services.

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- As provided in California Health and Safety Code section 1267.8, a Developmentally Disabled Care Facility which serves six or fewer persons shall be considered a residential use of property and 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.
 - 2. A Developmentally Disabled Care Facility which serves six or fewer persons shall comply with the development standards for one family or multiple family dwellings, as applicable located in the same zoning classification.
 - 3. A Developmentally Disabled Care 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.
 - 4. A Developmentally Disabled Care Facility that serves seven or more persons are allowed in the following zoning classifications with an approved conditional use permit in accordance with section

18.28 of this ordinance: 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, C-1, C-P-S, C-R and C-O.

A Developmentally Disabled Care Facility that serves seven or more persons shall comply with the following.

5.

- Conform to the development standards for the zoning classification in which it is located.
- Be separated from another licensed
 Developmentally Disabled 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. 915 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.

- B. <u>Congregate Living Health Facility</u>. A State licensed facility with a non-institutional, home-like environment with no more than eighteen (18) beds which provides inpatient care, including the following basic services: medical supervision, twenty-four hour skilled nursing and supportive care, pharmacy, dietary, social recreation and at least one type of service specified in Section 1250(i)(2) of the Health and Safety Code, as may be amended from time to time.
- As provided in California Health and Safety Code section 1267.16, a Congregate Living Health Facility which serves six or fewer persons shall be considered a residential use of property and 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.
 - 2. A Congregate Living Health Facility which serves six or fewer persons shall comply with the development standards for one family or multiple family dwellings, as applicable, located in the same zoning classification.
 - A Congregate Living Health 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.

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- 4. A Congregate Living Health Facility of more than six beds for persons who are terminally ill or who are catastrophically and severely disabled is allowed in the following zoning classifications with an approved conditional use permit in accordance with section 18.28 of Ordinance No. 348: C-1, C-P-S, C-R and C-O.
- 5. A Congregate Living Health Facility of more than six beds for persons who are terminally ill or who are catastrophically and severely disabled shall comply with the following:
 - a. Conform to the development standards for the zoning classification in which it is located.
 - Be separated from another licensed Congregate Living Health Facility by a minimum of one thousand feet (1,000²) measured lot line to lot line.
 - c. In addition to the zoning classification's requirements, provide landscaping in compliance with Ordinance No. 859.
 - Provide outdoor lighting in compliance with
 Ordinance No. 915 and Ordinance No. 655.
 - e. Conduct indoor and outdoor activities in compliance with Ordinance No. 847.

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 sitting, development and use of housing or housing
26	related facilities that would eliminate a regulatory barrier
27	tourse institutes and would chilinate a regulatory barrier
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1 2 3 4	4.	and provide a person with a disability equal opportunity to housing of their choice. A reasonable accommodation is granted to the household that needs the accommodation and does not apply to
5		successors in interest to the site.
6 7	5.	A reasonable accommodation does not affect an
8		individual's obligation to comply with other applicable
9	6.	regulations not at issue in the requested accommodation. 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;
28		17

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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 P	lanning Director shall provide a copy of an approved
6		reason	able accommodation request to the Department of
7		Buildi	ng and Safety Department and the Code Enforcement
8		Depar	tment.
9	B.	NOTICE OI	F DETERMINATION. The Planning Director's
10		determination	shall be mailed to the applicant and to any person
11	-	who has mad	e a written request for a copy of the determination.
12		The Planning	g 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		Directo	or's determination, an applicant may appeal the
18		determ	ination.
19		2. Appeal	s shall be made in writing on the form provided by
20		the Pla	nning Department along with the required filing fee.
21		The w	ritten appeal shall include a statement of facts
22		suppor	ting the appeal.
23		3. Upon t	imely 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 th	irty (30) calendar days from the date the appeal was
26.		receive	d. 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:
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"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 Residential Facility, Residential Care Facility, Residential Care Facility for the Elderly or Alcohol or Drug Abuse Treatment 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 Residential Facility, Residential Care Facility serving six (6) or fewer persons, the licensee, members of the licensee's family 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

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 with the following:

"SINGLE HOUSEKEEPING UNIT. Any household whose members are a group of
persons jointly occupying a single dwelling unit, including the joint use and responsibility
for common areas, and sharing household activities and responsibilities such as meals,
chores and expenses and where, if the unit is rented, all adult residents have chosen to
jointly occupy the entire premises of the dwelling unit with joint use and responsibility for
the premises, and the makeup of the household occupying the unit is determined solely by
the residents of the unit rather than the landlord or property manager."

Section 12. The existing Sections 21.62g, 21.62h and 21.62i of Ordinance No. 348 are renumbered 21.62h, 21.62i and 21.62j respectively.

Section 13. Section 21.64a. of Ordinance No. 348 is deleted in its entirety.

26 <u>Section 14.</u> 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

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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 OF RIVERSIDE, STATE OF CALIFORNIA
6	
7	By:
8	Chairman, Board of Supervisors
9	ATTEST:
10	CLERK OF THE BOARD
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12	Ву:
13	Deputy
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16	(SEAL)
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21	APPROVED AS TO FORM April, 2016
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24	Michelle P. Clack Deputy County Counsel
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27	G:\PROPERTY\MCLACK\PLANNING AND LAND USE\ORDINANCES\SOBER LIVING\FINAL CLEAN FORMATTED SOBER LIVING 4-4-16.DOC
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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.

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.

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.

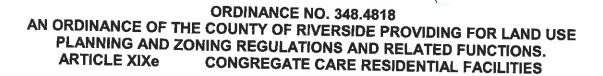
L. ACCESS.

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.



- a. Barber and beauty shops.
- b. Religious facilities.

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.

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N. PUBLIC TRANSIT ACCESS.

C.

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 <u>Section 19.102.A.</u> 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 <u>Section 19.102.C.</u> 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 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 <u>Section 19.102.A.</u> 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.

- 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 ¼ 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 <u>Section 19.102.C.</u> 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.

- 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;
 - 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)

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)

-Residential Facility, Residential Gare Facility, Residential Care Facilities for the Elderly, Alcohol or Drug Abuse Treatment Facility or

- 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 <u>Sections 19.102</u> and <u>19.103</u> of this ordinance.
- 5. 6. Half way house.
- 6 🔨 Public utilities.
- 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 <u>Section 18.26.</u> 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 <u>Section 18.31.</u> 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 15persons, not including rest homes. Lo Revised, See page 20 of Ord, 948, 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.

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.

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.

one or more

An individual or two or more persons related by blood or marriage, or a group of not more thanfive persons, excluding servants, who are not related by blood or marriage, living together as a single housekeeping unit in a dwelling unit.

e 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.

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.

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 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 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 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 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.

RF, RCF, RCFE, or ADATF

Amended Effective: Ord. 348.4744 Item 16.1 of 06/19/12 (Effective Date: 07/19/12)

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.

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 - Seep 21 of Ord, 348, 4835

SECTION 21.62 1 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. L 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 21.621 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)

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 HEAR G 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.

DATE OF HEARING: June 9, 2016

TIME OF HEARING: 9:00 A.M.

CASE DESCRIPTION:

<u>ZAP1019RG16 – County of Riverside (Representative: Larry Ross)</u> – 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 <u>Mr. Larry Ross of the Riverside County Planning Department at (951) 955-9294.</u>

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Riversi	ATION FOR MAJOR LAND USE ACT DE COUNTY AIRPORT LAND USE C	
PROJECT PROP	DNENT (TO BE COMPLETED BY APPLICANT)	
Date of Application Property Owner Mailing Address	5-17-16	
Agent (if any) Mailing Address	NA	Phone Number PIA
Auteon an accurately ac	ON (TO BE COMPLETED BY APPLICANT) aled map showing the relationship of the project site to the airport bound	ndəry and runwəys
Street Address	NA	
Assessor's Parcel N Subdivision Name	NA	Parcel Size N/A
Lot Number	NA	Zoning Classification
PROJECT DESCRI If applicable, attach e de include additional projec Existing Land Use (describe)	PTION (TO BE COMPLETED BY APPLICANT) leiled site plan showing ground elevations, the location of structures, o description data as needed	open spaces and water bodies, and the heights of structures and traes;
Proposed Land Use (describe)	in Riverice Courty and Ke type of	Also adding the first equilled
or Residential Uses	Number of Parcels or Units on Site (exclude secondary unit	
or Other Land Uses	Hours of Use NA	
See Appendix C)	Number of People on Site \mathcal{N} A Maximum Number \mathcal{M} Method of Calculation \mathcal{N}	4
leight Data	Height above Ground or Tallest Object (Including antennas a Highest Elevation (above sea level) of Any Object or Terrain	and trees) $\mathcal{N} \mathcal{A}$ it.
light Hazards	Does the project involve any characteristics which a sta	
	confusing lights, glare, smoke, or other electrical or visual ha	Izards to aircraft flight?
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REFERRING AGENC	Y (APPLICANT OR JURISDICTION TO COMPLETE)	
Date Received Agency Name	Riversive County Planning Reportment	Type of Project
Staff Contact Phone Number Agency's Project No.	Lory Russ, principal Manon 151-955-9294 Ora. 348. 4835	

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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 prestamped envelopes (size #10), with ALUC return address.
- 4 Sets. Gummed address labels of the referring agency (City or County).
- 1..... Check for Fee (See Item "C" below)

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

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

COUNTY OF RIVERSIDE AIRPORT LAND USE COMMISSION

STAFF REPORT

AGENDA ITEM:	2.3 3.5
HEARING DATE:	<i>July 14</i> , June 9, 2016 (continued from <i>June 9 and</i> 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.

Staff considered the possibility of finding that the proposed amendment constituted sufficient action to allow for a finding of partial consistency for the City's General Plan (relative specifically to Compatibility Zones D and E), but Counsel advised that ALUC's enabling legislation does not appear to allow for such a split determination relative to consistency.

RECOMMENDATIONS:

At this time, staff recommends that the Commission open the public hearing, consider testimony, and <u>CONTINUE</u> 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. Staff Report Page 2 of 7

If the City is willing to agree and again waives the 60-day limit, staff recommends that this item be <u>CONTINUED OFF-CALENDAR</u> or, if the City prefers, for a specific number of months until such time as the City is able to combine this proposal with the application of airport overlay zoning throughout the March ALA or such other zoning ordinance and map amendments as may be needed to address airport land use compatibility concerns. If the City is not willing to agree to such a continuance or does not believe that application of overlay zoning can be initiated within the next six months, staff would recommend that this proposal be found <u>CONSISTENT</u> with the 2014 March ALUCP as a general plan amendment only, since there is nothing in this proposal that would exacerbate existing inconsistencies. However, the eventual adoption of this General Plan Amendment by the Riverside City Council <u>would not be sufficient</u> to enable a finding that the City of Riverside General Plan 2025, as hereby amended, would be deemed consistent with the March ALUCP.

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."

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However, it also states that "a general plan may establish a different limit with respect to aviationrelated noise than for noise from other sources," noting that "this may be appropriate in that aviationrelated 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.

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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 addited to specify that 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.

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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 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.) Staff Report Page 6 of 7

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 Staff Report Page 7 of 7

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.

The City has initiated a study of these matters, but has not (as of June 29) submitted a written report of its findings. Additionally, the issue of permitted uses in the BMP zone (in the absence of an Airport Overlay) as it may affect land in the Accident Potential Zone remains unresolved.

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DEPARTMENT OF THE AIR FORCE 452d AIR MOBILITY WING (AFRC) MARCH AIR RESERVE BASE, CALIFORNIA

27 June 2016

MEMORANDUM FOR Riverside County Airport Land Use Commission Attn: John Guerin, Principal Planner Development Services Department 4080 Lemon St, 14TH Floor Riverside. CA 92501

- FROM: 452d Mission Support Group/Civil Engineer (MSG/BCE) 610 Meyer Drive Bldg. 2403 March ARB CA 92518-2166
- SUBJECT: Review of Proposed General Plan Amendment P15-1010, ZAP1194MA16 (City of Riverside)

The 452 MSG/BCE staff has reviewed the above referenced document and have determined that while the document complies with the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan dated November 2014 (hereafter referred to as the ALUCP), the ALUCP does not comply with current Air Force guidance found in Air Force Instruction (AFI) 32-7063 dated December 18, 2015 which addresses Air Force policies on Land Use Compatibility IAW DoDI 4165.57, March 12, 2015.

As stated in previous meetings and correspondence with the Riverside County Airport Land Use Commission (ALUC), the ALUCP contains the following inconsistencies with the AFI:

- 1. The ALUCP allows for a density of 50% lot coverage, whereas the AFI allows for a Floor Area Ratio (FAR) this is dependent upon the type of use approved for a given facility. The AFI FAR allowances vary from a maximum FAR 0.11 up to 1.0 in APZ I, and 0.22 up to 2.0 in APZ II, depending on facility type. Actual allowances are depicted in Table AFI 32-7063 Attachment 2, Table A2.1.
- 2. The ALUCP allows for "density averages" in APZ I and APZ II; whereas, the AFI does not allow the use of averages. Specifically, the ALUCP provides for a density of an average of 25 people per acre in APZ I, and an average of 50 people per acre in APZ II. The AFI only refers to land use restriction that limit occupants to 25 per acre in APZ I and 50 people per acre in APZ II.
- 3. The ALUCP also indicates an allowance of 100 people per single acre in APZ I and APZ II. The AFI provides no such allowance other than the 25 per acre in APZ I and 50 people per acre in APZ II already identified.
- 4. The ALUCP utilizes the term "Children's Schools" whereas the AFI uses a term of "Educational Services". The use of "Children's Schools" could facilitate the proposal and potential approval of a facility that would be deemed incompatible with the AFI referencing the AFI's broader identified land use term of "Educational Services".

We greatly appreciate the City of Riverside and their efforts to bring their General Plan in line with the AFI. To alleviate future confusion, we believe that the best approach for all would be for the Riverside County ALUC to update the 2014 ALUCP to reflect current AFI policy.

For your use and awareness, attached to this memo is AFI 32-7063, Attachment 2 which contains Table A2.1 Land Use Compatibility in APZs. Please contact Ms. Denise Hauser at (951) 655-4862 or Ms. Sonia Pierce at (951) 655-2236 for further questions.

Sean P. Feeley Acting Base Civil Engineer

Attachment:

Air Force Instruction 36-7063, Attachment 2, Land Use Compatibility Recommendations for APZs

Attachment 2

LAND USE COMPATIBILITY RECOMMENDATIONS FOR APZS

A2.1. Suggested land use compatibility guidelines in the Clear Zone and APZs are shown in Table A2 1. Additions to some land use categories have been incorporated into Table A2.1 subsequent to issuance of the SLUCM to reflect additional land uses and to clarify the categorization of certain uses. The compatible land use recommendations for the Clear Zone and APZ are provided for local governments as well as AF personnel for on-base planning.

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

Table A2.1. Land Use Compatibility in APZs.

	LAND USE	SUG	GESTED LAND	USE COMPAT	IBILITY ¹
SLUCM NO.	LAND USE NAME	CLEAR ZONE	APZ-I	APZ-II	DENSITY
31	Rubber and miscellaneous plastic products; manufacturing	N	N	N	
32	Stone, clay, and glass products; manufacturing	N	N	Y	Maximum FAR 0.5
33	Primary metal products; manufacturing	N	N	Y	Maximum FAR 0.5 in APZ II
34	Fabricated metal products; manufacturing	N	N	Y	Maximum FAR 0.5 in APZ II
35	Professional, scientific, and controlling instruments; photographic and optical goods; watches and clocks	N	N	N	
39	Miscellaneous manufacturing	N	Y	Y	Maximum FAR of 0.28 in APZ I & 0.50 in APZ II
40	Transportation, communication, and utilities ^{3, 4}				
41	Railroad, rapid rail transit, and street railway transportation	N	Y ⁶	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
42	Motor vehicle transportation	N	Y ⁶	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
43	Aircraft transportation	N	Y ⁶	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
44	Marine craft transportation	N	Y ⁶	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
45	Highway and street right-of- way	Y ⁵	Y ⁶	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
46	Automobile parking	N	Y ⁶	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
47	Communication	N	Y ⁶	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
18	Utilities ⁷	N	Y ⁶	Y ⁶	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
18.5	Solid waste disposal (landfills, incinerators, etc.)	N	N	N	
19	Other transportation, communication, and utilities	N	Y ⁶	Y	See Note 6 below
50	Trade				
1	Wholesale trade	N	Y	Y	Maximum FAR of 0.28 in APZ I & .56 in APZ II
	Retail trade – building materials, hardware and farm equipment	N	Y	Y	See Note 8 below
3	Retail trade – including, discount clubs, home	N	N	Y	Maximum FAR of 0.16 in APZ II

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	LAND USE	SUG	GESTED LAND	USE COMPAT	'IBILITY ¹
SLUCM NO.	LAND USE NAME	CLEAR ZONE	APZ-I	APZ-II	DENSITY
	improvement stores, electronics superstores, etc.				
53.	Shopping centers-Neighborhood, Community, Regional, Super- regional ⁹	N	N	N	
54	Retail trade – food	N	N	Y	Maximum FAR of 0.24 in APZ II
55	Retail trade – automotive, marine craft, aircraft, and accessories	N	Y	Y	Maximum FAR of 0.14 in APZ I & 0.21 in APZ II
56	Retail trade – apparel and accessories	N	N	Y	Maximum FAR of 0.28 in APZ II
57	Retail trade – furniture, home, furnishings and equipment	N	N	Y	Maximum FAR of 0.28 in APZ II
58	Retail trade – eating and drinking establishments	N	N	N	
59	Other retail trade	N	N	Y	Maximum FAR of 0.16 in APZ II
60	Services ¹⁰				
61	Finance, insurance and real estate services	N	N	Y	Maximum FAR of 0.22 in APZ II
62	Personal services	N	N	Y	Office uses only. Maximum FAR of 0.22 in APZ II.
62.4	Cemeteries	N	Y ¹¹	<u> </u>	
63	Business services (credit reporting; mail, stenographic, reproduction; advertising)	N	N	Y	Maximum FAR of 0.22 in APZ II
63.7	Warehousing and storage services ¹²	N	Y	Y	Maximum FAR of 1.0 in APZ I; 2.0 in APZ II
54	Repair Services	N	Y	Y	Maximum FAR of 0.11 APZ I; 0.22 in APZ II
55	Professional services	N	N	Y	Maximum FAR of 0.22 in APZ II
5.1	Hospitals, nursing homes	N	N	N	
5.1	Other medical facilities	N	N	N	
i6	Contract construction services	N	Y	Y	Maximum FAR of 0.11 APZ I; 0.22 in APZ II
57	Government Services	N	N	Y	Maximum FAR of 0.24 in APZ II
18	Educational services	N	N	N	
8.1	Child care services, child development centers, and nurseries	N	N	N	
9	Miscellaneous Services	N	N	Y	Maximum FAR of 0.22 in APZ II
	Religious activities (including places of worship)	N	N	N	<u><u><u>v</u>.44 m PAF 2 ll</u></u>
	Cultural, entertainment and recreational				
1	Cultural activities	N	N	N	

	LAND USE	SUG	GESTED LAND	USE COMPAT	IBILITY ¹
SLUCM NO.	LAND USE NAME	CLEAR ZONE	APZ-I	APZ-II	DENSITY
71.2	Nature exhibits	N	Y ¹³	Y ¹³	
72	Public assembly	N	N	N	
72.1	Auditoriums, concert halls	N	N	N	
72.11	Outdoor music shells, amphitheaters	N	N	N	
72.2	Outdoor sports arenas, spectator sports	N	N	N	
73	Amusements – fairgrounds, miniature golf, driving ranges; amusement parks, etc.	N	N	Y ²⁰	
74	Recreational activities (including golf courses, riding stables, water recreation)	Ν	Y ¹³	Y ¹³	Maximum FAR of 0.11 in APZ I; 0.22 in APZ II
75	Resorts and group camps	N	N	N	
76	Parks	Ν	Y ¹³	Y ¹³	Maximum FAR of 0.11 in APZ I; 0.22 in APZ II
79	Other cultural, entertainment and recreation	N	Y ¹¹	Y ¹¹	Maximum FAR of 0.11 in APZ I; 0.22 in APZ II
80	Resource production and extraction				
81	Agriculture (except live- stock)		Y ¹⁴	Y ¹⁴	
81.5-81.7,	Agriculture-Livestock farming, including grazing and feedlots	N	Y ¹⁴	Y ¹⁴	
82	Agriculture related activities	N	Y ¹⁵	Y ¹⁵	Maximum FAR of 0.28 in APZ I; 0.56 in APZ II, no activity which produces smoke, glare, or involves explosives
83	Forestry activities ¹⁶	N	Y	Y	Maximum FAR of 0.28 in APZ I; 0.56 in APZ II, no activity which produces smoke, glare, or involves explosives
84	Fishing activities ¹⁷	N ¹⁷	Ŷ	Y	Maximum FAR of 0.28 in APZ I; 0.56 in APZ II, no activity which produces smoke, glare, or involves explosives
35	Mining activities ¹⁸	N	Y ¹⁸	Y ²⁸	Maximum FAR of 0.28 in APZ I; 0.56 in APZ II, no activity which produces smoke, glare, or involves explosives
39	Other resource production or extraction	N	Y	Y	Maximum FAR of 0.28 in APZ I; 0.56 in APZ II, no activity which produces smoke, glare, or involves explosives

LAND USE		SUG	SUGGESTED LAND USE COMPATIBILITY			
SLUCM NO.	LAND USE NAME	CLEAR ZONE	APZ-I	APZ-II	DENSITY	
90	Other		· · · · · · · · · · · · · · · · · · ·			
91	Undeveloped land	Y		v		
93	Water areas ¹⁹	N ¹⁹	N ¹⁹	N ¹⁹		

NOTES:

1. A "Yes" or a "No" designation for compatible land use is to be used only for general comparison. Within each, uses exist where further evaluation may be needed in each category as to whether it is clearly compatible, normally compatible, or not compatible due to the variation of densities of people and structures. In order to assist air installations and local governments, general suggestions as to FARs are provided as a guide to density in some categories. In general, land use restrictions that limit occupants, including employees, of commercial, service, or industrial buildings or structures to 25 an acre in APZ I and 50 an acre in APZ II are considered to be low density. Outside events should normally be limited to assemblies of not more than 25 people an acre in APZ I, and maximum assemblies of 50 people an acre in APZ II. Recommended FARs are calculated using standard parking generation rates for various land uses, vehicle occupancy rates, and desired density in APZ I and II. For APZ I, the formula is FAR = 25 people an acre/ (Average Vehicle Occupancy x Average Parking Rate x (43560/1000)). The formula for APZ II is FAR = 50/ (Average Vehicle Occupancy x Average Parking Rate x (43560/1000)).

2. The suggested maximum density for detached single-family housing is two Du/Ac. In a planned unit development (PUD) of single family detached units, where clustered housing development results in large open areas, this density could possibly be increased slightly provided the amount of surface area covered by structures does not exceed 20 percent of the PUD total area. PUD encourages clustered development that leaves large open areas.

3. Other factors to be considered: Labor intensity, structural coverage, explosive characteristics, air-pollution, electronic interference with aircraft, height of structures, and potential glare to pilots.

4. No structures (except airfield lighting and navigational aids necessary for the safe operation of the airfield when there are no other siting options), buildings, or above-ground utility and communications lines should normally be located in Clear Zone areas on or off the air installation. The Clear Zone is subject to the most severe restrictions.

5. Roads within the graded portion of the Clear Zone are prohibited. All roads within the Clear Zone are discouraged, but if required, they should not be wider than two lanes and the rights-of-way should be fenced (frangible) and not include sidewalks or bicycle trails. Nothing associated with these roads should violate obstacle clearance criteria.

6. No above ground passenger terminals and no above ground power transmission or distribution lines. Prohibited power lines include high-voltage transmission lines and distribution lines that provide power to cities, towns, or regional power for unincorporated areas.

7. Development of renewable energy resources, including solar and geothermal facilities and wind turbines, may impact military operations through hazards to flight or electromagnetic interference. Each new development should to be analyzed for compatibility issues on a case-by-case basis that considers both the proposal and potentially affected mission.

8. Within SLUCM Code 52, maximum FARs for lumberyards (SLUCM Code 521) are 0.20 in APZ-I and 0.40 in APZ-11; the maximum FARs for hardware, paint, and farm equipment stores, (SLUCM Code 525), are 0.12 in APZ I and 0.24 in APZ II.

9. A shopping center is an integrated group of commercial establishments that is planned, developed, owned, or managed as a unit. Shopping center types include strip, neighborhood, community, regional, and super-regional facilities anchored by small businesses, a supermarket or drug store, discount retailer, department store, or several department stores, respectively.

10. Ancillary uses such as meeting places, auditoriums, etc. are not recommended.

11. No chapels or houses of worship are allowed within APZ I or APZ II.

12. Big box home improvement stores are not included as part of this category.

13. Facilities must be low intensity, and provide no playgrounds, etc. Facilities such as club houses, meeting places, auditoriums, large classes, etc., are not recommended.

14. Activities that attract concentrations of birds creating a hazard to aircraft operations should be excluded.

15. Factors to be considered: labor intensity, structural coverage, explosive characteristics, and air pollution.

16. Lumber and timber products removed due to establishment, expansion, or maintenance of Clear Zone lands owned in fee will be disposed of in accordance with applicable DoD guidance.

17. Controlled hunting and fishing may be permitted for the purpose of wildlife management.

18. Surface mining operations that could create retention ponds that may attract waterfowl and present bird/wildlife aircraft strike hazards (BASH), or operations that produce dust or light emissions that could affect pilot vision are not compatible.

19. Naturally occurring water features (e.g., rivers, lakes, streams, wetlands) are pre-existing, nonconforming land uses. Naturally occurring water features that attract waterfowl present a potential BASH. Actions to expand naturally occurring water features or construction of new water features should not be encouraged. If construction of new features is necessary for storm water retention, such features should be designed so that they do not attract waterfowl.

20. Amusement centers, family entertainment centers or amusement parks designed or operated at a scale that could attract or result in concentrations of people, including employees and visitors, greater than 50 people per acre at any given time are incompatible in APZ II.



Community & Economic Development Department

City - Iris & Innovation

June 7, 2016

Edward Cooper Director Riverside County Airport Land Use Commission 4080 Lemon Street 14th Floor Riverside, CA 92501

Subject: Continuance to July 14, 2016 – ALUC Case No. ZAP1194MA16

Dear Mr. Cooper:

The City of Riverside is in receipt of the June 9, 2016 Airport Land Use Commission (ALUC) agenda and staff report for City's draft amendment to its General Plan (General Plan 2025) to establish General Plan consistency with the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (March ALUCP).

As recommended in the ALUC staff report, the City of Riverside staff agrees to a continuance to July 14th, which will allow additional time for the City and ALUC staff to work towards resolving outstanding concerns and achieving consistency with the March ALUCP.

Should you have any questions, please do not hesitate to contact Doug Darnell, AICP, Senior Planner at (951) 826-5219 or by e-mail at ddarnell@riversideca.gov

Sincerely,

Eastman, AICP Jav

Principal Planner

Cc: John Guerin, Principal Planner

For additional guidance see:			
This checklist is intended to assist local agencies with modifications necessary to make their local plans and othe 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 detalled 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.		
⁹ age 3-56, 4-18, 4- 12	 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. 		
⁵ ages 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

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For additional guidance see:	
Pages 3-9, 4-14	 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 avigation easement to the airport proprietor or placement on deeds of a notice regarding airport impacts. If so, local agency policies must contain similar requirements.
Page 4-42	 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.
	REVIEW PROCEDURES
	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.
Page 6-1	 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	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	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	 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	 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.

TABLE 5A: GENERAL PLAN CONSISTENCY CHECKLIST

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

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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

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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.

Air-Installation-Compatible-Use-Zone-Study2014 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 sense 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 chould 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 noice 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 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.

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.

RIVERSIDE GENERAL PLAN 2025 + ADOPTED NOVEMBER 2007



See the Land Use and Urban Design Element under "Our Neighborhoods - Sphere of Influence" for more information on

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

City/County Coordination,

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.

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.

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.

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.

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.

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

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Exhibit 3 - P15-1010 Proposed Text Amendments to the Land Use & Urban Design Element

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 <u>2009</u>1999 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.

RIVERSIDE GENERAL PEAN 2025 · AMENDED MARCH 2013

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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.

LAND USE AND URBAN DESIGN ELFMENT



- 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 Fiabob 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 en-in the Public Safety Element (Figure PS-6.A – Riverside Municipal and Flabob Airport Safety Zones and Influence Areas; and Figure PS-6.B – March ARB/IPA Airport Safety Zones and Influence Areas) for consistency with all applicable alrport 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 er 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.

RIVER FIDE GENERAL PLAN 2025 . AMENDED MARCH 2013

Exhibit 4 - P15-1010 Proposed Text Amendments to the Public Safety Element

PUBLIC SAFETY LLEMENT



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.

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).

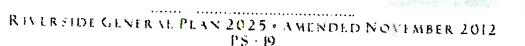
The risk of aircraft crashes is an important consideration in planning around airports. In tandem with any aviation operation, "crash" zones for airports are a major safety issue. These zones establish areas where the risk of a crash are determined in relation to take off and landing patterns. Even though 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 Riverside Municipal Airport, a leading destination for corporate and business aviation in Southern California, will continue to regard safety as a priority.

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 altiport-influenced areas. The Noise Element references airport noise contours.





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 propeses 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 conterline. 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

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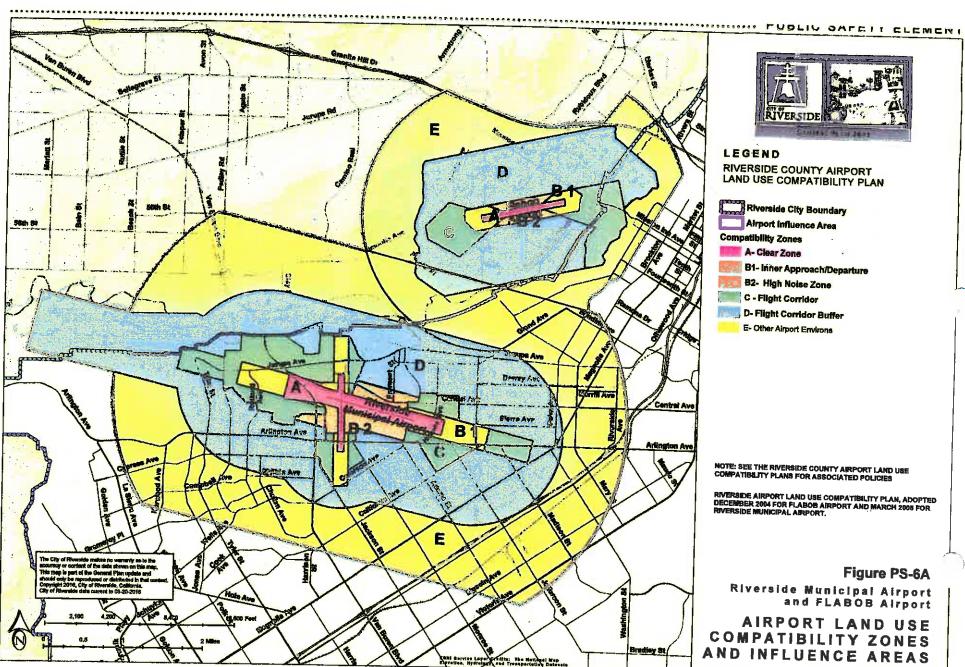
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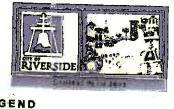
Figure PS-6A - <u>Riverside Municipal and Flabob</u> Airport Land Use Compatibility Zones and Influence Areas

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LEGEND RIVERSIDE COUNTY AIRPORT LAND USE COMPATIBILITY PLAN

Riverside City Boundary Airport influence Area **Compatibility Zones** A- Clear Zone B1- Inner Approach/Departure 82- High Noise Zone C - Flight Corridor D- Flight Corridor Buffer E- Other Airport Environs

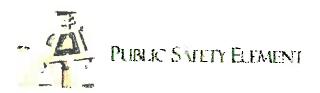
NOTE: SEE THE RIVERSIDE COUNTY ARPORT LAND USE COMPATIBILITY PLANS FOR ASSOCIATED POLICIES

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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Figure PS-68 - March ARB/IPA Airport Land Use Compatibility Zones and Influence Areas

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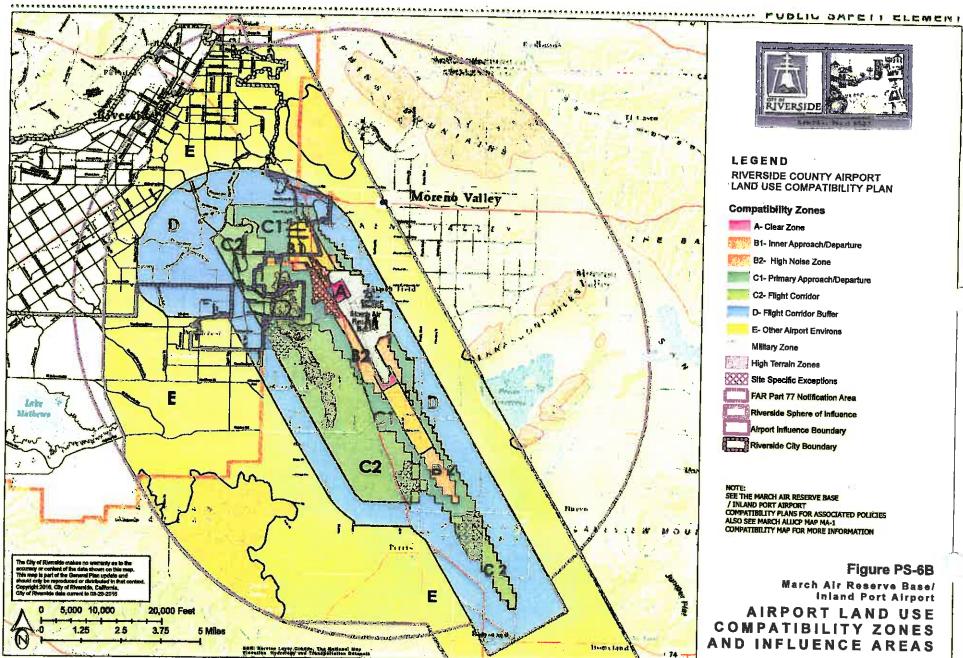




Figure PS-6B

March Air Reserve Base/ **Inland Port Airport** AIRPORT LAND USE COMPATIBILITY ZONES AND INFLUENCE AREAS



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.

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The Traffic Bureau of the Police Department both enforces traffic laws and responses 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.

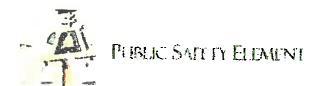
AIR TRANSPORTATION

- 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 Nolse Element under "Minimizing Noise Impacts" for more information on Airports.

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

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- 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 perticipation of staff and elected-efficials 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.

GROUND TRANSPORTATION

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

RIVERSIDE GENERAL PLAN 2025 + AMENDED NOVEMBER 2012 PS - 24

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,



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Exhibit 5 - P15-1010 Proposed Text Amendments to the Noise Element

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
 Enderal Aviation
 - 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
- <u>2004</u> Riverside County Airport Land Use Compatibility Plan
- <u>2014 March Air Reserve Base/Inland Port Airport Land Use</u> 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.

REVERSIDE GENERAL PLAN 2025 + ADOPTED NOVEMBER 2007 NS - 2



NOISE ELEMENT

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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 railroadhighway 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

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 Air Reserve Base in August of 2005.

RIVERS DE GENERAL PLAN 2025 + ADOPTED NOVEMBER 2007 NS - 10

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.





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

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.

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



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 nelghborhoods 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.

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Objective N-2:

Minimize the adverse effects of airportrelated 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.

Policy N-2.2: Avoid placing noise-sensitive land uses (e.g., residential

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

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

Refer to the Land Use and Urban Design Element for additional objectives and policies related to

March Air Reserve Base and Inland

In particular, review Objective LU-21,

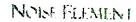
Port

LU-22.

- 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 Avlation 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.
- 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 <u>2014 March Air Reserve</u> 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

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- 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 odjacent 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

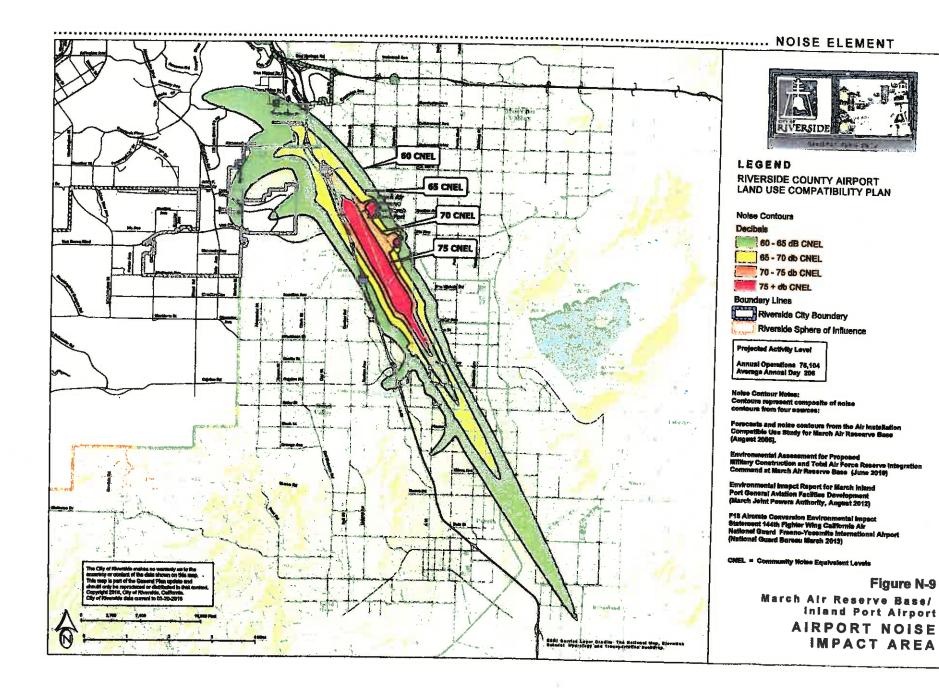
The most efficient and effective means of controlling noise from transportation systems is to reduce noise at the source. However, the City has no direct control over noise produced by trucks, cars and trains because State and Federal regulations preempt local laws. Given that the City cannot control 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.





CIRCULATION AND COMMUNITY MOBILITY FLEMENT Exhibit 6 - P15-1010, Proposed Text Amendments to the Circulation & Community Mobility Element

- 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 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. 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.

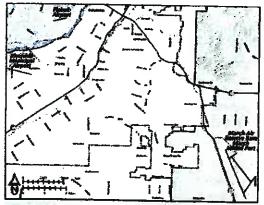


FIGURE CCM-7 LOCAL AND NEARBY AIRPORT FACILITIES

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

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.

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

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continue to support the conversation 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.
- PolicyCCM-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.
- PolicyCCM-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

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 alroorts.

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

NCICE 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., 1 st 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 <u>Mr. Doug Darnell of the City of Riverside Planning Division at (951) 826-5219.</u>

100	AND USE ACTION REVIEW	ntification No. 21194MA
PROJECT PROPO	NENT (TO BE COMPLETED BY APPLICANT)	
Date of Application Property Owner Malting Address	2194 OF RIVERSIDE Phone Number 92 3900 MAIN STREET RIVERSIDE, CA 92522	51-826-5
Agent (if any) Mailing Address	CONTACT: POUG DAFNELL, SENIOR PL	ANNER
PROJECT LOCATIC Attach an accurately sca	ON (TO BE COMPLETED BY APPLICANT) aled map showing the relationship of the project site to the airport boundary end runways	
Street Address	CITY OF RIVERSIDE (CITY WIDE)	
Assessor's Parcei No Subdivision Name Lot Number	A Parcel Size Zoning Classification	NA NIA
If applicable, attach a de	TION (TO BE COMPLETED BY APPLICANT) tailed site plan showing ground elevations, the location of structures, open spaces and water badies, and the help <u>THE PARIECT IS A PROPOSAL BY THE CITY (</u> <u>TO AMEND THE CITY'S GENERAL PLAN 2025 INC</u> <u>LAND</u> USE SUPROAL DECLED	OF PIRERS CLUDING 7
Proposed Land Use (describe) P(A	AND USE SUPERIN DESIGN, PUBLIC SAFETY, NOISE AND COMMUNIST MOBILITY ELEMENTS TO MAKE TH FLAN CONSISTENT WITH THE MARCHAIR RESERVE INCAND FORT AIRPORT CAMP USE COMPATIBILITY PU ADOPTED BY THE RIVERSIDE COUNTY ALUC ON N	<u>AND CIRC</u> EGENERAL BASE/M, AN (MARCH WEMBER, 25
For Residential Uses For Other Land Uses (See Appendix C)	Number of Parcels or Units on Site (exclude secondary units) N/A Hours of Use	
Height Data	Height above Ground or Tallest Object (including antennas and trees)	
Flight Hazards	Does the project involve any characteristics which could create electrical interference, Ye confusing lights, glare, smoke, or other electrical or visual hazards to aircraft flight?	

		Constant of the second se	
REFERRING AG	ENCY (APPLICANT OR JURISDICTION TO COMPLET	É)	
Dats Received Agency Name Staff Contact Phone Number Agency's Project N	DOVE DANKELL, SN 751-826-5219	Type of Project General Plan Amendment Zoning Amendment or Variance Subdivision Approvai 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

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- 1. Completed Application Form
- 1..... Project Site Plan Folded (8-1/2 x 14 max.)
- 1..... Elevations of Buildings Folded
- 1 Each . 8 1/2 x 11 reduced copy of the above
- 1..... 8 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 prestamped 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)

frie .

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

COUNTY OF RIVERSIDE AIRPORT LAND USE COMMISSION

STAFF REPORT

AGENDA ITEM;	2.4 3.5
HEARING DATE:	July 14, 2016 (continued from 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 (Amended Proposal)
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.

March Air Reserve Base has taken the opportunity to comment and to note those areas where compatibility criteria included in the March ALUCP differ from the provisions of applicable Department of Defense and Air Force instructions.

Staff Report Page 2 of 4

RECOMMENDATIONS:

At this time, staff recommends that the Commission open the public hearing, consider testimony, and <u>CONTINUE</u> consideration of these matters to its July 14, 2016 public hearing agenda.

Staff recommends that the Commission find that, upon City Council adoption of the amendments specified herein as proposed, including the revisions submitted on June 15, 2016 (including the Zoning Map amendment), the City of Perris General Plan, zoning ordinance, and the Perris Valley Commerce Center Specific Plan shall be recognized as <u>CONSISTENT</u> with the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan ("March ALUCP"). This determination of consistency is contingent upon action by the Perris City Council adopting all of these documents and maps as revised June 15, 2016, and providing confirmation of its approval to ALUC by copy of an executed minute order with a CD of the final adopted documents for General Plan Amendment 15-05122, Specific Plan Amendment 16-05025, and Ordinance Amendment 16-05024.

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 **and to apply this overlay to those portions of the City within the March Air Reserve Base/Inland Port Airport Influence Area ("March AIA")**. 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.

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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.

The City proposes to address the "direct conflict" issue through the application of an Airport Overlay Zone. The combination of the use of this zone and the inclusion of a table that reflects

Staff Report Page 4 of 4

Table MA-2 of the March ALUCP essentially resolves the conflict, in that property owners, realtors, and potential developers are more likely to inquire with the City about property zoning than the City's General Plan.

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DEPARTMENT OF THE AIR FORCE 452d AIR MOBILITY WING (AFRC) MARCH AIR RESERVE BASE, CALIFORNIA

27 June 2016

MEMORANDUM FOR Riverside County Airport Land Use Commission Attn: John Guerin, Principal Planner Development Services Department 4080 Lemon St, 14TH Floor Riverside. CA 92501

- FROM: 452d Mission Support Group/Base Civil Engineer (MSG/BCE) 610 Meyer Drive Bldg. 2403 March ARB CA 92518-2166
- SUBJECT: Review of Proposed General Plan Amendment 16-05122, Specific Plan Amendment 16-05025, and Ordinance Amendment 16-05024 ZAP1199MA16 (City of Perris)

The 452 MSG/BCE staff has reviewed the above referenced document and have determined that while the document complies with the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan dated November 2014 (hereafter referred to as the ALUCP), the ALUCP does not comply with current Air Force guidance found in Air Force Instruction (AFI) 32-7063 dated December 18, 2015 which addresses Air Force policies on Land Use Compatibility IAW DoDI 4165.57, March 12, 2015.

As stated in previous meetings and correspondence with the Riverside County Airport Land Use Commission (ALUC), the ALUCP contains the following inconsistencies with the AFI:

- 1. The ALUCP allows for a density of 50% lot coverage, whereas the AFI allows for a Floor Area Ratio (FAR) this is dependent upon the type of use approved for a given facility. The AFI FAR allowances vary from a maximum FAR 0.11 up to 1.0 in APZ I, and 0.22 up to 2.0 in APZ II, depending on facility type. Actual allowances are depicted in Table AFI 32-7063 Attachment 2, Table A2.1.
- 2. The ALUCP allows for "density averages" in APZ I and APZ II; whereas, the AFI does not allow the use of averages. Specifically, the ALUCP provides for a density of an average of 25 people per acre in APZ I, and an average of 50 people per acre in APZ II. The AFI only refers to land use restriction that limit occupants to 25 per acre in APZ I and 50 people per acre in APZ II.
- The ALUCP also indicates an allowance of 100 people per single acre in APZ I and APZ II. The AFI provides no such allowance other than the 25 per acre in APZ I and 50 people per acre in APZ II already identified.
- 4. The ALUCP utilizes the term "Children's Schools" whereas the AFI uses a term of "Educational Services". The use of "Children's Schools" could facilitate the proposal and potential approval of a facility that would be deemed incompatible with the AFI referencing the AFI's broader identified land use term of "Educational Services".

We greatly appreciate the City of Perris and their efforts to bring their General Plan in line with the AFI. To alleviate future confusion, we believe that the best approach for all would be for the Riverside County ALUC to update the 2014 ALUCP to reflect current AFI policy.

For your use and awareness, attached to this memo is AFI 32-7063, Attachment 2 which contains Table A2.1 Land Use Compatibility in APZs. Please contact Ms. Denise Hauser at (951) 655-4862 or Ms. Sonia Pierce at (951) 655-2236 for further questions.

Sigt

Sean P. Feeley Acting Base Civil Engineer

Attachment:

Air Force Instruction 36-7063, Attachment 2, Land Use Compatibility Recommendations for APZs

Attachment 2

LAND USE COMPATIBILITY RECOMMENDATIONS FOR APZS

A2.1. Suggested land use compatibility guidelines in the Clear Zone and APZs are shown in Table A2 1. Additions to some land use categories have been incorporated into Table A2.1 subsequent to issuance of the SLUCM to reflect additional land uses and to clarify the categorization of certain uses. The compatible land use recommendations for the Clear Zone and APZ are provided for local governments as well as AF personnel for on-base planning.

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

Table A2.1. Land Use Compatibility in APZs.

	LAND USE	SUG	GESTED LAND	USE COMPAT	IBILITY ¹
SLUCM NO.	LAND USE NAME	CLEAR ZONE	APZ-I	APZ-II	DENSITY
31	Rubber and miscellaneous plastic products; manufacturing	N	N	N	
32	Stone, clay, and glass products; manufacturing	N	N	Y	Maximum FAR 0.5 in APZ II
33	Primary metal products; manufacturing	N	N	Y	Maximum FAR 0.5
34	Fabricated metal products; manufacturing	N	N	Y	Maximum FAR 0.5 in APZ II
35	Professional, scientific, and controlling instruments; photographic and optical goods; watches and clocks	N	N	N	
39	Miscellaneous manufacturing	N	Y	Y	Maximum FAR of 0.28 in APZ I & 0.50 in APZ II
40	Transportation, communication, and utilities ^{3, 4}	IX.			
41	Railroad, rapid rail transit, and street railway transportation	N	Y ⁶	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
42	Motor vehicle transportation	N	Y ⁶	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
43	Aircraft transportation	N	Y ⁶	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
44	Marine craft transportation	N	Y ⁶	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
45	Highway and street right-of- way	Y ⁵	Y ⁶	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
16	Automobile parking	N	Y ⁶	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
17	Communication	N	Y ⁶	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
8	Utilities ⁷	N	Y ⁶	Y ⁶	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
8.5	Solid waste disposal (landfills, incinerators, etc.)	N	N	N	
9	Other transportation, communication, and utilities	N	Y ⁶	Y	See Note 6 below
0	Trade				
1	Wholesale trade	N	Y	Y	Maximum FAR of 0.28 in APZ I & .56 in APZ II
	Retail trade – building materials, hardware and farm equipment	N	Y	Y	See Note 8 below
3	Retail trade – including, discount clubs, home	N	N	Y	Maximum FAR of 0.16 in APZ II

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	LAND USE	SUG	GESTED LAND	USE COMPAT	IBILITY ¹
SLUCM NO.	LAND USE NAME	CLEAR ZONE	APZ-I	APZ-II	DENSITY
	improvement stores, electronics superstores, etc.				
53.	Shopping centers-Neighborhood, Community, Regional, Super- regional ⁹	N	N	N	
54	Retail trade – food	N	N	Y	Maximum FAR of 0.24 in APZ II
55	Retail trade – automotive, marine craft, aircraft, and accessories	N	Y	Y	Maximum FAR of 0.14 in APZ I & 0.28 in APZ II
56	Retail trade – apparel and accessories	N	N	Y	Maximum FAR of 0.28 in APZ II
57	Retail trade – furniture, home, furnishings and equipment	N	N	Y	Maximum FAR of 0.28 in APZ II
58	Retail trade – eating and drinking establishments	N	N	N	
59	Other retail trade	N	N	Y	Maximum FAR of 0.16 in APZ II
60	Services ¹⁰				
61	Finance, insurance and real estate services	N	N	Y	Maximum FAR of 0.22 in APZ II
62	Personal services	N	N	Y	Office uses only. Maximum FAR of 0.22 in APZ II.
62.4	Cemeteries	N	Y ^{II}	Y ^{II}	
63	Business services (credit reporting; mail, stenographic, reproduction; advertising)	N	Ň	Y	Maximum FAR of 0.22 in APZ II
63.7	Warehousing and storage services ¹²	N	Y	Y	Maximum FAR of 1.0 in APZ I; 2.0 in APZ II
64	Repair Services	N	Y	Y	Maximum FAR of 0.11 APZ I; 0.22 in APZ II
65	Professional services	N	N	Y	Maximum FAR of 0.22 in APZ II
55.1	Hospitals, nursing homes	N	N	N	
5.1	Other medical facilities	N	<u>N_</u>	N	
56	Contract construction services	N	Y	Y	Maximum FAR of 0.11 APZ I; 0.22 in APZ II
57	Government Services	N	N	Y	Maximum FAR of 0.24 in APZ II
58	Educational services	N	N	N	
58.1	Child care services, child development centers, and nurseries	N	N	N	
59	Miscellaneous Services	N	N	Y	Maximum FAR of 0.22 in APZ II
59.1	Religious activities (including places of worship)	N	N	N	
0	Cultural, entertainment and recreational			· •	u
1	Cultural activities	N	N	N	

	LAND USE	SUG	GESTED LANE	USE COMPAT	IBILITY
SLUCM NO.	LAND USE NAME	CLEAR ZONE	APZ-I	APZ-II	DENSITY
71.2	Nature exhibits	N	Y ¹³	Y ¹³	
72	Public assembly	N	<u>N</u>	N	
72.1	Auditoriums, concert halls	N	<u> </u>	N N	
72.11	Outdoor music shells, amphitheaters	N	N	N	
72.2	Outdoor sports arenas, spectator sports	N	N	N	
73	Amusements – fairgrounds, miniature golf, driving ranges; amusement parks, etc.	N	N	Y ²⁰	
74	Recreational activities (including golf courses, riding stables, water recreation)	N	Y ¹³	Y ¹³	Maximum FAR of 0.11 in APZ I; 0.22 i APZ II
75	Resorts and group camps	N	N	N	
76	Parks	N	Y ¹³	Y ¹³	Maximum FAR of 0.11 in APZ I; 0.22 in APZ II
79	Other cultural, entertainment and recreation	N	Y ¹¹	Y ¹¹	Maximum FAR of 0.11 in APZ I; 0.22 in APZ II
80	Resource production and extraction				
81	Agriculture (except live- stock)	Y4	Y ¹⁴	Y ¹⁴	
81.5-81.7,	Agriculture-Livestock farming, including grazing and feedlots	N	Y ¹⁴	Y ¹⁴	
82	Agriculture related activities	N	Y ¹⁵	Y ¹⁵	Maximum FAR of 0.28 in APZ I; 0.56 in APZ II, no activity which produces smoke, glare, or involves explosives
83	Forestry activities ¹⁶	N	Y	Y	Maximum FAR of 0.28 in APZ I; 0.56 in APZ II, no activity which produces smoke, glare, or involves explosives
34	Fishing activities ¹⁷	N ¹⁷	Y	Y	Maximum FAR of 0.28 in APZ I; 0.56 in APZ II, no activity which produces smoke, glare, or involves explosives
35	Mining activities ¹⁸	N	Y ¹⁸	Y ¹⁸	Maximum FAR of 0.28 in APZ I; 0.56 in APZ II, no activity which produces smoke, glare, or involves explosives
9	Other resource production or extraction	N	Y	Ŷ	Maximum FAR of 0.28 in APZ I; 0.56 in APZ II, no activity which produces smoke, glare, or involves explosives

LAND USE		SUG	GGESTED LAND	USE COMPATIB	
SLUCM NO.	LAND USE NAME	CLEAR ZONE	APZ-I	APZ-II	DENSITY
90	Other				
91	Undeveloped land	Y	Y	Y	
93	Water areas ¹⁹	N ¹⁹	N ¹⁹	N ¹⁹	

NOTES:

1. A "Yes" or a "No" designation for compatible land use is to be used only for general comparison. Within each, uses exist where further evaluation may be needed in each category as to whether it is clearly compatible, normally compatible, or not compatible due to the variation of densities of people and structures. In order to assist air installations and local governments, general suggestions as to FARs are provided as a guide to density in some categories. In general, land use restrictions that limit occupants, including employees, of commercial, service, or industrial buildings or structures to 25 an acre in APZ I and 50 an acre in APZ II are considered to be low density. Outside events should normally be limited to assemblies of not more than 25 people an acre in APZ I, and maximum assemblies of 50 people an acre in APZ II. Recommended FARs are calculated using standard parking generation rates for various land uses, vehicle occupancy rates, and desired density in APZ I and II. For APZ I, the formula is FAR = 25 people an acre/ (Average Vehicle Occupancy x Average Parking Rate x (43560/1000)). The formula for APZ II is FAR = 50/ (Average Vehicle Occupancy x Average Parking Rate x (43560/1000)).

2. The suggested maximum density for detached single-family housing is two Du/Ac. In a planned unit development (PUD) of single family detached units, where clustered housing development results in large open areas, this density could possibly be increased slightly provided the amount of surface area covered by structures does not exceed 20 percent of the PUD total area. PUD encourages clustered development that leaves large open areas.

3. Other factors to be considered: Labor intensity, structural coverage, explosive characteristics, air-pollution, electronic interference with aircraft, height of structures, and potential glare to pilots.

4. No structures (except airfield lighting and navigational aids necessary for the safe operation of the airfield when there are no other siting options), buildings, or above-ground utility and communications lines should normally be located in Clear Zone areas on or off the air installation. The Clear Zone is subject to the most severe restrictions.

5. Roads within the graded portion of the Clear Zone are prohibited. All roads within the Clear Zone are discouraged, but if required, they should not be wider than two lanes and the rights-of-way should be fenced (frangible) and not include sidewalks or bicycle trails. Nothing associated with these roads should violate obstacle clearance criteria.

6. No above ground passenger terminals and no above ground power transmission or distribution lines. Prohibited power lines include high-voltage transmission lines and distribution lines that provide power to cities, towns, or regional power for unincorporated areas.

7. Development of renewable energy resources, including solar and geothermal facilities and wind turbines, may impact military operations through hazards to flight or electromagnetic interference. Each new development should to be analyzed for compatibility issues on a case-by-case basis that considers both the proposal and potentially affected mission.

8. Within SLUCM Code 52, maximum FARs for lumberyards (SLUCM Code 521) are 0.20 in APZ-I and 0.40 in APZ-11; the maximum FARs for hardware, paint, and farm equipment stores, (SLUCM Code 525), are 0.12 in APZ I and 0.24 in APZ II.

9. A shopping center is an integrated group of commercial establishments that is planned, developed, owned, or managed as a unit. Shopping center types include strip, neighborhood, community, regional, and super-regional facilities anchored by small businesses, a supermarket or drug store, discount retailer, department store, or several department stores, respectively.

10. Ancillary uses such as meeting places, auditoriums, etc. are not recommended.

11. No chapels or houses of worship are allowed within APZ I or APZ II.

12. Big box home improvement stores are not included as part of this category.

13. Facilities must be low intensity, and provide no playgrounds, etc. Facilities such as club houses, meeting places, auditoriums, large classes, etc., are not recommended.

14. Activities that attract concentrations of birds creating a hazard to aircraft operations should be excluded.

15. Factors to be considered: labor intensity, structural coverage, explosive characteristics, and air pollution.

16. Lumber and timber products removed due to establishment, expansion, or maintenance of Clear Zone lands owned in fee will be disposed of in accordance with applicable DoD guidance.

17. Controlled hunting and fishing may be permitted for the purpose of wildlife management.

18. Surface mining operations that could create retention ponds that may attract waterfowl and present bird/wildlife aircraft strike hazards (BASH), or operations that produce dust or light emissions that could affect pilot vision are not compatible.

19. Naturally occurring water features (e.g., rivers, lakes, streams, wetlands) are pre-existing, nonconforming land uses. Naturally occurring water features that attract waterfowl present a potential BASH. Actions to expand naturally occurring water features or construction of new water features should not be encouraged. If construction of new features is necessary for storm water retention, such features should be designed so that they do not attract waterfowl.

20. Amusement centers, family entertainment centers or amusement parks designed or operated at a scale that could attract or result in concentrations of people, including employees and visitors, greater than 50 people per acre at any given time are incompatible in APZ II.

Guerin, John

From:	Nathan Perez <nperez@cityofperris.org></nperez@cityofperris.org>
Sent:	Monday, June 27, 2016 5:48 PM
To:	Guerin, John
Cc:	Clara Miramontes
Subject:	Language for No new subdivisions within Perris Valley Commerce Center Specific Plan

Good afternoon John,

It was a pleasure to meet again. Please find my draft language concerning your request to prohibit residential subdivisions within the Perris Commerce Center Specific Plan.

"no new residential subdivision in any residential lot for residential uses shall be permitted." This new note will be note #22 (last compatibility Note)

The only question I have is.... will this footnote be used on the residential (d.u./ac) column?

Nathan Perez Associate Planner City of Perris Planning Division 101 N. "D" Street Perris, CA 92570 Tel: (951) 943-5003 http://www.cityofperris.org/

Guerin, John

From:	Dorota Skrzypek <dorota.skrzypek@johnson-aviation-consulting.com></dorota.skrzypek@johnson-aviation-consulting.com>
Sent:	Thursday, June 23, 2016 4:51 PM
То:	Guerin, John
Cc:	nick.johnson@johnson-aviation.com; Clara Miramontes; Nathan Perez
Subject:	Airport Overlay Zone language from CA Airport Land Use Planning Handbook
Attachments:	AOZ Pages from AirportLandUsePlanningHandbook2011.pdf

Hi John,

Attached are the pages regarding creating an AOZ as a strategy for achieving airport land use compatibility. Please let me know if you have any questions or comments.

Thanks! Dorota

Dorota Skrzypek Johnson Aviation 310-962-2631 dorota.skrzypek@johnson-aviation-consulting.com www.johnson-aviation-consulting.com Four general strategies for fully achieving consistency are outlined below.

Incorporate policies into one or more existing general plan elements—One method of achieving the necessary planning consistency is to modify existing general plan elements. For example, (1) airport land use compatibility policies could be inserted into the land use element or (2) noise policies could be inserted into the noise element, safety policies could be placed into a safety element, and the primary compatibility criteria and associated maps plus the procedural policies might fit into the land use element. With this approach, direct conflicts would be eliminated and the majority of mechanisms and procedures to ensure compliance with compatibility criteria could be fully incorporated into a local agency's general plan.¹ The primary limitation with this approach is that ministerial development project approvals might not be specifically reviewed for consistency with the agency's General Plan, relying instead on the presumption that a ministerial project that meets the development standards set forth in its development code is consistent with the General Plan. Thus, using this approach needs to be followed up with ordinance requirements that would ensure implementation of applicable policies for ministerial development approvals.

ocal agencies cannot simply ignore the need to respond to an ALUC's adoption of an ALUCP. If a local agency neither amends its plans as necessary nor overrules the ALUC, it must cooperate with any commission request that all or selected land use actions, regulations, and permits affecting the airport influence area be submitted for review.

- Adopt a General Plan Airport Element—Another approach is to prepare a separate airport element of the general plan. Such a format may be advantageous when a community's general plan also needs to address on-airport development and operational issues. Modification of other plan elements to provide cross-referencing and eliminate conflicts would still be necessary.² As with incorporating airport compatibility policies into existing General Plan elements, care should be taken to ensure that the policies are applied to both discretionary and ministerial development reviews.
- Adopt ALUCP as Stand-Alone Document—Local agencies selecting this option could simply adopt as a local policy document the relevant portions of the ALUCP. Changes to the community's existing plan(s) would be minimal. Policy reference to the separate ALUCP document would need to be added and any direct land use or other conflicts with compatibility planning criteria would have to be removed from local plan(s). Limited discussion of compatibility planning issues could be included in the local plan(s), but the substance of most compatibility policies would appear only in the stand-alone ALUCP. The key to this method lies is ensuring that the provisions of the stand-alone document carry over to discretionary and ministerial development project approvals.
- Adopt Airport Combining District or Overlay Zoning Ordinance—Local agency adoption of an airport combining district or overlay zoning ordinance is a way to codify airport compatibility criteria identified only in concept in the local plan(s). Other than where direct conflicts need to be eliminated from the local plans, implementation of the compatibility policies would essentially be accomplished solely through the zoning ordinance. Policy reference to airport compatibility in the local plan(s) could be as simple as mentioning support for the airport land use commission and its ALUCP, stating that policy implementation is by means of the combining zone.

¹ This approach could equally apply to a specific plan, area plan, community plan or other similar land use planning document.

² This approach could equally apply to a specific plan, area plan, community plan or other similar land use planning document.

5.2.4 Land Use Compatibility Strategies

Beyond the issue of achieving mandated consistency between local plans and an ALUCP is the broader question of what local agencies can do to preserve and enhance compatibility between airport activities and the land uses around the airport. Several strategies are available to help attain this objective. If the local agency takes land use actions such as the ones discussed here, any inconsistencies between its local plan(s) and the ALUCP are likely to be few. These strategies also are appropriate for jurisdictions in counties using the alternative compatibility planning process.

f airport land use compatibility objectives are to be obtained, local agencies must take direct actions such as those described here.

Land Use Designations

If compatibility between an airport and its surroundings is to be achieved, designation of appropriate land uses in local plans is essential. This is particularly true in developing areas—good planning today can avoid significant conflicts later. The value of designating compatible land uses in built-up areas should not be overlooked, however. Appropriate designations can serve to identify already incompatible uses as nonconforming and thus limit the potential for expansion or modification of the uses to worsen the incompatibility. Designating compatible uses also can facilitate redevelopment and economic development activities and encourage eventual change of currently incompatible uses to ones that are better suited to the environs of an airport.

Overlay Zones or Combining Districts

For purposes of airport land use compatibility planning, land use plan and zoning designations as commonly adopted by local agencies have a notable shortcoming. Specifically, such plans and designations are generally intended to identify types of permitted land use and development intensities in terms of numbers of units or building area, as well as set general purpose development standards. Seldom do such plans and designations have an aviation orientation or address the specific issue of compatibility with aviation activities (i.e., noise and safety). The Table 5A checklist of factors is essential to making a local plan consistent with an ALUCP and highlights many of the reasons why consistency is seldom achieved without explicit consideration of aviation issues.

One way local agencies can address the need for an aviation orientation in basic land use designations within airport influence areas is to adopt an airport compatibility overlay zone or combining district ordinance. A combining district can supplement local land use designations by adding specific noise and, often more importantly, safety criteria (e.g., maximum number of people permitted on the site, site design and open space criteria, height restrictions, etc.) applicable to future development in the airport vicinity. Project review procedures and other implementation mechanisms specific to airport area development proposals can also be defined. Geographically, the combining district should cover at least the entire airport influence area as defined by the ALUC in its ALUCP.

Possible components of an airport compatibility combining zoning ordinance are listed in Table 5B. The compatibility concerns which form the basis for these components are described as well.

An airport overlay zoning ordinance has several important benefits. Most importantly, it permits the continued utilization of the majority of the design and use guidelines contained in the existing local plan and zoning ordinance. At the same time, it provides a mechanism for implementation of airport area related restrictions and conditions that may apply to only a few types of land uses within a given land use category or zoning district. This avoids the need for a large number of discrete zoning districts. It also enables local plans to attain consistency with an ALUCP through reference to basic compatibility criteria rather than through redefinition of existing land use designations.

Buyer Awareness Measures

Buyer awareness measures serve to alert prospective airport vicinity residents about the airport and its impacts. Three basic forms of buyer awareness measures are most common in airport land use compatibility practice:

- Recorded deed notices;
- Real estate disclosure statements; and
- Avigation easements (not recommended if intended only as a buyer awareness measure).

While ALUCs may define policies establishing how and where each of these measures should be used, the effectiveness of each is enhanced by actions that local agencies can take. Chapter 3 contains a discussion of the applicability of each of these measures to accomplishment of airport land use compatibility planning objectives.

5.3 SUBMITTING PROJECTS FOR REVIEW

5.3.1 Reviews by Airport Land Use Commissions

In counties where an ALUC exists, the obligations of local agencies with regard to submitting land use projects and other actions for the commission's review are well defined in state law. If local agencies choose to ignore the legal requirement for such review, ALUCs can initiate the review process on their own and seek a writ of mandate to force the local agency to provide the necessary project information.

The types of land use projects to be submitted depend upon:

- Whether an ALUCP has been adopted by the ALUC;
- What action the local agency has taken with regard to making its local plan(s) consistent with the ALUCP;
- Whether the project requires an amendment to the local plan; and
- Whether voluntary agreements for the review of projects have been established.

Note that local agencles that also are airport proprietors are obligated to submit certain airport plans for ALUC review.

Guerin, John

From:	Nathan Perez <nperez@cityofperris.org></nperez@cityofperris.org>
Sent:	Monday, June 20, 2016 10:16 AM
To:	Guerin, John
Cc:	Eric Dunn; Nick Johnson; Clara Miramontes
Subject:	request to meet

Good morning John,

City of Perris staff would like to meet with ALUC staff to discuss our AOZ/map/gpa this Thursday (June 23rd) at 4 p.m. City of Perris staff can drive to downtown riverside (we have one staff member call in). Our goal is to address ALUC staff's concerns and receive ALUC staff recommendation of "consistency" prior to the next

hearing.

Can you please confirm that you can meet?

Nathan Perez Associate Planner City of Perris Planning Division 101 N. "D" Street Perris, CA 92570 Tel: (951) 943-5003 http://www.cityofperris.org/

Guerin, John

From:	Nathan Perez <nperez@cityofperris.org></nperez@cityofperris.org>
Sent:	Wednesday, June 15, 2016 11:01 AM
То:	Guerin, John
Cc:	Clara Miramontes; Cooper, Ed; Nick Johnson; Eric Dunn
Subject:	request for meeting to discuss City of Perris AOZ and Zoning Map
Attachments:	REVISED TITLE PAGE CITY OF PERRIS ADOPTION OF 2014 MARCH AIR RESERVE BASE.docx; 19.82 districts and map rev.doc; Zoning 12 x18 Airport.pdf

Good morning John,

City of Perris Staff would like to set up a meeting with you and ALUC staff to introduce a minor revision to our Ordinance Amendment (16-05024).

The minor revision would consist of revising P.M.C. section 19.82 to include an updated zoning map with an airport overlay area(see attached redlined draft of 19.82 with updated City of Perris Zoning Map). Staff would like to clarify our application for consistency and address your agency's concerns through a meeting.

Therefore, Perris staff would like to request a meeting this Thursday afternoon (June 16th) or early next week (the week of June 20th). Can you provide some dates and times of availability?

Please also note, that City of Perris staff is currently reaching out to the March ARB (the "base") to address any potential concerns they might have.

If you have any questions concerning the attachments, feel free to contact me by email or phone.

Nathan Perez Associate Planner City of Perris Planning Division 101 N. "D" Street Perris, CA 92570 Tel: (951) 943-5003 http://www.cityofperris.org/



CITY OF PERRIS ADOPTION OF 2014 MARCH AIR RESERVE BASE/INLAND PORT AIRPORT COMPATIBLITY PLAN

Ordinance Amendment 16-05024 – to revise Perris Municipal Code Chapter 19.82 (Districts and Map) to update the City of Perris Zoning map to include an Airport Overlay Zoning designation, and 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 Noise, 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 19.82

DISTRICTS AND MAP

Sections:

- 19.82.010 DISTRICTS DESIGNATED
- 19.82.020 OFFICIAL LAND USE MAP
- 19.82.030 BOUNDARY LINE LOTS
- 19.82.040 UNCERTAINTY AS TO DISTRICT BOUNDARIES
- 19.82.050 MAP RECORDS
- 19.82.060 ZONING MAP

19.82.010 DISTRICTS DESIGNATED

For the purpose of this Title, the City is divided into the following districts:

A-1	Light Agriculture/Interim Designation
R-20,000 R/A	Single-Family Rural Residential/Agriculture
R-4- 10,000	Single-Family Residential, 4 Dwelling Per-Acre
R-8,400	Single-Family Residential
R-7,200	Single-Family Residential
R7-6,000	Single-Family Residential, 7 Dwellings Per Acre
MFR-14	Multi-Family Residential, 14 Dwellings Per Acre
MFR-22	Residential Multi-Family Residential
R-4	Mobile Home Parks
R-5	Mobile Home Subdivisions
CN	Commercial n Neighborhood
CC	Commercial Community
PO	Professional Office
BP	Business Park
LI	Light Industrial
GI	General Industrial
OS	Open Space
Р	Public/Semi-Public Facilities/Utilities
SP	Specific Plan
SHO	Senior Housing Overlay
PDO	Planned Development Overlay
AOZ	Airport Overlay Zone

19.82.020 OFFICIAL LAND USE MAP

The areas assigned to the districts identified in Section 19.82.010, the designation of the same and the boundaries of the district shown upon the map on file in the office of the City Clerk, are established, said map being designated as the official zoning map and said map and its proper notations, references, and other

information shown thereon, shall be as much a part of this Title as if the matters and information set forth by said map were all fully described in this Title.

19.82.030 BOUNDARY LINE LOTS

Where a lot is contiguous to a boundary line of two districts, any side yard or rear yard which is directed adjacent to the boundary line in the less restricted district shall be increased in minimum width or depth to the average of the required minimum widths or depths of such yards in the two different districts.

19.82.040 UNCERTAINTY AS TO DISTRICT BOUNDARIES

Where uncertainty exists as to the boundaries of any district shown on the map designated in Section 19.82.020, the following rules shall apply:

- 1. Where district boundaries are indicated as approximately following street lines, alley lines, or lot lines, such lines shall be construed to be such boundaries.
- 2. In unsubdivided property or where the district boundary lines divide a lot, the location of such boundary, unless the same is indicated by specific dimension, shall be determined by use of the scale appearing on the map.
- 3. In case any further uncertainty exists, the City Council shall interpret the intent of the map as to the location of such boundaries.
- 4. Where any public street or alley is officially vacated or abandoned, the regulations applicable to each parcel of abutting property shall apply to that portion of such vacation or abandonment.

19.82.050 MAP RECORDS

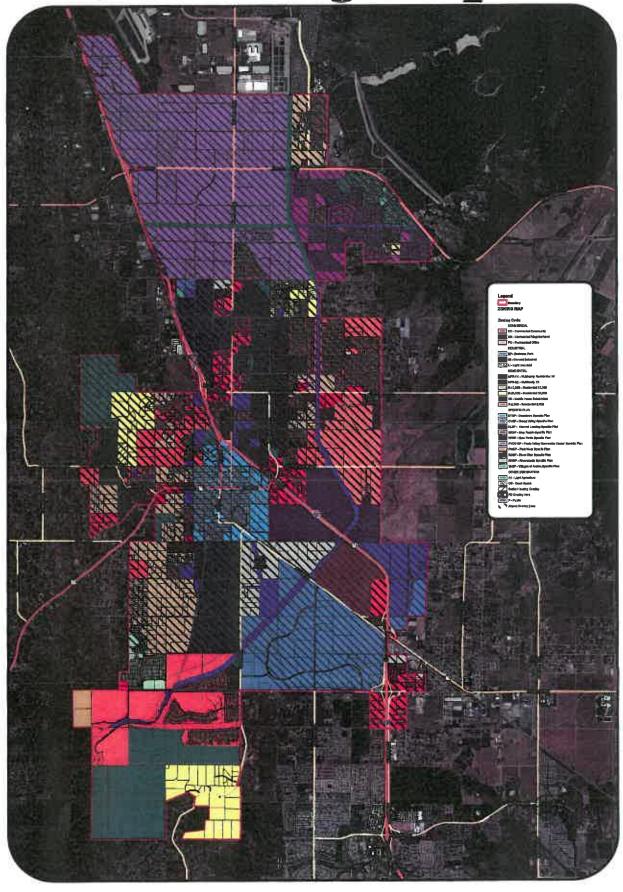
The City Clerk shall keep and maintain at the City Hall a map or maps similar to the official land use map upon which shall be marked the designations of districts applicable to specific parcels of land as set forth in Section 4.5 of ordinance No. 178 and in any amendments to said Section that shall be hereafter adopted, as well as any variances or conditional use permits which may hereafter be granted, insofar as they substantially affect the use of the land. In the event of annexation of territory to the City, the same shall be added to and shown upon said map or maps, together with the district designations applicable to the various areas and parcels of land thereof, and any changes of zone and any variances or conditional use permits which substantially affect the use of the land shall also be shown. The map or maps shall be maintained in a current condition at all times for convenience of reference by the public and officials of the City. Such additional information relating to land use as may be convenient or desirable may also be shown upon said map or maps.

19.82.060 ZONE MAP

(ZONE MAP INSERT)



Zoning Map



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

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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.

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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

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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

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- 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.

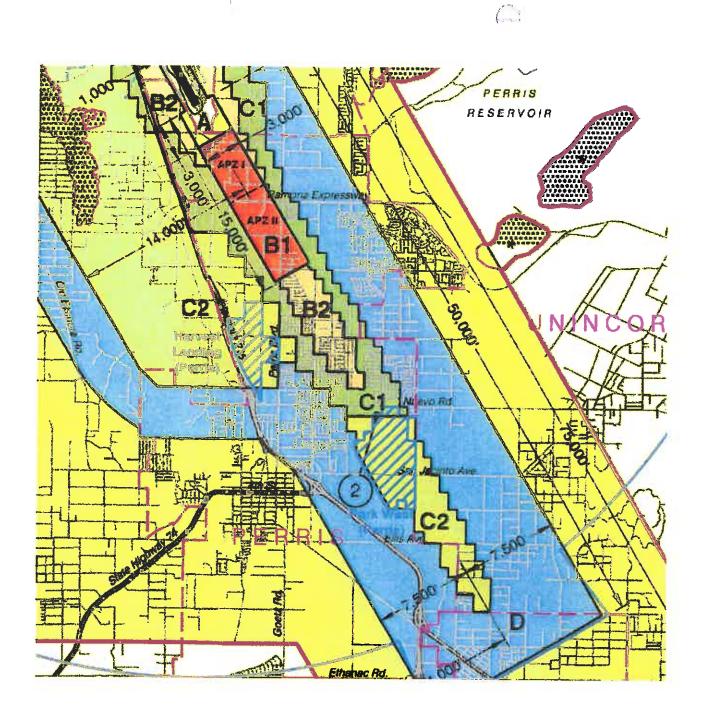
The local agency must notify both the ALUC and the California Division of Aeronautics at least 45 days in advance of its decision to overrule and must hold a public hearing on the proposed overruling (Public Utilities Code Section 21676(a) and (b)). While the ALUC and Division comments are advisory, 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

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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	(реор	le/ac) ²	Open Land		Developmental Conditions ⁴
		Average ⁵	Single Acre ⁶			
March March					Federal Lands	
(Military)					-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 Aeproach/Oeponture 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 il 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
<mark>B2</mark> 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 aboveground habitable floors -Noise-sensitive outdoor nonresidential uses ¹⁵ -Critical community infrastructure facilities ¹⁵	-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

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					-Hazards to flight ⁸	req'd for objects >35 ft. tall ¹⁹ -Electromagnetic radiation notification ⁹ -Avigation easement dedication and disclosure ⁴
C1 Primary Approach/Departure Zone	≤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 Flight Corridor Zone	<u><</u> 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. tail ¹⁹ -Electromagnetic radiation notification ⁹ -Deed notice and disclosure ⁴
D Flight Corridor Buffer	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 Other Airport	No Limit	No restriction ²¹	No restriction	No Req'd	-Hazards to flight ⁸	-Disclosure only ⁴

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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

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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 <u>www.rcaluc.org</u>.

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 <u>www.marchipa.com/docs forms/avigationeasement.pdf.</u>

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, 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 noisesensitive 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 avigation easement, marking or lighting of the structure, or modifications to the structure. The avigation 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 AOZ 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

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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 noisesensitive 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

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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. Tegether, 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-II), and Accident Potential Zone II (APZ-III) 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 <u>Clear Zone and the Airport Overlay Accident Potential Zones</u>_AOZ together corresponds generally with the boundaries of <u>Airport Area I</u>, <u>pursuant to the maps that apply the</u>_and provisions of the 2014 1984 Riverside County Airport Land Use Compatibility Plan (ALUCP) to the March <u>Air Reserve Base Airport/Inland Port</u>_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 these 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.

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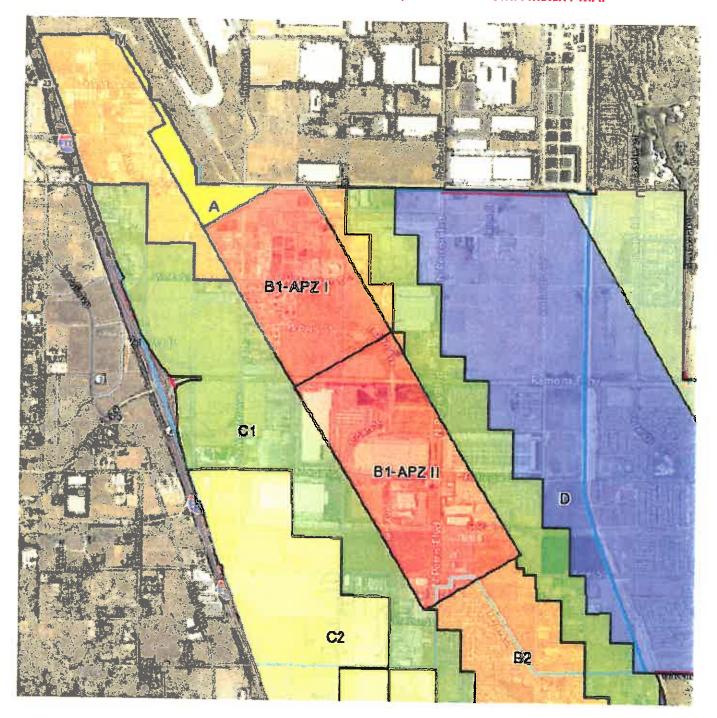


Figure 12.0-1 AIRPORT OVERLAY ZONE MARCH ARB/IP AIRPORT COMPATIBILITY MAP



Table 12.0-1 March ARB/IP BASIC COMPATIBILITY CRITERIA TABLE LAND USE RESTRICTIONS

		Com	patibility Cr	iteria Tabl	e			
(*Foot Notes are located at the end of Chapter 19.51)								
Zone	Residential (d.u./ac) ¹	(people/ac) ²		Req'd Open	Prohibited Uses ³	Other Developmental		
		Average ^s	Single Acre ⁶	Land		Conditions ⁴		
M And And And And And And And And And And					Federal Lands			
(Military)					-No ALUC authority			
					-All non-aeronautical			
					structures			
A					Assemblages of people	-Electromagnetic radiation		
Class Zone	No New			All	-Objects exceeding	notification		
Clear Zone (if not base) ⁷	Dwellings Allowed	0	0	remaining	FAR Part 77 height limits	-Avigation easement		
					-All storage of hazardous materials	dedication and disclosure ^{4,7}		
					-Hazards to flight ⁸			

B1 Miner Asproach/Deporture Zone	No new dwellings allowed ¹⁰	25 (APZ I) 50 (APZ II and outside APZs) ¹¹	100	Max. 50% lot coverage within APZs ¹²	-Children's schools, 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 -Bidgs with >3 aboveground habitable floors -Noise-sensitive outdoor nonresidential uses ¹⁵	-Locate structures max. distance from runway -Sound attenuation as necessary to meet interior noise level criteria ¹⁸ -Aboveground bulk storage for hazardous materials

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					-Critical community infrastructure facilities ¹⁶ -Hazards to flight ⁸	discouraged ^{14,20} -Airspace review req'd for objects >35 ft. tall ¹⁹ -Electromagnetic radiation notification ⁹ -Avigation easement dedication and disclosure ⁴
C1 Primary Approach/Departure Zone	≤3.0	100	250	No Req'd	-Children's schools, day care centers, librarles -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

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C2 Flight Corridor Zone	<u><</u> 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 Flight Corridor Buffer	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 Other Airport Environs	No Limit	No restriction ²¹	No restriction	No Req'd	-Hazards to flight ⁸	-Disclosure only ⁴
≵ 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

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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.marchipa.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 20, with a APZ I.

13. Within APZ II and outside APZs, two-story buildings are allowed.

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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 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 18. All prohibited unless otherwise specified herein.

18. All new residences, schools, libraries, museums, hotels and motels, hospitals and nursing homes, places of worship, and other noisesensitive 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/G	No new development of any kind	COMMERCIAL 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	COMMERCIAL No shopping centors and malls No vohicle service stations, tueling stations, otc. No Hotels/Metals or other transiont lodgings
			CARE FACILITIES 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)	CARE FACILITIES
			EDUCATIONAL FACILITIES No school or oducational facilities of any kind such as Nursony school, private, semi-private or public, technical or trade schools RECREATION	EDUCATIONAL FACILITIES No school or educational facilities of any kind such as Nursery school, private, semi- private or public, technical or trade schools



			 No public assembly facilities such as cultural activities, auditoriums, concert halls, amphitheaters, sports arenas, amusement parks, resorts and camps <u>INDUSTRIAL</u> 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 	RECREATION No public assembly facilities such as auditoriums, concort halls, amphitheaters, sports aronas, resorts and camps INDUSTRIAL No Manufacturing or storing of any: Pharmacoutical, Hazardous Materials, Chemicals; Petroloum rofining and related industries
			NON-PROFILS 	NON-PROFITS ——Religious Institutions
			RESIDENTIAL 	RESIDENTIAL No new Residential development of any kind Carotaker Quarters Day Care Mobilehome parks
Maximum Habilable Floors Allowed	n/a	None	One	Ŧwe
Maximum Density	n/a	n/a	Maximum Density Limited to 25 persons por acro at any time.	Maximum Density Limitod to 50 Persons per acro 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, petroloum 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 rolated
Floor Area Ratios	satisfact	ion of the Direct	within the Airport Overlay Zone, except for ware maximum lot coverage of 20 percent, unless the or of Development Services that the applicable r 1-50 persons per acre within APZ-II) would not be a tion conter land uses may be as high as 50 perce	inclustries housing and distribution center land proponent demonstrates to the non-residential intensity limits (25 persons
Height Restrictions			ay be required (include monopoles) in accordar	
Restricted Uses and/or Activities	engaged signal lig <u>Any use</u> following <u>Any use</u> otherwise <u>Any use</u>	3 in a straight find hts or visual appr which would co takeoff or towa which would go affoct safe air r	ause sunlight to be reflected towards an aircraft rds an aircraft engaged in a straight final approa onerate smoke or water vaper or attract large co avigation within the area.	llowing takeoff or toward an aircraft er an FAA-approved navigational engaged in an initial straight climb ich towards a landing at an airport. oncentrations of birds, or which may



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:

- A vesting tentative map has been approved and has not expired or all discretionary approvals have been obtained and have not expired.
- Building permits have been issued and have not expired.
- 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:

- The project or use complies with the noise compatibility policies of the AOZ.
- 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.
- The project or use complies with Figure 12.0-1, March ARB/IP Compatibility Map.
- The project or use complies with the airspace protection policies of the AOZ.
- 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, <u>www.marchipa.com</u>.

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 <u>a</u> 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 <u>a</u> 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 AlAgreg.
- 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 <u>MARB</u>- <u>March ARB/IP</u> 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 avigation 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 <u>Air Reserve Base/March Inland Port (MARB/MIP ARB/IP</u>), 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 elevation at the end of the runway, the maximum height of any building goes up 1 feet higher than 1,535 feet above mean sea level. For example, a proposed warehouse structure 5,000 feet show 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 encreached 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 Herizontal 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 feet 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 proparation 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 encreach 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 encreachment; 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) on-line through the process outlined at oeaaa.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.

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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.

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City of Perris General Plan

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Land Use Element

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(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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	General Plan
Goals, Policies, and Implementation Measures	
Airport Overlay Zone (AOZ)	

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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 1: 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

<u>Goal IV</u>			
Consistency documents	among	all	planning

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.

<u>Goal V</u>

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

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use, development, and properties within the AOZ.

In 2016, the City of Perris adopted an Airport Overlay Zone (Zoning Code Chaper 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

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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 Bl (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 Bl 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 Bl. To the south, a small area borders the sides of Zones A and Bl and a larger area extends two (2) miles beyond the south end of Zone Bl.
- Zone Cl (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.

٠. 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/IP_

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Exhibit LU-18: March ARB/IPA Landuse Compatibility Map

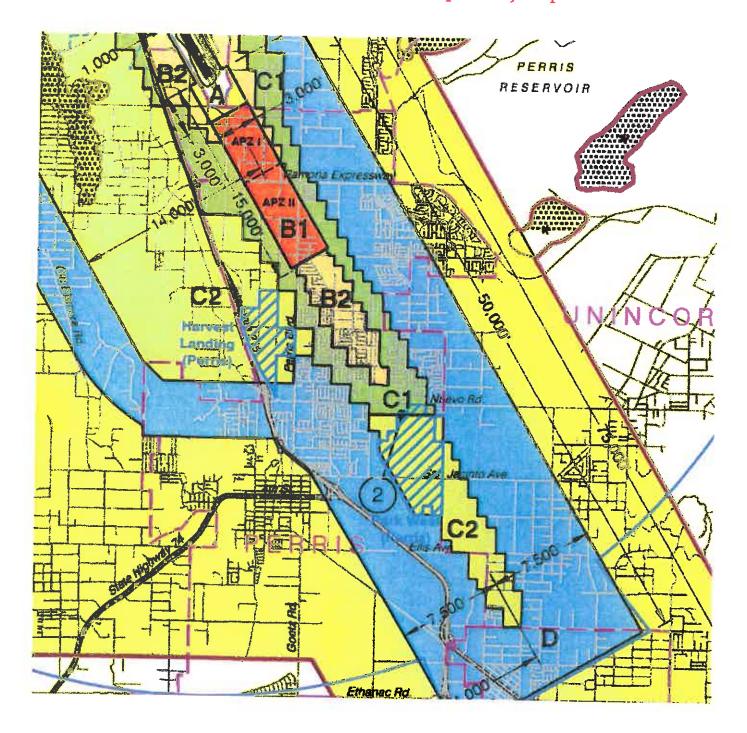




Table LU-32: March ARB/IP ALUCP Basic Compatibility Criteria

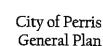
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			Table	S-5		
Zone	Residential (d.u./ac) ¹	d Other Uses (people/ac) ² Average ⁵ Single Acre ⁶		Req'd Open Land	Prohibited Uses ³	Other Developmenta Conditions ⁴
M (Mihtary)			Inde		Federal Lands -No ALUC authority	
A Clear Zone (if not base) ⁷	No 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}
Bi Innge Applema de Declare conse Sense	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 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 	-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

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					aboveground habitable floors -Noise-sensitive outdoor nonresidential uses ¹⁵ -Critical community infrastructure facilities ¹⁶ -Hazards to flight ⁸	-Aboveground bulk storage for hazardous materials discouraged ^{14,20} -Airspace review req'd for objects >35 ft. tall ¹⁹ -Electromagnetic radiation notification ⁹ -Avigation easement dedication and disclosure ⁴
CI Primary Approach/Departure Zone	<u>≺</u> 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 Flight Corridor Zone	<u><</u> 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 Flight Corridor Buffer E	No Limit	No restriction ²¹ No	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
Other Airport Environs	No Limit	restriction ²¹	No restriction	No Req'd	-Hazards to flight ⁸	-Disclosure only ⁴





★Same as Underlying Compatibility ZoneSame as Underlying ZoneNot-Hazards to flight ⁸ -Other uses restricted in accordance with criteria for underlying zoneAirspace review req'd for objects >35 ft. tall ¹⁹			8	
NOTES. disclosure ⁴	High Terrain	Underlying Compatibility	-Other uses restricted in accordance with criteria for underlying	>35 ft. tall ¹⁹ -Avigation easement dedication and

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, Bl, 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





City of Perris General Plan

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 specificd 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.

Land Use Element

CITY OF PERRIS SAFETY ELEMENT

Only those pages proposed for amendment are included herein.

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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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<u>Aircraft Hazards</u>

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 City of Perris General Plan

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 AirportARB/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 avigation easements for all land uses. These avigation 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.

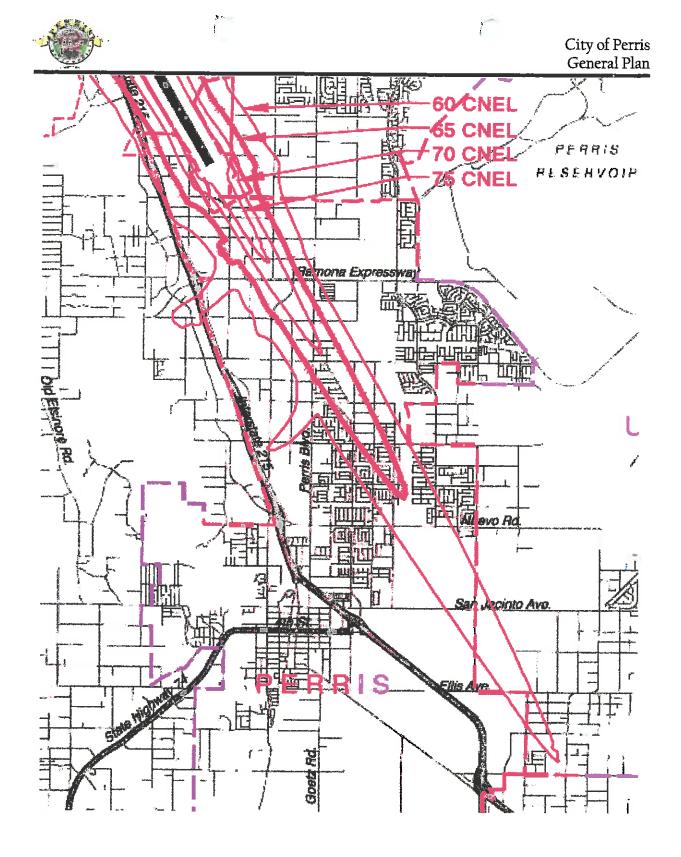
Additional information on noise impacts associated with aircraft overflights is included in the Noise Element of the General Plan.

Safety Element



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Exhibit S-17: March ARB/IPA Noise Contours and Accident Potential Zones



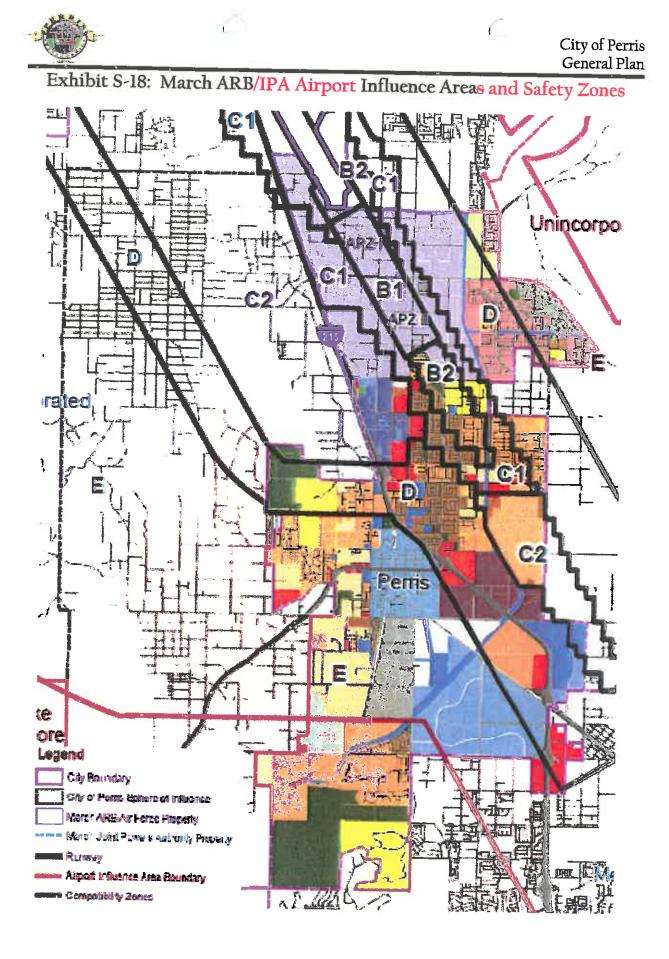




Table S-5: <u>March ARB/IPA</u> Land Use Compatibility Guidelines for Development within the Accident Potential Zones and Noise Zones for March Air Reserve Base AICUZ

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I and Lice	27		N	xz ²						
Land Use APZs Noise Zones (in dBa)			N1	Ϋ́ –	Y	Y	Y14	Y ¹³	Y ¹⁴	
		Land Use		APZs	<u>.</u>		Joise Zono	(in dBa)		

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City of Perris General Plan

						Ge	neral Plai	נ
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						<u> </u>	L
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	А	В	N
39	Miscellaneous manufacturing	N	Y ²	Y ²	Y	Y ¹²	Y ¹³	Y ¹⁴
40	Transportation, communications, and utilities				- I	<u>, </u>		
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
	Utilities	N ³	Y ⁴	 Y	Y	Y ¹²	Y ¹³	$\frac{Y^{14}}{Y^{14}}$
	and Use		APZs			oise Zones		1
SLUCM No.	Name	CZ	APZ I	APZ	65-69	70-74	75-79	80+
	Trade			<u> </u>	·			

Safety Element



City of Perris General Plan

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C 1		k					eneral Pla	an
51 52	Wholesale trade	N	Y ²	Y	Y	Y ¹²	Y ¹³	Y ¹⁴
	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	В	N
54	Retail trade-food	N	\mathbf{N}^2	Y^2	Y	A	В	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	В	N
58	Retail trade-eating and drinking establishments	N	N	N ²	Y	A	В	N
59	Other retail trade	N	N ²	Y ²	Y	A	B	N
60	Services							14
61	Finance, insurance and real estate services	N	N	Y	Y	A	В	N
62	Personal services	N	N	Y	Y	A	B	N
62.4	Cemeteries	N	Y ⁷	N ²	Y	Y ¹²	Y ¹³	N Y ¹⁴ 21 °
63	Business services	N	Y ⁸	Y	Y	A	D	
54	Repair services	N	$\frac{1}{Y^2}$	Y	Y	A Y ¹²	B Y ¹³	N Y ¹⁴
55	Professional services	N	N	Y	Y	A	B	Y N
55.1	Hospitals, nursing homes	N	N	Y	A*	B*	N	Y ¹⁴
55.1	Other medical facilities	N	N	N	Y	A	B	N
56	Contract construction services	N	Y ⁶	N	Y	A	В	N
57	Governmental services	N	N	N	Y*	A*	B*	N
18	Educational services	N	N	N	A*	B*	N	N
8	Miscellaneous services	N	N ²	N	Y	Α	 B	N
	Land Use		APZs		۳	Noise Zone	(in dD-)	L
SLUCM No.	Name	CZ	APZ I	APZ II	65-69	70-74	75-79	80+
0 	Cultural. Entertainment and recreational services							<u> </u>
	Cultural activities							





City of Perris	
General Plan	

71.0								
71.2	Nature exhibits	<u>N</u>	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	Α	В	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		
74	Recreational activities (including golf courses, riding stables, water recreation)	N	Y ^{8,9,10}	Y	Y*	A*	N B*	N
75	Resorts and group camps	Ν	N	N	Y*	Y*	N	N
76	Parks	N	Y ⁸	Y ⁸	Y*	Y		
79	Other cultural entertainment, and recreation	N	Y ⁹	Y ⁹	Y*	Y*	N N	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 design and construction of the structure

design and construction of the structures.

A, B, or \tilde{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

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.

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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.

Measures to achieve the same NLR as required for facilities in DNL 65-69 dB range must be incorporated into the design 12. 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.

Measures to achieve the same NLR as required for facilities in DNL 70-74 dB range must be incorporated into the design 13. and

construction of portions of these buildings where the public is received, office areas, noise sensitive areas, or where he normal noise level is low.

Measures to achieve the same NLR as required for facilities in DNL 75-79 dB range must be incorporated into the design 14. 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.

	Accide	nt Pot e	ential		Noise	Zones	(DNL)	}
Land Use	Clear Zone	APZ I	APZ H	60- 65	65 - 70	70- 75	75 80	80+
Residential	<u> </u>	_						
Single family detached	N	N	¥	¥*	A [#]	₿#	N	N
All others	N	N	N	¥X	A [#]	₿	N	N



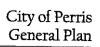
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City of Perris General Plan

	Accid	ent-Pot	ential		Nois	e-Zones	(DNL)	
Land Use	Clear	APZ	APZ	60-	65-	70-	75-	
	Zone	Ŧ	H	65	70	75	80	80-
Manufacturing						· · · · · ·	·	<u> </u>
Food & kindred products,	N	\mathbb{N}^2	¥	¥	¥	¥ ^{‡2}	¥	¥
manufacturing						_	-	÷
Textile mill products,	N	\mathbb{N}^2	¥	¥	¥	¥₽	¥B	¥
manufacturing								-
Apparel and other finished	N	N	\mathbb{N}^2	¥	¥	¥₽	¥B	¥
products made from fabric								
Lumber and wood products,	N	\mathbf{Y}^{2}	¥	¥	¥	¥	¥	¥4
except furniture								
Furniture and fixtures	N	\mathbf{Y}^2	¥	_¥	¥	¥₽	¥₽	¥4
Paper & allied products	N	$-Y^2$	_¥	¥	¥	¥₽	¥ ⁴³	¥ ⁴
Printing, publishing and allied industries	N	¥²	¥	¥	¥	¥₽	¥в	¥4
Chemicals and allied products	N	N	\mathbb{N}^2	¥	¥	¥₽	¥B	¥⁴
Products Detroloum refering 1								
Petroleum refining and related industries	N	N	¥	¥	¥	¥₽	¥ ¹³	¥4
Rubber and miscellaneous	11							
plastic products	N	\mathbb{N}^2	\mathbb{N}^2	¥	¥	¥ ¹²	¥ ^B	¥4
Stone clay and gloop							_	
Stone, clay, and glass products manufacturing	N	\mathbb{N}^2	¥	¥	¥	¥₽	¥ ^B	¥4
Primary metal industries	NT							
Fabricated metal products	N	\mathbf{N}^2	¥	¥	¥	¥#	¥	¥4
Professional, scientific, and	N	\mathbb{N}^2	¥	¥	¥	¥₽	¥ ¹³	¥4
controlling instruments;	N	N	\mathbb{N}^2	¥	¥	A	₽	N
photographic and optical								
oods; watches and clocks								
nanufacturing								
Aiscellaneous	N	Y^2	¥	37			- 12	
nanufacturing	1N	÷	¥-	¥	¥	¥ ¹²	¥ ^B	¥4
Fransportation, Communicat	ion and 1	[Test Lat		<u> </u>			<u> </u>	
Railroad, rapid transit and	N ³	¥ ⁴		37	-			
treet railroad	11	÷	¥	¥	¥	¥₽	¥ ¹³	¥4
Fansportation								
Aotor-vehicle	N ³	¥	¥	v	17	x . I.J.	× -12	- IA
tansportation	IT	T	Ŧ	¥	¥	¥₽	¥	¥4
ircraft transportation	N ³	¥ ⁴	¥	¥	v	1777	374	الملح و
Aarine craft transportation	N ³	$\frac{\pm}{\Upsilon^4}$	¥		¥ v	¥ ²	¥ ^B	¥4
lighway & street right of	N ³	¥ ¥	¥ ¥	¥ ¥	¥	¥ ¹²	¥ ^B	¥4
Ay	14	Ŧ	Ŧ	Ŧ	¥	¥₽	$\mathbf{\tilde{x}}_{\mathbf{B}}$	¥ ⁴⁴
utomobile parking	N ³	¥ ⁴	¥	¥	v	¥₽	X71 3	x]4
	L N	T	T	+	¥	¥	¥ ¹³	¥ ¹⁴
ommunications	N ³	\mathbf{Y}^{4}	¥	¥	¥	A ⁴⁵	B ₁₂	N





	Accid	ent Pot	ential		Noise	- Zones	(DNL)	
Land-Use	Clear	APZ	APZ	60-	65-	70-	75-	
	Zone	- I	Ħ	65	70	75	80	80+
Other transportation,	\mathbb{N}^3	¥⁴	¥	¥	¥	A ^{#5}	₿₽	N
communications and							-	74
utilities								
Trade				=_` -= ·				· · <u>· · · · · · · · · · · · · · · · · </u>
Wholesale	N	¥ź	¥	¥	¥	¥ ¹²	¥в	¥44
Retail-building materials,	N	\mathbf{Y}^2	¥	¥	¥	¥ ¹²	¥ ¹³	¥
hardware and farm				_	-	÷	1	T
equipment								
Retail—general	N	N^2	¥²	¥	¥	A	B	N
merchandise					_			14
Retail—food	N	$\mathbb{N}^{\frac{1}{2}}$	Y^2	¥	¥	A	B	N
Retail-automotive, marine	N	Y^2	¥²	¥	¥	A	_₽	N
craft, aircraft, and					_		**	7.4
accessories								
Retail-apparel and	N	\mathbb{N}^2	\mathbf{Y}^2	¥	¥	A	₿	N
accessories								14
Furniture, home furnishings	N	\mathbb{N}^2	\mathbf{Y}^2	¥	¥	A	₿	N
and equipment							-	* 1
Eating, and drinking	N	N	\mathbb{N}^2	¥	¥	A	₿	N
establishments								1.4
Other Retail	N	\mathbb{N}^2	Y^2	¥	¥	A	₽	N
Services				· · · · ·				- 1
Finance, insurance and real	N	N	¥ [€]	¥	¥	A	₽	N
estate services			-	-		11	ъ	IT
Personal services	N	N	¥	¥	¥	A	₿	N
Cemeteries	N	¥ ⁷	\bar{Y}^{\neq}	¥	¥	\mathbf{Y}^{42}	- X B	¥ ^{14,21}
Business services	N	¥ ⁸	¥	¥	¥	A	B	N
Repair services	N	$\overline{Y^2}$	¥	¥	¥	¥ ¹²	¥ ^B	$\frac{14}{Y^{44}}$
Professional services	N	N	¥ ⁶	¥	¥	A	B	+ N
Hospitals, nursing homes	N	N	N	¥	 <u>A*</u>	<u>B*</u>	N	!N
Other medical facilities	N	N	N	¥	¥	A	B B	
Contract construction	N	¥	¥	$\frac{1}{Y}$	$-\frac{1}{Y}$	A		N
services	- 1	•	1	T	Ŧ	7 1	Ð	N
Governmental services	N	N	¥	¥	<u>¥*</u>	<u>A*</u>	B≭	NT
Educational services	N	N	T N	¥	<u>A*</u>	<u>8*</u>		N
Miscellaneous services	N	$\overline{\mathbb{N}^2}$	$\frac{1}{Y^2}$	¥	¥		<u>₽</u>	N
	14	14	T	Ŧ	Ŧ	A	Ð	N
Cultural, Entertainment and I	Recreation	on;	<u> </u>		<u> </u>	<u> </u>		
Cultural activities	N	N	N ²	<u>¥*</u>	<u>A*</u>	<u>B*</u>	N	N
(including churches)				-	~ *		- T	IT
Nature exhibits	N	¥²	¥	<u>¥*</u>	<u>¥*</u>	N	N	N
Public Assembly	N	N	N	¥	¥	N	N	N
Auditoriums, concert halls								

Safety Element



É



	Accide	ent Pot	antial		Noise	Zones	(DNL)	
Land Use	Clear	APZ	APZ	60-	65-		<u>``</u>	·
	Zone	- I	H	65	03- 70	70- 75	75-	80+
Outdoor music shell,	N	N	N	. 49 <u>- 7*</u>		75	80	
amphitheaters	IN	14	1\	<u><u><u>+</u></u></u>	N	N	N	N
Outdoor sports arenas,	N	N	N	¥	¥ ¹⁷	¥		
spectator sports	IX	IT	14	Ŧ	÷	÷.	N	N
Amusements	N	N	¥8	¥	v	X	3.7	
Recreational activities	 N	¥ ^{8,9,1}	¥	 ¥	¥ •	¥	N	<u>N</u>
(including golf courses,	IV	τ _θ	*	1 .	- <u>¥-</u> -	<u>A*</u>	B*	N
riding stables, water								
recreation								
Resorts and group camps	N	N	N	<u>¥*</u>	<u>¥*</u>	×7.44		
Parks	N	¥ ⁸		<u> </u>		<u>¥*</u>	N	N
Other cultural,	N	¥9	$\frac{\pm}{2^9}$	<u>¥*</u> ¥*	<u>¥*</u>	<u>¥*</u>	<u>N</u>	N
entertainment and	IX	Ŧ	Ŧ	Ť	<u>¥*</u>	<u>¥*</u>	N	N
recreation								
Resources production and en	straction		. <u></u> .				····	· · · · · · · · ·
Agriculture (except	¥ ⁴⁰	¥	V	37	x 748	N relati		
livestock)	4	Ŧ	¥	¥	¥*	¥ ¹⁹	¥ ²⁰	¥ ^{rozi} ;
Livestock farming and	N	¥	37	37	* <u>*18</u>	10	~ 210	
animal breeding	14	Ŧ	¥	¥	$\mathbf{\check{X}_{18}}$	¥9	¥ ²⁰	¥ ^{20,21}
Agriculture elated activities	N	¥	V		x -18			
Forestry activities and	N ⁵	$\frac{1}{Y}$	¥	¥	¥**	¥#9	N	N
related services	**	Ŧ	¥	¥	\mathbf{Y}^{18}	¥ ¹⁹	$\mathbf{Y}^{\mathbf{z}0}$	¥ ^{20,21}
Fishing activities and	N⁵	¥۶	X7					
related services	11	Ť	¥	¥	¥	¥	¥	¥
Mining activities	NT	T 73	87					
Other recourses are duest	<u>N</u>	¥,	¥	¥	¥	¥	¥	¥
Other resources production	N	¥³	¥	¥	¥	¥	¥	¥
and extraction								

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. IL

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.

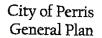
Notes:

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.



City of Perris General Plan

- 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.
- 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 m 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.
- l6. 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 nonresidential 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, July 4 (Independence 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., 1 st Floor Board Chambers Riverside, California
DATE OF HEARING:	July 14, 2016

TIME OF HEARING: 9:00 A.M.

CASE DESCRIPTION:

<u>ZAP1199MA16 – City of Perris (Representative: Nathan Perez)</u> – City Case Nos. General Plan Amendment 15-05122, Specific Plan Amendment 16-05025, and Ordinance Amendment 16-05024 (Amended Proposal). 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 19.82 of the Perris Municipal Code by adopting an Airport Overlay Zone Code Section and to amend the City of Perris Zoning Map to include an Airport Overlay Zoning designation and apply this overlay to areas within the March Air Reserve Base/Inland Port Airport Influence Area ("March AIA"). 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 AIA)

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 <u>Mr. Nathan Perez of the City of Perris Development Services Department at (951) 943-5003 ext.279.</u>

		\$	3,383
	TION FOR MAJOR LAND USE E COUNTY AIRPORT LAND L		ALUC identification No. ZAP1199MA16
PROJECT PROPO	ENT (TO BE COMPLETED BY APPLICANT)		
Date of Application Property Owner Mailing Address	<u>4-27-16</u> <u>LITY OF LERKIS</u> <u>101 N "D" STREET</u> <u>PERK'S CA, 92504</u>		Number (<u>951) 943-5003</u>
Agent (if any) Mailing Address	NATHIN PEREZ CITY OF PERRI'S 135 N'D' STREET PERRI'S CA 92504	Phone	Number (<u>951) 9,43 - 500,3</u> X - 27
	N (TO BE COMPLETED BY APPLICANT) d map showing the relationship of the project site to the	emport boundary and runways	
Assessor's Parcel No. Subdivision Name Lot Number	SEVERAL	Zoning Classific	6
If applicable, attach a dei	TON (TO BE COMFLETED BY APPLICANT) Ned sile plan showing ground elevations, the location of description data as needed	sincluies, open spaces and water bodie:	s, and the heights of structures end trees,
Proposed Land Use (describe)	SEE ATTACHMENT FOR ORDINANCE AMENDMENT GENERAL PHN AMENDME SPECIFIC PLAN AMENDME	16-05024 NT 15-05122	etto N OF :
For Residential Uses For Other Land Uses (See Appendix C)	Number of Parcels or Units on Site (exclude sect Hours of Use Number of People on Site Maximum Num Method of Calculation	andary units)	TERAL
Height Dale	Height above Ground or Tallest Object (Including Highest Elevation (above sea level) of Any Objec		N/A ft. ft.
Filght Hazards	Does the project involve any characteristics which confusing lights, glare, smoke, or other electrical If yes, describe	n could create electrical interference or visual hazards to sincraft flight?	No

 \subseteq

Munch city with

REFERRING AGEN	CY (APPLICANT OR JURISDICTION TO COMPLETE)	
Date Received		Type of Project
Agency Name	Lity OF PERR'S	General Plan Amendment
		Zoning Amendment or Variance
Staff Conlact	NATURA PEREZ	Subdivision Approval
Phone Number	951-943-5003	🔲 Use Permit
Agency's Project No.	<u>OA 16-05024 GPA 15-01</u> SPA 16-05025	722 D Public Facility
	SPA 16-05025	5- Other O. A ORDINANCE AMONG

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

f

- 1..... Project Site Plan Folded (8-1/2 x 14 max.)
- 1..... Elevations of Buildings Folded
- 1 Each . 8 1/2 x 11 reduced copy of the above
- 1...... 8 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 prestamped 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

MAJOR ISSUES:	None
JURISDICTION CASE NOS:	Specific Plan 2015-0002, Zone Change 2015-0001, Tentative Tract Map 2015-0003 (TTM 36875), Site Development Permit
APPROVING JURISDICTION:	City of La Quinta
CASE NUMBER:	ZAP1062BD16 – Global Development and Building, LLC.
HEARING DATE:	July 14, 2016
AGENDA ITEM:	3.1

RECOMMENDATION: Staff recommends that the Commission find the proposed Specific Plan and Zone Change <u>CONSISTENT</u> with the 2004 Bermuda Dunes Airport Land Use Compatibility Plan, and find the Tentative Tract Map and Site Development Permit <u>CONSISTENT</u>, subject to the conditions included herein.

PROJECT DESCRIPTION: The applicant proposes a Specific Plan on 3.22 net acres (Assessor's Parcel Numbers: 600-080-001 thru 009; 600-080-041 and -042) to vary the Medium Density Residential zone development standards, which includes building setbacks and heights, minimum lot size, garage setback, and architectural encroachment. The applicant is also proposing a Zone Change on the site from Low Density Residential and Golf Course to Medium Density Residential, a tentative tract map to subdivide the site into 16 single family residential lots, and a Site Development Permit to review the project's site design, architectural design, landscaping, and lighting.

PROJECT LOCATION: The site is located northerly of Highway 111, easterly of Jefferson Street, and southerly of Palm Circle, in the City of La Quinta, approximately 11,700 feet southeasterly of the easterly terminus of Runway 10-28 at Bermuda Dunes Airport.

LAND USE PLAN: 2004 Bermuda Dunes Airport Land Use Compatibility Plan

a. Airport Influence Area:	Bermuda Dunes Airport
b. Land Use Policy:	Compatibility Zone E
c. Noise Levels:	Outside the 55 CNEL contour

Staff Report Page 2 of 3

BACKGROUND:

<u>Residential Density</u>: The site is located within Airport Compatibility Zone E of the Bermuda Dunes Airport Influence Area. Residential density is not restricted in Zone E.

<u>Prohibited and Discouraged Uses:</u> The applicant does not propose any uses specifically prohibited or discouraged in Compatibility Zone E of the Bermuda Dunes Airport Influence Area.

<u>Noise:</u> The site is located outside the 55 CNEL contour for Bermuda Dunes Airport. 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.

<u>Part 77</u>: The elevation of Runway 10-28 at its easterly terminus is approximately 49 feet above mean sea level (AMSL). At a distance of approximately 11,700 feet from the runway, FAA review would be required for any structures with top of roof exceeding 166 feet AMSL. The project site elevation is 60 feet AMSL, and the maximum height of its proposed structures is 28 feet, for a maximum top point elevation of 88 feet AMSL. Therefore, Federal Aviation Administration (FAA) obstruction evaluation review for height/elevation reasons is not required for this tract.

<u>Open Area</u>: The site is located within Airport Compatibility Zone E of the Bermuda Dunes Airport Influence Area. Open areas are not required in Compatibility Zone E.

CONDITIONS (applicable to the Tentative Tract Map):

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

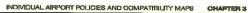
Staff Report Page 3 of 3

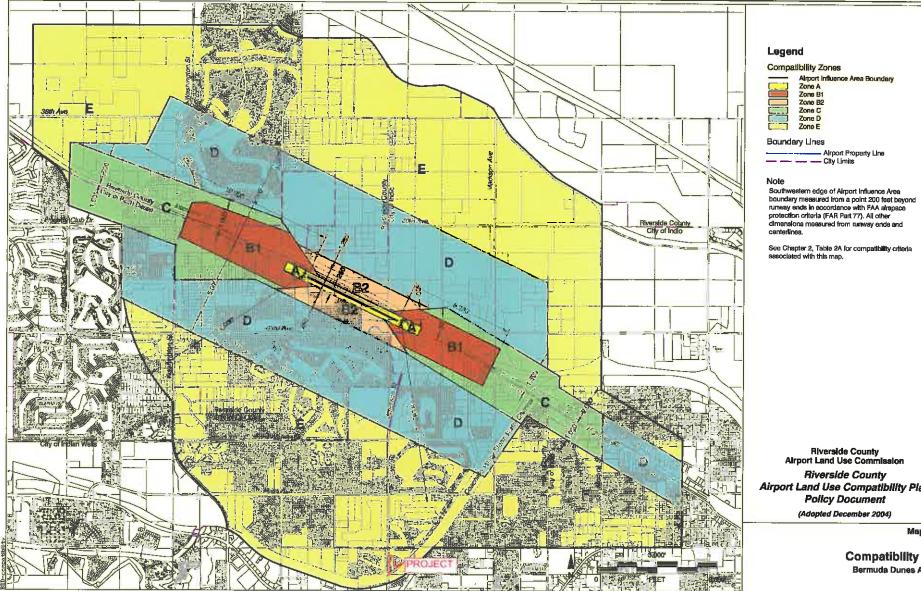
- (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
- 3. The attached notice shall be provided to all potential purchasers of the proposed lots and tenants of the homes thereon.
- 4. Any new detention basin(s) on the site shall be designed so as to provide for a maximum 48hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basin(s) that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.

Y:\AIRPORT CASE FILES\Bermuda Dunes\ZAP1062BD16\ZAP1062BD16sr.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)

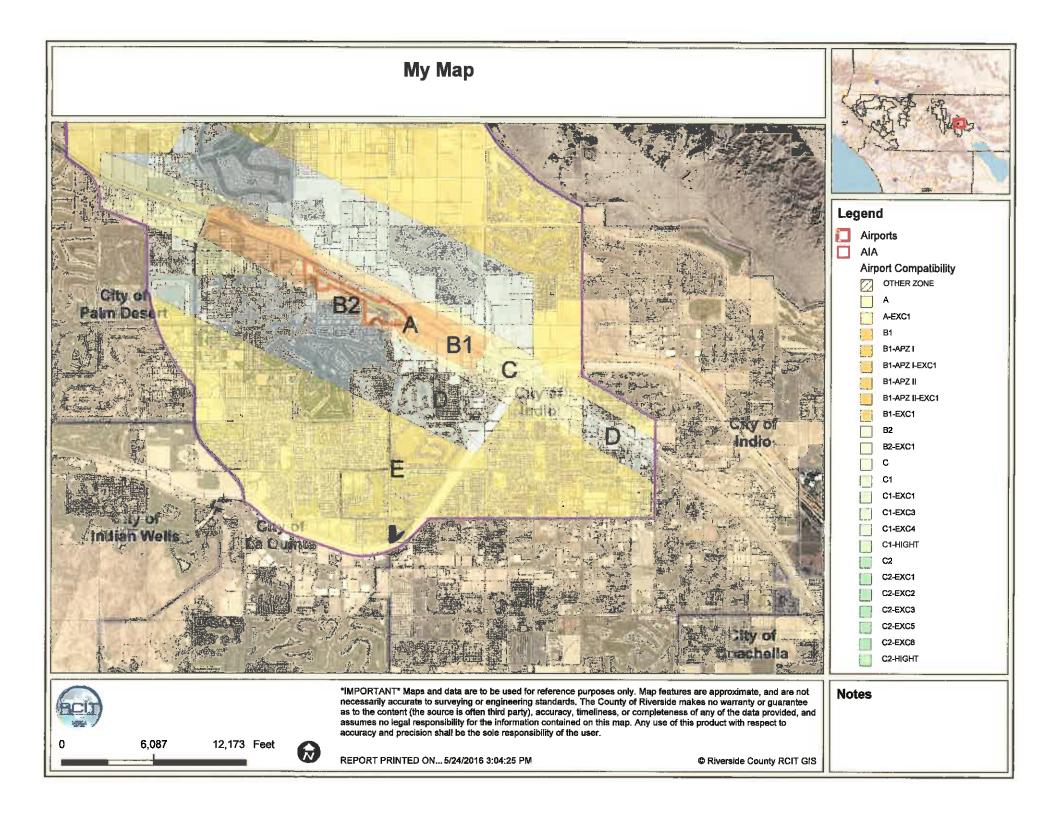


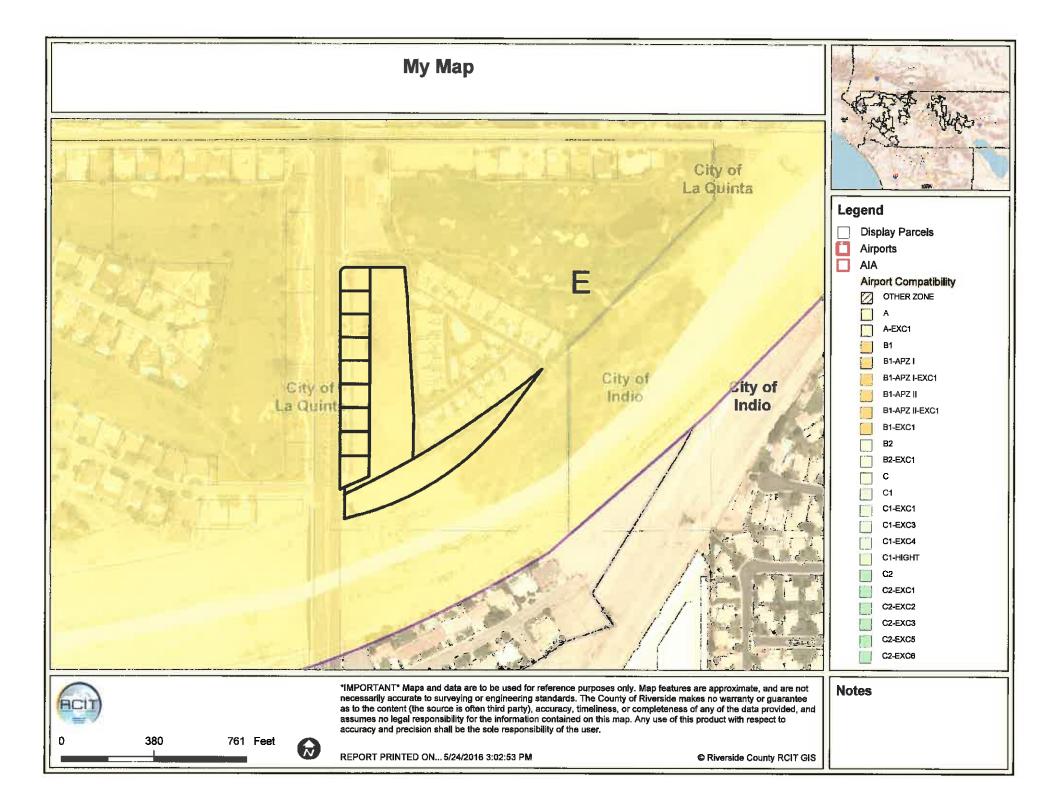


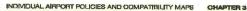
Riverside County Airport Land Use Compatibility Plan Policy Document

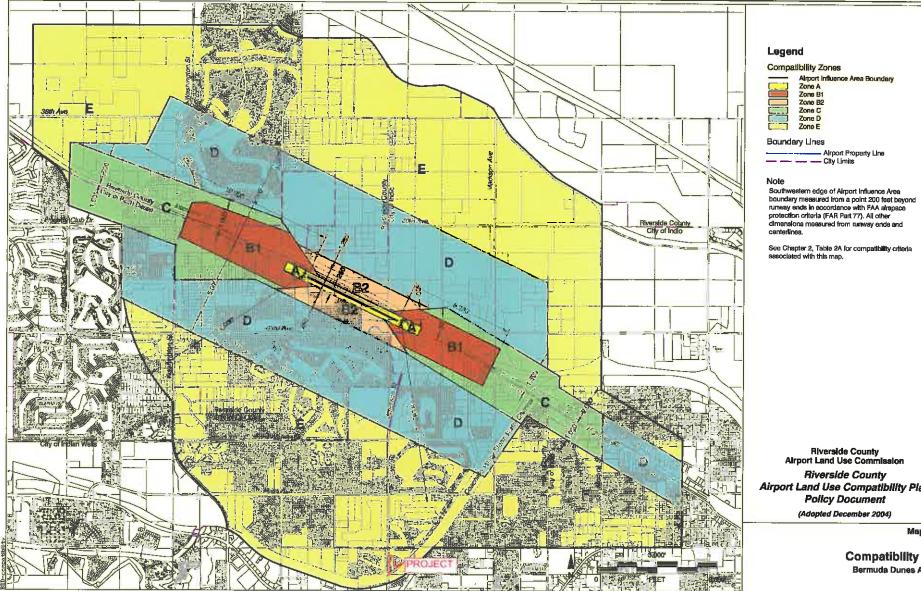
Map BD-1

Compatibility Map Bermuda Dunes Airport





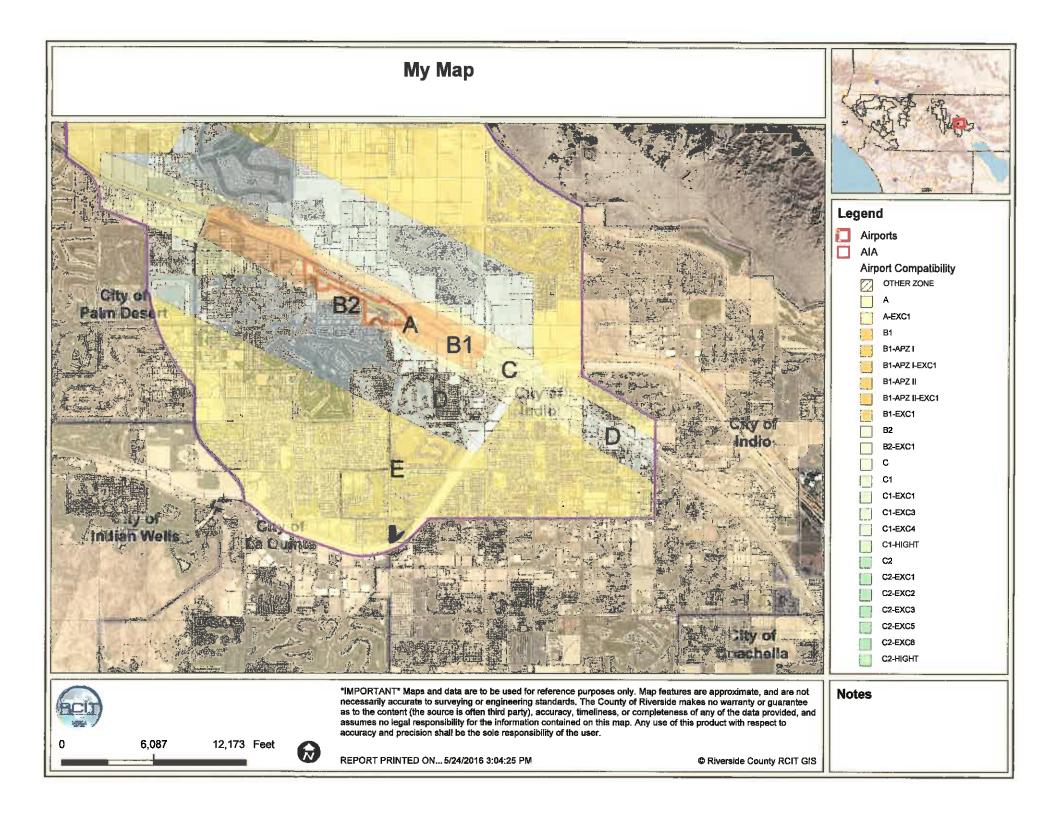


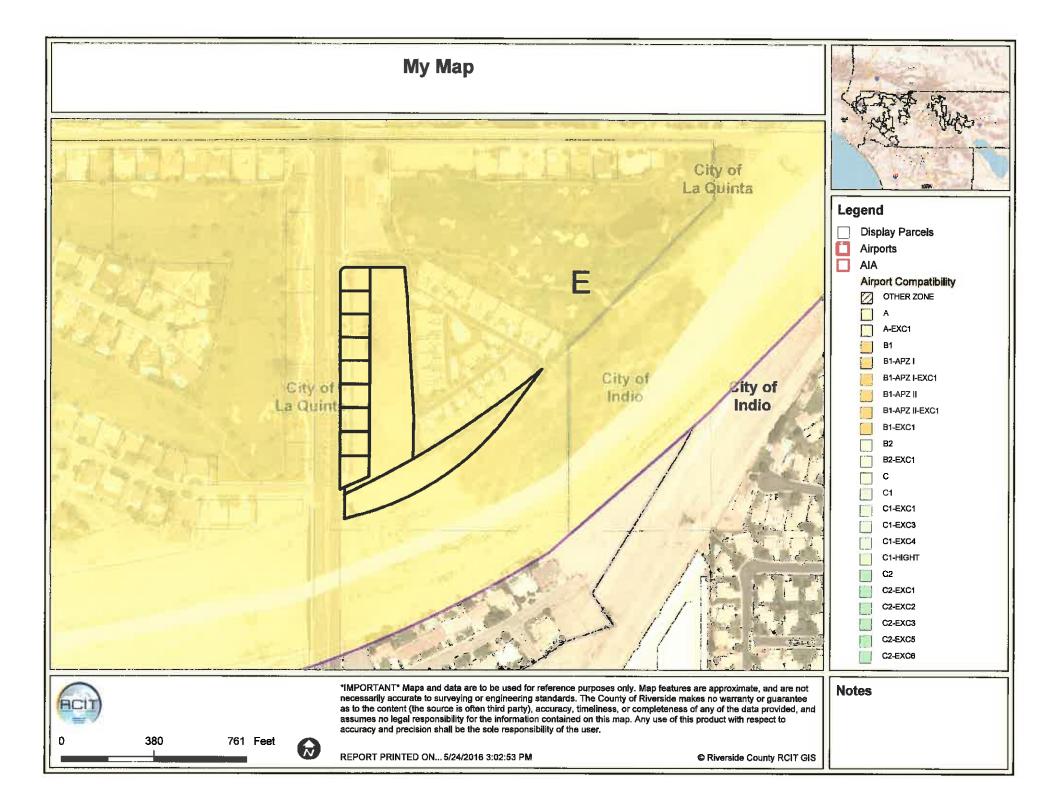


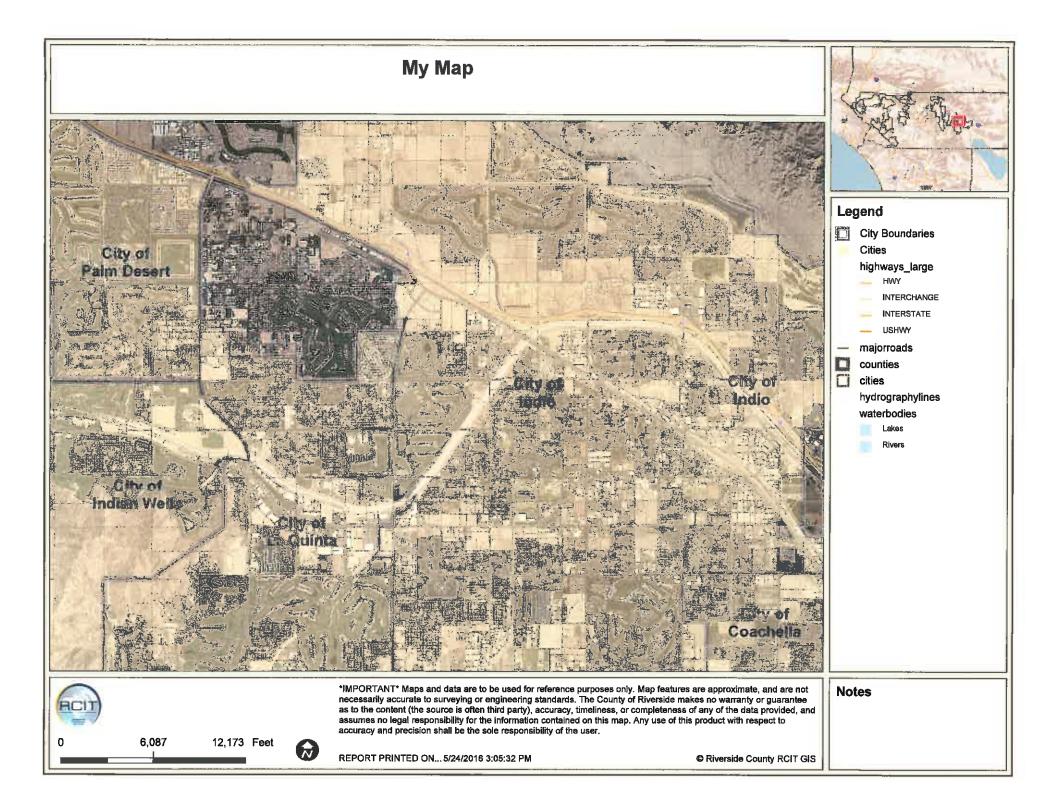
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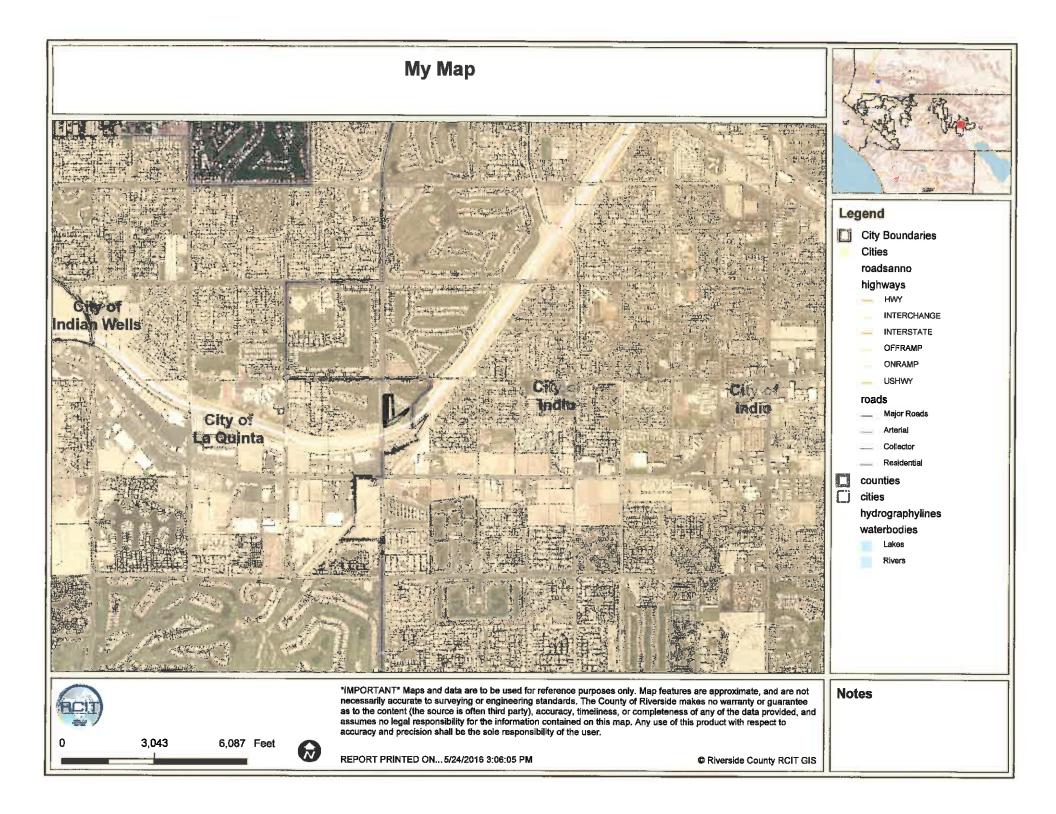
Map BD-1

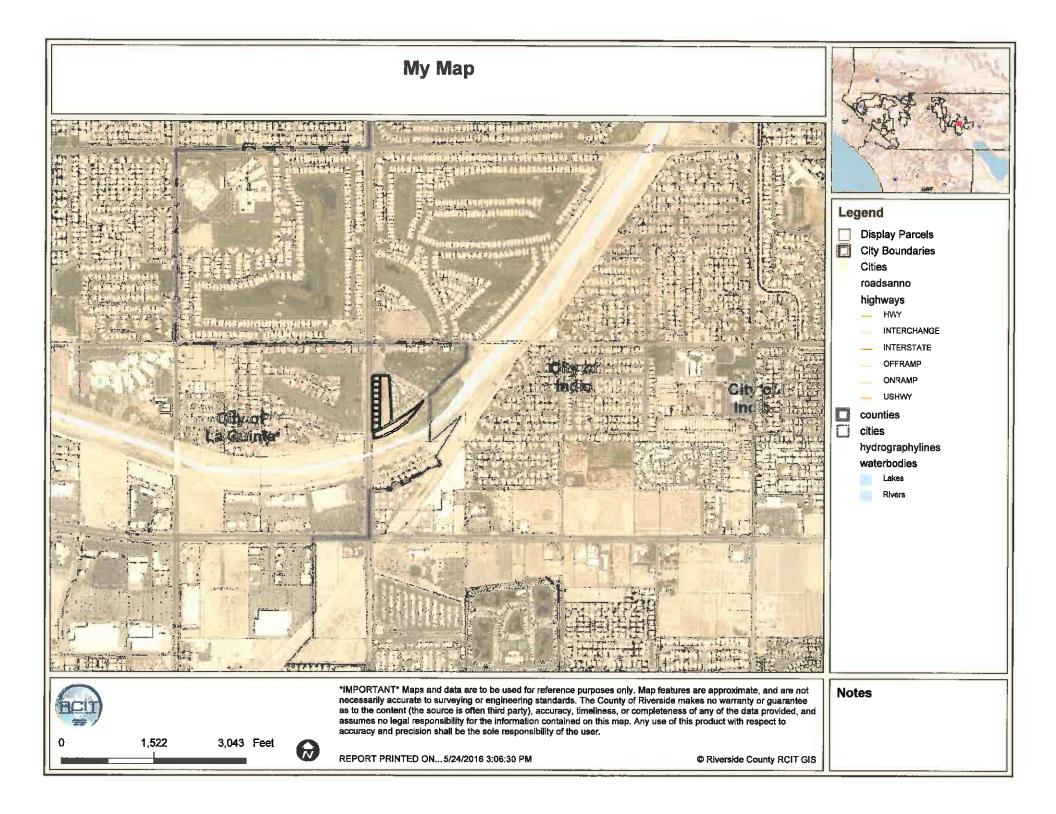
Compatibility Map Bermuda Dunes Airport

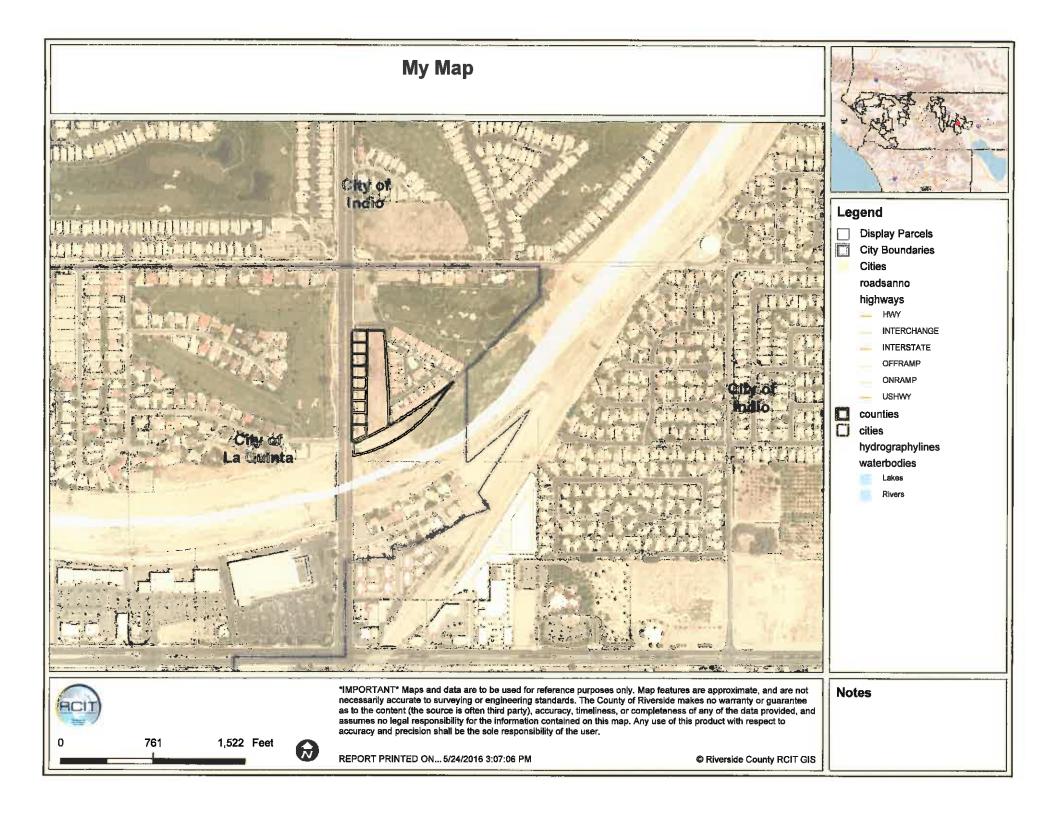


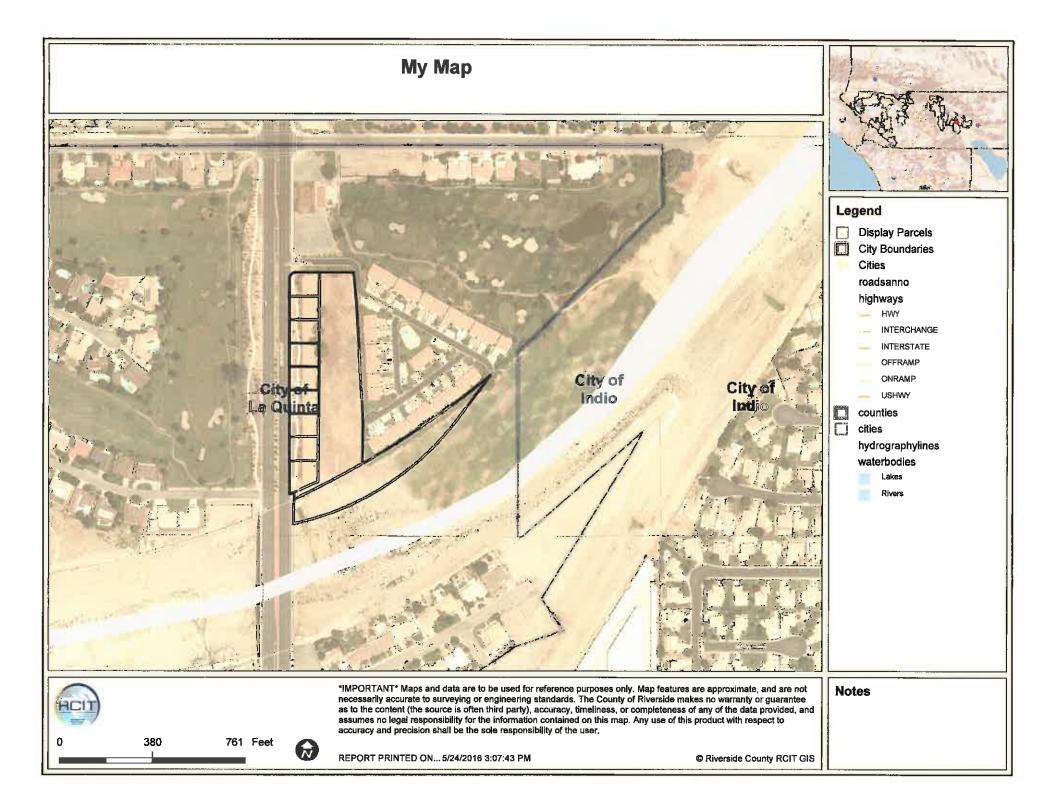




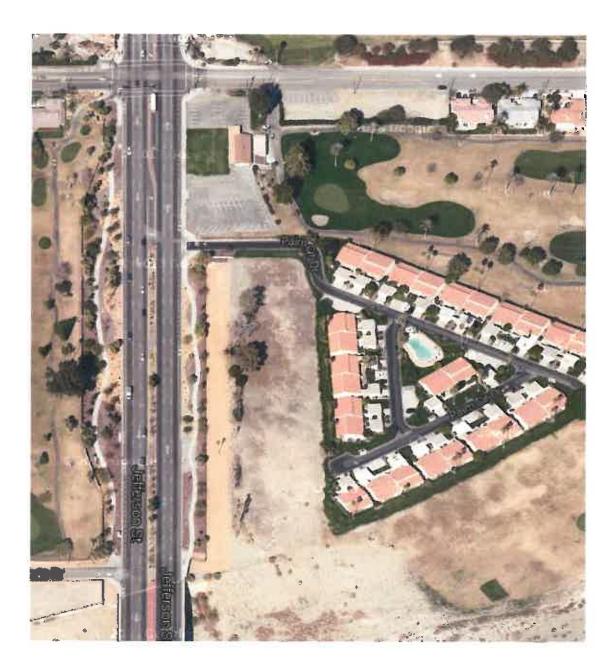








The Villas at Indian Springs Specific Plan Prepared for the City of La Quinta, California April 2015 – REVISED AUGUST/DECEMBER 2015



LIST OF CONSULTANTS

Planner	Global Development, Inc. 75161 Sago Ln Palm Desert, CA 92210 760-834-8278
Architect	GLS Architecture Group, Inc. 74991 Joni Dr. #9 Palm Desert, CA 92260 760-340-3528
Landscape Architect	Lush & Efficient Landscape Design 52293 Avendia Madero La Quinta, CA 92253 760-835-6358
Civil Engineer	Watson Engineering 50200 Monroe St. Indio, CA 92201 760-275-1553
Soil Engineer	Sladden Engineering 45090 Golf Center Parkway, Suite F Indio, CA 92201 760-863-0713

Community Development Director:

Les Johnson

Public Works Director:

Principal Planner:

Principal Engineers:

Tim Jonasson

Wally Nesbit

Bryan McKinney Ed Wimmer

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- Architectural Plans (Pages 24-26)
- Entry Landscape (Page 27)
- Retention Landscape (Page 28)
- Front Yard Landscape (Page 29)

1. Introduction & Background:

The Specific Plan covers 3.22 net acres of land on the eastern edge of The City of La Quinta. The current General Plan for the area is: Medium/High Density Residential. The Specific Plan guidelines are intended for Medium Density Residential.

Global Development, LLC. owns 2.34 acres and the City of La Quinta owns 0.88 acres, Global Development is in contract with the City of La Quinta to buy their land.

The land the City of La Quinta owns included nine developed lots purchased using redevelopment funds in order to widen Jefferson Street; the homes on those lots were subsequently demolished and new right-of-way was established, with the remainder of the lots being retained by the City.

The 2.34 acres Global Development owns was an old golf course fairway that was redesigned and left out of its original plan.

2. Specific Plan Land Use:

Introduction. The 2035 La Quinta General Plan designates the site land use as Medium/High Density Residential. The site is currently zoned for Golf Course and Low Density Residential, and requires a zone change to be consistent with the City General Plan Land Use. As such, a zoning designation of Medium Density Residential has been proposed.

The majority of the land in the Specific Plan is undeveloped requiring new infrastructure including street, drainage, utility systems, grading of the topography and other infrastructure. The land in the Specific Plan is located on the eastern edge of the City of La Quinta, with several utility districts governing various aspects of public utility infrastructure.

- a. **Residential Density.** The Specific Plan and associated tract map propose a 16lot development on 3.22 acres, establishing a residentyial density of 4.97 units/acre. The project was revised from 15 lots in December 2015 based on an allowance from CVWD to discharge project drainage into the Whitewater Channel, which allowed adding 1 lot to replace the original retention basin.
- **b. Conceptual Development Illustrations.** The residential project area site, landscaping and unit plans are provided for reference in this document, as noted in the List of Illustrations on Page 4. These plans are generally intended to be representative of the project layout, density and design concept, but are not intended to establish specific detailed plans for construction. Detailed design components of the project will vary as the development process continues.

3. Siting Standards:

- **a. Single Family Lot Standards.** Each lot size varies due to irregularly shaped lots. The ninimum lot size shall be 6000 sq. ft.
- **b.** Single Family Siting Standards. The Standards listed below are minimum, except when they refer to a maximum allowed item. The architectural theme should be compatible and related to the Single Family Themes.
 - Maximum Height: 17 feet/One story
 - Front yard setback: 15 feet
 - Side yard setback: 5 feet
 - Rear yard setback: 10 feet
 - Architectural projection: 2 feet into front or rear setback
 - A/C setbacks: 3.5 feet from any property line

4. Architectural Design Guidelines:

- a. **Roofing.** All plans will have two elevations, an A elevation and a B elevation. All A elevations will have S concrete tile roofs; All B elevations will have flat concrete tile roofs. All roofing colors will be show on the color chart.
- **b.** Window Trim. All elevations will have window trim around the windows on front elevations.
- c. Rock Veneer. All A elevations will have rock veneer on front elevation.
- d. Painted Pop Outs. All B elevations will have paint areas on the front elevation.
- e. Wood Grain Metal Garage Doors. All plans will have wood grain metal doors.
- f. Courtyard. All plan 3's will have courtyards.
- g. Drive Ways & Walkways. All driveway & walkways are to be gray concrete.
- **h. Block Walls.** All courtyard walls are to be plastered to match home, all other walls to be tan precision block.
- i. Wrought Iron Fencing. Wrought iron fencing to be used around retention area will be relocated from Jefferson side of project after removal for the new block wall.

5. Engineering & Improvements:

Introduction. The majority of the area within the Specific Plan is undeveloped requiring new infrastructure including a private street, underground utility systems, grading of the topography and other infrastructure. The Specific Plan is located on the easterly edge of the City of La Quinta, with several utility districts governing various aspects of public utility infrastructure. The planned area is bounded by Jefferson St., Palm Circle Dr., Westward Isle Homes and the wash. The overall capacity and existing condition of this public infrastructure is adequate to serve the planned uses, however, some improvements and upgrading of existing utilities are necessary. This section establishes standards and policies for the design and installation of the new-engineered infrastructure for the complete build-out of the plan and establishes the proper framework necessary for future development.

- a. Street Design Standards. The residential street within the Specific Plan is designed to be private and maintained by its own Home Owners Association. This street will be designed in accordance with the street sections provided in the plan. Any deviations from these standards will require review and approval by the city of La Quinta.
- **b.** Topography & Grading. The area covered by the Specific Plan contains various topographic and drainage features that require specific guidelines in order to ensure conformance with local agency requirements as minimal impact to natural topography. The finished elevations within the plan range from approximately 60-64 feet above mean sea level.
 - **Flood Elevation Requirements.** Development within the Specific Plan is required to comply with the City of La Quinta flood elevation standards. The building pads of all occupied structures will be elevated to a minimum of 60 feet above mean sea level with the finished floor being a minimum of 6 inches above the building pad.
 - **Grading & Drainage.** The drainage systems within the plan area are similar to most new developments. Lots, streets, and landscaped areas will be graded to convey runoff to new inlets within the development, which will then transport the storm water through underground piping to the retention basin.
 - Storm Water Treatment. The development within the Specific Plan is required to prepare and summit project-specific Storm water Management Plans (SWMP) to determine and implement storm water runoff treatment measures to reduce potential impacts from sediment-laden runoff and other pollutants.

- **c. Infrastructure & Utilities.** The Specific Plan requires new public and privately maintained utility infrastructure to serve the uses. The existing site is primarily undeveloped land; therefore, almost no existing infrastructure resides with in the development envelope.
 - **Sanitary Sewer.** Sanitary sewerage in the area is operated by CVWD. Conventional underground sewer system within the public street that will connect to the existing system within Jefferson St. The developer will leave a sewer stub out for future use of Westward Isle H.O.A.
 - Water Supply & Service. Water service for the new development is serviced by CVWD. The development has gone through a CVWD review and CVWD has concluded that there is adequate water supply.
 - **Energy.** So. Cal Gas & IID provides energy and natural gas service to the Specific Plan area. Existing natural gas and electric infrastructure exist within the surrounding public streets.

6. Landscape Architectural Guidelines:

a. Introduction and Landscape Concept. The Landscape must respond to the significant site climate issues including extreme drought, high winds and hot desert climates. The majority of the plant material must be low water use, drought tolerant or native to the desert. We will not be installing any grass due to the issues the state of California is currently experiencing. Every home and the surrounding areas will consist of desert landscape. The irrigation system on site will be automatic, underground, and state of the art systems using the latest water conservation available. Drip irrigation will be used to minimize any drought concerning issues.

7. Standards for the Conservation, Development, and Utilization of Natural Resources:

- a. Existing Natural Resources. There are no Natural Resources on this land, originally there were homes on 1/3 of the land and then golf course on 2/3's of the remaining land. All the land has been disturbed from its original state.
- **b. Development.** The development of this Specific Plan will be built by private funds and will not require any city financing.
- **c. Conservation.** Due to the issues the state of California is currently experiencing the irrigation system on site will be automatic, underground, and state of the art systems using the latest water conservation technologies available. The majority of the plant material must be low water use, drought

tolerant or native to the desert. Drip irrigation will be used to minimize any drought concerning issues.

8. Implementation Programs & Measures:

- a. Development Phasing. The development will have three phases, Phase 1 (all off sites & lots 12-15), Phase 2 (lots1-4) & Phase 3 (lots 5-11).
- **b. Review and Approval Process.** The Specific Plan, Zone Change, Tentative Map and Site Development Permit applications will be reviewed conjunctively, with Planning Commission review and a recommendation to the City Council for their decision. After approval, the Community Development Director will have the authority to approve any minor changes to the Specific Plan within the context and guidelines contained within this document and the City's guiding General Plan policies.

9. Relationship to the General Plan:

a. Land Use and Zoning Consistency. The General Plan land use designation of the property is Medium/High Density Residential, which allows single and multi-family residential up to a maximum density of 16 dwelling units per acre. The zoning designation of the property is Low Density Residential (RL) and Golf Course (GC). The proposed project is inconsistent with the current zoning for golf course use, as well as the proposed lot size and density. Based on initial review, it would appear the project is consistent with the medium Density (RM) zoning district, which allows a density range between 4 and 8 dwelling units per acre. This district would accommodate the proposed minimum lot size 6,000 square feet, at the proposed density of 4.97 units/acre.

b. Development:

House Plans:	Plan 1- 1,815 sq.
	Plan 2- 1,930 sq.
	Plan 3-2,305 sq.

2 different Elevations each plan

Specific Plan Consistency With La Quinta General Plan

Global Development would like to develop a well-planned and desirable neighborhood that meets the communities' vision in the highest quality for which they are known. The following shows the relationship between our Specific Plan and project to the City of La Quinta's General Plan.

Goals, Policies, and Programs:

Community Development

Land Use

Goal LU-1

• Policy LU-1.1a

We are consistent with all Land Maps and Zoning Maps, consistent with the Zoning Designation Consistency Matrix.

• Policy LU-1.2

All land use decisions are consistent with the applicable General Plan policies. We have hosted three meetings with the homeowners in the surrounding areas and the majority of them support and approve the project.

Livable Communities

Goal SC-1

• Policy SC-1.2a

Conservation of Natural Resources

This project has implemented the conservation programs including CVWD Urban Management Plan, City of La Quinta's Landscape Ordinance, Cal Green codes, and Federal Water Saving programs.

Policy SC-1.3

Storm Water Runoff and Water Quality Protection

We have submitted a storm water run off and water quality protection plan that covers all necessary requirements.

• Policy SC-1.4

Air Quality

We have two certified officers within the company that have received Certificates of Completion for the Coachella Valley Fugitive Dust Control class supplied by the South Coast Air Quality Management District. They will be monitoring the site at all times to make sure we are in complete compliance to their requirements. Lic. # CV1406-000763-836 Lic. # CV1406-000788-861

• Policy SC-1.5a

Energy Resource

This project is in compliance with the California Efficiency Standards. (Title 24 in Building Codes)

Policy SC-1.5c

Pedestrian Connections

We are going to be providing a gate connecting the community to the new CV Link that will be developed in the near future so that our homeowners can access the trail.

• Policy SC-1.6b

We are going to be providing a gate connecting the community to the new CV Link that will be developed in the near future so that our homeowners can access the trail.

Policy SC-1.6c

We are going to be providing a gate connecting the community to the new CV Link that will be developed in the near future so that our homeowners can access the trail.

• Policy SC-1.7a

This land is part of a Redevelopment Project that the City did to widen Jefferson St. We believe and have been told that the residential development fits the zoning ordinance.

• Policy SC-1.8b

We are going to be providing a gate that will connect the community to the new CV Link being developed in the near future so that our homeowners can access the trail.

Economic Development

Goal ED-1

• Policy ED-1.1a

This project maintains a balance of land use designations to address economic needs. It utilizes a vacant and underutilized area of land to increase the new home inventory that will address market needs.

• Policy ED-1.3a

This project is pedestrian-friendly. It will interconnect with the CV Link and is within walking distance of golf, restaurants, Home Depot, Costco, and many other retail stores.

• Policy ED-1.6

This project will bring revenue to the City of La Quinta by the purchasing of said land from the city. We have established a comprehensive program to enforce all payments of taxes and dues.

Parks. Recreation and Trails

Goal PR-1

• Policy PR-1.3

This project will bring revenue to the City of La Quinta by the purchasing of said land from the city. We have established a comprehensive program to enforce all payments of taxes and dues.

Policy PR-1.5a

We are going to be providing a gate that will connect the community to the new CV Link being developed in the near future so that our homeowners can access the trail.

Policy PR-1.5c

We are going to be providing a gate connecting the community to the new CV Link that will be developed in the near future so that our homeowners can access the trail.

Policy PR-1.8

We are going to be providing a gate that will connect the community to the new CV Link being developed in the near future so that our homeowners can access the trail.

• Policy PR-1.8a

This project is within walking distance from Indian Springs Golf Course and many other fitness facilities such as gyms and wellness centers.

Housing

Goal H-1

• Policy H-1.2a

This project will take underutilized, vacant land and increase the capacity for housing.

Policy H-1.2b

This project consists of smaller lots that create potential for first-time homeowners, small families and seniors to purchase a home. The project is a small infill site that we are asking for flexible development standard allowances specific to small lots that are usually reserved for affordable projects. It will have smaller lots but still be considered single-family detached homes.

• Policy H-1.4

This project will create new affordable homes in the city of La Quinta.

Goal H-2

• Policy H-2.1

This Project will increase the moderate housing choices in the city of La Quinta.

• Policy H-2.3

Program H-2.3j

Our company would like to look at this program with the city and see if it can help with the moderate-income households.

Program H-6.5d

To help with the Landscape Water Management Plan our company plans to use landscape that must respond to the significant site climate issues including extreme drought, high winds and hot desert climates. The majority of the plant material must be low water use, drought tolerant or native to the desert. We will not be installing any grass due to the issues the state of California is currently experiencing. Every home and the surrounding areas will consist of desert landscape. The irrigation system on site will be automatic, underground, and state of the art systems using the latest water conservation available. Drip irrigation will be used to minimize any drought concerning issues.

Natural Resources

<u>Air Quality</u>

Policy AQ-1.1

We have two certified officers here in the company that have received Certificates of Completion for the Coachella Valley Fugitive Dust Control class supplied by the South Coast Air Quality Management District. They will be monitoring at all times to make sure we are in complete compliance to their requirements. Lic. # CV1406-000763-836 and Lic. # CV1406-000788-861

• Policy AQ-1.1a

Our project will be monitored, managed and all SCAQMD rules will be enforced.

• Policy AQ-1.3

This project is pedestrian-friendly. It will interconnect with the CV Link and is within walking distance of golf, restaurants, Home Depot, Costco, and many other retail stores.

• Policy AQ-1.3e

We are going to be providing a gate connecting the community to the new CV Link that will be developed in the near future so that our homeowners can access the trail.

• Policy AQ-1.3g

This development is within walking distance from public parks, schools, golf courses, and commercial businesses.

Policy AQ-1.5a

Our project will be monitored, managed and all SCAQMD rules will be enforced.

Policy AQ-1.5b

PM10 Plan was submitted to the city of La Quinta.

• Policy AQ-1.6

PM10 Plan was submitted to the city of La Quinta.

Energy and Mineral Resources

Goal EM-1

• Policy EM-1.1

This project consists of homes that have a Title 24 Report that mandates conservations of energy resources.

Biological Resources

Goal BIO-1

• Policy BIO-1.1

This project will pay the MSHCP Local Development Mitigation fee when appropriate before building permits are paid.

- Policy BIO-1.2a
 - Program BIO-1.2a

This program has had a qualified biologist on the property to do a biological resource survey.

Cultural Resources

Goal CUL-1

Policy CUL-1.1

This project has had a qualified archeologist on site to study and report any archaeological, historic, and paleontological resources found.

• Policy CUL-1.4b

A geotechnical analysis has been completed including soil borings.

Water Resources

Goal WR-1

Policy WR-1.1

Our projects landscape will respond to the significant site climate issues including extreme drought, high winds and hot desert climates. The majority of the plant material must be low water use, drought tolerant or native to the desert. We will not be installing any grass due to the issues the state of California is currently experiencing. Every home and the surrounding areas will consist of desert landscape. The irrigation system on site will be automatic, underground, and state of the art systems using the latest water conservation available. Drip irrigation will be used to minimize any drought concerning issues.

Policy WR-1.2

Our company will pay, when necessary, the appropriate recharge aquifer fee to CVWD.

Policy WR-1.4

Our project has a set Water Quality Management Plan (WQMP) for storm water pollution.

• Policy WR-1.4c

This project has an onsite retention basin to provide added recharge to the aquifer.

Open Space and Conservation

Goals OS-1

• Policy OS-1.2c

We are going to be providing a gate that will connect the community to the new CV Link being developed in the near future so that our homeowners can access the trail.

Environmental Hazards:

<u>Noise</u>

Goals N-1

• Policy N-1.2

This project has submitted a noise study in conjunction with the first Planning Department Application.

• Policy N-1.5

This project has submitted a noise study in conjunction with the first Planning Department Application.

Soils and Geology

Goals GEO-1

• **Policy GEO-1.2** This project has submitted a Geotechnical Report.

Flooding and Hydrology

Goals FH-1

• Policy FH-1.3a

This project has an onsite Retention/Detention Basin that is capable of managing 100-year storm water flows.

Hazardous Materials

Goals HAZ-1

• Policy HAZ-1.1

This project will have no hazardous materials onsite.

Public Infrastructures and Services:

Emergency Services

Goals ES-1

• Policy ES-1.1a

This project will pay Development Impact Fees that will help develop future Fire Stations and facilities.

• Policy ES-1.2

We will be submitting a Fire Sprinkler Plan to the Fire Department for this project. We will be submitting street plans to the Fire Department to assure that the projects access and design provides maximum fire and life safety.

Policy ES-1.6

This project will be routed to the Police Department to assure that the project access and design provide for defensible space and maximum crime prevention while maintaining City design standards and codes.

Water, Sewer and other Utilities

Goals UTL 1.1

Policy UTL 1.1

This project has submitted plans to CVWD for available water. The water is available in the street next to the project.

Policy UTL 1.1b

The Landscape must respond to the significant site climate issues including extreme drought, high winds and hot desert climates. The majority of the plant material must be low water use, drought tolerant or native to the desert. We will not be installing any grass due to the issues the state of California is currently experiencing. Every home and the surrounding areas will consist of desert landscape. The irrigation system on site will be automatic, underground, and state of the art systems using the latest water conservation available. Drip irrigation will be used to minimize any drought concerning issues.

• Policy UTL 1.1b 2

This project has coordinated a plan between the Fire Department and CVWD to ensure adequate water supplies for fire suppression.

Policy UTL 1.2b

The Landscape must respond to the significant site climate issues including extreme drought, high winds and hot desert climates. The majority of the plant material must be low water use, drought tolerant or native to the desert. We will not be installing any grass due to the issues the state of California is currently experiencing. Every home and the surrounding areas will consist of desert landscape. The irrigation system on site will be automatic, underground, and state of the art systems using the latest water conservation available. Drip irrigation will be used to minimize any drought concerning issues.

• Policy UTL 2.1

This project is going to bring sewer to the site and connect to the sanitary sewer service. The sewer is across Jefferson St. and will be a great expense to get it to the project. Our project will allow the existing project without sewer to hook in at no cost to them. This should encourage the elimination of the pre existing projects septic system.

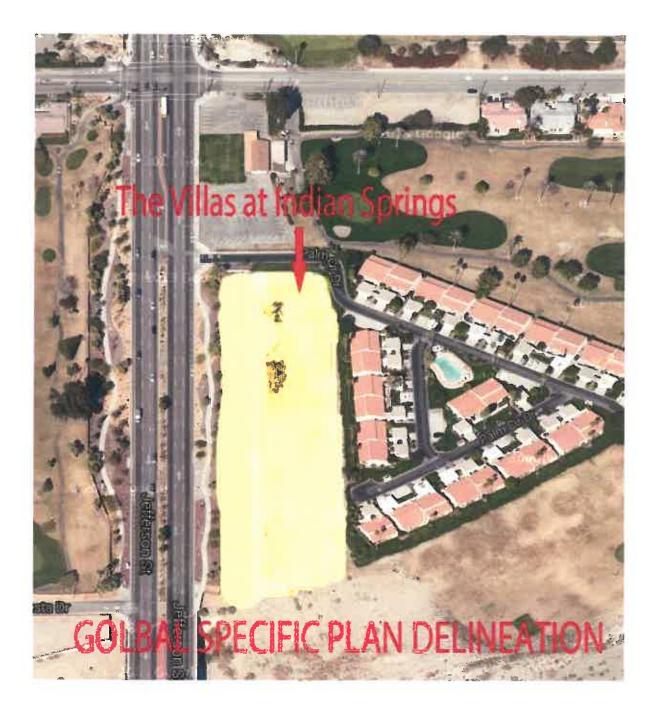
Public Facilities

Goals PF-1

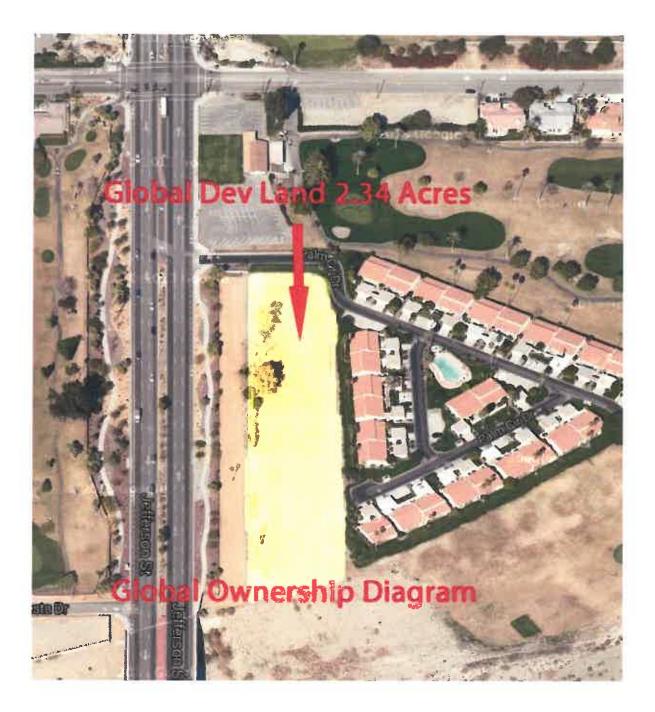
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- **Policy PF 1.3a** This project will be paying all required Development Impact Fees.
- Policy PF 1.6b

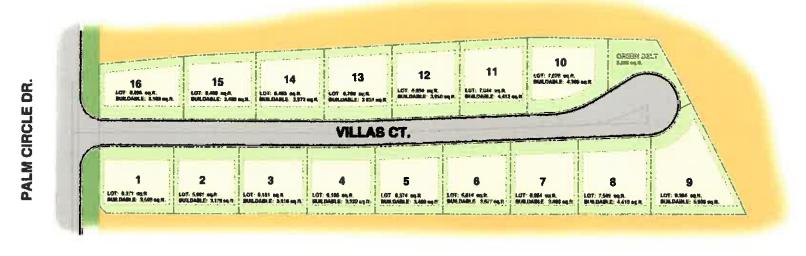
This project will be paying all required School Impact Fees.





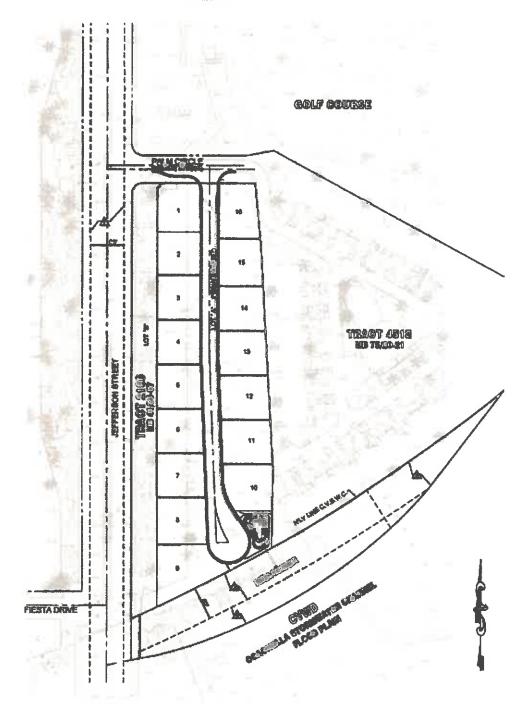


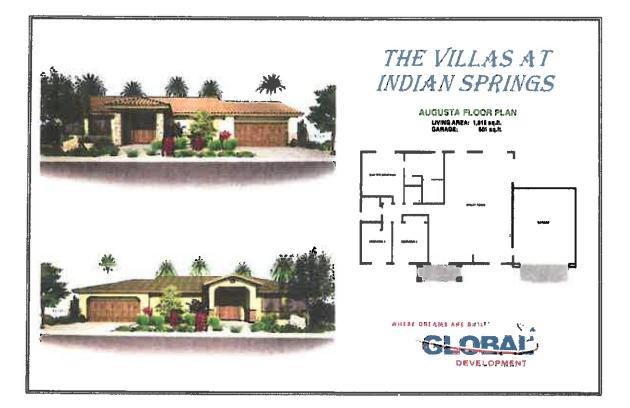
THE VILLAS AT INDIAN SPRINGS SITE PLAN



JEFFERSON ST.

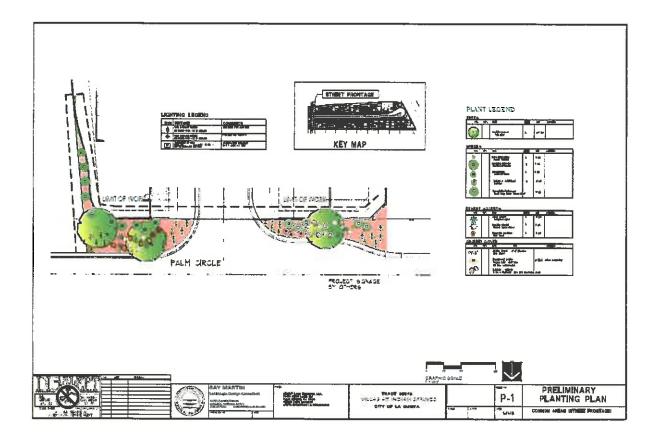
FOR THE VILLAS AT INDIAN SPRINGS BEING A PORTION OF THE NW 1/4 OF THE NW 1/4 OF SECTION 20, T65, RTE, S.B.M. AND LOTS 1 THROUGH 9 OF TRACT 2190 APRIL, 2015

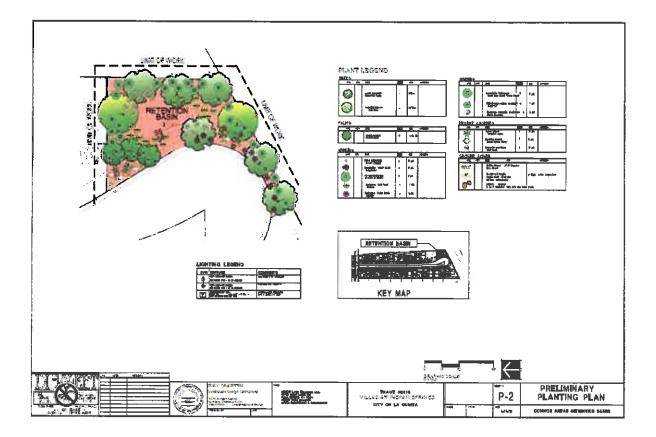


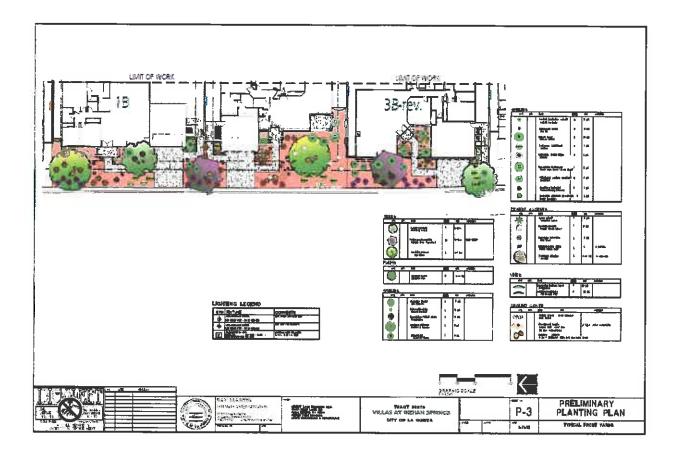


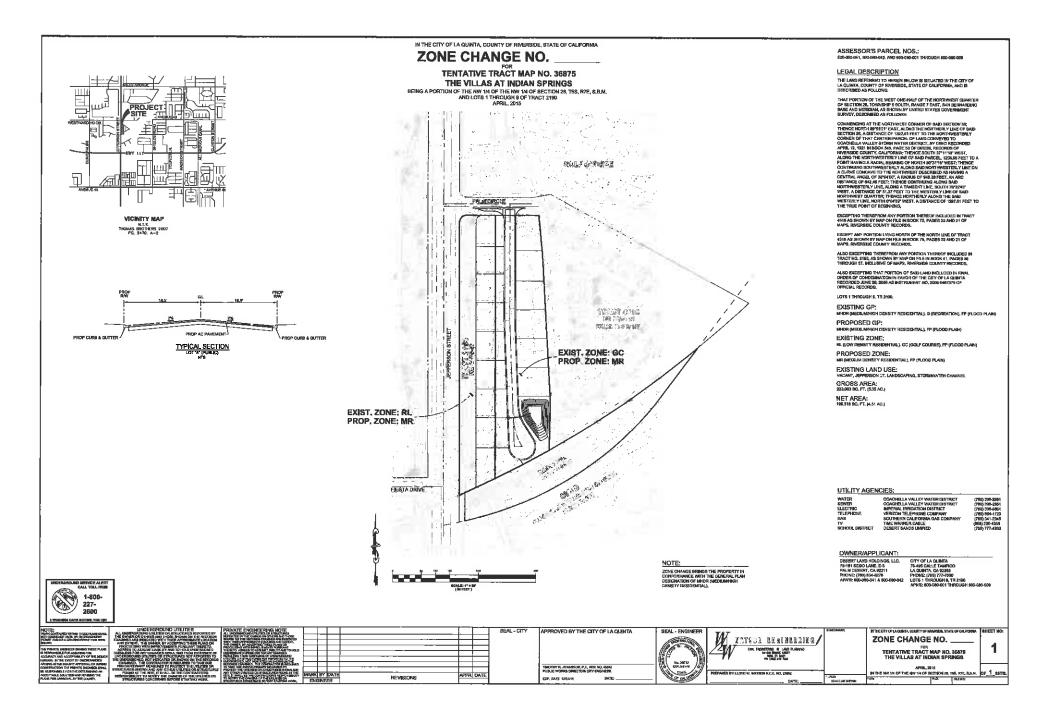


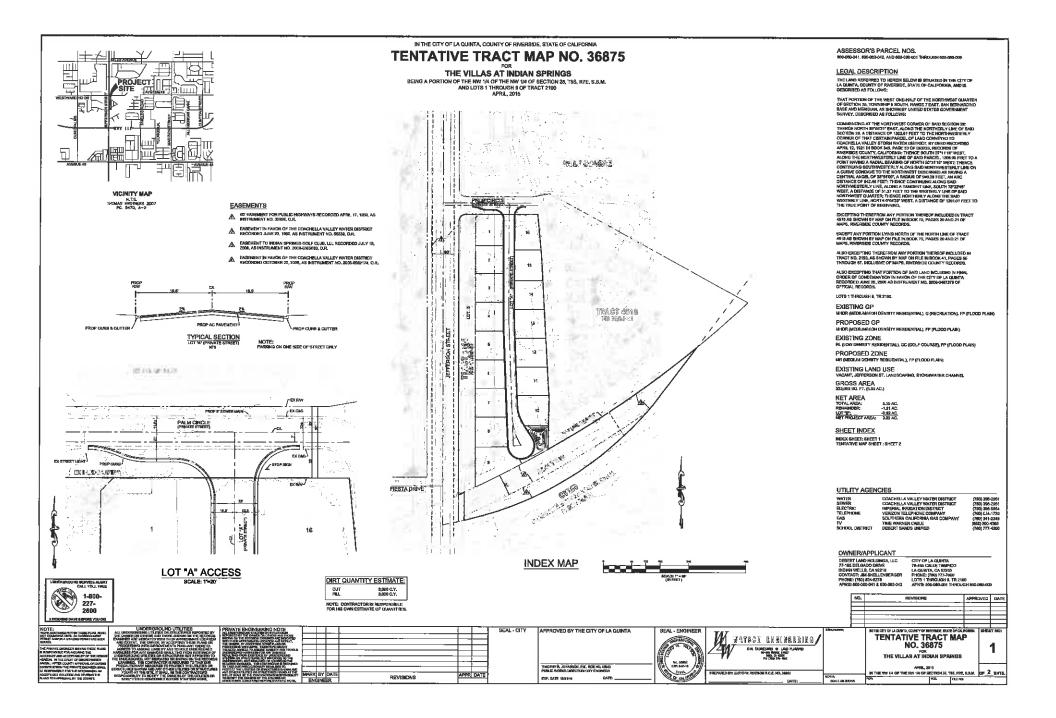




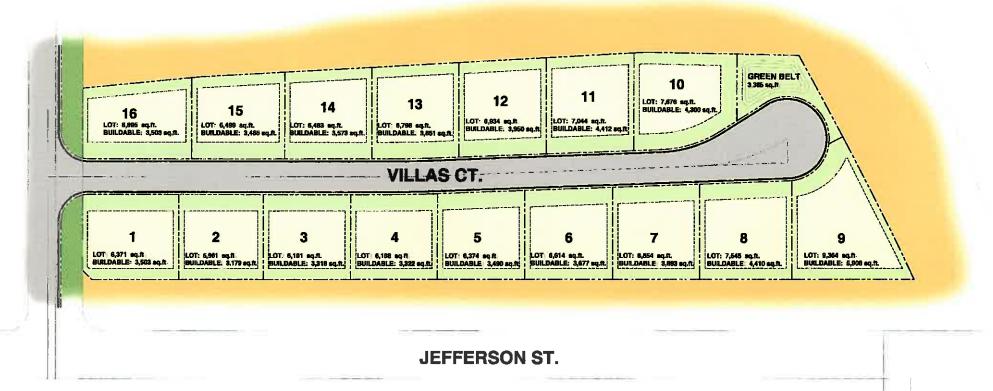






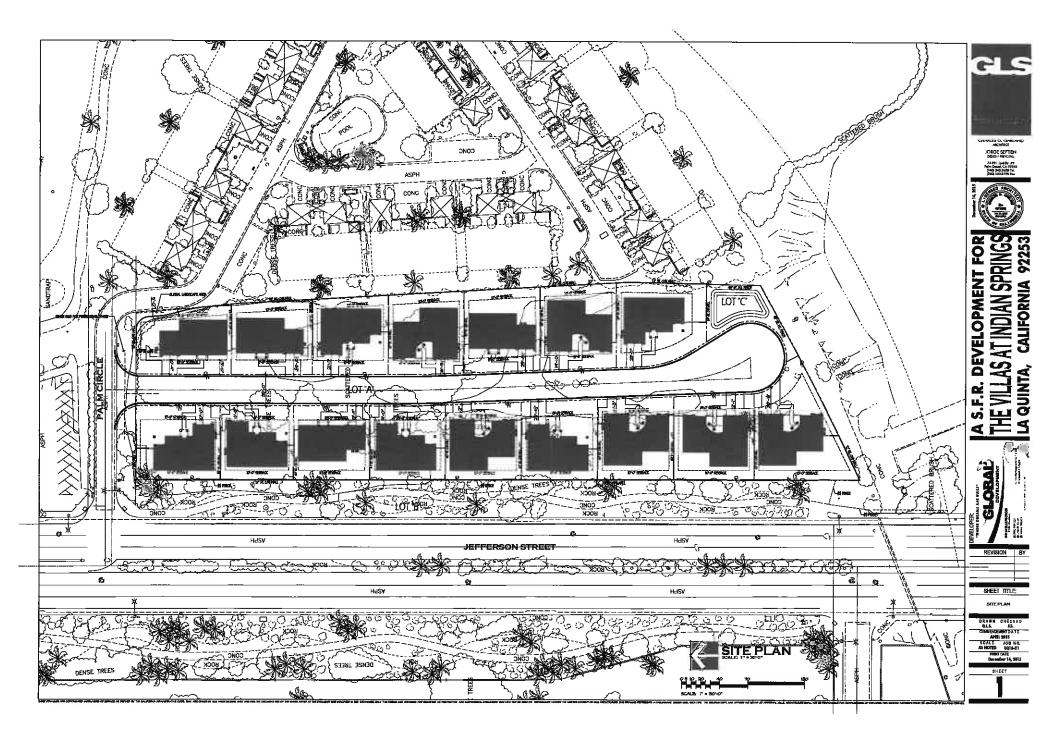


THE VILLAS & T INDIAN SPRINGS SITE PLAN





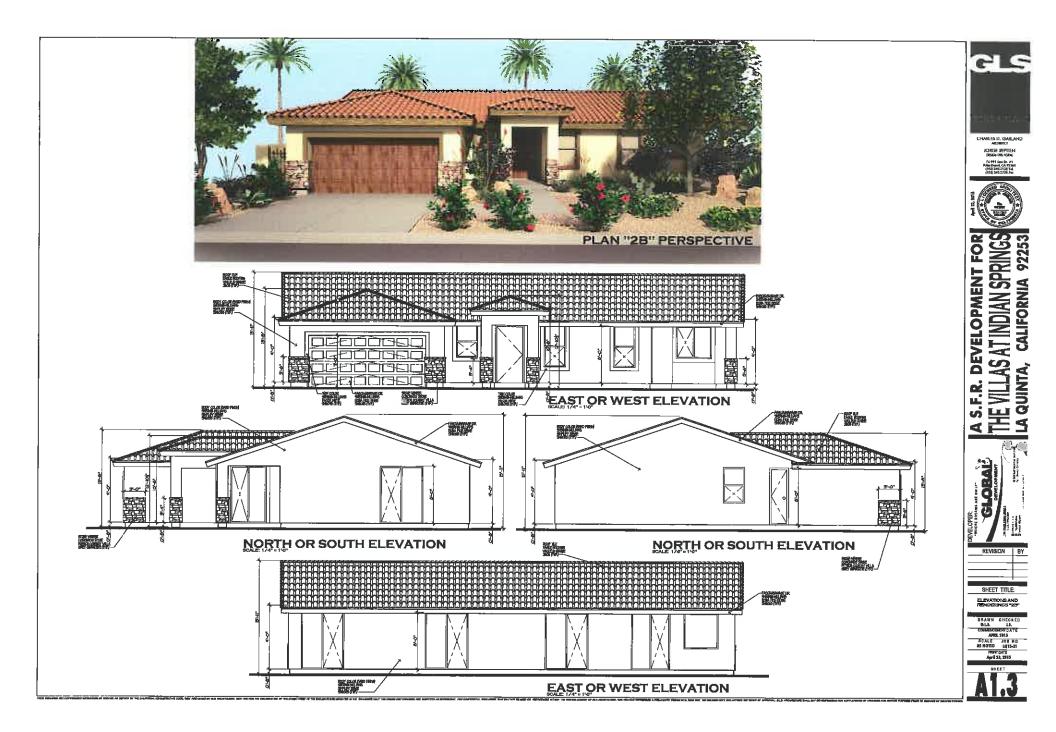
PALM CIRCLE DR.





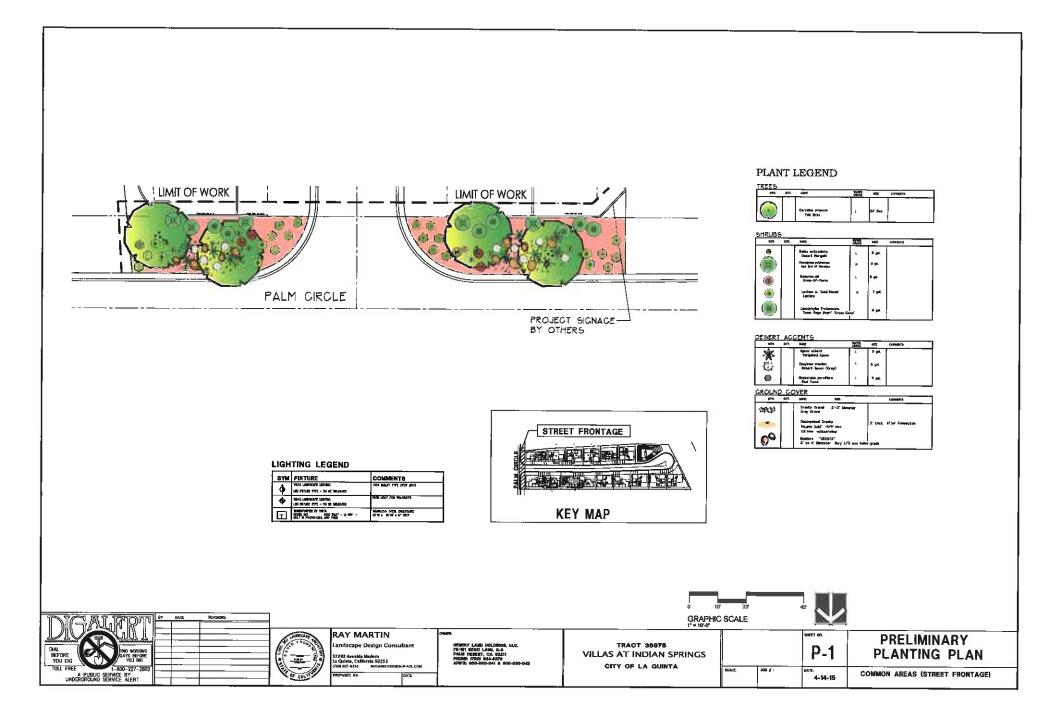


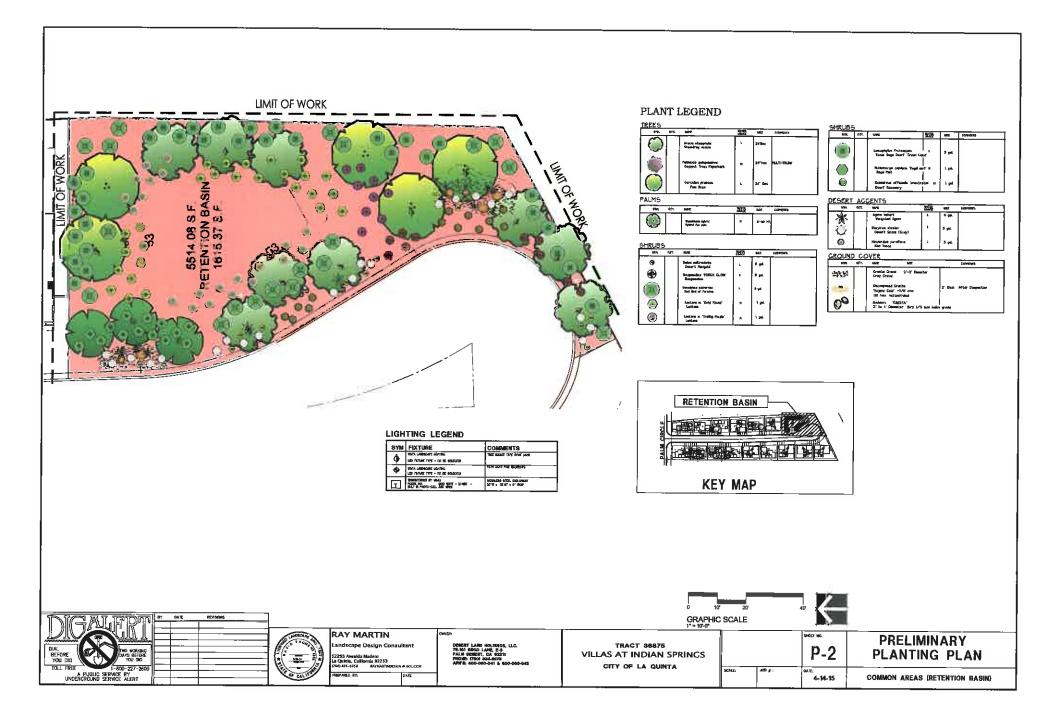


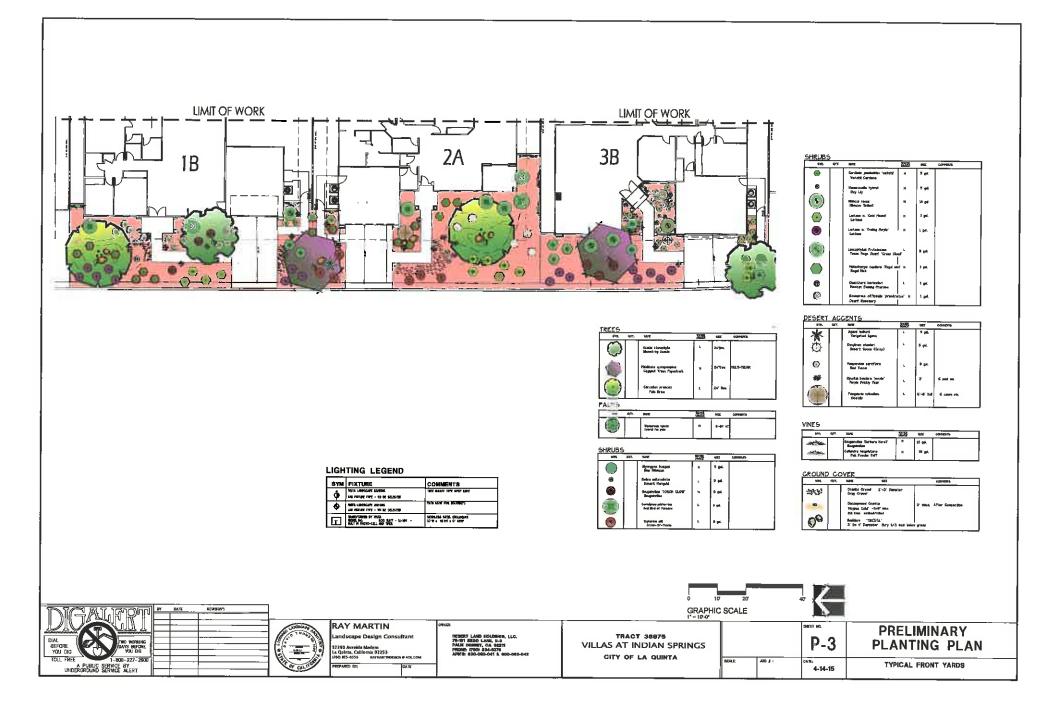


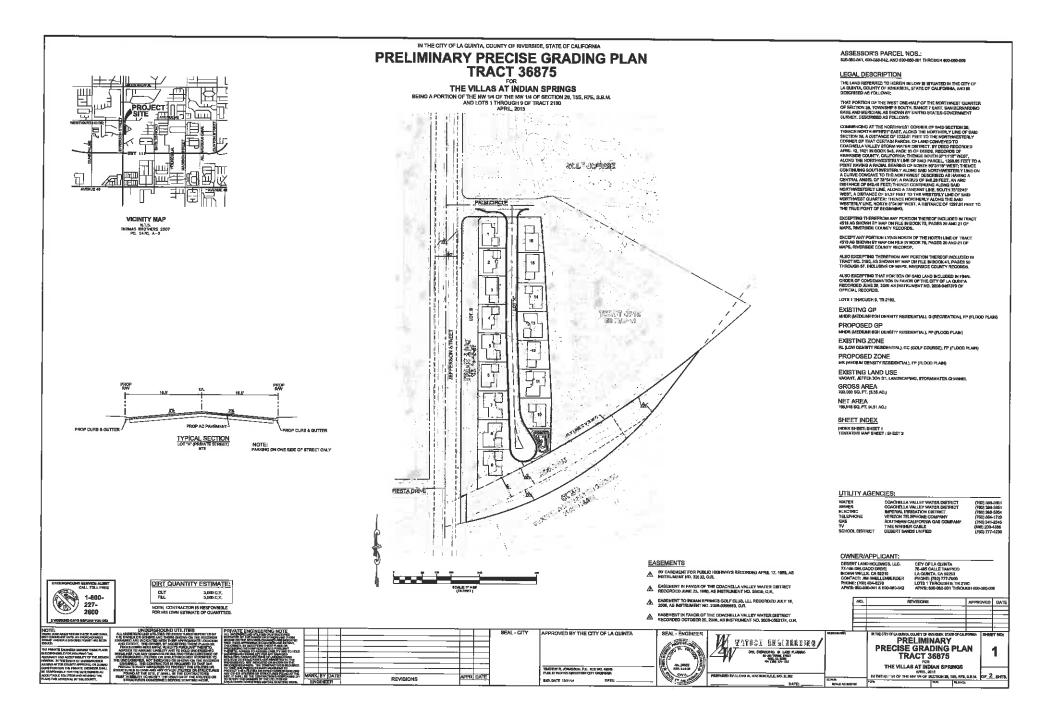


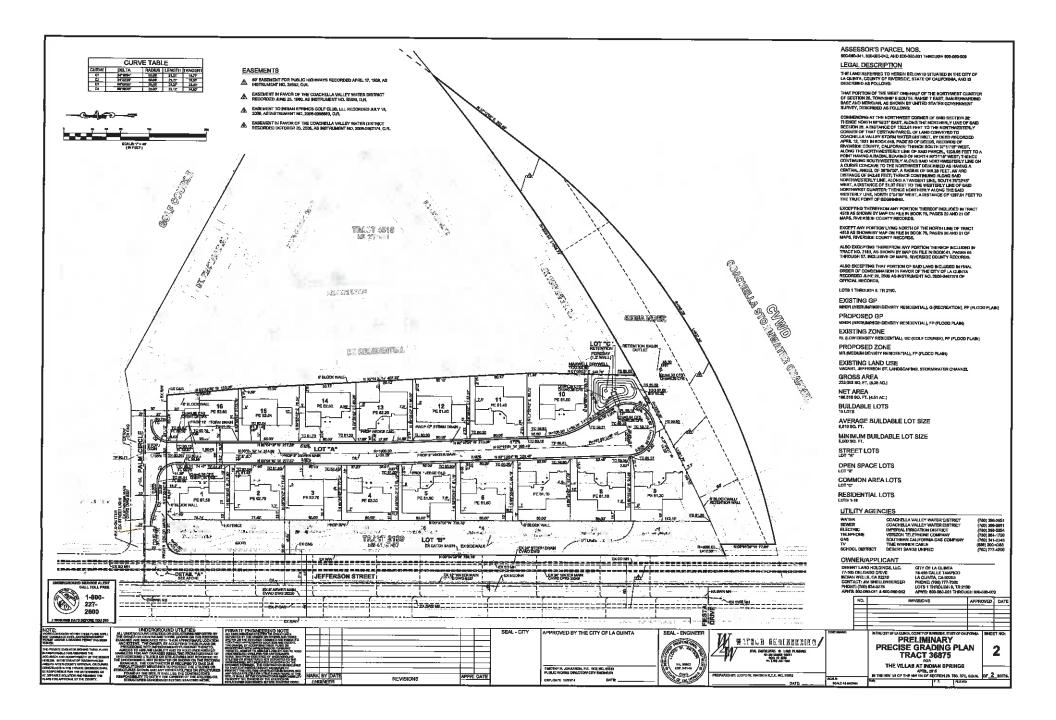












NOTICE OF PUBLIC HEARING RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

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, July 4 (Independence 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 La Quinta will hold hearings on this project and should be contacted on non-ALUC issues.

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

DATE OF HEARING: July 14, 2016

TIME OF HEARING: 9:00 A.M.

CASE DESCRIPTION:

<u>ZAP1062BD16 – Global Development and Building, LLC/Desert Land Holdings (Representative:</u> <u>Jim Snellenberger</u>) – City of La Quinta Planning Case Nos. Specific Plan 2015-0002, Zone Change 2015-0001, Tentative Tract Map 2015-0003 (TTM 36875), and Site Development Permit. The applicant is proposing a Specific Plan on 3.22 net acres (Assessor's Parcel Numbers: 600-080-001 thru 009; 600-080-041 and -042) to vary the Medium Density Residential zone development standards, which includes building setbacks and heights, minimum lot size, garage setback, and architectural encroachment. The applicant is also proposing a Zone Change on the site from Low Density Residential and Golf Course to Medium Density Residential, a tentative tract map to subdivide the site into 16 single family residential lots, and a Site Development Permit to review the project's site design, architectural design, landscaping, and lighting. The project site is located northerly of Highway 111, easterly of Jefferson Street, and southerly of Palm Circle. (Airport Compatibility Zone E of the Bermuda Dunes 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 <u>Ms. Nicole Criste of the City of La Quinta Planning Division at (760) 341-4800.</u>

APPLICA	TION FOR MAJOR LAND USE ACTION REVIEW ALUC Identification No.
	DE COUNTY AIRPORT LAND USE COMMISSION ZAP 1062 BDL6
PROJECT PROPO	NENT (TO BE COMPLETED BY APPLICANT)
Date of Application Property Owner Mailing Address	5/12/16 Global Development and Building LLC Phone Number 760-250-8481 77/65 Delgado Orive Indian Wells CA 92210 Heather - (760) 3444-2921
Agent (if any) Mailing Address	Phone Number
PROJECT LOCATIO	DN (TO BE COMPLETED BY APPLICANT) led map showing the relationship of the project site to the airport boundary and runways
Assessor's Parcel No Subdivision Name Lot Number	
Proposed Land Use (describe)	16 Single Family Residences
For Residential Uses For Other Land Uses (See Appendix C)	Number of Parcels or Units on Site (exclude secondary units) Hours of Use <u>24 hrs</u> . Number of People on Site Maximum Number <u>57.6</u> Method of Calculation <u>Average # houshold times the number</u> of houses.
Height Data	Height above Ground or Tallest Object (including antennas and trees)
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? No If yes, describe

D. Omed E

REFERRING AGENCY (APPLICANT OR JURISDICTION TO COMPLETE)	
Date Received <u>April 23rd</u> 2015 Agency Name <u>City of La Quinta</u>	Type of Project Specific Plan General Plan Amendment Amundulant
Staff Contact Nicole Criste 701341-4800 AWF	Z Zoning Amendment or Variance
Agency's Project No. 2012-2015-001; Specific Plag-2015-02	
TTM-2015-003(PTM 36875)	B Other Tentative track May

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 prestamped envelopes (size #10), with ALUC return address.
- 4 Sets. Gummed address labels of the referring agency (City or County).
- 1..... Check for Fee (See Item "C" below)

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

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

COUNTY OF RIVERSIDE AIRPORT LAND USE COMMISSION

STAFF REPORT

AGENDA ITEM:	3.2
HEARING DATE:	July 14, 2016
CASE NUMBER:	ZAP1020RG16 – Riverside County Planning Department (Representative: Bill Gayk)
APPROVING JURISDICTION:	Riverside County
JURISDICTION CASE NOS:	GPA01122 (General Plan Amendment), CZ07902 (Change of Zone)
MAJOR ISSUES:	None

RECOMMENDATION: Staff recommends a finding of <u>CONSISTENCY</u> for the General Plan Amendment and Zoning Ordinance

PROJECT DESCRIPTION:

A proposal by the County of Riverside to amend its General Plan and Zoning Ordinance in accordance with California Department of Housing and Community Development regulations and other State laws. Accordingly, the proposal includes a new Housing Element and amendments to the Land Use and Safety Elements of the General Plan and many Area Plans, as well as updating Ordinance No. 348 to be consistent with the proposed General Plan amendments. The proposed changes include redesignating 5,328 gross acres throughout the County to Mixed-Use Area and Highest Density Residential land use designations, establishing Highest Density Residential (R-7) and Mixed Use (MU) zones, and rezoning land to these zones, including 1,424 gross acres located (in whole or in part) within Airport Influence Areas (AIAs) of March Air Reserve Base, Perris Valley Airport, French Valley Airport, and Jacqueline Cochran Regional Airport, affecting allowable land uses of 238.98 acres in Thermal, 607.29 acres in Winchester, 123.27 acres in Highgrove, 147.73 acres in Mead Valley, 131.71 acres in Good Hope, 155.3 acres in Nuevo, and 19.48 acres in French Valley.

PROJECT LOCATION: Countywide

LAND USE PLAN: March Air Reserve Base/Inland Port Airport, Perris Valley Airport, French Valley Airport, Jacqueline Cochran Regional Airport Land Use Compatibility Plans

Staff Report Page 2 of 6

BACKGROUND:

The County proposes an update to the Riverside County General Plan (General Plan Amendment No. 1122) and to Land Use Ordinance No. 348 (Change of Zone No. 7902) to address the County's housing needs in accordance with State law. The General Plan Amendment includes a review and update of the Housing Element implementation progress and policies, as well as updates to other Elements and Area Plans to implement the objectives of the Housing Element.

Specifically the General Plan Amendment proposes:

- To revise the existing Housing Element in order to adopt a 5th cycle Housing Element for years 2013-2021 in accordance with California Department of Housing and Community Development regulations;
- To revise ten General Plan Area Plans in order to reflect the revisions made to the Housing Element;
- To revise the Land Use Element and Safety Element to comply with Senate Bill (SB) 244 to address disadvantaged unincorporated communities and SB1241 to address fire hazard impacts, respectively;
- To revise the Mixed-Use Planning Area (MUPA) land use designation and rename it as Mixed-Use Area (MUA), and to expand the definition of uses and intent of the MUA designation;
- To redesignate approximately 5,328 gross acres to either MUA or Highest Density Residential (HHDR) to allow future development intended to meet the Regional Housing Needs Assessment (RHNA); and,
- To create a Mixed-Use Area Overlay of approximately 63 gross acres for the Home Gardens Community to provide the option to develop a Mixed-Use Town Center project in the future.

The Change of Zone proposes to update Ordinance No. 348 to implement the project's objectives. Specifically, the Change of Zone proposes:

- To adopt a new Highest Density Residential (R-7) zone classification consistent with the HHDR land use designation;
- To adopt a new Mixed Use (MU) zone classification to allow development consistent with the MUA land use designation;
- To rezone areas being designated MUA or HHDR through General Plan Amendment No. 1122 to either the R-7 Zone or MU zone.

Of the 5,391 gross acres proposed for changes in General Plan/Area Plan land use designations and zoning, approximately 1,424 gross acres are located within the following Airport Influence Areas impacting the following neighborhoods:

NEIGHBORHOOD	AIRPORT	AIA ZONE
Highgrove Town Center	March Air Reserve Base	E
Mead Valley Town Center	March Air Reserve Base	D, E
Mead Valley Community	March Air Reserve Base	D
Nuevo Community	March Air Reserve Base	D, E
Winchester Town Center	March Air Reserve Base	E
Winchester Community	March Air Reserve Base	Е
Good Hope Community	March Air Reserve Base,	E
	Perris Valley Airport	Е
French Valley Airport vicinity	French Valley Airport	D
Thermal Town Center	Jacqueline Cochran Regional	D
	Airport	

The project proposes to redesignate approximately 5,391 acres to Highest Density Residential land use designation (existing HHDR) (20+ dwelling unit per acre) and Mixed-Use Area (proposed MUA) (which does not identify a density or intensity range but instead designates areas where a mixture of uses are planned), in order to meet Regional Housing Needs Assessment (RHNA) objectives. Approximately 1,424 gross acres are located within the County's Airport Influence Areas, and are subject to the criteria in the Compatibility Plans for March Air Reserve Base, Perris Valley Airport, French Valley Airport, and Jacqueline Cochran Regional Airport.

The project is also proposing to adopt a new Highest Density Residential (R-7) zone classification to be consistent with the HHDR land use designation, and a new Mixed Use (MU) zone classification to allow development consistent with the new MUA land use designation. Allowable densities for both the R-7 and MU zones range from 17 dwelling units for lots up to 7,200 square feet, to 44 dwelling units per acre for lots greater than 43,560 square feet. The permitted uses and development standards for both of these zones can be found in Attachment E-2. Each of the neighborhoods referenced above within these AIAs includes land proposed for MU zoning, but only three – Winchester Town Center, Highgrove Town Center, and French Valley Airport vicinity – would include land proposed for R-7 zoning. The maximum building height for the proposed MU zone is 100 feet, and for the proposed R-7 zone is 100 feet for attached residential uses, 50 feet for non-residential uses, and 40 feet for detached residential uses. Although the proposed Zoning Ordinance allows these heights, projects in the vicinity of airports may be subject to requirements for notice to the Federal Aviation Administration Obstruction Evaluation Service pursuant to Part 77 of the Federal Aviation Regulations.

Staff reviewed the proposed project in relation to the Riverside County Airport Land Use Compatibility Plans for the following airports.

March Air Reserve Base:

The project is proposing to change the land use designation and zoning for properties located in the following community areas:

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- Highgrove Town Center,
- Mead Valley Town Center,
- Mead Valley Community,
- Nuevo Community,
- Winchester Town Center,
- Winchester Community, and
- Good Hope Community.

Highgrove Town Center

The Highgrove Town Center area is generally located northerly of Citrus Street, easterly of California Avenue, westerly of Oriole Avenue, and southerly of Flynn Street in the unincorporated community of Highgrove. The project proposes amending the land use designation and zoning of 28 parcels totaling 123.27 gross acres within this area. A portion of the affected acreage is located within Compatibility Zone E of the March Air Reserve Base/Inland Port Airport AIA ("March AIA"). Zone E does not restrict density or intensity, and the only prohibited uses are hazards to flight. The permitted uses within the proposed MU and R-7 zones can be found in Attachment E-2. These proposed uses are consistent within Compatibility Zone E. The rest of the project site is located outside the March AIA.

Mead Valley Town Center

The Mead Valley Town Center area is generally located northerly of Elmwood Street, easterly of Mead Street, southerly of Shortridge Avenue, and westerly of Robinson Street, in the unincorporated community of Mead Valley. The project proposes amending the land use designation and zoning of 50 parcels totaling 63.83 gross acres within this area. Most of the affected acreage is located within Compatibility Zone D, with a smaller portion in Compatibility Zone E of the March AIA. Zones D and E within the March AIA do not restrict density or intensity, and the only prohibited uses are hazards to flight. The permitted uses within the proposed MU zone can be found in Attachment E-2. These proposed uses are consistent within Compatibility Zones D and E of the March AIA.

Mead Valley Community

The Mead Valley Community area is generally located southerly of the easterly extension of Sunset Avenue, westerly of Interstate 215, northerly of Nuevo Road, and easterly of Webster Avenue in the unincorporated community of Mead Valley. The project proposes amending the land use designation and zoning of 24 parcels totaling 83.90 gross acres within this area. The affected acreage is located entirely within Compatibility Zone D of the March AIA. Within this AIA, Zone D does not restrict density or intensity, and the only prohibited uses are hazards to flight. The permitted uses within the proposed MU zone can be found in Attachment E-2. These proposed uses are consistent within Compatibility Zone D of the March AIA.

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Nuevo Community

The Nuevo Community area is generally located southerly of Orange Avenue, easterly of Dunlap Drive, northerly of the westerly extension of Palermo Drive, and westerly of Pico Avenue in the unincorporated community of Lakeview/Nuevo. The project proposes amending the land use designation and zoning of 38 parcels totaling 155.30 gross acres within this area. The affected area is located entirely within Compatibility Zones D and E of the March AIA. Zones D and E within the March AIA do not restrict density or intensity, and the only prohibited uses are hazards to flight. The permitted uses within the proposed MU zone can be found in Attachment E-2. These proposed uses are consistent within Compatibility Zones D and E of the March AIA.

Winchester Town Center

The Winchester Town Center area is generally located southerly of Grand Avenue, easterly of Rice Road, northerly of Olive Avenue, and westerly of Patterson Avenue in the unincorporated community of Winchester. The project proposes amending the land use designations and zoning of185 parcels totaling 363.61 gross acres within this area. Neighborhoods 1, 2, 5, and 7 are located within Compatibility Zone E of the March AIA, with the remaining Neighborhoods located outside of that AIA. Zone E does not restrict density or intensity, and the only prohibited uses are hazards to flight. The permitted uses within the proposed MU and R-7 zones can be found in Attachment E-2. These proposed uses are consistent within Compatibility Zone E of the March AIA.

Winchester Community

The Winchester Community area is generally located southerly of Railroad Avenue, easterly of Beller Road, westerly of Rice Road, and northerly of Olive Avenue, in the unincorporated community of Winchester. The project proposes amending the land use designations and zoning of 15 parcels totaling 243.68 gross acres within this area. Most of the affected acreage is located within Compatibility Zone E of the March AIA, with the remaining area located outside that AIA. Zone E does not restrict density or intensity, and the only prohibited uses are hazards to flight. The permitted uses within the proposed MU zone can be found in Attachment E-2. These proposed uses are consistent within Compatibility Zone E of the March AIA.

Good Hope Community

The Good Hope Community area is generally located southerly of 7th Avenue, westerly of Bellamo Lane, northerly of Ellis Avenue, and westerly of Neitzeal Road in the unincorporated community of Good Hope. The project proposes amending the land use designation and zoning of 48 parcels totaling 131.71 gross acres within this area. The affected acreage is located within Compatibility Zone E of the March AIA and Zone E of the Perris Valley Airport Influence Area. Zone E does not restrict density or intensity, and the only prohibited uses are hazards to flight. The permitted uses

Staff Report Page 6 of 6

within the proposed MU zone can be found in Attachment E-2. These proposed uses are consistent within Compatibility Zone E.

Perris Valley Airport:

The project is proposing to change the land use designation and zoning for properties located in the Good Hope Community. See Good Hope Community analysis above.

French Valley Airport:

The area proposed for changes in land use designation and zoning in the French Valley Airport vicinity is generally located southerly of Jolynn Road, westerly of Leon Road, easterly of the southerly extension of Applegate Road, and northerly of the easterly extension of Borel Road, in the unincorporated community of French Valley. The affected area consists of 2 parcels totaling 19.48 gross acres within Compatibility Zone D of the French Valley Airport Influence Area, which allows densities above 5.0 dwelling units per acre. The project proposes a range in density from 17 dwelling units on up to 7,200 square foot lots, to 44 dwelling units on lots one acre in size or greater. This density range is consistent with Compatibility Zone D criteria. Prohibited uses in Compatibility Zone D are highly noise-sensitive outdoor non-residential uses and hazards to flight. The permitted uses within the proposed MU and R-7 zones can be found in Attachment E-2. Some non-residential uses that are discouraged in Compatibility Zone D would be potentially allowable in these zones, but would require plot plan or conditional use permit approval. As the County's General Plan is not consistent with the applicable Compatibility Plan at this time, such projects would be subject to ALUC review. The envisioned housing would be consistent within Compatibility Zone D.

Jacqueline Cochran Regional Airport:

The area proposed for changes in land use designation and zoning (the Thermal Town Center area) is generally located southerly of Church Street, westerly of Desert Cactus Drive, northerly of 58th Avenue, and easterly of Polk Street, in the unincorporated community of Thermal. The affected area consists of 11 parcels totaling 238.98 gross acres within Compatibility Zone D of the Jacqueline Cochran Regional Airport Influence Area, which allows densities above 5.0 dwelling units per acre. The project proposes a range in density from 17 dwelling units on up to 7,200 square foot lots, to 44 dwelling units on lots one acre in size or greater. This density range is consistent with Compatibility Zone D criteria. The prohibited uses in Compatibility Zone D are highly noise-sensitive outdoor non-residential uses and hazards to flight. The permitted uses within the proposed MU zone can be found in Attachment E-2. Some non-residential uses that are discouraged in Compatibility Zone D would be potentially allowable in these zones, but would require plot plan or conditional use permit approval. As the County's General Plan is not consistent with the applicable Compatibility Plan at this time, such projects would be subject to ALUC review. The envisioned housing would be consistent within Compatibility Zone D.

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ATTACHMENT A

2.1 PROJECT DESCRIPTION

2.1.1 INTRODUCTION

General Plan Amendment No. 1122 (project; proposed project), which consists of a comprehensive review of and updates to Riverside County's Housing Element (2013–2021 Housing Element Update) along with proposed changes to the General Plan Land Use Element and Safety Element, proposed changes to 10 Area Plans, and proposed changes to the Riverside County Land Use Ordinance No. 348 to include two new zone classifications, is considered the proposed project as evaluated in this environmental impact report (EIR). The full text of each of these project components (GPA 1122) is included in **Appendix 2.1-1**. As stipulated by Section 15124 of the State California Environmental Quality Act (CEQA) Guidelines, the project description that follows provides details about the proposed components of the project to the extent needed for adequate evaluation of environmental impacts. This section also provides an overview of the project's regional location and general setting, project background, project objectives, and an explanation of the intended uses of this EIR.

2.1.2 PROJECT LOCATION AND SETTING

The proposed project spans the County that encompasses an area of approximately 7,295 square miles. Riverside County stretches across 200 miles of Southern California from within 15 miles of the Pacific Ocean on the west to the Colorado River and Arizona border on the east. Riverside County is bounded by Orange County (and metropolitan Los Angeles) on the west, San Bernardino County on the north, Arizona on the east, and San Diego and Imperial counties on the south (see **Figure 2.1-1**).

Because of the County's size, most of the County's territory is mapped in a series of 19 Area Plans that include land use designations and policies appropriate for the unique needs of each community. Every part of Riverside County falls within one of these Area Plans, except for the far easternmost portion of the county, which is covered directly in the General Plan Land Use Element. The proposed project will affect the following 10 of the 19 Area Plans:

- Eastern Coachella Valley Area Plan
- Elsinore Area Plan
- Harvest Valley/Winchester Area Plan
- Highgrove Area Plan
- Lakeview/Nuevo Area Plan
- Mead Valley Area Plan
- Southwest Area Plan
- Temescal Canyon Area Plan
- The Pass Area Plan
- Western Coachella Valley Area Plan

The locations of these Area Plans are shown in Figure 2.1-2.

2.1.3 PROJECT BACKGROUND

State law (Government Code Sections 65580–65589.8) requires that jurisdictions evaluate their housing elements every eight years to determine their effectiveness in achieving county and state housing goals and objectives, and to adopt an updated housing element reflecting the results of this evaluation. The current statutory update in the Southern California Association of Governments (SCAG) region covers the planning period from October 15, 2013, through October 15, 2021. The proposed project represents a comprehensive update of Riverside County's Housing Element to bring it into compliance with state housing law and to meet the statutory update requirement.

The Housing Element of the General Plan must address all components required by Government Code Section 65583, including:

- A review of the previous housing element's goals, policies, programs, and objectives to ascertain the effectiveness of each of these components, as well as the overall effectiveness of the housing element.
- An assessment of housing needs and an inventory of resources and constraints related to meeting these needs.
- An analysis and program for preserving assisted housing developments.
- A statement of community goals, quantified objectives, and policies relative to the maintenance, preservation, improvement, and development of housing.
- A program that sets forth an eight-year planning period schedule of actions that the jurisdiction is undertaking, or intends to undertake, in implementing the policies set forth in the housing element.

Additionally, the Housing Element must demonstrate sufficient housing resources to meet the jurisdiction's regional housing need. As the council of governments (COG) for Southern California, SCAG is required by state law to develop a Regional Housing Need Plan (RHNP) allocating its share of the statewide need to the cities and counties in the SCAG region. This is accomplished via the Regional Housing Needs Assessment (RHNA) prepared for specified planning periods; localities are required to update their housing elements to accommodate their RHNA "fair share" of housing needs for all income groups.

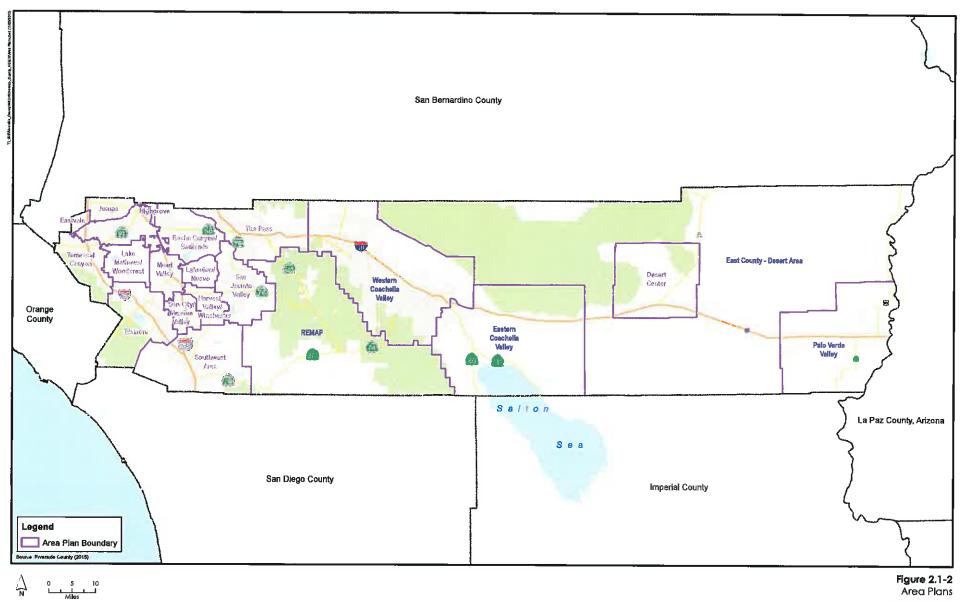
A jurisdiction's fair share of regional housing need is the number of additional dwelling units that would be required to accommodate the anticipated growth in households, replace expected demolitions and conversion of housing units to non-housing uses, and achieve a future vacancy rate that allows the healthy functioning of the housing market. The fair share of the regional housing need is allocated in four income categories—very low, low, moderate, and above moderate—defined as households earning up to 50 percent, 80 percent, 120 percent, and more than 120 percent of the county median income, respectively. The 5th cycle RHNA Final Allocation Plan covers the planning period from October 2013 through 2021 and was adopted by SCAG on October 4, 2012 (SCAG 2012). Table 2.1-1 presents the 5th cycle RHNA for unincorporated Riverside County.



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Michael Baker

Income Category	Income Range	2013-2021 RHNA
Extremely Low	\$0-\$20,000	3,586
Very Low	\$20,001-\$33,300	3,587
Low	\$33,301\$53,300	4,871
Subtotal Extremely Low-, Very Low-, and Low-Income Units		12,044
Moderate	\$53,301-\$74,400	5,534
Above Moderate	Above \$74,401 or more	12,725
Total		30,303

 TABLE 2.1-1

 UNINCORPORATED RIVERSIDE COUNTY 5TH CYCLE REGIONAL HOUSING NEEDS ALLOCATION

Source: County of Riverside 2015

One objective of the proposed project is to include policies and programs designed to help the County meet these RHNA obligations, particularly to demonstrate sufficient housing resources for the extremely low-income, very low-income, and low-income housing categories. State law provides two options for demonstrating that zone classifications identified for extremely low-, very low-, and low-income households are sufficient to encourage such development:

- 1. Describe market demand and trends, financial feasibility, and recent development experience; or
- 2. Utilize default density standards deemed adequate to meet the appropriate zoning test.

The default density for Riverside County is 30 units per acre. The California Department of Housing and Community Development (HCD) requires the following land regulations for the County's RHNA shortfall for both the 4th and 5th cycle Regional Housing Needs Allocations:

- Regulations must establish a minimum density of 20 units to the acre and allow up to 30 units to the acre;
- Residential use(s) must be allowed at the above density as an allowed use; and
- Regulations must allow a minimum of 16 units on a parcel used toward the RHNA, which is effectively a minimum parcel size of 1 acre.

The existing Highest Density Residential (HHDR) land use designation allows 20 to 40 units per acre. As shown in **Table 2.1-2**, based on currently approved units as well as projections for second units and/or mobile homes, Riverside County has a shortfall of 23,794 units in the extremely low-, very low- and low-income categories that cannot be accommodated by the existing inventory of vacant and/or residential sites as currently designated/zoned.

Original 5th Cycle RHNA		Remaining Need from 4th Cycle	Total RHNA to Accommodate	Approved Units	Second Unit/ Mobile Home Projection	Remaining RHNA Units Needed
Extremely Low & Very Low	7,173	10,546	17,719	128		17,591
Low	4,871	4,422	9,293	1,710	1,380	6,203
Moderate	5,534	0	5,534	34,238		0
Above Moderate	12,725	0	12,725	23,600		0
Total	30,303	14,968	45,271	59,676	1,380	23,794

 Table 2.1-2

 Riverside County Comparison of Regional Housing Need and Residential Sites

Source: County of Riverside 2015

2.1.4 PROJECT OBJECTIVES

The proposed project is a comprehensive update of the County's Housing Element pursuant to state housing element law. It is the intent of the proposed project to provide the capacity (i.e., land use designation and zoning) for the housing market to adequately address housing needs for all income groups and to direct that capacity where planned growth is best suited to occur (i.e., located either within or very close to existing community cores and near existing or planned freeway access and public transit opportunities, schools, and other major public services).

- Adopt a Riverside County 2013–2021 Housing Element acceptable to the California Department of Housing and Community Development.
- Continue directing housing and service development to Area Plans and existing services.
- Adopt amendments to the Land Use and Safety Elements of the General Plan in support of the revised Housing Element and to reflect state law.
- Adopt an ordinance to allow housing development at the highest density ranges of the General Plan.
- Adopt an ordinance to allow development of the Mixed Use Area land use designation.
- Rezone property consistent with the Housing Element as necessary to meet the Regional Housing Needs Assessment (RHNA).
- Update existing ordinances to reflect changes in state law.
- Emphasize development potential near transit corridors and existing infrastructure.

2.1.5 **PROJECT COMPONENTS**

The proposed project will do the following (see also Appendix 2.1-1):

ADOPT THE 2013-2021 HOUSING ELEMENT

The proposed project includes a General Plan Amendment to adopt the 2013–2021 Housing Element, which identifies and establishes the County's policies with respect to meeting the housing needs of existing and future residents. It establishes policies to guide County decision-making and sets forth an action plan to implement its housing goals over the eight-year planning period. The updated Housing Element includes all components required by Government Code Section 65583 as discussed above.

The Housing Element will result in a new Appendix P-2 that includes the results of the disadvantaged unincorporated community analysis required by SB 244.

REVISE THE LAND USE ELEMENT

Land Use Element Amendment

The following text is to be added after the last paragraph under Infrastructure, Public Facilities and Service Provision" on page LU-23:

Senate Bill 244

Senate Bill (SB) 244 requires that counties include in their Land Use Elements identification and analysis of underserved disadvantaged unincorporated communities (DUC) within unincorporated areas and outside city spheres of influence (SOI). This information, along with the analysis of each DUC, can be found in Appendix P-2. A DUC is defined as an inhabited and unincorporated community that includes 10 or more dwelling units in close proximity or where 12 or more registered voters reside, and has an annual median household income that is 80 percent or less of the statewide median housing income. In unincorporated county areas outside of SOIs, the only type of DUC is a legacy community which is at least 50 years old. For each identified DUC, Appendix P-2 addresses any water, wastewater, stormwater drainage, and structural fire protection needs or deficiencies. An analysis of benefit assessment districts or other funding or financing alternatives that could make the extension of such services to identified communities financially feasible is included in the appendix.

Table LU-1 shall be amended as follows:

General Plan Foundation Component	Western County Area Plans Acreage	%	Eastern County Area Plans Acreage	%	Total	%
Agriculture	28,468	2%	157,045- 156,641	5%	185,513 185,109	4%
Rural	250,270	21%	42,25 4 42,250	2%	292,524 292,520	7%
Rural Community	60,479	5%	3,640 3,630	0%	64,119 64,109	2%
Open Space	662,422 662,419	56%	2,631,335 2,631,334	90%	3,293,757 3,293,753	80%
Community Development	111,656 111,659	9%	64,689 65,107	2%	176,345 176,766	4%
Other ¹	79,104	7%	30,648	1%	109,752	3%
Total	1,192,399	100%	2,929,611 2,929,610	100%	4,122,099 4,122,099	100%

 TABLE LU-1

 UNINCORPORATED RIVERSIDE COUNTY CUMULATIVE ACREAGE SUMMARY

Notes:

1 Includes Indian Lands and Major Roadways. Does not include cities and March JPA within Riverside County.

Table LU-2 shall be amended as follows:

TABLE LU-2
UNINCORPORATED RIVERSIDE COUNTY BUILDOUT CAPACITY SUMMARY

	Western County	%	Eastern County	%	Total
Population	937,784 1,036,558	53 52%	824,959 953,576	47 48%	1,762,743 1,987,565
Dwelling Units	305,958 336,391	<mark>58</mark> 57%	224,460 257,621	42 43%	530,418 593,162
Employment	314,870 314,328	56%	251,563 251,564	44%	566,433 565,892

Notes: Totals do not include Indian lands or cities within Riverside County.

Table LU-4 shall be amended as follows:

Foundation Component	Area Plan Land Use Designation	Building Intensity Range (du/ac or FAR) ^{1,2,3,4,3}	Notes
	Business Park (BP)	0.25 - 0.60 FAR	 Employee intensive uses, including research and development, technology centers, corporate offices, clean industry and supporting retail uses.
(PF)	Public Facilities (PF)	<u><</u> 0.60 FAR	 Civic uses such as County of Riverside administrative buildings and schools.
	Community Center (CC)	5 - 40 du/ac 0.10 - 0.3 FAR	 Includes combination of small-lot single family residences, multi-family residences, commercial retail, office, business park uses, civic uses, transit facilities, and recreational oper space within a unified planned development area. This also includes Community Centers in adopted specific plans.
Mixed Use Planning Area			 This designation is applied to areas outside of Community Centers. The intent of the designation is not to identify a particular mixture or intensity of land uses, but to designate areas where a mixture of residential, commercial, office, entertainment, educational, and/or recreational uses, or other uses is planned.

TABLE LU-4 LAND USE DESIGNATIONS SUMMARY

Table LU-5 shall be amended as follows:

Foundation Component	Area Plan Designation
Community Development	Estate Density Residential (2 acre min. lot size)
	Very Low Density Residential (1 acre min. lot size)
	Low Density Residential (one-half acre min. lot size)
	Medium Density Residential (2-5 units per acre)
	Medium High Density Residential (5-8 units per acre)
	High Density Residential (8-14 units per acre)
	Very High Density Residential (14-20 units per acre)
	Highest Density Residential (20-plus units per acre)
	Commercial Retail
	Commercial Tourist
	Commercial Office
	Community Center
	Light Industrial
	Heavy Industrial
	Business Park
	Public Facilities
	Mixed Use Hanning Area

 TABLE LU-1
 LAND Use Designation Key

Table LU-5 shall be amended as follows:

Area Plan Designation	Population per Square Mile	
	Western County Area Plans	Eastern County Area Plans
Open Space-Rural	43	50
Agriculture, Rural Mountainous, Rural Desert	91	113
Rural Residential	26 8	249
Estate Density Residential (Rural and Rural Community Foundation)	567 631	656 692
Very Low Density Residential (Rural and Rural Community Foundation)	1,499 -1,547	1,718- 1,437
Low Density Residential (Rural and Rural Community Foundation)	- 2,928 3,060	3,511 3,636
Medium Density Residential	6,539 6,630	7, 702 7,746
Medium High Density Residential	12,628 12,605	17,612 17,912
High Density Residential	22,379 22,246	26,132 25,420
Very High Density Residential	32,978- 32,971	42,720 41,524
Highest Density Residential/Community Center	30,335- 40,372	74,801 78,516

TABLE LU-5 POPULATION PER SQUARE MILE

The following text is to be added after the last paragraph under Mixed Use Area on page LU-68:

Mixed Use Planning Area

The Mixed-Use Area (MUA) designation is intended to allow for more flexibility in land usage than conventionally designated and zoned areas that limit land uses to a singular theme. Flexibility in land use and design provides an incentive for land owners and developers to make efficient use of land and to propose different land uses or mixes of uses unique to each section of their proposed project. While traditional mixed use development is seen as vertical with commercial or offices on the bottom floors and housing above, the diverse nature of the various communities in the County is such that some mixed use developments may be horizontal. Horizontal mixed use allows differing uses to coexist side by side rather than vertically. Horizontal mixed use might allow one use to be seen as a buffer for an adjacent existing neighborhood while allowing more intensive uses within the interior of the property, or allow different types of the same use to coexist on the same site. The MUA designation also encourages creativity in design by allowing flexibility in building spacing, height, and density.

While MUA developments are generally large in size, there are many properties that are small, odd-shaped, or unique which can make them difficult to develop. By including them in a larger area containing the MUA designation, there is an opportunity to combine sites to create a larger development area, or to provide for a design that is connected visually but allows for separate ownerships of each residential unit or different use therein.

2.1 PROJECT DESCRIPTION

The Mixed-Use Area designation encourages combinations of business, office, retail, and other commercial uses, community facilities, and residential uses in a single building, on a single site, or on adjacent sites where the uses are integrated and include a functional interrelationship and a coherent physical design. Higher density residential uses are encouraged in locations close to transit stations and other areas near transit.

Mixed-use-development is any urban, suburban or village development that blends a combination of residential, commercial, cultural, institutional, or industrial uses where those functions are physically and functionally integrated. Mixed-use development provides pedestrian connections and other amenities such as:

Mixed use development is any urban, suburban or village development that blends a combination of residential, commercial, cultural, institutional, or industrial uses where those functions are physically and functionally integrated.

Mixed-use development provides pedestrian connections and other amenities such as:

- greater housing variety and density, more affordable housing, life-cycle housing (starter homes to larger family homes to senior housing), workforce housing, veterans housing etc.;
- reduced distances between housing, workplaces, retail businesses and other amenities and destinations;
- better access to fresh, healthy foods (as food and retail and farmer's markets can be accessed on foot/bike or by transit);
- more compact development, land use synergy (e.g. residents provide customers for retail which provide amenities for residents);
- stronger neighborhood character, sense of place; and
- walkable, bicycle-friendly environments with increased accessibility via transit resulting in reduced transportation costs.

The Mixed-Use Planning Area (MUPA) land use designation is intended to reflect mixed use development areas throughout Riverside County. The intent of the designation is not to identify a particular mixture or intensity of land uses, but to designate areas where a mixture of residential, commercial, office, entertainment, educational, and/or recreational uses, or other uses is planned. Many of the Mixed Use Planning Areas are located in specific plans.

In the future MUAs these areas may be appropriate candidates for the Community Center designation. In order for the Community Center designation to be considered, the project proponent is required to file a specific plan or a specific plan amendment, wherein issues relating to density, traffic, provision of transit services, compatibility with other nearby land uses, fiscal impacts, and other issues relating to the viability of the Community Center proposal are addressed and resolved.

Areas with the MUA land use designation were selected because they are located within or very close to the core areas of existing communities where important community facilities such as schools, libraries, community centers, etc. are conveniently available. Additionally, the MUAs have the opportunity to include development of residential neighborhoods of varying residential densities, including Highest Density Residential (HHDR), along with a wide-ranging mix of commercial and job-producing services in settings that take advantage of walkability and closeat-hand transit, bicycle, and automobile access capabilities.

Policies:

- LU 33.1 The Mixed-Use Area designation may be developed pursuant to either a Specific Plan or the Mixed Use Zone.
- LU 33.2 Within Mixed-Use Area neighborhoods that contain a requirement for Highest Density Residential development, it is expected and encouraged that the HHDR development will be built either prior to, or concurrently with, non-residential development in the MUA in order to support the viability of non-residential development.

Note to reader: the term Mixed Use Planning Area (MUPA) is being changed to Mixed Use Area (MUA) as part of this General Plan amendment. The changes are reflected above but should be considered changed in the General Plan.

REVISE THE PUBLIC SAFETY ELEMENT

Senate Bill 1241 Safety Element Amendments

The following change is made to the first paragraph under Technical Background Report below:

TECHNICAL BACKGROUND REPORT

The Safety Element represents an extensive effort to reduce the impacts of future disasters in Riverside County. The Safety Element Technical Background Report (Appendix H), is a comprehensive, up-to-date assessment of natural and man-made hazards in the County, including, but not limited to: earthquakes, landslides, subsidence/settlement, floods, inundation, and wildland fire. The report serves as the foundation for the Safety Element and includes detailed Geographic Information System (GIS) hazard mapping and analyses. This Safety Element incorporates by reference the County Fire Code, the County Abatement of Hazardous Vegetation Ordinance, and the Zoning Ordinance as well as the County Fire Department's Fire Protection Plan, and EMS Strategic Master Plan.

The following change is made to the first paragraph under Other General Plan Elements below.

OTHER GENERAL PLAN ELEMENTS

The Safety Element is only one of several components of the General Plan. Other social, economic, political and aesthetic factors must be considered and balanced with safety needs. Rather than compete with the policies of related elements, the Safety Element provides policy direction and designs safety improvements that complement the intent and policies of other General Plan elements.

Crucial relationships exist between the Safety Element and the other General Plan elements. How land uses are determined in areas prone to natural hazards, what regulations limit development in these areas, and how hazards are mitigated for existing development, are all issues that tie the elements together. For instance, Land Use Element diagrams and policies must consider the potential for various hazards identified in the Safety Element and must be consistent with the policies to address those hazards. The Multipurpose Open Space Element is also closely tied to

the Safety Element. Floodplains, for example, are not only hazard areas, but also often serve as sensitive habitat for threatened or endangered species, or provide recreation or passive open space opportunities for residents and visitors. As such, flood and inundation policies balance the need to protect public health and safety with the need to protect habitat and open space. Safety Element policies, especially those concerning evacuation routes and critical facilities, must also be consistent with those of the Circulation Element. The County's Circulation Plan routes are considered the backbone routes for evacuation purposes.

The following change is made to the first paragraph under Fire Hazards below.

FIRE HAZARDS

A significant portion of the county is undeveloped and consists of rugged topography with highly flammable vegetation. In particular, the hillside terrain of Riverside County has a substantial fire risk. Fire potential for Riverside County is typically greatest in the months of August, September, and October, when dry vegetation coexists with hot, dry Santa Ana winds. However, in Riverside County, fires with conflagration potential can occur at any time of the year.

Widespread fires following an earthquake, coupled with Santa Ana winds, constitute a worst-case fire suppression scenario for Riverside County. Because the fire danger is extreme, there is a statistically significant chance that the worst-case fire suppression scenario could occur.

Following a major earthquake, water availability would likely be curtailed due to breaks in water lines caused by fault rupture, liquefaction or landslides. In addition, above-ground reservoirs are vulnerable to earthquakes, which would also affect the ability to fight fires.

Over time, a majority of Southern California's wildlands will burn, as they are ecologically adapted to do. However, various human-created factors increase the risks that fires will occur; that they will be larger, more intense and more damaging; that fighting them will cost more; and that they will take a higher toll (in economic and non-economic terms). Wildfires in Riverside County often result in death, injury, and economic and natural asset losses. In long-term, the losses in vegetation can also lead to possible soil erosion and flooding. Wildfire susceptibility broken out by Federal, State and Local Responsibility Area (Fire Hazard and Very High Fire Hazard Severity Zones) has been mapped in **Figure S-11**. For additional Fire Hazard information and the most recenily adopted Cal Fire maps please refer to their website at http://frap.fire.ca.gov/index. Additionally, assets at risk due to wildfire threat are identified in the Vegetation Management Plan and Abatement of Hazardous Vegetation Ordinance 695.

BUILDING CODE AND PERFORMANCE STANDARDS

Riverside County's extreme diversity and complex pattern of land use and ownership require equally diverse and complex techniques to effectively manage the fire environment. Custom strategies for each situation can be created through combinations of pre-fire management, suppression, and post-fire management. These strategies should lessen the costly impacts of future wildfires and offer alternatives to continually increasing suppression forces. The continued use of the Riverside County Fire Department Fire Protection and Emergency Medical Services Strategic Master Plan and the Riverside County Emergency Operations Plan as a guide adopted by the Board of Supervisors will provide the necessary foundation for these management efforts.

The Riverside County Fire Department Fire Protection and Emergency Medical Services Strategic Master Plan discusses, at a minimum, descriptions of emergency services including available equipment, personnel, appropriate facilities, and capacity to assist and support wildfire suppression emergency service needs.

The Riverside County Emergency Operations Plan outlines the functions, responsibilities, and regional risk assessments of Riverside County for emergencies (e.g., wildland fires, hazardous materials incidents, flooding, dam failure, light airplane crashes) and sets forth the planned response for managing these incidents. The plan addresses initial and extended emergency response and the recovery process.

The following change is made to the first paragraph under Long-Range Fire Safety Planning below.

LONG-RANGE FIRE SAFETY PLANNING

In the wildland/urban interface, flammable structures may be within reach of ignition sources from burning wildland and structural fuels. These are extremely dangerous and complex fire conditions that pose a tremendous threat to public and firefighter safety.

New developments frequently purport to maximize the amount of land left as natural open space. Cuts and/or fills are stopped at the natural interface. This leaves the backyard as the only buffer between the highly flammable natural vegetation and the house. Brush clearance is required, but can occasionally run into endangered species obstacles. The Multipurpose Open Space Element contains Policies OS 7.4 and 18.3 that address pests and invasive or nonnative species impacts related to wildfire hazard.

Wildfires leave problems behind them. During an intense wildfire, all vegetation may be destroyed, and organic material in the soil may be burned away or may decompose into water-repellent substances that prevent water from percolating into the soil. As a result, even normal rainfall may result in unusual erosion or flooding; heavy rain can produce destructive debris flows. The relative importance of topography, vegetation conditions, and geologic engineering properties underlying the County of Riverside are compiled into digital databases and should be used to assist in the mitigation of post-fire debris flow hazards.

Revisions to the Appendices

The proposed project would amend the following Appendices:

E-2: Socioeconomic Build-Out Assumptions and Methodology

The amendment will reflect the increase in density associated with the MUA and R-7 land use designation changes. Note that only the housing unit estimates and associated population have increased. No changes to employment estimates were made.

K-1: Implementation Program

The revisions to the Land Use and Safety Elements resulted in the modification of existing, or the creation of new Action Items. The following have been added to Appendix K-1.

Change the Land Use Designation on Approximately 4,972 Acres of Land

In order to ensure Riverside County has sufficient land with the appropriate land use designation to demonstrate capacity for the housing market to adequately address housing needs to meet the RHNA for the extremely low-income, very low-income, and low-income housing categories (see **Table 2.1-2**), the proposed project includes a change in land use designation for approximately 4,972 acres of vacant or underutilized land to either Highest Density Residential (HHDR) or Mixed Use Area (MUA) with an assumed percentage of HHDR development (either 25 percent, 35 percent, 50 percent, or 75 percent HHDR). The HHDR designation allows multifamily dwellings, including apartments and condominiums, between 20 and 40 dwelling units per acre.

The proposed project includes changes to the General Plan Land Use Map and amendments to the General Plan Land Use Element in order to redesignate these sites to HHDR or MUA. In addition to the change in land use designation, Area Plan text and graphics will be revised to accommodate the change. In particular, the existing Table 2, Statistical Summaries, found in each of the Area Plans, will be revised to reflect the change in land use. Additional amendments to text or policies may also be required to support the change in housing density.

The subtotals of acreage under consideration for redesignation, separated by Area Plan, are listed in **Table 2.1-3**. The specific sites under consideration for redesignation, with acreage and current and proposed land use designations, are listed in **Appendix 2.1-2**. Detailed maps showing the location of each site are included in the Area Plan Sections 4.1 through 4.10 of this EIR.

Area Plan	Proposed HIHDR/MUA Acreage
Eastern Coachella Valley Area Plan Subtotal	1,523.87
Elsinore Area Plan Subtotal	87.49
Harvest Valley/Winchester Area Plan Subtotal	537.96
Highgrove Area Plan Subtotal	110.60
Lakeview/Nuevo Area Plan Subtotal	1,028.09
Mead Valley Area Plan Subtotal	313.41
Southwest Area Plan Subtotal	18.79
Temescal Canyon Area Plan Subtotal	49.45
The Pass Area Plan Subtotal	332.11
Western Coachella Valley Area Plan Subtotal	969.39
Total	4,971.16

 TABLE 2.1-3

 POTENTIAL HHDR/MUA ACREAGE SUBTOTALS BY AREA PLAN

Source: County of Riverside 2015

Amend Ordinance No. 348. (Land Use Ordinance)

To implement the new HHDR and MUA land use designations, the proposed project will also amend Ordinance No. 348, the Riverside County Land Use Ordinance, to include a new Mixed Use zone classification and a new R-7 zone classification.

The key elements of the new zone classifications are shown in **Table 2.1-4**. The Mixed Use zone classification will implement the Mixed Use Area land use designation in the General Plan by establishing the development standards and the mix of uses allowed in the zone. Land uses include high density residential, commercial, professional offices, and recreational uses. The R-7 zone classification will implement the HHDR land use designation by establishing development standards and uses allowed in the zone, including high-density residential uses consistent with 20 to 40 units per acre.

	MUA Zone	R-7 Zone
Residential units may be provided on upper levels of commercial or office buildings or be provided in separate buildings adjacent commercial or office buildings.		
Permitted Uses	Single Family Dwelling	Multiple family dwellings, Apartment homes.
	Multi-Family Dwelling	, , , , , , , , , , , , , , , , , , , ,
	Home Occupation	
	Domestic Animal Keeping	
	Public parks and plazas	
Permitted Uses with Plot Plan Approval	Residential units may be provided on upper levels of commercial or office buildings or may be provided in separate buildings adjacent to	Beauty shops operated from a one family dwelling by its inhabitants.

TABLE 2.1-4 MUA AND R-7 ZONE CLASSIFICATIONS SUMMARY*

	MUA Zone	R-7 Zone
	commercial or office buildings. Animal hospitals, not including any outdoor facilities., Antique shops., Art supply shops and studios., Artisan or novelty stores., Bakery shops, including baking only when incidental to retail sales on the premises., Banks and financial institutions., Barber and beauty shops., Book stores, Business and Professional Schools, Cellular telephone sales and service., Check Cashing Business, Clothing Dry Cleaners, Clothing stores., Community and Civic Centers., Computer sales and service., Combined Live/Work Development , Convenience stores, Day care centers., Delicatessens., Drug stores., Florist shops., Gift shops., Grocery Stores, Hardware stores., Hotels, resort hotels and motels., Household Furniture or Appliance Stores , Internet cafes and internet gaming facilities., Jewelry stores with incidental repairs., Laundries and laundromats., Medical Offices, Museums and libraries , Nurseries and garden supply stores., Paint and wall paper stores , Parking lots and parking structures., Pet shops and pet supply shops., Photography shops and studios and photo engraving., Plumbing shops, not including plumbing contractors., Post services, Restaurants and other eating establishments., Shoe stores and repair shops., Sporting goods stores., Tailor shops., Tobacco or Hookah shops., Tourist information centers., Toy shops.	Boarding, rooming and lodging houses. Child day care centers. Churches, temples and other places of religious worship. Home occupations Libraries, museums and art galleries. Public and private parks and playgrounds.
Conditional Uses	Residential units may be provided on upper levels of commercial or office buildings or may be provided in separate buildings adjacent to commercial or office buildings. Animal hospitals, with outdoor facilities., Bars and cocktail lounges., Billiard and pool halls., Convenience stores, General Retail Store, Hotels, resort hotels and motels., Indoor Entertainment Facility, Indoor Health and Fitness Facility, Motor vehicle fuel service stations, with or without the concurrent sale of beer and wine for off-premises consumption., Post services, Private Academic Facility, Theaters and Auditoriums, Liquor stores pursuant to the provisions of the Alcoholic Beverage Sales ordinance.	Mobile home parks
Development Standa	rds	
Minimum Lot Area	None.	None.
Maximum Dwelling Unit (du) Density per Acre	 17 du on lots up to 7,200 sq ft 22 du per acre on lots up to 20,000 sq ft 29 du per acre on lots up to 43,560 sq ft 44 du per acre on lot greater than 43,560 sq ft 	 17 du on lots up to 7,200 sq ft 22 du per acre on lots up to 20,000 sq ft 29 du per acre on lots up to 43,560 sq ft 44 du per acre on lot greater than 43,560 sq ft

2.1 PROJECT DESCRIPTION

	MUA Zone	R-7 Zone
Height Limit	Except when adjacent to existing single family dwellings or property zoned R-1 (One-Family Dwellings), the maximum height for buildings or structures shall be one hundred feet (100'). The maximum height for buildings or structures adjacent to existing single family dwellings or property zoned R-1 (One-Family Dwellings) shall be fifty feet (50').	50 feet; 100 feet with approval of variance
Setbacks (for parcels adjacent to existing residential development)	Building facades shall be no more than fifteen feet (15') from the street side property lines. No interior side setbacks are required, except when the MU zone property abuts a residential zoned property in which case the minimum side setback required in the MU zone shall be the same as required for a residential use on the abutting residential zoned property. Commercial floor space provided on the ground floor of a mixed use building shall have a minimum floor to ceiling height of eleven feet (11').	None for buildings < 35 feet in height. Any portion of a building which exceeds 35 feet in height shall be set back from the front and rear lot lines no less than 10 feet plus 2 feet for each foot by which the height exceeds 35 feet.
Lot Coverage	No Limit.	60 percent
Open Space	Per approved plot plan.	200 sq.ft. per unit
Building Separation	For detached residential uses, the minimum distance between buildings on three (3) sides shall be five feet (5') and eight feet (8') on the remaining side.	Any one-story main building shall be separated by a minimum of ten (10) feet from any other one-story main building on the same lot. Any two-story main building shall be separated by a minimum of fifteen (15) feet from any other main building on the same lot. Main buildings above two-stories shall be separated by a minimum of twenty (20) feet from any other main building on the same lot.

Source: County of Riverside 2015

The MUA zone classification is also anticipated to contain the following development standards:

- PUBLIC USE. Any building over thirty thousand square feet (30,000') shall include a public use area such as public park, plaza or square.
- Public use areas shall be located next to public streets, residential areas and retail uses and does not include the public right-of-way.
- GROUND FLOOR. No more than fifty percent (50%) of all ground floor mixed use buildings may be residential development.
- TRANSPARENCY. Along predominantly retail streets, at least fifty percent (50%) of the street building wall area between three feet (3') and ten feet (10') shall be transparent with clear windows that allow views of indoor space or display areas.

- STREET ORIENTATION. Commercial and mixed use buildings shall be oriented so functional pedestrian entrances face the street, and parking areas are located mostly underground or to the rear or side of the building.
- ENTRANCES. Buildings shall have an entrance door facing the public sidewalk, which may include doors to individual shops, lobby entrances, entrances to pedestrian-oriented plazas or courtyard entrances.
- PEDESTRIAN PATHS. Pedestrian paths shall be provided to connect commercial building entries with adjacent streets, uses and parcels.
- BUILDING DESIGN. Building facades shall be varied and articulated to provide visual interest to pedestrians which may be accomplished by incorporating offsetting plans, changes in wall texture and color, architectural elements and landscaping into the design of the buildings.
- Except for detached residential development, buildings shall include at least one architectural projection that is at minimum two percent (2%) higher than the primary structure but does not exceed twenty feet (20').
- STREET PATTERN. The street system shall be in a grid pattern or modified grid pattern emphasizing interconnected streets and the ability to reach local destinations without crossing major streets or primary arterials.
- ROOF-MOUNTED EQUIPMENT SCREENING. Except for solar energy systems, all roofmounted mechanical and other equipment shall be screened from the ground elevation view to a minimum sight distance of 660 feet.
- TRASH COLLECTION. Trash collection areas shall be screened by landscaping or architectural features in such a manner as not to be visible from a public street for from any adjacent residential development.
- LIGHTING. All lighting fixtures, including spot lights, electrical reflectors and other means of illumination for signs, buildings, landscaping, parking, loading, unloading and similar areas, shall be focused, directed and arranged to prevent glare or direct illumination on residential uses.

Change of Zone No. 7902

In order to ensure Riverside County has sufficient land with the appropriate zoning to implement the General Plan's HHDR and MUA land use designations, Change of Zone No. 7902 will change the zoning classifications for the parcels listed in **Appendix 2.1-2** totaling approximately 4,972 acres.

Other Amendments to Ordinance No. 348

Housing Element Implementation

The proposed project includes text amendments to Ordinance No. 348 to comply with changes in state law and implementation of Housing Element programs, including those encouraging multifamily development. These text amendments are summarized below, with the Housing Element policy numbers (in **bold**).

2.1 PROJECT DESCRIPTION

- Action 1.3b: For the purpose of all local ordinances, employee housing shall not be deemed a use that implies that the employee housing is an activity that differs in any other way from an agricultural use. No conditional use permit, zoning variance, or other zoning clearance shall be required of this employee housing that is not required of any other agricultural activity in the same zone. The permitted occupancy in employee housing in an agricultural zone shall include agricultural employees who do not work on the property where the employee housing is located.
- Action 1.5g: Amend Ordinance 348 to include use and occupancy requirements for transitional and emergency shelters as follows:
 - Allow for emergency shelter in the I-P zone by right without discretionary review Add the current definition of transitional housing and supportive housing and to permit transitional and supportive housing types as residential uses and subject only to those restrictions that apply to other residential uses of the same type in the same zone.
- Action 2.1h: Consider the adaptive reuse of small older motels to transitional housing facilities, emergency shelters or Single Resident Occupancy (SROS) in conjunction with qualified non-profit organizations. In addition, the County will amend the Zoning Ordinance to define single-room occupancy units (SROs) and allow them to be permitted in the General Commercial Zone (C-1/C-P) with a conditional use permit.
- Action 3.3b: Ensure that persons with disabilities have increased access/placement in residential units rehabilitated or constructed through County programs. Continue to cooperate with non-profit agencies that provide placement or referral services for persons with disabilities.

The County will amend Ordinance 348 to include a formal procedure for reviewing and approving requests for modifications to building or zoning requirements in order to ensure reasonable accommodations for persons with disabilities.

- Action 1.2q: The County will continue to allow reduced parking requirements for senior and affordable housing projects as well as pursue the following revisions to the County's parking standards to more easily accommodate higher densities on multifamily and mixed-use sites. Further study of these revisions shall be conducted before changes to the Zoning Ordinance are made:
 - Reductions in the number of spaces required for affordable or senior housing projects, if it can be demonstrated that the expected tenants will own fewer cars than the regular standards anticipate—or if spaces will not be "preassigned" to specific units in the project.
 - Allowances for some of the spaces to be tandem or uncovered, provided that none of the spaces extend into the front yard setback.
 - Standards for "shared parking" when uses with different peaking characteristics (such as offices and apartments) are combined in a single structure.
 - Reductions to the space requirements for studio and one-bedroom apartments (presently two spaces per unit).

- In addition, the County should explore the feasibility of an ordinance which would prohibit the long-term storage of cars in designated parking spaces in multifamily complexes, thereby ensuring that the spaces remain available for tenant use.
- The County will also evaluate the associated costs with the current parking requirements to ensure they are not a constraint on development.
- Action 4.1b: Update the definition of family so that it does not limit the number of persons per household, and does not require that persons are related by blood.

2.1.6 CONSISTENCY WITH GENERAL PLAN

The Housing Element is only one part of the integrated, consistent set of goals and policies contained in the County of Riverside General Plan. State law requires that general plan elements be internally consistent with one another.

At the time of the writing of this Draft EIR, the County had recently adopted GPA 960¹. However, GPA 960 is currently in active litigation with an unknown outcome. GPA 960 furthered the objectives and policies of the previously adopted 2003 RCIP General Plan by directing future development toward existing and planned urban areas where growth is best suited to occur (Chapter 2, Vision Statement of the 2003 RCIP General Plan). Because the outcome of the litigation is uncertain, and as the proposed project furthers goals of the previous and the current General Plan, policy numbers for both documents are listed in the analysis of this EIR for reference purposes. Both GPA 960 and the 2003 Riverside County Integrated Plan (RCIP) General Plan anticipated urban development on the neighborhood sites affected by the proposed project. As such, the site development environmental effects and determinations analyzed in this EIR would not differ substantially from either the 2003 RCIP General Plan or the current General Plan.

2.1.7 USES OF THE EIR AND REQUIRED AGENCY APPROVALS

The following is a non-exhaustive, non-exclusive list that specifies the approvals necessary for the project. The Riverside County Planning Commission will consider GPA No. 1122 and its EIR (No. 548) and make a recommendation to the Riverside County Board of Supervisors, which will then review GPA No. 1122 and EIR No. 548, and supporting documents to consider whether or not to take the following actions:

- Adoption of the updated Housing Element for the 2013–2021 planning period, General Plan Amendment No. 1122.
- Certification of Environmental impact Report No. 548, prepared for GPA No. 1122.
- Approval of EIR No. 548 Findings.
- Adoption of a Mitigation Monitoring and Reporting Program in conjunction with EIR No. 548.

December 8, 2015

After adoption, the updated Housing Element will be submitted to HCD for review and certification. Adoption and implementation of the Housing Element would not require any approvals or permits from other local, state, or federal agencies.

Subsequent to these actions, a number of future actions may be based (in whole or in part) on the environmental evaluations undertaken as part of EIR No. 548 for the proposed project. Subsequent development projects may require review and approval by various Riverside County agencies or departments or agencies outside of the County of Riverside. The need for such actions would be determined at the time of subsequent environmental review and are not directly associated with the proposed project. Listing of required discretionary approvals for potential future developments would be speculative at this time.

REFERENCES

- County of Riverside. 2002. Riverside County Integrated Project, General Plan, Final Program, Environmental Impact Report No. 441 (SCH #2002051143).
- ------. 2014. County of Riverside General Plan Amendment No. 960. Public Review Draft. (SCH #2009041065).
- -----. 2015. County of Riverside Environmental Impact Report No. 521. Public Review Draft.
- -----. 2015. General Plan Amendment No 1122, Draft Housing Element 2013-2021.
- SCAG (Southern California Association of Governments). 2012. 5th Cycle Regional Housing Needs Assessment Final Allocation Plan, January 1, 2014–October 1, 2021.

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Riverside County General Plan Housing Element Community Maps Entraney - Decertaine JUDA DUARS ----Ø 643 🖉 🖉 Argort Inti 34.83 ; Citize 21 . 6.7.E. .! REMA with beide balley 24 0 \odot Shife balane biolet Community Names: Eastern Coechelle Valley A - Mecca Town Center inity Names Community Names: Highgrove Area pla Community Names: Need Vallay Area Plan: Community Names: Temescal Canyon Area Plan; P - Home Gardens Town Center Community Namee: Western Coachella Valley Area Plan: R - Thousand Palms Town Center 8 - Thousand Palms Community (I-10/Cook & Vicinity) Cox e Area Pian: E - Lee Lake Comm . - Good Hope Community II - Mead Valley Town Center North Bhore Town Ce Oasis Town Center 1 Community Names: The Pass Area Plan: Community Names lead Valley Co unity (1-216/Nuevo Rd Vicinity) - Desert Edge/Southwest Desert Hot Springs Co ity Names: Ô. **n C** Lakeview/Nuevo Area Plan J - Lakeview Town Center U - Rushmore/Kindale Community V - I-10/Hauges Lahmann Ave Contin W - North Palm Springs Community Harvest Val Installing Pastalla pl. Lanate Co nunity Nemes: west Area Plan: Q - Cabazon Te heister Town Canter 5/25/2010 G - Wire vo Community (W Winchester Community (M m Ansal **Q** - Franch Valley Airport Vicinity -

* General Plan Amendment No. 1122 and Change of Zone No. 7902 proposes to amend the land use designations and zone classifications of specific parcels located through out Riverside County as part of the Housing Element Update. The communities identified on the map as D, G, H, I, K, L, M, N, and O are located within an Airport Influence Area. The attached list Identifies the parcels that fall within an AIA.

ATTACHMENT C

			Total Parcels= 401
COMMUNITIES WITHIN AN AIRPORT INFLUENCE AREA			Gross Acres = 1423.76
			Net Acres = 1280.82
		Map ID: D	
AREA PLAN:	EASTERN COACHELLA	VALLEY	Number of Parcels: 11
COMMUNITY	: THERMAL TOWN C	ENTER	Gross Acres: 238.98
Existing Land	Use Designations:	Existing Zone:	Net Acres: 224.29
MHDR, HDR, LI		M-SC, A-1-20, A-1-10, A-1-2	
APN	NEIGHBORHOOD	PROPOSED LAND USE	PROPOSED ZONING
757090010	1	MUA	MU
757090027	1	MUA	MU
757090028	1	MUA	MU
757090029	1	MUA	MU
757062002	2	MUA	MU
757062003	2	MUA	MU
757080005	2	MUA	MU
757090004	2	MUA	MU
757090011	2	MUA	MU
757090022	2	MUA	MU
	2	MUA	MU

MAP ID: G				
AREA PLAN: HARVEST VALLEY / WINCHESTER			Number of Parcels: 185	
COMMUNITY	: WINCHESTER TOW	N CENTER	Gross Acres: 363.61	
Existing Land MDR, LDR, Cl	Use Designations: R	Existing Zone: R-R, M-SC, C-P-S, R-1	Net Acres: 307.85	
APN	NEIGHBORHOOD	PROPOSED LAND USE	PROPOSED ZONING	
462100005	1	HHDR	R-7	
462100007	1	HHDR	R-7	
462100008	1	HHDR	R-7	
462100010	_ 1	HHDR	R-7	
462100011	1	HHDR	R-7	
462100012	1	HHDR	R-7	
462100014	1	HHDR	R-7	
462100015	1	HHDR	R-7	
462100037	1	HHDR	R-7	
462100041	1	HHDR	R-7	
462100042	1	HHDR	R-7	
462100047	1	HHDR	R-7	
462140009	2	MUA	MU	
462140012	2	MUA	MU	
462140014	2	MUA	MU	
462140015	2	MUA	MU	
462140016	2	MUA	MU	
462140017	2	MUA	MU	

462440040			
462140018	2	MUA	MU
462140028	2	MUA	MU
462140029	2	MUA	MU
462140030	2	MUA	MU
462140031	2	MUA	MU
462151001	2	MUA	MU
463060018	_2	MUA	MU
463060002	3	MUA	MU
463060003	3	MUA	MU
463060004	3	MUA	MU
463060005	3	MUA	MU
463060006	3	MUA	MU
463060015	3	MUA	MU
463060016	3	MUA	MU
463060020	3	MUA	MU
463060022	3	MUA	MU
463060024	3	MUA	MU
463060025	3	MUA	MU
463060026	3	MUA	MU
463060029	3	MUA	MU
463060030	3	MUA	MU
463060031	3	MUA	MU
463060032	3	MUA	MU
463077001	3	AUM	MU
463077002	3	MUA	MU
463080003	4	MUA	MU
463080005	4	MUA	MU
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463080007	4	MUA	MU
463080009	4	MUA	MU
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463080011	4	MUA	MU
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463100002	4	MUA	MU
463100003	4	MUA	MU
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463100006	4	MUA	MU
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462100021	5	MUA	MU
462100025	5	MUA	MU
462100023	5	MUA	MU
462100067	5	MUA	MU
462110001	5	MUA	MU
462110001	5	MUA	MU
462110002	5	MUA	MU
462110003	5	MUA	
462110004	5	MUA	MU
462110005	5	MUA	MU
462110000	5	MUA	MU
462110007	5	MUA	MU
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462110003	5	MUA	MU
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462165001	5	MUA	MU
462165001	5	MUA	MU
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462171004	5	MUA	MU
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462172003	5	MUA	MU
462172004	5	MUA	MU
462172005	5	MUA	MU
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	5	MUA	MU
462173004			
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4021/3008	5	MUA	MU

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462174001	5	MUA	MU
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463118007	6	MUA	MU
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462120003	7	MUA	MU
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462120005	7	MUA	MU
462120005	7	MUA	MU
462120000	7	MUA	MU
462120012	7	MUA	MU
462120013	7	MUA	MU
462120014	7	MUA	MU
462120015	7	MUA	MU
	7		
462120038		MUA	MU
463120013	8	MUA	MU
463120017	8	MUA	MU
463120018	8	MUA	MU
463160009	8	MUA	MU
463160010	8	MUA	MU
463160011	8	MUA	MU
463160012	8	MUA	MU
463160013	8	MUA	MU
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463160022	8	MUA	MU
463160023	8	MUA	MU
463160026	8	MUA	MU
463160027	8	MUA	MU
463160028	8	MUA	MU

463160029	8	MUA	
463160030	8	MUA	
463160031	8	MUA	MU
463160033	8	MUA	MU
463160034	8	MUA	MU
463160036	8	MUA	MU
463160037	8	MUA	MU
463160041	8	MUA	MU
463160042	8	MUA	MU
463160043	8	MUA	
463160044	8	MUA	MU
463160047	8	MUA	
463160048	8	MUA	
463130001	9	MUA	MU
463130005	9	MUA	MU
463130006	9	MUA	MU
463130007	9	MUA	MU
463130008	9	MUA	
463130010	9	MUA	MU
463130011	9	MUA	MU
463160015	9	MUA	MU
463160016	9	MUA	MU
463160017	9	MUA	MU
463160018	9	MUA	MU
463160019	9	MUA	MU
463160020	9	MUA	

MAP ID: H				
AREA PLAN: HARVEST VALLEY / WINCHESTER			Number of Parcels: 15	
COMMUNITY	: WINCHESTER COM	MUNITY (WESTERN AREA)	Gross Acres: 243.68	
Existing Land	Use Designations:	Existing Zones:	Net Acres: 230.07	
MDR		R-R, A-1-10, R-1		
APN	NEIGHBORHOOD	PROPOSED LAND USE	PROPOSED ZONING	
462080004	1	MUA	MU	
462080005	1	MUA	MU	
462080006	1	MUA	MU	
462080007	1	MUA	MU	
462080008	1	MUA	MU	
462080009	1	MUA	MU	
462080010	1	AUM	MU	
462080011	1	MUA	MU	
462080012	1	MUA	MU	
462080013	1	MUA	MU	
462080014	1	MUA	MU	
462080015	1	MUA	MU	
462080016	1	MUA	MU	
462090001	1	MUA	MU	

462090002	1	MUA	MU

MAP ID: 1				
AREA PLAN:	HIGHGROVE AREA PL	Number of Parcels: 28		
COMMUNITY: HIGHGROVE TOWN CENTER Existing Land Use Designations: Existing Zones:		Gross Acres: 123.27		
		Net Acres: 110.60		
LI, MDR, LDR		M-SC, I-P, R-1, R-1-2000		
APN	NEIGHBORHOOD	PROPOSED LAND USE	PROPOSED ZONING	
255040009	1	MUA	MU	
255040010	1	MUA	MU	
255040014	1	MUA	MU	
255040015	1	MUA	MU	
255040016	1	MUA	MU	
255040017	1	MUA	MU	
255060001	1	MUA	MU	
255060008	1	MUA	MU	
255060014	1	MUA	MU	
255060015	1	MUA	MU	
255060016	1	MUA	MU	
255060017	1	MUA	MU	
255060018	1	MUA	MU	
255110003	1	MUA	MU	
255110004	1	MUA	MU	
255110005	1	MUA	MU	
255110006	1	MUA	MU	
255110015	1	MUA	MU	
255110019	1	MUA	MU	
255110023	1	MUA	MU	
255110029	1	MUA	MU	
255110030	1	MUA	MU	
255250008	1	MUA	MU	
255170005	2	HHDR	R-7	
255170011	2	HHDR	R-7	
255170012	2	HHDR	R-7	
255170013	2	HHDR	R-7	
255170014	2	HHDR	R-7	

MAP ID: L						
AREA PLAN: MEAD VALLEY COMMUNITY: GOOD HOPE COMMUNITY Existing Land Use Designations: Existing Zone: MDR, CR, LI R-R		Number of Parcels: 48 Gross Acres: 131.71 Net Acres: 116.33				
			APN	NEIGHBORHOOD	PROPOSED LANDUSE	PROPOSED ZONING
			326240008	1	MUA	MU
326240018	1	MUA	MÜ			
326240027	1	MUA	MU			
326240030	1	MUA	MU			

326240037	1	MUA	MU
326240038	1	MUA	MU
326240044	1	MUA	
326240047	1	MUA	
326240048	1	MUA	MU
326240050	1	MUA	MU
326240053	1	MUA	MU
326240054	1	MUA	MU
326240060	1	MUA	MU
326240061	1	MUA	MU
326240074	1	MUA	MU
326240075	1	MUA	MU
326240076	1	MUA	MU
326240077	1	MUA	MU
326240078	1	MUA	
326240079	1	MUA	
326240080	1	MUA	MU
326240081	1	MUA	MU
326240082	1	MUA	MU
326240083	1	MUA	MU
326240084	1	MUA	MU
326240085	1	MUA	MU
326250001	1	MUA	MU
326250018	1	MUA	MU
326250020	1	MUA	MU
326250022	1	MUA	MU
326250023	1	MUA	MU
326250024	1	MUA	MU
326250025	1	MUA	MU
326250027	1	MUA	MU
326250028	1	MUA	MU
326250029	1	MUA	MU
326250030	1	MUA	MU
326250031	1	MUA	MU
326250032	1	MUA	MU
326250035	1	MUA	MU
326250036	1	MUA	MU
26250037	1	MUA	MU
26250038	1	MUA	MU
326250039	1	MUA	MU
326250040	1	MUA	MU
326250041	1	MUA	MU
26250042	1	MUA	MU
326250043	1	MUA	MU

MAI	PID: K
AREA PLAN: LAKEVIEW / NUEVO	Number of Parcels: 38

	MMUNITY: NUEVO COMMUNITY (WESTERN AREA)		Gross Acres: 155.30 Net Acres: 144.96
Existing Land Use Designations:		Existing Zones: R-1, R-R	
APN	NEIGHBORHOOD	PROPOSED LAND USE	PROPOSED ZONING
307240001	1	MUA	MU
307240004	1	MUA	MU
307240006	1	MUA	MU
307240007	1	MUA	MU
307240008	1	MUA	MU
307240060	1	MUA	MU
307240061	1	MUA	MU
307270006	2	MUA	MU
307270012	2	MUA	MU
307270013	2	MUA	MU
307270014	2	MUA	MU
307270015	2	MUA	MU
307270016	2	MUA	MU
307270017	2	MUA	MU
307270018	2	MUA	MU
307270019	2	MUA	MU
307270020	2	MUA	MU
307270023	2	MUA	MU
307270024	2	MUA	MU
307270025	2	MUA	MU
307270026	2	MUA	MU
307270027	2	MUA	MU
307270028	2	MUA	MU
307270029	2	MUA	MU
310230027	2	MUA	MU
310270001	2	MUA	MU
310270002	2	MUA	MU
310270003	2	MUA	MU
310270004	2	MUA	MU
310270006	2	MUA	MU
310270007	2	MUA	MU
310270008	2	MUA	MU
310270009	2	MUA	MU
310270010	2	MUA	MU
310270011	2	MUA	MU
310270012	2	MUA	MU
310270013	2	MUA	MU
310270014	2	MUA	MU

	MAP ID: M	
AREA PLAN: MEAD VALLEY AREA	PLAN	Number of Parcels: 50
COMMUNITY: MEAD VALLEY TOW	VN CENTER	Gross Acres: 63.83
Existing Land Use Designations:	Existing Zones:	Net Acres: 53.52
CR, RC-LDR	C-P-S, R-R-1/2	

APN	NEIGHBORHOOD	PROPOSED LAND USE	PROPOSED ZONING
318061027	1	MUA	MU
318061030	1	MUA	MU
318061037	1	MUA	MU
318062011	1	MUA	MU
318070005	1	MUA	MU
318070006	1	MUA	MU
318070010	1	MUA	MU
318090013	1	MUA	MU
318090014	1	MUA	MU
318090015	1	MUA	MU
318090016	1	MUA	MU
318090017	1	MUA	MU
318090018	1	MUA	MU
318090020	1	MUA	MU
318090023	1	MUA	MU
318090024	1	MUA	MU
318090028	1	MUA	MU
318090030	1	MUA	MU
318090031	1	MUA	MU
318090032	1	MUA	MU
318130001	1	MUA	MU
318130002	1	MUA	MU
318130003	1	MUA	MU
318130004	1	MUA	MU
318130005	1	MUA	MU
318130012	1	MUA	MU
318140002	1	MUA	MU
318140003	1	MUA	MU
318140004	1	MUA	MU
318140005	1	MUA	MU
318140007	1	MUA	MU
318140015	11	MUA	MU
318140016	11	MUA	MU
318140017	1	MUA	MU
318140019	1	MUA	MU
318140020	1	MUA	MU
318140021	1	MUA	MÜ
318140028	1	MUA	MU
318140029	1	MUA	MU
318160001	1	MUA	MU
318160002	1	MUA	MU
318160003	1	MUA	MU
318160004	1	MUA	MU
318160005	1	MUA	MU
318160032	1	MUA	MU
319052015	1	MUA	MU

319052029	1	MUA	MU
319181012	1	MUA	MU
319181033	1	MUA	MU
318100011	2	MUA	MU

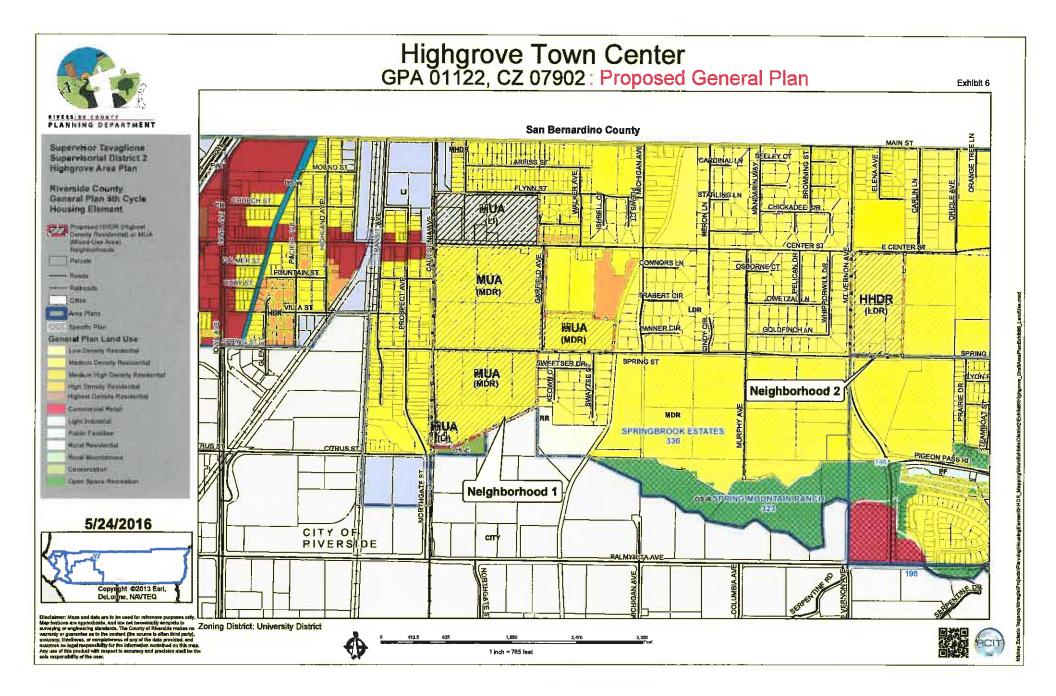
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AREA PLAN:	MEAD VALLEY AREA	PLAN	Number of Parcels: 24	
COMMUNITY	MMUNITY: MEAD VALLEY COMMUNITY (I-215 / NUEVO RD		Gross Acres: 83.90	
Exisitng Land Use Designations: BP		Existing Zone: M-M, I-P, R-R, R-A-1, A-1-1	Net Acres: 74.41	
APN	NEIGHBORHOOD	PROPOSED LAND USE	PROPOSED ZONING	
305230012	3	MUA	MU	
305230046	3	MUA	MU	
305261003	3	MUA	MU	
305261005	3	MUA	MU	
305261007	3	MUA	MU	
305270001	3	MUA	MU	
305270026	3	MUA	MU	
305270028	3	MUA	MU	
305270029	3	MUA	MU	
305270030	3	MUA	MU	
305270031	3	MUA	MU	
305270032	3	MUA	MU	
305270034	3	MUA	MU	
305270035	3	MUA	MU	
305270036	3	MUA	MU	
305270044	3	MUA	MU	
305270045	3	MUA	MU	
305270057	3	MUA	MU	
305270059	3	MUA	MU	
305270065	3	MUA	MU	
305270067	3	MUA	MU	
305270072	3	MUA	MU	
305270073	3	MUA	MU	
322280001	3	MUA	MU	

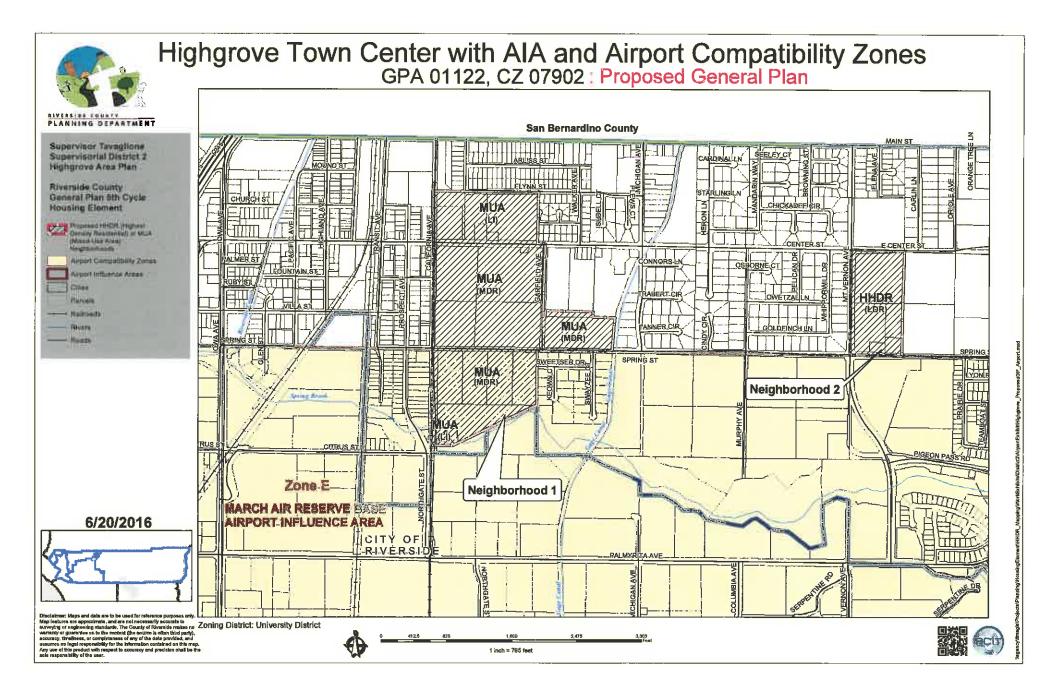
		MAP ID: O	
AREA PLAN: SOUTHWEST COMMUNITY: FRENCH VALLEY AIRPORT VICINITY			Number of Parcels: 2 Gross Acres: 19.48 Net Acres: 18.79
APN	NEIGHBORHOOD	PROPOSED LAND USE	
964080001	1	HHDR	R-7
964080003	2	MUA	MU

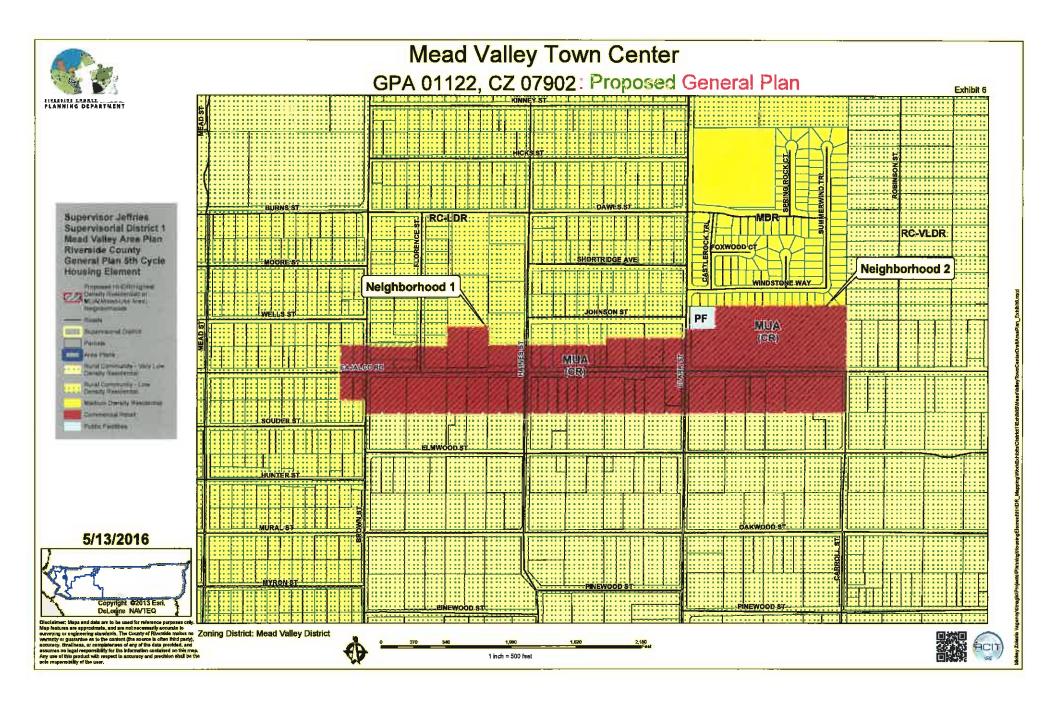
ATTACHMENT D: PARCEL SPECIFIC GPA No. 1122 LAND USE DESIGNATION AMENDMENT EXHIBITS

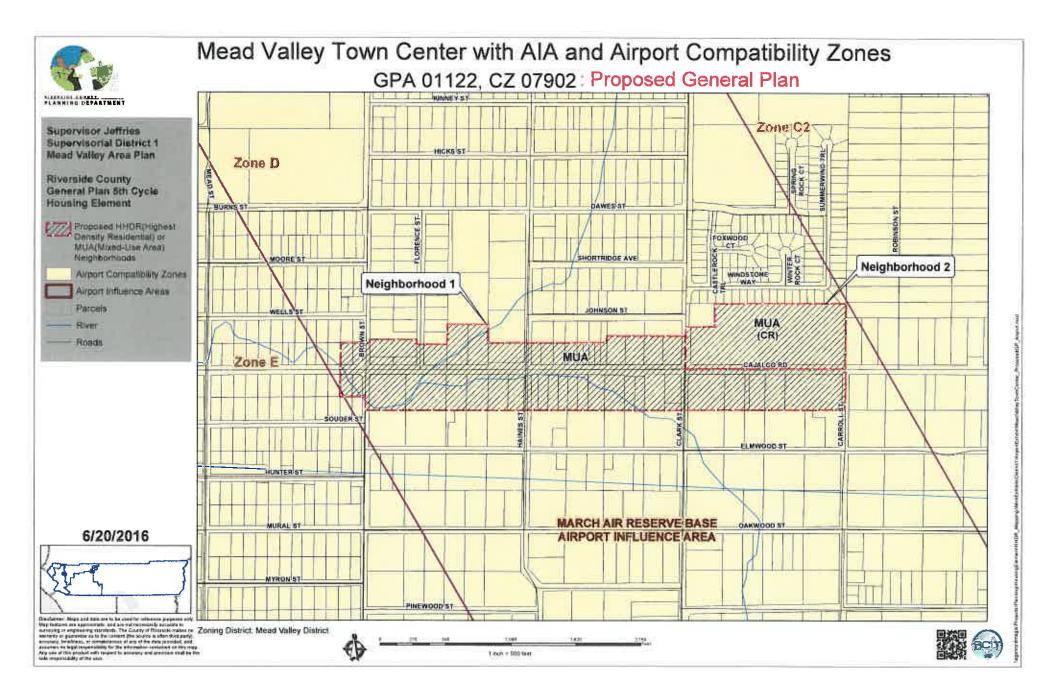
Communities that are within an Airport Influence Area

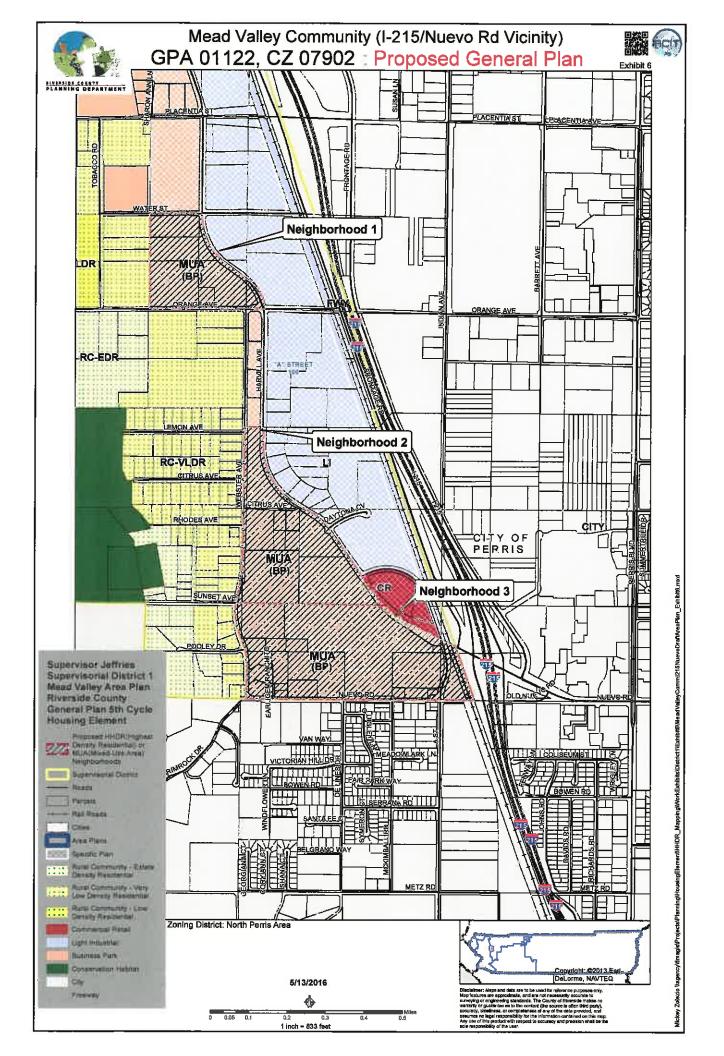
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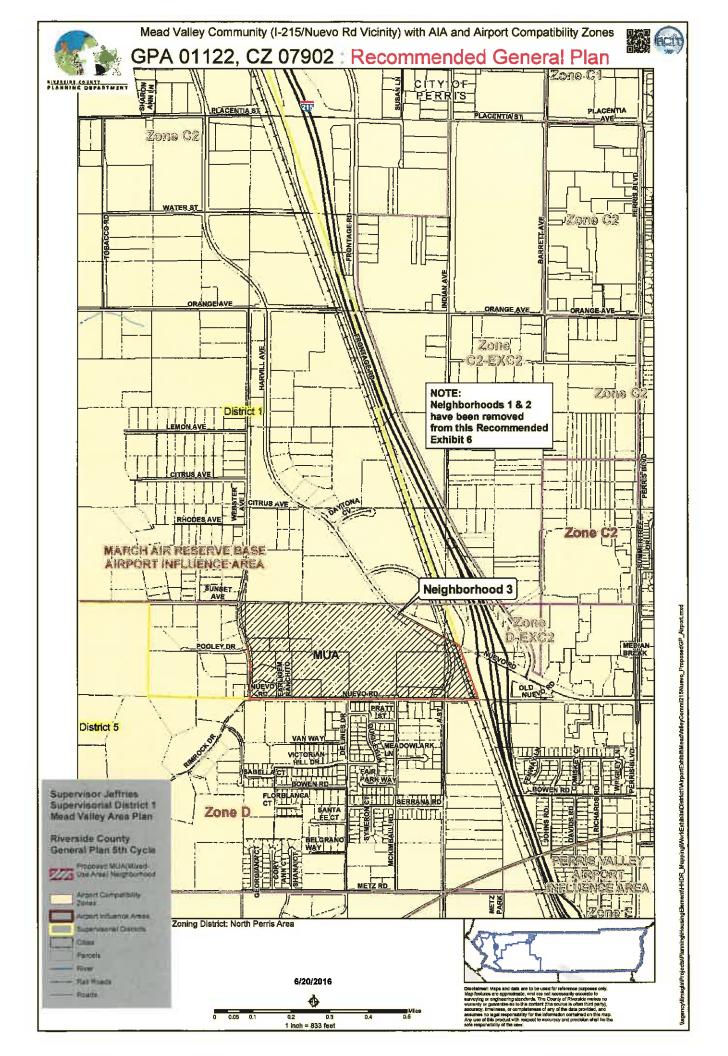


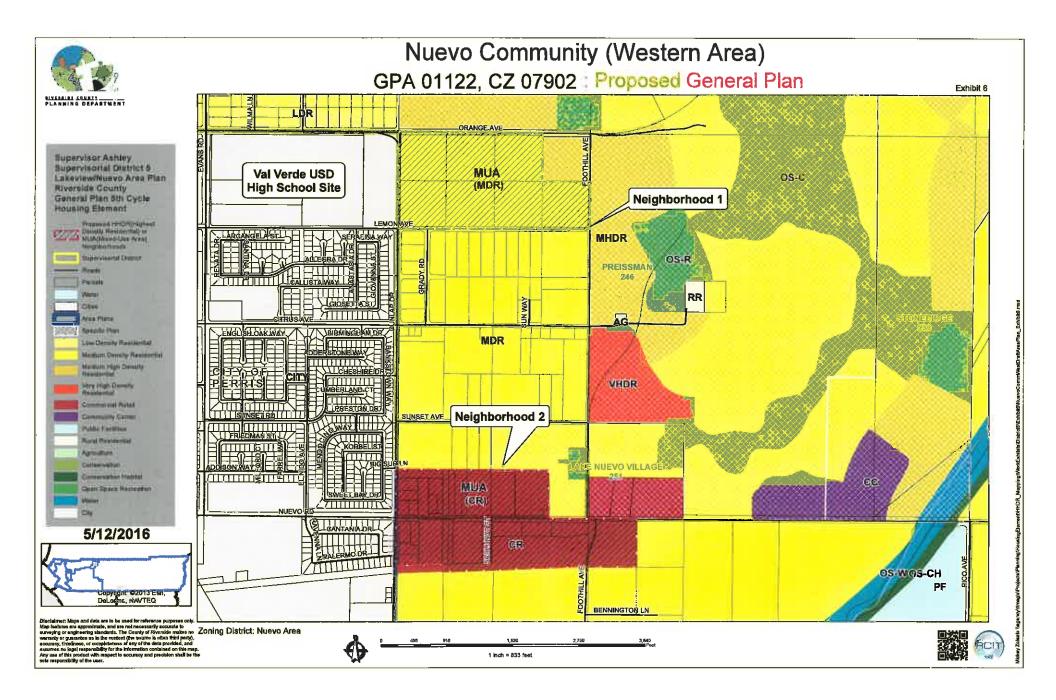


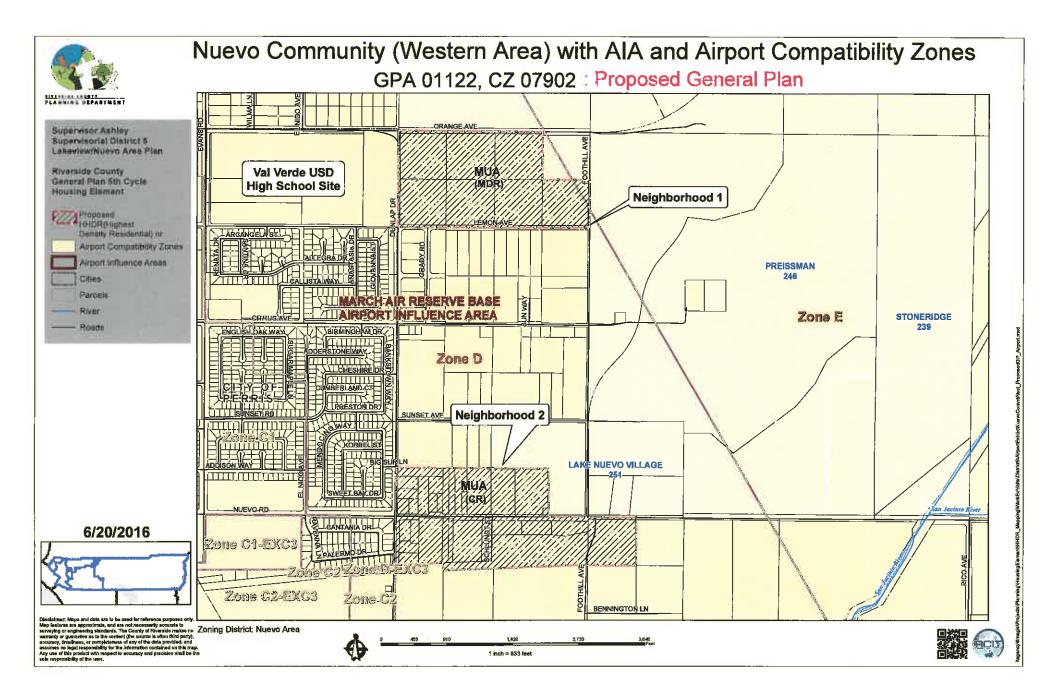


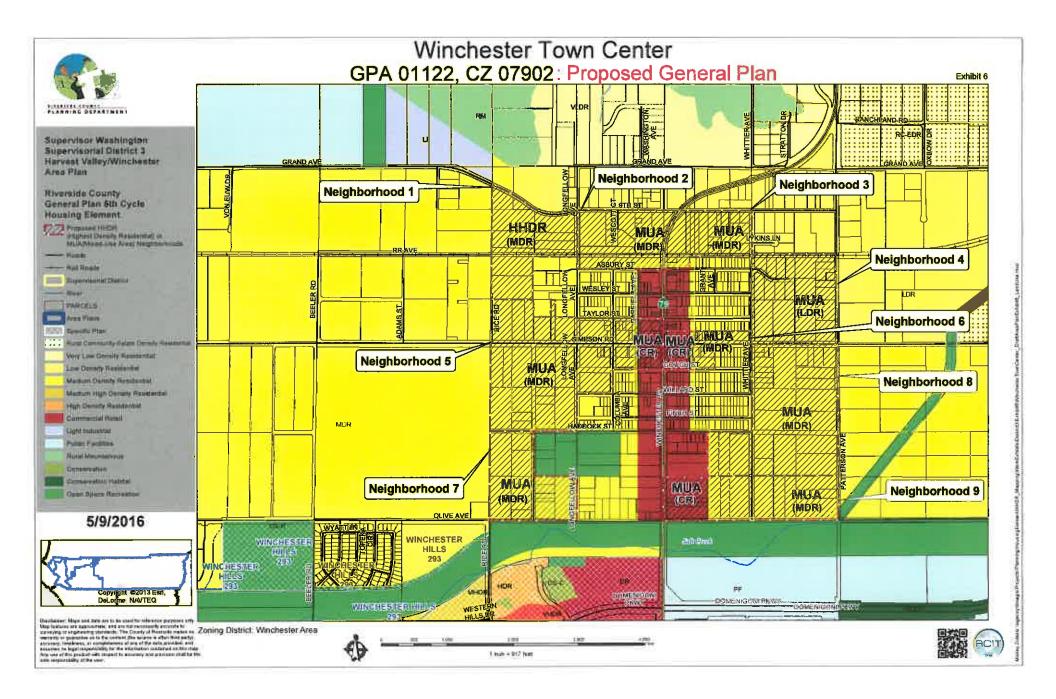


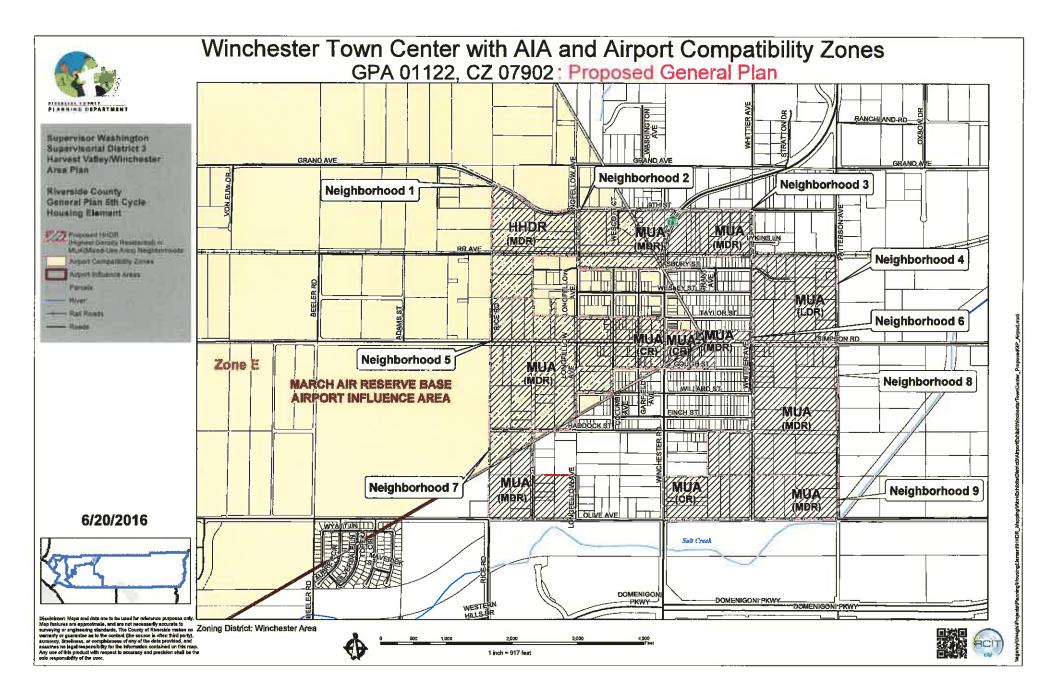


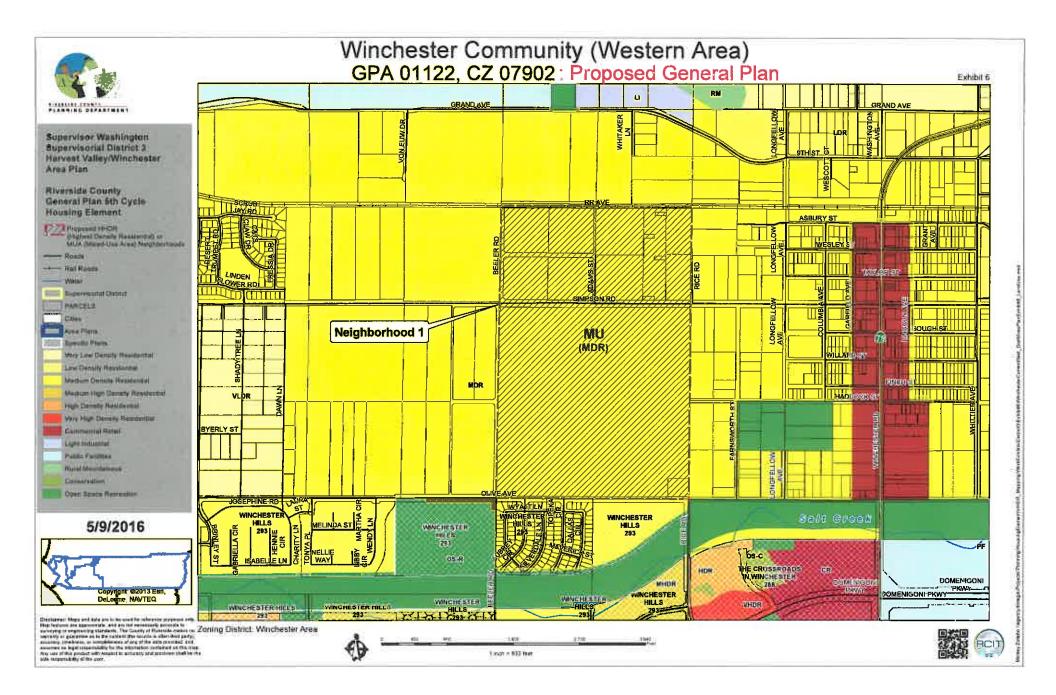


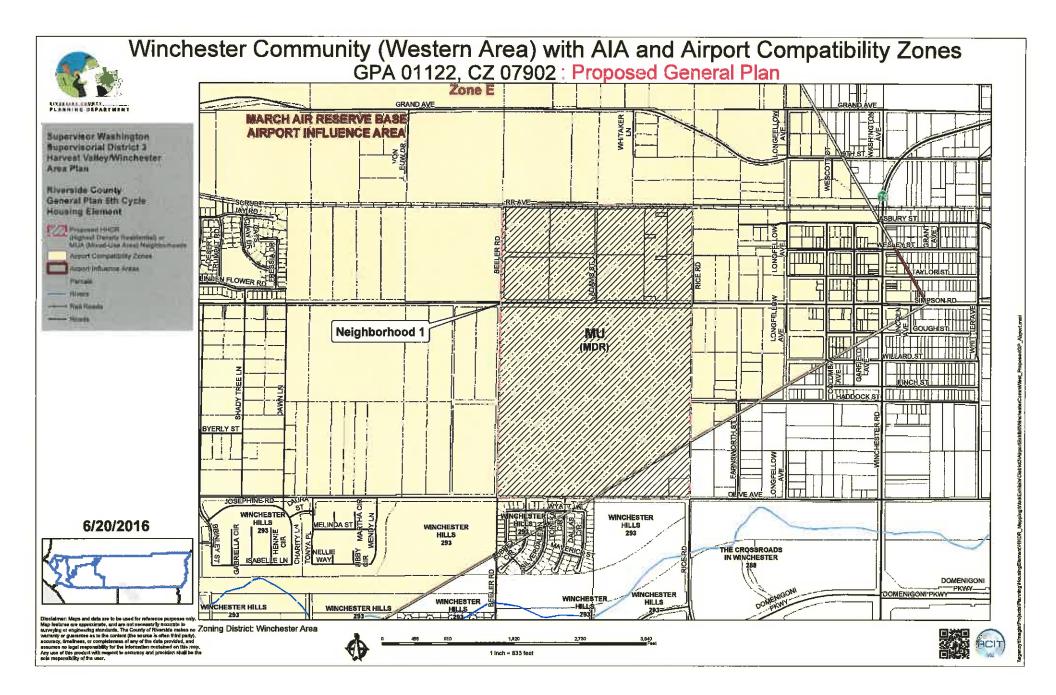


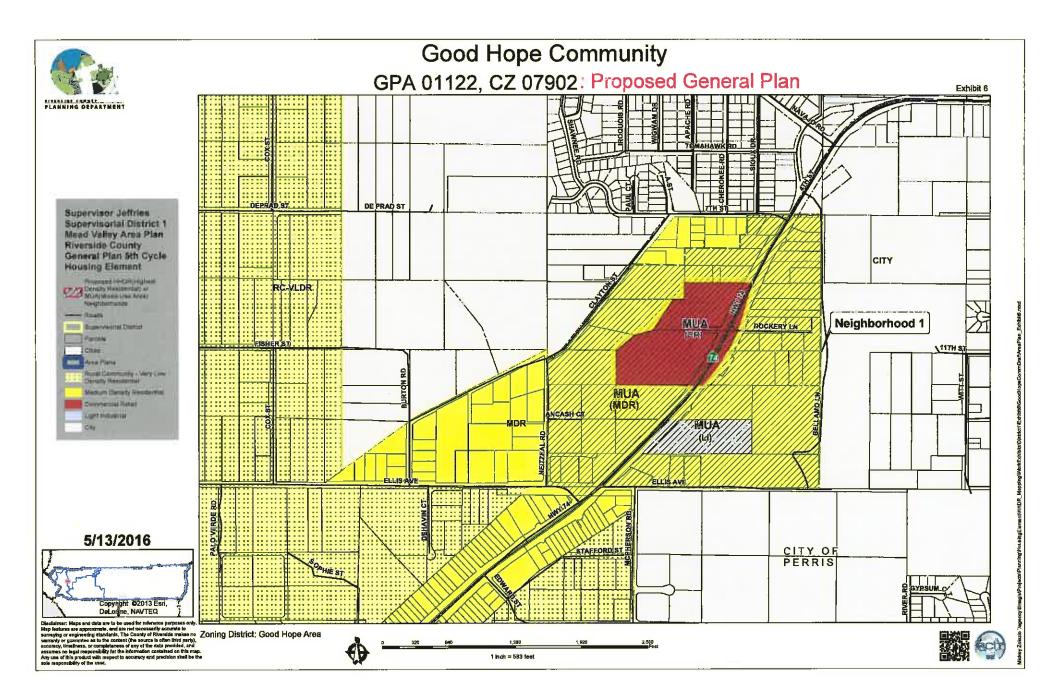


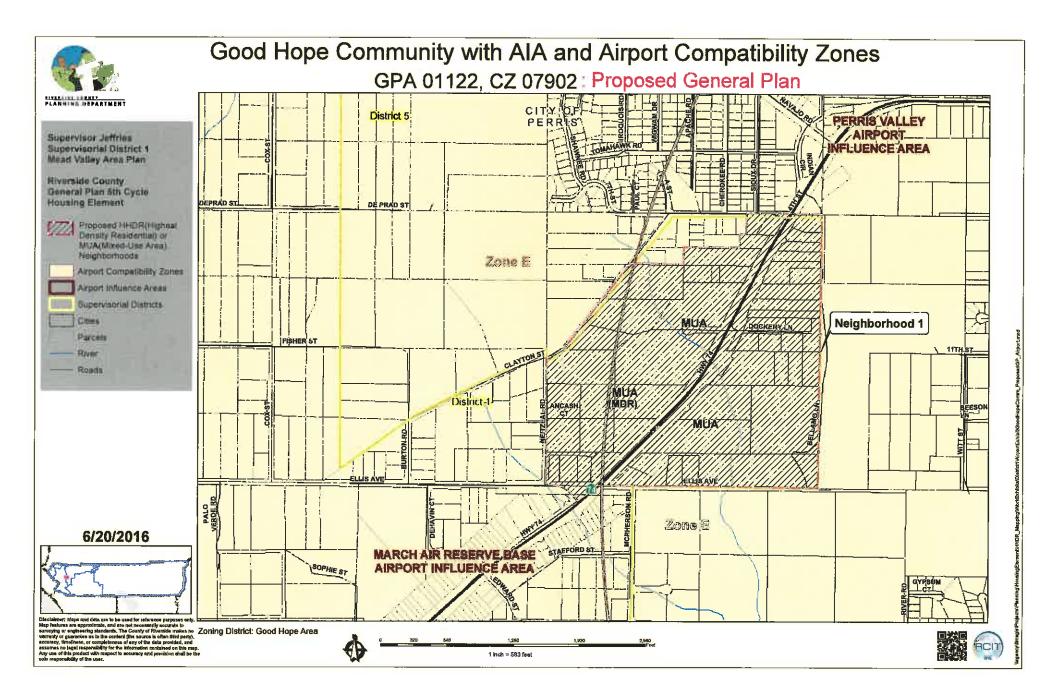


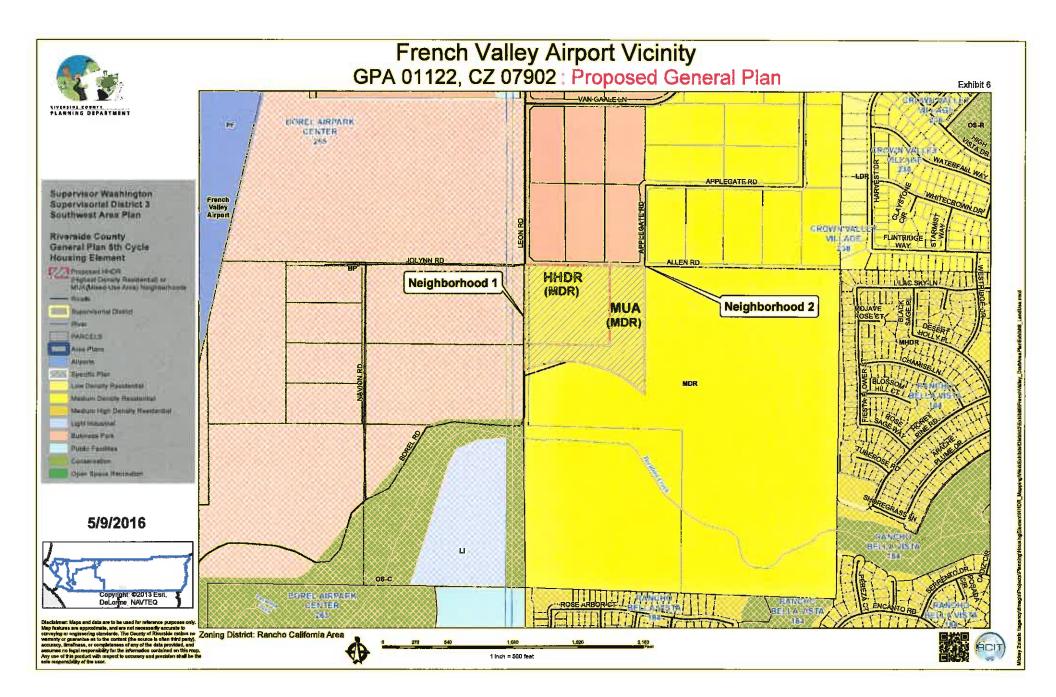


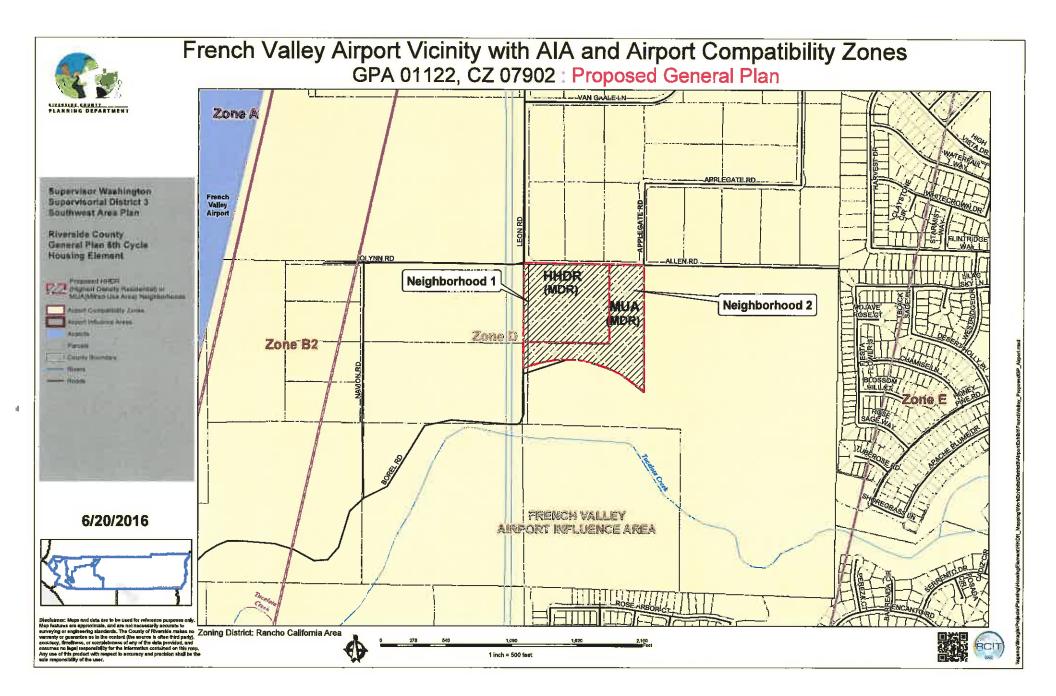


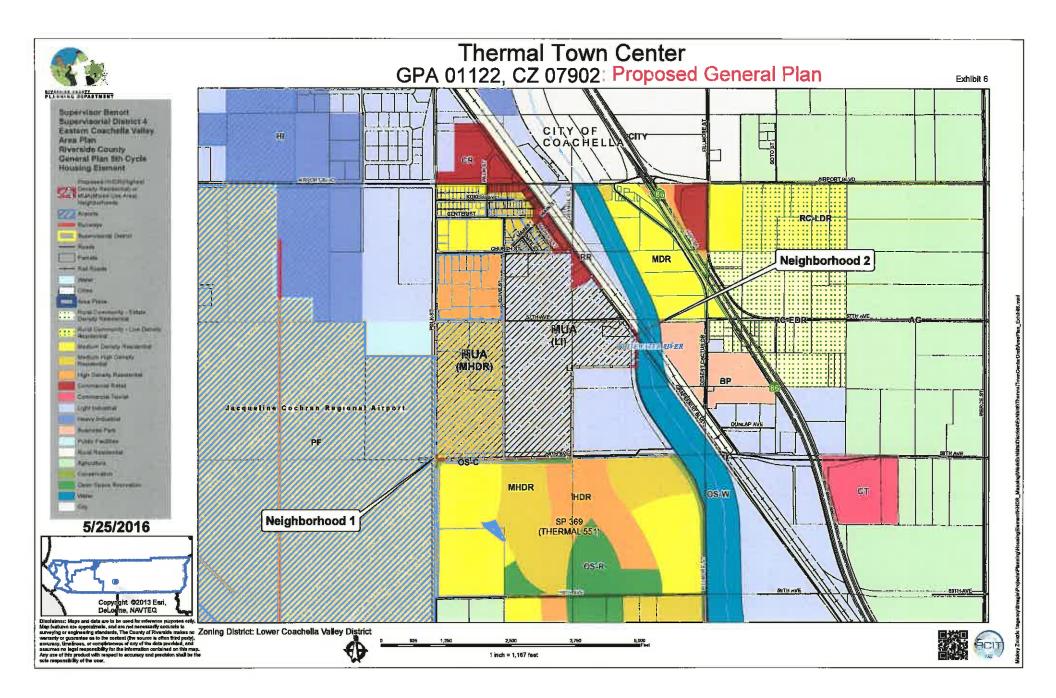


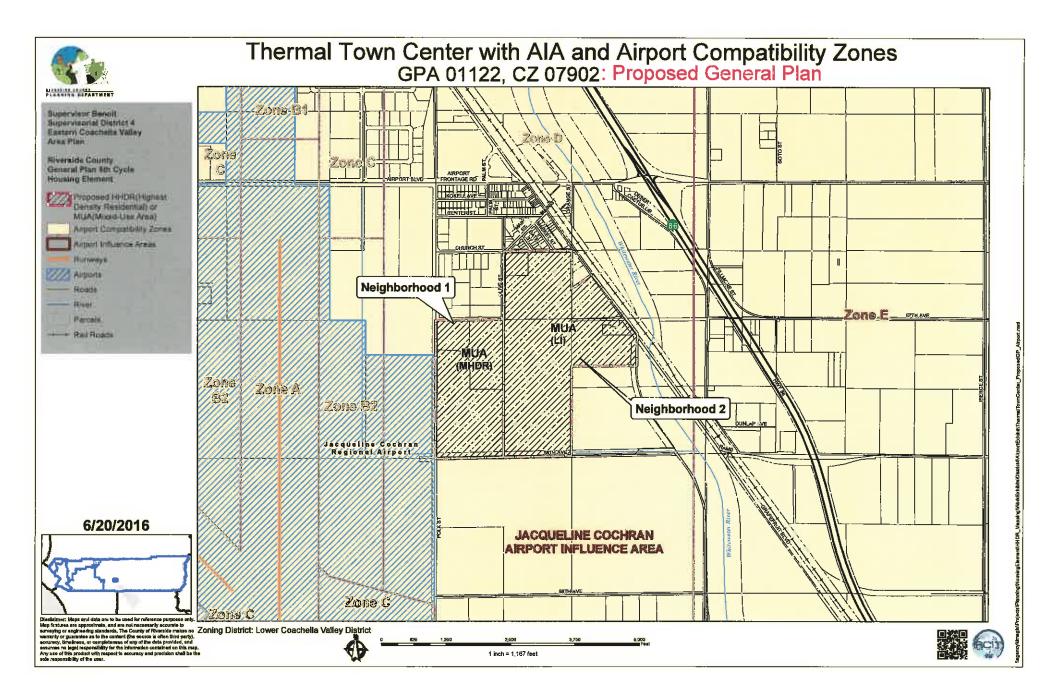












Attachment D-1: Removal of Mead Valley Community (I-215/Nuevo Rd. Vicinity) Neighborhoods 1 and 2 from the Project

The removal of the Mead Valley Community (I-215/Nuevo Rd. Vicinity) Neighborhoods 1 and 2 from the Project will result in changes in the Housing Element, its Appendix P-1a, Land Use Element and the Mead Valley Area Plan. The changes are shown in green text on the attached documents. The updated General Plan Amendment and Change of Zone exhibits are also attached.

ATTACHMENT D-1: HOUSING ELEMENT



Housing Element 2013- 2021

A summary table is provided below showing the capacity for each Area Plan broken down by community. Please note that Table H-40 does not account for capacity of any sites located within Appendix P-1a.

Note: Some of the area plans project for zero units. This is because the units were not currently being counted towards meeting the County's RHNA. There is capacity for these area plans located in Appendix P-1a - Additional Sites Inventory and the County can use these sites once more analysis is completed.

Area Plan		HHDR Units	MUA Units	Total All	
Area Flan	Vacant	Underutilized	Total	Vacant	Units
Eastern Coachella Valley	7,491	93	7,584	16,045	23,629
Elsinore	832	368	1,200	207	1,407
Harvest Valley/Winchester	883	. 0	883	3,801	4,684
Highgrove	501	29	530	1,978	2,508
Lakeview/Nuevo	408	0	408	10,916	11,324
Mead Valley	0	0	0	2,782 3,801	2,782 -3,801
Southwest	301	0	301	131	432
Temescal Canyon	0	0	0	0	0
The Pass	1,229	123	1,351	2,818	4,170
Western Coachella Valley	824	61	885	10,988	11,874
Total	12,469	674	13,143	49,666 50,776	49.666 63.949

Source: Riverside County 2015 Note: For infrastructure availability refer to Table H-61



Housing Element 2013- 2021 Mead Valley Area Plan

				Table H-46 Mea	d Valley Area	a Plan				
APN	Net Acreage	Land Use	Zoning	Proposed Land Use	Proposed Zoning	New Allowable Density	HHDR Site Capacity	MU Site Capacity	Nbrhd	Lo
Good Hope C	ommunity									
Vacant Parcel	ls									
326240061	2.2	MDR	R-R	MUA (50% HHDR)	MIXED USE	30		33	1	
326250039	3.65	MDR	R-R	MUA (50% HHDR)	MIXED USE	30		55	1	10
326250029	1.3	MDR	R-R	MUA (50% HHDR)	MIXED USE	30		19	1	1
326250037	4.25	MDR	R-R	MUA (50% HHDR)	MIXED USE	30		64	1	2
326250043	4.34	MDR	R-R	MUA (50% HHDR)	MIXED USE	30		65	1	2
326250011	9.96	MDR	R-R	MUA (50% HHDR)	MIXED USE	30		149	1	2
326240077	2.7	MDR	R-R	MUA (50% HHDR)	MIXED USE	30		41	1	3.
326240079	5.91	CR	R-R	MUA (50% HHDR)	MIXED USE	30		89	1	34
326250040	9.57	CR	R-R	MUA (50% HHDR)	MIXED USE	30		143	1	- 30
326250038	1.86	MDR	R-R	MUA (50% HHDR)	MIXED USE	30		28	1	39
326250001	4.77	MDR	R-R	MUA (50% HHDR)	MIXED USE	30		72	1	4
326240085	1.64	MDR	R-R	MUA (50% HHDR)	MIXED USE	30		25	1	14
						Subtotal	0	782		
Wead Valley C	ommunity (-215/Nuev	o Rd. Vicinit	yh						
Vacant Parcel	s									
917270015	4.05	BP	M-30	MUA (50% HHDR)	MIXED USE					



				Table H-46 Mea	d Valley Are	a Dian	. 1040	ng ciana		
APN	Net Acreage	Land Use	Zoning	Proposed Land Use	Proposed Zoning	New Allowable Density	HHDR Site Capacity	MU Site Capacity	Nbrhd	Lot
017270010	1.14	- BP	M-00	MUA (50% HHDR)	MIXED UOE			47		
-317270010-	0.77		MSC	MUA (50% HHDR)-	MIXED USE	30		- 147	1	
317270006	5.12	BD.	MISC		MIXED LISE	30		77	. 1	6
905100019	1.23	BP		MUA (30% HHDR)	MIXED USE			10	- 2	
305100014	10.00-	BP		MUA (50% HHDR)	MIXED USE			195	-2	
305180034	13.07	PD	Į P.		MIYED USE	30		106	2	5
305180054	5.53	BD	I P.	MUA (50% HHDR)	MIXED USE			83	2	6
305180018	1.05	BP	-1-1	MUA (50% HHDR)	MIXED USE	30		10	2	7
305100009	5.00	DP		MUA (50% HIHDR)	MIXED USE				2	- 0-
305170038	7.49	BP	I-P	MUA (30% HHDR)	MIXED USE	30		112	2	
305270030	1.62	BP	A-1-1	MUA (75% HHDR)	MIXED USE	30		37	3	1
305270031	1.42	BP	A-1-1	MUA (75% HHDR)	MIXED USE	30		32	3	2
305270001	6.51	BP	I-P	MUA (75% HHDR)	MIXED USE	30		147	3	7
305270045	9.06	BP	I-P	MUA (75% HHDR)	MIXED USE	30		204	3	8
305270034	1.15	BP	I-P	MUA (75% HHDR)	MIXED USE	30		26	3	10
305270035	1.16	BP	I-P	MUA (75% HHDR)	MIXED USE	30		26	3	11
305270036	1.26	BP	I-P	MUA (75% HHDR)	MIXED USE	30		28	3	12
305270032	2.3	BP	A-1-1	MUA (75% HHDR)	MIXED USE	30		52	3	14
305270073	7.37	BP	1-P	MUA (75% HHDR)	MIXED USE	30		166	3	16

Housing Element 2013- 2021



Housing Element 2013- 2021

				Table H-46 Mea	d Valley Are	a Plan				
APN	Net Acreage	Land Use	Zoning	Proposed Land Use	Proposed Zoning	New Allowable Density	HHDR Site Capacity	MU Site Capacity	Nbrhd	Lot
305261004	1.83	BP	R-A-1	MUA (75% HHDR)	MIXED USE	30		41	3	17
305270067	33.16	BP	I-P	MUA (75% HHDR)	MIXED USE	30		746	3	23
317270013	6.83	BP	M-80	-140A (50% HHDR)-	MIXED UOE			102	1	
		I			L	Subtotal	0	1,505 2,614		<u> </u>

Vacant Parcels									
318130005	1.13	CR	C-P-S	MUA (50% HHDR)	MIXED USE	30	17	1	4
318160001	2.04	CR	C-P-S	MUA (50% HHDR)	MIXED USE	30	31	1	9
318160002	2.25	CR	C-P-S	MUA (50% HHDR)	MIXED USE	30	34	1	10
318140007	1.13	CR	C-P-S	MUA (50% HHDR)	MIXED USE	30	17	1	16
318130001	2.05	CR	C-P-S	MUA (50% HHDR)	MIXED USE	30	31	1	21
318160004	1.2	CR	C-P-S	MUA (50% HHDR)	MIXED USE	30	18	1	24
318070005	1.3	CR	C-P-S	MUA (50% HHDR)	MIXED USE	30	19	1	28
318130002	1.13	CR	C-P-S	MUA (50% HHDR)	MIXED USE	30	17	1	35
318070006	1.3	CR	C-P-S	MUA (50% HHDR)	MIXED USE	30	20	1	45
318070010	1.16	CR	C-P-S	MUA (50% HHDR)	MIXED USE	30	17	1	49
318100011	13.96	RC- LDR	C-P-S	MUA (50% HHDR)	MIXED USE	30	209	2	1



				I Plan	d Valley Area	Table H-46 Mea				
Lot	Nbrhd	MU Site Capacity	HHDR Site Capacity	New Allowable Density	Proposed Zoning	Proposed Land Use	Zoning	Land Use	Net Acreage	APN
38	1	17		30	MIXED USE	MUA (50% HHDR)	C-P-S	CR	1.13	318160003
32	1	48		30	MIXED USE	MUA (50% HHDR)	C-P-S	CR	3.2	318130012
		495	0	Subtotal						
		2,782 3,804	0	Area Plan Total	Mead Valley					

Housing Element 2013- 2021



Housing Element 2013- 2021

Progress Toward Meeting the RHNA

Based on the land analysis, the County has sufficient land to accommodate its shortfall RHNA from the 4th round as well as the 5th round RHNA. Table H-50 provides a comparison of the County's remaining RHNA and the capacity of the ten Area Plans.

Income Category	Remaining RHNA to	Area Plan	Capacity ²			
Income Category	Accommodate ¹	HHDR ³	MUA	RHNA Surplus		
Very Low						
Low	24,272	13,143	49,666 -50,776	38,537 39,647		
Moderate	0			28,704		
Above Moderate	0			10,875		
Total	24,272	13,143	49.666 50,770	78,116 70,225		

Source: Riverside County, 2015 1. Refer to Table H-39 for additional details

Refer to Table H-40 for capacity explanation
 Note the County is meeting 50% of the RHNA shortfall (12,136units) on solely residential land.



Housing Element 2013 - 2021

<u>Table H-61.1 Wa</u>	ater and Se	wer Providers by Area Plan	
Area Plan	<u>Water</u> Provider	Minor Water District Provider	Total All Units
Eastern Coachella Valley	-	-	23.629
Mecca Town Center	<u>CVWD</u>	Mecca Sanitary District	13,388
North Shore Town Center		-	2,227
Oasis Town Center		-	4,649
Thermal Town Center		Thermal Sanitary District	3,365
Elsinore	-	_	<u>1,407</u>
Lee Lake Community		Elsinore Valley Municipal Water District	1,200
Meadowbrook Town Center		Elsinore Valley Municipal Water District	207
Harvest Valley/Winchester			4,684
Winchester Community (West)	EMWD	_	1,606
Winchester Town Center	EMWD	-	3,078
Highgrove			<u>2,508</u>
Highgrove Town Center	WMWD	City of Riverside Water District	<u>2,508</u>
Lakeview/Nuevo			<u>11,324</u>
Lakeview Town Center	EMWD	_	9,435
Nuevo Community (Western Area)	EMWD	_	1,889
Mead Valley			3,894 2,782
Good Hope Community	EMWD	_	782
Mead Valley Town Center	EMWD	-	495
Mead Valley Community (I-215/Nuevo Rd Vicinity)	EMWD	-	2,614 1,505
Southwest	-	_	<u>432</u>
French Valley Airport Vicinity	EMWD	-	432
Temescal Canyon			<u>0</u>
Home Gardens Town Center		Home Gardens Sanitary District Home Garden County Water District	<u>0</u>
The Pass			4,170
Cabazon Town Center	- <u>SGPWA</u>	- Cabazon County Water District	4,170



Housing Element 2013 - 2021

<u>Table H-61.1 W</u>	ater and Se	wer Providers by Area Plan	
Area Plan	Water Provider	Minor Water District Provider	<u>Total All</u> <u>Units</u>
Western Coachelia Valley			<u>11,874</u>
Desert Edge/Southeast Desert Hot			007
Springs Community	DWA	-	<u>267</u>
I-10/Haugen Lehmann Ave Community	DWA	Mission Springs Water District	201
North Palm Springs Community	<u>DWA</u>	Mission Springs Water District	<u>2,815</u>
Rushmore/Kimdale Community	DWA	Mission Springs Water District	624
Thousand Palms Community (I- 10/Cook St. Vicinity)		-	<u>1,015</u>
Thousand Palms Town Center		-	<u>6,951</u>
Total	-	-	93,313 62,81
Source: Riverside County, 2016			-

Water and Sewer

The operation of community water and wastewater distribution, collection, and treatment systems is typically undertaken by public agencies. Public water and wastewater services are carried out by a combination of:

- Regional agencies which serve several communities and cities.
- City-operated collection and treatment facilities serving the area within the city and sometimes adjacent cities and unincorporated areas.
- Special districts serving unincorporated communities.

There are a number of water and wastewater facilities located throughout the County, allowing most of the urban areas to be served by sewers. Exceptions occur in the more rural desert and mountain areas. As demands for sewer service increase, providing an adequate level of wastewater treatment will become more costly. New state water quality requirements and wastewater treatment limitations may have impacts on development potential and costs. In order to coordinate land use planning with wastewater facilities, many agencies at state, regional, and local levels must successfully interact and exchange information. Interagency coordination may become complicated due to the variety of state, regional, and local agencies and independent districts involved.

ATTACHMENT D-1: HOUSING ELEMENT APPENDIX P-1A ADDITIONAL SITES INVENTORY

APN	Acreage	Land Use	Zoning	Proposed Land Use	Proposed Zoning	New Allowable Density	HHDR Site Capacity	MU Site Capacity	Current Use of Site	Area Plan	Community	Neighborhood	Lot
326240048	0.96	MDR	R-R	MUA (50% HHDR)	MIXED USE	30		14	R1 ~ RESIDENTIAL	MEAD VALLEY AREA PLAN	GOOD HOPE COMMUNITY	SITE 1	4
326240078	0.77	MDR	R-R	MUA (50% HHDR)	MIXED USE	30		12	R1 - RESIDENTIAL	MEAD VALLEY AREA PLAN	GOOD HOPE COMMUNITY	SITE 1	47
326240081	1.00	MDR	R-R	MUA (50% HHDR)	MIXED USE	30		15	R1 - RESIDENTIAL	MEAD VALLEY AREA PLAN	GOOD HOPE COMMUNITY	SITE 1	33
326240047	0.98	MDR	R-R	MUA (50% HHDR)	MIXED USE	30		15	R1 - RESIDENTIAL	MEAD VALLEY AREA PLAN	GOOD HOPE COMMUNITY	SITE 1	35
326240082	1.57	MDR	R-R	MUA (50% HHDR)	MIXED USE	30		24	R1 - RESIDENTIAL	MEAD VALLEY AREA PLAN	GOOD HOPE COMMUNITY	SITE 1	5
326240076	2.07	MDR	R-R	MUA (50% HHDR)	MIXED USE	30		31	R2 - RESIDENTIAL	MEAD VALLEY AREA PLAN	GOOD HOPE COMMUNITY	SITE 1	7
	57.72						D	866					
Mead Valley Co	mmunity (1215	/Nuevo Re	Vicinity)										
303090049	0.71	AP.	W-SC	WUA (SO% HHDR)	MIXED USE	30			CI-VACANT	MEAD VALLEY AREA PLAN	MEAD VALLEY COMMUNITY (I-	SITE 4	1
303030043	0.71	5.									215/NUEVO RD VICINITY)		+
322270019	0.20	- 16			MIXED USE		1	2	CY VACANT	MEAD VALLEY AREA PLAN	MEAD VALLEY COMMUNITY (I- 215/NUEVO RD VICINITY)	SITE 2	2
322280001	0.42	8P	I-P	MUA (75% HHDR)	MIXED USE	30		9	CY - VACANT	MEAD VALLEY AREA PLAN	MEAD VALLEY COMMUNITY (I- 215/NUEVO RD VICINITY)	SITE 3	1
305270057	0.24	BP	I-P	MUA (75% HHDR)	MIXED USE	30		5	NO CLASSIFICATION	MEAD VALLEY AREA PLAN	MEAD VALLEY COMMUNITY (I- 215/NUEVO RD VICINITY)	SITE 3	9
305230047	0.00	BP	R-A-1	MUA (75% HHDR)	MIXED USE	30		a	YY - VACANT	MEAD VALLEY AREA PLAN	MEAD VALLEY COMMUNITY (I- 215/NUEVO RD VICINITY)	SITE 3	18
305261005	0.35	BP	I-P	MUA (75% HHDR)	MIXED USE	30		8	YR - VACANT	MEAD VALLEY AREA PLAN	MEAD VALLEY COMMUNITY (I- 215/NUEVO RD VICINITY)	SITE 3	20
305270056	0.00	BP	I-P	MUA (75% HHDR)	MIXED USE	30		o	CY - VACANT	MEAD VALLEY AREA PLAN	MEAD VALLEY COMMUNITY (I- 215/NUEVO RD VICINITY)	SITE 3	21
305230046	0.03	BP	I-P	MUA (75% HHDR)	MIXED USE	30		1	YY - VACANT	MEAD VALLEY AREA PLAN	MEAD VALLEY COMMUNITY (I- 215/NUEVO RD VICINITY)	SITE 3	24
	1.96 1.04			-			0	27 23		· · · · · · · · · · · · · · · · · · ·			
347270003	1.35	DP -	1.5	MUA (50%HHDR)		30 -		20	CR COMMERCIAL		MEAD VALLEY COMMUNITY (I- 215/NUEVO RD VICINITY)	SITE 1	5
305270065	0.56	BP	R-A-1	MUA (75% HHDR)	MIXED USE	30		13	CR - COMMERCIAL	MEAD VALLEY AREA PLAN	MEAD VALLEY COMMUNITY (I- 215/NUEVO RD VICINITY)	SITE 3	22
305180017	1.32				MIXED LISE	30		20	CR-COMMERCIAL	MFAD VALLEY AREA PLAN	MEAD VALLEY COMMUNITY (I- 215/NDEVD RD VICINITY)	SITE 2	10
305270072	1.14	BP	I-P	MUA (75% HHDR)	MIXED USE	30		26	CR - COMMERCIAL	MEAD VAILEY AREA PLAN	MEAD VALLEY COMMUNITY (I- 215/NUEVO RD VICINITY)	SITE 3	15
909180018	1.12	- ar		MUA (50% HHDR)	MIXED USE		-	17	CR. COMMERCIAL		MEAD VALLEY COMMUNITY (I- 215/NUEVO RD VICINITY)	SITE 2	

	Т			·			1	!		· · · · · ·			,
APN	Acreage	Land Use	Zoning	Proposed Land Use	Proposed Zoning	New Alfowable Density	HHDR Site Capacity	MU Site Capacity	Current Use of Site	Area Plan	Community	Neighborhood	Lot
305270028	0.38	BP	A-1-1	MUA (75% HHDR)	MIXED USE	30		9	R1 - RESIDENTIAL	MEAD VALLEY AREA PLAN	MEAD VALLEY COMMUNITY (I- 215/NUEVO RD VICINITY)	SITE 3	з
305270026	0.39	BP	A-1-1	MUA (75% HHDR)	MIXED USE	30		9	81 - RESIDENTIAL	MEAD VALLEY AREA PLAN	MEAD VALLEY COMMUNITY (1- 215/NUEVO RD VICINITY)	SITE 3	4
305270059	0.25	BP	R-A-1	MUA (75% HHDR)	MIXED USE	30		6	R1 - RESIDENTIAL	MEAD VALLEY AREA PLAN	MEAD VALLEY COMMUNITY (I- 215/NUEVO RD VICINITY)	SITE 3	19
305270044	2.23	BP	A-1-1	MUA (75% HHDR)	MIXED USE	30		50	R1 - RESIDENTIAL	MEAD VALLEY AREA PLAN	MEAD VALLEY COMMUNITY (I- 215/NUEVO RD VICINITY)	SITE 3	5
305270029	1.55	BP	A-1-1	MUA (75% HHDR)	MIXED USE	30		35	R1 - RESIDENTIAL	MEAD VALLEY AREA PLAN	MEAD VALLEY COMMUNITY (I- 215/NUEVO RD VICINITY)	SITE 3	13
	10.32 6.5						0	-294 148					
Mead Valley Tow	n Center												
318090031	0.85	CR	C-P-S	MUA (50% HHDR)	MIXED USE	30		13	CY - VACANT	MEAD VALLEY AREA PLAN	MEAD VALLEY TOWN CENTER	SITE 1	1
318090023	0.21	CR	C-P-S	MUA (50% HHDR)	MIXED USE	30		3	YY - VACANT	MEAD VALLEY AREA PLAN	MEAD VALLEY TOWN CENTER	SITE 1	2
318090013	0.33	CR	C-P-S	MUA (50% HHDR)	MIXED USE	30		5	YY - VACANT	MEAD VALLEY AREA PLAN	MEAD VALLEY TOWN CENTER	SITE 1	3
318090032	0.85	CR	C-P-S	MUA (50% HHDR)	MIXED USE	30		13	CY - VACANT	MEAD VALLEY AREA PLAN	MEAD VALLEY TOWN CENTER	SITE 1	6
318090018	0.21	CR	C-P-S	MUA (50% HHDR)	MIXED USE	30		3	YY - VACANT	MEAD VALLEY AREA PLAN	MEAD VALLEY TOWN CENTER	SITE 1	11
318090017	0.21	CR	C-P-S	MUA (50% HHDR)	MIXED USE	30		3	YR - VACANT	MEAD VALLEY AREA PLAN	MEAD VALLEY TOWN CENTER	SFTE 1	12
318090015	0.41	CR	C-P-S	MUA (50% HHDR)	MIXED USE	30		6	YY - VACANT	MEAD VALLEY AREA PLAN	MEAD VALLEY TOWN CENTER	SITE 1	14
318140019	0.74	여	C-P-S	MUA (50% HHDR)	MIXED USE	30		11	YY - VACANT	MEAD VALLEY AREA PLAN	MEAD VALLEY TOWN CENTER	SITE 1	15
318140021	0.39	CR	C-P-S	MUA (50% HHDR)	MIXED USE	30		6	YY - VACANT	MEAD VALLEY AREA PLAN	MEAD VALLEY TOWN CENTER	SITE 1	17
318140015	0.56	CR	C-P-S	MUA (50% HHDR)	MIXED USE	30		8	YY - VACANT	MEAD VALLEY AREA PLAN	MEAD VALLEY TOWN CENTER	SITE 1	18
318140016	0.56	CR	C-P-S	MUA (50% HHDR)	MIXED USE	30		8	YR - VACANT	MEAD VALLEY AREA PLAN	MEAD VALLEY TOWN CENTER	SITE 1	22
318140002	0.56	CR	C-P-S	MUA (50% HHDR)	MIXED USE	30		8	CY - VACANT	MEAD VALLEY AREA PLAN	MEAD VALLEY TOWN CENTER	SITE 1	23
318140020	0.19	CR	C-P-S	MUA (50% HHDR)	MIXED USE	30	_	3	YY - VACANT	MEAD VALLEY AREA PLAN	MEAD VALLEY TOWN CENTER	SITE 1	26
318090020	0.21	CR	C-P-S	MUA (50% HHDR)	MIXED USE	30		3	YY - VACANT	MEAD VALLEY AREA PLAN	MEAD VALLEY TOWN CENTER	SFTE 1	29
318090024	0.21	CR	C-P-S	MUA (50% HHDR)	MIXED USE	30		3	YY - VACANT	MEAD VALLEY AREA PLAN	MEAD VALLEY TOWN CENTER	SITE 1	30
319181012	0.43	CR	C-P-S	MUA (50% HHDR)	MIXED USE	30		6	YY - VACANT	MEAD VALLEY AREA PLAN	MEAD VALLEY TOWN CENTER	SITE 1	34
318140017	0.54	CR	C-P-S	MUA (50% HHDR)	MIXED USE	30		8	YY - VACANT	MEAD VALLEY AREA PLAN	MEAD VALLEY TOWN CENTER	SITE 1	36
318140003	0.58	CR	C-P-S	MUA (50% HHDR)	MIXED USE	30		9	YY - VACANT	MEAD VALLEY AREA PLAN	MEAD VALLEY TOWN CENTER	SITE 1	37
319052029	0.33	CR	C-P-S	MUA (50% HHDR)	MIXED USE	30		5	CY - VACANT	MEAD VALLEY AREA PLAN	MEAD VALLEY TOWN CENTER	SITE 1	40
319052015	0.42	CR	C-P-S	MUA (50% HHDR)	MIXED USE	30		6	CY - VACANT	MEAD VALLEY AREA PLAN	MEAD VALLEY TOWN CENTER	SITE 1	41
319181033	0.34	CR	C-P-S	MUA (50% HHDR)	MIXED USE	30		5	YR - VACANT	MEAD VALLEY AREA PLAN	MEAD VALLEY TOWN CENTER	SITE 1	42
318061027	0.31	CR	C-P-S	MUA (50% HHDR)	MIXED USE	30		5	CY - VACANT	MEAD VALLEY AREA PLAN	MEAD VALLEY TOWN CENTER	SITE 1	43
318061030	0.30	CR	C-P-S	MUA (50% HHDR)	MIXED USE	30		4	CY - VACANT	MEAD VALLEY AREA PLAN	MEAD VALLEY TOWN CENTER	SITE 1	44
318061037	0.92	CR	C-P-S	MUA (50% HHDR)	MIXED USE	30		14	C1 - COMMERCIAL	MEAD VALLEY AREA PLAN	MEAD VALLEY TOWN CENTER	SITE 1	48

ATTACHMENT D-1: LAND USE ELEMENT

General Plan Foundation Component	Western County Area Plans Acreage	%	Eastern County Area Plans Acreage	%	Total	%
Agriculture	28,468	2%	457,045-156,641	5%	185,513 185,109	4%
Rural	250,270	21%	42,254 42,250	2%	292,524 292,520	7%
Rural Community	60,479	5%	3,640 3,630	0%	64,119 64,109	2%
Open Space	662,422 662,419	56%	2,331,335 2,631,334	90%	3,293,757 3,293,753	80%
Community Development	111,636 111,659	9%	6 4,689 65,107	2%	4 76,345 176,766	4%
Other ¹	79,104	7%	30,648	1%	109,752	3%
Total	1,192,399	100%	2,920,611 2,929,510	100%	4, 122,010 4,122,009	100%

Table LU-1 Unincorporated Riverside County Cumulative Acreage Summary

NOTES:

1 Includes Indian Lands and Major Roadways. Does not include cities and March JPA within Riverside County.

Unincorporated Riverside County Buildout Capacity Summary								
	Western County	%	Eastern County	%	Total			
Population	937,784 1,036,558 1,031,813	5 3 52%	82 4,959 953,576	47.48%	1,762,74 3 1,987,565 1,985,389			
Dwelling Units	305,858 336,391 335,074	58 57%	224,460 257,621	42 43%	530,418 593,162 592,695			
Employment	314,870 314,328 314,327	56%	251,563 251,564	44%	596,433 565,892 565,891			

Table LU-2 Jnincorporated Riverside County Buildout Capacity Summary

NOTES: Totals do not include indian lands or cities within Riverside County.

With the majority of Community Development lands in the county designated in its western portion, the majority of the buildout capacity for population, dwelling unit and employment also occurs here.

Area Plan System

S

For a detailed discussion of the land use system, see the Land Use Designation Policies Section. As described in Chapter One, much of the unincorporated portions of Riverside County are divided into 19 area plans, as shown on the Area Plan Boundary Map (Figure LU-4). The purpose of these area plans is to provide more detailed land use and policy direction regarding local issues such as land use, circulation, open space and other topical areas. The area plan land use maps contain a more detailed series of land use categories that are grouped according to the five General Plan Foundation Components. The Land Use Designations Summary Table (Table LU-4) lists the area plan land use categories along with their respective density/intensity standards and summary of allowable uses.

ATTACHMENT D-1: MEAD VALLEY AREA PLAN

LAND USE	AREA	STA	TISTICAL CALCUL	ATIONS ¹
	ACREAGE ⁷	D.U.	POP.	EMPLOY.
LAND USE ASSUMPTION	and the second state of th	and the second se		
LAND USE DESIGNATIONS 61	FOLNOATION CO	MPOWENTS		
AGRICULTURE FOUNDATION COMPONENT				
Agriculture (AG)	0	0	0	0
Agriculture Foundation Sub-Total:	0	0	0	0
RURAL FOUNDATION COMPONENT				
Rural Residential (RR)	5,523	828	2,983	NA
Rural Mountainous (RM)	715	36	129	NA
Rural Desert (RD)	0	0	0	NA
Rural Foundation Sub-Total:	6,238	864	3,111	0
RURAL COMMUNITY FOUNDATION COMPONENT				
Estate Density Residential (RC-EDR)	79	28	100	NA
Very Low Density Residential (RC-VLDR)	7.848	5,886	21,192	NA
Low Density Residential (RC-LDR)	1,013 1,012	1,519 1,518	5,469 5,467	NA
Rural Community Foundation Sub-Total:	8,940 8,939	7,432	26,761 26,759	0
OPEN SPACE FOUNDATION COMPONENT				
Open Space-Conservation (OS-C)	46	NA	NA	NA
Open Space-Conservation Habitat (OS-CH)	1,428	NA	NA	NA
Open Space-Water (OS-W)	0	NA	NA	NA
Open Space-Recreation (OS-R)	0	NA	NA	0
Open Space-Rural (OS-RUR)	0	0	0	NA
Open Space-Mineral Resources (OS-MIN)	0	NA	NA	0
Open Space Foundation Sub-Total:	1,474	0	0	0
COMMUNITY DEVELOPMENT FOUNDATION COMPONENT	1,717		0	V
Estate Density Residential (EDR)	0	0	0	NA
Very Low Density Residential (VLDR)	0	0	0	NA
Low Density Residential (LDR)	0	0		
			0	NA
Medium Density Residential (MDR)	597 444	2,090 1,556	7,526 5,601	NA
Medium-High Density Residential (MHDR)	37	243	875	NA
High Density Residential (HDR)	0	0	0	NA
Very High Density Residential (VHDR)	16	269	970	NA
Highest Density Residential (HHDR)	16	476	1,712	NA
Commercial Retail ² (CR)	101 68	NA	NA	1,523 1,025
Commercial Tourist (CT)	0	NA	NA	0
Commercial Office (CO)	32	NA	NA	3,451
Light Industrial (LI)	962 955	NA	NA	12,374 12,28
Heavy Industrial (HI)	0	NA	NA	0
				9,296 6,492
Business Park (BP)	569 397 485	NA	NA	7,926
Public Facilities (PF)	1,328	NA	NA	1,328
Community Center (CC) ³	0	0	0	0
		0 6,110		
Vixed Use Planning Area (MUPA)	0 365 277	4,792	0 21,998 17,252	0 3,396 1,96
		3,078 8,654	11,083 31,156	
Community Development Foundation Sub-Total:	3,658	7,336	26,411	27,972 27,97
		44.375		
SUB-TOTAL FOR ALL FOUNDATION COMPONENTS:	35,343 20,305	15,950	40,866 61,625	21,072 27,55
NON-COUNTY JURIS				
THER LANDS NOT UNDER PRIMARY COUNTY JURISDICTION				
Dities	20,283	1.2-4		
ndian Lands	0			
reeways	98	1=2	A-148	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1

Table 2: Statistical Summary of Mead Valley Area Plan

Mead Valley Community: I-215/Nuevo Road Vicinity (Mixed-Use Areas)

Mead Valley Community: I-215/Nuevo Road Vicinity (see Figure 3B) includes three a single neighborhoods designated as Mixed-Use Areas. all located along the west side of Harvill Avenue, between Water Sunset Street on the north, Webster Avenue to the east and Nuevo Road on the south. The three This neighborhoods is are, from north to south: the Harvill Avenue-Water Street/Orange Avenue Neighborhood, the Harvill Avenue-Lemon/Sunset Avenues Neighborhood, and the referred to as the Nuevo Road-A Street Neighborhood. This area is in the midst of important subregional and regional transportation facilities, including I-215, March Air Reserve Base, the new Perris Valley Line for Metrolink commuter train service, and Cajalco Road, which provides an important roadway connection between this area to the core and western part of Mead Valley and beyond to the Temescal Valley and I-15. The area is also an important current and planned future center for industrial development and job creation in the Western Riverside County area.

Mixed Use Area (MUA) Neighborhoods:

Descriptions of each of the three Mead Valley Community: I-215/Nuevo Road Vicinity neighborhoods are is presented below, along with the policies that apply solely to each neighborhood. Then, policies that apply to both neighborhoods are presented.

Harvill Avenue Wates Street/Orange Avenue Neighborhood [Neighborhood 1] is a Mixed Use Area, with a required minimum of 50% Highest Density Residential (HHDR) development. The neighborhood covers about 33 gross acres (about 30 net acres) and is located about one quarter mile west of I-215, along the west side of Harvill Avenue, between Water Street and Orange Avenue. With the exception of a few buildings, this neighborhood is primarily vacant. Some industrial uses are located to the cast of the neighborhood, across Harvill Avenue. Vacant land is located to the north, and low density single family residences are located to the south. This neighborhood will provide a transitional mix of uses between the light industrial land uses to the east and the low density residential uses to the west. Retail commercial, office, civic, and other uses that would serve residences on-site and in the surrounding community could be located here. Park and recreation areas, trails, and lower profile buildings (generally, one story buildings where immediately adjacent to existing single family residential uses) should be used to provide buildings where a street would separate neighborhood's western and southern edges. This neighborhood is located about 2.5 miles north of the new Downtown Perris Metrolink Station. It is located about two miles south of I-215 via the Cajako Road interchange, and about 1.5 miles north of the I-215/Nuevo Road interchange.

Following is the policy that applies only to the Harvill Avenue-Water Street/Orange Avenue Neighborhood:

MVAP 5.15 At kast 50% of the Harvill Avenue Water Street/Orange Avenue Neighborhood shall be-developed in accordance with the HHDR land use designation.

Harvill Avenue Lemon/Sumset Avenues Neighborhood [Neighborhood 2] is a Mixed-Use Area, with a required minimum of 50% HHDR development. The neighborhood covers about 55 gross acres (about 52 net acres) and is located less than one mile south of Neighborhood 1. With the exception of a few buildings, this neighborhood is primarily vacant. Industrial uses are located to the east of the neighborhood, residential uses are located to the west, and areas to the north and south are vacant. An open space, habitat area is located beyond the residential uses to the west, but within proximity to this neighborhood. The northern portion of the neighborhood is relatively narrow and may be a prime location to incorporate functional open space/ park land. This would be beneficial because it would provide a buffer between the industrial uses to the cast and residential uses to the west, while also serving the surrounding communities. Due to the long, narrow shape of the northerly portion of this neighborhood, as an option it could be designed to maximize the use of the vertical design of residential units above retail or commercial establishments. Retail commercial, office, eivie, and other uses that would serve residences on site and in the surrounding community could be located here. Park and recreation areas, trails, and lower profile, one or two story buildings should be used to provide buffers for development along Webster Avenue, the neighborhood's western edge. This neighborhood is located about two miles north of a regional transit connection via the new Downtown Perris Metrolink. Station, and is located about one balf mile north of 1-215 via the Nuevo Road interchange.

Following is the policy that applies only to the Harvill Avenue-Lemon/Sunset Avenues Neighborhood:

MVAP 5.16 At least 50% of the Harvill Avenue Lemon/Sunset Avenues Neighborhood shall be developed in accordance with the HHDR land use designation.

Nuevo Road-A Street Neighbothood [Neighbothood 3] covers about 84 gross acres (about 74 net acres). It is a Mixed-Use Area (MUA) with a required minimum of 75% Highest Density Residential (HHDR) development. This neighborhood is bounded by Harvill Road on the northeast, 1-215 on the east, Nuevo Road on the south, and Webster Avenue on the west. It adjoins the Harvill Avenue-Lamon/Sunset Avenues Neighborhood on the north. It is located adjacent to the I-215 interchange at Nuevo Road, and the new Perris Valley Line Metrolink commuter rail service will be located very convenient to the site, with the new Downtown Perris Station located only about 1.5 miles to the south. This neighborhood is sparsely developed with single family residential units at the southwestern and southeastern portions of the site. The rest of the neighborhood is vacant, This neighborhood lies near - on the other (easterly) side of I-215 - nNumerous and varied existing retail commercial uses and the Perris High School, which are located nearby east of I-215 within the City of Perris. Existing R-residential units lie to the west and south of the site along Webster Avenue and Nuevo Roads, Park and recreation areas, trails, and lower profile one- or two-story buildings should be used to provide buffers for development where it would take place across these roads from existing single family development along Webster Avenue and Nuevo Roads, which are located along the neighborhood's western and southern edges, respectively. This neighborhood is situated within proximity of a myriad of different surrounding land use types and could benefit from reduced distances between housing, workplaces, retail business, and other amenities and destinations.

Following is the policy that applies only to the Nuevo Road-A Street Neighborhood:

MVAP 5.15 17 At least 75% of the Nuevo Road-A Street Neighborhood shall be developed in accordance with the 75% HHDR land use designation.

Policies applying to all three Mead Valley Community: I-215/Nuevo Road Community neighborhoods:

- MVAP 5.16 18 HFIDR development should accommodate a variety of housing types and styles that are accessible to and meet the needs of a range of lifestyles, physical abilities, and income levels.
- MVAP 5. 17 19 Each of the three neighborhoods should include pedestrian paths and trails, passos, and bikeways, to facilitate convenient internal alternative transportation access between the various uses within each neighborhood.
- MVAP 5.18 20 These three neighborhoods should provide neighborhood edge pedestrian trails, bikeways, and frequent, convenient accommodations to facilitate potential hus and transit shuttle services for the neighborhoods, to provide for attractive, effective non-motorized mobility options in this area.
- MVAP 5.19 24 Residential uses should be particularly encouraged to be located in the westerly portions of all three neighborhoods. Nowresidential uses should include a variety of other uses, such as retail activities serving the local population and tourists, business parks, offices, community facilities, and parkland and trails.
- MVAP 5.20 22 Uses approved and operating under an existing valid entitlement may remain or be converted into another land use in accordance with Riverside County Ordinance No. 348 and consistent with these policies.

Good Hope Community (Mixed-Use Area)

The community of Good Hope is located along State Highway 74, southwesterly of the City of Perris. It contains several distinctive

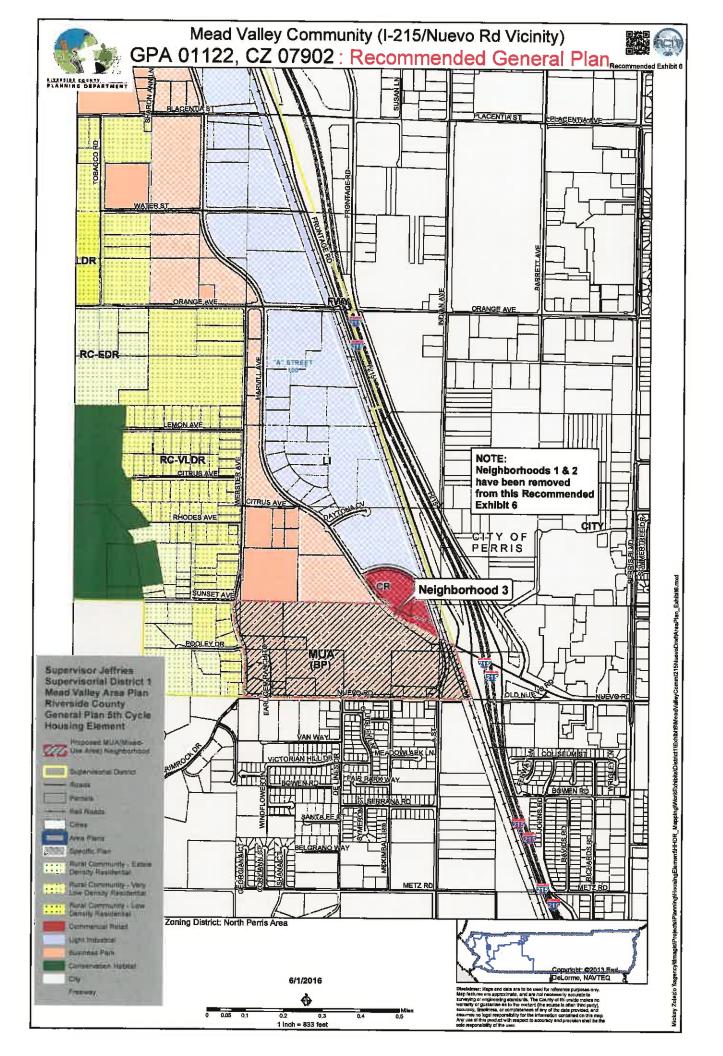
rock outcroppings, just east of Steele Peak. The Good Hope Community Mixed-Use Area (see Figure 3C), is designated in the northeastern part of Good Hope, adjacent to the City of Perris. It requires a mixture of neighborhood land uses, including at least 50% HHDR development. Currently, Highway 74 carves a swath through this community, serving scattered residential, rural, commercial, and industrial development. Highway 74 will be realigned from its present location to follow the alignment of Ethanac Road, which forms the southern boundary of this Mixed-Use Area.

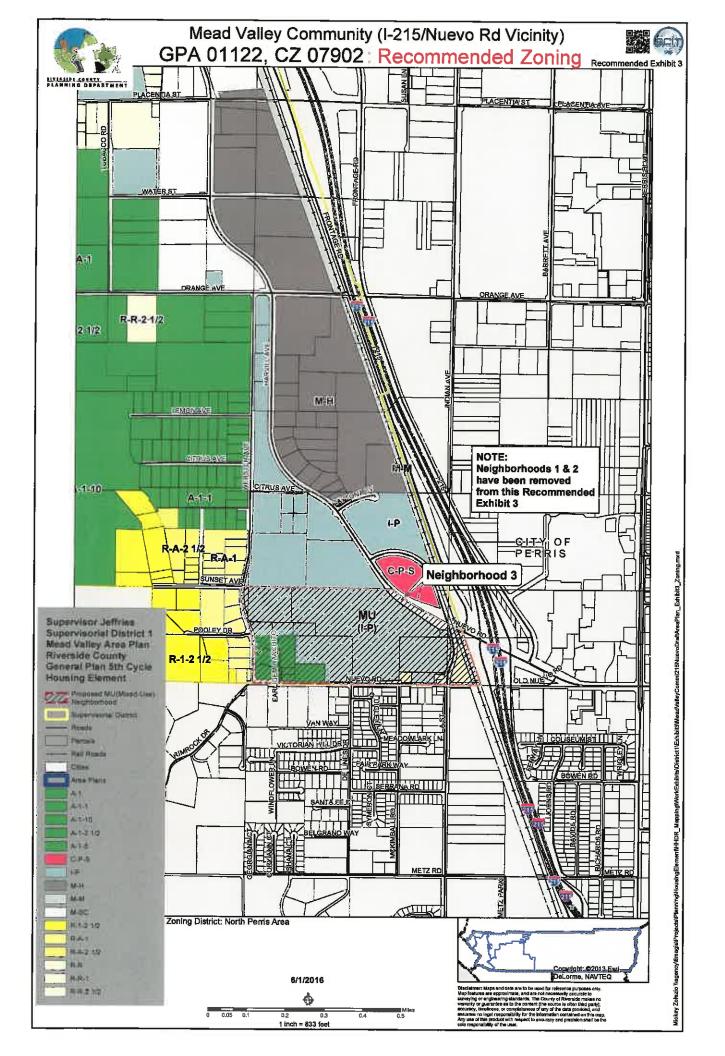
Highway 74 – 7th Street/Ellis Avenue Neighborhood [Neighborhood 1] contains about 132 gross acres (about 116 net acres), and is designated as a Mixed-Use Area (MUA), with a required minimum 50% Highest Density Residential (HHDR) component. This neighborhood lies along both sides of Highway SR-74, between 7th Street at its northern end and Ellis Avenue at its southern end. It is bounded on the west by Neivzel Road and Clayton Street, and partly on the east by Bellamo Road. It is almost completely surrounded by the City of Perris. Existing conditions include scattered low density single family residences, light industrial uses (and automotive repair and recycling facilities), and vacant lots. This neighborhood's mixture of land uses should include commercial and job-producing uses that would serve surrounding neighborhoods by providing shopping and job opportunities. Open space uses, including parks and trails, can be integrated into the neighborhood designs to provide buffers between this neighborhood's more intense development and neighboring rural uses. Because of its mixed-use characteristics, this neighborhood would be designed to promote a village-style mixe of retail, restaurants, offices, and multi-family housing, resulting in a walkable neighborhood. Currently, there is a bas stop along SR-74 which allows for the opportunity to expand iransit services and provide more bus stops and more bus services in the future. In addition, this neighborhood is located only about one mile west of the Downtown Porris Station of the new Perris Valley Line Metrolink commuter rail service.

Following are the policies that apply to the Highway 74-7th Street/Ellis Avenue Neighborhood:

- MVAP 5.21 23 At least 50% of the Highway 74-7th Street/Ellis Avenue Neighborhood shall be developed in accordance with the HHDR land use designation.
- MUAP 5.22 24 HHDR development should accommodate a variety of bousing types and styles that are accessible to and meet the needs of a range of lifestyles, physical abilities, and income levels.
- MVAP 5.23 25 Land uses in addition to HHDR development may include, but are not limited to, a variety of neighborhood supportive retail commercial, office, community and civic uses, and parks and trails.
- MVAP 5.24 26 This neighborhood should include internal pedestrian paths and trails, paseos, and bikeways, to jacilitate convenient internal alternative transportation access between the various uses within the neighborhood.
- MVAP 5.25 27 This neighborhood should provide neighborhood edge pedestrian trails, bikeways, and frequent, convenient accommodations to facilitate potential bus and transit shuttle services for the weighborhood, to provide for attractive, effective non-motorized mobility options in this area.
- MVAP 5.26 28 HHDR uses shall be located in areas of this neighborhood that are located away from Highway 74, as it would be realigned.
- MVAP 5.27 29 Uses approved and operating under an excisting valid entitlement may remain or be converted into another land use in accordance with Riverside County Ordinance No. 348 and consistent with these policies.

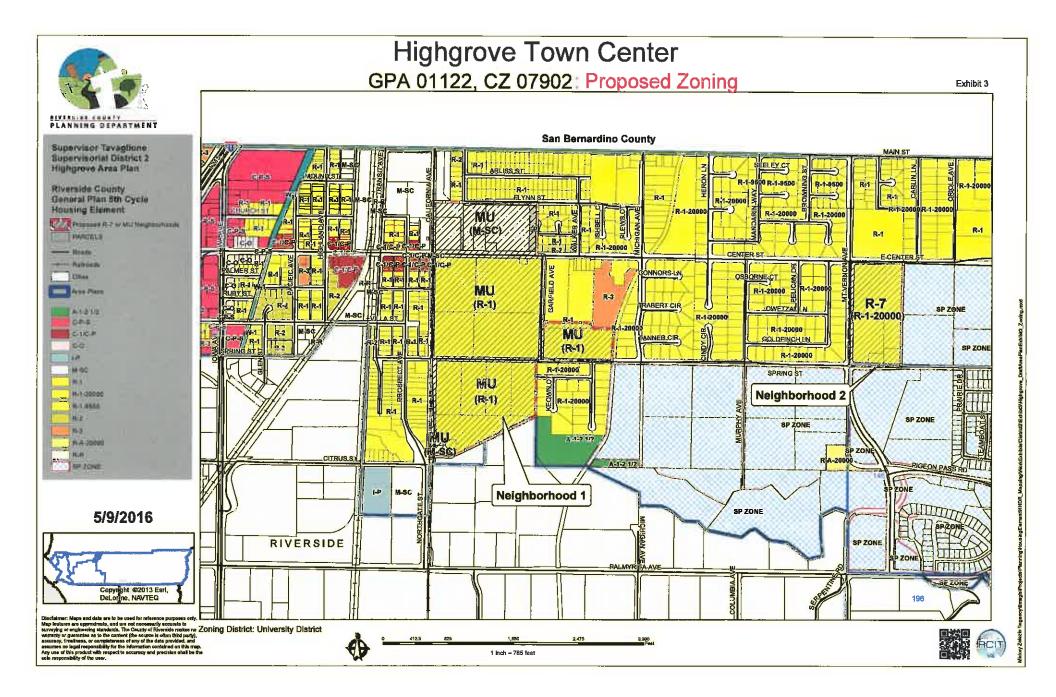
ATTACHMENT D-1: PARCEL SPECIFIC GPA No. 1122 LAND USE DESIGNATION AMENDMENT and CZ No. 7902 ZONE CLASSIFICATION AMENDMENT

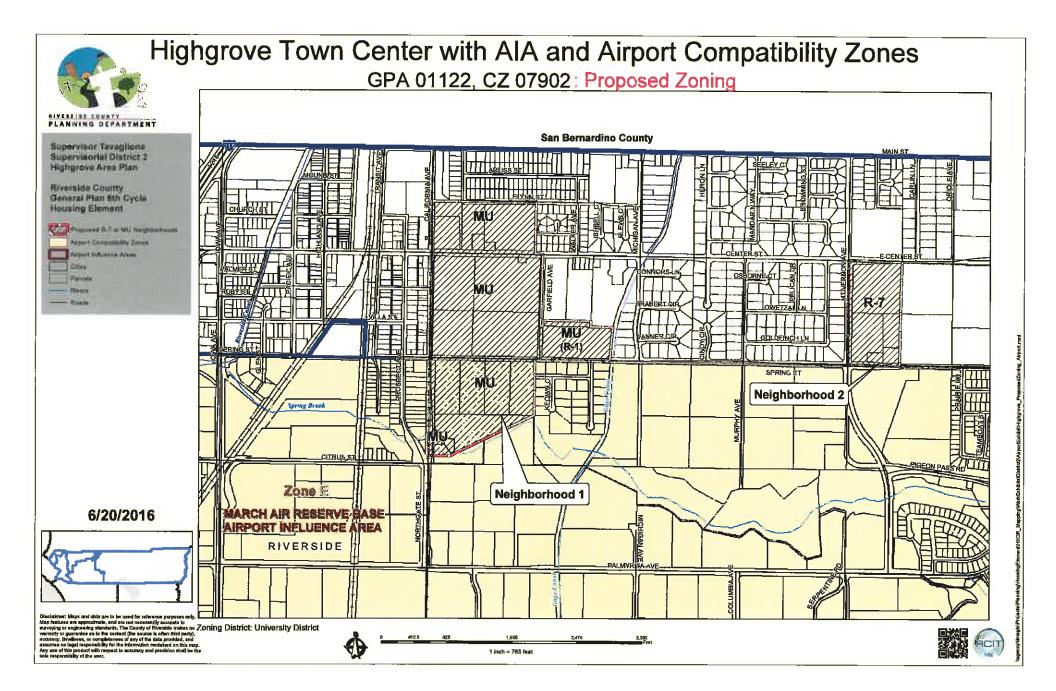


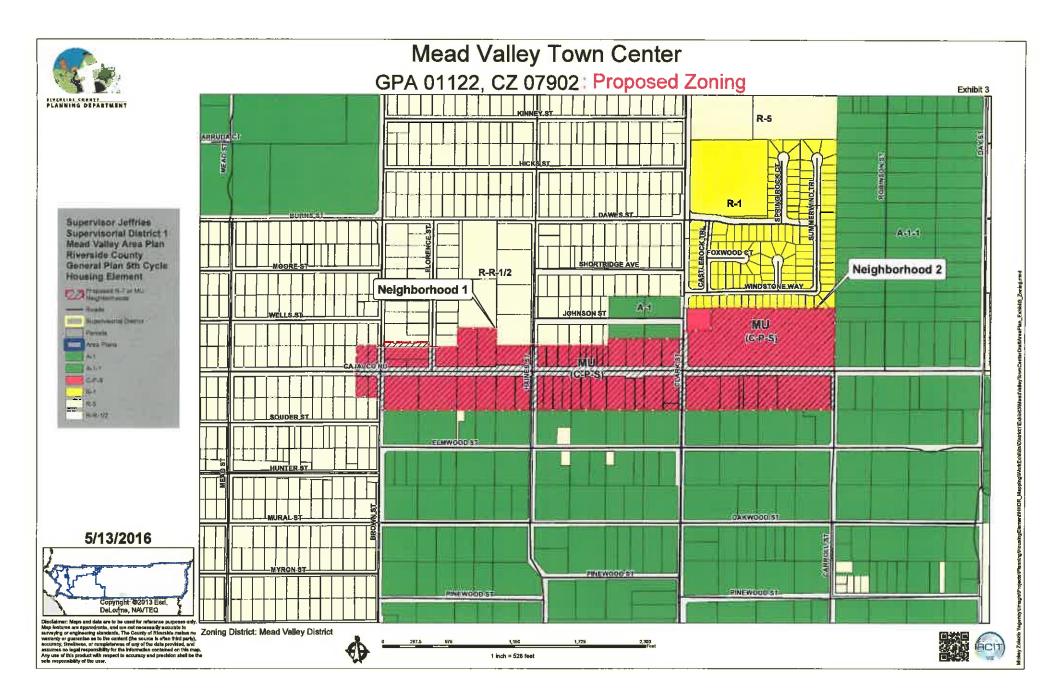


ATTACHMENT E-1: CHANGE OF ZONE NO. 7902 PARCEL SPECIFIC ZONE CHANGE EXHIBITS

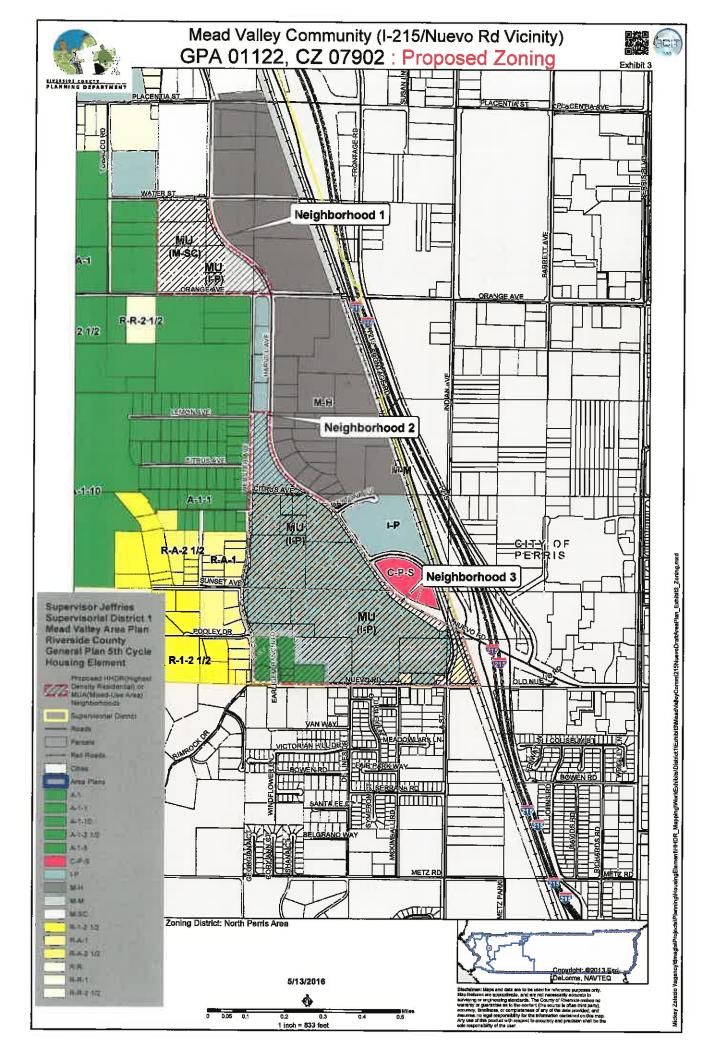
- Communities within an Airport Influence Area

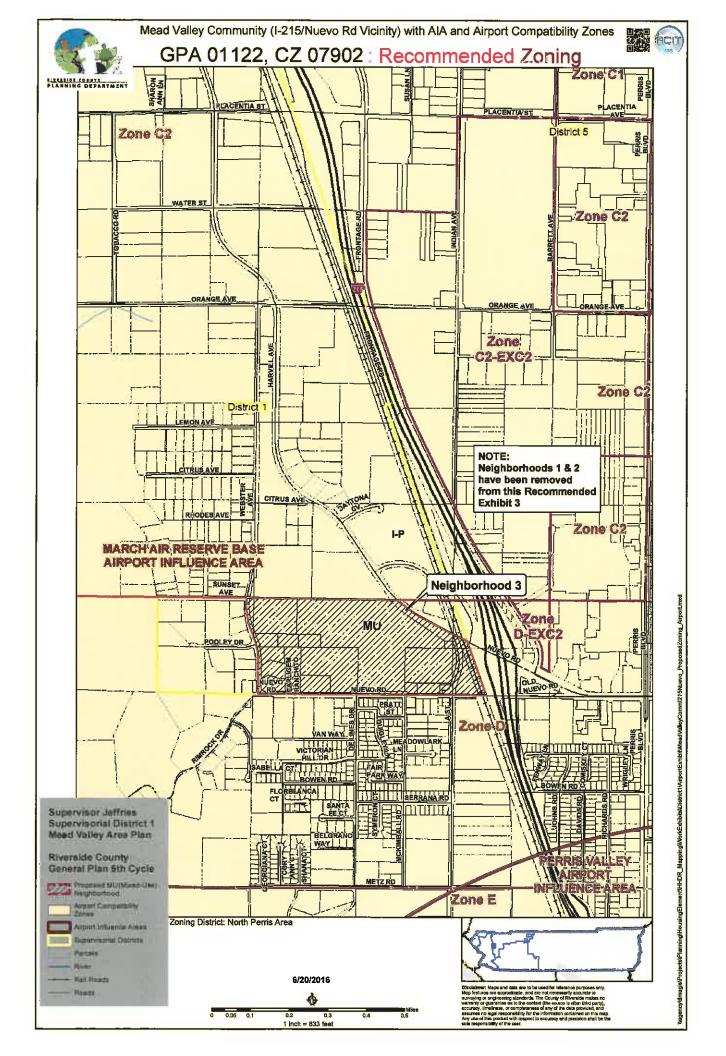


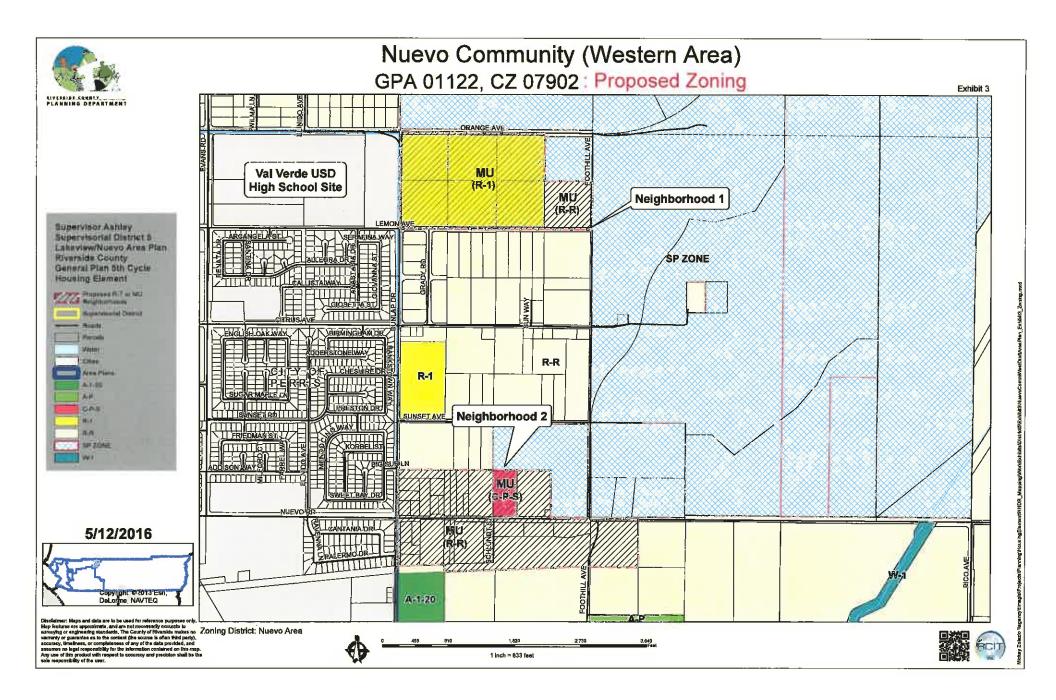


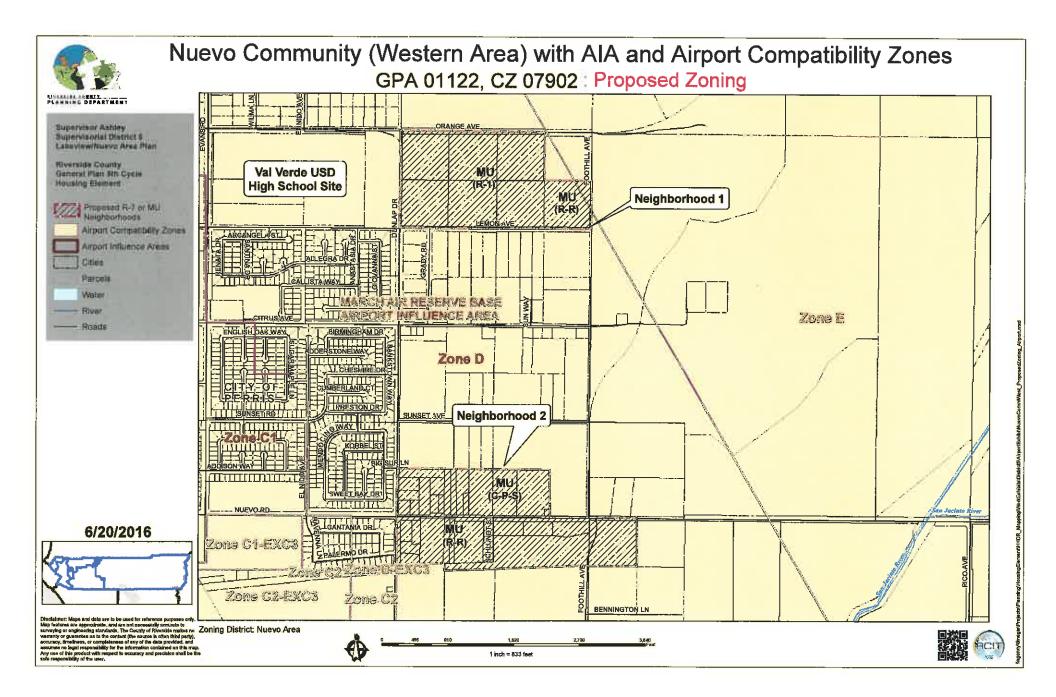


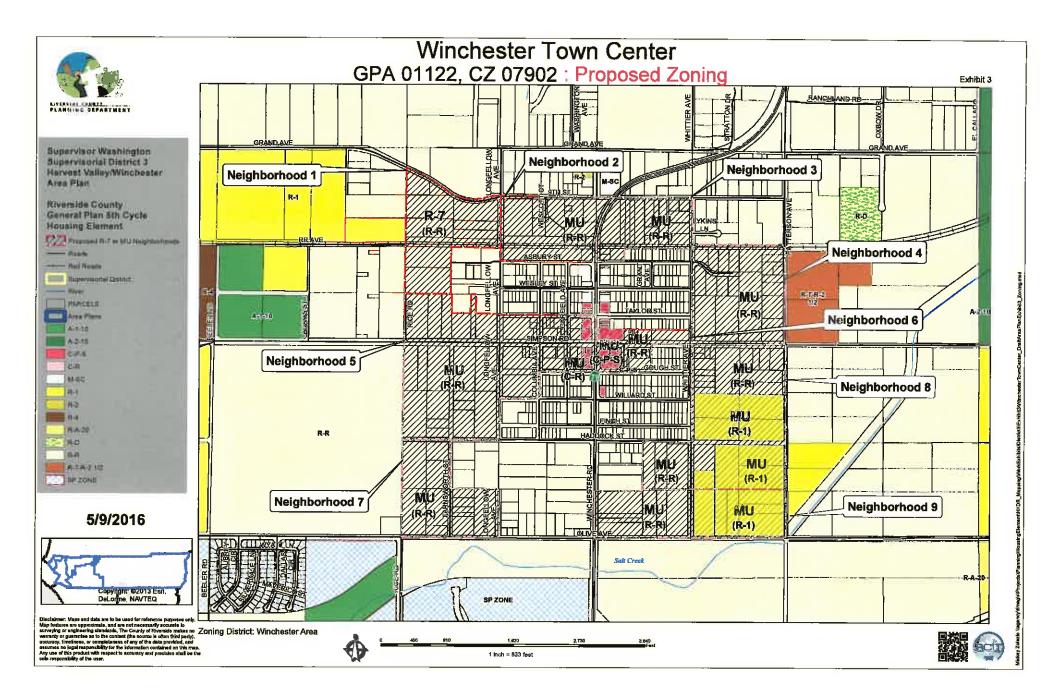


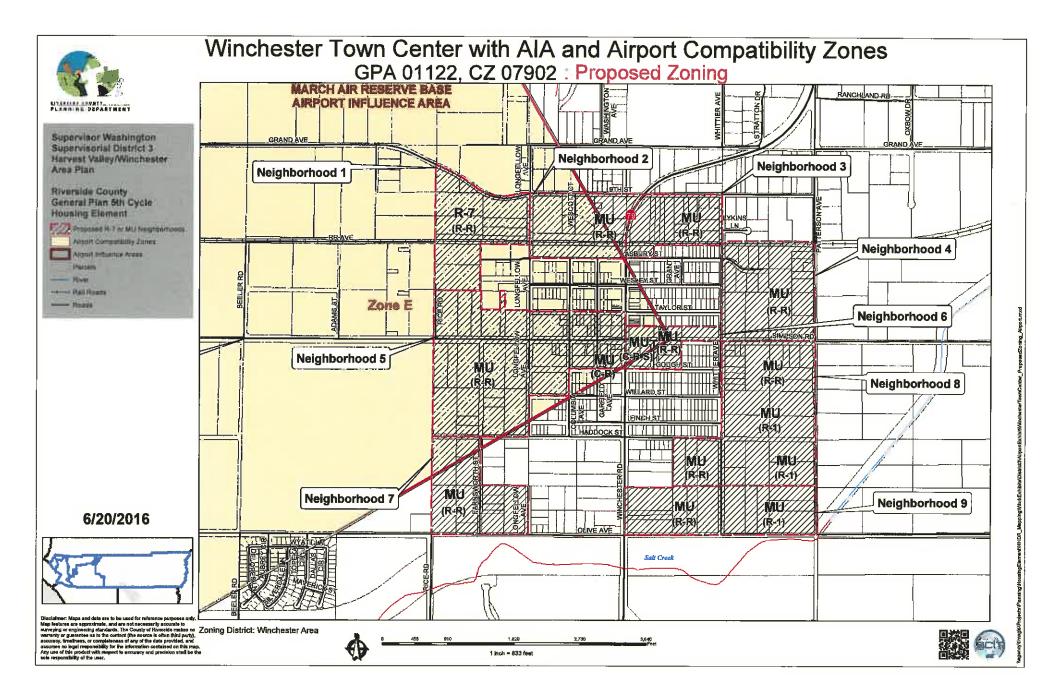


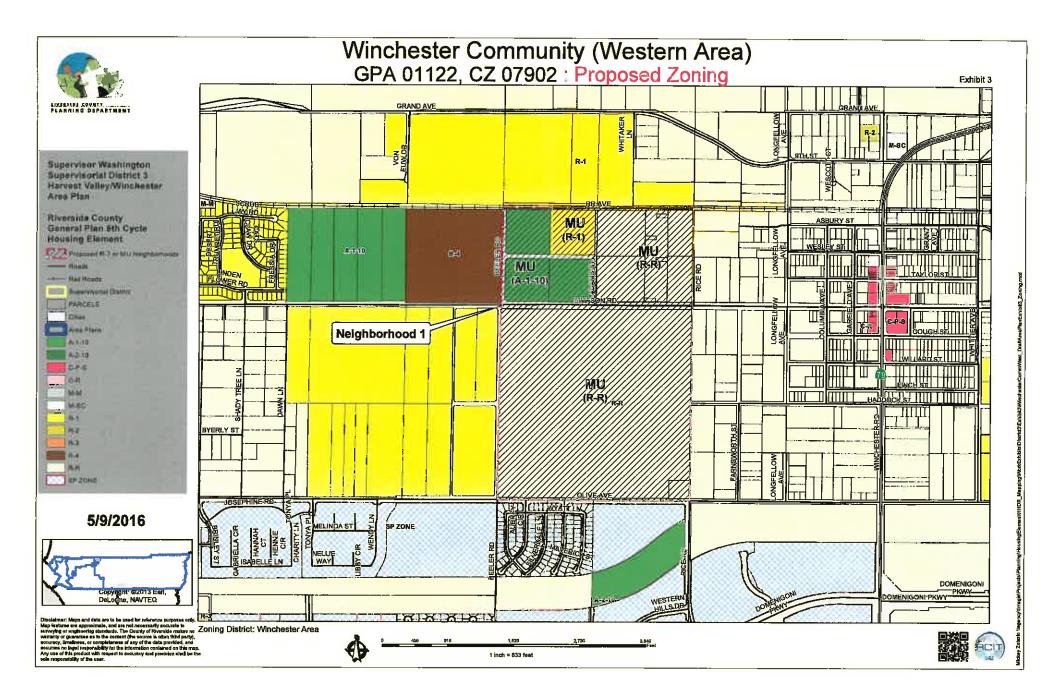


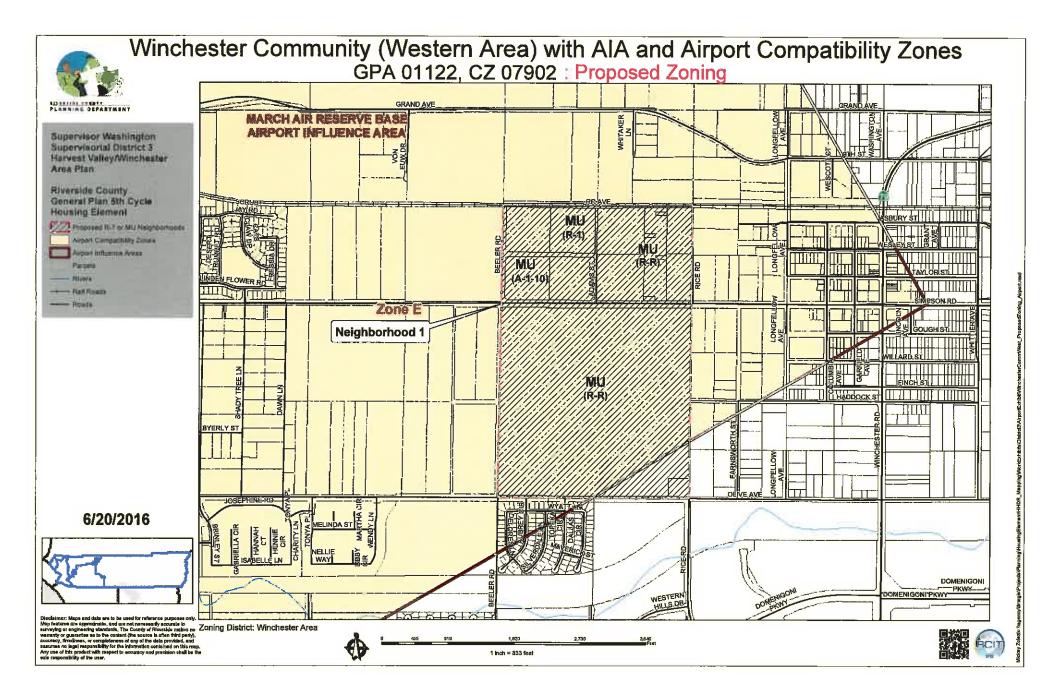


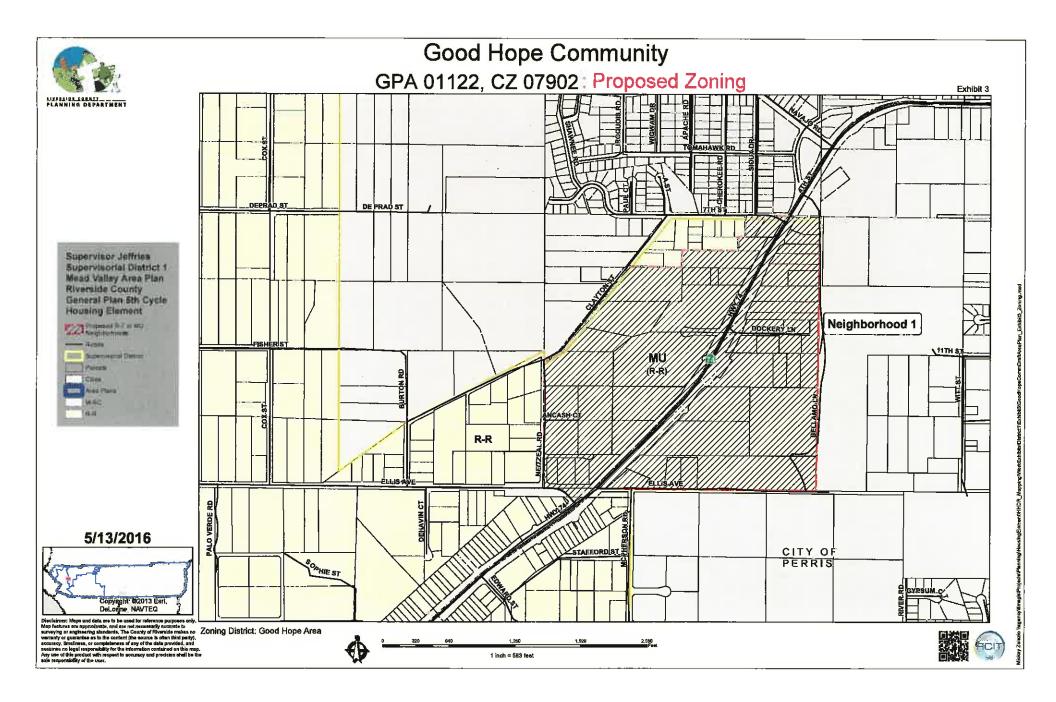


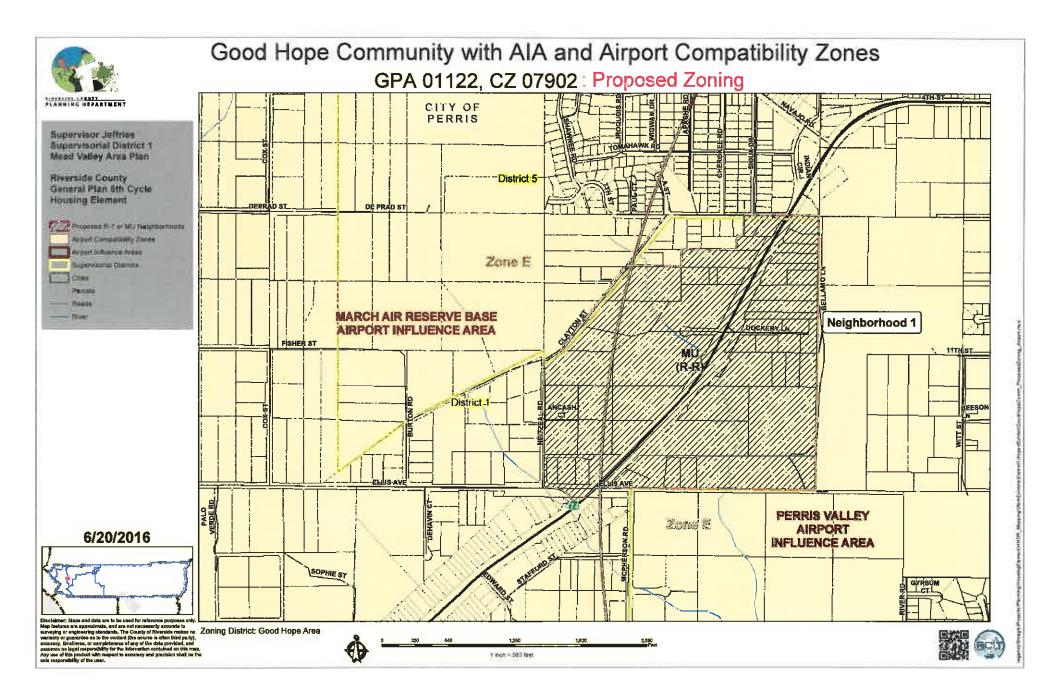


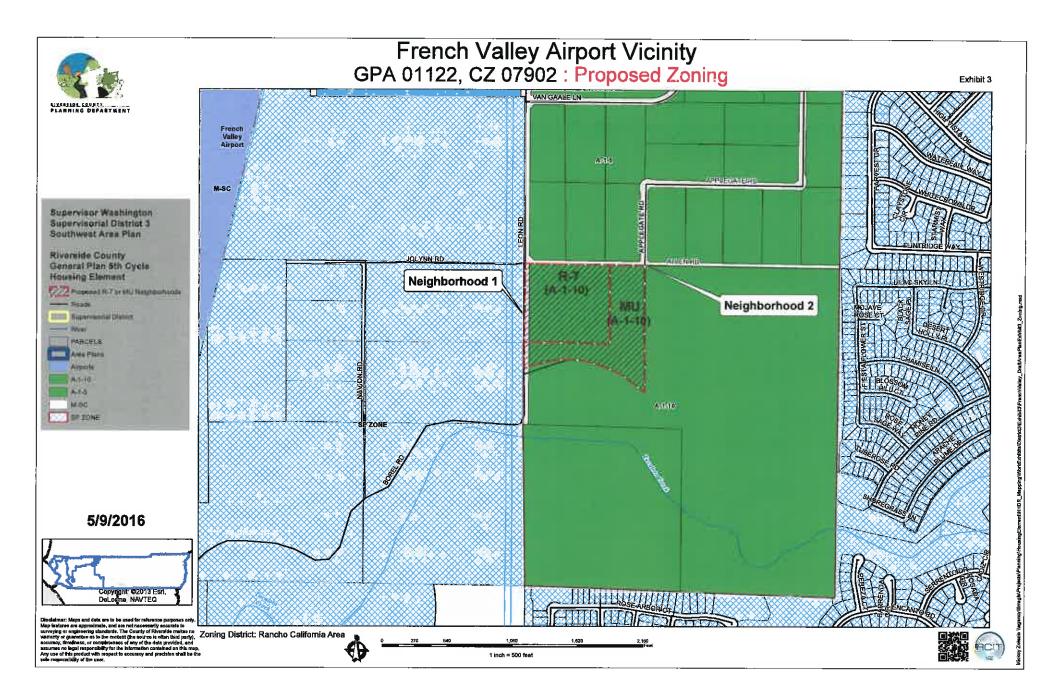


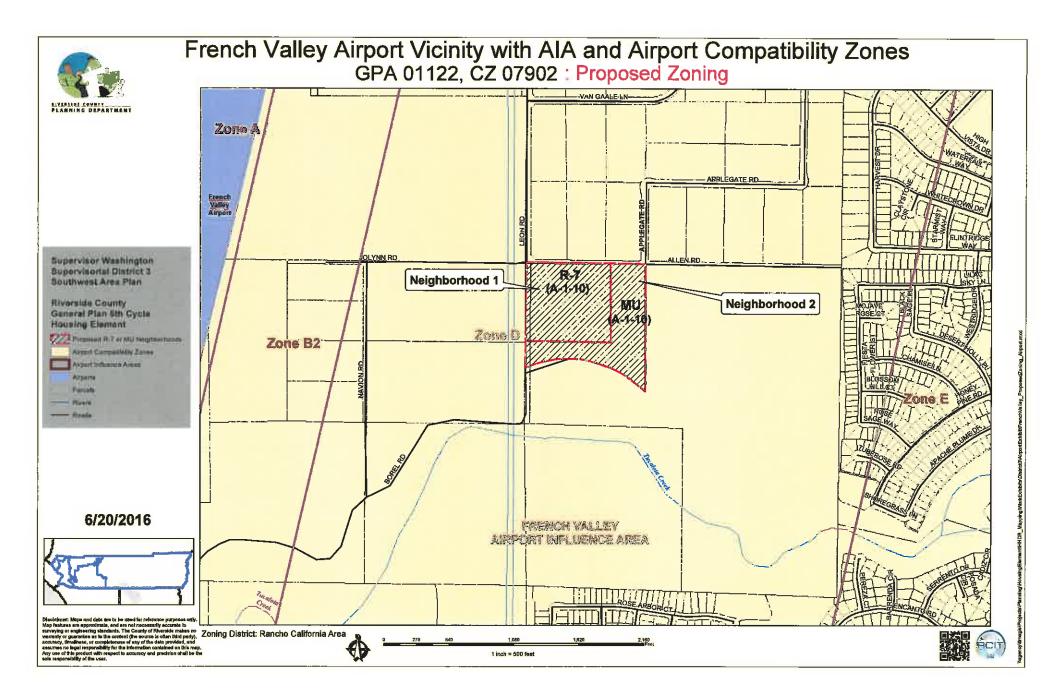


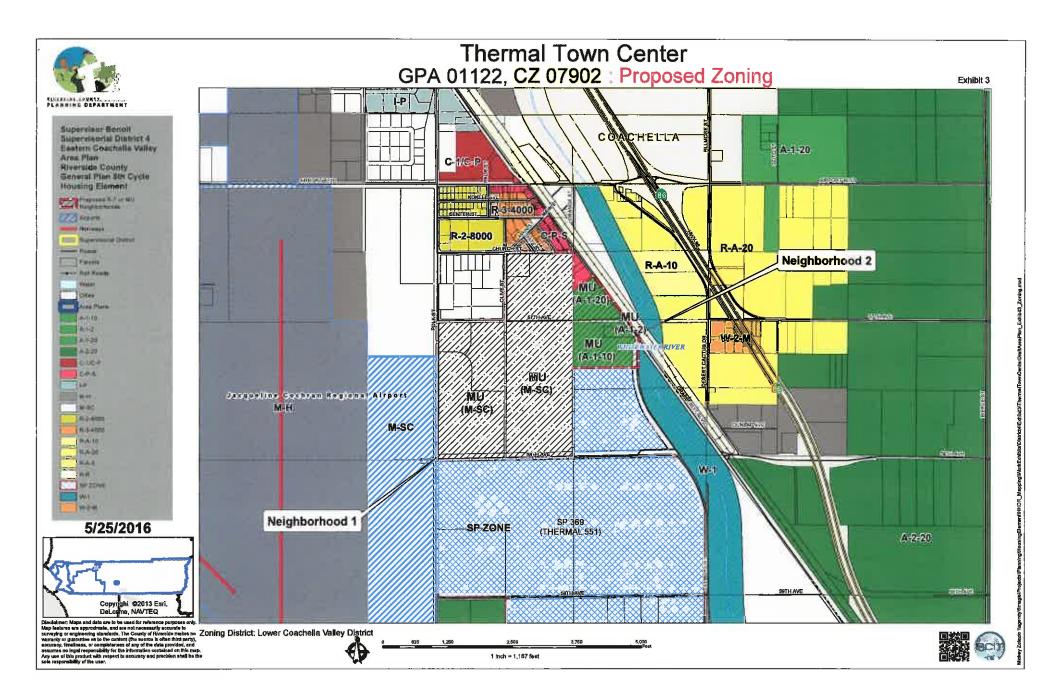














ATTACHMENT E-2: CHANGE OF ZONE NO. 7902 ORDINANCE NO. 348 UPDATE-

Proposed R-7 and MU Zones

1	ORDINANCE NO. 348. XXX
2	AN ORDINANCE OF THE COUNTY OF RIVERSIDE
3	AMENDING ORDINANCE NO. 348
4	RELATING TO ZONING
5	
6	The Board of Supervisors of the County of Riverside ordains as follows:
7	Section 1. A new Article VIIIg is added to Ordinance No. 348 to read as follows:
8	"ARTICLE VIIIg
9	R-7 ZONE (HIGHEST DENSITY RESIDENTIAL)
10	SECTION 301. INTENT.
11	It is the intent of the Board of Supervisors in enacting the R-7 Zone to establish a
12	specialized zone that will accommodate the County of Riverside's share of the
13	regional housing need as determined by the Southern California Association of
14	Governments. The R-7 Zone shall only apply to those parcels identified in
15	Ordinance No. 348.XXX for Change of Zone No. 7902 and utilized to satisfy the
16	County's share of the regional housing need for groups of all household income
17	levels. The following regulations shall apply in the R-7 Zone.
18	SECTION 302. PERMITTED USES.
19	A. The following uses shall be permitted in the R-7 Zone:
20	1. Multiple family dwellings
21	2. Apartment houses
22	B. The following uses shall be permitted provided a plot plan has been approved
23	pursuant to the provisions of section 18.30 of this Ordinance.
24	1. Boarding, rooming and lodging houses
25	2. Child day care centers
26	3. Churches, temples and other places of religious worship
27	4. Libraries, museums and art galleries
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1	5. Public and private parks and playgrounds
2	C. The following uses shall be permitted provided a conditional use permit has been
3	approved pursuant to the provisions of section 18.28 of this Ordinance.
4	1. Mobilehome parks
5	D. Any use that is not specifically listed in subsections B. or C. may be considered a
6	permitted or conditionally permitted use provided that the Planning Director finds
7	that the proposed use is substantially the same in character and intensity as those
8	listed in the designated subsections. Such a use is subject to the permit process
9	which governs the category in which it falls.
10	SECTION 303. DEVELOPMENT STANDARDS. The following development standards
11	shall apply in the R-7 Zone.
12	A. The following development standards shall apply to non-residential development:
13	1. LOT AREA. There is no minimum lot area requirement.
14	2. LOT WIDTH. There is no minimum lot width requirement.
15	3. LOT COVERAGE. There is no maximum lot coverage.
16	4. SETBACKS. There are no setback requirements for buildings which do not
17	exceed thirty-five feet in height. Any portion of a building that exceeds
18	thirty-five feet in height shall be setback from the front, rear and side lot
19	lines not less than two feet for each foot by which the height exceeds thirty-
20	five feet.
21	5. HEIGHT. No building or structure shall exceed fifty feet (50'), unless a
22	greater height is approved pursuant to section 18.34 of this Ordinance. In
23	no event, shall a building or structure exceed seventy-five (75') in height
24	unless a variance is approved pursuant to Section 18.27 of this Ordinance.
25	6. ROOF EQUIPMENT. All roof mounted mechanical equipment shall be
26	screened from the ground elevation view to a minimum sight distance of
27	660 feet.
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1	7. ENCROACHMENTS. No yard encroachments shall be permitted in the
2	front, side or rear yard except as provided in Section 18.19 of this
3	Ordinance.
4	B. The following development standards shall apply to attached residential
5	development:
6	1. LOT AREA. There is no minimum lot area requirement.
7	2. LOT WIDTH. There is no minimum lot width.
8	3. LOT COVERAGE. A maximum of 60 percent of the area of a lot may be
9	occupied by buildings.
10	4. COMMON RECREATIONAL OPEN SPACE.
11	a. Development with one hundred (100) residential dwellings or less
12	shall provide two hundred square feet (200') of common useable
13	recreational open space per residential dwelling such as, but not
14	limited to, pools, gyms, parks and recreational facilities.
15	b. Development with more than one hundred (100) residential
16	dwellings shall provide one hundred square feet (100') of common
17	useable recreational open space per residential dwelling such as, but
18	not limited to, pools, gyms, parks and recreational facilities.
19	5. INDIVIDUAL USEABLE OPEN SPACE. A residential dwelling shall
20	include at least two hundred square feet (200') of attached useable open
21	space, such as patios or balconies, which is not encumbered with structures.
22	No length or width of the useable open space shall be less than eight feet
23	(8').
24	6. BUILDING SEPARATION.
25	a. Any one-story building containing residential dwellings shall be
26	separated by a minimum of ten (10) feet from any other one-story
27	building containing residential dwellings on the same lot.
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1		b. Any two-story building containing residential dwellings shall be
2		separated by a minimum of fifteen (15) feet from any other building
3		with residential dwellings on the same lot.
4		c. Buildings with residential dwellings above two-stories shall be
5		separated by a minimum of twenty (20) feet from any other building
6		with residential dwellings.
7	7.	HEIGHT.
8		a. Except when adjacent to existing one family dwellings or property
9		zoned R-1 (One-Family Dwellings), the maximum height for
10		buildings or structures shall be one hundred feet (100').
11		b. The maximum height for buildings or structures adjacent to existing
12		one family dwellings or property zoned R-1 (One-Family Dwellings
13		shall be fifty feet (50').
14	8.	ENCROACHMENT. No yard encroachment shall be permitted in the front,
15		side or rear yard except as provided for in Section 18.19 of this Ordinance.
16	C. The	following development standards shall apply to detached residential
17	devel	opment:
18	1.	LOT AREA. There is no minimum lot area requirement.
19	2.	LOT WIDTH. There is no minimum lot width.
20	3.	LOT COVERAGE. There is no maximum lot coverage.
21	4.	COMMON RECREATIONAL OPEN SPACE.
22		a. Development with one hundred (100) residential dwellings or less
23		shall provide two hundred square feet (200') of common useable
24		recreational open space per residential dwelling such as, but not
25		limited to, pools, gyms, parks and recreational facilities.
26		b. Development with more than one hundred (100) residential
27		dwellings shall provide one hundred square feet (100') of common
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1	useable recreational open space per residential dwelling such as, but
2	not limited to, pools, gyms, parks and recreational facilities.
3	5. USABLE OPEN SPACE. A residential use shall include at least two
4	hundred square feet (200') of attached useable open space, such as patios or
5	balconies, which is not encumbered with structures. No length or width of
6	the useable open space shall be less than eight feet (8').
7	6. BUILDING SEPARATION. The minimum distance between buildings on
8	three (3) sides shall be five feet (5') and eight feet (8') on the remaining
9	side.
10	7. HEIGHT. The maximum building height shall be forty feet (40').
11	8. ENCROACHMENT. No yard encroachment shall be permitted in the front,
12	side or rear yard except as provided for in Section 18.19 of this Ordinance.
13	SECTION 304. DEVELOPMENT DESIGN AND PHASING.
14	A. PHASING PLAN. For phased developments, a site development phasing plan
15	shall be submitted with the land use application and include maps, exhibits and a
16	description of the following: phasing for development and infrastructure; the
17	viability of future development within the neighborhood and adjoining
18	neighborhoods; and the development of multi-modal transportation connectivity
19	with the neighborhood and adjoining community areas.
20	B. DESIGN REVIEW. For multi-family dwellings and apartment houses, a site
21	design plan shall be submitted to the Planning Director for review and shall include
22	the following:
23	1. Building footprint
24	2. Floor plans
25	3. Landscape plan
26	4. Wall and fencing plan
27	5. Elevation plan
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1		6.	Architectural design
2		7.]	Photometeric plan, as necessary
3		8.	Traffic analysis
4	C.	DESIG	N APPROVAL. The above referenced site design plan shall be approved
5		by the P	Planning Director if the site design plan is consist with all of the following:
6		1. 7	The Riverside County General Plan;
7		2.	This Ordinance;
8		3.	The Countywide Design Guidelines;
9		4.	There is no specific, adverse impact upon the public health or safety. A
10		5	specific adverse impact means a significant, quantifiable, direct, and
11		ι	unavoidable impact, based on objective, identified written public health or
12		S	safety standards, policies or conditions as they existed on the date the
13		8	application was deemed complete; or
14		5. I	If there is a specific adverse impact upon the public health or safety, the
15		C	development has been conditioned to develop at a lower density which
16		r	removes the specific adverse impact."
17	Section 2.	A new A	Article IXf is added to Ordinance No. 348 to read as follows:
18		"ARTIC	CLE IXf
19		MU ZO	NE (MIXED USE)
20		SECTIC	DN 9.85. INTENT.
21		It is the	intent of the Board of Supervisors in enacting the MU Zone to establish a
22		zone to	assist the County in accommodating its share of the regional housing need
23		as deterr	mined by the Southern California Association of Governments along with
24		impleme	enting the Mixed Use Area Land Use Designation in the General Plan by
25		providin	g regulations for a mixture of residential, commercial, office,
26		entertain	ment, recreational and other uses. The MU Zone shall only apply to land
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1	with a General Plan Mixed Use Area Land Use Designation or within an approved	
2	Specific Plan. The following regulations shall apply in the MU Zone.	
3	SECTION 9.86. USES PERMITTED.	
4	A. The following uses shall be permitted in the MU Zone:	
5	1. One family dwellings	
6	2. Multiple family dwellings that do not include a non-residential use	
7	3. Home occupation	
8	4. Public parks and plazas	
9	B. The following uses shall be permitted provided a plot plan has been approved	
10	pursuant to provisions of section 18.30 of this Ordinance. In the event a	
11	development includes a combination of uses that are permitted with a plot plan and	
12	conditional use permit, the development shall be processed in accordance with	
13	Section 9.86.C. of this article.	
14	1. Animal hospitals, not including any outdoor facilities	
15	2. Antique shops	
16	3. Art supply shops and studios	
17	4. Artisan or novelty stores	
18	5. Bakery shops, including baking only when incidental to retail sales on the	
19	premises	
20	6. Banks and financial institutions	
21	7. Barber and beauty shops	
22	8. Book stores	
23	9. Business and Professional Schools	
24	10. Cellular telephone sales and service	
25	11. Check Cashing Business	
26	12. Clothing Dry Cleaners	
27	13. Clothing stores	
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1	14. Co	mmunity and Civic Centers
2	15. Co	mputer sales and service
3	16. Co	mbined Live/Work Development
4	17. Da	y care centers
5	18. De	licatessens
6	19. Dr	ug stores
7	20. Flo	prist shops
8	21. Gi	ft shops
9	22. Gr	ocery Stores
10	23. Ha	rdware stores
11	24. Ho	tels, resort hotels and motels
12	25. Ho	usehold Furniture or Appliance Stores
13	26. Int	ernet cafes and internet gaming facilities
14	27. Jev	velry stores with incidental repairs
15	28. La	undries and laundromats
16	29. Me	dical Offices
17	30. Mu	ltiple family dwellings that include a non-residential use
18	31. Mu	seums and libraries
19	32. Nu	rseries and garden supply stores
20	33. Pai	nt and wall paper stores
21	34. Par	king lots and parking structures
22	35. Pet	shops and pet supply shops
23	36. Pho	otography shops and studios and photo engraving
24	37. Plu	mbing shops, not including plumbing contractors
25	38. Pos	at services
26	39. Res	staurants and other eating establishments
27	40. Sho	be stores and repair shops
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1	41. Sporting goods stores
2	42. Tailor shops
3	43. Tobacco or Hookah shops
4	44. Tourist information centers
5	45. Toy shops
6	C. The following uses shall be permitted provided a conditional use permit has been
7	approved pursuant to the provisions of section 18.28 of this Ordinance:
8	1. Animal hospitals, with outdoor facilities
9	2. Bars and cocktail lounges
10	3. Billiard and pool halls
11	4. Convenience stores
12	5. Hotels, resort hotels and motels
13	6. Indoor Entertainment Facility
14	7. Indoor Health and Fitness Facility
15	8. Motor vehicle fuel service stations, with or without the concurrent sale of
16	beer and wine for off-premises consumption
17	9. Private Academic Facility
18	10. Theaters and Auditoriums
19	11. Liquor stores pursuant to the provisions of section 18.48 (Alcoholic
20	Beverage Sales) of this Ordinance.
21	D. SAME CHARACTER AND INTENSITY. Any use that is not specifically listed in
22	subsections B. or C. may be considered a permitted or conditionally permitted use
23	provided that the Planning Director finds that the proposed use is substantially the
24	same in character and intensity as those listed in the designated subsections. Such a
25	use is subject to the permit process which governs the category in which it falls.
26	SECTION 9.87. DEVELOPMENT STANDARDS.
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1	А.	ALL	USES. The following development standards shall apply to all uses in the
2		MU Zone:	
3		1.	MIXED USE. Residential dwellings may be provided on upper levels of
4			commercial or office buildings or may be provided in separate buildings
5			adjacent to commercial or office buildings.
6		2.	PUBLIC USE.
7			a. Any building over thirty thousand square feet (30,000') shall include
8			a public use area such as public park, plaza or square.
9			b. Public use areas shall be located next to public streets, residential
10			areas or retail uses and does not include the public right-of-way.
11		3.	GROUND FLOOR. No more than fifty percent (50%) of all ground floor
12			mixed use buildings may be residential dwellings.
13		4.	TRANSPARENCY. Along predominantly retail streets, at least fifty
14			percent (50%) of the street building wall area between three feet (3') and
15			ten feet (10') shall be transparent with clear windows that allow views of
16			indoor space or display areas.
17		5.	STREET ORIENTATION. Commercial and mixed use buildings shall be
18			oriented so functional pedestrian entrances face the street, and parking areas
19			are located mostly underground or to the rear or side of the building.
20		6.	ENTRANCES. Buildings shall have an entrance door facing the public
21			sidewalk, which may include doors to individual shops, lobby entrances,
22			entrances to pedestrian-oriented plazas or courtyard entrances.
23		7.	PEDESTRIAN PATHS. Pedestrian paths shall be provided to connect
24			commercial building entries with adjacent streets, uses and parcels.
25		8.	BUILDING DESIGN.
26			a. Building facades shall be varied and articulated to provide visual
27			interest to pedestrians which may be accomplished by incorporating
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1		offsetting plans, changes in wall texture and color, architectural
2		elements and landscaping into the design of the buildings.
3		b. Except for detached residential dwellings, buildings shall include at
4		least one architectural projection that is at minimum two percent
5		(2%) higher than the primary structure but does not exceed twenty
6		feet (20').
7	9.	STREET PATTERN. The street system shall be in a grid pattern or
8		modified grid pattern emphasizing interconnected streets and the ability to
9		reach local destinations without crossing major streets or primary arterials.
10	10.	LOT AREA. There is no minimum lot area.
11	11.	LOT WIDTH. There is no minimum lot width.
12	12.	LOT COVERAGE. There is no maximum lot coverage.
13	13.	SETBACKS.
14		a. Building facades shall be no more than fifteen feet (15') from the
15		street side property lines.
16		b. No interior side setbacks are required, except when the MU zone
17		property abuts a residential zoned property in which case the
18		minimum side setback required in the MU zone shall be the same as
19		required for a residential use on the abutting residential zoned
20		property.
21	14.	HEIGHT.
22		a. Except when adjacent to existing one family dwellings or property
23		zoned R-1 (One-Family Dwellings), the maximum height for
24		buildings or structures shall be one hundred feet (100').
25		b. The maximum height for buildings or structures adjacent to existing
26		one family dwellings or property zoned R-1 (One-Family
27		Dwellings) shall be fifty feet (50').
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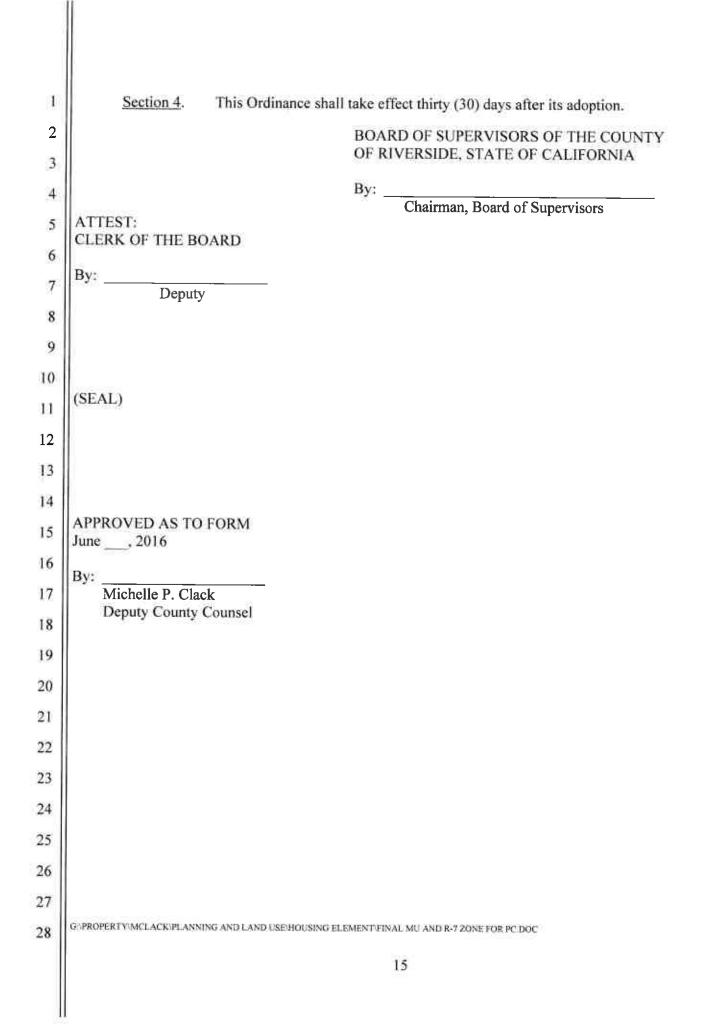
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1	c. Commercial floor space provided on the ground floor of a mixed use
2	building shall have a minimum floor to ceiling height of eleven feet
3	(11').
4	15. ROOF-MOUNTED EQUIPMENT SCREENING. Except for solar energy
5	systems, all roof- mounted mechanical and other equipment shall be
6	screened from the ground elevation view to a minimum sight distance of
7	660 feet.
8	16. TRASH AREAS. Trash collection areas shall be screened by landscaping
9	or architectural features in such a manner as not to be visible from a public
10	street for from any adjacent residential development.
11	17. ENCROACHMENTS. No yard encroachment shall be permitted in the
12	front, side or rear yard except as provided for in Section 18.19 of this
13	Ordinance.
14	18. LIGHTING. All lighting fixtures, including spot lights, electrical reflectors
15	and other means of illumination for signs, buildings, landscaping, parking,
16	loading, unloading and similar areas, shall be focused, directed and
17	arranged to prevent glare or direct illumination on residential uses.
18	B. RESIDENTIAL USES. In addition to the development standards in Section 9.87
19	subsection A., the following development standards shall apply to residential uses:
20	1. BUILDING ORIENTATION. One family dwellings shall be designed to
21	have the front door to each home closer to the street than the garage door
22	and garage doors shall not face the street.
23	2. BUILDING SEPARATION. For detached residential dwellings, the
24	minimum distance between buildings on three (3) sides shall be five feet
25	(5') and eight feet (8') on the remaining side.
26	3. COMMON RECREATIONAL OPEN SPACE.
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1	a. Development with one hundred (100) residential dwellings or less			
2	shall provide two hundred square feet (200') of common useable			
3	recreational open space per residential dwelling such as, but not			
4	limited to, pools, gyms, parks and recreational facilities.			
5	b. Development with more than one hundred (100) residential			
6	dwellings shall provide one hundred square feet (100') of common			
7	useable recreational open space per residential dwelling such as, but			
8	not limited to, pools, gyms, parks and recreational facilities.			
9	4. USEABLE OPEN SPACE. A residential dwelling shall include at least two			
10	hundred square feet (200') of attached useable open space, such as patios or			
11	balconies, which is not encumbered with structures. No length or width of			
12	the useable open space shall be less than eight feet (8').			
13	SECTION 9.88. DEVELOPMENT DESIGN AND PHASING.			
14	A. PHASING PLAN. For phased developments, a site development phasing plan			
15	shall be submitted with the land use application and include maps, exhibits and a			
16	description of the following: phasing for development and infrastructure; the			
17	viability of future development within the neighborhood and adjoining			
18	neighborhoods; and the development of multi-modal transportation connectivity			
19	with the neighborhood and adjoining community areas.			
20	B. DESIGN REVIEW. For multi-family dwelling developments that do not include a			
21	non-residential use, a site design plan shall be submitted to the Planning Director			
22	for review and shall include the following:			
23	1. Building footprint			
24	2. Floor plans			
25	3. Landscape plan			
26	4. Wall and fencing plan			
27	5. Elevation plan			
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1		6.	Architectural design	
2		7.	Photometeric plan, as necessary	
3		8.	Traffic analysis	
4	C.	DES	IGN APPROVAL. The site design plan referenced above shall be approved if	
5	the Planning Director finds the site design plan conforms or is consist with all of			
6	the following:			
7		1.	The Riverside County General Plan;	
8		2.	This Ordinance;	
9		3.	The Countywide Design Guidelines;	
10		4.	There is no specific, adverse impact upon the public health or safety. A	
11			specific adverse impact means a significant, quantifiable, direct, and	
12			unavoidable impact, based on objective, identified written public health or	
13			safety standards, policies or conditions as they existed on the date the	
14			application was deemed complete; or	
15		5.	If there is a specific adverse impact upon the public health or safety, the	
16			development has been conditioned to develop at a lower density which	
17			removes the specific adverse impact."	
18	<u>Section 3.</u> If any provision, clause, sentence or paragraph of this ordinance or the application			
19	thereof to any person or circumstances shall be held invalid, such invalidity shall not affect the other			
20	provisions of this ordinance which can be given effect without the invalid provision or application, and to			
21	this end, the provisions of this ordinance are hereby declared to be severable.			
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RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

STAFF REPORT

ADMINISTRATIVE ITEMS

- **4.1** <u>Resolution No. 2016-01 Adopting the 2016 Amendment to the Banning Municipal Airport Land Use</u> <u>Compatibility Plan.</u> See separate documents.
- 4.2 <u>Director's Approvals.</u> During the period of May 26, 2016 through June 28, 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 six ALUC cases in Compatibility Zone E of various Airport Influence Areas and issued determinations of consistency.

ZAP1195MA16 (March AIA, Zone E) pertains to County of Riverside Case No. PP25765 (Plot Plan), a proposal to construct a 50 foot high wireless monopine communications facility with a 900 square foot development footprint on a 4.83-acre site located at 22105 Old Elsinore Road (on the west side of Old Elsinore Road, southerly of its intersection with Amelia Road), in the unincorporated community of Good Hope. The elevation of Runway 14-32 at March Air Reserve Base/Inland Port Airport at its southerly terminus is 1,488 feet above mean sea level (1,488 feet AMSL). The site is located 25,500 feet from the runway, but, as March is a military airport, the radius of concern extends beyond 20,000 feet. At this distance, Federal Aviation Administration Obstruction Evaluation Service (FAA OES) review would be required for any structures exceeding a top point elevation of 1,743 feet AMSL. The existing maximum site elevation is approximately 1,775 feet AMSL. The proposed monopine structure is 50 feet in height, for an approximate total maximum elevation of 1,825 feet AMSL. Therefore, FAA OES review for height/elevation reasons was required. Verizon submitted Form 7460-1 to the FAA OES in 2014. A "Determination of No Hazard to Air Navigation" letter for Aeronautical Study No. 2014-AWP-5718-OE was issued on August 27, 2014, with an extension granted on February 5, 2016. The FAA OES conditions were incorporated into the determination of consistency issued by ALUC Director Ed Cooper for this project on June 15, 2016.

ZAP1077RI16 (Riverside Municipal AIA, Zone E) pertains to City of Jurupa Valley Case Nos. CUP 15005 (Conditional Use Permit) and SDP 31562 (Site Development Permit), which propose development of a shopping center consisting of five commercial retail buildings on a 5.45-acre site located northerly of Limonite Avenue and westerly of Felspar Street. The project includes a 4,800 square foot car wash building and a 6,000 square foot AM/PM convenience store building with 20 fuel pumps and sales of alcoholic beverages, necessitating the Conditional Use Permit, as well as a 3,000 square foot restaurant building, and a 21,000 square foot multi-tenant retail/restaurant building, for a total of 38,800 square feet of building area. The project site is located within 13,000 feet of each of the runways at Riverside Municipal Airport, but the site elevation is 57 feet lower than the elevation of the lower of the two runways, and the proposed structures will not exceed a height of 40 feet. Therefore, FAA OES review for height/elevation reasons was not required. ALUC Director Ed Cooper issued a determination of consistency for this project on May 26, 2016.

ZAP1200MA16 (March, Zone E) pertains to County of Riverside Case No. PM37101 (Tentative Parcel Map No. 37101), a proposal to divide 6.56 acres located westerly of Washington Street, easterly of Armintrout

Drive, southerly of Mariposa Avenue, and northerly of Rabbitscramble Trail in the unincorporated community of Woodcrest into four residential parcels. The top point elevation would be 55 feet higher than the elevation of March's Runway 14-32 at its northerly terminus (1535 feet AMSL), but at a distance of 30,000 feet from the runway, FAA OES review would only be required for structures with top of roof exceeding 1835 feet AMSL. Therefore, FAA OES review for height/elevation reasons was not required. ALUC Director Ed Cooper issued a determination of consistency for this project on June 6, 2016.

ZAP1201MA16 (March, Zone E) pertains to City of Riverside Case No. P16-0316 (Design Review), a proposal to construct two industrial manufacturing/warehouse buildings totaling 62,180 square feet on a 3.71-acre site located at the northwest corner of Marlborough Avenue and Northgate Street. 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 20,000 feet from the runways at Riverside Municipal Airport and Flabob Airport. Therefore, FAA OES review for height/elevation reasons was not required. ALUC Director Ed Cooper issued a determination of consistency for this project on June 6, 2016.

ZAP1202MA16 (March, Zone E) pertains to City of Riverside Case No. P16-0011 (Conditional Use Permit), a proposal to establish an exercise and fitness center in an existing 20,034 square foot commercial suite in the southerly building within the existing Town Square Shopping Center located on the north side of Twelth Street, westerly of Chicago Avenue. (The parcel extends northerly to University Avenue.) 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 20,000 feet from the runways at Riverside Municipal Airport. The site is approximately 17,181 feet from the runway at 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 June 13, 2016.

ZAP1063BD16 (Bermuda Dunes AIA, Zone E) pertains to City of La Quinta Case No. SDP2016-0001 (Site Development Plan) with Conditional Use Permit, which propose to construct a 33,776 square foot fitness center building with a 26,790 square foot outdoor swimming pool area on a 4.09-acre parcel within the Jefferson Square shopping center located on the southwest corner of Jefferson Street and Fred Waring Drive. The elevation of Bermuda Dunes' Runway 10-28 at its easterly terminus (low point) is 49 feet above mean sea level (AMSL). The site is located approximately 6,000 feet from the runway at its nearest point. The site has an existing maximum elevation of 49 feet AMSL. With a maximum structure height of 41 feet, the top point elevation of structures would be 89 feet AMSL. At a distance of 6,000 feet, Federal Aviation Administration Obstruction Evaluation Service (FAA OES) review would only be required for any structures exceeding 109 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 June 28, 2016.

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

4.3 <u>August 2016 ALUC Meeting Location</u>. The First Floor Board Hearing Room is not available for our August 11, 2016 regular meeting. Staff was originally anticipating meeting at the Eastern Municipal Water District (EMWD) in Perris; however, ALUC's liability insurance policy did not meet the District's criteria for use of its facilities by outside entities. Fortunately, an alternative venue in Western Riverside County has been found. The City of Hemet is able to accommodate our August meeting at the City Hall Council Chambers.

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COUNTY OF RIVERSIDE AIRPORT LAND USE COMMISSION

STAFF REPORT

AGENDA ITEM:	4.1
MEETING DATE:	July 14, 2016
CASE SUMMARY:	
CASE NUMBER:	ALUC Resolution No. 2016-01 Adopting the 2016 Amendment to the 2004 Banning Municipal Airport Land Use Compatibility Plan (and adopting the associated Negative Declaration) [ALUC Case Number ZAPEA01BA15]
APPROVING JURISDICTION:	Airport Land Use Commission
JURISDICTION CASE NO:	Not Applicable
RECOMMENDATION:	Staff recommends <u>ADOPTION</u> of Resolution No. 2016-01 Adopting the Negative Declaration for the 2016 Amendment to the 2004 Banning Municipal Airport Land Use Compatibility Plan and Adopting the 2016 Amendment to the 2004 Banning Municipal Airport Land Use Compatibility Plan.

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RESOLUTION NO. 2016-01

A RESOLUTION OF THE RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION ADOPTING THE NEGATIVE DECLARATION FOR THE 2016 AMENDMENT TO THE 2004 BANNING MUNICIPAL AIRPORT LAND USE COMPATIBILITY PLAN; AND ADOPTING THE 2016 AMENDMENT TO THE 2004 BANNING MUNICIPAL AIRPORT LAND USE COMPATIBILITY PLAN

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

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

WHEREAS, Public Utilities Code section 21675 provides that the ALUC shall prepare and adopt an Airport Land Use Compatibility Plan ("ALUCP"), formerly known as a Comprehensive Land Use Plan, for each operating, public use airport within its jurisdiction, and further specifies that each ALUCP shall contain land use planning guidelines to promote compatible land use development in the areas surrounding each airport, to the extent the land is not already devoted to incompatible land uses; and,

WHEREAS, on September 16, 2004, after several public hearings, the Riverside County ALUC adopted the 2004 Banning Municipal ALUCP ("2004 BMALUCP"); and,

WHEREAS, the ALUC has prepared the proposed 2016 Amendment to the 2004 BMALUCP ("2016 Amendment;" Riverside County Airport Land Use Commission Case No. ZAPEA01BA15), which: (1) revises permissible intensities of nonresidential uses in Airport Compatibility Zone D and (2) revises occupancy assumptions for retail sales uses; and,

WHEREAS, pursuant to the Public Utilities Code section 21647.7, subdivision (a), the formulation, adoption, and amendment of an ALUCP shall be guided by information contained in the Airport Land Use Planning Handbook ("Handbook") published by the Division of Aeronautics of the California Department of Transportation ("Caltrans"); and,

WHEREAS, at the direction of the ALUC, staff and consultant firm Moore Iacofano Goltsman, Inc. ("MIG, Inc.") prepared an Initial Study for the proposed 2016 Amendment, pursuant to the California Environmental Quality Act ("CEQA;" Pub. Resources Code, §21000 et seq.) to determine if the 2016 Amendment may have a significant effect on the environment; and,

WHEREAS, the Initial Study showed that there is no substantial evidence, in light of the whole record, that the proposed 2016 Amendment may have a significant effect on the environment; and,

WHEREAS, based on the Initial Study, a proposed Negative Declaration was prepared, pursuant to CEQA, which documented the reasons in support of the finding that the 2016 Amendment would not have a significant effect on the environment; and,

WHEREAS, the ALUC prepared a Notice of Intent ("NOI") to Adopt a Negative Declaration for the 2016 Amendment, which: (i) provided notice of the ALUC's intention to adopt a Negative Declaration for the 2016 Amendment; (ii) stated that the ALUC would receive public comments on the proposed Negative Declaration for a 30-day period, beginning May 9, 2016 and concluding on June 8, 2016; (iii) identified the locations where copies of the Initial Study and proposed Negative Declaration were available for review, which included the ALUC's website; and, (iv) noted that the ALUC would hold a public hearing to consider adoption of the 2016 Amendment and the proposed Negative Declaration on June 9, 2016; and,

WHEREAS, on May 2, 2016, the ALUC transmitted an electronic copy of the NOI to the Clerk of the County of Riverside for public posting; and,

WHEREAS, on May 4, 2016, the ALUC (via consultant firm MIG, Inc.) transmitted copies of the NOI, the Initial Study and the proposed Negative Declaration to the State Clearinghouse for review by state agencies, and that such documents were received by the State Clearinghouse on May 5, 2016; and,

WHEREAS, on May 4, 2016 and May 5, 2016, the ALUC mailed copies of the NOI to all owners of non-residential properties within Airport Compatibility Zone D of the Banning Municipal Airport Influence Area; and,

WHEREAS, on May 8, 2016, the ALUC published a copy of the NOI in the edition of the Riverside Press-Enterprise circulated within the Banning area, a newspaper of general circulation serving the general vicinity in which the Airport is located; and,

WHEREAS, the ALUC received no written comment letters on the Initial Study and Negative Declaration, and/or proposed 2011 Amendment; and,

WHEREAS, a duly noticed public hearing was held before the ALUC on June 9, 2016, at which time a representative of the City of Banning was present and expressed support for the 2016 Amendment as proposed. No one presented to the Commission either orally or in writing at the public hearing any opposition or disapproval of the proposed adoption of a Negative Declaration or the proposed 2016 Amendment; and,

WHEREAS, the ALUC has carefully and thoroughly reviewed the Initial Study and proposed Negative Declaration and all public comments pertaining thereto, both written and oral, all of which are incorporated herein by this reference. These documents and other materials, including those documents reviewed and incorporated by reference, constitute the record of proceedings on which the ALUC's determination is based, and are in the custody of the staff of the Riverside County ALUC, whose offices are located at 4080 Lemon Street, 14th Floor, Riverside, California, 92501; and,

WHEREAS, there is no substantial evidence in support of a fair argument that the 2016 Amendment may have a significant effect on the environment or that preparation of an environmental impact report ("EIR") is required under CEQA; and,

WHEREAS, the purpose of an ALUCP is to protect the 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 the City of Banning and areas of unincorporated Riverside County around Banning Municipal Airport, to the extent that these areas are not already devoted to incompatible uses; and,

WHEREAS, based on the entire record of these proceedings, the ALUC has determined that the proposed Negative Declaration should be adopted because there is no substantial evidence that the 2016 Amendment may have a significant effect on the environment; and,

WHEREAS, the Department of Fish and Wildlife has determined that, for purposes of assessment of CEQA filing fees, the project has no effect on fish, wildlife or their habitat: and,

WHEREAS, the ALUC has considered all of the information presented to it as set forth above, and this Resolution memorializes the final action taken by the ALUC on June 9, 2016, as a result of the ALUC's independent judgment and analysis.

IT HAVING BEEN RESOLVED, FOUND, DETERMINED, AND ORDERED at the duly noticed public hearing held on June 9, 2016, this Resolution hereby memorializes the prior final action taken on June 9, 2016, that the Riverside County ALUC:

- Certified that the Initial Study and Negative Declaration (SCH No. 2016051015) have been prepared and completed in compliance with CEQA (Pub. Resources Code, §21000 et seq.) and the CEQA Guidelines (Cal. Code of Regs., tit. 14, §15000 et seq.); and,
- 2. Found, on the basis of the whole record before it, that there is no substantial evidence that the 2016 Amendment may have a significant effect on the environment, and that the Negative Declaration reflects the ALUC's independent judgment and analysis; and,
- 3. Adopted the Negative Declaration dated May 3, 2016; and,
- 4. Adopted the 2016 Amendment to the Banning Municipal Airport Land Use Compatibility Plan; and,
- 5. Directed staff to prepare a final printing of the Banning Municipal Airport Land Use Compatibility Plan, as amended, and to send a copy to the State of California Department of Transportation, Division of Aeronautics; the Office of City Manager, City of Banning; the Office of the Community Development Director, City of Banning; and the Riverside County Planning Department; and,
- 6. Directed staff to file a Notice of Determination pursuant to CEQA and the CEQA Guidelines.

NOW, THEREFORE, the Riverside County ALUC hereby adopts this Resolution memorializing the prior final action taken at the duly noticed June 9, 2016 public hearing by the following vote:

AYES: Commissioners:

NOES: Commissioners:

Chair, Riverside County ALUC

WITNESS, my hand this14th day of July, 2016.

Director, Riverside County ALUC



.

AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY

CHAIR	June 15, 2016					
Simon Housman Rancho Mirage	June 15, 2010					
VICE CHAIRMAN	Mr. Tim Wheeler, Project Planner					
Rod Ballance	County of Riverside Planning Department					
Riverside	4080 Lemon Street, 12 th Floor					
COMMISSIONERS	Riverside, CA 92501					
	(VIA HAND DELIVERY)					
Arthur Butier Riverside						
	RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW -					
Glen Holmes Hemet	DIRECTOR'S DETERMINATION					
•	File No.: ZAP1195MA16					
John Lyon Riverside						
	Related File No.:PP25765 (Plot Plan)APN:323-070-018					
Greg Pettis	525-070-018					
Cathedral City	Dear Mr. Wheeler:					
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 County of Riverside Case No. PP25765 (Plot Plan), a proposal					
STAFF	to construct a 50 foot high wireless monopine facility with a 900 square foot development					
Director	100tprint on 4.83 acres (Assessor's Parcel Number 323-070-018) located at 22105 Old Elsinore					
Ed Cooper	Road (on the west side of Old Elsinore Road, southerly of its intersection with Amelia Road) in					
John Guerin Paul Rull	the unincorporated community of Good Hope.					
Barbara Santos						
County Administrative Center	The site is located within Airport Compatibility Zone E of the March Air Reserve Base/Inland					
4080 Lemon St.,14th Floor.	Port Airport Influence Area (March AIA). Within Compatibility Zone E of the March AIA, non-					
Riverside, CA 92501 (951) 955-5132	residential intensity is not restricted.					
	The elevation of Pupyyou 14.22 of March Air Deserve Des 17.1 1 Deserve and					
	The elevation of Runway 14-32 at March Air Reserve Base/Inland Port Airport at its southerly terminus is approximately 1,488 feet above mean sea level (1488 feet AMSL). At a distance of					
<u>www.rcajuc.org</u>	approximately 25,500 feet from the runway to the above-referenced parcel, Federal Aviation					
	Administration (FAA) review would be required for any structures with top of roof exceeding					
	1743 feet AMSL. The existing maximum site elevation is approximately 1775 feet AMSL. The					
	proposed monopine structure is 50 feet in height, for an approximate total maximum elevation of					
	1825 feet AMSL. Therefore, FAA Obstruction Evaluation Service review for height/elevation					
	reasons was required. Verizon submitted Form 7460-1 to the Federal Aviation Administration					
	Obstruction Evaluation Service (FAAOES) in 2014. A "Determination of No Hazard to Air					
	Navigation" letter for Aeronautical Study No. 2014-AWP-5718-OE was issued on August 27					
	2014, with an extension granted on February 5, 2016. The study 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 this finding.					

As ALUC Director, I hereby find the above-referenced Plot Plan <u>CONSISTENT</u> with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, subject to the following conditions:

CONDITIONS:

- 1. Any new outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
- 2. The following uses/activities are not included in the proposed project and shall be prohibited at this site, in accordance with Note 1 on Table 4 of the Mead Valley Area Plan:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
- 3. The attached notice shall be provided to all potential purchasers of the property and to tenants of any home(s) thereon.
- 4. Any new aboveground detention basins on the site shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basin(s) that would provide food or cover for bird species that would be incompatible with airport operations shall not be used in project landscaping.
- 5. The following uses are specifically prohibited at this location: trash transfer stations that are open on one or more sides; commercial composting operations; recycling centers containing putrescible wastes; construction and demolition debris facilities; wastewater management facilities; aquaculture; incinerators.

- 6. The Federal Aviation Administration has conducted an aeronautical study of the proposed structure (Aeronautical Study No. 2014-AWP-5718-OE) and has determined that neither marking nor lighting of the structure is necessary for aviation safety. However, if marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting (if any) shall be installed in accordance with FAA Advisory Circular 70/7460-1 K 2 and shall be maintained in accordance therewith for the life of the project.
- 7. The maximum height of the proposed structure to top point shall not exceed 50 feet above ground level, and the maximum elevation at the top of the structure shall not exceed 1,820 feet above mean sea level.
- 8. The specific coordinates, height, top point elevation, frequencies, and power 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.
- 9. 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.
- 10. 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 <u>https://oeaaa.faa.gov</u> for instructions.) This requirement is also applicable in the event the project is abandoned or a decision is made not to construct the structure.

If you have any questions, please contact Paul Rull, 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: Verizon Wireless (applicant)
 SAC Wireless c/o Courtney Standridge (representative) (San Diego address)
 SAC Wireless – Schaumburg IL (payee)
 Jose and Maria Carrillo (property owner)
 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\ZAP1195MA16\ZAP1195MA16.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)



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

Issued Date: 08/27/2014

Jim O'Dowd Verizon Wireless 180 Washington Valley Rd Bedminster, NJ 07921

Aeronautical Study No. 2014-AWP-5718-OE

**** 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:Monopole GarzaLocation:Perris, CALatitude:33-47-59.64N NAD 83Longitude:117-16-34.45WHeights:1770 feet site elevation (SE)50 feet above ground level (AGL)1820 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) X____ 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 02/27/2016 unless:

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

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

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

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

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

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

A copy of this determination will be forwarded to the Federal Communications Commission (FCC) because the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (310) 725-6558. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2014-AWP-5718-OE.

Signature Control No: 226251223-228041102 LaDonna James Technician

(DNE)

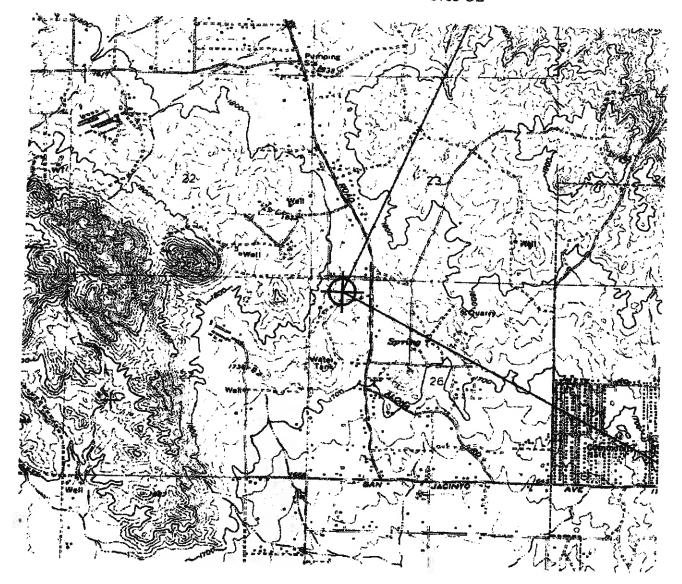
Attachment(s) Frequency Data Map(s)

cc: FCC

Frequency Data for ASN 2014-AWP-5718-OE

14

LOW FREQUENCY	HIGH FREQUENCY	FREQUENCY UNIT	ERP	ERP UNIT	
				UNIT	
698	806	MHz	1000	w	
806	824	MHz	500	W	
824	849	MHz	500		
851	866	MHz	500	W	
869	894	MHz	500 500	W W	
896	901	MHz	500	W	
901	902	MHz	7		
930	931	MHz	3500	W W	
931	932	MHz	3500		
932	932.5	MHz	17	W	
935	940	MHz	1000	dBW	
940	941	MHz	3500	W	
1850	1910	MHz	1640	W	
1930	1990	MHz	1640	W	
2305	2310	MHz	2000	W	
2345	2360	MHz	2000	W W	





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

Issued Date: 02/05/2016

Jim O'Dowd Verizon Wireless 180 Washington Valley Rd Bedminster, NJ 07921 Aeronautical Study No. 2014-AWP-5718-OE

** Extension **

A Determination was issued by the Federal Aviation Administration (FAA) concerning:

Structure:Monopole GarzaLocation:Perris, CALatitude:33-47-59.64N NAD 83Longitude:117-16-34.45WHeights:1770 feet site elevation (SE)50 feet above ground level (AGL)1820 feet above mean sea level (AMSL)

In response to your request for an extension of the effective period of the determination, the FAA has reviewed the aeronautical study in light of current aeronautical operations in the area of the structure and finds that no significant aeronautical changes have occurred which would alter the determination issued for this structure.

Accordingly, pursuant to the authority delegated to me, the effective period of the determination issued under the above cited aeronautical study number is hereby extended and will expire on 08/05/2017 unless otherwise extended, revised, or terminated by this office. You must adhere to all conditions identified in the original determination.

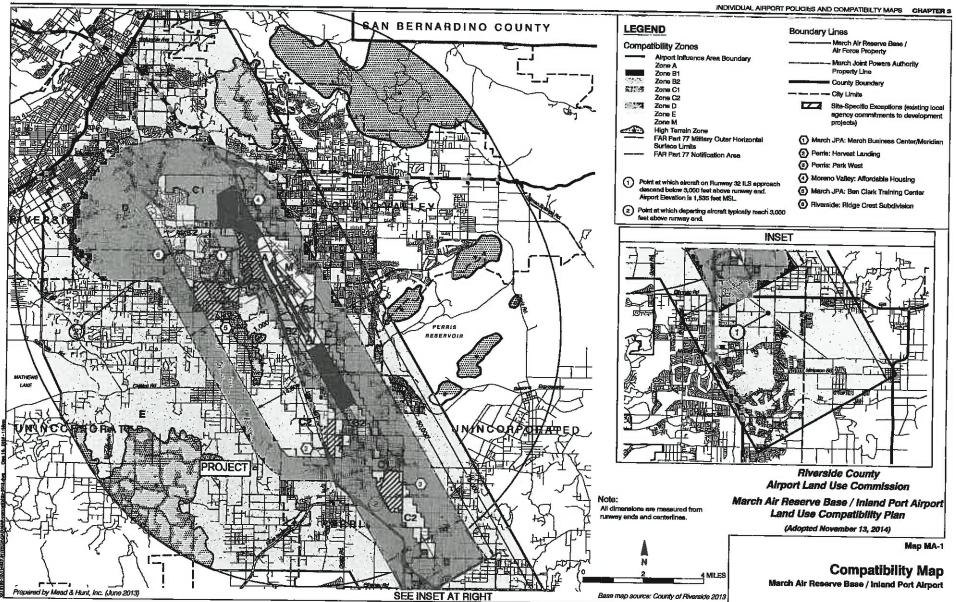
This extension issued in accordance with 49 U.S.C., Section 44718 and, if applicable, Title 14 of the Code of Federal Regulations, part 77, concerns the effect of the structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

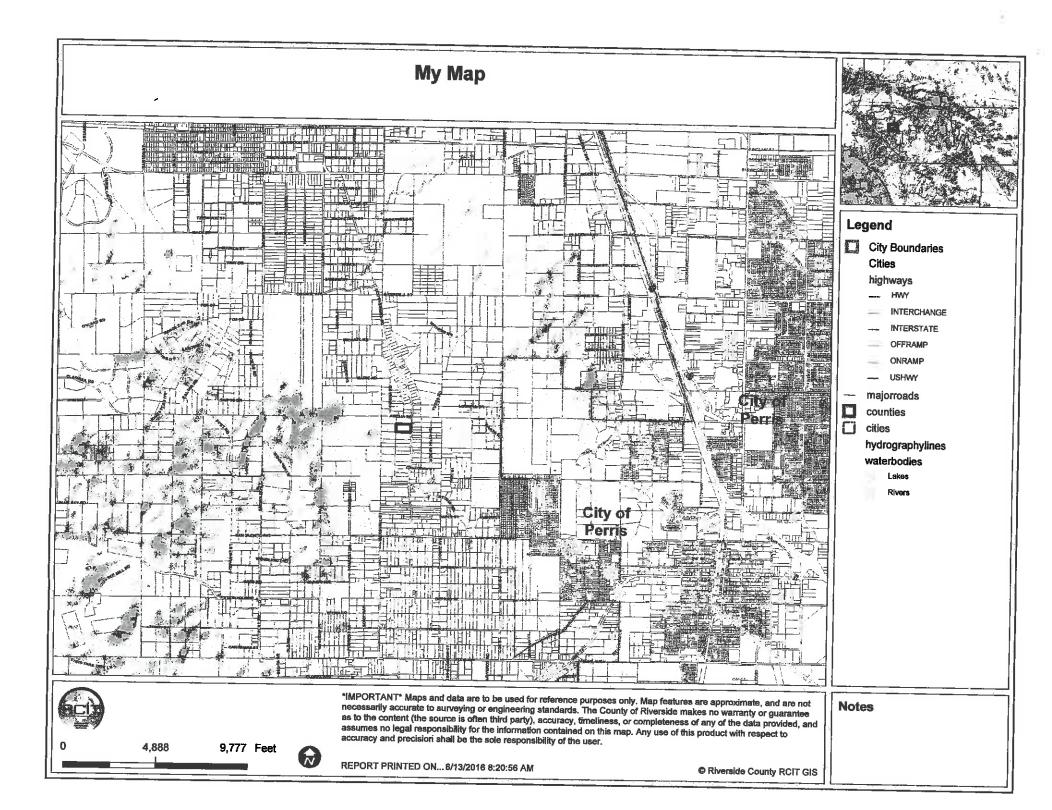
A copy of this extension will be forwarded to the Federal Communications Commission (FCC) because the structure is subject to their licensing authority.

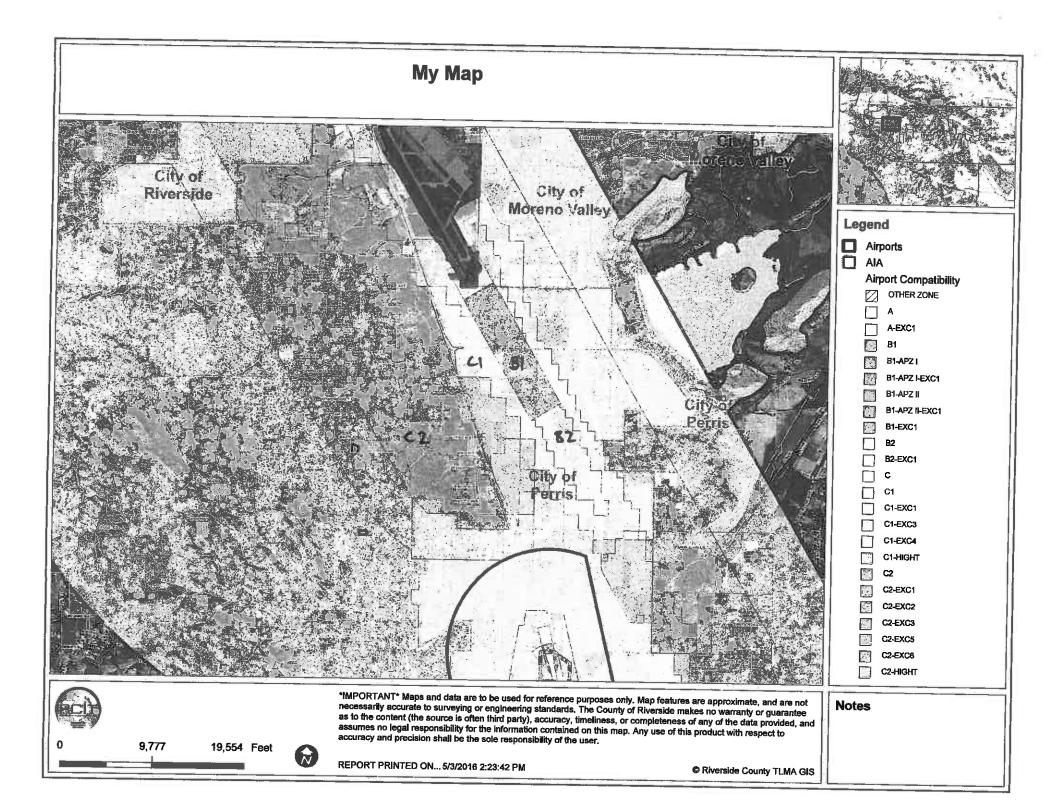
If we can be of further assistance, please contact our office at (425) 227-2625. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2014-AWP-5718-OE.

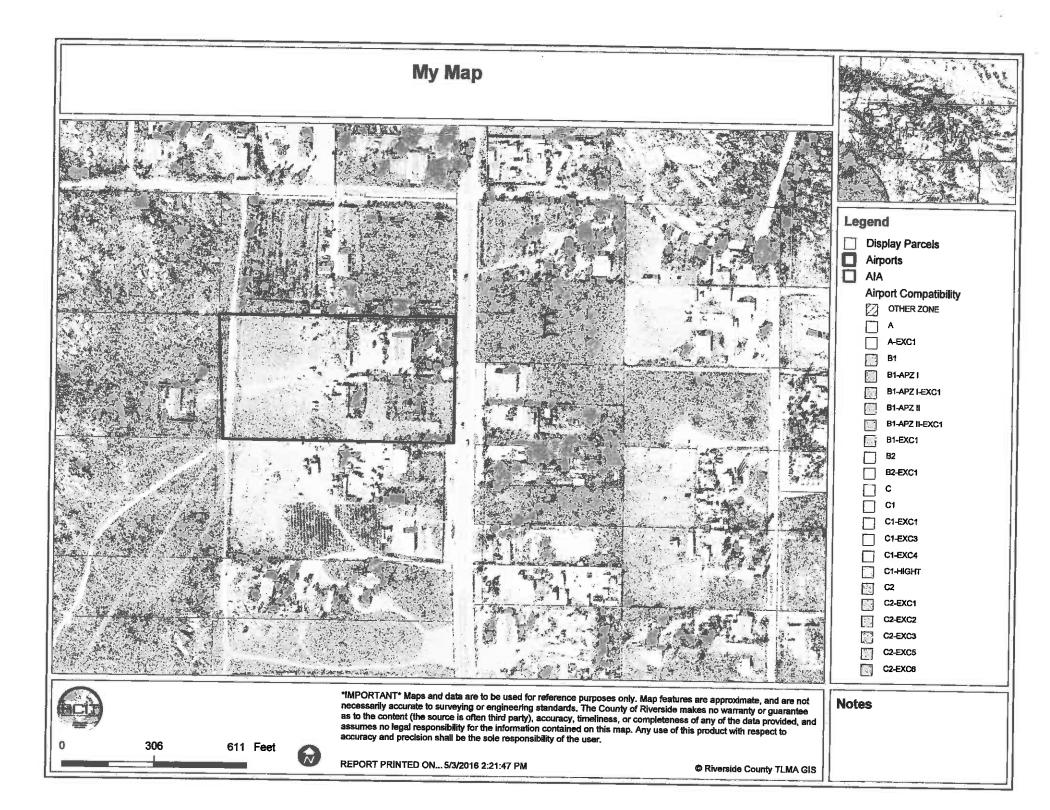
Signature Control No: 226251223-280106665 Paul Holmquist Technician

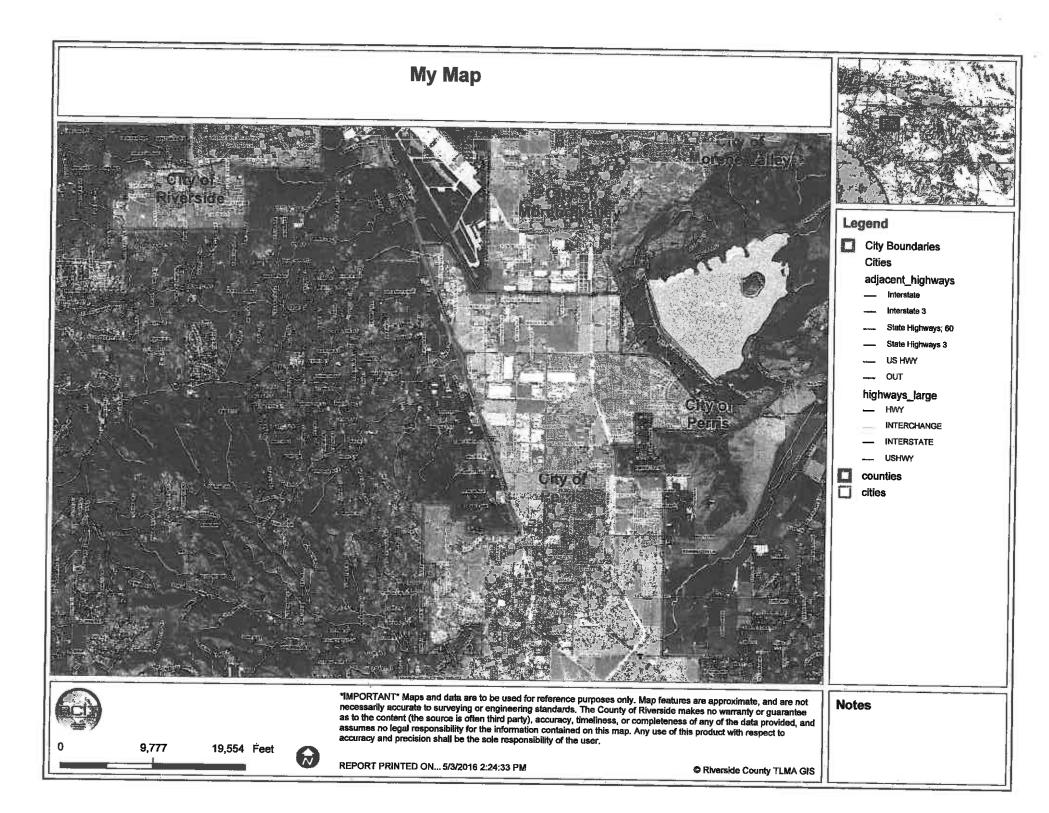
cc: FCC

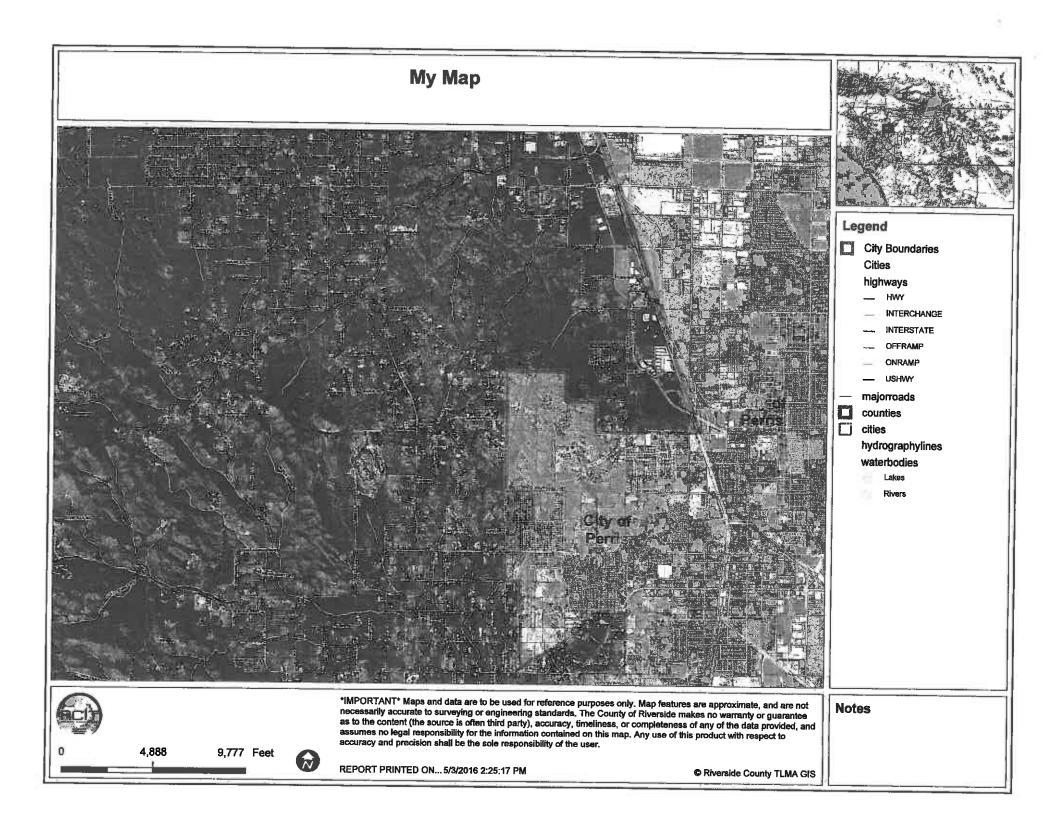


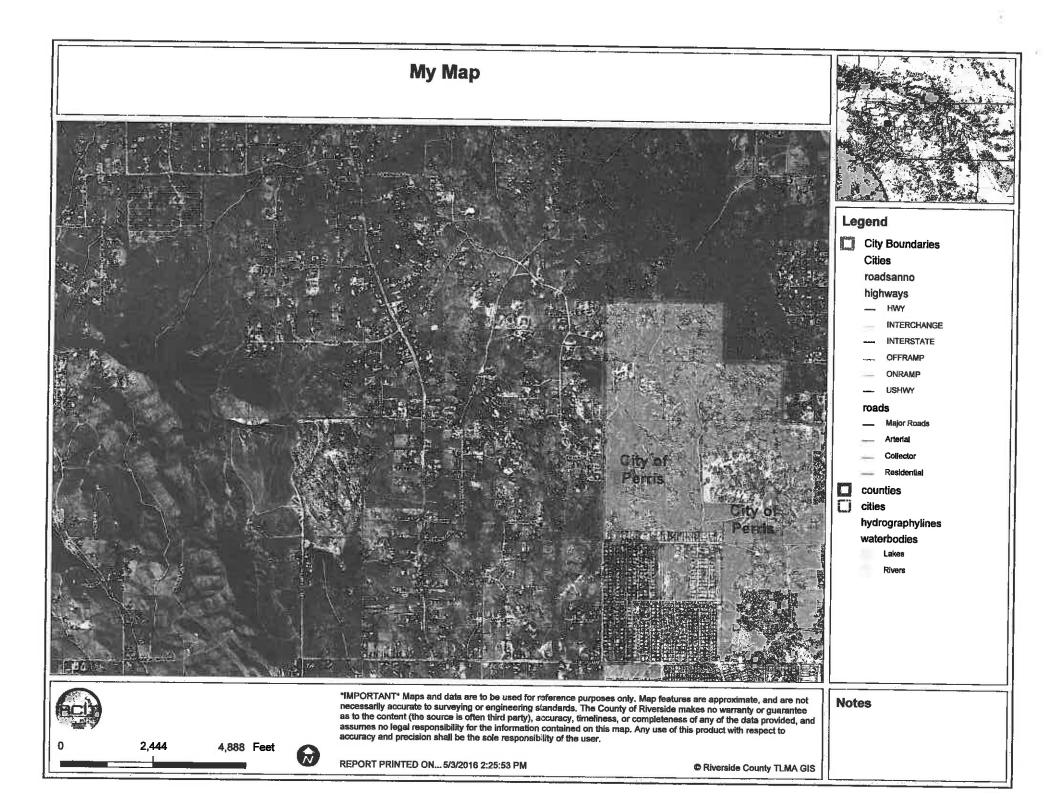


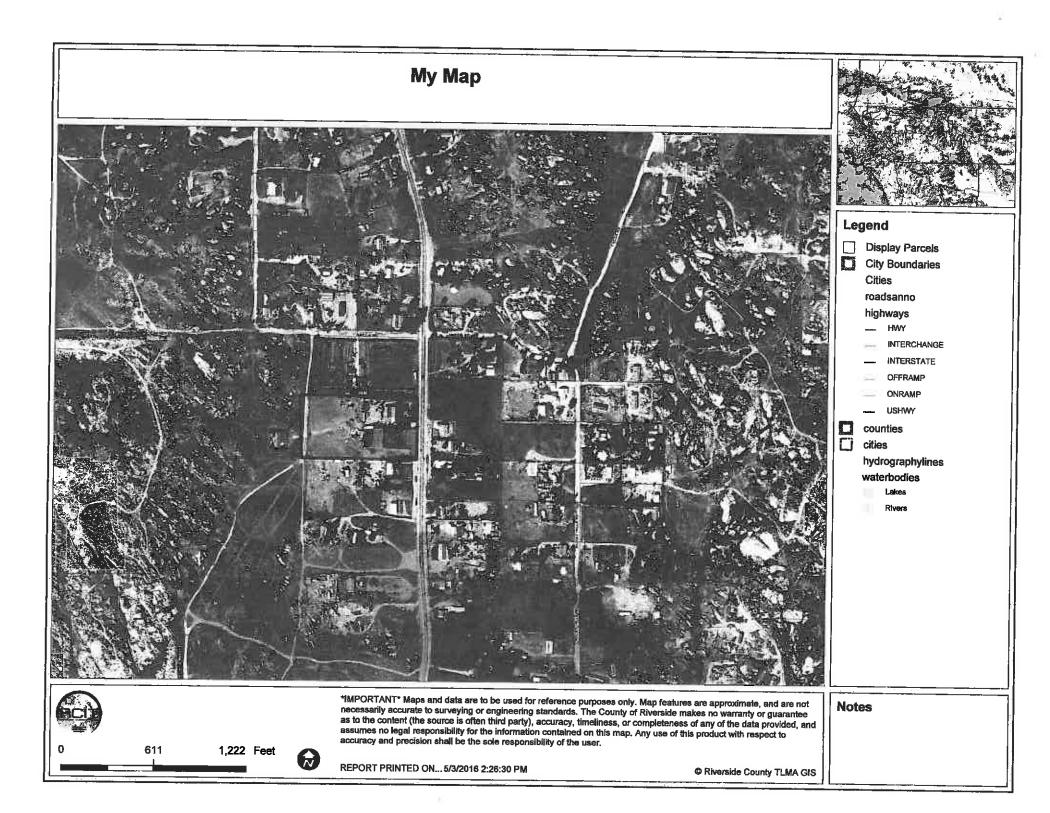


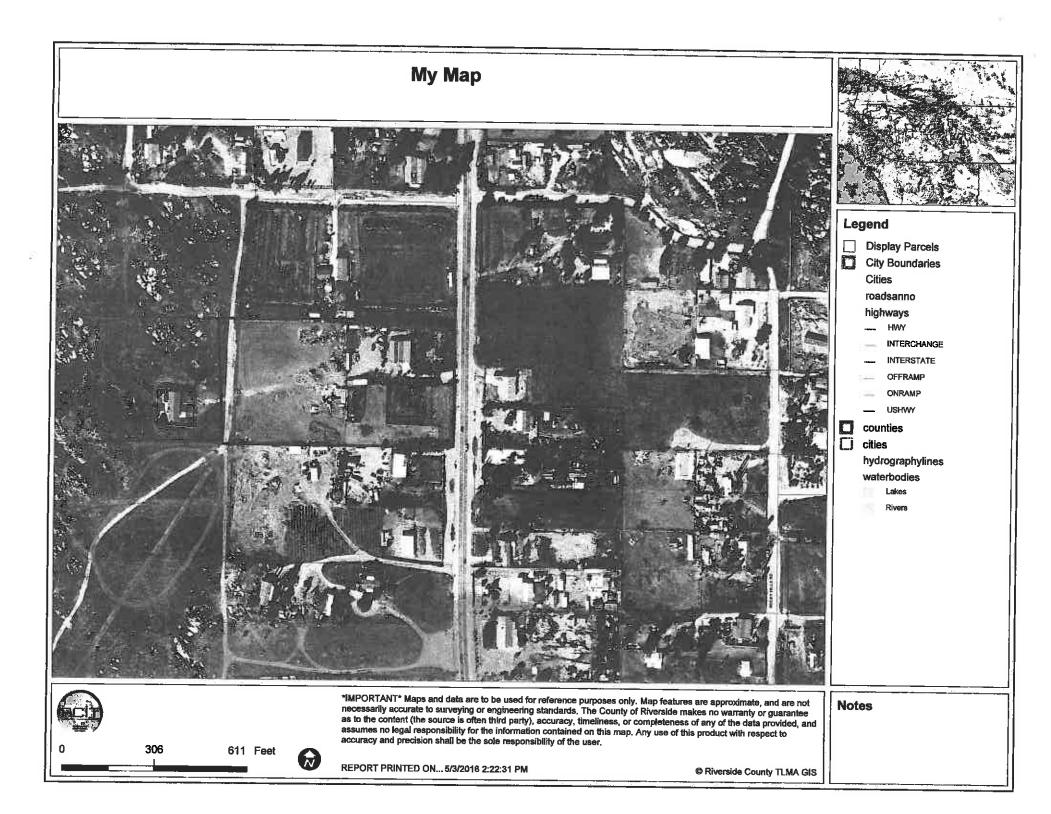


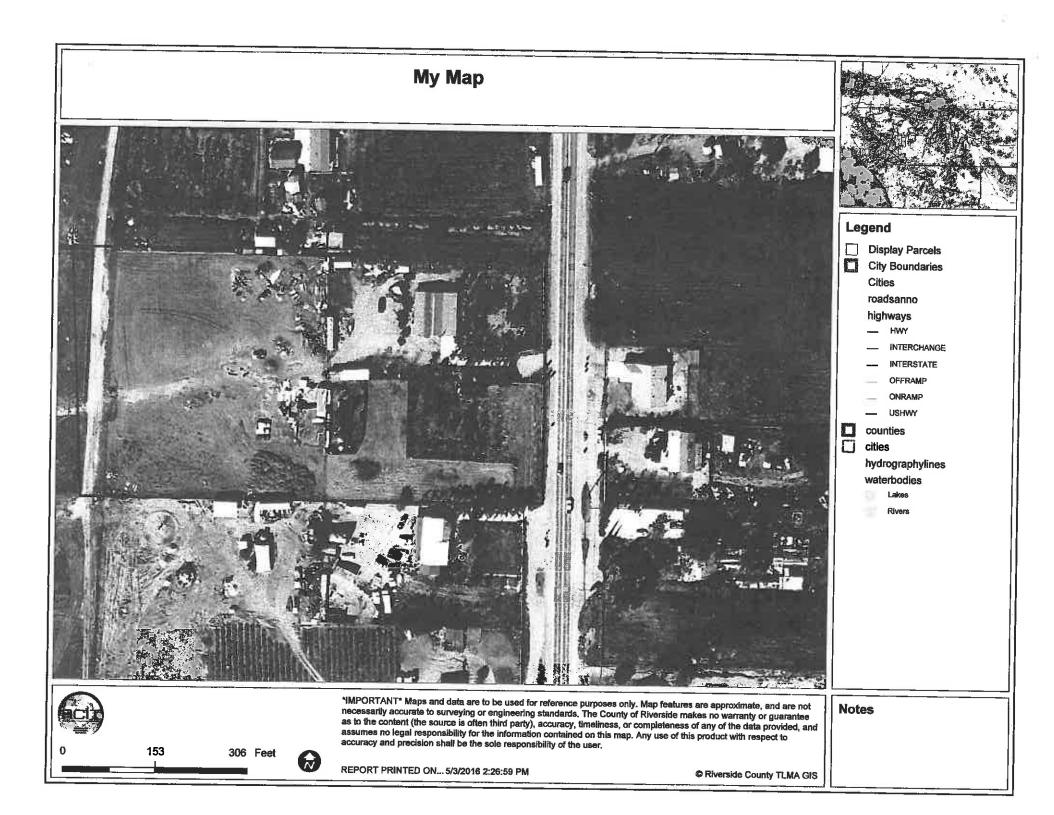


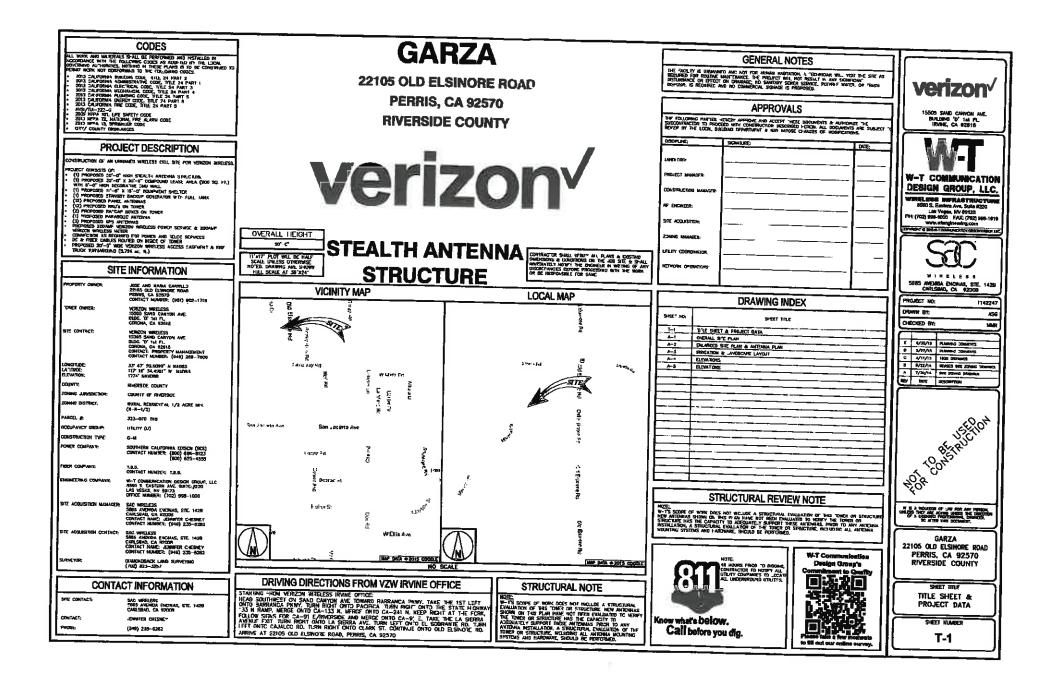


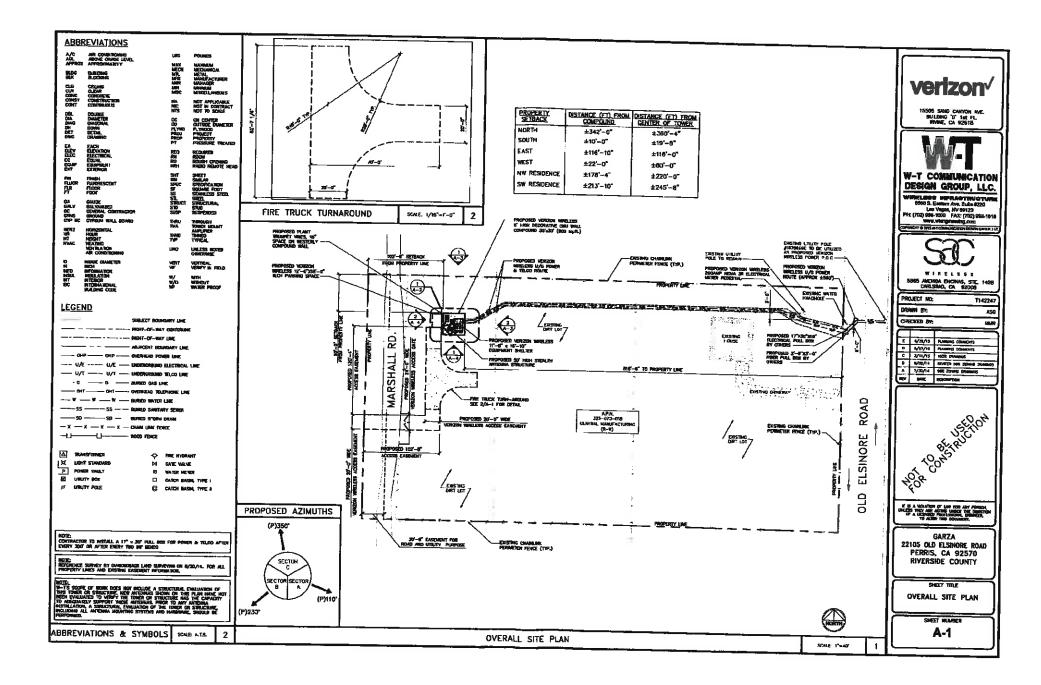


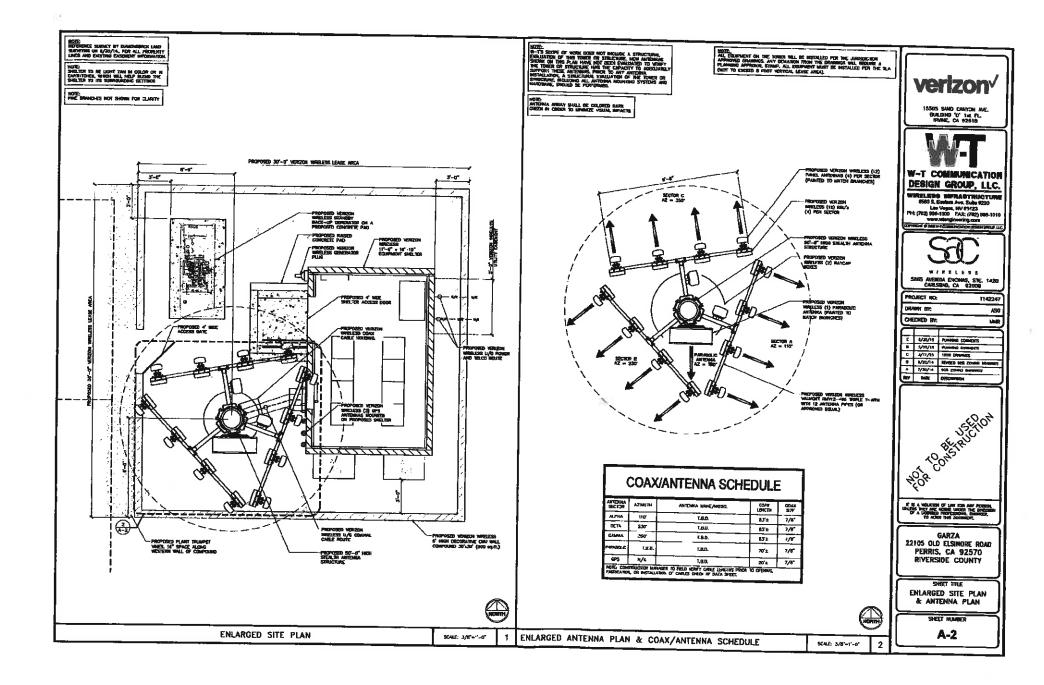












LANDSCAPING GENERAL NOTES:

ALL PLACEMENT OF LANDSCAPING SHALL MEET THE FOLLOWING CONDITIONS: all plant watera, scale be planted in a wander werk to interfere with overview were used up be ditrusive to jituites on pancheat,

NO TREES OF OBJER LANDSCHING SHALL BE LOCATED CLOSER FININ TO FEET TO A FIBE HYDRANT OR OTHER ABOVE DROUGH UTUITIES.

NO LANDSCAPING SHALL INTERFERE WITH SITE REDUREMENTS FOR SAFE WORKSS AND CORESS.

INSTALLATION STANDARDS:

- PLANT MATCHAL SHALL CONFORM WITH THE CURRENT ANEWCAN STANDARDS FOR RURBERT STOCK, PLUEUSHED BY THE ANERGOA ASSOCIATION OF MERSIONED FOR THAT TYPE OF THEE OF SHELB AT THE THE OF INSTALLADOR.
- 2. ALL TREES SHALL BE GROWN IN A NURSERY LOCATED IN THE STATE OF CALIFORNIA.
- ALL PLANT WATERIAL SHALL BE INSTALLED FREE OF DISEASE AND IN A MANNER THAT DISIDED THE AVAILABLY OF SUFFICIENT SUIL AND WATER TO SUBSTAIL HEAL DAY GROWTH.
- 4. ALL TARE, WORES, PLASTIC THES AND ROPE BHALL BE CLT FIRM FACE TO PROVENT GRELING OF THE THE SUBLAP SHALL BE PLALED BUCK FROM THE LAPPER THAT OF THE ROOTELL, IF A PLASTIC THELAS' IS USED, IT BHALL BE REMOVED IN 115 ESTREET' FROM THE RECORDANT.
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REFERENCE SARVEY BY DAMONOBACK LAND SURVEYING DATED PERKUARY 10, 2015 FOR ALL EASEMENT & LEASE DESCRIPTIONS

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EQUIPMENT LEGEND

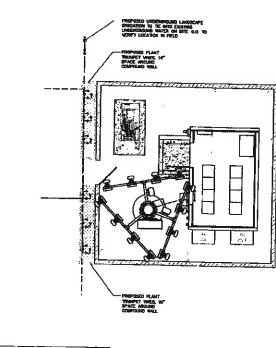
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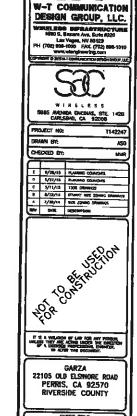
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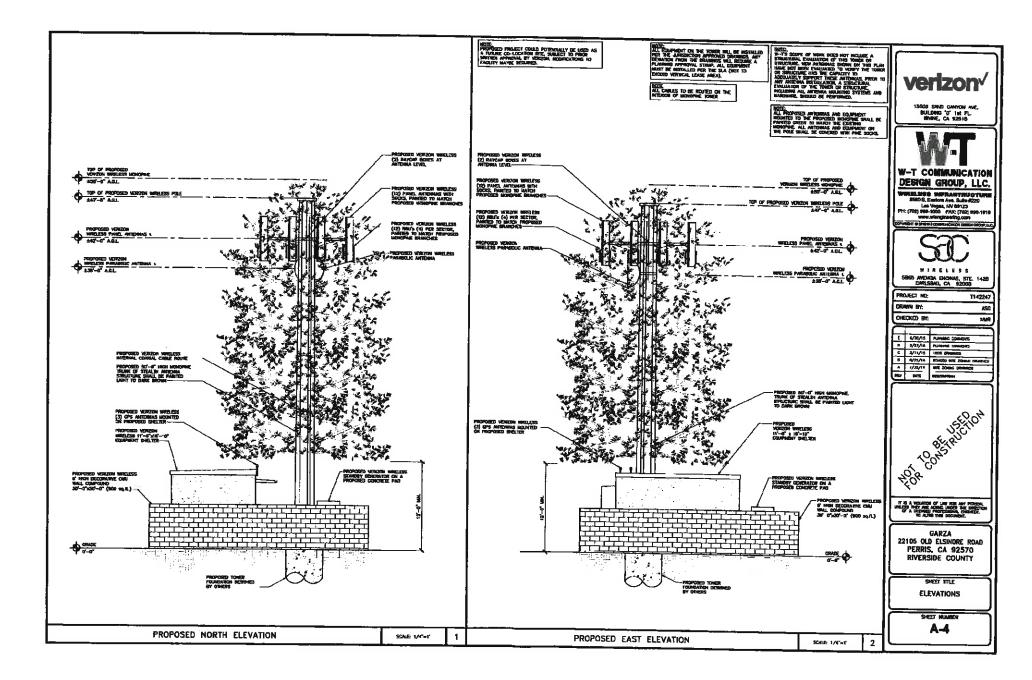


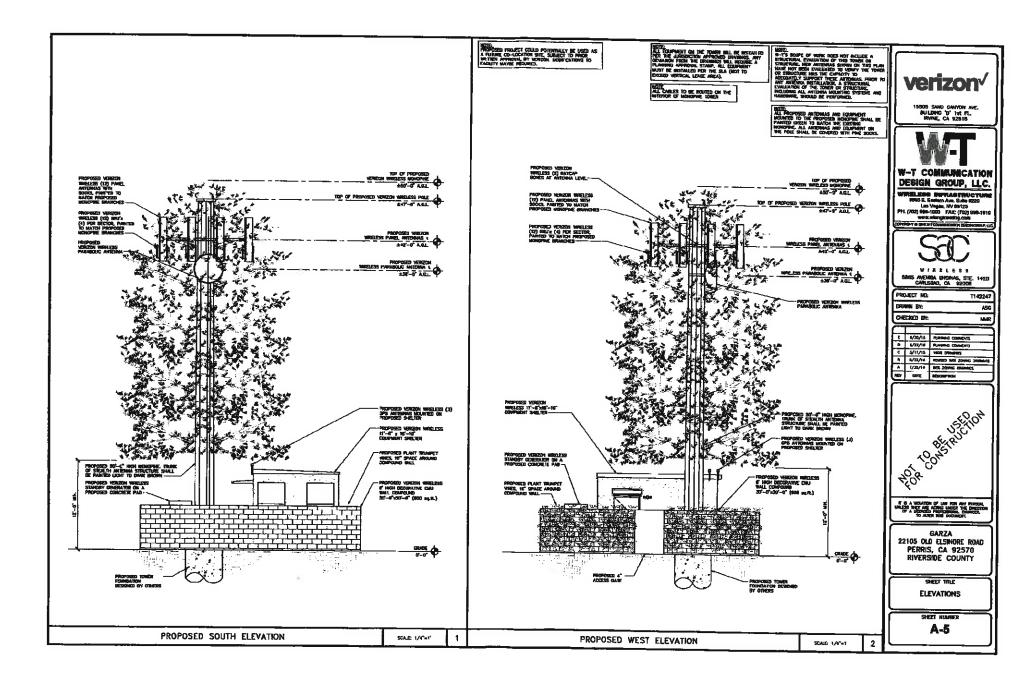
verizon⁴

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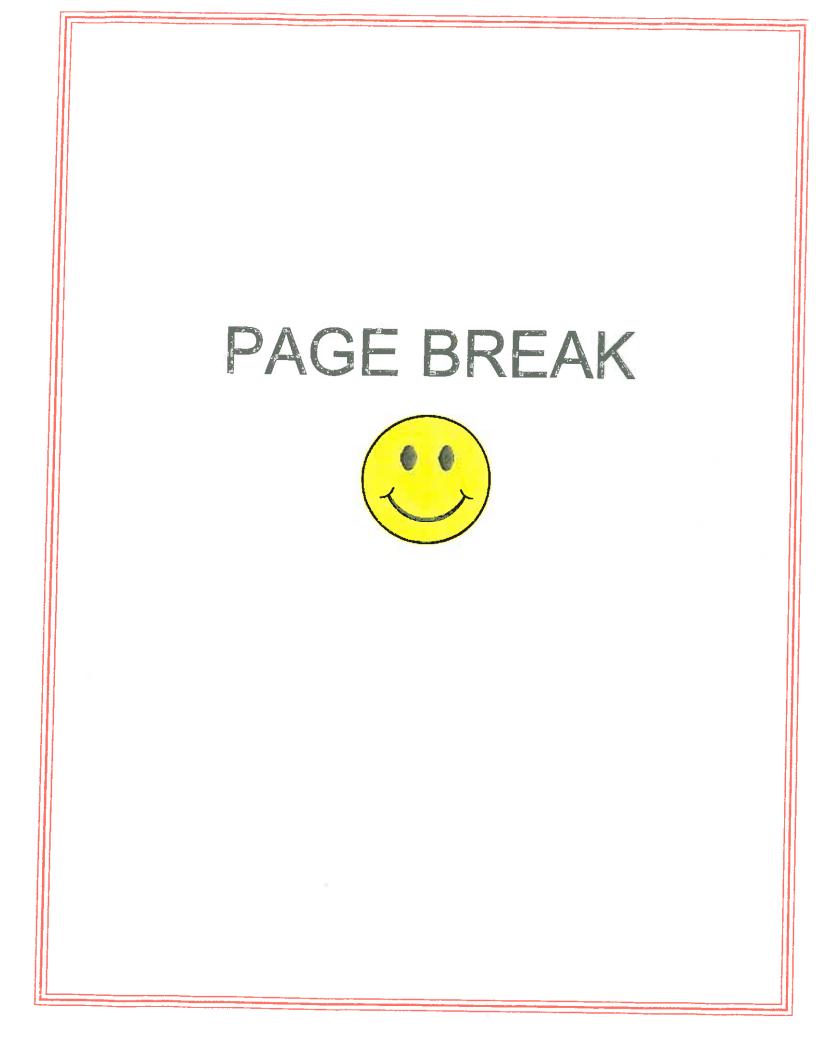
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PLANTING DETAIL PLANTING						SHEET THUE
						IRRIGATION & LANDSCAPE
				THE PROJECT SHALL COMPLY WITH P BUINCEPAL CODE 7.06 RESARCHING LA INNERSKARCE, AND CHAPTER 7.42 R KANTERIANCE.	NOASUNES OF PERMS APEDARE COMMUNE PROPERTY	SHEET NUMBER
	PLANTING DETAIL	SCALE: N.T.S.	1		LANDSCAPE AND IRRIGATION PLAN	A-3





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AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY

CHAIR Simon Housman Rancho Mirage VICE CHAIRMAN Rod Ballance Riverside COMMISSIONERS Arthur Butler Riverside	May 26, 2016 Ms. Annette Tam, Project Planner City of Jurupa Valley Planning Department 8930 Limonite Avenue Jurupa Valley, CA 92509 RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW – DIRECTOR'S DETERMINATION
Glen Holmes Hernet John Lyon Riverside	File No.:ZAP1077RI16Related File No.:CUP 15005 (Conditional Use Permit) and SDP 31562 (Site Development Permit)APN:165-240-019
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	Dear Ms. Tam: Under the delegation of the Riverside County Airport Land Use Commission (ALUC) pursuant to ALUC's general delegation as per Policy 1.5.2(d) of the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan, staff reviewed City of Jurupa Valley Case Nos. CUP 15005 (Conditional Use Permit) and SDP 31562 (Site Development Permit), a proposal to develop a shopping center consisting of five commercial retail buildings on a 5.45- acre site located northerly of Limonite Avenue and westerly of Felspar Street. The project includes a 4,800 square foot carwash building and 6,000 square foot AM/PM gas station building with 20 fuel pumps and sales of alcoholic beverages (CUP 15005), as well as a 3,000 square foot restaurant building, 4,000 square foot restaurant building, and 21,000 square foot multi-tenant retail/restaurant building (SDP 31562), for a total of 38,800 square feet of building area. The site is located within Airport Compatibility Zone E of the Riverside Municipal Airport
(951) 955-5132 <u>www.rcaluc.org</u>	 Influence Area (AIA). Land use intensity is not restricted within Compatibility Zone E. The project site is located within 13,000 feet from each of the runways at Riverside Municipal Airport, but the site elevation is 57 feet below the elevation of the lower of the two runways, and the proposed structures will not exceed a height of 40 feet. Therefore, review by the Federal Aviation Administration Obstruction Evaluation Service for height/elevation reasons was not required. As ALUC Director, I hereby find the above-referenced Conditional Use Permit and Site Development Permit <u>CONSISTENT</u> with the 2005 Riverside Municipal Airport Land Use Compatibility Plan, subject to the following conditions.

CONDITIONS:

- 1. Any new outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky.
- 2. The following uses are prohibited:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or 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 prospective purchasers of the property and tenants and/or lessees of the building(s) and structures on-site.
- 4. Any new aboveground 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 such detention basin(s) that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.

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

Sincerely, RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

Edward C. Cooper, ALUC Director

Attachments: Notice of Airport in Vicinity

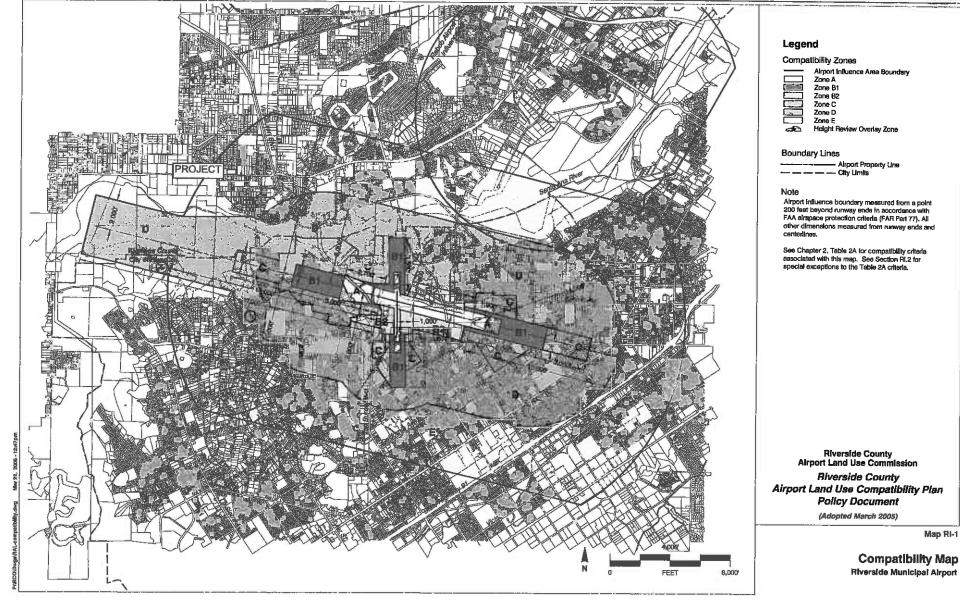
cc: Limonite C&C, LLC (applicant) Marks Architects c/o Gabriela Marks (representative) Nachhattar S. Chandi (payee) Thomas Christensen et al. (landowner) Kim Ellis, Airport Manager, Riverside Municipal Airport ALUC Case File

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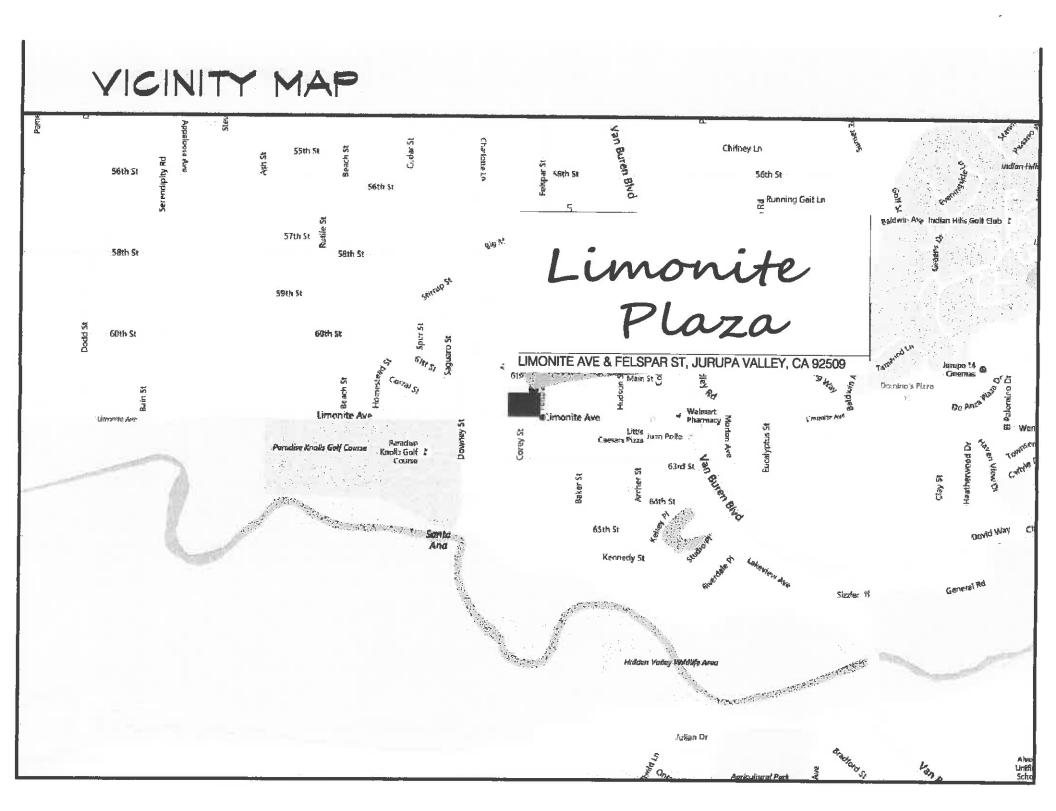
NOTICE OF AIRPORT IN VICINITY

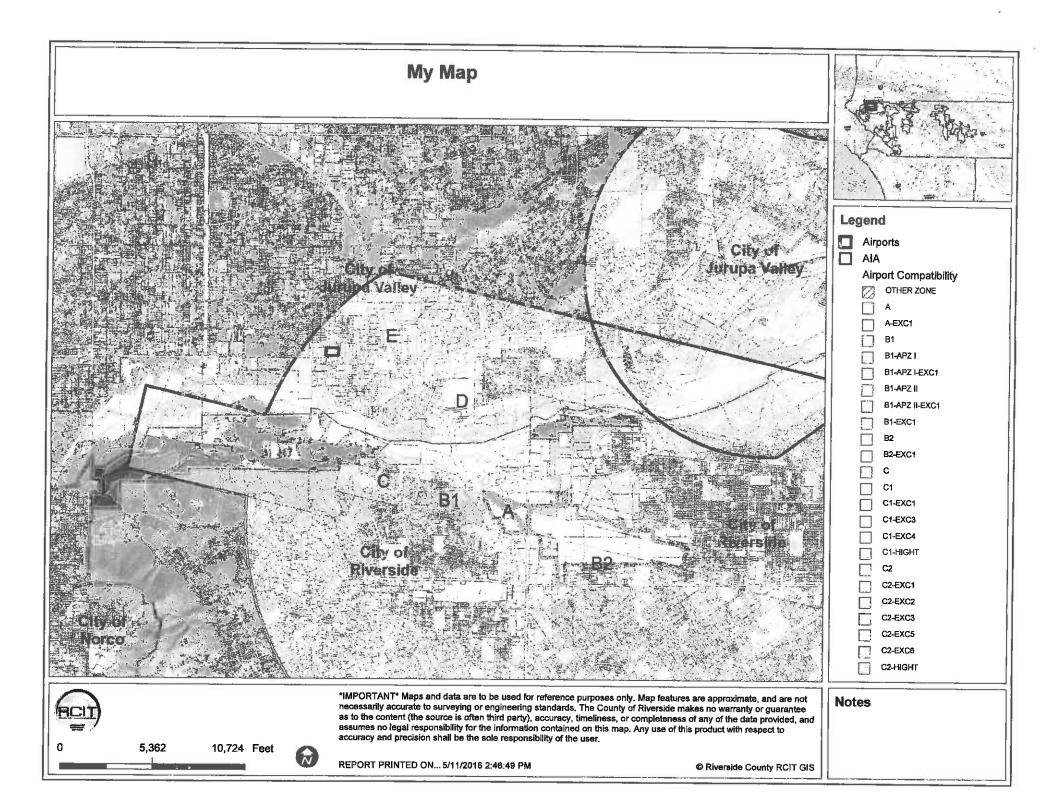
This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual 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 vou. Business & Professions Code Section 11010 (b) 13)(A)

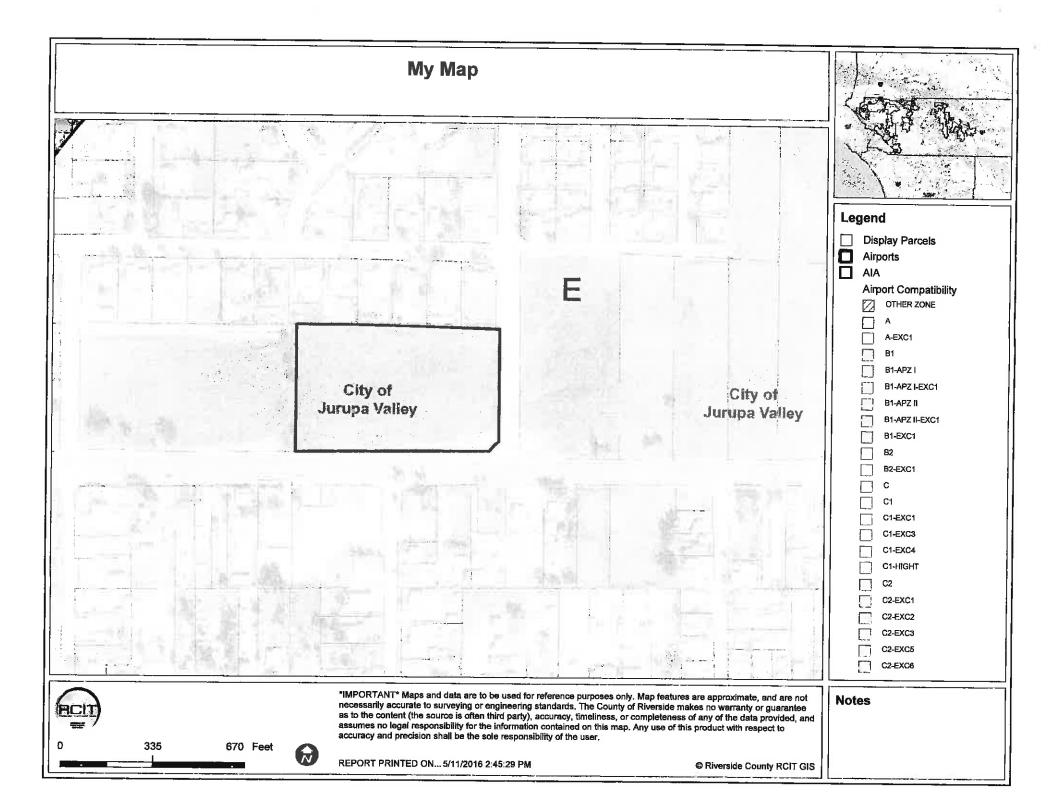
INDIVIDUAL AIRPORT POLICIES AND COMPATIBILITY MAPS CHAPTER 3

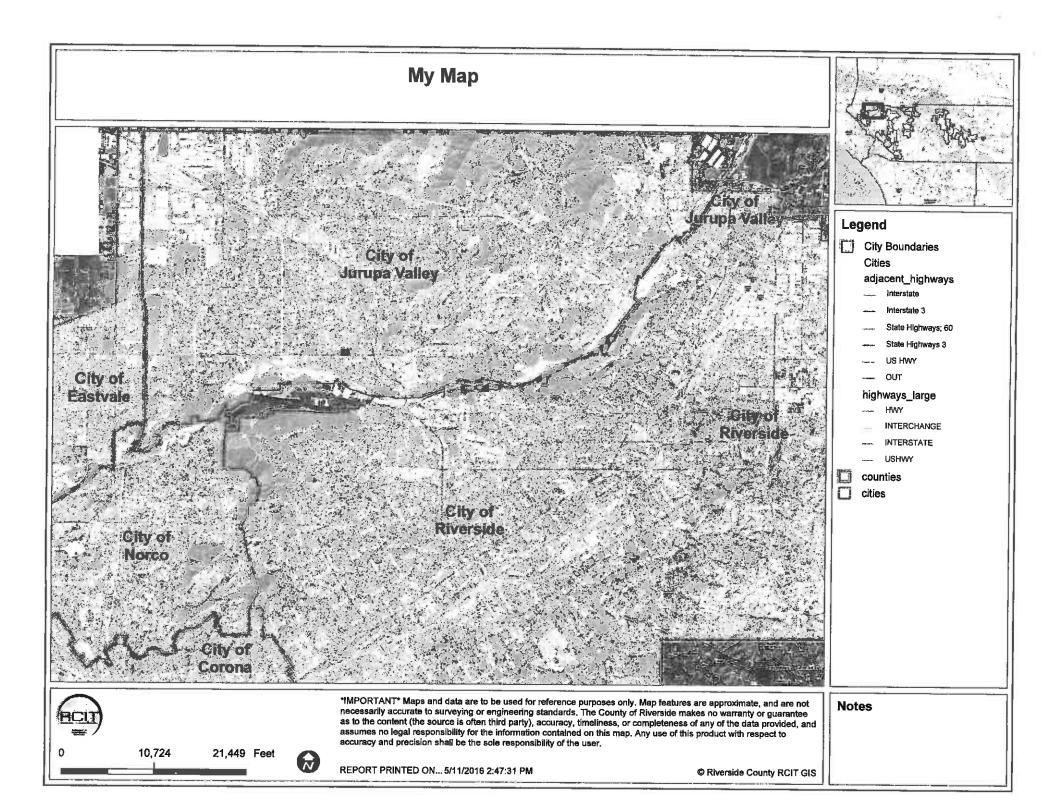


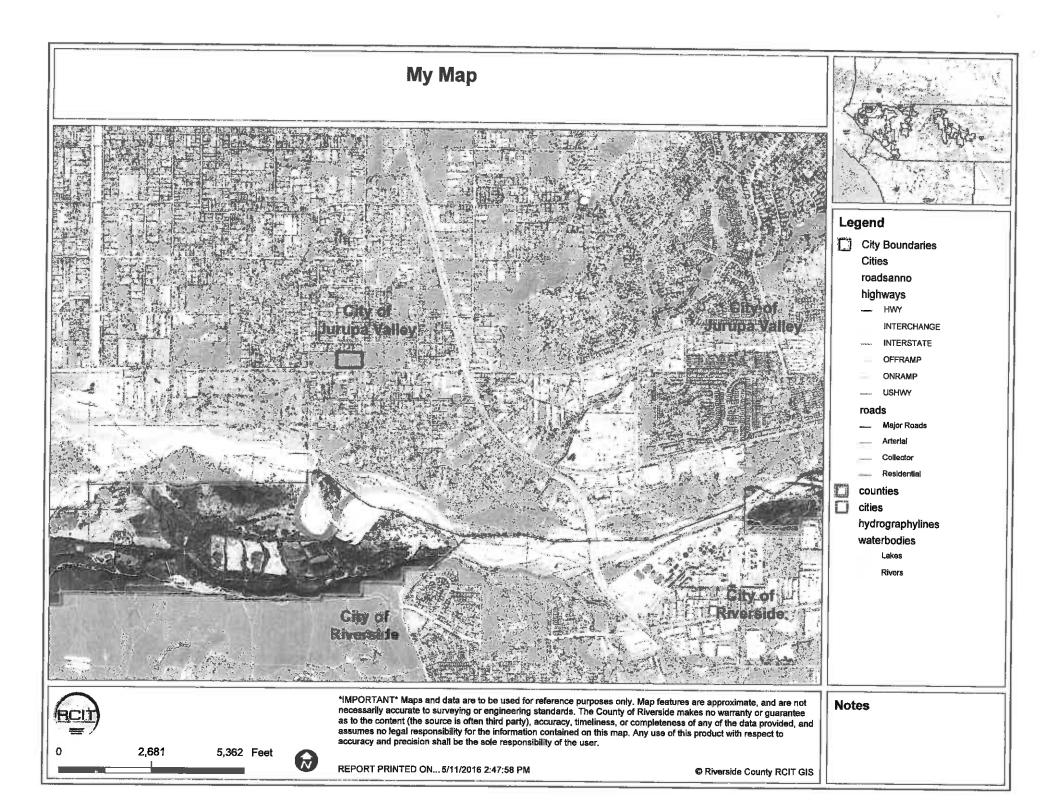
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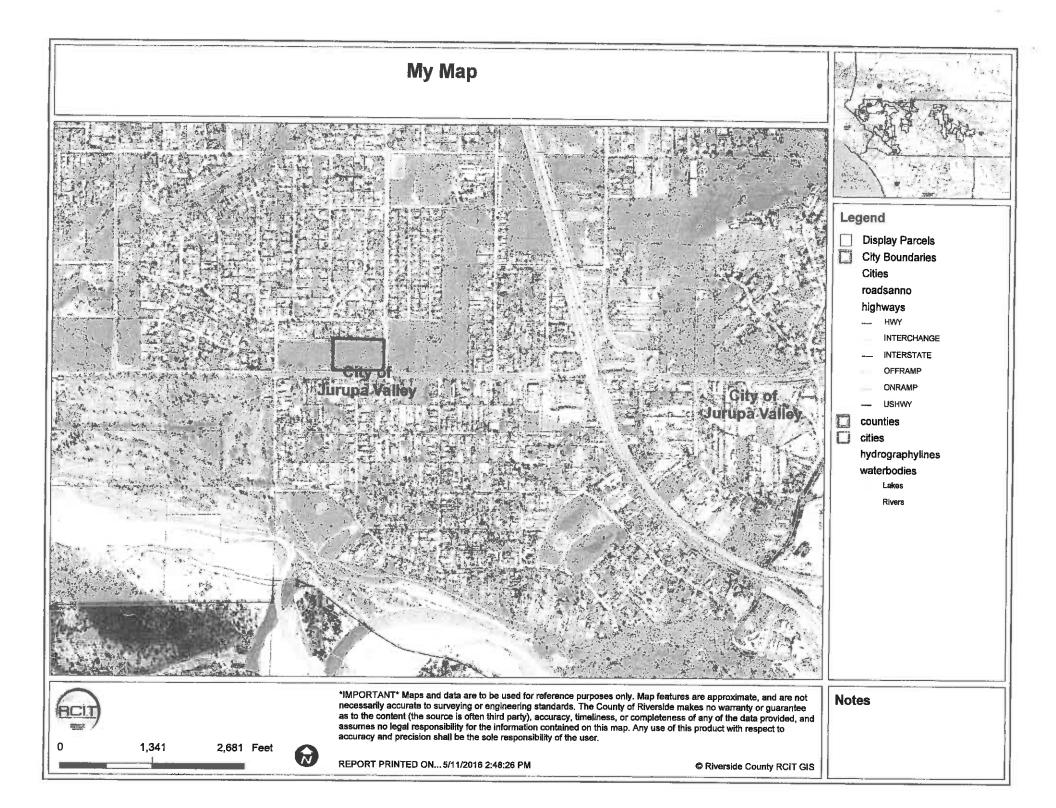


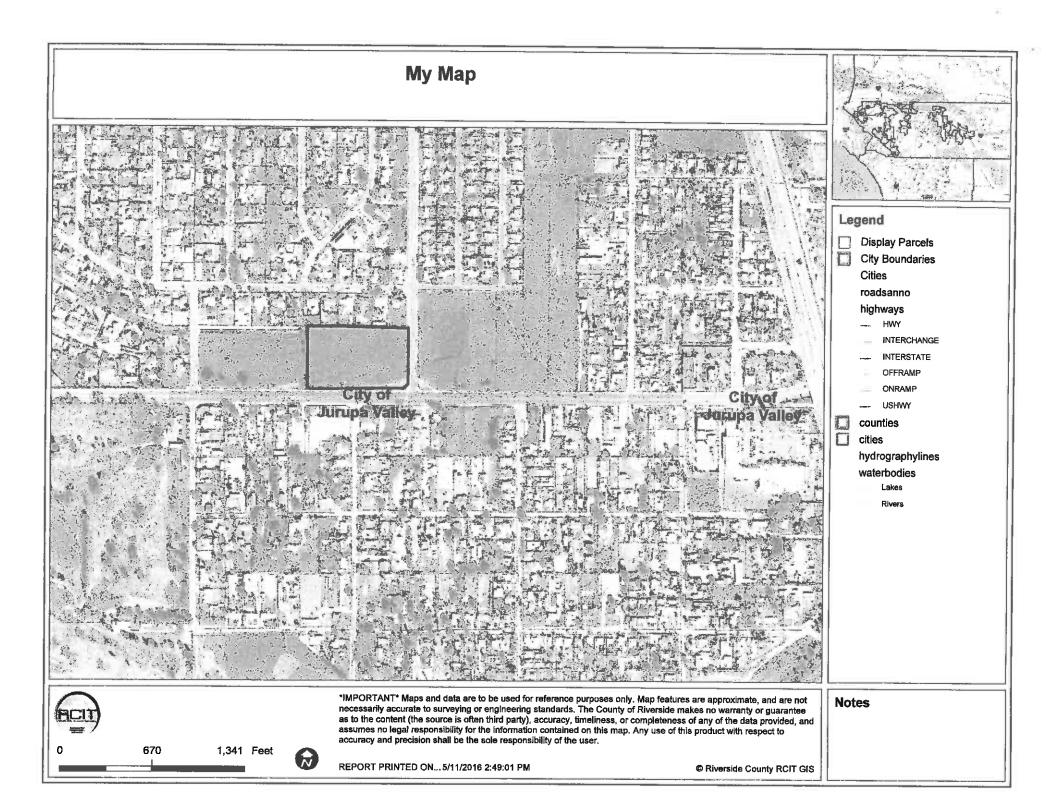


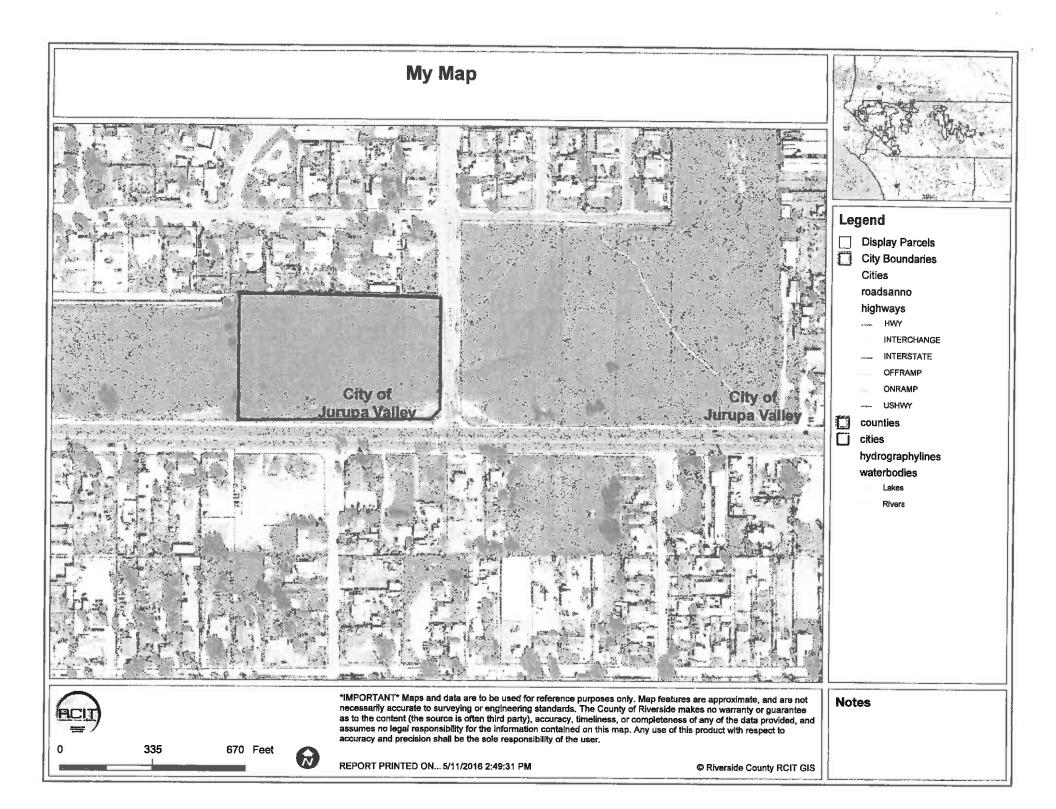


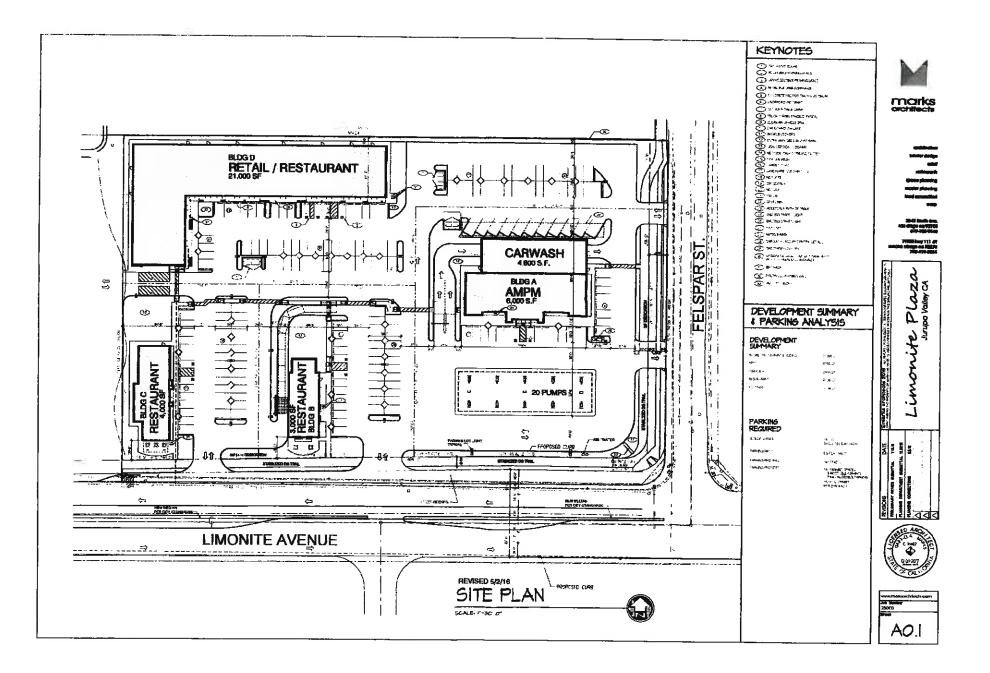


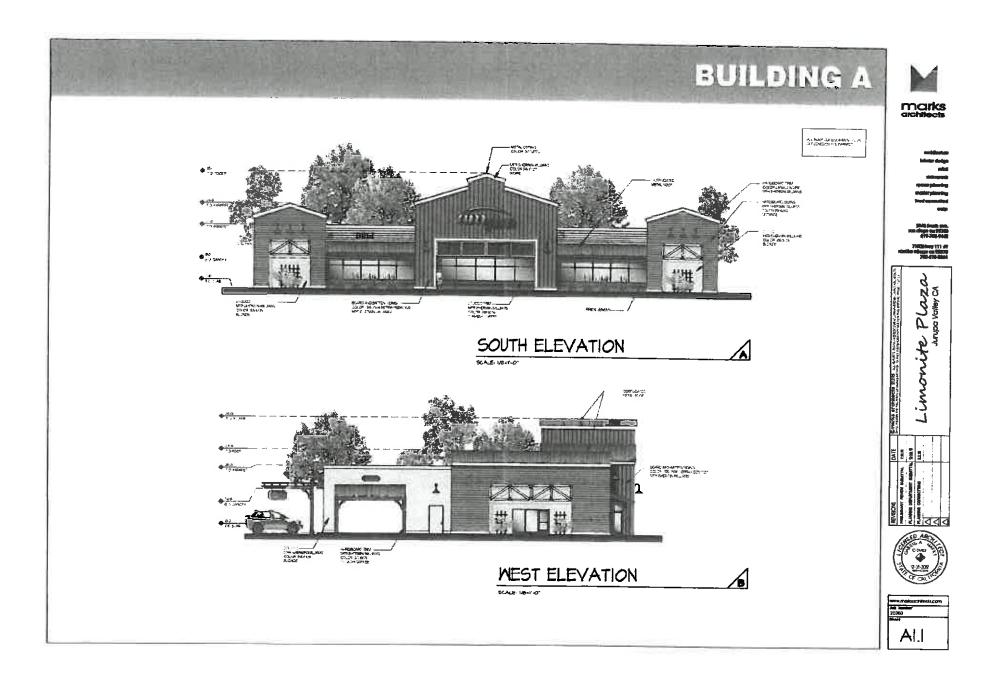




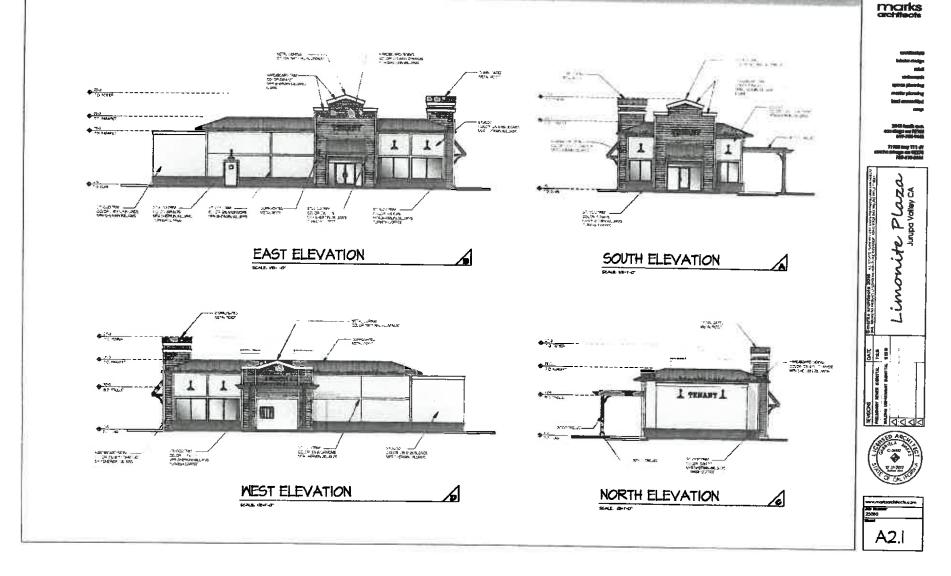


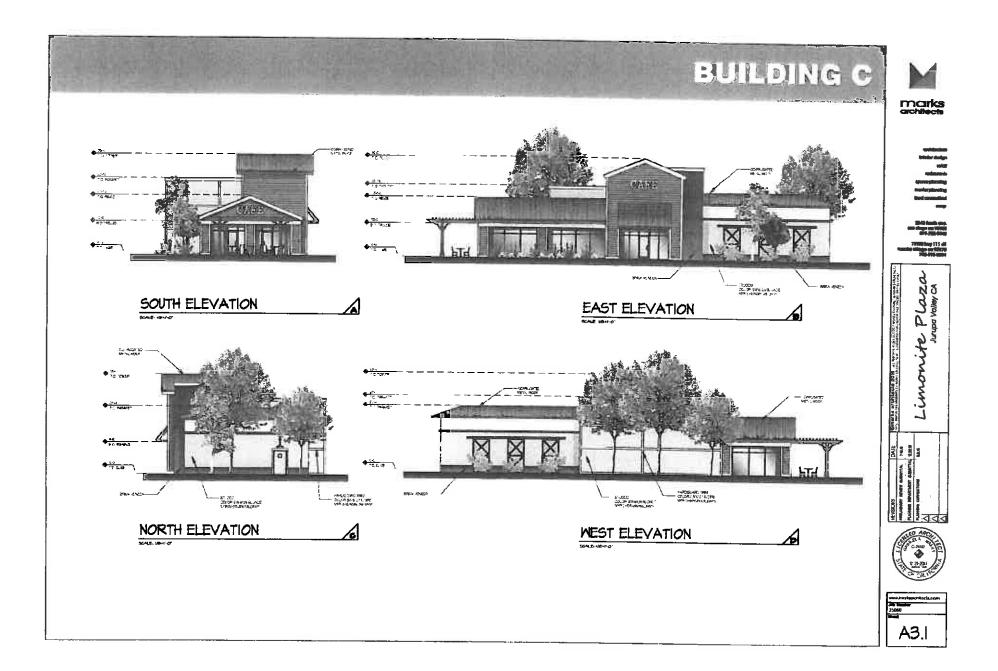


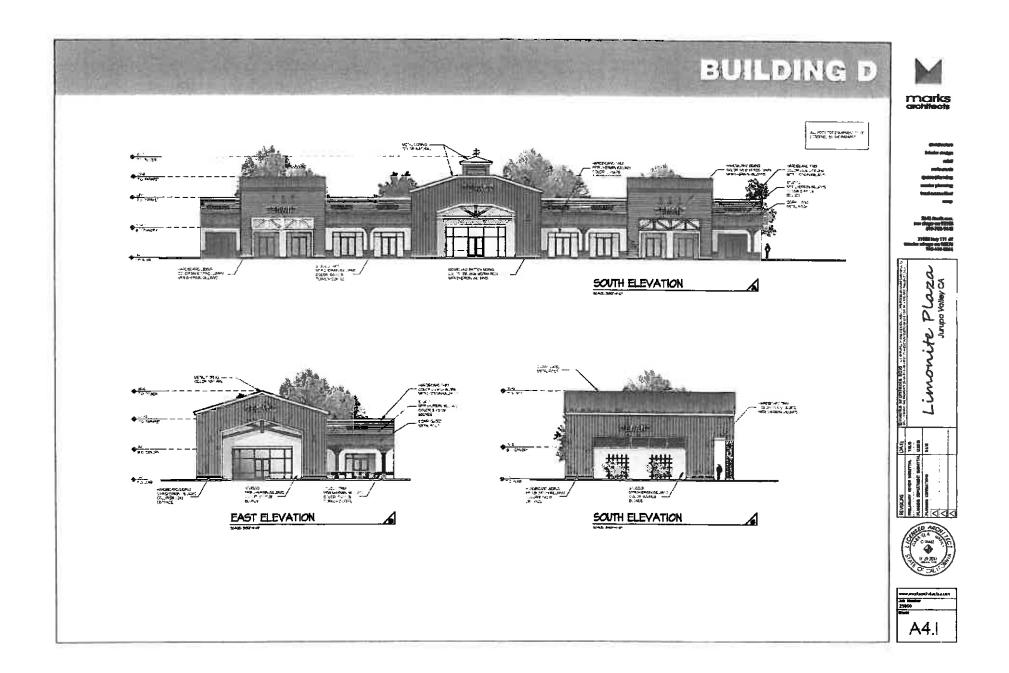




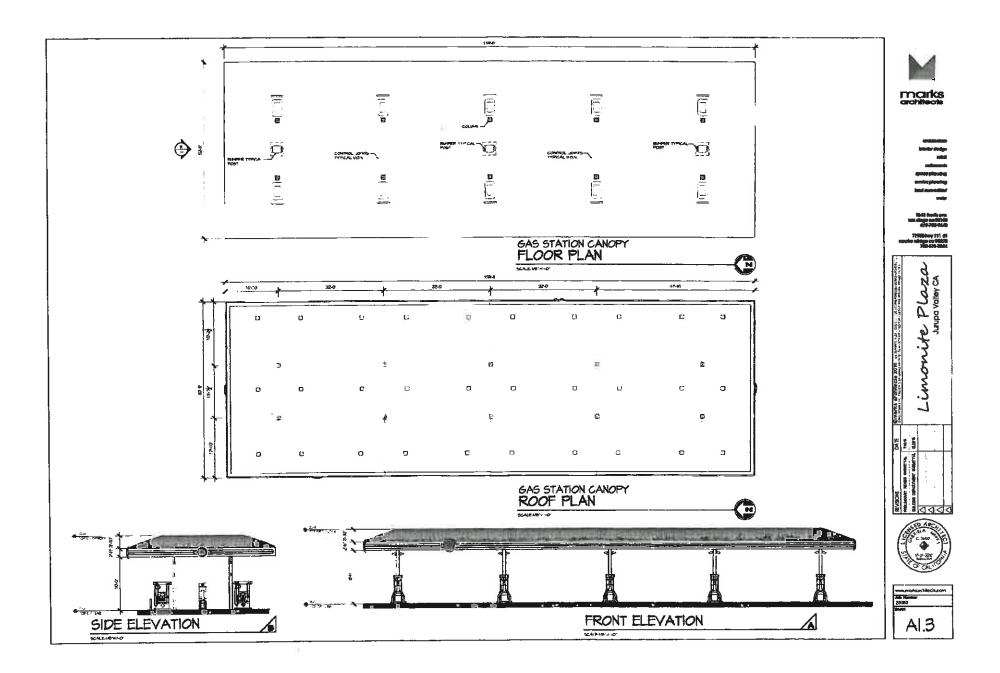
BUILDING B

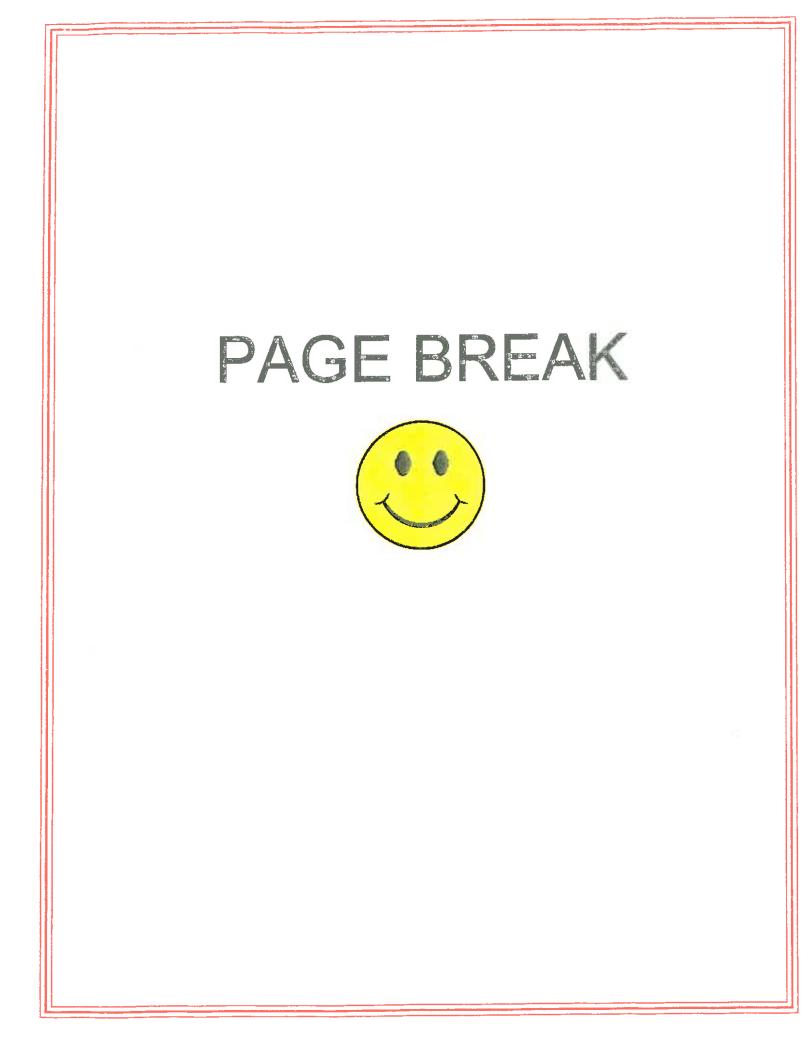






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AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY

CHAI Simon Housman Rancho Mirage	
VICE CHAIRMAN Rod Ballance	County of Riverside Planning Department
Riverside	^e Riverside CA 92501
COMMISSIONERS	
Arthur Butler Riverside	
Glen Holmes Hemet	File No.: ZAP1200MA16
John Lyon Riverside	
Greg Pettis Cathedral City	
Steve Manos Lake Elsinore	Policy 1.5.2(d) of the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan, staff reviewed Tentative Parcel Map No. 37101, a proposal to subdivide 6.56 acres located westerly of Washington Street, easterly of Armintrout Drive, southerly of Marinosa
STAFF Director Ed Cooper	Avenue, and northerly of Rabbitscramble Trail in the unincorporated community of Woodcrest into 4 residential parcels.
John Guerin Paul Rull Barbara Santos County Administrative Center	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, non-residential intensity is not restricted.
4080 Lemon St.,14th Floor. Riverside, CA 92501 (951) 955-5132	The elevation of Runway 14-32 at March Air Reserve Base/Inland Port Airport (March ARB/IP) at its northerly terminus is 1,535 feet (1535 AMSL). At a distance of approximately 30,000 feet from the runway to the site, Federal Aviation Administration (FAA) review would be required for
<u>www.rcaluc.org</u>	any structures with top of roof exceeding 1835 feet AMSL. The existing maximum site elevation is approximately 1550 feet AMSL. Existing and proposed single family residences are restricted to 40 feet in the Residential Agricultural-1 acre minimum zone, for an approximate total maximum elevation of 1590 feet AMSL. Therefore, FAA Obstruction Evaluation Service review for height/elevation reasons is not required.
	As ALUC Director, I hereby find the above-referenced Tentative Parcel Map <u>CONSISTENT</u> 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/activities are not included in the proposed project and shall be prohibited at this site, in accordance with Note 1 on Table 4 of the Lake Mathews/Woodcrest Area Plan:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
- 3. The attached notice shall be provided to all potential purchasers of the proposed lots and to tenants of structures on those lots.
- 4. Any new aboveground detention or water quality basins on the site shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention/water quality basin(s) that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.
- 5. The following uses are specifically prohibited at this location: trash transfer stations that are open on one or more sides; commercial composting operations; recycling centers containing putrescible wastes; construction and demolition debris facilities; incinerators.

If you have any questions, please contact Paul Rull, ALUC Planner, 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

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Edward C. Cooper, ALUC Director

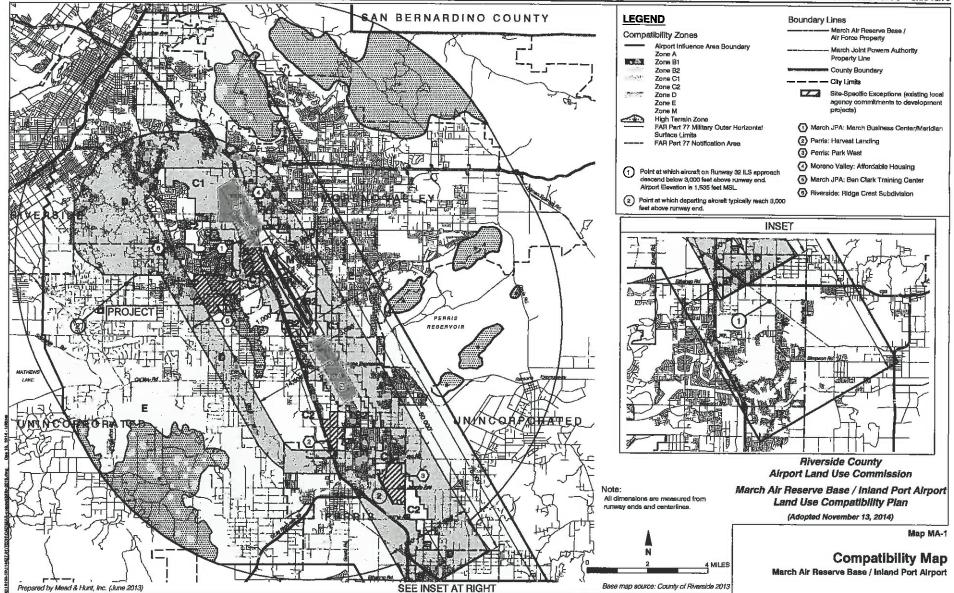
Attachments: Notice of Airport in Vicinity

cc: Li, Guoyu and Liu, Ying (applicant/landowner/payee)
 Ms. Amy Hoong, Tritech Engineering Associates (representative)
 Gary Gosliga, Airport Manager, March Inland Port Airport Authority
 Denise Hauser or Sonia Pierce, March Air Reserve Base
 ALUC Case File

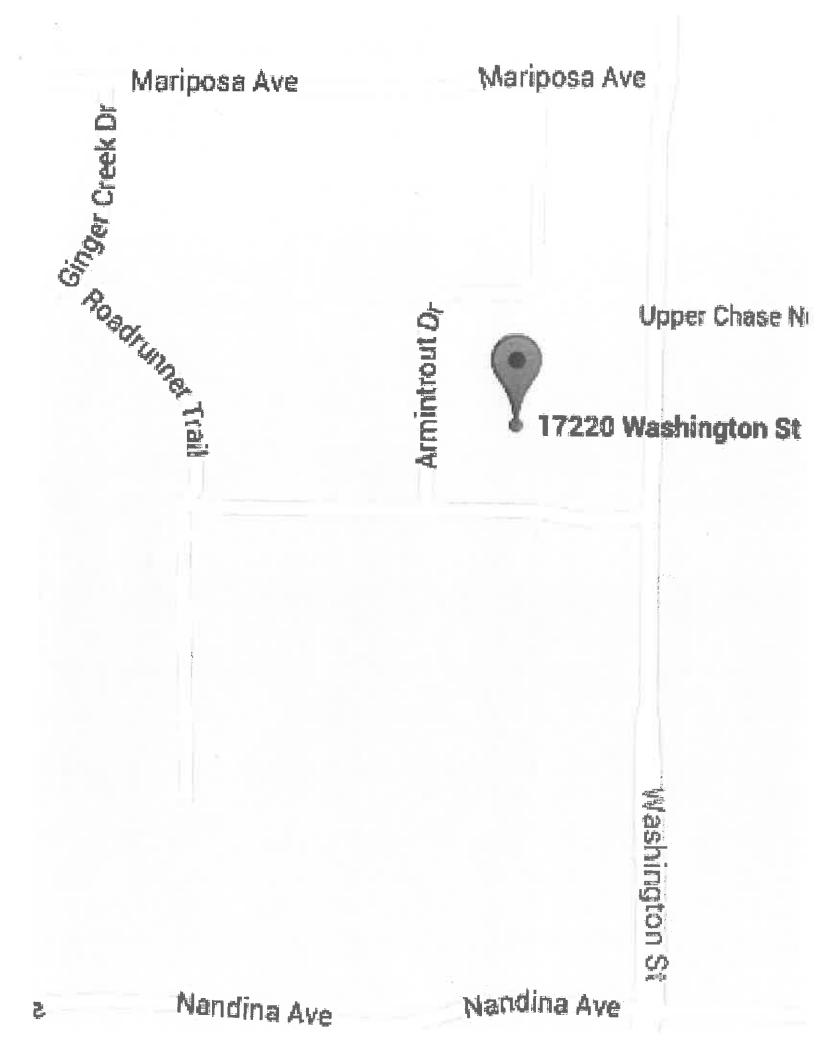
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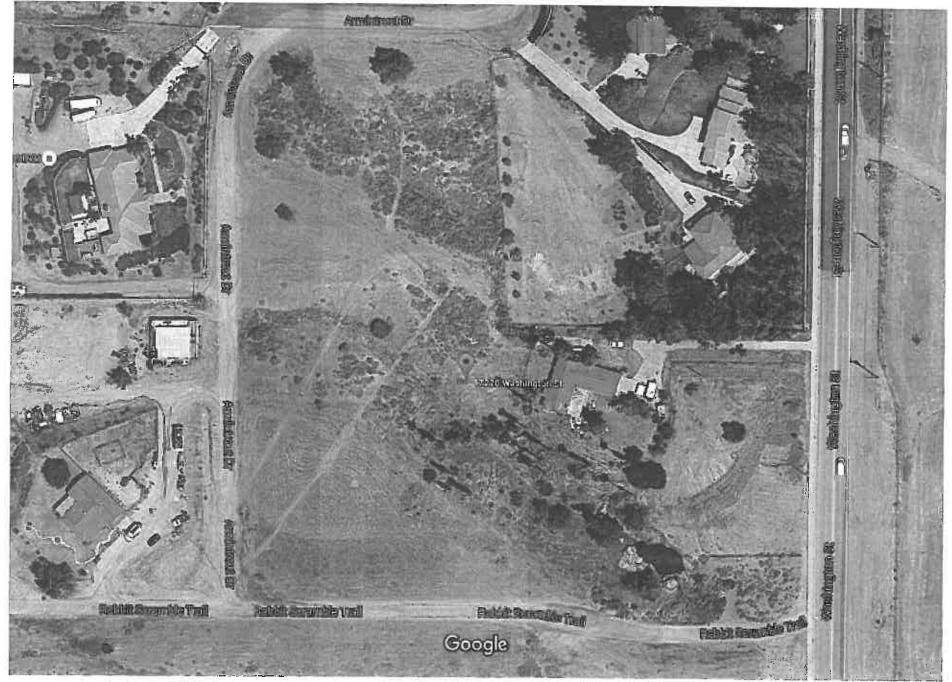
NOTICE OF AIRPORT IN VICINITY

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 vou. Business & Professions Code Section 11010 (b) 13)(A

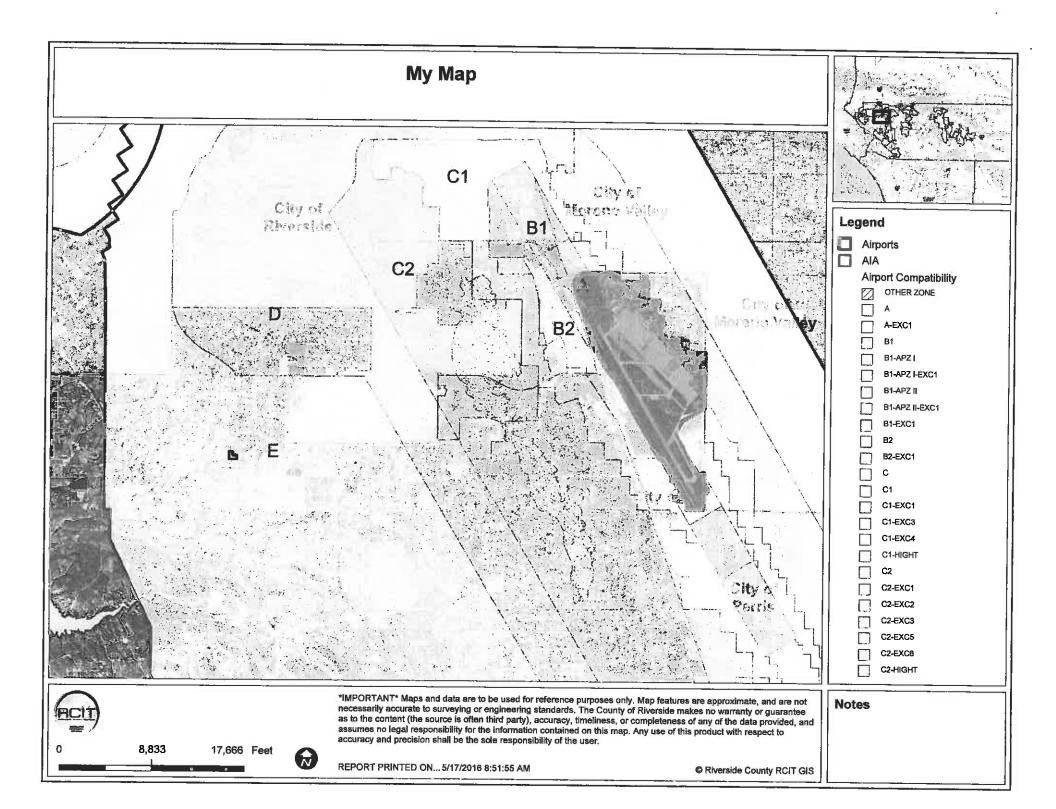


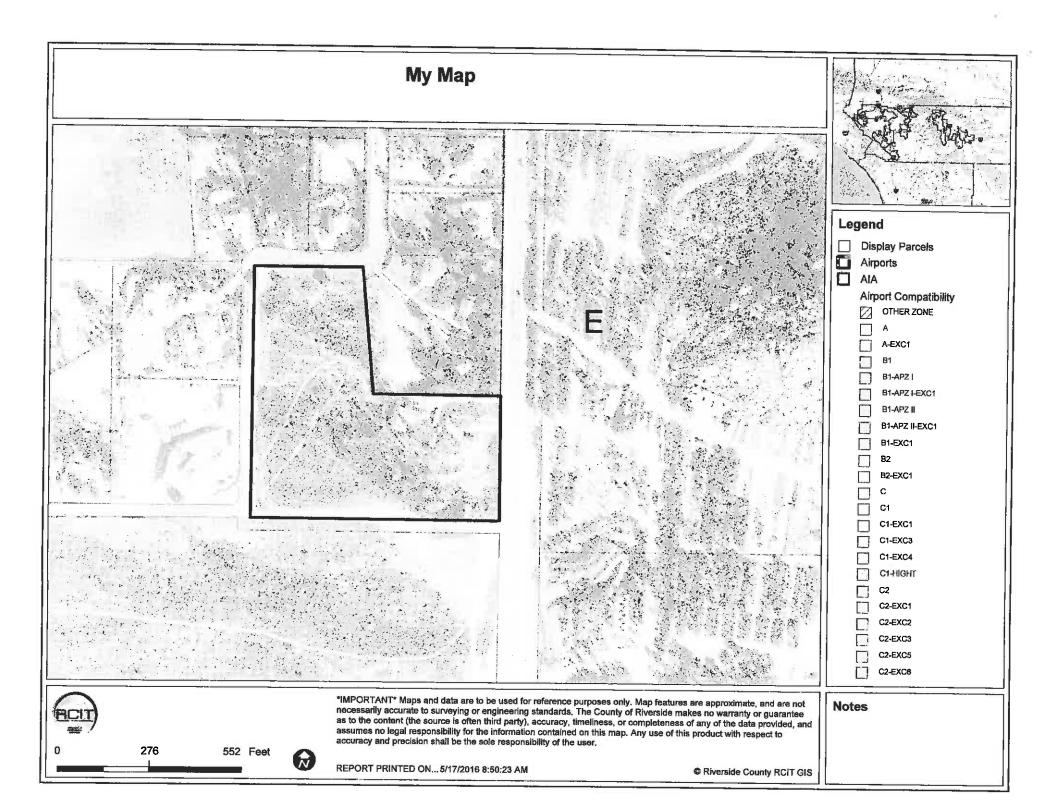
INDIVIDUAL AIRPORT POLICIES AND COMPATIBILITY MAPS CHAPTER 3

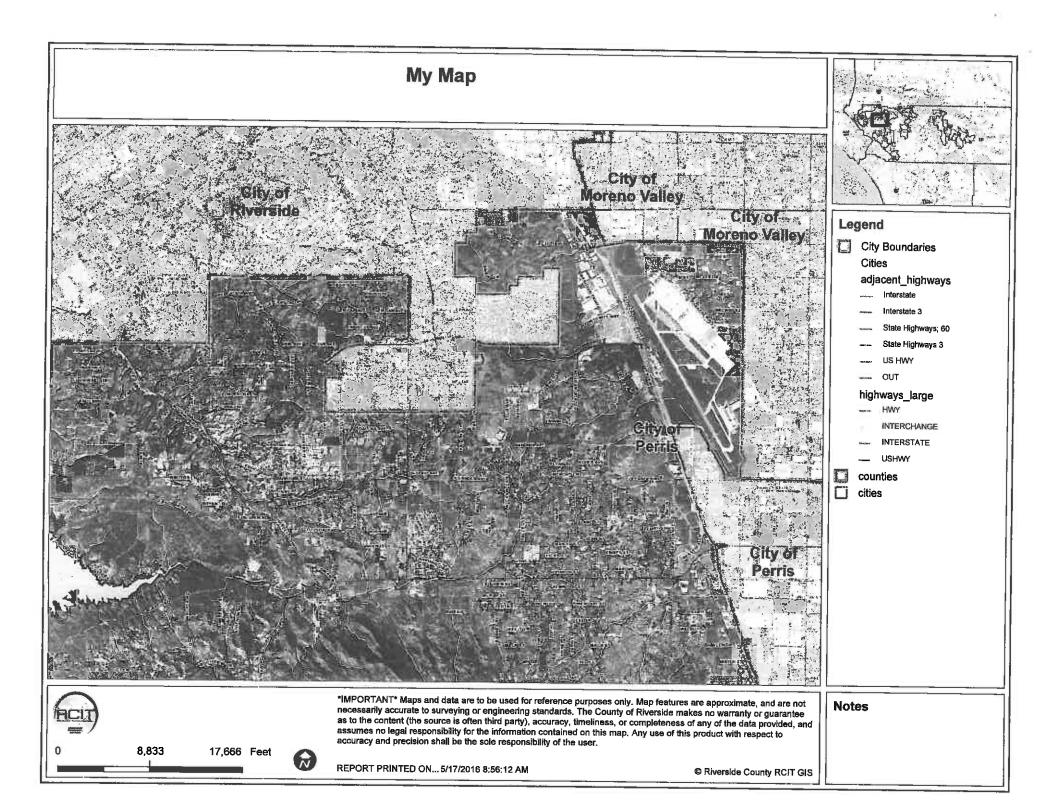


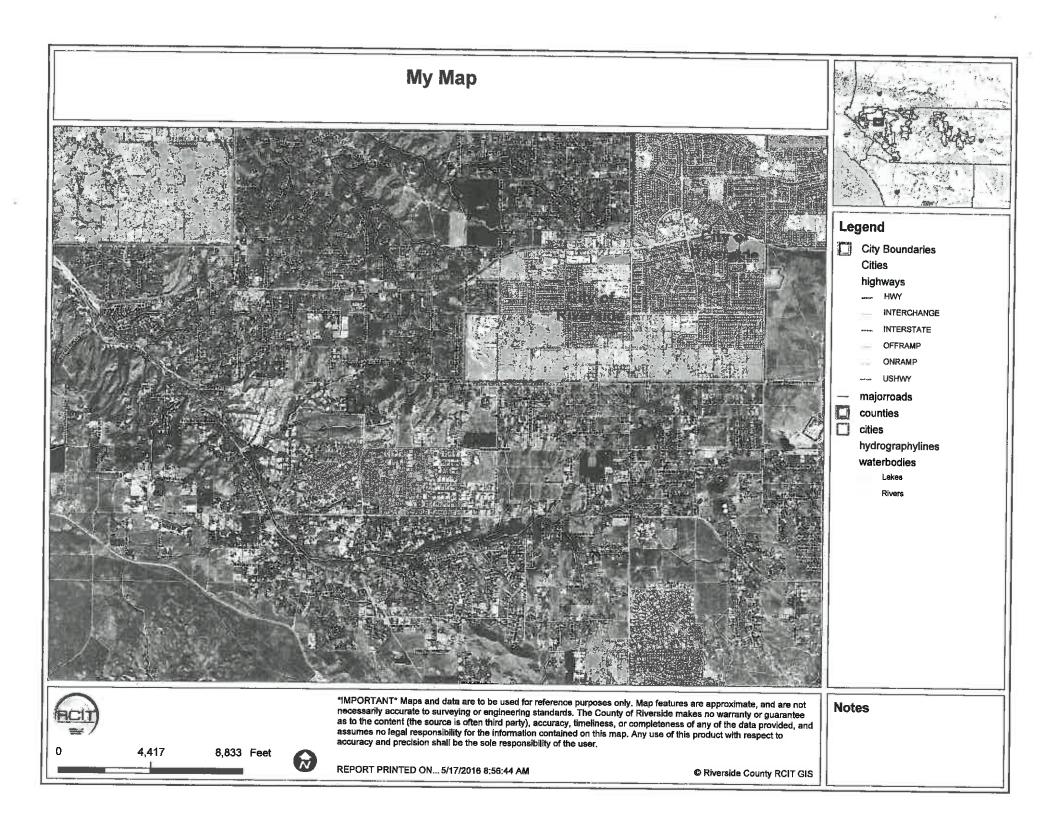


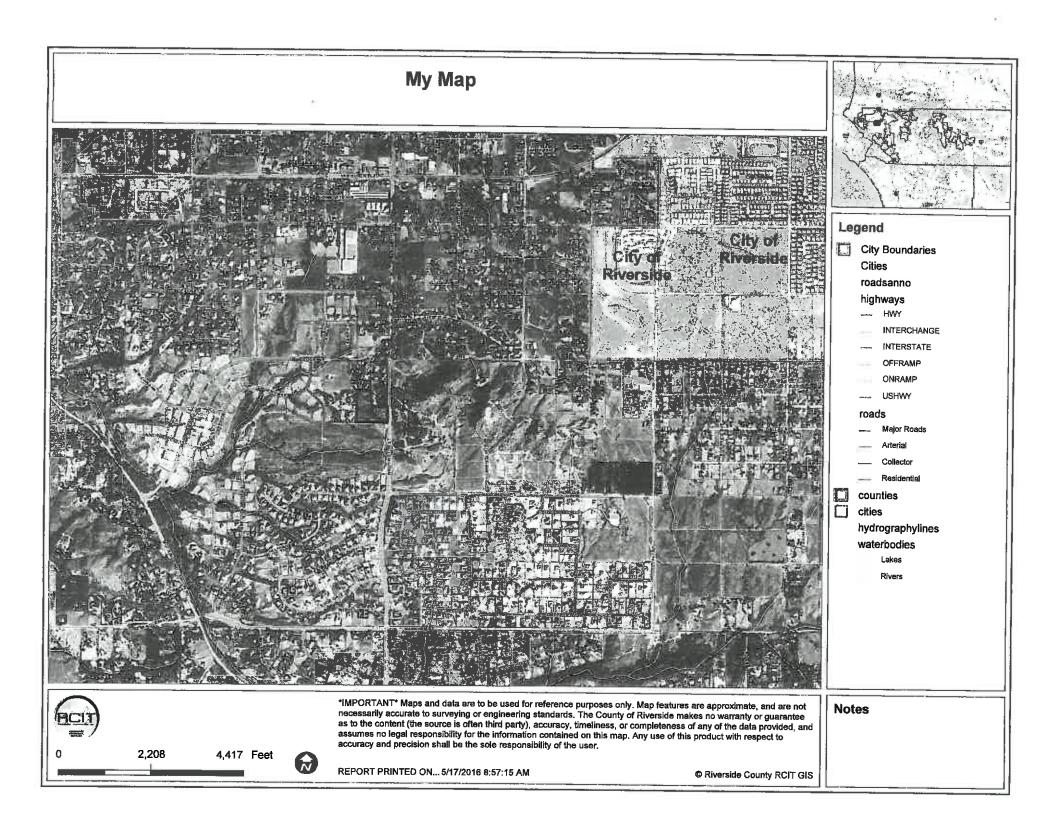
Imagery @2015 County of San Bernardino, DigitalGlobe, U.S. Geological Survey, Map data @2015 Google 50 ft

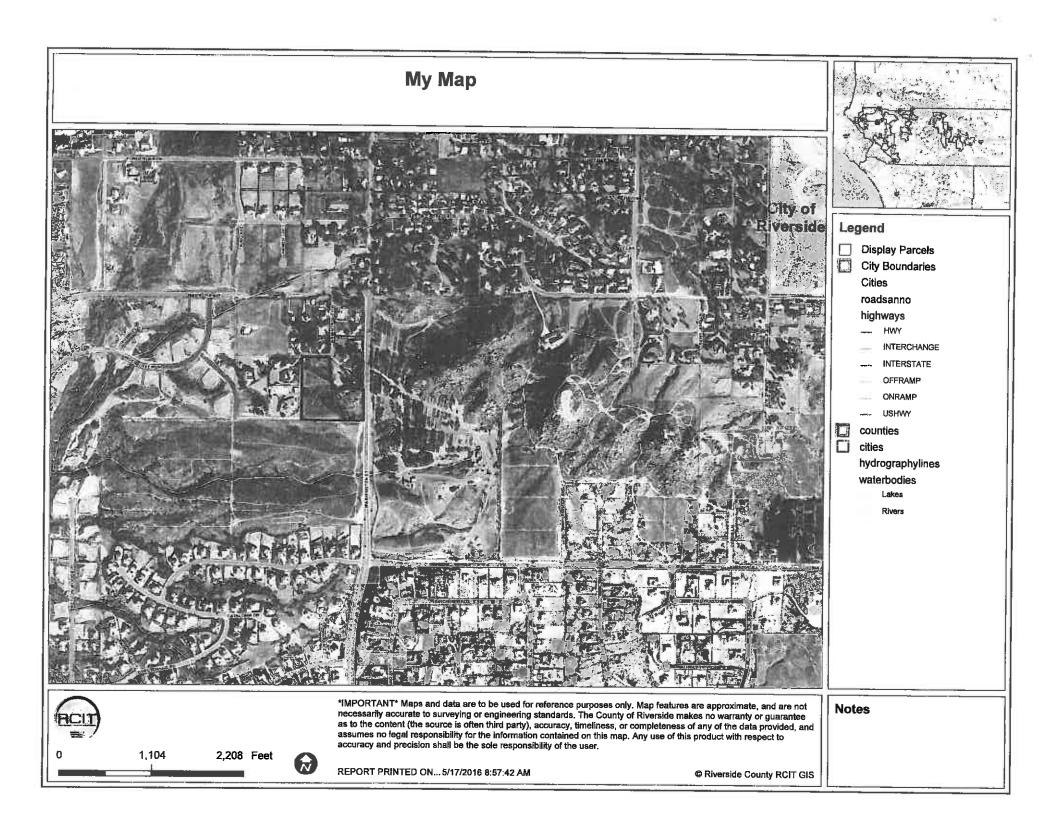


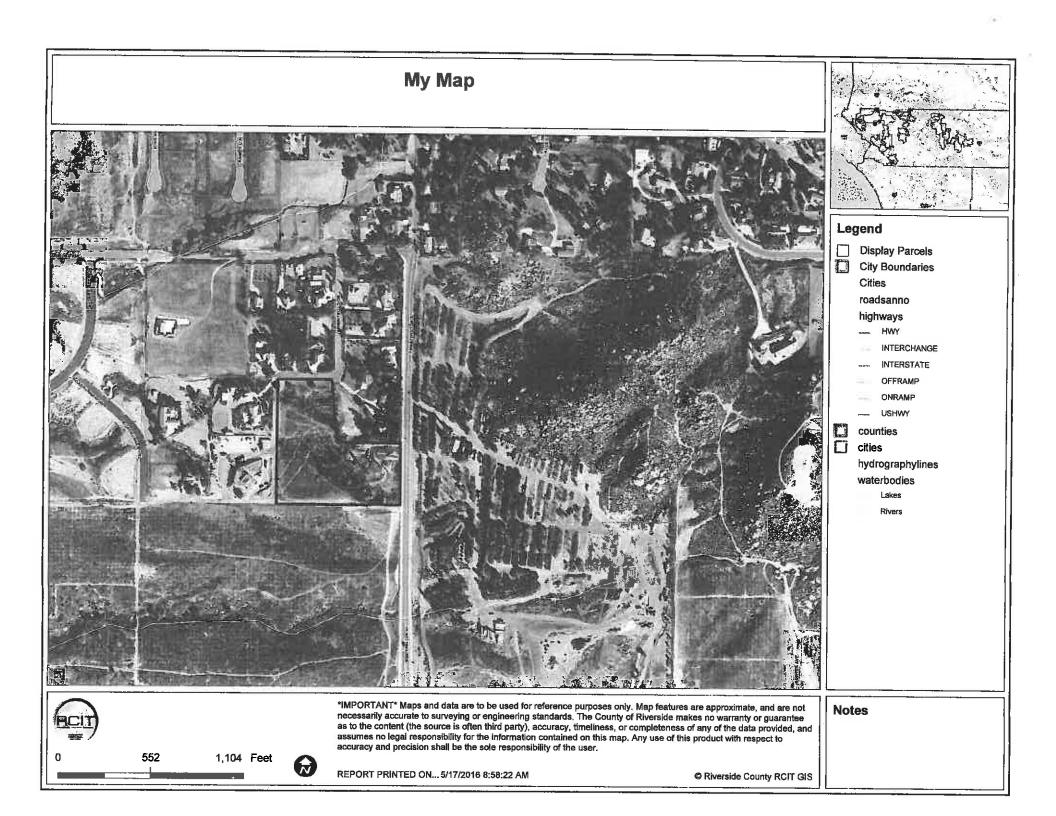


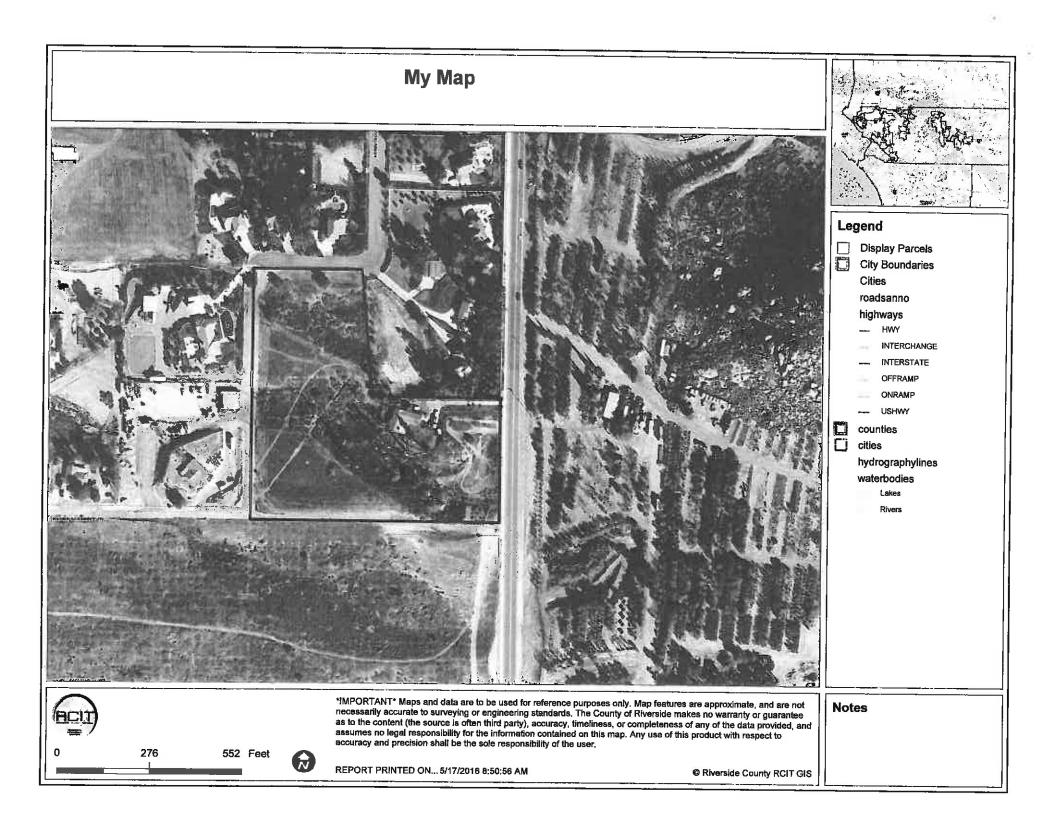


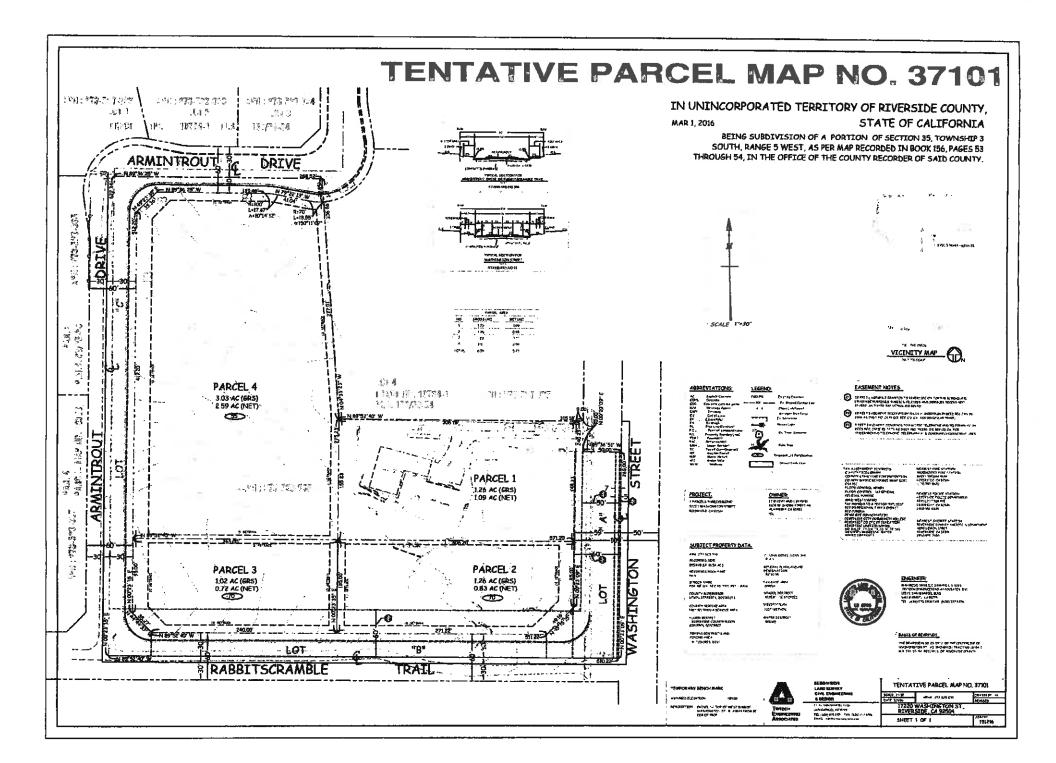


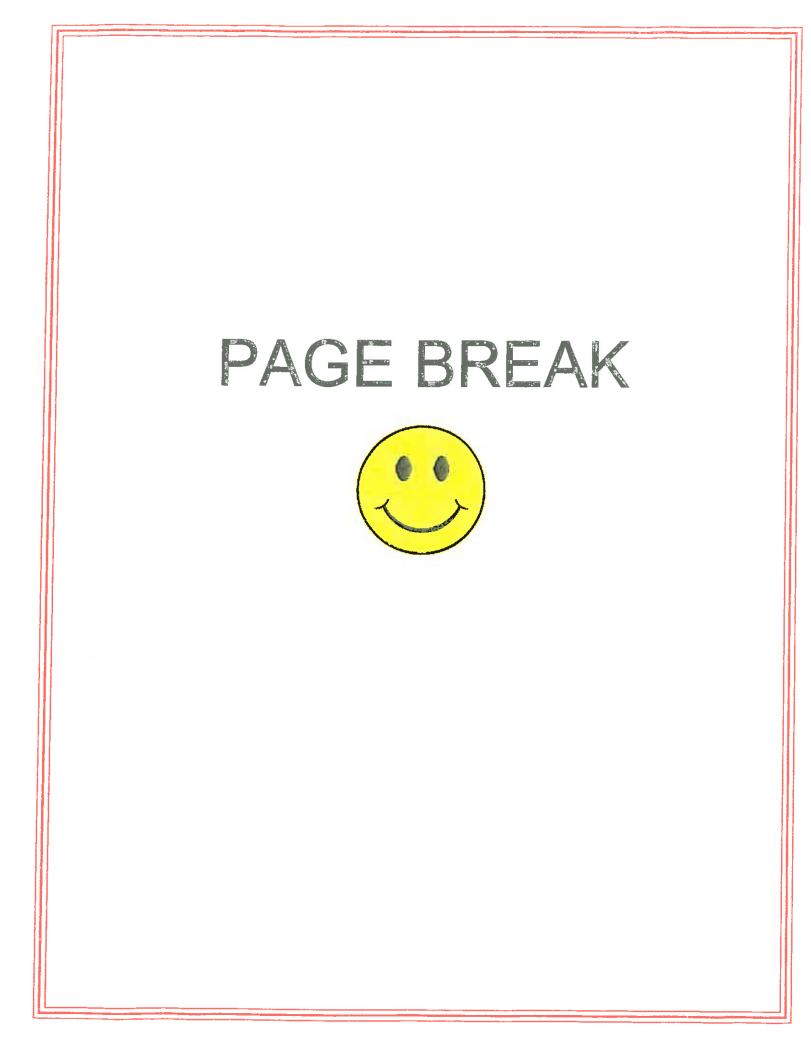














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AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY

CHAIF Simon Housmai Rancho Mirage VICE CHAIRMAN Rod Ballance Riverside COMMISSIONERS Arthur Butler	Mr. Matthew Taylor, Project Planner City of Riverside Community Development Department/Planning Division 3900 Main Street, Third Floor Riverside, CA 92522 RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT DEVIEW
Riverside	LIZINEAU LVIN A DRULAR MILINA LIAN
Gien Holmes Hemet John Lyon Riverside	
Greg Pettis Cathedral City Steve Manos Lake Elsinore	Dear Mr. Taylor: 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. P16-0316 (Design Review), a proposal to construct two industrial manufacturing/warehouse buildings totaling 62,180 square
STAFF	feet on 3.71 acres located at the northwest corner of Marlborough Avenue and Northgate Street.
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 (AIA). Within Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, non-residential intensity is not restricted.
County Administrative Center 4C80 Lemon St.,14th Floor. Riverside, CA 92501	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), and the site is located more than 20,000 feet from runways at Riverside Municipal Airport and Flabob Airports. Therefore, FAA Obstruction Evaluation Service review was not required.
	As ALUC Director, I hereby find the above-referenced Design Review <u>CONSISTENT</u> with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, subject to the following conditions:
	CONDITIONS:
	1. Any new outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
	2. The following uses shall be prohibited:

AIRPORT LAND USE COMMISSION

- Any use which would direct a steady light or flashing light of red, white, green, or (a) 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.)
- Any use which would generate electrical interference that may be detrimental to (d) the operation of aircraft and/or aircraft instrumentation.
- 3. The attached notice shall be provided to all potential purchasers of the property and to tenants of the building(s) thereon.
- No detention basins are depicted on the site plan. Any new aboveground detention or 4. water quality basins on the site shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention/water quality basin(s) that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.

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

Sincerely, RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

Edward C. Cooper, Director

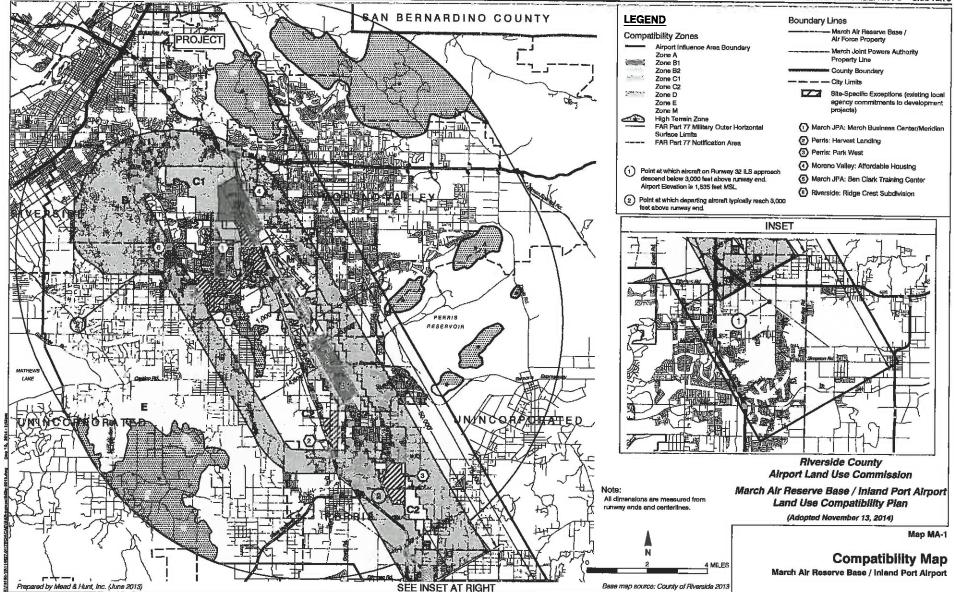
Attachments: Notice of Airport in Vicinity

RCI M&N Partners (applicant/landowner/payee) cc: Gary Gosliga, Airport Manager, March Inland Port Airport Authority Denise Hauser or Sonia Pierce, March Air Reserve Base ALUC Case File

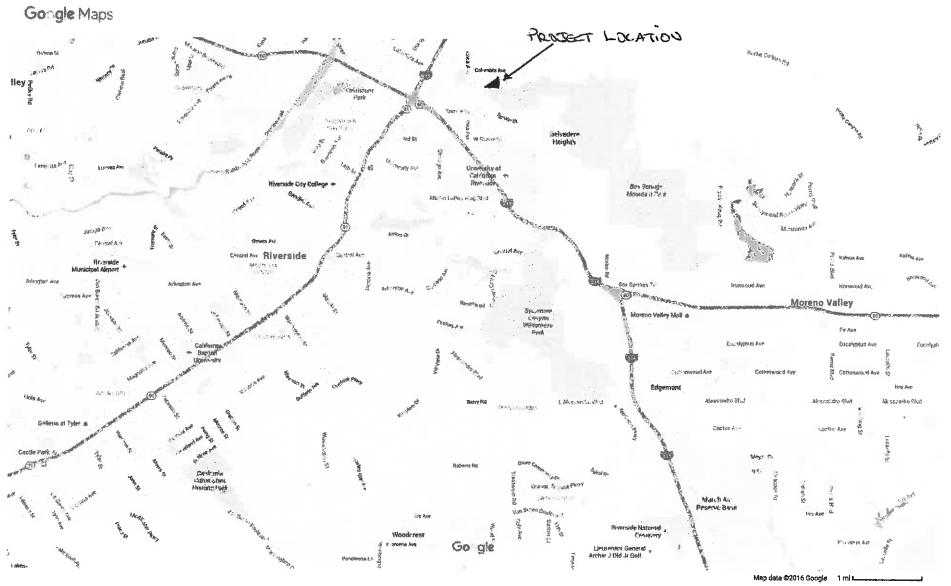
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NOTICE OF AIRPORT IN VICINITY

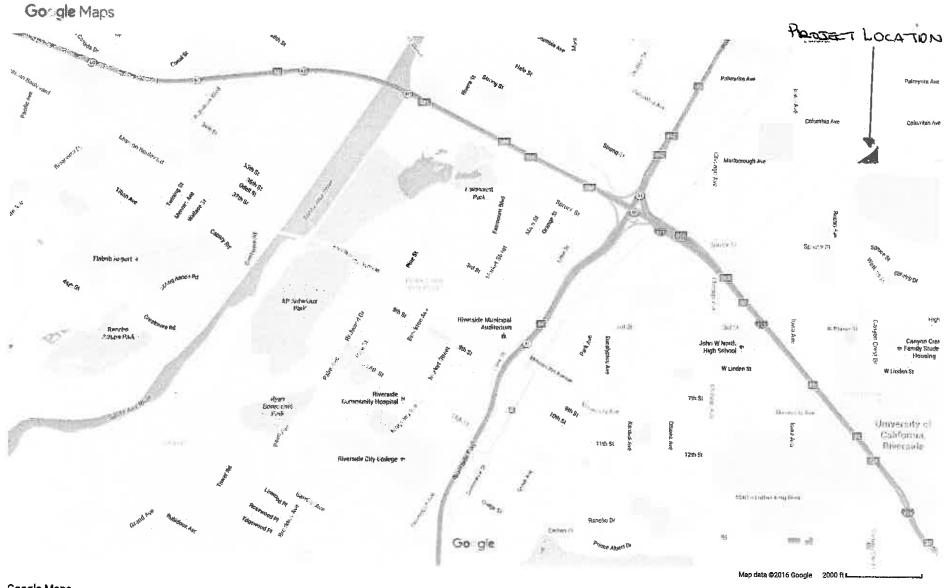
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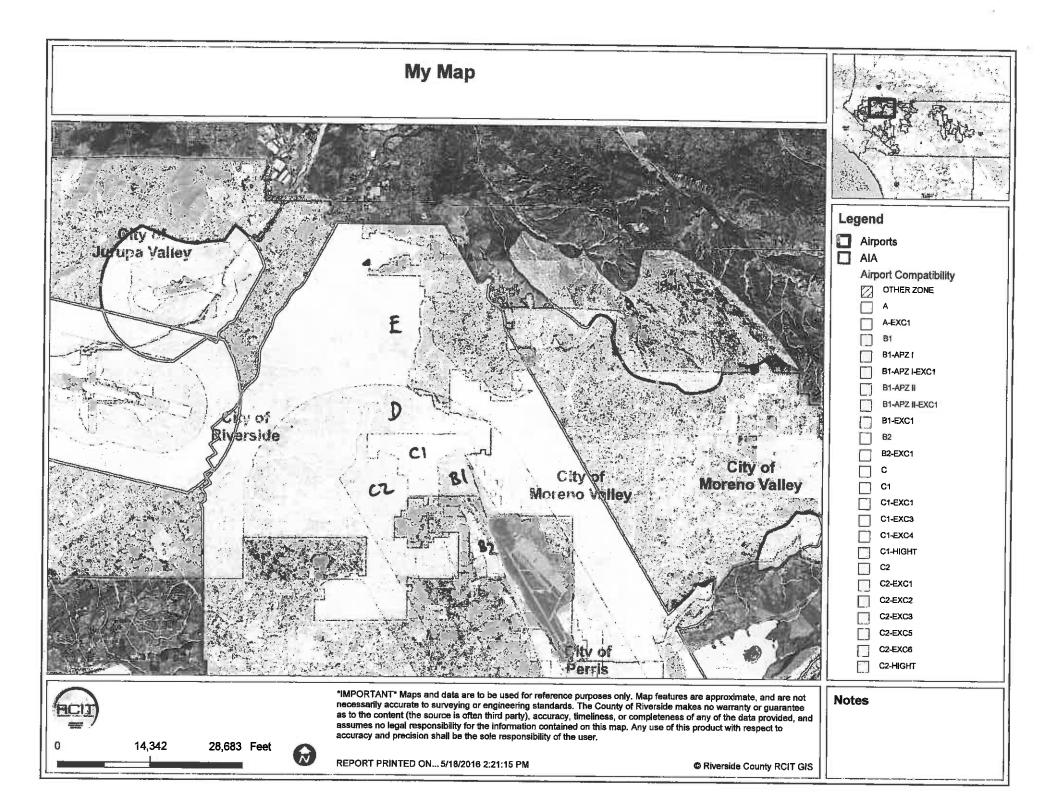
INDMOUAL AIRPORT POLICIES AND COMPATIBILITY MAPS CHAPTER 3

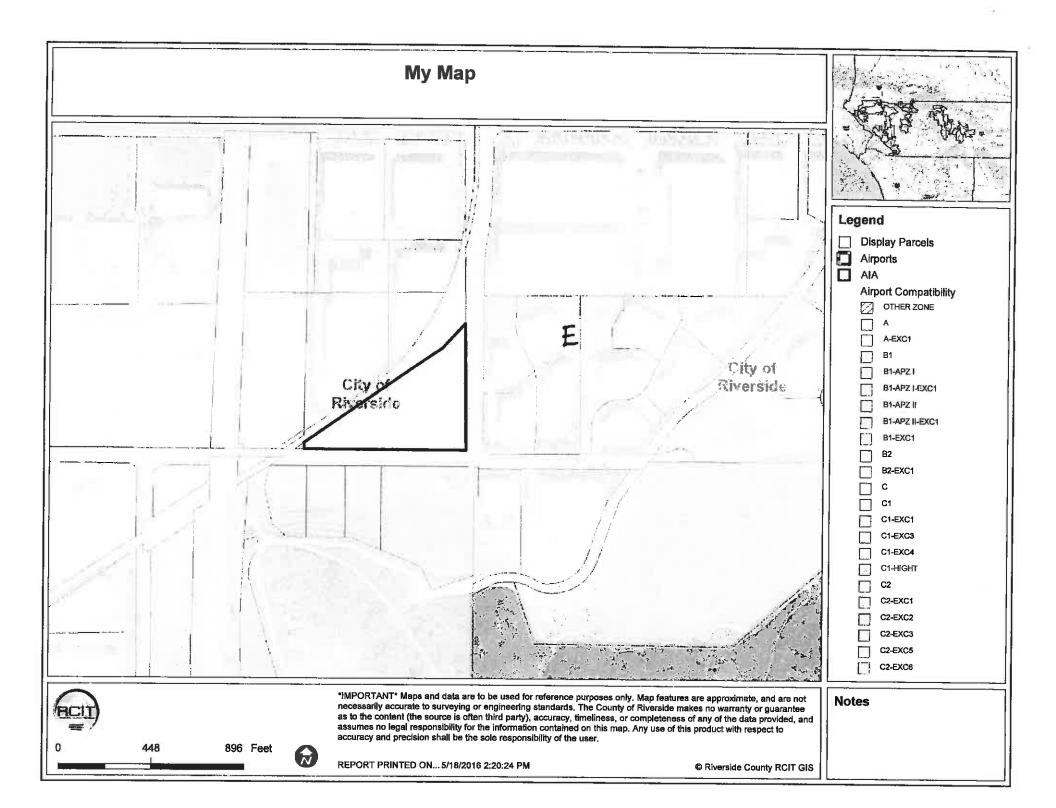


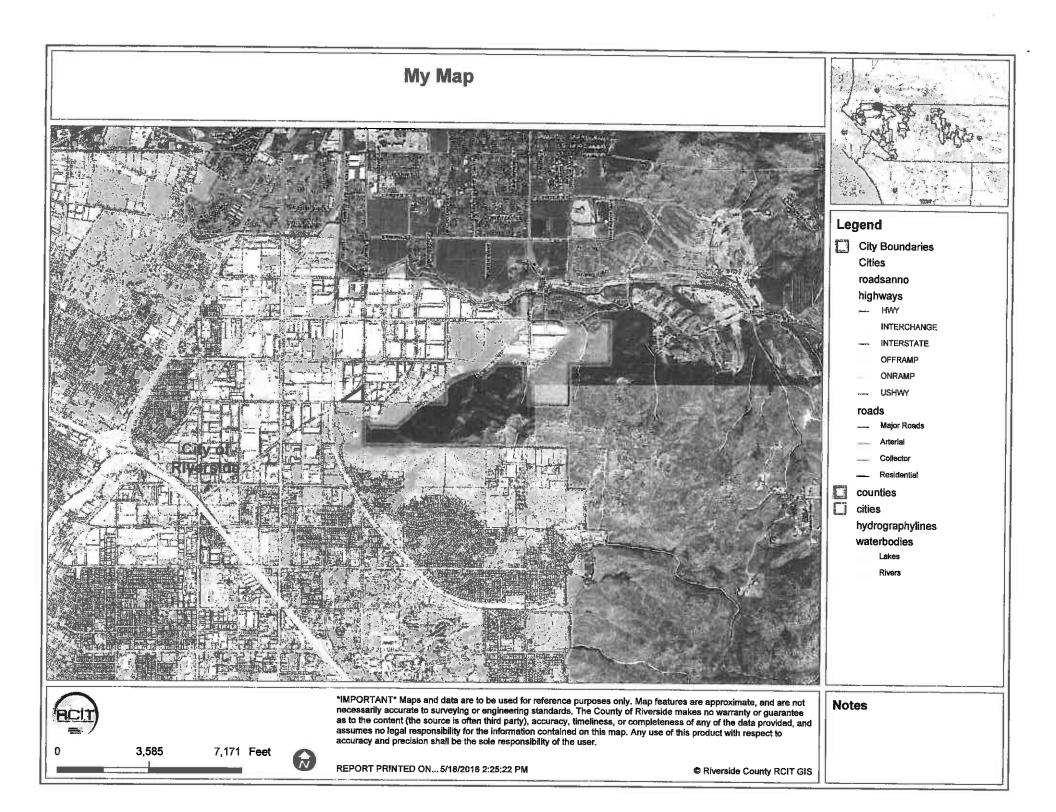
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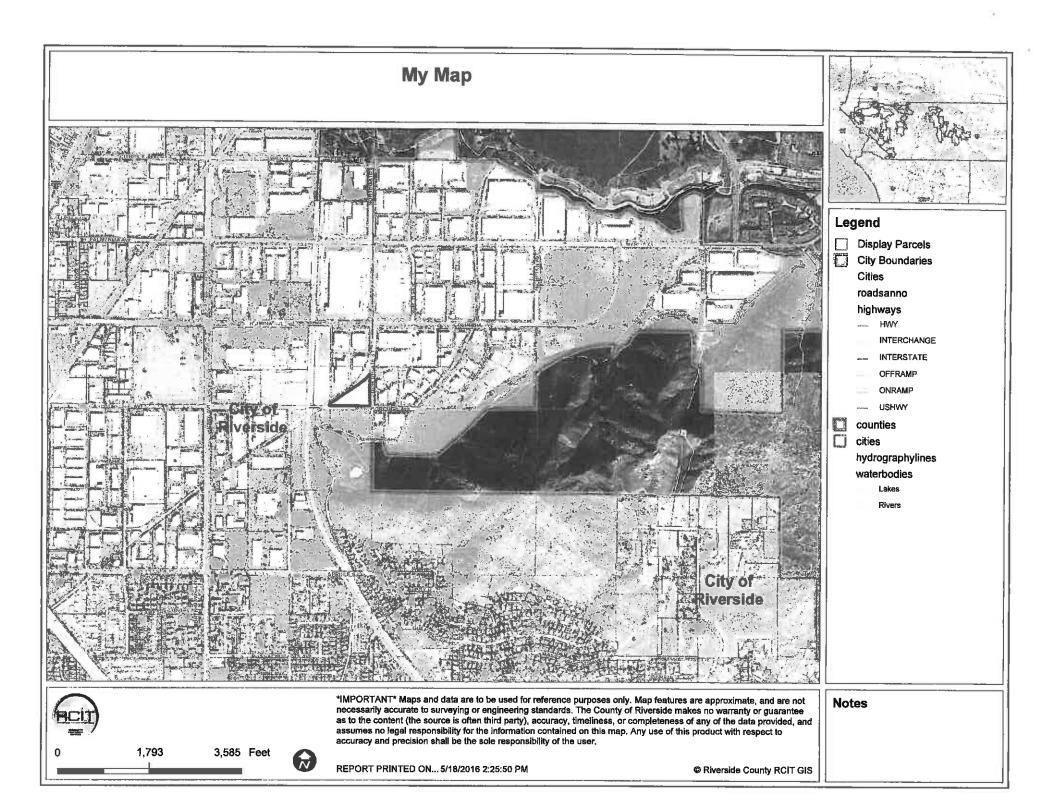


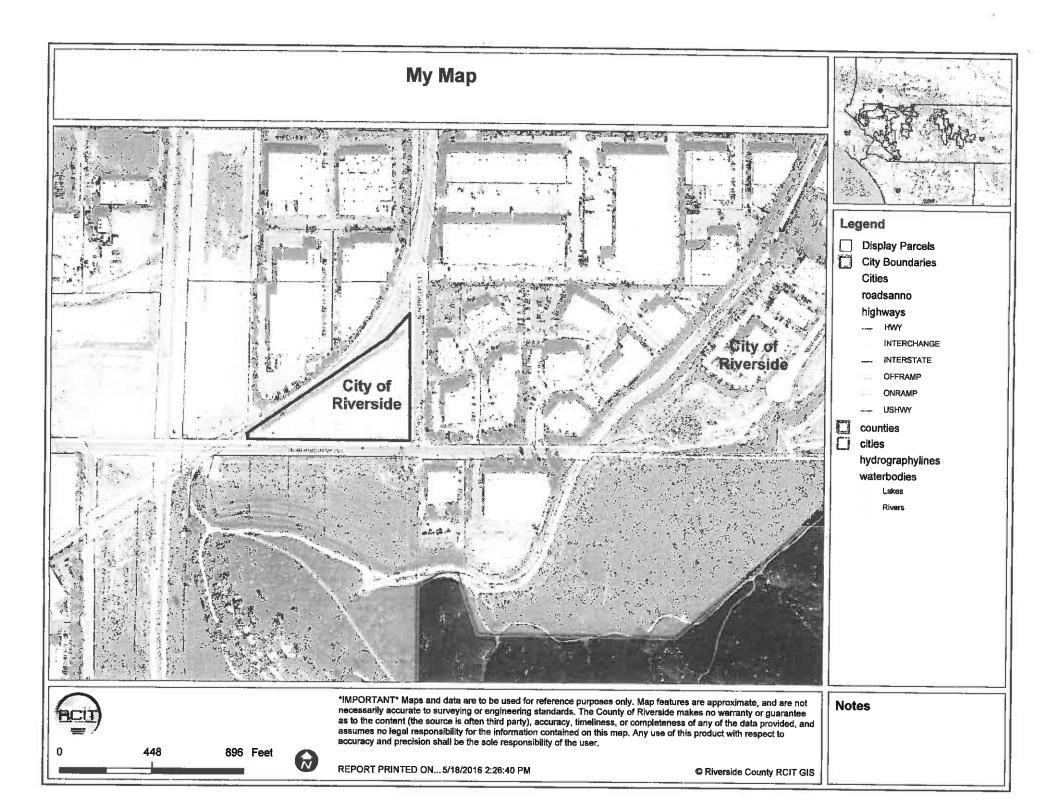
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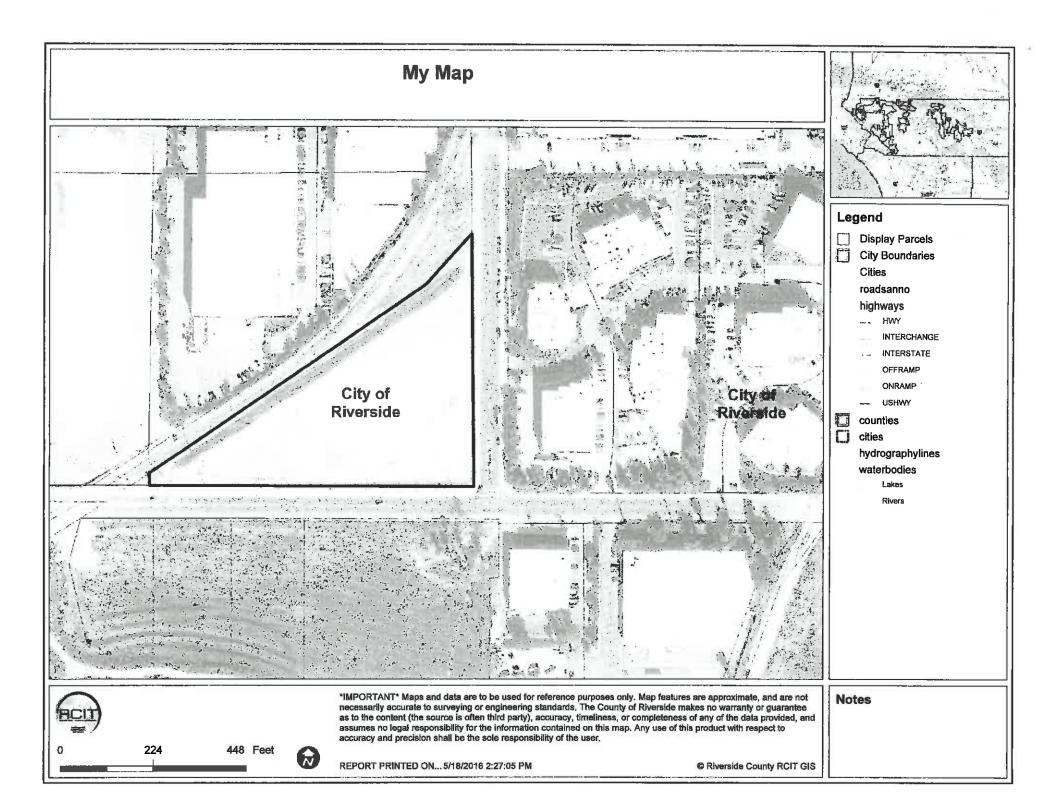


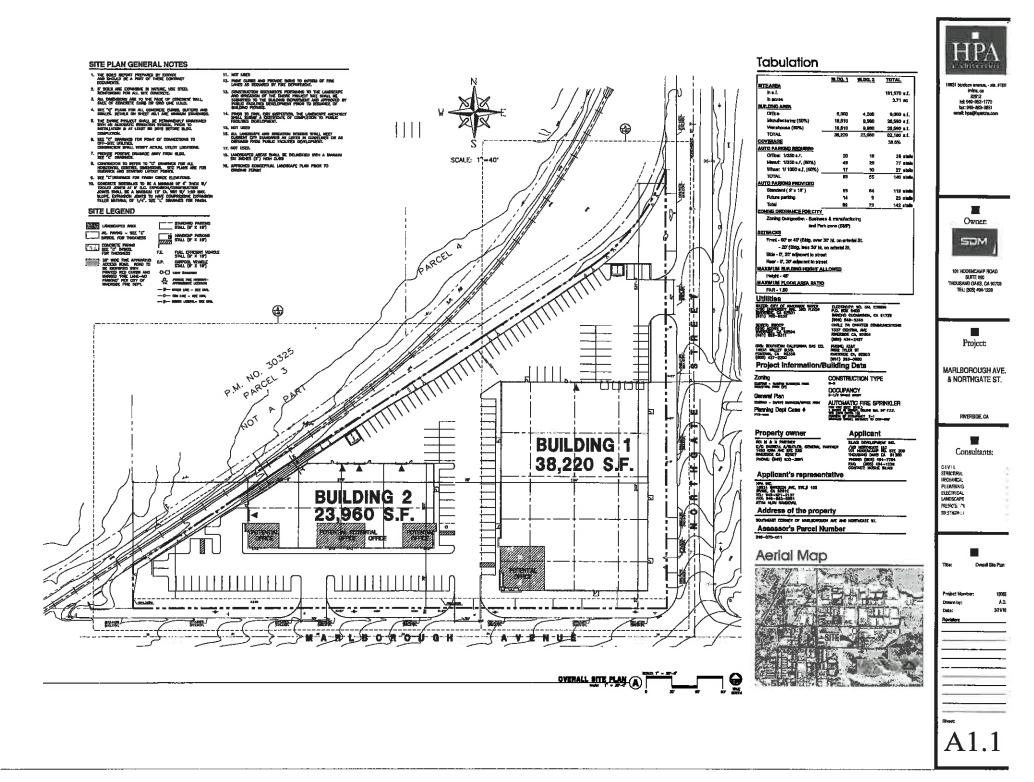


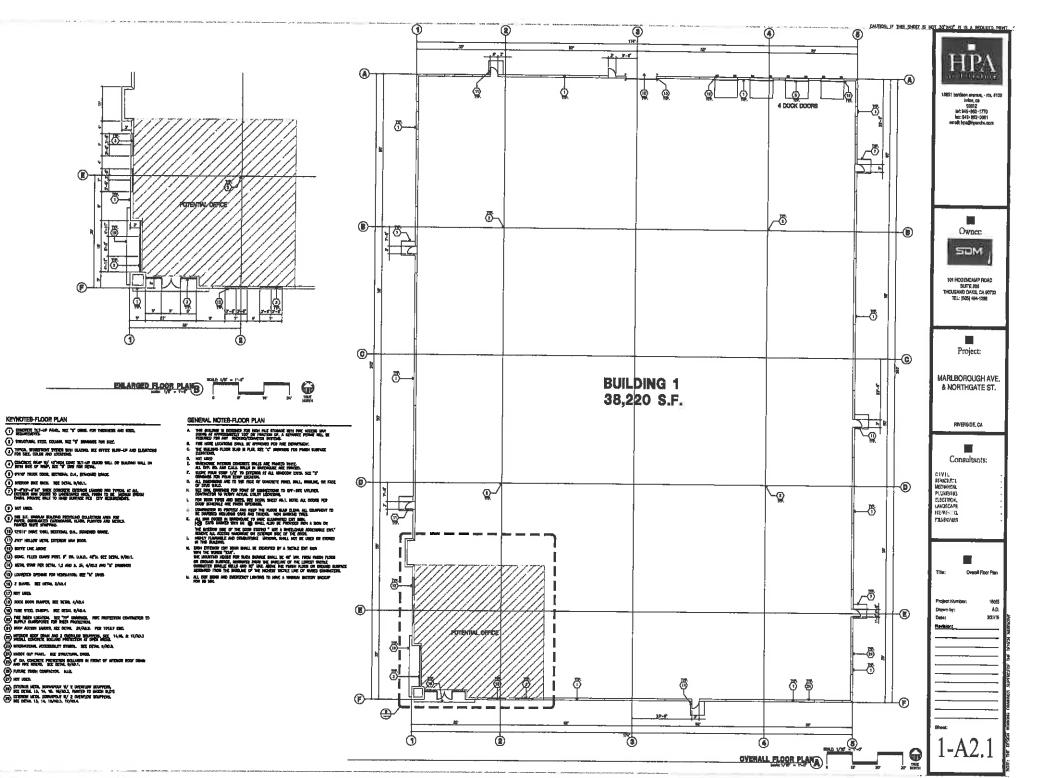


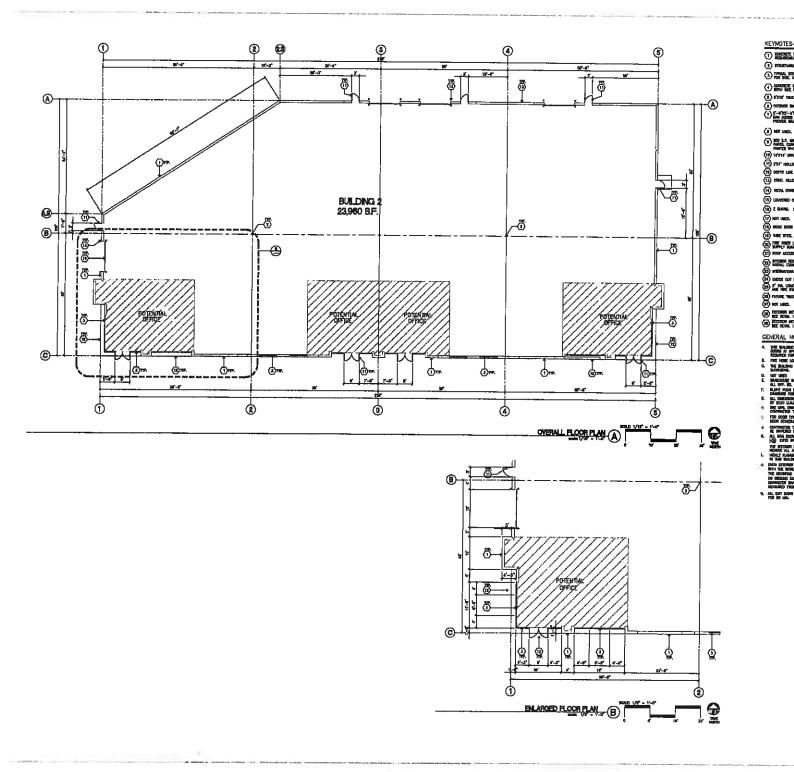








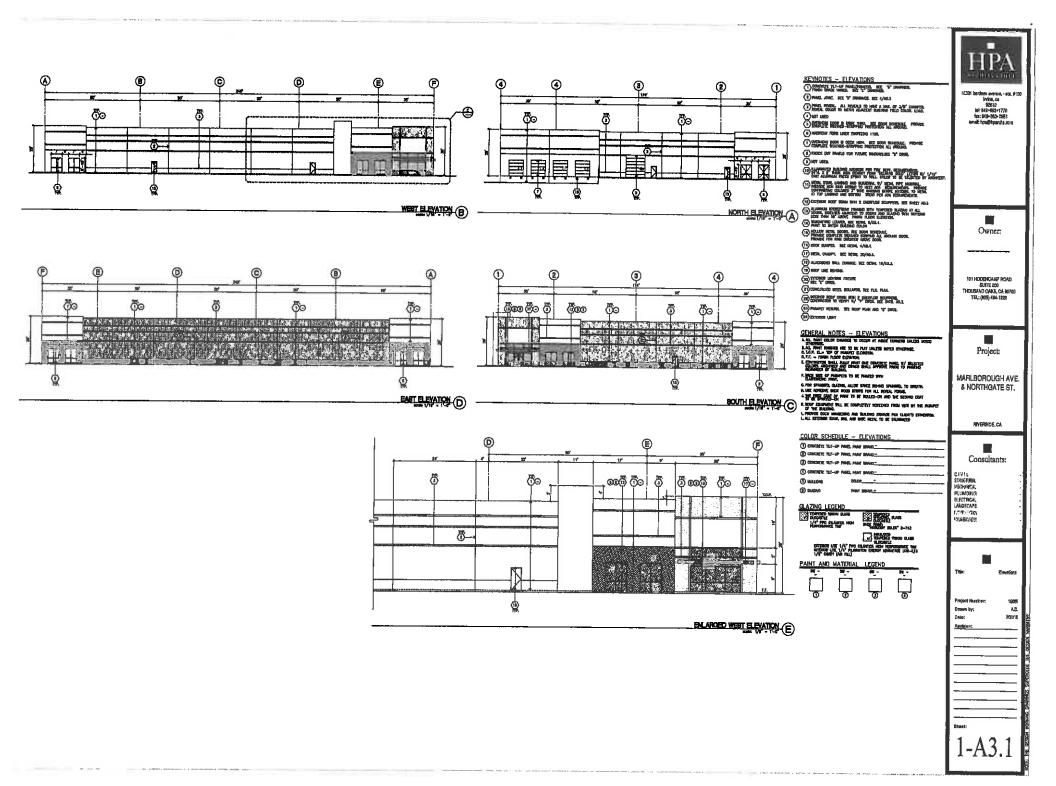


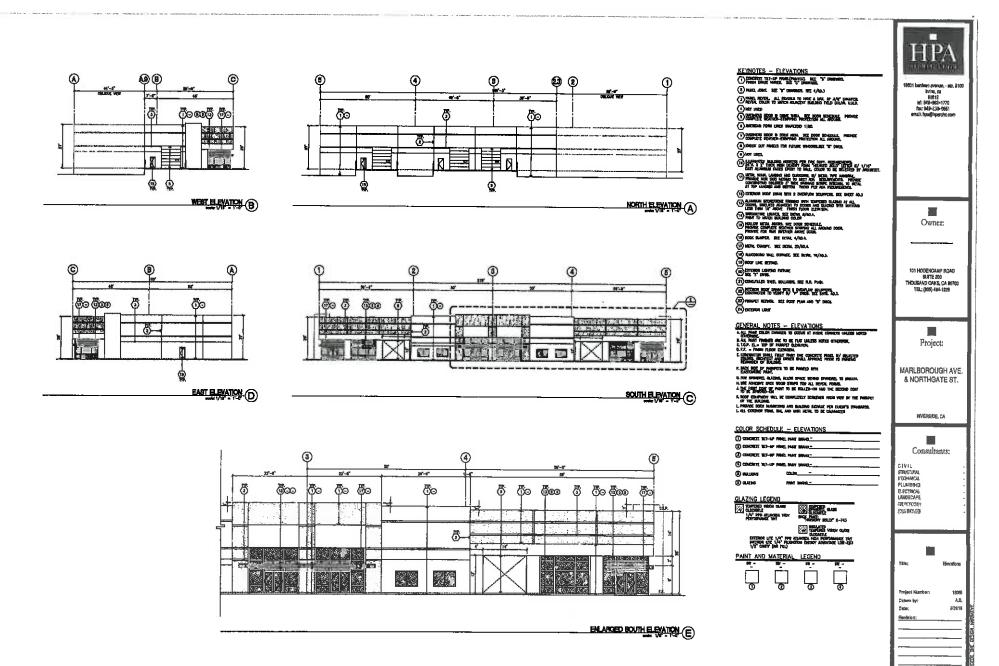


KEYNOTES-FLOOR PLAN HP/ () EDUCATE IL'I-UP WORL SEE "" HERE FOR THEOREM AND BITED. (2) STRUCTHING, STEEL COLLING. SHY "X" DIMENSION FOR MICL. THE OTHER AND LOCATION. BE OTHER AND LOCATION. CONTREE NAME, SEE 'S DOC TOT BETALL OF DALLON DALL OF 18231 bittienn zvenus, - ein, #10 l bilitieum avenue, - ole: Livituu, sa 182912 tel: 949-863×1770 Las: 949-863×0851 meth: hpe@hparchs.com D'FING' THACK DOOR, SECTIONAL B.H., STANDARD CONDY. D WITHOR BALL MARK, MAR BEIGH, MARAS, (1) 5"-5"10"-5"4" THEN CONCERTS DITINGS LANDAGE NO THEOR. AT MAL DETUNING LINE DOESN'T DI LANDAGE MARK, FUNCTION DI DE LANDAGE DECOM FANGE, PERMAR BALL TO HAND RUBBLE PER GAY REDURED HITS.
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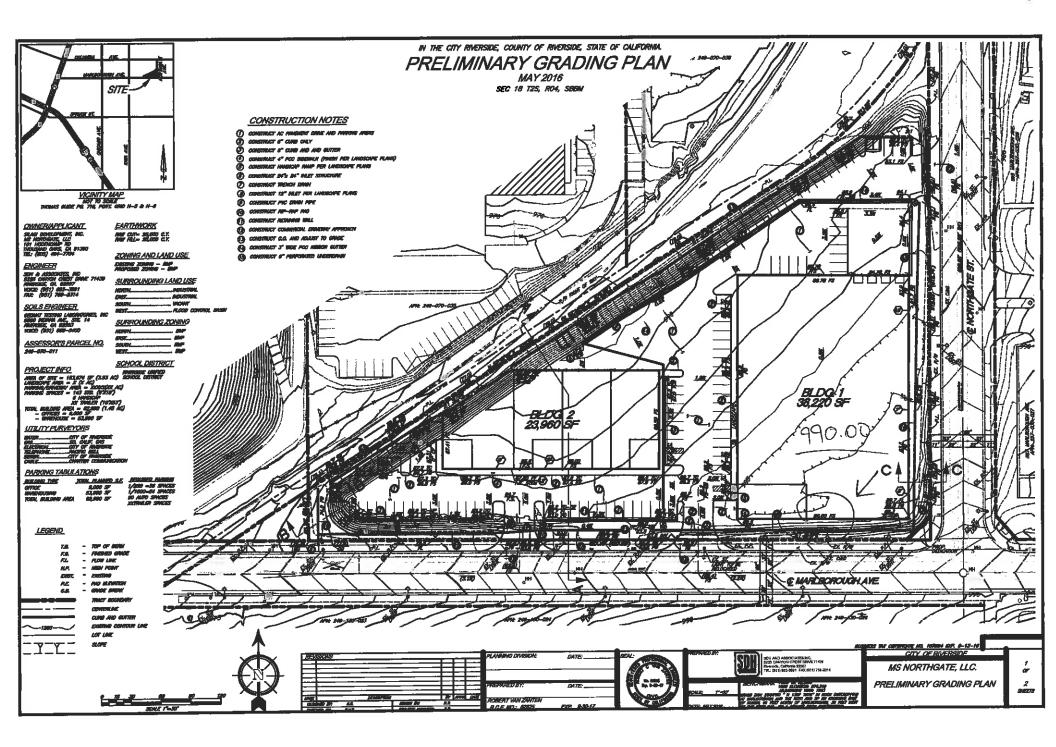


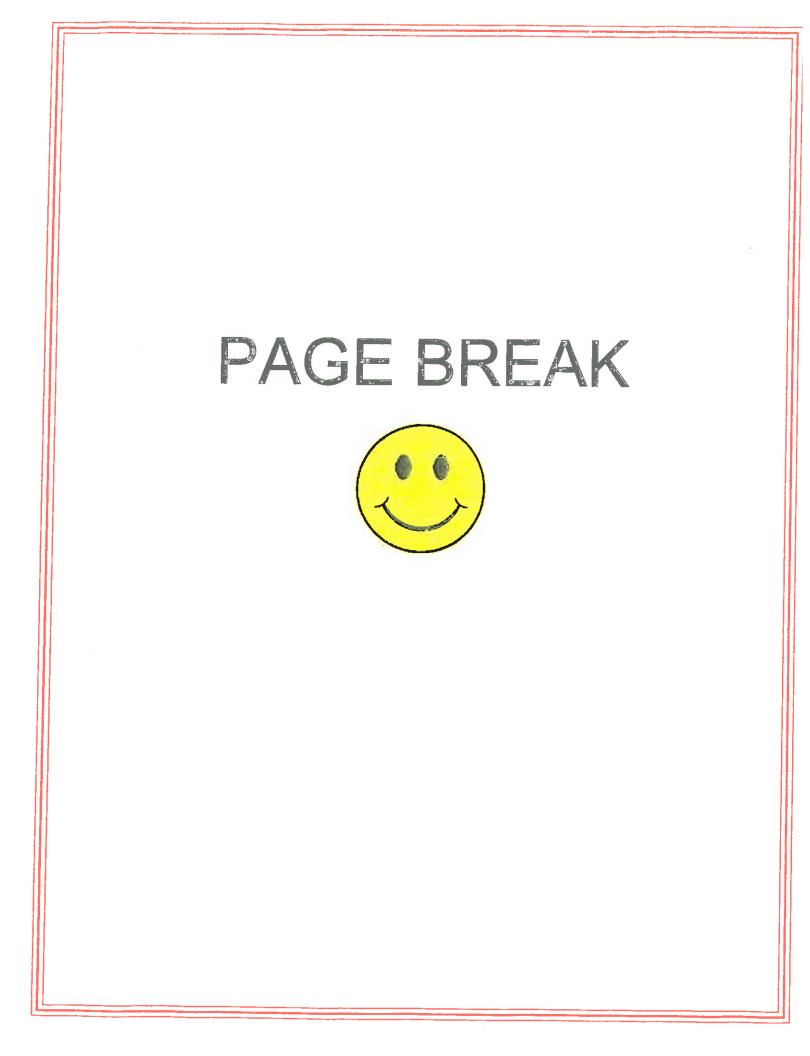


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AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY

CHAIR Simon Housman Rancho Mirage	June 15, 2010
VICE CHAIRMAN Rod Ballance Riverside	City of Riverside Community and Economic Development Department/Planning Division
COMMISSIONERS	Riverside, CA 92522
Arthur Butler Riverside	
Glen Holmes Hemet John Lyon Riverside	File No.:ZAP1202MA16Related File No.:P16-0011 (Conditional Use Permit)APN:221-070-011
Greg Pettis Cathedral City	Dear Mr. Taylor:
Steve Manos Lake Elsinore STAFF Director Ed Cooper	Under the delegation of the Riverside County Airport Land Use Commission (ALUC) pursuant to Policy 1.5.2(d) of the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan, staff reviewed City of Riverside Case No. P16-0011, a Conditional Use Permit to establish a 24 Hour Planet Fitness exercise and fitness center in an existing 20,034 square foot commercial suite in the southerly building within the existing Town Square shopping center, located on the north side of Twelfth Street, westerly of Chicago Avenue. (The parcel extends northerly to University Avenue.)
John Guerin Paul Rull Barbara Santos County Administrative Center 4080 Lemon St., 14th ^a Floor. Riverside, CA 92501	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, non-residential intensity is not restricted.
(951) 955-5132 <u>www.rcaluc.org</u>	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), and the site is located more than 20,000 feet from runways at Riverside Municipal Airport. The site is only 17,181 feet from the runway at Flabob Airport. However, as Flabob's runway does not exceed a length of 3,200 feet, the applicable notification distance is 10,000 feet and the applicable slope ratio is 50:1. Therefore, FAA Obstruction Evaluation Service review for height/elevation reasons was not required.
	As ALUC Director, I hereby find the above-referenced Conditional Use Permit <u>CONSISTENT</u> 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 landowner shall provide the attached notice to all potential purchasers of the property and to tenants/lessees of the buildings thereon.

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

Sincerely, RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

Edward C. Cooper, Director

Attachments: Notice of Airport in Vicinity

cc: Saber Fitness Princeton, LLC (applicant/lessee)
 Clayton Przekop (representative/payee)
 Town Square Shopping Center, c/o Reliable Prop. (landowner)
 Gary Gosliga, Airport Manager, March Inland Port Airport Authority

AIRPORT LAND USE COMMISSION

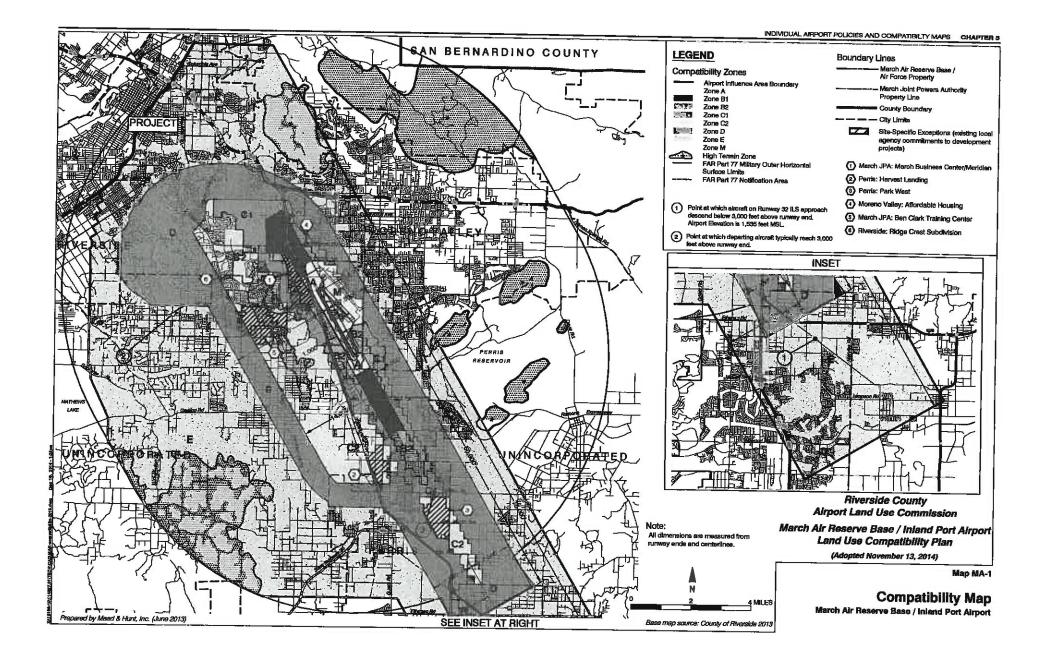
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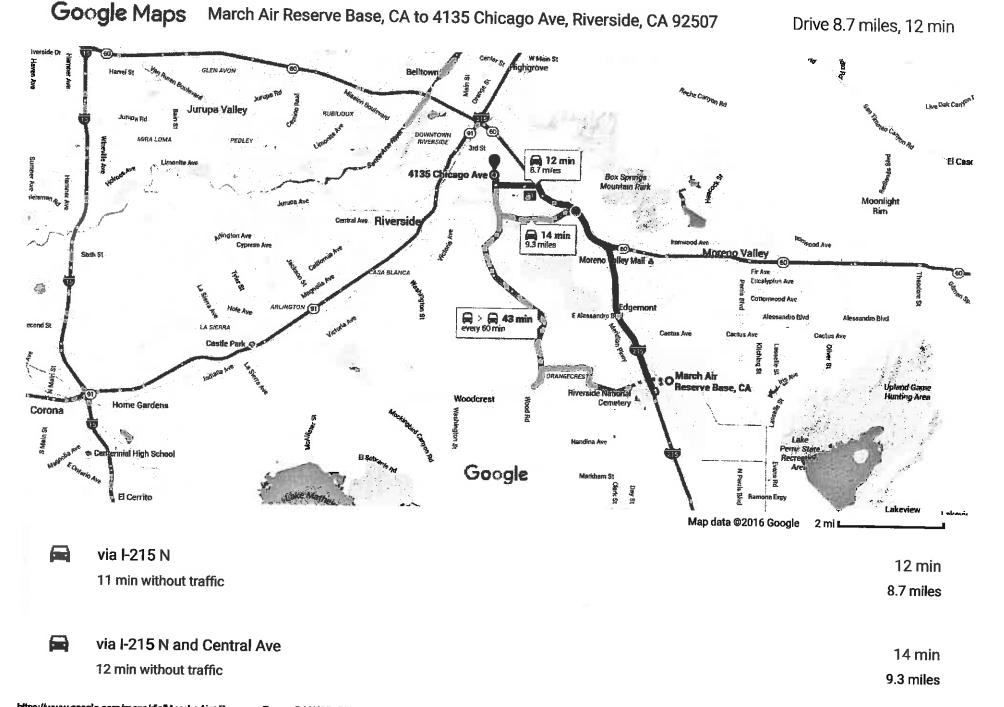
Denise Hauser or Sonia Pierce, March Air Reserve Base ALUC Case File

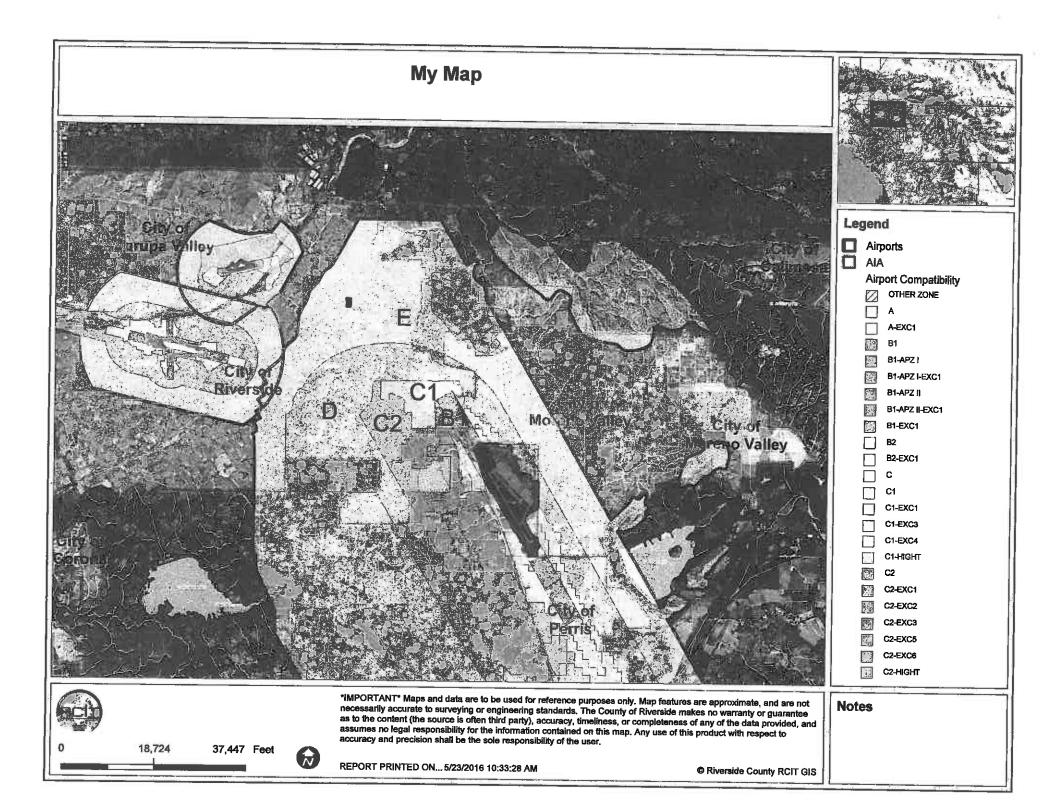
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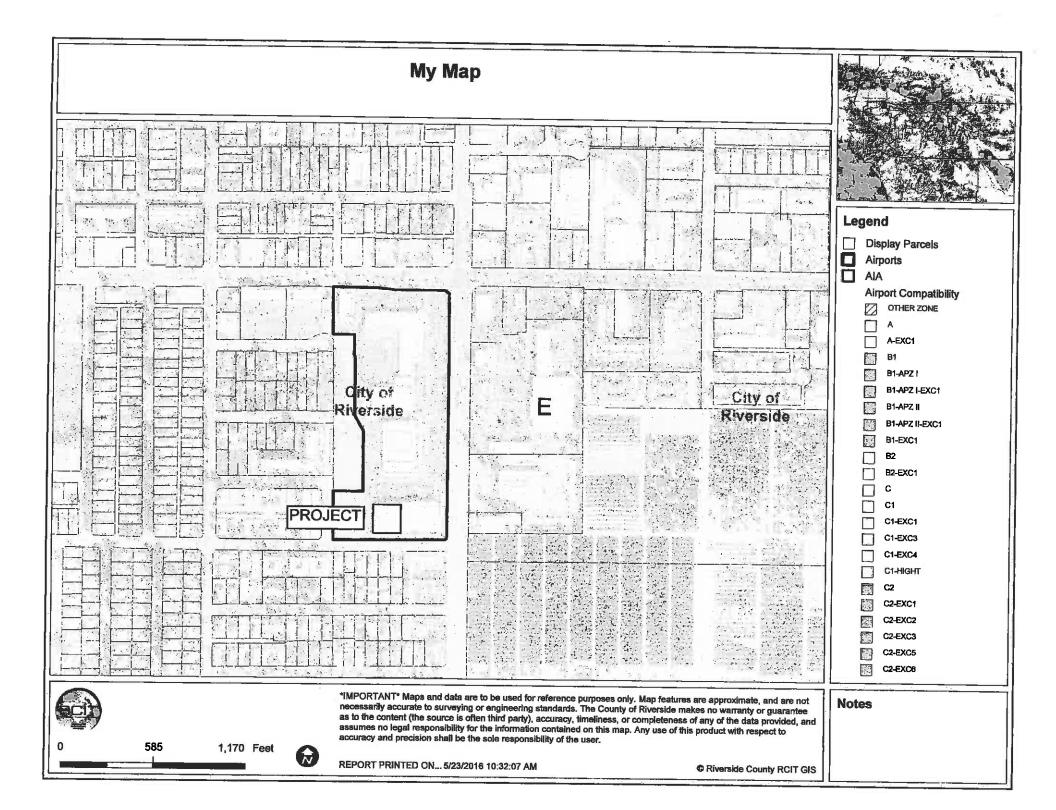
NOTICE OF AIRPORT IN VICINITY

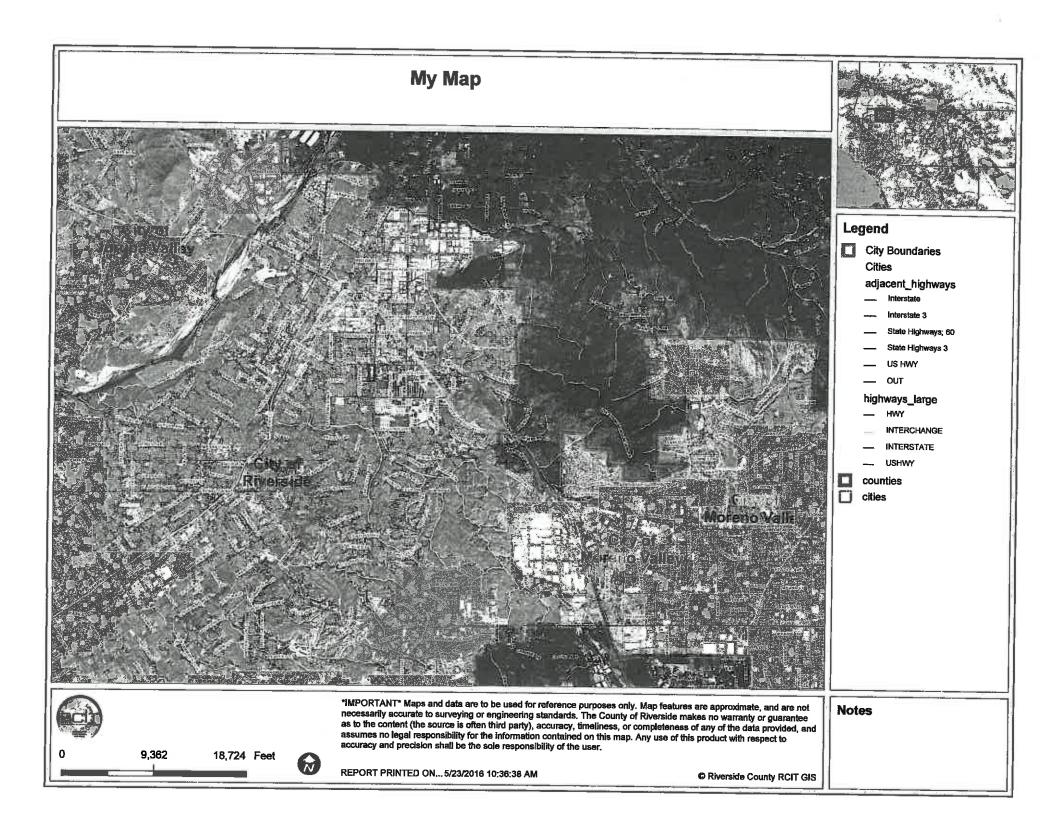
This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual 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)

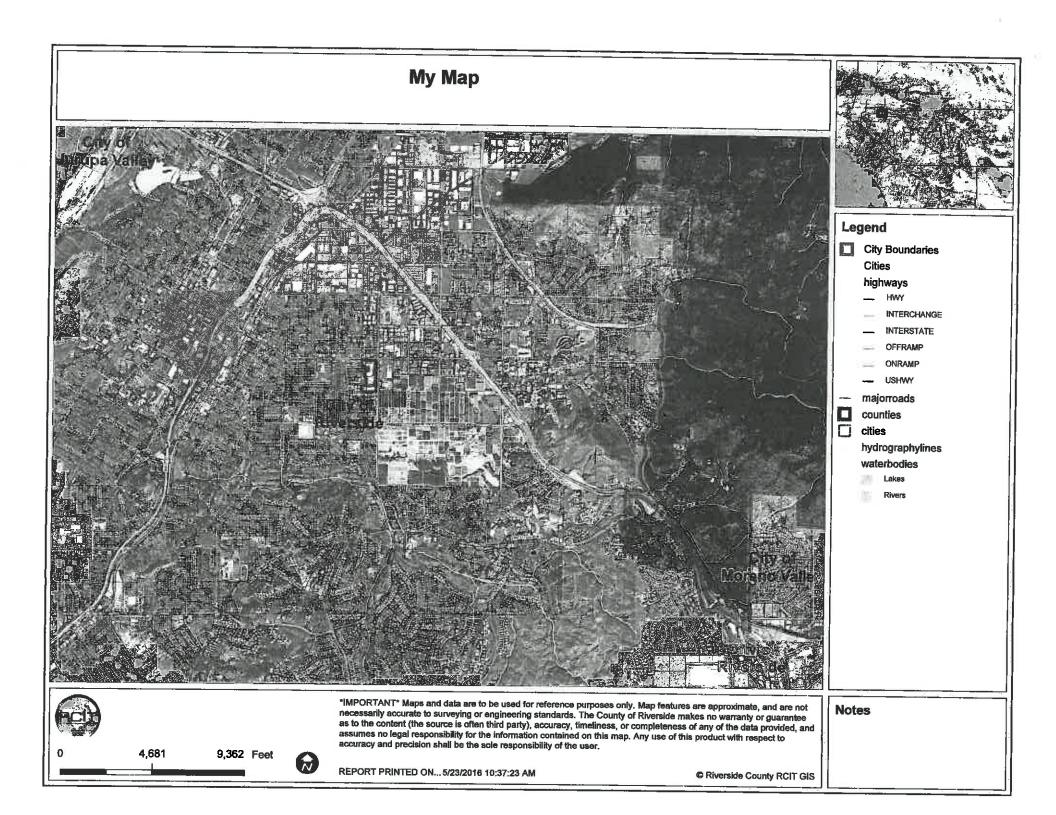


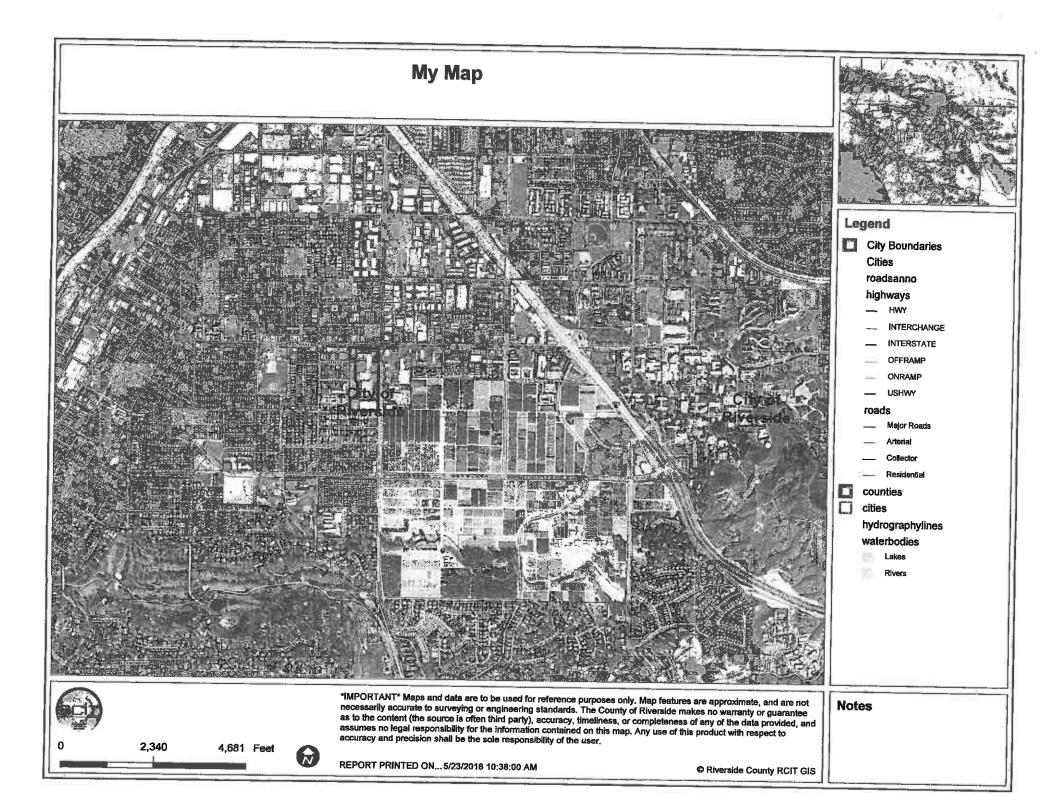


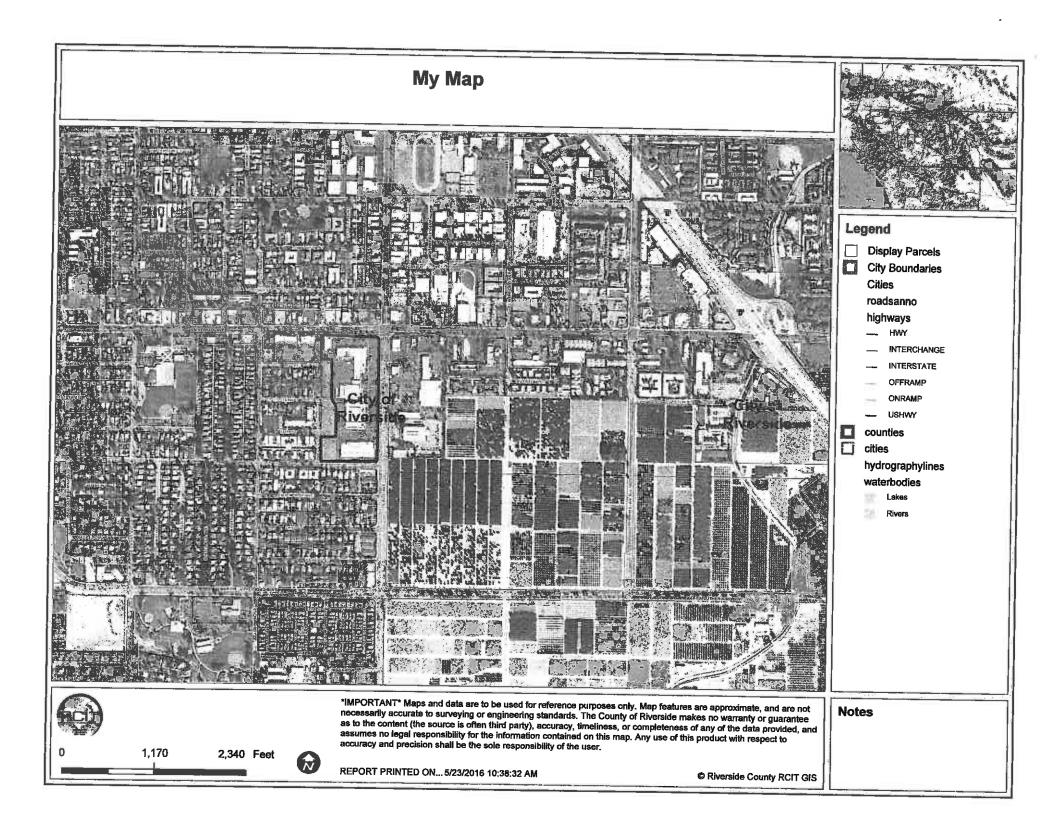


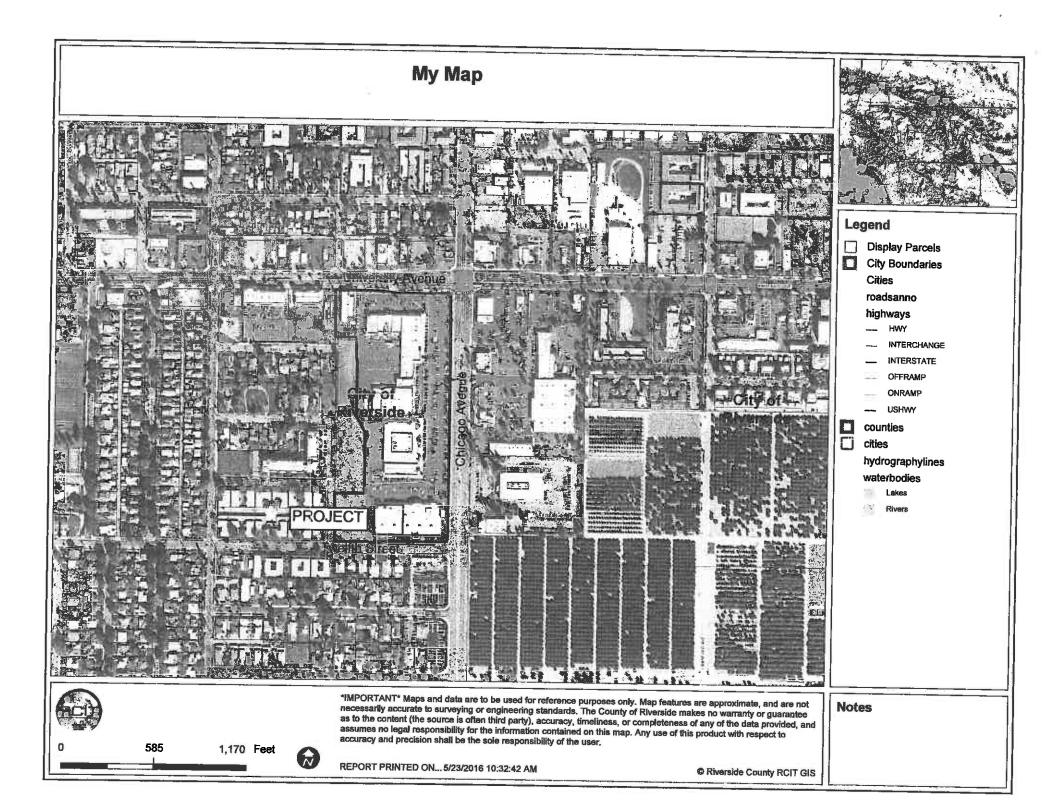


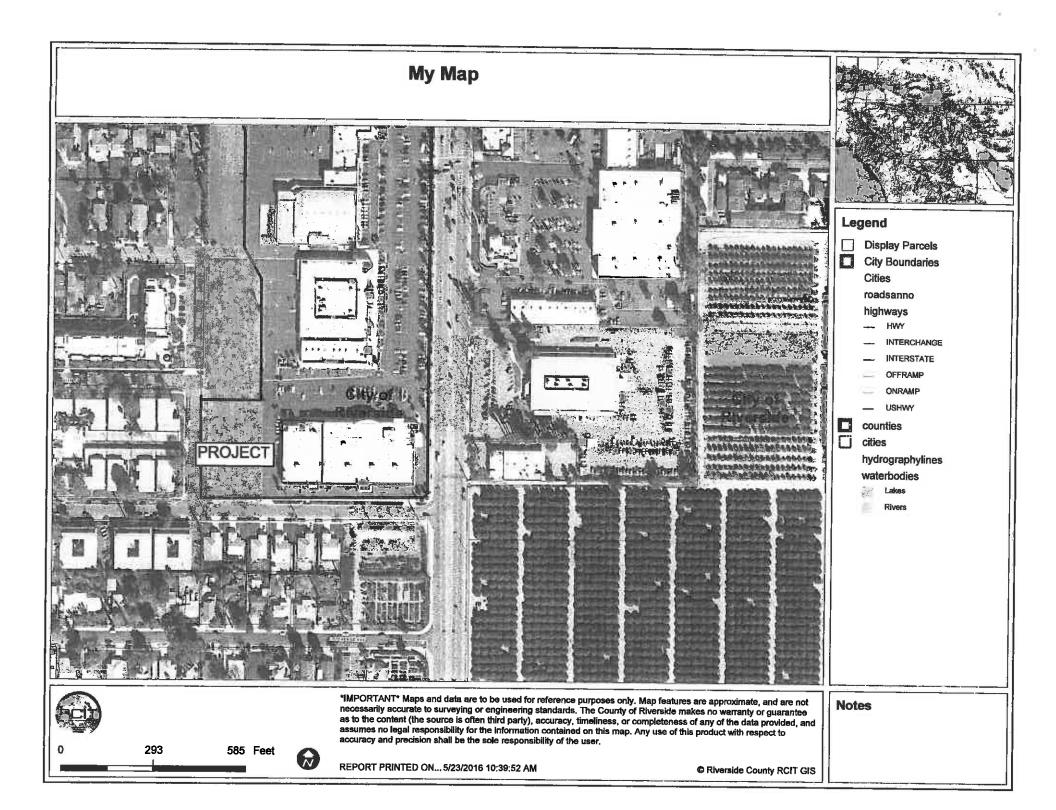


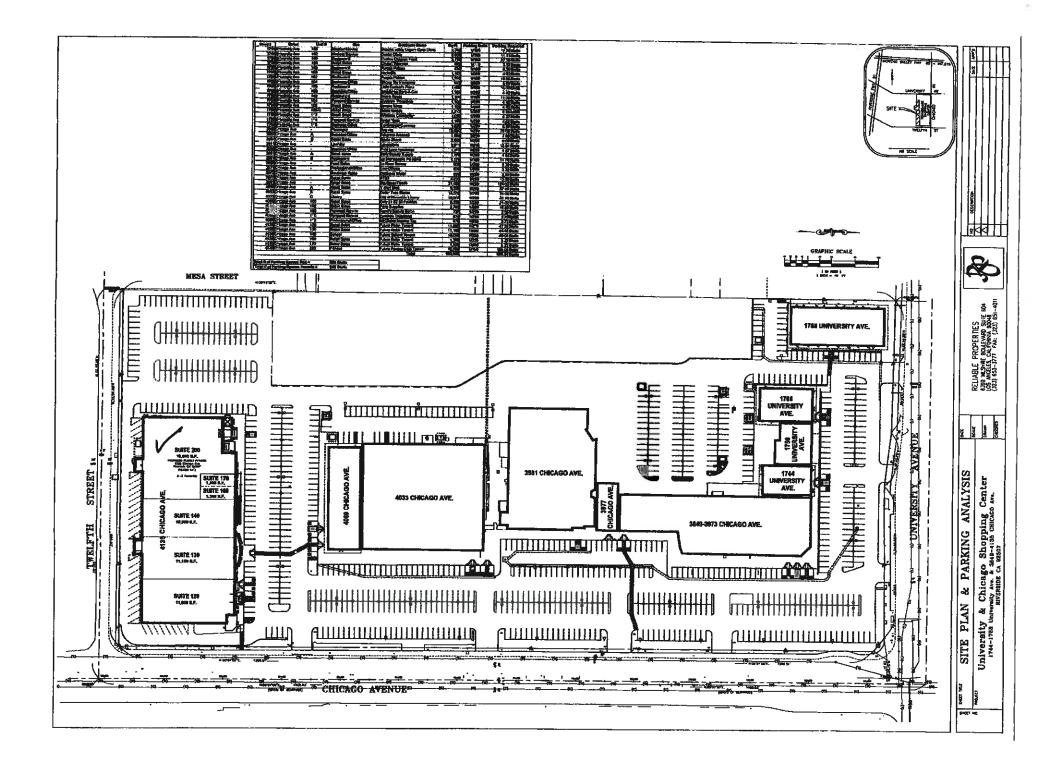


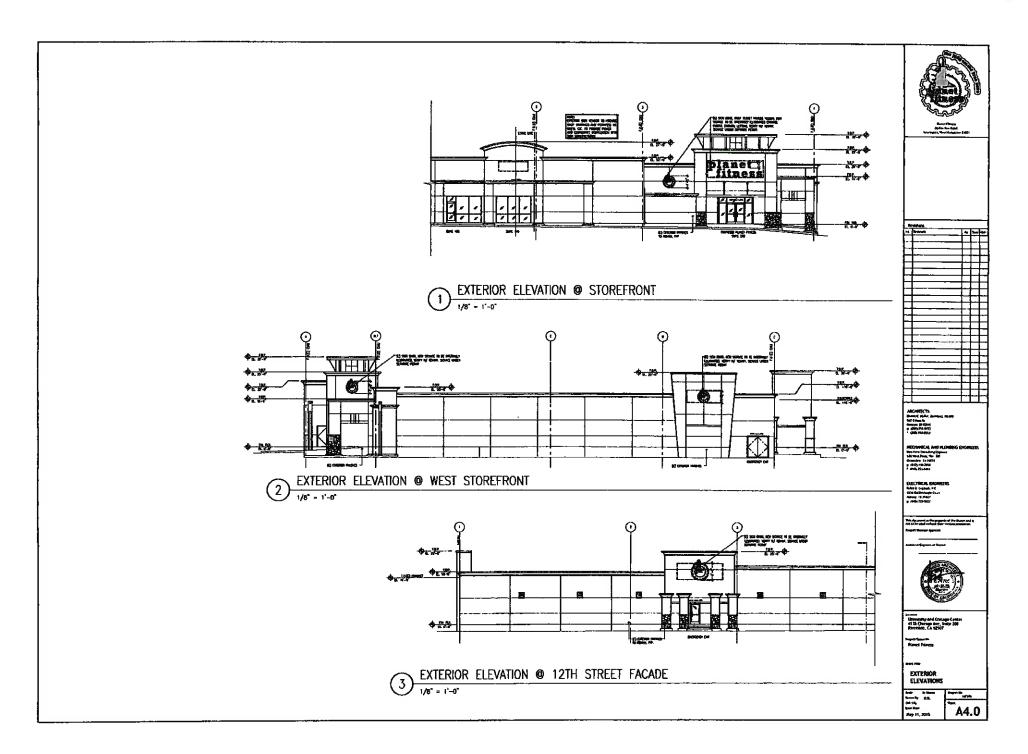


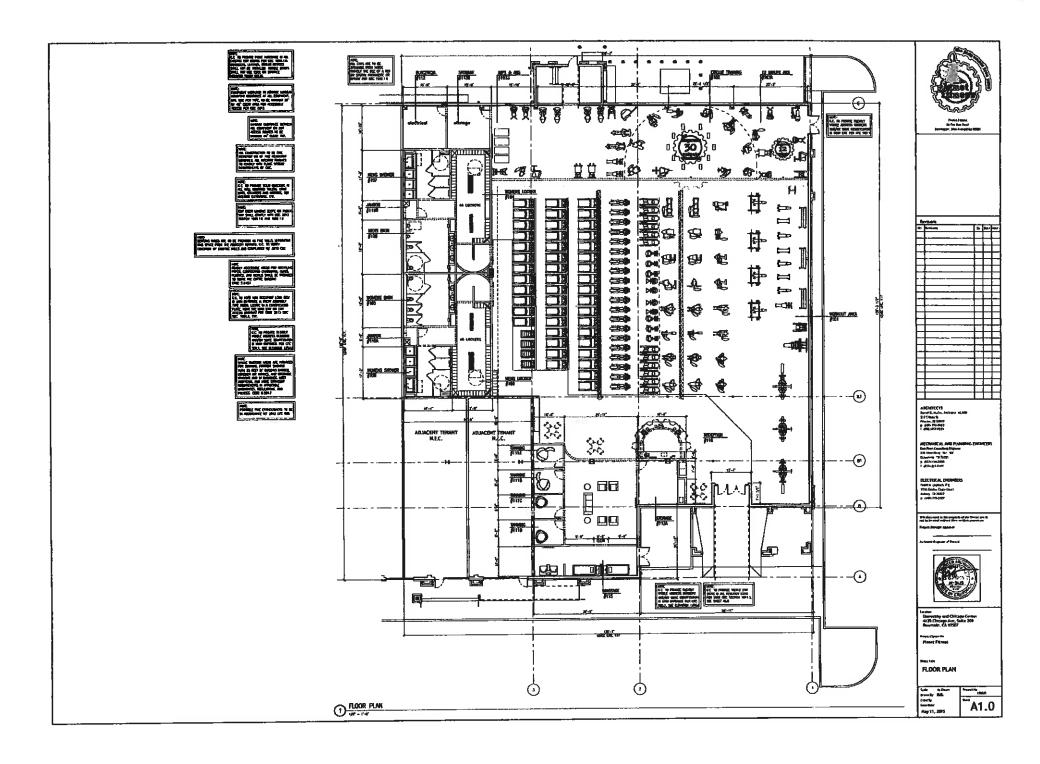


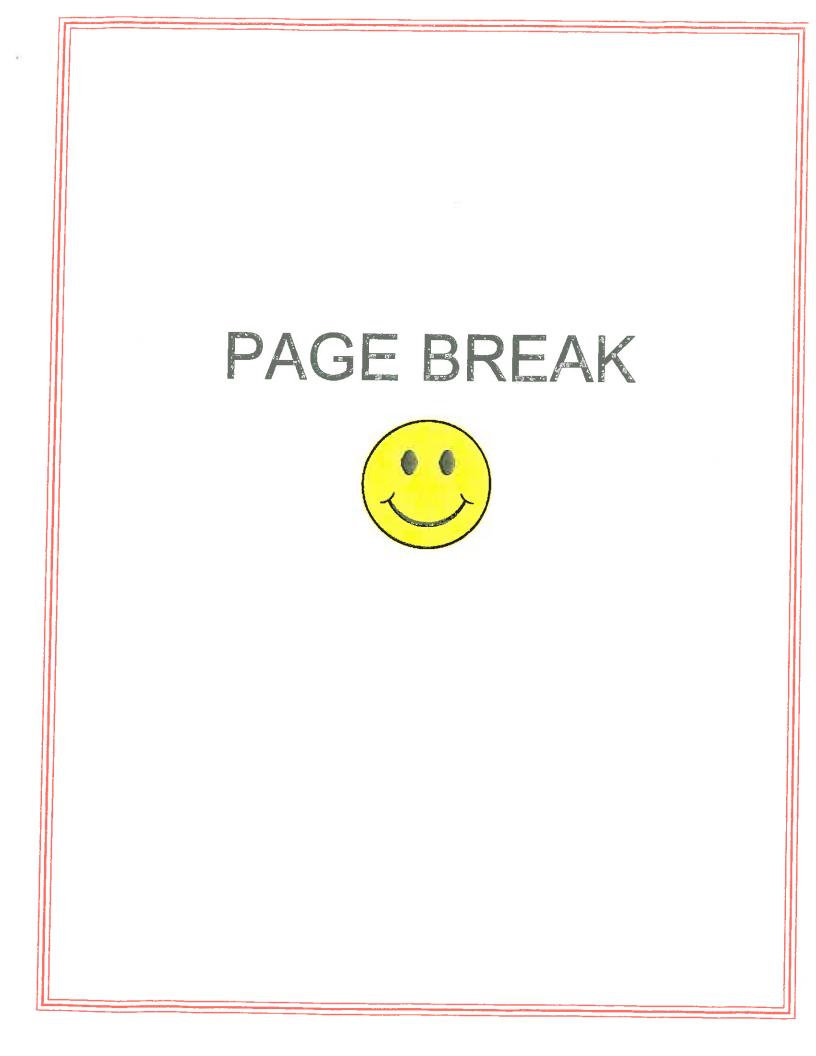














AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY

June 28, 2016 CHAIR Mr. Gabriel Perez, Planning Manager Simon Housman City of La Quinta Planning Department Rancho Mirage 78495 Calle Tampico VICE CHAIRMAN **Rod Ballance** La Quinta CA 92253 Riverside AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW -RE: COMMISSIONERS **DIRECTOR'S DETERMINATION** Arthur Butler Riverside File No.: ZAP1063BD16 Related File No .: **Glen Holmes** SDP 2016-0001 (Site Development Plan)/Conditional Use Hemet Permit APN: John Lyon 604-521-013 Riverside Dear Mr. Perez: **Greg Pettis** Cathedral City Under the delegation of the Riverside County Airport Land Use Commission (ALUC) pursuant to Section 1.5.2(d) of the Countywide Policies of the 2004 Riverside County Airport Land Use Steve Manos Lake Elsinore Compatibility Plan, staff reviewed SDP 2016-0001 (Site Development Plan), a proposal to construct a 33,776 square foot fitness center building with a 26,790 square foot outdoor swimming pool area on a 4.09-acre parcel within the Jefferson Square shopping center located on the southwest corner of Jefferson Street and Fred Waring Drive in the City of La Quinta. STAFF Director Ed Cooper The site is located within Airport Compatibility Zone E of the Bermuda Dunes Airport Influence Area (AIA). Compatibility Zone E has no limit to nonresidential intensity. John Guerin Paul Rull Barbara Santos The project is located outside the 55 CNEL noise contour for the Bermuda Dunes Airport. County Administrative Center 4080 Lemon St., 14th Roor. The elevation of Runway 10-28 at its easterly terminus is approximately 49 feet above mean sea Riverside, CA92501 (951) 955-5132 level (AMSL). At a distance of approximately 6,000 feet from the runway, FAA review would be required for any structures with top of roof exceeding 109 feet AMSL. The project site elevation is 49 feet AMSL, and the maximum height of its proposed structures is 41 feet, for a www.rcaluc.org maximum top point elevation of 89 feet AMSL. Therefore, Federal Aviation Administration (FAA) obstruction evaluation review for height/elevation reasons is not required for the building. As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with the 2004 Bermuda Dunes Airport Land Use Compatibility Plan, subject to the following conditions: **CONDITIONS:** Any new outdoor lighting that is installed shall be hooded or shielded as to prevent either 1. the spillage of lumens or reflection into the sky.

AIRPORT LAND USE COMMISSION

- 2. The following uses are prohibited:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
- 3. The attached notice shall be provided to all potential purchasers of the property and tenants of the existing and proposed buildings thereon.
- 4. Any new detention basin(s) on the site shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basin(s) that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.

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

Sincerely, RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

Edward C Kooper, Director

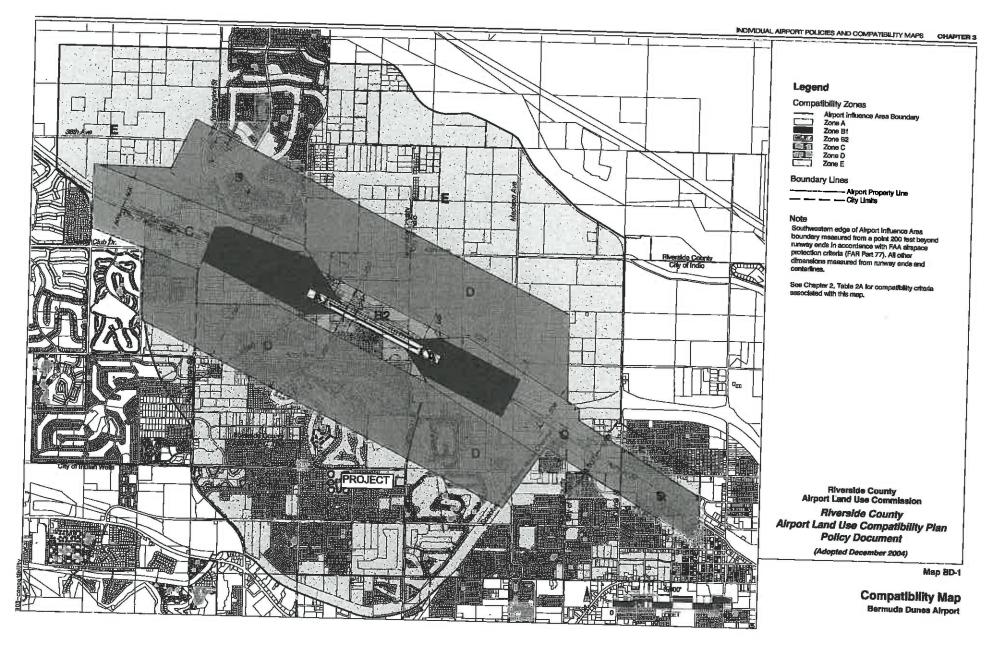
PR:JG Attachments: Notice of Airport in Vicinity

 cc: Regency Marinita – La Quinta LLC (property owner) (2) (Solano Beach/San Antonio) R&R Development Company LLC Attn: Sandra Stephenson (applicant/representative) Re-Clarity, Inc. (payee) Robert Berriman, Manager, Bermuda Dunes Executive Airport ALUC Case File

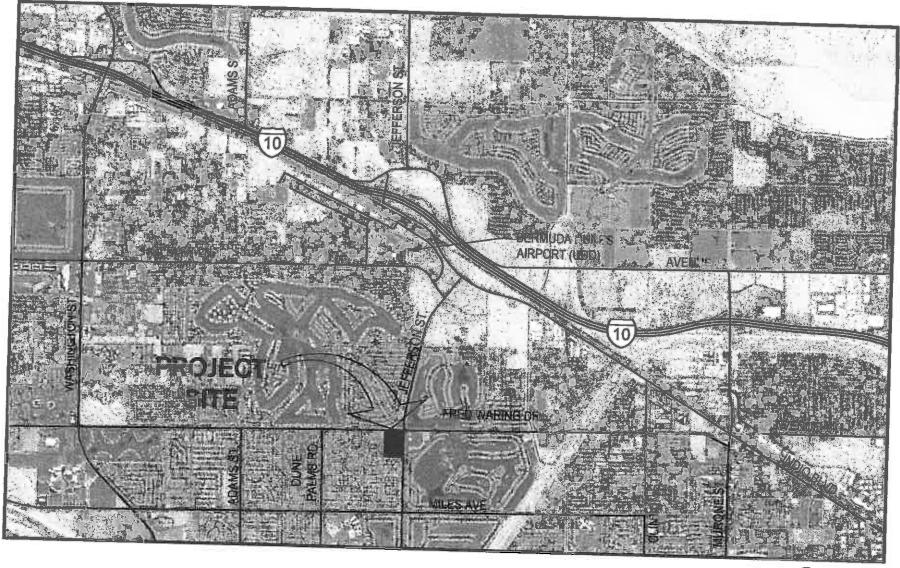
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NOTICE OF AIRPORT IN VICINITY

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)

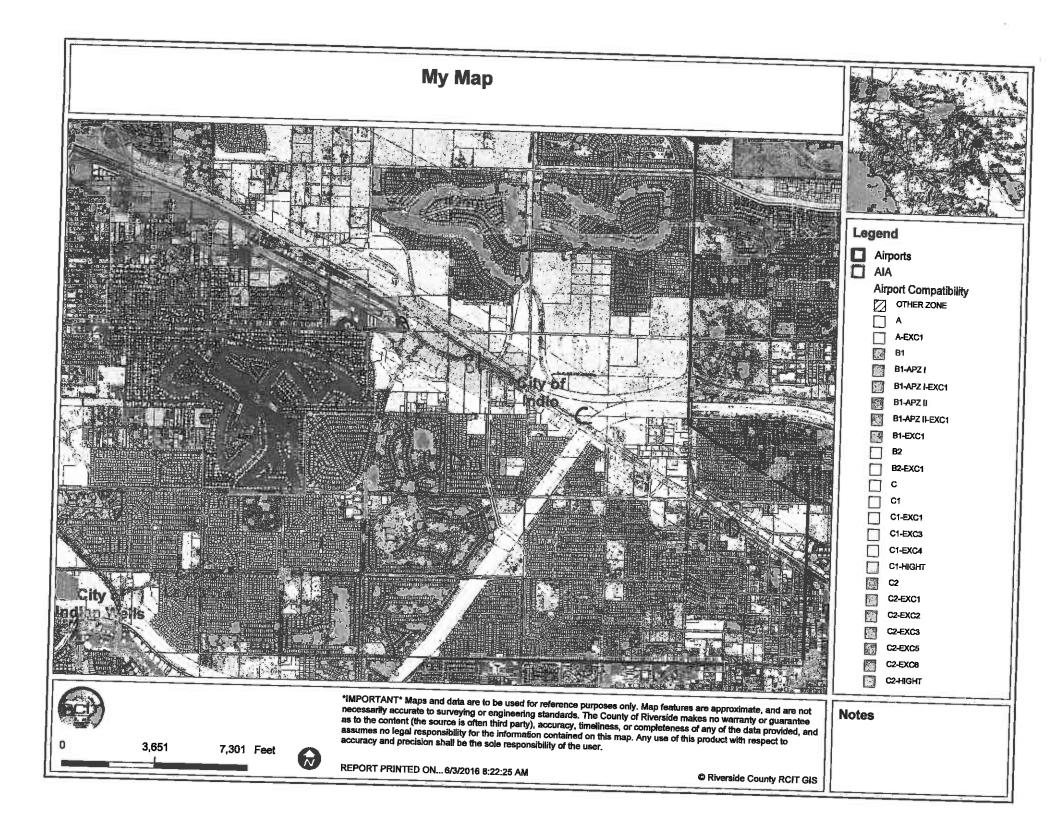


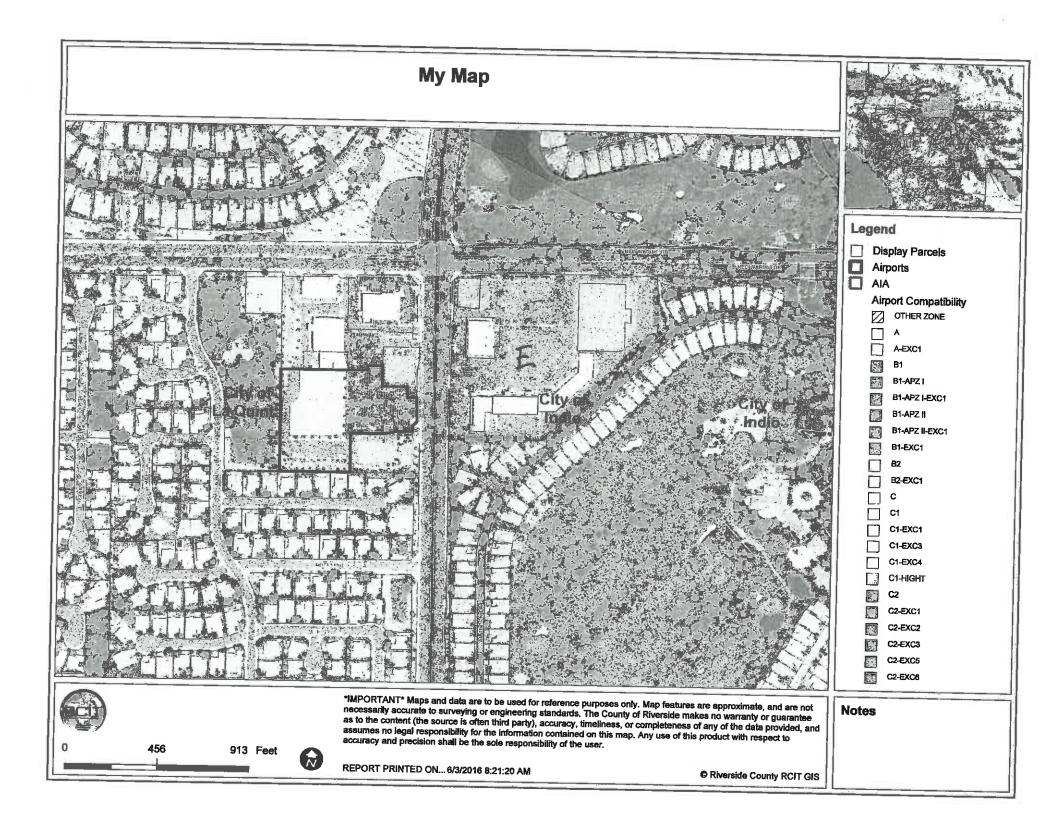
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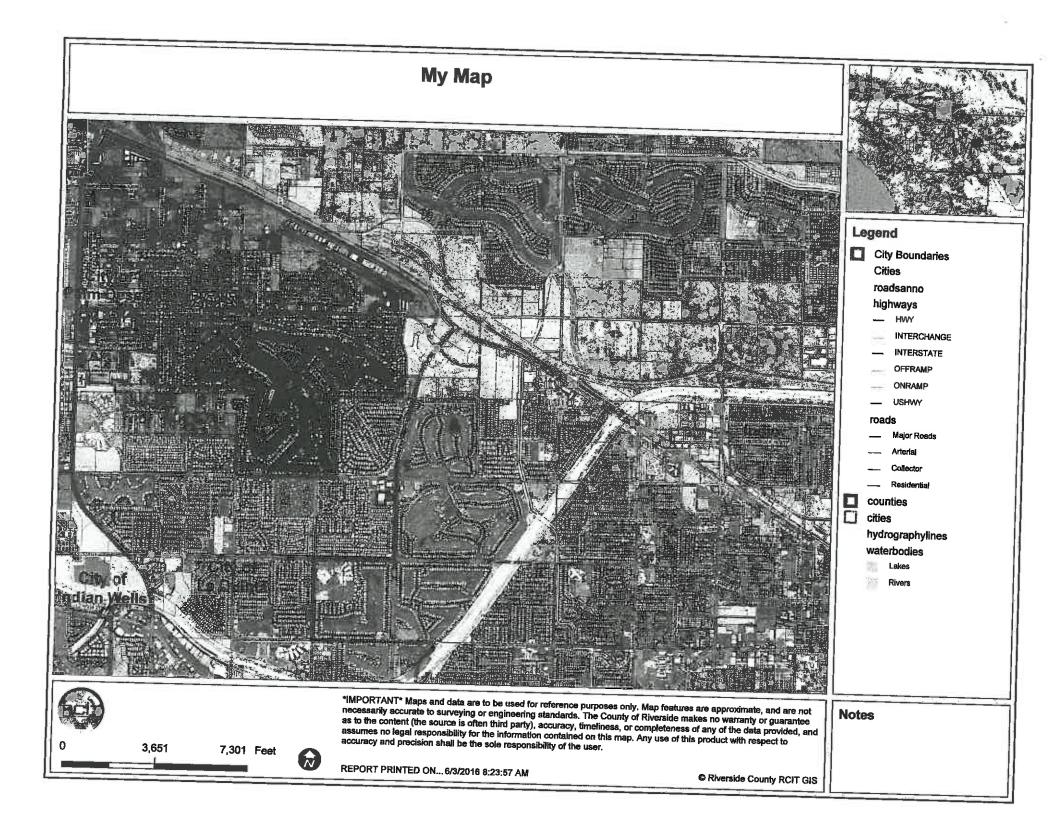


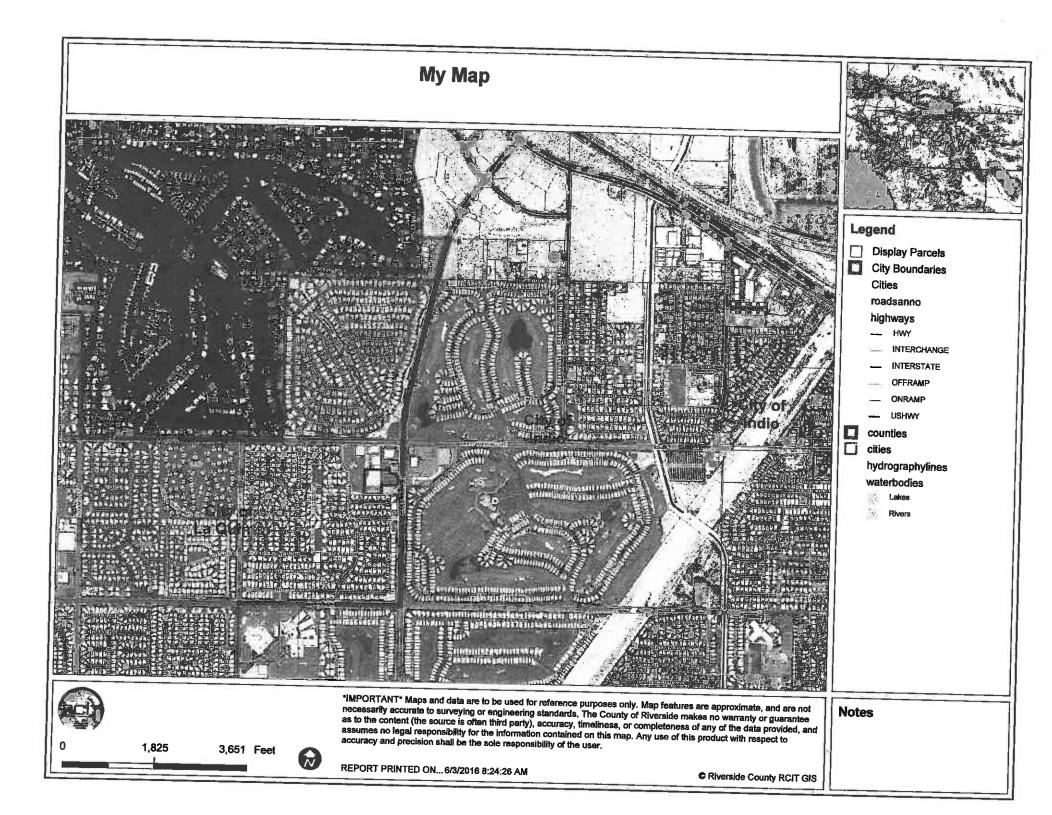


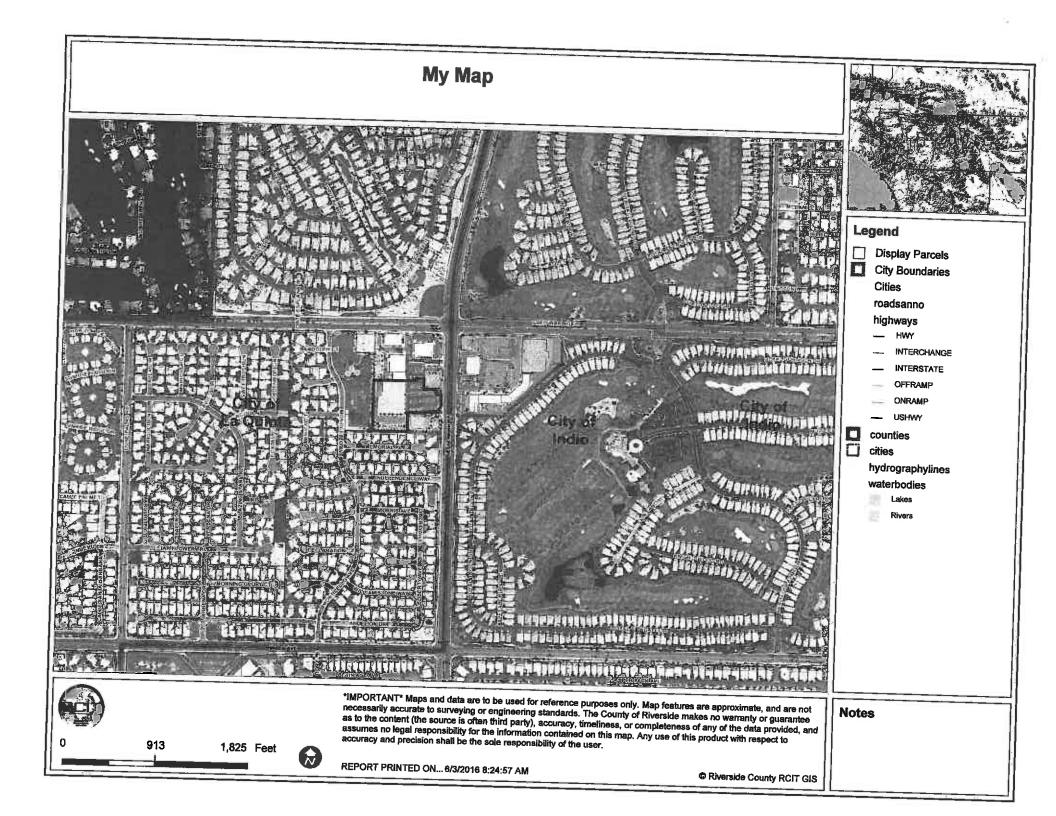
PROPOSED NEW FITNESS FACILITY ADDENDUM A1 VICINITY MAP DETAIL 44225 JEFFERSON ST. LA QUINTA, CA 92253 PREPARATION DATE: 05/13/16

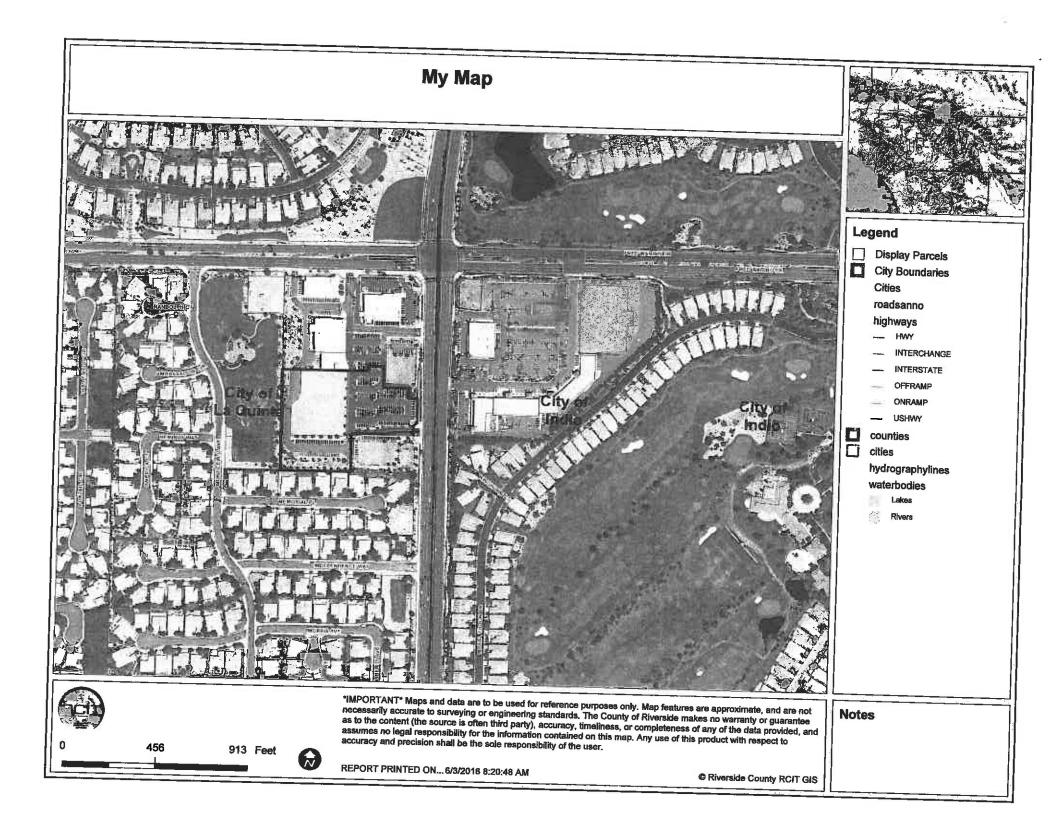


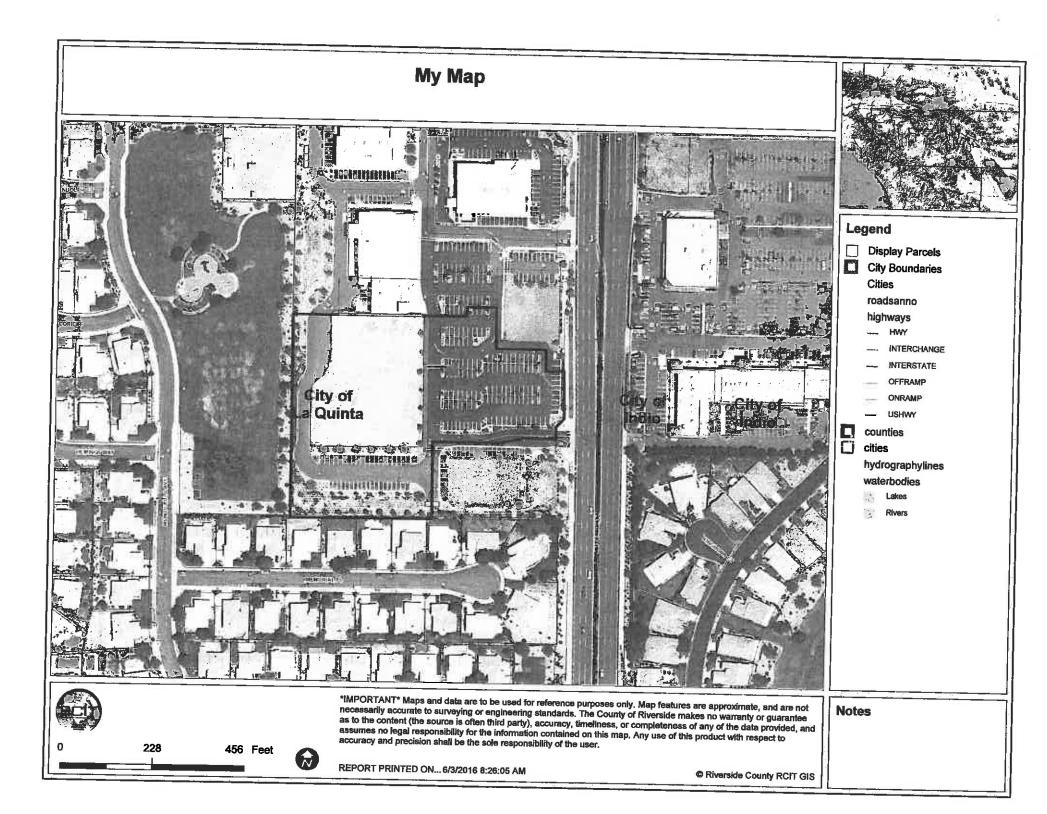


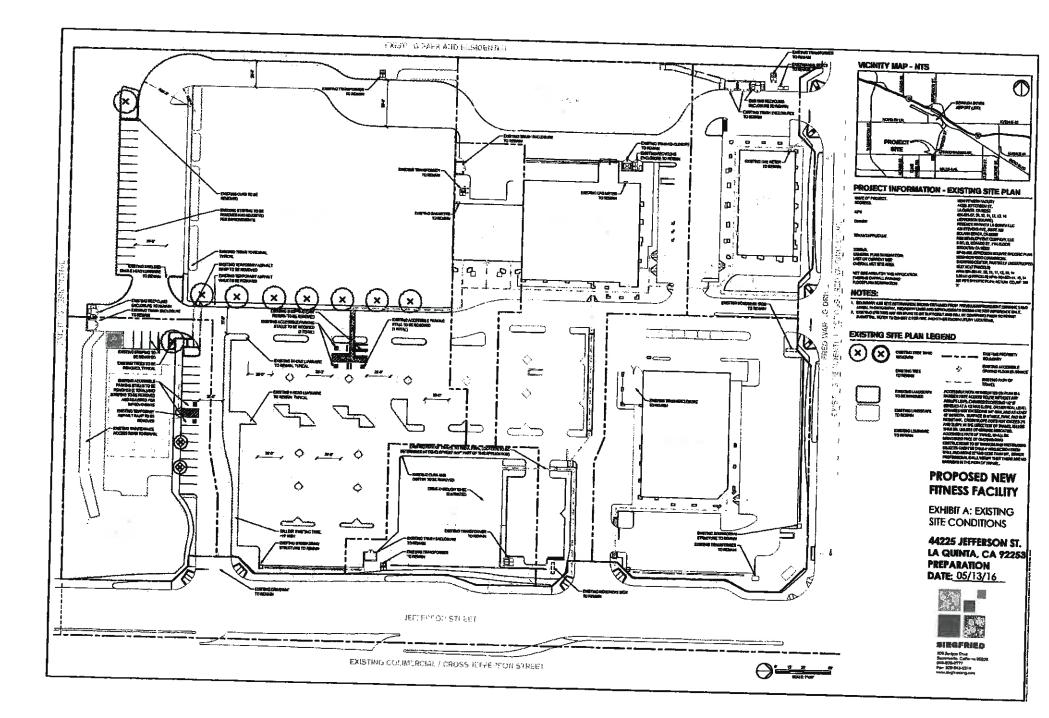


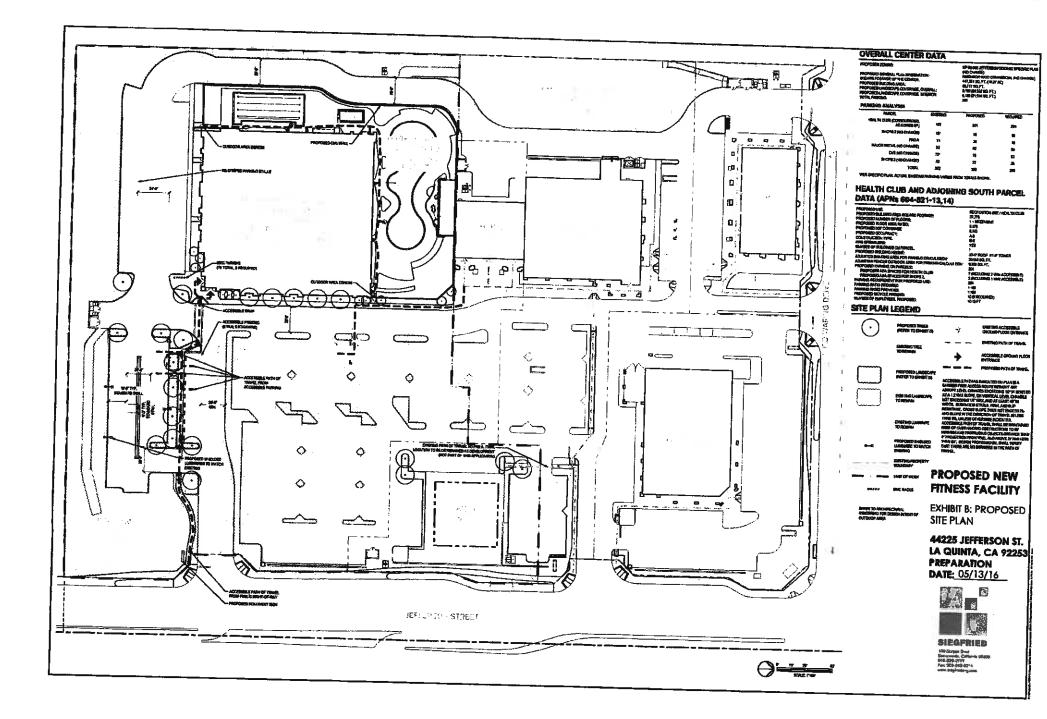


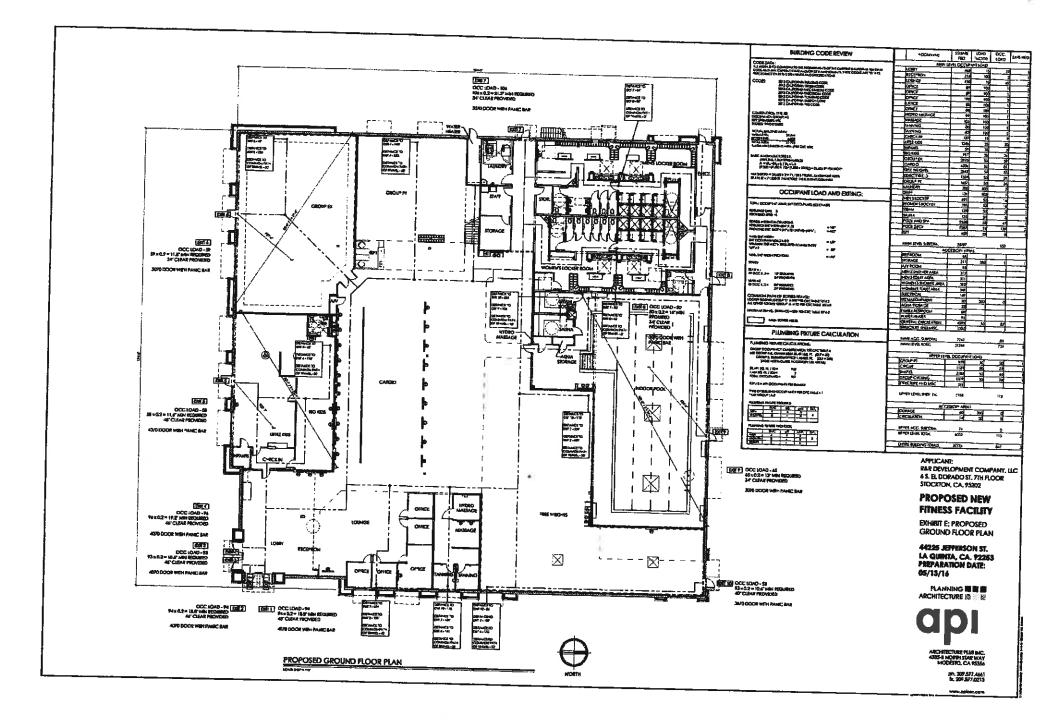


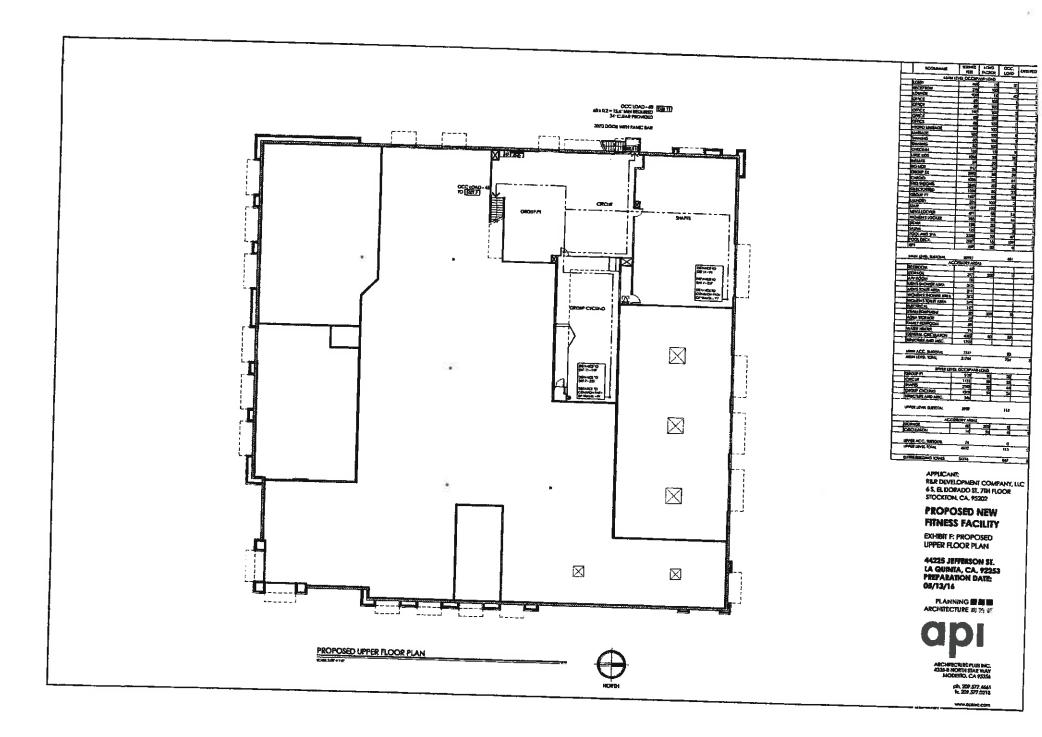


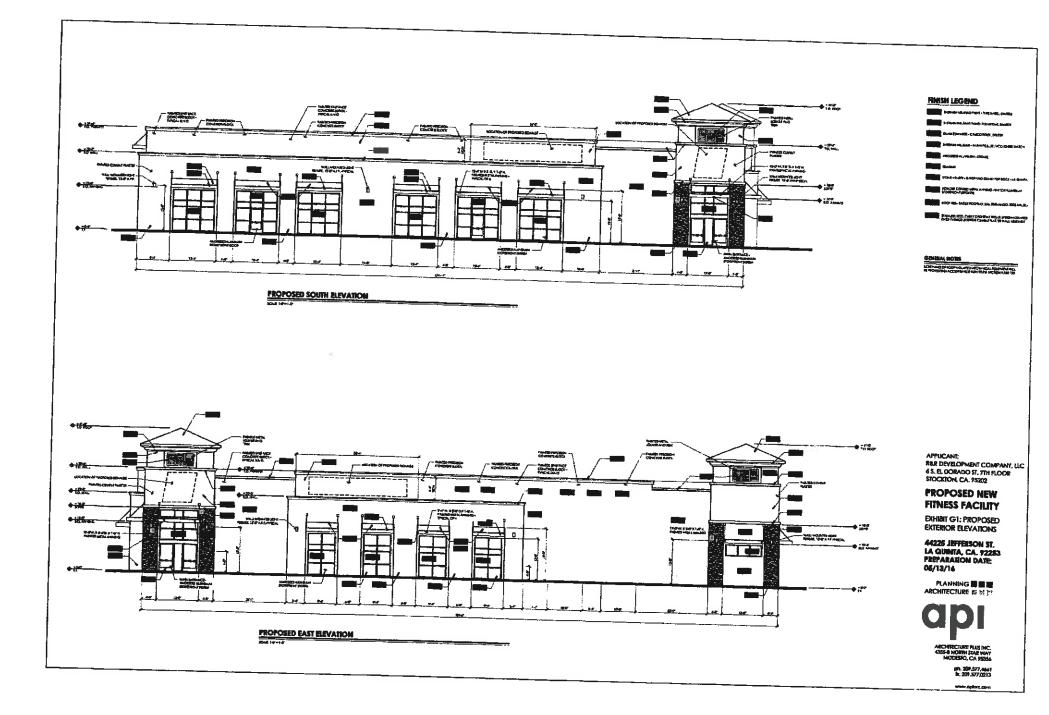


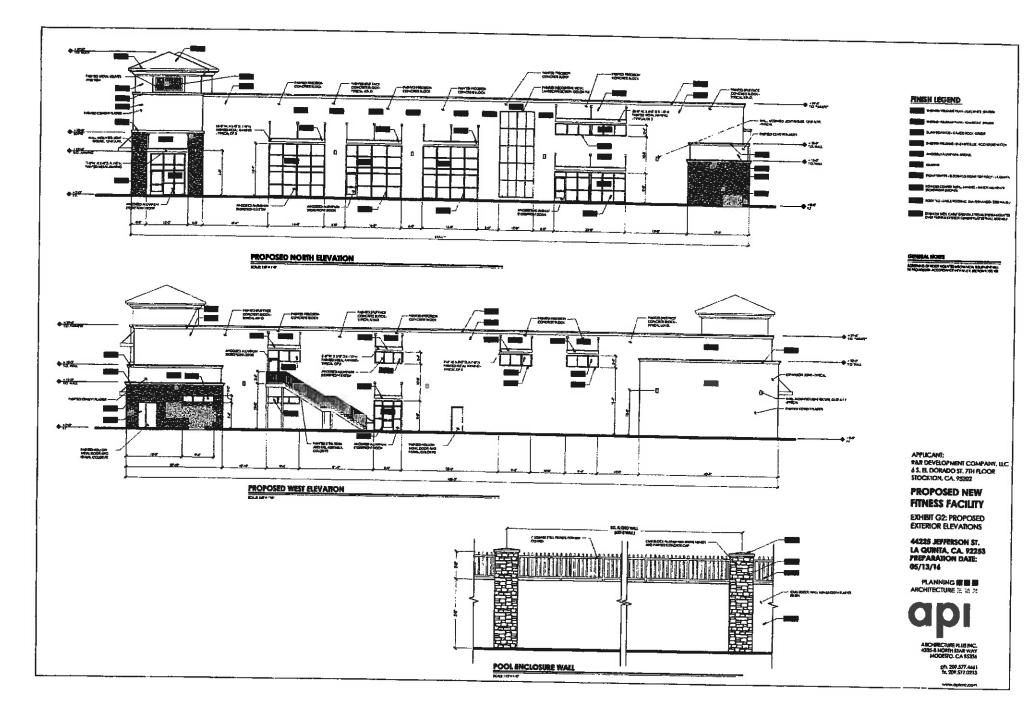












A regular scheduled meeting of the Airport Land Use Commission was held on June 9, 2016 at the Riverside County Administrative Center, Board Chambers.

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:

Shellie Clack, Deputy County Counsel Patrick Conatser, Perris Valley Airport Ben Conatser, Perris Valley Airport Denise Hauser, March Air Reserve Base Nick Johnson, Other Interested Person Bruce Jordan, Architect James Kelly, Blythe II Solar Project Larry Markham, MDMG Inc. Clara Miramontes, City of Perris Gerald J. Volomino, Jr., Other Interested Person

 AGENDA ITEM 2.1: <u>ZAP1010PV16 – Raintree Investment Corporation (Representative: Melissa</u> <u>Perez, Albert A. Webb and Associates)</u> – 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.

II. 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.

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. 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.

IV 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.

FINDINGS FOR A DETERMINATION OF CONSISTENCY PURSUANT TO POLICY 3.3.6 OF THE COUNTYWIDE POLICIES OF THE 2004 RIVERSIDE COUNTY AIRPORT LAND USE COMPATIBILITY PLAN:

- 1. The project site is located in proximity to the Romoland Flood Channel. Approximately 6.9 acres of the flood channel fronts the project site.
- 2. The project proposes to dedicate 35 acres within the Specific Plan to the City of Perris for use as a park.
- 3. 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 Page 2 of 24

Valley Airport ceases.

- 4. The project site is located in an area outside the 55 CNEL contour, thus limiting noise impacts and potential nuisance complaints.
- 5. A majority of 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:

- 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-ininterest) 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 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. 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 recordation of the final map, a document shall be recorded restricting the use of the remaining 155 acres within the areas depicted as "Park*" or "Non-Residential Use" on the attached exhibit entitled "Ultimate Land Use Plan May 20, 2015 June 9, 2016" in perpetuity so as to not allow the development of residential uses nonresidential uses unless the Federal Aviation Administration and 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 or aviation 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. Non-residential uses, including uses allowed in the park land designation, may be possible in the portions of the 155-acre area consistent with the Airport Land Use Plan.

(as modified by the Airport Land Use Commission on June 9, 2016)

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: Clara Miramontes, City of Perris, 101 N. D Street, Perris, CA Gerald J. Volomino, Jr., 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 process:

Patrick Conatser, Perris Valley Airport, 2091 Goetz Road, Perris, CA 92570 Ben Conatser, Perris Valley Airport, 2091 Goetz Road, Perris, CA 92570

No one spoke in opposition to the project

VI. ALUC COMMISSION ACTION

The ALUC Commission by a unanimous vote of 7-0 found the project <u>CONSISTENT</u> pursuant to Policy 3.3.6, modifying Condition #9.

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 <u>basantos@rctIma.org</u>.

ITEM 2.1: TIME 9:06 A.M.

AGENDA ITEM 2.2: <u>ZAP1011PV16 – Raintree Investment Corporation (Representative: Melissa</u> <u>Perez, Albert A. Webb and Associates)</u> – 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).

II. 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. 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.

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. 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.

IV. 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.

FINDINGS FOR A DETERMINATION OF CONSISTENCY PURSUANT TO POLICY 3.3.6 OF THE COUNTYWIDE POLICIES OF THE 2004 RIVERSIDE COUNTY AIRPORT LAND USE COMPATIBILITY PLAN:

1. The project site is located in proximity to the Romoland Flood Channel. Approximately 3.5 acres of the flood channel fronts the project site.

- 2. The project proposes to dedicate 35 acres within the Specific Plan to the City of Perris for use as a park.
- 3. 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.
- 4. The project site is located in an area outside the 55 CNEL contour, thus limiting noise impacts and potential nuisance complaints.
- 5. A majority of 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:

- 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 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. 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 recordation of the final map, a document shall be recorded restricting the use of the remaining 155 acres within the areas depicted as "Park*" or "Non-Residential Use" on the attached exhibit entitled "Ultimate Land Use Plan May 20, 2015 June 9, 2016" in perpetuity so as to not allow the development of residential uses nonresidential uses unless the Federal Aviation Administration and 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 or aviation 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. Non-residential uses, including uses allowed in the park land designation, may be possible in the portions of the 155-acre area consistent with the Airport Land Use Plan.

(as modified by the Airport Land Use Commission on June 9, 2016)

10. The Federal Aviation Administration has conducted an aeronautical study of the Page 8 of 24

proposed structure (Aeronautical Study Nos. 2016-AWP-4076-OE, 2016-AWP-4077-OE, 2016-AWP-4078-OE, and 2016-AWP-4079-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 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 1455 feet above mean sea level.
- 12. 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.
- 13. 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.
- 14. 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 <u>https://oeaaa.faa.gov</u> 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.

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 J. Volomino, Jr., Other Interested Person, 26642 Via Noveno, Mission Viejo, CA 92691 Nick Johnson, Other Interested Person

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 <u>CONDITIONALLY</u> <u>CONSISTENT</u> pursuant to Policy 3.3.6, modifying Condition #9.

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 <u>basantos@rctIma.org</u>.

ITEM 2.2: TIME 10:16 A.M.

I. AGENDA ITEM 2.3: <u>ZAP1194MA16 – City of Riverside (Representative: Doug Darnell)</u> – 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. 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.

III. STAFF RECOMMENDATION

At this time, staff recommends that the Commission open the public hearing, consider testimony, and <u>CONTINUE</u> consideration of this matter to its *July 14*, 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.

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 <u>iguerin@rctlma.org</u>

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 <u>CONTINUED</u> the project to July 14, 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 <u>basantos@rctIma.org</u>.

ITEM 2.3: TIME 10:24 A.M.

I. AGENDA ITEM 3.1: <u>ZAP1069FV16 – James Delhamer</u> – 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).

II. 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, ministorage 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.

III. STAFF RECOMMENDATION

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

IV. 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.

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 onsite 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 ministorage project. No human habitation of the storage units is permitted. One caretaker's dwelling may be established.

V. MEETING SUMMARY

The following staff presented the subject proposal: ALUC Staff Planner: Paul Rull at (951) 955-6893, or e-mail at <u>prull@rctlma.org</u>

The following spoke neither for or against the project but added information to the decision making process:

Bruce Jordan, Architect, 131 Calle Iglesia, San Clemente, CA 92672

No one spoke in favor 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 <u>basantos@rctIma.org</u>.

ITEM 3.1: TIME 10:25 A.M.

I. AGENDA ITEM 3.2: <u>ZAP1068FV16 – FVIP, LLC (Representative: Dan Long)</u> – 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 ministorage 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 ministorage 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).

II. 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.

III. STAFF RECOMMENDATION

Staff recommends that the proposed Plot Plan and Tentative Parcel Map be found <u>CONSISTENT</u>, subject to the conditions included herein.

IV. 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.

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 Page 13 of 24

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 avigation 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 <u>https://oeaaa.faa.gov</u> 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.

V. MEETING SUMMARY

The following staff presented the subject proposal: ALUC Staff Planner: Paul Rull at (951) 955-6893, or e-mail at <u>prull@rctlma.org</u>

The following spoke in favor of the project:

Larry Markham, MDMG, Inc., for Rancor, 41635 Enterprise Circle South, STE B, Temecula, CA 92590-5614

No one spoke in neutral or opposition to the project

VI. ALUC COMMISSION ACTION

The ALUC Commission by a vote of 6-0 found the project <u>CONSISTENT</u>. Absent: Commissioner Glen Holmes

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 <u>basantos@rctIma.org</u>.

ITEM 3.2: TIME 10:26 A.M.

I. AGENDA ITEM 3.3: <u>ZAP1070FV16 – RTN Development Inc. (Representative: Rick Neugebauer)</u> – 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).

II. 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.

III. STAFF 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.

STAFF RECOMMENDED AT HEARING

CONTINUE to 7-14-16 per applicant's request

IV. 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).

V. MEETING SUMMARY

The following staff presented the subject proposal: ALUC Staff Planner: Paul Rull at (951) 955-6893, or e-mail at <u>prull@rctlma.org</u>

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 **<u>CONTINUED</u>** the project to July 14, 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 <u>basantos@rctIma.org</u>.

ITEM 3.3: TIME 11:19 A.M.

I. AGENDA ITEM 3.4: <u>ZAP1019RG16 – County of Riverside (Representative: Larry Ross)</u> – 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).

II. 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.

III. STAFF RECOMMENDATION

Staff recommends a finding of <u>CONSISTENCY</u> 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 <u>DIRECT</u> 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.

STAFF RECOMMENDED AT HEARING

CONTINUE to 7-14-16

IV. 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 Iaw. 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.

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

The following spoke in favor of the project: Shellie Clack, Deputy County Counsel, County of Riverside Planning Department

The following spoke neither for or against the project, but added information to the decision making process:

Denise Hauser, March ARB

No one spoke in opposition to the project

VI. ALUC COMMISSION ACTION

The ALUC Commission by a unanimous vote of 7-0 **<u>CONTINUED</u>** the project to July 14, 2016.

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 <u>basantos@rctIma.org</u>.

ITEM 3.4: TIME 11:20 A.M.

I. AGENDA ITEM 3.5: <u>ZAP1199MA16 – City of Perris (Representative: Nathan Perez)</u> – 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).

II. 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.

III. STAFF RECOMMENDATION

At this time, staff recommends that the Commission open the public hearing, consider testimony, and <u>CONTINUE</u> consideration of these matters to its July 14, 2016 public hearing agenda.

IV. 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.

V. MEETING SUMMARY

The following staff presented the subject proposal: ALUC Staff Planner: John Guerin at (951) 955-0982, or e-mail at <u>iguerin@rctlma.org</u>

The following spoke in favor of the project: Nick Johnson, Other Interested Person

No one spoke in neutral or opposition to the project

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VI. ALUC COMMISSION ACTION

The ALUC Commission by a unanimous vote of 7-0 <u>CONTINUED</u> the project to July 14, 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 <u>basantos@rctima.org</u>.

ITEM 3.5: TIME 11:46 A.M.

I. AGENDA ITEM 3.6: <u>ZAPEA01BA15</u> - 2016 Amendment to 2004 Banning Municipal Airport Land Use Compatibility Plan.

II. MAJOR ISSUES

None have been raised to date.

III. STAFF 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.

IV: 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)].

V. MEETING SUMMARY

The following staff presented the subject proposal: ALUC Staff Planner: John Guerin at (951) 955-0982, or e-mail at <u>iguerin@rctlma.org</u>

No one spoke in favor, neutral or opposition to the project

VI. ALUC COMMISSION ACTION

The ALUC Commission by a vote of 6-0 <u>Approved</u> Negative Declaration for 2004 Banning Municipal Airport Land Use Compatibility Plan (BMALUCP); <u>Adopted</u> Amendment to the 2004 (BMALUCP); <u>Directed staff to return on 7/14/16</u> with Resolution memorializing Commission's actions on 6/9/16. Recused: Chairman Simon Housman

VII. CD

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ITEM 3.6: TIME 11:49 A.M.

4.0 ADMINISTRATIVE ITEMS

4.1 Director's Approvals – Information Only

II. <u>5.0 APPROVAL OF MINUTES</u>

The ALUC Commission by a vote of 7-0 approved the May 12, 2016 minutes.

III. 6.0 ORAL COMMUNICATION ON ANY MATTER NOT ON THE AGENDA

James Kelly, NRG Energy, applicant for the Blythe II Solar Project came forward requesting a special ALUC meeting in order to amend conditions relating to the height of electric lines associated with the project. He advised that the higher poles had already received approval from FAA. A motion was made by Chairman Housman to schedule a special ALUC meeting to consider amending conditions for this project on Friday, July 1, 2016 in Riverside, CAC. The ALUC Commission voted unanimously to schedule the meeting.

IV. 7.0 COMMISSIONER'S COMMENTS

Ed Cooper, ALUC Director, advised that the Riverside County Board Chambers will be closed in August due to upgrades and maintenance. We have two alternative locations pending for the August 11 Commission meeting, the Eastern Municipal Water District (EMWD) in Perris or the La Quinta City Council Chambers.

Rod Ballance, Vice Chairman, recommended an outreach program to the cities regarding the role of ALUC. He also noted that the County Board of Supervisors has started the process to eliminate the land use jurisdictional powers of the March Joint Powers Authority. Mr. Cooper agreed with the need for additional outreach efforts. He also informed the Commission that he had recently attended a meeting of the March Joint Powers Commission.

Commissioner Holmes cautioned staff to be aware of the Commission's concerns regarding Zone A and the Runway Protection Zone. Chairman Housman noted that FAA regulations need to be considered. Commissioner Lyon advised that property ownership should not be a consideration when determining acceptable use in the Runway Protection Zone.

V. 8.0 ADJOURNMENT

Chairman Housman adjourned the meeting at 12:32 p.m.

VI. CD

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ITEM 4.0: TIME IS 12:00 P.M.