



AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY AGENDA

Riverside County Administration Center
4080 Lemon St., Hearing Room (1st Floor)
Riverside, California

Thursday 9:00 a.m., December 13, 2007

CHAIR
Simon Housman
Rancho Mirage

VICE CHAIRMAN
Rod Ballance
Riverside

COMMISSIONERS

Arthur Butler
Riverside

Robin Lowe
Hemet

John Lyon
Riverside

Glen Holmes
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Melanie Fesmire
Indio

STAFF

Director
Ed Cooper

John Guerin
Cecilia Lara
Sophia Nolasco
Barbara Santos

County Administrative Center
4080 Lemon St., 9th Floor.
Riverside, CA 92501
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NOTE: If you wish to speak, please complete a "SPEAKER IDENTIFICATION FORM" and give it to the Secretary. The purpose of the public hearing is to allow interested parties to express their concerns. Comments shall be limited to 5 minutes and to matters relevant to the Plan. Please do not repeat information already given. If you have no additional information, but wish to be on record, simply give your name and address and state that you agree with the previous speaker(s). Also please be aware that the indicated staff recommendation shown below may differ from that presented to the Commission during the public hearing.

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

1.0 **INTRODUCTIONS**

1.1 **CALL TO ORDER**

1.2 **SALUTE TO FLAG**

1.3 **ROLL CALL**

2.0 **PUBLIC HEARING: NEW BUSINESS**

ITEMS FOR WHICH STAFF RECOMMENDS CONSISTENCY UNDER ONE MOTION UNLESS A COMMISSION MEMBER OR MEMBER OF THE PUBLIC DESIRES TO DISCUSS THE MATTER.

BERMUDA DUNES AIRPORT

- 2.1 **ZAP1025BD07 – Palm Desert 53 Inv., LLC** - (Representative: RGP Planning and Development Services) – County Case Nos. General Plan Amendment No. 00881 (GPA 00881), Change of Zone Case No. 07582 (CZ 07582). A proposal to amend the designation of a 53.42-acre property located southerly of Avenue 38 and northeasterly of Varner Road and Interstate 10 (over one mile westerly of Washington Street) in the unincorporated Riverside County community of Bermuda Dunes from High Density Residential (HDR) to HDR with a Specific Plan overlay, and to change the zoning of the property from W-2 (Controlled Development Areas) to SP (Specific Plan). Airport Zone E and outside influence area. ALUC Staff Planner: Cecilia Lara, Ph: (951) 955-0549, or E-mail at clara@rctlma.org.

Staff Recommendation: CONSISTENT

MARCH AIR RESERVE BASE

- 2.2 ZAP1040MA07 – The Magnon Companies/Sycamore VI (Representative: Carter Redish/Carter Group Architects, Inc.) – City Case No. P07-1095 (Design Review). A proposal to develop an industrial/office business center comprised of 6 buildings with a total building area of 663,000 square feet (predominantly warehouse space) on 40 acres located at the westerly terminus of Dan Kipper Drive, northerly of Sierra Ridge Drive, southerly of Sutherland Drive and Stockport Drive, easterly of Cannich Road, and westerly of Lance Road and Sycamore Canyon Boulevard in the City of Riverside. Airport Areas I and II. ALUC Staff Planner: Cecilia Lara, Ph: (951) 955-0549, or E-mail at clara@rctlma.org.

Staff Recommendation: CONSISTENT

- 2.3 ZAP1042MA07 – TDA Investment Group (Representative: Lee & Sakahara Architects AIA, Inc.) – City Case No. P07-1156 (Design Review). A proposal to develop a three-story, 130-room hotel (“Hilton Garden Inn”) with a building area of 76,420 square feet, with two freestanding 3,500 square foot restaurants (or pads for restaurants) on 4.24 acres located northerly of Eucalyptus Avenue and westerly of Valley Springs Parkway (southerly of its intersection with Gateway Drive), in the portion of the City of Riverside located easterly of Interstate 215. Airport Area II. ALUC Staff Planner: John Guerin, Ph: (951) 955-0982, E-mail at jguerin@rctlma.org. or Brenda Ramirez at (951) 955-0873, E-mail at brramire@rctlma.org.

Staff Recommendation: CONSISTENT

- 2.4 ZAP1044MA07 – Oakmont Harvill Placentia LLC (Representative: Kurt Schlyer) – County Case No. CZ07186 (Change of Zone), PP20711 (Plot Plan), EIR No. 00497 (Environmental Impact Report) – A proposal to change the zoning of approximately 20 acres located at the northeast corner of Harvill Avenue and Placentia Street, westerly of Interstate 215 in the unincorporated Riverside County community of Mead Valley from M-H (Heavy Manufacturing) to M-SC (Manufacturing-Service Commercial), and to develop the site with two industrial buildings with a combined total of up to 370,000 square feet of floor area. Airport Area III. ALUC Staff Planner: Cecilia Lara, Ph: (951) 955-0549, or E-mail at clara@rctlma.org.

Staff Recommendation: CONSISTENT

3.0 **PUBLIC HEARING:**
OLD BUSINESS

FRENCH VALLEY AIRPORT

- 3.1 ZAP1016FV07 – Reve Salon and Spa (Steve Brown)/Garrett Group – County Case No. PP19437S6 (Substantial Conformance). A proposal to establish an 11,368 square foot salon and day spa, with a small coffee shop and retail area, within a building previously approved for office and warehouse uses located easterly of Sky Canyon Drive and northerly of Technology Drive within the unincorporated Riverside County community of French Valley. Airport Zone C. ALUC Staff Planner: John Guerin, Ph: (951) 955-0982, or E-mail at jguerin@rctlma.org

Staff Recommendation: CONSISTENT

HEMET RYAN AIRPORT

- 3.2 ZAP1010HR07 – Nine Hemet Acres, LLC/Medical Real Estate Dev., LLC – City Case No. CUP 07-024 (Conditional Use Permit). A proposal to develop an eight-building, 126,616 square foot office and commercial center on 9.86 acres located on the south side of Stetson Avenue, easterly of Cawston Avenue, in the City of Hemet. The center is proposed to accommodate 20,814 square feet of retail space, a 10,000 square foot outpatient surgery center, and 95,802 square feet of medical offices. Transition Area (inner 660 feet of Area III). ALUC Staff Planner: Cecilia Lara, Ph: (951) 955-0549, or E-mail at clara@rctlma.org.

Staff Recommendation: CONDITIONAL CONSISTENCY

BERMUDA DUNES AIRPORT

- 3.3 ZAP1022BD07 – Iland Development – (Representative: Coachella Valley Engineers) – County Case No. PP22915 (Plot Plan) – A proposal to develop a 19,388 square foot industrial/office building for multi-tenant use (7,388 square feet to be basement area, primarily underground parking) on 0.66-0.70 acres located on the south/southwesterly side of Country Club Drive, north/northeasterly of Bermuda Dunes Airport, easterly of Adams Street, and westerly of Jefferson Street in the unincorporated Riverside County community of Bermuda Dunes. Airport Zones A and B2. ALUC Staff Planner: John Guerin, Ph: (951) 955-0982, or E-mail at jguerin@rctlma.org.

Staff Recommendation: CONTINUE TO JANUARY 10, 2008

JACQUELINE COCHRAN AIRPORT

- 3.4 ZAP1007TH07 - Riverside County Economic Development Agency (EDA) and Riverside County Sheriff (Representative: Mead & Hunt) – County Facility. Development of a restricted-use heliport for use by the Riverside County Sheriff Department, a Sheriff aviation facility including hangar, an aviation-related education center and hangars (under EDA management), and a Sheriff station with warehouse and utility building on 20 acres located southerly of Airport Boulevard, westerly of Polk Street, and easterly of the primary runway of Jacqueline Cochran Regional Airport in the unincorporated Riverside County community of Thermal. Airport Zones C and B2. ALUC Staff Planner: John Guerin, Ph: (951) 955-0982, or E-mail at jguerin@rctlma.org.

Staff Recommendation: CONTINUE TO JANUARY 10, 2008

**4.0 PUBLIC HEARING:
NEW BUSINESS**

BERMUDA DUNES AIRPORT

- 4.1 ZAP1024BD07 – Rob, Tom, and Jill Rosztoczy (Representative: Jonathan L. Zane Architecture) – County Case Nos. CZ07530 (Change of Zone) and PP22846 (Plot Plan). A proposal to change the zoning on 4.03-4.08 acres located southerly of Country Club Drive and westerly of Carter Lane in the unincorporated Riverside County community of Bermuda Dunes from R-1-12,000 (One-family Dwellings, 12,000 square foot minimum lot size) to I-P (Industrial Park), and to develop an 18,000 square foot building for the sales and service of lawn mowers and other equipment (John Deere dealership). Airport Zone B1. ALUC Staff Planner: John Guerin, Ph: (951) 955-0982, or E-mail at jguerin@rctlma.org.

Staff Recommendation: CONTINUE TO JANUARY 10, 2008/READVERTISE.

PALM SPRINGS INTERNATIONAL AIRPORT

- 4.2 ZAP1004PS07 – Palm Springs Christian Schools, Inc. - (Representative: Ana Escalante, AIA) – City Case No. 3.3118 MAJ (Major Architectural Application) – A proposal to construct a pre-school and kindergarten with a total building area of 9,863 square feet on a 1.06-acre site located northerly of Sahara Road, southerly of Desert Park Avenue, easterly of Biskra Road, and westerly of Cerritos Road in the City of Palm Springs. Airport Zone B1. ALUC Staff Planner: Cecilia Lara, Ph: (951) 955-0549, or E-mail at clara@rctlma.org.

Staff Recommendation: INCONSISTENT

FRENCH VALLEY AIRPORT

- 4.3 ZAP1008FV07 – Wilshire Greenway I, LLC (Representative: Ebru Ozdil/Advanced Development Solutions) – County Case Nos. SP00284A3 (Specific Plan Amendment), CZ07596 (Change of Zone), PP23146 (Plot Plan), and PM29509 (Parcel Map No. 29509, Amended No. 2). Plot Plan No. 23146 proposes to establish a mixed use commercial/office/industrial project consisting of 13 buildings plus two freestanding pads with a total of 351,975 square feet of floor area on 34.59 net acres (37.73 gross acres) located westerly of Leon Road, southerly of Benton Road, and northerly of Auld Road in the unincorporated Riverside County community of French Valley. SP00284A3 proposes to change the Specific Plan designation of the site from Office/Industrial Park to Commercial/Office/Industrial Park, and from Industrial Park to Commercial/Industrial Park, CZ07596 proposes to amend the zoning ordinance for Specific Plan No. 284 to allow commercial uses in Planning Areas 1 and 2. PM29509 proposes to divide the property into six commercial/industrial parcels and one open space parcel. Airport Zones C, B1, and D. ALUC Staff Planner: John Guerin, Ph: (951) 955-0982, or E-mail at jguerin@rctlma.org.

Staff Recommendation: CONTINUE TO JANUARY 10, 2008

MARCH AIR RESERVE BASE

- 4.4 ZAP1041MA07 – Water Avenue Investments, LLC (Representative: Mel Mercado/Corman Leigh Communities) – City Case Nos. GPA 06-200, ZC 06-199, Tentative Tract Map No. 34582. A proposal to change the land use designation on the City of Perris General Plan Land Use Map and the zoning of 19.16 acres located easterly of Wilson Avenue, westerly of Murrieta Road, and northerly of Water Avenue (extended easterly), in the City of Perris from R-20,000 (Single Family Residential, 20,000 Square Foot Minimum Lots) to R-8,400 (Single Family Residential, 8,400 Square Foot Minimum Lots), and to divide the 19.16-acre site into 66 residential lots and one open space/detention basin lot. Airport Areas I and II. ALUC Staff Planner: John Guerin, Ph: (951) 955-0982, or E-mail at jguerin@rctlma.org.

Staff Recommendation: INCONSISTENT

- 4.5 ZAP1043MA07 – Perris 58 Investments, LLC/P-Murrieta-20 Partners, LLC (Representative: Mel Mercado) – City of Perris Case Nos. GPA 07-08-023 and ZC 07-08-024, with Zone Text Amendment 07-08-025. A proposal to change the City of Perris General Plan Land Use Map designation and zoning of a 13.36-acre portion of a 57.53-acre contiguous ownership located easterly of Wilson Avenue and northerly of Dale Street in the City of Perris from R-6000 (Single Family Residential, 6,000 Square Foot Minimum Lots) to MFR-22 (Residential Multi-Family), and a zoning text amendment to allow for up to 22 dwelling units per acre in the MFR-22 zone. Airport Area II. ALUC Staff Planner: John Guerin, Ph: (951) 955-0982, or E-mail at jguerin@rctlma.org.

Staff Recommendation: DECLINE TO ACT

RIVERSIDE MUNICIPAL AIRPORT

- 4.6 ZAP1032RI07 – Riverside Auto Auction/California Auto Dealers Exchange, LLC/Manheim Corporate Services (Representative: Kimley-Horn Associates, Inc.) – City Case No. P07-0751 (Design Review). A proposal to establish an 8,712 square foot inspection building (with 18,555 square feet of inspection lanes under an open canopy) on a 17.82-acre property located easterly of Payton Avenue and northerly of Jurupa Avenue, in the City of Riverside. Airport Zones C, B1, and D. ALUC Staff Planner: John Guerin, Ph: (951) 955-0982, E-mail at jguerin@rctlma.org. or Brenda Ramirez at (951) 955-0873, E-mail at bramire@rctlma.org.

Staff Recommendation: CONSISTENT

- 4.7 ZAP1029RI07 – California Square Partners/R.A. Iglesias (Representative: TR Design Group) – City Case No. P07-1125 (Conditional Use Permit) (Associated with Design Review Case No. P07-1124). A proposal for redesign of a shopping center located at the southeasterly corner of Monroe Street and California Avenue, in the City of Riverside. The redesigned center would include an expanded Maxi Foods supermarket (35,924 square feet), 5,385 square feet of retail/fast food area, a 17,369 square foot Rite-Aid Pharmacy, and 20,006 square feet of new retail, with 21 apartment units on the second floor of the new retail building. Airport Zone D. ALUC Staff Planner: Cecilia Lara, Ph: (951) 955-0549, or E-mail at clara@rctlma.org.

Staff Recommendation: CONTINUE TO JANUARY 10, 2008

RIVERSIDE MUNICIPAL AIRPORT

- 4.8 ZAP1031RI07 – Riverside Auto Auction/Manheim Auto Auction (Representative: Kimley-Horn Associates, Inc.) – City Case No. P07-1121 (Conditional Use Permit). (Associated with Design Review Case No. P07-1123). A proposal to add 4,740 square feet of additional floor space to an existing building with 51,120 square feet of building area located on an 8-acre parcel with an address of 6446 Fremont Street. The property is on the west side of Fremont Street, northerly of Central Avenue, in the City of Riverside. Airport Zones B2 and D. ALUC Staff Planner: John Guerin, Ph: (951) 955-0982, or E-mail at jguerin@rctlma.org.

Staff Recommendation: CONTINUE TO January 10, 2008

- 4.9 ZAP1033RI07 – Airport Partners, LLC (Representative: Robert Wales) – City Case No. P07-1171 (Conditional Use Permit). A proposal to establish an indoor rock climbing gym within an 11,554 square foot building (previously approved as part of a 14-building project) with an assigned address of 6935 Arlington Avenue. The building is located at the northwest corner of Arlington Avenue and Airport Drive in the City of Riverside, on its own 0.6-0.67 acre lot. Airport Zone C. ALUC Staff Planner: John Guerin, Ph: (951) 955-0982, or E-mail at jguerin@rctlma.org.

Staff Recommendation: CONDITIONAL CONSISTENCY

- 4.10 ZAP1028RI07 – PRP Madison Investors LLC (Representative: Pierce/Cooley Architects) – City Case No. P06-0474 (Plot Plan), P06-0808 (Change of Zone) – A proposal to change the zoning of an 8.52-acre property (3500 Madison Street) located on the west side of Madison Street, northerly of the 91 Freeway and Indiana Avenue, in the City of Riverside, from C-2-S-2-X (Restricted Commercial, 2-story Height of Buildings and Building Setback Combining Zones) to C-2-X (Restricted Commercial, with Building Setback Combining Zone), and to develop a five-story office building consisting of up to 114,502 square feet of gross floor area on the site, in addition to a 35,000 square foot fitness center/health club (including a 5,000 square foot swimming pool), a 4,698 square foot restaurant, and 5,500 square feet of retail shops. Airport Zone D. ALUC Staff Planner: Cecilia Lara, Ph: (951) 955-0549, or E-mail at clara@rctlma.org.

Staff Recommendation: INCONSISTENT

5.0 **ADMINISTRATIVE ITEMS**

- 5.1 Discussion of ALUC Plan Priorities (Strategic Vision Document).
- 5.2 Update on Sanderson Square – Referral from City of Hemet.

6.0 **APPROVAL OF MINUTES:** October 30, 2007, November 8, 2007

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

8.0 **COMMISSIONER'S COMMENTS**

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION
STAFF REPORT**

AGENDA ITEM: 2.1

HEARING DATE: December 13, 2007

CASE NUMBER: ZAP1025BD07-Palm Desert 53 Investments, LLC/RGP Planning and Development Services.

APPROVING JURISDICTION: County of Riverside

JURISDICTION CASE NO.: General Plan Amendment No. 00881 (GPA) and Change of Zone No. 07582 (CZ)

MAJOR ISSUES: None.

RECOMMENDATION:

Staff recommends a finding of CONSISTENCY for the General Plan Amendment and the Change of Zone.

PROJECT DESCRIPTION:

General Plan Amendment No. 00881 is a proposal to amend the designation of a 53.42-acre property to add a Specific Plan overlay to the site's existing High Density Residential designation. Change of Zone No. 07582 is a proposal to change the site's zoning from W-2 (Controlled Development Area) to SP (Specific Plan). The associated Specific Plan No. 360 (Valante) was previously reviewed as ALUC Case No. ZAP1018BD07.

PROJECT LOCATION:

The site is located southerly of Avenue 38 and northeasterly of Varner Road and Interstate 10 freeway (over one mile westerly of Washington Street), approximately 13,400 feet northwesterly of the westerly terminus of Runway 10-28 at Bermuda Dunes Airport, in the unincorporated Riverside County community of Bermuda Dunes.

LAND USE PLAN: Bermuda Dunes Airport Land Use Compatibility Plan (Dec. 2004) Adjacent Airport:

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

BACKGROUND:

General Plan Amendments and Changes of Zone are not subject to conditions.

Specific Plan No. 360 was reviewed and found consistent with the Bermuda Dunes Airport Land Use Compatibility Plan (as adopted in December of 2004) at the September 13, 2007 Airport Land Use Commission hearing.

Land Use/Intensity: The proposal by Corman Leigh Communities is for the development of an infill single-family detached residential community, consisting of a maximum of 475 homes on a 53.42 acre parcel. The project site is partially within Zone E and partially outside of the Bermuda Dunes Airport Influence Area. Residential density is not restricted in Airport Zone E.

Noise: The site lies outside the ultimate 55 CNEL contour for Bermuda Dunes Airport; consequently, no special mitigation for aircraft noise is required.

PART 77: The issue of height was addressed in the prior approval of Valente Specific Plan No. 360 at the September 13, 2007 Airport Land Use Commission hearing under agenda item 3.5; case number ZAP1018BD07-Palm Desert 53 Investors, LLC/RGP Planning and Development Services. It was determined that FAA review would be required for any structures with top of roof exceeding 208 feet above mean sea level, but that FAA notice and review would not be required, based on the proposal submitted.

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION
STAFF REPORT**

AGENDA ITEM: 2.2

HEARING DATE: December 13, 2007

CASE NUMBER: ZAP1040MA07- The Magnon
Companies/Carter Redish Group Architects,
Inc.

APPROVING JURISDICTION: City of Riverside

JURISDICTION CASE NO.: P07-1095 (Design Review)

MAJOR ISSUES: None

RECOMMENDATION: Staff recommends a finding of CONSISTENCY, subject to the conditions specified herein.

PROJECT DESCRIPTION:

The design review is for the development of an industrial/office business center comprised of 6 buildings with a total building area of 663,000 square feet (predominantly warehouse space) on 40 acres.

PROJECT LOCATION:

The site is located at the westerly terminus of Dan Kipper Drive, northerly of Sierra Ridge Drive, southerly of Sutherland Drive and Stockport Drive, easterly of Cannich Road, and westerly of Lance Road and Sycamore Canyon Boulevard, in the City of Riverside, approximately 18,240 feet northwesterly of the runway at March Air Reserve Base.

LAND USE PLAN: 1984 Riverside County Airport Land Use Plan, applied to March Air Reserve Base.

Adjacent Airport:

- a. Airport Influence Area: March Air Reserve Base/March Inland Port
- b. Land Use Policy: Airport Areas I (portion of SE quadrant) and II
- c. Noise Levels: From less than 55 to less than 60 CNEL
(crossed by the 55 CNEL contour).

BACKGROUND:

Land Use/Intensity: The site is located partially in Area I and Area II. The 1984 Riverside County Airport Land Use Plan allows commercial and industrial development, other than high risk land uses, in Area I. Policy 1 in chapter III of the 1984 RCALUCP states that Area I shall be kept free of all “high risk land uses.”

High risk land uses are conceptually defined in Appendix B of the 1984 RCALUP titled HIGH RISK LAND USE EXAMPLES. Appendix B (a copy of which is attached) states that high risk land uses have one or more of the following characteristics:

- (1) high concentration of people,
- (2) critical facilities, and
- (3) flammable or explosive materials.

Type (1) includes “high patronage services”. These uses are listed as including “bowling alleys, restaurants, theaters, motels, banks, etc.”

Policy 2 in chapter III states that agricultural, industrial and commercial uses are acceptable in Area II.

While a portion of the site is in Airport Area I, the site is located outside the boundaries of any Accident Potential Zone as delineated in the 2005 Airport Installation Compatible Use Zones (AICUZ) report published by the U.S. Air Force.

The Draft March Land Use Study prepared by Mead and Hunt depicts this property as being within Airport Zone D. Zone D will experience low-altitude aircraft overflights and/or noise intrusion from the nearby runway. No upper limits on density or usage intensity are proposed for this Zone.

PART 77: The highest existing elevation on site is 1,614 feet above mean sea level (AMSL). The proposed structure height will not exceed 38 feet. The elevation of the runway at its northerly end is 1,535 feet AMSL. At a distance of approximately 18,240 feet from the runway, any structure exceeding 1,796 feet at top of roof will require FAA review. The projected elevation at top of roof is 1,652 feet; therefore, FAA review is not required.

Noise: The site is subject to noise levels that average less than 60 dB CNEL.

Prohibited and Discouraged Uses: The applicant does not propose any of the uses specifically listed in Appendix B as being prohibited uses in Area I.

CONDITIONS:

1. Prior to recordation of a final map, issuance of new building permits, or conveyance to an entity exempt from the Subdivision Map Act, whichever occurs first, the landowner shall convey an aviation easement to the MARB/MIP Airport. (Contact March Joint Powers Authority at (951) 656-7000 for additional information.)
2. Any outdoor lighting shall be hooded or shielded to assure that no lights are above the horizontal plane.
3. The following uses shall be prohibited:
 - a. Any use which would direct a steady light or flashing light of red, white, green or amber colors associated with airport operations 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.
 - e. Children's schools, hospitals, nursing homes, churches and chapels, restaurants, cafes, cafeterias, theaters, bowling alleys, motels, banks, department stores, supermarkets, drug stores, service stations, and public assembly uses such as amphitheaters, outdoor music shells, and sports stadiums.
 - f. The above ground storage of explosive or flammable materials.
4. The attached notice shall be given to all prospective buyers and/or tenants.
5. The uses specified in the attached Appendix B of the Riverside County Airport Land Use Compatibility Plan shall be prohibited.

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION
STAFF REPORT**

AGENDA ITEM: 2.3

HEARING DATE: December 13, 2007

CASE NUMBER: ZAP1042MA07 - TDA Investment Group

APPROVING JURISDICTION: City of Riverside

JURISDICTION CASE NO.: P07-1156 (Design Review)

MAJOR ISSUES: None

RECOMMENDATION: Staff recommends a finding of Consistency, subject to the conditions specified herein.

PROJECT DESCRIPTION:

A proposal to develop one (1) three-story, 130-room hotel with a gross floor area of 76,420 square feet, with two (2) one-story 3,500 square foot freestanding restaurants (or pads for restaurants), for a cumulative gross floor area of 83,420 square feet on 4.21-4.24 acres consisting of three contiguously owned parcels.

PROJECT LOCATION:

The project site is located northerly of Eucalyptus Avenue, westerly of Valley Springs Parkway, and easterly of Interstate 215, in the City of Riverside, approximately 13,520 feet northwesterly of the northerly end of the runway at March Air Reserve Base.

LAND USE PLAN: 1984 Riverside County Airport Land Use Plan, as applied to March Air Reserve Base

Adjacent Airport:

- a. Airport Influence Area: March Air Reserve Base/March Inland Port
- b. Land Use Policy: Area II
- c. Noise Levels: 55-60 CNEL

BACKGROUND:

Land Use/Intensity: The site is located in Airport Area II. Policy II in chapter II of the 1984 RCALUCP states that Area II is an acceptable area for such uses as agriculture, industrial, and commercial.

The 2005 Airport Installation Compatibility Use Zone report for March Air Reserve Base, a U. S. Air Force publication, identifies Accident Potential Zones (APZ) in the airport vicinity. This property is not located within an APZ.

The Draft March Land Use Study prepared by Mead and Hunt depicts this property as being within Airport Zone C1, which is a compatible zone for hotels and motels. Airport Zone C1 would limit nonresidential intensity to 100 persons per acre average, with a maximum of 250 persons in any given acre. Using this to calculate the people per average acre comes out to 22 people.

The amount of people within a single acre was approximately 338 (using an acre from the hotel), using the fifty percent adjustment. Staff, though, does not expect that the pool/deck and room areas be at maximum capacity at the same time. Therefore, if we subtract the pool/deck area from the 338, the approximate people per single acre calculates to 255 people. Therefore, the total would be slightly over the 250 maximum persons per single acre, but by only 5 persons.

Part 77: The highest elevation on site is 1,600 feet above mean sea level (AMSL). The proposed height for the hotel is 53 feet. Therefore, the elevation at top of roof is projected at 1,653 feet AMSL. The elevation of the runway at its northerly end is 1,539 feet AMSL. At a distance of approximately 13,520 feet from the runway, any structure exceeding 1,674 feet at top of roof will require FAA review. FAA review is not required.

Noise: The site is within the 55 - 60 dB CNEL noise contour.

The Draft March Joint Land Use Study prepared by Mead and Hunt indicated a noise level reduction requirement of 25 dB in office buildings.

CONDITIONS:

1. The following uses shall be prohibited:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.

- (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
2. Prior to recordation of a final map, issuance of new building permits, or conveyance to an entity exempt from the Subdivision Map Act, whichever occurs first, the landowner shall convey an avigation easement to the MARB/MIP Airport. (Contact March Joint Powers Authority at (951) 656-7000 for additional information.)
 3. Any outdoor lighting shall be hooded or shielded to assure that no lights are above the horizontal plane.
 4. The attached notice shall be given to all prospective buyers and/or tenants.

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION
STAFF REPORT**

AGENDA ITEM: 2.4

HEARING DATE: December 13, 2007

CASE SUMMARY:

CASE NUMBER: ZAP1044MA07-Oakmont Harvill Placentia
LLC/Golder Associates Inc.-Kurt Schlyer.

APPROVING JURISDICTION: County of Riverside

JURISDICTION CASE NO.: CZ 07186 (Change of Zone)
PP 20711 (Plot Plan), County EIR No.
00497 (Environmental Impact Report)

MAJOR ISSUES: None.

RECOMMENDATION: Staff recommends a finding of CONSISTENCY for both the change of zone and plot plan, with the plot plan finding subject to the conditions specified herein.

PROJECT DESCRIPTION:

A proposal to change the zoning of approximately 20 acres from M-H (Heavy Manufacturing) to M-SC (Manufacturing –Service Commercial), and to develop the site with two industrial buildings with a combined total of up to 370,000 square feet of floor area.

PROJECT LOCATION:

The project is located at the northeast corner of Harvill Avenue and Placentia Street, westerly of Interstate 215 in the unincorporated Riverside County community of Mead Valley, approximately 12,938 feet from the southerly terminus of the runway at March Air Reserve Base.

LAND USE PLAN: 1984 Riverside County Airport Land Use Plan, as applied to
March Air Reserve Base/March Inland Port

Adjacent Airport:

- a. Airport Influence Area: March Air Reserve Base/MIP
- b. Land Use Plan: Area II
- c. Noise Levels: The site is below the 60 CNEL contour per Air Installation Compatible Use Zone Study (AICUZ) for March Air Reserve Base dated August 2005.

BACKGROUND:

Land Use/Intensity: The site is located in Airport Area II, as depicted on the map at www.rcaluc.org. Airport Area II allows commercial and industrial development with no restrictions on nonresidential land use intensities. The site is located outside the boundaries of any Accident Potential Zone as delineated in the 2005 Airport Installation Compatible Use Zone (AICUZ) report published by the U.S. Air Force.

The Draft March Land Use Study prepared by Mead and Hunt depicts this property as being in Airport Zone C2, the Flight Corridor Zone where land underlies the closed-circuit flight training activity corridors. Risk levels here are considered moderate to low. Airport Zone C2 would limit non residential intensity to 200 people per average acre and 500 people per single acre. This project would meet these intensity standards even if the proposed structure were used entirely for offices.

Noise: The site lies outside the 60 CNEL contour; therefore, special mitigation measures for noise attenuation are not required.

PART 77: The maximum elevation at this site is approximately 1,512 feet above mean sea level (AMSL). The structure has a proposed elevation of 42 feet. Elevation at top of structure could be as high as 1,554 feet AMSL. The elevation at the southerly end of the runway is 1,488 feet AMSL. At a distance of approximately 12,938 feet from the runway, any structure with an elevation exceeding 1,617 feet AMSL would require FAA review. FAA review is not required.

CONDITIONS (Plot Plan):

1. Prior to recordation of a final map, issuance of building permits, or conveyance to an entity exempt from the Subdivision Map Act, whichever occurs first, the landowner shall convey an avigation easement to the MARB/MIP Airport. (Contact March Joint Powers Authority at (951) 656-7000 for additional information.)
2. Any outdoor lighting shall be hooded or shielded to assure that no lights are above the horizontal plane.

3. The following uses shall be prohibited:
 - a. Any use which would direct a steady light or flashing light of red, white, green or amber colors associated with airport operations 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.
4. The attached notice shall be given to all prospective buyers and tenants.

COUNTY OF RIVERSIDE AIRPORT LAND USE COMMISSION

STAFF REPORT

AGENDA ITEM: 3.1 ~~5-1~~

HEARING DATE: December 13, 2007 (continued from November 8, 2007)

CASE NUMBER: ZAP1016FV07- Reve Salon and Spa (Steve Brown)/RCI Silverhawk, LLC/The Garrett Group

APPROVING JURISDICTION: County of Riverside

JURISDICTION CASE NO: PP19437S6 (Plot Plan Substantial Conformance)

MAJOR ISSUES: The applicant is proposing to establish a salon and day spa, with a small coffee shop and retail area, within Building “B” at Parcel 22 of Silverhawk Business Park, located at 36388 Sky Canyon Drive. The buildings were found consistent as “shell” office/industrial buildings in 2005, on the basis of office and industrial use. However, the spaces or suites within these buildings have apparently been marketed to other users. The main issue regarding this project is ~~the level at which the remaining areas of the building would still be able to be occupied, given this use and the uses already established or permitted, including a church in Building “A” and a thrift store and pantry/distribution center in Building “B”. Neither of these would be in the same single-acre as the salon and day spa.~~ *average intensity.*

RECOMMENDATION: *Provided that the Commission is willing to base its decision on the existing and proposed worship service hours at the church, such that there is no overlap between thrift store hours and church worship services, staff Staff recommends a finding of CONSISTENCY for this proposed use, subject to the attached conditions.*

~~, including limits on hours of operation to avoid situations where intensity in persons per acre would exceed average intensity limitations for the site. (If the limits on hours of operation are not acceptable to the applicant, staff recommends a continuance to allow the landowner to obtain additional information regarding hours of operation for the church and the William Lyles Company, so as to devise alternatives.)~~

UPDATE: The Commission continued this matter and requested additional information regarding the hours of operation of the church. The applicant did not

wish to restrict hours of operation for the day spa so as to be closed during the times when the church would be permitted worship services pursuant to Planning Department conditions. Pursuant to a letter provided by the lead pastor for Life Church, worship services at the present time are limited to 8 A.M. to Noon on Sundays, and the church proposes additional services on Saturday and Sunday evenings at 6 P.M. In lieu of limiting hours of operation, the applicant is proposing that the Commission evaluate this project pursuant to the Parking Space Method, and that the calculations reflect the gross area of the parcel, rather than the net area. Please see the revised analysis below.

PROJECT DESCRIPTION:

A request to establish a salon and day spa (not exceeding 11,368 square feet in gross floor area), with a small coffee shop and retail area, within a building previously approved for office and warehouse uses on a 4.55-acre property. The two buildings on the property have a combined gross floor area of 80,566 square feet, and were found consistent in 2005 (through ALUC Case Number FV-05-107) as “office/industrial” buildings.

PROJECT LOCATION:

The site is located easterly of Sky Canyon Drive and northerly of Technology Drive in the French Valley area of unincorporated Riverside County, approximately 1,915 feet southwesterly of Runway 18/36 at French Valley Airport.

LAND USE PLAN: 2007 French Valley Airport Land Use Compatibility Plan (FVALUCP)

Adjacent Airport:

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

BACKGROUND:

Nonresidential Average Intensity: The 4.55-acre property is split by the boundary between Airport Zones B1 and C, with Building “B” located in Airport Zone C. The property includes 3.87 acres in Airport Zone C and 0.68 acres in Airport Zone B1. Pursuant to the 2007 French Valley Airport Land Use Compatibility Plan, Airport Zone C allows an average intensity of 80 persons per acre, while Airport Zone B1 allows an average intensity of 40 persons per acre. Based on this information, a total of 336 persons would be allowable on this property, or one person per 240 square feet of gross floor area of the 80,566 square feet of building area. **However, the intent of the intensity standards is to consider the site’s gross acreage in reviewing nonresidential intensity. The adjacent half-widths of Sky Canyon Drive and Technology Drive provide an additional 0.6 acre within Airport Zone C, thereby allowing an additional 48 people, for a total of 384.**

Both buildings were originally considered as office/industrial buildings, with no reference to retail use or public assembly uses. As an office/industrial project, with 26% office and 74% warehouse use, the original project, considered pursuant to ALUC Case Number FV-05-107, was consistent with the 2004 French Valley Airport Land Use Compatibility Plan. Since that time, Building “A” has been occupied by a church. Building “B” includes a thrift shop with food pantry/distribution center, and one office/industrial tenant, The William Lyles Company. Three other suites in Building “B” are vacant.

The following information is based on best available data. Staff has requested additional information from the landowner’s architect regarding the square footage of the various suites in Building “B”. In the meantime, staff has utilized a “worst-case scenario”.

The applicant is proposing a salon and day spa, with multiple rooms and varying activities. While the largest individual room is the salon (3,162 square feet in area), the floor plan also provides for eight “treatment” rooms, a manicure room, a pedicure room, sauna, steam room, two locker rooms, a retail area, and a coffee serving area. Staff has elected to evaluate the majority of the project under the category of “health care facility”, which is assumed to have an intensity of one person per 160 square feet. The project includes a 562 square foot coffee room, a 567 square foot retail room, a 384 square foot office, and 866 square feet of storage areas, which are evaluated separately for intensity. Using a formula of $[(8989 \text{ divided by } 160) + (562 \text{ divided by } 30) + (567 \text{ divided by } 115) + (384 \text{ divided by } 200) + (866 \text{ divided by } 600)] = [56 + 19 + 5 + 2 + 1]$, staff projects a total intensity of 83 persons for this establishment.

An additional 14,212 square feet is included in the thrift shop/food pantry facility. That facility includes 5,784 square feet of retail space, 6,528 square feet of warehouse space, and 1,900 square feet of office space. Using a formula of $[(5784 \text{ divided by } 115) + (6528 \text{ divided by } 1000) + (1900 \text{ divided by } 200)] = [50 + 7 + 10]$, staff projects a total intensity of 67 persons for this establishment.

~~If the remaining areas of Building “B” are developed as 30% office and 70% warehouse, staff projects a total intensity of 101 persons for these suites, for a Building “B” total of 255 persons.~~

Based on information provided by the project architect, the remaining suites include 10,137 square feet of office space and 11,882 square feet of warehouse space. Using a formula of $[(10137 \text{ divided by } 200) + (11882 \text{ divided by } 1000)] = [51 + 12]$, staff projects a total intensity of 63 persons for these suites. Staff projects a total intensity of 213 persons for Building “B”.

Building “A” is now a church with a gross floor area of 12,615 square feet. While the sanctuary has a seating capacity of 250 persons, pursuant to Planning Department conditions of approval, worship services would be limited to the hours of 8 AM to Noon and 6:00 PM to 8:00 PM on Saturdays and Sundays. At other times, the facility would be

limited to office uses during weekdays and small group meetings in the evenings.

Hours of operation at the thrift store and food pantry/distribution facility were limited so as to be closed on Saturday evenings and all day Sunday. ~~The only overlap between worship services and group meetings at the church and thrift store/food pantry operation is between 10 A.M. and Noon on Saturday mornings.~~

~~Provided that there is no overlap between salon and spa hours of operation and worship service hours at the church, staff projects that the overall intensity limitation of 336 persons for the entire site will be met.~~

The project site clearly meets permissible average intensity standards using the Building Code Method, except during times of worship services when, if all other uses were in operation, the total intensity would be 463 persons. However, intensity drops to 400 persons, provided that the Lyles Company and the vacant suites are not in use on Saturdays and Sundays. Furthermore, if the thrift shop/food pantry is closed during worship service hours, intensity drops to 333.

The applicant, landlord, and architect are requesting that the average intensity be evaluated pursuant to the Parking Space Method. In this situation, the total number of persons on-site would be evaluated based on a formula of 1.5 times the number of parking spaces provided. The project design provides for a total of 193 parking spaces. Based on this formula, the estimated occupancy of the site would be 290 persons, except during church worship services. The combined occupancy during those times, using a formula of 3.0 times the number of parking spaces for the church occupancy and 1.5 for the salon and day spa, the total occupancy is estimated at $(88 \times 3) + (62 \times 1.5) = 264 + 93 = 355$ persons during worship service hours. If the thrift store/food pantry is open at the same time, there are sufficient parking spaces to allow for this to occur, but that would increase the overall occupancy to 408 persons. (However, this will not occur unless the church institutes Saturday morning services, which are not planned.)

In this regard, these parties have submitted a series of exhibits addressing the parking allocation. The day spa and salon would be allocated 62 parking spaces, the thrift store and food pantry/distribution center would be allocated 35 parking spaces, and the church would be allocated 88 parking spaces on weekends. The remaining uses suites would be allocated 8 parking spaces. On weekdays, the allocation of spaces to the day spa and salon and to the thrift store and food pantry would be the same, but with no worship services, the remaining spaces (other than 4 for the church office) would be allocated to the William Lyles Company and to the tenants of the presently vacant suites.

Nonresidential Single-Acre Intensity: The single-acre area that includes the salon and day spa would also include two adjacent vacant suites (130 and 140), portions of Suite 150 occupied by the William Lyles Company, and a small portion of vacant Suite 160. It does not include the thrift shop/food pantry or the church.

Even if all of the vacant suites and all of the William Lyles Company area were included in the single-acre, based on the above analysis, the single-acre intensity would not exceed 146 persons, which is consistent with Zone C standards for nonresidential intensity.

~~Provided that these suites are occupied in accordance with the original projection of not more than 30% office space and 70% storage and warehousing, these other suites, even if developed with a full mezzanine, would have a potential occupancy of 66 persons. Therefore, the total occupancy of the single acre would be 149 persons, which is consistent with Airport Zone C standards for nonresidential intensity.~~

Noise: The site is located within the area subject to average noise levels in excess of 55 dB CNEL. The proposed uses are not considered noise-sensitive.

PART 77: The maximum elevation on site is 1,283 feet above mean sea level (AMSL). The runway elevation at its closest point is 1,330 feet AMSL. At a distance of 1,915 feet from the runway, FAA notice and review would be required for new structures exceeding a maximum elevation of 1,349 feet AMSL at top of roof. FAA review is not required.

CONDITIONS:

1. Prior to final inspection approval, the landowner shall provide documentation to the Riverside County Airport Land Use Commission and to the Riverside County Planning Department that a document conveying an avigation easement to Riverside County as owner-operator of French Valley Airport has been recorded.
2. 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, and shall comply with the provisions of Riverside County Ordinance No. 655.
3. The following uses shall be prohibited:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations 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.
 - (e) Children's schools, day care centers, libraries, hospitals, nursing homes, highly noise-sensitive outdoor uses, and aboveground bulk storage of 6,000 gallons or more of hazardous or flammable materials.
4. ~~Saturday and Sunday business hours for this salon and day spa shall be limited so as not to be open for business until 12:00 Noon and to close not later than 6:00 P.M. On other days, the business may be open from 7:00 A.M. to 10:00 P.M., as the proprietor may deem appropriate.~~
4. **The use of Suites 130, 140, 150, and 160 shall be restricted to predominantly weekday usage.**
5. Retail sales within the salon and day spa shall be confined to the areas depicted as "coffee" and "retail" on the floor plan submitted with this application.
6. The Riverside County Planning Department shall require additional review by the Airport Land Use Commission prior to the establishment of any of the following uses in any of the structures approved through Plot Plan No. 19437 and the substantial conformance requests pertaining thereto:
- Retail sales, auction rooms, auditoriums, dance floors, lodge rooms, reviewing stands, conference rooms with capacities of 28 or more persons, dining rooms, exhibit rooms, restaurants, drinking establishments, gymnasiums, lounges, stages, gaming, bowling alleys, classrooms, courtrooms, dormitories, swimming pools, skating rinks, locker rooms, and other uses that would be considered to have an occupancy level greater than one person per 100 square feet (minimum square feet per occupant less than 100) pursuant to California Building Code (1998) Table 10-A.
7. The attached notice shall be provided to all potential purchasers and tenants.
8. Not more than **4,394 square feet** ~~30 percent~~ of the **cumulative** area within vacant suites **130, 140, and 160** in Building "B" shall be utilized for office space, with the remainder to consist of ~~storage and~~ warehousing. Any deviations that would result in higher intensity shall require further review by the Airport Land Use Commission.

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION
STAFF REPORT**

AGENDA ITEM: 3.2 4.4

HEARING DATE: December 13, 2007 (continued from
November 8, 2007) ~~October 8, 2007~~

CASE SUMMARY:

CASE NUMBER: ZAP1010HR-Medical Real Estate
Development

APPROVING JURISDICTION: City of Hemet

JURISDICTION CASE NO.: CUP 07-024 (Conditional Use Permit)

MAJOR ISSUES: ~~NONE.~~ *Clarification as to who the property owners are. The applicant has provided documentation indicating the property owners.*

RECOMMENDATION: Staff recommends a finding of Conditional Consistency, pending FAA approval, subject to the conditions included in this staff report and such additional conditions as may be required pursuant to the terms of the FAA determination.

PROJECT DESCRIPTION:

A proposal to develop an eight-building, 126,616 square foot office and commercial center on 9.86 acres. The center is proposed to accommodate 20,814 square feet of retail space, a 10,000 square foot outpatient surgery center, and 95,802 square feet of medical offices.

PROJECT LOCATION:

The property is located on the south side of Stetson Avenue, easterly of Cawston Avenue, approximately 2,600 feet southeasterly of the easterly terminus of Runway 5-23 at Hemet-Ryan Airport, in the City of Hemet.

LAND USE PLAN: 1992 Hemet-Ryan Airport Comprehensive Land Use Plan

Adjacent Airport:

- a. Airport Influence Area: Hemet-Ryan Airport
- b. Land Use Plan: Transition Area (inner 660 feet of Area III)
- c. Noise Levels: Outside the 55 CNEL Contour

BACKGROUND:

Land Use/Intensity: The site is located in Area III/Transition Zone (660 feet). Area III permits a wide range of uses and places no restrictions on intensity.

The site is considered part of the Transition Area since more than 50% of the project site is within the inner 660 feet of Area III. Policy VC.5. of the Transition Area limits structure height to 35 feet (or two stories, whichever is less). Policy V.C.6 indicates that institutional uses and places of assembly in the Transition Zone “require a discretionary review as to its location and relative risk area.”

Based on the land uses proposed, this project would constitute a “place of assembly” as defined in the 1992 Plan. Staff estimates an occupancy of 889 persons for this project, for an average intensity of 90 persons per acre. Pursuant to the State Airport Land Use Planning Handbook, this average intensity is acceptable in the Traffic Pattern Zone, which would allow an average of 150 persons per acre.

Noise: The site lies outside the ultimate 55 CNEL contour; consequently, no special mitigation for aircraft noise is required.

PART 77: The maximum elevation at this site is approximately 1,520 feet above mean sea level. The proposed structures will not exceed a height of 35 feet. Elevation at top of structure could be as high as 1,555 feet above mean sea level. The runway elevation at its easterly end is 1,517 above mean sea level. At a distance of 2,600 feet from the runway, FAA review would be required for any structures with top of roof exceeding 1,543 feet above mean sea level. The applicant has submitted to the FAA for review.

Other: ~~The applicant has proposed an avigation easement listing the City of Hemet as grantee. The County of Riverside is the owner operator of Hemet Ryan Airport.~~

The applicant has prepared a revised avigation easement document (attached) showing the County of Riverside as grantee.

UPDATE: The Commission directed staff to obtain additional information regarding property ownership. Please see attached document regarding Nine Acres Hemet, LLC. The avigation easement grantor is Edward L. Anderson.

CONDITIONS:

1. Prior to issuance of building permits, the landowner shall record Aviation Easements covering the entire parcel proposed for development to the County of Riverside as owner-operator of Hemet-Ryan Airport. (Contact the Riverside County Economic Development Agency – Aviation Division for further information.)
2. All structures at this location with an elevation above 1,543 feet above mean sea level at top of structure shall require FAA aeronautical review through the Form 7460-1 FAA notice process.
3. Any outdoor lighting installed shall be hooded and shielded to prevent either the spillage of lumens or reflection into the sky. It is recommended that airport management be provided an opportunity to review outdoor lighting plans prior to approval.)
4. The following uses shall be prohibited:
 - a. Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - b. Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - c. Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.
 - d. Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
5. The attached notice shall be given to all prospective buyers of real property interests and tenants.

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 3.3 ~~6.1~~

HEARING DATE: December 13, 2007 (continued from November 8, 2007)

CASE SUMMARY

CASE NUMBER: ZAP1022BD07 – Iland Development

APPROVING JURISDICTION: County of Riverside

JURISDICTION CASE NO.: Plot Plan No. 22915

MAJOR ISSUES: Location of a structure that is not an aviation-related use within Airport Zone A and less than 250 feet from the runway centerline. The Airport Permit for Bermuda Dunes Airport includes a variance for structures northerly of the airport allowing structures not greater than 25 feet in height at a setback of 125 feet from the runway centerline. It would be preferable if the project were designed so as to place the building closer to Country Club Drive and the parking in the rear. This property lies at or near the easterly edge of the industrial area; development of the structure as proposed would extend the existing pattern.

~~In the event that documentation of submittal to the Federal Aviation Administration is available by the time of the hearing, the~~

The Commission may wish to consider the facts of the case in order to determine whether the granting of a special conditions exception pursuant to Section 3.3.6 is appropriate in this situation. The granting of a special conditions exception in the case of a structure in Zone A should only occur following the completion of the FAA review.

RECOMMENDATION: Staff recommends that the Airport Land Use Commission CONTINUE this matter to January 10, 2008, pending completion of review by the Federal Aviation Administration pursuant to Aeronautical Study No. 2007-AWP-5943-OE.

~~open the public hearing, consider public testimony, provide direction to staff as to whether it would be willing to consider the granting of a special conditions exception given the current project design, and CONTINUE this matter to December 13, 2007, pending submittal to, and review by, the Federal Aviation Administration.~~

(Alternatively, if the Commission finds that the granting of a special conditions exception would not be appropriate in this case, staff would recommend a finding of INCONSISTENCY, based on the encroachment of the structure into Airport Zone A.)

In the event that the Commission chooses to find this proposal consistent with the ALUCP pursuant to Policy 3.3.6, or in the event that the Commission finds the proposal inconsistent

with the Bermuda Dunes ALUCP but is overruled by the Riverside County Board of Supervisors or its successor-in-interest, staff would recommend that the conditions included in this staff report be applied.

UPDATE: The applicant has submitted Form 7460-1 to the Federal Aviation Administration and review is in progress.

PROJECT DESCRIPTION:

The project is a Plot Plan for the development of a 19,388 square foot industrial/office building for multi-tenant use (7,388 square feet to be basement area, primarily underground parking) on a 0.66-acre site. The floor plan indicates that the project would include 5,890 square feet of office space and 6,110 square feet of manufacturing/fabrication area. The basement would include the parking garage, elevator, elevator lobby, staircases, and a machine room.

PROJECT LOCATION:

The site is located southwesterly of Country Club Drive, northeasterly of Bermuda Dunes Airport, easterly of Adams Street, and westerly of Jefferson Street in the community of Bermuda Dunes in the County of Riverside, approximately 132 feet northeasterly of Runway 10-28 at the 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: Airport Zones A and B2
- c. Noise Levels: Greater than 65 dB CNEL at ultimate traffic level

BACKGROUND:

Land Use Intensity: The proposal is a Plot Plan for a 19,388 square foot office and industrial building on a 0.66-acre site. The site is split by the boundary between Airport Zone A and Airport Zone B2. Airport Zone A prohibits all structures except those with location set by aeronautical function. Airport Zone B2 allows an average non-residential intensity of 100 persons per acre with clustering on a single acre of up to 200 persons. In this case, the site is less than one acre in area, so the single-acre clustering allowance is not applicable. With a total site area of 0.66 acre, the maximum number of persons that would be allowed on the site if the site were entirely in Airport Zone B2 is 66 persons. However, most of the site (0.40 acre) is in Airport Zone A, with only 0.26 acre of net area in Airport Zone B2. This would allow a total of 26 persons. However, the intent of the intensity standards is to consider the site's gross acreage in reviewing nonresidential intensity. The adjacent part-width of Country Club Drive provides an additional 0.21 acre, allowing an intensity of 47 persons.

The project proposes 36 parking spaces (21 surface and 15 underground), which would translate as 54 persons using the standard parking space methodology of 1.5 occupants per parking space. However, information from ALUC consultant Mead & Hunt indicates that, for work trips, vehicle

occupancy is closer to 1.1 or 1.2 persons per vehicle, which would translate as 40 to 43 persons.

Based on the information included in the floor plan, the project includes 5,890 square feet of office uses and 6,110 square feet of fabrication uses, with the 7,388 square feet of remaining area constituting a parking garage, with a machine room, elevator, elevator lobby, and staircases. Pursuant to Appendix C, maximum capacity of office areas is one person per 100 square feet, and maximum capacity of manufacturing areas and parking garages is one person per 200 square feet. Utilizing the UBC method, with the 50% reduction, the office areas would accommodate 29 persons, and the manufacturing area and parking garage would accommodate 34 persons, for a total intensity of 63 persons. However, provided that the underground parking is restricted to employees' vehicles, it may be argued that the garage would not be fully occupied at the same time as the office and fabrication areas. If the basement area is discounted, total occupancy is reduced to 45 persons, which would be consistent with the overall allowable intensity when one considers the gross acreage in Airport Zone B2.

Airport Zone A: The major issue for this project is that Airport Zone A, as mapped on the Bermuda Dunes Airport Land Use Compatibility Plan (BDALUCP) extends onto this property to a depth of 118 feet. The project as designed is inconsistent with the provisions of the BDALUCP and the Countywide Policies, which prohibit new occupiable buildings in Airport Zone A. The building is entirely within Airport Zone A, with the outdoor parking in Airport Zone B2. The project should be designed so as to place the building along Country Club Drive, with parking in the rear. The proposed building encroaches approximately 102 feet into Airport Zone A. While it may not be possible to eliminate encroachment into Zone A, a redesign that places the building at the front of the property would reduce the proportion of the building extending into Airport Zone A.

While Kenneth Brody of Mead & Hunt has previously verified that Airport Zone A at this location extends a distance of 250 feet from the centerline of the runway, it should be noted that Airport Manager Mike Smith has previously advised that the boundary of Airport Zone A should have reflected the variance in the State Airport Permit whereby the primary surface extends to a distance of 125 feet from the runway centerline, and objects beyond this limit may be up to 25 feet in height. The variance in the permit is for "existing...imaginary surface penetrations, but has been interpreted as applicable to all lots in the industrial park, including vacant lots.

Noise: The site is subject to extremely high noise levels from aircraft operations due to its proximity to the runway. Noise levels are projected to exceed 65 CNEL at ultimate traffic levels; consequently, the site would not be suitable for residential or other noise-sensitive uses. In accordance with criteria for Airport Zone B2, the structure will be required to be designed to provide a minimum noise level reduction of 25dB for the office portions of the building construction.

PART 77: The ground level elevation of the site is 52 feet above sea level. The height of the structure is 24 feet, so the height at top of structure may be as high as 76 feet. The runway elevation at its easterly end is 45.1 feet above sea level. At a distance of 147 to 148 feet from the runway, any structure with an elevation greater than 46 feet above sea level is subject to aeronautical review by the Federal Aviation Administration. FAA review is required in this case.

In past studies, the FAA has determined that buildings in this area exceed obstruction standards, but that such buildings (provided that they are red obstruction lighted) may not have a substantial adverse effect on the safe and efficient utilization of airspace due to location in an area of previously studied structures of similar height. These reviews have referenced the variance in the State Airport Permit “for existing penetrations 125 feet or more to the north of the runway centerline, with the additional conditions that no object subject to the variance shall exceed 25 feet in height above the nearest point of the runway elevation, and that all objects subject to the variance shall be red obstruction lighted.”

In past studies, the FAA has also commented that this airport is “not listed in the National Plan of Integrated Airports (NPIAS), because it can never meet FAA Airport Design Standards contained in FAA Advisory Circular 150/5300-13, Change 8” and that the inability to meet these design standards is partially due to “the existing tree line and existing buildings which have previously been located in the FAA Part 77 Primary Surface and the Obstacle-Free Area (OFA).”

Additional Design/Layout Considerations: From an airport land use compatibility planning perspective, the layout is not the most preferable. The Compatibility Plan recommends that structures be located a maximum distance from the runway, which would be better accomplished by siting the structure at the front of the property (along Country Club Drive), with parking in the rear.

CONDITIONS:

1. Prior to issuance of building permits, the landowner shall ~~convey record the conveyance of~~ an aviation easement to Bermuda Dunes Airport, **which shall be recorded. Copies of the aviation easement, upon recordation, shall be forwarded to the Riverside County Planning Department (Desert office) and to the Riverside County Airport Land Use Commission.**
2. Noise attenuation measures shall be incorporated into the office areas of the building construction to ensure a minimum noise level reduction of 25dB, so as to reduce interior noise levels from aircraft operations to 45 CNEL or below.
3. The following uses shall be prohibited:
 - a. Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations 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, visual approach slope indicator, or red light obstruction marking in accordance with the conditions specified herein.
 - b. Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.

- c. Any use which would generate smoke or water vapor or which would attract a large 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 any operation of aircraft and/or aircraft instrumentation.
 - e. **Children's schools, day care centers, libraries, hospitals, nursing homes, places of worship, highly noise-sensitive outdoor nonresidential uses, and aboveground bulk storage of 6,000 gallons or more of hazardous or flammable materials.**
4. The attached notation regarding proximity to the airport shall be given to each potential property purchaser or tenant.
 5. The maximum floor area utilized for office space shall not exceed 5,980 square feet, with the remaining aboveground areas used for manufacturing, fabrication, storage, or warehousing. Basement areas shall not be rented or leased separately, and no person shall maintain an office in the basement.
 6. The maximum height of the proposed building shall not exceed 24 feet above ground level, and the maximum elevation at the top of structure shall not exceed 76 feet above mean sea level, unless a greater top point elevation is approved by the Federal Aviation Administration through the Form 7460-1 process.
 7. Prior to the issuance of building permits, the permittee shall submit documentation demonstrating that the Federal Aviation Administration has issued a finding that the proposed building will not be a hazard to air navigation.

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 3.4 ~~6.5~~

HEARING DATE: December 13, 2007 (continued from November 8, 2007)

CASE SUMMARY

CASE NUMBER: ZAP1007TH07 – Riverside County Economic Development Agency and Riverside County Sheriff (Representative: Mead & Hunt)

APPROVING JURISDICTION: State of California Department of Transportation Division of Aeronautics (State Airport Permit); County of Riverside (County Facility exempt from Zoning Ordinance/Planning Review)

JURISDICTION CASE NO.: No Case Number (Project Title is “Thermal Sheriff’s Station and Aviation Facilities”)

MAJOR ISSUES: As of ~~October 26,~~ *December 4, 2007*, no noise study had been submitted to ALUC staff for review, so staff has no evidence to verify that operations at the proposed helipad would not result in a significant increase in cumulative noise exposure at any sensitive receptor locations.

RECOMMENDATION: CONTINUANCE to ~~December 13, 2007~~ *January 10, 2008*, to allow the project representative sufficient time to prepare a noise study in order to evaluate existing ambient noise levels and the increase in noise levels that would result from the operation of the helipad.

UPDATE: This item was continued from the November 8 hearing to allow for preparation of a noise study. This study has not been submitted, and the project representative, Mead and Hunt, is requesting that consideration be deferred until the January meeting. See attached communication from Maranda Thompson of Mead and Hunt.

PROJECT DESCRIPTION:

Development of a restricted-use heliport for use by the Riverside County Sheriff Department, a Sheriff aviation facility including hangar, an aviation-related education center and hangars (under EDA management), and a Sheriff station with warehouse and utility building on 20 acres of County-owned land.

The Touchdown and Liftoff Area (TLOF) will be a circular area with a 48-foot diameter. The Final Approach and Takeoff Area (FATO) will be 86 feet by 86 feet (7,396 square feet) in area centered

on the TLOF, and will be surrounded by a safety area with a width of 16 feet.

The California Department of Transportation Aeronautics Division requires a new heliport permit application for special-use heliports, which in turn triggered the requirement for Airport Land Use Commission review.

PROJECT LOCATION:

The site is located southerly of Airport Boulevard, westerly of Polk Street, and easterly of the primary runway of Jacqueline Cochran Regional Airport in the unincorporated Riverside County community of Thermal. The property is owned by the County and is within the Jacqueline Cochran Regional Airport Influence Area.

LAND USE PLAN: 2005 Jacqueline Cochran Regional Airport Land Use Compatibility Plan

- a. Airport Influence Area: Jacqueline Cochran Regional Airport
- b. Land Use Policy: Airport Zones C and B2
- c. Noise Levels: 55-60 CNEL (ultimate operations)

INTRODUCTION – BASIS FOR REVIEW

As stated in Section 1.5.1 of the Countywide Policies of the Riverside County Airport Land Use Compatibility Plan, any “proposal for a new airport or heliport whether for public use or private use (Public Utilities Code Section 21661.5)” requires referral to the Airport Land Use Commission for a determination of consistency with the Commission’s Plan prior to approval by the local jurisdiction “if the facility requires a state airport permit.” The Riverside County Airport Land Use Compatibility Plan (RCALUCP) Policy Document, adopted on October 14, 2004, articulates “procedures and criteria” that the Airport Land Use Commission (ALUC) “shall utilize when evaluating certain types of airport development proposals that...are subject to ALUC review and are addressed by the Compatibility Plan.” In the case of a new airport or heliport, the proposal may be approved if it is consistent with the specific review policies listed in Section 5.2 of the Countywide Policies.

The ALUCP further states that, in its review of an Airport Master Plan or Airport Layout Plan, the Commission shall focus on the noise, safety, airspace protection, and overflight impacts on the surrounding land uses and must base its review on the proposed airfield design. In this regard, one of the critical issues is whether existing and/or approved land uses in the surrounding area would be considered incompatible with the heliport if the heliport were already in existence. Another critical issue is whether the proposal includes measures to mitigate the noise, safety, airspace protection, and overflight impacts on surrounding land uses. (Such measures could potentially include the siting of flight tracks so as to minimize impacts, selection of operational procedures to minimize impacts, installation of noise barriers or structural noise insulation, and/or acquisition of property interests on the impacted land.) With regard to noise, any proposed construction or alteration “that would result in a significant increase in cumulative noise exposure (measured in terms of CNEL) shall include measures to reduce the exposure to a less-than-significant level.” “In locations having an existing ambient noise level of less than 55 dB CNEL, a project that would increase the noise level by 5.0 dB or more” would be considered to result in a significant noise increase. However, in areas with

existing ambient noise levels of 55-60 CNEL, a project that would increase the noise level by 3.0 dB or more would be considered to result in a significant noise increase. In areas with existing ambient noise levels greater than 60 CNEL, a project that would increase the noise level by 1.5 dB or more would be considered to result in a significant noise increase.

At this point, a noise study has not been prepared; therefore, staff has no information that would enable a determination as to whether or not the project would result in a significant increase in noise.

Land Use – Average Intensity: The project includes a sheriff's station with a forensic services and evidence warehouse facility on the northerly half of the 20-acre property and an aviation-related educational facility, sheriff's aviation facility, and hangars in the southerly half of the property. All of the buildings on the northerly half of the property are within Airport Zone C. Average intensity in the northerly half of the property would be well within ALUCP compatibility criteria, in that, even if both the sheriff's station and warehouse were entirely office space, the projected occupancy would be 388 persons – less than 40 persons per acre on average. As floor plans were not provided for these facilities, compliance with the single-acre intensity limit is not known at this time.

COUNTY OF RIVERSIDE AIRPORT LAND USE COMMISSION

STAFF REPORT

AGENDA ITEM: 4.1

HEARING DATE: December 13, 2007

CASE SUMMARY

CASE NUMBER: ZAP1024BD07 – Rob, Tom, and Jill Rosztoczy

APPROVING JURISDICTION: County of Riverside

JURISDICTION CASE NO.: CZ07530 (Change of Zone) and PP22846 (Plot Plan)

MAJOR ISSUES: Single-acre intensity is an issue in relation to the plot plan, utilizing the standard Uniform Building Code Method, due to the retail sales component of the project. Additionally, the change of zone, which would have been found consistent, is being amended, with the applicant and County Planning staff determining that the desired zoning is Manufacturing-Service Commercial, rather than Industrial Park. In addition to the intensity issue, the plot plan requires FAA review. The building is proposed to be located directly below the extended runway centerline.

RECOMMENDATION: Staff recommends that this project be CONTINUED to January 10, 2008, for re-advertising to reflect the revised change of zone request.

PROJECT DESCRIPTION:

As submitted to ALUC, ZAP1024BD07 is a proposal to change the zoning of this 4.03-4.08 acre property from R-1-12,000 (One-family Dwellings, 12,000 square foot minimum lot size) to I-P (Industrial Park), and to develop an 18,000 square foot building for the sales and service of lawn mowers and turf equipment (John Deere dealership).

PROJECT LOCATION:

The site is located southerly of Country Club Drive and westerly of Carter Lane, in the unincorporated Riverside County community of Bermuda Dunes, approximately 2,904 feet northwesterly of the northwesterly 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: Airport Zone B1
- c. Noise Levels: 60-65 dB CNEL

BACKGROUND:

Land Use Intensity – Single-Acre Intensity: The maximum single-acre intensity permitted in Airport Zone B1 pursuant to the Countywide Policies section of the 2004 Riverside County Airport Land Use Compatibility Plan is 50 persons. The use of risk-reduction design measures may allow for a bonus of up to 30%, resulting in a total allowance of 65 persons. The entire building is located within a single acre of the property. The building is comprised of a 3,797 square foot showroom, a 1,327 square foot parts area, 1,515 square feet of offices, administration, and library space, a 354 square foot break room, a 143 square foot locker room, 3,236 square feet of service area, 6,459 square feet of storage area, and miscellaneous areas including restrooms, hall, and janitorial rooms.

Based on the Uniform Building Code method, the full intensity of this building is 106 persons, counting the showroom as a retail area, the service area as a fabrication area, the parts and storage areas as storage areas, and the break room as a conference area. This single-acre intensity is acceptable in Airport Zone C, but is not allowed in Airport Zone B1.

The project could potentially be found consistent in the future if the Bermuda Dunes Airport Land Use Compatibility Plan were amended to allow a single-acre intensity of 80 persons in Airport Zone B1, and if the showroom were evaluated on the basis of one person per 170 square feet. Based on the existing standard of one person per 30 square feet, with a 50% reduction, the retail portion of the building accounts for 63 of the 106 occupants. Using a revised standard of one person per 170 square feet, the retail portion would account for 22 persons, thereby reducing overall occupancy to 65 occupants. If one makes the added assumption that the break room and the offices would not be utilized at maximum capacity at the same time, this would further reduce total occupancy to 53 persons.

(It should also be noted that the Commission may grant a risk-reduction design bonus of up to 30% [15 persons, so as to allow a single-acre intensity of 65 persons] for use of risk-reduction design features, including, but not limited to, the following possible mitigation measures: limiting buildings to a single story; enhancing the fire sprinkler system; increasing the number of emergency exits; upgrading the strength of the building roof; avoiding skylights; limiting the number and size of windows; and using concrete walls. Thus, if the project qualified for a full 30% intensity bonus and if the retail area is evaluated at one person per 170 square feet, the project intensity could be found consistent with the Zone B1 single-acre intensity standard.)

The applicant noted on page 1 of the application that the number of employees on-site is not expected to exceed fifteen (15), and that it would be rare for there to be more than a handful of customers in the building, since the equipment is marketed to golf courses rather than homeowners. If, in fact, the number of employees at any one time does not exceed fifteen and the number of customers does not exceed thirty-five (35), the project would, in fact, be consistent. However, staff cannot confirm that the project would meet the single-acre intensity criteria in the absence of the imposition of conditions that the County would have to enforce or documentation of these limits from the applicant.

Land Use Intensity – Average Intensity: The applicant proposes an 18,000 square foot building on a property in Airport Zone B1. Airport Zone B1 allows an average non-residential intensity of 25

persons per acre with clustering on a single acre of up to 50 persons. With a total site area of 4.03 acres, the maximum number of persons that would be allowed on the site is 101. The intent of the nonresidential intensity standards is to consider the site's gross acreage in reviewing nonresidential intensity. The adjacent street half-widths provide an additional 0.75 acre, resulting in a gross acreage in Zone B1 of 4.78 acres, and an allowable total intensity of 119 persons.

The applicant originally proposed 44 parking spaces, which would translate as 66 persons using the standard parking space methodology of 1.5 occupants per parking space. Therefore, the project initially met average intensity standards using the parking space method. However, the applicant has recently amended the plot plan to provide for 65 parking spaces at the request of the County Planning Department, which would indicate a total intensity of 98 persons. (ALUC staff would question the need for 65 parking spaces if only 50 people will be in the building.)

As stated above, use of the Uniform Building Code method results in a total occupancy calculation of 106 persons, which is still consistent with the average intensity limitations.

Noise: The site is subject to high noise levels from aircraft operations due to its proximity to the runway. Noise levels are projected to exceed 60 CNEL on the property. However, the sales and service of lawn mowers and turf equipment are not noise-sensitive uses. Therefore, noise attenuation is not required for this specific land use.

Extended Runway Centerline: The extended runway centerline of Bermuda Dunes Airport crosses the southwesterly portion of the property, such that it may be expected that aircraft would fly directly over the proposed structure. The project design does not meet the criterion that buildings be sited a maximum distance from the extended runway centerline.

PART 77: The applicant has indicated that the pad elevation would not exceed 95.5 feet above mean sea level, and that the structure would not exceed a height of 26 feet, for a height at top of structure not exceeding 121.5 feet above mean sea level. The runway elevation is 73.4 feet above mean sea level at its northwesterly terminus. At a distance of 2,904 feet from the runway, any structure exceeding an elevation of 102.4 feet above sea level at top point requires FAA review. FAA notice and review is required for this project.

CONDITIONS:

1. Prior to issuance of building permits, the landowner shall convey an avigation easement to Bermuda Dunes Airport, which shall be recorded. Copies of the avigation easement, upon recordation, shall be forwarded to the Riverside County Planning Department (Desert office) and to the Riverside County Airport Land Use Commission.
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, visual approach slope indicator, or red light obstruction marking in accordance with the conditions specified herein.

- b. Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - c. Any use which would generate smoke or water vapor or which would attract a large concentrations of birds, or which may otherwise affect safe air navigation within the area, including landfills, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, incinerators, composting operations, fly ash disposal, wastewater management facilities, artificial marshes, production of cereal grains, sunflower, and row crops, livestock operations, aquaculture, and landscaping utilizing water features.
 - d. Any use which would generate electrical interference that may be detrimental to any operation of aircraft and/or aircraft instrumentation.
 - e. Children's schools, day care centers, libraries, hospitals, nursing homes, places of worship, highly noise-sensitive outdoor nonresidential uses, and aboveground bulk storage of 6,000 gallons or more of hazardous or flammable materials.
3. Any outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky, and shall comply with Riverside County Ordinance No. 655, as applicable. Outdoor lighting plans shall be transmitted to the airport manager for review and comment. (Failure to comment within thirty days shall be considered to constitute acceptability on the part of the airport manager.)
 4. The attached notation regarding proximity to the airport shall be given to each potential tenant.
 5. The Riverside County Planning Department shall require additional review by the Airport Land Use Commission prior to the establishment of any of the following uses in the proposed structure:

Retail sales other than sales of lawn mowers and turf equipment, auction rooms, auditoriums, dance floors, lodge rooms, reviewing stands, conference rooms with capacities of 25 or more persons, dining rooms, exhibit rooms (other than for retail sales), restaurants, drinking establishments, gymnasiums, lounges, gaming, bowling alleys, classrooms, courtrooms, dormitories, swimming pools, skating rinks, locker rooms, and other uses that would be considered to have an occupancy level greater than one person per 100 square feet

(minimum square feet per occupant less than 100) pursuant to California Building Code (1998) Table 10-A.

6. The maximum number of persons permitted in the structure at any given time shall not exceed fifty (50) persons.
7. The size of the retail sales display area or showroom shall not exceed 3,797 square feet.
8. Prior to issuance of building permits, the applicant shall submit a Notice of Proposed Construction or Alteration (Form 7460-1) to the Federal Aviation Administration (FAA) for the proposed building and shall have received a determination of "Not a Hazard to Air Navigation" from the FAA. Copies of the FAA determination shall be provided to the Riverside County Planning Department (Desert office) and to the Riverside County Airport Land Use Commission.

COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION
STAFF REPORT

AGENDA ITEM: 4.10

HEARING DATE: December 13, 2007

CASE NUMBER: ZAP1028RI07 - PRP Madison Investors LLC

APPROVING JURISDICTION: City of Riverside

JURISDICTION CASE NO.: P06-0474 (Design Review) and
P06-0808 (Change of Zone)

MAJOR ISSUES: The intensity of use on-site, especially the single-acre intensity, is well above the maximum allowed intensity in Airport Zone D. The average intensity is approximately 223 persons per acre. The single-acre intensity is 469 persons. Both exceed the Zone D standard.

RECOMMENDATION: Staff must recommend a finding of Inconsistency due to the intensity of the proposed development, especially the single-acre intensity.

PROJECT DESCRIPTION:

The applicant proposes to change the zoning of 8.52-8.56 acres from C-2-S-2-X (Restricted Commercial, 2- story Height of Buildings and Building Setback Combining Zone) to C-2-X (Restricted Commercial, with Building Setback Combining Zone), and to develop a five (5) story office building consisting of up to 114,502 square feet of gross floor area, in addition to a 35,000 square foot fitness center/health club (including a 5,000 square foot swimming pool), a 4,698 square foot restaurant, and 5,500 square feet of retail shops.

PROJECT LOCATION:

The project site is located on the west side of Madison Street, northerly of the 91 Freeway and Indiana Avenue, in the City of Riverside, approximately 9,334 feet southeasterly of Runway 9-27 of Riverside Municipal Airport.

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

Adjacent Airport:

- a. Airport Influence Area: Riverside Municipal Airport
- b. Land Use Policy: Airport Zone D
- c. Noise Levels: Outside the 55 CNEL contour

BACKGROUND:

Land Use/Intensity: The site is located within Airport Zone D of the Riverside Municipal Airport and is approximately 8.56 gross acres. Pursuant to Countywide compatibility criteria, Airport Zone D allows an average intensity of 100 people per average acre. Based on this information, a total of 856 persons would be allowed on this property.

Staff has analyzed the proposed project and has determined that the total occupancy of the project, with incorporation of the 50% reduction, is 1,908 persons. Therefore, the average intensity is 223 persons per acre.

Staff estimates the maximum number of people within a single acre was approximately 469 (using the acre the five story office building is located on), using a fifty percent adjustment. Staff does not expect all common areas be occupied at maximum capacity at the same time and therefore the calculations for those areas were not added. Thus, even with a grant of a risk-reduction design bonus the maximum people within a single acre would exceed the standard.

The proposed Change of Zone would essentially allow the greater height, which, in turn, is being utilized to facilitate a greater single-acre intensity in excess of Zone D criteria.

Part 77: The highest elevation on site is 928 feet above mean sea level (AMSL). The proposed height of the tallest object is 85 feet. The elevation of the runway at its southeasterly end is 815 AMSL. At a distance of approximately 9,334 feet from the runway, any structure exceeding 908 AMSL at top of roof will require FAA review. FAA review is required.

Noise: The site is outside the 55 CNEL contour. Noise mitigation is not required.

The following conditions are necessary to prevent the establishment of uses that are hazards to flight and to provide notification in accordance with State law. Implementation of these conditions does NOT render the project consistent with the Riverside Municipal Airport Land Use Compatibility Plan and may not be sufficient to mitigate potential safety hazards (as they would affect the persons working, shopping, and dining on this property) to below a level of significance pursuant to the California Environmental Quality Act.

CONDITIONS:

1. The following uses shall be prohibited:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
 - (e) Use of any of these structures as a children's school, hospital, or nursing home.
2. 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.
3. The attached notice shall be provided to all potential property purchasers and tenants, and shall be recorded as a deed notice.
4. Prior to issuance of building permits, the applicant shall submit a Notice of

Proposed Construction or Alteration (Form 7460-1) to the Federal Aviation Administration (FAA) for the proposed building and shall have received a determination of "Not a Hazard to Air Navigation" from the FAA. Copies of the FAA determination shall be provided to the City of Riverside Planning Department and Riverside County Airport Land Use Commission.

5. The City of Riverside shall require additional review by the Airport Land Use Commission prior to the establishment of any of the following uses on the site: Auction rooms, auditoriums, churches and chapels, dance floors, day care centers, dining rooms and drinking establishments (except in designated restaurant), lounges, stages, lodge rooms, reviewing stands, exhibit rooms, bowling alleys, classrooms, skating rinks, and other uses that would be considered to have an occupancy level greater than one person per 30 square feet (minimum square feet per occupant less than 30) pursuant to California Building Code (1998) Table 10-A.

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION
STAFF REPORT**

AGENDA ITEM: 4.2

HEARING DATE: December 13, 2007

CASE NUMBER: ZAP1004PS07-Palm Springs Christian Schools Inc. /Ana Escalante, AIA

APPROVING JURISDICTION: City of Palm Springs

JURISDICTION CASE NO.: 3.3118 MAJ (Major Architectural Application)

MAJOR ISSUES: Children’s schools, day care centers, and libraries are among the uses prohibited in Airport Zone B1 pursuant to Countywide Policies.

The applicant may request consideration pursuant to Sections 3.3.1 (Infill) and 3.3.6 (Other Special Conditions).

RECOMMENDATION: Staff recommends a finding of INCONSISTENCY.

PROJECT DESCRIPTION:

A proposal to construct a pre-school and kindergarten with a total building area of 9,863 square feet on a 1.06-acre site.

PROJECT LOCATION:

The site is located northerly of Sahara Road, southerly of Desert Park Avenue, easterly of Biskra Road, and westerly of Cerritos Road in the City of Palm Springs, approximately 2,750 feet northwesterly of Runway 13-31 at the Palm Springs International Airport.

LAND USE PLAN: 2005 Palm Springs International Airport Land Use Compatibility Plan

Adjacent Airport:

- a. Airport Influence Area: Palm Springs International Airport
- b. Land Use Policy: Airport Zone B1
- c. Noise Levels: 60-70 CNEL (site crossed by 65 CNEL contour)

BACKGROUND:

“Desert Son-Shine Preschool” is currently located further west within Airport Zone B1 of the Palm Springs International Airport, and has been in operation for 25 years. The facility is licensed to accommodate 127 children. The proposed site for the development of a new, more energy efficient pre-school and kindergarten is closer to the airport.

Land Use/Intensity: The site is located in Airport Zone B1. Children’s schools and day care centers are prohibited in this zone. Given the total square footage of the classrooms, a total occupancy of 100 persons (average of 94 persons per acre) is projected for the proposed use. (This does not include total building area). If using the total building area of 9,863 square feet with the minimum square feet per occupant being 20, a total occupancy of 247 persons (average of 233 persons per acre) is projected for the proposed use, considerably exceeding the maximum allowable intensity for Zone B1.

The City of Palm Springs has issued a staff report (excerpt attached) in which it is indicated that the average weekday attendance is 73 children. The report concludes that, when averaged on a weekly basis, the average intensity is approximately 50 because the facility is not open on Saturdays and Sundays.

Noise: The site lies inside the 60 CNEL Contour. Minimum noise level reduction of 25 dB in residences and office buildings is required. This standard would also be required for classrooms and day care centers, if they were permitted.

PART 77: The maximum elevation at this site is approximately 502 feet above mean sea level. The structure will have a height not exceeding 17.50 feet. Elevation at top of structure could be as high as 520 feet above mean sea level. The elevation at the northerly end of the runway is 448.6 feet AMSL. At a distance of approximately 2,750 feet from the Runway 13-31, any structure with an elevation at top of roof exceeding 476 feet above mean sea level would require FAA review. FAA review of this structure would be required.

Extended Runway Centerline: Pursuant to Countywide Policies, structures in Airport Zone B1 shall be located a maximum distance from the extended runway centerline. The property lies 750 feet from the Extended Runway Centerline.

In the event that the City of Palm Springs chooses to overrule an ALUC determination of inconsistency, the City should require the following as conditions of its approval. Implementation of these conditions does NOT render the project consistent with the Palm Springs International Airport Land Use Compatibility Plan and may not be sufficient to mitigate potential safety hazards to below a level of significance pursuant to the California Environmental Quality Act.

CONDITIONS:

1. Prior to issuance of building permits, the landowner shall convey an avigation easement to Palm Springs International Airport, which shall be recorded upon approval by airport management. Copies of the recorded avigation easement shall be forwarded to the Airport Land Use Commission and to the City of Palm Springs Planning Department.
2. Any outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. All outdoor lighting plans shall be subject to review by Palm Springs International Airport management.
3. The following uses shall be prohibited:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations 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, visual approach slope indicator, or such red light obstruction marking as may be permitted by the Federal Aviation Administration.
 - (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.
 - (e) Libraries, hospitals, nursing homes, places of worship, highly noise-sensitive outdoor uses, and aboveground bulk storage of 6,000 gallons or more of hazardous or flammable materials.
4. The attached notice shall be provided to all potential purchasers and tenants.
5. The total number of children permitted to be enrolled at any given time shall not exceed 137 persons, and the total number of persons permitted to be in the building shall not exceed 145 persons.
6. Prior to issuance of building permits, the applicant shall submit a Notice of Proposed Construction or Alteration (Form 7460-1) to the Federal Aviation Administration (FAA) for the proposed building and shall have received a

Staff Report

Page 4 of 4

determination of “Not a Hazard to Air Navigation” from the FAA. Copies of the FAA determination shall be provided to the City of Palm Springs Planning Department and the Riverside County Airport Land Use Commission.

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COUNTY OF RIVERSIDE AIRPORT LAND USE COMMISSION

STAFF REPORT

AGENDA ITEM: 4.3

HEARING DATE: December 13, 2007

CASE SUMMARY:

CASE NUMBER: ZAP1008FV07 – Wilshire Greeneway I, LLC

APPROVING JURISDICTION: County of Riverside

JURISDICTION CASE NO: SP00284A3 (Specific Plan Amendment), CZ07596 (Change of Zone), PP23146 (Plot Plan), PM29509 (Parcel Map)

MAJOR ISSUES: Single-acre intensities exceed Zone C criteria in portions of the site, most notably in the area of the two-story office buildings K and L. These intensities are up to 224 persons per acre. The problems appear to be surmountable through redesign or reallocation of land uses and structures and/or demonstration of eligibility for risk-reduction and/or open land bonuses. The project does meet the average intensity standard. FAA review is required for at least some of the structures at this location.

RECOMMENDATION: Staff recommends CONTINUANCE to January 10, 2008 to allow for submittal to the Federal Aviation Administration and to allow for further study and possible redesign or reallocation of land use in portions of the site.

PROJECT DESCRIPTION: Plot Plan No. 23146 proposes to establish a mixed use commercial, office, and industrial project consisting of 13 buildings plus two freestanding pads with a total of 351,975 square feet of floor area on 34.59 net acres (37.73 gross acres). SP00284A3 proposes to change the Specific Plan designation of the site from Office/Industrial Park to Commercial/Office/Industrial Park, and from Industrial Park to Commercial/Industrial Park. CZ07596 proposes to amend the zoning ordinance for Specific Plan No. 284 to allow commercial uses in Planning Areas 1 and 2. PM29509 proposes to divide the property into six commercial/industrial parcels and one open space parcel.

PROJECT LOCATION: The site is located westerly of Leon Road, southerly of Benton Road, and northerly of Auld Road in the unincorporated Riverside County community of French Valley, approximately 1,762 feet northeasterly of Runway 18-36 at French Valley Airport.

LAND USE PLAN: 2007 French Valley Airport Land Use Compatibility Plan

Adjacent Airport:

- a. Airport Influence Area: French Valley Airport
- b. Land Use Policy: Airport Zones C, B1, and D (predominantly in Airport Zone C)
- c. Noise Levels: From below 55 CNEL to 60 CNEL (The site is crossed by the 55

CNEL contour.)

BACKGROUND:

Nonresidential Average Intensity: The site is located predominantly in Airport Zone C, but includes small areas in Airport Zones B1 and D. In net acreage, the site includes 32.84 acres in Airport Zone C, 0.93 acre in Airport Zone D, and 0.21 acre in Airport Zone B1. Nonresidential intensity in Airport Zone C is restricted to an average of 80 persons per acre and a maximum of 160 persons in any given acre. (A risk-reduction design bonus may be applied, which, if granted, would allow a single-acre intensity up to 208 persons.) The total allowable intensity for this site, based on net acreage, would be 2,774 persons.

The applicant is proposing 102,200 square feet of office space, 73,500 square feet of retail space, two additional retail or restaurant pads totaling 5,700 square feet, and 146,300 square feet of industrial space. Using this information, and assuming for this calculation only that all of the industrial space could be used as offices, a total site occupancy of 2,072 persons is projected, for an average intensity of 63 persons per net acre.

The applicant proposes to provide 1,241 parking spaces. Application of the standard 1.5 persons per vehicle factor results in a total occupancy of 1,862 persons and an average intensity of 57 persons per net acre, which is consistent with Airport Zone C.

Nonresidential Single-Acre Intensity: Nonresidential single-acre intensity is restricted to 160 persons in any given acre within Airport Zone C. This level may be increased to up to 208 with use of risk-reduction design features, including, but not limited to, the following possible mitigation measures: limiting buildings to a single story; enhancing the fire sprinkler system; increasing the number of emergency exits; upgrading the strength of the building roof; avoiding skylights; limiting the number and size of windows; and using concrete walls.

Staff review indicates that single-acre intensity exceeds 220 persons (using the Building Code method, as modified by the French Valley Additional Compatibility Policies) in the southerly portion of the property, which features two two-story office buildings and a retail building. Additionally, single-acre intensities could exceed 180 persons in the retail areas in the northerly portion of the property.

A square acre that includes portions of Buildings K and L (both two-story buildings) includes up to 44,730 square feet of office space, which would have a projected occupancy of 224 persons. Additionally, a square acre that includes a portion of Buildings L and M includes up to 33,600 square feet of office space and 4,000 square feet of retail space, for a projected occupancy of 203 persons.

Noise: The site is located entirely outside the area subject to average aircraft noise levels greater than 60 dB(A) CNEL, but is crossed by the 55 CNEL contour. A minimum 20 dB exterior-to-

interior noise level reduction will be required for office buildings at this location.

PART 77: Proposed finished floor elevations on the site range from 1,346 to 1,354.5 feet above mean sea level. Structures may be as high as forty-five (45) feet. This would appear to indicate a top elevation as high as 1,399.5 feet AMSL. The elevation at the northerly end of the runway is 1,347 feet AMSL. At a distance of 1,762 feet from the runway, any building with an elevation at top of roof exceeding 1,364 feet AMSL would require FAA review.

In the event that the County of Riverside chooses to overrule a determination of inconsistency, the County should require the following as conditions of its approval. Implementation of these conditions does NOT render the project consistent with the French Valley Airport Land Use Compatibility Plan and may not be sufficient to mitigate potential safety hazards to below a level of significance pursuant to the California Environmental Quality Act.

CONDITIONS:

1. Prior to issuance of building permits, the applicant shall submit a Notice of Proposed Construction or Alteration (Form 7460-1) to the Federal Aviation Administration (FAA) for each building with an elevation at top point exceeding 1,364 feet above mean sea level and shall have received a determination of “Not a Hazard to Air Navigation” from the FAA. Copies of the FAA determination shall be provided to the County of Riverside Planning Department and the Riverside County Airport Land Use Commission.
2. 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.
3. The following uses shall be prohibited:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations 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, visual approach slope indicator, or such red light obstruction marking as may be permitted by the Federal Aviation Administration.
 - (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.

4. The County of Riverside shall require additional review by the Airport Land Use Commission prior to the establishment of any of the following uses in any of the structures proposed through this conditional use permit, except for the two freestanding pads:

Auction rooms, auditoriums, churches and chapels, dance floors, lodge rooms, reviewing stands, dining rooms, exhibit rooms, restaurants, drinking establishments, gymnasiums, lounges, stages, gaming, bowling alleys, classrooms, swimming pools, skating rinks, and other uses that would be considered to have an occupancy level greater than one person per 30 square feet (minimum square feet per occupant less than 30) pursuant to California Building Code (1998) Table 10-A.

5. The attached notice shall be provided to all potential purchasers and tenants.

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COUNTY OF RIVERSIDE AIRPORT LAND USE COMMISSION

STAFF REPORT

AGENDA ITEM: 4.4

HEARING DATE: December 13, 2007

CASE SUMMARY:

CASE NUMBER: ZAP1041MA07 – Water Avenue Investments, LLC.

APPROVING JURISDICTION: City of Perris

JURISDICTION CASE NO: GPA06-200 (General Plan Amendment), ZC06-199 (Change of Zone), and TTM34582 (Tentative Tract Map)

MAJOR ISSUES: The project site is located in Airport Areas I and II of March Air Reserve Base. Airport Area I is generally not appropriate for residential development, while Airport Area II requires a 2½ acre minimum lot size. The residential density of the project exceeds one dwelling unit per 2½ acres. Therefore, it is not possible to find the project consistent with the 1984 Riverside County Airport Land Use Plan. The project is also not consistent with the proposed criteria of the Draft March Joint Land Use Study, which recommends no new residential subdivision in the westerly half of the property and a maximum density of one dwelling unit per acre in the easterly half of the property. Additionally, the site is subject to high noise levels from March Air Reserve Base aircraft operations. The site is surrounded by suburban and estate density development.

RECOMMENDATION: Staff recommends a finding of INCONSISTENCY for the proposed general plan amendment, change of zone, and tentative tract map.

PROJECT DESCRIPTION:

General Plan Amendment No. 06-200 and Zone Change No. 06-199 propose to change the City of Perris General Plan Land Use Map designation and zoning from R-20,000 (Single Family Residential, 20,000 Square Foot Minimum Lots) to R-8,400 (Single Family Residential, 8,400 Square Foot Minimum Lots) on 19.16 acres. Tentative Tract Map No. 34582 proposes division of the 19.16-acre site into 66 residential lots and one open space/detention basin lot.

PROJECT LOCATION:

The site is located easterly of Wilson Avenue, westerly of Murrieta Road, and northerly of Water Avenue (extended easterly from its intersection with Wilson Avenue) in the City of Perris, approximately 19,200 feet southeasterly of Runway 14/32 at March Air Reserve Base/March Inland Port.

LAND USE PLAN: 1984 Riverside County Airport Land Use Plan, as applied to March Air Reserve Base/Inland Port Airport

Adjacent Airport:

- a. Airport Influence Area: March Air Reserve Base/Inland Port Airport
- b. Land Use Policy: Airport Areas I and II based on map on www.rcaluc.org website
- c. Noise Levels: Mostly in the 60-65 CNEL range, with the southwest corner in the 65-70 CNEL range and the northeast corner in the 55-60 CNEL range.

ADDITIONAL DOCUMENTS REVIEWED:

Air Installation Compatibility Use Zone Report, U.S. Air Force, 2005 (AICUZ)
DRAFT March Air Reserve Base/Inland Airport Joint Land Use Study

BACKGROUND:

Land Use – Safety Considerations: The 19.16-acre project site is located within Airport Areas I and II, as depicted on the map illustrated at www.rcaluc.org. The site is outside the Accident Potential Zones as defined by the U.S. Air Force. Additionally, since standard safety zone diagrams for U.S. Air Force airports in the California Airport Land Use Planning Handbook coincide with the Clear Zone and Accident Potential Zones depicted in the AICUZ, the property is also outside Handbook recommended safety zones.

The 1984 Riverside County Airport Land Use Plan (1984 RCALUP) states that the boundaries of Area I are based on the “imaginary approach surface defined by FAR Part 77, Objects Affecting Navigable Airspace, as the approach surface for the size and type of runways at each airport. These areas are always centered on the runway centerlines extended.”

Policy 1 in Chapter III of the 1984 RCALUP states that “Residential development (2½ acre lot size and larger) will be permitted only within areas designated by the ALUC to be so far removed from the actual flight paths or to be in areas where aircraft will have gained sufficient altitude that they no longer pose a relative safety threat, should inflight problems occur.” This policy is based on the following analysis included therein:

“The approach surfaces are specifically defined by Federal Aviation Regulations. These areas carry the highest volume of air traffic due to the fact that all aircraft have to align with these areas to land or take-off on the runways. Aircraft have a higher tendency to have problems within these zones due to changing power settings to take-off or land. The convergence of all aircraft landing and taking-off within these narrow zones also means that the noise levels are highest in these zones. Due to these factors and the accepted Federal definition of the boundary of these surfaces, the area was deemed inappropriate for housing and high risk uses. Certain areas of approach zones may be deemed appropriate for large lot (dispersed) residential use because over this area aircraft have achieved higher altitude and may be turning out of the approach zone away from the area in

question.”

Area II requires a minimum residential lot size of 2½ acres, as specified by Policy 2 of the 1984 RCALUP. This policy is based on the following analysis included therein:

“Area II illustrates the general flight paths of the various types of aircraft using the airport. The hazards in this area are similar to those in Area I, the approach zones, but the influence of the same factors of landing, take-off and noise are not as severe and the aircraft are higher in altitude. Therefore, the proposed policy is not as severe. The boundaries of the area will be established to coincide as much as possible to areas where aircraft would be in the landing-take-off pattern and would be turning and applying or reducing power (again, higher risk of something happening.)”

Based on these policies, since the intensity of the proposed residential development exceeds one dwelling unit per 2½ acres, the project (and the associated general plan amendment and change of zone that would increase allowable density above the already inconsistent designation and zoning) is inconsistent with the 1984 Riverside County Airport Land Use Plan.

The boundaries of Areas I, II, and III are based on the operation of March Air Force Base prior to its realignment as a reserve base. In order to determine whether the 2½ acre minimum lot size requirement would still be appropriate given present and projected operations, staff also evaluated this project in relation to the currently proposed March Joint Land Use Study.

The DRAFT March Joint Land Use Study prepared by Mead and Hunt depicts this property as being split between Airport Zone B2 on the westerly half and Airport Zone C1 on the easterly half. As defined for March Air Reserve Base environs, Airport Zone B2 would be the High Noise Zone, where no new dwellings would be allowed, other than construction of a single-family residence or second unit on a legal lot of record. This area is defined as areas outside the Accident Potential Zones that are within or near the 65 CNEL contour. Although these areas are outside the Accident Potential Zones, they are subject to moderate risk because they lie beneath or adjacent to final approach or initial departure flight corridors. Additionally, they are subject to high noise impact. At these locations, single-event noise is sufficient to disrupt many land use activities, including indoor activities for residents who keep windows open.

As defined for March Air Reserve Base environs, Airport Zone C1 would be the Primary Approach/Departure Zone, where residential densities would be limited to a maximum of three dwelling units per acre. This area is defined as areas outside the Accident Potential Zones that are within or near the 60 CNEL contour. These areas are subject to moderate risk because they lie beneath or adjacent to low altitude overflight corridors, and are subject to moderate to high noise impact from aircraft less than 2,000 feet above runway elevation on arrival.

The proposed density exceeds both the level permissible in the existing 1984 Plan for Area II and the levels recommended in the Draft March Joint Land Use Study (especially in the westerly half of the property). The project increases the potential number of persons subject to excessive noise levels and the number of persons exposed to safety hazards in the event of an aircraft accident.

Part 77: Existing ground elevations on the proposed site vary from 1,430 to 1,437 feet above mean sea level, while the elevation of the runway is 1,488 feet at its southerly terminus. At a distance of 19,200 feet from the runway, any structure exceeding an elevation of 1,680 feet above mean sea level would require FAA review. It is likely that rooftops at this location would not exceed the elevation of the runway. FAA review is not required for this project.

Noise: The 2005 AICUZ indicates that most of the site would be within the area subject to average noise levels in excess of 60 CNEL, and the southwesterly corner of the site would be in an area subject to average noise levels in excess of 65 CNEL.

Policy 4 of the 1984 RCALUP states as follows:

“New housing to be constructed within the noise level specified by the ALUC for each airport shall be sound-proofed as necessary to achieve interior annual noise levels attributable to exterior sources, not to exceed 45 dB (CNEL of [*sic*] Ldn) in any habitual [*sic*] room with windows closed.”

In the event that the City of Perris chooses to overrule an ALUC determination of inconsistency, the City should require the following as conditions of its approval in order to avoid the creation of hazards to flight. Implementation of these conditions does NOT render the project consistent with the 1984 Riverside County Airport Land Use Plan, as applied to March Air Reserve Base, unless the City also chooses to limit residential density on-site to a maximum of one dwelling unit per 2½ acres. While these conditions are necessary for protection of the airport activities and for public notification, implementation of these conditions may not be sufficient to mitigate potential safety hazards and noise exposure for future residents to below a level of significance pursuant to the California Environmental Quality Act.

CONDITIONS:

1. Prior to project development or issuance of building permits, the landowner shall convey an avigation easement to the MARB/IPA Airport or shall provide documentation of such existing recorded easement to the satisfaction of March Joint Powers Authority. A copy of the recorded avigation easement shall be forwarded to the Airport Land Use Commission for its records.
2. All new housing shall be designed to ensure that interior noise levels from aircraft operations do not exceed 45 dB(A) CNEL.
3. The following uses shall be prohibited:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations 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, visual approach slope indicator, or FAA-approved obstruction lighting.

- (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.
4. The attached notice shall be provided to all potential purchasers and tenants, and shall be recorded as a deed notice.
5. Any outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. All outdoor lighting shall be downward facing. All outdoor lighting plans shall be subject to approval of airport management (U.S. Air Force March Air Reserve Base and March Joint Powers Authority).

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 4.5

HEARING DATE: December 13, 2007

CASE SUMMARY:

CASE NUMBER: ZAP1043MA07 – Perris 58 Investments, LLC/P-Murrieta-20 Partners, LLC.

APPROVING JURISDICTION: City of Perris

JURISDICTION CASE NO: GPA07-08-023 (General Plan Amendment), ZC07-08-024 (Change of Zone), Zone Text Amendment 07-08-025.

MAJOR ISSUES: The project site is located in Airport Area II of March Air Reserve Base. Airport Area II (not to be confused with Accident Potential Zone II, which is in Airport Area I) requires a 2½ acre minimum lot size. As the density of the project exceeds one dwelling unit per 2½ acres, it is not possible to find the project consistent with the intent of the Area II requirements of the 1984 Riverside County Airport Land Use Plan. However, the project is consistent with the proposed compatibility criteria of the March Joint Land Use Study.

RECOMMENDATION: In cognizance of the fact that the required minimum lot size pursuant to the delineation of Area II does not reflect current best available information, staff recommends that the Commission **DECLINE TO ACT** on a consistency determination and recommend that the City apply the attached conditions to future development applications on this property.

PROJECT DESCRIPTION:

The applicant proposes to change the City of Perris General Plan Land Use Map designation and zoning of a 13.36-acre portion of a 57.53-acre area of contiguously owned property from R-6000 (Single Family Residential, 6,000 Square Foot Minimum Lots) to MFR-22 (Residential Multi-Family), and proposes a zoning text amendment to allow for up to 22 dwelling units per acre in the MFR-22 zone.

PROJECT LOCATION:

The site is located easterly of Wilson Avenue and northerly of Dale Street in the City of Perris, approximately 27,840 feet (5.27 miles) southeasterly of Runway 14/32 at March Air Reserve Base/March Inland Port.

LAND USE PLAN: 1984 Riverside County Airport Land Use Plan, as applied to March Air

Reserve Base/Inland Port Airport

Adjacent Airport:

- a. Airport Influence Area: March Air Reserve Base/Inland Port Airport
- b. Land Use Policy: Area II based on map on www.rcaluc.org website
- c. Noise Levels: Less than 60 CNEL

ADDITIONAL DOCUMENTS REVIEWED:

Air Installation Compatibility Use Zone Report, U.S. Air Force, 2005 (AICUZ)
DRAFT March Air Reserve Base/Inland Airport Joint Land Use Study

Note that the Countywide Plan adopted in 2004 is not applicable to March Air Reserve Base Airport Influence Area at this time. The new DRAFT Plan, once adopted, could be integrated into the Countywide Plan. However, the Countywide Plan offers insights into review of land use proposals.

BACKGROUND:

Land Use – Safety Considerations: The 13.36-acre project site is located within Airport Area II, as depicted on the map illustrated at www.rcaluc.org. The site is well outside the Accident Potential Zones as defined by the U.S. Air Force. Additionally, since standard safety zone diagrams for U.S. Air Force airports in the California Airport Land Use Planning Handbook coincide with the Clear Zone and Accident Potential Zones depicted in the AICUZ, the property is also outside Handbook recommended safety zones.

Area II requires a minimum residential lot size of 2½ acres, as specified by Policy 2 of the 1984 RCALUP. This policy is based on the following analysis included therein:

“Area II illustrates the general flight paths of the various types of aircraft using the airport. The hazards in this area are similar to those in Area I, the approach zones, but the influence of the same factors of landing, take-off and noise are not as severe and the aircraft are higher in altitude. Therefore, the proposed policy is not as severe. The boundaries of the area will be established to coincide as much as possible to areas where aircraft would be in the landing-take-off pattern and would be turning and applying or reducing power (again, higher risk of something happening.)”

Based on this policy, the proposed general plan amendment and change of zone, which would increase allowable density above the already inconsistent existing designation and zoning, is inconsistent with the 1984 Riverside County Airport Land Use Plan. Although the project does not involve a division of land and, therefore, is not establishing lots smaller than 2½ acres in area, the intent of the 2½ acre policy is generally considered to be to limit the intensity of residential development within that area.

The boundaries of Areas I, II, and III are based on the operation of March Air Force Base prior to its realignment as a reserve base. In order to determine whether the 2½ acre minimum lot size

requirement would still be appropriate, staff also evaluated this project in relation to the currently proposed Compatibility Plan.

The DRAFT March Joint Land Use Study prepared by Mead and Hunt depicts this property as being within Airport Zone D. As defined for March Air Reserve Base environs, this would be a flight corridor buffer zone on the periphery of flight corridors. (In this situation, the level of risk is deemed sufficiently low that the risk concern is “primarily with uses for which potential consequences are severe (e.g., very-high-intensity activities in a confined area.”) As currently proposed, residential densities would not be limited within this zone.

Given this information and the fact that the site would be outside safety-based zones, the Commission may wish to weigh the possibility that application of a 2½ acre minimum lot size or density cap of one dwelling unit per 2 ½ acres is no longer necessary at this location in order to maintain the safety and welfare of future residents. There is a reasonable probability that the project would be found consistent with a future March ARB/IPA Land Use Compatibility Plan based on the Draft March Joint Land Use Study.

Part 77: Existing ground elevations on the proposed site vary from 1,414 to 1,421 feet above mean sea level, while the elevation of the runway at its southerly terminus is 1,488 feet above mean sea level. At a distance of 27,840 feet from the runway, only structures exceeding a height of 200 feet would require FAA review. Therefore, FAA notice and review are not required for development of this site.

Noise: The 2005 AICUZ indicates that the site is not subject to average noise levels in excess of 60 CNEL. Recommended conditions for future projects require that residential dwellings be designed to ensure interior noise levels not exceeding 45 dB(A) CNEL.

Overflight: An aviation easement conveyance is required for all projects in the March Air Reserve Base Airport Influence Area.

CONDITIONS (for future projects on this property):

1. Prior to project development or issuance of building permits, the landowner shall convey an aviation easement to the MARB/IPA Airport (March Joint Powers Authority), which shall subsequently be recorded, or shall provide documentation of such existing recorded easement to the satisfaction of March Joint Powers Authority. A copy of the recorded aviation easement shall be forwarded to the Airport Land Use Commission for its records.
2. All proposed residential dwellings shall be designed to ensure that interior noise levels from aircraft operations do not exceed 45 dB(A) CNEL.
3. The following uses shall be prohibited:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or

amber colors associated with airport operations 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, visual approach slope indicator, or FAA-approved obstruction lighting.

- (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.
4. The attached notice shall be provided to all potential purchasers and tenants.
 5. Any outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. All outdoor lighting shall be downward facing.

COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION
STAFF REPORT

AGENDA ITEM: 4.6

HEARING DATE: December 13, 2007

CASE NUMBER: ZAP1032RI07 - Riverside Auto Auction/ California Auto Dealer's Exchange, LLC/Manheim Corporate Service

APPROVING JURISDICTION: City of Riverside

JURISDICTION CASE NO.: P07-0751 (Design Review)

MAJOR ISSUES: Any increase in finished floor elevation or building height will require FAA notification and review.

RECOMMENDATION: Staff recommends a finding of Consistency, subject to the conditions specified herein.

PROJECT DESCRIPTION:

The proposal is for the construction of an inspection building for Manheim Auto Auction that will include: 8,712 square feet of office/mechanic shop, 18,555 square feet of shade canopy (total 27,267 sq. ft.), and approximately 1,557 parking spaces on an 18.54 acre parcel. (The parking spaces are for the storage of vehicles.)

PROJECT LOCATION:

The project is located northerly of Jurupa Avenue, easterly of Payton Ave, and westerly of Wilderness Avenue, approximately 2,614 feet northerly of Runway 16-34 and 3,016 feet northerly of Runway 9-27 at the Riverside Municipal Airport in the City of Riverside.

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

- a. Airport Influence Area: Riverside Municipal Airport
- b. Land Use Policy: Airport Zones B1, C, and D (structure in Zone C)
- c. Noise Levels: 55-60 CNEL

BACKGROUND:

Land Use/Intensity: The site is located within Airport Zones B1, C, and D of the Riverside Municipal Airport. The site includes approximately 8.71 acres in Zone B1, approximately 8.67 acres in Zone C, and approximately 1.16 acres in Zone D. Pursuant to Countywide compatibility criteria, Airport Zone B1 allows an average intensity of 25 people per acre, Airport Zone C allows an average intensity of 75 persons per acre, and Airport Zone D allows an intensity of 100 persons per acre. Based on this information, a total of 984 persons would be allowed on this property.

The proposed building is within Zone C which allows a maximum of 150 people per single acre. The building includes 674.5 square feet of office area, 2,108 square feet of storage, and approximately 5,930 square feet of mechanical/remaining area. The proposed building would have a total intensity of 22 persons or less.

Part 77: The finished floor elevation on site is 760 feet above mean sea level (AMSL). The structure height will not exceed 28 feet. The elevation of Runway 16-34 at its closest point is 774 feet AMSL. At a distance of 2,614 feet from the runway, FAA notice and review would be required for new structures exceeding a maximum elevation of 800 feet AMSL at top of roof.

However, Riverside Municipal Airport has two runways. The site is approximately 3,016 feet from Runway 9-27, which has an elevation of 757 feet AMSL at its westerly terminus. The building is at least 100 feet from the southerly property line. Thus, the maximum elevation at top of roof without requirement for FAA review is 788 feet AMSL. As long as the finished floor elevation and structure height are not increased and structure retains this setback, FAA review is not required.

Noise: The site is located within the area subject to average noise levels of 55 to 60 dB CNEL. The proposed use is not considered noise-sensitive.

CONDITIONS:

1. The following uses shall be prohibited:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft

engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.

- (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
 - (e) Children's schools, day care centers, libraries, hospitals, nursing homes, and highly noise-sensitive outdoor nonresidential uses
2. The attached notice shall be provided to all potential purchasers and tenants.
 3. Any new outdoor lighting shall be hooded or shielded to assure that no lights are above the horizontal plane.
 4. The landowner shall convey an aviation easement to the City of Riverside as owner-operator of Riverside Municipal Airport, or shall provide copies of the recorded document to the City Airport Department, the City Planning Department, and the Airport Land Use Commission.
 5. The finished floor elevation of the proposed building shall not exceed 760 feet above mean sea level, and the structure height shall not exceed 28 feet. The maximum elevation at top of roof shall not exceed 788 feet above mean sea level. The proposed structure shall be located not less than 100 feet from the southerly property boundary.
 6. The City of Riverside shall require additional review by the Airport Land Use Commission prior to the establishment of any of the following uses on the site or in the structure proposed through this design review:

Auction rooms, auditoriums, dance floors, lodge rooms, reviewing stands, dining rooms, exhibit rooms, restaurants, drinking establishments, gymnasiums, lounges, stages, gaming, bowling alleys, classrooms, swimming pools, skating rinks, and other uses that would be considered to have an occupancy level greater than one person per 30 square feet (minimum square feet per occupant less than 30) pursuant to California Building Code (1998) Table 10-A.

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 4.7

HEARING DATE: December 13, 2007

CASE NUMBER: ZAP1029RI07-California Square
Partners/TR Design Group Architects

APPROVING JURISDICTION: City of Riverside

JURISDICTION CASE NO.: Design Review No. P07-1124
(DR P07-1124) and Conditional Use Permit
No. P07-1125 (CUP P07-1125)

MAJOR ISSUES: The intensity of use on-site is slightly above the maximum allowable intensity in Airport Zone D, using the standard Uniform Building Code methodology and calculating retail intensity pursuant to Appendix C. The average intensity is approximately 117 persons per acre. However, average intensity is consistent using the Parking Space Method or the Modified Building Code Method with an assumption of one person per 115 square feet of gross floor area for the retail stores. The single acre intensity exceeds 300 persons, but risk-reduction design has not yet been considered.

RECOMMENDATION: Staff recommends that the Commission open the public hearing, consider testimony, and determine whether it is willing to consider the average intensity of this project pursuant to the Parking Space Method or pursuant to an alternative calculation methodology. If it is willing to consider the average intensity pursuant to the Parking Space Method, staff recommends CONTINUANCE to January 10, 2008 to evaluate potential use of the risk-reduction design bonus to allow single-acre intensities exceeding 300, but not exceeding 390. If the Commission is willing to consider average intensity pursuant to the alternative calculation methodology, staff recommends continuance to allow single-acre intensity to be calculated based on the alternative methodology. Otherwise, staff must recommend a finding of INCONSISTENCY based on the standard Uniform Building Code methodology.

PROJECT DESCRIPTION:

A proposal for redesign of a shopping center. The redesigned center would include an expanded Maxi Foods supermarket (35,924 square feet), 5,385 square feet of retail/fast food area, a 17,369 square foot Rite-Aid Pharmacy, and 20,006 square feet of new retail, with 21 apartment units on the second floor of the new retail building.

PROJECT LOCATION:

The site is 7.87 acres in net area and is located at the southeasterly corner of Monroe Street and California Avenue, in the City of Riverside, approximately 5,280 feet (one mile) southerly of Runway 9-27 at Riverside Municipal Airport.

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

Adjacent Airport:

- | | |
|----------------------------|-----------------------------|
| a. Airport Influence Area: | Riverside Municipal Airport |
| b. Land Use Plan: | Airport Zone D |
| c. Noise Levels: | Outside the 55 CNEL Contour |

BACKGROUND:

Land Use/Intensity: The site is located in Airport Zone D of the Riverside Municipal Airport. Land use compatibility criteria for Airport Zone D permit an average of 100 people per acre and a maximum of 300 people per single-acre. (A risk-reduction design bonus is available, which would allow a single-acre intensity up to 390 persons.) Pursuant to Appendix C, Table C-1 of the Riverside County Airport Land Use Compatibility Plan, the intensity of retail stores (sale and display areas) has been determined to be one person per 30 square feet, and the intensity of restaurants has been determined to be one person per 15 square feet. Application of the 50% factor converts these intensity numbers to one person per 60 square feet and one person per 30 square feet, respectively.

The applicant is proposing retail buildings with a total floor area of 73,299 square feet (including 26,300 square feet of the existing Maxi Food Super Market), a restaurant building with a floor area of 5,385 square feet, and 21 condominium units on 7.87 net acres. If the retail buildings were entirely display area and the restaurants were entirely serving area, the total intensity would be 1,402 persons (not counting the 50-65 condominium residents). However, the architect has advised of the proportions of the retail buildings that would be stock (storage) areas and the proportions of the restaurant buildings that would be commercial kitchens. With these revisions, the total occupancy of the commercial portions of the project, with incorporation of the 50% reduction, is approximately 1,030 persons, and the full intensity is approximately 1,093 persons, if we assume three persons per dwelling unit in the condominiums.

To determine average intensity, we divide the total intensity by the gross acreage, which equals the property area, plus the area included in the half-widths of adjoining streets. Based on the dimensions of the property lines as depicted on the site plan, the acreage of the property is 7.87 acres. The adjacent half-widths of California Avenue and Monroe Street provide an additional 1.44 acres in gross area, for a total gross area of 9.31 acres. Therefore, the average intensity is 117 persons per acre. This is not consistent with the Zone D standard.

However, the average intensity is consistent if one were to use the Parking Space Method to calculate intensity for the retail portion of the project. This method assumes an intensity of 1.5 persons per parking space. The applicant is proposing 386 parking spaces, including 347 for the retail areas of the project. Based on this method, the retail areas would have an intensity of 521 persons. Adding the 63 condominium residents would give us a total intensity of 584 persons, which would be clearly consistent.

This dichotomy between intensities using the Building Code Method and the Parking Space Method is quite common and has led to consideration of an alternative approach for retail uses. If one were to consider the retail buildings to have an overall intensity of one person per 115 gross square feet, the total intensity of these buildings would be estimated at 628 persons. Adding the 149 restaurant occupants and the 63 condominium occupants would result in a total intensity of 840 persons, for an average intensity of 90 persons per gross acre.

Staff estimates the maximum number of people within a single acre to be 320, exceeding the single acre standard for Zone D, but within the range where risk-reduction design could potentially provide for a bonus. However, this calculation is based on proportional square footage information for the market. A detailed floor plan for the revised market layout would assist in the calculation.

Noise: The site is outside the 55 CNEL Contour; therefore noise mitigation is not required.

PART 77: The maximum elevation at this site is 758 feet above mean sea level (AMSL), and the proposed maximum structure height is 65 feet. The project as proposed shows the expected highest point of the building to be 823 feet AMSL. The runway elevation at its easterly end is 815 feet AMSL. At a distance of 5,280 feet from the runway, any structure over 868 feet top elevation would require FAA review. FAA review is not required for this project.

The following conditions are necessary to prevent the establishment of uses that are hazards to flight and to provide notification in accordance with State law. Implementation of these conditions does NOT render the project consistent with the Riverside Municipal Airport Land Use Compatibility Plan and may not be sufficient to mitigate potential safety hazards (as they would affect the persons working, shopping, and dining on this property) to below a level of significance pursuant to the California Environmental Quality Act.

CONDITIONS:

1. The following uses shall be prohibited:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an

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

- (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
 - (e) Use of any of these structures as a children's school, hospital, or nursing home.
2. 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.
 3. The attached notice shall be provided to all potential property purchasers and tenants, and shall be recorded as a deed notice.
 4. The City of Riverside shall require additional review by the Airport Land Use Commission prior to the establishment of any of the following uses on the site: Auction rooms, auditoriums, churches and chapels, dance floors, day care centers, dining rooms and drinking establishments (except in designated restaurant building), lounges, stages, lodge rooms, reviewing stands, exhibit rooms, bowling alleys, classrooms, skating rinks, and other uses that would be considered to have an occupancy level greater than one person per 30 square feet (minimum square feet per occupant less than 30) pursuant to California Building Code (1998) Table 10-A.

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**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 4.8

HEARING DATE: December 13, 2007

CASE SUMMARY:

CASE NUMBER: ZAP1031RI07 – Riverside Auto Auction/Manheim Auto Auction

APPROVING JURISDICTION: City of Riverside

JURISDICTION CASE NO: Conditional Use Permit: P07-1121

MAJOR ISSUES: Insufficient information regarding uses within the existing building was provided to enable a determination of consistency with the Airport Zone B2 single-acre intensity standard limiting intensity to 200 persons.

RECOMMENDATION: Staff recommends CONTINUANCE to January 10, 2008, pending receipt of additional information regarding the existing building.

PROJECT DESCRIPTION: Conditional Use Permit No. P07-1121 (associated with Design Review Case No. P07-1123) proposes to add 4,740 square feet of additional floor space to an existing building with 51,120 square feet of building area on an 8-acre site.

PROJECT LOCATION: The site has an address of 6446 Fremont Street and is located on the west side of Fremont Street, northerly of Central Avenue, in the City of Riverside, approximately 1,122 feet northerly of Runway 9/27 at Riverside Municipal Airport.

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

Adjacent Airport:

- a. Airport Influence Area: Riverside Municipal Airport
- b. Land Use Policy: Airport Zones B2 and D
- c. Noise Levels: 55-65 CNEL (The 60 CNEL contour crosses the site.)

BACKGROUND:

Nonresidential Single-Acre Intensity: The site is located in Airport Zones B2 and D; however, the proposed building addition would be located in Airport Zone B2. Nonresidential intensity in Airport Zone B2 is restricted to an average of 100 persons per acre and a maximum of 200 persons in any given acre.

(A risk-reduction design bonus is available, which would allow a single-acre intensity up to 260

persons with use of risk-reduction design features, including, but not limited to, the following possible mitigation measures: limiting buildings to a single story; enhancing the fire sprinkler system; increasing the number of emergency exits; upgrading the strength of the building roof; avoiding skylights; limiting the number and size of windows; and using concrete walls.)

Pursuant to Appendix C, Table C-1 of the Riverside County Airport Land Use Compatibility Plan, the intensity of retail areas has been determined to be one person per 30 square feet, the intensity of offices has been determined to be one person per 100 square feet, and the intensity of storage areas has been determined to be one person per 300 square feet. Application of the 50% factor converts these intensity numbers to one person per 60, 200, and 600 square feet, respectively.

Based on the information presented, approximately 3,510 square feet of the addition is office area, with the remainder of the addition (1,230 square feet) being an “expanded sales area”. The total intensity of the addition, then, would be $(3,510 \text{ divided by } 100, \text{ divided by } 2) + (1,230 \text{ square feet divided by } 30, \text{ divided by } 2) = 17.55 + 20.5 = 38.05$ persons.

We also know that the building is one story in height. On that basis, if the existing building, were entirely comprised of office space, the maximum existing single-acre intensity would be $(43560 \text{ divided by } 100, \text{ divided by } 2)$, or approximately 218 persons. However, staff does not have sufficient information to verify all of the uses in the existing building, or the locations of these uses relative to the area of the building where the addition is proposed.

Nonresidential Average Intensity: Nonresidential average intensity is restricted to 100 persons per acre within Airport Zones B2 and D. Since the site is 8 acres in area, average intensity is in compliance provided that the total number of people on-site does not exceed 800 persons. This project easily complies with this standard.

Noise: The site is located within the area subject to average aircraft noise levels of 55-65 CNEL; therefore, a 25 dB noise reduction shall be required for office areas of the building.

PART 77: No grading plans indicating finished floor elevations were submitted with the ALUC application. Elevations on the 8-acre site range as high as 860 feet above mean sea level (AMSL). The structure height is 16 feet, 4 inches, but a flagpole may extend to a height of 25 feet. This would appear to indicate a top elevation as high as 885 feet AMSL. The elevation at the easterly end of the runway is 815 feet AMSL. At a distance of 1,122 feet from the runway, any building with an elevation at top of roof exceeding 826 feet AMSL would require FAA review. Therefore, staff has asked the applicant to submit Form 7460-1 to the FAA for review.

CONDITIONS:

1. Prior to issuance of building permits, the landowner shall convey an avigation easement to the City of Riverside as owner-operator of Riverside Municipal Airport. Copies of the recorded avigation easement shall be forwarded to the Airport Land Use Commission and

the City Planning Department.

2. Prior to issuance of building permits, the applicant shall submit a Notice of Proposed Construction or Alteration (Form 7460-1) to the Federal Aviation Administration (FAA) for the proposed building addition and shall have received a determination of “Not a Hazard to Air Navigation” from the FAA. Copies of the FAA determination shall be provided to the City of Riverside Planning Department and the Riverside County Airport Land Use Commission.
3. Noise attenuation measures shall be incorporated into the office areas of the building to ensure a minimum noise level reduction of 25 dB, so as to reduce interior noise levels from aircraft operations to 45 CNEL or below.
4. 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.
5. The following uses shall be prohibited:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light, visual approach slope indicator, or such red light obstruction marking as may be permitted by the Federal Aviation Administration.
 - (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 landfills, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, incinerators, fly ash disposal, composting operations, wastewater management facilities, artificial marshes, production of cereal grains, sunflower, and row crops, livestock operations, aquaculture, and landscaping utilizing water features.)
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
 - (e) Children’s schools, day care centers, libraries, hospitals, nursing homes, places of worship, highly noise-sensitive outdoor uses, and aboveground bulk storage of 6,000 gallons or more of hazardous or flammable materials.

6. The City of Riverside shall require additional review by the Airport Land Use Commission prior to the establishment of any of the following uses on the site or in the structure proposed through this conditional use permit and design review:

Auction rooms, auditoriums, dance floors, lodge rooms, reviewing stands, dining rooms, exhibit rooms, restaurants, drinking establishments, gymnasiums, lounges, stages, gaming, bowling alleys, classrooms, swimming pools, skating rinks, and other uses that would be considered to have an occupancy level greater than one person per 30 square feet (minimum square feet per occupant less than 30) pursuant to California Building Code (1998) Table 10-A.

7. The attached notice shall be provided to all potential purchasers of the property and tenants of the building.
8. Any new detention basins or retention basins shall be designed so as to provide for a detention period for the design storm that does not exceed 48 hours (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the retention basins that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 4.9

HEARING DATE: December 13, 2007

CASE NUMBER: ZAP1033RI07- Airport Partners, LLC

APPROVING JURISDICTION: City of Riverside

JURISDICTION CASE NO: Conditional Use Permit: P07-1171

MAJOR ISSUES: The applicant is proposing to establish a recreational use within a building whose development for industrial and office uses was previously found consistent. However, exercise rooms are considered to be twice as intense as office uses. The critical issue here is the intensity of persons in the building, which should not exceed 88 persons. The applicant has indicated that the maximum number of people that would be on-site at any given time is 25, but the square footage would allow a much higher number of occupants. The project is considered consistent if the rock climbing area is considered as an exercise room, but not if it is considered as a gymnasium.

RECOMMENDATION: Staff recommends a finding of CONDITIONAL CONSISTENCY for this proposed use, subject to the attached conditions, including a special condition whereby building occupancy would be limited to a maximum of 88 persons or less.

PROJECT DESCRIPTION:

A request to establish an indoor rock climbing gym within an 11,554 square foot building (previously approved as part of a 14-building project found consistent in 2005 through ALUC Case Number RI-05-127) on a 0.6-0.67 acre property.

PROJECT LOCATION:

The site has an assigned address of 6935 Arlington Avenue and is located at the northwest corner of Arlington Avenue and Airport Drive, approximately 652 feet southeasterly of Runway 16-34 at Riverside Municipal Airport.

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

Adjacent Airport:

- a. Airport Influence Area: Riverside Municipal Airport
- b. Land Use Policy: Airport Zone C
- c. Noise Levels: 55-60 CNEL.

BACKGROUND:

Nonresidential Land Use Intensity: The property is located in Airport Zone C. Airport Zone C allows an average non-residential intensity of 75 persons per acre with clustering on a single acre of up to 150 persons. In this case, the site is less than one acre in area, so the single-acre clustering allowance is not applicable. With a total site area of 0.67 acre, including the area lost to the right-of-way due to the corner cutback, the maximum number of persons that would be allowed on the site is 50 persons. However, the intent of the intensity standards is to consider the site's gross acreage in reviewing nonresidential intensity. The adjacent half-widths of Arlington Avenue and Airport Drive provide an additional 0.51 acre, increasing the gross acreage to 1.18 acres and the allowable intensity to 88 persons. This overall allowable intensity is less than the single-acre intensity allowance in Airport Zone C, so if the project meets the overall intensity criteria, it will also meet the single-acre intensity criteria.

The applicant proposes a 5,092 square foot "climbing gym" area, 2,428 square feet of office space, and 4,034 square feet of other space. If the "climbing gym" is evaluated as an exercise room and if the 50% reduction is applied, this area would have an occupancy of 51 persons. If the office and other areas are evaluated on the basis of one person per 100 square foot and if the 50% reduction is applied, these areas would have an occupancy of 32 persons, for a total occupancy of 83 persons. This would be consistent, given the gross area of the site, although it would be greater than the occupancy of 58 persons that would be projected if the entire building were dedicated to office use. However, if the "climbing gym" is evaluated as a gymnasium, that area alone would have an occupancy of 170 persons, and the total occupancy of the site would be 202 persons.

The applicant projects a maximum of 25 people in the building, based on experience with an existing facility in Upland. The applicant has also indicated that he would not object to a condition that would limit occupancy of the building to no more than 88 persons, and the City anticipates applying a lower occupancy limit on this building for non-aviation reasons.

Noise: The site is located within the area subject to average noise levels in excess of 55 dB CNEL; however, the proposed use is not considered noise-sensitive.

PART 77: The proposed use would be entirely within an existing building, and no addition to the height of the building is proposed. Therefore, FAA notice and review are not required.

The following conditions shall be applied by the City of Riverside in order to provide for consistency with the Riverside Municipal Airport Land Use

Compatibility Plan. Failure to include any of these conditions, including Condition No. 5 limiting the occupancy of the building, shall require an overrule action by the Riverside City Council.

CONDITIONS:

1. Any new outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky.
2. The following uses shall be prohibited:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
 - (e) Children's schools, day care centers, libraries, hospitals, nursing homes, and highly noise-sensitive outdoor uses.
3. The City of Riverside shall require additional review by the Airport Land Use Commission prior to the establishment of any of the following uses in this structure:

Retail sales (except as may be incidental to the rock climbing activity), auction rooms, auditoriums, churches and chapels, dance floors, lodge rooms, reviewing stands, conference rooms with capacities of 116 or more persons, dining rooms, exhibit rooms, restaurants, drinking establishments, gymnasiums other than the rock climbing gym proposed hereby, lounges, stages, gaming, bowling alleys, classrooms, courtrooms, swimming pools, skating rinks, and other uses that would be considered to have an occupancy level greater than one person per 50 square feet (minimum square feet per occupant less than 50) pursuant to California Building Code (1998) Table 10-A.

4. The attached notice shall be provided to all potential purchasers and tenants.

5. The City of Riverside shall limit the maximum occupancy of this building to a number not exceeding 88 persons.
6. Prior to final inspection approval, the landowner shall provide documentation to the City Planning Department and the Riverside County Airport Land Use Commission that an aviation easement has been conveyed to the City of Riverside as owner-operator of Riverside Municipal Airport and has been recorded.
7. Prior to final inspection approval, the landowner shall provide documentation to the City Planning Department and the Riverside County Airport Land Use Commission that notice to the Federal Aviation Administration through the Form 7460-1 process was provided for this building, or shall demonstrate to the satisfaction of those agencies that such notice was not required for this building.

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

STAFF REPORT

ADMINISTRATIVE ITEMS

- 5.1** Mr. Ed Cooper, Director, will lead a discussion regarding the formulation of a Strategic Vision Plan that will lead to the prioritization of new and updated Airport Land Use Compatibility Plans. Staff has identified a list of issues that have arisen in the course of reviewing projects in the various Airport Influence Areas and has summarized these along with information regarding advance planning schedules of the various jurisdictions. This document is intended to stimulate Commission consideration of long-range planning priorities, with the understanding it is a dynamic document subject to change.
- 5.2** The Hemet City Council considered the proposed Sanderson Square project (ZAP1002HR07) on Tuesday, November 27, 2007, at 7:00 P.M. at the Hemet City Council chambers located at 450 East Latham Avenue in the City of Hemet. Vice-Chairman Rod Ballance and Commissioner Glen Holmes were in attendance. Staff understands that the City Council continued its consideration of this case and requested that the applicant team return with a study evaluating conformance with Handbook-based safety zones based on the contemplated runway extension to 6,000 feet, with the revised study to be submitted to the Airport Land Use Commission for its review prior to Council action. As of December 10, 2007, staff has not received any new documentation regarding this matter, but will provide copies to Commissioners upon submittal. Staff suggests that a Hemet-Ryan Subcommittee meeting be scheduled once such document is received.