



# AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY AGENDA

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

Thursday 9:00 a.m., June 13, 2013

**CHAIR**  
Simon Housman  
Rancho Mirage

**VICE CHAIRMAN**  
Rod Ballance  
Riverside

**COMMISSIONERS**  
Arthur Butler  
Riverside

Glen Holmes  
Hemet

John Lyon  
Riverside

Greg Pettis  
Cathedral City

Richard Stewart  
Moreno Valley

**STAFF**

Director  
Ed Cooper

John Guerin  
Russell Brady  
Barbara Santos

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

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

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

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

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

## 1.0 INTRODUCTIONS

### 1.1 CALL TO ORDER

### 1.2 SALUTE TO FLAG

### 1.3 ROLL CALL

## 2.0 PUBLIC HEARING: NEW CASES

### RIVERSIDE MUNICIPAL AIRPORT

- 2.1 ZAP1060RI13 – Andy & Cindy Real Estate Holdings LLC/Andy Management Group (Representative: Debrah E.M. Johnson) - City of Riverside Case Nos. P12-0727 (Design Review) and P12-0729 (Rezoning). These projects relate to properties located southerly of Arlington Avenue and easterly of Madison Street. Case No. P12-0727 is a proposal to expand the parking lot for the existing office building with an address of 4990 Arlington Avenue, adding 23 parking spaces for a new total of 64 parking spaces. The expansion requires a lot line adjustment with the adjoining residential property with an address of 4015 Madison Street, increasing the area of the office property by 0.23 acres. Case No. P12-0729 is a proposal to change the zoning of that 0.23-acre area from R-1-7,000 (Single Family Residential) to O (Office). The Commission may further recommend rezoning the existing parcel from O-S-1 to O-S-1-AP-C and rezoning the expansion area from R-1-7000 to O-S-1-AP-C. (Zone C of Riverside Municipal Airport Influence Area). ALUC Staff Planner: Russell Brady at (951) 955-0549, or e-mail at [rbrady@rctlma.org](mailto:rbrady@rctlma.org).

Staff Recommendation: CONSISTENT

**BERMUDA DUNES AIRPORT**

- 2.2 ZAP1047BD13 – La Quinta Brewing Company (Representative: Scott Stokes) - County Case No. CUP03694 (Conditional Use Permit). CUP03694 is a proposal to establish a brewery within an existing industrial building on a 0.28 acre parcel (0.52 acres gross) located at the southwest corner of Wildcat Drive and Racoon Street in the industrial/business park area westerly of Washington Street and northerly of Interstate 10. The brewery (primarily involving the brewing and distribution of beer) would include a tasting/retail area as well as brewing/manufacturing area, offices, and storage. (Zone C of Bermuda Dunes Airport Influence Area). ALUC Staff Planner: Russell Brady at (951) 955-0549, or e-mail at [rbrady@rctlma.org](mailto:rbrady@rctlma.org).

Staff Recommendation: CONSISTENT

- 2.3 ZAP1048BD13 – Passco Washington Square LLC (Representative: Little/DaMarlon Carter) - County Case No. PP25328 (Plot Plan). PP25328 is a proposal to construct a bank on a 0.7 acre parcel located on the westerly side of Washington Street, northerly of Interstate 10, Varner Road, and Marketplace Street, and southerly of Wildcat Drive. (Zones C and D of Bermuda Dunes Airport Influence Area). ALUC Staff Planner: Russell Brady at (951) 955-0549, or e-mail at [rbrady@rctlma.org](mailto:rbrady@rctlma.org).

Staff Recommendation: CONSISTENT

**PALM SPRINGS INTERNATIONAL AIRPORT**

- 2.4 ZAP1014PS13 – Andrew Wooster – City of Palm Springs Case No. CUP 5.1298 (Conditional Use Permit). A proposal to operate a kennel (dog day care, boarding, and grooming) for up to fifteen dogs within a 3,552 square foot suite (Unit C-6) in an existing multi-tenant industrial park building located at 5000 Calle San Raphael in the City of Palm Springs (at the northeast corner of Gene Autry Trail and Calle San Raphael, north of Dinah Shore Drive and south of Sunny Dunes Road). (Airport Compatibility Zone B1 of the Palm Springs International Airport Influence Area). ALUC Staff Planner: Russell Brady at (951) 955-0549, or e-mail at [rbrady@rctlma.org](mailto:rbrady@rctlma.org).

Staff Recommendation: CONSISTENT

**FRENCH VALLEY AIRPORT**

- 2.5 ZAP1052FV13 – Ishii-Durfee Architects, Inc. (Representative: Dennis Durfee), - for the Church of Jesus Christ of Latter-Day Saints – County Case No.: Plot Plan No. 25309 (PP25309). A proposal to develop a 20,000 square foot church building (along with 2,700 square feet of church offices and a 180 square foot storage building) on 4.04 acres located on the easterly side of Sky Canyon Drive, northerly of Murrieta Hot Springs Road (and northerly of the existing church at the northeasterly corner of the intersection of those streets). (Zones C and B1 of the French Valley Airport Influence Area). ALUC Staff Planner: Russell Brady at (951) 955-0549, or e-mail at [rbrady@rctlma.org](mailto:rbrady@rctlma.org).

Staff Recommendation: INCONSISTENT

3.0 **PRESENTATION/INQUIRY**: Tract 30966R1 – James Fagelson

4.0 **ADMINISTRATIVE ITEMS**

4.1 Director's Approvals

4.2 Reappointment to Commission by Airport Managers

4.3 Election of Officers

4.4 December 12, 2013 ALUC Commission Meeting: Reschedule

5.0 **APPROVAL OF MINUTES**

May 9, 2013

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

7.0 **COMMISSIONER'S COMMENTS**

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**COUNTY OF RIVERSIDE  
AIRPORT LAND USE COMMISSION**

**STAFF REPORT**

**AGENDA ITEM:** 2.1

**HEARING DATE:** June 13, 2013

**CASE NUMBER:** ZAP1060RI13 – Andy & Cindy Real Estate Holdings LLC/Andy Management Group (Representative: Debrah E.M. Johnson)

**APPROVING JURISDICTION:** City of Riverside

**JURISDICTION CASE NO.:** P12-0727 (Design Review), P12-0729 (Rezoning)

**MAJOR ISSUES:** Use of the Parking Space Method with an assumption of 1.5 persons per vehicle would indicate an intensity of 96 persons on-site, which would exceed the average intensity criterion for Zone C. The establishment of a new building with a 64-space parking lot on this site would be inconsistent, using the Parking Space Method of estimating intensity. However, the office building exists and is operational. No expansion to the office building, or change of use therein, is proposed through this Design Review.

**RECOMMENDATION:** Staff recommends a finding of CONSISTENCY for the Rezoning and Design Review, subject to the conditions included herein for the Design Review and that the new zoning incorporates the Airport Protection Overlay Zone suffix (-AP-C), which refers to the site's location within Compatibility Zone C of the Riverside Municipal Airport Influence Area.

**PROJECT DESCRIPTION:** City of Riverside Case No. P12-0727 is a proposal to expand the parking lot for the existing office building with an address of 4990 Arlington Avenue, adding 23 parking spaces for a new total of 64 parking spaces. The expansion requires a lot line adjustment with the adjoining residential property with an address of 4015 Madison Street, increasing the area of the office property by 0.23 acres. Case No. P12-0729 is a proposal to change the zoning of that 0.23-acre area from R-1-7,000 (Single Family Residential) to O (Office).

**PROJECT LOCATION:** The cases relate to two properties located southerly of Arlington Avenue and easterly of Madison Street, in the City of Riverside, approximately 7,000 feet easterly of the easterly terminus of Runway 9-27 at Riverside Municipal Airport.

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

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

**ANALYSIS:**

Non-Residential Intensity: Non-Residential intensity in Airport Compatibility Zone C is restricted to 150 people per single acre and 75 people per average acre. The existing office parcel is 0.71 net acres and is proposing to increase by 0.23 acres through a lot line adjustment for a total of 0.94 acres. The gross acreage inclusive of adjacent street half-widths is 1.12 acres. Based on this gross acreage, a total population of 84 persons would be permitted on-site. The existing office building is approximately 11,130 square feet and consists primarily of office uses. The building has an intensity of approximately 56, based on the Building Code Method, with a 50% reduction for office uses. This would equate to an average intensity of 50 people per acre and a single acre intensity of 56, since the existing building is located within a 210' by 210' area. This is consistent with the non-residential intensity criteria for Zone C.

Use of the Parking Space Method with an assumption of 1.5 persons per vehicle would indicate a population intensity of 96 persons on-site. This level of intensity, which may be indicative of the actual intensity of the existing building, is not consistent with non-residential intensity criteria for Zone C. The development of a new structure with a 64-space parking lot at this location would be considered inconsistent. However, existing land uses established prior to the adoption of the Compatibility Plan are not subject to the Plan's intensity restrictions. The proposed project does not include any modifications to the existing building (or to its use) that would allow for any greater intensity than already exists. If the landowner is adding parking spaces because the on-site business(es) are successful, or because parking is spilling over to the surrounding neighborhood, preventing the expansion of the parking lot would not necessarily resolve intensity issues within the structure. The expanded parking lot would provide additional parking for the existing building and uses within, and rezoning of that area is necessary in order for the additional parking to be allowed. No vacant area would exist on the property that could allow for additional development pursuant to the proposed rezoning.

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

Noise: The site is located within the area subject to average aircraft noise levels between 55 and 60 CNEL. As a non-residential use, no special measures to mitigate aircraft-generated noise are required.

PART 77: Not applicable as no new structures are proposed.

Existing Zoning: The existing zoning of the residential property with an address of 4015 Madison Street is R-1-7,000 (Single-Family Residential). The existing zoning of the office property with an address of 4990 Arlington Avenue is O-S-1 (Office, one story [20 feet] height limit). In order to maintain uniformity of zoning for the office parcel as revised, it is suggested that the Building Stories Overlay (-S-1) be applied to the expansion area.

Airport Overlay: In conjunction with adoption of its new General Plan, the City of Riverside amended its zoning ordinance to provide for Airport Protection Overlay Zones within the Airport Influence Areas of airports for which Compatibility Zones based on the “A through E” system utilized in the 2004 Riverside County Airport Land Use Compatibility Plan have been established. While the land uses permitted by the proposed O zone are consistent with a location in Compatibility Zone C, application of the Airport Protection Overlay Zone suffix is recommended in order to assure that the ultimate development will comply with Compatibility Zone C intensity limitations. This would further the objectives of promoting the continued operations of Riverside Municipal Airport and maintaining public awareness of its proximity. The Airport Protection Overlay Zone suffix should be applied to both the existing office building parcel (rezoning from O-S-1 to O-S-1-AP-C) and the expansion area (rezoning from R-1-7,000 to O-S-1-AP-C).

#### **CONDITIONS:**

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

- (e) Children's schools, day care centers, libraries, hospitals, nursing homes, highly noise-sensitive outdoor nonresidential uses, and hazards to flight.
- 3. The attached notice shall be provided to all potential purchasers of the property and all potential tenants of the buildings, and shall be recorded as a deed notice.
- 4. Any new retention basins on the site shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the retention basin(s) that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.
- 5. Prior to final inspection approval of the proposed additional parking spaces, the City of Riverside shall apply zoning incorporating the Airport Protection Overlay Zone (O-S-1-AP-C) to the area included within the boundaries of the expanded parcel.
- 6. The City of Riverside shall either prohibit establishment of any new uses of the following types on the property (within or outside the structure with an address of 4990 Arlington Avenue), or shall require Airport Land Use Commission review of such uses:

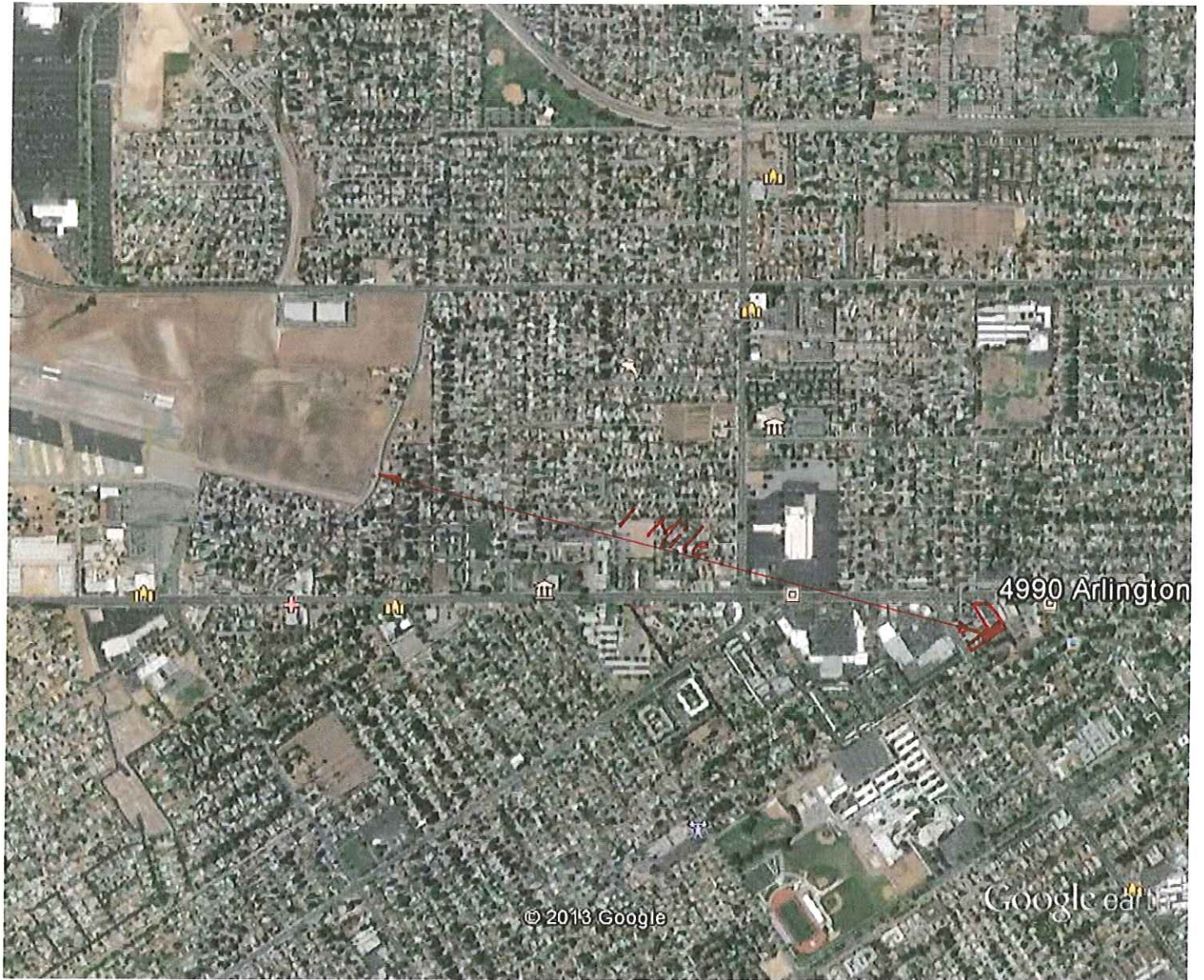
Alcohol sales, assemblies of people, assisted living/residential care facilities, brewpubs, catering establishments, drive-thru businesses, farmers' markets, florist shops, fuel systems with aboveground storage tanks, group housing, homeless shelters (more than 6 occupants), outdoor dining, restaurants, retail sales, schools, and tutoring centers (11 or more students), and the following temporary uses: fairs, circuses, and concerts.

# NOTICE OF AIRPORT IN VICINITY

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



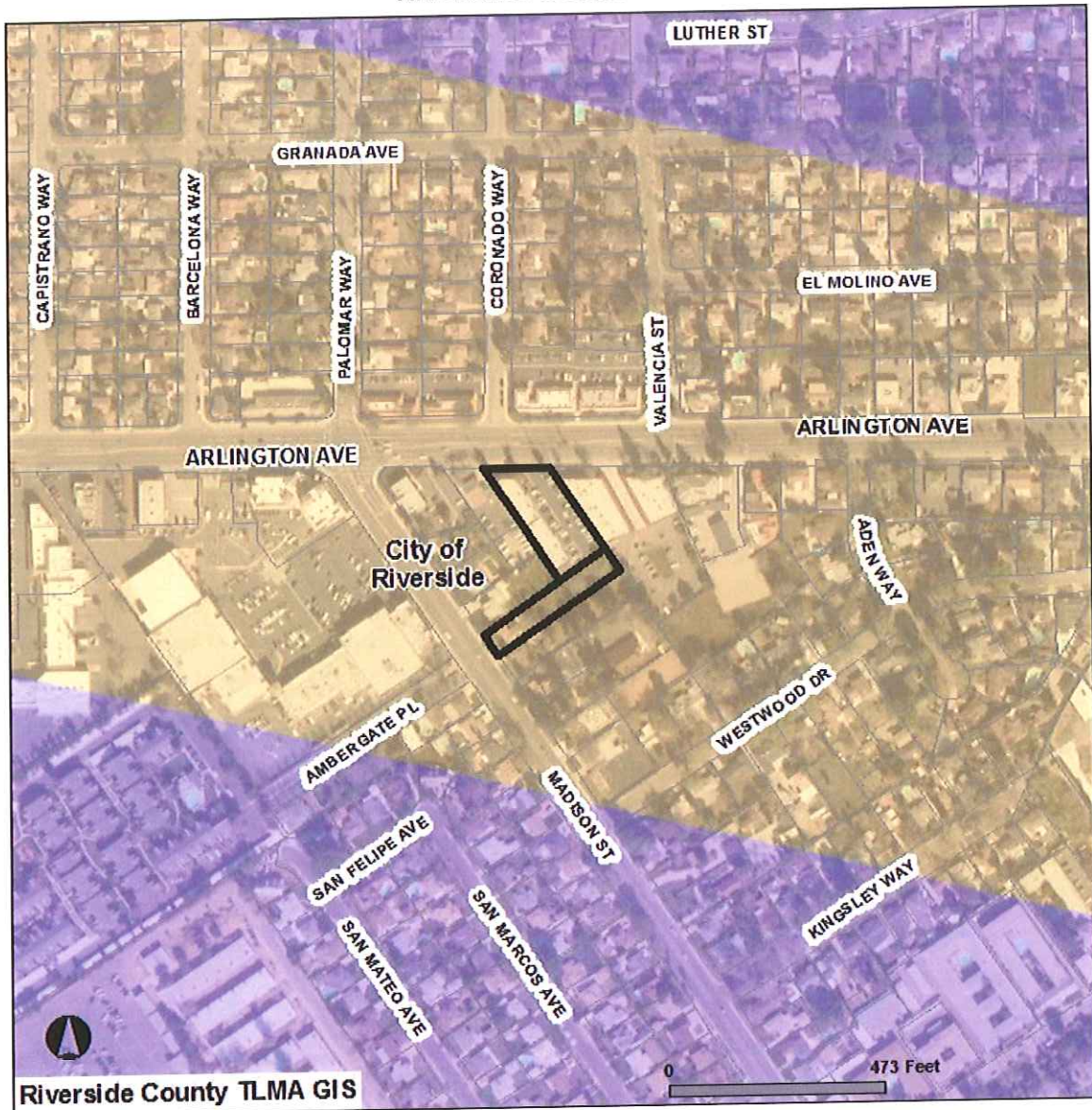




Google earth



RIVERSIDE COUNTY GIS



Selected parcel(s):  
227-251-007 227-251-037

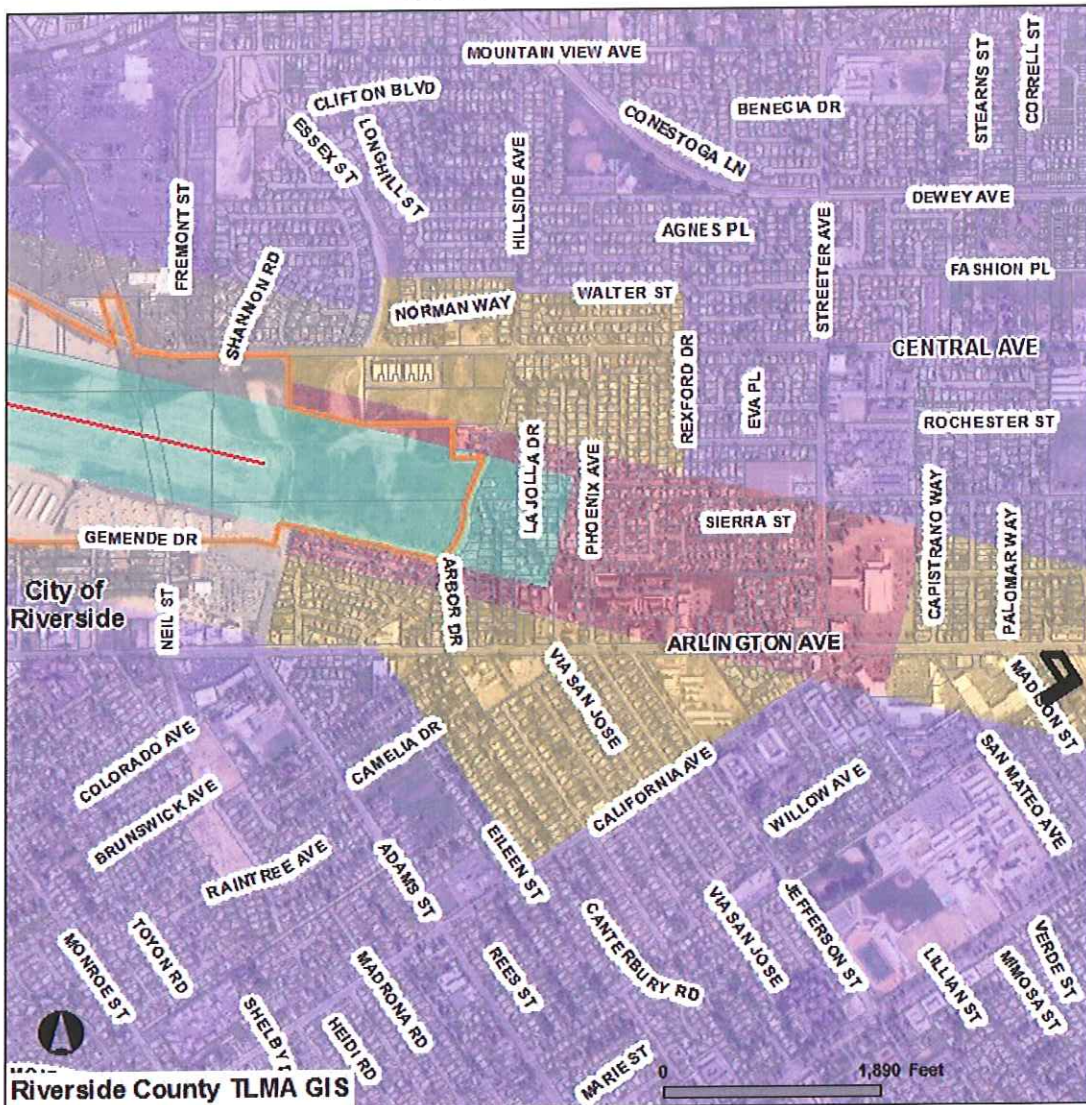
**AIRPORTS**

- SELECTED PARCEL
- AIRPORT INFLUENCE AREAS
- N INTERSTATES
- COMPATIBILITY ZONE C
- N HIGHWAYS
- COMPATIBILITY ZONE D
- PARCELS

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

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Version 130225

RIVERSIDE COUNTY GIS



Selected parcel(s):  
227-251-007 227-251-037

AIRPORTS

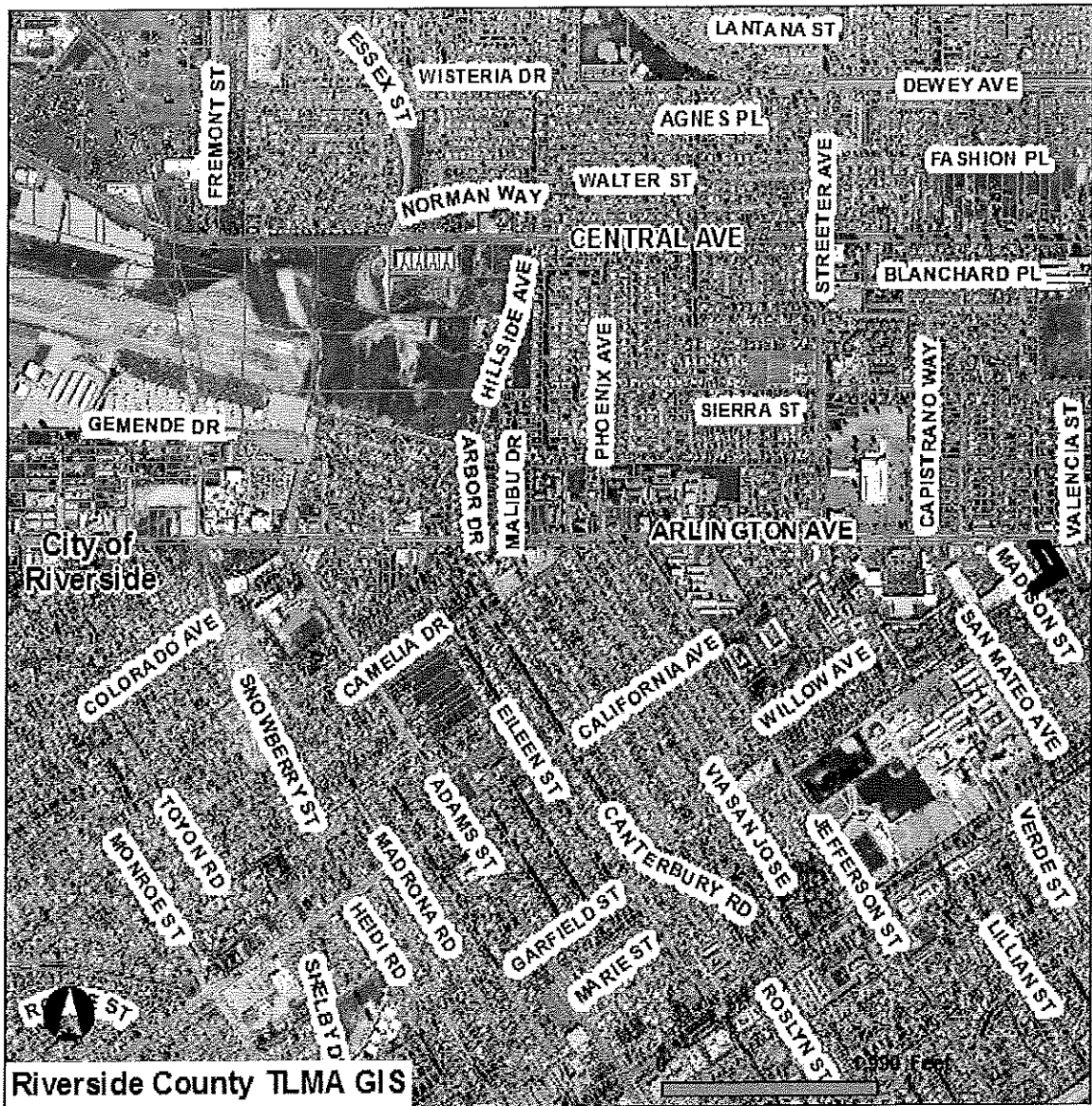
- |                    |                         |                    |                   |
|--------------------|-------------------------|--------------------|-------------------|
| SELECTED PARCEL    | INTERSTATES             | HIGHWAYS           | PARCELS           |
| AIRPORT RUNWAYS    | AIRPORT INFLUENCE AREAS | AIRPORT BOUNDARIES | COMPATILTY ZONE A |
| COMPATILTY ZONE B1 | COMPATILTY ZONE B2      | COMPATILTY ZONE C  | COMPATILTY ZONE D |
| COMPATILTY ZONE E  |                         |                    |                   |

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Version 130225

RIVERSIDE COUNTY GIS



Selected parcel(s):  
 227-251-007 227-251-037

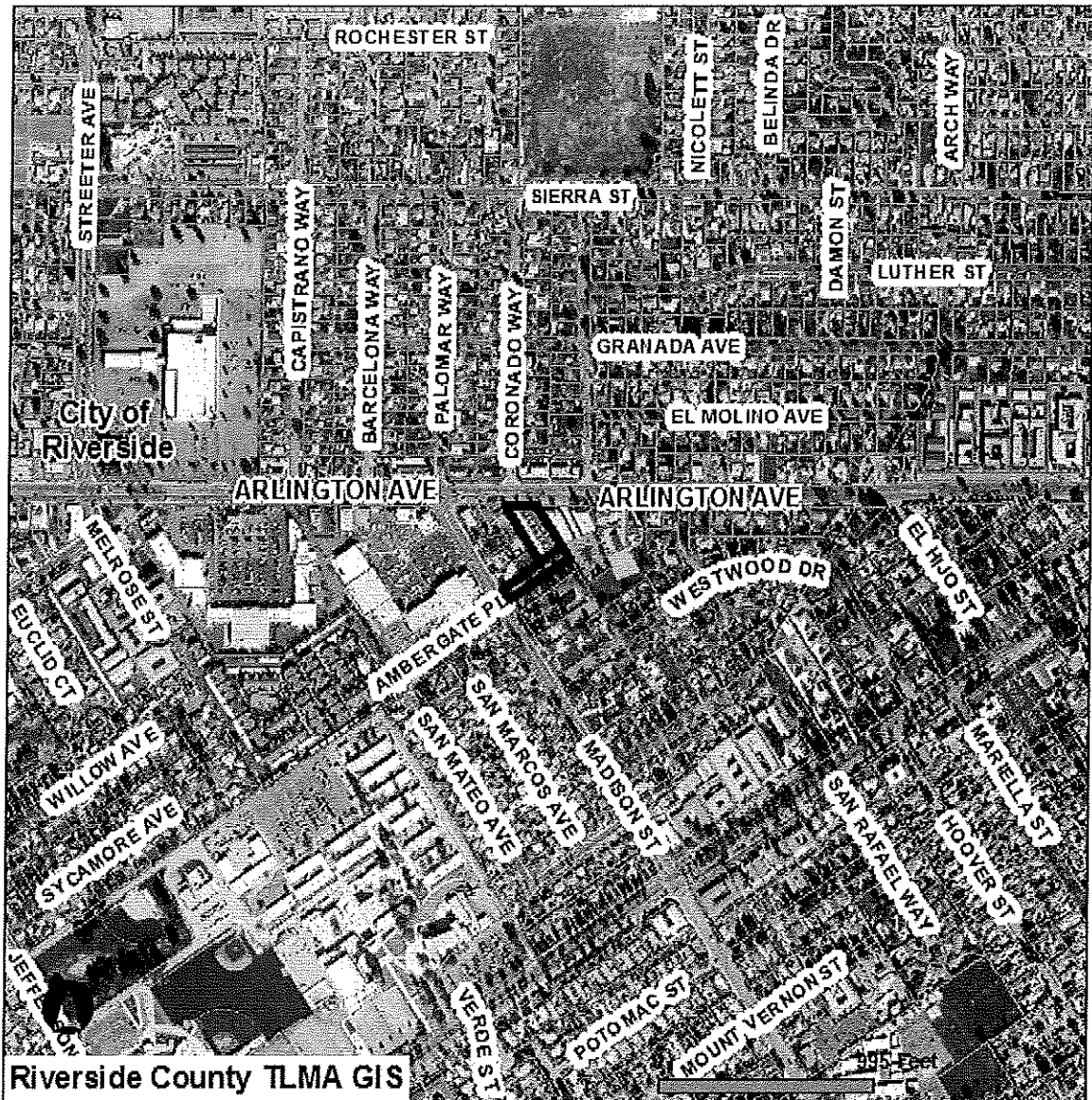
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RIVERSIDE COUNTY GIS



**Selected parcel(s):**  
 227-251-007 227-251-037

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RIVERSIDE COUNTY GIS



Selected parcel(s):  
227-251-007 227-251-037

LEGEND

SELECTED PARCEL

INTERSTATES

HIGHWAYS

PARCELS

CITY

**\*IMPORTANT\***

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Version 130225

## RIVERSIDE COUNTY GIS



Selected parcel(s):  
227-251-007 227-251-037

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Version 130225



RIVERSIDE COUNTY GIS



**Selected parcel(s):**  
 227-251-007 227-251-037

**LEGEND**

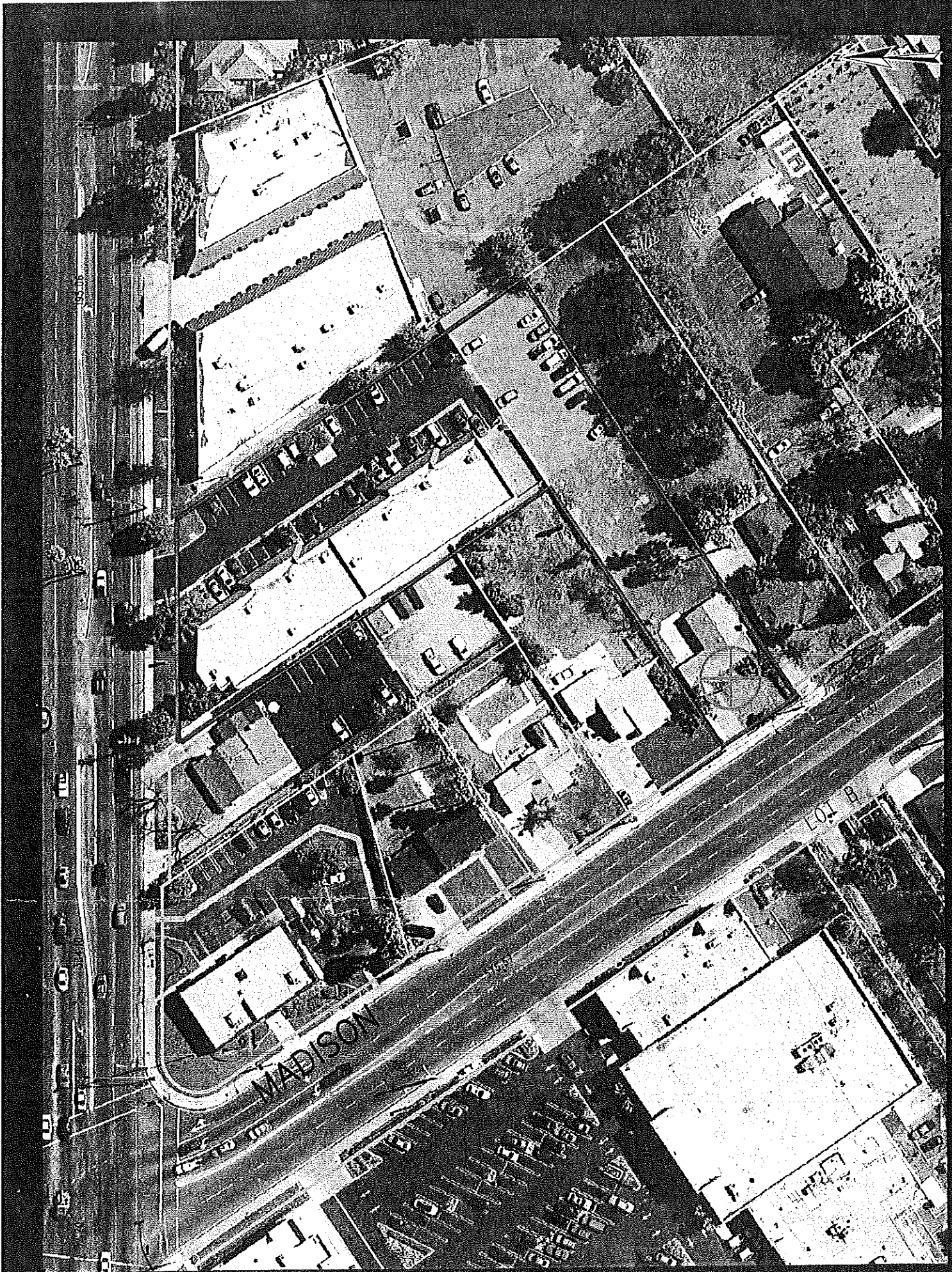
- SELECTED PARCEL
- N INTERSTATES
- M HIGHWAYS
- PARCELS
- CITY

**\*IMPORTANT\***

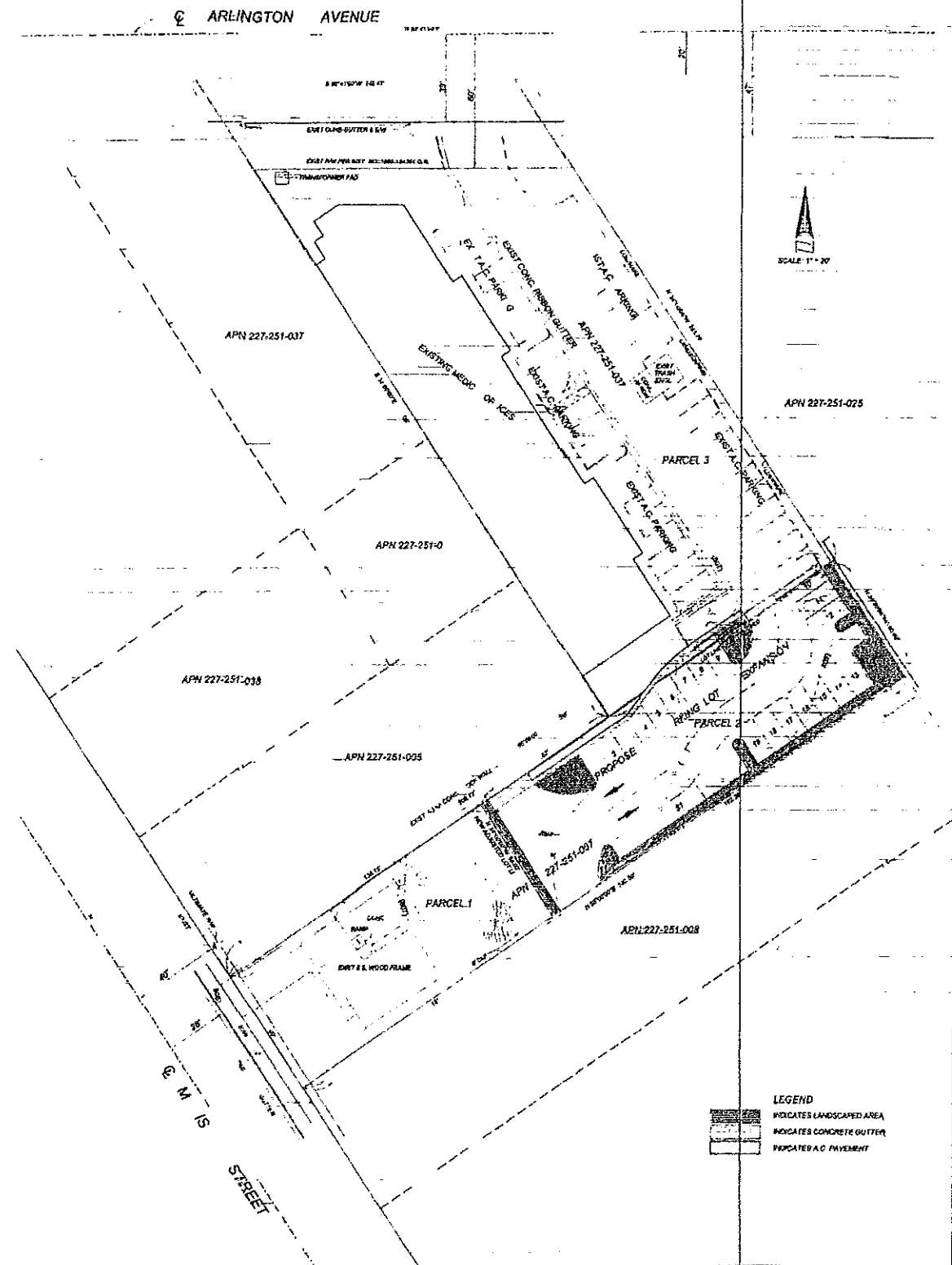
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Version 121101



**LOT LINE ADJUSTMENT / REZONING REQUEST SITE PLAN**  
**APN'S 227-251-007 & 227-251-037**

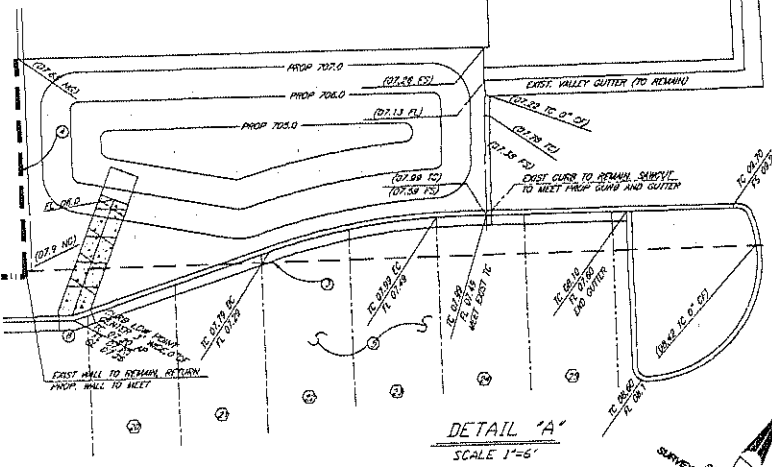


**LEGEND**

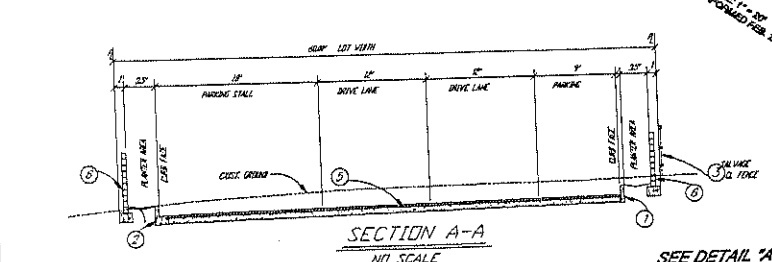
	INDICATES LANDSCAPED AREA
	INDICATES CONCRETE GUTTER
	INDICATES A/C PAVEMENT

STATISTICS		OWNER	PREPARED BY:
<b>EXISTING PARCELS</b>	<b>PROPOSED PARCELS</b>	<b>ANDY &amp; CANDY REAL ESTATE HOLDINGS, LLC.</b> APNs 227-251-007 & 227-251-037	<b>RALSTON LANG BURYING</b> 2838 NORTH RANCH ROAD POMONA, CA 92568 951-928-1156
APN 227-251-007 1915 MADISON STREET AREA = 18,830.8 SQ. FT.	<b>PARCEL 1</b> AREA = 8189.0 SQ. FT. OFFER OF DEDICATION = 240 SQ. FT. ET AREA = 8949.0 SQ. FT.	<b>CONTACT / APPLICANT:</b> RALPH A. LOWE EHRBA CONTRACTOR P.O. BOX 21 CEDAR GLEN, CA 92321 909-338-4021	<b>7-5-17</b> CREATED: RALSTON, CA 92578
APN 227-251-037 190 ARLINGTON AVENUE AREA = 30,185.8 SQ. FT.	<b>PARCEL 2</b> AREA = 11,541.2 SQ. FT.		
	<b>PROPOSED PARCELS</b>		
	<b>PARCEL 3</b> NET AREA = 30,983.8 SQ. FT.		
	<b>PARCEL 2 + 3</b> NET AREA = 41,827.4 SQ. FT.		

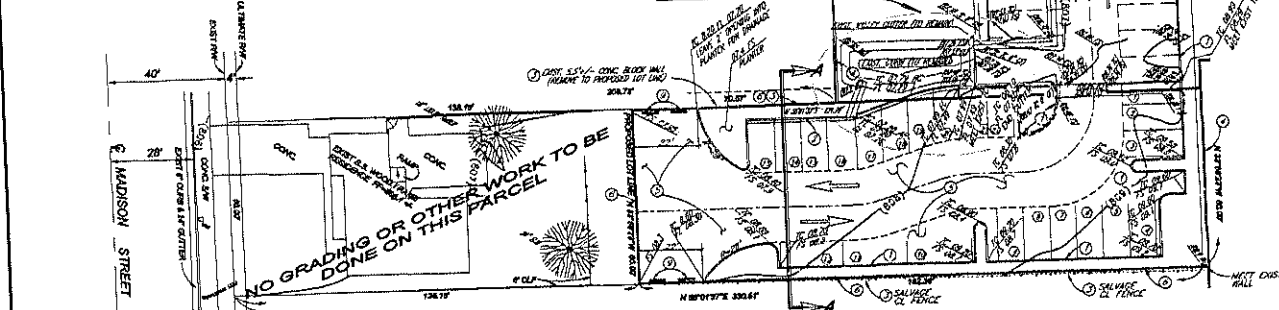
# PARKING LOT GRADING PLAN 4990 ARLINGTON AVE-- LOT LINE ADJUSTMENT



DETAIL "A"  
SCALE 1"=6'



SECTION A-A  
NO SCALE



NO GRADING OR OTHER WORK TO BE DONE ON THIS PARCEL

## CONSTRUCTION NOTES

- CONSTRUCT 6" CURB ONLY PER CITY OF RIVERSIDE STANDARD NO. 200, TYPE #
- CONSTRUCT 6" CURB AND GUTTER ONLY PER CITY OF RIVERSIDE STANDARD NO. 202, TYPE L MODIFIED TO HAVE A 1" WIDE GUTTER
- REMOVE EXISTING CONCRETE CURBS, AC PAVING, BLOCK WALLS, CHAIN LINK FENCES, ETC. TO SUBMIT LINES OR JOINTS AS DIRECTED
- PROTECT EXISTING WALL DURING ALL DRIVING AND OTHER OPERATIONS. ANY WALL DAMAGE SHALL BE REPAIRED TO MATCH ORIGINALS AS DIRECTED TO MATCH EXISTING CONDITIONS
- PAVE PARKING AREA WITH 3" AC OVER 6" CLASS 2 BASE. SALVAGE TO BE PREPARED FOR CITY STANDARDS
- CONSTRUCT FREE STANDING BLOCK WALL PER CITY OF RIVERSIDE STD. 204. WALL TO BE 6" HIGH WITH THE OUTSIDE EDGE OF THE FACING TO BE LOCATED ON EXISTING OR NEW PROPERTY LINE
- LEAVE CURB OPENING AND CONSTRUCT 1" VALLEY GUTTER THROUGH THE PLANTER FOR DRAINAGE
- LEAVE 3" CURB OPENING AND CONSTRUCT 3" WIDE 3.5" DEEP "V" DITCH AND RETENTION AREA. HAVE DITCH WITH 3" THICK CONCRETE WITH 18" TO 20" WALL
- PLACE 6" LONG x 8" DEEP BASE x 3.5" HIGH PARKING BUMPER

## LEGEND

- T.C. TOP OF CURB
- F.S. FINISHED SURFACE
- F.L. FLOW LINE ELEV.
- PARKING PER CONST. NOTE 5
- PROPOSED FREE STANDING WALL PER CONST. NOTE 6
- EXIST. CHAIN LINK FENCE SALVAGE PER CONST. NOTE 3
- PROPOSED BASH CONTOUR
- PROPOSED CURB WITH 1 FOOT GUTTER PER CONST. NOTE 2
- PROPOSED 6" CURB ONLY PER CONST. NOTE 1
- PROPOSED NEW PARKING STALL
- PROPOSED PLANTER AREAS

## CONSTRUCTION QUANTITIES

CONSTRUCTION ITEM	QUANTITY
① CURB ONLY	331 LF
② 6" CURB AND 1" GUTTER	83 LF
③ REMOVE EXISTING ITEMS	1 LS
④ PROTECT EXIST. WALL DURING	96 LF
⑤ PAVE PARKING AREA	3583 SF
⑥ FREE STANDING BLOCK WALL	324 LF
⑦ 3" WIDE 3" THICK CONC. DITCH	37 SF
⑧ PARKING BUMPER	4 EA

## OWNER/DEVELOPER

NO.	DESCRIPTION	DATE	BY

## EARTHWORK QUANTITIES

RAW CUT: 1221 CUBIC YARDS  
 FILL: 1220 CUBIC YARDS  
 SHORING EXPECTED @ 15¢ 1221 CUBIC YARDS  
 AREA OF SITE: 44854 SQ. = 1.01 ACRES  
 DISTURBED AREA: 13654 SQ. = 0.316 ACRES

THE ABOVE LISTED QUANTITIES REFLECT THE ENGINEER'S ESTIMATE OF THE ACTUAL VOLUMES OF MATERIAL CUT AND FILLED. THESE QUANTITIES ARE FOR ESTIMATING AND BIDDING PURPOSES ONLY. THE CONTRACTOR IS RESPONSIBLE FOR COMPUTING HIS OWN QUANTITIES FOR CONTRACT PURPOSES. SURVEYING, SUDSING AND ANY REVISIONS ARE BASED ON FIELD DATA OBTAINED FROM THE SOILS ENGINEER AND ACTUAL FIELD CONDITIONS DURING CONSTRUCTION MAY VARY.

## TELEPHONE NUMBERS

- EMERGENCY**
- RIVERSIDE POLICE DEPARTMENT (951) 787-7911
  - RIVERSIDE FIRE DEPARTMENT (951) 782-5321
  - DOCKWHEAT AMBULANCE (951) 888-5339
  - RIVERSIDE COMMUNITY HOSPITAL (951) 258-3000
  - RIVERSIDE GENERAL HOSPITAL (951) 351-1123
- UTILITIES**
- UNDERGROUND SERVICE ALERT (909) 237-3600
  - CITY OF RIVERSIDE UTILITY SERVICES (951) 837-0791
  - SOUTHERN CALIFORNIA GAS DISTRIBUTION (951) 422-4113
  - CITY OF RIVERSIDE ELECTRIC SERVICE (951) 782-0330
  - PACIFIC BELL (800) 432-4133
  - AMERICAN TELEPHONE & TELEGRAPH (951) 387-7380
  - QUARTER COMMUNICATION CABLE (951) 488-9012
- OTHERS**
- RIVERSIDE PUBLIC WORKS DEPARTMENT (951) 782-5344
  - R.R. DICKSON STREET SHELTER (951) 422-4113
  - NORTHERN WASTE (951) 275-0500
  - RIVERSIDE GAS-WATER (951) 275-0500
  - US POSTAL SERVICE (951) 737-0511
  - RIVERSIDE UNIFIED SCHOOL DISTRICT (951) 288-7134
  - RIVERSIDE TRANSIT AGENCY (951) 684-0250

## GENERAL NOTES

- ALL GRADING SHALL CONFORM TO THE RIVERSIDE MUNICIPAL CODE, TITLE 17 AND APPENDIX CHAPTER 18.1.1. OF THE CURRENT CITY-ADOPTED EDITION OF THE UNIFORM BUILDING CODE.
- ALL PROVISIONS OF THE PERMIT PREPARED BY AMERICAN SOILS SALES & CONSULTING, INC. SHALL BE OBSERVED WITH REGARD TO GRADING OPERATIONS. (SEE PERMIT NO. 12-18-0007)
- THIS PLAN IS FOR GRADING PURPOSES ONLY AND IS NOT TO BE USED FOR THE PURPOSE OF CONSTRUCTING OR SITE-SPECIFIC APPROVALS. ASSUMPTIONS OF A PERMIT BASED ON THIS PLAN DOES NOT CONSTITUTE APPROVAL OF EXISTING CONDITIONS OR SITES. PROVISIONS OF STRUCTURAL, SECTIONS OR LAYOUTS, ADJUSTMENTS TO SITES, OTHER TYPES OF REGULATIONS, RULES, ORDINANCES, ORDINANCES, ORDINANCES, ORDINANCES SHALL NOT BE APPLIED TO THE GRADING OPERATIONS. GRADING OPERATIONS SHALL BE CONDUCTED FROM APPROVED GRADING PLANS. GRADING OPERATIONS SHALL BE CONDUCTED FROM PLANS APPROVED FOR THIS PURPOSE BY THE PUBLIC WORKS DEPARTMENT.
- CONSTRUCTION FROM THE EXISTING CIVIL ENGINEER STAKES THAT THE GRADING HAS BEEN COMPLETED WITH THE APPROVED PLAN AND A COMPLETION REPORT FROM THE SOILS ENGINEER FOR ALL AREAS ARE REQUIRED PRIOR TO BUILDING PERMITS BEING ISSUED. CONTRACTOR IS RESPONSIBLE FOR EROSION DUST AND TEMPORARY DRAINAGE CONTROL DURING GRADING OPERATIONS.
- ALL UNPAVED AREAS SHALL BE PROTECTED BY A 6" HIGH CURB AND A 6" HIGH WALL. CURB SHALL BE INSTALLED ON THE SIDE OF THE ROAD. ALL SLOPE PROTECTION SHALL BE TO BE CONSTRUCTED AT THE SAME TIME AS GRADING OPERATIONS.
- THE DEVELOPER AND HIS CONTRACTOR ARE RESPONSIBLE FOR MAINTENANCE AND MONITORING OF THE EROSION CONTROL. MEASURES SHOWN ON THIS PLAN AND SUPPLY AND ALSO TO PROVIDE ANY EROSION CONTROL MEASURES (E.C.M.) DICTATED BY THE SOILS ENGINEER, EROSION CONTROL, RETENTION WALLS, ETC.) DICTATED BY THE SOILS ENGINEER TO PREVENT EROSION AND/OR THE INTRODUCTION OF SOILS INTO THE PUBLIC STREETS AND/OR DRIVE ADJACENT AREAS. ALL MEASURES SHALL BE CONSTRUCTED, MAINTAINED AND MONITORED THROUGHOUT THE CONSTRUCTION PERIOD. SPECIAL ATTENTION SHALL BE GIVEN TO ADDITIONAL EROSION CONTROL MEASURES NOTED ABOVE DURING THE PERIOD OCTOBER 15 TO APRIL 15.
- AFTER A MONUMENTAL ALL SET AND BEARS SHALL BE REMOVED FROM DRIVE, DRIVE AND DRIVE LINES. ALL SET AND BEARS SHALL BE REMOVED FROM CITY OF RIVERSIDE STREETS. THIS REQUIREMENT SHALL REMAIN IN EFFECT UNTIL THE CITY ACCEPTANCE OF THIS PROJECT.
- ANY IMPROVEMENTS CONSTRUCTED BY THE PUBLIC MUST BE PERMITTED BY THE PUBLIC WORKS DEPARTMENT. SEPARATE CONSTRUCTION PERMIT AND APPROVAL FROM THE PUBLIC WORKS DEPARTMENT.
- ANY WALLS, FENCES, STRUCTURES AND/OR APPURTENANCES ADJACENT TO THIS PROJECT SHALL BE PROTECTED IN PLACE. IF GRADING OPERATIONS CAUSE OR ADVERSELY AFFECT SUCH ITEMS IN ANY MANNER, THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIRING OR REPLACING SUCH ITEMS TO THE SATISFACTION OF THE AFFECTED PROPERTY OWNERS.
- IT IS THE GRADING CONTRACTOR'S RESPONSIBILITY TO ENSURE THAT ADEQUATE PROTECTION HAS BEEN ATTAINED ON ALL FULL SLOPES.
- IT IS THE SOILS ENGINEER'S RESPONSIBILITY TO OBSERVE AND REPORT ON THE GRADING OPERATIONS TO DETERMINE THE INTENTIONS OF THE GRADING CONTRACTOR TO PROTECT THE GRADING TO RECEIVE THE FILL AND THE PROTECTION ATTAINED IN THE FILL. INCLUDING FILL AREAS OUTSIDE THE BUILDING FOOTPRINT AND ON ALL FULL SLOPES.
- EXISTING QUANTITIES ARE SHOWN FOR GRADING PERMIT PURPOSES ONLY AND THE CITY OF RIVERSIDE IS NOT RESPONSIBLE FOR THEIR ACCURACY.
- GRADING OPERATIONS SHALL BE LIMITED TO WITHIN THE HOURS OF 7 A.M. AND 5 P.M. ON MONDAYS AND 8 P.M. ON SATURDAYS. NO GRADING WILL BE PERMITTED ON SUNDAY OR HOLIDAYS. (RIVERSIDE MUNICIPAL CODE 17.33.014 ORDINANCE NO. 8272)

Underground Service Alert  
 CALL TOLL FREE 1-800-227-2600



SEVEN MONUMENTAL-ONE ELEVATION PERMIT  
 CITY OF RIVERSIDE BY DESIGNATION CO-02 BEING A CONCRETE MONUMENT WITH WIRE CORN 14" IN A MONUMENT WALL AT THE CENTERLINE INTERSECTION OF ARLINGTON AVENUE AND PALMDALE WAY, FOR DIST. 256.25.

Prepared By: Ryan A. Engstrom  
 Project No: 4990-213-0000  
 Date: 04/18/2012  
 City of Riverside Engineering Department

CITY OF RIVERSIDE  
 PLANNING DEPARTMENT

CITY OF RIVERSIDE  
 LOT LINE ADJUSTMENT  
 4990 ARLINGTON AVE  
 PARKING LOT GRADING PLAN  
 SHEET 1 OF 2  
 HORIZ. SCALE: 1"=20' VERT. SCALE: N/A

PL 12-XXXX  
 PW 12-XXXX



## Chapter 19.200

**BUILDING STORIES OVERLAY ZONE (S)**

- 19.200.010 Purpose.**  
**19.200.020 Application of Building Stories Overlay Zone.**  
**19.200.030 Building Height Limit.**  
**19.200.040 Stories Variances Prohibited.**

**19.200.010 Purpose.**

The Building Stories Overlay (S) Zone is established to preserve and promote the health, safety and general welfare of the community, and to promote quality design consistent with General Plan policies by allowing for modifications to the building height standards established in a base zone. A building height standard may be reduced for the purpose of achieving design or public safety goals, or for avoiding possible detrimental impacts of building height or mass on neighboring properties or public rights-of-way. Building height standards may also be increased to provide an incentive for mixed-use projects or to facilitate a more efficient and desirable use of land. The Building Height Overlay Zone may be applied to any zone, except the RA-5 and RC Zones, and may be applied in conjunction with other overlay zones. (Ord. 6966 §1, 2007)

**19.200.020 Application of Building Stories Overlay Zone.**

Whenever the Building Stories Overlay Zone is established on any property, no building or structure shall be constructed on said property higher than the number of stories specified after the S on the Zoning Map of the City, and said number of stories shall take precedence over the height requirement permitted by the underlying zone. For example, BMP-S-3 indicates that the base zone of the property is BMP (Business and Manufacturing Park Zone) and the property is within the Building Stories Overlay Zone (S) and the maximum number of permitted stories is three. (Ord. 6966 §1, 2007)

**19.200.030 Building Height Limit.**

The maximum overall building height limit in the Building Stories Overlay Zone shall be 20 feet for the first story permitted and 10 feet for each additional story permitted with overall building height measured between the average level of the highest and lowest elevations of the land covered by the structure and the highest point of the roof or parapet wall covering that structure (See Article X-Definitions). (Ord. 6966 §1, 2007)

**19.200.040 Stories Variances Prohibited.**

Additional overall building height may be approved subject to the granting of a variance in the manner prescribed by this Title except no variance from the number of stories restriction is permitted. (Ord. 6966 §1, 2007)

# **NOTICE OF PUBLIC HEARING**

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

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

Any person may submit written comments to the ALUC before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. The proposed project application may be viewed at the Riverside County Administrative Center, 4080 Lemon Street, 14<sup>th</sup> Floor, Riverside, California 92501, Monday through Thursday from 8:00 a.m. to 5:00 p.m., except Monday, May 27 (Memorial Day).

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

**DATE OF HEARING:** June 13, 2013

**TIME OF HEARING:** 9:00 A.M.

**CASE DESCRIPTION:**

ZAP1060RI13 – Andy & Cindy Real Estate Holdings LLC/Andy Management Group (Representative: Debrah E.M. Johnson) - City of Riverside Case Nos. P12-0727 (Design Review) and P12-0729 (Rezoning). These projects relate to properties located southerly of Arlington Avenue and easterly of Madison Street. Case No. P12-0727 is a proposal to expand the parking lot for the existing office building with an address of 4990 Arlington Avenue, adding 23 parking spaces for a new total of 64 parking spaces. The expansion requires a lot line adjustment with the adjoining residential property with an address of 4015 Madison Street, increasing the area of the office property by 0.23 acres. Case No. P12-0729 is a proposal to change the zoning of that 0.23-acre area from R-1-7,000 (Single Family Residential) to O (Office). The Commission may further recommend rezoning the existing parcel from O-S-1 to O-S-1-AP-C and rezoning the expansion area from R-1-7000 to O-S-1-AP-C. (Zone C of Riverside Municipal Airport Influence Area).

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

226-193-021  
Wayne Frost  
15871 Prairie Way  
Riverside CA 92508

227-180-009  
Mark Anthony Diaz  
7573 San Felipe Ave  
Riverside CA 92504

227-180-010  
Robert Asher  
7559 San Felipe Ave  
Riverside CA 92504

227-180-011  
Thomas Hampton  
7551 San Felipe Ave  
Riverside CA 92504

227-180-012  
Randy & Lorraine Bregman  
3993 San Marcos Ave  
Riverside CA 92504

227-180-013  
Robert Heling  
4004 Madison St  
Riverside CA 92504

227-180-025  
Riverside Holdings Bel  
2 International Pl  
Boston MA 02110

227-180-029  
Arlington Square  
5850 Canoga Ave #650  
Woodland Hills CA 91367

227-241-001  
Rose Wheless  
3998 Madison St  
Riverside CA 92504

227-241-002  
M Ernest Ligon  
Po Box 539  
Seabrook TX 77586

227-241-003  
Carol Ann Garcia  
3978 Madison St  
Riverside CA 92504

227-241-004  
Maria Velez  
3968 Madison St  
Riverside CA 92504

227-241-029  
Monica Oneill  
3967 San Marcos Ave  
Riverside CA 92504

227-241-030  
Robert Pope  
3977 San Marcos Ave  
Riverside CA 92504

227-241-031  
Randy Bregman  
3993 San Marcos Ave  
Riverside CA 92504

227-241-032  
Randy & Lorraine Bregman  
3993 San Marcos Ave  
Riverside CA 92504

227-251-001  
Fcu Pac  
279 F St  
Chula Vista CA 91910

227-251-002  
Armando Joseph Ramirez  
4049 Madison St  
Riverside CA 92504

227-251-005  
Chang Kim  
4033 Madison St  
Riverside CA 92504

227-251-007  
Andy & Cindy Real Estate Holdi  
4015 Madison St  
Riverside CA 92504

227-251-008  
David Fitzgerald  
4675 Marmian Way  
Riverside CA 92506

227-251-015  
Riverside Marcus LLC  
1800 Grace St  
Riverside CA 92504

227-251-016  
Mai Tran  
7473 Westwood Dr  
Riverside CA 92504

227-251-017  
Vincent Tran  
7473 Westwood Dr  
Riverside CA 92504

227-251-018  
Michael Montgomery  
7453 Westwood Dr  
Riverside CA 92504

227-251-019  
David Parker  
5969 Londonderry Dr  
Riverside CA 92504

227-251-020  
Mary Jo Skillings Prigger  
7433 Westwood Dr  
Riverside CA 92504

227-251-024  
Bernard Asbell  
840 Via Mindi  
Riverside CA 92506

227-251-025  
Land Co Mulholland  
Po Box 24066  
Los Angeles CA 90024

227-251-028  
Keith Younglove  
7411 Westwood Dr  
Riverside CA 92504



227-251-033  
Madison Street Church  
3991 Madison St  
Riverside CA 92504

227-251-036  
Madison Street Church  
3991 Madison St  
Riverside CA 92504

227-251-037  
Azer Rezk  
8753 King Ranch Rd  
Alta Loma CA 91701

227-251-038  
Ki Hyun Yoo  
9184 Magnolia Ave  
Riverside CA 92503

227-251-039  
Bernard Asbell  
840 Via Mindi  
Riverside CA 92506

227-251-043  
S & A Real Estate Dev LLC  
950 E 11th St  
Los Angeles CA 90021

227-251-044  
S & A Real Estate Dev LLC  
950 E 11th St  
Los Angeles CA 90021

227-251-046  
Boyko  
4942 Arlington Ave  
Riverside CA 92504

# APPLICATION FOR MAJOR LAND USE ACTION REVIEW

## RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

ALUC Identification No.

ZAP1060R13

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

Date of Application March 11, 2013  
Property Owner Andy & Cindy Real Estate Holdings LLC Phone Number 909-376-7715  
Mailing Address 8753 King Ranch Rd.  
Alta Loma, CA 91701

Agent (if any) Debrah E. M. Johnson Phone Number 909-697-0833  
Mailing Address 919 West Alexander Ave.  
San Bernardino, CA 92405

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

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

Street Address 4990 Arlington Ave & 4015 Madison St.  
Assessor's Parcel No. 227-251-037 & 227-251-007 Parcel Size 11,541 Sq. Ft.  
Subdivision Name \_\_\_\_\_ Zoning \_\_\_\_\_  
Lot Number \_\_\_\_\_ Classification \_\_\_\_\_

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

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

Existing Land Use (describe) Unimproved rear yard of residential lot.

Proposed Land Use (describe) Proposed parking lot expansion after Lot Line Adjustment.

For Residential Uses Number of Parcels or Units on Site (exclude secondary units) \_\_\_\_\_  
For Other Land Uses Hours of Use 8:00 AM to 6:00 PM  
(See Appendix C) Number of People on Site \_\_\_\_\_ Maximum Number \_\_\_\_\_  
Method of Calculation \_\_\_\_\_

Height Data Height above Ground or Tallest Object (including antennas and trees) \_\_\_\_\_ ft.  
Highest Elevation (above sea level) of Any Object or Terrain on Site 830 ft.

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

If yes, describe \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**REFERRING AGENCY** (TO BE COMPLETED BY AGENCY STAFF)

Date Received	<u>11/16/12</u>	Type of Project	
Agency Name	<u>City of Riverside</u>	<input type="checkbox"/> General Plan Amendment	
	<u>Planning Division</u>	<input checked="" type="checkbox"/> Zoning Amendment or Variance	<u>0729</u>
Staff Contact	<u>Kyle Smith</u>	<input type="checkbox"/> Subdivision Approval	
Phone Number	<u>951-826-5220</u>	<input type="checkbox"/> Use Permit	
Agency's Project No.	<u>PIA-0727, PIA-0728,</u>	<input type="checkbox"/> Public Facility	
	<u>PIA-0729</u>	<input checked="" type="checkbox"/> Other	<u>Design Review</u>

**ALUC REVIEW** (TO BE COMPLETED BY ALUC EXECUTIVE DIRECTOR)

Application Receipt      Date Received \_\_\_\_\_      By \_\_\_\_\_

Is Application Complete?       Yes       No

If No, cite reasons \_\_\_\_\_

Airport(s) Nearby \_\_\_\_\_

Primary Criteria Review

Compatibility Zone(s)	<input type="checkbox"/> A	<input type="checkbox"/> B1	<input type="checkbox"/> B2	<input type="checkbox"/> C	<input type="checkbox"/> D	<input type="checkbox"/> E	<input type="checkbox"/> Ht.
Allowable (not prohibited) Use?	<input type="checkbox"/> Yes	<input type="checkbox"/> No					
Density/Intensity Acceptable?	<input type="checkbox"/> Yes	<input type="checkbox"/> No					
Open Land Requirement Met?	<input type="checkbox"/> Yes	<input type="checkbox"/> No					
Height Acceptable?	<input type="checkbox"/> Yes	<input type="checkbox"/> No					
Easement/Deed Notice Provided?	<input type="checkbox"/> Yes	<input type="checkbox"/> No					

Special Conditions      Describe: \_\_\_\_\_

Supplemental Criteria Review

Noise \_\_\_\_\_

Safety \_\_\_\_\_

Airspace Protection \_\_\_\_\_

Overflight \_\_\_\_\_

**ACTIONS TAKEN** (TO BE COMPLETED BY ALUC EXECUTIVE DIRECTOR)

ALUC Executive Director's Action       Approve      Date \_\_\_\_\_

Refer to ALUC

ALUC Action       Consistent      Date \_\_\_\_\_

Consistent with Conditions (list conditions/attach additional pages if needed)

Inconsistent (list reasons/attach additional pages if needed)

**COUNTY OF RIVERSIDE  
AIRPORT LAND USE COMMISSION**

**STAFF REPORT**

**AGENDA ITEM:** 2.2

**HEARING DATE:** June 13, 2013

**CASE NUMBER:** ZAP1047BD13 – La Quinta Brewing Company  
(Representative: Scott Stokes)

**APPROVING JURISDICTION:** County of Riverside

**JURISDICTION CASE NO:** CUP03694 (Conditional Use Permit)

**MAJOR ISSUES:** None

**RECOMMENDATION:** Staff recommends that the Commission find the proposed project **CONSISTENT**, subject to the attached conditions.

**PROJECT DESCRIPTION:** CUP03694 is a proposal to establish a brewery within an existing industrial building on a 0.28-acre parcel (0.52 acres gross). The brewery (primarily involving the brewing and distribution of beer) would include a tasting/retail area, as well as brewing/manufacturing area, offices, and storage.

**PROJECT LOCATION:** The project site is located at the southwest corner of Wildcat Drive and Racoon Street in the industrial/business park area westerly of Washington Street and northerly of Interstate 10, within the unincorporated community of Thousand Palms, approximately 8,480 feet northwesterly of the westerly 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 Compatibility Zone C
- c. Noise Levels: Aircraft noise levels are between 55-60 CNEL

**BACKGROUND:**

Non-Residential Average Intensity: The project is located within Airport Compatibility Zone C. Non-Residential intensity in Airport Compatibility Zone C is restricted to 75 people per average acre. The site has a net area of 0.28 acres; however, as a corner lot, the gross area including the half-widths of Wildcat Drive and Racoon Street is 0.52 acres. Therefore, 39 persons may be accommodated on this property. The “Building Code Method” for calculating intensity utilizes “minimum floor area per occupant” criteria from the Building Code as a factor in projecting intensity. Provided that the tasting/refreshment area is limited to a maximum of 250 square feet, pursuant to Appendix C, Table C-1, of the Riverside County Airport Land Use Compatibility Plan, the total intensity of the tasting, office, storage, and manufacturing portions of the building, based on

the floor plan provided by the applicant, would be 34 people. This would equate to an average intensity of 65 people per gross acre, which would be consistent with the allowable intensity.

Beyond this standard calculation of intensity, as indicated in the applicant's business plan, there are only anticipated to be a maximum of four employees on site, who would occupy the office, storage, and manufacturing/brewing area, leaving only the tasting area occupied by the public. Even if one were to assume an overflow of tasters so as to occupy the reception area as well as the tasting area (a total of 467 square feet), if the remainder of the facility accommodated only 4 employees, this would equate to a total of 35 people, which would be consistent with the allowable intensity.

An alternative calculation for intensity is based on the number of parking spaces provided for a project. The site plan depicts 10 parking spaces, plus 2 loading spaces. Assuming an occupancy of 2.5 persons per parking space and 1 person per loading space, this would equate to a total of 27 people and an average intensity of 52 people per gross acre, which would be consistent with the allowable intensity.

Non-Residential Single-Acre Intensity: In this case, the single-acre intensity limit of Zone C is not relevant, because the total allowable occupancy based on the average intensity limit is lower, as the site is smaller than one acre in gross area.

Noise: The site is located within an area subject to average aircraft noise levels of 55 to 60 CNEL. As a non-residential use not including any noise sensitive uses, no special measures to mitigate aircraft-generated noise are required.

PART 77: The project proposes to occupy and use an existing building. No additional structures are proposed.

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

#### **CONDITIONS:**

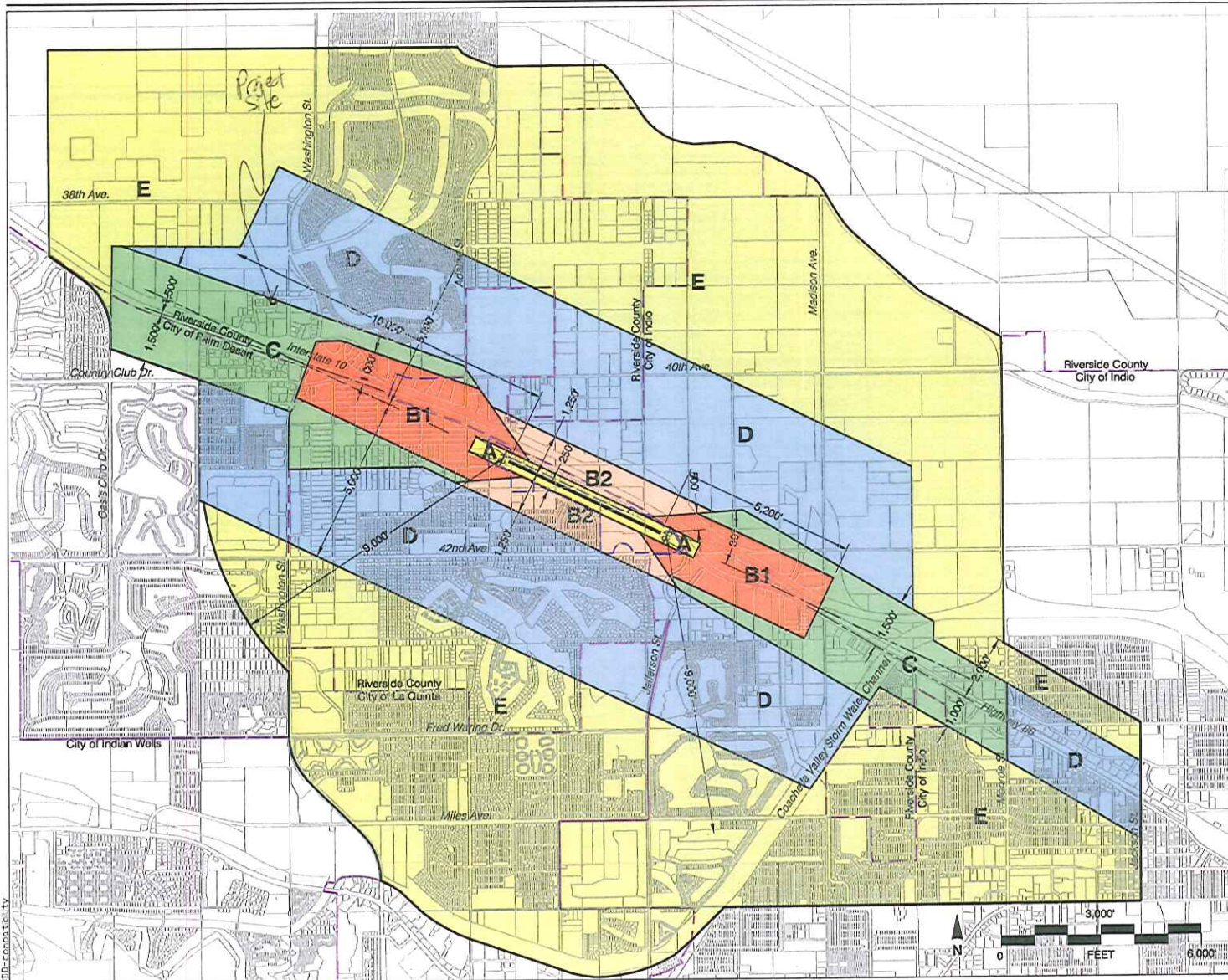
1. The following uses shall be prohibited:
  - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight 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, including landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.
  - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
  - (e) Children's schools, day care centers, libraries, hospitals, nursing homes, highly noise-sensitive outdoor nonresidential uses, and hazards to flight.
2. The attached notice shall be provided to all potential purchasers of the property and tenants of the building, and shall be recorded as a deed notice.
  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. All outdoor lighting shall be downward facing.
  4. Total building area dedicated to tasting or retail uses shall be limited to no more than 250 square feet as is indicated in the floor plan dated 5/3/13. Any additional expansion of tasting or retail use shall be subject to further Airport Land Use Commission review.
  5. No aboveground retention basins are depicted on the site plan. Any new retention basins on the site shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the retention basin(s) that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.
  6. The County of Riverside shall require additional review by the Airport Land Use Commission prior to the establishment of any other use within this building, other than offices, manufacturing, and warehousing/storage uses.

# NOTICE OF AIRPORT IN VICINITY

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



**Legend**

**Compatibility Zones**

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

**Boundary Lines**

- Airport Property Line
- City Limits

**Note**

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

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

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

Map BD-1

**Compatibility Map**  
Bermuda Dunes Airport

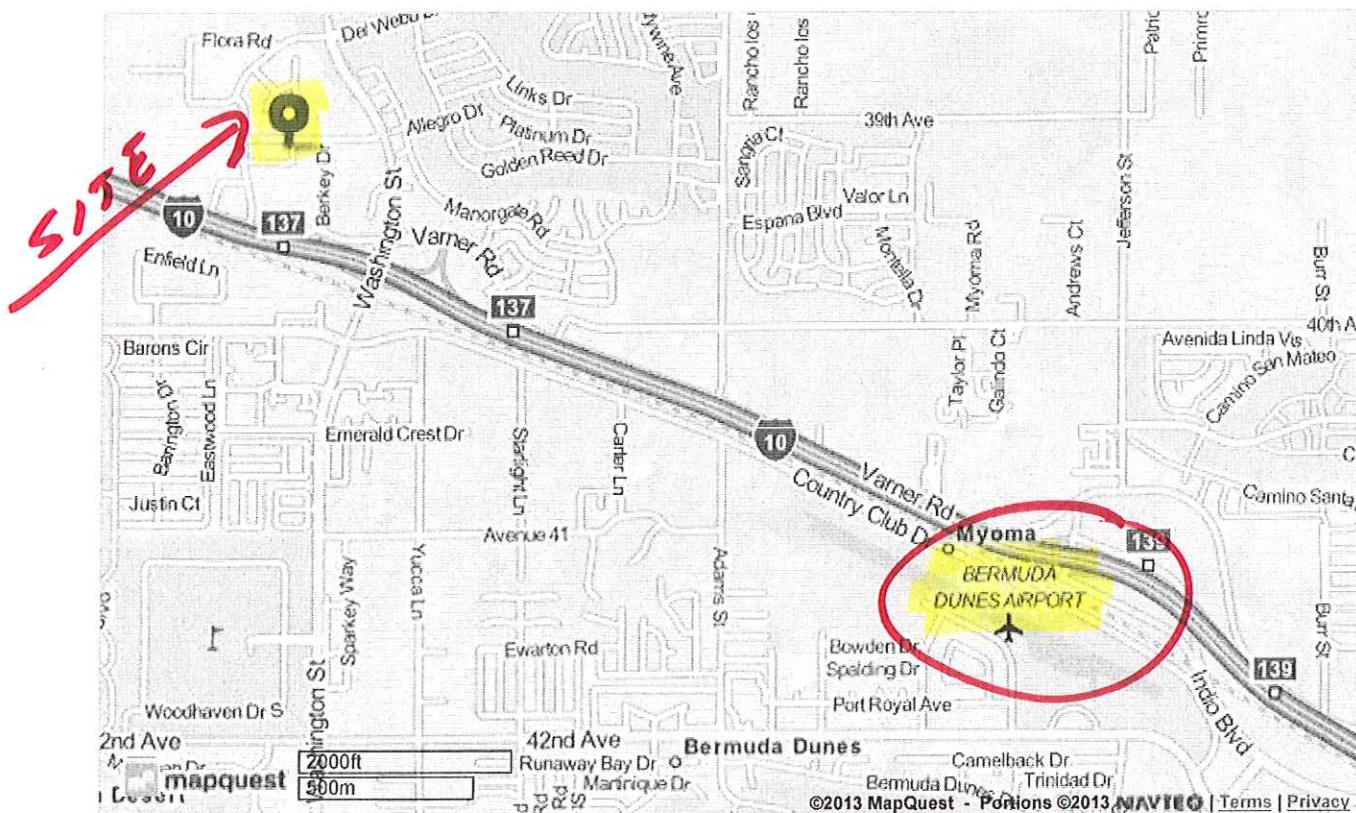
BD-Compatibility





Map of:  
**77917 Wildcat Dr**  
Palm Desert, CA 92211-1159

Notes



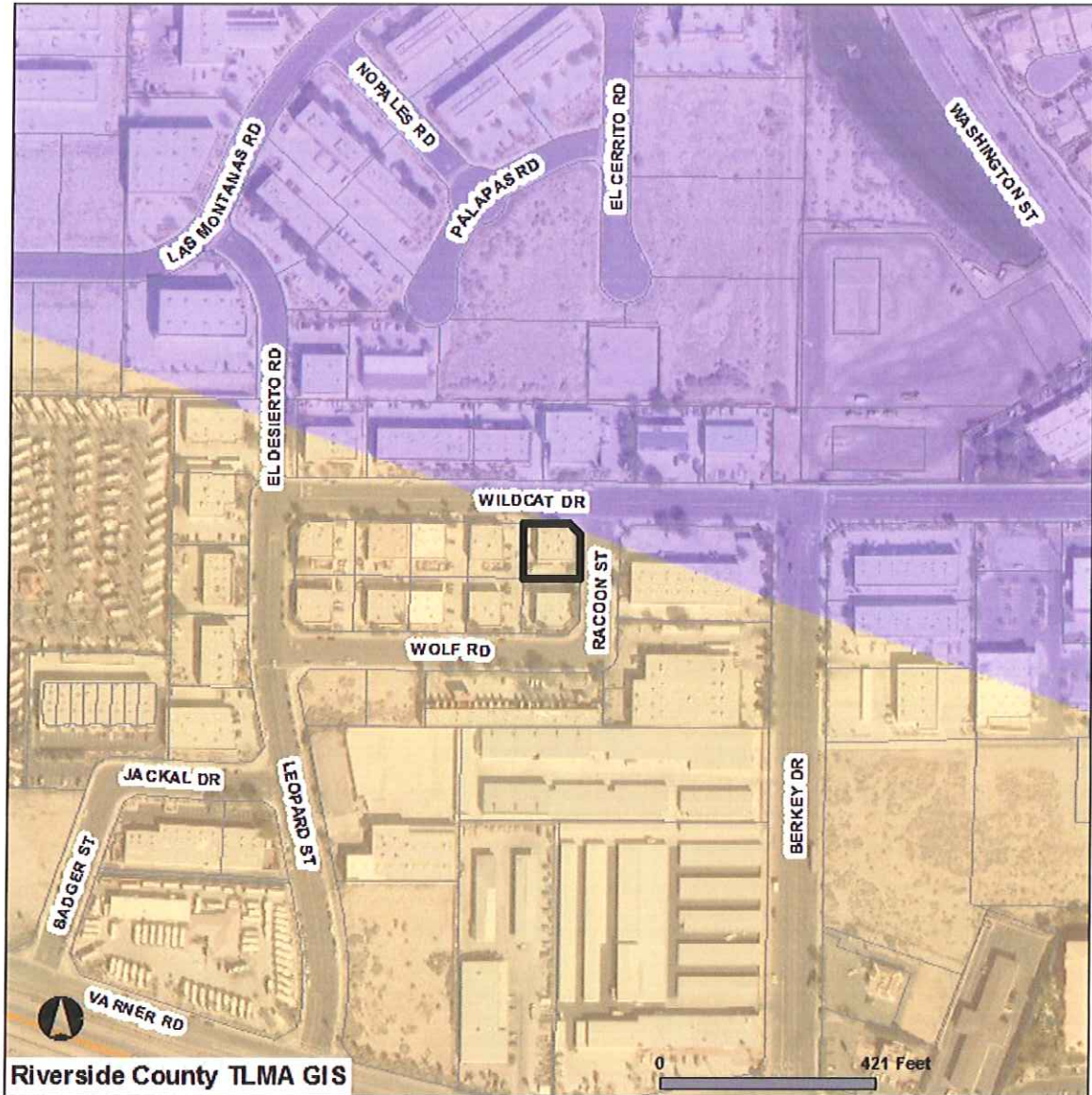
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RIVERSIDE COUNTY GIS



Selected parcel(s):  
626-330-040

**AIRPORTS**

- SELECTED PARCEL
- AIRPORT INFLUENCE AREAS
- INTERSTATES
- COMPATIBILITY ZONE C
- HIGHWAYS
- COMPATIBILITY ZONE D
- PARCELS

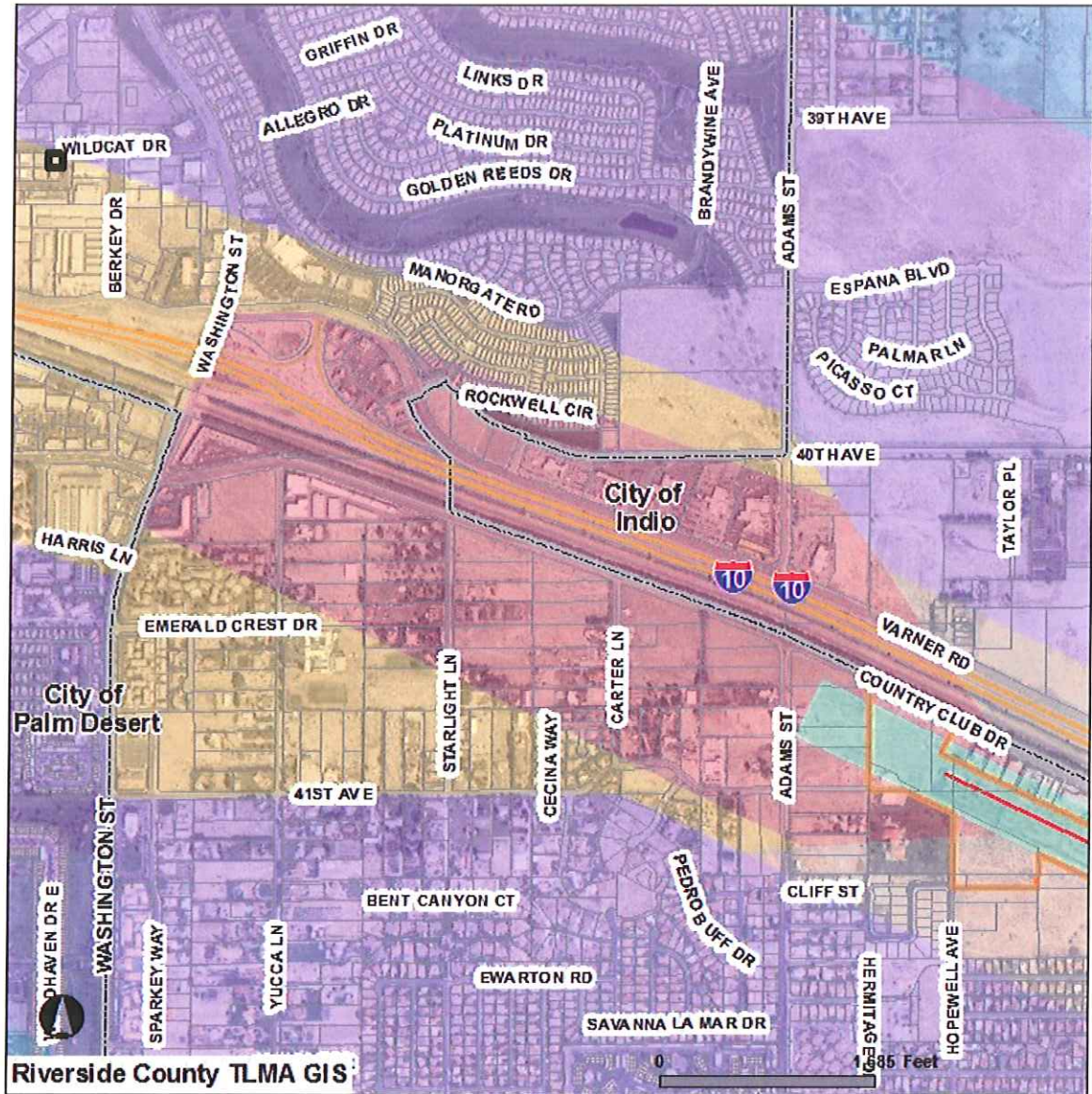
**\*IMPORTANT\***

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

REPORT PRINTED ON...Wed May 22 14:57:36 2013

Version 130225

RIVERSIDE COUNTY GIS



Selected parcel(s):  
626-330-040

**AIRPORTS**

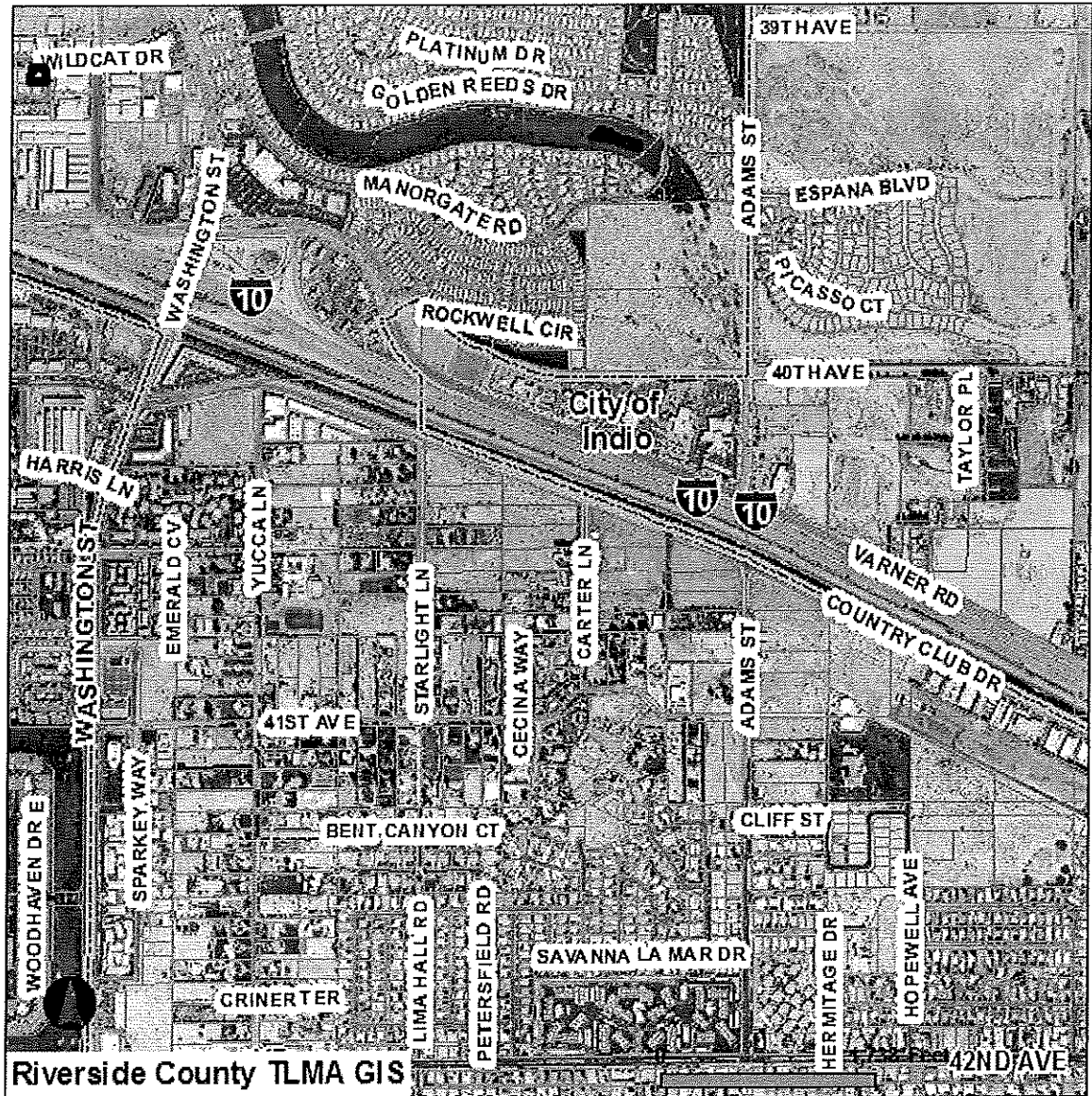
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LEGEND

 SELECTED PARCEL

 INTERSTATES

 HIGHWAYS

 PARCELS

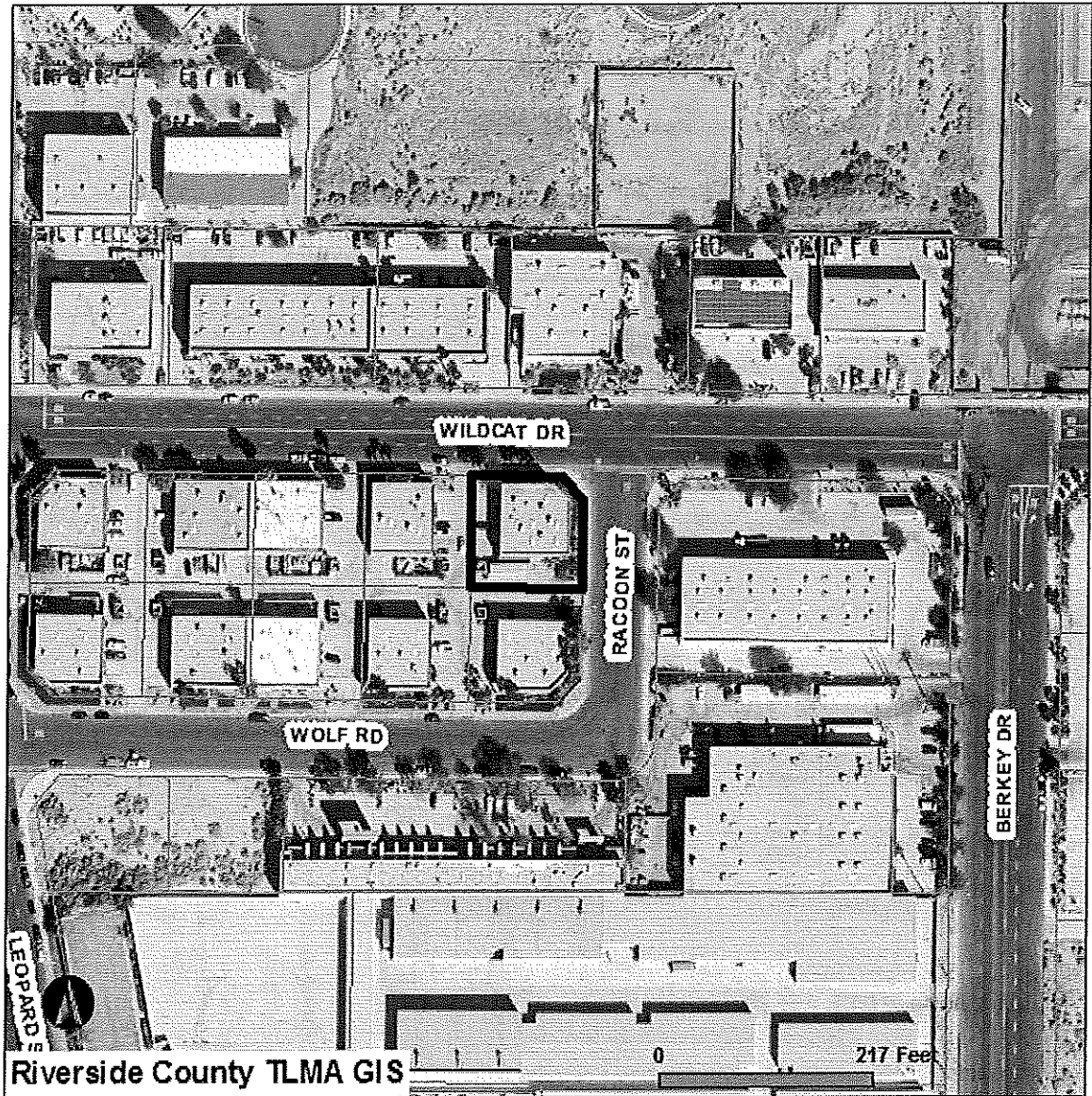
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Version 130225



IN THE UNINCORPORATED TERRITORY OF THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

### CONDITIONAL USE PERMIT NO. 3694

Lot 40 OF PARCEL MAP NO. 23118, PER PM 154/86 OFFICIAL RECORDS OF RIVERSIDE COUNTY, CA; ALSO BEING IN A PORTION OF THE SE 1/4 SECTION 1, TOWNSHIP 5 SOUTH, RANGE 6 EAST, S.B.M.

SCALE 1" = 10'

AMENDMENTS NO.	DATE	DESCRIPTION

**LOT 40**

BUILDING	4429 SQ. FT.	35%
HARDSCAPE	5677 SQ. FT.	45%
LANDSCAPE	2340 SQ. FT.	20%
TOTAL	12446 SQ. FT.	100%

**Agent:** La Quinta Farming Company, LLC  
 666 Spruce Drive  
 70905 Washington Dr, #1220  
 La Quinta, CA 92033  
 760.777.8000  
 web@lqfarm.com

**Owner:** Richards Family Trust  
 c/o Joyce Richards  
 48730 Pine  
 Hemet, CA 92343  
 760.345.9034

ASSESSOR PARCEL NOS. 626-330-010  
 AREA:

LOT 40 = 23,718 SQ. FT. (0.54 AC) CROSS  
 12,374 SQ. FT. (0.28 AC) NET

EXISTING & PROPOSED ZONING = M-SC  
 EXISTING LAND USE = VACANT  
 PROPOSED LAND USE = Micro Brewery

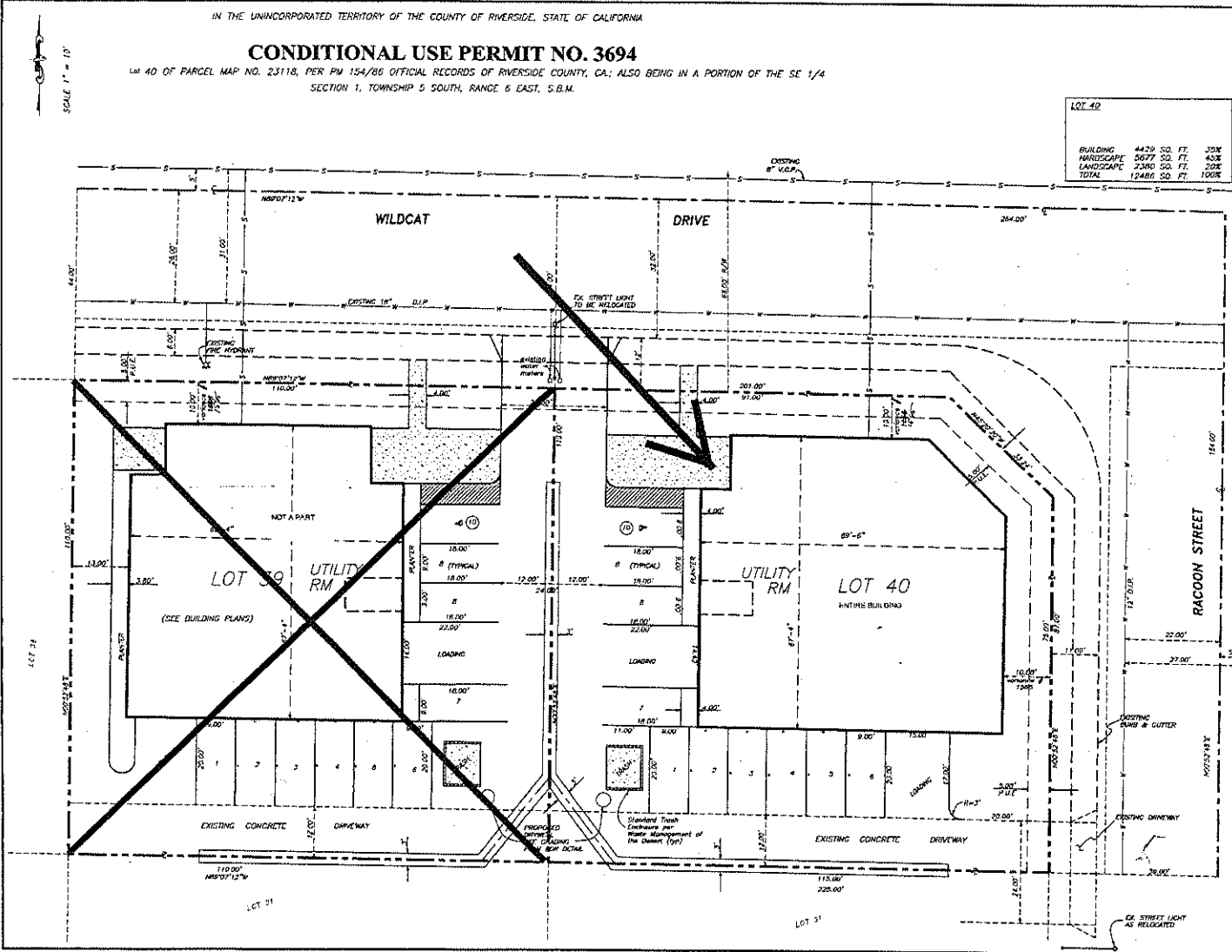
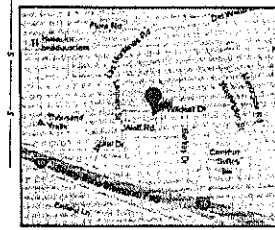
EXISTING SURROUNDING LAND USE = VACANT &  
 COMMERCIAL/MANUFACTURING/INDUSTRIAL

EXISTING SURROUNDING ZONING = M-SC & IP

UTILITIES:  
 ELECTRIC: IMPERIAL IRRIGATION  
 GAS: SDG CAS GAS  
 TELEPHONE: VERIZON  
 CABLE TV: SPECTRUM  
 CABLE BROADCAST: SPECTRUM  
 SCHOOL DISTRICT: DESERT SANDS UNIFIED SCHOOL DISTRICT  
 THOMAS CROSS COORDINATES = PAGE 819, E2, (2000 EDITION)

PROPERTY IS WITHIN CSA 157  
 PROPERTY IS WITHIN CONCHILLA PARKS & REC. AREA.

#### Vicinity Map

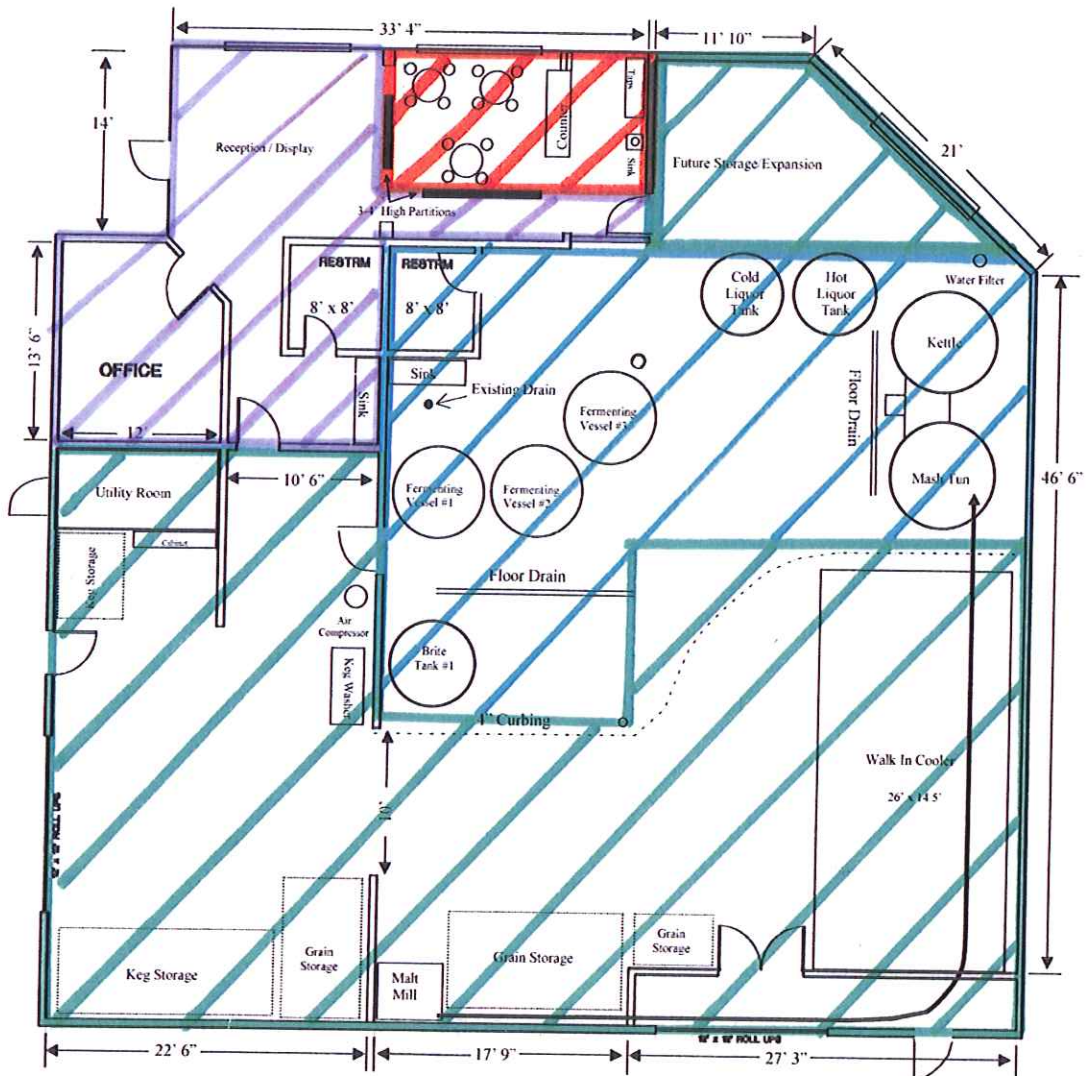


**CONDITIONAL USE PERMIT NO. 3694**  
**77917 Wildcat Drive—Palm Desert, CA 92260**  
**Exhibit C—Floorplan**

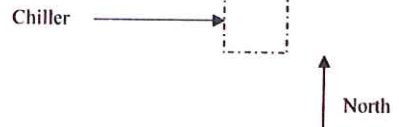
APN: 626-330-040

**Applicant:** La Quinta Brewing Company, LLC  
 c/o Scott Stokes  
 50855 Washington St, C220  
 La Quinta, CA 92253  
 760.777.9036

**Land Owner:** The Richards Family Trust  
 c/o Joyce Richards  
 45730 Pima  
 Indian Wells, CA 92210  
 760.345.9034



- Tasting Area—Approx. 195 sf
- Office/Reception/Display Area—Approx. 560 sf
- Storage Area—Approx. 2,420 sf
- Manufacturing Area—Approx. 1,170sf



Scale: 1" = 10'

Exhibit Prepared by Applicant on  
5/3/13

**Exhibit B**

**77917 Wildcat Drive—Palm Desert, CA 92260**

*Building Elevations*

APN: 626-330-040



← Photo taken from the intersection of Wildcat Dr & Racoon St (northeast of building), looking southwest.



Photo taken from the south side of Wildcat Dr, from the west of the building, looking to the east. →



← Photo taken from the west side of Racoon St (southeast of building), looking northwest.

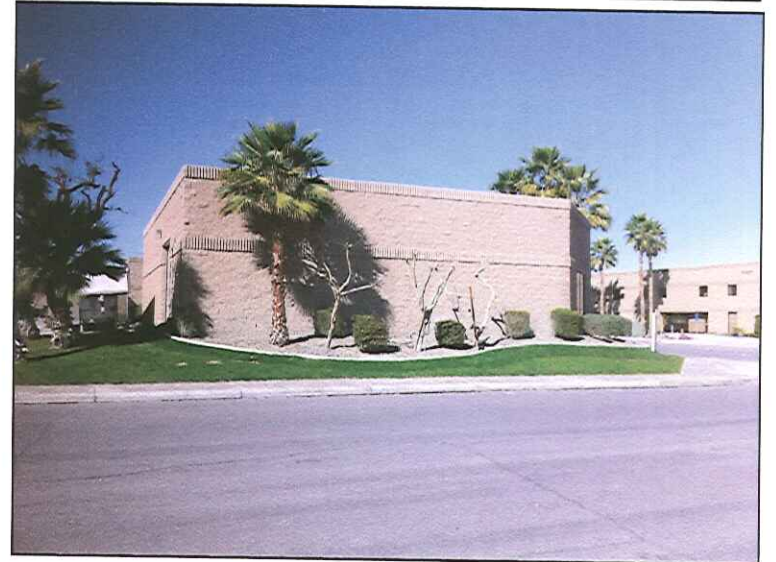


Photo taken from the east side of Racoon St, from the east of the building, looking to the west. →

Applicant: La Quinta Brewing Company, LLC  
c/o Scott Stokes  
50855 Washington St, C220  
La Quinta, CA 92253  
760.777.9036

Exhibit Prepared by Applicant on  
3/1/13

Land Owner: The Richards Family Trust  
c/o Joyce Richards  
45730 Pima  
Indian Wells, CA 92210  
760.345.9034



**Business Plan For:**

**La Quinta Brewing Company, LLC**  
50855 Washington Street  
Suite C220  
La Quinta, CA 92253  
760.777.9036  
[LaQuintaBrewing@gmail.com](mailto:LaQuintaBrewing@gmail.com)

March 1, 2013

## NOTICE TO COUNTY AGENCIES

This business plan has been provided to the county agencies in order to provide insight as to the applicant's proposed project. Some of the questions/concerns raised by the various agencies are listed below. Most of the information listed below can also be found within this business plan.

- Quantity Produced? - Estimated at 1,000 barrels (2,000 kegs/31,000 gallons) in the first 12 months of production. This is attained by brewing approximately 1 batch per week on the 15 barrel brew house. At the end of year calendar year (2016), we anticipate to be at the 3,000 barrel/year level.
- ABC License Type? – Type 23, small beer manufacturer. Permits manufacturing of beer as well as on and offsite sales of beer manufactured onsite.
- ABC License Number? – To be determined. Currently in process.
- Number of Employees? - ~~Initially there will be only 3 employees. However, the sales manager will be offsite 95% of the time.~~
- Hours of Operation? - The production side of the business will most likely operate from 7:00 am to 5 pm, Monday through Friday. The tasting room will initially only be open 1 or 2 days a week, although it is anticipated it might expand to Wednesday through Sundays, 3:00 pm to 8:00 pm. Perhaps an hour later on Fridays and Saturdays.
- Ingredients Used? - Primarily malted barley, water, hops and yeast.
- Retail v Wholesale? - The focus is the wholesale business to local bars and restaurants. It is projected that 95% of the volume will be on the wholesale side vs 5% in the tasting room.
- Truck Deliveries? - We will be self-distributing the kegs to the accounts using a 10' refrigerated trailer. The trailer holds 25 kegs. It is anticipated that the trailer will be loaded once each morning (7-9 am) and leave for deliveries. Based on the volume projected, we will only need one load/trip per day for the foreseeable future.
- Retail Sales? - Retail customers will be able to purchase beer by the glass for consumption onsite, as well as beer in 64 oz glass bottles (growlers) for consumption offsite. Additionally, customers would be able to purchase snacks (pretzels, nuts, etc.), as permitted by the ABC. No food will be prepared onsite. Merchandise such as pint glasses, growler bottles, shirts and hats would also be offered for sale.
- Manufacturing Process? - Included in business plan.
- Loading? - Kegs will be removed via pallet jack from the cooler and loaded onto the delivery trailer with a fork lift, through the loading door located on the west side of the building.
- Beer Storage? - After the beer is kegged from the Brite Tanks, it will be moved via pallet jack into the cooler for storage until delivery.
- Serving? - Onsite serving will be made from taps (kegerator) located in the tasting room. Kegs will be transferred from the cooler via hand truck into the tasting room kegerator.

- Air Quality? - The brew house is vented out through the roof. Additionally, the warehouse area has evaporative coolers/fans which vent to the outdoors. Initially, based on projected volume, only 1 batch per week will be brewed. Even at volumes anticipated in year 3, only 2 batches will be brewed per week. Much of the odors created by the brew house are similar to that of a bakery. Additionally, the grain mill is fitted on top of the grist case. All dust that is create during milling will be contained within the grist case.
- Solid Disposal? – The largest bi-product of beer production is spent grain. Fortunately, the grain is very useable as livestock feed. All spent grain will be transported to local farms to be used as feed. Other bi-products such as yeast will be harvested and reused. Yeast that is not reused can be mixed with the grain before transporting offsite. Water used in the brewing process can be reclaimed and used for cleaning and/or future brewing.
- Fire Sprinkler System? – The building currently has a fire sprinkler system which is monitored offsite. No modifications are planned to the system.

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## Executive Summary

La Quinta Brewing Company, LLC (“La Quinta Brewing Co.”) is a privately held California limited liability company owned and managed by Scott Stokes, the Founder and Managing Member. The business of the company is the production of high quality, fresh beer for the local and later, regional markets. La Quinta Brewing Co. will be located at 77917 Wildcat Drive in Palm Desert, CA, which is a neighboring city to La Quinta. A three year lease, renewable for an additional three years has been negotiated. The company will initially produce two different styles of beer: a pale ale and a wheat beer. Test batches are currently under way. The products of La Quinta Brewing Co. will be wholesaled to premium pubs, taverns and restaurants throughout the Coachella Valley, and then to the broader regional market thereafter. In addition, the company will have its own tap room where retail customers may come to view the operation of the brewery, while purchasing: beer by the glass, growlers (beer to go), snacks, and retail items such as tee shirts and glassware with our logo printed on them.

La Quinta Brewing Co. will produce beer with a 15 barrel, stainless steel brewing plant. Initial production capacity of our brew house with three, 30 barrel fermenters is approximately 2,340 barrels a year (1 barrel equals 31 gallons, or 2 “standard” ½ barrel kegs). The addition of more fermentation tanks at regular intervals will increase capacity to over 5,000 barrels annually, which is the estimated limit imposed by the size of the space being leased. The management team intends to produce and sell approximately 500 barrels in 2013 (6 months of operations) and then over 1,500 barrels in the first full year of operations (2014). Thereafter, the management team will increase production and sales by approximately 30% annually, until the approximately 4,000 barrel level has been reached at the end of year 4 (2017).

Management Responsibility: As Founder and Managing Member, Scott Stokes is responsible for the overall implementation of the plan of action and the daily operation of the business as well as overseeing the tenant improvements and installation of the brewery (together with the Brew Master). The Managing Member will also carry out the licensing process and direct the daily operations. The Brew Master will be responsible for all aspects of the brewery operations and the Director of Sales will handle the sales and distribution aspects of the business.



Marketing and Distribution: La Quinta Brewing Co. will produce beer in kegs for wholesale to the licensed liquor retail market. Kegs will be self-distributed by the company to its local clients. The Director of Sales will market the company's products and be personally responsible for acquiring local retail accounts and distributing kegs to those accounts. The marketing strategy will consist of direct person to person sales calls by the Director of Sales to local premium retail outlets.

Although the primary focus on the outset is to distribute the beer in kegs to the retailers, La Quinta Brewing Co. will also have a tap room on the site where customers may come to purchase our products at retail prices. This retail outlet will allow us to receive “pint prices” on the sale of beer as well as selling growlers (64 ounce glass jars), which will make an important contribution to our profit margin. Snacks and promotional merchandise such as glassware and T-shirts will also be sold to increase our public exposure and profit margin.

Estimated Production, Sales, and Income: The following numbers are our projections of production levels, gross sales, and net income for La Quinta Brewing Co., during the first four “full” years of operation.

<u>Year</u>	<u>Production</u>	<u>Gross Sales</u>	<u>Net Income</u>
One (2014)	1700 bbl	\$635,000	\$75,000
Two (2015)	2300 bbl	\$875,000	\$180,000
Three (2016)	3150 bbl	\$1,200,000	\$325,000
Four (2017)	4250 bbl	\$1,635,000	\$535,000

## INTRODUCTION

Craft breweries are a historic means for satisfying the public's demand for a greater variety of fresh quality beer. In the late nineteenth and early twentieth centuries, the United States supported nearly four thousand breweries, the majority being independent local and regional operations producing a vast array of Old World beer styles. Without question, Prohibition nearly destroyed this brewing tradition.

Today America is experiencing a revival of its brewing tradition. Craft breweries are defined by the industry as small breweries which produce less than 15,000 barrels of beer annually and distribute their beer for off-premise consumption. As of June 2012 there were 2,075 craft breweries and brewpubs operating in the United States. **In 2011 the craft brewery and brewpub industry in the United States experienced a 13 percent annual increase in barrels of beer produced, when compared to production for 2010.**

The current demand for a greater variety of more flavorful beers originated with the import beer market. As the imported beer market grew, beer drinkers had an opportunity to further educate their tastes to the great variety of world beer styles. As a result the craft brewing industry in the United States has benefited from the public's increased awareness of and demand for more flavorful beers. Imported beers account for more than 10 percent of beer sales in the United States, which represents a significant market share. However, the craft brewery industry demonstrated significant growth in recent years.

Beer drinkers are clearly demonstrating their demand for a greater variety of full-flavored beers. Unfortunately, beer does not transport well, and most styles of beer begin to deteriorate in quality if they are not consumed within a few weeks of having been brewed. While this is clearly a disadvantage for imported beers, craft breweries are at a clear advantage in being able to deliver the freshest product to the consumer.

Advantages of Craft Breweries: One of the advantages of a craft brewery is its ability to supply its product to the consumer when it is at its peak of freshness. Craft breweries are brewing a handcrafted product on a more limited scale where quality is the most important concern. For this

reason, using the highest quality traditional ingredients: malted barley, hops, yeast and water is justified, rather than the chemicals and cheaper adjuncts such as corn and rice which are used by large scale brewers to cut costs. Fresh quality beer produced locally, without chemicals in processing or for preservation is the key note of the craft brewing industry.

The craft brewery has the additional advantage of bringing the beer drinking public into immediate contact with the equipment and operation associated with beer production. A well designed craft brewery with a tap room allows the public to witness firsthand the creation of the handcrafted beer they are drinking.

The Market: Our area has a growing population which supports a variety of restaurants and pubs. Many of these restaurants and pubs are carrying craft brewed beer on several taps and enjoying significant sales of these products. These currently operating licensed retail outlets are our primary targets as customers. Our craft brewery will be identified with the local community and will appeal to residents who, with friends, family members and business associates are eager to support a locally produced beer. **Craft beer drinkers love to drink locally brewed beer!** Having once tasted our fresh beer, these consumers will be sure to ask for our product at their favorite local restaurant or pub.

Specialty beers can be produced for seasonal holidays, community events, and local bars which desire to offer a unique, specially contracted beer to their customers. To increase our market exposure, table tents, beer menus, T-shirts, decorative keg tap handles, and other promotional materials will be utilized at the brewery and distributed to our licensed liquor retail clients.

Since our product will be sold to licensed retail outlets, promotions will be handled at the “point of sale” using these low cost promotional items, which will be provided to our accounts. Direct advertising to the general public will be on a regular but limited scale in the local/social media. We will earn the confidence of our retail licensees and their beer drinking customers by providing a consistent quality product and supporting that product with point of sale promotional items.

Production Process: La Quinta Brewing Co. will initially produce two styles of traditional ales. Brewing begins by cracking the highest quality malted barley with a roller mill. This grist is then

mixed with hot water in the mash tun, producing mash. Sweet liquid called wort is filtered out of the mash and transferred to the brew kettle. The wort is then brought to a rolling boil and hops are added to contribute bitterness, flavor, and aroma. After boiling, the wort is transferred through a heat exchanger, cooling the liquid down to fermentation temperature. The wort is then pumped into the primary fermenter where yeast is added. After two weeks of fermentation the fresh ale is transferred to another tank where it is clarified and carbonated. Now at the height of freshness, the ale is racked to kegs where it is ready to be distributed to the market and served.

Management Team: All decisions will be made by the management team, in compliance with the company's LLC Operating Agreement.

*Founder/Managing Member:* Scott Stokes is a home brewer and has extensive background in the business arena. Scott was born in the Coachella Valley and has a genuine knowledge of the area as well as the people here. He graduated from the University of Southern California with a Finance/Business Administration degree as well as a Masters of Real Estate Development degree. He spent the years from 1999 to 2005 as a partner and CFO in a homebuilder/land development company in the Coachella Valley that was named the fastest growing builder in the nation in 2002. Since retiring from real estate development in 2005, Scott has managed and operated the commercial real estate properties that he has acquired over the past 10 years.

*Master Brewer:* For the better part of a decade, James Petti has been intimately involved with craft brewing in San Diego. He started his brewing career with Firehouse Brewing Company, brewing on a 30 bbl system. He seized an opportunity in 2008 to brew with Karl Strauss Brewing Company on their 60 bbl system in Pacific Beach, and was later promoted to take over brewing in the Carlsbad brewpub. In 2011, his "Heavy Petti" Oat IPA was the official Karl Strauss beer for San Diego Beer Week.

*Director of Sales:* Our top sales position will be filled by an individual who is currently a division manager for a top wholesaler in the region (identity protected as he is still employed). This individual currently oversees a division with over 600 accounts. He has existing relationships with the taverns/restaurants in the area built over 10 years that will be

immediately be capitalized on. Preliminary conversations with his accounts have yielded an interest level of over 85%. This individual has committed to joining the La Quinta Brewing Co. team approximately 2 months prior to starting brewing operations.

The management team is committed to the success of this plan. All decisions will be made with the best interest of the business. Whenever necessary, the management team will rely on the assistance of outside professionals on a contractual basis.

Plan of Action: Having signed the building lease and opened the corporate general account with an initial capital contribution, the following tasks in order of priority will be completed. First, the management team will complete the final building utility and brewery layout designs. Concurrently, an order will be placed for the capital brewing equipment. The capital equipment for the brewery will be delivered approximately 4 months from time of order. The Managing Member, as well as the Brew Master will personally supervise the installation of the brewery once the equipment has been delivered.

While the brewing equipment is being fabricated, the company will complete the process of acquiring all permits necessary to begin improvements to the space being leased. Once permits have been issued, and while waiting for the main brewing plant to be fabricated and delivered, the management team will carry out the building improvements. At this time, the management team will also complete the process of filing for liquor and business license from the relevant federal, state, county and city authorities.

Initial Products: La Quinta Brewing Co. will initially produce two flagship beers: a pale ale and a wheat beer. The pale ale, brewed within the general pale ale style parameters which have proven so popular on the West Coast, will be nicely balanced with the mild-spicy hop nose characteristic of premium hops. This ale will be fairly dry, medium bodied. Our experience with the many different pale ales being produced throughout the United States, leads us to anticipate that this ale will be very popular with beer drinkers who enjoy traditional pale ales. We expect this to be a “gateway” beer with the widest appeal and will introduce consumers to our brand and encourage them to try our other beers.

Our second flagship product will be a wheat ale brewed within the style parameters. This ale will have a lightly sweet, malty flavor, balanced by the aroma hops. This beer will have a fruity/orange flavor in the finish and the hop nose, which is so characteristic of wheat ales. It will be light to medium bodied, cloudy (unfiltered) and golden in color. It is a beer which is both satisfying to the experienced ale drinker and yet not too overpowering as to frighten off the neophyte.

Future Products: In addition to these two flagship beers, other styles are being planned as limited, seasonal offerings. For example, styles such as: hefeweizen, chocolate porter, brown ale, IPA and a red ale are all likely beer styles we will brew in the future. All of these are popular specialty styles enjoying steady seasonal demand.

The production of specialty beers will depend on local demand as expressed in customer surveys conducted by the management. They will be produced on a limited rotating basis, depending on the availability of fermenters. In addition, our tap room will allow us to offer new products on our own taps to test the public's response to these new products before offering them for wholesale to other retailers.

Although our beer recipes will be designed to meet certain style parameters which have been proven to be popular by other brewers in the industry, our beer recipes will be adjusted so that the final products have their own unique quality. We are not attempting to imitate the products of other brewers. On the contrary, we will produce our own unique ales within style parameters which have a demonstrated track record of success.

Suppliers: One important element of our beers which will help to ensure their popularity will be the use of the high quality, traditional ingredients. All of our ingredients will be purchased from the most reputable local suppliers. Our malted barley and hops will be supplied by Brewers Supply Group. They carry the finest domestic and imported specialty malts which are needed for making traditional ales as well as the premier hops produced in the Pacific Northwest, and many of the noble hop varieties of Europe which are essential for producing original versions of traditional ales. Finally, our yeast will be supplied by White Labs. They specialize in storing and

shipping yeast cultures in such a variety that brewers have the opportunity to craft beers to their own particular flavor profile.

As the growth of the industry indicates, there is an increasing variety of handcrafted beers being made available to the American public. The advantage our beers enjoy in this market will stem from using the finest ingredients provided by the most reliable local suppliers. In addition, our beers will have their own unique flavor profile and be the freshest available to our local customers. Finally, our products will benefit from the additional demand which is generated by the customers' knowledge that these beers have been produced within the community with local pride.

Packaging & Distribution: When starting a craft brewery, it is necessary to consider all available options. This is especially true when it comes to the issue of how the product will be packaged for sale. The issue of packaging is largely dependent on the amount of capital available and the nature of the local market. While there are some benefits to bottling a portion of the brewery's capacity for local retail sales, a top quality bottling line entails a large initial capital investment and a much larger input of labor.

**After having carefully researched the local market, we have determined that our best option is to initially concentrate solely on draft sales to outside accounts. We have concluded that a sufficient demand exists to support our business with draft sales alone. Our strategy is based on the belief that the most important task is to first concentrate on developing a sound local base of satisfied retail accounts and loyal draft beer drinkers, before diversifying our product line.**

## **THE INDUSTRY**

Industry History: Within the brewing industry, La Quinta Brewing Co. is considered to be a production craft brewery. A brewpub is a restaurant or tavern which produces its own beer. A production craft brewery is a small brewery that sells beer in bottles or kegs to other retailers. Today these small breweries are proliferating rapidly, but they are a relatively new phenomenon which can be considered revolutionary.

The craft brewing revolution began in 1977 with the birth of the New Albion Brewing Company in Sonoma, California. The primary characteristics, which distinguished New Albion and other new craft breweries from the established industrial breweries, were their small size, limited financing, and concentration on producing premium, specialty lagers and ales rather than the standard pale lagers. The most significant difference was the fact that most new craft breweries were built from the grassroots by home brewers with more enthusiasm than formal training.

Today there are about 2,075 craft breweries and brewpubs operating in the United States (June 2012). Industry statistics demonstrate that while the major brewing companies are flat-to-declining in sales, the market for premium specialty products is expanding. Tastes are changing, and quality, variety, flavor and freshness are what the beer drinking public is coming to demand. It has become evident that every city, even small communities have the potential to support at least one local brewery, and larger cities such as Portland and Seattle are already supporting many more.

As the craft brewing industry has grown and prospered, a whole host of associated industries has sprung up to meet the needs of craft brewers. Brewing consultants, equipment fabricators, ingredient suppliers, publicists, distributors, and even educational programs are now catering to the special needs of craft brewers and, as a result, making the business of small-scale craft brewing much easier today than it was just ten years ago. These enterprises are now devoting large sales staffs and significant resources to servicing the craft brewing industry, because they are confident that this is a growth industry for the future.

Institutional Support: As the craft brewing industry has grown and prospered, a variety of new professional organizations, trade associations, and educational programs have been established to assist craft brewers and educate the public.

Professional and trade associations include:

- Brewers Association
- California Craft Brewers Association



These professional organizations perform many essential tasks for the craft brewing industry including: publishing industry statistics and information, representing the industry in legislative lobbying efforts, conducting trade shows and conferences; undertaking public relations with the media and developing programs for brewery insurance, quality control and continuing education for brewers.

Some important examples of the quality publications provided by these organizations include:

- Zymurgy® (American Homebrewers Association®)
- The New Brewer (Brewers Association)
- North American Brewers Resource Directory

These and other publications are an invaluable resource for starting and successfully operating a craft brewery.

The ever increasing number of trade conferences and craft brewing festivals which help to improve the quality of our product and educate the beer drinking public about our products includes: the Brewers Association's annual Craft Brewers Conference, the American Homebrewers Association National Conference, the Great American Beer Festival® and a rich range of local and regional beer festivals.

Finally, in any discussion of institutional support we cannot neglect the educational programs which recently have been designed specifically to further educate craft brewers. These programs include: the Beer Judge Certification Program, courses on quality control and brewing technology at the Siebel Institute of Technology in Chicago and a variety of programs on sanitation, microbiology, brewing business management, etc., at the University of California at Davis.

The sources above represent only a portion of the proliferating number of institutional resources available to craft brewers today.

Industry Prospects: Well into the second decade of the craft brewing revolution, a variety of statistical evidence clearly demonstrates that this industry is much more than a temporary fad. We

are at this time witnessing a proliferation of craft brewing enterprises, trade associations, institutional support, and beer festivals, organized specifically to celebrate craft brewing. Likewise, the great number of associated industries which view the craft brewing industry as an important market for their products and services is a strong indication that the craft brewing phenomenon has matured into a stable industry.

Industry statistics on annual production levels, malt beverage sales, tax assessments and contemporary trends in the sales and consumption of various alcoholic beverages, indicate a growing consumer preference for craft brewed beers. In both the United States and Canada, beer is the alcoholic beverage of choice. However, while the production of major domestic brewers and the volume of imported beers have declined recently, the specialty beer market shows no signs of losing momentum. In one interesting recent development, a number of craft breweries have even begun to export their products to Europe and Asia, with Japan being a particularly promising market.

Two potentially negative trends which may affect the industry are neo-Prohibitionism and tax increases. Neo-Prohibitionist legislation which cuts into the profit of brewers or restricts their market (i.e., alcohol warning label requirements and restrictions on the sale and consumption of alcoholic beverages) will always remain a threat in a pluralistic society. However, lately a greater amount of information has become available proving the healthful aspects of moderate drinking. In addition, the craft brewing industry and support institutions such as the Institute for Brewing Studies are working to protect small brewers' interests.

Unfortunately, in times of economic instability, many governing bodies may look at the success of today's and tomorrow's brewers as a way to increase revenues by raising taxes on beer. One answer to this threat is the lobbying associations which have been organized to protect the interests of small brewers. One important example of these lobbying efforts is the exemption won by small brewers (less than 60,000 barrels production) from the new Federal Excise Tax on beer, imposed in 1991. In our region, the California Craft Brewers Association is actively lobbying the State government.

Growth in Adversity: Despite the important efforts of these groups, the potential for new taxes will continue to be the greatest threat to the craft brewing industry. Although small brewers have been exempted from the latest Federal Excise Tax increase, this exemption could be lifted, or state and local taxes could be imposed. It is for this reason to consider the potential impact of higher taxes on our industry.

Recent statistical analysis of beer sales have reached the conclusion that beer sales are price inelastic and respond more slowly to increases in the price of beer. These studies would tend to indicate that a not unreasonable rise in taxes on beer would only result in a minor drop in beer sales. Although the determination of who bears the cost of a given price increase is complicated, these studies indicate that with a product as price inelastic as beer, the increase will probably be paid by the retail customer.

One additional set of conclusions from these studies concerns price increases and product substitution. The evidence indicates that there is probably little substitutability, among consumers between beer, wine and distilled spirits. This means that (all other factors remaining constant) an increase in the price of one category, should not result in the substitution of another category of alcoholic beverage. Consequently, we may conclude that the growth in sales of specialty beers, which are priced as a premium product, is the result of changing consumer tastes, not changes in the price structure of beer.

Studies of income elasticity also demonstrate the consumer's income. Recent industry reviews, which consider the impact of the recession and the business cycle on beer sales, have reached the conclusion that the business cycle has little discernible influence on the craft brewing industry. Finally, industry statistics clearly show that throughout the last recession, the craft brewing industry continued to grow at an impressive rate.

Clearly there are threats to our industry, but statistics demonstrate that consumer tastes and preferences are changing. In such a market, the best strategy is to provide the consumer with the highest quality product. Beer drinkers are also voters who will go to great lengths to reject unreasonable attacks on their favorite beverage.

## THE MARKET AND COMPETITION

Potential Customers: The most important customers of the La Quinta Brewing Co. are the owners and managers of local licensed liquor retail outlets. These local outlets consist of pubs, taverns and restaurants in the Coachella Valley. However, since it is our marketing strategy to concentrate on satisfying the demand of a core group of customers in the first year, a select number of retail outlets will receive priority.

All of the establishments listed above are located in our core local market. Most of these establishments have at least four taps allocated to specialty and craft brewed beers, several have more than six craft beer taps. The Director of Sales has spoken with the owners of many of these establishments, and most have expressed strong interest in featuring a quality local product once it is available.

An important part of our marketing strategy is to concentrate on providing our customers with the best possible, most responsive service they have ever received when purchasing beer. Consequently, it will be necessary to take on new accounts carefully, so as to have enough beer in stock to meet the demand of our core accounts. One potential mistake would be to try to provide beer for more customers than our initial capacity allows. For this reason we will prioritize our accounts according to certain criteria which we would like to see our retail customers meet. The fact is that we do not want to sell our product to simply any retailer that expresses an interest. We want our products in the right places, alongside other quality beers and receive the proper attention necessary for serving craft brewed beer at its peak of quality. For this reason we will initially concentrate our sales efforts on establishments which are already serving craft brewed beers, before offering our products to bars which are not yet carrying craft brewed beers. Additionally, because our name contains “La Quinta”, we will be concentrate on the city with our “namesake” and move outwards from there.

There are many more licensed retail outlets in the Coachella Valley which would be excellent retailers of our products. The fact is that there has been a very positive response from licensed retailers in our local market. Our only problem will be to decide which outlets may carry our products in the early months when production is still limited, and which will have to wait. We

will make this decision carefully so as to develop a core group of satisfied, loyal clients, while planning for a much broader distribution in the future. Eventually we intend to introduce our products in local restaurants and taverns which have not yet begun to offer their customers craft brewed beer.

Competition: Our competitors in the local market are primarily those craft breweries outside our region who distribute their products to this region, in addition to the super-premium draft imports being offered. **Essentially, there are zero craft brewers located in the Coachella Valley**, with one exception: Babe's Brewhouse is a brew pub located in Rancho Mirage. Until recently, they had never distributed outside their premises. Recently, they have begun extremely limited distribution. However, we feel they will experience challenges as other restaurants/bars may see them as competition. There is one brewery ("Coachella Valley Brewing Co.") currently in the planning stages. According to their website, they plan on opening their doors in Thousand Palms in May of 2013.

First let us begin this evaluation of our competition with a brief discussion of the super-premium imported draft beers which we consider to be our competitors because many of them are similar in style and price to domestic craft brewed beers. Although these beers are by and large excellent products, the fact remains that they find it difficult to compete with domestic craft brewed beers. The imports do have strong name recognition in many cases, but they cannot compete in the areas of freshness, direct and personal service to local retailers or local brand loyalty. Furthermore, shipping costs and advertising for these products usually place them several dollars above craft brewed beers in price, and these beers are subject to the new, higher Federal Excise Tax rate. Statistics demonstrate that while craft brewed beers are enjoying steady annual growth in sales, the market share of super-premium imports has recently begun to decline.

By and large, the domestic craft breweries from other regions, all consistently produce quality products. For this reason, it is the responsibility of the individual brewing company to make some effort to help consumers distinguish their beers from those of their competitors. Some brewing companies rely on the excellent quality of their products and word of mouth as their strongest marketing point. This strategy is often used by new brewing companies which in the

early years have less capital available for advertising. Other pioneer craft breweries benefit from greater brand recognition, due to their longer operating history and easily recognizable logos.

Another way to win loyal consumer support is to develop a distinctive flavor profile, such as a characteristically assertive hop flavor. In contrast to these methods, some brewers spend thousands of dollars on a strong advertising campaign through the local and national media to increase their market share. Others with smaller advertising budgets may choose to rely on less expensive, but often equally effective, point of sale promotional materials and social media.

Finally, the most fundamental marketing strategy which may be employed is through pricing. Some brewers choose to underprice their competition to gain market share. Others choose to price their products above the market average, in order to capture an image as the brewer with the most premium products. Still others may price their products near the industry average. This strategy helps them to avoid being seen as a discount brewer, while at the same time avoids driving off potential customers who refuse to buy beer which is priced significantly above that of the competition.

All of the brewers competing in our market rely on some mix of the above marketing strategies to acquire a base of loyal local support and then increase their market share. La Quinta Brewing Co. will likewise pursue a marketing strategy appropriate to its production goals, financial means and the particular characteristics of our local market. Our marketing strategy will be carefully discussed in the next section of this business plan. However, it should be emphasized here that the demand for craft brewed products is growing and as the statistics demonstrate, the craft brewing industry's share of the beer market is also growing.

Most craft brewers are in agreement that competition is healthy. The great variety of craft brewed products available to consumers has only served to further educate the beer drinking public to the quality of our products, creating ever greater demand. Although we are in competition with other craft brewers, our share of the market will not come so much at their expense, as it will at the expense of imported beers and domestic industrial brewers whose customers are gradually shifting to fresher and more flavorful craft brewed products.

Market Size and Trends: The size of our local craft brewed and specialty ale market in the Coachella Valley is sufficiently large to provide us with a market share which will ensure the initial success of La Quinta Brewing Co. Likewise, this market has been steadily growing at a rate which is more than adequate to achieve our projected growth in sales. We have carefully questioned brewers, local licensed retailers, and local licensed beer distributors to determine the average monthly level of craft brewed beer sales and the growth in sales which have occurred over the last several years.

As previously mentioned, the craft beer market has been growing by over 10 percent annually. Due to the relatively small market share of craft beer, we can anticipate similar growth in the near future. Given the demographic and economic growth trends of our local region, we believe this estimate to be on the conservative side.

Estimated Local Market Share and Sales: The management team of the La Quinta Brewing Co. is determined to produce approximately 2,000 kegs (1,000 barrels), during the first twelve months of production. Of these 2,000 kegs, 100% will be marketed and sold in our local market. These approximately 2,000 kegs will be sold in our local market through the following three marketing channels:

1. Wholesale distribution (1/2 bbl kegs) to local licensed retailers: \$145 per keg
2. Wholesale distribution (1/6 bbl kegs) to local licensed retailers: \$65 per keg
3. Retail (1/2 bbl keg) sales to the public from our warehouse: \$185 per keg
4. Retail (1/6 bbl keg) sales to the public from our warehouse: \$85 per keg
5. Retail pint sales to the public in our tap room: \$4.00 per pint
6. Retail Growler sales to the public in our tap room: \$12.00 per 64 oz.

The following is the estimated breakdown of sales in our local market through these three channels in the first full year (2014) of production:

1. Wholesale distribution to local licensed retailers: 3,100 kegs (1/2 bbl equivalent)
2. Retail keg sales to the public from our facility: minimal – not considered in financial projections
3. Retail pint sales to the public in our tap room: 80 kegs (1/2 bbl equivalent)

4. Retail Growler sales to the public in our tap room: 50 kegs (1/2 bbl equivalent)

This means we will be marketing approximately 3,200 kegs or approximately 265 kegs each month on average during the first full year.

Clearly we intend to be a very competitive market share leader in our local market. Therefore, let us examine what we believe to be the important advantages which we have over our competitors in the local market which will help us to win market share.

First, the La Quinta Brewing Co. intends to price its products on par with our strongest competitors.

Second, the La Quinta Brewing Co. will be a local entity in which the community can take special pride. Our brewery and tap room will create jobs and enhance the atmosphere of the downtown area. It is common sense to assume that given everything is nearly equal in the areas of price, style and quality, people will choose to patronize local producers rooted in their community.

Third, La Quinta Brewing Co. will be able to provide the very freshest beers to our local market. Other craft breweries must rely on beer distributors to deliver their products to the Coachella Valley, and these beers may spend some time sitting in local warehouses before being distributed to licensed retailers. Our products, on the other hand, will be distributed directly from our own cold room in our own delivery vehicle. Consequently, kegs of our beer will never reach the market beyond their peak level of maturity, nor before they are perfectly matured either.

Fourth, we are committed to making the best beers possible, using the highest quality ingredients available. We are serious when we make this commitment. We would not be entering this market if we were not certain that we could make excellent beer which will be highly competitive. Brewing beer is what we do and we believe that a commitment to quality will go a long way toward assuring our long term success. Consistently high quality beer can sell itself without much promotion, but a poor quality beer will not succeed for long, no matter how actively it is promoted.



Fifth, La Quinta Brewing Co. will be able to serve its products on its own taps in a tap room. Our own retail outlet will permit us to try new products before offering them for distribution to the wholesale market. In addition, a tap room will allow us to receive the full retail pint price on a percentage of our barrel production. Every keg sold at retail pint price rather than wholesale keg price, will significantly increase our profit margin. The tap room will be a casual drinking room which will allow customers to view the activities on the production floor while enjoying their favorite beverage. It will also be the display and sales center for retail promotional items which will bear our corporate and product logos. Although the cash profit on these items is only 50 percent, they represent a much greater value as free advertising by increasing our exposure in the community.

By bringing the management team into direct contact with the customers in our local community, our own retail outlet will help us to increase our market share as well as compete more effectively with outside craft brewers. Two-way communication between the management team and our customers will provide us with invaluable feedback on our products. Furthermore, as beer drinkers make themselves comfortable at our establishment, La Quinta Brewing Co. image as a local community enterprise will be enhanced.

Finally, and most importantly, we believe that our commitment to service will assure that we earn a leading share of our local market and increase that share into the future. No other brewer has the potential to provide the level of prompt service to the licensed retailers in our local market like La Quinta Brewing Co. We have already begun to develop close relationships with the licensed retailers in our local market. We know them by name, we have visited them and purchased beers in their establishments. We have questioned them as to their priorities when deciding which beers to put on their taps, and we have carefully observed the preferences of their customers. We at La Quinta Brewing Co. are committed to the relationships we have begun to develop with our future customers and their customers. By using consumer surveys, delivering our own beer, serving our beer in their establishments, working closely with their employees and carefully listening to licensed retailers and beer drinkers in the Coachella Valley, we are sure to earn a leading share in our local market and keep it.

As the local market and demand for draft specialty beers continues to grow, La Quinta Brewing Co. will expand its production to satisfy that demand and increase our market share.

Estimated Regional Sales: Thus far, this discussion of market share has only concerned the local market for which the management team will be personally responsible for promotions, sales, distribution and service. Eventually, the demand from our local market will no longer be sufficient to absorb all of the barrels being produced by the La Quinta Brewing Co. At that point, we will begin to market our products through a distributor to the broader regional market. Because our focus is the Coachella Valley, financial projections in this business plan do not include revenue from regional distribution, providing for significant positive upside to the projections.

## **MARKETING PLAN**

The Fundamentals: It is the intention of the management team to establish the long term profitability and success of the La Quinta Brewing Co. by carefully concentrating on building a core group of satisfied local customers. This core group consists of the licensed liquor retailers operating pubs, taverns and restaurants in the Coachella Valley. While it is these licensed retailers who are our direct customers, we recognize that ultimately our customers are the beer drinkers within our local market who patronize the establishments of our licensed retail customers and our own tap room. Consequently, the key to our marketing strategy is to make the highest possible quality beers which will satisfy the tastes and demands of beer drinkers in our market, while providing our licensed retail customers with the best service possible.

Our effort to make the best beer possible will be achieved by the following means. First, all beer profiles and recipes have been selected after careful market research to determine exactly what is popular among beer and ale drinkers in our market. The most important part of our research consisted of many conversations with local licensed retailers, who were eager to tell us what their customers preferred when ordering a craft brewed beer and what they were looking for when buying beer to stock their bar taps. In addition, interviews with local beer distributors have been

particularly helpful in pointing out which beers sell well in our local market, why they sell well, and what styles will compete well in this market. Having made the decision as to what flavor profiles we would like to reproduce in our beers, the company will rely on its Brew Master, to determine the exact balance of ingredients and specific brewing techniques necessary to achieve those flavor profiles.

Our two initial products have been designed specifically to satisfy local tastes and demands, as they have been identified by our market research. However, we believe that beer drinkers in our local market have similar preferences to beer drinkers throughout the Southern California beer market, and we expect our products to be competitive throughout that broader market. As a final note regarding the design of our recipes, we intend to carefully monitor the responses of beer drinkers to our products when they first reach the local market and long after. Consumer feedback will be the means by which we gauge the reactions of beer drinkers to our products, so that we may make any necessary adjustments.

Another key aspect of our marketing strategy, which is intended to ensure we make the best beer possible and then sell that beer, is our determination to use the finest brewing ingredients available. Only premium ingredients will be used, without exception. We have made certain that our all have excellent reputations among the crafting community in our region. Nevertheless, as our operations progress, the company will continue to demand the highest quality from our suppliers and will be prepared to find new sources of brewing materials whenever our current suppliers fail to meet the exacting standards of La Quinta Brewing Co.

Brewing the best beer possible is our goal, and we will not cut corners to save a few dollars at the expense of beer quality. We will use the finest ingredients, top quality brewing equipment and well-proven brewing methods to establish our market share. Only a quality product will create consumer loyalty in our core local market and ensure regular growth in sales as that market expands.

Distribution: In the first year of operation, it is our strategy to concentrate on winning the loyalty of licensed retailers in our local market. In this effort, the company will have primary responsibility for local sales and for distributing beer from our cold room by delivery vehicle

when our customers place an order. We believe that only through close personal contact with our local customers can lines of communication and a long term business relationship be established. Upon reaching a certain sales level it will become necessary for a properly trained employee of the company to assist in making daily deliveries so that the Director of Sales can concentrate on acquiring new accounts and increasing sales in the local market.

As mentioned earlier, the La Quinta Brewing Co. will seek the help of a professional beer distributor to reach out beyond the local market when the appropriate time comes. Our focus is to exhaust our time and resources prior to reaching into another market. For this reason, financial projections included in this business plan do not contemplate outside distribution. However, significant additional profits can be realized in this area.

Once full capacity with our three initial fermenters has been achieved, additional fermenters will be added to increase capacity. At this time, with increased capacity, we will more intensively promote sales of in our local market while considering distribution to other markets.

On-Premise Retail Sales: The tap-room is another important distribution and sales outlet for our products. ~~Our tap room has been designed to accommodate a maximum occupancy of approximately 10-15 persons.~~ The space will contain a serving bar, a display cabinet for retail promotional items and seating. The tap room is designed to be an extension of the brewery where patrons can witness the brewing operation first hand and talk to the brewery staff, while enjoying some of our quality beers.

Our tap room is intended to enhance the experience of drinking a quality beer, when all of one's senses are brought into play. There will be no smoking because tobacco smoke would interfere with the beer drinkers' ability to fully appreciate the flavor and aroma of the beers being served. The dimensions of our tap room are not large, so we have chosen to light the space well and to paint the walls in light colors in order to avoid the impression of being closed in, and so that customers may appreciate the clarity and rich colors of our products. A variety of comfortable chairs and tables will be provided for casual seating. A small sound system will provide music whenever appropriate.

In our tap room, customers will be able to make a variety of retail purchases. Initially we will have a small selection of T-shirts and glassware for sale. Later, we will include other promotional items to increase our merchandise sales. A small selection of snacks, such as nuts and pretzels, will also be available to our customers. In regard to beer sales, customers will be able to purchase beer in a variety of volumes. Besides pints, a sampler of beer which includes a small glass of each of our products will be offered for sale. In addition, customers will also be able to have the take-out vessel (“Growler”) of their choice filled for off-premise consumption. Finally, customers may also purchase a keg of beer at retail price from our cooler, for off premise consumption.

Pricing: As mentioned previously, our pricing strategy is designed to make our beers competitive and to achieve a profit, while at the same time positioning our products amongst the best beers being produced by our competitors. A keg price of approximately \$140 - \$150 (wholesale) is the median price now being asked by competitors in our local market. Consequently, we intend to ask \$145 (wholesale) for our kegs, in order to make our products on par with those of our competitors.

A further aspect of our pricing strategy is our determination to maintain stable prices over a substantial period of time. Although we cannot be certain that significant changes to our cost structure will not occur, it is our plan to maintain prices at the \$145 a keg level for at least one to two years. In this way we will provide our customers with a degree of predictability when purchasing our products. Changes in price will only take place when our own costs rise appreciably and thereby threaten the minimum profit margin we require to meet our operating costs and achieve our projected growth targets. Price changes will also be considered whenever our products fall significantly out of alignment with the median price being asked by our major competitors.

Our discussions with local licensed retailers and with other brewers have also made us aware that when a new brewery is starting up, it is necessary to offer the kegs from the first production runs at a price which is just below the standard price for those products. The first several production runs of any new brewery can be expected to produce excellent beers, but not necessarily the exact style of beer which is being aimed at. It may take two or three adjustments to the start-up

recipe before the desired flavor profile is achieved. It may also take several production runs before consistency of flavor for a particular recipe is achieved.

Local retailers have told us that they would be willing to try these early beers, understanding that the recipe may still need some adjustment before we are all satisfied with the finished product. However, they have also expressed the opinion that these early beers should be offered at a discount, below the level that they will be priced at when the desired flavor profile is achieved. This pricing practice is typical of start-up breweries in our market, and we cannot ignore the expressed views of our customers. Consequently; our first kegs to be produced in the recipe adjustment phase will be offered to our customers at a price of \$130 a keg, which is near the bottom of the price range which our products will compete in. It is expected that it will require two test runs for each recipe, before the desired flavor profile is achieved with the third production run. At that time we will be justified in pricing our kegs at their full market rate of \$145 (wholesale).

The following is the projected price breakdown of the wholesale and retail items to be sold:

ITEM	PRICE:	
Wholesale Kegs	(1/2 bbl.) - Self Distributed	\$145.00
Wholesale Kegs	(1/6 bbl.) - Self Distributed	\$65.00
Retail Kegs	(1/2 bbl.)	\$185.00
Retail Kegs	(1/6 bbl.)	\$85.00
Pint (16 oz.)		\$4.00
Sampler (4 oz.)		\$1.50

Promotional Merchandise and Snacks: Promotional merchandise, such as: t-shirts, glassware, hats, etc. and snacks, such as: nuts, chips, etc., will be priced at twice our cost in order to realize a consistent and reasonable profit.

Advertising and Promotions: Our Director of Sales is responsible for point-of-sale promotions and advertising. Initially, point-of-sale promotions will consist of table tents, coasters and tap

handles, provided free of charge (when allowed) to our customers. When cash flow permits, other items such as neon signs, bar towels and mirrors, all displaying our logo will be given to local retailers (when allowed) who have demonstrated a strong sales record with our products. All promotional items are considered to be an advertising tool since they will display the corporate logo and logos of individual products.

The owners of these establishments and their service employees are especially grateful when promotional materials are maintained by the company distributing them. Consequently, we will take full responsibility for the display of our point-of-sale promotional items, placing them on tables, and replacing the supply at regular intervals.

Our research of the food and beverage service industry has also led us to conclude that only a knowledgeable bar and wait staff can properly represent our products to the consumer. Consequently, the company will provide brief, yet informative, introductions to our products for the wait staff of our licensed retail customers. These product introductions are intended to familiarize these important representatives of our products with the brewing methods used by La Quinta Brewing Co. In addition, our licensed retail customers and their wait staffs will be invited to visit the brewery and witness firsthand the production of the beer they will later be selling. These brewery tours are intended to help develop a special relationship between La Quinta Brewing Co. and those who serve our products to beer drinkers in our core market.

The Director of Sales is also responsible for carrying out all direct advertising of La Quinta Brewing Co. products to the consumers in our local market. Advertising will be conducted through the local and social media. We believe that this advertising strategy will provide the greatest exposure for our products, in the most cost effective manner. However, we will regularly survey our customers to determine whether or not they learned of our products through these channels. Depending on the results of these surveys, certain changes in our advertising strategy may be considered.

In regard to surveying our customers and the general beer drinking public, the following method will be employed. The Director of Sales will design a survey sheet to determine the public's response to our products and our advertising campaign. These survey sheets will be distributed

and collected in the establishments of our licensed retail customers. In addition, both president and vice president will conduct regular visits to these establishments to maintain contact with our licensed retail customers, their employees and their customers. These fact finding visits will be most frequent in the first year of operation, particularly in the first months when product evaluation and recipe adjustments will take place. It is our determination to never lose touch with the needs of our customers and the tastes of the beer drinking public.

## COMPANY STRUCTURE

Management Team: The following is a list of the key management roles and the individuals who will be responsible for them.

*Founder/Managing Member* – Scott Stokes has overall responsibility for the start-up and daily operation of La Quinta Brewing Co. In the start-up phase, he will choose and supervise all utility subcontractors; will approve, supervise and assist in all construction; will approve the design and purchase of all brewing equipment; and will supervise and assist the installation of all brewing equipment.

*Head brewer* - A Brew Master will responsible for all areas related to the daily brewery operations, specifically:

- Monitoring and directly managing the Brew house, Fermenting, Filtration and kegging operations.
- Recording conditions, troubleshooting, temperature and flow monitoring, supplying lines with material or product, line cleaning, sanitation, and foaming.
- Sanitation of all the equipment within the facility. Foaming equipment, hoses, brooms, shovels, brushes, scrapers, squeegees and numerous chemicals are necessary to sanitize the designated site.
- Unloading of material for Brewing which may include cars, trucks, totes, drums, pallets, etc.
- Loading for outgoing product into cars, trucks or trailers.
- Communicate with coworkers by phone as required.
- Operate forklifts as required.



- Perform Quality checks, testing, and complete paperwork as required.
- Make equipment and product changeovers using tools as needed.
- Assist other operators and departments in training, repair work and equipment operation as needed.

*Director of Sales* - Will be responsible for acquiring and servicing accounts in our local market. Likewise, he will be responsible for: distributing full kegs and picking up empty kegs from clients, as well as promotions, advertising, and public relations for La Quinta Brewing Co. The Director of Sales will manage the advertising account and evaluate the influence of our advertising strategy on sales and act as public relations officer to the community in order to enhance our image as a community entity concerned with the welfare of our community. He will also assist the Founder in working with our customers to promote sales and maintain open lines of communication.

We believe it is important to be personally involved with every facet of the company's operation. No task will be assigned to an employee before we have repeatedly performed that task ourselves and can then instruct and oversee the employee properly.

It is the management team's philosophy that employees are an asset to the company, not a drain on resources. We intend to train our employees thoroughly, treat them well, and provide them with responsibility when they earn it. Employees who perform well and demonstrate an interest in long term employment with La Quinta Brewing Co. will be compensated for their efforts in year-end bonuses to be decided by the management team.

Supporting Professional Services: The management team comes to this project with a variety of important skills and experiences which will benefit the Company. In those areas where they lack experience, the management team has wisely decided to contract on a temporary or part-time basis with qualified professionals. In this way La Quinta Brewing Co. will be provided with all the necessary professional support, and costly mistakes will be avoided.

## **BUILDING AND CONSTRUCTION PLAN**

Leased Facilities: The facilities being leased by La Quinta Brewing Co. are comprised of the following three distinct sections:

1. *The Production Floor/Storage* - 3,829 square feet of open-floor warehouse, containing the brewing plant, a cool room for keg storage, fermenting space and a loading area for shipping and receiving
2. *Tasting Room* - 250 square feet of ground floor sales space, adjacent to the production floor
3. *The Corporate Office* - 350 square feet of office space

Building Improvements: The following building improvements will be carried out in order to prepare the leased space for brewery operations. Likewise, the cost of these building improvements will be born on the company:

1. Installation of floor drains
2. Painting of the interior space

The above list represents the primary building improvements which must be completed to prepare the leased space for operation. These improvements must be completed before the brewing plant can be installed and connected to the necessary utilities. The Founder will be assisted by the Master Brewer in the planning, coordination, and execution of these building improvements. The estimated costs of these improvements are included in the financial plan cost schedule.

The subcontractors will be chosen by the Founder through a competitive bidding process.

## **THE LEASE AGREEMENT**

The management team has negotiated and executed a lease a piece of commercial real estate at 77917 Wildcat Drive in Palm Desert.

The total area being leased is 4,429 square feet of floor space.

The lease is to commence on July 1, 2013, although the company will receive occupancy upon lease execution. A provision delaying our full responsibility for the lease has been included, which states that should the require permits not be acquired by the La Quinta Brewing Co. by July 1, 2013, then the lease will be invalid. This clause is intended to protect the company should the necessary clearances not be received.

The lease is for three years, with a one-time option to renew the lease at the same terms and conditions for an additional three years. Rent is \$0.70 per square foot, per month.

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

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

Any person may submit written comments to the ALUC before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. The proposed project application may be viewed at the Riverside County Administrative Center, 4080 Lemon Street, 14<sup>th</sup> Floor, Riverside, California 92501, Monday through Thursday from 8:00 a.m. to 5:00 p.m., except Monday, May 27 (Memorial Day).

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

DATE OF HEARING: June 13, 2013

TIME OF HEARING: 9:00 A.M.

CASE DESCRIPTION:

ZAP1047BD13 – La Quinta Brewing Company (Representative: Scott Stokes) - County Case No. CUP03694 (Conditional Use Permit). CUP03694 is a proposal to establish a brewery within an existing industrial building on a 0.28 acre parcel (0.52 acres gross) located at the southwest corner of Wildcat Drive and Racoon Street in the industrial/business park area westerly of Washington Street and northerly of Interstate 10. The brewery (primarily involving the brewing and distribution of beer) would include a tasting/retail area as well as brewing/manufacturing area, offices, and storage. (Zone C of Bermuda Dunes Airport Influence Area).

FURTHER INFORMATION: Contact Russell Brady at (951) 955-0549 or John Guerin at (951) 955-0982. The ALUC holds hearings for local discretionary permits within the Airport Influence Areas, reviewing for aeronautical safety, noise and obstructions. All other concerns should be addressed to Mr. Paul Rull of the County of Riverside Planning Department, at (951) 955-0972.

626 330 002  
Jeffrey Lyon  
780 N 4th St  
El Centro, CA 92243

626 330 007  
Michele Bojkovsky  
PO Box 11933  
Palm Desert, CA 92255

626 330 024  
Eugene Doms  
PO Box 1659  
San Juan Capistrano, CA 92693

626 330 025  
Eugene Doms  
PO Box 1659  
San Juan Capistrano, CA 92693

626 330 029  
Equity Desert  
PO Box 13164  
Palm Desert, CA 92255

626 330 030  
Sanddrift Prop  
PO Box 1208  
Carpinteria, CA 93014

626 330 031  
Garrison & Pauline Tarnow  
50240 Spyglass Hill Dr  
La Quinta, CA 92253

626 330 032  
Roger Macwilliamson  
1152 Little River Dr  
Hollister, CA 95023

626 330 033  
Gerry Langlois  
PO Box 4386  
Palm Desert, CA 92261

626 330 034  
Bart Rinker  
80571 Spanish Bay  
La Quinta, CA 92253

626 330 035  
Kirshner Prop  
54063 Southern Hls  
La Quinta, CA 92253

626 330 036  
William Daugherty  
1574 Coburg Rd #279  
Eugene, OR 97401

626 330 037  
Gerry Langlois  
PO Box 4386  
Palm Desert, CA 92261

626 330 038  
Garrison Tarnow  
PO Box 6540  
La Quinta, CA 92248

626 330 039  
Steven Healis  
2320 4th Ave  
Corona Del Mar, CA 92625

626 330 042  
Security Pacific Storage Bermuda Dune  
51 Federal St #402  
San Francisco, CA 94107

626 330 046  
Doms Prop  
PO Box 1659  
San Juan Capistrano, CA 92693

626 330 050  
Bd Prop LP  
1666 20th St #100  
Santa Monica, CA 90404

626 330 052  
Ca Rentals LLC  
74596 Arroyo Dr  
Indian Wells, CA 92210

626 330 053  
Ca Rentals LLC  
74596 Arroyo Dr  
Indian Wells, CA 92210

626 420 040  
Cvwd Family  
PO Box 1058  
Coachella, CA 92236

626 420 066  
Dbp Partners  
1302 Puyallup St  
Sumner, WA 98390

626 420 067  
Dbp Partners  
1302 Puyallup St  
Sumner, WA 98390









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

ALUC Identification No.

ZAP1047B013

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

Date of Application 4.22.13  
 Property Owner GERALD & JOYCE RICHARDS Phone Number 760.345.9034  
 Mailing Address 45730 PIMA  
INDIAN WELLS, CA 92210

Agent (if any) LA QUINTA BREWING Co. Phone Number 760.777.9036  
 Mailing Address 9/6 SCOTT STOKES  
50855 WASHINGTON ST #C220  
LA QUINTA, CA 92253

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

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

Street Address 77917 WILDCAT DRIVE  
PALM DESERT, CA 92253  
 Assessor's Parcel No. 626.330.040 Parcel Size .54 a  
 Subdivision Name \_\_\_\_\_ Zoning \_\_\_\_\_  
 Lot Number \_\_\_\_\_ Classification MSC

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

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

Existing Land Use (describe) VACANT INDUSTRIAL BUILDING - WAREHOUSE  
& OFFICE.

Proposed Land Use (describe) COMMERCIAL MICRO BREWERY WITH SMALL  
TASTING ROOM. 95% SOLD OFFSITE TO BARS &  
RESTAURANTS. 5% ONSITE IN TASTING ROOM.

For Residential Uses Number of Parcels or Units on Site (exclude secondary units) \_\_\_\_\_  
 For Other Land Uses Hours of Use 7 AM - 8 PM  
 (See Appendix C) Number of People on Site Maximum Number 15  
 Method of Calculation EMPLOYEES PARKING SPACES  
1.5 X 10 SPACES = 15 PEOPLE

Height Data Height above Ground or Tallest Object (including antennas and trees) 25 ft.  
 Highest Elevation (above sea level) of Any Object or Terrain on Site 118 ft.

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

**REFERRING AGENCY (TO BE COMPLETED BY AGENCY STAFF)**

Date Received 4-30-13 Type of Project  
 Agency Name County of Riverside  General Plan Amendment  
 Staff Contact Paul Rull  Zoning Amendment or Variance  
 Phone Number \_\_\_\_\_  Subdivision Approval  
 Agency's Project No. CUP 3694  Use Permit  
 \_\_\_\_\_  Public Facility  
 \_\_\_\_\_  Other \_\_\_\_\_

**ALUC REVIEW (TO BE COMPLETED BY ALUC EXECUTIVE DIRECTOR)**

Application Receipt Date Received \_\_\_\_\_ By \_\_\_\_\_  
 Is Application Complete?  Yes  No  
 If No, cite reasons \_\_\_\_\_

Airport(s) Nearby \_\_\_\_\_  
 Primary Criteria Review Compatibility Zone(s)  A  B1  B2  C  D  E  Ht.  
 Allowable (not prohibited) Use?  Yes  No \_\_\_\_\_  
 Density/Intensity Acceptable?  Yes  No \_\_\_\_\_  
 Open Land Requirement Met?  Yes  No \_\_\_\_\_  
 Height Acceptable?  Yes  No \_\_\_\_\_  
 Easement/Deed Notice Provided?  Yes  No \_\_\_\_\_

Special Conditions Describe: \_\_\_\_\_  
 \_\_\_\_\_

Supplemental Criteria Review Noise \_\_\_\_\_  
 Safety \_\_\_\_\_  
 Airspace Protection \_\_\_\_\_  
 Overflight \_\_\_\_\_

**ACTIONS TAKEN (TO BE COMPLETED BY ALUC EXECUTIVE DIRECTOR)**

ALUC Executive Director's Action  Approve Date \_\_\_\_\_  
 Refer to ALUC

ALUC Action  Consistent Date \_\_\_\_\_  
 Consistent with Conditions (list conditions/attach additional pages if needed)  
 \_\_\_\_\_  
 Inconsistent (list reasons/attach additional pages if needed)  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

**COUNTY OF RIVERSIDE  
AIRPORT LAND USE COMMISSION**

**STAFF REPORT**

**AGENDA ITEM:** 2.3  
**HEARING DATE:** June 13, 2013  
**CASE NUMBER:** ZAP1048BD13 -- Passco Washington Square LLC  
(Representative: Little/DaMarlon Carter)  
**APPROVING JURISDICTION:** County of Riverside  
**JURISDICTION CASE NO:** PP25328 (Plot Plan)  
**MAJOR ISSUES:** None

**RECOMMENDATION:** Staff recommends that the Commission find the proposed project **CONSISTENT**, subject to the attached conditions.

**PROJECT DESCRIPTION:** PP25328 is a proposal to construct a bank on a 0.7-acre parcel. The bank building would include public area (lobby and queuing area), offices, storage, and a break room.

**PROJECT LOCATION:** The project site is located westerly of Washington Street, northerly of Interstate 10, Varner Road, and Marketplace Street, and southerly of Wildcat Drive within the unincorporated community of Thousand Palms, approximately 7,090 feet northwesterly of the westerly 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 Compatibility Zones C and D
- c. Noise Levels: Aircraft noise levels are between 55-60 CNEL

**BACKGROUND:**

**Non-Residential Average Intensity:** The project is located within Airport Compatibility Zones C and D. However, the proposed bank building would be located entirely within Zone C. Non-Residential intensity in Airport Compatibility Zone C is restricted to 75 people per average acre. The site has a net area of 30,670 square feet (0.7 acres) and a gross area of 0.95 acres. Therefore, a total of 71 people may be accommodated on this property. The "Building Code Method" for calculating intensity utilizes "minimum floor area per occupant" criteria from the Building Code as a factor in projecting intensity. If the public access (lobby and queue) area is treated as "retail" and other areas are evaluated pursuant to Appendix C, Table C-1, of the Riverside County Airport Land Use Compatibility Plan, the total intensity of the building would be 67 people, based on the floor plan provided by the applicant. With the 50% reduction for retail and office uses, a total occupancy of 43 would be anticipated. This would equate to an average intensity of 45 people per gross acre, which would be consistent with the allowable intensity.

An alternative calculation for intensity is based on the number of parking spaces provided for a project. A total of 25 parking spaces are being provided. The project also includes a drive-through with stacking for 14 vehicles. Assuming occupancy of 1.5 persons per vehicle, a total of 59 people would be anticipated. This would equate to an average intensity of 62 people per gross acre, which would be consistent with the allowable intensity.

Non-Residential Single-Acre Intensity: In this case, the single-acre intensity limit of Zone C is not relevant, because the total allowable occupancy based on the average intensity limit is lower, as the site is smaller than one acre in gross area.

Noise: The site is located within an area subject to average aircraft noise levels of 55 to 60 CNEL. As a non-residential use not including any noise sensitive uses, no special measures to mitigate aircraft-generated noise are required.

PART 77: The elevation of Runway 10-28 at its westerly terminus is approximately 73.4 feet above mean sea level (AMSL). At an approximate distance of 7,090 feet to the property line and relevant slope of 100:1, any structure above 144.3 feet AMSL would require FAA review. The proposed pad elevation lies at 108.25 feet AMSL and the building is a maximum 25 feet in height for a total elevation of 133.25 feet AMSL. This height would not exceed the above noted threshold of 144.3 feet AMSL. In addition, a flag pole is proposed at a height of 33 feet for a total elevation of 141.25 feet AMSL, which would also not exceed the noted threshold of 144.3 feet AMSL. Therefore, Federal Aviation Administration (FAA) obstruction evaluation review would not be required for the building or flag pole.

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

#### **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, including landscaping utilizing water features, aquaculture, production of cereal

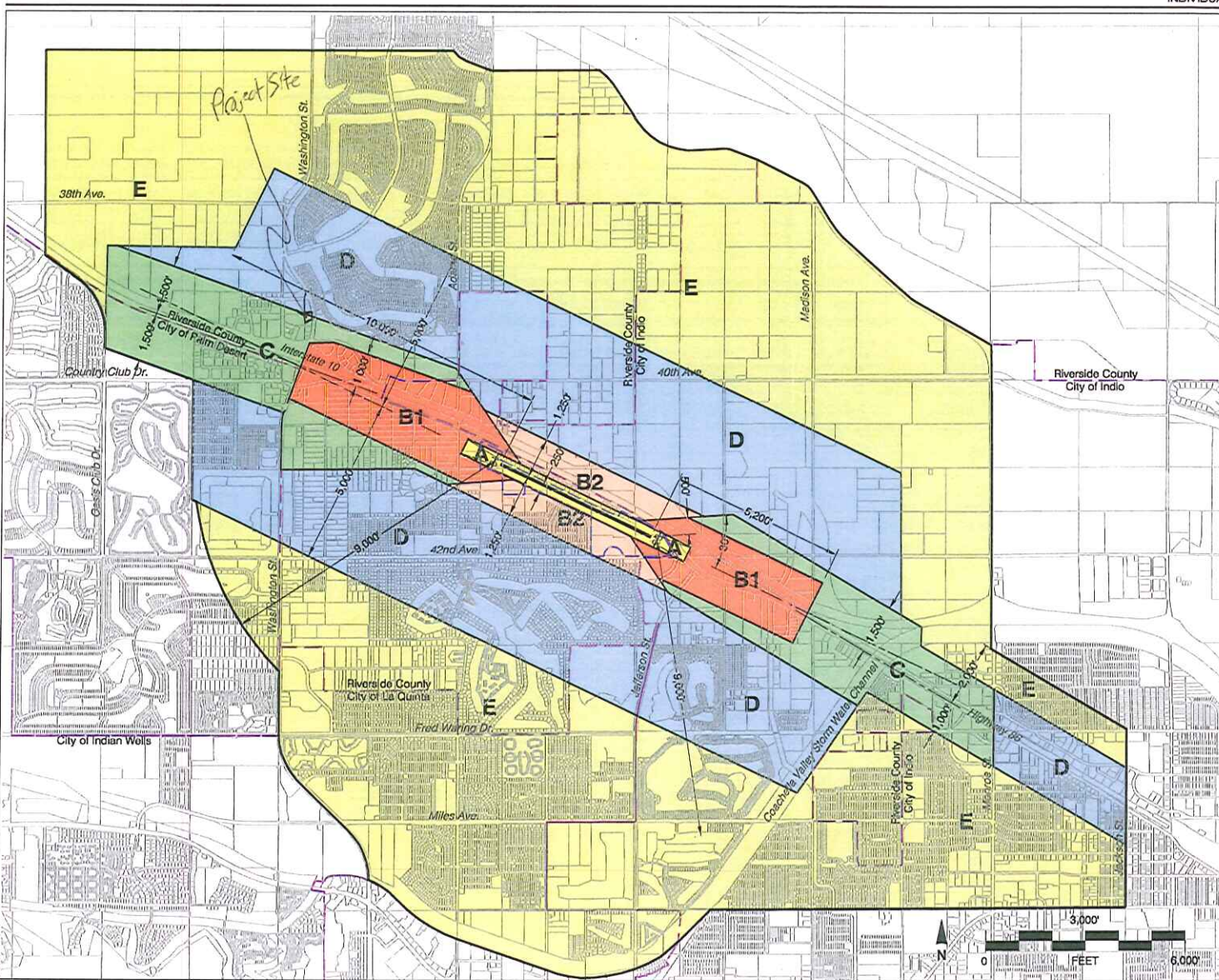
grains, sunflower, and row crops, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.

- (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
  - (e) Children's schools, day care centers, libraries, hospitals, nursing homes, highly noise-sensitive outdoor nonresidential uses, and hazards to flight.
2. The attached notice shall be provided to all potential purchasers of the property and tenants of the building, and shall be recorded as a deed notice.
  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.
  4. No flag pole, light pole, or other structures shall exceed a height of 35 feet above ground level or an elevation threshold at top point of 144 feet above mean sea level.
  5. No retention basins are depicted on the site plan. Any new retention basins on the site shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the retention basin(s) that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.
  6. This project has been evaluated as a proposal for the establishment of a 3,515 square foot bank. 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 this structure:

Auction rooms, auditoriums, bowling alleys, churches, chapels, and other places of worship, conference rooms with capacities of 12 or more persons, classrooms, dance floors, dining facilities, drinking establishments, exhibit rooms, gaming, gymnasiums, lodge rooms, lounges, restaurants (other than carry-out/take-home facilities with less than 12 seats), reviewing stands, stages, swimming pools, 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.

# NOTICE OF AIRPORT IN VICINITY

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



**Legend**

**Compatibility Zones**

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

**Boundary Lines**

- Airport Property Line
- City Limits

**Note**

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

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

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

Map BD-1

**Compatibility Map**  
**Bermuda Dunes Airport**



Ave 38

39th Ave

40th Ave

Ave 42

Espana Blvd

Jefferson St

Avenida Linda Vista  
Avenida Olivia

Sun City Blvd  
Camino San Lucas

Camino Santa Elise

Cliff St

Bowden Dr

Jamaica Sands Dr

Trinity Dr

Camelback Dr  
Trinidad Dr

Bermuda Dunes, GA, USA

Bermuda Dunes

© 2013 Google  
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Bermuda Dunes Dr

Martinique Dr

Ewarton Rd

Orcabessa Dr

Emerald Crest Dr

Avenue 41

Rockwell Cir

Ave 40

Wildcat Dr

Links Dr  
Palm Tree Ave  
Platinum Dr

Stirling Ln  
Cotton Reed Dr

Manogala Rd

Strandywine Ave

Carter Ln

Petito Bluff Dr

Sparkey Way

Harris Ln

Leopold St

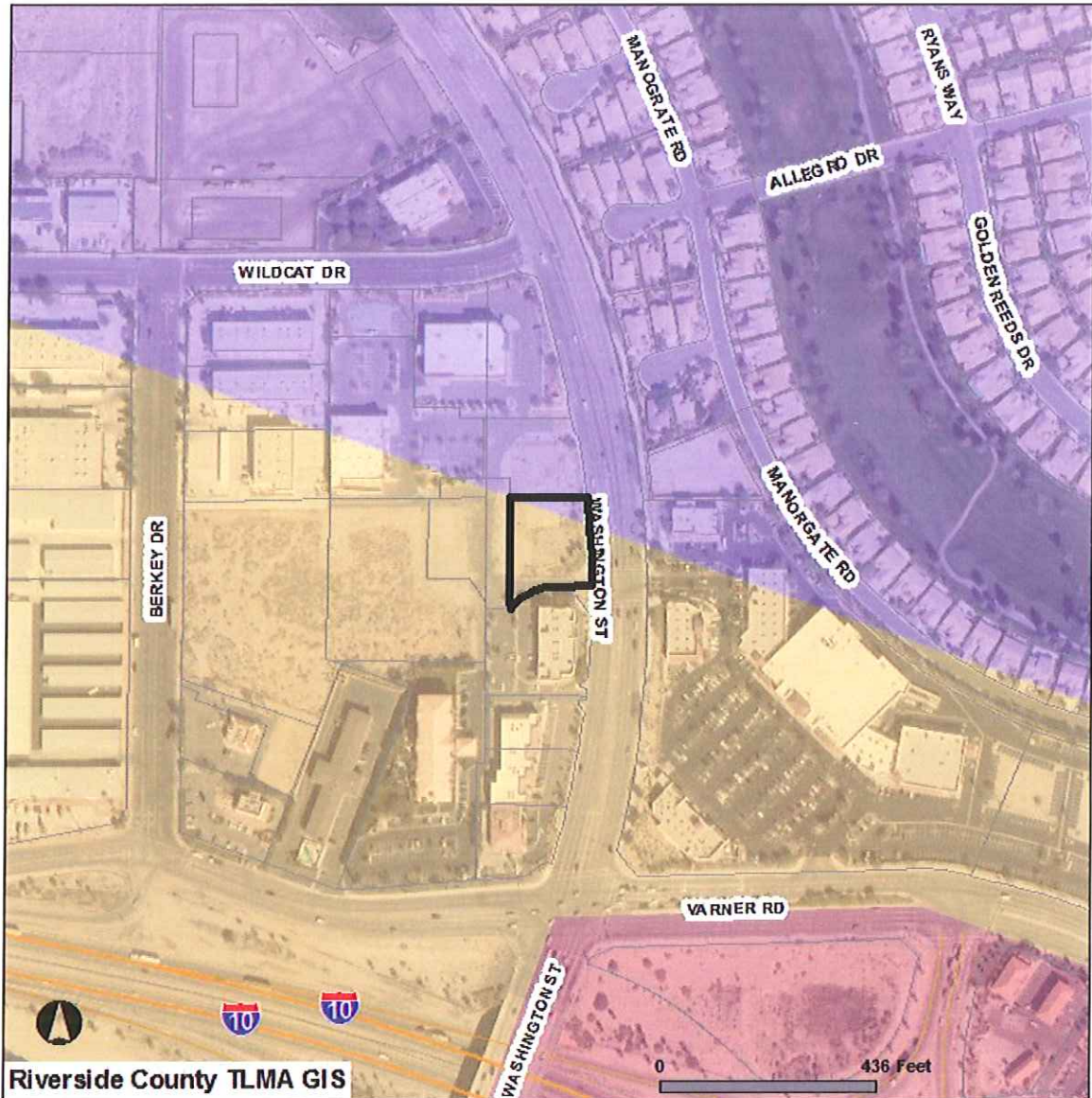
15th St

Kevin Rd

Warraven Dr, E



RIVERSIDE COUNTY GIS



Selected parcel(s):  
748-370-057

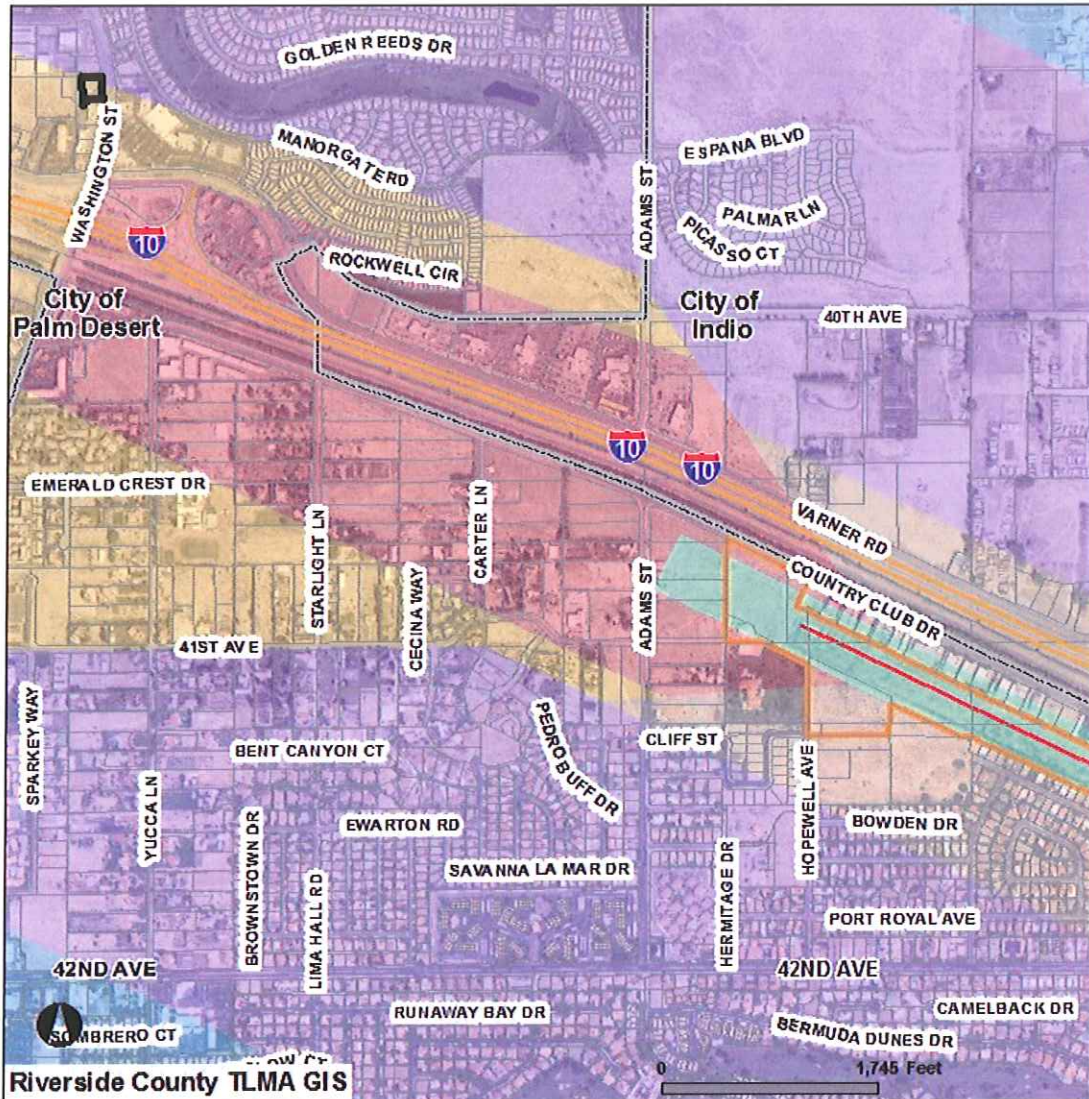
AIRPORTS

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

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748-370-057

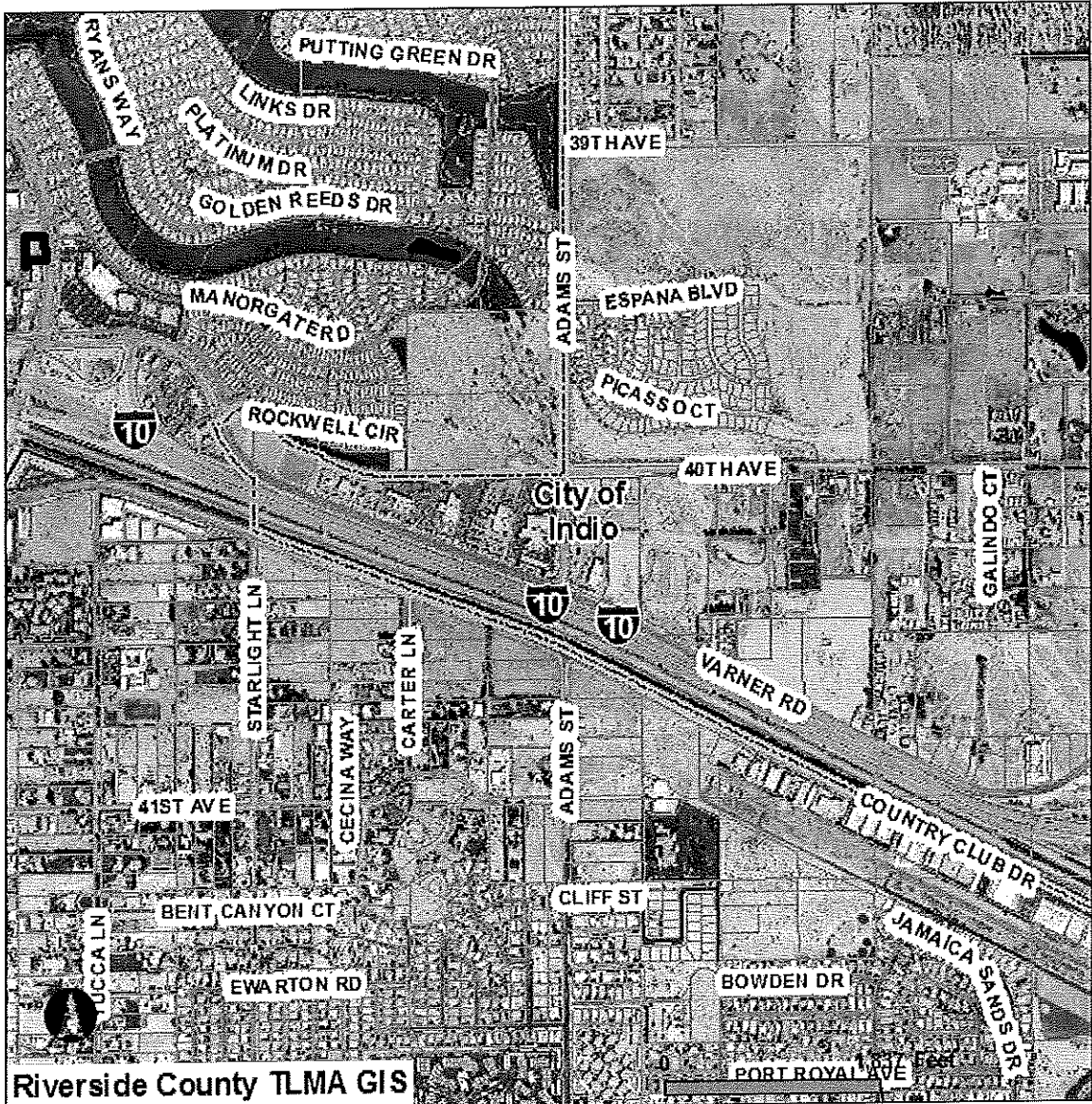
AIRPORTS

- |                       |                         |                      |                      |
|-----------------------|-------------------------|----------------------|----------------------|
| SELECTED PARCEL       | INTERSTATES             | HIGHWAYS             | PARCELS              |
| AIRPORT RUNWAYS       | AIRPORT INFLUENCE AREAS | AIRPORT BOUNDARIES   | COMPATIBILITY ZONE A |
| COMPATIBILITY ZONE B1 | COMPATIBILITY ZONE B2   | COMPATIBILITY ZONE C | COMPATIBILITY ZONE D |
| COMPATIBILITY ZONE E  |                         |                      |                      |

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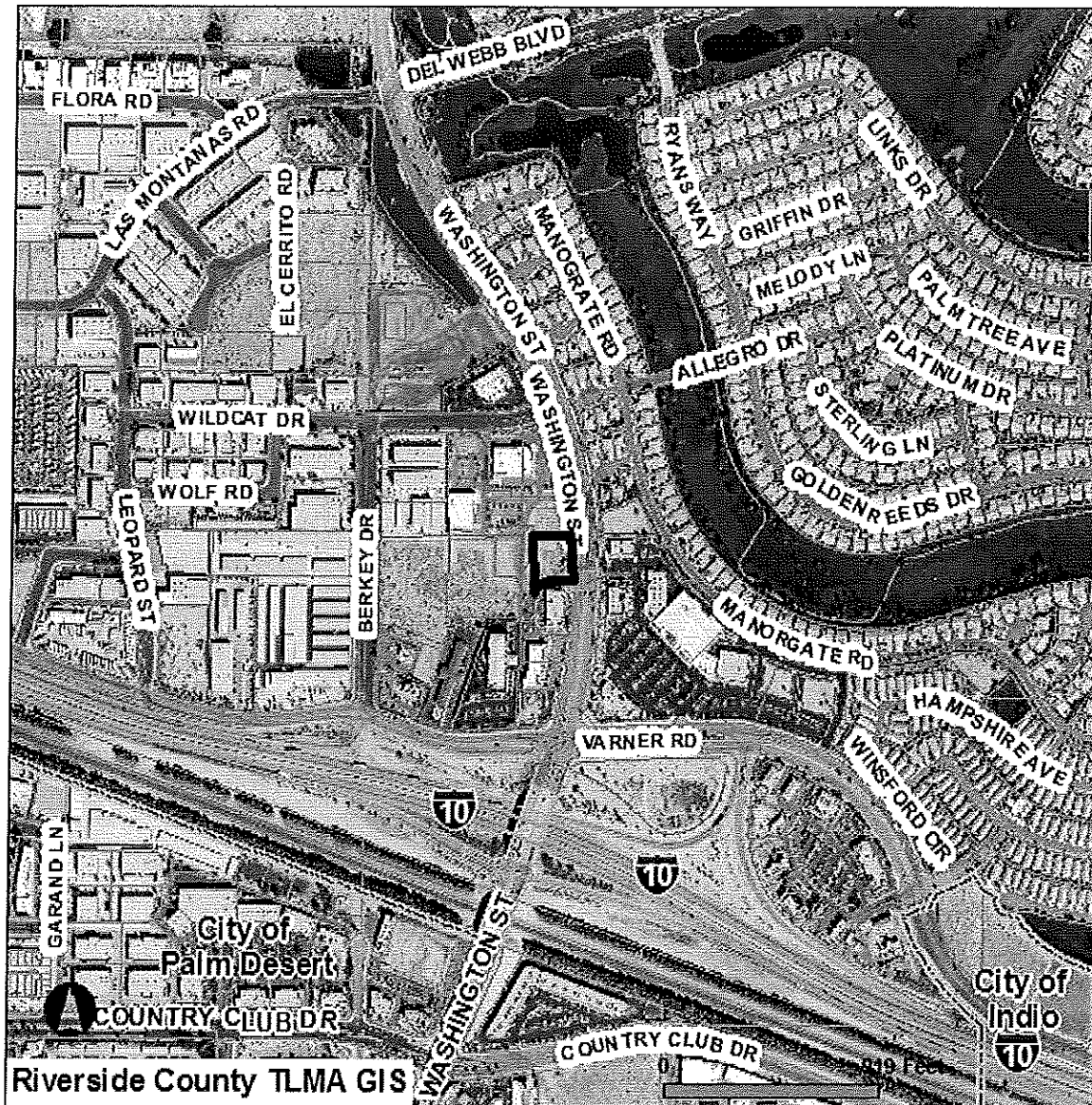
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LEGEND

 SELECTED PARCEL

 INTERSTATES

 HIGHWAYS

 PARCELS

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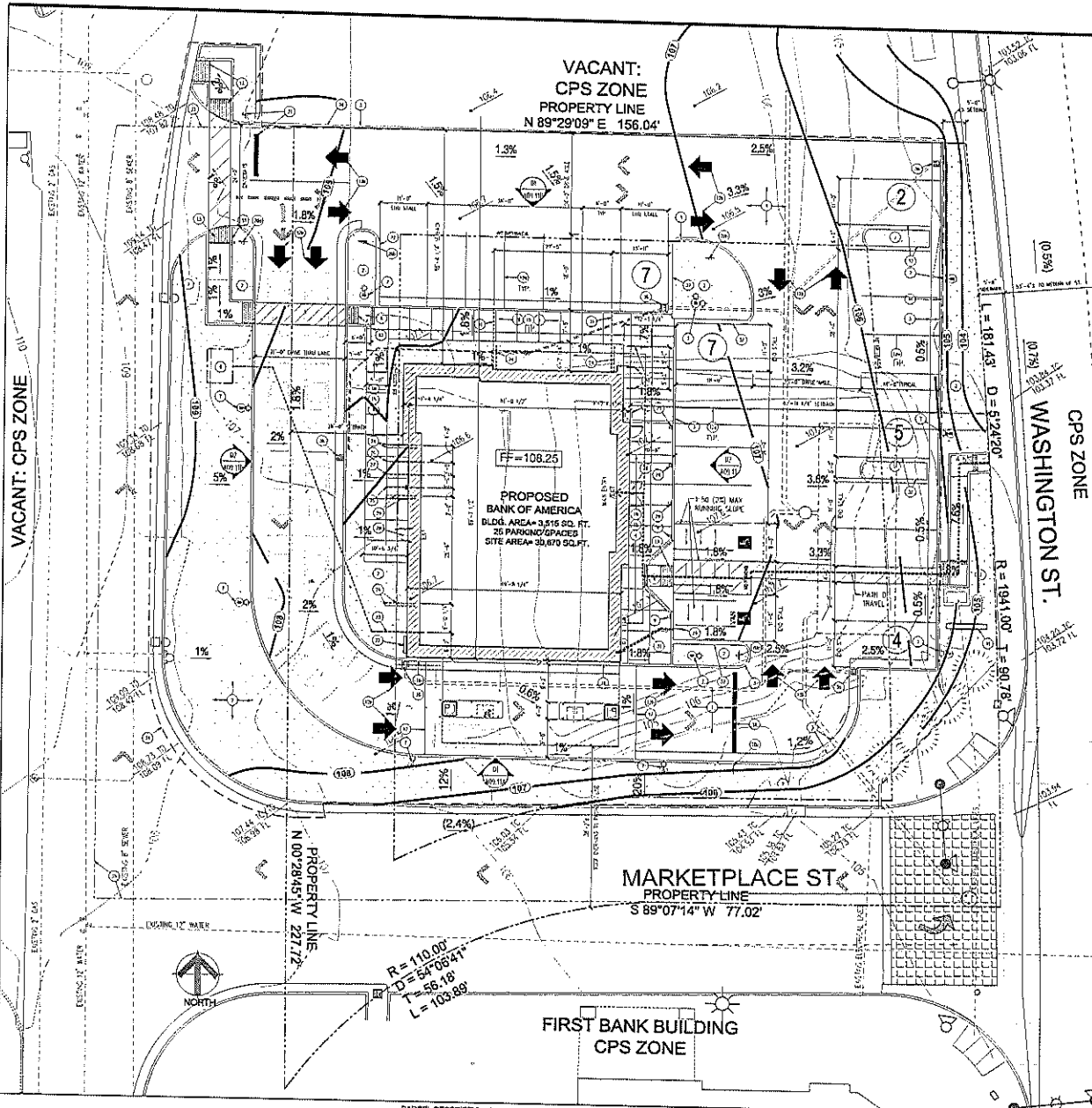
**Selected parcel(s):**  
748-370-057

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Version 130225



**PARCEL DESCRIPTION: PARCEL A**  
PARCEL A, OF PARCEL MAP NO. 31861, IN THE COUNTY OF INDIANOS, STATE OF CALIFORNIA, AS PER MAP FILED IN BOOK 225, PAGES 46 THROUGH 71, INCLUDING 21 PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

**EXCEPTING MINERALS AND OIL, GAS, AND OTHER HYDROCARBON SUBSTANCES**  
UNDER SAID LAND BELOW A DEPTH OF 500 FEET WITHOUT THE RIGHT OF SURFACE ENTRY AS REFERRED TO AND NOT CONSIDERING A RELEVANT TEMPORARY USE BEING RECORDED FEBRUARY 19, 1984 AS INSTRUMENT NO. 27684 OF OFFICIAL RECORDS OF INDIANOS COUNTY, CALIFORNIA.

**CARBONABLE DETERMINATION**  
MODERATE

**FLOODING**  
ZONE "AO" PER FEDERAL EMERGENCY MANAGEMENT AGENCY MAP NO. 66028-1020 C RECORDED NOV. 20, 1986. ZONE "AO" DENOTES AREAS SUBJECT TO A 100-YEAR FLOOD HAZARD AND CORRESPONDING TO THE AREAS OF 1-100-YEAR SHALLOW FLOODING (USUALLY SHEET FLOOD OR SCARPING TERRAIN). AVERAGE DEPTHS ARE VETERINARIES FOR AREAS OF ALLUVIAL FAN FLOODING. VELOCITIES ARE ALSO DETERMINED.

**ZONE "C"** PER FEDERAL EMERGENCY MANAGEMENT AGENCY MAP NO. 66028-1020 C RECORDED NOV. 20, 1986. ZONE "C" DENOTES AREAS SUBJECT TO MINIMAL FLOODING.

**NOTE:**  
THIS PROJECT COMPLES WITH THE COUNTY'S WATER QUALITY MANAGEMENT PROGRAM. PLEASE SEE PROJECT'S WQMP REPORT.

- ASPHALT PAVING PER D.O.G. SPEC #7 24" TWO-WAY DRIVEWAYS/DRIPE AREAS (FOR DRIVE STR.) PROVIDE 4" ASPHALT CONCRETE ON RICH CRUST ON 11.25" ASPHALT BINDER OR PRIME COAT ON 6" GRADED AGGREGATE BASE
- LANDSCAPING - SEE LANDSCAPE PLAN
- CONCRETE CURB, CURBS/GUTTER, TYP. PER COUNTY OF INDIANOS STANDARD
- CONCRETE SIDEWALK - 18" MIN. 5'-0" O.C. TYP.
- 2" AIR BRN PER SPECIFICATIONS. INSTALL PER MANUFACTURER RECOMMENDATION
- CONCRETE PAD TO RECEIVE TRANSFORMER
- SITE LIGHT POLE - SEE ELEC. CONTRACTOR TO CONFORM SITE LIGHTING FIXTURES WITH TRADE CONDITIONS AND IGFALLES FOR THE DEVELOPMENT BEEN REQUIRED TO MATCH DEVELOPMENT STANDARD
- ACCESSIBLE RAMP
- HANDICAPPED PARKING SIGN PER ADA GUIDELINES
- FLAG POLE - ATTACH TO BUILDING. REFER TO ELEVATION SHEET 4003.11
- PROPOSED SIGNAGE NOT PROVIDED BY OTHER SIGN MFG. CONTRACTOR TO COORDINATE ELECTRICAL TO SIGN. REFER TO ELEC. SIGNAGE PACKAGE BY SEPARATE SUBMITTAL.
- STRIPE PER INDIANOS COUNTY CODE
  - 8" WIDE PARKING SPACES - 4" WIDE STRIPE, WHITE
  - TRAFFIC DIRECTIONAL ARROWS - WHITE
  - ACCESSIBLE ACCESS WALK - WHITE
  - ENTER/EXIT LANE OVERHEAD - 4" WIDE STRIPE, WHITE
- 3'-0" WIDE MET. TRUNCATED CONE INTERCHANGE WARNING SURFACE. NOT USED
- ALL SIDEWALK SLOPE TO BE 2% MAX
- 100% SIDEWALKS
- HEADWALL CURB - 10" WIDE AGAINST BUILDING
- CONC. PAVING, 8" CONC. SLAB ON 8" PCC. BASE
- 12" STRIPE - PAINTED WHITE
- ALL WALKWAY CALCULUS TO BE GREY OR MATCH APPROVED COLOR CODE
- EXTRUSIONAL SIGNAGE (BY OWNER)
  - 6" CONC. WIDE
  - NO BANK PARKING
  - DO NOT EXCEED
- STOP SIGN (BY OWNER) FOR BAY
- REDUCING TESCO CABLE
- ELECTRIC POINT OF CONNECTION: MAIN ELEC. GUYARD, REC. ELEC. AND CIVIL
- ROOF DRAIN/OVERFLOW - DRAIN TO STORM LINE REC. PLUMBING AND CIVIL
- GAS METER REC. PLUMBING & CIVIL
- SMITARY LINE AND C.D. REC. PLUMBING AND CIVIL
- WATER SUPPLY LINE, REC. PLUMBING AND CIVIL
- 2% MAX SLOPE (GROSS & RUNNING) AT GUTCH. UNLESS OTHERWISE NOTED. SEE
- PARKING SIGN, PARKING FOR LOW EMISSION AND FUEL EFFICIENT VEHICLES.
- BICYCLE RACK
- 100% OVERFLOW DRAIN THERMAL FLUSH BEH. CURB.
- 12" WIDE CONCRETE PARAPET
- 17'-0" ACCESSIBLE NOTIFICATION SIGN.
- LIMITS OF CONSTRUCTION
- PROPERTY LINE AFTER LOT LINE ADJUSTMENT
- BRAIN BLEED, REC. CIVIL DIVS.

**PROJECT INFORMATION:**  
APPLICANT:  
BANK OF AMERICA  
1001 HILMARTON BLVD, SUITE 100  
COSTA MESA, CA 92626  
TEL: (714) 440-7400  
FAX: (714) 440-6333

**OWNER:**  
PASCOCO WASHINGTON SQUARE  
200 WASHINGTON ST., SUITE 200  
SAN FRANCISCO, CA 94102  
TEL: (415) 398-7000

**ARCHITECT:**  
LITTLE ARCHITECTURAL CONSULTANTS  
1001 HILMARTON BLVD, SUITE 100  
COSTA MESA, CA 92626  
TEL: (714) 440-7400

**PROJECT DESCRIPTION:**  
PROPOSED NEW 3,516 SQ. FT. FULL SERVICE BANKING CENTER W/ 22 (2) DRIVE-THRU LANE'S (OVER 300 SQ. FT. INTERIOR VESTIBULE AREA)

**SITE INFORMATION:**  
ADDRESS:  
WASHINGTON ST. & MARKETPLACE ST.  
PALM DESERT, CALIFORNIA

**SECURITY PLAN:**  
DESIGNED BY: SHAW GROUP  
PLAN NUMBER: #201  
PLANING AREA: 10  
ADOPTED DATE: 06/25/2003

**ZONING:**  
PROPERTY OWNER: PASCOCO WASHINGTON SQUARE  
PROPOSED USE: BANK  
ZIE: 4.70 ACRES  
CITY/PLANNING ZONING: C-P-2  
ADJACENT ZONING (EAST): C-P-2  
ADJACENT ZONING (WEST): C-P-2  
ADJACENT ZONING (SOUTH): C-P-2  
ADJACENT ZONING (NORTH): C-P-2

**DATE PREPARED:**  
JANUARY 20, 2013

**SCALE/LAYOUT DATA:**  
MINIMUM DRIVE WHEEL WIDTH: 50  
DRIVE UP: TELLER/ATM ISLAND  
HEADWALL: 12"  
PROPOSED: 24"  
MINIMUM DRIVE WHEEL WIDTH: 30"  
REQUIRED: 24"  
PROPOSED: 24" & 25"  
STANDARD PARKING CHALLENGE & END STALLS: 15'  
LOADING ZONE REQUIRED: NO LOADING ZONE REQUIRED

**VEHICLE REQUIREMENTS:**  
FRONT: 50% AND TRAIL: 50%  
22' PER SPECIFIC PLAN #201

**AREA/AREAS:**  
LANDSCAPE: 7,500 SQUARE FEET  
PARKING LOT PAVEMENT: 14,000 SQUARE FEET  
CONCRETE WALKS, CUTTER & FORMING: 2,000 SQUARE FEET  
BUILDING: 3,516 SQUARE FEET  
BUILDING HEIGHT: 25'-0"

**PARKING DATA:**  
REQUIRED: 1/250 SQ. FT. = 15 SPACES  
PROVIDED: 25 SPACES INCLUDING ADA  
ADA PARKING REQUIRED: 1/250 PARKING SPACES  
PROVIDED: 2 SPACES  
STACKING FOR 6 VEHICLES FROM 20 TO DRIVE-UP

**PARKING DATA:**  
PROPOSED PAVEMENT AREA: 14,000 SQ. FT.

**BUILDING DATA:**  
BUILDING AREA: 3,516 SQUARE FEET  
BUILDING HEIGHT: 25'-0"

**LEGAL DESCRIPTION:**  
RECORDS BOOK/PAGE: PM 225/58 PARCEL 11

**LANDSCAPE DATA:**  
MINIMUM PERCENTAGE OF TOTAL INTERIOR PARKING AREA TO BE LANDSCAPED REQUIRED FOR 25-45 SPACES: 25%  
PERCENTAGE OF TOTAL PARKING AREA REQUIRED TO BE SHADED: 25-49 SPACES REQUIRES 40% MINIMUM LANDSCAPE (SHADE): 5'-0"

**UTILITIES:**  
SEWER: COACHELLA VALLEY WATER DISTRICT  
WATER: COACHELLA VALLEY WATER DISTRICT  
ELECTRIC: INFORM. UTILIZATION DISTRICT  
GAS: THE GAS COMPANY  
CABLE: SBC WARRIOR CABLE  
TELEPHONE: VERIZON

**SOILS/DISTRICT:**  
DETAILED SHADY SHADY 50000 DISTRICT

**BANK OF AMERICA**  
WASHINGTON MARKET PLACE  
Washington St. Market Place St.  
Palm Desert, CA

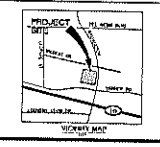
**MANHATTAN ID:**  
SERIAL NUMBER:  
NEW VESTIBULE: 2.0  
BULLETINS: 38

**LITTLE**  
DIVERSIFIED ARCHITECTURAL CONSULTANTS

1001 HILMARTON BLVD, SUITE 100  
COSTA MESA, CALIFORNIA  
TEL: (714) 440-7400 FAX: (714) 440-6333  
WWW.LITTLEARCHIT.COM

*The Planning and Design Division is a member of Little Architectural Consultants, a registered professional corporation, which is a member of the American Institute of Architects. Little Architectural Consultants, Inc. is not affiliated with Little, FA, Inc.*

Scale: 1" = 10'



**PROJECT**  
BANK OF AMERICA - PALM DESERT

**DESIGN/RESPONSION**  
SHAW GROUP

**DATE:**  
SCALE: 1" = 10'

**A00.50**







# BANK OF AMERICA

WASHINGTON MARKET PLACE  
Washington Square/Marketplace St.  
Palm Desert, CA

MANHATTAN ID:  
SERIAL NUMBER:  
NRSIP VERSION: 2.0  
DWG LISTING: N6



1001 NEWPORT BLVD., SUITE 200  
COSTA MESA, CA 92627  
TEL: 714.440.7200 FAX: 714.440.1423  
WWW.LITTLE-USA.COM

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OWNER:  
BANK OF AMERICA  
25 H. HAVILL RD.  
PALM DESERT, CA 92069  
949.559.2360

ARCHITECT:  
LITTLE DIVERSIFIED ARCHITECTURAL CONSULTING  
1001 NEWPORT BLVD., SUITE 200  
COSTA MESA, CA 92627  
949.440.7200

DATE: 08/11/10  
DRAWN BY: J. HARRIS  
CHECKED BY: J. HARRIS  
DATE: 08/11/10

SCALE: AS SHOWN  
PROJECT: BANK OF AMERICA - PALM DESERT

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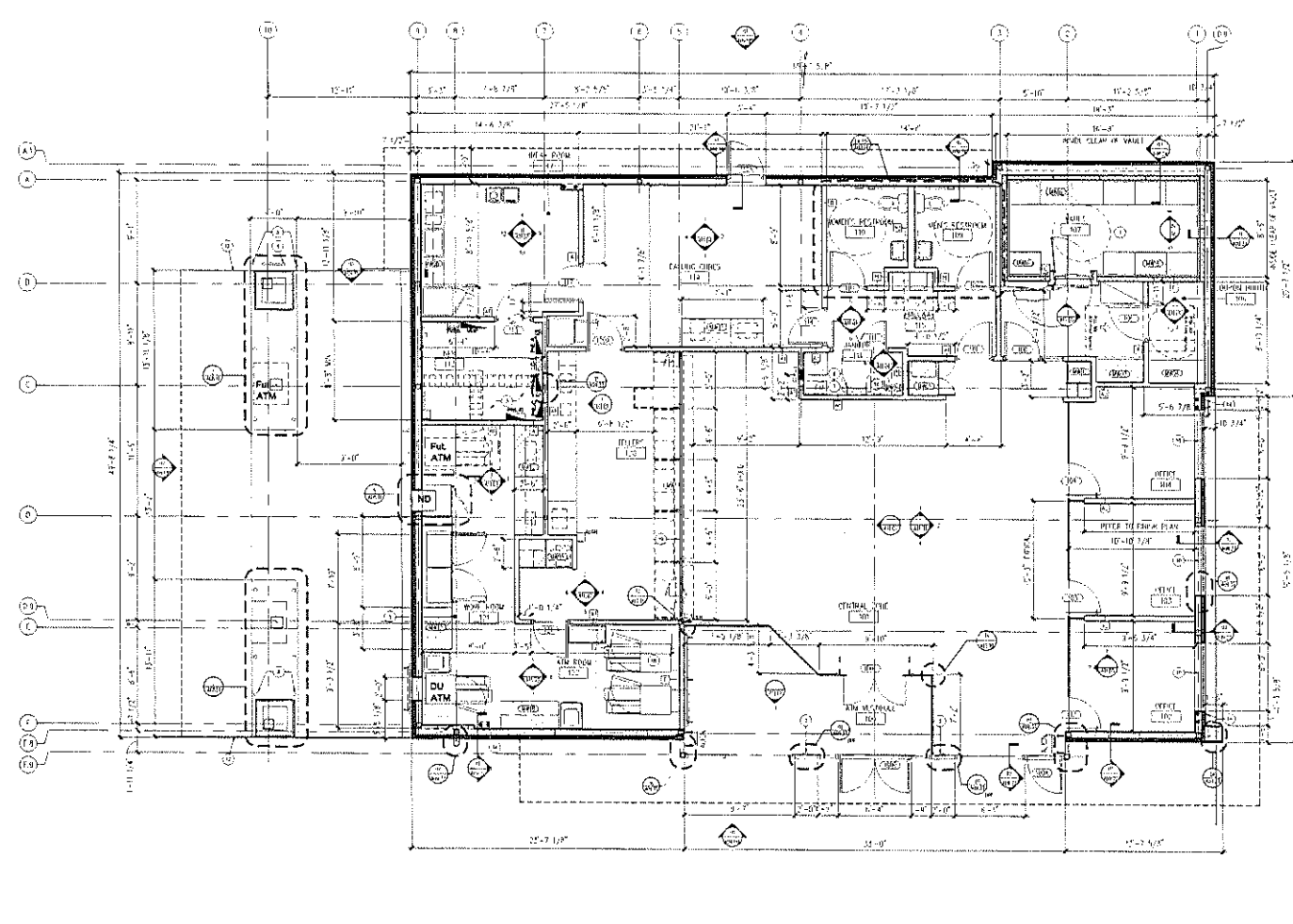
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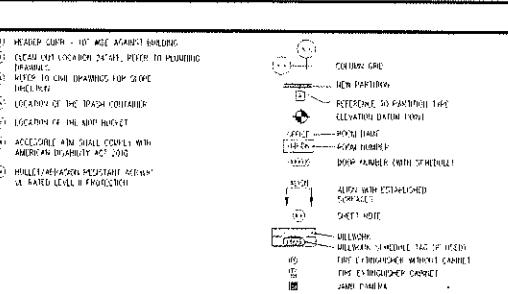


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DATE: 08/11/10  
DRAWN BY: J. HARRIS  
CHECKED BY: J. HARRIS  
DATE: 08/11/10

- ### KEY NOTES
- REFER TO STRUCTURAL DRAWINGS FOR VERTICAL CURB CONSTRUCTION.
  - FIRE PROTECTION EQUIPMENT REFER TO ELECTRICAL DRAWINGS.
  - PROVIDE ONE-SIDED 3/4" FLANGED BACKBAND ON THE WALL, 1/4" OF FINISHED FLOOR TO THE FACE OF FINISHED SLAB.
  - GROUND MOUNTED SIGN BY OWNER.
  - PROVIDE HEAVY DUTY FLOOR STOP NEW SMO - COORDINATE LOCATION WITH CASH WALL FROM EXISTING TO PROTECT MATCH - SEE DETAIL 12/AB/12.
  - WORK MATCH ABOVE - SEE DETAIL 12/AB/12.
  - RELAND - SEE DETAIL 9/AB/12.
  - NOT USED.
  - ROULLED SHIM.
  - NOT USED.
  - ALLOW TOLERANCE OF 1/8" SLAB WITH LEVEL OF CURB FROM SHEET ABOVE.
  - WEATHER CURB - 10" WIDE AGAINST FINISHING.
  - CLEAN UP LOCATION 24" MIN. REFER TO FINISHING DRAWINGS.
  - REFER TO CURB DRAWINGS FOR CURB FINISHES.
  - LOCATION OF THE TRASH CONTAINER.
  - LOCATION OF THE AIR RIG.
  - ACCESSIBLE ATM SHALL COMPLY WITH AMERICAN DISABILITY ACT (ADA).
  - SMALLER MEANS FOR PROTECTING AGAINST VIBRATION LEVEL 8 PROTECTION.
  - EXISTING GRID.
  - NEW PARTITION.
  - REFER TO FINISHING LIFE ELEVATION DRAWING LEVEL.
  - WORK FINISH.
  - ROOM NUMBER.
  - DOOR NUMBER (ENTER DETAIL ONLY).
  - ALSO WITH ESTABLISHED SURFACE.
  - SHEET MARK.
  - MILLSBORO - 3/4" MEDICAL TAG OF USES.
  - NO - FIRE EXTINGUISHER MOUNTED CARRIER.
  - NO - FIRE EXTINGUISHER CARRIER.
  - JAMB FINISH.



- ### SHEET NOTES
- ALL PARTITIONS TO BE THIS "A", UNLESS OTHERWISE NOTED. REFER TO SHEET A-10.
  - FOR ADDITIONAL GENERAL NOTES SEE SCHEDULES, REFERENCE ABOVE.
  - ALL SHEETS COMPILER NOTED. LOCATE AND FREE UP ALL WORK FROM EXISTING FURNITURE/STATIONERY.
  - REFER TO GENERAL SCHEDULE FOR FINISHING EQUIPMENT.
  - REFER TO ALL EQUIPMENT WITH VENDOR.
  - EXHAUSTION SHALL PROVIDE CLEARING FOR ALL EQUIPMENT AND ACCESSORIES SHOWN IN NOTES.

A02.01



# **NOTICE OF PUBLIC HEARING**

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

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

Any person may submit written comments to the ALUC before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. The proposed project application may be viewed at the Riverside County Administrative Center, 4080 Lemon Street, 14<sup>th</sup> Floor, Riverside, California 92501, Monday through Thursday from 8:00 a.m. to 5:00 p.m., except Monday, May 27 (Memorial Day).

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

DATE OF HEARING: June 13, 2013

TIME OF HEARING: 9:00 A.M.

### **CASE DESCRIPTION:**

ZAP1048BD13 – Passco Washington Square LLC (Representative: Little/DaMarlon Carter) - County Case No. PP25328 (Plot Plan). PP25328 is a proposal to construct a bank on a 0.7 acre parcel located on the westerly side of Washington Street, northerly of Interstate 10, Varner Road, and Marketplace Street, and southerly of Wildcat Drive. (Zones C and D of Bermuda Dunes Airport Influence Area).

FURTHER INFORMATION: Contact Russell Brady at (951) 955-0549 or John Guerin at (951) 955-0982. The ALUC holds hearings for local discretionary permits within the Airport Influence Areas, reviewing for aeronautical safety, noise and obstructions. All other concerns should be addressed to Mr. Jay Olivas of the County of Riverside Planning Department, at (951) 955-1195.

*SUSAN W. CASE, INC.*

*susancaseinc@yahoo.com*

File# 138733

Bank of America

Washington St/Marketplace St

Palm Desert CA

300' Owners

APN(s): 748 370 057

April 29 2013

*917 Glenneyre Street, Suite 7 • Laguna Beach, CA 92651*

*PHONE (949) 494-6105 • FAX (949) 494-7418*

748 350 024

Vern Blatchley

78015 Banyon Grove Ct

Palm Desert CA 92211

748 350 053

Anderson Trust

78010 Deerbrook Cir

Palm Desert CA 92211

748 350 054

Edward Tocci

11181 Ettrick St

Oakland CA 94605

748 350 055

Joseph & Theresa Femenella

21762 Chatham

Mission Viejo CA 92692

748 350 056

George Wyatt

78083 Deerbrook Cir

Palm Desert CA 92211

748 370 014

G6 Hospitality Property LLC

4001 International Pkwy

Carrollton TX 75007

748 370 015

Big Sky Inv Hospitality Inc

2545 Rudy St

Rowland Heights CA 91748

748 370 033

Hldg Trust

77900 Avenue Of The States

Palm Desert CA 92211

748 370 039

Yea Chang USA Inc

21520 Yorba Linda Blvd #g338

Yorba Linda CA 92887

748 370 040

Passco Washington Square

96 Corporate Park #200

Irvine CA 92606

748 370 044

D Group

2445 Kiser

Tustin CA 92782

748 370 045

D Group

2445 Kiser

Tustin CA 92782

748 370 052

Passco Washington Square

96 Corporate Park #200

Irvine CA 92606

748 370 053

Passco Washington Square

96 Corporate Park #200

Irvine CA 92606

748 370 054

Passco Washington Square

96 Corporate Park #200

Irvine CA 92606

748 370 055

Passco Washington Square

96 Corporate Park #200

Irvine CA 92606

748 370 056

Passco Washington Square

96 Corporate Park #200

Irvine CA 92606

748 370 057

Bank Of America Na

13850 Ballantyne Corporate Pl

Charlotte NC 28277

748 370 058

Passco Washington Square

96 Corporate Park #200

Irvine CA 92606

748 370 062

Fresh & Easy Neighborhood Market

Inc

2120 Park Pl #200

El Segundo CA 90245

748 390 024

Marketplace LP

1667 E Lincoln Ave

Orange CA 92865

4 sets gummed address labels owner/representative

Bank of America  
John Fielder  
275 S Valencia Blvd  
Brea CA 92823

Bank of America  
John Fielder  
275 S Valencia Blvd  
Brea CA 92823

Bank of America  
John Fielder  
275 S Valencia Blvd  
Brea CA 92823

4 sets owner/rep

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

ALUC Identification No.

ZAP1048BD13

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

Date of Application APRIL 30, 2013  
 Property Owner Passco Washington Square LLC / Carey Levy Phone Number 949-442-1000  
 Mailing Address 96 Corporate Park, Suite 200  
Irvine CA 92606

Agent (if any) LITTLE / DaMarlon Carter Phone Number 949-698-1418  
 Mailing Address 1901 Newport Blvd., Suite 300  
Costa Mesa CA 92627

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

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

Street Address North West corner of Washington St. & Marketplace Drive  
Palm Desert CA  
 Assessor's Parcel No. 748-370-057-1 Parcel Size .70 Acres  
 Subdivision Name Del Webb's Sun City - Palm Springs Zoning CPS  
 Lot Number Pad 6 Classification

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

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

Existing Land Use (describe) Vacant Out - lot Parcel

Proposed Land Use (describe) Proposed New 3,515 sq.ft. banking Center w/ two 24 hrs. drive thru ATM Lanes & 24 hrs. interior Vestibule ATM's. on Parcel 6 of the (CE) Washington Square retail development, located within the DEL WEBB'S SUN CITY / Palm Springs.

For Residential Uses Number of Parcels or Units on Site (exclude secondary units) \_\_\_\_\_  
 For Other Land Uses Hours of Use M-F - 10:00 AM - 6:00 PM SAT - 10:00 am - 1:00 PM  
 (See Appendix C) Number of People on Site Maximum Number \* 105 OCCUPANT  
 Method of Calculation APPENDIX C  
\* See attached plans

Height Data Height above Ground or Tallest Object (including antennas and trees) 34' - 8 1/2" (Flag pole) ft.  
 Highest Elevation (above sea level) of Any Object or Terrain on Site 142.46' (Above Sea level) ft.

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



**REFERRING AGENCY (TO BE COMPLETED BY AGENCY STAFF)**

Date Received	_____	Type of Project
Agency Name	<u>Riverside County Planning Department</u>	<input type="checkbox"/> General Plan Amendment
Staff Contact	<u>Jay Olivas</u>	<input type="checkbox"/> Zoning Amendment or Variance
Phone Number	<u>951-955-1195</u>	<input type="checkbox"/> Subdivision Approval
Agency's Project No.	<u>Plot Plan No. 25328</u>	<input type="checkbox"/> Use Permit
		<input type="checkbox"/> Public Facility
		<input checked="" type="checkbox"/> Other <u>Plot Plan</u>

**ALUC REVIEW (TO BE COMPLETED BY ALUC EXECUTIVE DIRECTOR)**

Application Receipt	Date Received _____	By _____
	Is Application Complete? <input type="checkbox"/> Yes <input type="checkbox"/> No	
	If No, cite reasons _____	

Airport(s) Nearby	_____
Primary Criteria Review	Compatibility Zone(s) <input type="checkbox"/> A <input type="checkbox"/> B1 <input type="checkbox"/> B2 <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/> E <input type="checkbox"/> Ht. Allowable (not prohibited) Use? <input type="checkbox"/> Yes <input type="checkbox"/> No Density/Intensity Acceptable? <input type="checkbox"/> Yes <input type="checkbox"/> No Open Land Requirement Met? <input type="checkbox"/> Yes <input type="checkbox"/> No Height Acceptable? <input type="checkbox"/> Yes <input type="checkbox"/> No Easement/Deed Notice Provided? <input type="checkbox"/> Yes <input type="checkbox"/> No

Special Conditions	Describe: _____
--------------------	-----------------

Supplemental Criteria Review	Noise _____
	Safety _____
	Airspace Protection _____
	Overflight _____

**ACTIONS TAKEN (TO BE COMPLETED BY ALUC EXECUTIVE DIRECTOR)**

ALUC Executive Director's Action	<input type="checkbox"/> Approve	Date _____
	<input type="checkbox"/> Refer to ALUC	

ALUC Action	<input type="checkbox"/> Consistent	Date _____
	<input type="checkbox"/> Consistent with Conditions (list conditions/attach additional pages if needed)	
	_____	
	_____	
	<input type="checkbox"/> Inconsistent (list reasons/attach additional pages if needed)	
	_____	
	_____	

**COUNTY OF RIVERSIDE  
AIRPORT LAND USE COMMISSION**

**STAFF REPORT**

**AGENDA ITEM:** 2.4  
**HEARING DATE:** June 13, 2013  
**CASE NUMBER:** ZAP1014PS13 – Andrew Wooster  
**APPROVING JURISDICTION:** City of Palm Springs  
**JURISDICTION CASE NO:** CUP 5.1298 (Conditional Use Permit)

**MAJOR ISSUES:** The building in which the proposed facility would be located is in Airport Compatibility Zone B1. An evaluation of the building as a whole indicates that average and single-acre criteria may be exceeded at this location, especially if Suite C-5 (apparently leased to a church organization) is used for weekend church services. Although the proposed dog boarding facility in Suite C-6 would increase existing intensity (in comparison to the suite's continued vacancy), this use would be less intense than office or manufacturing uses, and definitely less intense than the previous use of this suite (retail sales of cleaning products). The applicant has noted that the proposed facility would likely accommodate a maximum of 5 employees and customers at a given time, compared to an office use which would potentially accommodate 17 or 18 people in the same area.

**RECOMMENDATION:** Staff recommends that the Commission find the proposed project CONSISTENT, subject to the attached conditions.

**PROJECT DESCRIPTION:** The applicant proposes to establish a 3,552 square foot dog boarding and dog day care business within an existing industrial building (developed prior to 2005) on a 1.58 acre parcel. The facility would include dog kennel and play areas, as well as a reception area and office.

**PROJECT LOCATION:** The project site is located at the northeast corner of Gene Autry Trail and Calle San Raphael, approximately 3,120 feet southeasterly of the southeasterly terminus of Runway 13R-31L at Palm Springs International Airport.

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

- a. Airport Influence Area: Palm Springs International Airport
- b. Land Use Policy: Airport Compatibility Zone B1
- c. Noise Levels: Aircraft noise levels are approximately 55 CNEL

**BACKGROUND:**

Non-Residential Average Intensity: The project is located within Airport Compatibility Zone B1. Within the areas designated by either a (1) or a (2) on the Palm Springs International Airport Compatibility Map, the applicable intensity criteria allow an average of 40 persons per gross acre.

With a gross area of 1.99 acres, a total intensity of 79 people is permitted on-site. According to information provided by the realtor, the building has a net leasable area of 15,745 square feet. The "Building Code Method" for calculating intensity utilizes "minimum floor area per occupant" criteria from the Building Code as a factor in projecting intensity. If used as office space, the Building Code occupancy would be 157 and would be 79 with use of the 50 percent reduction. This particular suite, with an area of 3,552 square feet, would accommodate 17 to 19 persons pursuant to that scenario. Pursuant to Appendix C, Table C-1, of the Riverside County Airport Land Use Compatibility Plan, the total intensity of the proposed dog boarding facility would be 20 people, based on the floor plan provided by the applicant.

Since the proposed use would occupy just one suite (C-6) out of the five current suites on the subject parcel, it is important to understand what currently exists and what would be a potential maximum use of the other suites on the parcel to calculate the projected total intensity of the building. Currently two of the other suites (C-1 and C-3/4) are vacant, a lock repair business occupies suite C-2, and a life coaching facility occupies suite C-5\*. Based on these general uses, the building currently has a maximum occupancy of 64 people for an average intensity of 32 on the 1.99-acre gross parcel. The proposed dog boarding facility would increase occupancy from the existing to 84 people for an average intensity of 42, which would exceed the average intensity criteria of 40 people. However, previously existing in the suite space was a cleaning products retail use, which would have accommodated approximately 59 people on its own for a total building occupancy of 123 and average intensity of 62. Therefore, the proposed dog boarding facility would not increase the existing intensity on the site when considering the suite's prior use. Furthermore, the applicant has noted that the dog boarding facility is anticipated to only have two employees and accommodate up to 15 dogs at one time. The applicant has also noted that no more than 3 customers would be anticipated at one time for the sake of employees being able to adequately serve customers. Even if we assume each customer to be a four-person family, the maximum number of persons within the suite would be 14, rather than the 20 as calculated under the building code method. This would result in a total occupancy of 78 persons and an average intensity of 39 persons per acre.

\*An exhibit provided by the realtor indicated that Suite C-5 is occupied by a church organization. However, City records do not indicate that Suite C-5 is used as a church or place of assembly, and staff has no evidence to this effect.

Non-Residential Single-Acre Intensity: The project is located within Airport Compatibility Zone B1. Within the areas designated by either a (1) or a (2) on the Palm Springs International Airport Compatibility Map, the applicable intensity criteria allow a single-acre maximum of 80 persons. Due to the longitudinal nature of the building, only 13,650 square feet of leasable area is located within the single-acre area, which generally excludes suites C-1 and C-2. The total intensity of the existing uses in the remaining suites of the building would be 49 people, based on the floor plan provided by the applicant and the Building Code Method. The proposed dog boarding facility would increase the existing occupancy to 69 people, which would not exceed the single-acre intensity criteria of 80. Use for office or less intense purposes would indicate a single-acre maximum intensity of 68 persons, with the 50 percent reduction, which would also not exceed the single-acre

intensity criteria of 80. Moreover, as noted previously, the dog boarding facility would actually reduce occupancy within the suite by 40 when considering the suite's prior use for retail. Therefore, the proposed project would not increase the existing intensity on the site when considering the suite's prior use.

Assuming a maximum use for all the three suites in the single-acre as office at one person per 100 square feet, the single-acre area would have a maximum occupancy of 127 people, 64 with the 50 percent reduction. Substitution of dog boarding for the office use, based on the actual anticipated occupancy for the dog boarding facility, would not exceed the office intensity. This potential maximum use of the other suites within the single-acre area would not exceed the single-acre intensity criteria. \*\*

\*\*Again, this assumes that Suite C-5 is not used as a location for worship services or other assemblies. If used for this purpose, single-acre intensity criteria for the building as a whole would likely be exceeded during such time periods. However, the use of Suite C-5 is not subject to the control of the proposed occupant of Suite C-6. Furthermore, if such use of Suite C-5 predates the adoption of the Compatibility Plan, it is beyond the scope of ALUC purview at this time.

Noise: The site is located within the area subject to average aircraft noise levels at approximately 55 CNEL since the contour crosses the property. As a non-residential use not including any noise sensitive uses, no special measures to mitigate aircraft-generated noise are required.

PART 77: Not applicable as no new building construction is proposed.

Open Area: Compatibility Zone B1 requires that 30% of area within major projects (10 acres or larger) be set aside as open land that could potentially serve as emergency landing areas. Since the project site is less than ten acres, this criterion is not applicable.

#### **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, 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.

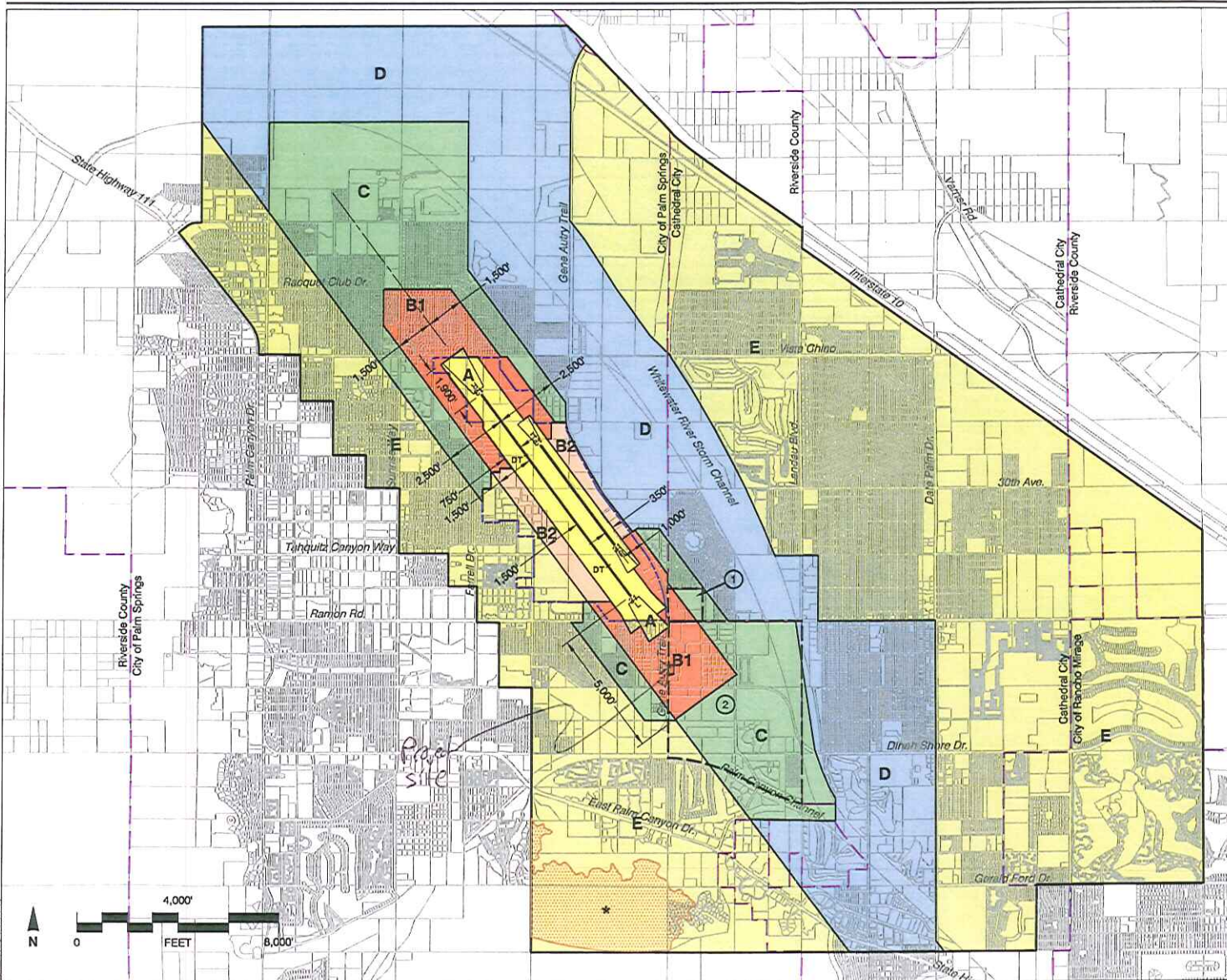
- (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.
  - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
  - (e) Children's schools, day care centers, libraries, hospitals, nursing homes, places of worship, aboveground bulk storage of hazardous materials, highly noise-sensitive outdoor nonresidential uses, critical community infrastructure facilities, and hazards to flight.
2. The attached notice shall be provided to all tenants of the building, and shall be recorded as a deed notice.
  3. 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. All new outdoor lighting shall be downward facing.
  4. Prior to the issuance of building permits, the landowner shall convey an avigation easement to Palm Springs Airport, which shall be recorded, or shall provide evidence that such an easement covering the property has already been recorded, unless such easement is prohibited by law or waived by the Airport. Copies of the avigation easement, upon recordation, shall be forwarded to the City of Palm Springs Planning Department and to the Riverside County Airport Land Use Commission.
  5. The City of Palm Springs shall either prohibit the following uses or shall require additional review by the Airport Land Use Commission prior to the establishment of any of the following uses in this structure:

Auction rooms, assemblies of people, auditoriums, classrooms, conference rooms with a capacity of 20 or more persons, community care facilities, court rooms, dance floors, exhibit rooms, gaming (including bingo), restaurants, drinking establishments, gymnasiums, homeless shelters, lounges, retail sales facilities, reviewing stands, skating rinks, stages, swimming pools, vocational and technical schools, 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.

This prohibition or requirement for review does not apply to uses that were established in this building prior to 2005 and have been in continuous operation since their establishment.

# NOTICE OF AIRPORT IN VICINITY

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



**Legend**

**Compatibility Zones**

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

**Boundary Lines**

- Airport Property Line
- City Limits

**Notes**

All dimensions measured from runway ends and centerlines.

DT = Displaced Threshold

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

See Policy PS.2.1.

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

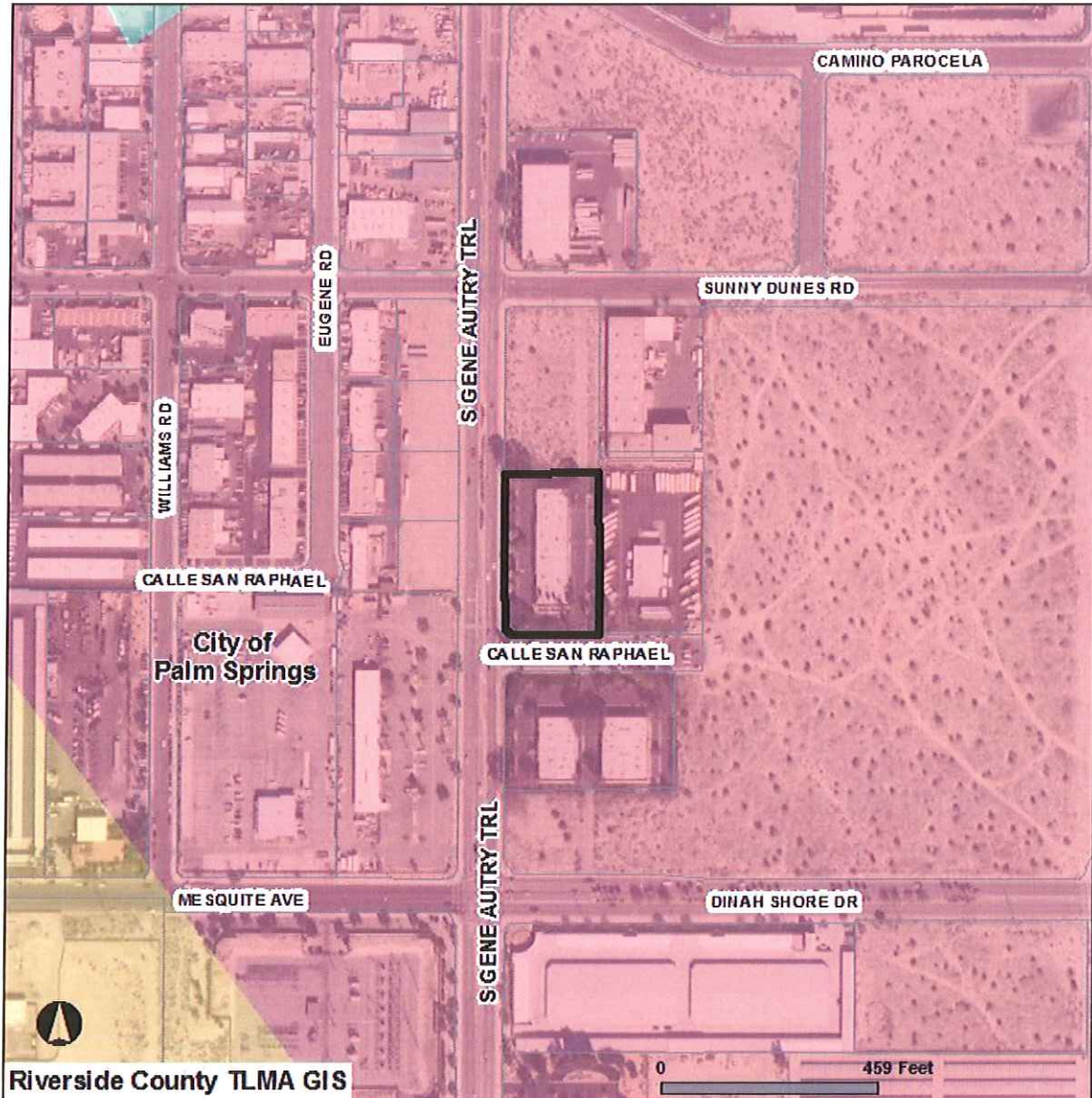
Map PS-1

**Compatibility Map**  
 Palm Springs International Airport





RIVERSIDE COUNTY GIS



Selected parcel(s):  
680-561-002

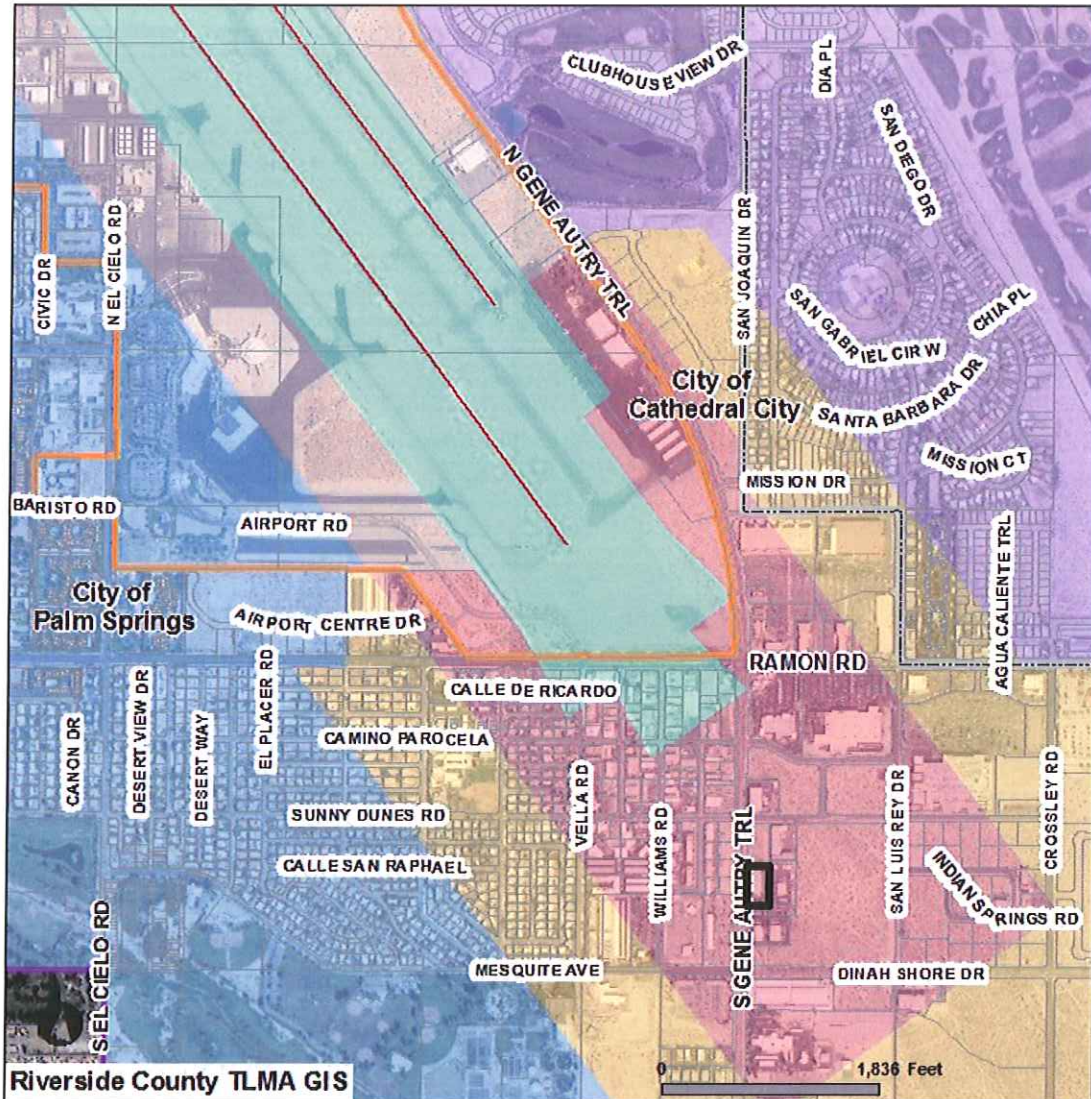
AIRPORTS

- 
- SELECTED PARCEL
INTERSTATES
HIGHWAYS
PARCELS
- AIRPORT INFLUENCE AREAS
COMPATIBILITY ZONE A
COMPATIBILITY ZONE B1
COMPATIBILITY ZONE C

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

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 Version 130225

RIVERSIDE COUNTY GIS



Selected parcel(s):  
680-561-002

**AIRPORTS**

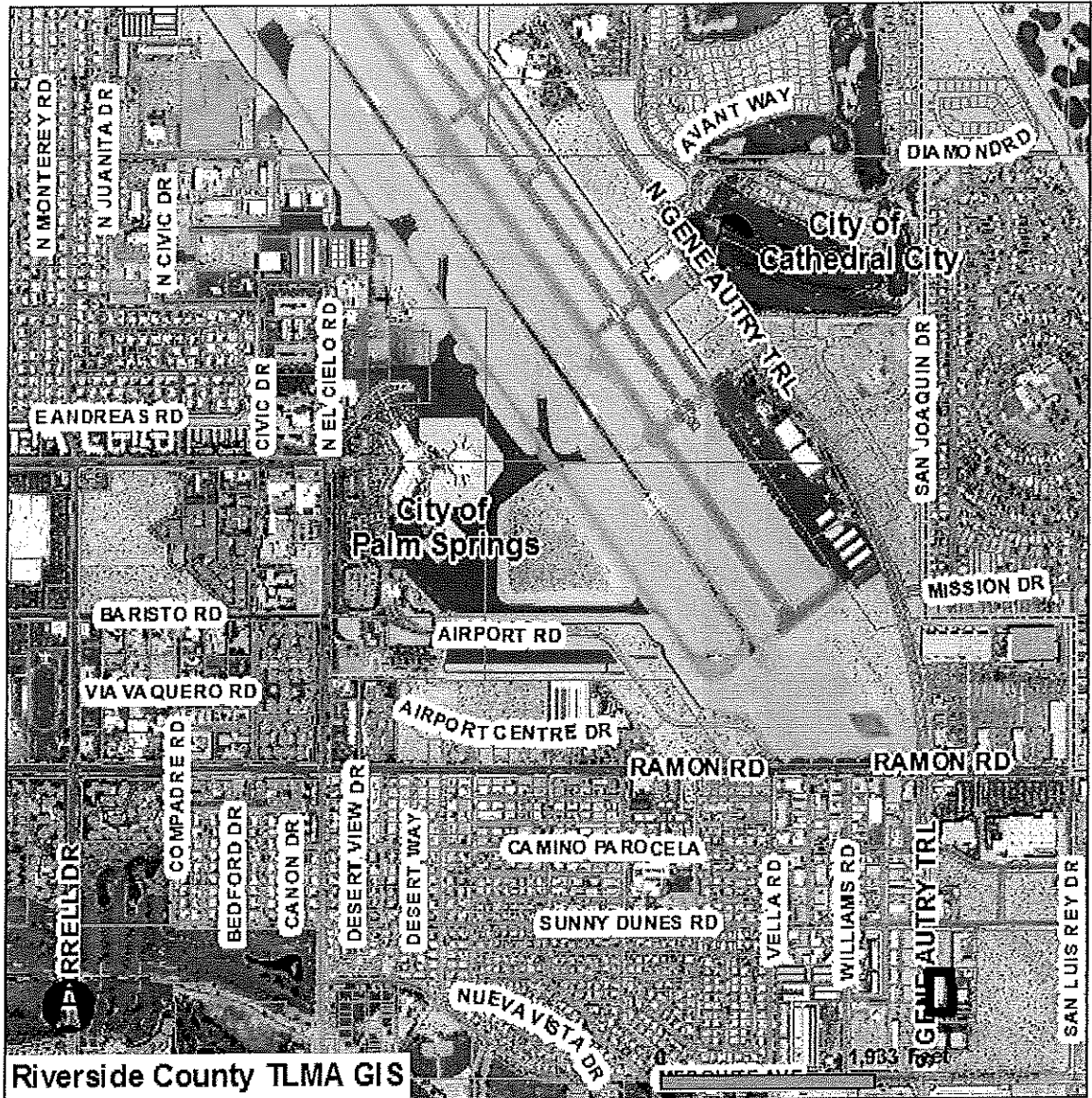
- |                       |                         |                      |                      |
|-----------------------|-------------------------|----------------------|----------------------|
| SELECTED PARCEL       | INTERSTATES             | HIGHWAYS             | PARCELS              |
| AIRPORT RUNWAYS       | AIRPORT INFLUENCE AREAS | AIRPORT BOUNDARIES   | COMPATIBILITY ZONE A |
| COMPATIBILITY ZONE B1 | COMPATIBILITY ZONE B2   | COMPATIBILITY ZONE C | COMPATIBILITY ZONE D |
| COMPATIBILITY ZONE E  |                         |                      |                      |

**\*IMPORTANT\***

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Version 130225

RIVERSIDE COUNTY GIS



Selected parcel(s):  
680-561-002

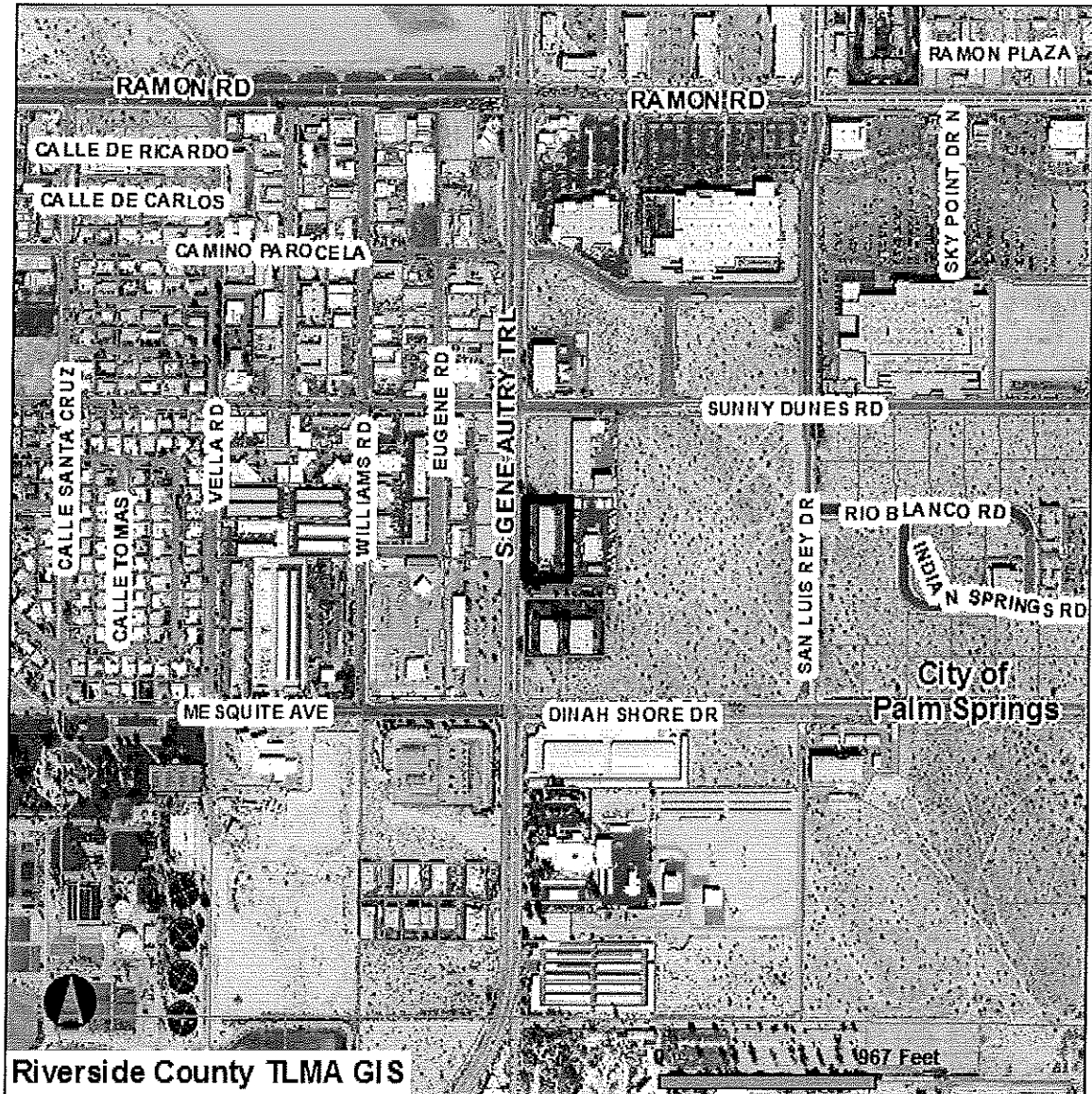
**\*IMPORTANT\***

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Version 130225

RIVERSIDE COUNTY GIS



Selected parcel(s):  
680-561-002

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REPORT PRINTED ON...Tue May 28 11:08:36 2013

Version 130225

RIVERSIDE COUNTY GIS



Selected parcel(s):  
680-561-002

LEGEND

SELECTED PARCEL  
 CITY

INTERSTATES

HIGHWAYS

PARCELS

**\*IMPORTANT\***

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REPORT PRINTED ON...Wed May 22 14:29:52 2013  
Version 130225

RIVERSIDE COUNTY GIS



Selected parcel(s):  
680-561-002

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Version 130225

RIVERSIDE COUNTY GIS



Selected parcel(s):  
680-561-002

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REPORT PRINTED ON...Tue May 28 11:10:10 2013

Version 130225

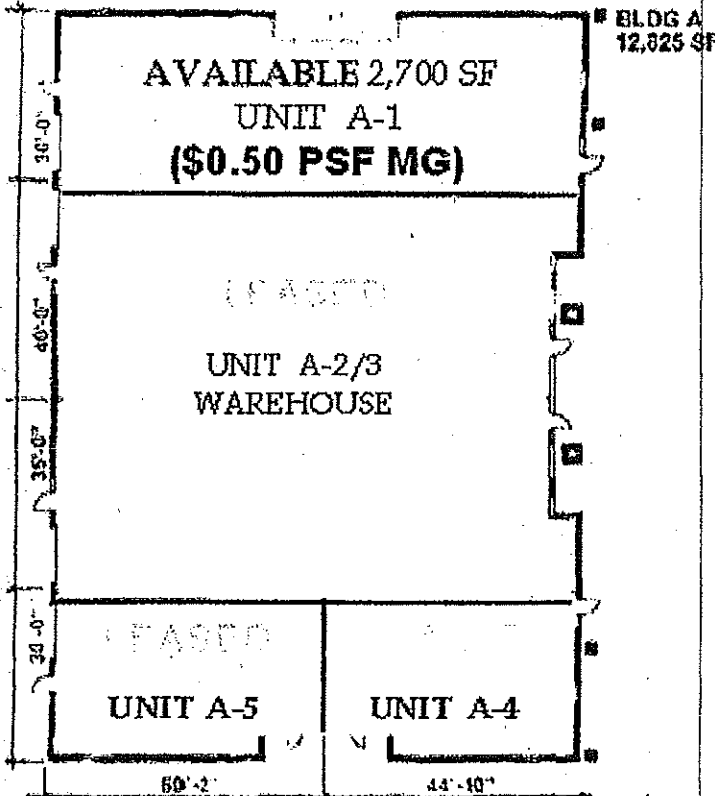
# FOR LEASE



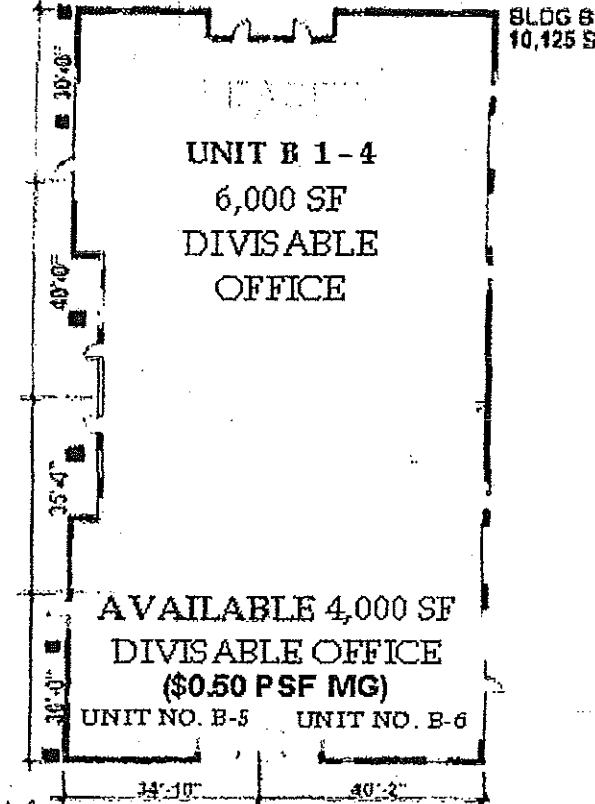
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BANKER  
COMMERCIAL**

**LYLE & ASSOCIATES**  
DRE Lic # 01462012

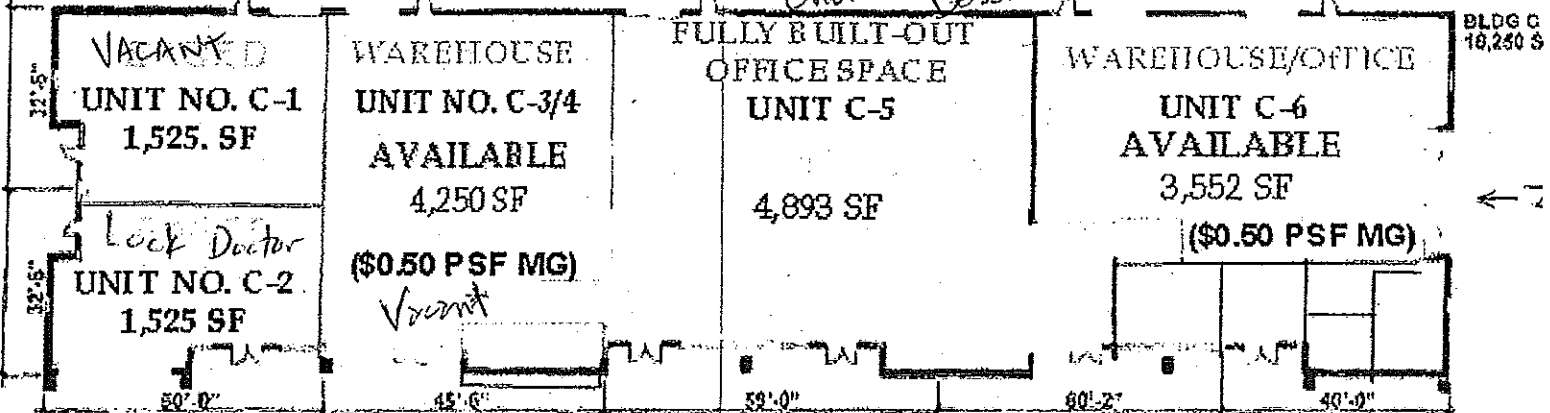
5055 CALLE SAN RAFAEL



5005 CALLE SAN RAFAEL



5000 CALLE SAN RAFAEL



NOT-TO-SCALE

**MARTA WARD 760.772.6400 EXT.225**  
**MWARD@CBCLYLE.NET**

78-000 Fred Waring Dr., Ste. 200

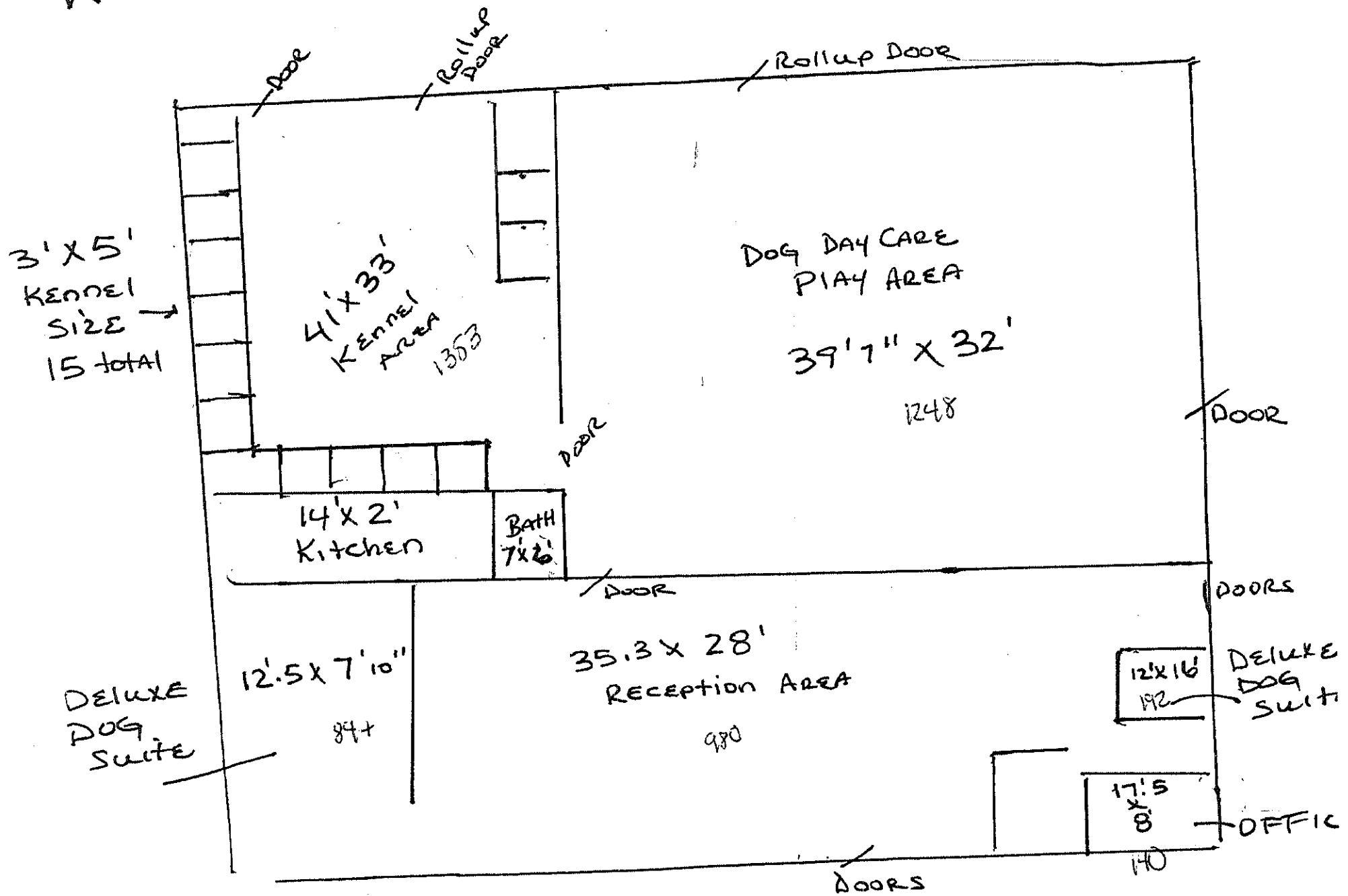
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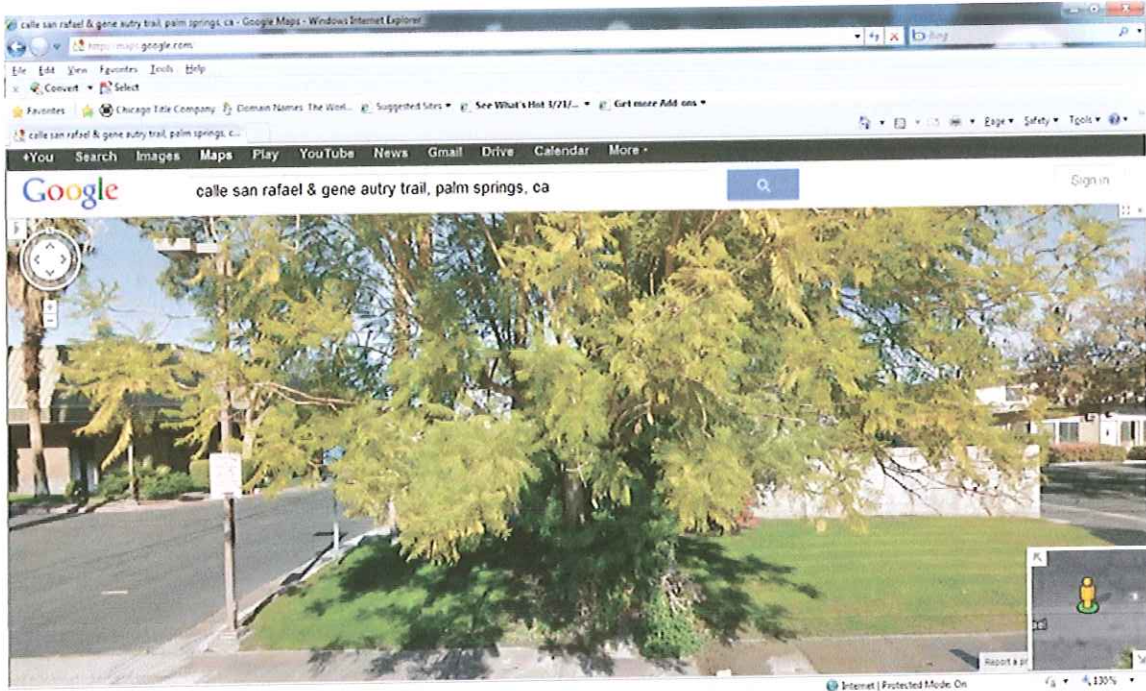
www.cbclyle.com

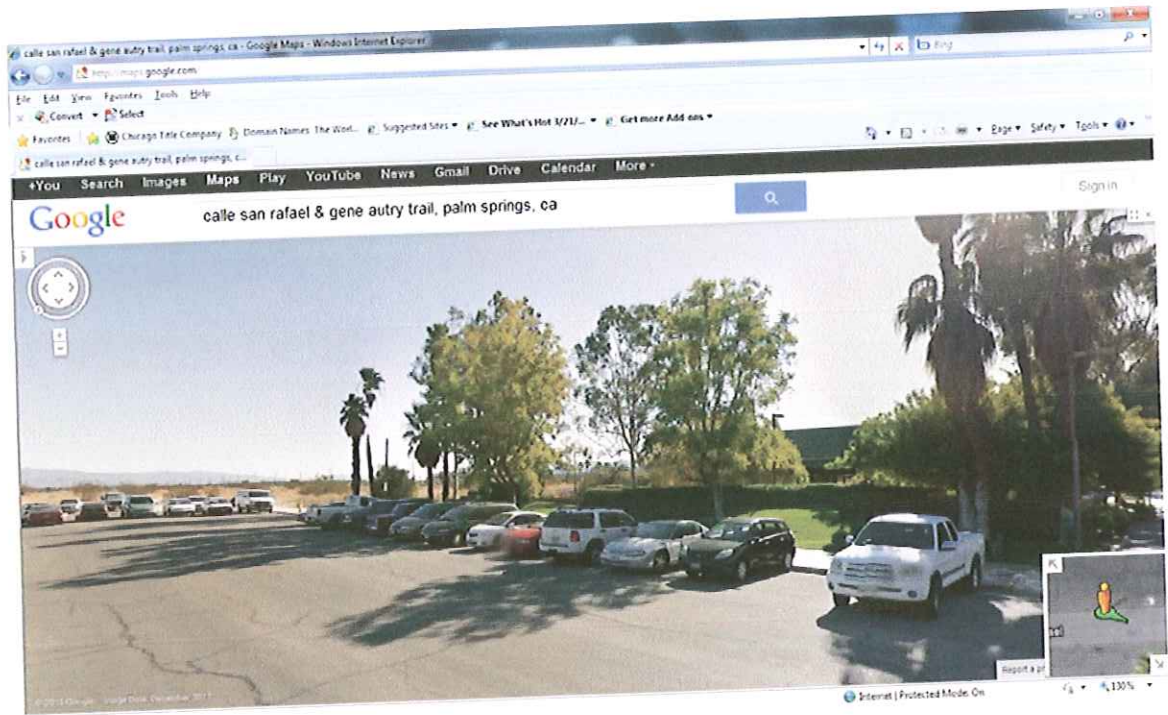
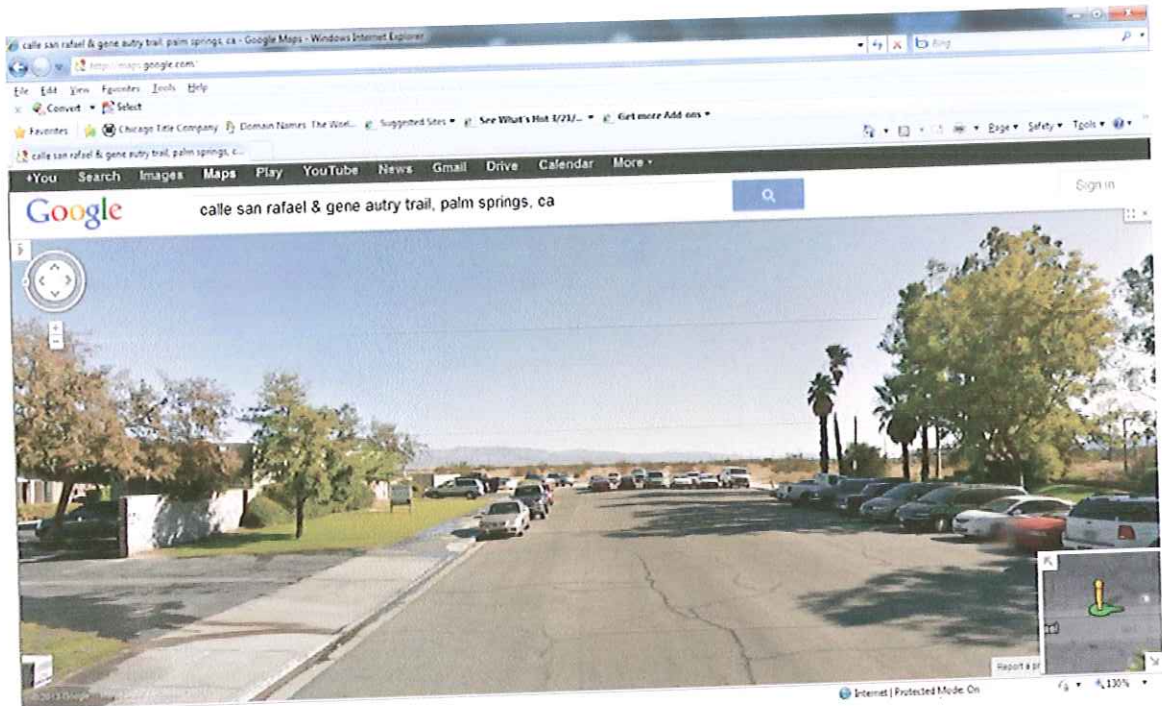
The information shown on this map is derived from public records and is not guaranteed. It is the responsibility of the user to verify the accuracy of the information. No representation is made by the publisher as to the accuracy of the information. The publisher is not responsible for any errors or omissions. The publisher is not responsible for any damages or losses resulting from the use of this information.

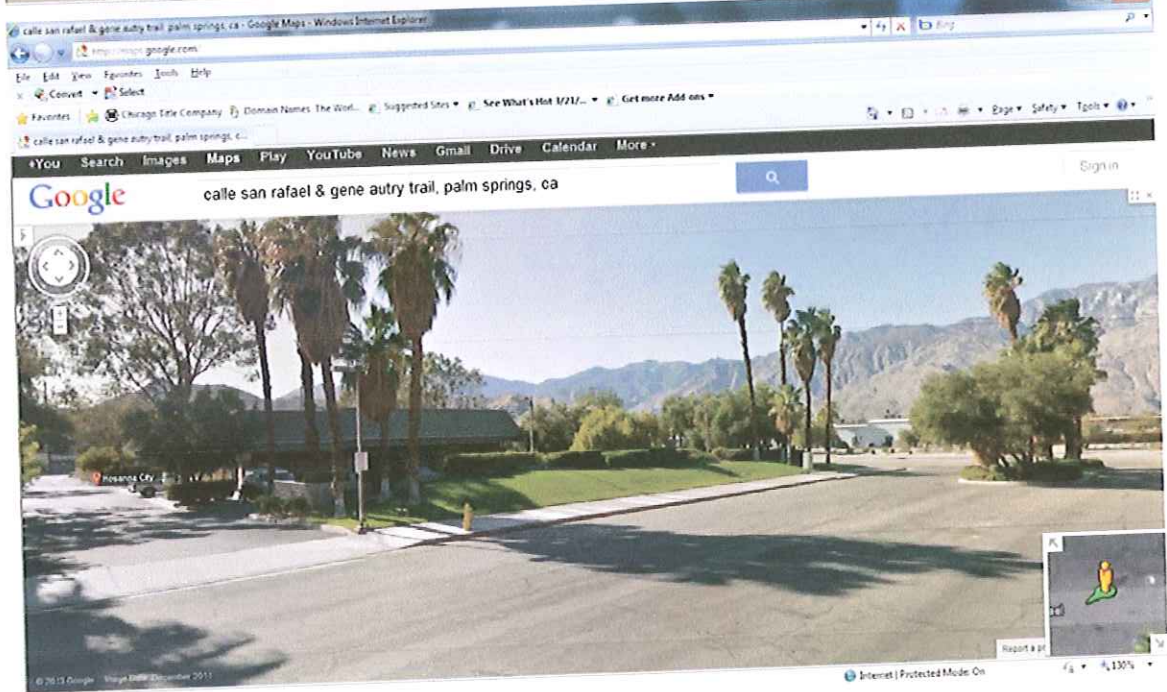
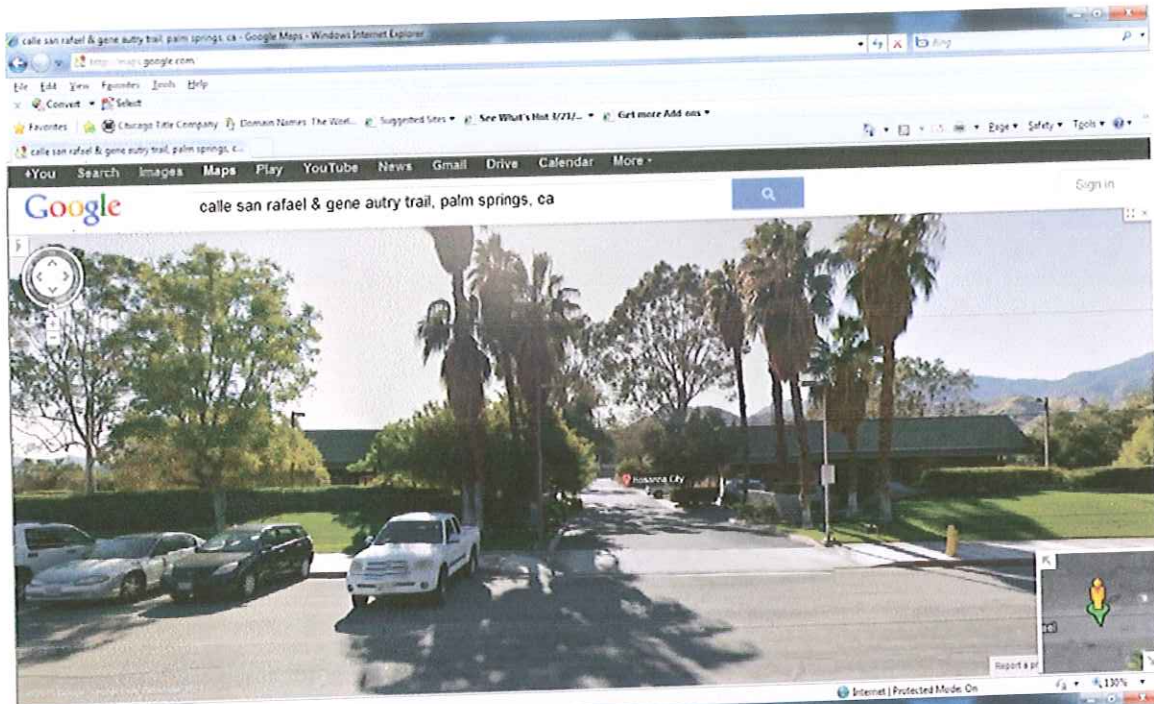


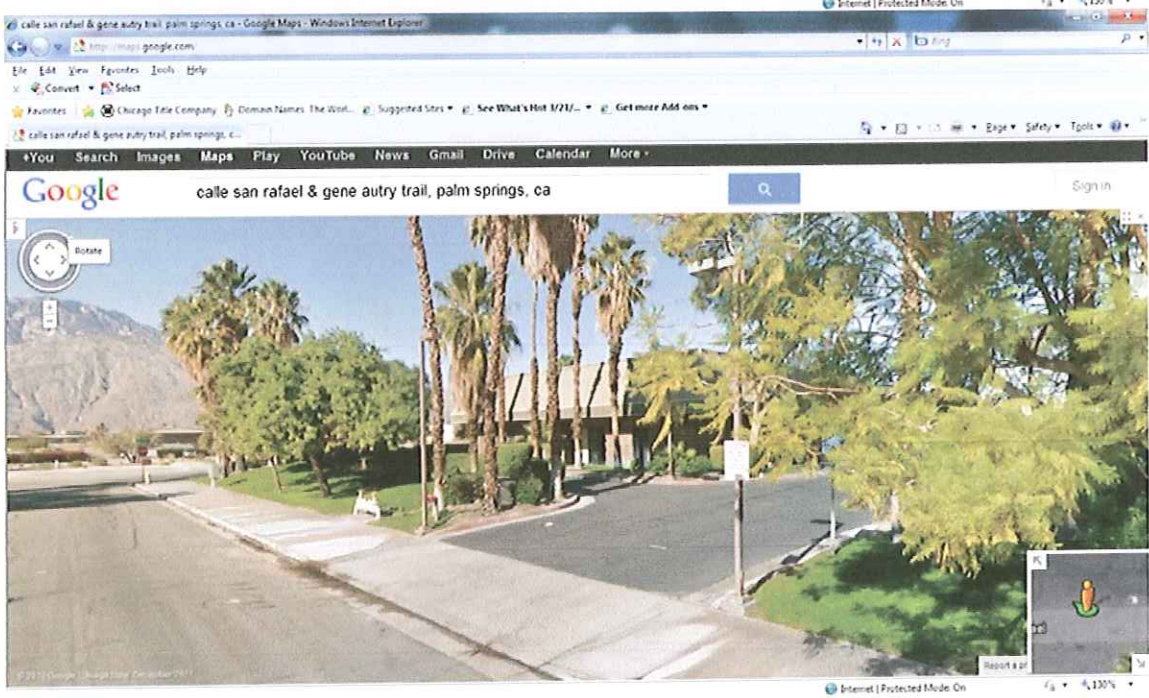
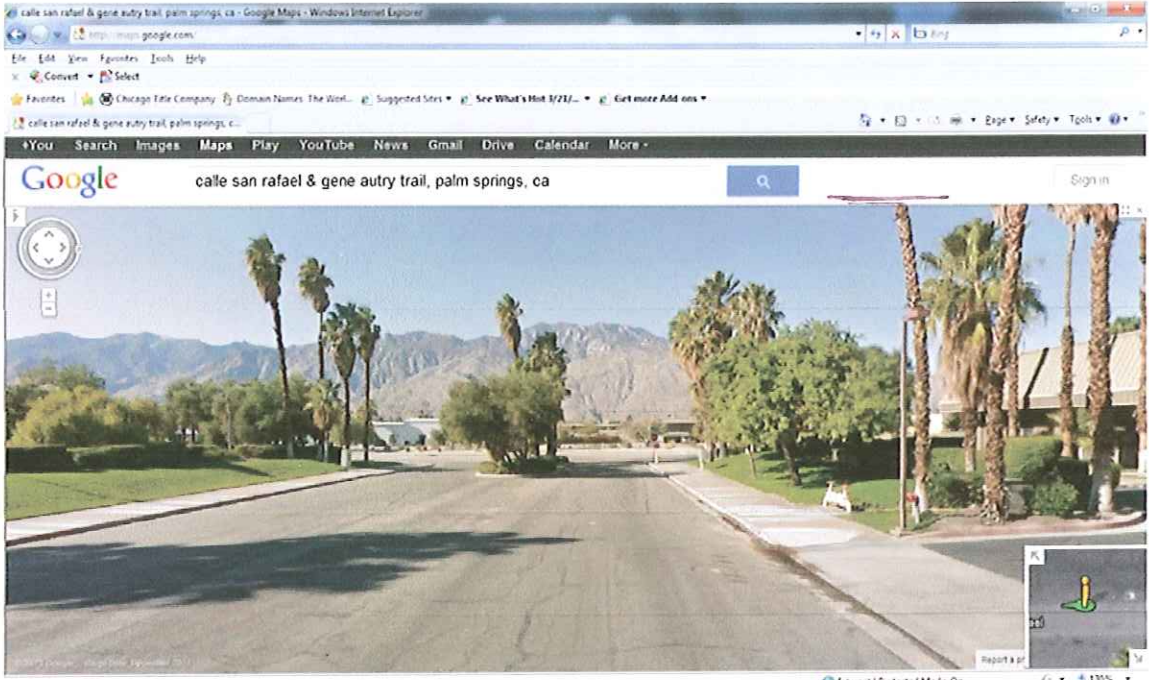
# WOOSTERS CANINE KETRYAL DESIGN











## PS. PALM SPRINGS INTERNATIONAL AIRPORT

### PS.1 Compatibility Map Delineation

- 1.1 *Airport Master Plan Status:* The *Airport Master Plan* adopted by the Palm Springs City Council in 2002 is the basis for the *Compatibility Plan*.
- 1.2 *Airfield Configuration:* Establishment of a precision instrument approach procedure on Runway 31L is proposed, but no other runway system changes are indicated in the *Master Plan*.
- 1.3 *Airport Activity:* Despite a projected increase from 109,500 aircraft operations in 2002 to 170,260 in 2020, the *Master Plan* anticipates Palm Springs International Airport noise contours to slightly shrink in most locations. This impact reduction reflects the reduced single-event noise levels produced by the aircraft that will make up the future fleet mix at the airport compared to those operating there today. For the purposes of the *Compatibility Plan*, a composite of the 2002 and 2020 noise contours is used.
- 1.4 *Airport Influence Area:* The locations of the standard flight paths flown by aircraft approaching and departing the airport are the primary factors defining the influence area for Palm Springs International Airport. Close-in areas west of the airport are affected by sideline noise, but the more distant areas are seldom overflown and thus are excluded from the airport influence area.

### PS.2 Additional Compatibility Policies

- 2.1 *Noise Exposure in Residential Areas:* The limit of 60 dB CNEL set by Countywide Policy 4.1.4 as the maximum noise exposure considered normally acceptable for new residential land uses shall not be applied to the environs of Palm Springs International Airport. For this airport, the criterion shall instead be 62 dB CNEL. This higher threshold takes into account the ambient noise conditions in the area and also the community's long-standing exposure to the noise of airline aircraft operations. Dwellings may require incorporation of special noise level reduction measures into their design to ensure that the interior noise limit of 45 dB CNEL (Countywide Policy 4.1.6) is not exceeded.
- 2.2 *Zone C Residential Densities:* The criteria set forth in Countywide Policy 3.1.3(a) and the Basic Compatibility Criteria matrix (Table 2A) notwithstanding, residential densities in Zone C northwest of the airport shall either be kept to a very low density of no more than 0.2 dwelling units per acre as indicated in the table or be in the range of 3.0 to 15.0 dwelling units per acre. The choice between these two options is at the discretion of the City of Palm Springs, the only affected land use jurisdictions. (Criteria for Zone C southeast of the airport remain as indicated in Table 2A.)
- 2.3 *Zone D Residential Densities:* The criteria set forth in Countywide Policy 3.1.3(b) and the Basic Compatibility Criteria matrix (Table 2A) notwithstanding, the high-density option for *Compatibility Zone D* at Palm Springs International Airport shall

allow residential densities as low as 3.0 dwelling units per gross acre to the extent that such densities are typical of existing (as of the adoption date of this plan) residential development in nearby areas of the community.

2.4 *Southeast Industrial/Commercial Area:* Within the areas designated by a (1) and a (2) on the Palm Springs International Airport Compatibility Map, the following usage intensity criteria shall apply:

(a) In *Compatibility Zone B1:*

- (1) An average of up to 40 people per acre shall be allowed on a site and up to 80 people shall be allowed to occupy any single acre of the site.
- (2) If the percentage of qualifying open land on the site (see Countywide Policy 4.2.4) is increased from 30% to at least 35%, the site shall be allowed to have an average of up to 45 people per acre and any single acre shall be allowed to have up to 90 people per acre.
- (3) If the percentage of qualifying open land on the site is increased to 40% or more, the site shall be allowed to have an average of up to 50 people per acre and any single acre shall be allowed to have up to 100 people per acre.

(b) In *Compatibility Zone C:*

- (1) An average of up to 80 people per acre shall be allowed on a site and up to 160 people shall be allowed to occupy any single acre of the site.
- (2) If the percentage of qualifying open land on the site is increased from 20% to at least 25%, the site shall be allowed to have an average of up to 90 people per acre and any single acre shall be allowed to have up to 180 people per acre.
- (3) If the percentage of qualifying open land on the site is increased to 30% or more, the site shall be allowed to have an average of up to 100 people per acre and any single acre shall be allowed to have up to 200 people per acre.

(c) To the extent feasible, open land should be situated along the extended runway centerlines or other primary flight tracks.

(d) The above bonuses for extra open land on a site are in addition to the intensity bonuses for risk-reduction building design indicated in Table 2A. In both cases, incorporation of the features necessary to warrant the intensity bonuses is at the option of the City of Palm Springs and the project proponents and is not required by ALUC policy.

(e) The intensity bonuses for extra open land provided here are judged to represent a balance between the ALUC objective of enhancing safety in the airport environs and needs of the community for more intensive development of the area involved. The resulting intensities remain consistent with the guidelines set in the *California Airport Land Use Planning Handbook* given the character of the airport activity and the surrounding community.

2.5 *Expanded Buyer Awareness Measures:* In addition to the requirements for aviation easement dedication or deed notification as indicated in Table 2A, any new single-

## Guerin, John

---

**From:** David Newell [David.Newell@palmssprings-ca.gov]  
**Sent:** Tuesday, April 23, 2013 4:25 PM  
**To:** Guerin, John; Brady, Russell  
**Cc:** Cooper, Ed  
**Subject:** RE: CUP for Proposed Kennel in Airport Influence Area, Palm Springs  
**Attachments:** 1896\_001.pdf; 0887\_001.pdf

John,

Attached is business license information for the property located at 5000 Calle San Raphael, Palm Springs. In sum, the following businesses have been approved at this location:

- 1/27/99 – Suite C3: Party decorator
- 6/7/00 – Suite C1: Data recovery
- 2/23/01 – Suite C7: Motor hardware & accessories
- 9/26/01 – Suite C5: Warehousing (mail order)
- 6/6/11 – Suite C5: Life coaching / training office

A visit to the site and call to the property owner resulted in the following information:

- Suites C-1, C-3/4 and C-6 are currently vacant
- Suite C-2 is a lock and key specialist
- Suite C-5 is a life coach / trainer
- Suite C-6 is the proposed kennel

See second attachment with floor plan and notes.

Let me know if you'd like further assistance.

David

---

**From:** David Newell  
**Sent:** Thursday, April 18, 2013 6:18 PM  
**To:** 'Guerin, John'; Brady, Russell  
**Cc:** Cooper, Ed  
**Subject:** RE: CUP for Proposed Kennel in Airport Influence Area, Palm Springs

John,

The city issued a building permit on 3/21/1985. The entitlement was processed under Planning Case No. 3.717 MAJ.

I'll contact our Business License Dept. to determine previous and current uses authorized at this location. I'll let you know once I receive their response.

**David A. Newell**  
Associate Planner  
City of Palm Springs  
3200 E. Tabquitz Canyon Way  
P.O. Box 2743  
Palm Springs, CA 92263-2743  
Office: (760) 323-8245 Fax: (760) 322-8360



---

**From:** Guerin, John [mailto:JGUERIN@rctlma.org]  
**Sent:** Thursday, April 18, 2013 4:12 PM  
**To:** Brady, Russell; David Newell  
**Cc:** Cooper, Ed  
**Subject:** RE: CUP for Proposed Kennel in Airport Influence Area, Palm Springs

David – Would the City maintain records that would allow you to determine (1) approximate year the building was constructed and case number of original City Planning case(s); (2) history of usage of this space (previous tenancies); and (3) current uses of other suites in the building?

---

**From:** Brady, Russell  
**Sent:** Thursday, April 18, 2013 3:23 PM  
**To:** David Newell  
**Cc:** Guerin, John  
**Subject:** RE: CUP for Proposed Kennel in Airport Influence Area, Palm Springs

Basically, as you had properly cited, since the City of Palm Springs General Plan has yet to be found consistent with the Riverside County Airport Land Use Compatibility Plan, all development projects within the AIA should be submitted to ALUC for review. As noted in 1.5.2(a), only those projects defined as 'major land use actions' in 1.5.3 are technically *required* to be reviewed (in addition to legislative actions which always require review), but we still *request* that all development projects within the AIA be reviewed by ALUC for City's with GP's yet to be found consistent.

We appreciate your consideration of ALUC for such projects. Let myself or John Guerin know if you require any additional information.

Russell Brady

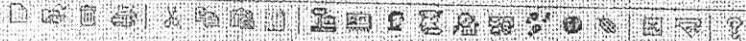
---

**From:** David Newell [David.Newell@palmsprings-ca.gov]  
**Sent:** Thursday, April 18, 2013 2:36 PM  
**To:** Brady, Russell  
**Cc:** Guerin, John  
**Subject:** CUP for Proposed Kennel in Airport Influence Area, Palm Springs

Russell,

The City has received a Conditional Use Permit application to operate a kennel (dog daycare, boarding and grooming) within an existing multi-tenanted industrial park at 5000 Calle San Raphael, Palm Springs. The applicant proposes to keep up to fifteen dogs within the enclosed tenant space with no associated outdoor space. This property is located within the Airport Influence Area (Zone B-1) of the Riverside County Airport Land Use Compatibility Plan (RCALUCP). Will this application require review by the ALUC, pursuant to Section 1.5.2(a) of the RCALUCP?

**David A. Newell**  
Associate Planner  
City of Palm Springs  
3200 E. Tahquitz Canyon Way  
P.O. Box 2743  
Palm Springs, CA 92263-2743  
Office: (760) 323-8245 Fax: (760) 322-8360



Business Number 99013687 Holds 0 Notes 4 Balance 133.00 Transfer Date

Business Name \* SPECTACULAR PRODUCTIONS

Business Information

Hard Copy Ctrl-Alt-P

Business Address \* 5000 CALLE SAN RAPHAEL STE C3+

City/State/Zip PALM SPRINGS CA 92264

Loc

Date Established 01/27/1999 Tax ID

Products

Services PARTY DECORATOR

Distance

Contact Information

Use Default

Mailing Address BUSINESS - P O BOX 296

City/State/Zip RANCHO MIRAGE CA 92270

Contact

Phone 760-778-1188

Email

Owner/Officer Information \* Defined Fields State Defined License Information History

Owner Name \* GROSS, TODD R

Use Default

Address

City/State/Zip

Phone



Business Number 20000490 Holds 0 Notes 4 Balance 100.50 Transfer Date

Business Name DATA INTERNATIONAL INC

Business Information

Hard Copy Ctrl-Alt-P

Business Address 5000 CALLE SAN RAPHAEL STE C1

City/State/Zip PALM SPRINGS CA 92264

Loc Date Established 06/07/2000 TaxID

Products

Services DATA RECOVERY

Distance

Contact Information

Use Default

Mailing Address BUSINESS - 5000 CALLE SAN RAPHAEL SC

City/State/Zip PALM SPRINGS CA 92264

Contact

Phone 760-322-0088

Email

Owner/Officer Information \*

Defined Fields State Defined License Information History

Owner Name JOSLIN (PRESIDENT), BYRON

Use Default

Address

City/State/Zip

Phone



Business Number 20001413 Holds 0 Notes 7 Balance 124.50 Transfer Date

Business Name MOVE MOTION SPORTS

Business Information

HardCopy Ctrl-Alt-P

Business Address 5000 CALLE SAN RAFAEL STE C-7

City/State/Zip PALM SPRINGS CA 92262

Loc Date Established 02/23/2001 Tax ID

Products

Services HARDWARE AND ACCESSORIES

Distance

Contact Information

Use Default

Mailing Address BUSINESS - 5000 CALLE SAN RAFAEL C-7

City/State/Zip PALM SPRINGS CA 92262

Contact

Phone 760-778-2882

Email

Owner/Officer Information \*

Defined Fields State Defined License Information History

Owner Name LANDEROS, RICARDO

Use Default

Address

City/State/Zip

Phone



Business Number: 20002164 Holds: 0 Notes: 1 Balance: 192.40 Transfer Date:

Business Name: DISTRIBUTION INC

Business Information

Will Hard Copy: Ctrl-Alt-P

Business Address: 5000 CALLE SAN RAPHAEL STE C-5

City/State/Zip: PALM SPRINGS CA 92264

Loc: Date Established: 09/26/2001 Tax ID:

Products: MAIL ORDER

Services: MAIL ORDER

Distance:

Contact Information

Use Default: Mailing Address: BUSINESS - 100 S SUNRISE WAY # 142

City/State/Zip: PALM SPRINGS CA 92262

Contact:

Phone: 760-416-1070

Email:

Owner/Officer Information \*

Defined Fields State Defined License Information History

Owner Name: SINGLETON, JOHN W

Use Default:

Address:

City/State/Zip:

Phone:



Business Number 20014456 Holds 0 Notes 2 Balance 93.50 Transfer Date

Business Name: PALM SPRINGS LIFE TRAINING

Business Information

Hard Copy Ctrl-Alt-P

Business Address: & COACHING 5000 CALLE SAN RAPHAEL #C5

City/State/Zip PALM SPRINGS CA 92264

Loc

Date Established 06/06/2011 Tax ID

Products

Services LIFE TRAINING & COACHING

Distance

Contact Information

Use Default

Mailing Address BUSINESS - 5000 CALLE SAN RAPHAEL #C

City/State/Zip PALM SPRINGS CA 92264

Contact

Phone (760) 327-3636

Email

Owner/Officer Information \*

Defined Fields State Defined License Information History

Owner Name: PACIFIC ENTERPRISES LLC

Use Default

Address OTHER - 67780 MEDANO ROAD

City/State/Zip CATHEDRAL CITY CA 92234

Phone

# **NOTICE OF PUBLIC HEARING**

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

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

Any person may submit written comments to the ALUC before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. The proposed project application may be viewed at the Riverside County Administrative Center, 4080 Lemon Street, 14<sup>th</sup> Floor, Riverside, California 92501, Monday through Thursday from 8:00 a.m. to 5:00 p.m., except Monday, May 27 (Memorial Day).

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

DATE OF HEARING: June 13, 2013

TIME OF HEARING: 9:00 A.M.

### **CASE DESCRIPTION:**

ZAP1014PS13 – Andrew Wooster – City of Palm Springs Case No. CUP 5.1298 (Conditional Use Permit). A proposal to operate a kennel (dog day care, boarding, and grooming) for up to fifteen dogs within a 3,552 square foot suite (Unit C-6) in an existing multi-tenant industrial park building located at 5000 Calle San Raphael in the City of Palm Springs (at the northeast corner of Gene Autry Trail and Calle San Raphael, north of Dinah Shore Drive and south of Sunny Dunes Road). (Airport Compatibility Zone B1 of the Palm Springs International Airport Influence Area).

FURTHER INFORMATION: Contact Russell Brady at (951) 955-0549 or John Guerin at (951) 955-0982. The ALUC holds hearings for local discretionary permits within the Airport Influence Areas, reviewing for aeronautical safety, noise and obstructions. All other concerns should be addressed to Mr. David Newell of the City of Palm Springs Department of Planning Services at (760) 323-8245.

First Student  
5006 Calle San Raphael  
Palm Springs, CA 92262

Hosanna City Church  
5005 Calle San Raphael  
Palm Springs, CA 92262

Living Water Church of the Desert  
5000 Calle San Raphael  
Suite C - 5  
Palm Springs, CA 92262

First Student  
5006 Calle San Raphael  
Palm Springs, CA 92262

Hosanna City Church  
5005 Calle San Raphael  
Palm Springs, CA 92262

Living Water Church of the Desert  
5000 Calle San Raphael  
Suite C - 5  
Palm Springs, CA 92262

Cornerstone Investors Inc.  
5005 Calle San Raphael  
Palm Springs, CA 92262

Star Auto Parts  
5055 Calle San Raphael  
Palm Springs, CA 92262

The Lock Doctor  
5000 Calle San Raphael  
Suite C - 2  
Palm Springs, CA 92262

Cornerstone Investors Inc.  
5005 Calle San Raphael  
Palm Springs, CA 92262

Star Auto Parts  
5055 Calle San Raphael  
Palm Springs, CA 92262

The Lock Doctor  
5000 Calle San Raphael  
Suite C - 2  
Palm Springs, CA 92262

A & J Champion LP  
18980 Ventura Blvd.  
Suite 200  
Tarzana, CA 91356

Pro Performance and Auto Sound  
5000 Calle San Raphael  
Suite C - 1  
Palm Springs, CA 92262

Whitehead Prop. #680-160-047,  
3325 Monterey Road <sup>53</sup>  
San Marino CA 91108 <sup>54</sup>

A & J Champion LP  
18980 Ventura Blvd.  
Suite 200  
Tarzana, CA 91356

Pro Performance and Auto Sound  
5000 Calle San Raphael  
Suite C - 1  
Palm Springs, CA 92262

Donald and Emily Williams  
APN 680-160-050, 51, 52  
4511 E. Sunny Dunes Rd., #B  
Palm Springs CA 92264

G&R Dev. and Marion Leonard  
4511 E. Sunny Dunes # B  
Palm Springs CA 92264

Dennis Moroschi & MRG Prop.  
46 Michael W. Collins  
979 S. Gene Autry Trail  
Palm Springs CA 92264

AGUA CALIENTE  
Band of Cahuilla Indians  
5401 Dinah Shore Drive  
PALM SPRINGS CA 92264

Educational & Recreational  
Services, Inc.  
5006 Calle San Raphael  
Palm Springs CA 92264

Bureau of Indian Affairs  
Palm Springs Agency  
P.O. Box 2245  
Palm Springs CA 92263

Jack D. Whitehead  
730 Eugene Road  
Palm Springs CA 92262



A & J Champion LP  
18980 Ventura Blvd.  
Suite 200  
Tarzana, CA 91356

Marta Ward  
78000 Fred Waring Dr.  
Suite 200  
Palm Desert, CA 92211

City of Palm Springs  
3200 E. Tahquitz Canyon Way  
Palm Springs, CA 92262

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3173 Avenida Sevilla  
Palm Springs, CA 92264

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Palm Springs, CA 92264

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

ALUC Identification No.

ZAP1014PS13

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

Date of Application 4/18/13  
 Property Owner A + J Champion, LP Phone Number 818-996-9666  
 Mailing Address 18980 Ventura Blvd.  
Suite 200  
Tarzana, CA 91356

Agent (if any) Marta Ward Phone Number 760-772-6400  
 Mailing Address 78000 Fred Waring Dr  
Palm Desert CA 92211

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

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

Street Address 5000 Calle San Rafael  
Palm Springs CA 92264  
 Assessor's Parcel No. 680-561-002 Parcel Size \_\_\_\_\_  
 Subdivision Name Champion Business Park Zoning Classification M-1  
 Lot Number \_\_\_\_\_

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

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

Existing Land Use (describe) office / warehouse

Proposed Land Use (describe) Dog boarding and dog daycare  
3552 sq. ft of an existing building

For Residential Uses Number of Parcels or Units on Site (exclude secondary units) N/A  
 For Other Land Uses Hours of Use 24 hour  
 (See Appendix C) Number of People on Site \_\_\_\_\_ Maximum Number \_\_\_\_\_  
 Method of Calculation \_\_\_\_\_

Height Data Height above Ground or Tallest Object (including antennas and trees) N/A Existing Building ft.  
 Highest Elevation (above sea level) of Any Object or Terrain on Site \_\_\_\_\_ ft.

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

**REFERRING AGENCY (TO BE COMPLETED BY AGENCY STAFF)**

Date Received	_____	Type of Project
Agency Name	<u>City of Palm Springs</u>	<input type="checkbox"/> General Plan Amendment
Staff Contact	<u>David Newell</u>	<input type="checkbox"/> Zoning Amendment or Variance
Phone Number	_____	<input type="checkbox"/> Subdivision Approval
Agency's Project No.	<u>CUP 5.1298</u>	<input checked="" type="checkbox"/> Use Permit
		<input type="checkbox"/> Public Facility
		<input type="checkbox"/> Other _____

**ALUC REVIEW (TO BE COMPLETED BY ALUC EXECUTIVE DIRECTOR)**

Application Receipt	Date Received _____	By _____
	Is Application Complete? <input type="checkbox"/> Yes <input type="checkbox"/> No	
	If No, cite reasons _____	

Airport(s) Nearby	_____
Primary Criteria Review	Compatibility Zone(s) <input type="checkbox"/> A <input type="checkbox"/> B1 <input type="checkbox"/> B2 <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/> E <input type="checkbox"/> Ht.
	Allowable (not prohibited) Use? <input type="checkbox"/> Yes <input type="checkbox"/> No
	Density/Intensity Acceptable? <input type="checkbox"/> Yes <input type="checkbox"/> No
	Open Land Requirement Met? <input type="checkbox"/> Yes <input type="checkbox"/> No
	Height Acceptable? <input type="checkbox"/> Yes <input type="checkbox"/> No
	Easement/Deed Notice Provided? <input type="checkbox"/> Yes <input type="checkbox"/> No

Special Conditions	Describe: _____
	_____

Supplemental Criteria Review	Noise	_____
	Safety	_____
	Airspace Protection	_____
	Overflight	_____

**ACTIONS TAKEN (TO BE COMPLETED BY ALUC EXECUTIVE DIRECTOR)**

ALUC Executive Director's Action	<input type="checkbox"/> Approve	Date _____
	<input type="checkbox"/> Refer to ALUC	

ALUC Action	<input type="checkbox"/> Consistent	Date _____
	<input type="checkbox"/> Consistent with Conditions (list conditions/attach additional pages if needed)	
	_____	
	<input type="checkbox"/> Inconsistent (list reasons/attach additional pages if needed)	
	_____	
	_____	

**COUNTY OF RIVERSIDE  
AIRPORT LAND USE COMMISSION**

**STAFF REPORT**

**AGENDA ITEM:** 2.5

**HEARING DATE:** June 13, 2013

**CASE NUMBER:** ZAP1052FV13 – Ishii-Durfee Architects, Inc., for Corporation of the Presiding Bishop, The Church of Jesus Christ of Latter Day Saints (Representative: Dennis Durfee)

**APPROVING JURISDICTION:** County of Riverside

**JURISDICTION CASE NO:** PP25309 (Plot Plan)

**MAJOR ISSUES:** The proposed church at maximum occupancy would exceed both the average and single-acre intensity criteria of Compatibility Zone C.

**RECOMMENDATION:** Staff recommends a finding of INCONSISTENCY for the plot plan, based on the proposed project exceeding both average and single-acre non-residential intensity criteria for Compatibility Zone C, unless the Commission is willing to make special circumstance findings pursuant to Countywide Policy 3.3.6 based on the project's location, proximity to high-intensity uses and permanent open space, and the intermittent nature of the project's high intensity use.

**PROJECT DESCRIPTION:** PP25309 is a proposal to develop a 20,000 square foot church building (along with 2,700 square feet of church offices and a 180 square foot storage building) on 4.04 acres. The church building includes a 2,984 square foot Chapel and 2,754 square foot Cultural Center, which can both be utilized for assembly purposes. Also included in the proposed church building are classrooms, offices, stage/platform, kitchen, and other auxiliary rooms and uses.

**PROJECT LOCATION:** The site is located on the easterly side of Sky Canyon Drive and northerly of Murrieta Hot Springs Road, approximately 4,560 feet southerly of Runway 18-36 at French Valley Airport.

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

a. Airport Influence Area: French Valley Airport

b. Land Use Policy: Zones C and B1 – The proposed buildings would be in Zone C.

c. Noise Levels: Aircraft noise levels are approximately 55 CNEL

## **BACKGROUND:**

Relationship to Airport: The site is located southerly of the airport, slightly westerly of the extended runway centerline, which traverses the Silverhawk property to the east. While there is no new information available regarding directional splits of air traffic, the airport activity summary included in the background data section of the French Valley Airport Land Use Compatibility Plan indicates that approximately 70 percent of aircraft operating at French Valley Airport would take off in a north-to-south direction (towards the site).

Non-Residential Average Intensity: The site is located within Airport Compatibility Zones B1 and C, although the church building is proposed to be located entirely within Zone C. Non-residential intensity in Airport Compatibility Zone C is restricted to an average intensity of 80 people per acre, pursuant to the Additional Compatibility Policies incorporated in the French Valley Airport Land Use Compatibility Plan. The “Building Code Method” for calculating intensity utilizes “minimum floor area per occupant” criteria from the Building Code as a factor in projecting intensity. Pursuant to Appendix C, Table C-1, of the Riverside County Airport Land Use Compatibility Plan, the assembly area of churches and chapels without fixed seating is evaluated on the basis of one person per 7 square feet. The 2,984 square foot chapel and the 2,754 square foot cultural center constitute the assembly areas of the building, and under maximum use conditions, both could be in use for religious services. At one person per 7 square feet, these areas would accommodate 819 people.

The applicant has advised that the chapel, which would have benches or pews, has a seating capacity of 286. If we use the seating capacity for the chapel and the standard ratio for the cultural center (which does not have permanent seating and is designed for social and recreational uses), the total capacity of these rooms when used for assembly purposes would be 679 persons. If overflow seating is provided on the platform/stage area, the total would be 719 persons.

The area of the site is indicated by Assessor’s records as being 4.04 acres. However, in evaluating average intensity, the gross area of the site, including adjacent half-widths of street rights-of-way, are considered. The site has 320.55 feet of frontage on Sky Canyon Drive, which has a 50-foot half-width. This adds 0.37 acre to the site, bringing its gross area to 4.41 acres. The average intensity of the site, then, is 186 persons per acre using the “without fixed seating” calculation, or 163 persons per acre using the seating capacity for the chapel and one person per 7 square feet for the cultural center and platform. (The average intensity for the chapel alone based on seating capacity would be 65 persons per acre.)

These calculations assume that no other rooms would be in use during services.

An alternative calculation for intensity is based on the number of parking spaces provided for a project. While the ordinance requirement for parking, calculating the chapel and the cultural center (but not the platform) as assembly areas, is 164 parking spaces, the actual number of parking spaces provided is 209. Assuming an occupancy of 2.5 persons per vehicle (as utilized by the applicant), this would equate to a total of 523 people for an average intensity of 119 people per average acre,

which would also exceed the average intensity criteria of 80. However, assuming 1.67 persons per vehicle (national average vehicle occupancy) would result in a total occupancy of 349 and an average intensity of 79 people per acre.

The applicant has provided background on the typical usage of the building indicating that the building would be used primarily on Sunday from 9:00 a.m. to 4:00 p.m. for congregation meetings and classes and Tuesday and Wednesday nights from 7:00 p.m. to 9:00 p.m. for youth activities. There would be occasional use on Friday and Saturday nights for activities that would occur approximately once a month. Additionally, there would be other unscheduled events or activities such as funerals or minor sports activities within the cultural center. The applicant also noted that a typical congregation would consist of approximately 200 people, which would be the typical average Sunday use of the building. If two congregations did end up with overlapping schedules, there could be 400 people during that time period. This would correspond to an average intensity of 91 people per acre.

Non-Residential Single-Acre Intensity: The proposed church building is located within Airport Compatibility Zone C. Non-Residential intensity in Airport Compatibility Zone C is restricted to 160 people in any given single acre pursuant to the French Valley Airport Land Use Compatibility Plan for non-residential land uses. The proposed building would be located entirely within a single-acre area. As indicated previously, the total intensity of the assembly areas of the building would be 819 people based on the “one person per 7 square feet” standard, 679 to 719 using a fixed seating standard for the chapel and one person per 7 square feet for the cultural center (without and with platform), 523 people based on the parking space method assuming 2.5 persons per vehicle, and 349 people based on the parking space method assuming 1.67 persons per vehicle. The seating capacity of the chapel alone is 286 people. Therefore, the single-acre intensity definitely exceeds the allowable numbers for an acre in Zone C.

Risk-Reduction Design Bonus: The applicant has provided background on already incorporated building design elements that could be considered for risk reduction bonus for the single-acre criteria. A bonus of up to 1.3 times the criteria of 160 for a maximum allowable intensity of 208 could be granted at the authority of the County of Riverside based on the type and amount of risk reduction measures incorporated. The applicant has indicated that the proposed building will have a full brick (not just veneer) exterior for additional wall strength, limited windows (10.5% of the wall area) relative to the surrounding retail land uses, no skylights, and be limited to a single story. Other noted risk reduction measures not specifically addressed by the applicant include upgraded roof strength, enhanced fire sprinkler system, and increase in emergency exits. However, even if the building were to meet all requirements to achieve the maximum bonus, the single-acre intensity of the church would exceed 208 in all scenarios except for the applicant’s “typical use” scenario of 200 persons present.

Infill Potential: Higher intensity criteria may be considered if the surrounding land uses are similar to or more intense than the proposed project. To qualify for consideration, at least 65% of the project site’s perimeter must be surrounded by uses similar to or more intense than the proposed project, and the project site must be less than 20 acres in area. If qualified, a higher average intensity level - the

lesser of either the equivalent intensity to surrounding land uses or double the normally allowable intensity - may be consistent.

The areas surrounding the proposed church are developed with mixed industrial/office/showroom uses to the north, commercial retail uses to the west, and the existing church to the south. The area immediately to the east of the project site is vacant land designated as Open Space – Conservation (OS-C) on the Southwest Area Plan Land Use Map. Beyond the Open Space-Conservation area is the site of the as-yet unbuilt Silverhawk mixed-use non-residential project.

Utilizing the building code method, including the 50 percent occupancy reduction for office uses and the one person per 115 square foot occupancy estimate for retail areas, staff determined that the average intensity of the areas to the north and west would be less than 100 persons and that their single-acre intensities would be less than 300. These intensities would be considerably lower than the average and single-acre intensities of the proposed project. While the surrounding industrial/office and commercial retail land uses are more frequently used and thus have a greater occupancy/intensity than the proposed project on an average day, the proposed project at peak use would be substantially higher in intensity than the surrounding industrial/office and commercial land uses. Therefore, the infill provisions of Countywide Policy 3.3.1 would not be met, since the maximum intensity of the proposed project would exceed the intensity of the surrounding land uses, although these existing surrounding uses would be more intense than the proposed project during most hours of the week.

Applicant's Infill Analysis: The applicant has also prepared an infill analysis. The applicant's calculations assume that the area to the north of the project is in retail use and assume occupancy based on the Building Code without use of a 50 percent reduction or the French Valley Plan assumption of one person per 115 square feet for retail uses. (However, the applicant does make an assumption that 25 percent of the retail stores would be storage areas.) Pursuant to the applicant's calculations, the single-acre intensity of the church to the south and the areas to the north and west range from 996 to 1,126 people, and the project's single-acre intensity (using Building Code maxima and assuming use of all rooms simultaneously) would be 1,015 people. The project's average intensity would be 251 people per acre, while the average intensities of the uses to the south, north, and west would range from 227 to 299 people per acre. (See applicant's submittal.)

Pursuant to this analysis, the intensity of the proposed project would be similar to the intensity of these surrounding land uses, but only the average intensity of the existing church and the single-acre intensity of the existing retail to the west would exceed the intensity of the proposed project as determined through the same method. These areas make up approximately 47.6% of the surrounding land use based on the lineal feet of the project site boundaries. However, if both the existing and proposed churches are evaluated based on a total occupancy of 400 persons, the project, with an average intensity of 91 and a single-acre intensity of 400, would be less intense than the area to the north, and this would bring the proportion of the surrounding land uses of equal or greater intensity up to 80 percent of the perimeter land uses.

In the event that the Commission chooses to accept this analysis, it is still not sufficient in itself to address all intensity issues. The infill criteria allow for the lesser of either the equivalent intensity to surrounding land uses or double the intensity criteria. Using this model, the allowable intensity would be double the normal amount (an average of 160 persons per acre and a single-acre intensity of 320 persons), not intensities equivalent to the surrounding uses. Such a doubling would render the average intensity as calculated using the parking space method consistent, and would render average intensity consistent using the assumption of a 400 person maximum occupancy.

However, the single-acre intensity of the project would remain in excess of 320 persons in all scenarios that provide for the potential use of both the chapel and the cultural center for assembly uses. (Occupancy of the chapel only would be less than 320 persons.)

Prohibited and Discouraged Uses: The applicant does not propose any uses prohibited or discouraged in Zone C (Children's schools, day care centers, libraries, hospitals, nursing homes, buildings with more than 3 aboveground habitable floors, highly noise-sensitive outdoor non-residential uses, and hazards to flight). However, as noted above, the peak usage of the facility exceeds Zone C intensity limitations.

Open Area Requirements: The site is less than ten acres in area and, therefore, is not subject to Zone B1 or C open area requirements.

Noise: The property lies partially within the area that would be subject to average exterior noise levels of 55 CNEL or greater under ultimate airport development conditions. As a potentially noise sensitive non-residential use, adequate noise reduction measures should be incorporated into the building design to assure that Riverside County interior noise level standards can be achieved.

Part 77: The elevation of Runway 18-36 at its southerly terminus is approximately 1330 feet above mean sea level (AMSL). At a distance of approximately 4,560 feet from the runway to the property line, FAA review would be required for any structures with top of roof exceeding 1375.6 feet AMSL. The proposed pad elevation is 1138 feet AMSL. The project includes proposed building elevations with a maximum height of 70 feet (including the spire). At this maximum height at site elevation, the structure would be approximately 1208 feet AMSL. Therefore, Federal Aviation Administration (FAA) obstruction evaluation review would not be required.

Other Special Conditions: Countywide Policy 3.3.6 allows the Commission to find a normally incompatible use to be acceptable "because of terrain, specific location, or other extraordinary factors or circumstances related to the site." In such a situation, the Commission would need to make findings that the land use would not create a safety hazard nor expose people to excessive noise. In some cases, projects that did not quite meet the exacting standards for consideration as infill have been judged consistent through use of Policy 3.3.6. The potential factors to be considered in this case are as follows:

The area immediately to the east is free of structures. A strip of land approximately 225 feet in width to the east of the project site is designated Open Space – Conservation on the Southwest Area Plan



Land Use Map of the Riverside County General Plan, indicating that this area should remain open for the foreseeable future. This strip of land includes an open stormwater channel approximately 85 feet in width, which could potentially serve as an emergency landing area.

The Zone C intensity limits would likely be exceeded for less than 12 to 15 hours per week. The intensity of the commercial and mixed non-residential uses to the north and west would exceed the intensity of the proposed project on most days.

The elevation of the highest structure on-site, even with a 70-foot spire, would still be more than 100 feet lower than the elevation of the airport.

Prior ALUC Decisions: The church immediately to the south of the proposed church was also reviewed by ALUC pursuant to FV-02-113. The ALUC found the project inconsistent because a portion of the project was judged as being located in the Outer Safety Zone as delineated in the 1996 French Valley CLUP (where development intensities were limited to 25 persons per acre). The applicant team in that case had tried to argue that the project was exempt because the property was included in an adopted Specific Plan. The 1996 CLUP included an exemption for development projects within adopted Specific Plans (subsequently disallowed – or at least determined inappropriate in new Plans – pursuant to an Attorney General’s Opinion). EDA personnel constituting ALUC staff in 2002-2003 retorted that the zoning ordinance at the time of Specific Plan adoption did not provide for approval of churches through the plot plan process, and that the zoning ordinance amendment providing for such approvals had not been submitted to ALUC for a consistency determination. Therefore, they maintained that the Specific Plan exemption was not applicable to FV-02-113. The determination of inconsistency was overruled by the Board of Supervisors on June 17, 2003 (Agenda Item No. 16.8).

Since the adoption of the Countywide Policies of the Riverside County Airport Land Use Compatibility Plan in 2004, the Commission has been presented several times with proposals for churches whose single-acre intensities exceeded the zone standards. In some cases, including the Magnolia Avenue Baptist Church and the Harvest Church complex in Riverside, the proposal has been determined inconsistent. In two cases (one in Bermuda Dunes and one in Thermal), the Commission found the project acceptable due to special circumstances. Pursuant to Section 3.3.6.(d), the “granting of a special conditions exception shall be considered site specific and shall not be generalized to include other uses.”

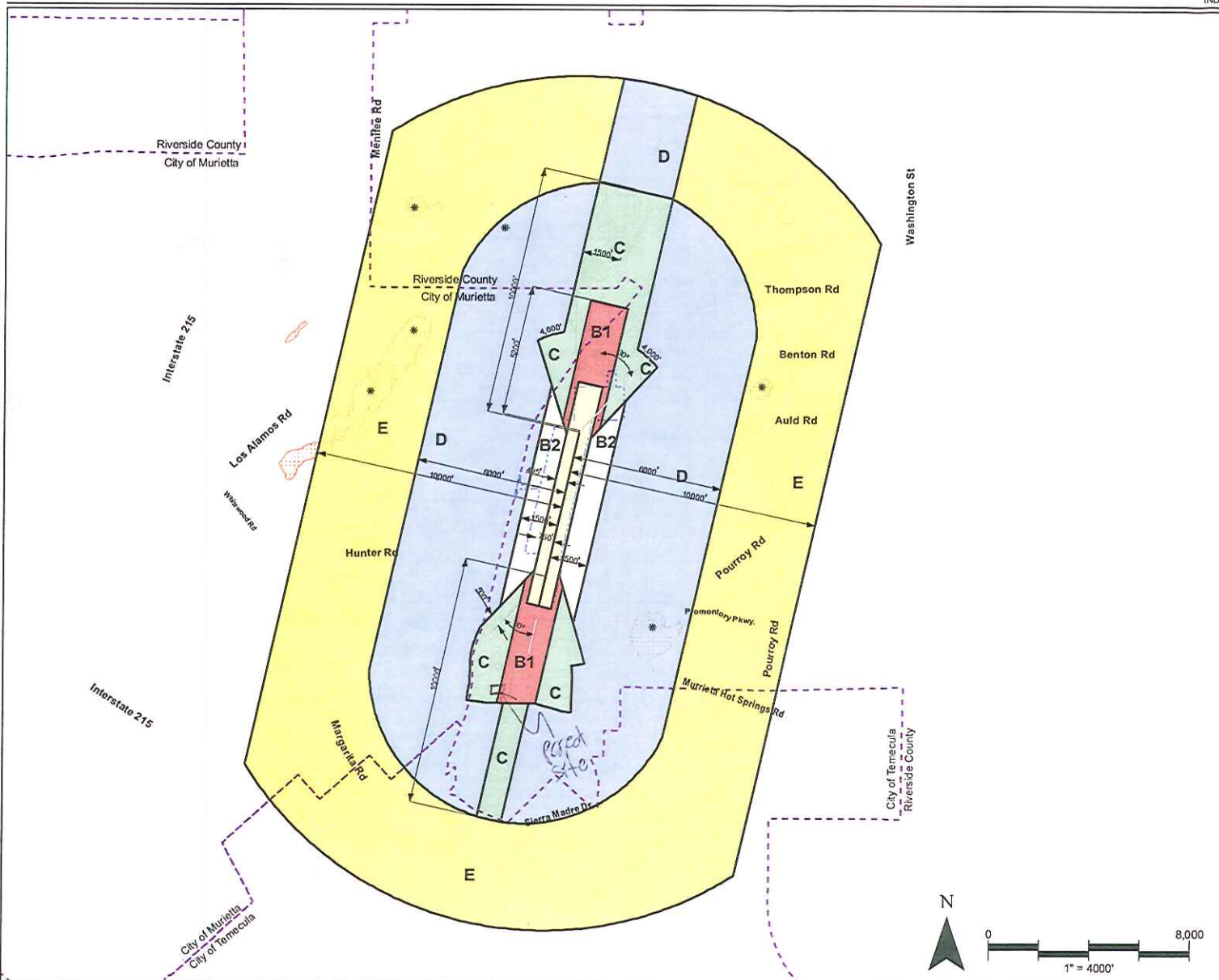
**CONDITIONS (in the event that the Commission chooses to utilize Policy 3.3.6 to make a finding of consistency):**

1. Any outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky.
2. The following uses shall be prohibited:

- (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
  - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
  - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area, including landscaping utilizing water features, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, and incinerators.
  - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
  - (e) In Zone B1: Children's schools, day care centers, libraries, hospitals, nursing homes, places of worship, buildings with more than 2 aboveground habitable floors, highly noise-sensitive outdoor non-residential uses, aboveground bulk storage of hazardous materials, critical infrastructure facilities, or hazards to flight.
  - (f) In Zone C: Children's schools, day care centers, libraries, hospitals, nursing homes, buildings with more than 3 aboveground habitable floors, highly noise-sensitive outdoor non-residential uses, or hazards to flight
3. The attached notice shall be provided to all potential purchasers of the property, and shall be recorded as a deed notice.
4. Any new retention basins on the site shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the retention basin(s) that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.
5. Incorporate noise attenuation measures into the building construction to ensure interior noise levels are at or below 45 CNEL.

# NOTICE OF AIRPORT IN VICINITY

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



**Legend**

**Compatibility Zones**

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

**Boundary Lines**

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

**Note**

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

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

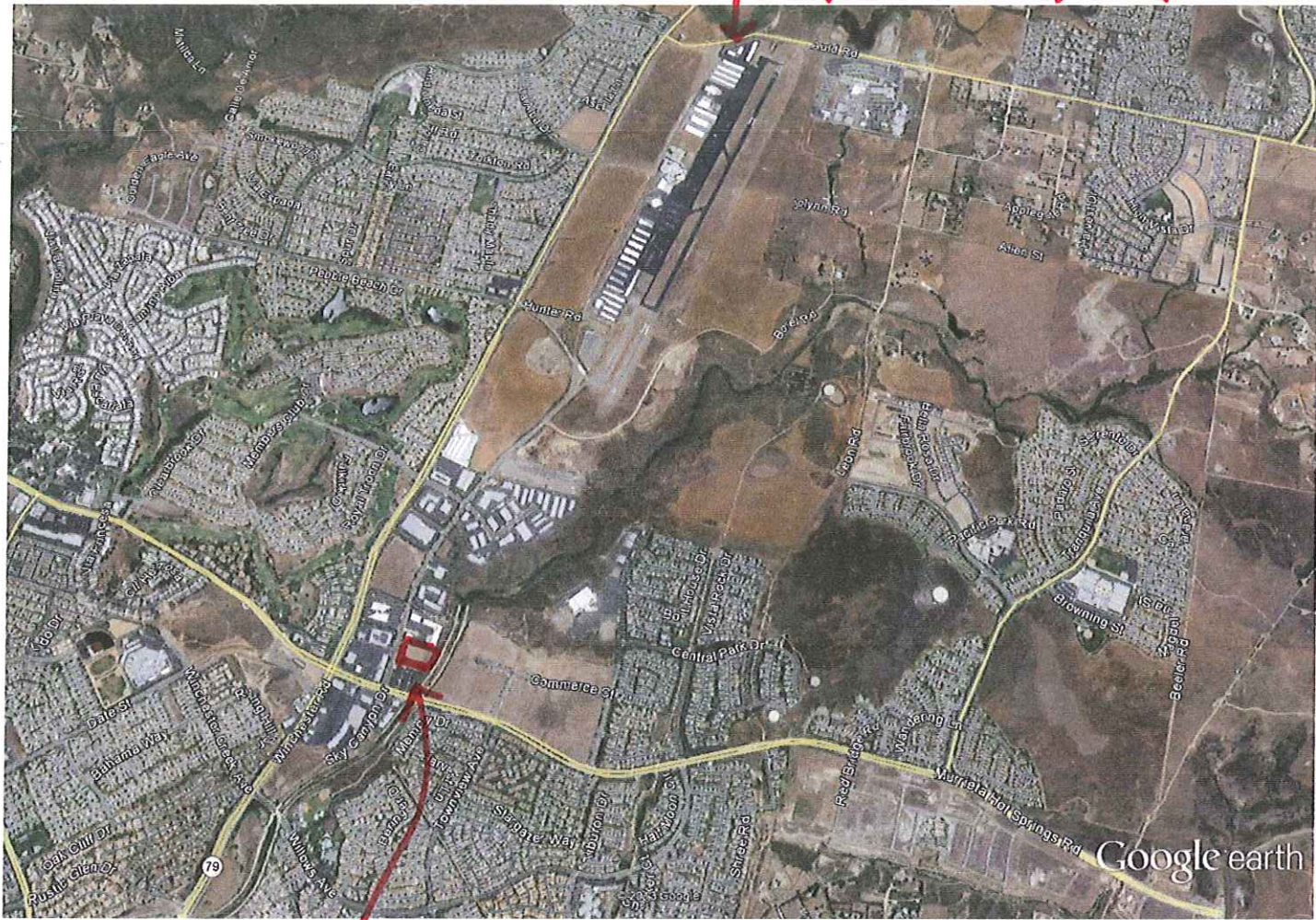
Riverside County  
 Airport Land Use Commission  
 Riverside County  
 Airport Land Use Compatibility Plan  
 Policy Document

(April 2010)

Map FV-1

**Compatibility Map**  
 French Valley Airport

French Valley Airport



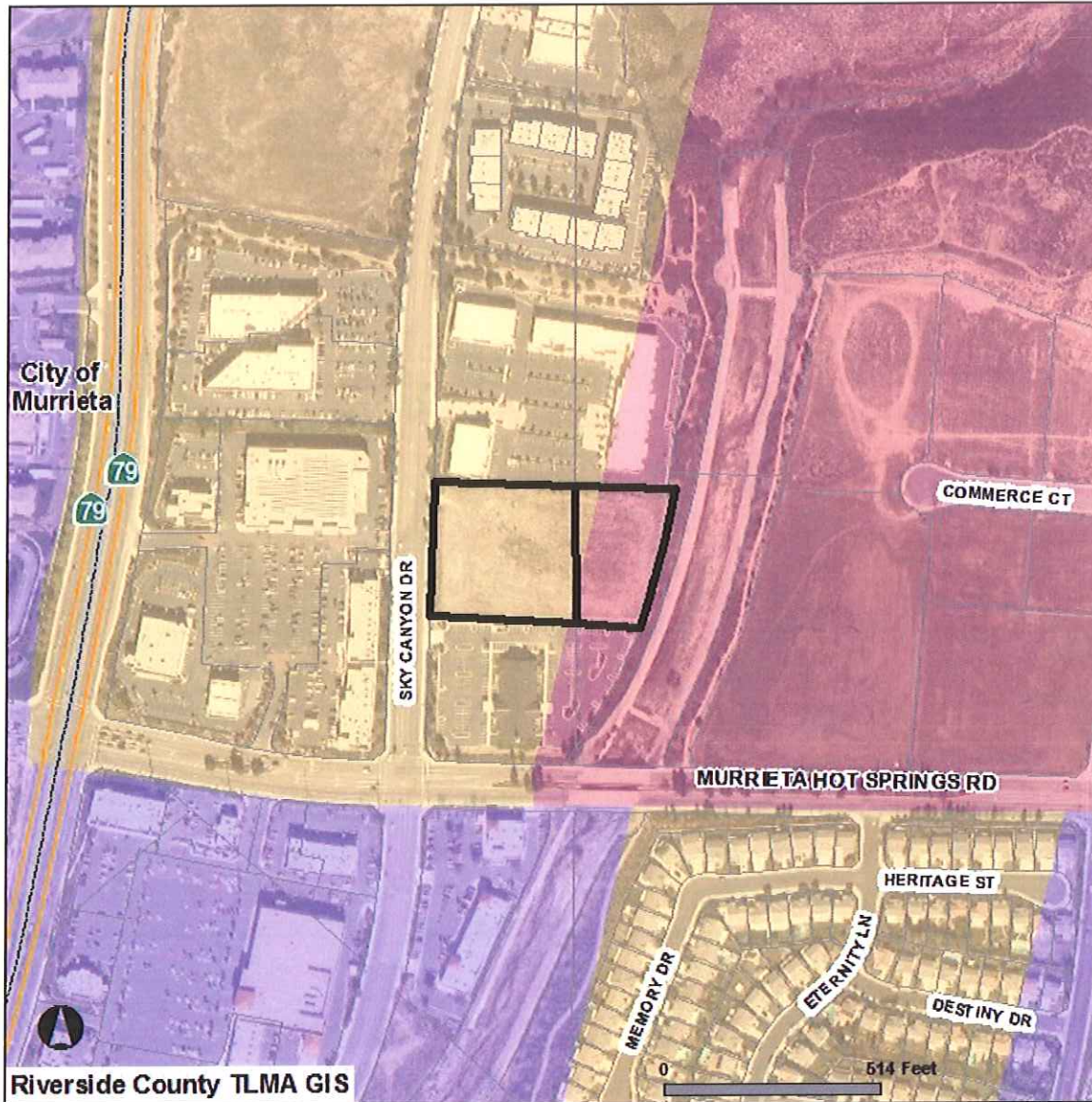
Google earth



site

Property Owner: The Church of Jesus Christ of Latter-day Saints  
Sky Canyon Drive, Murrieta, CA

RIVERSIDE COUNTY GIS



Selected parcel(s):  
957-330-062 957-330-064

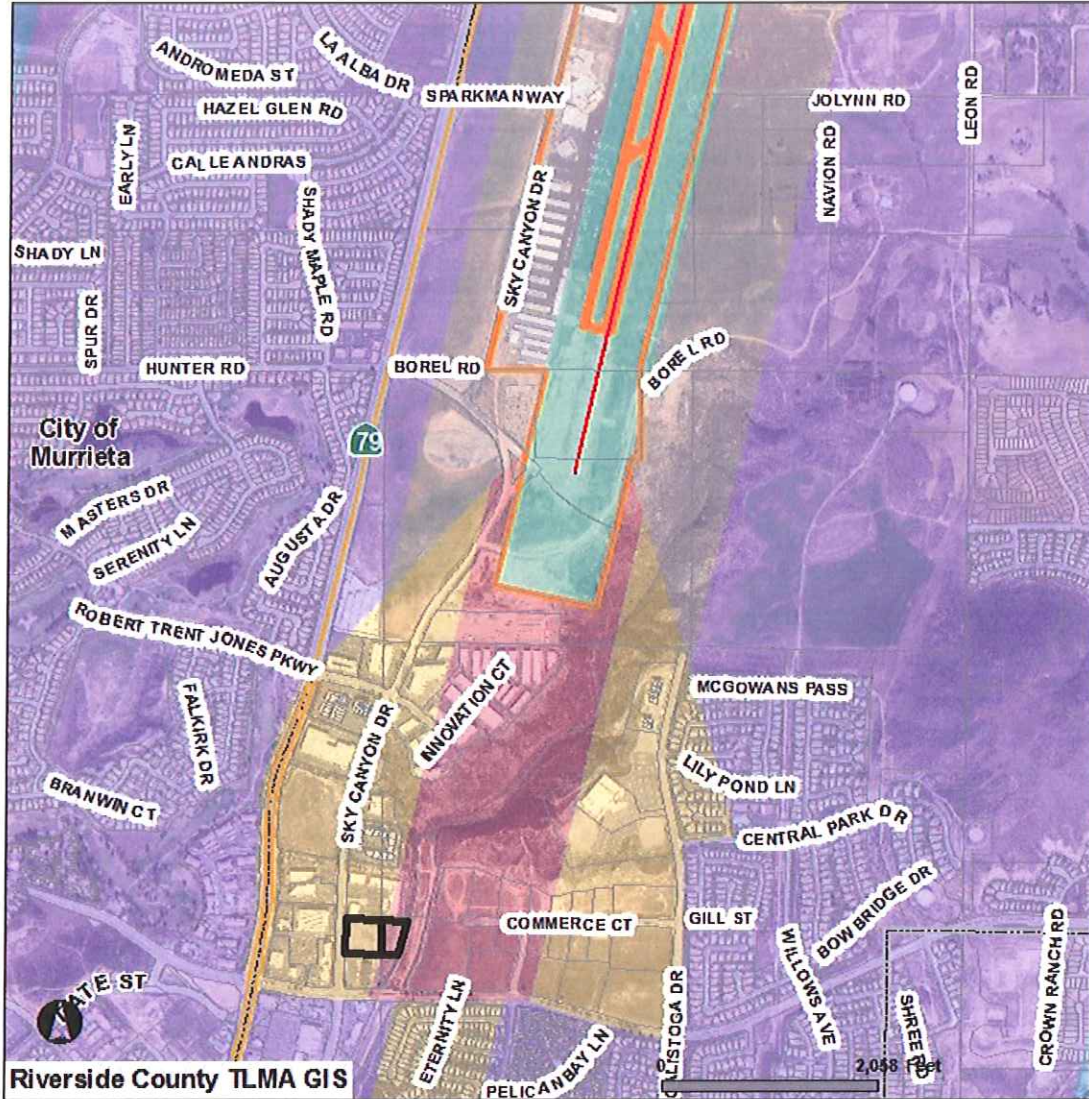
**AIRPORTS**

- 
- SELECTED PARCEL
INTERSTATES
HIGHWAYS
PARCELS
- AIRPORT INFLUENCE AREAS
COMPATIBILITY ZONE B1
COMPATIBILITY ZONE C
COMPATIBILITY ZONE D

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

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RIVERSIDE COUNTY GIS



Selected parcel(s):  
957-330-062 957-330-064

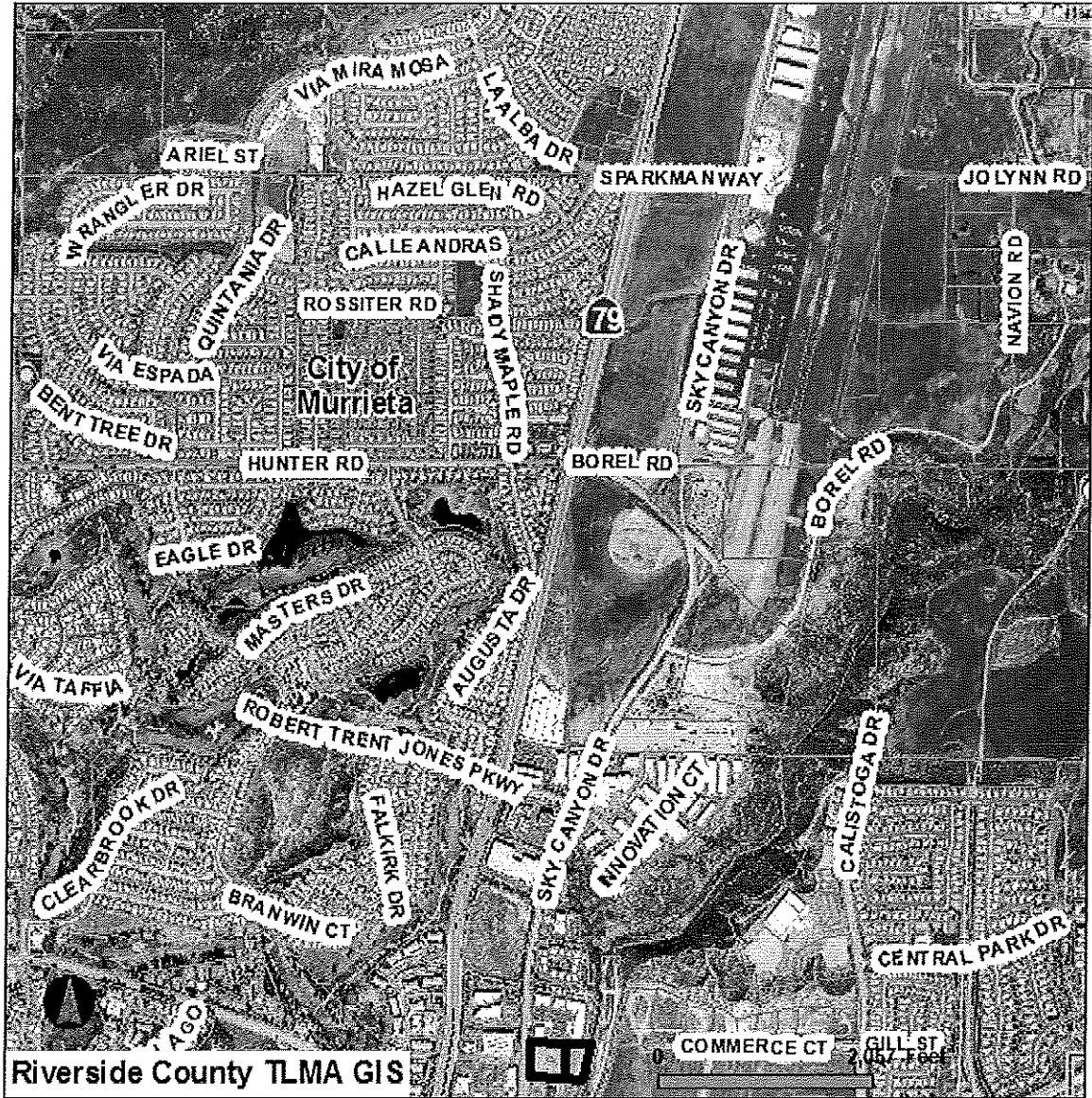
AIRPORTS

- SELECTED PARCEL
- N AIRPORT RUNWAYS
- COMPATIBILITY ZONE B1
- COMPATIBILITY ZONE E
- N INTERSTATES
- AIRPORT INFLUENCE AREAS
- COMPATIBILITY ZONE B2
- N HIGHWAYS
- AIRPORT BOUNDARIES
- COMPATIBILITY ZONE C
- PARCELS
- COMPATIBILITY ZONE A
- COMPATIBILITY ZONE D

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Selected parcel(s):  
 957-330-062 957-330-064

**\*IMPORTANT\***

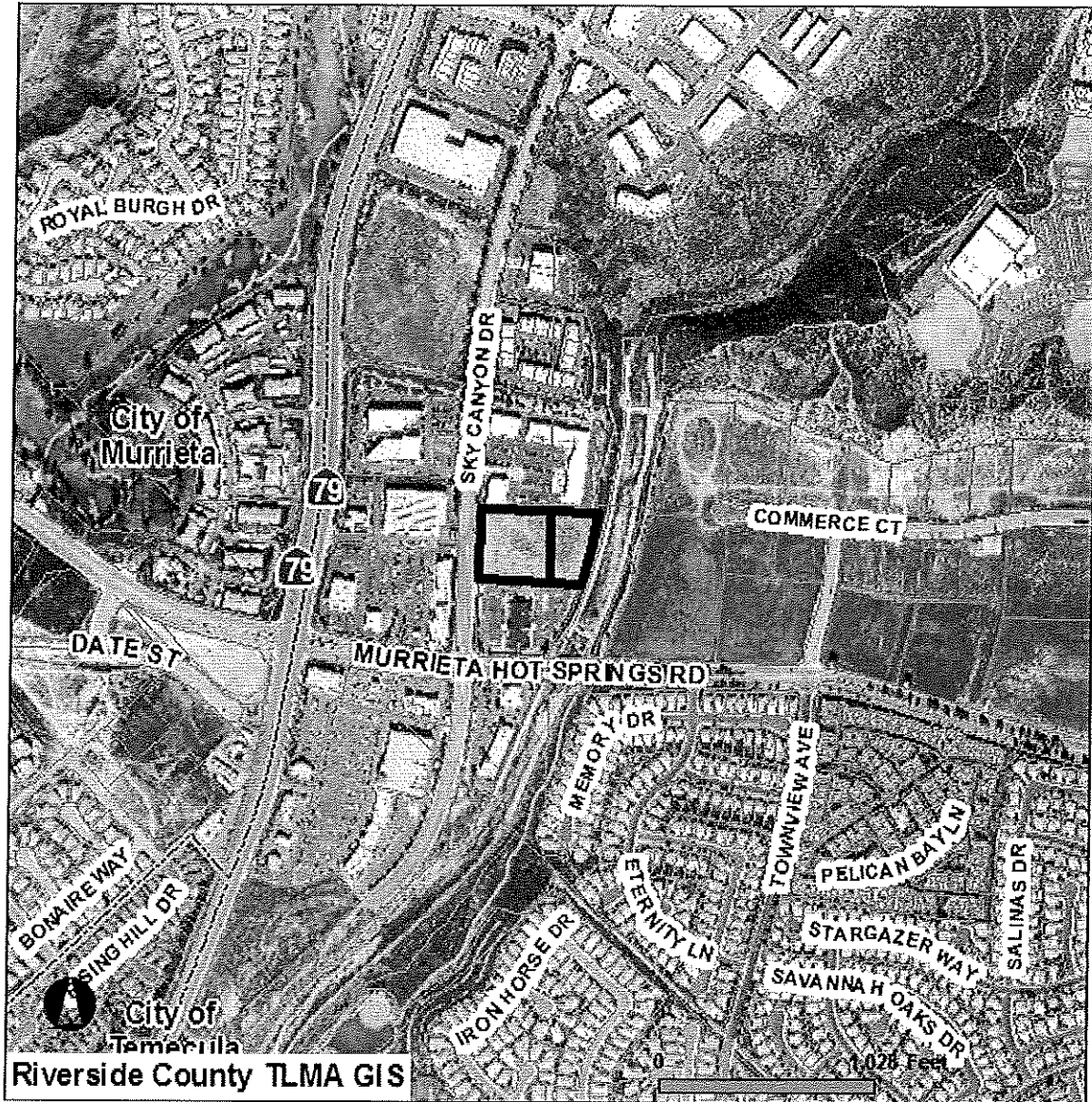
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957-330-062 957-330-064

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Version 130225

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**Selected parcel(s):**  
 957-330-062 957-330-064

**LEGEND**

- SELECTED PARCEL
- N INTERSTATES
- N HIGHWAYS
- PARCELS
- CITY

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**Selected parcel(s):**  
957-330-062 957-330-064

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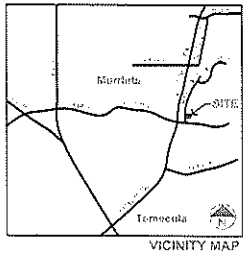
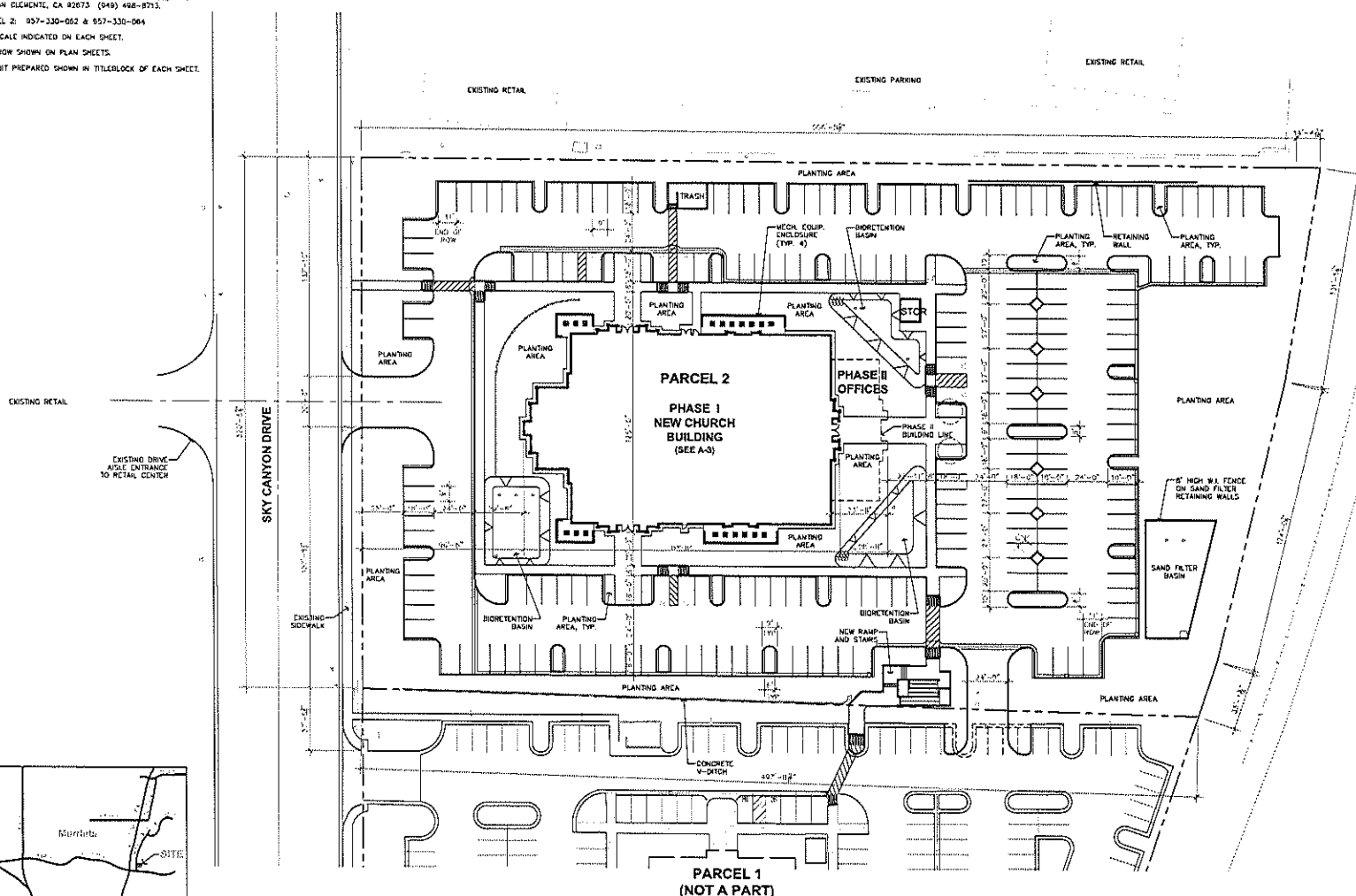
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Version 130225

**LAND USE AND DEVELOPMENT MATRIX**

1. APPLICANT: DENNIS DURFEE, 2312 VIA CLAYEL, SAN CLEMENTE, CA 92673 (949) 498-8713
2. LAND OWNER: CORPORATION OF THE PRESIDING BISHOP THE CHURCH OF JESUS CHRIST OF LATTER-DAY SAINTS, ROCKY MOUNTAIN (951) 326-5910
3. EXHIBIT PREPARED BY: ARCHITECTURAL: DENNIS DURFEE, 2312 VIA CLAYEL, SAN CLEMENTE, CA 92673 (949) 498-8713
4. APN PARCEL 2: 057-330-062 & 057-330-064
5. DRAWING SCALE INDICATED ON EACH SHEET.
6. NORTH ARROW SHOWN ON PLAN SHEETS.
7. DATE EXHIBIT PREPARED SHOWN IN TITLEBLOCK OF EACH SHEET.



*Architect*  
**Ishii - Durfee Architects**  
 2312 Via Clavel  
 San Clemente, CA 92673

DESIGNED BY:  
 CHECKED BY:  
 CONSULTANT:

NOTES:

Project for:  
**THE CHURCH OF JESUS CHRIST OF LATTER-DAY SAINTS**  
 Project Name:  
**FRENCH VALLEY CHURCH**  
 Sky Canyon Drive  
 Murrieta, CA 92563

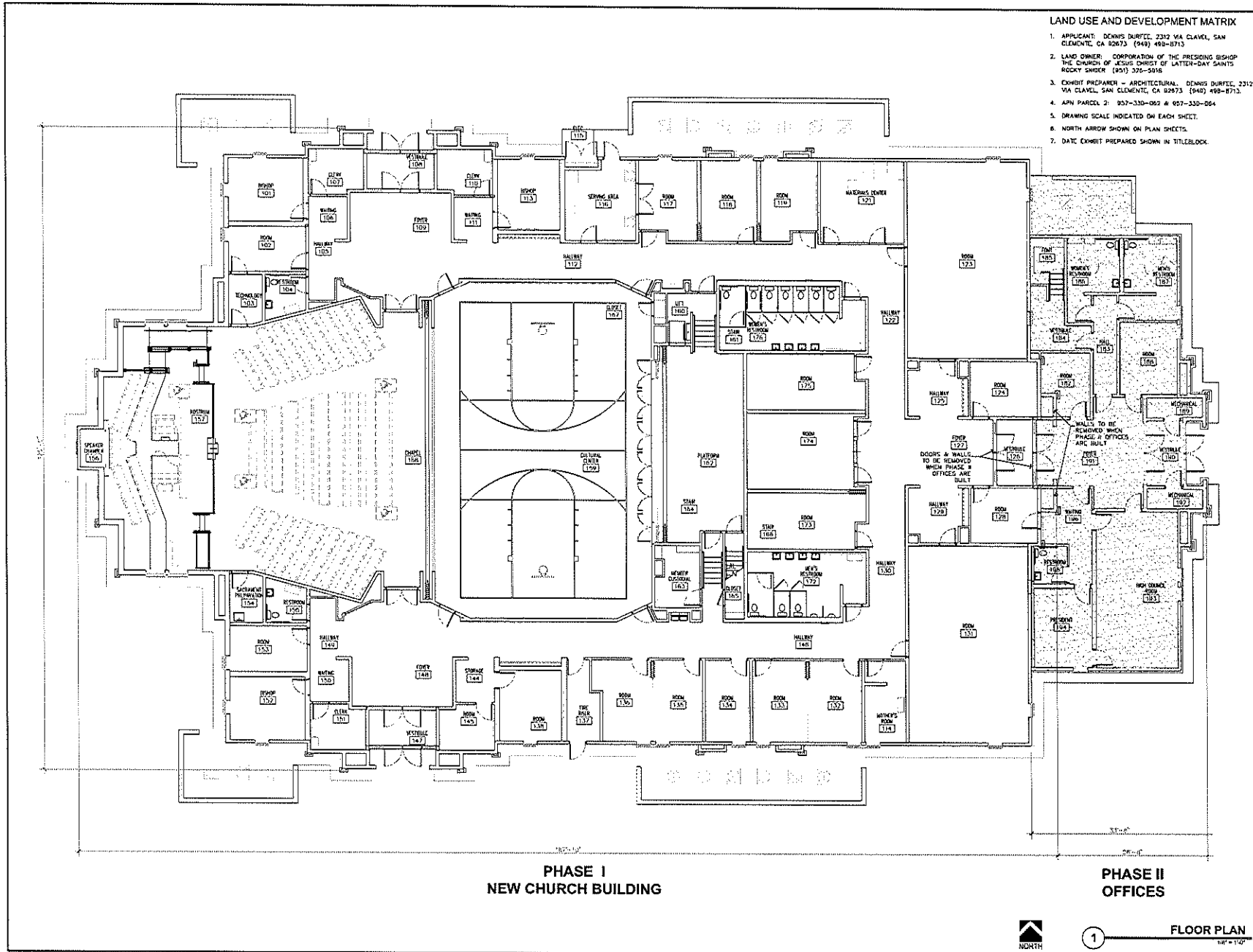
NO.	REVISION	DATE

Plan Series:  
 Project No.: DATE: Feb. 20, 2013  
 SHEET TITLE:  
**SITE PLAN - PARCEL 2**

SHEET NO.:  
**A-2**

**1** SITE PLAN - PARCEL 2  
 1" = 30'





- LAND USE AND DEVELOPMENT MATRIX**
1. APPLICANT: DENNIS DURFEE, 2312 VIA CLEVEL, SAN CLEMENTE, CA 92673 (949) 498-8713
  2. LAND OWNER: CORPORATION OF THE PRESIDING BISHOP THE CHURCH OF JESUS CHRIST OF LATTER-DAY SAINTS ROSAY SHAWER (949) 375-5016
  3. EXHIBIT PREPARED - ARCHITECTURAL, DENNIS DURFEE, 2312 VIA CLEVEL, SAN CLEMENTE, CA 92673 (949) 498-8713
  4. APN PARCEL 2: 057-330-062 & 057-330-064
  5. DRAWING SCALE INDICATED ON EACH SHEET.
  6. NORTH ARROW SHOWN ON PLAN SHEETS.
  7. DATE EXHIBIT PREPARED SHOWN IN TITLEBLOCK.

*Architect*

**Ishii-Durfee Architects**

2312 Via Cleveland  
San Clemente, CA 92673

GROUPED:  
CHECKED BY:

CONSULTANT:

NOTES:

Project for:  
**THE CHURCH OF JESUS CHRIST OF LATTER-DAY SAINTS**

Project Name:  
**FRENCH VALLEY CHURCH**  
Sky Canyon Drive  
Murrieta, CA 92563

NO.	REVISION	DATE

Plan Series:  
Project No.: DATE: Feb. 20, 2013

SHEET TITLE:  
**FLOOR PLAN**

SHEET NO.:  
**A-3**

**PHASE I  
NEW CHURCH BUILDING**

**PHASE II  
OFFICES**

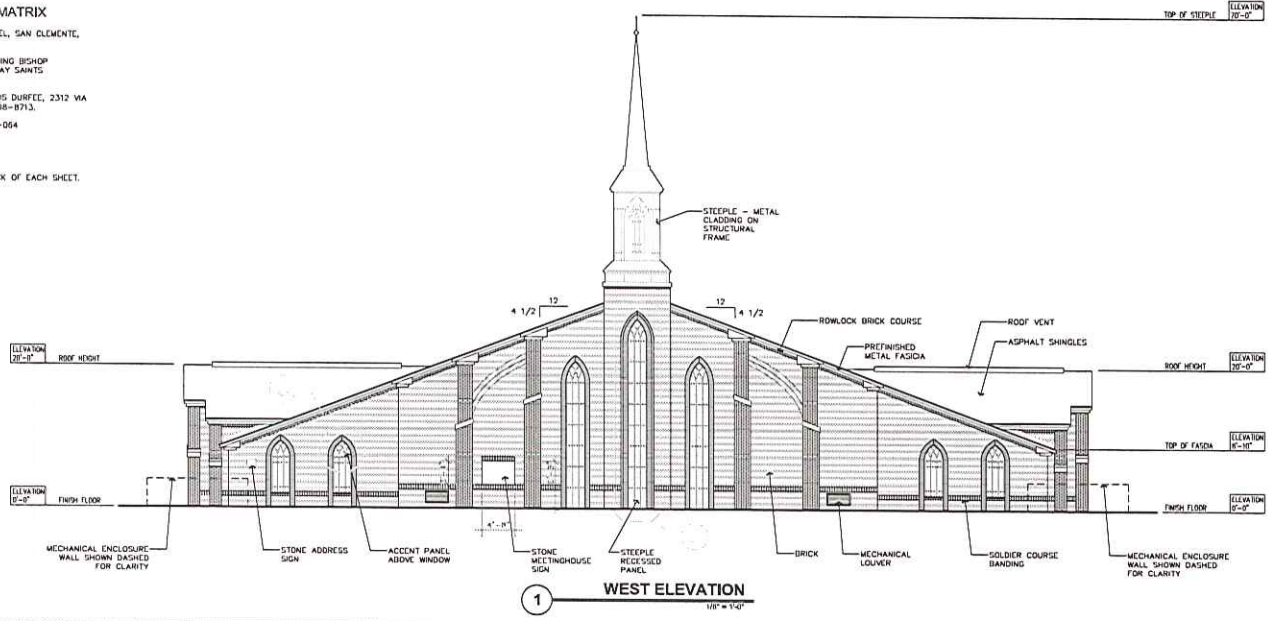


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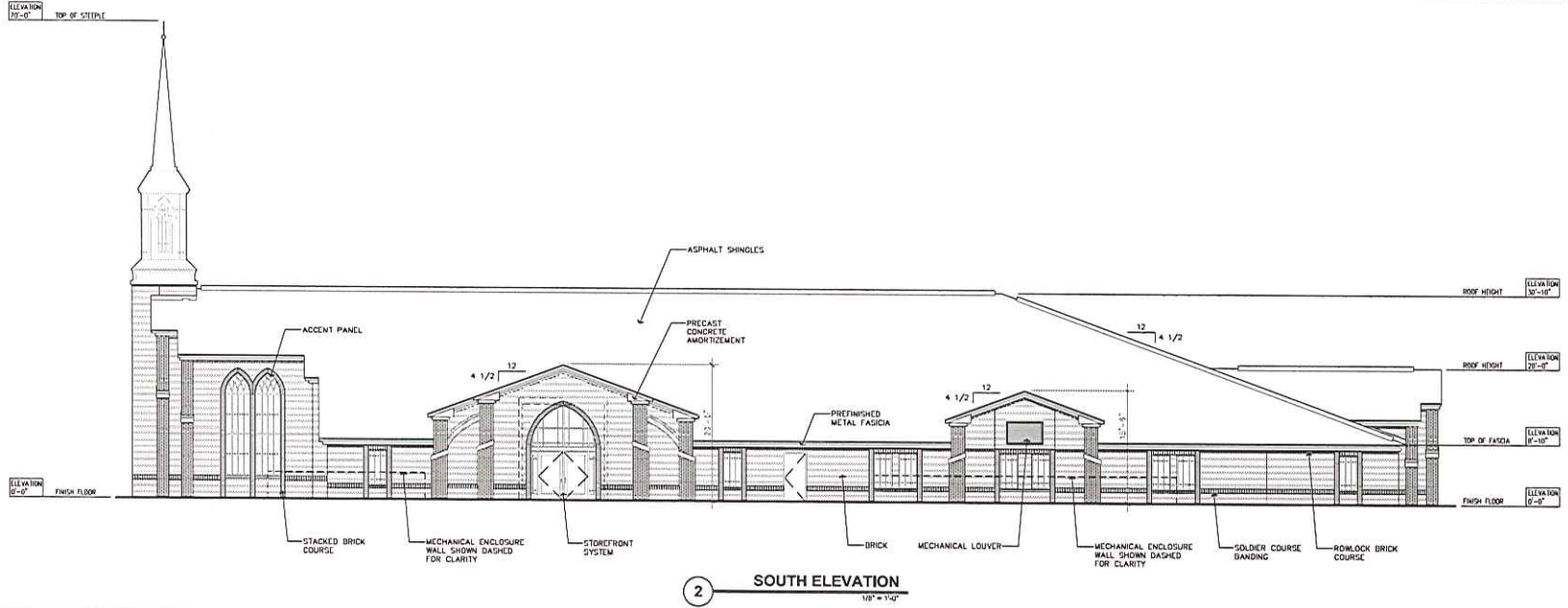
**FLOOR PLAN**  
1/4" = 1'0"

**LAND USE AND DEVELOPMENT MATRIX**

1. APPLICANT: DENNIS DURFEE, 2312 VIA CLAVEL, SAN CLEMENTE, CA 92673 (949) 498-8713
2. LAND OWNER: CORPORATION OF THE PRESIDING BISHOP THE CHURCH OF JESUS CHRIST OF LATTER-DAY SAINTS ROCKY GINCH (951) 326-5918
3. EXHIBIT PREPARER - ARCHITECTURAL: DENNIS DURFEE, 2312 VIA CLAVEL, SAN CLEMENTE, CA 92673 (949) 498-8713.
4. APM PARCEL 2: 957-330-062 & 957-330-064
5. DRAWING SCALE INDICATED ON EACH SHEET.
6. NORTH ARROW SHOWN ON PLAN SHEETS
7. DATE EXHIBIT PREPARED SHOWN IN TITLEBLOCK OF EACH SHEET.



**1 WEST ELEVATION**  
1/8" = 1'-0"



**2 SOUTH ELEVATION**  
1/8" = 1'-0"

*Architect*

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San Clemente, CA 92673

DRAWN BY:  
CHECKED BY:

CONSULTANT:

NOTES:

Project for:  
**THE CHURCH OF JESUS CHRIST OF LATTER-DAY SAINTS**

Project Name:  
**FRENCH VALLEY CHURCH**  
Sky Canyon Drive  
Murrieta, CA 92563

NO.	REVISION	DATE

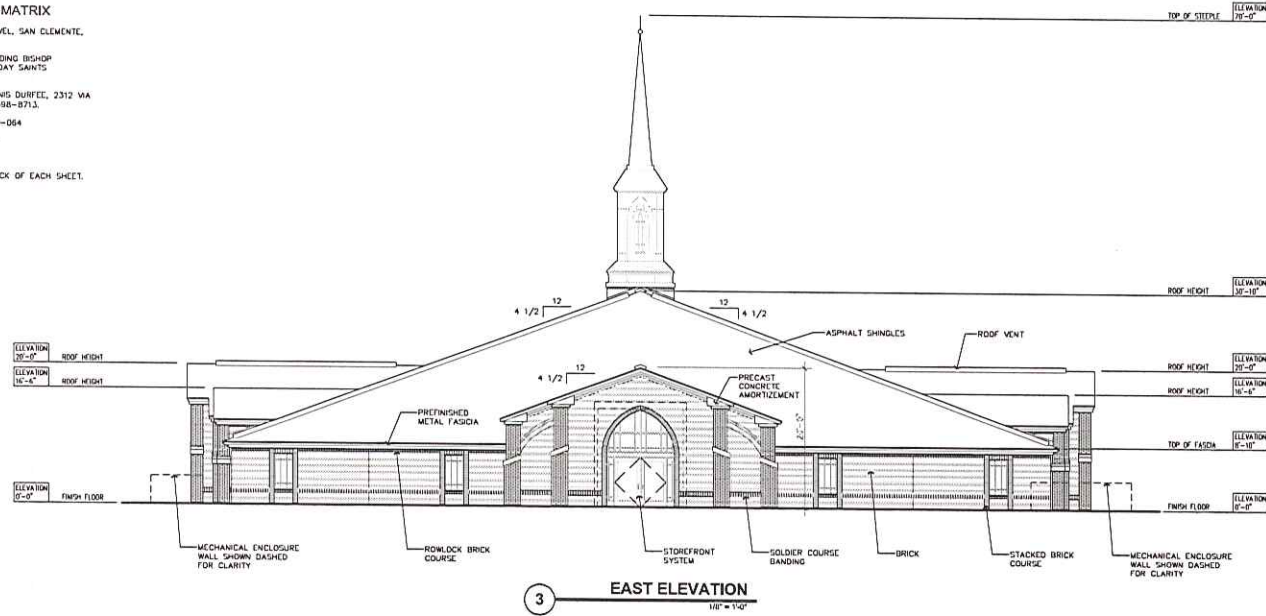
Plan Series:  
Project No.: DATE: Feb. 20, 2013

SHEET TITLE:  
**EXTERIOR ELEVATIONS Phase I**

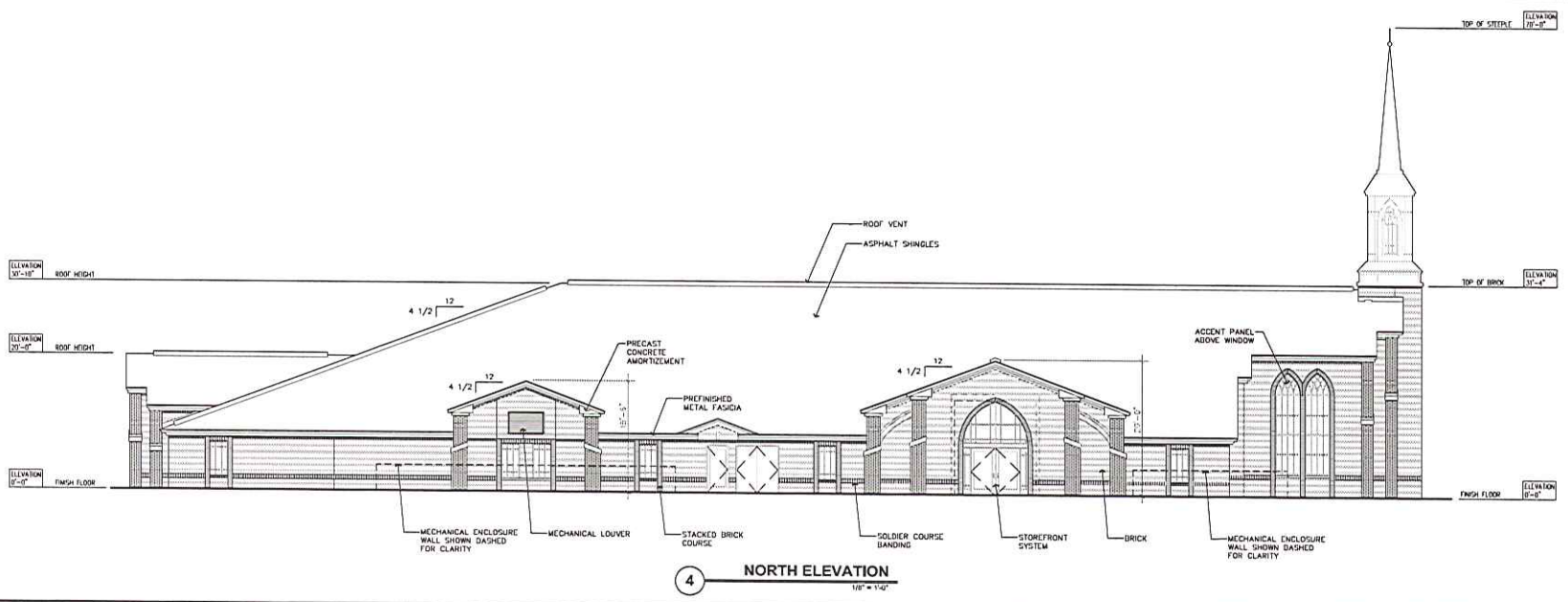
SHEET NO.:  
**A-4**

**LAND USE AND DEVELOPMENT MATRIX**

1. APPLICANT: DENNIS DURFEE, 2312 VIA CLAVEL, SAN CLEMENTE, CA 92673 (949) 498-8713
2. LAND OWNER: CORPORATION OF THE PRESIDING BISHOP THE CHURCH OF JESUS CHRIST OF LATTER-DAY SAINTS ROCKY SMITH (951) 326-5918
3. EXHIBIT PREPARER - ARCHITECTURAL: DENNIS DURFEE, 2312 VIA CLAVEL, SAN CLEMENTE, CA 92673 (949) 498-8713
4. APN PARCEL 2: 957-330-062 & 957-330-064
5. DRAWING SCALE INDICATED ON EACH SHEET.
6. NORTH ARROW SHOWN ON PLAN SHEETS.
7. DATE EXHIBIT PREPARED SHOWN IN TITLEBLOCK OF EACH SHEET.



**3 EAST ELEVATION**  
1/8" = 1'-0"



**4 NORTH ELEVATION**  
1/8" = 1'-0"

*Architect*  
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2312 Via Clavel  
San Clemente, CA 92673

DRAWN BY:  
CHECKED BY:

CONSULTANT:

NOTES:

Project for:  
**THE CHURCH OF JESUS CHRIST OF LATTER-DAY SAINTS**

Project Name:  
**FRENCH VALLEY CHURCH**  
Sky Canyon Drive  
Murrieta, CA 92563

NO.	REVISION	DATE

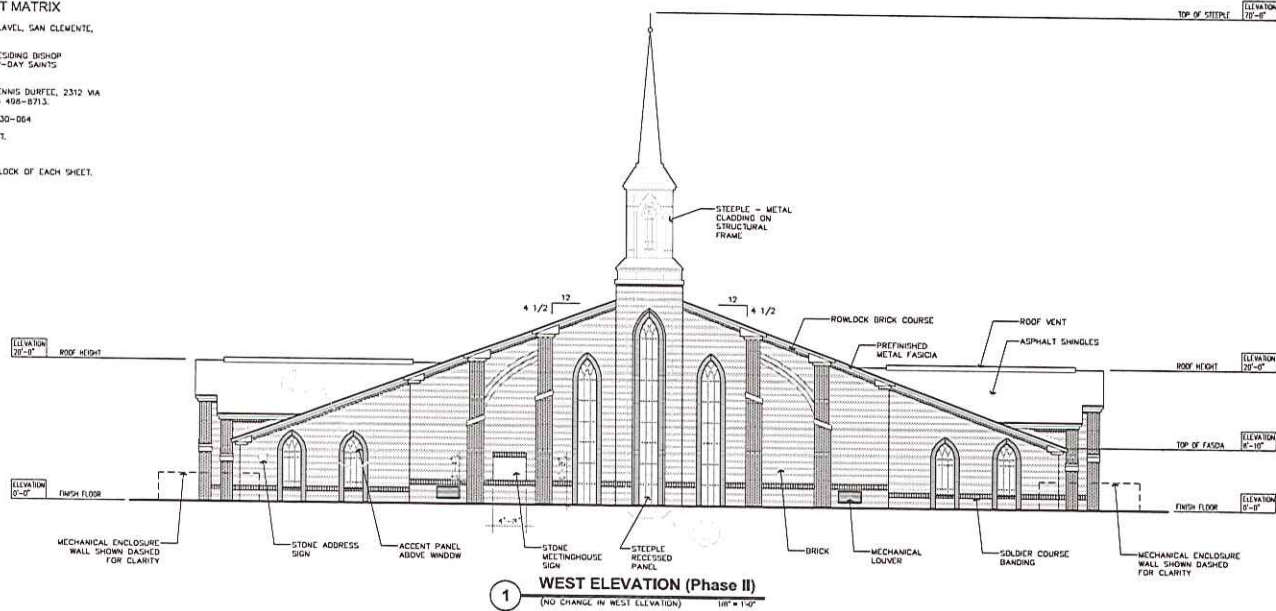
Plan Series:  
Project No.: DATE: Feb. 20, 2013

SHEET TITLE:  
**EXTERIOR ELEVATIONS Phase I**

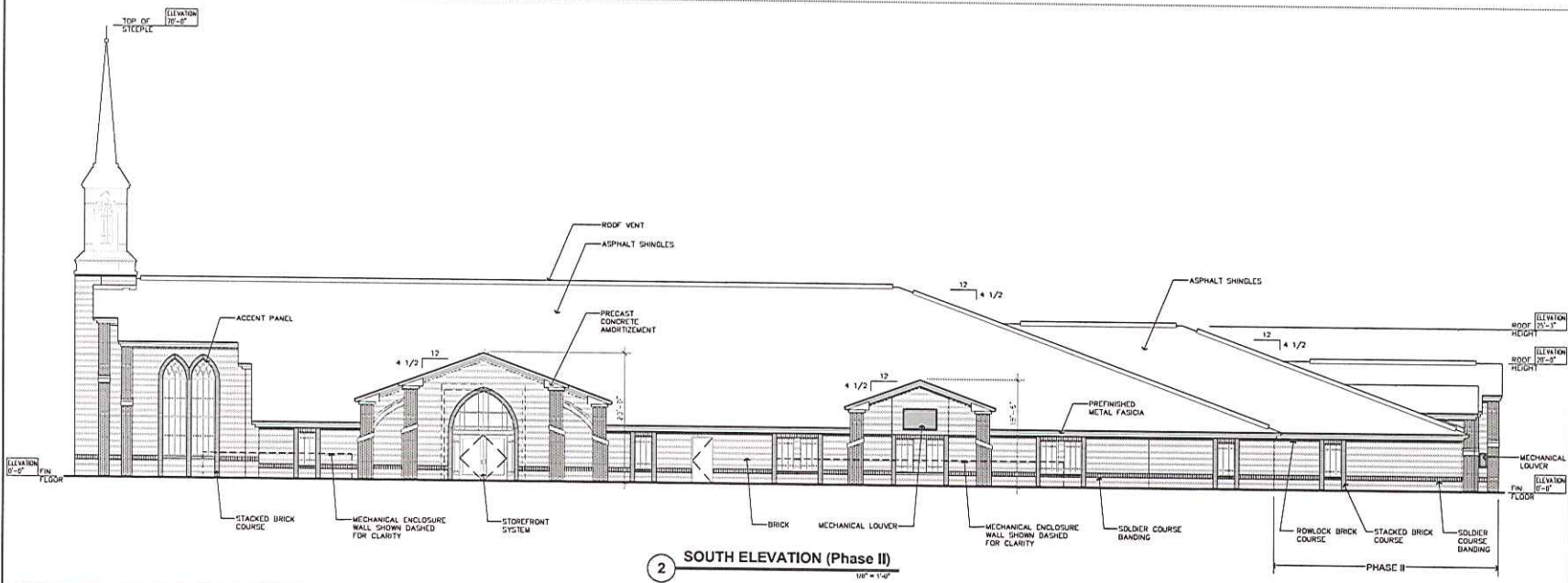
SHEET NO:  
**A-5**

**LAND USE AND DEVELOPMENT MATRIX**

1. APPLICANT: DENNIS DURFEE, 2312 VIA CLAVEL, SAN CLEMENTE, CA 92673 (949) 498-8713
2. LAND OWNER: CORPORATION OF THE PRESIDING BISHOP THE CHURCH OF JESUS CHRIST OF LATTER-DAY SAINTS ROCKY SNIDER (951) 326-5918
3. EXHIBIT PREPARER - ARCHITECTURAL: DENNIS DURFEE, 2312 VIA CLAVEL, SAN CLEMENTE, CA 92673 (949) 498-8713.
4. APN PARCEL 2: 957-330-062 & 957-330-064
5. DRAWING SCALE INDICATED ON EACH SHEET.
6. NORTH ARROW SHOWN ON PLAN SHEETS.
7. DATE EXHIBIT PREPARED SHOWN IN TITLEBLOCK OF EACH SHEET.



**1 WEST ELEVATION (Phase II)**  
(NO CHANGE IN WEST ELEVATION) 1/8" = 1'-0"



**2 SOUTH ELEVATION (Phase II)**  
1/8" = 1'-0"

*Architect*  
**Ishii - Durfee Architects**  
2312 Via Clavel  
San Clemente, CA 92673

DRAWN BY:  
CHECKED BY:

CONSULTANT:  
NOTES:

Project for:  
**THE CHURCH OF JESUS CHRIST OF LATTER-DAY SAINTS**  
Project Name:  
**FRENCH VALLEY CHURCH**  
Sky Canyon Drive  
Murrieta, CA 92563

NO.	REVISION	DATE

Plan Series:  
Project No.: DATE: Feb. 20, 2013

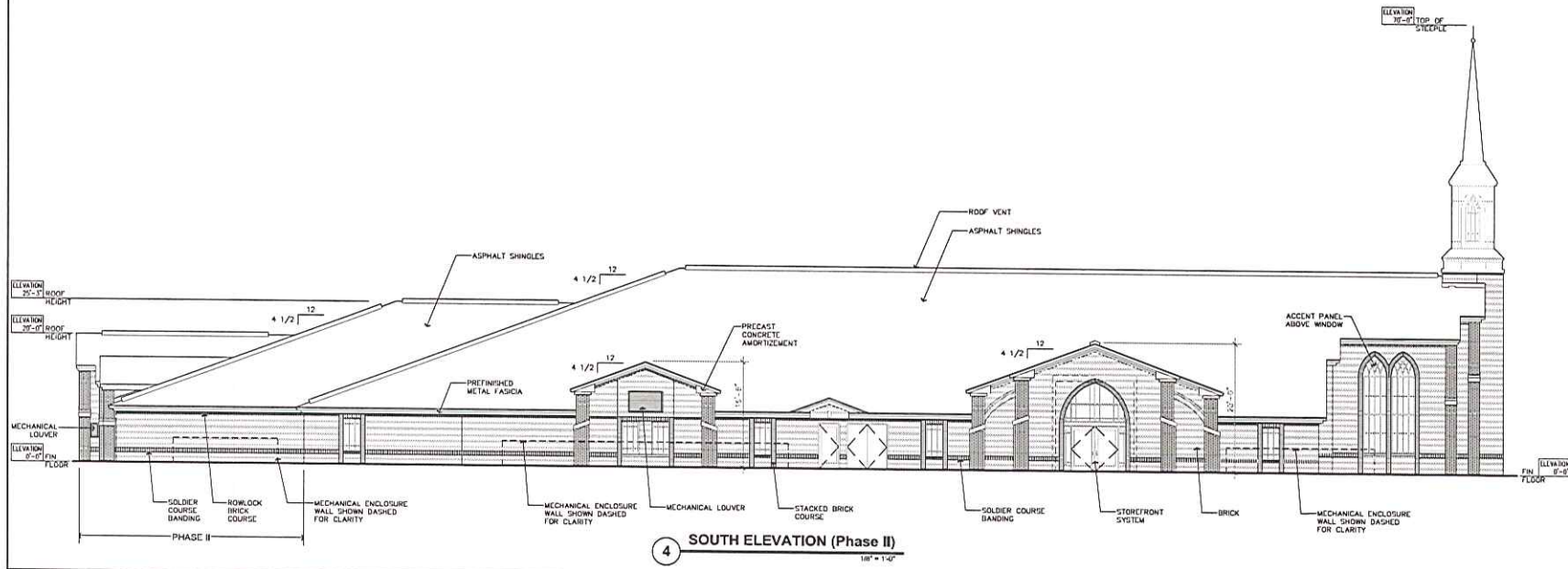
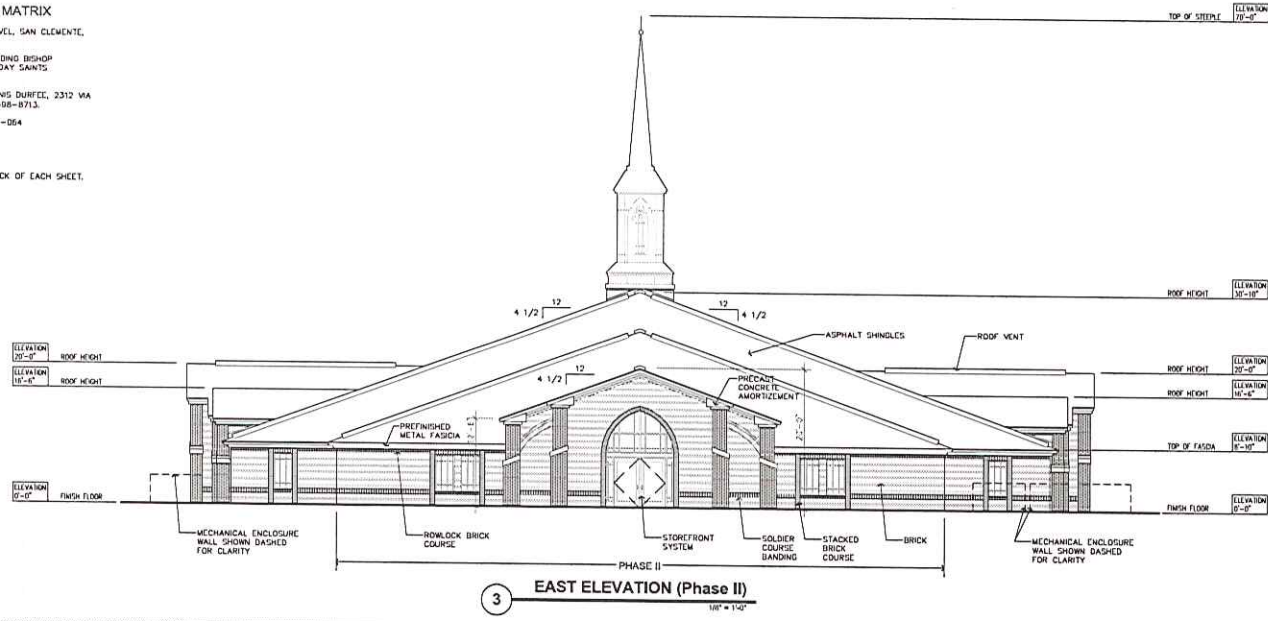
SHEET TITLE:  
**EXTERIOR ELEVATIONS Phase I & Phase II**

SHEET NO:  
**A-6**



**LAND USE AND DEVELOPMENT MATRIX**

1. APPLICANT: DENNIS DURFEE, 2312 VIA CLAVEL, SAN CLEMENTE, CA 92673 (949) 498-8713
2. LAND OWNER: CORPORATION OF THE PRESIDENT BISHOP THE CHURCH OF JESUS CHRIST OF LATTER-DAY SAINTS ROCKY SNIDER (951) 326-5918
3. EXHIBIT PREPARER - ARCHITECTURAL: DENNIS DURFEE, 2312 VIA CLAVEL, SAN CLEMENTE, CA 92673 (949) 498-8713.
4. APN PARCEL 2: 957-330-062 & 957-330-064
5. DRAWING SCALE INDICATED ON EACH SHEET.
6. NORTH ARROW SHOWN ON PLAN SHEETS.
7. DATE EXHIBIT PREPARED SHOWN IN TITLEBLOCK OF EACH SHEET.



*Architect*

**Ishii - Durfee Architects**

2312 Via Clavel  
San Clemente, CA 92673

DRAWN BY:  
CHECKED BY:

CONSULTANT:

NOTES:

Project for:  
**THE CHURCH OF JESUS CHRIST OF LATTER-DAY SAINTS**

Project Name:  
**FRENCH VALLEY CHURCH**  
Sky Canyon Drive  
Murrieta, CA 92563

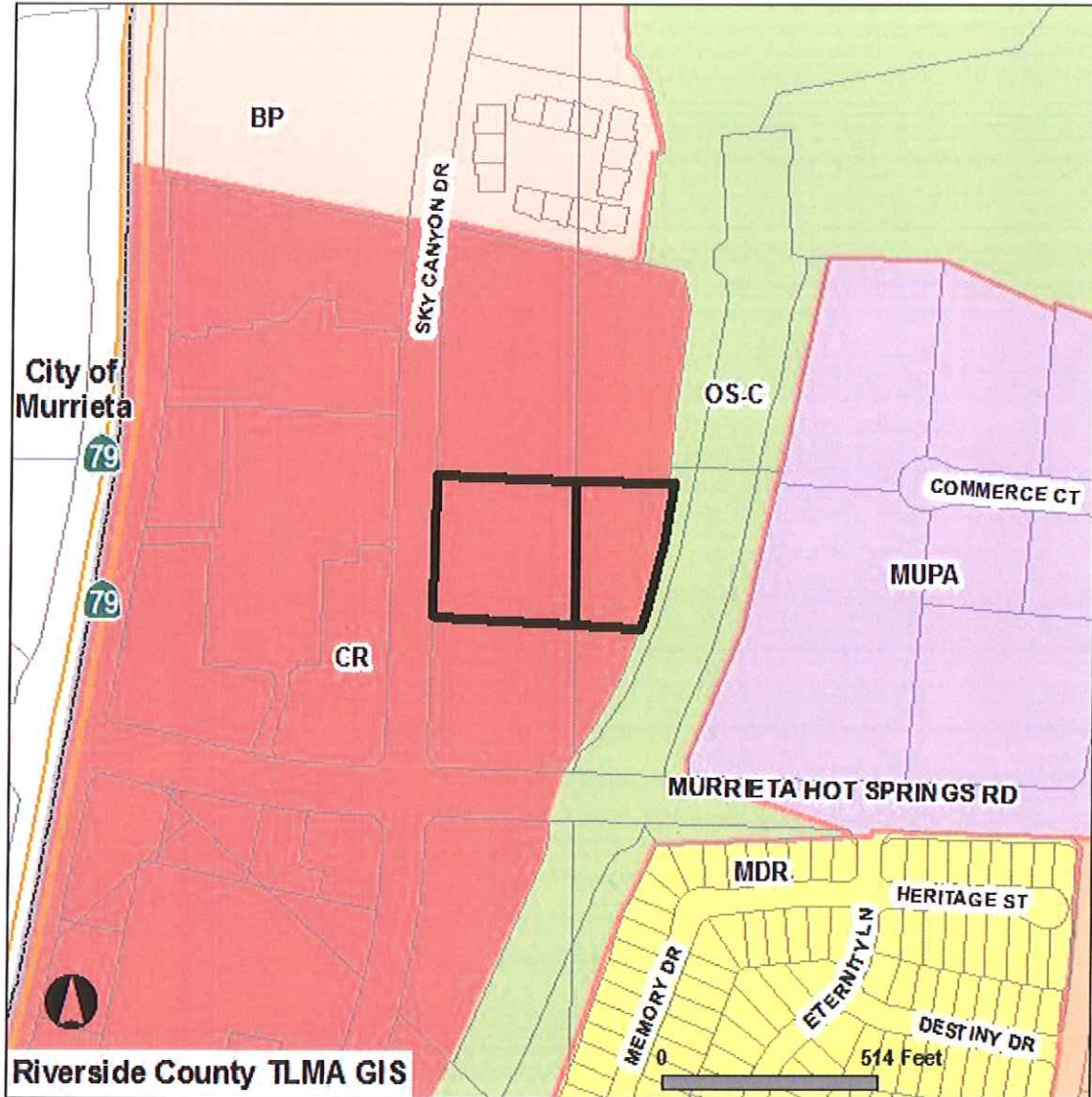
NO.	REVISION	DATE

Plan Series:  
Project No.: DATE: Feb. 20, 2013

SHEET TITLE:  
**EXTERIOR ELEVATIONS Phase I & Phase II**

SHEET NO.:  
**A-7**

RIVERSIDE COUNTY GIS



Selected parcel(s):  
957-330-062 957-330-064

LAND USE

- |                                |                     |                                      |                                  |
|--------------------------------|---------------------|--------------------------------------|----------------------------------|
| SELECTED PARCEL                | INTERSTATES         | HIGHWAYS                             | CITY                             |
| PARCELS                        | BP - BUSINESS PARK  | CR - COMMERCIAL RETAIL               | MDR - MEDIUM DENSITY RESIDENTIAL |
| MUPA - MIXED USE PLANNING AREA | OS-C - CONSERVATION | VHDR - VERY HIGH DENSITY RESIDENTIAL |                                  |

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Version 130225

## **APPLICANT'S ANALYSIS**

French Valley Church  
Sky Canyon Drive, Murrieta, CA

Calculations – Number of Persons on Site

Parking Ordinance Method

Riverside County Off-Street Vehicle Parking Standards

Churches, Chapels and other places of worship: 1 space/35 sq. ft. of assembly area used simultaneously for assembly purposes.

Chapel	2,984 s.f.
<u>Cultural Center</u>	<u>2,754 s.f.</u>
Total	5,738 s.f.

$$5,738 \text{ s.f.} / 35 \text{ s.f.} = 164 \text{ parking spaces}$$

The number of people on the property is assumed to be 2.5 times the number of parking spaces.

$$164 \times 2.5 = 410 \text{ people maximum on site}$$

$$410 \text{ people} / 4.04 \text{ acres} = 102 \text{ people per acre average for the site}$$

Usage Intensity for a Single Acre:

$$22,700 \text{ s.f. building footprint} / 43,560 \text{ s.f. per acre} = 0.52 \text{ acre building footprint.}$$

Building footprint < 1 acre; therefore maximum people in 1 acre = building occupancy = 410 people per single acre.

French Valley Church  
Sky Canyon Drive, Murrieta, CA

ALUC Project Submission Meeting  
Supplemental Information  
June 13, 2013

**ALUC Project Identification Number: ZAP1052FU13**

In review of the Riverside County Airport Land Use Commission Compatibility Plan, there are a number of items we would request the ALUC to consider that are contained in 04 - Volume 1, Countywide Policies, in relation to this project.

**3.3.1 Infill**

This project is bounded by an existing church to the south, existing retail developments to the north and west, and an open storm water runoff channel to the east.

Appendix C, Methods for Determining Concentrations of People, provides various methods to determine the number of people-per-acre. Following is a comparison of the adjacent sites to the new church site using the "Maximum Occupancy" method based on the square feet per occupant in Table C1 that was derived from the California Building Code. The CBC method typically produces intensities at the high end of the likely range but will provide a good comparison of the adjacent sites.

New Church Building (Zone C)

If every room of this building were occupied to its maximum occupancy, the occupant load would be 1,015 people.

The maximum number of people on this site = 1,015 people

$1,015 \text{ people} \div 4.04 \text{ acres} = 251 \text{ people per acre average on this site}$

The building footprint is less than 1.0 acre therefore the maximum people in one acre = building occupancy = 1,015 people per single acre.

Existing Church Building (Zone C)

The occupant load submitted to the building department when this project was approved was 994 occupants. The site is 3.33 acres.

The maximum number of people on this site = 994 people

994 people ÷ 3.33 acres = 299 people per acre average on this site

The building footprint is less than 1.0 acre therefore the maximum people in one acre = building occupancy = 994 people per single acre.

#### Existing Retail to the West (Zone C)

The square footage of the buildings and the area of the site were determined by measuring the buildings and the site on Goggle Earth and then preparing drawings in AutoCAD and using the software to calculate the areas.

Six buildings comprising 105,596 s.f.

Total site area = 11.11 acres

To evaluate this retail center in a fair manner, a certain portion of the buildings should be considered as storage or stock rooms. The following calculations are based on an assumption that 25% of each building is used for storage. The remaining square footage is based on a retail occupancy of 30 s.f. per occupant.

Other uses could affect the occupant load, such as a fast food tenant, that would be calculated at 15 s.f. per occupant, or an office that would be calculated at 100 s.f. per occupant. Since the majority of the spaces are retail, and the other uses are minor and for the most part offset each other, the evaluation is based on the retail occupant load of 30 s.f. per occupant which will provide a good average for the existing tenants.

105,596 s.f. x  $\frac{3}{4}$  = 79,197 s.f.

105,596 s.f. x  $\frac{1}{4}$  = 26,399 s.f.

79,197 s.f. ÷ 30 s.f. per occupant (retail) = 2,640 people

26,399 s.f. ÷ 300 s.f. per occupant (stock room) = 88 people

The maximum number of people on this site = 2,728 people

2,728 people ÷ 11.11 acres = 246 people per acre average on this site

The Vons Market is the largest building at this retail center. Following are the calculations to evaluate this single building.

Vons Market building area = 52,280 s.f.

52,280 s.f. x  $\frac{3}{4}$  = 39,210 s.f.

52,280 s.f. x  $\frac{1}{4}$  = 13,070 s.f.

$39,210 \text{ s.f.} \div 30 \text{ s.f. per occupant (retail)} = 1,307 \text{ people}$

$13,070 \text{ s.f.} \div 300 \text{ s.f. per occupant (stock room)} = 44 \text{ people}$

The maximum number of people in this building = 1,351 people

Building Area in Acres:  $52,280 \text{ s.f.} \div 43,560 \text{ s.f. (one acre)} = 1.20 \text{ acres}$

$1,351 \text{ people} \div 1.20 \text{ acres} = 1,126 \text{ people per single acre at this building}$

#### Existing Retail to the North (Zone C)

The square footage of the buildings and the area of the site were determined by measuring the buildings and the site on Goggle Earth and then preparing drawings in AutoCAD and using the software to calculate the areas.

Three buildings comprising 61,340 s.f.

Total site area = 6.98 acres

To evaluate this retail center in a fair manner, the same percentages for retail space and stock room space have been applied as in the retail center to the west of the new church site.

$61,340 \text{ s.f.} \times \frac{3}{4} = 46,005 \text{ s.f.}$

$61,340 \text{ s.f.} \times \frac{1}{4} = 15,335 \text{ s.f.}$

$46,005 \text{ s.f.} \div 30 \text{ s.f. per occupant (retail)} = 1,534 \text{ people}$

$15,335 \text{ s.f.} \div 300 \text{ s.f. per occupant (stock room)} = 51 \text{ people}$

The maximum number of people on this site = 1,585 people

$1,585 \text{ people} \div 6.98 \text{ acres} = 227 \text{ people per acre average on this site}$

The largest building at this retail center is at the east side of the site. Following are the calculations to evaluate this single building.

Building area = 38,716 s.f.

$38,716 \text{ s.f.} \times \frac{3}{4} = 29,037 \text{ s.f.}$

$38,716 \text{ s.f.} \times \frac{1}{4} = 9,679 \text{ s.f.}$

$29,037 \text{ s.f.} \div 30 \text{ s.f. per occupant (retail)} = 968 \text{ people}$

$9,679 \text{ s.f.} \div 300 \text{ s.f. per occupant (stock room)} = 32 \text{ people}$

The maximum number of people in this building = 1,000 people

The building footprint is less than 1.0 acre therefore the maximum people in one acre = building occupancy = 1,000 people per single acre.

### Infill Summary

In Appendix C, Methods for Determining Concentrations of People, under the "Maximum Occupancy" method, it states, "Surveys of actual occupancy levels conducted by various agencies have indicated that many retail and office uses are generally occupied at no more than 50% of their maximum occupancy levels, even at the busiest times of day. Therefore, the number of people calculated for office and retail uses should be adjusted (50%) to reflect the actual occupancy levels before making the final people per acre determination."

The same is true for the church occupancy. If a survey were to be conducted at the new church, it would be found that this building too is generally occupied at no more than 50% of the maximum occupancy level at the busiest time of the day, and actually quite a bit less. As previous indicated the occupant load for the new church is 1,015 persons using the California Building Code table for number of occupants. The actual average attendance of a congregation on Sunday is about 200 people which are only 19.7% of the maximum occupant load using the table from the California Building Code. Even if two congregations met with overlapping schedules then the actual occupant load for the building during the overlap period (typically one hour) would bring the actual occupant load to 400 people which would only be 39.4% of the maximum occupant load using the table from the California Building Code.

For this reason, and for the sake of keeping this comparison of the adjacent developed sites simplified, the 50% reduction of maximum occupancy levels for retail and office uses has not be applied, as in fairness, it would have to be applied to the church as well.

Following is a summary of the above calculations.

<u>Use</u>	<u>Avg. per Acre</u>	<u>Single Acre</u>	
New Church	251	1,015	
Existing Church	299	994	
West Retail	246	1,126	(Vons Market)
North Retail	227	1,000	(East building)

When comparing the new church site to the existing adjacent sites, it is determined that the new site is similar to, and in some cases, has a less intensive average of persons per acre and number of persons in a single acre, and thus meets the infill criteria.



#### **4.2.4 Open Land**

"In the event that a light aircraft is forced to land away from an airport, the risk to the people on board can best be minimized by providing as much open land as possible within the airport vicinity. This concept is based upon the fact that the majority of light aircraft accidents and incidents occurring away from the airport runway are controlled emergency landings in which the pilot has reasonable opportunity to select the landing site."

To qualify as open land, an area should be free of most structures and other major obstacles, free of overhead wires, and have minimum dimensions of approximately 75 feet by 300 feet.

We request that the Airport Land Use Commission evaluate this new church site by taking into consideration the surrounding adjacent areas bounding this site. By reviewing the broader picture looking at the adjacent land uses, other opportunities that bound this new church site that meet the qualifications of the open land criteria can be identified.

Bounding the east side of the site is an open storm water runoff channel. This is a permanent channel that runs in the direction of the primary flight track and is free of any structures and obstacles. This channel is typically dry and picks up rain water runoff from hills to the north. The dimensions of this storm water runoff channel exceed the minimum dimensions outlined in the criteria. The base of the channel is approximately 85 feet wide between the sloped concrete sides. The length is approximately 1,400 feet from Murrieta Hot Springs Road to where the sloped concrete sides terminate to the north. Please see the attached "Exhibit A" and the aerial photo, "Exhibit B."

The Countywide Policies also indicate that roads are acceptable as open land areas if they meet the Open Land criteria. Bounding the west side of the site is the road, "Sky Canyon Drive." This road is 76 feet wide between curbs and is free of overhead wires. The road runs straight for several hundred feet of which approximately 320 feet are adjacent to the new church site. Please see the attached "Exhibit A" and the aerial photo, "Exhibit B."

As the majority of light aircraft accidents are controlled emergency landings where the pilot has reasonable opportunity to select a landing site, there are opportunities directly adjacent to both sides of this new church site for emergency landings both of which are in the direction of the primary flight track.

We are requesting the ALUC's consideration for an open land increase for the number of people on the site because of these unique surrounding circumstances.

#### **4.2.6 Risk Reduction Through Building Design**

Following are building design features submitted for an intensity bonus.

1. Exterior Walls

The exterior finish material on the church will be brick. The brick will be full brick, as opposed to a thin brick veneer, which will give additional strength to the building walls. This brick is shown on the exterior elevations of the drawings submitted with the application.

2. Limiting the Number and Size of Windows

There are very few windows on this church building compared to the surrounding retail buildings, and for the most part, they are relatively small in size. The windows are only 10.5% of the wall surface of the building both in phase I and with the phase II addition. These windows are shown on the exterior elevations of the drawings submitted with the application.

3. Skylights

There are no skylights included in the design of this building. This can be confirmed by reviewing the exterior elevations submitted.

4. Limiting the Building to a Single Story

Section 4.2.3(b)(3) of the Countywide Policies indicates that within a Compatibility Zone C, new buildings are limited to no more than three occupied floors above the ground. The new church building is designed with only one occupied floor above the ground. This is shown on the floor plan and exterior elevations.

**Other Considerations**

Limited Use of the Building

A factor to consider in comparing the adjacent sites is the number of hours occupants will use the church building. The retail tenants on the adjacent sites are typically open all day six to seven days a week. The Vons market is open daily from 5:00 AM to midnight. There is a constant flow of people on the adjacent sites for a good portion of the day where the actual use of the church building is very limited. Following is a typical schedule for the use of the building.

Sunday	9:00 AM – 4:00 PM	Congregation meetings and classes
Tuesday	7:00 PM – 9:00 PM	Youth activities
Wednesday	7:00 PM – 9:00 PM	Youth activities

Occasionally there will be a Friday or Saturday night activity for the congregation. These activities occur about once a month. There may be other unscheduled activities such as a funeral or a few guys getting together to plan basketball on occasion.

We respectfully request the ALUC's consideration of how often the building is used in their evaluation and comparison to the other adjacent sites, especially when considering the infill option.

**Summary**

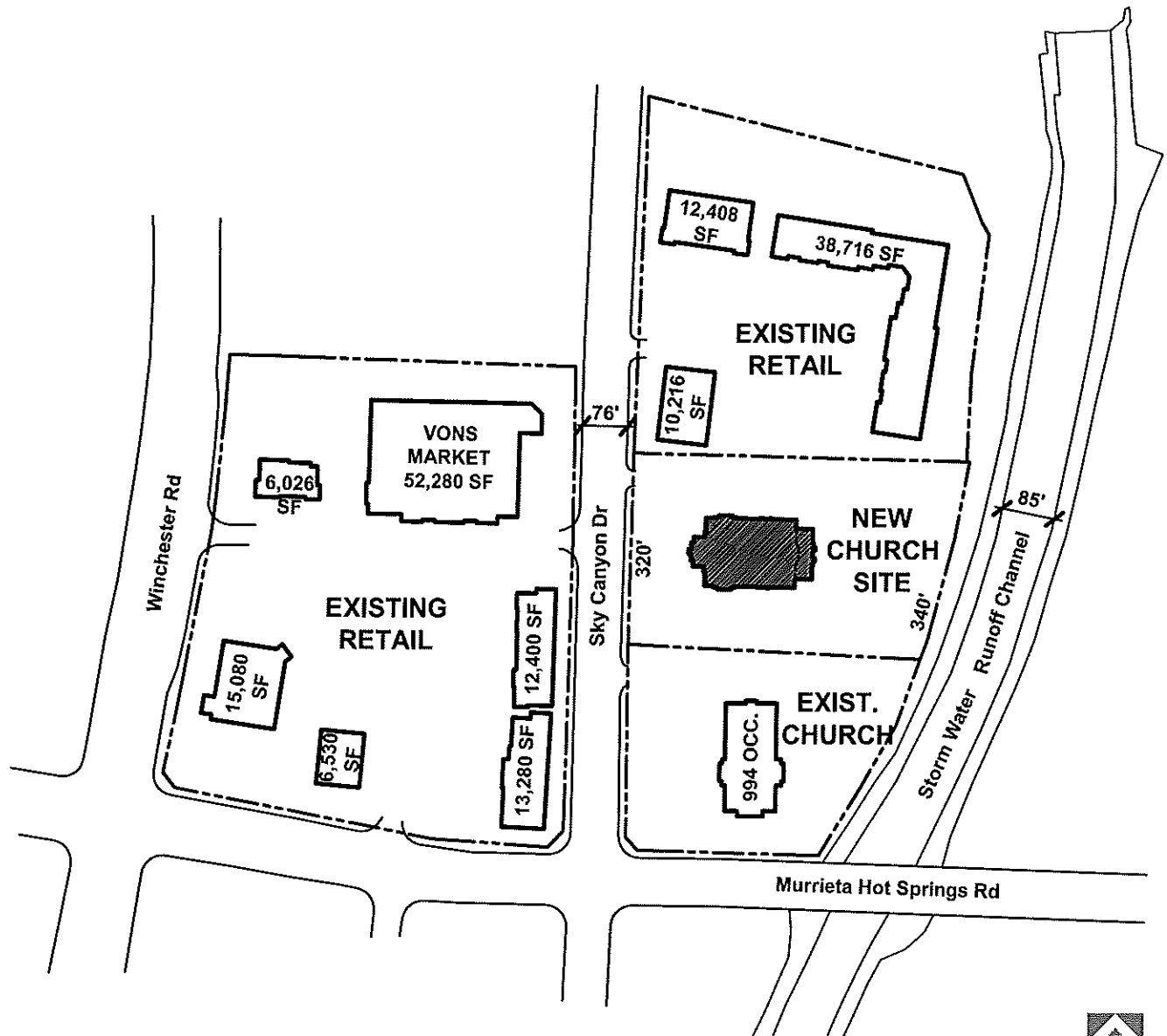
By applying the "Infill Development" condition it has been demonstrated that the proposed new church site has a similar use and occupant load as the surrounding existing development. Evaluating the "Open Land" and "Risk Reduction through Building Design" options provides the opportunity for further increases in the number of persons per acre and within a single acre on the site. Even though these increases are not needed if the project is approved as an "Infill Development" project, they give further strength to its qualifications.

In addition to these qualifications, the actual use of this site should enhance the approval of this project. As detailed above, the use of the building is very minimal, especially when compared to the surrounding retail sites. The fact that this building is only occupied basically one day a week, other than a couple hours on some evenings, should be considered favorable to the ALUC and should provide additional merit for approval.

If you have any questions or need further clarification, please feel free to contact me.

Thank you.

Dennis Durfee  
Ishii-Durfee Architects  
2312 Via Clavel  
San Clemente, CA 92673  
(949) 498-8713



# EXHIBIT A

## French Valley Church Sky Canyon Drive, Murrieta , CA

ALUC Project Submission Meeting  
June 13, 2013

ALUC Project Identification Number: ZAP1052FU13



Google earth

feet  
meters



## EXHIBIT B

French Valley Church  
Sky Canyon Drive, Murrieta, CA

ALUC Project Submission Meeting  
June 13, 2013

ALUC Project Identification Number: ZAP1052FU13

**END OF APPLICANT'S ANALYSIS**

- 3.2.2. *Establishment of Review Process:* Provisions must be made for evaluation of proposed land use development situated within an airport influence area relative to the compatibility criteria set forth in the *Compatibility Plan*.
- (a) Even if the land use designations in a general plan have been deemed consistent with the *Compatibility Plan*, evaluation of the proposed development relative to the land use designations alone is usually insufficient. General plans typically do not contain the detailed airport land use compatibility criteria necessary for a complete compatibility evaluation of proposed development.
  - (b) Local jurisdictions have the following choices for satisfying this evaluation requirement:
    - (1) Sufficient detail can be included in the general plan and/or referenced implementing ordinances and regulations to enable the local jurisdiction to assess whether a proposed development fully meets the compatibility criteria specified in the applicable compatibility plan (this requires both that the compatibility criteria be identified and that project review procedures be described);
    - (2) The ALUC's compatibility plan can be adopted by reference (in this case, the project review procedure must be described in a separate instrument presented to and approved by the ALUC); and/or
    - (3) The general plan can indicate that all major land use actions, as listed in Policy 1.5.3 or otherwise agreed to by the ALUC, shall be referred to the Commission for review in accordance with the policies of Section 2.3.

### 3.3. Special Conditions

- 3.3.1. *Infill:* Where development not in conformance with the criteria set forth in this *Compatibility Plan* already exists, additional infill development of similar land uses may be allowed to occur even if such land uses are to be prohibited elsewhere in the zone. This exception does not apply within *Compatibility Zones A or B1*.
- (a) A parcel can be considered for *infill* development if it meets *all* of the following criteria plus the applicable provisions of either Sub-policy (b) or (c) below:
    - (1) The parcel size is no larger than 20.0 acres.
    - (2) At least 65% of the site's perimeter is bounded (disregarding roads) by existing uses similar to, or more intensive than, those proposed.
    - (3) The proposed project would not extend the perimeter of the area defined by the surrounding, already developed, incompatible uses.
    - (4) Further increases in the residential density, nonresidential usage intensity, and/or other incompatible design or usage characteristics (e.g., through use permits, density transfers, addition of second units on the same parcel, height variances, or other strategy) are prohibited.
    - (5) The area to be developed cannot previously have been set aside as open land in accordance with policies contained in this *Plan* unless replacement open land is provided within the same compatibility zone.
  - (b) For residential development, the average development density (dwelling units per gross acre) of the site shall not exceed the lesser of:

- (1) The average density represented by all existing lots that lie fully or partially within a distance of 300 feet from the boundary of the parcel to be divided; or
  - (2) Double the density permitted in accordance with the criteria for that location as indicated in the Compatibility Criteria matrix, Table 2A.
- (c) For nonresidential development, the average usage intensity (the number of people per gross acre) of the site's proposed use shall not exceed the lesser of:
- (1) The average intensity of all existing uses that lie fully or partially within a distance of 300 feet from the boundary of the proposed development; or
  - (2) Double the intensity permitted in accordance with the criteria for that location as indicated in the Compatibility Criteria matrix, Table 2A.
- (d) The single-acre and risk-reduction design density and intensity multipliers described in Policies 4.2.5 and 4.2.6 and listed in Table 2A are applicable to infill development.
- (e) Infill development on some parcels should not enable additional parcels to then meet the qualifications for infill. The ALUC's intent is that parcels eligible for infill be determined just once. Thus, in order for the ALUC to consider proposed development under these infill criteria, the entity having land use authority (Riverside County or affected cities) must first identify the qualifying locations in its general plan or other adopted planning document approved by the ALUC. This action may take place in conjunction with the process of amending a general plan for consistency with the ALUC plan or may be submitted by the local agency for consideration by the ALUC at the time of initial adoption of this *Compatibility Plan*. In either case, the burden for demonstrating that a proposed development qualifies as infill rests with the affected land use jurisdiction and/or project proponent.
- 3.3.2. *Nonconforming Uses:* Existing uses (including a parcel or building) not in conformance with this *Compatibility Plan* may only be expanded as follows:
- (a) Nonconforming residential uses may be expanded in building size provided that the expansion does not result in more dwelling units than currently exist on the parcel (a bedroom could be added, for example, but a separate dwelling unit could not be built). No ALUC review of such improvements is required.
  - (b) A nonconforming nonresidential development may be continued, leased, or sold and the facilities may be maintained or altered (including potentially enlarged), provided that the portion of the site devoted to the nonconforming use is not expanded and the usage intensity (the number of people per acre) is not increased above the levels existing at the time of adoption of this *Compatibility Plan*. No ALUC review of such changes is required.
  - (c) ALUC review is required for any proposed expansion of a nonconforming use (in terms of the site size or the number of dwelling units or people on the site). Factors to be considered in such reviews include whether the development qualifies as infill (Policy 3.3.1) or warrants approval because of other special conditions (Policy 3.3.6).



- 3.3.3. *Reconstruction:* An existing nonconforming development that has been fully or partially destroyed as the result of a calamity may be rebuilt only under the following conditions:
- (a) Nonconforming residential uses may be rebuilt provided that the expansion does not result in more dwelling units than existed on the parcel at the time of the damage.
  - (b) A nonconforming nonresidential development may be rebuilt provided that it has been only partially destroyed and that the reconstruction does not increase the floor area of the previous structure or result in an increased intensity of use (i.e., more people per acre). Partial destruction shall be considered to mean damage that can be repaired at a cost of no more than 75% of the assessor's full cash value of the structure at the time of the damage.
  - (c) Any nonresidential use that has been more than 75% destroyed must comply with all applicable standards herein when reconstructed.
  - (d) Reconstruction under Paragraphs (1) or (2) above must begin within 24 months of the date the damage occurred.
  - (e) The above exceptions do not apply within *Zone A* or where such reconstruction would be in conflict with a county or city general plan or zoning ordinance.
  - (f) Nothing in the above policies is intended to preclude work required for normal maintenance and repair.
- 3.3.4. *Development by Right:* Nothing in these policies prohibits:
- (a) Construction of a single-family home, including a second unit as defined by state law, on a legal lot of record if such use is permitted by local land use regulations.
  - (b) Construction of other types of uses if local government approvals qualify the development as effectively existing (see Policy 1.2.10 for definition).
  - (c) Lot line adjustments provided that new developable parcels would not be created and the resulting gross density or intensity of the affected property would not exceed the applicable criteria indicated in the Compatibility Criteria matrix, Table 2A.
- 3.3.5. *Parcels Lying within Two or More Compatibility Zones:* For the purposes of evaluating consistency with the compatibility criteria set forth herein, any parcel that is split by compatibility zone boundaries shall be considered as if it were multiple parcels divided at the compatibility zone boundary line. However, the density or intensity of development allowed within the more restricted portion of the parcel can (and is encouraged to) be transferred to the less restricted portion. This transfer of development is permitted even if the resulting density or intensity in the less restricted area would then exceed the limits which would otherwise apply within that compatibility zone.
- 3.3.6. *Other Special Conditions:* The compatibility criteria set forth in this *Plan* are intended to be applicable to all locations within each airport's influence area. However, it is recognized that there may be specific situations where a normally incompatible use can be considered compatible because of terrain, specific location, or other extraordinary factors or circumstances related to the site.

- (a) After due consideration of all the factors involved in such situations, the Commission may find a normally incompatible use to be acceptable.
- (b) In reaching such a decision, the Commission shall make specific findings as to why the exception is being made and that the land use will not create a safety hazard to people on the ground or aircraft in flight nor result in excessive noise exposure for the proposed use. Findings also shall be made as to the nature of the extraordinary circumstances that warrant the policy exception.
- (c) The burden for demonstrating that special conditions apply to a particular development proposal rests with the project proponent and/or the referring agency, not with the ALUC.
- (d) The granting of a special conditions exception shall be considered site specific and shall not be generalized to include other sites.
- (e) Special conditions that warrant general application in all or part of the influence area of one airport, but not at other airports, are set forth in Chapter 3 of this *Compatibility Plan*.

## 4. SUPPORTING COMPATIBILITY CRITERIA

### 4.1. Noise

- 4.1.1. *Policy Objective:* The purpose of noise compatibility policies is to avoid establishment of noise-sensitive land uses in the portions of airport environs that are exposed to significant levels of aircraft noise.
- 4.1.2. *Noise Contours:* The evaluation of airport/land use noise compatibility shall consider both the current and future Community Noise Equivalent Level (CNEL) contours of each airport as depicted in Chapter 3 of this *Plan*.
  - (a) At most airports in the county, anticipated growth in aircraft operations results in projected future noise contours being larger than current ones. However, in some instances, factors such as introduction of a quieter aircraft fleet mix, planned changes to the configuration of airport runways, or expected modifications to flight procedures can result in current contours being larger than the future contours in some or all of the airport environs. In these cases, a composite of the contours for the two time frames shall be considered in compatibility analyses.
  - (b) For airport at which aircraft activity has substantial seasonal or weekly characteristics, noise contours associated with the peak operating season or days of the week shall be taken into account in assessing land use compatibility.
  - (c) Projected noise contours included in Chapter 3 are calculated based upon forecasted aircraft activity as indicated in an airport master plan or that is considered by the Riverside County Airport Land Use Commission to be plausible (refer to activity data in the Background Data volumes). The Airport Land Use Commission or the entities that operate airports in Riverside County should periodically review these projected noise level contours and update them if appropriate.



The trend of declining vehicle occupancy may have started to reverse, as overall occupancy shows an increase in 2001 and 2009. In 2009, the rise in occupancy was the result of a significant rise in vehicle occupancy for social and recreational travel – changes in occupancy for other purposes were not noteworthy. The calculated occupancy in this table is miles-weighted, using the reported number of people on the trip and the length of the trip together.

Table 16. Average Vehicle Occupancy for Selected Trip Purpose 1977, 1983, 1990, and 1995 NPTS, and 2001 and 2009 NHTS (Person Miles per Vehicle Mile).

Trip Purpose	1977	1983	1990	1995	2001	2009	95% CI
To or From Work	1.3	1.29	1.14	1.14	1.14	1.13	0.01
Shopping	2.1	1.79	1.71	1.74	1.79	1.78	0.05
Other Family/Personal Errands	2	1.81	1.84	1.78	1.83	1.84	0.04
Social and Recreational	2.4	2.12	2.08	2.04	2.03	2.20	0.06
<b>All Purposes</b>	<b>1.9</b>	<b>1.75</b>	<b>1.64</b>	<b>1.59</b>	<b>1.63</b>	<b>1.67</b>	<b>0.03</b>

Note:

- All purposes includes other trip purposes not shown, such as trips to school, church, and work-related business.
- "Other Family/Personal Errands" includes personal business and medical/dental. Please see Appendix A - Glossary for definition.
- NPTS is Nationwide Personal Transportation Survey. CI is Confidence Interval.

# NOTICE OF PUBLIC HEARING

## RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

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

Any person may submit written comments to the ALUC before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. The proposed project application may be viewed at the Riverside County Administrative Center, 4080 Lemon Street, 14<sup>th</sup> Floor, Riverside, California 92501, Monday through Thursday from 8:00 a.m. to 5:00 p.m., except Monday, May 27 (Memorial Day).

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

DATE OF HEARING: June 13, 2013

TIME OF HEARING: 9:00 A.M.

### CASE DESCRIPTION:

ZAP1052FV13 – Ishii-Durfee Architects, Inc. (Representative: Dennis Durfee), - for the Church of Jesus Christ of Latter-Day Saints – County Case No.: Plot Plan No. 25309 (PP25309). A proposal to develop a 20,000 square foot church building (along with 2,700 square feet of church offices and a 180 square foot storage building) on 4.04 acres located on the easterly side of Sky Canyon Drive, northerly of Murrieta Hot Springs Road (and northerly of the existing church at the northeasterly corner of the intersection of those streets). (Zones C and B1 of the French Valley Airport Influence Area).

FURTHER INFORMATION: Contact Russell Brady at (951) 955-0549 or John Guerin at (951) 955-0982. The ALUC holds hearings for local discretionary permits within the Airport Influence Areas, reviewing for aeronautical safety, noise and obstructions. All other concerns should be addressed to Mr. H. P. Kang of the Riverside County Planning Department, at (951) 955-1888.

957 330 009  
3rdav2010 LP  
1835 S Del Mar Ave #201  
San Gabriel CA 91776

957 330 025  
Pulte Home Corp  
2 Techology Dr  
Irvine CA 92618

957 330 028  
3rdav2010 LP  
1835 S Del Mar Ave #201  
San Gabriel CA 91776

957 330 029  
Riverside County Flood Cont & Water  
1995 Market St  
Riverside CA 92501

957 330 030  
Pulte Home Corp  
2 Techology Dr  
Irvine CA 92618

957 330 031  
Riverside County Flood Cont & Water  
1995 Market St  
Riverside CA 92501

957 330 033  
Pulte Home Corp  
2 Techology Dr  
Irvine CA 92618

957 330 034  
Pulte Home Corp  
2 Techology Dr  
Irvine CA 92618

957 330 046  
Donahue Schriber Realty Grp  
5694 Mission Center Rd  
San Diego CA 92108

957 330 049  
Donahue Schriber Realty Grp  
5694 Mission Center Rd  
San Diego CA 92108

957 330 058  
Silverhawk Partners  
4747 Viewridge Ave #108  
San Diego CA 92123

957 330 061  
Corporation Of Residing Bishop  
60 E South Temple 1800 Eagle G  
Salt Lake City UT 84111

957 330 062  
Corporation Of Residing Bishop  
50 E North Temple  
Salt Lake City UT 84150

957 330 063  
Corporation Of Residing Bishop  
50 E North Temple  
Salt Lake City UT 84150

957 330 064  
Corporation Of Residing Bishop  
50 E North Temple  
Salt Lake City UT 84150

957 371 001  
Vch No 1  
1000 Pioneer Way  
El Cajon CA 92020

957 371 005  
Harmony Grove Partners  
1000 Pioneer Way  
El Cajon CA 92020

4 908

owner / representative

Rocky Snider  
The Church of Jesus Christ of Latter-day Saints  
California Project Management Office  
31500 Grape Street, Suite 3-200  
Lake Elsinore CA 92532

Rocky Snider  
The Church of Jesus Christ of Latter-day Saints  
California Project Management Office  
31500 Grape Street, Suite 3-200  
Lake Elsinore CA 92532

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Dennis Durfee  
Ishii-Durfee Architects, Inc  
2312 Via Clavel  
San Clemente CA 92673

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Ishii-Durfee Architects, Inc  
2312 Via Clavel  
San Clemente CA 92673

Dennis Durfee  
Ishii-Durfee Architects, Inc  
2312 Via Clavel  
San Clemente CA 92673

Dennis Durfee  
Ishii-Durfee Architects, Inc  
2312 Via Clavel  
San Clemente CA 92673

4603

Returning Agency

H.P. Kang  
Riverside County Planning Department  
4080 Lemon Street, 12th Floor  
Riverside CA 92501

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Riverside County Planning Department  
4080 Lemon Street, 12th Floor  
Riverside CA 92501

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Riverside County Planning Departmen  
4080 Lemon Street, 12th Floor  
Riverside CA 92501

H.P. Kang  
Riverside County Planning Department  
4080 Lemon Street, 12th Floor  
Riverside CA 92501

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

ALUC Identification No.

ZAPI052 FU13

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

Date of Application March 28, 2013

Property Owner Corporation of the Presiding Bishop Phone Number (951) 326-5918

Mailing Address The Church of Jesus Christ of Latter-day Saints  
50 E. North Temple St.  
Salt Lake City, Utah 84150 Local Project Manager  
Rodney Snider  
California P.M. office  
31500 Grape St, Suite 3-200  
Lake Elsinore, CA 92532

Agent (if any) Dennis Durfee Phone Number (949) 498-8713

Mailing Address Ishii-Durfee Architects, Inc.  
2312 Via Clavel  
San Clemente, CA 92673

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

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

Street Address Adjacent to existing church at 38980 Sky Canyon Drive  
Marrieta, CA 92563

Assessor's Parcel No. 957-330-062 and 957-330-064 Parcel Size 4.04 acres

Subdivision Name \_\_\_\_\_ Zoning Classification SP Zone

Lot Number \_\_\_\_\_

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

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

Existing Land Use (describe) Vacant parcel with an existing church to the south and existing commercial/retail to the north and west. Large storm channel to the east.

Proposed Land Use (describe) Construction of a new church and parking lot. The new church building will be constructed in 2 phases. Building elevations have been included showing both the Phase 1 construction and the building with the phase 2 addition.

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

For Other Land Uses Hours of Use Sunday: 9:00 am - 4:00 pm Tue/Wed 7:00 - 9:00 pm

(See Appendix C) Number of People on Site Maximum Number 410

Method of Calculation Parking ordinance - see attached calculations

Height Data Height above Ground or Tallest Object (including antennas and trees) Steeple - 70 ft. ft.

Highest Elevation (above sea level) of Any Object or Terrain on Site Steeple - 1208 ft. ft.

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

If yes, describe \_\_\_\_\_



**REFERRING AGENCY** (TO BE COMPLETED BY AGENCY STAFF)

Date Received

3-28-13

Agency Name

County of Riverside

Staff Contact

H.P. Kang

Phone Number

Agency's Project No.

Plot Plan 25,309

Type of Project

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

**ALUC REVIEW** (TO BE COMPLETED BY ALUC EXECUTIVE DIRECTOR)

Application Receipt

Date Received \_\_\_\_\_

By \_\_\_\_\_

Is Application Complete?

Yes  No

If No, cite reasons \_\_\_\_\_

Airport(s) Nearby \_\_\_\_\_

Primary Criteria Review

Compatibility Zone(s)

A  B1  B2  C  D  E  Ht.

Allowable (not prohibited) Use?

Yes  No

Density/Intensity Acceptable?

Yes  No

Open Land Requirement Met?

Yes  No

Height Acceptable?

Yes  No

Easement/Deed Notice Provided?

Yes  No

Special Conditions

Describe: \_\_\_\_\_

Supplemental Criteria Review

Noise \_\_\_\_\_

Safety \_\_\_\_\_

Airspace Protection \_\_\_\_\_

Overflight \_\_\_\_\_

**ACTIONS TAKEN** (TO BE COMPLETED BY ALUC EXECUTIVE DIRECTOR)

ALUC Executive Director's Action

- Approve  
 Refer to ALUC

Date \_\_\_\_\_

ALUC Action

- Consistent  
 Consistent with Conditions (list conditions/attach additional pages if needed)

Date \_\_\_\_\_

- Inconsistent (list reasons/attach additional pages if needed)

# RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

## STAFF REPORT

### ADMINISTRATIVE ITEMS

- 4.1 Director's Approvals. During the month of May, as authorized pursuant to Section 1.5.2(d) of the 2004 Riverside County Airport Land Use Compatibility Plan, ALUC Director Ed Cooper approved two non-legislative cases determined to be consistent with the Bermuda Dunes Airport Land Use Compatibility Plan: a private school in Zones D and E, with all classroom structures in Zone E, in the unincorporated area northerly of Interstate 10 (relocation of Christian School of the Desert) and a 42-unit apartment project in Zone E in the City of La Quinta. Copies of the approval letters and background information are attached, for the Commission's information.
- 4.2 Reappointment to Commission by Airport Managers. The most recent term of office for Mr. Simon Housman, appointee of the airport managers of Riverside County, was completed earlier this spring. Ballots were sent out to airport managers. No other persons were nominated by any of the airport managers, and nine ballots (the five County airports, March JPA, Palm Springs, Perris Valley, and Riverside Municipal) were returned in favor of Mr. Housman's reappointment. This constitutes a quorum of airports in the County; therefore, we are pleased to report that Mr. Housman has been officially reappointed as a member of the Riverside County Airport Land Use Commission.
- 4.3 Election of Officers. With the composition of the Commission now officially confirmed through the spring of 2014, it is time for the Commission to once again annually elect its Chairman and Vice-Chairman.
- 4.4 December 12, 2013 ALUC Commission Meeting: Reschedule. Staff has been advised by the Office of the Clerk of the Board of Supervisors that ALUC's reservation of the Board Hearing Room for the morning of December 12, 2013 has been "bumped" in order to enable a State agency to hold a hearing in Riverside that day. Our options for rescheduling in the Board Hearing Room are Thursday, December 19 in the afternoon (commencing at 1:00 P.M.) or Thursday, December 5 (not recommended by staff since it would only be three weeks following the November hearing, unless we were to move the November hearing forward). A third option would be to look into what other sites might be available for a meeting on December 12.

# AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY



May 1, 2013

**CHAIR**

Simon Housman  
Rancho Mirage

Paul Rull, Contract Planner  
County of Riverside Planning Department  
4080 Lemon Street, 12<sup>th</sup> Floor  
Riverside, CA 92501

**VICE CHAIRMAN**

Rod Ballance  
Riverside

HAND DELIVERY

**COMMISSIONERS**

Arthur Butler  
Riverside

**RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW**

File No.: ZAP1045BD13

John Lyon  
Riverside

Related File No.: PP23977R1 (Revised Plot Plan)

APN: 626-150-037 and 626-150-038

Glen Holmes  
Hemet

Dear Mr. Rull:

Greg Pettis  
Cathedral City

Richard Stewart  
Moreno Valley

Under the delegation of the Riverside County Airport Land Use Commission (ALUC), staff reviewed the above- referenced revised proposal to develop a kindergarten through 12<sup>th</sup> grade private school consisting of 12 buildings, along with athletic fields and facilities, on 48.7 acres located westerly of Washington Street, southerly of 38<sup>th</sup> Avenue, and northerly of Del Webb Boulevard/Las Montanas Road, in the unincorporated community of Thousand Palms.

**STAFF**

Director  
Ed Cooper

John Guerin  
Russell Brady  
Barbara Santos

The site is located in Airport Compatibility Zones D and E of the 2004 Bermuda Dunes Airport Land Use Compatibility Plan. All school buildings are proposed to be located within Zone E, with athletic fields primarily located in Zone D. Seating for the fields is proposed to be provided via temporary or portable bleachers consisting of typically no more than five rows of seating for a maximum seating of approximately 50 people per bleacher. A total of six such bleachers would reach a total of 300 people. This is the maximum allowable capacity within any given acre in Zone D.

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

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

The parcel proposed for the athletic field and facilities is located approximately 9,650 feet from the westerly end of Runway 10-28. Based on this distance and the elevation at the westerly end of the runway (73.4 feet above mean sea level (AMSL)), FAA review would be required for any structure exceeding 169.9 feet AMSL. No buildings are associated with the athletic fields and facilities; however, light standards for field lighting and other similar structures are likely to occur around the fields. The parcel for the proposed school buildings is located approximately 10,200 feet from Runway 10-28. Based on this distance and the elevation of the westerly end of the runway of 73.4 AMSL, FAA review would be required for any structure exceeding 175.4 feet AMSL. Building finished floor elevations range between 118.0 to 122.5 feet AMSL, and building heights range between 18 feet to 49 feet above ground level. The maximum proposed building elevation would be the gymnasium building, at a maximum elevation of 167.0 feet AMSL. Therefore, FAA review is not required, provided that the maximum building heights do not exceed the 175.4 AMSL threshold.

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

**CONDITIONS:**


1. Any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses shall be prohibited:
  - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
  - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
  - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, artificial marshes, recycling centers containing putrescible wastes, and construction and demolition debris facilities.)
  - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation
  - (e) School buildings (classrooms) within the portion of the property in Airport Compatibility Zone D.
3. The attached "Notice of Airport in Vicinity" shall be provided to all potential tenants and purchasers and shall be recorded as a deed notice.
4. The maximum capacity of any set of bleachers, seating, or other assembly/congregation area within the portion of the property in Compatibility Zone D shall not exceed 300 persons, and the minimum distance between sets of bleachers shall not be less than 210 feet.
5. Structures, including light poles and light banks, shall not exceed a height of 49 feet above ground level, and the highest point of any structure shall not exceed an elevation of 169 feet above mean sea level without notice to, and review by, the Federal Aviation Administration pursuant to the Form 7460-1 process.
6. This determination is based on the site plan prepared by Holt Architecture in March 2013.

Any changes in the locations, coordinates, and heights of buildings, spectator seating areas, and light fixtures shall require subsequent review by ALUC staff.

7. Bio-swales and detention or retention basins on the site shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around such swales or basins that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.

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

Sincerely,  
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



Edward C. Cooper, Director

RB:bks

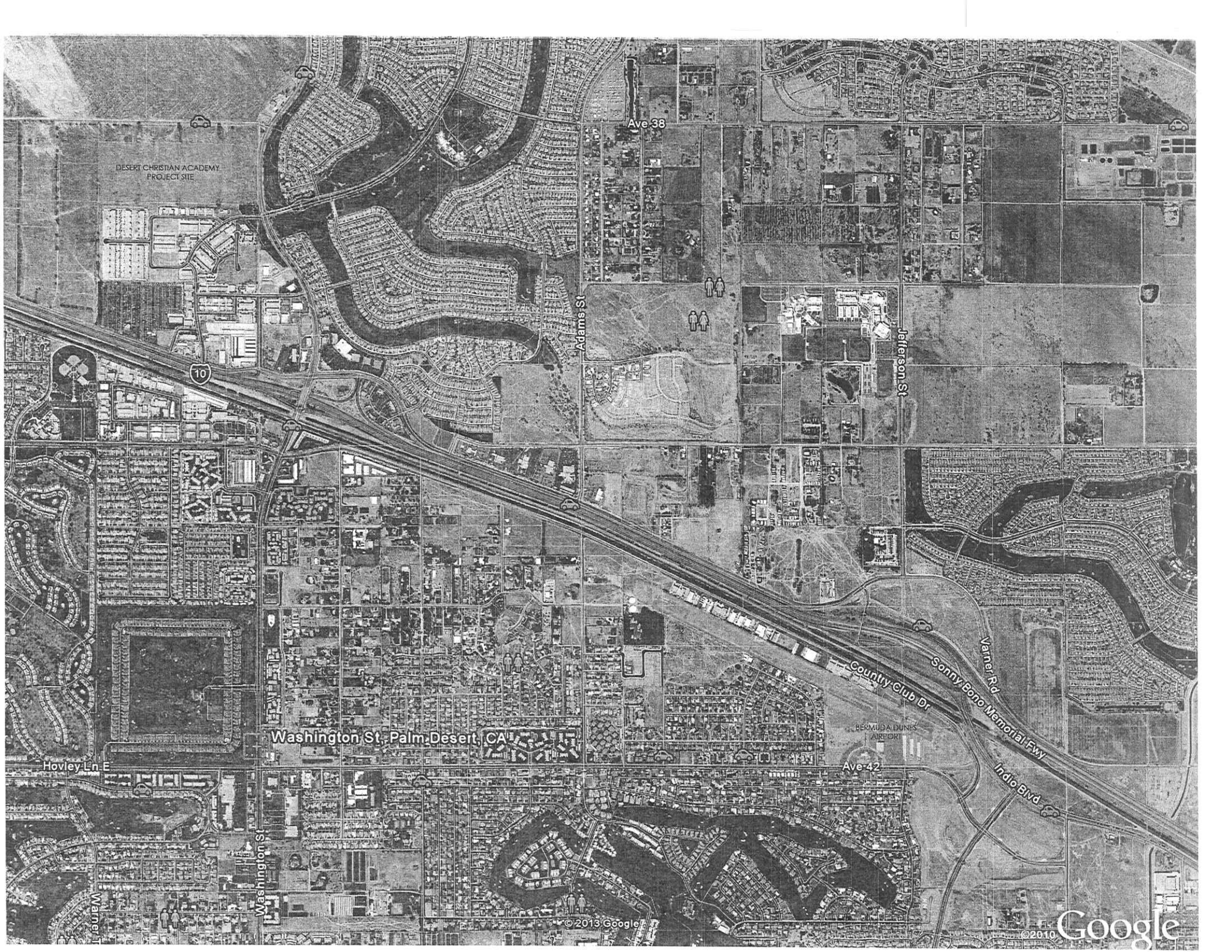
Attachment: Notice of Airport in Vicinity

cc: Dave Fulton, Desert Christian Academy  
Holt Architects  
Hunsaker & Associates  
Mike Smith, Manager, Bermuda Dunes Airport  
ALUC Staff

Y:\AIRPORT CASE FILES\Bermuda Dunes\ZAP1045BD13\ZAP1045BD13.LTR.doc

# NOTICE OF AIRPORT IN VICINITY

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



DESERT CHRISTIAN ACADEMY  
PROJECT SITE

Ave 38

Adams St

Jefferson St

10

Washington St, Palm Desert, CA

Hovley Ln E

Country Club Dr

Warner Rd

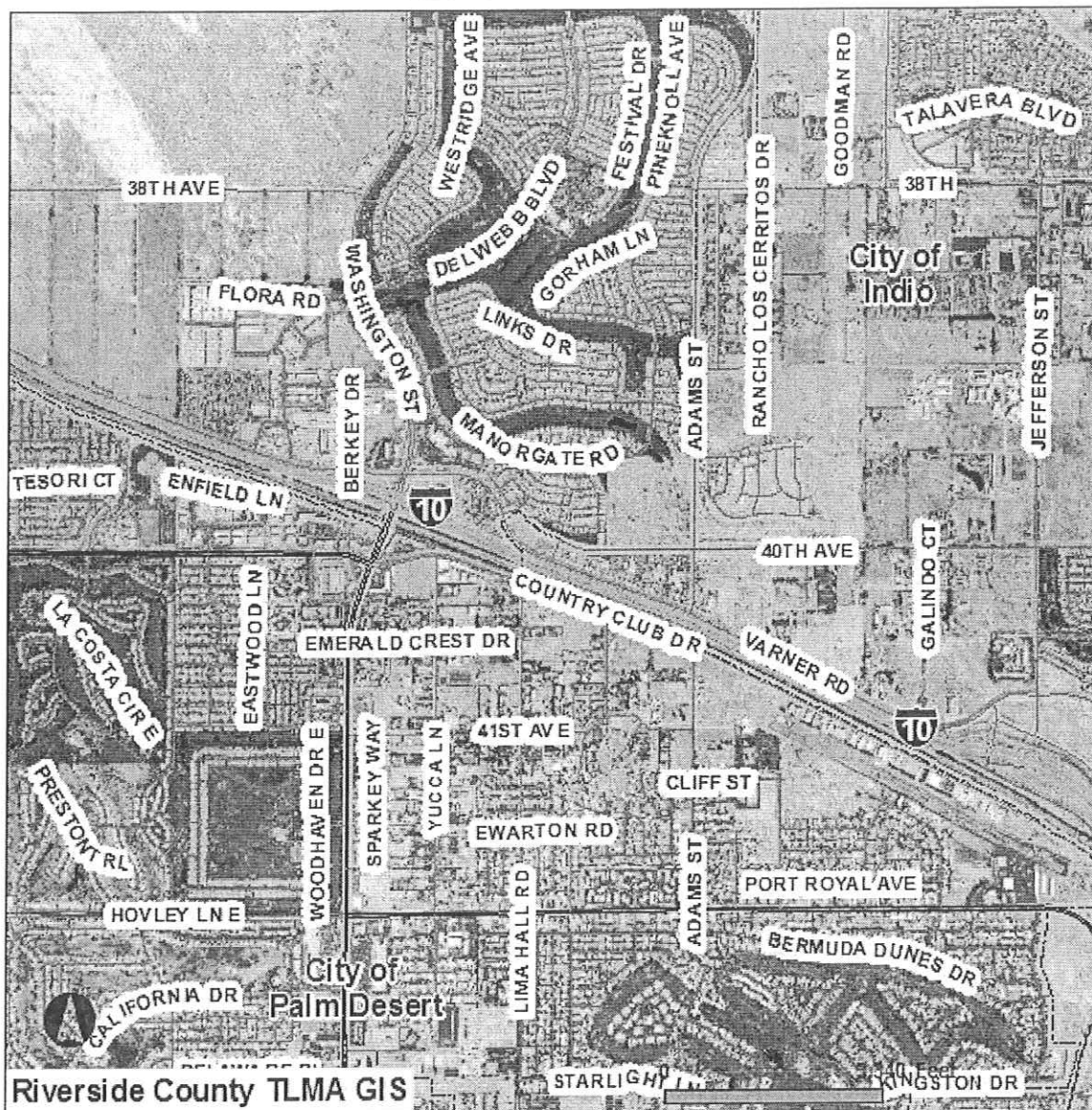
Sonny Bono Memorial Fwy

BERMUDA DUNES  
AIRPORT

Ave 42

Indio Blvd

RIVERSIDE COUNTY GIS



Selected parcel(s):  
626-150-037 626-150-038

**\*IMPORTANT\***

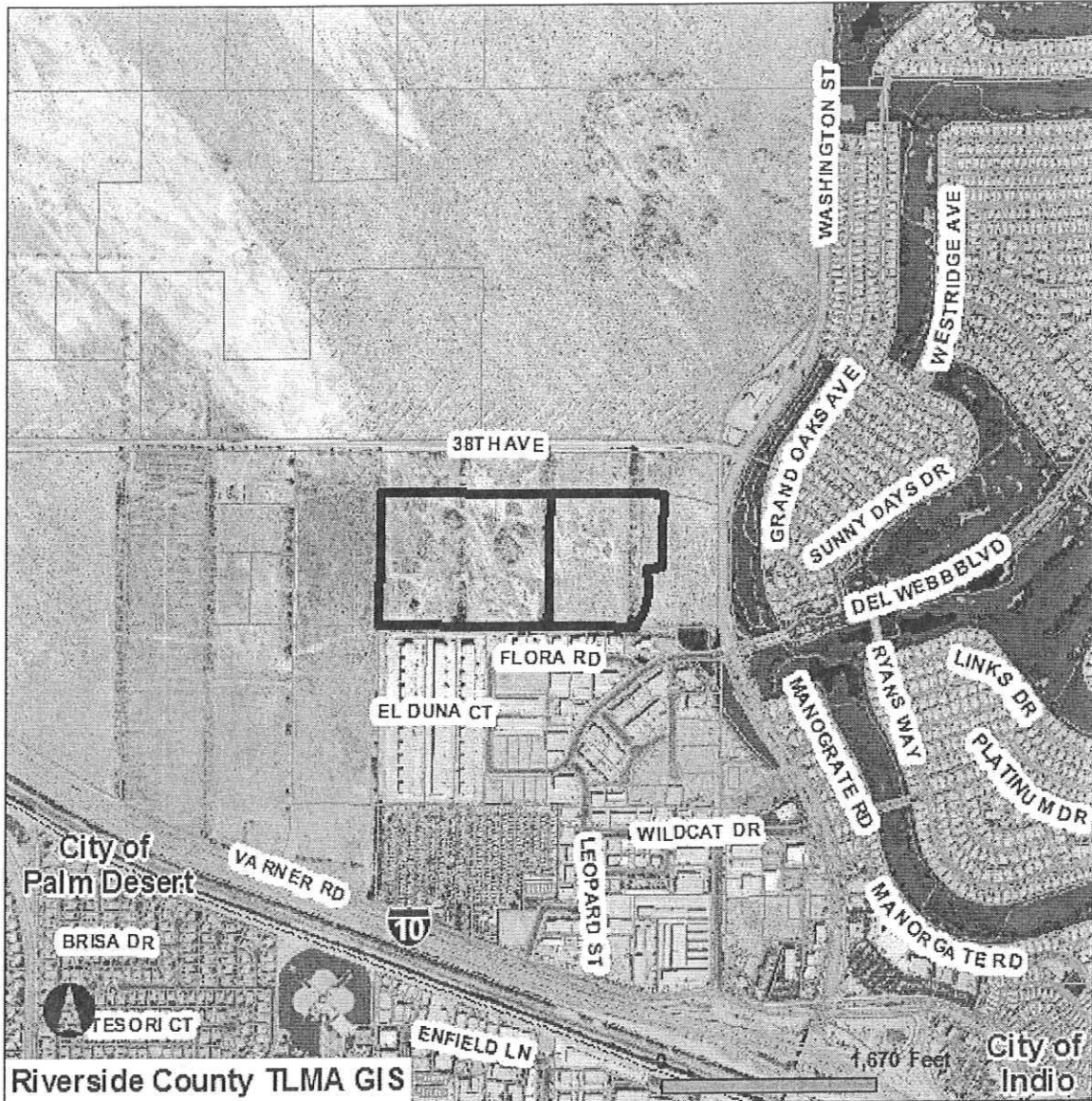
Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or completeness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

REPORT PRINTED ON...Wed May 01 09:22:19 2013

Version 130225



RIVERSIDE COUNTY GIS



**Selected parcel(s):**  
 626-150-037 626-150-038

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

REPORT PRINTED ON...Wed May 01 09:23:25 2013

Version 130225

RIVERSIDE COUNTY GIS



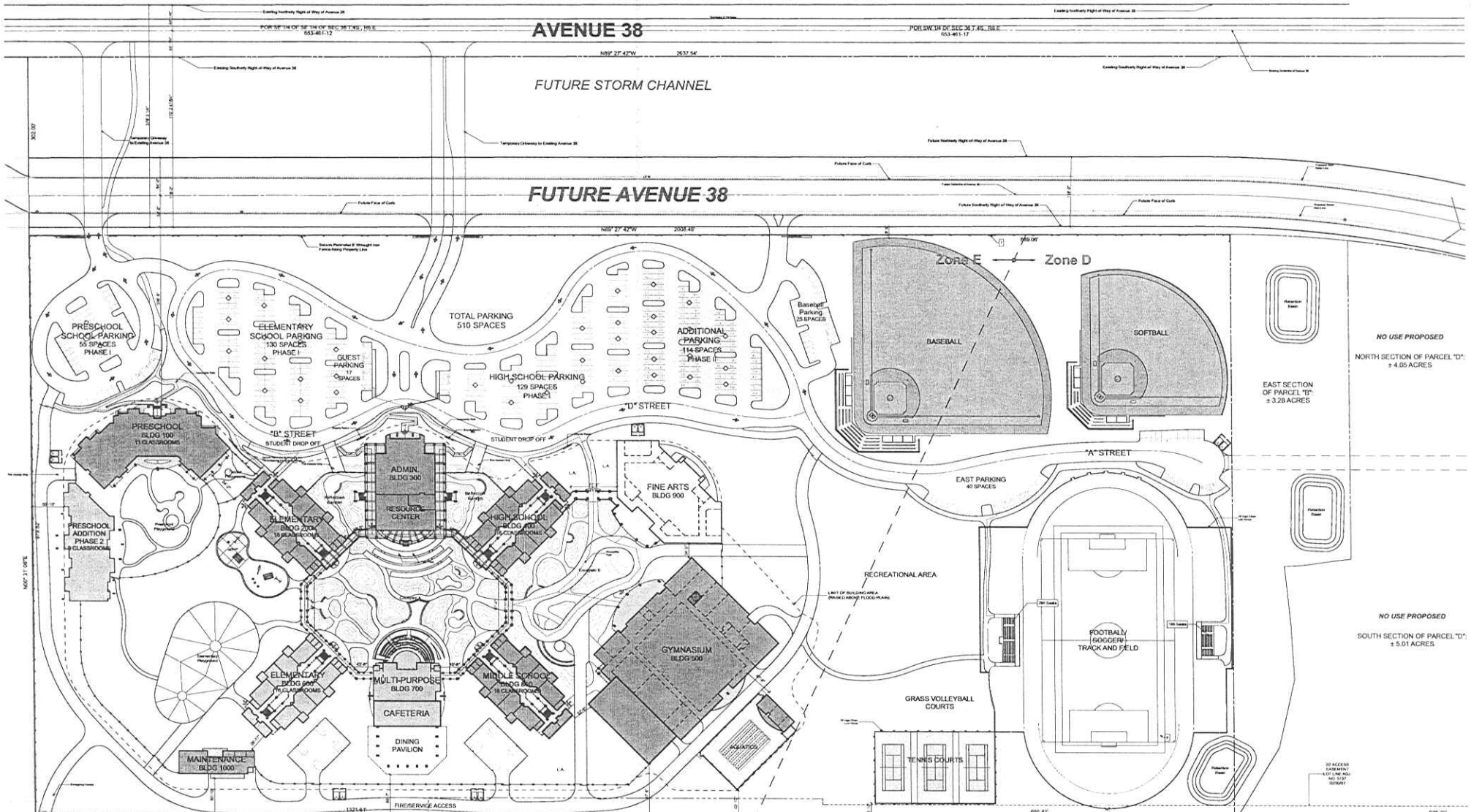
**Selected parcel(s):**  
626-150-037 626-150-038

**\*IMPORTANT\***

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

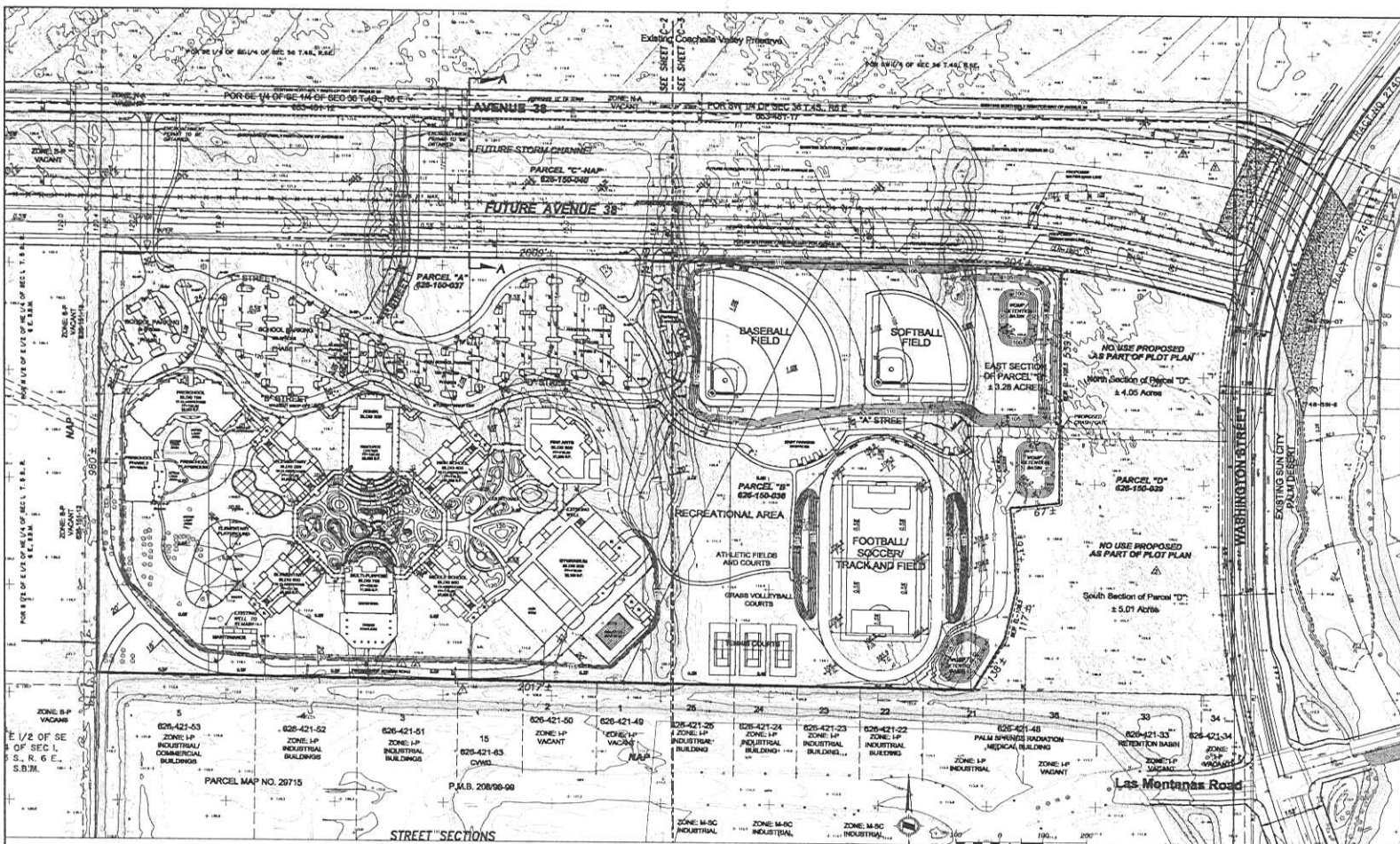
REPORT PRINTED ON...Wed May 01 09:24:17 2013

Version 130225

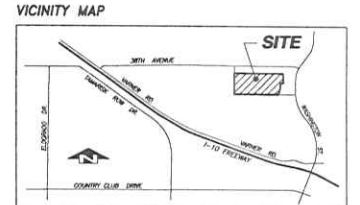


- 5 626-421-53 ZONE: I-P INDUSTRIAL BUILDINGS
- 4 626-421-52 ZONE: I-P INDUSTRIAL BUILDINGS
- 3 626-421-51 ZONE: I-P INDUSTRIAL BUILDINGS
- 15 626-421-63 CWARD
- 2 626-421-50 ZONE: I-P VACANT
- 1 626-421-49 ZONE: I-P VACANT
- 25 626-421-25 ZONE: I-P INDUSTRIAL BUILDING
- 24 626-421-24 ZONE: I-P INDUSTRIAL BUILDING
- 23 626-421-23 ZONE: I-P INDUSTRIAL BUILDING
- 22 626-421-22 ZONE: I-P INDUSTRIAL BUILDING
- 21 626-421-48 ZONE: I-P INDUSTRIAL BUILDING
- 36 626-421-48 ZONE: I-P INDUSTRIAL BUILDING

BUILDING SUMMARY			AREA CALCULATIONS			PHASING OCCUPANCY			SITE LEGEND		
BUILDING USE	BUILDING (SF)	MAXIMUM BUILDING HEIGHT	DESCRIPTION	SF	PERCENT	PHASE	PREVIOUS PHASE	CURRENT PHASE	TOTAL	PHASE	PHASE
PRESCHOOL	17,300	20'-6"	PARKING LOT PAVED AREA	372,621	8.55	PHASE I	818	818	818	PHASE I	PHASE I
MULTI-PURPOSE BUILDING	37,587	34'-0"	LANDSCAPE AREA	600,000	13.9	PHASE II	380	380	1,198	PHASE II	PHASE II
MIDDLE SCHOOL - HIGH SCHOOL	124,493	34'-0"	HARDSCAPE AREA	186,992	4.29	PHASE III	400	400	1,598	PHASE III	PHASE III
GYMNASIUM	71,130	45'-0"	PERIMETER AREA	789,869	17.87	PHASE IV	1,578	1,578	3,176	PHASE IV	PHASE IV
MAINTENANCE BLDG 1000	11,930	25'-0"	TOTAL LAND AREA	2,137,153	49.00	PHASE V	1,578	1,578	4,754	PHASE V	PHASE V
FINE ARTS	17,300	45'-0"	TOTAL NET AREA	1,996,213	45.45						
QUANTITATIVE	4,600	22'-0"									



- NOTES:**
1. ADJACENT PARCEL NUMBERS: 626-150-017 & 626-150-038
  2. EXISTING LAND USE: VACANT
  3. PREVIOUSLY LIVED USE: PRIVATE SCHOOL (ONE-SCHOOL, BROUGH 12TH GRADE)
  4. EXISTING PLAN AND USE DESIGNATION: (M) COMMERCIAL, RETAIL AND (M) MEDIUM DENSITY RESIDENTIAL
  5. EXISTING PLAN AND USE DESIGNATION: (M) COMMERCIAL, RETAIL AND (M) MEDIUM DENSITY RESIDENTIAL
  6. WATER SERVICE PROVIDED BY COACHELLA VALLEY WATER DISTRICT (VWD)
  7. SEWER SERVICE PROVIDED BY COACHELLA VALLEY WATER DISTRICT (VWD)
  8. GAS SERVICE PROVIDED BY SOUTHERN CALIFORNIA GAS COMPANY
  9. ELECTRIC SERVICE PROVIDED BY VERDEON TELEPHONE COMPANY
  10. TELEPHONE SERVICE PROVIDED BY VERDEON TELEPHONE COMPANY
  11. CABLE SERVICE PROVIDED BY VERDEON TELEPHONE COMPANY
  12. THE PROJECT SITE IS LOCATED WITHIN DESIGNATED SEISMIC HAZARD ZONING DISTRICT THE WESTERN COACHELLA VALLEY AREA PLAN SEISMIC HAZARD MAP
  13. THE PROJECT SITE IS LOCATED WITHIN DESIGNATED SEISMIC HAZARD ZONING DISTRICT THE WESTERN COACHELLA VALLEY AREA PLAN SEISMIC HAZARD MAP
  14. THE PROJECT SITE IS NOT LOCATED IN A COUNTY SERVICE AREA
  15. STREET IMPROVEMENTS SHALL BE DESIGNED PER COUNTY ROAD IMPROVEMENT STANDARDS & SPECIFICATIONS AND COUNTY ORDINANCE NO. 4811 AND THE COUNTYWIDE DESIGN STANDARDS & SPECIFICATIONS
  16. ALL EXISTING UTILITIES SHALL BE CONFORMANT WITH THE REQUIREMENTS FROM COUNTY ORDINANCE 457 (FLOODING CODES)
  17. THE PROJECT SITE IS NOT BEHIND AN ALREADY APPROVED EARTHSHAKE FAULT ZONE
  18. THE PROJECT SITE IS LOCATED WITHIN AN AREA OF 100-YEAR SHALLOW FLOODING (ZONE AO) WITH AN AVERAGE DEPTH OF FLOODING BEING THREE (3) FEET, BUT NO FLOOD HAZARD FACTORS ARE BEING DETERMINED PER FLOOD PERFORMANCE RATE MAP (FPM) COMMUNITY-PANEL NUMBER 00045 - (FLOOD ZONING) IN SECTION 10, 10000' x 5000' SOUTH, RANGE 8 EAST PER U.S.G.C. MAP WITHIN GUARDRAILS
  19. THE PROJECT SITE IS LOCATED WITHIN AN AREA OF 100-YEAR SHALLOW FLOODING (ZONE AO) WITH AN AVERAGE DEPTH OF FLOODING BEING THREE (3) FEET, BUT NO FLOOD HAZARD FACTORS ARE BEING DETERMINED PER FLOOD PERFORMANCE RATE MAP (FPM) COMMUNITY-PANEL NUMBER 00045 - (FLOOD ZONING) IN SECTION 10, 10000' x 5000' SOUTH, RANGE 8 EAST PER U.S.G.C. MAP WITHIN GUARDRAILS
  20. THE PROJECT SITE IS LOCATED WITHIN AN AREA OF 100-YEAR SHALLOW FLOODING (ZONE AO) WITH AN AVERAGE DEPTH OF FLOODING BEING THREE (3) FEET, BUT NO FLOOD HAZARD FACTORS ARE BEING DETERMINED PER FLOOD PERFORMANCE RATE MAP (FPM) COMMUNITY-PANEL NUMBER 00045 - (FLOOD ZONING) IN SECTION 10, 10000' x 5000' SOUTH, RANGE 8 EAST PER U.S.G.C. MAP WITHIN GUARDRAILS
  21. THE PROJECT SITE IS LOCATED WITHIN AN AREA OF 100-YEAR SHALLOW FLOODING (ZONE AO) WITH AN AVERAGE DEPTH OF FLOODING BEING THREE (3) FEET, BUT NO FLOOD HAZARD FACTORS ARE BEING DETERMINED PER FLOOD PERFORMANCE RATE MAP (FPM) COMMUNITY-PANEL NUMBER 00045 - (FLOOD ZONING) IN SECTION 10, 10000' x 5000' SOUTH, RANGE 8 EAST PER U.S.G.C. MAP WITHIN GUARDRAILS
  22. THE PROJECT SITE IS LOCATED WITHIN AN AREA OF 100-YEAR SHALLOW FLOODING (ZONE AO) WITH AN AVERAGE DEPTH OF FLOODING BEING THREE (3) FEET, BUT NO FLOOD HAZARD FACTORS ARE BEING DETERMINED PER FLOOD PERFORMANCE RATE MAP (FPM) COMMUNITY-PANEL NUMBER 00045 - (FLOOD ZONING) IN SECTION 10, 10000' x 5000' SOUTH, RANGE 8 EAST PER U.S.G.C. MAP WITHIN GUARDRAILS
  23. ESTIMATED EARTHQUAKE QUANTITIES (EQU & PROXIMAL) CUT = 230,570 CUBIC FEET FILL = 16,550 CUBIC FEET
  24. PROJECT LIES WITHIN THE BOUNDARY OF THE EXISTING PALM COUNTY COMMUNITY CENTER
  25. GROSS ACREAGE: 48.7 AC., NET ACREAGE: 45.29 AC.

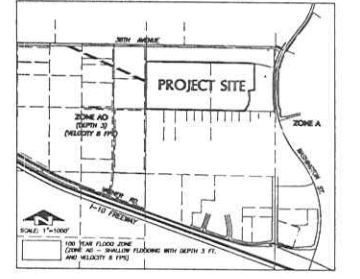


- UTILITIES**
- ELECTRIC: IMPERIAL IRRIGATION DISTRICT (760) 388-5811
  - GAS: SOUTHERN CALIFORNIA GAS COMPANY (909) 335-7825
  - TELEPHONE: VERDEON TELEPHONE COMPANY (760) 778-3863
  - WATER: COACHELLA VALLEY WATER DISTRICT (760) 398-2623
  - CABLE: ADSTAR CABLE (760) 329-6436
  - SEWER: COACHELLA VALLEY WATER DISTRICT (760) 398-2651

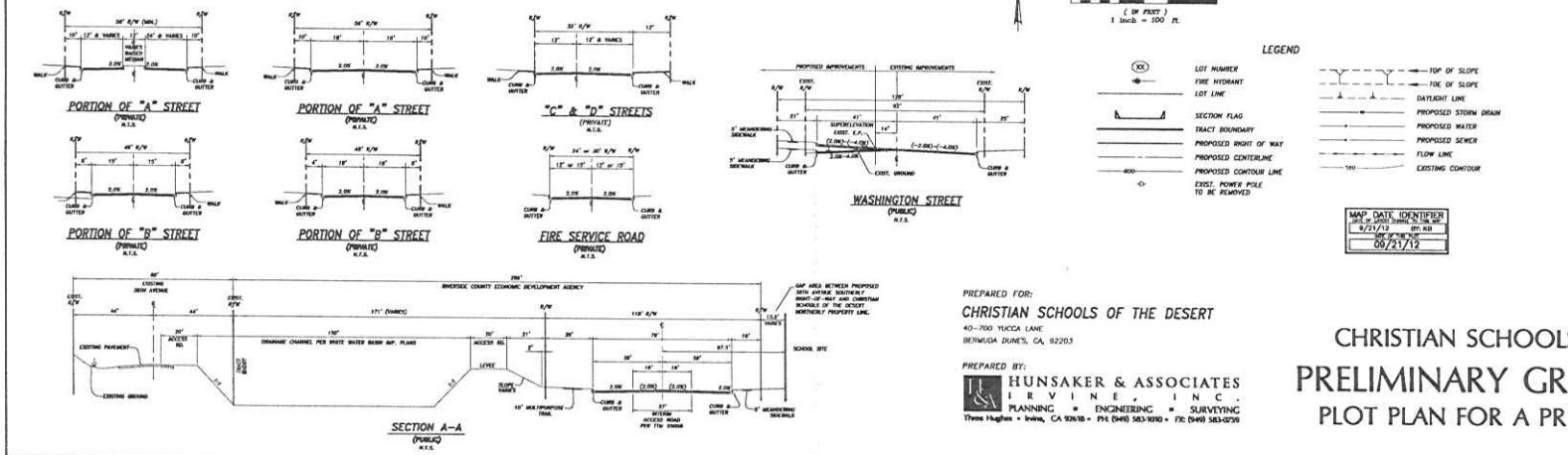
- EASEMENT NOTES**
1. EASEMENT FOR ROAD PURPOSES PER M.S. 3486-271 OR RECD MAY 17 1938
  2. EASEMENT FOR ROAD PURPOSES PER M.S. 10088 OR RECD JULY 22 1978
  3. EASEMENT FOR ROAD PURPOSES PER M.S. 352, M.S. 357 OR RECD JULY 22 1978
  4. EASEMENT FOR PALE LIME LUMBER OR OVERHANGING FACILITIES PURPOSES PER M.S. 161, M.S. 162 OR RECD JUNE 21 1974 OR M.S. 160, M.S. 161 OR RECD AUGUST 31 1940
  5. EASEMENT TO PUBLIC UTILITIES PURPOSES PER M.S. 478/138 OR RECD AUGUST 31 1940

**LEGAL DESCRIPTION**  
 PARCELS A AND B OF LOT LINE ADJACENT M.S. 05133, IN THE COUNTY OF IMPERIAL, STATE OF CALIFORNIA, AS DESCRIBED IN A DOCUMENT RECORDED AUGUST 7, 2007 AS INSTRUMENT NO. 8007-000004, OFFICIAL RECORDS OF SAN JOAQUIN COUNTY

**ACREAGE SUMMARY**  
 PARCELS A & B = 48.7 ACRES  
 PARCELS C & D = 2.51 ACRES  
 TOTAL = 51.21 ACRES  
 GROSS/NET ACREAGE = 48.7 ACRES



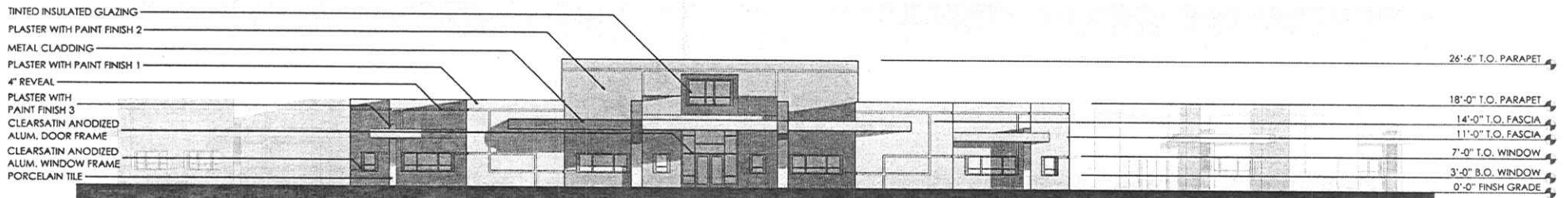
**STATEMENT OF OWNERSHIP**  
 I HEREBY STATE THAT THIS MAP WAS PREPARED UNDER MY SUPERVISION AND THAT THE OWNER HAS RECEIVED KNOWLEDGE OF AND CONSENTS TO THE FRING OF THIS MAP.  
 DATE: \_\_\_\_\_



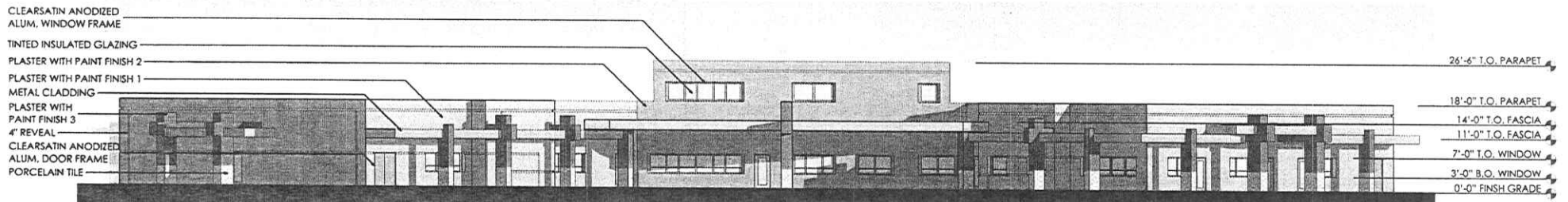
PREPARED FOR:  
**CHRISTIAN SCHOOLS OF THE DESERT**  
 40-700 YUCCA LANE  
 BERMUDA DUNES, CA 92203

PREPARED BY:  
**HUNSAKER & ASSOCIATES**  
 IRVINE, INC.  
 PLANNING • ENGINEERING • SURVEYING  
 Three Highten • Irvine, CA 92618 • P.O. BOX 5483 • P.O. BOX 583/579

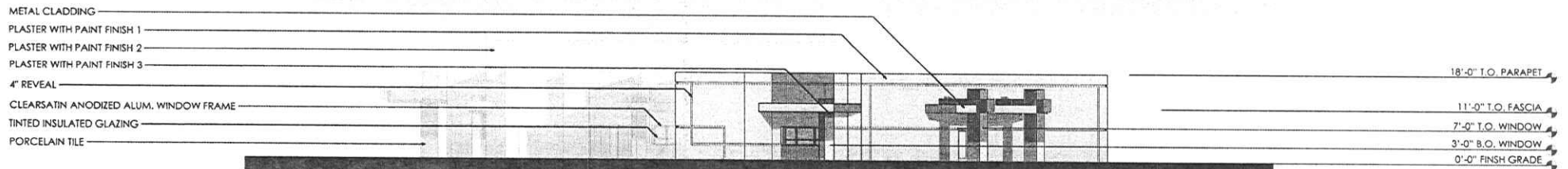
**CHRISTIAN SCHOOLS OF THE DESERT CAMPUS**  
**PRELIMINARY GRADING / UTILITY PLAN**  
**PLOT PLAN FOR A PRIVATE CHRISTIAN SCHOOL**



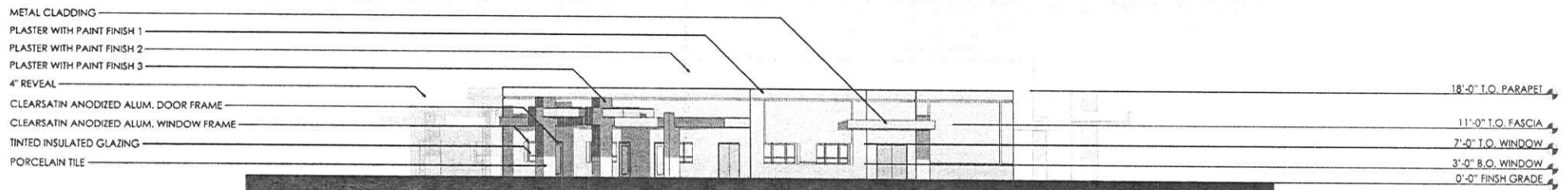
NORTH ELEVATION



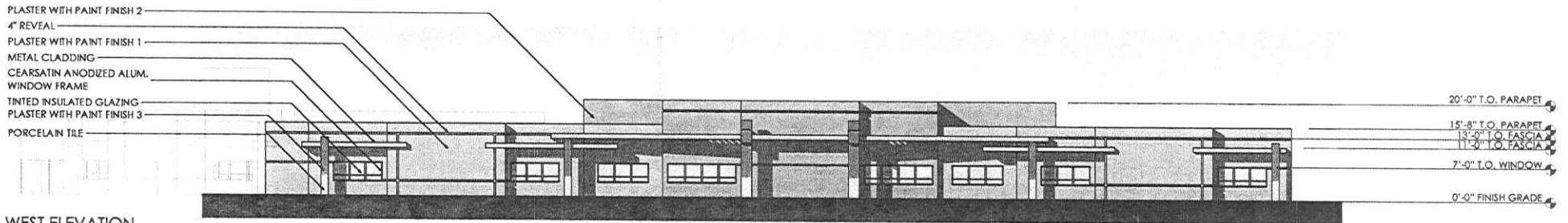
SOUTH ELEVATION



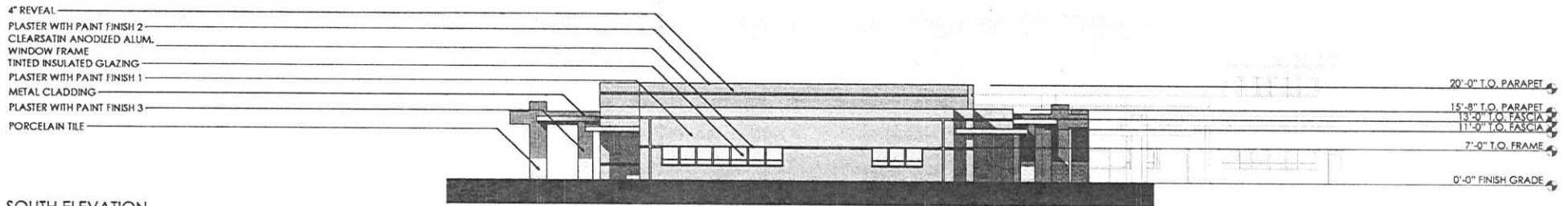
EAST ELEVATION



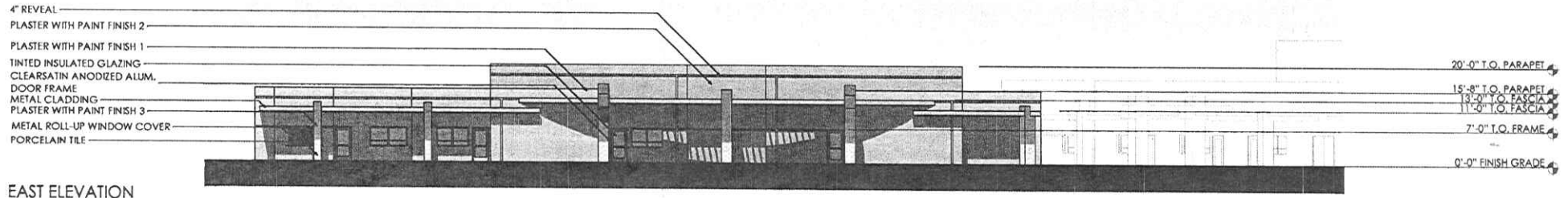
WEST ELEVATION



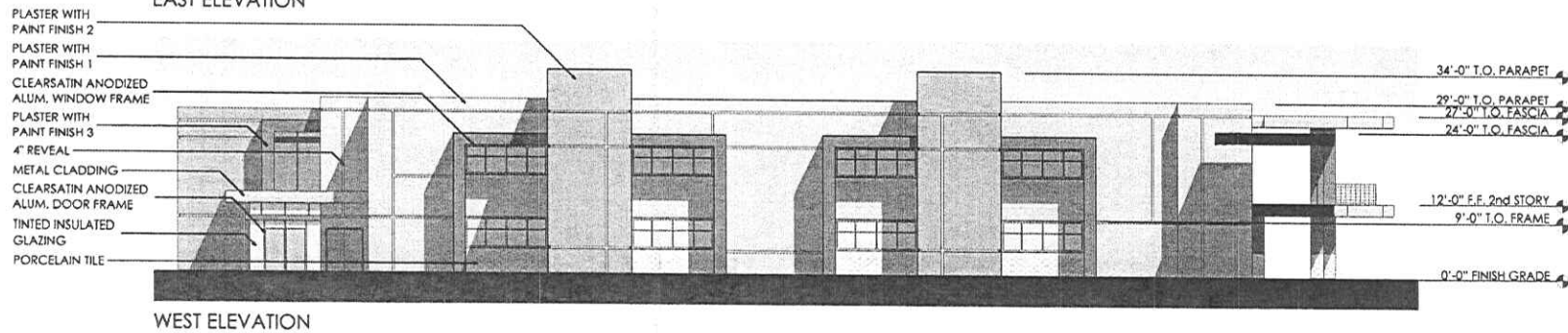
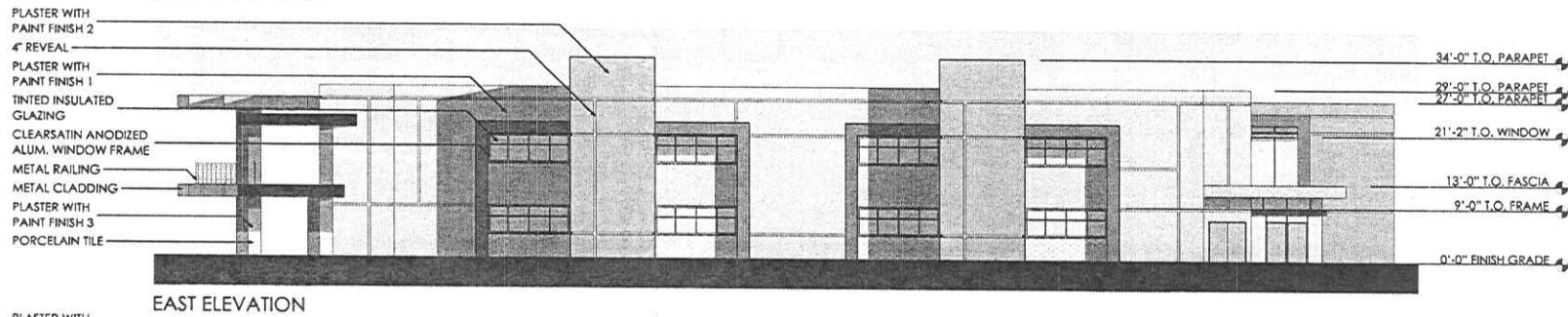
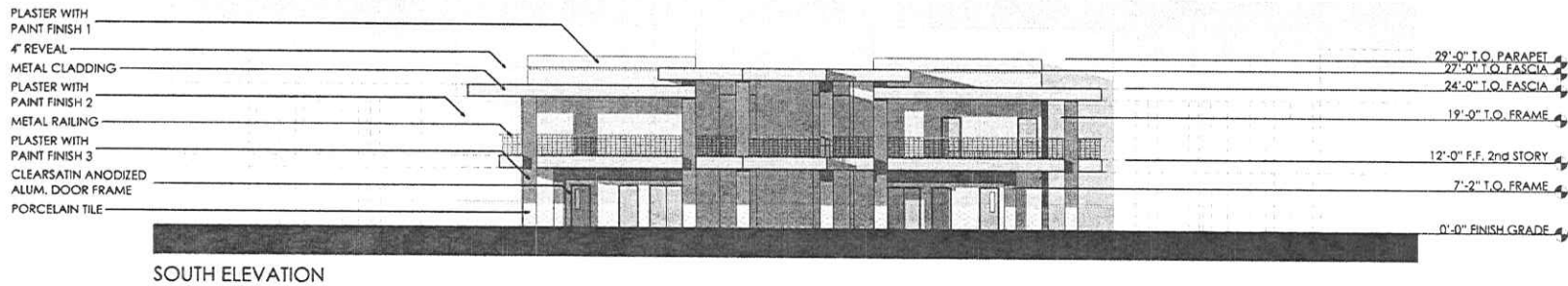
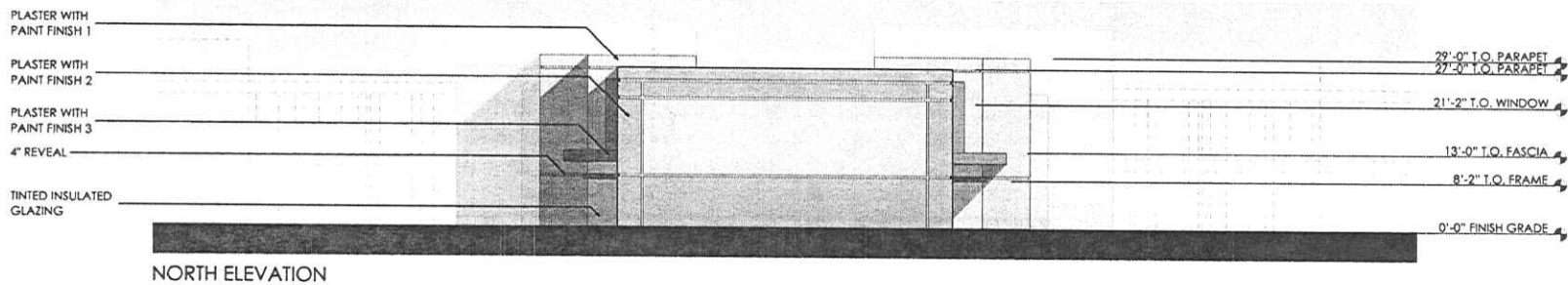
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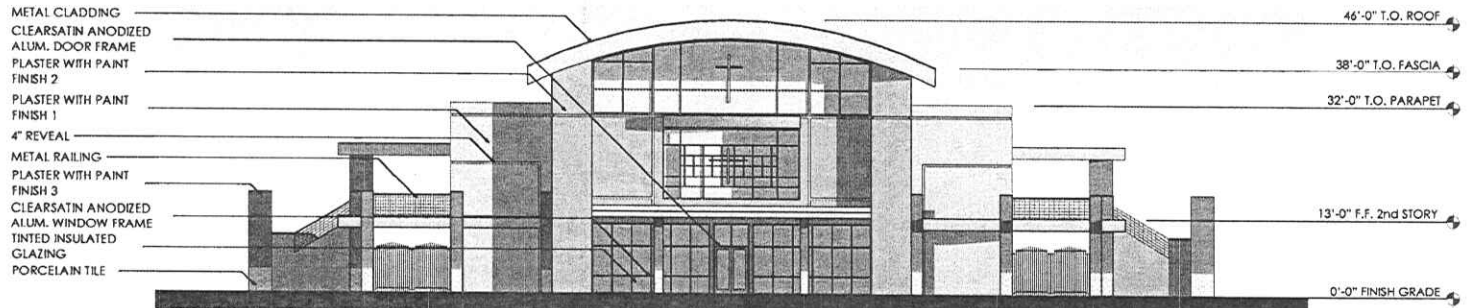


SOUTH ELEVATION

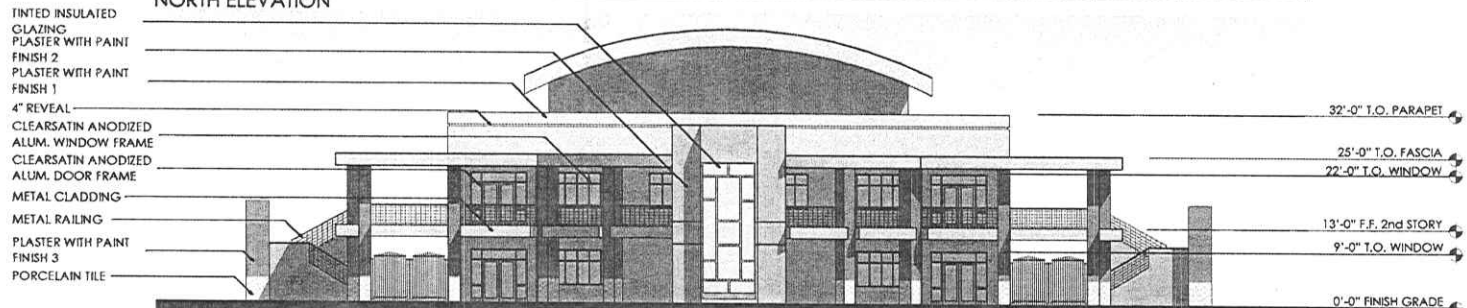


EAST ELEVATION

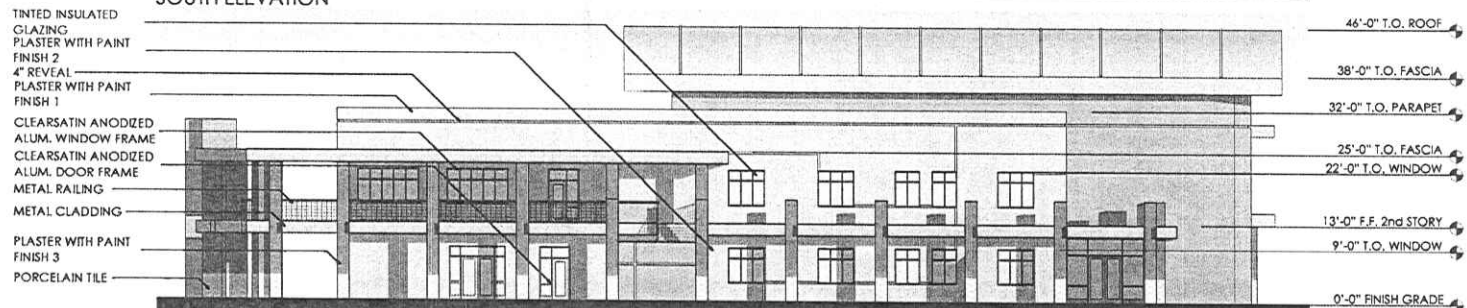




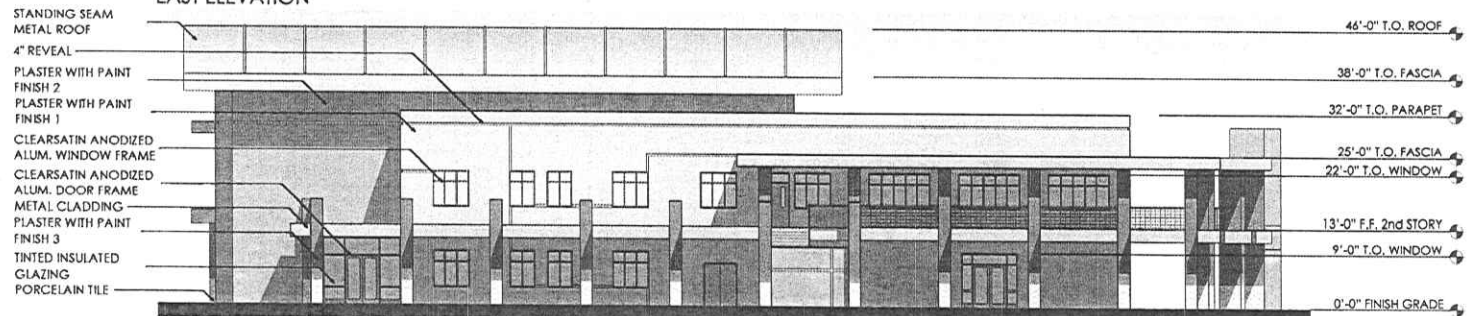
**NORTH ELEVATION**



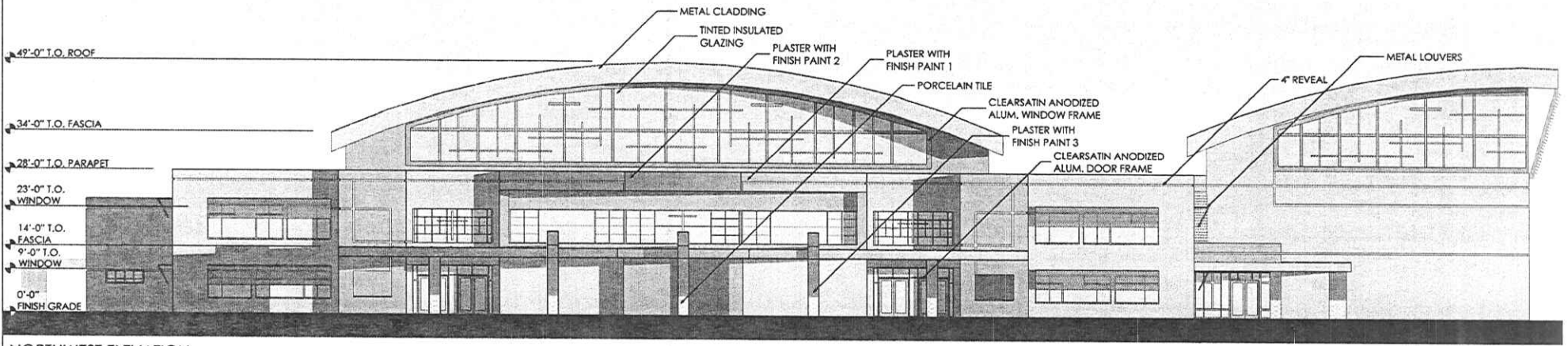
**SOUTH ELEVATION**



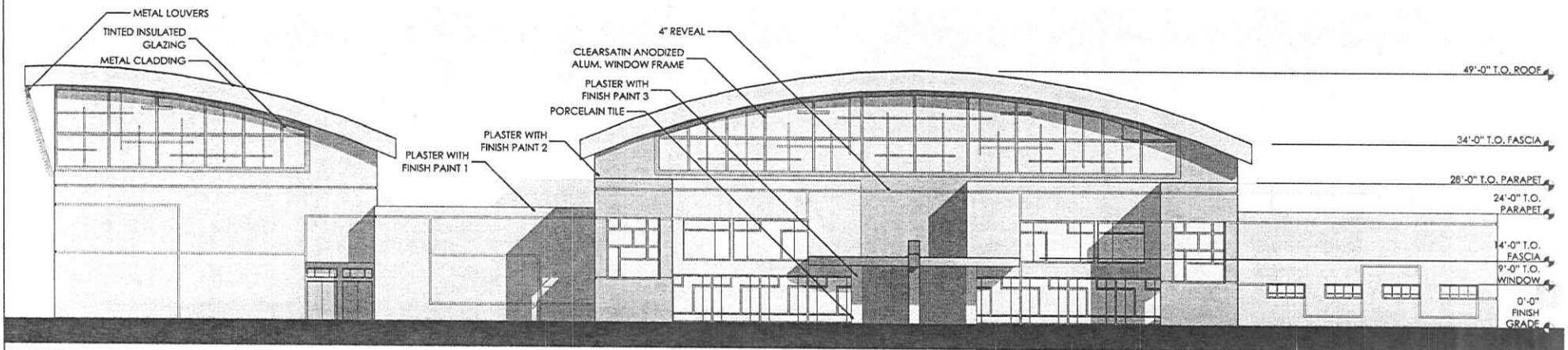
**EAST ELEVATION**







NORTHWEST ELEVATION



SOUTHWEST ELEVATION



**DESERT CHRISTIAN ACADEMY**  
*Empowering the Mind, Engaging the Soul*

Owner: **Dave Fulton**  
 40700 Yucca Lane  
 Bermuda Dunes, CA 92201

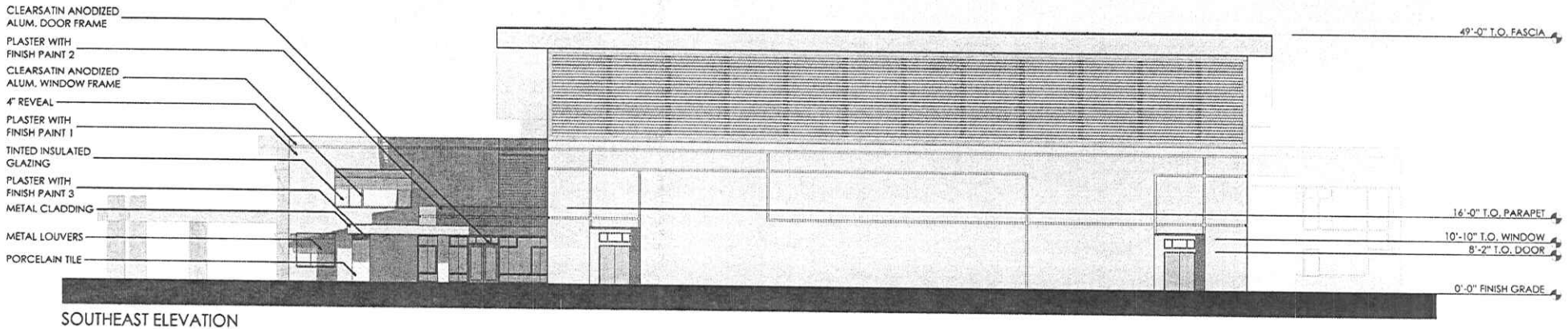
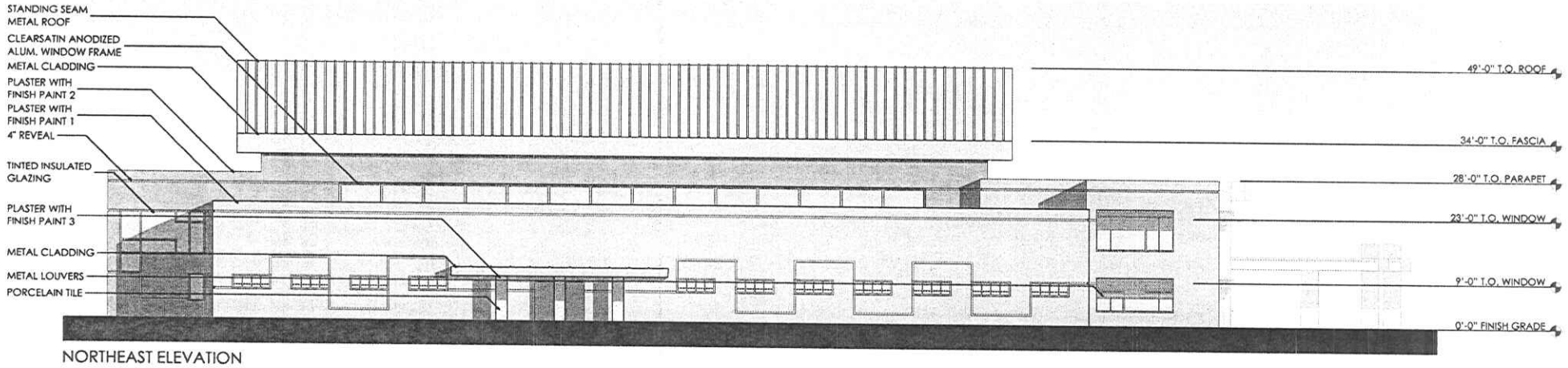
Applicant: **Holt Architects**  
 70-225 Highway 111, Suite D  
 Rancho Mirage, CA 92270

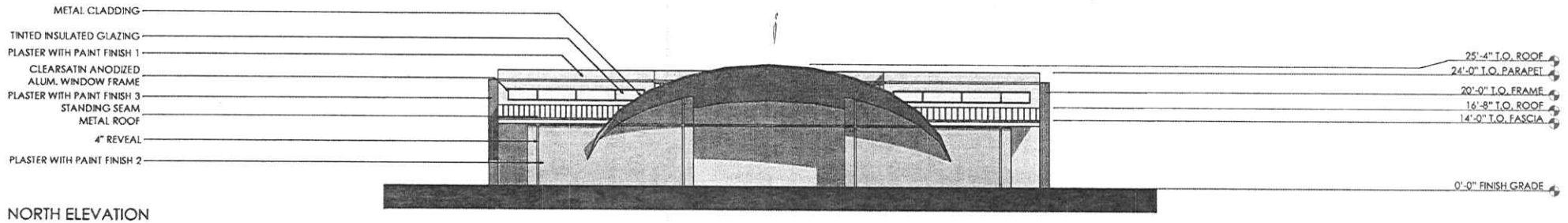
APN: 626-150-037  
 626-150-038

**SD-035**  
 SCALE: 1/8" = 1'-0"  
 MARCH 2013

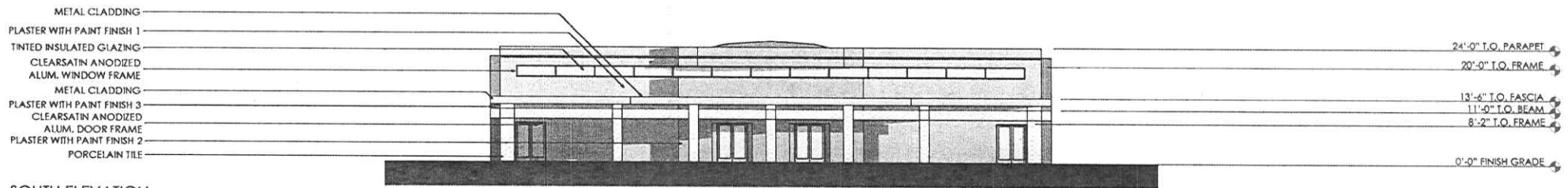
**HOLT**  
 ARCHITECTURE

GYMNASIUM END ELEVATIONS

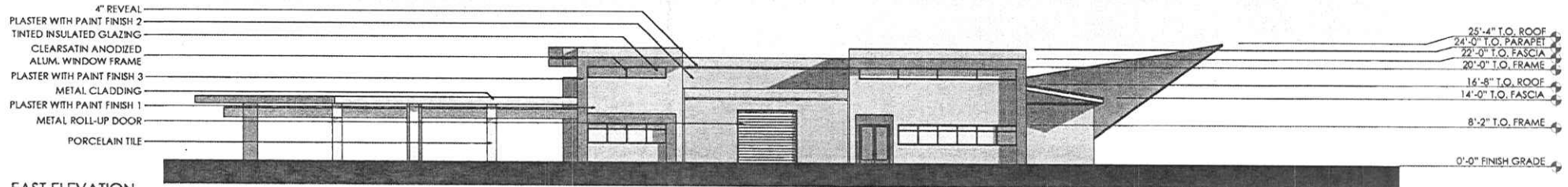




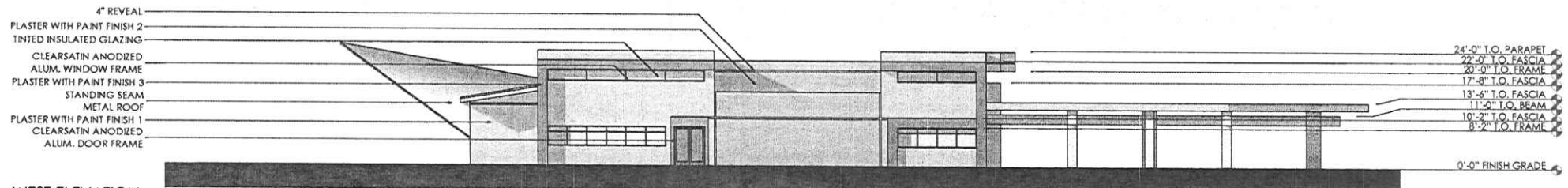
NORTH ELEVATION



SOUTH ELEVATION



EAST ELEVATION



WEST ELEVATION



**DESERT CHRISTIAN ACADEMY**  
Empowering the Mind, Engaging the Soul

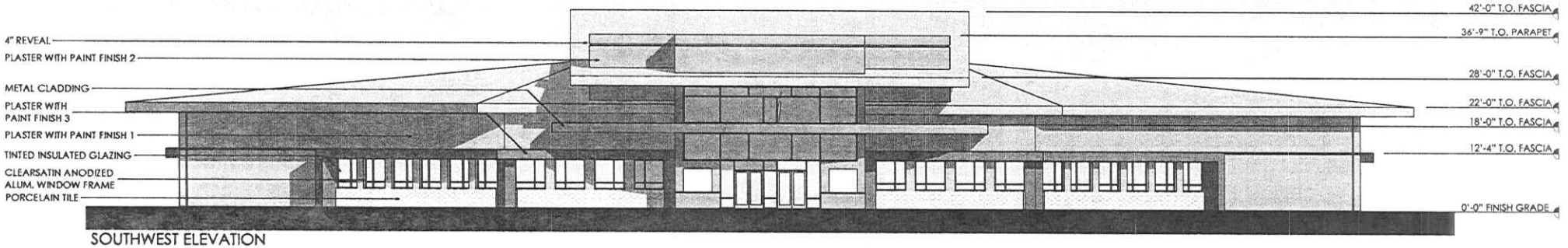
Owner: Dave Fulton  
40700 Yucca Lane  
Bermuda Dunes, CA 92201

Applicant: Holt Architects  
70-225 Highway 111, Suite D  
Rancho Mirage, CA 92270

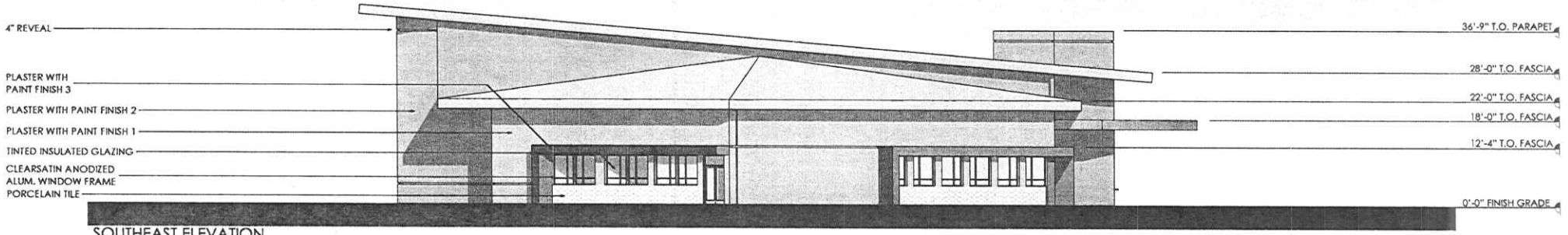
PARCEL # 626-150-037 | **SD-037**  
626-150-038  
Scale: 1/8" = 1'-0"  
FEBRUARY 2013

CAFE / MULTIPURPOSE ELEVATIONS

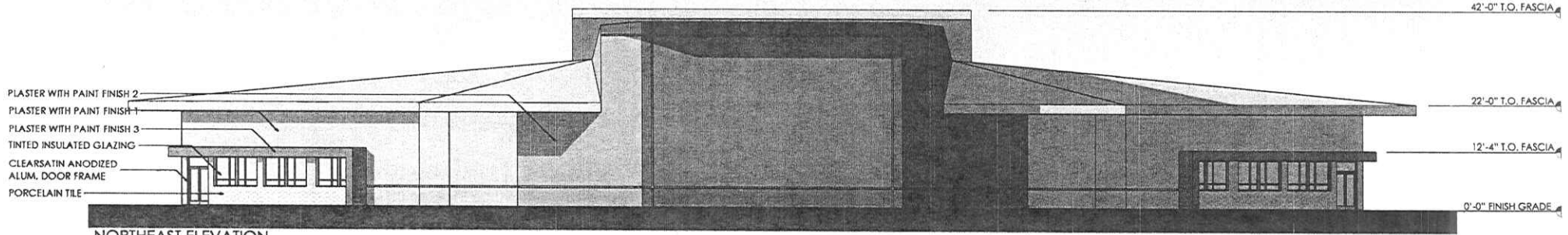




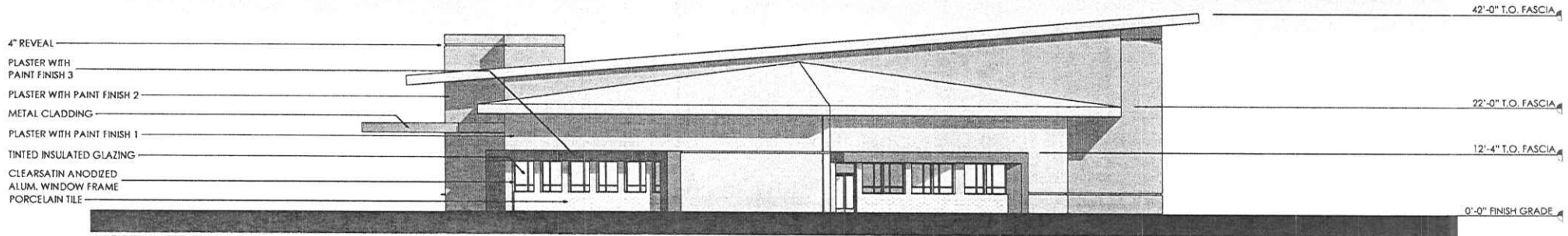
SOUTHWEST ELEVATION



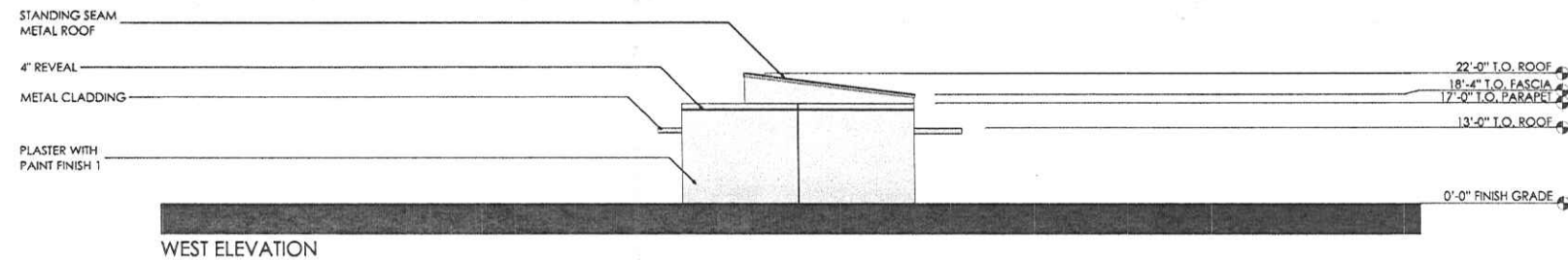
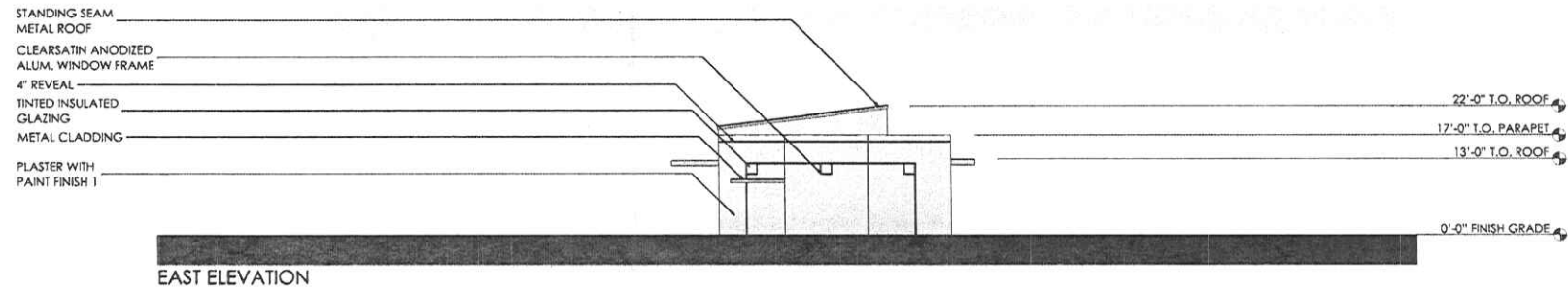
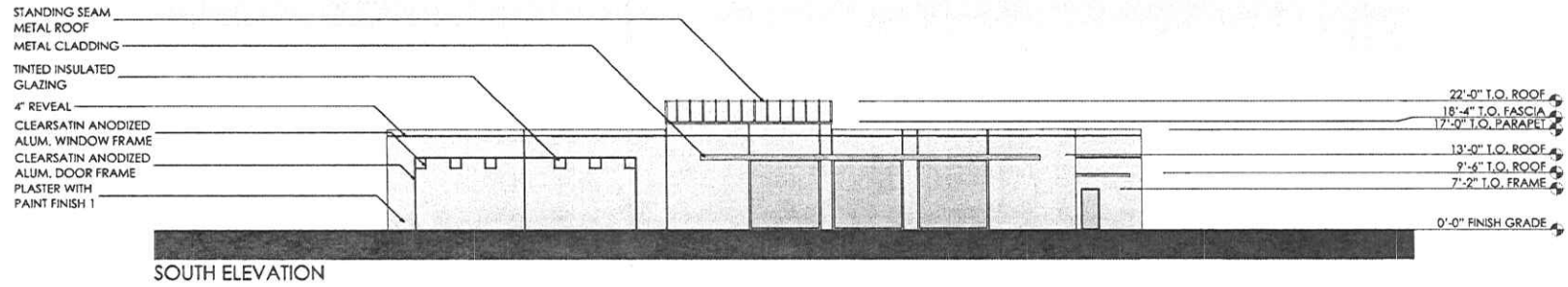
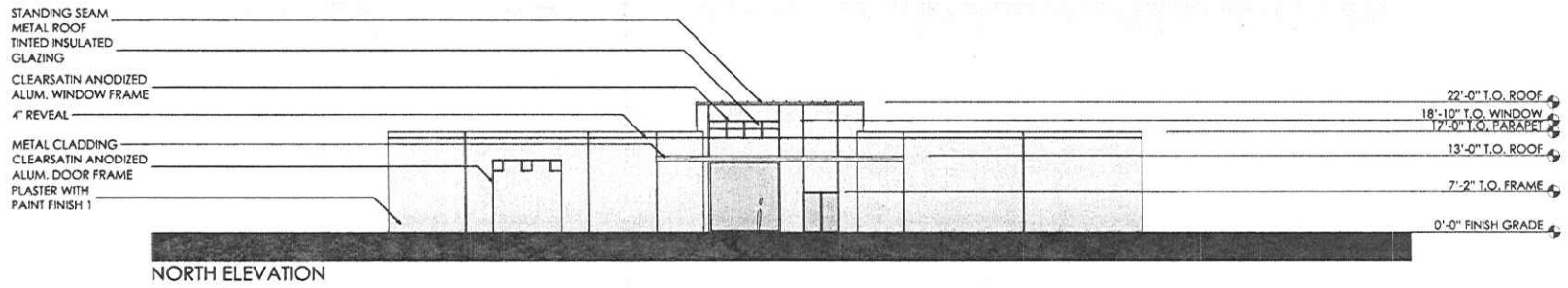
SOUTHEAST ELEVATION



NORTHEAST ELEVATION



NORTHWEST ELEVATION



**PAGE BREAK**



H. 1

# AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY



May 1, 2013

**CHAIR**  
Simon Housman  
Rancho Mirage

**VICE CHAIRMAN**  
Rod Ballance  
Riverside

**COMMISSIONERS**

Arthur Butler  
Riverside

John Lyon  
Riverside

Glen Holmes  
Hemet

Greg Pettis  
Cathedral City

Richard Stewart  
Moreno Valley

**STAFF**

**Director**  
Ed Cooper

John Guerin  
Russell Brady  
Barbara Santos

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

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

Mr. Jay Wu, Associate Planner  
City of La Quinta Community Development Department  
78-495 Calle Tampico  
La Quinta, CA 92253

**RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW**

File No.: ZAP1046BD13  
Related File No.: Site Development Permit 13-926  
APN: 609-040-028

Dear Mr. Wu:

Under the delegation of the Riverside County Airport Land Use Commission (ALUC), staff reviewed the above- referenced proposal to develop 42 apartment units in six single story buildings, along with a commons building, health center, laundry facility and pool to serve the residents on 5.16 acres located easterly of Washington Street, southerly of Hidden River Road, and northerly of Mountain View Avenue, in the City of La Quinta.

The site is located in Airport Compatibility Zone E of the 2004 Bermuda Dunes Airport Land Use Compatibility Plan. The proposed finished floor elevation ranges from 116.87 to 126.17 feet above mean sea level (AMSL), with the apartment buildings each at a height of 22 feet and the commons building a total of 26 feet. Based on the individual distance of each building to the midpoint of the runway between 8,400 feet and 9,040 feet and the approximate elevation of the midpoint of the runway of 61.25 feet AMSL, FAA review is not required, provided that the maximum building elevations noted below for each respective building are not exceeded.

Building	Midpoint Runway Elevation	Distance to Runway Midpoint	Maximum Building Elevation	Proposed Building Top Point Elevation
Commons	61.25	8,680	148.05	143.17
O	61.25	9,040	151.65	146.67
P	61.25	9,060	151.85	148.17
Q	61.25	8,800	149.25	145.27
R	61.25	8,700	148.25	141.77
S	61.25	8,640	147.65	139.57
T	61.25	8,500	146.25	138.87

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

**CONDITIONS:**

1. Any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses shall be prohibited:
  - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
  - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
  - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, artificial marshes, recycling centers containing putrescible wastes, and construction and demolition debris facilities.)
  - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation
3. The attached "Notice of Airport in Vicinity" shall be provided to all potential tenants and purchasers.
4. Any new retention basins on the site shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the retention basin(s) that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.
5. The maximum elevation of Buildings O and P at top point shall not exceed 151 feet above mean sea level. The maximum elevation of Building Q at top point shall not exceed 149 feet above mean sea level. The maximum elevation of all other buildings shall not exceed 146 feet above mean sea level.


If the above provisions cannot be met, the building shall not be constructed until the Federal Aviation Administration Obstruction Evaluation Service has issued a "Determination of No Hazard to Air Navigation" for the building pursuant to the Form 7460-1 process.

If you have any questions, please contact Russell Brady, Contract Planner, at (951) 955-0549,



or John Guerin, Principal Planner, at (951) 955-0982.

Sincerely,  
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



---

Edward C. Cooper, Director

RB:bks

Attachment: Notice of Airport in Vicinity

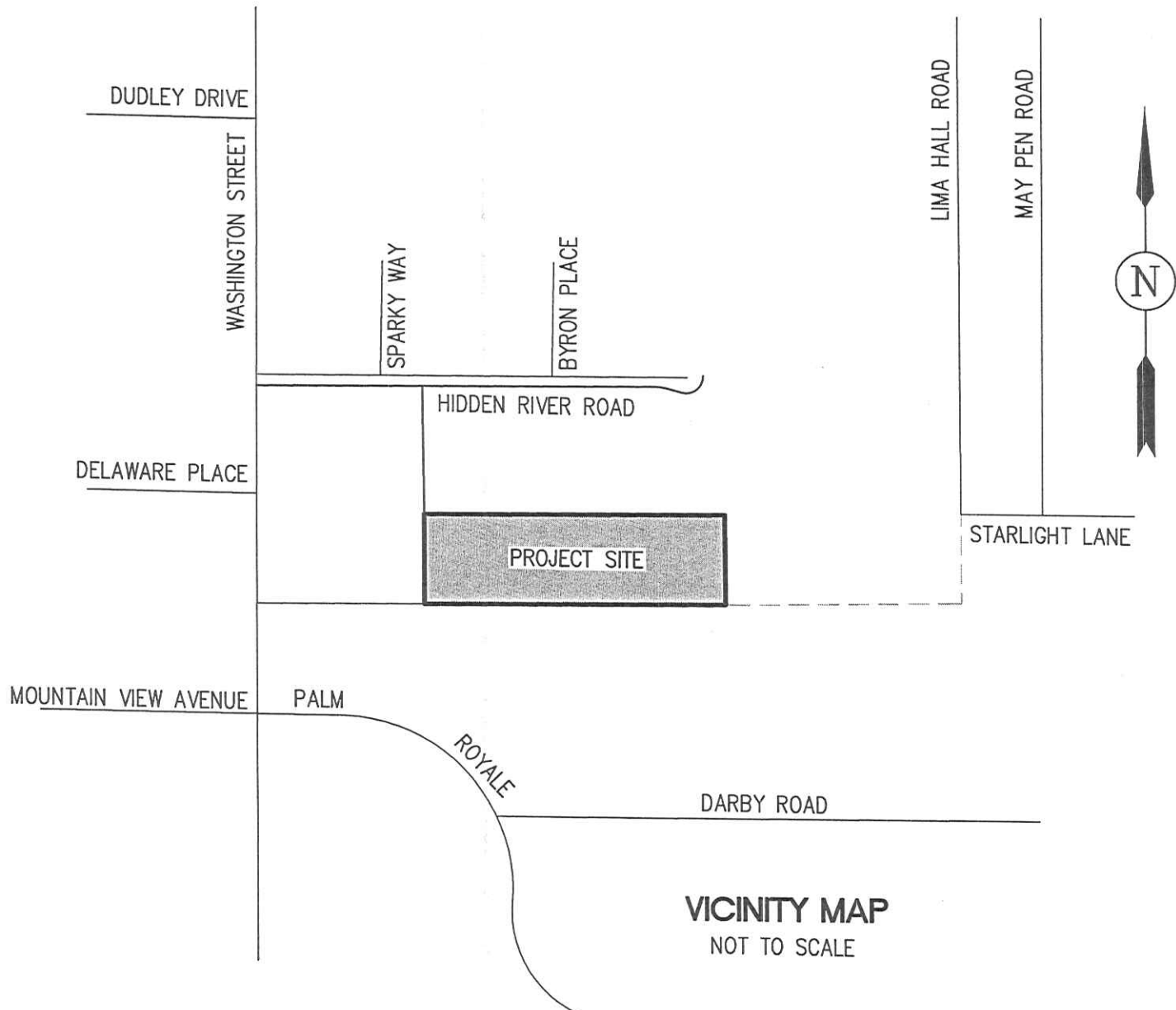
cc: City of La Quinta – Attn.: Frank Spevacek, City Manager  
Michael Peroni, Altum Group  
Mike Smith, Manager, Bermuda Dunes Executive Airport  
ALUC Staff

Y:\AIRPORT CASE FILES\Bermuda Dunes\ZAP1046BD13\ZAP1046BD13.LTR.doc

# NOTICE OF AIRPORT IN VICINITY

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

WASHINGTON STREET APARTMENTS  
SITE DEVELOPMENT PERMIT NO. 2013-926



VICINITY MAP  
NOT TO SCALE

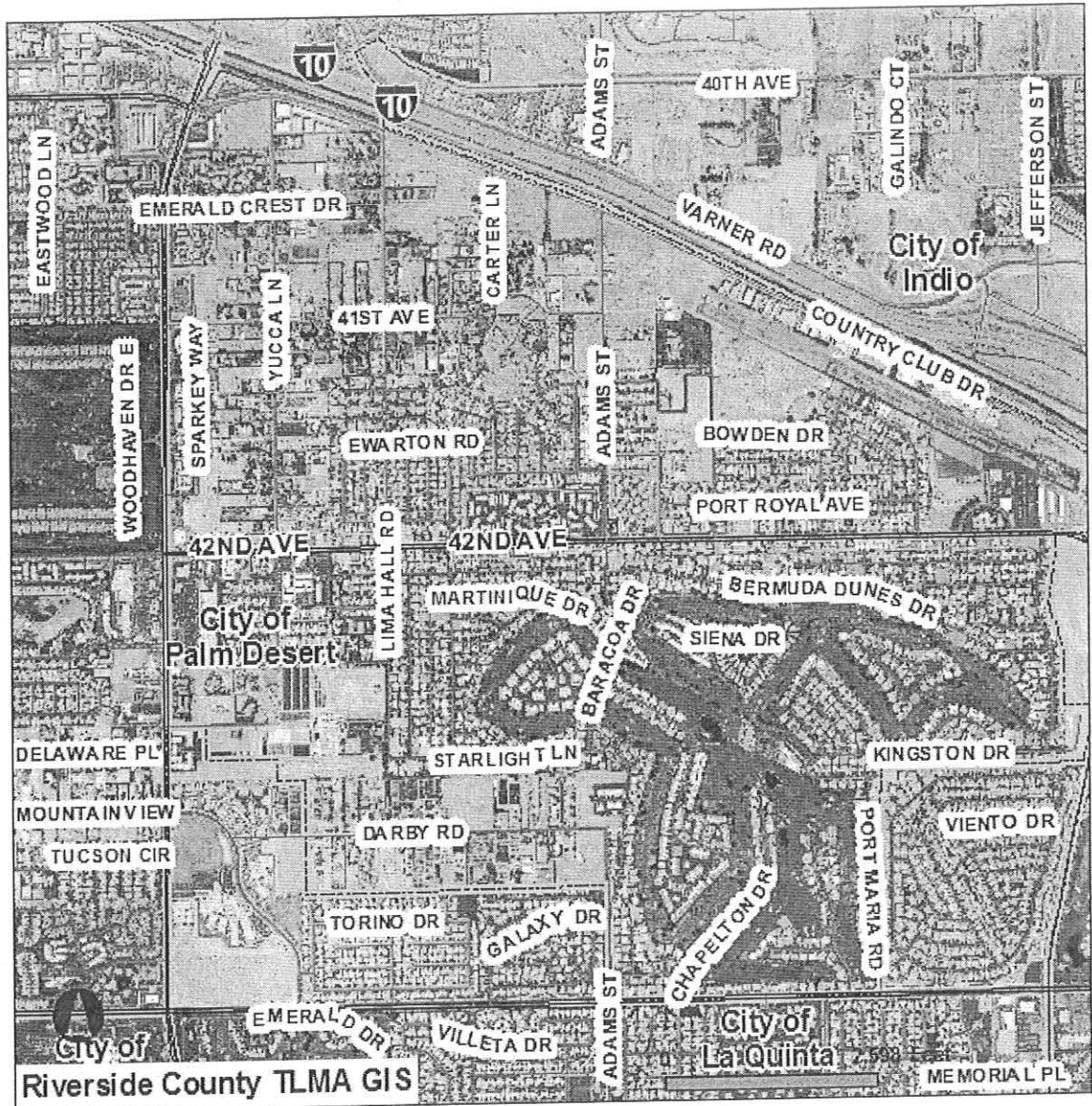


Washington Street Apartments-Phase II  
Distance to Bermuda Dunes Airport

1 inch = 2,000 feet



RIVERSIDE COUNTY GIS



Selected parcel(s):  
609-040-028

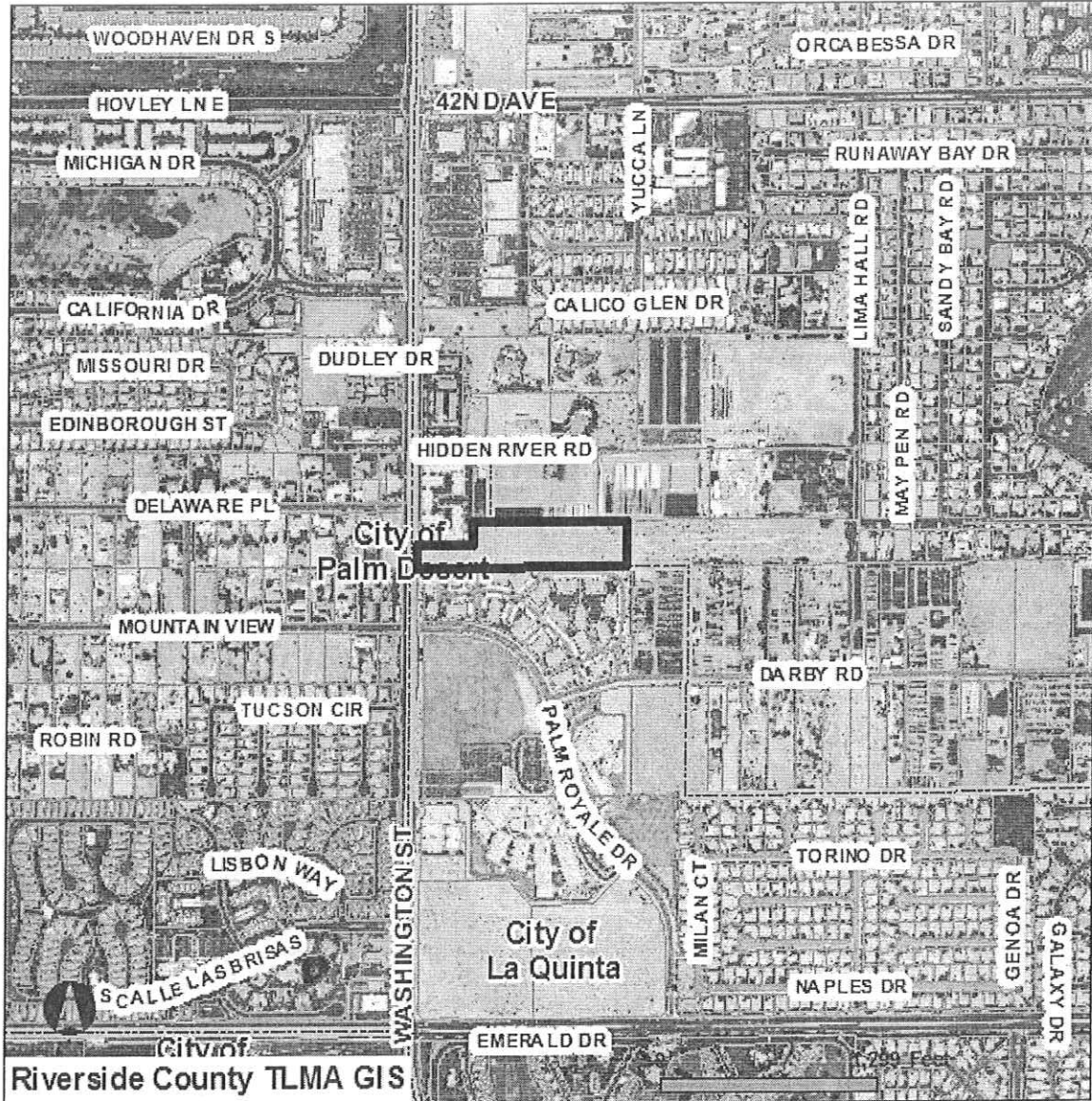
**\*IMPORTANT\***

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

REPORT PRINTED ON...Wed May 01 09:42:56 2013

Version 130225

RIVERSIDE COUNTY GIS



Selected parcel(s):  
609-040-028

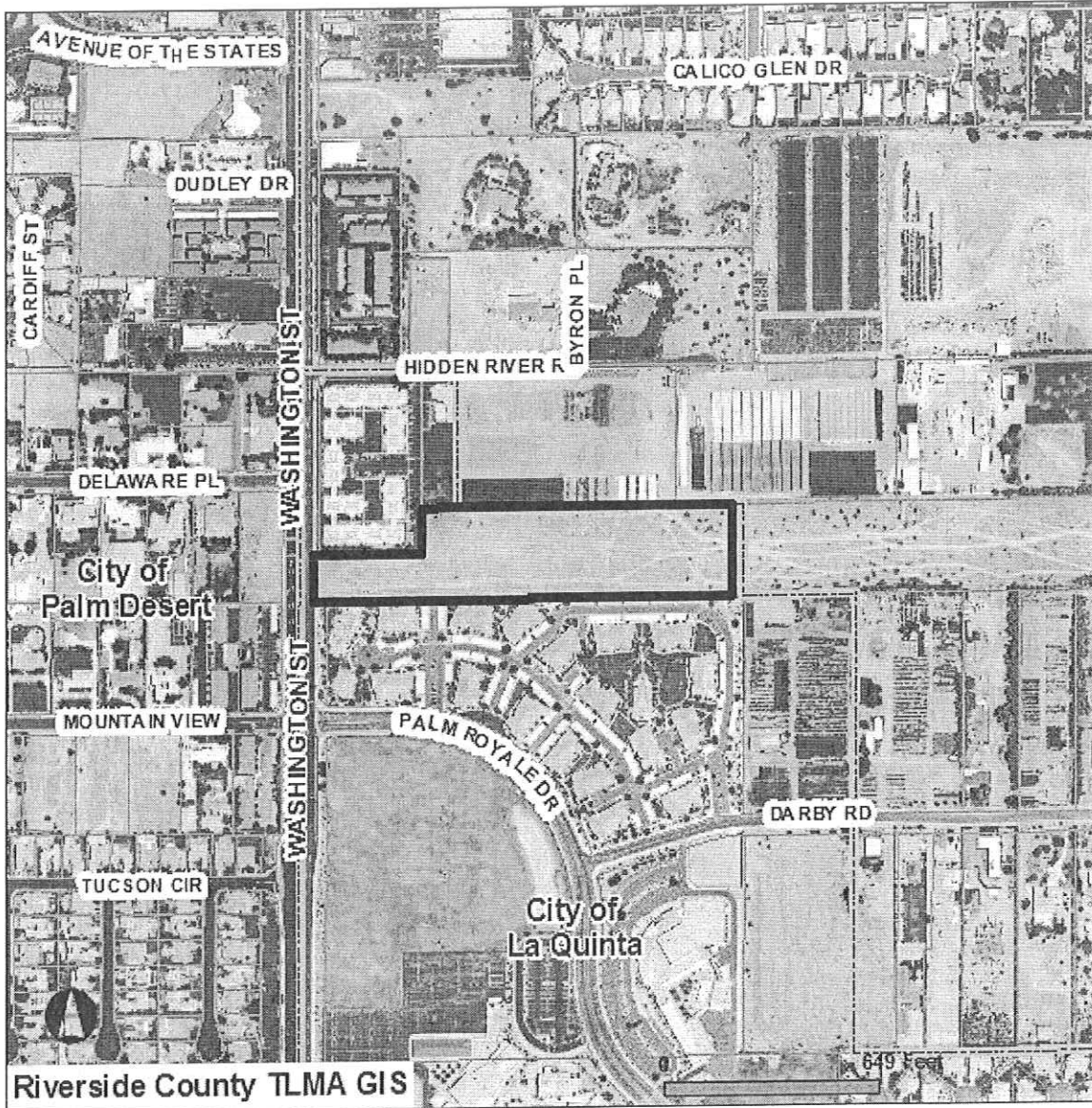
**\*IMPORTANT\***

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Version 130225

RIVERSIDE COUNTY GIS



Selected parcel(s):  
609-040-028

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Version 130225



The Altum Group  
•Highway •Planning  
•Survey •Environmental  
710 Ford Way Dr., Ste. 219  
Palmdale, CA 93550  
3760 S. Bascom Ave. #1000  
www.TheAltumGroup.com



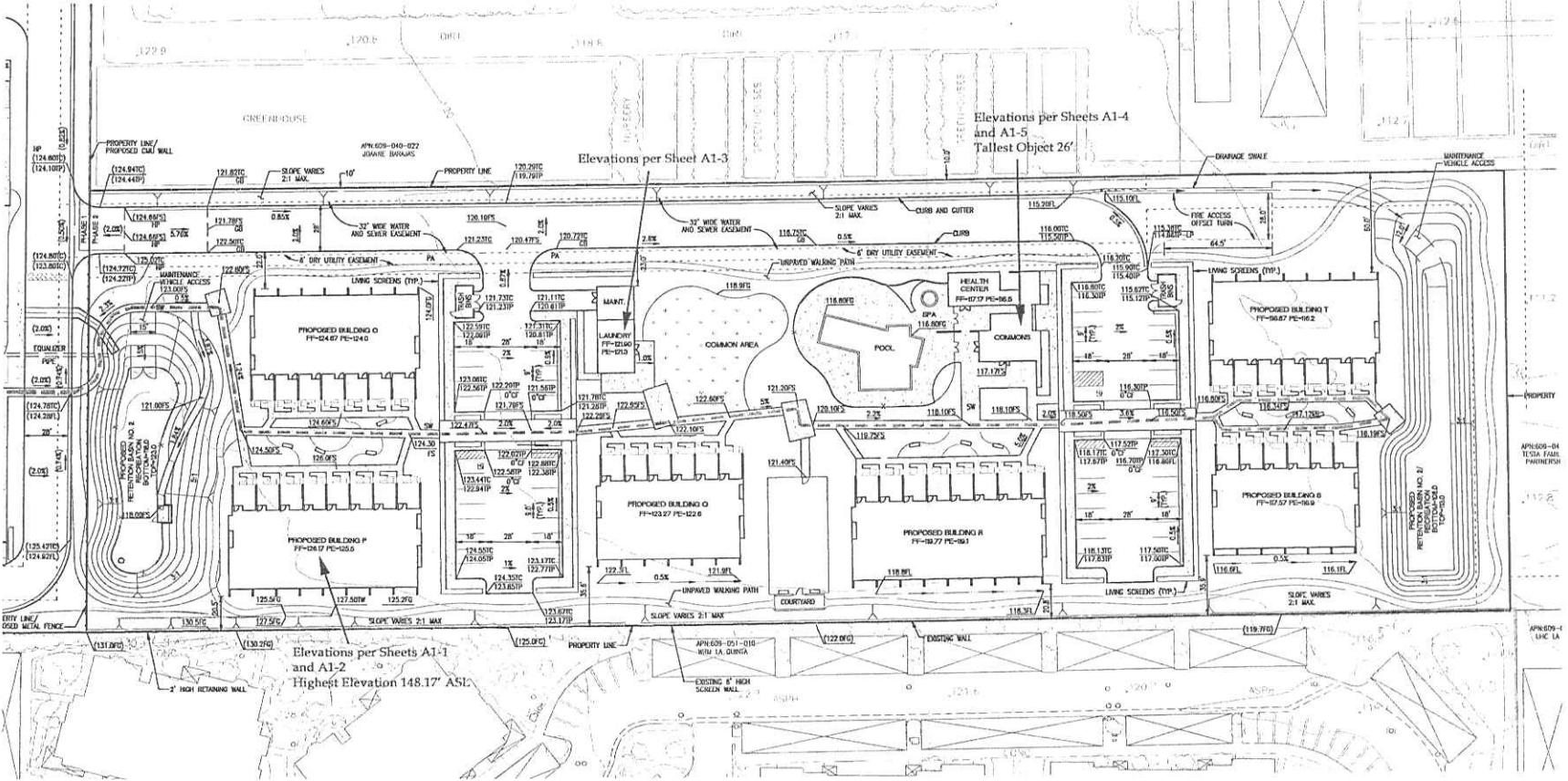
4/10/2019 09P 18:00:00

Washington Street Apts, Phase II  
Project number 12114.1  
La Quinta Housing Authority  
76-485 Calle Tenorio  
La Quinta, CA 92053  
(760) 797-7000

Preliminary Precise Grading Plan

Scale 1" = 30'

**C1.2**



**LEGEND**

ROW/PROPERTY LINE	[Symbol]
EXISTING CURB WALL	[Symbol]
PROPOSED SCREEN/CURB WALL	[Symbol]
PROPOSED STORM DRAIN	[Symbol]
ADA PATH OF TRAVEL	[Symbol]
AC PAVEMENT	[Symbol]
CONCRETE PAVEMENT	[Symbol]
DISJUNCTIVE PAVEMENT	[Symbol]

**ABBREVIATIONS**

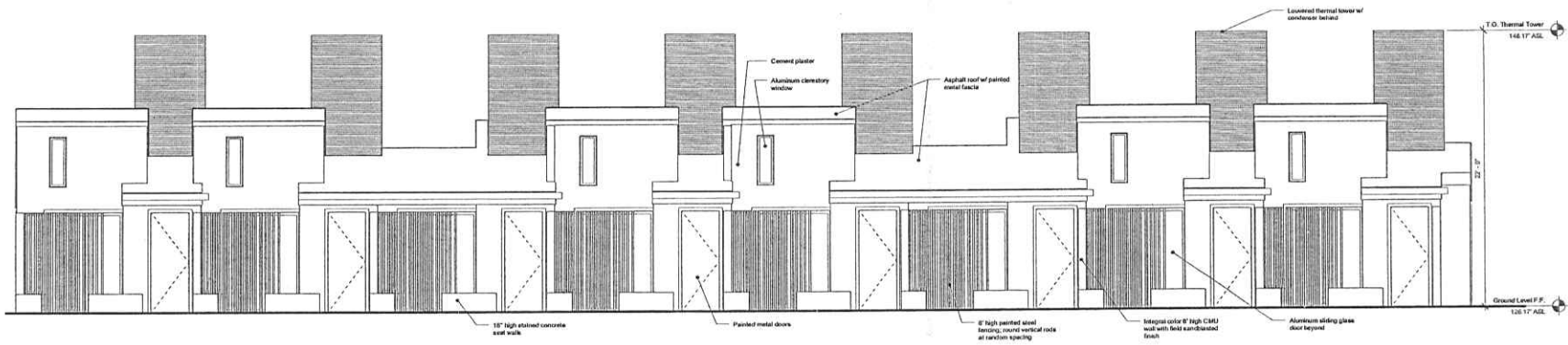
RIGHT-OF-WAY	ROW
PROPERTY LINE	PL
CONCRETE SIDEWALK	SW
FIRE DEPT. CONNECTION	FC
POST INDICATOR VALVE	PVI
FIRE HYDRANT	FH
PLANTER AREA	PA
HIGH POINT	HP
LOW POINT	LP
FINISH SURFACE	FS
FINISH FLOOR	FF
TOP OF CURB	TC
TOP OF PAVEMENT	TP
FINISHED GRADE	FG
EXISTING GRADE	(120.5f)

**UTILITIES**

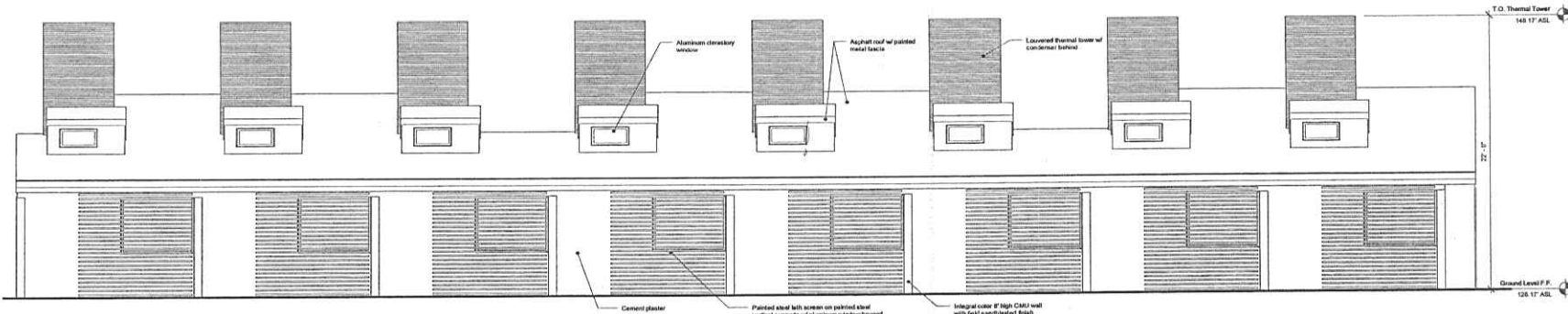
WATER/SEWER	COACHELLA VALLEY WATER DISTRICT (760) 388-2631
POWER	IMPERIAL IRRIGATION DISTRICT (760) 398-5041
TELEPHONE	VEZCOM (760) 778-3653
CAS	SOUTHERN CAL GAS COMPANY (760) 422-4133
CABLE TV	TWC WARNER CABLEVISION (760) 340-1312







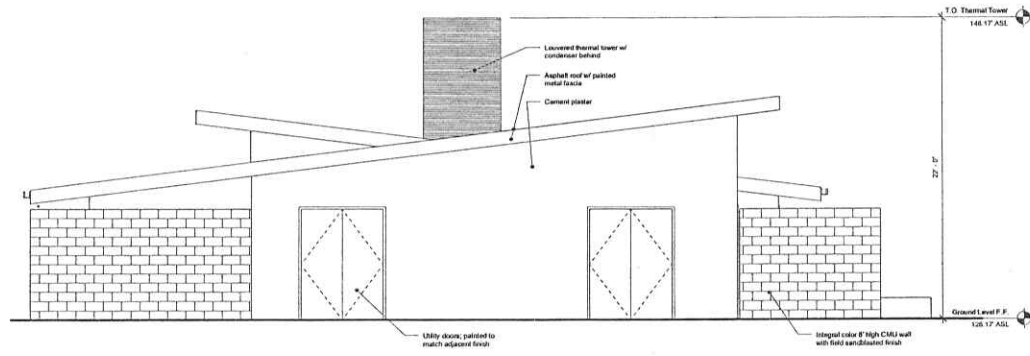
① Building P North Elevation (Buildings O, Q, R, S & T Similar)  
1/4" = 1'-0"



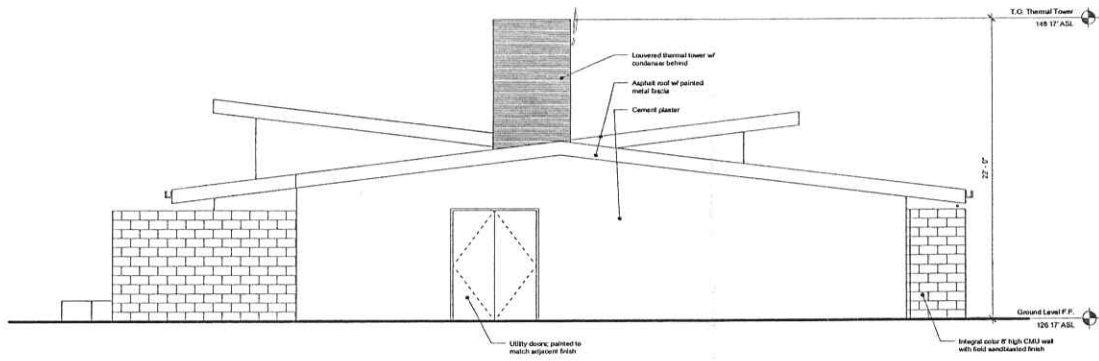
② Building P South Elevation (Buildings O, Q, R, S & T Similar)  
1/4" = 1'-0"

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① Building P East Elevation (Buildings O, Q, R, S & T Similar)  
 1/4" = 1'-0"



② Building P West Elevation (Buildings O, Q, R, S & T Similar)  
 1/4" = 1'-0"

Washington Street Apts, Phase II  
 La Quinta, California

STUDIO E  
 ARCHITECTS

2258 First Avenue  
 San Diego California 92101  
 mail@studioearchitects.com  
 T 602.255.9262 F 602.255.0522



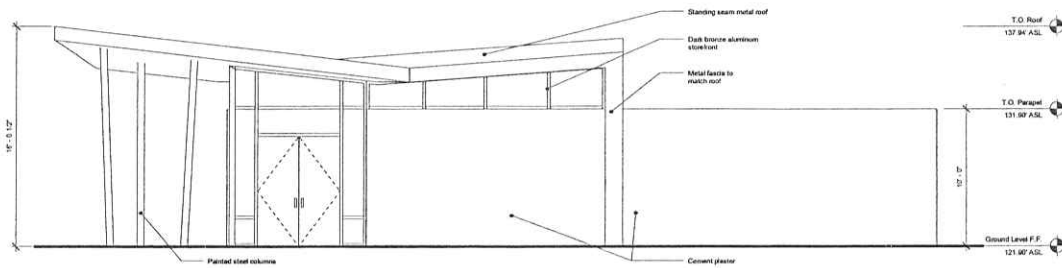
04/18/13 ALJIC Submittal

Washington Street Apts, Phase II

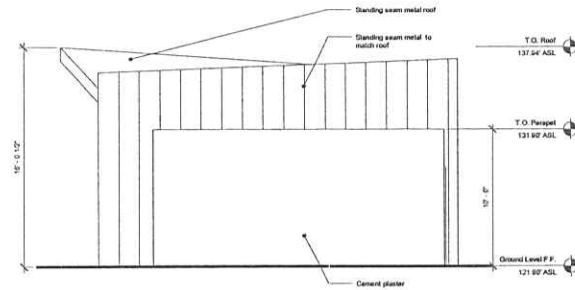
Project number 12114.1  
 City Manager / City of La Quinta  
 7846 Calle Tarantula  
 P.O. Box 1154  
 La Quinta, CA 92253  
 760.771.7600

Exterior Elevations

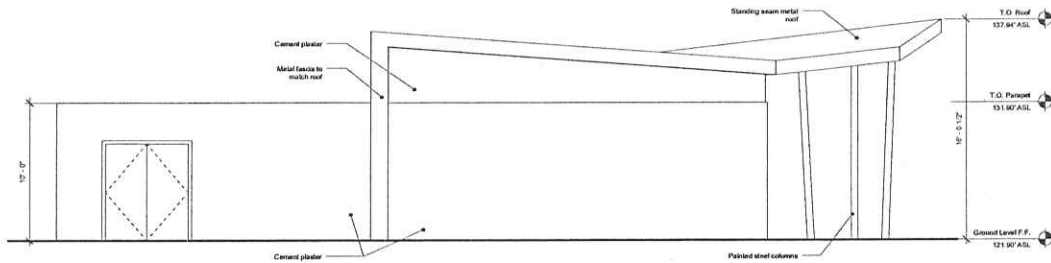
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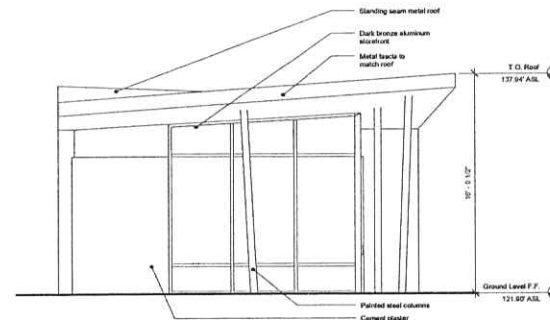
3 Laundry Building East Elevation  
1/4" = 1'-0"



1 Laundry Building North Elevation  
1/4" = 1'-0"



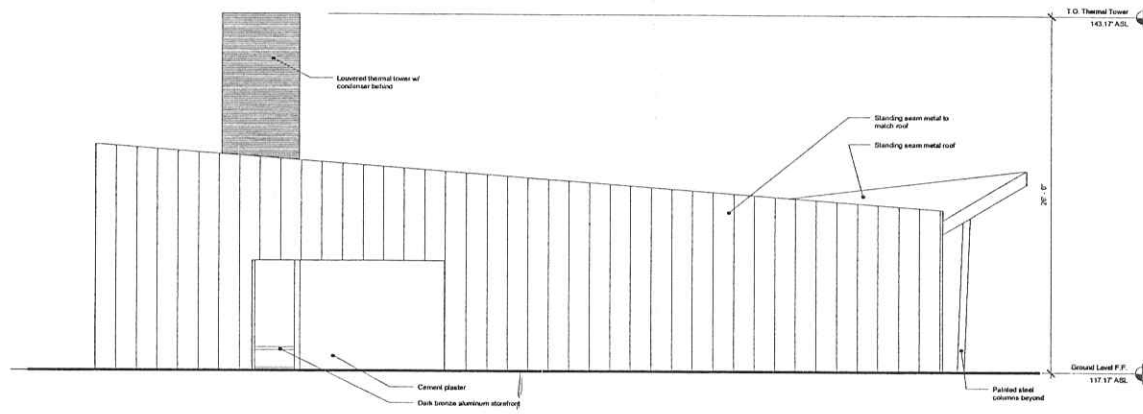
4 Laundry Building West Elevation  
1/4" = 1'-0"



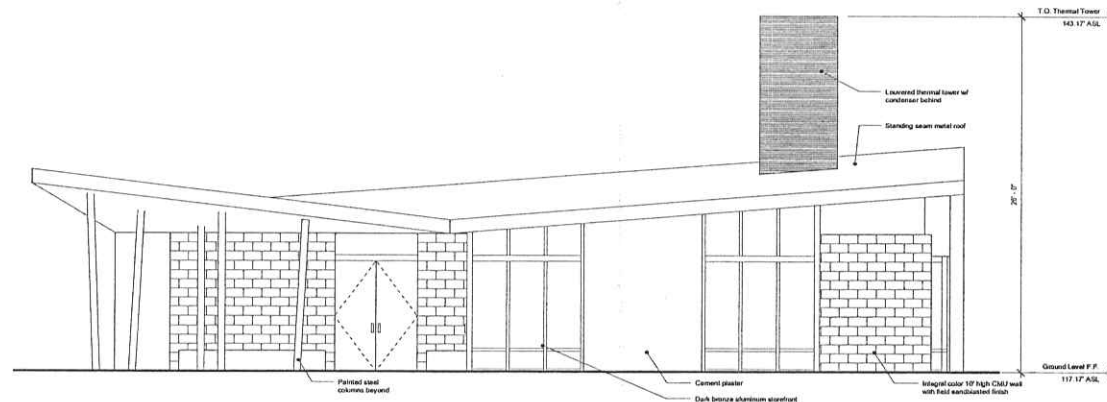
2 Laundry Building South Elevation  
1/4" = 1'-0"



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① Commons Building North Elevation  
 1/4" = 1'-0"



② Commons Building South Elevation  
 1/4" = 1'-0"

Washington Street Apts, Phase II  
 La Quinta, California

**STUDIO E**  
 ARCHITECTS

2258 First Avenue  
 San Diego California 92101  
 info@studioe architects.com  
 T 619.235.9262 F 619.235.0572



04/16/13 ALMC 01/20/13

Washington  
 Street Apts,  
 Phase II

Project number: 12114.1  
 City Manager / City of  
 La Quinta  
 78405 Calle Tompkins  
 PG Box 1504  
 La Quinta, CA 92033  
 760.777.7000

Exterior  
 Elevations

