



AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY

March 8, 2017

Mr. Robert Rodriguez, Development Services Manager
City of Cathedral City Planning Department
68-700 Avenida Lalo Guerrero
Cathedral City, CA 92234

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

www.rcaluc.org

**RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW –
DIRECTOR'S DETERMINATION**

File No.: ZAP1046PS17
Related File No.: 16-039 (Conditional Use Permit)
APN: 687-094-001

Dear Mr. Rodriguez:

Under the delegation of the Riverside County Airport Land Use Commission (ALUC) pursuant to ALUC's general delegation as per Policy 1.5.2(d) of the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan, staff reviewed City of Cathedral City Case No. 16-039 (Conditional Use Permit), a proposal to establish a 3,128 square foot restaurant building on an existing 2.98 acre hotel resort located at 68300 Gay Resort Drive, northerly of Tahquitz Road, westerly of Palo Verde Drive, and easterly of Melrose Drive.

The site is located within Airport Compatibility Zones D and E of the 2005 Palm Springs Airport Influence Area (AIA), and the rest of the site being located outside the AIA. Within Compatibility Zone E of the 2005 Palm Springs Airport Compatibility Plan, nonresidential intensity is not restricted. A portion (1.18 acres) of the parcel is located within Compatibility Zone D, where the restaurant is proposed. Zone D restricts nonresidential intensity to 100 people per average acre and 300 people per single acre. The Zone D portion results in 92 people per average acre and 109 people per single acre, which is consistent with the Zone D criteria. Therefore, the proposed restaurant building in Zone D will not have a significant impact on airport land use compatibility and may be reviewed and found consistent by the ALUC Director.

The elevation of Runway 13R-31L at Palm Springs International Airport at its southerly terminus is approximately 395.5 feet above mean sea level (395.5 feet AMSL). At a distance of approximately 16,400 feet from the runway to the project property line, Federal Aviation Administration Obstruction Evaluation Service (FAA OES) review would be required for any structures with top of roof exceeding 559.5 feet AMSL. The project site elevation is 343 feet AMSL, and the tallest proposed building height is 20 feet, resulting in a maximum top point elevation of 363 feet AMSL (lower than the runway elevation). Therefore, review by the FAAOES was not required.

As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with the 2005 Palm Springs 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, trash transfer stations that are open on one or more sides, 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 purchasers of the property.
4. Any new retention or 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.
5. Children's schools, hospitals, and nursing homes are discouraged uses in the portion of the site that is located within Compatibility Zone D.

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

Sincerely,

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



Edward C. Cooper, Director

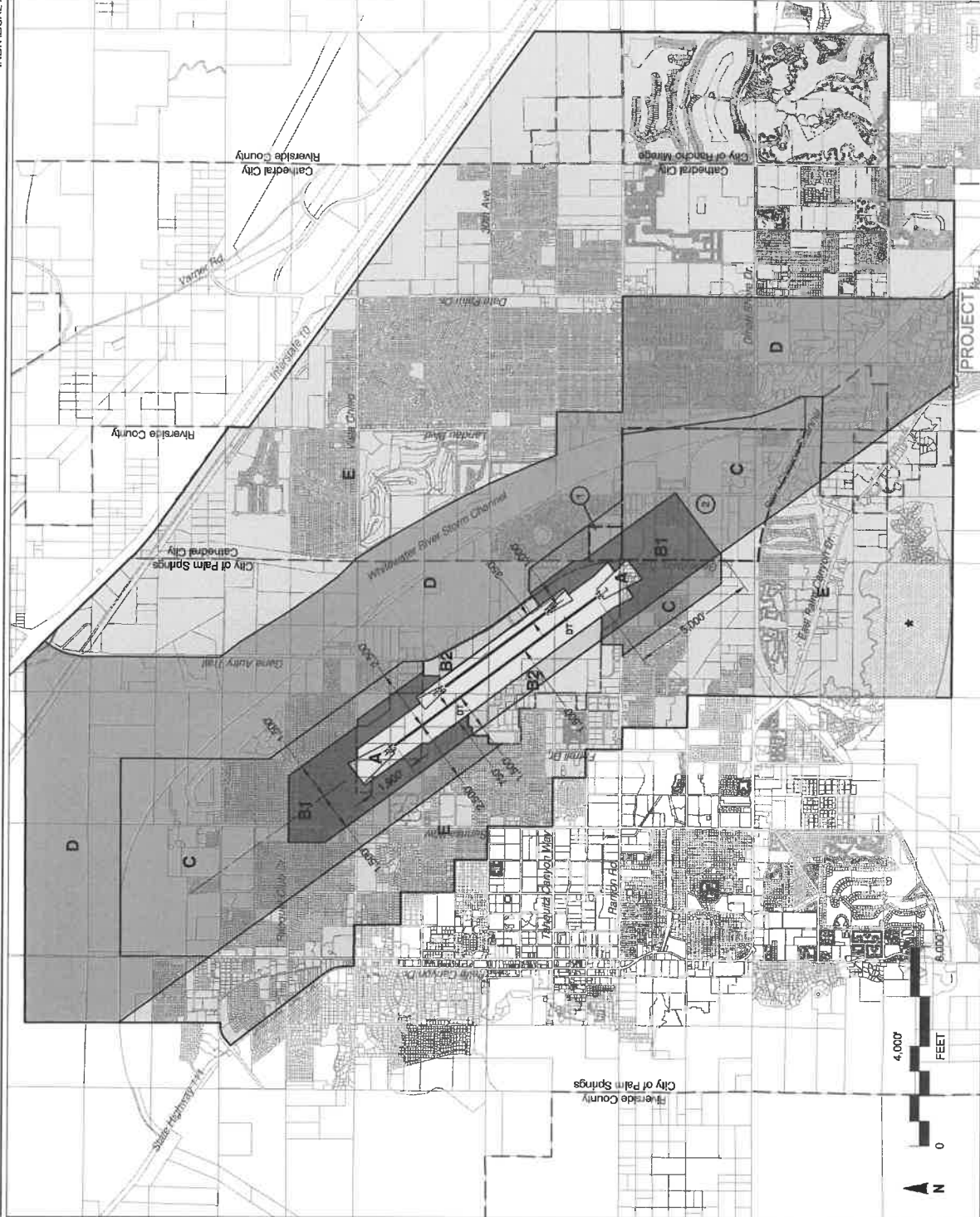
Attachment: Notice of Airport in Vicinity

cc: Richard Altman (property owner)
Eric Altman (representative)
Mr. Thomas Nolan, Executive Director, Palm Springs International Airport
ALUC Case File

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NOTICE OF AIRPORT IN VICINITY

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

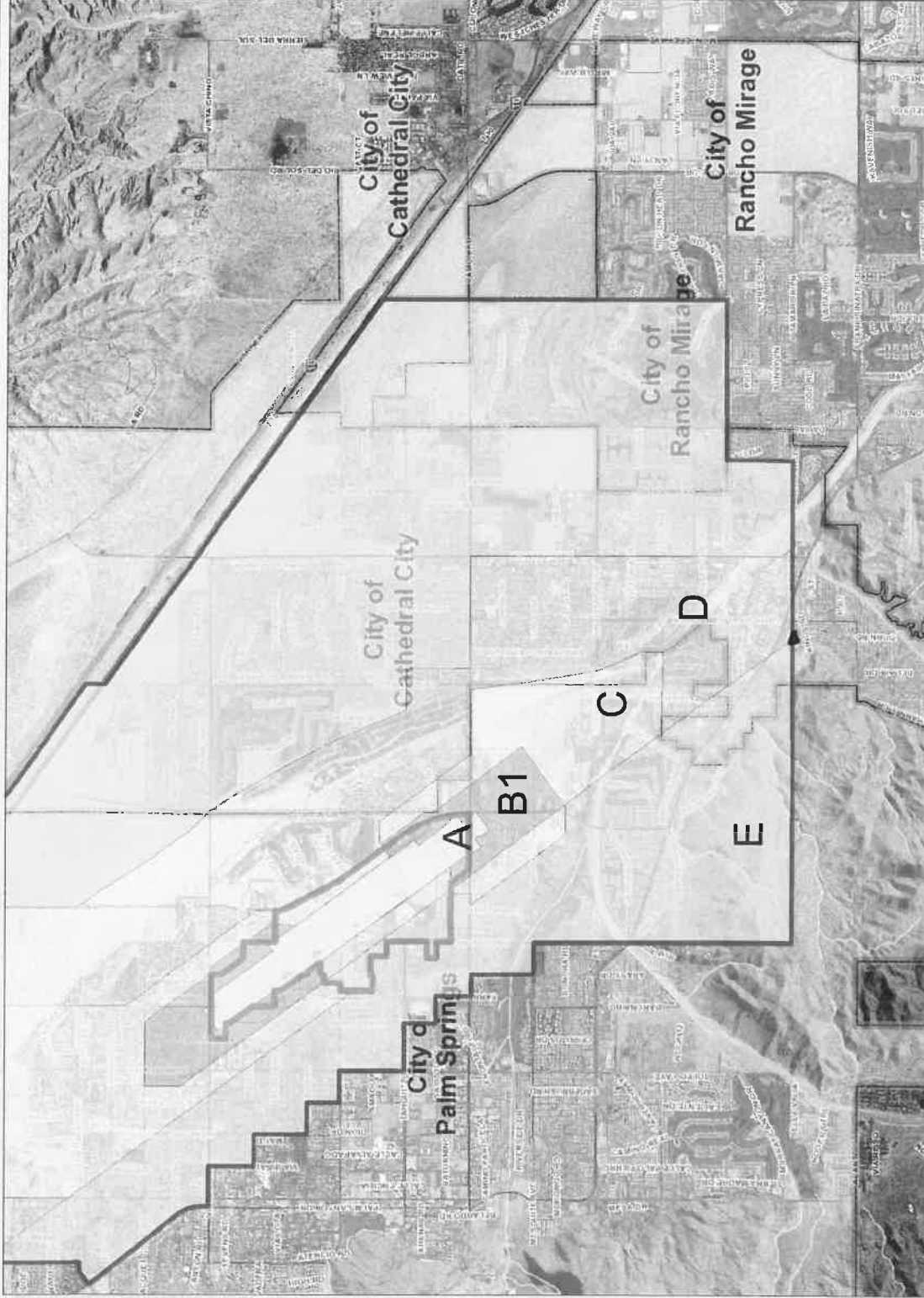
⊛ See Policy PS.2.1.

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

My Map



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

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.



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My Map



- Legend**
- ☐ Airports
 - ☐ AIA
 - Airport Compatibility**
 - ☒ OTHER ZONE
 - A
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 - B1-APZ I
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 - B2
 - B2-EXC1
 - C
 - C1
 - C1-EXC1
 - C1-EXC3
 - C1-EXC4
 - C1-HIGHT
 - C2
 - C2-EXC1
 - C2-EXC2
 - C2-EXC3
 - C2-EXC5
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Notes

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