RIVERSIDE COUNTY
AIRPORT LAND USE COMMISSION

STAFF REPORT

AGENDA ITEM:	3.1
HEARING DATE:	September 14, 2023
CASE NUMBER:	ZAP1111RI23 – 11th & Olive Street, LLC (Representative: Overland Development Company)
APPROVING JURISDICTION:	City of Riverside
JURISDICTION CASE NO:	PR-2023-001474 (General Plan Amendment, Change of Zone, Development Review)
LAND USE PLAN:	2005 Riverside Municipal Airport Land Use Compatibility Plan
Airport Influence Area:	Riverside Municipal Airport
Land Use Policy:	Airport Compatibility Zones E
Noise Levels:	Below 55 CNEL contour from aircraft noise
MAJOR ISSUES:	None

RECOMMENDATION: Staff recommends that the General Plan Amendment and Change of Zone be found CONSISTENT with the 2005 Riverside Municipal Airport Land Use Compatibility Plan, and that the Development Plan Review also be found CONSISTENT, subject to the conditions included herein.

PROJECT DESCRIPTION: A proposal to construct 255 muti-family residential units on 3.9 acres. The applicant also proposes to amend General Land Use designation from High Density Residential (HDR) and Commercial (C) to Very High Density Residential (VHDR), and to rezone the property from R-3-1,500 (Multi-Family Residential) and R-1-7000 (Single Family Residential) to R-4 Multi-Family Residential.

PROJECT LOCATION: The site is located on the southeast corner of Van Buren Boulevard and Duncan Avenue, approximately 5,737 feet southerly of the southerly terminus of Runway 9-27 at Riverside Municipal Airport.

BACKGROUND:

Non-Residential Intensity: Pursuant to the Riverside Municipal Airport Land Use Compatibility Plan, the project site is located within Compatibility Zone E, where residential density is not restricted.

Prohibited and Discouraged Uses: The applicant does not propose any uses specifically prohibited or discouraged in Compatibility Zone E.

Noise: The site is located outside the Riverside Municipal Airport Compatibility Plan 55 CNEL contour relative to aircraft noise contour. Therefore, no special measures to mitigate aircraft noise are required at this location.

Part 77: The elevation of Runway 9-27 at its southerly terminus is 756 feet above mean sea level (AMSL). At a distance of approximately 5,737 feet from the project to the nearest point of the runway, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 813 feet AMSL. The site's finished floor elevation is 753 feet AMSL and building height is 55 feet, resulting in a top point elevation of 808 feet AMSL. Therefore, review of the building for height/elevation reasons by the FAA Obstruction Evaluation Service (FAAOES) is not required.

Hazards to Flight: Land use practices that attract or sustain hazardous wildlife populations on or near airports significantly increase the potential of Bird Aircraft Strike Hazards (BASH). The FAA strongly recommends that storm water management systems located within 5,000 or 10,000 feet of the Airport Operations Area, depending on the type of aircraft, be designed and operated so as not to create above-ground standing water. To facilitate the control of hazardous wildlife, the FAA recommends the use of steep-sided, rip-rap lined, narrow, linearly shaped water detention basins. All vegetation in and around detention basins that provide food or cover for hazardous wildlife should be eliminated. (FAA Advisory Circular 5200-33C). The project is located 5,737 feet from the runway, and therefore would be subject to the above requirement.

Although the nearest portion of the proposed project is located within 10,000 feet of the runway (approximately 5,737 feet), the project utilizes underground basins which will not contain surface water or attract wildlife and, therefore, would not constitute a hazard to flight.

General Plan Amendment/Change of Zone: The applicant proposes to amend the General Land Use designation from High Density Residential (HDR) and Commercial (C) to Very High Density Residential (VHDR), and to rezone the property from R-3-1,500 (Multi-Family Residential) and R-1-7000 (Single Family Residential) to R-4 Multi-Family Residential. The amendments would be as, or more consistent with the Compatibility Plan as long as the underlying development is consistent with the compatibility criteria.

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 are prohibited:

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

    (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight

final approach towards a landing at an airport.

(c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, outdoor production of cereal grains, sunflower, and row crops, composting operations, wastewater management facilities, artificial marshes, 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) Any use which results in a hazard to flight, including physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations.

3. The attached "Notice of Airport in Vicinity" shall be provided to all prospective purchasers and occupants of the property.

4. Any proposed stormwater basins or facilities shall be designed and maintained to provide for a maximum 48-hour detention period following the design storm, and remain totally dry between rainfalls. Vegetation in and around the basins that would provide food or cover for birds would be incompatible with airport operations and shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the basin(s) shall not include trees or shrubs that produce seeds, fruits, or berries.

   Landscaping in the stormwater basin, if not rip-rap, should be in accordance with the guidance provided in ALUC "LANDSCAPING NEAR AIRPORTS" brochure, and the "AIRPORTS, WILDLIFE AND STORMWATER MANAGEMENT" brochure available at RCALUC.ORG which list acceptable plants from Riverside County Landscaping Guide or other alternative landscaping as may be recommended by a qualified wildlife hazard biologist.

   A notice sign, in a form similar to that attached hereto, shall be permanently affixed to the stormwater basin with the following language: "There is an airport nearby. This stormwater basin is designed to hold stormwater for only 48 hours and not attract birds. Proper maintenance is necessary to avoid bird strikes". The sign will also include the name, telephone number or other contact information of the person or entity responsible to monitor the stormwater basin.

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)

NOTICE

THERE IS AN AIRPORT NEARBY.

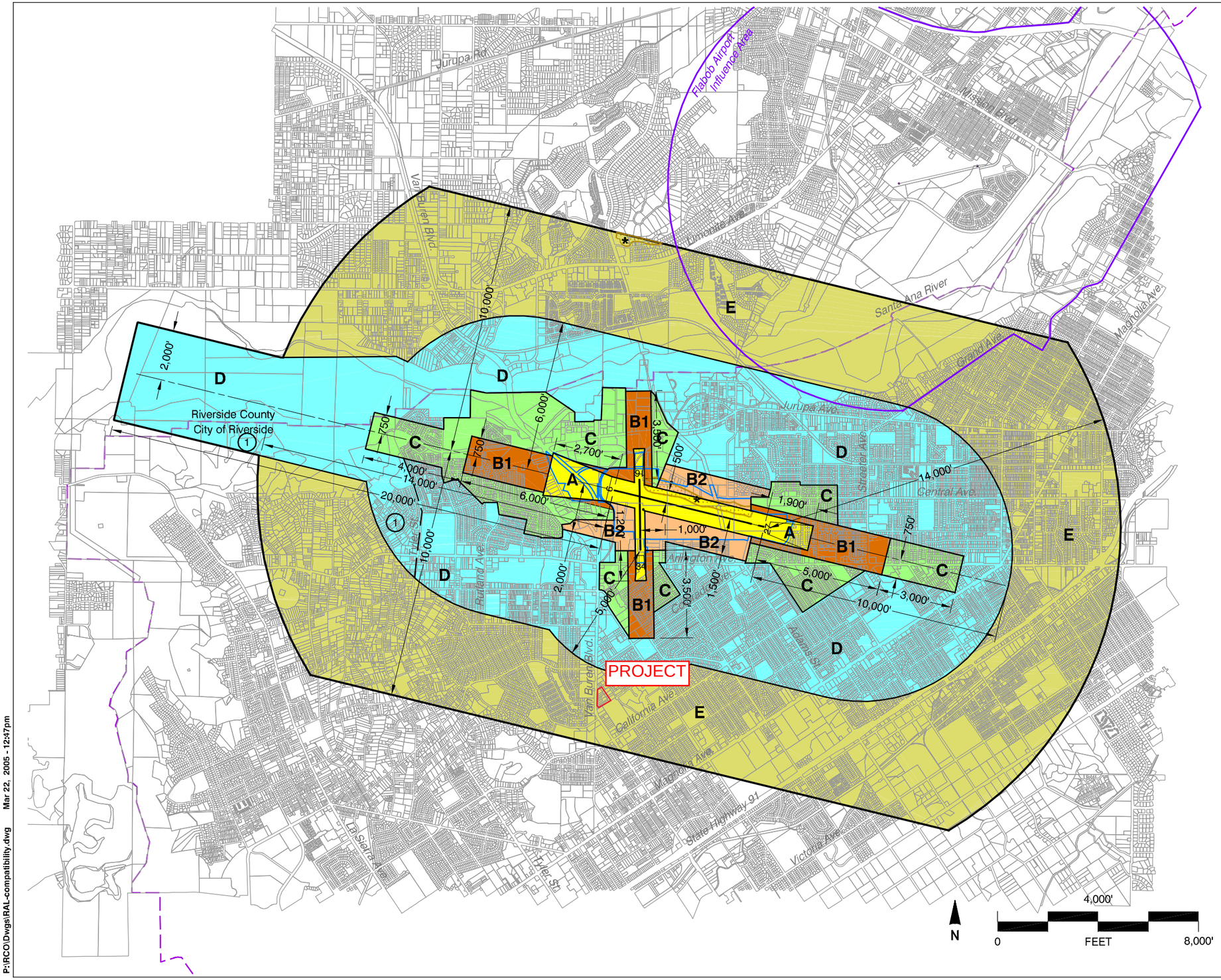
THIS STORM WATER BASIN IS DESIGNED TO HOLD STORM WATER FOR ONLY 48 HOURS AND NOT TO ATTRACT BIRDS

PROPER MAINTENANCE IS NECESSARY TO AVOID BIRD STRIKES

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION ALUC

IF THIS BASIN IS OVERGROWN, PLEASE CONTACT:

Name: _____ **Phone:** _____



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 RI.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)

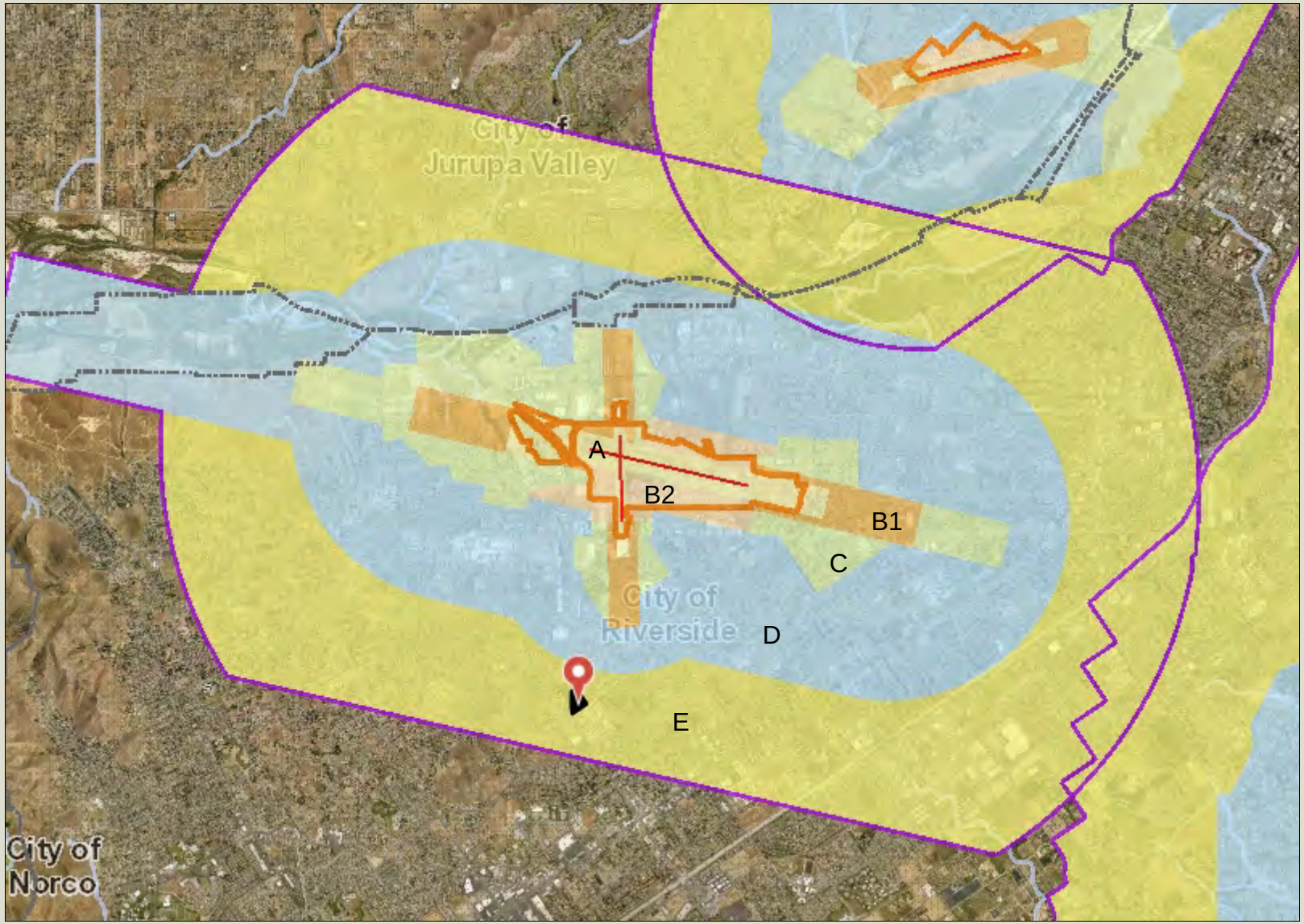
Map RI-1

Compatibility Map

Riverside Municipal Airport

P:\RCO\Dwgs\RAL-compatibility.dwg Mar 22, 2005 - 12:47pm

Map My County Map



Legend

- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones
  - OTHER COMPATIBILITY 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

0 6, 12,314 Feet

157

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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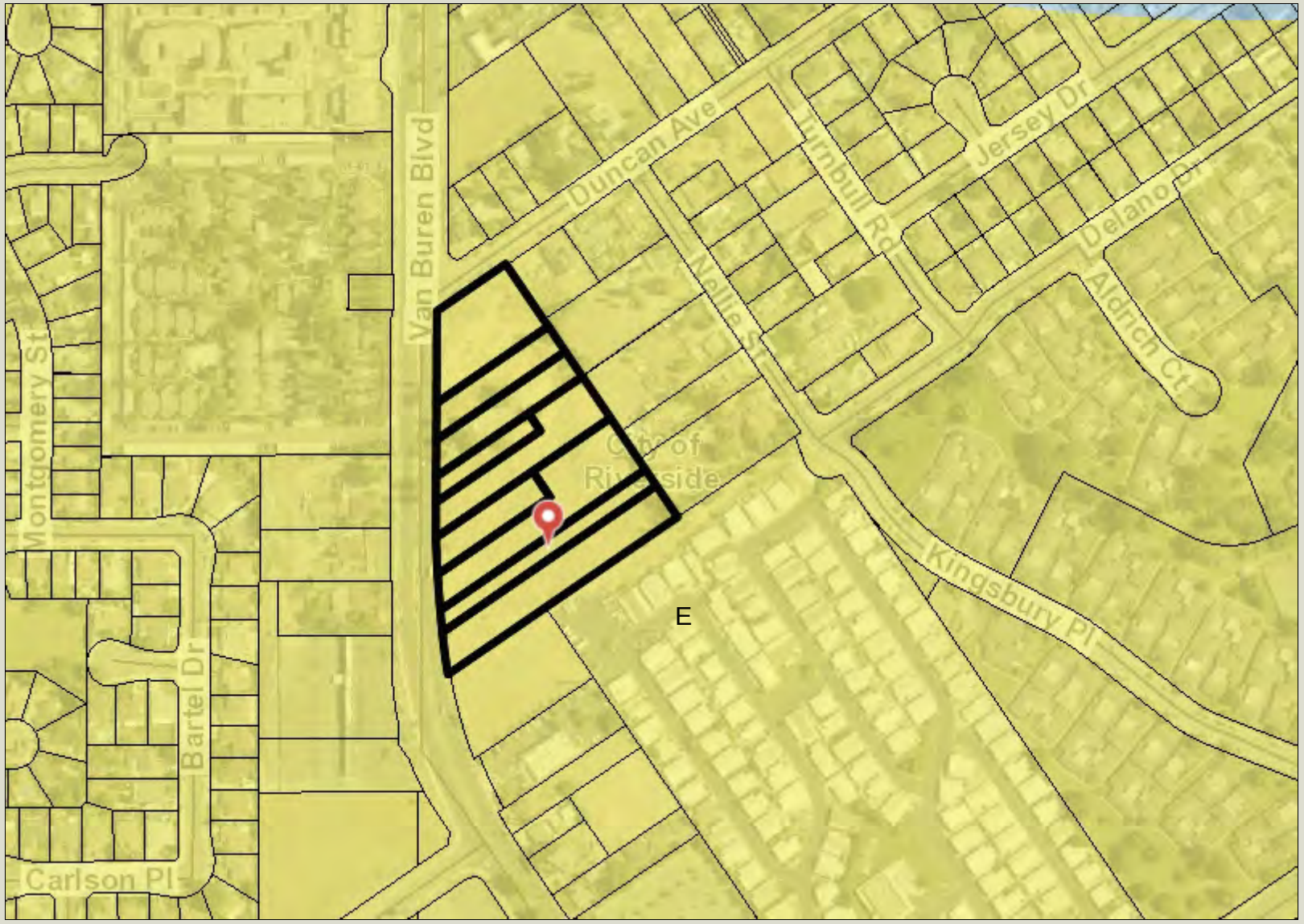
Notes

Map My County Map



Legend

- Parcels
- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones
  - OTHER COMPATIBILITY 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

0 385 770 Feet

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Notes

Map My County Map

Legend

- Parcels
- County Centerline Names
- County Centerlines
- Blueline Streams
- City Areas
- World Street Map

0 385 770 Feet

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Notes

Map My County Map

Legend

- County Centerline Names
- County Centerlines
- Blueline Streams
- City Areas
- World Street Map

0 770 1,539 Feet

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Notes

Map My County Map

Legend

- Parcels
- County Centerline Names
- County Centerlines
- Blueline Streams
- City Areas
- World Street Map

0 385 770 Feet

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Notes

Map My County Map

Legend

- County Centerline Names
- County Centerlines
- Blueline Streams
- City Areas
- World Street Map

0 1,539 3,079 Feet

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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Notes

VAN BUREN- MULTIFAMILY

4425 Van Buren

RIVERSIDE, CA 92503

DESIGN SUBMITTAL

DECEMBER 22, 2022

PROJECT TEAM

APPLICANT / OWNER:

11th & Olive Street, LLC
5101 Collins Avenue
Miami Beach, Florida 3314
Contact: Miguel Echemendia
mechemendia@northbeachmgnt.com

RESIDENTIAL ARCHITECT:

AO ARCHITECTS
144 NORTH ORANGE STREET
ORANGE, CA 92866
(714) 639-9860
Contact: Serafin Maranan
serafinm@aoarchitects.com

CIVIL ENGINEER:

WOODARD GROUP
3585 MAIN STREET, SUITE 205
RIVERSIDE, CA 92501
(951) 907-5077
Contact: Andrew C. Woodard
andrew@woodard.group

LANDSCAPE ARCHITECT:

SITESCAPES
3190 B-2 AIRPORT LOOP DRIVE
COSTA MESA, CA 92626
(949) 644-9370
Contact: Rick Polhamus
RPolhamus@sitescapes.net

SHEET INDEX

ARCHITECTURE

CIVIL

LANDSCAPE

COVER SHEET

G-1.0

DATE: 12-22-2022
JOB NO.: 2020-265

Architecture. Design. Relationships.

6/22/2023 11:21:53 AM

PROJECT DESCRIPTION

A 255 UNITS APARTMENT PROJECT CONSISTING OF 4-STORIY TYPE V-A WITH TUCK-UNDER PARKING

GROSS LAND AREA:	6.37 AC
TOTAL UNITS:	255 DU
DENSITY:	40 DU/AC
F.A.R.:	0.68
LOT COVERAGE:	0.26
PROPOSED ZONING:	R-4
PROPOSED GENERAL PLAN:	VERY HIGH DENSITY RESIDENTIAL

BUILDING SUMMARY

Four-Story Tuck-under Residential

BUILDING	1 BR					2 BR					3BR	TOTAL
	A1	A2	A4	A5	A7	B1	B3	B4	B4A	B5	C1	
A	26	21	39	3	0	21	22	0	4	3	6	145
B	8	3	36	0	21	9	18	4	4	0	7	110
TOTAL	34	24	75	3	21	30	40	4	8	3	13	255
	157					85					13	
	13.3%	9.4%	29.4%	1.2%	8.2%	11.8%	15.7%	1.6%	3.1%	1.2%	5.1%	100%
	62%					33%					5.1%	

UNIT SUMMARY

Unit	Unit SF	Qty.	SF TOT.*
A1	659	34	22,406
A2	679	24	16,296
A4	648	75	48,600
A5	781	3	2,343
A7	681	21	14,301
B1	934	30	28,020
B3	988	40	39,520
B4	1,097	4	4,388
B4A	1,217	8	9,736
B5	1,056	3	3,168
C1	1,147	13	14,911
Avg.	799	255	203,689

BUILDING AREA (GSF)

Building Type	Level 1	Level 2	Level 3	Level 4	Total
A	42507	44657	47140	47140	181444
B	30722	32930	34610	34610	132872
TOTAL	73229	77587	81750	81750	314316

F.A.R.

Building A	167,934
Building B	127,024
GROSS BLDG AREA	294,958
GROSS SITE AREA	432,115
F.A.R.	0.68

FAR calculation does not include garages, meter cabinets, exit stairs, and patios

LOT COVERAGE

Building A	42,507
Building B	30,722
GROSS BLDG AREA	73,229
GROSS SITE AREA	277,427
LOT COVERAGE	0.26

PARKING SUMMARY REQUIRED

UNIT TYPE	QUANTITY	CITY REQUIRED PER UNIT	REQUIRED RATIO	REQUIRED TOTAL STALLS
1 BEDROOM	159	1.5		239
2 BEDROOMS	83	2		166
3 BEDROOMS	13	2		26
TOTAL UNITS	255			
STALL REQUIRED - RESIDENTIAL				431
ACCESIBLE REQUIRED FOR RESIDENCE FOR ASSIGNED PARKING INCLUDED IN COUNT			2% OF 431	9
EVCS INCLUDED IN PARKING COUNT 4.106.4.2 FOR RESIDENTS		431	0	43
TOTAL EVCS INCLUDED IN PARKING COUNT 4.106.4.2				43
ACCESIBLE REQUIRED FOR EVCS INCLUDED IN COUNT			10% OF 43	5

PARKING SUMMARY PROVIDED

TYPE OF PARKING	QUANTITY	COVERED PARKING		OPEN STALL	REQUIRED	TOTAL
GARAGE	STANDARD	4	79			319
	TANDEM	75				
CARPORTS	STANDARD	203	240			
	COMPACT	37				
OPEN STALLS	STANDARD	12				104
	COMPACT	16		103		
	TANDEM	75				
STALL FOR USPS INCLUDED IN COUNT				1		
ACCESSIBLE PARKING PROVIDED						
GARAGE			2		2%	9
CARPORT			5		2%	
OPEN STALL				2	2%	
EVCS INCLUDED IN PARKING COUNT 4.106.4.2					40%	173
		PARKING RATIO				1.69
TOTAL STALL PROVIDED		79		104		432

TANDEM PARKING ASSIGNED

		QTY
BLDG A	2&3 BEDROOM	55
	TANDEM GARAGE	48
BLDG B	2&3 BEDROOM	37
	TANDEM GARAGE	26

COMMON OPENSPACE REQUIRED

TYPE	SF	QTY	TOTAL
Common	150	255	38,250

COMMON OPEN SPACE PROVIDED

Common			44,283

COMMON OPEN SPACE PROVIDED

OPEN AREA SECTION	
Landscape and Pool	39,685
Club	2,026
Fitness	1,386
Roof Deck	1,186
TOTAL	44,283

OPEN SPACE PROVIDED

TYPE	TOTAL
Private	17,587
Common	44,283
TOTAL	61,870
RATIO (SF/DU)	243

PRIVATE OPENSPACE REQUIRED

TYPE	SF	QTY	TOTAL
Private	50	255	12,750

PRIVATE OPENSPACE PROVIDED

Private			17,587

PRIVATE OPEN SPACE PROVIDED

Unit	Deck SF	Qty.	SF TOT.*
A1	66	35	2,310
A2	63	24	1,512
A4	75	76	5,700
A5	63	3	189
A7	77	21	1,617
B1	60	30	1,800
B3	60	45	2,700
B4A	111	8	888
C1	67	13	871
Avg.	69	255	17,587

* RESIDENTIAL BALCONY AREA

PROJECT INFORMATION

DATE: 12-22-2022
JOB NO.: 2020-265

Architecture. Design. Relationships.

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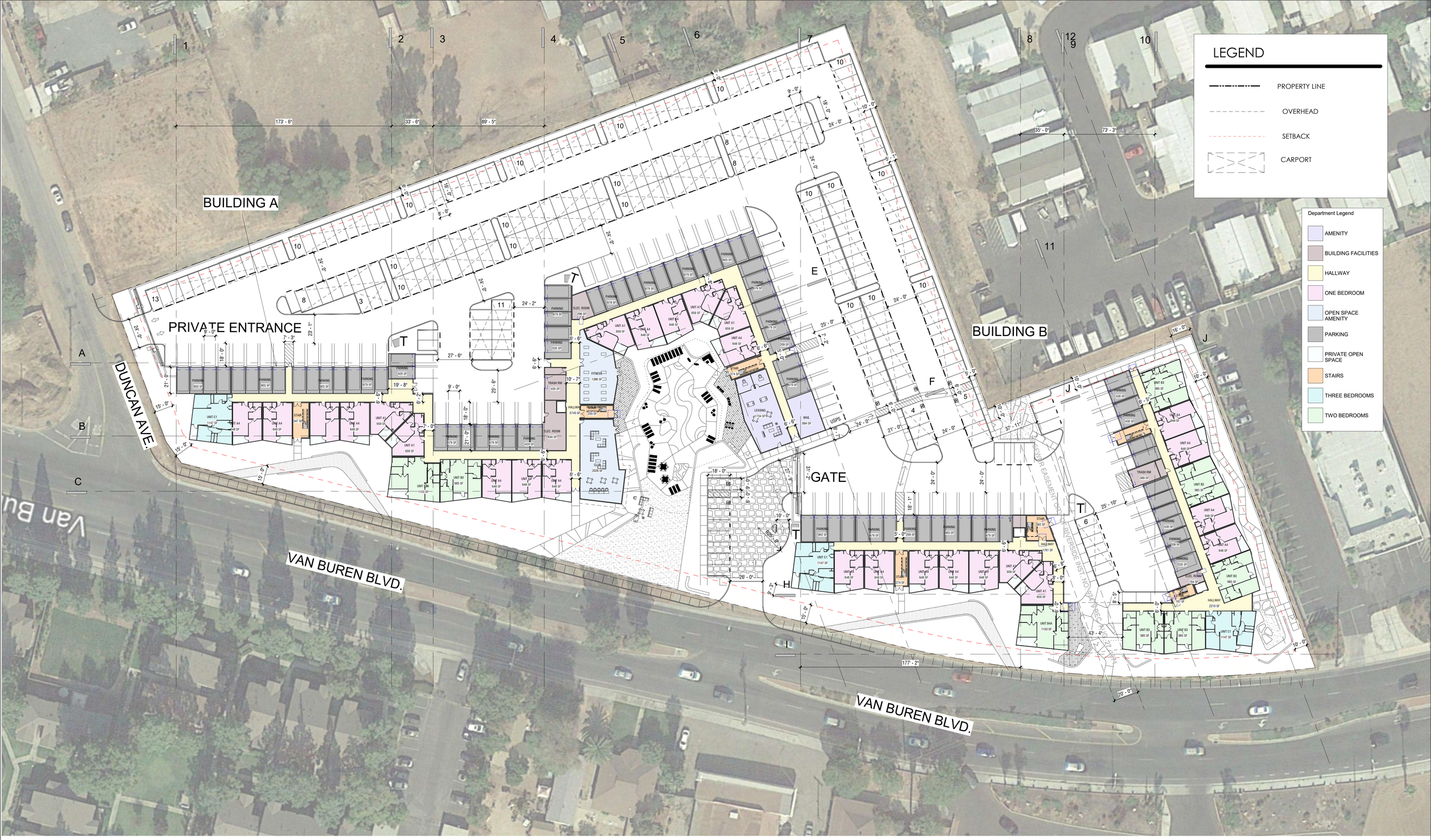

CONCEPTUAL SITE PLAN

SCALE: 1" = 32'-0"

A-1.1

DATE: 12-22-2022
JOB NO.: 2020-265

Architecture. Design. Relationships.

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CONDENSER UNITS LOCATED BEHIND PARAPET WALL

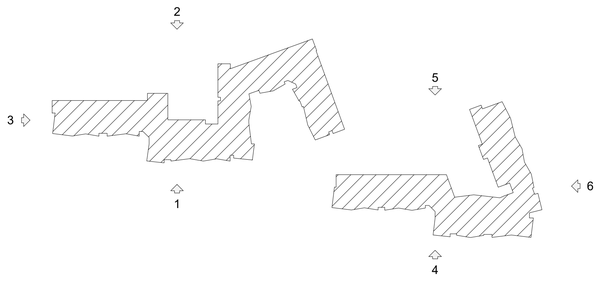
1 BUILDING A WEST

2 BUILDING A EAST

LEGEND

1. STUCCO
2. WOOD TRELLIS
3. VINYL WINDOW
4. RAILING
5. WOOD SLAT PANELS
6. STAINED VERTICAL WOOD SIDING
7. STOREFRONT GLAZING SYSTEM
8. ART WALL GRAPHIC
9. WOOD CANOPY
10. METAL GARAGE DOOR

KEY MAP



3 BUILDING A NORTH

BUILDING A COLORED ELEVATIONS

SCALE: 1" = 16'-0"

A-3.1

DATE: 12-22-2022
JOB NO.: 2020-265

Architecture. Design. Relationships.

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CONDENSER UNITS

4 BUILDING B WEST

5 BUILDING B EAST

LEGEND

1. STUCCO
2. WOOD TRELLIS
3. VINYL WINDOW
4. RAILING
5. WOOD SLAT PANELS
6. STAINED VERTICAL WOOD SIDING
7. STOREFRONT GLAZING SYSTEM
8. ART WALL GRAPHIC
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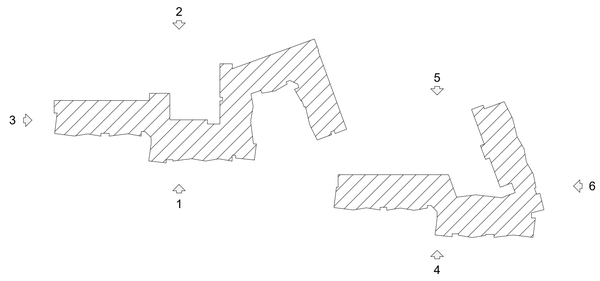
10. METAL GARAGE DOOR

KEY MAP



6 BUILDING B SOUTH

BUILDING B COLORED ELEVATIONS

SCALE: 1" = 16'-0"

A-3.2

DATE: 12-22-2022
JOB NO.: 2020-265

Architecture.
Design.
Relationships.

6/22/2023 1:10:33 PM

OVERLAND DEVELOPMENT COMPANY

OVERLANDDEV.COM

951-743-1266

3870 MAIN STREET
SUITE 201
RIVERSIDE, CA 92501

COLLIN@OVERLANDDEVCO.COM

Paul Rull
Riverside County ALUC
4080 Lemon Street, 4th Floor
Riverside, CA 92501
PRull@rivco.org

Subject: **Project Description and Description of Change of Zone and General Plan Amendment for the project at 4425 Van Buren Boulevard (APNs: 191-221-016, 017, 018, 019, 020, 021, 022, 023, 024, 042, 051) in the City of Riverside**

Dear Mr. Rull,

In conjunction with our ALUC application and fees, Overland Development is submitting this exhibit containing the project description, change of zone, and general plan amendment for the development at 4425 Van Buren Boulevard.

Most of the parcel at 4425 Van Buren Blvd is vacant, with a one single family residential dwelling unit. Surrounding parcels consist of a residential community to the south-east, single family residential parcels to the north and north-east, a veterinary office to the south, and Van Buren Boulevard to the west. The proposed project will consist of a residential complex consisting of 255 units in four stories with "tuck-under" style parking.

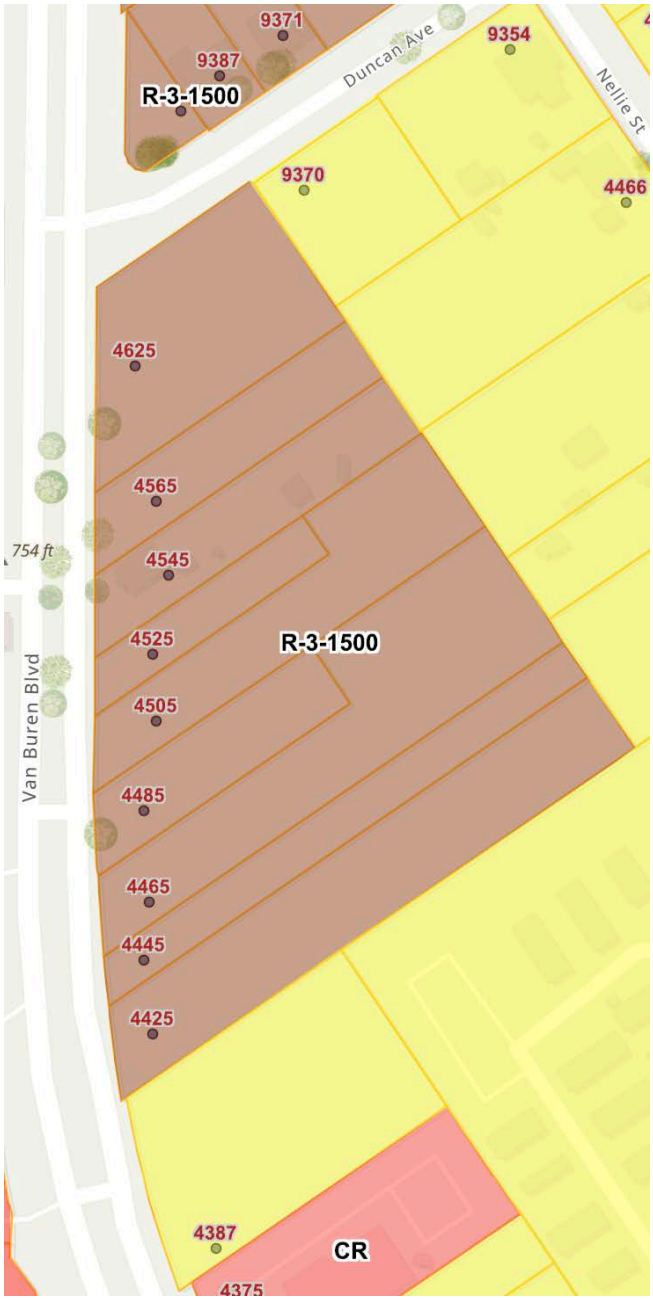
In the first image, detailing the existing zoning, we are proposing a conversion from R3-1500 in the parcels identified as 4625, 2565, 4545, 4525, 4505, 4485, 4465, 4445, and 4425, and from R1-7000 in the parcel identified as 4387 to R4 zoning.

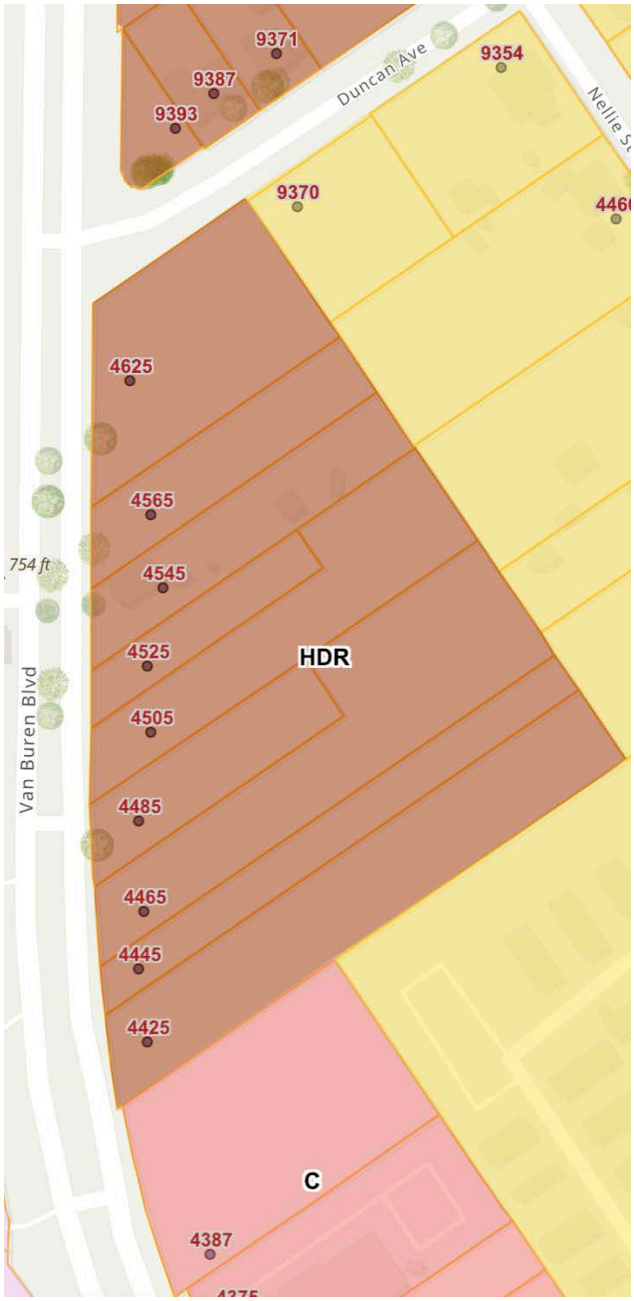
In the second image, we are proposing an amendment in the general plan designation from High Density Residential [HDR] in the former parcels and Commercial in the latter to Very High Density Residential [VHDR].

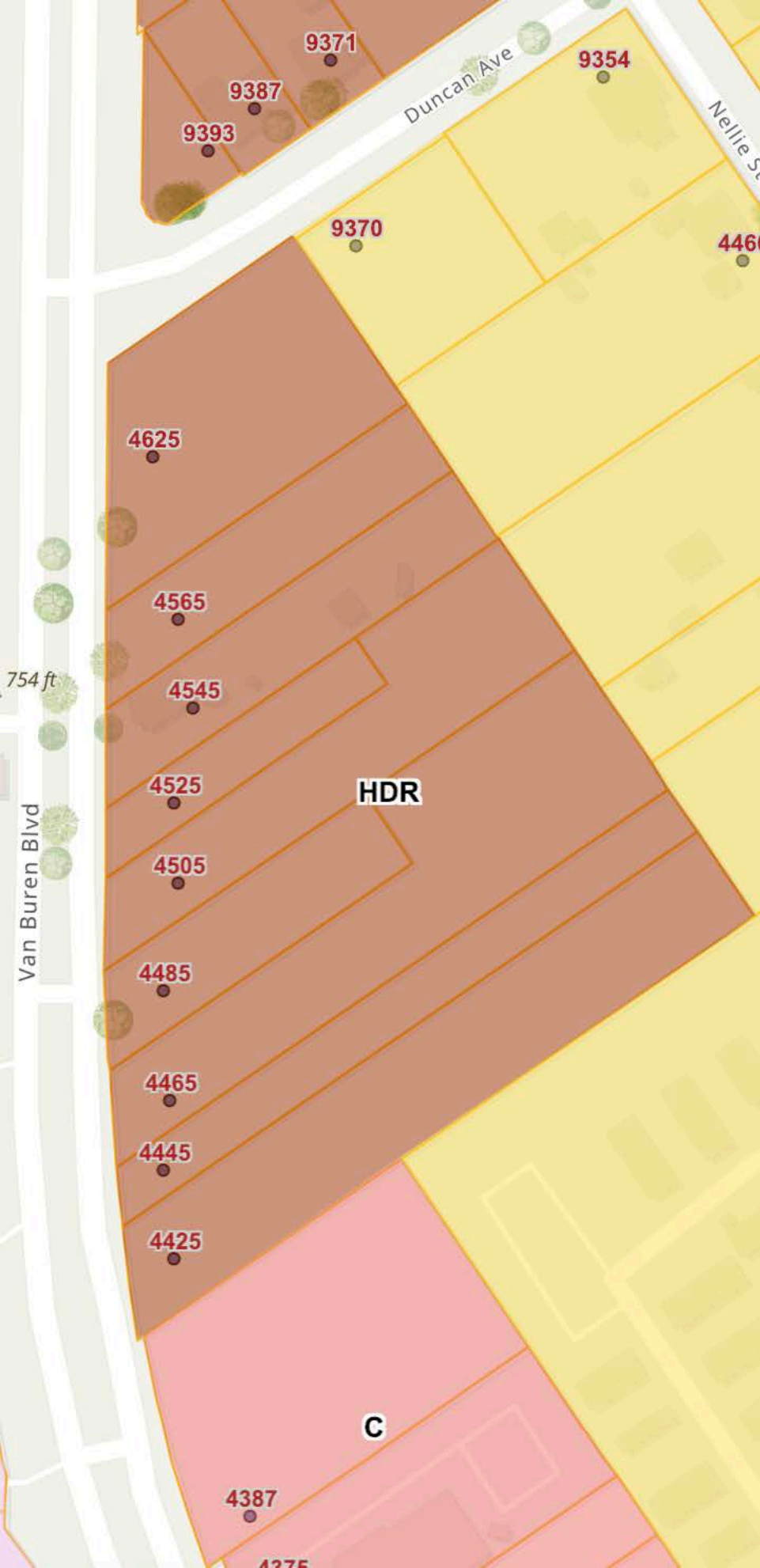
For reference from the City of Riverside, our existing planning case number is PR-2023-001474

Thank you, sir,

Collin Walcker
Overland Development Company, Inc.


9371
9387
R-3-1500
Duncan Ave
9354
Nellie St
9370
4466
4625
4565
754 ft
4545
4525
R-3-1500
Van Buren Blvd
4505
4485
4465
4445
4425
4387
CR
4375


9371
9387
9393
Duncan Ave
9354
Nellie St
9370
4625
4565
754 ft
4545
4525
HDR
Van Buren Blvd
4505
4485
4465
4445
4425
C
4387


9371
9387
9393
Duncan Ave
9354
Nellie St
9370
4625
4565
754 ft
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4525
HDR
4505
Van Buren Blvd
4485
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4425
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4387

NOTICE OF PUBLIC HEARING

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

www.rcaluc.org

A PUBLIC HEARING has been scheduled before the Riverside County Airport Land Use Commission (ALUC) to consider the applications 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. **Information on how to participate in the hearing will be available on the ALUC website at www.rcaluc.org.** The ALUC holds hearings for local discretionary permits within the Airport Influence Area, reviewing for aeronautical safety, noise and obstructions. ALUC reviews a proposed plan or project solely to determine whether it is consistent with the applicable Airport Land Use Compatibility Plan. For more information please contact **ALUC Planner Jackie Vega at (951) 955-0982.**

The City of Riverside Planning Department should be contacted on non-ALUC issues. For more information, please contact City of Riverside Planner Judy Eguez at (951) 826-3969.

The proposed project application may be viewed by a prescheduled appointment and on the ALUC website www.rcaluc.org. Written comments may be submitted at the Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501, Monday through Friday from 8:00 a.m. to 3:30 p.m., or by e-mail to Javega@rivco.org. Individuals with disabilities requiring reasonable modifications or accommodations, please contact Barbara Santos at (951) 955-5132.

PLACE OF HEARING:	**Riverside County Administration Center** **4080 Lemon Street, 1st Floor Board Chambers** **Riverside California**
DATE OF HEARING:	**September 14, 2023**
TIME OF HEARING:	**9:30 A.M.**

CASE DESCRIPTION:

ZAP1111RI23 – 11th & Olive Street, LLC (Representative: Overland Development Company) City of Riverside Case No. PR-2023-001474 (General Plan Amendment, Change of Zone, Development Review). A proposal to construct 255 muti-family residential units on 3.9 acres, located on the southeast corner of Van Buren Boulevard and Duncan Avenue. The applicant also proposes to amend General Land Use designation from High Density Residential (HDR) and Commercial (C) to Very High Density Residential (VHDR), and to rezone the property from R-3-1,500 (Multi-Family Residential) and R-1-7000 (Single Family Residential) to R-4 Multi-Family Residential. (Airport Compatibility Zone E of the Riverside Municipal Airport Influence Area).

RIVERSIDE COUNTY
AIRPORT LAND USE COMMISSION

APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC STAFF ONLY

ALUC Case Number: ZAP1111RI23 Date Submitted: 7/25/2023

AIA: Riverside Municipal Zone: E Public Hearing ☑ Staff Review ☐

Applicant

Applicant Full Name: 11th & Olive Street, LLC

Applicant Address: 5101 Collins Avenue Miami Beach, Florida 3314

Phone: Email: mechemendia@northbeachmgnt.com

Representative/ Property Owner Contact Information

Representative: Overland Development Company Email: collin@overlanddevco.com

Collin Walcker Phone: (951) 743-1266

Address: 3870 Main Street, Unit 201 Riverside, CA 92501

Property Owner: 11th & Olive Street, LLC Email:

Miguel Echemendia Phone:

Address: 5101 Collins Avenue Miami Beach, Florida 3314

Local Jurisdiction Agency

Agency Name: City of Riverside Phone: 951.826.5628

Staff Contact: Alyssa Berlino Email: ABerlino@riversideca.gov

Address: 3900 Main Street Riverside, CA 92501

Local Agency Case No.: PR-2023-001474

Project Location

Street Address: 4425 Van Buren Boulevard Riverside, CA Gross Parcel Size.: 6.37 ac

Assessor's Parcel No.: 191-221-016,017,018,019,020,021,022,023,024,042,051

Solar

Is the project proposing solar Panels? Yes ☐ No ☑ If yes, please provide solar glare study. (only if in Zone C or higher)

Data

Site Elevation:(above mean sea level) 753'

Height of Building or structures: 50'-5"

What type of drainage basins are being proposed and the square footage: Below grade drainage.

Notice

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. REVIEW TIME: Estimated time for "staff level review" is approximately 30 days from date of submittal. Estimated time for "commission level review" is approximately 45 days from date of a complete application submittal to the next available commission hearing meeting.

C. SUBMISSION PACKAGE:

Please submit all application items DIGITALLY via USB or CD:

- Completed ALUC Application Form
- Plans Package: site plans, floor plans, building elevations, grading plans, subdivision maps
- Exhibits of change of zone, general plan amendment, specific plan amendment
- Project description of existing and proposed use

Additionally, please provide:

- ALUC fee payment (Checks made out to Riverside County ALUC)
- Gummed address labels of all surrounding property owners within a 300-foot radius of project site. (Only required if the project is scheduled for a public hearing).

Riverside County Airport Land Use Commission, County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, CA 92501, Phone: 951-955-5132 Fax: 951-955-5177 Website: www.rcaluc.org

SCHEDULE OF DEVELOPMENT REVIEW FEES (effective 3/1/19)

CASE TYPE	ALL OTHERS		MARCH ZONE E	
	INITIAL REVIEW FEE	AMENDED REVIEW FEE	INITIAL REVIEW FEE	AMENDED REVIEW FEE
General Plan or General Plan Element (County or City)	$3,696	$2,458	$2,310	$1,537
Community Plan or Area Plan (County or City)	$3,696	$2,402	$2,310	$1,502
(New) Specific Plan or Master Plan	$3,261	N/A	$2,038	N/A
Specific Plan Amendment	N/A	$2,181	N/A	$1,363
General Plan Amendment	$1,331	N/A	$832	N/A
Change of Zone or Ordinance Amendment	$1,331	$887	$832	$554
Non-Impact Legislative Project (as determined by staff)	$420	N/A	$375	N/A
Tract Map	$1,515	$1,017	$947	$636
Conditional Use Permit or Public Use Permit	$1,331	$887	$832	$554
Plot Plan, Development Review Plan or Design Review	$1,331	$887	$832	$554
Parcel Map	$1,331	$887	$832	$554
Environmental Impact Report*	$3,050	$2,033	$1,906	$1,271
Other Environmental Assessments*	$1,671	$1,109	$1,044	$693
Building Permit or Tenant Improvement	$573	$389	$359	$243

Effective March 1, 2019, an additional fee of $190.00 will be charged to projects requiring ALUC public hearings (no additional fee for staff review cases).

ADDITIONAL PROJECT SPECIFIC FEES (in addition to the above fees)				
Location in APZ I or II of March	$2,500	$2,500	N/A	N/A
AIA Large Commercial Solar Project (Energy Generation Facility)	$3,000	$3,000	$3,000	$3,000
Heliports/Helicopter Landing Sites	$1,000	$1,000	$1,000	$1,000
Speculative Nonresidential Multiple Buildings (4 or more)	$8,210	$8,210	N/A	N/A

NOTE: * THIS FEE IS COLLECTED ONLY FOR PROJECTS THAT ARE NOT CLASSIFIED UNDER ONE OF THE ABOVE CATEGORIES.

Checks should be made payable to: Riverside County Airport Land Use Commission

RIVERSIDE COUNTY
AIRPORT LAND USE COMMISSION

STAFF REPORT

AGENDA ITEM:	3.2
HEARING DATE:	September 14, 2023
CASE NUMBER:	ZAP1548MA22 – Anton Mission Grove LLC (Representative: Overland Devco)
APPROVING JURISDICTION:	City of Riverside
JURISDICTION CASE NO:	PR-2022-001359 (General Plan Amendment, Specific Plan Amendment, Rezone, Development Plan Review)
LAND USE PLAN:	2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan
Airport Influence Area:	March Air Reserve Base
Land Use Policy:	Zone C2
Noise Levels:	Below 60 CNEL contour

MAJOR ISSUES: The proposed project is inconsistent with the following airport land use compatibility criteria:

- **The project's proposed residential density of 35.0 dwelling units per acre in Zone C2 is inconsistent with the Zone C2 maximum residential density criteria of 6.0 dwelling units per acre.**

- **The project's proposed Mixed Use Urban land use designation and zoning as well as the specific plan amendment, allows for a maximum 40.0 dwelling units per acre, which is inconsistent with the Zone C2 maximum residential density criteria of 6.0 dwelling units per acre. Additionally, the project is inconsistent with the City's adopted General Plan and Zoning Ordinance.**

RECOMMENDATION: Staff recommends that the Commission find the proposed General Plan Amendment, Specific Plan Amendment, and Rezone INCONSISTENT with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, and also find the proposed Development Review INCONSISTENT, based on the fact that the project is inconsistent with the required residential density criteria.

PROJECT DESCRIPTION: A proposal to construct a multi-family development consisting of 347 multi-family residential units, pool area, leasing office, club area, and fitness center on 9.92 acres. The applicant also proposes amending the site's General Plan land use designation from C-Commercial to MU-U-Mixed Use Urban, and rezoning the site from the site from CR-Commercial

Retail to MU-U-Mixed Use-Urban, and a specific plan amendment to amend the Mission Grove Specific Plan to permit mixed use/multi-family residential units on the project site. The applicant also proposes 40,000 square feet of solar panel area on the building's rooftops and carports.

PROJECT LOCATION: The site is located on the northwest corner of Mission Grove Parkway and Mission Village Drive, approximately 17,464 feet northwesterly of the northerly end of Runway 14-32 at March Air Reserve Base.

BACKGROUND:

Residential Density: Pursuant to the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, the project site is located within Compatibility Zone C2, which restricts residential density to a maximum of 6.0 dwelling units per acre.

The project proposes 347 multi-family units on 9.92 acres, resulting in a density of 35 dwelling units per acre, which is inconsistent with the Zone C2 residential density criteria maximum of 6.0 dwelling units per acre.

It is important to note that Zone C2 is identified as the Flight Corridor Zone (extended approach/departure zone) where the risk level is considered "moderate" in the ALUC Countywide policies Table 3A Compatibility Zone Factors which includes areas where aircraft: turn from base to final approach legs of standard traffic pattern and descend from traffic patter altitude; on departure normally complete transition from takeoff power an flap settings to climb mode and begin turns to en route heading; and on an instrument approach procedure, have descended below about 500 feet AGL. Table 3A indicates "some 10% to 15% of off-runway general aviation accidents near airports occur in this zone".

Based on the safety factors raised above, the intent and purpose of Zone C2 is to restrict residential density in order to limit the potential risk of an off-field aircraft landing. The project's proposed density of 35.0 dwelling units per acre significantly exceeds the maximum allowable residential density for Zone C2 of 6.0 dwelling units per acre.

County Wide Policy 3.3.1 Infill: Countywide Policy 3.3.1 (Infill) allows for greater densities than would otherwise be permitted in Compatibility Zone C2, but caps densities at double the allowable density of the zone. As the maximum density of the zone is 6.0 dwelling units per acre, doubling the density increases the limit from 6.0 to 12.0 dwelling units per acre, which the project's proposed density of 35.0 dwelling units per acre would significantly exceed.

In addition, existing single-family residential communities surrounding the project site (within a 300-foot radius) results in the following densities: TR27289, 4.4 dwelling units per acre; TR27221, 4.6 dwelling units per acre; TR27653-1, 5.48 dwelling units per acre; and TR27653-2, 6.0 dwelling units per acre. The project's proposed density of 35.0 dwelling units per acre is significantly higher than those densities exhibited in the surrounding existing residential communities, and therefore would not meet the Infill policy criteria of "at least 65% of the site's perimeter is bounded by existing uses similar to, or more intensive than those proposed".

Non-Residential Average Intensity: Pursuant to the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, the site is located within Compatibility Zone C2, where non-residential average intensity is limited to 200 people per acre.

Pursuant to Appendix C, Table C-1, of the Riverside County Airport Land Use Compatibility Plan and the Additional Compatibility Policies included in the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, the following rates were used to calculate the occupancy for the proposed project:

- Office area – 1 person per 200 square feet,
- Exercise Room area - 1 person per 50 square feet,
- Pool area- 1 person per 50 square feet,
- Pool Deck area - 1 person per 15 square feet, and
- Club area - 1 person per 15 square feet.

The project proposes to construct a 347-unit multi-family development including recreational amenities including 2,963 square feet of leasing office area, 1,001 square feet of pool area, 1,293 square feet of pool deck area, 2,136 square feet of club area, and 2,386 feet of fitness area, accommodating a total occupancy of 311 people, resulting in an average intensity of 31 people per acre, which is consistent with Zone C2 average intensity criterion of 200 people per acre.

A second method for determining total occupancy involves multiplying the number of parking spaces provided or required (whichever is greater) by average vehicle occupancy (assumed to be 1.5 persons per vehicle). Based on the number of parking spaces provided (347 standard vehicles), the total occupancy would be estimated at 521 people for an average intensity of 53 people per acre, which is consistent with the Compatibility Zone C2 average intensity criterion of 200 people per acre.

Non-Residential Single-Acre Intensity: Pursuant to the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, Compatibility Zone C2 limits maximum single-acre intensity to 500 people. There are no risk-reduction design bonuses available, as March Air Reserve Base/Inland Port Airport is primarily utilized by large aircraft weighing more than 12,500 pounds.

Based on the site plan provided and the occupancies as previously noted, the maximum single-acre area would occur around the multi-family residential amenities which includes 2,963 square feet of leasing office area, 1,001 square feet of pool area, 1,293 square feet of pool deck area, 2,136 square feet of club area, and 2,386 feet of fitness area, resulting in a single acre occupancy of 311 people which is consistent with the Compatibility Zone C2 single acre criterion of 500.

Flight Hazard Issues: Structure height, electrical interference, and reflectivity/glare are among the issues that solar panels in the airport influence area must address. The project's photovoltaic (PV) panel structures would be located on the building rooftops and carports within Compatibility Zone C2.

Glint and Glare/Reflectivity

Based on the Federal Aviation Administration's Interim Policy for Review of Solar Energy System Projects on Federally Obligated Airports, no glare potential or low potential for temporary after-image ("green" level) are acceptable levels of glare on final approach (within 2 miles from end of runway) for solar facilities located on airport property. However, potential for temporary after-image" ("yellow" level) and potential for permanent eye damage ("red" level) are not acceptable levels of glare on final approach. No glare is permitted at air traffic control towers.

The project proposes approximately 40,000 square feet of solar panels on the proposed buildings rooftops and carports. The applicant has submitted two glare studies utilizing the web-based Forge Solar which analyzed 1) panels with a fixed tilt of 5 degrees with no rotation and orientation of 180 degrees with a height of 10 feet, and 2) panels with a fixed tilt of 10 degrees with no rotation and orientation of 180 degrees with a height of 45 feet.

The analysis was based on a 2 mile straight in approach (as per FAA Interim Policy standards) to runways 14 and 32, and also based on the traffic patterns as identified by March Air Reserve Base staff (Runway 12/30 General Aviation, Runway 14/32 General Aviation, Runway 14/32 C-17/KC-135, Runway 14/32 Overhead). The analysis utilized a glide slope approach of 3.0 degrees. No glare would affect the Air Traffic Control Tower.

The analysis concluded that some potential for glare was identified within the Air Force traffic pattern. Evaluation of the Air Force traffic patterns indicates that the panels would result in a low potential for temporary after-image ("green" level glare) or no glare. All times are in standard time.

10-feet tall panels (total 39,047 minutes of "green" level glare):

- Runway 12/30 General Aviation traffic pattern, totaling 2,681 minutes of 'green' level glare, lasting up to 30 minutes a day, from April to September, from 5:00 p.m. to 6:00 p.m.

- Runway 14/32 General Aviation traffic pattern, totaling 4,308 minutes of 'green' level glare, lasting up to 35 minutes a day, from April to September, from 5:00 p.m. to 6:00 p.m.

- Runway 14/32 C-17/KC-135 traffic pattern totaling 32,058 minutes of 'green' level glare, lasting up to 120 minutes a day, throughout the year, from 11:00 a.m. to 6:00 p.m.

45-feet tall panels (total 40,044 minutes of "green" level glare):

- Runway 12/30 General Aviation traffic pattern, totaling 2,977 minutes of 'green' level glare, lasting up to 25 minutes a day, from April to September, from 5:00 p.m. to 6:00 p.m.

- Runway 14/32 General Aviation traffic pattern, totaling 4,296 minutes of 'green' level glare, lasting up to 35 minutes a day, from April to September, from 5:00 p.m. to 6:00 p.m.

- Runway 14/32 C-17/KC-135 traffic pattern totaling 32,771 minutes of 'green' level glare, lasting up to 150 minutes a day, throughout the year, from 11:00 a.m. to 6:00 p.m.

It is important to note that the glare created by the project would range between 39,047 minutes and 40,044 minutes of "green" level glare, which represents less than 15 percent of total day light time.

Electrical and Communication Interference

The applicant has indicated that they do not plan to utilize equipment that would interfere with aircraft communications. The PV panels themselves present little risk of interfering with radar transmission due to their low profiles. In addition, solar panels do not emit electromagnetic waves over distances that could interfere with radar signal transmissions, and any electrical facilities that do carry concentrated current will be buried beneath the ground and away from any signal

transmission. There are no radar transmission or receiving facilities within the site.

March Air Reserve Base/United States Air Force Input: Given that the project site is located in Zone C2 westerly of the northerly runway at March Air Reserve Base, the Base staff was notified of the project, and sent plans and the solar glare hazard study for their review. On July 31, 2023, the Air Force provided comments supporting ALUC's recommendation of inconsistency due to concerns with the project's inconsistent density.

Prohibited and Discouraged Uses: The project does not propose any uses specifically prohibited or discouraged in Compatibility Zone C2 (highly noise-sensitive outdoor nonresidential uses), other than the inconsistent density previously mentioned.

Noise: The March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan depicts the site as being below the 60 CNEL range from aircraft noise. Therefore, no special measures are required to mitigate aircraft-generated noise.

Part 77: The elevation of Runway 14-32 at its northerly terminus is 1,535 feet above mean sea level (AMSL). At a distance of approximately 17,464 feet from the project to the nearest point on the runway, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 1,710 feet AMSL. The site's finished floor elevation is 1,595 feet AMSL and proposed building height is 56 feet, resulting in a top point elevation of 1,651 feet AMSL. Therefore, review of the building for height/elevation reasons by the FAA Obstruction Evaluation Service (FAAOES) was not required.

Open Area: None of the Compatibility Zones for the March Air Reserve Base/Inland Port ALUCP require open area specifically.

Hazards to Flight: Land use practices that attract or sustain hazardous wildlife populations on or near airports significantly increase the potential of Bird Aircraft Strike Hazards (BASH). The FAA strongly recommends that storm water management systems located within 5,000 or 10,000 feet of the Airport Operations Area, depending on the type of aircraft, be designed and operated so as not to create above-ground standing water. To facilitate the control of hazardous wildlife, the FAA recommends the use of steep-sided, rip-rap lined, narrow, linearly shaped water detention basins. All vegetation in and around detention basins that provide food or cover for hazardous wildlife should be eliminated. (FAA Advisory Circular 5200-33C). The project is located 17,464 feet from the runway, and therefore would not be subject to the above requirement.

General Plan Amendment/Specific Plan Amendment/Rezone: The applicant proposes amending the site's General Plan land use designation from C-Commercial to MU-U-Mixed Use Urban, and rezoning the site from the site from CR-Commercial Retail to MU-U-Mixed Use-Urban, and a specific plan amendment to amend the Mission Grove Specific Plan to permit mixed use/multi-family residential units on the project site. The proposed Mixed Use Urban land use designation and zoning as well as the specific plan amendment allows for a maximum 40.0 dwelling units per acre, which is inconsistent with the Zone C2 maximum residential density criteria of 6.0 dwelling units per acre.

The City's adopted General Plan land use element specifically references the importance of the March Air Reserve Base and its goal of limiting conflicting land uses:

- "Residential development within areas close to March and/or potentially impacted by March could lead to increased conflict with the March operations and would have negative consequences for the base in any subsequent round of BRAC review. To ensure that March continues in its military and trade missions which have brought enormous economic benefit to the City and the region as a whole, Riverside will need to ensure that its future land use decisions do not pose potential adverse impacts to ongoing operations at March".

  ALUC staff contends that the project's proposed density of 35.0 dwelling units per acre significantly exceeds the Zone C2 maximum density requirement of 6.0 dwelling units per acre could lead to an increased conflict with March operations its economic benefit to the region due to the encroachment of incompatible residential densities potentially affecting BRAC review.

The adopted land use element also contains objectives and policies regarding March Air Reserve Base and airport land use compatibility:

- Objective LU-22: Avoid land use/transportation decisions that would adversely impact the long-term viability of the March Air Reserve Base/March Inland Port Airport, Riverside, Municipal Airport, and Flabob Airports.

  ALUC staff contends that the project's proposed 35.0 dwelling units per acre high density land use designation would have an encroaching impact on the long-term viability of the March Air Reserve Base.

- Policy LU-22.2: Work cooperatively with the Riverside County Airport Land Use Commission in developing, defining, implementing and protecting airport influence zones around the March Air Reserve Base/Inland Port Airport, Riverside Municipal Airport, and Flabob Airport, and in implementing the new Airport Land Use Compatibility Plan.

  ALUC staff contends that the City's adopted General Plan and Zoning Ordinance contains sufficient guidance and regulations to implement safe and appropriate airport land use compatibility in its projects. In the case of the proposed project, the proposed density of 35.0 dwelling units per acre is inconsistent with what the City adopted in its General Plan and Zoning Ordinance and fails to protect airport influence areas.

- Policy LU-22.3: Work to limit the encroachment of uses that potentially pose a threat to continued airport operations, including intensification of residential and/or commercial facilities within identified airport safety zones and areas already impacted by current or projected airport noise.

  ALUC staff contends that the permittance of the project's 35.0 dwelling units per acre will lead to the gradual eroding of the airport land use compatibility criteria which will pave the way for incompatible intensification of high density in inappropriate airport compatibility zones resulting in the encroachment on the Base.

- Policy LU-22.4: Adopt and utilize an Airport Protection Overlay Zone and the Riverside County Airport Land Use Compatibility Plan as it affects lands within the City of Riverside.

  ALUC staff contends that the City should utilize its adopted General Plan and Zoning

Ordinance in implementing its adopted March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan on the project.

- Policy LU-22.5: Review all proposed projects within the airport influence area of Riverside Municipal Airport, Flabob Airport or March Air Reserve Base/Inland Port Airport as noted in the Public Safety Element for consistency with all applicable airport land use compatibility plan policies adopted by the Riverside County Airport Land Use Commission and the City of Riverside, to the fullest extent the City finds feasible.

  ALUC staff contends that the proposed project's density of 35.0 dwelling units per acre significantly exceeds the Zone C2 maximum density requirement of 6.0 dwelling units per acre which threatens the public health and safety at the project site in the event of a aircraft off-field landing.

The following sections are from the City's adopted Zoning Ordinance with references to the airport land use compatibility plan (ALUCP):

- Section 19.149 contains an entire section dedicated to the ALUCP. Sub-section 19.149.020 identifies that: "For property located within a compatibility zone and subject to airport land use compatibility plan policies and criteria, land use, density, and intensity limitations of the ALUCP may be more restrictive than what would otherwise be allowed per City zoning designation applicable to the property. In addition to complying with the Zoning requirements of this title, proposed uses and development on property within an airport compatibility zone must be determined to be consistent with, and comply with the compatibility criteria of the applicable compatibility zone and airport land use compatibility plan".

  ALUC staff contends that Section 19.149 recognizes that the proposed project is located within an airport compatibility zone which may be more restrictive than otherwise allowed by the City zoning, and it states that the project must be determined to be consistent and comply with the compatibility criteria.

- Section 19.149.030 provides the purpose of the ALUC "is to conduct airport land use compatibility planning. ALUCs protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public airports".

  ALUC staff contends that the project's proposed density of 35.0 dwelling units per acre significantly exceeds the Zone C2 maximum density requirement of 6.0 dwelling units per acre, and does not protect the public health, safety and welfare by ensuring the orderly expansion of airports.

- Section 19.150.020 is the City's Permitted Land Uses and it states (sub-section 19.150.020.B) "Airport Land Use Compatibility includes additional Airport Land Use Compatibility Plan requirements for discretionary actions proposed on property located within an Airport Compatibility Zone. When located within an Airport Land Use Compatibility Zone, greater land use, restrictions for airport compatibility may apply per the applicable Airport Land Use Compatibility Plan". Specifically, the permitted land use table identifies

multiple-family dwellings in the Mixed Use Urban zone as a permitted use by the City, but it also identifies (via footnote ***) that the uses are also subject to the ALUCP criteria "where use may be strictly prohibited".

ALUC staff contends that Section 19.150.020 requires that the project be subject to the airport land use compatibility criteria where use may be strictly prohibited, which the project's proposed density of 35.0 dwelling units per acre significantly exceeds the Zone C2 maximum density requirement of 6.0 dwelling units per acre.

Therefore, based on the points mentioned above, the proposed general plan amendment, specific plan amendment and rezone would be inconsistent with the airport land use compatibility plan criteria, as well as being inconsistent with the City's adopted General Plan and Zoning Ordinance.

CONDITIONS (in the event of an overrule):

1. Any new outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.

2. The following uses/activities are not included in the proposed project and shall be prohibited at this site:

   (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 or circling climb following takeoff or toward an aircraft engaged in a straight or circling final approach toward a landing at an airport, other than a DoD or 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 or circling climb following takeoff or towards an aircraft engaged in a straight or circling 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, wastewater management facilities, artificial marshes, 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) Highly noise-sensitive outdoor nonresidential uses. Examples of noise-sensitive outdoor nonresidential uses that are prohibited include, but are not limited to, major spectator-oriented sports stadiums, amphitheaters, concert halls and drive-in theaters.

   (f) Other Hazards to flight.

3. The attached “Notice of Airport in Vicinity” shall be provided to all prospective purchasers and occupants of the property, and be recorded as a deed notice.

4. Any proposed stormwater basins or facilities shall be designed and maintained to provide for a maximum 48-hour detention period following the design storm, and remain totally dry between rainfalls. Vegetation in and around the basins that would provide food or cover for birds would be incompatible with airport operations and shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the basin(s) shall not include trees or shrubs that produce seeds, fruits, or berries.

   Landscaping in the detention basin, if not rip-rap, should be in accordance with the guidance provided in ALUC “LANDSCAPING NEAR AIRPORTS” brochure, and the “AIRPORTS, WILDLIFE AND STORMWATER MANAGEMENT” brochure available at RCALUC.ORG which list acceptable plants from Riverside County Landscaping Guide or other alternative landscaping as may be recommended by a qualified wildlife hazard biologist.

   A notice sign, in a form similar to that attached hereto, shall be permanently affixed to the stormwater basin with the following language: “There is an airport nearby. This stormwater basin is designed to hold stormwater for only 48 hours and not attract birds. Proper maintenance is necessary to avoid bird strikes”. The sign will also include the name, telephone number or other contact information of the person or entity responsible to monitor the stormwater basin.

5. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.

6. The project has been evaluated to construct a multi-family development consisting of 347 multi-family residential units, pool area, leasing office, club area, and fitness center. Any increase in building area, change in use to any higher intensity use, change in building location, or modification of the tentative parcel map lot lines and areas will require an amended review to evaluate consistency with the ALUCP compatibility criteria**,** at the discretion of the ALUC Director.

7. All solar arrays installed on the project site shall consist of smooth glass photovoltaic solar panels without anti-reflective coating, a fixed tilt of 5 and 10 degrees and orientation of 180 degrees. Solar panels shall be limited to total square feet, and the locations and coordinates as specified in the glare study. Any deviation from these specifications (other than reduction in square footage of panels), including change in orientation, shall require a new solar glare analysis to ensure that the amended project does not result in any glare impacting the air traffic control tower or creation of any “yellow” or “red” level glare in the flight paths, and shall require a new hearing by the Airport Land Use Commission.

8. In the event that any glint, glare, or flash affecting the safety of air navigation occurs as a result of project operation, upon notification to the airport operator of an event, the airport operator shall notify the project operator in writing. Within 30 days of written notice, the project operator shall be required to promptly take all measures necessary to eliminate such glint, glare, or flash. An "event" includes any situation that results in an accident, incident, "near-miss," or specific safety complaint regarding an in-flight experience to the airport operator or to federal, state, or county authorities responsible for the safety of air navigation. The project operator shall work with the airport operator to prevent recurrence of the incidence. Suggested measures may include, but are not limited to, changing the orientation and/or tilt of the source, covering the source at the time of day when events of glare occur, or wholly removing the source to diminish or eliminate the source of the glint, glare, or flash. For each such event made known to the project operator, the necessary remediation shall only be considered to have been fulfilled when the airport operator states in writing that the situation has been remediated to the airport operator's satisfaction.

9. In the event that any electrical interference affecting the safety of air navigation occurs as a result of project operation, upon notification to the airport operator of an event, the airport operator shall notify the project operator in writing. Within 30 days of written notice, the project operator shall be required to promptly take all measures necessary to eliminate such interference. An "event" includes any situation that results in an accident, incident, "near-miss," report by airport personnel, or specific safety complaint to the airport operator or to federal, state, or county authorities responsible for the safety of air navigation. The project operator shall work with the airport operator to prevent recurrence of the event. For each such event made known to the project operator, the necessary remediation shall only be considered to have been fulfilled when the airport operator states in writing that the situation has been remediated to the airport operator's satisfaction.

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)

NOTICE

THERE IS AN AIRPORT NEARBY.

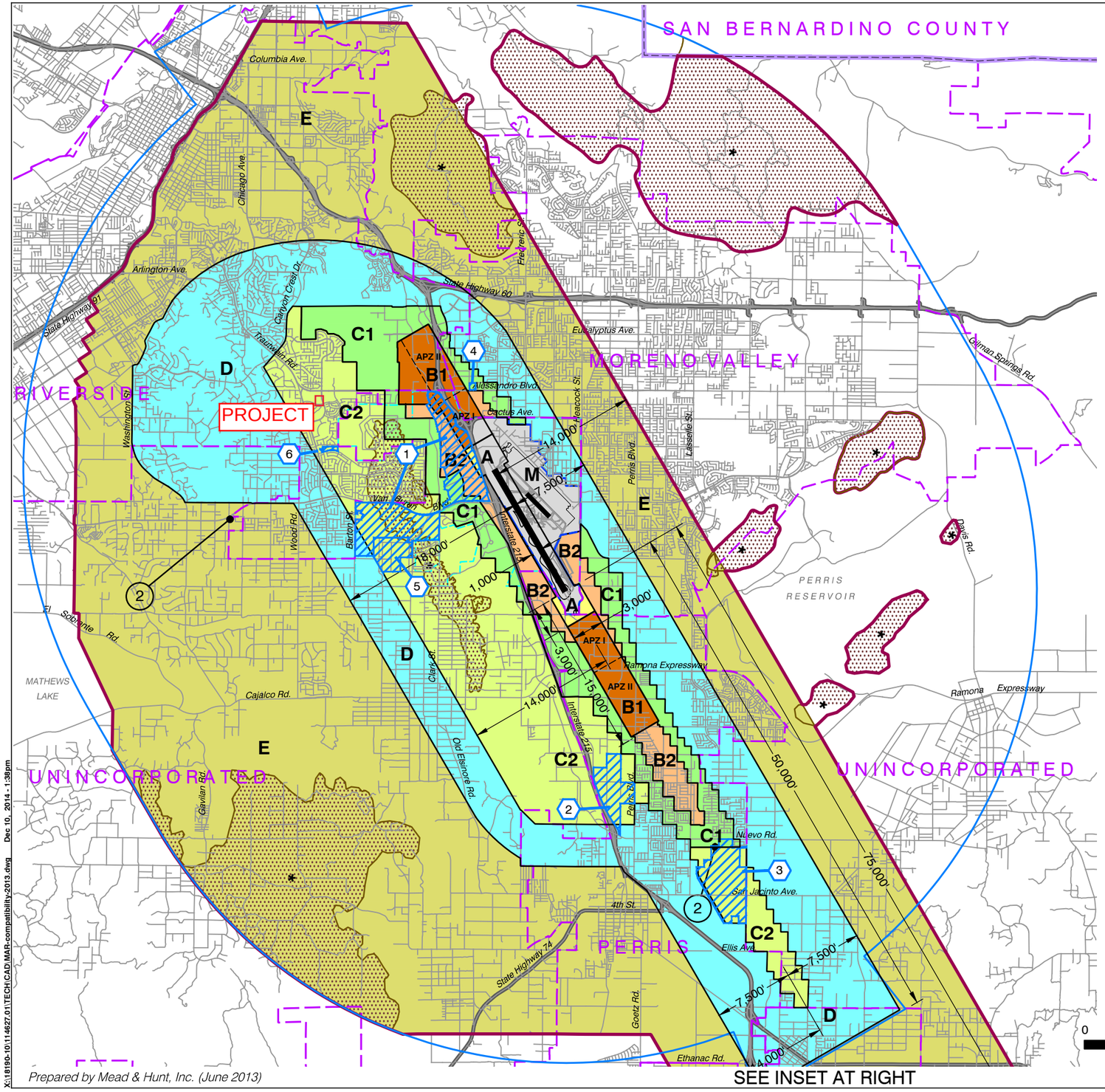
THIS STORM WATER BASIN IS DESIGNED TO HOLD STORM WATER FOR ONLY 48 HOURS AND NOT TO ATTRACT BIRDS

PROPER MAINTENANCE IS NECESSARY TO AVOID BIRD STRIKES

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION ALUC

IF THIS BASIN IS OVERGROWN, PLEASE CONTACT:

Name: _____ Phone: _____



LEGEND

Compatibility Zones

- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

Boundary Lines

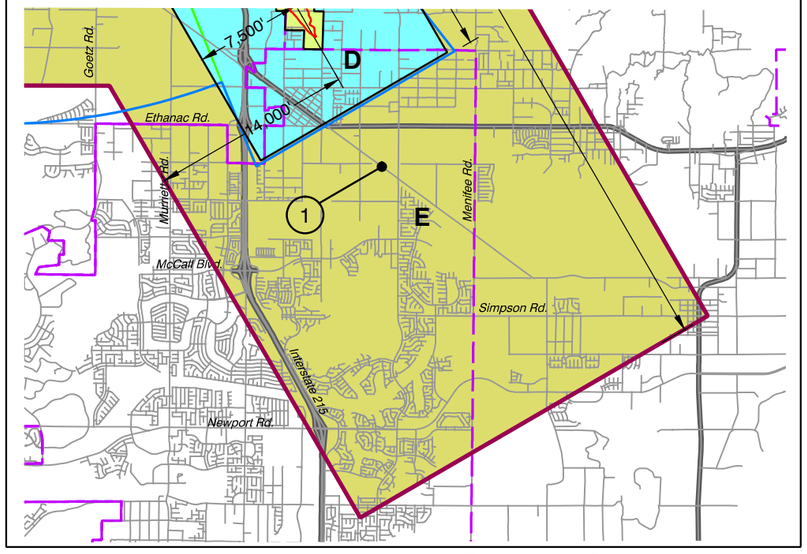
- March Air Reserve Base / Air Force Property
- March Joint Powers Authority Property Line
- County Boundary
- City Limits
- Site-Specific Exceptions (existing local agency commitments to development projects)

1. March JPA: March Business Center/Meridian
2. Perris: Harvest Landing
3. Perris: Park West
4. Moreno Valley: Affordable Housing
5. March JPA: Ben Clark Training Center
6. Riverside: Ridge Crest Subdivision

(1) Point at which aircraft on Runway 32 ILS approach descend below 3,000 feet above runway end. Airport Elevation is 1,535 feet MSL.

(2) Point at which departing aircraft typically reach 3,000 feet above runway end.

INSET



SEE INSET AT RIGHT

Note:
All dimensions are measured from runway ends and centerlines.

N

0 2 4 MILES

Base map source: County of Riverside 2013

Prepared by Mead & Hunt, Inc. (June 2013)

X:\18190-10\114627.01\TECH\CAD\MAR-compatibility2013.dwg Dec 10, 2014 - 1:38pm

Riverside County
Airport Land Use Commission

March Air Reserve Base / Inland Port Airport
Land Use Compatibility Plan

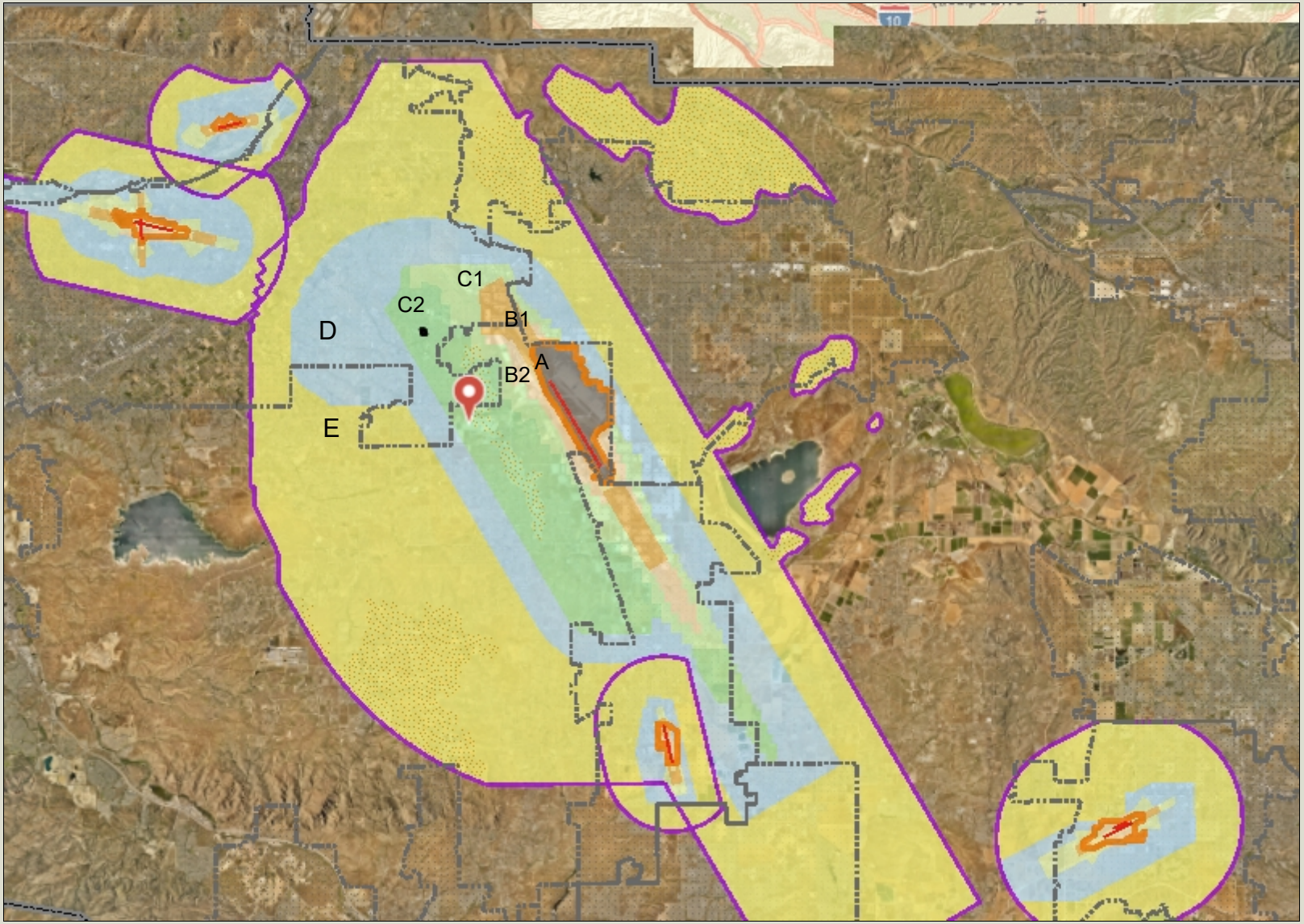
(Adopted November 13, 2014)

Map MA-1

Compatibility Map

March Air Reserve Base / Inland Port Airport

Map My County Map



Legend

- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones
  - OTHER COMPATIBILITY 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

RCIT

0 24,629 49,257 Feet

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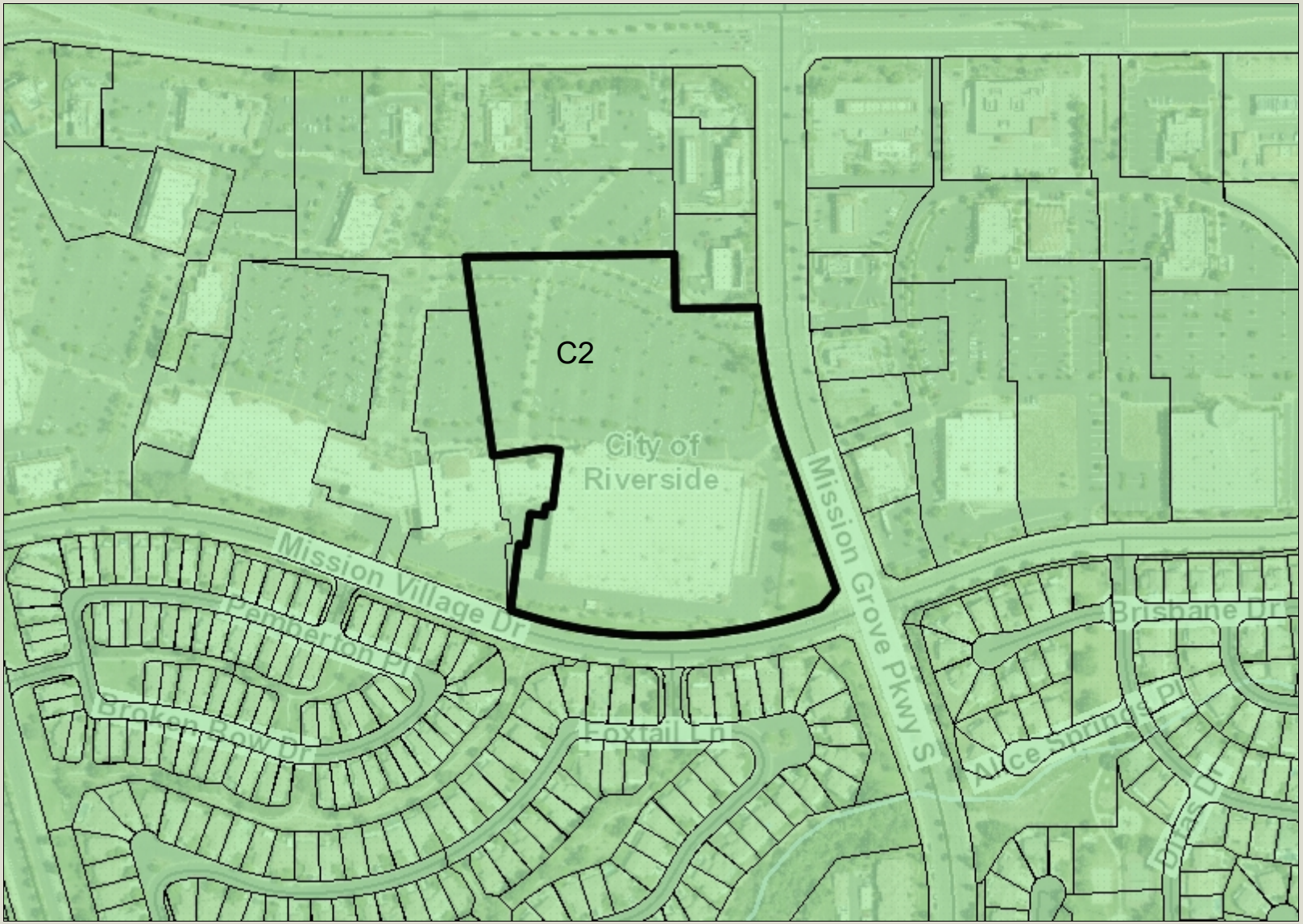
Notes

Map My County Map



Legend

- Parcels
- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones
  - OTHER COMPATIBILITY 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

0 385 770 Feet

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Notes

Map My County Map

Legend

- Parcels
- County Centerline Names
- County Centerlines
- Blueline Streams
- City Areas
- World Street Map

0 385 770 Feet

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Notes

Map My County Map

Legend

- Blueline Streams
- City Areas
- World Street Map

0 6, 12,314 Feet
157

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REPORT PRINTED ON... 10/27/2022 12:31:13 PM

Notes

Map My County Map

Legend

- Blueline Streams
- City Areas
- World Street Map

0 3,079 6,157 Feet

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REPORT PRINTED ON... 10/27/2022 12:31:48 PM

Notes

Map My County Map

Legend

- City Areas
- World Street Map

Notes

0 12,314 24,629 Feet

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Riverside County Airport Land Use Commission **July 27, 2023**
Mr. Paul Rull, Director
4080 Lemon Street, 14th Floor
Riverside, CA 92501

RE: ZAP1548MA22-PR22-001359 – Mission Grove Multi-Family Project

Dear Mr. Rull, as you are aware, Anton DevCo, Inc. ("Applicant") submitted a 347-unit multifamily project known as Anton Mission Grove Apartments ("Project"), for review by the Riverside County Airport Land Use Commission ("ALUC"). As part of ALUC's review, a solar glare study was required. The Applicant engaged WSP to perform the solar glare study which was submitted in April 2023 ("Solar Glare Study"). After conversations between the Applicant and ALUC, the Applicant submitted a supplemental memo dated July 6, 2023 to further explain the history of the Project including the new solar panel requirements under the 2022 California Building Code triennial update ("Supplemental Memo").

Upon further discussion between the Applicant and ALUC, we understand that ALUC has two concerns related to the Project's solar glare output: 1) the methodology used to calculate the solar glare output, and 2) the cumulative project glare. The Applicant would like to take the opportunity to address each of these concerns more specifically with the written narrative herein, as well as with the attached study.

1. **Methodology**

We understand that the methodology used in WSP's report, which removed duplicative solar glare minutes, is new to the Riverside ALUC, and therefore creates a concern.

As discussed in the Solar Glare Study and in the Supplemental Memo, the Applicant's project consists of multiple solar arrays, each of which are input into the ForgeSolar Software and analyzed individually to produce annual solar glare minutes for each solar array. Because the arrays are being analyzed individually, the resulting standard output for each array has duplication and includes simultaneous glare that occurs within the same moment of time across multiple arrays. There is a disclaimer/acknowledgment of this on the ForgeSolar Glare model output that states "Total glare received by each receptor; may include duplicate times of glare from multiple reflective surfaces" (see Appendix B, page 2). This was also confirmed by the ForgeSolar support technician. As such, the ForgeSolar Software has a function to remove the duplication across the individual arrays to arrive at the total minutes of solar glare produced by the Project as a whole. This method has been approved by the ForgeSolar Software technician as shown in email correspondence dated February 15, 2023. As discussed in the Solar Glare Study and the Supplemental Memo, the ForgeSolar Software model projects that the Project is anticipated to produce 44,049 minutes of green glare annually, below ALUC's threshold of 20% of daylight minutes.

2. **Cumulative Project Glare**

We understand that the Riverside ALUC has a concern with the "cumulative" glare produced by the Project.

We would like to note that assigning the term "cumulative" to the amount of duplicate glare (i.e. simultaneous glare) is not accurate. Treating duplicate glare as cumulative glare would result in extensive double counting and would be a misrepresentation of the actual impacts from the Project. We would also like to note that this approach is also not consistent with how the ForgeSolar model calculates annual glare; the ForgeSolar model does not consider duplicate glare as a cumulative impact.

As discussed in the Solar Glare Study and in the Supplemental Memo, before factoring in the duplication discussed above, the output of each of the individual arrays combined together is 340,384 minutes of green glare. We want to reiterate that this number does not represent the Project's cumulative glare – it is impossible to have 340,384 minutes of annual glare given that there are only 262,980 minutes of sunlight in a standard year possible (assuming clear skies every day). The Project will not produce glare during nighttime hours. Utilizing the 340,384 number for decision making purposes is not appropriate or accurate. The Project's duplicate glare total of 340,384 minutes is a function of the limitations of the model in discounting duplicate glare from multiple arrays in the same system and should not be interpreted as a cumulative annual solar glare number. The ForgeSolar model identified only 44,049 minutes of unique green glare occurrences and similarly, the ForgeSolar model predicted only 44,049 minutes of green glare were expected to be produced from the Project annually.

Further Analysis

In order to alleviate these concerns and validate the methodology for discounting duplicate glare, we have run the ForgeSolar glare model for the Project using the standard methodology which does not require analysis of the individual array "Data Files" to filter out duplication ("Supplemental Analysis"). However, this approach requires modeling all 18 arrays as one large array which is described in more detail below and attached to this memo.

The Supplemental Analysis utilizes the same array information as the original analysis in the Solar Glare Study, with the exception that each array is connected by small connector panels, and that the tilts and orientations are the same for all array areas. This approach requires the model to assess those connection areas as solar arrays. Because each of the 18 arrays are now modeled as one array, the resulting output from ForgeSolar does not include any duplication of minutes, and therefore does not require removal of any duplication. The Supplemental Analysis includes two models to account for the range of tilt and height of the arrays: 1) system specifications at 5-degree tilt, 180-degree orientation and 10 feet in height; and 2) 10-degree tilt, 180-degree orientation and 45 feet in height. The total amount of annual green glare as shown on the attached glare output reports are 39,047 minutes and 40,044 minutes, respectively. These two models represent a range of the possible solar glare output – 39,047 minutes on the low end and 40,044 minutes on the high end. The Supplemental Analysis utilizes a methodology that is accepted by ALUC, and its findings support our previous assessment and conclusion that the Project's green glare is less than 20% of daylight minutes annually. Please understand that we are not representing that this is the most accurate method to measure the project's overall glare impacts, but this is another way to double check and validate the duplicative methodology provided by the Forge software.

In conclusion, we hope that this information alleviates any remaining concerns that the ALUC has regarding both methodology and the fact that duplicative glint and glare do not create a larger "cumulative" glare impact.

Once you have reviewed this information, the Applicant would like to request a meeting to discuss this information and any questions you may have. Thank you for your time, expertise, and consideration on this matter.

Sincerely,

William Huber, AICP
WSP USA Inc.
Lead Consultant, Environmental Planner

FORGESOLAR GLARE ANALYSIS

Project: **Mission Grove Apartments - Solar Glare Study**

347 unit multifamily project, 5 buildings, each 4 stories tall located at 375 E. Alessandro Blvd, Riverside, CA. Solar panels located on the roofs of each of the 5 buildings and additional solar panels located on the roofs of the carports.

Site configuration: **Config04_All 180_10ft_1PV**

Client: Anton Mission Grove, LLC

Created 03 May, 2023
Updated 03 May, 2023
Time-step 1 minute
Timezone offset UTC-8
Minimum sun altitude 0.0 deg
DNI peaks at 1,000.0 W/m^2
Category 500 kW to 1 MW
Site ID 89775.15335

Ocular transmission coefficient 0.5
Pupil diameter 0.002 m
Eye focal length 0.017 m
Sun subtended angle 9.3 mrad
PV analysis methodology V2

Summary of Results

Glare with low potential for temporary after-image predicted

PV Array	Tilt	Orient	Annual Green Glare		Annual Yellow Glare		Energy
	°	°	min	hr	min	hr	kWh
PV Array_All	5.0	180.0	39,047	650.8	0	0.0	-

Total glare received by each receptor; may include duplicate times of glare from multiple reflective surfaces.

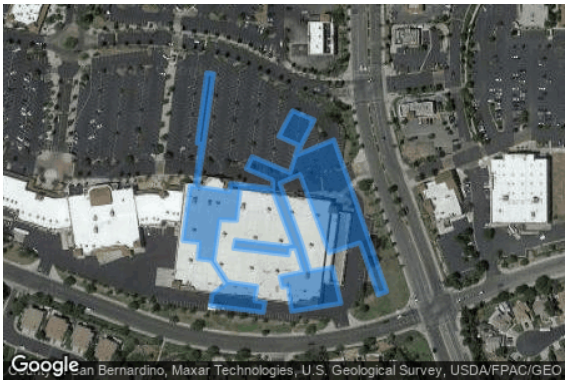
Receptor	Annual Green Glare		Annual Yellow Glare	
	min	hr	min	hr
Rwy 12 GA Pattern Route_MARB	1,838	30.6	0	0.0
Rwy 14 C-17 KC-135_Pattern_MARB	0	0.0	0	0.0
Rwy 14 GA_Pattern_MARB	0	0.0	0	0.0
Rwy 14_Overhead_MARB	0	0.0	0	0.0
Rwy 30 GA Pattern Route_MARB	843	14.1	0	0.0
Rwy 32 C-17 KC-135_Pattern_MARB	32,058	534.3	0	0.0
Rwy 32 GA_Pattern_MARB	4,308	71.8	0	0.0

Receptor	Annual Green Glare		Annual Yellow Glare	
	min	hr	min	hr
Rwy 32_Overhead_MARB	0	0.0	0	0.0
FP_Rwy 12_Final_MARB	0	0.0	0	0.0
FP_Rwy 14 Final_MARB	0	0.0	0	0.0
FP_Rwy 30_Final MARB	0	0.0	0	0.0
FP_Rwy 32_Final MARB	0	0.0	0	0.0
1-ATCT	0	0.0	0	0.0

Component Data

PV Arrays

Name: PV Array_All
Axis tracking: Fixed (no rotation)
Tilt: 5.0°
Orientation: 180.0°
Rated power: -
Panel material: Smooth glass with AR coating
Reflectivity: Vary with sun
Slope error: correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.914789	-117.326017	1587.99	10.00	1597.99
2	33.914783	-117.325957	1588.46	10.00	1598.46
3	33.914260	-117.326045	1589.12	10.00	1599.12
4	33.913979	-117.326096	1589.51	10.00	1599.51
5	33.913945	-117.325822	1590.44	10.00	1600.44
6	33.914003	-117.325812	1590.36	10.00	1600.36
7	33.913969	-117.325446	1590.78	10.00	1600.78
8	33.914028	-117.325452	1590.39	10.00	1600.39
9	33.914108	-117.325678	1590.42	10.00	1600.42
10	33.914195	-117.325627	1589.68	10.00	1599.68
11	33.914079	-117.325301	1590.93	10.00	1600.93
12	33.914275	-117.325228	1590.86	10.00	1600.86
13	33.914337	-117.325396	1588.99	10.00	1598.99
14	33.914402	-117.325358	1589.30	10.00	1599.30
15	33.914521	-117.325279	1591.57	10.00	1601.57
16	33.914455	-117.325093	1593.02	10.00	1603.02
17	33.914266	-117.325211	1590.59	10.00	1600.59
18	33.914209	-117.325231	1590.42	10.00	1600.42
19	33.914314	-117.324925	1592.06	10.00	1602.06
20	33.914011	-117.324792	1594.51	10.00	1604.51
21	33.913437	-117.324554	1596.23	10.00	1606.23
22	33.913236	-117.324469	1590.66	10.00	1600.66
23	33.913212	-117.324544	1593.03	10.00	1603.03
24	33.913583	-117.324700	1594.66	10.00	1604.66
25	33.913510	-117.324966	1593.29	10.00	1603.29
26	33.914067	-117.325216	1591.34	10.00	1601.34
27	33.914005	-117.325388	1590.77	10.00	1600.77
28	33.913584	-117.325203	1592.61	10.00	1602.61
29	33.913381	-117.325129	1592.68	10.00	1602.68
30	33.913408	-117.324935	1593.07	10.00	1603.07
31	33.913152	-117.324864	1591.41	10.00	1601.41
32	33.913095	-117.325289	1589.62	10.00	1599.62
33	33.913275	-117.325318	1591.50	10.00	1601.50
34	33.913268	-117.325366	1591.33	10.00	1601.33
35	33.913341	-117.325388	1591.64	10.00	1601.64
36	33.913376	-117.325187	1592.42	10.00	1602.42
37	33.913545	-117.325252	1592.42	10.00	1602.42
38	33.913540	-117.325309	1592.23	10.00	1602.23
39	33.913496	-117.325316	1592.17	10.00	1602.17
40	33.913543	-117.325785	1591.53	10.00	1601.53
41	33.913601	-117.325772	1591.39	10.00	1601.39
42	33.913558	-117.325337	1592.15	10.00	1602.15
43	33.913570	-117.325279	1592.33	10.00	1602.33
44	33.913948	-117.325450	1590.89	10.00	1600.89
45	33.913973	-117.325729	1590.49	10.00	1600.49
46	33.913741	-117.325759	1591.04	10.00	1601.04
47	33.913746	-117.325906	1590.69	10.00	1600.69
48	33.913453	-117.325955	1591.81	10.00	1601.81
49	33.913303	-117.325837	1592.43	10.00	1602.43
50	33.913273	-117.325585	1591.28	10.00	1601.28
51	33.913172	-117.325605	1590.65	10.00	1600.65
52	33.913160	-117.325515	1590.58	10.00	1600.58
53	33.913088	-117.325530	1590.13	10.00	1600.13
54	33.913135	-117.325986	1593.40	10.00	1603.40
55	33.913216	-117.325971	1593.59	10.00	1603.59
56	33.913292	-117.325849	1592.54	10.00	1602.54
57	33.913456	-117.325977	1591.74	10.00	1601.74
58	33.913469	-117.326092	1591.52	10.00	1601.52
59	33.913585	-117.326081	1590.88	10.00	1600.88

Route Receptors

Name: Rwy 12 GA Pattern Route_MARB
Path type: One-way (toward increasing index)
Observer view angle: 50.0°

Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.884319	-117.253536	1504.83	50.00	1554.83
2	33.876069	-117.243611	1494.36	1300.00	2794.36
3	33.876081	-117.235119	1493.45	1300.00	2793.45
4	33.880814	-117.229467	1505.19	1300.00	2805.19
5	33.887897	-117.229483	1511.48	1300.00	2811.48
6	33.910333	-117.256469	1523.56	1300.00	2823.56
7	33.910322	-117.264967	1535.46	1300.00	2835.46
8	33.905592	-117.270622	1552.83	1300.00	2852.83
9	33.898506	-117.270608	1540.91	1300.00	2840.91
10	33.890258	-117.260681	1521.98	50.00	1571.98

Name: Rwy 14 C-17 KC-135_Pattern_MARB
Path type: One-way (toward increasing index)
Observer view angle: 50.0°

Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.864994	-117.248281	1534.48	50.00	1584.48
2	33.836269	-117.227869	1551.36	1500.00	3051.36
3	33.821961	-117.228367	1567.86	1500.00	3067.86
4	33.813147	-117.244350	1614.29	1500.00	3114.29
5	33.819225	-117.262269	1649.78	1500.00	3149.78
6	33.908131	-117.325528	1645.37	1500.00	3145.37
7	33.922394	-117.325047	1662.54	1500.00	3162.54
8	33.931244	-117.309014	1681.55	1500.00	3181.55
9	33.925156	-117.291061	1660.26	1500.00	3160.26
10	33.896431	-117.270636	1558.29	50.00	1608.29

Name: Rwy 14 GA_Pattern_MARB
Path type: One-way (toward increasing index)
Observer view angle: 50.0°

Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.864994	-117.248281	1545.57	50.00	1595.57
2	33.854942	-117.241136	1570.68	1500.00	3070.68
3	33.848078	-117.243236	1621.08	1500.00	3121.08
4	33.844669	-117.250119	1637.58	1500.00	3137.58
5	33.846422	-117.258344	1620.88	1500.00	3120.88
6	33.897972	-117.295011	1632.35	1500.00	3132.35
7	33.904833	-117.292903	1637.62	1500.00	3137.62
8	33.908242	-117.286017	1613.26	1500.00	3113.26
9	33.906486	-117.277783	1541.28	1500.00	3041.28
10	33.896431	-117.270636	1527.57	50.00	1577.57

Name: Rwy 14_Overhead_MARB
Path type: One-way (toward increasing index)
Observer view angle: 50.0°

Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.968036	-117.322128	1698.41	2000.00	3698.41
2	33.880706	-117.259453	1693.93	2000.00	3693.93
3	33.863564	-117.293805	1686.35	2000.00	3686.35
4	33.908131	-117.325528	1689.95	2000.00	3689.95
5	33.925156	-117.291061	1695.39	2000.00	3695.39
6	33.896431	-117.270636	1693.84	50.00	1743.84

Name: Rwy 30 GA Pattern Route_MARB
Path type: One-way (toward increasing index)
Observer view angle: 50.0°

Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.890258	-117.260681	1521.57	50.00	1571.57
2	33.898508	-117.270608	1507.42	1300.00	2807.42
3	33.905592	-117.270622	1525.39	1300.00	2825.39
4	33.910322	-117.264967	1541.99	1300.00	2841.99
5	33.910330	-117.256469	1560.06	1300.00	2860.06
6	33.887897	-117.229483	1582.66	1300.00	2882.66
7	33.880814	-117.229467	1582.50	1300.00	2882.50
8	33.876081	-117.235119	1578.72	1300.00	2878.72
9	33.876069	-117.243611	1555.82	1300.00	2855.82
10	33.884319	-117.253536	1551.55	50.00	1601.55

Name: Rwy 32 C-17 KC-135_Pattern_MARB
Path type: One-way (toward increasing index)
Observer view angle: 50.0°

Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.896431	-117.270636	1555.82	50.00	1605.82
2	33.925156	-117.291061	1639.32	1500.00	3139.32
3	33.931244	-117.309014	1704.46	1500.00	3204.46
4	33.922394	-117.325047	1697.63	1500.00	3197.63
5	33.908131	-117.325528	1697.04	1500.00	3197.04
6	33.819225	-117.262269	1708.42	1500.00	3208.42
7	33.813147	-117.244350	1742.27	1500.00	3242.27
8	33.821961	-117.228367	1644.15	1500.00	3144.15
9	33.836269	-117.227869	1581.00	1500.00	3081.00
10	33.864994	-117.248281	1569.38	50.00	1619.38

Name: Rwy 32 GA_Pattern_MARB
Path type: One-way (toward increasing index)
Observer view angle: 50.0°

Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.896431	-117.270636	1698.08	50.00	1748.08
2	33.906486	-117.277783	1645.13	1500.00	3145.13
3	33.908242	-117.286017	1694.95	1500.00	3194.95
4	33.904833	-117.292903	1669.55	1500.00	3169.55
5	33.897972	-117.295011	1689.41	1500.00	3189.41
6	33.846422	-117.258344	1712.87	1500.00	3212.87
7	33.844669	-117.250119	1716.24	1500.00	3216.24
8	33.848078	-117.243236	1723.09	1500.00	3223.09
9	33.854942	-117.241136	1740.89	1500.00	3240.89
10	33.864994	-117.248281	1741.47	50.00	1791.47

Name: Rwy 32_Overhead_MARB
Path type: One-way (toward increasing index)
Observer view angle: 50.0°

Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.793375	-117.196878	1820.18	2000.00	3820.18
2	33.880706	-117.259453	1629.13	2000.00	3629.13
3	33.863564	-117.293808	1643.57	2000.00	3643.57
4	33.819225	-117.262269	1725.18	2000.00	3725.18
5	33.836269	-117.227869	1753.15	2000.00	3753.15
6	33.864994	-117.248281	1609.77	50.00	1659.77

Flight Path Receptors

Name: FP_Rwy 12_Final_MARB
Description:
Threshold height: 50 ft
Direction: 135.0°
Glide slope: 3.0°
Pilot view restricted? Yes
Vertical view: 30.0°
Azimuthal view: 50.0°

Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.890258	-117.260681	1517.96	50.00	1567.96
Two-mile	33.910702	-117.285338	1543.09	578.30	2121.39

Name: FP_Rwy 14 Final_MARB
Description:
Threshold height: 56 ft
Direction: 149.0°
Glide slope: 2.59°
Pilot view restricted? Yes
Vertical view: 30.0°
Azimuthal view: 50.0°

Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.896431	-117.270636	1535.64	56.00	1591.64
Two-mile	33.921214	-117.288597	1524.57	544.74	2069.32

Name: FP_Rwy 30_Final MARB
Description:
Threshold height: 50 ft
Direction: 315.0°
Glide slope: 3.0°
Pilot view restricted? Yes
Vertical view: 30.0°
Azimuthal view: 50.0°

Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.884319	-117.253536	1505.89	50.00	1555.89
Two-mile	33.863875	-117.228880	1469.65	639.67	2109.32

Name: FP_Rwy 32_Final MARB
Description:
Threshold height: 59 ft
Direction: 329.0°
Glide slope: 3.0°
Pilot view restricted? Yes
Vertical view: 30.0°
Azimuthal view: 50.0°

Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.864994	-117.248281	1486.36	59.00	1545.36
Two-mile	33.840211	-117.230327	1459.69	639.10	2098.79

Discrete Observation Point Receptors

Name	ID	Latitude (°)	Longitude (°)	Elevation (ft)	Height (ft)
1-ATCT	1	33.891572	-117.251203	1508.94	118.00

Map image of 1-ATCT

Obstruction Components

Name: Obstruction 1
Top height: 0.0 ft

Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)
1	33.901372	-117.312354	1704.43
2	33.902619	-117.310680	1732.93
3	33.904150	-117.308491	1751.76
4	33.906145	-117.305659	1755.64
5	33.907890	-117.303384	1746.20
6	33.909920	-117.300595	1663.24

Glare Analysis Results

Summary of Results

Glare with low potential for temporary after-image predicted

PV Array	Tilt	Orient	Annual Green Glare		Annual Yellow Glare		Energy
	°	°	min	hr	min	hr	kWh
PV Array_All	5.0	180.0	39,047	650.8	0	0.0	-

Total glare received by each receptor; may include duplicate times of glare from multiple reflective surfaces.

Receptor	Annual Green Glare		Annual Yellow Glare	
	min	hr	min	hr
Rwy 12 GA Pattern Route_MARB	1,838	30.6	0	0.0
Rwy 14 C-17 KC-135_Pattern_MARB	0	0.0	0	0.0
Rwy 14 GA_Pattern_MARB	0	0.0	0	0.0
Rwy 14_Overhead_MARB	0	0.0	0	0.0
Rwy 30 GA Pattern Route_MARB	843	14.1	0	0.0
Rwy 32 C-17 KC-135_Pattern_MARB	32,058	534.3	0	0.0
Rwy 32 GA_Pattern_MARB	4,308	71.8	0	0.0
Rwy 32_Overhead_MARB	0	0.0	0	0.0
FP_Rwy 12_Final_MARB	0	0.0	0	0.0
FP_Rwy 14 Final_MARB	0	0.0	0	0.0
FP_Rwy 30_Final MARB	0	0.0	0	0.0
FP_Rwy 32_Final MARB	0	0.0	0	0.0
1-ATCT	0	0.0	0	0.0

PV: PV Array_All low potential for temporary after-image

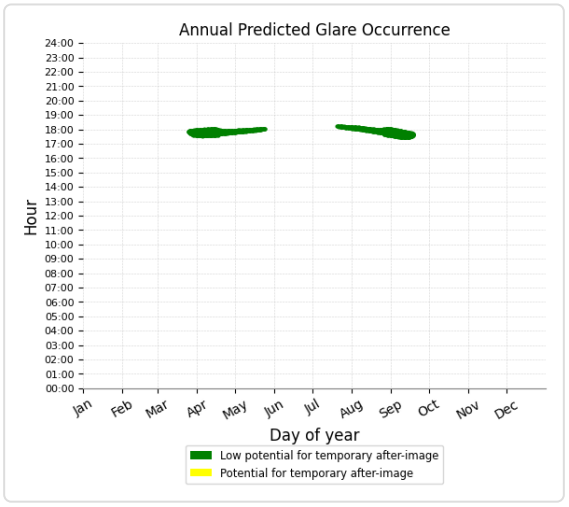
Receptor results ordered by category of glare

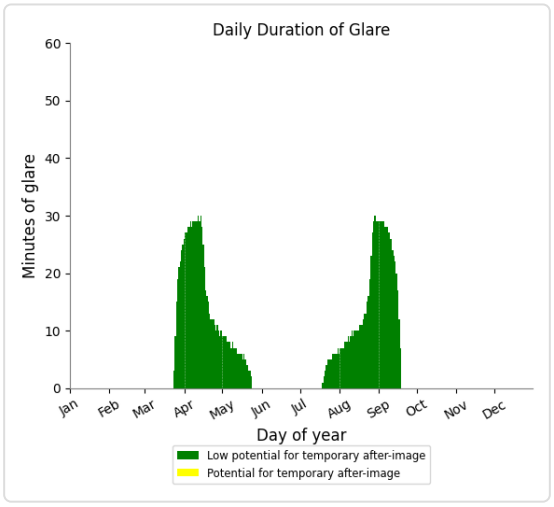
Receptor	Annual Green Glare		Annual Yellow Glare	
	min	hr	min	hr
Rwy 12 GA Pattern Route_MARB	1,838	30.6	0	0.0
Rwy 30 GA Pattern Route_MARB	843	14.1	0	0.0
Rwy 32 C-17 KC-135_Pattern_MARB	32,058	534.3	0	0.0
Rwy 32 GA_Pattern_MARB	4,308	71.8	0	0.0
Rwy 14 C-17 KC-135_Pattern_MARB	0	0.0	0	0.0
Rwy 14 GA_Pattern_MARB	0	0.0	0	0.0
Rwy 14_Overhead_MARB	0	0.0	0	0.0
Rwy 32_Overhead_MARB	0	0.0	0	0.0
FP_Rwy 12_Final_MARB	0	0.0	0	0.0
FP_Rwy 14 Final_MARB	0	0.0	0	0.0
FP_Rwy 30_Final MARB	0	0.0	0	0.0
FP_Rwy 32_Final MARB	0	0.0	0	0.0
1-ATCT	0	0.0	0	0.0

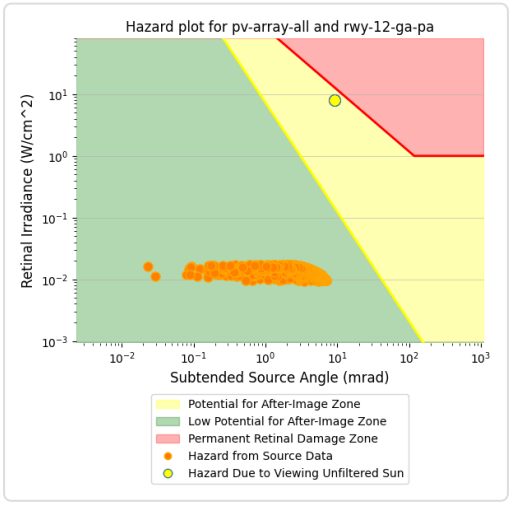
PV Array_All and Route: Rwy 12 GA Pattern Route_MARB

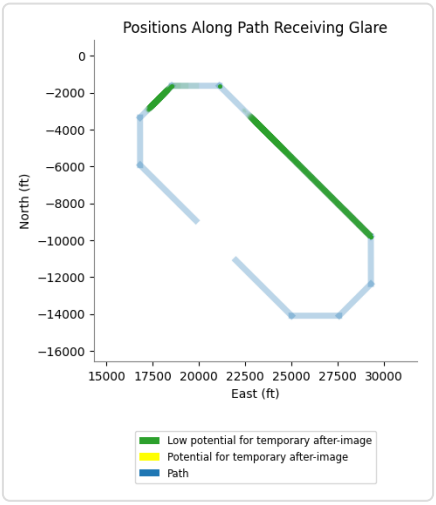
Yellow glare: none

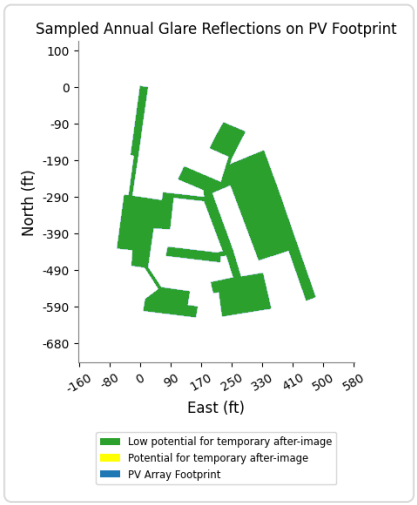
Green glare: 1,838 min.







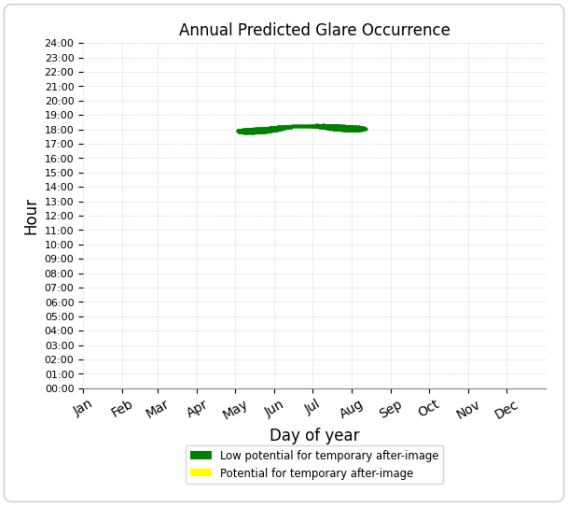


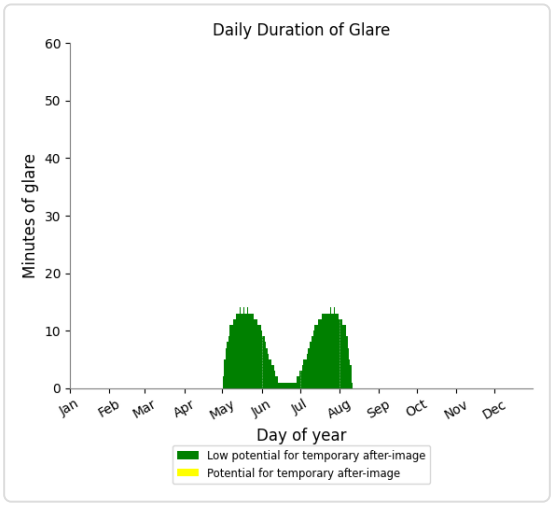


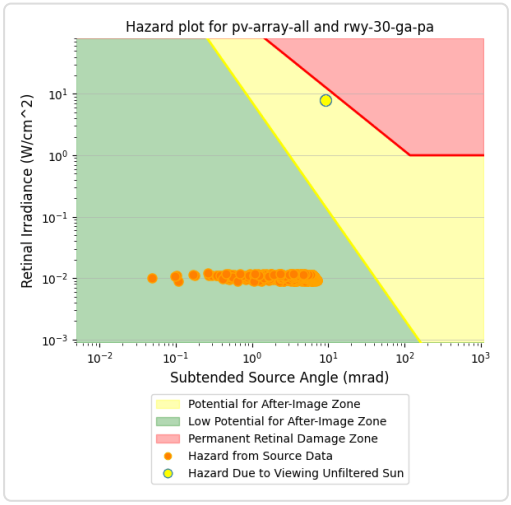
PV Array_All and Route: Rwy 30 GA Pattern Route_MARB

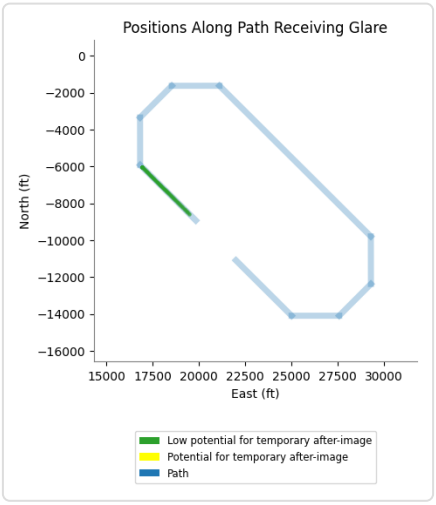
Yellow glare: none

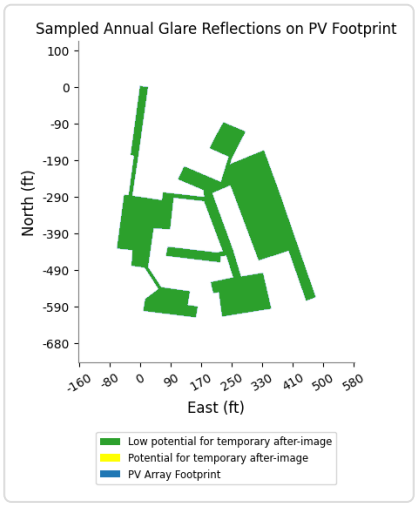
Green glare: 843 min.







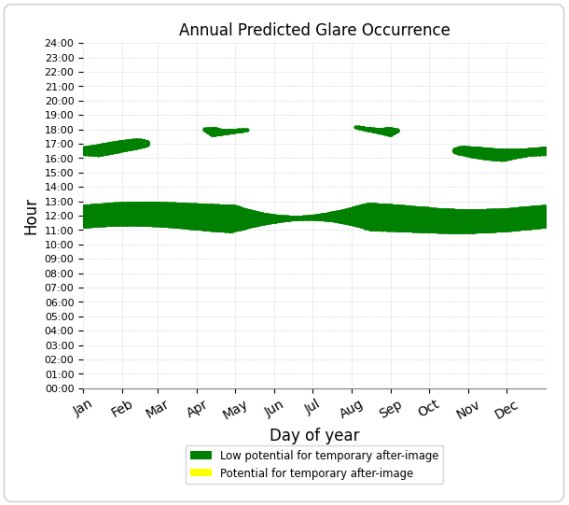


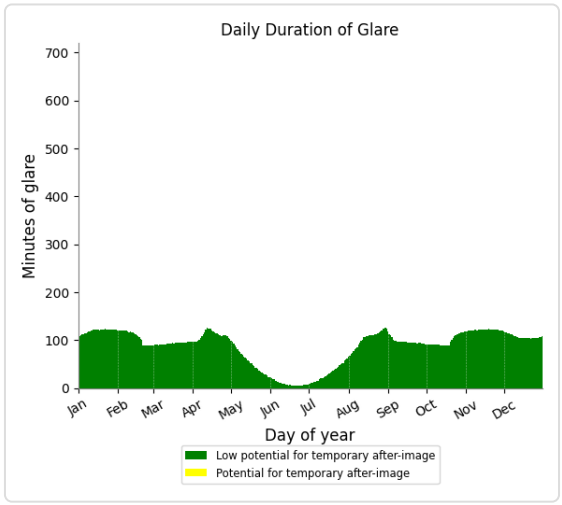


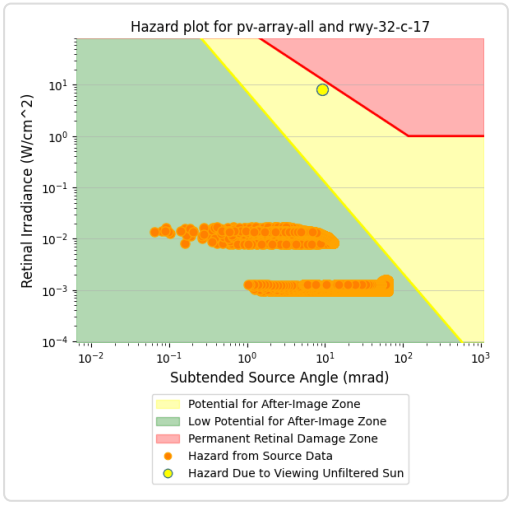
PV Array_All and Route: Rwy 32 C-17 KC-135_Pattern_MARB

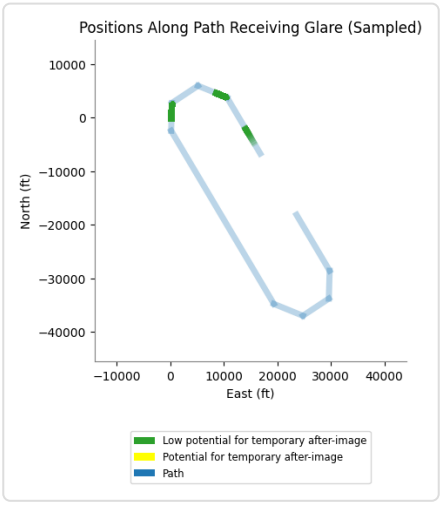
Yellow glare: none

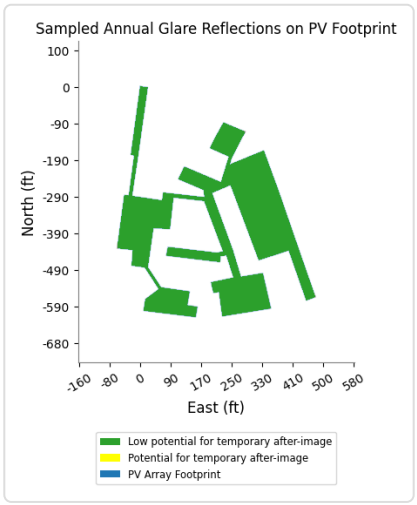
Green glare: 32,058 min.







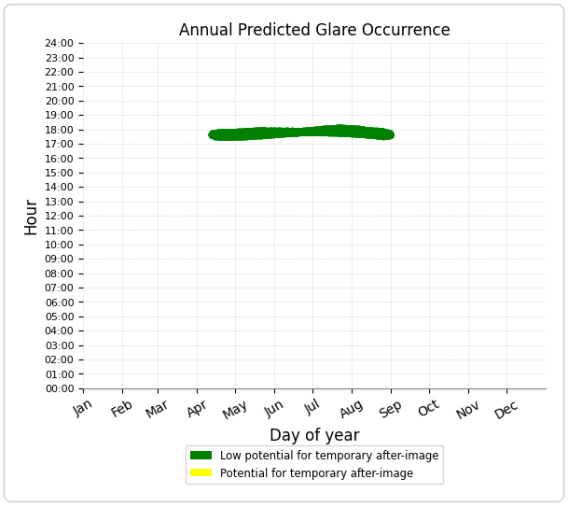


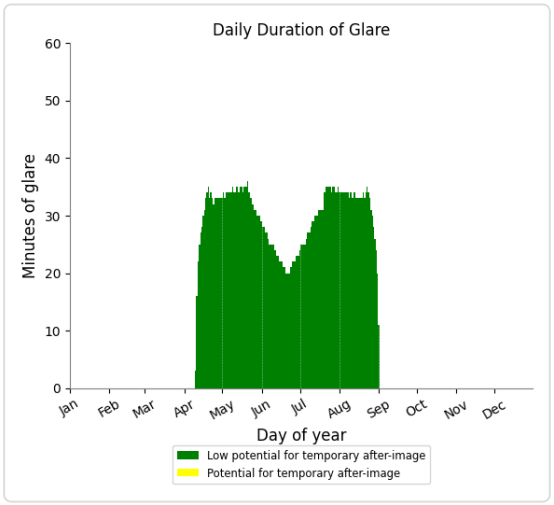


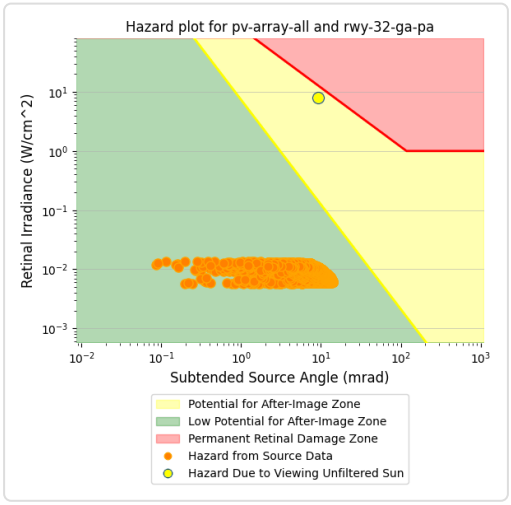
PV Array_All and Route: Rwy 32 GA_Pattern_MARB

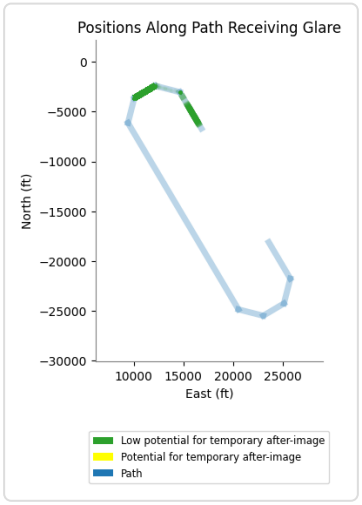
Yellow glare: none

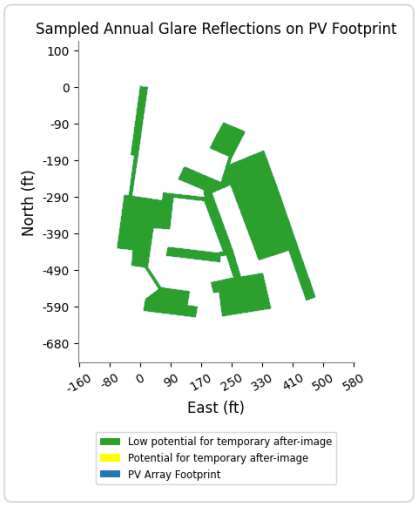
Green glare: 4,308 min.











PV Array_All and Route: Rwy 14 C-17 KC-135_Pattern_MARB

No glare found

PV Array_All and Route: Rwy 14 GA_Pattern_MARB

No glare found

PV Array_All and Route: Rwy 14_Overhead_MARB

No glare found

PV Array_All and Route: Rwy 32_Overhead_MARB

No glare found

PV Array_All and FP: FP_Rwy 12_Final_MARB

No glare found

PV Array_All and FP: FP_Rwy 14 Final_MARB

No glare found

PV Array_All and FP: FP_Rwy 30_Final MARB

No glare found

PV Array_All and FP: FP_Rwy 32_Final MARB

No glare found

PV Array_All and 1-ATCT

No glare found

Assumptions

"Green" glare is glare with low potential to cause an after-image (flash blindness) when observed prior to a typical blink response time.
"Yellow" glare is glare with potential to cause an after-image (flash blindness) when observed prior to a typical blink response time.
Times associated with glare are denoted in Standard time. For Daylight Savings, add one hour.
The algorithm does not rigorously represent the detailed geometry of a system; detailed features such as gaps between modules, variable height of the PV array, and support structures may impact actual glare results. However, we have validated our models against several systems, including a PV array causing glare to the air-traffic control tower at Manchester-Boston Regional Airport and several sites in Albuquerque, and the tool accurately predicted the occurrence and intensity of glare at different times and days of the year.
Several V1 calculations utilize the PV array centroid, rather than the actual glare spot location, due to algorithm limitations. This may affect results for large PV footprints. Additional analyses of array sub-sections can provide additional information on expected glare. This primarily affects V1 analyses of path receptors.
Random number computations are utilized by various steps of the annual hazard analysis algorithm. Predicted minutes of glare can vary between runs as a result. This limitation primarily affects analyses of Observation Point receptors, including ATCTs. Note that the SGHAT/ ForgeSolar methodology has always relied on an analytical, qualitative approach to accurately determine the overall hazard (i.e. green vs. yellow) of expected glare on an annual basis.
The analysis does not automatically consider obstacles (either man-made or natural) between the observation points and the prescribed solar installation that may obstruct observed glare, such as trees, hills, buildings, etc.
The subtended source angle (glare spot size) is constrained by the PV array footprint size. Partitioning large arrays into smaller sections will reduce the maximum potential subtended angle, potentially impacting results if actual glare spots are larger than the sub-array size. Additional analyses of the combined area of adjacent sub-arrays can provide more information on potential glare hazards. (See previous point on related limitations.)
The variable direct normal irradiance (DNI) feature (if selected) scales the user-prescribed peak DNI using a typical clear-day irradiance profile. This profile has a lower DNI in the mornings and evenings and a maximum at solar noon. The scaling uses a clear-day irradiance profile based on a normalized time relative to sunrise, solar noon, and sunset, which are prescribed by a sun-position algorithm and the latitude and longitude obtained from Google maps. The actual DNI on any given day can be affected by cloud cover, atmospheric attenuation, and other environmental factors.
The ocular hazard predicted by the tool depends on a number of environmental, optical, and human factors, which can be uncertain. We provide input fields and typical ranges of values for these factors so that the user can vary these parameters to see if they have an impact on the results. The speed of SGHAT allows expedited sensitivity and parametric analyses.
The system output calculation is a DNI-based approximation that assumes clear, sunny skies year-round. It should not be used in place of more rigorous modeling methods.
Hazard zone boundaries shown in the Glare Hazard plot are an approximation and visual aid based on aggregated research data. Actual ocular impact outcomes encompass a continuous, not discrete, spectrum.
Glare locations displayed on receptor plots are approximate. Actual glare-spot locations may differ.
Refer to the Help page at **www.forgesolar.com/help/** for assumptions and limitations not listed here.

Default glare analysis parameters and observer eye characteristics (for reference only):

- Analysis time interval: 1 minute
- Ocular transmission coefficient: 0.5
- Pupil diameter: 0.002 meters
- Eye focal length: 0.017 meters
- Sun subtended angle: 9.3 milliradians

FORGESOLAR GLARE ANALYSIS

Project: **Mission Grove Apartments - Solar Glare Study**

347 unit multifamily project, 5 buildings, each 4 stories tall located at 375 E. Alessandro Blvd, Riverside, CA. Solar panels located on the roofs of each of the 5 buildings and additional solar panels located on the roofs of the carports.

Site configuration: **Config03_All 180_45ft_1PV**

Client: Anton Mission Grove, LLC

Created 03 May, 2023
Updated 03 May, 2023
Time-step 1 minute
Timezone offset UTC-8
Minimum sun altitude 0.0 deg
DNI peaks at 1,000.0 W/m^2
Category 500 kW to 1 MW
Site ID 89772.15335

Ocular transmission coefficient 0.5
Pupil diameter 0.002 m
Eye focal length 0.017 m
Sun subtended angle 9.3 mrad
PV analysis methodology V2

Summary of Results

Glare with low potential for temporary after-image predicted

PV Array	Tilt	Orient	Annual Green Glare		Annual Yellow Glare		Energy
	°	°	min	hr	min	hr	kWh
PV Array_All	10.0	180.0	40,044	667.4	0	0.0	-

Total glare received by each receptor; may include duplicate times of glare from multiple reflective surfaces.

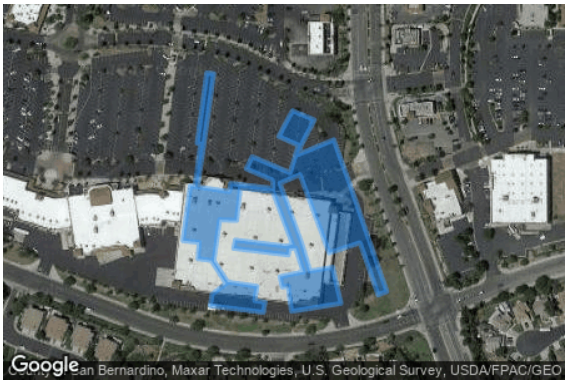
Receptor	Annual Green Glare		Annual Yellow Glare	
	min	hr	min	hr
Rwy 12 GA Pattern Route_MARB	1,956	32.6	0	0.0
Rwy 14 C-17 KC-135_Pattern_MARB	8,047	134.1	0	0.0
Rwy 14 GA_Pattern_MARB	0	0.0	0	0.0
Rwy 14_Overhead_MARB	0	0.0	0	0.0
Rwy 30 GA Pattern Route_MARB	1,021	17.0	0	0.0
Rwy 32 C-17 KC-135_Pattern_MARB	24,724	412.1	0	0.0
Rwy 32 GA_Pattern_MARB	4,296	71.6	0	0.0

Receptor	Annual Green Glare		Annual Yellow Glare	
	min	hr	min	hr
Rwy 32_Overhead_MARB	0	0.0	0	0.0
FP_Rwy 12_Final_MARB	0	0.0	0	0.0
FP_Rwy 14 Final_MARB	0	0.0	0	0.0
FP_Rwy 30_Final MARB	0	0.0	0	0.0
FP_Rwy 32_Final MARB	0	0.0	0	0.0
1-ATCT	0	0.0	0	0.0

Component Data

PV Arrays

Name: PV Array_All
Axis tracking: Fixed (no rotation)
Tilt: 10.0°
Orientation: 180.0°
Rated power: -
Panel material: Smooth glass with AR coating
Reflectivity: Vary with sun
Slope error: correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.914789	-117.326017	1587.99	45.00	1632.99
2	33.914783	-117.325957	1588.46	45.00	1633.46
3	33.914260	-117.326045	1589.12	45.00	1634.12
4	33.913979	-117.326096	1589.51	45.00	1634.51
5	33.913945	-117.325822	1590.44	45.00	1635.44
6	33.914003	-117.325812	1590.36	45.00	1635.36
7	33.913969	-117.325446	1590.78	45.00	1635.78
8	33.914028	-117.325452	1590.39	45.00	1635.39
9	33.914108	-117.325678	1590.42	45.00	1635.42
10	33.914195	-117.325627	1589.68	45.00	1634.68
11	33.914079	-117.325301	1590.93	45.00	1635.93
12	33.914275	-117.325228	1590.86	45.00	1635.86
13	33.914337	-117.325396	1588.99	45.00	1633.99
14	33.914402	-117.325358	1589.30	45.00	1634.30
15	33.914521	-117.325279	1591.57	45.00	1636.57
16	33.914455	-117.325093	1593.02	45.00	1638.02
17	33.914266	-117.325211	1590.59	45.00	1635.59
18	33.914209	-117.325231	1590.42	45.00	1635.42
19	33.914314	-117.324925	1592.06	45.00	1637.06
20	33.914011	-117.324792	1594.51	45.00	1639.51
21	33.913437	-117.324554	1596.23	45.00	1641.23
22	33.913236	-117.324469	1590.66	45.00	1635.66
23	33.913212	-117.324544	1593.03	45.00	1638.03
24	33.913583	-117.324700	1594.66	45.00	1639.66
25	33.913510	-117.324966	1593.29	45.00	1638.29
26	33.914067	-117.325216	1591.34	45.00	1636.34
27	33.914005	-117.325388	1590.77	45.00	1635.77
28	33.913584	-117.325203	1592.61	45.00	1637.61
29	33.913381	-117.325129	1592.68	45.00	1637.68
30	33.913408	-117.324935	1593.07	45.00	1638.07
31	33.913152	-117.324864	1591.41	45.00	1636.41
32	33.913095	-117.325289	1589.62	45.00	1634.62
33	33.913275	-117.325318	1591.50	45.00	1636.50
34	33.913268	-117.325366	1591.33	45.00	1636.33
35	33.913341	-117.325388	1591.64	45.00	1636.64
36	33.913376	-117.325187	1592.42	45.00	1637.42
37	33.913545	-117.325252	1592.42	45.00	1637.42
38	33.913540	-117.325309	1592.23	45.00	1637.23
39	33.913496	-117.325316	1592.17	45.00	1637.17
40	33.913543	-117.325785	1591.53	45.00	1636.53
41	33.913601	-117.325772	1591.39	45.00	1636.39
42	33.913558	-117.325337	1592.15	45.00	1637.15
43	33.913570	-117.325279	1592.33	45.00	1637.33
44	33.913948	-117.325450	1590.89	45.00	1635.89
45	33.913973	-117.325729	1590.49	45.00	1635.49
46	33.913741	-117.325759	1591.04	45.00	1636.04
47	33.913746	-117.325906	1590.69	45.00	1635.69
48	33.913453	-117.325955	1591.81	45.00	1636.81
49	33.913303	-117.325837	1592.43	45.00	1637.43
50	33.913273	-117.325585	1591.28	45.00	1636.28
51	33.913172	-117.325605	1590.65	45.00	1635.65
52	33.913160	-117.325515	1590.58	45.00	1635.58
53	33.913088	-117.325530	1590.13	45.00	1635.13
54	33.913135	-117.325986	1593.40	45.00	1638.40
55	33.913216	-117.325971	1593.59	45.00	1638.59
56	33.913292	-117.325849	1592.54	45.00	1637.54
57	33.913456	-117.325977	1591.74	45.00	1636.74
58	33.913469	-117.326092	1591.52	45.00	1636.52
59	33.913585	-117.326081	1590.88	45.00	1635.88

Route Receptors

Name: Rwy 12 GA Pattern Route_MARB
Path type: One-way (toward increasing index)
Observer view angle: 50.0°

Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.884319	-117.253536	1504.83	50.00	1554.83
2	33.876069	-117.243611	1494.36	1300.00	2794.36
3	33.876081	-117.235119	1493.45	1300.00	2793.45
4	33.880814	-117.229467	1505.19	1300.00	2805.19
5	33.887897	-117.229483	1511.48	1300.00	2811.48
6	33.910333	-117.256469	1523.56	1300.00	2823.56
7	33.910322	-117.264967	1535.46	1300.00	2835.46
8	33.905592	-117.270622	1552.83	1300.00	2852.83
9	33.898506	-117.270608	1540.91	1300.00	2840.91
10	33.890258	-117.260681	1521.98	50.00	1571.98

Name: Rwy 14 C-17 KC-135_Pattern_MARB
Path type: One-way (toward increasing index)
Observer view angle: 50.0°

Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.864994	-117.248281	1534.48	50.00	1584.48
2	33.836269	-117.227869	1551.36	1500.00	3051.36
3	33.821961	-117.228367	1567.86	1500.00	3067.86
4	33.813147	-117.244350	1614.29	1500.00	3114.29
5	33.819225	-117.262269	1649.78	1500.00	3149.78
6	33.908131	-117.325528	1645.37	1500.00	3145.37
7	33.922394	-117.325047	1662.54	1500.00	3162.54
8	33.931244	-117.309014	1681.55	1500.00	3181.55
9	33.925156	-117.291061	1660.26	1500.00	3160.26
10	33.896431	-117.270636	1558.29	50.00	1608.29

Name: Rwy 14 GA_Pattern_MARB
Path type: One-way (toward increasing index)
Observer view angle: 50.0°

Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.864994	-117.248281	1545.57	50.00	1595.57
2	33.854942	-117.241136	1570.68	1500.00	3070.68
3	33.848078	-117.243236	1621.08	1500.00	3121.08
4	33.844669	-117.250119	1637.58	1500.00	3137.58
5	33.846422	-117.258344	1620.88	1500.00	3120.88
6	33.897972	-117.295011	1632.35	1500.00	3132.35
7	33.904833	-117.292903	1637.62	1500.00	3137.62
8	33.908242	-117.286017	1613.26	1500.00	3113.26
9	33.906486	-117.277783	1541.28	1500.00	3041.28
10	33.896431	-117.270636	1527.57	50.00	1577.57

Name: Rwy 14_Overhead_MARB
Path type: One-way (toward increasing index)
Observer view angle: 50.0°

Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.968036	-117.322128	1698.41	2000.00	3698.41
2	33.880706	-117.259453	1693.93	2000.00	3693.93
3	33.863564	-117.293805	1686.35	2000.00	3686.35
4	33.908131	-117.325528	1689.95	2000.00	3689.95
5	33.925156	-117.291061	1695.39	2000.00	3695.39
6	33.896431	-117.270636	1693.84	50.00	1743.84

Name: Rwy 30 GA Pattern Route_MARB
Path type: One-way (toward increasing index)
Observer view angle: 50.0°

Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.890258	-117.260681	1521.57	50.00	1571.57
2	33.898508	-117.270608	1507.42	1300.00	2807.42
3	33.905592	-117.270622	1525.39	1300.00	2825.39
4	33.910322	-117.264967	1541.99	1300.00	2841.99
5	33.910330	-117.256469	1560.06	1300.00	2860.06
6	33.887897	-117.229483	1582.66	1300.00	2882.66
7	33.880814	-117.229467	1582.50	1300.00	2882.50
8	33.876081	-117.235119	1578.72	1300.00	2878.72
9	33.876069	-117.243611	1555.82	1300.00	2855.82
10	33.884319	-117.253536	1551.55	50.00	1601.55

Name: Rwy 32 C-17 KC-135_Pattern_MARB
Path type: One-way (toward increasing index)
Observer view angle: 50.0°

Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.896431	-117.270636	1555.82	50.00	1605.82
2	33.925156	-117.291061	1639.32	1500.00	3139.32
3	33.931244	-117.309014	1704.46	1500.00	3204.46
4	33.922394	-117.325047	1697.63	1500.00	3197.63
5	33.908131	-117.325528	1697.04	1500.00	3197.04
6	33.819225	-117.262269	1708.42	1500.00	3208.42
7	33.813147	-117.244350	1742.27	1500.00	3242.27
8	33.821961	-117.228367	1644.15	1500.00	3144.15
9	33.836269	-117.227869	1581.00	1500.00	3081.00
10	33.864994	-117.248281	1569.38	50.00	1619.38

Name: Rwy 32 GA_Pattern_MARB
Path type: One-way (toward increasing index)
Observer view angle: 50.0°

Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.896431	-117.270636	1698.08	50.00	1748.08
2	33.906486	-117.277783	1645.13	1500.00	3145.13
3	33.908242	-117.286017	1694.95	1500.00	3194.95
4	33.904833	-117.292903	1669.55	1500.00	3169.55
5	33.897972	-117.295011	1689.41	1500.00	3189.41
6	33.846422	-117.258344	1712.87	1500.00	3212.87
7	33.844669	-117.250119	1716.24	1500.00	3216.24
8	33.848078	-117.243236	1723.09	1500.00	3223.09
9	33.854942	-117.241136	1740.89	1500.00	3240.89
10	33.864994	-117.248281	1741.47	50.00	1791.47

Name: Rwy 32_Overhead_MARB
Path type: One-way (toward increasing index)
Observer view angle: 50.0°

Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.793375	-117.196878	1820.18	2000.00	3820.18
2	33.880706	-117.259453	1629.13	2000.00	3629.13
3	33.863564	-117.293808	1643.57	2000.00	3643.57
4	33.819225	-117.262269	1725.18	2000.00	3725.18
5	33.836269	-117.227869	1753.15	2000.00	3753.15
6	33.864994	-117.248281	1609.77	50.00	1659.77

Flight Path Receptors

Name: FP_Rwy 12_Final_MARB
Description:
Threshold height: 50 ft
Direction: 135.0°
Glide slope: 3.0°
Pilot view restricted? Yes
Vertical view: 30.0°
Azimuthal view: 50.0°

Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.890258	-117.260681	1517.96	50.00	1567.96
Two-mile	33.910702	-117.285338	1543.09	578.30	2121.39

Name: FP_Rwy 14 Final_MARB
Description:
Threshold height: 56 ft
Direction: 149.0°
Glide slope: 2.59°
Pilot view restricted? Yes
Vertical view: 30.0°
Azimuthal view: 50.0°

Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.896431	-117.270636	1535.64	56.00	1591.64
Two-mile	33.921214	-117.288597	1524.57	544.74	2069.32

Name: FP_Rwy 30_Final MARB
Description:
Threshold height: 50 ft
Direction: 315.0°
Glide slope: 3.0°
Pilot view restricted? Yes
Vertical view: 30.0°
Azimuthal view: 50.0°

Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.884319	-117.253536	1505.89	50.00	1555.89
Two-mile	33.863875	-117.228880	1469.65	639.67	2109.32

Name: FP_Rwy 32_Final MARB
Description:
Threshold height: 59 ft
Direction: 329.0°
Glide slope: 3.0°
Pilot view restricted? Yes
Vertical view: 30.0°
Azimuthal view: 50.0°

Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.864994	-117.248281	1486.36	59.00	1545.36
Two-mile	33.840211	-117.230327	1459.69	639.10	2098.79

Discrete Observation Point Receptors

Name	ID	Latitude (°)	Longitude (°)	Elevation (ft)	Height (ft)
1-ATCT	1	33.891572	-117.251203	1508.94	118.00

Map image of 1-ATCT

Obstruction Components

Name: Obstruction 1
Top height: 0.0 ft

Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)
1	33.901372	-117.312354	1704.43
2	33.902619	-117.310680	1732.93
3	33.904150	-117.308491	1751.76
4	33.906145	-117.305659	1755.64
5	33.907890	-117.303384	1746.20
6	33.909920	-117.300595	1663.24

Glare Analysis Results

Summary of Results

Glare with low potential for temporary after-image predicted

PV Array	Tilt	Orient	Annual Green Glare		Annual Yellow Glare		Energy
	°	°	min	hr	min	hr	kWh
PV Array_All	10.0	180.0	40,044	667.4	0	0.0	-

Total glare received by each receptor; may include duplicate times of glare from multiple reflective surfaces.

Receptor	Annual Green Glare		Annual Yellow Glare	
	min	hr	min	hr
Rwy 12 GA Pattern Route_MARB	1,956	32.6	0	0.0
Rwy 14 C-17 KC-135_Pattern_MARB	8,047	134.1	0	0.0
Rwy 14 GA_Pattern_MARB	0	0.0	0	0.0
Rwy 14_Overhead_MARB	0	0.0	0	0.0
Rwy 30 GA Pattern Route_MARB	1,021	17.0	0	0.0
Rwy 32 C-17 KC-135_Pattern_MARB	24,724	412.1	0	0.0
Rwy 32 GA_Pattern_MARB	4,296	71.6	0	0.0
Rwy 32_Overhead_MARB	0	0.0	0	0.0
FP_Rwy 12_Final_MARB	0	0.0	0	0.0
FP_Rwy 14 Final_MARB	0	0.0	0	0.0
FP_Rwy 30_Final MARB	0	0.0	0	0.0
FP_Rwy 32_Final MARB	0	0.0	0	0.0
1-ATCT	0	0.0	0	0.0

PV: PV Array_All low potential for temporary after-image

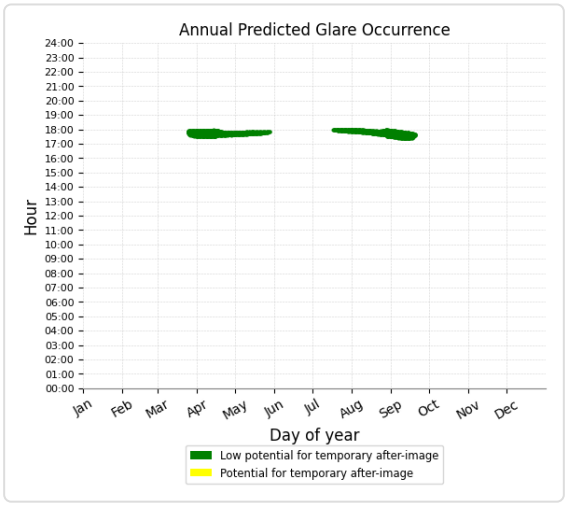
Receptor results ordered by category of glare

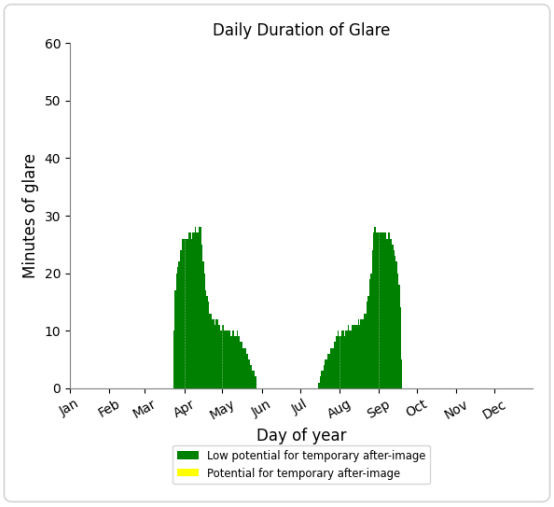
Receptor	Annual Green Glare		Annual Yellow Glare	
	min	hr	min	hr
Rwy 12 GA Pattern Route_MARB	1,956	32.6	0	0.0
Rwy 14 C-17 KC-135_Pattern_MARB	8,047	134.1	0	0.0
Rwy 30 GA Pattern Route_MARB	1,021	17.0	0	0.0
Rwy 32 C-17 KC-135_Pattern_MARB	24,724	412.1	0	0.0
Rwy 32 GA_Pattern_MARB	4,296	71.6	0	0.0
Rwy 14 GA_Pattern_MARB	0	0.0	0	0.0
Rwy 14_Overhead_MARB	0	0.0	0	0.0
Rwy 32_Overhead_MARB	0	0.0	0	0.0
FP_Rwy 12_Final_MARB	0	0.0	0	0.0
FP_Rwy 14 Final_MARB	0	0.0	0	0.0
FP_Rwy 30_Final MARB	0	0.0	0	0.0
FP_Rwy 32_Final MARB	0	0.0	0	0.0
1-ATCT	0	0.0	0	0.0

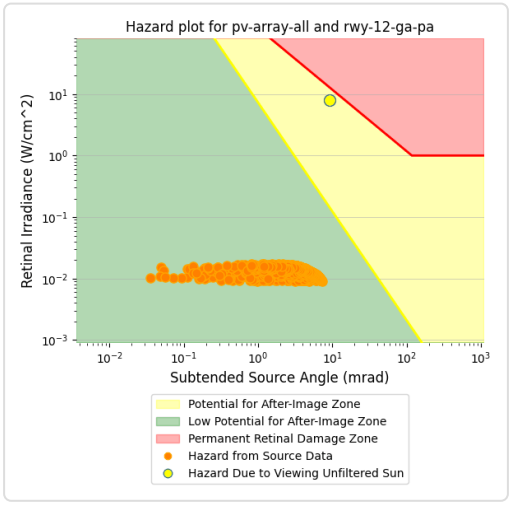
PV Array_All and Route: Rwy 12 GA Pattern Route_MARB

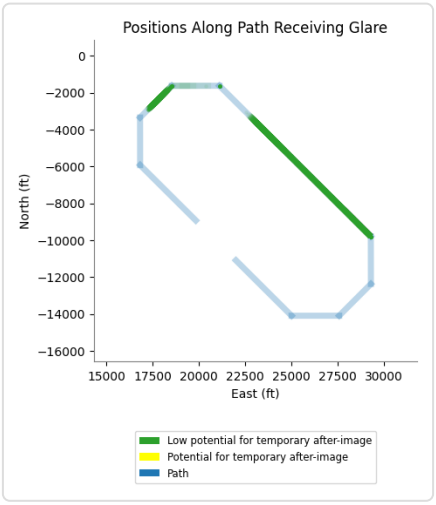
Yellow glare: none

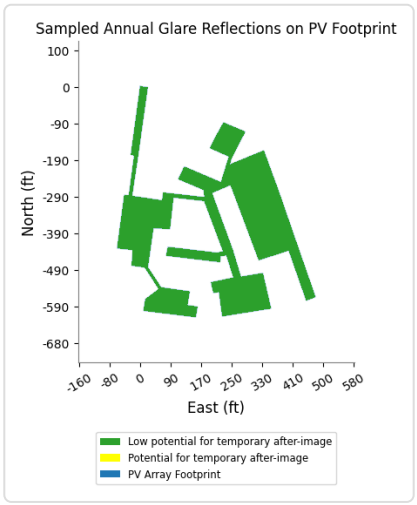
Green glare: 1,956 min.







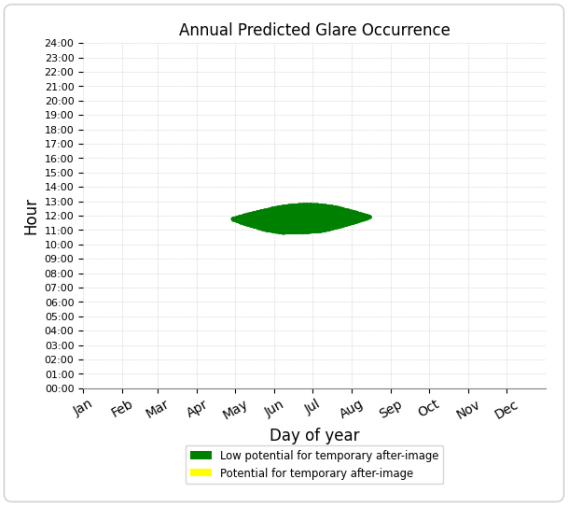


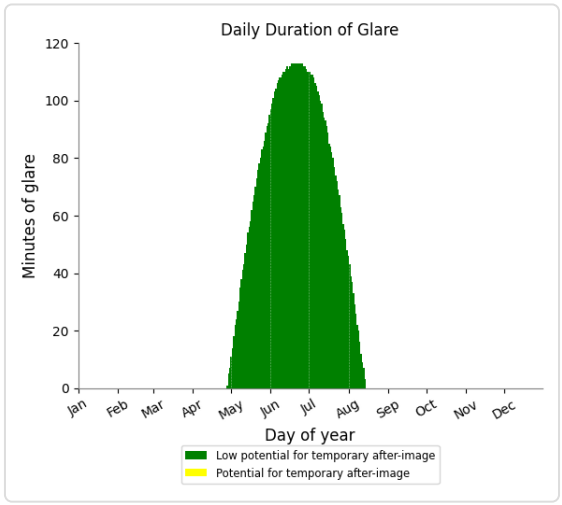


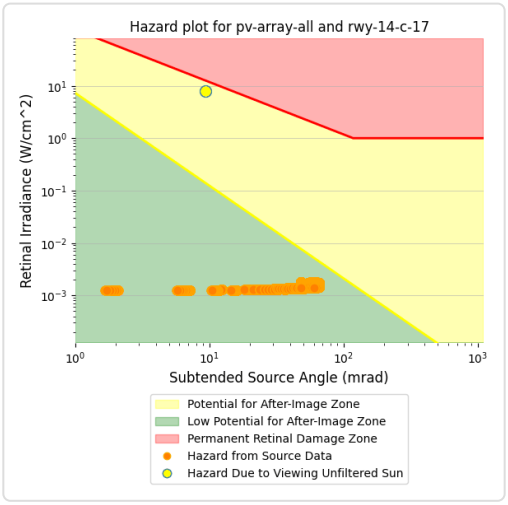
PV Array_All and Route: Rwy 14 C-17 KC-135_Pattern_MARB

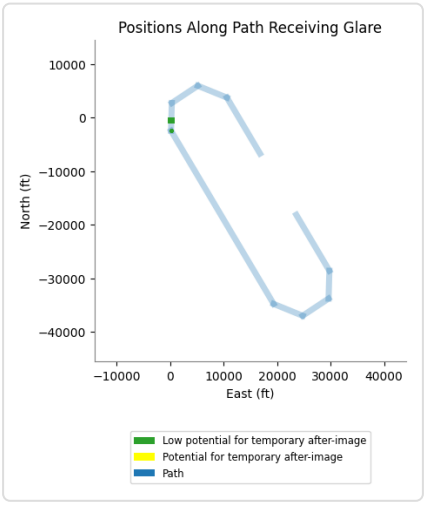
Yellow glare: none

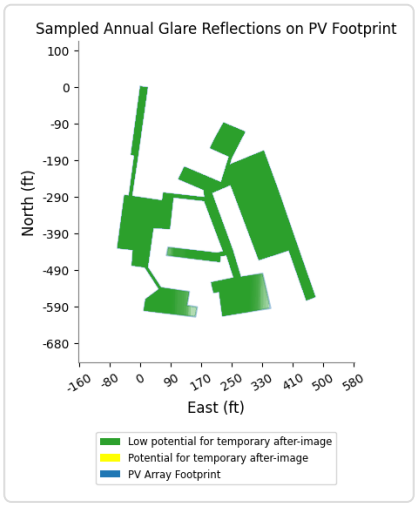
Green glare: 8,047 min.







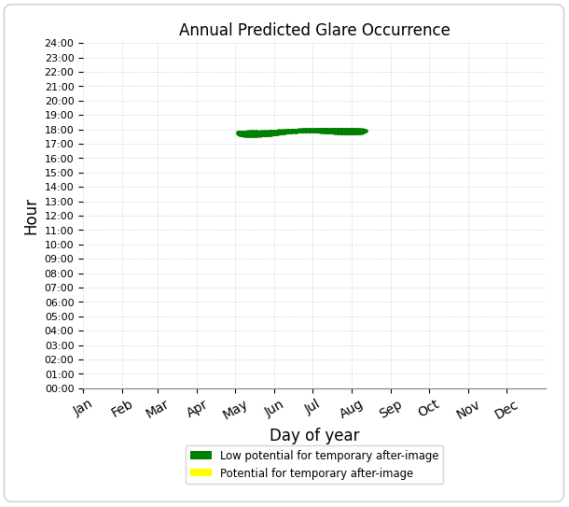


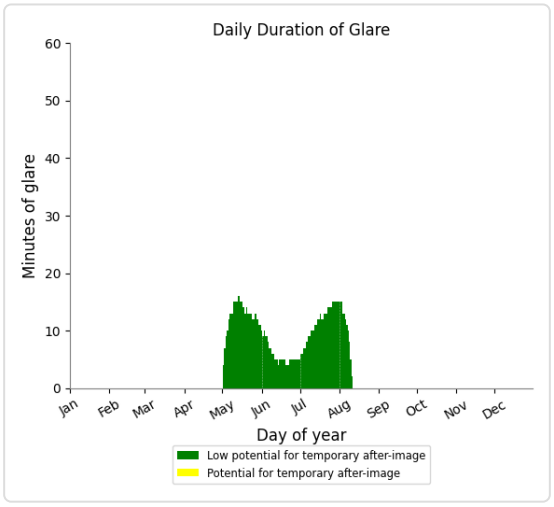


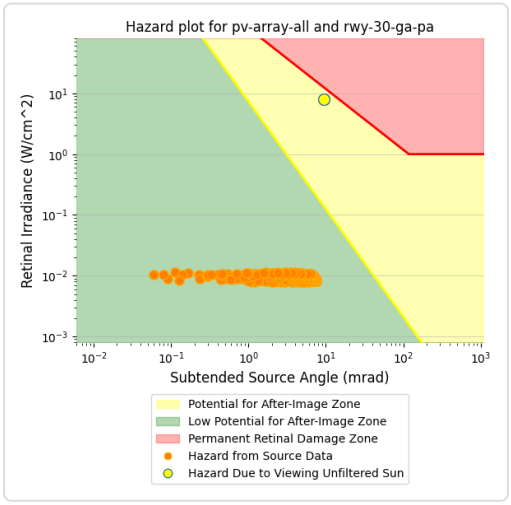
PV Array_All and Route: Rwy 30 GA Pattern Route_MARB

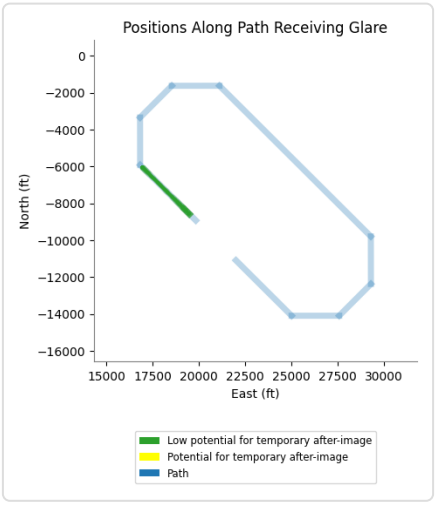
Yellow glare: none

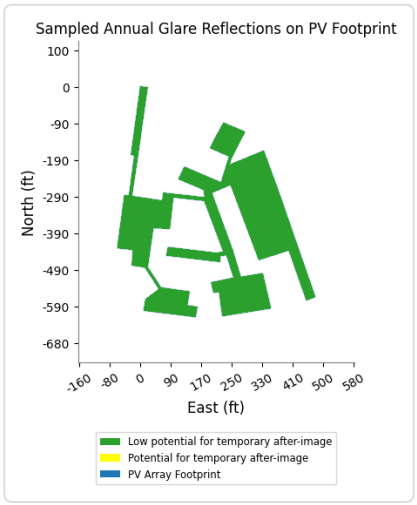
Green glare: 1,021 min.







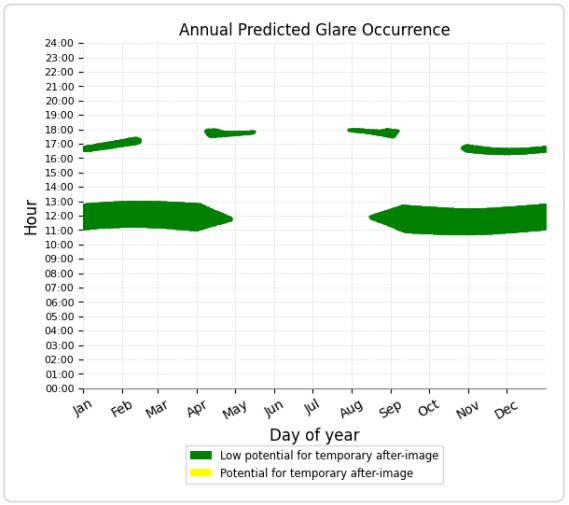


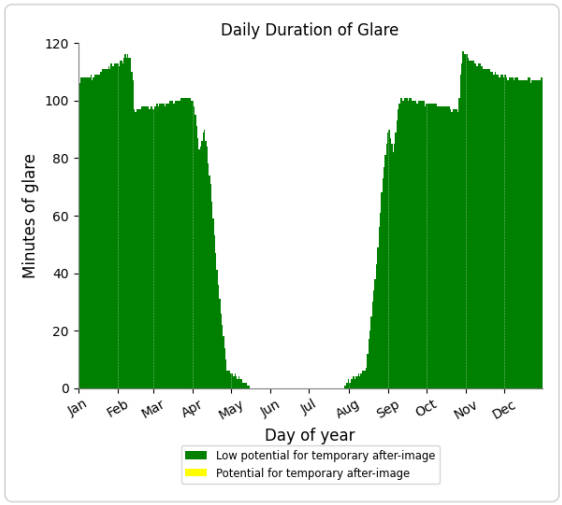


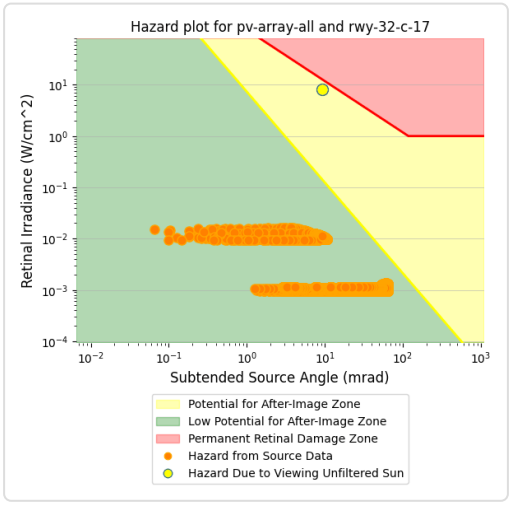
PV Array_All and Route: Rwy 32 C-17 KC-135_Pattern_MARB

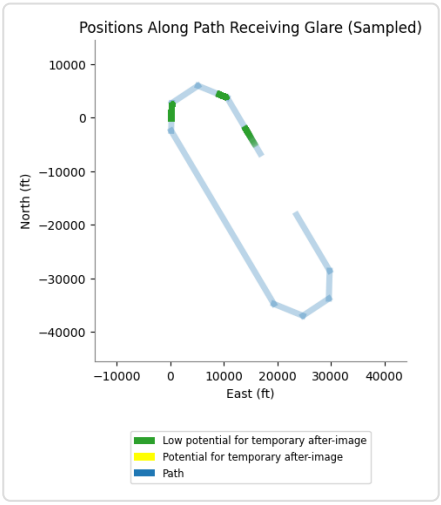
Yellow glare: none

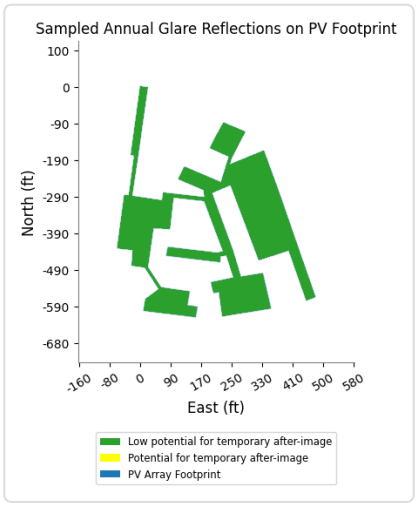
Green glare: 24,724 min.







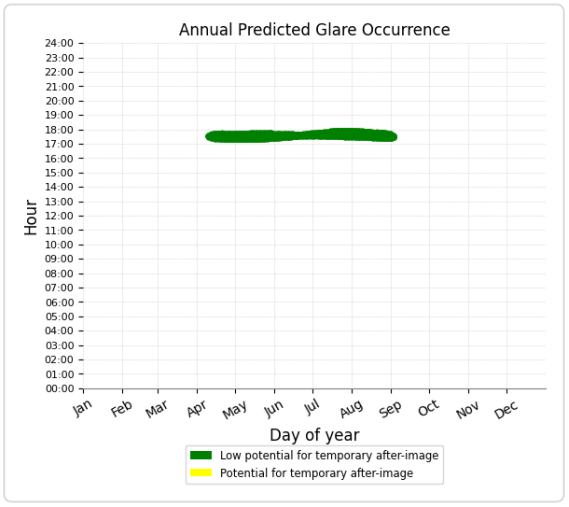


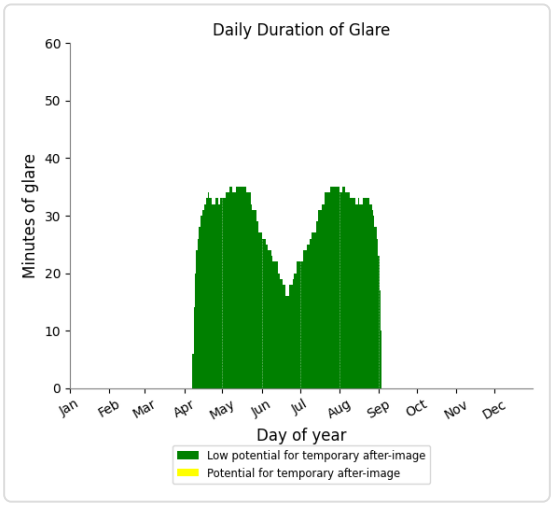


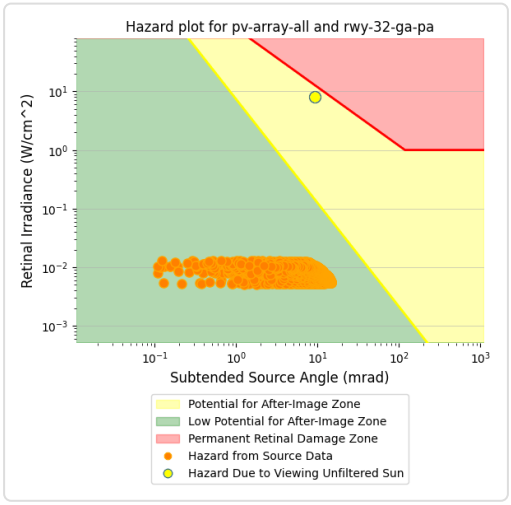
PV Array_All and Route: Rwy 32 GA_Pattern_MARB

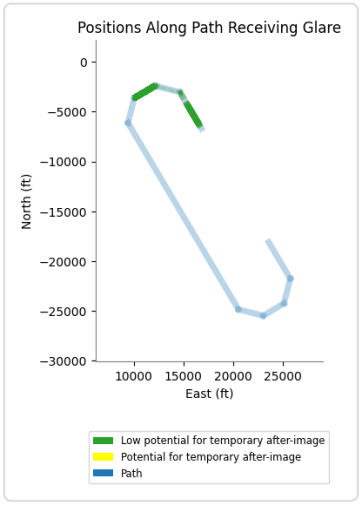
Yellow glare: none

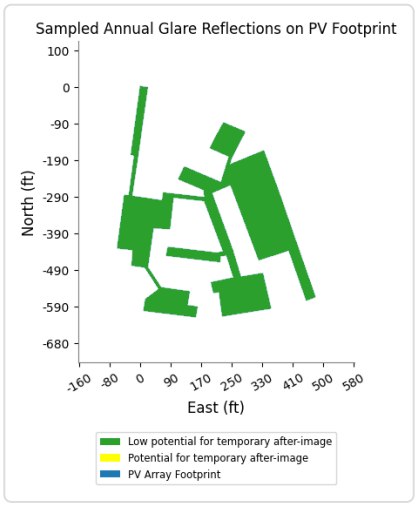
Green glare: 4,296 min.











PV Array_All and Route: Rwy 14 GA_Pattern_MARB

No glare found

PV Array_All and Route: Rwy 14_Overhead_MARB

No glare found

PV Array_All and Route: Rwy 32_Overhead_MARB

No glare found

PV Array_All and FP: FP_Rwy 12_Final_MARB

No glare found

PV Array_All and FP: FP_Rwy 14 Final_MARB

No glare found

PV Array_All and FP: FP_Rwy 30_Final MARB

No glare found

PV Array_All and FP: FP_Rwy 32_Final MARB

No glare found

PV Array_All and 1-ATCT

No glare found

Assumptions

"Green" glare is glare with low potential to cause an after-image (flash blindness) when observed prior to a typical blink response time.
"Yellow" glare is glare with potential to cause an after-image (flash blindness) when observed prior to a typical blink response time.
Times associated with glare are denoted in Standard time. For Daylight Savings, add one hour.
The algorithm does not rigorously represent the detailed geometry of a system; detailed features such as gaps between modules, variable height of the PV array, and support structures may impact actual glare results. However, we have validated our models against several systems, including a PV array causing glare to the air-traffic control tower at Manchester-Boston Regional Airport and several sites in Albuquerque, and the tool accurately predicted the occurrence and intensity of glare at different times and days of the year.
Several V1 calculations utilize the PV array centroid, rather than the actual glare spot location, due to algorithm limitations. This may affect results for large PV footprints. Additional analyses of array sub-sections can provide additional information on expected glare. This primarily affects V1 analyses of path receptors.
Random number computations are utilized by various steps of the annual hazard analysis algorithm. Predicted minutes of glare can vary between runs as a result. This limitation primarily affects analyses of Observation Point receptors, including ATCTs. Note that the SGHAT/ ForgeSolar methodology has always relied on an analytical, qualitative approach to accurately determine the overall hazard (i.e. green vs. yellow) of expected glare on an annual basis.
The analysis does not automatically consider obstacles (either man-made or natural) between the observation points and the prescribed solar installation that may obstruct observed glare, such as trees, hills, buildings, etc.
The subtended source angle (glare spot size) is constrained by the PV array footprint size. Partitioning large arrays into smaller sections will reduce the maximum potential subtended angle, potentially impacting results if actual glare spots are larger than the sub-array size. Additional analyses of the combined area of adjacent sub-arrays can provide more information on potential glare hazards. (See previous point on related limitations.)
The variable direct normal irradiance (DNI) feature (if selected) scales the user-prescribed peak DNI using a typical clear-day irradiance profile. This profile has a lower DNI in the mornings and evenings and a maximum at solar noon. The scaling uses a clear-day irradiance profile based on a normalized time relative to sunrise, solar noon, and sunset, which are prescribed by a sun-position algorithm and the latitude and longitude obtained from Google maps. The actual DNI on any given day can be affected by cloud cover, atmospheric attenuation, and other environmental factors.
The ocular hazard predicted by the tool depends on a number of environmental, optical, and human factors, which can be uncertain. We provide input fields and typical ranges of values for these factors so that the user can vary these parameters to see if they have an impact on the results. The speed of SGHAT allows expedited sensitivity and parametric analyses.
The system output calculation is a DNI-based approximation that assumes clear, sunny skies year-round. It should not be used in place of more rigorous modeling methods.
Hazard zone boundaries shown in the Glare Hazard plot are an approximation and visual aid based on aggregated research data. Actual ocular impact outcomes encompass a continuous, not discrete, spectrum.
Glare locations displayed on receptor plots are approximate. Actual glare-spot locations may differ.
Refer to the Help page at **www.forgesolar.com/help/** for assumptions and limitations not listed here.

Default glare analysis parameters and observer eye characteristics (for reference only):

- Analysis time interval: 1 minute
- Ocular transmission coefficient: 0.5
- Pupil diameter: 0.002 meters
- Eye focal length: 0.017 meters
- Sun subtended angle: 9.3 milliradians

OVERLAND DEVELOPMENT COMPANY

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DEV@OVERLANDDEV.COM

Riverside County Airport Land Use Commission **July 6, 2023**
Mr. Paul Rull, Director
4080 Lemon Street, 14th Floor
Riverside, CA 92501

RE: ZAP1548MA22-PR22-001359 – Mission Grove Multi-Family Project

Dear Mr. Rull,

We appreciate the time spent with you and the ALUC team and wanted to provide additional project specific information in this written correspondence. To recap, the nexus for our meeting was to review the, "*Final Glint and Glare Hazard Analysis*" prepared by WSP USA for Anton Mission Grove, LLC, April 2023 and address those additional items that arose from that meeting.

Anton Mission Grove is proposing to construct 347 apartments at the site of the vacant K-Mart building at Mission Grove Plaza. K-Mart closed this store in 2020 and it has remained vacant due to changing consumer demands and the emergence of e-commerce. In addition to the changing retail environment, there are multiple state mandates to address the housing availability and affordability crisis and has pushed residential projects to the forefront in most jurisdictions. This has manifested in the City of Riverside through the Regional Housing Needs Assessment (RHNA) requirements of over 18,000 new housing units. Anton Development is an established real-estate developer in the California market and has extensive experience introducing residential projects into existing commercial and retail centers. By doing projects like this it creates true mixed-use centers that provide much needed housing adjacent to existing products and services, thus also meeting other state regulations in decreasing vehicle miles traveled and green house gas emissions. This is a textbook example of a project that achieves many of the state's goals in providing environmentally responsible housing results.

Another paradigm shift in the residential development world has been the recently enacted California Building Code (CBC) 2022 triennial update (effective January 1, 2023). The most impactful updates to the CBC were made to Title 24 of the Energy Code. The newly adopted code has mandated the use of electric heat pumps, establishes electric-ready requirements for new homes, expands solar photovoltaic (PV) and battery storage standards and more. This project will be permitted under the new code and has been designed with electric heat pumps and the appropriate amount of PV and battery storage to meet Title 24's minimum benchmarks.

During our meeting there were specific questions to how the project had sized the PV component and how that aligns with the new Title 24 requirements. As a reminder, there are 18 different PV arrays

(7 carports and 11 on building rooftops). The electrical requirement under Title 24 is expressed in the following equation;

kW = CFA * A / 1,000

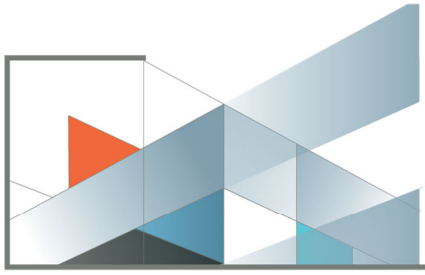
- CFA = Conditioned floor area
- A = Capacity Factor (determined by building type and climate zone, this = 2.21)

The project has a conditioned floor area of 334,000 square feet, of which 326,000 square feet comprise the residential units and 8,000 square feet are shared amenity spaces such as the fitness center, leasing office, etc. The project does not propose to condition the interior hallways or other unnecessary areas. Using this equation, the minimum renewable building production is 738 kW.

The 18 PV arrays add up to 40,108 square feet of surface area which will generate 773 kW. This equates to a 35kW buffer above the minimum generation required under Title 24, or 4.7% above the minimum threshold. The project's design team feels strongly that the building has achieved the proper balance of PV to meet the required energy generation requirements.

Another question that came up was whether solar glare could potentially be minimized using different panel orientations. The "*Final Glint and Glare Hazard Analysis"* assumed smooth glass solar panels with an anti-reflection coating to reduce glint and glare. The height of the panels varies with the rooftop mounts at 45 feet above grade and the carports at 10 feet above grade. Each array was analyzed with the optimum tilt and orientation to maximize power production of the panels by ensuring proper alignment to the sun. This is an imperative design component due to the required battery storage system (BSS). Title 24 requires that during periods of residential daytime off-peak demand that the PV panels are to charge the BSS to meet evening and nighttime demands. Residential electrical use has two peak times, between 5:00 and 9:00 a.m. and again from 5:00 to 9:00 p.m. The mid-day is when PV generation is at its highest and required for charging the BSS to meet the evening electrical peak demand.

I also would like to restate the methodology of the "***Final Glint and Glare Hazard Analysis***" prepared by WSP USA. Many of the questions were around how the report analyzed the 18 PV arrays separately and reconciled the duplicative and simultaneous minutes. As accurately described in the report the analysis first identifies each array independently and then analyzes the raw output file and applies a filter to discount all simultaneous and duplicative minutes. The total amount of green glare is 44,049 minutes and accounts for 16.7 percent of the daylight annual minutes. This is well below ALUC's threshold of 20% of daylight annual minutes for a project. In addition, on May 11, 2021, the

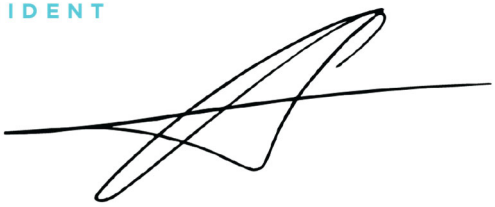


FAA released a new policy which no longer requires the glare and glint studies for green glare. Their determination was derived from the observation that green glint and glare is similar to that routinely experienced from water bodies, glass façade buildings, parking lots and other similar features.

We hope that this letter helps share some of the project details that we believe are relevant to Riverside County Airport Land Use Commission's review and understanding of how this project has analyzed and accurately measured the glint and glare anticipated from the PV arrays. Please let me know if you have any questions and thank you for the opportunity to engage with the ALUC team on this site.

Respectfully Submitted,
Overland Development Company

ANDREW WALCKER
PRESIDENT



Huber, William

Subject: FW: Forge Solar: Question on Capability

From: ForgeSolar Support <cianan@simsindustries.com>
Sent: Wednesday, February 15, 2023 1:28 PM
To: Huber, William <William.Huber@wsp.com>
Subject: Re: Forge Solar: Question on Capability

Hi William,
The "Distinct Glare" data table on the results page discounts simultaneous glare across receptors for each PV array, but it does not do so across PV arrays. You would need to download the Result Data File for each PV array, aggregate them together, then filter based on time (first column).

Best,
Cianan SIMS

ForgeSolar Support
www.forgesolar.com
Sims Industries d/b/a ForgeSolar

On 2/15/2023 12:40 PM, Huber, William wrote:

> Cianan,
> Good afternoon. I have a potential client that is dealing with a local planning authority that has policy that they accept green glare of no more than 20% of daylight minutes annually for a project. There project has 10 separate smaller array areas and the glare occurs during the same time of day and year – so overlap in time. So I was just going to assess the number of mins/hours that glare occurs overall by reviewing the results for each of the array areas. However, wanted to check to see if the ForgeSolar model has a way of giving me results that accounts for overlap of glare in time?
>
> Thanks,
> With

William Huber, AICP
Lead Consultant, Environmental Planner
Federal Programs, Environment

M+ 1 850-294-5901
T+ 1 850-629-3879

WSP USA Solutions Inc.
325 John Know Road. Building F, Suite 140
Tallahassee, FL 32303
wsp.com

From: Huber, William
Sent: Friday, April 29, 2022 10:10 AM

FINAL

GLINT AND GLARE HAZARD ANALYSIS
ANTON MISSION GROVE, LLC
CITY OF RIVERSIDE, CALIFORNIA

April 2023

Prepared by
WSP USA
325 John Knox Road, Building F, Suite 140
Tallahassee, FL 32303
Tel.: 850-629-3879
wsp.com

TABLE OF CONTENTS

TABLES

FIGURES

APPENDICES

ACRONYMS AND ABBREVIATIONS

ALUC	Airport Land Use Commission
AR	anti-reflection
ARB	Air Reserve Base
ATCT	air traffic control tower
FAA	Federal Aviation Administration
GA	general aviation
MW	megawatt
OP	observation point
project	solar electric generating facility
PV	photovoltaic
SGHAT	Solar Glare Hazard Analysis Tool

INTRODUCTION

Anton Mission Grove, LLC, proposes to build a 347-unit multifamily apartment complex (Mission Grove Apartments) located at 375 East Alessandro Boulevard, Riverside, California (Figure 1). The development will include five buildings, each four stories tall, as well as multiple covered carports within the parking areas. The proposed development will install photovoltaic (PV) solar panels located on the roofs of each of the buildings and additional solar panels located on the roofs of the carports.

The Riverside County Airport Land Use Commission (Riverside ALUC) is responsible for land use compatibility planning for March Air Reserve Base (ARB), which is approximately 3 miles southeast of the proposed development. The Riverside ALUC requires a solar glare analysis that demonstrates that the proposed development does not pose an imminent threat to flight operations and aviation infrastructure at March ARB, including airports, approach/pattern flight paths, and associated air traffic control tower (ATCT). The Riverside ALUC has a policy that a proposed development should not produce more than 60,000 minutes or roughly 20 percent of daylight minutes annually in predicted glare impact.

A glare hazard analysis was conducted using the ForgeSolar Solar Glare Hazard Analysis Tool (SGHAT) software licensed by Sandia National Laboratories, which predicts potential impacts of glare and annual energy production from solar PV arrays on defined receptors, aircraft approach flight paths, observation points (OPs), and route receptors. Glint and glare can affect nearby receptors and may cause unwanted visual impacts on pilots and air traffic controllers. This report provides analysis to demonstrate that the solar glare exposure from the proposed Mission Grove Apartment development will not impede air traffic movements or create safety hazards. This analysis factored in the geographic location and the design specifications of the project (Figure 1) and the potential for glare impacts on nearby aviation infrastructure.

Additionally, the analysis adhered to the Federal Aviation Administration (FAA) policy (14 Code of Federal Regulations 77) that recommends conducting a glare analysis to demonstrate compliance with the standards for measuring visual impact for proposed solar energy systems on pilots and air traffic control personnel. Although the policy does not apply to proponents of solar energy systems located off airport property, the FAA does encourage proponents to consider ocular impact for proposed systems in proximity to airports with ATCTs and coordinate with the local airport sponsors, such as the ALUC. Thus, this analysis considered the potential for glare impacts on aviation infrastructure, including approach flight paths and ATCT at March ARB.

PROJECT

Solar PV technology uses solar cells to convert energy from solar radiation into electricity. The basic unit in a PV system is a solar cell, comprised of semiconductor material that absorbs solar radiation and converts it to an electrical current. Solar cells are contained within solar modules that are assembled into solar panels. A series of panels comprise a solar array. The system to be constructed would include solar PV arrays comprised of panel brackets mounted to vertical support members either to building roof tops or carports (see Figure 2). Each of the array areas will have specific tilt and orientation to optimize power production of the panels by ensuring proper alignment to the sun.

Figure 1. Mission Grove Apartment Project Location

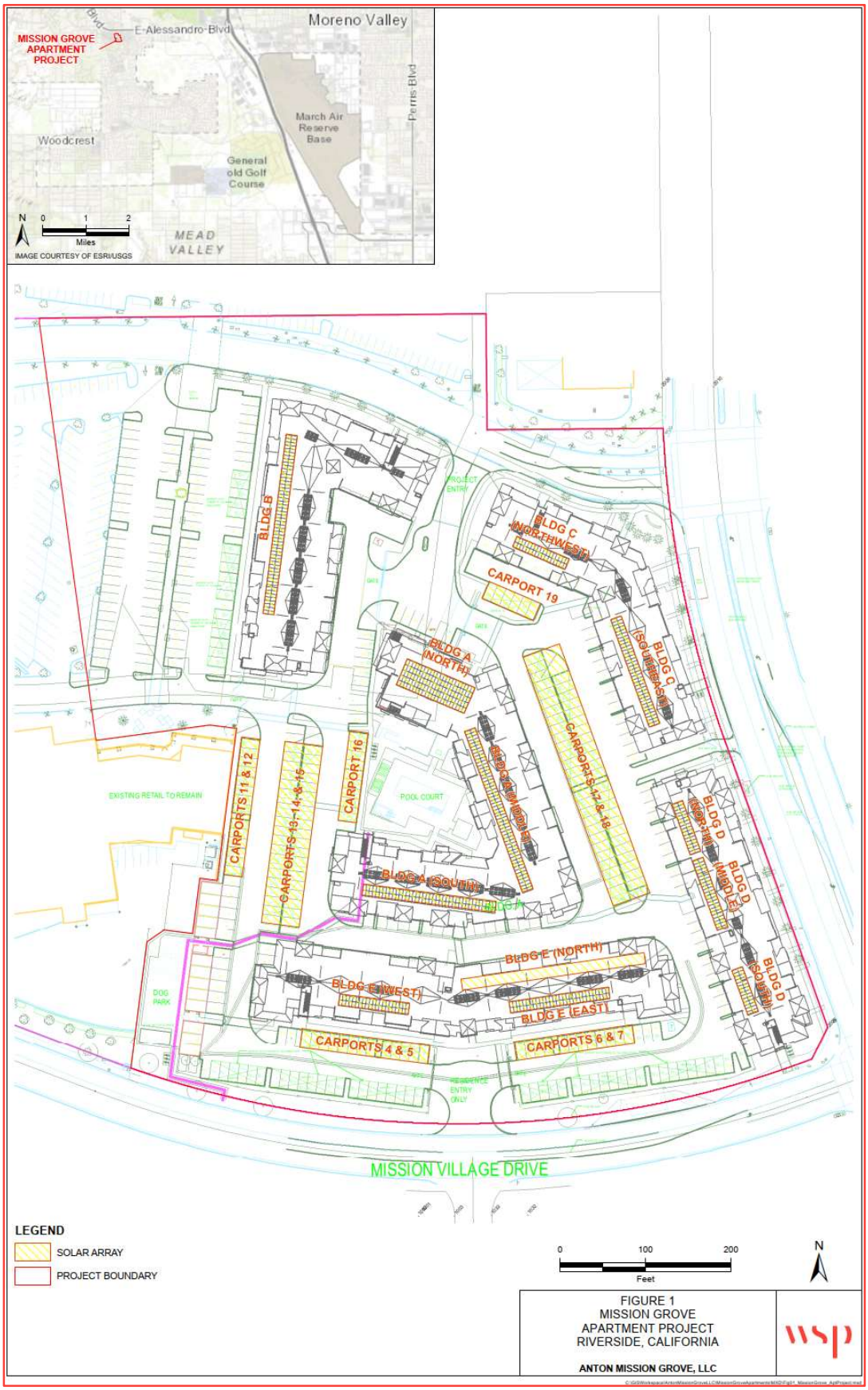


Figure 2. Example of Fixed-tilt Rooftop and Carport Solar PV Arrays

The proposed site plan for the solar PV array system for the project would include multiple solar PV panels mounted on fixed-tilt support systems on either apartment building rooftops or carports. The proposed development includes a total of 18 solar array areas (7 carports and 11 on top of buildings) with a total of approximately 40,000 square feet of panels. The system design includes solar panels constructed with smooth glass with an anti-reflection (AR) coating to reduce glint and glare. The height of the solar panels varies – the building rooftop panels will be approximately 45 feet above the ground surface while the carport panels will be 10 feet above the ground surface.

Table 1 presents the design specifications that were used in the SGHAT modeling for the project. The specific receptors analyzed for potential impacts are discussed in the forthcoming sections of this report.

Table 1. Mission Grove Apartment Solar Project Specifications

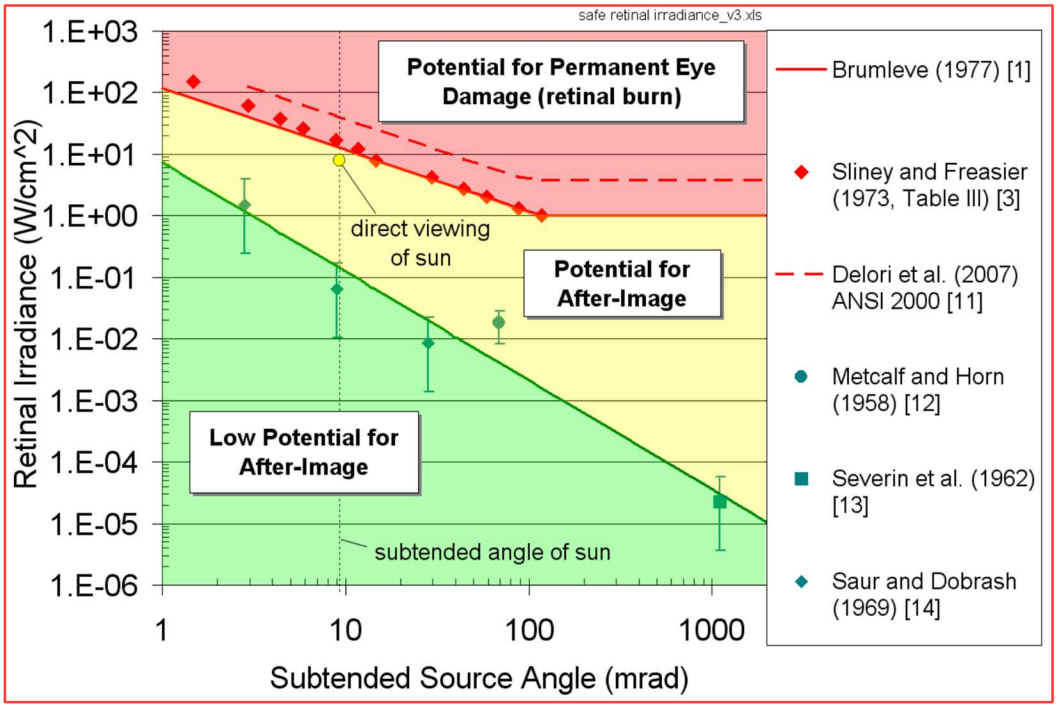
DESIGN FEATURE	SYSTEM SPECIFICATION
Number of Solar Panel Areas	18 solar array areas
Axis Tracking	Fixed
Building Panels Axis Tilt (deg)	10°
Building Axis Orientation (deg)	180°
Carport Panels Axis Tilt (deg)	5°
Carport Axis Orientation (deg)	180°
Panel Material	Smooth glass with AR coating
Square Feet (panel areas)	40,108 square feet
Max Height of Array Panels	Building Rooftop = 45 feet, Carport 10 feet

Source: Anton Mission Grove, LLC 2023.

METHODOLOGY

The U.S. Department of Energy and the FAA developed and validated the Sandia National Laboratories' SGHAT. The FAA requires using the SGHAT to demonstrate compliance with the standards for measuring ocular impact from glint and glare. The difference between glint and glare is duration. Glint is typically defined as a momentary flash of bright light, often caused by a reflection off a moving source. Glare is defined as a continuous source of bright light. Glare is generally associated with stationary objects, such as solar panels, which have the potential to reflect sunlight for a longer duration. For example, a source of reflection would appear as glint to a motorist driving by, whereas it would appear as glare to a stationary observer viewing it for a longer period of time. SGHAT evaluates the occurrence of both glint and glare, and the resulting solar hazards, if predicted, are generally referred to as glare. The SGHAT employs an interactive Google mapping system that provides necessary information for sun position and vector calculations. The tool calculates the retinal irradiance and subtended angle (size/distance) of the glare source to predict potential ocular impact or hazards ranging from low potential for temporary after-image (green), potential for after-image (yellow), and potential for permanent eye damage with retinal burn (red). The after-image is a temporary blind spot or a lasting image, after looking directly at a bright light source, such as the sun. It is caused by the visual impression that lasts after the image has disappeared and can persist for several seconds or minutes. The SGHAT results are presented in a simple, easy-to-interpret plot that specifies when glare will occur throughout the year, with color codes (green, yellow, or red) indicating the potential ocular hazard. Figure 3 illustrates these three types of glare intensity. Potential for permanent eye damage with retinal burn would be considered significant glare impact.

Figure 3. Glare Hazard Plot Illustrating the Ocular Impact



Sources: Ho et al., 2011; Ho, 2013.

The site-specific information regarding the orientation and tilt of the PV panels, reflectance, and ocular factors, as provided by Mission Grove Apartments, was entered into the tool, based on the project's solar PV design specifications. The PV systems are modeled as a contiguous polygon footprint, and the site-specific design parameters include precise latitude, longitude, elevation, and height parameters. The tool calculates the amount of sunlight reflected over each PV array on a minute-by-minute basis throughout the calendar year according to the user-specified parameters entered into the system. The modeling accounts for panel reflectivity that varies throughout the day to account for the position of the sun relative to the array. SGHAT uses the total number of hours of sunlight in a standard year (4,383 hours[1] [262,980 minutes]) that could potentially result in glare assuming clear, sunny skies year-round. For example, if a solar array generated glare 100 percent of the time, then the total minutes of glare predicted in the SGHAT model would equal 4,383 hours (262,980 minutes).

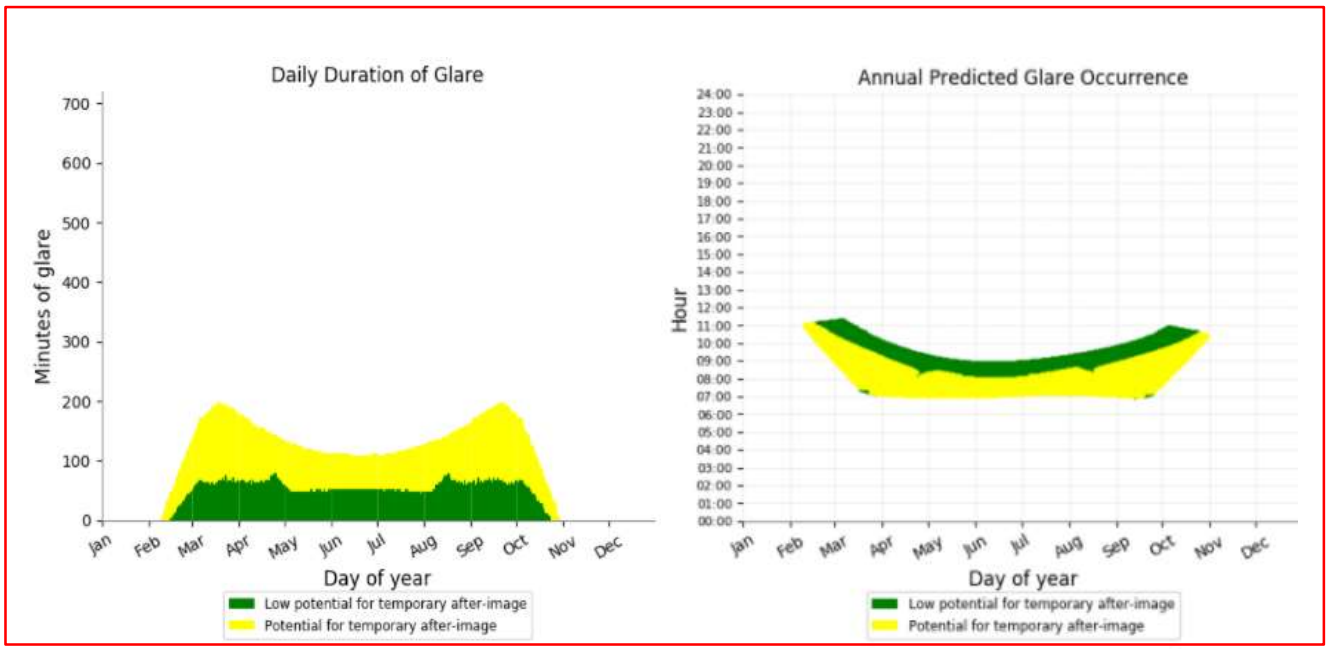
The modeling software determines whether the resulting solar reflections would impact the defined receptors (i.e., aviation infrastructure) around the facility site based on the modeling parameters. If glare is predicted, the model will generate various plots that depict the expected duration both daily and annually for each array area. See Figure 4 for an example sample plot. The daily glare duration plot sums expected minutes of glare on a daily basis to provide an approximation of the total number of minutes glare will be evident each day. The annual glare occurrence plot displays the approximate times of year and times of day that glare is expected for the specified receptor. Occurrences are color-coded by predicted ocular impact (see Figure 3). However, it should be noted that for projects that have multiple array areas, the SGHAT output provides the total glare minutes for each array separately, which does not account for simultaneous glare that occurs within the same moment of time across multiple arrays. To determine the project's glare impact as a whole and to discount simultaneous glare, the SGHAT result data files were analyzed to aggregate all the arrays together, then filter based on time, to determine the overall development's glare impact based on the total number of hours of sunlight in a standard year.

The SGHAT can also factor in obstructions surrounding the PV systems that simulates obstacles and blocking potential reflections that may mitigate glare. Obstructions can represent tree cover, buildings, and geographic elements (hills or mountains), which may block glare reflections from reaching receptors, such as ATCTs. Obstructions are modeled as multi-line paths parallelograms that extend upward from the ground based on the elevation or height of the obstruction. For geographic elements, the height is set at zero and the model uses the site-specific ground elevation to accurately simulate the natural obstruction. This functionality was used for the Mission Grove project to account for the hill that is located approximately 1 mile southwest, between the project area and March ARB.

A summary of other key outputs and assumptions of the SGHAT analysis is discussed in the SGHAT's Technical Reference Manual (Ho and Sims, 2013).

[1]Astronomical Applications Department of the U.S. Naval Observatory
https://aa.usno.navy.mil/data/index

Figure 4. Sample Plot of Daily and Annual Glare Occurrences



Sources: Ho et al., 2011; Ho, 2013.

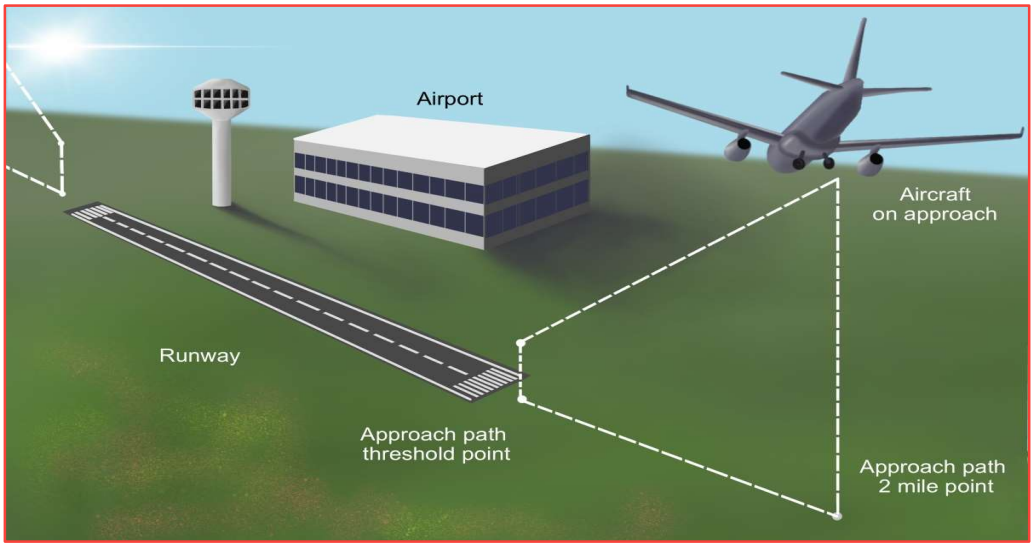
RECEPTORS

FLIGHT APPROACH PATH RECEPTORS

Using aeronautical charts, airport approach plates, airport data forms, and other available sources, relevant airports and airstrips were identified. As discussed previously, evaluation of potential impacts on aviation infrastructure is governed by the rules of the FAA that encourage conducting a glare analysis to measure ocular impact for proposed solar energy systems near an airport airfield and/or ATCTs. Thus, this analysis considered the potential for glare impacts on aviation infrastructure, including final approach/pattern flight paths and the ATCT at March ARB. The project will not involve structures on airport property or adjacent properties. Flight path receptor data associated with the airport were gathered by evaluating the runway landing thresholds as shown on the current FAA-approved Airport Diagram (see Appendix A) and verified the parameters using this FAA database[2] for airport flight data (FAA, 2023). Runway end coordinates were obtained using aerial imagery within the FAA database. The approach path heights of each of the runways were calculated based on the threshold height above ground, glide slope, and threshold elevation. The analysis was conducted from the FAA's approved settings in the SGHAT, which uses the realistic view from the pilot's perspective. The SGHAT simulates a 2-mile final approach flight path, from 50 to 59 feet above the landing threshold, using a standard 3-degree glidepath for each runway end, assuming an aircraft would follow a straight-line approach path toward the runway (see Figure 5). Table 2 presents the flight path receptor data associated with the two airfields modeled in the SGHAT analysis.

[2] https://adip.faa.gov/agis/public/#/airportData/RIV

Figure 5. Illustration of a 2-mile Approach Path of Aircraft towards a Runway



Source: ForgeSolar, 2023.

Table 2. March ARB Runway 2-mile Final Approach Flight Paths Data Parameters

RUNWAY APPROACH HEADING	FLIGHT PATH POINT	LATITUDE	LONGITUDE	GROUND ELEVATION (FEET)	HEIGHT (FEET)	TOTAL ELEVATION (FEET)
12	Threshold	33.890258	-117.260681	1,517.96	50.00	1,567.96
	2-mile point	33.910702	-117.285338	1,543.09	578.30	2,121.39
30	Threshold	33.884319	-117.253536	1,505.89	50.00	1,555.89
	2-mile point	33.863875	-117.228880	1,469.65	639.67	2,109.32
14	Threshold	33.896431	-117.270636	1,535.64	56.00	1,591.64
	2-mile point	33.921214	-117.288597	1,524.57	544.74	2,069.32
32	Threshold	33.864994	-117.248281	1,486.36	59.00	1,545.36
	2-mile point	33.840211	-117.230327	1,459.60	639.10	2,098.79

Figure 6. March ARB Final Approach Flight Paths

ROUTE AND DISCRETE OBSERVATION POINT RECEPTORS ASSOCIATED WITH MARCH ARB

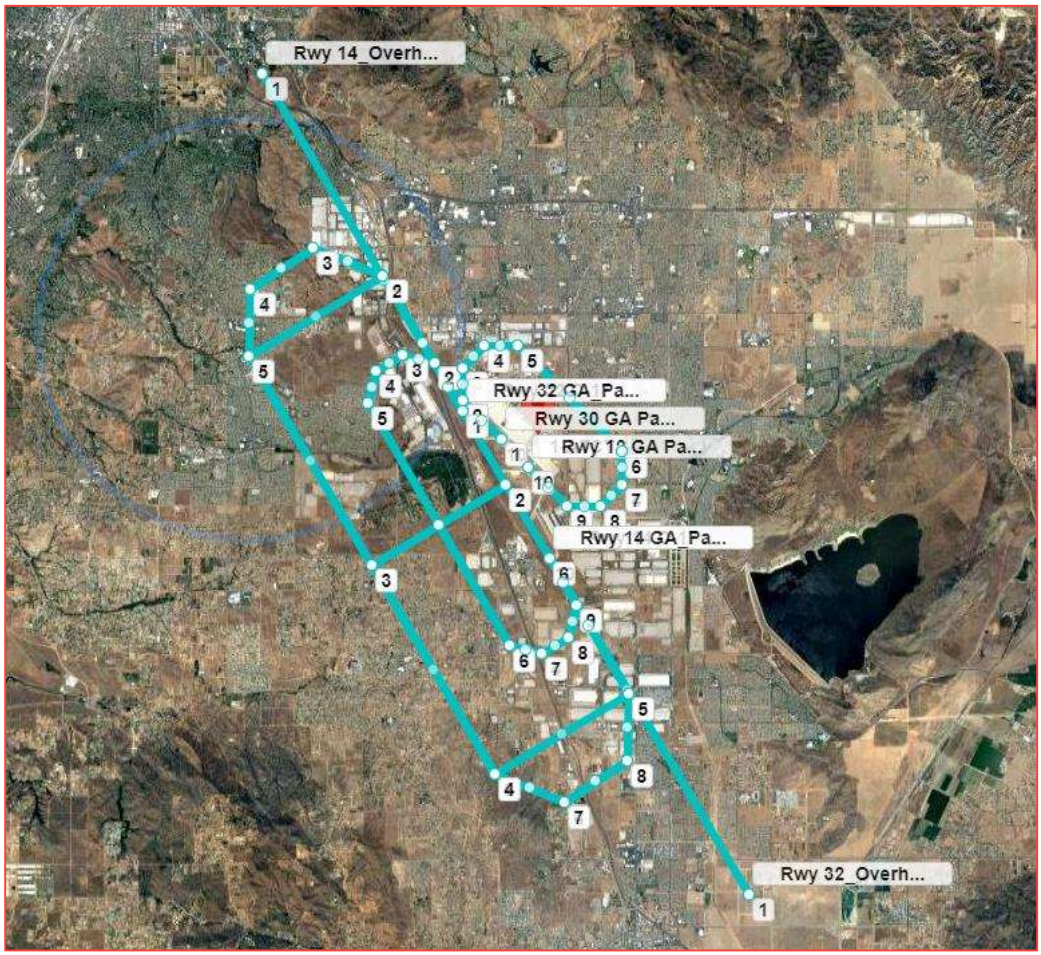
The SGHAT route receptor is a generic multi-line representation that can simulate a pilot's field-of-view from a cockpit along a continuous path, such as flight tracks. Figure 6 presents the pattern flight paths associated with March ARB military flights analyzed in the SGHAT. The location coordinates and altitudes of the flight routes were obtained from data provided by Riverside ALUC. Route receptors included in the SGHAT analysis are presented in Table 3 and Figure 6.

The discrete OP receptor simulates an observer at a single, discrete location, defined by a latitude, longitude, elevation, and height above ground. The point was marked to represent an ATCT to simulate the view of an air traffic controller for aviation purposes (see Figure 7). The ATCT at March ARB is a 118-foot-tall structure, which was taken into account for the modeling. The location coordinates of the tower were obtained using aerial imagery and verified by the FAA-approved Airport Diagram (see Appendix A).

Table 3. March ARB Pattern Flight Paths - Route Receptors

ROUTES	FLIGHT PATTERN	TYPE	FLIGHT ALTITUDE (FEET)
1 & 2	Rwy 12/30 GA Pattern	general aviation pattern	1,300
3 & 4	Rwy 14/32 GA Pattern	general aviation pattern	1,500
5 & 6	Rwy 14/32 C-17 KC-135	military pattern	1,500
7 & 8	Rwy 14/32 Overhead	military pattern	3,500

Figure 7. March ARB Pattern Flight Path Route Receptors



RESULTS AND CONCLUSION

The SGHAT tool used the imputed design specifications and receptors previously described for the project to quantify potential glint and glare at various points along the approach flight paths, pattern flight routes, and ATCT. The SGHAT tool was used to analyze each OP and routes, including the flight paths between a 2-mile approach and the runway threshold associated with each of the four runway ends (12/30 and 14/32) at March ARB. Table 4 presents the SGHAT results of the glare analysis.

Table 4. Mission Grove Apartment Solar Project Predicted Annual Glare Results

RECEPTOR	GREEN GLARE (MINUTES)	YELLOW GLARE (MINUTES)	RED GLARE (MINUTES)
March ARB Flight Paths (Routes)			
Rwy 12 Final Approach	0:00	0:00	0:00
Rwy 30 Final Approach	0:00	0:00	0:00
Rwy 14 Final Approach	0:00	0:00	0:00
Rwy 32 Final Approach	0:00	0:00	0:00
Rwy 12 GA Pattern	3,379[A]	0:00	0:00
Rwy 30 GA Pattern	1,467[A]	0:00	0:00
Rwy 14 GA Pattern	0:00		
Rwy 32 GA Pattern	7,568[A]		
Rwy 14 C-17, KC-135 Pattern	4,562[A]	0:00	0:00
Rwy 32 C-17, KC-135 Pattern	27,072[A]	0:00	0:00
Rwy 14 Overhead	0:00	0:00	0:00
Rwy 32 Overhead	0:00	0:00	0:00
Observation Points			
ATCT	0:00	0:00	0:00

Note: [A] The SGHAT Glare Analysis modeling summary output (Appendix B) predicted the annual glare received by each receptor includes duplicate times of glare (i.e., simultaneous glare) from multiple solar arrays within the same moment of time. Therefore, total minutes presented in Table 4 represent the overall project's glare impact discounting duplicate simultaneous glare.

Key:

Rwy = Runway

Green Glare = low potential to cause after-image (flash blindness)

Yellow Glare = potential to cause temporary after-image

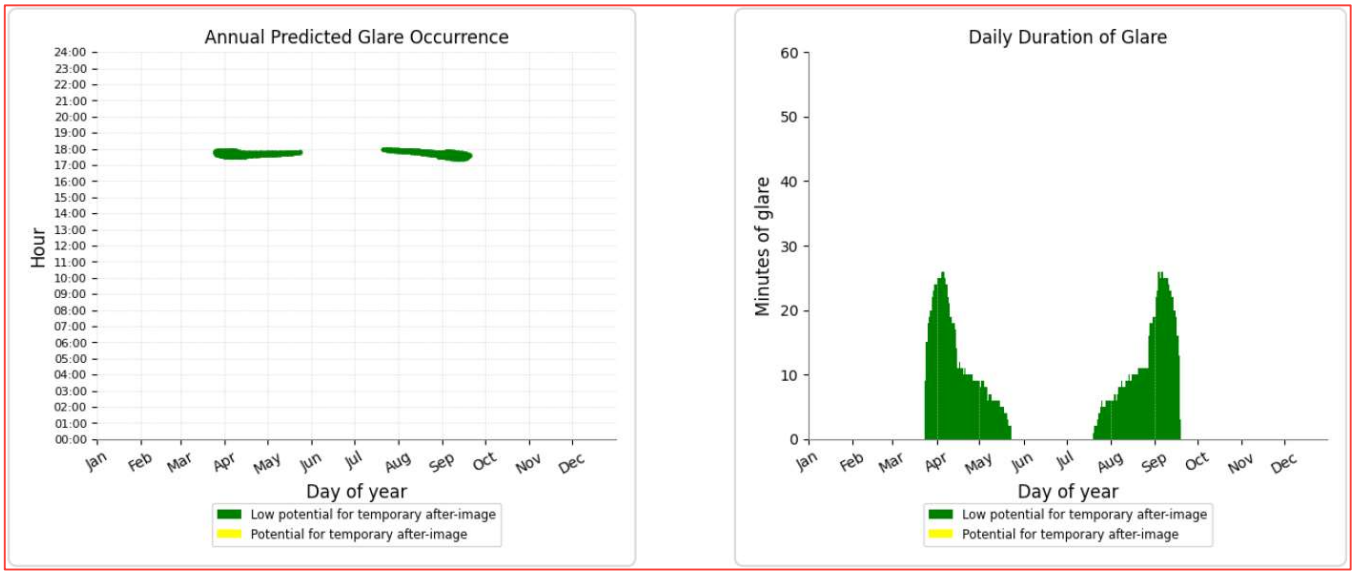
Red Glare = potential to cause retinal burn (permanent eye damage)

Based on the results of the glint and glare analysis, the following are the key results:

- No significant (i.e., red glare) glint and glare impacts on key receptors were predicted.
- No impacts from glare were predicted on the final approach flight paths.
- No impacts from glare were predicted on the ATCT. The ATCT does not have direct line-of-sight to the proposed project.
- Minor (green) impacts from glare, "glare with low potential to cause temporary after-image," along four of the pattern flight paths (8 routes) were predicted; 44,049 minutes of green glare were unique times and thus representing the total time that glare would be predicted of annual daylight hours from the Mission Grove development.
- Overall percent of glare of daylight minutes annually for the Mission Grove development would be approximately 16.7 percent daylight minutes annually.

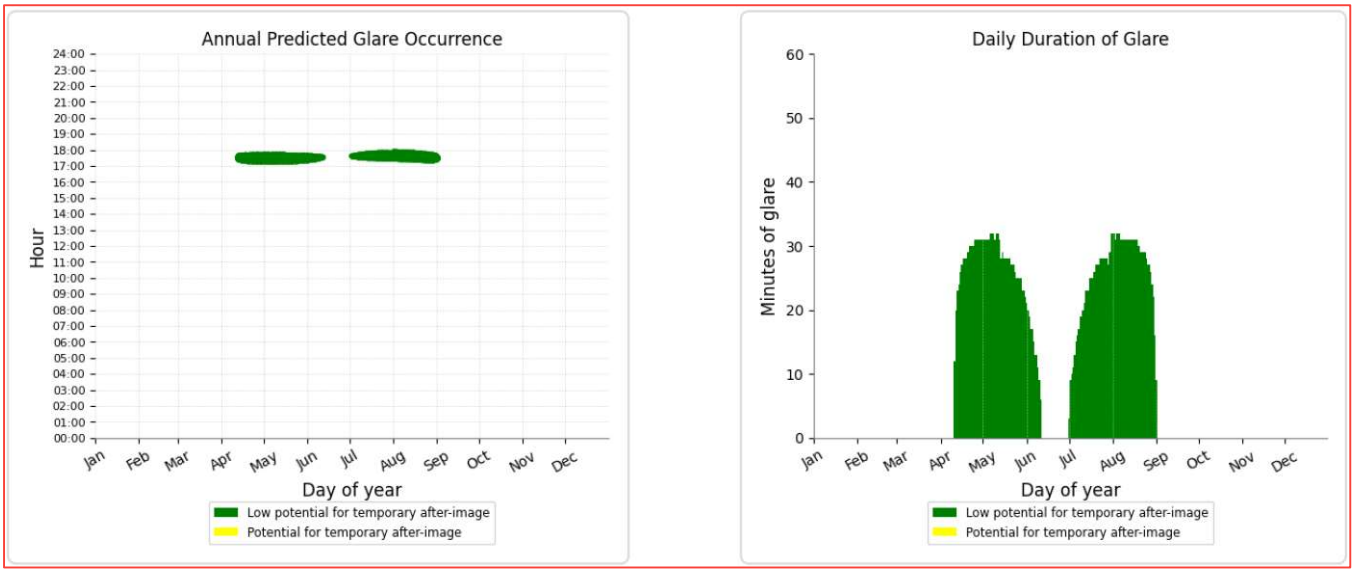
The low potential for glint and glare impacts on Runways 12 and 30 GA pattern flights is most likely possible in the afternoon hours between 5 p.m. and 6 p.m. during the early spring and summer months of the year (see Figure 8).

Figure 8. Plot of Daily and Annual Glare Occurrences on the Runway 12 and 30 GA Pattern



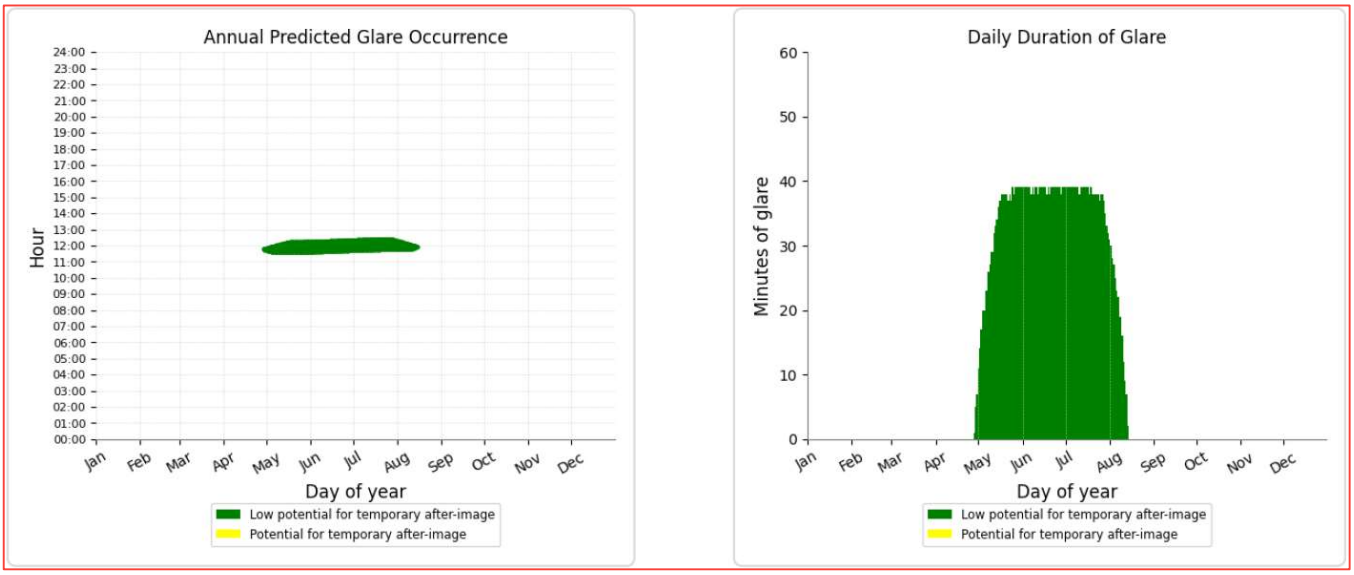
The low potential for glint and glare impacts on Runway 32 GA pattern flights is most likely possible in the afternoon hours between 5 p.m. and 6 p.m. during the spring and late summer months of the year (see Figure 9).

Figure 9. Plot of Daily and Annual Glare Occurrences on the Runway 32 GA Pattern



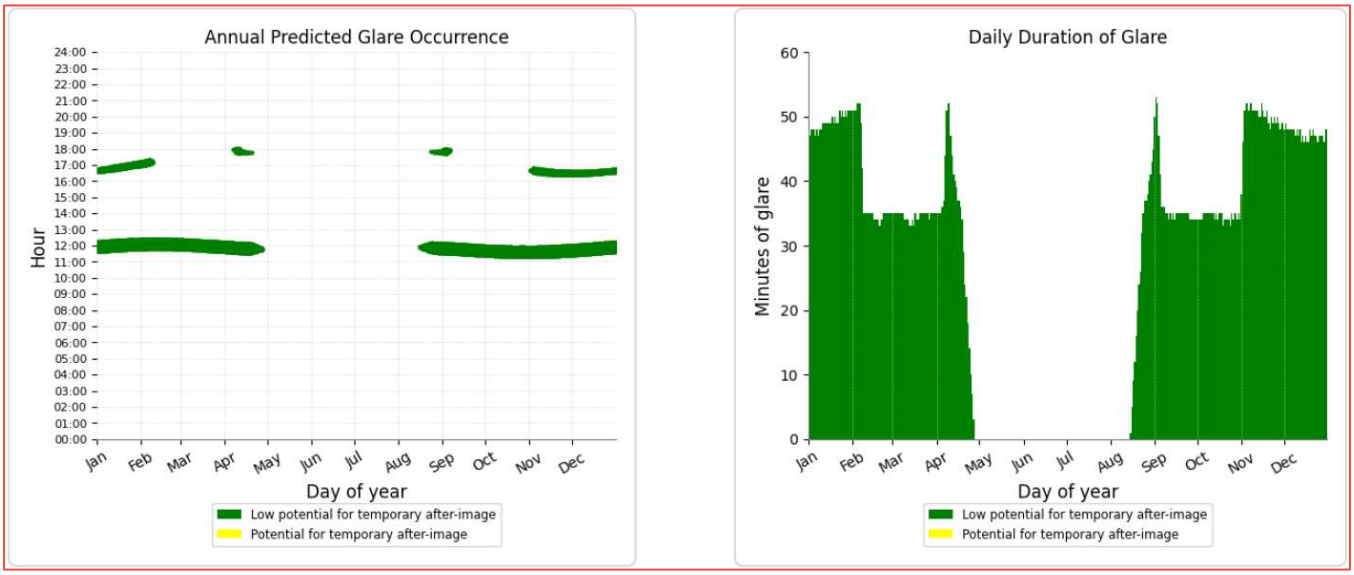
The low potential for glint and glare impacts on Runways 14 C-17 and KC-135 pattern flights is most likely possible in the midday hours between 11 a.m. and 12 p.m. during the summer months (see Figure 10).

Figure 10. Plot of Daily and Annual Glare Occurrences on the Runway 14 C-17 and KC-135 Pattern



The low potential for glint and glare impacts on Runways 32 C-17 and KC-135 pattern flights is most likely possible in the midday hours between 11 a.m. and 12 p.m. and afternoon hours between 4 p.m. and 6 p.m. during the spring and winter months (see Figure 11).

Figure 11. Plot of Daily and Annual Glare Occurrences on the Runway 32 C-17 and KC-135 Pattern



As previously stated, the SGHAT output summary (Appendix B) does not account for simultaneous glare that occurs within the same moment of time across multiple arrays within the same development. To determine the overall project's glare impact and to discount duplicate and/or simultaneous glare, the SGHAT result "Data Files" were further analyzed to aggregate all the arrays together (18 total), then filter based on date and time. The results of the analysis indicated that there were 340,384 minutes of green glare across all 18 arrays, of which 296,335 minutes were duplicate times. Therefore, only 44,049 minutes of green glare were unique times and thus representing the total time that glare would be predicted from the Mission Grove development annually.

Using the total number of minutes of sunlight in a standard year, which is 262,980 of daylight hours, the overall percent of glare of daylight minutes annually for the Mission Grove development would be approximately 16.7 percent. The proposed project is in compliance with Riverside ALUC policy that any proposed development with solar arrays should not have more than 60,000 minutes or roughly 20 percent of daylight minutes annually in predicted glare impact.

Overall, no significant (red glare) visual impacts on key receptors from the proposed development were predicted. The SGHAT modeling result shows that the project is compliant with the FAA policy for solar energy system projects, and Anton Mission Grove, LLC has considered the ocular impact on nearby airports by coordinating with Riverside ALUC regarding the proposed project's compliance with their policy recommendations.

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APPENDIX

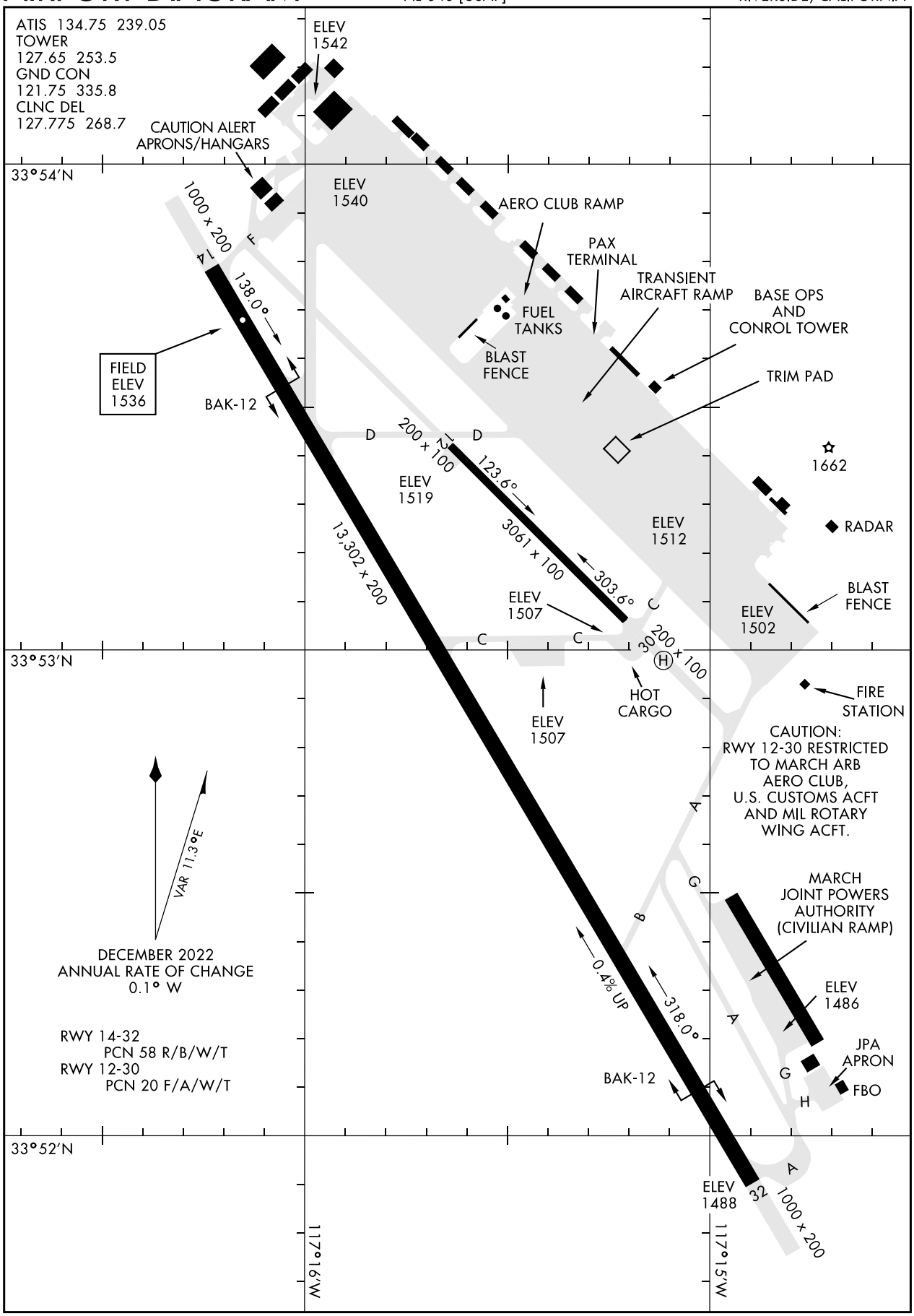
A FAA AIRPORT DIAGRAM – MARCH ARB

AIRPORT DIAGRAM

MARCH ARB (KRIV)

AL-348 [USAF]

RIVERSIDE, CALIFORNIA



SW-3, 23 MAR 2023 to 20 APR 2023

SW-3, 23 MAR 2023 to 20 APR 2023

AIRPORT DIAGRAM

RIVERSIDE, CALIFORNIA
MARCH ARB (KRIV)

APPENDIX

B SGHAT GLARE ANALYSIS MODEL OUTPUT

FORGESOLAR GLARE ANALYSIS

Project: **Mission Grove Apartments - Solar Glare Study**

347 unit multifamily project, 5 buildings, each 4 stories tall located at 375 E. Alessandro Blvd, Riverside, CA. Solar panels located on the roofs of each of the 5 buildings and additional solar panels located on the roofs of the carports.

Site configuration: **Config02_180_all FP**

Client: Anton Mission Grove, LLC

Created 26 Apr, 2023
Updated 26 Apr, 2023
Time-step 1 minute
Timezone offset UTC-8
Minimum sun altitude 0.0 deg
DNI peaks at 1,000.0 W/m^2
Category 500 kW to 1 MW
Site ID 89128.15335

Ocular transmission coefficient 0.5
Pupil diameter 0.002 m
Eye focal length 0.017 m
Sun subtended angle 9.3 mrad
PV analysis methodology V2

Summary of Results

Glare with low potential for temporary after-image predicted

PV Array	Tilt	Orient	Annual Green Glare		Annual Yellow Glare		Energy
	°	°	min	hr	min	hr	kWh
Building A Middle	10.0	180.0	18,574	309.6	0	0.0	-
Building A North	10.0	180.0	20,035	333.9	0	0.0	-
Building A South	10.0	180.0	21,504	358.4	0	0.0	-
Building B 278	10.0	180.0	16,546	275.8	0	0.0	-
Building C Northwest	10.0	180.0	18,437	307.3	0	0.0	-
Building C Southeast	10.0	179.0	17,714	295.2	0	0.0	-
Building D North and Middle	10.0	180.0	16,194	269.9	0	0.0	-
Building D South	10.0	180.0	14,935	248.9	0	0.0	-
Building E East	10.0	180.0	19,959	332.6	0	0.0	-
Building E North	10.0	180.0	21,516	358.6	0	0.0	-
Building E West	10.0	180.0	16,510	275.2	0	0.0	-
East Carports 17 and 18	5.0	180.0	23,588	393.1	0	0.0	-
North Carport 19	5.0	180.0	20,908	348.5	0	0.0	-
South Carports 4 and 5	5.0	180.0	18,821	313.7	0	0.0	-
South Carports 6 and 7	5.0	180.0	21,156	352.6	0	0.0	-
West Carport 16	5.0	180.0	18,176	302.9	0	0.0	-
West Carports 11 and 12	5.0	180.0	17,531	292.2	0	0.0	-
West Carports 13 - 15	5.0	180.0	18,280	304.7	0	0.0	-

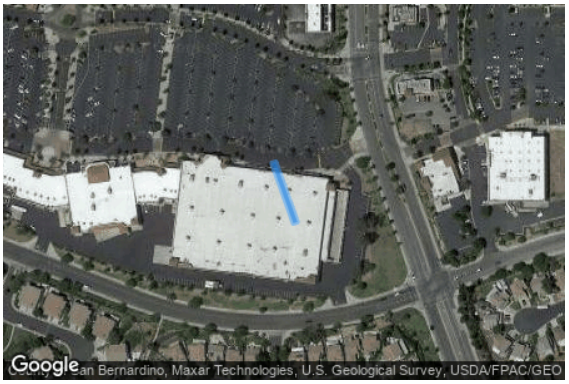
Total glare received by each receptor; may include duplicate times of glare from multiple reflective surfaces.

Receptor	Annual Green Glare		Annual Yellow Glare	
	min	hr	min	hr
Rwy 12 GA Pattern Route_MARB	26,114	435.2	0	0.0
Rwy 14 C-17 KC-135_Pattern_MARB	35,255	587.6	0	0.0
Rwy 14 GA_Pattern_MARB	0	0.0	0	0.0
Rwy 14_Overhead_MARB	0	0.0	0	0.0
Rwy 30 GA Pattern Route_MARB	11,334	188.9	0	0.0
Rwy 32 C-17 KC-135_Pattern_MARB	209,199	3,486.7	0	0.0
Rwy 32 GA_Pattern_MARB	58,482	974.7	0	0.0
Rwy 32_Overhead_MARB	0	0.0	0	0.0
FP_Rwy 12_Final_MARB	0	0.0	0	0.0
FP_Rwy 14 Final_MARB	0	0.0	0	0.0
FP_Rwy 30_Final MARB	0	0.0	0	0.0
FP_Rwy 32_Final MARB	0	0.0	0	0.0
1-ATCT	0	0.0	0	0.0

Component Data

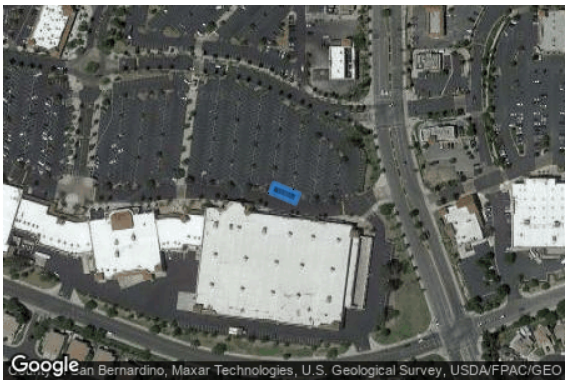
PV Arrays

Name: Building A Middle
Axis tracking: Fixed (no rotation)
Tilt: 10.0°
Orientation: 180.0°
Rated power: -
Panel material: Smooth glass with AR coating
Reflectivity: Vary with sun
Slope error: correlate with material



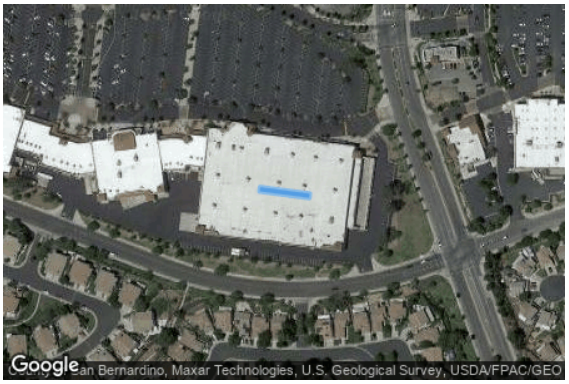
Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.913989	-117.325436	1592.73	45.00	1637.73
2	33.913999	-117.325402	1593.24	45.00	1638.24
3	33.913572	-117.325217	1593.20	45.00	1638.20
4	33.913562	-117.325250	1592.15	45.00	1637.15

Name: Building A North
Axis tracking: Fixed (no rotation)
Tilt: 10.0°
Orientation: 180.0°
Rated power: -
Panel material: Smooth glass with AR coating
Reflectivity: Vary with sun
Slope error: correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.914114	-117.325654	1591.52	45.00	1636.52
2	33.914182	-117.325619	1591.70	45.00	1636.70
3	33.914106	-117.325402	1592.24	45.00	1637.24
4	33.914037	-117.325437	1592.16	45.00	1637.16

Name: Building A South
Axis tracking: Fixed (no rotation)
Tilt: 10.0°
Orientation: 180.0°
Rated power: -
Panel material: Smooth glass with AR coating
Reflectivity: Vary with sun
Slope error: correlate with material

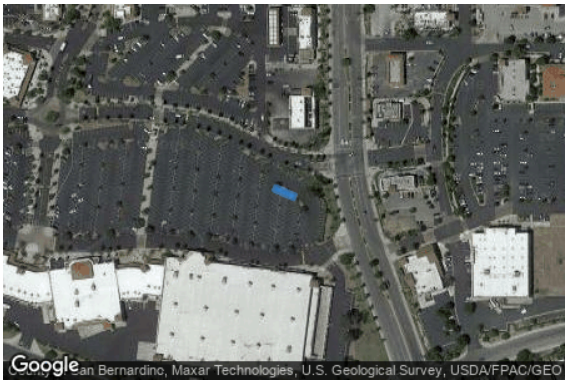


Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.913584	-117.325760	1591.55	45.00	1636.55
2	33.913538	-117.325335	1591.98	45.00	1636.98
3	33.913508	-117.325339	1591.91	45.00	1636.91
4	33.913555	-117.325764	1591.61	45.00	1636.61

Name: Building B 278
Axis tracking: Fixed (no rotation)
Tilt: 10.0°
Orientation: 180.0°
Rated power: -
Panel material: Smooth glass with AR coating
Reflectivity: Vary with sun
Slope error: correlate with material

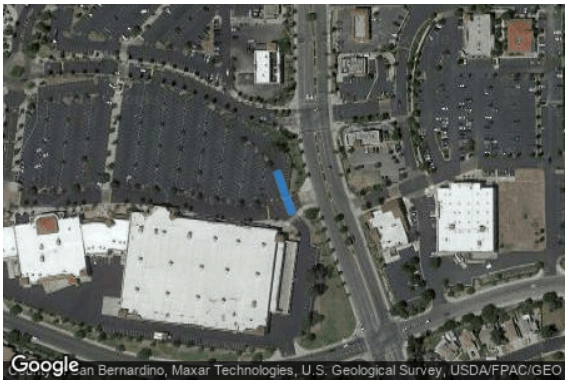
Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.914779	-117.326007	1588.90	45.00	1633.90
2	33.914775	-117.325971	1589.50	45.00	1634.50
3	33.914299	-117.326046	1590.38	45.00	1635.38
4	33.914302	-117.326082	1590.16	45.00	1635.16

Name: Building C Northwest
Axis tracking: Fixed (no rotation)
Tilt: 10.0°
Orientation: 180.0°
Rated power: -
Panel material: Smooth glass with AR coating
Reflectivity: Vary with sun
Slope error: correlate with material



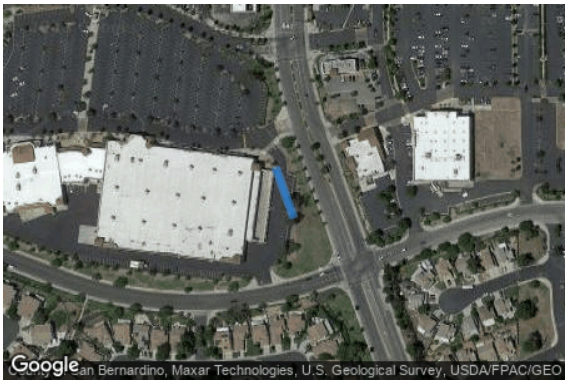
Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.914480	-117.325282	1594.24	45.00	1639.24
2	33.914507	-117.325268	1597.38	45.00	1642.38
3	33.914448	-117.325101	1595.93	45.00	1640.93
4	33.914420	-117.325115	1593.86	45.00	1638.86

Name: Building C Southeast
Axis tracking: Fixed (no rotation)
Tilt: 10.0°
Orientation: 179.0°
Rated power: -
Panel material: Smooth glass with AR coating
Reflectivity: Vary with sun
Slope error: correlate with material



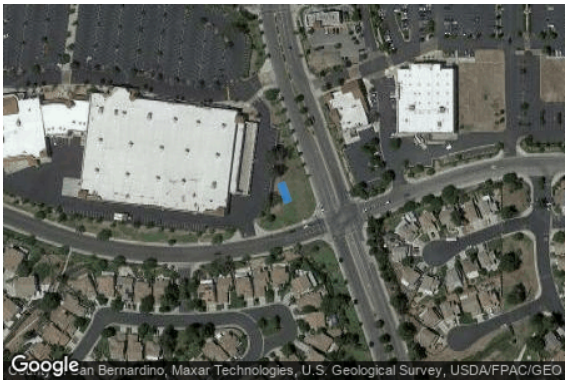
Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.914286	-117.324968	1593.27	45.00	1638.27
2	33.914296	-117.324934	1594.55	45.00	1639.55
3	33.914011	-117.324811	1596.18	45.00	1641.18
4	33.914001	-117.324845	1595.44	45.00	1640.44

Name: Building D North and Middle
Axis tracking: Fixed (no rotation)
Tilt: 10.0°
Orientation: 180.0°
Rated power: -
Panel material: Smooth glass with AR coating
Reflectivity: Vary with sun
Slope error: correlate with material



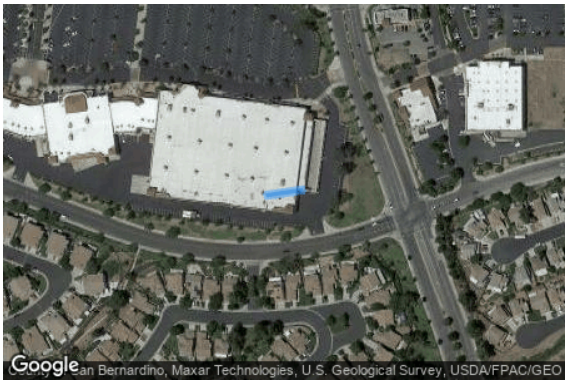
Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.913796	-117.324772	1595.12	45.00	1640.12
2	33.913806	-117.324738	1596.54	45.00	1641.54
3	33.913471	-117.324593	1595.24	45.00	1640.24
4	33.913461	-117.324627	1595.16	45.00	1640.16

Name: Building D South
Axis tracking: Fixed (no rotation)
Tilt: 10.0°
Orientation: 180.0°
Rated power: -
Panel material: Smooth glass with AR coating
Reflectivity: Vary with sun
Slope error: correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.913354	-117.324580	1595.29	45.00	1640.29
2	33.913364	-117.324547	1595.61	45.00	1640.61
3	33.913247	-117.324496	1591.64	45.00	1636.64
4	33.913237	-117.324529	1593.26	45.00	1638.26

Name: Building E East
Axis tracking: Fixed (no rotation)
Tilt: 10.0°
Orientation: 180.0°
Rated power: -
Panel material: Smooth glass with AR coating
Reflectivity: Vary with sun
Slope error: correlate with material

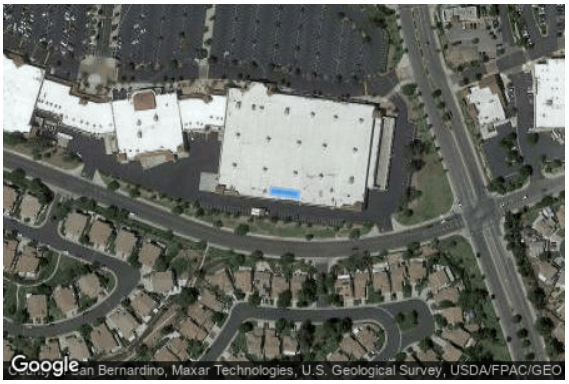


Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.913271	-117.325294	1591.18	45.00	1636.18
2	33.913310	-117.324975	1591.02	45.00	1636.02
3	33.913281	-117.324970	1590.98	45.00	1635.98
4	33.913242	-117.325288	1591.19	45.00	1636.19

Name: Building E North
Axis tracking: Fixed (no rotation)
Tilt: 10.0°
Orientation: 180.0°
Rated power: -
Panel material: Smooth glass with AR coating
Reflectivity: Vary with sun
Slope error: correlate with material

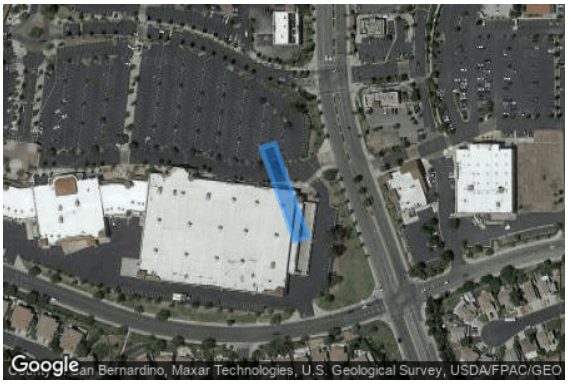
Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.913329	-117.325374	1591.64	45.00	1636.64
2	33.913300	-117.325367	1591.50	45.00	1636.50
3	33.913358	-117.324943	1593.26	45.00	1638.26
4	33.913389	-117.324950	1593.15	45.00	1638.15

Name: Building E West
Axis tracking: Fixed (no rotation)
Tilt: 10.0°
Orientation: 180.0°
Rated power: -
Panel material: Smooth glass with AR coating
Reflectivity: Vary with sun
Slope error: correlate with material



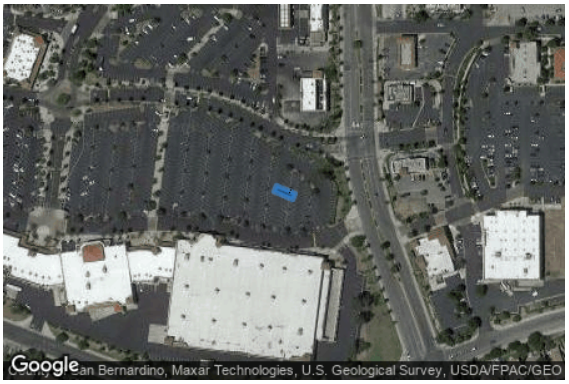
Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.913292	-117.325835	1591.81	45.00	1636.81
2	33.913268	-117.325612	1592.16	45.00	1637.16
3	33.913238	-117.325616	1591.24	45.00	1636.24
4	33.913262	-117.325840	1591.80	45.00	1636.80

Name: East Carports 17 and 18
Axis tracking: Fixed (no rotation)
Tilt: 5.0°
Orientation: 180.0°
Rated power: -
Panel material: Smooth glass with AR coating
Reflectivity: Vary with sun
Slope error: correlate with material



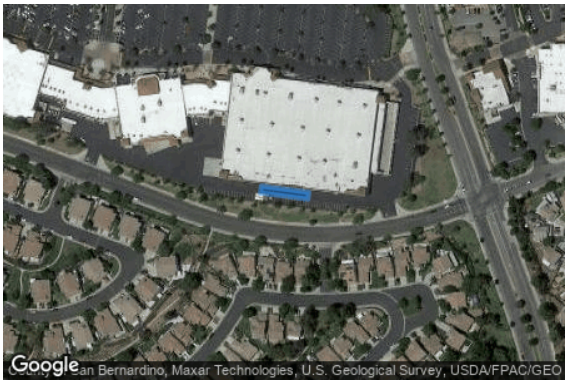
Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.913560	-117.324843	1591.47	10.00	1601.47
2	33.913526	-117.324960	1591.11	10.00	1601.11
3	33.914187	-117.325249	1594.52	10.00	1604.52
4	33.914222	-117.325132	1594.05	10.00	1604.05

Name: North Carport 19
Axis tracking: Fixed (no rotation)
Tilt: 5.0°
Orientation: 180.0°
Rated power: -
Panel material: Smooth glass with AR coating
Reflectivity: Vary with sun
Slope error: correlate with material



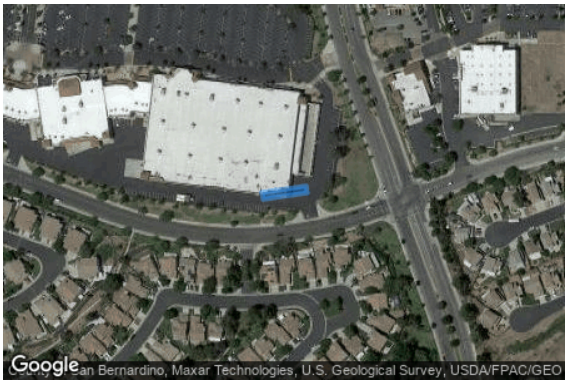
Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.914387	-117.325356	1588.79	10.00	1598.79
2	33.914329	-117.325193	1588.89	10.00	1598.89
3	33.914284	-117.325216	1588.88	10.00	1598.88
4	33.914342	-117.325380	1589.04	10.00	1599.04

Name: South Carports 4 and 5
Axis tracking: Fixed (no rotation)
Tilt: 5.0°
Orientation: 180.0°
Rated power: -
Panel material: Smooth glass with AR coating
Reflectivity: Vary with sun
Slope error: correlate with material



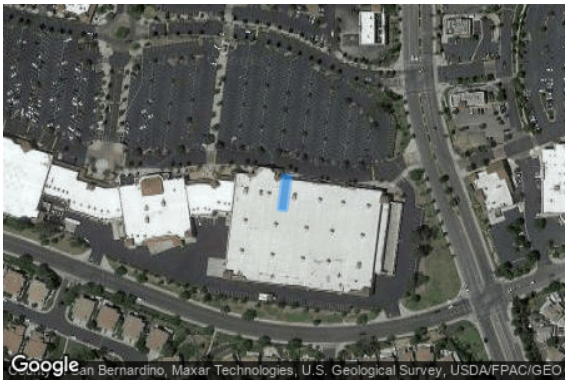
Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.913199	-117.325956	1592.76	10.00	1602.76
2	33.913155	-117.325547	1591.85	10.00	1601.85
3	33.913106	-117.325555	1589.33	10.00	1599.33
4	33.913150	-117.325964	1589.99	10.00	1599.99

Name: South Carports 6 and 7
Axis tracking: Fixed (no rotation)
Tilt: 5.0°
Orientation: 180.0°
Rated power: -
Panel material: Smooth glass with AR coating
Reflectivity: Vary with sun
Slope error: correlate with material



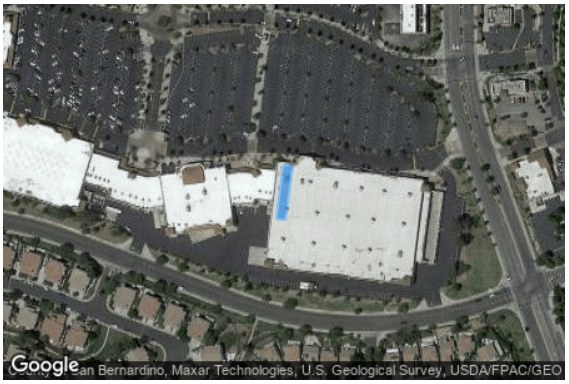
Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.913164	-117.325278	1590.98	10.00	1600.98
2	33.913210	-117.324899	1589.30	10.00	1599.30
3	33.913161	-117.324891	1590.93	10.00	1600.93
4	33.913115	-117.325269	1592.71	10.00	1602.71

Name: West Carport 16
Axis tracking: Fixed (no rotation)
Tilt: 5.0°
Orientation: 180.0°
Rated power: -
Panel material: Smooth glass with AR coating
Reflectivity: Vary with sun
Slope error: correlate with material



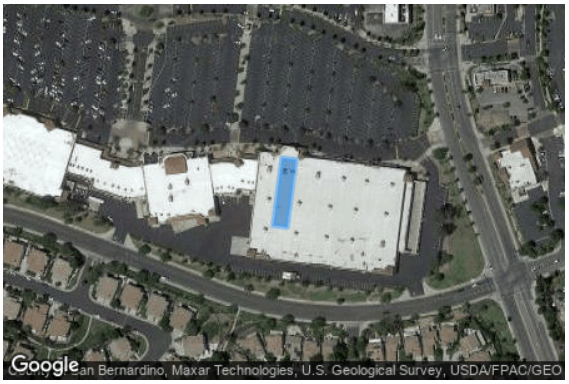
Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.913753	-117.325841	1590.49	10.00	1600.49
2	33.913992	-117.325804	1590.87	10.00	1600.87
3	33.913985	-117.325745	1590.99	10.00	1600.99
4	33.913746	-117.325782	1590.59	10.00	1600.59

Name: West Carports 11 and 12
Axis tracking: Fixed (no rotation)
Tilt: 5.0°
Orientation: 180.0°
Rated power: -
Panel material: Smooth glass with AR coating
Reflectivity: Vary with sun
Slope error: correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.913602	-117.326148	1589.57	10.00	1599.57
2	33.913609	-117.326207	1589.85	10.00	1599.85
3	33.913974	-117.326149	1590.06	10.00	1600.06
4	33.913968	-117.326090	1589.81	10.00	1599.81

Name: West Carports 13 - 15
Axis tracking: Fixed (no rotation)
Tilt: 5.0°
Orientation: 180.0°
Rated power: -
Panel material: Smooth glass with AR coating
Reflectivity: Vary with sun
Slope error: correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.913482	-117.326087	1590.62	10.00	1600.62
2	33.913963	-117.326011	1591.12	10.00	1601.12
3	33.913950	-117.325889	1592.33	10.00	1602.33
4	33.913469	-117.325966	1592.41	10.00	1602.41

Route Receptors

Name: Rwy 12 GA Pattern Route_MARB
Path type: One-way (toward increasing index)
Observer view angle: 50.0°

Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.884319	-117.253536	1504.83	50.00	1554.83
2	33.876069	-117.243611	1494.36	1300.00	2794.36
3	33.876081	-117.235119	1493.45	1300.00	2793.45
4	33.880814	-117.229467	1505.19	1300.00	2805.19
5	33.887897	-117.229483	1511.48	1300.00	2811.48
6	33.910333	-117.256469	1523.56	1300.00	2823.56
7	33.910322	-117.264967	1535.46	1300.00	2835.46
8	33.905592	-117.270622	1552.83	1300.00	2852.83
9	33.898506	-117.270608	1540.91	1300.00	2840.91
10	33.890258	-117.260681	1521.98	50.00	1571.98

Name: Rwy 14 C-17 KC-135_Pattern_MARB
Path type: One-way (toward increasing index)
Observer view angle: 50.0°

Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.864994	-117.248281	1534.48	50.00	1584.48
2	33.836269	-117.227869	1551.36	1500.00	3051.36
3	33.821961	-117.228367	1567.86	1500.00	3067.86
4	33.813147	-117.244350	1614.29	1500.00	3114.29
5	33.819225	-117.262269	1649.78	1500.00	3149.78
6	33.908131	-117.325528	1645.37	1500.00	3145.37
7	33.922394	-117.325047	1662.54	1500.00	3162.54
8	33.931244	-117.309014	1681.55	1500.00	3181.55
9	33.925156	-117.291061	1660.26	1500.00	3160.26
10	33.896431	-117.270636	1558.29	50.00	1608.29

Name: Rwy 14 GA_Pattern_MARB
Path type: One-way (toward increasing index)
Observer view angle: 50.0°

Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.864994	-117.248281	1545.57	50.00	1595.57
2	33.854942	-117.241136	1570.68	1500.00	3070.68
3	33.848078	-117.243236	1621.08	1500.00	3121.08
4	33.844669	-117.250119	1637.58	1500.00	3137.58
5	33.846422	-117.258344	1620.88	1500.00	3120.88
6	33.897972	-117.295011	1632.35	1500.00	3132.35
7	33.904833	-117.292903	1637.62	1500.00	3137.62
8	33.908242	-117.286017	1613.26	1500.00	3113.26
9	33.906486	-117.277783	1541.28	1500.00	3041.28
10	33.896431	-117.270636	1527.57	50.00	1577.57

Name: Rwy 14_Overhead_MARB
Path type: One-way (toward increasing index)
Observer view angle: 50.0°

Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.968036	-117.322128	1698.41	2000.00	3698.41
2	33.880706	-117.259453	1693.93	2000.00	3693.93
3	33.863564	-117.293805	1686.35	2000.00	3686.35
4	33.908131	-117.325528	1689.95	2000.00	3689.95
5	33.925156	-117.291061	1695.39	2000.00	3695.39
6	33.896431	-117.270636	1693.84	50.00	1743.84

Name: Rwy 30 GA Pattern Route_MARB
Path type: One-way (toward increasing index)
Observer view angle: 50.0°

Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.890258	-117.260681	1521.57	50.00	1571.57
2	33.898508	-117.270608	1507.42	1300.00	2807.42
3	33.905592	-117.270622	1525.39	1300.00	2825.39
4	33.910322	-117.264967	1541.99	1300.00	2841.99
5	33.910330	-117.256469	1560.06	1300.00	2860.06
6	33.887897	-117.229483	1582.66	1300.00	2882.66
7	33.880814	-117.229467	1582.50	1300.00	2882.50
8	33.876081	-117.235119	1578.72	1300.00	2878.72
9	33.876069	-117.243611	1555.82	1300.00	2855.82
10	33.884319	-117.253536	1551.55	50.00	1601.55

Name: Rwy 32 C-17 KC-135_Pattern_MARB
Path type: One-way (toward increasing index)
Observer view angle: 50.0°

Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.896431	-117.270636	1555.82	50.00	1605.82
2	33.925156	-117.291061	1639.32	1500.00	3139.32
3	33.931244	-117.309014	1704.46	1500.00	3204.46
4	33.922394	-117.325047	1697.63	1500.00	3197.63
5	33.908131	-117.325528	1697.04	1500.00	3197.04
6	33.819225	-117.262269	1708.42	1500.00	3208.42
7	33.813147	-117.244350	1742.27	1500.00	3242.27
8	33.821961	-117.228367	1644.15	1500.00	3144.15
9	33.836269	-117.227869	1581.00	1500.00	3081.00
10	33.864994	-117.248281	1569.38	50.00	1619.38

Name: Rwy 32 GA_Pattern_MARB
Path type: One-way (toward increasing index)
Observer view angle: 50.0°

Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.896431	-117.270636	1698.08	50.00	1748.08
2	33.906486	-117.277783	1645.13	1500.00	3145.13
3	33.908242	-117.286017	1694.95	1500.00	3194.95
4	33.904833	-117.292903	1669.55	1500.00	3169.55
5	33.897972	-117.295011	1689.41	1500.00	3189.41
6	33.846422	-117.258344	1712.87	1500.00	3212.87
7	33.844669	-117.250119	1716.24	1500.00	3216.24
8	33.848078	-117.243236	1723.09	1500.00	3223.09
9	33.854942	-117.241136	1740.89	1500.00	3240.89
10	33.864994	-117.248281	1741.47	50.00	1791.47

Name: Rwy 32_Overhead_MARB
Path type: One-way (toward increasing index)
Observer view angle: 50.0°

Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.793375	-117.196878	1820.18	2000.00	3820.18
2	33.880706	-117.259453	1629.13	2000.00	3629.13
3	33.863564	-117.293808	1643.57	2000.00	3643.57
4	33.819225	-117.262269	1725.18	2000.00	3725.18
5	33.836269	-117.227869	1753.15	2000.00	3753.15
6	33.864994	-117.248281	1609.77	50.00	1659.77

Flight Path Receptors

Name: FP_Rwy 12_Final_MARB
Description:
Threshold height: 50 ft
Direction: 135.0°
Glide slope: 3.0°
Pilot view restricted? Yes
Vertical view: 30.0°
Azimuthal view: 50.0°

Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.890258	-117.260681	1517.96	50.00	1567.96
Two-mile	33.910702	-117.285338	1543.09	578.30	2121.39

Name: FP_Rwy 14 Final_MARB
Description:
Threshold height: 56 ft
Direction: 149.0°
Glide slope: 2.59°
Pilot view restricted? Yes
Vertical view: 30.0°
Azimuthal view: 50.0°

Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.896431	-117.270636	1535.64	56.00	1591.64
Two-mile	33.921214	-117.288597	1524.57	544.74	2069.32

Name: FP_Rwy 30_Final MARB
Description:
Threshold height: 50 ft
Direction: 315.0°
Glide slope: 3.0°
Pilot view restricted? Yes
Vertical view: 30.0°
Azimuthal view: 50.0°

Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.884319	-117.253536	1505.89	50.00	1555.89
Two-mile	33.863875	-117.228880	1469.65	639.67	2109.32

Name: FP_Rwy 32_Final MARB
Description:
Threshold height: 59 ft
Direction: 329.0°
Glide slope: 3.0°
Pilot view restricted? Yes
Vertical view: 30.0°
Azimuthal view: 50.0°

Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.864994	-117.248281	1486.36	59.00	1545.36
Two-mile	33.840211	-117.230327	1459.69	639.10	2098.79

Discrete Observation Point Receptors

Name	ID	Latitude (°)	Longitude (°)	Elevation (ft)	Height (ft)
1-ATCT	1	33.891572	-117.251203	1508.94	118.00

Map image of 1-ATCT

Obstruction Components

Name: Obstruction 1
Top height: 0.0 ft

Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)
1	33.901372	-117.312354	1704.43
2	33.902619	-117.310680	1732.93
3	33.904150	-117.308491	1751.76
4	33.906145	-117.305659	1755.64
5	33.907890	-117.303384	1746.20
6	33.909920	-117.300595	1663.24

Glare Analysis Results

Summary of Results

Glare with low potential for temporary after-image predicted

PV Array	Tilt	Orient	Annual Green Glare		Annual Yellow Glare		Energy
	°	°	min	hr	min	hr	kWh
Building A Middle	10.0	180.0	18,574	309.6	0	0.0	-
Building A North	10.0	180.0	20,035	333.9	0	0.0	-
Building A South	10.0	180.0	21,504	358.4	0	0.0	-
Building B 278	10.0	180.0	16,546	275.8	0	0.0	-
Building C Northwest	10.0	180.0	18,437	307.3	0	0.0	-
Building C Southeast	10.0	179.0	17,714	295.2	0	0.0	-
Building D North and Middle	10.0	180.0	16,194	269.9	0	0.0	-
Building D South	10.0	180.0	14,935	248.9	0	0.0	-
Building E East	10.0	180.0	19,959	332.6	0	0.0	-
Building E North	10.0	180.0	21,516	358.6	0	0.0	-
Building E West	10.0	180.0	16,510	275.2	0	0.0	-
East Carports 17 and 18	5.0	180.0	23,588	393.1	0	0.0	-
North Carport 19	5.0	180.0	20,908	348.5	0	0.0	-
South Carports 4 and 5	5.0	180.0	18,821	313.7	0	0.0	-
South Carports 6 and 7	5.0	180.0	21,156	352.6	0	0.0	-
West Carport 16	5.0	180.0	18,176	302.9	0	0.0	-
West Carports 11 and 12	5.0	180.0	17,531	292.2	0	0.0	-
West Carports 13 - 15	5.0	180.0	18,280	304.7	0	0.0	-

Total glare received by each receptor; may include duplicate times of glare from multiple reflective surfaces.

Receptor	Annual Green Glare		Annual Yellow Glare	
	min	hr	min	hr
Rwy 12 GA Pattern Route_MARB	26,114	435.2	0	0.0
Rwy 14 C-17 KC-135_Pattern_MARB	35,255	587.6	0	0.0
Rwy 14 GA_Pattern_MARB	0	0.0	0	0.0
Rwy 14_Overhead_MARB	0	0.0	0	0.0
Rwy 30 GA Pattern Route_MARB	11,334	188.9	0	0.0
Rwy 32 C-17 KC-135_Pattern_MARB	209,199	3,486.7	0	0.0
Rwy 32 GA_Pattern_MARB	58,482	974.7	0	0.0
Rwy 32_Overhead_MARB	0	0.0	0	0.0

Receptor	Annual Green Glare		Annual Yellow Glare	
	min	hr	min	hr
FP_Rwy 12_Final_MARB	0	0.0	0	0.0
FP_Rwy 14 Final_MARB	0	0.0	0	0.0
FP_Rwy 30_Final MARB	0	0.0	0	0.0
FP_Rwy 32_Final MARB	0	0.0	0	0.0
1-ATCT	0	0.0	0	0.0

PV: Building A Middle low potential for temporary after-image

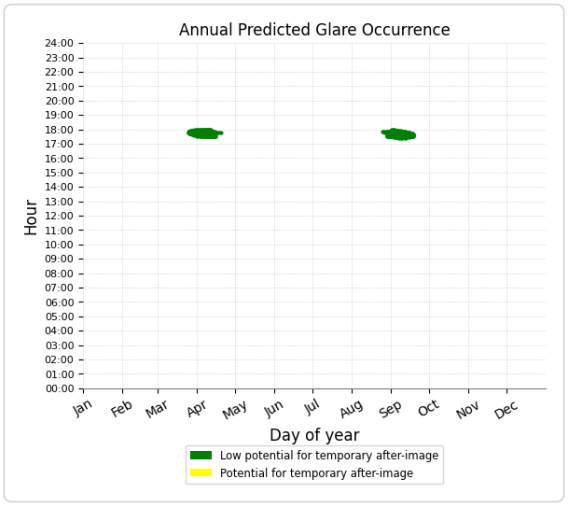
Receptor results ordered by category of glare

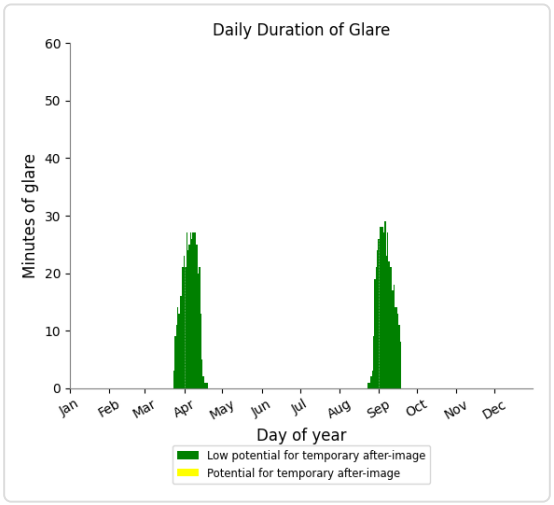
Receptor	Annual Green Glare		Annual Yellow Glare	
	min	hr	min	hr
Rwy 12 GA Pattern Route_MARB	901	15.0	0	0.0
Rwy 14 C-17 KC-135_Pattern_MARB	3,678	61.3	0	0.0
Rwy 30 GA Pattern Route_MARB	664	11.1	0	0.0
Rwy 32 C-17 KC-135_Pattern_MARB	10,142	169.0	0	0.0
Rwy 32 GA_Pattern_MARB	3,189	53.1	0	0.0
Rwy 14 GA_Pattern_MARB	0	0.0	0	0.0
Rwy 14_Overhead_MARB	0	0.0	0	0.0
Rwy 32_Overhead_MARB	0	0.0	0	0.0
FP_Rwy 12_Final_MARB	0	0.0	0	0.0
FP_Rwy 14 Final_MARB	0	0.0	0	0.0
FP_Rwy 30_Final MARB	0	0.0	0	0.0
FP_Rwy 32_Final MARB	0	0.0	0	0.0
1-ATCT	0	0.0	0	0.0

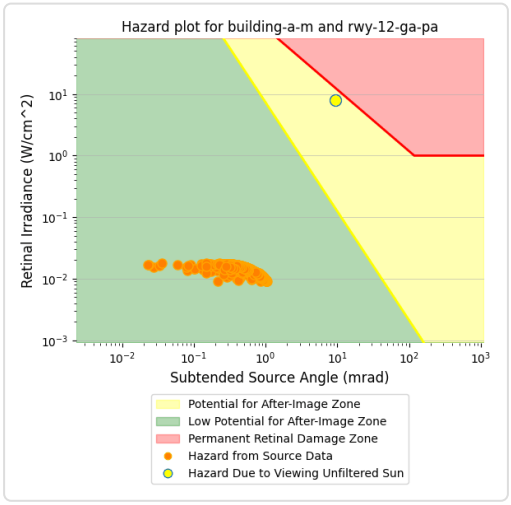
Building A Middle and Route: Rwy 12 GA Pattern Route_MARB

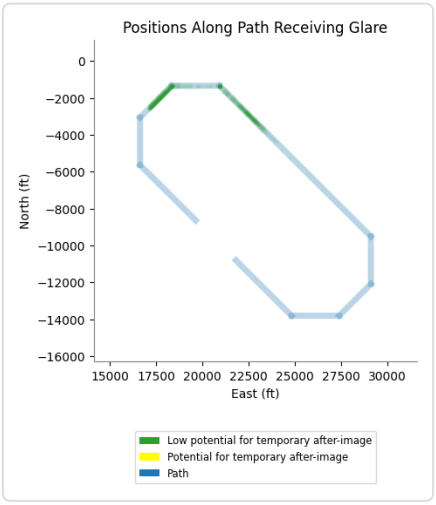
Yellow glare: none

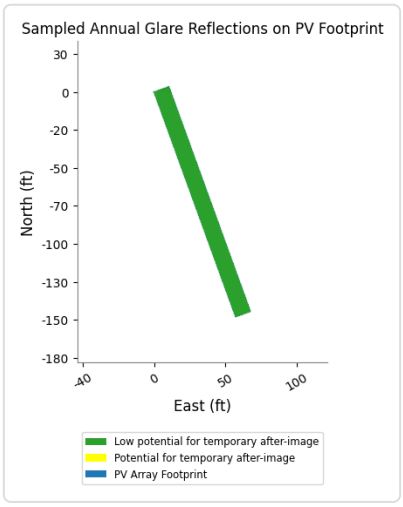
Green glare: 901 min.







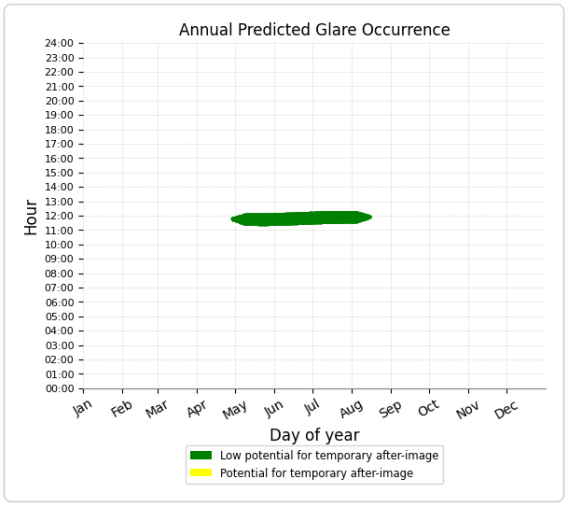


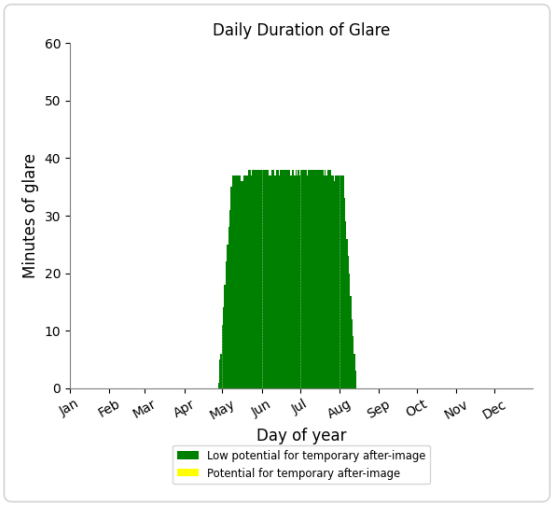


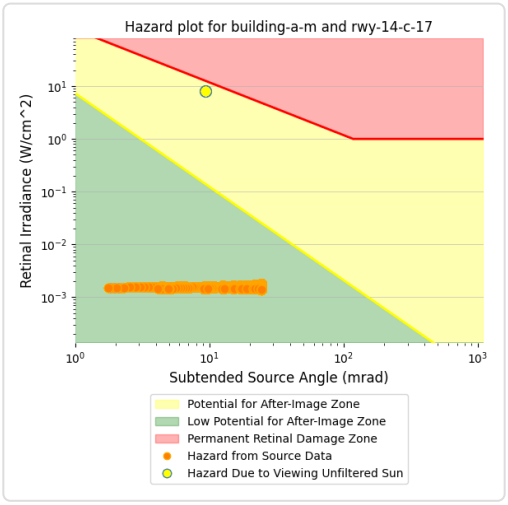
Building A Middle and Route: Rwy 14 C-17 KC-135_Pattern_MARB

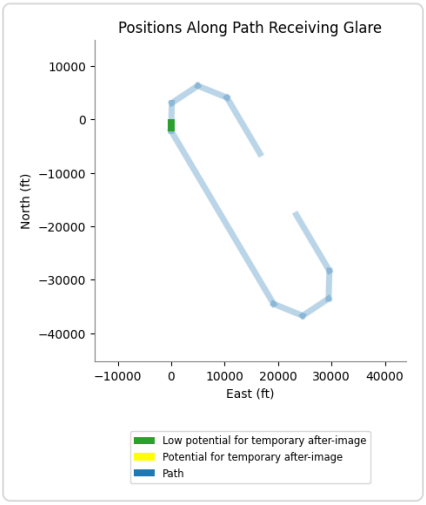
Yellow glare: none

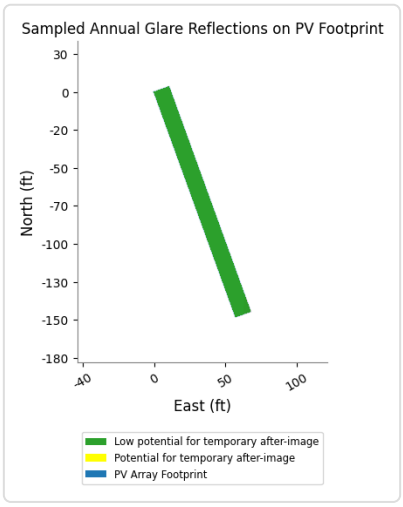
Green glare: 3,678 min.







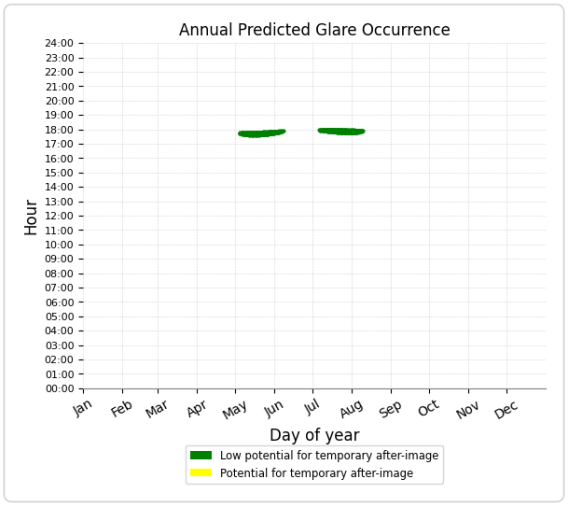


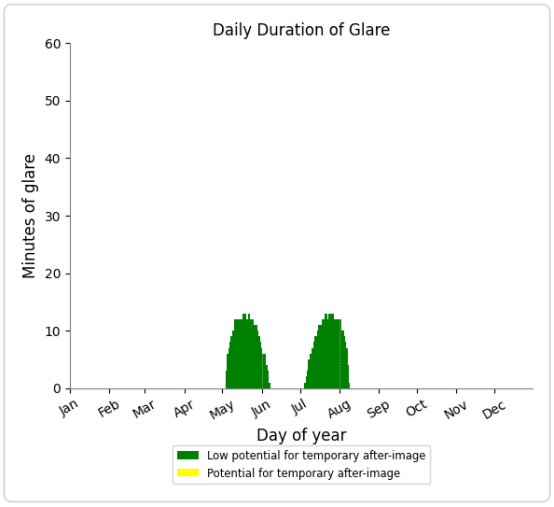


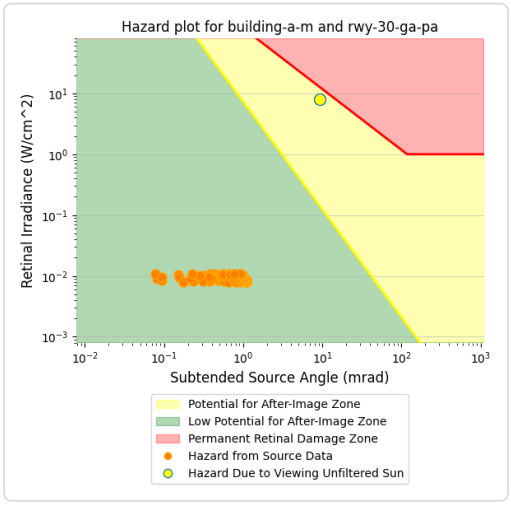
Building A Middle and Route: Rwy 30 GA Pattern Route_MARB

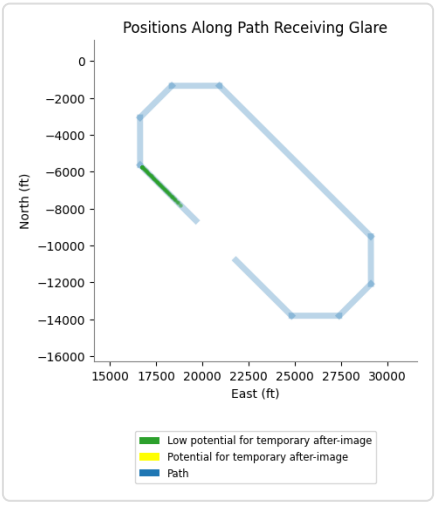
Yellow glare: none

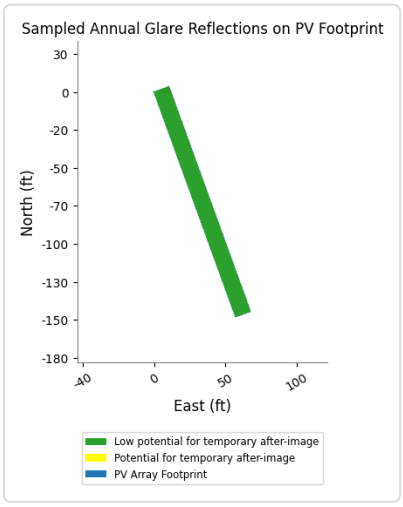
Green glare: 664 min.







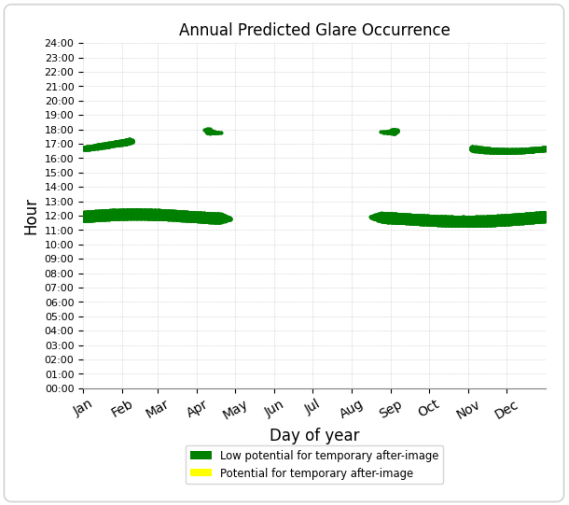


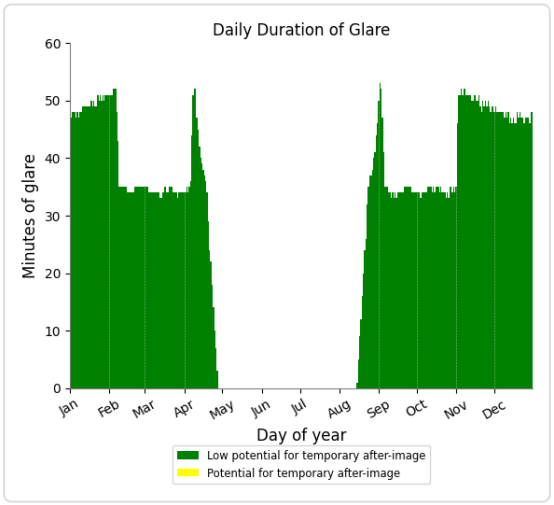


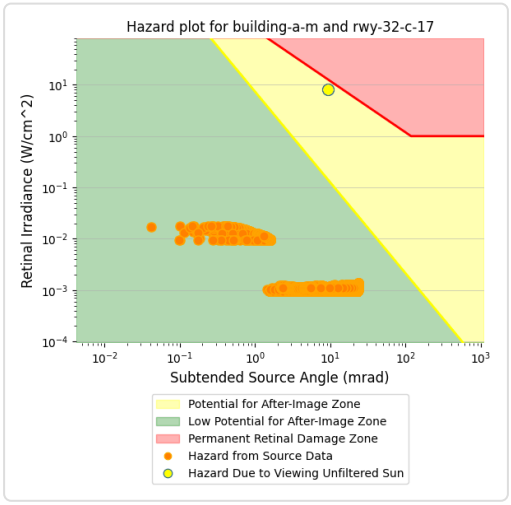
Building A Middle and Route: Rwy 32 C-17 KC-135_Pattern_MARB

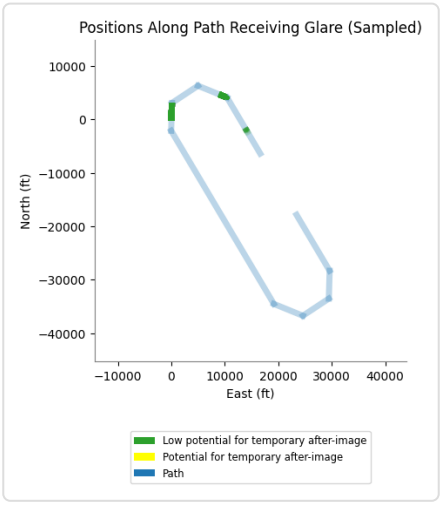
Yellow glare: none

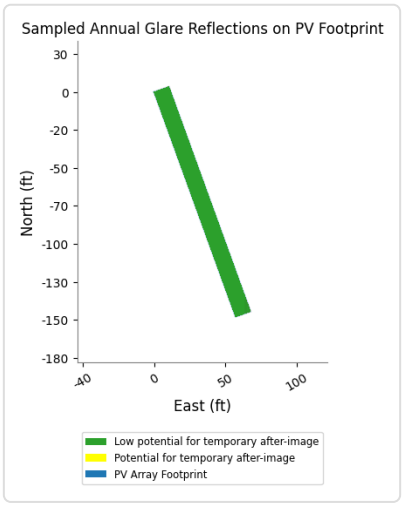
Green glare: 10,142 min.







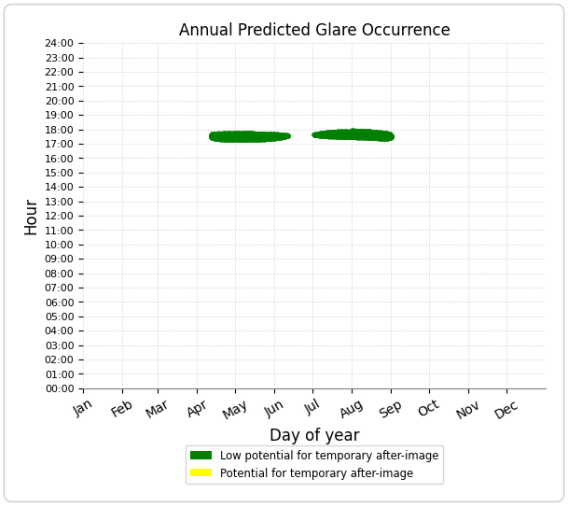


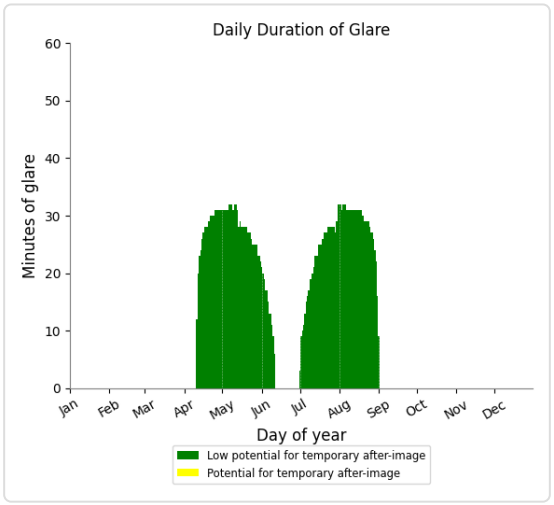


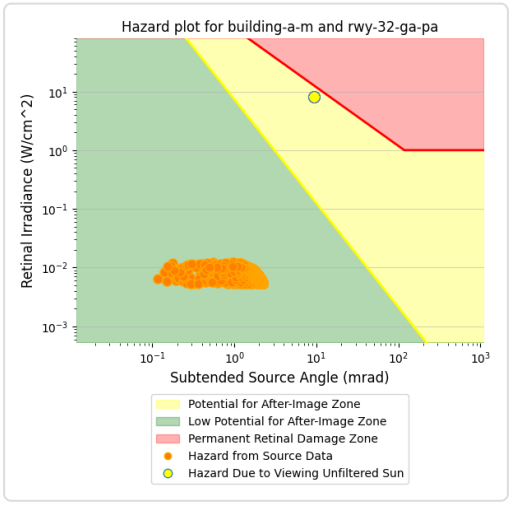
Building A Middle and Route: Rwy 32 GA_Pattern_MARB

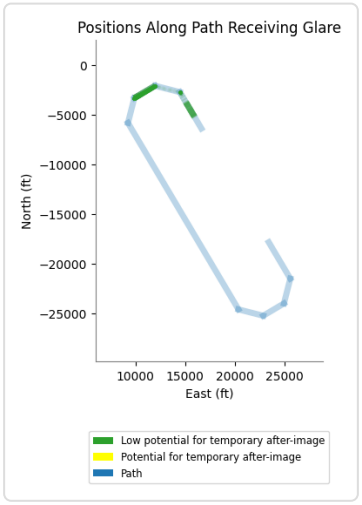
Yellow glare: none

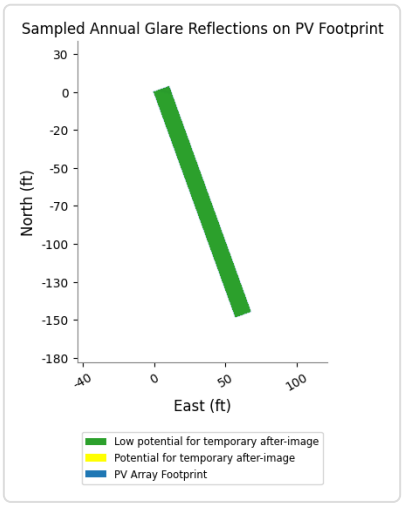
Green glare: 3,189 min.











Building A Middle and Route: Rwy 14 GA_Pattern_MARB

No glare found

Building A Middle and Route: Rwy 14_Overhead_MARB

No glare found

Building A Middle and Route: Rwy 32_Overhead_MARB

No glare found

Building A Middle and FP: FP_Rwy 12_Final_MARB

No glare found

Building A Middle and FP: FP_Rwy 14 Final_MARB

No glare found

Building A Middle and FP: FP_Rwy 30_Final MARB

No glare found

Building A Middle and FP: FP_Rwy 32_Final MARB

No glare found

Building A Middle and 1-ATCT

No glare found

PV: Building A North low potential for temporary after-image

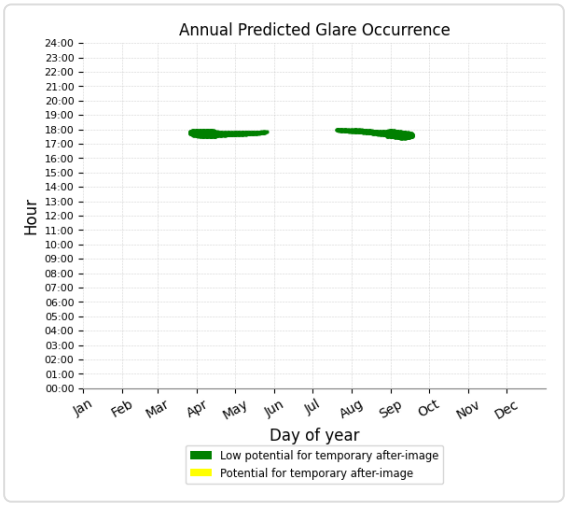
Receptor results ordered by category of glare

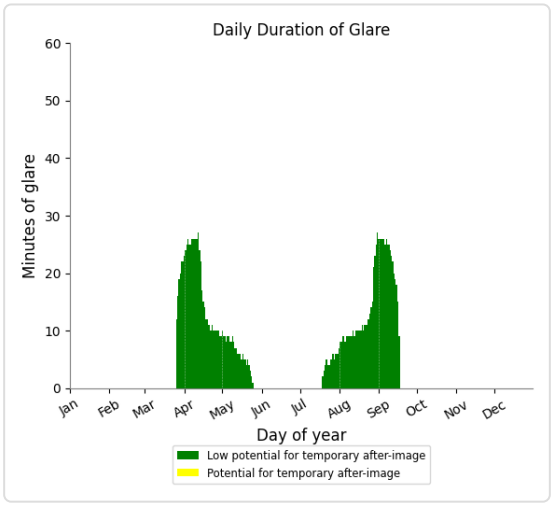
Receptor	Annual Green Glare		Annual Yellow Glare	
	min	hr	min	hr
Rwy 12 GA Pattern Route_MARB	1,610	26.8	0	0.0
Rwy 14 C-17 KC-135_Pattern_MARB	3,625	60.4	0	0.0
Rwy 30 GA Pattern Route_MARB	764	12.7	0	0.0
Rwy 32 C-17 KC-135_Pattern_MARB	10,660	177.7	0	0.0
Rwy 32 GA_Pattern_MARB	3,376	56.3	0	0.0
Rwy 14 GA_Pattern_MARB	0	0.0	0	0.0
Rwy 14_Overhead_MARB	0	0.0	0	0.0
Rwy 32_Overhead_MARB	0	0.0	0	0.0
FP_Rwy 12_Final_MARB	0	0.0	0	0.0
FP_Rwy 14 Final_MARB	0	0.0	0	0.0
FP_Rwy 30_Final MARB	0	0.0	0	0.0
FP_Rwy 32_Final MARB	0	0.0	0	0.0
1-ATCT	0	0.0	0	0.0

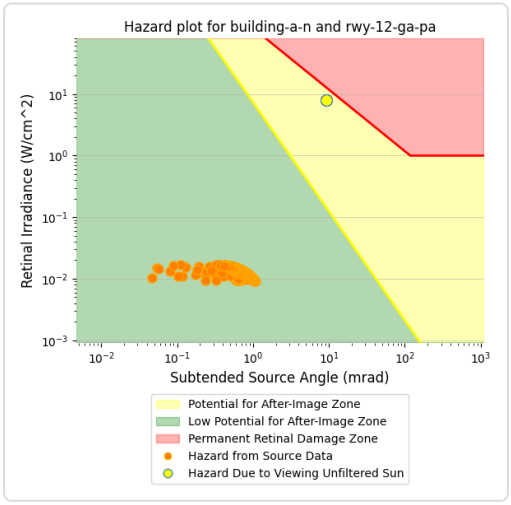
Building A North and Route: Rwy 12 GA Pattern Route_MARB

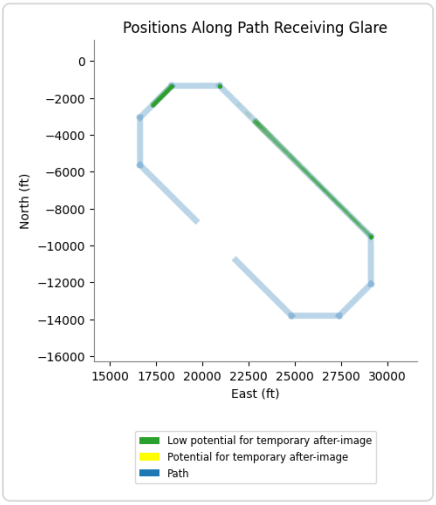
Yellow glare: none

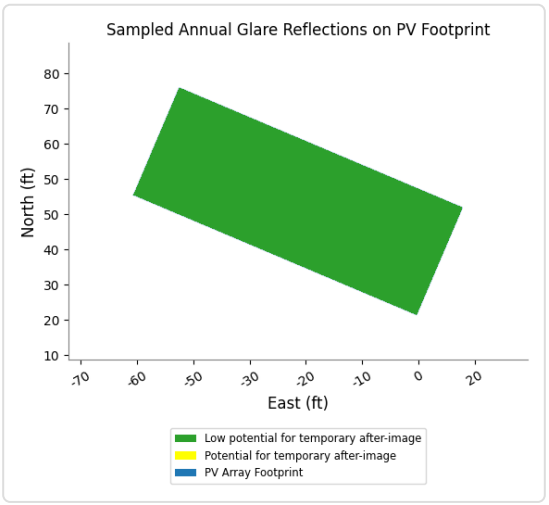
Green glare: 1,610 min.







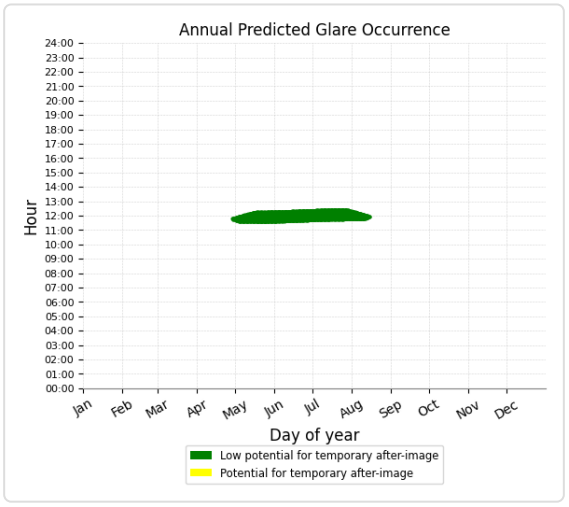


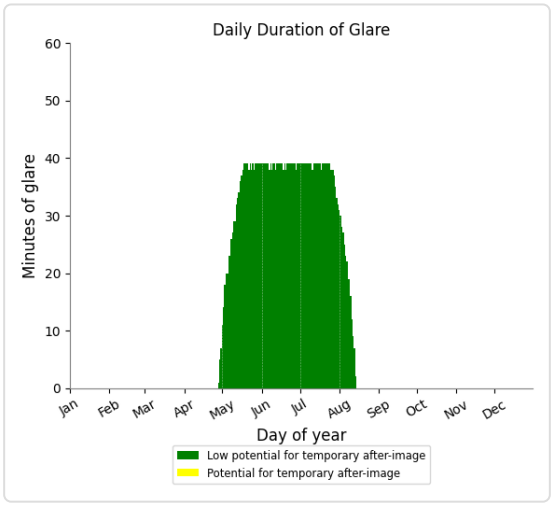


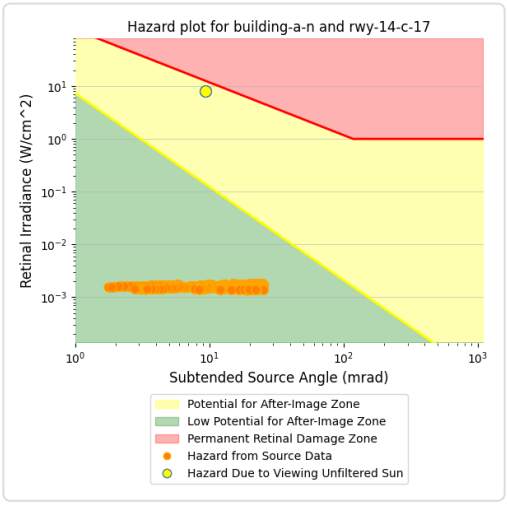
Building A North and Route: Rwy 14 C-17 KC-135_Pattern_MARB

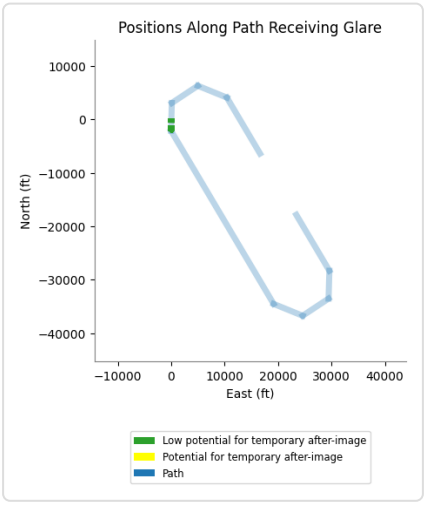
Yellow glare: none

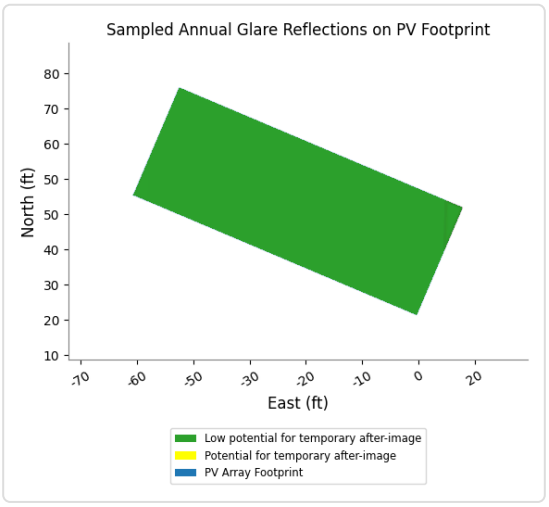
Green glare: 3,625 min.







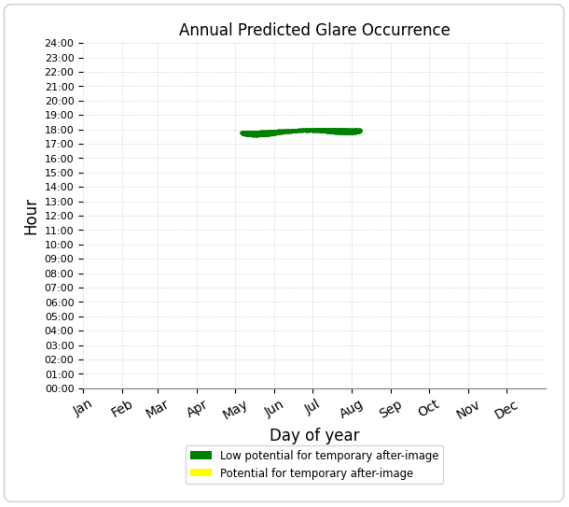


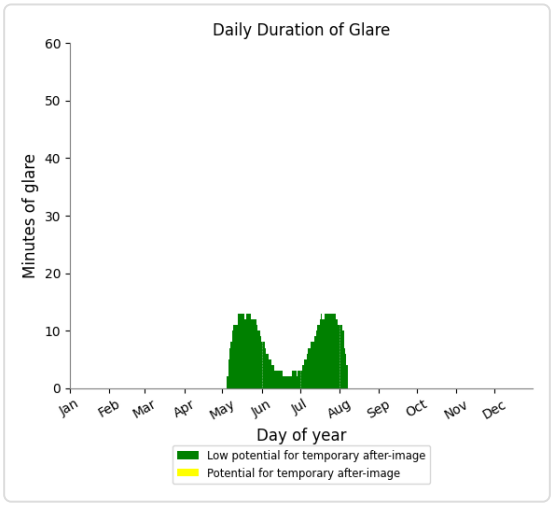


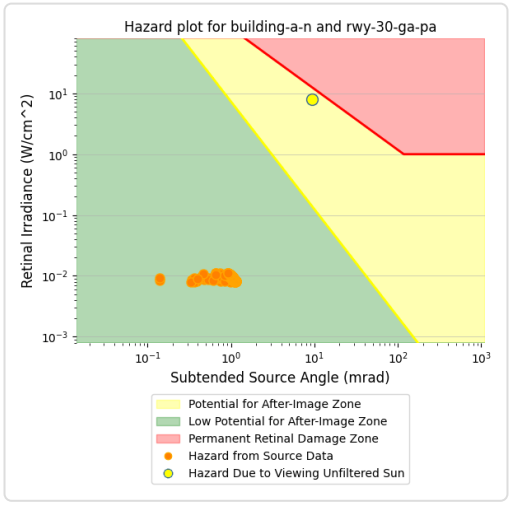
Building A North and Route: Rwy 30 GA Pattern Route_MARB

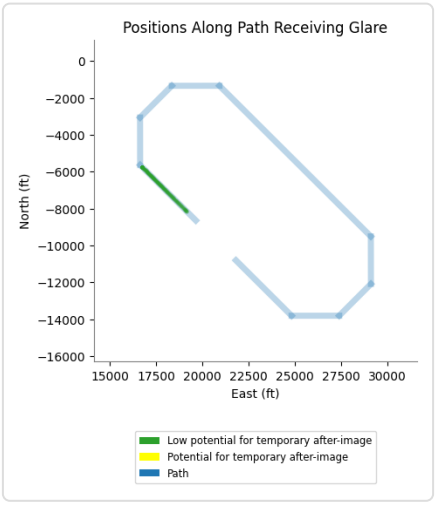
Yellow glare: none

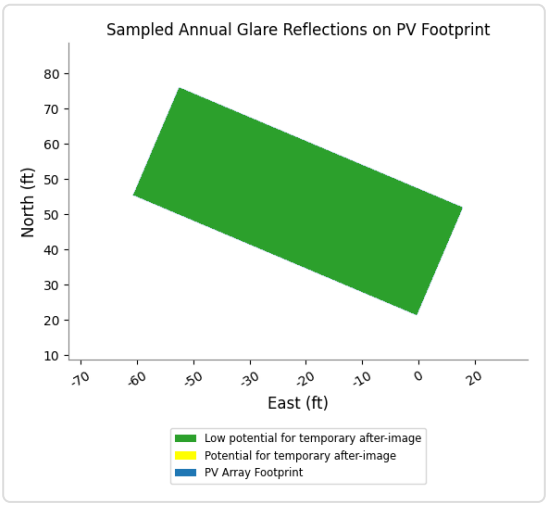
Green glare: 764 min.







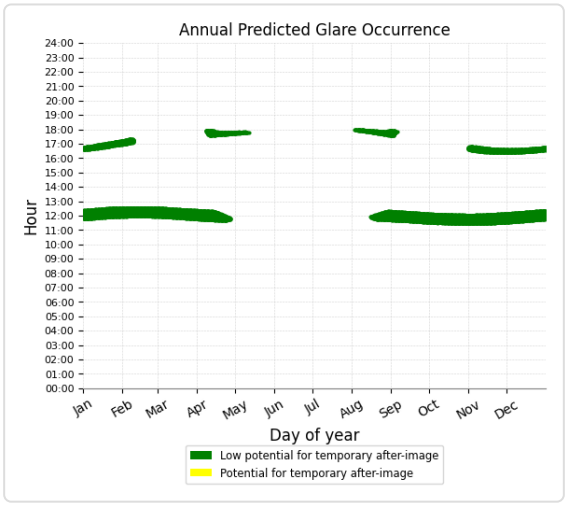


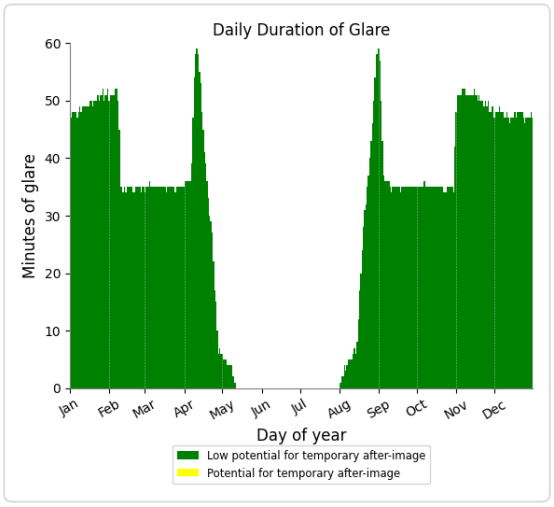


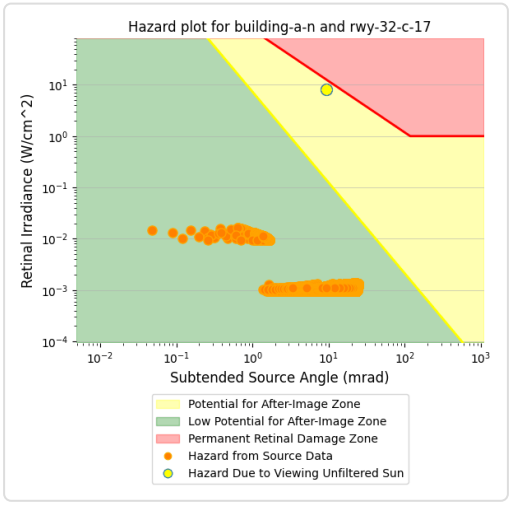
Building A North and Route: Rwy 32 C-17 KC-135_Pattern_MARB

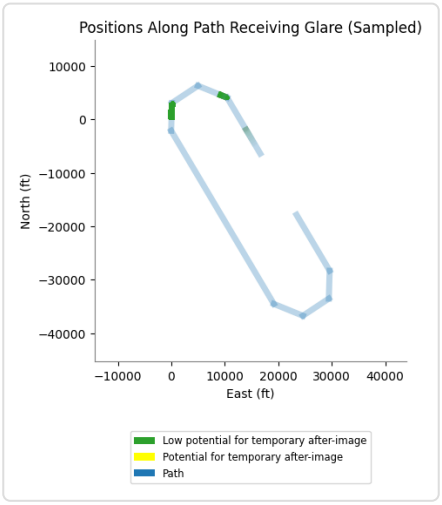
Yellow glare: none

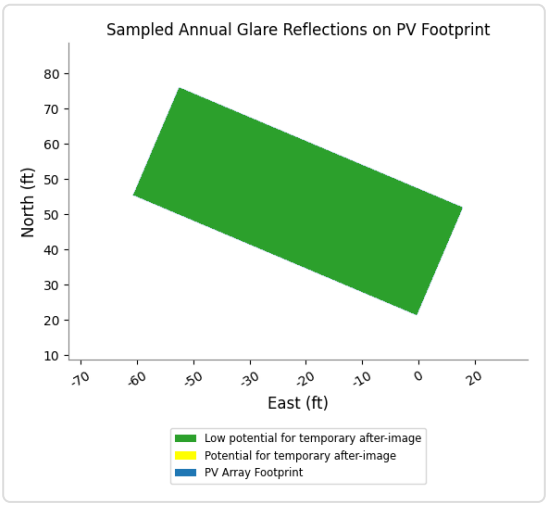
Green glare: 10,660 min.







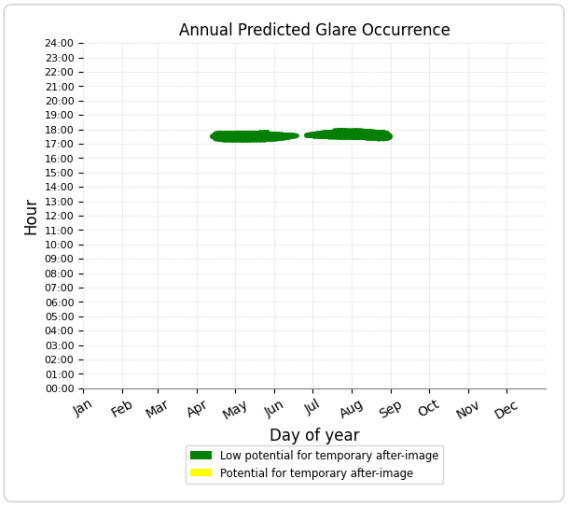


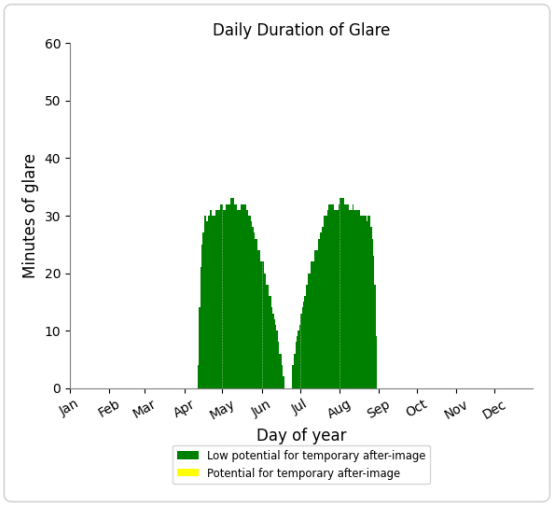


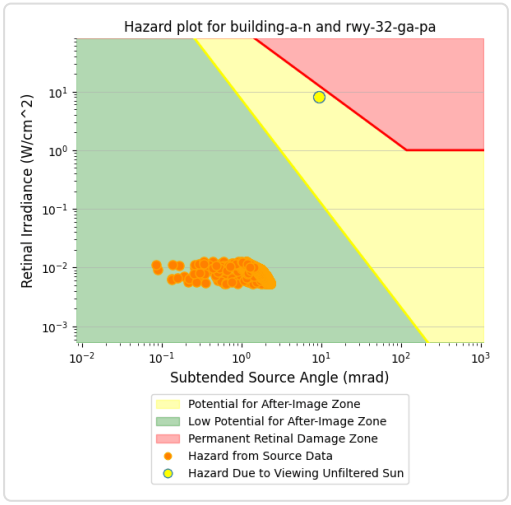
Building A North and Route: Rwy 32 GA_Pattern_MARB

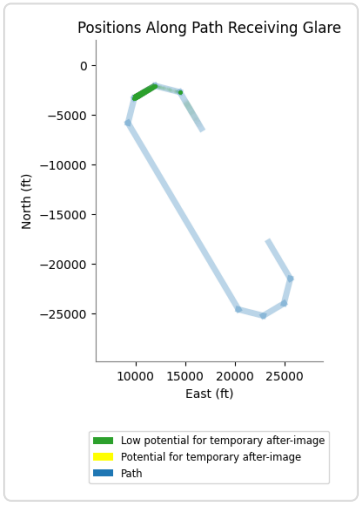
Yellow glare: none

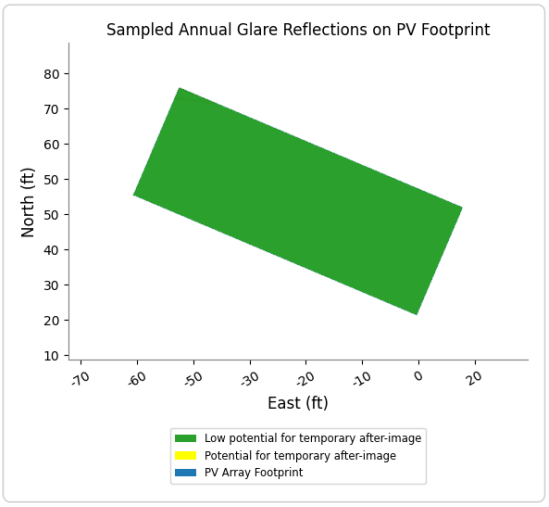
Green glare: 3,376 min.











Building A North and Route: Rwy 14 GA_Pattern_MARB

No glare found

Building A North and Route: Rwy 14_Overhead_MARB

No glare found

Building A North and Route: Rwy 32_Overhead_MARB

No glare found

Building A North and FP: FP_Rwy 12_Final_MARB

No glare found

Building A North and FP: FP_Rwy 14 Final_MARB

No glare found

Building A North and FP: FP_Rwy 30_Final MARB

No glare found

Building A North and FP: FP_Rwy 32_Final MARB

No glare found

Building A North and 1-ATCT

No glare found

PV: Building A South low potential for temporary after-image

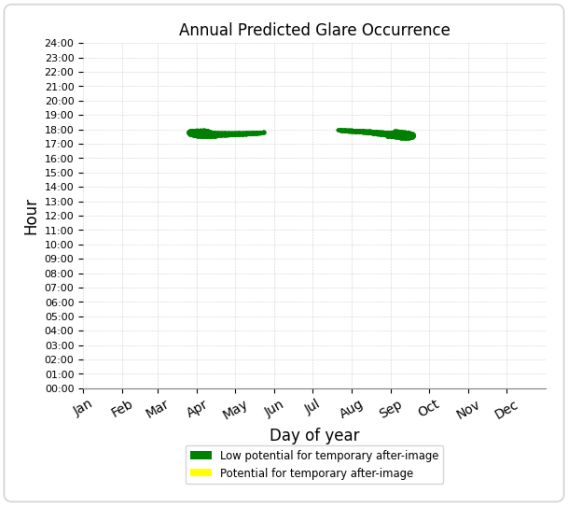
Receptor results ordered by category of glare

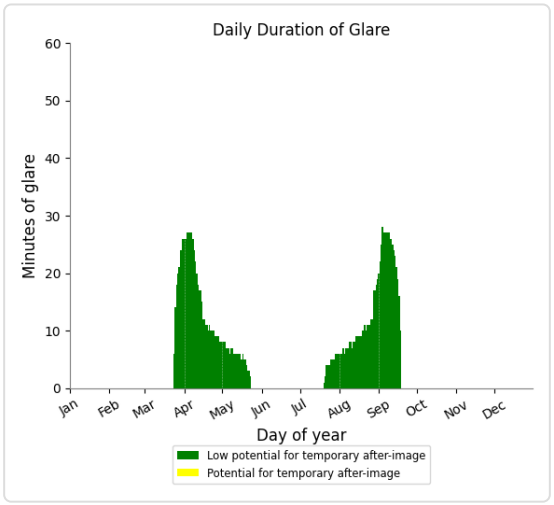
Receptor	Annual Green Glare		Annual Yellow Glare	
	min	hr	min	hr
Rwy 12 GA Pattern Route_MARB	1,560	26.0	0	0.0
Rwy 14 C-17 KC-135_Pattern_MARB	4,334	72.2	0	0.0
Rwy 30 GA Pattern Route_MARB	630	10.5	0	0.0
Rwy 32 C-17 KC-135_Pattern_MARB	12,066	201.1	0	0.0
Rwy 32 GA_Pattern_MARB	2,914	48.6	0	0.0
Rwy 14 GA_Pattern_MARB	0	0.0	0	0.0
Rwy 14_Overhead_MARB	0	0.0	0	0.0
Rwy 32_Overhead_MARB	0	0.0	0	0.0
FP_Rwy 12_Final_MARB	0	0.0	0	0.0
FP_Rwy 14 Final_MARB	0	0.0	0	0.0
FP_Rwy 30_Final MARB	0	0.0	0	0.0
FP_Rwy 32_Final MARB	0	0.0	0	0.0
1-ATCT	0	0.0	0	0.0

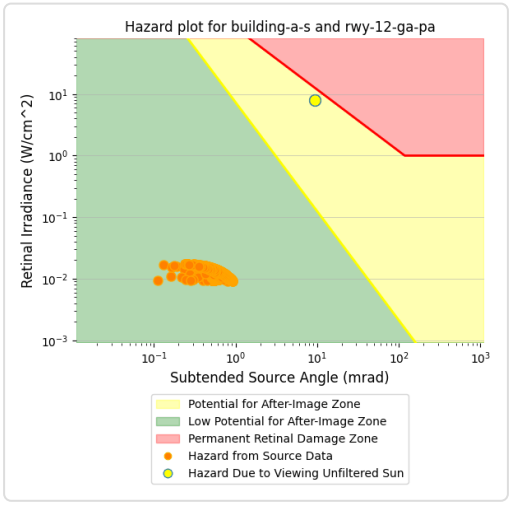
Building A South and Route: Rwy 12 GA Pattern Route_MARB

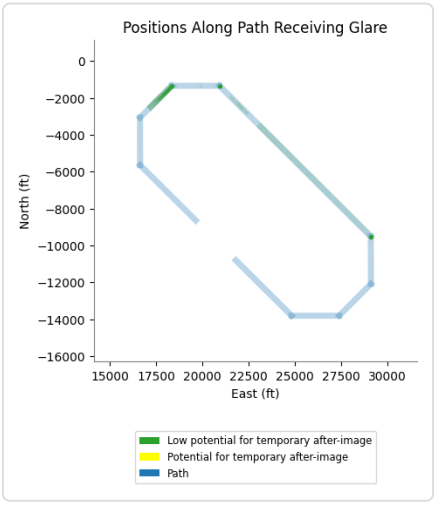
Yellow glare: none

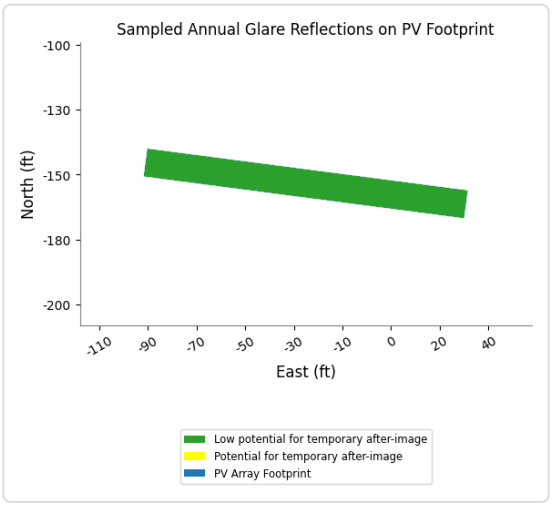
Green glare: 1,560 min.







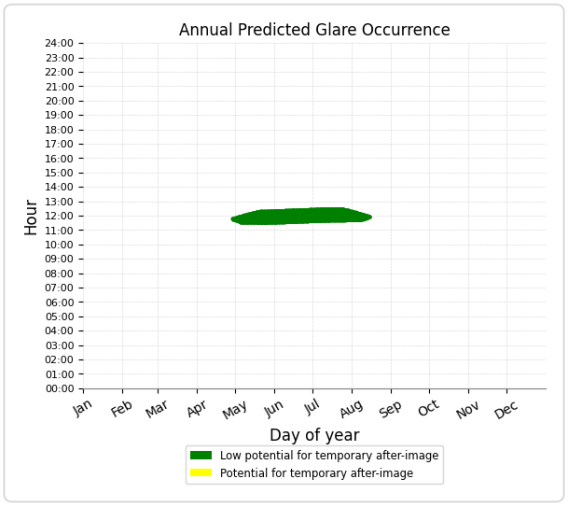


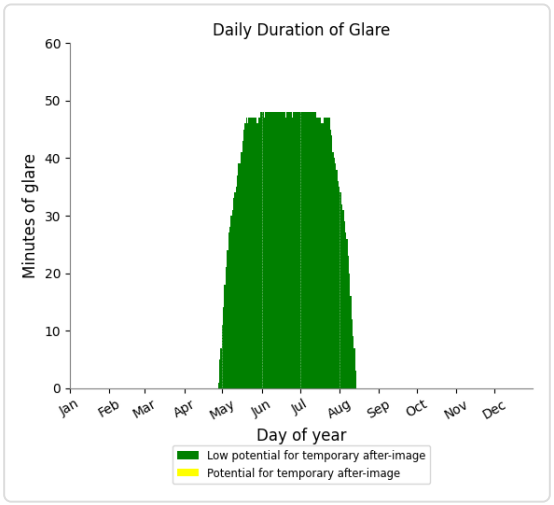


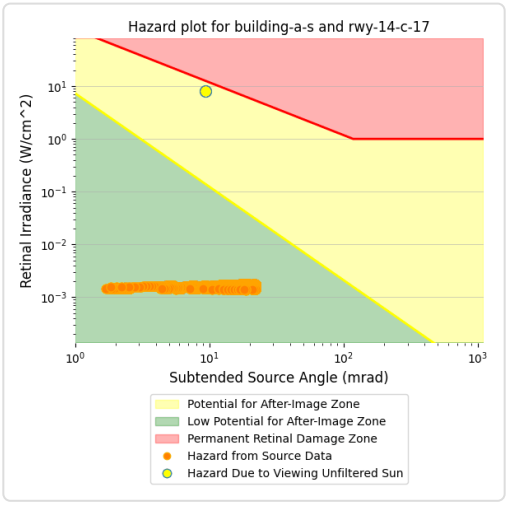
Building A South and Route: Rwy 14 C-17 KC-135_Pattern_MARB

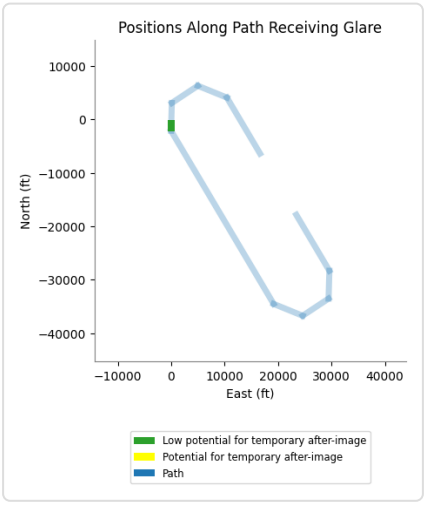
Yellow glare: none

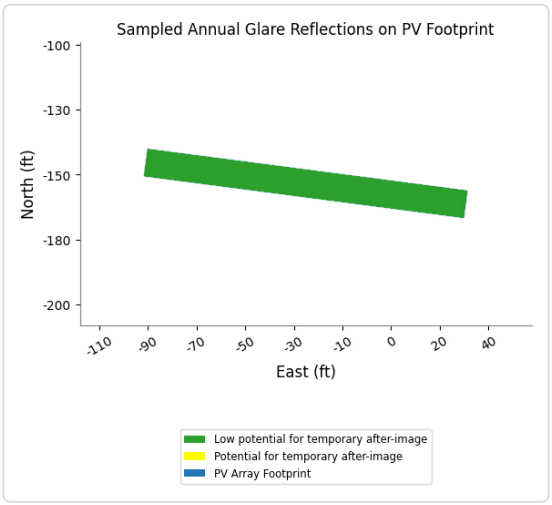
Green glare: 4,334 min.







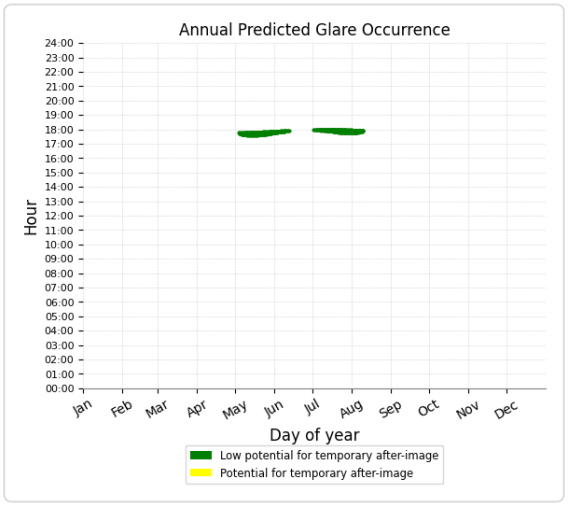


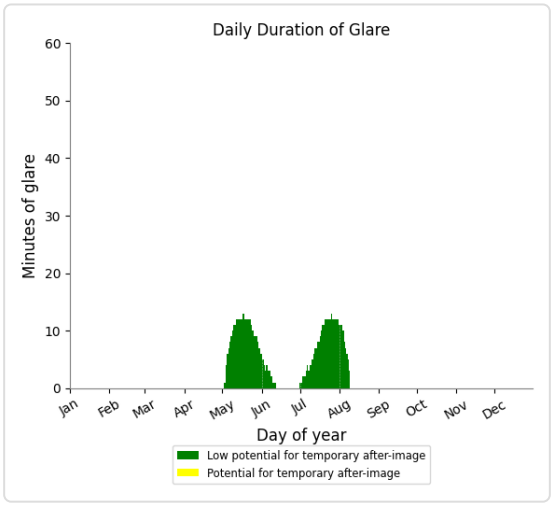


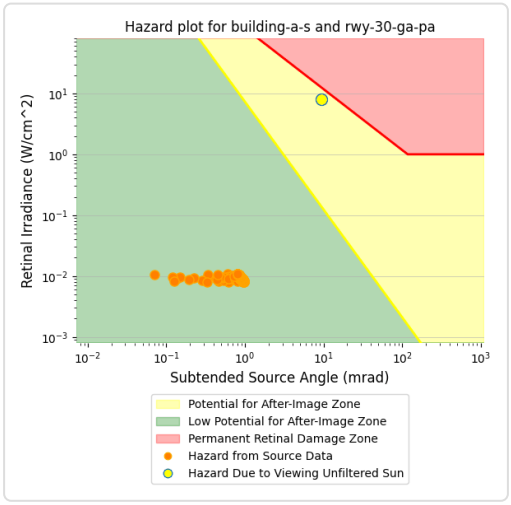
Building A South and Route: Rwy 30 GA Pattern Route_MARB

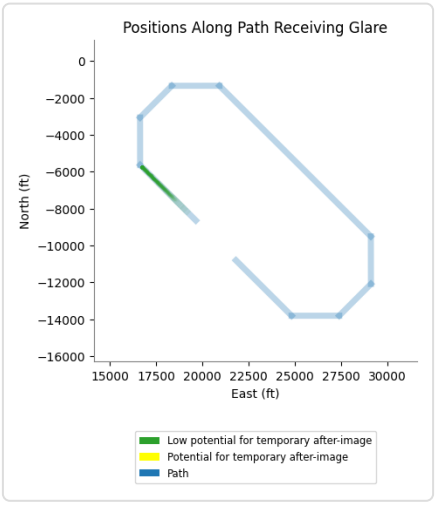
Yellow glare: none

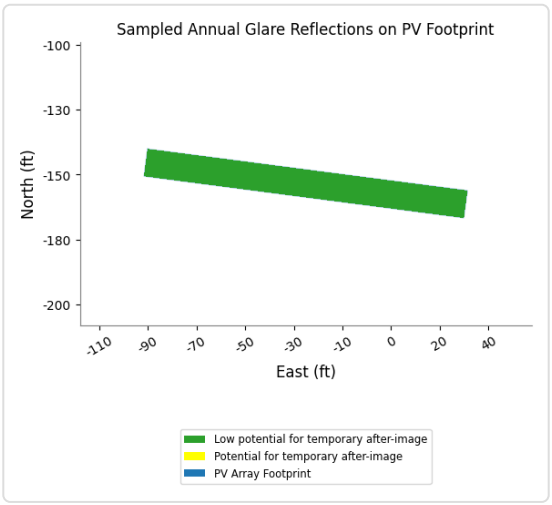
Green glare: 630 min.







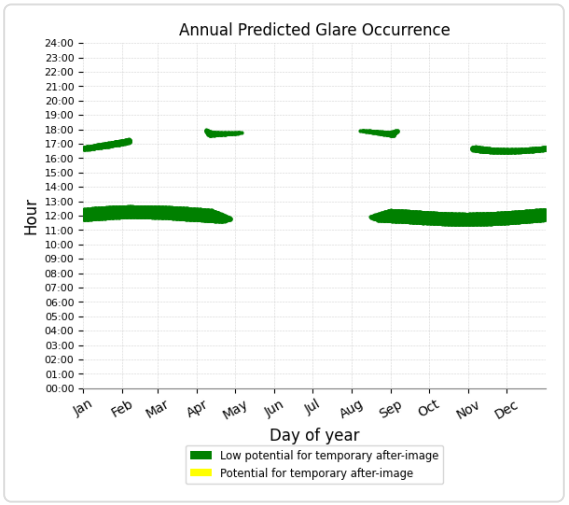


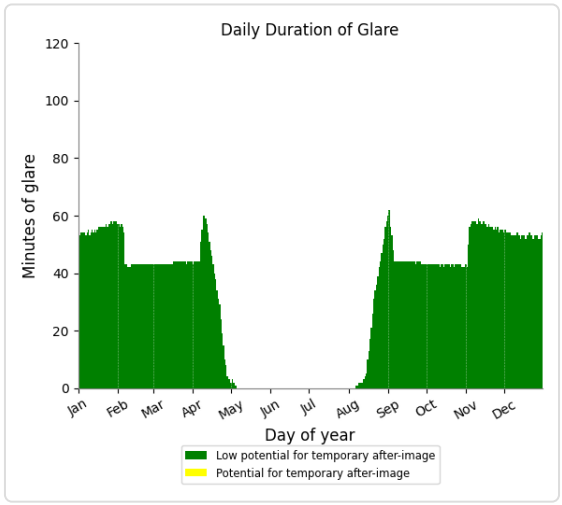


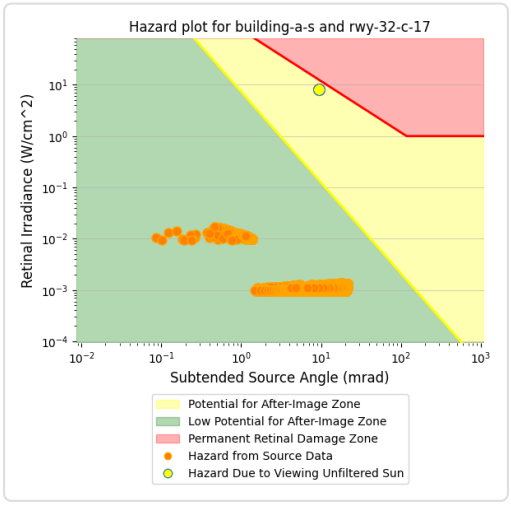
Building A South and Route: Rwy 32 C-17 KC-135_Pattern_MARB

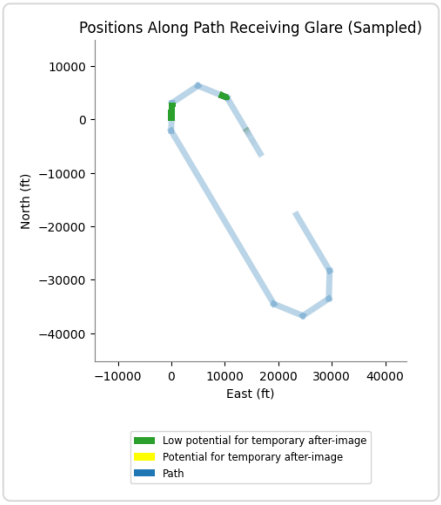
Yellow glare: none

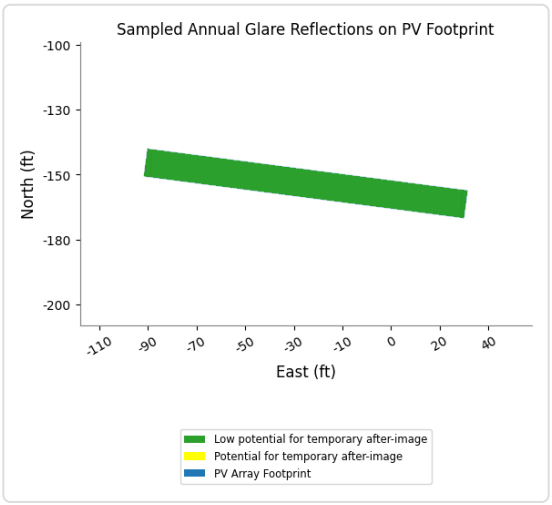
Green glare: 12,066 min.







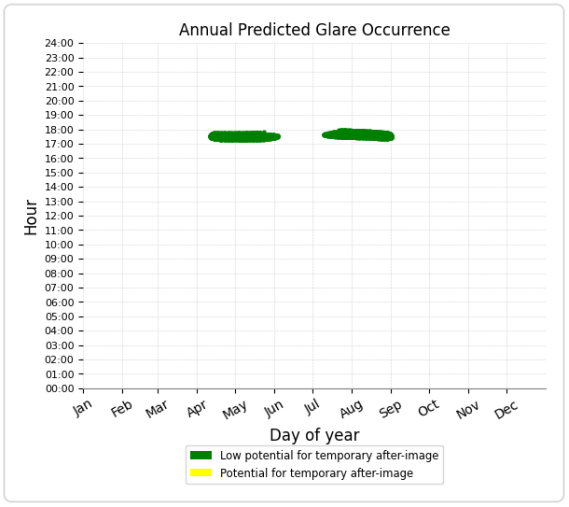


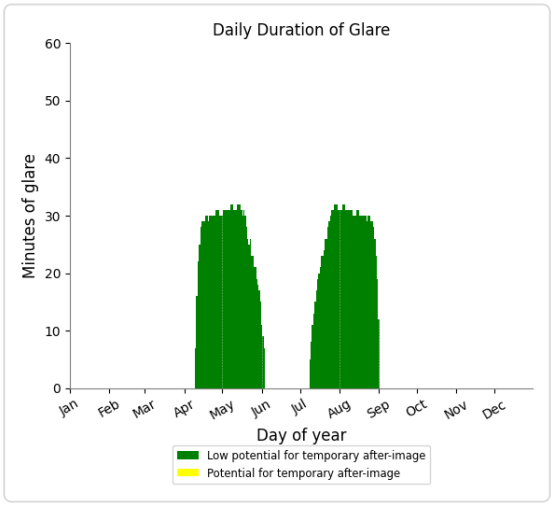


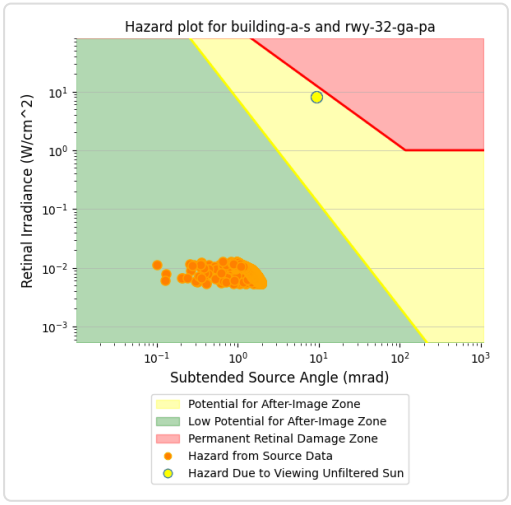
Building A South and Route: Rwy 32 GA_Pattern_MARB

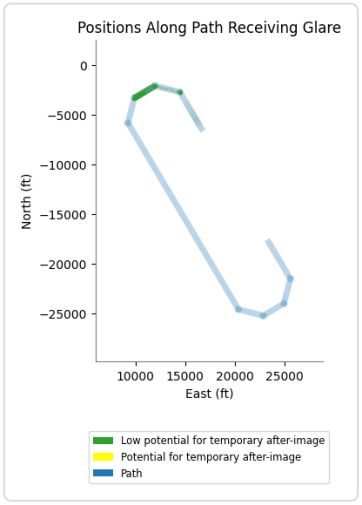
Yellow glare: none

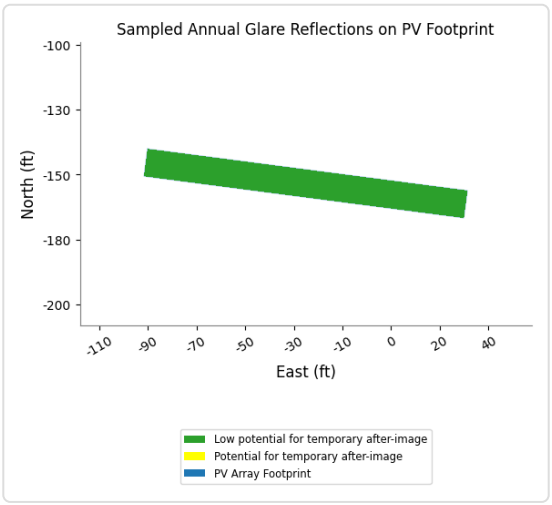
Green glare: 2,914 min.











Building A South and Route: Rwy 14 GA_Pattern_MARB

No glare found

Building A South and Route: Rwy 14_Overhead_MARB

No glare found

Building A South and Route: Rwy 32_Overhead_MARB

No glare found

Building A South and FP: FP_Rwy 12_Final_MARB

No glare found

Building A South and FP: FP_Rwy 14 Final_MARB

No glare found

Building A South and FP: FP_Rwy 30_Final MARB

No glare found

Building A South and FP: FP_Rwy 32_Final MARB

No glare found

Building A South and 1-ATCT

No glare found

PV: Building B 278 low potential for temporary after-image

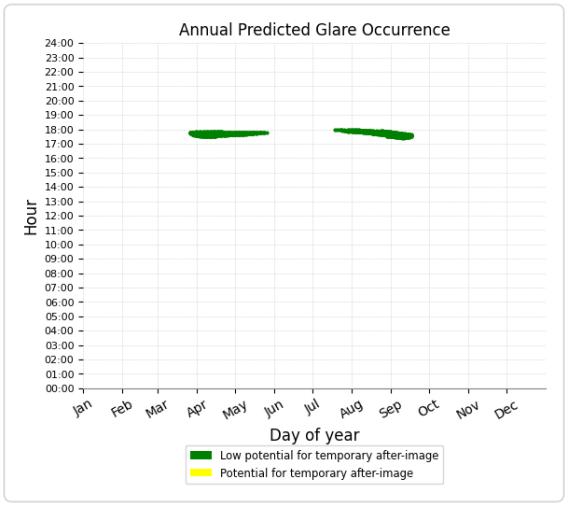
Receptor results ordered by category of glare

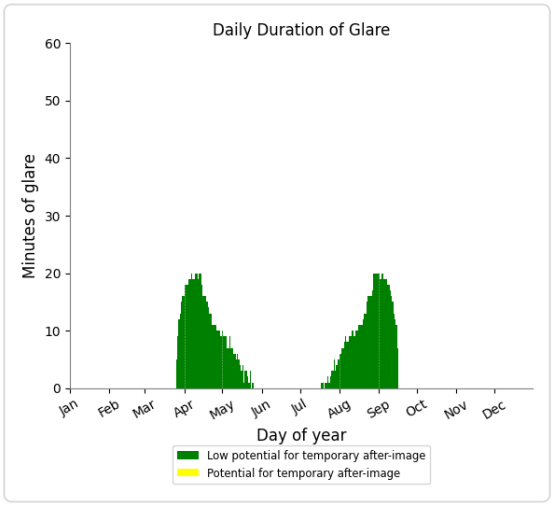
Receptor	Annual Green Glare		Annual Yellow Glare	
	min	hr	min	hr
Rwy 12 GA Pattern Route_MARB	1,327	22.1	0	0.0
Rwy 14 C-17 KC-135_Pattern_MARB	1,950	32.5	0	0.0
Rwy 30 GA Pattern Route_MARB	847	14.1	0	0.0
Rwy 32 C-17 KC-135_Pattern_MARB	8,662	144.4	0	0.0
Rwy 32 GA_Pattern_MARB	3,760	62.7	0	0.0
Rwy 14 GA_Pattern_MARB	0	0.0	0	0.0
Rwy 14_Overhead_MARB	0	0.0	0	0.0
Rwy 32_Overhead_MARB	0	0.0	0	0.0
FP_Rwy 12_Final_MARB	0	0.0	0	0.0
FP_Rwy 14 Final_MARB	0	0.0	0	0.0
FP_Rwy 30_Final MARB	0	0.0	0	0.0
FP_Rwy 32_Final MARB	0	0.0	0	0.0
1-ATCT	0	0.0	0	0.0

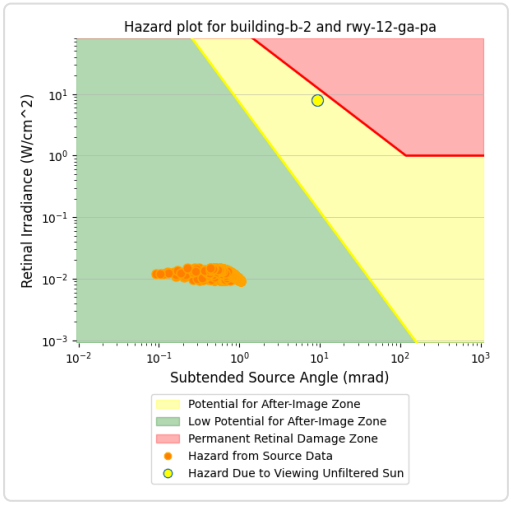
Building B 278 and Route: Rwy 12 GA Pattern Route_MARB

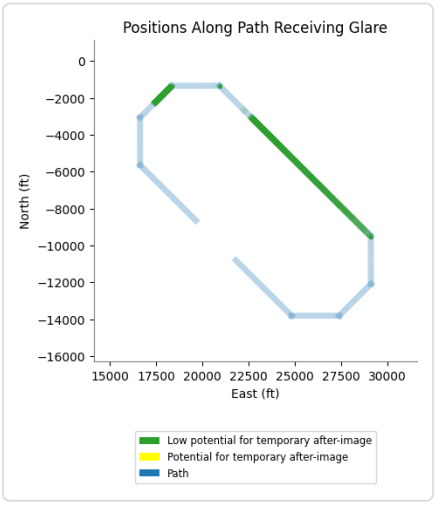
Yellow glare: none

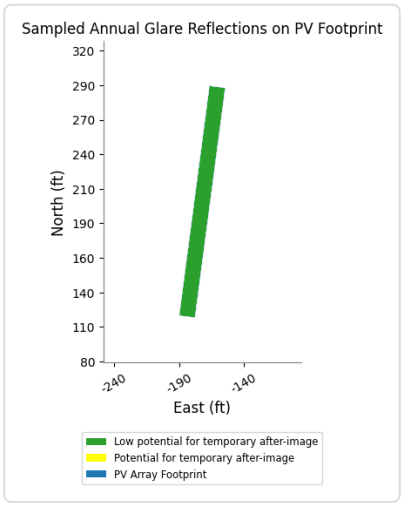
Green glare: 1,327 min.







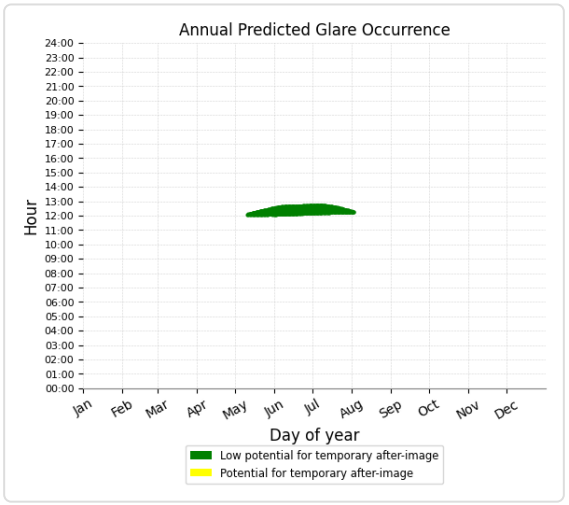


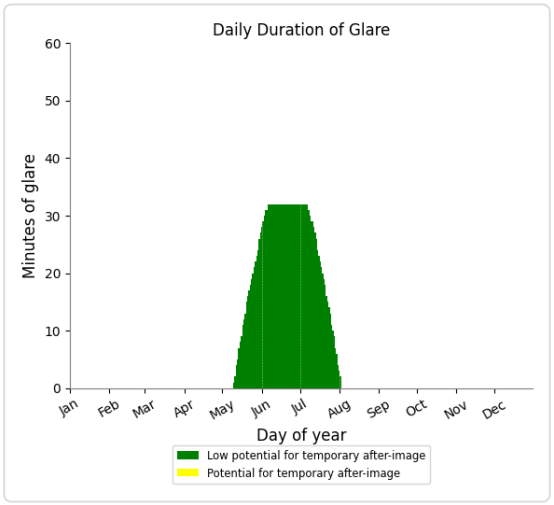


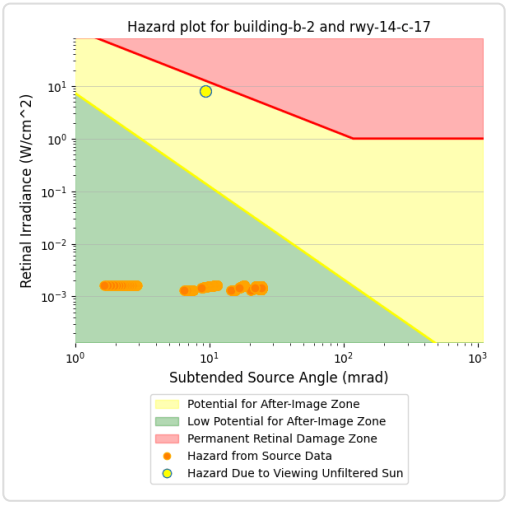
Building B 278 and Route: Rwy 14 C-17 KC-135_Pattern_MARB

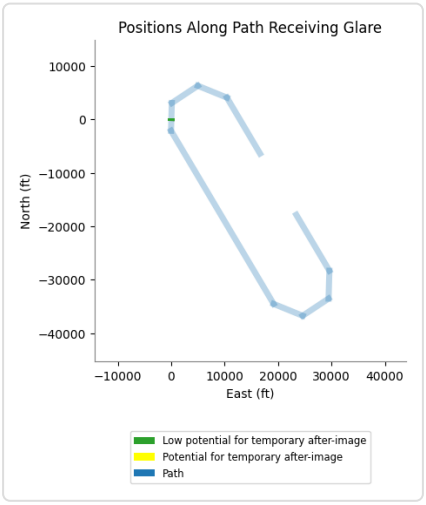
Yellow glare: none

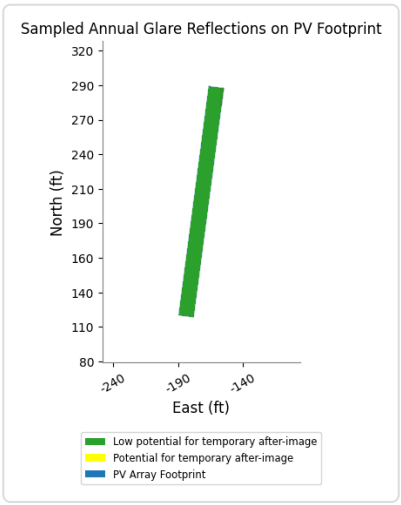
Green glare: 1,950 min.







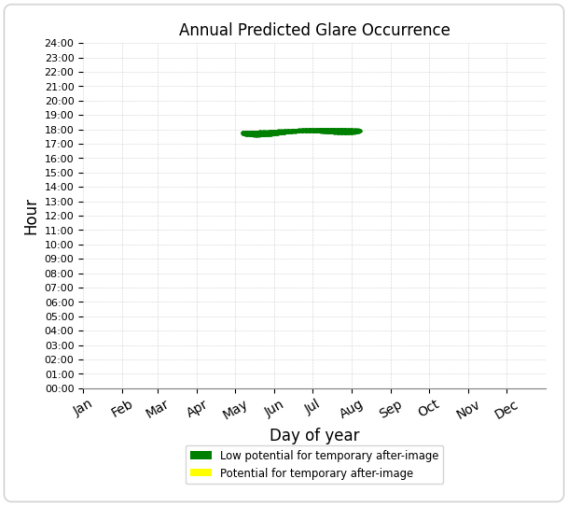


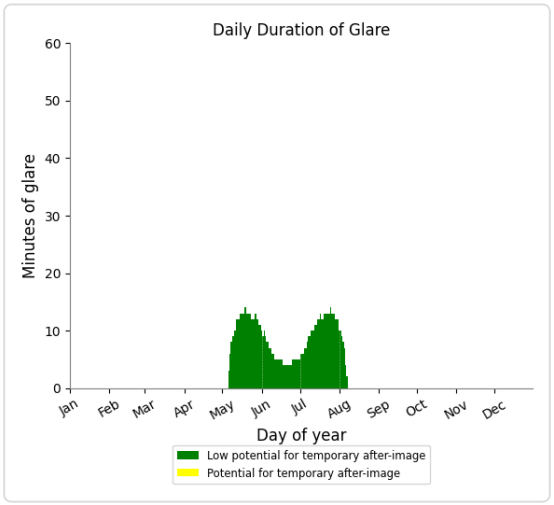


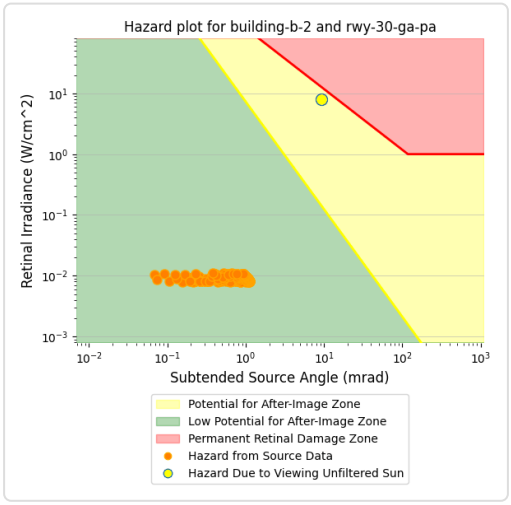
Building B 278 and Route: Rwy 30 GA Pattern Route_MARB

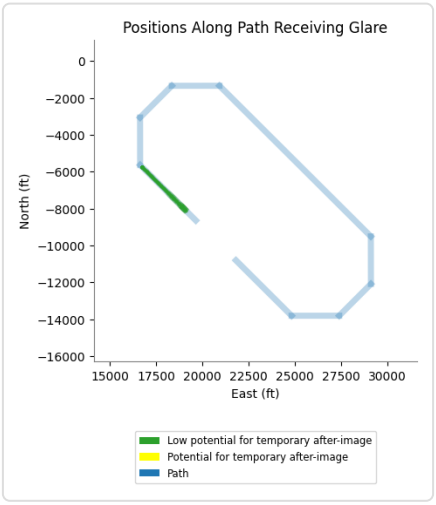
Yellow glare: none

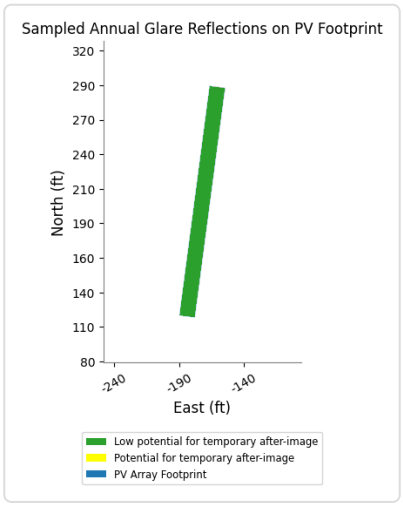
Green glare: 847 min.







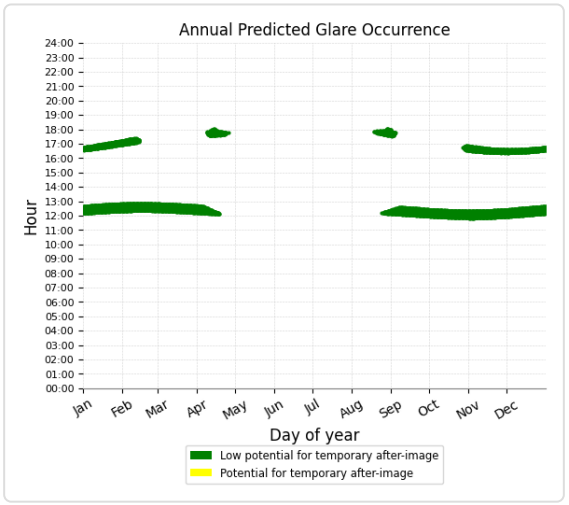


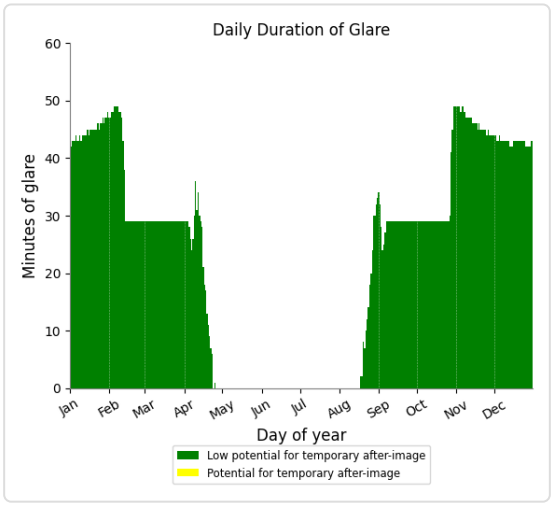


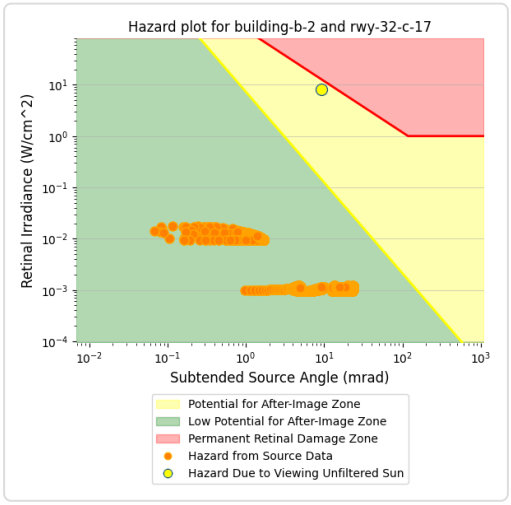
Building B 278 and Route: Rwy 32 C-17 KC-135_Pattern_MARB

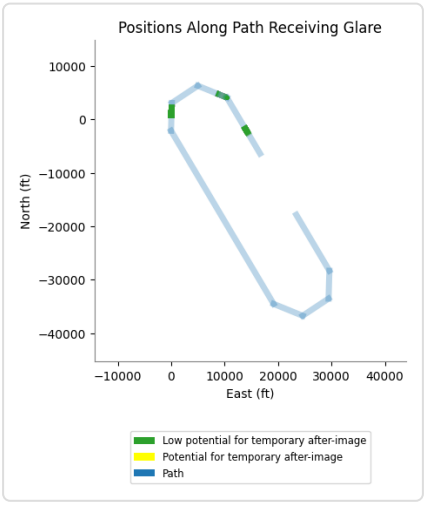
Yellow glare: none

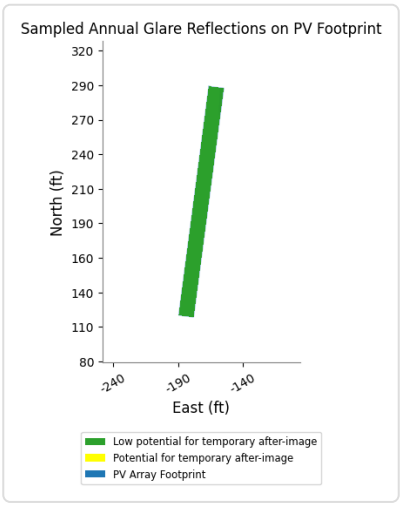
Green glare: 8,662 min.







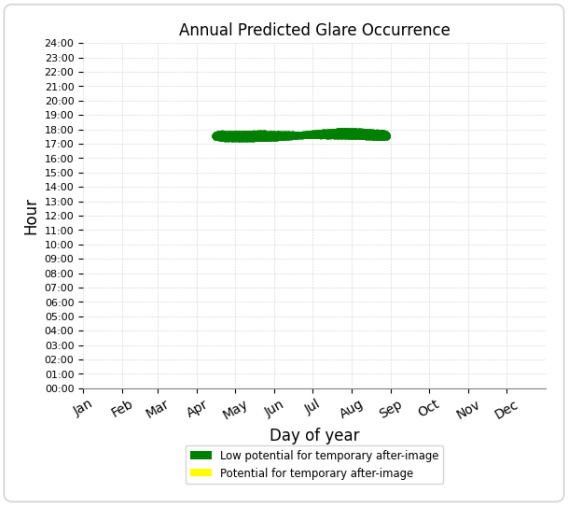


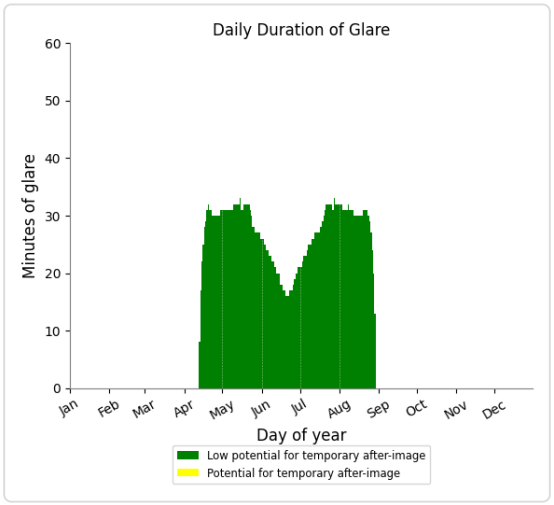


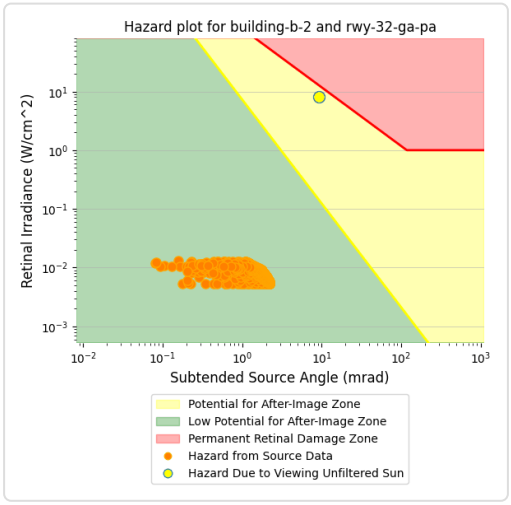
Building B 278 and Route: Rwy 32 GA_Pattern_MARB

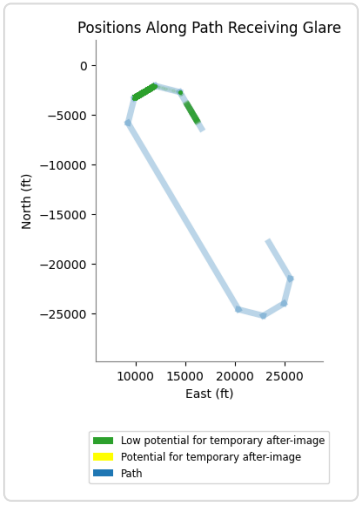
Yellow glare: none

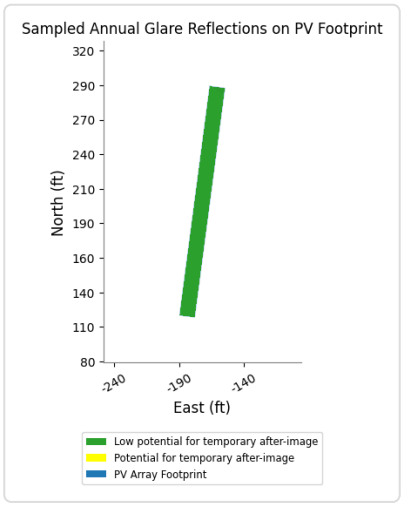
Green glare: 3,760 min.











Building B 278 and Route: Rwy 14 GA_Pattern_MARB

No glare found

Building B 278 and Route: Rwy 14_Overhead_MARB

No glare found

Building B 278 and Route: Rwy 32_Overhead_MARB

No glare found

Building B 278 and FP: FP_Rwy 12_Final_MARB

No glare found

Building B 278 and FP: FP_Rwy 14 Final_MARB

No glare found

Building B 278 and FP: FP_Rwy 30_Final MARB

No glare found

Building B 278 and FP: FP_Rwy 32_Final MARB

No glare found

Building B 278 and 1-ATCT

No glare found

PV: Building C Northwest low potential for temporary after-image

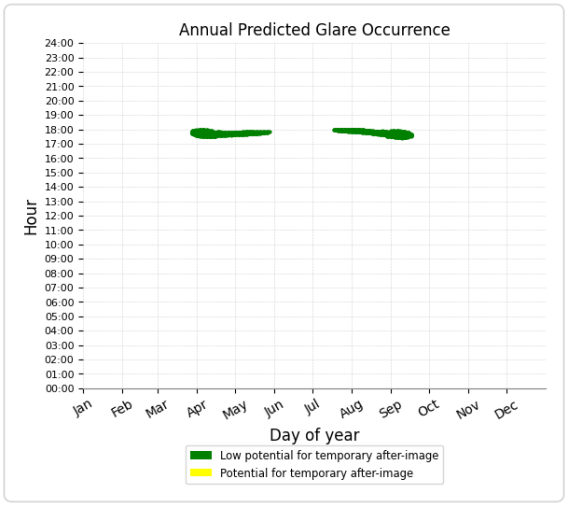
Receptor results ordered by category of glare

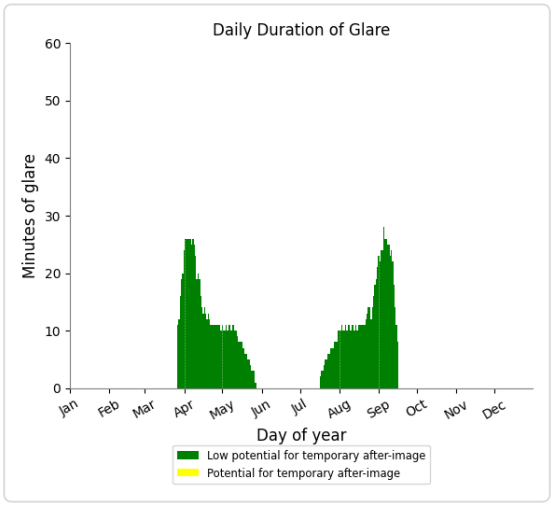
Receptor	Annual Green Glare		Annual Yellow Glare	
	min	hr	min	hr
Rwy 12 GA Pattern Route_MARB	1,611	26.9	0	0.0
Rwy 14 C-17 KC-135_Pattern_MARB	3,409	56.8	0	0.0
Rwy 30 GA Pattern Route_MARB	852	14.2	0	0.0
Rwy 32 C-17 KC-135_Pattern_MARB	8,782	146.4	0	0.0
Rwy 32 GA_Pattern_MARB	3,783	63.0	0	0.0
Rwy 14 GA_Pattern_MARB	0	0.0	0	0.0
Rwy 14_Overhead_MARB	0	0.0	0	0.0
Rwy 32_Overhead_MARB	0	0.0	0	0.0
FP_Rwy 12_Final_MARB	0	0.0	0	0.0
FP_Rwy 14 Final_MARB	0	0.0	0	0.0
FP_Rwy 30_Final MARB	0	0.0	0	0.0
FP_Rwy 32_Final MARB	0	0.0	0	0.0
1-ATCT	0	0.0	0	0.0

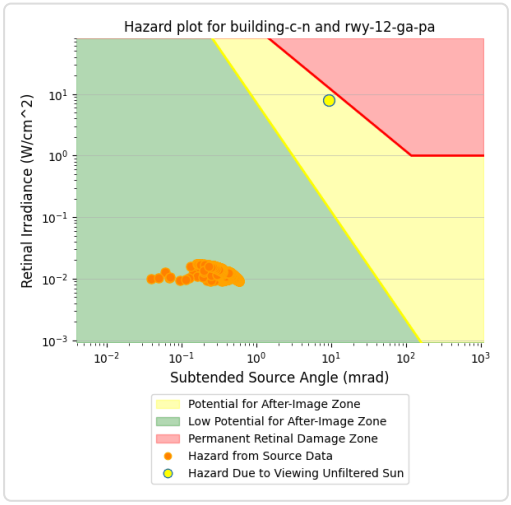
Building C Northwest and Route: Rwy 12 GA Pattern Route_MARB

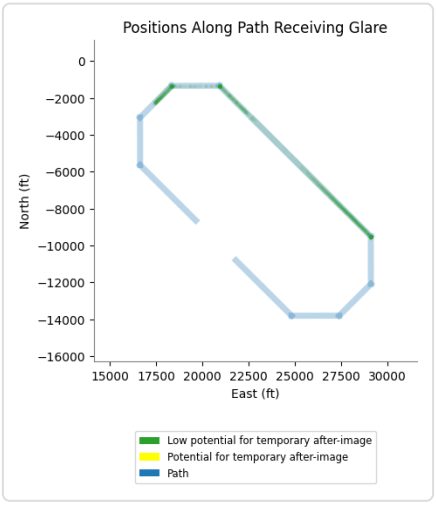
Yellow glare: none

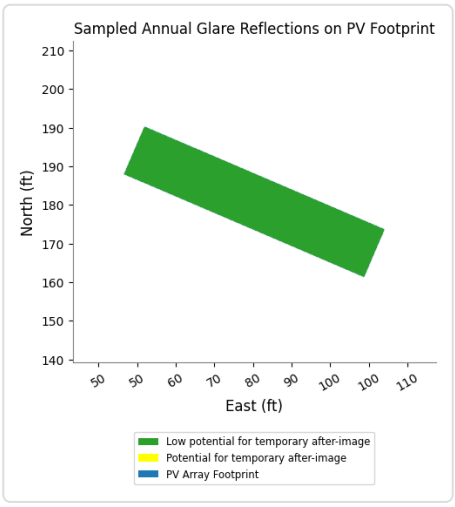
Green glare: 1,611 min.







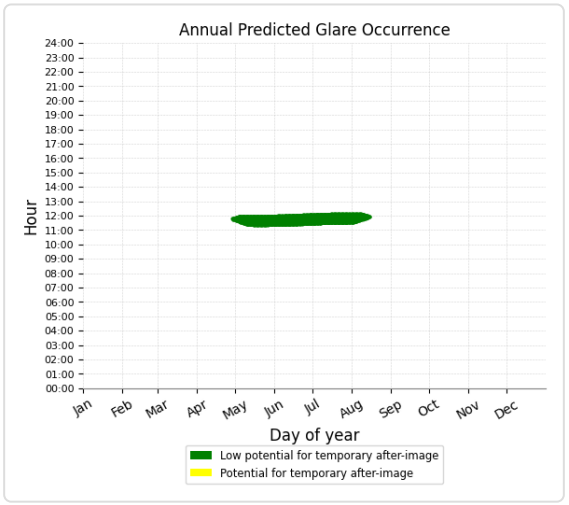


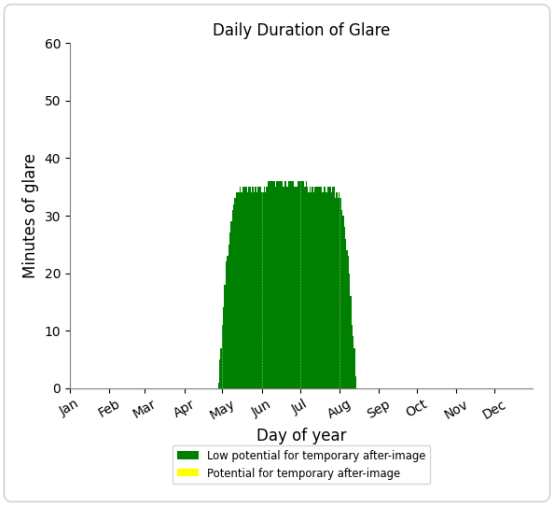


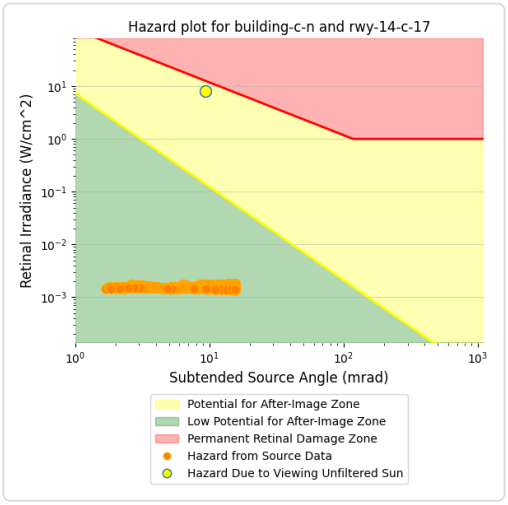
Building C Northwest and Route: Rwy 14 C-17 KC-135_Pattern_MARB

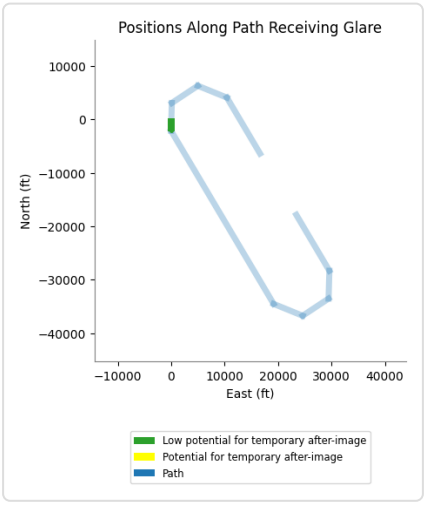
Yellow glare: none

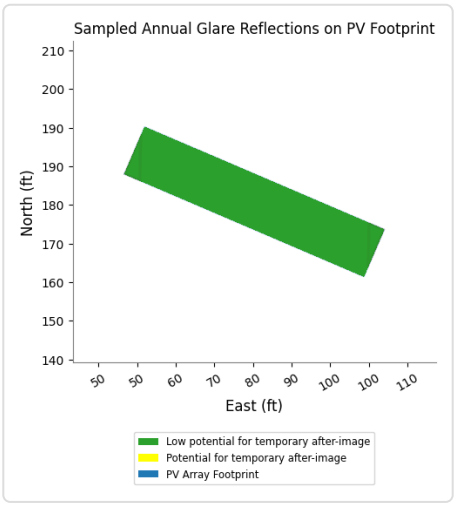
Green glare: 3,409 min.







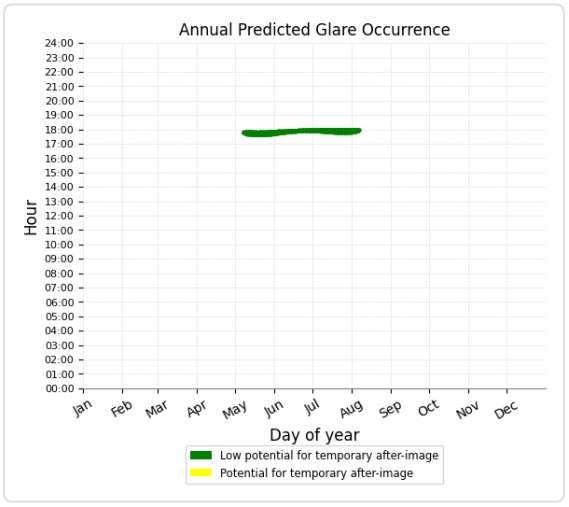


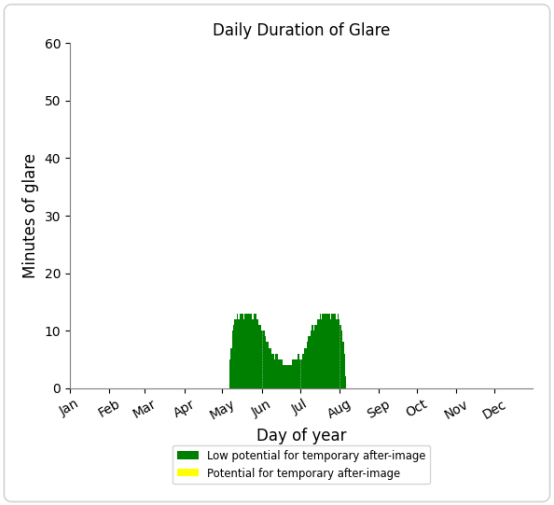


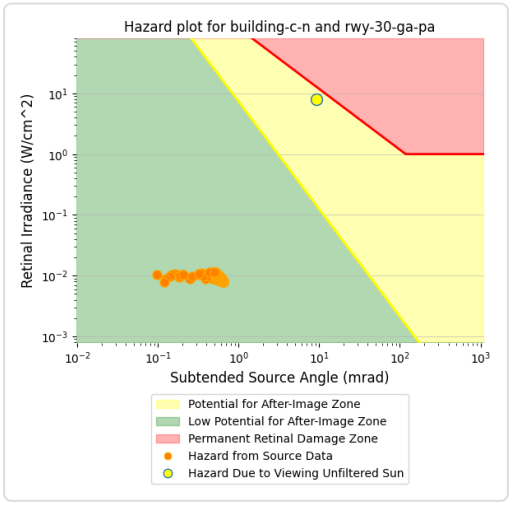
Building C Northwest and Route: Rwy 30 GA Pattern Route_MARB

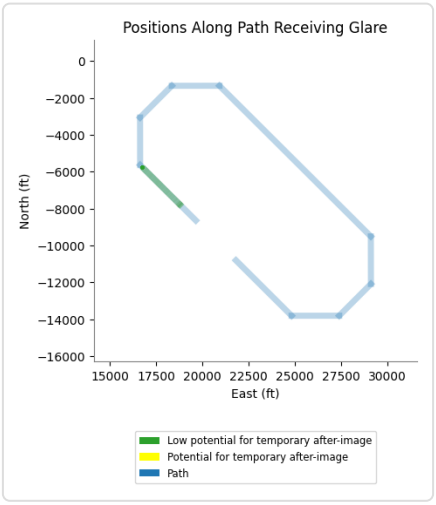
Yellow glare: none

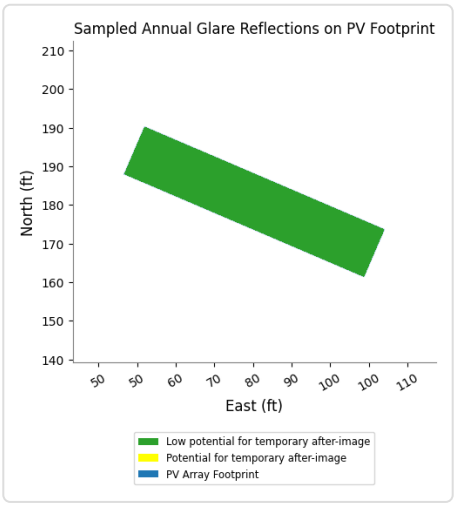
Green glare: 852 min.







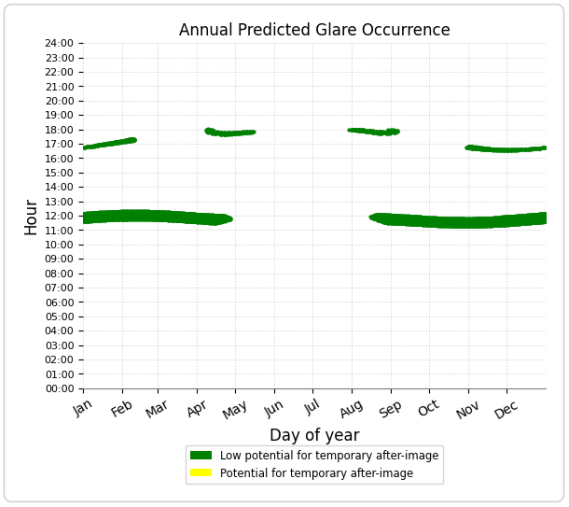


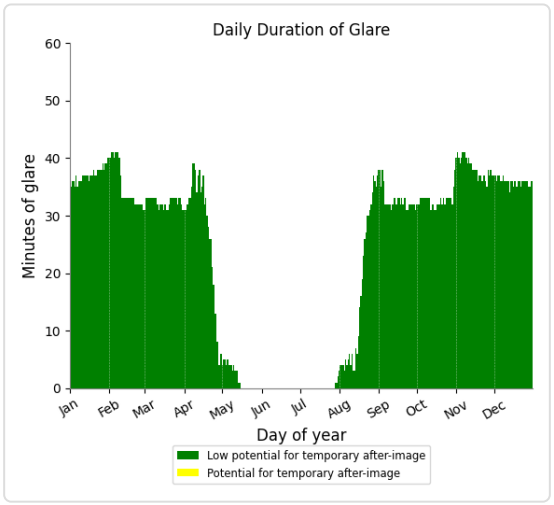


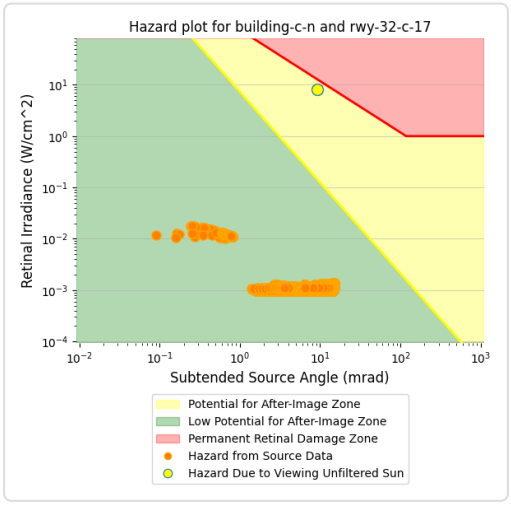
Building C Northwest and Route: Rwy 32 C-17 KC-135_Pattern_MARB

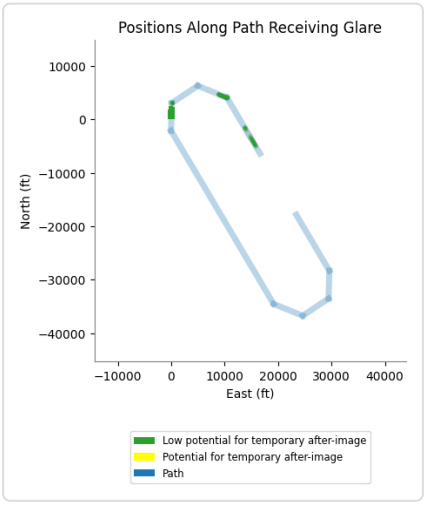
Yellow glare: none

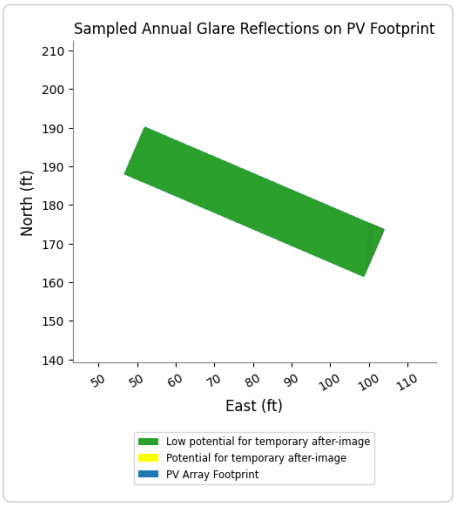
Green glare: 8,782 min.







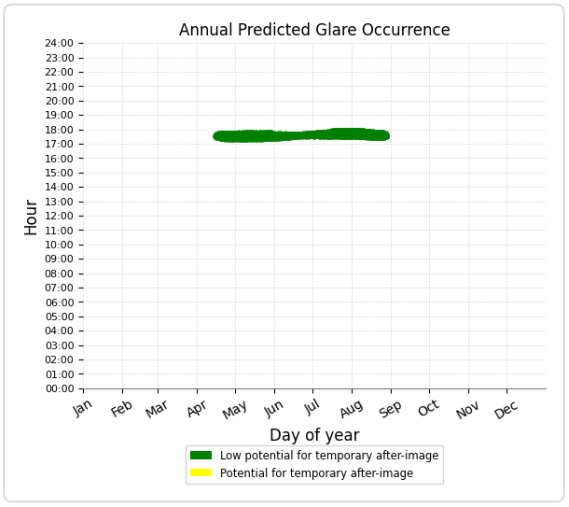


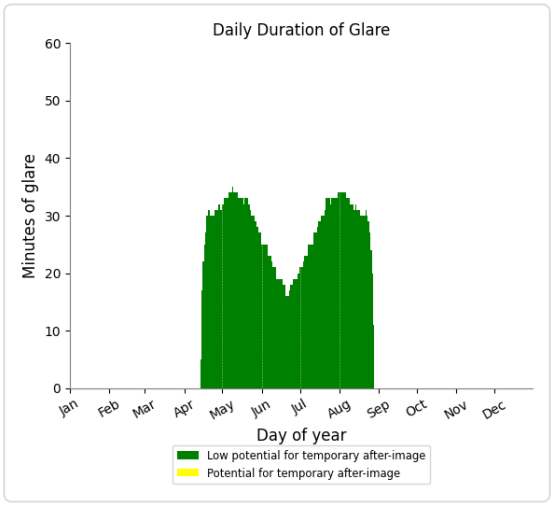


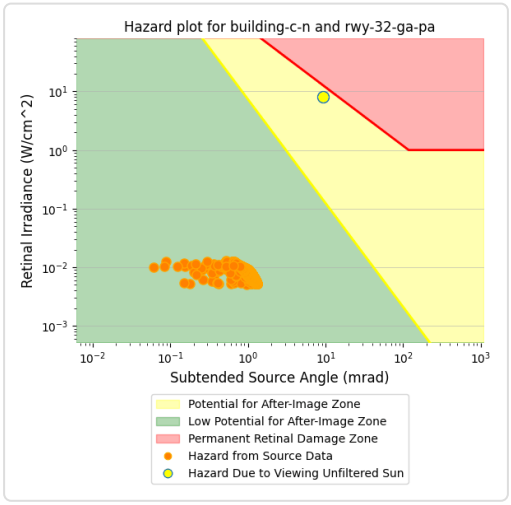
Building C Northwest and Route: Rwy 32 GA_Pattern_MARB

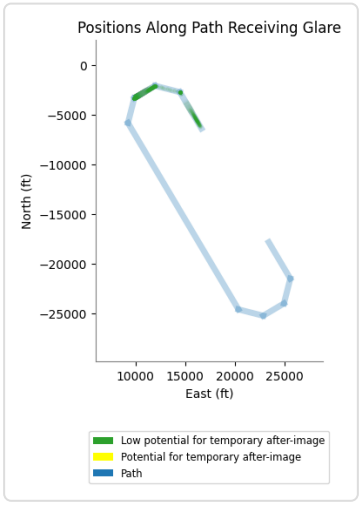
Yellow glare: none

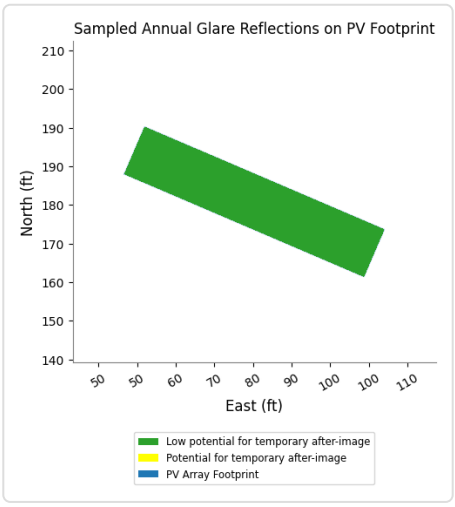
Green glare: 3,783 min.











Building C Northwest and Route: Rwy 14 GA_Pattern_MARB

No glare found

Building C Northwest and Route: Rwy 14_Overhead_MARB

No glare found

Building C Northwest and Route: Rwy 32_Overhead_MARB

No glare found

Building C Northwest and FP: FP_Rwy 12_Final_MARB

No glare found

Building C Northwest and FP: FP_Rwy 14 Final_MARB

No glare found

Building C Northwest and FP: FP_Rwy 30_Final MARB

No glare found

Building C Northwest and FP: FP_Rwy 32_Final MARB

No glare found

Building C Northwest and 1-ATCT

No glare found

PV: Building C Southeast low potential for temporary after-image

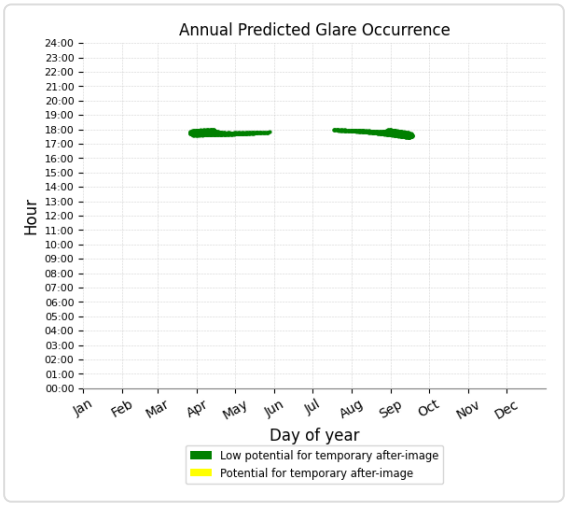
Receptor results ordered by category of glare

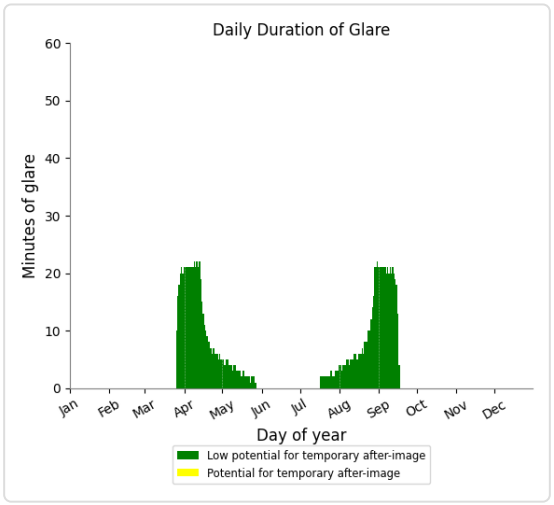
Receptor	Annual Green Glare		Annual Yellow Glare	
	min	hr	min	hr
Rwy 12 GA Pattern Route_MARB	1,219	20.3	0	0.0
Rwy 14 C-17 KC-135_Pattern_MARB	2,923	48.7	0	0.0
Rwy 30 GA Pattern Route_MARB	224	3.7	0	0.0
Rwy 32 C-17 KC-135_Pattern_MARB	9,776	162.9	0	0.0
Rwy 32 GA_Pattern_MARB	3,572	59.5	0	0.0
Rwy 14 GA_Pattern_MARB	0	0.0	0	0.0
Rwy 14_Overhead_MARB	0	0.0	0	0.0
Rwy 32_Overhead_MARB	0	0.0	0	0.0
FP_Rwy 12_Final_MARB	0	0.0	0	0.0
FP_Rwy 14 Final_MARB	0	0.0	0	0.0
FP_Rwy 30_Final MARB	0	0.0	0	0.0
FP_Rwy 32_Final MARB	0	0.0	0	0.0
1-ATCT	0	0.0	0	0.0

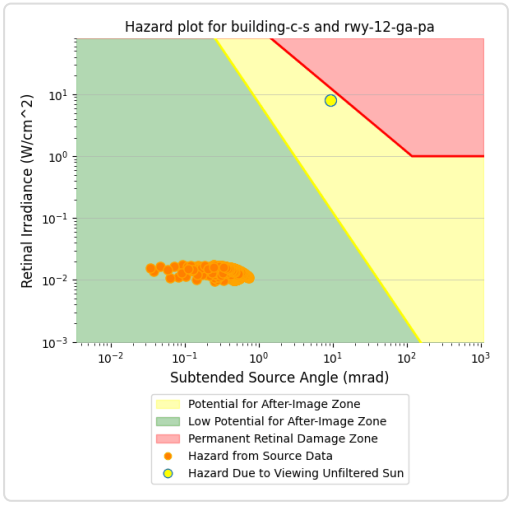
Building C Southeast and Route: Rwy 12 GA Pattern Route_MARB

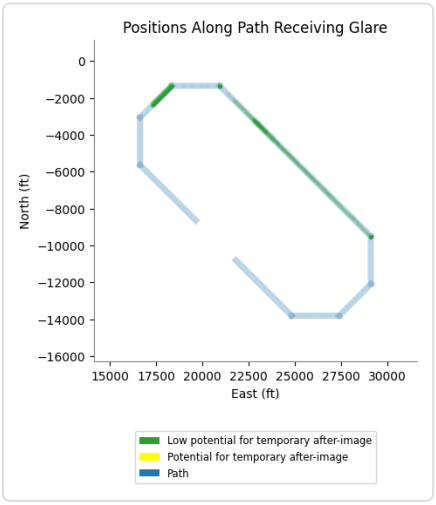
Yellow glare: none

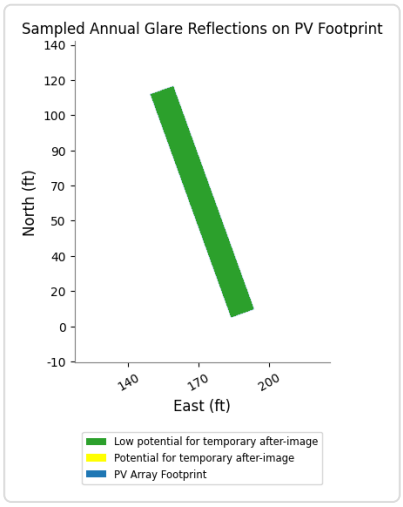
Green glare: 1,219 min.







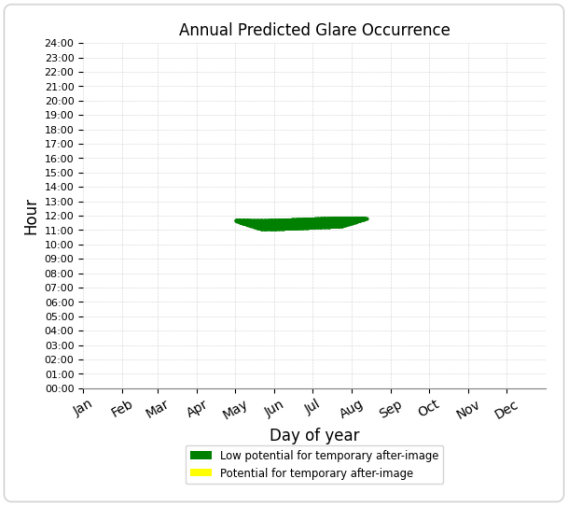


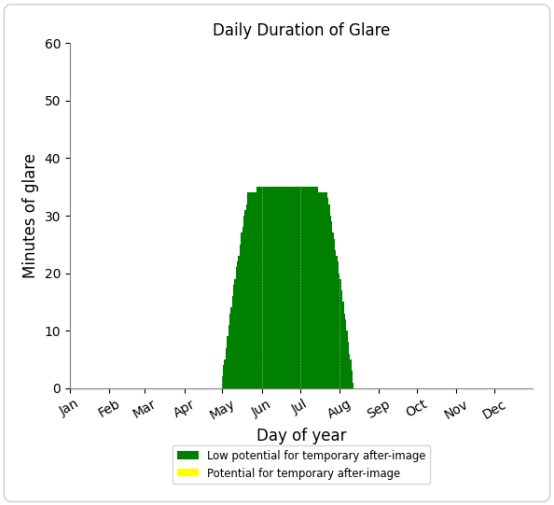


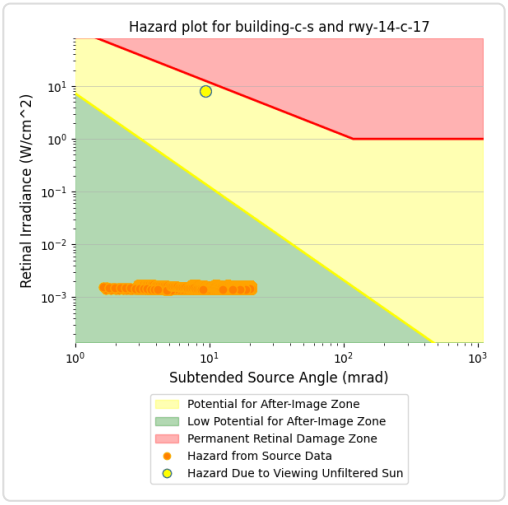
Building C Southeast and Route: Rwy 14 C-17 KC-135_Pattern_MARB

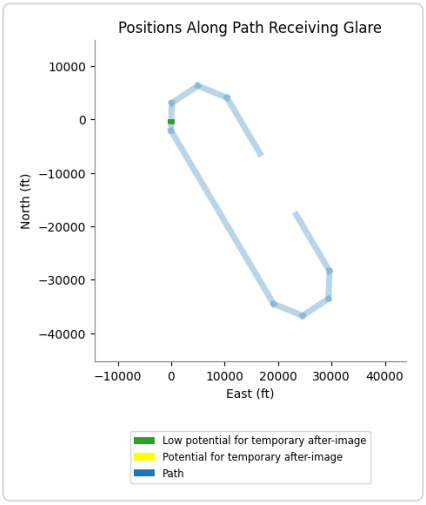
Yellow glare: none

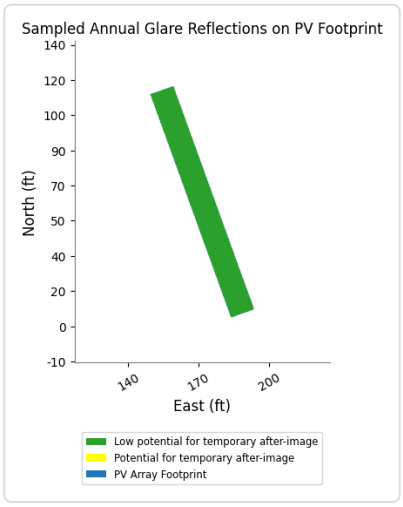
Green glare: 2,923 min.







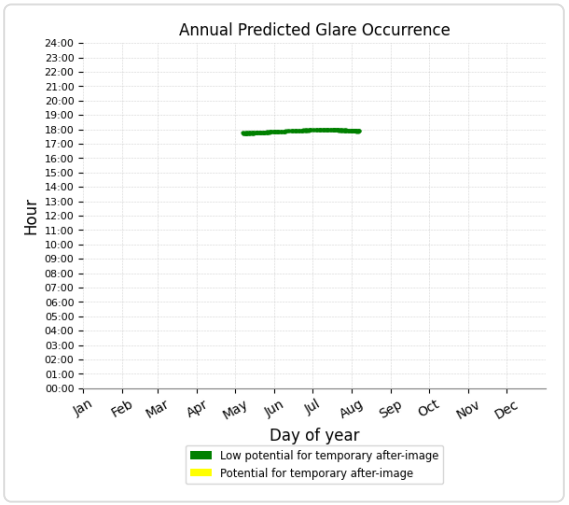


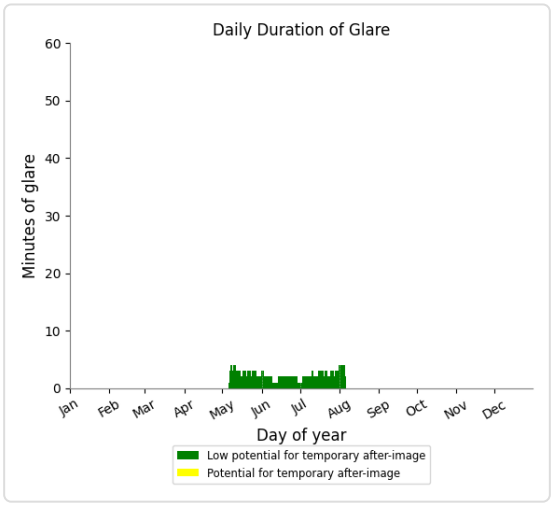


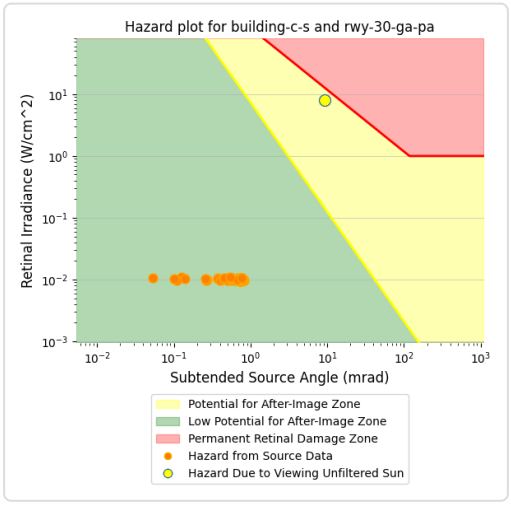
Building C Southeast and Route: Rwy 30 GA Pattern Route_MARB

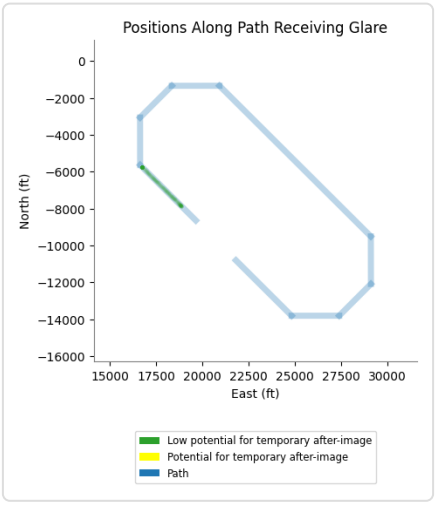
Yellow glare: none

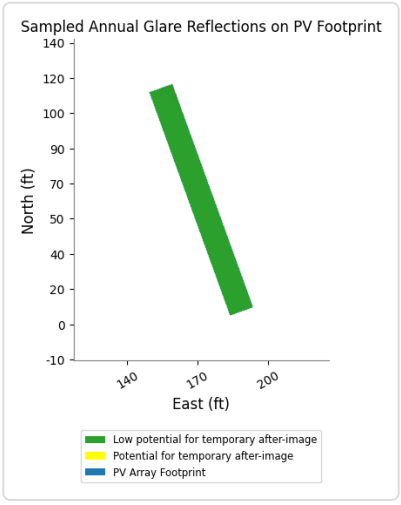
Green glare: 224 min.







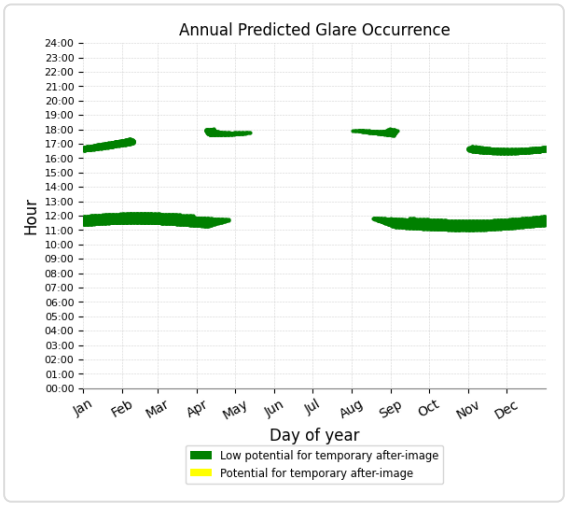


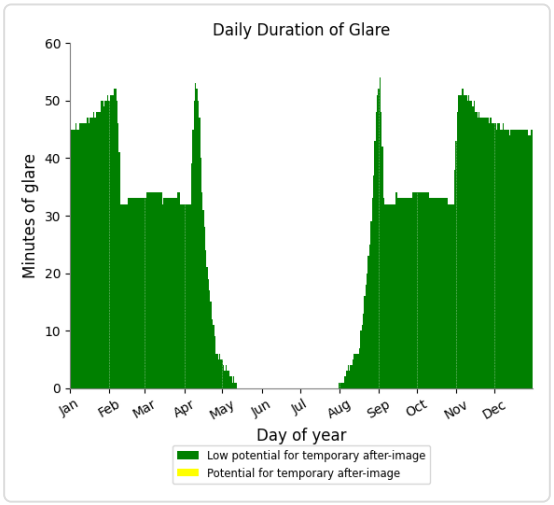


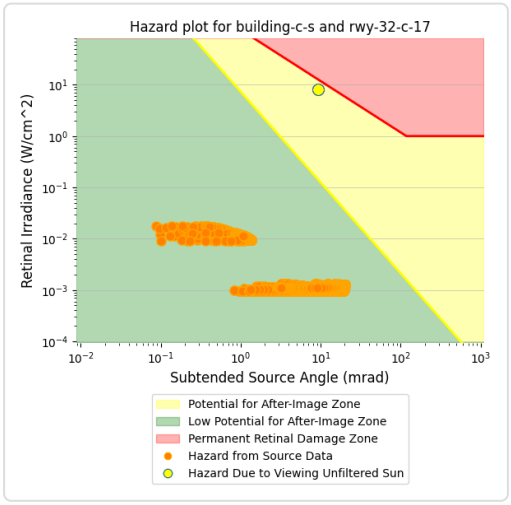
Building C Southeast and Route: Rwy 32 C-17 KC-135_Pattern_MARB

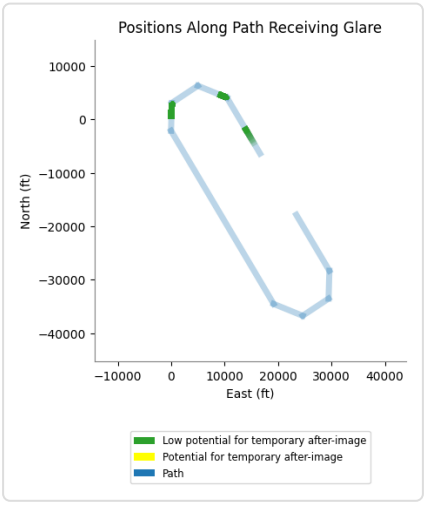
Yellow glare: none

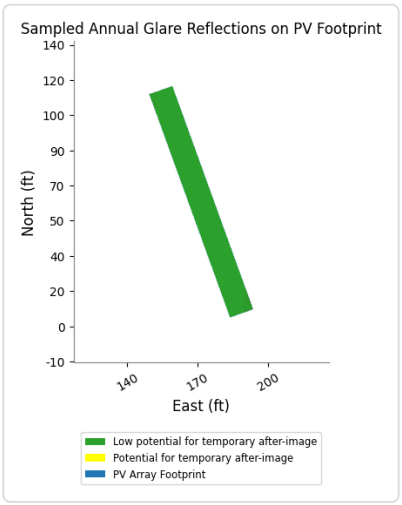
Green glare: 9,776 min.







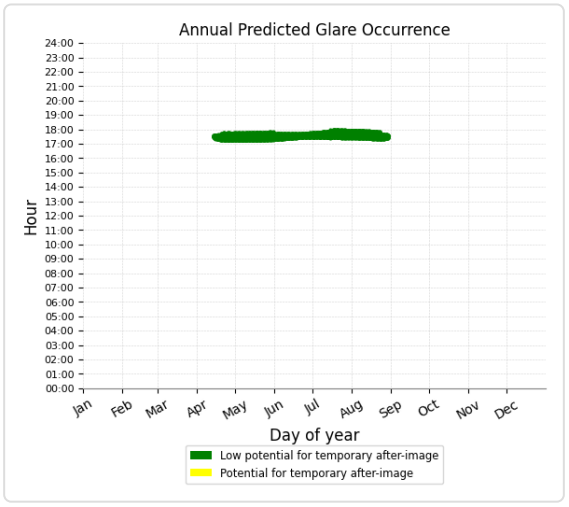


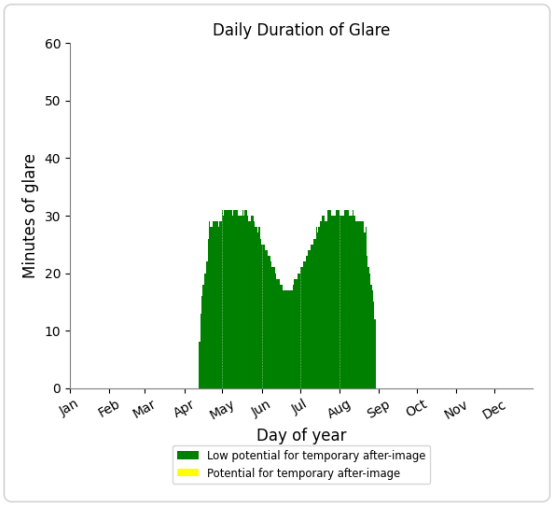


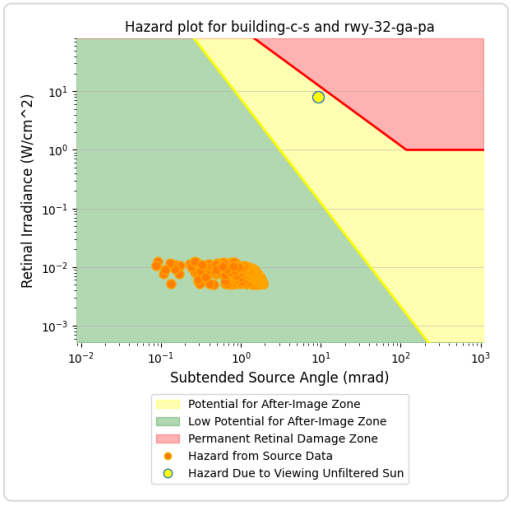
Building C Southeast and Route: Rwy 32 GA_Pattern_MARB

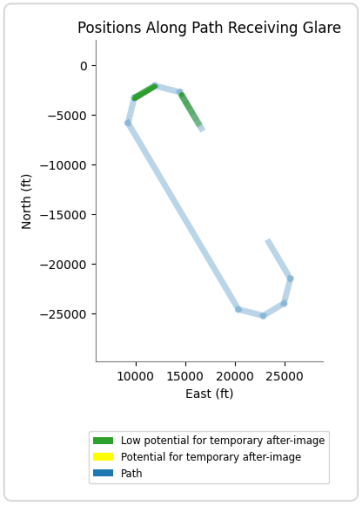
Yellow glare: none

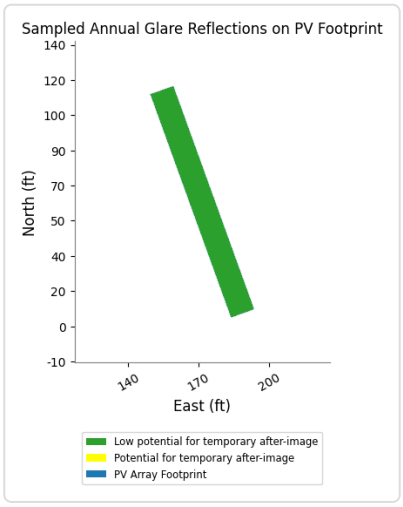
Green glare: 3,572 min.











Building C Southeast and Route: Rwy 14 GA_Pattern_MARB

No glare found

Building C Southeast and Route: Rwy 14_Overhead_MARB

No glare found

Building C Southeast and Route: Rwy 32_Overhead_MARB

No glare found

Building C Southeast and FP: FP_Rwy 12_Final_MARB

No glare found

Building C Southeast and FP: FP_Rwy 14 Final_MARB

No glare found

Building C Southeast and FP: FP_Rwy 30_Final MARB

No glare found

Building C Southeast and FP: FP_Rwy 32_Final MARB

No glare found

Building C Southeast and 1-ATCT

No glare found

PV: Building D North and Middle low potential for temporary after-image

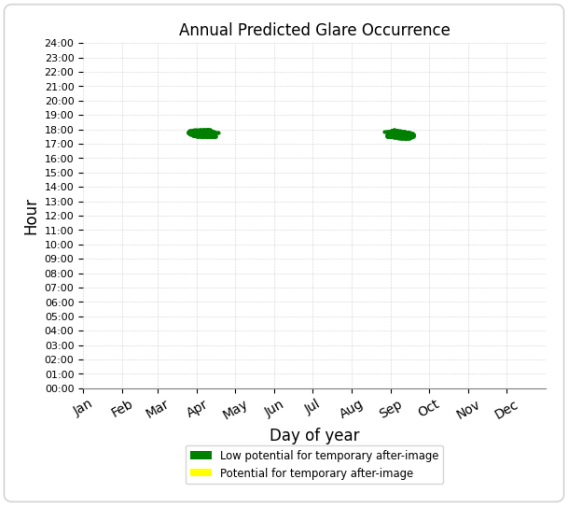
Receptor results ordered by category of glare

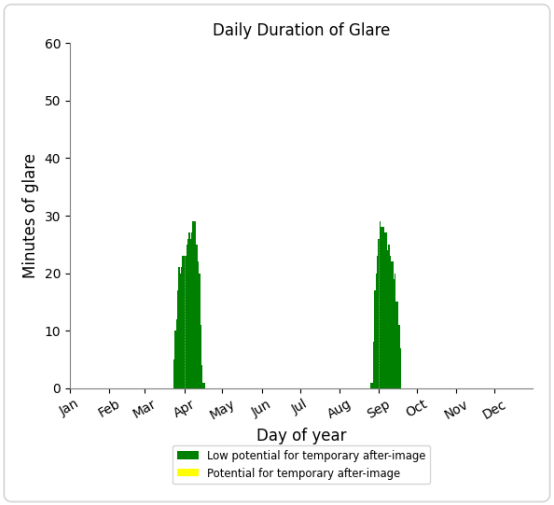
Receptor	Annual Green Glare		Annual Yellow Glare	
	min	hr	min	hr
Rwy 12 GA Pattern Route_MARB	943	15.7	0	0.0
Rwy 14 C-17 KC-135_Pattern_MARB	2,477	41.3	0	0.0
Rwy 30 GA Pattern Route_MARB	681	11.3	0	0.0
Rwy 32 C-17 KC-135_Pattern_MARB	8,896	148.3	0	0.0
Rwy 32 GA_Pattern_MARB	3,197	53.3	0	0.0
Rwy 14 GA_Pattern_MARB	0	0.0	0	0.0
Rwy 14_Overhead_MARB	0	0.0	0	0.0
Rwy 32_Overhead_MARB	0	0.0	0	0.0
FP_Rwy 12_Final_MARB	0	0.0	0	0.0
FP_Rwy 14 Final_MARB	0	0.0	0	0.0
FP_Rwy 30_Final MARB	0	0.0	0	0.0
FP_Rwy 32_Final MARB	0	0.0	0	0.0
1-ATCT	0	0.0	0	0.0

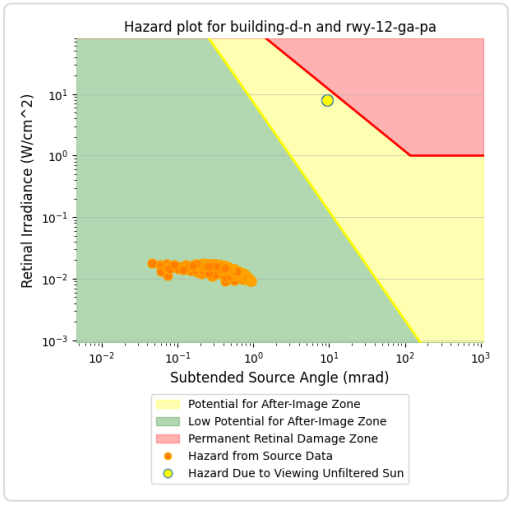
Building D North and Middle and Route: Rwy 12 GA Pattern Route_MARB

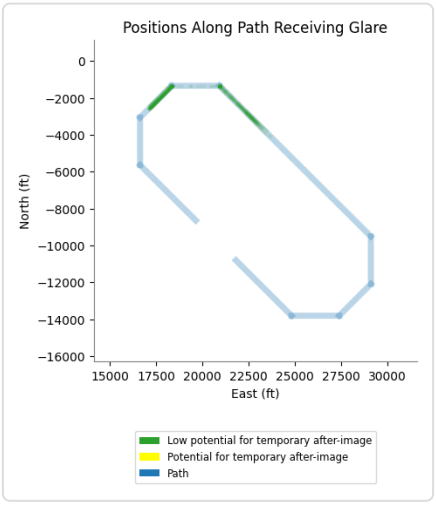
Yellow glare: none

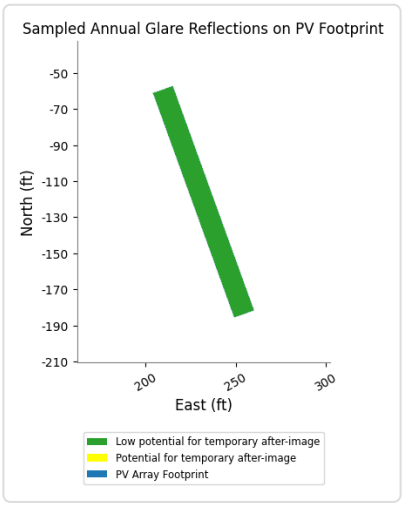
Green glare: 943 min.







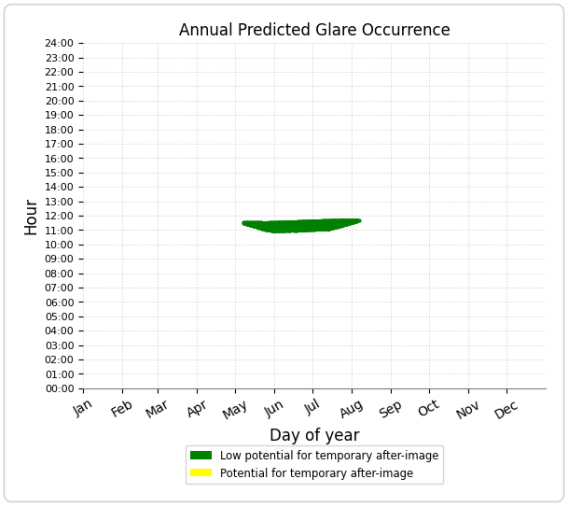


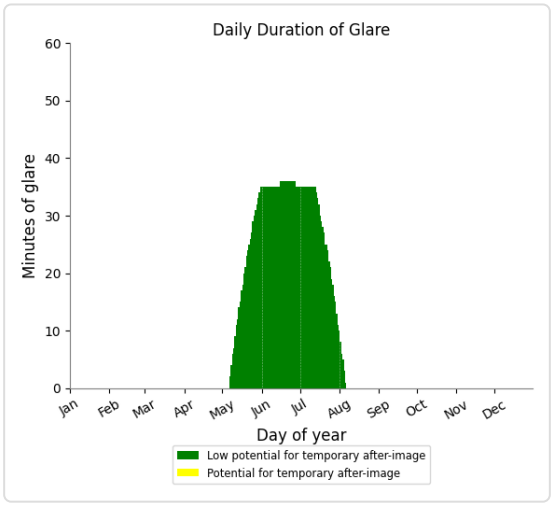


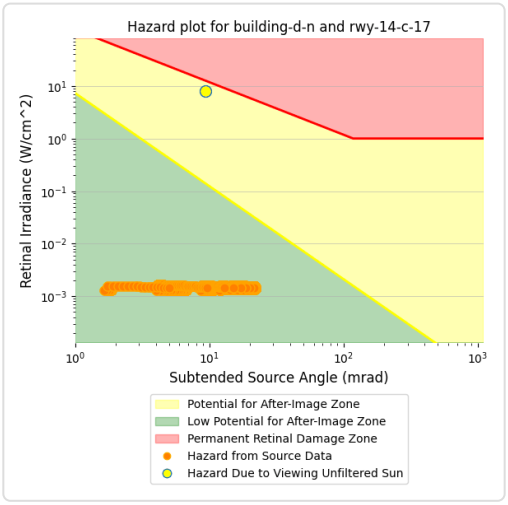
Building D North and Middle and Route: Rwy 14 C-17 KC-135_Pattern_MARB

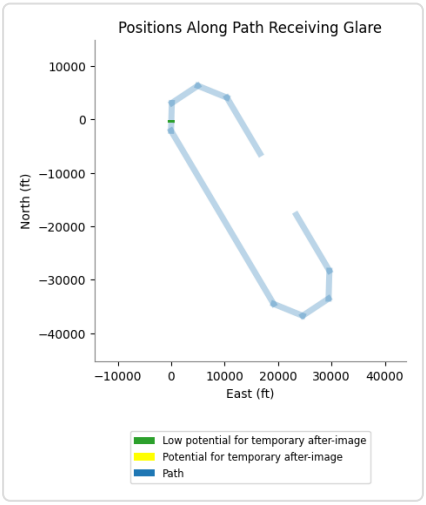
Yellow glare: none

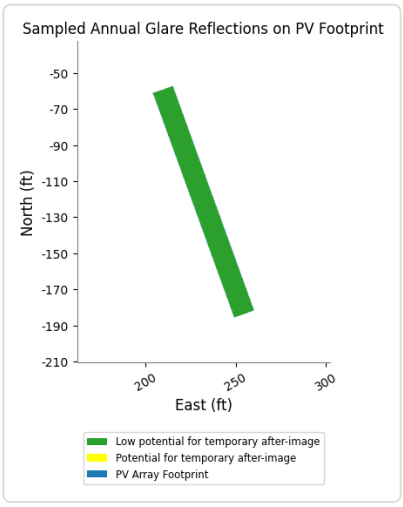
Green glare: 2,477 min.







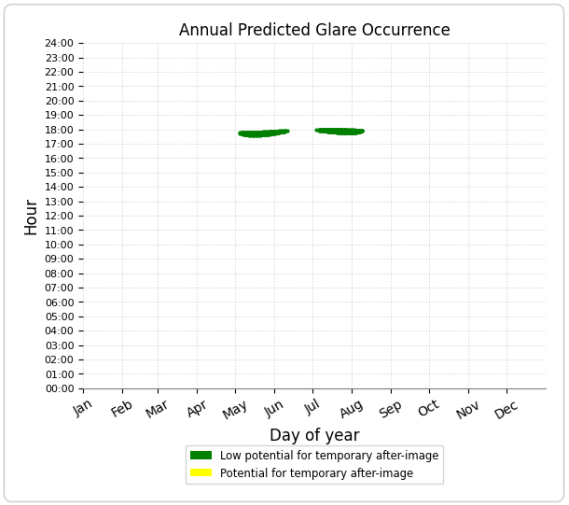


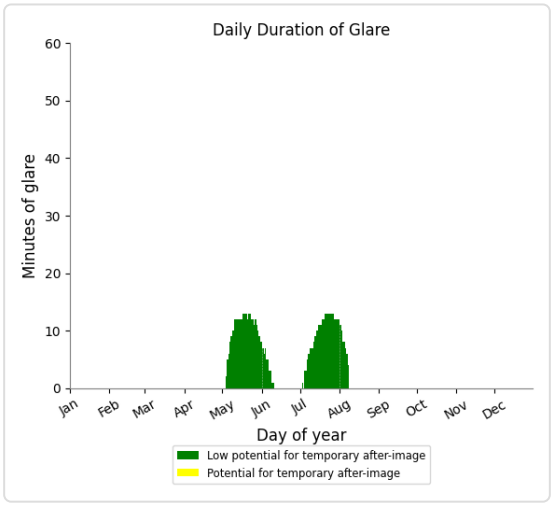


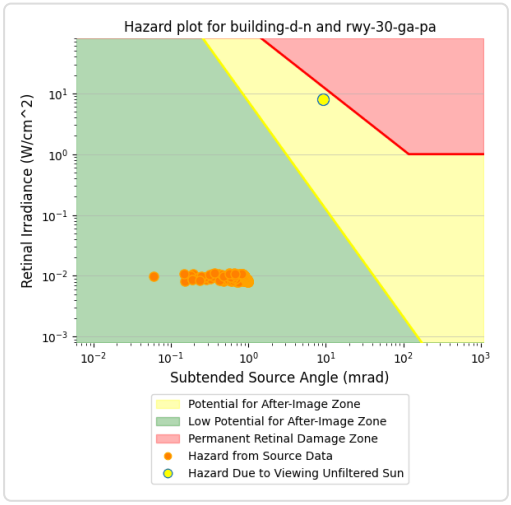
Building D North and Middle and Route: Rwy 30 GA Pattern Route_MARB

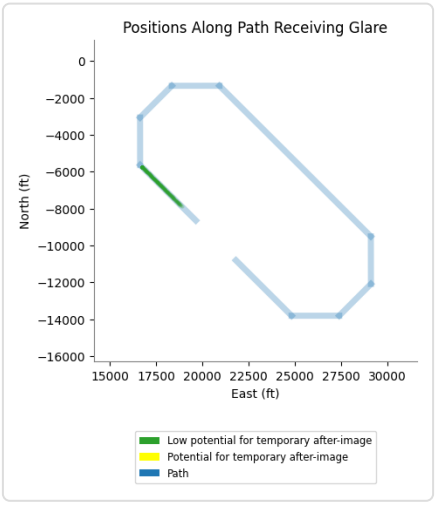
Yellow glare: none

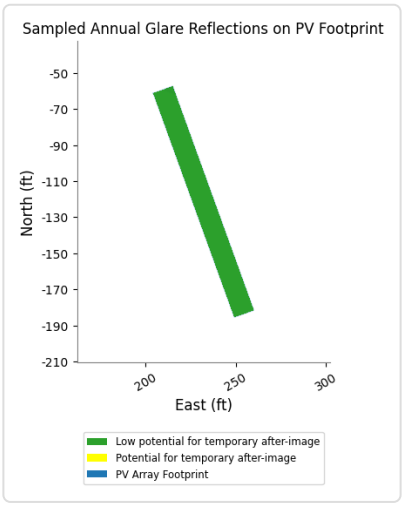
Green glare: 681 min.







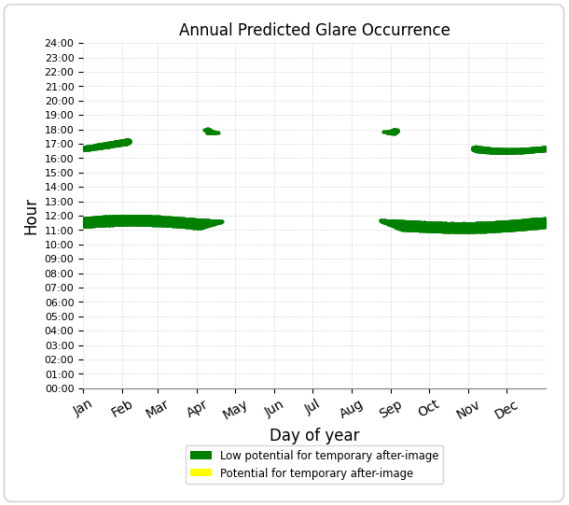


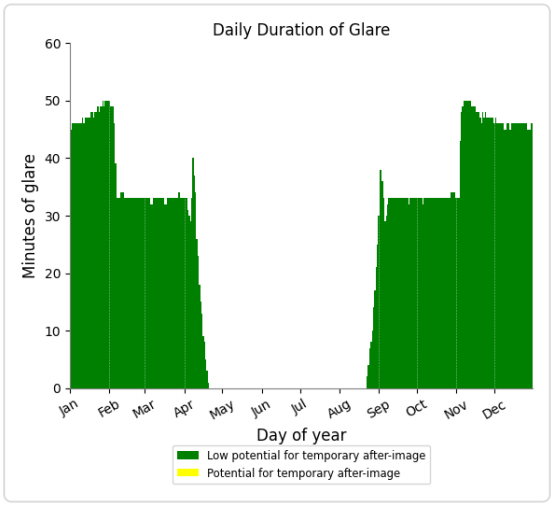


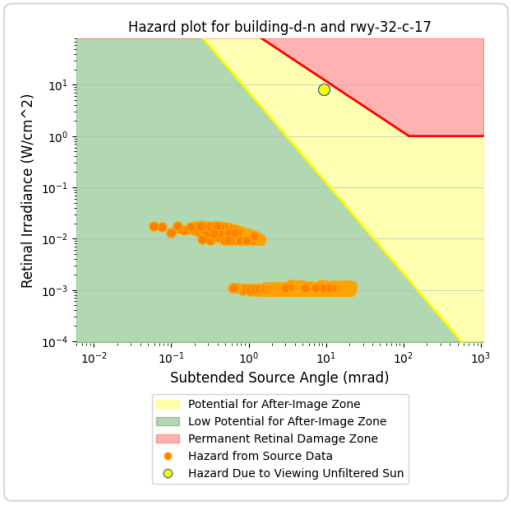
Building D North and Middle and Route: Rwy 32 C-17 KC-135_Pattern_MARB

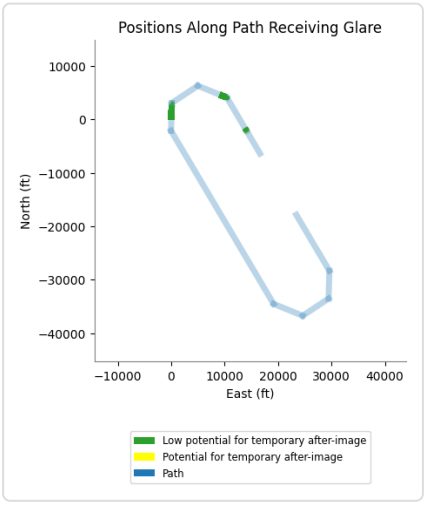
Yellow glare: none

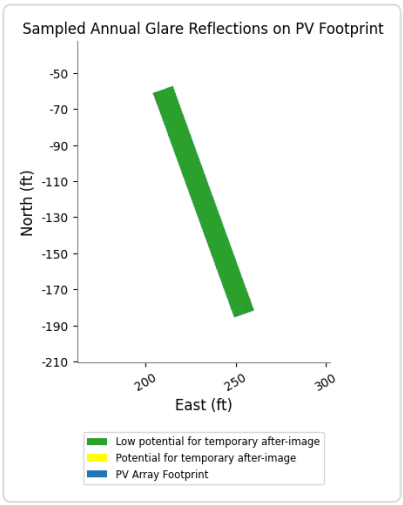
Green glare: 8,896 min.







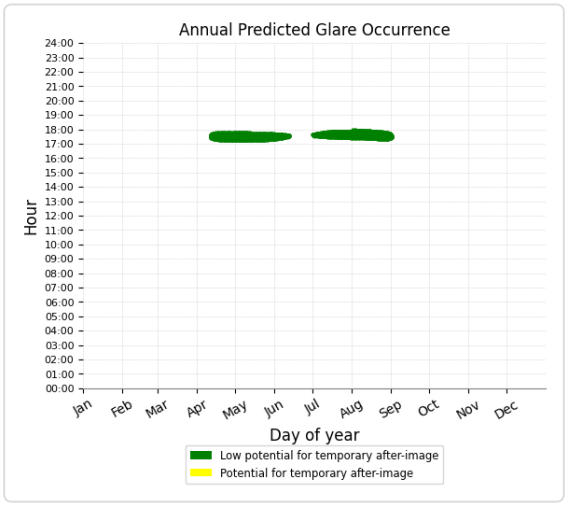


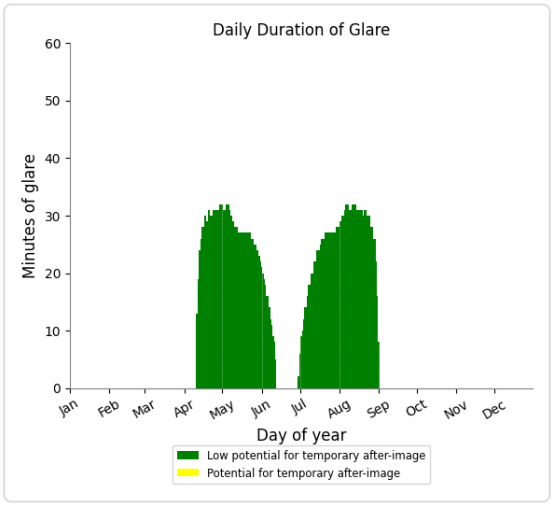


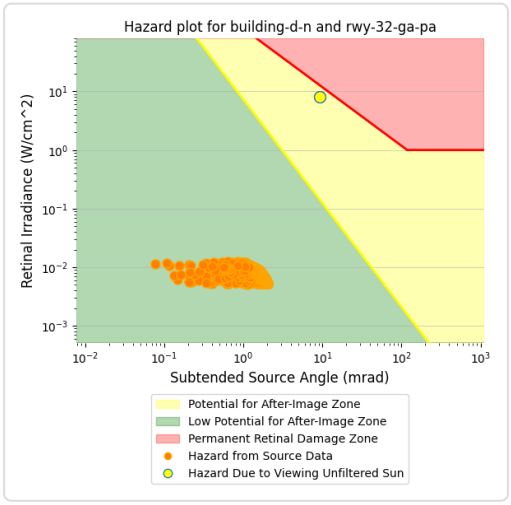
Building D North and Middle and Route: Rwy 32 GA_Pattern_MARB

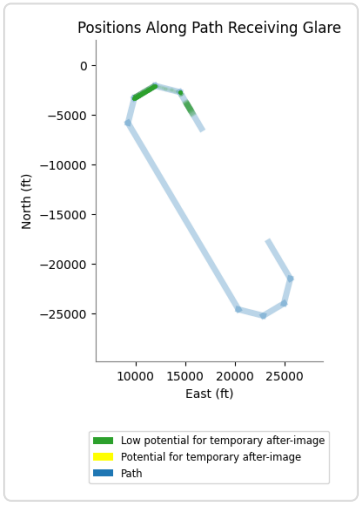
Yellow glare: none

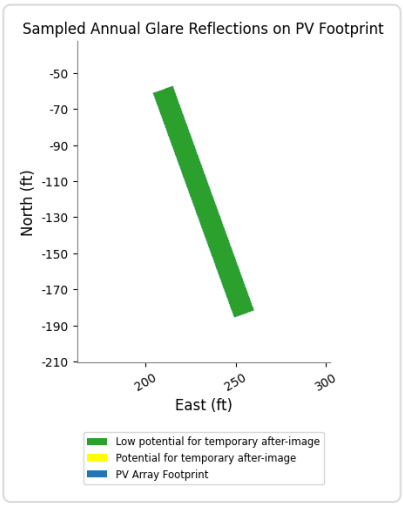
Green glare: 3,197 min.











Building D North and Middle and Route: Rwy 14 GA_Pattern_MARB

No glare found

Building D North and Middle and Route: Rwy 14_Overhead_MARB

No glare found

Building D North and Middle and Route: Rwy 32_Overhead_MARB

No glare found

Building D North and Middle and FP: FP_Rwy 12_Final_MARB

No glare found

Building D North and Middle and FP: FP_Rwy 14 Final_MARB

No glare found

Building D North and Middle and FP: FP_Rwy 30_Final MARB

No glare found

Building D North and Middle and FP: FP_Rwy 32_Final MARB

No glare found

Building D North and Middle and 1-ATCT

No glare found

PV: Building D South low potential for temporary after-image

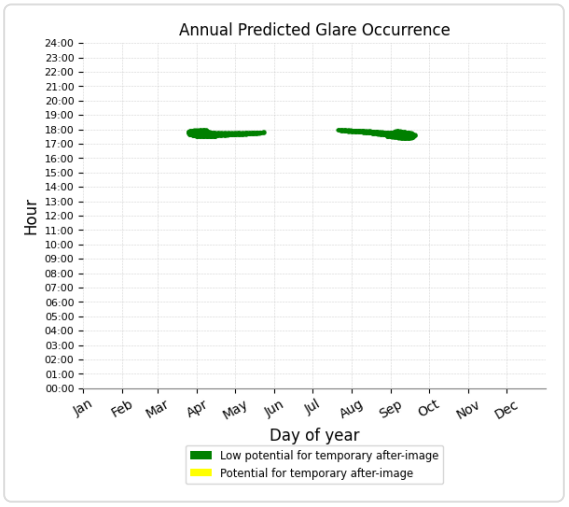
Receptor results ordered by category of glare

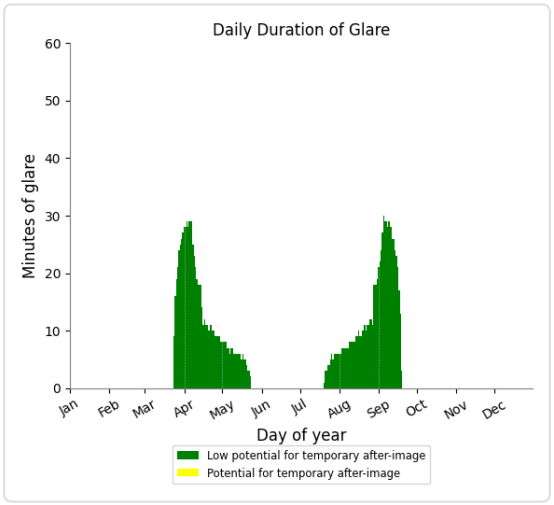
Receptor	Annual Green Glare		Annual Yellow Glare	
	min	hr	min	hr
Rwy 12 GA Pattern Route_MARB	1,621	27.0	0	0.0
Rwy 14 C-17 KC-135_Pattern_MARB	1,819	30.3	0	0.0
Rwy 30 GA Pattern Route_MARB	656	10.9	0	0.0
Rwy 32 C-17 KC-135_Pattern_MARB	7,804	130.1	0	0.0
Rwy 32 GA_Pattern_MARB	3,035	50.6	0	0.0
Rwy 14 GA_Pattern_MARB	0	0.0	0	0.0
Rwy 14_Overhead_MARB	0	0.0	0	0.0
Rwy 32_Overhead_MARB	0	0.0	0	0.0
FP_Rwy 12_Final_MARB	0	0.0	0	0.0
FP_Rwy 14 Final_MARB	0	0.0	0	0.0
FP_Rwy 30_Final MARB	0	0.0	0	0.0
FP_Rwy 32_Final MARB	0	0.0	0	0.0
1-ATCT	0	0.0	0	0.0

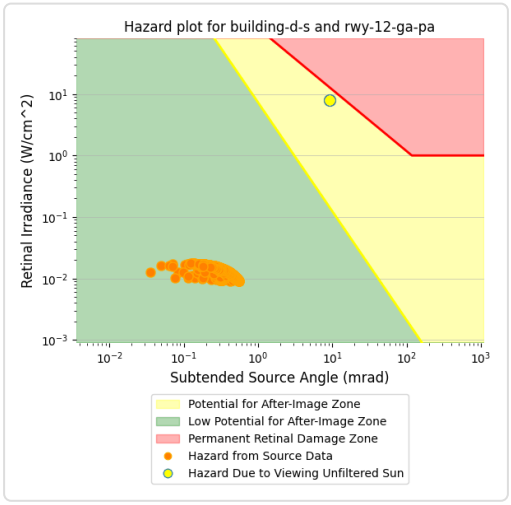
Building D South and Route: Rwy 12 GA Pattern Route_MARB

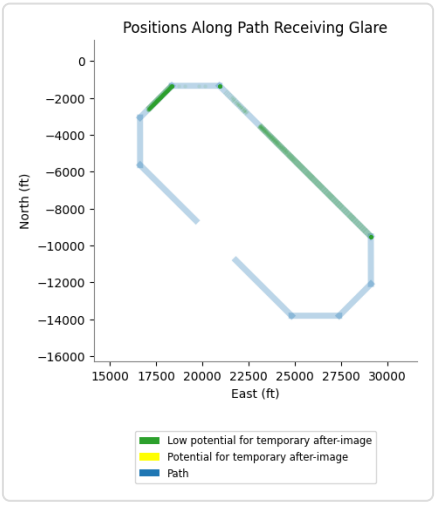
Yellow glare: none

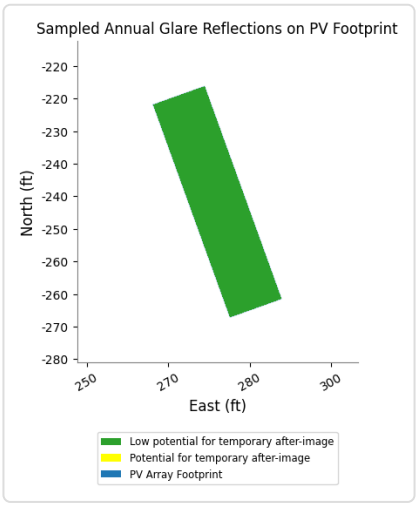
Green glare: 1,621 min.







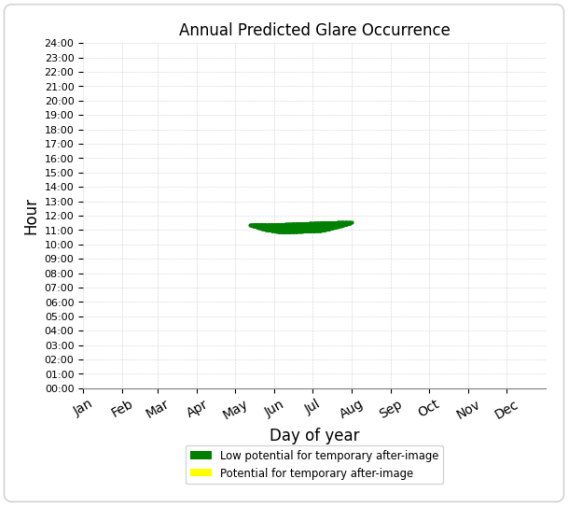


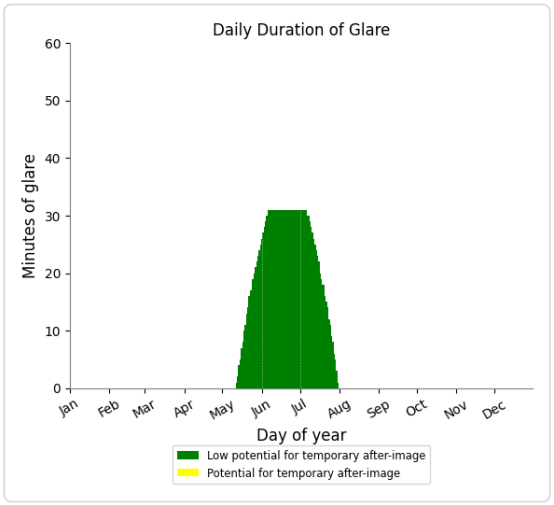


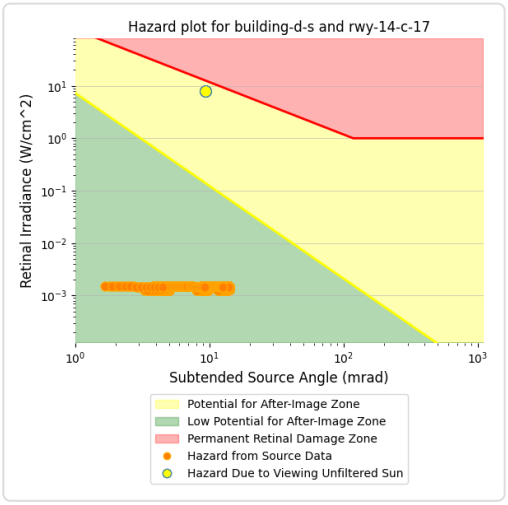
Building D South and Route: Rwy 14 C-17 KC-135_Pattern_MARB

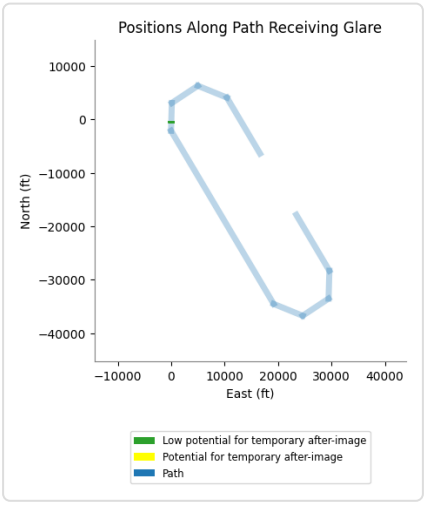
Yellow glare: none

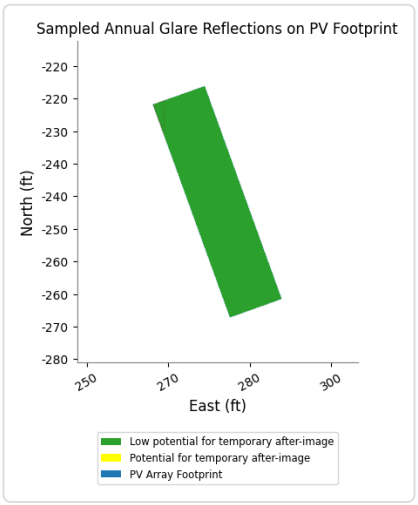
Green glare: 1,819 min.







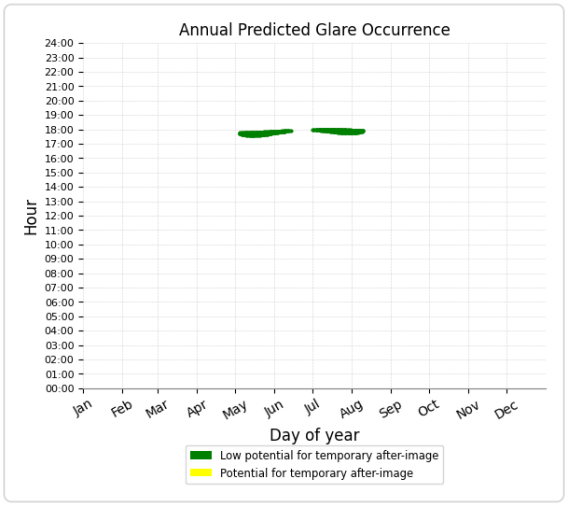


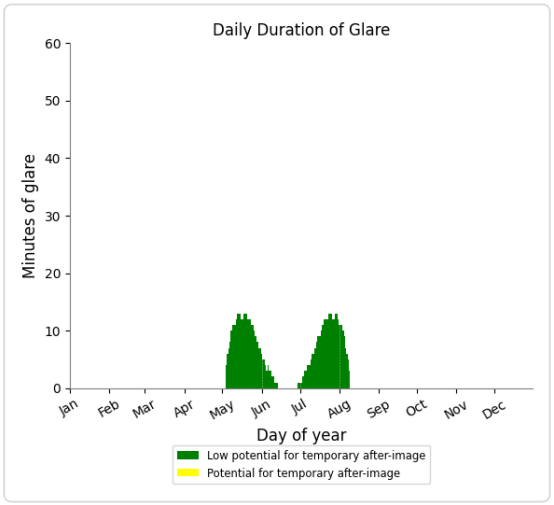


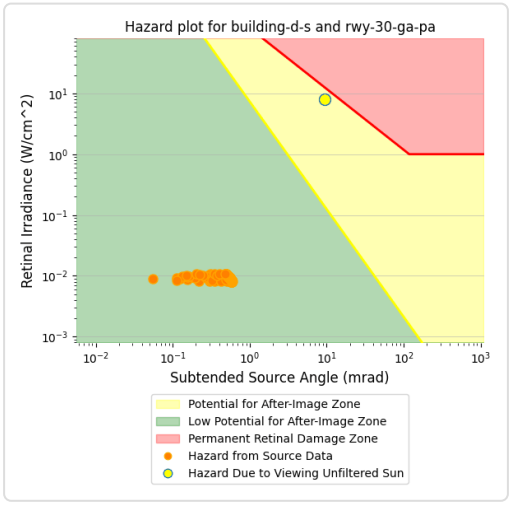
Building D South and Route: Rwy 30 GA Pattern Route_MARB

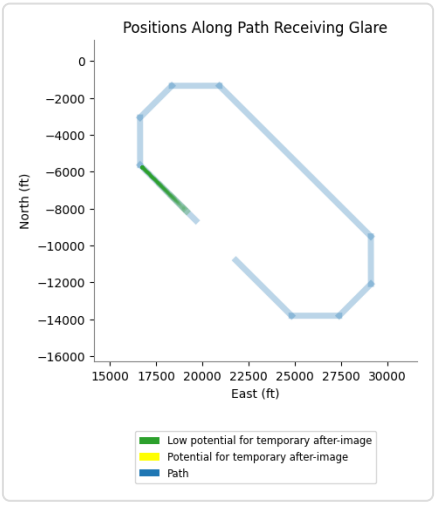
Yellow glare: none

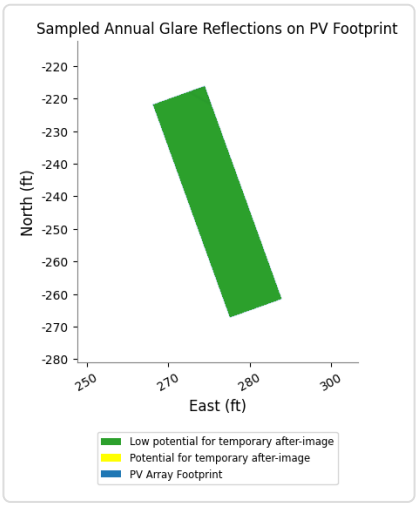
Green glare: 656 min.







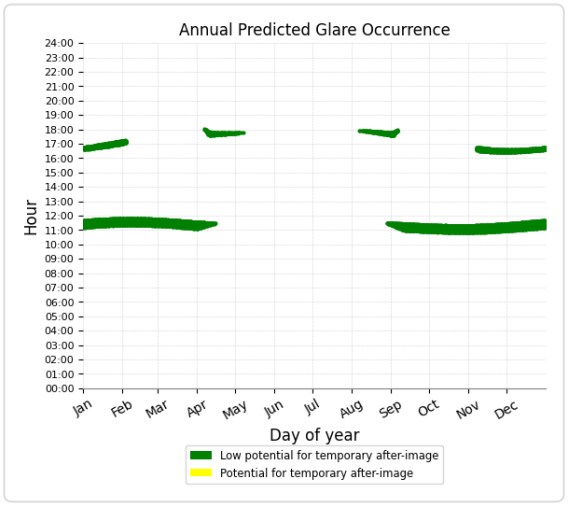


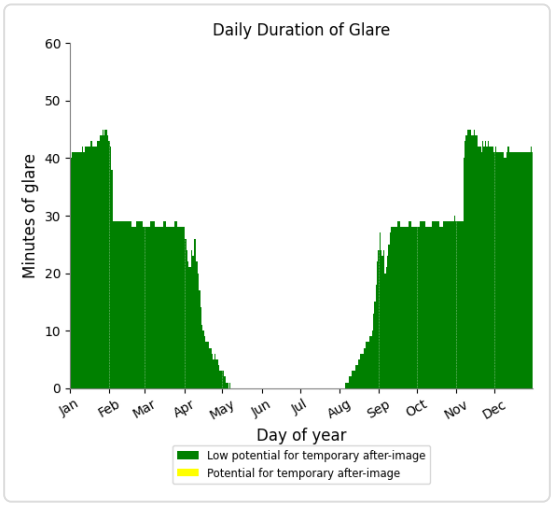


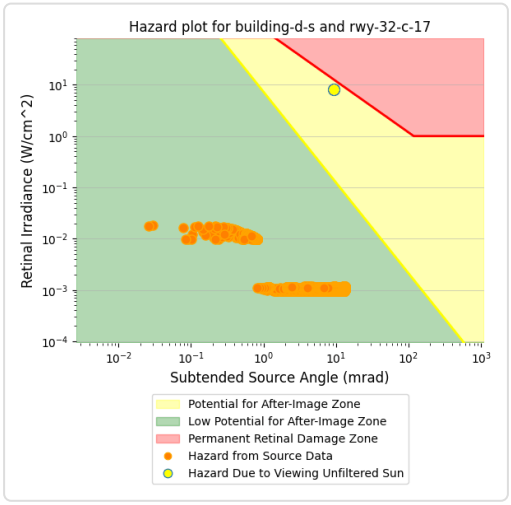
Building D South and Route: Rwy 32 C-17 KC-135_Pattern_MARB

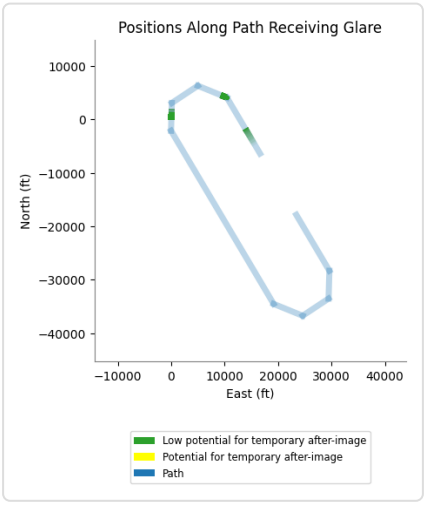
Yellow glare: none

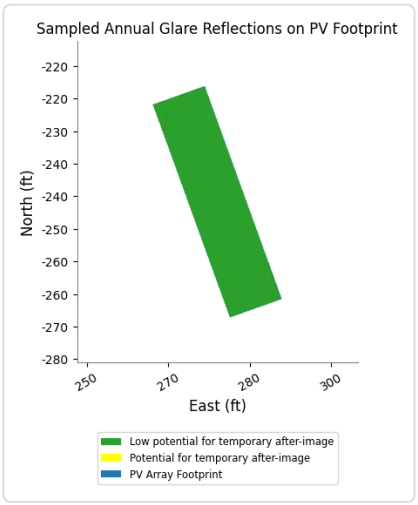
Green glare: 7,804 min.







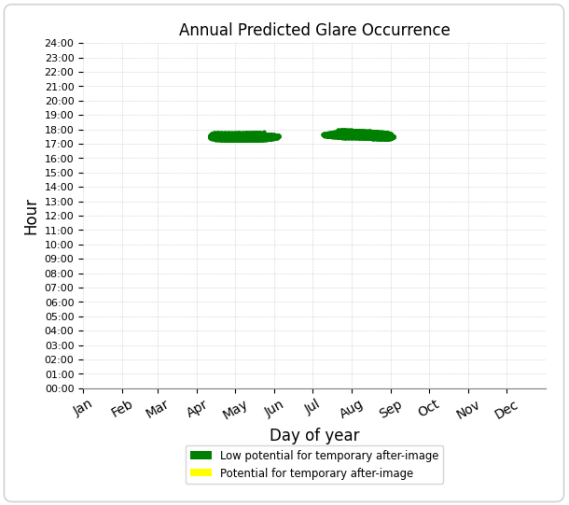


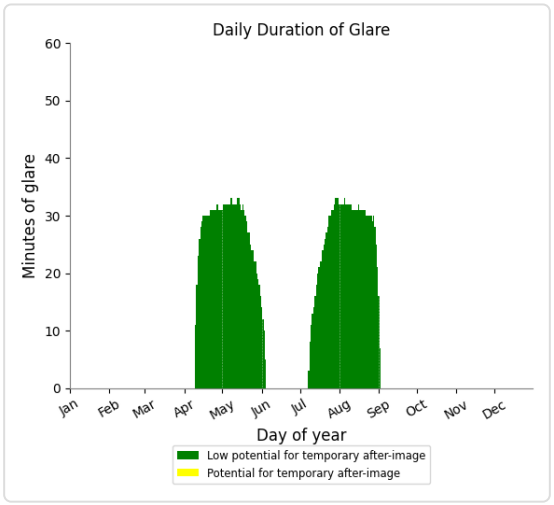


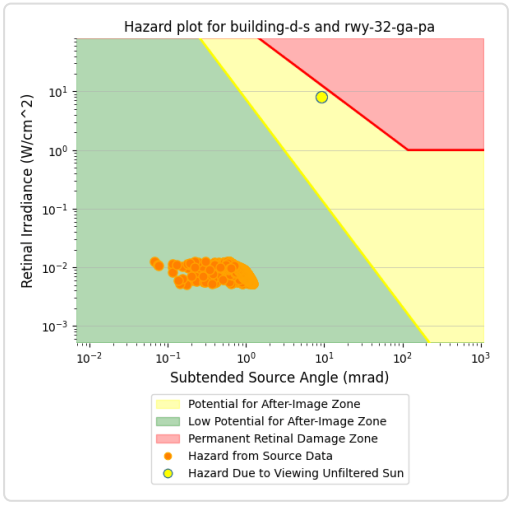
Building D South and Route: Rwy 32 GA_Pattern_MARB

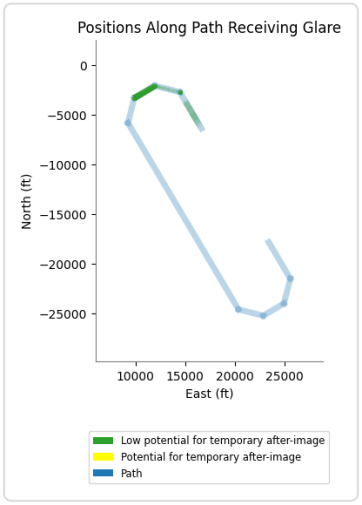
Yellow glare: none

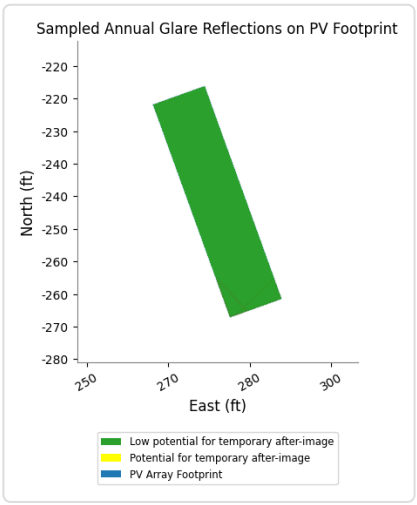
Green glare: 3,035 min.











Building D South and Route: Rwy 14 GA_Pattern_MARB

No glare found

Building D South and Route: Rwy 14_Overhead_MARB

No glare found

Building D South and Route: Rwy 32_Overhead_MARB

No glare found

Building D South and FP: FP_Rwy 12_Final_MARB

No glare found

Building D South and FP: FP_Rwy 14 Final_MARB

No glare found

Building D South and FP: FP_Rwy 30_Final MARB

No glare found

Building D South and FP: FP_Rwy 32_Final MARB

No glare found

Building D South and 1-ATCT

No glare found

PV: Building E East low potential for temporary after-image

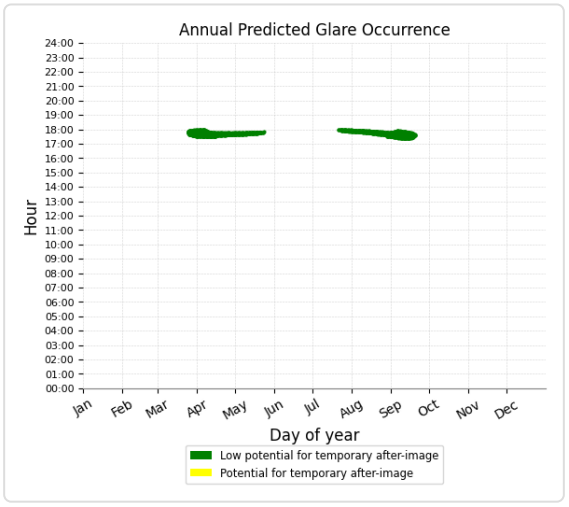
Receptor results ordered by category of glare

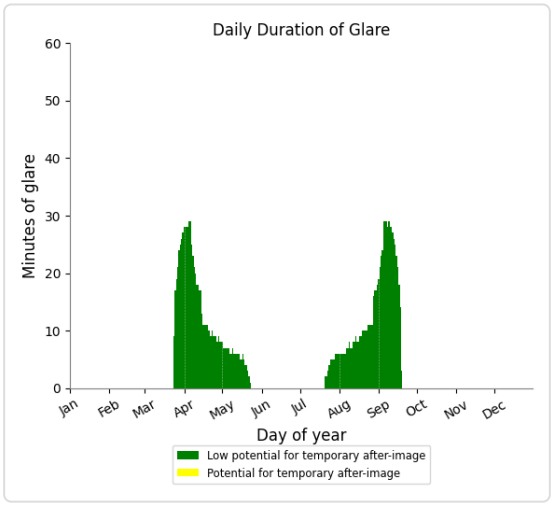
Receptor	Annual Green Glare		Annual Yellow Glare	
	min	hr	min	hr
Rwy 12 GA Pattern Route_MARB	1,566	26.1	0	0.0
Rwy 14 C-17 KC-135_Pattern_MARB	3,951	65.8	0	0.0
Rwy 30 GA Pattern Route_MARB	627	10.4	0	0.0
Rwy 32 C-17 KC-135_Pattern_MARB	10,930	182.2	0	0.0
Rwy 32 GA_Pattern_MARB	2,885	48.1	0	0.0
Rwy 14 GA_Pattern_MARB	0	0.0	0	0.0
Rwy 14_Overhead_MARB	0	0.0	0	0.0
Rwy 32_Overhead_MARB	0	0.0	0	0.0
FP_Rwy 12_Final_MARB	0	0.0	0	0.0
FP_Rwy 14 Final_MARB	0	0.0	0	0.0
FP_Rwy 30_Final MARB	0	0.0	0	0.0
FP_Rwy 32_Final MARB	0	0.0	0	0.0
1-ATCT	0	0.0	0	0.0

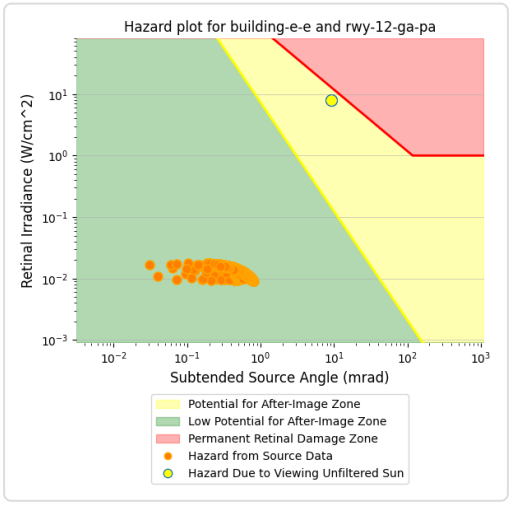
Building E East and Route: Rwy 12 GA Pattern Route_MARB

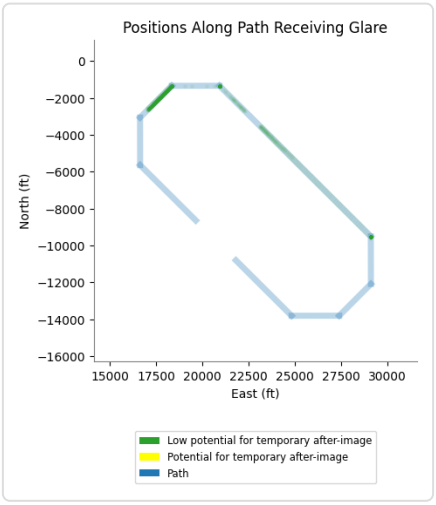
Yellow glare: none

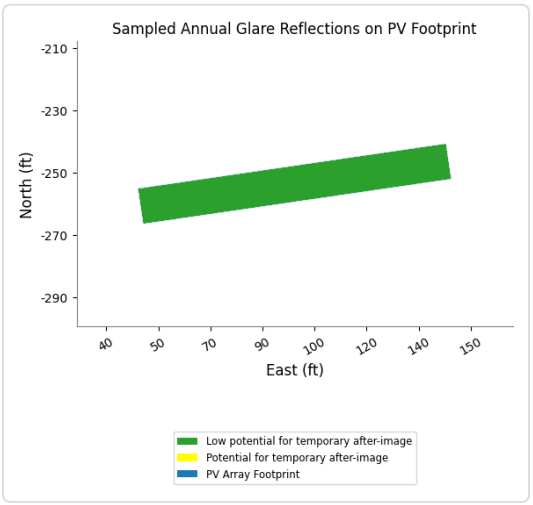
Green glare: 1,566 min.







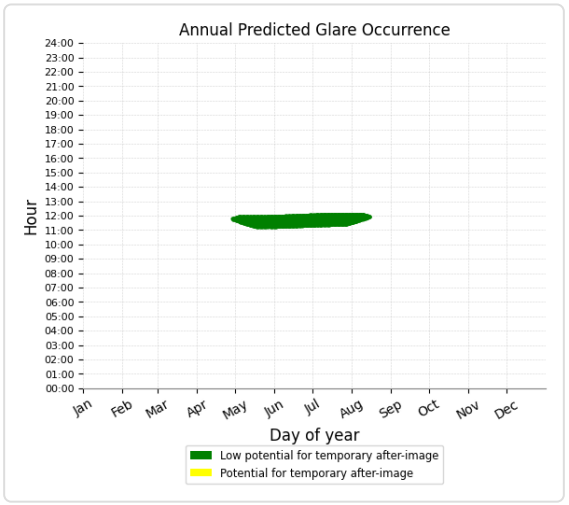


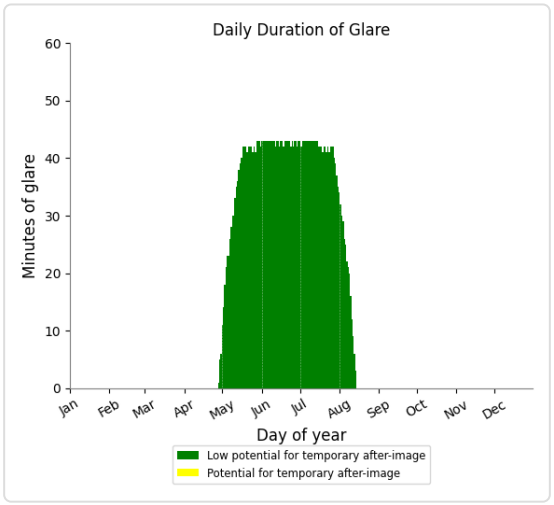


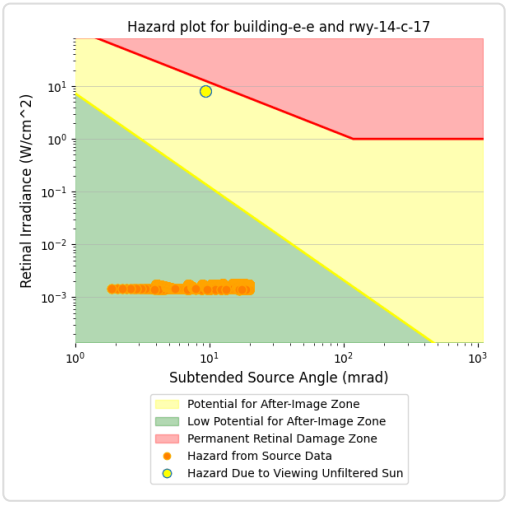
Building E East and Route: Rwy 14 C-17 KC-135_Pattern_MARB

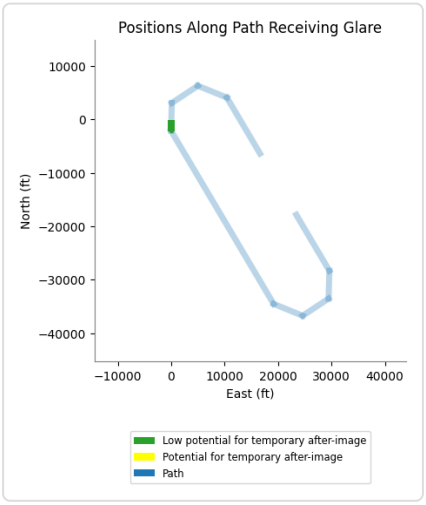
Yellow glare: none

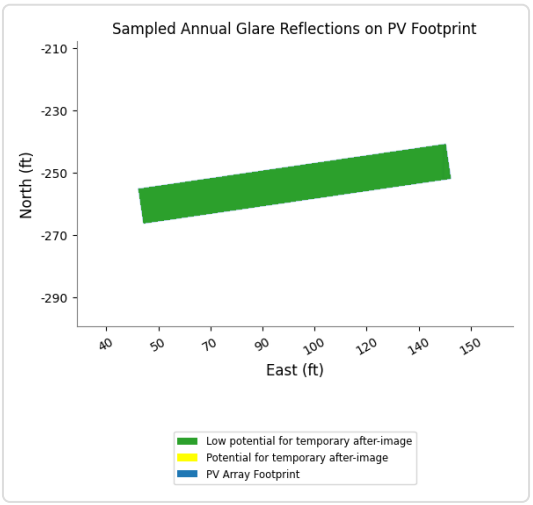
Green glare: 3,951 min.







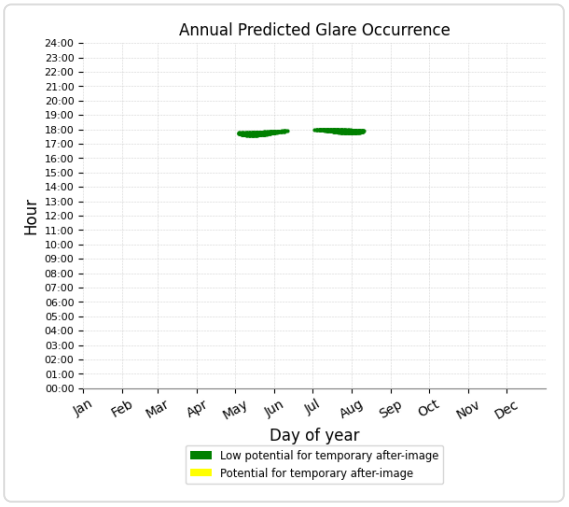


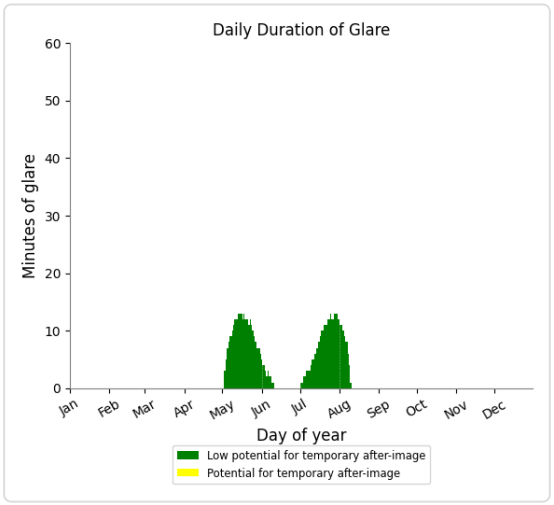


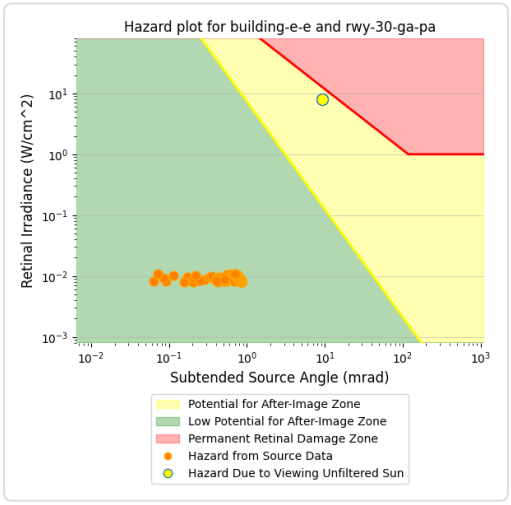
Building E East and Route: Rwy 30 GA Pattern Route_MARB

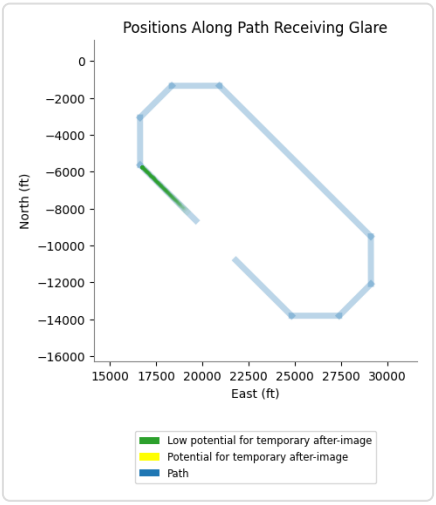
Yellow glare: none

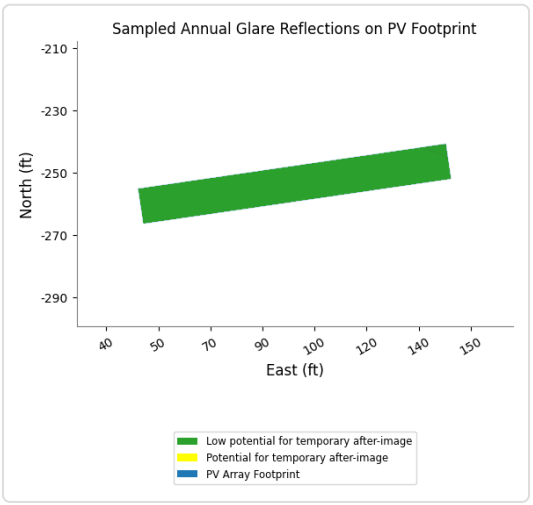
Green glare: 627 min.







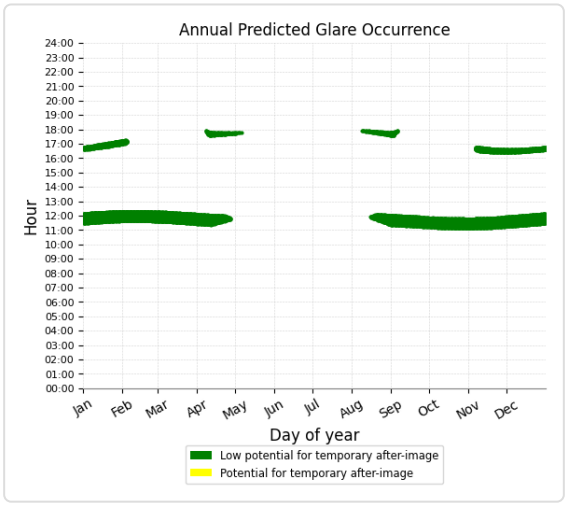


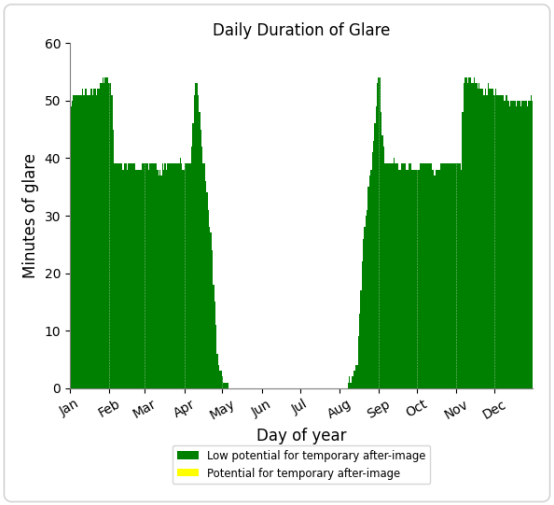


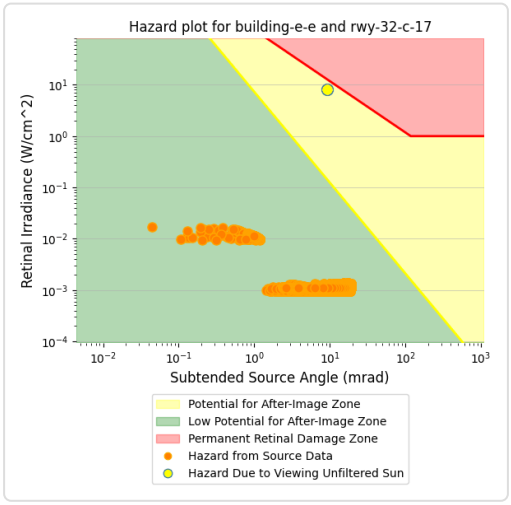
Building E East and Route: Rwy 32 C-17 KC-135_Pattern_MARB

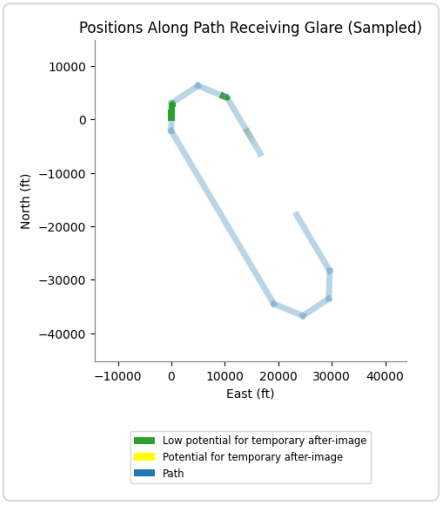
Yellow glare: none

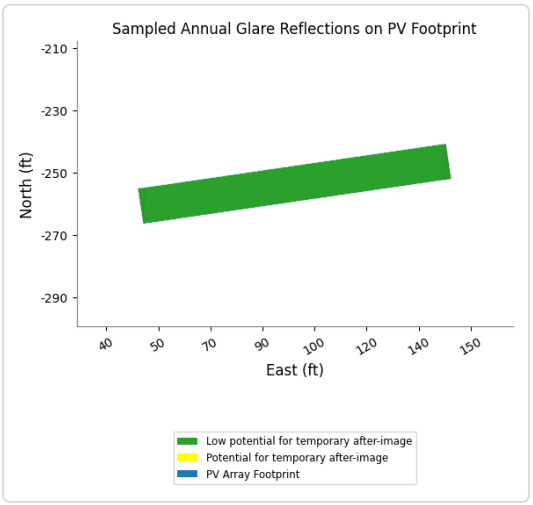
Green glare: 10,930 min.







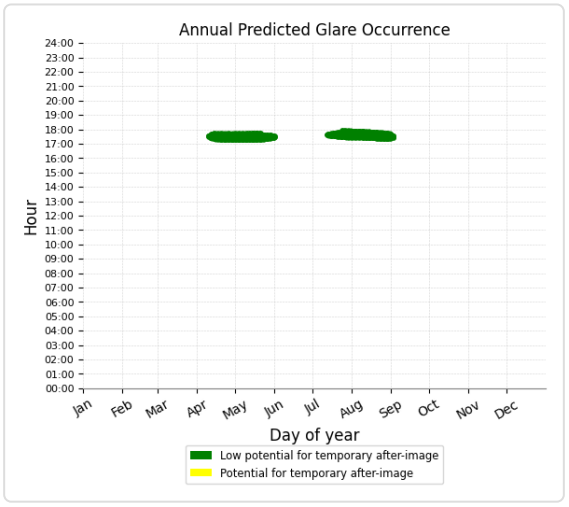


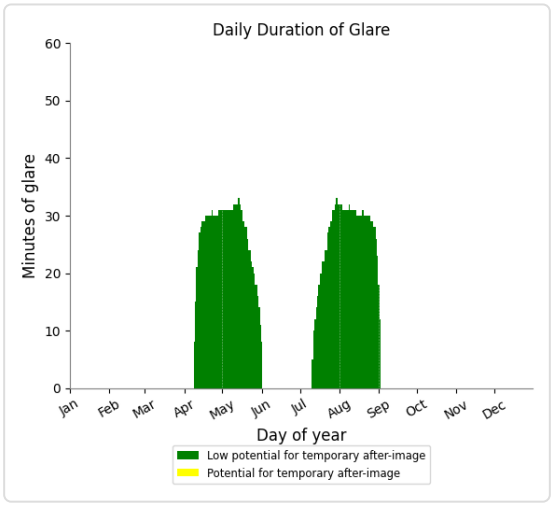


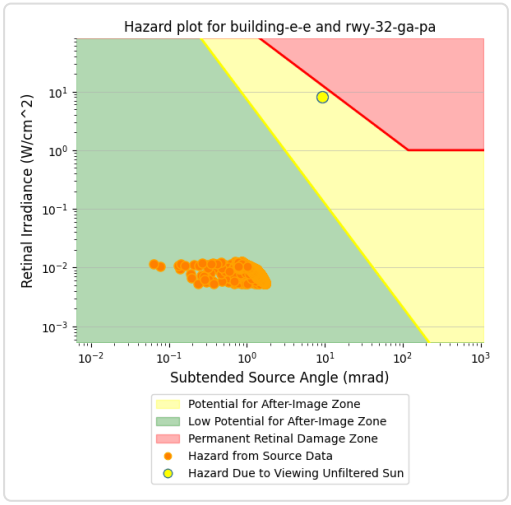
Building E East and Route: Rwy 32 GA_Pattern_MARB

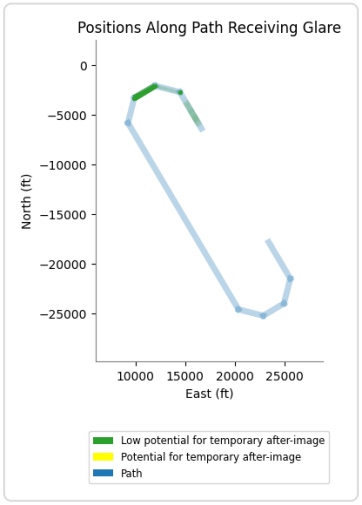
Yellow glare: none

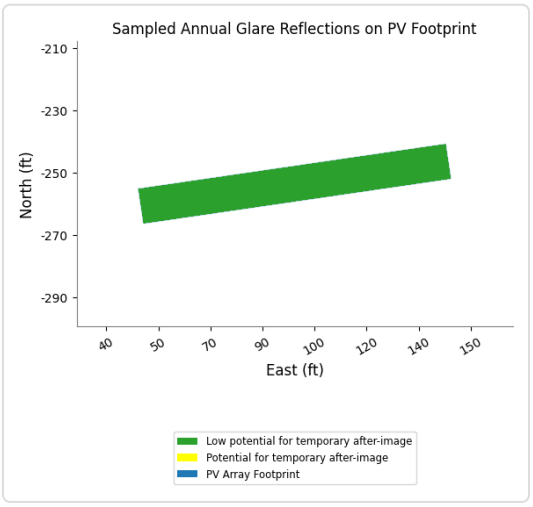
Green glare: 2,885 min.











Building E East and Route: Rwy 14 GA_Pattern_MARB

No glare found

Building E East and Route: Rwy 14_Overhead_MARB

No glare found

Building E East and Route: Rwy 32_Overhead_MARB

No glare found

Building E East and FP: FP_Rwy 12_Final_MARB

No glare found

Building E East and FP: FP_Rwy 14 Final_MARB

No glare found

Building E East and FP: FP_Rwy 30_Final MARB

No glare found

Building E East and FP: FP_Rwy 32_Final MARB

No glare found

Building E East and 1-ATCT

No glare found

PV: Building E North low potential for temporary after-image

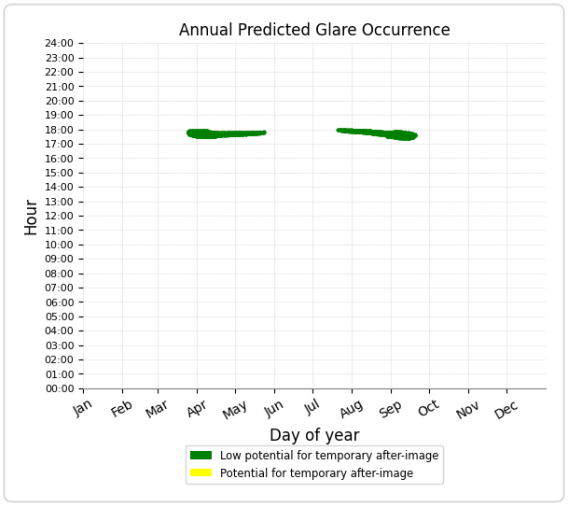
Receptor results ordered by category of glare

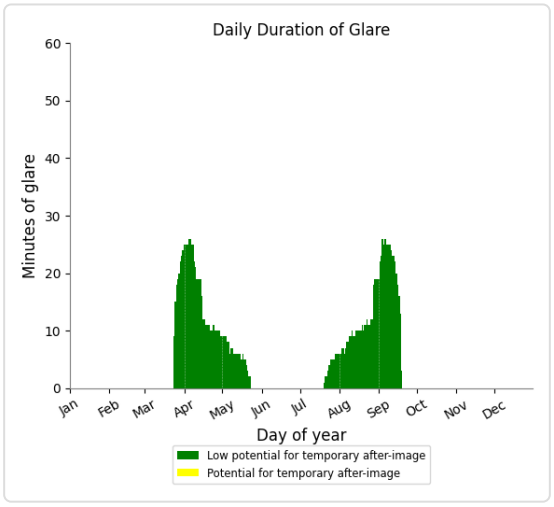
Receptor	Annual Green Glare		Annual Yellow Glare	
	min	hr	min	hr
Rwy 12 GA Pattern Route_MARB	1,565	26.1	0	0.0
Rwy 14 C-17 KC-135_Pattern_MARB	4,358	72.6	0	0.0
Rwy 30 GA Pattern Route_MARB	641	10.7	0	0.0
Rwy 32 C-17 KC-135_Pattern_MARB	11,992	199.9	0	0.0
Rwy 32 GA_Pattern_MARB	2,960	49.3	0	0.0
Rwy 14 GA_Pattern_MARB	0	0.0	0	0.0
Rwy 14_Overhead_MARB	0	0.0	0	0.0
Rwy 32_Overhead_MARB	0	0.0	0	0.0
FP_Rwy 12_Final_MARB	0	0.0	0	0.0
FP_Rwy 14 Final_MARB	0	0.0	0	0.0
FP_Rwy 30_Final MARB	0	0.0	0	0.0
FP_Rwy 32_Final MARB	0	0.0	0	0.0
1-ATCT	0	0.0	0	0.0

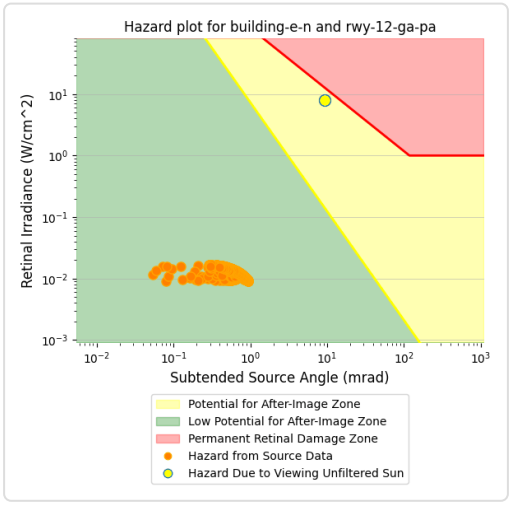
Building E North and Route: Rwy 12 GA Pattern Route_MARB

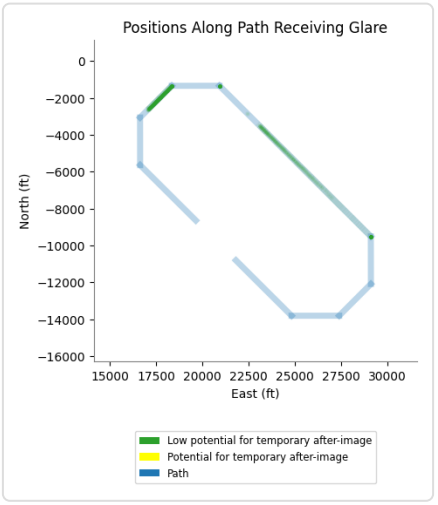
Yellow glare: none

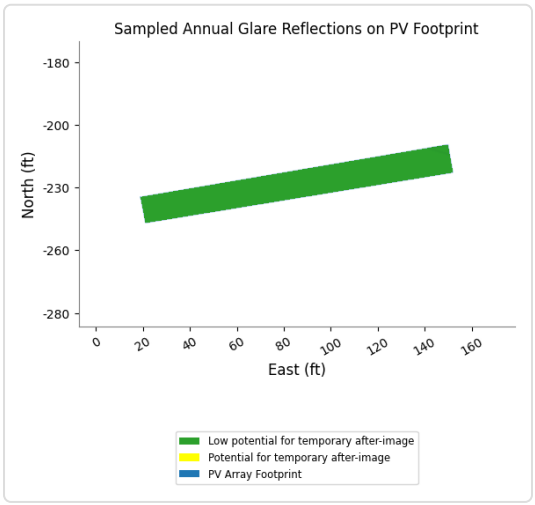
Green glare: 1,565 min.







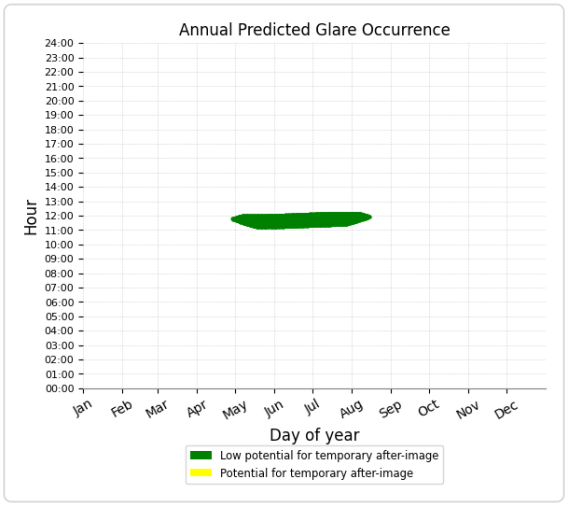


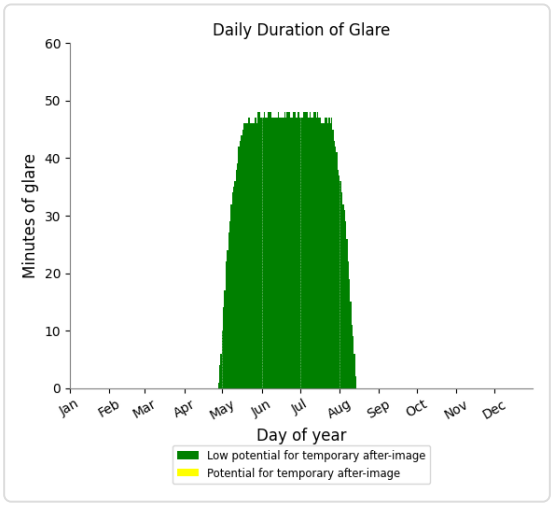


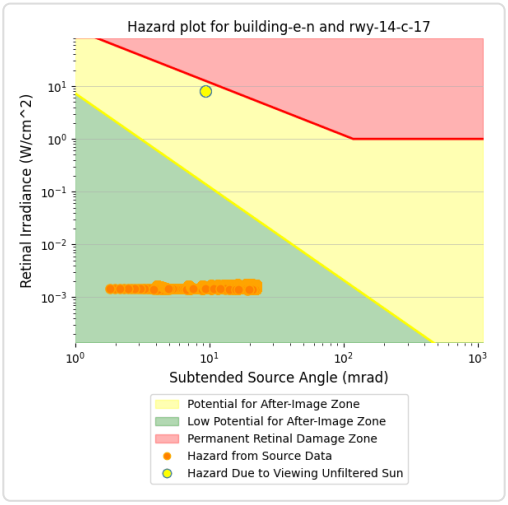
Building E North and Route: Rwy 14 C-17 KC-135_Pattern_MARB

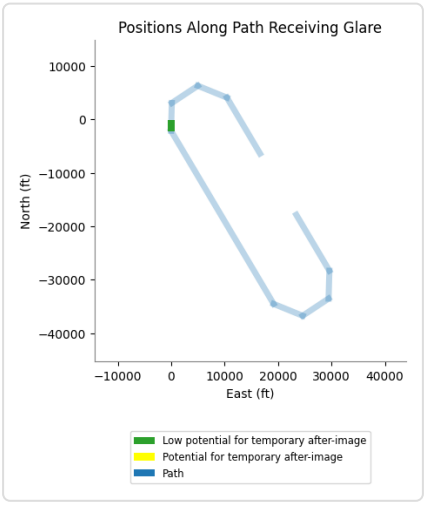
Yellow glare: none

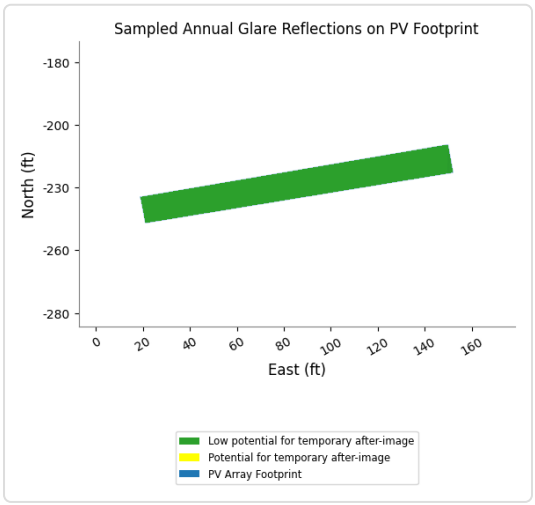
Green glare: 4,358 min.







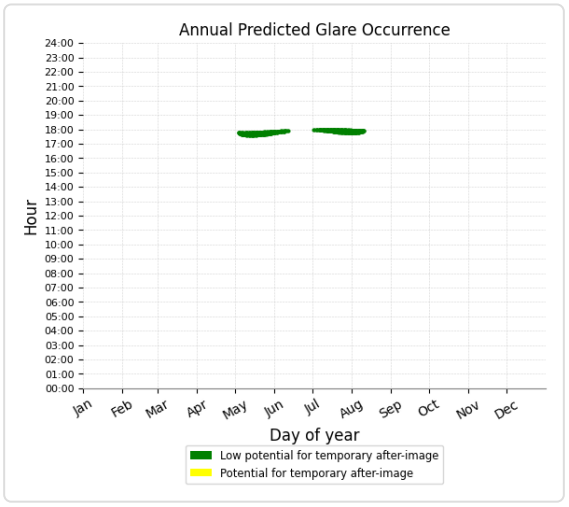


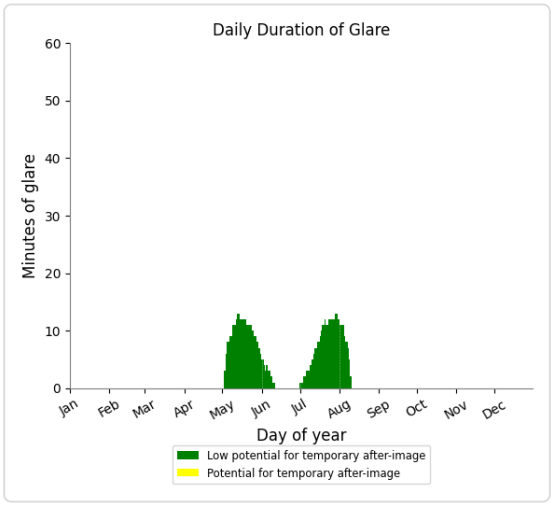


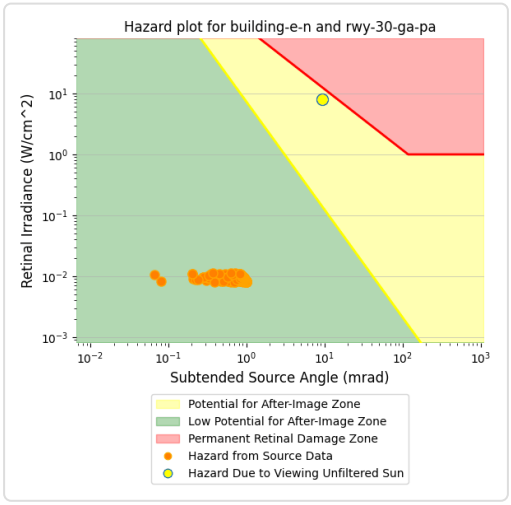
Building E North and Route: Rwy 30 GA Pattern Route_MARB

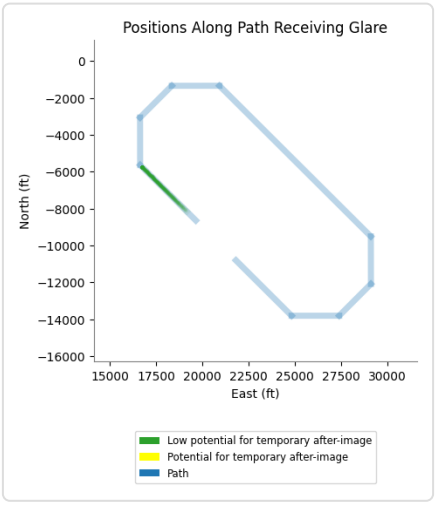
Yellow glare: none

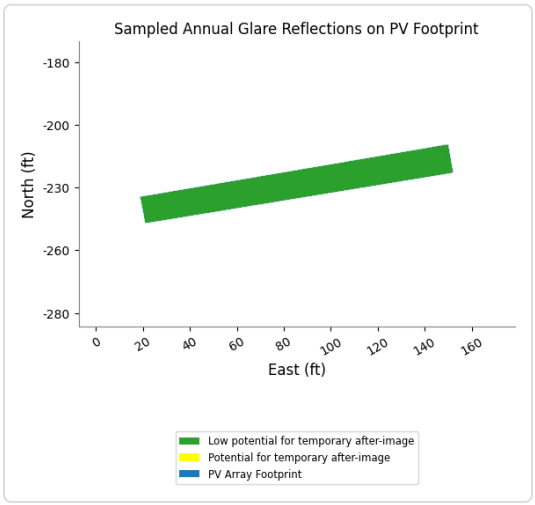
Green glare: 641 min.







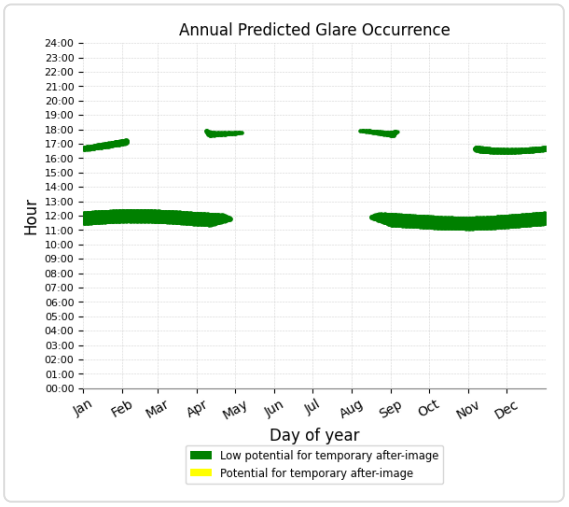


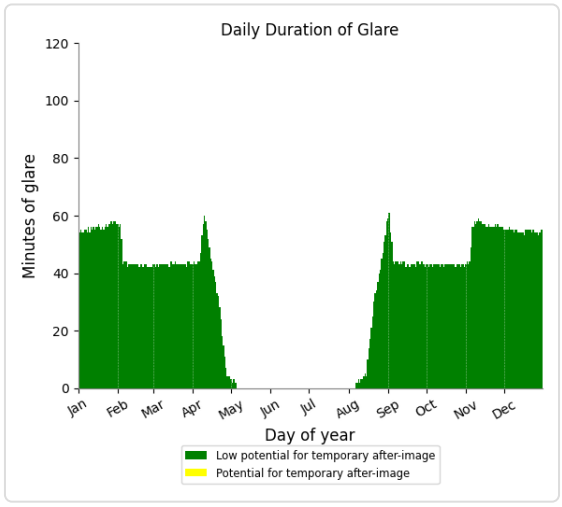


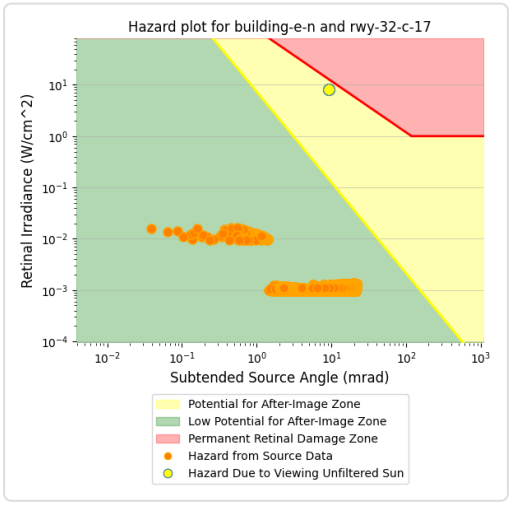
Building E North and Route: Rwy 32 C-17 KC-135_Pattern_MARB

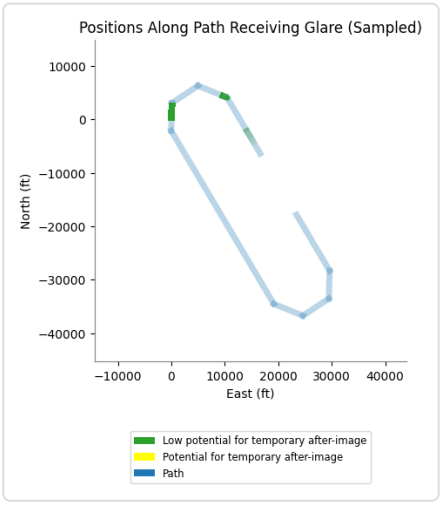
Yellow glare: none

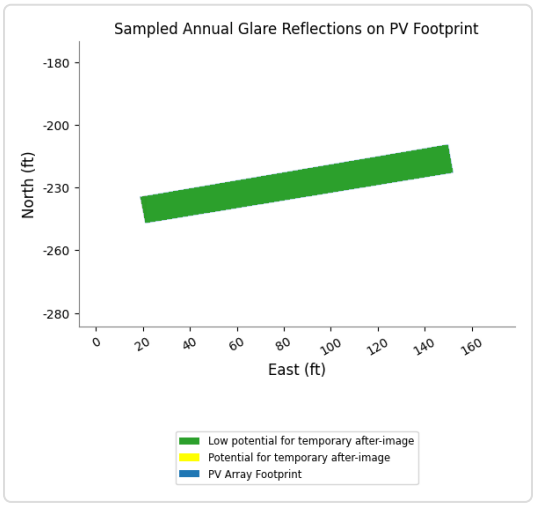
Green glare: 11,992 min.







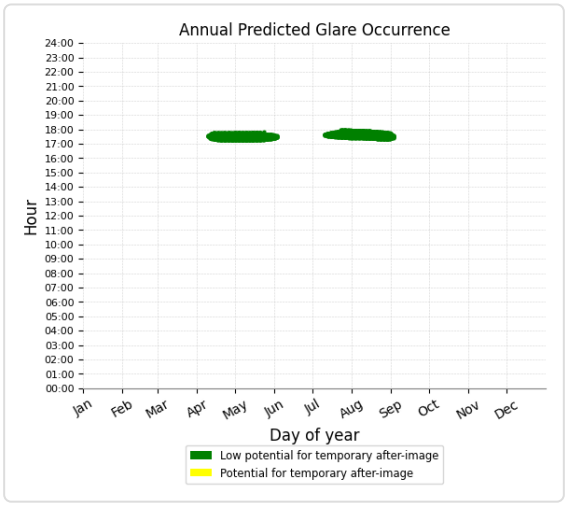


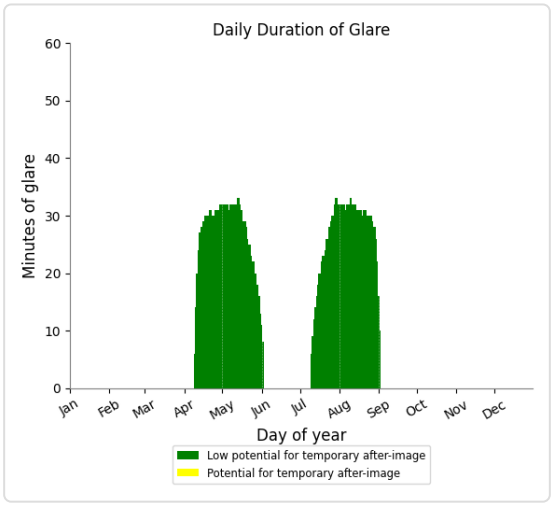


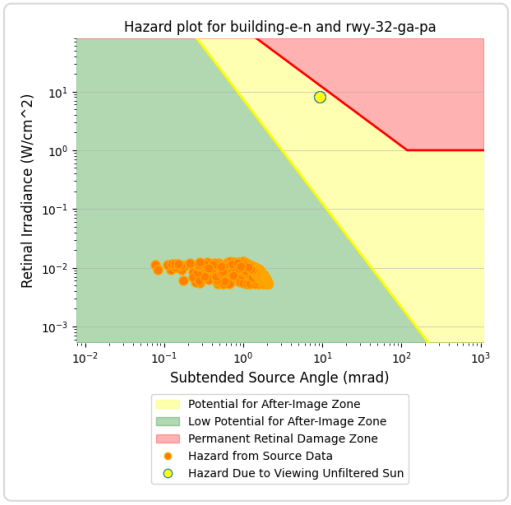
Building E North and Route: Rwy 32 GA_Pattern_MARB

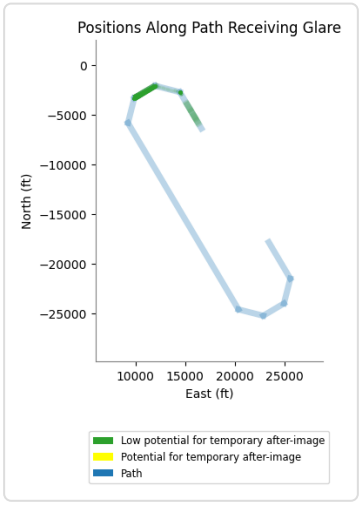
Yellow glare: none

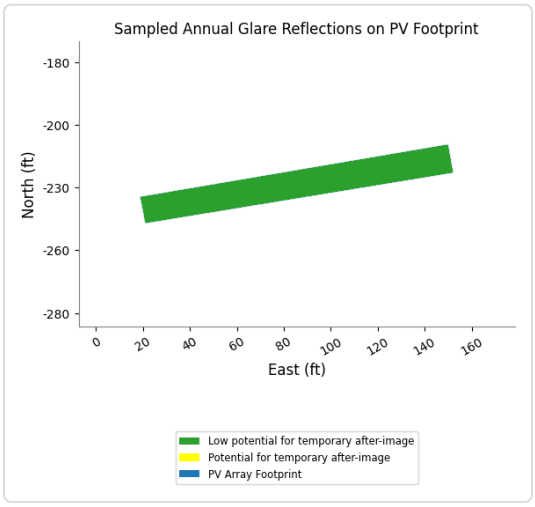
Green glare: 2,960 min.











Building E North and Route: Rwy 14 GA_Pattern_MARB

No glare found

Building E North and Route: Rwy 14_Overhead_MARB

No glare found

Building E North and Route: Rwy 32_Overhead_MARB

No glare found

Building E North and FP: FP_Rwy 12_Final_MARB

No glare found

Building E North and FP: FP_Rwy 14 Final_MARB

No glare found

Building E North and FP: FP_Rwy 30_Final MARB

No glare found

Building E North and FP: FP_Rwy 32_Final MARB

No glare found

Building E North and 1-ATCT

No glare found

PV: Building E West low potential for temporary after-image

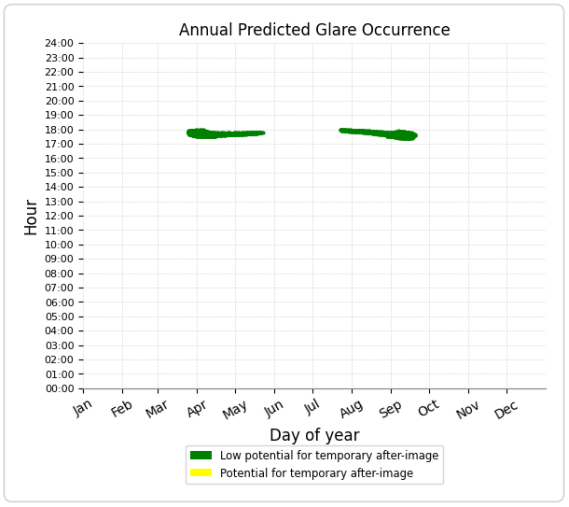
Receptor results ordered by category of glare

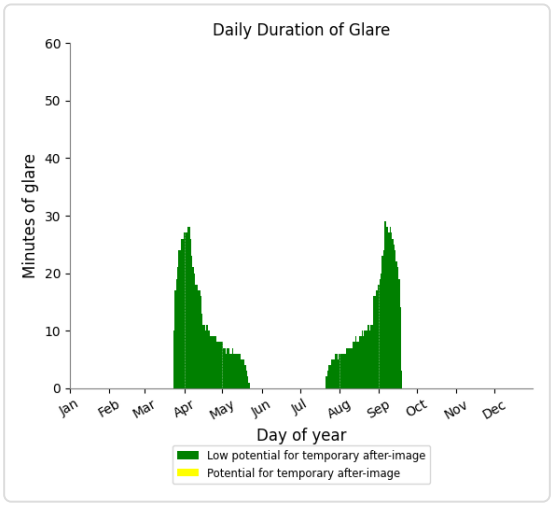
Receptor	Annual Green Glare		Annual Yellow Glare	
	min	hr	min	hr
Rwy 12 GA Pattern Route_MARB	1,513	25.2	0	0.0
Rwy 14 C-17 KC-135_Pattern_MARB	2,731	45.5	0	0.0
Rwy 30 GA Pattern Route_MARB	582	9.7	0	0.0
Rwy 32 C-17 KC-135_Pattern_MARB	8,954	149.2	0	0.0
Rwy 32 GA_Pattern_MARB	2,730	45.5	0	0.0
Rwy 14 GA_Pattern_MARB	0	0.0	0	0.0
Rwy 14_Overhead_MARB	0	0.0	0	0.0
Rwy 32_Overhead_MARB	0	0.0	0	0.0
FP_Rwy 12_Final_MARB	0	0.0	0	0.0
FP_Rwy 14 Final_MARB	0	0.0	0	0.0
FP_Rwy 30_Final MARB	0	0.0	0	0.0
FP_Rwy 32_Final MARB	0	0.0	0	0.0
1-ATCT	0	0.0	0	0.0

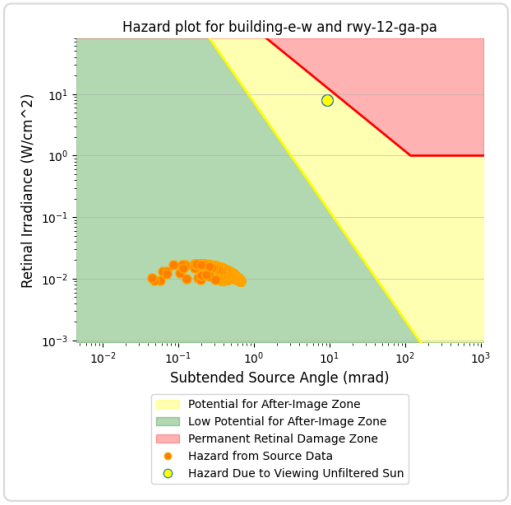
Building E West and Route: Rwy 12 GA Pattern Route_MARB

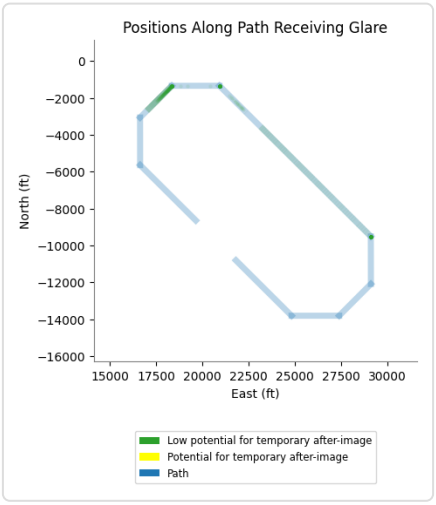
Yellow glare: none

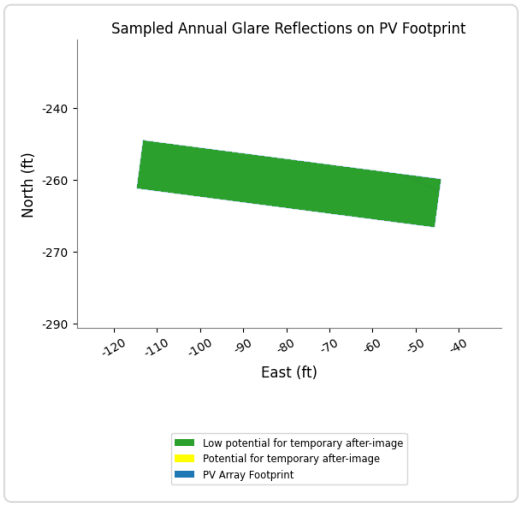
Green glare: 1,513 min.







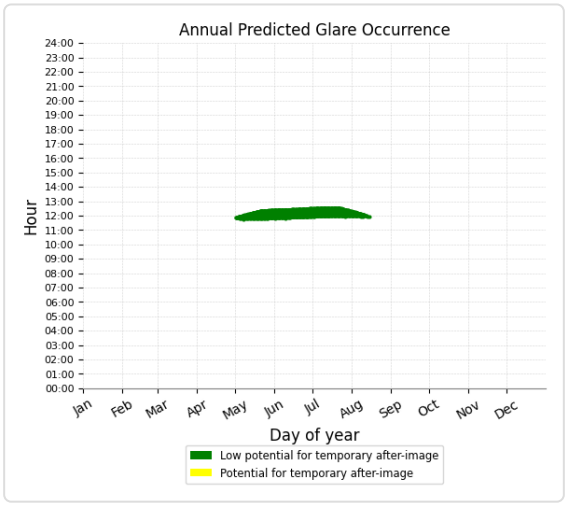


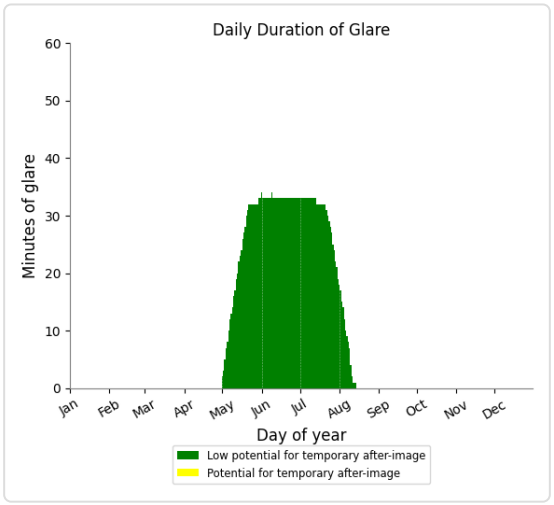


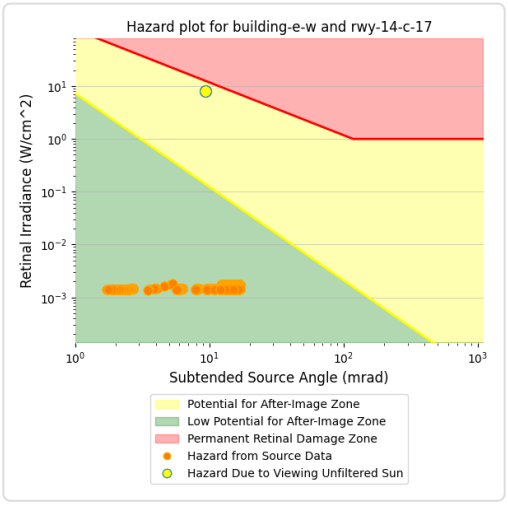
Building E West and Route: Rwy 14 C-17 KC-135_Pattern_MARB

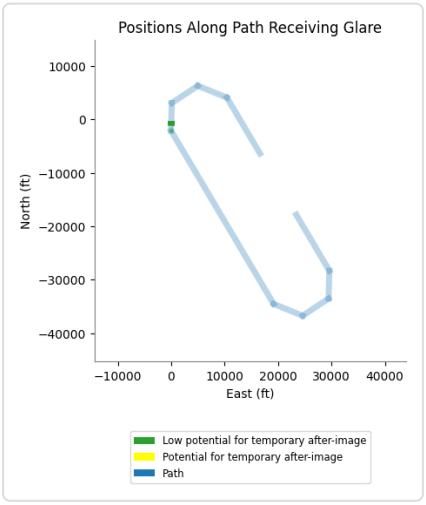
Yellow glare: none

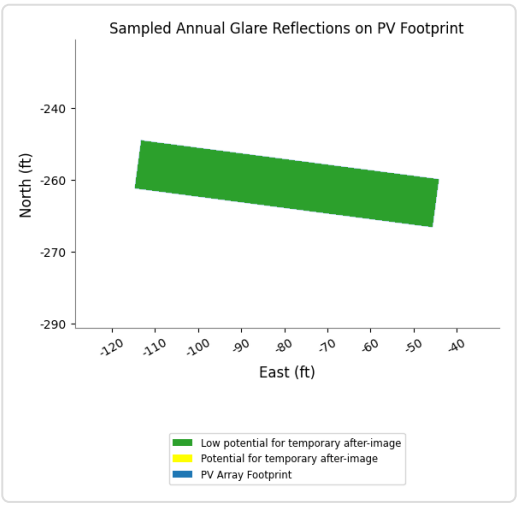
Green glare: 2,731 min.







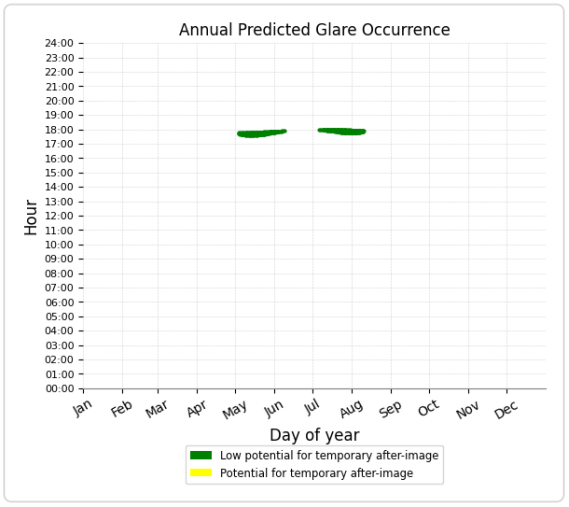


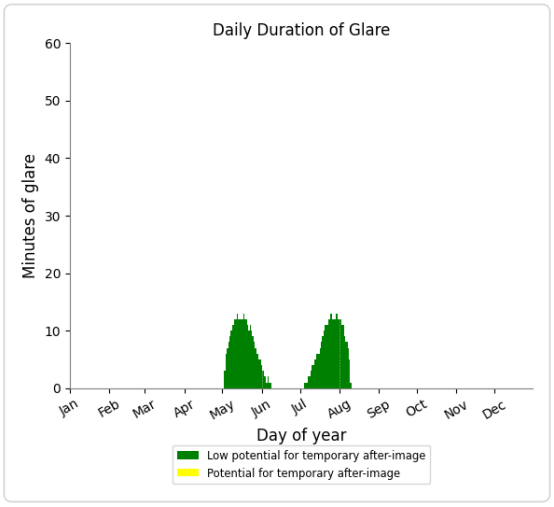


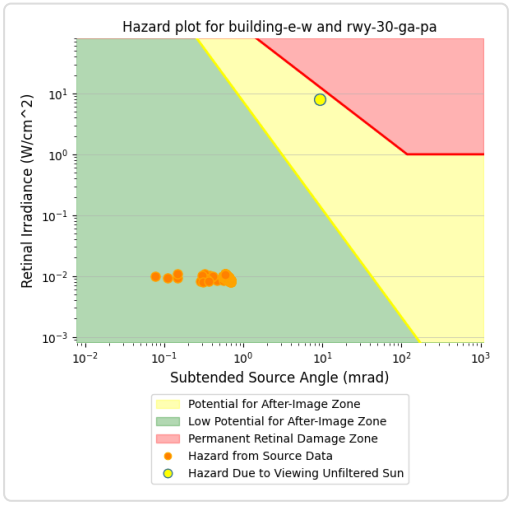
Building E West and Route: Rwy 30 GA Pattern Route_MARB

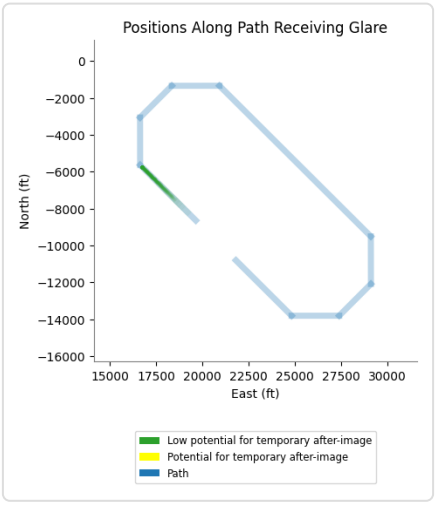
Yellow glare: none

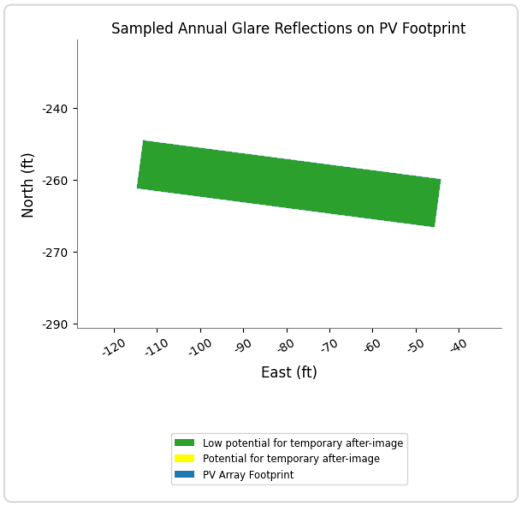
Green glare: 582 min.







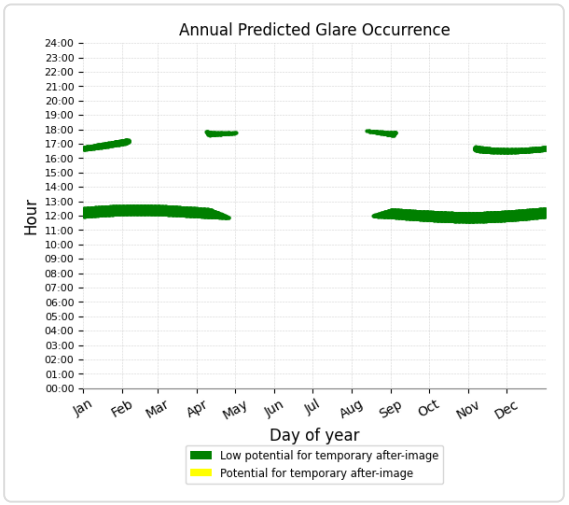


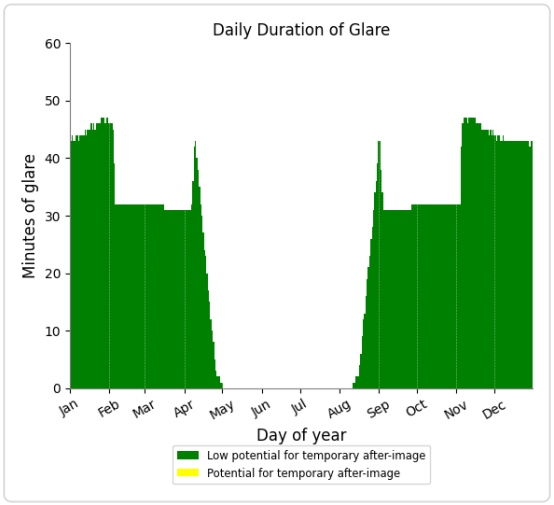


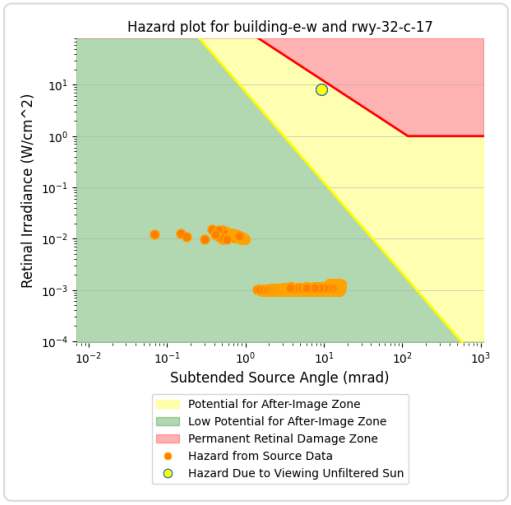
Building E West and Route: Rwy 32 C-17 KC-135_Pattern_MARB

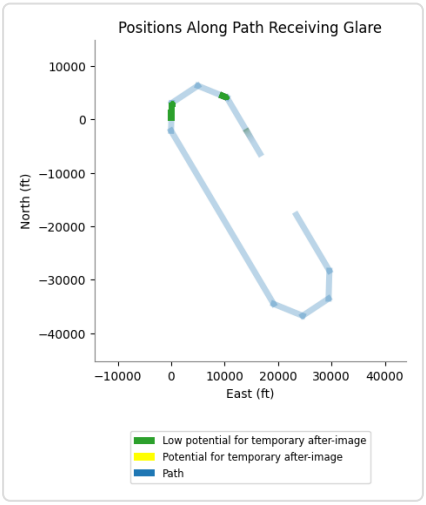
Yellow glare: none

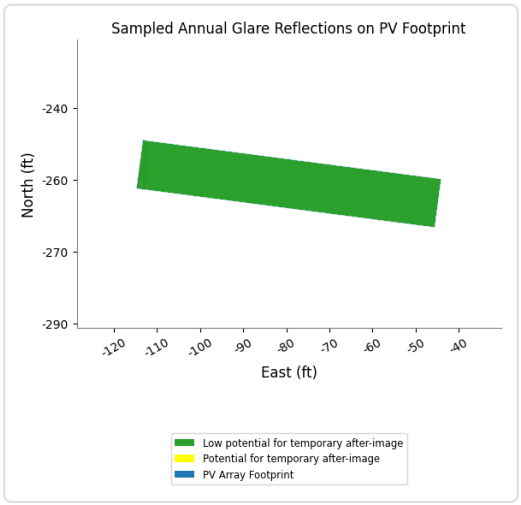
Green glare: 8,954 min.







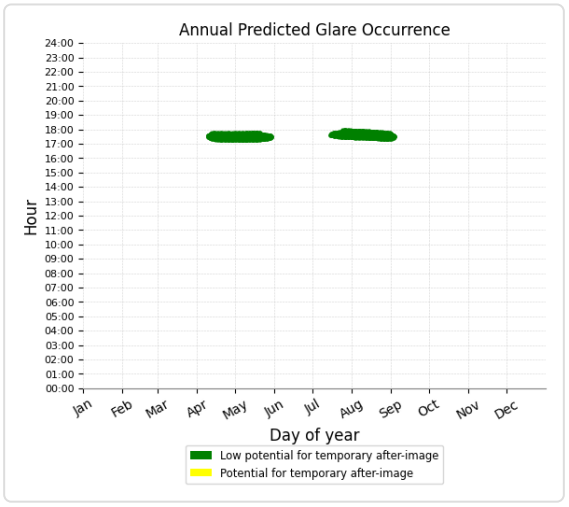


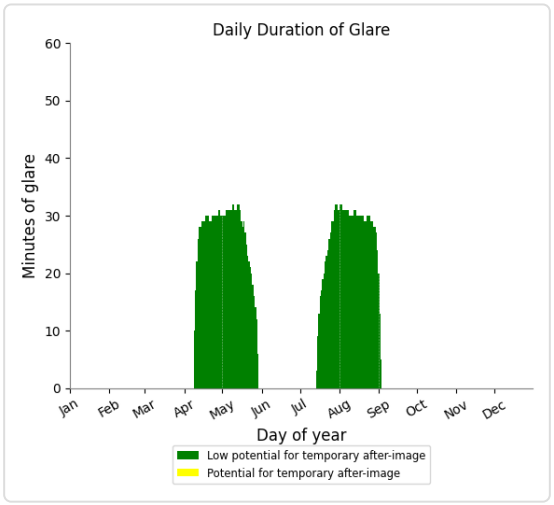


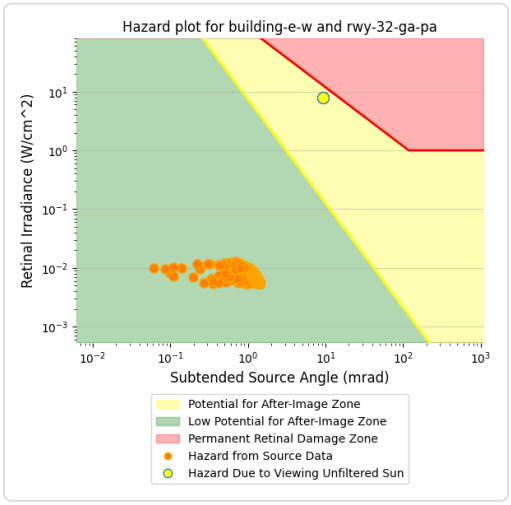
Building E West and Route: Rwy 32 GA_Pattern_MARB

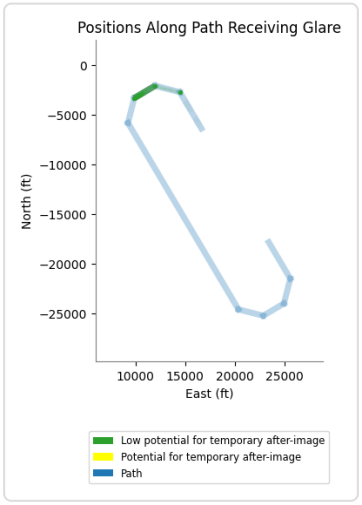
Yellow glare: none

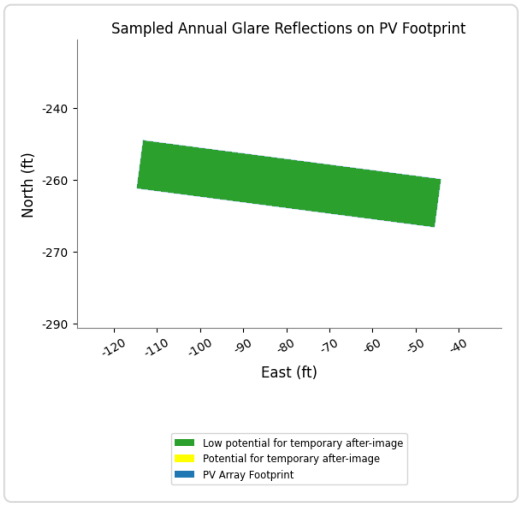
Green glare: 2,730 min.











Building E West and Route: Rwy 14 GA_Pattern_MARB

No glare found

Building E West and Route: Rwy 14_Overhead_MARB

No glare found

Building E West and Route: Rwy 32_Overhead_MARB

No glare found

Building E West and FP: FP_Rwy 12_Final_MARB

No glare found

Building E West and FP: FP_Rwy 14 Final_MARB

No glare found

Building E West and FP: FP_Rwy 30_Final MARB

No glare found

Building E West and FP: FP_Rwy 32_Final MARB

No glare found

Building E West and 1-ATCT

No glare found

PV: East Carports 17 and 18 low potential for temporary after-image

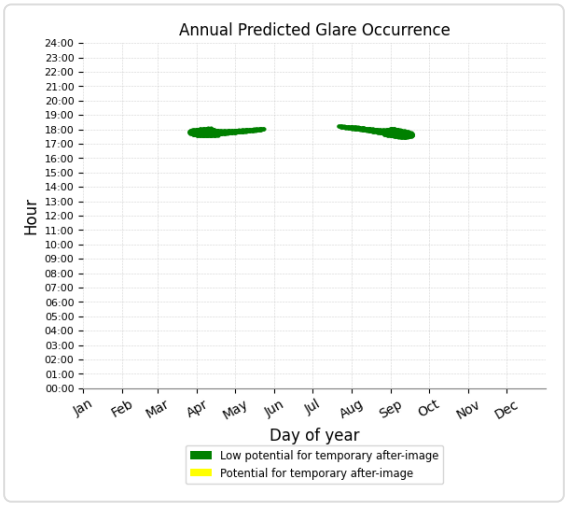
Receptor results ordered by category of glare

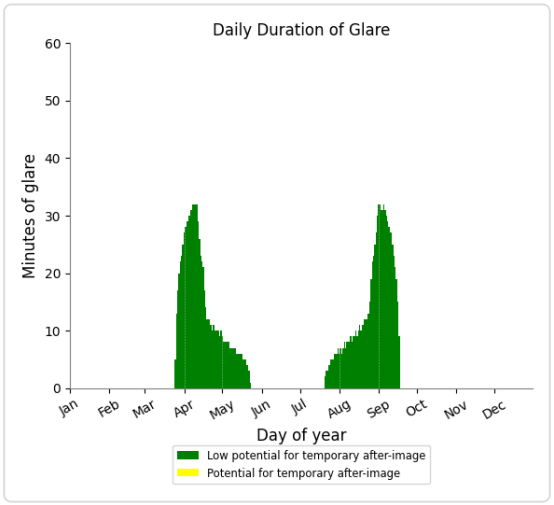
Receptor	Annual Green Glare		Annual Yellow Glare	
	min	hr	min	hr
Rwy 12 GA Pattern Route_MARB	1,754	29.2	0	0.0
Rwy 30 GA Pattern Route_MARB	698	11.6	0	0.0
Rwy 32 C-17 KC-135_Pattern_MARB	17,268	287.8	0	0.0
Rwy 32 GA_Pattern_MARB	3,868	64.5	0	0.0
Rwy 14 C-17 KC-135_Pattern_MARB	0	0.0	0	0.0
Rwy 14 GA_Pattern_MARB	0	0.0	0	0.0
Rwy 14_Overhead_MARB	0	0.0	0	0.0
Rwy 32_Overhead_MARB	0	0.0	0	0.0
FP_Rwy 12_Final_MARB	0	0.0	0	0.0
FP_Rwy 14 Final_MARB	0	0.0	0	0.0
FP_Rwy 30_Final MARB	0	0.0	0	0.0
FP_Rwy 32_Final MARB	0	0.0	0	0.0
1-ATCT	0	0.0	0	0.0

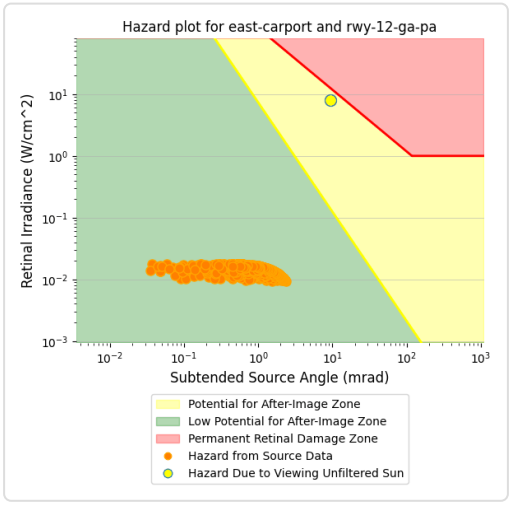
East Carports 17 and 18 and Route: Rwy 12 GA Pattern Route_MARB

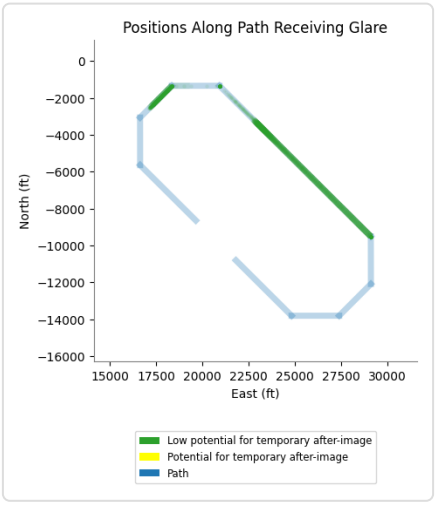
Yellow glare: none

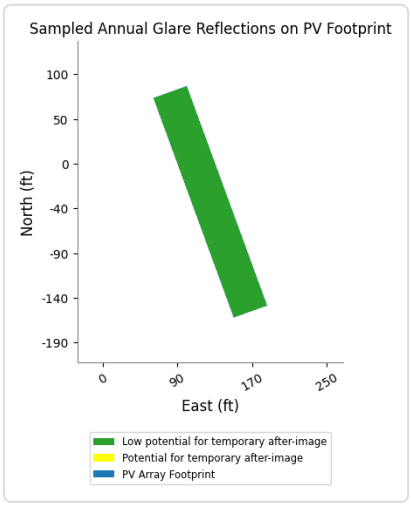
Green glare: 1,754 min.







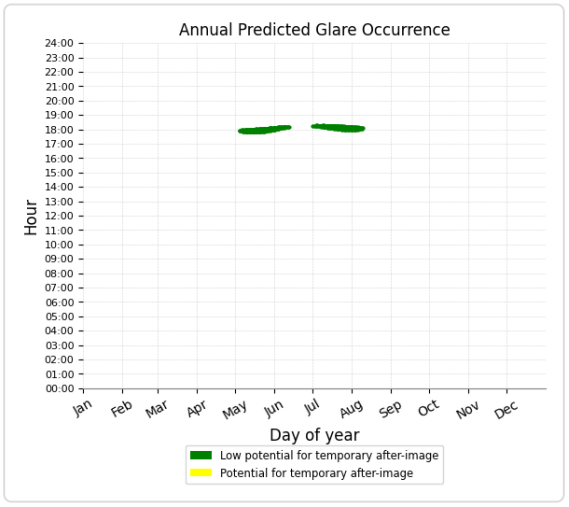


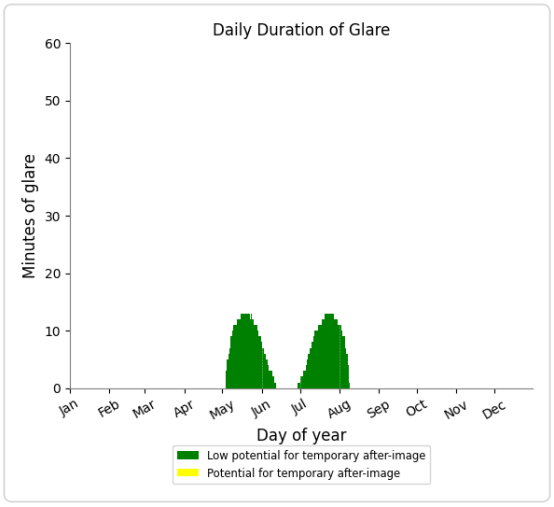


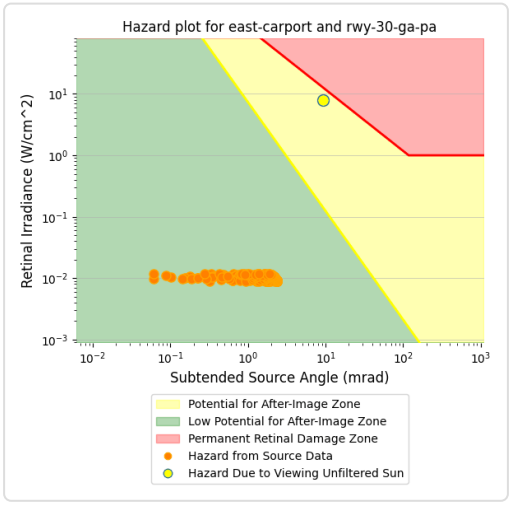
East Carports 17 and 18 and Route: Rwy 30 GA Pattern Route_MARB

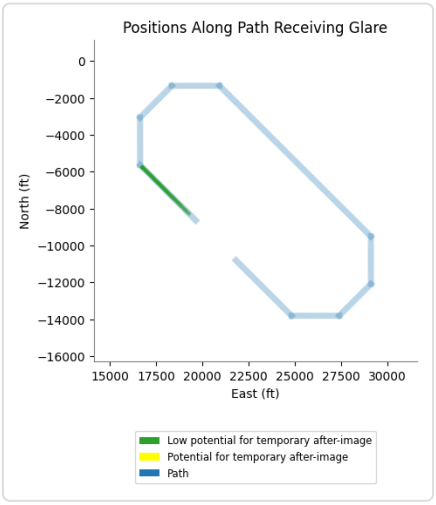
Yellow glare: none

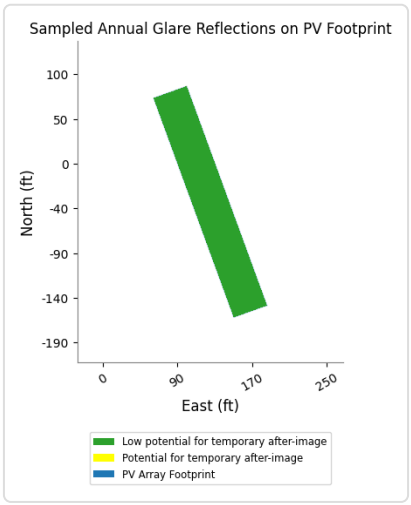
Green glare: 698 min.







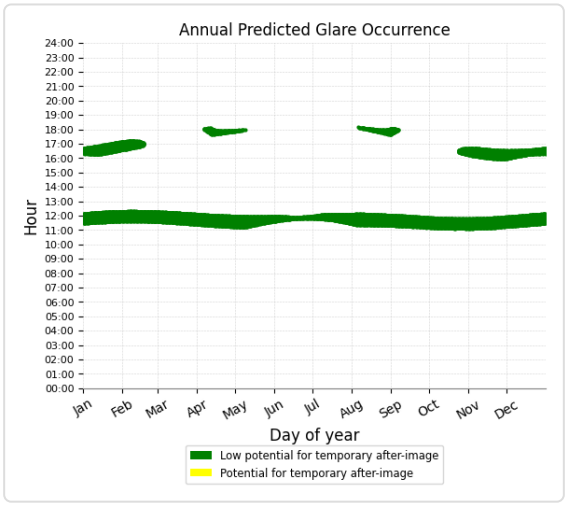


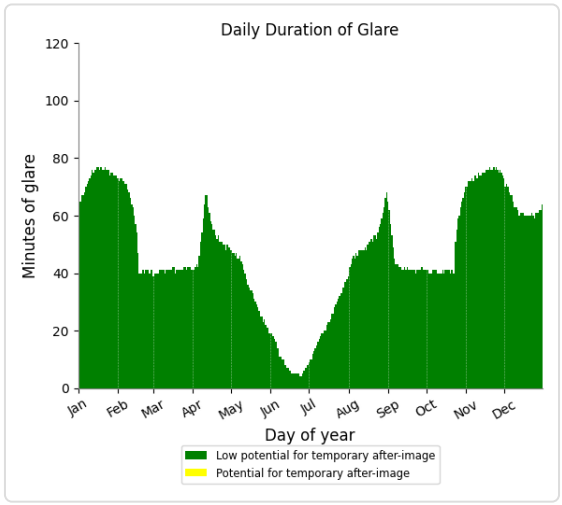


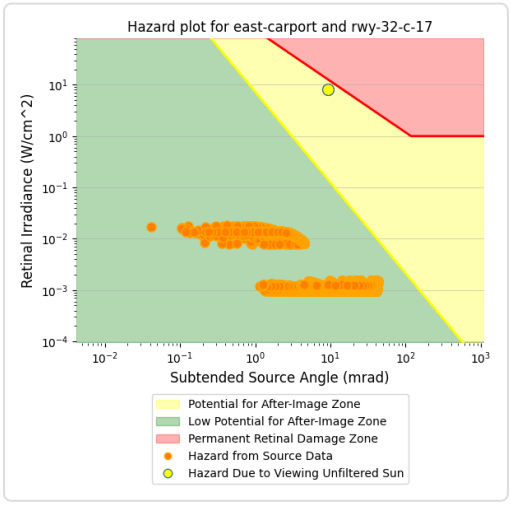
East Carports 17 and 18 and Route: Rwy 32 C-17 KC-135_Pattern_MARB

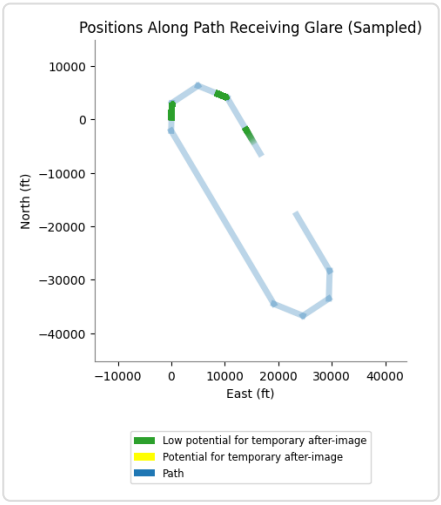
Yellow glare: none

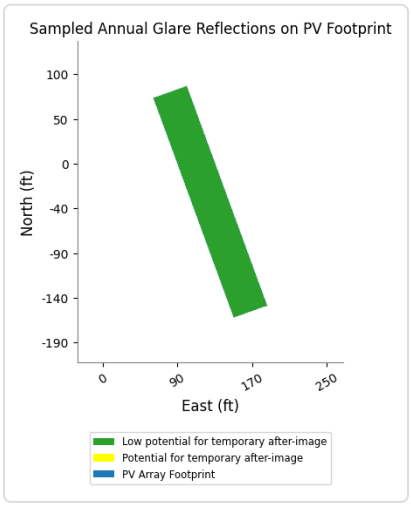
Green glare: 17,268 min.







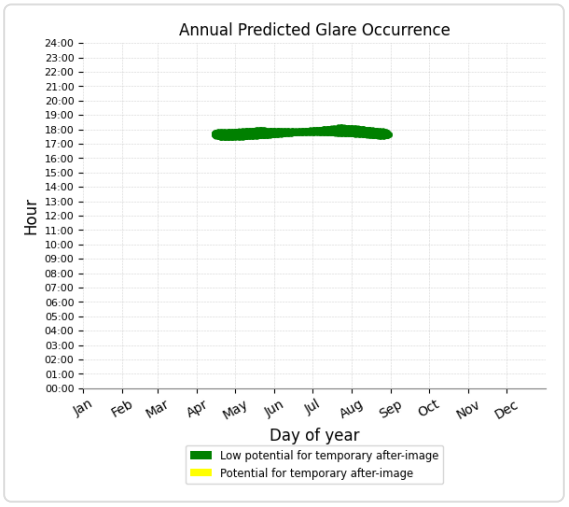


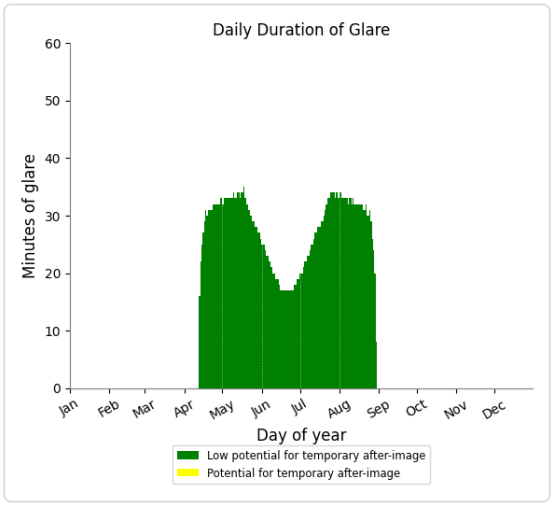


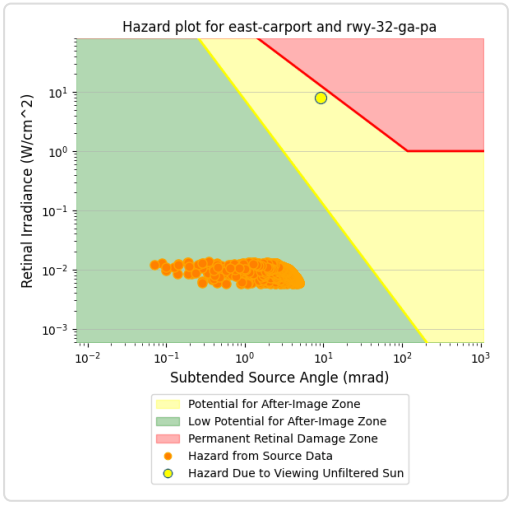
East Carports 17 and 18 and Route: Rwy 32 GA_Pattern_MARB

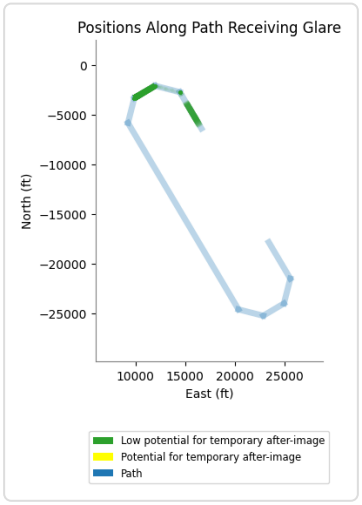
Yellow glare: none

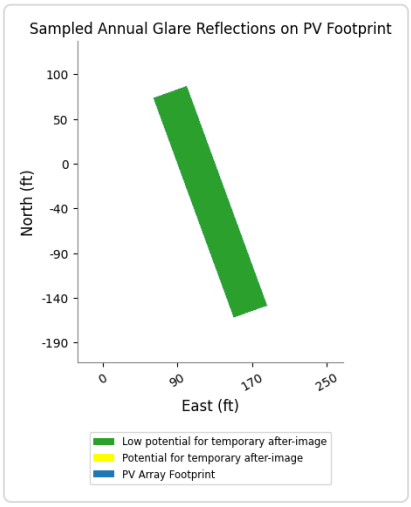
Green glare: 3,868 min.











East Carports 17 and 18 and Route: Rwy 14 C-17 KC-135_Pattern_MARB

No glare found

East Carports 17 and 18 and Route: Rwy 14 GA_Pattern_MARB

No glare found

East Carports 17 and 18 and Route: Rwy 14_Overhead_MARB

No glare found

East Carports 17 and 18 and Route: Rwy 32_Overhead_MARB

No glare found

East Carports 17 and 18 and FP: FP_Rwy 12_Final_MARB

No glare found

East Carports 17 and 18 and FP: FP_Rwy 14 Final_MARB

No glare found

East Carports 17 and 18 and FP: FP_Rwy 30_Final MARB

No glare found

East Carports 17 and 18 and FP: FP_Rwy 32_Final MARB

No glare found

East Carports 17 and 18 and 1-ATCT

No glare found

PV: North Carport 19 low potential for temporary after-image

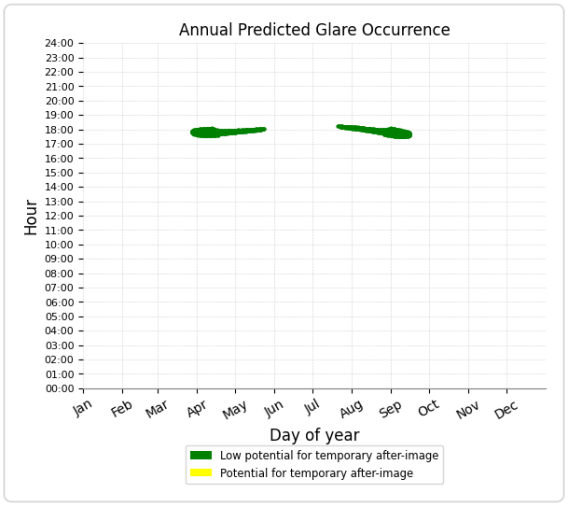
Receptor results ordered by category of glare

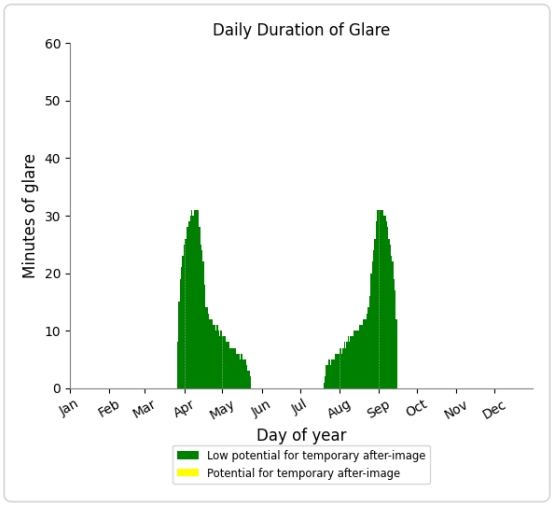
Receptor	Annual Green Glare		Annual Yellow Glare	
	min	hr	min	hr
Rwy 12 GA Pattern Route_MARB	1,680	28.0	0	0.0
Rwy 30 GA Pattern Route_MARB	643	10.7	0	0.0
Rwy 32 C-17 KC-135_Pattern_MARB	14,910	248.5	0	0.0
Rwy 32 GA_Pattern_MARB	3,675	61.2	0	0.0
Rwy 14 C-17 KC-135_Pattern_MARB	0	0.0	0	0.0
Rwy 14 GA_Pattern_MARB	0	0.0	0	0.0
Rwy 14_Overhead_MARB	0	0.0	0	0.0
Rwy 32_Overhead_MARB	0	0.0	0	0.0
FP_Rwy 12_Final_MARB	0	0.0	0	0.0
FP_Rwy 14 Final_MARB	0	0.0	0	0.0
FP_Rwy 30_Final MARB	0	0.0	0	0.0
FP_Rwy 32_Final MARB	0	0.0	0	0.0
1-ATCT	0	0.0	0	0.0

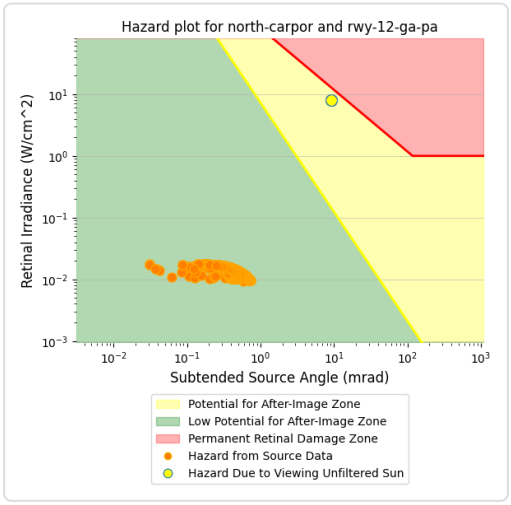
North Carport 19 and Route: Rwy 12 GA Pattern Route_MARB

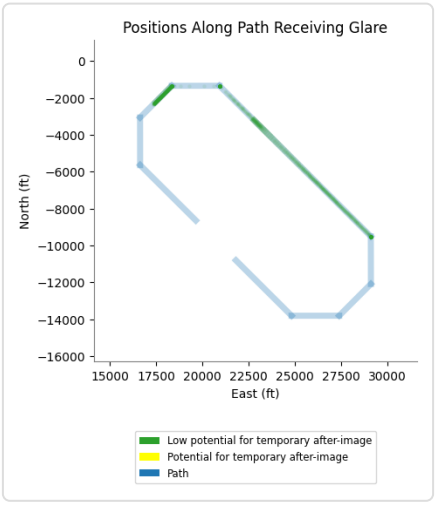
Yellow glare: none

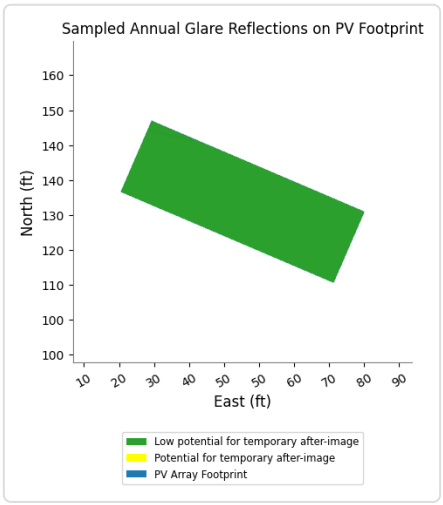
Green glare: 1,680 min.







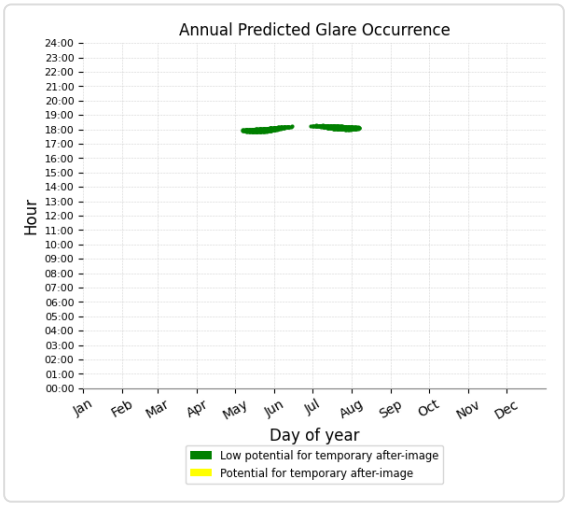


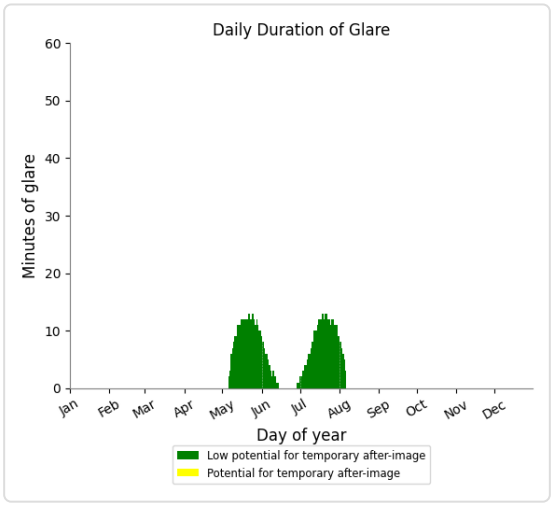


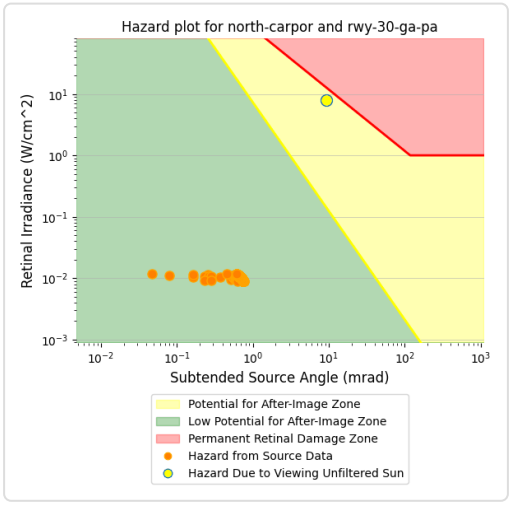
North Carport 19 and Route: Rwy 30 GA Pattern Route_MARB

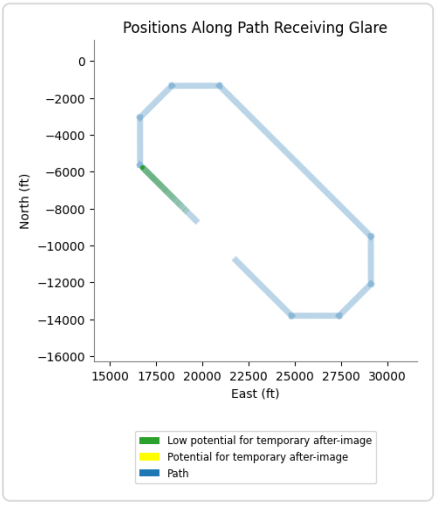
Yellow glare: none

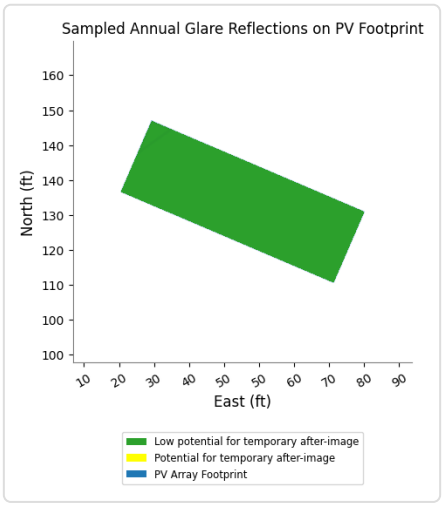
Green glare: 643 min.







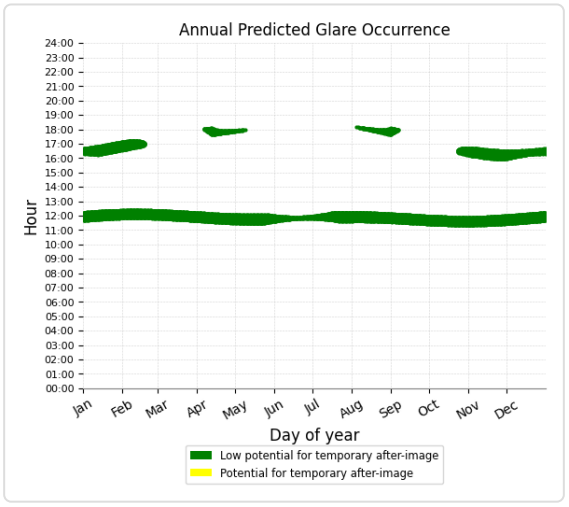


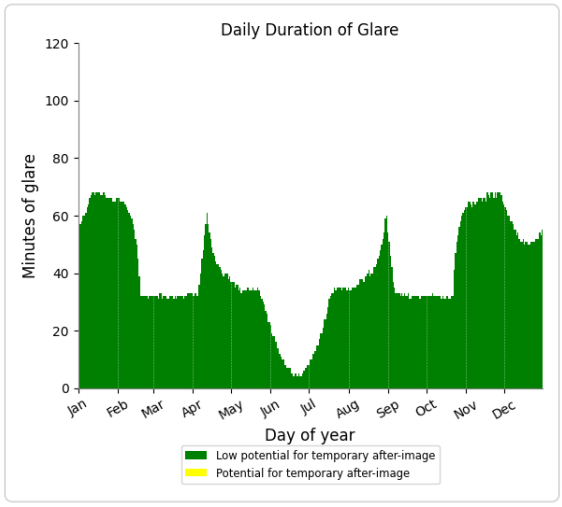


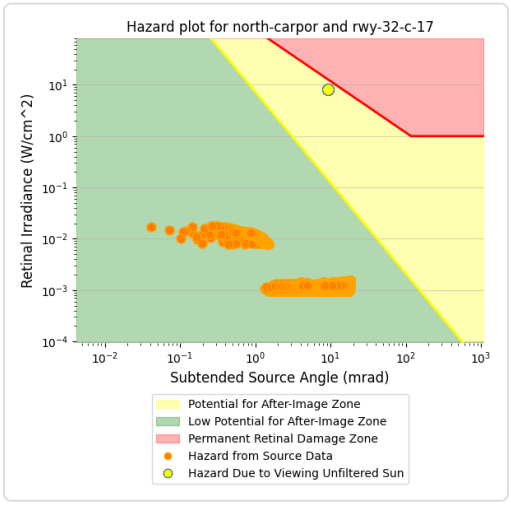
North Carport 19 and Route: Rwy 32 C-17 KC-135_Pattern_MARB

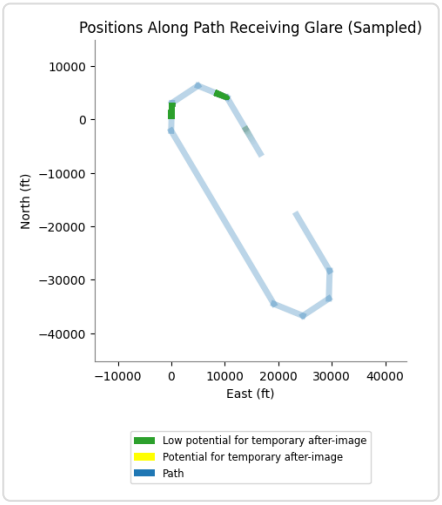
Yellow glare: none

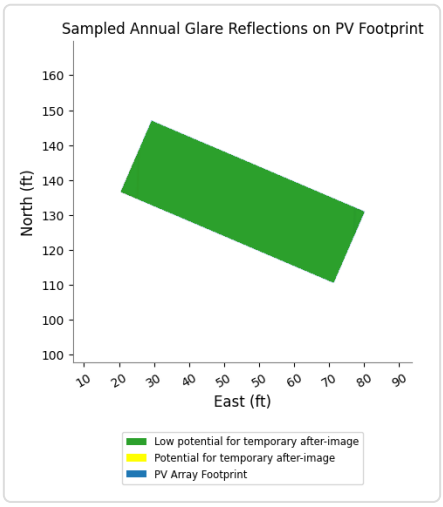
Green glare: 14,910 min.







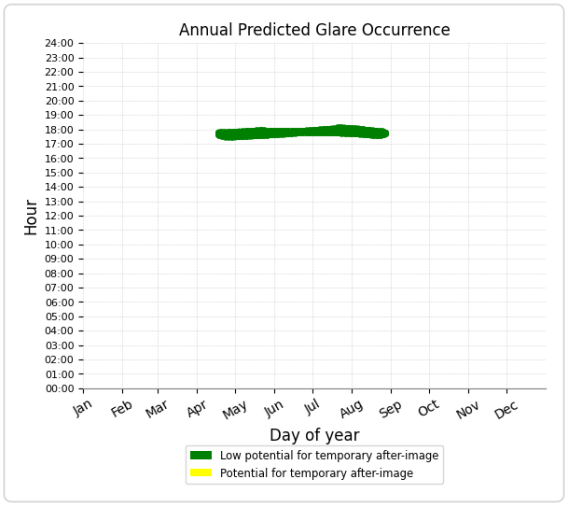


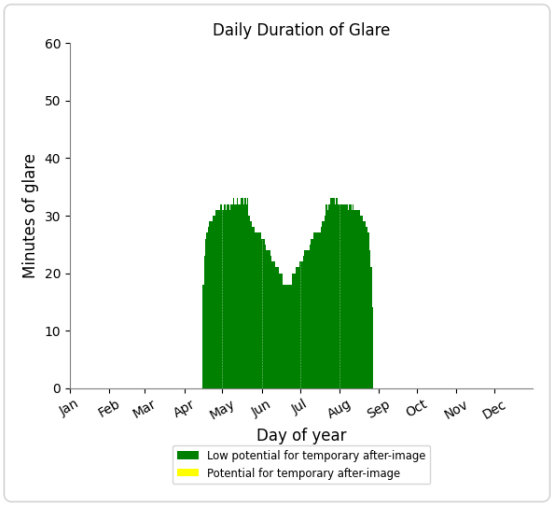


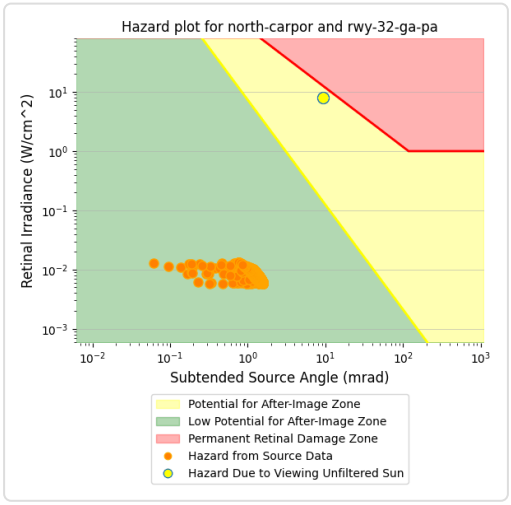
North Carport 19 and Route: Rwy 32 GA_Pattern_MARB

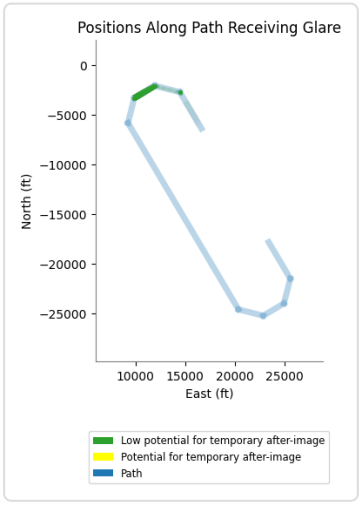
Yellow glare: none

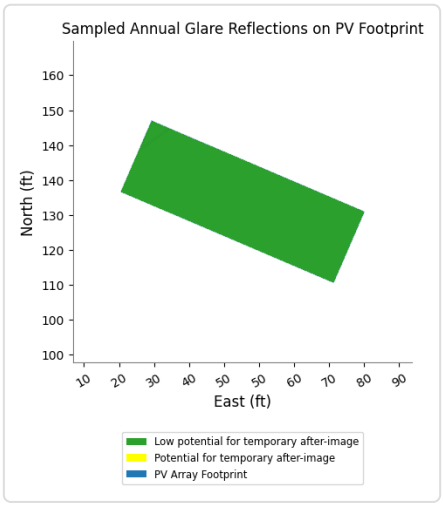
Green glare: 3,675 min.











North Carport 19 and Route: Rwy 14 C-17 KC-135_Pattern_MARB

No glare found

North Carport 19 and Route: Rwy 14 GA_Pattern_MARB

No glare found

North Carport 19 and Route: Rwy 14_Overhead_MARB

No glare found

North Carport 19 and Route: Rwy 32_Overhead_MARB

No glare found

North Carport 19 and FP: FP_Rwy 12_Final_MARB

No glare found

North Carport 19 and FP: FP_Rwy 14 Final_MARB

No glare found

North Carport 19 and FP: FP_Rwy 30_Final MARB

No glare found

North Carport 19 and FP: FP_Rwy 32_Final MARB

No glare found

North Carport 19 and 1-ATCT

No glare found

PV: South Carports 4 and 5 low potential for temporary after-image

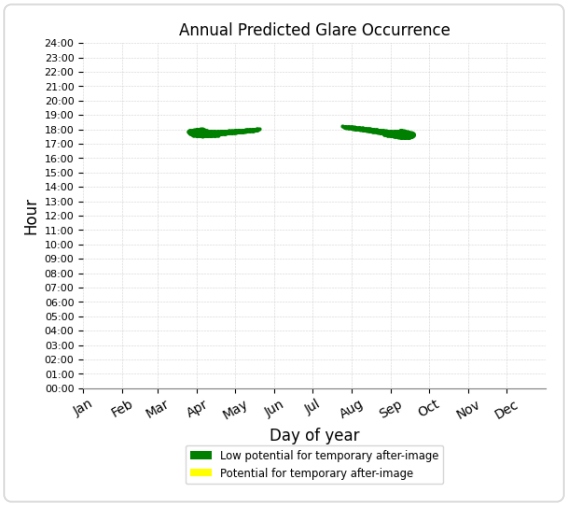
Receptor results ordered by category of glare

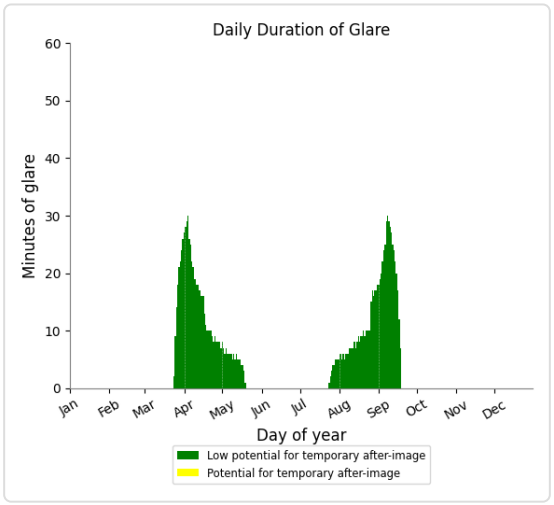
Receptor	Annual Green Glare		Annual Yellow Glare	
	min	hr	min	hr
Rwy 12 GA Pattern Route_MARB	1,430	23.8	0	0.0
Rwy 30 GA Pattern Route_MARB	516	8.6	0	0.0
Rwy 32 C-17 KC-135_Pattern_MARB	14,091	234.8	0	0.0
Rwy 32 GA_Pattern_MARB	2,784	46.4	0	0.0
Rwy 14 C-17 KC-135_Pattern_MARB	0	0.0	0	0.0
Rwy 14 GA_Pattern_MARB	0	0.0	0	0.0
Rwy 14_Overhead_MARB	0	0.0	0	0.0
Rwy 32_Overhead_MARB	0	0.0	0	0.0
FP_Rwy 12_Final_MARB	0	0.0	0	0.0
FP_Rwy 14 Final_MARB	0	0.0	0	0.0
FP_Rwy 30_Final MARB	0	0.0	0	0.0
FP_Rwy 32_Final MARB	0	0.0	0	0.0
1-ATCT	0	0.0	0	0.0

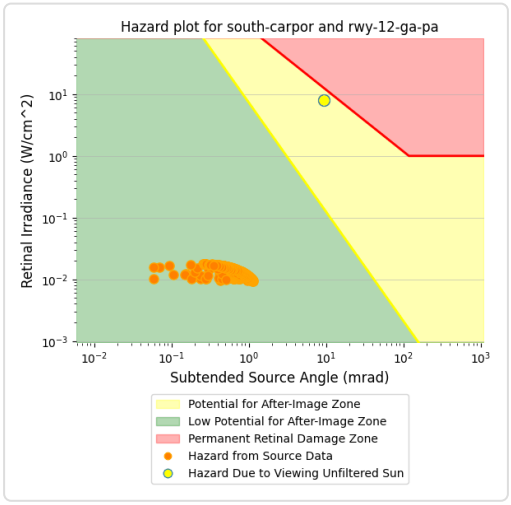
South Carports 4 and 5 and Route: Rwy 12 GA Pattern Route_MARB

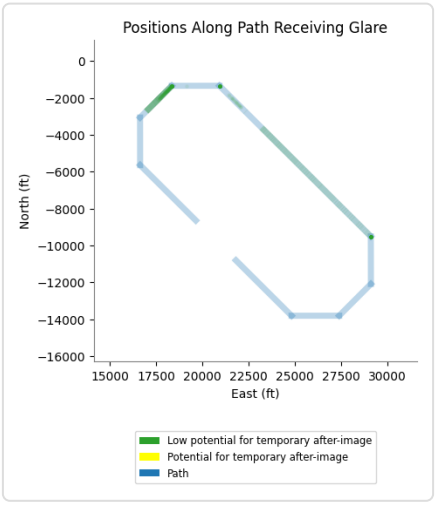
Yellow glare: none

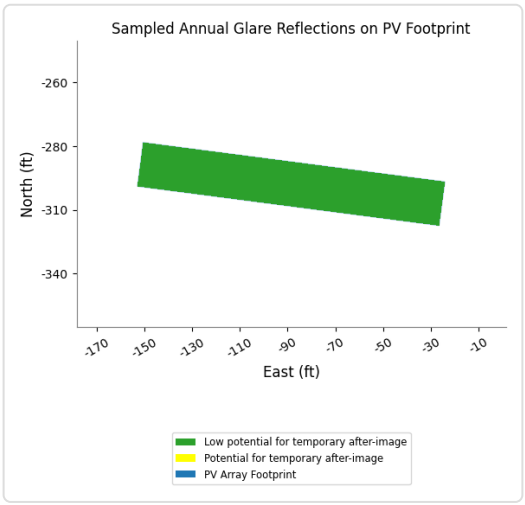
Green glare: 1,430 min.







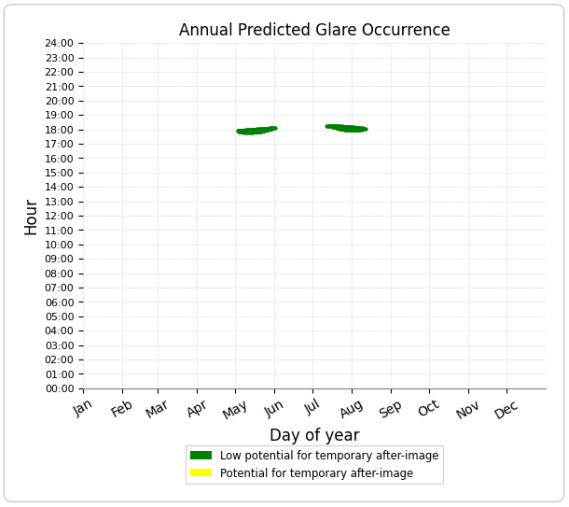


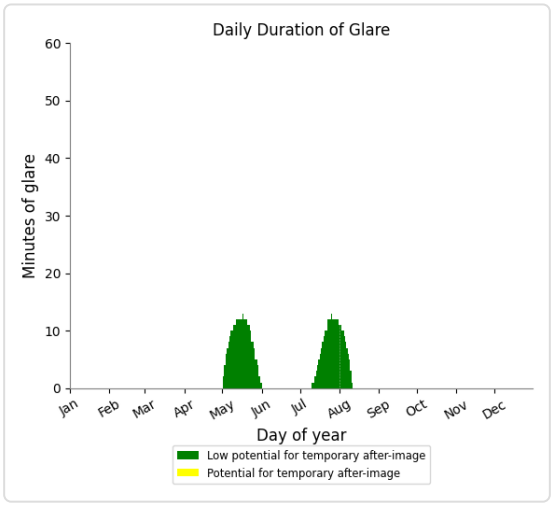


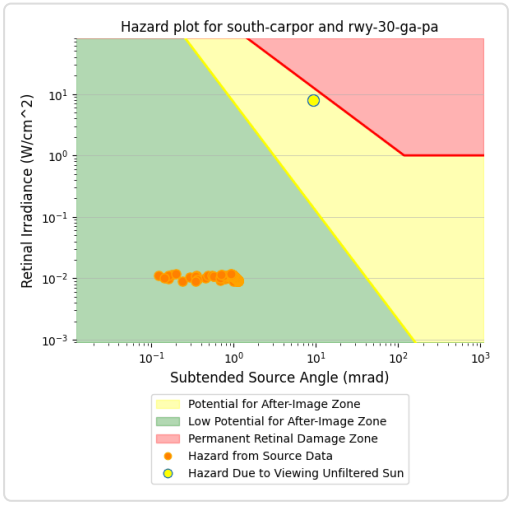
South Carports 4 and 5 and Route: Rwy 30 GA Pattern Route_MARB

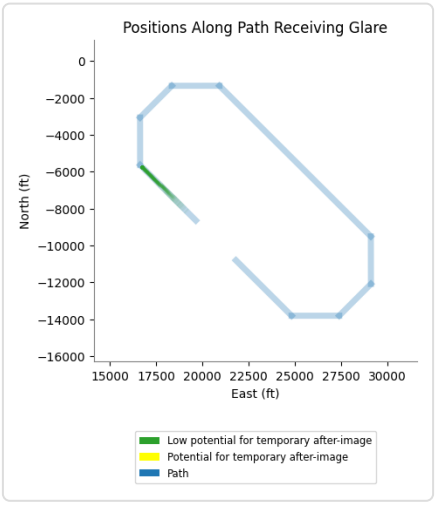
Yellow glare: none

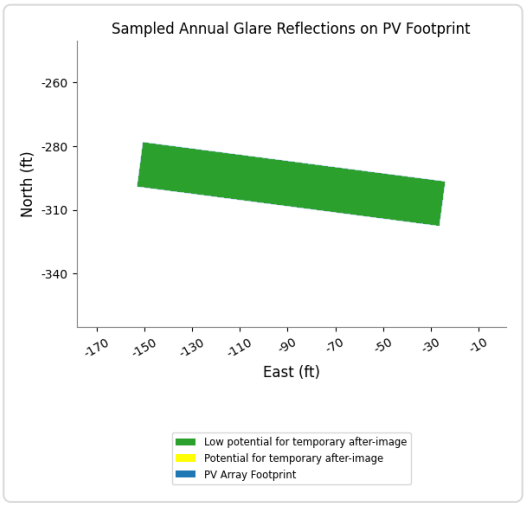
Green glare: 516 min.







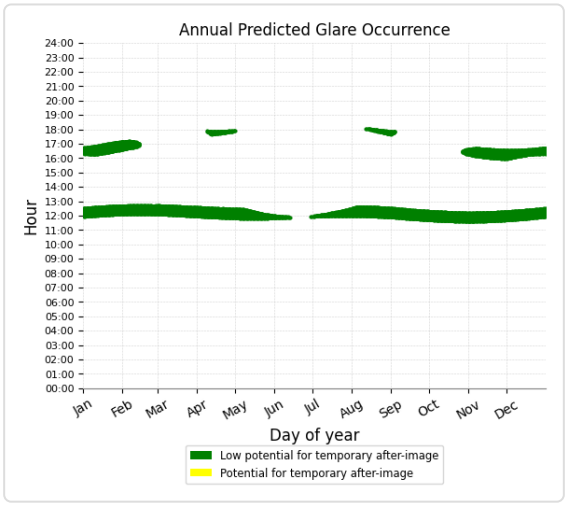


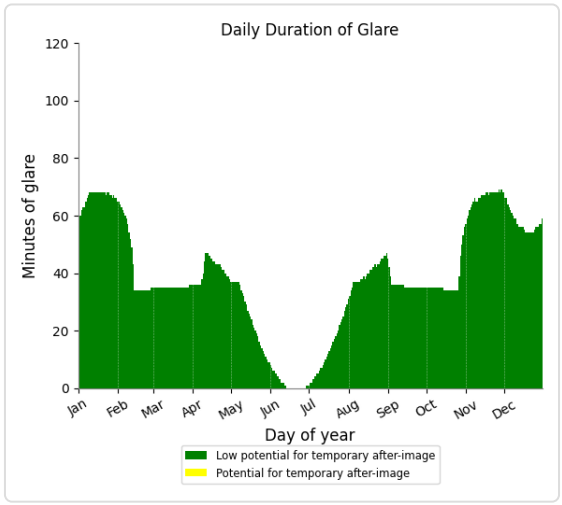


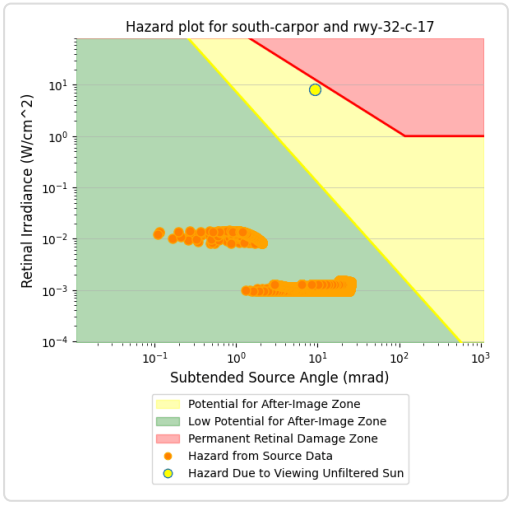
South Carports 4 and 5 and Route: Rwy 32 C-17 KC-135_Pattern_MARB

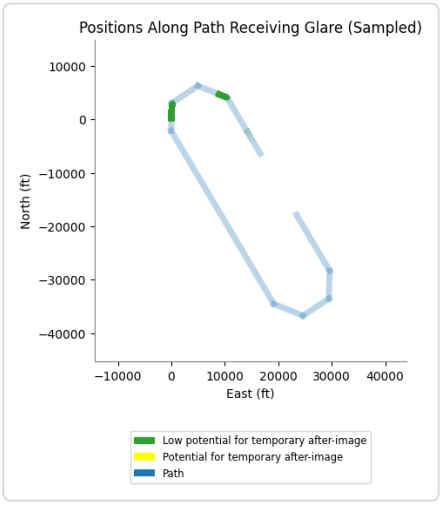
Yellow glare: none

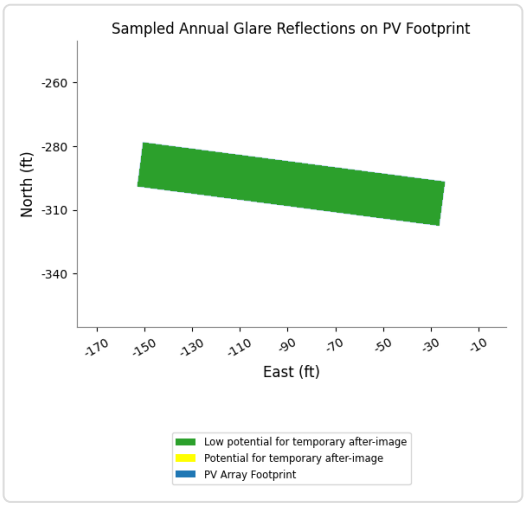
Green glare: 14,091 min.







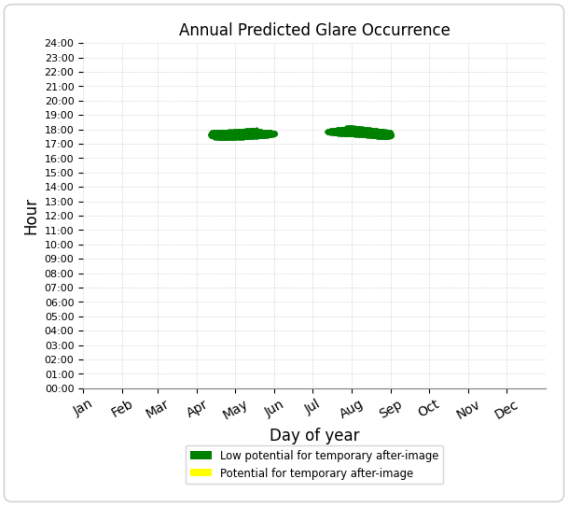


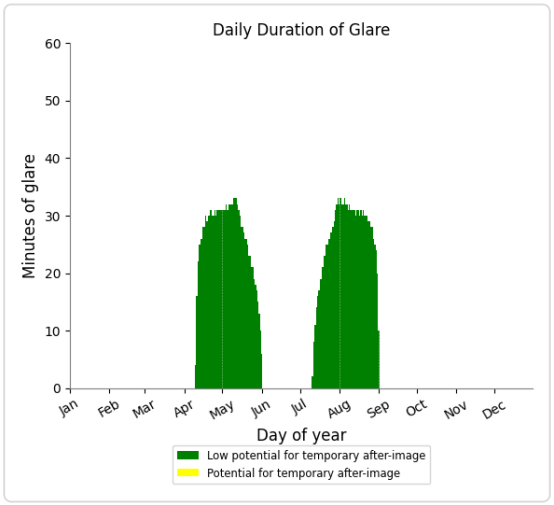


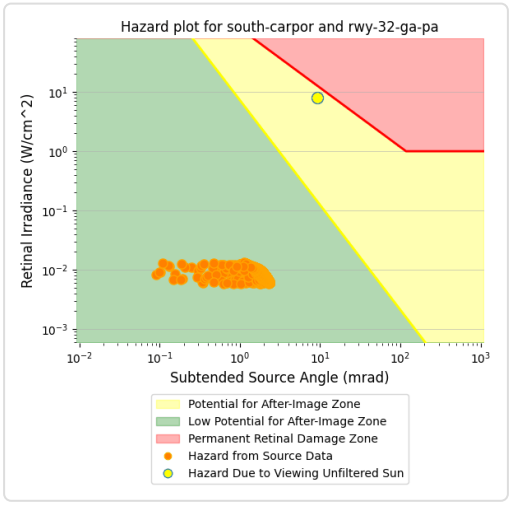
South Carports 4 and 5 and Route: Rwy 32 GA_Pattern_MARB

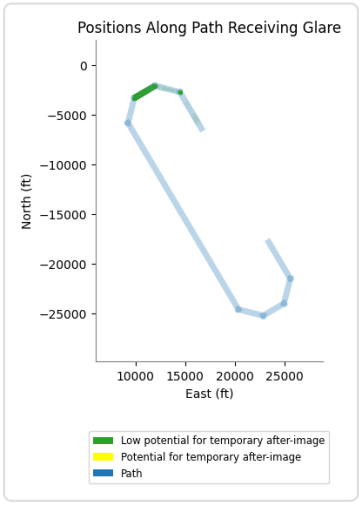
Yellow glare: none

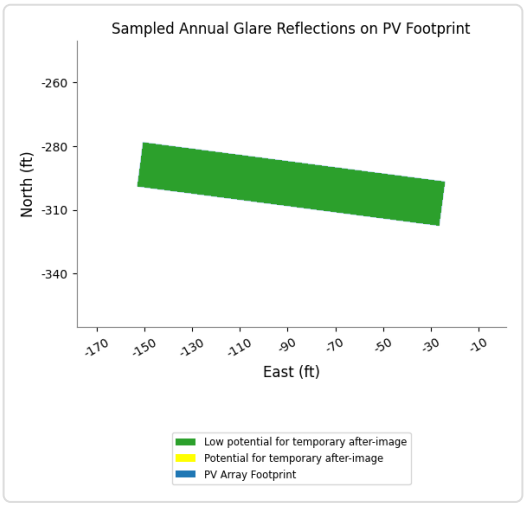
Green glare: 2,784 min.











South Carports 4 and 5 and Route: Rwy 14 C-17 KC-135_Pattern_MARB

No glare found

South Carports 4 and 5 and Route: Rwy 14 GA_Pattern_MARB

No glare found

South Carports 4 and 5 and Route: Rwy 14_Overhead_MARB

No glare found

South Carports 4 and 5 and Route: Rwy 32_Overhead_MARB

No glare found

South Carports 4 and 5 and FP: FP_Rwy 12_Final_MARB

No glare found

South Carports 4 and 5 and FP: FP_Rwy 14 Final_MARB

No glare found

South Carports 4 and 5 and FP: FP_Rwy 30_Final MARB

No glare found

South Carports 4 and 5 and FP: FP_Rwy 32_Final MARB

No glare found

South Carports 4 and 5 and 1-ATCT

No glare found

PV: South Carports 6 and 7 low potential for temporary after-image

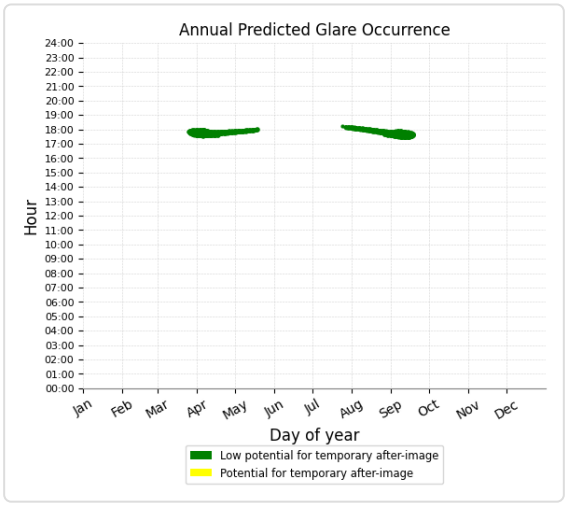
Receptor results ordered by category of glare

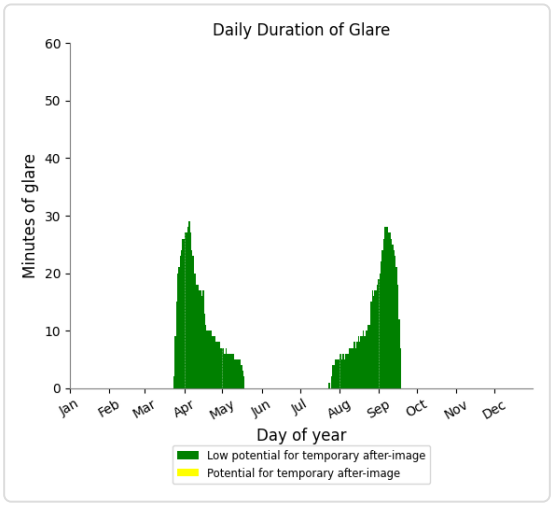
Receptor	Annual Green Glare		Annual Yellow Glare	
	min	hr	min	hr
Rwy 12 GA Pattern Route_MARB	1,444	24.1	0	0.0
Rwy 30 GA Pattern Route_MARB	531	8.8	0	0.0
Rwy 32 C-17 KC-135_Pattern_MARB	16,220	270.3	0	0.0
Rwy 32 GA_Pattern_MARB	2,961	49.4	0	0.0
Rwy 14 C-17 KC-135_Pattern_MARB	0	0.0	0	0.0
Rwy 14 GA_Pattern_MARB	0	0.0	0	0.0
Rwy 14_Overhead_MARB	0	0.0	0	0.0
Rwy 32_Overhead_MARB	0	0.0	0	0.0
FP_Rwy 12_Final_MARB	0	0.0	0	0.0
FP_Rwy 14 Final_MARB	0	0.0	0	0.0
FP_Rwy 30_Final MARB	0	0.0	0	0.0
FP_Rwy 32_Final MARB	0	0.0	0	0.0
1-ATCT	0	0.0	0	0.0

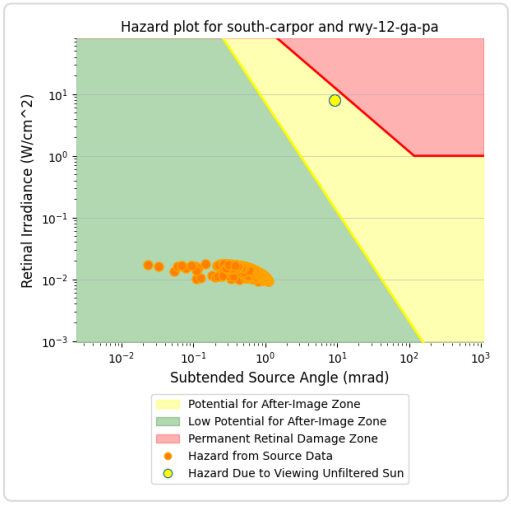
South Carports 6 and 7 and Route: Rwy 12 GA Pattern Route_MARB

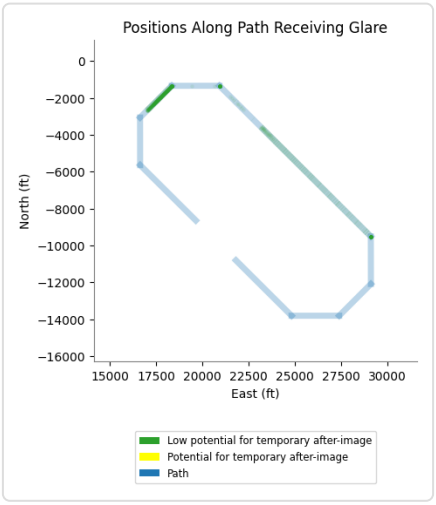
Yellow glare: none

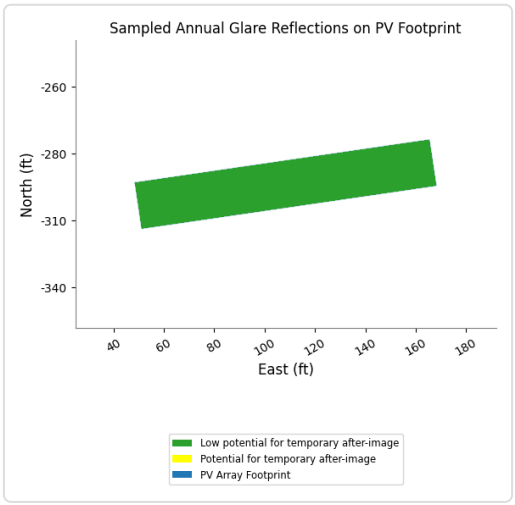
Green glare: 1,444 min.







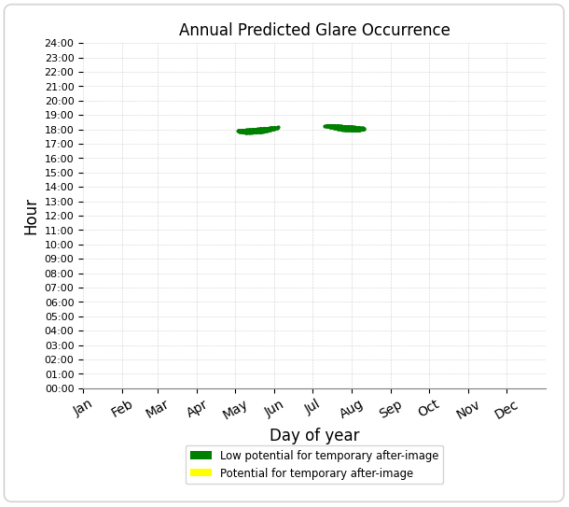


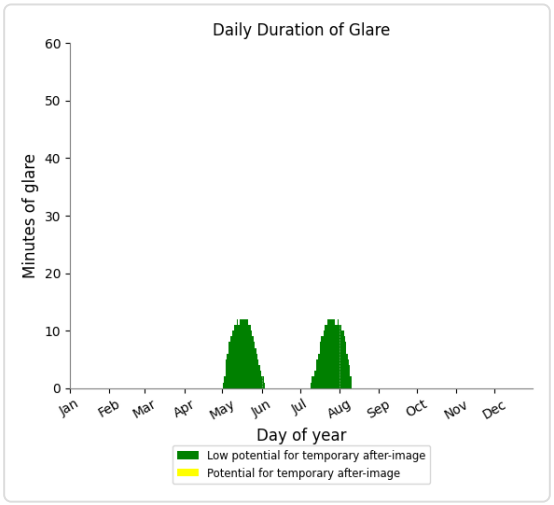


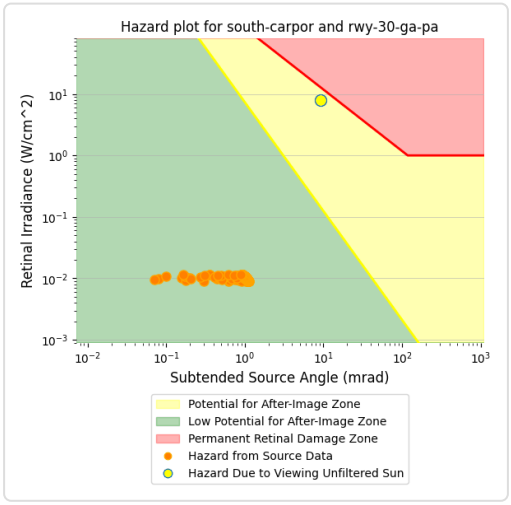
South Carports 6 and 7 and Route: Rwy 30 GA Pattern Route_MARB

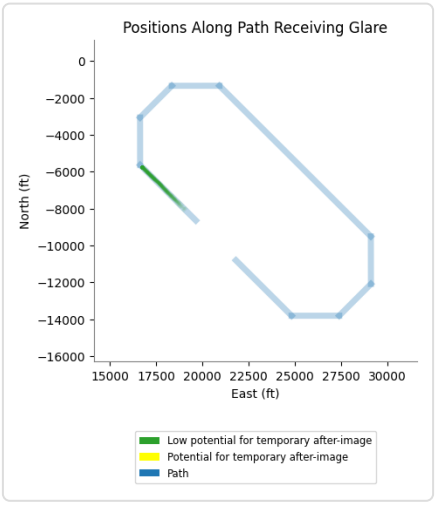
Yellow glare: none

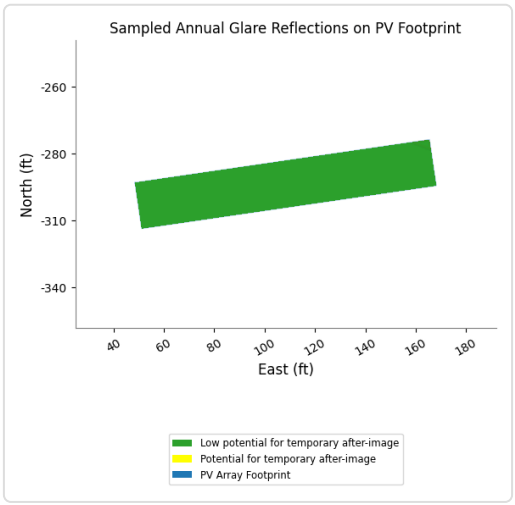
Green glare: 531 min.







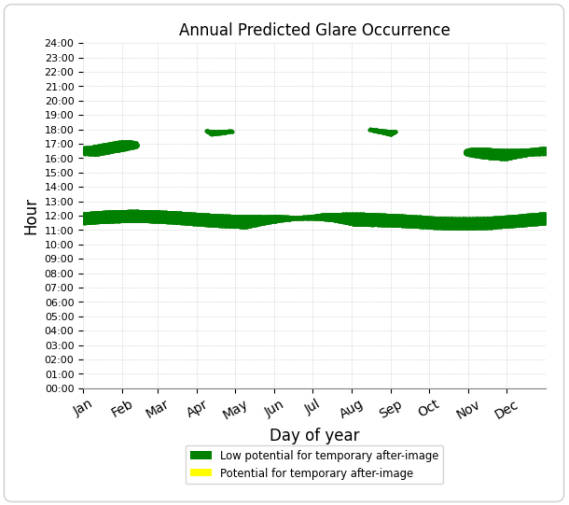


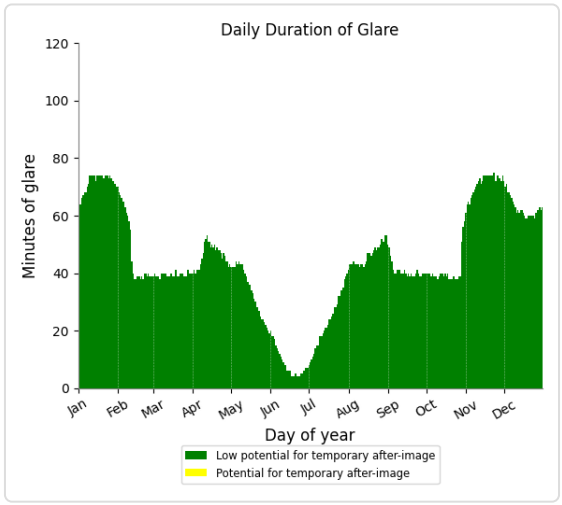


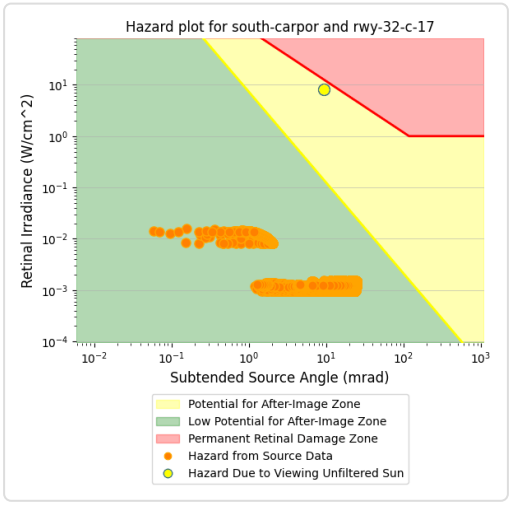
South Carports 6 and 7 and Route: Rwy 32 C-17 KC-135_Pattern_MARB

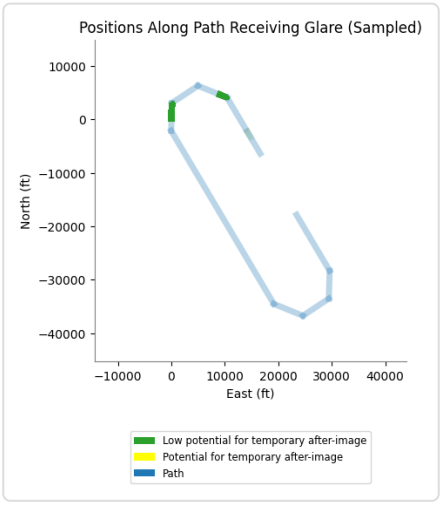
Yellow glare: none

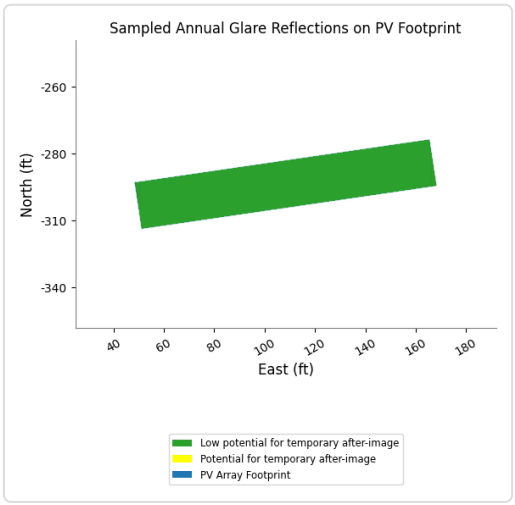
Green glare: 16,220 min.







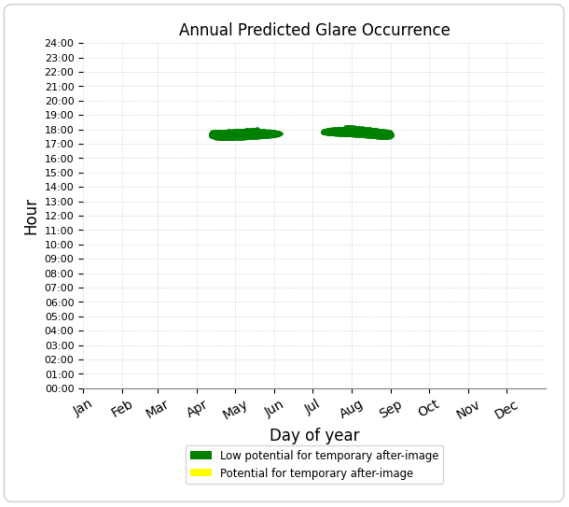


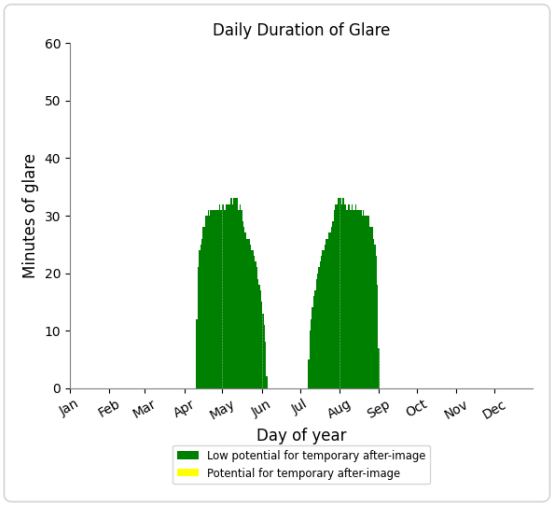


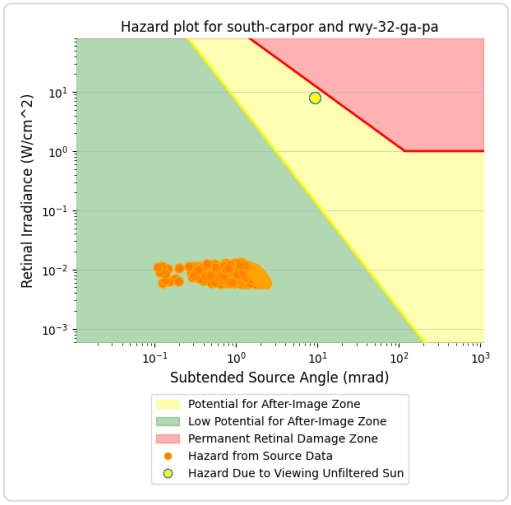
South Carports 6 and 7 and Route: Rwy 32 GA_Pattern_MARB

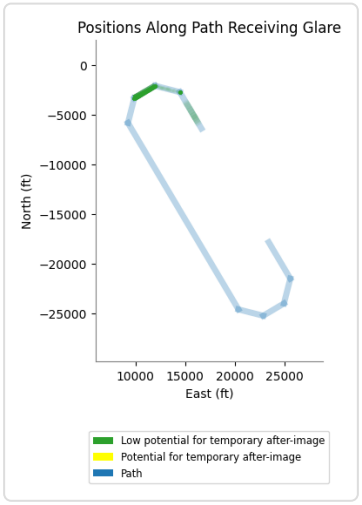
Yellow glare: none

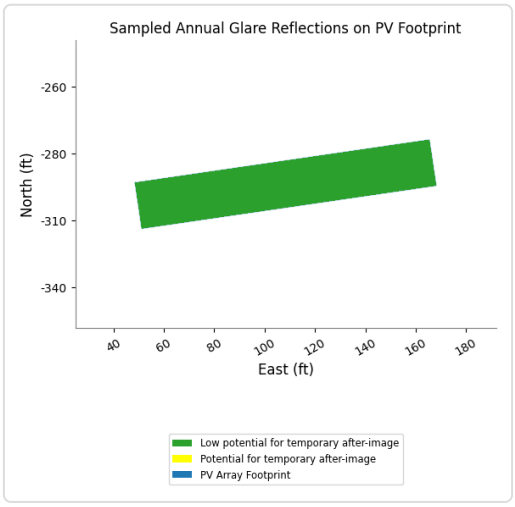
Green glare: 2,961 min.











South Carports 6 and 7 and Route: Rwy 14 C-17 KC-135_Pattern_MARB

No glare found

South Carports 6 and 7 and Route: Rwy 14 GA_Pattern_MARB

No glare found

South Carports 6 and 7 and Route: Rwy 14_Overhead_MARB

No glare found

South Carports 6 and 7 and Route: Rwy 32_Overhead_MARB

No glare found

South Carports 6 and 7 and FP: FP_Rwy 12_Final_MARB

No glare found

South Carports 6 and 7 and FP: FP_Rwy 14 Final_MARB

No glare found

South Carports 6 and 7 and FP: FP_Rwy 30_Final MARB

No glare found

South Carports 6 and 7 and FP: FP_Rwy 32_Final MARB

No glare found

South Carports 6 and 7 and 1-ATCT

No glare found

PV: West Carport 16 low potential for temporary after-image

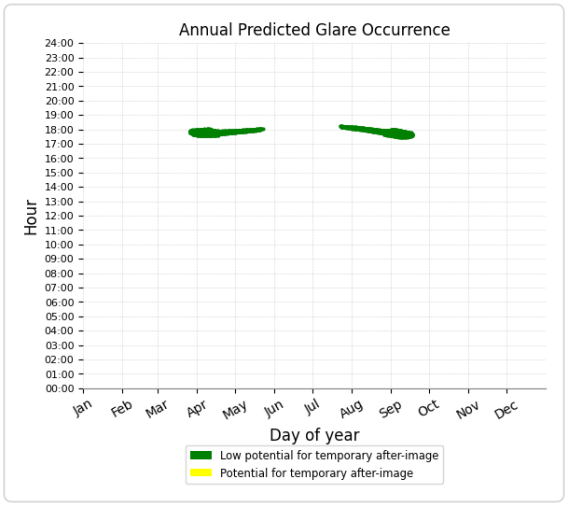
Receptor results ordered by category of glare

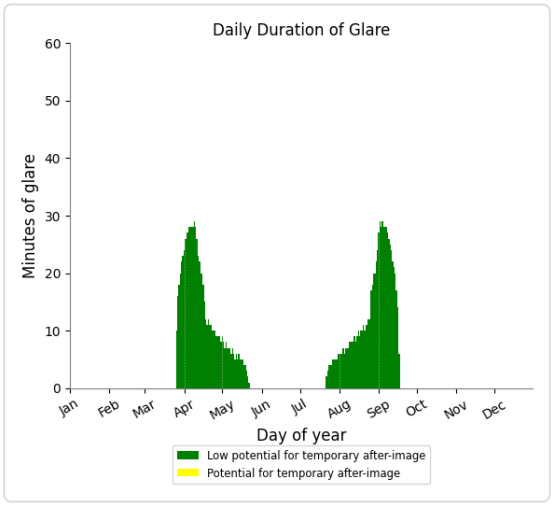
Receptor	Annual Green Glare		Annual Yellow Glare	
	min	hr	min	hr
Rwy 12 GA Pattern Route_MARB	1,559	26.0	0	0.0
Rwy 30 GA Pattern Route_MARB	580	9.7	0	0.0
Rwy 32 C-17 KC-135_Pattern_MARB	12,718	212.0	0	0.0
Rwy 32 GA_Pattern_MARB	3,319	55.3	0	0.0
Rwy 14 C-17 KC-135_Pattern_MARB	0	0.0	0	0.0
Rwy 14 GA_Pattern_MARB	0	0.0	0	0.0
Rwy 14_Overhead_MARB	0	0.0	0	0.0
Rwy 32_Overhead_MARB	0	0.0	0	0.0
FP_Rwy 12_Final_MARB	0	0.0	0	0.0
FP_Rwy 14 Final_MARB	0	0.0	0	0.0
FP_Rwy 30_Final MARB	0	0.0	0	0.0
FP_Rwy 32_Final MARB	0	0.0	0	0.0
1-ATCT	0	0.0	0	0.0

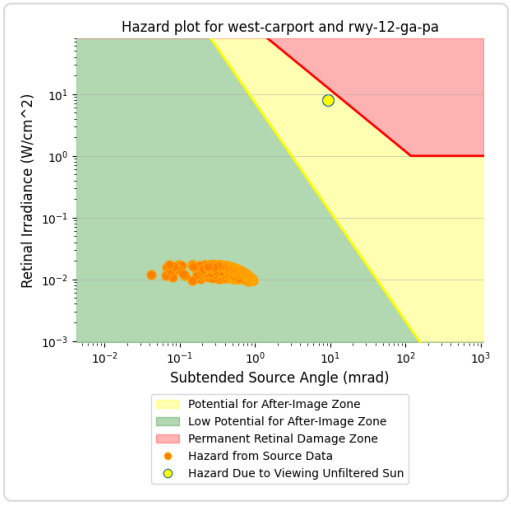
West Carport 16 and Route: Rwy 12 GA Pattern Route_MARB

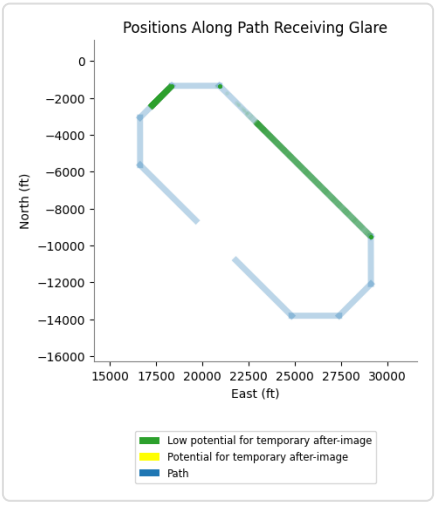
Yellow glare: none

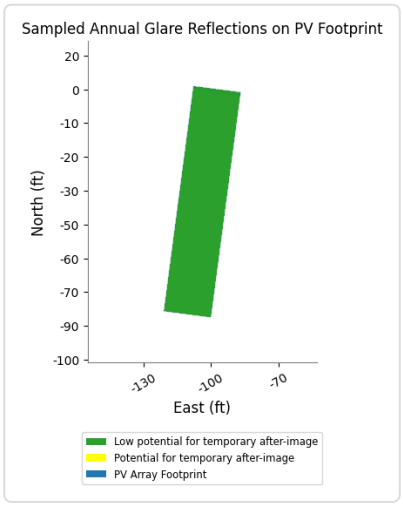
Green glare: 1,559 min.







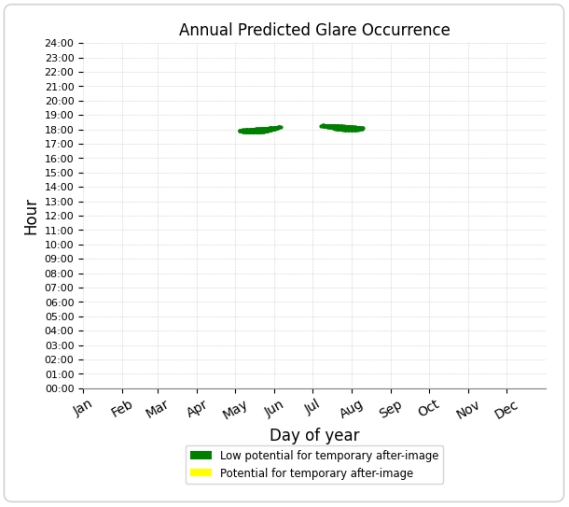


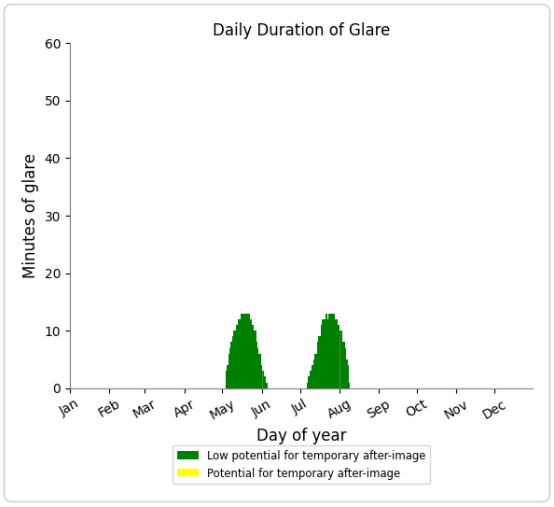


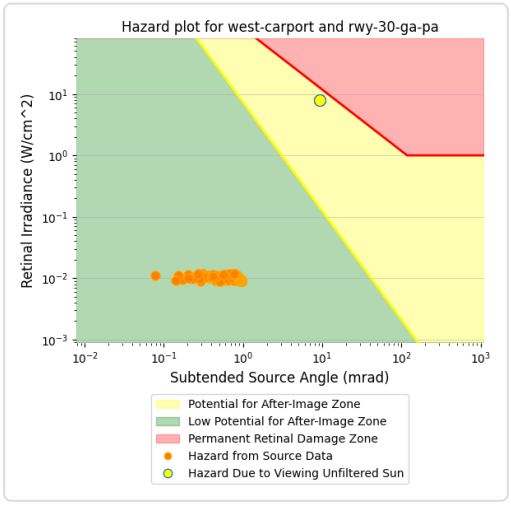
West Carport 16 and Route: Rwy 30 GA Pattern Route_MARB

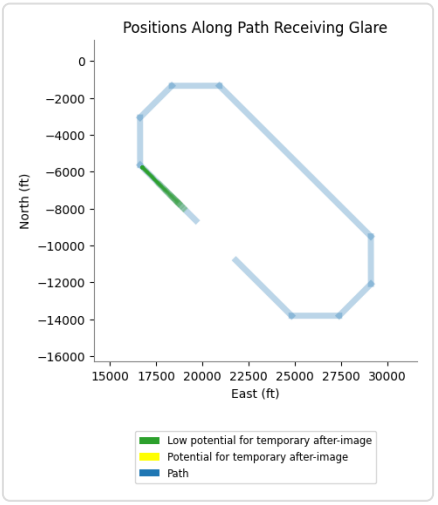
Yellow glare: none

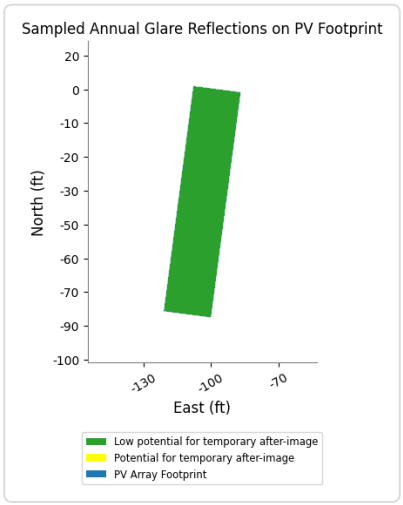
Green glare: 580 min.







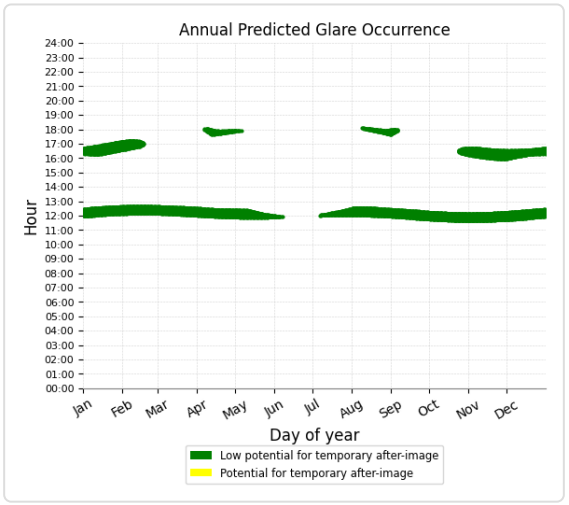


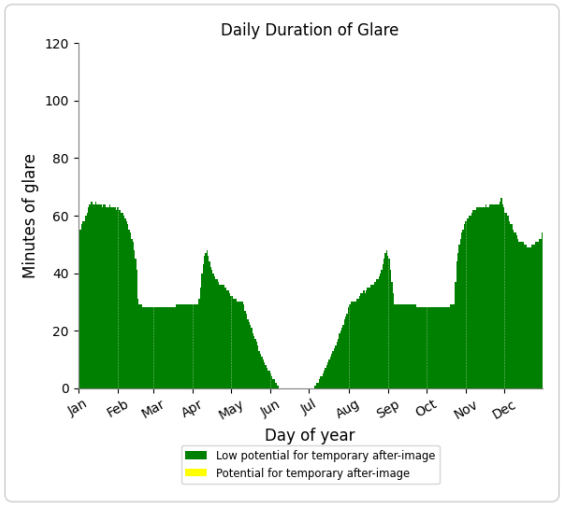


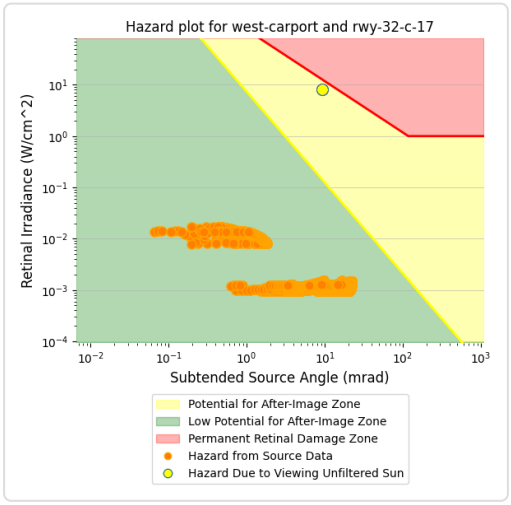
West Carport 16 and Route: Rwy 32 C-17 KC-135_Pattern_MARB

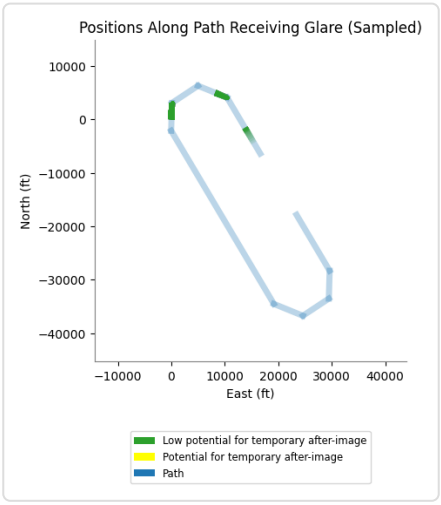
Yellow glare: none

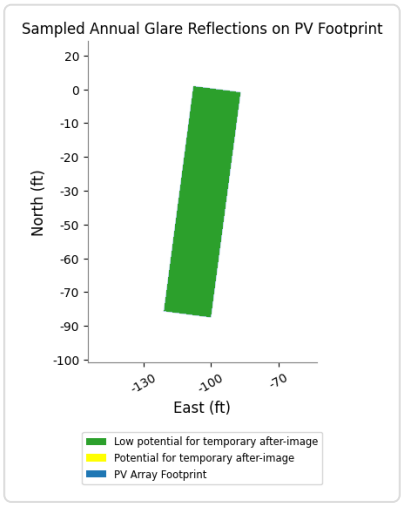
Green glare: 12,718 min.







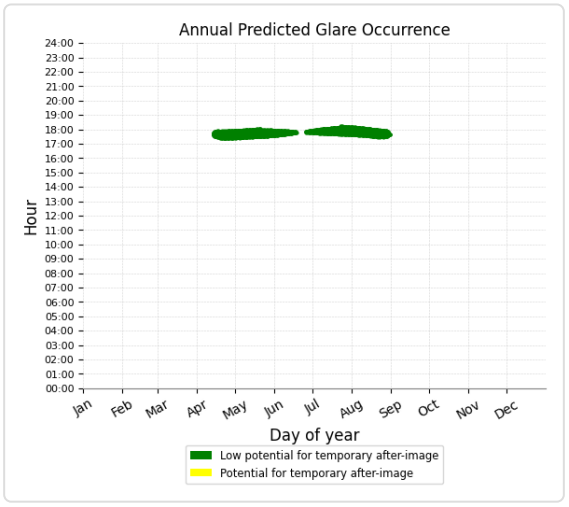


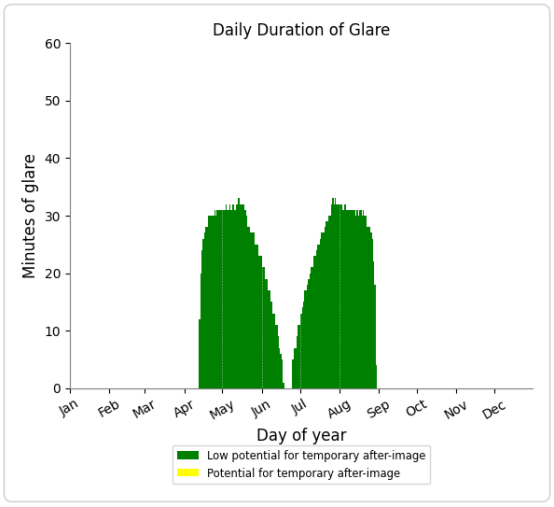


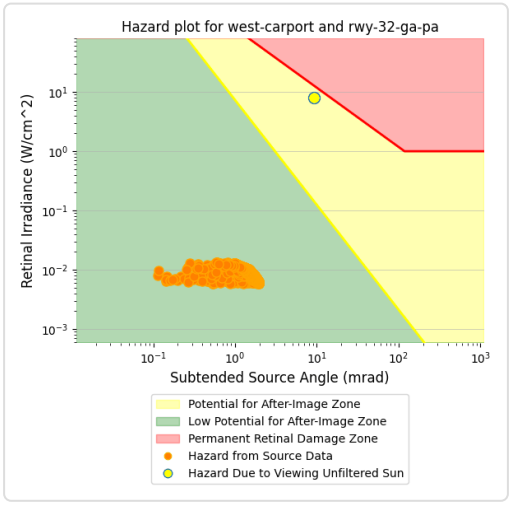
West Carport 16 and Route: Rwy 32 GA_Pattern_MARB

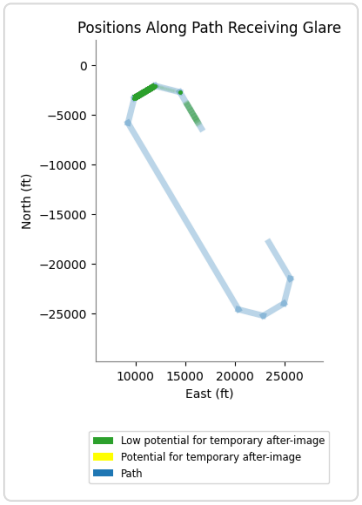
Yellow glare: none

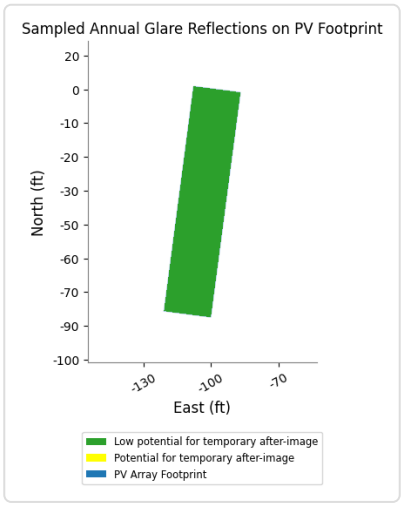
Green glare: 3,319 min.











West Carport 16 and Route: Rwy 14 C-17 KC-135_Pattern_MARB

No glare found

West Carport 16 and Route: Rwy 14 GA_Pattern_MARB

No glare found

West Carport 16 and Route: Rwy 14_Overhead_MARB

No glare found

West Carport 16 and Route: Rwy 32_Overhead_MARB

No glare found

West Carport 16 and FP: FP_Rwy 12_Final_MARB

No glare found

West Carport 16 and FP: FP_Rwy 14 Final_MARB

No glare found

West Carport 16 and FP: FP_Rwy 30_Final MARB

No glare found

West Carport 16 and FP: FP_Rwy 32_Final MARB

No glare found

West Carport 16 and 1-ATCT

No glare found

PV: West Carports 11 and 12 low potential for temporary after-image

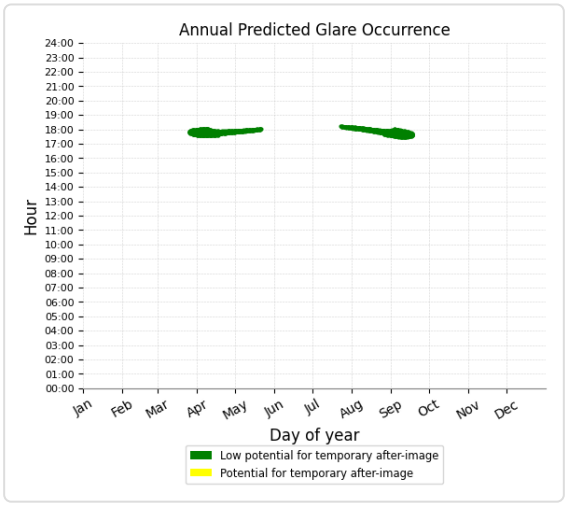
Receptor results ordered by category of glare

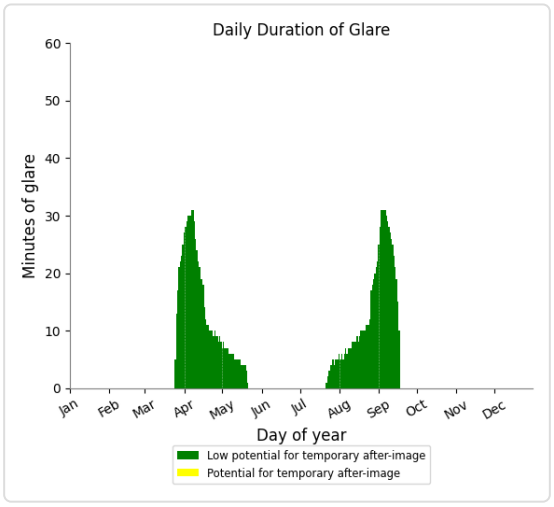
Receptor	Annual Green Glare		Annual Yellow Glare	
	min	hr	min	hr
Rwy 12 GA Pattern Route_MARB	1,581	26.4	0	0.0
Rwy 30 GA Pattern Route_MARB	594	9.9	0	0.0
Rwy 32 C-17 KC-135_Pattern_MARB	12,165	202.8	0	0.0
Rwy 32 GA_Pattern_MARB	3,191	53.2	0	0.0
Rwy 14 C-17 KC-135_Pattern_MARB	0	0.0	0	0.0
Rwy 14 GA_Pattern_MARB	0	0.0	0	0.0
Rwy 14_Overhead_MARB	0	0.0	0	0.0
Rwy 32_Overhead_MARB	0	0.0	0	0.0
FP_Rwy 12_Final_MARB	0	0.0	0	0.0
FP_Rwy 14 Final_MARB	0	0.0	0	0.0
FP_Rwy 30_Final MARB	0	0.0	0	0.0
FP_Rwy 32_Final MARB	0	0.0	0	0.0
1-ATCT	0	0.0	0	0.0

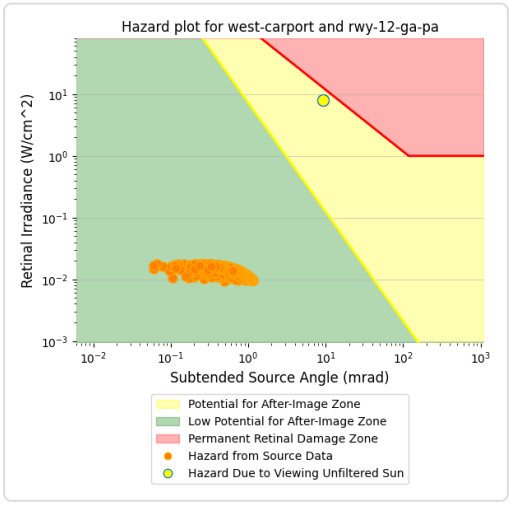
West Carports 11 and 12 and Route: Rwy 12 GA Pattern Route_MARB

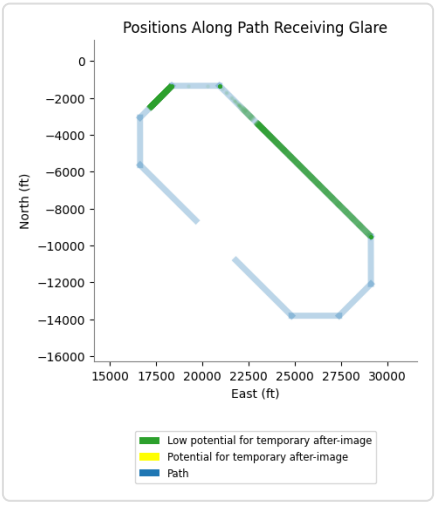
Yellow glare: none

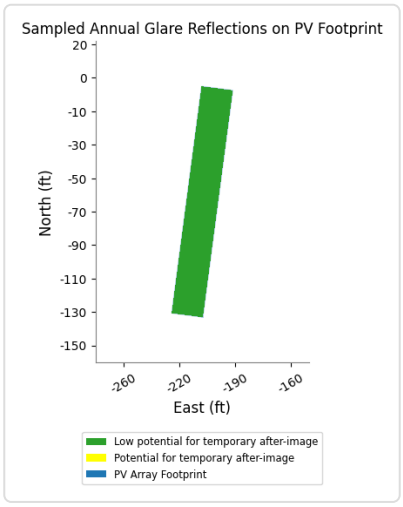
Green glare: 1,581 min.







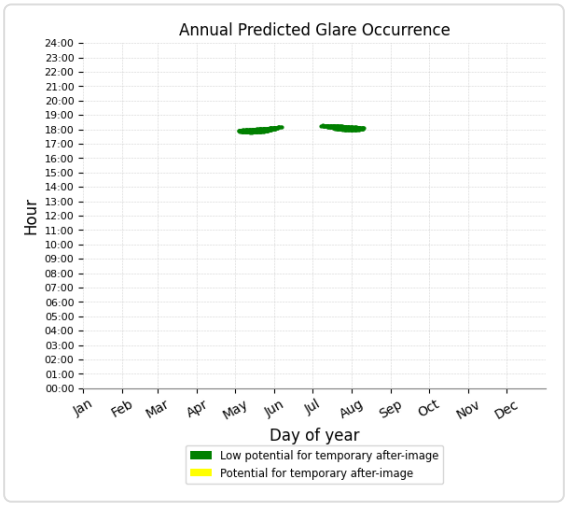


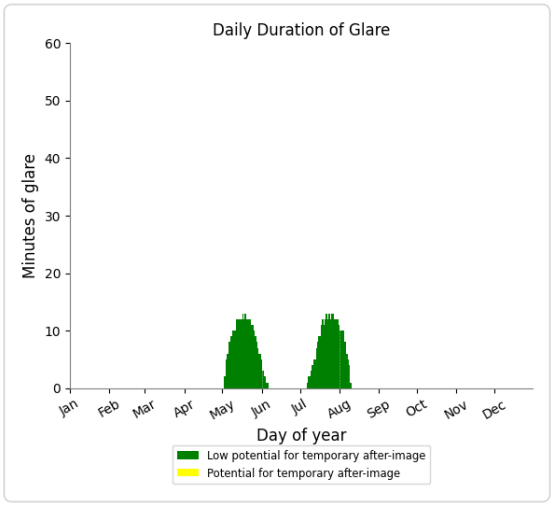


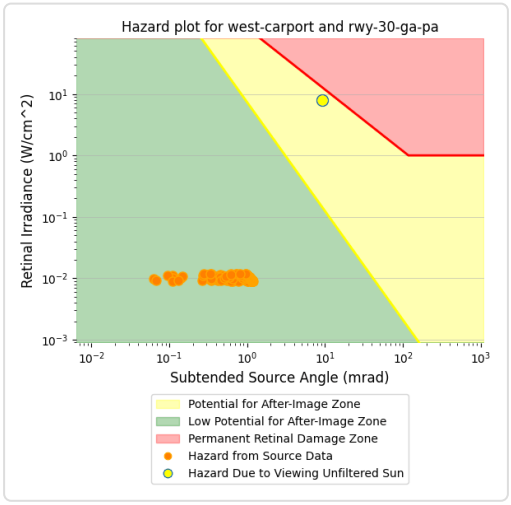
West Carports 11 and 12 and Route: Rwy 30 GA Pattern Route_MARB

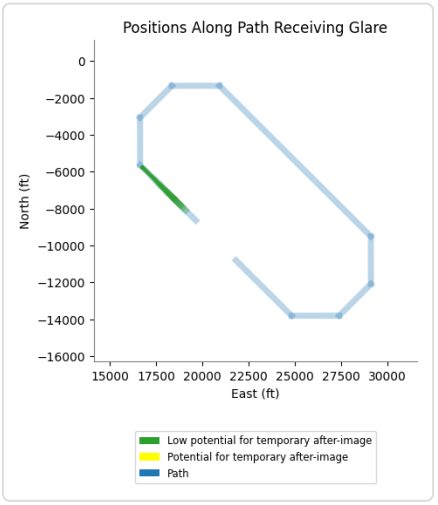
Yellow glare: none

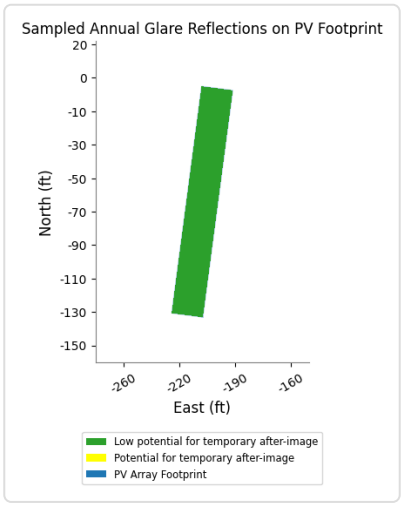
Green glare: 594 min.







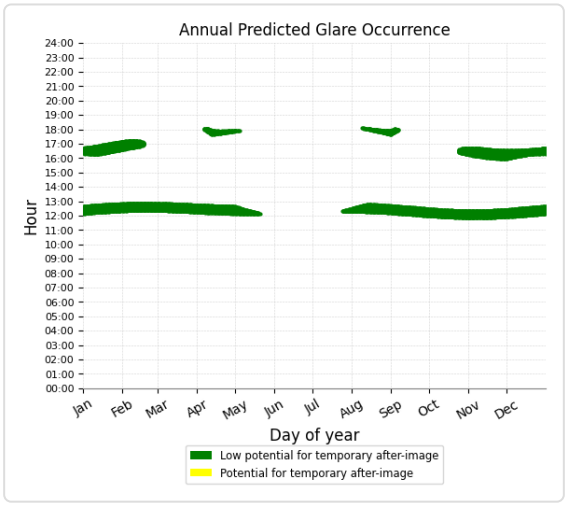


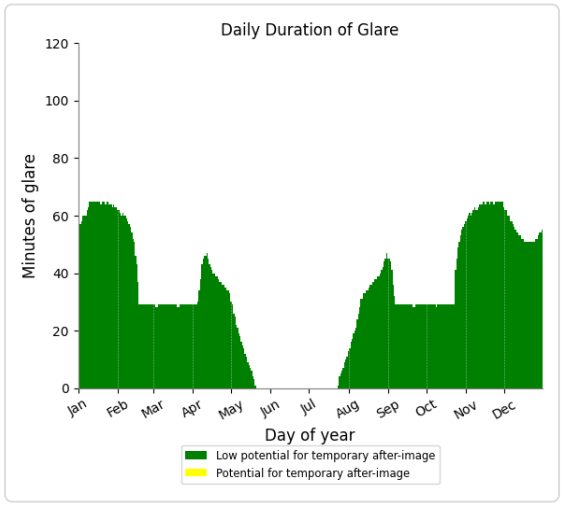


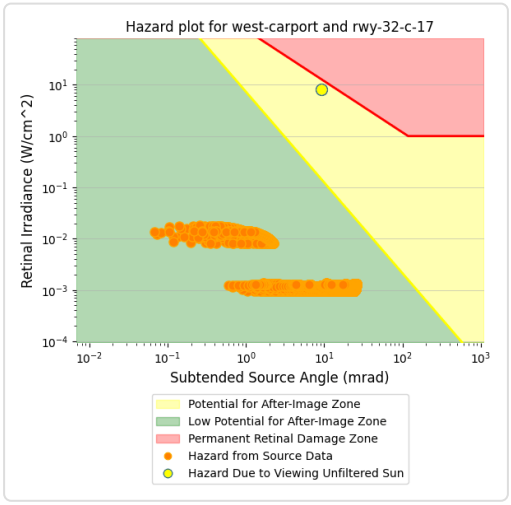
West Carports 11 and 12 and Route: Rwy 32 C-17 KC-135_Pattern_MARB

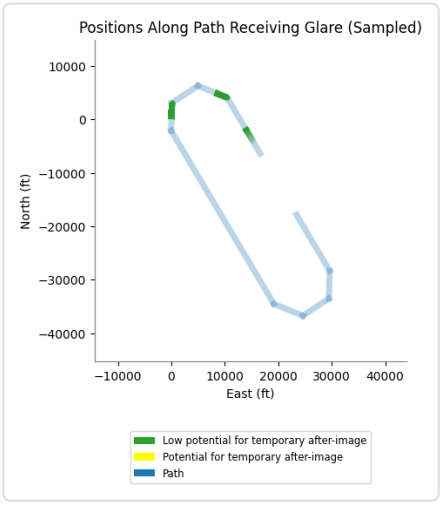
Yellow glare: none

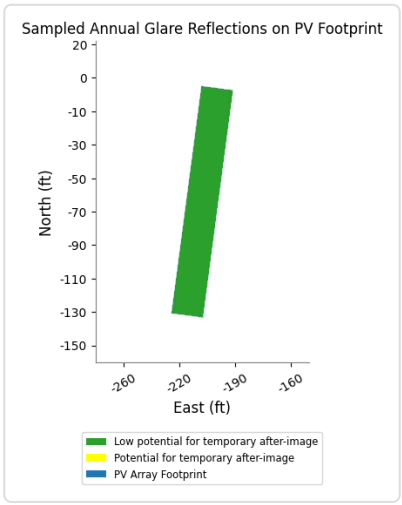
Green glare: 12,165 min.







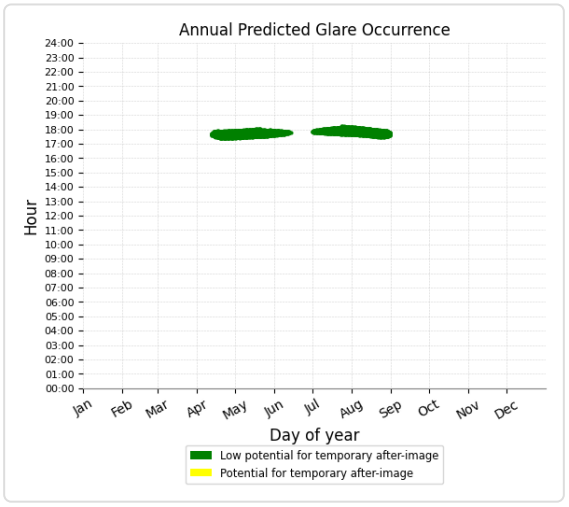


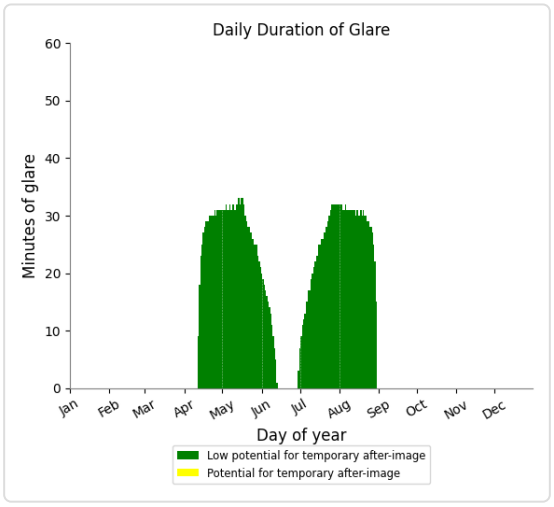


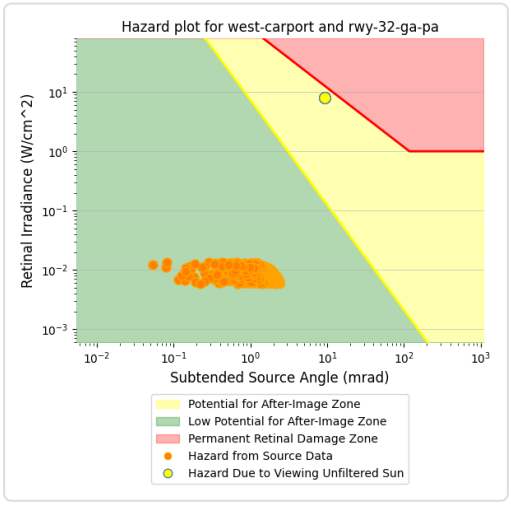
West Carports 11 and 12 and Route: Rwy 32 GA_Pattern_MARB

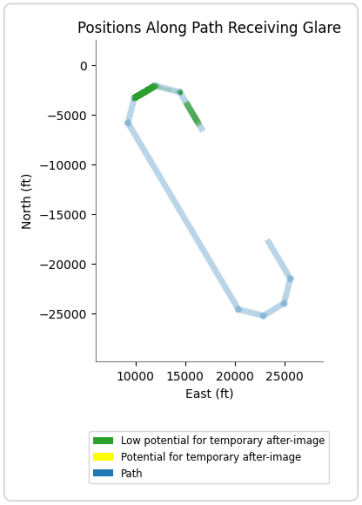
Yellow glare: none

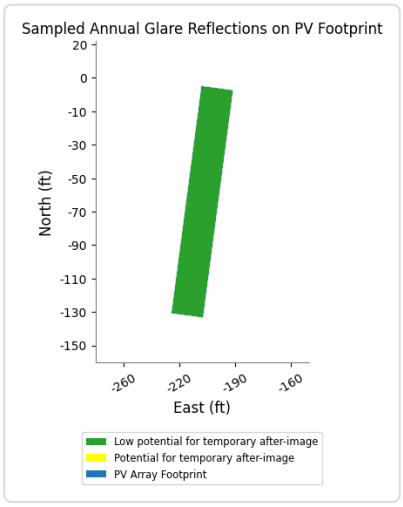
Green glare: 3,191 min.











West Carports 11 and 12 and Route: Rwy 14 C-17 KC-135_Pattern_MARB

No glare found

West Carports 11 and 12 and Route: Rwy 14 GA_Pattern_MARB

No glare found

West Carports 11 and 12 and Route: Rwy 14_Overhead_MARB

No glare found

West Carports 11 and 12 and Route: Rwy 32_Overhead_MARB

No glare found

West Carports 11 and 12 and FP: FP_Rwy 12_Final_MARB

No glare found

West Carports 11 and 12 and FP: FP_Rwy 14 Final_MARB

No glare found

West Carports 11 and 12 and FP: FP_Rwy 30_Final MARB

No glare found

West Carports 11 and 12 and FP: FP_Rwy 32_Final MARB

No glare found

West Carports 11 and 12 and 1-ATCT

No glare found

PV: West Carports 13 - 15 low potential for temporary after-image

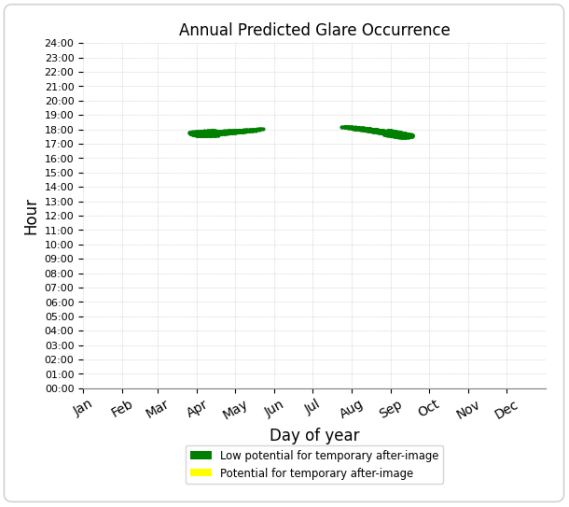
Receptor results ordered by category of glare

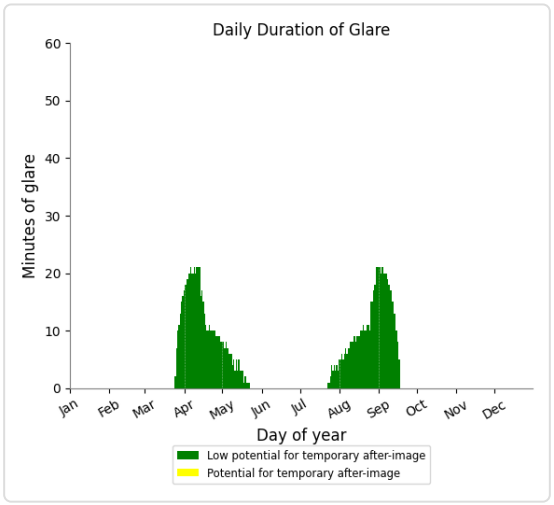
Receptor	Annual Green Glare		Annual Yellow Glare	
	min	hr	min	hr
Rwy 12 GA Pattern Route_MARB	1,230	20.5	0	0.0
Rwy 30 GA Pattern Route_MARB	604	10.1	0	0.0
Rwy 32 C-17 KC-135_Pattern_MARB	13,163	219.4	0	0.0
Rwy 32 GA_Pattern_MARB	3,283	54.7	0	0.0
Rwy 14 C-17 KC-135_Pattern_MARB	0	0.0	0	0.0
Rwy 14 GA_Pattern_MARB	0	0.0	0	0.0
Rwy 14_Overhead_MARB	0	0.0	0	0.0
Rwy 32_Overhead_MARB	0	0.0	0	0.0
FP_Rwy 12_Final_MARB	0	0.0	0	0.0
FP_Rwy 14 Final_MARB	0	0.0	0	0.0
FP_Rwy 30_Final MARB	0	0.0	0	0.0
FP_Rwy 32_Final MARB	0	0.0	0	0.0
1-ATCT	0	0.0	0	0.0

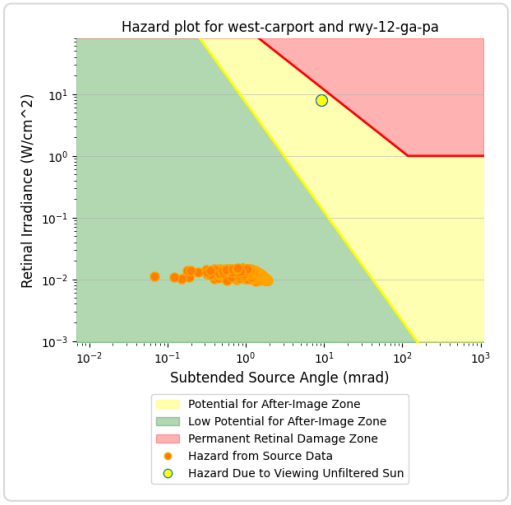
West Carports 13 - 15 and Route: Rwy 12 GA Pattern Route_MARB

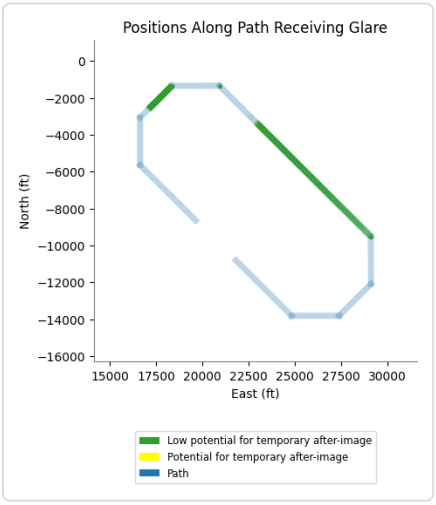
Yellow glare: none

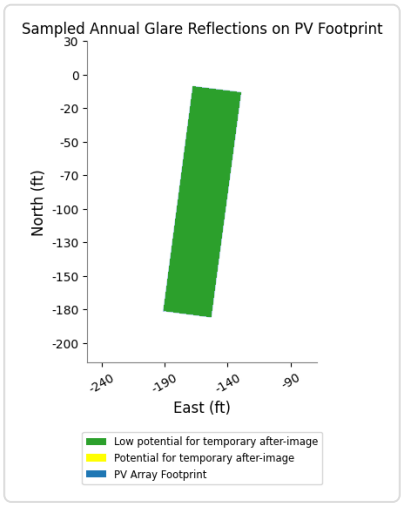
Green glare: 1,230 min.







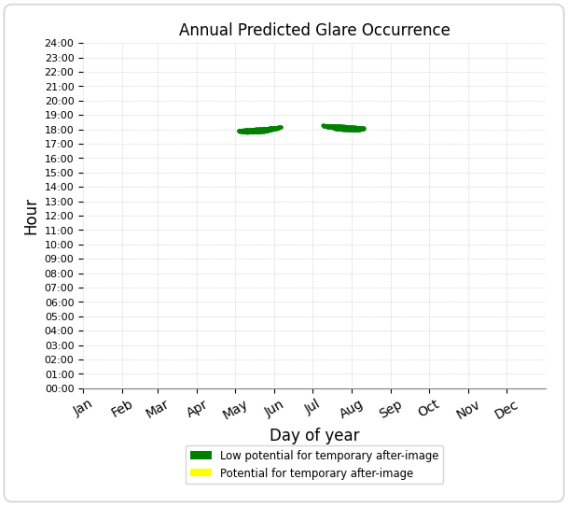


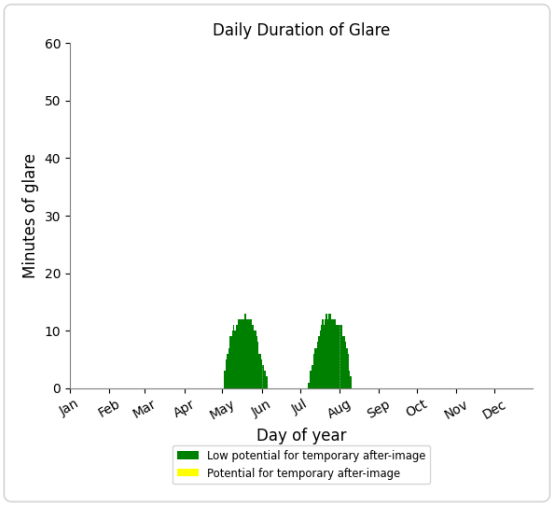


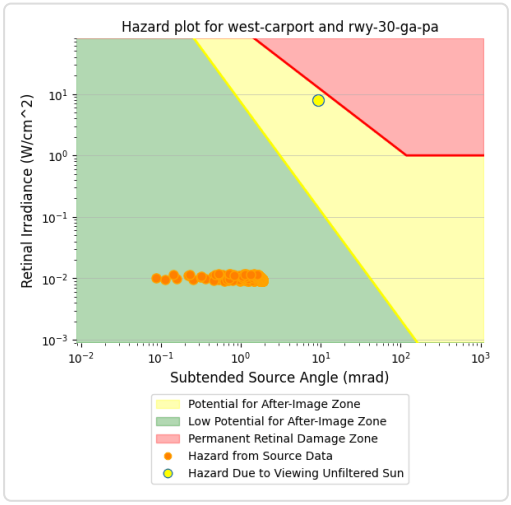
West Carports 13 - 15 and Route: Rwy 30 GA Pattern Route_MARB

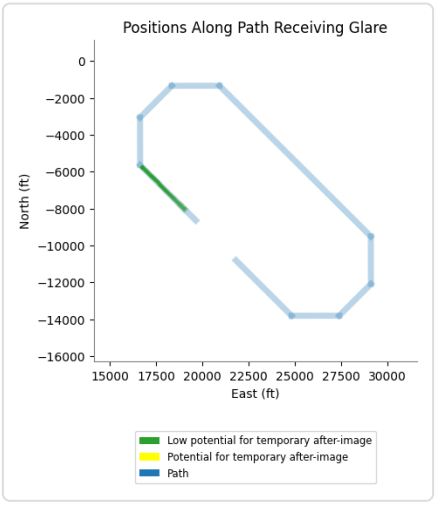
Yellow glare: none

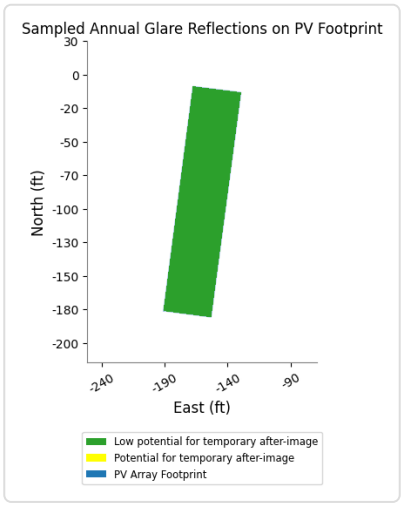
Green glare: 604 min.







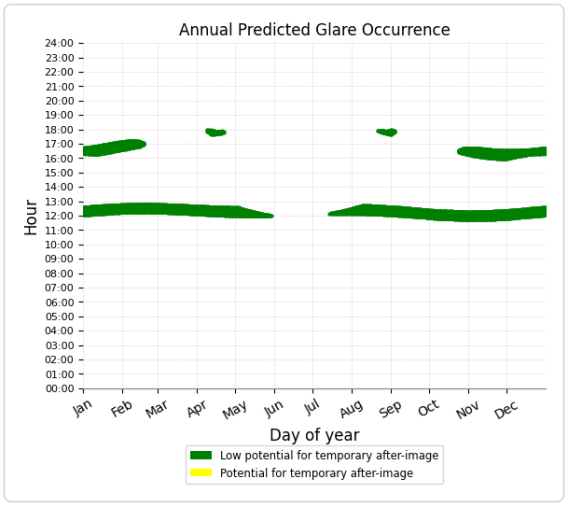


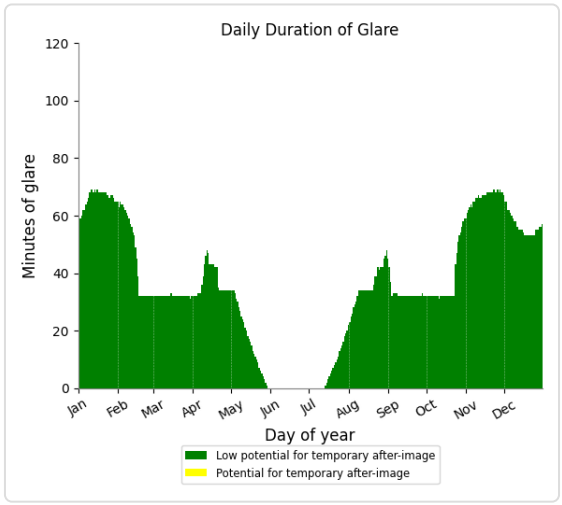


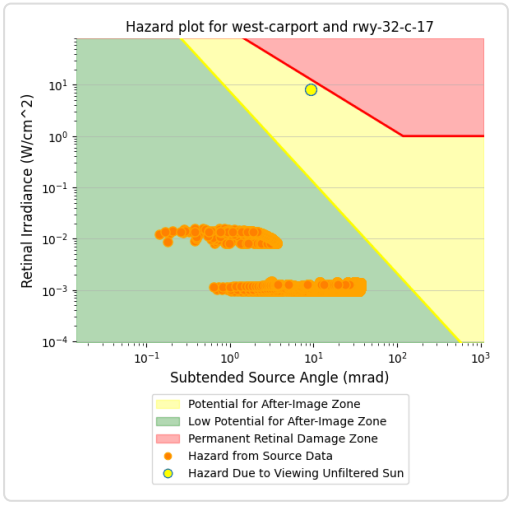
West Carports 13 - 15 and Route: Rwy 32 C-17 KC-135_Pattern_MARB

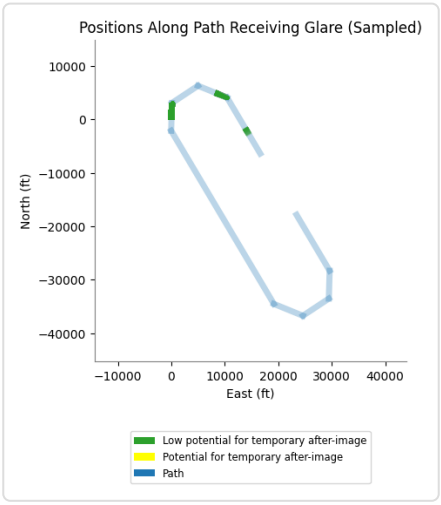
Yellow glare: none

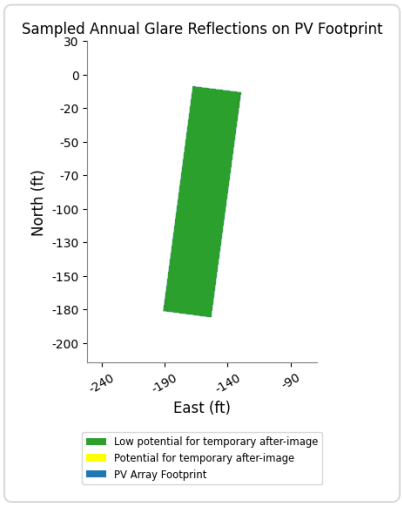
Green glare: 13,163 min.







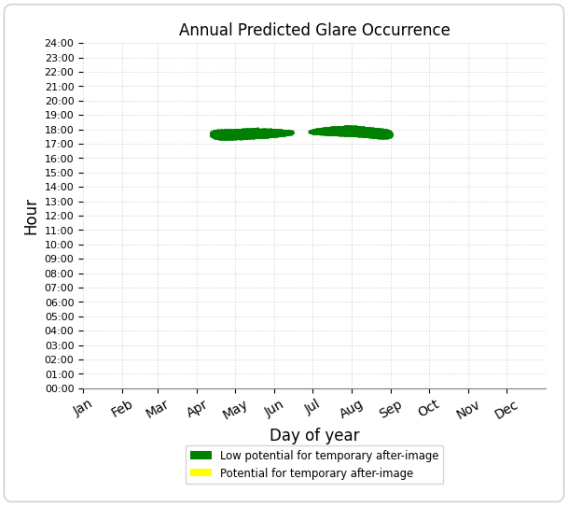


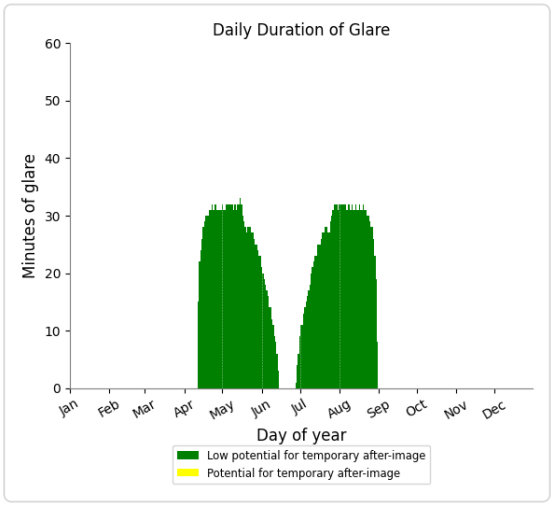


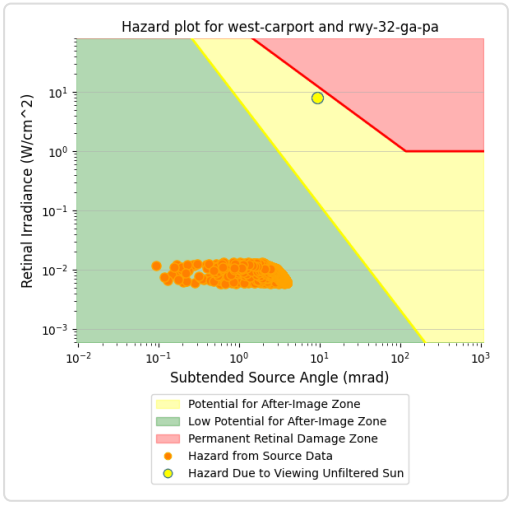
West Carports 13 - 15 and Route: Rwy 32 GA_Pattern_MARB

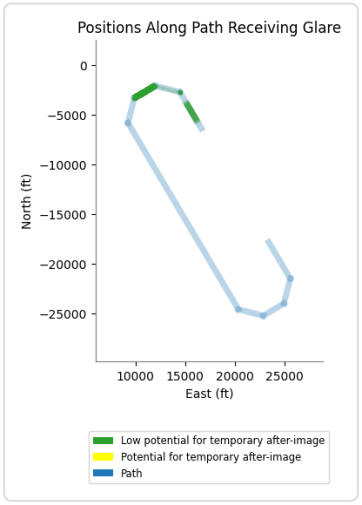
Yellow glare: none

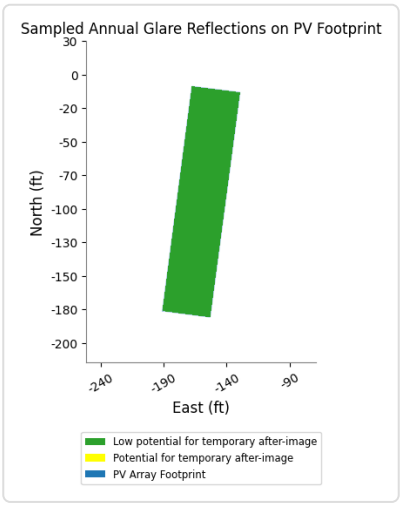
Green glare: 3,283 min.











West Carports 13 - 15 and Route: Rwy 14 C-17 KC-135_Pattern_MARB

No glare found

West Carports 13 - 15 and Route: Rwy 14 GA_Pattern_MARB

No glare found

West Carports 13 - 15 and Route: Rwy 14_Overhead_MARB

No glare found

West Carports 13 - 15 and Route: Rwy 32_Overhead_MARB

No glare found

West Carports 13 - 15 and FP: FP_Rwy 12_Final_MARB

No glare found

West Carports 13 - 15 and FP: FP_Rwy 14 Final_MARB

No glare found

West Carports 13 - 15 and FP: FP_Rwy 30_Final MARB

No glare found

West Carports 13 - 15 and FP: FP_Rwy 32_Final MARB

No glare found

West Carports 13 - 15 and 1-ATCT

No glare found

Assumptions

"Green" glare is glare with low potential to cause an after-image (flash blindness) when observed prior to a typical blink response time.
"Yellow" glare is glare with potential to cause an after-image (flash blindness) when observed prior to a typical blink response time.
Times associated with glare are denoted in Standard time. For Daylight Savings, add one hour.
The algorithm does not rigorously represent the detailed geometry of a system; detailed features such as gaps between modules, variable height of the PV array, and support structures may impact actual glare results. However, we have validated our models against several systems, including a PV array causing glare to the air-traffic control tower at Manchester-Boston Regional Airport and several sites in Albuquerque, and the tool accurately predicted the occurrence and intensity of glare at different times and days of the year.
Several V1 calculations utilize the PV array centroid, rather than the actual glare spot location, due to algorithm limitations. This may affect results for large PV footprints. Additional analyses of array sub-sections can provide additional information on expected glare. This primarily affects V1 analyses of path receptors.
Random number computations are utilized by various steps of the annual hazard analysis algorithm. Predicted minutes of glare can vary between runs as a result. This limitation primarily affects analyses of Observation Point receptors, including ATCTs. Note that the SGHAT/ ForgeSolar methodology has always relied on an analytical, qualitative approach to accurately determine the overall hazard (i.e. green vs. yellow) of expected glare on an annual basis.
The analysis does not automatically consider obstacles (either man-made or natural) between the observation points and the prescribed solar installation that may obstruct observed glare, such as trees, hills, buildings, etc.
The subtended source angle (glare spot size) is constrained by the PV array footprint size. Partitioning large arrays into smaller sections will reduce the maximum potential subtended angle, potentially impacting results if actual glare spots are larger than the sub-array size. Additional analyses of the combined area of adjacent sub-arrays can provide more information on potential glare hazards. (See previous point on related limitations.)
The variable direct normal irradiance (DNI) feature (if selected) scales the user-prescribed peak DNI using a typical clear-day irradiance profile. This profile has a lower DNI in the mornings and evenings and a maximum at solar noon. The scaling uses a clear-day irradiance profile based on a normalized time relative to sunrise, solar noon, and sunset, which are prescribed by a sun-position algorithm and the latitude and longitude obtained from Google maps. The actual DNI on any given day can be affected by cloud cover, atmospheric attenuation, and other environmental factors.
The ocular hazard predicted by the tool depends on a number of environmental, optical, and human factors, which can be uncertain. We provide input fields and typical ranges of values for these factors so that the user can vary these parameters to see if they have an impact on the results. The speed of SGHAT allows expedited sensitivity and parametric analyses.
The system output calculation is a DNI-based approximation that assumes clear, sunny skies year-round. It should not be used in place of more rigorous modeling methods.
Hazard zone boundaries shown in the Glare Hazard plot are an approximation and visual aid based on aggregated research data. Actual ocular impact outcomes encompass a continuous, not discrete, spectrum.
Glare locations displayed on receptor plots are approximate. Actual glare-spot locations may differ.
Refer to the Help page at **www.forgesolar.com/help/** for assumptions and limitations not listed here.

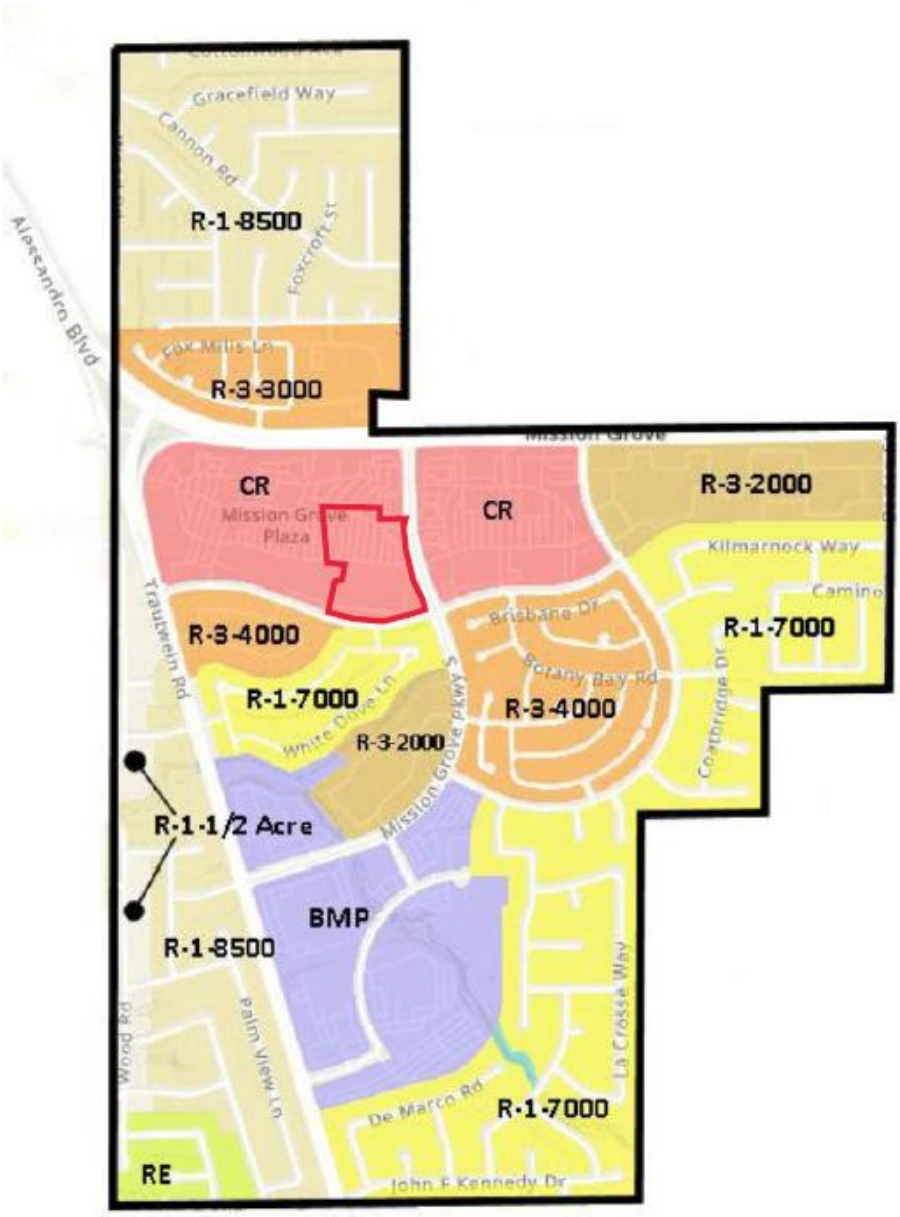
Default glare analysis parameters and observer eye characteristics (for reference only):

- Analysis time interval: 1 minute
- Ocular transmission coefficient: 0.5
- Pupil diameter: 0.002 meters
- Eye focal length: 0.017 meters
- Sun subtended angle: 9.3 milliradians


TR27653-2
6.0 du/ac
TR27653-1
5.5 du/ac
300 ft radius
City of
Riverside
TR27721
4.6 du/ac
TR27289
4.4 du/ac

EXHIBIT B: ZONE CHANGE

EXISTING ZONING: COMMERCIAL



PROPOSED ZONING: MIXED-USE URBAN

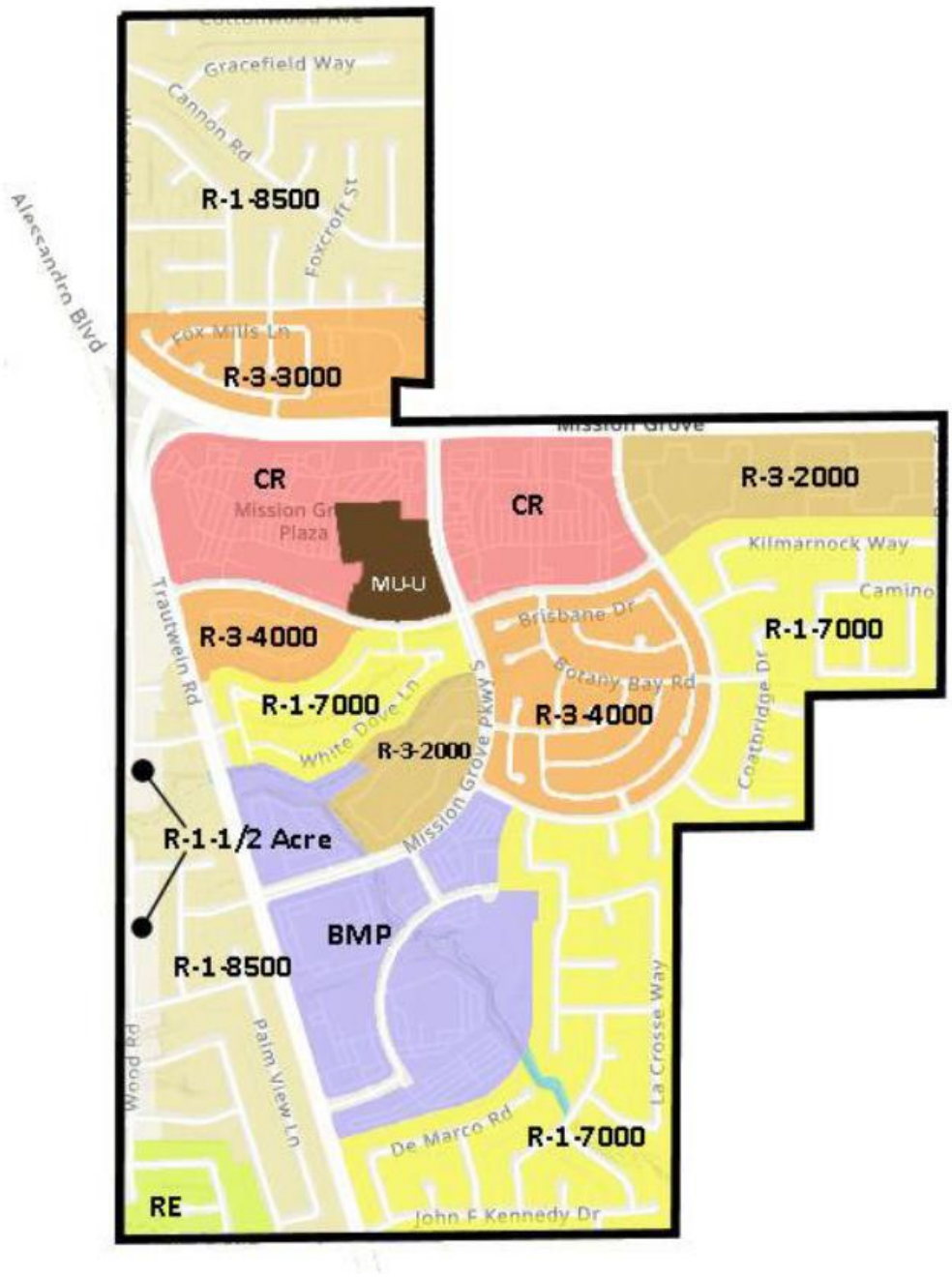
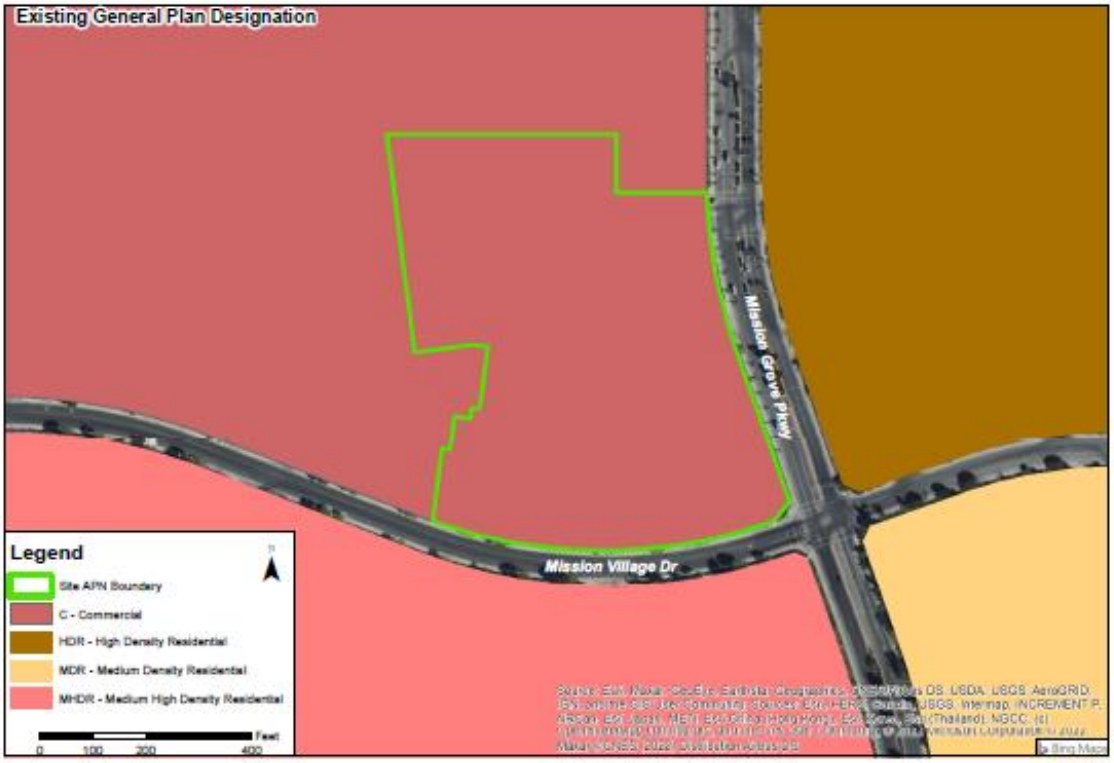


EXHIBIT C: GENERAL PLAN AMENDMENT



Source: Bing Aerial Microsoft Corporation 2020, Datum: NAD 83, Coordinate System: State Plane 6

PROJECT DESCRIPTION

A 347 UNIT APARTMENT PROJECT CONSISTING OF 4-STORY TYPE V-A WITH TUCK-UNDER PARKING

GROSS LAND AREA:	9.92 AC
TOTAL UNITS:	347 DU
DENSITY:	35 DU/AC
F.A.R.	0.97
LOT COVERAGE	0.36
ARCHITECTURAL STYLE:	CONTEMPORARY SPANISH
ASSESSOR'S PARCEL NUMBER	276-110-018
EXISTING GENERAL PLAN LAND USE DESIGNATION	COMMERCIAL
PROPOSED GENERAL PLAN LAND USE DESIGNATION	MIXED USE-URBAN
EXISTING ZONING	COMMERCIAL RETAIL
PROPOSED ZONING	MIXED USE-URBAN

BUILDING SUMMARY

Four-Story Tuck-under Residential

BUILDING	STUDIO	1 BR					1 BD + DEN			2 BR						3 BR	TOTAL
	S1	A1	A2	A3	A3A	A5	A1A	A1B	A4	B1	B2	B3	B4	B5	B6	C1	
A		9	11	12	2			3		24	3	11	2			2	79
B	12	10		21					18	3		7	8				79
C	4	9		9		1		3		9		11	8	3			57
D	4	13		8						9		8			3	8	53
E	4	10		18			3		12	18		14					79
	24	51	11	68	2	1	3	6	30	63	3	51	18	3	3	10	**347**
TOTAL	24	133					39			141						10	
	6.9%	14.7%	3.2%	19.6%	0.6%	0.3%	0.9%	1.7%	8.6%	18.2%	0.9%	14.7%	5.2%	0.9%	0.9%	2.9%	**100%**
	7%	38%					11%			41%						2.9%	

Parking Summary - Required Parking

Unit Type	Number of Units	Required Ratio	Required Total Stalls	15% Reduction for Req. Dedication Res. Parking Ratio	15% Reduction for Req. Dedication Res. Parking Total Stalls
Studio	24	1.00	24		
1 BR	133	1.50	200		
1 BR + DEN	39	2.00	78		
2 BR	141	2.00	282		
3 BD	10	2.00	20		
Total Residential	347		**604**		
Total Required		**1.74**	**604**	**1.48**	**513**

Accessible Stalls:			Required Accessible		Provided Accessible
Dwelling Stalls Residential	513	2%	10.2595	=11 Req'd	9
Accessible Van Parking	1 per 6 H/C stalls		9 H/C + 2 H/C van stalls		2

Parking Summary - Provided Parking

Parking Type	Total Provided	Total	Total
Dedicated Secured - 1 Car Garage	84	451	**513**
Dedicated Secured - 2 Car Tandem	40		
Dedicated Secured - 1 Car Garage (Tandem)	58		
Dedicated Secured - Tandem	58		
Dedicated Secured - Carports	185		
Dedicated Secured - Standard Stalls	26		
Dedicated Unsecured - Standard Stalls	41	62	
Dedicated Unsecured - Compact Stalls	2		
Dedicated Unsecured - Carports	19		
Shared Parking	91		91
Total Provided	**604**	**513**	**604**

(E.V.C.S.) ELECTRIC VEHICLE STALLS REQUIRED (9' x 18')	QUAN.	RATIO	REQ'D
E.V.C.S. - RESIDENTS	513	0.10	52
E.V.C.S. - LEASING	0	TABLE 5.106.5.3.3	0
TOTAL EVCS STALLS REQUIRED (INCLUDED IN TOTAL PARKING COUNT)			**52**
(E.V.C.S.) ELECTRIC VEHICLE ACCESSIBLE STALLS REQUIRED (9' x 18')	QUAN.	RATIO	REQ'D
E.V.C.S. - RESIDENTS	52	0.10	6
E.V.C.S. - LEASING	0	TABLE 11B-228.3.2.1	0
TOTAL ELECTRIC VEHICLE STALLS REQUIRED (INCLUDED IN E.V.C.S. PARKING COUNT)			**6**

Bikes Requirements			Required		Provided
Short-term	604	5%	30.2	=31 Req'd	32
Long-term	604	5%	30.2	=31 Req'd	35

UNIT SUMMARY

Unit	Unit SF	Qty.	SF TOT.*
S1	576	24	13,824
A1	763	51	38,913
A2	740	11	8,140
A3	782	68	53,176
A3A	778	2	1,556
A5	965	1	965
A1A	872	3	2,616
A1B	915	6	5,490
A4	881	30	26,430
B1	1,085	63	68,355
B2	1,238	3	3,714
B3	1,161	51	59,211
B4	1,251	18	22,518
B5	1,335	3	4,005
B6	1,057	3	3,171
C1	1,368	10	13,680
Avg.	**939**	**347**	**325,764**

* RESIDENTIAL UNIT NET AREA

PRIVATE OPEN SPACE PROVIDED

Unit	Deck SF	Qty.	SF TOT.*
S1	50	24	1,200
A1	57	51	2,907
A2	54	11	594
A3	50	68	3,400
A3A	58	2	116
A5	50	1	50
A1A	67	3	201
A1B	63	6	378
A4	51	30	1,530
B1	56	63	3,528
B2	50	3	150
B3	50	51	2,550
B4	56	18	1,008
B5	50	3	150
B6	67	3	201
C1	60	10	600
Avg.	**53**	**347**	**18,563**

* RESIDENTIAL BALCONY AREA

BUILDING AREA (GSF)

Building Type	Level 1	Level 2	Level 3	Level 4	Total
A	30750	26387	31712	31712	120561
B	24164	23647	23647	23647	95105
C	18930	19642	19642	19642	77856
D	17214	18217	18217	18217	71865
E	26549	26911	26911	26911	107282
Detached Garage 1	692				692
Detached Garage 2	1140				1140
Detached Garage 2	1140				1140
TOTAL	119439	114804	120129	120129	**474501**

F.A.R. (GSF)

Building Type	Level 1	Level 2	Level 3	Level 4	Total
A	19590	25817	31142	31142	107691
B	15249	23062	23062	23062	84435
C	12838	19072	19072	19072	70054
D	11388	17647	17647	17647	64329
E	13766	26361	26361	26361	92849
TOTAL	72831	111959	117284	117284	**419358**

Covered Parking Summary

Parking Type	Quantity
1 Car Garage	84
2 Car Tandem	40
1 Car Garage (Tandem)	58
Dedicated Secured Carports	185
Dedicated Unsecured Carports	19
Total Provided	**386**
Percentage	**75%**

Covered Parking
(1 Covered Space Allocated for Each Unit)

Parking Type	Quantity
1 Car Garage	84
2 Car Tandem	20
1 Car Garage (Tandem) *	58
Dedicated Secured Carports *	185
Total Provided	**347**

*The tandem spaces in the table above only count towards one covered space per unit. Th table above indicated that each unit will have at least one covered stall.

2 Car Tandem Distribution Parking Summary

Building Type	NO of 2 & 3 BDRM DU	TANDEM STALLS
BLDG A	42	14
BLDG B	18	12
BLDG C	31	12
BLDG D	28	20
BLDG E	32	7
Total Provided	**151**	**65**

All tandem parking stalls are designated to 2 and 3 BD units within each building type.

OPEN SPACE REQUIRED

TYPE	SF	QTY	TOTAL
Private	50	347	17,350
Common	75	347	26,025
TOTAL	**125**	**347**	**43,375**

OPEN SPACE PROVIDED

TYPE	TOTAL
Private	21,523
Common	28,611
TOTAL	**50,134**
RATIO (SF/DU)	**144**

COMMON OPEN SPACE PROVIDED

OPEN AREA SECTION	
Pool Court	13,930
Dog Park	7,196
Leasing/ Mail	2,963
Club	2,136
Fitness	2,386
TOTAL	**28,611**
ADDITIONAL LANDSCAPED AREA	
Mission Grove Frontage	10,158
Mission Village Dr. Frontage	9,625
Bldg B & C Street Frontage	8,375
Interior Bldg E Frontage	6,096
TOTAL	**34,254**
GRAND TOTAL	**62,865**

LOT COVERAGE

Building A	30,750
Building B	24,164
Building C	18,930
Building D	17,214
Building E	26,549
Detached Garage 1	692
Detached Garage 2	1,140
Detached Garage 3	1,140
Carports	34,152
GROSS BLDG AREA	**154,731**
GROSS SITE AREA	**432,115**
LOT COVERAGE	**0.36**

Lot coverage calculation includes covered patios, carports, and building areas.

F.A.R.

Building A	107,691
Building B	84,435
Building C	70,054
Building D	64,329
Building E	92,849
GROSS BLDG AREA	**419,358**
GROSS SITE AREA	**432,115**
F.A.R.	**0.97**

FAR calculation does not include garages, meter cabinets, exit stairs, and patios

Solar SF Calcs

Carport/ Bldg	SF
C1	1,017
C2	1,356
C3	1,356
C4	1,356
C5	831
C6	672
C7	1,356
C8	831
C9	1,356
C10	1,525
C11	1,008
C12	1,332
C13	2,000
C14	2,000
C15	2,000
C16	1,585
C17	4,157
C18	3,995
C19	972
BLDG A ROOF	1,900
BLDG B ROOF	1,900
BLDG C ROOF	1,900
BLDG D ROOF	1,900
BLDG E ROOF	1,803
Total Provided	**40,108**

ANTON DEVELOPMENT CO

MISSION GROVE APARTMENTS

Riverside, CA

Anton Mission Grove, LLC

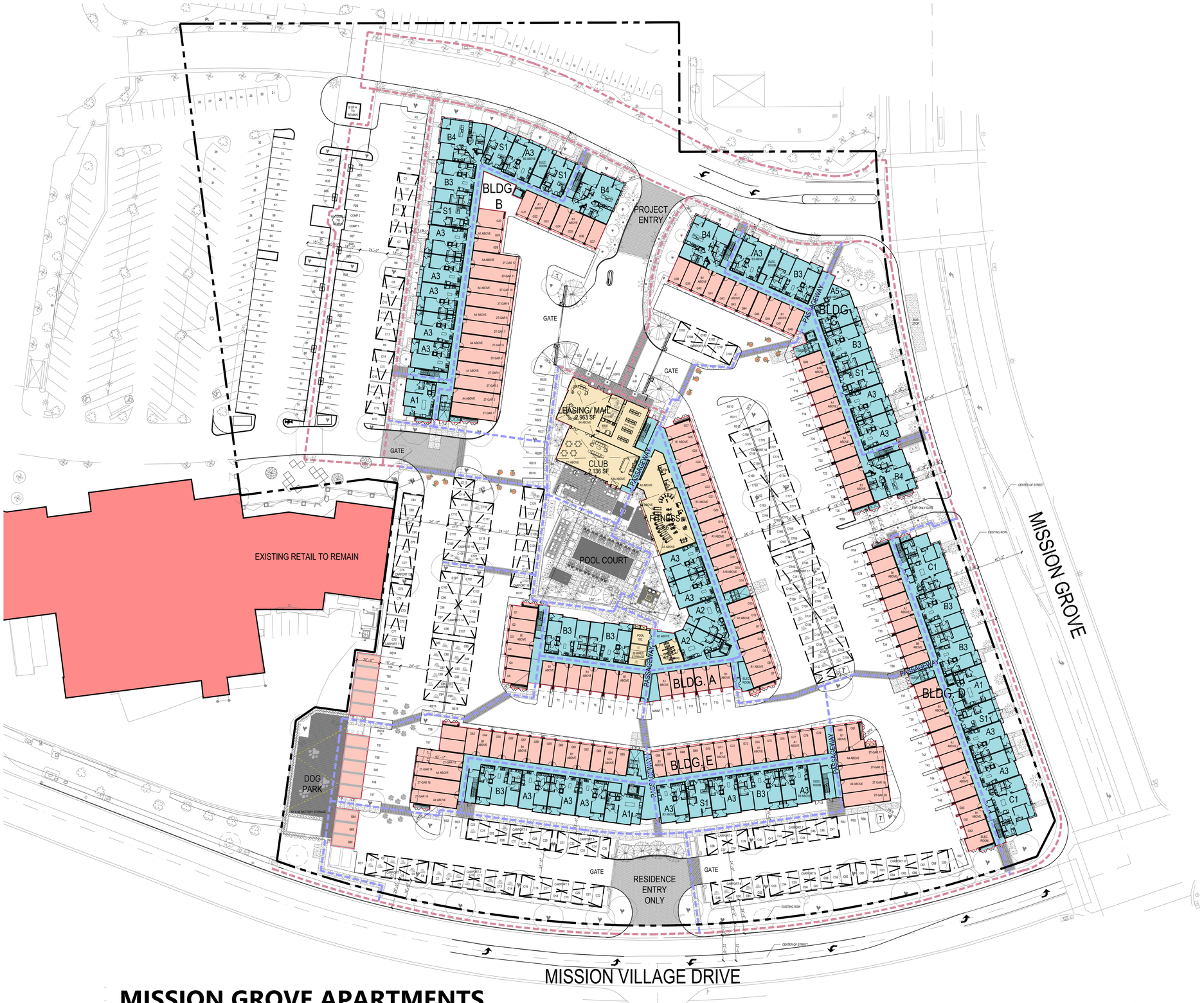
PROJECT INFORMATION

Architecture. Design. Relationships.

G1.1

Job No. 2021-505

Date 10-21-2022



LEGEND

- RESIDENTIAL PARKING GARAGE
- RESIDENTIAL APARTMENTS
- RESIDENTIAL AMENITY SPACE
- EXISTING RETAIL
- RESIDENTIAL PEDESTRIAN PATH OF TRAVEL
- PUBLIC PEDESTRIAN PATH OF TRAVEL

SITE PLAN DATA:

SITE AREA:	9.92 AC
UNITS:	347 DU
DENSITY:	35 DU/AC

NOTES:

1 Standard stalls are 9'x18'
1 car garage size is 10'x20'
Tandem stalls are 9'x18'
2 car tandem garage is 10'x40'
Compact stalls are 8'x16'

2 EV parking stalls to be further studied for location and minimum size.

3 The existing water easement to be relocated off site.

4 The existing B of A and watermill kiosks to remain in place.

NORTH

1"=40'-0" 0 20' 40' 80' 120'

MISSION GROVE APARTMENTS

Riverside, CA

Anton Mission Grove, LLC

SITE PLAN

Architecture. Design. Relationships.

A1.1

Scale 1" = 40'
Job No. 2021-505
Date 10-21-2022

Front Elevation 1

Right Elevation 2

Rear Elevation 3

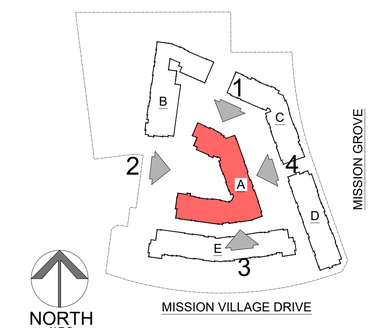
Left Elevation 4

MATERIAL / COLOR LEGEND

1	STUCCO 16/20 FINISH
2	DECORATIVE TILE
3	DECORATIVE STONE VENEER
4	EXTERNAL FOAM TRIM
5	WINDOW TRIM
6	METAL CANOPY WITH STAY CABLE BRACKETS
7	CONCRETE ROOF TILE
8	TRELLIS
9	DECORATIVE GABLE VENTS
10	EXTERIOR METAL DOOR, BRONZE FINISH
11	ALUMINUM STOREFRONT SYS. WITH CLEAR GLASS, BRONZE FINISH
12	GARAGE DOOR
13	VINYL SLIDER WINDOWS OVER FIXED, BRONZE COLOR WITH CLEAR GLASS 13a VINYL FIXED WINDOW 13b VINYL SLIDER WINDOW
14	METAL RAILING, PAINTED
15	METAL GATE, PAINTED
16	EXTERIOR WALL LIGHT FIXTURE

FOR FURTHER INFORMATION NOT SHOWN HERE, REFER TO SHEET A5.0 FOR THE COLOR AND MATERIAL BOARD

KEY MAP



1"=20'-0" 0 10' 20' 40' 60'

ANTON DEV CO

MISSION GROVE APARTMENTS

Riverside, CA

Anton Mission Grove, LLC

BUILDING A
Exterior Elevations

Architecture. Design. Relationships.

A2.0.1

Scale 1" = 20'
Job No. 2021-505
Date 10-21-2022

Front Elevation 1

Right Elevation 2

Rear Elevation 3

Left Elevation 4

MATERIAL / COLOR LEGEND

1	STUCCO 16/20 FINISH
2	DECORATIVE TILE
3	DECORATIVE STONE VENEER
4	EXTERNAL FOAM TRIM
5	WINDOW TRIM
6	METAL CANOPY WITH STAY CABLE BRACKETS
7	CONCRETE ROOF TILE
8	TRELLIS
9	DECORATIVE GABLE VENTS
10	EXTERIOR METAL DOOR, BRONZE FINISH
11	ALUMINUM STOREFRONT SYS. WITH CLEAR GLASS, BRONZE FINISH
12	GARAGE DOOR
13	VINYL SLIDER WINDOWS OVER FIXED, BRONZE COLOR WITH CLEAR GLASS 13a VINYL FIXED WINDOW 13b VINYL SLIDER WINDOW
14	METAL RAILING, PAINTED
15	METAL GATE, PAINTED
16	EXTERIOR WALL LIGHT FIXTURE

FOR FURTHER INFORMATION NOT SHOWN HERE, REFER TO SHEET A5.0 FOR THE COLOR AND MATERIAL BOARD

KEY MAP

1"=20'-0" 0 10' 20' 40' 60'

ANTON DEV CO

MISSION GROVE APARTMENTS

Riverside, CA

Anton Mission Grove, LLC

BUILDING A
Exterior Elevations

Architecture. Design. Relationships.

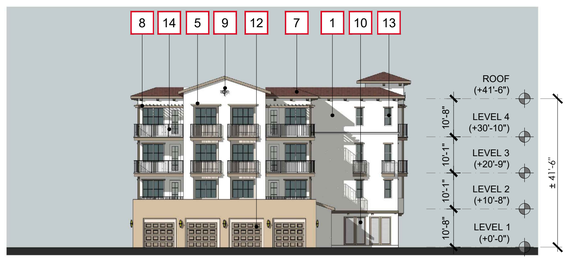
A2.0.2

Scale 1" = 20'
Job No. 2021-505
Date 10-21-2022

Front Elevation 1

Rear Elevation 2

Left Elevation 3



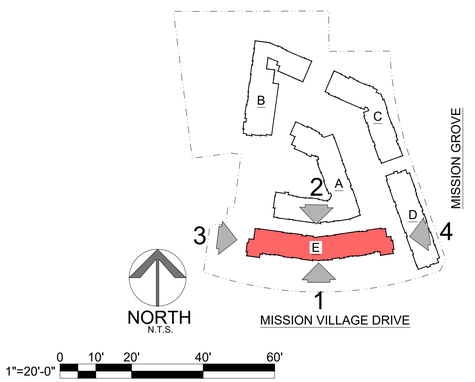
Right Elevation 4

MATERIAL / COLOR LEGEND

1	STUCCO 20/30 FINISH
2	DECORATIVE TILE
3	DECORATIVE STONE VENEER
4	EXTERNAL FOAM TRIM
5	WINDOW TRIM
6	METAL CANOPY WITH STAY CABLE BRACKETS
7	CONCRETE ROOF TILE
8	TRELLIS
9	DECORATIVE GABLE VENTS
10	EXTERIOR METAL DOOR, BRONZE FINISH
11	ALUMINUM STOREFRONT SYS. WITH CLEAR GLASS, BRONZE FINISH
12	METAL PANEL GARAGE DOOR
13	VINYL SLIDER WINDOWS OVER FIXED, BRONZE COLOR WITH CLEAR GLASS 13a VINYL FIXED WINDOW 13b VINYL SLIDER WINDOW
14	METAL RAILING, PAINTED
15	METAL GATE, PAINTED
16	EXTERIOR WALL LIGHT FIXTURE

FOR FURTHER INFORMATION NOT SHOWN HERE, REFER TO SHEET A5.0 FOR THE COLOR AND MATERIAL BOARD

KEY MAP



ANTON DEV CO

MISSION GROVE APARTMENTS

Riverside, CA

Anton Mission Grove, LLC

BUILDING E
Exterior Elevations

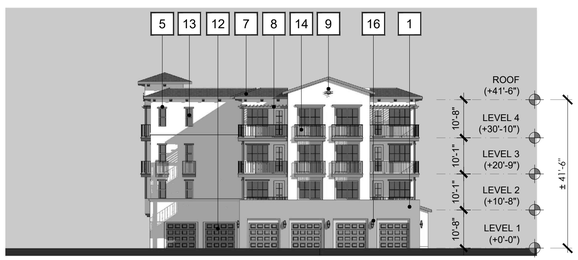
Architecture. Design. Relationships.

A2.4.1

Scale	1" = 20'
Job No.	2021-505
Date	10-21-2022

Front Elevation 1

Rear Elevation 2



Left Elevation 3

Right Elevation 4

MATERIAL / COLOR LEGEND

1	STUCCO 16/20 FINISH
2	DECORATIVE TILE
3	DECORATIVE STONE VENEER
4	EXTERNAL FOAM TRIM
5	WINDOW TRIM
6	METAL CANOPY WITH STAY CABLE BRACKETS
7	CONCRETE ROOF TILE
8	TRELLIS
9	DECORATIVE GABLE VENTS
10	EXTERIOR METAL DOOR, BRONZE FINISH
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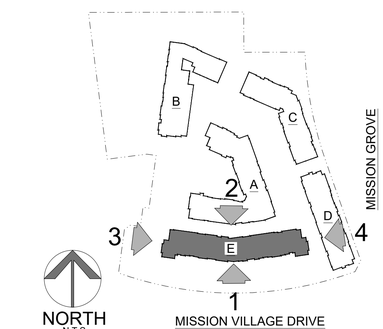
13	VINYL SLIDER WINDOWS OVER FIXED, BRONZE COLOR WITH CLEAR GLASS 13a VINYL FIXED WINDOW 13b VINYL SLIDER WINDOW
14	METAL RAILING, PAINTED
15	METAL GATE, PAINTED
16	EXTERIOR WALL LIGHT FIXTURE

FOR FURTHER INFORMATION NOT SHOWN HERE, REFER TO SHEET A5.0 FOR THE COLOR AND MATERIAL BOARD

KEY MAP



ANTON DEV CO

MISSION GROVE APARTMENTS

Riverside, CA

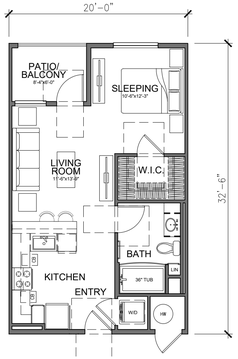
Anton Mission Grove, LLC

BUILDING E
Exterior Elevations

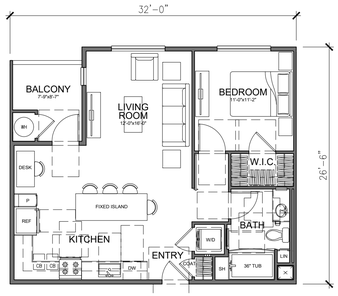
Architecture. Design. Relationships.

A2.4.2

Scale	1" = 20'
Job No.	2021-505
Date	10-21-2022

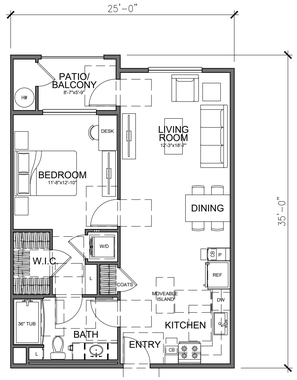


UNIT S1: STUDIO
LIVABLE AREA: 576 SQ. FT.
PATIO/ BALCONY: 50 SQ. FT.
QUANTITY: 24

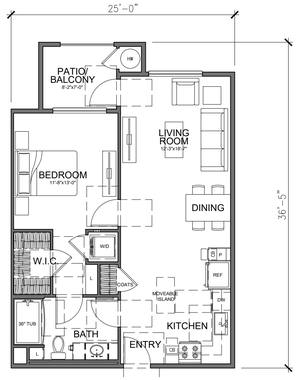


UNIT A1: 1BR/ 1BA
LIVABLE AREA: 763 SQ. FT.
BALCONY AREA: 57 SQ. FT.
QUANTITY: 51

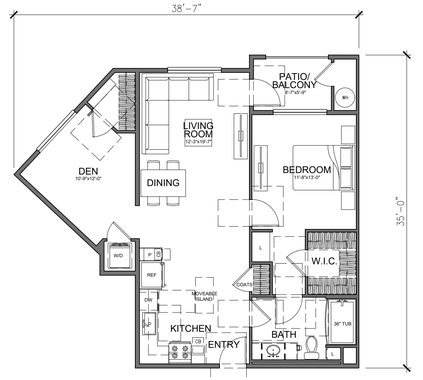
UNIT A2: 1BR/ 1BA
LIVABLE AREA: 740 SQ. FT.
PATIO/ BALCONY: 54 SQ. FT.
QUANTITY: 11



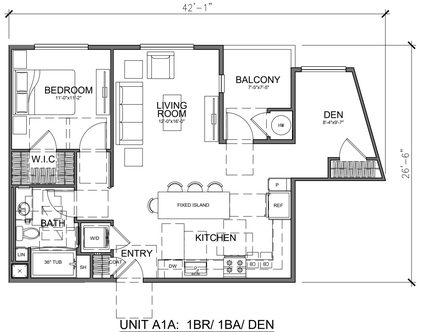
UNIT A3: 1BR/ 1BA
LIVABLE AREA: 782 SQ. FT.
PATIO/ BALCONY: 50 SQ. FT.
QUANTITY: 68



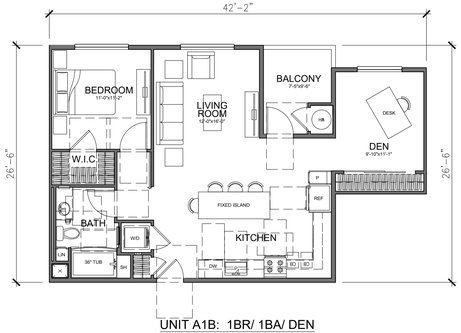
UNIT A3A: 1BR/ 1BA
LIVABLE AREA: 778 SQ. FT.
PATIO/ BALCONY: 58 SQ. FT.
QUANTITY: 2



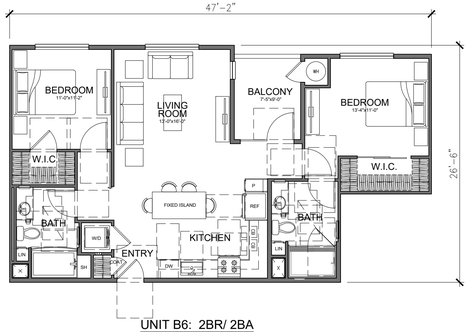
UNIT A5: 1BR/ 1BA/ DEN
LIVABLE AREA: 965 SQ. FT.
BALCONY: 50 SQ. FT.
QUANTITY: 1



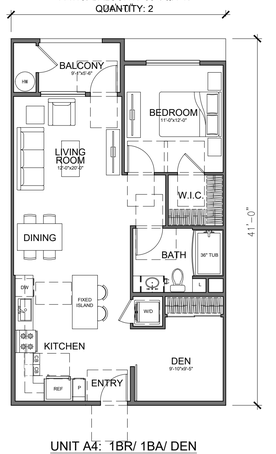
UNIT A1A: 1BR/ 1BA/ DEN
LIVABLE AREA: 872 SQ. FT.
BALCONY AREA: 67 SQ. FT.
QUANTITY: 3



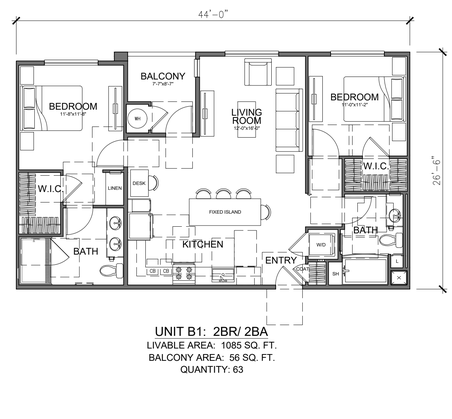
UNIT A1B: 1BR/ 1BA/ DEN
LIVABLE AREA: 915 SQ. FT.
BALCONY AREA: 63 SQ. FT.
QUANTITY: 3



UNIT B6: 2BR/ 2BA
LIVABLE AREA: 1057 SQ. FT.
BALCONY AREA: 67 SQ. FT.
QUANTITY: 3

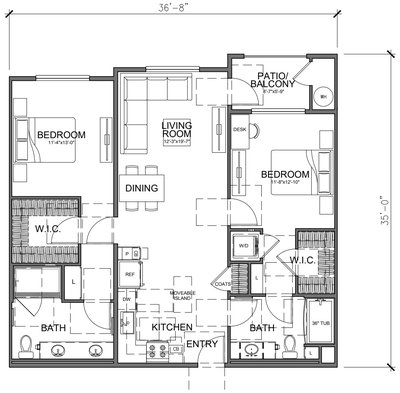


UNIT A4: 1BR/ 1BA/ DEN
LIVABLE AREA: 881 SQ. FT.
BALCONY AREA: 51 SQ. FT.
QUANTITY: 30

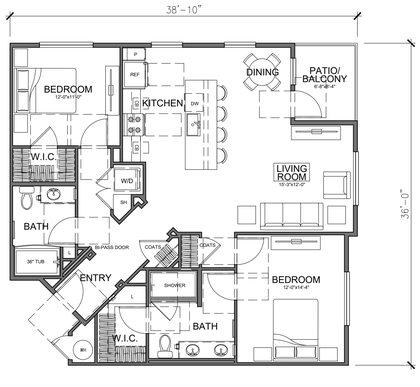


UNIT B1: 2BR/ 2BA
LIVABLE AREA: 1085 SQ. FT.
BALCONY AREA: 56 SQ. FT.
QUANTITY: 63

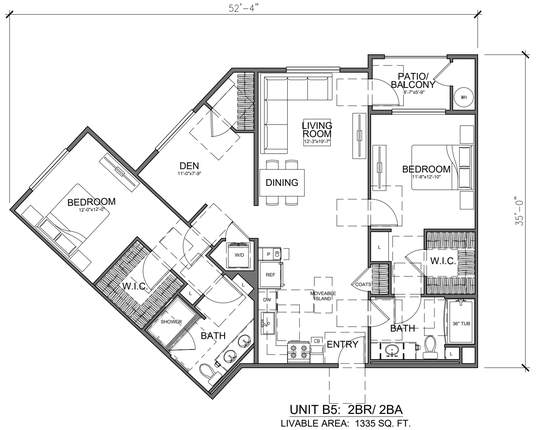
UNIT B2: 2BR/ 2BA
LIVABLE AREA: 1238 SQ. FT.
BALCONY: 50 SQ. FT.
QUANTITY: 3



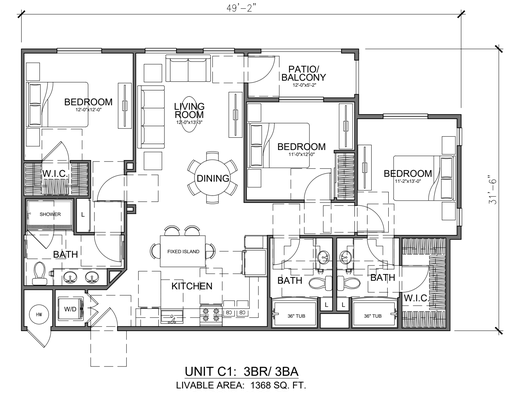
UNIT B3: 2BR/ 2BA
LIVABLE AREA: 1161 SQ. FT.
PATIO/ BALCONY: 50 SQ. FT.
QUANTITY: 51



UNIT B4: 2BR/ 2BA
LIVABLE AREA: 1251 SQ. FT.
PATIO/ BALCONY: 56 SQ. FT.
QUANTITY: 18



UNIT B5: 2BR/ 2BA
LIVABLE AREA: 1335 SQ. FT.
BALCONY: 50 SQ. FT.
QUANTITY: 3



UNIT C1: 3BR/ 3BA
LIVABLE AREA: 1368 SQ. FT.
BALCONY: 60 SQ. FT.
QUANTITY: 10

1/8"=1'-0" 0 4' 8' 16' 24'

ANTON DEV CO

MISSION GROVE APARTMENTS

Riverside, CA
Anton Mission Grove, LLC

UNIT PLANS

Architecture. Design. Relationships.

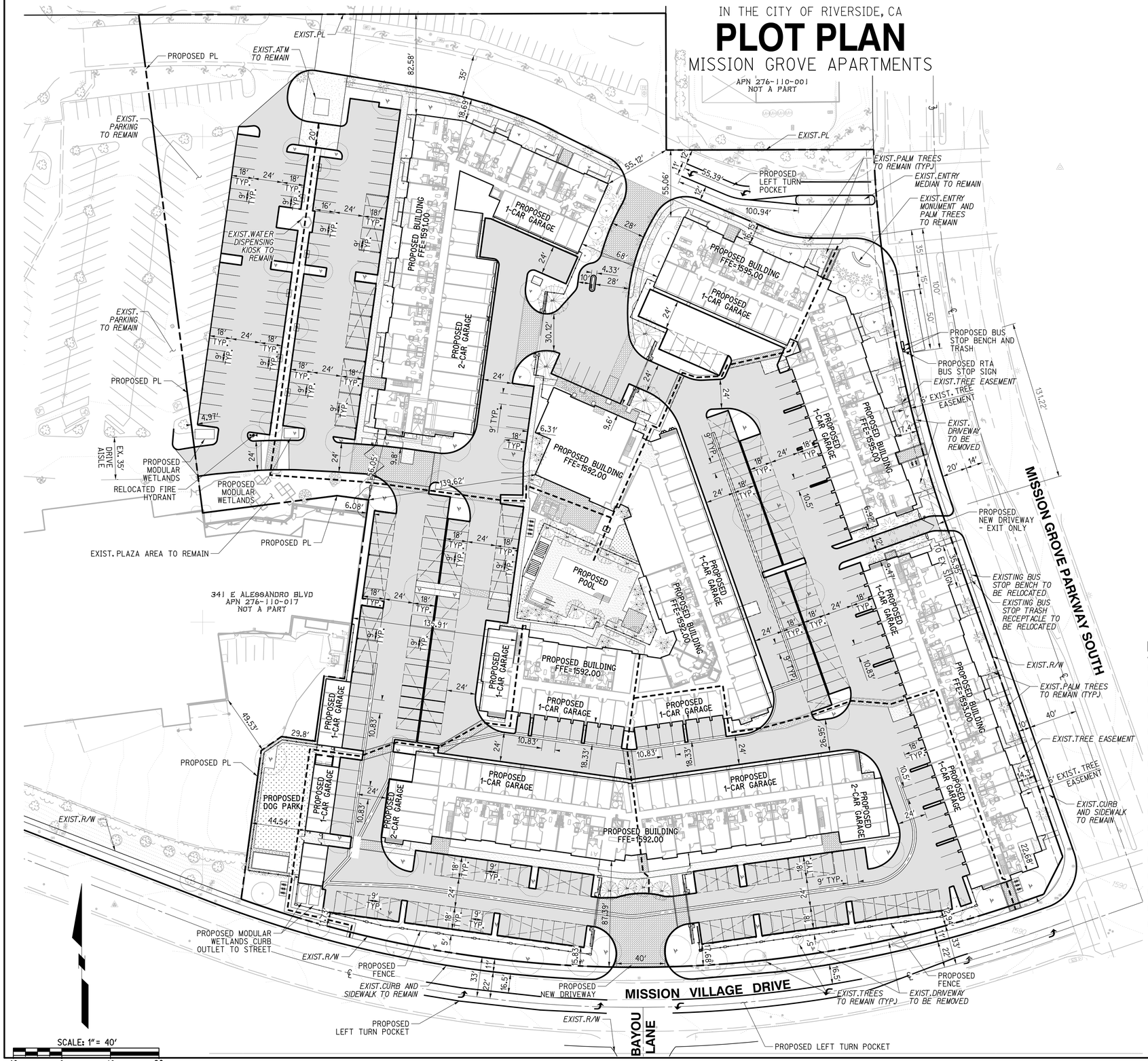
A4.0

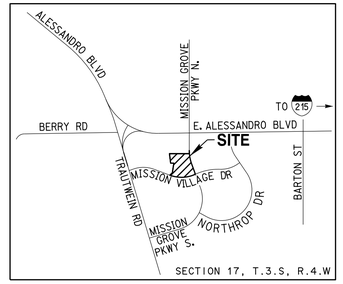
Scale 1" = 8'
Job No. 2021-505
Date 10-21-2022

IN THE CITY OF RIVERSIDE, CA

PLOT PLAN

MISSION GROVE APARTMENTS





VICINITY MAP

N.T.S.

LEGEND

- EXISTING FIRE HYDRANT
- EXISTING LIGHT
- EXISTING SEWER MANHOLE
- EXISTING SIGN
- EXISTING WATER METER
- EXISTING WALL
- EXISTING PALM TREE
- EXISTING TREE
- PROPOSED SITE LIGHT
- PROPOSED WROUGHT IRON FENCE
- PROPOSED CONCRETE
- PROPOSED AC PAVEMENT
- PROPOSED DECORATIVE PAVERS
- PROPOSED RIBBON GUTTER
- PROPOSED CURB
- PROPOSED PATH OF TRAVEL
- PROJECT BOUNDARY

CIVIL ENGINEER

RICK ENGINEERING COMPANY
1770 IOWA AVENUE, SUITE 100
RIVERSIDE, CA 92507
PHONE: (951) 782-0707
ATTN: KRISTIN WERKSMAN,
RCE 69317

DEVELOPER

ANTON MISSION GROVE, LLC
1676 N CALIFORNIA BLVD, SUITE 250
WALNUT CREEK, CA 94596
PHONE: (650) 549-1613

ARCHITECT

AO ARCHITECTS
144 N ORANGE STREET
ORANGE CA, 92866
(714) 639-9860

OWNER

REGIONAL PROPERTIES
9201 WILSHIRE BLVD, SUITE 103
BEVERLY HILLS, CA 90210
ATTN: MICHELLE RUBIN
PHONE: (310) 513-1776

PROJECT ACREAGE

9.92 AC - 432,115 SF

ASSESSOR'S PARCEL NUMBER

276-110-018

SITE ADDRESS

375 E ALESSANDRO BLVD
RIVERSIDE CA, 92508

PLOT PLAN
MISSION GROVE APARTMENTS

CITY OF RIVERSIDE
IN THE COUNTY OF RIVERSIDE, CALIFORNIA

DATE PREPARED: JUNE 7, 2022

DATE REVISED: AUGUST 5, 2022
OCTOBER 21, 2022

SHEET 1 OF 5

RICK ENGINEERING COMPANY
Riverside
1770 IOWA AVENUE • SUITE 100
RIVERSIDE, CA 92507
951.782.0707
(FAX)951.782.0723
rickengineering.com
San Diego • Orange • San Luis Obispo • Bakersfield • Sacramento • Phoenix • Tucson

MISSION GROVE

SPECIFIC PLAN

(Formerly known as the: ALESSANDRO HEIGHTS SPECIFIC PLAN)

City of Riverside | 3900 Main Street | Riverside, CA 92522

MISSION GROVE SPECIFIC PLAN

JUNE 6, 2022

SPECIFIC PLAN UPDATE CONSULTANT TEAM

ANTON MISSION GROVE, LLC
1676 N California Blvd, Suite 250
Walnut Creek, CA 94596

AO ARCHITECTS
144 N Orange Street
Orange, CA 92866

MJS DESIGN GROUP
507 30th Street
Newport Beach, CA 92663

FREY ENVIRONMENTAL
2817 Lafayette Avenue, Suite A
Newport Beach, CA 92663

OVERLAND DEVELOPMENT
3870 Main Street, Unit 201
Riverside, CA 92501

GEOCON
78-075 Main Street, Suite G-203
La Quinta, CA 92253

RICK ENGINEERING
1770 Iowa Avenue, Suite 100
Riverside, CA 92507

LSA
1500 Iowa Avenue, Suite 200
Riverside, CA 92507

SAGECREST PLANNING+ENVIRONMENTAL
27128 Paseo Espada, Suite 1524
San Juan Capistrano, CA 92675

Table of Contents

List of Tables

List of Figures

Amendments to the specific plan include:

Table 1 — Specific Plan Amendments

Specific Plan Amendments		
Case	***Adoption Date***	***Resolution Number***
SP-001-856	January 21, 1986	16027
SP-001-867	January 20, 1987	16364
SP-002-867	June 26, 1990	17501
SP-001-890	March 12, 1991	17706
SP-006-890	March 12, 1991	17707
SP-002-912	December 15, 1992	18143
SP-003-912	April 27, 1993	18225
SP-002-934	May 17, 1994	18502
SP-003-945	January 2, 1996	18836
SP-001-956	November 21, 1995	Denied
SP-003-967	September 16, 1997	19162
TBD	This Amendment	

Table 2 —Amendment Descriptions

Amendment Descriptions	
Case Number	**Description**
GP-016-845	Amended the General Plan and established the Alessandro Heights Specific Plan.
SPA-001-856	Deleted the Specific Plan Land Use designation of Very Low Density Residential and Low Density Residential from approximately 87 acres situated west of Cole Street approximately 625 feet northerly of Alessandro Boulevard and extending west to Wood Road, and placed this property in the Low Density Residential Specific Plan Land Use designation.
SPA-001-867	Deleted the existing Very Low Density Residential and Low Density Residential land use designations from approximately 75 acres generally bounded by Trautwein Road on the east, John F. Kennedy Drive on the south and Wood Road on the west and placed the property in the Medium Low Density Residential Land Use designation.
SPA-002-867	Deleted a total of approximately 25 acres at various scattered locations generally located southeasterly of the intersection of Alessandro Boulevard and Trautwein Road from the Medium High Density Residential, the Retail Business and Offices and Industrial Park land use designations and placed these properties in the Retail Businesses and Offices, Industrial Park and Medium High Density Residential Land Use designations; deleted approximately 10 acres located at the northeasterly corner of John F. Kennedy Boulevard and Wood Road from Low Density Residential and Medium Low Density Residential land designations and placed this property in the Large Public and Institutional land use designation; amended the Circulation and Transportation Element by redesignating a proposed 88-foot wide major arterial to a 100-foot wide major arterial between Alessandro Boulevard and Trautwein Road and extending this planned street to Wood Road and readjusting the proposed internal 66-foot wide secondary industrial street system.
SPA-001-890	Created a Commercial Office Support Specific Plan Land Use Designation; removed Industrial Support from 32 acres southerly side of Alessandro Boulevard; east and west of Mission Grove Parkway and put the property in the Retail Business & Office Land Use Designation.
SPA-006-890	Established a uniform 50-foot landscaped, building setback adjacent to the southerly side of Alessandro Boulevard easterly of Trautwein Road.
SPA-002-912	Allowed for a variety of residential use types under the "Medium High Density Residential" designation rather than exclusive condominium use as required under the specific plan.
SPA-003-912	Deleted the Industrial Park and the Retail Business and Offices designations from 78 acres situated at the southeast corner of Alessandro Boulevard and Mission Grove Parkway and placed 32 acres in the Retail Business and Offices and the southerly 46 acres in the Medium High Density Residential land use designations.
SP-002-934	Removed the existing Industrial Park land use designation on 65 acres situated about 500 feet south of Alessandro Boulevard west of Barton Street and placed this property in the Medium Low Density Residential land use designation.
SP-003-945	Removed the existing Industrial/Business Park land use designation on approximately 75 acres of vacant land located southeasterly of Mission Grove Parkway south of Trautwein Road and placed this property in the Medium Density Residential land use designation.
SP-001-956	**Denied by the City Planning Commission 9-14-95 and City Council upheld denial on 11-21-95.** Proposal to change the land use designation from Medium Density Residential to Industrial/Business Park on 65 acres of vacant land located about 550 feet south of Alessandro Boulevard, west of Barton Street.
SP-003-967	Removes the 88' Arterial designation from Wood Road and gives it the 66' Collector designation and
TBD	Change the land use of 9.92 acres on the northwest corner of Mission Village Drive and Mission Grove Parkway S from Retail Business and Office to Mixed Use-Urban

I. INTRODUCTION

A. Executive Summary —

The Mission Grove Specific Plan is a master-planned development to provide industrial and residential land uses in a park like atmosphere.

As the eastern gateway into central Riverside this development will endeavor to create an entry statement that is attractive, and of the highest quality, reflecting Riverside's best assets.

This setting will be established primarily through special design standards for expanded setbacks along Alessandro Boulevard and Trautwein Road, a professionally master-planned landscaping program throughout the project, on-going review of architectural designs for all forms of uses to assure quality and coordination throughout the project, and provisions for on-going maintenance of the riparian area, common open space, and setbacks.

The 650 acre project is composed of a mix of land uses reflected by 85 acres of industrial use and 403 acres of varying densities of residential.[1] The residential portion of the project will yield a total of 2413 dwelling units (See Table 4 on Page 3). The project also includes 69 acres of retail commercial, 10 acres of Public Facilities and Institutions, for a future school site and 10 acres making up an existing arroyo that will be enhanced for recreational use.[2] Much of the remaining acreage is made up of public streets.

531 acres of this project were annexed into the City of Riverside on June 25,1985 under Annexation Case No. 54. In addition, an Environmental Impact Report has been prepared as part of this document analyzing those impacts identified by the City of Riverside that would result from this project.

---

1 The original specific plan indicated that project was a 637 acre site with 304 of industrial use, 223 acres of residential uses, 56 acres of retail commercial use and 8 acres of arroyo. GIS calculates the land use figures as 85.05 acres of industrial use, 403.47 acres of residential uses, 62.67 acres of retail commercial uses and 10.02 of arroyo. The large discrepancy between the original specific plan and GIS can be contributed to the numerous amendments to the specific plan changing the size and placement of land use designations and the new General Plan. This document has been edited to use the GIS figures, however an amendment has not been completed to officially change the figures.

2 The newly approved General Plan does not designate the 10 acre site, located at north east corner of John F. Kennedy Road and Wood Road as Public Facilities and Institutions. The reason the new General Plan is not consistent with the specific plan is because the staff had information at the time the General Plan was being developed that indicated that this school site is not acceptable to the school district. The site has high tension power lines along its perimeter and cannot be used for a school site. The specific plan needs an amendment to reflect this change.

Table 3 — Original Land Use

Residential	*Acreage*	*Density Dwelling Units Per Acre*	*Number of Units*
Large Lots	79.00	1.00	57.00
Estate Lots	80.00	2.00	143.00
Multi-Family	75.00	12.00	900.00
Total	234.00		1,100.00
Non-Residential			
Retail Commercial	22.00		
Industrial Park	281.00		
Industrial Support Commercial	32.00		
Total	335.00		

The remaining 68 acres comprising the project will be committed to natural open space and public rights-of-way.

Table 4 — Land Use (Updated to Reflect all Amendments ~~Through 2/96~~)

Residential	*Acreage*	*Density Dwelling Units Per Acre*[1]	*Number of Units*
Low Density Residential	82.60	2.00	165.20
Medium Density Residential[2]	200.31	4.00	801.24
Medium High Density Residential	93.48	12.00	1,121.76
High Density Residential[3]	27.08	12.00	217.00
Total	403.47		2,305.20
Mixed Use	*Acreage*	*Density Dwelling Units Per Acre*[1]	*Number of Units*
Mixed-Used – Urban	9.92	40.00	396.80
Total:	9.92		396.80
Non-Residential			
Retail Business & Office	~~69.76~~ 59.84		
Industrial Business Park	85.05		
Natural Open Space	10.02		
Public Facilities & Open Space[4]	0.00		
Total	~~164.83~~ 154.91		
Public Rights-of-Way	81.72		
Grand Total	650.02		2702.00

1. The specific plan is more restrictive than the General Plan on the issue of density and takes precedence over the General Plan.
2. The specific plan refers to this category as Medium Low Density Residential. The new General Plan adopted on September 14, 1994 changed this designation to Medium Density Residential.
3. The new General Plan depicts an area of High Density Residential. However, the specific plan still shows this area as Medium High Density Residential with only 12 dwelling units per acre. The new land use designation is High Density Residential, but the dwelling units per acre shall be limited to those allowed under the specific plan. In fact, the 217 units indicated in this table are actually what was built on this site. The total number of units possible at 12.00 units per acre would have been 324 units.
4. The new General Plan deleted the Public Facilities & Open Space designation from the General Plan because the school district deemed this site inappropriate for a school due to the high-tension power lines. A new school site will need to be provided in the specific plan area to the school district's specifications.

The project has several basic objectives:

- Contributing to an employment base that will attract 'clean' industries and provide jobs for residents of Riverside County.[3]
- Providing a mix of housing opportunities to meet the needs of families with variable economic and social lifestyles.
- Establishing the framework for site specific design criteria in order to maintain an attractive high-quality setting as a gateway into the City of Riverside.
- Establishing a development that is sensitive to the natural and physical constraints of the property.
- Mitigating all identified environmental impacts.

These objectives would be accomplished under the framework of the specific plan as outlined in this document, through conditions of approval, and through the regulations of the local jurisdiction.

B. Project Location —

The project is regionally located three quarters of a mile west of Interstate 215, one and one half miles south of Highway 60, and three miles east of Highway 91 in northwestern Riverside County. Figure 1 on Page 5 illustrates the regional location of the project.

The site is situated at the southeast corner of the City of Riverside, encompassing the area around the intersection of Trautwein Road and Alessandro Boulevard. The project will serve as infilling among approved or existing developments consisting of March Air Force Base to the east, Orangecrest Specific Plan area to the south, and the unincorporated community of Woodcrest to the east.[4]

Developments northerly of the site, within the City limits of Riverside, include the Mills Filtration Plant and Pacific Telephone facility. The Sycamore Canyon and the Sycamore Canyon Business Park Specific Plans provide for future development pursuant to these long-range master planned developments. Figure 2 on Page 6 shows the immediate project vicinity and the project's relationship to adjacent development.[5]

[3] The recent amendments to this specific plan have greatly decreased the number of acres available for 'clean' industries.

[4] This paragraph updated to reflect current developments and specific plans in the area.

[5] This paragraph updated to reflect the current specific plans in the area.

Figure 1 — Regional Map

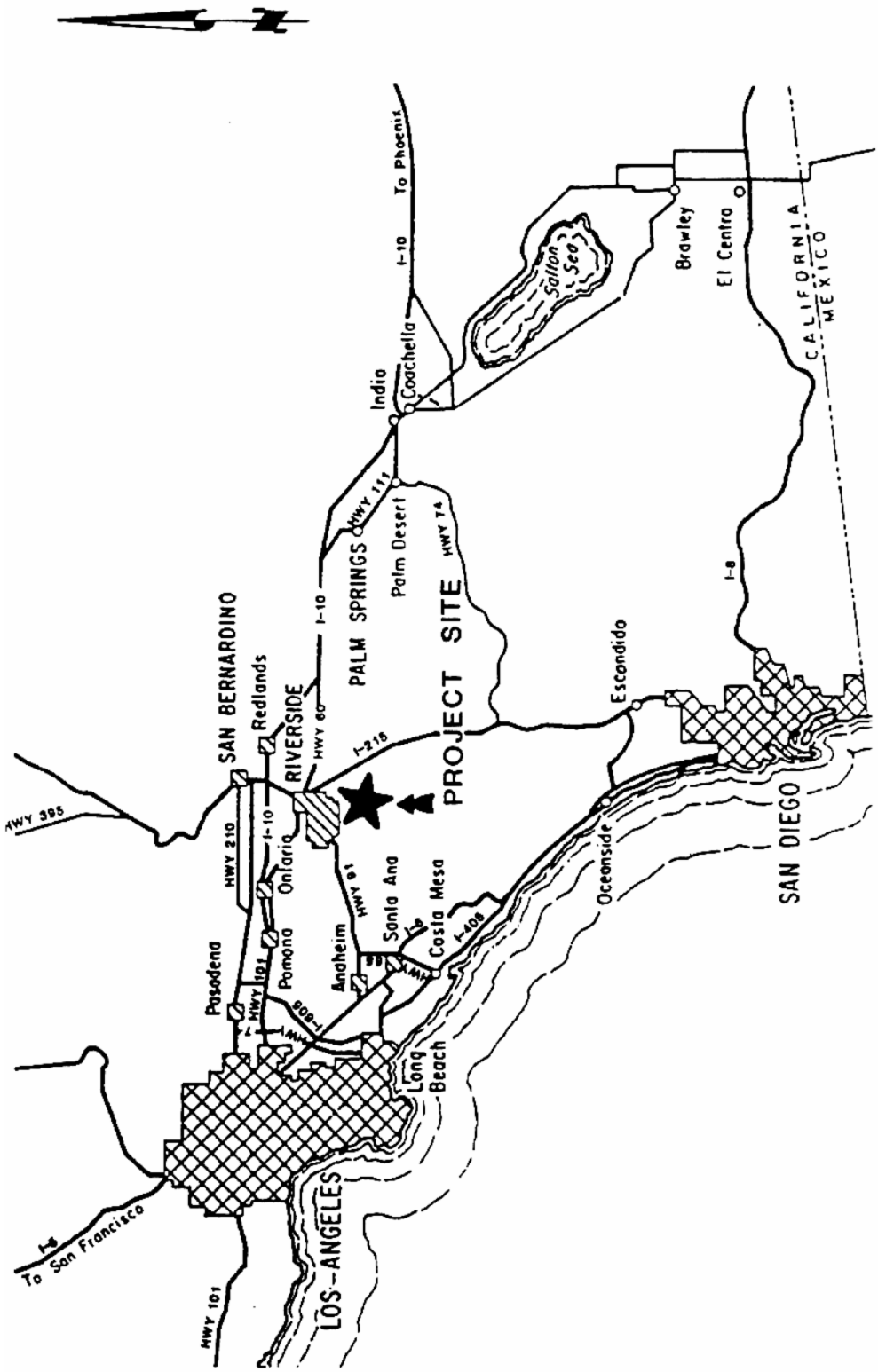
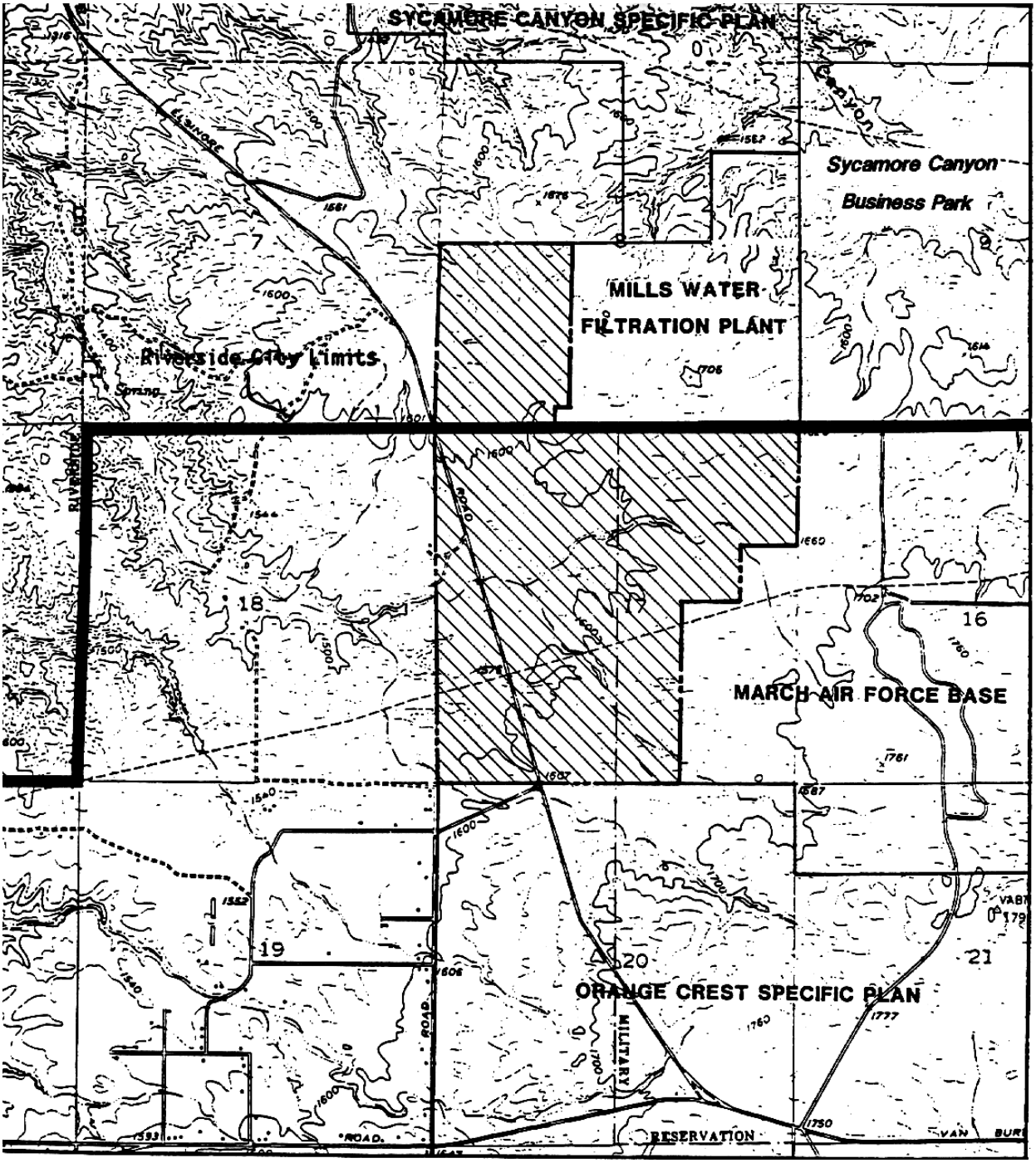


Figure 2 — Proposed Area Development Project



The project is also identified as lying in Section 17 and the southwest quarter of Section 8, Township 3 South, Range 4 West, San Bernardino Base and Meridian.

II. DEVELOPMENT PLAN

A. Land Use —

The land use plan has been established with attention given to capturing advantageous locations for non-residential uses along major streets, compatibility with adjacent development, the retention of significant natural features, and providing higher residential densities where there is an appropriate level of infrastructure.[6]

Due to the development of large equestrian-oriented lots to the west and northwest of the site, a buffer of one-half acre lots has been provided on adjacent land within the project. A tier of half acre estate lots is provided in order to transition into higher densities.

The areas immediately north of Alessandro Boulevard and southeasterly of Trautwein Road and Alessandro Boulevard form a more urban development pattern. A multiple family residential density, containing a maximum of twelve units per acre, is provided for the portion of the property lying north of Alessandro. The density has been established based on three factors:

- Proximity to major streets and shopping
- Availability of public services and infrastructure.
- Variable options of product type to maximize quality and appearance to meet market demand.

As outlined in the Traffic Section of this text, the intersection of Trautwein Road and Alessandro Boulevard will continue to gain significant regional and local traffic volume. The specific plan includes ~~70~~60.08 acres retail commercial land use at the southeast corner of Trautwein Road and Alessandro Boulevard to address the needs of residents within the project, as well as those in the overall area for convenient shopping.[7]

The area at the northwest corner of Mission Village Drive and Mission Grove Parkway S, and the area directly south of the retail commercial area would again be multi-family residential based on those factors previously mentioned. However, in this area, additional opportunities for innovation by mixing product

[6] **Table 4** on Page 3 depicts the land uses approved under the specific plan. You will note differences between the specific plan land uses and the new General Plan land uses. These discrepancies have been noted previously in this document and need to be corrected.

[7] This number had been updated to reflect the actual member of acres currently designated for commercial after all of the amendments to the specific plan.

lines, and varying densities would be available by incorporating the existing arroyo as an aesthetic open space area.

The property to the south of the multi-family residential property would be committed to industrial development in a park-like setting. Future uses would become more detailed through implementing development applications which would have to conform to the standards of the City's Manufacturing Park (MP) Zone as well as the framework being established under this specific plan.

The balance of the project is designated Medium Density Residential for the development of single-family homes.[8]

B. Circulation —

The land uses being proposed under the specific plan, along with the high volume of existing and anticipated external traffic around the site, underscore the need for a safe and efficient circulation system throughout the project. The circulation objectives of the specific plan are as follows:

- Provide for safe movement of all forms of transportation including vehicular, bicycle, equestrian and pedestrian modes.

- Achieve an efficient circulation system by providing improved streets and parkways that meet the demands of the intended land use, establishing alignments that optimize use and safety, and by avoiding a mix of industrial with less compatible residential traffic.

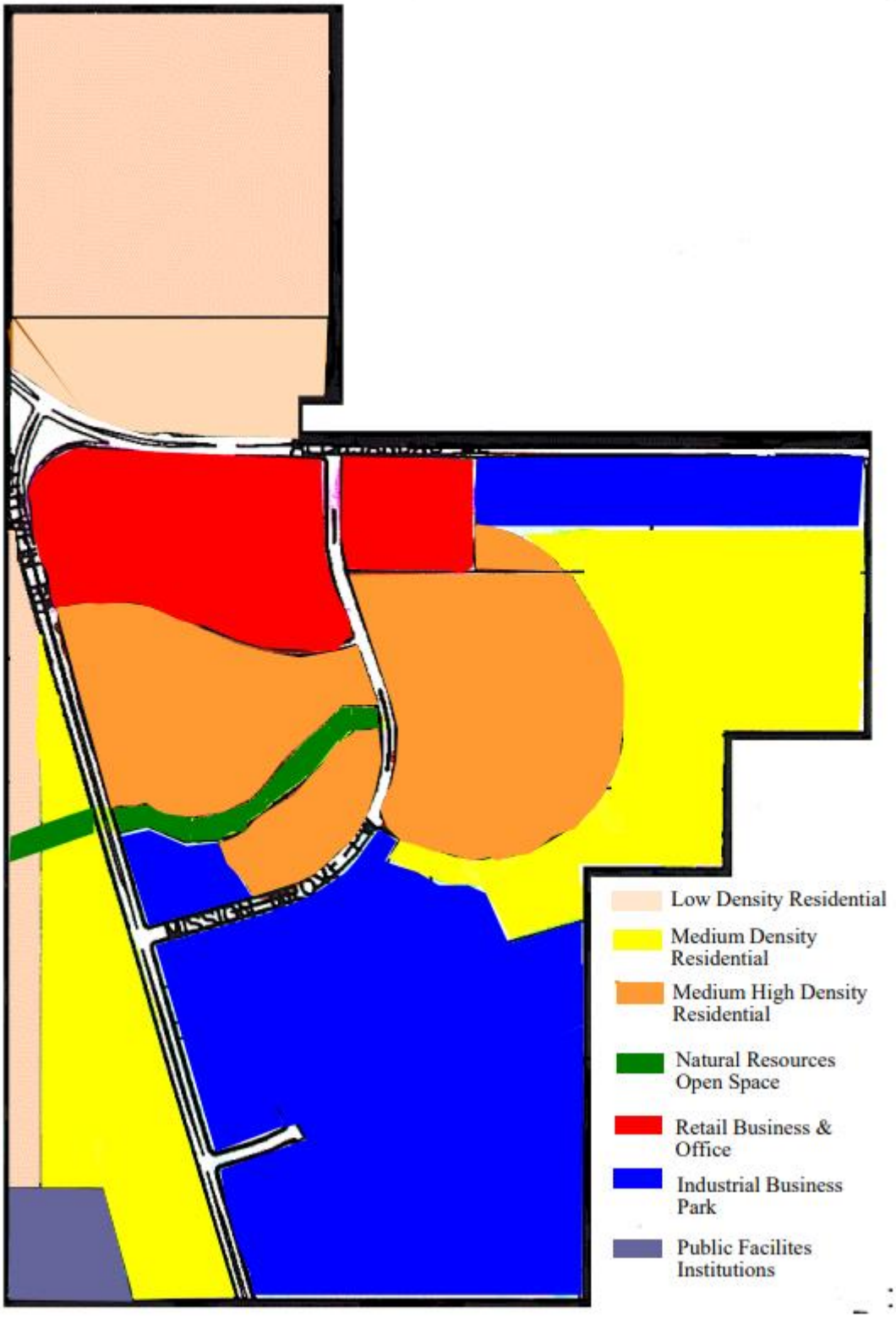
- Address the challenges brought on by regional traffic volume around the site.

- Provide alternatives to automobile transportation as a means to reduce energy consumption, air pollution, and traffic congestion.

Vehicle circulation will be accommodated by five specific street classifications. Each is intended to accommodate the circulation requirements of the commercial/industrial and residential areas and external traffic. Figure 4 on Page 13 illustrates the city's circulation system for the project area. Figure 5 on Page 14 depicts the typical cross-section for each classification

[8] The amount of property set aside for single family homes has been greatly increased with recent amendments to the specific plan. The increase in Medium Density Residential property has been at the expense of Industrial business Park property.

Figure 3 – Original Land Use



The street classifications are as follows:

- 120' Arterial: Alessandro Boulevard has been designated on the City's Streets and Highways Diagram of the Transportation Element as a 120-foot Arterial This route serves as one of the City's major arterials and entry portal. The designation allows for three 12-foot travel lanes in each direction with 8-foot shoulders. A 12-foot median is provided for left-turn movements. Direct access from adjacent parcels will be limited.[9]

- 110' Arterial: Trautwein Road has been designated as 110' Arterial on the City's Streets and Highway Diagram of the Transportation Element. This will allow for two travel lanes in each direction with 8-foot shoulders and an 18-foot median. Direct access to adjacent parcels will be limited and left-turn lanes will be provided.

- 100' Arterial: This circulation element designation applies to the primary internal circulation link running north to south in the center of the project, Mission Grove Parkway. A fourteen foot and a twelve foot travel lane and an 8-foot shoulder will be provided in each direction pursuant to City Standards. The street would primarily serve residential and industrial-oriented traffic. No median is provided within this designation, and limited access will be permitted from adjacent parcels.[10]

- 66' Industrial Collector: This designation will provide a 44' wide pave width. All internal streets that are located southerly of Alessandro Boulevard, and excluding the 100' Major Arterial Street, will be constructed to the City's standards for industrial streets. The street section forming the eastern boundary of that portion of the project lying northerly of Alessandro Boulevard will also have an industrial street standard.

- Collector Streets: All internal streets within the project lying northerly of Alessandro Boulevard, excluding the street section forming the eastern boundary, will be 36 feet wide curb to curb, or 66' rights-of-way pursuant to the City standards for local streets. All streets within the low density residential area, lying westerly of Trautwein Road, would also have a 36 foot curb to curb width. Additional local streets will be provided as access directly to residential parcels and possibly into commercial/industrial

[9] The specific plan calls out Alessandro Boulevard, westerly of its intersection with Trautwein Road as a 120' Arterial. The circulation element of the General Plan shows Alessandro Boulevard to be 120' Arterial and Scenic Boulevard throughout the specific plan boundaries.

[10] The Streets and Highways Diagram of the Transportation Element depicts Mission Grove Parkway, between Wood Road and Trautwein Road as an 88-foot Arterial. The Mission Grove Specific Plan calls out for Mission Grove Parkway to be a 100-foot Arterial from the northern boundary of the specific plan area through to Wood Road

areas for internal circulation purposes. The alignments for the additional local streets would be established through implementing projects. The Specific Plan will serve to establish a backbone circulation system with proposed alignments and standards of improvements.

Alessandro Boulevard and Trautwein Road have been designated on the City's Streets and Highway Diagram of the Transportation Element as "Scenic Boulevards". Under the "Scenic Boulevard" designation, additional rights-of-way may be required by the City for additional street improvements and landscaping. Further details are provided in Section III-B of this report.

The standards and specifications of all streets to be improved within the project boundary will be in accordance with those in effect under adopted City Ordinances. Other special standards will be established as part of this specific plan.

In an effort to reduce the demand placed upon the regional circulation system by the project, alternative transportation modes will be incorporated into the plan's design. Alternative modes include the following:

- Public Transportation: The project site is located within the jurisdiction of the Riverside Transit Agency. Route 22 currently serves the site with hourly arrivals and departures seven days a week.[11] The Route includes service to the main terminal in downtown Riverside where commuters can select regional bus transportation from several carriers. The availability of public transportation can reduce the volume of commuter and shopping trips generated by the project. Steps can be taken to encourage residents of the project to use this service by posting bus schedules prominently, providing parking and waiting facilities, and by constructing bus turnout facilities in safe and easily accessible areas.

- Bicycle Lanes: The project will include Class II bicycle lanes along Alessandro Boulevard, Trautwein Road, and long streets that will collect concentrations of non-vehicular traffic. **Figure 8** on Page 26 illustrates the proposed alignment of the bicycle lane system. The alignment conforms to the master-planned bike routes of the City of Riverside and the County of Riverside. The alignment is also coordinated with the system approved

[11] As of September 29, 1995 Route 17 also serves the Mission Grove Specific Plan area. Route 17 runs from Riverside Place to Riverside Community College, Moreno Valley Campus.

within the Orangecrest Specific Plan to the south. The bicycle lanes will be constructed as part of implementing projects along the alignment.[12]

- Pedestrian Walkways and Paths: Sidewalks will be constructed along all streets serving commercial, industrial, and medium high density residential development and low density residential development. The aesthetic value of the parkway areas, in which sidewalks will be placed, will be a major factor in establishing the desired park-like atmosphere of the project. Given the expanded parkway areas along Alessandro Boulevard and Trautwein Road, the project will strive to maximize opportunities for innovation and attractiveness in parkway treatment. This would be achieved, in part, by coordinating landscaping with architecture and setting, designing meandering walkways, and varying the type of materials to be used.[13]

A semi-improved access trail will be constructed within the arroyo. The arroyo is envisioned to have a woodland type setting. A formal trail alignment would be established with a graded width of six to eight feet. Improvements would be limited to drainage devices and foot bridges as needed. [14]

Concrete sidewalks will be provided along the frontage of half acre lots.

[12] The newly adopted General Plan also depicts a Recreational Class 1 Bile Route through the northern tip of the specific plan area and two Commuter Class 2 Bike Routes, one along Alessandro Boulevard and one along Trautwein Road. For further information see *Exhibit 53 – Bicycle Routes* in the new General Plan.

[13] See Exhibit 42 of the newly adopted General Plan for the *Regional Trail System* and its application to this specific plan.

[14] See Exhibit 42 - Proposed Trail System in the new General Plan.

Figure 4 — Circulation Plan

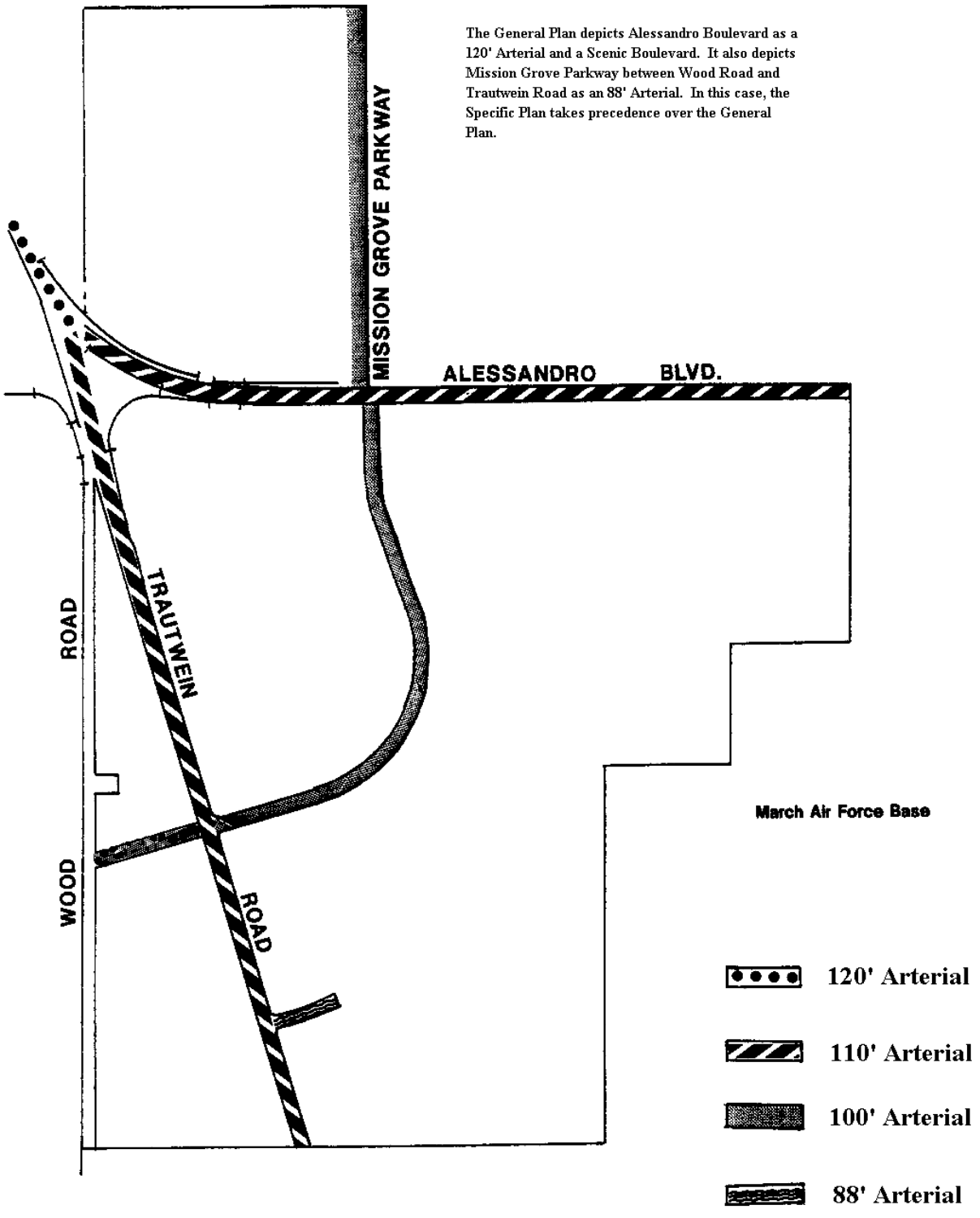
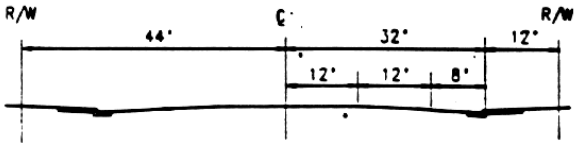
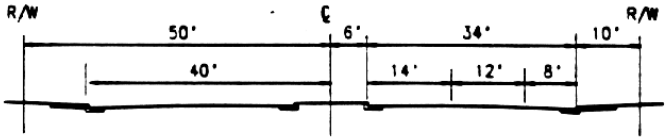


Figure 5 — Street Cross Sections

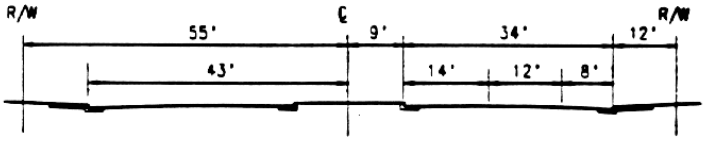
88' ARTERIAL



100' ARTERIAL



110' ARTERIAL



120' ARTERIAL

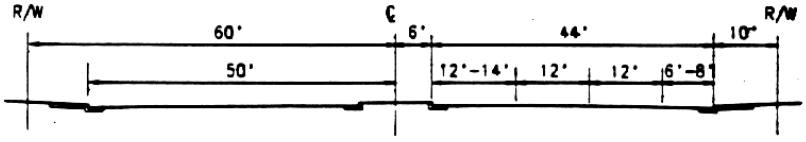
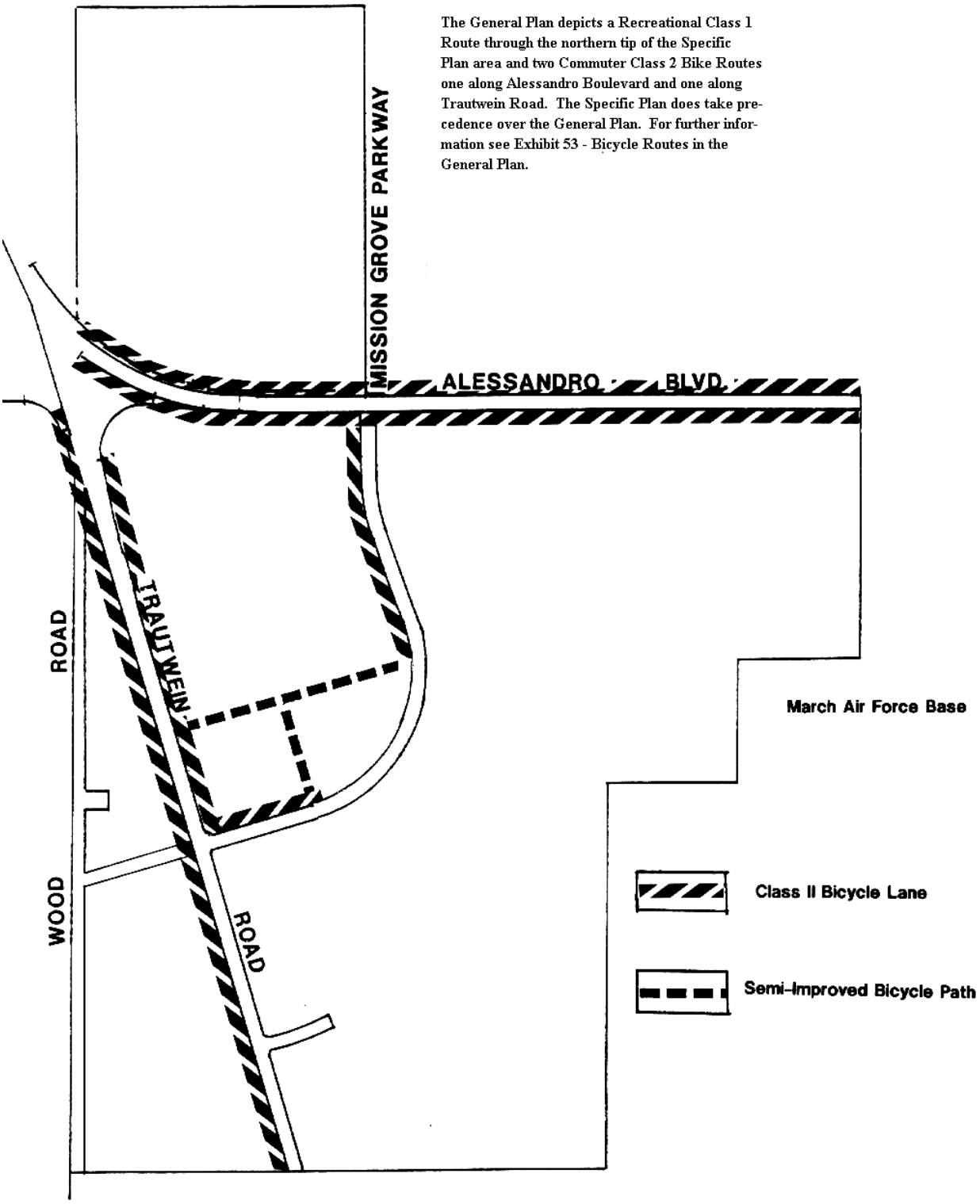


Figure 6 — Specific Plan Circulation



C. Utilities, Public Services and Facilities —

The utilities, public services and facilities objective of the specific plan is to provide for a complete range of services designed to meet the needs of all land use types proposed by the specific plan. Existing utilities and line locations and sizes are identified in Figure 7 on Page 18. Utility extensions and line sizes will be designed to serve the specific land uses and densities developed under the general guidelines of the specific plan. Specific utility design and sizing will be included as part of the subdivision and development processes. Installation of utility extensions will be included in the construction programs of specific projects.

Utility service extensions will be provided by the developer, City of Riverside or the appropriate public agency or utility company. Extensions will be in accordance with the conditions and agreements established by the utility provider. All extension and hookup fees required by the utility provider will be the responsibility of the individual project developer. In order to improve the aesthetics of the project area, all utility lines will be installed underground. Providers of the various utilities required for site development include the following:

- Sanitary Sewers: Sewage collection and treatment will be provided by the City of Riverside. The developer will be responsible for financing the extension of sewer lines and the installation of all pumping and support facilities necessary to serve the site. Actual construction of the facilities will be coordinated with the City of Riverside. The City will designate the contractor or agency that will perform the actual installation of the facilities. The City will be responsible for long term maintenance of sewage pumping stations.

- Domestic Water: Services will be provided by Western Municipal Water District (WMWD). The Water District currently provides service to the site and adjacent City and County areas, and will continue to do so through agreements with the City of Riverside. The project is located within the WMWD Improvement District No. 3. Major distribution facilities are currently available within this District to serve the needs of the Specific Plan land uses. All local distribution line locations and sizes will be designed as part of specific project subdivision and development programs. Installation of lines will be included in project construction programs and will be subject to the approval of WMWD. A 42 inch line will run north to south in the center of the project. No construction will occur over the right-of-way.

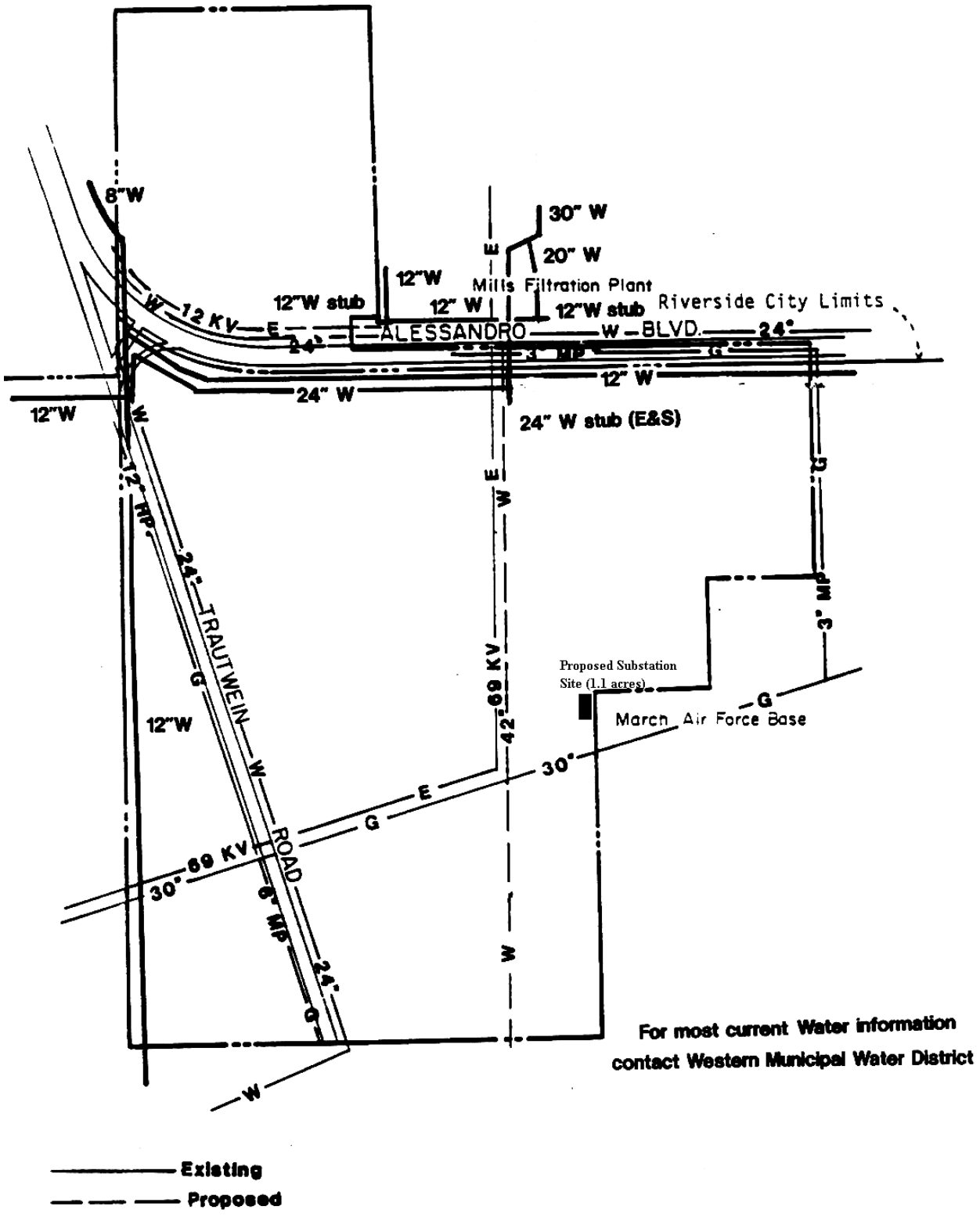
- Flood Control: Flood control facilities designed to protect the project's land uses and downstream developments will be the jurisdiction of the

Riverside County Flood Control and Water Conservation District (RCFCWCD). The construction of stormdrains and other onsite flood control facilities will be the responsibility of the developer. Location and design of these facilities will be coordinated with the Flood Control District and the City of Riverside in conjunction with implementing development plans. Ongoing maintenance of the facilities will be the responsibility of the Flood Control District or the City Public Works Department. The project is not within any adopted Drainage Plan Area.

- Electricity: Electrical service will be provided by the City of Riverside, Public Utility Department. Major transmission lines are currently located on or near the project site as shown in Figure 7 on Page 18, to provide adequate electrical service for the project's proposed land uses. The extension of additional power lines to serve all parts of the project site will be coordinated between the developer and the City Public Utility Division. Prior to installation of additional transmission lines, the developer will make all necessary agreements with the City for financing of the line extensions. Electrical hookup fees will be the responsibility of individual project developers and businesses.

- Natural Gas: Natural gas service will be provided by the Southern California Gas Company. The extension of gas distribution lines throughout the project will be accomplished through agreements between the developer and the Gas Company. Existing gas lines are illustrated in Figure 7 on Page 18.

Figure 7 — Utilities



Major public services to be provided to the project consist of police and fire protection, schools and parks. The project does not include facilities for fire service due to the existing level of protection provided.[15] The project is likely to contribute toward a need for additional staffing for both services based on the level of development activity occurring overall in the area.

- Police: Police protection and services will be provided by the Riverside Police Department. There are currently 205 patrol officers, 24 Sergeants, 8 Special Agents and 5 Area Commanders assigned to the Patrol Division. Mission Grove is located in Area 3 of the Riverside Police Department's logistics. There is a Area Commander, two Problem-Oriented Policing (POP) Officers and one special agent dedicated to this Area. Area 3 has opened the Magnolia/Canyon Crest Neighborhood Police Center in the Mission Grove Plaza, located at 285 East Alessandro Boulevard, Suite 7B. Hours of operation are Monday through Friday, 8:00 a.m. - 5:00 p.m. and the phone number is (909) 789-2756. It is staffed by a Police Service Representative, citizen volunteers and Police Cadets. This Police Center is the home base for the POP Officers and special agent and provides a neighborhood center for the surrounding community. Some of the services provided are taking non-emergency police reports, neighborhood watch and commercial crime watch group organizations and meetings, safety home checks, community and school presentations on safety, crime prevention, disaster preparedness, drug/gang awareness, and other specialized topics as needs are identified. In addition to the dedicated services of the personnel assigned to the Police Center in Mission Grove, additional programs have been developed within the Police Department to enhance Community-Oriented Policing/Problem Solving strategies. A Crime Analysis Unit was developed in 1994 to provide additional research and statistical support to aid officers in patrol strategies and investigations. The Department participates in the Riverside Apartment Association to provide apartment owners/mangers with training to combat crime in their apartment communities. A special agent has been assigned facilitator of the new Crime Free Multi-Housing Program designed to help landlords, tenants and property managers keep drugs and other illegal activity off of their properties. The Volunteer Anti-Graffiti Patrol has also benefited Riverside communities by providing additional "eyes and ears" for the Riverside Police Department. These programs and the convenient location of the Area 3 Police Center will provide the Mission Grove community an

[15] When the specific plan was originally written neither police or fire facilities were going to be located within the specific plan boundaries. Recently, a Police Substation in the Mission Grove Plaza has been added to the specific plan. The specific plan should be amended to reflect this addition.

opportunity to join forces with the Riverside Police Department to deter potential crime problems in their neighborhoods.[16]

The land uses commercial and industrial depend primarily upon onsite security systems for police protection. These often include, but are not limited to, security fencing and lighting, private security patrols, gated access points, and alarm systems. The provision of private systems will supplement City police services.[17]

- Fire: The Riverside City Fire Department provides fire protection for the Mission Grove area with two facilities:

  Station No. 11 at the corner of Orange Terrace Parkway and Silk Oak Drive, across from Franklin School. From Station No. 11 to the Mission Grove Shopping Center is a three minute response time.

  Station No. 9 is located within a five minute response time at 6674 Alessandro Boulevard.

  Both stations are staffed with three full-time firefighters and have the capability to respond to industrial as well as residential fires.[18]

- Schools: The project lies within the jurisdiction of the Riverside Unified School District. The Franklin Elementary School within the Orangecrest Specific Plan area to the south will serve this development.[19] The Riverside Unified School District has required that the developer dedicate a 10 acre elementary school site at the Northeasterly Corner of Wood Road and John F. Kennedy Drive.[20]

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[16] This paragraph was updated by Roz Vinson, Records/Information Manager for the Riverside Police Department, on October 20, 1995 to reflect current services in the Mission Grove area. This paragraph should be included in the next specific plan update.

[17] This paragraph has been edited to remove the sentence, "The major land uses proposed under the specific plan are commercial and industrial." since the specific plan is now primarily residential. The next amendment should include this change in wording.

[18] This paragraph has been updated by Perry Halterman, Fire Marshal, on October 13, 1995, to reflect the current status of the Fire Department in this area. These changes should be included in upcoming amendments to this specific plan.

[19] A quarter mile to the north of the Mission Grove Specific Plan area is the Taft Elementary School that may also serve the Mission Grove area.

[20] The newly adopted General Plan has removed this ten acre site from the Public Facilities & Institutions designation and returned it to Low Density Residential and Medium Density Residential. The ten acre site was removed from the Public Facilities and Institutions designation because the City installed high tension power lines along the perimeter of the site making it unusable for a school site according to the State Department of Education.

Based upon the number of units planned for the Mission Grove Specific Plan area the Riverside Unified School District has determined that a school site is needed in the Mission Grove Specific Plan area. The school district is currently working with the City to determine the best location for that school site.

The district has an established schedule of impact mitigation fees that are assessed for each dwelling unit, that will be paid at applicable rates when building permits are requested.

- Parks: The project site is located in close proximity to a number of Regional parks which include Box Springs Mountain, located four miles to the north featuring hiking and equestrian activities and Hartford Springs Park, located eight miles to the south and is master planned toward equestrian oriented day use. Two state operated facilities are also close to the area. California Citrus State Historic Park (Mockingbird Canyon Reservoir), an outdoor museum interpreting the history of the citrus industry in California with picnic areas, an activity building and interpretative trails is located approximately six miles west of the specific plan area. Lake Perris is a state operated facility, located 10 miles easterly of the site, that provides boating, fishing, camping, and other recreational activities.[21]

  The Orangecrest Specific Plan includes a 15 acre neighborhood park, Bergamont Park, situated about one mile south of the site. The facility includes a multi-purpose ball field and playground area for small children.[22]

  The proposed project will provide approximately eight acres for semi-passive recreational use within an existing arroyo. A pedestrian and bicycle trail will be constructed in this area, although no active recreational facilities are proposed.

  Active recreational facilities, such as swimming pools, tennis courts, spas, and basketball courts will be provided in the multi-family residential areas for the private use of future residents pursuant to Chapter 19.04 of the Municipal Code. Detailed plans of these private recreational areas and improvements will be developed during the processing of implementing projects. The project would, at a minimum, have separate facilities located on each side of Alessandro Boulevard in addition to the open space area within the arroyo for the private use of project residents.

  The project will also participate in the park fee program whereby a fee would be collected at the building permit stage of development at the rate in force at that time.

[21] This paragraph was edited to reflect the new California Citrus State Historic Park.

[22] A community park is also proposed in the Orangecrest Specific Plan area. The site for the proposed Orange Terrace Community Park is approximately one half mile south easterly of the Mission Grove Specific Plan area. As well, a neighborhood park, Taft Park, is located approximately a quarter mile to the north of the specific plan area.

III. DEVELOPMENT STANDARDS

The following development standards and guidelines detail and clarify the provisions of the proposed specific plan. They are intended to assure consistency and quality in the design and development of implementing projects within the specific plan project area. Implementation of these standards will be part of the subdivision and development review processes which follow the adoption of a specific plan. In addition, the developer, Regional Properties will retain authority to review all development plans, including those for parcels where ownership has transferred to merchant builders, prior to any filings with the local jurisdiction. The vehicle for this review will be established through C.C.& R.'s. This review methodology and the standards established by the specific plan will serve to promote the overall theme of the project and to provide for the orderly development of specific land uses within the project.

The standards presented in this section are separated into six policy categories that form the framework for future project implementation. The categories are Landform Alteration, Parkway and Setback Treatment, Low Density Residential, Medium Low Density Residential, Medium High Density Residential, Commercial, Mixed-Use and Industrial.

A. Landform Alteration and Drainage —

The project site is comprised of gently rolling terrain with well-defined watercourses. Like the Sycamore Canyon Business Park to the north, and the Orangecrest Specific Plan to the south, the proposed project will attempt to provide for highly urbanized development while retaining those prominent natural features that best characterize each of the properties. While the Orangecrest Specific Plan is planned around a citrus theme, the Sycamore Canyon Business Park and this project seek to preserve and enhance significant arroyos that provide drainage as well as aesthetic functions.

On site drainage will be conveyed through stormdrains, streets, or natural watercourses depending on the type of land us where collection occurs. All on site flows are presently collected within the arroyo as they will continue to be. The arroyo serves as one of the upper reaches of Alessandro Wash which carries local flows into a basin protected by Alessandro Dam. The dam is located approximately one quarter mile northwesterly from the site.

Due to the introduction of impervious surfaces to the site, the amount of runoff into the arroyo will increase. The increased flows will not necessarily concentrate run off where storm drains and street drainage empty into the arroyo, although there will be a greater frequency of runoff. Nevertheless, this will offer a challenge to provide the necessary means to control erosion from continuous flows within the arroyo without destroying the aesthetic value.

To reduce erosion potential, the probable treatment material would be rock in a formation to be determined in the engineering stage of development. Rock formations that could be used include step down treatment, retaining wall, or stacking. The natural shape of the arroyo, existing vegetation, rate of flow, distance, and cost all have to be analyzed before arriving at the proper alternative. All drainage facilities will be designed based upon calculated peak flows. No structures will be constructed within a watercourse or within a flood plain.

The site will be graded in conformance with the grading policies of the City of Riverside. The project is not expected to require lengthy manufactured slopes, or slopes in excess of twenty feet in height, except along the arroyo which will be left in its natural state to the greatest extent. All manufactured slopes will be graded to a 2:1 or flatter slope ratio. Benching and terracing techniques will be avoided because they conflict with the desired park atmosphere. All manufactured slopes being 5 feet or greater will be hydroseeded or planted to reduce the potential for erosion. All slopes in non-residential areas will be planted with semi-invasive drought tolerant material to assure adequate coverage without requiring excessive watering. All street slopes and non-residential landscaped areas will be maintained by a property owners association.

B. Parkways and Setbacks —

Through the framework of the specific plan, a professionally master-planned landscaping program will be prepared for parkways and setbacks along Trautwein Road, Alessandro Boulevard, and all other streets shown in **Figure 4** on Page 13. Separate distinct themes will be established for streets serving industrial, multi-family residential and low density residential. Special themes will be established for Trautwein Road and Alessandro Boulevard. The distinction between the various themes will be achieved primarily through landscaping and fencing materials.

Various planning tools will be used in an effort to achieve the highest quality of appearance along street corridors which, in addition to landscaping, will include meandering sidewalks, decorative street hardware (i.e. benches, entry monuments, signage, etc.), undulating terrain, and berming where it is appropriate. Walls will be provided along the rear of lots backing up to streets consisting of masonry or stucco materials. They will be coordinated with the appropriate landscaping theme and located in the areas shown on **Figure 9** on Page 27 and **Figure 11** on Page 29.

A program has been established to comply with the special landscaping requirements for Trautwein Road and Alessandro Boulevard. For some residential uses, the net lot area would encroach into the setback in order that all residential development fully comply with the Riverside City Municipal Code. Where this occurs, an easement would be granted to the City for maintenance. The easement

will be landscaped with irrigation outside of a wall, all provided by the developer, wherein any structures or other uses would be prohibited.

Figure 8 on Page 24, Parkway Maintenance Plan, identifies the maintenance assignment between the City and future property owners of the project. Private maintenance would most likely be achieved through a property owners association. **Figure 8** also includes cross-sectional references to more specific programs delineated on **Figure 9** on Page 27, **Figure 10** on Page 28 and **Figure 11** on Page 29.

Figure 9 on Page 27 is an illustrative plan for parkways along both sides of Alessandro located immediately east of the Trautwein Road - Alessandro Boulevard intersection. Cross-section A refers to the multi-family residential area backing up to the north side of Alessandro Boulevard. The plan provides for 24 feet of landscaping between the back of the sidewalk and the front of a wall. The twenty-four feet would become an easement to the City for maintenance. However, the property line would extend to the 12 foot parkway area that is normally required along a 110 foot major street. An additional 20 feet would be landscaped behind the wall, wherein no structures would be permitted. The twenty feet behind the wall, twenty feet in front of the wall, and the six foot landscaped area within the proposed dedication would total fifty feet of landscaped area.

Cross-section B refers to the retail commercial area frontage along the south side of Alessandro Boulevard. A 50' fully landscaped building setback will be provided from the property line to the commercial structure.

Figure 10 on Page 28 portrays the parkway plan along the south side of Alessandro Boulevard fronting the proposed industrial area. The plan calls for a 50 foot landscaped/building setback beyond the right-of-way proposed for dedication. The setback would include a berm of at least five feet in vertical height dropping gradually back to the structure. No structures or parking would be permitted within the setback.

Figure 11 on Page 29 depicts cross-sections of various parkway plans along Trautwein Road. Cross-section D portrays that area within the project situated about midway along Trautwein Road between Alessandro Boulevard and the southerly property line. Half acre lots would be developed along the west side of Trautwein Road. A 14 foot easement would be granted to the City for maintenance of landscaping located beyond the 12 foot right-of-way. A wall would be constructed 20 feet from the face of the curb line. Additionally, a minimum 30 foot setback would be established to the building line. Additional landscaping would be provided inside of the wall. For purposes of meeting the City Municipal Code, lot ownership would include the 30 foot building setback as well as the 14 foot parkway setback. The developer would install all walls,

landscaping, and irrigation. All structures would be no less than 50 feet from the street. The east side of Trautwein Road in Cross-Section D reflects the multi-family residential industrial area. A 24 foot landscaped parkway would be provided outside of the area proposed for dedication. A wall would be constructed at 24 feet followed by a landscaped 26 foot deep building setback. The landscaping would be privately maintained on both sides of the wall by a project wide property owner association.

Cross-Section E illustrates the parkway areas along Trautwein Road just south of Alessandro Boulevard. The 24 foot landscaped parkway would be carried forward along the east side except that a berm having a minimum five feet in vertical height would be constructed, and rather than having a block wall, parking areas would be provided within the next 30 feet. This plan provides for 30 feet of landscaping with a 60 foot building setback from the street. All of this area would be privately maintained by either a shopping center tenant association or a project wide property owner association. The west side of Trautwein Road would have maintained parkways as described with Cross-Section D.

The industrial area fronting Trautwein Road would have a fifty foot landscaped setback, exclusive of the proposed dedicated right-of-way, wherein no buildings or other uses would be permitted. This setback would include a berm of at least five feet in vertical height, all of which would be privately maintained by the industrial user or a project wide property owner association.

All landscaping along Trautwein Road would be of dense evergreen foliage to compliment and extend the orange tree theme within the Orangecrest Specific Plan located south of this site.

All landscaping, irrigation, wall and entry monument plans would be subject to the review and approval of the City Design Review Board which is empowered to make those changes necessary to enhance the appearance and ease the maintenance burden within the parkways.

Figure 8 — Parkway Maintenance Plan

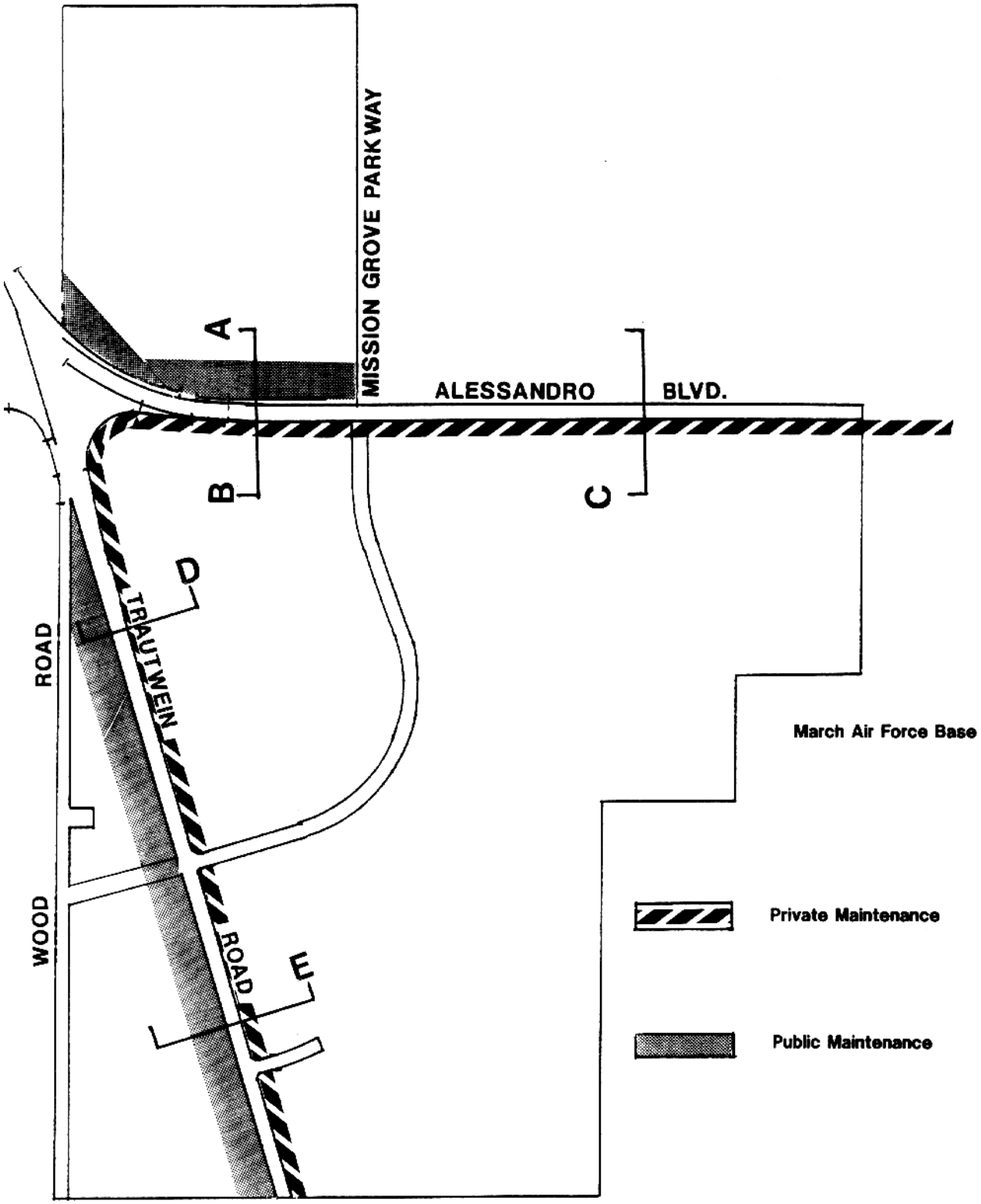


Figure 9 — Alessandro Boulevard Cross Section

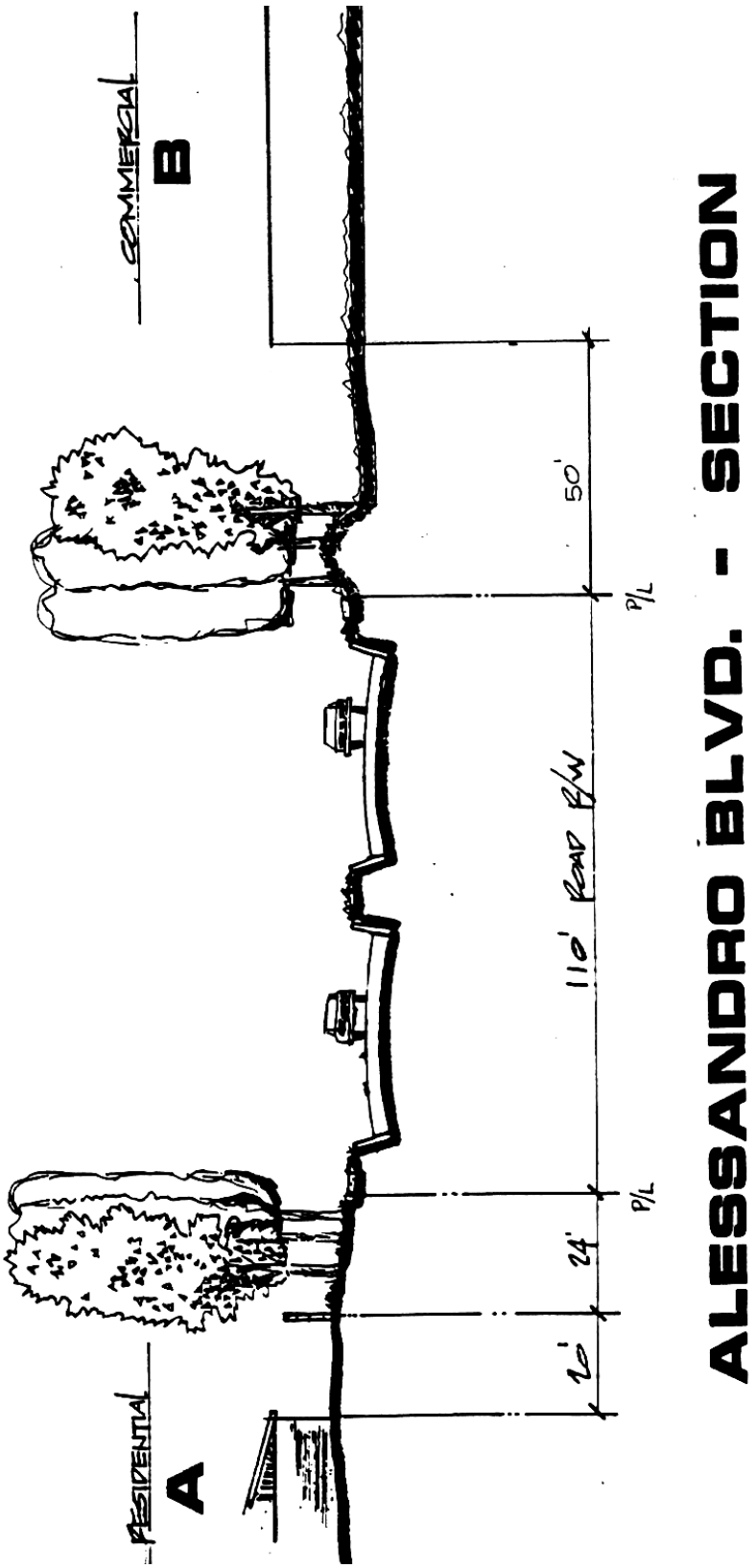


Figure 10 — Alessandro Boulevard

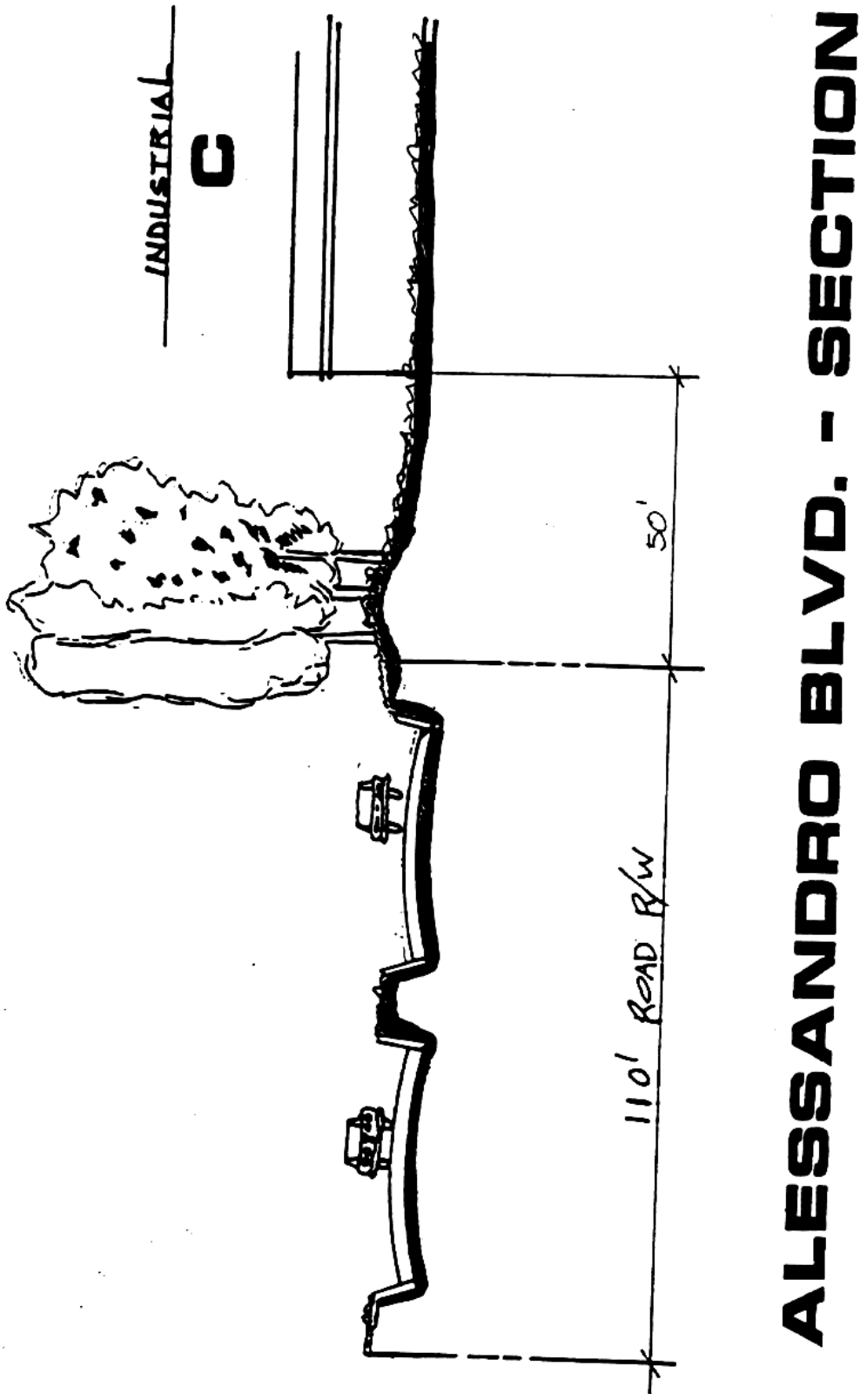
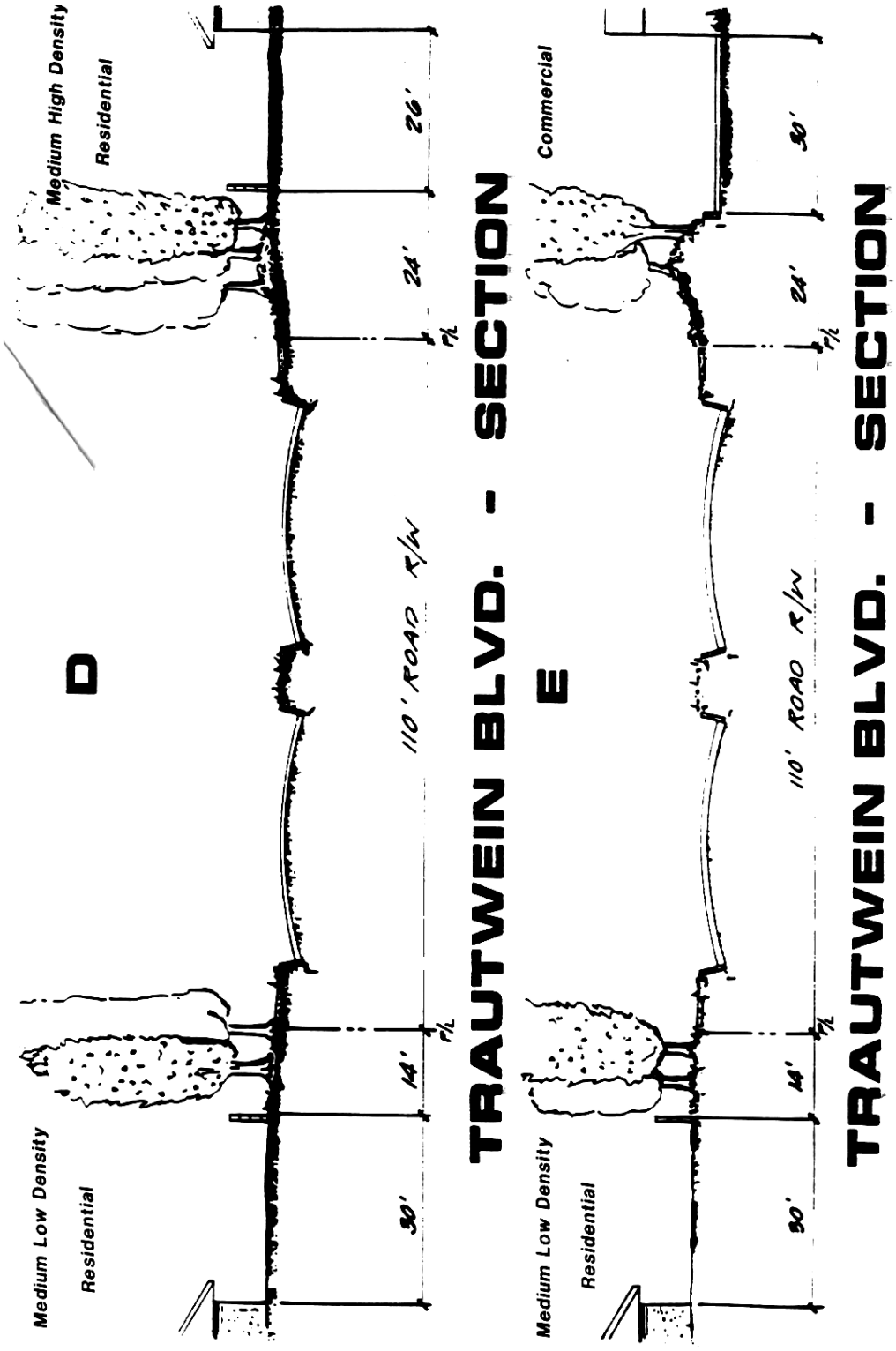


Figure 11 — Trautwein Road Cross Section



C. Low Density Residential —

Residential development within this category will conform to the standards of the R-1-130 (Single Family Residential) zones. Applications for the appropriate zoning will be filed concurrently with implementing development applications.

Lot sizes within this category serve to maintain a semi-rural setting enjoyed by residents on adjacent properties. Development within this category will have a reduced level of improvements than those proposed in other categories within the project, consist of single family detached dwellings on half acre lots, and have a ranch-like landscaping theme. Lots within this category are intended to function as a means of providing compatibility with adjacent development, a transitionary function , and diversifying products to reach multiple market segments. They are not intended to perpetuate equestrian use and therefore, no provisions are made for trails or other related facilities. The following settings are proposed within this category:

- Estate Lot Development - This lot size would be half an acre and would serve a transitionary function between rural and urban lifestyles. The lots would meet the needs of people desiring large parcels for truck farming, storage, or other uses. Pedestrian circulation would be provided int the form of concrete walkways. Lots would typically be graded to drain to the street.

D. Medium Low Density Residential —

Residential development within this category will conform to the standards of the R-1-80 and R-1-100 (Single Family Residential) zones. These will be single family lots at a density of four or five dwelling units per acre.

E. Medium High Density Residential —

Development within this category will probably be oriented toward the type of residential products allowed under the R-3-30 (Multiple Family Residential Zone - Average 3000 square feet). Development under other residential zoning categories may be acceptable, if found to contribute to the provision of affordable housing opportunities. Due to the proximity of the site to nearby employment opportunities and a network of freeways, this category is also intended to contribute toward the vital need for inexpensive housing.

The average density for any development project within this category shall not exceed 12 units per acre. No structures shall be permitted in excess of two stories.

An optimum level of improvements would be provided within this category. An emphasis will be placed on attractive architectural design that is compatible with

other development within the specific plan, usable common space offering a variety of recreation opportunities and, densely shaded parkways with meandering sidewalks. A further emphasis will be place on the medium high density area located southerly of Alessandro Boulevard to provide pedestrian and bicycle access to the retail shopping center in order to reduce vehicular trips. Drainage within the category will generally be handled through storm drain collection systems.

F. Retail Commercial —

Unlike the other forms of proposed land uses, this category is contained within a ~~single~~ two site~~s~~ ~~to be~~ located ~~at the southeast corner of~~ on the south side of Alessandro Boulevard~~,~~ from ~~and~~ Trautwein Road to Northrop Drive. The site~~s~~ will be approximately ~~70~~ 60.08 acres in total size and conform to the development standards of the C-2 (Restricted Commercial) zone.[23]

The primary objectives within this category are to provide goods and service for the daily needs of all people within the project, establish safe and efficient access to and through the site for all modes of transportation, and to maintain architectural harmony within the category area while blending in with the overall specific plan development. Landscaping around the site will be established under theme plans for Trautwein Road and Alessandro Boulevard. The themes will be carried forward in additional landscaping within parking areas and other street setbacks around the site. Development within this zone will be subject to Plot Plan review and approval, as well as approval by the Design Review Board, by the City.

Development of the site will be respective of the special setback standards for Trautwein Road, (50 feet), and Alessandro Boulevard, (50 feet). Structures, parking area, and storage will be prohibited within the setback. Walls or fences with landscaping will be used to screen those areas used for storage or trash containers situated to the rear of all structures. Delivery points for commercial buildings facing toward surrounding streets will be avoided. This would screen delivery points from view and negate the need for sterile appearing masonry block walls.

The design of the site will include facilities for bus service consisting of turn-out lanes, shelters and benches. Bicycle racks will also be provided at convenient locations throughout the site.

[23] The number of acres has been edited to reflect current amendments and GIS calculations.

G. Mixed-Use – Urban

Development in this zone will primarily be located at the northwest corner of Mission Grove Parkway S and Mission Village Drive. This zone provides opportunities for primarily high-density residential development with commercial, office, institutional, and business uses emphasizing retail, entertainment and student-oriented activities. Additionally, high-density standalone residential developments are permitted in the zone.

The density for the residential portion of any development project within this category shall not exceed 40 units per acre. Commercial portions of any development shall not exceed a maximum of FAR of 4.0. Parking for standalone residential developments shall be distributed throughout the development. Parking may be located between the public right-of-way and buildings if used to create larger setbacks from other adjacent uses.

Such development is intended to facilitate the walkability of developments though the grouping of innovative housing options with employment uses, retail, entertainment activities, and public gathering spaces, transit stations and other community amenities. Providing connection between residential dwelling units and adjoining commercial uses is encouraged.

~~G.~~H. Industrial Park —

Development within this category was expected to be the focal point of the project by virtue of having the largest assigned land base of 286 acres. Recent amendments to the specific plan have actually reduced the land use base to 85 acres, making the Industrial Park land use designation a smaller category than residential.[24] The uses envisioned within this category would conform to the standards of the MP (Manufacturing Park) zone. This zoning designation will permit the development of five or ten acre parcels under a comprehensive program. Parcels along Trautwein Road will be a minimum of five acres in size, while those along Alessandro Boulevard will be a minimum of ten acres. Interior parcels will have a minimum lot size of one acre.

Development concepts would consist of single or multi-story complexes of one or more buildings centered in any given parcel. Parking areas would be situated within or around each complex, and screened from view along Alessandro Boulevard and Trautwein Road by turfed undulating terrain or berms, or heavy landscaping. Parking areas would be bound by a turfed green belt extending out to adjacent streets lightly planted with trees and shrubs in order to attain an open park like atmosphere. The parking and green belt areas would be perpetually maintained in whatever manner is most efficient, which could include the

[24] Updated using figures calculated in **Table 4** on Page 3. These figures include all recent amendments to this specific plan.

formation of a master property owners association. The design would incorporate facilities to encourage pedestrian, bicycle, bus, and other alternative means of transportation to and from work. Development within this zone is also subject to Plot Plan review and approval, and Design Review Board approval, by the City.

Development objectives include provisions for adequate street width to handle industrial traffic efficiently and safely, carrying out the special landscaping theme along Alessandro as well as the overall industrial street landscaping theme, and providing the necessary level of infrastructure to support industrial development. No structures will be permitted within a MWMD pipeline easement running north to south within the industrial area. No metal structures, such as Butler Buildings, will be permitted.

These measures however, can only partially satisfy the development objectives. Further effort must be made by a consortium of public and private actions to attract industries that are adaptable to a park-like setting.

All industrial development will have fully improved streets, water, sewer, and utilities. An extended building setback will be provided along the easterly boundary of the industrial park area. This, along with the screening of any parking and storage areas, will serve to buffer the project from adjacent development.

Figure 12 — Specific Plan Proposed Zoning

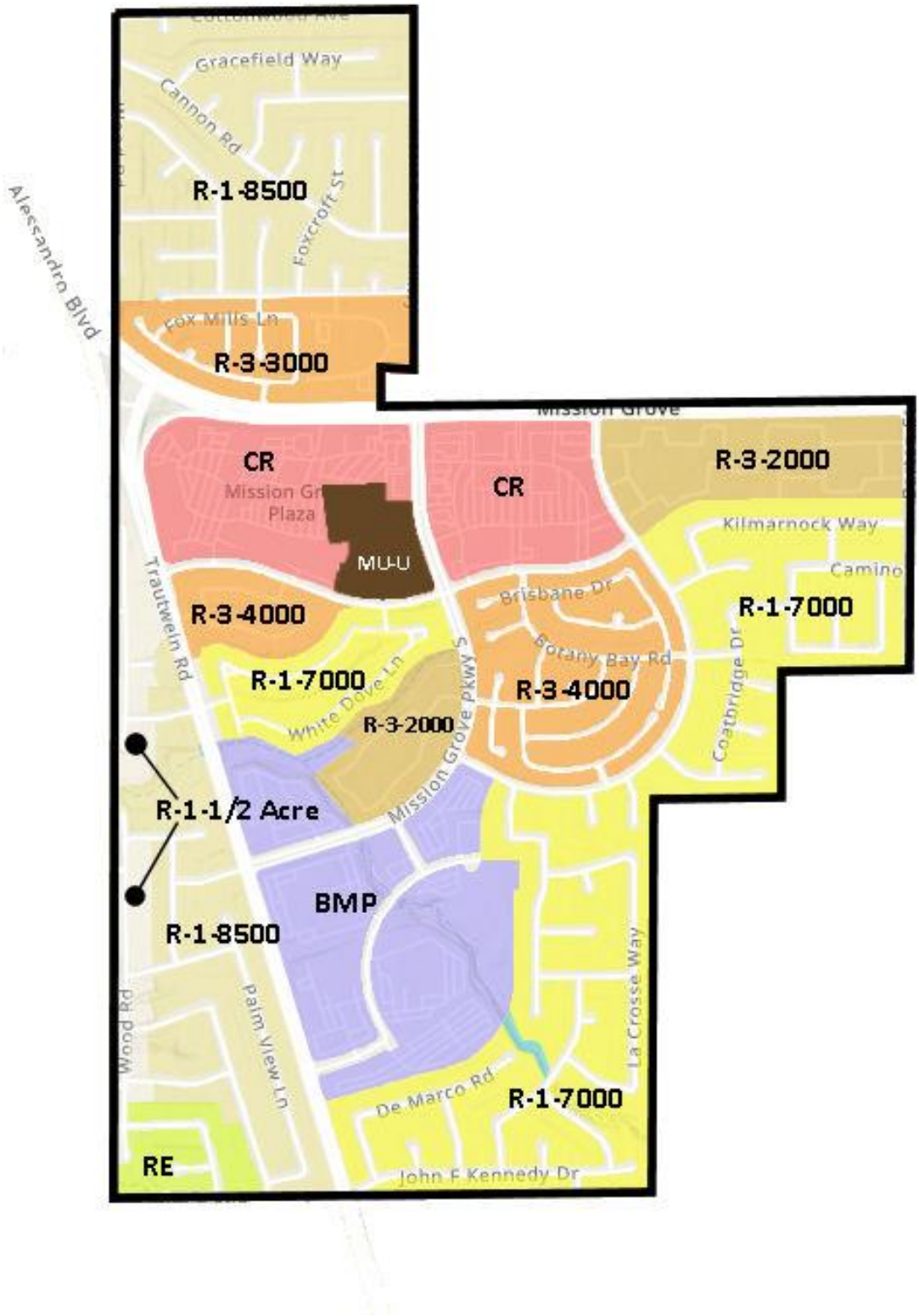
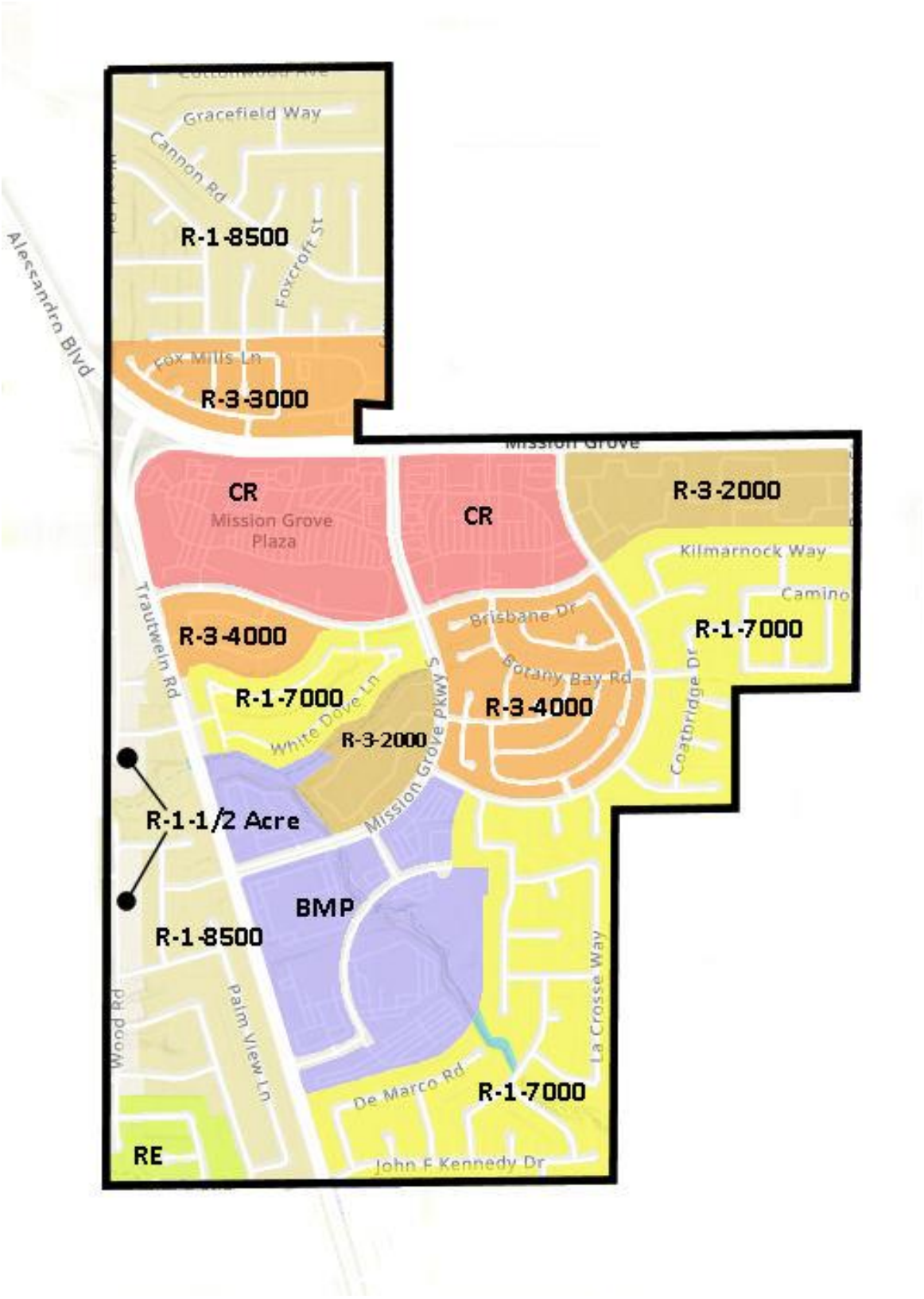


Figure 13 — Specific Plan Existing Zoning (As of ~~February 1996~~ June 2022)



IV. PARTICIPANTS

The following firms are associated with the original development of this specific plan:

Owner:

Regional Properties
1801 Century Park East, #1440
Los Angeles, CA 90067

Planning/Environmental/Engineering:

J.F. Davidson Associates
3426 Tenth Street
Riverside, CA 92501

Traffic/Noise Engineering/Air Quality Analysis:

Endo Engineering
25432 Trabuco Rd., Ste. 205
El Toro, CA 92630

Sewerage Analysis:

C M Engineering
P.O. BOX 6087
San Bernardino, CA 92412

Biologic Analysis:

Dr. Michael Hamilton
University of California
Riverside, CA 92521

Archaeological Analysis:

Archaeological Research Unit
University of California
Riverside, CA 92521

V. APPENDIX 1 — MITIGATION MEASURES FROM THE ENVIRONMENTAL IMPACT REPORT

Environmental Impact Report for the Trautwein Annexation Number 54, prepared in conjunction with the Mission Grove Specific Plan.

A. Land Use Mitigation Measures

- The keeping of large animals on any residential lot shall be prohibited.
- Areas within the project that are adjacent to large equestrian-oriented parcels shall perpetuate that lifestyle by means of lot size and level of improvements.
- Facilities and services that would tend to attract people into the area lying adjacent to march Air Force Base property shall be prohibited. Access onto Base property shall also be prohibited.
- Parkway and setback treatments along Alessandro Boulevard and Trautwein Road shall be compatible with similar treatment within the Box Spring Industrial Park and Orangecrest projects respectively.
- Multi-story structures within the Industrial Park area that are on parcels adjacent to residential development shall be setback a minimum of 200 feet.

B. Traffic Mitigation Measures

- Alessandro Boulevard, Trautwein Road and Barton Street will be improved adjacent to the project site as specified by the City of Riverside Circulation Element (Now known as the Streets and Highways Diagram of the Transportation Element).
- The Alessandro Boulevard/Trautwein Road intersection has been realigned to intersect at 90 degrees on-site and there-by maximize sight distances and improve traffic flow characteristics.
- Dual left-turn lanes with adequate storage capacity will be provided for westbound and northbound turning vehicles at the Alessandro Boulevard/Trautwein Road intersection adjacent to the site.
- Improvements and access to Alessandro Boulevard should be carefully designed because of its “Scenic Boulevard” status, as specified by the City of Riverside at more detailed levels of planning.

- Prior to the refinement of specific site design, the project proponent should coordinate with the City of Riverside Planning staff and Traffic Engineer regarding access to adjacent circulation facilities, required street improvements on-site, and parking and loading space requirements.

- The City Traffic Engineer should review and approve the 1,500 foot cul-de-sac in the residential portion of the site.

- Traffic signals should be installed at the intersection of Alessandro Boulevard with Trautwein Road, at both of the industrial access roads along Alessandro Boulevard, and at each of the three industrial access roads on Trautwein Road.

- STOP signs should control exiting traffic at all unsignalized egress points.

- More detailed traffic analyses should be performed when more specific development details are known.

C. Air Quality Mitigation Measures

- SCAQMD Rule 403 will be adhered to, insuring the clean up of construction-related dirt on approach routes on the site.

- Adequate watering techniques will be employed to partially mitigate the impact of construction-generated dust particulates.

- Building construction will comply with the energy use guidelines in Title 24 of California Administrative Code.

- SCAQMD Regulation VII will be adhered to insuring proper action by affected industrial, commercial and business activities during air pollutant episodes.

The following measures are recommended for further study and implementation, if feasible.

- To reduce motor vehicle emissions, the project sponsor and/or management should encourage employees and customers to use public transit and/or carpool by:

  — Distributing information on transit routes and schedules;
  — providing convenient bus shelters;
  — assisting employees in forming carpools (AQMP control measure I8);
  — providing preferential carpool parking (AQMP control measure I9);

— subsidizing employee costs for monthly transit passes;

- Employers/tenants on-site should consider modified work schedules for employees to reduce travel during periods of traffic congestion and thereby reduce congestion-related motor vehicle emissions.

- The use of energy efficient lighting in the parking lot for the site should be considered to reduce emissions at the power plant serving the site. (AQMP control measure N11).

- While complying with Title 24, consideration should be given to the use of solar water heaters and solar pool heaters in residential construction. (AQMP control measures N2 and N3).

- Zoning or Specific Plan regulations should specify that industrial uses be limited to "clean, light" industries which generally do not emit stationary source contaminates.

- The preferential use of diesel-powered construction equipment rather than gasoline-powered equipment, to affect exhaust emission reductions and evaporative and crankcase HC emission reductions.

D. Noise Mitigation Measures

- A program to inform prospective purchasers of dwelling units within the Specific Plan area of high aircraft noise levels shall be submitted by the developer of City review and approval prior to issuance of any residential building permits. This program shall include a letter to be provided to the purchaser prior to completion of the sale.

- Appropriate avigation and noise easements for all residentially developed property shall be prepared for City and U.S. Air Force review and approval and recorded prior to approval of implementing land division proposals or issuance of any individual building permits if no land division is proposed.

- Construction activities will take place only during those days and hours specified in the City Noise Ordinance to reduce noise impacts during more sensitive times periods.

- The use and proper maintenance of noise reducing devices on construction equipment will minimize construction-related noise.

- Although traffic noise increases along Trautwein Road resulting from the project may be audible no mitigation measures are required or proposed

to reduce traffic noise along this route since current noise levels are quite low.

- Decision makers will consider the land use compatibility guidelines related to noise given in the Riverside City Noise Element and the March Air Force Base AICUZ Study as well as other relevant factors in approving, approving with conditions, or denying the proposed project.

- Specific acoustic analyses, performed at more detailed levels of planning, will insure compliance with residential acoustic attenuation requirements of City Ordinance No. 4168 and 4512.

- Truck access, parking area design and air conditioning/refrigeration units will be carefully designed and evaluated at more detailed planning stages to minimize the potential for impacts to adjacent developments and insure compliance with the City Noise Element and Noise Ordinance.

E. Cultural Resources Mitigation Measures

- If, during the process of development, any other archeological resources are located, a qualified archeologist will be consulted for further evaluation.

F. Biotic Resources Mitigation Measures

- An eight acre arroyo will be preserved on the site and retained in ties natural state to the greatest extent possible.

G. Visual/Aesthetic Resources Mitigation Measures

- An eight acre arroyo will be retained as natural open space.

- A landscape building setback of 70 feet along Alessandro Boulevard and 50 feet along Trautwein Road will be planted by the developer and maintained by Master Homeowners Association.[25]

- Parking areas will be screened from view through the use of undulating terrain, berming, or heavy landscaping.

[25] This required setback has been changed to a 50' setback by MISC-001-890 and SP-006-890 adopted on March 12, 1991.

- The use of masonry block walls along major streets will be avoided. Where walls are necessary, dense landscaping shall be provided to screen them from view along streets.

- A project wide landscaping program shall be master-planned to attain the desired setting, affect and level of coordination.

H. Fire Protection Mitigation Measures

- Fire hydrants shall be designed and located in accordance with City of Riverside Fire Department standards and will be installed throughout the project.

- Fire flow needs shall be determined by the Riverside Fire Department based on building design and occupancy, building separation, and use of fire control systems.

- All structures will be provided with acceptable fire prevention and control systems, including smoke detectors, sprinklers systems and other control systems as determined necessary by the City of Riverside Fire Department and in accordance with applicable City Fire Ordinances.

- Fire retardant construction materials will be used throughout the project.

I. Police Services Mitigation Measures

- The developer shall work with the City Police Department in the design of internal street systems and structures in a manner which assists in crime prevention.

- Adequate street lighting will be provided throughout the project to increase traffic and pedestrian safety and for crime prevention.

- The installation of high grade on-site security systems will be encouraged for all future commercial and industrial developments within the project.

- The projects will generate a tax base through the proposed non-residential land uses which would offset or restore the funding for additional police protection that is anticipated.

J. School Mitigation Measures

- The developer will participate in the established fee mitigation program whereby school fees would be paid to the District as building permits are requested.

- The developer will work with both the school districts in the area to arrive at the most efficient means of providing education for future students in the northern portion of the project.[26]

- The project will incorporate safe and efficient bicycle and pedestrian facilities linking residential development to nearby schools.

- School bus turnout facilities will be incorporated into the design of street improvement plans as approved by the school district.

K. Water Service Mitigation Measures

- A comprehensive water distribution system for the project site will be designed and constructed in accordance with Western Municipal Water District requirements.

- The developer will work with Western Municipal Water District, and City staff to determine needed line sizes, the need for pump stations and storage facilities and service hookup charges.

L. Sanitary Sewer Mitigation Measures

- Connection to a sanitary sewerage system will mitigate all impacts that would have occurred from on-site disposal of wastewater through septic systems. Of the alternative sewerage systems available, the most economical involves connection to the existing City of Riverside. The existing City treatment plant and interceptor lines possess adequate capacity and no significant adverse impacts will be experienced.

- If, during the design phase, the preferred alternative is determined to infeasible, other alternatives will be reevaluated, through a addendum to this report, and implemented in accordance with the requirements of the City of Riverside.

M. Solid Waste Mitigation Measures

- Waste reduction and recycling programs emphasizing convenient collection centers will be encouraged for all residential commercial and industrial developments on the project site.

N. Electricity Mitigation Measures

[26] There is only one school district serving this specific plan area, Riverside Unified School District.

- The applicant and the City shall formerly enter into an agreement to locate an electrical substation on the subject property and determine construction timing, financing and required on and off-site substation improvements prior to issuance of building permits. The applicant is advised that the substation and any improvements therein is subject to the granting of a Conditional Use Permit by the Planning Commission under a separate public hearing process.

- As developments occurs, the developer will work with City staff to determine line sizes, support facilities, and a program of payment for on-site electrical services.

- Structures and other facilities (e.g. street lights) will be designed in a manner which is energy efficient.

O. Natural Gas Mitigation Measures

- The project developer will work with the Southern California Gas Company to determine on-site natural gas line sizes and locations to serve the specific land uses of the project.

Planners beware: ***Most of the Mission Grove Specific Plan is located in an area requiring a SKR Biological Report (see Stephen's Kangaroo Rat — Interim Biological Study Policy dated May 22, 1990).***

VI. APPENDIX 2 — DEVELOPMENT STANDARDS MATRIX

Table 5 — Development Standards

Land Use Designates	Low Density Residential	Medium Density Residential	Medium High Density Residential	Retail Business and Office	Mixed Use - Urban	Industrial Business Park
Lot Coverage	•See R-1-130 Zoning Standards	•See R-1-80 & R-1-100 Zoning Standards	•See R-3-30 Zoning Standards	•See C-2 Zoning Standards	•See MU-U Zoning Standards	•See MP Zoning Standards
Height	•See R-1-130 Zoning Standards	•See R-1-80 & R-1-100 Zoning Standards	•See R-3-30 Zoning Standards	•See C-2 Zoning Standards	•See MU-U Zoning Standards	•See MP Zoning Standards
Setbacks	•See R-1-130 Zoning Standards •50' along Alessandro Boulevard & Trautwein Road	•See R-1-80 & R-1-100 Zoning Standards •50' along Alessandro Boulevard & Trautwein Road	•See R-3-30 Zoning Standards •50' along Alessandro Boulevard & Trautwein road	•50' along Alessandro Boulevard & Trautwein Road	•0' along any property line	•See MP Zoning Standards •Multi-story structures that are on parcels adjacent to residential development shall be setback a minimum of 200 feet. •50' along Alessandro Boulevard & Trautwein Road
Lot Size	•½ acre	•4 to 5 units per acre	•12 units per acre	•See C-2 Zoning Standards	•See MU-U Zoning Standards	•5 Acre lots along Trautwein Road •10 acre lots along Alessandro Boulevard •1 acre lots for interior lots
Open Space	•See R-1-130 Zoning Standards	•See R-1-80 & R-1-100 Zoning Standards	•See R-3-30 Zoning Standards	•N/A	•Private – 50 sq. ft. for at least 50% of the units •Common – 75 sq. ft. per unit	•N/A

Land Use Designates	Low Density Residential	Medium Density Residential	Medium High Density Residential	Retail Business and Office	Mixed Use - Urban	Industrial Business Park
Parking Reduction	•N/A	•N/A	•N/A	•N/A	•Standalone residential developments, which share a portion of their parking with adjoining commercial developments, shall be eligible for a reduction in required parking of 15% pursuant to RMC 19.580.060.C	•N/A
Fence and Walls	•See R-1-130 Zoning Standards	•See R-1-80 & R-1-100 Zoning Standards	•See R-3-30 Zoning Standards	•See C-2 Zoning Standards	• Fences or walls shall be allowed up to 6' in height along Mission Village Drive. Any portion of a fence or wall that is adjacent to Mission Village Drive that is above a height of 3' shall be no more than one part solid to three parts open, excluding pilasters that extend above 3'.	•See MP Zoning Standards
Users Permitted	•Single Family Residential (keeping of large animals is prohibited)	•Single Family Residential (keeping animals is prohibited)	•Multi-Family Residential, other residential zoning categories may be acceptable if it contributes to the provision of affordable housing opportunities (keeping of large animals is prohibited)	•Uses that provide goods & services for the daily needs of all people within the Mission Grove Specific Plan	•Multi-Family Residential and/or uses that provide goods & services for the daily needs of all people within the Mission Grove Specific Plan.	•Industrial Uses (no metal buildings)

NOTICE OF PUBLIC HEARING

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

www.rcaluc.org

A PUBLIC HEARING has been scheduled before the Riverside County Airport Land Use Commission (ALUC) to consider the applications 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. **Information on how to participate in the hearing will be available on the ALUC website at www.rcaluc.org.** The ALUC holds hearings for local discretionary permits within the Airport Influence Area, reviewing for aeronautical safety, noise and obstructions. ALUC reviews a proposed plan or project solely to determine whether it is consistent with the applicable Airport Land Use Compatibility Plan. For more information please contact **ALUC Planner Paul Rull at (951) 955-6892**.

The City of Riverside Planning Department should be contacted on non-ALUC issues. For more information please contact City of Riverside Planner Veronica Hernandez at (951) 826-3965.

The proposed project application may be viewed by a prescheduled appointment and on the ALUC website www.rcaluc.org. Written comments may be submitted at the Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501, Monday through Friday from 8:00 a.m. to 3:30 p.m., or by e-mail to prull@rivco.org. Individuals with disabilities requiring reasonable modifications or accommodations, please contact Barbara Santos at (951) 955-5132.

PLACE OF HEARING:	**Riverside County Administration Center** **4080 Lemon Street, 1st Floor Board Chambers** **Riverside California**
DATE OF HEARING:	**September 14, 2023**
TIME OF HEARING:	**9:30 A.M.**

CASE DESCRIPTION:

ZAP1548MA22 – Anton Mission Grove LLC (Representative: Overland Devco) City of Riverside Case No. PR-2022-001359 (General Plan Amendment, Specific Plan Amendment, Rezone, Development Plan Review). A proposal to construct a multi-family development consisting of 347 multi-family residential units, pool area, leasing office, club area, and fitness center on 9.92 acres, located on the northwest corner of Mission Grove Parkway and Mission Village Drive. The applicant also proposes amending the site's General Plan land use designation from C-Commercial to MU-U-Mixed Use Urban, and rezoning the site from the site from CR-Commercial Retail to MU-U-Mixed Use-Urban, and a specific plan amendment to amend the Mission Grove Specific Plan to permit mixed use/multi-family residential units on the project site. The applicant also proposes 40,000 square feet of solar panel area on the building's rooftops and carports (Airport Compatibility Zone C2 of the March Air Reserve Base/Inland Port Airport Influence Area)

RIVERSIDE COUNTY
AIRPORT LAND USE COMMISSION

APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC STAFF ONLY

ALUC Case Number: ZAP1548MA22 Date Submitted: 10/27/22

AIA: March Zone: C2 Public Hearing ☑ Staff Review ☐

Applicant

Applicant Full Name: Vanessa Garza

Applicant Address: 1610 R Street, Suite 250, Sacramento, CA 95811

Phone: (650) 549-1613 **Email:** vgarza@antondev.com

Representative/ Property Owner Contact Information

Representative: Andrew Walcker **Email:** andrew@overlanddevco.com

Phone: (909) 227-4180

Address: 3870 Main St, Unit 201, Riverside, CA 92501

Property Owner: Anton Development **Email:** vgarza@antondev.com

Phone: (650) 549-1613

Address: 1610 R Street, Suite 250, Sacramento, CA 95811

Local Jurisdiction Agency

Agency Name: Veronica Hernandez Phone: (951) 826-3965

Staff Contact: Senior Planner: City of Riverside **Email:** vhernandez@riversideca.gov

Address: 3900 Main Street, 3rd Floor, Riverside CA 92522

Local Agency Case No.: PR-2022-001359

Project Location

Street Address: 375 E. Alessandro Boulevard, Riverside, CA 92508 Gross Parcel Size.: 9.92 acres

Assessor's Parcel No.: 276-110-018

Solar

Is the project proposing solar Panels? Yes ☐ No ☑ If yes, please provide solar glare study. (only if in Zone C or higher)

Data

Site Elevation:(above mean sea level) 1595

Height of Building or structures: 55'-2" or 1650 above mean sea level

What type of drainage basins are being proposed and the square footage: below grade storm chambers

Notice

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. REVIEW TIME: Estimated time for "staff level review" is approximately 30 days from date of submittal. Estimated time for "commission level review" is approximately 45 days from date of a complete application submittal to the next available commission hearing meeting.

C. SUBMISSION PACKAGE:

Please submit all application items DIGITALLY via USB or CD:

- Completed ALUC Application Form
- Plans Package: site plans, floor plans, building elevations, grading plans, subdivision maps
- Exhibits of change of zone, general plan amendment, specific plan amendment
- Project description of existing and proposed use

Additionally, please provide:

- ALUC fee payment (Checks made out to Riverside County ALUC)
- Gummed address labels of all surrounding property owners within a 300-foot radius of project site. (Only required if the project is scheduled for a public hearing).

Riverside County Airport Land Use Commission, County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, CA 92501, Phone: 951-955-5132 Fax: 951-955-5177 Website: www.rcaluc.org

RIVERSIDE COUNTY
AIRPORT LAND USE COMMISSION

STAFF REPORT

ADMINISTRATIVE ITEMS

5.1 Director's Approvals

A. During the period of July 16, 2023, through August 15, 2023, as authorized pursuant to Section 1.5.2(d) of the 2004 Riverside County Airport Land Use Compatibility Plan, ALUC Director Paul Rull reviewed four non-legislative case and issued a determination of consistency.

ZAP1577MA23 (Zone E) pertains to County of Riverside Case No. PPW21-0110 (Plot Plan Wireless), a proposal to establish a 70 foot tall mono-eucalyptus wireless communications facility with a 740 square foot equipment shelter area located northerly of Van Buren Boulevard, easterly of King Avenue, and westerly of Washington State. The project is located within Compatibility Zone E of March Air Reserve Base/Inland Port Airport Influence Area, where Zone E does not restrict non-residential intensity. The elevation of Runway 14-32 at March Air Reserve Base/Inland Port Airport at its southerly terminus is approximately 1,535 feet above mean sea level (AMSL). At a distance of 29,631 feet from the runway to the project, Federal Aviation Administration Obstruction Evaluation Services (FAA OES) review could be required for any structures with a top of roof exceeding 1,831 feet AMSL. The project site elevation is 1,486 feet AMSL and proposed building height is 70 feet, resulting in a top point elevation of 1,556 feet AMSL. Therefore, FAA OES review for height/elevation reasons was not required.

ALUC Director Paul Rull issued a determination of consistency for this project on July 25, 2023.

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ZAP1579MA23 (Zone E) pertains to County of Riverside Case No. TPM 37110 (Tentative Parcel Map), a proposal to divide 5.37 acres into four residential lots, located on the northwest corner of Avenue C and Wood Road. The project is located within Compatibility Zone E of March Air Reserve Base/Inland Port Airport Influence Area, where Zone E does not restrict residential density. The elevation of Runway 14-32 at its northerly terminus is 1,535 feet above mean sea level (AMSL). At a distance of approximately 24,233 feet from the project to the nearest point on the runway, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 1,777 feet AMSL. The site's finished floor elevation is 1,709 feet AMSL and proposed building height is 20 feet, resulting in a top point elevation of 1,729 feet AMSL. Therefore, FAA OES review for height/elevation reasons was not required.

ALUC Director Paul Rull issued a determination of consistency for this project on July 27, 2023.

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ZAP1031PV23 (Zone D Perris, Zone E March) pertains to City of Perris Case No. PLN22-05389 [DPR22-00039 (Development Plan Review), TPM38588 (Tentative Parcel Map)], a proposal to construct two industrial buildings with mezzanines totaling 359,852 square feet on 16.18 acres, located southerly of Malbert Street, northerly of Mountain Avenue, and westerly of Goetz Road. The applicant also proposes to merge seven parcels into two separate parcels. The site is located within Compatibility Zones D of the Perris Valley Airport Influence Area, where Zone D restricts non-residential intensity to 150 people per average acre and 450 people per single acre. The project is also within Compatibility Zones E of March Air Reserve Base/Inland Port Airport Influence Area, which has no restrictions. The project proposes two industrial buildings totaling 359,852 square feet with mezzanines. Parcel 1, building 1 (9.01 acres), includes

198,269 square feet of warehouse area, 3,000 square feet of office space, and 3,000 square feet of second floor office mezzanine area, accommodating 427 people, resulting in an average intensity of 47 people per acre, and a single acre intensity of 105 people. Parcel 2, building 2 (7.17 acres), includes 149,583 square feet of warehouse area, 3,000 square feet of office area, and 3,000 square feet of second floor office mezzanine area, accommodating 329 people, resulting in an average intensity of 46 people per acre, and single area intensity of 105, all of which are consistent with Zone D average acre criterion of 150 people per acre, and single acre of 450 people. The elevation of Perris Valley Airport's Runway 15-33 at its northerly terminus is 1,417 feet above mean sea level. At a distance of approximately 2,831 feet from the runway to the site, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 1,445 feet AMSL. The maximum finished floor elevation is 1,441 feet AMSL and the maximum building height is 47 feet, resulting in a top point elevation of 1,488 feet AMSL. Therefore, review of the buildings for height/elevation reasons by the FAA Obstruction Evaluation Service (FAAOES) was required. The applicant has submitted Form 7460-1, and FAA OES has assigned Aeronautical Study No. 2023-AWP-11889-OE to this project and a Determination of No Hazard to Air Navigation letter was issued on August 8, 2023 , the FAA OES determined that the project would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities, and therefore would not result in an impact to air navigation. The FAA OES conditions have been incorporated into ALUC's conditions listed below. Land use practices that attract or sustain hazardous wildlife populations on or near airports significantly increase the potential of Bird Aircraft Strike Hazards (BASH). The FAA strongly recommends that storm water management systems located within 5,000 or 10,000 feet of the Airport Operations Area, depending on the type of aircraft, be designed and operated so as not to create above-ground standing water. To facilitate the control of hazardous wildlife, the FAA recommends the use of steep-sided, rip-rap lined, narrow, linearly shaped water detention basins. All vegetation in and around detention basins that provide food or cover for hazardous wildlife should be eliminated. (FAA Advisory Circular 5200-33C). The nearest portion of the project is located 2,831 feet from the runway, and therefore would be subject to the above requirement. Although the nearest portion of the proposed project is located within 10,000 feet of the runway (approximately 2,831 feet), the project utilizes underground basins which will not contain surface water or attract wildlife and, therefore, would not constitute a hazard to flight. Pursuant to the Perris Valley Airport Land Use Compatibility Plan, the project site is located within Compatibility Zone D. The Compatibility Plan requires projects 10 acres or larger to designate 10% of project area as ALUC qualifying open area that could potentially serve as emergency landing areas. Based on the project size (16.90 acres) located within Compatibility Zone D, the project is required to provide a minimum 1.69 acres of open area consistent with ALUC open area criteria. The applicant has provided a total of 1.99 acres of open area within the drive aisles and parking areas. These areas are conditioned to maintain a minimum shape of 75 feet in width and 300 feet in length and shall be kept obstacle and obstruction free per ALUC open area definition (no objects greater than four feet in height with a diameter of four inches or greater).

ALUC Director Paul Rull issued a determination of consistency for this project on August 10, 2023.

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ZAP1030PV23 (Zones D and E Perris, Zone E March) pertains to City of Perris Case No. DPR22-00018 (Development Plan Review), a proposal to construct a 643,419 square foot industrial building with mezzanines, located northerly of Ellis Avenue and southerly of Case Road. The site is located within Compatibility Zones D and E of the Perris Valley Airport Influence Area, where Zone D restricts non-residential intensity to 150 people per average acre and 450 people per single acre, and Zone E non-residential intensity is not restricted. The project is also within Compatibility Zones D and E of March Air Reserve Base/Inland Port Airport Influence Area, where both zones does not restrict non-residential intensity. The project includes 65,661 square feet of manufacturing area, 5,000 square feet of first floor office area, and 5,000 square feet of second floor mezzanine office area (within zone D of Perris Valley, 5.24 acres), accommodating 378 people, resulting in an average intensity of 72 people per acre, and a single acre intensity of 243 people, both of which are consistent with Zone D average acre criterion of 150 people per acre, and single acre of 450 people; and 557,758 square feet of manufacturing area, 5,000

square feet of first floor office area, and 5,000 square feet of second floor office area (within zone E of Perris Valley, 28.26 acres), accommodating 2,839 people, resulting in an average intensity of 100 people per acre, and a single acre intensity of 243 people, zone E has not restrictions for non-residential intensity. The elevation of Perris Valley Airport's Runway 15-33 at its northerly terminus is 1,417 feet above mean sea level. At a distance of approximately 1,904 feet from the runway to the site, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 1,436 feet AMSL. The maximum finished floor elevation is 1,485 feet AMSL and the maximum building height is 64 feet, resulting in a top point elevation of 1,549 feet AMSL. Therefore, review of the buildings for height/elevation reasons by the FAA Obstruction Evaluation Service (FAAOES) was required. The applicant has submitted Form 7460-1, and FAA OES has assigned Aeronautical Study Nos. 2023-AWP-10796-OE, 2023-AWP-10797-OE2023-AWP-10798-OE, 2023-AWP-10799-OE, 2023-AWP-10800-OE, 2023-10801-OE, 2023-AWP-10802, 2023-AWP-10803-OE to this project and a Determination of No Hazard to Air Navigation letter was issued on July 28,2023 and August 10,2023. The FAA OES determined that the project would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities, and therefore would not result in an impact to air navigation. The FAA OES conditions have been incorporated into ALUC's conditions listed below. Land use practices that attract or sustain hazardous wildlife populations on or near airports significantly increase the potential of Bird Aircraft Strike Hazards (BASH). The FAA strongly recommends that storm water management systems located within 5,000 or 10,000 feet of the Airport Operations Area, depending on the type of aircraft, be designed and operated so as not to create above-ground standing water. To facilitate the control of hazardous wildlife, the FAA recommends the use of steep-sided, rip-rap lined, narrow, linearly shaped water detention basins. All vegetation in and around detention basins that provide food or cover for hazardous wildlife should be eliminated. (FAA Advisory Circular 5200-33C). The nearest portion of the project is located 1,904 feet from the runway, and therefore would be subject to the above requirement. Although the nearest portion of the proposed project is located within 10,000 feet of the runway (approximately 1,904 feet), the project utilizes underground basins which will not contain surface water or attract wildlife and, therefore, would not constitute a hazard to flight. Pursuant to the Perris Valley Airport Land Use Compatibility Plan, the project site is located within Compatibility Zone D. The Compatibility Plan requires projects 10 acres or larger to designate 10% of project area as ALUC qualifying open area that could potentially serve as emergency landing areas. Based on the project size (5.24 acres) located within Compatibility Zone D, the project is required to provide a minimum 0.52 acres of open area consistent with ALUC open area criteria. The applicant has provided a total of 0.86 acres of open area within the drive aisles and parking areas. These areas are conditioned to maintain a minimum shape of 75 feet in width and 300 feet in length and shall be kept obstacle and obstruction free per ALUC open area definition (no objects greater than four feet in height with a diameter of four inches or greater).

ALUC Director Paul Rull issued a determination of consistency for this project on August 10, 2023.

B. Additionally, ALUC Director Paul Rull reviewed one local jurisdiction non-impact legislative case pursuant to ALUC Resolution No. 2011-02, and issued a determination of consistency.

ZAP1074RG23 (Countywide) pertains to County of Riverside Ordinance Amendment (CZ2100000), a proposal to amend Ordinance No. 927.2 (Short Term Rentals), to include establishing a cap on the number of Short Term Rentals allowed in Idyllwild and the Wine Country, creation of separation requirements, ownership limits and a lottery system for allowing new Short Term Rental certificates when there is capacity. Other changes include additional enforcement provisions and other minor changes to further clarify permitting and operating requirements for Short Term Rentals. The proposed amendments do not involve changes in development standards or allowable land uses that would increase residential density or non-residential intensity. Therefore, these amendments have no possibility for having an impact on the safety of air navigation within airport influence areas located within the County of Riverside.

ALUC Director Paul Rull issued a determination of consistency for this project on August 11, 2023.

C. Additionally, as authorized pursuant to ALUC Resolution No. 2015-01, as extended by Resolution No. 2020-01, ALUC Director Paul Rull reviewed two legislative cases in Zone E within March Air Reserve Base/Inland Port Airport Influence Area and issued determinations of consistency.

ZAP1576MA23 (Zone E) pertains to City of Menifee Case Nos. PLN21-0375 (Major Plot Plan), PLN21-0376 (General Plan Amendment), PLN21-0377 (Change of Zone), a proposal to construct a 120 unit multi-family apartment totaling 22,588 square feet and a maintenance building totaling 800 square feet on an existing apartment complex totaling 7.58 acres, located on the southerly of Grand Avenue, northerly of Matthews Road, and westerly of Leon Road. The applicant also proposes to add a General Plan Land Use designation and Zoning Classification of High Density Residential to the site. The project is located within Compatibility Zone E of March Air Reserve Base/Inland Port Airport Influence Area, where Zone E does not restrict residential density. Although the project is located within the March Air Reserve Base/Inland Port Airport Influence Area, the nearest runway is actually Runway 15-33 at Perris Valley Airport. The elevation of Runway 15-33 at Perris Valley Airport is approximately 1,413 feet above mean sea level (AMSL) at its northerly terminus. At a distance of 20,269 square feet from the project to the nearest point on the runway, Federal Aviation Administration Obstruction Evaluation Service (FAA OES) review would be required for any structures with an elevation at top of roof exceeding 1,616 feet AMSL. The maximum finished floor elevation is 1,487 feet AMSL and the maximum building height is 31 feet, resulting in a top point elevation of 1,518 feet AMSL. Therefore, FAA OES review for height/elevation reasons was not required.

ALUC Director Paul Rull issued a determination of consistency for this project on August 2, 2023.

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ZAP1578MA23 (Zone E) pertains to County of Riverside Case No. CZ23-00011 (change of zone), a proposal to change the sites zoning designation from manufacturing (M) to service commercial (SC) on 6.04 acres, located on the southwest corner of Grand Avenue and Leon Road. The project is located within Compatibility Zone E of March Air Reserve Base/Inland Port Airport Influence Area, where Zone E does not restrict residential density and non-residential intensity. The project does not propose any development at this time.

ALUC Director Paul Rull issued a determination of consistency for this project on July 25, 2023.

5.2 Update March Air Reserve Base Compatibility Use Study (CUS)
Presentation by Project Director Simon Housman or his designee.

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RIVERSIDE COUNTY
AIRPORT LAND USE COMMISSION

July 25, 2023

Rene Aguilar, Project Planner
County of Riverside, Planning Department
4080 Lemon Street,
Riverside, CA 92501

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.:	ZAP1577MA23 (Previously reviewed ZAP1513MA22)
Related File No.:	PPW21-0110 (Plot Plan Wireless)
APN:	273-141-007
Airport Zone:	Zone E

Dear Mr. Aguilar:

Under the delegation of the Riverside County Airport Land Use Commission (ALUC) as authorized pursuant to Section 1.5.2(d) of the 2004 Riverside County Airport Land Use Compatibility Plan, staff reviewed County of Riverside Case No. PPW21-0110 (Plot Plan Wireless), a proposal to establish a 70 foot tall mono-eucalyptus wireless communications facility with a 740 square foot equipment shelter area located northerly of Van Buren Boulevard, easterly of King Avenue, and westerly of Washington State.

The project is located within Compatibility Zone E of March Air Reserve Base/Inland Port Airport Influence Area, where Zone E does not restrict non-residential intensity.

The elevation of Runway 14-32 at March Air Reserve Base/Inland Port Airport at its southerly terminus is approximately 1,535 feet above mean sea level (AMSL). At a distance of 29,631 feet from the runway to the project, Federal Aviation Administration Obstruction Evaluation Services (FAA OES) review could be required for any structures with a top of roof exceeding 1,831 feet AMSL. The project site elevation is 1,486 feet AMSL and proposed building height is 70 feet, resulting in a top point elevation of 1,556 feet AMSL. Therefore, FAA OES review for height/elevation reasons was not required.

As ALUC Director, I hereby find the above-referenced project **CONSISTENT**, with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, provided that the County of Riverside applies the following recommended conditions:

CONDITIONS:

1. Any new outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.

2. The following uses/activities are not included in the proposed project and shall be prohibited at this site:

   (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, outdoor production of cereal grains, sunflower, and row crops, composting operations, wastewater management facilities, artificial marshes, 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) Highly noise-sensitive outdoor nonresidential uses.

(f) Any use which results in a hazard to flight, including physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations.

3. The attached "Notice of Airport in Vicinity" shall be provided to all prospective purchasers and occupants of the property.

4. Any proposed stormwater basins or facilities shall be designed and maintained to provide for a maximum 48-hour detention period following the design storm, and remain totally dry between rainfalls. Vegetation in and around the stormwater basins that would provide food or cover for birds would be incompatible with airport operations and shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the stormwater basin(s) shall not include trees or shrubs that produce seeds, fruits, or berries.

   Landscaping in the stormwater basin, if not rip-rap, should be in accordance with the guidance provided in ALUC "LANDSCAPING NEAR AIRPORTS" brochure, and the "AIRPORTS, WILDLIFE AND STORMWATER MANAGEMENT" brochure available at RCALUC.ORG which list acceptable plants from Riverside County Landscaping Guide or other alternative landscaping as may be recommended by a qualified wildlife hazard biologist.

   A notice sign, in a form similar to that attached hereto, shall be permanently affixed to the stormwater basin with the following language: "There is an airport nearby. This stormwater basin is designed to hold stormwater for only 48 hours and not attract birds. Proper maintenance is necessary to avoid bird strikes". The sign will also include the name, telephone number or other contact information of the person or entity responsible to monitor the stormwater basin.

If you have any questions, please contact me at (951) 955-6893.

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

Paul Rull, ALUC Director

Attachments: Notice of Airport in Vicinity

cc: Smartlink Group (applicant)
New Cingular Wireless PCS,LLC (representative)
HHI Riverside (property owner)
Gary Gosliga, March Inland Port Airport Authority
Major. David Shaw, Base Civil Engineer, March Air Reserve Base
ALUC Case File

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RIVERSIDE COUNTY
AIRPORT LAND USE COMMISSION

July 25, 2023

Rene Aguilar, Project Planner
County of Riverside, Planning Department
4080 Lemon Street,
Riverside, CA 92501

County Administrative Center
4080 Lemon St.,14th Floor.
Riverside, CA 92501
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www.rcaluc.org

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

File No.:	ZAP1577MA23 (Previously reviewed ZAP1513MA22)
Related File No.:	PPW21-0110 (Plot Plan Wireless)
APN:	273-141-007
Airport Zone:	Zone E

Dear Mr. Aguilar:

Under the delegation of the Riverside County Airport Land Use Commission (ALUC) as authorized pursuant to Section 1.5.2(d) of the 2004 Riverside County Airport Land Use Compatibility Plan, staff reviewed County of Riverside Case No. PPW21-0110 (Plot Plan Wireless), a proposal to establish a 70 foot tall mono-eucalyptus wireless communications facility with a 740 square foot equipment shelter area located northerly of Van Buren Boulevard, easterly of King Avenue, and westerly of Washington State.

The project is located within Compatibility Zone E of March Air Reserve Base/Inland Port Airport Influence Area, where Zone E does not restrict residential density.

The elevation of Runway 14-32 at March Air Reserve Base/Inland Port Airport at its southerly terminus is approximately 1,535 feet above mean sea level (AMSL). At a distance of 29,631 feet from the runway to the project, Federal Aviation Administration Obstruction Evaluation Services (FAA OES) review could be required for any structures with a top of roof exceeding 1,831 feet AMSL. The project site elevation is 1,486 feet AMSL and proposed building height is 70 feet, resulting in a top point elevation of 1,556 feet AMSL. Therefore, FAA OES review for height/elevation reasons was not required.

As ALUC Director, I hereby find the above-referenced project **CONSISTENT**, with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, provided that the County of Riverside applies the following recommended conditions:

CONDITIONS:

1. Any new outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.

2. The following uses/activities are not included in the proposed project and shall be prohibited at this site:

   (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, outdoor production of cereal grains, sunflower, and row crops, composting operations, wastewater management facilities, artificial marshes, 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) Highly noise-sensitive outdoor nonresidential uses.

(f) Any use which results in a hazard to flight, including physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations.

3. The attached "Notice of Airport in Vicinity" shall be provided to all prospective purchasers and occupants of the property.

4. Any proposed stormwater basins or facilities shall be designed and maintained to provide for a maximum 48-hour detention period following the design storm, and remain totally dry between rainfalls. Vegetation in and around the stormwater basins that would provide food or cover for birds would be incompatible with airport operations and shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the stormwater basin(s) shall not include trees or shrubs that produce seeds, fruits, or berries.

Landscaping in the stormwater basin, if not rip-rap, should be in accordance with the guidance provided in ALUC "LANDSCAPING NEAR AIRPORTS" brochure, and the "AIRPORTS, WILDLIFE AND STORMWATER MANAGEMENT" brochure available at RCALUC.ORG which list acceptable plants from Riverside County Landscaping Guide or other alternative landscaping as may be recommended by a qualified wildlife hazard biologist.

A notice sign, in a form similar to that attached hereto, shall be permanently affixed to the stormwater basin with the following language: "There is an airport nearby. This stormwater basin is designed to hold stormwater for only 48 hours and not attract birds. Proper maintenance is necessary to avoid bird strikes". The sign will also include the name, telephone number or other contact information of the person or entity responsible to monitor the stormwater basin.

If you have any questions, please contact me at (951) 955-6893.

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

_____
Paul Rull, ALUC Director

Attachments: Notice of Airport in Vicinity

cc: Smartlink Group (applicant)
New Cingular Wireless PCS,LLC (representative)
HHI Riverside (property owner)
Gary Gosliga, March Inland Port Airport Authority
Major. David Shaw, Base Civil Engineer, March Air Reserve Base
ALUC Case File

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NOTICE OF AIRPORT IN VICINITY

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

NOTICE

THERE IS AN AIRPORT NEARBY.

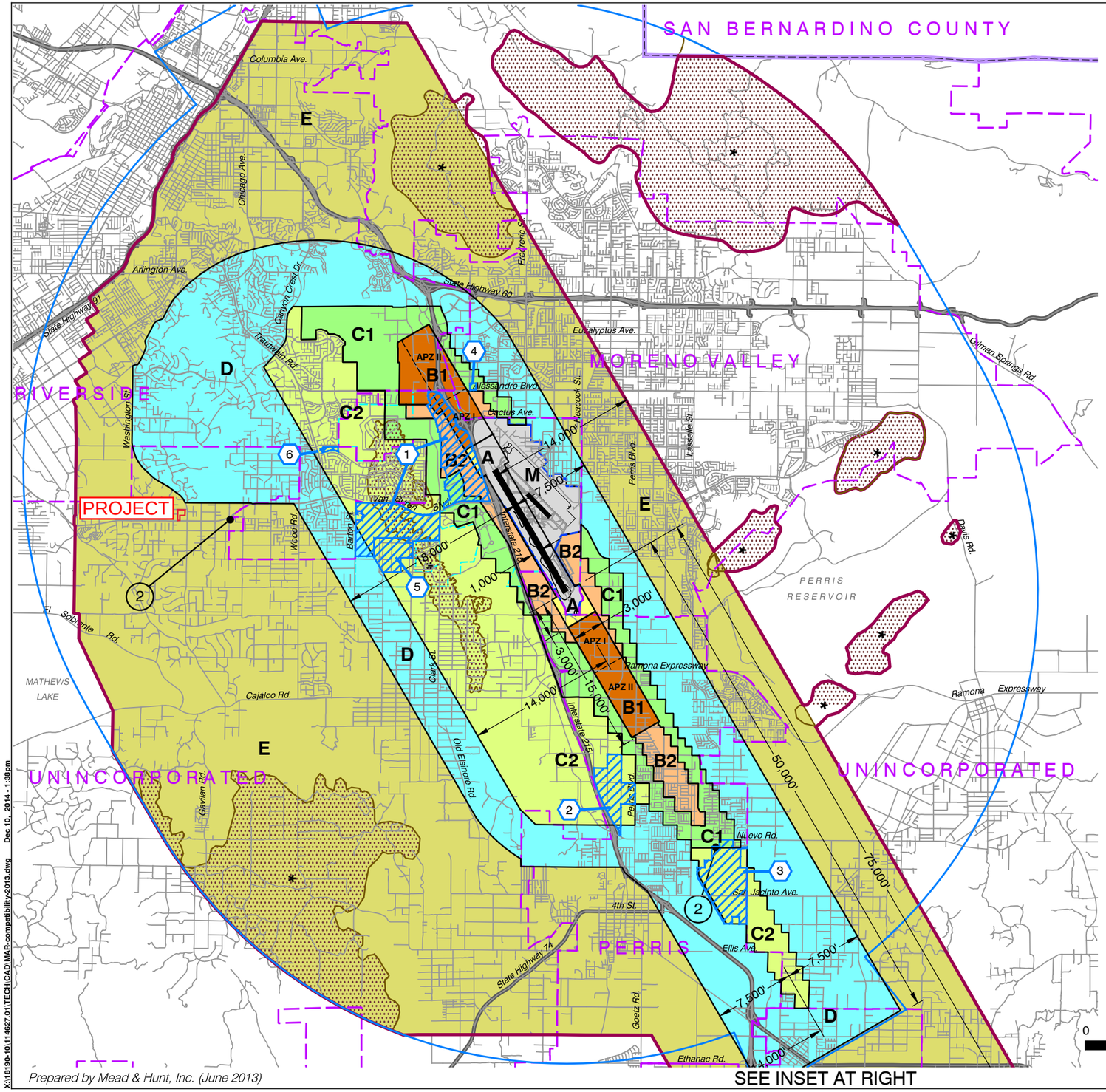
THIS STORM WATER BASIN IS DESIGNED TO HOLD STORM WATER FOR ONLY 48 HOURS AND NOT TO ATTRACT BIRDS

PROPER MAINTENANCE IS NECESSARY TO AVOID BIRD STRIKES

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION ALUC

IF THIS BASIN IS OVERGROWN, PLEASE CONTACT:

Name: _____ **Phone:** _____



LEGEND

Compatibility Zones

- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

Boundary Lines

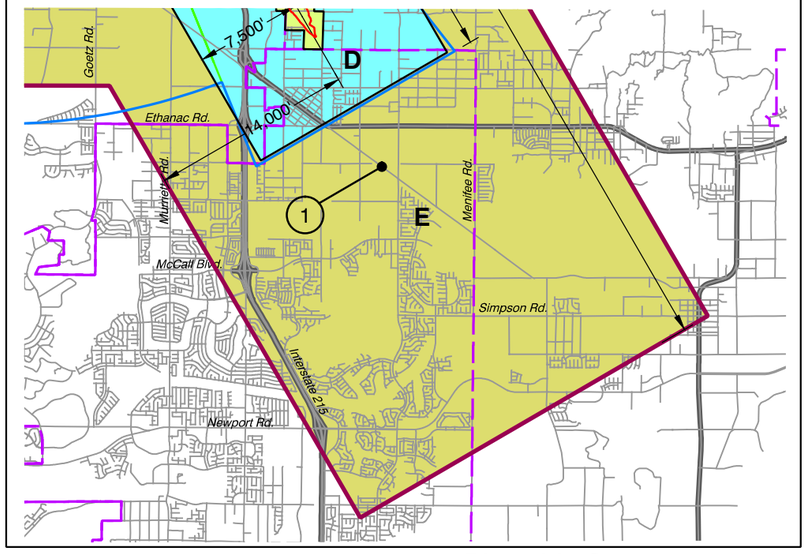
- March Air Reserve Base / Air Force Property
- March Joint Powers Authority Property Line
- County Boundary
- City Limits
- Site-Specific Exceptions (existing local agency commitments to development projects)

1. March JPA: March Business Center/Meridian
2. Perris: Harvest Landing
3. Perris: Park West
4. Moreno Valley: Affordable Housing
5. March JPA: Ben Clark Training Center
6. Riverside: Ridge Crest Subdivision

(1) Point at which aircraft on Runway 32 ILS approach descend below 3,000 feet above runway end. Airport Elevation is 1,535 feet MSL.

(2) Point at which departing aircraft typically reach 3,000 feet above runway end.

INSET



SEE INSET AT RIGHT

Note:
All dimensions are measured from runway ends and centerlines.

N

0 2 4 MILES

Base map source: County of Riverside 2013

Prepared by Mead & Hunt, Inc. (June 2013)

X:\18190-10\114627.01\TECH\CAD\MAR-compatibility2013.dwg Dec 10, 2014 - 1:38pm

Riverside County
Airport Land Use Commission

March Air Reserve Base / Inland Port Airport
Land Use Compatibility Plan

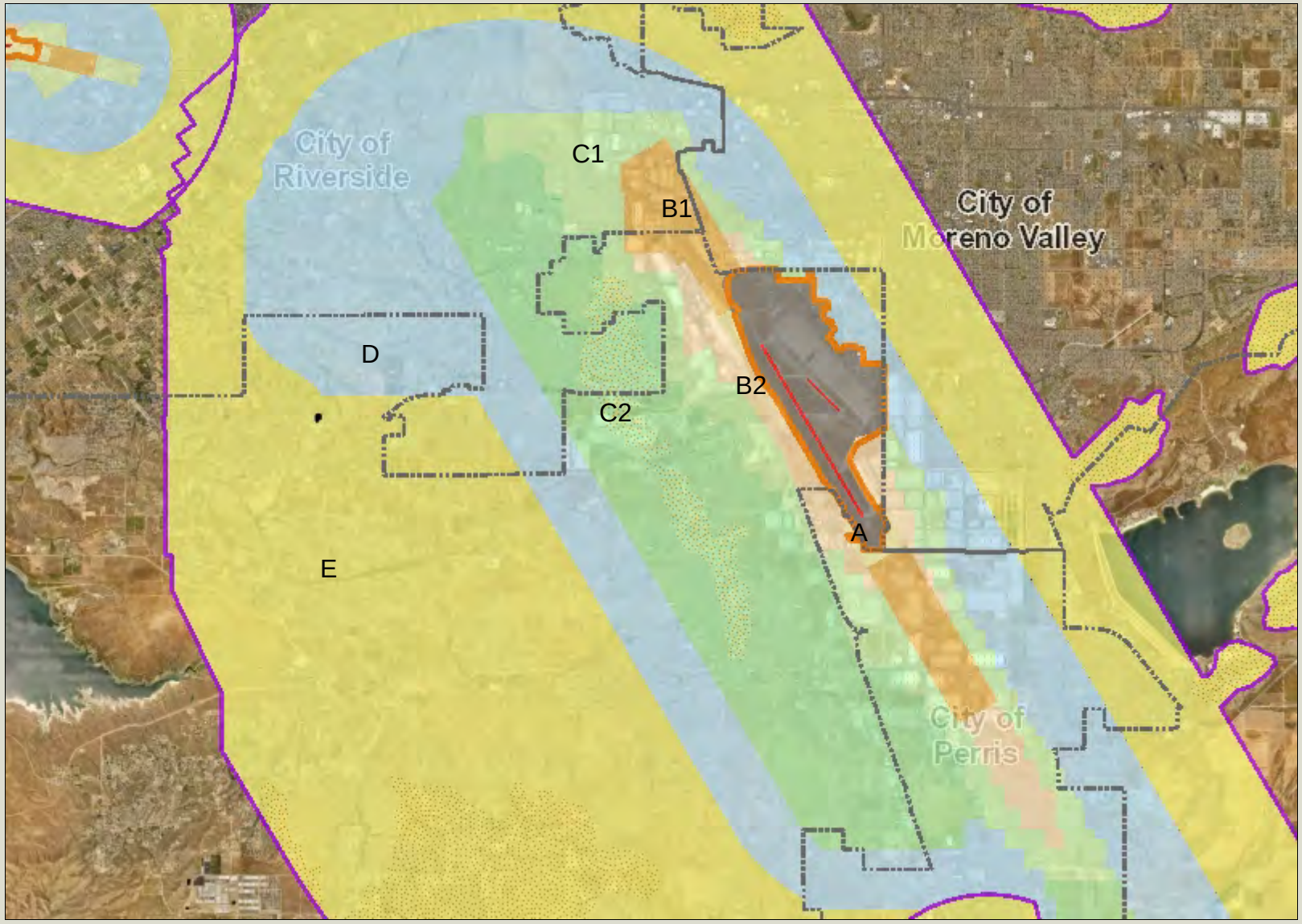
(Adopted November 13, 2014)

Map MA-1

Compatibility Map

March Air Reserve Base / Inland Port Airport

Map My County Map



Legend

- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones
  - OTHER COMPATIBILITY 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

RCIT

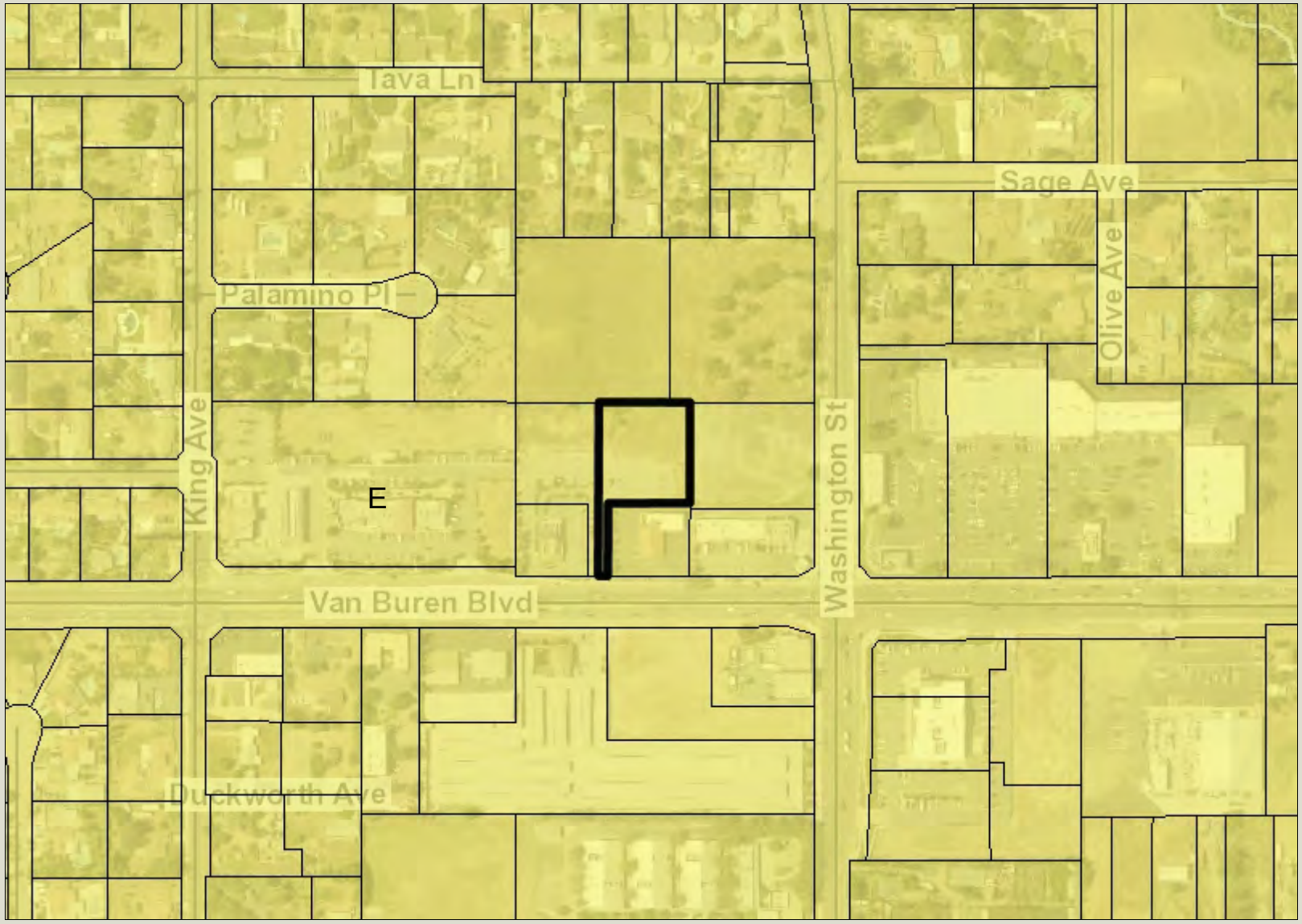
0 12,314 24,629 Feet

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... 7/25/2023 10:16:13 AM

Notes

Map My County Map



Legend

- Parcels
- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones
  - OTHER COMPATIBILITY 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

0 385 770 Feet

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REPORT PRINTED ON... 7/25/2023 10:17:19 AM

Notes

Map My County Map

Legend

- Parcels
- County Centerline Names
- County Centerlines
- Blueline Streams
- City Areas
- World Street Map

0 385 770 Feet

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REPORT PRINTED ON... 7/25/2023 10:17:48 AM

Notes

Map My County Map

Legend

- County Centerline Names
- County Centerlines
- Blueline Streams
- City Areas
- World Street Map

0 1,539 3,079 Feet

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REPORT PRINTED ON... 7/25/2023 10:18:43 AM

Notes

Map My County Map

Legend

- County Centerline Names
- County Centerlines
- Blueline Streams
- City Areas
- World Street Map

RCIT

0 770 1,539 Feet

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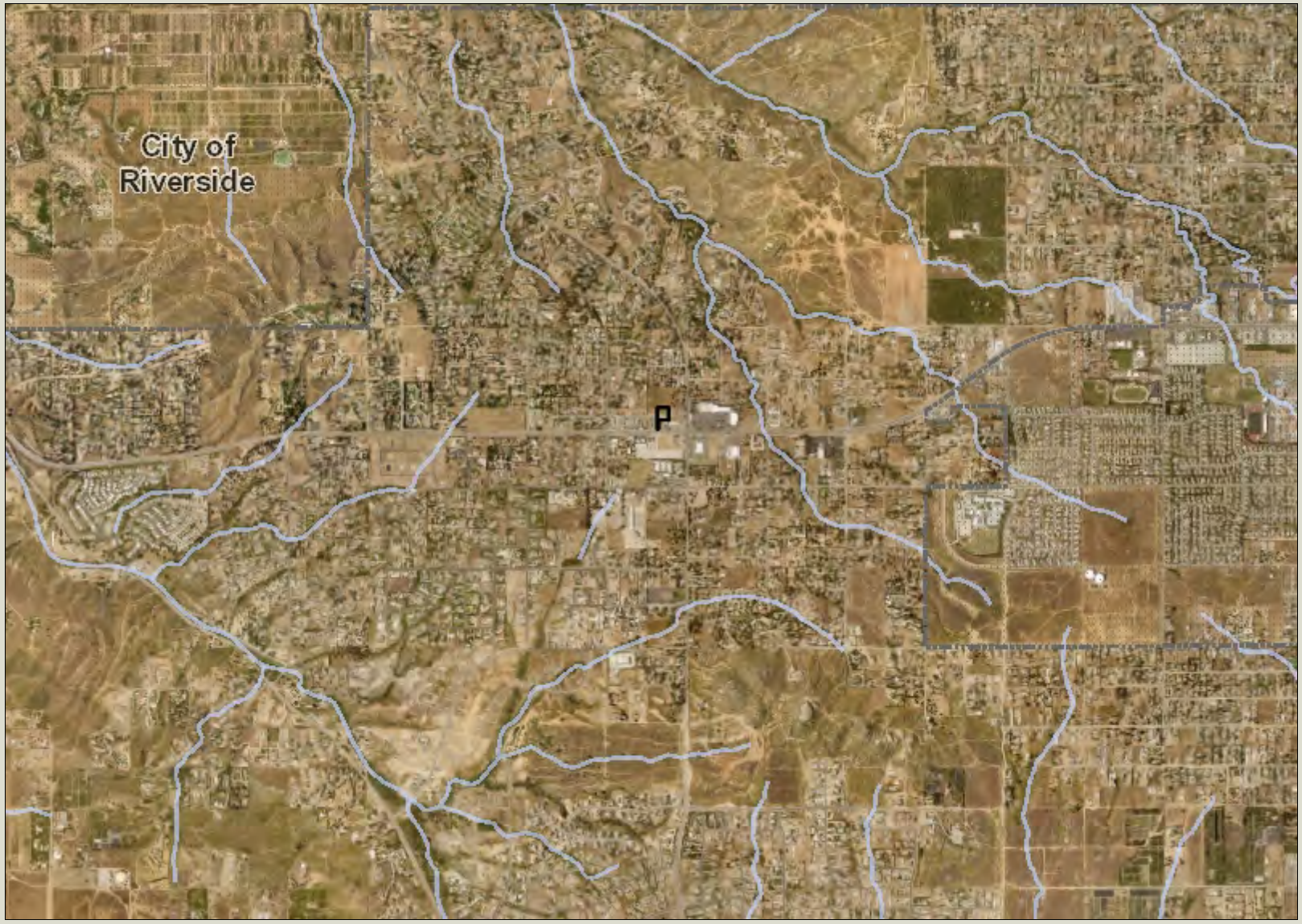
REPORT PRINTED ON... 7/25/2023 10:19:01 AM

Notes

Map My County Map



Legend

- Blueline Streams
- City Areas
- World Street Map

0 3,079 6,157 Feet

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... 7/25/2023 10:18:21 AM

Notes

SITE NUMBER: CSL04548

SITE NAME: FARMER BROTHERS

16822 VAN BUREN BLVD., RIVERSIDE, CA 92504

PACE #: MRLOS079034, USID: 105015, CASPR #: 3551A0YKZA, FA #: 11682122

SITE INFORMATION

PROPERTY OWNER: ADDRESS:	HHI RIVERSIDE 16822 VAN BUREN BLVD., RIVERSIDE CA 92504
APPLICANT ADDRESS:	AT&T MOBILITY 1452 EDINGER AVE. TUSTIN. CA 92780
APPLICANT REPRESENTATIVE: ADDRESS:	SMARTLINK 1997 ANNAPOLIS EXCHANGE PKWY., SUITE 200 ANNAPOLIS, MD 21401
LATITUDE (NAD 83):	N 33° 52' 58.85" (33.883014)
LONGITUDE(NAD 83):	W 117° 22' 03.47" (-117.367631)
GROUND ELEVATION:	1485.99' AMSL
OCCUPANCY:	U
APN #:	273-141-005, 273-141-006 & 273-141-007
ZONING JURISIDICTION:	COUNTY OF RIVERSIDE
CURRENT ZONING:	CPS - SCENIC HIGHWAY COMMERCIAL
PROPOSED USE:	UNMANNED TELECOMMUNICATIONS FACILITY
EQUIPMENT LEASE AREA:	±996 SQ. FT.

PROJECT TEAM

PROJECT MANAGER:
SMARTLINK
CONTACT: MOISES ACEVES
PHONE: (760) 799-6670
EMAIL: moises.aceves@smartlinkgroup.com

LAND USE PLANNER:
SMARTLINK
CONTACT: ELI ACEVEDO
PHONE: (619) 368-3848
EMAIL: eliezer.acevedo@smartlinkgroup.com

CONSTRUCTION MANAGER:
AT&T MOBILITY SERVICES LLC
CONTACT: ANDRE CAMOU
PHONE: (562) 293-6236
EMAIL: ac2960@att.com

A/E MANAGER:
CELLSITE CONCEPTS
16885 VIA DEL CAMPO CT., SUITE 318
SAN DIEGO, CA 92127
CONTACT: SEV FRANCISCO
PHONE: (858) 432-4112
EMAIL: sfrancisco@cellsite.net

SITE AQUISITION:
SMARTLINK
CONTACT: TYNE ALLAMAN
PHONE: (785) 821-1121
EMAIL: tyne.allaman@smartlinkgroup.com

DO NOT SCALE DRAWINGS

SUBCONTRACTOR SHALL VERIFY ALL PLANS, EXISTING DIMENSIONS & FIELD CONDITIONS ON THE JOB SITE & SHALL IMMEDIATELY NOTIFY THE ENGINEER IN WRITING OF ANY DISCREPANCIES BEFORE PROCEEDING WITH THE WORK OR BE RESPONSIBLE FOR SAME.

811 Dig Alert
Know what's below. Call before you dig.
Call Two Working Days Before You Dig!
811 / 800-227-2600
digalert.org

LOCATION MAPS

VICINITY MAP

LOCAL MAP

DRIVING DIRECTIONS

DIRECTION FROM AT&T OFFICE (1452 EDINGER AVE., TUSTIN, CA 92780):

1. START OUT GOING SOUTHEAST ON EDINGER AVE TOWARD RED HILL AVE.
2. MAKE A U-TURN AT RED HILL AVE ONTO EDINGER AVE.
3. TURN LEFT ONTO DEL AMO AVE.
4. MERGE ONTO CA-55 N.
5. MERGE ONTO CA-91 (EXPRESS) E VIA THE EXIT ON THE LEFT (PORTIONS TOLL) (ELECTRONIC TOLL COLLECTION ONLY).
6. CA-91 (EXPRESS) E BECOMES CA-91 E.
7. TAKE EXIT 58 TOWARD VAN BUREN BLVD/ARLINGTON.
8. TURN LEFT ONTO INDIANA AVE.
9. TURN RIGHT ONTO VAN BUREN BLVD.
10. MAKE A U-TURN AT WASHINGTON ST ONTO VAN BUREN BLVD.
11. 16822 VAN BUREN BLVD, RIVERSIDE, CA 92504-5827, 16822 VAN BUREN BLVD.

GENERAL NOTES

THE FACILITY IS UNMANNED AND NOT FOR HUMAN HABITATION. HANDICAPPED ACCESS REQUIREMENTS ARE NOT REQUIRED IN ACCORDANCE WITH THE 2022 CALIFORNIA BUILDING CODE. A TECHNICIAN WILL VISIT THE SITE AS REQUIRED FOR ROUTINE MAINTENANCE. THE PROJECT WILL NOT RESULT IN ANY SIGNIFICANT DISTURBANCE OR EFFECT ON DRAINAGE; NO SANITARY SEWER SERVICE, POTABLE WATER, OR TRASH DISPOSAL IS REQUIRED AND NO COMMERCIAL SIGNAGE IS NEW.

CODE COMPLIANCE

ALL WORK AND MATERIALS SHALL BE PERFORMED AND INSTALLED IN ACCORDANCE WITH THE CURRENT EDITIONS OF THE FOLLOWING CODES AS ADOPTED BY THE LOCAL GOVERNING AUTHORITIES.

- CALIFORNIA ADMINISTRATIVE CODE (INCL TITLE 24 & 25)
- 2022 CALIFORNIA BUILDING CODE
- 2022 CALIFORNIA MECHANICAL CODE
- 2022 CALIFORNIA PLUMBING CODE
- 2022 CALIFORNIA ELECTRICAL CODE
- 2022 CALIFORNIA FIRE CODE
- 2022 LOCAL BUILDING CODE
- BUILDING OFFICIALS & CODE ADMINISTRATORS (BOCA)
- CITY/COUNTY ORDINANCES
- ANSI/TIA-222-H
- LIFE SAFETY CODE NFPA-101

ACCESSIBILITY NOTE

THE TELECOMMUNICATIONS EQUIPMENT SPACE SHOWN ON THESE PLANS IS NOT CUSTOMARILY OCCUPIED. WORK TO BE PERFORMED IN THIS FACILITY CANNOT REASONABLY BE PERFORMED BY PERSONS WITH A SEVERE IMPAIRMENT: MOBILITY, SIGHT, AND/OR HEARING. THEREFORE, PER 2022 CALIFORNIA BUILDING CODE SECTION 1105B.3.4, AND/OR 11B-203.5 OF 2022 CALIFORNIA BUILDING CODE, EXCEPTION 1, THIS FACILITY SHALL BE EXEMPTED FROM ALL TITLE 24 ACCESS REQUIREMENTS.

PROJECT DESCRIPTION

AT&T MOBILITY PROPOSES TO CONSTRUCT AN UNMANNED WIRELESS COMMUNICATION FACILITY. THE SCOPE WILL CONSIST OF THE FOLLOWING:

ANTENNA LEVEL:
- PROPOSED (1) 70'-0" HIGH FAUX WATERTANK.
- PROPOSED (15) PANEL ANTENNAS MOUNTED INSIDE FAUX WATER TANK (5 PER SECTOR).
- PROPOSED (36) RRUS MOUNTED BEHIND PANEL ANTENNAS. (12 PER SECTOR).
- PROPOSED (6) DC9 SURGE SUPPRESSION UNITS MOUNTED NEAR PROPOSED RRUS.
- PROPOSED (18) DC POWER TRUNKS ROUTED UNDERGROUND AND WITHIN TOWER SHAFT.
- PROPOSED (6) FIBER TRUNKS ROUTED UNDERGROUND AND WITHIN TOWER SHAFT.
- PROVIDE MECHANICAL UPTILT BRACKETS FOR ALPHA SECTOR.

EQUIPMENT LEVEL:
- PROPOSED ±11'-4" HIGH SPLIT FACE CMU WALL ENCLOSURE WITH CHAIN LINK TOPPER AND ANTI-GRAFFITI COATING.
- PROPOSED (1) CONCRETE WIC (WALK-IN CABINET) MOUNTED ON PROPOSED CONCRETE PAD.
- PROPOSED (1) PPC CABINET (3-SOURCE) WITH CAMLOK AND ATS/MTS PANEL MOUNTED ON WIC SHELTER.
- PROPOSED (1) 20KW AC GENERAC GENERATOR WITH 105 GALLON DIESEL TANK ON CONCRETE PAD.
- PROPOSED (1) DC50 SURGE SUPPRESSION UNITS MOUNTED ON CONCRETE WIC SHELTER.
- PROPOSED (2) FIBER MANAGEMENT BOXES MOUNTED ON CONCRETE WIC SHELTER.
- PROPOSED (1) GPS ANTENNA MOUNTED ON CONCRETE WIC SHELTER.
- PROPOSED (1) TELCO BOX AND CIENA BOX MOUNTED ON PROPOSED CMU WALL ENCLOSURE.
- PROPOSED (1) ELEC. METER MOUNTED ON PROPOSED CMU WALL ENCLOSURE.
- PROPOSED (1) FIBER MEET-ME-POINT.

DRAWING INDEX

SHEET NO:	SHEET TITLE
T-1	TITLE SHEET
LS-1	TOPOGRAPHIC SURVEY
LS-2	TOPOGRAPHIC SURVEY
A-1	SITE PLAN
A-2	COMPOUND LAYOUT
A-3	ANTENNA PLAN
A-4	ELEVATIONS
A-5	ELEVATIONS

SIGNATURE BLOCK

	PRINT NAME	SIGNATURE	DATE
AT&T RF:			
AT&T PM:			
AT&T CM:			
SMARTLINK PM:			
SMARTLINK ZM:			
SMARTLINK SAQ:			
SMARTLINK CM:			

at&t
1452 EDINGER AVENUE
TUSTIN, CA 92780

smartlink
1997 ANNAPOLIS EXCHANGE PKWY., SUITE 200
ANNAPOLIS, MD 21401

cellsite concepts
16885 VIA DEL CAMPO CT., SUITE 318
SAN DIEGO, CA 92127
tel: (858) 432-4112 / (858) 432-4257

REV	DATE	DESCRIPTION
0	04/03/2023	100% ZD'S
B	03/03/2023	REVISED ANTENNA LAYOUT
A	02/24/2023	90% ZD'S FOR REVIEW

ISSUED DATE: 04/03/2023

ISSUED FOR: PLANNING SUBMITTAL

LICENSURE:

PROJECT INFORMATION:
CSL04548
FARMER BROTHERS
16822 VAN BUREN BLVD.,
RIVERSIDE, CA 92504

DRAWN BY: CNF

CHECKED BY: SVF

SHEET TITLE: TITLE SHEET

SHEET NUMBER: T-1

VICINITY MAP

APN
273-141-005, 273-141-006 & 273-141-007

SITE ADDRESS
16822 VAN BUREN BLVD., RIVERSIDE, CA 92504

TITLE REPORT
TITLE REPORT WAS PREPARED BY COMMONWEALTH LAND TITLE INSURANCE COMPANY WITH ORDER NUMBER 92015492-920-CMM-CM8 AND GUARANTEE NUMBER CA-SFXFC-IMP-81G28-1-21-92015492 DATED JULY 06, 2021

BASIS OF BEARING
BEARINGS SHOWN HEREON ARE BASED UPON U.S. STATE PLANE NAD83 COORDINATE SYSTEM CALIFORNIA STATE PLANE COORDINATE ZONE SIX, DETERMINED BY GPS OBSERVATIONS.

BENCHMARK
ELEVATIONS ARE BASED ON CRTN (CSRC) NETWORK BROADCAST COORDINATES.

FLOODZONE
SITE IS LOCATED IN FLOOD ZONE "D" AS PER F.I.R.M. MAP NO. 06065C0740G EFFECTIVE DATE 08/28/2008

NOTES:
1. THIS IS NOT A BOUNDARY SURVEY. THIS IS A SPECIALIZED TOPOGRAPHIC MAP. THE PROPERTY LINES AND EASEMENTS SHOWN HEREON ARE FROM RECORD INFORMATION AS NOTED HEREON. CELLSITE CONCEPTS TRANSLATED THE TOPOGRAPHIC SURVEY TO RECORD INFORMATION USING FOUND MONUMENTS SHOWN HEREON. THE LOCATION OF PROPERTY LINES SHOWN HEREON ARE APPROXIMATE AND FOR INFORMATIONAL PURPOSES ONLY. THEY ARE NOT TO BE RELIED UPON AS THE ACTUAL BOUNDARY LINES.
2. ANY CHANGES MADE TO THE INFORMATION ON THIS PLAN, WITHOUT THE WRITTEN CONSENT OF CELLSITE CONCEPTS, RELIEVES CELLSITE CONCEPTS OF ANY AND ALL LIABILITY.
3. THE HEIGHTS AND ELEVATIONS FOR THE TREES, BUSHES AND OTHER LIVING PLANTS SHOWN HEREON, SHOULD BE CONSIDERED APPROXIMATE (+/-) AND ONLY FOR THE DATE OF THIS SURVEY. THEY ARE PROVIDED AS A GENERAL REFERENCE AND SHOULD NOT BE USED FOR DESIGN PURPOSES.
4. WRITTEN DIMENSIONS SHALL TAKE PREFERENCE OVER SCALED & SHALL BE VERIFIED ON THE JOB SITE. ANY DISCREPANCY SHALL BE BROUGHT TO THE NOTICE OF THE SURVEYOR PRIOR TO COMMENCEMENT OF ANY WORK.
5. FIELD SURVEY COMPLETED ON FEBRUARY 15, 2023.

LEGAL DESCRIPTION
ALL THAT CERTAIN REAL PROPERTY SITUATED IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

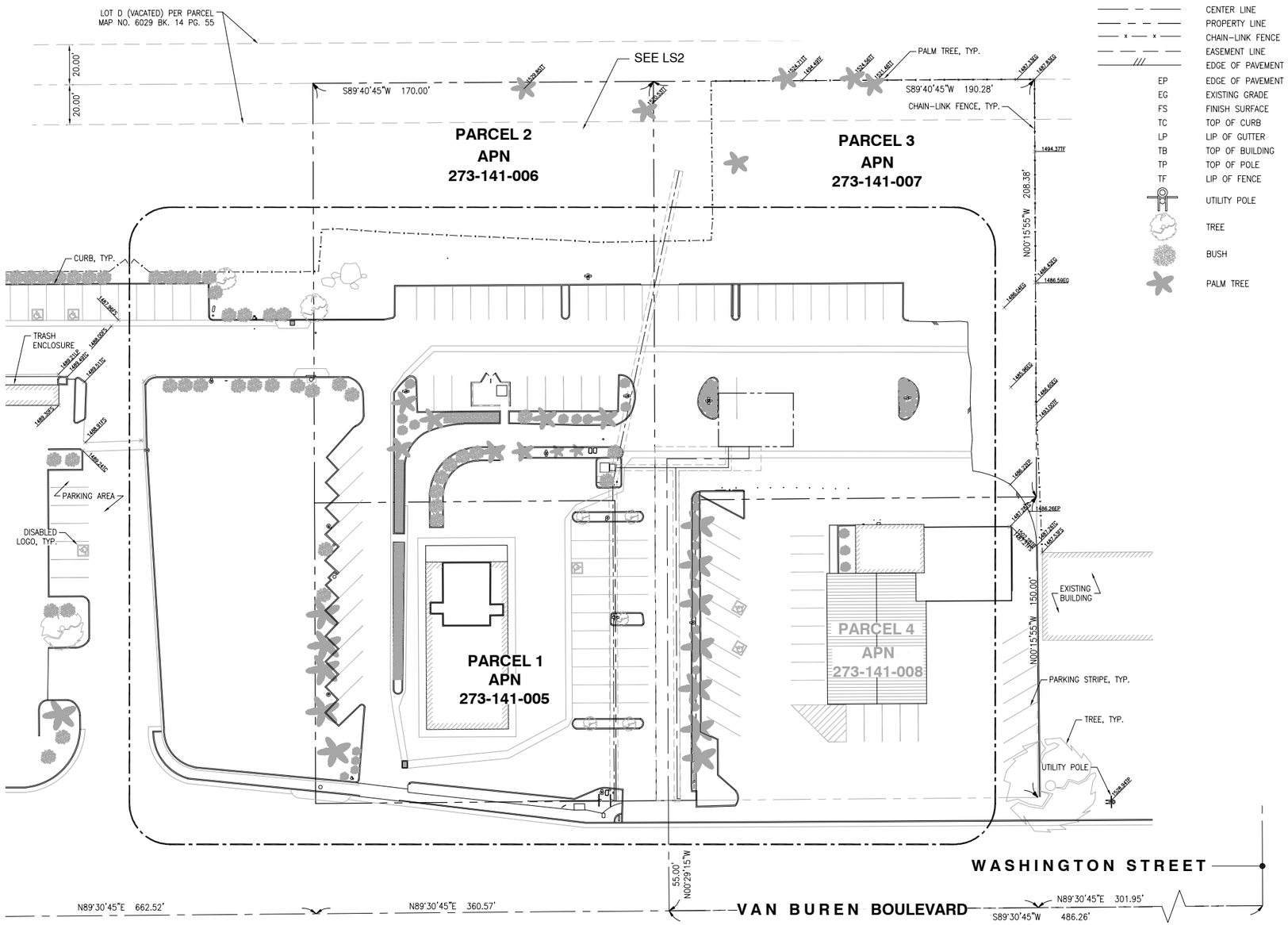
PARCEL A:
PARCELS 1, 2 AND 3 OF PARCEL MAP 6029, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS SHOWN BY MAP ON FILE IN BOOK 14, PAGE 55, OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL B:
NON-EXCLUSIVE EASEMENTS FOR INGRESS, EGRESS, ACCESS AND MAINTENANCE ON, OVER AND ACROSS THE PORTION OF LAND DESCRIBED THEREIN, AND PROVIDED FOR AND SUBJECT TO THE TERMS AND CONDITIONS SET FORTH IN THAT CERTAIN INSTRUMENT ENTITLED "RECIPROCAL ACCESS AND PARKING AGREEMENT" RECORDED JULY 6, 2007 AS INSTRUMENT NO. 2007-440878 OF OFFICIAL RECORDS.

APN: 273-141-005, 273-141-006, 273-141-007

SCHEDULE B (EXCEPTIONS)
ITEMS A,B,C,D ARE TAXES RELATED
ITEMS E,F ARE LIENS RELATED
ITEMS 1,7,9 ARE RIGHTS RELATED
ITEMS 3,6 ARE AGREEMENT RELATED
ITEMS 4,5 ARE DEED RELATED
ITEM 8 IS REQUIREMENT RELATED

2 EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
GRANTED TO: SOUTHERN CALIFORNIA EDISON COMPANY
PURPOSE: UNDERGROUND ELECTRICAL SUPPLY SYSTEMS AND COMMUNICATION SYSTEMS
RECORDING DATE: FEBRUARY 6, 1976
RECORDING NO: 16679 OF OFFICIAL RECORDS
AFFECTS: A PORTION OF SAID LAND



PROPERTY LINES DERIVED FROM
PARCEL MAP NO. 6029 BK. 14 PG. 55 DATED AUGUST 22, 1974
FERTILE ACRES MAP BK. 11 PG. 71 DATED JULY 07, 1924
TRACT NO. 5040 BK. 76 PG. 93-96 DATED MAY 22, 1975

LEGEND

	CENTER LINE
	PROPERTY LINE
x x	CHAIN-LINK FENCE
	EASEMENT LINE
	EDGE OF PAVEMENT
EP	EDGE OF PAVEMENT
EG	EXISTING GRADE
FS	FINISH SURFACE
TC	TOP OF CURB
LP	LIP OF GUTTER
TB	TOP OF BUILDING
TP	TOP OF POLE
TF	LIP OF FENCE
	UTILITY POLE
	TREE
	BUSH
	PALM TREE

30' 0' 30' 60'
GRAPHIC SCALE: 1"=30'

at&t
1452 EDINGER AVENUE
TUSTIN, CA 92780

smartlink
1997 ANNAPOLIS EXCHANGE PKWY., SUITE 200
ANNAPOLIS, MD 21401

cellsite concepts
16885 VIA DEL CAMPO CT., SUITE 318
SAN DIEGO, CA 92127
tel: (858) 432-4112 / (858) 432-4257

REV	DATE	DESCRIPTION
4	04/03/2023	REVISED LEGAL DESCRIPTION
3	02/23/2023	ADDED SURVEY POINTS
2	08/22/2021	FINAL SURVEY
1	07/16/2021	PRELIMINARY SURVEY

ISSUED DATE:
APRIL 03, 2023

ISSUED FOR:
FINAL SURVEY

LICENSURE:
LICENSED LAND SURVEYOR
RAFI Y. HANNA
L.S. 8780
Exp. 12/31/24
04/03/23
STATE OF CALIFORNIA

PROJECT INFORMATION:
CSL04548
FARMER BROTHERS
16822 VAN BUREN BOULEVARD,
RIVERSIDE, CA 92504

DRAWN BY:	KF
CHECKED BY:	RH

SHEET TITLE:
TOPOGRAPHIC SURVEY

SHEET NUMBER:
LS-1

TWELVE (12.00) FEET WIDE NON-EXCLUSIVE ACCESS ROUTE DESCRIPTION:

ALL THAT CERTAIN REAL PROPERTY SITUATED IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

PARCELS 1, 2 AND 3 OF PARCEL MAP 6029, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS SHOWN BY MAP ON FILE IN BOOK 14, PAGE 55, OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

A TWELVE (12.00) FEET IN WIDTH ROUTE LYING SIX (6.00) FEET ON EACH SIDE OF THE FOLLOWING DESCRIBED CENTERLINE TO WIT:

COMMENCING AT CENTERLINE INTERSECTION OF VAN BUREN BOULEVARD AND WASHINGTON STREET AS SHOWN ON THAT MAP FILED IN THE OFFICE OF THE RECORDER OF THE COUNTY OF RIVERSIDE ON AUGUST 22, 1974 IN PARCEL MAP NO. 6029, BOOK 14, ON PAGE 55, THENCE SOUTHWESTERLY ALONG SAID CENTERLINE OF VAN BUREN BOULEVARD, SOUTH 89°30'45" WEST A DISTANCE OF 486.26 FEET; THENCE NORTHWESTERLY LEAVING SAID VAN BUREN BOULEVARD, NORTH 00°29'15" WEST A DISTANCE OF 55.00 FEET TO A POINT ON THE SOUTHERLY LINE OF PARCEL 3, BEING THE TRUE POINT OF BEGINNING OF THIS CENTERLINE DESCRIPTION;

THENCE NORTH 00°13'58" WEST A DISTANCE OF 170.67 FEET,
THENCE NORTH 90°00'00" EAST A DISTANCE OF 41.00 FEET,
THENCE NORTH 00°00'00" EAST A DISTANCE OF 6.00 FEET TO A POINT ON THE SOUTHERLY LINE OF THE PROPOSED AT&T LEASE SPACE REFERRED TO HEREINAFTER AS "POINT A", ALSO BEING THE TERMINUS POINT OF THIS CENTERLINE DESCRIPTION.

THE SIDE LINES OF SAID TWELVE (12.00) FEET WIDE ACCESS ROUTE IS TO BE EXTENDED AND/OR SHORTENED TO TERMINATE IN THE LANDS OF THE GRANTOR AND SHALL BE JOINED AT ALL ANGLE POINTS.

SUBJECT TO ALL EASEMENTS AND/OR RIGHT-OF-WAY RECORDS.

PROPOSED AT&T LEASE SPACE DESCRIPTION:

ALL THAT CERTAIN REAL PROPERTY SITUATED IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

PARCELS 1, 2 AND 3 OF PARCEL MAP 6029, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS SHOWN BY MAP ON FILE IN BOOK 14, PAGE 55, OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

AN EASEMENT FOR THE PURPOSE OF AT&T LEASE SPACE WITH STRIP OF LAND BEING DESCRIBED AS FOLLOWS TO WIT:

BEGINNING AT SAID "POINT A";
THENCE NORTH 90°00'00" EAST A DISTANCE OF 22.11 FEET;
THENCE NORTH 00°00'00" EAST A DISTANCE OF 26.67 FEET;
THENCE NORTH 90°00'00" WEST A DISTANCE OF 37.33 FEET;
THENCE SOUTH 00°00'00" WEST A DISTANCE OF 26.67 FEET;
THENCE NORTH 90°00'00" EAST A DISTANCE OF 4.97 FEET TO A POINT REFERRED TO HEREINAFTER AS "POINT B";
THENCE NORTH 90°00'00" EAST A DISTANCE OF 10.26 FEET TO THE POINT OF BEGINNING OF THIS PROPOSED AT&T LEASE SPACE.

CONTAINING 996 SQUARE FEET MORE OR LESS.

SUBJECT TO ALL EASEMENTS AND/OR RIGHT-OF-WAY RECORDS.

THREE (3.00) FEET WIDE UTILITY EASEMENT DESCRIPTION (STRIP #1):

ALL THAT CERTAIN REAL PROPERTY SITUATED IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

PARCELS 1, 2 AND 3 OF PARCEL MAP 6029, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS SHOWN BY MAP ON FILE IN BOOK 14, PAGE 55, OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

A THREE (3.00) FEET IN WIDTH EASEMENT FOR THE PURPOSE OF FIBER & POWER UTILITY, LYING ONE AND A HALF (1.50) FEET ON EACH SIDE OF THE FOLLOWING DESCRIBED CENTERLINE TO WIT:

BEGINNING AT SAID "POINT B";
THENCE SOUTH 00°00'00" WEST A DISTANCE OF 10.50 FEET;
THENCE SOUTH 90°00'00" WEST A DISTANCE OF 26.27 FEET TO A POINT REFERRED TO HEREINAFTER AS "POINT C";
THENCE SOUTH 90°00'00" WEST A DISTANCE OF 29.79 FEET TO THE TERMINUS POINT OF THIS CENTERLINE DESCRIPTION.

THE SIDE LINES OF SAID THREE (3.00) FEET WIDE UTILITY EASEMENT IS TO BE EXTENDED AND/OR SHORTENED TO TERMINATE IN THE LANDS OF THE GRANTOR AND SHALL BE JOINED AT ALL ANGLE POINTS.

SUBJECT TO ALL EASEMENTS AND/OR RIGHT-OF-WAY RECORDS.

THREE (3.00) FEET WIDE UTILITY EASEMENT DESCRIPTION (STRIP #2):

ALL THAT CERTAIN REAL PROPERTY SITUATED IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

PARCELS 1, 2 AND 3 OF PARCEL MAP 6029, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS SHOWN BY MAP ON FILE IN BOOK 14, PAGE 55, OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

A THREE (3.00) FEET IN WIDTH EASEMENT FOR THE PURPOSE OF FIBER & POWER UTILITY, LYING ONE AND A HALF (1.50) FEET ON EACH SIDE OF THE FOLLOWING DESCRIBED CENTERLINE TO WIT:

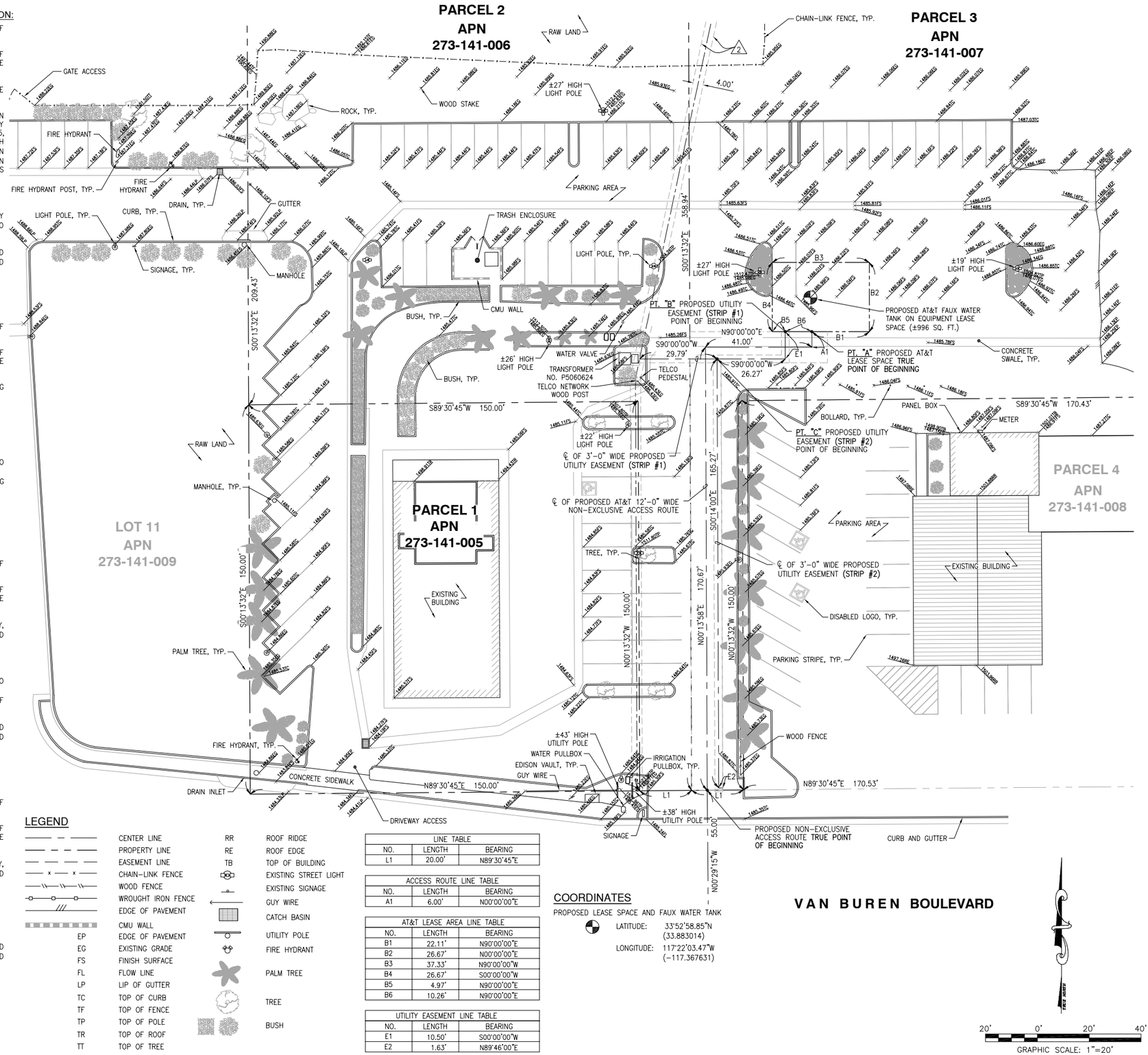
BEGINNING AT SAID "POINT C";
THENCE SOUTH 00°14'00" EAST A DISTANCE OF 165.27 FEET;
THENCE NORTH 89°46'00" EAST A DISTANCE OF 1.63 FEET TO THE TERMINUS POINT OF THIS CENTERLINE DESCRIPTION.

THE SIDE LINES OF SAID THREE (3.00) FEET WIDE UTILITY EASEMENT IS TO BE EXTENDED AND/OR SHORTENED TO TERMINATE IN THE LANDS OF THE GRANTOR AND SHALL BE JOINED AT ALL ANGLE POINTS.

SUBJECT TO ALL EASEMENTS AND/OR RIGHT-OF-WAY RECORDS.

PROPERTY LINES DERIVED FROM

PARCEL MAP NO. 6029 BK. 14 PG. 55	DATED AUGUST 22, 1974
FERTILE ACRES MAP BK. 11 PG. 71	DATED JULY 07, 1924
TRACT NO. 5040 BK. 76 PG. 93-96	DATED MAY 22, 1975



LEGEND

	CENTER LINE	RR	ROOF RIDGE
	PROPERTY LINE	RE	ROOF EDGE
	EASEMENT LINE	TB	TOP OF BUILDING
x x	CHAIN-LINK FENCE		EXISTING STREET LIGHT
	WOOD FENCE		EXISTING SIGNAGE
	WROUGHT IRON FENCE		GUY WIRE
	EDGE OF PAVEMENT		CATCH BASIN
	CMU WALL		UTILITY POLE
EP	EDGE OF PAVEMENT		FIRE HYDRANT
EG	EXISTING GRADE		PALM TREE
FS	FINISH SURFACE		
FL	FLOW LINE		TREE
LP	LIP OF GUTTER		
TC	TOP OF CURB		BUSH
TF	TOP OF FENCE		
TP	TOP OF POLE		
TR	TOP OF ROOF		
TT	TOP OF TREE		

LINE TABLE		
NO.	LENGTH	BEARING
L1	20.00'	N89°30'45"E

ACCESS ROUTE LINE TABLE		
NO.	LENGTH	BEARING
A1	6.00'	N00°00'00"E

AT&T LEASE AREA LINE TABLE		
NO.	LENGTH	BEARING
B1	22.11'	N90°00'00"E
B2	26.67'	N00°00'00"E
B3	37.33'	N90°00'00"W
B4	26.67'	S00°00'00"W
B5	4.97'	N90°00'00"E
B6	10.26'	N90°00'00"E

UTILITY EASEMENT LINE TABLE		
NO.	LENGTH	BEARING
E1	10.50'	S00°00'00"W
E2	1.63'	N89°46'00"E

COORDINATES

PROPOSED LEASE SPACE AND FAUX WATER TANK

LATITUDE: 33°52'58.85"N (33.883014)
LONGITUDE: 117°22'03.47"W (-117.367631)

20' 0' 20' 40'
GRAPHIC SCALE: 1"=20'

at&t
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cellsite concepts
16885 VIA DEL CAMPO CT., SUITE 318
SAN DIEGO, CA 92127
tel: (858) 432-4112 / (858) 432-4257

REV	DATE	DESCRIPTION
4	04/03/2023	REVISED LEGAL DESCRIPTION
3	02/23/2023	ADDED SURVEY POINTS
2	08/22/2021	FINAL SURVEY
1	07/16/2021	PRELIMINARY SURVEY

ISSUED DATE:
APRIL 03, 2023

ISSUED FOR:
FINAL SURVEY

LICENSURE:

LICENSED LAND SURVEYOR
RAFI Y. HANNA
L.S. 8780
Exp. 12/31/24
04/03/23
STATE OF CALIFORNIA

PROJECT INFORMATION:
CSL04548
FARMER BROTHERS
16822 VAN BUREN BOULEVARD,
RIVERSIDE, CA 92504

DRAWN BY:	KF
CHECKED BY:	RH

SHEET TITLE:
TOPOGRAPHIC SURVEY

SHEET NUMBER:
LS-2

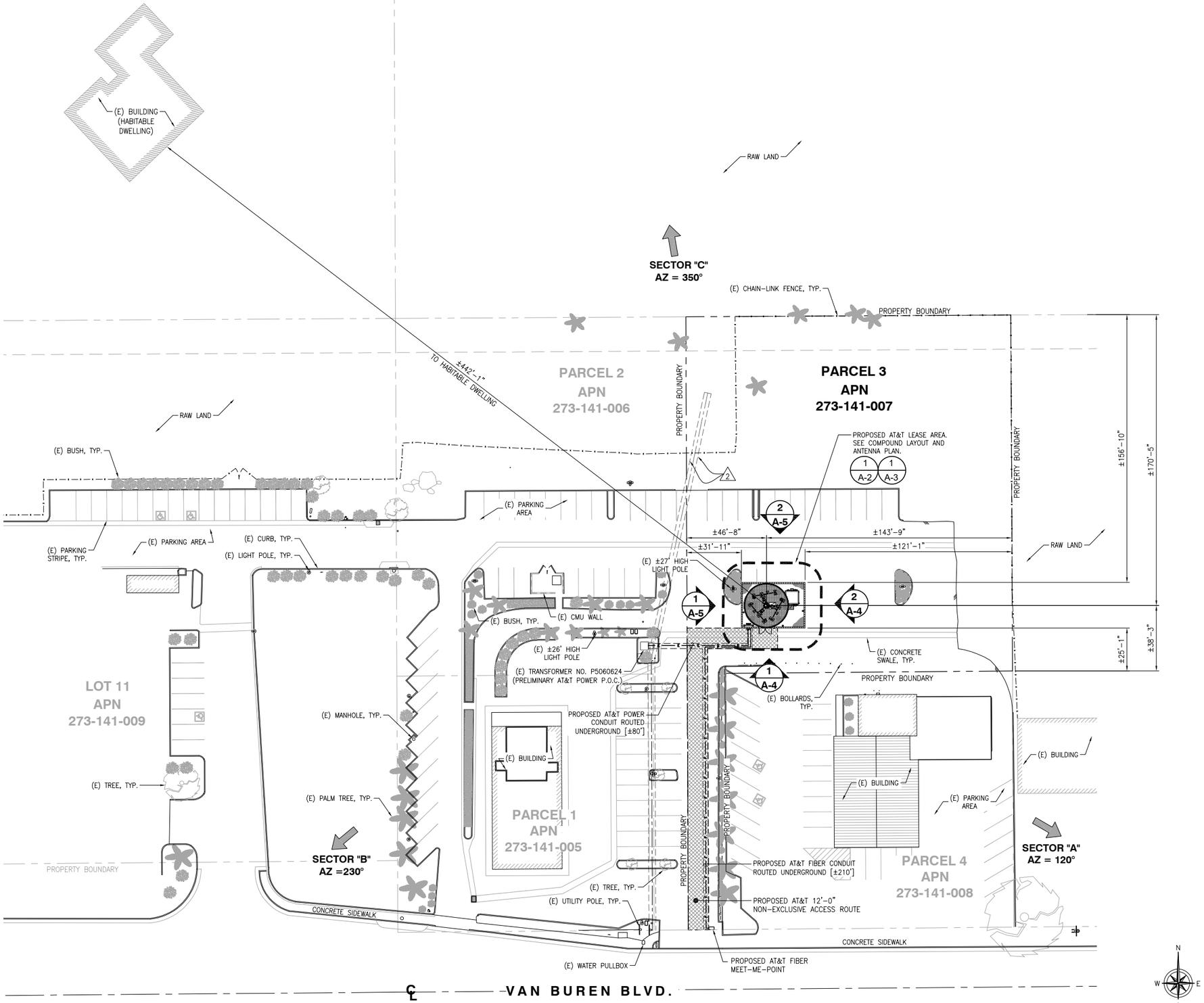
NOTES:
1. NO EXISTING PARKING STALLS ARE BEING ADDED OR REMOVED AS PART OF THE PROPOSED INSTALLATION.

2. PROPOSED POWER AND TELCO PLAN IS PRELIMINARY AND SUBJECT TO CHANGE PENDING FINAL DESIGN FROM THE UTILITY COMPANY.

2 EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
GRANTED TO: SOUTHERN CALIFORNIA EDISON COMPANY
PURPOSE: UNDERGROUND ELECTRICAL SUPPLY SYSTEMS AND COMMUNICATION SYSTEMS
RECORDING DATE: FEBRUARY 6, 1976
RECORDING NO: 16679 OF OFFICIAL RECORDS
AFFECTS: A PORTION OF SAID LAND

LEASE AREA CALCULATION:

EQUIPMENT LEASE AREA: ±996 SQ. FT.
NON EXCLUSIVE ACCESS: ±2,640 SQ.FT. (12'x220')
FIBER UTILITY EASEMENT: ±630 SQ.FT. (3'x210')
POWER UTILITY EASEMENT: ±240 SQ.FT. (3'x80')



SITE PLAN

24"x36" SCALE: 1" = 30'-0"
11"x17" SCALE: 1" = 60'-0"
30' 15' 0' 30'

1

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SAN DIEGO, CA 92127
tel: (858) 432-4112 / (858) 432-4257

REV	DATE	DESCRIPTION
0	04/03/2023	100% ZD'S
B	03/03/2023	REVISED ANTENNA LAYOUT
A	02/24/2023	90% ZD's FOR REVIEW

ISSUED DATE:
04/03/2023

ISSUED FOR:
PLANNING SUBMITTAL

LICENSURE:

PROJECT INFORMATION:
CSL04548
FARMER BROTHERS
16822 VAN BUREN BLVD.,
RIVERSIDE, CA 92504

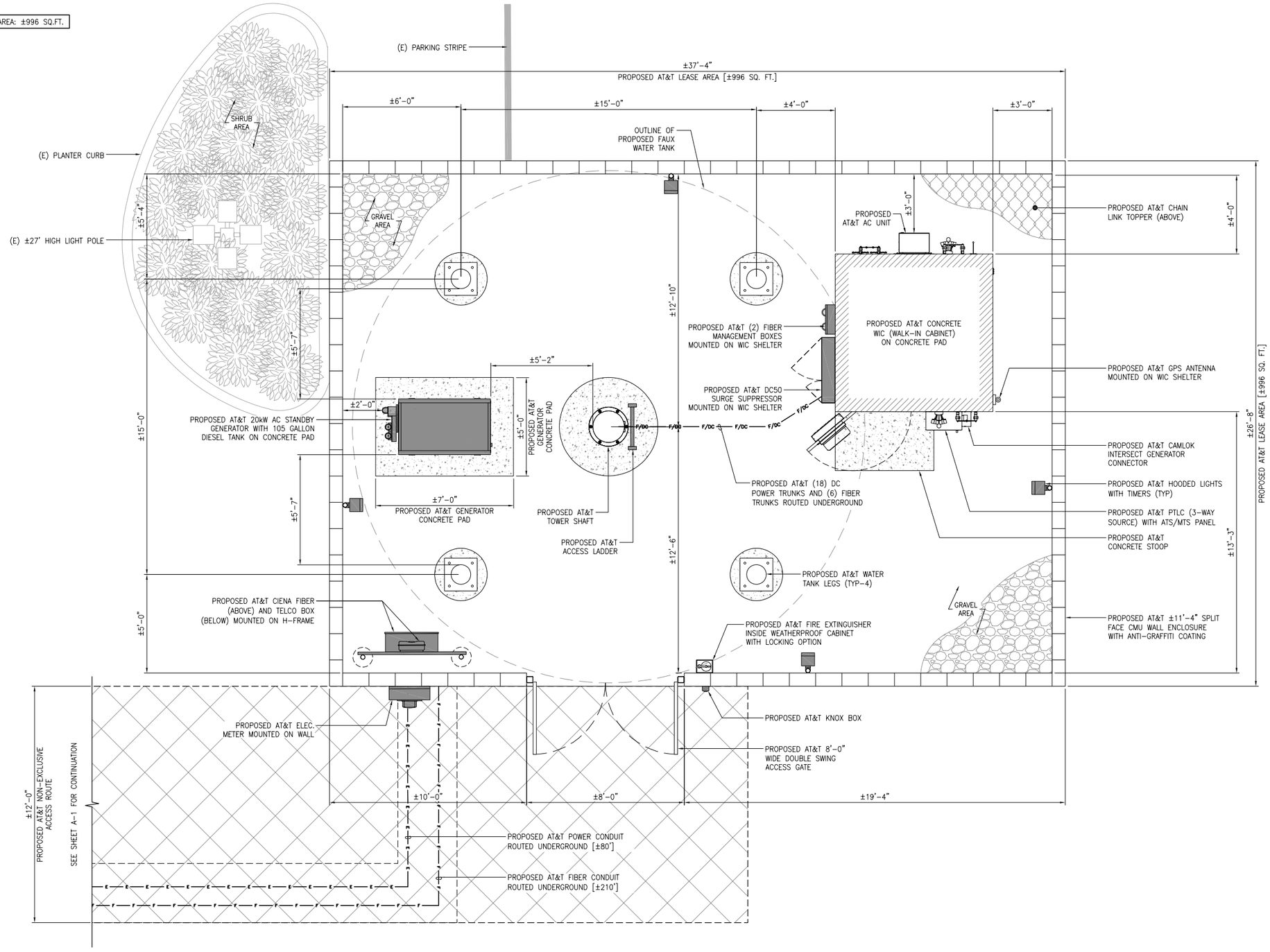
DRAWN BY:	CNF
CHECKED BY:	SVF

SHEET TITLE:
SITE PLAN

SHEET NUMBER:
A-1

NOTES:
1. NO EXISTING PARKING STALLS ARE BEING ADDED OR REMOVED AS PART OF THE PROPOSED INSTALLATION.
2. PROPOSED POWER AND TELCO PLAN IS PRELIMINARY AND SUBJECT TO CHANGE PENDING FINAL DESIGN FROM THE UTILITY COMPANY.

PROPOSED AT&T EQUIPMENT LEASE AREA: ±996 SQ.FT.



N
W E
S

COMPOUND LAYOUT

24"x36" SCALE: 3/8" = 1'-0"
11"x17" SCALE: 3/16" = 1'-0"
2' 1' 0" 2'

1

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ISSUED DATE:
04/03/2023

ISSUED FOR:
PLANNING SUBMITTAL

LICENSURE:

PROJECT INFORMATION:
CSL04548
FARMER BROTHERS
16822 VAN BUREN BLVD.,
RIVERSIDE, CA 92504

DRAWN BY:	CNF
CHECKED BY:	SVF

SHEET TITLE:
COMPOUND LAYOUT

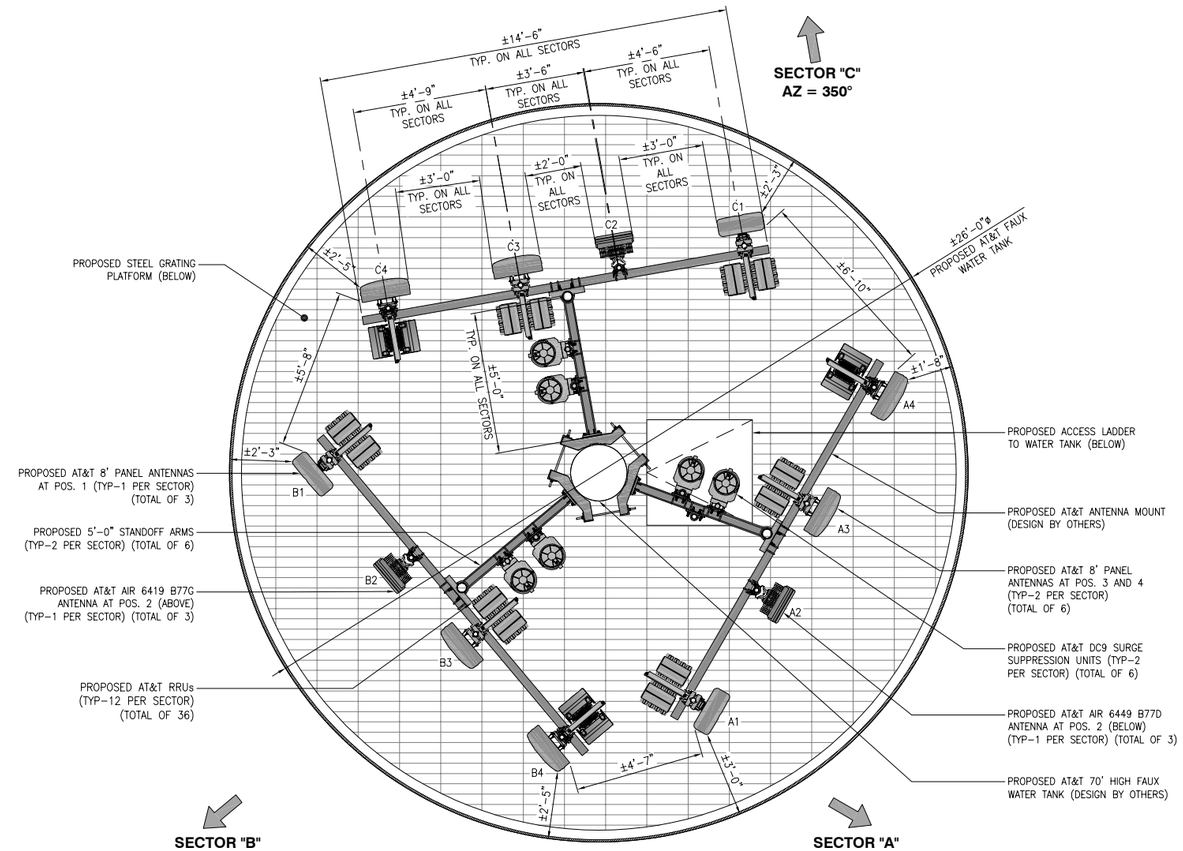
SHEET NUMBER:
A-2

NOTES:

1. THE PROPOSED LAYOUT IS PRELIMINARY AND SUBJECT TO CHANGE PENDING FULL STRUCTURAL ANALYSIS.
2. STRUCTURAL ANALYSIS IS REQUIRED FOR PROPOSED FAUX WATER TANK AND PROPOSED ANTENNA MOUNT PRIOR TO INSTALLATION OF PROPOSED ANTENNAS AND RRUS.
3. PROVIDE MECHANICAL UPTILT BRACKETS FOR ALPHA SECTOR.

PROPOSED ANTENNA SCHEDULE

	ANTENNA POSITION	STATUS	RAD CENTER	TECHNOLOGY	ANTENNA MAKE/MODEL	AZIMUTH	ANTENNA COUNT	FILTER COUNT	TMA COUNT	TRANSMISSION LENGTH	TRANSMISSION TYPE(S)	RRUS MAKE/MODEL	RRUS COUNT
ALPHA SECTOR	A1	PROPOSED	±64'-0"	LTE 700/850/1900	COMMSCOPE NNH4-65C-R6-V3 96"Hx19.6"Wx7.8"D	120°	1	–	–	±80'-0"	(6) POWER TRUNKS AND (2) FIBER TRUNKS	ERICSSON RRUS	4
												–	–
	A2 (TOP)	PROPOSED	±66'-10"	C-BAND DOD	ERICSSON AIR 6419 B77G 28.3"HX16.1"WX7.9"D	120°	1	–	–	±80'-0"		ERICSSON AIR 6419 B77G	1
												–	–
	A2 (BOTTOM)	PROPOSED	±63'-4"	C-BAND	ERICSSON AIR 6449 B77D 31"HX15.9"WX8.7"D	120°	1	–	–	±80'-0"		ERICSSON AIR 6449 B77D	1
												–	–
	A3	PROPOSED	±64'-0"	LTE 700FN	CCI OPA65R-BU8DA-K 96"HX21"WX7.8"D	120°	1	–	–	±80'-0"		ERICSSON RRUS	4
												–	–
	A4	PROPOSED	±64'-0"	LTE 700DE/WCS	CCI OPA65R-BU8DA-K 96"HX21"WX7.8"D	120°	1	–	–	±80'-0"		ERICSSON RRUS	4
												–	–
BETA SECTOR	B1	PROPOSED	±64'-0"	LTE 700/850/1900	COMMSCOPE NNH4-65C-R6-V3 96"Hx19.6"Wx7.8"D	230°	1	–	–	±80'-0"	(6) POWER TRUNKS AND (2) FIBER TRUNKS	ERICSSON RRUS	4
												–	–
	B2 (TOP)	PROPOSED	±66'-10"	C-BAND DOD	ERICSSON AIR 6419 B77G 28.3"HX16.1"WX7.9"D	230°	1	–	–	±80'-0"		ERICSSON AIR 6419 B77G	1
												–	–
	B2 (BOTTOM)	PROPOSED	±63'-4"	C-BAND	ERICSSON AIR 6449 B77D 31"HX15.9"WX8.7"D	230°	1	–	–	±80'-0"		ERICSSON AIR 6449 B77D	1
												–	–
	B3	PROPOSED	±64'-0"	LTE 700FN	CCI OPA65R-BU8DA-K 96"HX21"WX7.8"D	230°	1	–	–	±80'-0"		ERICSSON RRUS	4
												–	–
	B4	PROPOSED	±64'-0"	LTE 700DE/WCS	CCI OPA65R-BU8DA-K 96"HX21"WX7.8"D	230°	1	–	–	±80'-0"		ERICSSON RRUS	4
												–	–
GAMMA SECTOR	C1	PROPOSED	±64'-0"	LTE 700/850/1900	COMMSCOPE NNH4-65C-R6-V3 96"Hx19.6"Wx7.8"D	350°	1	–	–	±80'-0"	(6) POWER TRUNKS AND (2) FIBER TRUNKS	ERICSSON RRUS	4
												–	–
	C2 (TOP)	PROPOSED	±66'-10"	C-BAND DOD	ERICSSON AIR 6419 B77G 28.3"HX16.1"WX7.9"D	350°	1	–	–	±80'-0"		ERICSSON AIR 6419 B77G	1
												–	–
	C2 (BOTTOM)	PROPOSED	±63'-4"	C-BAND	ERICSSON AIR 6449 B77D 31"HX15.9"WX8.7"D	350°	1	–	–	±80'-0"		ERICSSON AIR 6449 B77D	1
												–	–
	C3	PROPOSED	±64'-0"	LTE 700FN	CCI OPA65R-BU8DA-K 96"HX21"WX7.8"D	350°	1	–	–	±80'-0"		ERICSSON RRUS	4
												–	–
	C4	PROPOSED	±64'-0"	LTE 700DE/WCS	CCI OPA65R-BU8DA-K 96"HX21"WX7.8"D	350°	1	–	–	±80'-0"		ERICSSON RRUS	4
												–	–



ANTENNA PLAN

24"x36" SCALE: 3/8" = 1'-0"
11"x17" SCALE: 3/16" = 1'-0"
2' 1' 0" 2'

1

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SAN DIEGO, CA 92127
tel: (858) 432-4112 / (858) 432-4257

REV	DATE	DESCRIPTION
0	04/03/2023	100% ZD'S
B	03/03/2023	REVISED ANTENNA LAYOUT
A	02/24/2023	90% ZD's FOR REVIEW

ISSUED DATE:
04/03/2023

ISSUED FOR:
PLANNING SUBMITTAL

LICENSURE:

PROJECT INFORMATION:
CSL04548
FARMER BROTHERS
16822 VAN BUREN BLVD.,
RIVERSIDE, CA 92504

DRAWN BY:	CNF
CHECKED BY:	SVF

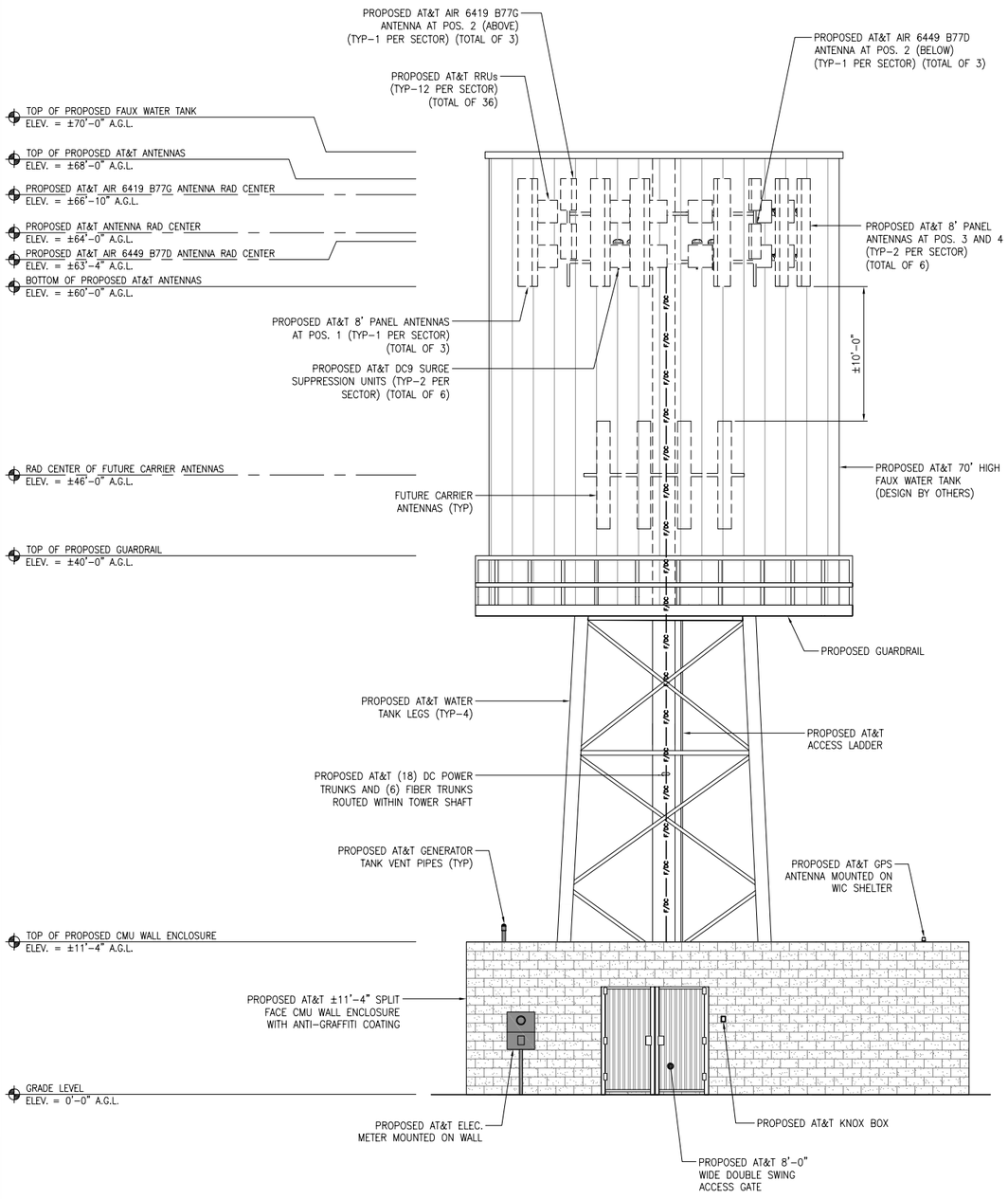
SHEET TITLE:
ANTENNA PLAN

SHEET NUMBER:
A-3

NOTES:

1. THE PROPOSED LAYOUT IS PRELIMINARY AND SUBJECT TO CHANGE PENDING FULL STRUCTURAL ANALYSIS.

2. STRUCTURAL ANALYSIS IS REQUIRED FOR PROPOSED FAUX WATER TANK AND PROPOSED ANTENNA MOUNT PRIOR TO INSTALLATION OF PROPOSED ANTENNAS AND RRUS.



PROPOSED SOUTH ELEVATION

24"x36" SCALE: 3/16" = 1'-0"
11"x17" SCALE: 3/32" = 1'-0"

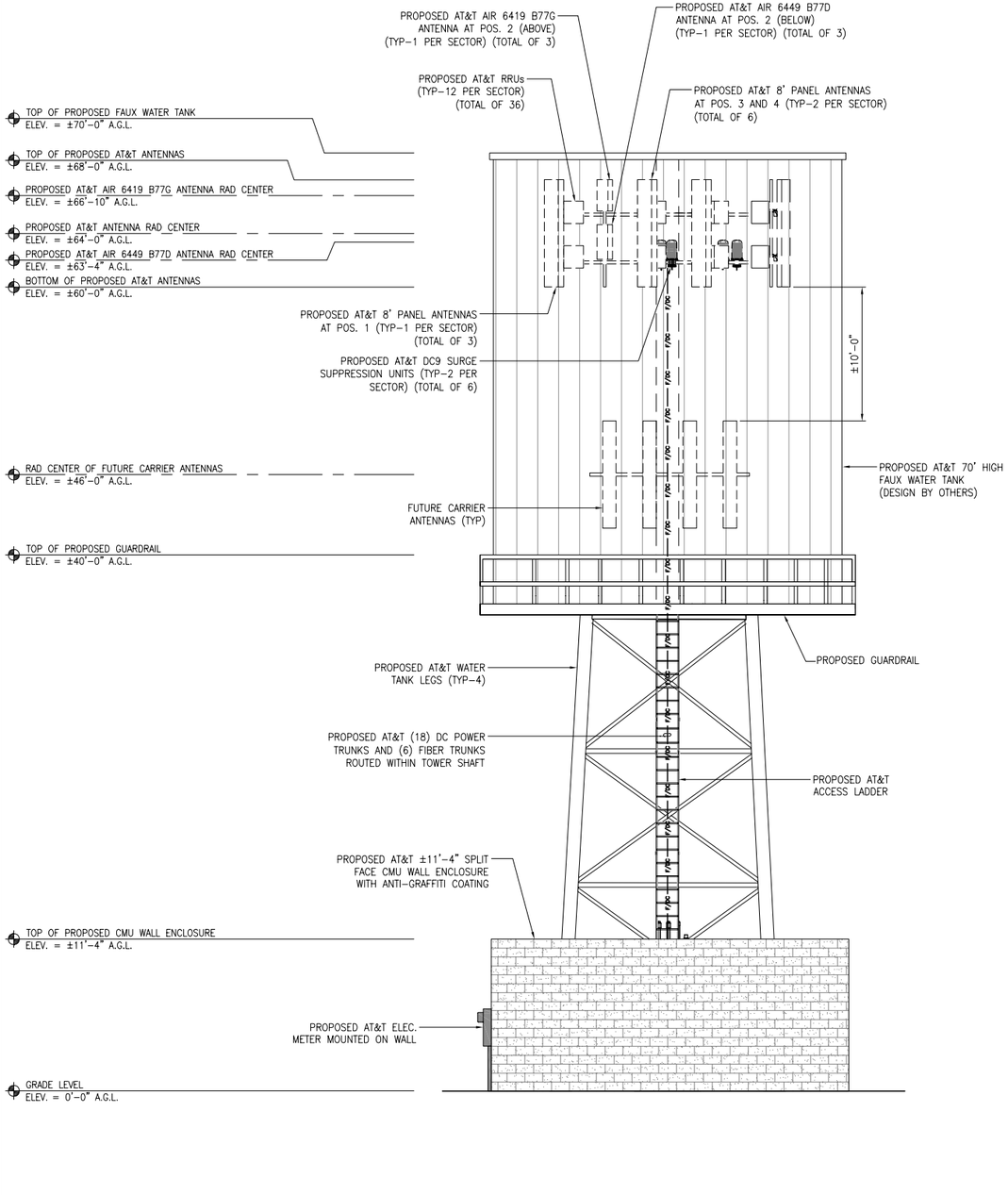
4' 2' 0" 4'

1

NOTES:

1. THE PROPOSED LAYOUT IS PRELIMINARY AND SUBJECT TO CHANGE PENDING FULL STRUCTURAL ANALYSIS.

2. STRUCTURAL ANALYSIS IS REQUIRED FOR PROPOSED FAUX WATER TANK AND PROPOSED ANTENNA MOUNT PRIOR TO INSTALLATION OF PROPOSED ANTENNAS AND RRUS.



PROPOSED EAST ELEVATION

24"x36" SCALE: 3/16" = 1'-0"
11"x17" SCALE: 3/32" = 1'-0"

4' 2' 0" 4'

2

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ISSUED DATE:
04/03/2023

ISSUED FOR:
PLANNING SUBMITTAL

LICENSURE:

PROJECT INFORMATION:
CSL04548
FARMER BROTHERS
16822 VAN BUREN BLVD.,
RIVERSIDE, CA 92504

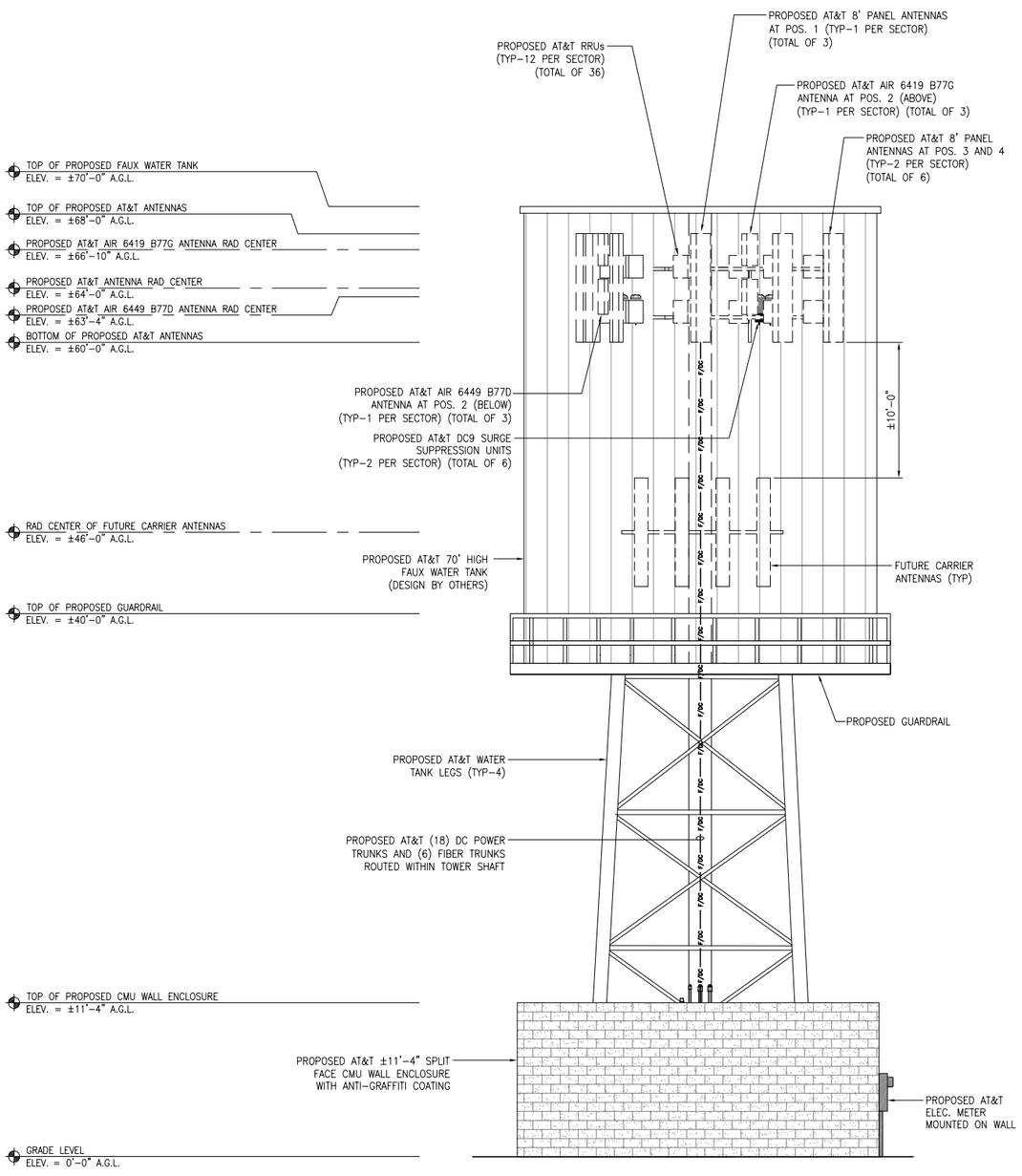
DRAWN BY:	CNF
CHECKED BY:	SVF

SHEET TITLE:
ELEVATIONS

SHEET NUMBER:
A-4

NOTES:

1. THE PROPOSED LAYOUT IS PRELIMINARY AND SUBJECT TO CHANGE PENDING FULL STRUCTURAL ANALYSIS.
2. STRUCTURAL ANALYSIS IS REQUIRED FOR PROPOSED FAUX WATER TANK AND PROPOSED ANTENNA MOUNT PRIOR TO INSTALLATION OF PROPOSED ANTENNAS AND RRUS.



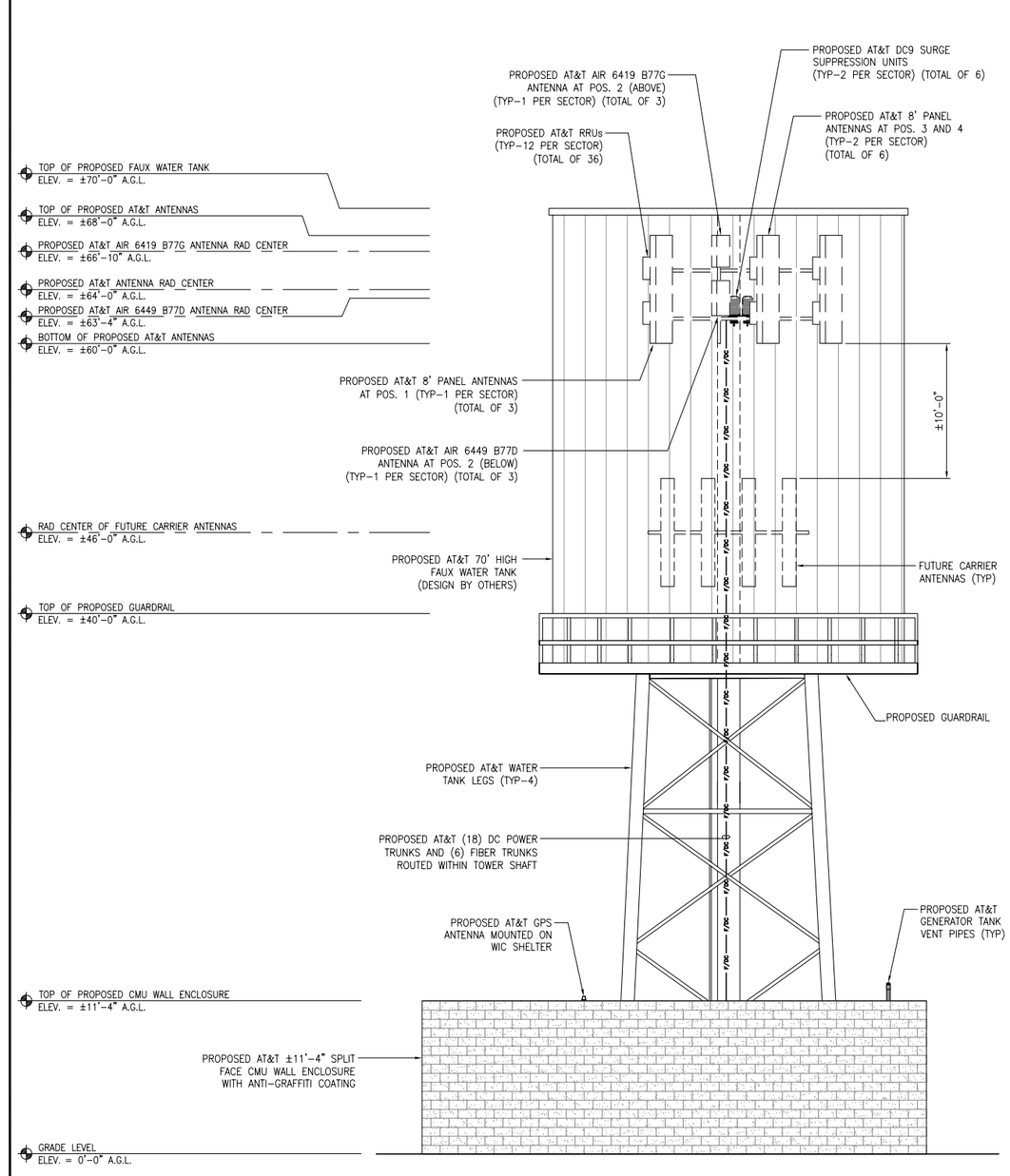
PROPOSED WEST ELEVATION

24"x36" SCALE: 3/16" = 1'-0"
11"x17" SCALE: 3/32" = 1'-0"
4' 2' 0" 4'

1

NOTES:

1. THE PROPOSED LAYOUT IS PRELIMINARY AND SUBJECT TO CHANGE PENDING FULL STRUCTURAL ANALYSIS.
2. STRUCTURAL ANALYSIS IS REQUIRED FOR PROPOSED FAUX WATER TANK AND PROPOSED ANTENNA MOUNT PRIOR TO INSTALLATION OF PROPOSED ANTENNAS AND RRUS.



PROPOSED NORTH ELEVATION

24"x36" SCALE: 3/16" = 1'-0"
11"x17" SCALE: 3/32" = 1'-0"
4' 2' 0" 4'

2

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tel: (858) 432-4112 / (858) 432-4257

REV	DATE	DESCRIPTION
0	04/03/2023	100% ZD'S
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A	02/24/2023	90% ZD's FOR REVIEW

ISSUED DATE:
04/03/2023

ISSUED FOR:
PLANNING SUBMITTAL

LICENSURE:

PROJECT INFORMATION:
CSL04548
FARMER BROTHERS
16822 VAN BUREN BLVD.,
RIVERSIDE, CA 92504

DRAWN BY:	CNF
CHECKED BY:	SVF

SHEET TITLE:
ELEVATIONS

SHEET NUMBER:
A-5

RIVERSIDE COUNTY
AIRPORT LAND USE COMMISSION

July 27, 2023

Kathleen Mitchell, Project Planner
County of Riverside Planning Department
4080 Lemon Street, 12th Floor
Riverside CA 92501

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.:	ZAP1579MA23
Related File No.:	TPM 37110 (Tentative Parcel Map)
APN:	321-040-018
Airport Zone:	Zone E

Dear Ms. Mitchell:

Under the delegation of the Riverside County Airport Land Use Commission (ALUC) as authorized pursuant to Section 1.5.2(d) of the 2004 Riverside County Airport Land Use Compatibility Plan, staff reviewed County of Riverside Case No. TPM 37110 (Tentative Parcel Map), a proposal to divide 5.37 acres into four residential lots, located on the northwest corner of Avenue C and Wood Road.

The project is located within Compatibility Zone E of March Air Reserve Base/Inland Port Airport Influence Area, where Zone E does not restrict residential density.

The elevation of Runway 14-32 at its northerly terminus is 1,535 feet above mean sea level (AMSL). At a distance of approximately 24,233 feet from the project to the nearest point on the runway, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 1,777 feet AMSL. The site's finished floor elevation is 1,709 feet AMSL and proposed building height is 20 feet, resulting in a top point elevation of 1,729 feet AMSL. Therefore, FAA OES review for height/elevation reasons was not required.

As ALUC Director, I hereby find the above-referenced project **CONSISTENT**, with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, provided the County of Riverside applies the following recommended conditions:

CONDITIONS:

1. Any new outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.

2. The following uses/activities are not included in the proposed project and shall be prohibited at this site:

   (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, outdoor production of cereal grains, sunflower, and row crops, composting operations, wastewater management facilities, artificial marshes, 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) Highly noise-sensitive outdoor nonresidential uses.

(f) Any use which results in a hazard to flight, including physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations.

3. The attached "Notice of Airport in Vicinity" shall be provided to all prospective purchasers and occupants of the property.

4. Any proposed stormwater basins or facilities shall be designed and maintained to provide for a maximum 48-hour detention period following the design storm, and remain totally dry between rainfalls. Vegetation in and around the stormwater basins that would provide food or cover for birds would be incompatible with airport operations and shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the stormwater basin(s) shall not include trees or shrubs that produce seeds, fruits, or berries.

   Landscaping in the stormwater basin, if not rip-rap, should be in accordance with the guidance provided in ALUC "LANDSCAPING NEAR AIRPORTS" brochure, and the "AIRPORTS, WILDLIFE AND STORMWATER MANAGEMENT" brochure available at RCALUC.ORG which list acceptable plants from Riverside County Landscaping Guide or other alternative landscaping as may be recommended by a qualified wildlife hazard biologist.

   A notice sign, in a form similar to that attached hereto, shall be permanently affixed to the stormwater basin with the following language: "There is an airport nearby. This stormwater basin is designed to hold stormwater for only 48 hours and not attract birds. Proper maintenance is necessary to avoid bird strikes". The sign will also include the name, telephone number or other contact information of the person or entity responsible to monitor the stormwater basin

If you have any questions, please contact me at (951) 955-6893.

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

Paul Rull, ALUC Director

Attachments: Notice of Airport in Vicinity

cc: Sally A. Dhahbi (applicant/representative/property owner)
Gary Gosliga, March Inland Port Airport Authority
Major. David Shaw, Base Civil Engineer, March Air Reserve Base
ALUC Case File

X:\AIRPORT CASE FILES\March\ZAP1579MA23\ZAP1579MA23.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)

NOTICE

THERE IS AN AIRPORT NEARBY.

THIS STORM WATER BASIN IS DESIGNED TO HOLD STORM WATER FOR ONLY 48 HOURS AND NOT TO ATTRACT BIRDS

PROPER MAINTENANCE IS NECESSARY TO AVOID BIRD STRIKES

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION ALUC

IF THIS BASIN IS OVERGROWN, PLEASE CONTACT:

Name: _____ **Phone:** _____

SAN BERNARDINO COUNTY

RIVERSIDE

MORENO VALLEY

UNINCORPORATED

UNINCORPORATED

PERRIS

PERRIS RESERVOIR

MATHEWS LAKE

Columbia Ave.
Chicago Ave.
Arlington Ave.
State Highway 91
Canyon Crest Dr.
Trautwein Rd.
Washington St.
Wood Rd.
Baron Rd.
Van Buren Blvd.
El Sobrante Rd.
Cajalco Rd.
Gavilan Rd.
Old Elsinore Rd
Interstate 215
Frederic St.
State Highway 60
Eucalyptus Ave.
Alessandro Blvd.
Cactus Ave.
Heacock St.
Perris Blvd.
Lasselle St.
Oleander Ave.
Gilman Springs Rd.
Davis Rd.
Ramona Expressway
Perris Blvd.
Nuevo Rd.
San Jacinto Ave.
4th St.
Ellis Ave.
State Highway 74
Goetz Rd.
Ethanac Rd.

PROJECT

E
D
C1
C2
B1
B2
A
M
APZ I
APZ II

14,000'
7,500'
18,000'
1,000'
3,000'
15,000'
50,000'
75,000'

1
2
3
4
5
6

SEE INSET AT RIGHT

LEGEND

Compatibility Zones

- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

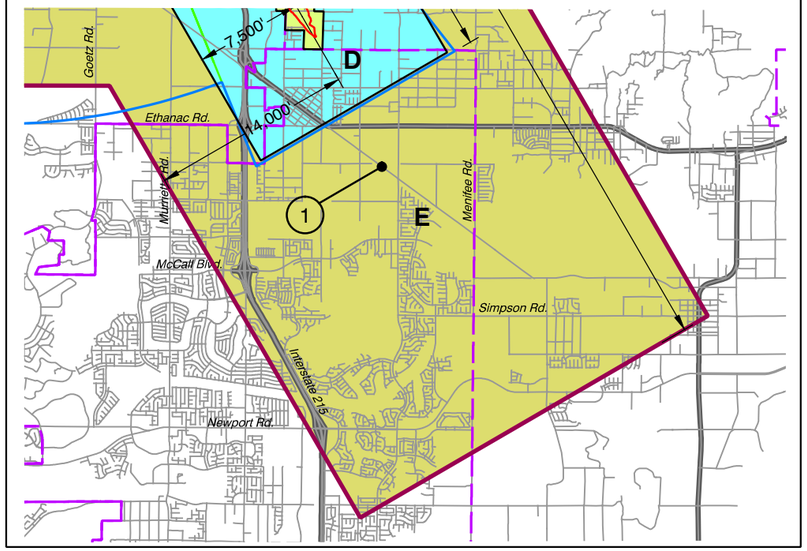
Boundary Lines

- March Air Reserve Base / Air Force Property
- March Joint Powers Authority Property Line
- County Boundary
- City Limits
- Site-Specific Exceptions (existing local agency commitments to development projects)

1. Point at which aircraft on Runway 32 ILS approach descend below 3,000 feet above runway end. Airport Elevation is 1,535 feet MSL.
2. Point at which departing aircraft typically reach 3,000 feet above runway end.

1. March JPA: March Business Center/Meridian
2. Perris: Harvest Landing
3. Perris: Park West
4. Moreno Valley: Affordable Housing
5. March JPA: Ben Clark Training Center
6. Riverside: Ridge Crest Subdivision

INSET



Note:
All dimensions are measured from runway ends and centerlines.

N
0 2 4 MILES

Base map source: County of Riverside 2013

Prepared by Mead & Hunt, Inc. (June 2013)

X:\18190-10\11462\7.0\1\TECH\CAD\MAR-compatibility-2013.dwg Dec 10, 2014 - 1:38pm

Riverside County
Airport Land Use Commission

March Air Reserve Base / Inland Port Airport
Land Use Compatibility Plan

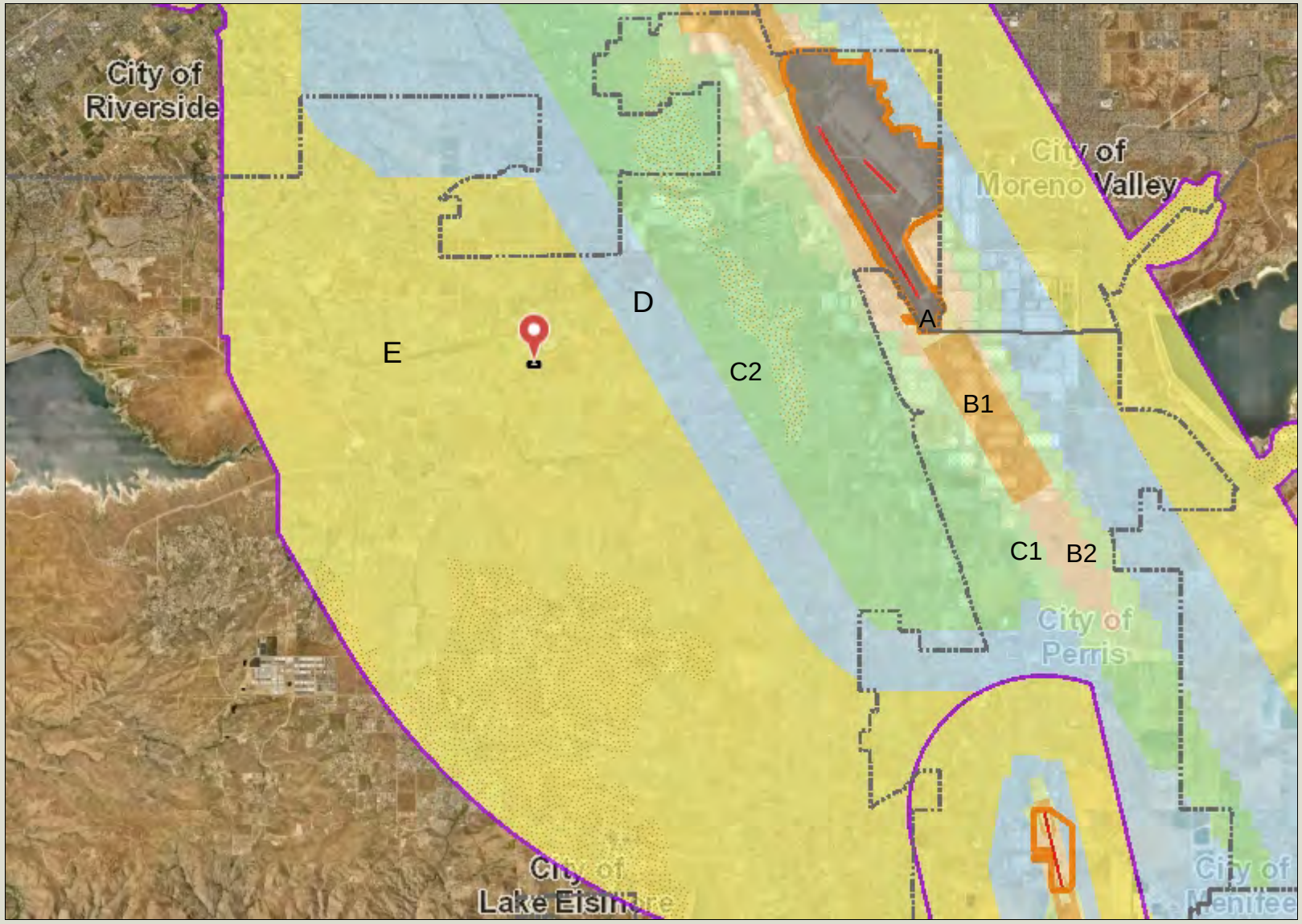
(Adopted November 13, 2014)

Map MA-1

Compatibility Map

March Air Reserve Base / Inland Port Airport

Map My County Map



Legend

- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones
  - OTHER COMPATIBILITY 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

0 12,314 24,629 Feet

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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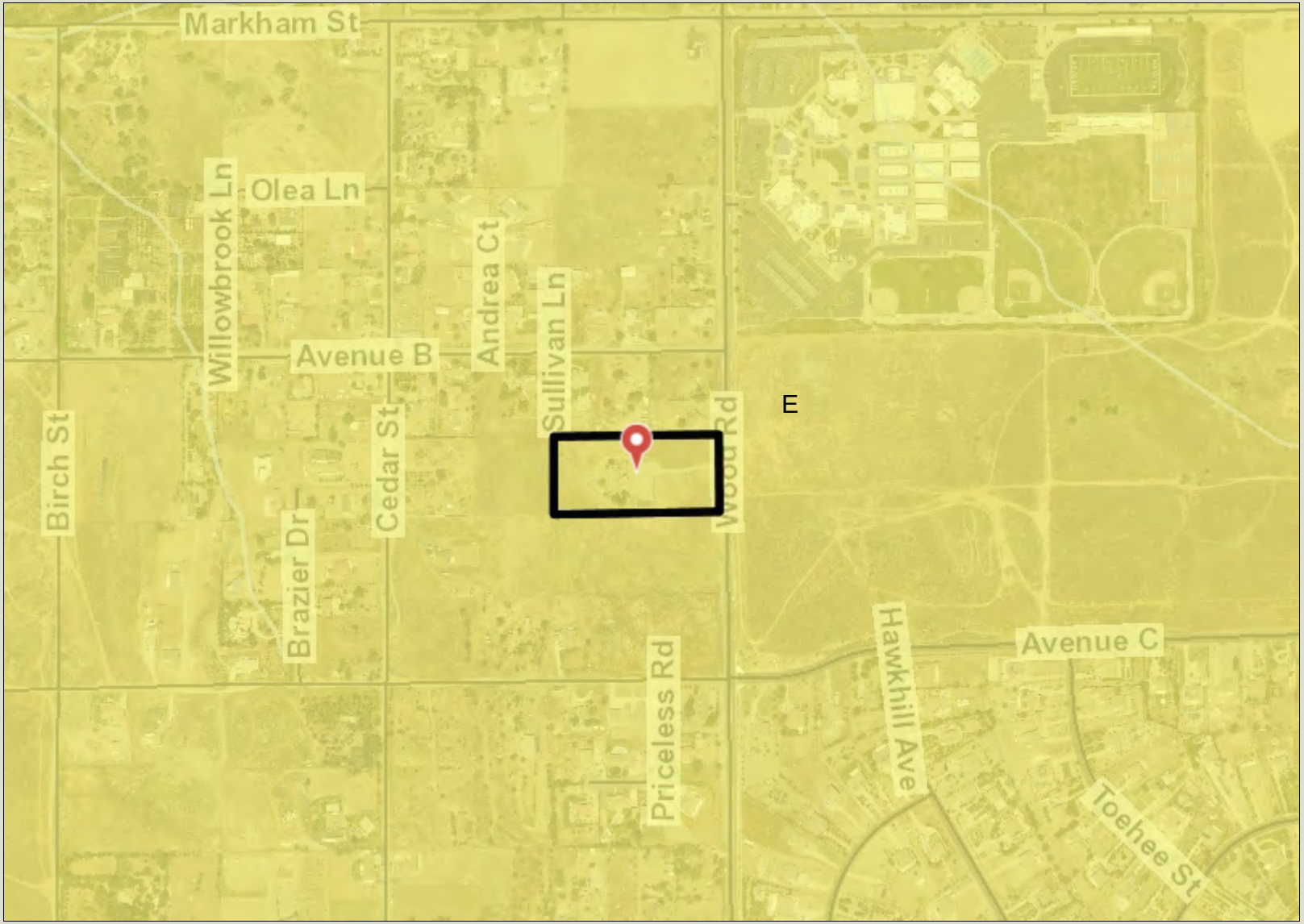
Notes

Map My County Map



Legend

- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones
  - OTHER COMPATIBILITY 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

RCIT

0 770 1,539 Feet

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Notes

Map My County Map

Legend

- County Centerline Names
- County Centerlines
- Blueline Streams
- City Areas
- World Street Map

0 770 1,539 Feet

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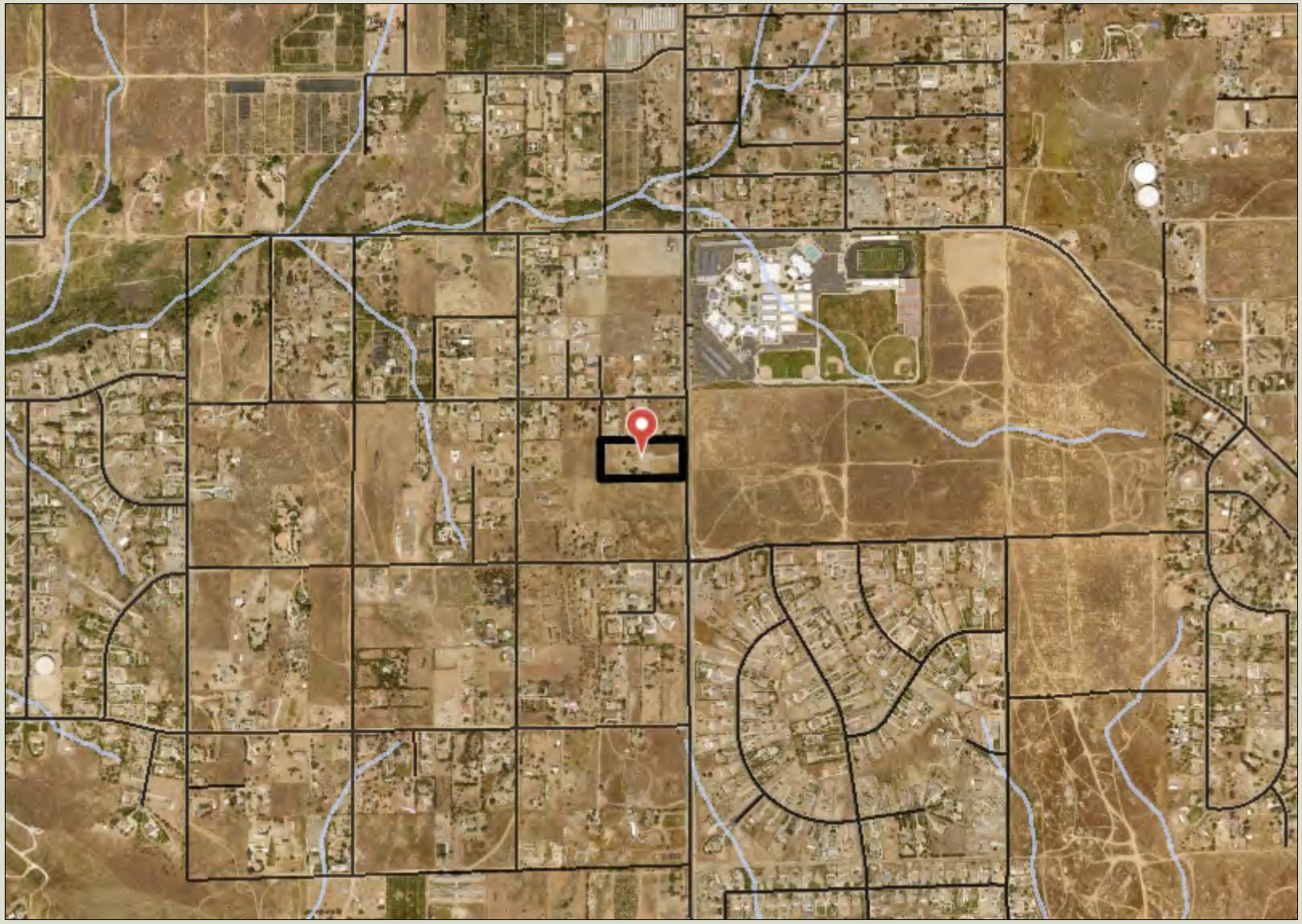
Notes

Map My County Map



Legend

- County Centerline Names
- County Centerlines
- Blueline Streams
- City Areas
- World Street Map

0 1,539 3,079 Feet

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REPORT PRINTED ON... 7/27/2023 11:11:21 AM

Notes

Map My County Map

Legend

- County Centerline Names
- County Centerlines
- Blueline Streams
- City Areas
- World Street Map

0 770 1,539 Feet

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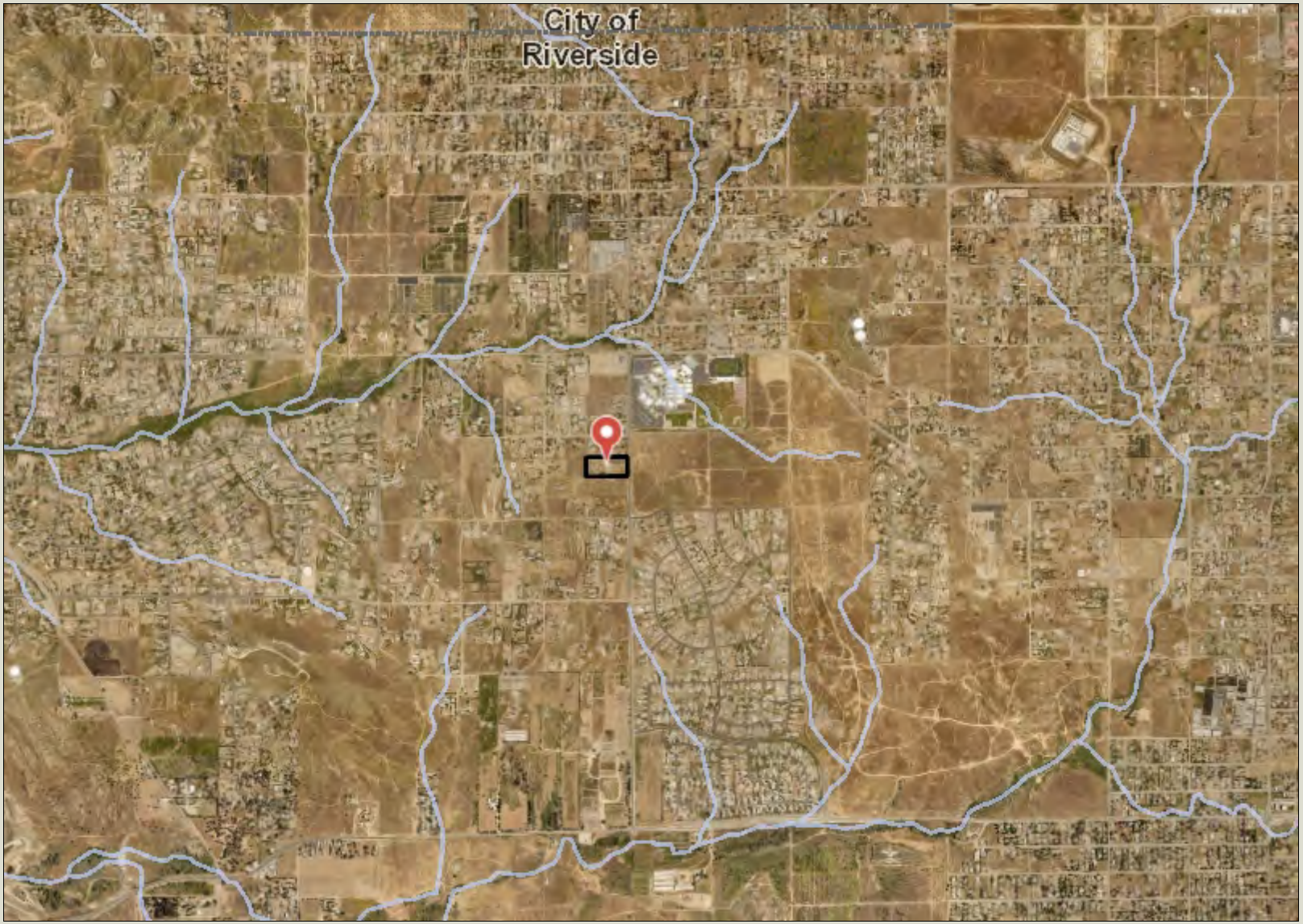
REPORT PRINTED ON... 7/27/2023 11:11:54 AM

Notes

Map My County Map



Legend

- Blueline Streams
- City Areas
- World Street Map

0 3,079 6,157 Feet

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... 7/27/2023 11:11:02 AM

Notes

IN THE COUNTY OF RIVERSIDE

PARCEL MAP No. 37110

BEING A SUBDIVISION OF THE SOUTH HALF OF LOT 13 OF RECORD OF SURVEY FILED IN BOOK 9 PAGE 66 OF RECORDS OF SURVEY, RECORDS OF RIVERSIDE COUNTY.

T4S, R4W, SECTION 6

SAKE ENGINEERS, INC. JUNE, 2023

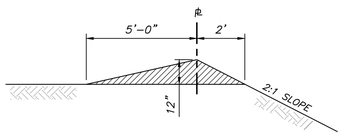
EARTHWORK:

CUT.....5,030 C.Y.
FILL..... 7,060 C.Y.
IMPORT. 2,030 C.Y.

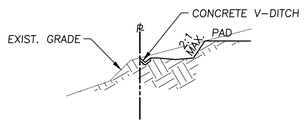
RAW EARTH QUANTITIES SHOWN HERE ARE FOR ESTIMATING PLAN CHECK FEES ONLY. GRADING CONTRACTOR IS RESPONSIBLE TO PERFORM THEIR OWN CALCULATIONS FOR EARTH VOLUME WITH THE SOIL'S ENGINEER'S RECOMMENDATION.

LOT SUMMARY		
PAR NO.	S.F. (GROSS)	S.F. (NET)
1	43,394	33,427
2	43,620	42,936
3	44,869	44,513
4	85,330	74,933

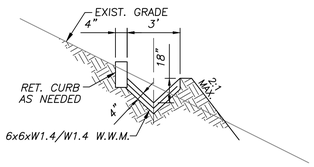
CURVE TABLE				
CURVE	DELTA	LENGTH	RADIUS	TANGENT
C1	212°37'22"	178.13'	48.00'	164.03
C2	16°18'41"	28.47'	100.00'	14.33
C3	16°18'41"	28.47'	100.00'	14.33



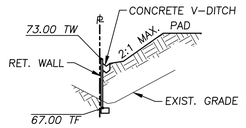
TYPICAL TOP OF SLOPE BERM DETAIL
NTS



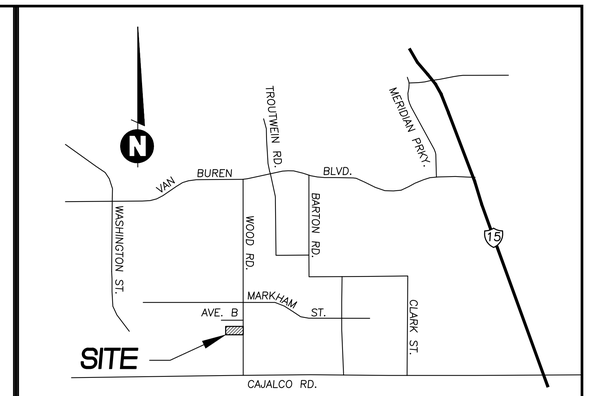
SECTION A-A
NTS



CONCRETE V-DITCH
NTS

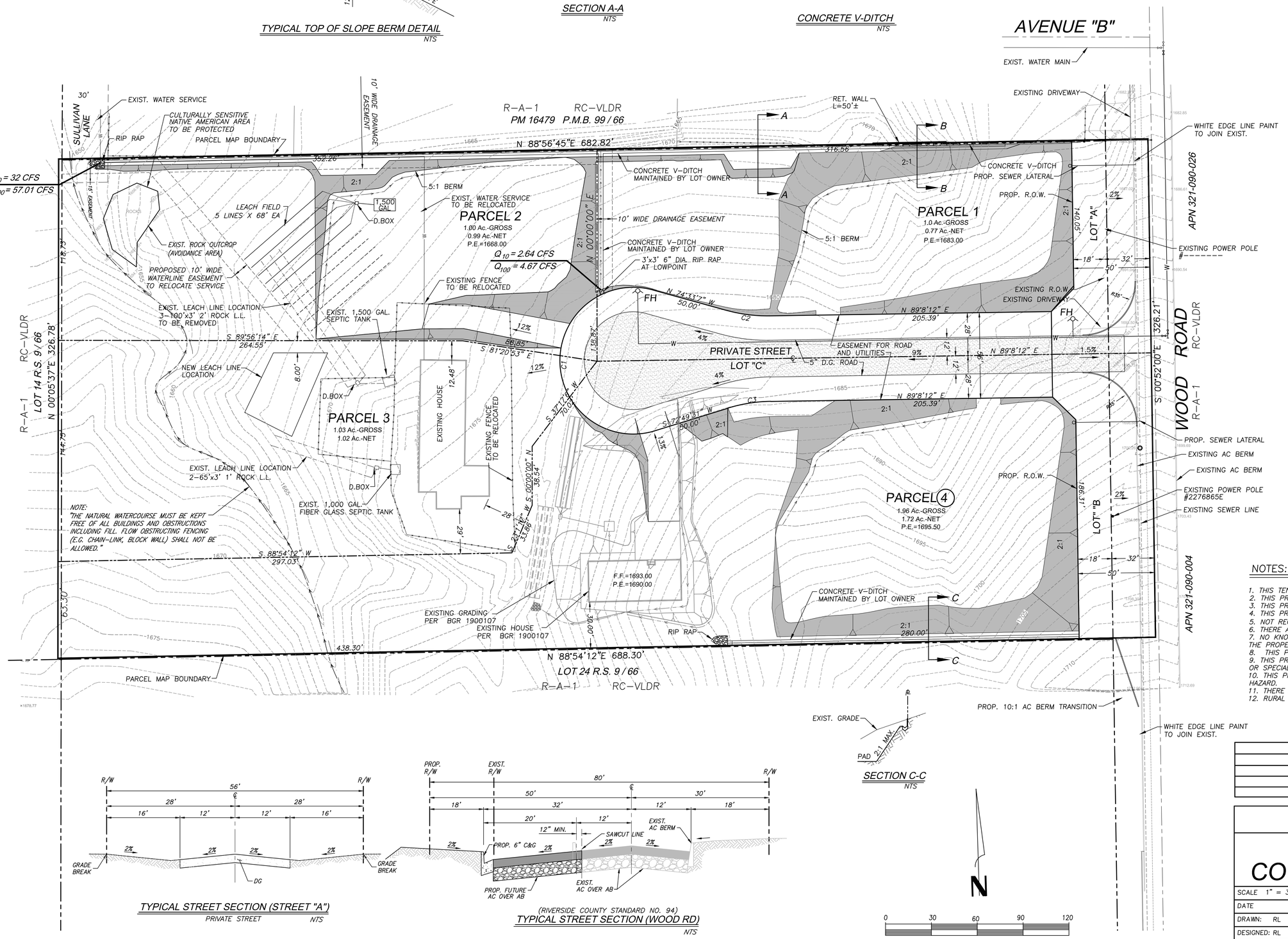


SECTION B-B
NTS



T4S, R4W, SEC 6
PAGE: 776 GRID: D1

VICINITY MAP
NTS



SECTION C-C
NTS

TYPICAL STREET SECTION (STREET "A")
PRIVATE STREET NTS

(RIVERSIDE COUNTY STANDARD NO. 94)
TYPICAL STREET SECTION (WOOD RD)
NTS

SCALE: 1"=30'

OWNER/APPLICANT:

SALLY A. DHAHBI
18321 WOOD ROAD
PERRIS, CA 92595
(951) 858-8599 CELL

ENGINEER:

SAKE ENGINEERS, INC.
400 S. RAMONA AVE. STE. 202
CORONA, CA 92879
(951) 279-4041 PH.
(951) 279-2830 FAX

TOPOGRAPHY:

LANDMARK SURVEYING MAPPING & ENGINEERING INC.
14586 CHOKE CHERRY DRIVE
VICTORVILLE, CA 92392
(760) 955-4141 PH.
(760) 955-3441 FAX

ASSESSORS PARCEL NO.:

321-040-018

TOTAL ACREAGE:

5.37 ACREAGE

BASIS OF BEARING:

THE CENTERLINE OF WOOD ROAD BEING NORTH 00°52'00" EAST AS SHOWN ON R.S. 9/66.

BASIS OF ELEVATIONS:

RIVERSICE CO. BM#441 1150 FEET EAST OF THE INTERSECTION OF WOOD ROAD AND CAJALCO ROAD AND 40 FEET SOUTH OF CAJALCO ROAD.
ELEV = 1584.20

ZONING AND LAND USE:

EXIST. ZONING _____ R-A-1
PROP. ZONING _____ R-A-1
EXIST. LAND USE _____ RC-VLDR
PROP. LAND USE _____ RC-VLDR
PROP. MAP PHASING = 1
FLOOD ZONE: _____ ZONE: X 06065C 1405G 8/28/2008
IMPROVEMENT SCHEDULE: ____ H

UTILITIES:

ELECTRIC _____ SO. CAL. EDISON CO.
GAS _____ SO. CAL. GAS CO.
WATER _____ W.M.W.D.
SEWER _____ W.M.W.D.
TELEPHONE _____ PACIFIC BELL CO. VERIZON
CABLE TV _____ SATELLITE
SCHOOL DISTRICT _____ VAL VERDE UNIFIED

NOTES:

1. THIS TENTATIVE MAP IS A CONTIGUOUS OWNERSHIP.
2. THIS PROJECT IS NOT WITHIN A SPECIFIC PLAN.
3. THIS PROPERTY HAS NO RECORD OF EXISTING EASEMENTS.
4. THIS PROPERTY IS NOT WITHIN A COMMUNITY SERVICES DISTRICT.
5. NOT REQUIRED FOR SCHEDULE "H" IMPROVEMENTS
6. THERE ARE ROAD DEDICATIONS OFFERED WITHIN THIS PROPERTY.
7. NO KNOWN EXISTING WELLS ON THE PROPERTY OR WITHIN 200 FEET OF THE PROPERTY BOUNDARY
8. THIS PLAN IS FOR SUBDIVISION OF PROPERTY ONLY.
9. THIS PROPERTY HAS NO LIQUEFACTION POTENTIAL, NOT IN A FAULT AREA OR SPECIAL STUDIES ZONE
10. THIS PROPERTY IS NOT SUBJECT TO OVERFLOW, INUNDATION, OR FLOOD HAZARD.
11. THERE ARE NO OPEN CHANNELS.
12. RURAL SUBDIVISION, COMMON AREAS DO NOT APPLY

REVISIONS	DATE	BY

PROPOSED IMPROVEMENT SCHEDULE: H

TPM 37110
COUNTY OF RIVERSIDE

SCALE	1" = 30'
DATE	
DRAWN:	RL
DESIGNED:	RL
CHECKED:	SA
PLN CK REF:	

SAKE ENGINEERS, INC.
www.SAKEengineers.com
ENGINEERING ● SURVEYING ● LAND DEVELOPMENT
400 S. RAMONA AVE., STE. 202
CORONA, CALIFORNIA 92879
(951) 279-4041 FAX: (951) 279-2830

File Name: \\Nas-new\data\projects\LO RIVERSIDE\JN2084 Sally\TPM\TPM 37110.dwg Layout: TPM 37110

PREPARED BY: _____ R.C.E. NO. 53038
DATE: Jun. 28, 2023

J.N. 2084
SHEET 1 OF 1 SHEETS
DWG. NO.

\\Nas-new\data\projects\LO RIVERSIDE\JN2084 Sally\TPM\TPM 37110.dwg, TPM 37110, 6/28/2023 2:03:08 PM, DWG To PDF.pc3, 1:30

RIVERSIDE COUNTY
AIRPORT LAND USE COMMISSION

August 10, 2023

Mario Arellano, Project Planner
City of Perris Planning Department
101 N. D Street
Perris CA 92570

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.:	ZAP1031PV23
Related File No.:	PLN22-05389 [DPR22-00039 (Development Plan Review), TPM38588 (Tentative Parcel Map)]
APN:	330-040-040 to 041, 330-040-044 to 047, and 330-040-049
Airport Zone:	Zones D (Perris Valley); Zone E (March)

Dear Mr. Arellano:

Under the delegation of the Riverside County Airport Land Use Commission (ALUC) pursuant to Policy 1.5.2(d) of the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan, staff reviewed City of Perris Case No. PLN22-05389 [DPR22-00039 (Development Plan Review), TPM38588 (Tentative Parcel Map)], a proposal to construct two industrial buildings with mezzanines totaling 359,852 square feet on 16.18 acres, located southerly of Malbert Street, northerly of Mountain Avenue, and westerly of Goetz Road. The applicant also proposes to merge seven parcels into two separate parcels.

The site is located within Compatibility Zones D of the Perris Valley Airport Influence Area, where Zone D restricts non-residential intensity to 150 people per average acre and 450 people per single acre. The project is also within Compatibility Zones E of March Air Reserve Base/Inland Port Airport Influence Area, which has no restrictions. The project proposes two industrial buildings totaling 359,852 square feet with mezzanines. Parcel 1, building 1 (9.01 acres), includes 198,269 square feet of warehouse area, 3,000 square feet of office space, and 3,000 square feet of second floor office mezzanine area, accommodating 427 people, resulting in an average intensity of 47 people per acre, and a single acre intensity of 105 people. Parcel 2, building 2 (7.17 acres), includes 149,583 square feet of warehouse area, 3,000 square feet of office area, and 3,000 square feet of second floor office mezzanine area, accommodating 329 people, resulting in an average intensity of 46 people per acre, and single area intensity of 105, all of which are consistent with Zone D average acre criterion of 150 people per acre, and single acre of 450 people.

The elevation of Perris Valley Airport's Runway 15-33 at its northerly terminus is 1,417 feet above mean sea level. At a distance of approximately 2,831 feet from the runway to the site, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 1,445 feet AMSL. The maximum finished floor elevation is 1,441 feet AMSL and the maximum building height is 47 feet, resulting in a top point elevation of 1,488 feet AMSL. Therefore, review of the buildings for height/elevation reasons by the FAA Obstruction Evaluation Service (FAAOES) was required. The applicant has submitted Form 7460-1, and FAA OES has assigned Aeronautical Study No. 2023-AWP-11889-OE to this project and a

AIRPORT LAND USE COMMISSION

Determination of No Hazard to Air Navigation letter was issued on August 8, 2023 , the FAA OES determined that the project would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities, and therefore would not result in an impact to air navigation. The FAA OES conditions have been incorporated into ALUC's conditions listed below.

Land use practices that attract or sustain hazardous wildlife populations on or near airports significantly increase the potential of Bird Aircraft Strike Hazards (BASH). The FAA strongly recommends that storm water management systems located within 5,000 or 10,000 feet of the Airport Operations Area, depending on the type of aircraft, be designed and operated so as not to create above-ground standing water. To facilitate the control of hazardous wildlife, the FAA recommends the use of steep-sided, rip-rap lined, narrow, linearly shaped water detention basins. All vegetation in and around detention basins that provide food or cover for hazardous wildlife should be eliminated. (FAA Advisory Circular 5200-33C). The nearest portion of the project is located 2,831 feet from the runway, and therefore would be subject to the above requirement.

Although the nearest portion of the proposed project is located within 10,000 feet of the runway (approximately 2,831 feet), the project utilizes underground basins which will not contain surface water or attract wildlife and, therefore, would not constitute a hazard to flight. Pursuant to the Perris Valley Airport Land Use Compatibility Plan, the project site is located within Compatibility Zone D. The Compatibility Plan requires projects 10 acres or larger to designate 10% of project area as ALUC qualifying open area that could potentially serve as emergency landing areas.

Based on the project size (16.90 acres) located within Compatibility Zone D, the project is required to provide a minimum 1.69 acres of open area consistent with ALUC open area criteria. The applicant has provided a total of 1.99 acres of open area within the drive aisles and parking areas. These areas are conditioned to maintain a minimum shape of 75 feet in width and 300 feet in length and shall be kept obstacle and obstruction free per ALUC open area definition (no objects greater than four feet in height with a diameter of four inches or greater).

As ALUC Director, I hereby find the above-referenced project **CONSISTENT**, with the 2011 Perris Valley Airport Land Use Compatibility Plan and the 2014 March Air Reserve Base Airport Land Use Compatibility Plan, provided that the City of Perris applies the following recommended conditions:

CONDITIONS:

1. Any new outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.

2. The following uses/activities are not included in the proposed project and shall be prohibited at this site:

    (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) Highly noise-sensitive outdoor nonresidential uses and hazards to flight.

3. The attached disclosure notice shall be provided to all potential purchasers, lessees, and/or tenants of the property, and shall be recorded as a deed notice.

4. Any proposed stormwater basins or facilities shall be designed and maintained to provide for a maximum 48-hour detention period following the design storm, and remain totally dry between rainfalls. Vegetation in and around the detention basin that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the detention basin(s) shall not include trees or shrubs that produce seeds, fruits, or berries.

   Landscaping in the detention basin, if not rip-rap, should be in accordance with the guidance provided in ALUC "LANDSCAPING NEAR AIRPORTS" brochure, and the "AIRPORTS, WILDLIFE AND STORMWATER MANAGEMENT" brochure available at RCALUC.ORG which list acceptable plants from Riverside County Landscaping Guide or other alternative landscaping as may be recommended by a qualified wildlife hazard biologist. The infiltration basin shall be designed in accordance with all parameters identified in the Wildlife Hazard Management at Riverside County Airports: Background and Policy.

   A notice sign, in a form similar to that attached hereto, shall be permanently affixed to the stormwater basin with the following language: "There is an airport nearby. This infiltration trench basin is designed to hold stormwater for only 72 hours and not attract birds. Proper maintenance is necessary to avoid bird strikes". The sign will also include the name, telephone number or other contact information of the person or entity responsible to monitor the infiltration trench.

5. At least 1.69 acres of ALUC-eligible open areas (at least 75 feet in width and 300 feet in length), as depicted on the Open Space exhibit, shall be kept obstacle and obstruction free per ALUC open area definition (no objects greater than four feet in height with a diameter of four inches or greater).

6. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.

7. The project has been evaluated to construct two industrial buildings with mezzanines totaling 359,852 square feet. Any increase in building area, change or intensification of

floor area usage will require review by the Airport Land Use Commission.

9. The Federal Aviation Administration has conducted aeronautical studies of the proposed project (2023-AWP-11889-OE) and has determined that neither marking nor lighting of the structure(s) is necessary for aviation safety. However, if marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting (if any) shall be installed in accordance with FAA Advisory Circular 70/7460-1 M and shall be maintained in accordance therewith for the life of the project.

10. The proposed buildings shall not exceed a height of 48 feet above ground level and a maximum elevation at top point of 1,484 feet above mean sea level.

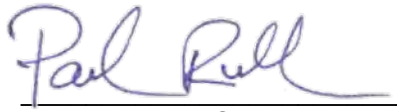
11. The maximum height and top point elevation specified above shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however, that reduction in structure height or elevation shall not require further review by the Airport Land Use Commission.

12. Temporary construction equipment used during actual construction of the structure(s) shall not exceed 48 feet in height and a maximum elevation of 1,484 feet above mean sea level, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.

13. Within five (5) days after construction of any individual building reaches its greatest height, FAA Form 7460-2 (Part II), Notice of Actual Construction or Alteration, shall be completed by the project proponent or his/her designee and e-filed with the Federal Aviation Administration. (Go to https://oeaaa.faa.gov for instructions.) This requirement is also applicable in the event the project is abandoned or a decision is made not to construct the applicable structure(s).

If you have any questions, please contact me at (951) 955-6893.

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



Paul Rull, ALUC Director

Attachments: Notice of Airport in Vicinity

cc: Waypoint Commerce Center, LLC (applicant/ representative/property owner)
Pat Conatser, Airport Manager, Perris Valley Airport
ALUC Case File

X:\AIRPORT CASE FILES\Perris Valley\ZAP1031PV23\ZAP1031PV23.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)

NOTICE

THERE IS AN AIRPORT NEARBY.

THIS STORM WATER BASIN IS DESIGNED TO HOLD STORM WATER FOR ONLY 48 HOURS AND NOT TO ATTRACT BIRDS

PROPER MAINTENANCE IS NECESSARY TO AVOID BIRD STRIKES

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION ALUC

IF THIS BASIN IS OVERGROWN, PLEASE CONTACT:

Name: _____ Phone: _____

LEGEND

Compatibility Zones

- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

Boundary Lines

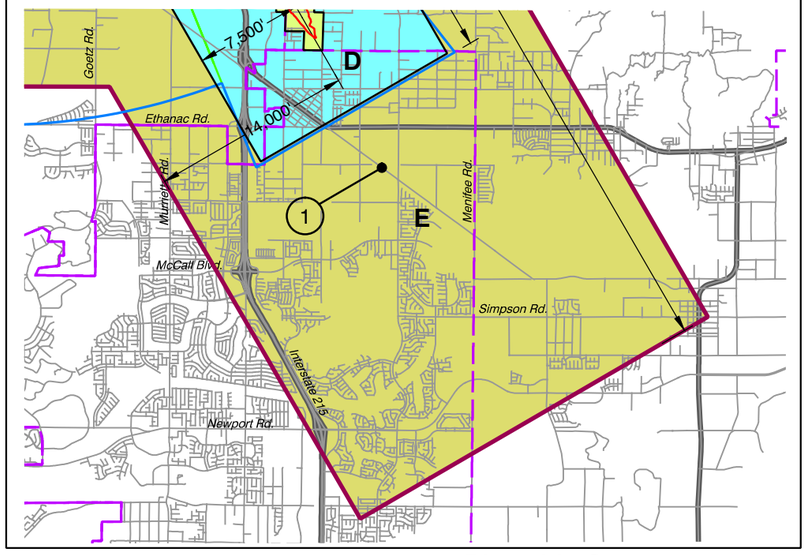
- March Air Reserve Base / Air Force Property
- March Joint Powers Authority Property Line
- County Boundary
- City Limits
- Site-Specific Exceptions (existing local agency commitments to development projects)

1. March JPA: March Business Center/Meridian
2. Perris: Harvest Landing
3. Perris: Park West
4. Moreno Valley: Affordable Housing
5. March JPA: Ben Clark Training Center
6. Riverside: Ridge Crest Subdivision

(1) Point at which aircraft on Runway 32 ILS approach descend below 3,000 feet above runway end. Airport Elevation is 1,535 feet MSL.

(2) Point at which departing aircraft typically reach 3,000 feet above runway end.

INSET



SEE INSET AT RIGHT

Note:
All dimensions are measured from runway ends and centerlines.

N

0 2 4 MILES

Base map source: County of Riverside 2013

Riverside County
Airport Land Use Commission

March Air Reserve Base / Inland Port Airport
Land Use Compatibility Plan

(Adopted November 13, 2014)

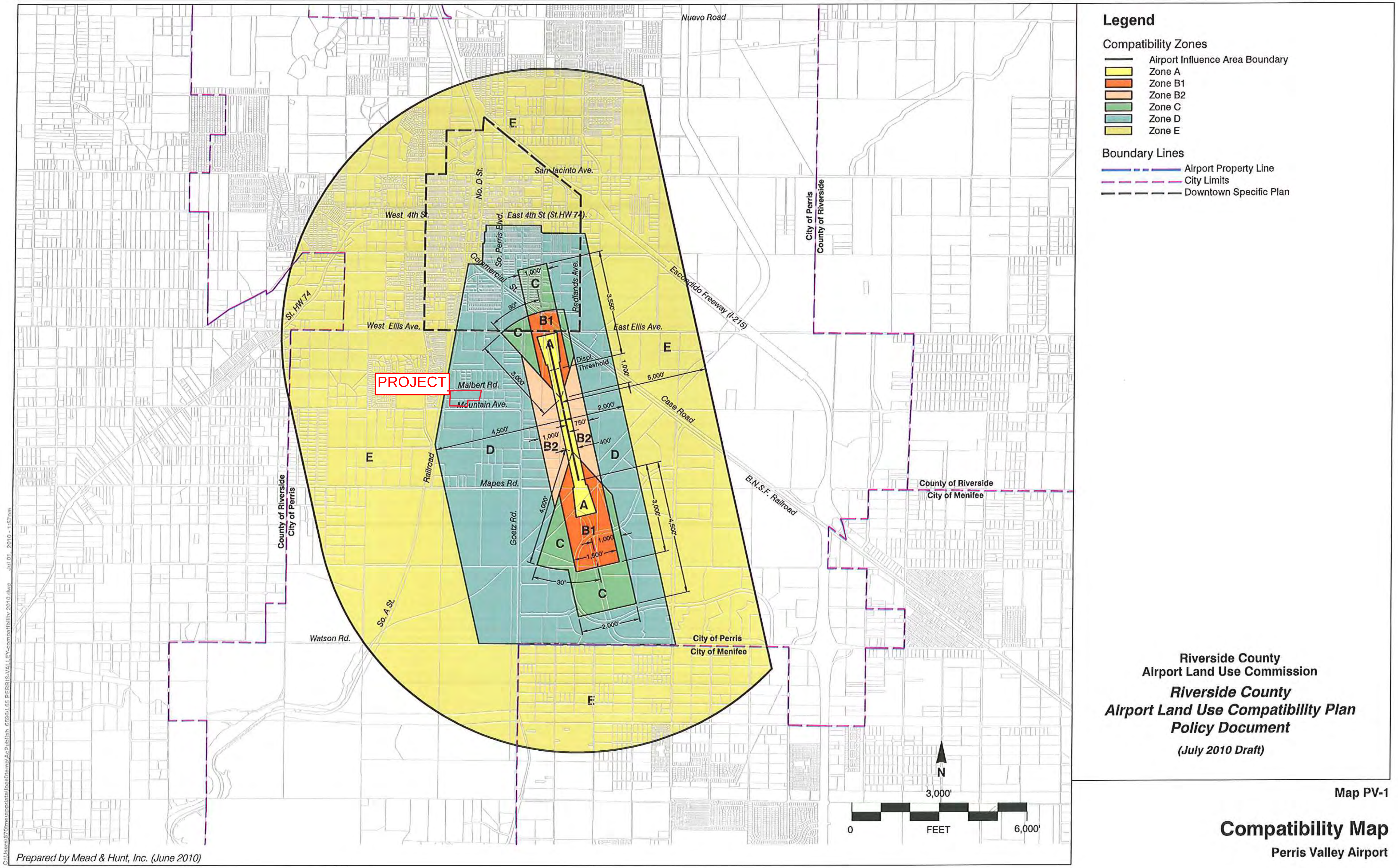
Map MA-1

Compatibility Map

March Air Reserve Base / Inland Port Airport

Prepared by Mead & Hunt, Inc. (June 2013)

X:\18190-10\114627.01\TECH\CAD\MAR-compatibility2013.dwg Dec 10, 2014 - 1:38pm


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
Downtown Specific Plan
Nuevo Road
San Jacinto Ave.
No. D St.
West 4th St.
East 4th St (St.HW 74)
So. Perris Blvd.
Commercial St.
Redlands Ave.
Escondido Freeway (I-215)
West Ellis Ave.
East Ellis Ave.
St. HW 74
PROJECT
Malbert Rd.
Mountain Ave.
Case Road
Disp. Threshold
Railroad
Mapes Rd.
Goetz Rd.
B.N.S.F. Railroad
So. A St.
Watson Rd.
City of Perris
County of Riverside
County of Riverside
City of Menifee
City of Perris
City of Menifee
A
B1
B2
C
D
E
1,000'
3,550'
30°
3,000'
1,000'
5,000'
2,000'
750'
4,500'
400'
4,000'
3,000'
4,500'
1,500'
2,000'
N
0
3,000'
6,000'
FEET
Riverside County
Airport Land Use Commission
Riverside County
Airport Land Use Compatibility Plan
Policy Document
(July 2010 Draft)
Map PV-1
Compatibility Map
Perris Valley Airport
Prepared by Mead & Hunt, Inc. (June 2010)

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

Aeronautical Study No.
2023-AWP-11889-OE

Issued Date: 08/08/2023

Vicky Valenzuela
Compass Danbe Real Estate Partners
999 N. Pacific Coast Highway, Suite 580
El Segundo, CA 90245

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building WI 1-1
Location:	Perris, CA
Latitude:	33-45-59.26N NAD 83
Longitude:	117-13-48.29W
Heights:	1436 feet site elevation (SE) 48 feet above ground level (AGL) 1484 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 02/08/2025 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.

(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

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

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

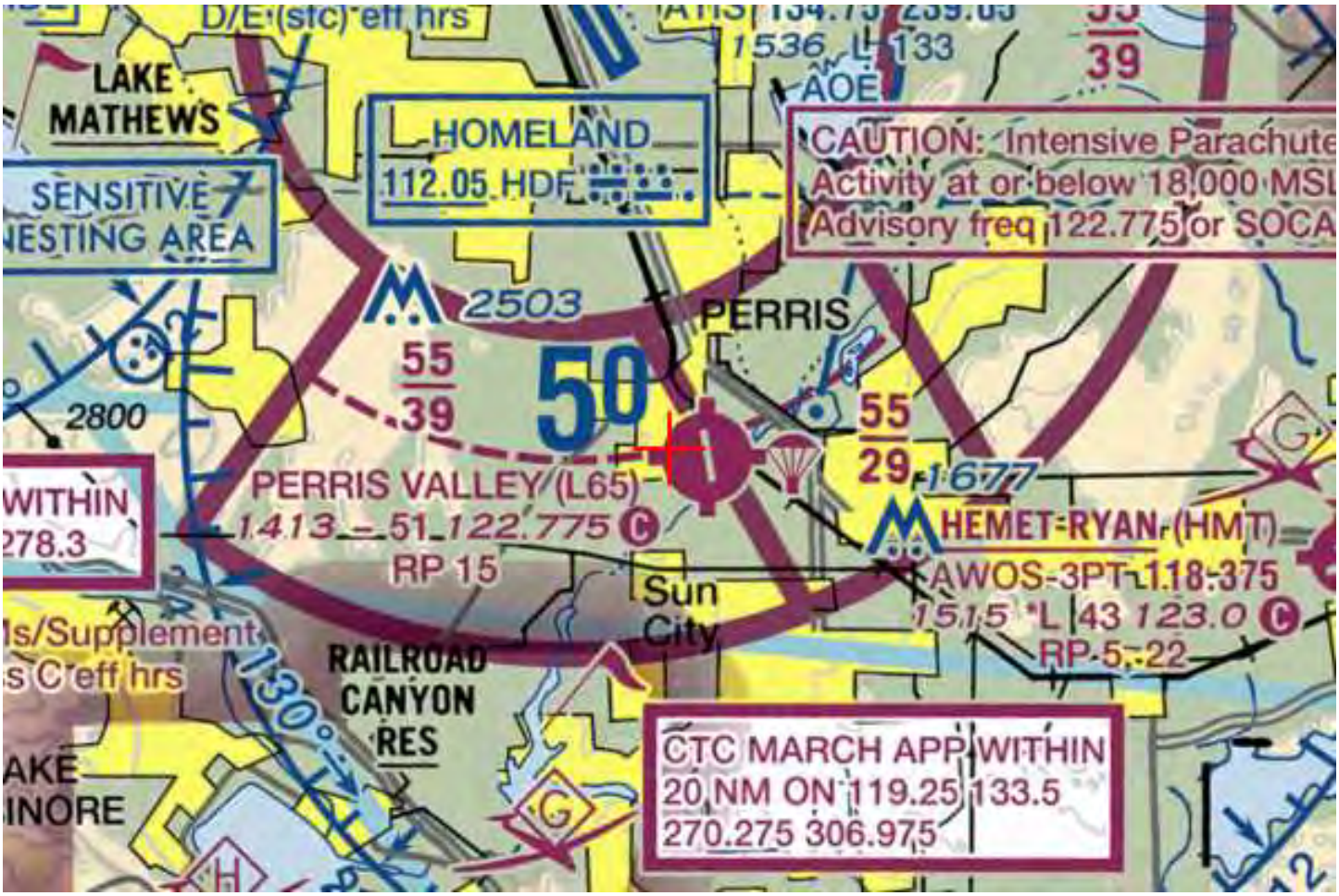
If we can be of further assistance, please contact our office at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-AWP-11889-OE.

Signature Control No: 594657627-595885262 (DNE)
Vivian Vilaro
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2023-AWP-11889-OE

Sectional Map for ASN 2023-AWP-11889-OE



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

Aeronautical Study No.
2023-AWP-11890-OE

Issued Date: 08/08/2023

Vicky Valenzuela
Compass Danbe Real Estate Partners
999 N. Pacific Coast Highway, Suite 580
El Segundo, CA 90245

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building WI 1-2
Location:	Perris, CA
Latitude:	33-45-59.27N NAD 83
Longitude:	117-13-43.57W
Heights:	1433 feet site elevation (SE) 49 feet above ground level (AGL) 1482 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 02/08/2025 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.

(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

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

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

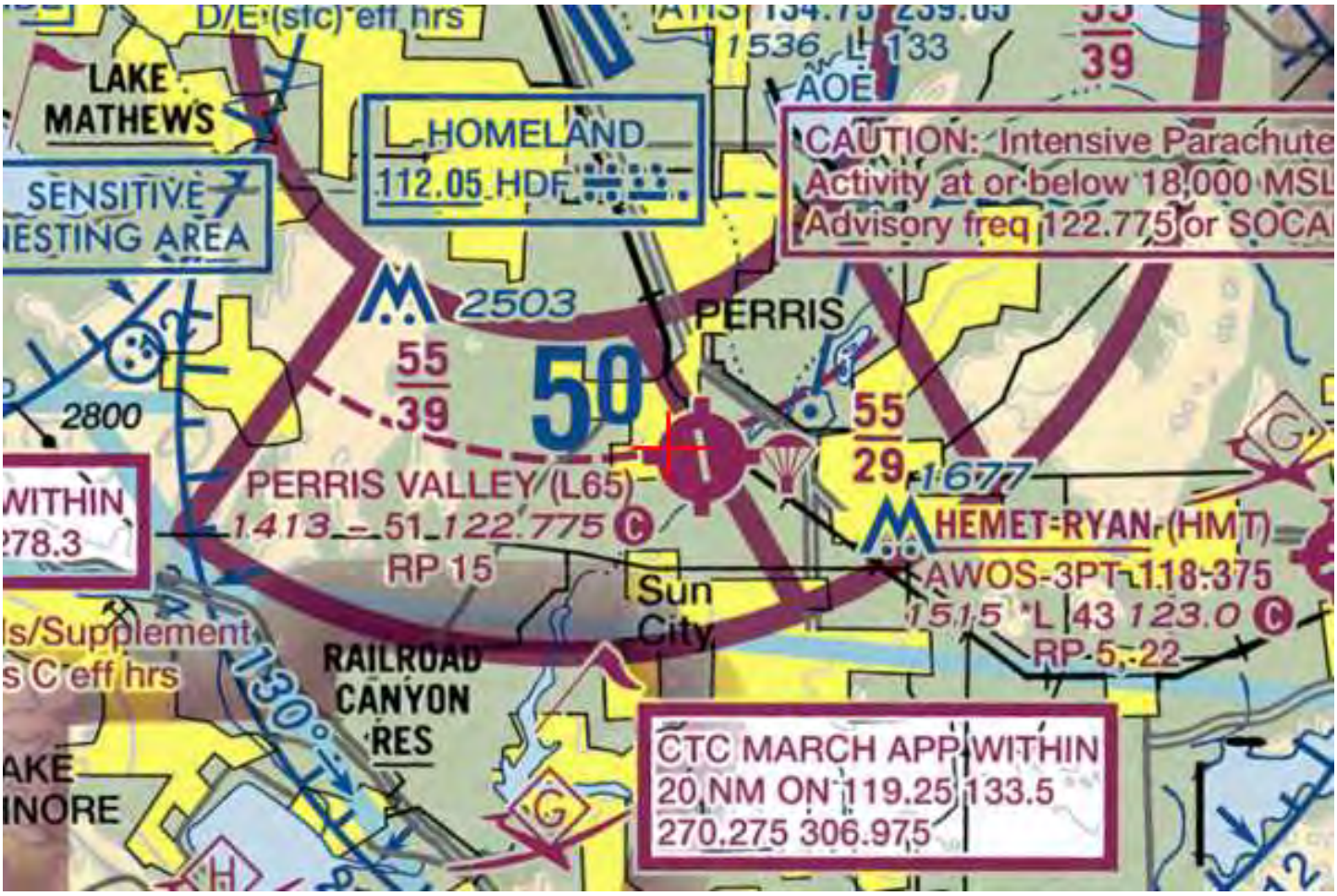
If we can be of further assistance, please contact our office at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-AWP-11890-OE.

Signature Control No: 594657629-595885263 (DNE)
Vivian Vilaro
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2023-AWP-11890-OE

Sectional Map for ASN 2023-AWP-11890-OE



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

Aeronautical Study No.
2023-AWP-11891-OE

Issued Date: 08/08/2023

Vicky Valenzuela
Compass Danbe Real Estate Partners
999 N. Pacific Coast Highway, Suite 580
El Segundo, CA 90245

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building WI 1-3
Location:	Perris, CA
Latitude:	33-45-53.85N NAD 83
Longitude:	117-13-43.76W
Heights:	1432 feet site elevation (SE) 50 feet above ground level (AGL) 1482 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 02/08/2025 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
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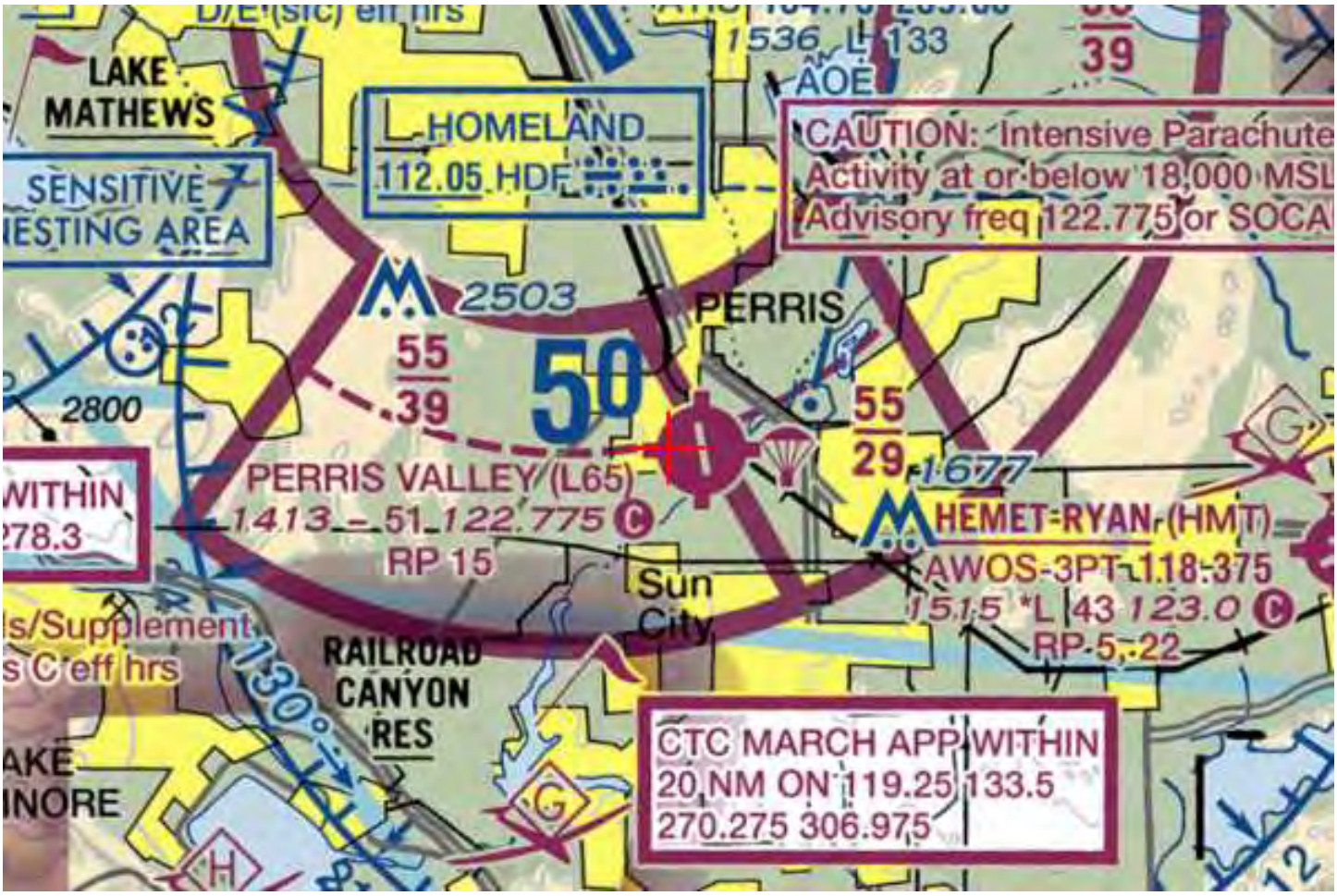
If we can be of further assistance, please contact our office at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-AWP-11891-OE.

Signature Control No: 594657632-595885264 (DNE)
Vivian Vilaro
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2023-AWP-11891-OE

Sectional Map for ASN 2023-AWP-11891-OE



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

Aeronautical Study No.
2023-AWP-11892-OE

Issued Date: 08/08/2023

Vicky Valenzuela
Compass Danbe Real Estate Partners
999 N. Pacific Coast Highway, Suite 580
El Segundo, CA 90245

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building WI 1-4
Location:	Perris, CA
Latitude:	33-45-53.86N NAD 83
Longitude:	117-13-48.28W
Heights:	1435 feet site elevation (SE) 49 feet above ground level (AGL) 1484 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 02/08/2025 unless:

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

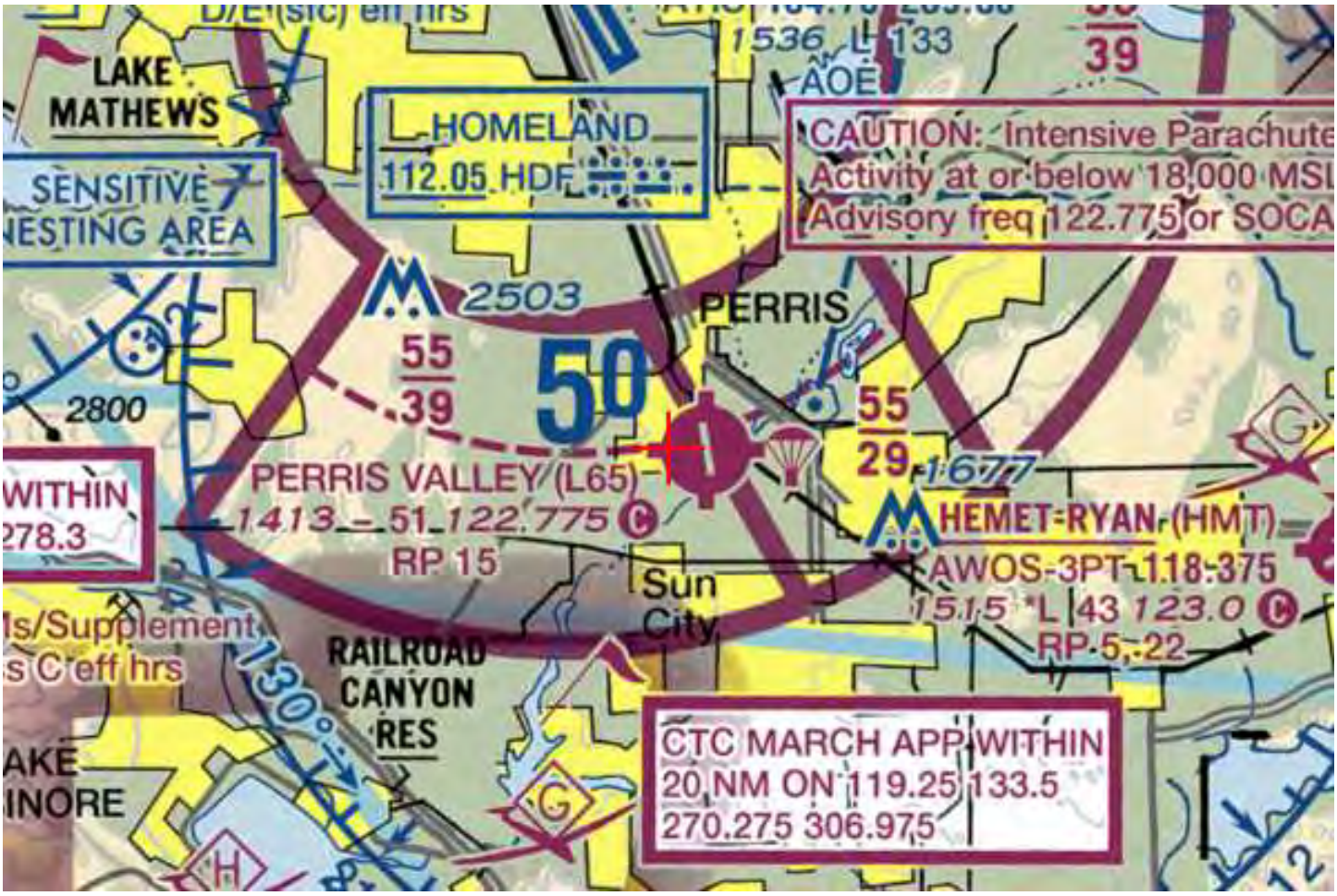
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-AWP-11892-OE.

Signature Control No: 594657635-595885260 (DNE)
Vivian Vilaro
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2023-AWP-11892-OE


LAKE
MATHEWS
HOMELAND
112.05 HDF
SENSITIVE
NESTING AREA
CAUTION: Intensive Parachute
Activity at or below 18,000 MSL
Advisory freq 122.775 or SOCA
2503
PERRIS
55
39
50
2800
55
29
1677
WITHIN
278.3
PERRIS VALLEY (L65)
1413 51 122.775
RP 15
HEMET-RYAN (HMT)
AWOS-3PT 118.375
1515 L 43 123.0
RP 5,-22
Sun
City
RAILROAD
CANYON
RES
130°
CTC MARCH APP WITHIN
20 NM ON 119.25 133.5
270.275 306.975
AKE
INORE

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

Aeronautical Study No.
2023-AWP-11893-OE

Issued Date: 08/08/2023

Vicky Valenzuela
Compass Danbe Real Estate Partners
999 N. Pacific Coast Highway, Suite 580
El Segundo, CA 90245

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building WI 2-1
Location:	Perris, CA
Latitude:	33-45-59.09N NAD 83
Longitude:	117-13-54.30W
Heights:	1442 feet site elevation (SE)
	46 feet above ground level (AGL)
	1488 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
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Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M.

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This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.This determination includes all previously filed frequencies and power for this structure.

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

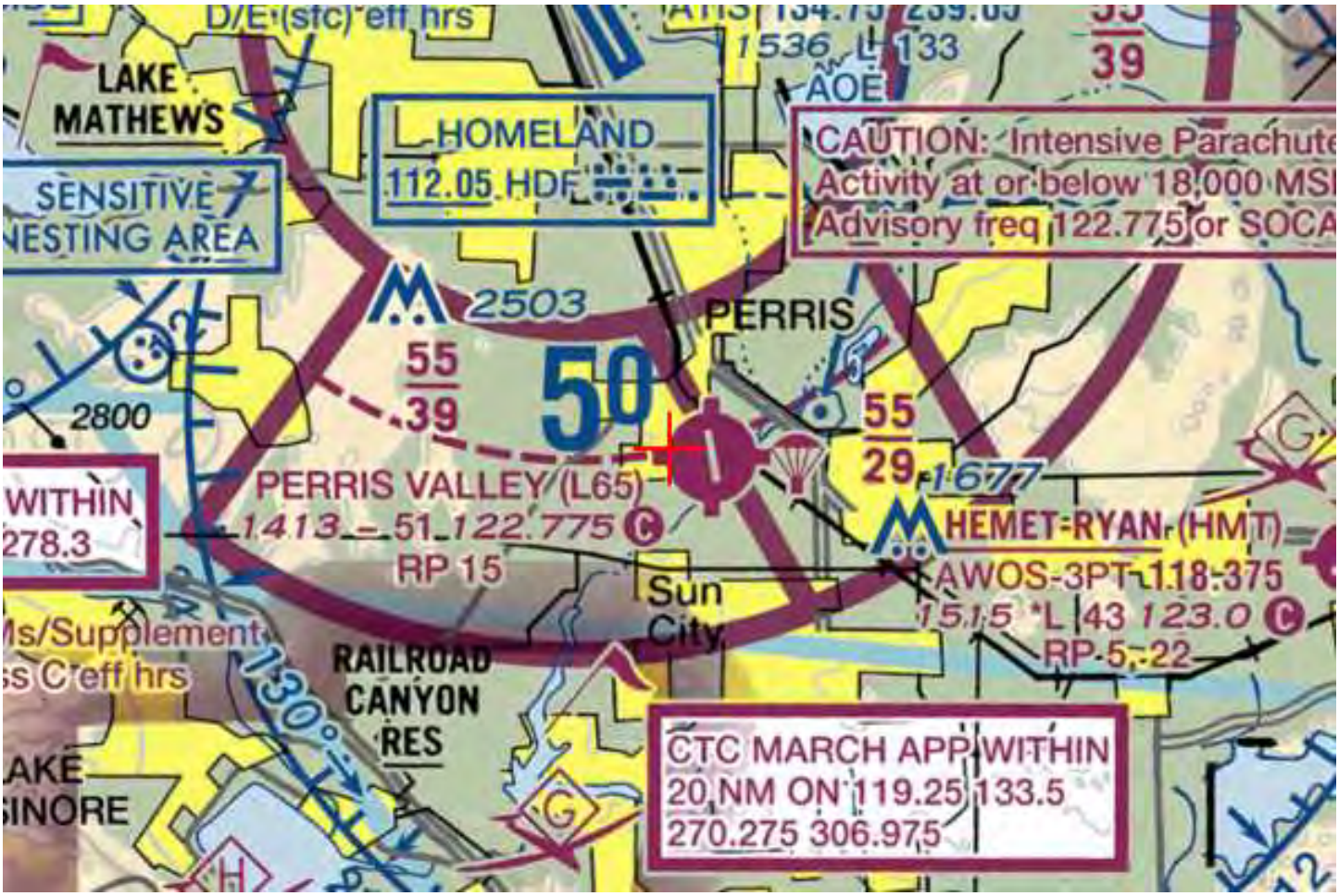
If we can be of further assistance, please contact our office at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-AWP-11893-OE.

Signature Control No: 594657638-595885259 (DNE)
Vivian Vilaro
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2023-AWP-11893-OE

Sectional Map for ASN 2023-AWP-11893-OE



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

Aeronautical Study No.
2023-AWP-11894-OE

Issued Date: 08/08/2023

Vicky Valenzuela
Compass Danbe Real Estate Partners
999 N. Pacific Coast Highway, Suite 580
El Segundo, CA 90245

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building WI 2-2
Location:	Perris, CA
Latitude:	33-45-59.09N NAD 83
Longitude:	117-13-50.73W
Heights:	1438 feet site elevation (SE)
	48 feet above ground level (AGL)
	1486 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

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Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M.

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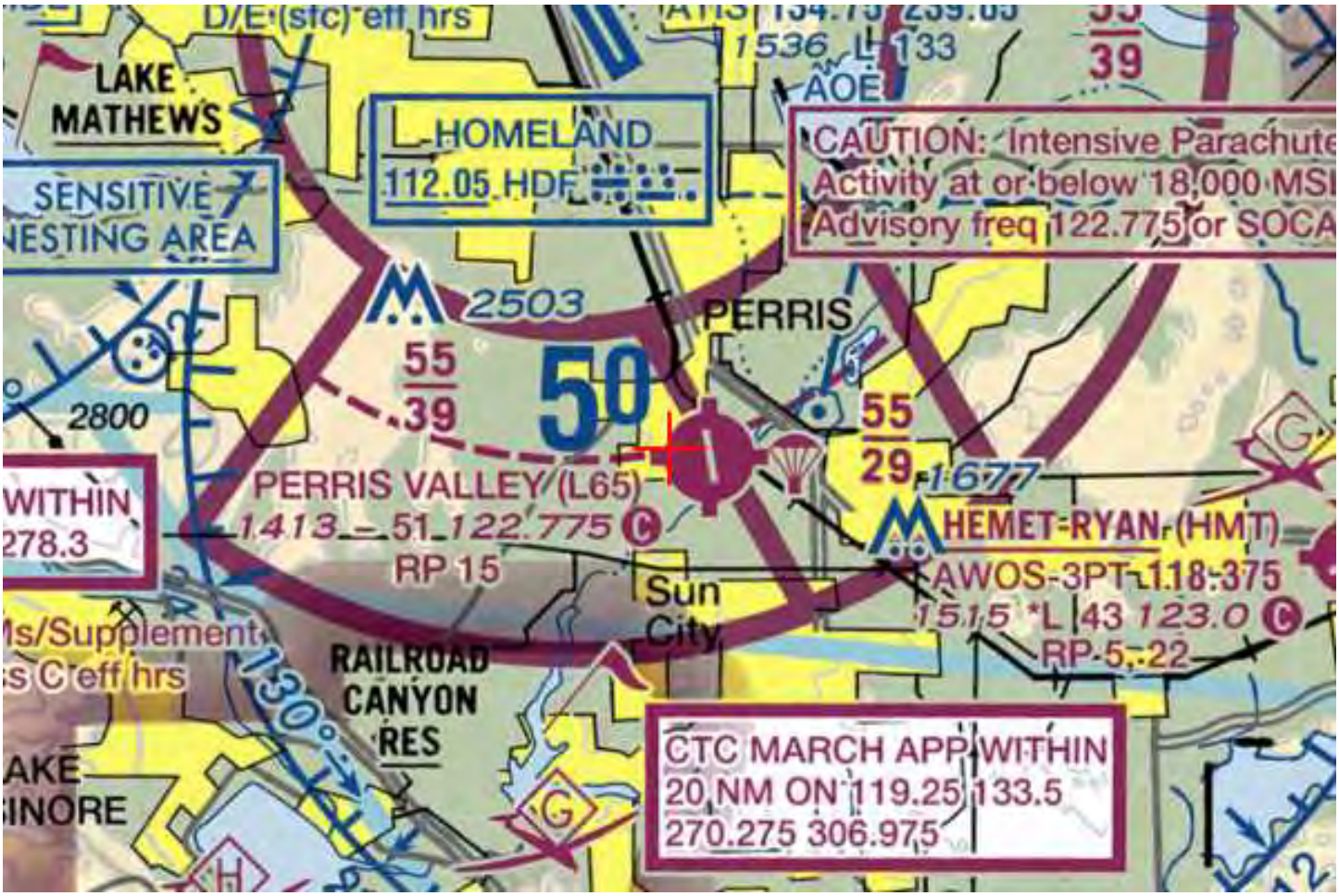
Signature Control No: 594657642-595885266 (DNE)
Vivian Vilaro
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2023-AWP-11894-OE

Sectional Map for ASN 2023-AWP-11894-OE



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

Aeronautical Study No.
2023-AWP-11895-OE

Issued Date: 08/08/2023

Vicky Valenzuela
Compass Danbe Real Estate Partners
999 N. Pacific Coast Highway, Suite 580
El Segundo, CA 90245

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building WI 2-3
Location:	Perris, CA
Latitude:	33-45-53.87N NAD 83
Longitude:	117-13-50.75W
Heights:	1438 feet site elevation (SE)
	48 feet above ground level (AGL)
	1486 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
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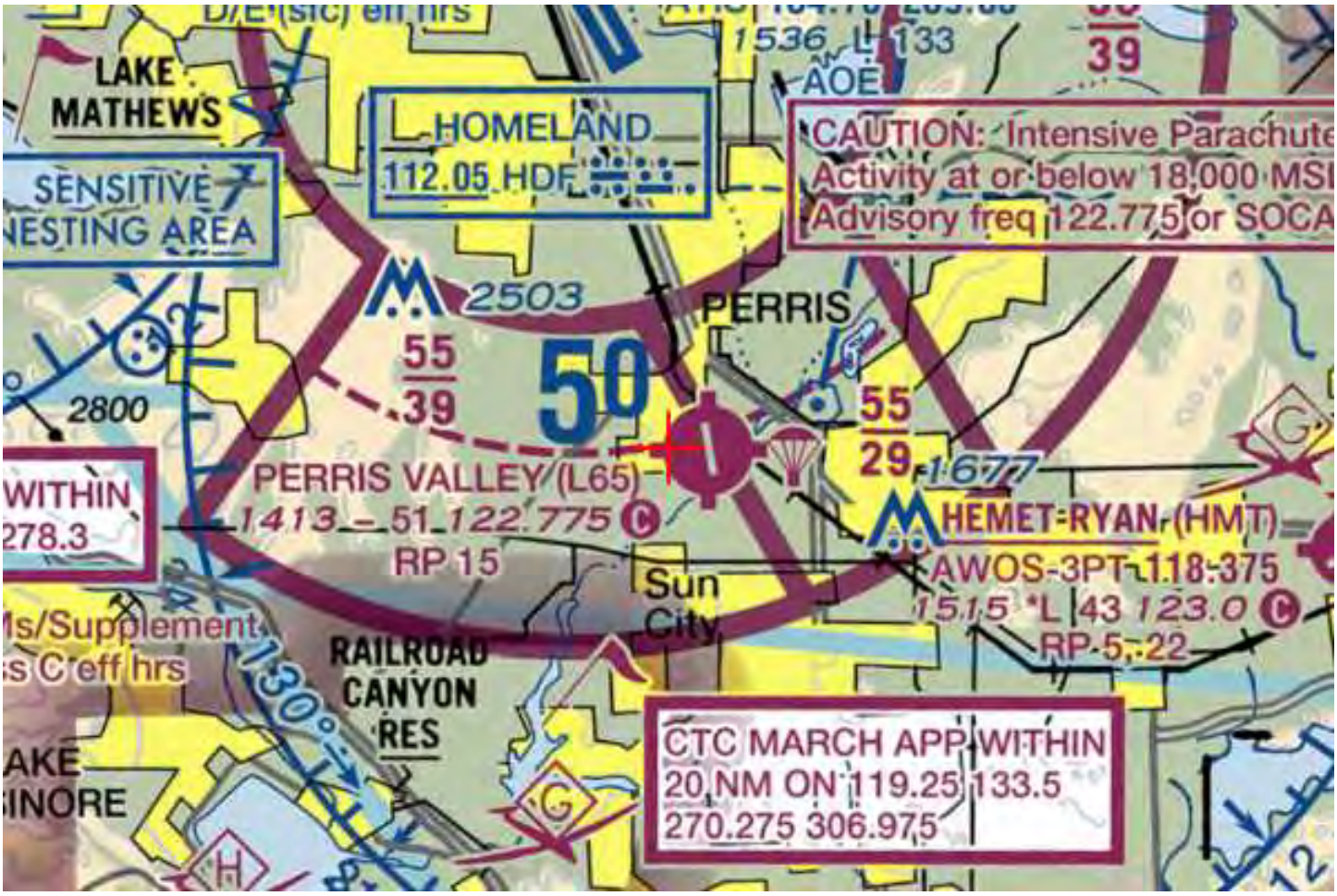
Signature Control No: 594657651-595885261 (DNE)
Vivian Vilaro
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2023-AWP-11895-OE


LAKE
MATHEWS
SENSITIVE
NESTING AREA
HOMELAND
112.05 HDF
CAUTION: Intensive Parachute
Activity at or below 18,000 MSL
Advisory freq 122.775 or SOCA
1536 L 133
AOE
39
2503
55
39
50
PERRIS
55
29
1677
2800
WITHIN
278.3
PERRIS VALLEY (L65)
1413 – 51 122.775 C
RP 15
HEMET-RYAN (HMT)
AWOS-3PT 118.375
1515 *L 43 123.0 C
RP 5, 22
Sun
City
Ms/Supplement
s C eff hrs
130°
RAILROAD
CANYON
RES
AKE
INORE
CTC MARCH APP WITHIN
20 NM ON 119.25 133.5
270.275 306.975

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

Aeronautical Study No.
2023-AWP-11896-OE

Issued Date: 08/08/2023

Vicky Valenzuela
Compass Danbe Real Estate Partners
999 N. Pacific Coast Highway, Suite 580
El Segundo, CA 90245

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building WI 2-4
Location:	Perris, CA
Latitude:	33-45-53.85N NAD 83
Longitude:	117-13-54.34W
Heights:	1439 feet site elevation (SE) 49 feet above ground level (AGL) 1488 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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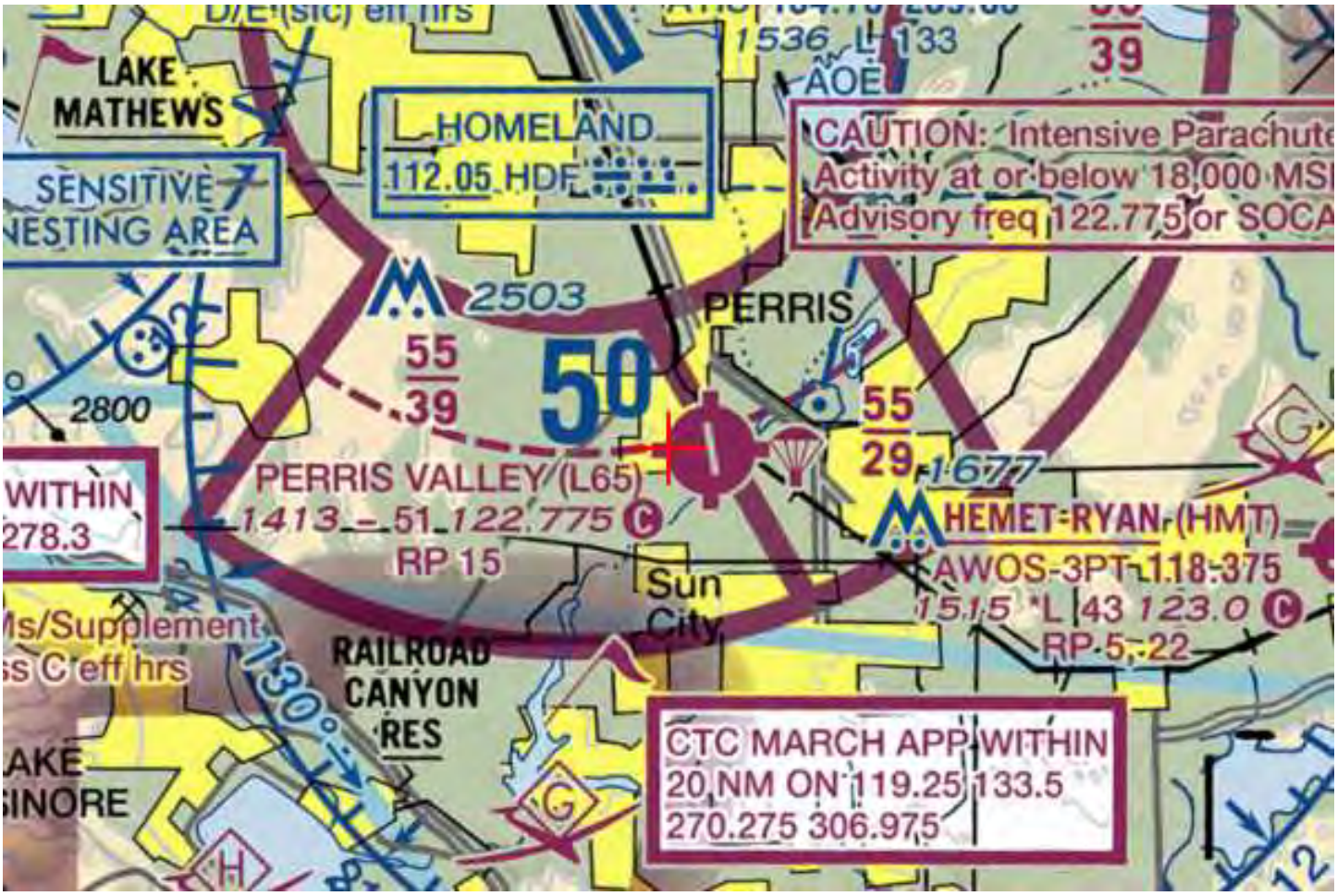
Signature Control No: 594657662-595885265 (DNE)
Vivian Vilaro
Specialist

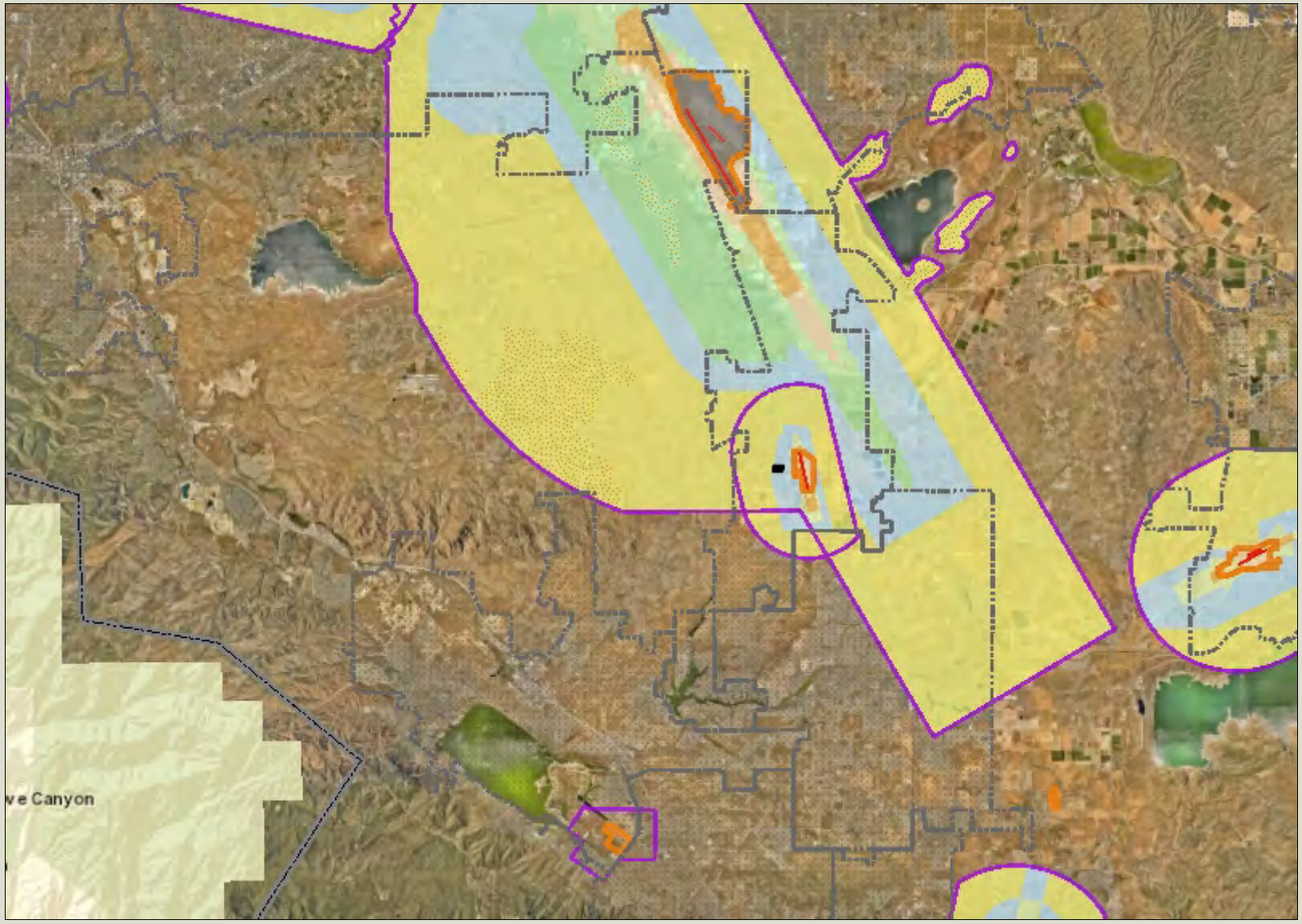
Attachment(s)
Map(s)

TOPO Map for ASN 2023-AWP-11896-OE

Sectional Map for ASN 2023-AWP-11896-OE



Map My County Map



Legend

- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones
  - OTHER COMPATIBILITY 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

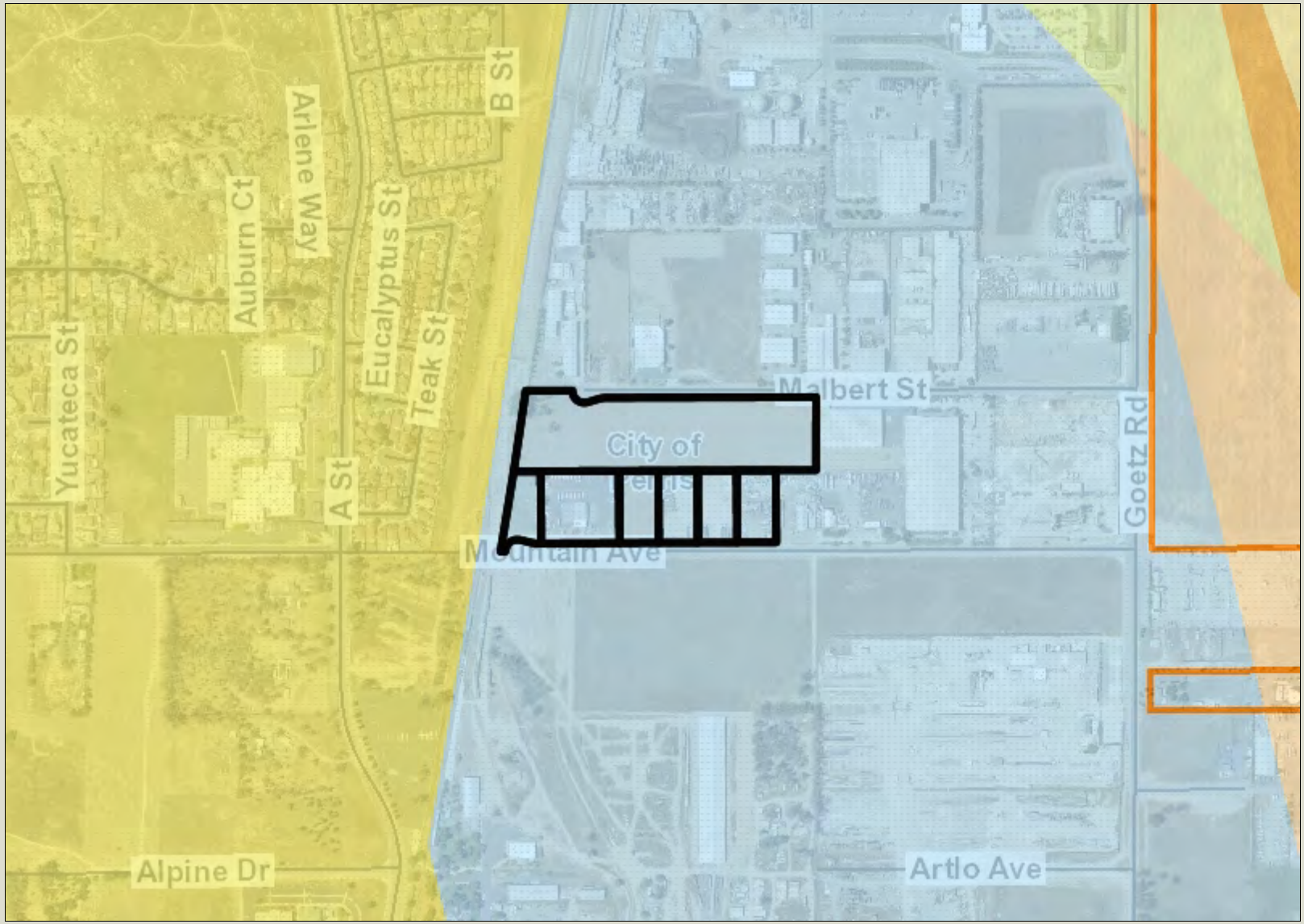
RCIT

0 24,629 49,257 Feet

REPORT PRINTED ON... 7/20/2023 12:27:56 PM

Notes

Map My County Map



Legend

- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones
  - OTHER COMPATIBILITY 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

0 770 1,539 Feet

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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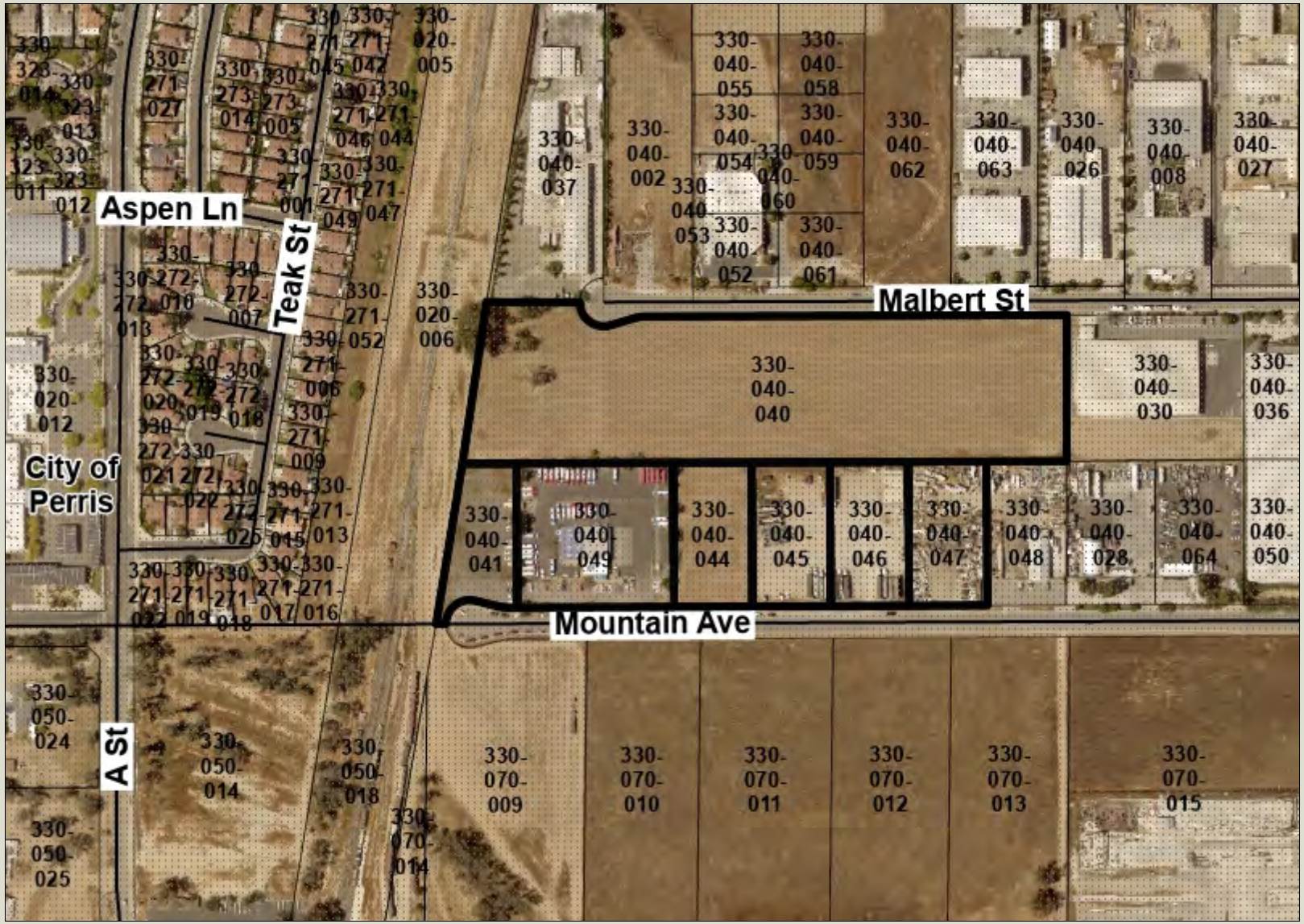
Notes

Map My County Map



Legend

- County Boundary
- City Boundaries
- Parcel APNs
- Parcels
- Street Names
- Street Centerlines
- Blueline Streams
- City Areas
- World Street Map

0 385 770 Feet

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REPORT PRINTED ON... 6/27/2023 2:13:18 PM

Notes

Map My County Map

Legend

- County Boundary
- City Boundaries
- Parcel APNs
- Parcels
- Street Names
- Street Centerlines
- Blueline Streams
- City Areas
- World Street Map

0 1,539 3,079 Feet

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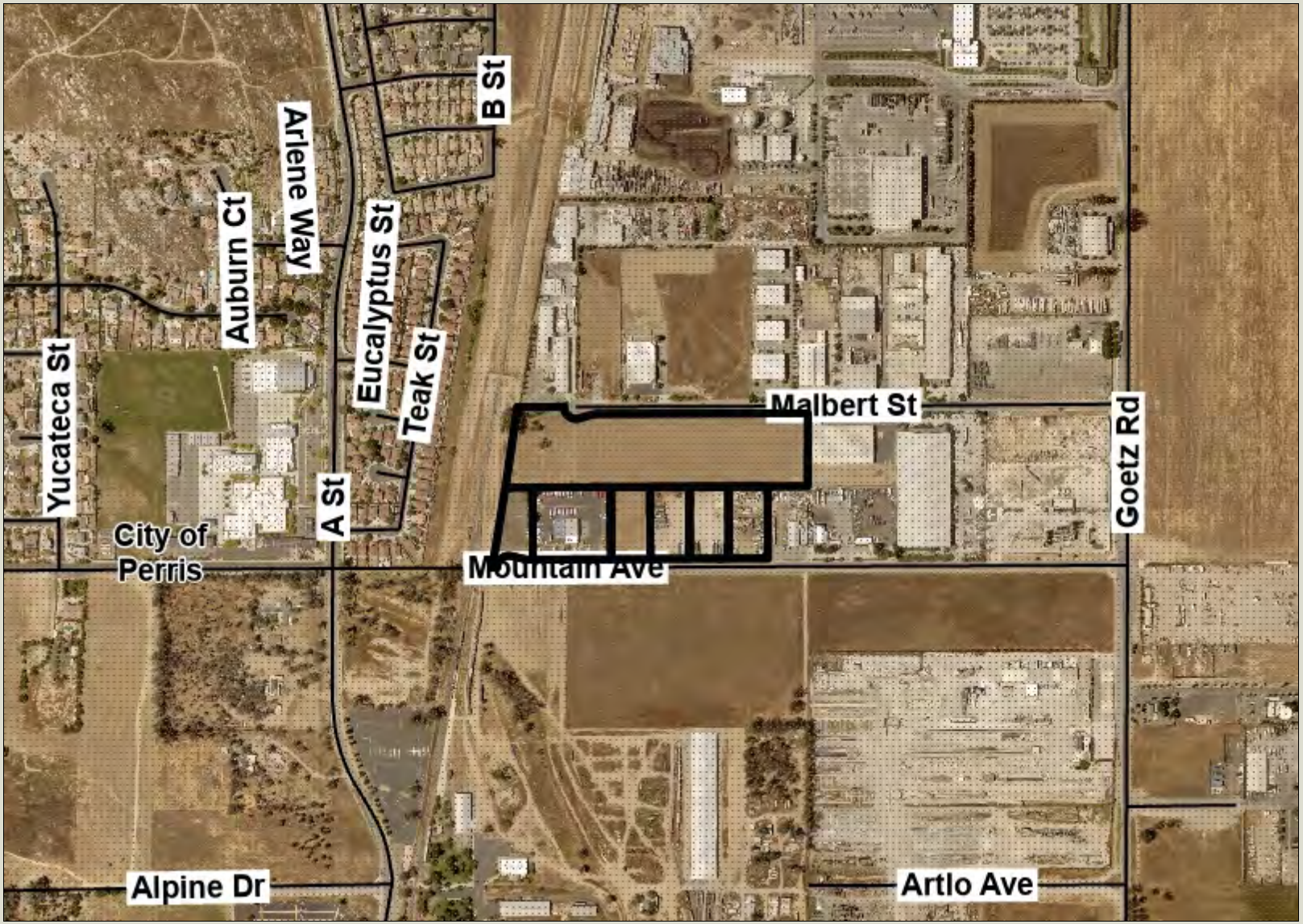
REPORT PRINTED ON... 6/27/2023 2:14:09 PM

Notes

Map My County Map



Legend

- County Boundary
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- Parcels
- Street Names
- Street Centerlines
- Blueline Streams
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RCIT

0 770 1,539 Feet

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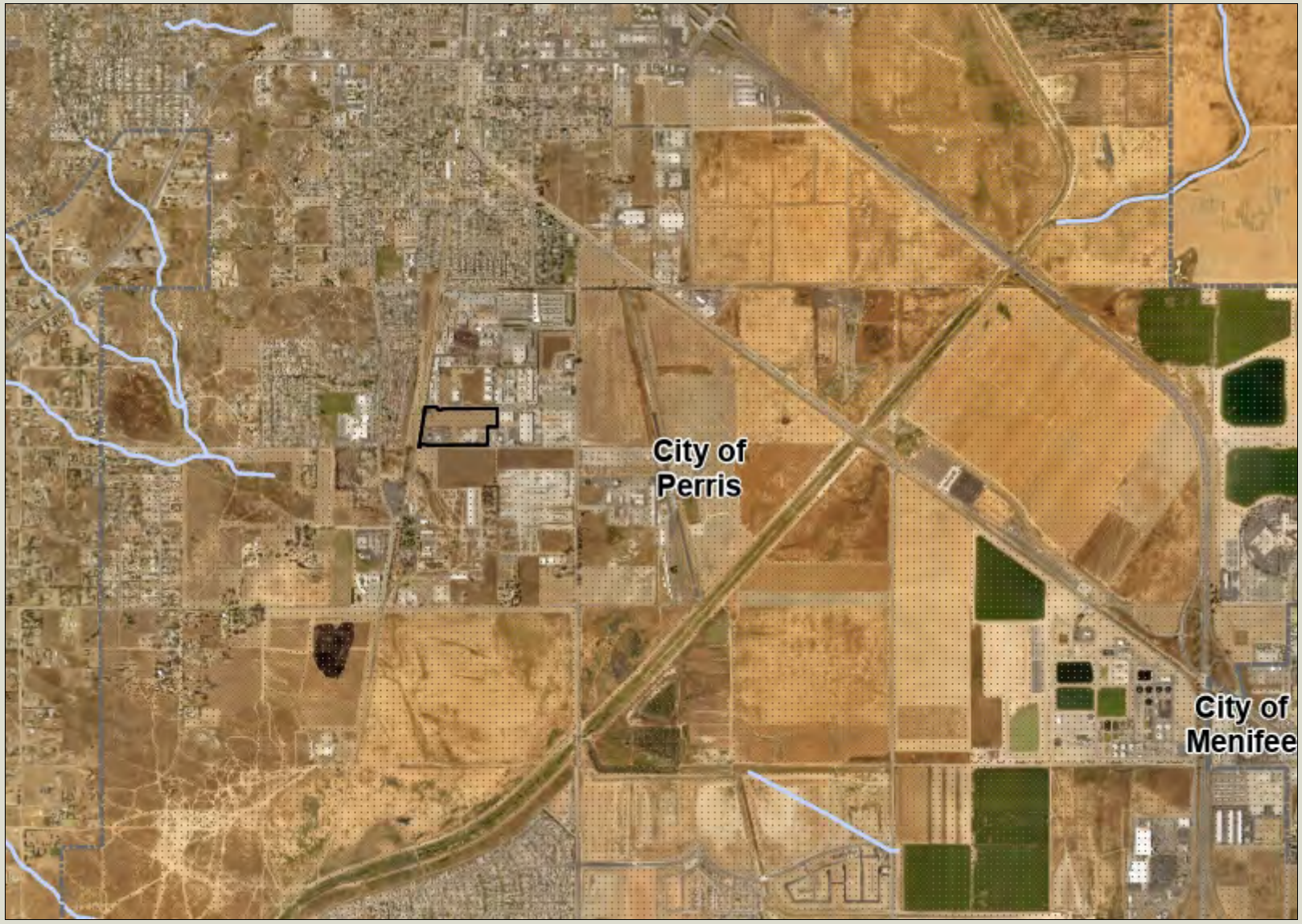
REPORT PRINTED ON... 6/27/2023 2:14:24 PM

Notes

Map My County Map



Legend

- County Boundary
- City Boundaries
- Street Names
- Street Centerlines
- Blueline Streams
- City Areas
- World Street Map

0 3,079 6,157 Feet

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REPORT PRINTED ON... 6/27/2023 2:13:56 PM

Notes

WAYPOINT COMMERCE CENTER

PERRIS, CA

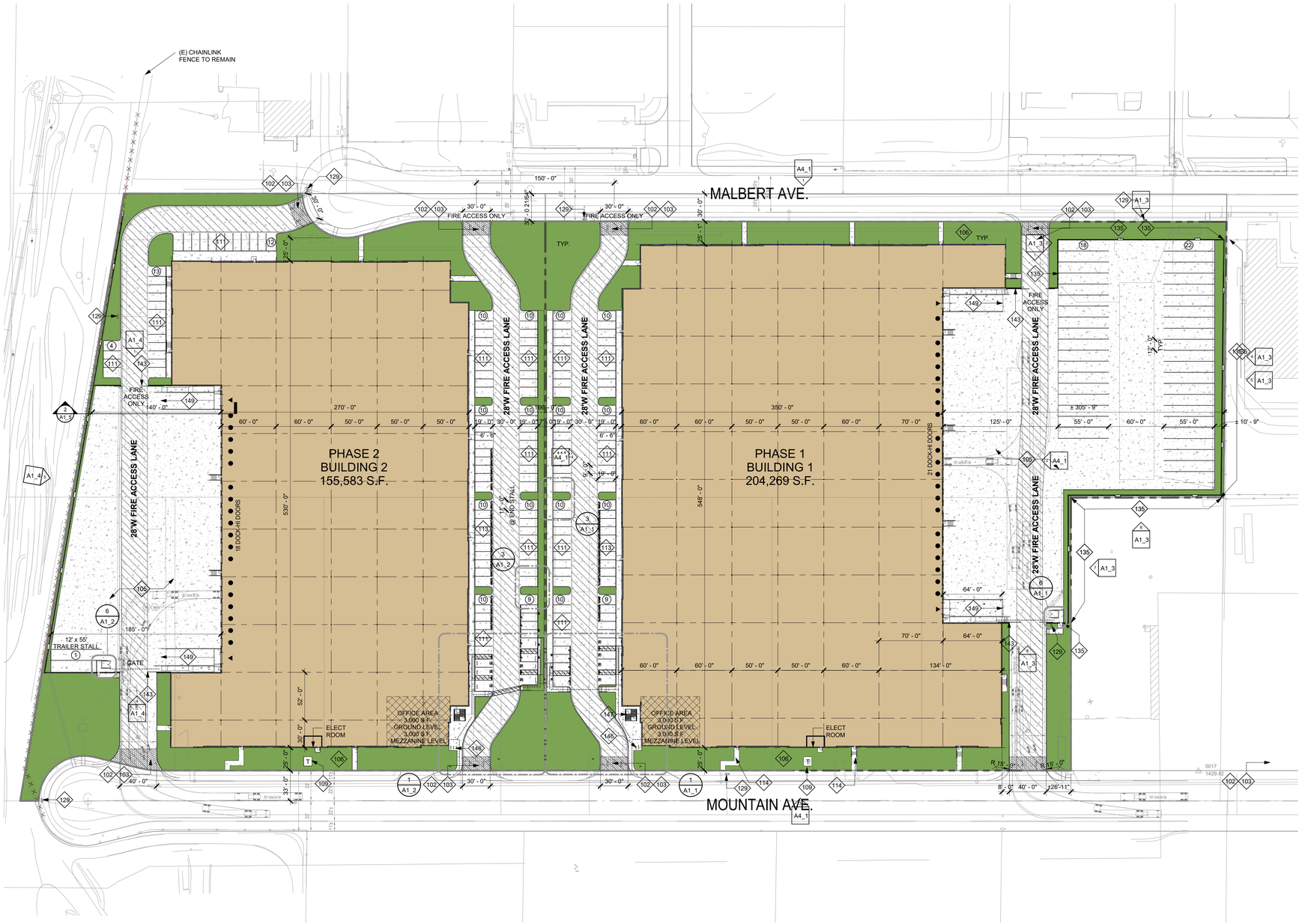
PROJECT
WAYPOINT COMMERCE CENTER
PERRIS, CA
FIRST PLANNING SUBMITTAL

HERDMAN
ARCHITECTURE + DESIGN
A22-2081
04.06.2023

TITLE SHEET

A0

5/9/2023 4:05:29 PM



1 PROPOSED OVERALL SITE PLAN
1" = 50'-0"

SHEET INDEX

DEVELOPER/OWNER

WAYPOINT COMMERCE CENTER,LLC
999 N. PACIFIC COAST HWY, STE 580
EL SEGUNDO, CA 90245
CONTACT: VICKY VALENZUELA
PHONE: 213.929.5049
EMAIL: VICKY@CDREPARTNERS.COM

APPLICANT'S REPRESENTATIVE/ARCHITECT

HERDMAN ARCHITECTURE & DESIGN, INC.
100 BAYVIEW CIRCLE SUITE 100
NEWPORT BEACH, CA 92660
CONTACT: BRIDGET HERDMAN
PHONE: 714.389.2800
EMAIL: PROJECTADMIN@HERDMAN-AD.COM

SCOPE OF WORK

CONSTRUCT TWO NEW ONE STORY + MEZZANINE CONCRETE TILT-UP WAREHOUSE/DISTRIBUTION FACILITIES WITH ELECTRICAL AND PLUMBING SERVICES, EXTERIOR LIGHTING, LANDCAPING & IRRIGATION, TRASH ENCLOSURES, CONCRETE SCREEN WALLS, AND SLIDING/SWINGING METAL GATES. FIRE SPRINKLER AND GRADING PLANS TO BE A SEPARATE SUBMITTAL AND PERMIT

LEGAL DESCRIPTION & ZONING

LEGAL DESCRIPTION: SEE CIVIL PLAN

ASSESSOR'S PARCEL NO: SEE CIVIL PLAN

PROJECT INFORMATION & AREA ANALYSIS

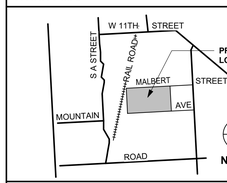
BUILDING ADDRESS: TBD
CONSTRUCTION TYPE: II-B
OCCUPANCY: B / S-1
FIRE SPRINKLER: YES (ESFR NFPA 72, NFPA 13 & NFPA 24)
CLEAR HEIGHT: 32'

ZONING:
GENERAL PLAN: GI (GENERAL INDUSTRIAL)
SPECIFIC PLAN: N/A
FEMA FLOOD ZONE: NO FLOOD ZONE

BUILDING SETBACKS:
FRONT SETBACK: 20'
SIDE SETBACK: NONE
REAR SETBACK: NONE

ALLOWABLE AREA:
UNLIMITED AREA PER CBC 507

VICINITY MAP



SITE PLAN GENERAL NOTES

1. THE SITE PLAN SHALL MEET ALL ENGINEERING & NPDES REQUIREMENTS.
2. GENERAL CONTRACTOR TO REVIEW THE SOILS REPORT AND ALL AMENDMENTS LISTED ON THE TITLE SHEET AND FOLLOW ALL RECOMMENDATIONS.
3. U.O.N., ALL DIMENSIONS TO CONCRETE WALLS AND CURBS ARE EITHER TO THE CENTER (SHOWN WITH A CENTERLINE) OR FACE OF THE WALL OR CURB. ALL DIMENSIONS TO FRAMED WALLS ARE EITHER TO THE CENTER LINE OF THE WALL FRAMING (SHOWN WITH A CENTERLINE) OR THE FACE OF THE WALL FINISH.
4. REFER TO CIVIL AND MEP PLANS TO CONFIRM UTILITY INFORMATION SHOWN ON THE ARCHITECT'S SITE PLAN AND FOR ADDITIONAL UTILITY INFORMATION. GENERAL CONTRACTOR TO COORDINATE ALL POINTS OF CONNECTION.
5. REFER TO CIVIL DRAWINGS FOR ALL FINISHED GRADES AND SLOPES. ALL FINISHED GRADES TO PROVIDE POSITIVE DRAINAGE AWAY FROM THE BUILDING. GENERAL CONTRACTOR TO FIELD VERIFY.
6. ALL ACCESSIBLE ROUTES IDENTIFIED ON THE SITE PLAN DRAWINGS SHALL CONFORM TO THE FOLLOWING:
   a) SLOPES IN THE DIRECTION OF TRAVEL DO NOT EXCEED 5%. CROSS SLOPES DO NOT EXCEED 2%.
   b) THE CLEAR WIDTH OF ALL WALKWAYS IS 4'-0" MIN.
   c) CHANGES IN LEVEL UP TO 1/2" COMPLY w/ 11/A0.2.1. CHANGES IN LEVEL GREATER THAN 1/2" IF THEY OCCUR ARE RAMPED. SEE PLANS.
   d) THE VERTICAL CLEARANCE ALONG THE ACCESSIBLE ROUTE IS 80" MIN.
7. ALL PAVED AND LANDSCAPED AREAS TO BE BOUND BY A MIN. 6" HIGH, 6" WIDE CONCRETE CURB U.O.N.
8. A CONCRETE MOW STRIP EXTENDING 12" BEYOND EA END OF THE OPENING SHALL BE PROVIDED @ ALL EXTERIOR GLAZING WHERE THE SILL IS WITHIN 3' VERTICAL OF THE FINISHED GRADE. SEE 2/AD1.1
10. PROVIDE PIPE BOLLARD PROTECTION POSTS AS REQUIRED BY UTILITY COMPANIES AND OR FIRE AUTHORITIES AT ALL EXTERIOR ELECTRICAL EQUIPMENT AND FIRE PREVENTION DEVICES. IF PIPE BOLLARD PROTECTION POST DETAILS ARE NOT PROVIDED BY UTILITY COMPANIES AND OR FIRE AUTHORITY SEE DETAIL 9/AD1.1
11. ALL EXPOSED BIORETENSION DEVICE COVERINGS SHALL BE PAINTED FOREST GREEN.
12. WHERE OCCURS, GENERAL CONTRACTOR TO PROVIDE FLUID APPLIED DAMP PROOFING AT ALL RETAINING AND PLANTER WALLS WHERE THE SIDE OF THE WALL OPPOSITE THE SOIL SIDE IS EXPOSED TO VIEW AND ALL EXTERIOR WALLS WHERE THE ADJACENT FLOOR SLAB IS BELOW GRADE. SEE 6/AD1.2.
13. PROVIDE A HOSE BIB NEAR THE MAIN ENTRANCE AND IN THE TRASH ENCLOSURE. SEE PLAN FOR LOCATION.

SITE LEGEND

- LANDSCAPE AREA
- CONCRETE PAVING. SEE CIVIL DRAWINGS FOR PAVING SECTIONS
- FIRE HYDRANT. PROVIDE PIPE BOLLARD PROTECTION POSTS AS REQUIRED BY THE FIRE AUTHORITY. SEE 9/AD1.1
- STREET LIGHT
- INDICATES AN ACCESSIBLE ROUTE. MUST COMPLY w/ SITE PLAN GENERAL NOTE #6
- PROPERTY LINE
- DOCK HIGH DOOR
- DRIVE THRU. DOOR
- (E) CHAINLINK FENCE TO REMAIN

KEYNOTES

102	PROPOSED DRIVEWAY, PER JURISDICTIONAL STANDARDS.
103	DECORATIVE PAVING. SEE LANDSCAPING DRAWINGS FOR ADDITIONAL INFORMATION.
105	CONCRETE PAVING.
106	@ SHADING, PROPOSED LANDSCAPED AREA. SEE LANDSCAPING PLANS.
109	(N) TRANSFORMER SEE LANDSCAPE PLAN.
111	TYP U.O.N., STANDARD PARKING STALL. 9'-0" WIDE x 20'-0" DEEP
113	FUTURE EV CHARGING ONLY PARKING STALL. MATCH STANDARD STALL DEPTH. PROVIDE FOR FUTURE INSTALLATION OF CHARGING EQUIPMENT.
114	ACCESSIBLE SITE ENTRANCE SIGN.
129	(E) FIRE HYDRANT.
135	CONCRETE TILT-UP SCREEN WALL. MIN HEIGHT 8' ABOVE HIGHEST ADJACENT FINISHED GRADE. PAINT BOTH SIDES AND TOP OF WALL. SEE PLANS FOR COLOR SCHEDULE.
143	PAINTED STEEL ROLLING GATE(S). MIN HEIGHT 8' ABOVE HIGHEST ADJACENT FINISHED GRADE OR AS SHOWN ON EXTERIOR ELEVATIONS. PROVIDE KNOX BOX AS REQUIRED BY FIRE AUTHORITY. PROVIDE AND SECURE VIEW-OBSCURING MESH MATERIAL TO THE BACK OF THE GATES.
146	2 POSITION BIKE RACK.
147	EMPLOYEE BREAK AREA.
149	CONCRETE TRUCK RAMP w/ 42" HIGH CONCRETE TILT-UP GUARD ON OPEN SIDE(S). PAINT ALL SIDES OF GUARD WALLS AND HANDRAILS.SEE ARCHITECTURAL DRAWINGS FOR COLOR SCHEDULE.

LOT AREA

BUILDING	SQUARE FOOTAGE	ACRES
1	392330 SF	9.01
2	312477 SF	7.17
	704807 SF	16.18

FLOOR AREA RATIO

BUILDING 1 AREA	SITE AREA	FAR ALLOWABLE	FAR PROVIDED
204269 SF	392330 SF	50%	52.1%
BUILDING 2 AREA	**SITE AREA**	**FAR ALLOWABLE**	**FAR PROVIDED**
155583 SF	312477 SF	50%	49.8%

BUILDING AREA SUMMARY

BUILDING 1

BLDG NO.	NAME	AREA
GROUND FLOOR		
BUILDING 1	WAREHOUSE	198269 SF
BUILDING 1	OFFICE	3000 SF
		201269 SF
MEZZANINE		
BUILDING 1	OFFICE	3000 SF
		3000 SF
BUILDING 1		204269 SF

BUILDING 2

BLDG NO.	NAME	AREA
GROUND FLOOR		
BUILDING 2	WAREHOUSE	149583 SF
BUILDING 2	OFFICE	3000 SF
		152583 SF
MEZZANINE		
BUILDING 2	OFFICE	3000 SF
		3000 SF
BUILDING 2		155583 SF

LANDSCAPE AREA SUMMARY

LOT NO.	LOT AREA	% LANDSCAPING REQUIRED	AREA LANDSCAPING PROVIDED	% LANDSCAPING PROVIDED
1	392330 SF	12%	56859 SF	14.5%
2	312477 SF	12%	55567 SF	17.8%

TOTAL PARKING REQUIRED

BLDG NO.	BUILDING USE	BUILDING AREA	PARKING RATIO 1/X	REQ. PARKING
BUILDING 1	OFFICE	6000 SF	0	<10%
BUILDING 1	WAREHOUSE	20000 SF	2000	10.0
BUILDING 1	WAREHOUSE	20000 SF	1000	20.0
BUILDING 1	WAREHOUSE	158269 SF	5000	31.7
TOTAL		204269 SF		61.7
BLDG NO.	BUILDING USE	BUILDING AREA	PARKING RATIO 1/X	REQ. PARKING
BUILDING 2	OFFICE	6000 SF	300	20.0
BUILDING 2	WAREHOUSE	20000 SF	1000	20.0
BUILDING 2	WAREHOUSE	129583 SF	2000	64.8
TOTAL		155583 SF		104.8

PARKING PROVIDED

BUILDING NO.	SPACE TYPE	SPACES PROVIDED
BUILDING 1	STANDARD STALLS	58
BUILDING 1	STANDARD ACCESSIBLE STALLS	3
BUILDING 1	VAN ACCESSIBLE STALLS	1
BUILDING 1	EV CHARGING ONLY STALLS	2
BUILDING 1	FUTURE EV CHARGING ONLY STALLS	13
BUILDING 1	EV CHARGING ONLY STANDARD ACCESSIBLE STALLS	1
BUILDING 1	EV CHARGING ONLY VAN ACCESSIBLE STALLS	1
TOTAL		79
BUILDING NO.	**SPACE TYPE**	**SPACES PROVIDED**
BUILDING 2	STANDARD STALLS	78
BUILDING 2	STANDARD ACCESSIBLE STALLS	4
BUILDING 2	VAN ACCESSIBLE STALLS	1
BUILDING 2	EV CHARGING ONLY STALLS	4
BUILDING 2	FUTURE EV CHARGING ONLY STALLS	19
BUILDING 2	EV CHARGING ONLY STANDARD ACCESSIBLE STALLS	1
BUILDING 2	EV CHARGING ONLY VAN ACCESSIBLE STALLS	1
TOTAL		108

TRAILER PARKING REQUIRED NO. CITY REQ.	TRAILER PARKING PROVIDED
BUILDING 1	40
BUILDING 2	1

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WAYPOINT COMMERCE CENTER
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SITE PLAN

NORTH
A1

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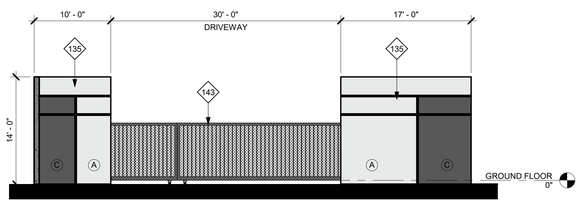
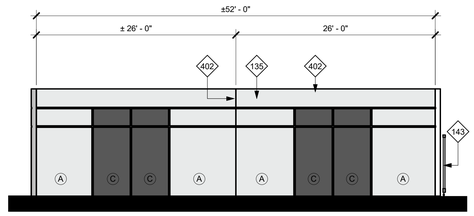
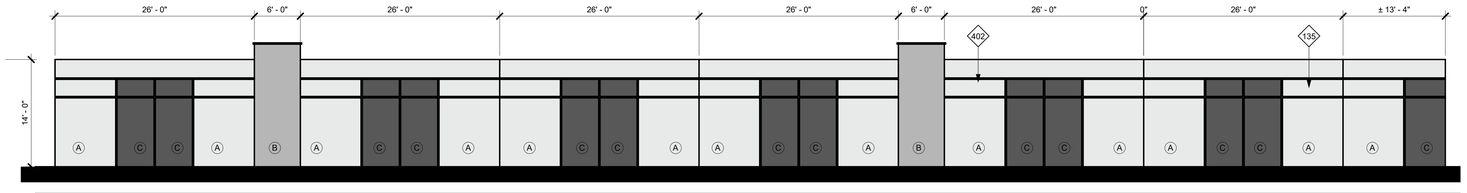


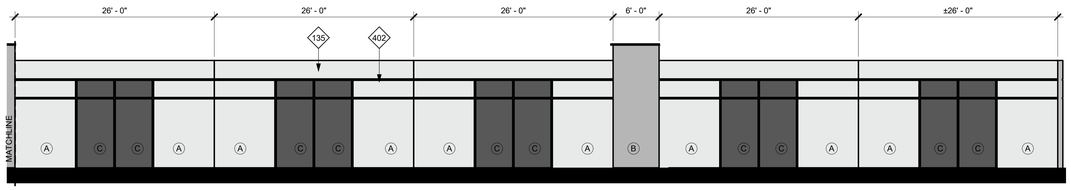
1 NORTH TRUCK YARD - NORTH GATE ELEVATION_BUILDING 1
1/8" = 1'-0"



2 NORTH TRUCK YARD - SITE WALL ELEVATION 2_BUILDING 1
1/8" = 1'-0"

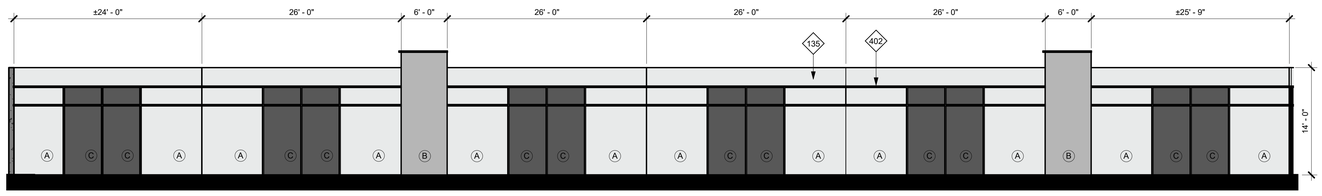


3 NORTH TRUCK YARD - SITE WALL ELEVATION_BUILDING 1
1/8" = 1'-0"

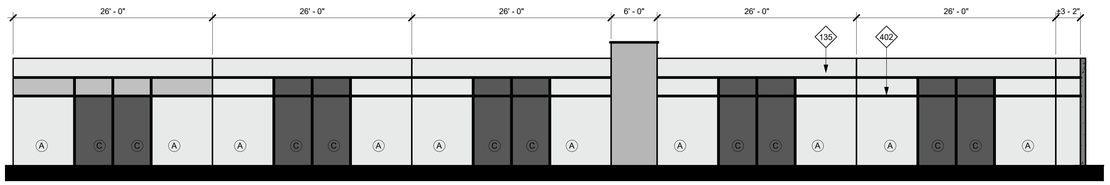


4 EAST TRUCK YARD - SITE WALL ELEVATION 1_BUILDING 1
1/8" = 1'-0"

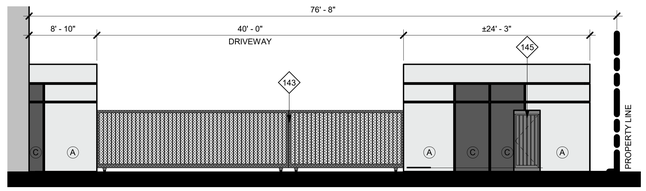
5 EAST TRUCK YARD - SITE WALL ELEVATION 2_BUILDING 2
1/8" = 1'-0"



6 EAST TRUCK YARD - SITE WALL ELEVATION_BUILDING 1
1/8" = 1'-0"



7 EAST TRUCK YARD - SITE WALL ELEVATION_BUILDING 1
1/8" = 1'-0"



8 SOUTH TRUCK YARD - SOUTHEAST GATE ELEVATION_BUILDING 1
1/8" = 1'-0"

KEYNOTES

135	CONCRETE TILT-UP SCREEN WALL. MIN HEIGHT 8' ABOVE HIGHEST ADJACENT FINISHED GRADE. PAINT BOTH SIDES AND TOP OF WALL. SEE PLANS FOR COLOR SCHEDULE.
143	PAINTED STEEL ROLLING GATE(S). MIN HEIGHT 8' ABOVE HIGHEST ADJACENT FINISHED GRADE OR AS SHOWN ON EXTERIOR ELEVATIONS. PROVIDE KNOX BOX AS REQUIRED BY FIRE AUTHORITY. PROVIDE AND SECURE VIEW-OBSCURING MESH MATERIAL TO THE BACK OF THE GATES.
145	PAINTED STEEL SWINGING PEDESTRIAN GATE. WHEN OCCURS IN TUBE STEEL FENCE, ALIGN TOP w/ FENCE HEIGHT. WHEN OCCURS IN CONCRETE SCREEN WALL, U.O.N., ALIGN TOP w/ SCREEN WALL. PROVIDE KNOX BOX AS REQUIRED BY FIRE AUTHORITY.
402	WALL REVEAL.

EXTERIOR COLOR SCHEDULE

(A)	EXTERIOR PAINT COLOR: SW 6995 SUPERWHITE
(B)	EXTERIOR PAINT COLOR: SW 7673 PEWTER CAST
(C)	EXTERIOR PAINT COLOR: SW 7374 PEPPERCORN
(D)	EXTERIOR PAINT COLOR: SW 6258 TRICORN BLACK
(E)	FORMLINER BOARD FORM WOOD TEXTURE.
(F)	STOREFRONT MEDIUM PERFORMANCE BLUE REFLECTED GLAZING BLACK ANODIZED MULLION
(G)	CHARCOAL ANODIZED METAL EYE BROW
(H)	STACKED STONE
(I)	EXTERIOR GLASS COLOR FOR THE INNER LAYER OF INSULATED GLASS: CLEAR GLASS

NOTES:

1. PAINT MAN DOORS, STAIR & RAMP GUARD WALLS, GUARD RAILS, DOWN SPOUTS, & LOUVERS TO MATCH ADJACENT BUILDING WALL COLOR, U.O.N.
2. U.O.N., EXTERIOR SIDE OF TRUCK DOORS TO BE PRE-FINISHED WITH MANUFACTURER'S WHITE. INTERIOR SIDE TO BE PRE-FINISHED WITH MANUFACTURER'S LIGHT GRAY.
3. POWER WASH EXTERIOR CONCRETE WALLS PRIOR TO PAINTING TO REMOVE ALL CHEMICALS AND DIRT THAT WILL IMPEDE THE PRIMER COAT FROM ADHERING TO THE WALLS.
4. PAINT EXTERIOR WALLS w/ 1- COAT SPRAYED AND BACK ROLLED ACRYLIC FLAT PRIMER AND 2-COATS SPRAYED-ON FLAT FINISH IN THE FINAL WALL COLOR. ALL PAINTS TO BE AS SPECIFIED BY THE MANUFACTURER FOR CONCRETE TILT UP WALL PANELS. FINISHED JOB SHALL BE SMOOTH AND FREE OF LAPPING AND OR STREAKING, REGARDLESS OF THE COLOR.
5. EXCEPT WHERE NOTED OTHERWISE ON THE PLANS ALL PANEL JOINTS SHALL BE CAULKED PER DETAIL 1/AD4.1.
6. PAINT CONCRETE BEHIND ANY OPEN TRELLIS WORK THE COLOR OF THE TRELLIS.
7. @ SOLID BROWS WITH GLAZING DIRECTLY ABOVE OR BELOW, PAINT THE EXPOSED WALL CHAMFER JUST ABOVE OR BELOW THE BROW TO MATCH THE BROW COLOR.

SITE PLAN GENERAL NOTES

1. THE SITE PLAN SHALL MEET ALL ENGINEERING & NPDES REQUIREMENTS.
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   b) THE CLEAR WIDTH OF ALL WALKWAYS IS 4'-0" MIN.
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   d) THE VERTICAL CLEARANCE ALONG THE ACCESSIBLE ROUTE IS 80" MIN.
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8. A CONCRETE MOW STRIP EXTENDING 12" BEYOND EA END OF THE OPENING SHALL BE PROVIDED @ ALL EXTERIOR GLAZING WHERE THE SILL IS WITHIN 3' VERTICAL OF THE FINISHED GRADE. SEE 2/AD1.1
10. PROVIDE PIPE BOLLARD PROTECTION POSTS AS REQUIRED BY UTILITY COMPANIES AND OR FIRE AUTHORITIES AT ALL EXTERIOR ELECTRICAL EQUIPMENT AND FIRE PREVENTION DEVICES. IF PIPE BOLLARD PROTECTION POST DETAILS ARE NOT PROVIDED BY UTILITY COMPANIES AND OR FIRE AUTHORITY SEE DETAIL 3/AD1.1.
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12. WHERE OCCURS, GENERAL CONTRACTOR TO PROVIDE FLUID APPLIED DAMP PROOFING AT ALL RETAINING AND PLANTER WALLS WHERE THE SIDE OF THE WALL OPPOSITE THE SOIL SIDE IS EXPOSED TO VIEW AND ALL EXTERIOR WALLS WHERE THE ADJACENT FLOOR SLAB IS BELOW GRADE. SEE 6/AD1.2
13. PROVIDE A HOSE BIB NEAR THE MAIN ENTRANCE AND IN THE TRASH ENCLOSURE. SEE PLAN FOR LOCATION.

PROJECT
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FIRST PLANNING SUBMITTAL

HERDMAN
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BUILDING 1
GATE & FENCE
ELEVATIONS

NORTH

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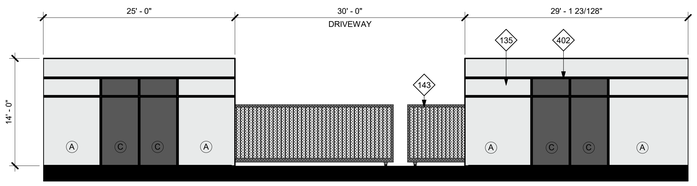
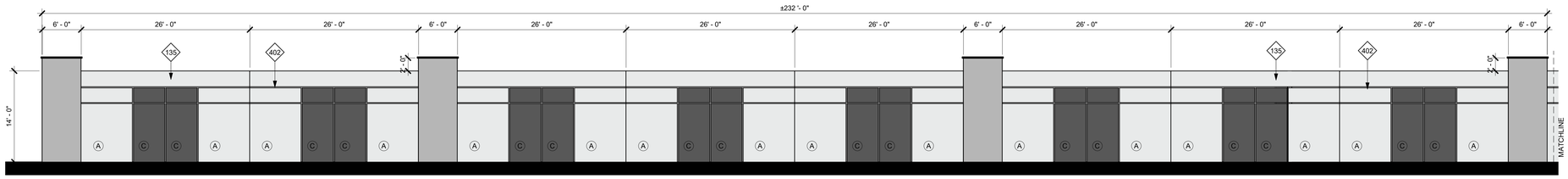
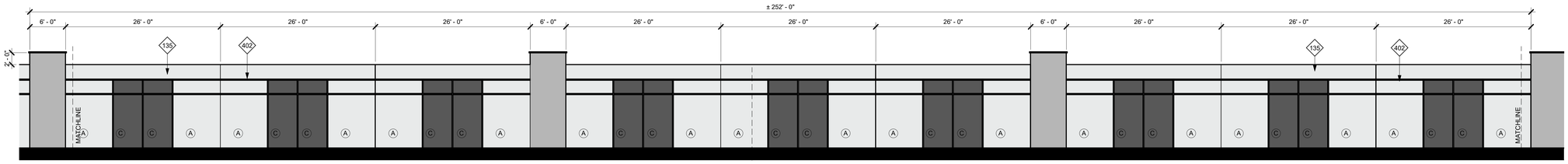


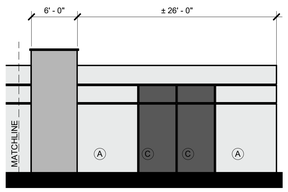
1 NORTH TRUCK YARD - NORTHWEST GATE ELEVATION_BUILDING 2
1/8" = 1'-0"



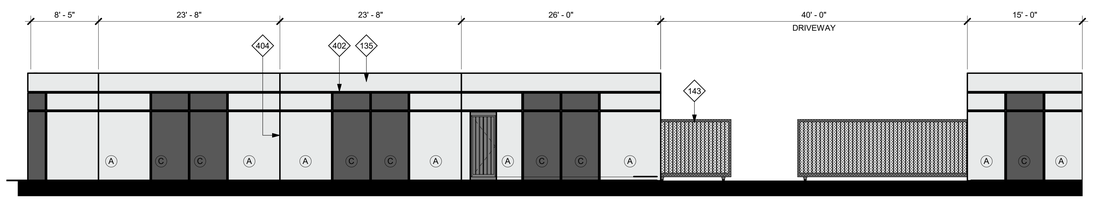
2 WEST TRUCK YARD - SITE WALL ELEVATION 1_BUILDING 2
1/8" = 1'-0"



3 WEST TRUCK YARD - SITE WALL ELEVATION 1_BUILDING 2
1/8" = 1'-0"



5 WEST TRUCK YARD - SITE WALL ELEVATION 1_BUILDING 2
1/8" = 1'-0"



4 SOUTH TRUCK YARD - SOUTHWEST GATE ELEVATION_BUILDING 2
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KEYNOTES

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402	WALL REVEAL.
404	PANEL JOINT.

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BUILDING 2
GATE & FENCE
ELEVATIONS

NORTH

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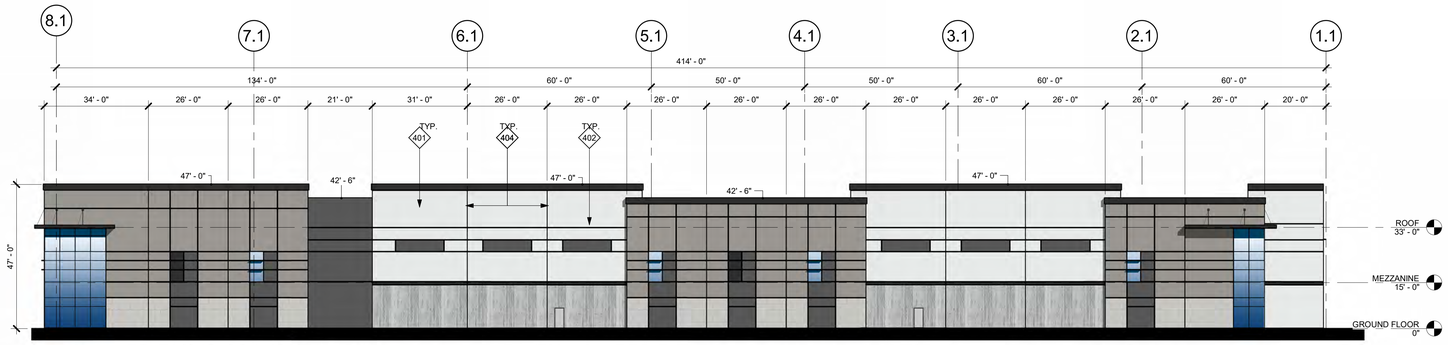
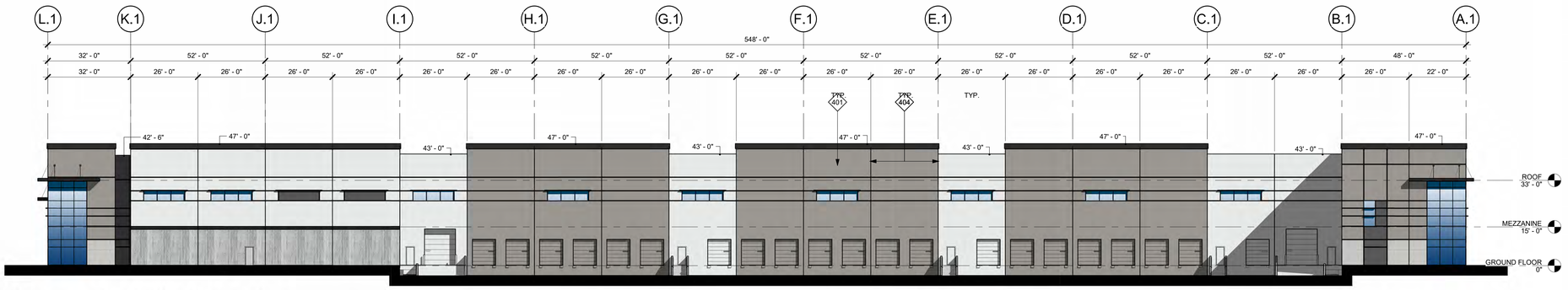
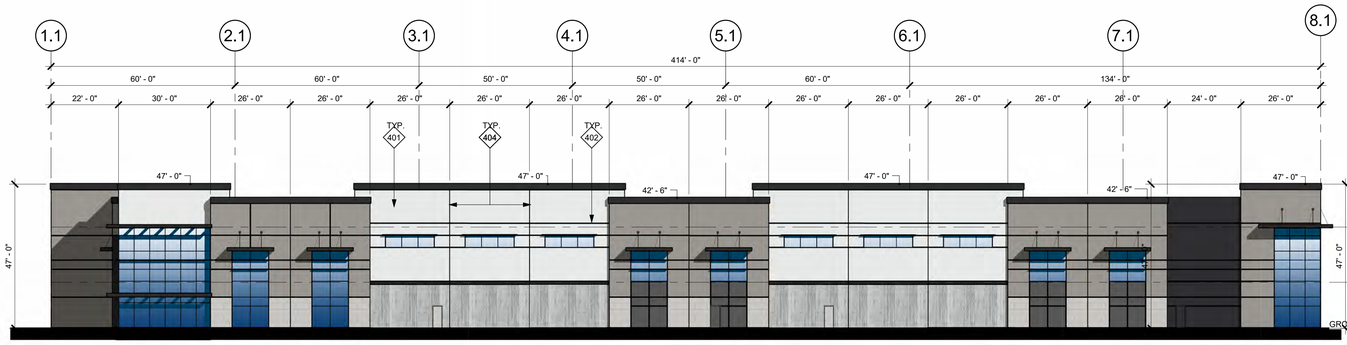


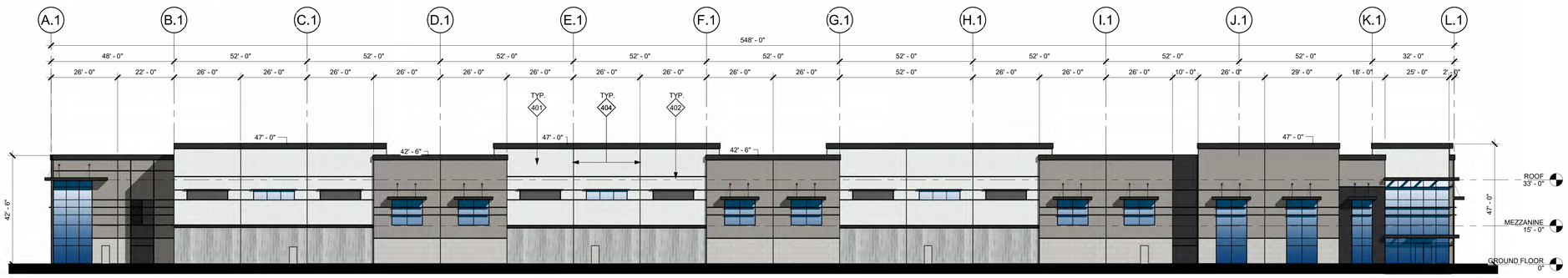
1 PROPOSED NORTH ELEVATION_BUILDING 1
1" = 20'-0"



2 PROPOSED EAST ELEVATION_BUILDING 1
1" = 20'-0"



3 PROPOSED SOUTH ELEVATION_BUILDING 1
1" = 20'-0"



4 PROPOSED WEST ELEVATION_BUILDING 1
1" = 20'-0"

KEYNOTES

401 PAINTED CONCRETE TILT-UP WALL PANEL.
402 WALL REVEAL.
404 PANEL JOINT.

GLAZING LEGEND & NOTES

STOREFRONT FRAMING:
U.O.N @ VISION SYSTEM, MIN 2"x4 1/2" OFFSET SYSTEM. U.O.N. @ SPANDREL SYSTEM, 2"x1 3/4" OFFSET SYSTEM. STOREFRONT SYSTEM TO BE DESIGN BUILD BY THE GENERAL CONTRACTOR . DESIGN SHALL COMPLY WITH ALL RELEVANT CODE & WIND LOADING REQUIREMENTS.

VISION SYSTEM GLAZING:
FOR EXTERIOR VISION GLAZING USE 1" INSULATED GLASS CONSISTING OF AN OUTER LAYER OF 1/4" VISTACOOL AND AN INNER LAYER OF 1/4" SOLARBAN 60. FOR INTERIOR GLAZING USE 1/2" CLEAR GLASS

SPANDREL SYSTEM GLAZING:
FOR EXTERIOR SPANDREL GLAZING USE 1/4" VISTACOOL. BACK PAINTING OF GLASS NOT REQUIRED.

NOTES:
1. FOR GLASS AND MULLION COLORS, SEE EXTERIOR COLORS, LEGEND & NOTES, THIS SHEET.
2. PROVIDE TEMPERED GLASS @ THE FOLLOWING:
   A. ALL SPANDREL SYSTEM GLAZING IN FRONT OF CONCRETE WALL PANELS
   B. ALL GLAZING WITHIN 18" OF AN ADJACENT WALKING SURFACE.
   C. ALL GLAZING WITH 24" OF ANY PORTION OF A DOOR.
3. @ SPANDREL SYSTEM GLAZING IN FRONT OF CONCRETE WALL PANELS, PROVIDE 1" DIA. VENTILATION HOLES IN THE CONCRETE A MAX OF 5'-0" O.C. CONTRACTOR TO PROVIDE A SMOOTH FINISH ON THE GLASS FACING CONCRETE SURFACES AND TO PAINT THEM IN A COLOR SELECTED BY THE ARCHITECT.
4. @ SPANDREL SYSTEM GLAZING NOT IN FRONT OF A CONCRETE WALL PANEL, PROVIDE TENCATE MIRAFI 140N FILTER FABRIC SHADE CLOTH.

EXTERIOR WALL COLOR LEGEND & NOTES

- (A) EXTERIOR PAINT COLOR: SW 6995 SUPERWHITE
- (B) EXTERIOR PAINT COLOR: SW 7673 PEWTER CAST
- (C) EXTERIOR PAINT COLOR: SW 7374 PEPPERCORN
- (D) EXTERIOR PAINT COLOR: SW 6258 TRICORN BLACK
- (E) FORMLINER BOARD FORM WOOD TEXTURE.
- (F) STOREFRONT MEDIUM PERFORMANCE BLUE REFLECTED GLAZING BLACK ANODIZED MULLION
- (G) CHARCOAL ANODIZED METAL EYE BROW
- (H) STACKED STONE
- (I) EXTERIOR GLASS COLOR FOR THE INNER LAYER OF INSULATED GLASS: CLEAR GLASS

NOTES:

1. PAINT MAN DOORS, STAIR & RAMP GUARD WALLS, GUARD RAILS, DOWN SPOUTS, & LOUVERS TO MATCH ADJACENT BUILDING WALL COLOR, U.O.N.
2. U.O.N., EXTERIOR SIDE OF TRUCK DOORS TO BE PRE-FINISHED WITH MANUFACTURER'S WHITE. INTERIOR SIDE TO BE PRE-FINISHED WITH MANUFACTURER'S LIGHT GRAY.
3. POWER WASH EXTERIOR CONCRETE WALLS PRIOR TO PAINTING TO REMOVE ALL CHEMICALS AND DIRT THAT WILL IMPEDE THE PRIMER COAT FROM ADHERING TO THE WALLS.
4. PAINT EXTERIOR WALLS w/ 1- COAT SPRAYED AND BACK ROLLED ACRYLIC FLAT PRIMER AND 2-COATS SPRAYED-ON FLAT FINISH IN THE FINAL WALL COLOR. ALL PAINTS TO BE AS SPECIFIED BY THE MANUFACTURER FOR CONCRETE TILT UP WALL PANELS. FINISHED JOB SHALL BE SMOOTH AND FREE OF LAPPING AND OR STREAKING, REGARDLESS OF THE COLOR.
5. EXCEPT WHERE NOTED OTHERWISE ON THE PLANS ALL PANEL JOINTS SHALL BE CAULKED PER DETAIL 1/AD4.1.
6. PAINT CONCRETE BEHIND ANY OPEN TRELLIS WORK THE COLOR OF THE TRELLIS.
7. @ SOLID BROWS WITH GLAZING DIRECTLY ABOVE OR BELOW, PAINT THE EXPOSED WALL CHAMFER JUST ABOVE OR BELOW THE BROW TO MATCH THE BROW COLOR.

PROJECT
WAYPOINT COMMERCE CENTER
PERRIS, CA
FIRST PLANNING SUBMITTAL

HERDMAN
ARCHITECTURE + DESIGN
A22-2081
04.06.2023

BUILDING 1
EXTERIOR
ELEVATIONS

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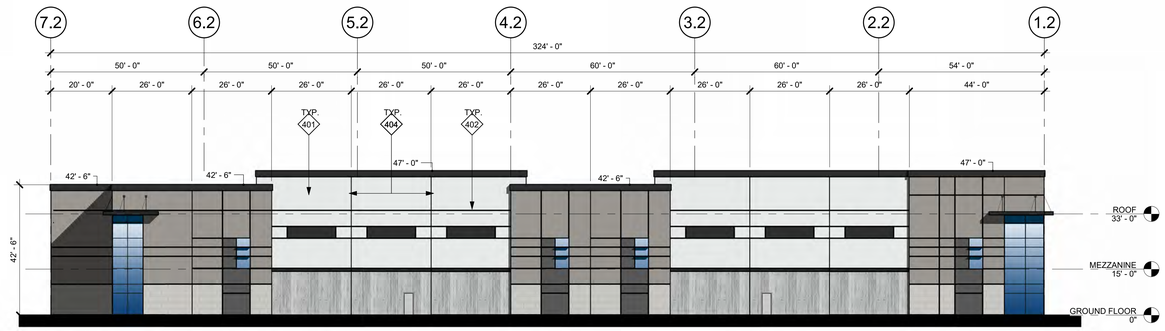
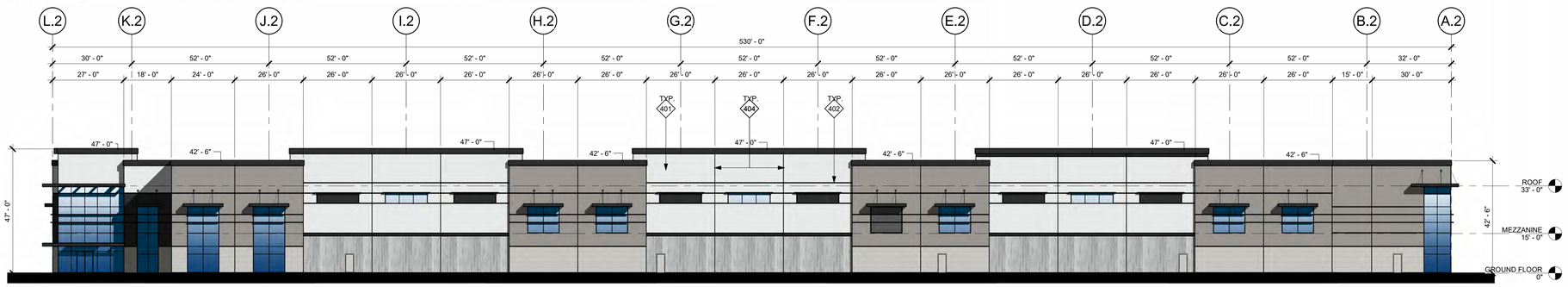
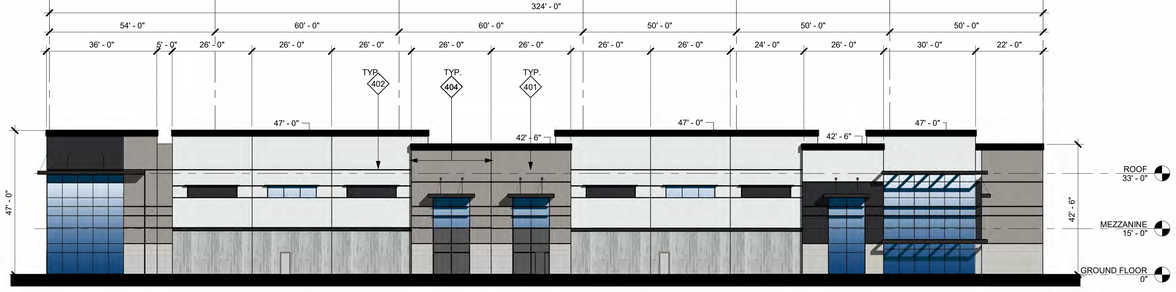


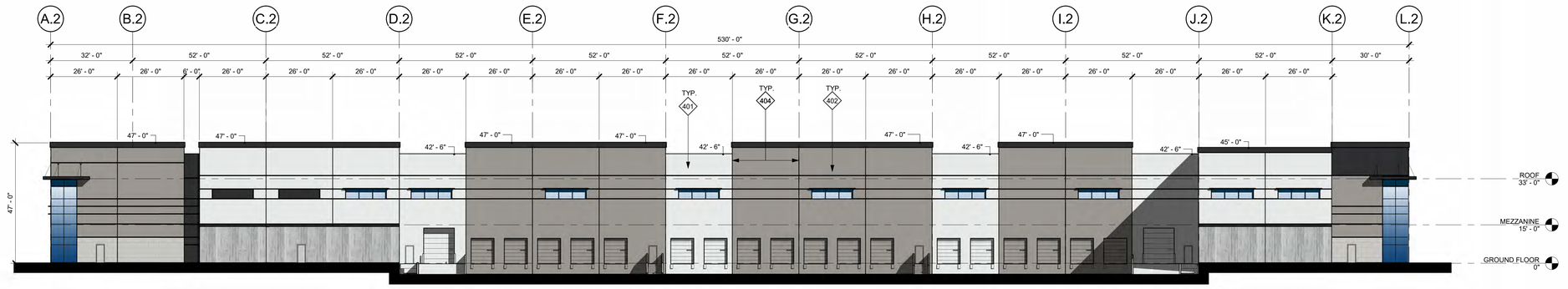
1 PROPOSED NORTH ELEVATION_BUILDING 2
1" = 20'-0"



2 PROPOSED EAST ELEVATION_BUILDING 2
1" = 20'-0"



3 PROPOSED SOUTH ELEVATION_BUILDING 2
1" = 20'-0"



4 PROPOSED WEST ELEVATION_BUILDING 2
1" = 20'-0"

KEYNOTES

401 PAINTED CONCRETE TILT-UP WALL PANEL.
402 WALL REVEAL.
404 PANEL JOINT.

GLAZING LEGEND & NOTES

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U.O.N @ VISION SYSTEM, MIN 2"x4 1/2" OFFSET SYSTEM. U.O.N. @ SPANDREL SYSTEM, 2"x1 3/4" OFFSET SYSTEM. STOREFRONT SYSTEM TO BE DESIGN BUILD BY THE GENERAL CONTRACTOR. DESIGN SHALL COMPLY WITH ALL RELEVANT CODE & WIND LOADING REQUIREMENTS.

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EXTERIOR WALL COLOR LEGEND & NOTES

Ⓐ EXTERIOR PAINT
COLOR: SW 6995 SUPERWHITE

Ⓑ EXTERIOR PAINT
COLOR: SW 7673 PEWTER CAST

Ⓒ EXTERIOR PAINT
COLOR: SW 7374 PEPPERCORN

Ⓓ EXTERIOR PAINT
COLOR: SW 6258 TRICORN BLACK

Ⓔ FORMLINER BOARD FORM WOOD TEXTURE.

Ⓕ STOREFRONT MEDIUM PERFORMANCE BLUE REFLECTED GLAZING BLACK ANODIZED MULLION

Ⓖ CHARCOAL ANODIZED METAL EYE BROW

Ⓗ STACKED STONE

Ⓘ EXTERIOR GLASS COLOR FOR THE INNER LAYER OF INSULATED GLASS: CLEAR GLASS

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PROJECT
WAYPOINT COMMERCE CENTER
PERRIS, CA
FIRST PLANNING SUBMITTAL

HERDMAN
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A22-2081
04.06.2023

BUILDING 2
EXTERIOR
ELEVATIONS

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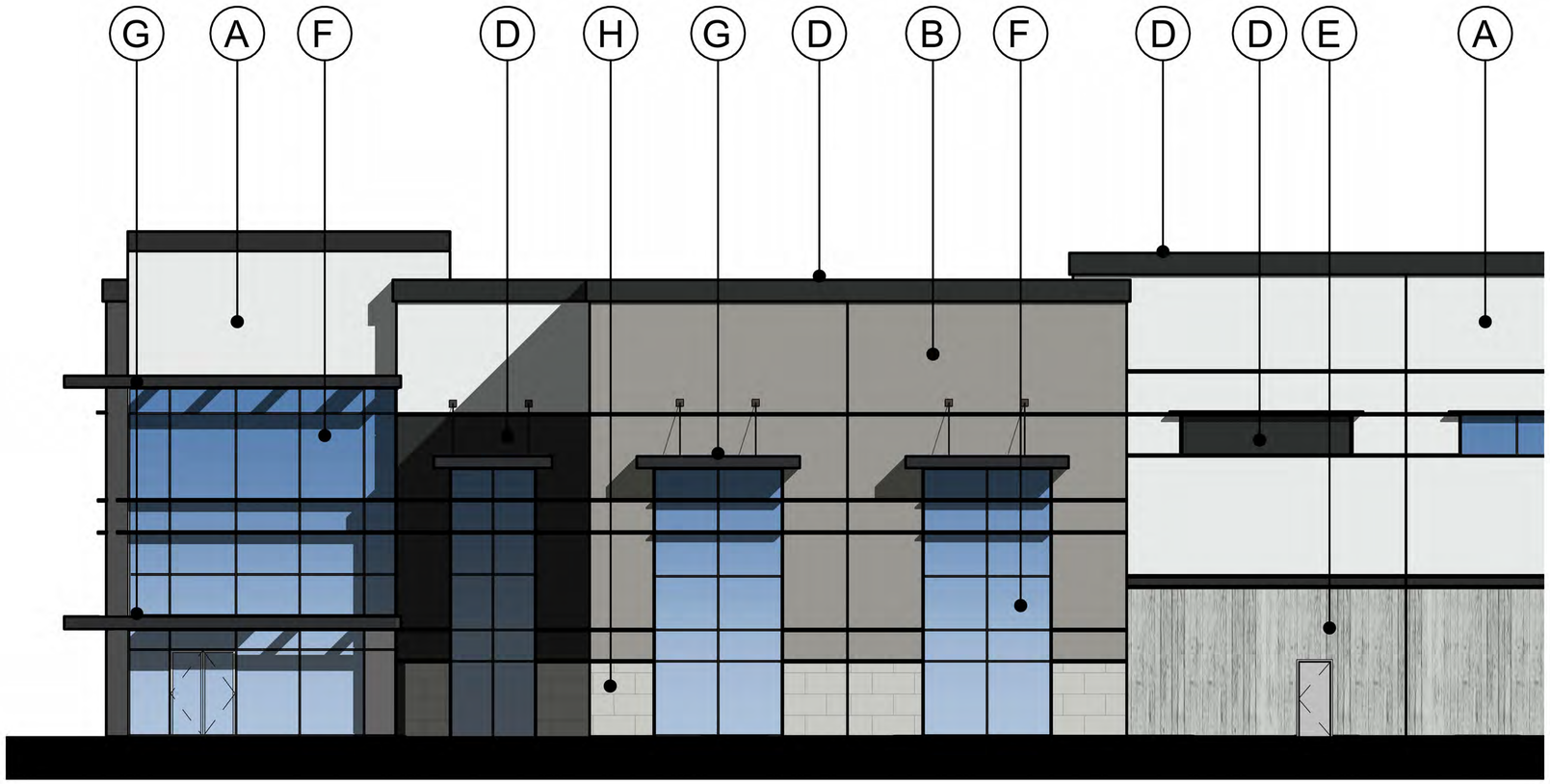

ENLARGED VIEW @ OFFICE CORNER

A. EXTERIOR PAINT
SW 6995 SUPERWHITE

B. EXTERIOR PAINT
SW 7673 PEWTER CAST

C. EXTERIOR PAINT
SW 7674 PEPPERCORN

D. EXTERIOR PAINT
SW 6285 TRICON BLACK

E. FORMLINER
BOARD FORM
WOOD TEXTURE

F. STOREFRONT
MEDIUM PERFORMANCE
BLUE REFLECTED GLAZING
BLACK ANODIZED MULLION

G. CHARCOAL ANODIZED
METAL EYE BROW

H. STACKED STONE

WAYPOINT COMMERCE CENTER
PERRIS, CA

PROJECT
FIRST PLANNING SUBMITTAL

HERDMAN
ARCHITECTURE + DESIGN

A22-2081
04.06.2023

COLOR BOARD

A5

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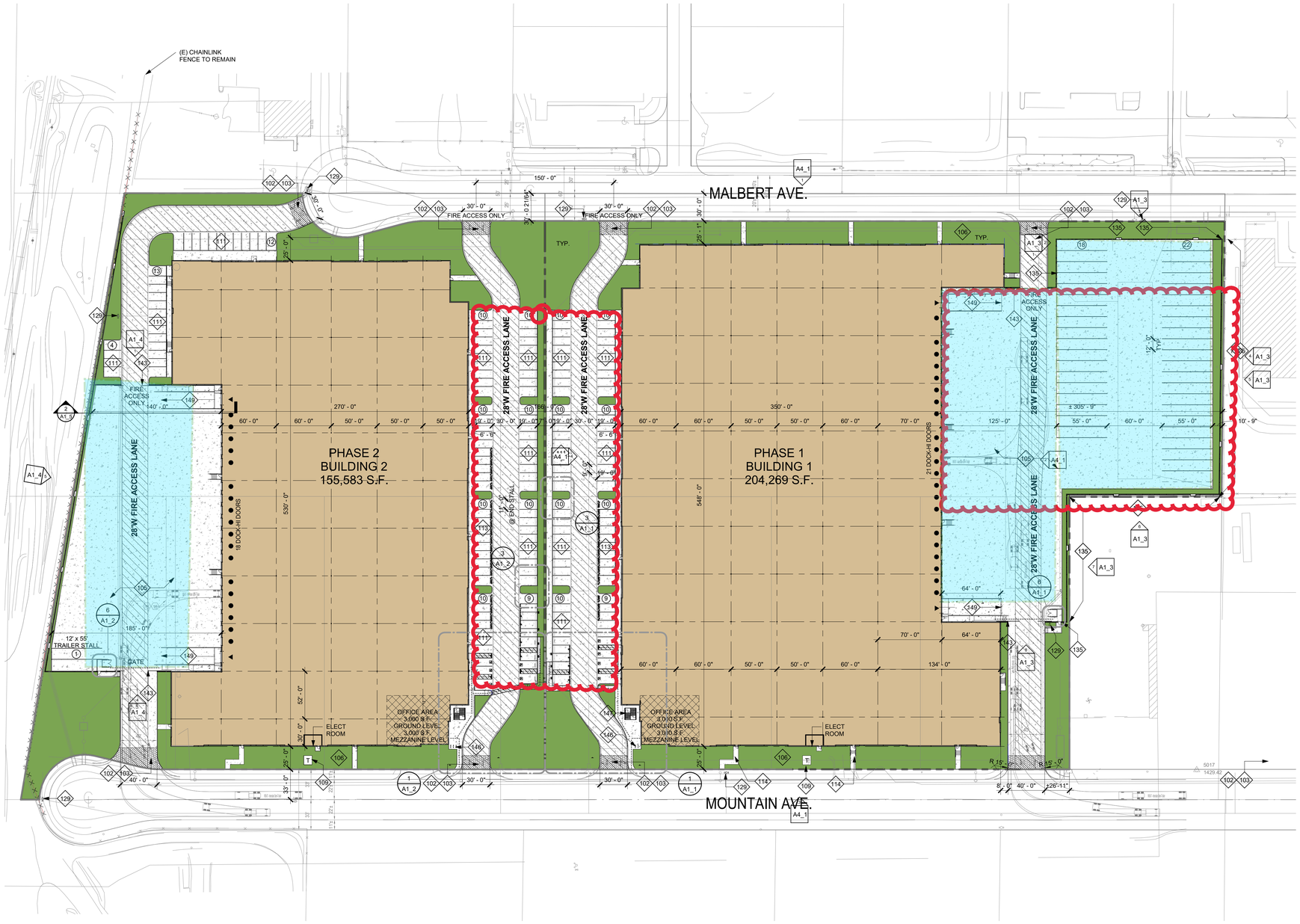


1 PROPOSED OVERALL SITE PLAN
1" = 50'-0"

SHEET INDEX

DEVELOPER/OWNER

WAYPOINT COMMERCE CENTER,LLC
999 N. PACIFIC COAST HWY, STE 580
EL SEGUNDO, CA 90245
CONTACT: VICKY VALENZUELA
PHONE: 213.929.5049
EMAIL: VICKY@CDREPARTNERS.COM

APPLICANT'S REPRESENTATIVE/ARCHITECT

HERDMAN ARCHITECTURE & DESIGN, INC.
100 BAYVIEW CIRCLE SUITE 100
NEWPORT BEACH, CA 92660
CONTACT: BRIDGET HERDMAN
PHONE: 714.389.2800
EMAIL: PROJECTADMIN@HERDMAN-AD.COM

SCOPE OF WORK

CONSTRUCT TWO NEW ONE STORY + MEZZANINE CONCRETE TILT-UP WAREHOUSE/DISTRIBUTION FACILITIES WITH ELECTRICAL AND PLUMBING SERVICES, EXTERIOR LIGHTING, LANDCAPING & IRRIGATION, TRASH ENCLOSURES, CONCRETE SCREEN WALLS, AND SLIDING/SWINGING METAL GATES. FIRE SPRINKLER AND GRADING PLANS TO BE A SEPARATE SUBMITTAL AND PERMIT

LEGAL DESCRIPTION & ZONING

LEGAL DESCRIPTION: SEE CIVIL PLAN

ASSESSOR'S PARCEL NO: SEE CIVIL PLAN

PROJECT INFORMATION & AREA ANALYSIS

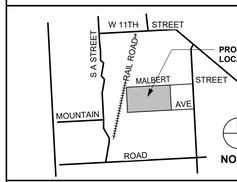
BUILDING ADDRESS: TBD
CONSTRUCTION TYPE: II-B
OCCUPANCY: B / S-1
FIRE SPRINKLER: YES (ESFR NFPA 72, NFPA 13 & NFPA 24)
CLEAR HEIGHT: 32'

ZONING:
GENERAL PLAN: GI (GENERAL INDUSTRIAL)
SPECIFIC PLAN: N/A
FEMA FLOOD ZONE: NO FLOOD ZONE

BUILDING SETBACKS:
FRONT SETBACK: 20'
SIDE SETBACK: NONE
REAR SETBACK: NONE

ALLOWABLE AREA:
UNLIMITED AREA PER CBC 507

VICINITY MAP



SITE PLAN GENERAL NOTES

1. THE SITE PLAN SHALL MEET ALL ENGINEERING & NPDES REQUIREMENTS.
2. GENERAL CONTRACTOR TO REVIEW THE SOILS REPORT AND ALL AMENDMENTS LISTED ON THE TITLE SHEET AND FOLLOW ALL RECOMMENDATIONS.
3. U.O.N., ALL DIMENSIONS TO CONCRETE WALLS AND CURBS ARE EITHER TO THE CENTER (SHOWN WITH A CENTERLINE) OR FACE OF THE WALL OR CURB. ALL DIMENSIONS TO FRAMED WALLS ARE EITHER TO THE CENTER LINE OF THE WALL FRAMING (SHOWN WITH A CENTERLINE) OR THE FACE OF THE WALL FINISH.
4. REFER TO CIVIL AND MEP PLANS TO CONFIRM UTILITY INFORMATION SHOWN ON THE ARCHITECTS SITE PLAN AND FOR ADDITIONAL UTILITY INFORMATION. GENERAL CONTRACTOR TO COORDINATE ALL POINTS OF CONNECTION.
5. REFER TO CIVIL DRAWINGS FOR ALL FINISHED GRADES AND SLOPES. ALL FINISHED GRADES TO PROVIDE POSITIVE DRAINAGE AWAY FROM THE BUILDING. GENERAL CONTRACTOR TO FIELD VERIFY.
6. ALL ACCESSIBLE ROUTES IDENTIFIED ON THE SITE PLAN DRAWINGS SHALL CONFORM TO THE FOLLOWING:
   a) SLOPES IN THE DIRECTION OF TRAVEL DO NOT EXCEED 5%. CROSS SLOPES DO NOT EXCEED 2%.
   b) THE CLEAR WIDTH OF ALL WALKWAYS IS 4'-0" MIN.
   c) CHANGES IN LEVEL UP TO 1/2" COMPLY w/ 11/A0.2,1. CHANGES IN LEVEL GREATER THAN 1/2" IF THEY OCCUR ARE RAMPED. SEE PLANS.
   d) THE VERTICAL CLEARANCE ALONG THE ACCESSIBLE ROUTE IS 80" MIN.
7. ALL PAVED AND LANDSCAPED AREAS TO BE BOUND BY A MIN. 6" HIGH, 6" WIDE CONCRETE CURB U.O.N.
8. A CONCRETE MOW STRIP EXTENDING 12" BEYOND EA END OF THE OPENING SHALL BE PROVIDED @ ALL EXTERIOR GLAZING WHERE THE SILL IS WITHIN 3' VERTICAL OF THE FINISHED GRADE. SEE 2/AD1.1
10. PROVIDE PIPE BOLLARD PROTECTION POSTS AS REQUIRED BY UTILITY COMPANIES AND OR FIRE AUTHORITIES AT ALL EXTERIOR ELECTRICAL EQUIPMENT AND FIRE PREVENTION DEVICES. IF PIPE BOLLARD PROTECTION POST DETAILS ARE NOT PROVIDED BY UTILITY COMPANIES AND OR FIRE AUTHORITY SEE DETAIL 3/AD1.1
11. ALL EXPOSED BIORETENSION DEVICE COVERINGS SHALL BE PAINTED FOREST GREEN.
12. WHERE OCCURS, GENERAL CONTRACTOR TO PROVIDE FLUID APPLIED DAMP PROOFING AT ALL RETAINING AND PLANTER WALLS WHERE THE SIDE OF THE WALL OPPOSITE THE SOIL SIDE IS EXPOSED TO VIEW AND ALL EXTERIOR WALLS WHERE THE ADJACENT FLOOR SLAB IS BELOW GRADE. SEE 6/AD1.2
13. PROVIDE A HOSE BIB NEAR THE MAIN ENTRANCE AND IN THE TRASH ENCLOSURE. SEE PLAN FOR LOCATION.

SITE LEGEND

- LANDSCAPE AREA
- CONCRETE PAVING. SEE CIVIL DRAWINGS FOR PAVING SECTIONS
- FIRE HYDRANT. PROVIDE PIPE BOLLARD PROTECTION POSTS AS REQUIRED BY THE FIRE AUTHORITY. SEE 3/AD1.1
- STREET LIGHT
- INDICATES AN ACCESSIBLE ROUTE. MUST COMPLY w/ SITE PLAN GENERAL NOTE #6
- PROPERTY LINE
- DOCK HIGH DOOR
- DRIVE THRU. DOOR
- (E) CHAINLINK FENCE TO REMAIN

KEYNOTES

102	PROPOSED DRIVEWAY, PER JURISDICTIONAL STANDARDS.
103	DECORATIVE PAVING. SEE LANDSCAPING DRAWINGS FOR ADDITIONAL INFORMATION.
105	CONCRETE PAVING.
106	@ SHADING, PROPOSED LANDSCAPED AREA. SEE LANDSCAPING PLANS.
109	(N) TRANSFORMER SEE LANDSCAPE PLAN.
111	TYP U.O.N., STANDARD PARKING STALL. 9'-0" WIDE x 20'-0" DEEP
113	FUTURE EV CHARGING ONLY PARKING STALL. MATCH STANDARD STALL DEPTH. PROVIDE FOR FUTURE INSTALLATION OF CHARGING EQUIPMENT.
114	ACCESSIBLE SITE ENTRANCE SIGN.
129	(E) FIRE HYDRANT.
135	CONCRETE TILT-UP SCREEN WALL. MIN HEIGHT 8' ABOVE HIGHEST ADJACENT FINISHED GRADE. PAINT BOTH SIDES AND TOP OF WALL. SEE PLANS FOR COLOR SCHEDULE.
143	PAINTED STEEL ROLLING GATE(S). MIN HEIGHT 8' ABOVE HIGHEST ADJACENT FINISHED GRADE OR AS SHOWN ON EXTERIOR ELEVATIONS. PROVIDE KNOX BOX AS REQUIRED BY FIRE AUTHORITY. PROVIDE AND SECURE VIEW-OBSCURING MESH MATERIAL TO THE BACK OF THE GATES.
146	2 POSITION BIKE RACK.
147	EMPLOYEE BREAK AREA.
149	CONCRETE TRUCK RAMP w/ 42" HIGH CONCRETE TILT-UP GUARD ON OPEN SIDE(S). PAINT ALL SIDES OF GUARD WALLS AND HANDRAILS.SEE ARCHITECTURAL DRAWINGS FOR COLOR SCHEDULE.

LOT AREA

BUILDING	SQUARE FOOTAGE	ACRES
1	392330 SF	9.01
2	312477 SF	7.17
	704807 SF	16.18

FLOOR AREA RATIO

BUILDING 1 AREA	SITE AREA	FAR ALLOWABLE	FAR PROVIDED
204269 SF	392330 SF	50%	52.1%
BUILDING 2 AREA	**SITE AREA**	**FAR ALLOWABLE**	**FAR PROVIDED**
155583 SF	312477 SF	50%	49.8%

BUILDING AREA SUMMARY

BUILDING 1

BLDG NO.	NAME	AREA
GROUND FLOOR		
BUILDING 1	WAREHOUSE	198269 SF
BUILDING 1	OFFICE	3000 SF
		201269 SF
MEZZANINE		
BUILDING 1	OFFICE	3000 SF
		3000 SF
BUILDING 1		204269 SF

BUILDING 2

BLDG NO.	NAME	AREA
GROUND FLOOR		
BUILDING 2	WAREHOUSE	149583 SF
BUILDING 2	OFFICE	3000 SF
		152583 SF
MEZZANINE		
BUILDING 2	OFFICE	3000 SF
		3000 SF
BUILDING 2		155583 SF

LANDSCAPE AREA SUMMARY

LOT NO.	LOT AREA	% LANDSCAPING REQUIRED	AREA LANDSCAPING PROVIDED	% LANDSCAPING PROVIDED
1	392330 SF	12%	56859 SF	14.5%
2	312477 SF	12%	55567 SF	17.8%

TOTAL PARKING REQUIRED

BLDG NO.	BUILDING USE	BUILDING AREA	PARKING RATIO 1/X	REQ. PARKING
BUILDING 1	OFFICE	6000 SF	0	<10%
BUILDING 1	WAREHOUSE	20000 SF	2000	10.0
BUILDING 1	WAREHOUSE	20000 SF	1000	20.0
BUILDING 1	WAREHOUSE	158269 SF	5000	31.7
TOTAL		204269 SF		61.7
BLDG NO.	**BUILDING USE**	**BUILDING AREA**	**PARKING RATIO 1/X**	**REQ. PARKING**
BUILDING 2	OFFICE	6000 SF	300	20.0
BUILDING 2	WAREHOUSE	20000 SF	1000	20.0
BUILDING 2	WAREHOUSE	129583 SF	2000	64.8
TOTAL		155583 SF		104.8

PARKING PROVIDED

BUILDING NO.	SPACE TYPE	SPACES PROVIDED
BUILDING 1	STANDARD STALLS	58
BUILDING 1	STANDARD ACCESSIBLE STALLS	3
BUILDING 1	VAN ACCESSIBLE STALLS	1
BUILDING 1	EV CHARGING ONLY STALLS	2
BUILDING 1	FUTURE EV CHARGING ONLY STALLS	13
BUILDING 1	EV CHARGING ONLY STANDARD ACCESSIBLE STALLS	1
BUILDING 1	EV CHARGING ONLY VAN ACCESSIBLE STALLS	1
TOTAL		79

BUILDING NO.	SPACE TYPE	SPACES PROVIDED
BUILDING 2	STANDARD STALLS	78
BUILDING 2	STANDARD ACCESSIBLE STALLS	4
BUILDING 2	VAN ACCESSIBLE STALLS	1
BUILDING 2	EV CHARGING ONLY STALLS	4
BUILDING 2	FUTURE EV CHARGING ONLY STALLS	19
BUILDING 2	EV CHARGING ONLY STANDARD ACCESSIBLE STALLS	1
BUILDING 2	EV CHARGING ONLY VAN ACCESSIBLE STALLS	1
TOTAL		108

TRAILER PARKING REQUIRED NO. CITY REQ.	TRAILER PARKING PROVIDED
BUILDING 1	40
BUILDING 2	1

PROJECT
WAYPOINT COMMERCE CENTER
PERRIS, CA
FIRST PLANNING SUBMITTAL

HERDMAN
ARCHITECTURE + DESIGN
A22-2081
04.06.2023

SITE PLAN

NORTH
A1

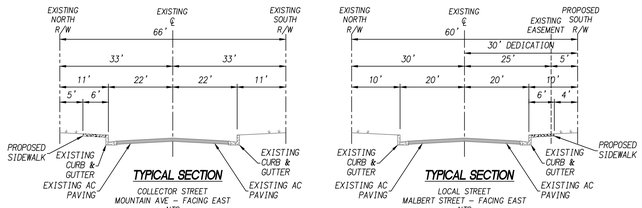
5/9/2023 4:05:35 PM

LEGAL DESCRIPTION

PARCEL A:
THE NORTH HALF OF THE SOUTH HALF OF THE SOUTHWEST ONE-QUARTER OF THE NORTHEAST ONE-QUARTER OF SECTION 6, TOWNSHIP 5 SOUTH, RANGE 3 WEST, SAN BERNARDINO BASE AND MERIDIAN. EXCEPTING THEREFROM ANY PORTION THEREOF INCLUDED IN THE RIGHT-OF-WAY OF THE AT & SF RAILROAD ALL THE WESTERLY SIDE THEREOF.

PARCEL B:
AN EASEMENT FOR ROAD AND UTILITY PURPOSES OVER THE FOLLOWING DESCRIBED PROPERTY: THAT PORTION OF THE NORTHEAST QUARTER OF SECTION 6, TOWNSHIP 5 SOUTH, RANGE 3 WEST, SAN BERNARDINO BASE AND MERIDIAN, DESCRIBED AS FOLLOWS: BEGINNING AT THE NORTHEAST CORNER OF SAID SECTION 6 AS SHOWN ON RECORD OF SURVEY MAP FILED IN BOOK 16, PAGE 14 OF RECORDS OF SURVEY, IN THE OFFICE OF THE COUNTY RECORDER OF RIVERSIDE COUNTY; THENCE SOUTH 00° 14' WEST ALONG THE EASTERLY LINE OF SAID SECTION 6 AS SHOWN ON SAID MAP, 1954.55 FEET TO THE TRUE POINT OF BEGINNING; THENCE SOUTH 89° 49' 35" WEST ALONG THE NORTHERLY LINE OF SAID ROAD EASEMENT, 2226.25 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE TO THE NORTHEAST, HAVING A RADIUS OF 25 FEET; THENCE CONTINUING ALONG SAID CURVE A DISTANCE OF 21.03 FEET THROUGH AN ARC OF 48° 11' 24" TO THE BEGINNING OF A REVERSE CURVE HAVING A RADIUS OF 50 FEET; THENCE NORTHWESTERLY AND AROUND THE CURVE FOR A DISTANCE OF 241.20 FEET THROUGH AN ARC OF 276° 22' 48" TO THE BEGINNING OF A REVERSE CURVE, CONCAVE TO THE SOUTHEAST, HAVING A RADIUS OF 25 FEET; THENCE NORTHEASTERLY ALONG SAID CURVE A DISTANCE OF 21.03 FEET THROUGH AN ARC OF 48° 11' 24" TO A TANGENT PARALLEL WITH AND 50 FEET SOUTHERLY FROM THE ABOVE DESCRIBED NORTHERLY LINE OF SAID ROAD EASEMENT; THENCE NORTH 89° 49' 35" EAST 2225.89 FEET TO THE EASTERLY LINE OF SAID SECTION 6; THENCE NORTH 00° 14' EAST ALONG SAID EAST LINE, 50 FEET TO THE TRUE POINT OF BEGINNING. EXCEPTING ANY PORTION THEREOF LYING WITHIN THAT CERTAIN STRIP OF LAND DESCRIBED IN DEED RECORDED IN BOOK 994, PAGE 207 OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.

PARCEL C:
PARCELS 1 THROUGH 7 OF PARCEL MAP NO. 22797 IN THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS SHOWN ON A MAP FILED IN BOOK 173, PAGE(S) 74 AND 75 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.



PROPERTY OWNERS

ZIRCON HOLDINGS, LLC, TOPAZ HOLDINGS, LLC, GARNET HOLDNGS, LLC, WADJ PROPERTIES, LLC, SEDJ PROPERTIES, LLC, LJDJ PROPERTIES, LLC, GWDJ PROPERTIES, LLC, RUBY FAMILY HOLDINGS, LLC, OPAL FAMILY HOLDINGS LLC

ATTN: MARK BACHLI
999 N. PACIFIC COAST HIGHWAY, SUITE 580
EL SEGUNDO, CA 90245
(310) 428-3302
mbachli@danbe.com

IN THE CITY OF PERRIS

TENTATIVE PARCEL MAP NO. 38588

A PORTION OF THE NORTH HALF OF THE SOUTH HALF OF THE SOUTHWEST ONE-QUARTER OF SECTION 6, TOWNSHIP 5 SOUTH, RANGE 3 WEST, SAN BERNARDINO BASE AND MERIDIAN, AND PARCELS 1 THROUGH 7 OF PARCEL MAP 22796, PER BOOK 173, PAGES 74 AND 75 OF PARCEL MAPS, IN THE OFFICE OF THE RIVERSIDE COUNTY

DECEMBER 2022

EASEMENTS

(15) AN EASEMENT FOR CONSTRUCTION AND MAINTENANCE OF DRAINAGE FACILITIES AND INCIDENTAL PURPOSES, RECORDED NOVEMBER 18, 1992 AS INSTRUMENT NO. 441207 OF OFFICIAL RECORDS. IN FAVOR OF CF PERRIS PARTNERS, A CALIFORNIA GENERAL PARTNERSHIP AFFECTS: PARCEL 1 OF PARCEL C,

(16) AN EASEMENT FOR CONSTRUCTION AND MAINTENANCE OF DRAINAGE FACILITIES AND INCIDENTAL PURPOSES, RECORDED MAY 23, 1994 AS INSTRUMENT NO. 1994-208429 OF OFFICIAL RECORDS. IN FAVOR OF ARTHUR M. LOPEZ AND LUCY V. LOPEZ, AS HUSBAND AND WIFE AS JOINT TENANTS AFFECTS: PARCEL 1 OF PARCEL C,

UTILITY NOTIFICATION

AT&T
3939 EAST CORONADO STREET, 2ND FLOOR
ANAHEIM, CA 92807
PHONE: (714) 507-3526

FRONTIER COMMUNICATIONS
9 S. 4TH STREET
REDLANDS, CA 92373
PHONE: (909) 748-6676

CHARTER COMMUNICATIONS
7337 CENTRAL AVENUE
RIVERSIDE, CA 92504
PHONE: (951) 406-1627

SOUTHERN CALIFORNIA GAS COMPANY
1981 WEST LUGONIA AVENUE
REDLANDS, CA 92373
PHONE: (909) 335-7508

SOUTHERN CALIFORNIA EDISON
26100 MENIFEE ROAD
ROMOLAND, CA 92585
PHONE: (951) 928-8334

CITY OF PERRIS WATER
101 N. D STREET
PERRIS, CA 92572
OFFICE: (951) 943-4610
DIRECT LINE: (951) 922-6504

SEWER
EASTERN MUNICIPAL WATER DISTRICT
2270 TRUMBLE ROAD
PERRIS, CA 92572
OFFICE: (951) 928-3777
DIRECT LINE: (951) 9435003

LOT SUMMARY

1. PARCEL 1:
   PROPOSED NET AREA: 392,330 SF
   PROPOSED GROSS AREA: 392,330 SF
2. PARCEL 2:
   PROPOSED NET AREA: 312,479 SF
   PROPOSED GROSS AREA: 312,479 SF

SOURCE OF SURVEY

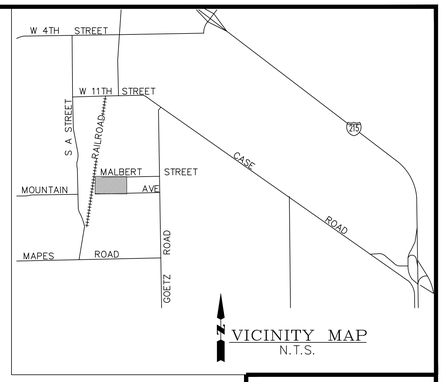
DATED AUGUST 2021
AS CONDUCTED BY
INLAND AERIAL SURVEYS, INC.
7117 ARLINGTON AVE., SUITE A
RIVERSIDE, CA 92503
PHONE: (951) 687-4252

GENERAL NOTES

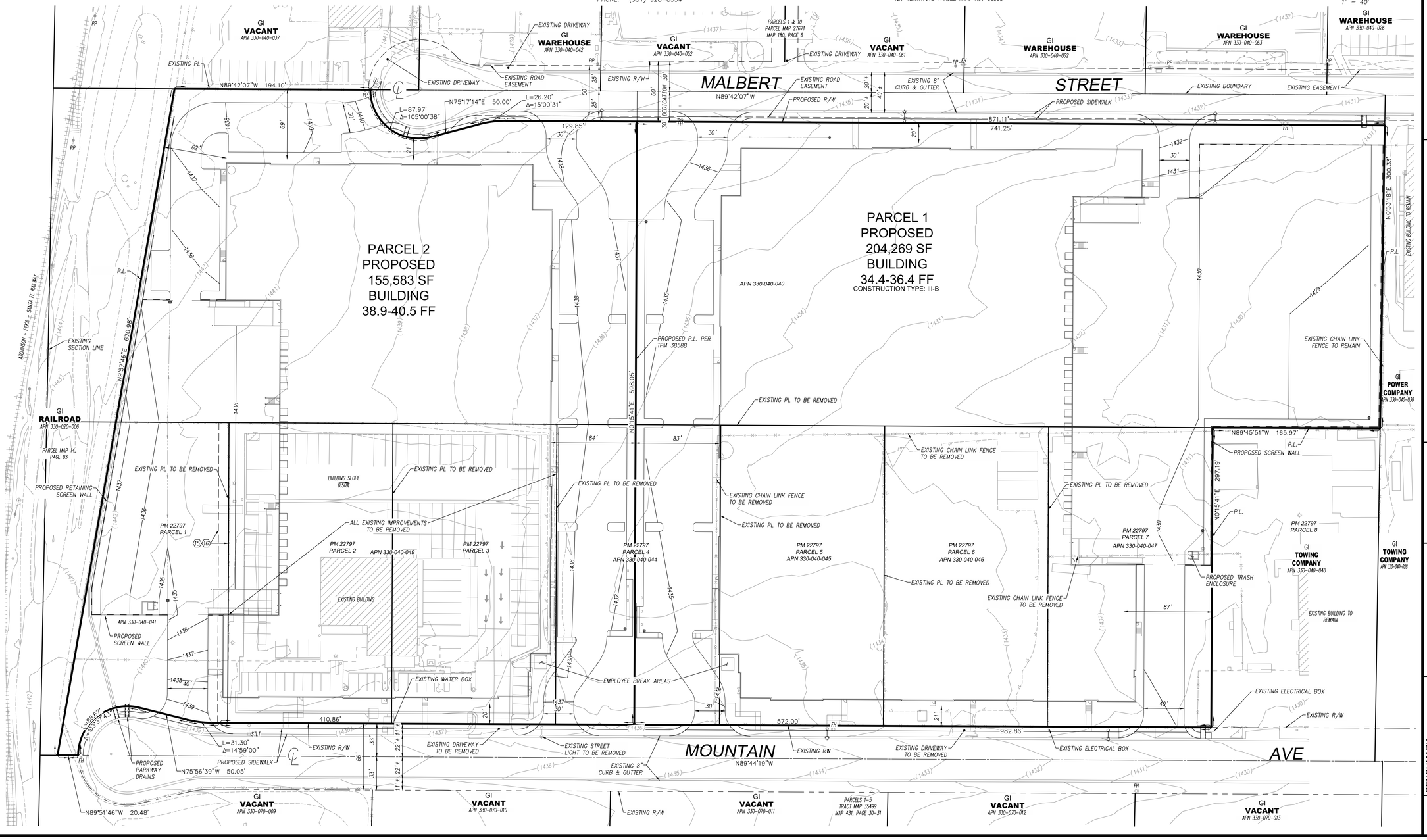
1. ASSESSOR'S PARCEL NUMBER: 330-040-040, 041, 044-047, 049
2. EXISTING GROSS AREA: 736,077 SF = 16.90 AC
3. EXISTING NET USABLE AREA: 709,377 SF = 16.29 AC
4. PROPOSED NET USABLE AREA: 704,809 SF = 16.18 AC
5. PROPOSED STREET DEDICATION AREA: 31,270 SF = 0.72 AC
6. EXISTING ZONE DESIGNATION: GENERAL INDUSTRIAL
7. PROPOSED ZONE DESIGNATION: GENERAL INDUSTRIAL
8. EXISTING LAND USE: TRANSPORTATION FACILITY
9. PROPOSED LAND USE: WAREHOUSE / OFFICE
10. PROJECT SITE IS LOCATED WITHIN ZONE "X" - 'AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN' AS PER FLOODINSURANCE RATE MAP COMMUNITY PANEL NUMBER 06065C1440H, DATED AUGUST 18, 2014.
11. SCHOOL DISTRICT: PERRIS ELEMENTARY AND PERRIS UNION HIGH
12. TENTATIVE PARCEL MAP: NO. 38588

LEGEND

1330	PROPOSED CONTOUR
(1330)	EXISTING CONTOUR
2.30%	PROPOSED GRADE
℄	CENTERLINE
HP	HIGH POINT
R/W	RIGHT OF WAY
P.L.	PROPERTY LINE
FH	FIRE HYDRANT
PP	POWER POLE
STLT	STREET LIGHT
GB	GRADE BREAK
GI	GENERAL INDUSTRIAL
TC	TOP OF CURB
TG	TOP OF GRATE
FS	FINISH SURFACE
FL	FLOWLINE
XX.XX	PROPOSED ELEVATION
(XX.XX)	EXISTING ELEVATION
	PROPOSED STREET LIGHT
	EXISTING STREET LIGHT
	EXISTING FIRE HYDRANT
	PROPOSED FIRE HYDRANT



GRAPHIC SCALE
40 0 20 40 80
1" = 40'



BENCHMARK
NATIONAL GEODETIC SURVEY CORS STATION DESIGNATION "MJP_SCRLSTN98 CORS ARP" PID DW0903
ELEVATION 1661.92' "NAVD 88" ADJUSTMENT

BASIS OF BEARING
CALIFORNIA STATE PLANE COORDINATE SYSTEM, ZONE 6, NAD 83 (EPOCH 2010) BETWEEN NATIONAL GEODETIC SURVEY CONTROL STATIONS
REFERENCE STATION DESIGNATION "P078ERGPSRCS2004 CORS ARP" PID "DG9740" AND "MJP_SCRLCS1998 CORS ARP" PID "DW0903"
BEING N84°41'07"W NAD 83 EPOCH 2010

TPM

CASC
Engineering and Consulting
1470 EAST COOLEY DRIVE, COLTON, CA 92324
PH. (909) 783-0101 FAX (909) 783-0108
www.cascinc.com

TENTATIVE PARCEL MAP

WAYPOINT COMMERCE CENTER

WAYPOINT COMMERCE CENTER, LLC
APN 330-040-040, 041, 044-047, 049
CITY OF PERRIS

SEALS:

REGISTERED PROFESSIONAL ENGINEER PATRICK C. FLANAGAN JR. NO. C 086046 CIVIL STATE OF CALIFORNIA

PREPARED FOR/APPLICANT:
WAYPOINT COMMERCE CENTER, LLC
ATTN: MARK BACHLI
999 N. PACIFIC COAST HIGHWAY, SUITE 580
EL SEGUNDO, CA 90245
(310) 428-3302

G:\454-0002 340 Mountain Ave, Perris\ENGINEERING\TPM\454-0002 TPM.dwg 4/19/23 09:48

RIVERSIDE COUNTY
AIRPORT LAND USE COMMISSION

August 10, 2023

Alfredo Garcia, Project Planner
City of Perris Planning Department
101 N. D Street
Perris CA 92570

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.:	ZAP1030PV23
Related File No.:	DPR22-00018 (Development Plan Review)
APN:	330-090-006 and 330-090-007
Airport Zone:	Zones D and E (Perris Valley); Zone E (March)

Dear Mr. Garcia:

Under the delegation of the Riverside County Airport Land Use Commission (ALUC) pursuant to Policy 1.5.2(d) of the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan, staff reviewed City of Perris Case No. DPR22-00018 (Development Plan Review), a proposal to construct a 643,419 square foot industrial building with mezzanines, located northerly of Ellis Avenue and southerly of Case Road.

The site is located within Compatibility Zones D and E of the Perris Valley Airport Influence Area, where Zone D restricts non-residential intensity to 150 people per average acre and 450 people per single acre, and Zone E non-residential intensity is not restricted. The project is also within Compatibility Zones D and E of March Air Reserve Base/Inland Port Airport Influence Area, where both zones does not restrict non-residential intensity. The project includes 65,661 square feet of manufacturing area, 5,000 square feet of first floor office area, and 5,000 square feet of second floor mezzanine office area (within zone D of Perris Valley, 5.24 acres), accommodating 378 people, resulting in an average intensity of 72 people per acre, and a single acre intensity of 243 people, both of which are consistent with Zone D average acre criterion of 150 people per acre, and single acre of 450 people; and 557,758 square feet of manufacturing area, 5,000 square feet of first floor office area, and 5,000 square feet of second floor office area (within zone E of Perris Valley, 28.26 acres), accommodating 2,839 people, resulting in an average intensity of 100 people per acre, and a single acre intensity of 243 people, zone E has not restrictions for non-residential intensity.

The elevation of Perris Valley Airport's Runway 15-33 at its northerly terminus is 1,417 feet above mean sea level. At a distance of approximately 1,904 feet from the runway to the site, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 1,436 feet AMSL. The maximum finished floor elevation is 1,485 feet AMSL and the maximum building height is 64 feet, resulting in a top point elevation of 1,549 feet AMSL. Therefore, review of the buildings for height/elevation reasons by the FAA Obstruction Evaluation Service (FAAOES) was required. The applicant has submitted Form 7460-1, and FAA OES has assigned Aeronautical Study Nos. 2023-AWP-10796-OE, 2023-AWP-10797-OE 2023-AWP-10798-OE, 2023-AWP-10799-OE, 2023-AWP-10800-OE, 2023-10801-OE, 2023-AWP-10802, 2023-AWP-10803-OE to this project and a Determination of No Hazard to Air Navigation letter was issued on July 28,2023 and August 10,2023. The FAA OES determined that the project would have no substantial adverse effect on the safe and efficient utilization of

the navigable airspace by aircraft or on the operation of air navigation facilities, and therefore would not result in an impact to air navigation. The FAA OES conditions have been incorporated into ALUC's conditions listed below.

Land use practices that attract or sustain hazardous wildlife populations on or near airports significantly increase the potential of Bird Aircraft Strike Hazards (BASH). The FAA strongly recommends that storm water management systems located within 5,000 or 10,000 feet of the Airport Operations Area, depending on the type of aircraft, be designed and operated so as not to create above-ground standing water. To facilitate the control of hazardous wildlife, the FAA recommends the use of steep-sided, rip-rap lined, narrow, linearly shaped water detention basins. All vegetation in and around detention basins that provide food or cover for hazardous wildlife should be eliminated. (FAA Advisory Circular 5200-33C). The nearest portion of the project is located 1,904 feet from the runway, and therefore would be subject to the above requirement. Although the nearest portion of the proposed project is located within 10,000 feet of the runway (approximately 1,904 feet), the project utilizes underground basins which will not contain surface water or attract wildlife and, therefore, would not constitute a hazard to flight.

Pursuant to the Perris Valley Airport Land Use Compatibility Plan, the project site is located within Compatibility Zone D. The Compatibility Plan requires projects 10 acres or larger to designate 10% of project area as ALUC qualifying open area that could potentially serve as emergency landing areas. Based on the project size (5.24 acres) located within Compatibility Zone D, the project is required to provide a minimum 0.52 acres of open area consistent with ALUC open area criteria. The applicant has provided a total of 0.86 acres of open area within the drive aisles and parking areas. These areas are conditioned to maintain a minimum shape of 75 feet in width and 300 feet in length and shall be kept obstacle and obstruction free per ALUC open area definition (no objects greater than four feet in height with a diameter of four inches or greater).

As ALUC Director, I hereby find the above-referenced project **CONSISTENT**, with the 2011 Perris Valley Airport Land Use Compatibility Plan and the 2014 March Air Reserve Base Airport Land Use Compatibility Plan, provided that the City of Perris applies the following recommended conditions:

CONDITIONS:

1. Any new outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.

2. The following uses/activities are not included in the proposed project and shall be prohibited at this site:

   (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) Highly noise-sensitive outdoor nonresidential uses and hazards to flight.

3. The attached disclosure notice shall be provided to all potential purchasers, lessees, and/or tenants of the property, and shall be recorded as a deed notice.

4. Any proposed stormwater basins or facilities shall be designed and maintained to provide for a maximum 48-hour detention period following the design storm, and remain totally dry between rainfalls. Vegetation in and around the detention basin that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the detention basin(s) shall not include trees or shrubs that produce seeds, fruits, or berries.

   Landscaping in the detention basin, if not rip-rap, should be in accordance with the guidance provided in ALUC "LANDSCAPING NEAR AIRPORTS" brochure, and the "AIRPORTS, WILDLIFE AND STORMWATER MANAGEMENT" brochure available at RCALUC.ORG which list acceptable plants from Riverside County Landscaping Guide or other alternative landscaping as may be recommended by a qualified wildlife hazard biologist. The infiltration basin shall be designed in accordance with all parameters identified in the Wildlife Hazard Management at Riverside County Airports: Background and Policy.

   A notice sign, in a form similar to that attached hereto, shall be permanently affixed to the stormwater basin with the following language: "There is an airport nearby. This infiltration trench basin is designed to hold stormwater for only 72 hours and not attract birds. Proper maintenance is necessary to avoid bird strikes". The sign will also include the name, telephone number or other contact information of the person or entity responsible to monitor the infiltration trench.

5. At least 0.52 acres of ALUC-eligible open areas (at least 75 feet in width and 300 feet in length), as depicted on the Open Space exhibit, shall be kept obstacle and obstruction free per ALUC open area definition (no objects greater than four feet in height with a diameter of four inches or greater).

6. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.

7. The project has been evaluated to construct a 643,419 square foot industrial building with mezzanines. Any increase in building area, change or intensification of floor area usage will require review by the Airport Land Use Commission.

8. The Federal Aviation Administration has conducted aeronautical studies of the proposed

project (2023-AWP-10796-OE, 2023-AWP-10797-OE, 2023-AWP-10798-OE, 2023-AWP-10799-OE, 2023-AWP-10800-OE, 2023-10801-OE, 2023-AWP-10802, 2023-AWP-10803-OE) and has determined that neither marking nor lighting of the structure(s) is necessary for aviation safety. However, if marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting (if any) shall be installed in accordance with FAA Advisory Circular 70/7460-1 M and shall be maintained in accordance therewith for the life of the project.

9. The proposed structures shall not exceed the prescribed heights as identified in the aeronautical study.

10. The maximum height and top point elevation specified above shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however, that reduction in structure height or elevation shall not require further review by the Airport Land Use Commission.

11. Temporary construction equipment used during actual construction of the structure(s) shall not exceed the prescribed heights as identified in the aeronautical study, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.

12. Within five (5) days after construction of any individual building reaches its greatest height, FAA Form 7460-2 (Part II), Notice of Actual Construction or Alteration, shall be completed by the project proponent or his/her designee and e-filed with the Federal Aviation Administration. (Go to https://oeaaa.faa.gov for instructions.) This requirement is also applicable in the event the project is abandoned or a decision is made not to construct the applicable structure(s).

If you have any questions, please contact me at (951) 955-6893.

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

Paul Rull, ALUC Director

Attachments: Notice of Airport in Vicinity

cc: CPR NC South Perris Owner, LLC (applicant/ property owner)
Newcastle Partners (representative)
Pat Conatser, Airport Manager, Perris Valley Airport
ALUC Case File

X:\AIRPORT CASE FILES\Perris Valley\ZAP1030PV23\ZAP1030PV23.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)

NOTICE

THERE IS AN AIRPORT NEARBY.

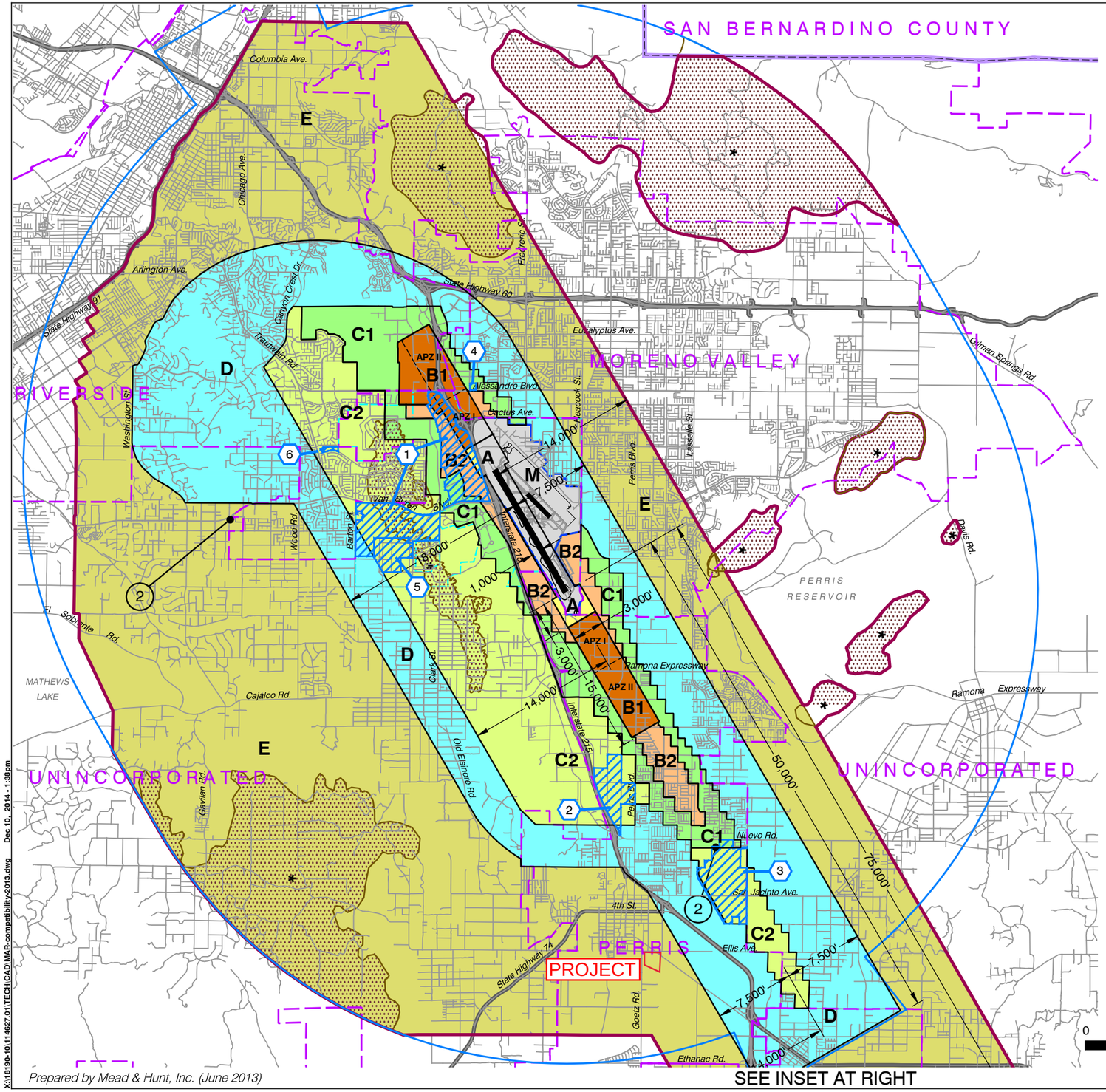
THIS STORM WATER BASIN IS DESIGNED TO HOLD STORM WATER FOR ONLY 48 HOURS AND NOT TO ATTRACT BIRDS

PROPER MAINTENANCE IS NECESSARY TO AVOID BIRD STRIKES

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION ALUC

IF THIS BASIN IS OVERGROWN, PLEASE CONTACT:

Name: _____ **Phone:** _____



LEGEND

Compatibility Zones

- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

Boundary Lines

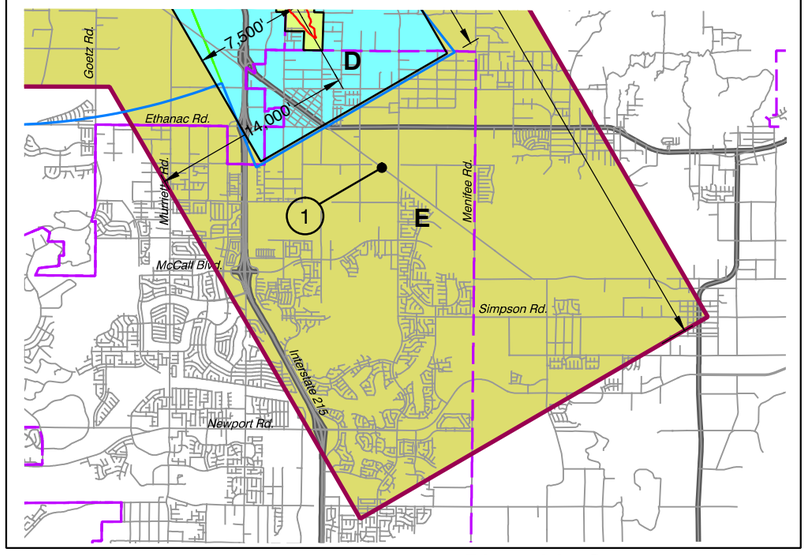
- March Air Reserve Base / Air Force Property
- March Joint Powers Authority Property Line
- County Boundary
- City Limits
- Site-Specific Exceptions (existing local agency commitments to development projects)

1. March JPA: March Business Center/Meridian
2. Perris: Harvest Landing
3. Perris: Park West
4. Moreno Valley: Affordable Housing
5. March JPA: Ben Clark Training Center
6. Riverside: Ridge Crest Subdivision

(1) Point at which aircraft on Runway 32 ILS approach descend below 3,000 feet above runway end. Airport Elevation is 1,535 feet MSL.

(2) Point at which departing aircraft typically reach 3,000 feet above runway end.

INSET



Note:
All dimensions are measured from runway ends and centerlines.

N

0 2 4 MILES

Base map source: County of Riverside 2013

Prepared by Mead & Hunt, Inc. (June 2013)

X:\18190-10\114627.01\TECH\CAD\MAR-compatibility2013.dwg Dec 10, 2014 - 1:38pm

Riverside County
Airport Land Use Commission

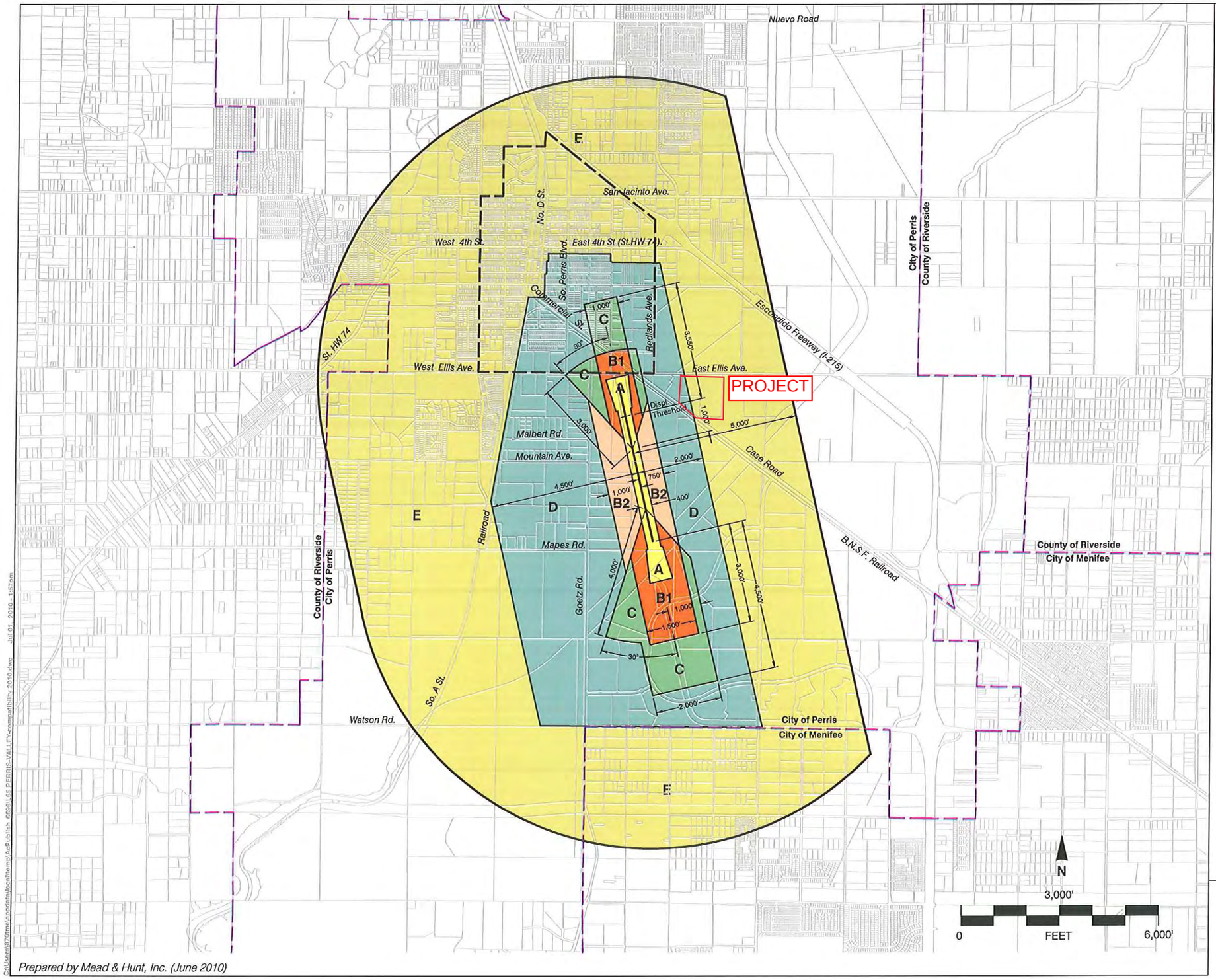
March Air Reserve Base / Inland Port Airport
Land Use Compatibility Plan

(Adopted November 13, 2014)

Map MA-1

Compatibility Map

March Air Reserve Base / Inland Port Airport



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
- Downtown Specific Plan

Riverside County
Airport Land Use Commission

Riverside County
Airport Land Use Compatibility Plan
Policy Document

(July 2010 Draft)

Map PV-1

Compatibility Map

Perris Valley Airport

Prepared by Mead & Hunt, Inc. (June 2010)

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

Aeronautical Study No.
2023-AWP-10796-OE

Issued Date: 07/28/2023

Ms. Courtney Smith
Newcastle Partners, Inc.
4740 Green River Rd - Suite # 110
Sponsor Representative - Mr. Mark Sanders
Corona, CA 92878

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Commercial Use Building Ellis Street Development - Building - NW
Location:	Perris, CA
Latitude:	33-46-18.78N NAD 83
Longitude:	117-12-53.78W
Heights:	1417 feet site elevation (SE) 49 feet above ground level (AGL) 1466 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 01/28/2025 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.

(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

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

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

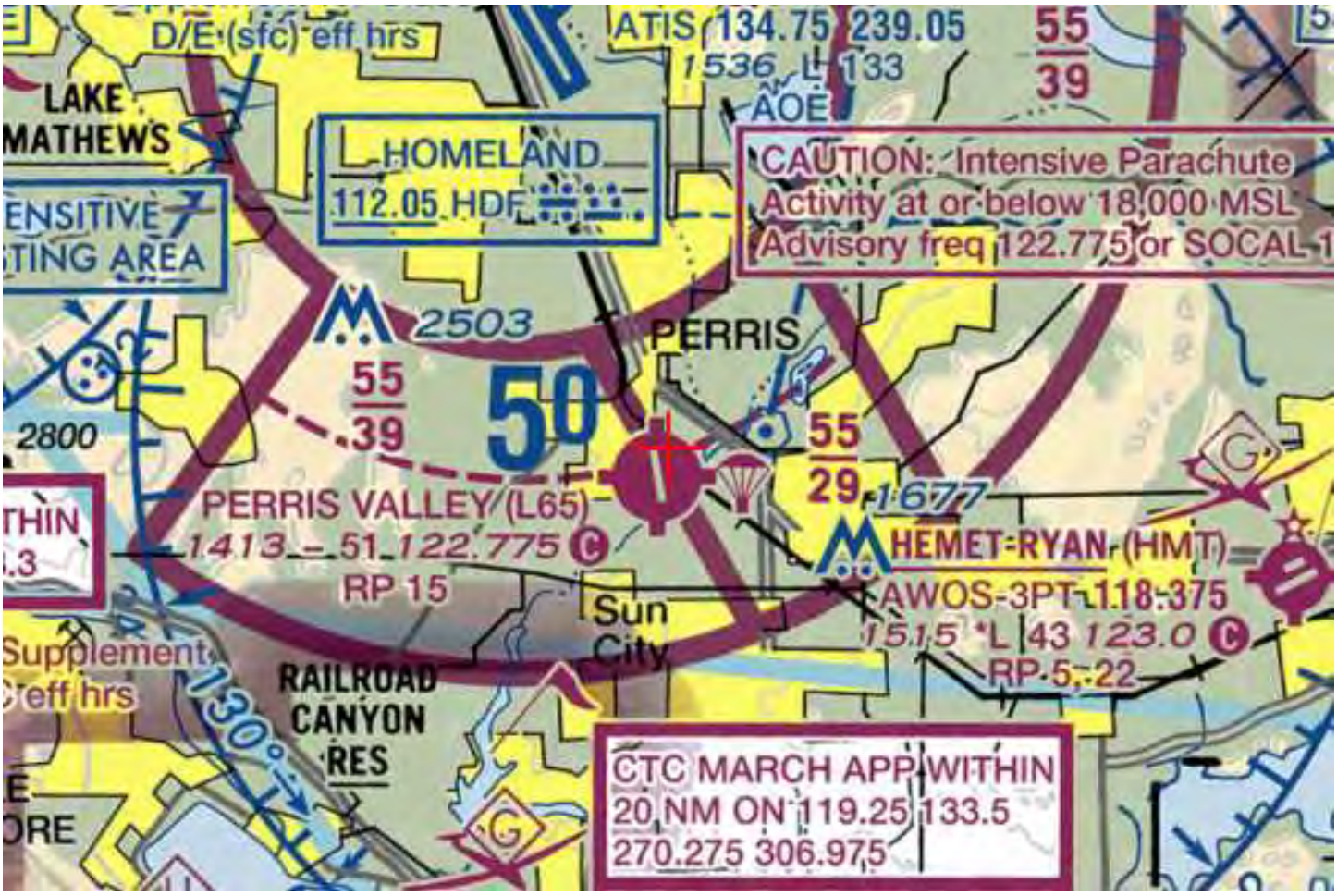
If we can be of further assistance, please contact our office at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-AWP-10796-OE.

Signature Control No: 592013903-594947256 (DNE)
Vivian Vilaro
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2023-AWP-10796-OE

Sectional Map for ASN 2023-AWP-10796-OE



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

Aeronautical Study No.
2023-AWP-10797-OE

Issued Date: 07/28/2023

Ms. Courtney Smith
Newcastle Partners, Inc.
4740 Green River Rd - Suite # 110
Sponsor Representative - Mr. Mark Sanders
Corona, CA 92878

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Commercial Use Building Ellis Street Development - Building - SW
Location:	Perris, CA
Latitude:	33-46-11.66N NAD 83
Longitude:	117-12-53.76W
Heights:	1414 feet site elevation (SE)
	49 feet above ground level (AGL)
	1463 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 01/28/2025 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.

(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

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

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

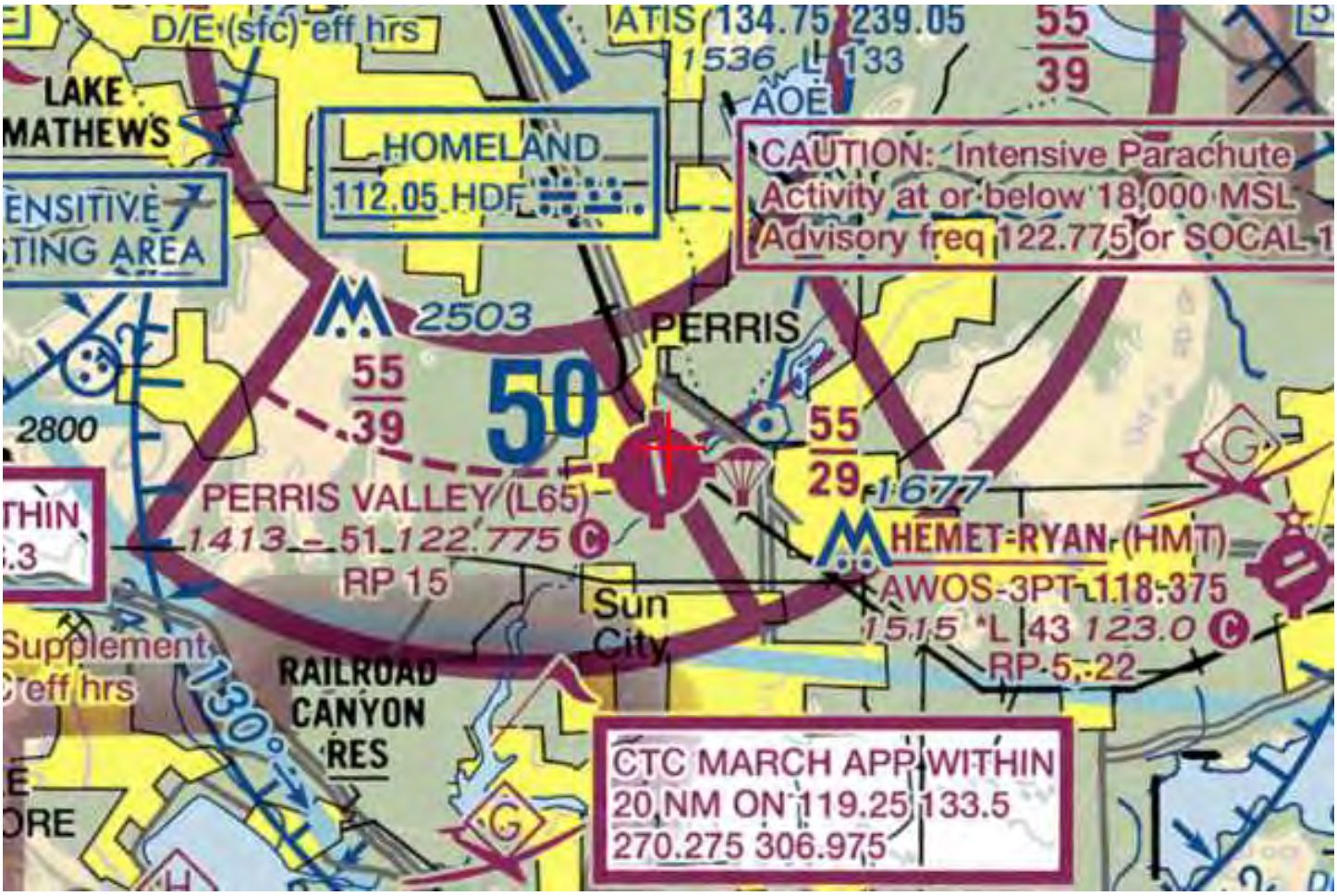
If we can be of further assistance, please contact our office at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-AWP-10797-OE.

Signature Control No: 592013904-594947254 (DNE)
Vivian Vilaro
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2023-AWP-10797-OE

Sectional Map for ASN 2023-AWP-10797-OE



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Federal Aviation Administration
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Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2023-AWP-10798-OE

Issued Date: 07/28/2023

Ms. Courtney Smith
Newcastle Partners, Inc.
4740 Green River Rd - Suite # 110
Sponsor Representative - Mr. Mark Sanders
Corona, CA 92878

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Commercial Use Building Ellis Street Development - Building - SE
Location:	Perris, CA
Latitude:	33-46-11.57N NAD 83
Longitude:	117-12-42.13W
Heights:	1415 feet site elevation (SE) 49 feet above ground level (AGL) 1464 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 01/28/2025 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.

(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

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

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

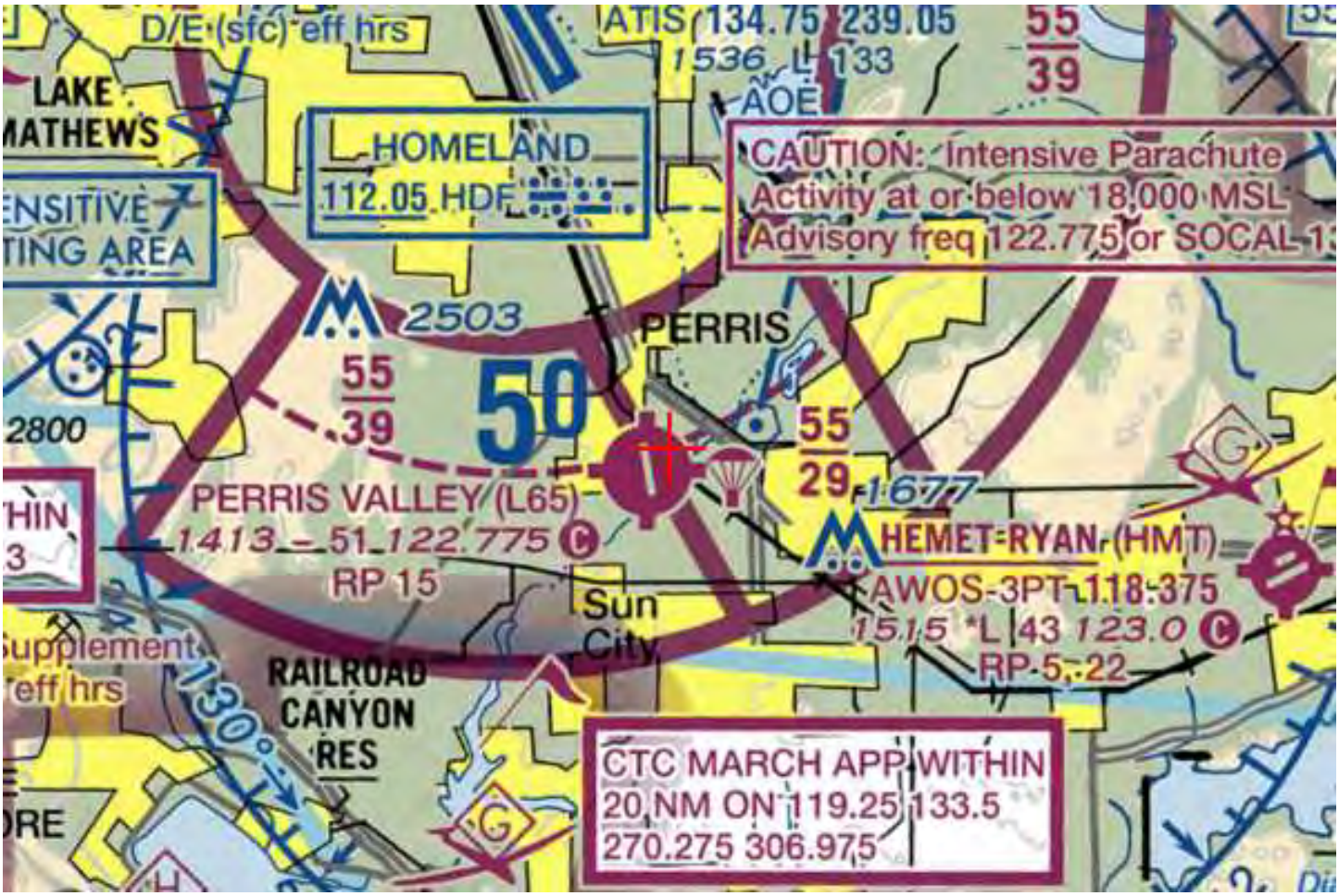
If we can be of further assistance, please contact our office at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-AWP-10798-OE.

Signature Control No: 592013905-594947257 (DNE)
Vivian Vilaro
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2023-AWP-10798-OE

Sectional Map for ASN 2023-AWP-10798-OE



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Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2023-AWP-10799-OE

Issued Date: 07/28/2023

Ms. Courtney Smith
Newcastle Partners, Inc.
4740 Green River Rd - Suite # 110
Sponsor Representative - Mr. Mark Sanders
Corona, CA 92878

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Commercial Use Building Ellis Street Development - Building - NE
Location:	Perris, CA
Latitude:	33-46-18.83N NAD 83
Longitude:	117-12-39.70W
Heights:	1415 feet site elevation (SE) 49 feet above ground level (AGL) 1464 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 01/28/2025 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.

(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

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

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

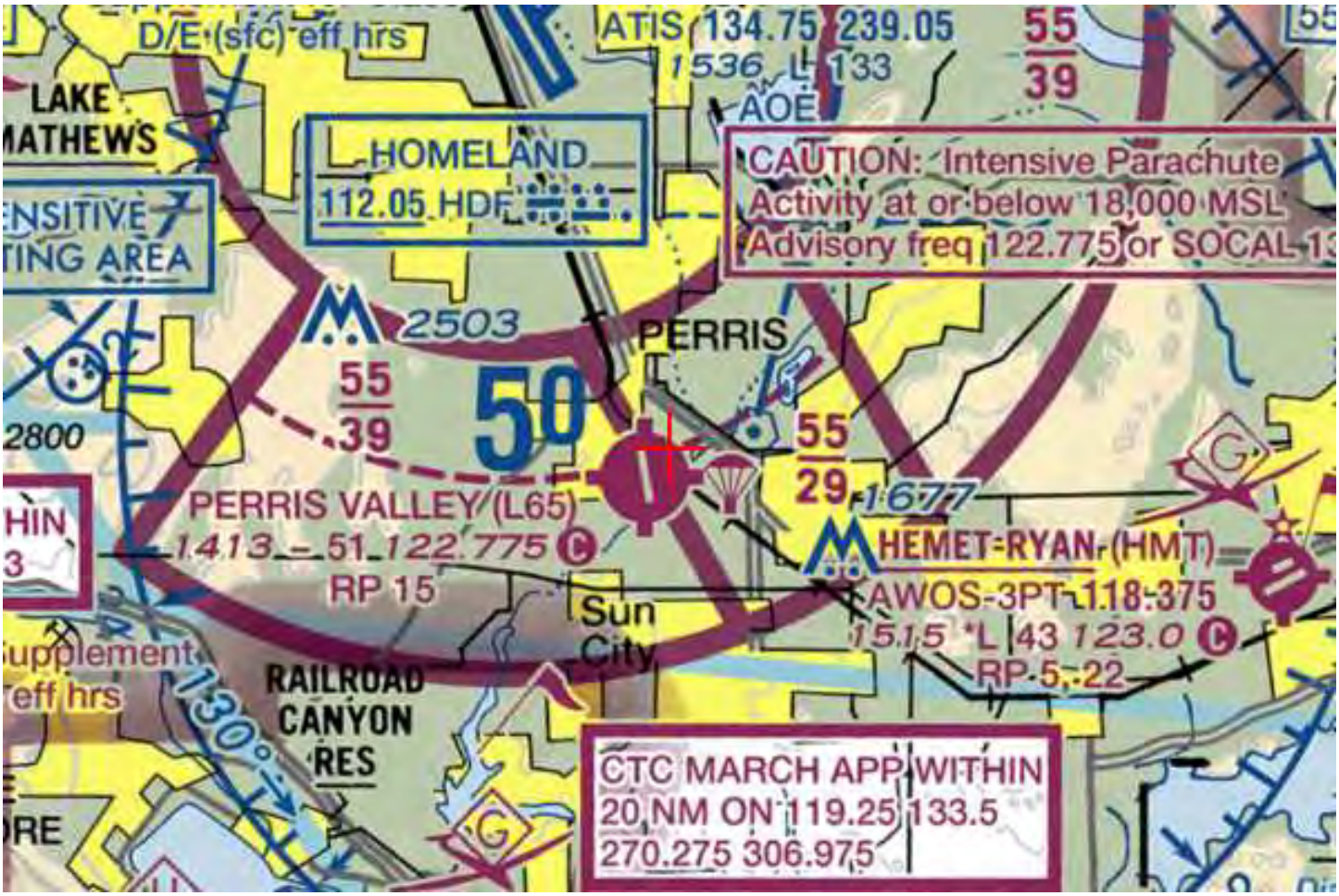
If we can be of further assistance, please contact our office at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-AWP-10799-OE.

Signature Control No: 592013906-594947255 (DNE)
Vivian Vilaro
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2023-AWP-10799-OE

Sectional Map for ASN 2023-AWP-10799-OE



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

Aeronautical Study No.
2023-AWP-10800-OE

Issued Date: 08/08/2023

Ms. Courtney Smith
Newcastle Partners, Inc.
4740 Green River Rd - Suite # 110
Sponsor Representative - Mr. Mark Sanders
Corona, CA 92878

****DETERMINATION OF NO HAZARD TO AIR NAVIGATION FOR TEMPORARY STRUCTURE****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Mobile Crane Ellis Street Development - Temp Crane - NW
Location:	Perris, CA
Latitude:	33-46-18.78N NAD 83
Longitude:	117-12-53.78W
Heights:	1417 feet site elevation (SE)
	197 feet above ground level (AGL)
	1614 feet above mean sea level (AMSL)

This aeronautical study revealed that the temporary structure does exceed obstruction standards but would not be a hazard to air navigation provided the condition(s), if any, in this letter is (are) met:

SEE ATTACHMENT FOR ADDITIONAL CONDITION(S) OR INFORMATION

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, will void this determination. Any future construction or alteration, including increase to heights, power or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

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

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

A copy of this determination will be forwarded to the Federal Aviation Administration Flight Procedures Office if the structure is subject to the issuance of a Notice To Air Missions (NOTAM).

If you have any questions, please contact our office at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-AWP-10800-OE

Signature Control No: 592014535-595872040 (TMP)
Vivian Vilaro
Specialist

Proposal: To construct and/or operate a(n) Mobile Crane to a height of 197 feet above ground level, 1614 feet above mean sea level.

Location: The structure will be located 0.48 nautical miles northeast of L65 Airport reference point.

Part 77 Obstruction Standard(s) Exceeded and Aeronautical Impacts, if any:
Section 77.17 (a) (5) a height that affects an Airport Surface by penetrating:
Section 77.19 (a) Horizontal Surface by 51 feet as applied to L65.

At 197' AGL, this temporary crane penetrates L65 VFR Horizontal Surface by 51 feet. Please contact the Airport Manager for local NOTAMS. The FAA recommends this crane is used in day VFR conditions only. Lower crane at night and when not in use.

Preliminary FAA study indicates that the above mentioned structure would:
have no effect on any existing or proposed arrival, departure, or en route instrument flight rules (IFR) operations or procedures.
have no effect on any existing or proposed arrival, departure, or en route instrument/visual flight rules (IFR/VFR) minimum flight altitudes.
have no physical or electromagnetic effect on the operation of air navigation and communications facilities.
have no effect on any airspace and routes used by the military.

Based on this aeronautical study, the structure would not constitute a substantial adverse effect on aeronautical operations or procedures because it will be temporary. The temporary structure would not be considered a hazard to air navigation provided all of the conditions specified in this determination are strictly met.

As a condition to this Determination, the structure is to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 M, Obstruction Marking and Lighting, flags/red lights-Chapters 3(Marked),4,5(Red),14(Temporary),&15.

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

As a condition to this determination, the temporary structure must be lowered to 146 feet above ground level (1563 feet above mean sea level) , when not in use and during the hours between sunset and sunrise.

If the crane cannot be lowered to this height, then the following condition must also be met for nighttime conspicuity:

The structure must be lighted in accordance with FAA Advisory Circular 70/7460-1M , Obstruction Marking and Lighting, red lights – Chapters 4, 5(Red),&12.

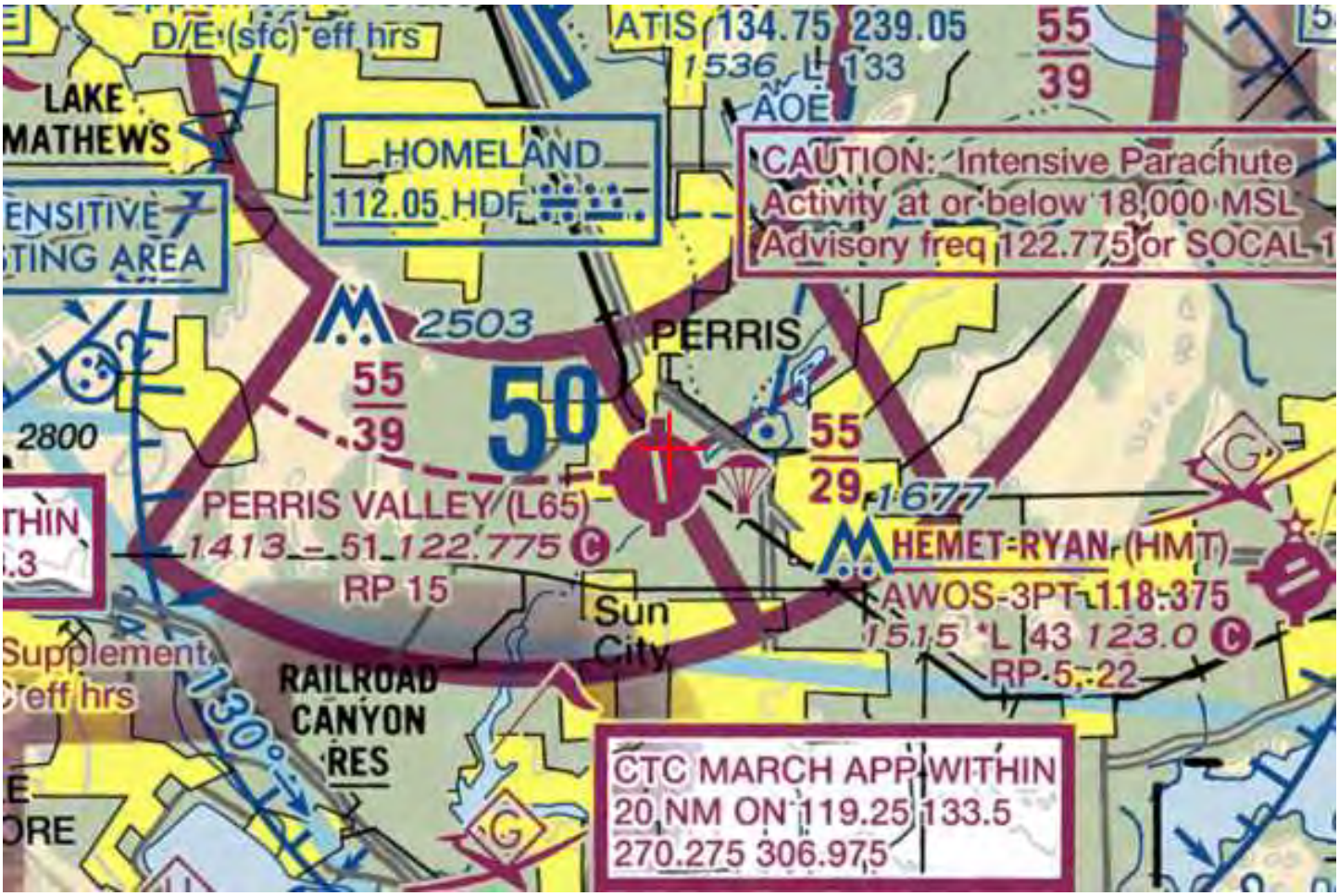
It is required that the manager of PERRIS VALLEY, (951) 657-1664 be notified at least 3 business days prior to the temporary structure being erected and again when the structure is removed from the site.

This determination expires on 02/08/2025 unless extended, revised, or terminated by the issuing office.

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

TOPO Map for ASN 2023-AWP-10800-OE

Sectional Map for ASN 2023-AWP-10800-OE



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Federal Aviation Administration
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Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2023-AWP-10801-OE

Issued Date: 08/08/2023

Ms. Courtney Smith
Newcastle Partners, Inc.
4740 Green River Rd - Suite # 110
Sponsor Representative - Mr. Mark Sanders
Corona, CA 92878

****DETERMINATION OF NO HAZARD TO AIR NAVIGATION FOR TEMPORARY STRUCTURE****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Mobile Crane Ellis Street Development - Temp Crane - SW
Location:	Perris, CA
Latitude:	33-46-11.66N NAD 83
Longitude:	117-12-53.76W
Heights:	1414 feet site elevation (SE)
	197 feet above ground level (AGL)
	1611 feet above mean sea level (AMSL)

This aeronautical study revealed that the temporary structure does exceed obstruction standards but would not be a hazard to air navigation provided the condition(s), if any, in this letter is (are) met:

SEE ATTACHMENT FOR ADDITIONAL CONDITION(S) OR INFORMATION

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, will void this determination. Any future construction or alteration, including increase to heights, power or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

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

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

A copy of this determination will be forwarded to the Federal Aviation Administration Flight Procedures Office if the structure is subject to the issuance of a Notice To Air Missions (NOTAM).

If you have any questions, please contact our office at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-AWP-10801-OE

Signature Control No: 592014536-595879484 (TMP)
Vivian Vilaro
Specialist

Proposal: To construct and/or operate a(n) Mobile Crane to a height of 197 feet above ground level, 1611 feet above mean sea level.

Location: The structure will be located 0.38 nautical miles northeast of L65 Airport reference point.

Part 77 Obstruction Standard(s) Exceeded and Aeronautical Impacts, if any:
Section 77.17 (a) (5) a height that affects an Airport Surface by penetrating:
Section 77.19 (a) Horizontal Surface by 48 feet as applied to L65.

At 197' AGL, this temporary crane penetrates L65 VFR Horizontal Surface by 48 feet. Please contact the Airport Manager for local NOTAMS. The FAA recommends this crane is used in day VFR conditions only. Lower crane at night and when not in use.

Preliminary FAA study indicates that the above mentioned structure would:
have no effect on any existing or proposed arrival, departure, or en route instrument flight rules (IFR) operations or procedures.
have no effect on any existing or proposed arrival, departure, or en route instrument/visual flight rules (IFR/VFR) minimum flight altitudes.
have no physical or electromagnetic effect on the operation of air navigation and communications facilities.
have no effect on any airspace and routes used by the military.

Based on this aeronautical study, the structure would not constitute a substantial adverse effect on aeronautical operations or procedures because it will be temporary. The temporary structure would not be considered a hazard to air navigation provided all of the conditions specified in this determination are strictly met.

As a condition to this Determination, the structure is to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 M, Obstruction Marking and Lighting, flags/red lights-Chapters 3(Marked),4,5(Red),14(Temporary),&15.

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

As a condition to this determination, the temporary structure must be lowered to 149 feet above ground level (1563 feet above mean sea level) , when not in use and during the hours between sunset and sunrise.

If the crane cannot be lowered to this height, then the following condition must also be met for nighttime conspicuity:

The structure must be lighted in accordance with FAA Advisory Circular 70/7460-1M , Obstruction Marking and Lighting, red lights – Chapters 4, 5(Red),&12.

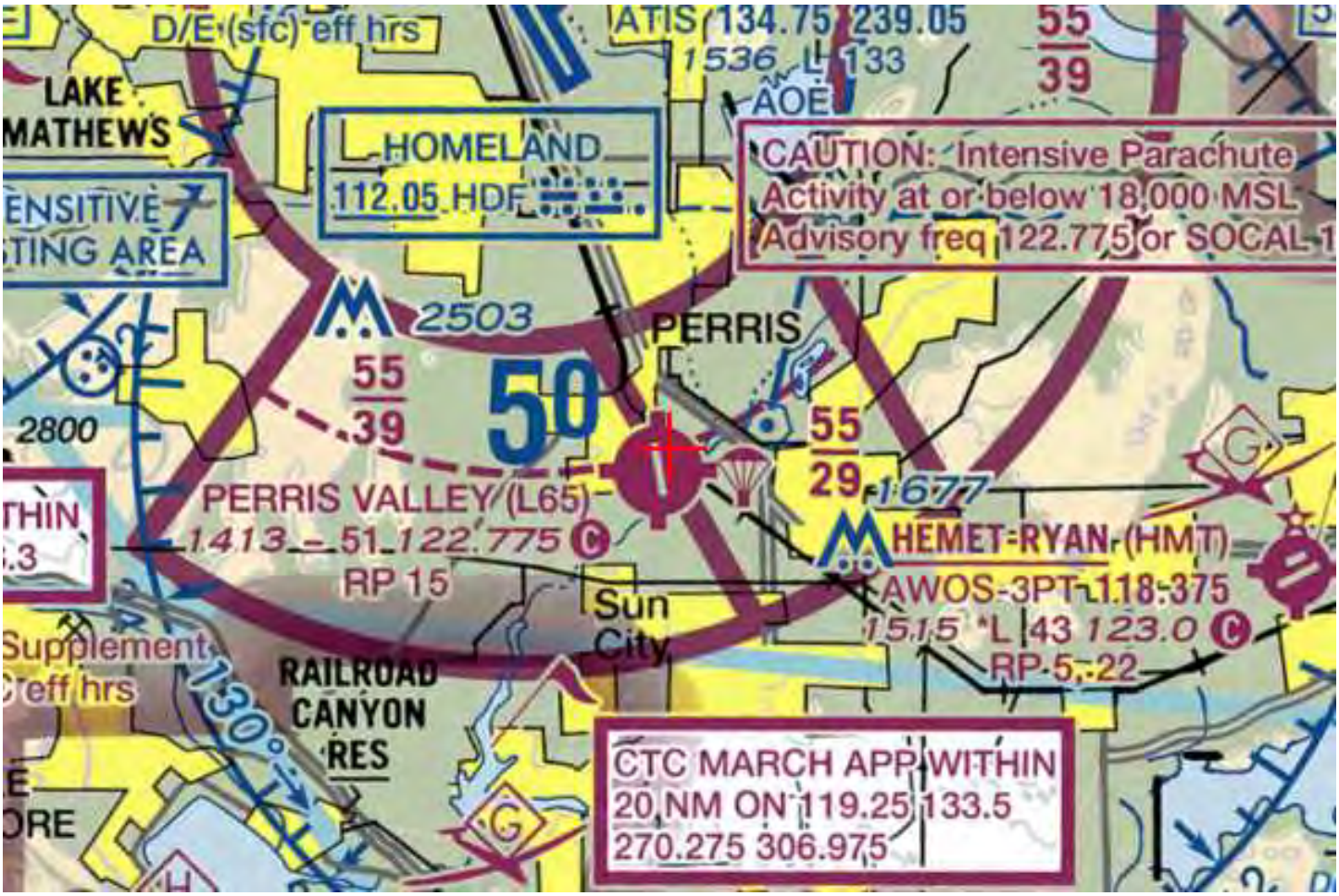
It is required that the manager of PERRIS VALLEY, (951) 657-1664 be notified at least 3 business days prior to the temporary structure being erected and again when the structure is removed from the site.

This determination expires on 02/08/2025 unless extended, revised, or terminated by the issuing office.

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

TOPO Map for ASN 2023-AWP-10801-OE

Sectional Map for ASN 2023-AWP-10801-OE



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

Aeronautical Study No.
2023-AWP-10802-OE

Issued Date: 08/08/2023

Ms. Courtney Smith
Newcastle Partners, Inc.
4740 Green River Rd - Suite # 110
Sponsor Representative - Mr. Mark Sanders
Corona, CA 92878

****DETERMINATION OF NO HAZARD TO AIR NAVIGATION FOR TEMPORARY STRUCTURE****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Mobile Crane Ellis Street Development - Temp Crane - SE
Location:	Perris, CA
Latitude:	33-46-11.57N NAD 83
Longitude:	117-12-42.13W
Heights:	1415 feet site elevation (SE)
	197 feet above ground level (AGL)
	1612 feet above mean sea level (AMSL)

This aeronautical study revealed that the temporary structure does exceed obstruction standards but would not be a hazard to air navigation provided the condition(s), if any, in this letter is (are) met:

SEE ATTACHMENT FOR ADDITIONAL CONDITION(S) OR INFORMATION

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, will void this determination. Any future construction or alteration, including increase to heights, power or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

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

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

A copy of this determination will be forwarded to the Federal Aviation Administration Flight Procedures Office if the structure is subject to the issuance of a Notice To Air Missions (NOTAM).

If you have any questions, please contact our office at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-AWP-10802-OE

Signature Control No: 592014537-595880568 (TMP)
Vivian Vilaro
Specialist

Proposal: To construct and/or operate a(n) Mobile Crane to a height of 197 feet above ground level, 1612 feet above mean sea level.

Location: The structure will be located 0.48 nautical miles northeast of L65 Airport reference point.

Part 77 Obstruction Standard(s) Exceeded and Aeronautical Impacts, if any:
Section 77.17 (a) (5) a height that affects an Airport Surface by penetrating:
Section 77.19 (a) Horizontal Surface by 49 feet as applied to L65.

At 197' AGL, this temporary crane penetrates L65 VFR Horizontal Surface by 49 feet. Please contact the Airport Manager for local NOTAMS. The FAA recommends this crane is used in day VFR conditions only. Lower crane at night and when not in use.

Preliminary FAA study indicates that the above mentioned structure would:
have no effect on any existing or proposed arrival, departure, or en route instrument flight rules (IFR) operations or procedures.
have no effect on any existing or proposed arrival, departure, or en route instrument/visual flight rules (IFR/VFR) minimum flight altitudes.
have no physical or electromagnetic effect on the operation of air navigation and communications facilities.
have no effect on any airspace and routes used by the military.

Based on this aeronautical study, the structure would not constitute a substantial adverse effect on aeronautical operations or procedures because it will be temporary. The temporary structure would not be considered a hazard to air navigation provided all of the conditions specified in this determination are strictly met.

As a condition to this Determination, the structure is to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 M, Obstruction Marking and Lighting, flags/red lights-Chapters 3(Marked),4,5(Red),14(Temporary),&15.

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

As a condition to this determination, the temporary structure must be lowered to 148 feet above ground level (1563 feet above mean sea level) , when not in use and during the hours between sunset and sunrise.

If the crane cannot be lowered to this height, then the following condition must also be met for nighttime conspicuity:

The structure must be lighted in accordance with FAA Advisory Circular 70/7460-1M , Obstruction Marking and Lighting, red lights – Chapters 4, 5(Red),&12.

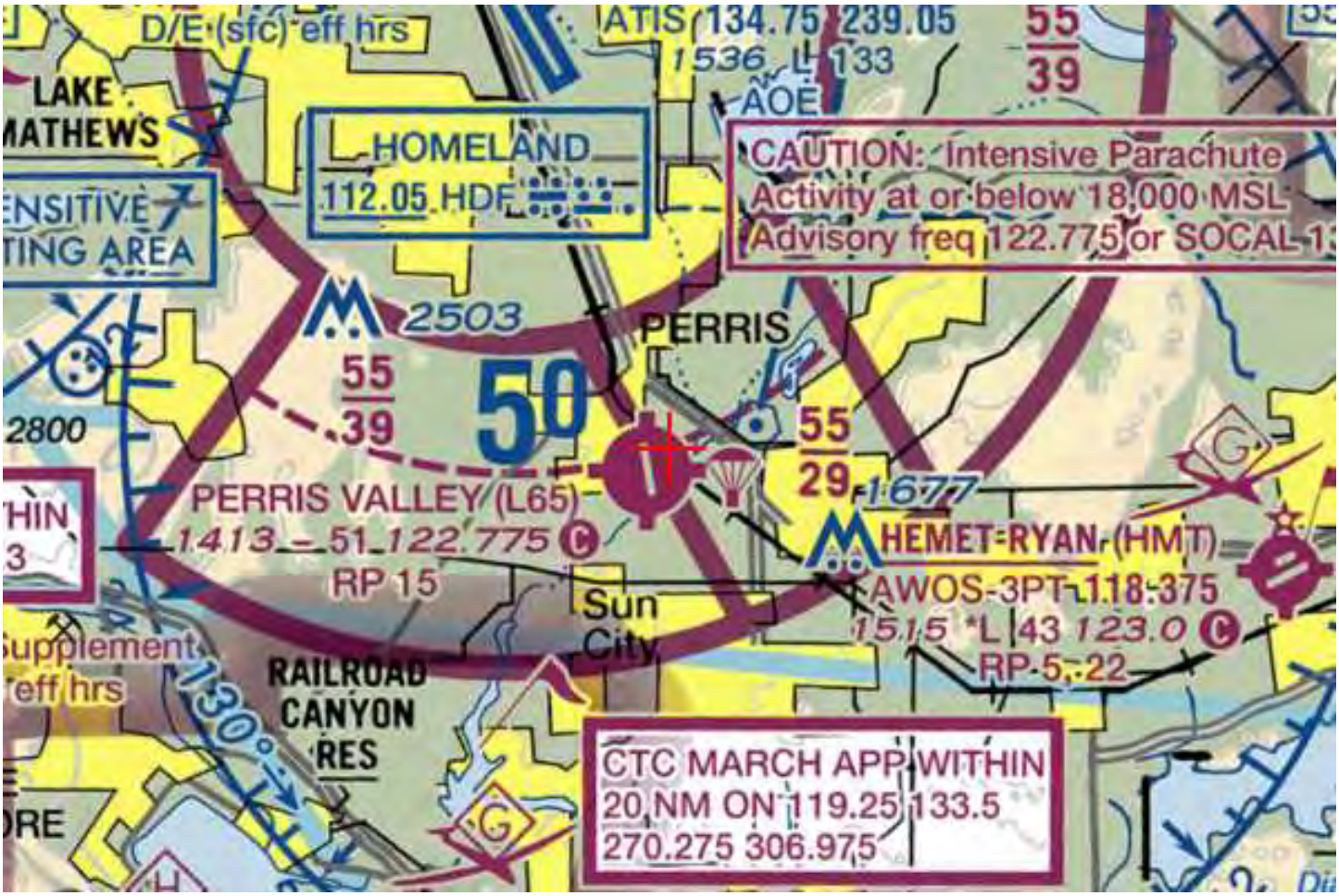
It is required that the manager of PERRIS VALLEY, (951) 657-1664 be notified at least 3 business days prior to the temporary structure being erected and again when the structure is removed from the site.

This determination expires on 02/08/2025 unless extended, revised, or terminated by the issuing office.

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

TOPO Map for ASN 2023-AWP-10802-OE

Sectional Map for ASN 2023-AWP-10802-OE



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

Aeronautical Study No.
2023-AWP-10803-OE

Issued Date: 08/08/2023

Ms. Courtney Smith
Newcastle Partners, Inc.
4740 Green River Rd - Suite # 110
Sponsor Representative - Mr. Mark Sanders
Corona, CA 92878

****DETERMINATION OF NO HAZARD TO AIR NAVIGATION FOR TEMPORARY STRUCTURE****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Mobile Crane Ellis Street Development - Temp Crane - NE
Location:	Perris, CA
Latitude:	33-46-18.83N NAD 83
Longitude:	117-12-39.70W
Heights:	1415 feet site elevation (SE)
	197 feet above ground level (AGL)
	1612 feet above mean sea level (AMSL)

This aeronautical study revealed that the temporary structure does exceed obstruction standards but would not be a hazard to air navigation provided the condition(s), if any, in this letter is (are) met:

SEE ATTACHMENT FOR ADDITIONAL CONDITION(S) OR INFORMATION

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, will void this determination. Any future construction or alteration, including increase to heights, power or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

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A copy of this determination will be forwarded to the Federal Aviation Administration Flight Procedures Office if the structure is subject to the issuance of a Notice To Air Missions (NOTAM).

If you have any questions, please contact our office at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-AWP-10803-OE

Signature Control No: 592014538-595880296 (TMP)
Vivian Vilaro
Specialist

Proposal: To construct and/or operate a(n) Mobile Crane to a height of 197 feet above ground level, 1612 feet above mean sea level.

Location: The structure will be located 0.59 nautical miles northeast of L65 Airport reference point.

Part 77 Obstruction Standard(s) Exceeded and Aeronautical Impacts, if any:
Section 77.17 (a) (5) a height that affects an Airport Surface by penetrating:
Section 77.19 (a) Horizontal Surface by 49 feet as applied to L65.

At 197' AGL, this temporary crane penetrates L65 VFR Horizontal Surface by 49 feet. Please contact the Airport Manager for local NOTAMS. The FAA recommends this crane is used in day VFR conditions only. Lower crane at night and when not in use.

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have no effect on any existing or proposed arrival, departure, or en route instrument flight rules (IFR) operations or procedures.
have no effect on any existing or proposed arrival, departure, or en route instrument/visual flight rules (IFR/VFR) minimum flight altitudes.
have no physical or electromagnetic effect on the operation of air navigation and communications facilities.
have no effect on any airspace and routes used by the military.

Based on this aeronautical study, the structure would not constitute a substantial adverse effect on aeronautical operations or procedures because it will be temporary. The temporary structure would not be considered a hazard to air navigation provided all of the conditions specified in this determination are strictly met.

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As a condition to this determination, the temporary structure must be lowered to 148 feet above ground level (1563 feet above mean sea level) , when not in use and during the hours between sunset and sunrise.

If the crane cannot be lowered to this height, then the following condition must also be met for nighttime conspicuity:

The structure must be lighted in accordance with FAA Advisory Circular 70/7460-1M , Obstruction Marking and Lighting, red lights – Chapters 4, 5(Red),&12.

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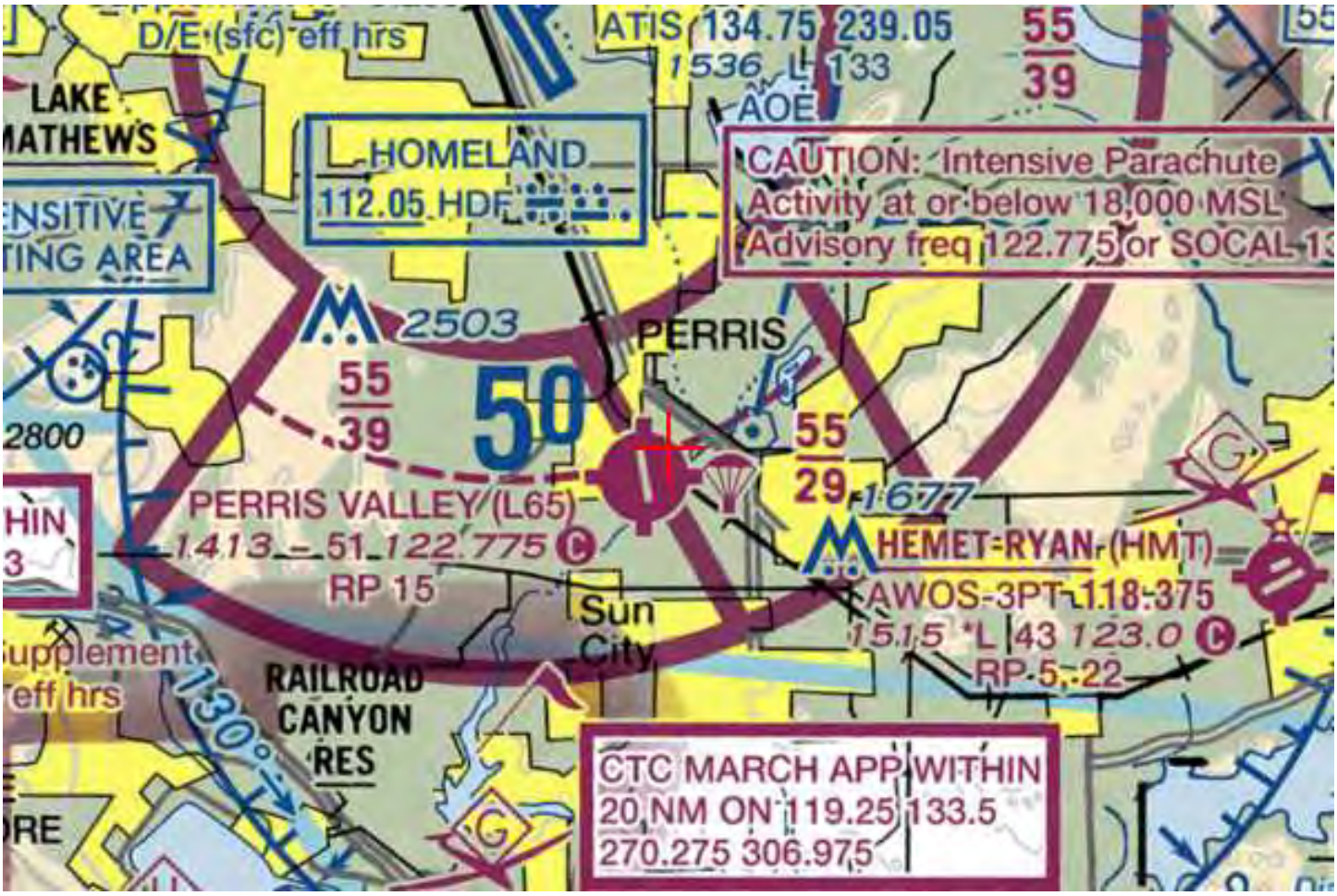
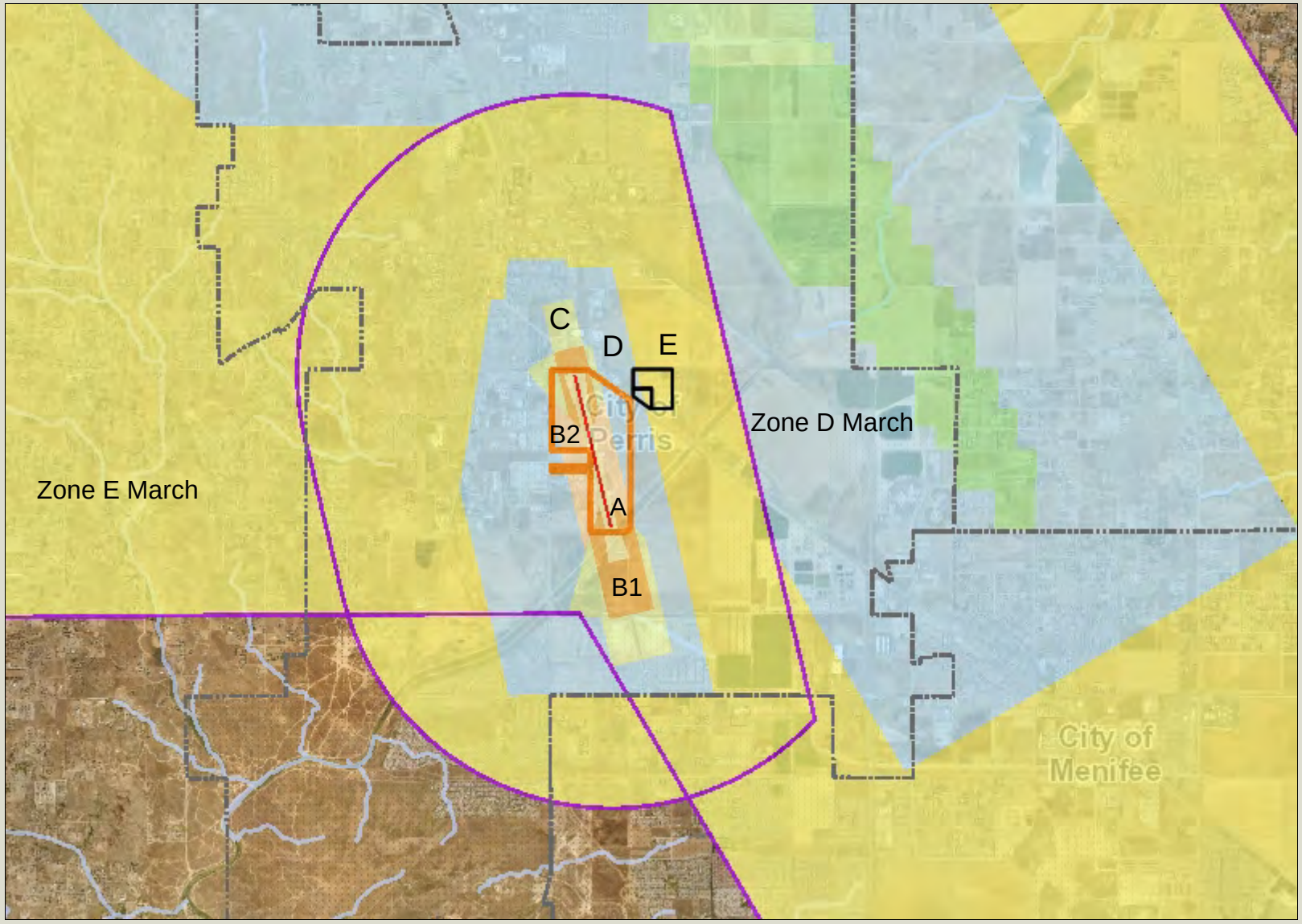
TOPO Map for ASN 2023-AWP-10803-OE

Sectional Map for ASN 2023-AWP-10803-OE



Map My County Map



Legend

- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones
  - OTHER COMPATIBILITY 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

RCIT

0 6,022 12,045 Feet

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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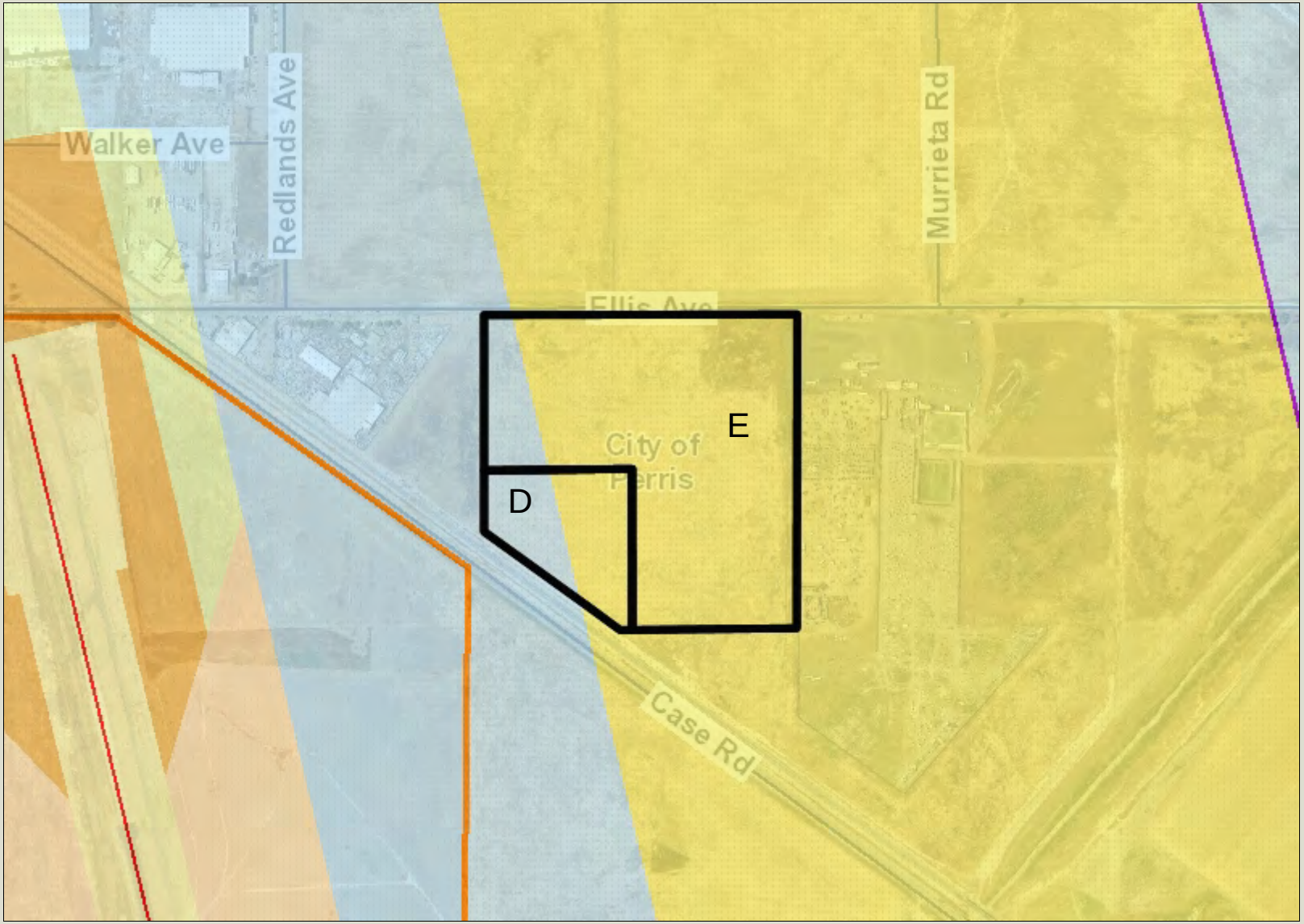
Notes

Map My County Map



Legend

- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones
  - OTHER COMPATIBILITY ZONE
  - A
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  - 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

RCIT

0 753 1,506 Feet

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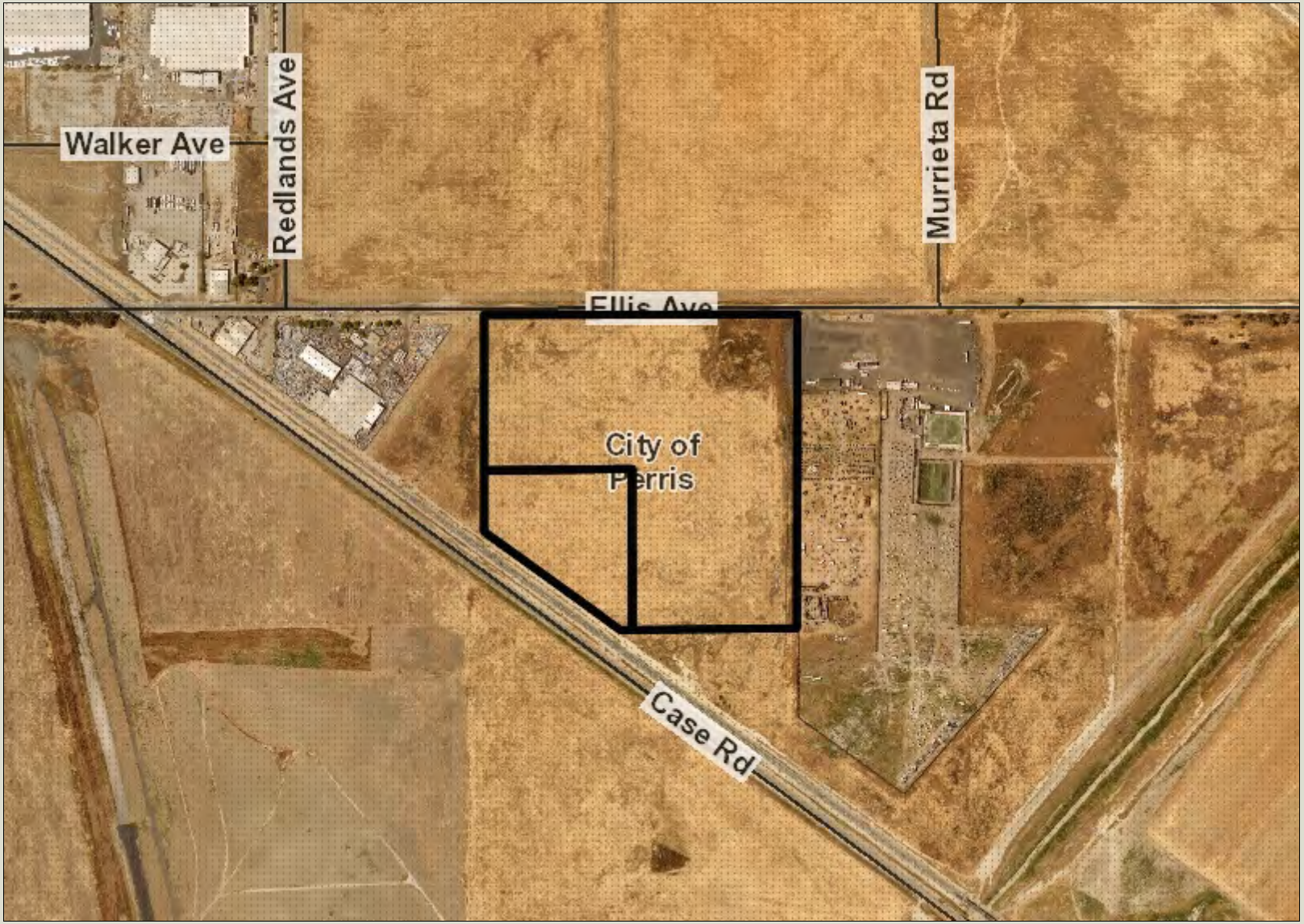
Notes

Map My County Map



Legend

- County Centerline Names
- County Centerlines
- Blueline Streams
- City Areas
- World Street Map

0 753 1,506 Feet

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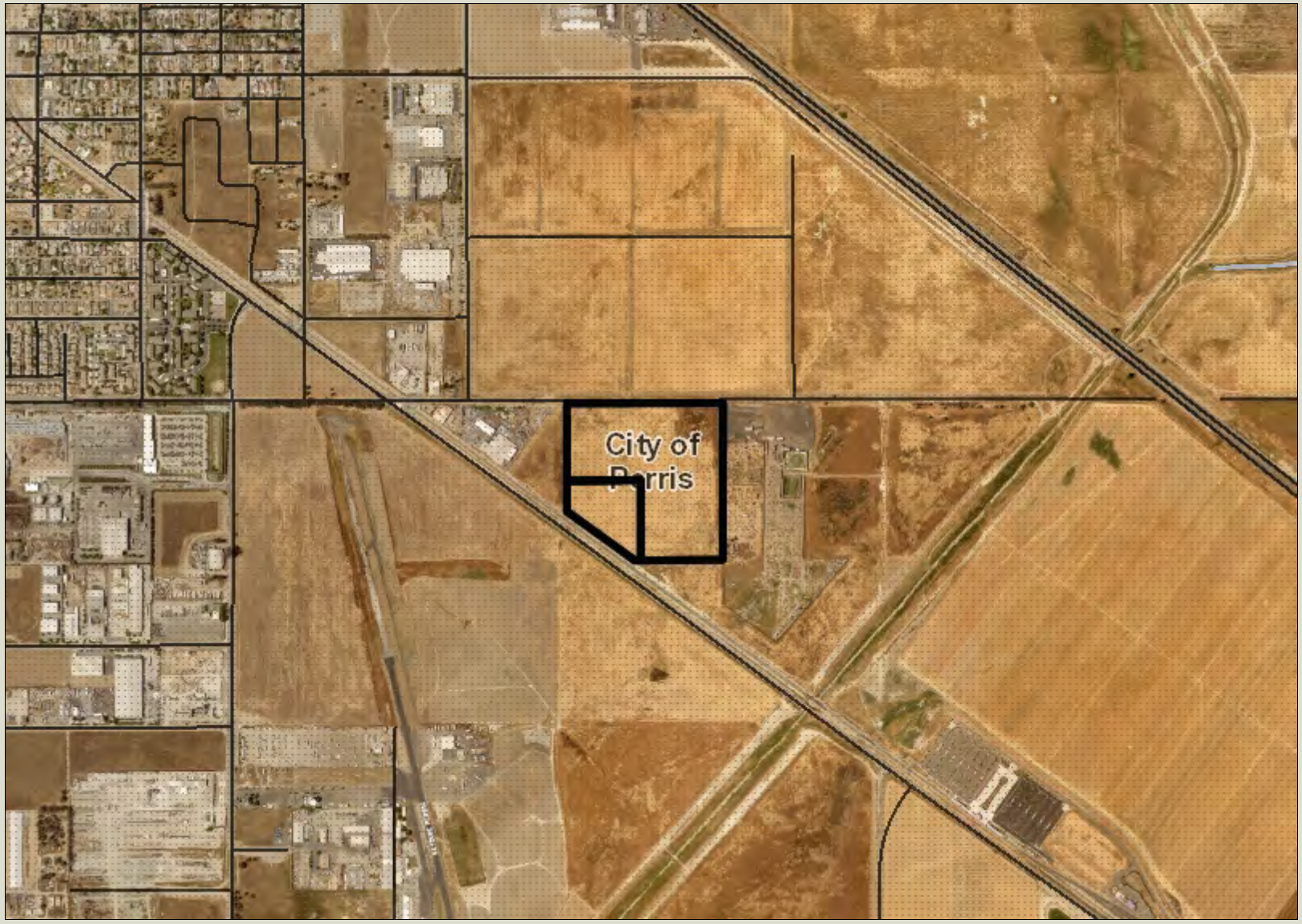
Notes

Map My County Map



Legend

- County Centerline Names
- County Centerlines
- Blueline Streams
- City Areas
- World Street Map

0 1,506 3,011 Feet

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Notes

Map My County Map

Legend

- County Centerline Names
- County Centerlines
- Blueline Streams
- City Areas
- World Street Map

0 753 1,506 Feet

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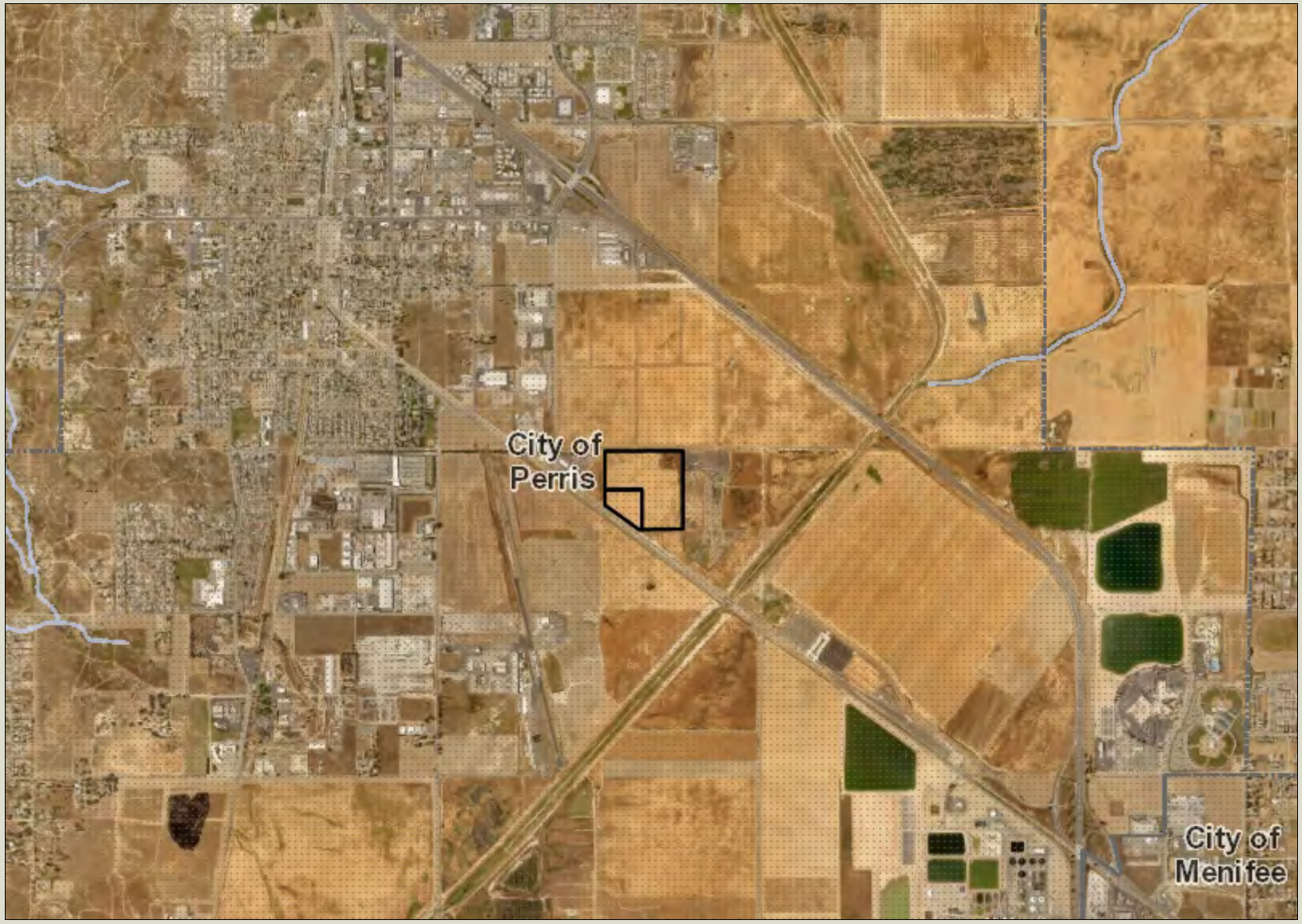
REPORT PRINTED ON... 6/27/2023 8:58:56 AM

Notes

Map My County Map



Legend

- Blueline Streams
- City Areas
- World Street Map

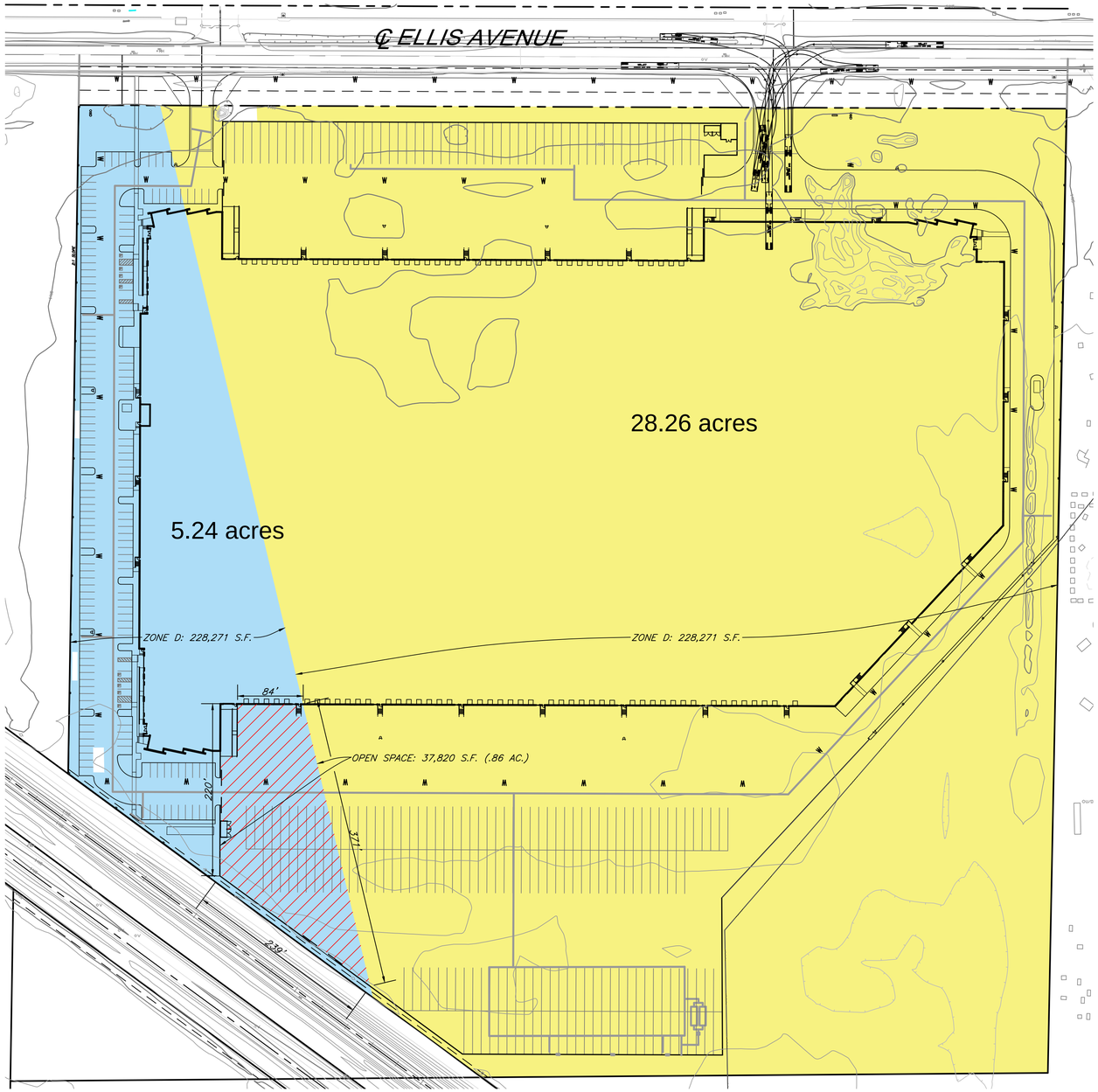
0 3,011 6,022 Feet

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... 6/27/2023 8:58:22 AM

Notes

ALUC ZONE AREA EXHIBIT



PROJECT DATA

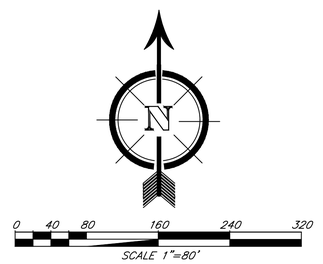
APN: 330-090-006 & 330-090-007
SITE AREA: 1,540,506 S.F. (35.37 AC.)
NET AREA: 1,459,615 S.F. (33.51 AC.)

AIRPORT ZONE AREA BREAKDOWN

ZONE D: 228,271 S.F.
ZONE E: 1,231,344 S.F.
OPEN SPACE: 37,820 S.F. (.86 AC.)

LEGEND

- FINISHED GRADE
- FLOW LINE
- FLOW LINE



GENERAL NOTES

1. THE PROPOSED PROJECT SHALL COMPLY WITH THE PROVISIONS OF CITY OF PERRIS PLANNING SPECIFIC PLAN

2. A LANDSCAPING PLAN SHALL BE SUBMITTED TO THE PLANNING DEPARTMENT FOR APPROVAL PRIOR TO ISSUANCE OF BUILDING PERMITS AND SHALL BE IMPLEMENTED PRIOR TO OCCUPANCY.

3. THE PROJECT DOES NOT PROPOSE ANY TENANT SIGNAGE AT THIS TIME.

4. THERE ARE NO PROTECTED PLANTS ON SITE.

5. ALL ROOF DRAINS AT STREET FRONTAGES SHALL BE IN THE INTERIOR OF THE BUILDING ENVELOPE.

6. ALL LANDSCAPE SHALL BE BOUND BY A 6" HIGH CONCRETE CURB.

7. A LIGHT PLAN SHALL BE SUBMITTED SHOWING CONFORMANCE WITH MINIMUM FOOTCANDLE LEVELS AND MARCH AIR BASE STANDARDS. FIXTURES SHALL BE SHIELDED HIGH PRESSURE SODIUM.

8. A SIGN PROGRAM SHALL BE DEVELOPED IN ACCORDANCE WITH MUNICIPAL CODE 19.75.190 FOR APPROVAL BY THE PLANNING DIVISION. THE SIGN PROGRAM SHALL BE INCLUDED AS PART OF THE CC&R'S.

9. FUTURE TENANT OFFICE BUILD-OUTS TO INCLUDE INDOOR EMPLOYEE AMENITY AREAS PER CITY GUIDELINES.

10. PROJECT WILL BE DESIGNED WITH LEED IN MIND, BUT WILL NOT REQUIRE CERTIFICATION.

SUSTAINABILITY FEATURES

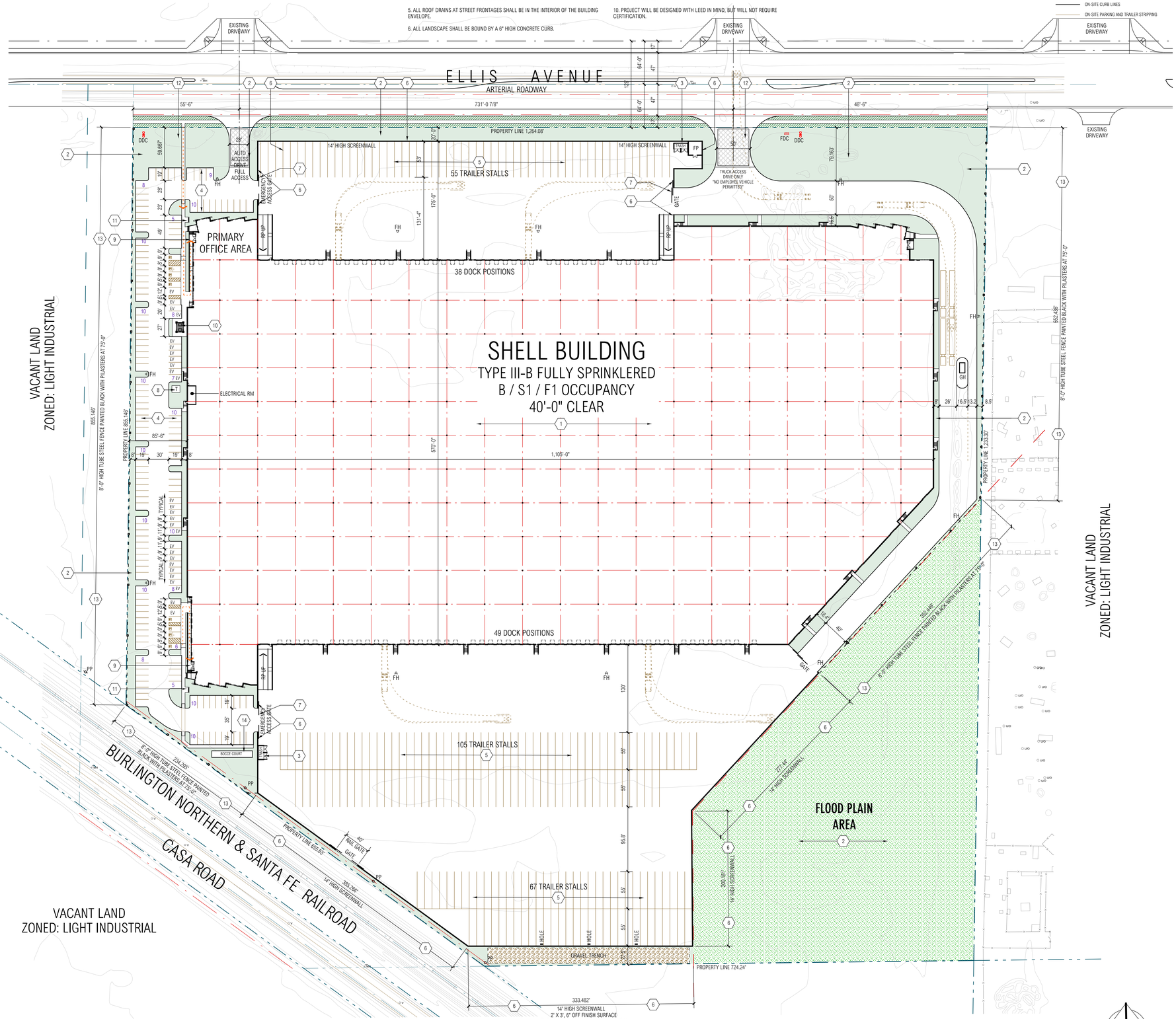
11. PROVIDE LIGHT COLORED ROOFING OVER THE OFFICE AREAS.

12. PROVIDE "TURN-OFF ENGINE" SIGNS WITHIN THE TRUCK COURT.

13. FORKLIFTS WITHIN THE BUILDING SHALL BE ELECTRIC OR COMPRESSED NATURAL GAS-POWERED.

SITE LEGEND:

- ON-SITE LANDSCAPED AREA
- OFF-SITE LANDSCAPED AREA
- DECORATIVE AUTO / TRUCK DRIVEWAYS
- SITE PROPERTY LINES
- CITY CURB AND GUTTER LINES
- STREET CENTERLINES
- ON-SITE CURB LINES
- ON-SITE PARKING AND TRAILER STRIPPING



SITE PLAN

SCALE: 1" = 60'-0"

PROJECT DATA

INDUSTRIAL SITE AREA:	
NET SITE AREA:	1,459,927 SF / 33.51 AC
BUILDING AREA:	
FOOTPRINT	632,964 SF
FIRE PUMP HOUSE	455 SF
OFFICE MEZZANINE	10,000 SF
GUARD HOUSE	00 SF
TOTAL	643,419 SF
TOTAL INCLUDED PLANNED OFFICE AREA	20,000 SF
LOT COVERAGE: (50% MAX)	43.38 %
FAR COVERAGE:	44.07 %
AUTO PARKING REQUIRED: (HIGH CUBE PARKING STANDARDS)	
20,000 OFFICE PARKING (LESS THAN 10%)	00 STALLS
WAREHOUSE	
0-20,000 SF (1/1000 SF)	20 STALLS
20K ÷ 40K (1/2000 SF)	10 STALLS
ABOVE 40K (1/5000 SF)	121 STALLS
TOTAL	151 STALLS
AUTO PARKING PROVIDED	
ACCESSIBLE STALLS	8 STALLS
STANDARD STALLS	145 STALLS
EV/CARPOOL PARKING STALLS	21 STALLS
TOTAL PROVIDED	174 STALLS
REQUIRED BICYCLE PARKING (5% OF REQUIRED AUTO PARKING)	8 BIKE LOCATIONS
PROVIDED BICYCLE PARKING	8 BIKE LOCATIONS
DOCK DOORS PROVIDED	83 DOORS
GRADE DOORS PROVIDED	3 DOOR
TRAILER PARKING 1/5,000 SF: (128 REQUIRED)	227 TRAILERS
LANDSCAPE AREA PROVIDED ON DEVELOPED SITE	315,700 SF / 21.62 %

ASSESSOR'S PARCEL NUMBERS

330-090-006, 330-090-007, 330-090-009

APPLICATION TYPE

DEVELOPMENT PLAN REVIEW 00-00-0000
TENTATIVE PARCEL MAP: 00-00-0000
ZONING: LIGHT INDUSTRIAL
PERMITTED LAND USE: WAREHOUSE, OFFICE AS PERMITTED

PROJECT DESCRIPTION

NEW INDUSTRIAL WAREHOUSE BUILDING WITH AUTO AND TRAILER PARKING AREAS. PROVIDING FUTURE GUARD SHACK LOCATION ON WEST TRUCK COURT ENTRIES.

LAND OWNER

NEWCASTLE PARTNERS, INC.
4740 GREEN RIVER, SUITE 118
CORONA, CA 92880
JACKSON SMITH, 951-582-9800

APPLICANT

NEWCASTLE PARTNERS, INC.
4740 GREEN RIVER, SUITE 118
CORONA, CA 92880
JACKSON SMITH, 951-582-9800

PLAN PREPARER

RGA, OFFICE OF ARCHITECTURAL DESIGN, INC.
15231 ALTON PARKWAY, SUITE 100
IRVINE, CA 92618
CONTACT: MIKE GILL

UTILITIES & SERVICES

SEE CIVIL DRAWINGS

LEGAL DESCRIPTION

THE LAND REFERRED TO HEREIN IS SITUATED IN THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER OF FRACTIONAL SECTION 5, TOWNSHIP 5 SOUTH, RANGE 3 WEST, SAN BERNARDINO BASE AND MERIDAN.

PARCEL 2
THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER OF FRACTIONAL SECTION 5, TOWNSHIP 5 SOUTH, RANGE 3 WEST, SAN BERNARDINO BASE AND MERIDAN, LYING SOUTHWESTERNLY LINE OF THAT 60 FOOT STRIP OF LAND CONVEYED TO THE COUNTY OF RIVERSIDE; SAID 60 FOOT STRIP OF LAND LYING SOUTHWESTERNLY OF THE 100 FOOT WIDE STRIP OF LAND CONVEYED TO THE CALIFORNIA CENTRAL RAILWAY COMPANY, A CORPORATION.

KEYNOTES (000)

1. PAINTED CONCRETE TILT-UP WAREHOUSE / OFFICE / MANUFACTURING FACILITY.

2. SHADED AREA: PROPOSED IRRIGATED LANDSCAPING PER GUIDELINES WITH MIN 6" CONCRETE CURBS AT ALL PERIMETERS.

3. PAINTED CONCRETE TRASH ENCLOSURE. SCREEN WALLS SHALL BE MIN. 6'-0" HIGH WITH CANOPY TOP. SEE SHEET A4-1P FOR ELEVATIONS AND SECTIONS

4. TYPICAL STANDARD PARKING STALL MIN. 9' X 19' - STRIPE PER CITY STANDARDS.

5. TRUCK TRAILER PARKING

6. NEW 14'-0" CONCRETE TILT-UP SCREEN WALLS AT TRUCK YARD. SEE PLAN FOR MINIMUM HEIGHTS AS MEASURED FROM INSIDE THE TRUCK YARD.

7. ROLLING 8'-0" HIGH WROUGHT IRON FENCE INTO THE TRUCK COURT.

8. TRANSFORMER PAD LOCATION.

9. ACCESSIBLE PRIMARY ENTRANCE TO THE BUILDING.

10. CONCRETE COVERED LUNCH PATIO WITH LANDSCAPE FURNITURE, SEE SHEET A4-1P

11. CALGREEN REQUIRED BIKE RACKS, SEE TABULATIONS FOR NUMBER OF BIKE RACKS

12. DECORATIVE PAVING AT ENTRY DRIVEWAY.

13. NEW 8'-0" TUBE STEEL FENCE, PAINTED BLACK WITH PILASTERS AT 75'-0" CENTERS.

14. EXTERIOR OUTDOOR REST AREA AND BOCCE COURT / PLAY COURT.

VICINITY MAP

RGA
Office of Architectural Design
15231 Alton Parkway, Suite 100
Irvine, CA 92618
T 949-341-0920
FX 949-341-0922

CONSULTANT

PROFESSIONAL SEALS

ELLIS STREET DEVELOPMENT

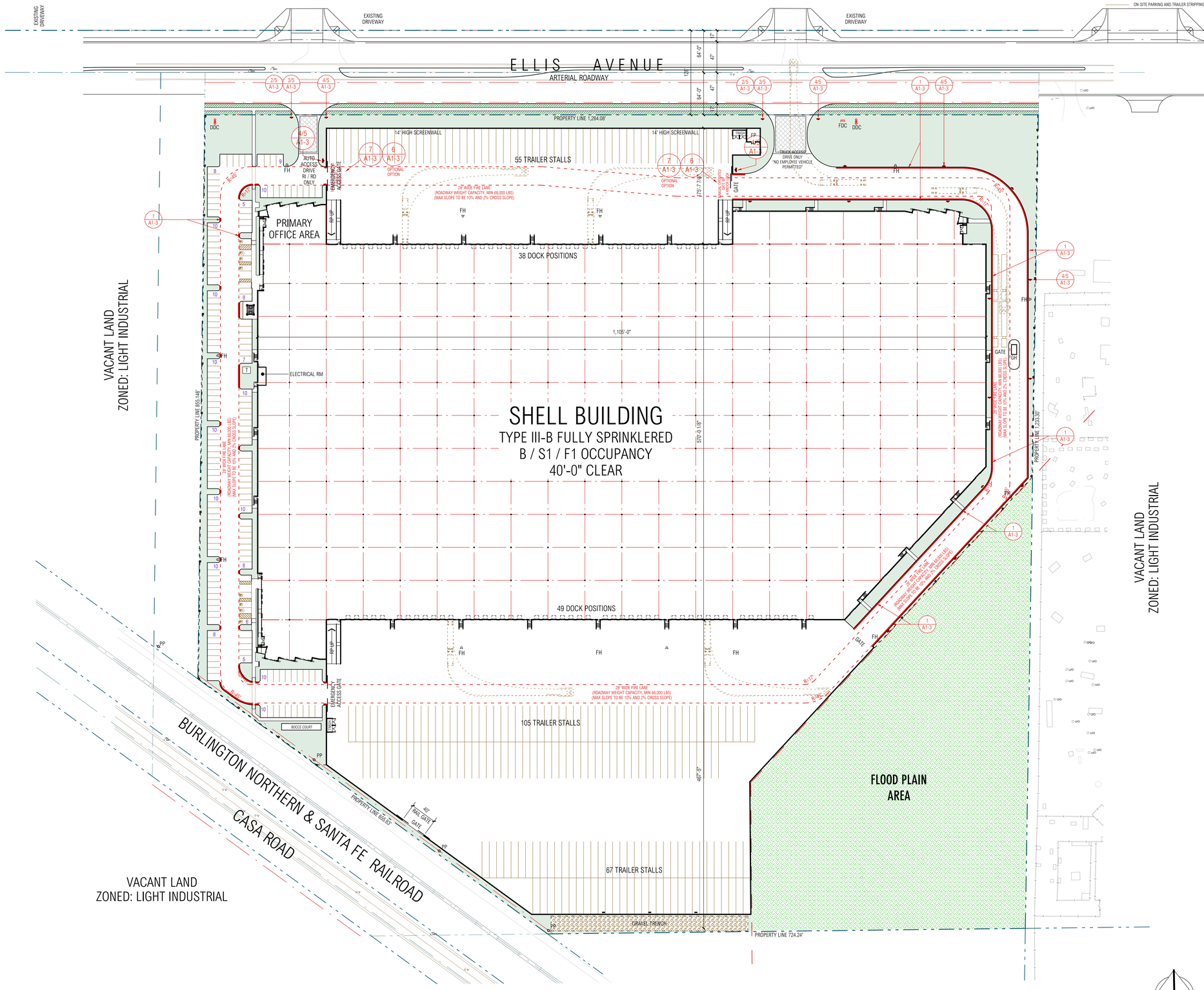
0000 ELLIS STREET
CITY OF PERRIS, CA

NEWCASTLE PARTNERS, INC.
4740 GREEN RIVER
SUITE 118
CORONA, CA 92880
951-582-9800

MARK	DATE	DESCRIPTION
SD	1/30/23	SCHEMATIC DESIGN
DD		
PC		
BID		
CD		

RGA PROJECT NO:	21137-00
OWNER PROJECT NO:	00000.00
CAD FILE NAME:	21137-00-A1-1P
DRAWN BY:	MG
CHK'D BY:	CS
COPYRIGHT	RGA, OFFICE OF ARCHITECTURAL DESIGN
SHEET TITLE	SITE PLAN

SHEET: A1-1P



FIRE ACCESS SITE PLAN

SCALE: 1" = 60'-0"

SITE LEGEND:

- ON-SITE LANDSCAPED AREA
- OFF-SITE LANDSCAPED AREA
- DECORATIVE AUTO / TRUCK DRIVEWAYS
- SITE PROPERTY LINES
- CITY CURB AND GUTTER LINES
- STREET CENTERLINES
- ON-SITE CURB LINES
- ON-SITE PARKING AND TRAILER STRIPPING

PROJECT DATA

INDUSTRIAL SITE AREA:	
NET SITE AREA:	1,459,927 SF / 33.51 AC
BUILDING AREA:	
FOOTPRINT	632,964 SF
FIRE PUMP HOUSE	455 SF
OFFICE MEZZANINE	10,000 SF
GUARD HOUSE	00 SF
TOTAL	643,419 SF
TOTAL INCLUDED PLANNED OFFICE AREA	20,000 SF
LOT COVERAGE: (50% MAX)	43.38 %
FAR COVERAGE:	44.07 %
AUTO PARKING REQUIRED: (HIGH CUBE PARKING STANDARDS)	
20,000 OFFICE PARKING (LESS THAN 10%)	00 STALLS
WAREHOUSE	
0-20,000 SF (1/1000 SF)	20 STALLS
20K ÷ 40K (1/2000 SF)	10 STALLS
ABOVE 40K (1/5000 SF)	121 STALLS
TOTAL	151 STALLS
AUTO PARKING PROVIDED	
ACCESSIBLE STALLS	8 STALLS
STANDARD STALLS	145 STALLS
EV/CARPOOL PARKING STALLS	21 STALLS
TOTAL PROVIDED	174 STALLS
REQUIRED BICYCLE PARKING (5% OF REQUIRED AUTO PARKING)	8 BIKE LOCATIONS
PROVIDED BICYCLE PARKING	8 BIKE LOCATIONS
DOCK DOORS PROVIDED	83 DOORS
GRADE DOORS PROVIDED	3 DOOR
TRAILER PARKING 1/5,000 SF: (128 REQUIRED)	227 TRAILERS
LANDSCAPE AREA PROVIDED ON DEVELOPED SITE	315,700 SF / 21.62 %

ASSESSOR'S PARCEL NUMBERS

330-090-006, 330-090-007, 330-090-009

APPLICATION TYPE

DEVELOPMENT PLAN REVIEW 00-00-0000
TENTATIVE PARCEL MAP: 00-00-0000
ZONING: LIGHT INDUSTRIAL
PERMITTED LAND USE: WAREHOUSE, OFFICE AS PERMITTED

PROJECT DESCRIPTION

NEW INDUSTRIAL WAREHOUSE BUILDING WITH AUTO AND TRAILER PARKING AREAS. PROVIDING FUTURE GUARD SHACK LOCATION ON WEST TRUCK COURT ENTRIES.

LAND OWNER

NEWCASTLE PARTNERS, INC.
4740 GREEN RIVER, SUITE 118
CORONA, CA 92880
JACKSON SMITH, 951-582-9800

APPLICANT

NEWCASTLE PARTNERS, INC.
4740 GREEN RIVER, SUITE 118
CORONA, CA 92880
JACKSON SMITH, 951-582-9800

PLAN PREPARER

RGA, OFFICE OF ARCHITECTURAL DESIGN, INC.
15231 ALTON PARKWAY, SUITE 100
IRVINE, CA 92618
CONTACT: MIKE GILL

UTILITIES & SERVICES

SEE CIVIL DRAWINGS

LEGAL DESCRIPTION

THE LAND REFERRED TO HEREIN IS SITUATED IN THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER OF FRACTIONAL SECTION 5, TOWNSHIP 5 SOUTH, RANGE 3 WEST, SAN BERNARDINO BASE AND MERIDIAN.

PARCEL 2
THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER OF FRACTIONAL SECTION 5, TOWNSHIP 5 SOUTH, RANGE 3 WEST, SAN BERNARDINO BASE AND MERIDIAN, LYING SOUTHWESTERNLY LINE OF THAT 60 FOOT STRIP OF LAND CONVEYED TO THE COUNTY OF RIVERSIDE; SAID 60 FOOT STRIP OF LAND LYING SOUTHWESTERNLY OF THE 100 FOOT WIDE STRIP OF LAND CONVEYED TO THE CALIFORNIA CENTRAL RAILWAY COMPANY, A CORPORATION.

VICINITY MAP

RGA
Office of Architectural Design
15231 Alton Parkway, Suite 100
Irvine, CA 92618
T 949-341-0920
FX 949-341-0922

CONSULTANT

PROFESSIONAL SEALS

ELLIS STREET DEVELOPMENT

0000 ELLIS STREET
CITY OF PERRIS, CA

Newcastle | PARTNERS
4740 GREEN RIVER, SUITE 110
CORONA, CA 92880
951-582-9800

MARK	DATE	DESCRIPTION
SD	1/30/23	SCHEMATIC DESIGN
CD		
BID		
PC		
DD		

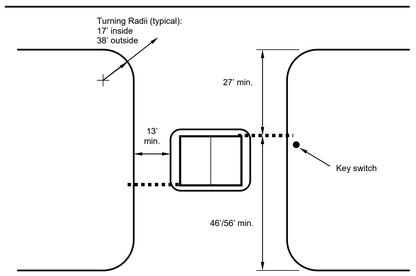
RGA PROJECT NO:	21137-00
OWNER PROJECT NO:	00000.00
CAD FILE NAME:	21137-00-A1-2P
DRAWN BY:	MG
CHK'D BY:	CS

SHEET TITLE
FIRE ACCESS SITE PLAN

SHEET: A1-2P

ATTACHMENT 15

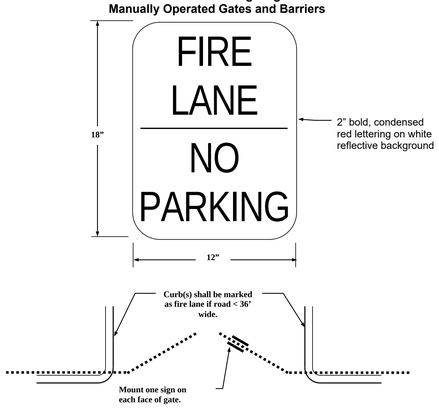
Minimum Gate Setbacks



6

ATTACHMENT 16

Specifications for "Fire Lane - No Parking" Signs for Manually Operated Gates and Barriers



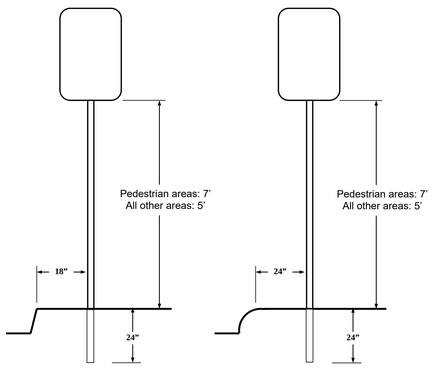
All sign and lettering dimensions shown are minimums. "Arial Narrow" font used is used in sample above though other legible sans-serif fonts may be acceptable.

"Fire Lane—No Parking" sign shown in Attachment 12 may be used as an alternative. Signs shall be securely mounted on the front and back face of the gate clearly visible to traffic entering the designated area. Signs shall be made of a durable material.

7

ATTACHMENT 14

Mounting Specifications for Fire Lane Entrance and No Parking Signs



Signs shall be mounted facing the direction of vehicular travel.

Signs may be mounted on existing posts or buildings where the centerline of the sign is no more than 24" from the edge of the roadway.

Depth of bury shall be a *minimum* of 24" and rebar, a concrete footing, or another method to prevent removal of the sign is recommended. Footings for signs located in the public right-of-way shall be per the local jurisdiction's requirements.

5

ATTACHMENT 12

Specifications for Fire Lane No Parking Signs

All sign and lettering dimensions shown are *minimums*. "Arial Narrow" font used is used in sample above though other legible sans-serif fonts may be acceptable.

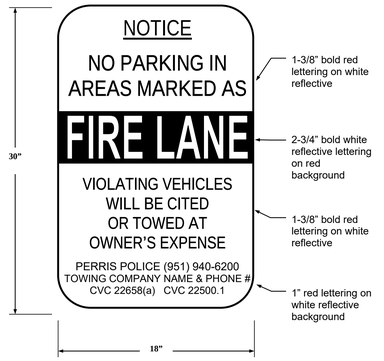
Signs shall be securely mounted facing the direction of travel and clearly visible to oncoming traffic entering the designated area. Signs shall be made of durable material and installed per Attachments 13 and 14.

4

ATTACHMENT 10

Specifications for Fire Lane Entrance Signs

To be used only at *vehicle entry points* to areas that contain "Fire Lane—No Parking" signs or red curbs



All sign and lettering dimensions shown are minimums. "Arial Narrow" font used is used in sample above though other legible sans-serif fonts may be acceptable.

This sign shall be posted at all vehicle entrances to areas marked with either red curbs or fire lane "No Parking" signs. Signs shall be securely mounted facing the direction of travel and clearly visible to oncoming traffic entering the designated area. Signs shall be made of durable material and installed per Attachments 13 and 14.

Towing company contact information is required for all properties with a standing written agreement for services with a towing company per the California Vehicle Code.

2

ATTACHMENT 11

Specifications for Alternate Location of Towing Company Information

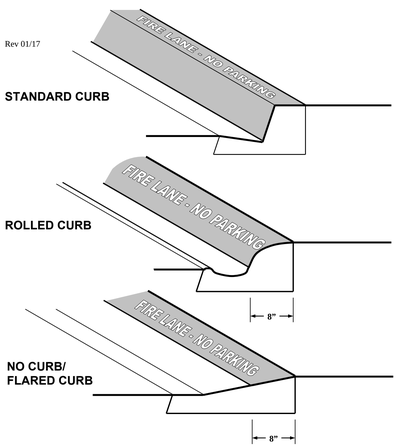
Towing company contact information is required for all properties with a standing written agreement for services with a towing company per the California Vehicle Code.

To facilitate periodic changes in towing company contracts, the towing company contact information may be posted on a separate sign mounted directly below the fire lane entrance sign instead of on the entrance sign itself. The method of attachment to the post shall not obscure the wording on either sign.

3

ATTACHMENT 9

Fire Lane Identification – Red Curbs



1. Fire lane entrance sign(s) shall also be provided per Attachment 10 or 11.
2. Curbs shall be painted OSHA safety red.
3. "FIRE LANE – NO PARKING" shall be painted on top of curb in 3" white lettering at a spacing of 30' on center or portion thereof.

1

ATTACHMENT 1

Perris Fire Department Access & Water Plan Notes

All of the notes listed in the INSPECTION REQUIREMENTS and GENERAL REQUIREMENTS sections shall be placed, verbatim, on the plan under the heading "FIRE DEPARTMENT ACCESS & WATER NOTES."

INSPECTION REQUIREMENTS

1. Perris site inspections are required for this project. Please schedule all field inspections at least 48 hours in advance. Inspections canceled after 1 p.m. on the day before the scheduled date will be subject to a re-inspection fee. Call (951) 443-1029 to schedule an inspection.
2. A lumber drop inspection shall be performed prior to bringing combustible materials (or combustible fixtures and finishes for structures of non-combustible construction). All-weather access roads capable of supporting 68,000 lbs., topped with asphalt, concrete, or equivalent shall be in place and hydrants operational at time of lumber drop inspection.
3. For projects with fuel modification, a vegetation clearance inspection is required prior to a lumber drop inspection. Use the fuel modification plan service request number to schedule the vegetation clearance inspection.
4. Phased installation of fire access roads requires additional inspections not covered by the fees paid at plan submittal. Contact (951) 443-1029 to arrange for additional inspections that may be needed and any fees that may be due.
5. An original approved, signed, wet-stamped Perris fire access & water plan shall be available on-site at time of inspection.
6. Access roads and hydrants shall be maintained and remain clear of obstructions at all times during and after construction. Areas where parking is not permitted shall be clearly identified at all times. Obstruction of fire lanes and hydrants may result in cancellation or suspension of inspections.
7. Temporary fuel tanks of 60 or more gallons shall be reviewed, inspected, and permitted by the Office of the Fire Marshal, City of Perris prior to use.
8. The project address shall be clearly posted and visible from the public road during construction.
9. All gates in construction fencing shall be equipped with either a Knox or breakaway padlock.
10. Buildings of four or more stories shall be provided with stairs and a standpipe before reaching 40 feet in height.

GENERAL REQUIREMENTS

11. Fire lane widths shall be measured from top face of the curb to top face of the curb for fire lanes with standard curbs and gutters and from flow-line to flow-line for fire lanes with modified curb designs (e.g., rolled, ramped, etc). The developer is responsible to verify that all approved public works or grading department street improvement plans or precise grading plans conform to the minimum street width measurements per the approved Perris fire department access & water plan and standards identified in Perris Fire Department Access & Water Guideline for all portions of the fire access roads.
12. Permanent, temporary, and phased emergency access roads shall be designed and maintained to support an imposed load of 68,000 lbs. and surfaced to provide all-weather driving capabilities.
13. Fire lane signs and red curbs shall meet the specifications shown in Perris Fire Department Access & Water Guideline and shall be installed as described therein. Additional fire lane markings may be required at the time of inspection depending on field conditions.
14. All fire hydrants shall have a "Blue Reflective Pavement Marker" indicating their location per the Perris standard. On private property markers are to be maintained in good condition by the property owner.
15. Address numbers shall be located and be of a color and size so as to be plainly visible and legible from the roadway from which the building is addressed in accordance with Perris Fire Department Access & Water Guideline.
16. Access gates shall be approved prior to installation and shall be in compliance with Chapter 5 of the CFC and Perris Fire Department Access & Water Guideline.
17. Approved access walkways shall be provided to all required openings and all rescue windows.

18. Vegetation shall be selected and maintained in such a manner as to allow immediate access to all hydrants, valves, fire department connections, pull stations, extinguishers, sprinkler risers, alarm control panels, rescue windows, and other devices or areas used for firefighting purposes. Vegetation or building features shall not obstruct address numbers or inhibit the functioning of alarm bells, horns, or strobes.
19. Dumpsters and trash containers larger than 1.5 cubic yards shall not be stored in buildings or placed within 5 feet of combustible walls, openings or combustible roof eave lines unless protected by an approved sprinkler system.
20. Any future modification to the approved Fire Department Access & Water Plan or approved site plan, including but not limited to road width, grade, speed humps, turning radii, gates or other obstructions, shall require review, inspection, and approval by the Office of the Fire Marshal, City of Perris.
21. Approval of this plan shall not be construed as approval of any information or project conditions other than those items and requirements identified in Perris Fire Department Access & Water Guideline and related portions of the CFC and CBC. This project may be subject to additional requirements not stated herein upon examination of actual site and project conditions or disclosure of additional information.

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CONSULTANT

PROFESSIONAL SEALS

ELLIS STREET DEVELOPMENT

0000 ELLIS STREET
CITY OF PERRIS, CA

Newcastle PARTNERS
4740 GREEN RIVER, SUITE 110
CORONA, CA 92880
951-582-9800

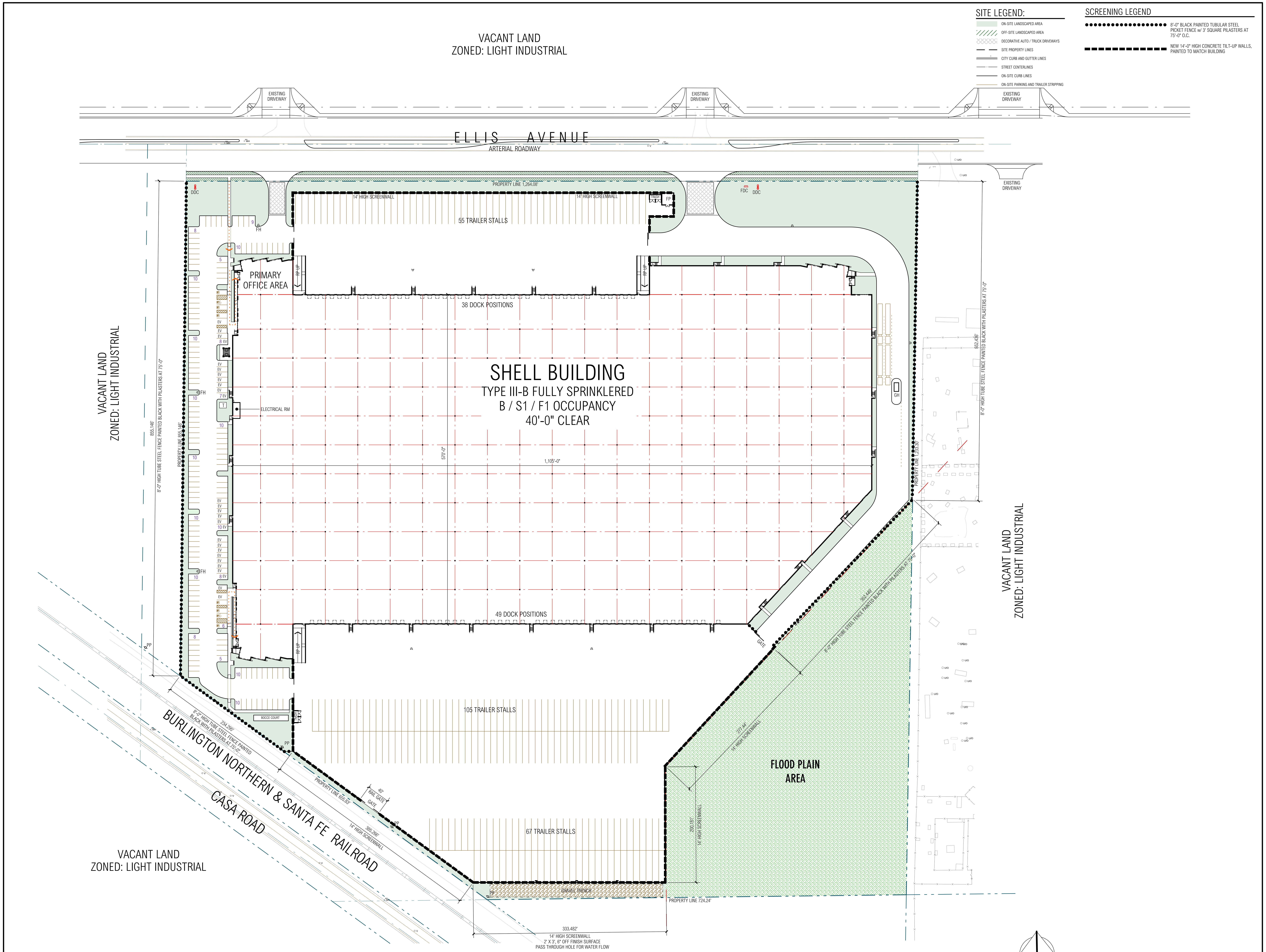
CD		
BID		
PC		
DD		
SD	1/30/23	SCHEMATIC DESIGN
MARK	DATE	DESCRIPTION

RGA PROJECT NO:	21137.00
OWNER PROJECT NO:	00000.00
CAD FILE NAME:	21137-00-A1-3P
DRAWN BY:	MG
CHK'D BY:	CS

SHEET TITLE

FIRE SIGNAGE PLAN

SHEET: A1-3P



SITE LEGEND:
ON-SITE LANDSCAPED AREA
OFF-SITE LANDSCAPED AREA
DECORATIVE AUTO / TRUCK DRIVEWAYS
SITE PROPERTY LINES
CITY CURB AND GUTTER LINES
STREET CENTERLINES
ON-SITE CURB LINES
ON-SITE PARKING AND TRAILER STRIPPING
SCREENING LEGEND
8'-0" BLACK PAINTED TUBULAR STEEL PICKET FENCE w/ 3' SQUARE PILASTERS AT 75'-0" O.C.
NEW 14'-0" HIGH CONCRETE TILT-UP WALLS, PAINTED TO MATCH BUILDING
VACANT LAND
ZONED: LIGHT INDUSTRIAL
EXISTING DRIVEWAY
ELLIS AVENUE
ARTERIAL ROADWAY
PROPERTY LINE 1,264.08'
14' HIGH SCREENWALL
55 TRAILER STALLS
PRIMARY OFFICE AREA
38 DOCK POSITIONS
SHELL BUILDING
TYPE III-B FULLY SPRINKLERED
B / S1 / F1 OCCUPANCY
40'-0" CLEAR
ELECTRICAL RM
1,105'-0"
570'-0"
49 DOCK POSITIONS
105 TRAILER STALLS
67 TRAILER STALLS
FLOOD PLAIN
AREA
GATE
RAIL GATE
BOCCE COURT
GRAVEL TRENCH
PROPERTY LINE 724.24'
333.482'
14' HIGH SCREENWALL
2' X 3', 6" OFF FINISH SURFACE
PASS THROUGH HOLE FOR WATER FLOW
BURLINGTON NORTHERN & SANTA FE RAILROAD
CASA ROAD

FENCE PLAN

SCALE: 1" = 60'-0"

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CONSULTANT

PROFESSIONAL SEALS

ELLIS STREET DEVELOPMENT

0000 ELLIS STREET
CITY OF PERRIS, CA

NEWCASTLE PARTNERS, INC.
4740 GREEN RIVER
SUITE 118
CORONA, CA 92880
951-582-9800

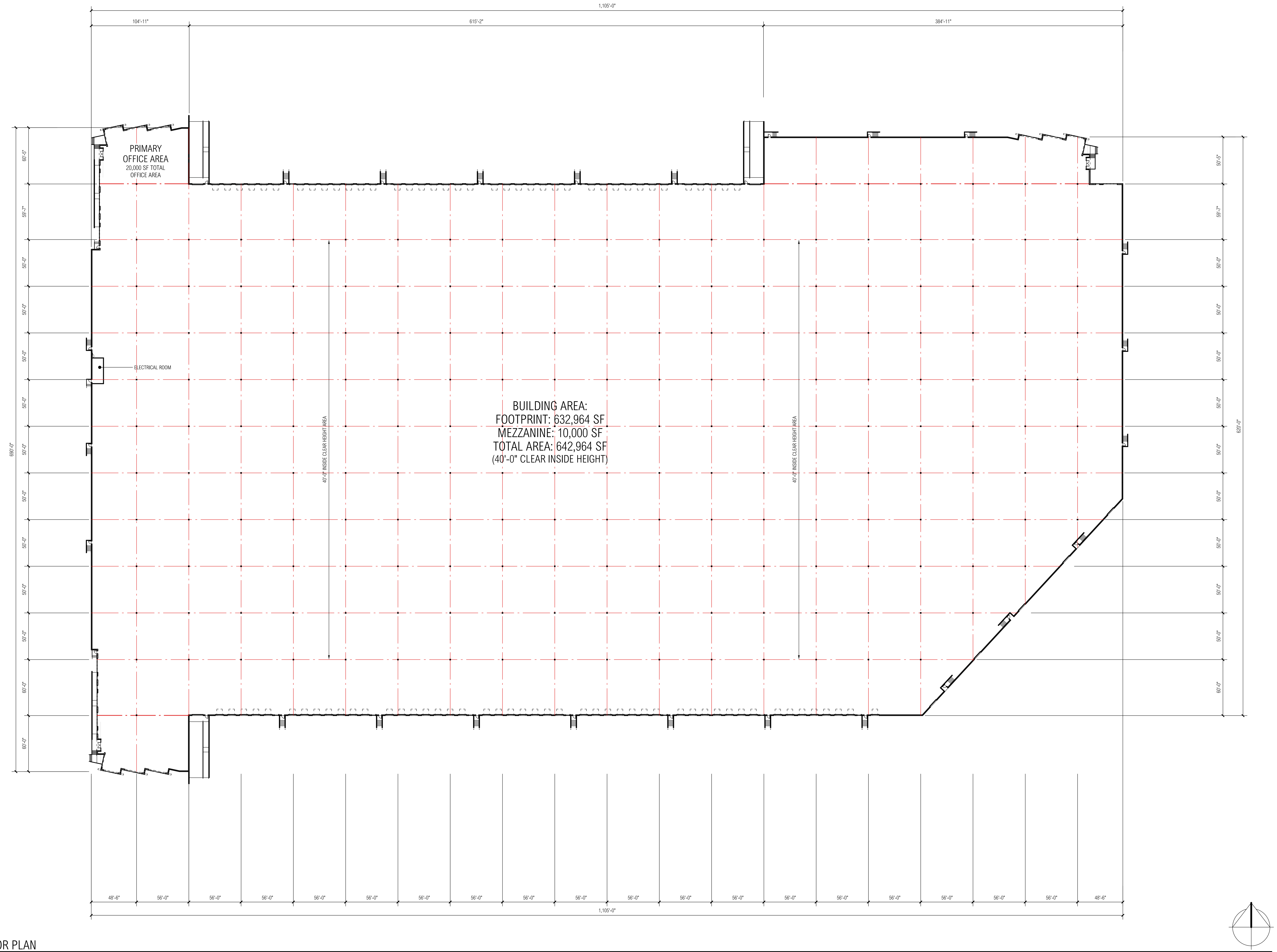
MARK	DATE	DESCRIPTION
CD		
BID		
PC		
DD		
SD	1/30/23	SCHEMATIC DESIGN

RGA PROJECT NO:	21137-00
OWNER PROJECT NO:	00000.00
CAD FILE NAME:	21137-00-A1-4P
DRAWN BY:	MG
CHK'D BY:	CS

SHEET TITLE

FENCE PLAN

SHEET: A1-4P



FLOOR PLAN

SCALE: 1" = 40'-0"

RGA

Office of Architectural Design

15231 Alton Parkway, Suite 100
Irvine, CA 92618

T 949-341-0920
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CONSULTANT

PROFESSIONAL SEALS

ELLIS STREET
DEVELOPMENT

0000 ELLIS STREET
CITY OF PERRIS, CA

Newcastle | PARTNERS

4740 GREEN RIVER, SUITE 110
CORONA, CA 92880
951-582-9800

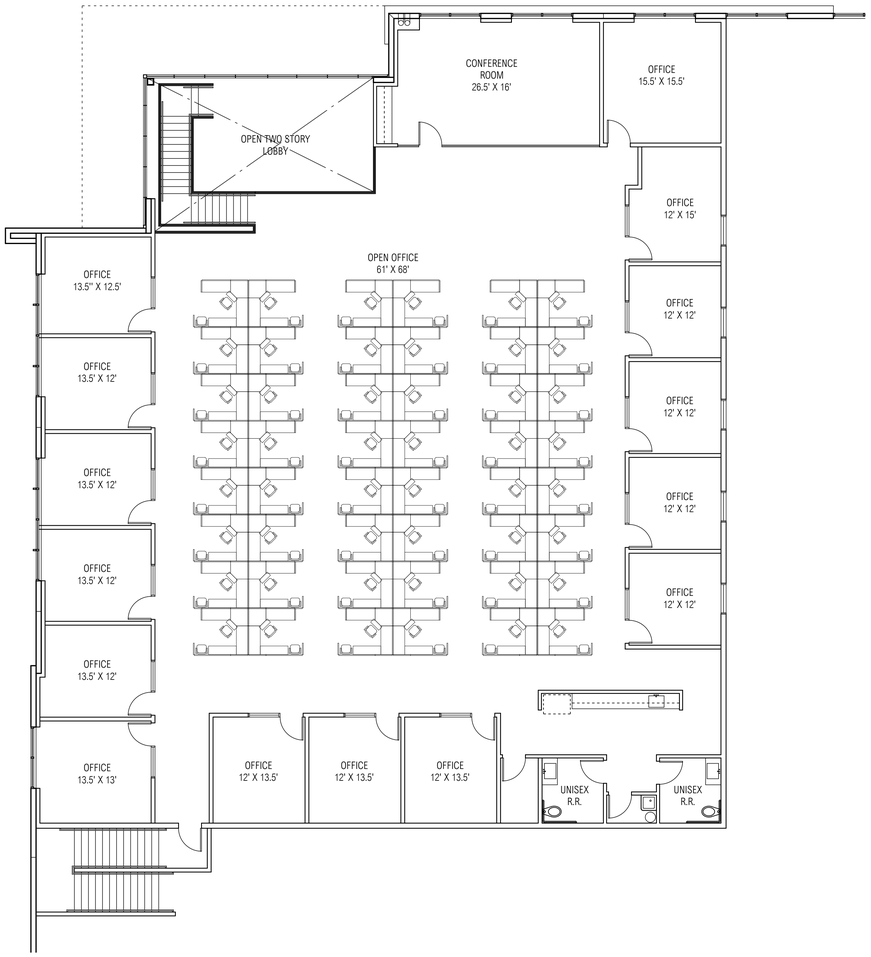
CD		
BID		
PC		
DD		
SD	1/30/23	SCHEMATIC DESIGN
MARK	DATE	DESCRIPTION

RGA PROJECT NO:	21137-00
OWNER PROJECT NO:	00000.00
CAD FILE NAME:	21137-00-A2-1P
DRAWN BY:	MG
CHK'D BY:	CS

SHEET TITLE

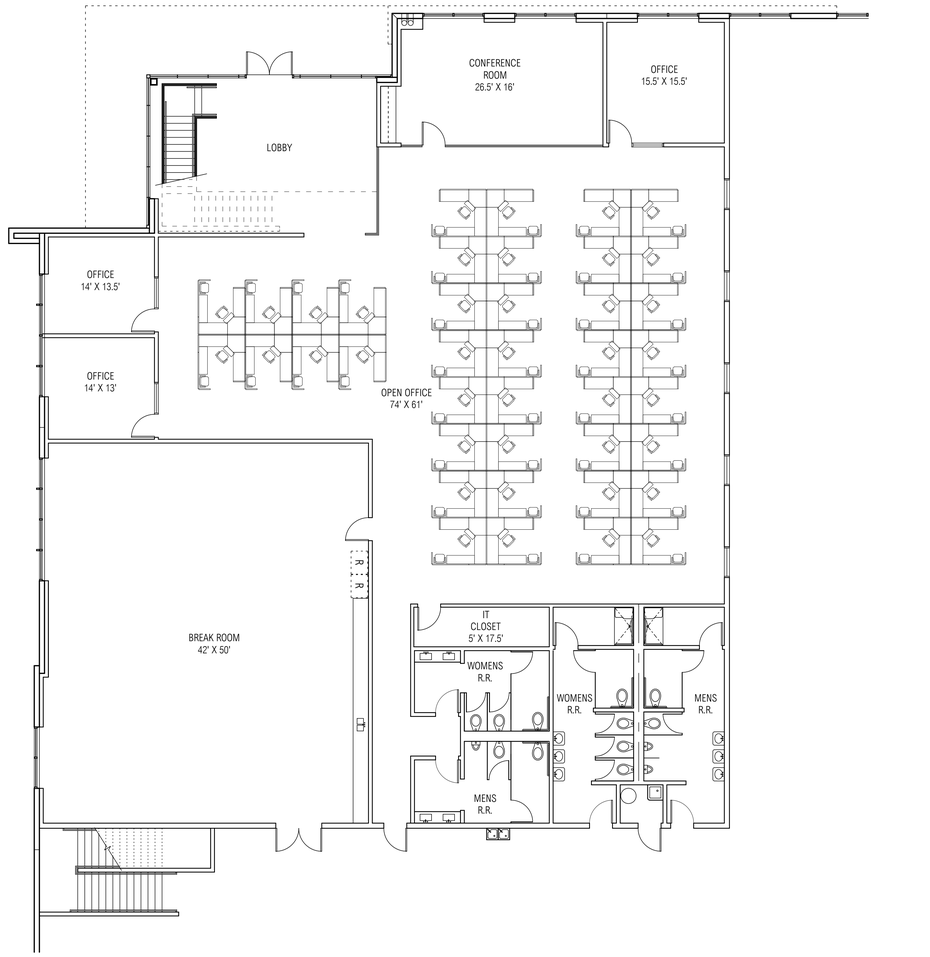
FLOOR PLAN

SHEET: A2-1P



POSSIBLE SECOND OFFICE FLOOR PLAN

SCALE: 1/8" = 1'-0"



POSSIBLE FIRST OFFICE FLOOR PLAN

SCALE: 1/8" = 1'-0"

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15231 Alton Parkway, Suite 100
Irvine, CA 92618
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MARK	DATE	DESCRIPTION
SD	1/30/23	SCHEMATIC DESIGN
DD		
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CD		

RGA PROJECT NO:	21137.00
OWNER PROJECT NO:	00000.00
CAD FILE NAME:	21137-00-A2-2P
DRAWN BY:	MG
CHK'D BY:	CS

SHEET TITLE

POSSIBLE OFFICE FLOOR PLAN

SHEET: A2-2P

LIGHTING SCHEDULE

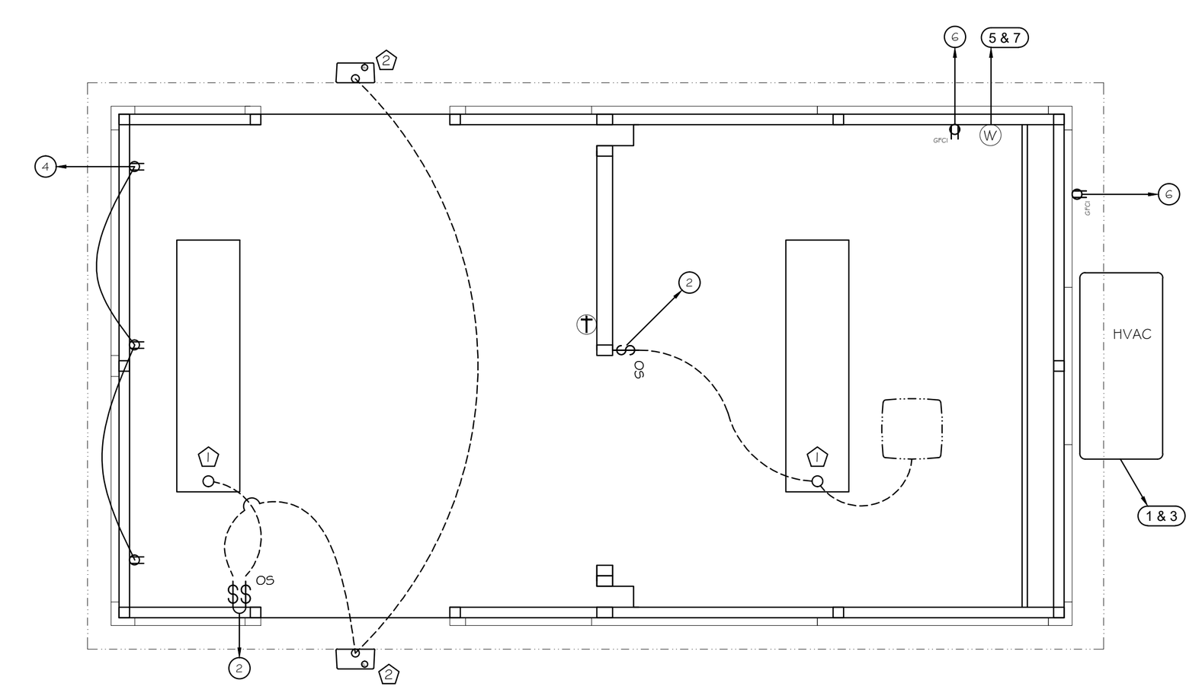
1	LED FIXTURE	MAXLITE MLFP14EP3041 LED FIXTURE (30W) (4100K)
2	LED WALL PACK	RAB WTLED25/D10/PC2 LED LIGHT w/ PHOTOCELL (25W)

NOTE:
1. ALL WIRING TO BE A MINIMUM OF THHN #12 SOLID COPPER.
2. ALL CIRCUITS TO BE GROUNDED.
3. ALL STEEL EQUIPMENT AND EXPOSED STRUCTURAL STEEL TO BE BONDED TO ELECTRICAL SYSTEM.

PANEL NAME: GB1				VOLTS: 120/240					MAIN TYPE: MAIN LUG		
MOUNTING: SURFACE				PHASE: SINGLE					BUS RATING: 125A		
ENCLOSURE: NEMA 1				WIRES: THREE					MCB RATING: NONE		
CKT	CIRCUIT DESCRIPTION	C.B. AMPS	C.B. POLES	A WATTS		B WATTS		C.B. POLES	C.B. AMPS	CIRCUIT DESCRIPTION	CKT
1	HVAC	20A	2	1771	710			1	20A	(1) LIGHT, (2) EXT.LIGHTS, (1) EX. FAN	2
3	HVAC					1771	540	1	20A	(3) RECEPTACLES	4
5	WATER HEATER	20A	2	1750	360			1	20A	(2) GFCI RECEPTACLES	6
7	WATER HEATER					1750					8
9											10
11											12

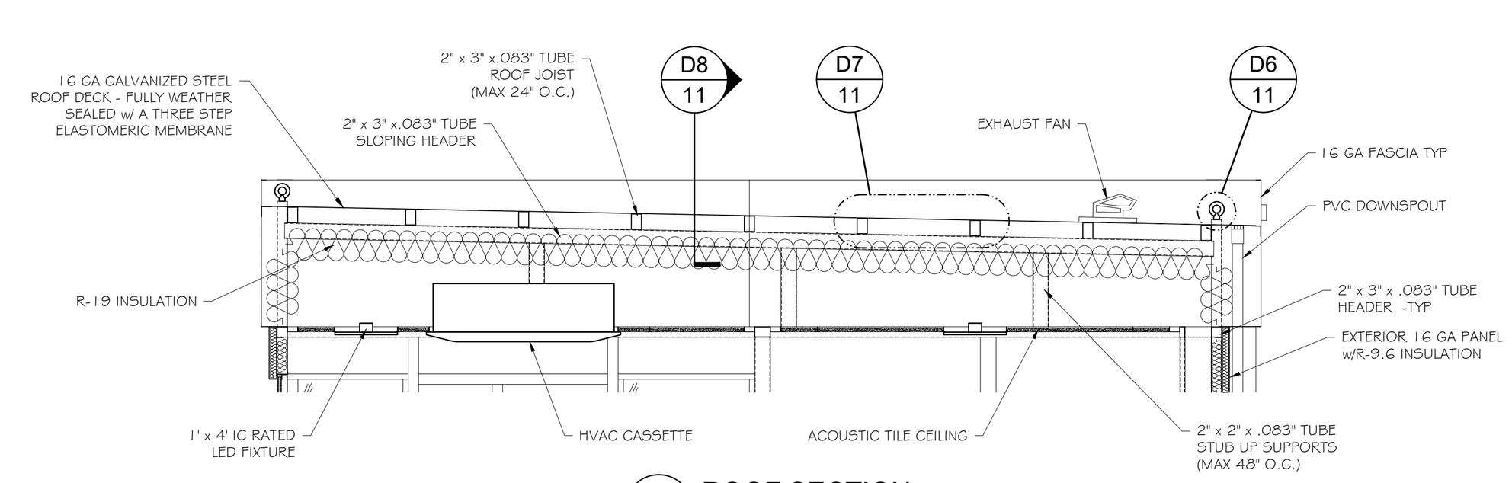
LEGEND

- 125v DULPEX OUTLET
- 125v GFCI DULPEX OUTLET
- (W) WATER HEATER JUNCTION BOX
- $ OS OCCUPANCY SENSOR
- $ EXTERIOR LIGHT SWITCH
- $ ------ SWITCH LEG



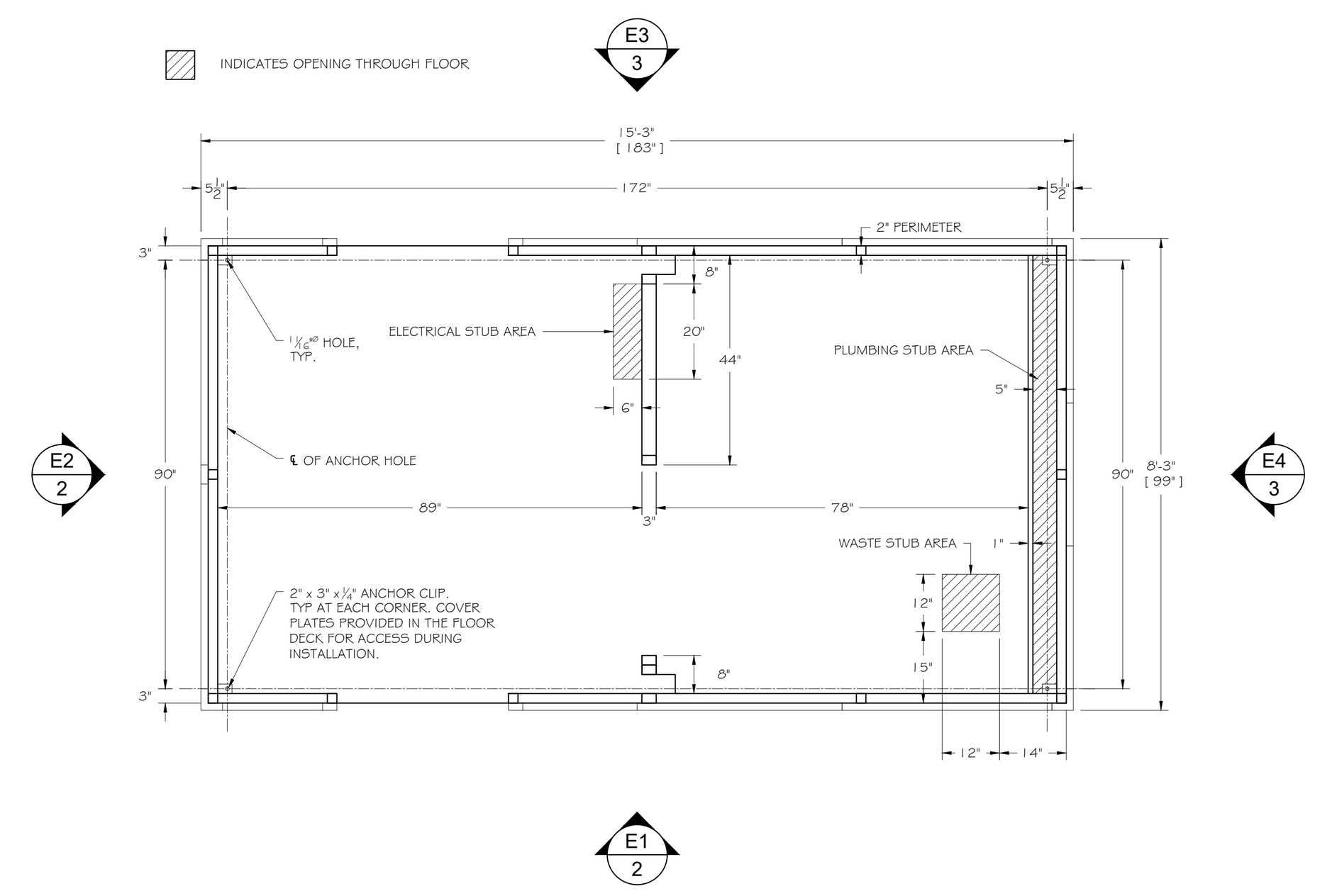
ELECTRICAL PLAN
SCALE: 1/2" = 1' - 0"

SHEET 9 OF 12 · JOB No:10596 · BY: JRM · DATE: · SCALE: AS NOTED · B.I.G. ENTERPRISES, INC. 9702 E. RUSH STREET SOUTH EL MONTE, CA 91733-1730 (626) 448-1449



D1 ROOF SECTION
SCALE: 1/2" = 1' - 0"

SHEET 10 OF 12 · JOB No:10596 · BY: JRM · DATE: · SCALE: AS NOTED · B.I.G. ENTERPRISES, INC. 9702 E. RUSH STREET SOUTH EL MONTE, CA 91733-1730 (626) 448-1449



STUB UP AREA / ANCHOR PLAN
SCALE: 1/2" = 1' - 0"

SHEET 5 OF 12 · JOB No:10596 · BY: JRM · DATE: · SCALE: AS NOTED · B.I.G. ENTERPRISES, INC. 9702 E. RUSH STREET SOUTH EL MONTE, CA 91733-1730 (626) 448-1449

DELUXE GUARD BOOTH STYLE

MANUFACTURED FOR :

BY: B.I.G. ENTERPRISES
9702 E. RUSH ST
SOUTH EL MONTE CA 91733

DRAWING TITLE	SHEET NUMBER
COVER PAGE	1
E1 & E2 ELEVATIONS	2
E3 & E4 ELEVATIONS	3
FLOOR PLAN	4
STUB UP AREA & ANCHOR PLAN	5
RESTROOM ELEVATIONS	6
PLUMBING INFORMATION	7
FLOOR FRAMING PLAN	8
ELECTRICAL PLAN	9
ROOF SECTION	10
DETAILS	11
GENERAL NOTES	12

FIELD INSTALLED EQUIPMENT

THE FOLLOWING ITEMS WERE NOT INSTALLED AT THE FACTORY BY B.I.G. ENTERPRISES. THESE ITEMS ARE TO BE DESIGNED AND INSTALLED ON SITE BY OTHERS SUBJECT TO REVIEW AND APPROVAL BY THE LOCAL BUILDING DEPARTMENT.

1) FOUNDATION AND ANCHORAGE SYSTEM
2) UTILITY CONNECTIONS
3) CONNECTION OF EXTERIOR HVAC UNIT
4) PLUMBING FIXTURES
5) RESTROOM EQUIPMENT
6) ADA RAMP

GENERAL INFO

8'-3" x 15'-3" x 10'-0" TALL
SINGLE STORY
OCCUPANCY: ONE
126 SQ FT.
ONE UNIT

BASIC DESIGN CRITERIA

OCCUPANCY GROUP: B
CONSTRUCTION CLASSIFICATION: V-B
WIND LOAD: Vult = 115 MPH
Vasd = 90 MPH
Exposure C
FLOOR LOAD: 60 PSF
ROOF LIVE LOAD: 25 PSF
ROOF DEAD LOAD: 5 PSF
GROUND SNOW LOAD: 0 PSF

SEISMIC DESIGN DATA

MAPPED SPECTRAL RESPONSE: S_S=1.50 S_1=0.60
SPECTRAL RESPONSE COEFFICIENTS: S_{DS}=1.00, S_{D1}=0.60
SEISMIC DESIGN CATEGORY: D
BASIC SEISMIC FORCE RESISTING SYSTEM: C.4
DESIGN BASE SHEAR 0.29 X SEISMIC WEIGHT OF STRUCTURE
RESPONSE MODIFICATION FACTOR R=3.5
ANALYSIS PROCEDURE USED: ALLOWABLE STRESS DESIGN

FOUNDATION

THE FOUNDATION WORK IS TO BE DESIGNED AND INSTALLED BY OTHERS IN ACCORDANCE WITH LOCAL CODES AND SOIL CONDITIONS.

DESIGN CODES

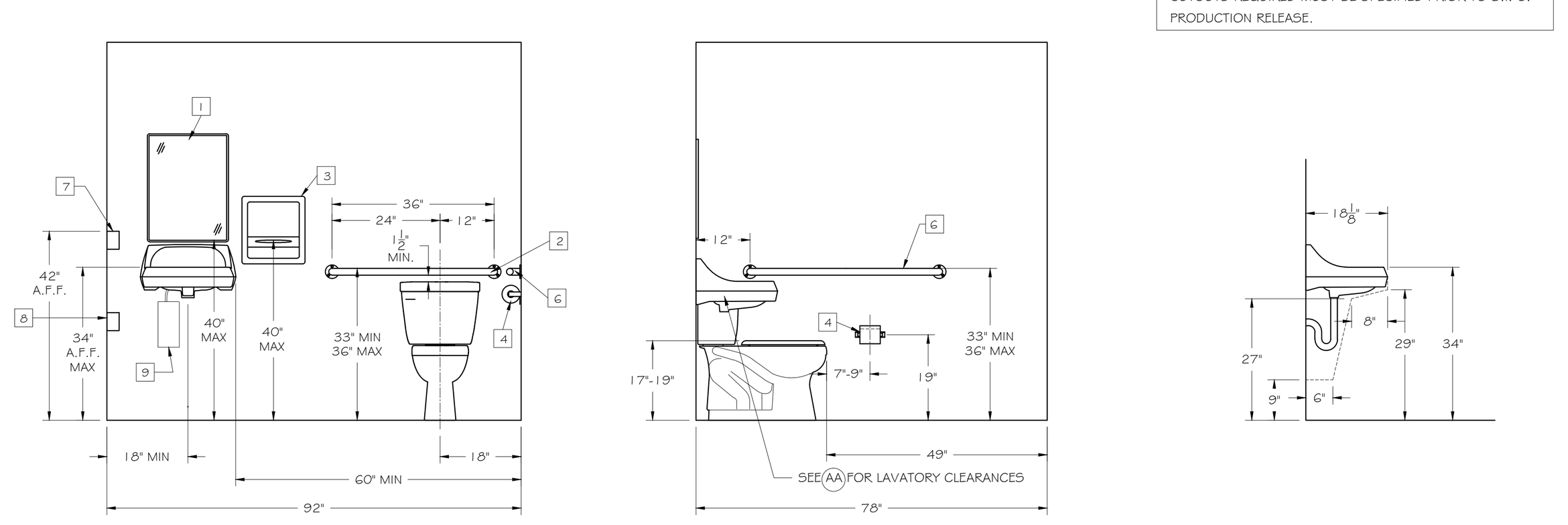
2016 CALIFORNIA BUILDING CODE
2016 CALIFORNIA MECHANICAL CODE
2016 CALIFORNIA ENERGY CODE
2016 CALIFORNIA GREEN CODE
2016 CALIFORNIA ELECTRICAL CODE
2016 CALIFORNIA PLUMBING CODE

NOTE: THIS UNIT WILL NOT BE PLACED IN A WILDFIRE URBAN INTERFACE ZONE

SHEET 1 OF 12 · JOB No: · SCALE: AS NOTED · B.I.G. ENTERPRISES, INC. 9702 E. RUSH STREET SOUTH EL MONTE, CA 91733-1730 (626) 448-1449

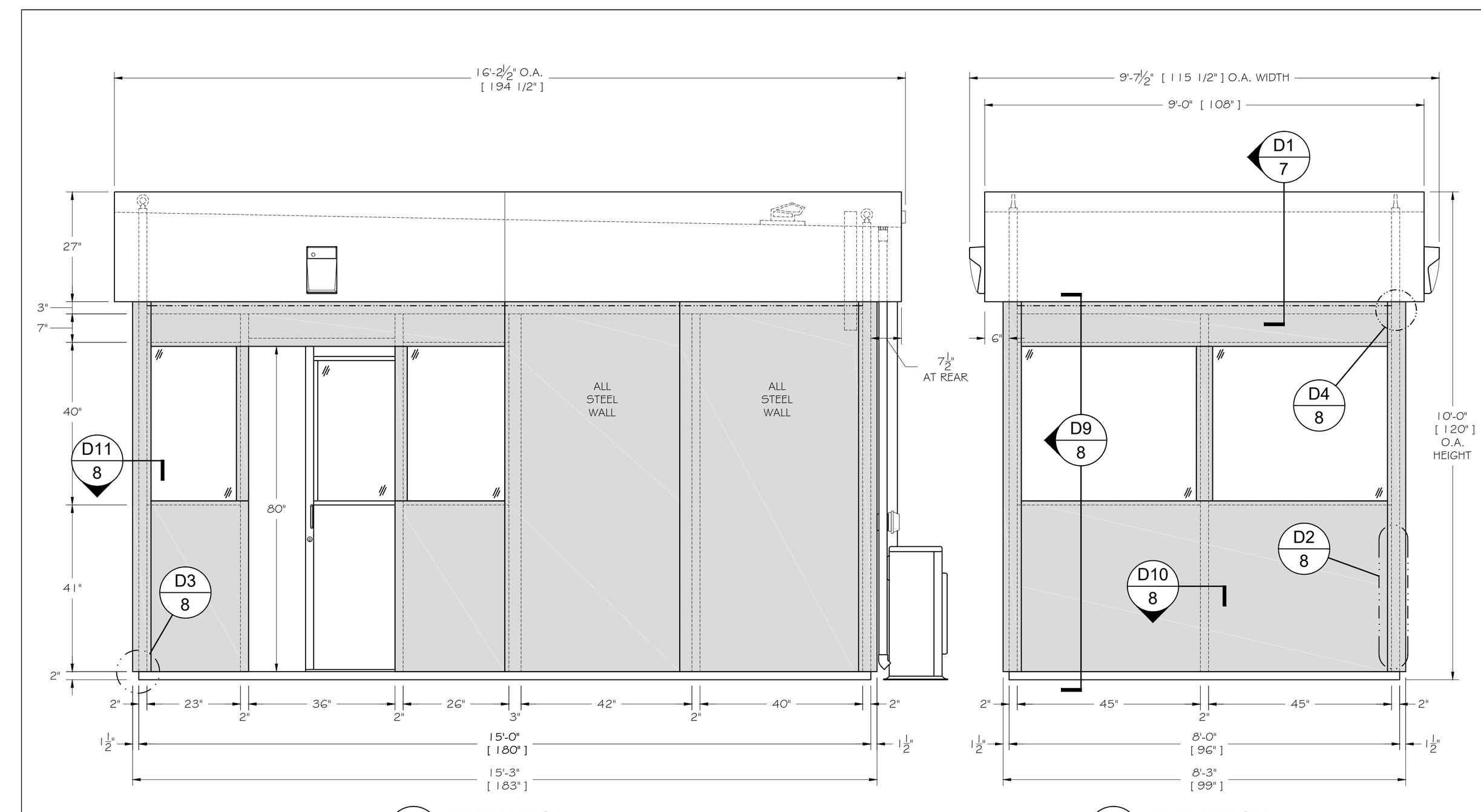
1	16" x 22" MIRROR	4	TOILET PAPER HOLDER	7	GFCI RECEPTACLE
2	36" GRAB BAR	5	WATER HEATER	8	WATER HEATER JUNCTION BOX
3	PAPER TOWEL DISPENSER	6	42" GRAB BAR	9	SOAP DISPENSER

NOTE:
ALL RESTROOM EQUIPMENT TO BE SHIPPED LOOSE FOR INSTALLATION ON SITE BY OTHERS. B. I. G. TO PROVIDE BRACING HARD POINTS FOR SINK AND ANY REQUESTED GRAB BARS. ANY OTHER BRACING POINTS OR CUTOUTS REQUIRED MUST BE SPECIFIED PRIOR TO B.I. G. PRODUCTION RELEASE.



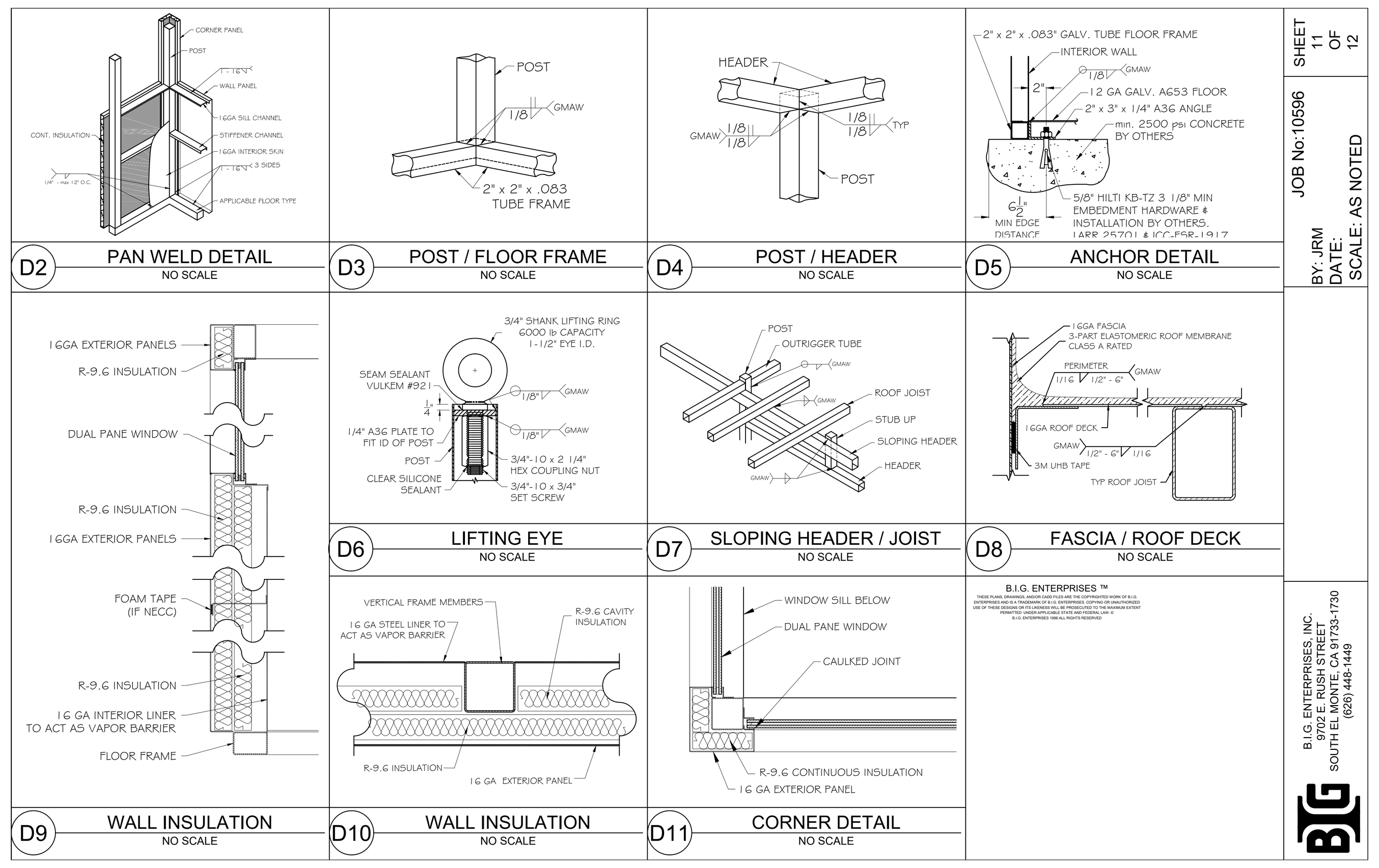
E5 ELEVATION SCALE: 1/2" = 1' - 0" · E6 ELEVATION SCALE: 1/2" = 1' - 0" · AA LAVATORY CLEARANCES SCALE: 1/2" = 1' - 0"

SHEET 6 OF 12 · JOB No:10596 · BY: JRM · DATE: · SCALE: AS NOTED · B.I.G. ENTERPRISES, INC. 9702 E. RUSH STREET SOUTH EL MONTE, CA 91733-1730 (626) 448-1449

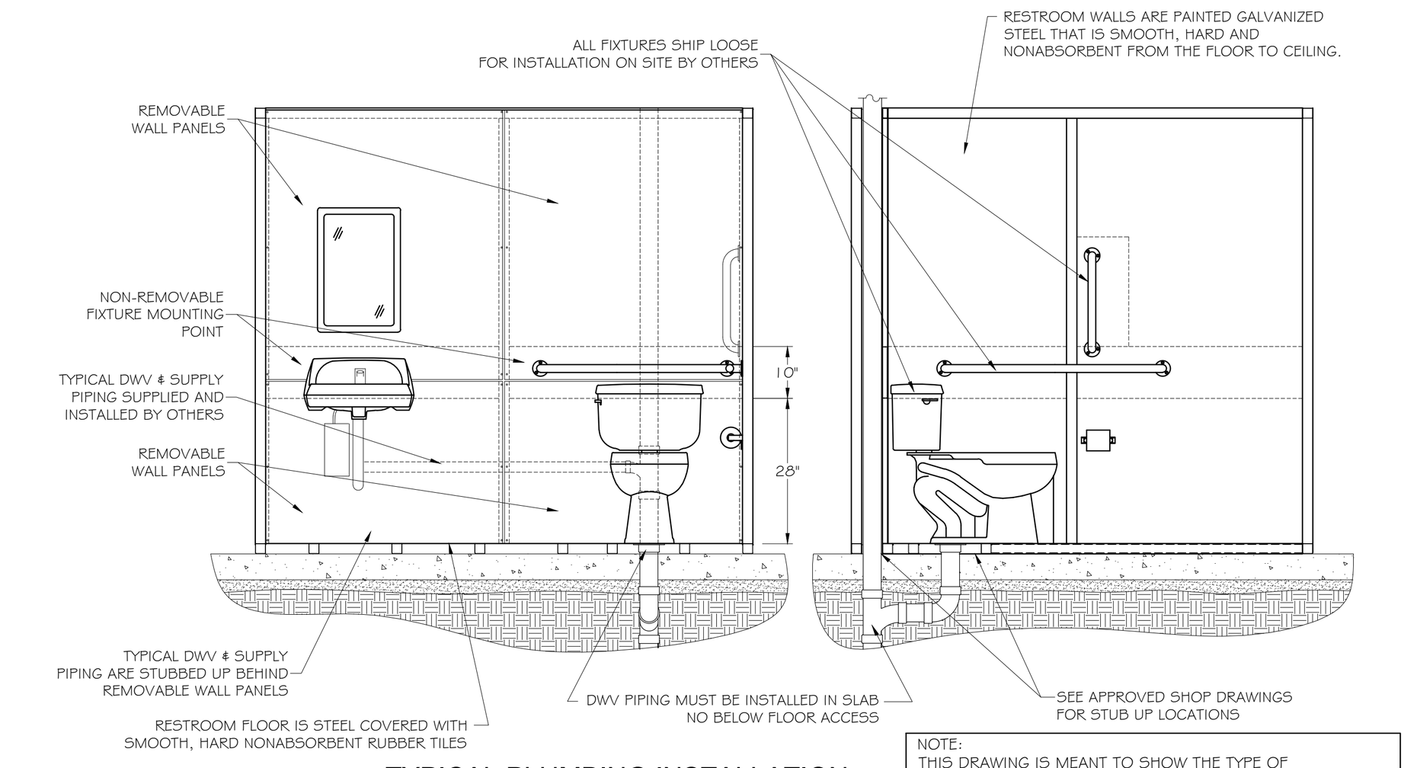


E1 ELEVATION SCALE: 1/2" = 1' - 0" · E2 ELEVATION SCALE: 1/2" = 1' - 0"

SHEET 2 OF 12 · JOB No: · BY: JRM · DATE: · SCALE: AS NOTED · B.I.G. ENTERPRISES, INC. 9702 E. RUSH STREET SOUTH EL MONTE, CA 91733-1730 (626) 448-1449



SHEET 11 OF 12 · JOB No:10596 · BY: JRM · DATE: · SCALE: AS NOTED · B.I.G. ENTERPRISES, INC. 9702 E. RUSH STREET SOUTH EL MONTE, CA 91733-1730 (626) 448-1449



NOTE:
THIS DRAWING IS MEANT TO SHOW THE TYPE OF PLUMBING WORK REQUIRED TO CONNECT THE GUARD HOUSE. ACTUAL PLANS, PERMITS AND INSTALLATION ARE BY OTHERS.

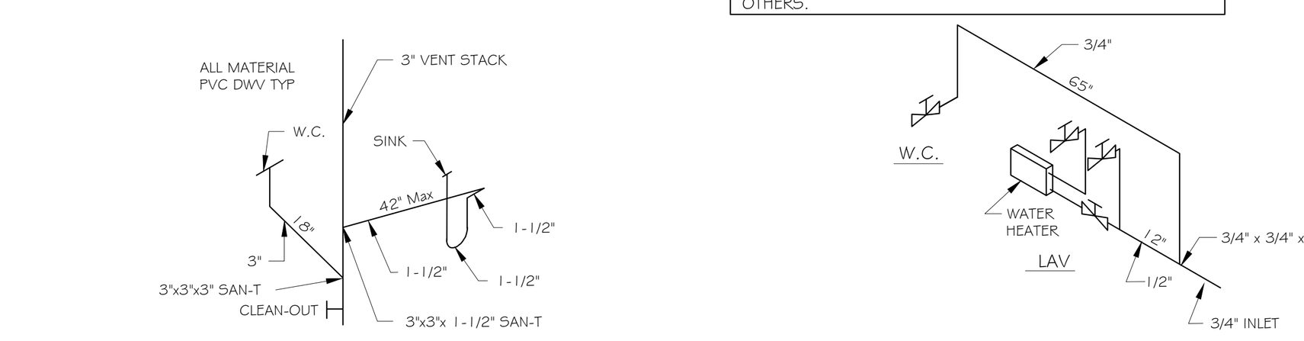
TYPICAL PLUMBING INSTALLATION
SCALE: 1/2" = 1' - 0"

PLUMBING FIXTURE COUNT			
FIXTURE	QTY	DRAIN UNITS	EXTENDED
WATER CLOSET	1	4	4
LAVATORY	1	2	2
TOTAL DRAIN UNITS			6

INLET SIZES			
FIXTURE	QTY	FLOW RATE	EXTENDED
WATER CLOSET	1	1.6 GPM	1.6 GPM
LAVATORY	1	2.0 GPM	2.0 GPM
TOTAL FLOW RATE			3.6 GPM

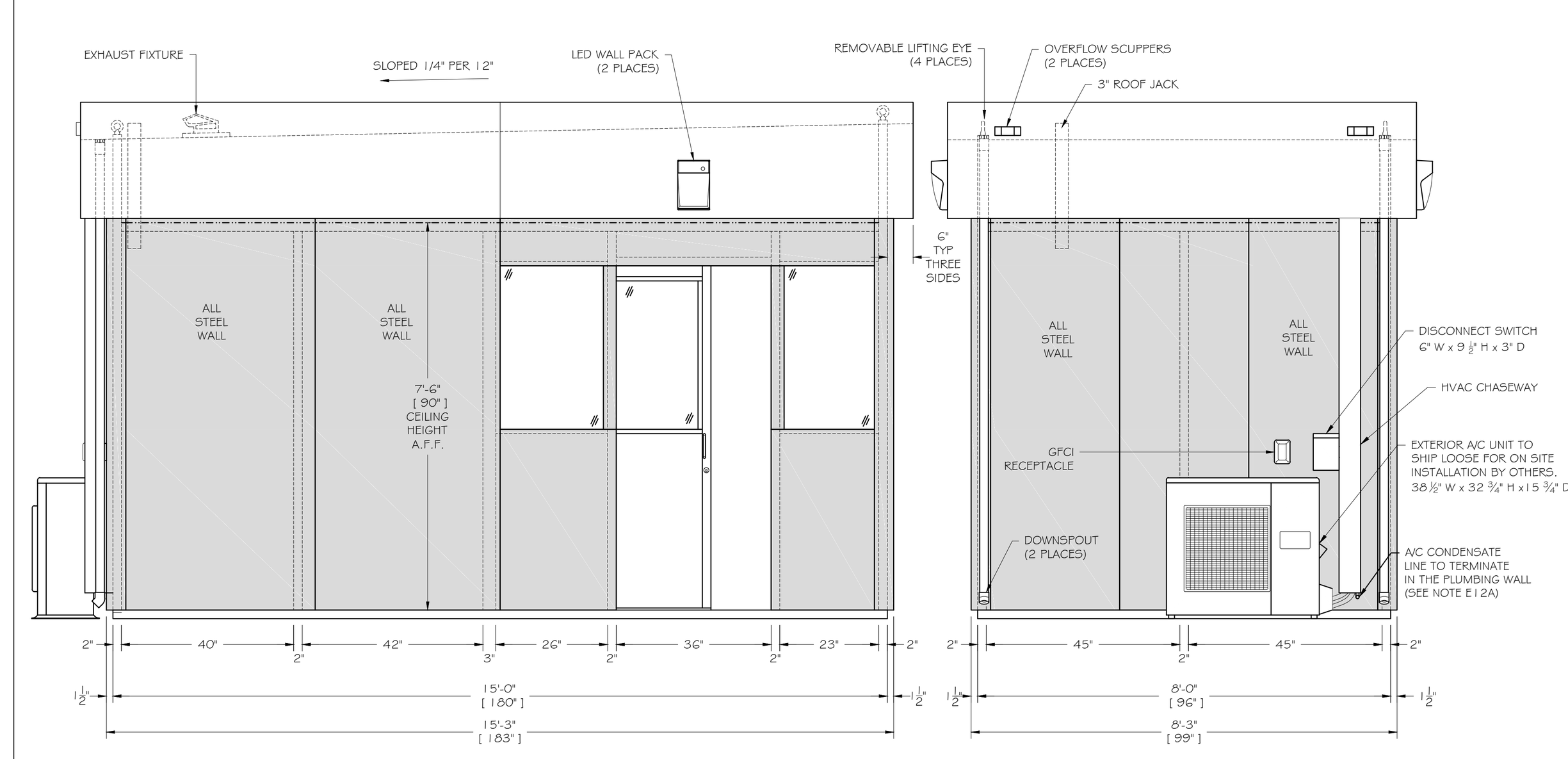
WATER SUPPLY FIXTURE UNITS			
FIXTURE	QTY	WSFU	MIN. BRANCH PIPE SIZE
WATER CLOSET	1	1.5	1/2"
LAVATORY	1	1.0	1/2"
TOTAL		2.5	3/4"

System will require a minimum pressure range of 30 to 45 psi with a maximum development length of 600 ft with a ¾" dia. supply.



SANITARY STACK DIAGRAM (BY OTHERS ON SITE) · WATER RISER DIAGRAM (BY OTHERS ON SITE)

SHEET 7 OF 12 · JOB No:10596 · BY: JRM · DATE: · SCALE: AS NOTED · B.I.G. ENTERPRISES, INC. 9702 E. RUSH STREET SOUTH EL MONTE, CA 91733-1730 (626) 448-1449



E3 ELEVATION SCALE: 1/2" = 1' - 0" · E4 ELEVATION SCALE: 1/2" = 1' - 0"

SHEET 3 OF 12 · JOB No:10596 · BY: JRM · DATE · SCALE: AS NOTED · B.I.G. ENTERPRISES, INC. 9702 E. RUSH STREET SOUTH EL MONTE, CA 91733-1730 (626) 448-1449

GENERAL NOTES:

STRUCTURAL:

S1. Frame members to consist of minimum 2" x 2" x .083" structural steel tube.
S2. Unit to have half glazed 16 ga galvanized steel walls with 16 ga galvanized interior liners.
S3. Walls to have a R-9.6 insulation value with a layer of continuous R-9.6 insulation encapsulated in an exterior 16 ga galvanized steel wall. Overall insulation value is R-19.2.
S4. Unit to have a 12 ga A653 galvanized steel floor covered with 1/4" thick x 20" square, black commercial polyvinyl chloride interlocking tiles with a 4" high black perimeter cove molding. Floor to be mounted on a 2" tall galvanized steel tube frame.
S5. Unit to have four interior anchor clips. Four 5/8" Hilti KB-TZ bolts (LARR 25701, ICC-ESR-1917) with 3 1/8" minimum embedment in 2500 psi concrete (or equal) are required for placement of booth (Anchor bolts are not included). Concrete to be level. If sloped, slope towards drain opening(s) on booth. Concrete and booth installation shall be by others. For a 3-1/8" embedment the foundation/slab design must be a minimum of 5" thick and be sized to allow for a minimum distance of 6-1/2" from the edge of the slab to the center line of the anchors for maximum strength.
S6. Floor will require a ramp the full width of the door opening with a slope of 1" to 1'- 0" to meet ADA handicap access requirements. Ramp to be installed on site. All materials and labor by others.

ROOF:

R1. Unit to have a 28" tall fascia, 6" overhang on all sides with a 16ga galvanized steel roof sloped to drain through two rear mount 1-1/2" PVC downspouts and overflow scuppers.
R2. Roof to have a R-19 insulation value.
R3. Unit to have four removable lifting eyes (3/4" dia. shank, eye is 1-1/2" I.D.) mounted on the roof. Lifting eyes are designed for a STRAIGHT VERTICAL LIFT ONLY. Spreader bars must be used when lifting booth to ensure this vertical lift. All warranties will be void if not lifted in this manner.

DOORS & WINDOWS:

D1. Unit to have two 36" x 80" commercial grade steel framed slide doors constructed of 16 ga steel panels with steel tube frames. Doors to be top hung, in a steel track, on a minimum of eight 2 1/4" steel ball bearing rollers with stainless steel lower guide, mortise hook type lock, stainless steel pull handles welded on to the frame, and complete weather stripping. Doors to be keyed alike.
W1. Unit to have tinted 3/4" dual pane insulated tempered, safety glass with a make up of 1/4" tinted, 1/4" air space, 1/4" clear with Low-E coating.
W2. Glass tint to match as close as possible to Pilkington Evergreen.

ELECTRICAL:

E1. Unit to have one 3 wire single phase,12 pole,125 amp 120 / 240 volt, load center flush mounted in a SK60 cabinet. All electrical equipment to be U.L. listed and all wiring to be per current published NEC standards. All conductors to be copper, with a minimum size of #12. Exposed wiring to be in surface mounted EMT conduit. Concealed wiring to be in flexible aluminum conduit. Final power connection and grounding to be done on site by others. All work to be done by a qualified electrician in accordance with all applicable local codes.
E2. Unit to have one 1' x 4' LED light fixtures, recessed in the acoustic tile drop ceiling in the guard area, controlled by a occupancy sensor (manual on / auto off).
E3. Unit to have one 1' x 4' LED light fixtures, recessed in the acoustic tile drop ceiling in the restroom area, controlled by a occupancy sensor (manual on / auto off).

ELECTRICAL:

E4. The ceiling is to be an acoustic tile ceiling. The "T" grid will be painted the same color as the booth interior and the tiles will be white. Unit to have a ceiling height of 90" A.F.F.
E5. Unit to have a 25w LED wall pack light mounted above each door on the fascia controlled by a single pole switch and integral photocell. Light to ship loose for installation on site by others. Fixture to be RAB model WPTLED25/D10/PC2 or equal.
E6. Unit to have three 125 volt duplex outlets mounted under the shelf.
E7. Unit to have two single gang junction boxes mounted under the shelf. Each junction box is to have an empty 1/2" conduit, with pull string, run to the electrical stub up area.
E8. Unit to have a GFCI duplex outlet mounted in the restroom at 42" A.F.F.
E9. Unit to have a junction box mounted in the restroom. Junction box is to be wired for 240V, and is provided for the electrical connection of the water heater. The water heater is shipped loose, and is to be installed as part of the overall plumbing installation, by others.
E10. Unit HVAC system to be a ductless split system providing a minimum of 24,000 BTU heating and 22,000 BTU cooling. A/C to have a SEER of 15.0 and R-410A refrigerant. A/C to be Fujitsu model no. AOU24RLX (exterior unit) and AUU24RCLX (interior unit) or equal.
E11. The HVAC interior air handler unit, refrigerant lines, condensate drain line, and electrical to ship fully installed in a chaseway to the exterior. Chaseway to be 16ga galv. steel painted to match the booth. Interior air handler unit to have duct supply air to restroom through a 12" x 12" grille, painted to match booth interior.
E12. The HVAC exterior unit will ship loose. Final installation of the HVAC system including: connection of refrigerant lines to the interior and exterior units, evacuating & charging, programing the thermostat, and diagnostics test must be done on site. Installation and maintenance of the HVAC system must be performed by a certified HVAC contractor in order to maintain warranty coverage.
A. A/C condensate line to terminate in the plumbing wall for the contractor to feed to a drain line to the sewer.
E13. The HVAC exterior unit will include a disconnect switch & a GFCI receptacle for servicing.

ACCESSORIES:

A1. Unit to have one 22" deep front shelf with 3" cord access holes with grommets for drop down cords. Shelf to be 16ga steel, painted the same color as the booth interior and mounted at 34" above finished floor.
A2. Shelf to be rated for a 250 lb. load.

RESTROOM:

RR1. Unit to have restroom area with partition wall, all steel swing door with privacy lock, exhaust fixture (min 80 cfm, Broan #A80 or equal) and one installed 3" roof jack with 3" PVC tube vent stubbed 6" below ceiling. Verification of vent sizing, and vent installation to be by others in coordination with the local applicable codes.
RR2. All piping is to be supplied and installed on site by others.
RR3. The water closet shall not exceed 1.28 GPF. The lavatory flow rate shall not exceed 0.5 gpm at 60 psi. Total flow shall not exceed 0.25 gallons per activation.
RR3. The following equipment (or equals) will be shipped loose for on site installation by others:
- Standard lavatory: Kohler #K2005-0
- Faucet set: Delta 86T1153
- Toilet: Kohler #K3609
- Toilet seat: PROFLO-PFTSCOF2000WH
- 42" Grab Bar: Bobrick 5.S. 6806-42
- 36" Grab Bar: Bobrick 5.S. 6806-36
- TP holder: Bobrick 5.S. B-6857
- Paper towel holder: Bobrick 5.S. B-262
- Coat hook, double: Bobrick 5.S., B-6727
- Soap dispenser: Bobrick 5.S., B-2111
- Mirror: 18" x 24" Bobrick #B-1651 1824
- Water Heater: 240v 3.5KW EEMAX SP35

WEATHER PROOFING & FINISH:

F1. All exposed steel surfaces except roof deck to be coated with two component high solids polyurethane rust inhibitive primer, and two component high solids polyurethane finish coat.
F2. Unit to be painted one color inside and out.
A. Color to match sample Sherwin Williams SW-Prologis-Sable (standard gloss)
F3. Roof to be fully weather sealed with a three step elastomeric membrane as follows:
A. All seams are sealed with a high bond seam sealing tape.
B. The entire roof deck is then coated with a liquid applied one-part polyurethane coating forming a tough waterproof, weather-resistant elastomeric coating.
C. The entire deck surface finished with a white heat reflective polyurethane coating. The coating meets Energy Star reflectance and emissivity performance requirements, has an SRI of 95, and is approved by the Cool Roof Rating Council (CRRC).

Booth Width in Inches: 99
Booth Length in Inches: 183

A. Lighting Loads
Continuous Lighting Load: 125.8 ft² x 3.5 VA / ft² x 125% = 550.43
Actual Interior Lighting Load: Total VA of all interior light fixtures = 60.00
Exterior Lighting Load: 25 VA x 2 Fixtures x 125% = 62.50
Larger of Continuous or Actual load + Exterior Load = 612.93

B. Receptacle Loads
Non-continuous Duty: 5 (No. of recept) x 180 VA = 900.00
Continuous Duty: 0 (No. of recept) x 180 VA x 125% = 0.00

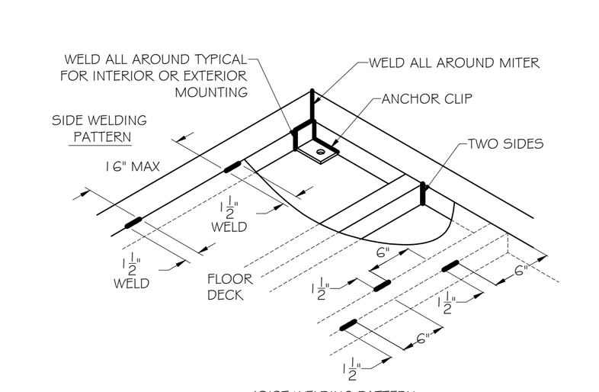
C. Heating, A/C & Motor Loads
Larger of heating or A/C Load: 3542 VA x 125% = 4427.50
Motor Loads (Use VA rating on motor if provided): Continuous Motor Loads: 0 A x 0 V x 125% = 0.00
Non-Continuous Motor Loads: 0.5 A x 120 V = 60.00

D. Largest Motor Load
Largest motor load from C: 0 VA x 25% = 0.00

E. Additional Loads
Nameplate Loads for additional continuous loads provided with building x 125%: 0 VA x 125% = 0.00
Nameplate Loads for additional non-continuous loads provided with building: Water Heater 3500 VA = 3500.00

F. Total Loads
Total VA: 9500.43
Total VA 9500 / 240 V = 39.59 Total Amps

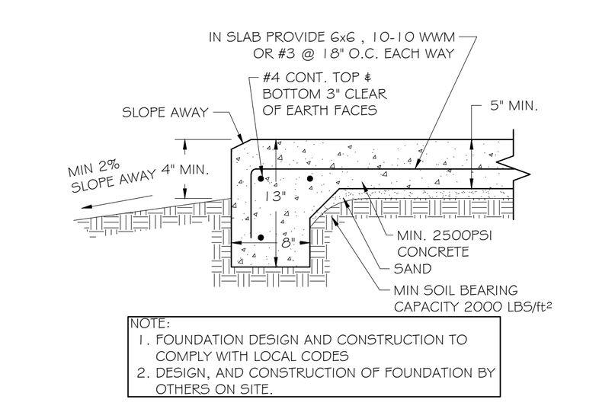
SHEET 12 OF 12 · JOB No:10596 · BY: JRM · DATE: · SCALE: AS NOTED · B.I.G. ENTERPRISES, INC. 9702 E. RUSH STREET SOUTH EL MONTE, CA 91733-1730 (626) 448-1449



D12 FLOOR WELD DETAIL
NTS

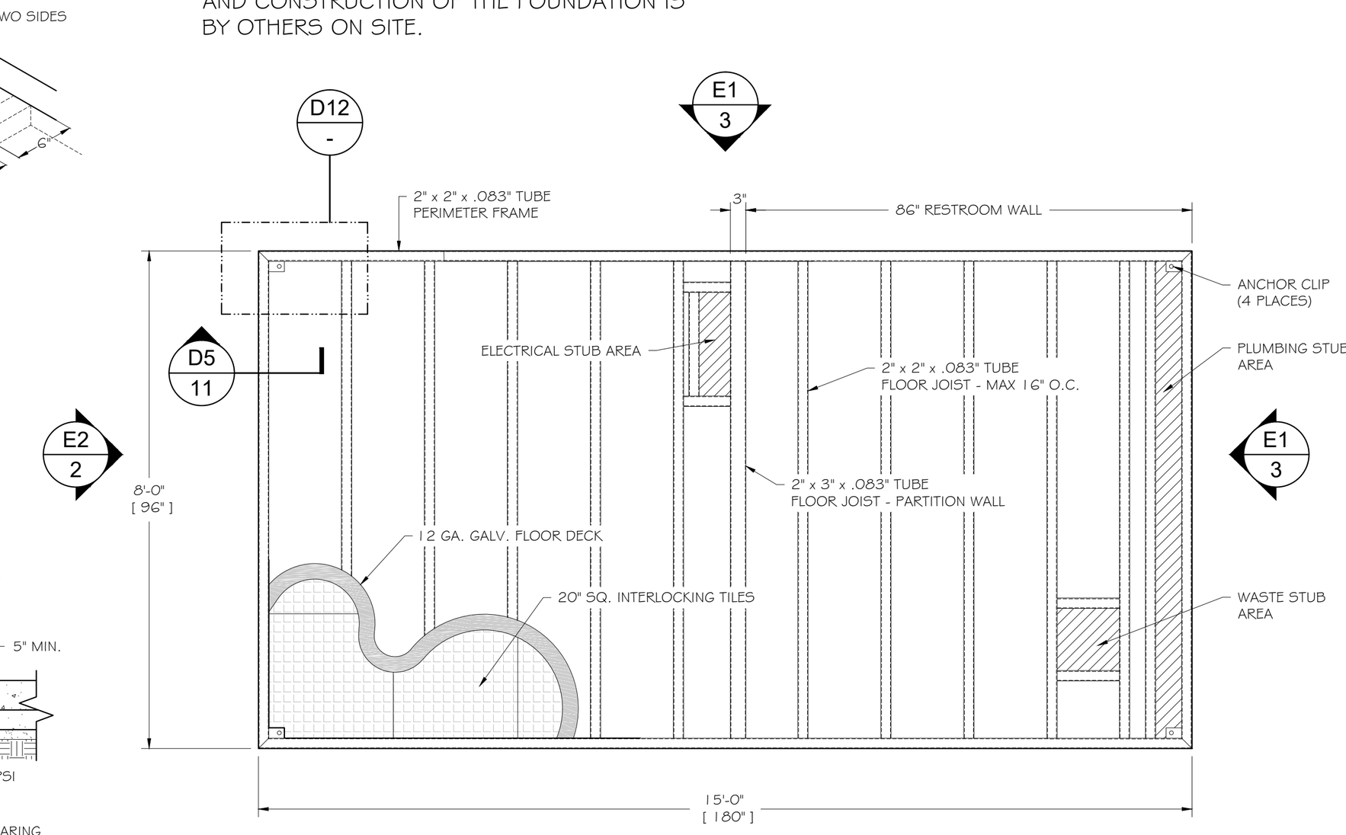
SITE WORK:
FOUNDATION DESIGN AND CONSTRUCTION TO COMPLY WITH THE LOCAL CODES. DESIGN AND CONSTRUCTION OF THE FOUNDATION IS BY OTHERS ON SITE.

NOTE:
1. THE FLOOR IS DESIGNED TO BE CONTINUOUSLY SUPPORTED BY A CONCRETE SLAB.



NOTE:
1. FOUNDATION DESIGN AND CONSTRUCTION TO COMPLY WITH LOCAL CODES
2. DESIGN, AND CONSTRUCTION OF FOUNDATION BY OTHERS ON SITE.

FOUNDATION DETAIL
NTS



FLOOR FRAMING PLAN
SCALE: 1/2" = 1' - 0"

SHEET 8 OF 12 · JOB No:10596 · BY: JRM · DATE: · SCALE: AS NOTED · B.I.G. ENTERPRISES, INC. 9702 E. RUSH STREET SOUTH EL MONTE, CA 91733-1730 (626) 448-1449

1	36" x 80" SLIDING DOORS - GENERAL NOTE D1	9	ELECTRICAL CABINET	17	OCCUPANCY SENSOR	25	OVERHANG
2	22" SHELF - GENERAL NOTE A1	10	LED WALL PACK (2 TOTAL) - GENERAL NOTE E6	18	WATER HEATER J-BOX - GENERAL NOTE E9	26	WINDOWS - GENERAL NOTES W1
3	3" CORD ACCESS HOLE (3 TOTAL)	11	EXTERIOR LIGHT SWITCH	19	GFCI RECEPTACLE (RESTROOM) - GENERAL NOTE E8	27	INTERIOR STEEL DOOR W/COAT HOOK
4	RECEPTACLE (3 TOTAL) - GENERAL NOTE E6	12	INTERIOR HVAC UNIT - GENERAL NOTES E10, E11	20	3" ROOF JACK - GENERAL NOTE RR1	28	12" X 12" SUPPLY GRILLE - GENERAL NOTE E11
5	JUNCTION BOX (2 TOTAL) - GENERAL NOTE E7	13	THERMOSTAT	21	GRAB BAR (2 PLACES) - GENERAL NOTE RR		
6	1' x 4' LED LIGHT FIXTURE - GENERAL NOTE E2	14	EXTERIOR HVAC UNIT - GENERAL NOTES E10, E12, E13	22	DOWNSPOUT (2 TOTAL)		
7	OCCUPANCY SENSOR	15	16 GA. HVAC CONDENSATION CHASEWAY	23	ANCHOR CLIPS (4 TOTAL) - GENERAL NOTE S5		
8	LOAD CENTER - GENERAL NOTE E1	16	1' x 4' LED LIGHT FIXTURE (RESTROOM) - GENERAL NOTE E3	24	EXHAUST FAN - GENERAL NOTE RR1		

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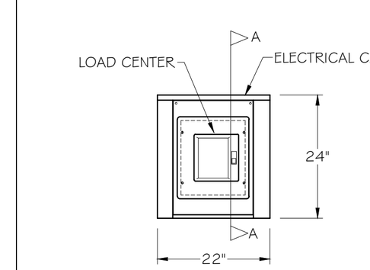
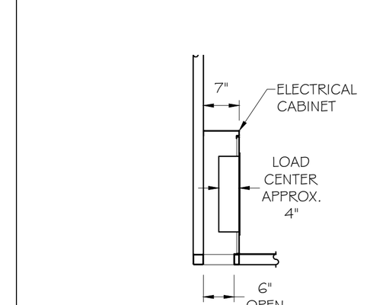
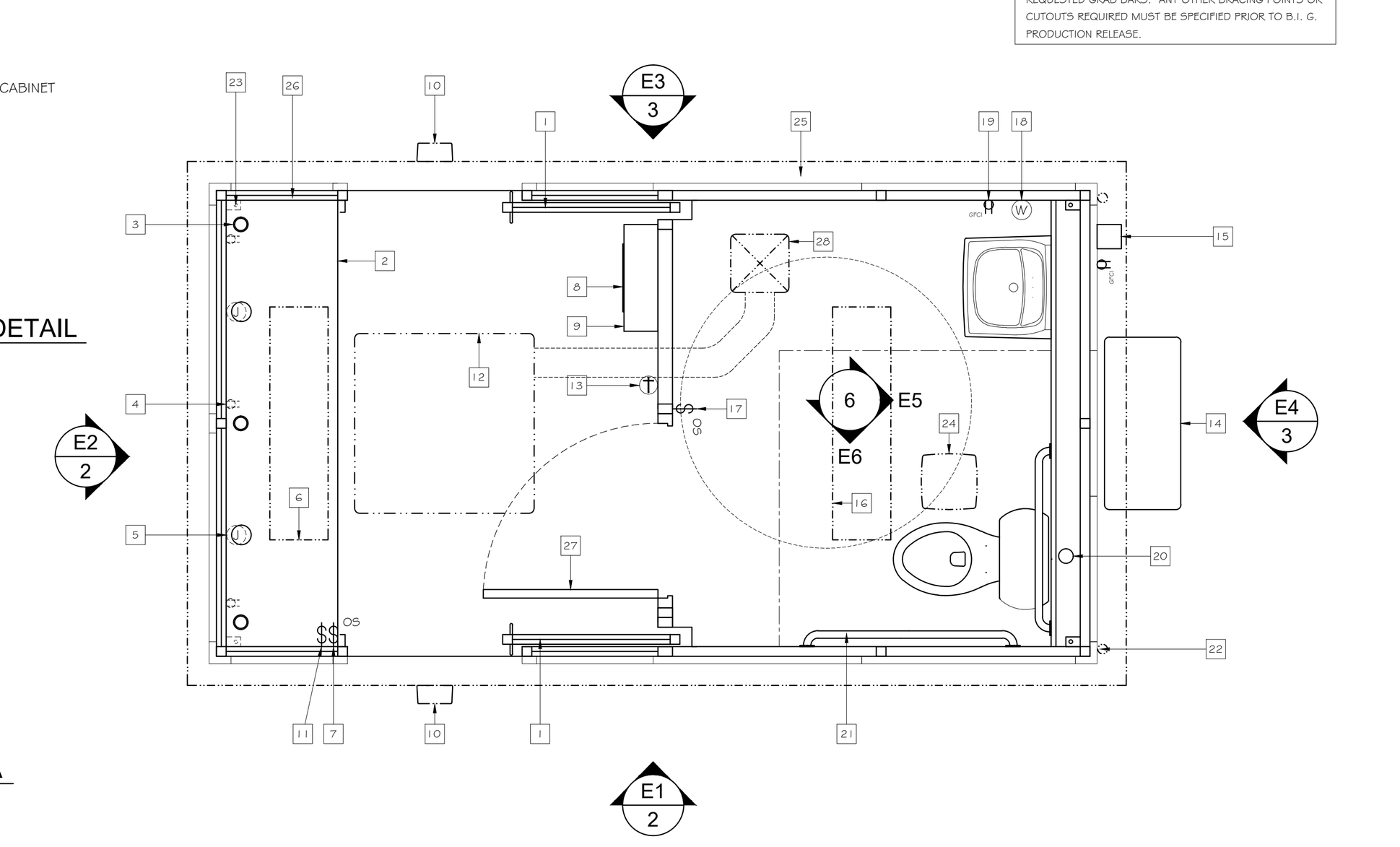


ELECTRICAL CABINET DETAIL
SCALE: 1/2" = 1' - 0"



SECTION A - A
SCALE: 1/2" = 1' - 0"



FLOOR PLAN
SCALE: 1/2" = 1' - 0"

SHEET 4 OF 12 · JOB No:10596 · BY: JRM · DATE: · SCALE: AS NOTED · B.I.G. ENTERPRISES, INC. 9702 E. RUSH STREET SOUTH EL MONTE, CA 91733-1730 (626) 448-1449

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CONSULTANT

PROFESSIONAL SEALS

PROJECT NAME

ELLIS STREET DEVELOPMENT

0000 ELLIS STREET
CITY OF PERRIS, CA

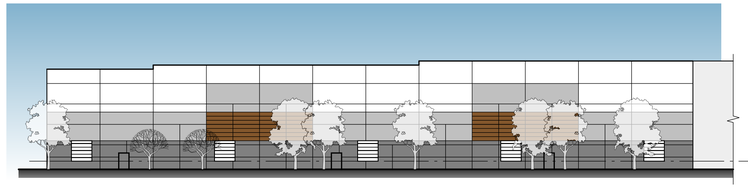
Newcastle | PARTNERS
4740 GREEN RIVER, SUITE 110
CORONA, CA 92880
951-582-9800

CD		
BID		
PC		
DD		
SD	1/30/23	SCHEMATIC DESIGN
MARK	DATE	DESCRIPTION

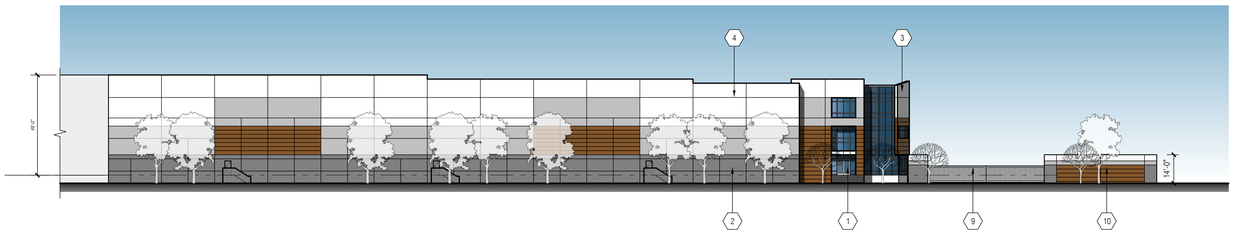
RGA PROJECT NO:	21137-00
OWNER PROJECT NO:	00000.00
CAD FILE NAME:	21137-00-A2-3P
DRAWN BY:	MG
CHK'D BY:	CS

SHEET TITLE
GUARDSHACK PLANS

SHEET: A2-3P



PARTIAL EAST ELEVATION
SCALE: 1" = 30'-0"



PARTIAL EAST ELEVATION
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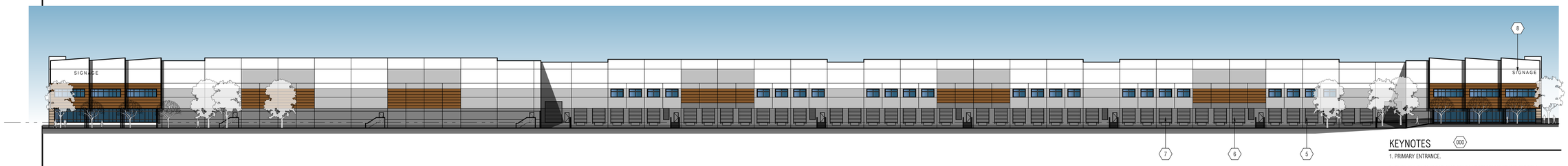
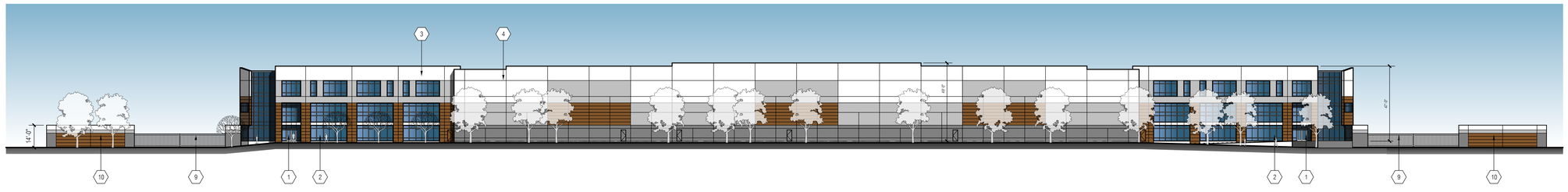


NORTH ELEVATION
SCALE: 1" = 30'-0"

KEYNOTES (000)

1. PRIMARY ENTRANCE.
2. BLUE GLASS IN CLEAR ALUMINUM STOREFRONT FRAME SYSTEM.
3. PAINTED CONCRETE TILT-UP EXTERIOR WALL CONSTRUCTION.
4. 2" WIDE X 3/4" DEEP HORIZONTAL / VERTICAL REVEAL.
5. PAINTED 12' WIDE X 15' HIGH LEVEL VERTICAL LIFT TRUCK DOOR.
6. PAINTED 9' WIDE X 10' HIGH VERTICAL LIFT TRUCK DOOR.
7. 3' X 7' PAINTED METAL MAN DOOR.
8. POSSIBLE FUTURE TENANT SIGNAGE LOCATION.
9. 8' HIGH BLACK TUBULAR STEEL ROLLING GATE - TYP. AT YARD ENTRANCES.
10. TYP. PAINTED CONCRETE SCREEN WALL ELEVATION W/ ACCENT REVEALS AND PAINTED ACCENTS TO MATCH BUILDING ARCHITECTURE.



WEST ELEVATION
SCALE: 1" = 30'-0"

FINISH SCHEDULE

1. FIELD COLOR - SW 7063 NEBULOUS WHITE
2. ACCENT COLOR - SW 7650 ELLIE GRAY
3. ACCENT COLOR - XXXXX
4. BASE ACCENT COLOR - SW 7067 CITYSCAPE
5. GLAZING - PPG VISTACOOL PACIFICA REFLECTIVE #2.

SOUTH ELEVATION
SCALE: 1" = 30'-0"

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ELLIS STREET DEVELOPMENT

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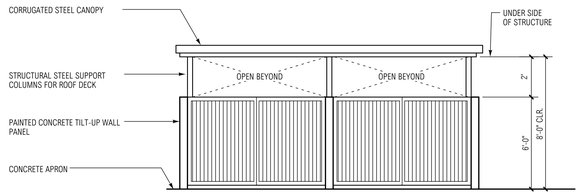
MARK	DATE	DESCRIPTION
SD	1/30/23	SCHEMATIC DESIGN
DD		
PC		
BID		
CD		

RGA PROJECT NO:	21137-00
OWNER PROJECT NO:	00000.00
CAD FILE NAME:	21137-00-A3-1P
DRAWN BY:	MG
CHK'D BY:	CS

SHEET TITLE

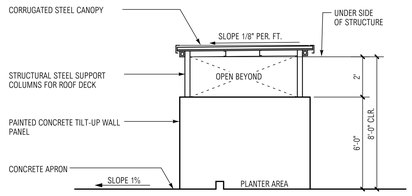
ELEVATIONS

SHEET: A3-1P



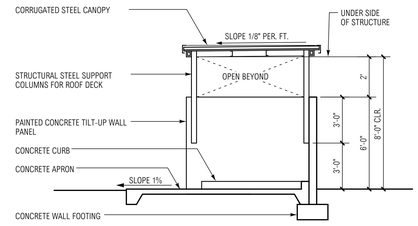
TRASH ENCLOSURE FRONT ELEVATIONS

SCALE: 1/4" = 1'-0"



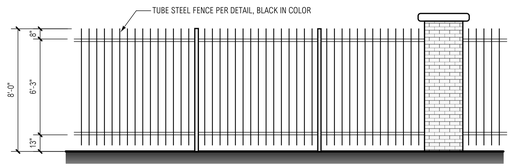
TRASH ENCLOSURE SIDE ELEVATIONS

SCALE: 1/4" = 1'-0"



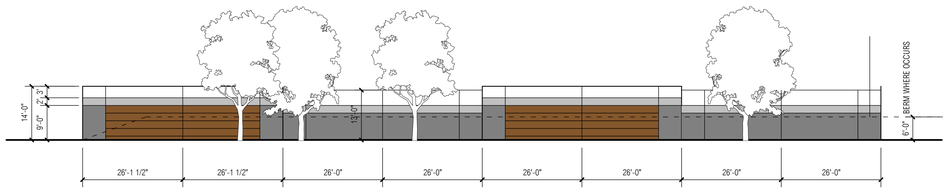
TYPICAL TRASH ENCLOSURE SECTION

SCALE: 1/4" = 1'-0"



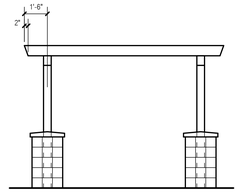
TYPICAL TUBE STEEL FENCE ELEVATION

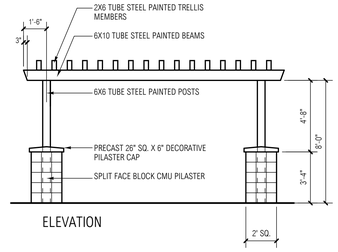
SCALE: 1/4" = 1'-0"

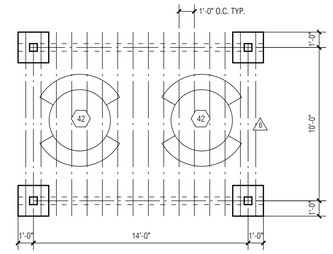


TYPICAL WALL ELEVATION

SCALE: 1/16" = 1'-0"

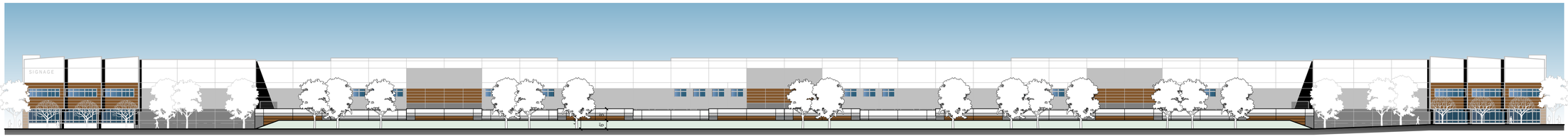






TYPICAL LUNCH PATIO TRELLIS

SCALE: 1/4" = 1'-0"

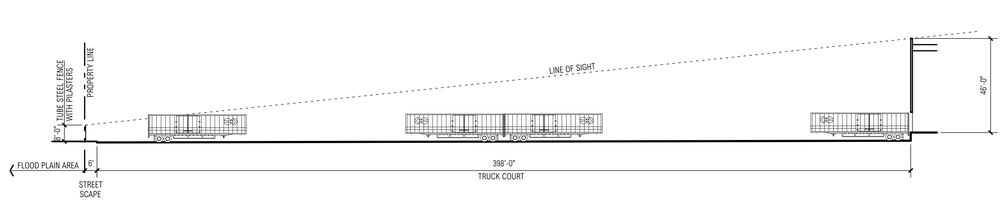


NORTH ELEVATION - WITH SCREENWALL

SCALE: 1" = 30'-0"

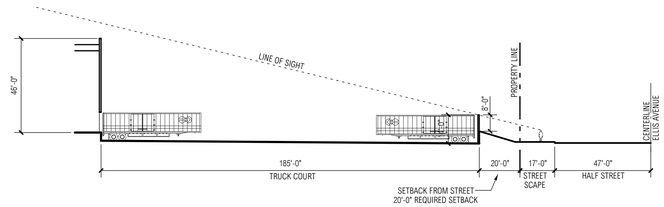
FINISH SCHEDULE

1. FIELD COLOR - SW 7063 NEBULOUS WHITE
2. ACCENT COLOR - SW 7650 ELLIE GRAY
3. ACCENT COLOR - XXXXX
4. BASE ACCENT COLOR - SW 7067 CITYSCAPE
5. GLAZING - PPG VISTACOOL PACIFICA REFLECTIVE #2.



NORTH SITE SECTION

SCALE: 1" = 30'-0"



NORTH SITE SECTION

SCALE: 1" = 30'-0"

RGA
Office of Architectural Design
15231 Alton Parkway, Suite 100
Irvine, CA 92618
T 949-341-0920
FX 949-341-0922

CONSULTANT

PROFESSIONAL SEALS

ELLIS STREET DEVELOPMENT

0000 ELLIS STREET
CITY OF PERRIS, CA

Newcastle PARTNERS
4740 GREEN RIVER, SUITE 110
CORONA, CA 92880
951-582-9800

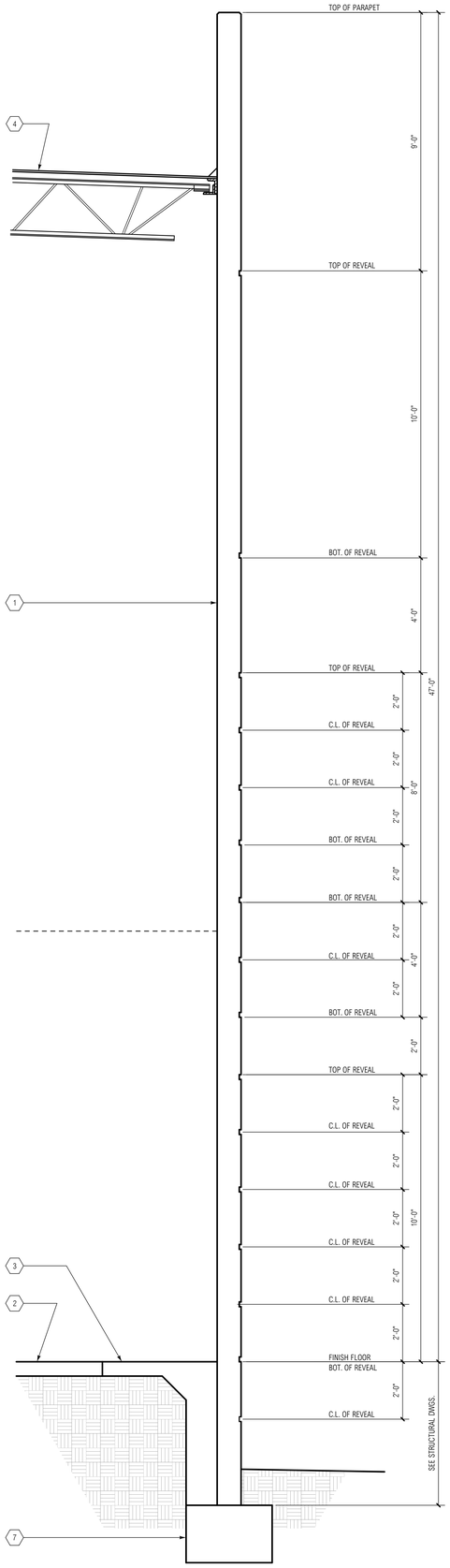
MARK	DATE	DESCRIPTION
CD		
BID		
PC		
DD		
SD	1/30/23	SCHEMATIC DESIGN

RGA PROJECT NO:	21137.00
OWNER PROJECT NO:	00000.00
CAD FILE NAME:	21137-00-A4-1P
DRAWN BY:	MG
CHK'D BY:	CS

SHEET TITLE

PATIO TRELLIS PLAN AND ELEVATIONS

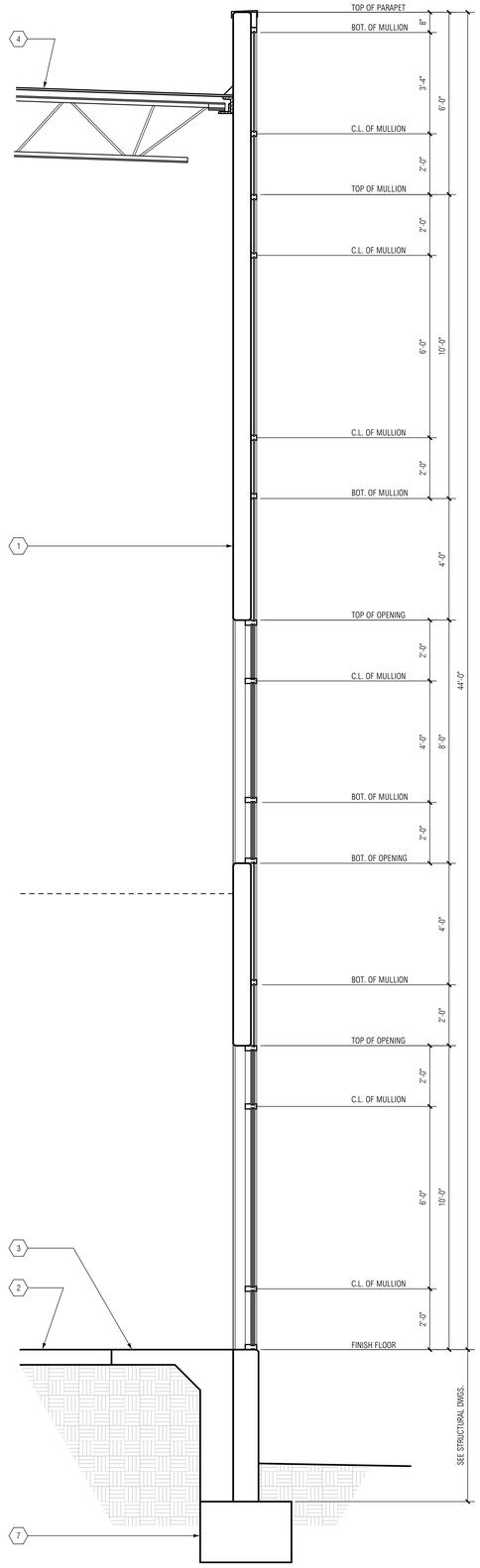
SHEET: A4-1P



WALL SECTION @ OFFICE PANEL

SCALE: 1/2" = 1'-0"

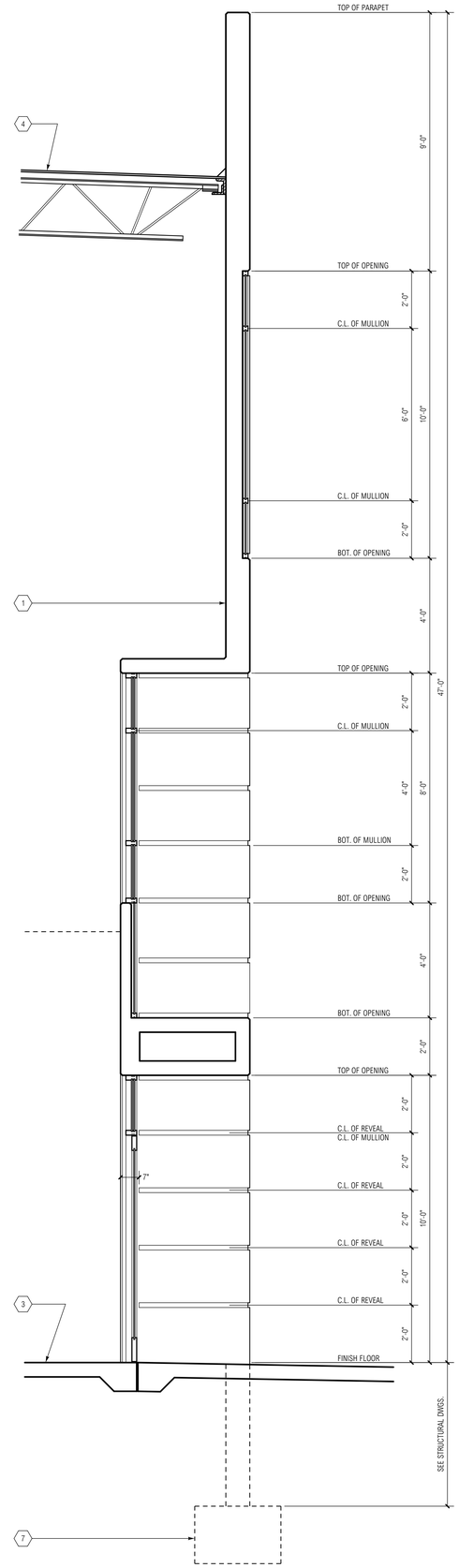
D



WALL SECTION @ WINDOW WALL

SCALE: 1/2" = 1'-0"

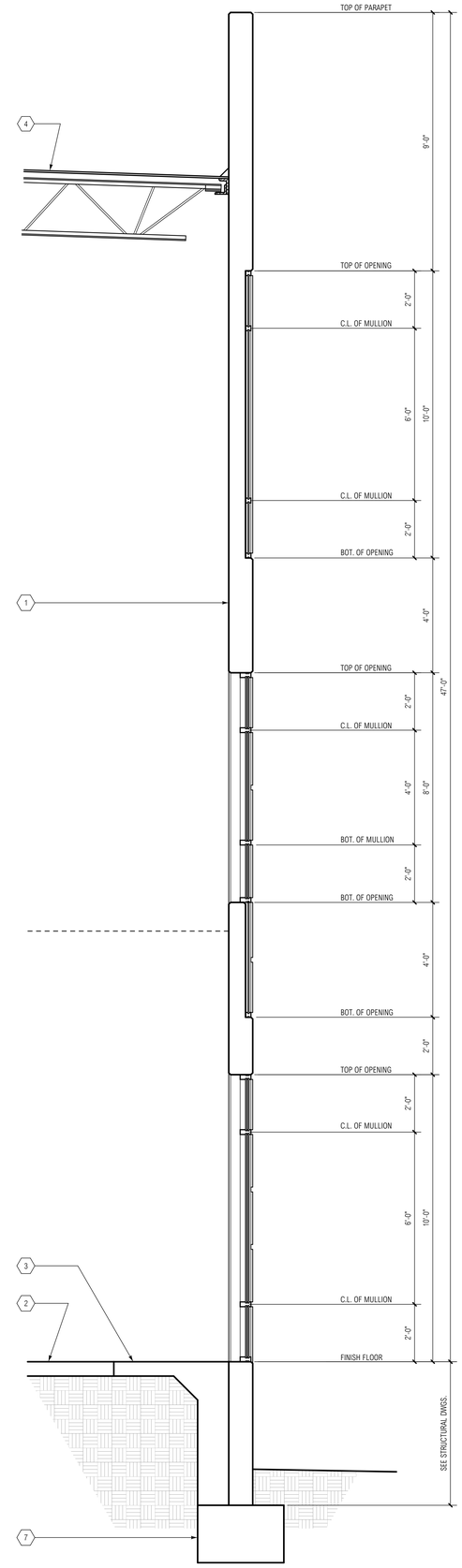
C



WALL SECTION @ ENTRY

SCALE: 1/2" = 1'-0"

B



WALL SECTION @ WINDOW PANEL

SCALE: 1/2" = 1'-0"

A

RGA
Office of Architectural Design
15231 Alton Parkway, Suite 100
Irvine, CA 92618
T 949-341-0920
FX 949-341-0922

CONSULTANT

PROFESSIONAL SEALS

ELLIS STREET DEVELOPMENT

0000 ELLIS STREET
CITY OF PERRIS, CA

Newcastle PARTNERS
4740 GREEN RIVER, SUITE 110
CORONA, CA 92880
951-582-9800

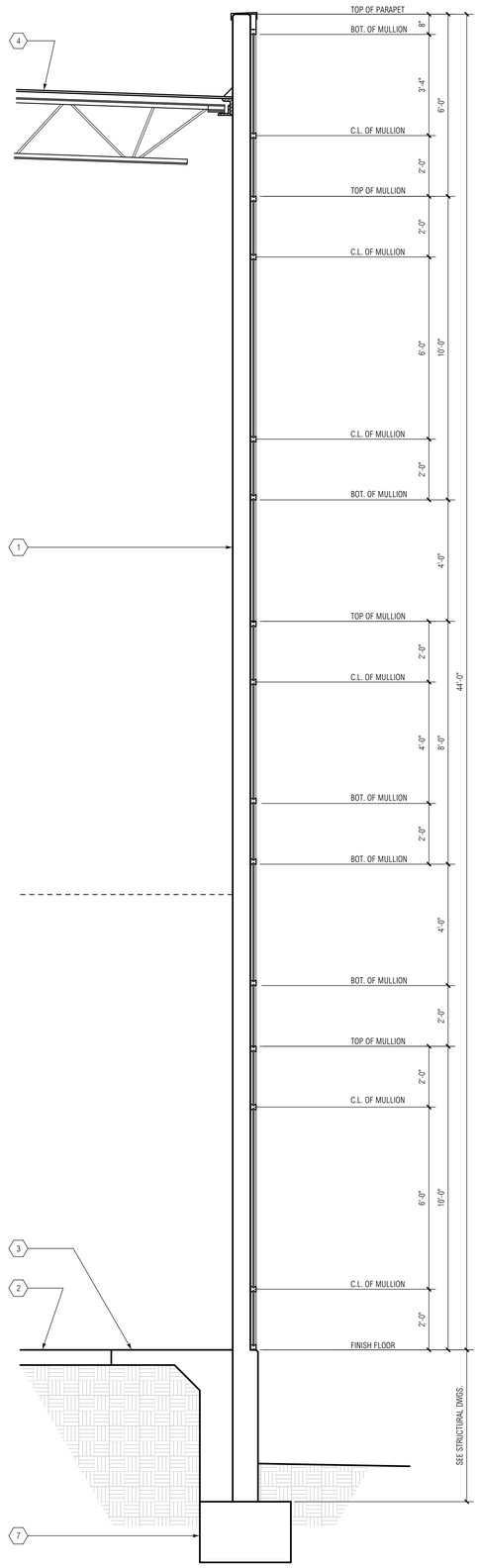
MARK	DATE	DESCRIPTION
SD	1/30/23	SCHEMATIC DESIGN
DD		
PC		
BID		
CD		

RGA PROJECT NO:	21137-00
OWNER PROJECT NO:	00000.00
CAD FILE NAME:	21137-00-A4-3
DRAWN BY:	MG
CHK'D BY:	CS

SHEET TITLE

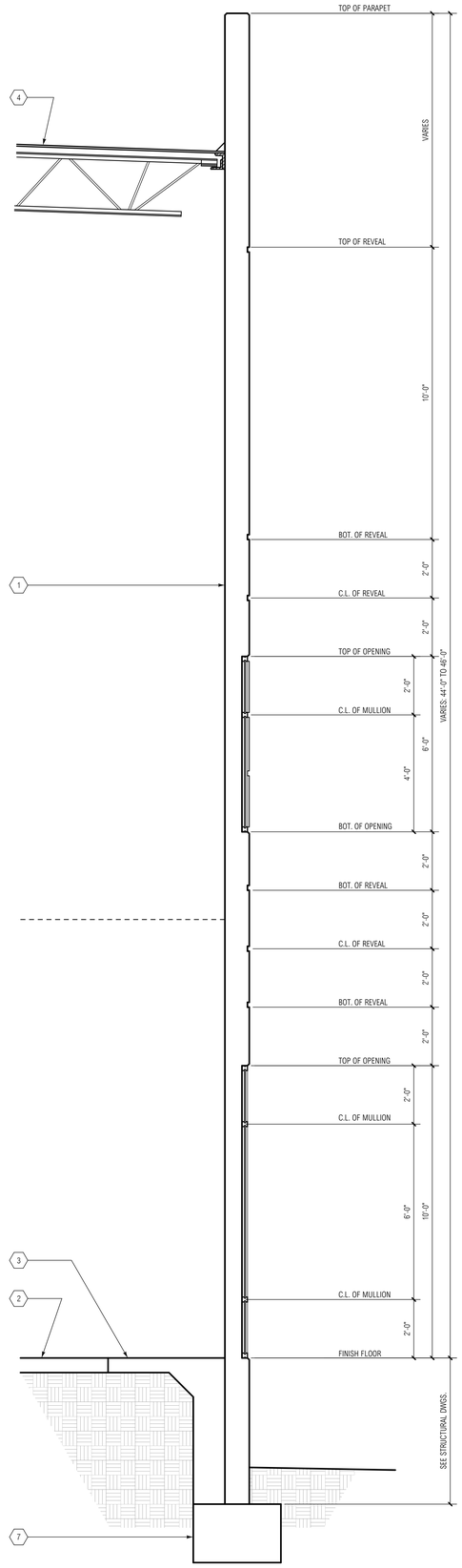
WALL SECTIONS

SHEET: A4-3



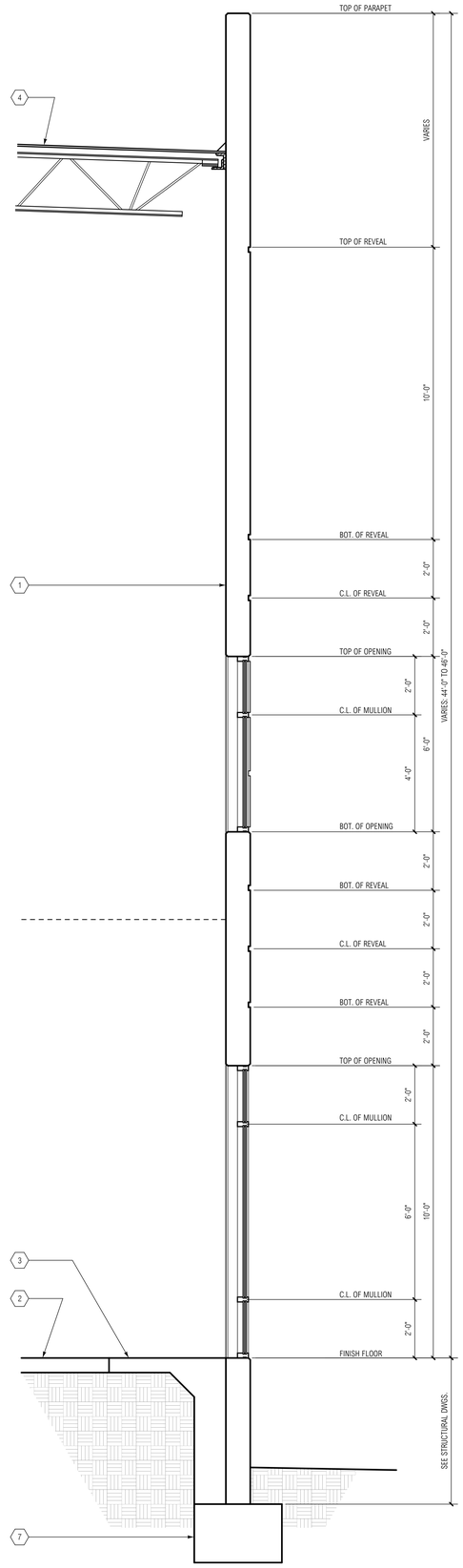
WALL SECTION @ WING PANEL RETURN C

SCALE: 1/2" = 1'-0"



WALL SECTION @ WINDOW WING PANEL B

SCALE: 1/2" = 1'-0"



WALL SECTION @ WINDOW WING PANEL A

SCALE: 1/2" = 1'-0"

RGA
Office of Architectural Design
15231 Alton Parkway, Suite 100
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CONSULTANT

PROFESSIONAL SEALS

ELLIS STREET
DEVELOPMENT

0000 ELLIS STREET
CITY OF PERRIS, CA

Newcastle PARTNERS
4740 GREEN RIVER, SUITE 110
CORONA, CA 92880
951-582-9800

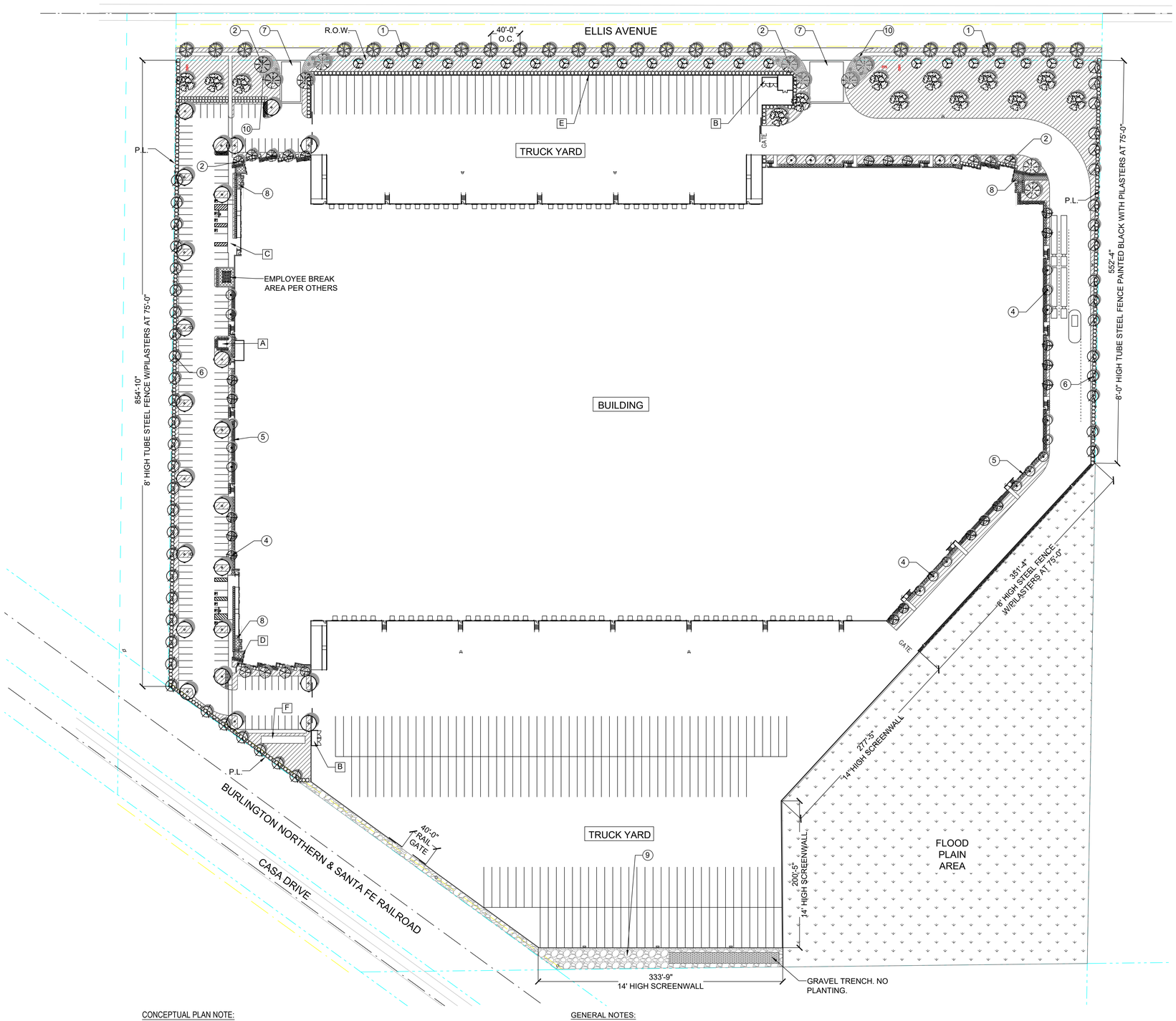
MARK	DATE	DESCRIPTION
SD	1/30/23	SCHEMATIC DESIGN
DD		
PC		
BID		
CD		

RGA PROJECT NO:	21137-00
OWNER PROJECT NO:	00000.00
CAD FILE NAME:	21137-00-A4-4
DRAWN BY:	MG
CHK'D BY:	CS

SHEET TITLE

WALL SECTIONS

SHEET: A4-4



DESIGN KEY NOTES:

1. NEW STREET TREE PER PLANTING LEGEND.
2. FLOWERING ACCENT TREE AT KEY FOCAL AREAS PER PLANTING LEGEND.
3. PARKING LOT SHADE TREE PER PLANTING LEGEND.
4. VERTICAL TREE ALONG BUILDING PER PLANTING LEGEND.
5. FOUNDATION SHRUB ALONG BUILDING PER PLANTING LEGEND.
6. LARGE EVERGREEN SCREEN SHRUB ALONG PROPERTY LINE PER PLANTING LEGEND.
7. TYP. ENHANCED VEHICULAR DECORATIVE CONCRETE PAVING.
8. TYP. ENHANCED PAVING AT BUILDING ENTRY.
9. CRUSHED GRAVEL IN LANDSCAPE AREA WITHIN SECURED YARD, TYP.
10. D.G. POCKETS WITH ASSORTED SUCCULENTS.

REFRENCE KEY NOTES:

- A. TRANSFORMER PER CIVIL PLANS.
- B. TRASH ENCLOSURE PER ARCHITECTURAL PLANS.
- C. CONCRETE WALKWAY, REFER TO ARCHITECTURAL PLANS.
- D. BIKE RACK PER ARCHITECTURAL PLANS.
- E. 14'-0" HIGH SCREEN WALL PER ARCHITECTURAL PLANS.
- F. BOCCE BALL COURT

PLANTING LEGEND

TREES			
SYMBOL	**TREE NAME**	**QTY.**	**WUCOLS**
	NEW STREET TREE ALONG ELLIS AVENUE PLATANUS ACERIFOLIA, LONDON PLANE TREE 24" BOX SIZE.	25	M
	LARGE FLOWERING ACCENT TREE CERCIDIUM X. 'DESERT MUSEUM', BLUE PALO VERDE 36" BOX SIZE.	10	L
	SMALL FLOWERING ACCENT TREE LAGERSTROEMIA I. 'WATERMELON RED', CRAPE MYRTLE 24" BOX SIZE.	10	M
	PARKING LOT SHADE TREE RHUS LANCEA, AFRICAN SUMAC 24" BOX SIZE.	23	L
	VERTICAL TREE ALONG BUILDING TRISTANIA CONFERTA, BRISBANE BOX 24" BOX SIZE.	20	L
	VERTICAL TREE ALONG BUILDING PODOCARPUS GRACILIOR, FERN PINE 24" BOX SIZE.	21	M
	EVERGREEN TREE ALONG PROPERTY LINE PINUS ELDARICA, MONDELL PINE 24" BOX SIZE.	47	L
	LARGE CA NATIVE TREE QUERCUS AGRIFOLIA, COAST LIVE OAK 24" BOX SIZE.	13	L
	CA NATIVE TREE QUERCUS ILEX, HOLLY OAK 24" BOX SIZE	22	L

SHRUBS - SHRUBS SHALL CONSIST OF THE FOLLOWING:

SYMBOL	NAME	WUCOLS
	DODONAEA V. 'PURPUREA', PURPLE HOPSEED BUSH 5 GAL. SIZE.	M
	WESTRINGIA FRUTICOSA, COAST ROSEMARY 5 GAL. SIZE.	L
	LEUCOPHYLLUM F. 'GREEN CLOUD', TEXAS RANGER 5 GAL. SIZE.	L
	LIGUSTRUM TEXANUM, TEXAS PRIVET 5 GAL. SIZE.	L
	CALLISTEMON 'LITTLE JOHN', DWARF BOTTLE BRUSH 5 GAL. SIZE.	L

GROUND COVERS - - GROUND COVER AND SHRUB MASSES SHALL CONSIST OF THE FOLLOWING:

SYMBOL	NAME	WUCOLS
	ROSMARINUS O. 'PROSTRATUS', PROSTRATE ROSEMARY 1 GAL @ 24" O.C.	L
	LANTANA CAMARA 'DWARF GOLD', DWARF LANTANA 1 GAL SIZE @ 30" O.C.	L
	MUHLENBERGIA RIGENS, DEER GRASS 5 GAL. SIZE @ 42" O.C.	M
	SALVIA CLEVLANDII, CLEVLAND SAGE 5 GAL. SIZE @ 48" O.C.	L
	HESPERALOE PARVIFLORA, RED YUCCA 1 GAL. SIZE @ 30" O.C.	L
	MUHLENBERGIA CAPILLARIS 'REGAL MIST', REGAL MIST PINK MUHLY 5 GAL. SIZE @ 30" O.C.	L
	NATURAL HYDROSEED WITH TEMPORARY IRRIGATION	

NOTE: APPLY A 3" MIN. LAYER OF MULCH TOP DRESSING WITHIN ALL PLANTING AREAS. A SAMPLE IS REQUIRED PRIOR TO APPLICATION.

CONCEPTUAL PLAN NOTE:

THIS IS A CONCEPTUAL LANDSCAPE PLAN. IT IS BASED ON PRELIMINARY INFORMATION WHICH IS NOT FULLY VERIFIED AND MAY BE INCOMPLETE. IT IS MEANT AS A COMPARATIVE AID IN EXAMINING ALTERNATE DEVELOPMENT STRATEGIES AND ANY QUANTITIES INDICATED ARE SUBJECT TO REVISION AS MORE RELIABLE INFORMATION BECOMES AVAILABLE.

IRRIGATION NOTE:

THE PROJECT WILL BE EQUIPPED WITH A LOW FLOW IRRIGATION SYSTEM CONSISTING OF ET WEATHER BASED SMART CONTROLLER, LOW FLOW ROTORS, BUBBLER AND/ OR DRIP SYSTEMS USED THROUGHOUT. THE IRRIGATION WATER EFFICIENCY WILL MEET OR SURPASS THE CURRENT STATED MANDATED AB-1881 WATER ORDINANCE.

GENERAL NOTES:

- SLOPES GREATER THAN 3:1 SHALL BE STABILIZED WITH EROSION CONTROL GROUND COVER PER LEGEND, AND MULCH MATERIAL WITH 'BINDER' MATERIAL SHALL BE APPLIED FOR EROSION CONTROL.
- ROCK RIP-RAP MATERIAL SHALL BE INSTALLED WHERE DRAIN LINES CONNECT TO INFILTRATION AREAS.
- ALL UTILITY EQUIPMENT SUCH AS BACKFLOW UNITS, FIRE DETECTOR CHECKS AND FIRE CHECK VALVES WILL BE SCREENED WITH EVERGREEN PLANT MATERIAL ONCE FINAL LOCATIONS HAVE BEEN DETERMINED.

WUCOLS PLANT FACTOR

THIS PROJECT IS LOCATED IN 'WUCOLS' REGION '4-SOUTH INLAND VALLEY'.

H = HIGH WATER NEEDS
M = MODERATE WATER NEEDS
L = LOW WATER NEEDS
VL= VERY LOW WATER NEEDS

SPLA
SCOTT PETERSON LANDSCAPE ARCHITECT, INC.
2883 VIA RANCHEROS WAY
FALLBROOK, CA 92028
PH: 760-842-8993

CONCEPTUAL LANDSCAPE PLAN
ELLIS STREET DEVELOPMENT

0000 ELLIS STREET CITY OF PERRIS, CALIFORNIA

NORTH

0 60' 120' 180'

SCALE: 1" = 60'-0"

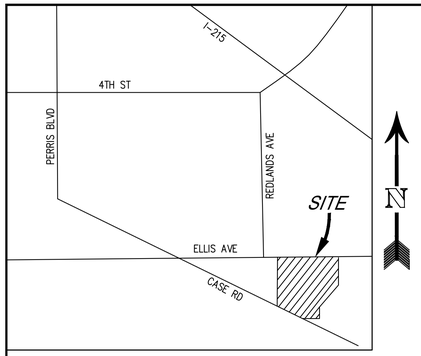
20 JANUARY 2023

IN THE CITY PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA.

PRELIMINARY GRADING PLAN
NEWCASTLE ELLIS - DPR 22-00018

PORT. SEC. 5 T5S, R3W, SBBM

MARCH 2023



VICINITY MAP
NOT TO SCALE

OWNER/APPLICANT

NEWCASTLE PARTNERS, INC.
4740 GREEN RIVER,
STE 110 CORONA, CA 92880
TEL: (951) 582-9800
ATTN: COURTNEY SMITH

ENGINEER

SDH & ASSOCIATES, INC.
27363 VIA INDUSTRIA
TEMECULA, CA 92590
TEL: (951) 683-3691

TOPOGRAPHY SOURCE

AERIAL PHOTOGRAMMETRY
PERFORMED BY: ARROWHEAD MAPPING
PHONE- (909) 889-2420

ARCHITECT

RGA
15231 ALTON PARKWAY,
STE 100 IRVINE, CA 92612
VOICE: (949) 341-0920

EARTHWORK

CUT: 78,501 C.Y.
FILL: 78,501 C.Y.

PARKING INFO

PARKING REQUIRED: 151 SPACES
PARKING PROVIDED: 174 SPACES

PROJECT DATA

SITE AREA: 1,540,506 S.F. (35.37 AC.)
NET AREA: 1,459,615 S.F. (33.51 AC.)
BUILDING AREA: 643,419 S.F.

UTILITY PURVEYORS

WATER.....EASTERN MUNICIPAL WATER DISTRICT
GAS..... SO CAL GAS
ELECTRICAL..... SCE
TELEPHONE.....VERIZON
SEWER.....EASTERN MUNICIPAL WATER DISTRICT

COMMUNITY FACILITIES DISTRICT

SITE IS NOT WITHIN A COMMUNITY FACILITIES DISTRICT

HAZARDOUS MATERIALS

THERE IS NO EVIDENCE OF STORED HAZARDOUS MATERIAL ABOVE OR BELOW GROUND.

FEMA FLOOD ZONE DESIGNATION

ZONE AE

ZONING AND LAND USE

EXISTING ZONING: LI (LIGHT INDUSTRIAL)
EXISTING LAND USE: VACANT
PROPOSED ZONING: LI (LIGHT INDUSTRIAL)
PROPOSED LAND USE: INDUSTRIAL

WATER QUALITY

A PROJECT SPECIFIC WQMP WILL BE PREPARED FOR THIS PROJECT

SCHOOL DISTRICT

PERRIS UNION HIGH SCHOOL DISTRICT

SURROUNDING LAND USE

NORTH: EX. INDUSTRIAL
EAST: EX. PAINT BALL
SOUTH: VACANT
WEST: EX. RXR R/W

PROJECT NOTES

1) PAD ELEVATION SET 1.0' ABOVE BASE FLOOD ELEVATION

2) PROJECT SPANS (2) DIFFERENT TAX RATE AREAS (AS SHOWN ON ASSESSORS PARCEL MAP) BUT ONLY CONSISTS OF ONE LEGAL PARCEL.

THOMAS BROTHERS INFO.

PAGE: 807, GRID: J4, J5

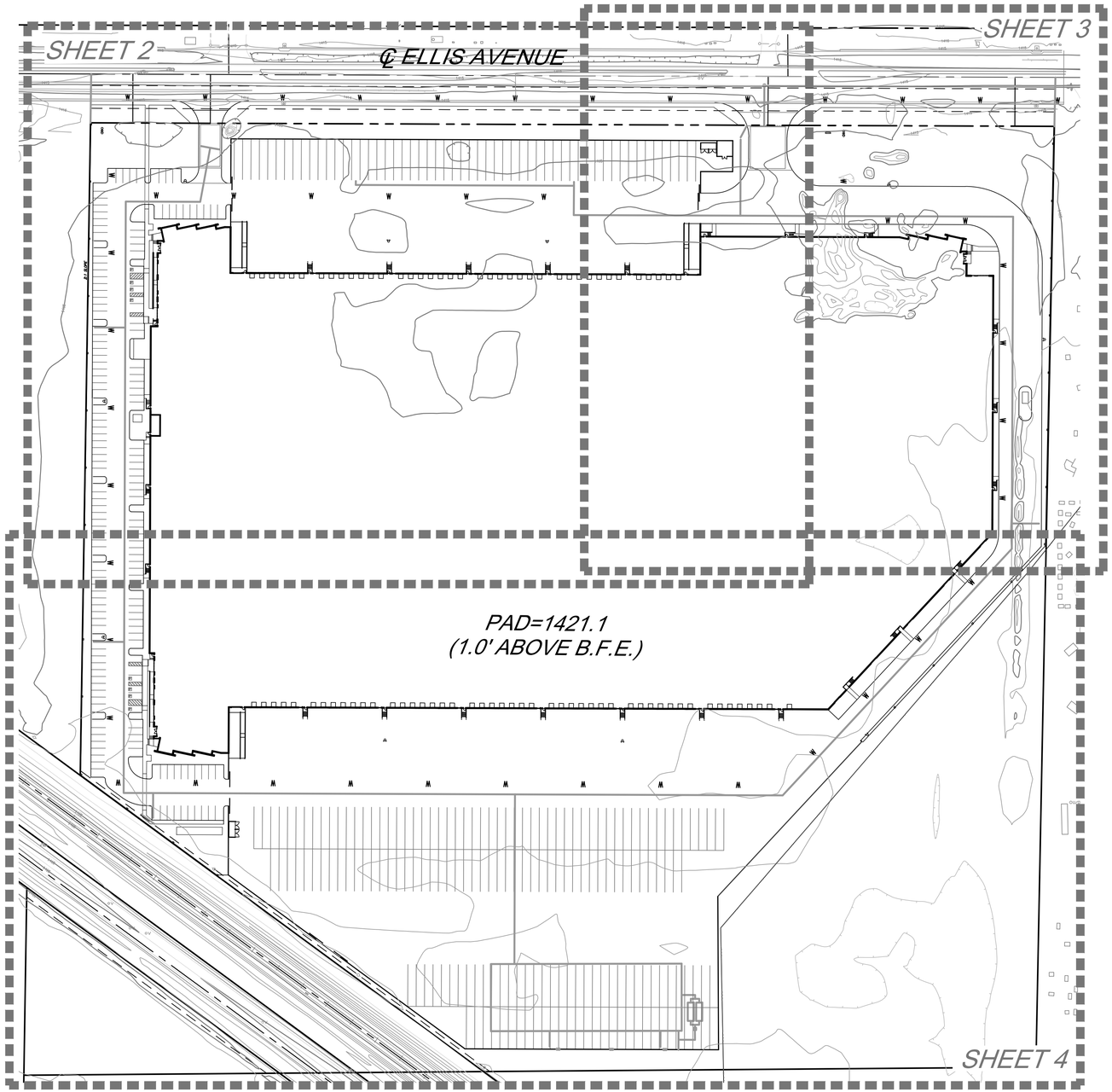
SHEET INDEX

APN:

330-090-006
330-090-007
* SEE PROJECT NOTES BELOW

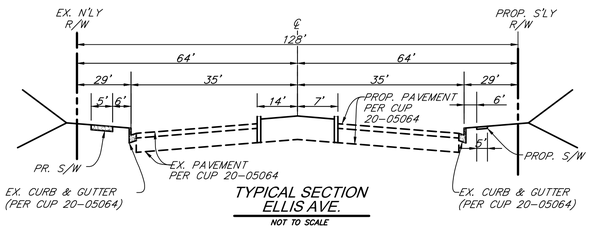
LEGEND

T.C.B. - TOP CATCH BASIN
F.G. - FINISHED GRADE
F.L. - FLOW LINE
H.P. - HIGH POINT
EXIST. - EXISTING
P.E. - PAD ELEVATION
G.B. - GRADE BREAK
○ - STEM WALL HEIGHT
TRACT BOUNDARY
CENTERLINE
CURB AND GUTTER
1280 EXISTING CONTOUR LINE
LOT LINE
SLOPE



LEGAL DESCRIPTION

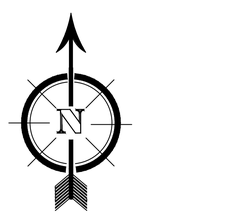
THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:
THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER OF FRACTIONAL SECTION 5, TOWNSHIP 5 SOUTH, RANGE 3 WEST, SAN BERNARDINO BASE AND MERIDIAN;
EXCEPTING THEREFROM A STRIP OF LAND 100 FEET WIDE, BEING 50 FEET EACH SIDE OF AND PARALLEL WITH THE CENTER LINE OF THE CALIFORNIA CENTRAL RAILROAD, AS THE SAME IS NOW LOCATED ACROSS THE HEREIN DESCRIBED PROPERTY, AS CONVEYED TO THE CALIFORNIA CENTRAL RAILWAY COMPANY, A CORPORATION;
ALSO EXCEPTING A 60 FOOT STRIP OF LAND LYING ADJACENT TO AND PARALLEL WITH THE SOUTHERLY SIDE OF THE RIGHT OF WAY OF THE SOUTHERN CALIFORNIA RAILWAY COMPANY, AS CONVEYED TO THE COUNTY OF RIVERSIDE;
ALSO EXCEPTING THE WEST 1.39 ACRES OF THAT PORTION OF THE NORTHWEST QUARTER OF THE NORTHEAST OF SECTION 5, TOWNSHIP 5 SOUTH, RANGE 3 WEST, SAN BERNARDINO BASE AND MERIDIAN, LYING NORTHEASTERLY OF THE NORTHEASTERLY LINE OF THE RIGHT OF WAY OF THE CALIFORNIA SOUTHERN RAILWAY COMPANY, AS THE SAME IS NOW LOCATED ACROSS SAID SECTION 5, THE EAST LINE OF SAID WEST 1.39 ACRES BEING PARALLEL WITH THE WEST LINE OF SAID NORTHEAST QUARTER;
ALSO EXCEPTING THAT PORTION OF THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 5, TOWNSHIP 5 SOUTH, RANGE 3 WEST, SAN BERNARDINO BASE AND MERIDIAN, LYING SOUTHWESTERLY OF THE SOUTHWESTERLY LINE OF THAT 60 FOOT STRIP OF LAND CONVEYED TO THE COUNTY OF RIVERSIDE;



TYPICAL SECTION
ELLIS AVE.
NOT TO SCALE

CONSTRUCTION NOTES

(1) CONSTRUCT A.C./P.C.C. PAVEMENT DRIVE AND PARKING AREAS
(2) CONSTRUCT 6" CURB ONLY (PER DETAIL ON SHEET 5)
(3) CONSTRUCT 6" CURB & GUTTER (PER DETAIL ON SHEET 5)
(4) CONSTRUCT 4" PCC SIDEWALK (FINISH PER LANDSCAPE PLANS)
(5) CONSTRUCT 3" WIDE CONCRETE RIBBON GUTTER (PER DETAIL ON SHEET 5)
(6) CONSTRUCT 18" ATRIUM GRATE LANDSCAPE CATCH BASIN
(7) CONSTRUCT 24" CATCH BASIN WITH TRAFFIC RATED GRATE
(8) CONSTRUCT COMMERCIAL DRIVEWAY APPROACH PER RIVERSIDE COUNTY STD. 207A
(9) CONSTRUCT ADA ACCESS RAMP (PER ARCH. PLANS)
(10) CONSTRUCT 12" CURB OPENING FOR DRAINAGE
(11) CONSTRUCT HDPE STORM DRAIN
(12) CONSTRUCT PCC SIDEWALK PER CITY STD. IN R/W
(13) ~~CONSTRUCT 6" CURB AND GUTTER (PER CITY STDS.)~~
(14) CONSTRUCT MODULAR WETLAND SYSTEM (BY CONTECH - TWO UNITS)
(15) CONSTRUCT MANHOLE STRUCTURE WITH A LOW-FLOW MECHANICAL PUMP
(16) CONSTRUCT LINEAR GRAVEL TRENCH (~2.5' DEEP)
(17) CONSTRUCT FLOOD RELIEF OPENINGS (BOTTOM SET AT ~6" ABOVE THE BASE OF THE WALL)
(18) CONSTRUCT DRIVEWAY ENTRANCE TRENCH DRAIN
(19) CONSTRUCT 18" HDPE STORM DRAIN
(20) CONSTRUCT 24" HDPE STORM DRAIN
(21) CONSTRUCT 36" HDPE STORM DRAIN
(22) CONSTRUCT 42" HDPE STORM DRAIN
(23) CONSTRUCT 30" HDPE STORM DRAIN
(24) CONSTRUCT 8" HDPE STORM DRAIN
(25) CONSTRUCT 6" HDPE STORM DRAIN
(26) CONSTRUCT 5'X5' RIP RAP PAD
(27) CONSTRUCT UNDERGROUND STORAGE FACILITY (5' EFFECTIVE DEPTH)



DPR 22-00018

PRELIMINARY
NOT FOR CONSTRUCTION

REVISIONS				
MARK	DESCRIPTION	BY	APPR	DATE

DESIGNED BY: S.S. DRAWN BY: X.O.F.
CHECKED BY: D.S. PROJECT MANAGER: S.J.S.

PLANNING DIVISION: DATE:

PREPARED BY: DATE:

DANE SOMMERS
R.C.E. NO.: 90433 EXP. 9-30-23

SEAL: REGISTERED PROFESSIONAL ENGINEER — DANE A. SOMMERS — No. 90433 Exp. 9-30-23 — CIVIL — STATE OF CALIFORN

PREPARED BY:

SDH & ASSOCIATES INCORPORATED
SDH AND ASSOCIATES INC.
27363 VIA INDUSTRIA
TEMECULA, CA 92590
TEL: (951) 683-3691 FAX (951) 788-2314

SCALE: 1"=80'

DATE: MARCH 2023

BENCHMARK: NGS DATA SHEET DESIGNATION 600 33 SURVEY DISK STAMPING: 600-33-68 DESCRIBED AS: 1.3 MILES SOUTHEAST ALONG THE ATCHISON, TOPEKA AND SANTA FE RAILWAY FROM THE STATION AT PERRIS, 225 FT NORTH OF CASE ROAD, 56 FT NORTH OF THE MOST NORTHERLY RAIL OF THE TRACK, 5 FT WEST OF POWER POLE 74680, 2 FT LOWER THAN THE RAILWAY, 2 FT EAST OF A MARKER POST, SET A BRASS DISK IN THE TOP OF A CONCRETE POST. ELEVATION: 1414.9' (NAVD '88)

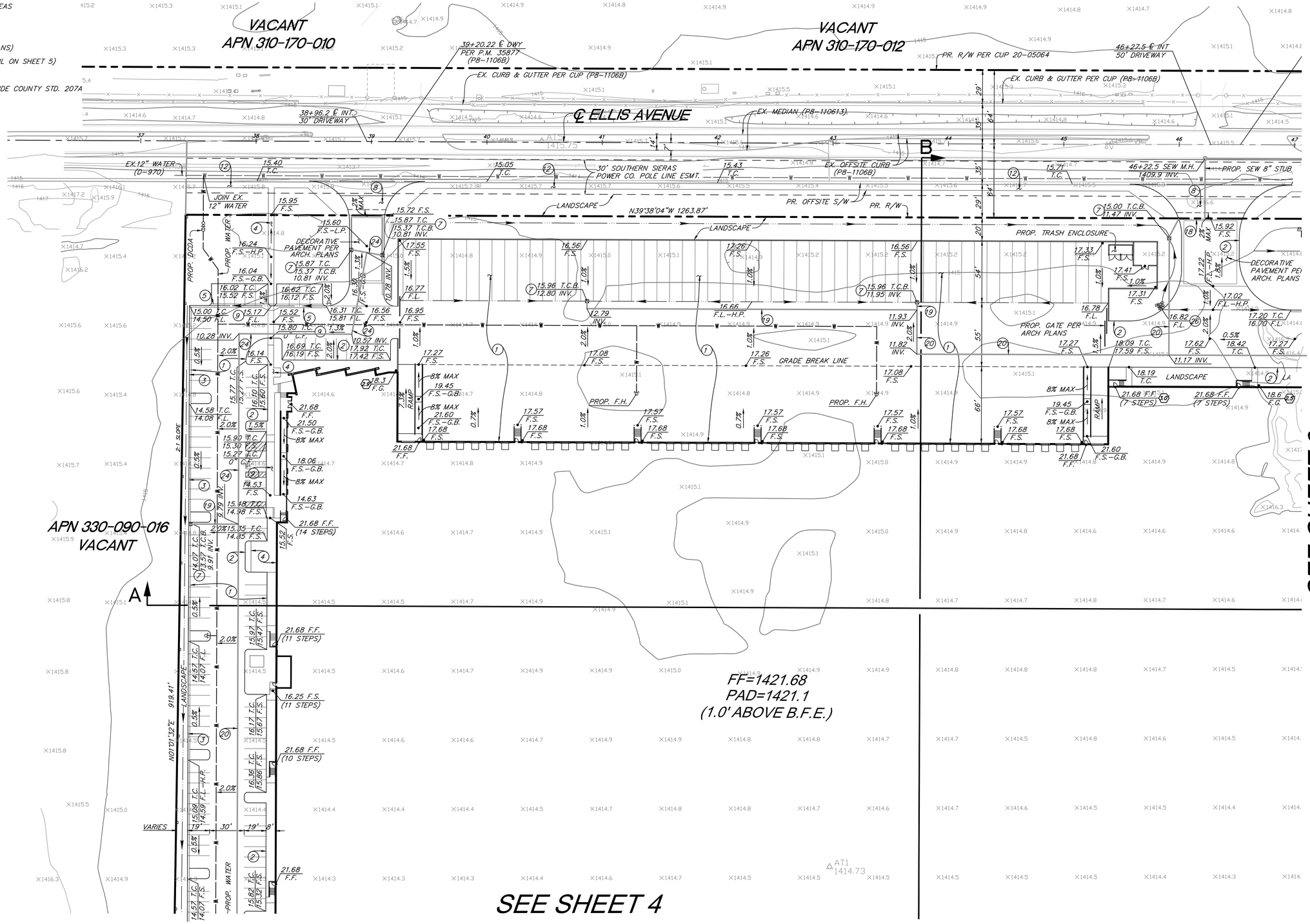
CITY OF PERRIS
NEWCASTLE ELLIS
PRELIMINARY GRADING PLAN
TITLE SHEET

1 OF 5 SHEETS

FOR: W.O. CITY FILE NO.

CONSTRUCTION NOTES

1. CONSTRUCT A.C./P.C.C. PAVEMENT DRIVE AND PARKING AREAS
2. CONSTRUCT 6" CURB ONLY (PER DETAIL ON SHEET 5)
3. CONSTRUCT 6" CURB & GUTTER (PER DETAIL ON SHEET 5)
4. CONSTRUCT 4" PCC SIDEWALK (FINISH PER LANDSCAPE PLANS)
5. CONSTRUCT 3" WIDE CONCRETE RIBBON GUTTER (PER DETAIL ON SHEET 5)
7. CONSTRUCT 24" CATCH BASIN WITH TRAFFIC RATED GRATE
8. CONSTRUCT COMMERCIAL DRIVEWAY APPROACH PER RIVERSIDE COUNTY STD. 207A
9. CONSTRUCT ADA ACCESS RAMP (PER ARCH. PLANS)
12. CONSTRUCT PCC SIDEWALK PER CITY STD. IN R/W
13. CONSTRUCT 6" CURB AND GUTTER (PER CITY STDS.)
18. CONSTRUCT DRIVEWAY ENTRANCE TRENCH DRAIN
19. CONSTRUCT 18" HDPE STORM DRAIN
20. CONSTRUCT 24" HDPE STORM DRAIN
24. CONSTRUCT 8" HDPE STORM DRAIN
26. CONSTRUCT 5'X5' RIP RAP PAD



SEE SHEET 3

SEE SHEET 4

N

0 20 40 80 120 160

SCALE 1"=40'

PRELIMINARY
NOT FOR CONSTRUCTION

REVISIONS

MARK	DESCRIPTION	BY	APPR	DATE

DESIGNED BY: S.S. DRAWN BY: X.O.F.
CHECKED BY: D.S. PROJECT MANAGER: S.J.S.

PLANNING DIVISION: DATE:

PREPARED BY: DATE:
DANE SOMMERS
R.C.E. NO.: 90433 EXP. 9-30-23

SEAL: REGISTERED PROFESSIONAL ENGINEER DANE A. SOMMERS No. 90433 Exp. 9-30-23 CIVIL STATE OF CALIFORN

PREPARED BY:
SDH AND ASSOCIATES INC.
27363 VIA INDUSTRIA
TEMECULA, CA 92590
TEL: (951) 683-3691 FAX (951) 788-2314

SCALE: 1"=40'

DATE: MARCH 2023

BENCHMARK: NGS DATA SHEET DESIGNATION 600 33 SURVEY DISK STAMPING: 600-33-68 DESCRIBED AS: 1.3 MILES SOUTHEAST ALONG THE ATCHISON, TOPEKA AND SANTA FE RAILWAY FROM THE STATION AT PERRIS, 125 FT NORTH OF CASE ROAD, 56 FT NORTH OF THE MOST NORTHERLY RAIL OF THE TRACK, 5 FT WEST OF POWER POLE 74680, 2 FT LOWER THAN THE RAILWAY, 2 FT EAST OF A MARKER POST, SET A BRASS DISK IN THE TOP OF A CONCRETE POST. ELEVATION: 1414.9' (NAVD '88)

CITY OF PERRIS
NEWCASTLE ELLIS
PRELIMINARY GRADING PLAN
DPR 22-00018

2 OF 5 SHEETS

FOR: W.O. CITY FILE NO.

CONSTRUCTION NOTES

1. CONSTRUCT A.C./P.C.C. PAVEMENT DRIVE AND PARKING AREAS
2. CONSTRUCT 6" CURB ONLY (PER DETAIL ON SHEET 5)
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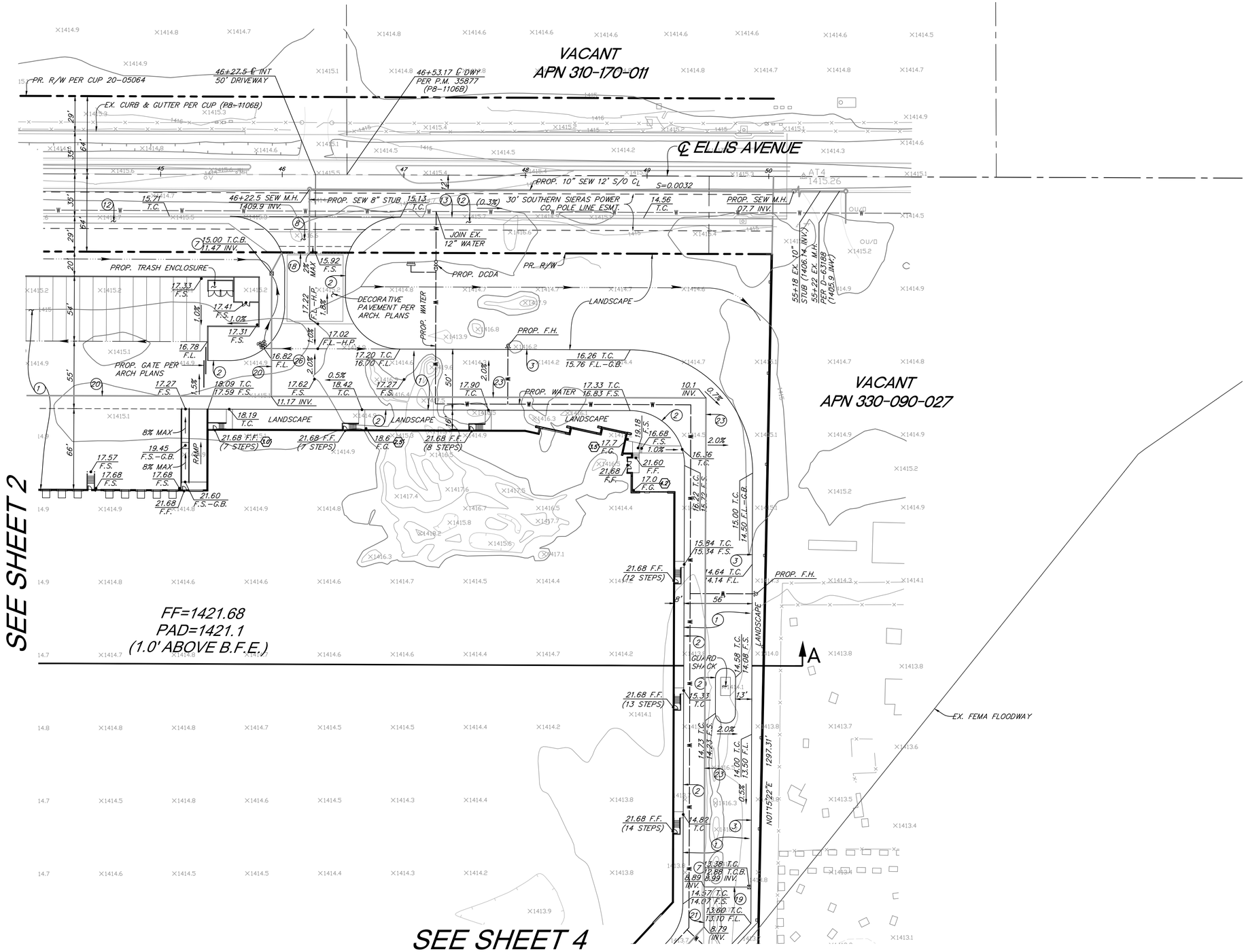
19. CONSTRUCT 18" HDPE STORM DRAIN
20. CONSTRUCT 24" HDPE STORM DRAIN
21. CONSTRUCT 36" HDPE STORM DRAIN
23. CONSTRUCT 30" HDPE STORM DRAIN
26. CONSTRUCT 5'X5' RIP RAP PAD



0 20 40 80 120 160

SCALE 1"=40'

PRELIMINARY
NOT FOR CONSTRUCTION

REVISIONS			
DESCRIPTION	BY	APPR	DATE

DESIGNED BY: S.S. DRAWN BY: X.O.F.
CHECKED BY: D.S. PROJECT MANAGER: S.J.S.

PLANNING DIVISION: DATE:

PREPARED BY: DATE:

DANE SOMMERS
R.C.E. NO.: 90433 EXP. 9-30-23

SEAL: REGISTERED PROFESSIONAL ENGINEER — DANE A. SOMMERS — No. 90433 — Exp. 9-30-23 — CIVIL — STATE OF CALIFORN

PREPARED BY:

SDH & ASSOCIATES INCORPORATED
SDH AND ASSOCIATES INC.
27363 VIA INDUSTRIA
TEMECULA, CA 92590
TEL: (951) 683-3691 FAX (951) 788-2314

SCALE: 1"=40'

DATE: MARCH 2023

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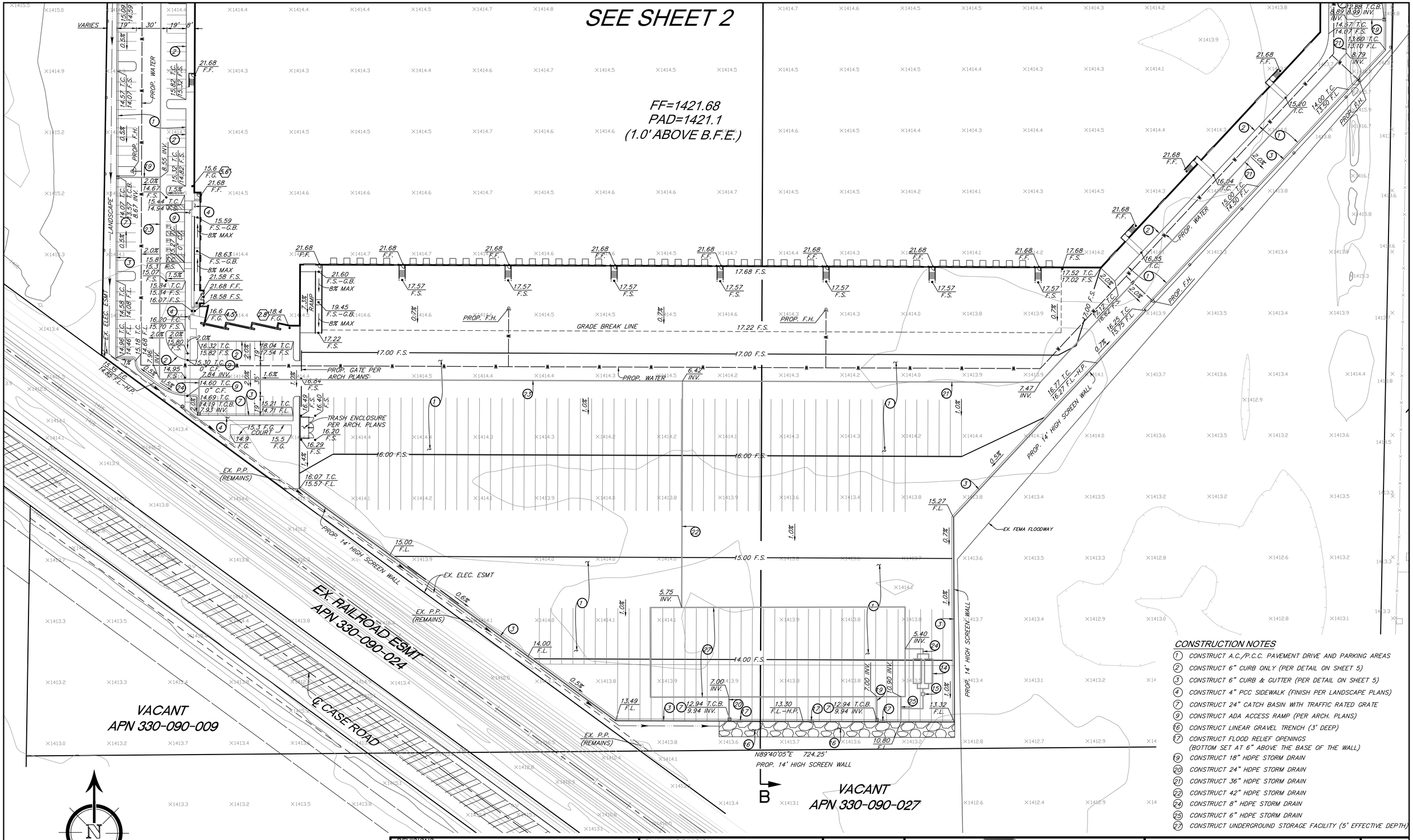
CITY OF PERRIS
NEWCASTLE ELLIS
PRELIMINARY GRADING PLAN
DPR 22-00018

3 OF 5 SHEETS

FOR: W.O. CITY FILE NO.



CONSTRUCTION NOTES

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2. CONSTRUCT 6" CURB ONLY (PER DETAIL ON SHEET 5)
3. CONSTRUCT 6" CURB & GUTTER (PER DETAIL ON SHEET 5)
4. CONSTRUCT 4" PCC SIDEWALK (FINISH PER LANDSCAPE PLANS)
7. CONSTRUCT 24" CATCH BASIN WITH TRAFFIC RATED GRATE
9. CONSTRUCT ADA ACCESS RAMP (PER ARCH. PLANS)
16. CONSTRUCT LINEAR GRAVEL TRENCH (3' DEEP)
17. CONSTRUCT FLOOD RELIEF OPENINGS (BOTTOM SET AT 6" ABOVE THE BASE OF THE WALL)
19. CONSTRUCT 18" HDPE STORM DRAIN
20. CONSTRUCT 24" HDPE STORM DRAIN
21. CONSTRUCT 36" HDPE STORM DRAIN
22. CONSTRUCT 42" HDPE STORM DRAIN
24. CONSTRUCT 8" HDPE STORM DRAIN
25. CONSTRUCT 6" HDPE STORM DRAIN
27. CONSTRUCT UNDERGROUND STORAGE FACILITY (5' EFFECTIVE DEPTH)

PRELIMINARY
NOT FOR CONSTRUCTION

REVISIONS				
MARK	DESCRIPTION	BY	APPR	DATE

DESIGNED BY: S.S. DRAWN BY: X.O.F.
CHECKED BY: D.S. PROJECT MANAGER: S.J.S.

PLANNING DIVISION: DATE:

PREPARED BY: DATE:
DANE SOMMERS
R.C.E. NO.: 90433 EXP. 9-30-23

SEAL: REGISTERED PROFESSIONAL ENGINEER — DANE A. SOMMERS — No. 90433 Exp. 9-30-23 — CIVIL — STATE OF CALIFORNIA

PREPARED BY:

SDH & ASSOCIATES INCORPORATED
SDH AND ASSOCIATES INC.
27363 VIA INDUSTRIA
TEMECULA, CA 92590
TEL: (951) 683-3691 FAX (951) 788-2314

SCALE: 1"=40'

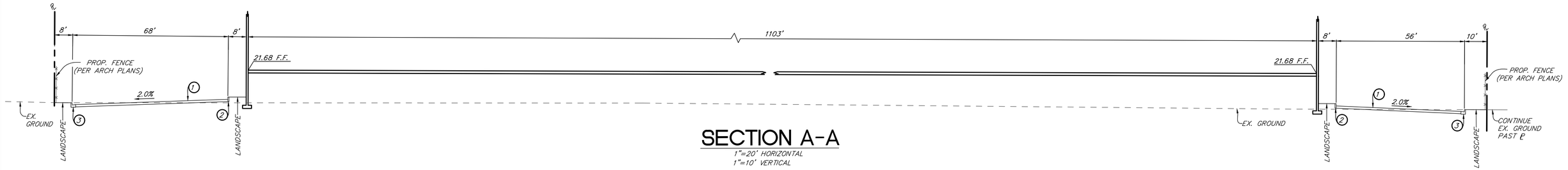
DATE: MARCH 2023

BENCHMARK: NGS DATA SHEET DESIGNATION 600 33 SURVEY DISK STAMPING: 600-33-68 DESCRIBED AS: 1.3 MILES SOUTHEAST ALONG THE ATCHISON, TOPEKA AND SANTA FE RAILWAY FROM THE STATION AT PERRIS; 125 FT NORTH OF CASE ROAD, 56 FT NORTH OF THE MOST NORTHERLY RAIL OF THE TRACK, 5 FT WEST OF POWER POLE 74680, 2 FT LOWER THAN THE RAILWAY, 2 FT EAST OF A MARKER POST, SET A BRASS DISK IN THE TOP OF A CONCRETE POST. ELEVATION: 1414.9' (NAVD '88)

CITY OF PERRIS
NEWCASTLE ELLIS
PRELIMINARY GRADING PLAN
DPR 22-00018

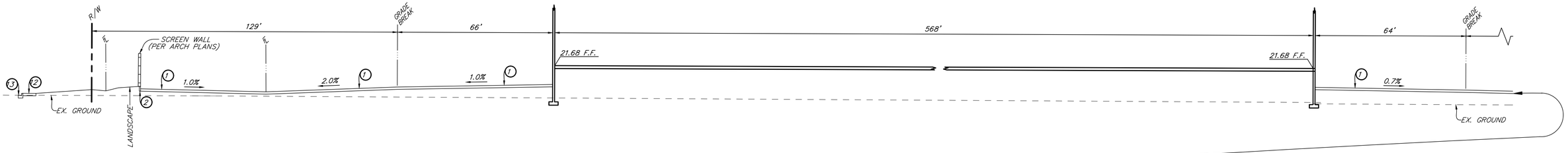
4 OF 5 SHEETS

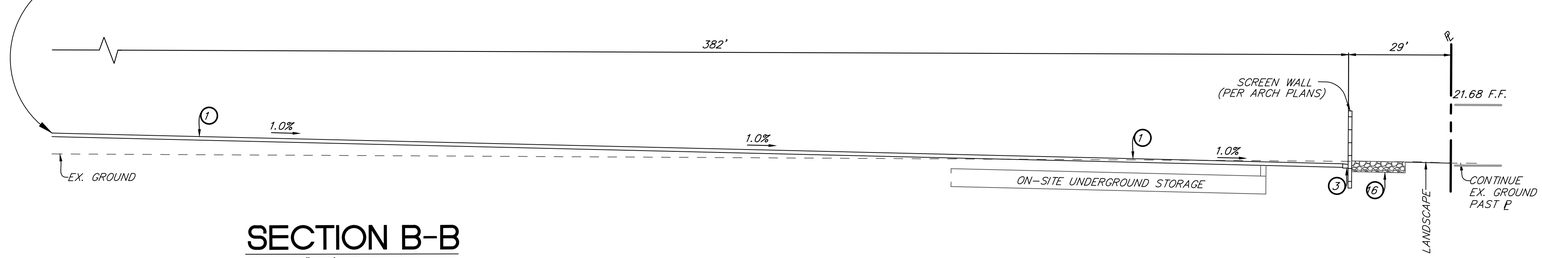
FOR: W.O. CITY FILE NO.



SECTION A-A

1"=20' HORIZONTAL
1"=10' VERTICAL





SECTION B-B

1"=20' HORIZONTAL
1"=10' VERTICAL

CONSTRUCTION NOTES

1. CONSTRUCT A.C./P.C.C. PAVEMENT DRIVE AND PARKING AREAS
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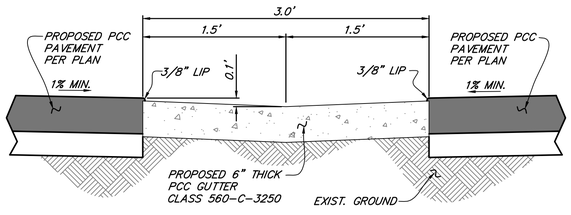
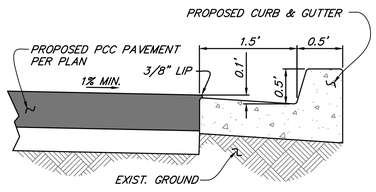


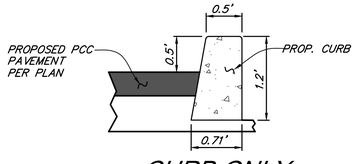
5 RIBBON GUTTER DETAIL

NO SCALE



3 CURB AND GUTTER

NO SCALE



2 CURB ONLY

NO SCALE

PRELIMINARY
NOT FOR CONSTRUCTION

REVISIONS

MARK	DESCRIPTION	BY	APPR	DATE

DESIGNED BY: S.S. DRAWN BY: X.O.F.
CHECKED BY: D.S. PROJECT MANAGER: S.J.S.

PLANNING DIVISION: DATE:

PREPARED BY: DATE:
DANE SOMMERS
R.C.E. NO.: 90433 EXP. 9-30-23

SEAL: REGISTERED PROFESSIONAL ENGINEER — DANIE A. SOMMERS — No. 90433 — Exp. 9-30-23 — CIVIL — STATE OF CALIFORNIA

PREPARED BY:
SDH & ASSOCIATES INCORPORATED
SDH AND ASSOCIATES INC.
27363 VIA INDUSTRIA
TEMECULA, CA 92590
TEL: (951) 683-3691 FAX (951) 788-2314

SCALE: 1" =20'
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CITY OF PERRIS
NEWCASTLE ELLIS
SECTIONS
DPR 22-00018

5 OF 5 SHEETS

FOR: W.O. CITY FILE NO.

RIVERSIDE COUNTY
AIRPORT LAND USE COMMISSION

August 11, 2023

John Hildebrand, Planning Director
County of Riverside Planning Department
4080 Lemon Street, 12th Floor
Riverside CA 92501

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.:	ZAP1074RG23
Related File No.:	CZ2100000 (Zoning Ordinance Amendment)
APN:	Countywide

Dear Mr. Hildebrand,

As authorized by the Riverside County Airport Land Use Commission (ALUC) pursuant to its Resolution No. 2011-02, as ALUC Director, I have reviewed County of Riverside Ordinance Amendment (CZ2100000), a proposal to amend Ordinance No. 927.2 (Short Term Rentals), to include establishing a cap on the number of Short Term Rentals allowed in Idyllwild and the Wine Country, creation of separation requirements, ownership limits and a lottery system for allowing new Short Term Rental certificates when there is capacity. Other changes include additional enforcement provisions and other minor changes to further clarify permitting and operating requirements for Short Term Rentals.

The proposed amendments do not involve changes in development standards or allowable land uses that would increase residential density or non-residential intensity. Therefore, these amendments have no possibility for having an impact on the safety of air navigation within airport influence areas located within the County of Riverside.

As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with all Riverside County Airport Land Use Compatibility Plans.

This determination of consistency relates to airport compatibility issues and does not necessarily constitute an endorsement of the proposed amendment.

If you have any questions, please contact me at (951) 955-6893.

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

Paul Rull, ALUC Director

cc: ALUC Case File

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ORDINANCE NO. 927.2

AN ORDINANCE OF THE COUNTY OF RIVERSIDE
REGULATING SHORT TERM RENTALS AND
INCORPORATING BY REFERENCE THE ABATEMENT AND COST
RECOVERY PROCEDURES OF ORDINANCE NO. 725

The Board of Supervisors of the County of Riverside ordains as follows:

Section 1. Ordinance No. 927 is amended in its entirety to read as follows:

"ORDINANCE NO. 927

AN ORDINANCE OF THE COUNTY OF RIVERSIDE
REGULATING SHORT TERM RENTALS AND
INCORPORATING BY REFERENCE THE ABATEMENT AND COST
RECOVERY PROCEDURES OF ORDINANCE NO. 725

Section 1. FINDINGS.

a. The Board of Supervisors finds that there continues to be an increase in privately owned residential dwellings being used as Short Term Rentals in the unincorporated areas of the County of Riverside, especially within Wine Country and Idyllwild.

b. While Short Term Rentals have been a staple in the County and they provide a benefit to the County by expanding the number and type of lodging facilities, the exponential increase continues to cause adverse impacts that have the potential to endanger the health and safety of residents and guests and the very environment and resources that attract visitors to the County.

c. Adverse impacts of Short Term Rentals to surrounding neighbors and properties include unpermitted large-scale events, excessive noise, disorderly conduct, traffic

congestion, illegal vehicle parking, and accumulation of refuse.

d. This ordinance is necessary to ensure neighborhood compatibility and reduce conflicts within the surrounding residential neighborhood, to facilitate economic growth within the County, and to protect the health, safety, and general welfare of the County's residents.

e. Based on the Court's holding in *Protect Our Neighborhoods v. City of Palm Springs* (2022) 73 Cal.App.5th 667, the Board of Supervisor's legislatively finds that Short Term Rentals are ancillary or secondary uses to a residential dwelling when they are operated in compliance with this ordinance. This ordinance is necessary to ensure that the incidental short term rental use of residential property remains an ancillary and secondary use of residential property in the County, is consistent with the provisions of the County's Land Use Ordinance (Riverside County Ordinance No. 348), protects the long-term residential housing stock, and thereby preserves the residential character of the neighborhoods, as identified in the County's zoning ordinance and Comprehensive General Plan.

f. The concentration and density of Short Term Rentals in Idyllwild and Wine Country far surpasses that of any other area in the unincorporated area of the County.

g. The over-concentration and density of Short Term Rentals in Idyllwild and Wine Country reduces the long-term or permanent housing stock and contributes to increased housing costs for both renters and buyers and has additional adverse impacts on residential character, neighborhood stability, public safety, and quality of life.

h. Idyllwild neighbors national forest and wilderness areas. This remote, rural retreat has developed as a mountain resort with single family homes, a variety of lodging, camping, and recreational opportunities. However, the infrastructure in this area remains rural in nature, exhibiting narrow, steep roads and a lack of shoulder parking. Also, the area is prone to devastating fires and much of this area is designated as a very high fire severity zone. Additionally, mudslides from rainstorms have

significant impact on burn areas, which impacts access to the community. Short Term Rentals in these locations without proper regulation to address evacuations and fire safety may jeopardize the safety of guests and the community.

i. Wine Country encompasses very important agricultural lands in the County. It is subject to the policies, as adopted by the Board of Supervisors, within the Temecula Valley Wine Country Community Plan and the zone classifications and regulations that are unique only to that area. Three districts have been established for this policy area – Winery, Equestrian and Residential – to ensure long-term viability of the wine industry while protecting the community's equestrian rural lifestyle. The overarching policies for this region promote a strong identity for the Temecula Valley Wine Country. Additional policies within each district provide for complimentary uses distinct to the delineated areas. These policies protect against the location of activities that are incompatible with existing residential and equestrian uses, which could lead to land use conflicts in the future. One of the policies of the Temecula Valley Wine Country Policy Area is Southwest Area Plan Policy (SWAP) 1.2, which states "Maintain distinct characters of the Winery, Equestrian, and Residential Districts through implementing zones to promote harmonious coexistence of these uses." This policy area also identifies "The purpose of the Residential District is to encourage permanent estate lot residential stock in this region to balance the tourism related activities." The Temecula Valley Wine Country Policy Area is distinct in that it is the only area of the County that, with approval of a discretionary land use permit, allows small-scale Cottage Inns, which are defined as a dwelling unit with five (5) or fewer guest rooms providing lodging and breakfast for temporary overnight occupants in return for compensation and is solely owned and operated by the property owner, while encouraging agricultural operations, equestrian activities, and vineyard planting. Such uses reflect the unique character of this policy area. Short Term Rentals, as currently defined, are not required to follow these polices, thereby,

creating activities that are incompatible within the framework established by the Temecula Valley Wine Country Community Plan.

j. This ordinance is intended to minimize the negative impacts of Short Term Rentals on residential neighborhoods in the unincorporated area of Riverside County, particularly, in Wine Country and Idyllwild, by imposing further regulations on Short Term Rentals in those areas, including, but not limited to, classification limits, caps, and densities.

Section 2. PURPOSE. To ensure protection of the public health and safety of residents and guests and to protect the environment, it is the purpose of this ordinance to provide regulations and establish standards for short term rentals in the unincorporated area of the County of Riverside and to ensure the collection and payment of transient occupancy taxes and assessments, including Tourism Business Improvement Districts (TBIDs) and Tourism Marketing Districts (TMDs) within the unincorporated area of the County of Riverside.

Section 3. AUTHORITY. In accordance with the California Constitution, Article XI, Section 7, a county may make and enforce within its limits all local, police, sanitary, and other ordinances and regulations not in conflict with general laws.

Section 4. DEFINITIONS. Except as otherwise specified herein, all terms shall have the same definition as in Riverside County Ordinance No. 348. Otherwise, as used in this ordinance, the following terms shall have the following meanings:

a. Applicant. Owner or Owner's Authorized Representative.

b. Bedroom. Any area of the Short Term Rental normally occupied for sleeping purposes and is legally permitted as a bedroom or loft.

c. Booking Transaction. Any reservation or payment service provided by a person or entity who facilitates a Short Term Rental transaction between a prospective Guest and a Short Term Rental Owner, Owner's Authorized Representative, Operator, or Local Contact Person.

d. County. The County of Riverside.

e. Eligible Properties. Property that is located within an area of the County that is

subject to Short Term Rental Caps and eligible to apply for a Short Term Rental Certificate.

f. Good Neighbor Brochure. A brochure and related materials, available from the County, to be given to Guests, which includes a summary of the County's regulations relating to Short Term Rentals.

g. Guest. The overnight occupants renting the Short Term Rental for a specified period and the visitors of those overnight occupants.

h. Hosted Stay. A Short Term Rental which is occupied by the Owner for the duration of the rental to a Responsible Guest(s).

i. Hosting Platform. A person or entity that participates in the Short Term Rental business by collecting or receiving a fee or other compensation, directly or indirectly through an agent or intermediary, when conducting a Booking Transaction for a Short Term Rental using any medium of facilitation, including, but not limited to, the Internet.

j. Idyllwild. The unincorporated County of Riverside communities of Idyllwild and Pine Cove, as designated in the Riverside County Comprehensive General Plan, as may be amended.

k. Local Contact Person. The person designated by the Owner, Owner's Authorized Representative, or Operator who shall be available twenty-four hours per day, seven days per week for the purpose of responding within sixty minutes to complaints related to the Short Term Rental, who has access and authority to assume management of the unit and is responsible for taking remedial action to resolve such complaints.

l. Noise Monitor. A sound level meter meeting the standards of the American National Standards Specifications for Sound Level Meters or another acoustical or decibel measurement device with similar capabilities and features that does not have a camera, record conversations, nor store any personal data.

m. Notice of Violation. A notice issued for violation of this ordinance in accordance

with the provisions of this ordinance and procedures in Riverside County Ordinance No. 725.

n. Operator. The Owner or the Owner's Authorized Representative who offers or provides the Short Term Rental.

o. Owner. The person or Owner Entity that holds legal or equitable title to the Short Term Rental property.

p. Owner's Authorized Representative. The individual(s) identified in writing by the Owner to act on behalf of the Owner with respect to the Short Term Rental. Owner may delegate certain duties of the Owner's Authorized Representative to more than one party.

q. Owner Entity. An Owner that is a corporation, limited liability company, trust, or entity other than a natural person.

r. Responsible Guest. A Guest of the Short Term Rental who entered into a Booking Transaction to rent the Short Term Rental and is legally responsible for ensuring that all Guests of the Short Term Rental comply with all applicable laws, rules, and regulations pertaining to the use and occupancy of the Short Term Rental.

s. Responsible Operator. Any Operator who is responsible for the Short Term Rental, which includes the Owner(s), Owner's Authorized Representative(s), Operator(s), and Local Contact Person(s).

t. Responsible Persons. The persons responsible for compliance with the provisions of this ordinance, include the following:

1. Guest(s) of the Short Term Rental, who is at least eighteen (18) years of age;
2. Local Contact Person(s) of the Short Term Rental;
3. Owner(s) of the Short Term Rental;
4. Owner's Authorized Representative(s) of the Short Term Rental; or,
5. Operator(s) of the Short Term Rental.

u. Short Term Rental. A legal privately owned residential dwelling, including, but not limited to, a one family detached dwelling or multiple family attached dwelling,

apartment house, condominium, cooperative apartment, duplex, mobile home on permanent foundations, manufactured home on permanent foundations, or any portion of such dwellings, including the property or yard appurtenant thereto, which is rented for occupancy for dwelling, lodging, or sleeping purposes for any period less than thirty (30) consecutive calendar days total but not less than two (2) consecutive days and one (1) night. Portions of calendar days are counted as full days. A Short Term Rental may include any accessory dwelling unit (ADU), junior ADU. second unit, guest quarter, or ranchet unit not otherwise prohibited by state law. A Short Term Rental shall exclude all properties which have been subdivided pursuant to California Government Code sections 65852.21 or 66411.7 (also known as "Senate Bill 9" or "SB 9") or units or dwellings subject to conditions of approval, legal deed restrictions, or other legal requirements prohibiting this type of rental or occupancy.

v. Short Term Rental Cap. The maximum number of Short Term Rentals allowed by the County in a defined area.

w. Short Term Rental Certificate. A certificate that allows the use of a privately owned residential dwelling as a Short Term Rental pursuant to this ordinance.

x. Short Term Rental Class I. A Short Term Rental located in Wine Country that allows a maximum number of ten (10) occupants at any one time.

y. Short Term Rental Class II. A Short Term Rental located in Wine Country that allows more than 10 occupants and up to a maximum of 20 occupants at any one time.

z. Short Term Rental Program Manager. The certified manager who is retained by the County and is responsible for assisting with administering the County's Short Term Rental program.

aa. Verified Notice of Violation. A Notice of Violation issued for violation of any provision of this ordinance and is either not timely appealed by the recipient or is appealed and upheld in favor of the County.

bb. Wine County. The Temecula Valley Wine Country Policy Area, as designated in the

Riverside County Comprehensive General Plan, as may be amended.

cc. Wine Country – Winery District. The Wine Country – Winery District, as designated in the Temecula Valley Wine Country Policy Area of the Riverside County Comprehensive General Plan, as may be amended.

dd. Wine Country – Equestrian District. The Wine Country – Equestrian District, as designated in the Temecula Valley Wine Country Policy Area of the Riverside County Comprehensive General Plan, as may be amended.

ee. Wine Country – Residential District. The Wine Country – Residential District, as designated in the Temecula Valley Wine Country Policy Area of the Riverside County Comprehensive General Plan, as may be amended.

Section 5. APPLICABILITY. This ordinance applies to Short Term Rentals as defined in Section 4. The following uses do not qualify as a legal privately owned residential dwelling for purposes of this ordinance, and therefore cannot obtain a Short Term Rental Certificate: any hotel, motel, studio hotel, rooming house, dormitory, public or private club, bed and breakfast inn, cottage inn, or country inn; a camping site, recreational vehicle, or park model; a hospital, sanitarium, medical clinic, convalescent home, rest home, home for aged people, foster home, halfway house, transitional housing facility, supportive housing, parolee-probationer home, community care facility, or other similar facility operated for the care, treatment, or reintegration into society of human beings; any asylum, jail, prison, orphanage, or other facility in which human beings are detained and housed under legal restraint; any housing owned or controlled by an educational institution and used exclusively to house students, faculty, or other employees with or without their families, any fraternity or sorority house or similar facility occupied exclusively by students and employees of such educational institutions and officially recognized and approved by it; any housing operated or used exclusively for religious, charitable, or educational purposes; any housing owned by a governmental agency and used to house its employees or for governmental purposes; any camp as defined in the Labor Code; and any employee housing or other housing furnished by an employer exclusively for employees or employees and their families; single room occupancy units, as defined by Riverside County Ordinance No. 348; and any multiple owner group (MOG) unit.

Section 6. SHORT TERM RENTAL CERTIFICATE.

a. A Responsible Operator shall obtain a Short Term Rental Certificate pursuant to this ordinance from the Planning Department before renting or advertising for rent any Short Term Rental.

b. It is unlawful for any person to advertise, maintain, operate, or use a Short Term Rental in the unincorporated area of Riverside County without a Short Term Rental Certificate, or in violation of the terms and conditions of the Certificate. Short Term Rental Certificates shall be renewed annually, and separate Short Term Rental Certificates are required for each Short Term Rental.

c. The County will use reasonable efforts to coordinate with Hosting Platforms to ensure that a dwelling has been issued a Short Term Rental Certificate by the County before it can be listed for rent on the Hosting Platform.

Section 7. SHORT TERM RENTAL CERTIFICATE REGISTRATION FEE AND APPLICATION.

a. Initial Application. A Responsible Operator shall submit to the Planning Department or its designee a Short Term Rental Certificate initial application provided by the County and initial registration fee, in accordance with Riverside County Ordinance No. 671. The Planning Department or its designee may approve an initial application for a Short Term Rental Certificate only if all of the following requirements are met:

1. The Applicant submits a completed application with all required information pursuant to this Section;

2. For Short Term Rental properties in Wine Country, the additional requirements for initial applications, as described in Section 9 and Section 11, are met;

3. For Short Term Rental properties in Idyllwild, the additional requirements for initial applications, as described in Section 10 and Section 11, are met;

4. The name, address, and telephone number of all Owner(s) and Responsible Operator(s) of the Short Term Rental property;

5. Executed indemnification and hold harmless agreement by all Owner(s) and Responsible Operator(s) on a form approved by the Office of County Counsel;

6. The application submitted is complete and includes written authorization from Owner or Owner's Authorized Representative granting permission to obtain a Short Term Rental Certificate for the property;

7. The initial registration fee is paid, in full in accordance with Riverside County Ordinance No. 671;

8. The Short Term Rental property has no active or pending Code Enforcement actions;

9. The Applicant declares the Short Term Rental is legally permitted and any other buildings, structures, grading, or other improvements to the property are legally permitted;

10. The Applicant declares Short Term Rental meets the requirements of a Short Term Rental, pursuant to Section 4 of this ordinance;

11. The Applicant declares Short Term Rental meets the applicability requirements, pursuant to Section 5 of this ordinance;

12. The Applicant declares the Short Term Rental property is in compliance with all applicable health and safety laws, codes, or regulations, including, but not limited to, building, safety, fire, and health;

13. The County determines the maximum number of occupants for the Short Term Rental;

14. The Applicant identifies all Responsible Operators for the Short Term Rental;

15. The Applicant agrees to comply with all requirements of this ordinance;

16. The Applicant and all Responsible Operator(s) complete a self-certification test provided by the County related to understanding and agreeing to compliance with the provisions of this ordinance;

17. Within 30 days of the County's receipt of an initial application, the County

is authorized to verify the Short Term Rental has the required sign, adequate on-site parking, and working Noise Monitor system, pursuant to Sections 8 and 11 of this ordinance. A Responsible Operator shall be available at the intended Short Term Rental property within sixty (60) minutes of the County's request for an exterior inspection to verify the requirements have been met;

18. Any Responsible Operator(s) has not received three (3) Verified Notices of Violation within a twelve (12) month period for the Short Term Rental resulting in the issuance of one or more administrative citations;

19. Any Responsible Operator(s) has not received seven (7) Verified Notices of Violation total for the Short Term Rental resulting in the issuance of one or more administrative citations; and,

20. The Owner has not had the Short Term Rental Certificate permanently revoked, pursuant to Section 11 of this ordinance.

b. A Short Term Rental Certificate shall be valid for one year from the date of issuance.

c. Annual Renewal. A Short Term Rental Certificate is subject to renewal on an annual basis based on the anniversary of the original Short Term Rental Certificate issuance by submitting to the Planning Department or its designee a request for renewal and a renewal fee, in accordance with Riverside County Ordinance No. 671. The Planning Department or its designee may approve a renewal of a Short Term Rental Certificate only if all of the following requirements are met:

1. The Applicant submits a completed application with all required information pursuant to this Section;

2. The Applicant meets all requirements for the initial application, as described in Subsection a of this Section;

3. For Short Term Rental properties in Wine Country, the additional requirements for renewals, as described in Section 9 and Section 11, are met;

4. For Short Term Rental properties in Idyllwild, the additional requirements

for renewals, as described in Section 10 and Section 11, are met;

5. The renewal fee is paid in full, in accordance with Riverside County Ordinance No. 671;

6. The Applicant provides information concerning any changes to the initial application or prior renewal for the Short Term Rental Certificate;

7. The Applicant declares the Short Term Rental property is in compliance with all provisions of this ordinance and all other applicable laws;

8. The Applicant and all Responsible Operator(s) complete a self-certification test provided by the County on the requirements and compliance with the provisions of this ordinance. Completion of the self-certification test is required with each renewal of the Short Term Rental Certificate;

9. For Short Term Rental properties that have been the subject of a Notice of Violation within the past twelve (12) months, within 30 days of the County's receipt of the renewal fee, the County is authorized to verify the Short Term Rental has the required sign, adequate on-site parking, and working Noise Monitor system, pursuant to Sections 8 and 11 of this ordinance. A Responsible Operator shall be available at the intended Short Term Rental property within sixty (60) minutes of the County's request for an exterior inspection to verify the requirements have been met;

10. Any Responsible Operator(s) has not received three (3) Verified Notices of Violation within a twelve (12) month period for the Short Term Rental resulting in the issuance of one or more administrative citations;

11. Any Responsible Operator(s) has not received seven (7) Verified Notices of Violation total for the Short Term Rental resulting in the issuance of one or more administrative citations; and,

12. The Short Term Rental Certificate has not been permanently revoked, pursuant to Section 11 of this ordinance.

d. For Short Term Rental properties located within Wine Country or Idyllwild, renewals

are not subject to lottery selection, as described in Section 11 of this ordinance.

e. Denial of a Short Term Rental Certificate is appealable to an administrative hearing officer in accordance with the administrative hearing procedures in Section 10 of Riverside County Ordinance No. 725.

f. In the event that a Short Term Rental Certificate has been expired for 90 days or more, a new initial application and initial registration fee, in accordance with Riverside County Ordinance No. 671 is required.

g. Short Term Rental Certificates do not run with the land. A Short Term Rental Certificate shall expire automatically when the owner or responsible party for the Short Term Rental or Short Term Rental property changes, and a new initial application and initial registration fee, in accordance with Riverside County Ordinance No. 671, will be required.

h. The County may use the registration fees to cover any County costs for administering or enforcing this ordinance, including the County's Short Term Rental Program Manager.

i. Any declaration made by the Applicant as part of the Short Term Rental Certificate initial application or renewal process is subject to further review and/or investigation for confirmation by the Planning Department or its designee. The Applicant may also be required to submit records demonstrating compliance with this Section, upon request by the Planning Department or its designee. Any material misstatement or omission in a Short Term Rental Certificate initial application or renewal is grounds for denial or revocation of a Short Term Rental Certificate.

Section 8. SHORT TERM RENTAL OPERATIONAL REQUIREMENTS.

a. No person shall conduct, cause, allow, authorize, permit, facilitate, aid, abet, suffer, conceal, maintain, or advertise any Short Term Rental activity that does not comply with the provisions of this ordinance.

b. The Responsible Operator(s) shall ensure that the Short Term Rental is used in a manner that complies with this ordinance and all applicable laws, rules, and

regulations pertaining to the use and occupancy of a Short Term Rental.

c. The Short Term Rental shall not be used for a temporary event, as defined in Riverside County Ordinance No. 348, unless a temporary event permit has been obtained by the Responsible Operator.

d. The Short Term Rental shall be rented for occupancy for less than thirty (30) consecutive calendar days total but not less than two (2) consecutive days and one (1) night, which includes counting portions of calendar days as full days.

e. Responsible Guests of a Short Term Rental in all areas of the County, except Wine Country, must be at least twenty-one (21) years of age.

f. A Responsible Operator shall only enter into or ensure the Hosting Platform only enters into one Booking Transaction to rent the Short Term Rental to one Responsible Guest for a specified period of time, unless the Responsible Operator is operating a Hosted Stay. A Responsible Operator may enter into or allow a Hosting Platform to enter into multiple Booking Transactions to rent the Short Term Rental for a Hosted Stay, provided that the number of rooms rented does not exceed five (5) and the occupancy of the Short Term Rental does not exceed the limits described by the Short Term Rental Certificate and this ordinance.

g. If a lot contains multiple one family dwellings, only one Short Term Rental Certificate may be issued for that lot. In this event, the multiple one family dwellings shall be rented together to a Responsible Guest as one Short Term Rental. Multiple one family dwellings on a lot does not increase the maximum occupancy of the Short Term Rental as defined in this ordinance.

h. Occupancy.

1. The occupancy of a Short Term Rental is limited to 200 square feet per person, up to a maximum number of occupants that is determined by the size of the property, as follows:

i. For properties of one half (½) acre or less in size, the maximum number of occupants shall not exceed ten (10) persons;

ii. For properties of more than one half (½) acre and up to two (2) gross acres in size, the maximum number of occupants shall not exceed sixteen (16) persons;

iii. For properties of over two (2) gross acres in size, the maximum number of occupants shall not exceed twenty (20) persons.

2. Responsible Operators of Short Term Rentals exceeding an occupancy of ten (10) persons shall comply with the pre-approved list of upgrades to the Short Term Rental from the County Building Official, as approved by the County Executive Office.

3. For Short Term Rental properties located in Wine Country, the occupancy limits described in this Subsection are further limited by the Short Term Rental Classification requirements, as described in Section 9 of this ordinance.

i. A Responsible Operator shall provide adequate on-site parking spaces to accommodate the maximum number of occupants approved with the Short Term Rental Certificate. One on-site parking space is required for every four occupants allowed by the Short Term Rental Certificate. On-site parking spaces shall be located within an approved driveway, garage, and/or carport area. Off-site parking is not permitted for Short Term Rentals.

1. Responsible Operators, Responsible Guests, and other occupants of the Short Term Rental shall each comply with the noise requirements of Riverside County Ordinance No. 847, including quiet hours between the hours of 10 PM and 7 AM, and Riverside County Ordinance No. 924, related to loud or unruly parties, gatherings, or other similar events. Outdoor amplified sound, generally defined as any sound that is increased by any amplified equipment or sound that is electronically enhanced, must comply with the provisions of Riverside County Ordinance No. 847. The Responsible Operator shall use reasonably prudent business practices to ensure that the Guests or other

occupants of the Short Term Rental comply with Riverside County Ordinance Nos. 847 and 924.

2. A Responsible Operator shall install and maintain in continuous operation a Noise Monitor on the exterior of the Short Term Rental to ensure compliance with Riverside County Ordinance No. 847.

j. Responsible Operators, Responsible Guests, and other occupants of the Short Term Rental shall each comply with Riverside County Ordinance No. 915 Regulating Outdoor Lighting, including light trespass.

k. Outdoor fire areas shall be permissible only when not otherwise prohibited by state or local fire bans, regulations, rules, or guidelines. When legally permissible, outdoor fire areas shall be located on a non-combustible surface and extinguished as soon as it is no longer in use or by 10:00 p.m., whichever is earlier.

l. Pets, if allowed by a Responsible Operator, shall be secured at all times on the property of the Short Term Rental. Continual barking or other nuisances created by pets are prohibited under all applicable laws, including Riverside County Ordinance No. 878.

m. Trash and refuse shall not be left stored within public view, except in proper containers for purposes of collection by the County's authorized waste hauler.

n. Snow Removal.

1. Snow removed from private driveways and parking lots of a Short Term Rental may not be dumped, deposited, or placed or pushed into a street or other public right-of-way, except to the extent that such activity shall not increase the depth of snow on the street or right-of-way by over three inches at any point within the right-of-way.

2. Snow removed from the Short Term Rental may not be piled to block or cover a fire hydrant, standpipe, or other water delivery service for fire protection.

o. Each Short Term Rental shall have a Responsible Operator readily available to handle any questions or complaints during all Short Term Rental activities. Any

change to the contact information for a Responsible Operator of a Short Term Rental shall immediately be provided in writing to the Planning Department, to neighboring properties within three hundred feet of the Short Term Rental, and on any postings required by this ordinance.

p. Short Term Rentals shall not be allowed in private residential dwelling units that violate any applicable health or safety laws, rules or regulations, including, but not limited to, building, safety, fire, or health, or in tents, recreational vehicles, treehouses, yurts, non-habitable structures, or other structures not intended for permanent residential occupancy.

q. The Responsible Operator shall identify or cause to be identified in any rental agreements for the Short Term Rental and in any Short Term Rental advertisements (including in any newspaper, magazine, brochure, hosting platform, or internet website) the following general information and requirements of the Responsible Guests and all occupants:

1. Current and valid Short Term Rental Certificate number;
2. Transient occupancy tax registration certificate number;
3. Number of onsite parking spaces provided and that no offsite parking is permissible;
4. Maximum occupancy of the Short Term Rental;
5. Age requirement of Responsible Guests, in compliance with this ordinance;
6. The Short Term Rental shall not be used for a temporary event, as defined in Riverside County Ordinance No. 348, unless a temporary event permit has been obtained by the Responsible Operator;
7. Requirement to comply with Riverside County Ordinance No. 847, including quiet hours between the hours of 10 PM and 7 AM;
8. Requirement to comply with Riverside County Ordinance No. 924, related to loud or unruly parties, gatherings, or other similar events;
9. Requirement to comply with Riverside County Ordinance No. 915

Regulating Outdoor Lighting, including light trespass;

10. Requirement to comply with Riverside County Ordinance No. 878 related to pets; and,

11. Notice that any activity at any Short Term Rental that constitutes a public nuisance under applicable state or local law, or which otherwise constitutes a hazard to the public health, safety, or general welfare is prohibited.

r. Short Term Rental activity is subject to, and the Responsible Operator(s) shall comply with, or ensure the Hosting Platform(s) complies with, Riverside County Ordinance No. 495, the Uniform Transient Occupancy Tax Ordinance and any applicable assessments, including TBIDs and TMDs.

s. The Responsible Operator shall post or cause to be posted in a prominent location on the interior of the Short Term Rental the following information, in accordance with all applicable laws and the provisions of this ordinance:

1. Responsible Operator name and number;

2. Local Contact Person name and number;

3. The telephone number for the Sheriff's Department, Short Term Rental Manager, and the Code Enforcement Department, including the 24-hour Code Enforcement Department telephone number;

4. The website information for Rivco Ready, in the event of an emergency;

5. Evacuation plan for the Short Term Rental showing emergency fire extinguisher locations, interior pedestrian exit routes, and exterior vehicular exit routes;

6. The maximum number and precise location of onsite parking spaces;

7. A copy of the Short Term Rental Operational Requirements described in Section 8 of this ordinance;

8. Trash pick-up day and applicable rules and regulations;

9. A copy of Riverside County Ordinances No. 847 and 927;

10. A copy of the Good Neighbor Brochure; and

11. Notification that a Responsible Operator or Guest may be cited or fined by the County in accordance with this ordinance and Riverside County Ordinance No. 725.

t. A Short Term Rental shall not change the residential character of the outside appearance of the residence including color, material, lighting, or any advertising mechanism, except for the required exterior onsite Short Term Rental sign. The Responsible Operator shall post one (1) identification sign, measuring two square feet in area or one foot by two foot in size, in the exterior of the Short Term Rental in a place that is readily visible from the public view. Any other advertising signs promoting or identifying the Short Term Rental or otherwise shall only be permitted as otherwise authorized under Riverside County Ordinance No. 348. The required identification sign shall be posted onsite at the Short Term Rental in a location that is clearly visible, and shall clearly state the following information in lettering of sufficient size to be easily read:

1. Current Short Term Rental Certificate number for the property;
2. Name of the Responsible Operator and a telephone number at which the Responsible Operator may be reached on a 24-hour basis;
3. Maximum number of occupants permitted to stay in the rental unit; and
4. Telephone number of the County's 24-hour Code Enforcement Department telephone number.

u. While a Short Term Rental is rented, the Responsible Operator shall be available twenty-four hours per day, seven days a week, for the purpose of responding to complaints regarding the condition or operation of the Short Term Rental or Guests' conduct at the Short Term Rental in accordance with Section 10 of this ordinance.

v. Prior to a Responsible Guest occupying a Short Term Rental, the Responsible Operator shall do all of the following:

1. Obtain the name, address, and copy of a valid government identification of the Responsible Guest;

2. Provide a copy of the Good Neighbor Brochure to the Responsible Guest;

3. Require each Responsible Guest to review and sign a copy of the Good Neighbor Brochure and an acknowledgment of having viewed the Good Neighbor video prior to occupancy of the Short Term Rental. A copy of the Good Neighbor Brochure signed by each Responsible Guest shall be retained by the Responsible Operator for a minimum of six months and shall be provided upon request to the County;

4. Require the Responsible Guest to execute a formal acknowledgement that he or she is legally responsible for compliance by all Guests or occupant(s) of the Short Term Rental with all applicable laws, rules, and regulations pertaining to the use and occupancy of the Short Term Rental; and,

5. Maintain the information required herein, including copies of the notices provided, for a period of three (3) years and make it available upon request by any officer of the County responsible for enforcement of any provision of this ordinance or any other applicable law, rule, or regulation pertaining to the use and occupancy of the Short Term Rental.

w. A Responsible Operator shall respond within sixty (60) minutes of being notified that the Responsible Guest or a Guest of the Short Term Rental created unreasonable noise, engaged in disorderly conduct, or committed violations of any applicable law, rule, or regulation, including this ordinance, and halt or prevent the recurrence of such conduct. The Responsible Operator shall be subject to all administrative, legal, and equitable remedies available to the County for failing to respond to the County within sixty (60) minutes.

Section 9. OWNERSHIP AND OPERATIONAL REQUIREMENTS FOR WINE COUNTRY.

a. Applicability. Property within Wine Country shall comply with the ownership and operational requirements for Short Term Rentals outlined in this section.

b. Conflicting regulations. If any section of this ordinance is in conflict with any other section of this ordinance, then the more stringent requirements shall control.

c. Responsible Guests. Responsible Guests of a Short Term Rental in Wine Country must be at least twenty-five (25) years of age.

d. Limitation on Ownership of Short Term Rentals in Wine Country. No Owner or Owner Entity shall hold more than two (2) Short Term Rental Certificates simultaneously in Wine Country. "Holding" a Short Term Rental Certificate shall be defined to include the Owner, Owner Entity, and any ownership interest, or responsible person for the ownership interest of the Owner or Owner Entity.

1. Exception. The limitations of Subsection (d) of this Section shall not apply or be enforced against any Owner or Owner Entity that holds more than two (2) Short Term Rental Certificates simultaneously in Wine Country as of the effective date of this ordinance. These Owners and Owner Entities may apply for three (3) more renewals of their existing Short Term Rental Certificates in Wine Country until they are required to comply with the provisions of this Subsection (d) of this Section. However, these Owners and Owner Entities shall not be approved for any additional Short Term Rental Certificates in Wine Country until they are in compliance with the limitations of Subsection (d) of this Section. These Owners may seek additional Short Term Rental Certificates for properties which are not located in Wine Country.

e. Short Term Rental Classifications for Wine Country. The following Short Term Rental classifications are allowed in the Wine Country districts, as specified below, subject to all approval requirements for a Short Term Rental Certificate.

1. Wine Country – Winery District.

i. Short Term Rental Class I is allowed.

ii. Short Term Rental Class II is allowed with the following additional requirements:

(1) At least fifty percent (50%) of the Short Term Rental property net acreage shall be planted with vineyards or other agricultural crop(s);

(2) Adherence to the County's pre-approved list of upgrades to the Short Term Rental from the County Building Official, as approved by the County Executive Office, as described in Section 8; and,

(3) Submittal of a site plan, subject to ministerial review by the County.

2. Wine Country – Equestrian District.

i. Short Term Rental Class I is allowed.

ii. Short Term Rental Class II is not allowed.

iii. Limited Stay on Enforcement for the Wine Country – Equestrian District. The County shall not enforce the provisions of this Section against Short Term Rental properties which have existing Booking Transactions, as of the effective date of this ordinance, for an occupancy that exceeds the limits of Short Term Rental Class I. This provision shall terminate automatically at 11:59 p.m. on the 180th day after the effective date of this ordinance.

3. Wine Country – Residential District.

i. Short Term Rental Class I is allowed.

ii. Short Term Rental Class II is not allowed.

iii. Limited Stay on Enforcement for the Wine Country – Residential District. The County shall not enforce the provisions of this Section against Short Term Rental properties which have existing Booking Transactions, as of the effective date of this ordinance, for an occupancy that exceeds the limits of Short Term Rental Class I. This provision shall terminate automatically at 11:59 p.m. on the 180th day after the effective date of this ordinance.

f. Short Term Rental Caps for Wine Country. The Short Term Rental Cap for Wine Country shall be determined by a percentage of the existing single family residential

units within the Wine Country districts as specified below, as of the effective date of this ordinance.

1. Wine Country – Winery District. The maximum combined number of Short Term Rentals in this district shall be no more than 114, which equates to approximately 15 percent of the existing number of single family residential units in the district, as of the effective date of this ordinance.

2. Wine Country – Equestrian District. The maximum number of Short Term Rentals in this district shall be no more than 8, which equates to approximately 8 percent of the existing number of single family residential units in the district, as of the effective date of this ordinance.

3. Wine Country – Residential District. The maximum number of Short Term Rentals in this district shall be no more than 105, which equates to approximately 10.5 percent of the existing number of single family residential units in the district, as of the effective date of this ordinance.

g. Short Term Rental Density Requirements for Wine Country. Short Term Rental properties shall not be located within a 500-foot radius of any other Short Term Rental property. The 500-foot radius shall be measured from the property line of the desired Short Term Rental. The County shall deny the Short Term Rental Certificate, if the 500-foot radius from the desired Short Term Rental property includes any portion of a property with an approved Short Term Rental Certificate.

1. Limited Exception. The limitations of Subsection (g) of this Section shall not apply or be enforced against any Owner who has an approved Short Term Rental that does not meet the requirements of Subsection (g) as of the effective date of this ordinance. These Owners may continue to renew their valid Short Term Rental Certificates so long as the Responsible Operator(s) complies with the provisions of this ordinance. However, any new Short Term Rental Certificates will not be granted for properties within 500 feet of any property with a valid Short Term Rental Certificate in Wine Country.

Section 10. OWNERSHIP AND OPERATIONAL REQUIREMENTS FOR IDYLLWILD.

a. Applicability. Property within Idyllwild shall comply with the ownership and operational requirements for Short Term Rentals outlined in this section.

b. Conflicting regulations. If any section of this ordinance is in conflict with any other section of this ordinance, then the more stringent requirements shall control.

c. Limitation on Ownership of Short Term Rentals in Idyllwild. No Owner or Owner Entity shall hold more than two (2) Short Term Rental Certificates simultaneously in Idyllwild. "Holding" a Short Term Rental Certificate shall be defined to include the Owner, Owner Entity, and any ownership interest, or responsible person for the ownership interest of the Owner or Owner Entity.

1. Exception. The limitations of Subsection (c) of this Section shall not apply or be enforced against any Owner or Owner Entity that holds more than two (2) Short Term Rental Certificates simultaneously in Idyllwild as of the effective date of this ordinance. These Owners and Owner Entities may apply for three (3) more renewals of their Short Term Rental Certificates until they are required to comply with the provisions of this Subsection (c) of this Section. However, these Owners and Owner Entities shall not be approved for any additional Short Term Rental Certificates in Idyllwild until they are in compliance with the limitations of Subsection (c) of this Section. These Owners may seek additional Short Term Rental Certificates for properties which are not located in Idyllwild.

d. Short Term Rental Caps for Idyllwild. The Short Term Rental Cap for Idyllwild shall be determined by a percentage of the existing single family residential units in Idyllwild, as of the effective date of this ordinance. The maximum number of Short Term Rentals in Idyllwild shall be no more than 500, which equates to approximately 14 percent of the existing number of single family residential units in Idyllwild, as of the effective date of this ordinance.

e. Short Term Rental Density Requirements for Idyllwild. Short Term Rental properties

shall not be located within a 150 foot radius of any other Short Term Rental property. The 150 foot radius shall be measured from the property line of the desired Short Term Rental. The County shall deny the Short Term Rental Certificate, if the 150 foot radius from the desired Short Term Rental property includes any portion of a property with an approved Short Term Rental Certificate.

1. Limited Exception. The limitations of Subsection (e) of this Section shall not apply or be enforced against any Owner who has an approved Short Term Rental that does not meet the requirements of Subsection (e) as of the effective date of this ordinance. These Owners may continue to renew their valid Short Term Rental Certificates so long as the Responsible Operator(s) complies with the provisions of this ordinance. However, any new Short Term Rental Certificates will not be granted for properties within 150 feet of any property with a valid Short Term Rental Certificate in Idyllwild.

Section 11. ADDITIONAL APPLICATION REQUIREMENTS FOR IDYLLWILD AND WINE COUNTRY.

a. Additional Application Requirements For Initial Applications. Applicants seeking an initial Short Term Rental Certificate for a property located in Wine Country or Idyllwild, must meet the following additional requirements:

1. The Applicant provides the following information:

i. Names and addresses of all Short Term Rental Certificates held by all Owner or Owner Entities, including all ownership interests and responsible parties for all ownership interests, of the Short Term Rental property in Wine Country or Idyllwild; and,

ii. For all Owner Entities of the Short Term Rental property, disclosure of the names of all ownership interests within each level of the Owner Entity structure and responsible parties for all ownership interests.

2. The desired Short Term Rental meets all of the requirements for the applicable location (for Wine County, Section 9 of this ordinance, and for

Idyllwild, Section 10 of this ordinance) including, but not limited to, the following:

i. Is selected as an Eligible Property pursuant to this Section 11;

ii. Meets the limitation on ownership of two (2) Short Term Rental Certificates, as described in Section 9 or Section 10, as applicable;

iii. For Wine Country only, meets the Short Term Rental classification requirements for the district in which the property is located, as described in Section 9; and,

iv. Meets the Short Term Rental density requirements, as described in Section 9 or Section 10, as applicable.

(1) Limited Exception: Eligible Properties selected in Tier 1 are not subject to this requirement.

3. Eligible Properties. The County shall implement a two-tiered process to select Eligible Properties for areas of Wine Country and Idyllwild.

i. Tier 1: A property that has not been issued a Short Term Rental Certificate but the Owner(s) or Responsible Operator(s) paid Transient Occupancy Taxes for the property for the entire period of September 13, 2021 to September 13, 2022.

ii. Tier 2: Any property that does not meet the qualifications for Tier 1, as described above.

iii. Tier 1 properties shall have the opportunity to become Eligible Properties before Tier 2 properties. The selection of Tier 1 Eligible Properties shall not be subject to the Short Term Rental Cap for Wine Country and Idyllwild, as applicable. Tier 2 properties shall only be selected as Eligible Properties once the selection process for Tier 1 properties is complete and if the Short Term Rental Cap for Wine Country and Idyllwild, as applicable, has not been exceeded.

iv. Selection Process for Tier 1 Eligible Properties. After the effective date of this ordinance, the County shall conduct a one-time selection for Tier 1 properties. The County shall publish notice of the Tier 1 application period on the Riverside County Planning Department website for at least 15 days prior to opening the application period. After the 15-day notice period, the County will open the application period for 30 days and close it at 11:59 p.m. on the 30th day. Once the application period closes, the County shall verify whether the applications meet the Tier 1 requirements, in accordance with this Section. All verified Tier 1 properties shall become Eligible Properties. Once selected, Eligible Properties in Tier 1 must meet all the Short Term Rental application requirements of Section 7 and the additional application requirements in this Section 11.

v. Selection Process for Tier 2 Eligible Properties. In areas of the County in which the Short Term Rental Cap has not been exceeded, the County shall implement a lottery to select Eligible Properties.

(1) Twice a year, the County shall evaluate whether the number of Short Term Rental Certificates falls below the Short Term Rental Cap in Idyllwild, as described in Section 10, or Wine Country, as described in Section 9. The County shall publish notice of the lottery application period on the Riverside County Planning Department website for at least 30 days prior to opening the Short Term Rental application period. After the 30 day notice period, the County will open the application period for 30 days and close it at 11:59 p.m. on the 30th day. Once the application period closes, the County shall use a lottery system to select Eligible Properties from the submitted

applications.

(2) Once the Short Term Rental Cap is reached for a particular area, the County shall not select any more Eligible Properties for that area until the number of Short Term Rental Certificates falls below the Short Term Rental Cap.

(3) Once selected, Eligible Properties must meet all the Short Term Rental application requirements of Section 7 and the additional application requirements in this Section 11. If any Eligible Property does not meet all of the application requirements in Section 7 and Section 11, then the County shall not issue a Short Term Rental Certificate for that property. In that case, the County shall utilize the same set of submitted applications and use the lottery system to select another Eligible Property and determine whether it meets the application requirements of Section 7 and Section 11. This process shall continue until the number of Short Term Rental Certificates issued reaches the Short Term Rental Cap.

b. Additional Requirements for Renewal Applications. Applicants seeking a renewal of a Short Term Rental Certificate for a property located in Idyllwild or Wine Country, must meet the following additional requirements:

1. The additional requirements for initial applications, as described in this Section 11, are met.

2. Exceptions.

i. The Short Term Rental density requirements for Wine County, as described in Section 9 of this ordinance, and for Idyllwild, as described in Section 10 of this ordinance, shall not apply to renewals.

Section 12. TRANSIENT OCCUPANCY TAX AND ASSESSMENTS.

The Responsible Operator(s) shall comply with or ensure the Hosting Platform(s) complies with all

the requirements of Riverside County Ordinance No. 495, the Uniform Transient Occupancy Tax Ordinance. For the purposes of Riverside County Ordinance No. 495 only, a Short Term Rental shall qualify as a "hotel." The Responsible Operator(s) shall be legally responsible for the collection of all applicable Transient Occupancy taxes and assessments, including TBIDs and TMDs, from the Responsible Guest(s) and remittance of such collected taxes and assessments to the Treasurer Tax-Collector, in accordance with Riverside County Ordinance No. 495 and any other applicable law. The Treasurer Tax-Collector shall be responsible for the enforcement of the provisions of this section and Riverside County Ordinance No. 495 and shall have no other enforcement duties related to this ordinance beyond these responsibilities.

Section 13. NOTIFICATION AND COMPLAINTS.

a. Notification.

2. Within ten (10) days of approval of a Short Term Rental Certificate, a Responsible Operator shall provide written notice that a Short Term Rental Certificate was obtained for the property, as follows:

i. For Short Term Rental properties of less than five (5) gross acres in size, Responsible Operators shall provide notice to owners of all properties located within a 300 foot radius of the Short Term Rental property;

ii. For Short Term Rental properties of five (5) gross acres or more in size, Responsible Operators shall provide notice to owners of all properties located within a 600 foot radius of the Short Term Rental property.

3. Such notification shall also include the Responsible Operator's contact information. In the event of a change in the provided contact information, new notification with the updated information shall be provided in the same manner.

4. All notification costs shall be borne by the Responsible Operator.

b. Initial complaints regarding Short Term Rental violations on a property pursuant to

this ordinance will generally be directed to the Responsible Operator. The Responsible Operator for the Short Term Rental shall be responsible for correcting the violation promptly, which includes, within sixty (60) minutes, contacting the Responsible Guest to correct the violation and visiting the site, if necessary, to ensure that the violation has been corrected. The Responsible Operator of a Short Term Rental shall report any such complaints, and their resolutions or attempted resolutions, to the Riverside County Planning Department within two (2) business days of the occurrence. Failure to respond to complaints, meet a Code Enforcement Officer within sixty (60) minutes, or report complaints to the Planning Department within two (2) business days of the occurrence shall be considered a violation of this ordinance, and may constitute cause for revocation of the Short Term Rental Certificate.

c. If the Responsible Operator fails to respond to the Short Term Rental violation within the designated time in Subsection b of this Section or the subject of the complaint needs to be corrected immediately due to health and safety concerns, such as blocked driveways, blocked streets, or excessive noise during quiet hours, the complainant may make a complaint to the 24-hour Code Enforcement Department telephone number. Occupants of surrounding properties shall be apprised of this complaint procedure as part of the notification requirements of this section.

d. For complaints related to the issuance of a Short Term Rental Certificate and compliance with this ordinance should be directed to the Planning Department.

e. The Responsible Operator shall be subject to all administrative, legal, and equitable remedies available to the County for failure to comply with the provisions of this section.

Section 14. INSPECTIONS, ADDITIONAL FEES, VIOLATIONS, ENFORCEMENT, FINES, AND PENALTIES.

a. Initial Inspections.

1. Initial Application. Prior to the County issuing a Short Term Rental Certificate, the County is authorized to conduct an initial inspection of the exterior of the intended Short Term Rental property within 30 days of the County's receipt of a Short Term Rental initial application and the accompanying initial registration fee. A Responsible Operator shall be available at the intended Short Term Rental property within sixty (60) minutes of the County's request for this inspection.

2. Renewal. For Short Term Rental properties that have been the subject of a Notice of Violation within the past twelve (12) months, prior to the County renewing the related Short Term Rental Certificate, the County is authorized to conduct an inspection of the exterior of the Short Term Rental property within 30 days of the County's receipt of the accompanying renewal fee. A Responsible Operator shall be available at the intended Short Term Rental property within sixty (60) minutes of the County's request for this inspection.

3. Inspection. For inspections pursuant to this section, the County is authorized to verify by an exterior inspection of the Short Term Rental property that the Short Term Rental contains all of the following required by this ordinance: the exterior sign, adequate on-site parking for the maximum number of occupants allowed in the Short Term Rental, and a working Noise Monitor system.

b. Subsequent Inspections. The Code Enforcement Department may request subsequent exterior inspections of the Short Term Rental property at any time. Responsible Operator shall make all reasonable attempts to comply with the Code Enforcement Department's requests or the Short Term Rental may be deemed in violation of this ordinance.

c. Violations of this ordinance include, but are not limited to,

1. A Responsible Guest conducting, causing, allowing, authorizing, permitting,

facilitating, aiding, abetting, suffering, concealing, or maintaining, any of the following:

i. Violation of the requirements for maximum occupancy, noise, parking, lighting, outdoor fire area, pets, trash, or any other provision as set forth in this ordinance;

ii. Violation of any applicable laws, codes, or regulations related to health and safety, which includes, but is not limited to, building, safety, fire, or health; or,

iii. Any activity at any Short Term Rental that constitutes a public nuisance under applicable state or local law, or which otherwise constitute a hazard to the public health, safety, or general welfare.

2. A Responsible Operator conducting, causing, allowing, authorizing, permitting, facilitating, aiding, abetting, suffering, concealing or maintaining, any of the following:

i. Failure to take action to respond to a complaint pursuant to Section 10 of this ordinance;

ii. Failure to notify Planning Department when the Responsible Operator or Local Contact Person's contact information changes;

iii. Violation of the maximum occupancy, noise, or any other requirements as set forth in this ordinance;

iv. Providing of false or misleading information on any Short Term Rental application, or other documentation required by this ordinance;

v. Advertisement of any property for Short Term Rental purposes without a valid County-issued Short Term Rental Certificate for the property;

vi. Completion of a Booking Transaction for a Short Term Rental without a valid County-issued Short Term Rental Certificate for the

Short Term Rental;

vii. Completion of a Booking Transaction for a Short Term Rental when the related Short Term Rental Certificate has been expired, denied, revoked, or suspended by the County;

viii. Violation of any applicable laws, codes or regulations related to health and safety, which includes, but is not limited to, building, safety, fire, or health; or,

ix. Any activity at any Short Term Rental that constitutes a public nuisance under applicable state or local law, or which otherwise constitute a hazard to the public health, safety, or general welfare.

d. The failure of a Responsible Operator to comply with an order of any law enforcement officer shall be grounds for revocation of the Short Term Rental Certificate.

e. The Code Enforcement Director, or designee, shall have the authority to establish administrative procedures consistent with the provisions of this ordinance for carrying out and enforcing the requirements and the provisions of this ordinance.

f. If any provision of this ordinance conflicts with any provision of any other Riverside County Ordinance, the more restrictive provision shall control.

g. In addition to any other remedies provided by law and unless otherwise specified by this ordinance, violations of this ordinance shall be enforced as authorized in Riverside County Ordinance No. 725. Violations of this ordinance shall be treated as a public nuisance and strict liability offense regardless of intent.

h. Violations of this ordinance shall be deemed a threat to the public health and safety and an infraction. Unless otherwise stated in this section, the administrative citation penalty procedures governing the imposition, enforcement, collection, and administrative review of an administrative citation shall be enforced as authorized in Riverside County Ordinance No. 725 and in accordance with California Government Code Section 53069.4. Each day a violation is committed or permitted to continue

shall constitute a separate offense for which the County may issue a separate administrative citation. The County may issue an administrative citation against the Responsible Operator or Responsible Guest for any violation of this ordinance, as follows:

1. $1,500.00 for a first violation of this ordinance;
2. $3,000.00 for a second violation of this ordinance related to the same Short Term Rental within one year of the first violation; and
3. $5,000.00 for each additional violation of this ordinance related to the same Short Term Rental within one year of the first violation.

i. After an administrative hearing has been held in accordance with Riverside County Ordinance No. 725 and a finding has been made that any Responsible Guest or Responsible Operator has violated the provisions of this ordinance or any other Riverside County Ordinance related to a Short Term Rental, the County may suspend or revoke the related Short Term Rental Certificate until the Owner(s) of the property changes. A Short Term Rental Certificate shall be permanently revoked as to the current Owner(s), if either of the following findings are made:

1. Any Responsible Operator(s) receives three (3) Verified Notices of Violation within a twelve (12) month period for the same Short Term Rental; or,
2. Any Responsible Operator(s) receives seven (7) Verified Notices of Violation total for the same Short Term Rental.

Section 15. REFERENCES TO ORDINANCES. Any references herein to other Riverside County Ordinances shall include subsequent amendments made to that ordinance.

Section 16. SEVERABILITY. If any provision, clause, sentence, or paragraph of this ordinance of the application thereof to any person or circumstances shall be held invalid, such invalidity shall not affect the other provisions of this ordinance which can be given effect without the invalid provision or application, and to this end, the provisions of this ordinance are hereby declared to be severable."

Section 2. EFFECTIVE DATE. This ordinance shall take effect thirty (30) days after its adoption.

BOARD OF SUPERVISORS OF THE COUNTY
OF RIVERSIDE, STATE OF CALIFORNIA

By:_____
Chair, Board of Supervisors

ATTEST:
CLERK OF THE BOARD:

By:_____
Deputy

(SEAL)

APPROVED AS TO FORM
August_____, 2023

By: _____
SARAH K. MOORE
Deputy County Counsel

RIVERSIDE COUNTY
AIRPORT LAND USE COMMISSION

August 2, 2023

Russell Brown, AICP Senior Planner
City of Menifee, Planning Department
29844 Haun Road,
Menifee, CA 92586

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.:	ZAP1576MA23
Related File No.:	PLN21-0376 (General Plan Amendment), PLN21-0377 (Change of Zone), PLN21-0375 (Major Plot Plan)
APN:	336-030-009 and 336-030-016
Airport Zone:	Zone E

Dear Mr. Brown:

As authorized by the Riverside County Airport Land Use Commission (ALUC) pursuant to its Resolution No. 2011-02), staff reviewed City of Menifee Case Nos. PLN21-0375 (Major Plot Plan), PLN21-0376 (General Plan Amendment), PLN21-0377 (Change of Zone), a proposal to construct a 120 unit multi-family apartment totaling 22,588 square feet and a maintenance building totaling 800 square feet on an existing apartment complex totaling 7.58 acres, located on the southerly of Grand Avenue, northerly of Matthews Road, and westerly of Leon Road. The applicant also proposes to add a General Plan Land Use designation and Zoning Classification of High Density Residential to the site.

The project is located within Compatibility Zone E of March Air Reserve Base/Inland Port Airport Influence Area, where Zone E does not restrict residential density.

Although the project is located within the March Air Reserve Base/Inland Port Airport Influence Area, the nearest runway is actually Runway 15-33 at Perris Valley Airport. The elevation of Runway 15-33 at Perris Valley Airport is approximately 1,413 feet above mean sea level (AMSL) at its northerly terminus. At a distance of 20,269 square feet from the project to the nearest point on the runway, Federal Aviation Administration Obstruction Evaluation Service (FAA OES) review would be required for any structures with an elevation at top of roof exceeding 1,616 feet AMSL. The maximum finished floor elevation is 1,487 feet AMSL and the maximum building height is 31 feet, resulting in a top point elevation of 1,518 feet AMSL. Therefore, FAA OES review for height/elevation reasons was not required.

As ALUC Director, I hereby find the above-referenced project **CONSISTENT**, with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, provided that the City of Menifee applies the following recommended conditions:

CONDITIONS:

1. Any new outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.

2. The following uses/activities are not included in the proposed project and shall be prohibited at this site:

   (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, outdoor production of cereal grains, sunflower, and row crops, composting operations, wastewater management facilities, artificial marshes, 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) Highly noise-sensitive outdoor nonresidential uses.

   (f) Any use which results in a hazard to flight, including physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations.

3. The attached “Notice of Airport in Vicinity” shall be provided to all prospective purchasers and occupants of the property.

4. Any proposed stormwater basins or facilities shall be designed and maintained to provide for a maximum 48-hour detention period following the design storm, and remain totally dry between rainfalls. Vegetation in and around the stormwater basins that would provide food or cover for birds would be incompatible with airport operations and shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the stormwater basin(s) shall not include trees or shrubs that produce seeds, fruits, or berries.

   Landscaping in the stormwater basin, if not rip-rap, should be in accordance with the guidance provided in ALUC “LANDSCAPING NEAR AIRPORTS” brochure, and the “AIRPORTS, WILDLIFE AND STORMWATER MANAGEMENT” brochure available at RCALUC.ORG which list acceptable plants from Riverside County Landscaping Guide or other alternative landscaping as may be recommended by a qualified wildlife hazard biologist.

   A notice sign, in a form similar to that attached hereto, shall be permanently affixed to the stormwater basin with the following language: “There is an airport nearby. This stormwater basin is designed to hold stormwater for only 48 hours and not attract birds. Proper maintenance is necessary to avoid bird strikes”. The sign will also include the name, telephone number or other contact information of the person or entity responsible to monitor the stormwater basin.

If you have any questions, please contact me at (951) 955-6893.

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

Paul Rull, ALUC Director

Attachments: Notice of Airport in Vicinity

cc: Villagio Villas LP (applicant/property owner)
Ali Fartash (representative)
Gary Gosliga, March Inland Port Airport Authority
Major. David Shaw, Base Civil Engineer, March Air Reserve Base
ALUC Case File

X:\AIRPORT CASE FILES\March\ZAP1576MA23\ZAP1576MA23.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)

NOTICE

THERE IS AN AIRPORT NEARBY.

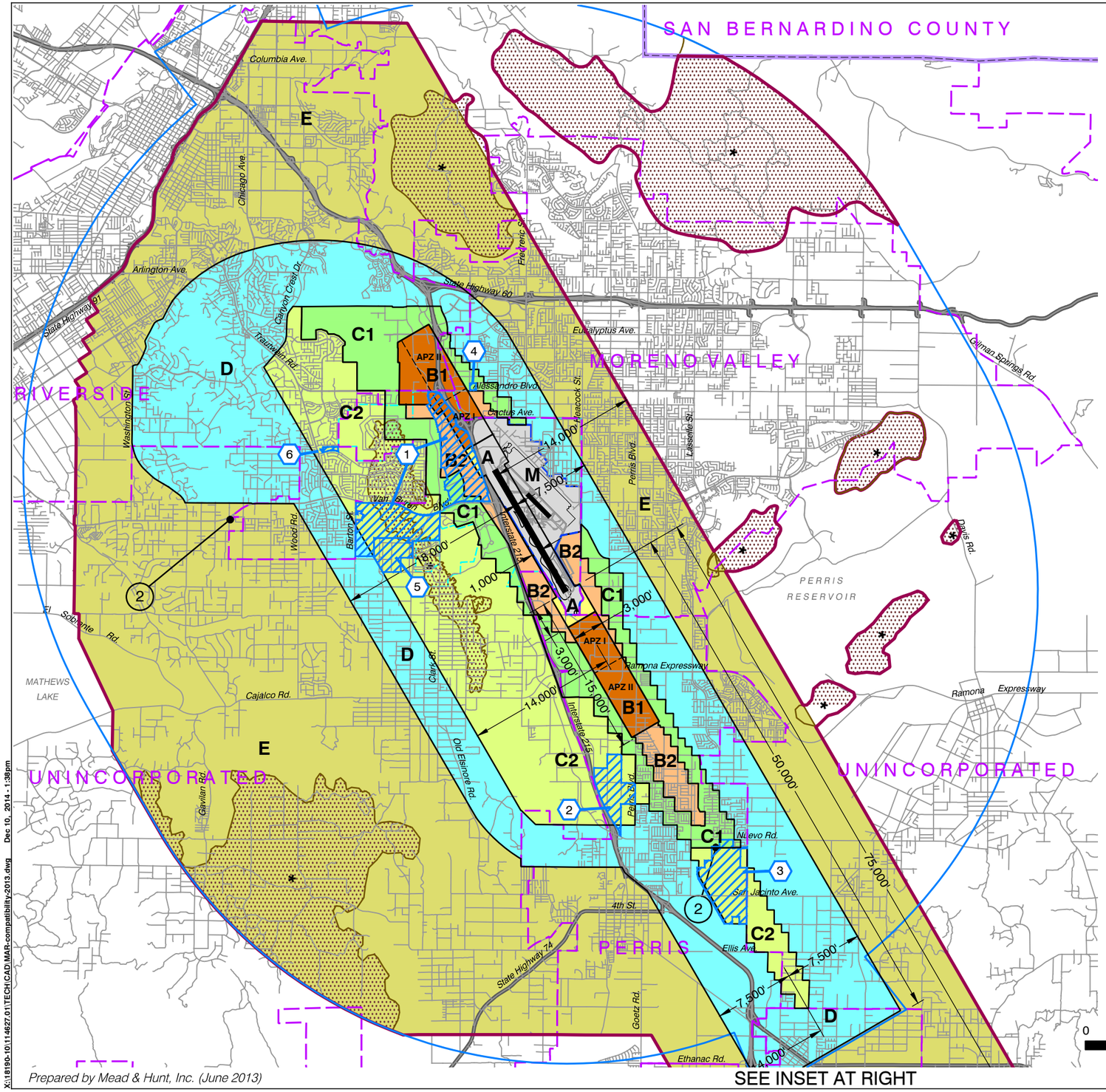
THIS STORM WATER BASIN IS DESIGNED TO HOLD STORM WATER FOR ONLY 48 HOURS AND NOT TO ATTRACT BIRDS

PROPER MAINTENANCE IS NECESSARY TO AVOID BIRD STRIKES

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION ALUC

IF THIS BASIN IS OVERGROWN, PLEASE CONTACT:

Name: _____ **Phone:** _____



LEGEND

Compatibility Zones

- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

Boundary Lines

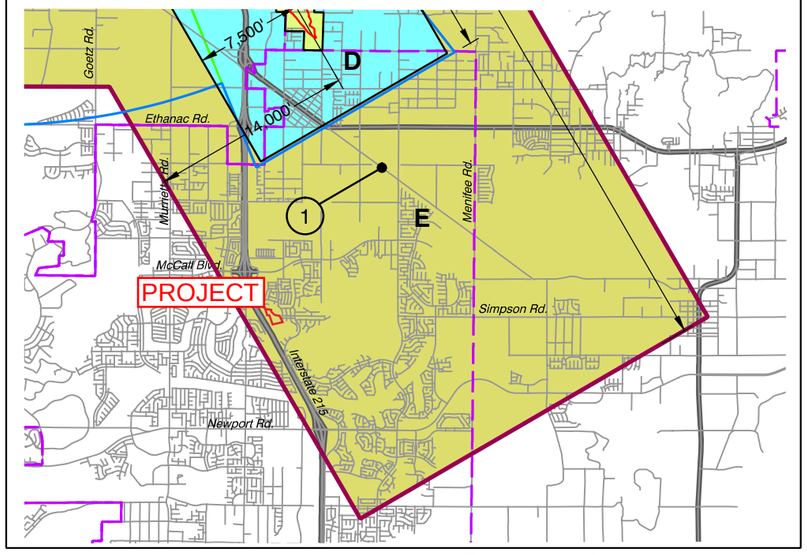
- March Air Reserve Base / Air Force Property
- March Joint Powers Authority Property Line
- County Boundary
- City Limits
- Site-Specific Exceptions (existing local agency commitments to development projects)

1. March JPA: March Business Center/Meridian
2. Perris: Harvest Landing
3. Perris: Park West
4. Moreno Valley: Affordable Housing
5. March JPA: Ben Clark Training Center
6. Riverside: Ridge Crest Subdivision

(1) Point at which aircraft on Runway 32 ILS approach descend below 3,000 feet above runway end. Airport Elevation is 1,535 feet MSL.

(2) Point at which departing aircraft typically reach 3,000 feet above runway end.

INSET



Note:
All dimensions are measured from runway ends and centerlines.

N

0 2 4 MILES

Base map source: County of Riverside 2013

Riverside County
Airport Land Use Commission

March Air Reserve Base / Inland Port Airport
Land Use Compatibility Plan

(Adopted November 13, 2014)

Map MA-1

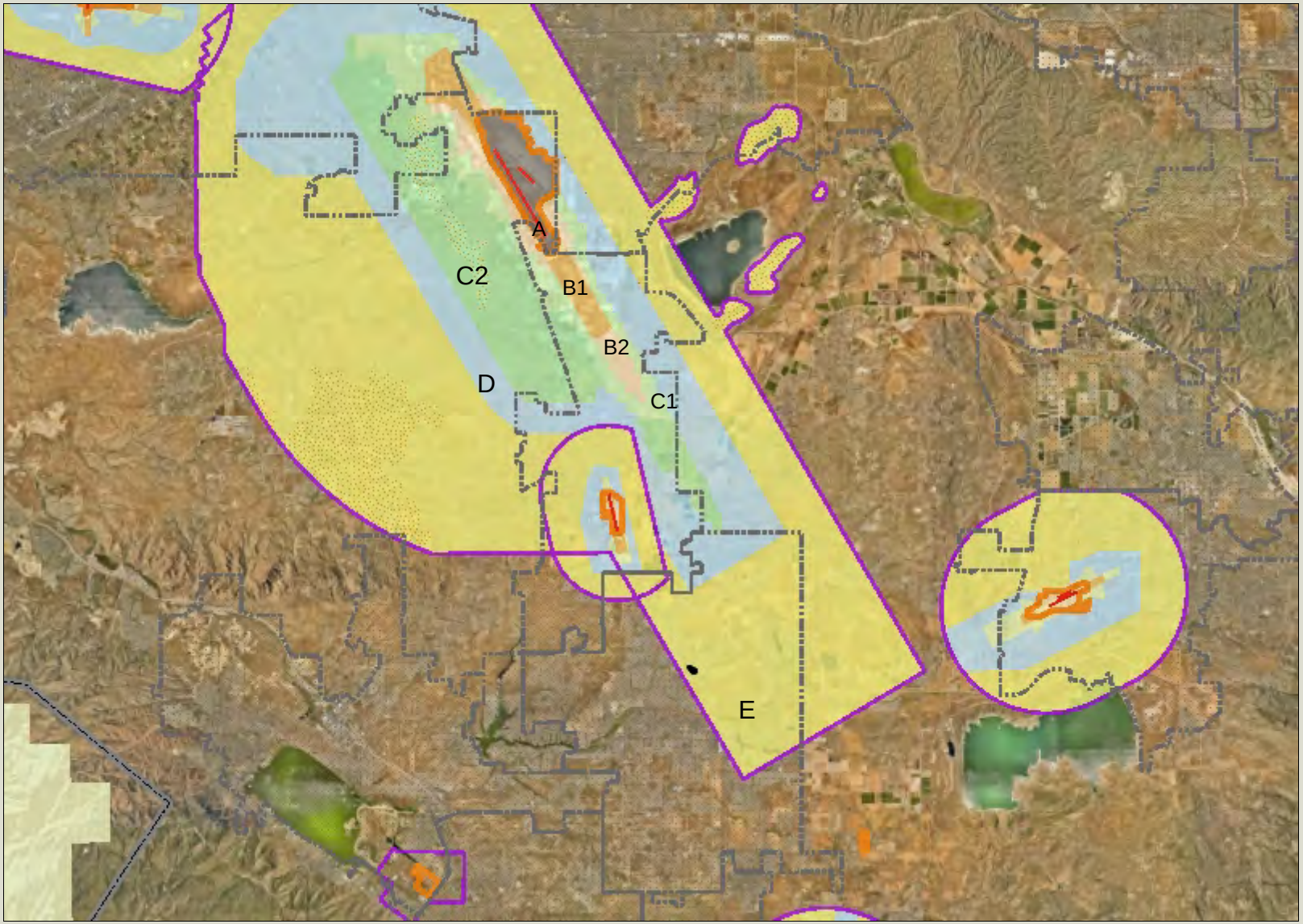
Compatibility Map

March Air Reserve Base / Inland Port Airport

Prepared by Mead & Hunt, Inc. (June 2013)

X:\18190-10\114627.01\TECH\CAD\MAR-compatibility2013.dwg Dec 10, 2014 - 1:38pm

Map My County Map



Legend

- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones
  - OTHER COMPATIBILITY 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

RCIT

0 24,629 49,257 Feet

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Notes

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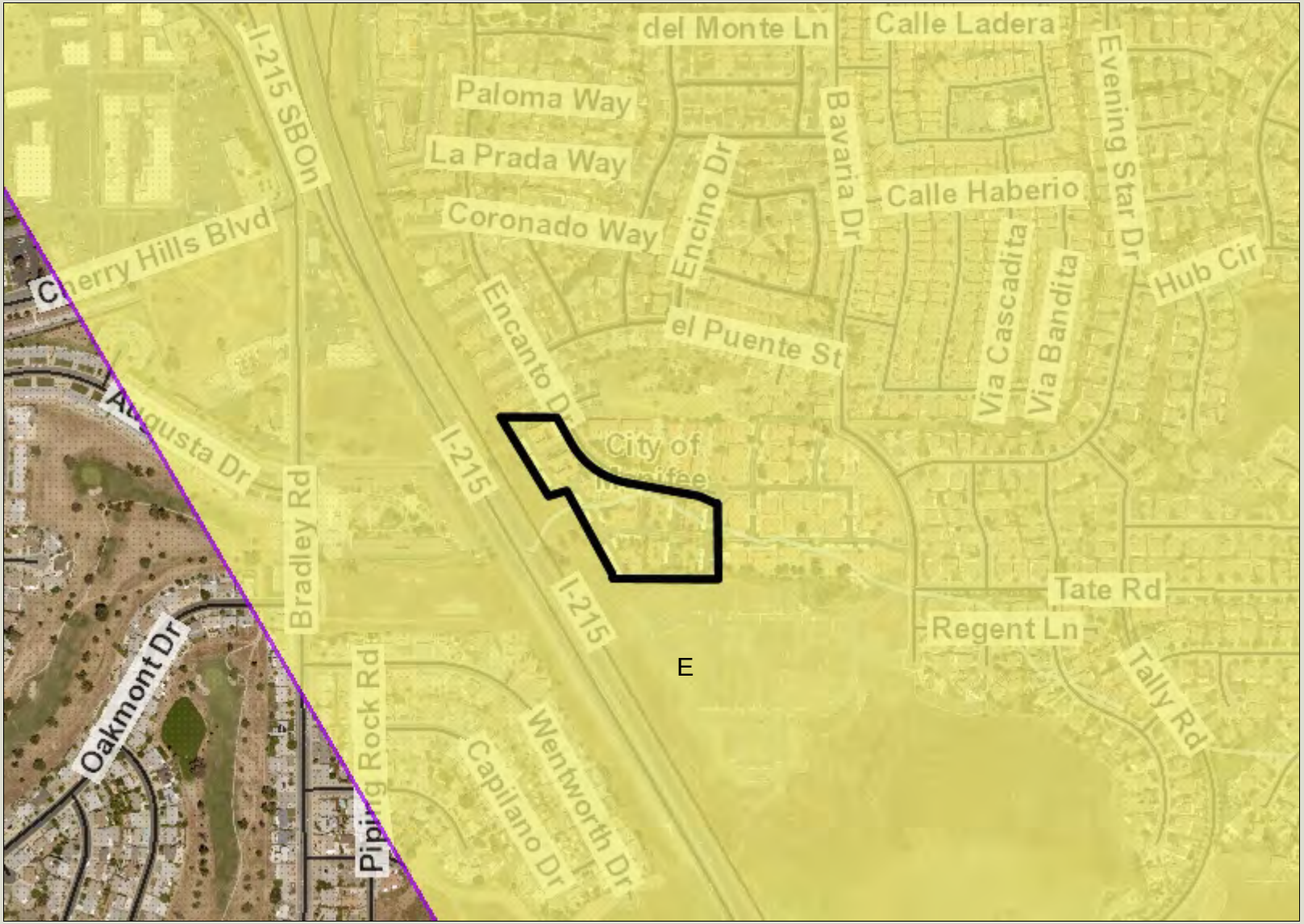

Legend

- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones
  - OTHER COMPATIBILITY 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

RCIT

0 770 1,539 Feet

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Notes

Map My County Map

Legend

- County Centerline Names
- County Centerlines
- Blueline Streams
- City Areas
- World Street Map

RCIT

0 770 1,539 Feet

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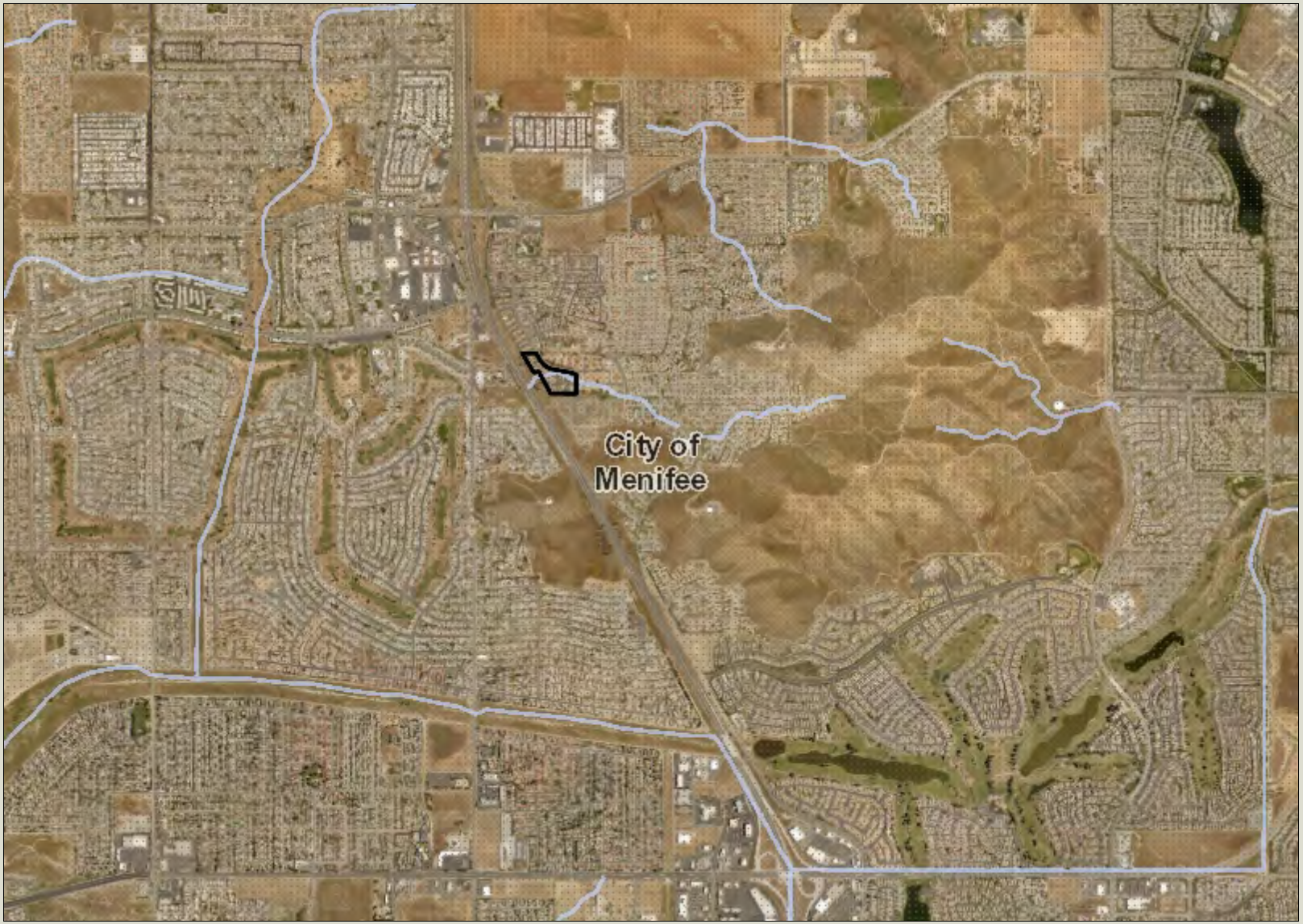
Map My County Map



Legend

- Blueline Streams
- City Areas
- World Street Map

0 3,079 6,157 Feet

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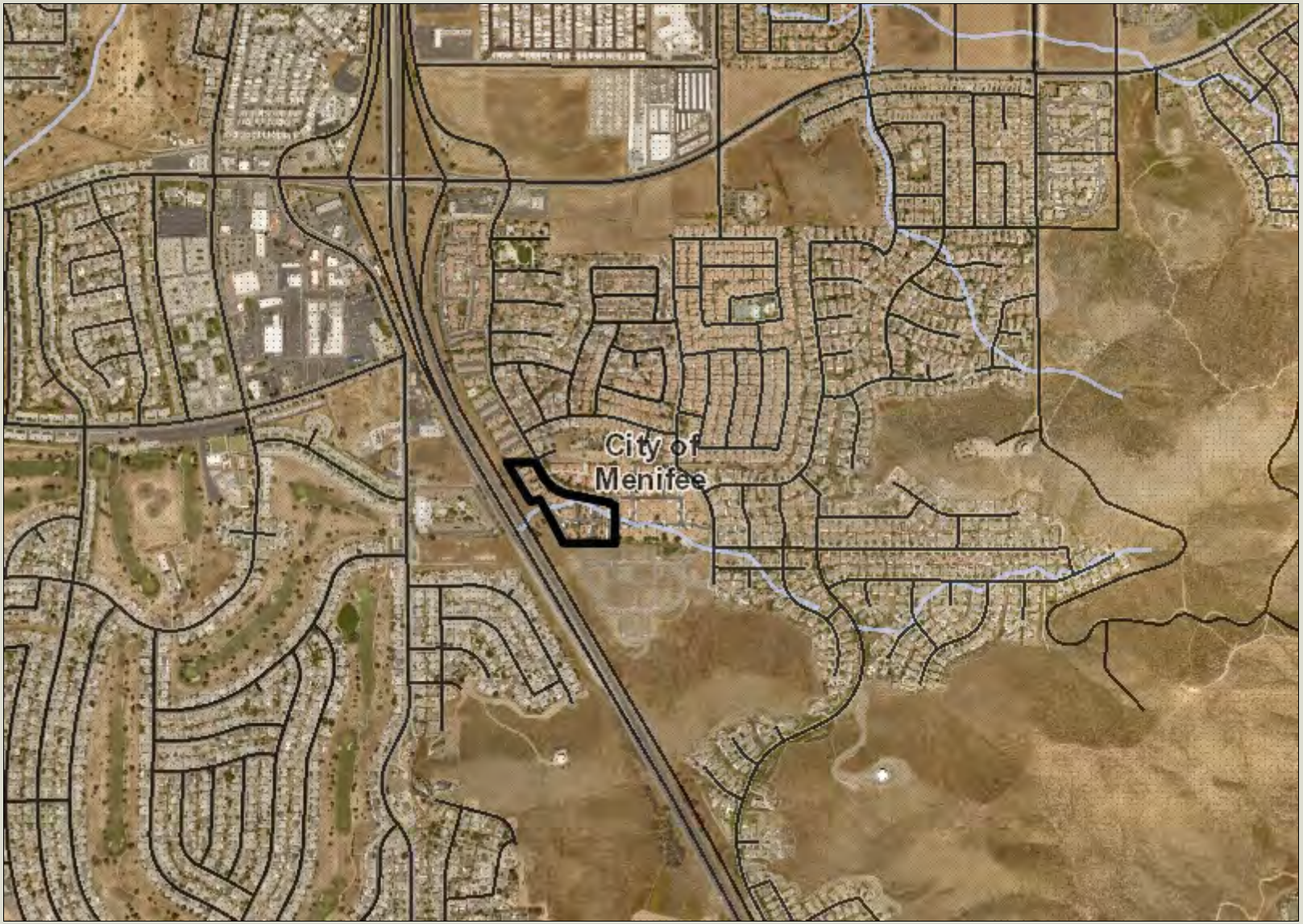
Map My County Map



Legend

- County Centerline Names
- County Centerlines
- Blueline Streams
- City Areas
- World Street Map

0 1,539 3,079 Feet

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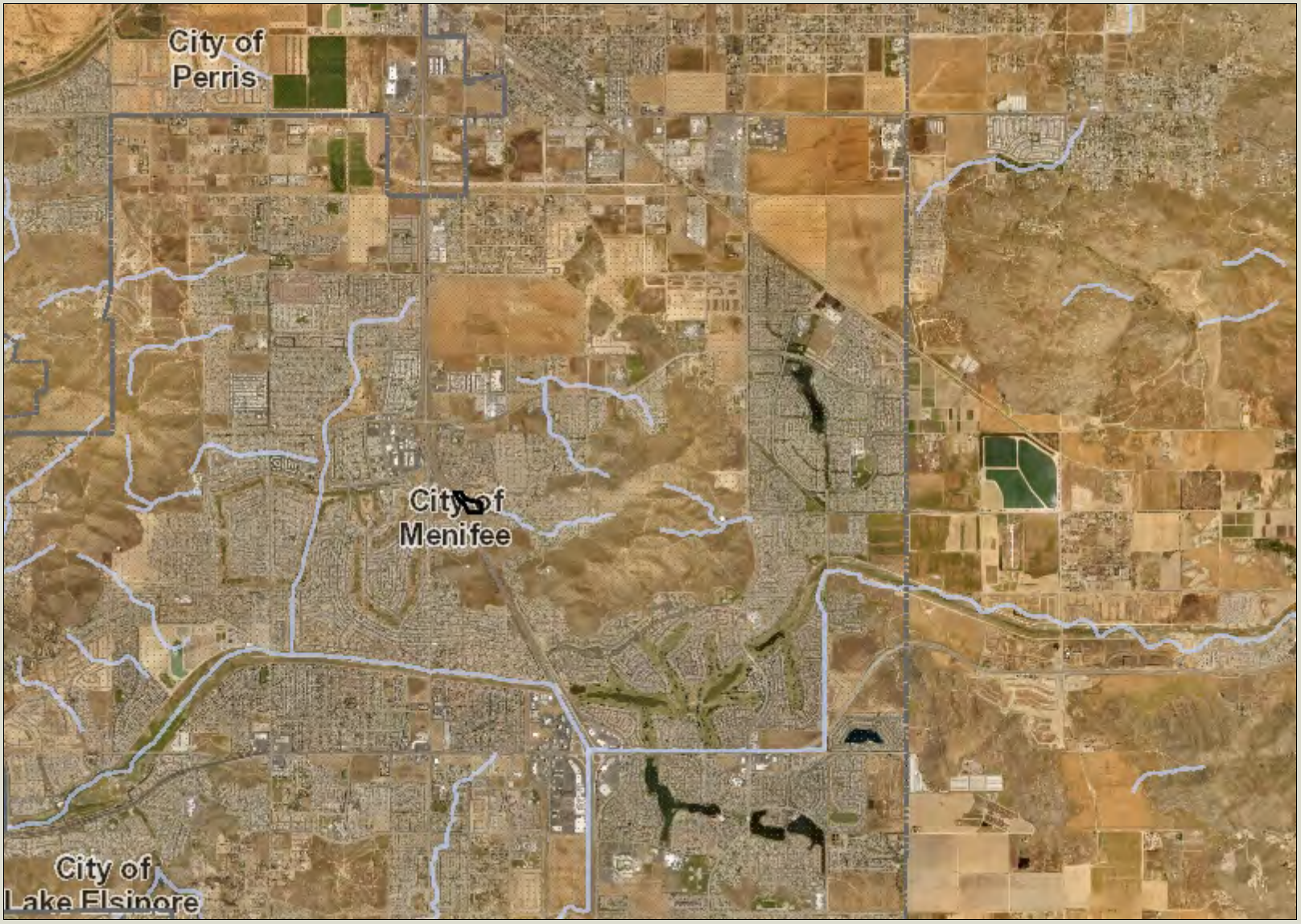
Map My County Map



Legend

- Blueline Streams
- City Areas
- World Street Map

0 6, 12,314 Feet
157

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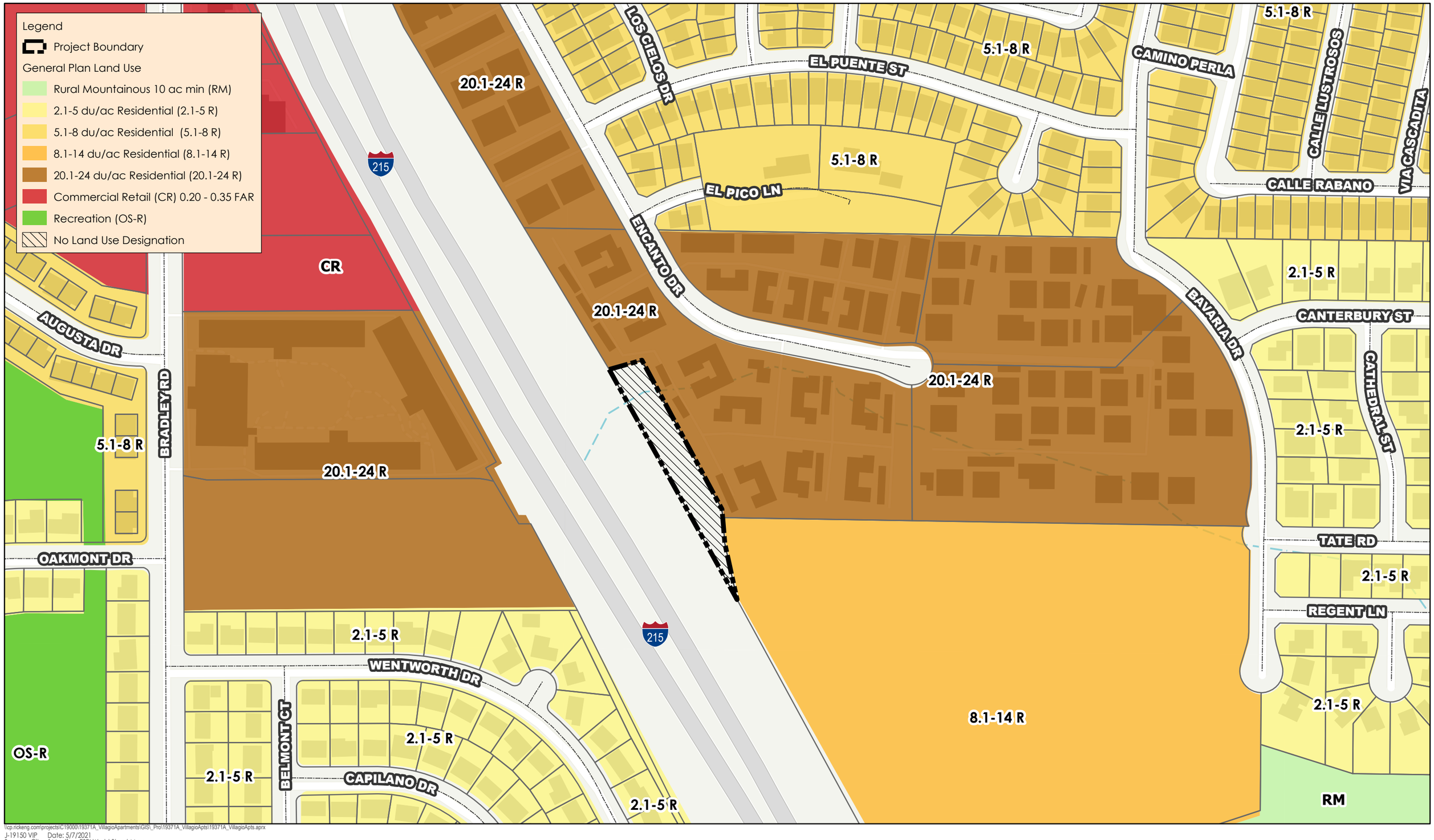

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J-19150 VIP Date: 5/7/2021
Sources: City of Menifee, ESRI World Street Map

RICK ENGINEERING COMPANY

NORTH

0 100 200 400 Feet

EXISTING GENERAL PLAN LAND USE

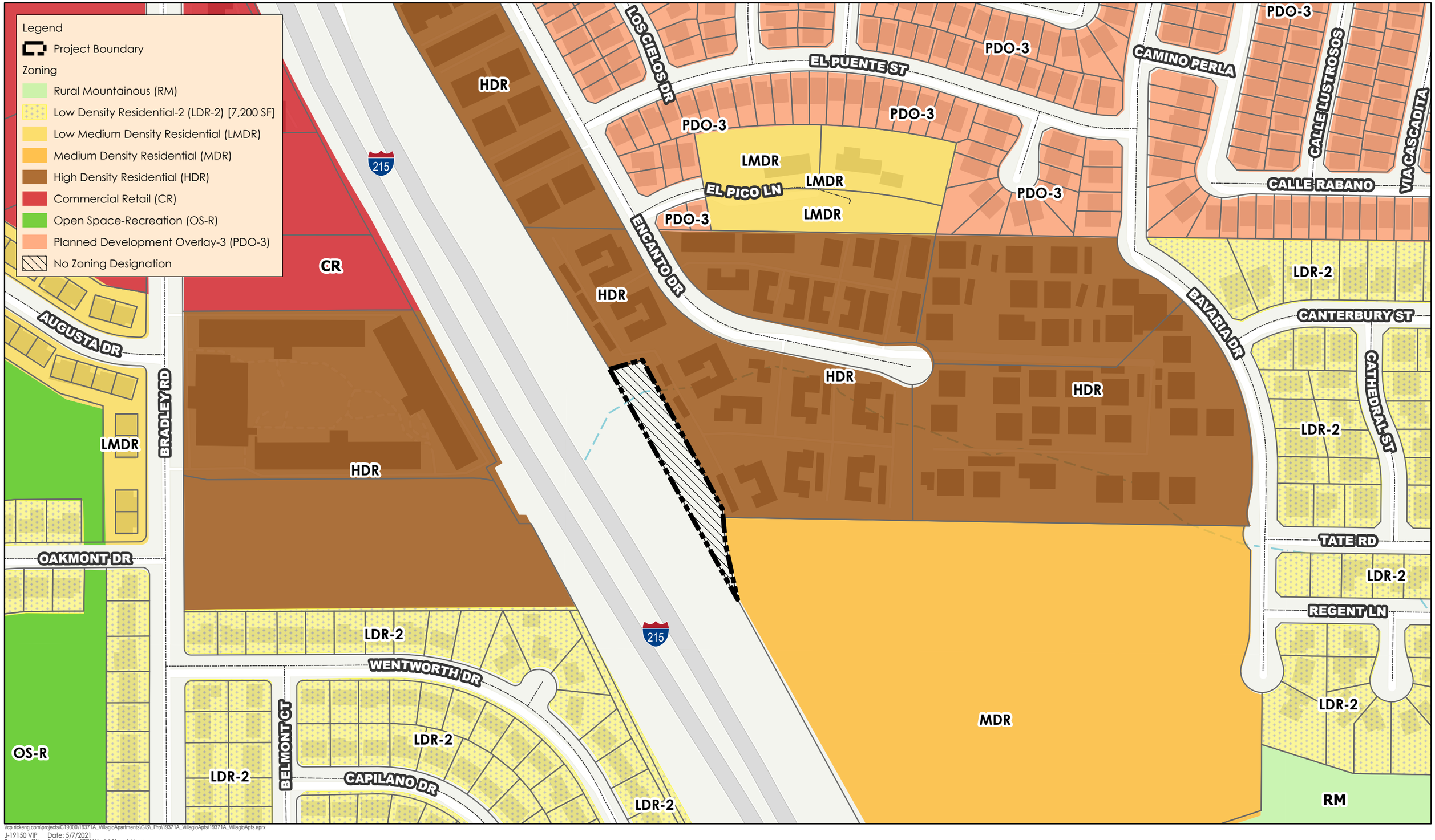
VILLAGIO APARTMENTS GENERAL PLAN AMENDMENT & ZONE CHANGE

Legend

- Project Boundary

Zoning

- Rural Mountainous (RM)
- Low Density Residential-2 (LDR-2) [7,200 SF]
- Low Medium Density Residential (LMDR)
- Medium Density Residential (MDR)
- High Density Residential (HDR)
- Commercial Retail (CR)
- Open Space-Recreation (OS-R)
- Planned Development Overlay-3 (PDO-3)
- No Zoning Designation



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J-19150 VIP Date: 5/7/2021
Sources: City of Menifee, ESRI World Street Map

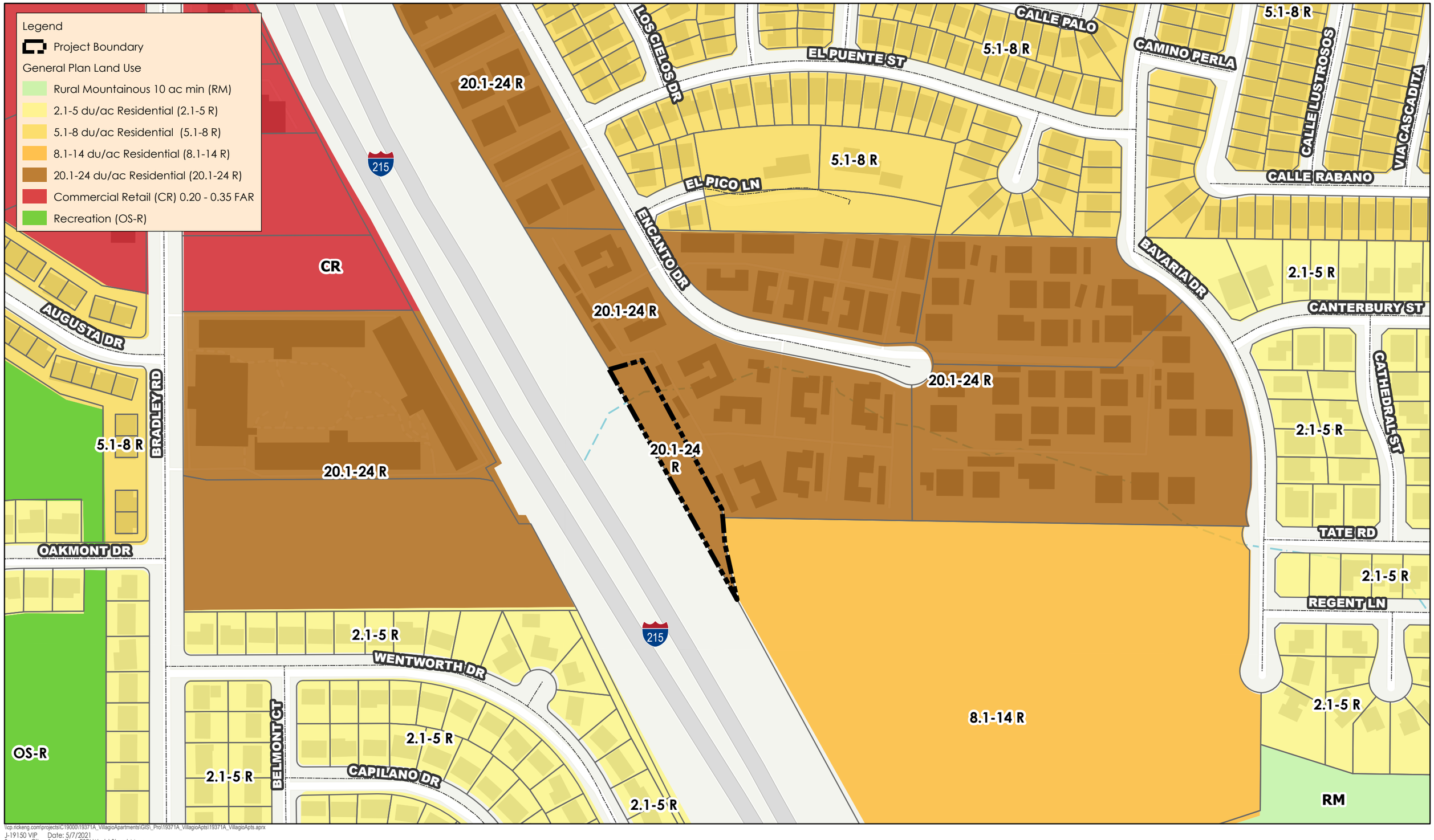
RICK ENGINEERING COMPANY

NORTH

0 100 200 400 Feet

EXISTING ZONING

VILLAGIO APARTMENTS GENERAL PLAN AMENDMENT & ZONE CHANGE



\\cp.rickeng.com\projects\C19000\19371A_VillagioApartments\GIS_Pro\19371A_VillagioApts\19371A_VillagioApts.aprx
J-19150 VIP Date: 5/7/2021
Sources: City of Menifee, ESRI World Street Map

RICK ENGINEERING COMPANY

NORTH

0 100 200 400 Feet

PROPOSED GENERAL PLAN LAND USE

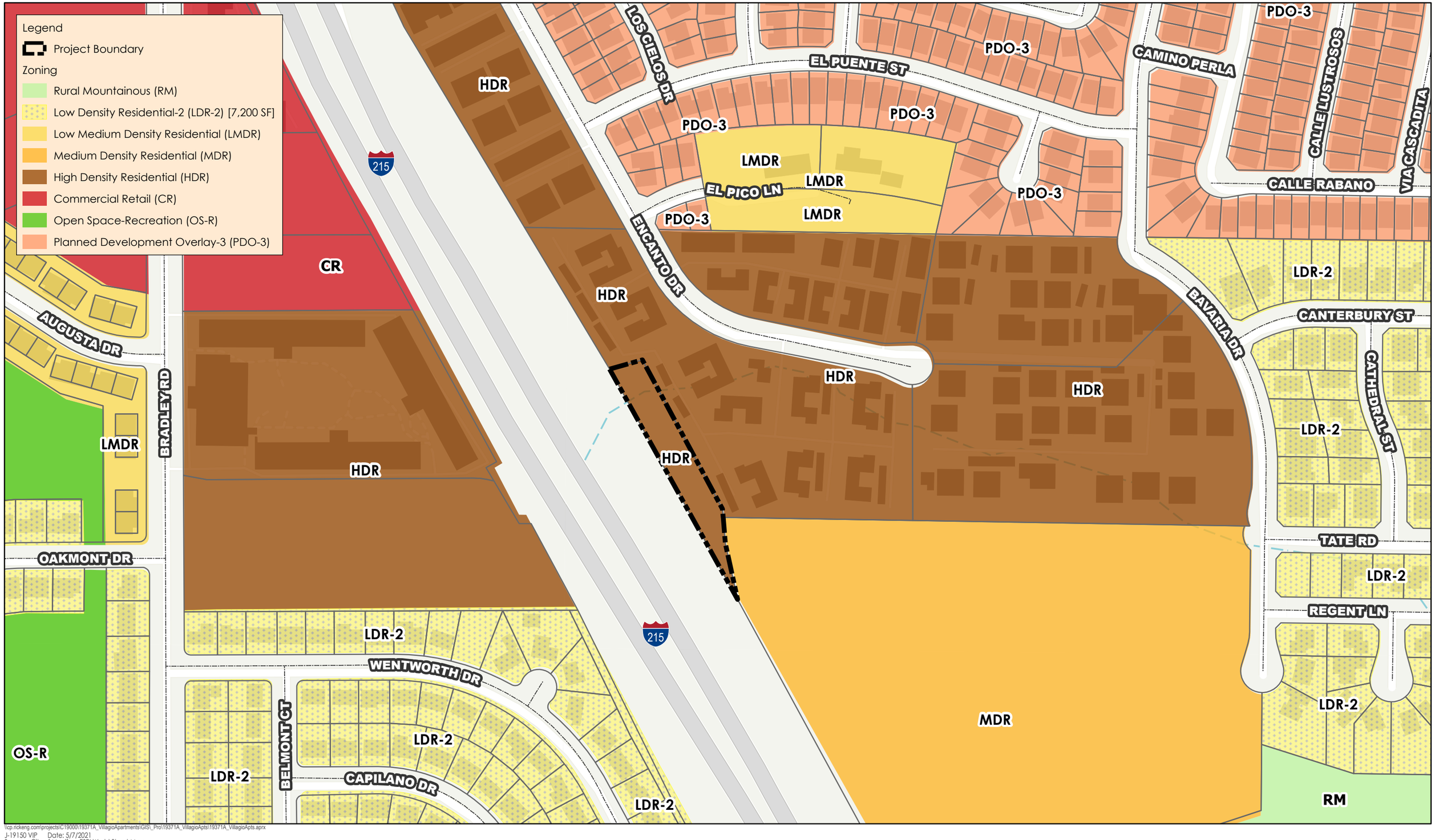
VILLAGIO APARTMENTS GENERAL PLAN AMENDMENT & ZONE CHANGE

Legend

Project Boundary

Zoning

- Rural Mountainous (RM)
- Low Density Residential-2 (LDR-2) [7,200 SF]
- Low Medium Density Residential (LMDR)
- Medium Density Residential (MDR)
- High Density Residential (HDR)
- Commercial Retail (CR)
- Open Space-Recreation (OS-R)
- Planned Development Overlay-3 (PDO-3)



\\cp.rickeng.com\projects\C19000\19371A_VillagioApartments\GIS_Pro\19371A_VillagioApts\19371A_VillagioApts.aprx
J-19150 VIP Date: 5/7/2021
Sources: City of Menifee, ESRI World Street Map

RICK ENGINEERING COMPANY

NORTH

0 100 200 400 Feet

PROPOSED ZONING

VILLAGIO APARTMENTS GENERAL PLAN AMENDMENT & ZONE CHANGE

SCHOOL DISTRICTS & UTILITY PROVIDERS
SCALE NONE — 10

SCHOOL DISTRICTS

MENIFEE UNION SCHOOL DISTRICT
29775 Haun Rd,
Menifee, CA 92586
(951) 672-1851

MESA VIEW ELEMENTARY SCHOOL
27227 Heritage Lake Dr.,
Menifee, CA 92585
(951) 723-1284

HERITAGE HIGH SCHOOL
26001 Briggs Rd.,
Menifee, CA 92585
(951) 940-5447

MENIFEE STATE PRESCHOOL
26350 La Piedra Rd.,
Menifee, CA 92584
(951) 672-6478

HANS MIDDLE SCHOOL
27625 Sherman Rd.,
Menifee, CA 92585
(951) 679-8356

SOUTHERN CALIFORNIA EDISON
(Electric)
(800)655-4555

SOUTHERN CALIFORNIA GAS
(909)307-7070

YESENERGY
(Water, Trash, Sewer)
This is set up for residents from management
(888)990-4421

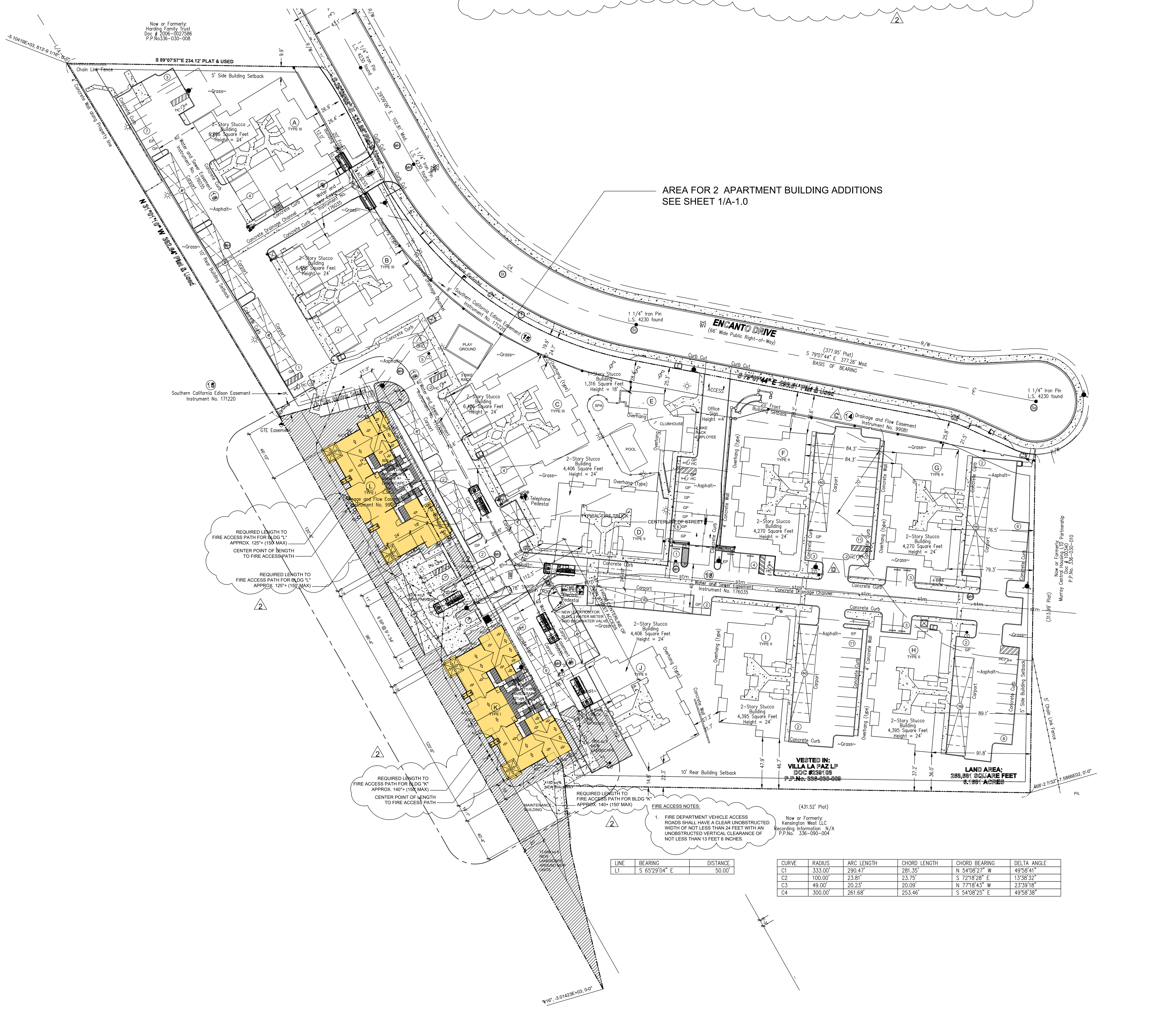
MEDICOM (Internet)
27701 Scott Rd., Unit D
Menifee, CA 92584
(855)633-4226

CODES AND STANDARDS
SCALE NONE — 9

2022 California Building Code
2022 California Historical Building Code
2022 California Electrical Code
2022 Californai Mechanical Code
2022 California Plumbing Code
2022 California Administrative Code
2022 California Energy Code
Temecula Municipal Code 15.04

VICINITY MAP
SCALE NONE — 7

EXISTING/NEW SITE PLAN
SCALE 1"=50' — 8



LINE	BEARING	DISTANCE
L1	S 65°29'04" E	50.00'

CURVE	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING	DELTA ANGLE
C1	333.00'	290.47'	281.35'	N 54°08'27" W	49°58'41"
C2	100.00'	23.81'	23.75'	S 72°18'28" E	13°38'32"
C3	49.00'	20.23'	20.09'	N 77°18'43" W	23°39'18"
C4	300.00'	261.68'	253.46'	S 54°08'25" E	49°58'38"

REQUIRED LENGTH TO

ZONING/ADDRESS
SCALE NONE — 6

ZONING

EXISTING - NOT CLASSIFIED
PROPOSED - HIGH DENSITY RESIDENTIAL (HDR)

GENERAL PLAN

EXISTING - NOT CLASSIFIED
PROPOSED - 20.1-24 DU/AC RESIDENTIAL

MAXIMUM BUILDING HEIGHT: 50'
BUILDING SETBACKS: FRONT = 15', STREET SIDE = 15',
INTERIOR SIDE = 5' (15' TOTAL), REAR = 20'

PARKING RATIO: 1 BDRM: 1.00 SPACES PER UNIT;
2 BDRM: 1.50 SPACES PER UNIT;
3 BRDM: 2.50 SPACES PER UNIT PLUS

NOTE: SEE SHEET A-1.0 FOR PARKING TABULATION

TOTAL LAND AREA

330,184.8 SQUARE FEET
7.58 ACRES (GROSS)

ADDRESS:

VILLAGIO APARTMENT HOMES
28377 ENCANTO DRIVE,
SUN CITY, CA

SITE TABULATIONS
SCALE NONE — 5

TABULATION

SITE AREA =	7.58 ACRES (GROSS)	
BUILDING AREAS:		
NEW BLDG. TYPE 1	22,588 sq ft	11,294 sq ft / 2 Buildings
EXISTING BLDG. TYPE 2	50,658 sq ft	4,395 sq ft / 7 Buildings
EXISTING BLDG. TYPE 3	31,881 sq ft	6,486 sq ft / 3 Buildings
CLUBHOUSE	2576 sq ft	
Washer and Dryer Ratio per unit	1:10	
TOTAL BLDG. AREA	107,703 sq ft	

UNIT TYPES:

UNIT A	(1BR/1 BA)	18 + 8(New) = 26 UNITS
UNIT B	(2BR/1 1/2 BA)	30 + 8(New) = 38 UNITS
UNIT C	(2BR/2BA)	24 + 8(New) = 32 UNITS
UNIT D	(3BR/2BA)	24 UNITS
		96 EXISTING UNITS
		24 PROPOSED UNITS
TOTAL UNITS PROPOSED		120 UNITS

DENSITY = 15.83 D.U.I. ACREA (GROSS)

LEGAL AND PROPERTY DESCRIPTION
SCALE NONE — 4

LEGAL DESCRIPTION

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

LOT 4 OF TRACT NO. 22193, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA AS SHOWN BY MAP ON FILE IN BOOK 175 PAGES 4 TO 6, INCLUSIVE OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPTING THEREFROM 60 PERCENT OF THE OIL AND MINERAL RIGHTS WITHOUT RIGHT OF SURFACE ENTRY AS RESERVED IN DEED FROM GEORGE D NEWPORT AND DORTHEA K. NEWPORT, HUSBAND AND WIFE, RECORDED NOVEMBER 29, 1957 IN BOOK 2185 PAGE 189 OF OFFICE RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.

ASSESSOR'S PARCEL NUMBER : 336-030-009-6

SHEET INDEX
SCALE NONE — 3

SCOPE OF WORK
SCALE NONE — 2

ADDED 2 NEW APARTMENT BUILDINGS WITH 12 UNITS EACH (TOTAL 24 UNITS). 18 COVERED, 22 UNCOVERED, 3 DISABLED PARKING WERE ADDED. 2 EXISTING UNCOVERED PARKING WERE ELIMINATED (FOR DISABLED AREA). THIS WAS REQUIRED FOR NEW APARTMENT BUILDINGS.

APPLICANT, OWNER & PREPARER
SCALE NONE — 1

APPLICANT:

ALI FARTASH
3366 VIA LIDO
NEWPORT BEACH, CA 92663

Ph: (949) 723-8900 Ext: 322

OWNER:

VILLAGIO VILLAS LP
17992 COWAN
IRVINE, CA 92714
Ph: (949) 723-8900

EXHIBIT PREPARER:

ALI FARTASH
17992 COWAN
IRVINE, CA 92714
Ph: (949) 723-8900 Ext: 322

Revisions

No.	Date	By	Description
2	05-18-2023		PER PRE-PLAN CHECK CORR. FOR FIRE DEPART.

Notes :

DESIGNED BY
Battaglia INC.
17992 COWAN
IRVINE, CA 92614
TEL. (949) 723-8900 FAX (949) 723-8910
email – bi@battagliainc.com

NSG Nader Structural Group
CONSULTING ENGINEERS
1150 E. Orangethrope, #111A
Placentia,Ca 92870
Tel. (714) 993-2412 Fax (714) 993-7289
E-mail: arastegari@sbcglobal.net

REGISTERED PROFESSIONAL ENGINEER ESMAIL RASTEGARI No 43332 3/30/16 CIVIL STATE OF CALIFORNIA NOT VALID WITHOUT WET SIGNATURE

VILLAGIO APARTMENT HOMES
28377 Encanto Drive, City of Menifee, CA

KEY PLAN

ZONE AREA

FACILITY

SHEET TITLE

TWO APARTMENT BUILDING ADDITIONS
VICINITY MAP, SITE PLAN
+ PROJECT DATA

Job No. –	Date : 11–03–2021
Location	Drawing No.
Scale AS NOTED	T-1.0
Drawn By	
Checked By	
SCH. D.D. W.D. ●	SHT. OF

(E) BUILDING UNIT SUMMARY

BLDG. TYPE	UNIT TYPE	# OF UNITS	# OF BLDG.	SUB.TOTAL "A" 1x1	SUB.TOTAL "B" 2x1	SUB.TOTAL "C" 2x2	SUB.TOTAL "D" 3x2	
II	A (1X1)	2	6	12				
	B (2X1)	4			24			
	C (2X2)	4				24		
III	A (1X1)	2	3	6				
	B (2X1)	2			6			
	D (3X2)	8					24	
	TOTAL UNITS			*18*	*30*	*24*	*24*	*=96*

(N) & (E) BUILDING UNIT SUMMARY

BLDG. TYPE	UNIT TYPE	# OF UNITS	# OF BLDG.	SUB.TOTAL "A" 1x1	SUB.TOTAL "B" 2x1	SUB.TOTAL "C" 2x2	SUB.TOTAL "D" 3x2	
(N)I	A (1X1)	4	2	8				
	B (2X1)	4			8			
	C (2X2)	4				8		
II	A (1X1)	2	6	12				
	B (2X1)	4			24			
	C (2X2)	4				24		
III	A (1X1)	2	3	6				
	B (2X1)	2			6			
	D (3X2)	8					24	
	TOTAL UNITS			*26*	*38*	*32*	*24*	*=120*

(E) PARKING SUMMARY

REQUIRED BY CODE

UNIT TYPE	TOTAL UNITS	CODE RATIO COVER	CODE RATIO UNCOVER	REQ. COVER	REQ. UNCOVER
A (1X1)	18	1.00	0.0	18	0
B (2X1)	30	1.00	0.5	30	15
C (2X2)	24	1.00	0.5	24	12
D (3X2)	24	1.00	1.5	24	36
GUEST	*1 GUEST PER 10 UNITS				10
DISABLED	**7 DISABLED SPACES				7
SUB-TOTAL				96	80
TOTAL REQ. PARKING				*=176*	

EXISTING PARKING

PARKING TYPE	COVER	UNCOVER
PARKING	112	91
GARAGE	24	
DISABLED		2
GUEST		6
DISABLED GUEST		2
SUB-TOTAL	136	101
TOTAL (E) PARKING	*237*	

*96/10 = 10 SPACES
**(240 TOTAL) 201-300 = 7 DISABLED REQUIRED

(N) PARKING SUMMARY

REQUIRED BY CODE

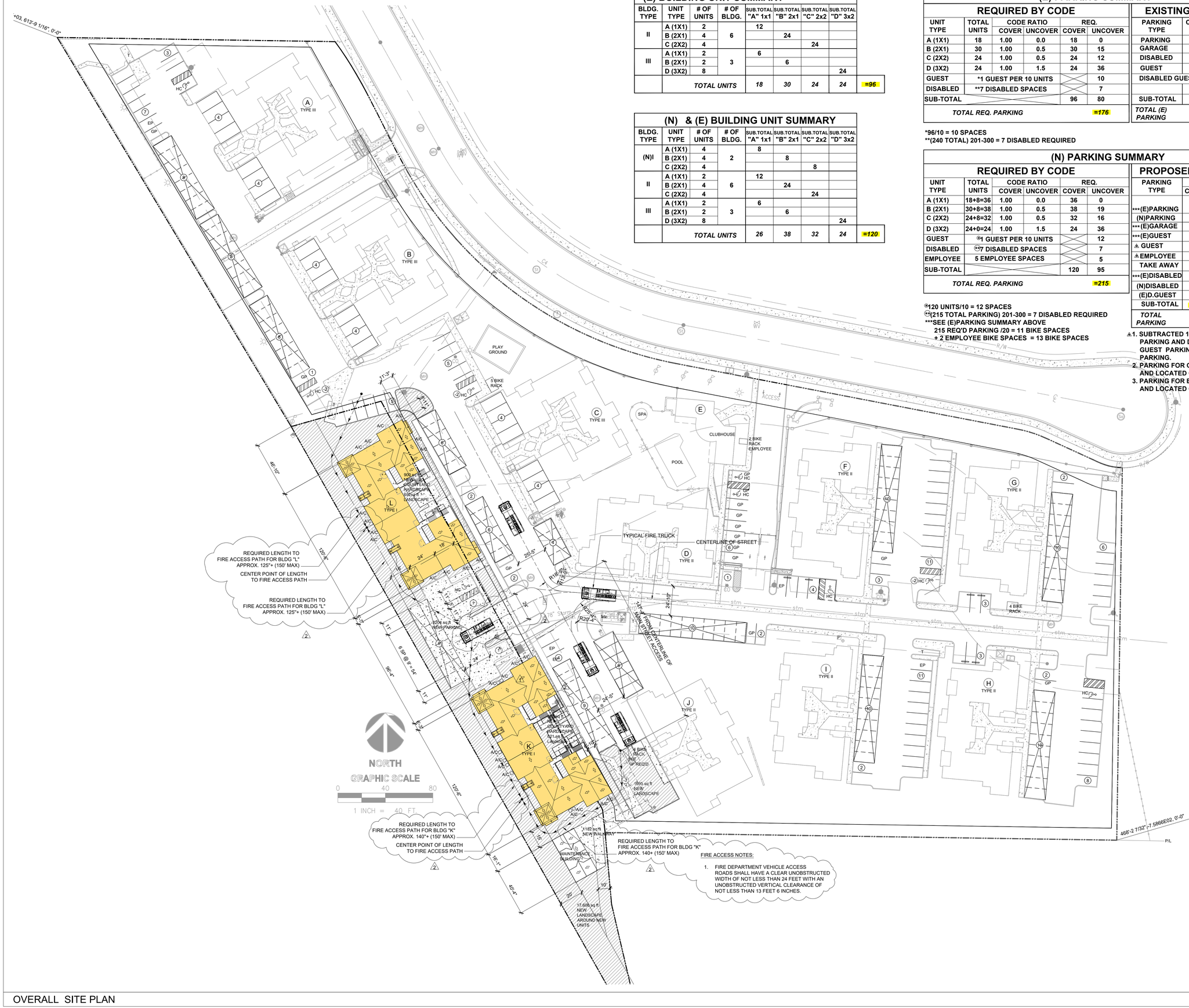
UNIT TYPE	TOTAL UNITS	CODE RATIO COVER	CODE RATIO UNCOVER	REQ. COVER	REQ. UNCOVER
A (1X1)	18+8=36	1.00	0.0	36	0
B (2X1)	30+8=38	1.00	0.5	38	19
C (2X2)	24+8=32	1.00	0.5	32	16
D (3X2)	24+0=24	1.00	1.5	24	36
GUEST	⊛1 GUEST PER 10 UNITS				12
DISABLED	⊛⊛7 DISABLED SPACES				7
EMPLOYEE	5 EMPLOYEE SPACES				5
SUB-TOTAL				120	95
TOTAL REQ. PARKING				*=215*	

PROPOSED PARKING

PARKING TYPE	PROPOSED COVER	PROPOSED UNCOVER	(E)+(N)= total
***(E)PARKING	112	⚠80	
(N)PARKING	8	2	82
***(E)GARAGE	24	0	0
***(E)GUEST	0	6	
⚠ GUEST	0	6	12
⚠EMPLOYEE	0	5	5
TAKE AWAY	-7	-6	-6
***(E)DISABLED	0	2	
(N)DISABLED	0	4	6
(E)D.GUEST	0	2	2
SUB-TOTAL	*=137*		*=101*
TOTAL PARKING	*=239*		

⊛120 UNITS/10 = 12 SPACES
⊛⊛(215 TOTAL PARKING) 201-300 = 7 DISABLED REQUIRED
***SEE (E)PARKING SUMMARY ABOVE
215 REQ'D PARKING /20 = 11 BIKE SPACES
+ 2 EMPLOYEE BIKE SPACES = 13 BIKE SPACES

⚠1. SUBTRACTED 11 (E) UNCOVERED PARKING AND DESIGNATED 6 TO GUEST PARKING & 5 TO EMPLOYEE PARKING.
2. PARKING FOR GUEST IS DESIGNATED "GP" AND LOCATED ON THE SITE PLAN.
3. PARKING FOR EMPLOYEE IS DESIGNATED "EP" AND LOCATED ON THE SITE PLAN.



FIRE ACCESS NOTES:

1. FIRE DEPARTMENT VEHICLE ACCESS ROADS SHALL HAVE A CLEAR UNOBSTRUCTED WIDTH OF NOT LESS THAN 24 FEET WITH AN UNOBSTRUCTED VERTICAL CLEARANCE OF NOT LESS THAN 13 FEET 6 INCHES.

Revisions			
No.	Date	By	Description
2	05-18-2023		PER PLAN CHECK CORR. FOR FIRE DEPART

Notes :

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Tel. (714) 993-2412 Fax (714) 993-7289
E-mail: oranlegor@sbcglobal.net

REGISTERED PROFESSIONAL ENGINEER — FARAMARZ NADER — No. 43332 — 3/30/16 — CIVIL — STATE OF CALIFORNIA

VILLAGIO APARTMENT HOMES
28377 Encanto Drive,
City of Menifee, CA

KEY PLAN

ZONE AREA

FACILITY

SHEET TITLE

TWO APARTMENT BUILDING ADDITIONS
OVERALL SITEPLAN +
PARKING TABULATIONS

Job No. –	Date : 11-03-2021
Location	Drawing No.
Scale AS NOTED	A-1.0
Drawn By	
Checked By	
SCH. D.D. W.D. ●	SHT. OF

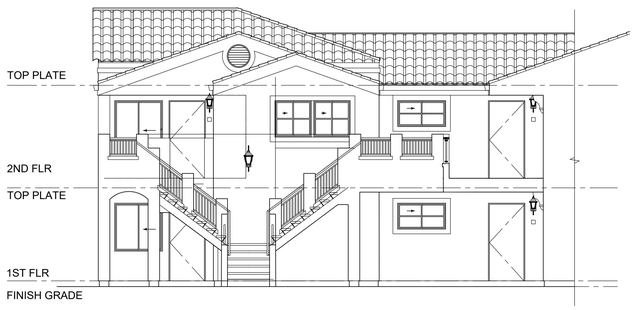
OVERALL SITE PLAN

SCALE 1" = 30'-0" 1

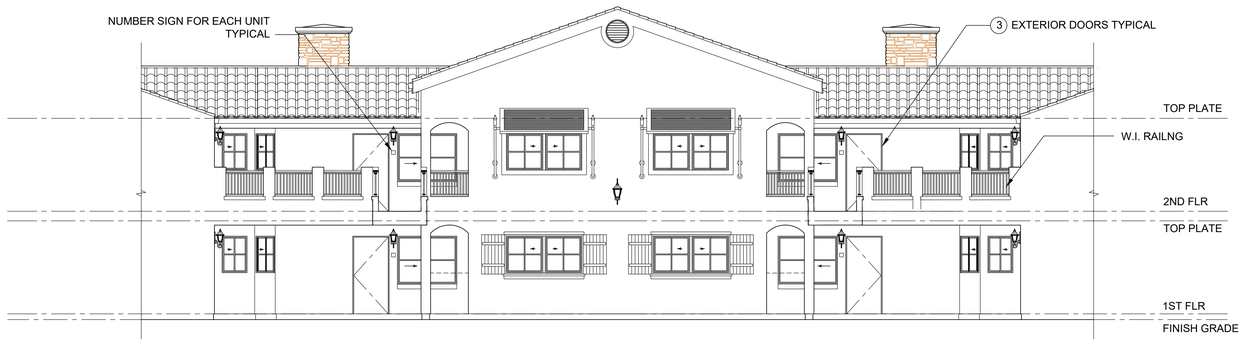
COLOR LEGEND

AREA	COLOR	COLOR NAME
(1) LIGHT STUCCO		COCHISE DEC761 RL#605
(2) DARK STUCCO		DESERT GRAY DEC760 RL#600
(3) EXTERIOR DOORS		ROCK 'N' OAK (Semi Gloss) DE6209 RL#569
(4) WOOD RAILING		WEATHERED BROWN DEC756 RL#679

LEFT SIDE ELEVATION (RIGHT SIDE SIMILAR) — SCALE 3/16"=1'-0" — 5



LEFT INSIDE ELEVATION (RIGHT INSIDE ELEVATION SIMILAR) — SCALE 3/16"=1'-0" — 4



FRONT INSIDE ELEVATION — SCALE 3/16"=1'-0" — 3

REAR ELEVATION — SCALE 3/16"=1'-0" — 2

NOTE:
1. ALL FINISHES TO MATCH THE EXISTING BUILDINGS.
2. ALL ROOF TILES TO MATCH EXISTING BUILDINGS.
3. THE OVERALL APPEARANCE AND STYLE OF THE NEW BUILDINGS WILL MATCH THE EXISTING BUILDINGS.
4. FOR ALL COLOR CALLOUTS SEE COLOR ELEVATION A-7.1

FRONT ELEVATION — SCALE 3/16"=1'-0" — 1

Revisions

No.	Date	By	Description

Notes :

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E-mail: oraslegor@sbcglobal.net

VILLAGIO APARTMENT HOMES
28377 Encanto Drive,
City of Menifee, CA

KEY PLAN

ZONE AREA

FACILITY

SHEET TITLE

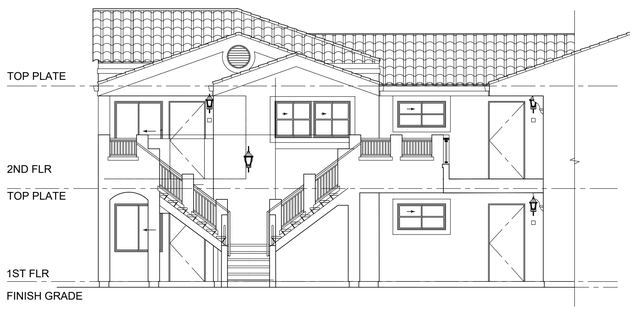
BUILDING 'L'
EXTERIOR ELEVATIONS
TYPE 1

Job No. –	Date : 08-18-2020
Location	Drawing No.
Scale AS NOTED	A-7.0
Drawn By	
Checked By	
SCH. D.D. ● W.D.	SHT. OF

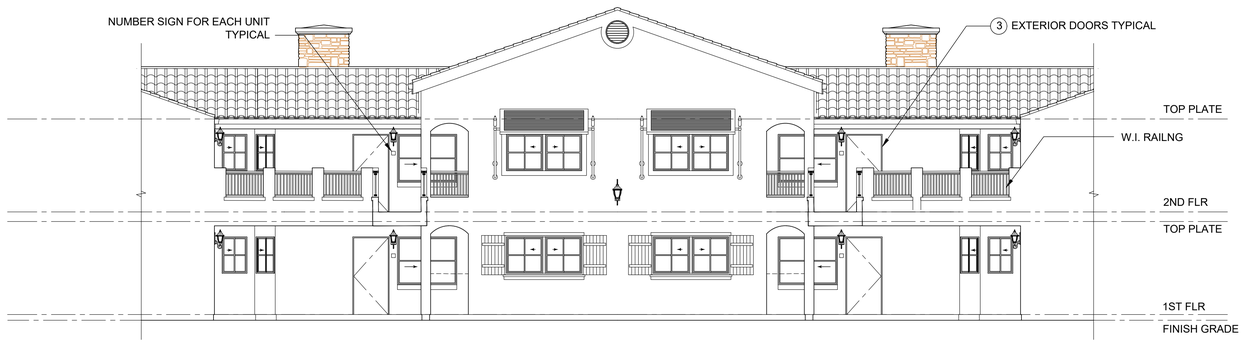
COLOR LEGEND

AREA	COLOR	COLOR NAME
(1) LIGHT STUCCO		COCHISE DEC761 RL#605
(2) DARK STUCCO		DESERT GRAY DEC760 RL#600
(3) EXTERIOR DOORS		ROCK 'N' OAK (Semi Gloss) DE6209 RL#569
(4) WOOD RAILING		WEATHERED BROWN DEC756 RL#679

LEFT SIDE ELEVATION (RIGHT SIDE SIMILAR) — SCALE 3/16"=1'-0" — 5



LEFT INSIDE ELEVATION (RIGHT INSIDE ELEVATION SIMILAR) — SCALE 3/16"=1'-0" — 4



FRONT INSIDE ELEVATION — SCALE 3/16"=1'-0" — 3

REAR ELEVATION — SCALE 3/16"=1'-0" — 2

NOTE:
1. ALL FINISHES TO MATCH THE EXISTING BUILDINGS.
2. ALL ROOF TILES TO MATCH EXISTING BUILDINGS.
3. THE OVERALL APPEARANCE AND STYLE OF THE NEW BUILDINGS WILL MATCH THE EXISTING BUILDINGS.
4. FOR ALL COLOR CALLOUTS SEE COLOR ELEVATION A-7.4

FRONT ELEVATION — SCALE 3/16"=1'-0" — 1

Revisions

No.	Date	By	Description

Notes :

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E-mail: arostegari@sbcglobal.net

VILLAGIO APARTMENT HOMES
28377 Encanto Drive,
City of Menifee, CA

KEY PLAN

ZONE AREA

FACILITY

SHEET TITLE

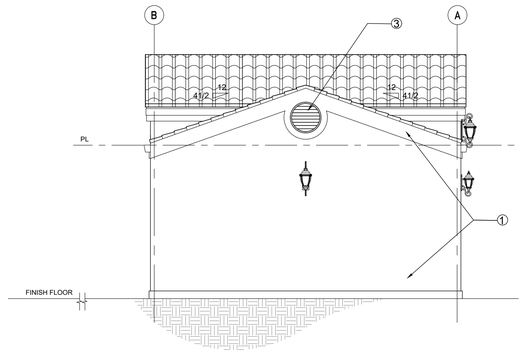
BUILDING "K"
EXTERIOR ELEVATIONS
TYPE 1

Job No. —	Date : 08-18-2020
Location	Drawing No.
Scale AS NOTED	A-7.2
Drawn By	
Checked By	
SCH. D.D. ● W.D.	SHT. OF

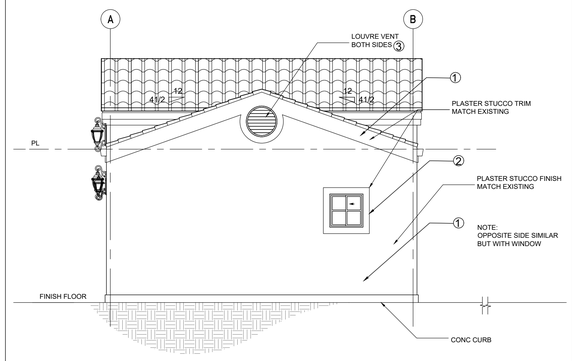
COLOR LEGEND

AREA	COLOR	COLOR NAME
(1) LIGHT STUCCO		COCHISE DEC761 RL#605
(2) DARK STUCCO		DESERT GRAY DEC760 RL#600
(3) EXTERIOR DOORS		ROCK 'N' OAK (Semi Gloss) DE6209 RL#569
(4) WOOD RAILING		WEATHERED BROWN DEC756 RL#679

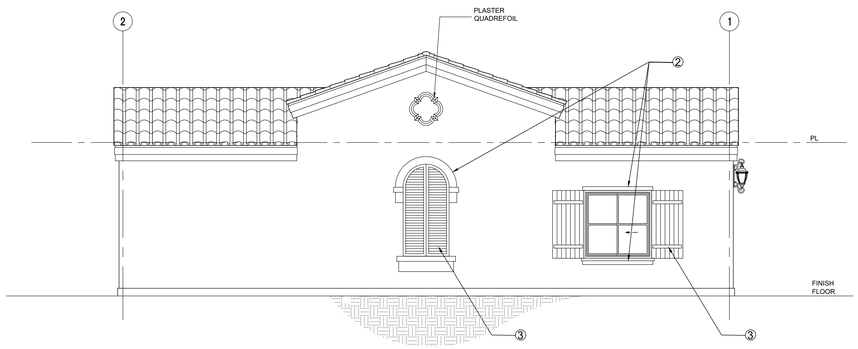
NOTE:
ALL COLORS ARE BY DUNN EDWARDS PAINT



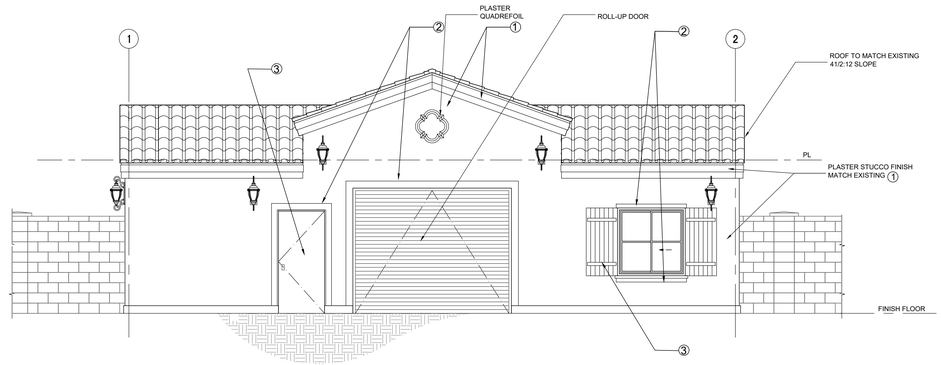
LEFT SIDE ELEVATION — SCALE 1/4"=1'-0" — 4



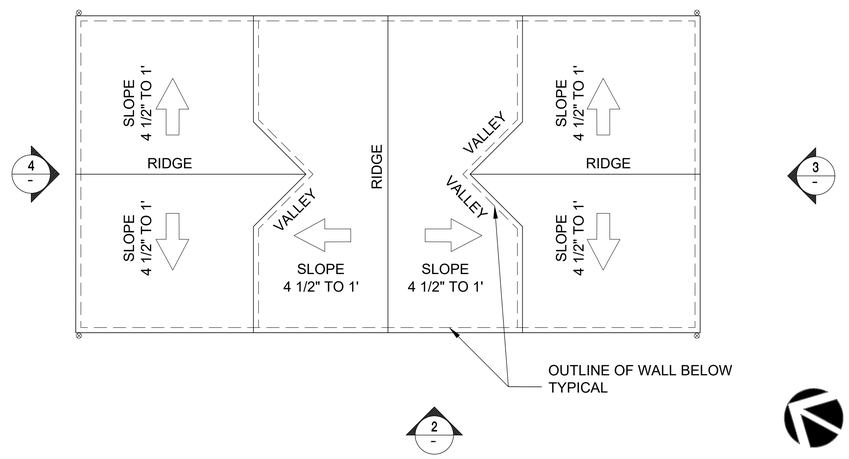
RIGHT SIDE ELEVATION — SCALE 1/4"=1'-0" — 3



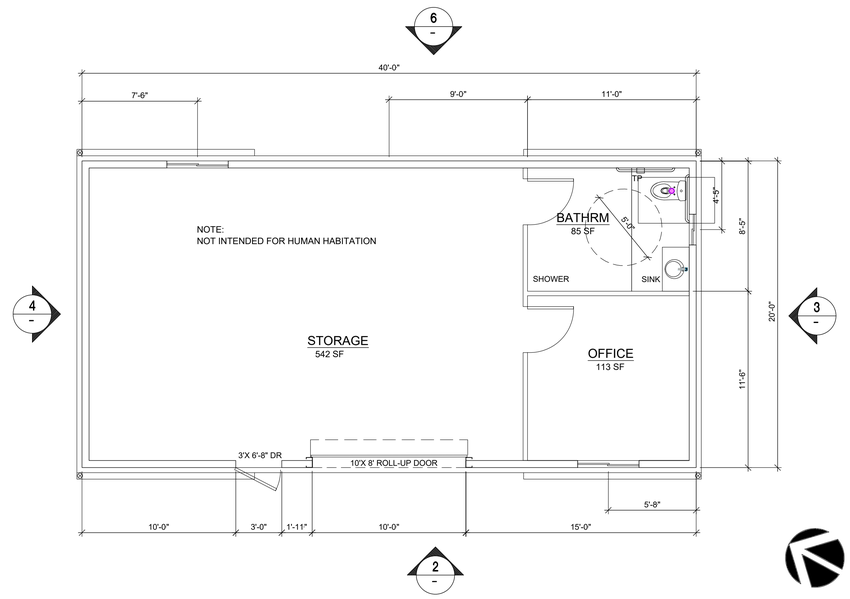
REAR ELEVATION — SCALE 1/4"=1'-0" — 6



FRONT ELEVATION — SCALE 1/4"=1'-0" — 2



ROOF PLAN — SCALE 1/4"=1'-0" — 5



FLOOR PLAN — SCALE 1/4"=1'-0" — 1

Revisions

No.	Date	By	Description

Notes :

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VILLAGIO APARTMENT HOMES
28377 Encanto Drive,
City of Menifee, CA

KEY PLAN

ZONE AREA

FACILITY

SHEET TITLE

MAINTENANCE BUILDING
FLOOR PLAN +
EXTERIOR ELEVATIONS

Job No. –	Date : 11-03-2021
Location	Drawing No.
Scale AS NOTED	A-10.0
Drawn By	
Checked By	
SCH. D.D. W.D. ●	SHT. OF

RIVERSIDE COUNTY
AIRPORT LAND USE COMMISSION

July 25, 2023

Blanca Bernardino, Project Planner
County of Riverside Planning Department
4080 Lemon Street
Riverside, CA 92501

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.:	ZAP1578MA23
Related File No.:	CZ23-00011 (Change of Zone)
APN:	461-140-033, 461-140-034, 461-140-035, and 461-140-036
Airport Zone:	Zone E

Dear Ms. Bernardino:

As authorized by the Riverside County Airport Land Use Commission (ALUC) pursuant to its Resolution No. 2011-02, staff reviewed County of Riverside Case No. CZ23-00011(change of zone), a proposal to change the sites zoning designation from manufacturing (M) to service commercial (SC) on 6.04 acres, located on the southwest corner of Grand Avenue and Leon Road.

The project is located within Compatibility Zone E of March Air Reserve Base/Inland Port Airport Influence Area, where Zone E does not restrict residential density and non-residential intensity. The project does not propose any development at this time.

As ALUC Director, I hereby find the above-referenced project **CONSISTENT**, with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan.

If you have any questions, please contact me at (951) 955-6893.

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

Paul Rull, ALUC Director

Attachments: Notice of Airport in Vicinity

cc: SSR Investment Company LTD (applicant)
Nancy Leaman (representative)
Violette Mirhan (property owner)
Gary Gosliga, March Inland Port Airport Authority
Major. David Shaw, Base Civil Engineer, March Air Reserve Base
ALUC Case File

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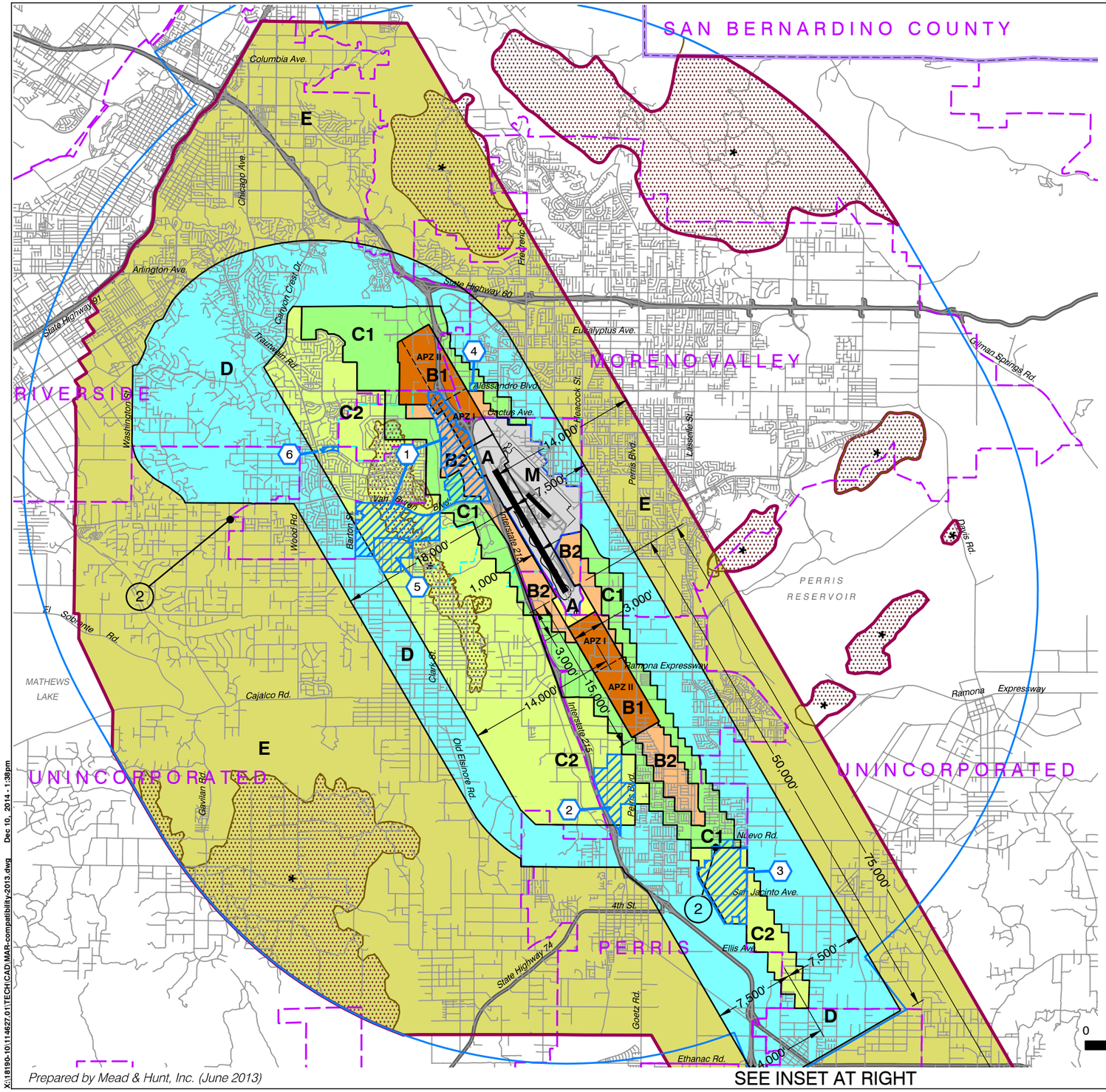


LEGEND

Compatibility Zones

- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

Boundary Lines

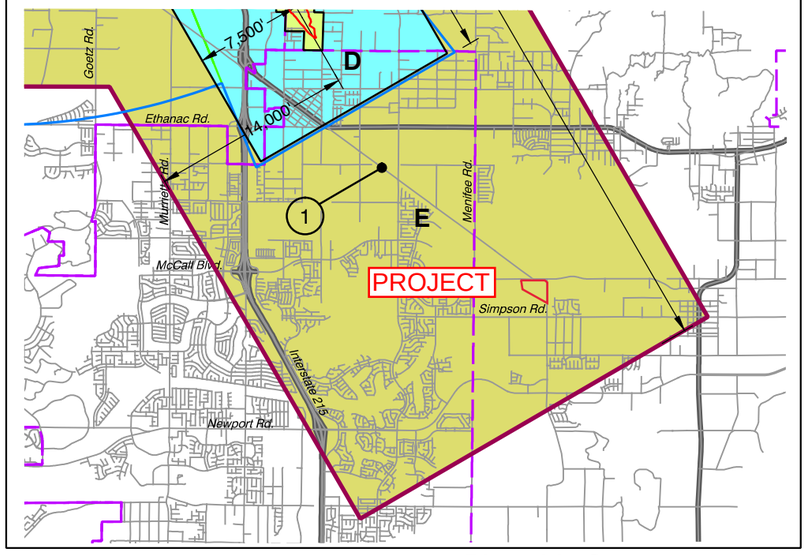
- March Air Reserve Base / Air Force Property
- March Joint Powers Authority Property Line
- County Boundary
- City Limits
- Site-Specific Exceptions (existing local agency commitments to development projects)

1. March JPA: March Business Center/Meridian
2. Perris: Harvest Landing
3. Perris: Park West
4. Moreno Valley: Affordable Housing
5. March JPA: Ben Clark Training Center
6. Riverside: Ridge Crest Subdivision

(1) Point at which aircraft on Runway 32 ILS approach descend below 3,000 feet above runway end. Airport Elevation is 1,535 feet MSL.

(2) Point at which departing aircraft typically reach 3,000 feet above runway end.

INSET



Note:
All dimensions are measured from runway ends and centerlines.

N

0 2 4 MILES

Base map source: County of Riverside 2013

Riverside County
Airport Land Use Commission

March Air Reserve Base / Inland Port Airport
Land Use Compatibility Plan

(Adopted November 13, 2014)

Map MA-1

Compatibility Map

March Air Reserve Base / Inland Port Airport

Prepared by Mead & Hunt, Inc. (June 2013)

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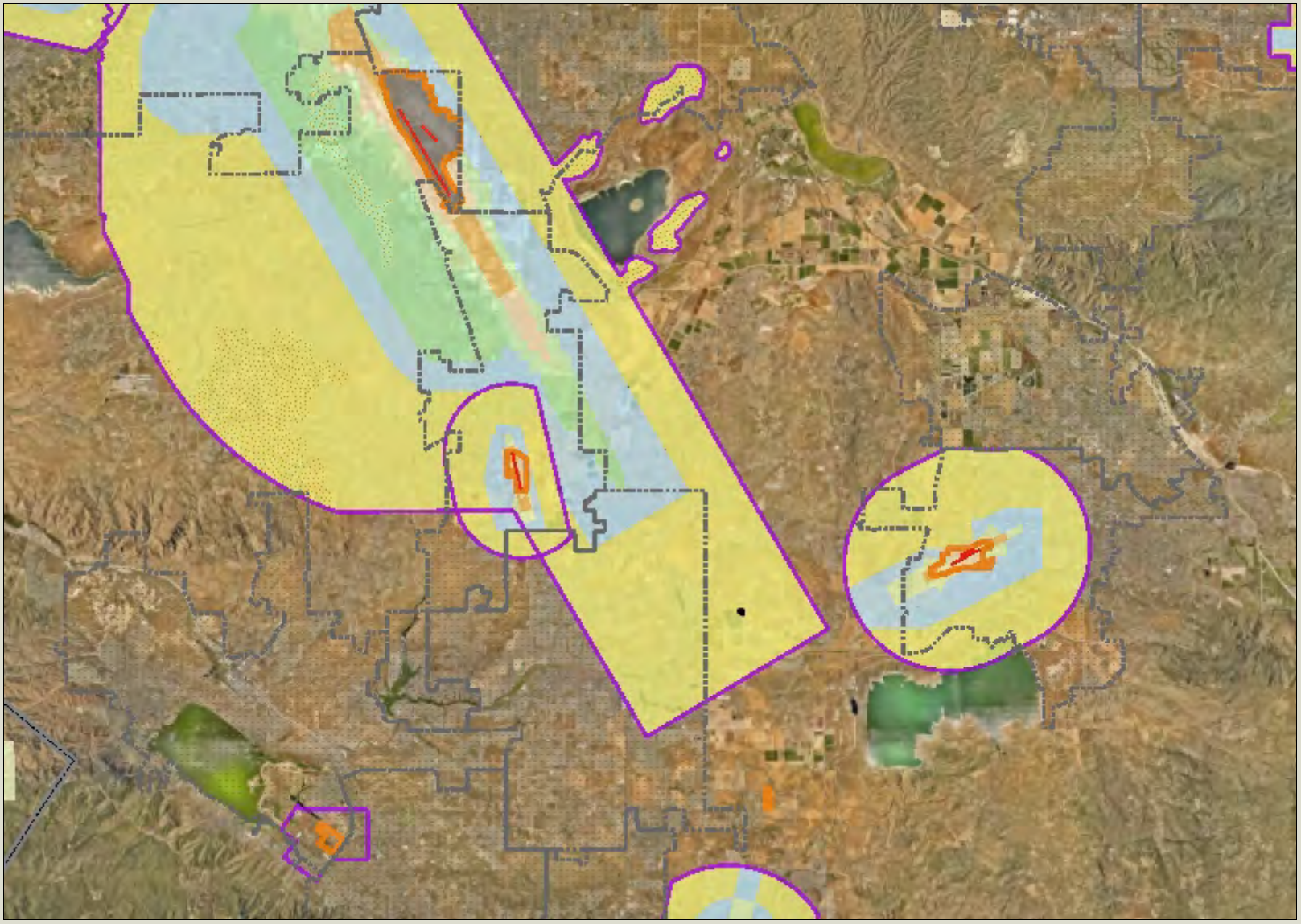
Map My County Map



Legend

- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones
  - OTHER COMPATIBILITY 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

RCIT

0 24,629 49,257 Feet

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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Notes

Map My County Map

Legend

- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones
  - OTHER COMPATIBILITY 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

RCIT

0 770 1,539 Feet

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Notes

Map My County Map

Legend

- County Centerline Names
- County Centerlines
- Blueline Streams
- City Areas
- World Street Map

0 770 1,539 Feet

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Notes

Map My County Map

Legend

- County Centerline Names
- County Centerlines
- Blueline Streams
- City Areas
- World Street Map

0 1,539 3,079 Feet

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Notes

Map My County Map

Legend

- County Centerline Names
- County Centerlines
- Blueline Streams
- City Areas
- World Street Map

0 770 1,539 Feet

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Notes

Map My County Map

Legend

- Blueline Streams
- City Areas
- World Street Map

0 3,079 6,157 Feet

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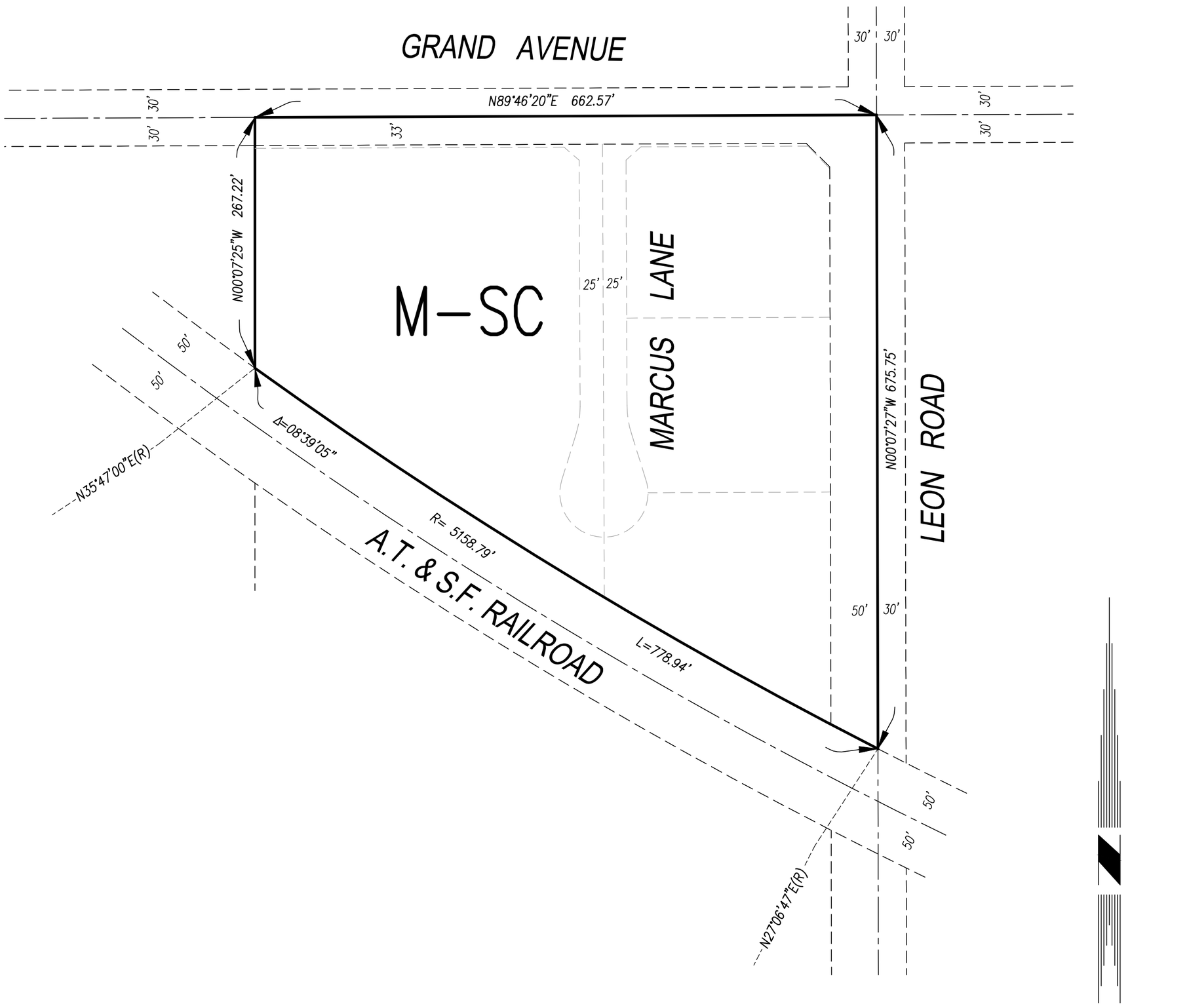
Notes

WINCHESTER AREA
SEC. 30, T.5S., R.2W. S.B.B & M.



M-SC MANUFACTURING- SERVICE COMMERCIAL

MAP NO. _____

CHANGE OF OFFICIAL ZONING PLAN

AMENDING

MAP NO. 2 ORDINANCE NO. 348

CHANGE OF ZONE CASE NO. 2300011

ADOPTED BY ORDINANCE NO. 348._____

(DATE:) _____

RIVERSIDE COUNTY BOARD OF SUPERVISORS

ASSESSORS BK. NO.
461-140-033, 034, 035, 036

AIRPORT LAND USE COMMISSION MEETING
MINUTES
August 10, 2023

DRAFT

8-14-23

COMMISSIONERS PRESENT: Russell Betts, Michael Geller, John Lyon, Steve Manos, Vernon Poole, Richard Stewart, Michael Lewis, (alternate for Steven Stewart)

COMMISSIONERS ABSENT: Steven Stewart

2.0 PUBLIC HEARING: CONTINUED ITEMS

2.1 Staff report recommended: **CONTINUE to 9-14-23**

Staff recommended at hearing: **CONTINUE to 9-14-23**

ALUC Commission Action: **CONTINUED to 11-9-23 (Vote 4-3; Geller, Betts and Manos dissenting)**

Motion: John Lyon
Second: Richard Stewart

ZAP1028PV23 – Landstar Companies (Representative: Johnson Aviation) – City of Perris Case Nos. PLN22-05046 (DPR22-00005 [Development Plan Review], TPM38412 [Tentative Parcel Map]). A proposal to construct two industrial warehouse buildings with mezzanines totaling 867,070 square feet and a 343 tractor-trailer truck yard (on a separate 22.88 acre parcel) on a total 82.83 acres, located southerly of Ellis Avenue, westerly of Case Road, easterly of Goetz Road. The applicant also proposes a tentative parcel map merging the site into two parcels (Airport Compatibility Zones A, B1, B2, C, and D of the Perris Valley Airport Influence Area, and Zone E of March Air Reserve Base/Inland Port Airport Influence Area). Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org

3.0 PUBLIC HEARING: NEW CASES

None

4.0 PUBLIC HEARING: MISCELLANEOUS ITEMS

None

5.0 ADMINISTRATIVE ITEMS

5.1 Director's Approvals - Information Only

5.2 Update March Air Reserve Base Compatibility Use Study (CUS)

Simon Housman, Director of March CUS presented a Power Point presentation regarding areas of study that are interest to the USAF including increased glare from passive reflective roof surfaces and solar panel/photovoltaic development.

6.0 APPROVAL OF MINUTES

Commissioner Geller motioned to approve the July 13, 2023 minutes. Seconded by Vice Chair Betts. (Vote 7-0)

7.0 ORAL COMMUNICATION ON ANY MATTER NOT ON THE AGENDA

None

VIDEO:

A video recording of the entire proceedings is available on the ALUC website at www.rcaluc.org. If you have any questions please contact Barbara Santos, ALUC Commission Secretary, at (951) 955-5132 or E-mail at basantos@rivco.org

8.0 COMMISSIONER'S COMMENTS

None

9.0 ADJOURNMENT

Steve Manos, Chair adjourned the meeting at 10:38 a.m.

Y:\ALUC COMMISSION - PUBLIC HEARING\ALUC Minutes\2023 Minutes\Minutes 8-10-23.doc

VIDEO:

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