

Exhibit 8

Riverside County Airport Land Use Commission Report and Conditions

COUNTY OF RIVERSIDE AIRPORT LAND USE COMMISSION

STAFF REPORT

AGENDA ITEM: 3.8

HEARING DATE: March 10, 2016

CASE NUMBER: ZAP1073RI16 – Arlington PDRC LP (Representative: GK
Pierce Architects, Inc., Glen Pierce)

APPROVING JURISDICTION: City of Riverside

JURISDICTION CASE NO: P15-0979 (Rezoning), P15-0980 (Conditional Use Permit),
P15-0981 (Design Review)

MAJOR ISSUES: Pursuant to the Building Code Method, the proposed Design Review would result in an occupancy and an average intensity that would exceed the average acre criterion of 75 people per acre for Compatibility Zone C. Staff did analyze the applicability of Countywide Policy 3.3.1 for Infill, but the existing surrounding land uses (fast food and office) result in a lower average intensity. The surrounding land uses do have higher occupancies, but due to their larger lot sizes result in lower average intensity; therefore, the infill provisions for the proposed project would not apply since the surrounding uses would not strictly be defined as similar to or more intense than the proposed project.

The proposed Rezoning to General Commercial (CG) could allow for a variety of land uses that are prohibited uses within either Compatibility Zones B1 or C. However, these are all already permitted or conditionally permitted in the current Office zone, so if the Rezoning were not proposed these would continue to be conditionally permitted. The recommended Airport Protection Overlay Zone to apply to the Rezoning would assist in identifying the site's location within Compatibility Zone B1 and C and that these are not allowed uses within these Compatibility Zones. Without the Rezoning the Airport Protection Overlay Zone would not apply. Therefore, the Rezoning with the overlay would be better than the zoning remaining as is without the overlay.

RECOMMENDATION: Staff recommends that the proposed Rezoning be found CONSISTENT with the Riverside Municipal Airport Land Use Compatibility Plan provided that the new zoning incorporates the appropriate Airport Protection Overlay Zone suffix (-AP-B1 and -AP-C), which refers to the site's location within the Riverside Municipal Airport Influence Area. Staff must recommend that the Design Review be found INCONSISTENT, based on the proposed project exceeding the average acre criterion of Compatibility Zone C; however, based on the relatively small size of the project site, the split Compatibility Zones, and other findings included in the staff report, the Commission may consider making special circumstance findings pursuant to Countywide Policy 3.3.6 and determine the Design Review CONSISTENT subject to the conditions included herein.

PROJECT DESCRIPTION: The Rezoning proposes to change the zoning of the 0.55-net acre site from Office (O) to General Commercial (CG). The Conditional Use Permit proposes to allow a drive-thru restaurant use. The Design Review proposes to develop a 2,200 square foot drive-thru restaurant.

PROJECT LOCATION: The site is located northerly of Arlington Avenue, easterly of Phoenix Avenue, southerly of Pasadena Way, and westerly of Streeter Avenue, approximately 3,320 feet southeasterly of the southeasterly 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 Zones B1 and C
- c. Noise Levels: Between 55-60 CNEL contour

BACKGROUND:

Non-Residential Average Intensity: The project is located within Airport Compatibility Zones B1 and C, with the proposed building located entirely within Compatibility Zone C. Non-residential intensity in Airport Compatibility Zone B1 is restricted to 25 people per average acre and in Airport Compatibility Zone C is restricted to 75 people per average acre. The site has a net area of 0.55 acres and an approximate gross area of 0.66 acres. Approximately 0.34 gross acres are located within Zone B1 and the remaining 0.32 gross acres are located within Zone C. Based on the Zone C acreage and allowable average intensity, a maximum Zone C occupancy of 24 people could be allowed. Based on the allowable average intensity for each zone and the gross acreage within each zone, a maximum total site occupancy of 32 people could be allowed.

Utilizing the Building Code Method for calculating occupancy, the project would result in a total building occupancy of 45 people (39 people for the dining/serving area and 6 for the kitchen). The number of fixed seats within the dining area is 34, which supports the building code assumption of 39 for the dining area. Additionally, there are two vehicle spaces within the drive-thru located within Zone C. Assuming 1.5 persons per vehicle, this would result in an additional 3 people for a total Zone C occupancy of 48 people. Based on this occupancy and the site area within Zone C, the project would result in an average intensity of 150 people per acre, which would not be consistent with the Compatibility Zone C average acre criterion. Looking at the entire site, the project's drive-thru has space for 12 vehicles which could result in an occupancy of 18 for the drive-thru. This would result in a total site occupancy of 63 people. Based on the total gross acreage, the project would result in an average intensity of 95 people per acre across the entire site, which would also not be consistent with the Compatibility Zones B1 and C average acre criteria.

An alternative calculation for intensity is based on the number of parking spaces for a project. While the project will increase the amount of parking it will also share parking with the adjacent existing fast food restaurant to the west. In total the two fast food restaurants would provide just one space above the minimum required per City of Riverside requirements. The required parking for the proposed fast food restaurant is 22 spaces. Assuming an occupancy of 1.5 persons per vehicle for all required parking spaces, this would equate to a total of 33 people. Based on the Zone C gross acreage, this would result in an average intensity of 103 people which would not be consistent with the Zone C criterion. Looking at the entire site, the 22 parking spaces and 18 drive-thru spaces would result in a total occupancy of 60. Based on the total site gross acreage, this would result in an average intensity of 91 people, which would also not be consistent with the Compatibility Zones B1 and C average acre criteria. Even if the drive-thru spaces were disregarded, the 22 parking space occupancy of 33 people and the total site acreage would result in an average intensity of 50 people, which would not be consistent with the Compatibility Zone B1 average acre criteria.

Since the proposed project would share parking with the adjacent fast food restaurant site to the west (Taco Bell), staff analyzed whether as a whole the two parcels and developments on them would be consistent with the average intensity criteria. The two parcels together would have a total gross area of approximately 1.76 acres, with approximately 0.8 gross acres in Compatibility Zone B1 and 1.0 gross acres in Compatibility Zone C. Based on the allowable average intensity for each zone and the gross acreage within each zone, a maximum total site occupancy of 95 people could be allowed. The fast food restaurant to the west is 2,914 square feet total and would be anticipated to have a maximum building occupancy of 76 people (assuming a proportional occupancy to the proposed fast food restaurant) and a drive-thru occupancy of 12 for a total site occupancy of 88 people. With the proposed project this would result in a total occupancy of 151 people, which would not be consistent with the Compatibility Zone B1 or C average acre criteria maximum occupancy of 95 people.

The parking space method could also apply to the two parcels together. Combined there are 52 parking spaces and 20 drive-thru spaces for a total of 72 vehicles. Assuming an occupancy of 1.5 persons per vehicle results in a total site occupancy of 108 people, which would not be consistent with the Compatibility Zone B1 or C average acre criteria maximum occupancy of 95 people.

Non-Residential Single-Acre Intensity: Non-residential intensity in Airport Compatibility Zone C is restricted to 150 people per single-acre. However, due to the total site acreage being less than two acres, the average intensity criterion is the governing factor. The calculated building occupancy of 45 and total site occupancy of 63 would comply with the single-acre criterion.

Infill Potential: Pursuant to Countywide Policy 3.3.1, higher intensity criteria may be considered for projects in zones other than Compatibility Zones A and B1 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. This site is located partially within Airport Compatibility Zone B1, but

the proposed building would be located within Compatibility Zone C, so the policy may apply if qualified.

The area to west is developed with a fast food restaurant (Taco Bell). The area further to the west across Phoenix Avenue (located partially within a 300 foot radius) is developed with a church. The area to the north is developed with two-story multi-family residential. The area to the east is developed with a two-story office administration building (Riverside County Housing Authority). The area to the south across Arlington Avenue is single-family residential.

The two adjacent non-residential uses to the east and west have frontage of 240 feet each relative to the total project site perimeter of 680 to make up 70.5% of the site's perimeter. The fast food restaurant to the west is 2,914 square feet total and would be anticipated to have a maximum site occupancy of 88 people as previously noted. The site has an approximate gross area of 1.10 acres, which would result in an average intensity of 80 people. The office to the east is approximately 25,200 square feet total and would be anticipated to have a maximum occupancy of 126 people. The site has an approximate gross area of 3.03 acres, which would result in an average intensity of 42. While the total occupancies of each building would be higher than the proposed project, the average intensity would not be greater than the project's calculated average intensity of 95 to 150 people due to the relatively small size of the project site compared to the larger adjacent sites.

Utilizing the parking space method for the adjacent sites, the fast food restaurant would be anticipated to have an occupancy of 56 (29 parking spaces required and 8 drive-thru spaces) and the office would be anticipated to have an occupancy of 179 (approximately 119 parking spaces total). Based on the acreages for each adjacent site, this would result in average intensities of 51 and 59, respectively. These would not be greater than or be similar to the proposed project's parking space calculated average intensity of 91 to 103 people.

Prohibited and Discouraged Uses: The project does not propose any children's schools, day care centers, libraries, hospitals, nursing homes, highly noise-sensitive outdoor nonresidential uses, or hazards to flight, which are all prohibited uses within Compatibility Zone C or any places of worship, aboveground bulk storage of hazardous materials, or critical community infrastructure facilities which are additional prohibited uses within Compatibility Zone B1. Places of worship, assisted living facilities, day care centers, hospitals, and children's schools are all conditionally permitted uses within the General Commercial zone. However, these are all already permitted or conditionally permitted in the current Office zone, so if the Rezoning were not proposed these would continue to be conditionally permitted. The recommended Airport Protection Overlay Zone to apply to the Rezoning would assist in identifying the site's location within Compatibility Zone B1 and C and that these are not allowed uses within these Compatibility Zones. Without the Rezoning the Airport Protection Overlay Zone would not apply.

Noise: The site is located within the 55-60 dB(A) CNEL contour from Riverside Municipal Airport. Pursuant to Countywide Policy 4.1.4 and Table 2B, service commercial uses are clearly acceptable within the 55-60 dB(A) CNEL range. Therefore, no special measures to mitigate aircraft noise are

required for this project.

Part 77: The project is located approximately 3,320 feet southeasterly of the southeasterly end of Runway 9-27 at Riverside Municipal Airport. The elevation of Runway 9-27 at its southeasterly terminus is 816 feet above mean sea level (AMSL). At the closest point of the site, structures with a top point elevation of 849.2 feet AMSL or greater would require notification to the Federal Aviation Administration (FAA) Obstruction Evaluation Service. Additionally, although the southerly end of Runway 16-34 is further from the site at approximately 7,220 feet, due to the substantially lower elevation of the southerly end of Runway 16-34 at 747.5 feet AMSL, this is analyzed as well. Based on the site distance and runway elevation, structures with a top point elevation of 819.7 feet AMSL or greater would require notification to the FAA Obstruction Evaluation Service. The project proposes a maximum pad elevation of 772.5 feet AMSL and a maximum building height of 24 feet 4 inches for a maximum elevation of 796.83 feet AMSL. Therefore, review by the Federal Aviation Administration Obstruction Evaluation Service was not required for either Runway 9-27 or 16-34.

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

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. The proposed Rezoning from Office (O) to General Commercial (CG) allows for a wider variety of land uses, in particular restaurant and retail uses that have a relatively higher potential for exceeding the applicable intensity criteria. As previously noted, certain conditionally permitted land uses of the CG zone are prohibited uses in Compatibility Zones B1 or C. Additionally, for uses that are not expressly prohibited, there is potential for certain land use types to exceed the applicable intensity criteria. Therefore, to find the Rezoning consistent, it is recommended that the Airport Protection Overlay Zone suffix be applied to the site in order to assure that the ultimate development will comply with Compatibility Zones B1 and C criteria. 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 for Zones B1 and C should be applied to this parcel (CG-AP-B1 and CG-AP-C).

Alternative Uses: As noted above, a total occupancy of 32 persons would be permitted on this site. If there were no interior dining area, this proposed use could be accommodated. Due to the provisions that allow occupancy of office uses to be calculated on the bases of 50 percent of maximum Building Code allowances, a 6,400 square foot office building or a 1,920 square foot retail building could be accommodated on this site, both of which would be allowed by the proposed rezoning to General Commercial.

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:

- Although the project does not strictly qualify as infill based on the comparable average intensities, the total occupancy of the proposed restaurant and drive-thru would be less than the total occupancy of the adjacent fast food and office uses, which are also split between Compatibility Zones B1 and C.
- The site’s calculated average intensity compared to adjacent sites is due primarily to the fact that the parcel is less than 1 acre and split by two zones (Compatibility Zones B1 and C), resulting in a higher calculated average intensity, which is an unusual situation given specific location on the Compatibility Zone boundary.
- The City is considering allowing for shared parking with the fast food restaurant to the west. Using the Parking Space Method, the average intensity of the two lots combined is 61 persons per acre, which would be consistent if the two lots were entirely in Compatibility Zone C.
- The noise level of 55-60 CNEL from aircraft noise is listed as clearly acceptable for service commercial uses in Table 2B; therefore, the project would not expose people to excessive noise.

CONDITIONS (to be applied to the Conditional Use Permit and Design Review):

1. Any outdoor lighting installed shall be hooded or shielded 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. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)

- (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
 - (e) Children's schools, day care centers, libraries, hospitals, nursing homes, highly noise-sensitive outdoor nonresidential uses, places of worship, aboveground bulk storage of hazardous materials, and hazards to flight.
3. The attached notice shall be given to all prospective purchasers and tenants of the property.
 4. Prior to issuance of a building permit, the property owner shall convey an avigation easement to the City of Riverside as owner-operator of Riverside Municipal Airport.
 5. Any new detention basins on the site shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basin(s) that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.
 6. Prior to issuance of a building permit, the City of Riverside shall apply zoning incorporating the Airport Protection Overlay Zone (CG-AP-B1 and CG-AP-C) to the site.
 7. Any subsequent Design Review, Conditional Use Permit, Tenant Improvement, or other permitting that would alter the use and occupancy of the currently proposed building shall require ALUC review.

NOTICE OF AIRPORT IN VICINITY

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

Legend

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

- Boundary Lines**
- Airport Property Line
 - City Limits

Note

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

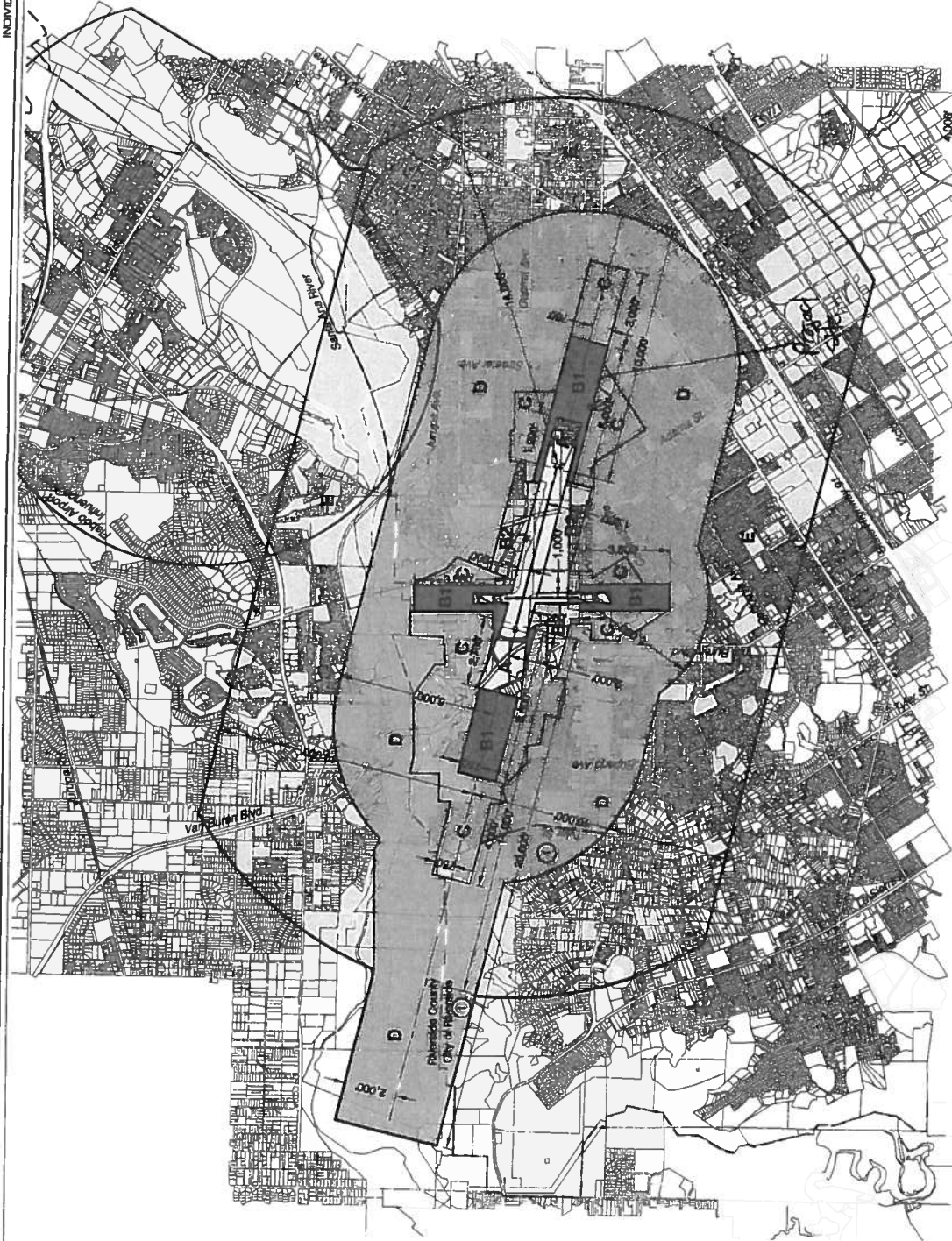
See Chapter 2, Table 2A for compatibility criteria associated with this map. See Section RL.2 for special exceptions to the Table 2A criteria.

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

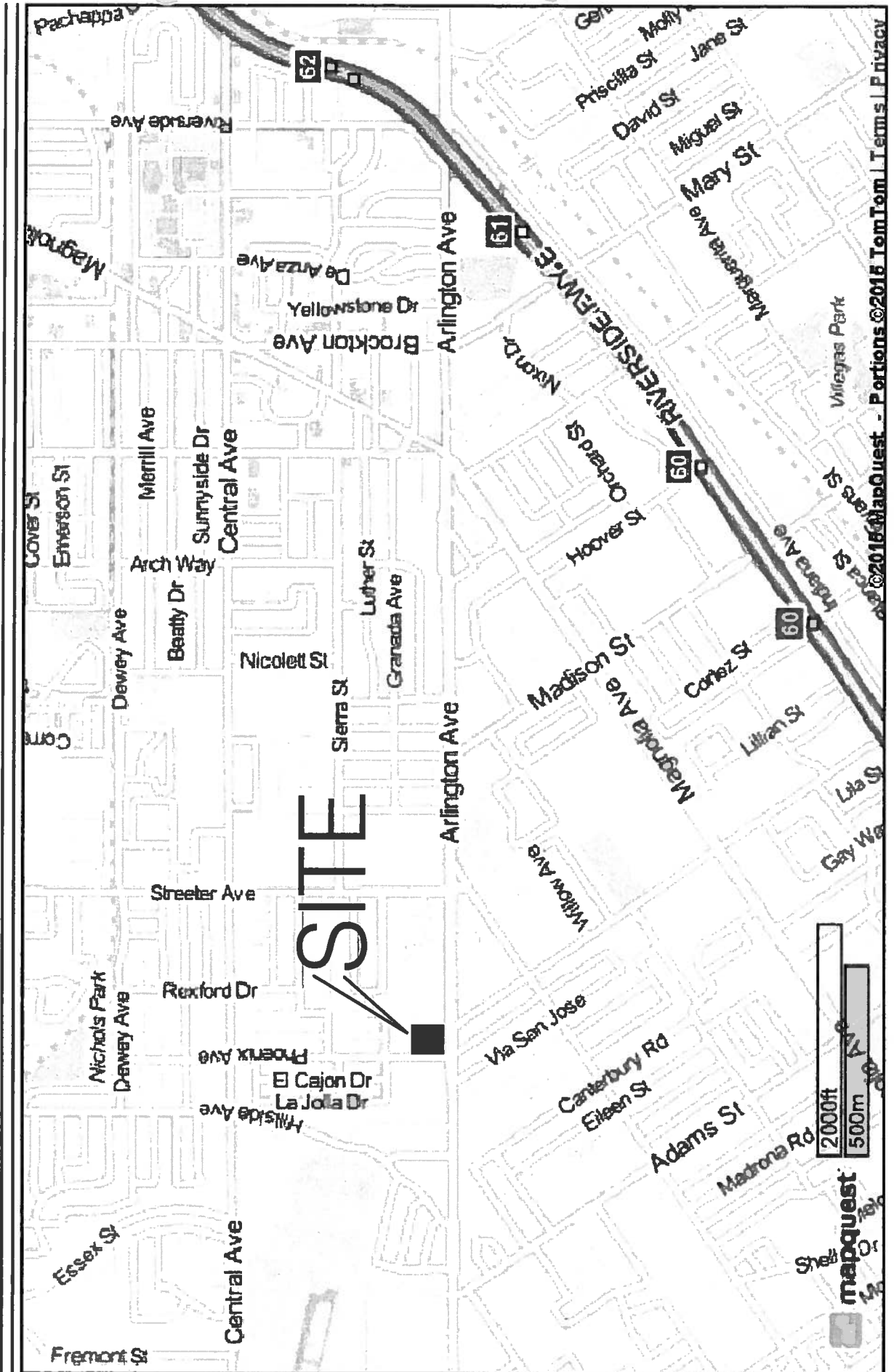
Map RL-1

Compatibility Map
Riverside Municipal Airport

8,000'

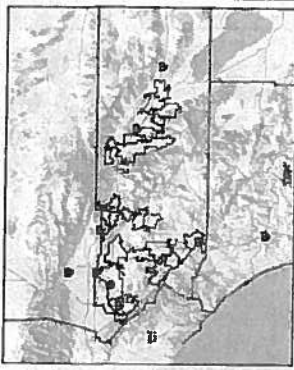


VICINITY





My Map



- Legend**
- Display Parcels
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 - OFFRAMP
 - ONRAMP
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 - hydrographylines
 - waterbodies
 - Lakes
 - Rivers

Notes

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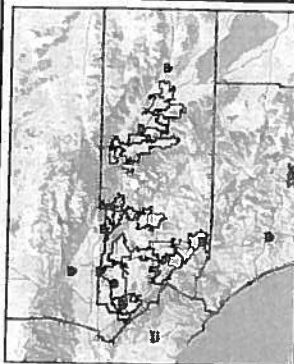
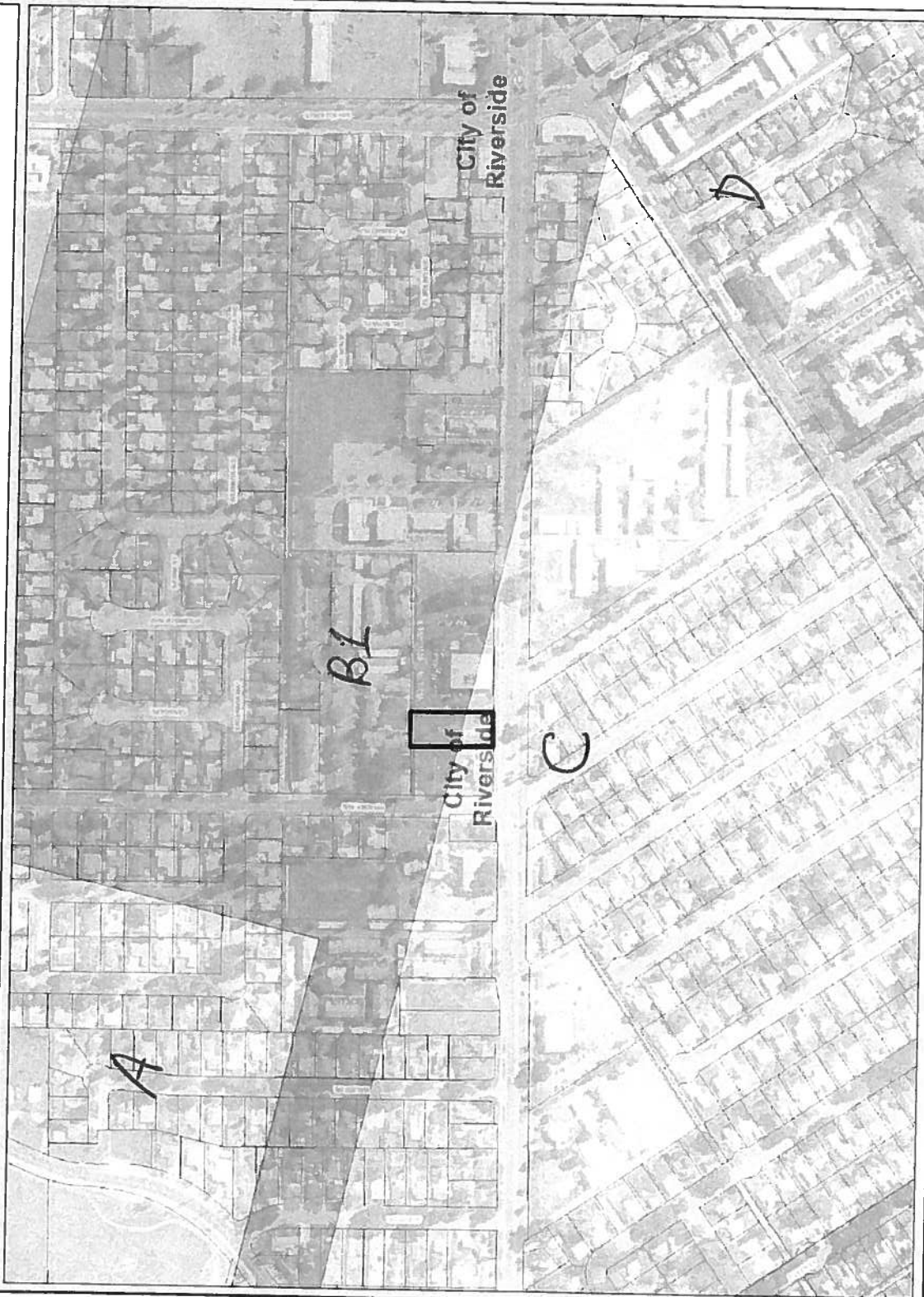
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My Map



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

Notes

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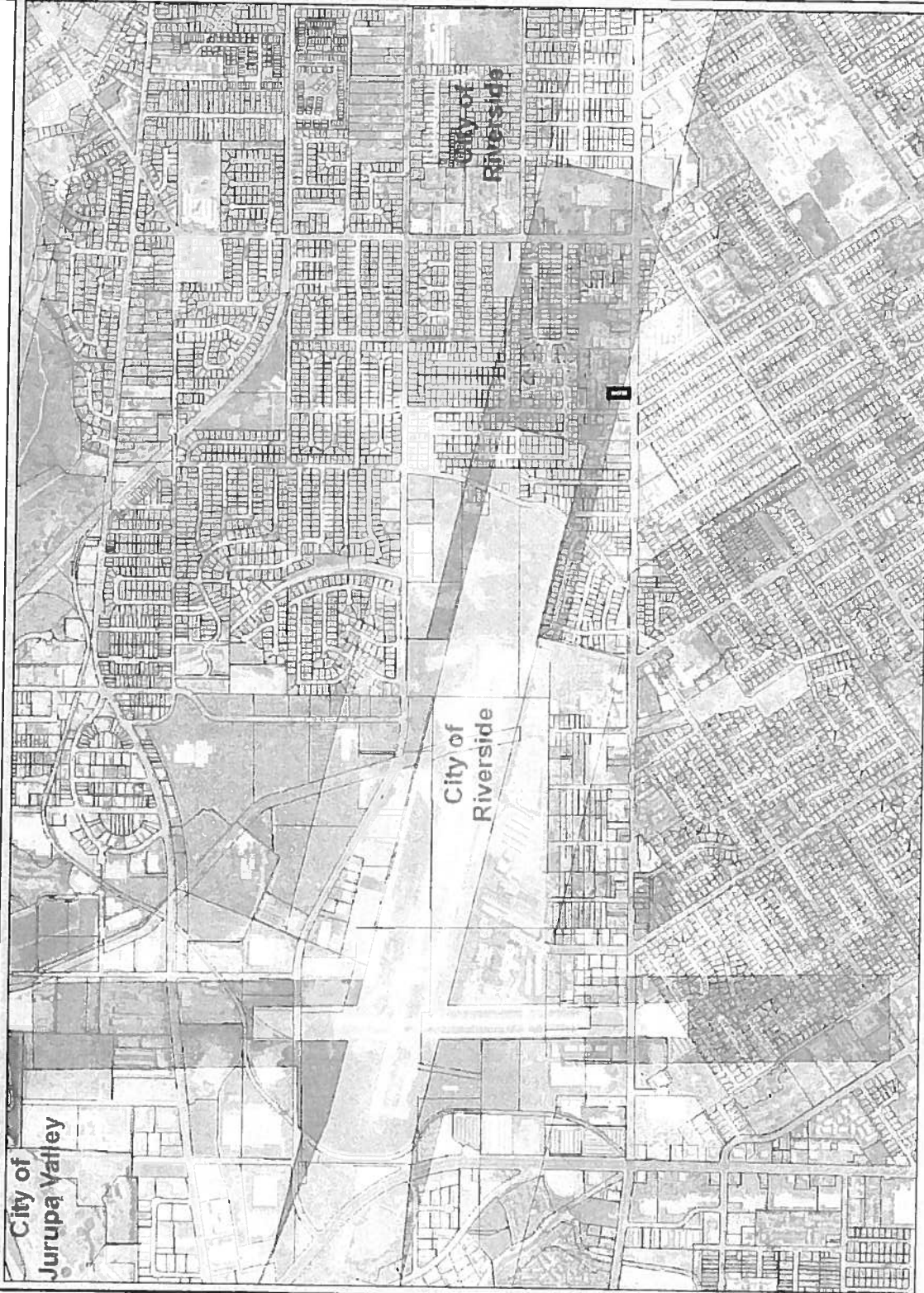
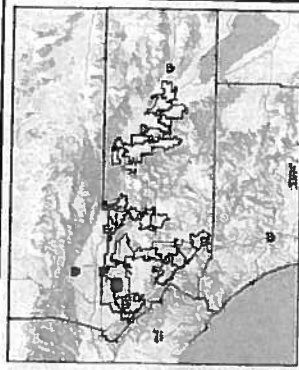
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Airport Compatibility

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

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- Runways
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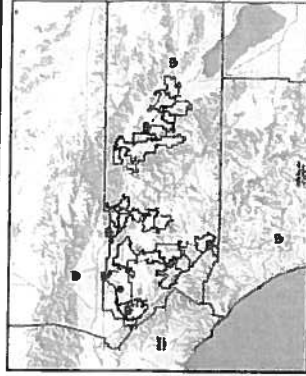
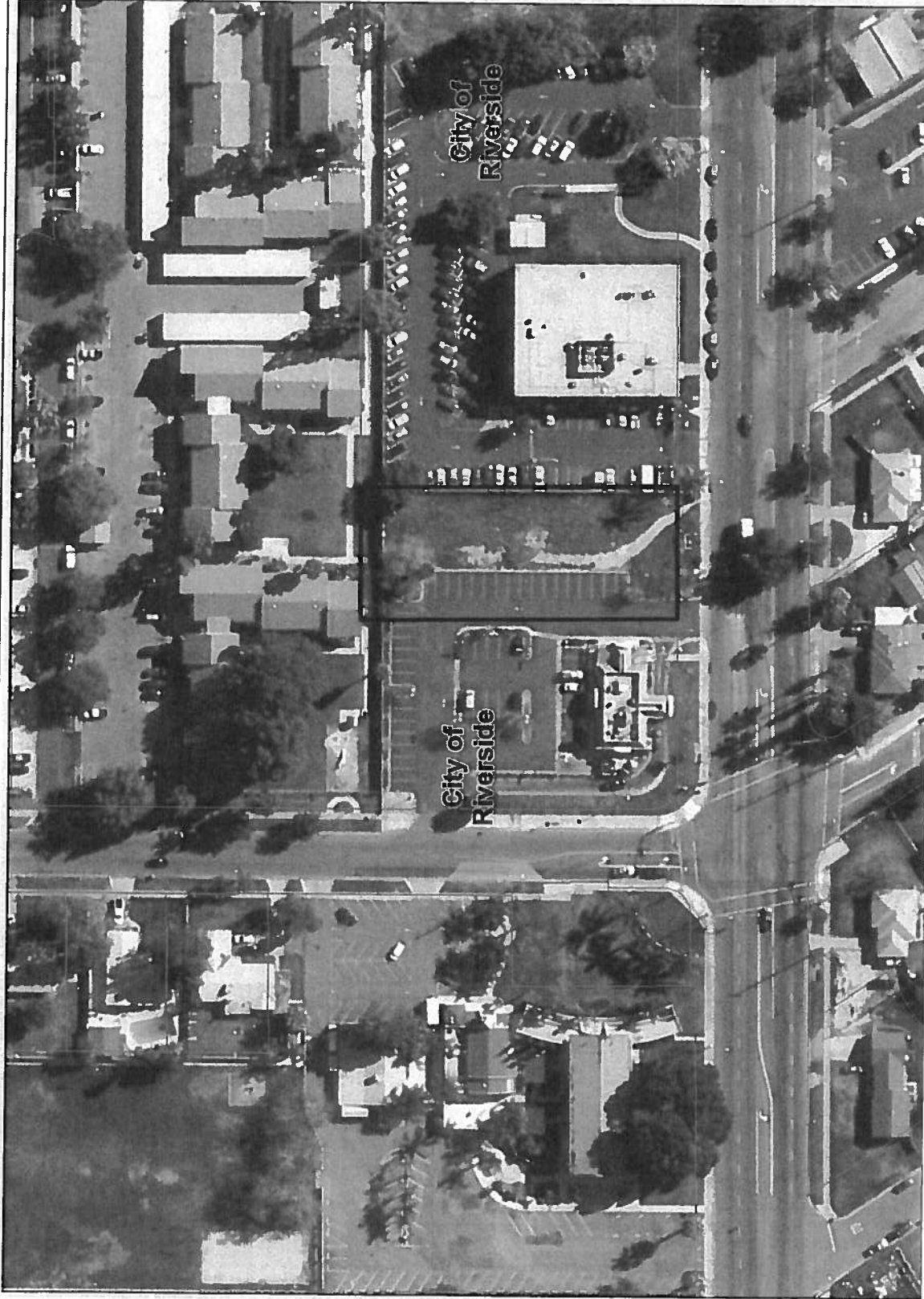
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- Airports
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LEGAL

ADDRESS: 5572 ARLINGTON A
 ASSESSORS PARCEL NUMBER: 199-5
 PROPERTY OWNER: TONY P
 UNIT # 1
 LOT 1
 851.54

ZONING

GENERAL PLAN: C-COMMERCE
 ZONING: O-CR PROP
 DEVELOPMENT STANDARDS (TABLE 19.11)
 BUILDING SETBACKS:
 FRONT: 10 FT
 REAR: 10 FT
 REAR (ADJACENT TO RESIDENTIAL): 10 FT
 LANDSCAPE SETBACKS:
 FRONT (SEC. 19.47.5 AND C.1): 10 FT
 INTERIOR (SEC. 19.47.5 AND C.2): 10 FT
 MAXIMUM BUILDING HEIGHT: 35 FT
 DRIVEWAY (SEC. 19.47.5 AND D.1): 10 FT
 MAXIMUM BUILDING COVERAGE: 60%

PROJECT SUMMARY

LAND AREA: 0.55 AC (24,074)
 BELT AND BELL DRIVEWAY (N.A.P.): 2.8
 REAR DRIVEWAY (N.A.P.): 2.2
 TOTAL RESTAURANT AREA: 5,114 SF
 BUILDING COVERAGE (F.A.R.): 5.1

PARKING

REQUIRED PARKING (SEC. 19.500.000): 81 ST
 DRIVE-THRU RESTAURANT (1,000): 81 ST
 TOTAL PARKING PROVIDED: 52 ST
 DRIVE-THRU STAGING (SEC. 19.500.000): 52 ST
 DRIVE-THRU STAGING (F.A.R.): 5.1

NOTES:

1. THIS SITE IS AN ADJACENT PARCEL TO THE EXISTING SITE. THE EXISTING SITE IS A 1.0 AC PARCEL. THE TOTAL SITE AREA IS 1.55 AC. THE TOTAL BUILDING AREA IS 5,114 SF. THE TOTAL PARKING AREA IS 52 ST. THE TOTAL DRIVEWAY AREA IS 5.0 AC. THE TOTAL DRIVEWAY COVERAGE IS 5.1. THE TOTAL DRIVEWAY COVERAGE (F.A.R.) IS 5.1.

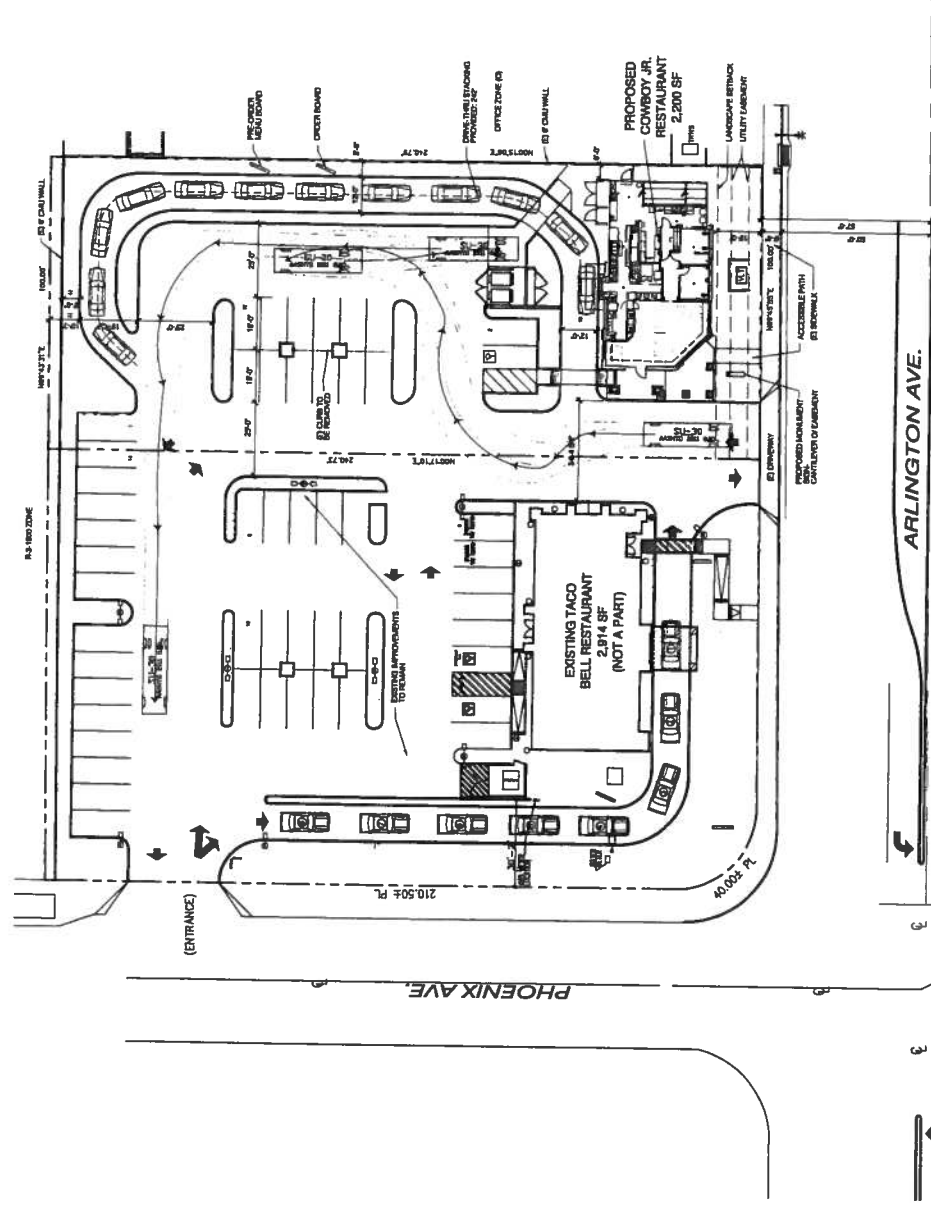
2. THE EXISTING BUILDING IS A 1.0 AC PARCEL. THE TOTAL BUILDING AREA IS 5,114 SF. THE TOTAL PARKING AREA IS 52 ST. THE TOTAL DRIVEWAY AREA IS 5.0 AC. THE TOTAL DRIVEWAY COVERAGE IS 5.1. THE TOTAL DRIVEWAY COVERAGE (F.A.R.) IS 5.1.

**SITE PLAN
 SCHEME B
 VERSION 7**

CONLEY JR. ARRLINGTON
 RIVERSIDE, CA

GP

PIERCE
 ARCHITECTS
 4800 W. 10TH STREET
 LOS ANGELES, CA 90024
 (213) 441-1111

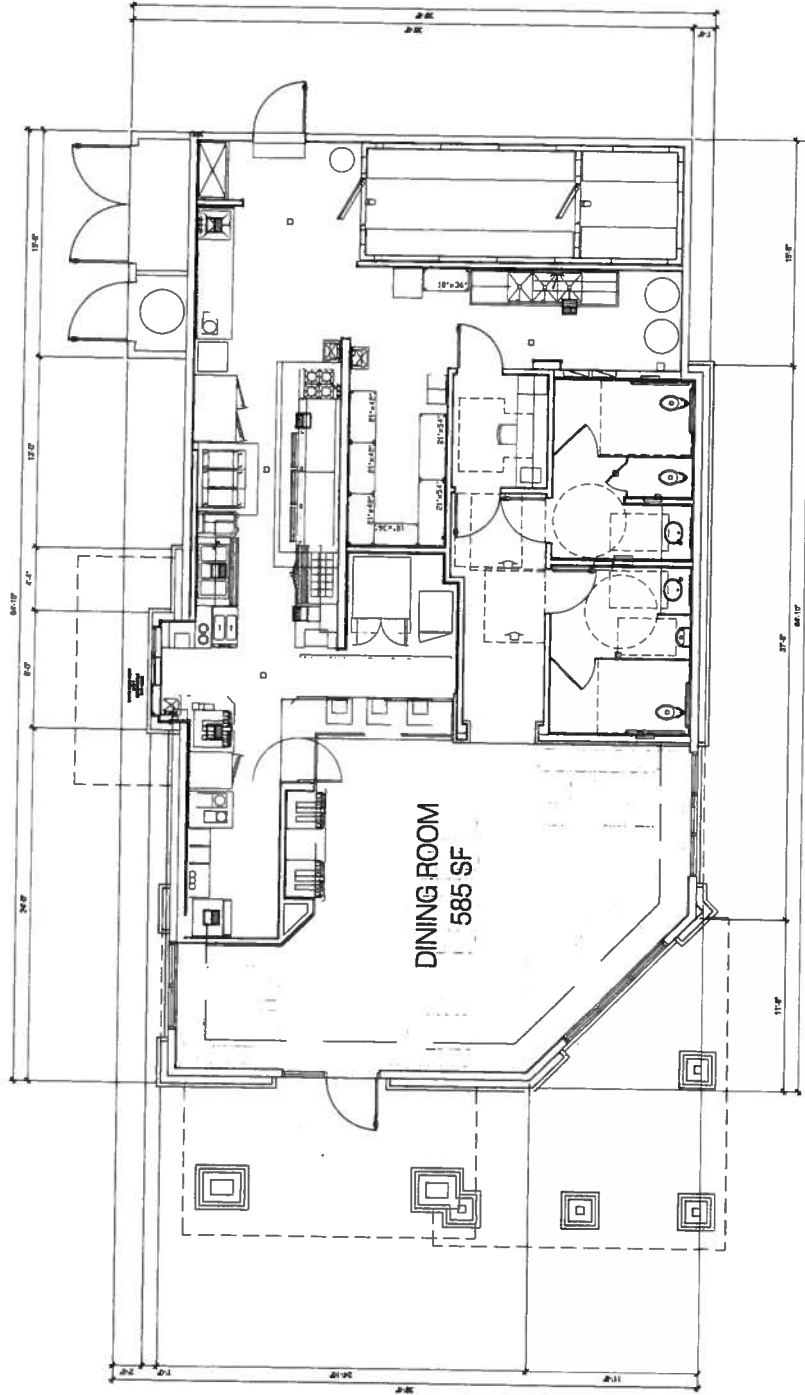


COWBOYY JR- ARLINGTON
 RIVERSIDE, CALIFORNIA

ARLINGTON PDRC LP
 3801 HART STREET
 RIVERSIDE, CA 91770
 (951) 640-5708

0 10' 20' 40'
 SCALE: 1" = 20.00'

NORTH



2,200 SF TOTAL

COWBOY JR. DRIVE-THRU
RIVERSIDE, CALIFORNIA

ARLINGTON PDRG LP
5011 HART STREET
ROSENBERG, CA 91770
951.640.3708

FLOOR PLAN

CONSTRUCTION
RIVERSIDE, CA

CONTRACT NO.
1500000000

DATE
10/1/17

PROJECT NO.
1500000000

PROJECT NAME
ARLINGTON PDRG LP

PROJECT ADDRESS
5011 HART STREET
ROSENBERG, CA 91770

PROJECT PHONE
951.640.3708

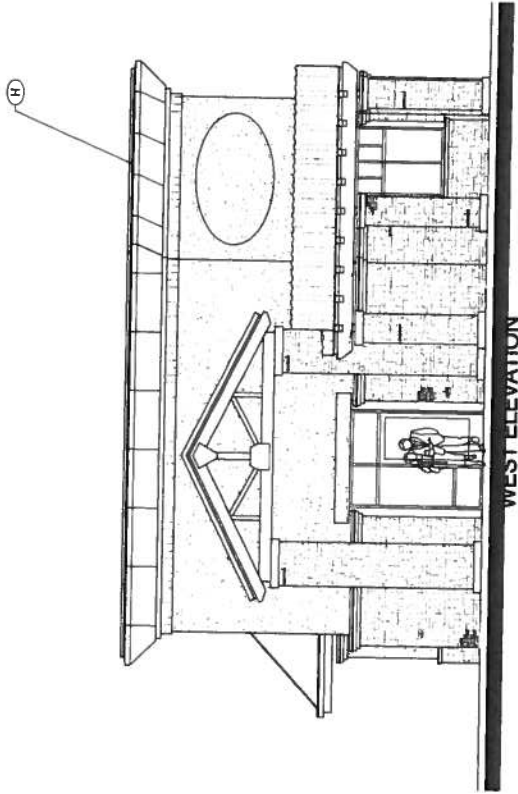
PROJECT FAX
951.640.3708

PROJECT EMAIL
info@arlingtonpdr.com

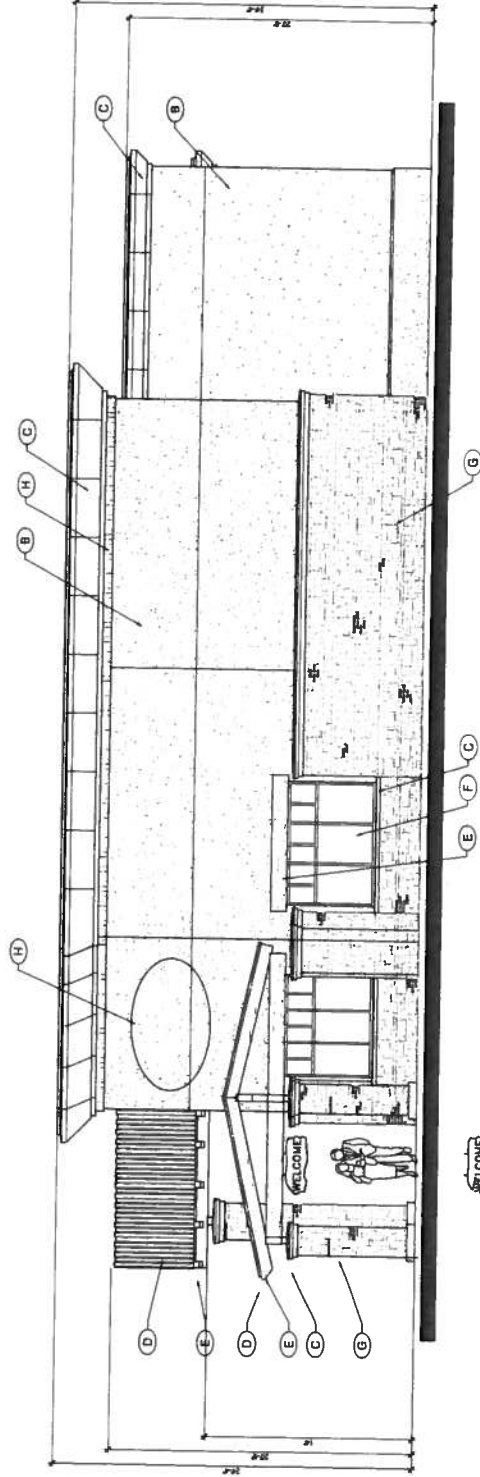
PROJECT WEBSITE
www.arlingtonpdr.com

PROJECT ARCHITECT
ALDO VALLI ARCHITECT
1500000000

PROJECT ENGINEER
GK



WEST ELEVATION



SOUTH (ARLINGTON AVENUE) ELEVATION

MATERIALS & FINISHES LEGEND

- (A) EXTERIOR CONCRETE PLASTER STUCCO
COLOR TO MATCH EXISTING EXTERIOR
VEGETATION
- (B) EXTERIOR CONCRETE PLASTER STUCCO
COLOR TO MATCH EXISTING EXTERIOR
VEGETATION
- (C) EXTERIOR CONCRETE PLASTER STUCCO
COLOR TO MATCH EXISTING EXTERIOR
VEGETATION
- (D) VARIOUS LIGHT GRAY CONCRETE CORNICE / FINISH
COLOR TO MATCH EXISTING EXTERIOR
VEGETATION
- (E) CONCRETE MASONRY WALL
COLOR TO MATCH EXISTING EXTERIOR
VEGETATION
- (F) CONCRETE MASONRY WALL
COLOR TO MATCH EXISTING EXTERIOR
VEGETATION
- (G) ALUMINUM STUCCO FINISH
COLOR TO MATCH EXISTING EXTERIOR
VEGETATION
- (H) ALUMINUM STUCCO FINISH
COLOR TO MATCH EXISTING EXTERIOR
VEGETATION
- (I) ALUMINUM STUCCO FINISH
COLOR TO MATCH EXISTING EXTERIOR
VEGETATION
- (J) ALUMINUM STUCCO FINISH
COLOR TO MATCH EXISTING EXTERIOR
VEGETATION
- (K) ALUMINUM STUCCO FINISH
COLOR TO MATCH EXISTING EXTERIOR
VEGETATION

NOTES

1. INSTALL EXTERIOR STUCCO FINISH TO MATCH EXISTING EXTERIOR VEGETATION

EXTERIOR ELEVATIONS

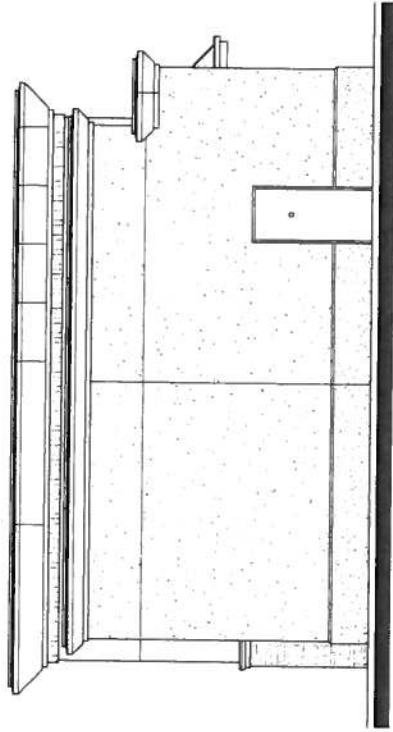
COMPANY: PIERCE ARCHITECT
ADDRESS: 1000 N. GATE AVENUE
SUITE 100, RIVERSIDE, CA 92507
PHONE: (951) 514-3700
FAX: (951) 514-3701
WWW: WWW.PIERCE-ARCHITECT.COM



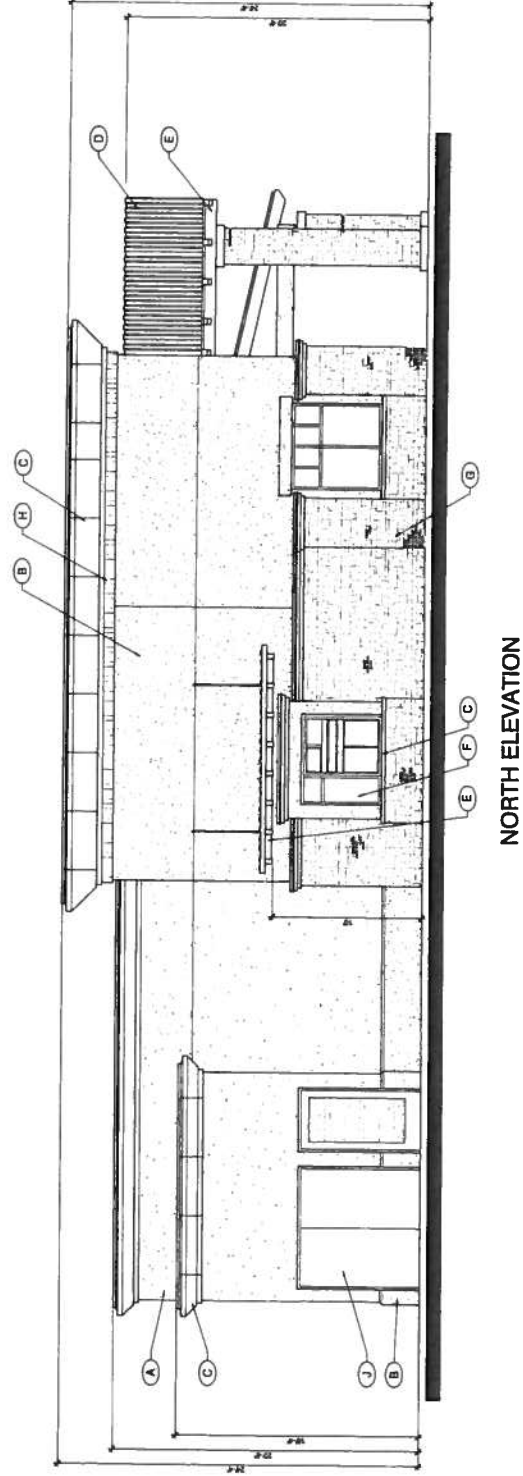
ARLINGTON PDRC LP
8001 HART STREET
ROSEMEAD, CA 91770
(951) 514-3700

COWBOY JR. DRIVE-THRU
RIVERSIDE, CALIFORNIA

0 2' 4' 8' 12'
SCALE: 1/4" = 1'-0"



EAST ELEVATION



NORTH ELEVATION

MATERIALS & FINISHES
LEGEND

- (A) EXTERIOR GRANT PLASTER EXTERIOR STUCCO
COLOR: GRANT PLASTER EXTERIOR STUCCO
COLOR: GRANT PLASTER EXTERIOR STUCCO
- (B) EXTERIOR GRANT PLASTER EXTERIOR STUCCO
COLOR: GRANT PLASTER EXTERIOR STUCCO
COLOR: GRANT PLASTER EXTERIOR STUCCO
- (C) EXTERIOR GRANT PLASTER EXTERIOR STUCCO
COLOR: GRANT PLASTER EXTERIOR STUCCO
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- (D) EXTERIOR GRANT PLASTER EXTERIOR STUCCO
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- (E) EXTERIOR GRANT PLASTER EXTERIOR STUCCO
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- (G) EXTERIOR GRANT PLASTER EXTERIOR STUCCO
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- (H) EXTERIOR GRANT PLASTER EXTERIOR STUCCO
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- (I) EXTERIOR GRANT PLASTER EXTERIOR STUCCO
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- (J) EXTERIOR GRANT PLASTER EXTERIOR STUCCO
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- (K) EXTERIOR GRANT PLASTER EXTERIOR STUCCO
COLOR: GRANT PLASTER EXTERIOR STUCCO
COLOR: GRANT PLASTER EXTERIOR STUCCO

NOTES

1. INSTALL BRICKWORK BRICK 1/4" W/INCH STONE
NOTES: 1/4" W/INCH STONE

**EXTERIOR
ELEVATIONS**

CONCRETE
RIVERSIDE, CA

PIERCE
ARCHITECT
ALBINO VILLAS
7841 34TH
RIVERSIDE, CA 92504

COWBOY JR. DRIVE-THRU
RIVERSIDE, CALIFORNIA

ARLINGTON PDRC LP
6801 14TH STREET
RIVERSIDE, CA 91770
951.640.3708



My Map



Legend

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

Notes

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0

82

164 Feet



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My Map



Legend

- ☐ Display Parcels
- ☒ Airport Compatibility
- ☒ OTHER ZONE
- ☐ A
- ☐ A-EXC1
- ☐ B1
- ☐ B1-APZ I
- ☐ B1-APZ I-EXC1
- ☐ B1-APZ II
- ☐ B1-APZ II-EXC1
- ☐ B1-EXC1
- ☐ B2
- ☐ B2-EXC1
- ☐ C
- ☐ C1
- ☐ C1-EXC1
- ☐ C1-EXC3
- ☐ C1-EXC4
- ☐ C1-HIGHT
- ☐ C2
- ☐ C2-EXC1
- ☐ C2-EXC2
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- ☐ C2-HIGHT
- ☐ C2-HIGHT-EXC1

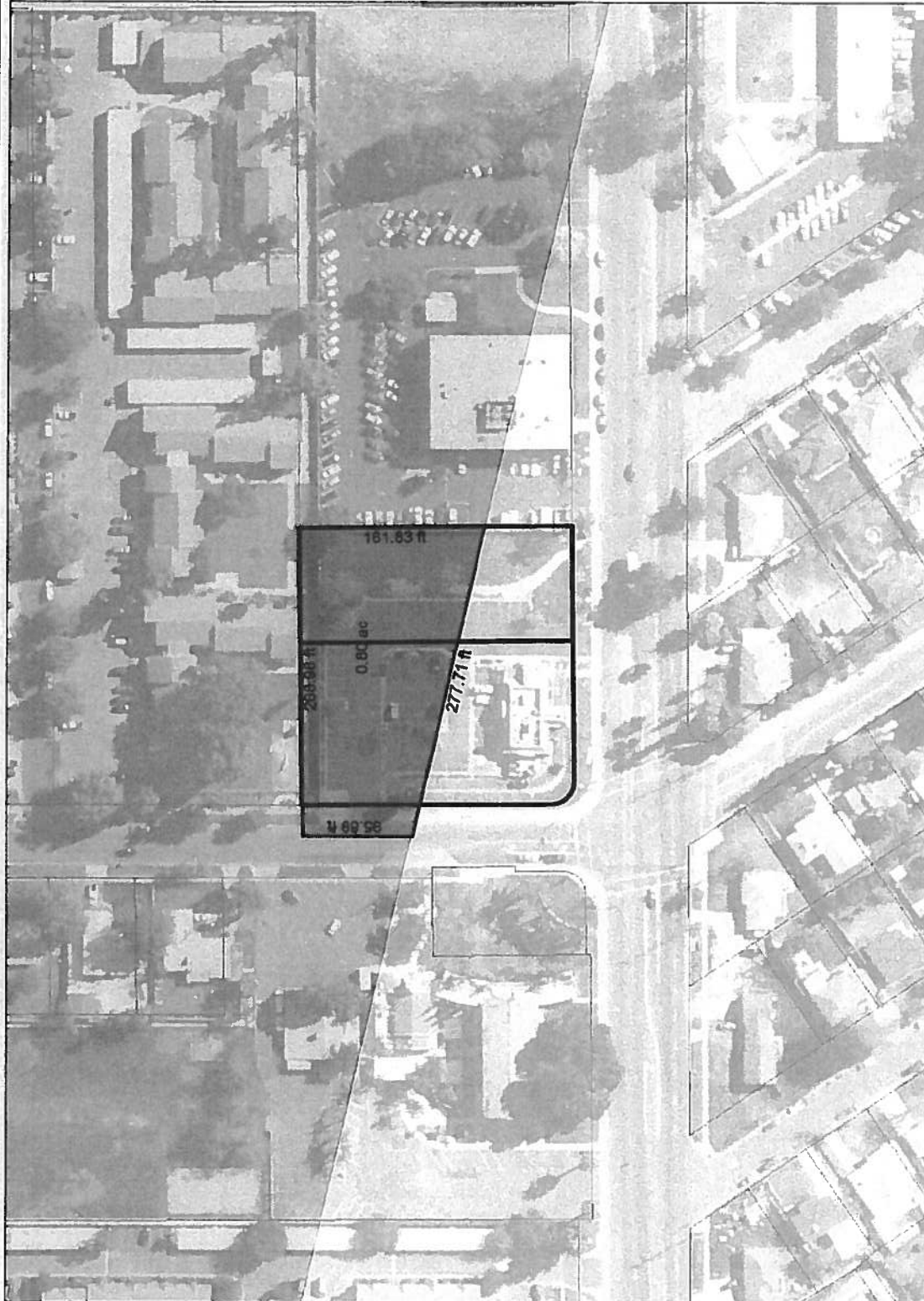
Notes

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My Map



Legend

- ☐ Display Parcels
- ☒ Airport Compatibility
- ☒ OTHER ZONE
- ☐ A
- ☐ A-EXC1
- ☐ B1
- ☐ B1-APZ I
- ☐ B1-APZ I-EXC1
- ☐ B1-APZ II
- ☐ B1-APZ II-EXC1
- ☐ B1-EXC1
- ☐ B2
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- ☐ C
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- ☐ C2-EXC5
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- ☐ C2-HIGHT-EXC1

Notes

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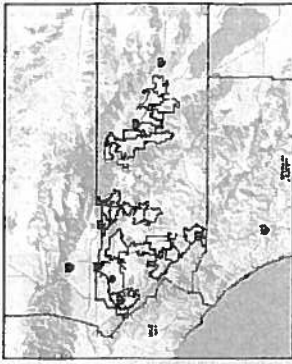
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0 164 328 Feet



My Map



Legend

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

Notes

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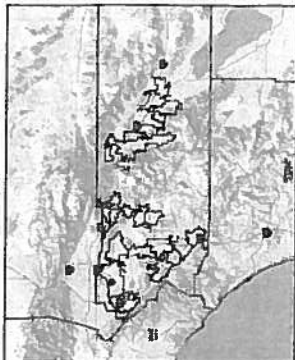
© Riverside County TLMA GIS



0 164 328 Feet



My Map



Legend

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

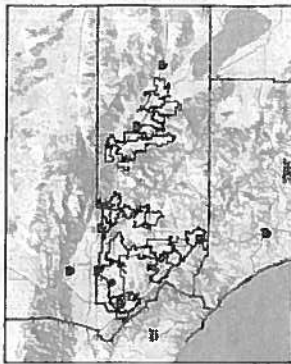
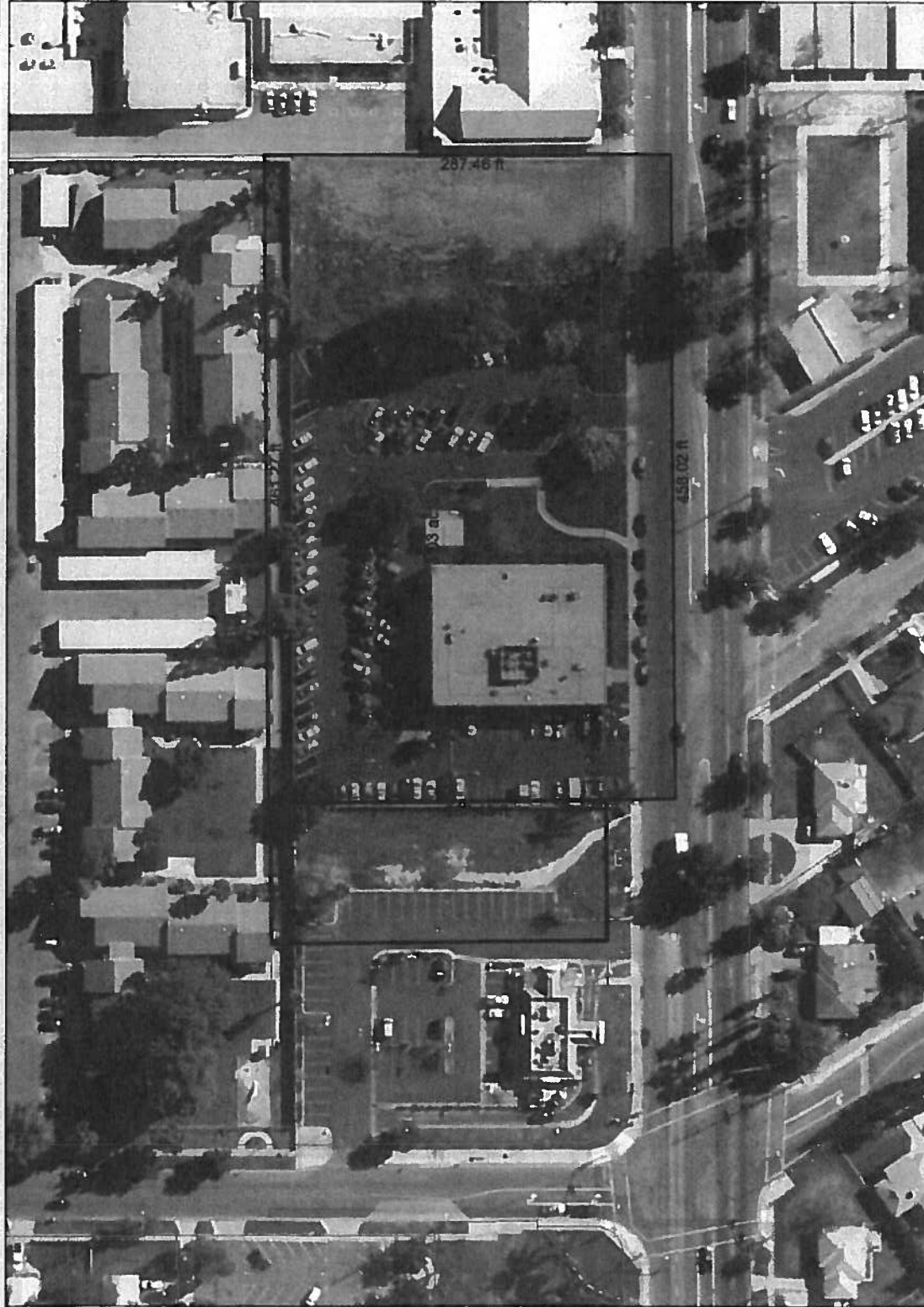
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IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the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



Legend

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

Notes

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.



0 133 266 Feet



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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).



CITY OF
RIVERSIDE

COMMUNITY & ECONOMIC DEVELOPMENT DEPARTMENT

PLANNING DIVISION

TRANSMITTAL SHEET

Airport Land Use Commission
Received

JAN 04 2016

TRANSMITTAL OF MATERIALS

December 31, 2015

TO: Margaret Albanese, Fire Department
Jeff Hart, Public Works
Matthew Bates, PU-W
Robert Filiar, PW-Street Trees
Chris Christopoulos or Paul Hamilton, B&S
Randy McDaniel, PRCS
Archie Washington, PW-Solid Waste

☐ RUSD, Ken Mueller
☐ RUSD, Janet Dixon
☐ AUSD, Sheryl Calhoun
☒ Other: See Attached List

TRANSMITTED HERewith ARE THE FOLLOWING ITEMS:

1. Site Plan, Floor Plan, and Building Elevations for reference purposes

We have received the following application to be reviewed by the City Planning Commission once it is deemed complete. The project consists of a request to rezone the subject parcel from O - Office to CG - General Commercial to allow for the construction of a new 2,200 square foot drive through restaurant.

The following applications have been submitted:

- P15-0979 - Rezoning from O - Office to CG - General Commercial
- P15-0980 - Conditional Use Permit for Drive Through Restaurant
- P15-0981 - Design Review for Drive Through Restaurant

Please see attached project plans and additional information.

Please return your comments to: Sean P. Kelleher, MBA
City of Riverside
Community Development Department
Planning Division
3900 Main Street, 3rd Floor
Riverside, CA 92522

All comments should be received by January 15, 2016.

Should you have any questions regarding this case, please do not hesitate to contact me at (951) 826-5712.

Sean P. Kelleher, MBA
Associate Planner

NOTICE OF PUBLIC HEARING

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

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

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

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

DATE OF HEARING: March 10, 2016

TIME OF HEARING: 9:00 A.M.

CASE DESCRIPTION:

ZAP1073RI16 – Arlington PDRC LP (Representative: Glen Pierce, G.K. Pierce Architects, Inc.) – City of Riverside Case Nos. P15-0979 (Rezoning), P15-0980 (Conditional Use Permit), and P15-0981 (Design Review). The applicant proposes to establish a 2,200 square foot restaurant (“Cowboy, Jr.”) with drive-thru (including 585 square feet of interior dining area) on a 0.54 (net) acre (0.61 gross) parcel (Assessor’s Parcel Number 190-322-015) located at 5573 Arlington Avenue, on the northerly side of Arlington Avenue, easterly of Phoenix Avenue (easterly of the Taco Bell and westerly of the Housing Authority offices). In order to allow for the “restaurant with drive-thru” use, the applicant proposes that the site be rezoned for O-Office to GC-General Commercial. The Commission may further recommend that the project site be rezoned to GC-AP-B1 and GC-AP-C, as the site is split between Airport Compatibility Zones B1 and C, or to O-AP-B1 and O-AP-C, in the event that the change to General Commercial is not supported. (Airport Compatibility Zones B1 and C of the 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. Sean Kelleher of the City of Riverside Planning Department at (951) 826-5712.

Central Community Christian Fellowship
5623 Arlington Ave
Riverside, CA 92504

Housing Authority of County of Riverside
5555 Arlington Ave
Riverside, CA 92504

Phoenix Terrace Limited Partnership
16055 Ventura Blvd #1127
Encino, CA 91436

El Tacos Inc & Grover Moss
1150 Ransom Rd
Riverside, CA 92506

Arlington Pdr LP
3592 Rosemead Blvd #838
Rosemead, CA 91770

Erik Torres & Janeth Hernandez
5610 Arlington Ave
Riverside, CA 92504

S R & S Skajem
6966 Jody Ct
Riverside, CA 92506

Gary Jesser
5580 Arlington Ave
Riverside, CA 92504

300' Prop. Owners

ARLINGTON PDRC LP
c/o SCHNEIDER REA
PO Box 7399
Redlands, CA 92375
Attn: AL Steward

ARLINGTON PDRC LP
c/o SCHNEIDER REA
PO Box 7399
Redlands, CA 92375
Attn: AL Steward

ARLINGTON PDRC LP
c/o SCHNEIDER REA
PO Box 7399
Redlands, CA 92375
Attn: AL Steward

ARLINGTON PDRC LP
c/o SCHNEIDER REA
PO Box 7399
Redlands, CA 92375
Attn: AL Steward

City of Riverside
Community Development Department
Planning Division
3900 Main Street
Riverside, CA 92522
Attn: Sean Kelleher

City of Riverside
Community Development Department
Planning Division
3900 Main Street
Riverside, CA 92522
Attn: Sean Kelleher

City of Riverside
Community Development Department
Planning Division
3900 Main Street
Riverside, CA 92522
Attn: Sean Kelleher

City of Riverside
Community Development Department
Planning Division
3900 Main Street
Riverside, CA 92522
Attn: Sean Kelleher

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

ALUC Identification No.

ZAP1073 RIL6

PROJECT PROPONENT (TO BE COMPLETED BY APPLICANT)

Date of Application January 5, 2016
Property Owner Arlington PDRC LP Phone Number 951.640.3708
Mailing Address PO Box 7399
Redlands, CA 92375
Attn: Al Steward

Agent (if any) GK Pierce Architects, Inc. Phone Number 949.344.2709
Mailing Address 3 Overture
Aliso Viejo, CA 92650

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 5573 Arlington Avenue
Riverside, CA
Assessor's Parcel No. 190-322-015 Parcel Size .55 AC (24,068 SF)
Subdivision Name _____ Zoning
Lot Number _____ Classification CR

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 pad adjacent to an existing Taco Bell Drive-thru Restaurant

Proposed Land Use (describe) New, 2,200SF Drive-thru Restaurant
City of Riverside Case No's P15-0979, P15-0980 & P15-0981 (Attn: Sean Kelleher)

For Residential Uses Number of Parcels or Units on Site (exclude secondary units) _____
For Other Land Uses Hours of Use 8AM- 12AM
(See Appendix C) Number of People on Site Maximum Number 47
Method of Calculation 2013 CBC Table 1004.1.2 Max Floor Area Allowances per Occupant
585SF Dining @ 15SF per Occ/ 1,615 SF Kitchen @ 200SF per Occ)

Height Data Height above Ground or Tallest Object (including antennas and trees) 24'-4" ft.
Highest Elevation (above sea level) of Any Object or Terrain on Site EI. 772.50' 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 _____

for
Zone
B1, C

REFERRING AGENCY (APPLICANT'S JURISDICTION TO COMPLETE)	
Date Received _____	Type of Project _____
Agency Name <u>City of Riverside</u>	<input type="checkbox"/> General Plan Amendment
Staff Contact <u>Sean Kellcher</u>	<input type="checkbox"/> Zoning Amendment or Variance
Phone Number _____	<input type="checkbox"/> Subdivision Approval
Agency's Project No. <u>City Permit</u>	<input type="checkbox"/> Use Permit
	<input type="checkbox"/> Public Facility
	<input type="checkbox"/> Other _____

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

B. SUBMISSION PACKAGE:

ALUC REVIEW

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

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

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