AIRPORT LAND USE COMMISSION
RIVERSIDE COUNTY
AGENDA

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

Thursday 9:00 a.m., May 8, 2014

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

www.rcaluc.org

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

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

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

1.0 INTRODUCTIONS

1.1 CALL TO ORDER

1.2 SALUTE TO FLAG

1.3 ROLL CALL

2.0 PUBLIC HEARING: NEW CASES

PALM SPRINGS INTERNATIONAL AIRPORT

2.1 ZAP1021PS14 – City of Palm Springs/Palm Springs International Airport (Thomas Nolan, Executive Director) - Palm Springs International Airport Master Plan Update (City of Palm Springs Case No. 5.1319). The Airport Land Use Commission will review the Airport Master Plan document to determine consistency with the Palm Springs International Airport Land Use Compatibility Plan, as adopted in 2005. The only airside improvement being proposed in the coming 20-year period is the installation of an Engineered Materials Arrestor System (EMAS) at the south end of Runway 13R-31L. No alterations to the airport runway pavement or increases in airfield capacity are proposed. The Master Plan includes discussion of alternatives relating to airport access, parking, customs/border protection processing facilities, rental car storage, service, and maintenance, and remodeling of the terminal, including ticketing and baggage claim areas. (Palm Springs International Airport Influence Area). ALUC Staff Planner: Russell Brady at (951) 955-0549, or e-mail at rbrady@rctlma.org.

Staff Recommendation: CONSISTENT

MARCH AIR RESERVE BASE

2.2 ZAP1095MA14 – First Industrial, L.P. (Representative: T&B Planning, Inc.) – City of Moreno Valley Case Nos. PA13-0037 (Plot Plan) and PA13-0038 (Parcel Map). The applicant proposes to construct a 1,450,000 square foot warehouse building (including 66,790 square feet of mezzanine area and 12,000 square feet of office space) on 72.89 acres located southerly of Nandina Avenue, westerly of Indian Avenue, and easterly of Heacock Street in the City of Moreno Valley. PA13-0038 (Tentative Parcel Map No. 36618) proposes to merge twelve Assessor's parcels into one legal lot. A portion of the site is in the Clear Zone of March Air Reserve Base and would remain undeveloped. (Area II of the March Air Reserve Base Airport Influence Area; Zones B2 and C1 on proposed draft Compatibility Plan, with Zone A remaining undeveloped). ALUC Staff Planner: Russell Brady at (951) 955-0549, or e-mail at rbrady@rctlma.org.

Staff Recommendation: CONDITIONALLY CONSISTENT

PERRIS VALLEY AIRPORT

2.3 ZAP1006PV14 – Cimarron Ridge LLC – City of Menifee Case Nos. 2013-247 (Specific Plan), 2014-016 (General Plan Amendment), 2014-017 (Change of Zone), Tentative Tract Map No. 36658, Tentative Parcel Map No. 36657. The Cimarron Ridge Specific Plan proposes development of 782 single-family residences and 10.9 acres of parks within a 240-acre vacant area located northerly of a westerly straight-line extension of Chambers Avenue, easterly of a southerly straight-line extension of Goetz Road, westerly of a northerly straight-line extension of Valley Boulevard, and southerly of a westerly straight-line extension of McLaughlin Road. Case No. 2014-016 is a proposal to amend the site's General Plan designation from 2.1-5R (2.1 to 5 dwelling units per acre, Residential) to SP. (The proposed density would be consistent with the current General Plan designation.) Case No. 2014-017 is a proposal to change the zoning of the site from R-1, R-1-10,000, and R-5 to SP Zone. Tentative Tract Map No. 36658 proposes to divide the property into 782 residential and 118 other lots. Tentative Parcel Map No. 36657 proposes to divide the property into seven lots for phasing and financing purposes. (Airport Compatibility Zone E of the Perris Valley Airport Influence Area, plus areas outside the Influence Area). ALUC Staff Planner: John Guerin at (951) 955-0982, or e-mail at jguerin@rctlma.org.

Staff Recommendation: CONSISTENT(SPA,CZ,SP,PM); CONTINUE Tract Map to June 12

HEMET-RYAN AIRPORT

2.4 ZAP1030HR14 – Regent Ramona Creek, LLC/Regent Inland JV, LLC (Representative: SESPE Consulting, Inc.) – City of Hemet Case Nos. SP12-001 (Specific Plan), GPA 12-005 (General Plan Amendment), and Tentative Tract Map No. 36510. The Ramona Creek Specific Plan proposes a multiple-use commercial and residential community that would include 954 to 1,077 dwelling units and 649,044 to 760,035 square feet of commercial and office uses on 208.87 acres located northerly of Florida Avenue (State Highway Route 74), easterly of Warren Road, westerly of Myers Street, and southerly of Celeste Road (a.k.a. Rose Road) in the City of Hemet. (The site includes land both northerly and southerly of Devonshire Avenue.) General Plan Amendment No. 12-005 proposes to: (1) amend the land use designation of the portion of the project site located northerly of Devonshire Avenue from Low Density Residential (2.1 to 5 dwelling units per acre) to Low Medium Density Residential (5.1 to 8 dwelling units per acre); and (2) increase the residential development capacity allowed in the Florida Avenue Mixed-Use Area #1 of the 2030 General Plan (which includes the portion of the site southerly of Devonshire Avenue). Tentative Tract Map No. 36510 proposes to divide the property into 37 numbered (buildable) lots (one acre or larger in area), plus 49 open space, setback, or common area "lettered" lots. (Area III of the Hemet-Ryan Airport Influence Area). ALUC Staff Planner: Russell Brady at (951) 955-0549, or e-mail at rbrady@rctlma.org.

Staff Recommendation: CONSISTENT

3.0 **ADMINISTRATIVE ITEMS**
3.1 Compatibility Plan Status Update

4.0 **APPROVAL OF MINUTES**
April 10, 2014

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

6.0 **COMMISSIONER'S COMMENTS**

COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION

STAFF REPORT

AGENDA ITEM: 2.1

HEARING DATE: May 8, 2014

CASE NUMBER: ZAP1021PS14 – City of Palm Springs (Representative: Thomas Nolan)

APPROVING JURISDICTION: City of Palm Springs

JURISDICTION CASE NO.: Palm Springs International Airport Master Plan Update

MAJOR ISSUES: None

RECOMMENDATION: Staff recommends a finding of CONSISTENCY with the 2005 Palm Springs International Airport Land Use Compatibility Plan (ALUCP), in that the master plan does not propose any substantial airport improvements that would affect the location of compatibility zones; nor does the master plan project noise levels to substantially increase in the surrounding area, compared to the noise levels projected in the current ALUCP.

PROJECT DESCRIPTION:

The Palm Springs International Airport Master Plan Update, prepared by HNTB for adoption by the City of Palm Springs, includes plans primarily for improvements to the airport terminal (ticketing area and passenger queue areas) and ground transportation (expanded rental car facilities and reconfigured airport entrance) as well as plans to include an Engineering Materials Arresting System (EMAS) to comply with FAA requirements for Runway Safety Area (RSA) design. No improvements are included that would substantially increase the capacity resulting in greater projected number of passengers and operations, although updated projections on passengers and operations are included.

PROJECT LOCATION:

The Palm Springs International Airport and the overall property is located southerly of Vista Chino, westerly of Gene Autry Trail, northerly of Ramon Road, and easterly of Cerritos Road in the City of Palm Springs.

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

a. Airport Influence Area: Palm Springs International Airport

b. Land Use Policy: Compatibility Zones A, B1, B2, and E

c. Noise Levels: From below 55 CNEL to above 70 CNEL within airport property.

INTRODUCTION – BASIS FOR REVIEW:

As stated in Section 1.5.1 of the Countywide Policies of the Riverside County Airport Land Use Compatibility Plan, any proposal for "Adoption or modification of the master plan for an existing public-use airport (Public Utilities Code Section 21676(c))" requires referral to the Airport Land Use Commission for a determination of consistency with the Commission's Plan prior to approval by the local jurisdiction. An Airport Master Plan must "contain sufficient information to enable the Commission to adequately assess the noise, safety, airspace protection, and overflight impacts of airport activity upon surrounding land uses. A master plan report shall be submitted, if available". (Section 2.4.1, Countywide Policies). The Commission may find the project consistent or inconsistent with its Compatibility Plan, or may (after a duly noticed public hearing) modify the Airport Land Use Compatibility Plan to reflect the assumptions and proposals in the Airport Master Plan (Section 2.4.2, Countywide Policies).

In reviewing Airport Master Plans, specific attention should be paid to proposals to "(1) construct a new runway or helicopter takeoff and landing area; (2) change the length, width, or landing threshold location of an existing runway; or (3) establish an instrument approach procedure" and to activity forecasts that are "(1) significantly higher than those in the Airport Land Use Compatibility Plan or that (2) include a higher proportion of larger or noisier aircraft" (Section 5.1.1, Countywide Policies).

ANALYSIS:

The current proposed Palm Springs International Airport Master Plan primarily focuses on terminal and ground transportation improvements that would not necessarily increase capacity of the airport. These include the following general improvements to the terminal and ground transportation.

- Expand the public ticketing area to increase circulation and passenger queue areas and accommodate future air passenger demand.
- Expand the baggage claim area.
- Extend or reconfigure the baggage claim handling units to accommodate existing and future air passenger peak demands.
- Expand and reconfigure rental car facilities to improve capacity, functionality, and efficiency of rental car operations.
- Reconfigure the airport entrance of East Baristo Road to alleviate traffic congestion and improve traffic efficiency on Airport circulation roadways.

While these improvements may increase the capacity to accommodate additional passengers and potentially operations compared to current airport conditions, these improvements are intended to serve already projected future demand and would not increase the projected demand above current projected levels.

One runway improvement proposed is to provide a standard Runway Safety Area (RSA) and Runway Object Free Area (ROFA) for Runway 13R-31L in compliance with FAA Airport Design Advisory Circular 150/5300-13A. Currently, the south end of Runway 13R-31L only extends 857

feet from the end of the runway. To satisfy the requirement of having a 1,000 foot RSA, the Airport currently operates utilizing declared distances. Under declared distances, the effective usable end of the runway is 143 feet shorter than the full paved length of the runway. The use of declared distances for achieving the standard RSA end length is not considered by the FAA to be a preferable option.

Due to this, the master plan considered alternatives to address this, and recommends providing an Engineered Materials Arresting System (EMAS). An EMAS is a bed of lightweight crushable concrete blocks that dissipates the kinetic energy of an aircraft. It is similar in concept to the gravel bed on a runaway truck escape found on highways with steep downhill grades. An EMAS is considered an acceptable alternative to maintaining a full 1,000-foot RSA. Implementation of EMAS would allow aircraft to utilize 100% of the available runway pavement for calculating allowable take-off distances.

This improvement is analyzed in the Initial Study associated with the proposed master plan, with some effect on the projected noise contours. The analysis and supporting technical report indicate that 60 and 65 CNEL noise contours in the year 2020 would expand slightly for areas north, west, and south of the airport. These impacts on the compatibility plan are discussed further in the following section.

The proposed master plan also updates passenger and operations forecasts. The growth in aircraft operations is anticipated to be lower than previously forecasted. The current Airport Land Use Compatibility Plan (ALUCP) is based on the 2003 Master Plan, which had projected a total of 1,350,000 enplaned (boarding) passengers and 170,260 total operations in the year 2020. However, while the number of annual operations exceeded 100,000 in 2002, the number of annual operations dropped below 75,000 in 2008, due primarily to reduced general aviation activity. (Air carrier operations increased during the six-year period.) The proposed Master Plan projects a slightly greater number of enplaned passengers in the year 2028 (1,425,969) than the 2003 Master Plan had projected for the year 2020, but only 108,875 total operations. From an ALUC standpoint, the number of operations is more relevant to land use compatibility than the number of passengers.

COMPATIBILITY PLAN IMPLICATIONS:

Since the proposed master plan does not include any substantial runway or other improvements that would increase runway length or increase capacity of the airport, and since the projected number of operations would be lower than the number projected in the current ALUCP, impacts to the ALUCP are minimal. However, the projected 65 and 60 CNEL noise contours would be slightly expanded.

The proposed master plan projected 65 CNEL noise contour would still be contained within Compatibility Zones B1 and B2, which is the same as the current ALUCP. The proposed master plan projected 60 CNEL noise contour would still be contained within Compatibility Zone C, which is the same as the current ALUCP, excluding a small area currently within Zone E located north of Ramon Road, off of Airport Center Drive and east of El Placer Drive. The existing uses within this area appear to be commercial in nature, and the City's General Plan designates these areas Neighborhood/Community Commercial; therefore, impacts from an expanded 60 CNEL noise

exposure would be limited in comparison to expansion into a residential neighborhood. Nevertheless, the Commission may wish to consider whether the ALUCP may need to be reviewed to analyze whether amendment of Compatibility Zone boundaries may be warranted.

IMPLEMENTATION PLAN:

The Master Plan proposes that the City/Airport undertake the following actions over the course of an approximate two year period following master plan approval and detailed design of the improvements.

Construction Phase I:

- Construct new commercial vehicle hold lot at Kirk Douglas Way and Airport Center Drive.
- Construct Rental Car storage and maintenance site in existing overflow parking area along Kirk Douglas Way.
- Construct new, larger employee parking lot along Kirk Douglas Way.
- Construct new interim customs and border protection processing facility.
- Expand existing public parking lot
- Close airport entrance at East Baristo Way and South East El Cielo Road

Relocation Phase I:

- Relocate commercial vehicle staging to new parking lot
- Relocate rental car storage and maintenance to new area.
- Relocate employee parking to new lot.
- Relocate customs and border protection operations (international arrivals) to new facility.

Construction Phase II :

- Construct new rental car vehicle service area, including offices, fueling station, and car-wash at corner of South El Cielo Road and Kirk Douglas Way.
- Expand former employee parking lot for public parking.
- Construct relocated airport circulation roadway as necessary.
- Demolish existing aircraft hangar/customs facility along South El Cielo Road.

Relocation Phase II:

- Relocate all rental car turn-around operations (fueling/washing) to new rental car vehicle service area.
- Open expanded public parking area along Kirk Douglas Way.

Construction Phase III:

- Demolish former rental car fueling, washing, and maintenance facilities along East Civic Drive, improve fencing and pavement to accommodate seasonal overflow parking.
- Construct new rental car customer service center, ready lot, and return lot along South El Cielo Road, north of airport terminal.

Relocation Phase III:

- Relocate all rental car customer service, pick-up, and return operations to new customer service center and lot.

Construction Phase IV:

- Remodel ticketing wing of terminal (will require subphases).
- Construct new facade at the face of the existing columns and fill in a new portion of roof and a new ramp down to the lower level Ticketing Lobby at the south end. Reconfigure the existing curb to maintain an acceptable minimum depth.
- Remodel baggage-claim wing of terminal including replacement and expansion of baggage carousels (will require sub-phases). Remove the car rental counters, reconfigure or relocate the USO and extend the baggage claim devices.
- Construct auxiliary parking lot located at South El Cielo Road and East Baristo Way

Relocation Phase IV:

- Open remodeled terminal – program complete.

FAA REVIEW OF AIRPORT LAYOUT PLAN:

FAA reviewed and approved the Palm Springs International Airport Layout Plan on January 10, 2011.

FINDING:

1. The forecasts and development identified in the Airport Master Plan would not result in substantially greater noise, overflight, and safety impacts or height restrictions on surrounding land uses than are assumed in the Airport Land Use Compatibility Plan.

No conditions are necessary.

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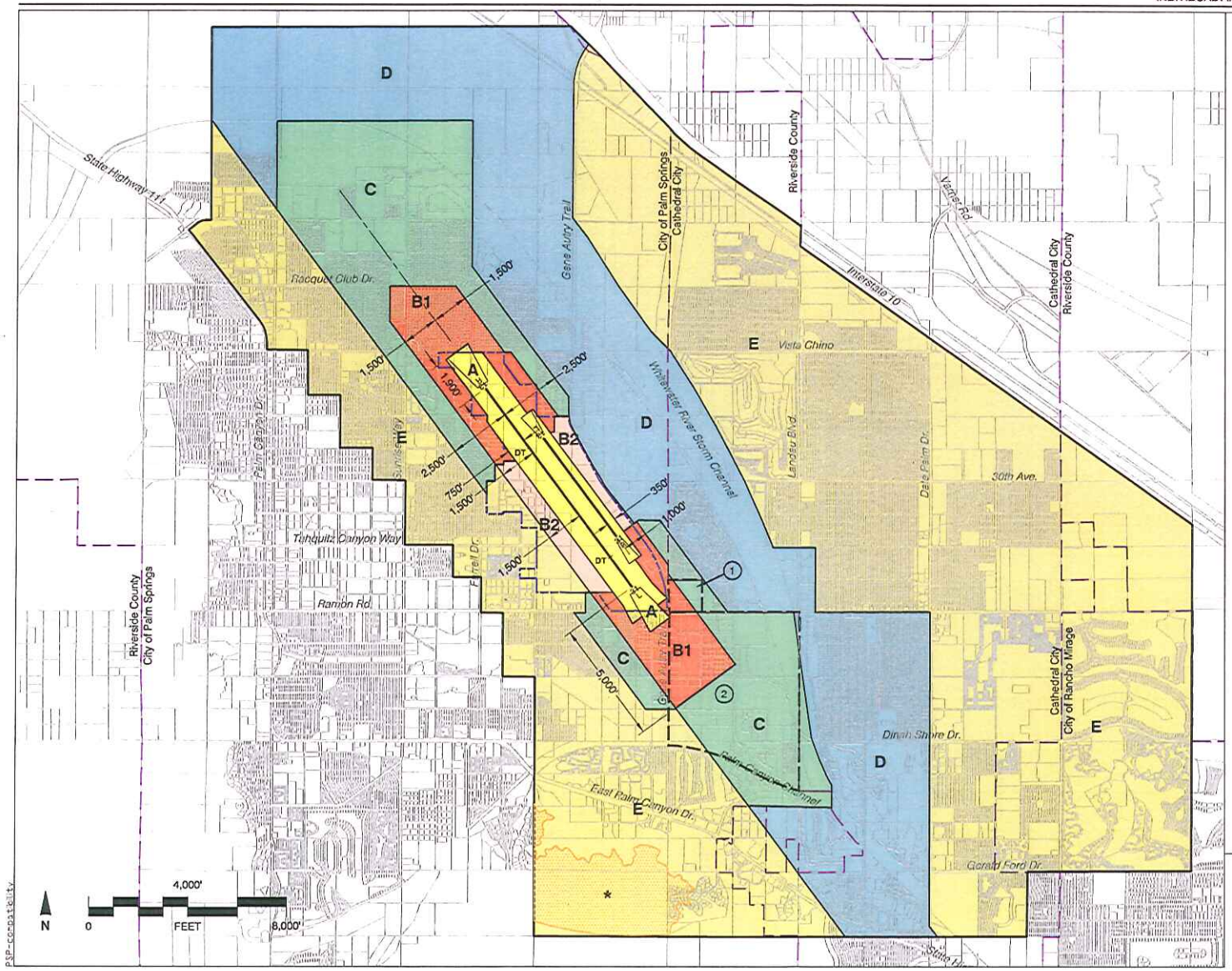

Legend

Compatibility Zones

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

Boundary Lines

- Airport Property Line
- City Limits

Notes

All dimensions measured from runway ends and centerlines.

DT = Displaced Threshold

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

(#) See Policy PS.2.1.

Riverside County
Airport Land Use Commission

Riverside County
Airport Land Use Compatibility Plan
Policy Document

(Adopted March 2005)

Map PS-1

Compatibility Map

Palm Springs International Airport

PSP-compatibility

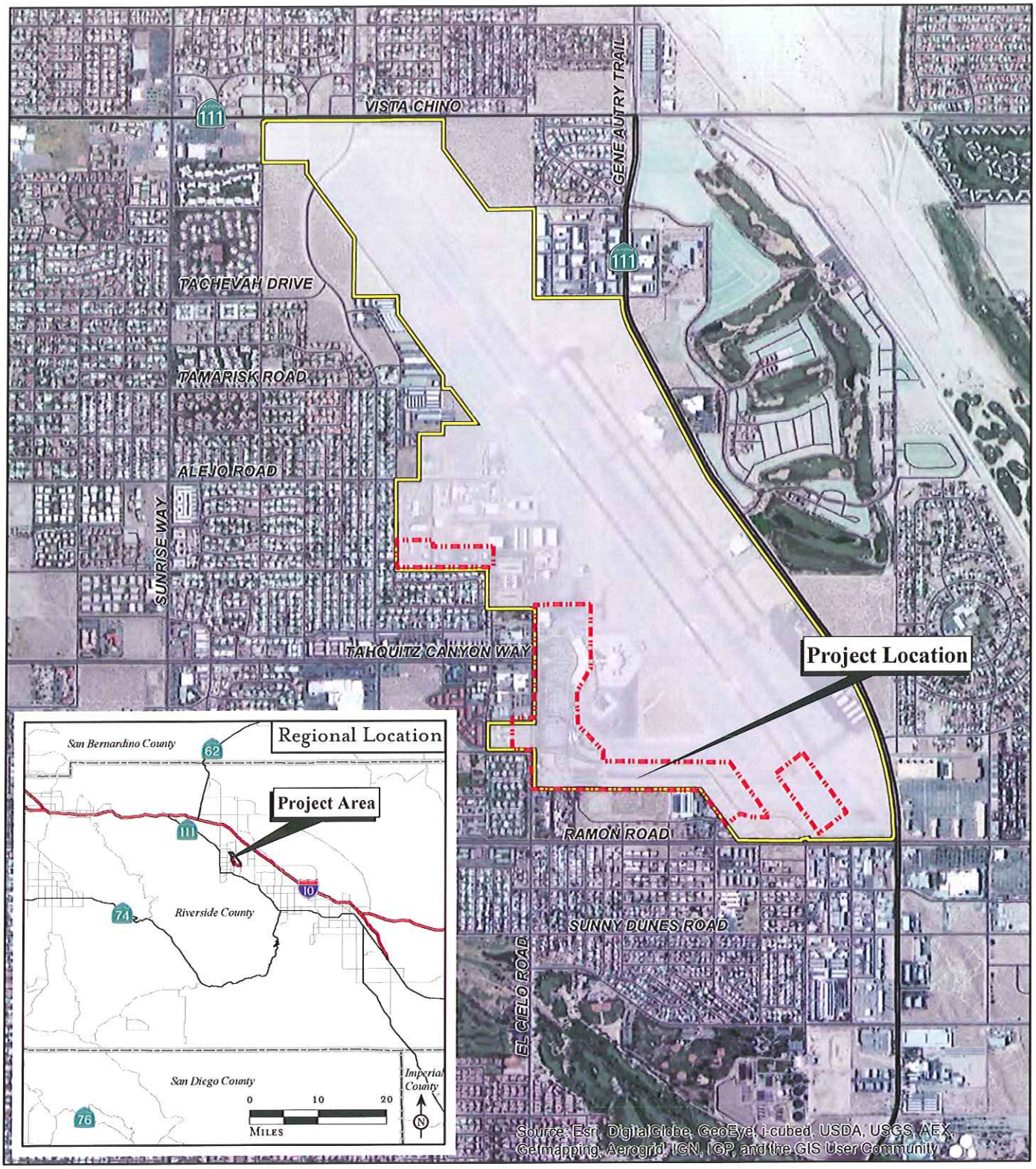

FIGURE 1

LSA

N

0 1,000 2,000

FEET

Airport Property

Direct Study Area

SOURCE: ESRI, World Imagery, 2010.

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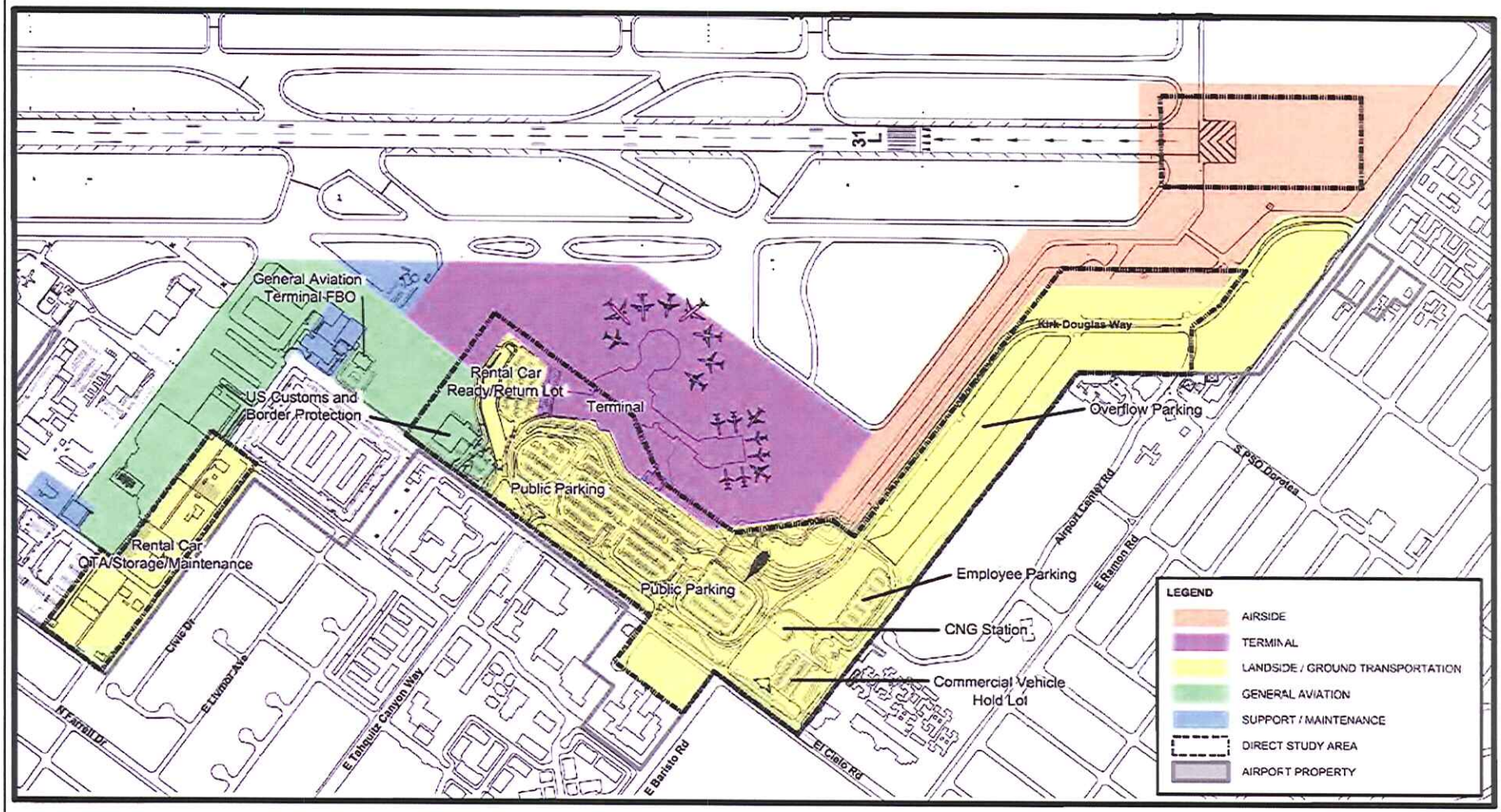
Palm Springs International Airport CEQA Initial Study

Regional and Project Location



LSA

FIGURE 3

0 400 800

FEET

SOURCE: Palm Springs International Airport Environmental Assessment for the Master Plan Update

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Palm Springs International Airport CEQA Initial Study

Airport Facilities

5.2-2 Airport Improvement Projects Since the 2003 Master Plan Update

The following projects have been completed at the Airport since the 2003 Master Plan was adopted (note that these projects were not necessarily recommended in the 2003 Master Plan):

- Opening of the Vehicle Inspection Plaza – 2003
- Eight gate ground-loaded 20,000 ft² Regional Concourse – 2007
- Consolidation of the Federal Aviation Administration (FAA) Terminal Radar Approach Control (TRACON) Facility to the Southern California TRACON – 2007
- Expansion of the rental car ready and return lot – 2007
- Signature Flight Support FBO Terminal – 2008
- Additional general aviation hangars on the west side of the Airport
- Expansion of the U.S. Customs and Border Patrol Facility – 2008

5.3 2009 AIRPORT MASTER PLAN ALTERNATIVES

In consideration of the current financial situation, facility requirements, and Master Plan Goal and Objectives, long-term development alternatives which meet aviation activity forecast demand through 2028 were developed. These long-term alternatives account for:

- Providing long range growth through 2028
- Maintaining a high level of service
- Maintaining the Airport's aesthetics consistent with the overall mid-century modern architecture present in Palm Springs

In addition, it was determined a near-term plan be developed to address the near-term deficiencies with rental car facilities and the terminal processor in a financially prudent manner. The near-term alternative accounts for:

- Providing modest improvements (no major expansion of the terminal footprint) with regards to terminal facilities
- Assumption that CFCs will be a feasible source of funding for improvements to rental car facilities

- Assumption that long-range demand at PSP will not be fully accommodated (but does not prevent or complicate envisioned long-range alternative improvements)

The current Master Plan alternatives are developed based upon the forecast facility requirements. The development process involved several stages of refinement, starting with a development of concepts for each of the four airport functional areas: airside, terminal, landside (specifically the landside area on the southwest corner of the airport property surrounding the terminal area), and support (includes general aviation).

Through a concept refinement process, which involved key airport staff, tenants, and other stakeholders, the terminal and landside concepts were integrated into combined terminal / landside alternatives because of their close functional interdependencies. In addition, following the identification of rental car facility requirements, several rental car concepts were developed and integrated into the terminal / landside alternatives. For the presentation of alternatives in this Chapter, airfield and support alternatives are presented as separate alternatives because the airside and support facilities operate somewhat independently from the terminal / landside area. Finally, all alternatives are combined in a future land use map, which is described later in this Chapter.

The alternatives described are organized by the following functional airport components:

- Airside
- Terminal
- Landside
- Support
- Land Use Plan

5.4 AIRSIDE ALTERNATIVES DEVELOPMENT

The Facility Requirements identified that the airfield has adequate capacity to serve forecast operations beyond 2028. Section 4.3 analyzed the geometric and safety area requirements for upgrading the general aviation runway, Runway 13L-31R, to an air-carrier capable runway. The forecast results, however, do not support the upgrading of Runway 13L-31R within the planning horizon for the purpose of reducing anticipated delays or increasing capacity at PSP. The airside development alternatives from the previous Airport Master Plan Update

recommended a reconfiguration of the runway exit taxiways. Based on the updated forecast activity levels, a reconfiguration of the runway exit taxiways is not proposed in this Master Plan Update.

The main airside requirement from Chapter 4 is to improve the non-standard Runway Safety Area (RSA) on the south end of Runway 13R-31L. An RSA is a graded area at the end of the runway that is designed to protect an aircraft in the event of an aircraft overrun, undershoot, or aborted take-off. A standard RSA for an air-carrier runway extends 1,000 feet from the end of the runway and is 500 feet wide centered on the runway centerline. The south end of Runway 13R-31L only extends 857 feet from the end of the runway. To satisfy the requirement of having a 1,000 foot extension of the RSA, the Airport currently operates with declared distances. Under declared distances, the effective useable end of the runway is 143 feet shorter than the full paved length of the runway. Declared distances, however, are not a preferable solution by the FAA for achieving the standard RSA end length. Four different alternatives for meeting the standard RSA requirement are discussed below.

5.4-1 Airside Alternative 1 – EMAS

The first alternative for meeting the standard RSA length is through the use of an Engineered Materials Arresting System (EMAS). An EMAS is a bed of lightweight crushable concrete blocks that dissipates the kinetic energy of an aircraft. It is similar in concept to the gravel bed on a runaway truck escape found on highways with steep downhill grades. An EMAS is considered an acceptable alternative to maintaining a full 1,000-foot RSA. A standard EMAS at minimum needs only to extend 600 feet past the end of the runway and be as wide as the runway plus the width of the shoulders.

A standard EMAS is designed to halt an aircraft that has exited the end of the runway at a speed of 70 knots. An EMAS consists of three main components; the first component is a set back from the end of the runway. The setback is a graded area of variable length that transitions into the second component, the lead-in ramp. The lead-in ramp is a sloped area that assists in slowing down approaching aircraft. The final component of the EMAS is a crushable concrete block arresting bed that increases in depth. **Figure 5-2** depicts the general layout of an EMAS on the south end of Runway 13R-31L. A detailed analysis would need to be

conducted to determine the appropriate length of the setback, lead-in ramp and arresting bed.

Implementation of EMAS would allow aircraft to utilize 100% of the available runway pavement for calculating allowable take-off distances.

Source: HNTB Analysis

PALM SPRINGS INTERNATIONAL AIRPORT
MASTER PLAN UPDATE

0 300'

- Airport Property Line
- Existing Runway Object Free Area (OFA)
- Fully Extended Runway Object Free Area (OFA)
- Existing Runway Safety Area (RSA)
- Fully Extended Runway Safety Area (RSA)
- Engineered Materials Arresting System (EMAS)
- Perimeter Fence

Alternative 1 - Runway Safety Area - EMAS

Figure 5-2

Palm Springs International Airport
Master Plan

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Source: HNTB Analysis

PALM SPRINGS INTERNATIONAL AIRPORT
MASTER PLAN UPDATE

0 300'

- Airport Property Line
- Existing Runway Object Free Area (OFA)
- Existing Runway Safety Area (RSA)
- Perimeter Fence
- Unusable Runway Pavement for Runway 13R Arrivals

Alternative 4 - Runway Safety Area - No-Project

Figure 5-5

Palm Springs International Airport
Master Plan

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5.4-5 Airside Alternative Evaluation and Recommendation

All of the above alternatives provide for a standard RSA. There are two sources for the evaluation of the RSA alternatives:

- FAA funding potential
- Feasibility
- Cost benefit analysis

RSA improvement programs are typically awarded priority funding by the FAA. Alternative 1 likely has the best chance of immediate funding by the FAA as it does not require any additional land to be acquired, nor does it require the relocation or tunneling of a busy arterial. From a general cost perspective, Alternatives 2 and 3 are expected to be more expensive than Alternative 1 to implement due to their construction costs and potential for requiring property acquisition.

Alternative 1 is preferred to Alternatives 2 and 3 from a feasibility and constructability perspective. Over 100 EMAS systems have been successfully installed at airports across the United States. The existing RSA at the south end of Runway 13R-31L already conforms to the FAA's RSA grading requirement. An EMAS installation would not be expected to require substantial site preparation as would be required with Alternative 2. The feasibility of tunneling East Ramon Road is dependent on a number of geotechnical factors. Both Alternatives 2 and 3 would disrupt traffic conditions in surrounding areas and would require complex phasing plans.

It is recommended that an EMAS be implemented at the south end of Runway 13R-13L to provide a standard RSA. This resolution is superior to the current declared distances because it allows for the use of 100% of the available runway pavement for take-off distance calculations and minimizes the factors pilots must account for in determining aircraft performance at PSP. Further analysis could include a cost-benefit study to determine the costs of payload restrictions due to the shorter available runway take-off distances allowed with declared distances in place at PSP.

AIRPORT LAYOUT PLAN

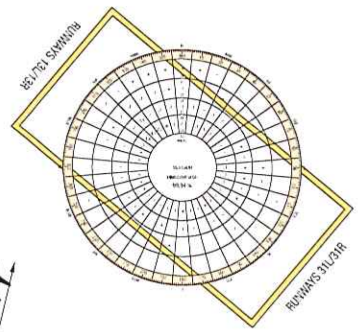
PALM SPRINGS INTERNATIONAL AIRPORT

Prepared for the

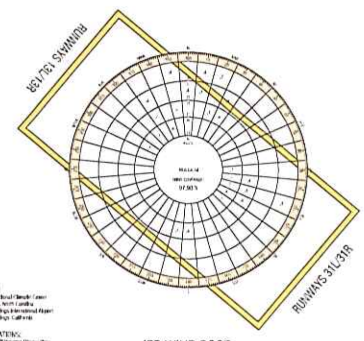
City of
Palm Springs, California

INDEX OF DRAWINGS

HNTB



ALL WEATHER WIND ROSE



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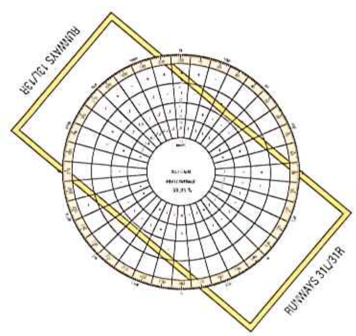


VFR WIND ROSE

RUNWAY 13-31 WIND COVERAGES

Type	10.5 KTS/12 MPH	13 KTS/15 MPH	16 KTS/18 MPH	20 KTS/23 MPH
All Weather	98.86%	99.40%	99.79%	99.94%
IFR	94.92%	95.52%	96.23%	97.80%
VFR	98.92%	99.46%	99.97%	99.95%

RUNWAY DATA

RUNWAY DATA	RUNWAY 13R-31L				RUNWAY 13L-31R			
	EXISTING		ULTIMATE		EXISTING		ULTIMATE	
	13R	31L	13R	31L	13L	31R	13L	31R
AIRCRAFT APPROACH CATEGORY-DESIGN GROUP	C-III		C-III		B-II		B-II	
APPROACH VISIBILITY MINIMUMS (Lowest)	1 Mile	1 Mile	1 Mile	1 Mile	>1 Mile	>1 Mile	>1 Mile	>1 Mile
F.A.R. PART 77 CATEGORY	Non-Precision Instrument		Non-Precision Instrument		Visual	Visual	Visual	Visual
RUNWAY DIMENSIONS	10,000' x 150'		9,785' x 150'		4,952' x 75'		4,952' x 75'	
RUNWAY BEARING (Decimal Degrees)	N 36.6074° W		N 36.6074° W		N 36.6077° W		N 36.6077° W	
RUNWAY APPROACH SURFACES (F.A.R. Part 77)	34:1	34:1	34:1	34:1	20:1	20:1	20:1	20:1
RUNWAY THRESHOLD DISPLACEMENT	3,000'	1,500'	3,000'	1,285'	0'	0'	0'	0'
RUNWAY HIGH POINT ELEVATION (Above MSL)	474.4'		474.4'		446.4'		446.4'	
RUNWAY LOW POINT ELEVATION (Above MSL)	335.5'		336.2'		404.4'		404.4'	
RUNWAY END ELEVATION (Above MSL)	474.4'	335.5'	474.4'	336.2'	446.4'	404.4'	446.4'	404.4'
RUNWAY DISPLACED THRESHOLD ELEVATION (Above MSL)	448.6'	402.5'	448.6'	402.5'	N/A	N/A	N/A	N/A
RUNWAY TOUCHDOWN ZONE ELEVATION (Above MSL)	439.2'	409.5'	439.2'	409.5'	437.7'	411.3'	437.7'	411.3'
RUNWAY STOPWAY	0'	0'	0'	0'	0'	0'	0'	0'
RUNWAY SAFETY AREA (RSA)	11,857' x 500'		11,785' x 500'		5,552' x 150'		5,552' x 150'	
RUNWAY SAFETY AREA (RSA) BEYOND RUNWAY STOP END	1,000'	857'	1,000'	1,000'	300'	300'	300'	300'
OBSTACLE FREE ZONE (OFZ) BEYOND RUNWAY STOP END	200'	200'	200'	200'	200'	200'	200'	200'
RUNWAY OBSTACLE FREE ZONE (OFZ)	10,400' x 400'		10,185' x 400'		5,352' x 250'		5,352' x 250'	
APPROACH RUNWAY PROTECTION ZONE (RPZ)	500' x 1,700' x 1,010'		500' x 1,700' x 1,010'		250' x 1,000' x 450'		250' x 1,000' x 450'	
DEPARTURE RUNWAY PROTECTION ZONE (RPZ)	500' x 1,700' x 1,010'		500' x 1,700' x 1,010'		250' x 1,000' x 450'		250' x 1,000' x 450'	
RUNWAY OBJECT FREE AREA (OFA)	11,785' x 800'		11,785' x 800'		5,552' x 500'		5,552' x 500'	
RUNWAY OBJECT FREE AREA (OFA) BEYOND RUNWAY STOP END	1,000'	785'	1,000'	1,000'	300'	300'	300'	300'
TAKEOFF RUN AVAILABLE (TORA)	10,000'	10,000'	9,785'	9,785'	4,952'	4,952'	4,952'	4,952'
TAKEOFF DISTANCE AVAILABLE (TODA)	10,000'	10,000'	9,785'	9,785'	4,952'	4,952'	4,952'	4,952'
ACCELERATE-STOP DISTANCE AVAILABLE (ASDA)	9,857'	10,000'	9,785'	9,785'	4,952'	4,952'	4,952'	4,952'
LANDING DISTANCE AVAILABLE (LDA)	6,857'	8,500'	6,785'	8,500'	4,952'	4,952'	4,952'	4,952'
RUNWAY PAVEMENT SURFACE MATERIAL	Asphalt		Asphalt		Asphalt		Asphalt	
RUNWAY PAVEMENT SURFACE TREATMENT	Porous Friction Course		Porous Friction Course		None		None	
RUNWAY PAVEMENT STRENGTH (in thousand lbs.)	105(S)/200(D)/330(DT)/600(DDT)		105(S)/200(D)/330(DT)/600(DDT)		12.5(S)/60(D)		12.5(S)/60(D)	
RUNWAY EFFECTIVE GRADIENT	0.70%		0.80%		0.85%		0.85%	
RUNWAY MAXIMUM GRADIENT	0.80%		0.90%		0.97%		0.97%	
RUNWAY MARKING	Precision	Precision	Precision	Precision	Visual	Visual	Visual	Visual
RUNWAY LIGHTING	HIRL		HIRL		MIRL		MIRL	
RUNWAY APPROACH LIGHTING	None	None	None	None	None	None	None	None
RUNWAY HOLD LINE POSITION (From Rwy Centerline)	250'		250'		125'		125'	
TAXIWAY LIGHTING	HITL		HITL		MITL		MITL	
TAXIWAY MARKING	Centerline/Signage		Centerline/Signage		Centerline/Signage		Centerline/Signage	
TAXIWAY SURFACE MATERIAL	Asphalt		Asphalt		Asphalt		Asphalt	
TAXIWAY WIDTH	75'		75'		35'		35'	
RUNWAY ELECTRONIC NAVIGATIONAL AIDS	RNAV	RNAV	RNAV, ADS-B	RNAV, ADS-B	None	None	ADS-B	ADS-B
RUNWAY VISUAL NAVIGATIONAL AIDS	VASI-6 L REIL	VASI-6 L REIL	VASI-6 L REIL	VASI-6 L REIL	PAPI-4 L REIL	PAPI-4 L REIL	PAPI-4 L REIL	PAPI-4 L REIL
Critical Aircraft	Boeing 737-800W		Boeing 737-800W		Beechcraft King Air		Beechcraft King Air	

Critical Aircraft (Boeing 737-800W) Characteristics: Wingspan = 117.5 feet, Maximum Takeoff Weight = 174,200 lbs, Undercarriage Width = 23 feet, Approach Speed = 142 knots

Critical Aircraft (Beechcraft King Air) Characteristics: Wingspan = 54.6 feet, Maximum Takeoff Weight = 12,500 lbs, Undercarriage Width = 10 feet, Approach Speed = 100 knots

1. Pavement strengths are expressed in Single(S), Dual (D) and Dual Tandem (DT), and/or Double Dual Tandem (DDT), wheel loading capacities.
2. All horizontal coordinates are in North American Datum of 1983 (NAD 83)
3. All elevations are in North American Vertical Datum of 1988 (NAVD 88)

AIRPORT DATA

Palm Springs International Airport (PSP)

CITY: Palm Springs, California		COUNTY: Riverside, California	
RANGE: 5 East	TOWNSHIP: 4 South	CIVIL TOWNSHIP: Palm Springs, California	

		EXISTING	ULTIMATE
AIRPORT SERVICE LEVEL		Commercial Service	Commercial Service
AIRPORT REFERENCE CODE		C-III	C-III
DESIGN AIRCRAFT		B-737-800W	B-737-800W
AIRPORT ELEVATION		474.4' MSL	474.4' MSL
MEAN MAXIMUM TEMPERATURE OF HOTTEST MONTH		109° F (July)	109° F (July)
AIRPORT REFERENCE POINT (ARP)	Latitude	33° 49' 46.601" N	33° 49' 46.955" N
COORDINATES (NAD 83)	Longitude	116° 30' 24.102" W	116° 30' 24.156" W
AIRPORT and TERMINAL NAVIGATIONAL AIDS		Rotating Beacon ATCT ASR VOR	Rotating Beacon ATCT ASR VOR
GPS Approach		GPS-B	GPS-B

Critical Aircraft (Boeing 737-800W) Characteristics: Wingspan = 117.5 feet, Maximum Takeoff Weight = 174,200 lbs, Undercarriage Width = 23 feet, Approach Speed = 142 knots

SURVEY MONUMENTS

PAC or SAC	Designation	PID	Lat. (NAD 83)	Long. (NAD 83)	Elevation
PAC	PSP E	AJ1589	33 49 46.21 (N)	116 30 23.32 (W)	426.9 feet
SAC	PSP F	AJ2044	33 50 24.16 (N)	116 30 56.99 (W)	469.6 feet
SAC	PSP G	AJ2045	33 49 22.90 (N)	116 30 02.26 (W)	407.6 feet

Survey Monuments are encased in concrete

HOLD BAR AND SEPARATION DATA

Distance From	Distance To	Separation (Feet)
Runway 13R-31L Centerline	Runway 13R-31L Hold Bars	250'
Runway 13L-31R Centerline	Runway 13L-31R Hold Bars	125'
Runway 13R-31L Centerline	Taxiway W	525'
Runway 13R-31L Centerline	Taxiway C	400'
Runway 13L-31R Centerline	Taxiway C	300'
Runway 13L-31R Centerline	Taxiway E	240'
Taxiway W Centerline	Fixed or Moveable Object	160'
Taxiway W Object Free Area		320'
Taxiway W Safety Area Width		214'
Taxiway W Wingtip Clearance		53'
Taxiway C Centerline	Fixed or Moveable Object	93'
Taxiway C Object Free Area		186'
Taxiway C Safety Area Width		118'
Taxiway C Wingtip Clearance		34'
Taxiway E Centerline	Fixed or Moveable Object	65.5'
Taxiway E Object Free Area		131'
Taxiway E Safety Area Width		79'
Taxiway E Wingtip Clearance		26'

RUNWAY END COORDINATES (NAD 1983)

RUNWAY		EXISTING	ULTIMATE
Runway 13R	Latitude	33° 50' 26.450" N	33° 50' 26.450" N
	Longitude	116° 31' 02.810" W	116° 31' 02.810" W
Runway 13R Dspl	Latitude	33° 50' 02.620" N	33° 50' 02.620" N
	Longitude	116° 30' 41.610" W	116° 30' 41.610" W
Runway 31L	Latitude	33° 49' 07.030" N	33° 49' 08.704" N
	Longitude	116° 29' 52.132" W	116° 29' 53.585" W
Runway 31L Dspl	Latitude	33° 49' 18.940" N	33° 49' 18.940" N
	Longitude	116° 30' 02.730" W	116° 30' 02.730" W
Runway 13L	Latitude	33° 50' 06.587" N	33° 50' 06.587" N
	Longitude	116° 30' 34.802" W	116° 30' 34.802" W
Runway 31R	Latitude	33° 49' 27.260" N	33° 49' 27.260" N
	Longitude	116° 29' 59.798" W	116° 29' 59.798" W

DEVIATIONS FROM FAA AIRPORT DESIGN STANDARDS

DEVIATION DESCRIPTION	EFFECTED DESIGN STANDARD	STANDARD	EXISTING	PROPOSED DISPOSITION
Existing Rwy 31L Safety Area	Runway Safety Area (Rwy 31L)	1,000' Beyond Runway End	857' Beyond Runway End	Relocate Runway 31L End 215' North
Existing Rwy 31L Object Free Area	Object Free Area (Rwy 31L)	1,000' Beyond Runway End	785' Beyond Runway End	Relocate Runway 31L End 215' North

General Notes:

1. Existing Declared Distances (DD) were approved through the PSP Airport Layout Plan dated 7-2-03

2. Threshold Siting Surfaces (TSS) for Runway 13L-31R are the same as Part 77 approach slopes at 20:1.

No.	REVISIONS	DATE	BY	APPD.
4	MASTER PLAN UPDATE			
3	MASTER PLAN UPDATE			
2	COMPLETION OF TAXIWAY E REHAB PROJECTS			
1	REVISED DECLARED DISTANCES AND LIGHTING PLAN			

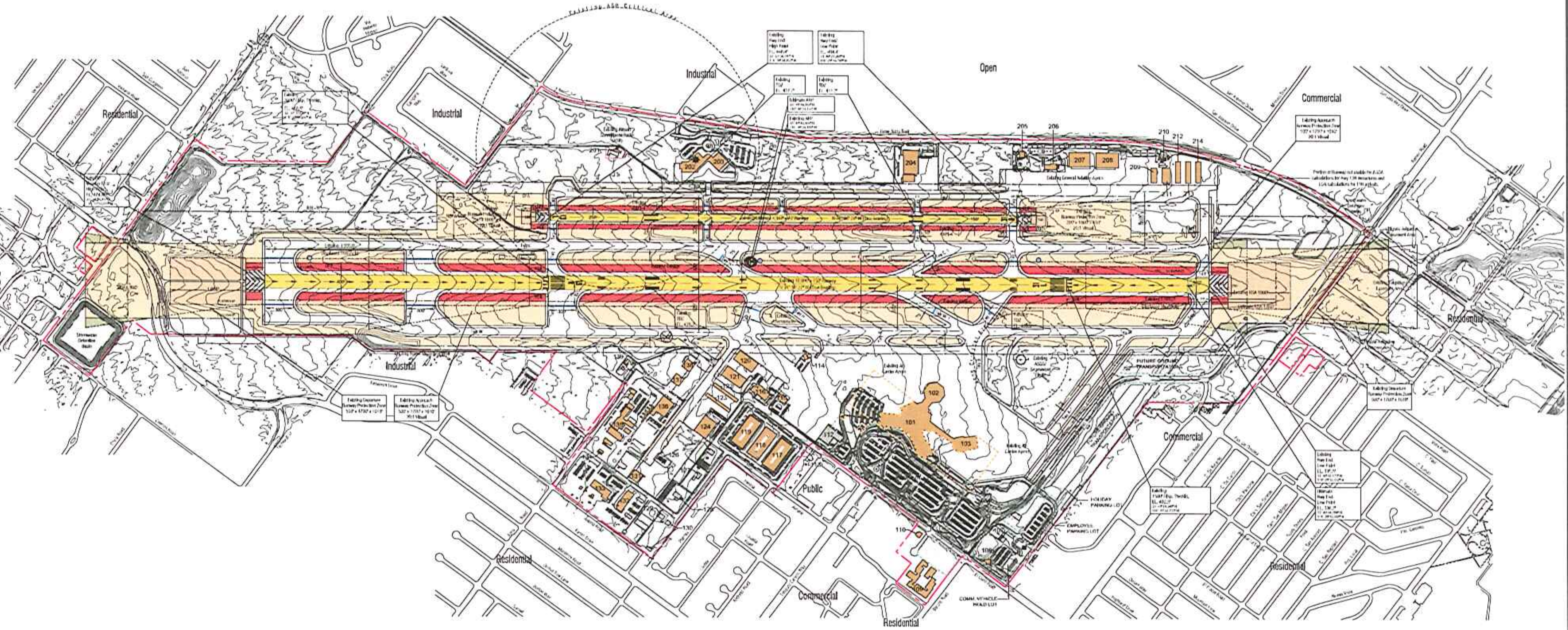
PALM SPRINGS INTERNATIONAL AIRPORT

DATA SHEET

PALM SPRINGS, CALIFORNIA

SHEET 1 OF 12

HNTB



NUMBER	DESCRIPTION	ELEV	NUMBER	DESCRIPTION	ELEV
101	TERMINAL PROCESSOR	TBD	129	DOLLAR SERVICE / MAINTENANCE / STORAGE	TBD
102	BONO CONCOURSE	TBD	130	BUDGET SERVICE / MAINTENANCE / STORAGE	TBD
103	REGIONAL CONCOURSE	TBD	131	DESERT AERO MAINTENANCE CENTER	TBD
104	VEHICLE INSPECTION PLAZA	TBD	132	CITY CORPORATE YARD	TBD
105	HOLIDAY ECONOMY PARKING LOT	TBD	133	CITY CORPORATE YARD	TBD
106	EMPLOYEE PARKING LOT	TBD	134	AIRPORT QUONSET HUT	TBD
107	COMPRESSED NATURAL GAS FUELING STATION	TBD	135	PALM SPRINGS UNIFIED SCHOOL DISTRICT	TBD
108	GROUND TRANSPORTATION CENTER (GTC)	TBD	136	SKY RACING	TBD
109	PALM SPRINGS POINTE HOUSING COMPLEX	TBD	137	PRIVATE CORPORATE HANGAR	TBD
110	CITY [illegible]	TBD	138	SIGNATURE FLIGHT SUPPORT HANGAR	TBD
111	RENTAL CAR READY/RETURN PARKING LOT	TBD	139	FIRE DEPARTMENT TRAINING AREA	TBD
112	U.S. CUSTOMS AND BORDER PROTECTION FACILITY (TO BE DEMOLISHED)	TBD	201	ASR-9 RADAR	TBD
113	CITY CO-GENERATION FACILITY (OFF-AIRPORT)	TBD	202	AIRPORT BEACON	TBD
114	AIR TRAFFIC CONTROL TOWER	TBD	203	PALM SPRINGS AIR MUSEUM	TBD
115	SIGNATURE FLIGHT SUPPORT	TBD	204	SKY WEST MAINTENANCE HANGAR	TBD
116	FIRE STATION #? / CRASH FIRE RESCUE (ARFF) [illegible]	TBD	205	ATLANTIC AVIATION RESTAURANT	TBD
117	MEDICAL OFFICES (ABBEY GROUP)	TBD	206	ATLANTIC AVIATION	TBD
118	MEDICAL OFFICES (ABBEY GROUP)	TBD	207	ATLANTIC AVIATION HANGARS	TBD
119	MEDICAL OFFICES (ABBEY GROUP)	TBD	208	ATLANTIC AVIATION HANGARS	TBD
120	SIGNATURE FLIGHT SUPPORT (CONDOMINIUM HANGARS)	TBD	209	ATLANTIC AVIATION HANGARS	TBD
121	SIGNATURE FLIGHT SUPPORT (CONDOMINIUM HANGARS)	TBD	210	ATLANTIC AVIATION FUEL FARM	TBD
122	SIGNATURE FLIGHT SUPPORT (HANGARS)	TBD	211	ATLANTIC AVIATION HANGARS	TBD
123	SIGNATURE FLIGHT SUPPORT (HANGARS)	TBD	212	ATLANTIC AVIATION T-HANGARS	TBD
124	DESERT SPRINGS AVIATION	TBD	213	ATLANTIC AVIATION T-HANGARS	TBD
125	HERTZ VEHICLE SERVICE / MAINTENANCE / STORAGE	TBD	214	ATLANTIC AVIATION T-HANGARS	TBD
126	SIGNATURE FLIGHT SUPPORT FUEL FARM	TBD			
127	NATIONAL / ALAMO SERVICE / MAINTENANCE / STORAGE	TBD			
128	AVIS SERVICE / MAINTENANCE / STORAGE	TBD			
[illegible]	[illegible] SERVICE / MAINTENANCE / STORAGE	TBD			

LEGEND

EXISTING	ULTIMATE	DESCRIPTION
	SAME	AIRPORT PROPERTY LINE
		AIRPORT REFERENCE POINT (ARP)
	SAME	AIRPORT ROTATING BEACON
	SAME	ON-AIRPORT BUILDINGS
		ON-AIRPORT BUILDINGS TO BE DEMOLISHED
	SAME	DRAINAGE / DETENTION BASIN
	SAME	FENCING
	SAME	NAVIGATIONAL AID INSTALLATION
	SAME	RUNWAY END IDENTIFICATION LIGHTS (REIL)
	SAME	BUILDING RESTRICTION LINE (BRL)
	SAME	RUNWAY SAFETY AREA (RSA)
	SAME	RUNWAY SAFETY AREA (RSA)
	SAME	RUNWAY OBSTACLE FREE ZONE (OFZ)
	SAME	RUNWAY OBSTACLE FREE ZONE (OFZ)
	SAME	RUNWAY OBJECT FREE AREA (OFA)
	SAME	RUNWAY OBJECT FREE AREA (OFA)
	SAME	RUNWAY PROTECTION ZONE (RPZ)
	SAME	RUNWAY PROTECTION ZONE (RPZ)
	SAME	RUNWAY THRESHOLD LIGHTS
	SAME	SEGMENTED CIRCLE / WIND INDICATOR
	SAME	TOPOGRAPHY (CONTOURS)
	SAME	WIND INDICATOR (LIGHTED)
		ULTIMATE TERMINAL EXPANSION AREA
		ULTIMATE TRANSPORTATION DEVELOPMENT AREA
	SAME	RUNWAY / BLAST PAD
	SAME	TAXIWAY / APRON
		RUNWAY
	SAME	NON-LEASE AIRPORT PROPERTY
	SAME	CLOSED TAXIWAY
	SAME	ASR CRITICAL AREA
	SAME	SURVEY MONUMENT
	SAME	SECTION CORNERS

GENERAL NOTES:

1. Depiction of features and objects, including related elevations and clearances, within the runway protection zones are depicted on the INNER PORTION APPROACH SURFACE DRAWINGS.
2. Details concerning terminal improvements are depicted on the WEST LANDSIDE DRAWING.
3. Recommended land uses are depicted on the AIRPORT LAND USE DRAWING.
4. Building Restriction Line (BRL) is established in accordance with F.A.R. Part 77 criteria. Location utilizes 35 foot vertical object height.
5. North American Datum 83 (NAD 83) used for all Latitudinal and Longitudinal Coordinates; North American Vertical Datum 88 (NAVD 88) used for elevations.
6. There are no Threshold Siting Surface Object Penetrations. Threshold Siting Surfaces for Runway 13L-31R are the same as Part 77 approach slopes (20:1).
7. There are no Obstacle Free Zone Object Penetrations.
8. All taxiway widths are 75 feet unless otherwise labeled.
9. Runway and taxiway Object Free Areas (OFA) have been combined.
10. Runway Object Free Areas (OFA) extend to central portion of the Runway Protection Zones (RPZ).
11. All blast pads are asphalt.
12. Enlarged Runway 13R-31L Runway length reduction plan on Sheet 3.
13. Building Elevations will be surveyed during an Aerial Survey planned for the end 2011.

SCALE IN FEET

FAA APPROVAL

Approved conditionally JAN 1 0 2011

Subject to comments contained in our letter dated JAN 1 0 2011
FEDERAL AVIATION ADMINISTRATION
Western-Pacific Region

By ____________
Manager, LAX-ADO

SUBMITTED BY: ON THE DATE OF:

FOR APPROVAL BY:

City of
Palm Springs, California

APPROVED BY: ON THE DATE OF:
Director of Aviation 12/1/2010

No.	REVISIONS	DATE	BY	APPD.
4	MASTER PLAN UPDATE	[illegible]		FULL
3	MASTER PLAN UPDATE	[illegible]		FULL
2	COMPLETION OF TAXIWAY & REHAB PROJECTS	[illegible]		RIVAL
1	REVISED DECLARED DISTANCES AND DRAWING PLAN	[illegible]		FULL

THE CONTENTS OF THIS PLAN DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FEDERAL AVIATION ADMINISTRATION (FAA). ACCEPTANCE OF THIS DOCUMENT BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

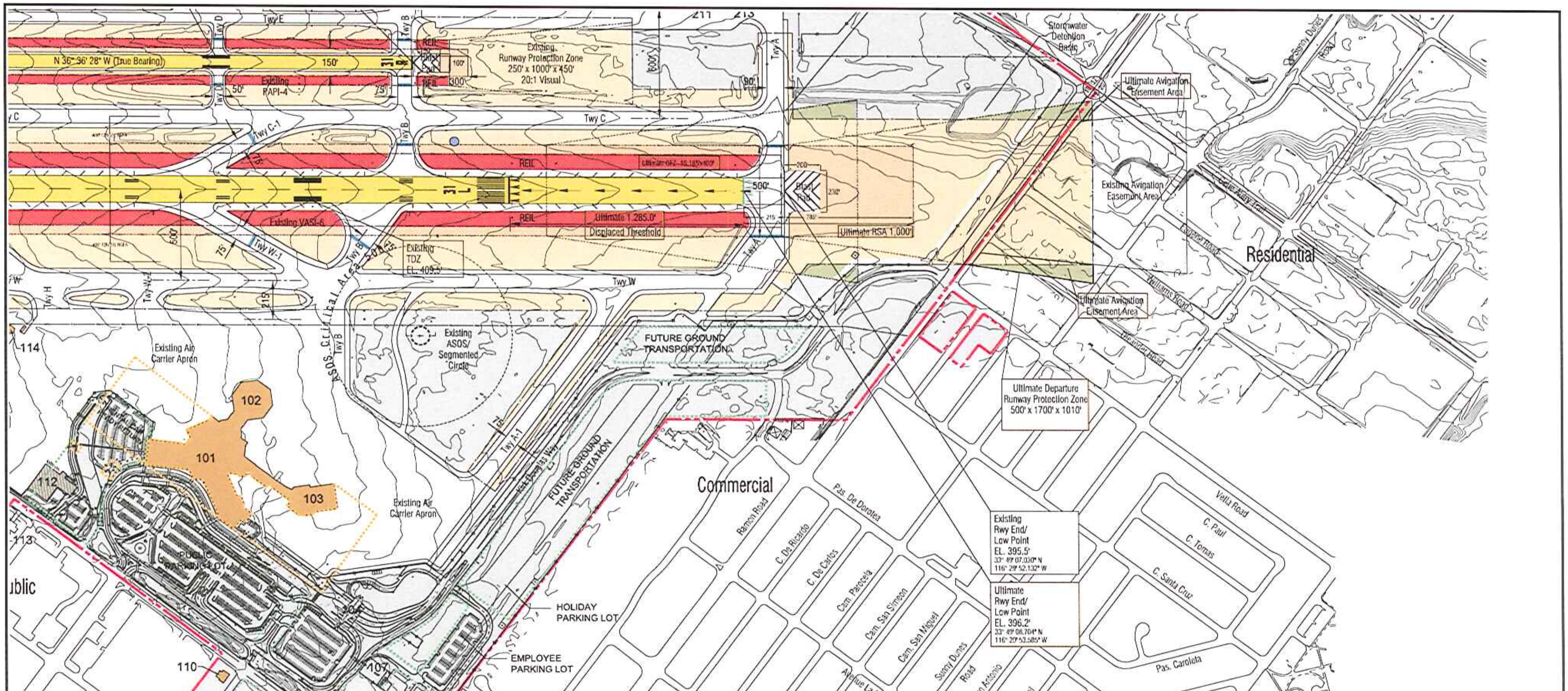
PALM SPRINGS INTERNATIONAL AIRPORT

AIRPORT LAYOUT DRAWING

PALM SPRINGS, CALIFORNIA

PLANNED BY: JAH - HNTB
DETAILED BY: AM - [illegible]
APPROVED BY: DHP - [illegible]
December 2, 2010
SHEET 2 OF 12

HNTB



EXISTING/ULTIMATE BUILDINGS/FACILITIES

NUMBER	DESCRIPTION	ELEV	NUMBER	DESCRIPTION	ELEV
101	TERMINAL PROCESSOR	TBD	129	DOLLAR SERVICE / MAINTENANCE / STORAGE	TBD
102	[illegible] CONCOURSE	TBD	130	BUDGET SERVICE / MAINTENANCE / STORAGE	TBD
103	REGIONAL CONCOURSE	TBD	131	DESERT AERO MAINTENANCE CENTER	TBD
104	VEHICLE INSPECTION PLAZA	TBD	132	CITY CORPORATE YARD	TBD
105	HOLIDAY PARKING LOT	TBD	133	CITY CORPORATE YARD	TBD
106	EMPLOYEE PARKING LOT	TBD	134	AIRPORT [illegible]	TBD
107	COMPRESSED NATURAL GAS (CNG) STATION	TBD	135	PALM SPRINGS UNIFIED SCHOOL DISTRICT	TBD
108	GROUND TRANSPORTATION CENTER (GTC)	TBD	136	[illegible]	TBD
109	PALM SPRINGS POINTE PARKING COMPLEX	TBD	137	PRIVATE CORPORATE HANGAR	TBD
110	[illegible]	TBD	138	SIGNATURE FLIGHT SUPPORT HANGAR	TBD
111	RENTAL CAR READY/RETURN PARKING LOT	TBD	139	FIRE DEPARTMENT TRAINING AREA	TBD
112	U.S. CUSTOMS AND BORDER PROTECTION [illegible]	TBD	201	ASR RADAR	TBD
113	[illegible] (OFF-AIRPORT)	TBD	202	AIRPORT BEACON	TBD
114	AIR TRAFFIC CONTROL TOWER	TBD	203	PALM SPRINGS AIR MUSEUM	TBD
115	SIGNATURE FLIGHT SUPPORT	TBD	204	SKY WEST MAINTENANCE HANGAR	TBD
116	[illegible] AIRCRAFT RESCUE AND FIRE FIGHTING	TBD	205	ATLANTIC AVIATION RESTAURANT	TBD
117	MEDICAL OFFICES (ABEY GROUP)	TBD	206	ATLANTIC AVIATION	TBD
118	MEDICAL OFFICES (ABEY GROUP)	TBD	207	ATLANTIC AVIATION HANGARS	TBD
119	MEDICAL OFFICES (ABEY GROUP)	TBD	208	ATLANTIC AVIATION HANGARS	TBD
120	SIGNATURE FLIGHT SUPPORT CONVENTIONAL HANGARS	TBD	209	ATLANTIC AVIATION HANGARS	TBD
121	SIGNATURE FLIGHT SUPPORT CONVENTIONAL HANGARS	TBD	210	ATLANTIC AVIATION FUEL FARM	TBD
122	SIGNATURE FLIGHT SUPPORT T-HANGARS	TBD	211	ATLANTIC AVIATION HANGARS	TBD
123	SIGNATURE FLIGHT SUPPORT T-HANGARS	TBD	212	ATLANTIC AVIATION T-HANGARS	TBD
124	DESERT SPRINGS AVIATION	TBD	213	ATLANTIC AVIATION T-HANGARS	TBD
125	RENT/VEHICLE SERVICE / MAINTENANCE / STORAGE	TBD	214	ATLANTIC AVIATION T-HANGARS	TBD
126	SIGNATURE FLIGHT SUPPORT FUEL FARM	TBD			
127	NATIONAL CAR SERVICE / MAINTENANCE / STORAGE	TBD			
128	AVIS SERVICE / MAINTENANCE / STORAGE	TBD			
129	DOLLAR SERVICE / MAINTENANCE / STORAGE	TBD			

LEGEND

EXISTING	ULTIMATE	DESCRIPTION
	SAME	AIRPORT PROPERTY LINE
		AIRPORT REFERENCE POINT (ARP)
	SAME	AIRPORT ROTATING BEACON
	SAME	ON-AIRPORT BUILDINGS
		ON-AIRPORT BUILDINGS TO BE DEMOLISHED
	SAME	DRAINAGE/DETENTION BASIN
	SAME	FENCING
	SAME	NAVIGATIONAL AID INSTALLATION
	SAME	RUNWAY END IDENTIFICATION LIGHTS (REIL)
	SAME	BUILDING RESTRICTION LINE (BRL)
	SAME	RUNWAY SAFETY AREA (RSA)
	SAME	RUNWAY SAFETY AREA (RSA)
	SAME	RUNWAY OBSTACLE FREE ZONE (OFZ)
	SAME	RUNWAY OBSTACLE FREE ZONE (OFZ)
	SAME	RUNWAY OBJECT FREE AREA (OFA)
	SAME	RUNWAY OBJECT FREE AREA (OFA)
	SAME	RUNWAY PROTECTION ZONE (RPZ)
	SAME	RUNWAY PROTECTION ZONE (RPZ)
	SAME	RUNWAY THRESHOLD LIGHTS
	SAME	SEGMENTED CIRCLE/WIND INDICATOR
	SAME	TOPOGRAPHY (10' intervals)
	SAME	WIND INDICATOR (lighted)
		FUTURE TERMINAL EXPANSION AREA
		FUTURE TRANSPORTATION DEVELOPMENT AREA
	SAME	[illegible]
	SAME	TAXIWAY/APRON
		RUNWAY
	SAME	NON-AVIATION AIRPORT PROPERTY
	SAME	CLOSED TAXIWAY
	SAME	ASOS CRITICAL AREA
	SAME	SURVEY MONUMENT
	SAME	SECTION CORNERS

GENERAL NOTES:

1. Depiction of features and objects, including related elevations and clearances, within the runway protection zones are depicted on the INNER PORTION APPROACH SURFACE DRAWINGS.
2. Details concerning terminal improvements are depicted on the WEST LANDSIDE DRAWING.
3. Recommended land uses are depicted on the AIRPORT LAND USE DRAWING.
4. Building Restriction Line (BRL) is established in accordance with F.A.R. Part 77 criteria. Location allows 35 foot vertical object height.
5. North American Datum 83 (NAD 83) used for all Latitudinal and Longitudinal Coordinates; North American Vertical Datum 88 (NAVD 88) used for elevations.
6. There are no Threshold Siting Surface Object Penetrations. Threshold Siting Surfaces for Runway 13L-31R are the same as Part 77 approach slopes (20:1).
7. There are no Obstacle Free Zone Object Penetrations.
8. All taxiway widths are 75 feet unless otherwise labeled.
9. Runway and taxiway Object Free Areas (OFA) have been combined.
10. Runway Object Free Areas (OFA) extend to central portion of the Runway Protection Zones (RPZ).
11. All blast pads are asphalt.

NORTH

Magnetic Declination

SCALE IN FEET

NOTE:
Proposed Runway Modifications Impacting the Runway Safety Area (RSA) and Runway Object Free Area (ROFA):

The existing standard RSA is met through application of Declared Distances which limit Accelerate Stop Distance Available (ASDA) for Runway 13R departures to 9,843 feet and Landing Distance Available (LDA) for Runway 13R arrivals to 6,843 feet.

The ultimate RSA would be met through a reduction in runway length of 215 feet. This will provide the full 1,000 foot RSA and ROFA without application of Declared Distances.

Ultimate runway length will be reduced from 10,000 feet to 9,785 feet. The ultimate ASDA for Runway 13R departures will be 9,785 feet and the ultimate LDA for Runway 13R arrivals will be 6,785 feet.

No.	REVISIONS	DATE	BY	APPD.
4	MASTER PLAN UPDATE	[illegible]		FULL
3	MASTER PLAN UPDATE	[illegible]		FULL
2	COMPLETION OF TAXIWAY K REHAB PROJECTS	[illegible]		[illegible]
1	REVISED DECLARED DISTANCES AND LIGHTING PLAN	[illegible]		FULL

PALM SPRINGS INTERNATIONAL AIRPORT

ULTIMATE AIRPORT LAYOUT DRAWING - RWY 31L END

PALM SPRINGS, CALIFORNIA

PLANNED BY: [illegible] - HNTB
DETAILED BY: AM - [illegible]
APPROVED BY: [illegible] - HNTB

December 2, 2010 SHEET 3 OF 12

HNTB

OBSTRUCTION TABLE

Object Description	Object Elevation	Obstructed Part 77 Surface	Surface Elevation	Object Penetration	Proposed Object Disposition
1. EL ON LIGHTED WINDSOCK	474'	RUNWAY 13L-31R 7:1 TRANSITIONAL SURFACE	454'	20'	TO REMAIN LIGHTED
2. EL ON LIGHTED WINDSOCK	447'	RUNWAY 13L-31R PRIMARY SURFACE	428'	19'	TO REMAIN LIGHTED
3. EL ON LIGHTED WINDSOCK	447'	RUNWAY 13R-31L PRIMARY SURFACE	447'	0'	TO REMAIN LIGHTED
4. EL ON LIGHTED WINDSOCK	466'	RUNWAY 13R-31L PRIMARY SURFACE	442'	24'	TO REMAIN LIGHTED
5. EL ON RADIO TOWER	753'	HORIZONTAL SURFACE	624'	129'	REQUEST FAA AERONAUTICAL STUDY
6. EL ON RADIO TOWER	753'	HORIZONTAL SURFACE	624'	129'	REQUEST FAA AERONAUTICAL STUDY
7. EL ON RADIO TOWER	753'	HORIZONTAL SURFACE	624'	129'	REQUEST FAA AERONAUTICAL STUDY
8. EL ON RADIO TOWER	758'	HORIZONTAL SURFACE	624'	134'	REQUEST FAA AERONAUTICAL STUDY
9. WEATHER VANE ON CUPOLA	633'	HORIZONTAL SURFACE	624'	9'	REQUEST FAA AERONAUTICAL STUDY
10. GROUND	1,124'	CONICAL SURFACE	737'	387'	REQUEST FAA AERONAUTICAL STUDY
11. GROUND	1,279'	CONICAL SURFACE	762'	517'	REQUEST FAA AERONAUTICAL STUDY
12. GROUND	1,442'	CONICAL SURFACE	758'	684'	REQUEST FAA AERONAUTICAL STUDY
13. BUILDING	792'	CONICAL SURFACE	663'	129'	REQUEST FAA AERONAUTICAL STUDY
14. GROUND	997'	CONICAL SURFACE	767'	230'	REQUEST FAA AERONAUTICAL STUDY
15. GROUND	1,767'	CONICAL SURFACE	804'	963'	REQUEST FAA AERONAUTICAL STUDY

OBSTRUCTION TABLE

Object Description	Object Elevation	Obstructed Part 77 Surface	Surface Elevation	Object Penetration	Proposed Object Disposition
16. GROUND	1,292'	CONICAL SURFACE	740'	552'	REQUEST FAA AERONAUTICAL STUDY
17. GROUND	778'	CONICAL SURFACE	668'	110'	REQUEST FAA AERONAUTICAL STUDY
18. GROUND	1,102'	CONICAL SURFACE	757'	345'	REQUEST FAA AERONAUTICAL STUDY
19. GROUND	831'	CONICAL SURFACE	732'	161'	REQUEST FAA AERONAUTICAL STUDY
20. GROUND	842'	CONICAL SURFACE	752'	90'	REQUEST FAA AERONAUTICAL STUDY

OBSTRUCTION LEGEND

- OBSTRUCTION
- PRIMARY SURFACE
- CONICAL SURFACE
- TRANSITIONAL SURFACE
- APPROACH SURFACE
- RUNWAYS
- HORIZONTAL SURFACE

GENERAL NOTES:

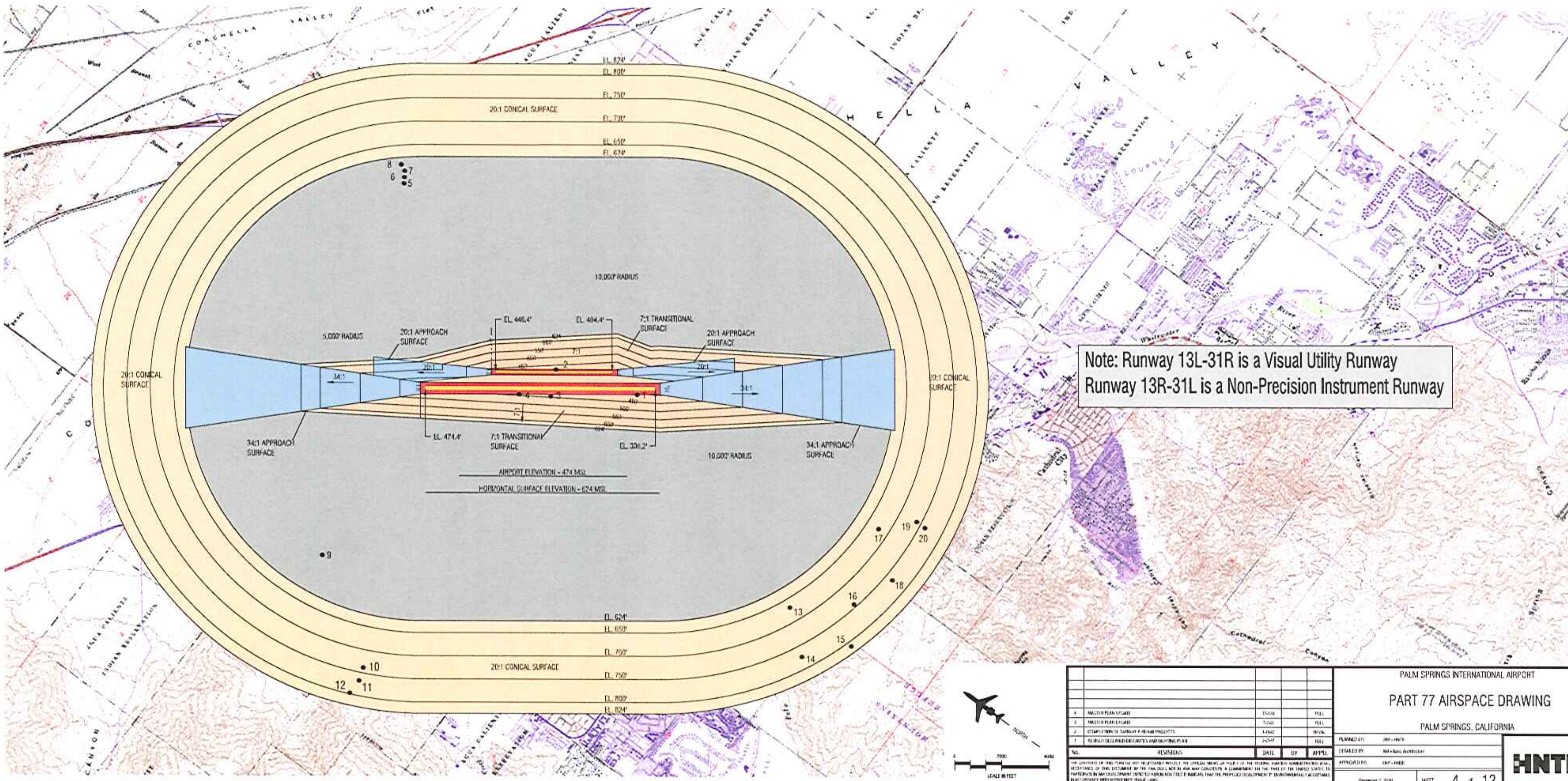
1. Obstructions, clearances, and locations are calculated from ultimate runway end elevations and ultimate approach surfaces, unless otherwise noted.

2. Depiction of features and objects within the inner portion of the approach surfaces is illustrated on the INNER PORTION OF RUNWAY APPROACH SURFACE DRAWINGS, sheets 6, 7 and 8 of these plans.

3. Distance for road obstructions and clearances reflect a safety clearance of 10' for airport service roads, 15' for non-interstate roads, 17' for interstate roads, and 23' for railroads.

4. Existing and future height and hazard ordinances are to be amended and/or referenced upon approval of updated PART 77 AIRSPACE DRAWING.

5. Additional obstruction data is illustrated on National Ocean Survey document OC 545, AIRPORT OBSTRUCTION CHART.



No.	REVISIONS	DATE	BY	APPR.
4	MASTER PLAN UPDATE			
3	MASTER PLAN UPDATE			
2	COMPLETION OF TAXIWAY & REHAB PROJECTS			
1	REVISED ALL RUNWAY DESIGNATES AND LIGHTING PLAN			

PALM SPRINGS INTERNATIONAL AIRPORT

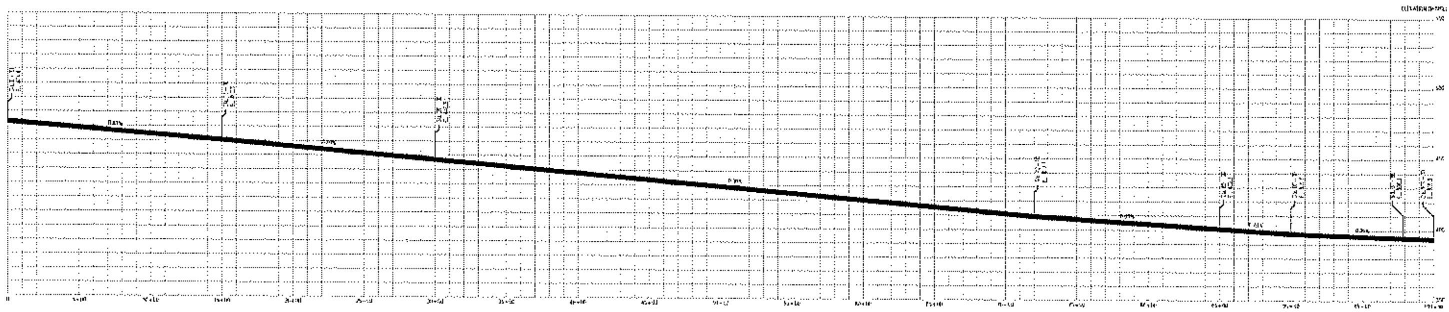
PART 77 AIRSPACE DRAWING

PALM SPRINGS, CALIFORNIA

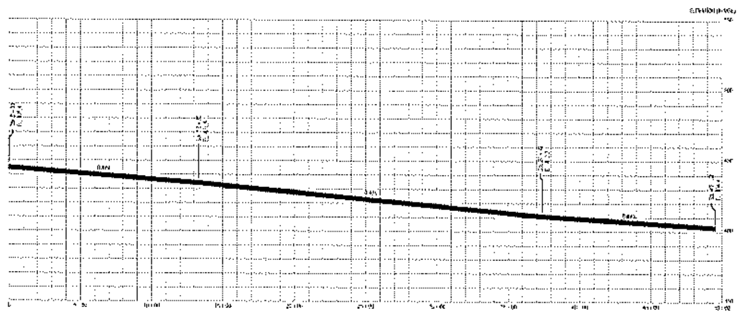
PLANNED BY: | DETAILED BY: | APPROVED BY:

SHEET 4 OF 12

HNTB



RUNWAY 13R-31L



RUNWAY 13L-31R

GENERAL NOTES:

1. Obstructions, clearances, and locations are calculated from ultimate runway end elevations and ultimate approach surfaces unless otherwise noted.
2. Depiction of features and objects within the [illegible] and horizontal Part 77 surfaces is illustrated on the PART 77 AIRSPACE DRAWING, sheet [illegible] of these plans.
3. Depiction of features and objects within the [illegible] of the approach surfaces is illustrated on the [illegible] RUNWAY APPROACH SURFACE DRAWINGS, sheets 6, 7, and 8 of these plans.
4. [illegible] for road obstructions and clearances reflect a safety clearance of [illegible] for airport service roads, 15' for non-interstate roads, 17' for interstate roads, and 23' for railroads.

VERTICAL SCALE IN FEET

HORIZONTAL SCALE IN FEET

NO.	REVISIONS	DATE	BY	APPR.
4	MASTER PLAN UPDATE	[illegible]		[illegible]
3	MASTER PLAN UPDATE	[illegible]		[illegible]
2	[illegible]	[illegible]		[illegible]
1	[illegible]	[illegible]		[illegible]

PALM SPRINGS INTERNATIONAL AIRPORT

RUNWAY PROFILES

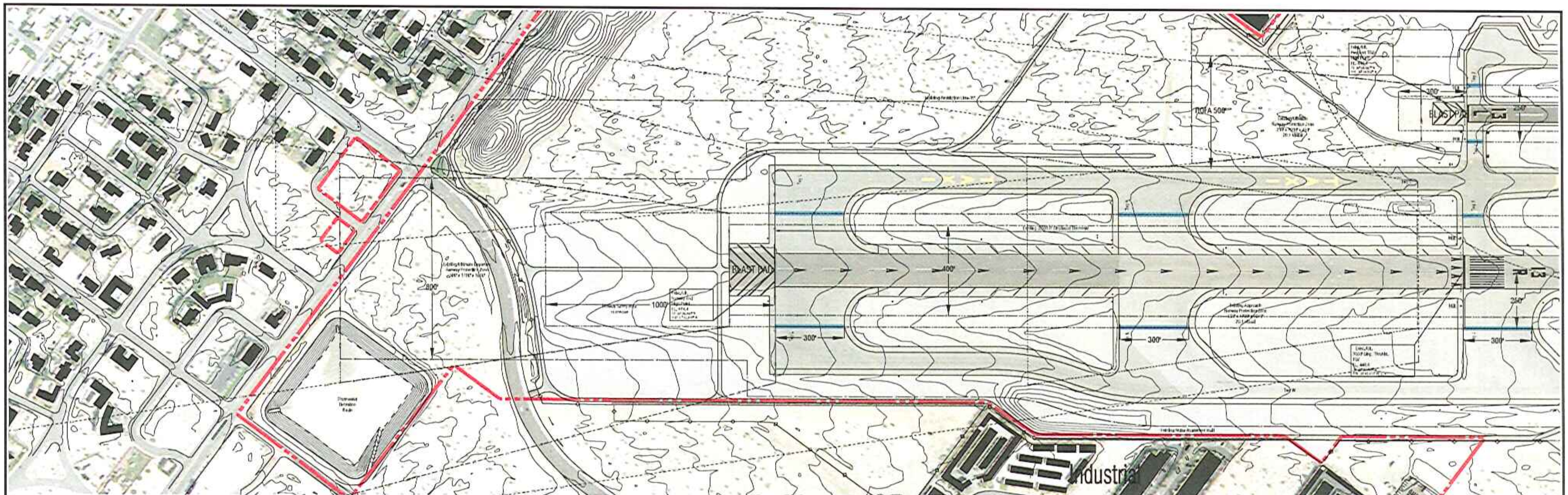
PALM SPRINGS, CALIFORNIA

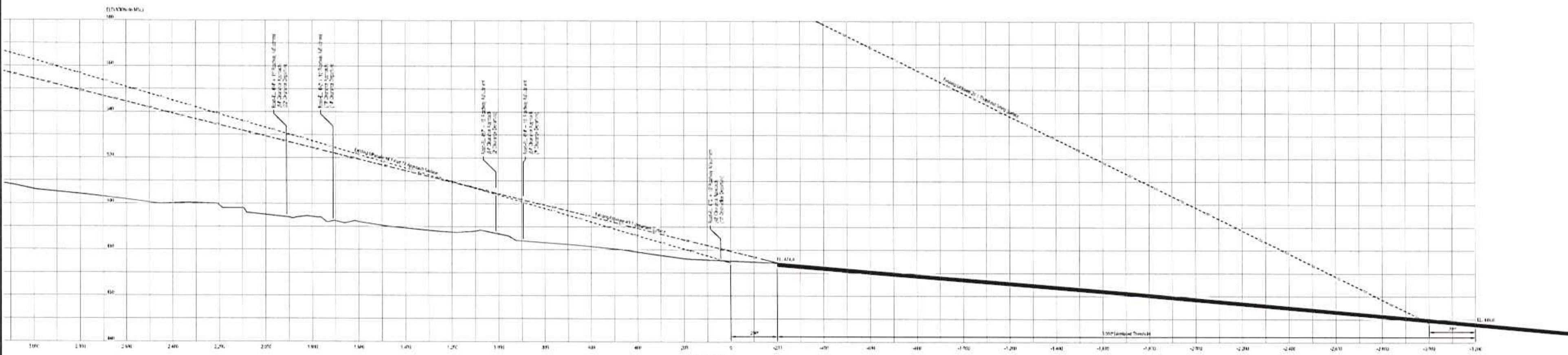
PLANNED BY: [illegible]
DETAILED BY: [illegible]
APPROVED BY: [illegible]

December 7, 2010

SHEET 5 of 12

HNTB





GENERAL NOTES:

1. Obstructions, clearances, and locations are calculated from ultimate runway end elevations and ultimate approach surfaces unless otherwise noted.
2. Depiction of features and objects within the primary, transitional, and horizontal Part 77 surfaces, is illustrated on the PART 77 AIRSPACE DRAWING, sheet 2 of these plans.
3. Depiction of features and objects within the inner portion of the approach surfaces, is illustrated on the INNER PORTION OF RUNWAY APPROACH SURFACE DRAWINGS, sheets 6, 7 and 8 of these plans.
4. Distance for road obstructions and clearances reflect a safety clearance of 10' for airport service roads, 15' for non-interstate roads, 17' for interstate roads, and 23' for railroads.
5. The non-precision approach surface is a Threshold Siting Surface (TSS) as defined in appendix 2 of AC 5300-13 Airport Design.

RUNWAY 13R OBSTRUCTION TABLE

Object Description	Object Elevation	Obstructed Part 77 Surface	Surface Elevation	Object Penetration	Proposed Object Disposition
NONE					

LEGEND

EXISTING	ULTIMATE	DESCRIPTION
	SAME	RUNWAY SAFETY AREA (RSA)
	SAME	RUNWAY OBSTACLE FREE ZONE (OFZ)
	SAME	OBJECT FREE AREA (OFA)
	SAME	RUNWAY PROTECTION ZONE (RPZ)
	SAME	THRESHOLD SITING SURFACE
	SAME	DEPARTURE SURFACE
	SAME	PART 77 APPROACH SURFACE

0 20 40
VERTICAL SCALE IN FEET

0 200 400
HORIZONTAL SCALE IN FEET

No.	REVISIONS	DATE	BY	APPD.
4	MASTER PLAN UPDATE	[illegible]		HILL
3	MASTER PLAN UPDATE	[illegible]		HILL
2	COMPLETION OF TAXIWAY K REHAB PROJECTS	[illegible]		[illegible]
1	REVISED DECLARED DISTANCES AND LIGHTING PLAN	[illegible]		HILL

THE CONTENTS OF THIS PLAN DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FEDERAL AVIATION ADMINISTRATION (FAA). ACCEPTANCE OF THIS DOCUMENT BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

PALM SPRINGS INTERNATIONAL AIRPORT

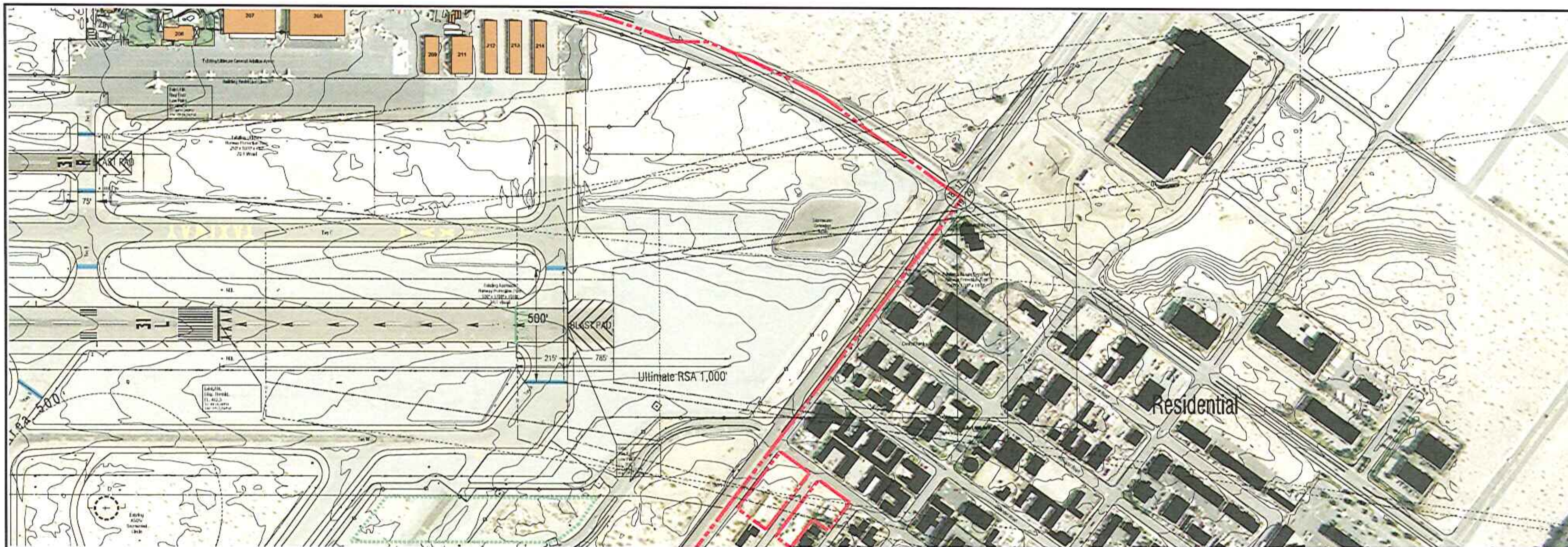
INNER PORTION OF RUNWAY APPROACH SURFACE RUNWAY 13R

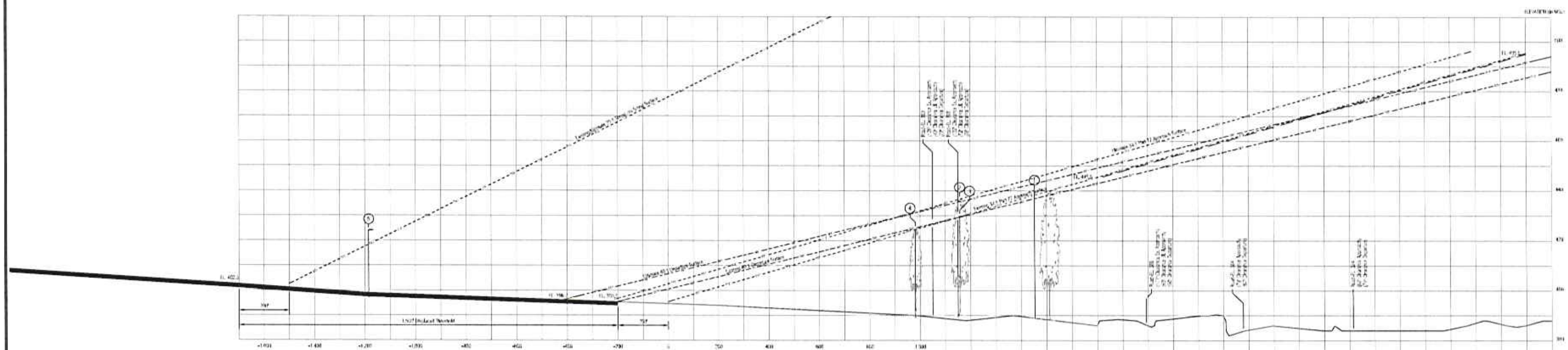
PALM SPRINGS, CALIFORNIA

PLANNED BY: JRB - HNTB
DETAILED BY: AM - Banc Architecture
APPROVED BY: DHP - HNTB

December 3, 2010 SHEET 6 OF 12

HNTB





GENERAL NOTES:

1. Obstructions, clearances, and locations are calculated from ultimate runway end elevations and ultimate approach surfaces unless otherwise noted.
2. Depiction of features and objects within the primary, transitional, and horizontal Part 77 surfaces, is illustrated on the PART 77 AIRSPACE DRAWING, sheet 2 of these plans.
3. Depiction of features and objects within the inner portion of the approach surfaces, is illustrated on the INNER PORTION OF RUNWAY APPROACH SURFACE DRAWINGS, sheets 6, 7 and 8 of these plans.
4. Distance for road obstructions and clearances reflect a safety clearance of 10' for airport service roads, 15' for non-interstate roads, 17' for interstate roads, and 23' for railroads.
5. The non-precision approach surface is a Threshold Siting Surface (TSS) as defined in appendix 2 of AC 5300-13 Airport Design.

RUNWAY 31L OBSTRUCTION TABLE

Object Description	Object Elevation	Obstructed Part 77 Surface	Surface Elevation	Object Penetration	Proposed Object Disposition
1. ANTENNA	440'	RUNWAY 31L EX. 34:1 APPROACH SURFACE RUNWAY 31L EX. 40:1 DEPARTURE SURFACE	[illegible] [illegible]	[illegible] [illegible]	FIXED BY FUNCTIONAL PURPOSE
2. TREE	437'	RUNWAY 31L ULTIMATE 40:1 DEPARTURE SURFACE	[illegible]	[illegible]	TO BE REMOVED
3. POLE	432'	RUNWAY 31L EX. 34:1 APPROACH SURFACE RUNWAY 31L EX. 40:1 DEPARTURE SURFACE	[illegible] [illegible]	[illegible] [illegible]	FIXED BY FUNCTIONAL PURPOSE
4. TREE	427'	EXISTING RUNWAY 31L 34:1 APPROACH SURFACE	[illegible]	[illegible]	TO BE REMOVED
5. EL ON LIGHTED WINDSOCK	424'	EXISTING RUNWAY 13R-31L 20:1 THRESHOLD SITING SURFACE	[illegible]	[illegible]	TO REMAIN LIGHTED

LEGEND

EXISTING	ULTIMATE	DESCRIPTION
—RSA—	SAME	RUNWAY SAFETY AREA (RSA)
—ROFZ—	SAME	RUNWAY OBSTACLE FREE ZONE (ROFZ)
—OFA—	SAME	OBJECT FREE AREA (OFA)
—RPZ—	SAME	RUNWAY PROTECTION ZONE (RPZ)
—TSS—	SAME	THRESHOLD SITING SURFACE
—DEP—	SAME	DEPARTURE SURFACE
—77—	SAME	PART 77 APPROACH SURFACE

VERTICAL SCALE IN FEET: 0 — 20 — 40

HORIZONTAL SCALE IN FEET: 0 — 200 — 400

No.	REVISIONS	DATE	BY	APPD.
4	MASTER PLAN UPDATE	[illegible]		FULL
3	MASTER PLAN UPDATE	[illegible]		FULL
2	COMPLETION OF TAXIWAY F REHAB PROJECTS	[illegible]		[illegible]
1	REVISED DECLARED DISTANCES AND LIGHTING PLAN	[illegible]		FULL

THE CONTENTS OF THIS PLAN DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FEDERAL AVIATION ADMINISTRATION (FAA). ACCEPTANCE OF THIS DOCUMENT BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

PALM SPRINGS INTERNATIONAL AIRPORT

INNER PORTION OF RUNWAY APPROACH SURFACE RUNWAY 31L

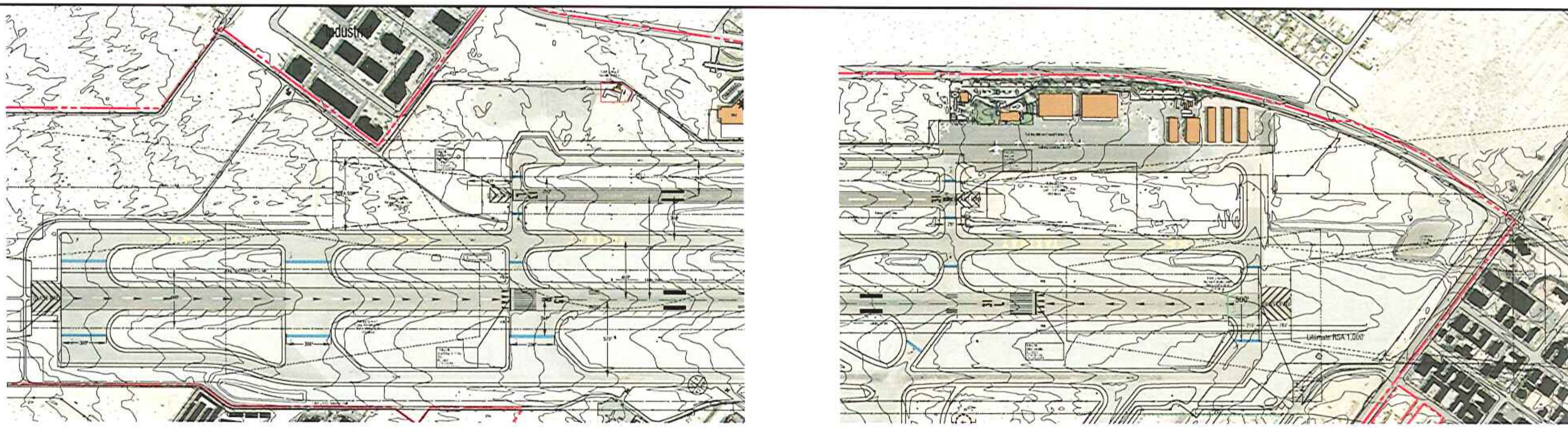
PALM SPRINGS, CALIFORNIA

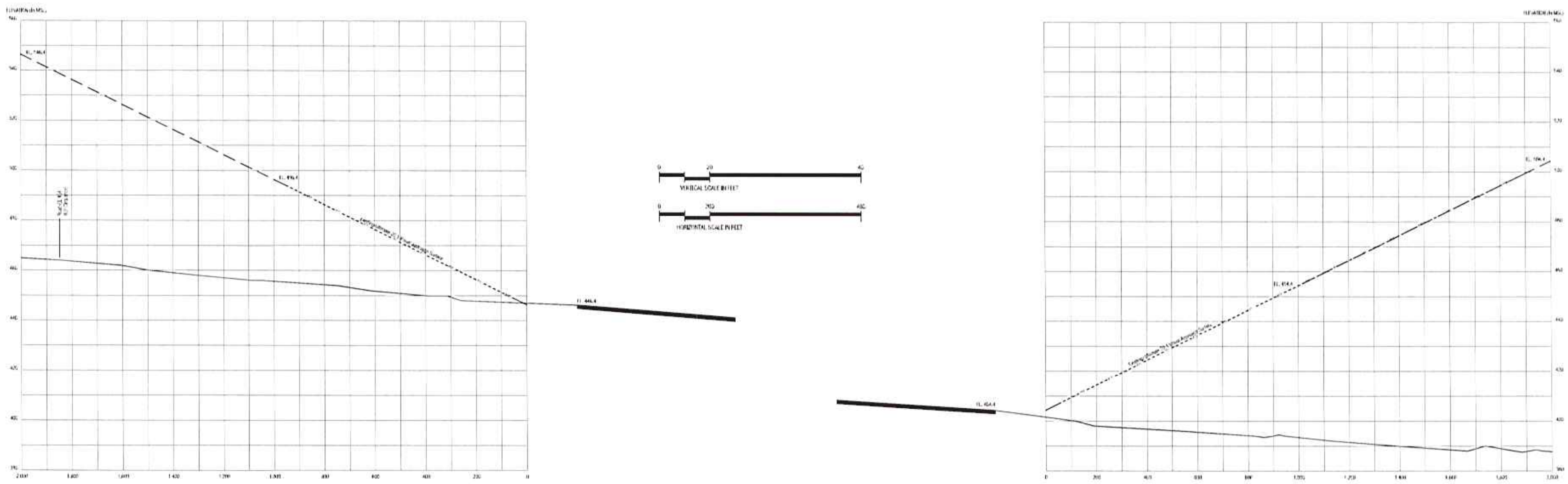
PLANNED BY: [illegible] - HNTB
DETAILED BY: [illegible] - Baru Architecture
APPROVED BY: [illegible] - HNTB

December 2, 2010

SHEET 7 OF 12

HNTB





GENERAL NOTES:

1. Obstruction clearances, and locations are calculated from ultimate runway end elevations and ultimate approach surfaces unless otherwise noted.
2. Depiction of features and objects within the primary, transitional, and horizontal Part 77 surfaces, is illustrated on the PART 77 AIRSPACE DRAWING, sheet 2 of these plans.
3. Depiction of features and objects within the inner portion of the approach surfaces, is illustrated on the INNER PORTION OF RUNWAY APPROACH SURFACE DRAWINGS, sheets 6, 7 and 8 of these plans.
4. Distance for road obstructions and clearances reflect a safety clearance of 10' for airport service roads, 15' for non-interstate roads, 17' for interstate roads, and 23' for railroads.
5. The non-precision approach surface is a Threshold Siting Surface (TSS) as defined in appendix 2 of AC 5300-13 Airport Design.

RUNWAY 13L-31L OBSTRUCTION TABLE

Object Description	Object Elevation	Obstructed Part 77 Surface	Surface Elevation	Object Penetration	Proposed Object Disposition
None					

LEGEND

EXISTING	ULTIMATE	DESCRIPTION
	SAME	RUNWAY SAFETY AREA (RSA)
	SAME	RUNWAY OBSTACLE FREE ZONE (OFZ)
	SAME	OBJECT FREE AREA (OFA)
	SAME	RUNWAY PROTECTION ZONE (RPZ)
	SAME	THRESHOLD SITING SURFACE
	SAME	DEPARTURE SURFACE
	SAME	PART 77 APPROACH SURFACE

No.	REVISIONS	DATE	BY	APPD.
4	MASTER PLAN UPDATE	[illegible]		[illegible]
3	MASTER PLAN UPDATE	[illegible]		[illegible]
2	COMPLETION OF TAXIWAY K REHAB PROJECTS	[illegible]		[illegible]
1	REVISED DECLARED DISTANCES AND LIGHTING PLAN	[illegible]		[illegible]

THE CONTENTS OF THIS PLAN DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FEDERAL AVIATION ADMINISTRATION (FAA). ACCEPTANCE OF THIS DOCUMENT BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

PALM SPRINGS INTERNATIONAL AIRPORT

INNER PORTION OF RUNWAY
APPROACH SURFACE RUNWAY 13L-31R

PALM SPRINGS, CALIFORNIA

PLANNED BY: JRR - HNTB
DETAILED BY: AM - Banc Architecture
APPROVED BY: [illegible] - HNTB

December 2, 2010 — SHEET 8 of 12

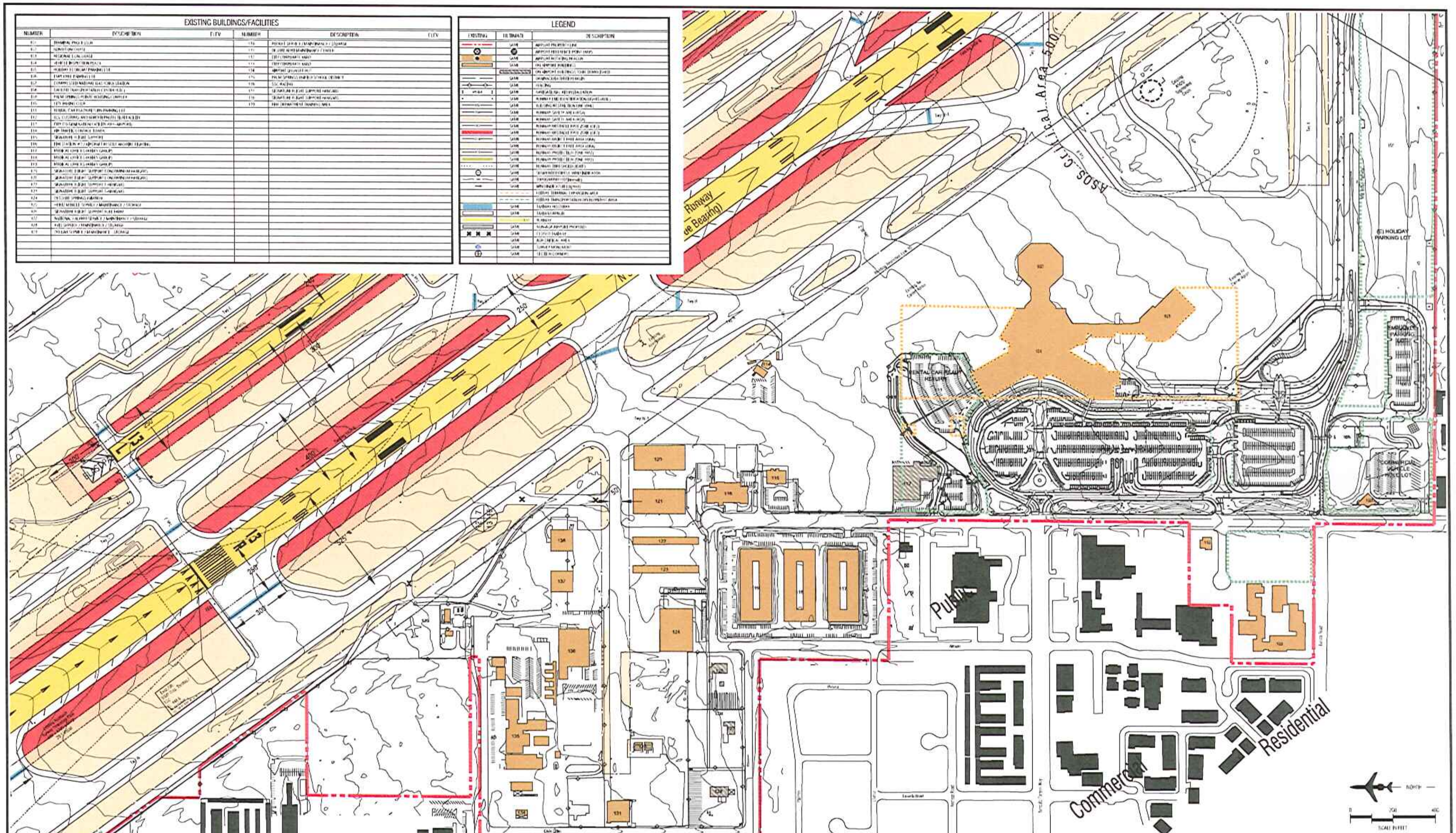
HNTB

EXISTING BUILDINGS/FACILITIES

NUMBER	DESCRIPTION	ELEV	NUMBER	DESCRIPTION	ELEV
[illegible]	TERMINAL [illegible]		[illegible]	BUDGET SERVICE / MAINTENANCE / STORAGE	
[illegible]	[illegible] CONCOURSE		[illegible]	DESERT AERO MAINTENANCE / CENTER	
[illegible]	REGIONAL CONCOURSE		[illegible]	CITY CORPORATE YARD	
[illegible]	VEHICLE INSPECTION PLAZA		[illegible]	CITY CORPORATE YARD	
[illegible]	HOLIDAY [illegible] / PARKING LOT		[illegible]	AIRPORT [illegible]	
[illegible]	EMPLOYEE PARKING LOT		[illegible]	PALM SPRINGS UNIFIED SCHOOL DISTRICT	
[illegible]	COMPRESSED NATURAL GAS FUELING STATION		[illegible]	[illegible]	
[illegible]	GROUND TRANSPORTATION CENTER (GTC)		[illegible]	SIGNATURE FLIGHT SUPPORT HANGARS	
[illegible]	PALM SPRINGS POINTE HOUSING COMPLEX		[illegible]	SIGNATURE FLIGHT SUPPORT HANGARS	
[illegible]	[illegible] CLUB		[illegible]	FIRE DEPARTMENT TRAINING AREA	
[illegible]	RENTAL CAR READY/RETURN PARKING LOT				
[illegible]	U.S. CUSTOMS AND BORDER PROTECTION FACILITY				
[illegible]	[illegible]				
[illegible]	AIR TRAFFIC CONTROL TOWER				
[illegible]	SIGNATURE FLIGHT SUPPORT				
[illegible]	FIRE STATION [illegible] / AIRCRAFT RESCUE AND FIRE FIGHTING				
[illegible]	MEDICAL OFFICE [illegible]				
[illegible]	MEDICAL OFFICE [illegible]				
[illegible]	MEDICAL OFFICE [illegible]				
[illegible]	SIGNATURE FLIGHT SUPPORT (CONDOMINIUM HANGARS)				
[illegible]	SIGNATURE FLIGHT SUPPORT (CONDOMINIUM HANGARS)				
[illegible]	SIGNATURE FLIGHT SUPPORT T-HANGARS				
[illegible]	SIGNATURE FLIGHT SUPPORT T-HANGARS				
[illegible]	DESERT SPRINGS AVIATION				
[illegible]	HERTZ VEHICLE SERVICE / MAINTENANCE / STORAGE				
[illegible]	SIGNATURE FLIGHT SUPPORT FUEL FARM				
[illegible]	NATIONAL / ALAMO SERVICE / MAINTENANCE / STORAGE				
[illegible]	AVIS SERVICE / MAINTENANCE / STORAGE				
[illegible]	DOLLAR SERVICE / MAINTENANCE / STORAGE				

LEGEND

EXISTING	ULTIMATE	DESCRIPTION
	SAME	AIRPORT PROPERTY LINE
		AIRPORT REFERENCE POINT (ARP)
	SAME	AIRPORT ROTATING BEACON
	SAME	ON-AIRPORT BUILDINGS
		ON-AIRPORT BUILDINGS TO BE DEMOLISHED
	SAME	DRAINAGE/DETENTION BASIN
	SAME	FENCING
	SAME	[illegible]
	SAME	RUNWAY END IDENTIFICATION LIGHTS (REIL)
	SAME	BUILDING RESTRICTION LINE (BRL)
	SAME	RUNWAY SAFETY AREA (RSA)
	SAME	RUNWAY SAFETY AREA (RSA)
	SAME	RUNWAY OBSTACLE FREE ZONE (OFZ)
	SAME	RUNWAY OBSTACLE FREE ZONE (OFZ)
	SAME	RUNWAY OBJECT FREE AREA (OFA)
	SAME	RUNWAY OBJECT FREE AREA (OFA)
	SAME	RUNWAY PROTECTION ZONE (RPZ)
	SAME	RUNWAY PROTECTION ZONE (RPZ)
	SAME	RUNWAY THRESHOLD [illegible]
	SAME	SEGMENTED CIRCLE / WIND INDICATOR
	SAME	TOPOGRAPHY [illegible]
	SAME	WIND INDICATOR [illegible]
		FUTURE TERMINAL EXPANSION AREA
		FUTURE TRANSPORTATION DEVELOPMENT AREA
	SAME	TAXIWAY [illegible]
	SAME	TAXIWAY/APRON
		RUNWAY
	SAME	[illegible] AIRPORT PROPERTY
	SAME	CLOSED TAXIWAY
	SAME	ASOS CRITICAL AREA
	SAME	SURVEY MONUMENT
	SAME	SECTION CORNER



No.	REVISIONS	DATE	BY	APPD.
4	MASTER PLAN UPDATE	[illegible]		[illegible]
3	MASTER PLAN UPDATE	[illegible]		[illegible]
2	COMPLETION OF TAXIWAY [illegible] PROJECTS	[illegible]		[illegible]
1	REVISED DECLARED DISTANCES AND LIGHTING PLAN	[illegible]		[illegible]

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PALM SPRINGS INTERNATIONAL AIRPORT

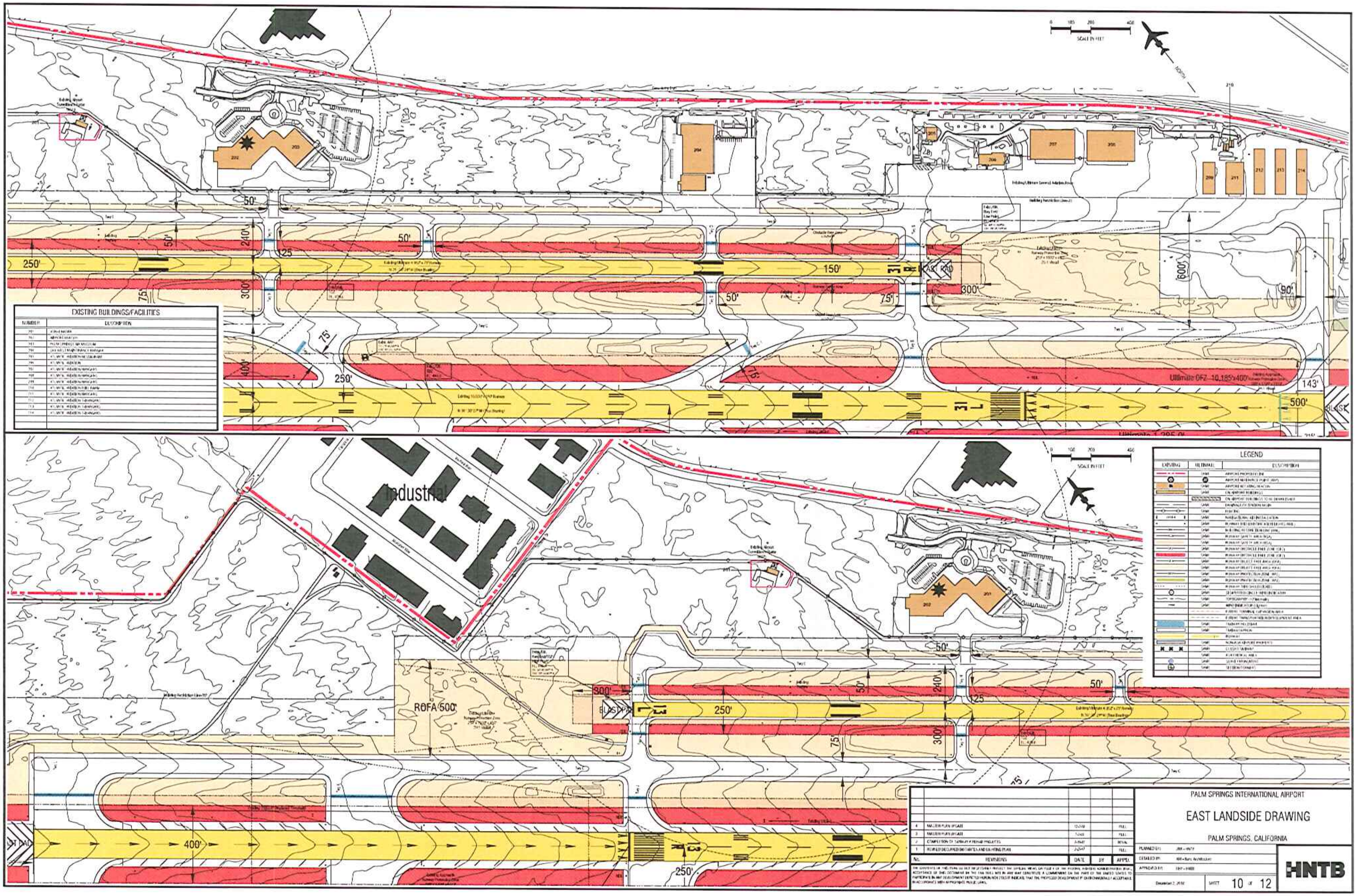
WEST LANDSIDE DRAWING

PALM SPRINGS, CALIFORNIA

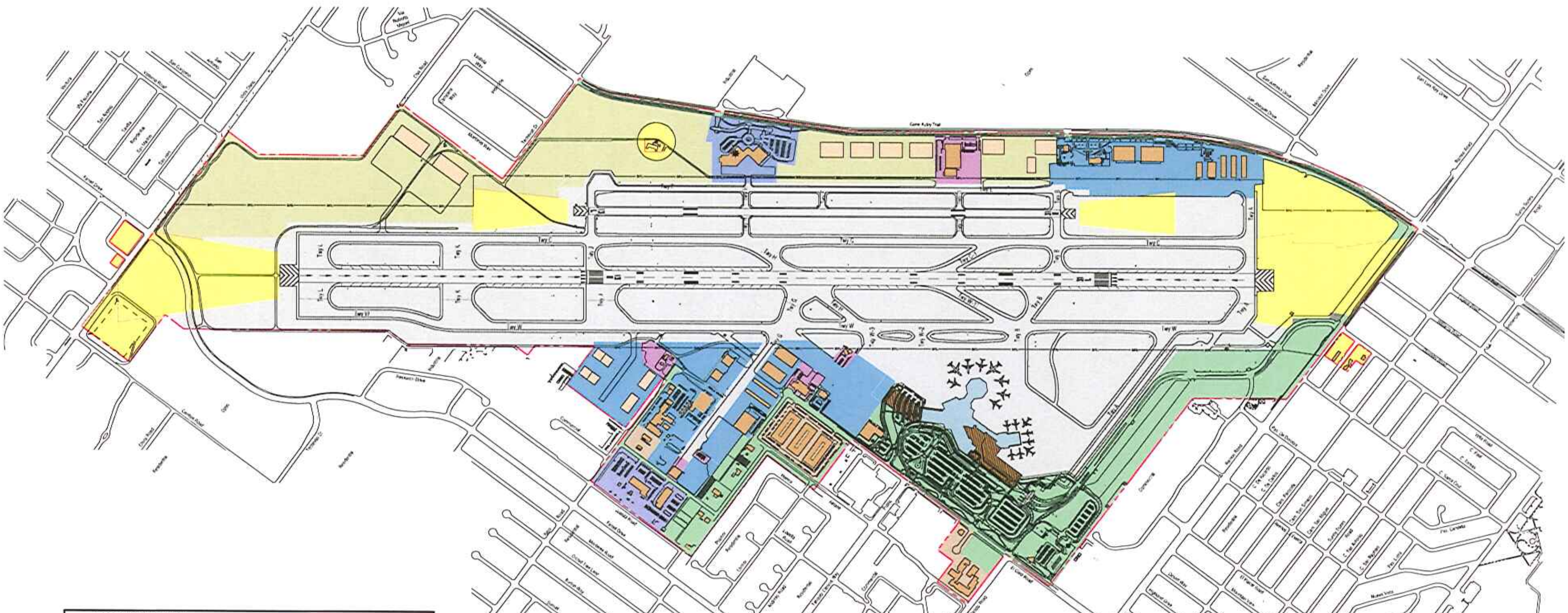
PLANNED BY: [illegible] - HNTB
DETAILED BY: [illegible]
APPROVED BY: [illegible] - HNTB

December 2, 2010 | SHEET 9 of 12

HNTB



EXISTING BUILDINGS/FACILITIES
NUMBER
DESCRIPTION
Industrial
ROFA 500'
LEGEND
EXISTING
ULTIMATE
DESCRIPTION
SCALE IN FEET
Ultimate OFZ 10,185'x400'
250'
240'
300'
150'
600'
90'
143'
500'
400'
50'
75'
25
PALM SPRINGS INTERNATIONAL AIRPORT
EAST LANDSIDE DRAWING
PALM SPRINGS, CALIFORNIA
No.
REVISIONS
DATE
BY
APPD.
SHEET 10 of 12
HNTB



AIRPORT LAND USE AREAS

- Terminal Building
- Potential Terminal Expansion
- General Aviation
- General Aviation / Support
- Maintenance / Support
- City Government / Public Use
- Commercial / Industrial Development
- Safety, Noise or Environmental Mitigation
- Potential Buildings
- Airfield
- Unleased or Vacant
- Ground Transportation / Parking / Rental Car
- Airport Property Line

NORTH

0 500 1000
SCALE IN FEET

No.	REVISIONS	DATE	BY	APP'D.
4	MASTER PLAN UPDATE	[illegible]		FULL
3	MASTER PLAN UPDATE	[illegible]		FULL
2	COMPLETION OF TAXIWAY & REHAB PROJECTS	[illegible]		REVIEW
1	REVISED DECLARED DISTANCES AND LIGHTING PLAN	[illegible]		FULL

PALM SPRINGS INTERNATIONAL AIRPORT

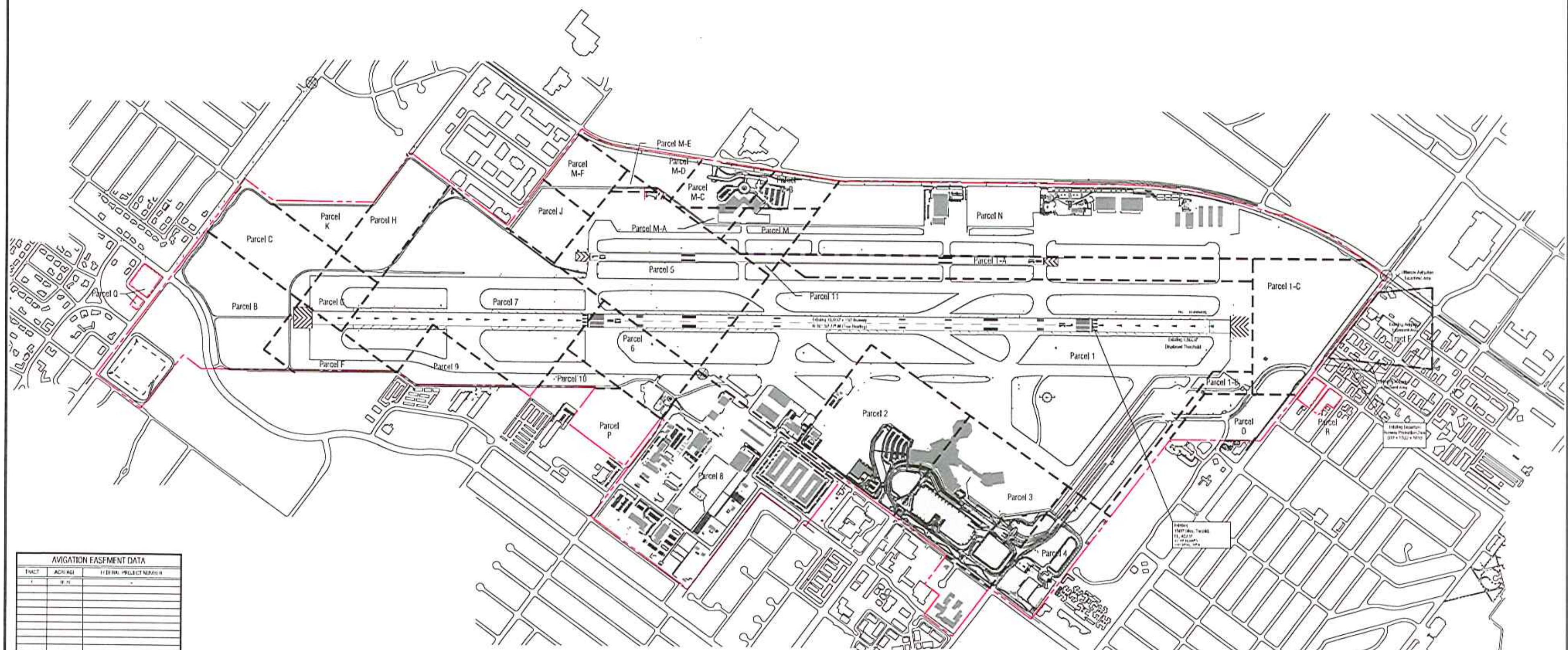
AIRPORT LAND USE DRAWING

PALM SPRINGS, CALIFORNIA

PLANNED BY: [illegible] - HNTB
DETAILED BY: [illegible]
APPROVED BY: [illegible] - HNTB

JANUARY 10, 2010 | SHEET 11 OF 12

HNTB



AVIGATION EASEMENT DATA

TRACT	ACREAGE	FEDERAL PROJECT NUMBER
1	[illegible]	-

EXISTING PROPERTY DATA

PARCEL	ACREAGE	PROPERTY INTEREST	FEDERAL PROJECT NUMBER
1	298.20	FEE SIMPLE	[illegible]
1-A	[illegible]	FEE SIMPLE	[illegible]
1-B	4.87	FEE SIMPLE	[illegible]
1-C	[illegible]	FEE SIMPLE	[illegible]
2	[illegible]	FEE SIMPLE	[illegible]
3	[illegible]	FEE SIMPLE	[illegible]
4	[illegible]	FEE SIMPLE	[illegible]
5	[illegible]	FEE SIMPLE	[illegible]
6	[illegible]	FEE SIMPLE	[illegible]
7	[illegible]	FEE SIMPLE	[illegible]
8	[illegible]	FEE SIMPLE	[illegible]
9	[illegible]	FEE SIMPLE	[illegible]
10	[illegible]	FEE SIMPLE	[illegible]
11	[illegible]	FEE SIMPLE	[illegible]
B	[illegible]	FEE SIMPLE	[illegible]
C	[illegible]	FEE SIMPLE	[illegible]
F	[illegible]	FEE SIMPLE	[illegible]
G	[illegible]	FEE SIMPLE	[illegible]
H	[illegible]	FEE SIMPLE	[illegible]
J	[illegible]	FEE SIMPLE	[illegible]
K	[illegible]	FEE SIMPLE	[illegible]
M	[illegible]	FEE SIMPLE	[illegible]
M-A	[illegible]	FEE SIMPLE	[illegible]
M-C	[illegible]	FEE SIMPLE	[illegible]
M-D	[illegible]	FEE SIMPLE	[illegible]
M-E	[illegible]	FEE SIMPLE	[illegible]
M-F	[illegible]	FEE SIMPLE	[illegible]
N	[illegible]	FEE SIMPLE	[illegible]
O	[illegible]	FEE SIMPLE	[illegible]
P	[illegible]	FEE SIMPLE	[illegible]
Q	[illegible]	FEE SIMPLE	[illegible]
R	[illegible]	FEE SIMPLE	[illegible]

LEGEND

EXISTING	ULTIMATE	DESCRIPTION
	SAME	AIRPORT PROPERTY LINE
	SAME	PARCEL BOUNDARY
	SAME	ON-AIRPORT BUILDINGS
	SAME	DRAINAGE/DETENTION BASIN
	SAME	FENCING
	SAME	BUILDING RESTRICTION LINE (BRL)
	SAME	RUNWAY SAFETY AREA (RSA)
	SAME	RUNWAY OBSTACLE FREE ZONE (OFZ)
	SAME	RUNWAY OBJECT FREE AREA (OFA)
	SAME	RUNWAY PROTECTION ZONE (RPZ)
	SAME	SEGMENTED CIRCLE/WIND INDICATOR
	SAME	WIND INDICATOR (Lighted)
	SAME	TAXIWAY/APRON
	SAME	[illegible]

SCALE IN FEET

No.	REVISIONS	DATE	BY	APPD.
4	MASTER PLAN UPDATE	[illegible]		[illegible]
3	MASTER PLAN UPDATE	[illegible]		[illegible]
2	COMPLETION OF TAXIWAY P REHAB PROJECTS	[illegible]		[illegible]
1	REVISED DECLARED DISTANCES AND LIGHTING PLAN	[illegible]		[illegible]

PALM SPRINGS INTERNATIONAL AIRPORT

EXHIBIT A - AIRPORT PROPERTY MAP

PALM SPRINGS, CALIFORNIA

HNTB

SHEET 12 of 12

NOTICE OF PUBLIC HEARING
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

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

Any person may submit written comments to the ALUC before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. The proposed project application may be viewed at the Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501, Monday through Thursday from 8:00 a.m. to 5:00 p.m., and by appointment on Fridays from 8:30 a.m. to 5:00 p.m.

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

DATE OF HEARING: May 8, 2014

TIME OF HEARING: 9:00 A.M.

CASE DESCRIPTION:

ZAP1021PS14 – City of Palm Springs/Palm Springs International Airport (Thomas Nolan, Executive Director) - Palm Springs International Airport Master Plan Update (City of Palm Springs Case No. 5.1319). The Airport Land Use Commission will review the Airport Master Plan document to determine consistency with the Palm Springs International Airport Land Use Compatibility Plan, as adopted in 2005. The only airside improvement being proposed in the coming 20-year period is the installation of an Engineered Materials Arrestor System (EMAS) at the south end of Runway 13R-31L. No alterations to the airport runway pavement or increases in airfield capacity are proposed. The Master Plan includes discussion of alternatives relating to airport access, parking, customs/border protection processing facilities, rental car storage, service, and maintenance, and remodeling of the terminal, including ticketing and baggage claim areas. (Palm Springs International Airport Influence Area)

FURTHER INFORMATION: Contact Russell Brady at (951) 955-0549 or John Guerin at (951) 955-0982. The ALUC holds hearings for local discretionary permits within the Airport Influence Areas, reviewing for aeronautical safety, noise and obstructions. All other concerns should be addressed to Mr. Edward Robertson of the City of Palm Springs Planning Department at (760) 323-8245 or Mr. Thomas Nolan of the City of Palm Springs Department of Aviation, at (760) 318-3800.

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

ALUC Identification No. ZAP1021PS14

PROJECT PROPONENT (TO BE COMPLETED BY APPLICANT)

Date of Application	March 18, 2014
Property Owner	City of Palm Springs — Phone Number (760) 322-8362
Mailing Address	3200 E. Tahquitz Canyon Way Palm Springs, California 92262
Agent (if any)	Thomas Nolan, A.A.E — Phone Number 760-318-3901
Mailing Address	Palm Springs International Airport 3400 East Tahquitz Canyon Way Palm Springs, CA 92262

PROJECT LOCATION (TO BE COMPLETED BY APPLICANT)

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

Street Address	3400 East Tahquitz Canyon Way Palm Springs, CA 92262
Assessor's Parcel No.	See Attachment A — Parcel Size 930 Acres
Subdivision Name	N/A
Lot Number	Zoning Classification Airport/Civil Uses

PROJECT DESCRIPTION (TO BE COMPLETED BY APPLICANT)

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

Existing Land Use (describe)	Palm Springs International Airport is a public-use facility used primarily for aviation and aviation support services.
Proposed Land Use (describe)	The Master Plan Update proposes land uses consistent with aviation and aviation support activities and does not includes changes to existing land uses.
For Residential Uses	Number of Parcels or Units on Site (exclude secondary units) N/A
For Other Land Uses (See Appendix C)	Hours of Use N/A Number of People on Site — Maximum Number N/A Method of Calculation N/A
Height Data	Height above Ground or Tallest Object (including antennas and trees) ATCT, 156' ft. Highest Elevation (above sea level) of Any Object or Terrain on Site ft.
Flight Hazards	Does the project involve any characteristics which could create electrical interference, confusing lights, glare, smoke, or other electrical or visual hazards to aircraft flight? ☐ Yes ☒ No If yes, describe

REFERRING AGENCY (APPLICANT OR JURISDICTION TO COMPLETE)			
Date Received	March 18, 2014	Type of Project	
Agency Name	City of Palm Springs	☐	General Plan Amendment
		☐	Zoning Amendment or Variance
Staff Contact	Thomas Nolan, A.A.E.	☐	Subdivision Approval
Phone Number	(760) 318-3901	☐	Use Permit
Agency's Project No.		☐	Public Facility
		☐	Other Airport Master Plan Update

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

B. **SUBMISSION PACKAGE:**

ALUC REVIEW

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

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

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

City of Palm Springs

Department of Aviation
Palm Springs International Airport
3400 E. Tahquitz Canyon Way, Suite OFC • Palm Springs, California 92262-6966
Tel: (760) 318-3800 • Fax: (760) 318-3815 • Web: www.palmspringsairport.com

March 24, 2014

Mr. John Guerin
Principal Planner
Riverside County
Airport Land Use Commission
Riverside County Administrative Center
4080 Lemon Street, 14th Floor
Riverside, CA 92501

Re: Palm Springs Master Plan Update

Dear Mr. Guerin:

Please find herewith the following documents for review by the Airport Land Use Commission:

- Completed Application for Major Land Use Action Review
- Check No 1069866 in the amount of $2,911.00 in payment of the fee for review of a specific plan.
- One copy of the Master Plan Update, including a supplement to noise (NEPA Noise and Forecast Appendix)
- One copy of the CEQA Initial Study
- One copy of the ALP
- Stamped envelopes addressed to all property owners within a 300" radius of the project site
- 4 Stamped envelopes addressed to City and 4 addressed to the airport
- List of addresses of all property owners
- 9 Flash drives containing the Master Plan update and CEQA Initial Study

Should you have any questions regarding the enclosed, please contact Nadia Seery at (760) 318-3805. I wish you good reception of the enclosed, and remain,

Sincerely yours,

Thomas P. Nolan, A.A.E.
Executive Director
Palm Springs International Airport

COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION

STAFF REPORT

AGENDA ITEM: 2.2

HEARING DATE: May 8, 2014

CASE NUMBER: ZAP1095MA14 – First Industrial, L.P. (Representative: T&B Planning, Inc., Grant Henninger)

APPROVING JURISDICTION: City of Moreno Valley

JURISDICTION CASE NO: PA 13-0037 (Plot Plan), PA 13-0038 (Parcel Map)

MAJOR ISSUES: None

RECOMMENDATION: Staff recommends that the project be found CONDITIONALLY CONSISTENT with the 1984 Riverside County Airport Land Use Plan, as applied to the March Air Reserve Base Airport Influence Area, subject to the conditions included herein and such additional conditions as may be required by the Federal Aviation Administration Obstruction Evaluation Service.

PROJECT DESCRIPTION: The Plot Plan proposes to construct a 1,450,000 square foot industrial warehouse building (including 66,790 square feet of mezzanine area and 12,000 square feet of ground floor office space) on 72.88 gross acres. The Parcel Map proposes to consolidate the twelve existing parcels into one legal parcel.

PROJECT LOCATION: The site is located southerly of Nandina Avenue, westerly of Indian Street, easterly of Heacock Street, and northerly of Grove View Road, within the City of Moreno Valley, approximately 1,700 feet easterly of the southerly end of Runway 14-32 at March Air Reserve Base.

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

a. Airport Influence Area: March Air Reserve Base

b. Land Use Policy: Area II

c. Noise Levels: partially within 60-65 CNEL, according to the Draft F-15 Aircraft Conversion Environmental Impact Statement, 144th Fighter Wing, California Air National Guard (May 2012)

BACKGROUND:

Non-Residential Land Use Intensity: The site is located in Area II of the current March Air Reserve Base Airport Influence Area. Non-residential intensity is not limited within Area II, based on the 1984 Riverside County Airport Land Use Plan.

Pursuant to the Draft Airport Land Use Compatibility Plan for the March Air Reserve Base/Inland Port Airport, the site would be located within draft Compatibility Zones A, B2, and C1. Within Zone A, no development is proposed and the parcel map would preserve the existing recorded easement on the property for the Clear Zone. The entire proposed warehouse facility, including all parking lots and landscaping, would be located outside of Zone A and within Zones B2 and C1. Zones B2 and C1 would both limit average intensity to 100 people per acre and maximum single-acre intensity to 250 people. (There are no risk-reduction design bonuses available, as March is primarily utilized by large aircraft weighing more than 12,500 pounds.) Approximately 2.72 gross acres are located within Zone A, 49.42 gross acres within Zone B2, and 20.74 acres within Zone C1.

Based on the site plan and floor plans provided for the warehouse, a total of 12,000 square feet of ground floor office space, 66,790 square feet of mezzanine area, and 1,371,210 square feet of warehouse is proposed. Pursuant to Appendix C, Table C-1, of the Riverside County Airport Land Use Compatibility Plan, the intensity of office areas is one person per 100 square feet and the intensity of warehouse areas is one person per 500 square feet. However, Appendix C recommends that, for calculation of intensity levels, the Building Code occupancy levels be reduced by 50 percent, at least for office uses. Based on the area of uses (assuming a maximum of 10,000 square feet of mezzanine to be used as office and the remaining to be used as storage and a 50% reduction for office uses) and the number of people per square feet, a total of 3,042 people [(1,371,210/500) + (12,000/200) + (10,000/200) + (56,790/300) = 3,042] would be anticipated within the entire building. Based on the 72.88 gross acreage of the site, the proposed project would result in an overall average intensity of 42 people. However, since Zone A does not allow for any occupancy, based on just the acreages for Zones B2 and C1 as previously noted, the project would result in an average intensity of 43 people. Therefore, the proposed project would be consistent with the draft Compatibility Zones B2 and C1 average acre criteria.

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 standard vehicle and 1.0 persons per trailer truck in the absence of more precise data). Based on the number of parking spaces provided (423 standard vehicle spaces and 410 trailer truck loading spaces), the total occupancy would be estimated at 1,045 people for an average acre intensity of approximately 15 (based on Zones B2 and C1 area), which is also consistent with both the draft Compatibility Zones B2 and C1 average acre intensity criteria.

Based on the floor plan provided, the office uses within the warehouse are located within each corner of the site, thus not concentrating all of the office use within a single-acre. However, the floor plan

is conceptual and it is possible for all the office and mezzanine area to be concentrated within one corner of the building. Based on this, the most intense single-acre of the site would include the northwest corner of the building, which would include a maximum of 15,000 square feet of office (including mezzanine office area) use, 28,490 square feet of storage (remaining mezzanine) and 33,490 square feet of warehouse use. This would result in a total of 237 people, which would be consistent with the draft Compatibility Zones B2 and C1 single-acre criteria.

Prohibited and Discouraged Uses: The applicant does not propose any uses prohibited or discouraged in Area II or draft Compatibility Zones B2 and C1 within the project.

Noise: Both the March Air Reserve Base/Inland Port Airport Joint Land Use Study (which relied on the noise contours included in the 2005 AICUZ study) and the F-15 Aircraft Conversion Environmental Impact Study prepared for the 144th Fighter Wing of the California Air National Guard depict the site as being partially within the 60-65 CNEL range, with the remaining portion of the site falling below 60 CNEL. At these anticipated exterior noise levels and typical anticipated building construction noise attenuation, the proposed warehouse would not require special measures to mitigate aircraft-generated noise.

Part 77: The elevation of Runway 14-32 at its southerly terminus is approximately 1488 feet above mean sea level (1488 feet AMSL). At a distance of approximately 1,700 feet from the runway, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 1505 feet AMSL. The warehouse building proposed building finished floor elevation is 1473.81 feet AMSL. The proposed building has a maximum height of 42 feet for a potential maximum elevation of 1515.81 feet AMSL. Therefore, review by the FAA Obstruction Evaluation Service is required. The applicant has submitted to FAA. An Aeronautical Study Number (2014-AWP-1973-OE) has been assigned, and the project has been accepted for review with a "Work in Progress" status. However, the submittal indicates a base elevation of 1478 feet AMSL, whereas the revised grading plan that was provided notes an updated finished floor elevation of 1473.1. Although it does not match up with the FAA submittal, the 1473.1 finished floor elevation would result in reduced impacts compared to any eventual determination by FAA.

Avigation Easement: Pursuant to Policy 3 of the 1984 Riverside County Airport Land Use Plan, an avigation easement is required for land uses located within Area II.

Open Area: Area II of the 1984 Riverside County Airport Land Use Plan and Draft Compatibility Zones B2 and C1 do not have any requirements for provision of open space.

CONDITIONS:

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

2. The following uses shall be prohibited:

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

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

(c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)

(d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.

(e) Children's schools, day care centers, libraries, hospitals, skilled nursing and care facilities, congregate care facilities, hotels/motels, places of assembly, noise sensitive outdoor nonresidential uses, and hazards to flight.

3. Prior to issuance of any building permits, the landowner shall convey and have recorded an avigation easement to the March Inland Port Airport Authority. Contact March Joint Powers Authority at (951) 656-7000 for additional information.

4. The attached notice shall be given to all prospective purchasers and/or tenants of the property.

5. Retention basins on the site shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the retention basin(s) that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the retention basin(s) shall not include trees that produce seeds, fruits, or berries.

6. This project has been evaluated as a proposal for the establishment of a warehouse with

ancillary office use. The City of Moreno Valley shall require additional review by the Airport Land Use Commission prior to the establishment of any of the following uses in this structure:

Commercial/service uses; civic uses; churches, chapels, and other places of worship; classrooms; day care centers; gymnasiums; theaters; conference or convention halls; auditoriums; fraternal lodges; bowling alleys; gaming; auction rooms.

7. Overall office area shall be limited to a total maximum of 22,000 square feet (including mezzanine office area). Office area shall be dispersed to each corner of the proposed building and shall not be consolidated to any individual corner that would exceed 15,000 square feet of office area (including mezzanine office area) within any individual corner so as to not exceed the draft single-acre criteria for Compatibility Zones B2 and C1. If any development of the warehouse building proposes to exceed 22,000 square feet of office area overall or 15,000 square feet within any individual building corner, it shall require further ALUC review to determine its consistency with the applicable criteria in place at that time.

8. The elevation of the proposed building at its top point shall not exceed 1520 feet above mean sea level.

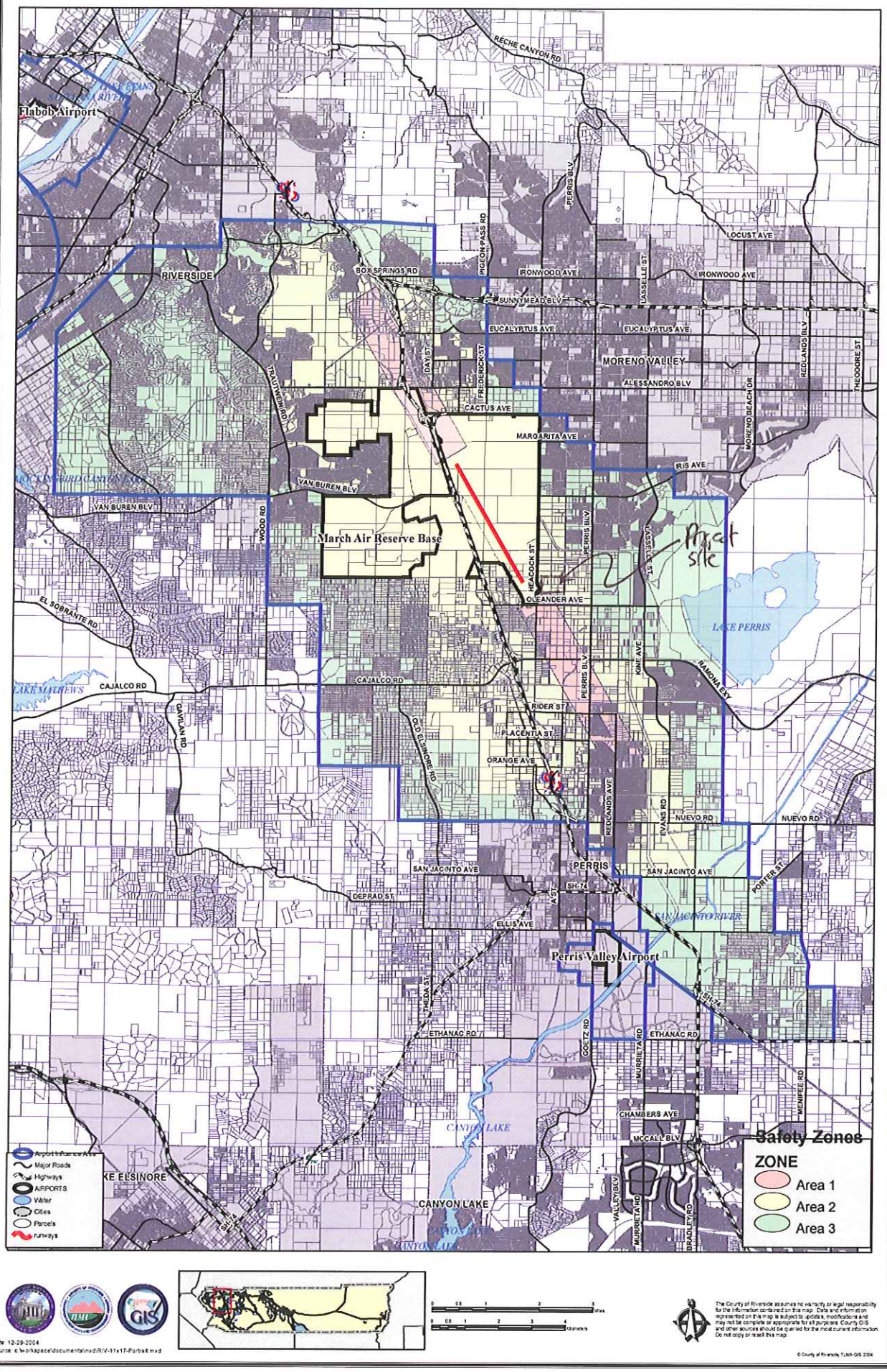
9. Prior to issuance of a building permit, the applicant shall have received a "Determination of No Hazard to Air Navigation" from the Federal Aviation Administration Obstruction Evaluation Service.

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)

Riverside County Airports

March Air Reserve Base



Date: 12-29-2004
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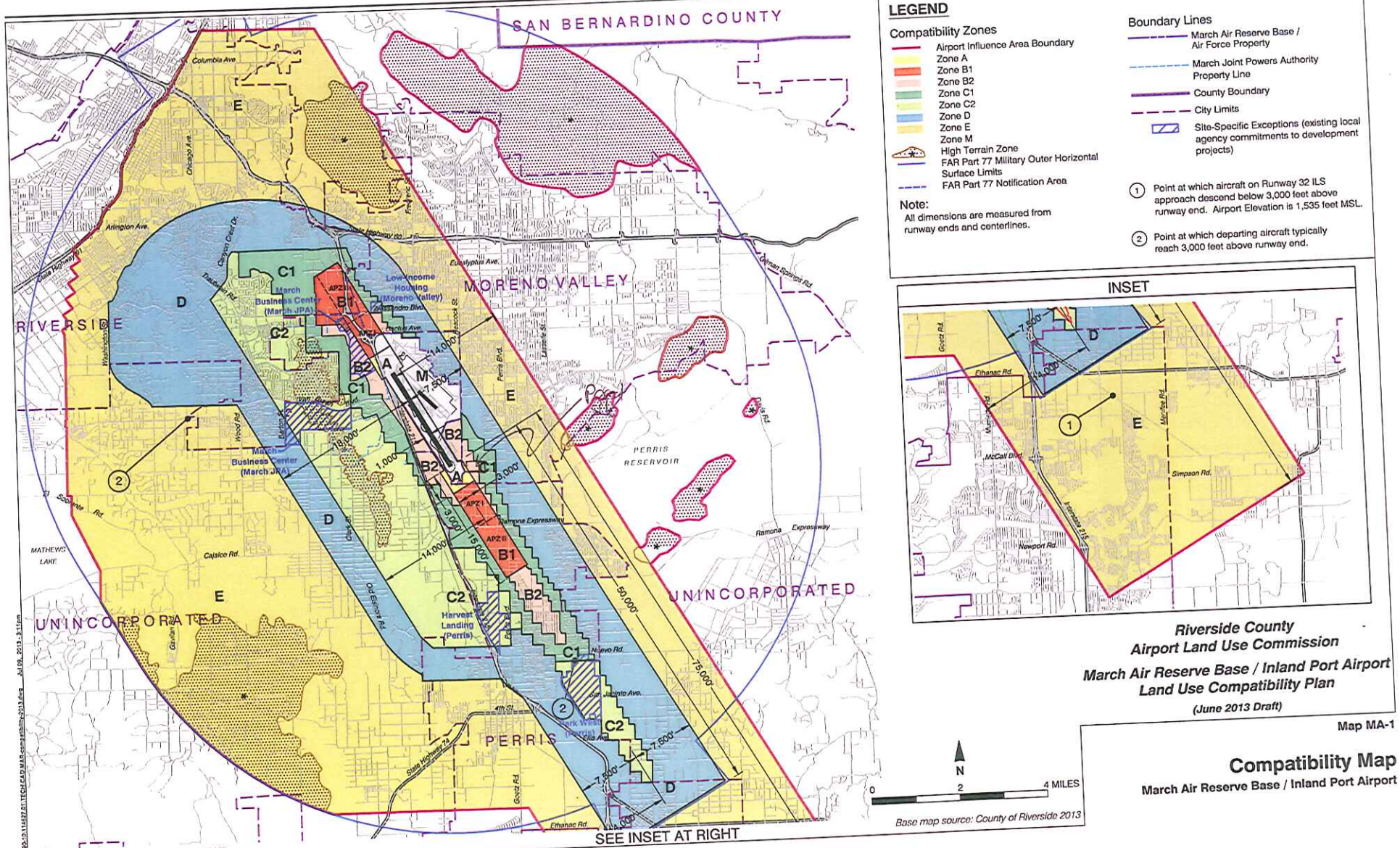
The County of Riverside assumes no warranty or legal responsibility for the information contained on this map. Data and information represented on this map is subject to update, modifications and may not be complete or appropriate for all purposes. County GIS and other sources should be queried for the most current information. Do not copy or resell this map.



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)

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

(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

Riverside County
Airport Land Use Commission

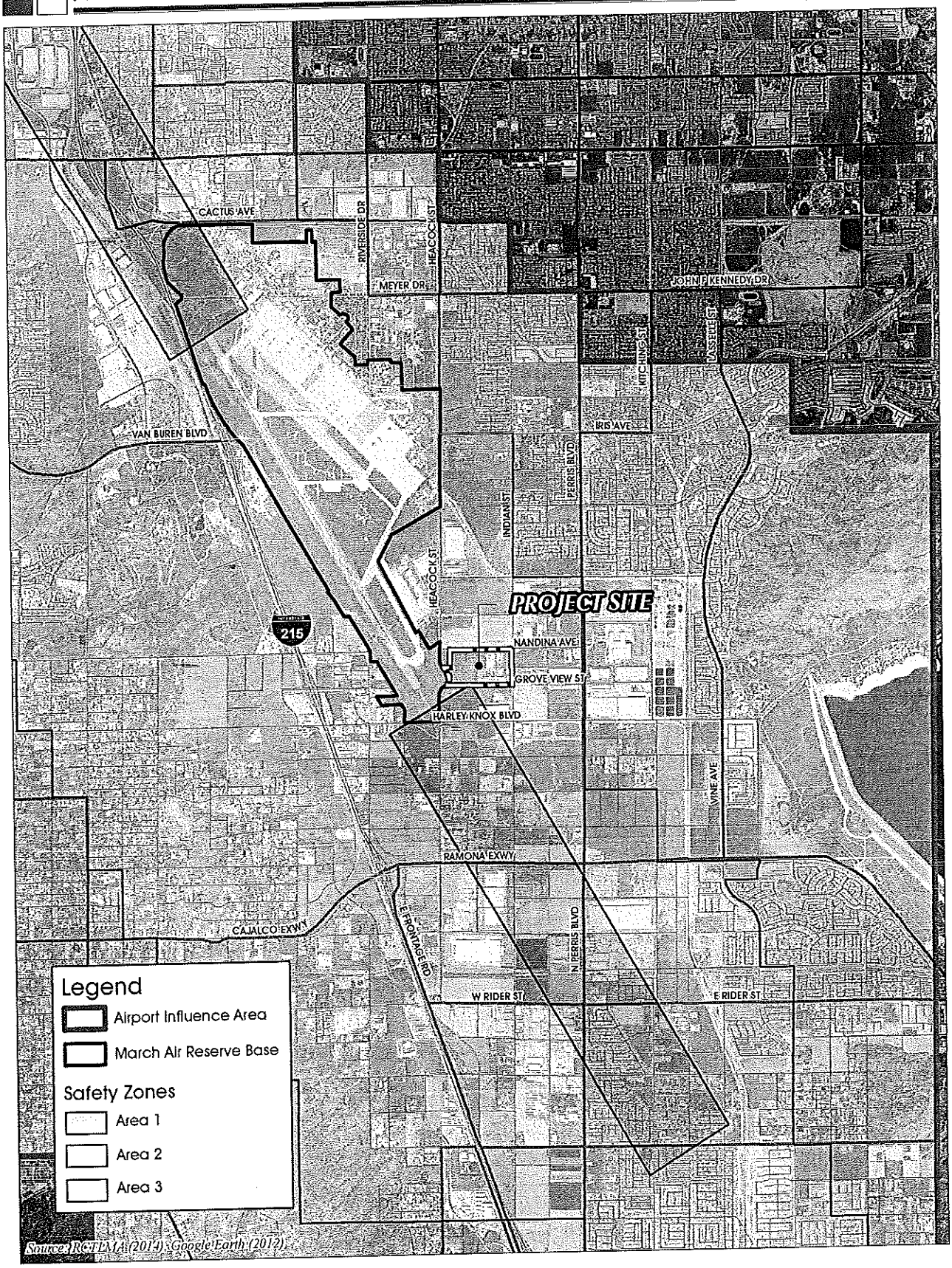
March Air Reserve Base / Inland Port Airport
Land Use Compatibility Plan

(June 2013 Draft)

Map MA-1

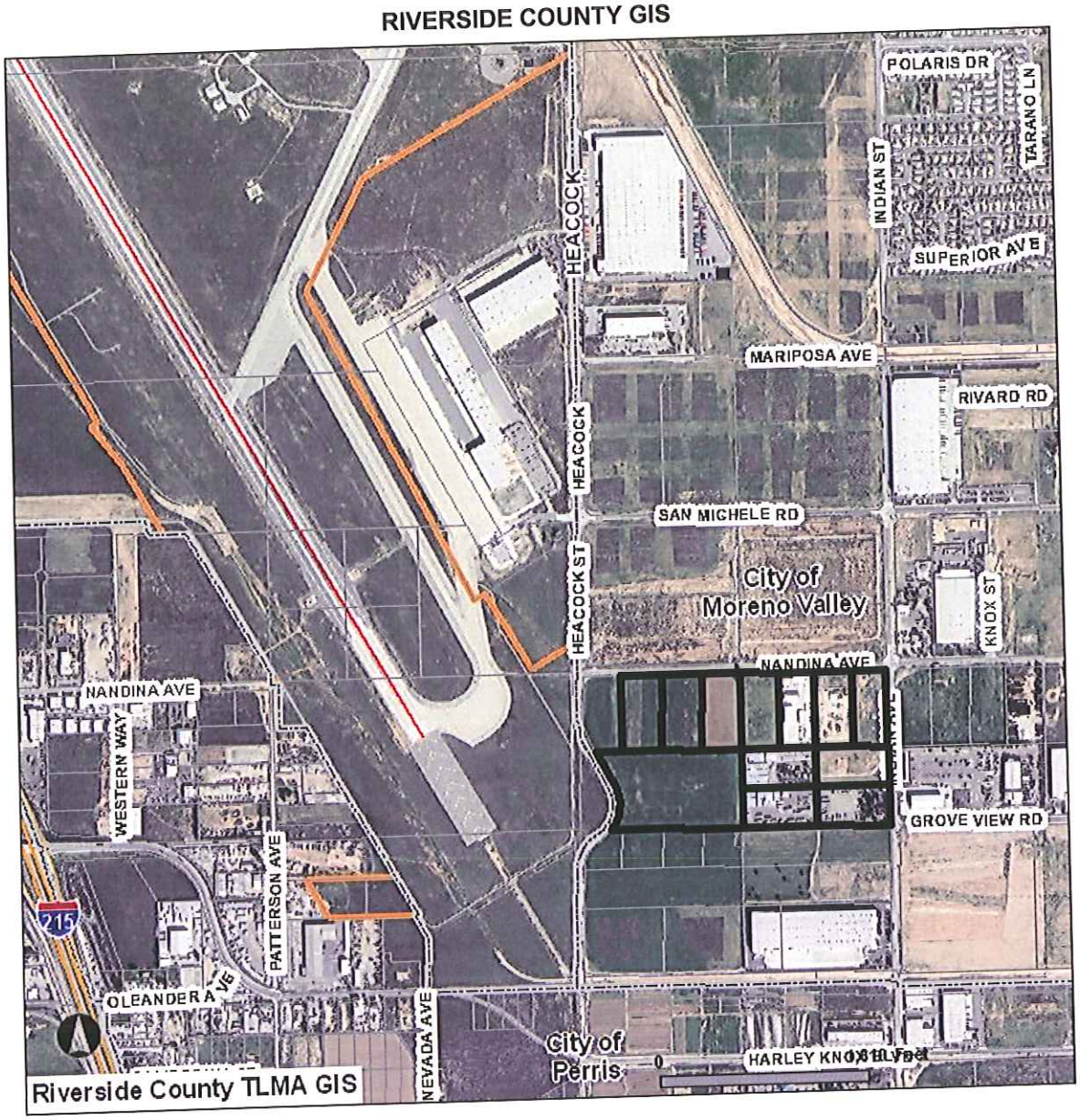
Compatibility Map

March Air Reserve Base / Inland Port Airport



March Air Reserve Base - Airport Safety Zones

RIVERSIDE COUNTY GIS



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316-210-009 316-210-010 316-210-011 316-210-051 316-210-055

AIRPORTS

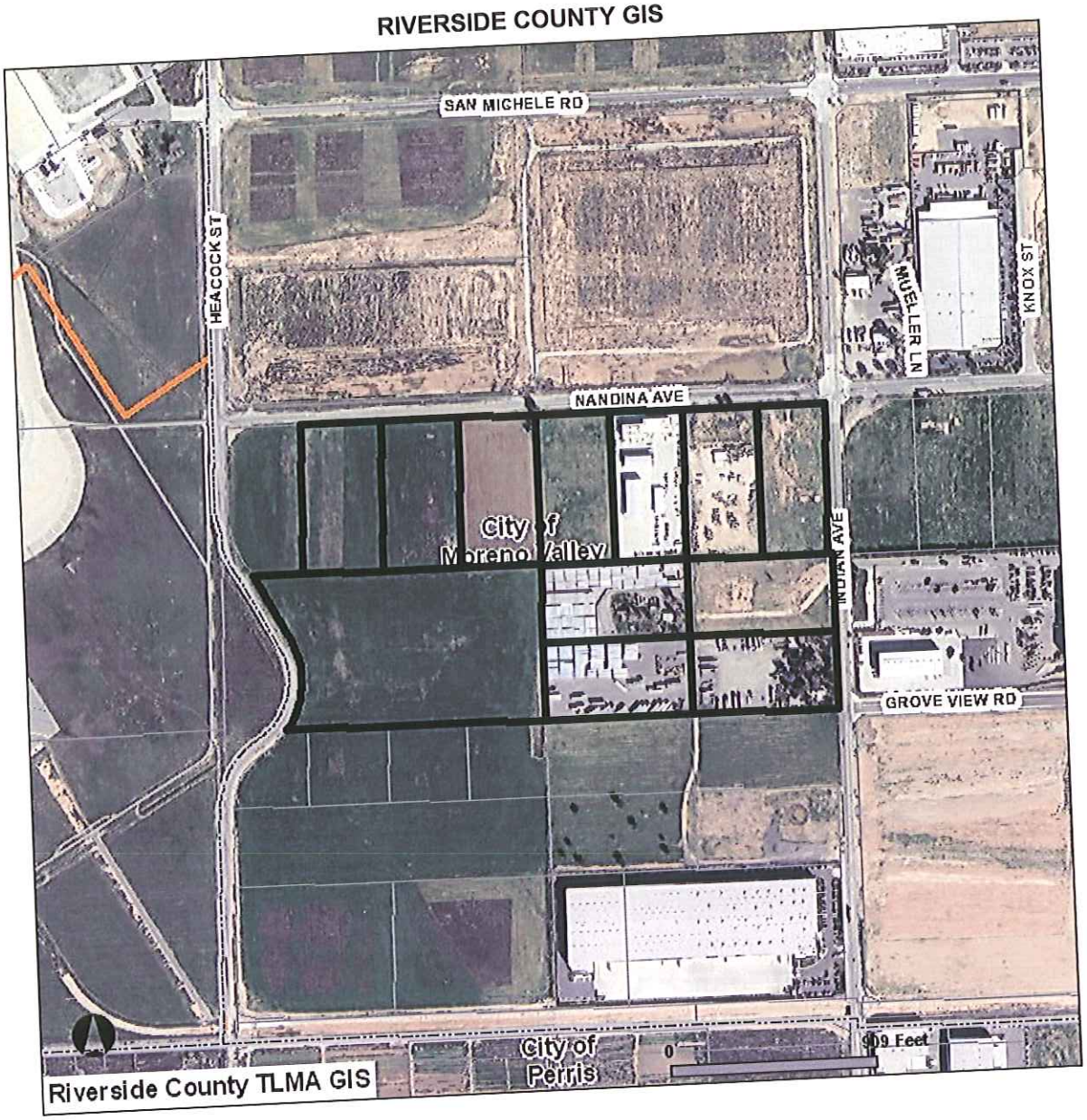
SELECTED PARCEL
AIRPORT RUNWAYS
INTERSTATES
AIRPORT INFLUENCE AREAS
HIGHWAYS
AIRPORT BOUNDARIES
PARCELS

REPORT PRINTED ON...Wed Apr 16 10:53:19 2014

Version 131127

Riverside County GIS

RIVERSIDE COUNTY GIS



Selected parcel(s):

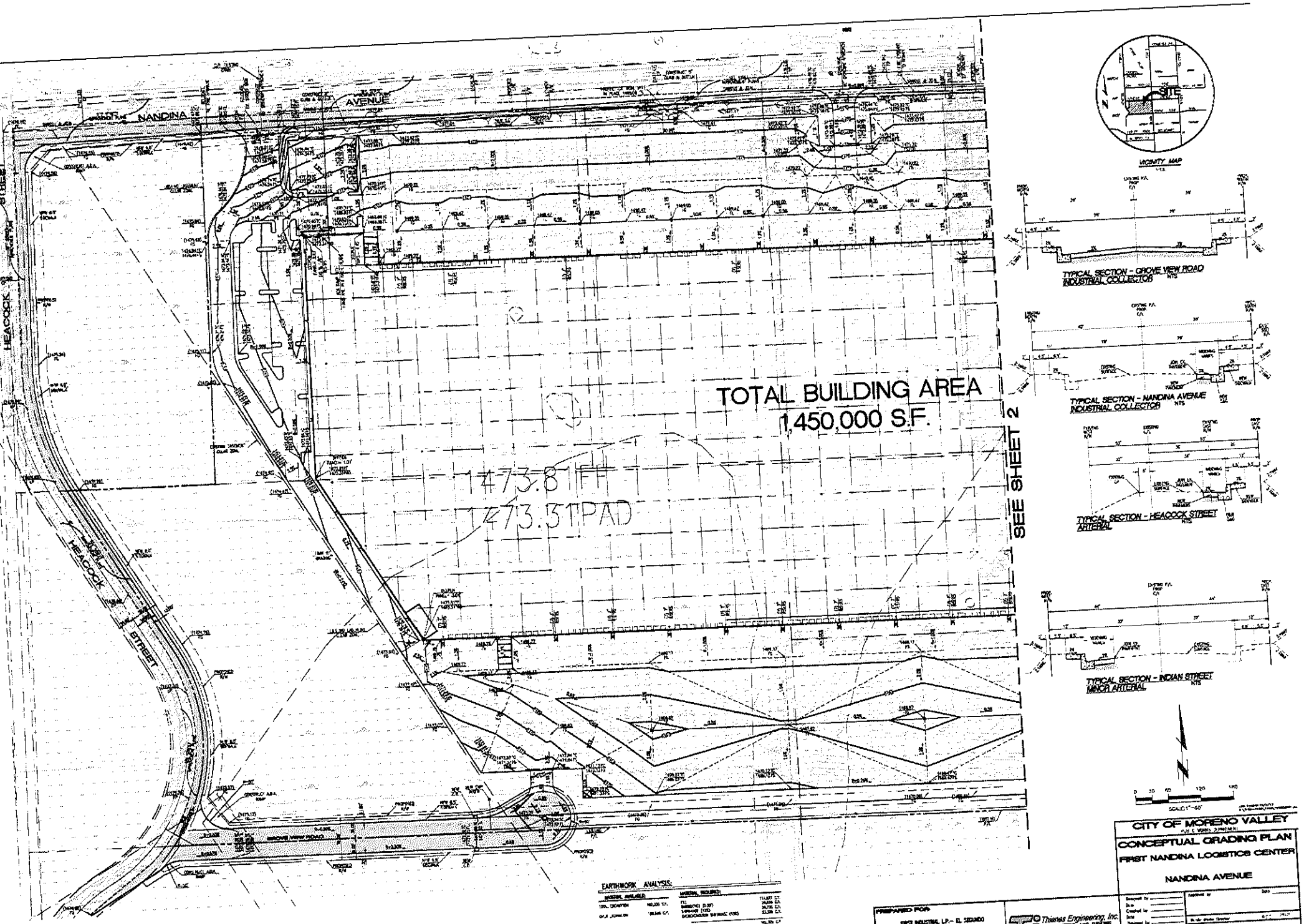
316-210-002 316-210-003 316-210-004 316-210-005 316-210-006 316-210-007 316-210-008
316-210-009 316-210-010 316-210-011 316-210-051 316-210-055

AIRPORTS

SELECTED PARCEL
AIRPORT RUNWAYS
INTERSTATES
AIRPORT INFLUENCE AREAS
HIGHWAYS
AIRPORT BOUNDARIES
PARCELS

REPORT PRINTED ON...Wed Apr 16 11:21:13 2014

Version 131127



CITY OF MORENO VALLEY

CONCEPTUAL GRADING PLAN

FIRST NANDINA LOGISTICS CENTER

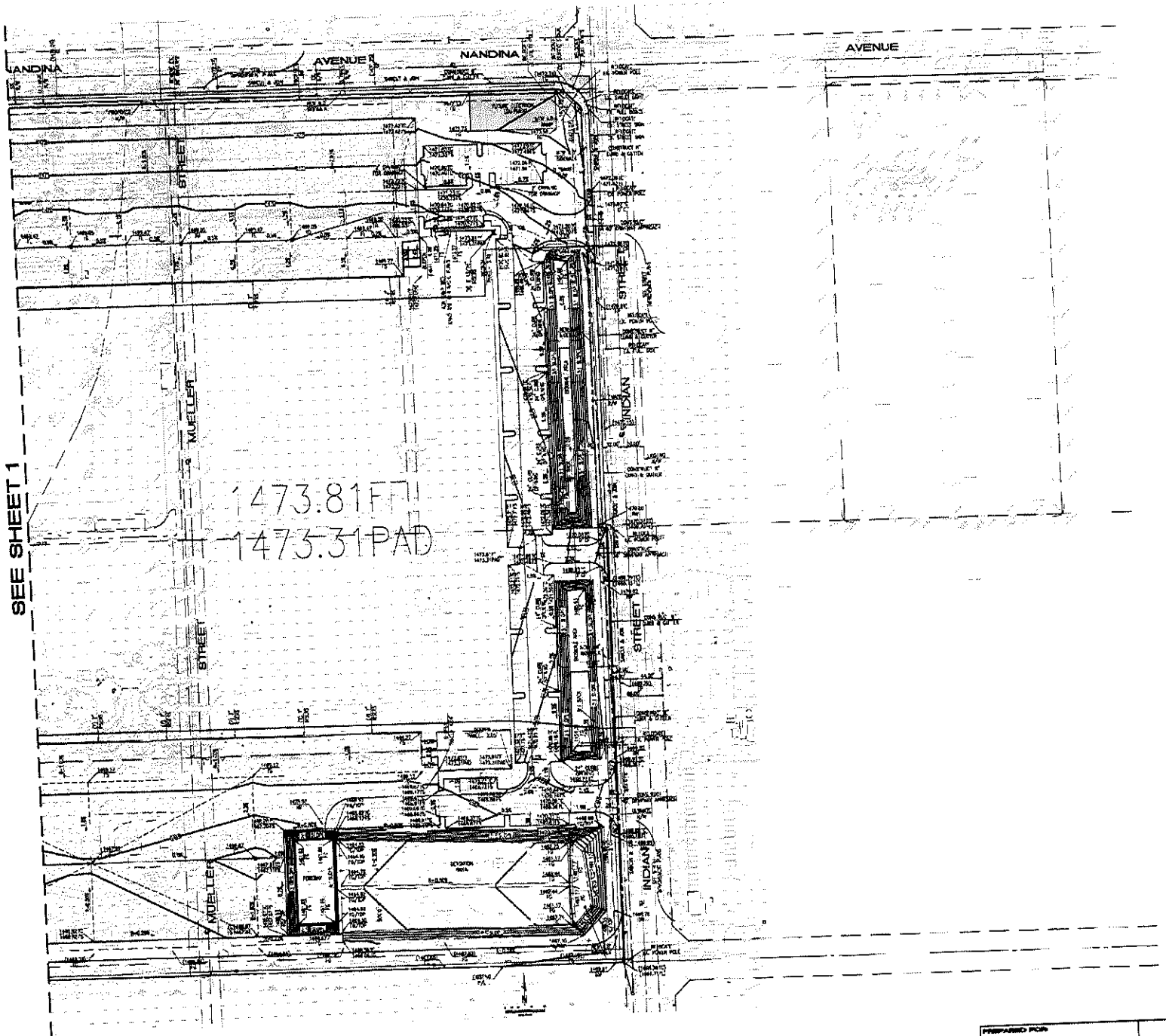
NANDINA AVENUE

PREPARED FOR

FIRST INDUSTRIAL L.P. – EL SEGUNDO

Thienes Engineering, Inc.

Sheet 1 of 3



CITY OF MORENO VALLEY

CONCEPTUAL GRADING PLAN

FIRST NANDINA LOGISTICS CENTER

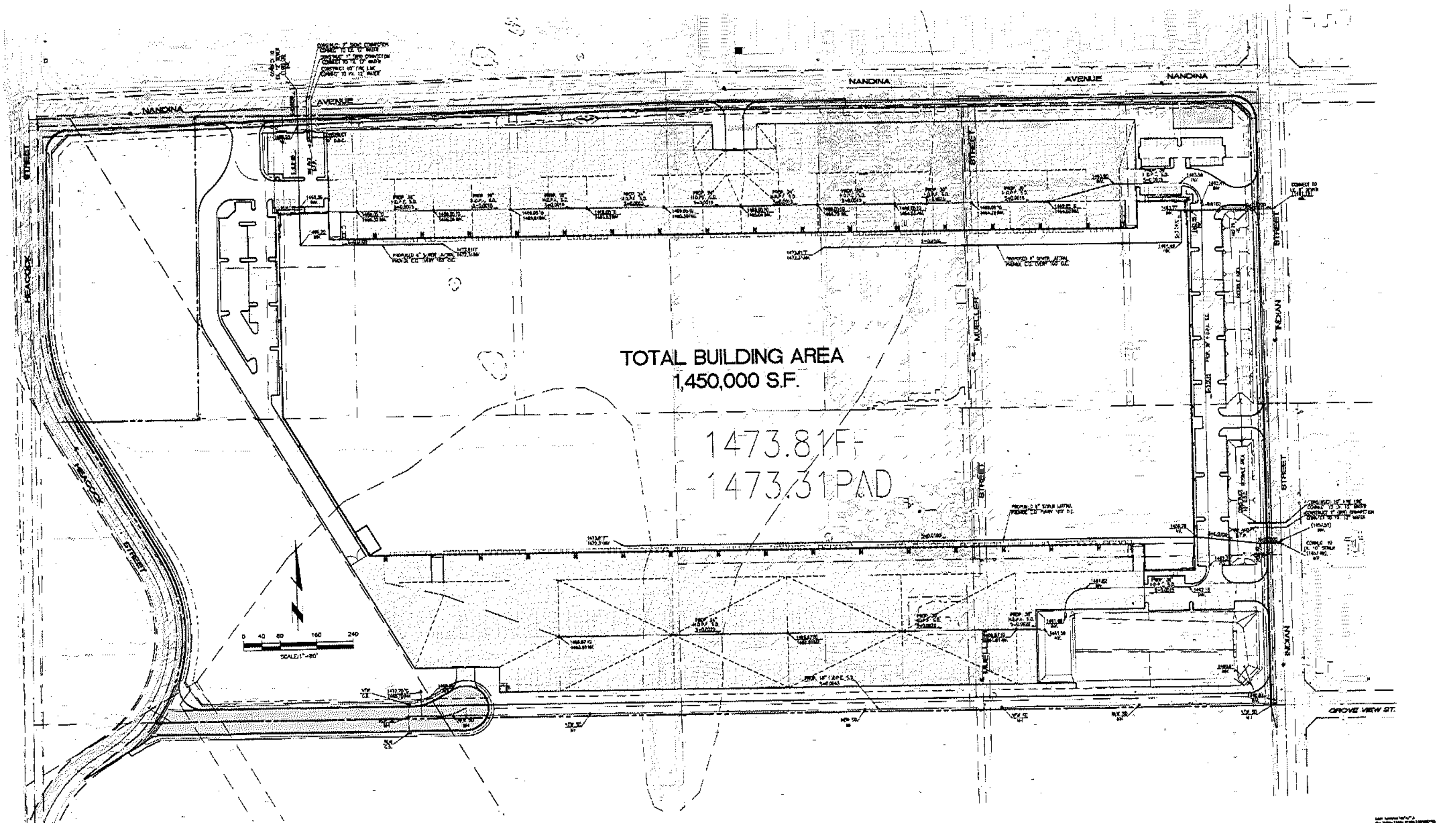
NANDINA AVENUE

PREPARED FOR:

FIRST INDUSTRIAL L.P.– EL SEGUNDO

Thienes Engineering, Inc.

Sheet 2 of 3 Sheets



CITY OF MORENO VALLEY

CONCEPTUAL UTILITY PLAN

FIRST NANDINA LOGISTICS CENTER

NANDINA AVENUE

PREPARED FOR

FIRST INDUSTRIAL L.P.– EL SEGUNDO

Thienes Engineering, Inc.

Designed by
Date
Checked by
Date
Designed by
Date
Checked by
Date

Approved by
Date

Sheet 3 of 3 Sheets

SHEET 1 OF 1

TENTATIVE PARCEL MAP NO. 36618

IN THE CITY OF MORENO VALLEY, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

BEING A CONSOLIDATION OF A PORTION OF LOT 37, RANCHO MUSCUPIABE, AS PER MAP RECORDED IN BOOK 7, PAGE 23 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

APNs:
316-210-002 316-210-008
316-210-003 316-210-009
316-210-004 316-210-010
316-210-005 316-210-011
316-210-006 316-210-051
316-210-007 316-210-055

NOTES:
DATE OF PREPERATION: 07-11-2013
GROSS ACREAGE: 72.888
NET ACREAGE: 70.029
ALL EXISTING BUILDING SHOWN HEREON WILL BE REMOVED
NO OFF-SITE DRAINAGE

LEGAL DESCRIPTION

316-210-002-9

PARCEL 1:

THE NORTHEAST QUARTER OF THE EAST HALF OF THE WEST HALF OF LOT 36, BLOCK 1, RANCHO MUSCUPIABE SURVEY, IN THE CITY OF MORENO VALLEY, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS SHOWN BY MAP ON FILE IN BOOK 8 PAGE 23 OF MAPS, RIVERSIDE COUNTY RECORDS.

EXCEPTING THEREFROM A NON-EXCLUSIVE EASEMENT OVER THE NORTHERLY 30 FEET THEREOF.

PARCEL 2:

THE NORTHWEST QUARTER OF THE EAST HALF OF THE WEST HALF OF LOT 36, BLOCK 1, RANCHO MUSCUPIABE SURVEY, IN THE CITY OF MORENO VALLEY, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS SHOWN BY MAP ON FILE IN BOOK 8 PAGE 23 OF MAPS, RIVERSIDE COUNTY RECORDS.

EXCEPTING THEREFROM A NON-EXCLUSIVE EASEMENT OVER THE NORTHERLY 30 FEET THEREOF.

PARCEL 3:

THE SOUTHWEST QUARTER OF THE EAST HALF OF THE WEST HALF OF LOT 36, BLOCK 1, RANCHO MUSCUPIABE SURVEY, IN THE CITY OF MORENO VALLEY, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS SHOWN BY MAP ON FILE IN BOOK 8 PAGE 23 OF MAPS, RIVERSIDE COUNTY RECORDS.

EXCEPTING THEREFROM A NON-EXCLUSIVE EASEMENT OVER THE SOUTHERLY 30 FEET THEREOF.

PARCEL 4:

THE NORTHEAST QUARTER OF THE EAST HALF OF THE WEST HALF OF LOT 36, BLOCK 1, RANCHO MUSCUPIABE SURVEY, IN THE CITY OF MORENO VALLEY, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS SHOWN BY MAP ON FILE IN BOOK 8 PAGE 23 OF MAPS, RIVERSIDE COUNTY RECORDS.

EXCEPTING THEREFROM A NON-EXCLUSIVE EASEMENT OVER THE SOUTHERLY 30 FEET THEREOF.

316-210-003-0

THE WEST 15 OF THE EAST 30 OF LOT 36 IN BLOCK 1 OF RANCHO ALESSANDRO, AS PER COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS SHOWN BY MAP ON FILE IN BOOK 8 PAGE 23 OF MAPS, RIVERSIDE COUNTY RECORDS.

316-210-004-1

THE EAST 1 ACRE OF THE EAST 30 ACRES OF LOT 36 IN BLOCK 1 OF RANCHO ALESSANDRO, IN THE CITY OF MORENO VALLEY, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS SHOWN BY MAP ON FILE IN BOOK 8 PAGE 23 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.

316-210-005-9

PARCEL 1 OF PARCEL MAP NO. 5788, AS SHOWN BY MAP ON FILE IN BOOK 39 PAGE(S) 28 AND 29 PARCEL MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.

316-210-006-7

PARCEL 2 OF PARCEL MAP 5788, IN THE CITY OF MORENO VALLEY, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS SHOWN BY MAP ON FILE IN BOOK 39, PAGE 28 AND 29 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.

316-210-007-4
316-210-008-5

PARCEL 1:

PARCEL 1 OF PARCEL MAP 5788, AS THE CITY OF MORENO VALLEY, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS SHOWN BY MAP ON FILE IN BOOK 39, PAGE 28 OF PARCEL MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.

PARCEL 2:

PARCEL 2 OF PARCEL MAP 5788, IN THE CITY OF MORENO VALLEY, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS SHOWN BY MAP ON FILE IN BOOK 39, PAGE 28 OF PARCEL MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.

316-210-009-6

LOT 31 IN BLOCK 1 OF MORENO ACRES, IN THE CITY OF MORENO VALLEY, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS SHOWN BY MAP ON FILE IN BOOK 8, PAGE 21 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.

EXCEPTING THEREFROM THAT PORTION CONVEYED TO A PUBLIC USE, UNDER OF LAND, DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF SECTION 31, TOWNSHIP 3 SOUTH, RANGE 3 WEST, SAN BERNARDINO BASE AND MERIDIAN, AS SHOWN ON MAP OF MORENO ACRES, AS RECORDED IN BOOK 8, PAGE 21 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA;

THENCE NORTH 89° 56' 29" EAST, ALONG THE WEST SIDE OF SAID SECTION 31, A DISTANCE OF 1,289.25 FEET;

THENCE NORTH 00° 03' 31" WEST, A 100 FOOT WIDE STRIP, MEASURED AT RIGHT ANGLES TO THE LAST DESCRIBED COURSE AND CONCENTRIC TO AND NORTHERLY OF THE NORTH LINE OF SAID 100 FOOT WIDE STRIP, A DISTANCE OF 50.00 FEET;

THENCE NORTH 89° 56' 29" EAST, A DISTANCE OF 340.25 FEET;

THENCE NORTHEASTERLY ON THE ARC OF A 1,000 FOOT RADIUS CURVE, TANGENT TO THE LAST DESCRIBED COURSE, THROUGH A CENTRAL ANGLE OF 14° 55' 00", AN ARC DISTANCE OF 260.40 FEET;

THENCE NORTHEASTERLY ON THE ARC OF A 1,000 FOOT RADIUS CURVE, TANGENT TO THE PRECEDING CURVE, THROUGH A CENTRAL ANGLE OF 14° 55' 00", AN ARC DISTANCE OF 260.40 FEET;

THENCE NORTH 89° 56' 29" EAST, A DISTANCE OF 340.25 FEET;

THENCE NORTH 00° 03' 31" WEST, 50.00 FEET TO THE POINT OF BEGINNING.

316-210-010-4

THAT PORTION OF LOT 34 AND THE WEST HALF OF LOT 35 IN BLOCK 1 OF RANCHO ALESSANDRO, AS SHOWN ON MAP OF RANCHO ALESSANDRO, IN THE CITY OF MORENO VALLEY, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS SHOWN BY MAP ON FILE IN BOOK 8, PAGE 21 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

316-210-011-7

THE NORTH 1/2 OF THE WEST 1/2 OF LOT 33, IN BLOCK 1 OF RANCHO ALESSANDRO, IN THE CITY OF MORENO VALLEY, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS PER MAP ON FILE IN BOOK 8, PAGE 21 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

316-210-051

THE NORTH 1/2 OF THE EAST 1/2 OF LOT 33, IN BLOCK 1 OF RANCHO ALESSANDRO, AS SHOWN ON MAP ON FILE IN BOOK 8, PAGE 21 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.

EXCEPTING THEREFROM THAT PORTION AS GRANTED BY DEED RECORDED SEPTEMBER 21, 2004, AS INSTRUMENT 788413, RECORDS, RECORDED IN RIVERSIDE COUNTY, CALIFORNIA, DESCRIBED AS FOLLOWS:

316-210-055-1

THE NORTH HALF OF THE EAST HALF OF THE WEST HALF OF LOT 34 IN BLOCK 1 OF RANCHO ALESSANDRO, IN THE CITY OF MORENO VALLEY, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS SHOWN BY MAP ON FILE IN BOOK 8 PAGE 21 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.

EXCEPTING THEREFROM THE EAST 75.00 FEET OF SAID LAND AS CONVEYED TO THE CITY OF MORENO VALLEY, BY GRANT DEED RECORDED MARCH 31, 2005 AS INSTRUMENT NO. 241-227789, OF OFFICIAL RECORDS.

ZONING:

THE FOLLOWING ZONE DESIGNATIONS ARE PER CITY FURNISH INFORMATION OF CONFERENCE / MEETING:
GENERAL PLAN DESIGNATION: BP
ZONE DESIGNATION: BP ZONE 1 OR BP ZONE C2 (SIGNING VALLEY
SPECIAL ZONE: AIRPORT "LI" CLEAR ZONE

BENCHMARK:

RIVERSIDE COUNTY BENCHMARK NO. "A-37"
SET 3 1/2" BRASS CAP STAMPED RIV. CO. SURVEYOR A-37, INSET IN THE TOP OF THE CURB ON THE NORTHWEST SIDE OF THE INTERSECTION OF NANDINA AVENUE AND PERRIS BOULEVARD, 0.2 FEET WEST OF THE CENTERLINE OF PERRIS BOULEVARD AND 0.5 FEET EAST OF CONCRETE HEADWALL MARKER TOWER OF MARKER.
ELEVATION = 1424.624' (NGVD '29 / NAVD,1988 ADJ.)

BASIS OF BEARINGS:

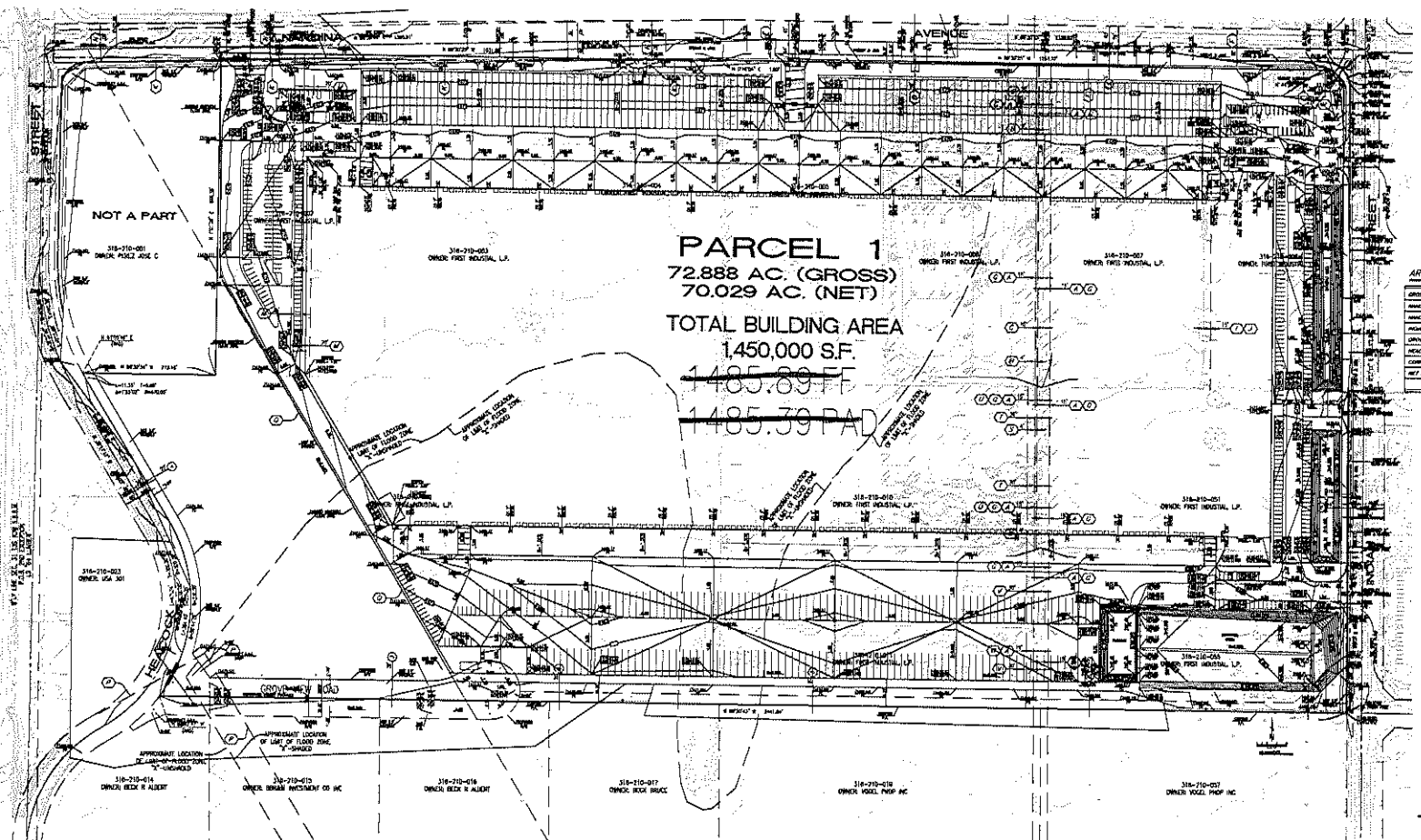
THE BEARINGS SHOWN HEREON ARE BASED ON THE BEARING BETWEEN ANCHORAGE COUNTY FLOOD CONTROL AND WATER CONSERVATION DISTRICT MONUMENT LOCATION DESCRIPTION STATION 31 + 13.51 AND STATION 7 + 15.63 BEING "N 89°56'29" E" PER RECORDED TRACT MAP NO. 36618 ON FILE IN THE OFFICE OF THE RIVERSIDE COUNTY FLOOD CONTROL AND WATER CONSERVATION DISTRICT, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA.

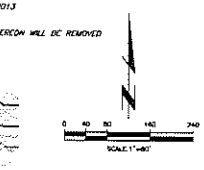
VACATION:

(1) STREET VACATION ALONG NANDINA AVENUE

PROPOSED EASEMENTS:

(A) 14' WIDE STREET DEDICATION TO THE CITY OF MORENO VALLEY
(B) 25' WIDE STREET & CUL-DE-SAC DEDICATION TO THE CITY OF MORENO VALLEY
(C) 10' WIDE STREET DEDICATION ALONG TO THE CITY OF MORENO VALLEY
(D) CORNER CUTOFF DEDICATION
(E) 10' WIDE STORM DRAIN EASEMENT TO THE CITY OF MORENO VALLEY





AREA SUMMARY:

GROSS AREA	3,174,865 S.F.	72.888 AC
NANDINA WIDENING (A)	6,963 S.F.	0.159 AC
NANDINA EAST (W)	11,941 S.F.	0.269 AC
HEACOCK STREET DEDICATION (B)	8,538 S.F.	0.216 AC
GROVE VIEW ROAD DEDICATION (B)	33,598 S.F.	0.763 AC
NORTH DEDICATION (C)	14,722 S.F.	0.338 AC
CORNER CUTOFF DEDICATION (D)	894 S.F.	0.017 AC
NET AREA GROSS AREA - (1) - (2) - (3) - (4) - (5)	3,113,653 S.F.	71.454 AC

TABULATION:

PARCEL 1 — BUILDING 1		
GROSS AREA (GROSS)	3,174,865 S.F.	
GROSS AREA (GROSS)	72.888 AC	
NET AREA (NET)	3,113,653 S.F.	
NET AREA (NET)	71.454 AC	
BUILDING AREA	1,383,210 S.F.	
OFFICE	75,000 S.F.	
MEZZANINE	88,740 S.F.	
SHIPPING/RECEIVING OFFICE	2,000 S.F.	
WAREHOUSE	1,317,210 S.F.	
TOTAL	1,480,950 S.F.	
COVERAGE	44%	
AUTO PARKING REQUIRED		
OFFICE: 1/296 S.F.	60 STALLS	
WAREHOUSE: 1st 20KSF 1/1,000 S.F.	20 STALLS	
WAREHOUSE: 2nd 20KSF 1/2,000 S.F.	10 STALLS	
WAREHOUSE: above 40KSF 1/4,000 S.F.	330 STALLS	
TOTAL	420 STALLS	
AUTO PARKING PROVIDED		
STANDARD (9'x18')	414 STALLS	
HANDICAP (9'x18')	9 STALLS	
TOTAL	423 STALLS	
TRAILER PARKING PROVIDED		
TRAILER (14'x53')	410 STALLS	
MAXIMUM FLOOR AREA RATIO		
FAR=N/A		
SETBACKS:		
FRONT = 15 FEET		
SIDE = 5 FEET		
REAR = 0 FEET		

EXISTING EASEMENTS:

(A) AN EASEMENT FOR THE PURPOSE SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS SET FORTH IN A DOCUMENT
PURPOSE: PUBLIC UTILITIES AND PUBLIC SERVICES
RECORDED: MARCH 31, 2004 AS INSTRUMENT NO. 2004-0241741, OF OFFICIAL RECORDS
AFFECTS: THE PORTION OF SAID LAND AS DESCRIBED IN THE DOCUMENT ATTACHED HERETO.
(SHOWN PLOTTED HEREON)

(B) AN EASEMENT FOR THE PURPOSE SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS SET FORTH IN A DOCUMENT
PURPOSE: PUBLIC UTILITIES
RECORDED: SEPTEMBER 21, 2004 AS INSTRUMENT NO. 2004-0788413, OF OFFICIAL RECORDS
AFFECTS: THE PORTION OF SAID LAND AS DESCRIBED IN THE DOCUMENT ATTACHED HERETO.
(SHOWN PLOTTED HEREON)

(C) AN EASEMENT FOR THE PURPOSE SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS SET FORTH IN A DOCUMENT
PURPOSE: PUBLIC UTILITIES AND PUBLIC SERVICES
RECORDED: MARCH 31, 2004 AS INSTRUMENT NO. 2004-0241742, OF OFFICIAL RECORDS
AFFECTS: THE PORTION OF SAID LAND AS DESCRIBED IN THE DOCUMENT ATTACHED HERETO.
(SHOWN PLOTTED HEREON)

(D) AN EASEMENT FOR THE PURPOSE SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS SET FORTH IN A DOCUMENT
PURPOSE: PUBLIC UTILITIES AND PUBLIC SERVICES
RECORDED: MARCH 31, 2004 AS INSTRUMENT NO. 2004-0241743, OF OFFICIAL RECORDS
AFFECTS: THE PORTION OF SAID LAND AS DESCRIBED IN THE DOCUMENT ATTACHED HERETO.
(SHOWN PLOTTED HEREON)

(E) AN EASEMENT FOR THE PURPOSE SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS SET FORTH IN A DOCUMENT
PURPOSE: PUBLIC UTILITIES
RECORDED: MARCH 31, 2004 AS INSTRUMENT NO. 2004-0241744, OF OFFICIAL RECORDS
AFFECTS: THE PORTION OF SAID LAND AS DESCRIBED IN THE DOCUMENT ATTACHED HERETO.
(SHOWN PLOTTED HEREON)

(F) AN EASEMENT FOR THE PURPOSE SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS SET FORTH IN A DOCUMENT
PURPOSE: PUBLIC UTILITIES
RECORDED: MARCH 31, 2004 AS INSTRUMENT NO. 2004-0241745, OF OFFICIAL RECORDS
AFFECTS: THE PORTION OF SAID LAND AS DESCRIBED IN THE DOCUMENT ATTACHED HERETO.
(SHOWN PLOTTED HEREON)

(G) AN EASEMENT FOR THE PURPOSE SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS SET FORTH IN A DOCUMENT
PURPOSE: PUBLIC UTILITIES
RECORDED: SEPTEMBER 21, 2004 AS INSTRUMENT NO. 2004-0788414, OF OFFICIAL RECORDS
AFFECTS: THE PORTION OF SAID LAND AS DESCRIBED IN THE DOCUMENT ATTACHED HERETO.
(SHOWN PLOTTED HEREON)

(H) AN EASEMENT FOR THE PURPOSE SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS SET FORTH IN A DOCUMENT
PURPOSE: PUBLIC UTILITIES
RECORDED: SEPTEMBER 21, 2004 AS INSTRUMENT NO. 2004-0788415, OF OFFICIAL RECORDS
AFFECTS: THE PORTION OF SAID LAND AS DESCRIBED IN THE DOCUMENT ATTACHED HERETO.
(SHOWN PLOTTED HEREON)

(I) AN EASEMENT FOR THE PURPOSE SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS SET FORTH IN A DOCUMENT
PURPOSE: PIPE LINES
RECORDED: NOVEMBER 15, 1965 AS BOOK 3230 PAGE 214 OF OFFICIAL RECORDS
AFFECTS: THE PORTION OF SAID LAND AS DESCRIBED IN THE DOCUMENT ATTACHED HERETO.
(EXACT LOCATION NOT DISCLOSED)

(J) AN EASEMENT FOR THE PURPOSE SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS SET FORTH IN A DOCUMENT
PURPOSE: WATER SYSTEM
RECORDED: AUGUST 24, 1965 AS INSTRUMENT NO. 83730 OF OFFICIAL RECORDS
AFFECTS: THE PORTION OF SAID LAND AS DESCRIBED IN THE DOCUMENT ATTACHED HERETO.
(SHOWN PLOTTED HEREON)
AN AMENDMENT THEREOF RECORDED JULY 29, 1966 AS INSTRUMENT NO. 83730 OF OFFICIAL RECORDS

(K) AN EASEMENT FOR THE PURPOSE SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS SET FORTH IN A DOCUMENT
PURPOSE: PUBLIC UTILITIES AND INCIDENTAL PURPOSES
RECORDED: NOVEMBER 19, 1987 AS BOOK 331 PAGE 536 OF DEEDS
AFFECTS: PARCEL 1 (EXACT LOCATION NOT DISCLOSED)
(SHOWN PLOTTED HEREON)

(L) AN EASEMENT FOR THE PURPOSE SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS SET FORTH IN A DOCUMENT
PURPOSE: PUBLIC UTILITIES AND INCIDENTAL PURPOSES
RECORDED: DECEMBER 31, 1987 AS BOOK 331 PAGE 536 OF DEEDS
AFFECTS: PARCEL 1 (EXACT LOCATION NOT DISCLOSED)
(SHOWN PLOTTED HEREON)

(M) AN EASEMENT FOR THE PURPOSE SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS SET FORTH IN A DOCUMENT
PURPOSE: PUBLIC UTILITIES AND INCIDENTAL PURPOSES
RECORDED: JANUARY 5, 1990 AS BOOK 409 PAGE 134, OF OFFICIAL RECORDS
AFFECTS: PARCEL 1 (EXACT LOCATION NOT DISCLOSED)
(SHOWN PLOTTED HEREON)

(N) JUNE 24, 1941 IN BOOK 599 PAGE 159 OF OFFICIAL RECORDS

(O) AN IRREVOCABLE OFFER TO DEDICATE AN EASEMENT OVER A PORTION OF SAID LAND FOR PUBLIC STREET, PUBLIC UTILITIES AND INCIDENTAL PURPOSES
RECORDED: NOVEMBER 19, 1971 AS INSTRUMENT NO. 119008, OF OFFICIAL RECORDS
(SHOWN PLOTTED HEREON)
TO BE ABANDONED BY SEPARATE INSTRUMENT, BPP

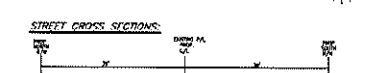
(P) AN EASEMENT FOR THE PURPOSE SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS SET FORTH IN A DOCUMENT
PURPOSE: PUBLIC UTILITIES AND INCIDENTAL PURPOSES
RECORDED: MARCH 31, 2004 AS INSTRUMENT NO. 2004-0241746, OF OFFICIAL RECORDS
AFFECTS: THE PORTION OF SAID LAND AS DESCRIBED IN THE DOCUMENT ATTACHED HERETO.
(SHOWN PLOTTED HEREON)

(Q) AN EASEMENT FOR THE PURPOSE SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS SET FORTH IN A DOCUMENT
PURPOSE: PUBLIC UTILITIES
RECORDED: SEPTEMBER 21, 2004 AS INSTRUMENT NO. 2004-0788416, OF OFFICIAL RECORDS
AFFECTS: THE PORTION OF SAID LAND AS DESCRIBED IN THE DOCUMENT ATTACHED HERETO.
(SHOWN PLOTTED HEREON)

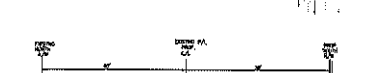
(R) A PERPETUAL AND ASSIGNABLE EASEMENT CONFERRED BY THOSE CERTAIN RIGHT-OF-WAYS OF DECLARATION OF TAKING UNDER ACTION NO. 158754-SD (SAN DIEGO), AS LIMITED TO-WIT: CERTAIN COUNTY ROADS, PUBLIC HIGHWAYS, PUBLIC STREETS, AND PUBLIC ROADS, EFFECTING A PARCEL OF LAND SITUATED IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, OVERLAY TANNER TRACTS OF AMERICA, TRUMBOT, ELLIOTT, AND ALL OF THAT CERTAIN LOT 1003, MAPPED IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, ET AL, SYNONYME, RECORDED MAY 3, 1966 IN BOOK 1067, PAGE 445 OF OFFICIAL RECORDS.
(EXACT LOCATION NOT DISCLOSED)
(SHOWN PLOTTED HEREON, BASED ON ROAD MONUMENTS)

(S) AN EASEMENT FOR THE PURPOSE SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS SET FORTH IN A DOCUMENT
PURPOSE: CLEAR ZONE EASEMENT
RECORDED: SEPTEMBER 11, 1985 AS INSTRUMENT NO. 203605 OF OFFICIAL RECORDS
AFFECTS: THAT PORTION OF SAID LAND AS DESCRIBED IN THE DOCUMENT ATTACHED HERETO.
(SHOWN PLOTTED HEREON, BASED ON ROAD MONUMENTS)

STREET CROSS SECTIONS:

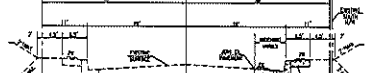


TYPICAL SECTION - GROVE VIEW ROAD INDUSTRIAL COLLECTOR
NTS



TYPICAL SECTION - NANDINA AVENUE INDUSTRIAL COLLECTOR
NTS

TYPICAL SECTION - HEACOCK STREET ARTERIAL
NTS



TYPICAL SECTION - INDIAN STREET MAJOR ARTERIAL
NTS

UTILITY PROVIDER'S:

DIGALERT
DIAL TOLL FREE 1-800-422-4133 AT LEAST TWO DAYS BEFORE YOU DIG
Underground Service Alert
Call Toll Free 811
or 1-800 227-2600
THIS PROJECT SITE BEFORE YOU DIG

WATER & SEWER:
EASTERN MUNICIPAL WATER DISTRICT
2270 TRUMBLE ROAD
PERRIS, CA 92571
PHONE: (951) 928-3777
FAX: (951) 928-6177
CONTACT: BRENDA DAVIS

CABLE:
TIME WARNER - CERRITOS
13777 CENTER COURT DRIVE, 5TH FLOOR
CHINO, CA 91710
CONTACT: BRITTANY HEARLEY

ELECTRIC:
CITY OF VALLEY - ELECTRIC
P.O. BOX 88005
MORENO VALLEY, CA 92552-0805
PHONE: (951) 413-3511
CONTACT: MICHELLE PEREZ

TELEPHONE:
VERIZON - MOWAT
100 S. JOHNSON STREET
MOWAT, CA 92362
PHONE: (909) 825-4484
CONTACT: MARIA SANTANDER

GAS:
SO. CALIF. GAS COMPANY
1981 W. LUGONIA AVENUE, P.O. BOX 3003
REDLANDS, CA 92374-0628
PHONE: (909) 335-7651
FAX: (909) 335-7727
CONTACT: VARIOUS TITLES

APPLICANT:

T B PLANNING
PHONE: (714) 505-6360

ARCHITECT:

HPA ARCHITECTURE
18831 BARDEEN AVENUE, STE. #100
IRVINE, CA 92612
PHONE: (949) 863-1771

OWNER:

FIRST INDUSTRIAL L.P.
A DELAWARE LIMITED PARTNERSHIP
898 N. SEPULVEDA BLVD., STE # 750
EL SEGUNDO, CA 90245
PHONE: (310) 414-5400
FAX: (310) 414-5462

ENGINEER:

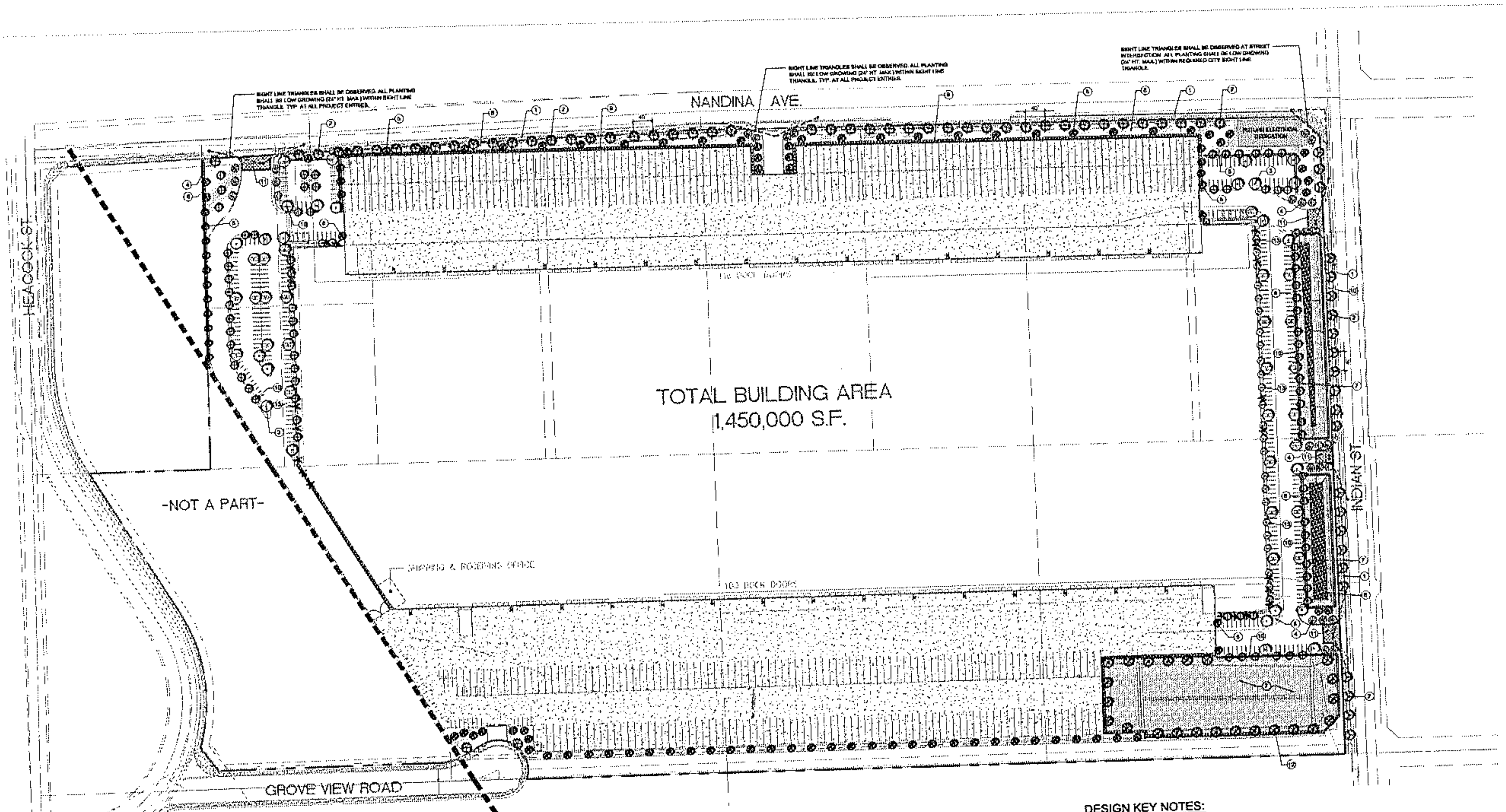
Thienes Engineering, Inc.
CIVIL ENGINEERING / LAND SURVEYING
14349 FIRESTONE BOULEVARD
LA MIRADA, CALIFORNIA 90638
PH(714)521-4811 FAX(714)521-4173

SURVEYOR:

PREPARED UNDER THE DIRECTION OF

BRIAN L. THIENES
P.L.S. NO. 5750
DATE

Last Revision 7/11/13
G:\Civil\14-216\Exhibits\TPM\14TPM_Title.dwg



PLANTING LEGEND

PROPOSED TREES

	QTY.	PLANT FACTOR
NEW STREET TREE ALONG NANDINA AVE. PLATANUS ACERIFOLIA 'BLOODGOOD', LONDON PLANE TREE 24" BOX SIZE	19	M
PROPOSED STREET TREE ALONG INDIANA AVE. MAGNOLIA 'D.D. BLANCHARD', MAGNOLIA TREE 24" BOX SIZE	22	L
PARKING LOT SHADE TREE ON WEST SIDE OF BUILDING PROSOPIS CHILENSIS, CHILEAN MESQUITE (THORNLESS) 24" BOX SIZE	50	L
NEW FLOWERING ACCENT TREE SUCH AS CERCIDIUM 'DESERT MUSEUM', BLUE PALO VERDE VAR. 36" BOX SIZE	25	L
VERTICAL TREE SUCH AS GEIJERA PARVIFLORA, AUSTRALIAN WILLOW 15 GAL. SIZE MINIMUM	79	M
VERTICAL GROWING EVERGREEN TREE BRACHYCHITON POPULNEUS 15 GAL. SIZE MINIMUM	27	L
EVERGREEN SCREEN TREE SUCH AS PINUS ELDARICA, AFGHAN PINE 24" BOX SIZE	110	L
DEEP ROOTING TREE AT BIOSWALE AND BASIN SLOPES PLATANUS RACEMOSA, CA. SYCAMORE 15 GAL. SIZE	23	M
VERTICAL ACCENT PALM TREE WASHINGTONIA ROBUSTA 16 FT. BROWN TRUNK HEIGHT	21	M
DETENTION BASIN AND BIOSWALE BOTTOM SHALL RECEIVE A COBBLESTONE/ RIVER ROCK TREATMENT, 4-8" DIA. SIZE		
DETENTION BASIN AND BIOSWALE SLOPES SHALL RECEIVE A HYDROSEED MIX CONSISTING OF NATIVE GRASSES, REEDS AND OTHER PLANTS TOLERANT SEASONAL WATER INUNDATION		M

PROPOSED SHRUBS

THE FOLLOWING IS A SHORT LIST OF PROPOSED DROUGHT TOLERANT SHRUBS.

	P.F.
ELAEAGNUS PUNGENS, SILVERBERRY 5 GAL. SIZE	L
LEUCOPHYLLUM TEXANUM, TEXAS RANGER 5 GAL. SIZE	L
DODONEA VISCOSA 'PURPUREA', HOPSEED BUSH 5 GAL. SIZE	L
RHAPHIOLEPIS 'PINK LADY', INDIAN HAWTHORNE 5 GAL. SIZE	M
ROSMARINUS 'TUSCAN BLUE', ROSEMARY SHRUB 5 GAL. SIZE	L
RHAPHIOLEPIS 'CLARA', INDIAN HAWTHORNE 5 GAL. SIZE	M
CASSIA AUSTRALIS, SENNA 5 GAL. SIZE	L

GROUND COVER AND SHRUB MASSES

THE FOLLOWING IS A SHORT LIST OF PROPOSED DROUGHT TOLERANT GROUND COVERS AND GRASSES THAT WILL BE PROPOSED THROUGHOUT THE PROJECT:

	P.F.
LANTANA MONTEVIDENSIS 'GOLD RUSH', YELLOW LANTANA FROM FLATS @ 18" O.C.	L
MUHLENBERGIA RIGENS, DEER GRASS 1 GAL. SIZE @ 24" O.C.	L
BACCHARIS 'PILULARIS', DWARF COYOTE BUSH 1 GAL. SIZE @ 36" O.C.	L
ROSMARINUS 'PROSTRATUS', CREEPING ROSEMARY FROM FLATS @ 12" O.C.	L
SALVIA GREGGII, AUTUMN SAGE 1 GAL. @ 36" O.C.	L
SALVIA LEUCOPHYLLUM, MEX. BUSH SAGE 5 GAL. SIZE @ 24" O.C.	L

DESIGN KEY NOTES:

1. NEW CONC. SIDEWALK
2. NEW STREET TREE PER PLANTING LEGEND.
3. NEW PARKING LOT SHADE TREE.
4. FLOWERING ACCENT TREES PER LEGEND.
5. EVERGREEN SCREEN TREE PER LEGEND.
6. RIVER ROCK COBBLESTONE AT BOTTOM OF DETENTION BASINS FOR EROSION CONTROL.
7. HYDROSEED GRASSES AND NATIVE VEGETATION AT DETENTION BASIN. PLANT TYPES SHALL BE TOLERANT OF SEASONAL WATER INUNDATION.
8. GROUND COVERS PER LEGEND.
9. FOUNDATION SCREEN SHRUBS ALONG ARCHITECTURAL SCREEN WALL. APPROX. (5'-0" O.C.)
10. TYP. SCREEN / BARRIER SHRUB HEDGE (48" O.C. SPACING)
11. ENHANCED VEHICULAR PAVING AT ENTRY DRIVE. COLORED CONC. WITH SCORE-LINE GRID PATTERN WITH 24" WD. CONC. PERIMETER BAND.
12. DEEP ROOTING TREE ALONG PERIMETER OF DETENTION BASIN AREA.
13. VERTICAL GROWING TREE ADJACENT TO BUILDING.
14. VERTICAL ACCENT PALM PER LEGEND.

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

IRRIGATION NOTES:

- THE PROJECT WILL BE EQUIPPED WITH A LOW FLOW IRRIGATION SYSTEM CONSISTING OF ET WEATHER BASED CONTROLLERS, LOW FLOW RP ROTOR, BUBBLER AND/ OR DRIP SYSTEMS USED THROUGHOUT. THE IRRIGATION WATER EFFICIENCY WILL MEET OR SURPASS THE CURRENT STATED MANDATED AB-1881 WATER ORDINANCE.

L-1

north

1" = 80'

0 40' 80' 160' 240'

CONCEPTUAL LANDSCAPE PLAN

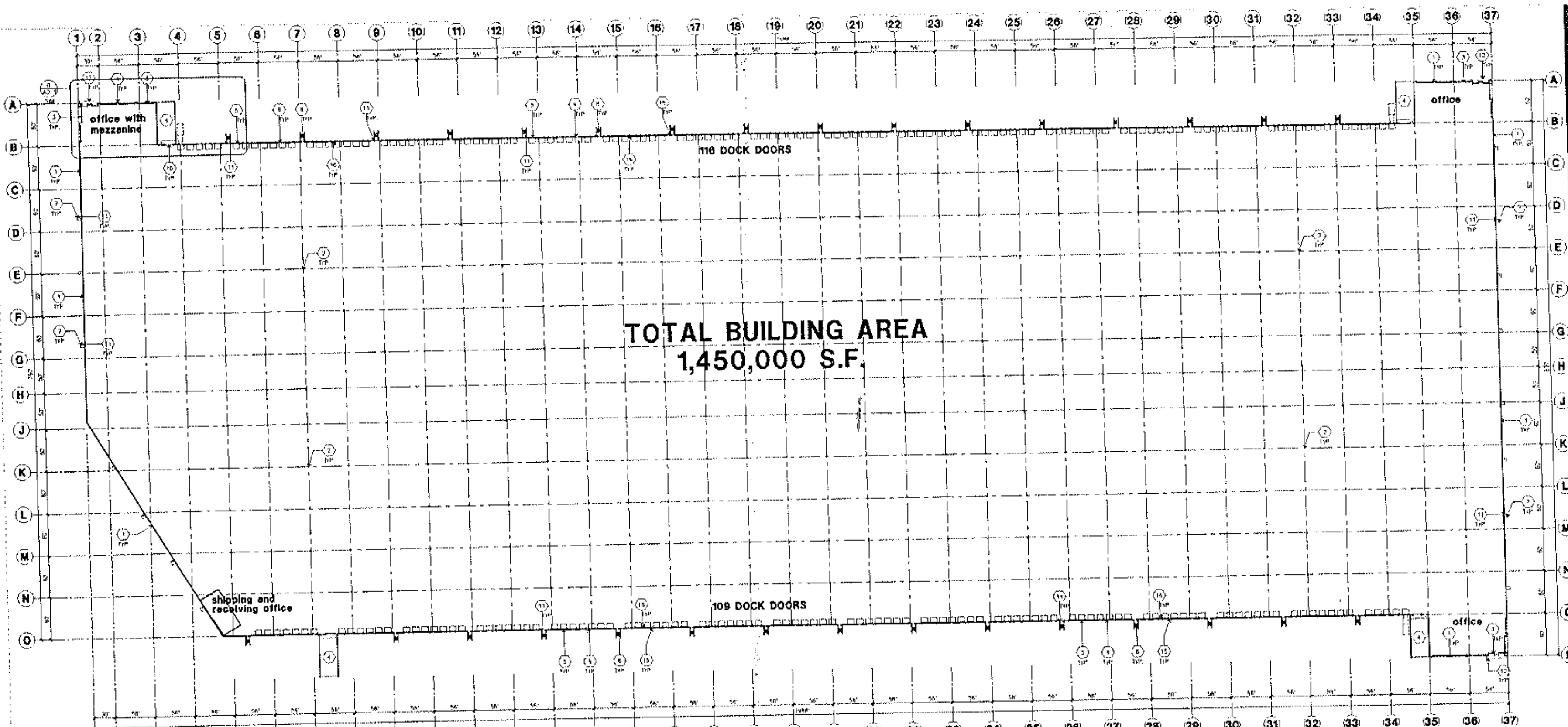
Indian and Nandina 51 ac Assemblage

Moreno Valley, CA

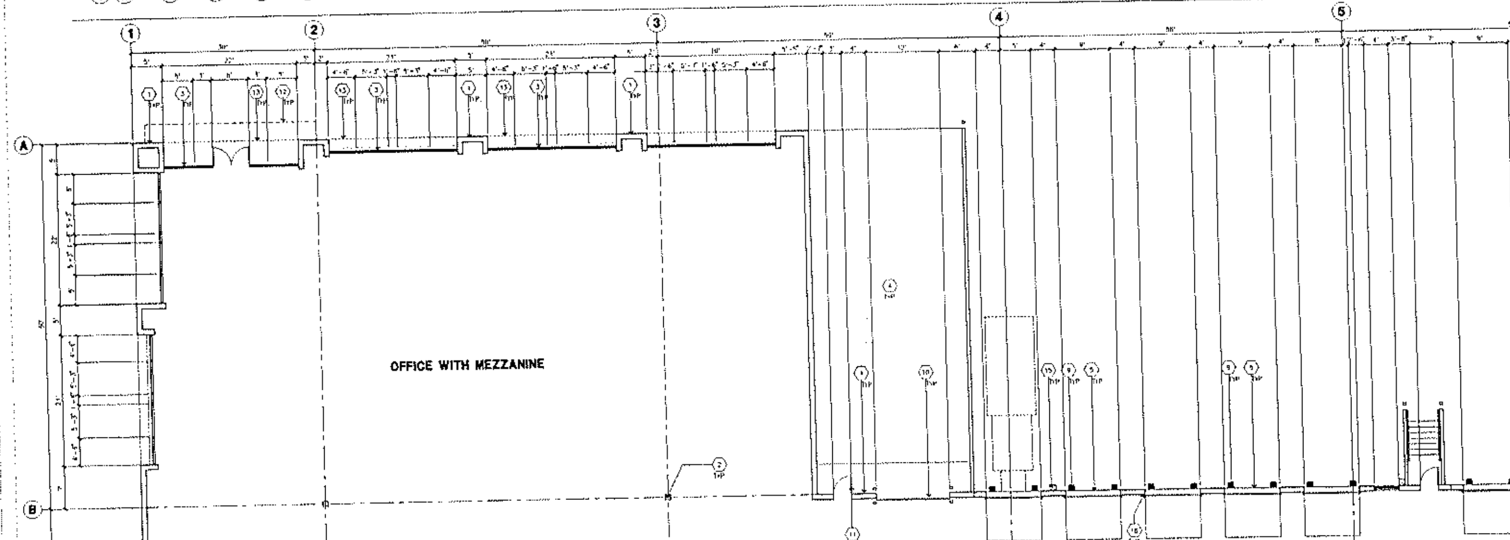
OCTOBER 04, 2013 / Job #1002

SPLA
SCOTT PETERSON LANDSCAPE ARCHITECTURE, INC.
P.O. BOX 2157
LAKE ARROWHEAD, CA 92352
PH. 909-337-9049
FX. 909-337-6354

18831 Bardeen Ave. - Ste. #100
Irvine, CA 92612
(949) 863-1770
www.hparchs.com



OVERALL FLOOR PLAN (A)



ENLARGED FLOOR PLAN TYP. (B)

scale 1/8" = 1'-0"

KEYNOTES - FLOOR PLAN

GENERAL NOTES - FLOOR PLAN

HPA architecture

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FIRST INDUSTRIAL

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Project:

First Nandina Logistics Center

Consultants:

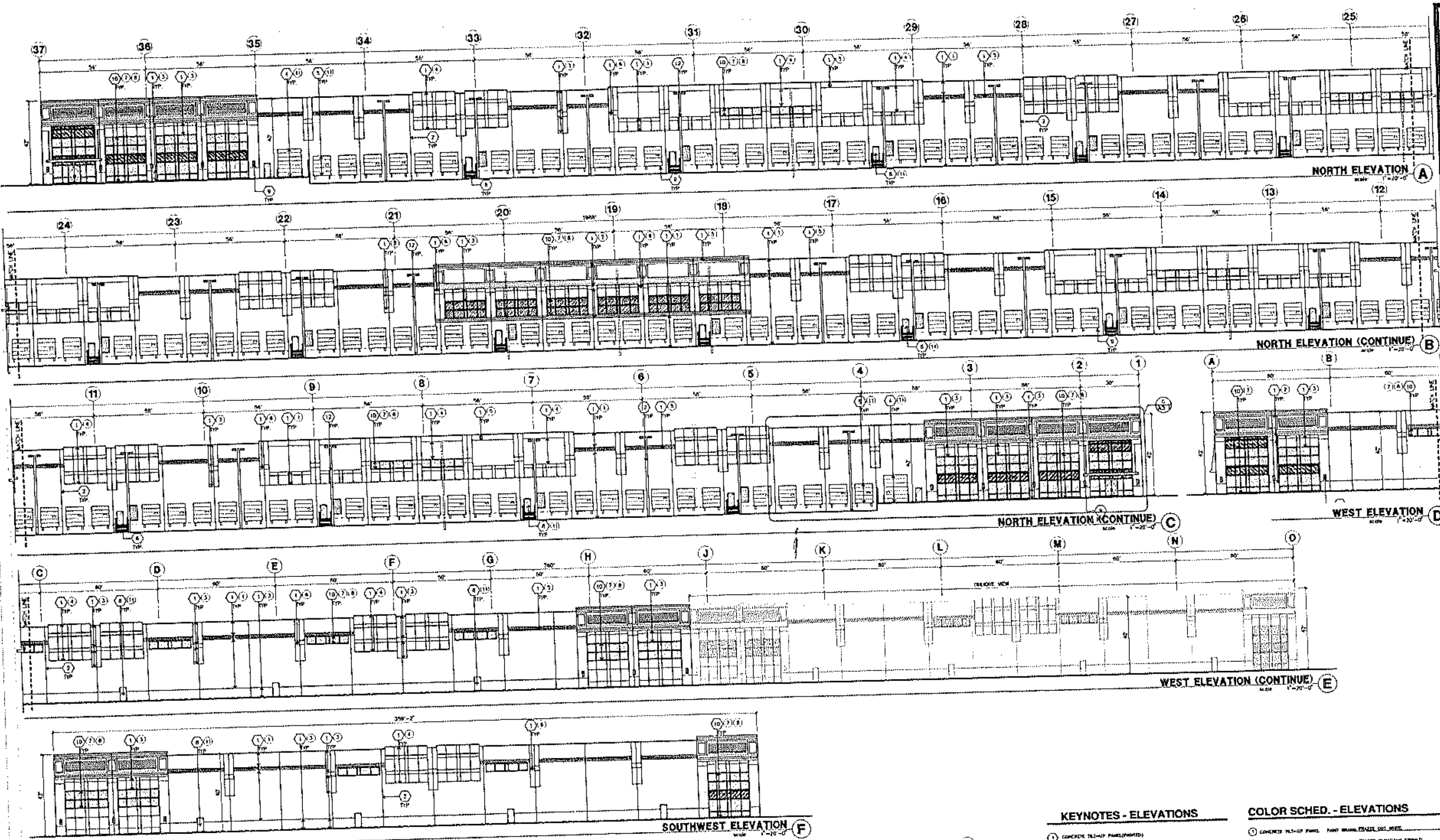
CIVIL	THIENES ENG.
STRUCTURAL	
MECHANICAL	
PLUMBING	
ELECTRICAL	
LANDSCAPE	SPLA INC.
FIRE PROTECTION	
FOOD ENGINEER	

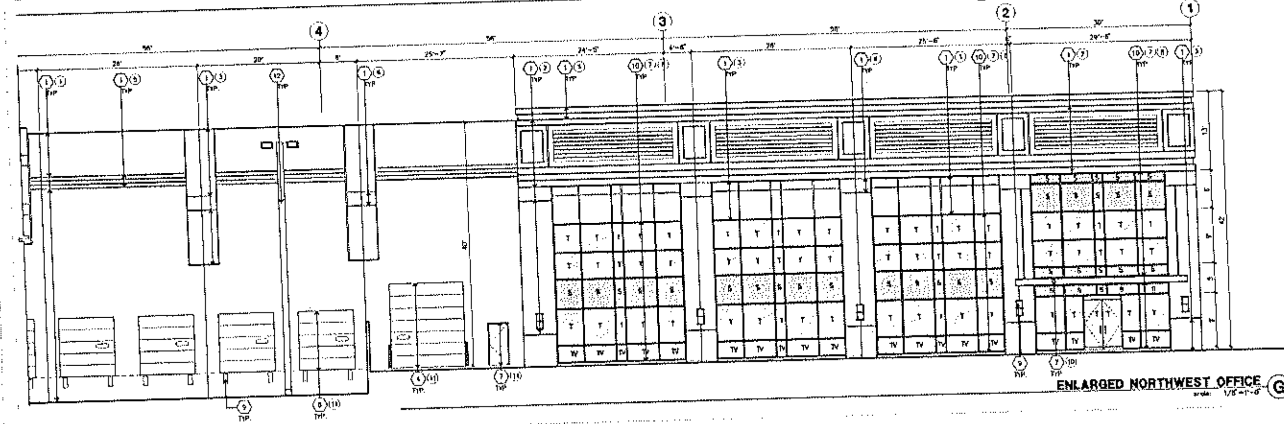
Title: OVERALL FLOOR PLAN

Project Number: 12253
Drawn by: JW
Date: 7/24/2013
Revision:

Sheet:

A2.1





KEYNOTES - ELEVATIONS

1. CONCRETE TILT-UP PANEL (PAINTED)
2. PANEL JOINT.
3. PANEL REVEAL. ALL REVEALS TO HAVE A MAX. OF 3/4" CHAMFER. REVEAL [illegible]
4. OVERHEAD DOOR @ DRIVE THRU
5. OVERHEAD DOOR @ DOCK HIGH
6. CONCRETE STAIR, LANDING AND GUARDRAIL W/ METAL PIPE HANDRAIL
7. METAL CANOPY
8. HOLLOW METAL DOORS
9. DOCK BUMPER
10. ALUMINUM STOREFRONT FRAMING WITH TEMPERED GLAZING AT ALL [illegible]
11. TUBE STEEL OPEN CANOPY
12. EXTERIOR DOWNSPOUT WITH OVERFLOW SCUPPER

GENERAL NOTES - ELEVATIONS

A. ALL PAINT COLOR CHANGES TO OCCUR AT INSIDE CORNERS UNLESS NOTED OTHERWISE
B. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE
C. T.O.P. EL = TOP OF PARAPET ELEVATION
D. F.F. = FINISH FLOOR ELEVATION
E. [illegible] SHOP DRAWINGS PRIOR TO INSTALLATION
F. CONTRACTOR SHALL [illegible] PAINT [illegible] REMAINDER OF BUILDING
G. BACK SIDE OF PARAPETS TO HAVE SMOOTH FINISH AND BE PAINTED WITH ELASTOMERIC PAINT
H. FOR SPANDREL GLAZING, ALLOW SPACE BEHIND SPANDREL TO BREATH.
J. USE ADHESIVE BACK WOOD STRIPS FOR ALL REVEAL FORMS
K. THE FIRST COAT OF PAINT TO BE ROLLED-ON AND THE SECOND COAT TO BE SPRAYED-ON

COLOR SCHED. - ELEVATIONS

1. CONCRETE TILT-UP PANEL — PAINT BRAND: FRAZEE [illegible] WHITE
2. CONCRETE TILT-UP PANEL — PAINT BRAND: FRAZEE [illegible]
3. CONCRETE TILT-UP PANEL — PAINT BRAND: FRAZEE [illegible]
4. CONCRETE TILT-UP PANEL — PAINT BRAND: FRAZEE [illegible]
5. CONCRETE TILT-UP PANEL — PAINT BRAND: FRAZEE [illegible]
6. CONCRETE TILT-UP PANEL — PAINT BRAND: FRAZEE [illegible]
7. MULLIONS — COLOR: CLEAR ANODIZED
8. GLAZING — COLOR: [illegible] REFLECTIVE
9. LIGHT FIXTURE — COLOR: [illegible]
10. METAL CANOPY — COLOR: SHERWIN-WILLIAMS METALLICS [illegible] (WITH CLEAR COAT)
11. DOORS — COLOR: FRAZEE [illegible] WHITE

GLAZING LEGEND

S — SPANDREL GLASS
TV — TEMPERED VISION GLASS
V — VISION GLASS

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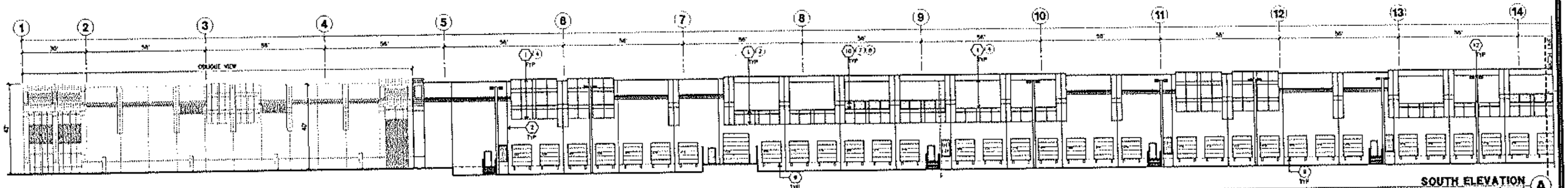
Consultants:

CIVIL	THIENES ENG.
STRUCTURAL	-
MECHANICAL	-
PLUMBING	-
ELECTRICAL	-
LANDSCAPE	BPLA INC.
FIRE PROTECTION	-
SOILS ENGINEER	-

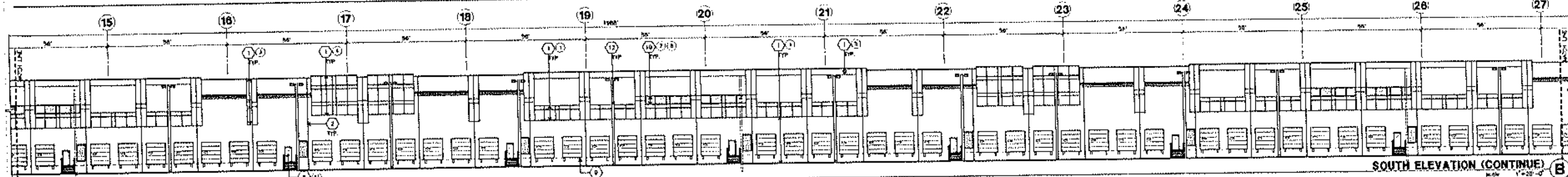
Title:	ELEVATION
Project Number:	12253
Drawn by:	JW
Date:	7/24/2013
Revision:	

Sheet:

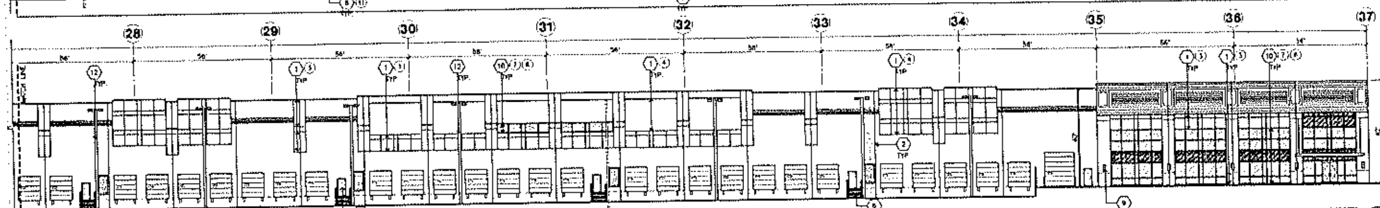
A3.1



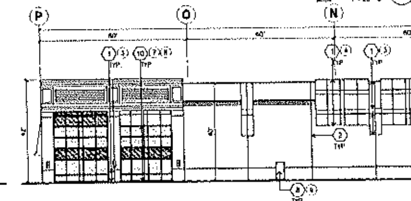
SOUTH ELEVATION (A) scale: 1"=20'-0"



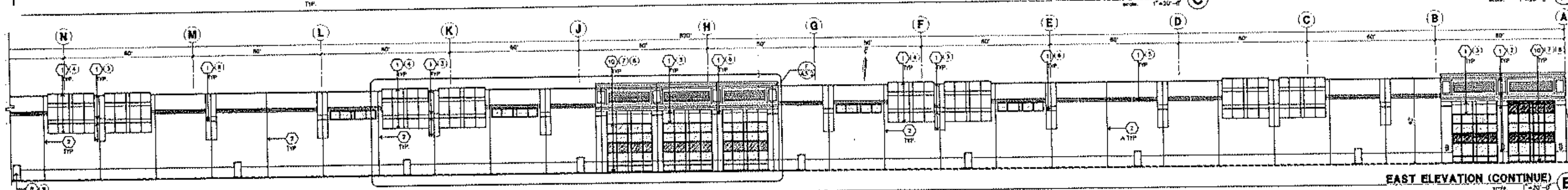
SOUTH ELEVATION (CONTINUE) (B) scale: 1"=20'-0"



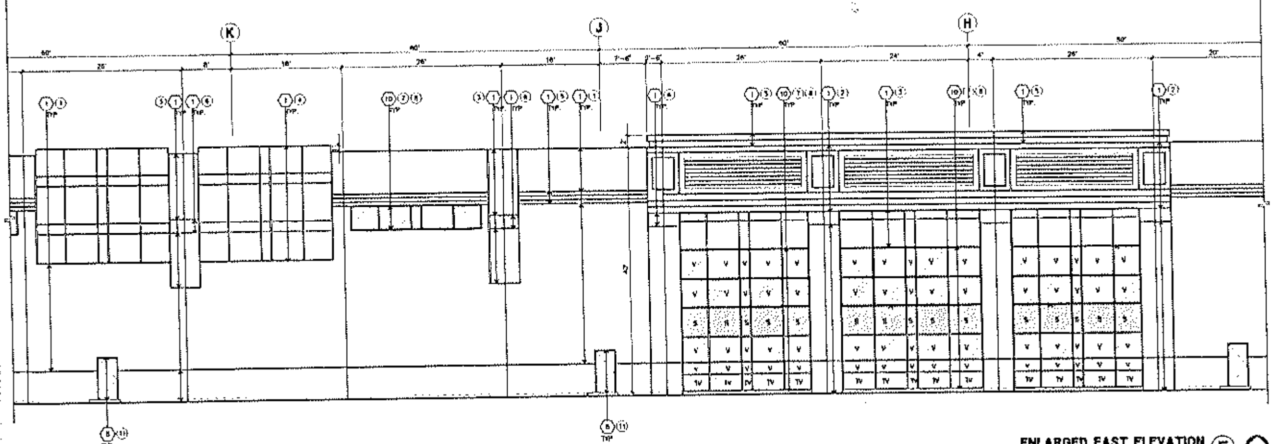
SOUTH ELEVATION (CONTINUE) (C) scale: 1"=20'-0"



EAST ELEVATION (D) scale: 1"=20'-0"



EAST ELEVATION (CONTINUE) (E) scale: 1"=20'-0"



ENLARGED EAST ELEVATION (F) scale: 1/8"=1'-0"

KEYNOTES - ELEVATIONS

1. CONCRETE TILT-UP PANEL (PAINTED)
2. PANEL JOINT
3. PANEL REVEAL. ALL REVEALS TO HAVE A MAX. OF 3/4" CHAMFER. REVEAL COLOR TO MATCH ADJACENT BUILDING FIELD COLOR, U.N.O.
4. OVERHEAD DOOR @ DRIVE THRU
5. OVERHEAD DOOR @ DOCK HIGH
6. CONCRETE STAIR LANDING AND GUARDRAIL W/ METAL PIPE HANDRAIL
7. METAL CANOPY
8. HOLLOW METAL DOORS
9. DOCK BUMPER
10. ALUMINUM STOREFRONT FRAMING WITH TEMPERED GLAZING AT ALL DOORS, SIDELITES ADJACENT TO DOORS AND GLAZING WITH BOTTOMS LESS THAN 18" ABOVE FINISH FLOOR ELEVATION [illegible]
11. [illegible] STEEL OPEN CANOPY
12. EXTERIOR DOWNSPOUT WITH OVERFLOW SCUPPER

GENERAL NOTES - ELEVATIONS

A. ALL PAINT COLOR CHANGES TO OCCUR AT INSIDE CORNERS UNLESS NOTED OTHERWISE.
B. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE.
C. T.O.P. EL. = TOP OF PARAPET ELEVATION
D. F.F. = FINISH FLOOR ELEVATION
E. STOREFRONT CONSTRUCTION: GLASS, METAL ATTACHMENTS AND LINTELS SHALL BE DESIGNED TO RESIST 90 MPH EXPOSURE "C" WINDS. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PRIOR TO INSTALLATION.
F. CONTRACTOR SHALL FULLY PAINT ONE CONCRETE PANEL W/ SELECTED COLORS. ARCHITECT AND OWNER SHALL APPROVE PRIOR TO PAINTING REMAINDER OF BUILDING.
G. BACK SIDE OF PARAPETS TO HAVE SMOOTH FINISH AND BE PAINTED WITH ELASTOMERIC PAINT.
H. FOR SPANDREL GLAZING, ALLOW SPACE BEHIND SPANDREL TO BREATH.
J. USE ADHESIVE BACK WOOD STRIPS FOR ALL REVEAL FORMS.
K. THE FIRST COAT OF PAINT TO BE ROLLED-ON AND THE SECOND COAT TO BE SPRAYED-ON.

COLOR SCHED. - ELEVATIONS

1 CONCRETE TILT-UP PANEL	PAINT BRAND	FRAZEE 001 WHITE
2 CONCRETE TILT-UP PANEL	PAINT BRAND	FRAZEE [illegible]
3 CONCRETE TILT-UP PANEL	PAINT BRAND	FRAZEE [illegible]
4 CONCRETE TILT-UP PANEL	PAINT BRAND	FRAZEE [illegible]
5 CONCRETE TILT-UP PANEL	PAINT BRAND	FRAZEE [illegible]
6 CONCRETE TILT-UP PANEL	PAINT BRAND	FRAZEE [illegible]
7 MULLIONS	COLOR	CLEAR ANODIZED
8 GLAZING	COLOR	BLUE REFLECTIVE
9 LIGHT FIXTURE	COLOR	[illegible] TUBULAR [illegible]
10 METAL CANOPY	COLOR	[illegible] METALLICS [illegible] SILVER (WITH CLEAR COAT)
11 DOORS	COLOR	FRAZEE 001 WHITE

GLAZING LEGEND

S SPANDREL GLASS — TV TEMPERED VISION GLASS — V VISION GLASS

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Consultants:

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STRUCTURAL	-
MECHANICAL	-
PLUMBING	-
ELECTRICAL	-
LANDSCAPE	SPLA INC.
FIRE PROTECTION	-
SOILS ENGINEER	-

Title: ELEVATION

Project Number: 12253
Drawn by: JW
Date: 7/24/2013
Revision:

Sheet: A3.2

EXCERPT

MORENO VALLEY INDUSTRIAL AREA PLAN

(SPECIFIC PLAN 208)

City of Moreno Valley

Adopted by Ordinance No. 204, June 27, 1989
Amended by Ordinance No. 588, June 26, 2001
Amended by Ordinance No. 598, March 12, 2002

I. INTRODUCTION

A. Background

The Oleander Specific Plan (SP 208) has provided the guidelines and standards for development within the City of Moreno Valley's industrial area since its adoption on June 27, 1989. The Plan provided for Business Park, Mixed Use, Light Industry and Heavy Industry districts on approximately 1500 acres in southwestern Moreno Valley.

The City commenced an evaluation of the Oleander Specific Plan due to the dramatic economic changes of the early 1990's and the evolution of City policies and practices. The goal of the evaluation was to explore opportunities to reduce infrastructure costs and provide streamlined processes and procedures. During the evaluation of the Oleander Plan and its surrounding area it was recognized that approximately 40 acres on the northern edge of the Project area should be incorporated into the Industrial Area. The 40 acres was designated Business Park within the City's Zoning Atlas and was a pocket of non-residential land, exclusive of the Industrial Area. It has, therefore, been incorporated into the Industrial Area Plan, bringing the land area to approximately 1540 acres.

Through this evaluation of the Oleander Specific Plan has been transformed into the Moreno Valley Industrial Area Plan.

B. Regional Development Setting

Moreno Valley is located in northwestern Riverside County. The City limits encompass approximately 50 square miles, bounded by the Box Springs Mountains to the north, the Badlands to the east, the City of Riverside to the west, and the San Jacinto Hills and the City of Perris to the south.

The City is well situated along two major freeway routes, the Moreno Valley Freeway (State Highway 60) and Interstate 215, which provide the main transportation routes to northern California, Nevada, and Arizona and the primary inland transportation links between Riverside, Los Angeles, San Bernardino, Orange, and San Diego counties. The major features associated with the Moreno Valley area include March Air Reserve Base (MARB)/March Inland Port (MIP), the Lake Perris Recreation Area, the Moreno Valley Auto Mall and the TownGate Regional Mall.

Moreno Valley has experienced substantial growth since the early 1980's. The majority of this growth has occurred at the west end of the City where residential and commercial uses have developed and expanded outward along both sides of the Moreno Valley Freeway (State Highway 60). The General Plan acknowledges this land use trend and seeks to establish the west end as an urbanized area. As such, the west end contains a variety of residential densities as well as the City's major existing and planned commercial and industrial development areas (Interstate 215 and State Highway 60 freeway corridors). The primary planned industrial site is the Moreno Valley Industrial Area Plan. A variety of other industrial uses are also envisioned for development in the nearby areas of Riverside, Perris and portions of the existing March Air Reserve Base.

C. Community Development Setting

The Moreno Valley Industrial Area Plan is located at the southwestern end of Moreno Valley, adjacent to the March Air Reserve Base (MARB)/ March Inland Port (MIP) joint use aviation facility and the Perris city limits. The approximately 1540 acre project site is situated south of Gentian Avenue, east of Heacock Street, north of the Perris city limits, and includes property along both sides of Perris Boulevard. Interstate 215 is located west of the site with access provided via Oleander Avenue through the City of Perris.

The Moreno Valley Industrial Area is characterized by a mix of vacant land, manufacturing facilities, dry land crop and turf farming, horse stables and scattered residential dwelling units. The eastern portion of the area is occupied by a water reclamation facility owned by the Eastern Municipal Water District's (EMWD). With the exception of Perris Boulevard, Heacock Street, and Nandina Avenue, the streets within the Project area are largely unimproved dirt or partially paved roads. Portions of the Perris Valley Storm Drain Channel system also extend through the property and along the site boundaries.

The area surrounding the Moreno Valley Industrial Area is characterized by residential development, the runways of MARB/MIP, vacant or agricultural and industrial/commercial uses.

Residential uses include several existing and planned single-family areas to the north. Additional homes are also planned as part the Moreno Valley Ranch Specific Plan to the northeast and within the City of Perris to the southwest. Rainbow Ridge Elementary School is located at the northeast corner of Iris Avenue and Indian Avenue.

Runways of MARB/MIP are located immediately west of the Project area across Heacock Street. The proximity of these runways and their associated aircraft approach pattern result in certain restrictions on the type and scale of development allowed in the adjoining areas.

Existing industrial and commercial uses are scattered and located primarily in the vicinity of Interstate 215 to the west. A variety of industrial and commercial uses are proposed for the property surrounding the Project area, including developments within the cities of Riverside and Perris to the west and south.

With development of the surrounding areas, several of the City's main arterial roadways have been improved to or near the Project boundary, including Indian Avenue, Heacock Street, and Perris Boulevard. The City's General Plan program provides for the eventual connection and completion of these roadways through the Project area.

The City of Moreno Valley General Plan designates the area for industrial and business park use. In connection with these land use designations, the City views the Moreno Valley Industrial Area as a major site for the development of industrial and related land uses, economic development, and expansion of its employment base.

D. Purpose and Intent

The Business Park, Mixed Use, Light Industry and Heavy Industry land use designations of the former Oleander Specific Plan have been replaced in this document by one Industrial land use category. The purpose of this single designation is to increase flexibility in accommodating economic development opportunities. The increased flexibility with the single Industrial designation is coupled with development standards that reflect existing site conditions. In addition, provisions have been created to allow for industrial/business support uses. Development standards and uses are based on proximity to surrounding land uses and street classification.

In the mid-1980's, the primary concern facing the City of Moreno Valley was the ability to achieve a balanced mix of land uses to promote a self-supporting community. The City's rural character had been rapidly transformed into a suburban residential community. Although other land uses were beginning to accompany residential development, the economic base provided by industrial and business parkland uses did not keep pace.

In the early 1990's, the national and regional economic crisis significantly deterred industrial development. In recognition of the changing economic climate, the City commenced an

evaluation of the provisions set forth in the Oleander Specific Plan and met with area property owners to explore new opportunities that would allow a more competitive edge in the development community. The areas primarily addressed in this evaluation were circulation, land use and development standards.

The Moreno Valley Industrial Area Plan has been adopted by the City Council to as the planning and regulatory document for the orderly growth and development of approximately 1540 acres in City. This document establishes development regulations and design guidelines that will ensure quality development which will contribute to the City's industrial employment base; is consistent with the goals, objectives and policies of the Moreno Valley General Plan; and, is compatible with adjacent land uses. The Area Plan provides regulations and standards that unify the industrial uses, the circulation system and landscaped areas into a comprehensive development program. The Area Plan text and graphics serve as the development code for the Moreno Valley Industrial Area Plan. Any subject matter not covered within the scope of the Moreno Valley Industrial Area Plan will be addressed by the current Municipal Code.

E. California Environmental Quality Act (CEQA) Compliance

The Oleander Specific Plan was prepared in compliance with the California Environmental Quality Act (CEQA). A program Environmental Impact Report (EIR) was prepared to respond to the proposed land uses and development program and was certified by the Moreno Valley City Council on June 13, 1989. Subject areas covered in the EIR included: geology, soils and seismology, hydrology and drainage, land use, relevant planning, circulation and traffic, climate and air quality, noise, public services and utilities, and public safety. The program EIR for the Specific Plan is a master environmental document that allows consideration of broad policy alternatives and program-wide mitigation measures at an early stage of planning. Subsequent development activities must be examined in light of the program EIR to determine whether an additional environmental document (such as a subsequent EIR or supplemental EIR) is necessary.

The Moreno Valley Industrial Area Plan incorporates an additional 40 acres into the project area and modifies the land uses, development standards and circulation plan. In accordance with CEQA an addendum EIR was prepared to address the modifications made to the plan. The changes to the plan meet the intent and purpose of the program EIR.

F. Authority and Scope

Cities are authorized by the California Government Code to adopt Specific Plans under Title 7,

Division 1, Chapter 3, Article 8, Sections 65450 through 65457. Specific Plans may be adopted as policies by resolution or as regulations by ordinance. State law requires public hearings of the Specific Plan by both the Planning Commission and City Council. The City Council must adopt the Specific Plan for it to take effect.

The Moreno Valley Industrial Area Plan is a regulatory plan that will constitute the zoning for the subject property. Development plans or agreements, tract or parcel maps, precise development plans or any action requiring ministerial or discretionary approval on this property must be consistent with the Area Plan. Actions deemed to be consistent with the Area Plan will be judged to be consistent with the Moreno Valley General Plan, as mandated in Section 65454 of the California Government Code. Statements demonstrating the development program's consistency with the City's General Plan are included in Section V of this document.

II. SITE DEVELOPMENT FACTORS

Land use planning is a dynamic process. The elements that affect the planning process reflect the changing economic, social and physical environment. The Moreno Valley Industrial Area Plan (the "Plan") constraints include a number of physical planning considerations that are addressed later within this document. These include noise, land use and height restrictions due to the proximity of March Air Reserve Base, and an existing Eastern Municipal Water District Treatment Plant within the Plan.

This section is intended to address the physical site factors which impact potential land uses within the Plan. These factors place constraints on the choice of land uses proposed, and thus guided the evolutions of the former Oleander Specific Plan and present Plan.

As with any development site, numerous environmental and visual conditions exist which warrant investigation but do not directly affect the choice of land uses during the planning process. These elements are addressed in detail in the Project EIR and Addendum EIR. Below is a listing of the planning considerations that have been incorporated into the Plan.

A. Land Use Compatibility

The location of industrial uses, inclusive of industrial/business related support uses, in the Plan should respect the surrounding land use conditions. In particular, the presence of the EMWD Treatment Plant in the easternmost portion of the site, March Air Reserve Base/March Inland Port (MARB/MIP) immediately to the west, and existing and proposed residential and school uses to the north, east and southwest present challenges to the overall planning of the Project.

1. **March Air Reserve Base/ March Inland Port (MARB/MIP):** Land use limitations for uses adjacent to MARB/MIP come from various sources: compatibility zones, noise, height limitation, and an approved air cargo facility by the March Joint Powers Authority (JPA). Due to the approval of joint use of the aviation facility, both military and Federal Aviation Administration (FAA) standards apply. The JPA is currently developing model ordinance standards to implement the relevant FAA standards. Once adopted by the City, these standards will supersede the standards

identified in this document. The Air Force has developed a system for identifying compatible land uses based upon accident potential and noise levels. Five of these areas, or Compatible Use Districts (CUDs), are located within the Project site (see Map II-1, Compatible Use Districts) and are addressed by planned uses. The CUDs within the site are (in decreasing order of constraint): Clear Zone, 6, 7, 12, and 13. These zones all occur to the west of Perris Boulevard, affecting approximately one-half of the Project area.

Generally, most industrial/manufacturing uses are compatible (except within the Clear Zone) except noise sensitive uses such as research or scientific activities. Noise buffering is required for office uses and certain other uses (see the Specific Plan/EIR Appendix, under separate cover, for Land Use Compatibility Guidelines). Industrial/ business related support uses reflect commercial/retail trade and personal/business services are compatible up to Ldn 70, but are incompatible above 80. Between these levels, noise attenuation should be included in the design of the buildings. Specifically, the CUDs within the Project site and suggested compatible land uses are listed below:

Clear Zone - The southwestern corner of the site is located within the clear zone of the MARB/MIP runway; this area has a high accident potential and requires that no structures be allowed in this area. This area also has the high noise levels. Compatible uses include:

- Roads
- Agriculture
- Open Space

CUD 6 - This district has a noise level of 80-85 Ldn. Compatible uses include:

- Industrial/manufacturing (with noise attenuation in office areas)
- Transportation, communications and utilities
- Limited retail trade
- Repair services
- Agriculture/resource production/open space

CUD 7 - This district has noise level of 75-80 Ldn. Compatible uses include:

- Industrial/manufacturing
- Transportation, communications and utilities
- Retail Trade (with noise attenuation)
- Most personal and business services (with noise attenuation)
- Resource production/agriculture/open space

CUD 12 - This district has noise level of 70-75 Ldn. Compatible uses include:

- Industrial/manufacturing
- Transportation, communications and utilities
- Retail trade (with noise attenuation)
- Personal and business services (with noise attenuation)
- Non-noise sensitive outdoor recreation
- Resource production/agriculture/open space

CUD 13 - This district has a noise level of 65-70 Ldn. Compatible uses include:

- Industrial/manufacturing
- Transportation, communications and utilities
- Retail trade
- Personal and Business services
- Outdoor recreation
- Resource production/agriculture/open space

In addition to land use restrictions based on noise, hazard areas and height limitations are enforced within an area radiating from the airfield runways. These restrictions allow for clear takeoff and landing patterns for MARB/MIP aircraft. An imaginary surface has been mapped by the Air Force that indicates areas of height limitation (see Map II-2, Height Limitations). Height restrictions will be addressed in more detail under Development Standards & Guidelines.

2. **Eastern Municipal Water District Treatment Plant:** Proposals for areas adjacent to the EMWD Treatment Plant must consider possible conflicts. People-intensive uses should be avoided due to possible visual and odor concerns. Proposed land uses should provide buffering for areas facing the

treatment plant to maximize visual quality.

3. **Adjacent Residential Areas**: Residential areas located or planned to the north, northeast and southeast of the site may require buffering from the proposed land uses. Generally, the presence of a road, or in this case, a storm drain channel, acts as a significant buffer.

B. Flood Control and Drainage

Much of the Project site is in a low-lying area that has been subject to periodic flooding with heavy rainfall. In 1996, with the expansion of the Perris Valley Storm Drain - Lateral A nearly all of the Project area south of Lateral A was removed from the flood plain. A small portion of land north of Lateral A, adjacent to Heacock Street, remains in the 100-year flood plain (see Page II-6, Flood Plain Map). For those sites affected by 100-year storms, development plans will address these conditions with improvements and mitigation measures as required by the Federal Emergency Management Agency (FEMA) for development in a flood plain.

C. Circulation

On-site roadways are currently limited, with many existing roads only partially constructed or unpaved. The presence of the Perris Valley Storm Drain on three edges of the site presents constraints for effective circulation design within the Area Plan. Multiple landowners also present a challenge due to the desire for productive land uses for each owner while accommodating the necessary roadways. The March Joint Powers Authority (JPA) has received funding for the improvement of access between the March Inland Port on the west side of Heacock Street and Interstate 215. This access, to be provided along San Michele Avenue, Indian Street and Oleander Avenue, is slated for construction in 2001. Concurrently, the City will be improving San Michele Avenue from Indian Street to Perris Boulevard and installing two traffic signals at Perris and San Michele and Perris and Nandina.

D. Multiple Ownership

Within the project area, there are over 90 landowners, producing a diversity of interested parties. Staff has worked with the property owners to develop a Land Use Plan acceptable to all parties within the physical constraints identified above.

III. DEVELOPMENT STANDARDS AND GUIDELINES

A. Purpose and Applicability

The purpose of this section is to set forth the specific standards and guidelines that will guide the development of the properties within the boundary of the Project area.

1. Terms used in these regulations and guidelines shall have the same definitions as given in the City of Moreno Valley Development Code unless otherwise defined herein.

2. Any details or issues not specifically covered in these regulations shall be subject to the regulations of the City of Moreno Valley Development Code.

3. These regulations are adopted pursuant to Section 65450 of the State of California Government Code. It is specifically intended by such adoption that the development standards herein shall regulate all development within the Project area.

B. Process

The procedures for filing applications for permits, variances, appeals, amendments, approvals, and the like, shall be in accordance with the City of Moreno Valley Development Code.

C. Designations

The Moreno Valley Industrial Area Plan is established with three designations: Industrial, Public and Clear Zone (see Map III-1, Land Use Map). The primary designation of the Project area is Industrial. The Industrial designation has varying criteria based on proximity to specific intersections and residential designations. The Public designation has been established for institutional, public and semi-public activities. The Clear Zone has been established to be consistent with the safety regulations implemented by March Air Reserve Base/March Inland Port (MARB/MIP) related to flight operations at the airfield. Pursuant to the approval of the MARB/MIP joint use aviation facility, Federal Aviation Administration (FAA) standards will also apply to development in the Area. The March Joint Powers Authority is currently developing models standards to implement the FAA requirements.

The following describes the three designations:

1. Industrial

The Industrial designation encompasses approximately 1360 acres or 88% of the Project area. This designation is intended to cover a wide range of industrial and industrial/ business related support uses. To ensure compatibility with surrounding land uses and Project image, the designation has been established with criteria for certain uses to be permitted or prohibited within 300 feet of residential designations or specific intersections.

Industrial Support Areas

The purpose of the Industrial Support Areas is to allow industrial/business support services, such as food service, gas stations, office supply and sales, and day care, within the Area Plan without affecting the integrity of lands available for industrial uses. The Industrial Support Areas are located within 300 feet of key intersections within the Area Plan (see Map III-1, Land Use Map). Permitted uses may extend beyond the 300 foot distance if the Community & Economic Development Director determines that the use and design would not affect the integrity of industrial uses, and that the development proposal is part of an integrated industrial or business park.

The Industrial Support Areas are shown on Map III-1.

300 Foot Proximity to Residential District

This criteria is intended to provide a buffer between residential districts within the Area Plan without affecting the integrity of lands available for industrial uses. Where parcels exceed 300 feet in depth from a major arterial, permitted uses may extend beyond this distance so as not to affect the integrity of industrial uses, if the development proposal is part of an integrated industrial or business park, as determined by the Community & Economic Development Director.

2. Public

The purpose of the public district is to conduct public or institutional activities, as defined under Public Safety & Utility Services, and Utility Facilities. The Public designation covers the existing Eastern Municipal Water District's Moreno Valley

Regional Water Reclamation Facility and percolation ponds, comprising 137 acres or 9% of the Project area. The facility provides secondary treatment of sewage from the surrounding community and provides reclaimed water service.

2. Clear Zone

The Clear Zone consists of approximately 50 acres of land, or approximately 3% of the Project area, in the southwest corner of the Moreno Valley Industrial Area. This zone is within an area of high accident potential from MARB as may be designated through the most recent MARB Air Installation Compatible Use Zone (AICUZ) Study. In accordance with the Study land uses are restricted to open space, agricultural, automobile parking and roads.

D. Industrial Land Use Table

The permitted (P) and conditionally permitted (C) land uses of the Industrial designation are as follows:

INDUSTRIAL LAND USE TABLE			
INDUSTRIAL AREA USES	INDUSTRIAL	IND. SUPPORT AREAS	300' FROM RESIDENTIAL
MANUFACTURING			
Custom	P	P	P
Light	P	P	P
Medium	P	P	
Heavy	P		
WHOLESALE/STORAGE/DISTRIBUTION			
Aircraft Facilities	P	P	
Public Storage/Mini-Warehouse	P	P	P
With Outdoor Storage	P	P	P
Light	P	P	P
With Outdoor Storage	P	P	
Medium	P		
Heavy			
OFFICE		P	P
Offices, Business and Professional		P	
Financial Institutions		P	
Medical Clinics			

INDUSTRIAL LAND USE TABLE			
INDUSTRIAL AREA USES	INDUSTRIAL	IND. SUPPORT AREAS	300' FROM RESIDENTIAL
Research & Development Services	P	P	P
COMMERCIAL/SERVICE			
Agricultural/Nursery Supplies & Services	P	P	P
Animal Care	P	P	C
Automotive Fleet Storage	P	P	P
Automotive Sales/Rental/Leasing & Accessories	P	P	P
Automotive Service Stations		P	
Automotive/Truck Repair - Minor	P	P	P
Automotive/Truck Repair - Major	P	C	C
Building Contractor's Storage Yard	P		
Building & Site Maintenance Services	P	P	P
Building Material and Equipment Supplies & Sales	P	P	P
With Outdoor Storage	P	P	C
Business Supply/Equipment Sales/Rental & Services	P	P	P
With Outdoor Storage	P	P	C
Business Support Services		P	
Caretaker's Residence (surveillance only)	P	P	P
Communication Facilities, Antennas & Satellite	*	*	*
Convenience Sales & Services		P	
Day Care Facilities		P	
Incidental Use	P	P	P
Eating & Drinking Establishments		P	
With Live Entertainment or Drive-through		P	
Food & Beverage Sales		P	
Heavy Equipment Sales & Rentals	P		
Hotel/Motel		C	
Laundry Services	P	P	P
With Fleet Storage	P	P	C
Mortuary, Cemetery & Crematory Services	P	P	C
Outdoor Commercial	C		
Personal Services and Trade Schools		P	

INDUSTRIAL LAND USE TABLE			
INDUSTRIAL AREA USES	INDUSTRIAL	IND. SUPPORT AREAS	300' FROM RESIDENTIAL
Petroleum Products Storage	P	P	
Recreational Facilities With Outdoor Activities	P	P	P
Repair Services	P	P	
Sexually Oriented Businesses	P		
Vehicle Storage		P	
CIVIC		P	P
Administrative Civic Services	P	P	P
Public Safety & Utility Services	P	P	
Utility Facilities			

E. Interim Uses

Interim uses shall not preclude full development in accordance with the development regulations and standards of the Area Plan and shall not have any permanent buildings constructed. Interim activities include agricultural crops, roadside sale of crops and existing residential uses.

F. Land Use Definitions

The following definitions are intended to provide a general description of each use category. Under each category, example uses are provided. These examples are not all-inclusive, but are intended to provide a sample of uses that would fit in a particular category. Uses not addressed in the Industrial Land Use Table are prohibited, except the Community & Economic Development Director has the ability to make land use interpretations based upon the description of the proposed use and similarities with the listed uses.

MANUFACTURING

Custom Manufacturing: Activities typically include: manufacturing, processing, assembling, packaging, treatment, or fabrication of custom made products. These types of business establishments do not utilize raw materials for their finished products, but rather, may utilize semi-finished type of manufactured materials for their custom made-to-order products. The finished products from these business establishments are ready for use or consumption and

may include incidental on-site display, wholesale and retail sale of the goods produced, not to exceed 25% of the building. Such uses may include: jewelry, household furniture, art objects, apparel products, small instruments (musical, electronic and photographic), stationary, signs, advertising displays, stained glass products, and leather products. The uses do not produce odors, noise, vibration or particulate that would adversely affect uses in the same structure or on the same site.

Light Manufacturing: Activities typically include: labor intensive manufacturing, assembly, fabrication or repair processes which do not involve frequent large container truck traffic or the transport of large scale bulky products. The new product may be finished in the sense that it is ready for use or consumption or it may be semi-finished to become a component for further assembly and packaging. These types of business establishments are customarily directed to the wholesale market, inter-plant transfer rather than the direct sale to the consumer, however, may include incidental on-site display, wholesale and retail sale of the goods produced, not to

exceed 25% of the building. Such uses may include: electronic microchip assembly, printing, publishing, candy, confectionery products, canned/bottled soft drinks, bottled water, apparel, paper board containers, boxes, drugs, small fabricated metal products, such as hand tools, general hardware, architectural and ornamental metal works; and, toys, amusement, sports and athletic goods. The activities do not produce odors, noise, vibration, hazardous materials or particulate which would adversely affect other uses in the structure on the same site.

Medium Manufacturing: Activities typically include: manufacturing, compounding of materials, processing, assembly, packaging, treatment, or fabrication of materials and products which require frequent large container truck traffic or rail traffic, or the transport of heavy, bulky items. The new products are semi-finished to be a component for further manufacturing, fabrication and assembly. These types of business establishments are customarily directed to inter-plant transfer, or to order from industrial uses, rather than for direct sale to the domestic consumer. However, may include incidental on-site display, wholesale and retail sale of the goods produced, not to exceed 25% of the building. Such uses may include, but are not limited to: canned food; textile products; furniture and fixtures converted paper and paper board products; plastic products made from purchased rubber, plastic or resin; fabricated metal products made from sheet metals; electrical and electronic machinery, equipment and supplies; office, commuting and accounting machines. Activities may produce noise, odors, vibrations, and illumination or particulate that affectsthe persons residing in or conducting business in the vicinity.

Heavy Manufacturing: Activities typically include: manufacturing, compounding of material, processing, assembly, packaging, treatment or fabrication. Activities in this area may have frequent rail or truck traffic and the transportation of heavy large-scale products. Characteristics of use activities permitted within this area may include massive structures outside of buildings such as cranes, conveyor systems, cooling towers or unscreened open-air storage of large quantities of raw, semi-refined or finished products. Uses typically use raw materials to fabricate semi-finished products including, but not limited to: forge shops, metal fabricating facilities, open welding shops, lumber woodworking facilities, heavy machine shops, chemical storage and distribution, plastic plants, light or vacuum casting facilities, vehicular assembly plants, power plants, concrete product manufacturing activities, batch plants, scrap yards, air melting foundries, and aggregate or asphalt yards. Activities in this area may generate noise, odor, vibration, and illumination or particulate that may be obnoxious or offensive to vicinity.

WHOLESALE, STORAGE AND DISTRIBUTION

Aircraft Facilities: Activities typically include support uses for airfields. Uses can include hangers, aircraft taxiways, heliports, control towers, fuel systems and dispensing, air cargo storage, passenger and air cargo terminals, aircraft maintenance, aviation operation services, and related improvements. These uses would be anticipated to occur only in conjunction with the provision of a taxiway from the March Inland Port into the area bounded by Nandina, Indian and San Michele.

Public Storage/Mini-Warehouses: Activities include mini-warehouse or recreational vehicle storage facilities for the rental or lease of small scale enclosed storage units or parking spaces primarily to individuals rather than firms or organizations.

Light Wholesale, Storage and Distribution: Activities typically include: wholesale, storage, and warehousing services and storage and wholesale to retailers from the premises of finished goods and food products. Activities under this classification are typically conducted in enclosed buildings and occupy 50,000 square feet or less of building space. May include incidental display and retail sales from the premises, not to exceed 25% of the building.

Medium Wholesale, Storage and Distribution: Activities typically include: wholesale, storage and warehousing services, moving and storage services, storage and wholesaling to retailers from the premises of finished goods and food products, and distribution facilities for large scale retail firms. Activities under this classification are typically conducted in enclosed buildings and occupy greater than 50,000 square feet of building space.

Heavy Wholesale, Storage and Distribution: Activities typically include: warehousing, storage, freight handling, shipping, trucking services and terminals; storage and wholesaling from the premises of unfinished, raw or semi-refined products requiring further processing fabrication or manufacturing. Typically uses include, but are not limited to, trucking firms, automotive storage or impound yards, and the wholesaling of metals, minerals and agricultural products. Outdoor storage is permitted.

OFFICE/PROFESSIONAL/DESIGN/RESEARCH/MEDICAL

Offices, Business and Professional: Offices or firms or organizations providing professional, executive, management, or administrative services, such as architectural, engineering, real estate, insurance, investment, legal, and medical/dental offices. This classification includes medical/dental laboratories incidental to an office use, but excludes banks and savings and loan associations.

Financial Institutions: Banks, savings and loan associations and similar establishments.

Medical Clinics: Activities include medical clinics, family planning, in-patient and out-patient health care, inclusive of hospitals and convalescent homes.

Research & Development Services: Activities typically include: research, design, analysis and development, and/or testing of a product. Uses typically include testing laboratories, acoustical chambers, wind tunnels, and computer services. Such uses do not promote odors, noise, vibration or particulate that would adversely affect uses in the same structure or on the same site.

COMMERCIAL/SERVICE

Sexually Oriented Businesses: These businesses include, adult arcades, bookstores, cabarets, model studios, motels/hotels, motion picture theaters, theaters and newsstands. These uses are regulated by Section 9.09.030 of the Moreno Valley Municipal Code, except that such uses within the Plan area shall not require a conditional use permit.

Agricultural/Nursery Supplies and Services: Activities typically include: retail sale from the premises of feed and grain, fertilizers, pesticides, herbicides, and similar goods, feed and grain stores, well drilling, tree services and plant materials and nursery/landscape services.

Animal Care: Activities typically include: provision of animal care treatment, and boarding services of large and small animals, animal clinics, large and small animal hospitals, kennels and catteries.

Automotive Fleet Storage: Activities typically include: storage of vehicles used regularly in business operations and not available for sale on-site. Such uses typically include: overnight storage of service vehicles, mobile catering trucks and taxicabs, inclusive of dispatching services.

Automotive Sales/Leasing/Rental & Accessories: Activities typically include display, retail sale, leasing, rental of new and used vehicles, with incidental minor repair, body work and, sale and installation of accessories. Vehicles include automobiles, motorcycles, boats, recreational vehicles and golf carts.

Automotive Service Stations: Activities typically include the sale of goods and the provision of service normally required in the day-to-day operation of motor vehicles, including the principal sale of petroleum products, the incidental sale of tires, batteries and replacement items, and the performance of minor repairs, such as tune-up, tire changes, part replacement, oil change and brake work. Activities include incidental convenience, food and beverage sales.

Automotive and Light Truck Repair - Minor: Activities typically include: automotive and light truck repair, the retail sale of goods and services for vehicles, and the cleaning and washing of automotive vehicles, brake, muffler and tire shops and automotive drive-through car washes. Heavier automotive repair such as transmission and engine repair are not included.

Automotive and Truck Repair - Major: Activities typically include: heavy automobile and truck repair such as transmission and engine repair, the painting of automobile vehicles, automotive body work, and the installation of major accessories.

Building Contractor's Storage Yards: Activities typically include: offices and storage of equipment materials, and vehicles for contractors who are in trades involving construction activities which include: plumbing, painting, electrical, roofing, carpentry, and other services.

Building & Site Maintenance Services: Activities include maintenance and custodial services, window cleaning services, disinfecting and exterminating services, pool and landscape services.

Building Material and Equipment Supplies & Sales: Activities typically include, retail sale or rental from the premises of goods and equipment, including paint, glass, hardware, fixtures, electrical supplies, roto-tillers, small trailers and lumber.

Business Supply/Equipment Sales/Rental & Services: Activities include retail sales, rental or repair from the premises of office equipment, office supplies and similar office goods primarily to firms and other organizations utilizing the goods rather than to individuals. The exclude the sale of materials used in construction industry.

Business Support Services: Activities include services that support the activity of other local businesses, such as clerical, employment, protective, or minor processing, including blueprint and copying services. Activities not included in this category are the printing of books and personal services.

Caretaker's Residence: Where 24-hours on-site surveillance is necessary in conjunction with an industrial use, a caretaker's residence may be permitted when approved by a Conditional Use Permit. A caretaker's residence shall not be used to establish a single-family residence in conjunction with a business.

Communication Facilities, Antennas & Satellite Dishes: Activities typically include broadcasting and other information relay services accomplished primarily through use of electronic and telephonic mechanisms, inclusive of television and radio studios, telegraph offices, and cable, cellular and telecommunication facilities. The use of antennas, satellite dishes and similar communication facilities shall be regulated pursuant to Section 9.09.040 of the Municipal Code. Other uses under this category are permitted uses.

Convenience Sales & Services: Activities typically include retail sales from the premises of frequently needed small personal convenience items and professional services that are used frequently. Uses include drug stores, stores selling toiletries, tobacco, and magazines, shoe repair and apparel laundering and dry cleaning.

Day Care Centers: Any childcare facility licensed by the State of California; includes infant care centers, preschools and extended day care facilities. Excludes family day care homes.

Eating & Drinking Establishments: Activities typically include the retail sale from the premises of un-packaged food or beverages generally prepared for immediate on-premises consumption, including restaurants and bars and delicatessens, inclusive of drive-through facilities.

Food & Beverage Sales: Activities include retail sale from the premises of food and beverages for off-premises consumption. Including mini-markets, liquor stores and retail bakeries, catering businesses except chain type grocery stores.

Heavy Equipment Sales & Rentals: Activities typically include the sale or rental from the premises of heavy construction equipment, farm equipment, trucks and aircraft together with maintenance, including aircraft, farm equipment, heavy truck, large boats and heavy construction equipment dealers.

Hotel/Motel: Activities typically include lodging services to transient guests on a less-than-monthly basis, other than in the case of uses classified as residential uses, including hotels, motels, boarding houses and resorts.

Laundry Services: Activities typically include institutional or commercial linen supply and laundry services, dry cleaning plants, rug cleaning and diaper service laundries.

Mortuary, Cemetery, & Crematory Services: Activities include services involving the care, preparation, and disposition of human or pet dead, inclusive funeral homes, crematories and mausoleums, inclusive of above ground and in-ground internment.

Outdoor Commercial: Activities typically include those that produce or may produce a substantial impact upon the surrounding area. Including flea markets, outdoor auction sales or swap meet activities.

Personal Services and Trade Schools: Activities typically include information, instruction and similar services of a personal nature, including computer training, driving schools, travel bureaus, photography studios, vocational and trade schools, and barber/beauty shops.

Petroleum Products Storage: Activities include bulk storage, sale, and distribution of gasoline, liquefied petroleum gas, and other petroleum products.

Recreational Facilities: Activities include sports performed either indoor or outdoors which require a facility for conducting the recreational activity, such as health clubs, exercise studios or classes, swimming centers, skating rinks, bowling alleys, tennis courts, sports fields, golf courses and amusement parks.

Repair Services: Activities include repair services involving articles such as upholstery, furniture and large electrical appliance repair services.

Transportation Support Facilities: Uses include: taxi, rail and bus stations; truck parking lots and public parking lots.

Vehicle Storage: Uses include the storage of operable and inoperative vehicles, including impound yards.

CIVIC

Administrative Civic Services: Activities typically include management, administrative or clerical services performed by public, quasi-public, and public utility administrative offices.

Public Safety & Utility Services: Activities typically include communication equipment installations and exchanges, electrical substations, gas substations, ambulance services, police and fire stations, post offices, public operated off-street parking lots and garages available to the general public.

Utility Facilities: Activities include electrical, gas and oil transmission facilities, garbage or refuse transfer facilities, major mail processing centers, radio and television transmission facilities, booster relay stations, bus terminals and storage areas, public utility truck yards, reservoirs, water tanks, and water and sewer treatment facilities.

G. GENERAL DEFINITIONS

Outdoor Storage: Any material, equipment or vehicle that is not stored within an enclosed structure. Outdoor storage is permitted, subject to the screening requirements of this Plan.

Public View: Public view shall be defined as those areas visible from the public right-of-way along the portion of the property abutting a public right-of-way. Public view shall not mean interior property lines that do not abut a public right-of-way.

H. Development Regulations

The development regulations and standards are intended to be flexible standards that -site.

1. Development Standards

DEVELOPMENT STANDARDS	
Lot Dimensions	
Minimum Lot Width (new subdivisions)	150'
Abutting major arterials	300'
Minimum Lot Depth (new subdivisions)	150'
Building and Parking Setback	
Street Setback (structures up to 35 feet)•:	
Perris Boulevard	20'
Arterials (88' ROW or greater)	15'
Industrial Collector (78' ROW)	10'
Interior Rear or Side	0' or 5'
Abutting Residential District:	
Building Setback	equal to height of building
Parking Setback	10'

DEVELOPMENT STANDARDS	
Height (structures > 75' require public hearing)	
Maximum Height	None

- For each additional foot of structure height above 35 feet, the setback shall be increased by one foot. This additional setback area may be used for parking, screened storage or structures 35 feet or less in height.

Projections such as awnings, eaves, roof projections, stairs and stair landings and similar architectural features may project into the building setback a maximum distance of five feet (5'), provided such appendages are supported only at or behind the building setback line.

There shall be no structure, sign or landscaping exceeding thirty-six inches (36") in height within a fifty-foot (50') setback from intersection curb returns.

Structure height shall not exceed the provisions established by the March Air Reserve Base Air Installation Compatible Use Study and Federal Aviation Administration (FAA) Part 77 standards (conical surfaces requirement – see March Inland Port Airport Layout Plan).

2. Parking Requirements

Vehicular and bicycle parking shall be provided in accordance with the City of Moreno Valley Municipal Code Chapter 9.11 unless otherwise stated herein.

3. Loading Facilities

Loading facility regulations within the Project area shall be those set forth in the City's Municipal Code except as stated below:

a. Loading facilities facing a public right of way or residentially zoned property shall be screened from public view. The Community and Economic Development Director may waive this requirement when he or she determines that future
structures on the site will screen the loading facilities. Screening shall include a combination of decorative walls, landscaped berms, trees and shrubs.

b. All loading areas within 100 feet of a public right of way shall be appropriately screened from public view with landscaping materials, decorative walls, or other materials.

c. Loading docks shall be set back a minimum of seventy feet (70') from a public right-of-way.

d. Parking stalls for trailers shall be fifty feet (50') by fourteen feet (14') and be provided at a ratio of one (1) stall per truck loading dock door.

e. Aisle width between loading docks shall be a minimum of fifty feet (50') in width plus an additional width of fifty feet (50') for truck parking while loading and unloading.

4. Equipment

Equipment includes external mechanical or electrical equipment, such as air conditioning units, fans, ductwork, cranes, storage tanks and satellite dish antennas. For this equipment the following regulations apply:

a. All roof, wall and ground surface equipment shall be located to minimize visibility from the public right of way. Such equipment, if within 100 feet of the public right of way (or within 200 feet for parcels adjacent to Perris Boulevard) or within 300 feet from a residential district, shall be screened from public view as described in the following section b. Such equipment, if greater than 100 feet from the public right of way (or within 200 feet for parcels adjacent to Perris Boulevard) shall at a minimum be treated with a neutral color to blend with the balance of the structure(s) on the site.

b. All screening shall be architecturally integrated and compatible with the building design and where possible, a roof parapet wall shall be used to screen roof or wall mounted equipment. Roof mounted mechanical equipment or duct work shall be screened by an architecturally designed enclosure which exhibits a permanent nature with the building design and is detailed and integrated and compatible with the building design.

5. Storage Areas

These regulations apply to on-site storage that shall be screened from public view and from adjacent residential land uses. The following regulations apply:

a. 300 feet from a residential district or within Industrial Support Areas: No outdoor storage shall be permitted except for fleet vehicles and light trucks (not exceeding 6000 GVW). Outdoor storage tanks may be permitted at a height of 8' from the highest finished grade when screened from public view by concrete, masonry or other similar materials. The Community & Economic Development Director may allow adjustments to this criteria based on site plan design, where the design can be shown to have no adverse impacts on adjacent non-industrial uses.

b. Beyond 300 feet from a residential district or outside Industrial Support Areas: All materials, supplies, equipment and operating trucks shall be stored within an enclosed building or storage area, or outdoor storage areas shall be screened from public view. Within 100 feet of a public right of way (or within 200 feet for parcels adjacent to Perris Boulevard), outdoor storage area screening shall use concrete, masonry, or other similar materials a minimum of eight feet (8') in height from the highest finished grade. Within such area, except for trucks or other vehicles necessary for the operation of the use, no such materials are to be stored to a height greater than eight feet (8'). Outdoor storage areas further than 100 feet from a public right of way (or within 200 feet for parcels adjacent to Perris Boulevard) may use chain link fencing with metal slats a minimum of eight feet (8') in height for screening in lieu of concrete, masonry, or similar materials. The Community & Economic Development Director can consider other methods to fully screen storage areas from public view.

6. Security Fences and Walls

a. Any solid wall or fence along a street frontage over three feet (3') in height is subject to the streets setbacks established.

b. All security fencing and walls shall be concrete, masonry, wrought iron or other similar materials not to exceed a height of eight feet (8') from the highest finished grade. Chain link with metal slats may be used only in areas greater than 100 feet from a public right of way (or 200 feet for parcels adjacent to Perris Boulevard).

c. Barbed wire or razor wire is permitted atop fencing. However, wire shall not be visible atop fencing within 100 feet of a public right of way (or within 200 feet for parcels adjacent to Perris Boulevard) – in such instances, wire shall be angled to prevent visibility.

d. Security gates are subject to review and approval by the City Police and Fire Departments to ensure emergency access.

7. Property Maintenance

Property owners shall be responsible for the maintenance of all buildings, structures, storage and other yards, landscaping, signs, parking areas and other improvements to the property in a manner that does not detract from the appearance of the Project area.

8. Landscape

Landscaping shall comply with the provisions of the City's Municipal Code, except as otherwise stated herein.

a. All parking areas abutting a public right-of-way shall be screened with landscaped berms, landscape materials or decorative walls to an average height of three feet (3').

b. Along property boundaries visible from public view and accessible to the general public, trees shall be planted at a rate of one tree per 30 linear feet of the interior property line. Tree clusters may satisfy this requirement.

c. In areas of future expansion that are in an undeveloped condition, graded or un-graded development areas shall be kept in a weed-free condition.

Parking areas should not be a dominant feature in the overall design of the Project. Parking areas should be well lit, and screened by landscape materials, low walls, or grade separation.

Shade structures and out door eating areas for employees are encouraged.

3. Architecture

The purpose of the architectural design guidelines is to ensure quality development that reinforces continuity throughout the Project area. Recurring elements combine to create visual and spatial expressions that identify the area. All architecture is intended to appear as an integrated design concept. Buildings will be of a contemporary style and material employing massing, scale and proportion for design implementation. Designs for individual projects will be submitted as part of the City site plan/design review procedure.

Materials

The use of prefabricated and all metal steel for sheathing of buildings is permitted provided that the building elevation facing the public right-of-way or visible from public view shall be architecturally treated to break up the façade and avoid excessive glare. Corrugated and unpainted metal sidings are not permitted.

Building Design

Exterior wall elevations along high visibility corridors shall be architecturally treated through use of varied openings and recesses, texture and color. Buildings with a variety of front setbacks are strongly encouraged.

4. Lighting

Exterior light fixtures shall be designed and placed so as not to provide light spillage on adjacent properties or public rights-of-way. The use of "full cut off" fixtures should be used adjacent to the MARB/MIP to reduce nighttime glare towards the flight line.

5. Signs

Signs shall abide by the provisions of the Moreno Valley Development Code except as otherwise stated herein.

Signs shall contain only that information necessary to identify the primary elements on the lot on which the sign is located.

Logos or identification symbols shall be considered signs.

Lighting of signs shall be sensitive to surrounding residential areas.

J. Landscape Architecture

All landscaping and irrigation shall be designed, installed and maintained in accordance with the City of Moreno Valley Development Code unless otherwise stated herein.

1. Entries

On Perris Boulevard, at the Perris Valley Storm Drain-Lateral B, a City entry statement shall be erected. The design of the entry statement shall include enhanced landscaping.

NOTICE OF PUBLIC HEARING
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

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

Any person may submit written comments to the ALUC before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. The proposed project application may be viewed at the Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501, Monday through Thursday from 8:00 a.m. to 5:00 p.m., and by appointment on Fridays from 8:30 a.m. to 5:00 p.m.

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

DATE OF HEARING: May 8, 2014

TIME OF HEARING: 9:00 A.M.

CASE DESCRIPTION:

ZAP1095MA14 – First Industrial, L.P. (Representative: T&B Planning, Inc.) – City of Moreno Valley Case Nos. PA13-0037 (Plot Plan) and PA13-0038 (Parcel Map). The applicant proposes to construct a 1,450,000 square foot warehouse building (including 66,790 square feet of mezzanine area and 12,000 square feet of office space) on 72.89 acres located southerly of Nandina Avenue, westerly of Indian Avenue, and easterly of Heacock Street in the City of Moreno Valley. PA13-0038 (Tentative Parcel Map No. 36618) proposes to merge twelve Assessor's parcels into one legal lot. A portion of the site is in the Clear Zone of March Air Reserve Base and would remain undeveloped. (Area II of the March Air Reserve Base Airport Influence Area; Zones B2 and C1 on proposed draft Compatibility Plan, with Zone A remaining undeveloped.)

FURTHER INFORMATION: Contact Russell Brady at (951) 955-0549 or John Guerin at (951) 955-0982. The ALUC holds hearings for local discretionary permits within the Airport Influence Areas, reviewing for aeronautical safety, noise and obstructions. All other concerns should be addressed to Ms. Julia Descoteaux of the City of Moreno Valley Planning Department, at (951) 413-3209.

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

ALUC Identification No. ZAP1095MA14

PROJECT PROPONENT (TO BE COMPLETED BY APPLICANT)

Date of Application	March 11, 2014		
Property Owner	First Industrial, L.P.	Phone Number	(310) 321-3813
Mailing Address	898 N. Sepulveda Blvd. Suite 750 El Segundo, CA 90245		
Agent (if any)	T&B Planning, Inc. (Grant Henninger)	Phone Number	(714) 505-6360 x106
Mailing Address	17542 E. 17th Street, Suite 100 Tustin, CA 92780		

PROJECT LOCATION (TO BE COMPLETED BY APPLICANT)

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

Street Address	Southeast corner of Nandina Avenue and Heacock Street Moreno Valley, CA		
Assessor's Parcel No.	316-210-002, -003, -004, -005, -006, -007, -008, -009, -010, -011, -032, -051, & -055	Parcel Size	72.9 acres
Subdivision Name	N/A	Zoning Classification	SP 208/SP 208 Clear Zone
Lot Number	N/A		

Mark

PROJECT DESCRIPTION (TO BE COMPLETED BY APPLICANT)

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

Existing Land Use (describe)	The project site is largely vacant. There is an existing commercial office building and a storage yard on site.	
Proposed Land Use (describe)	The proposed land use is for a 1,450,000 s.f. warehouse and distribution facility that would include 22,000 s.f of office, 61,750 s.f. of mezzanine, and 1,366,250 s.f. of warehouse space. The warehouse would include a total of 225 dock doors, 354 standard car parking stalls, 451 trailer parking stalls and detention basins. No development is proposed inside the clear zone.	
For Residential Uses	Number of Parcels or Units on Site (exclude secondary units)	N/A
For Other Land Uses (See Appendix C)	Hours of Use	24 hours per day
	Number of People on Site — Maximum Number	Unknown - Future tenant has not been identified
	Method of Calculation	N/A
Height Data	Height above Ground or Tallest Object (including antennas and trees)	42 ft.
	Highest Elevation (above sea level) of Any Object or Terrain on Site	1515 ft.
Flight Hazards	Does the project involve any characteristics which could create electrical interference, confusing lights, glare, smoke, or other electrical or visual hazards to aircraft flight?	☐ Yes ■ No
	If yes, describe	

REFERRING AGENCY (APPLICANT OR JURISDICTION TO COMPLETE)			
Date Received	July 23, 2013	Type of Project	
Agency Name	City of Moreno Valley	☐	General Plan Amendment
		☐	Zoning Amendment or Variance
Staff Contact	Julia Descoteaux	☐	Subdivision Approval
Phone Number	(951) 413-3209	☐	Use Permit
Agency's Project No.	PA13-0037 & PA13-0038	☐	Public Facility
		■	Other Plot Plan, Tract Map

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

B. **SUBMISSION PACKAGE:**

ALUC REVIEW

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

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

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

COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION

STAFF REPORT

AGENDA ITEM:	2.3
HEARING DATE:	May 8, 2014
CASE NUMBER:	ZAP1006PV14 – Cimarron Ridge LLC
APPROVING JURISDICTION:	City of Menifee
JURISDICTION CASE NO:	2013-247 (Specific Plan), 2014-016 (General Plan Amendment), 2014-017 (Change of Zone), Tentative Tract Map No. 36658, Tentative Parcel Map No. 36657

MAJOR ISSUES: As the site is situated at a higher elevation than Perris Valley Airport, FAA Obstruction Evaluation review may be required for some or all of the 782 proposed lots. The project representative has been asked to provide a table specifying distance to runway and pad elevations for each lot.

RECOMMENDATION: Staff recommends that the proposed Specific Plan, General Plan Amendment, Change of Zone, and Parcel Map be found CONSISTENT with the 2010/2011 Perris Valley Airport Land Use Compatibility Plan. Staff recommends that consideration of Tentative Tract Map No. 36658 be continued to June 12, 2014, pending submittal of the required additional information.

PROJECT DESCRIPTION: The Cimarron Ridge Specific Plan proposes development of 782 single-family residences and 10.9 acres of parks on 240 acres of vacant land. Case No. 2014-016 is a proposal to amend the site's General Plan designation from 2.1-5 R (2.1 to 5 dwelling units per acre, Residential) to SP (Specific Plan). (The proposed density would be consistent with the current General Plan designation.) Case No. 2014-017 is a proposal to change the zoning of the site from R-1, R-1-10,000, and R-5 to SP (Specific Plan) zone. Tentative Tract Map No. 36658 proposes to divide the property into 782 residential lots and 118 other lots (mostly landscaping areas). Tentative Parcel Map No. 36657 proposes to divide the overall property into seven lots for phasing and financing purposes.

PROJECT LOCATION: The amendment site is located at the northwesterly margin of Sun City, northerly of the westerly straight-line extension of Chambers Avenue, easterly of a southerly straight-line extension of Goetz Road, westerly of a northerly straight-line extension of Valley Boulevard, and southerly of a westerly straight-line extension of McLaughlin Road, approximately 8,100 feet southerly of the southerly terminus of Runway 15/33 at Perris Valley Airport.

LAND USE PLAN: 2010/2011 Perris Valley Airport Land Use Compatibility Plan

a. Airport Influence Area: Perris Valley Airport (portion)

b. Land Use Policy: Airport Compatibility Zone E (portion within AIA)

c. Noise Levels: Outside the 55 CNEL contour

BACKGROUND:

Land Use Density/Intensity: The site is located partially in Airport Compatibility Zone E of the Perris Valley Airport Influence Area. Neither residential density nor non-residential intensity is limited within Zone E, pursuant to the Countywide Policies section of the 2004 Riverside County Airport Land Use Compatibility Plan.

Noise: The site is located outside the 55 dB(A) CNEL contour from Perris Valley Airport and outside the 60 dB(A) CNEL contour from March Air Reserve Base. Therefore, no special measures to mitigate aircraft noise are required at this location.

Part 77: The distance from the southerly terminus of Runway 15-33 at Perris Valley Airport to the nearest point on the project site is 8,100 feet. If the site were at the same elevation as the airport, this would allow for buildings up to 81 feet in height on the site. However, the site is elevated relative to the airport. Perris Valley Airport has a stated elevation of 1,413 feet above mean sea level. Elevations at the site range from 1,456 to 1,660 feet above mean sea level. At the closest point of the site, structures with a top point elevation of 1,494 feet above mean sea level would require notification to the Federal Aviation Administration Obstruction Evaluation Service. However, the site extends farther south from that point. In order to determine which areas or lots will require obstruction evaluation, staff has asked the project representative to provide a table specifying, for each lot, its distance from the runway and pad elevation. From this information, staff can then provide direction as to those lots or areas that will require FAA review. This information is necessary for the Tentative Tract Map, which will be the basis for the siting of structures.

Open Area: There is no open area requirement for properties located in Compatibility Zone E.

CONDITIONS (to be applied to the Specific Plan and Tentative Tract Map):

1. Any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky.

2. The following uses shall be prohibited:

   (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an

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

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

(c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)

(d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.

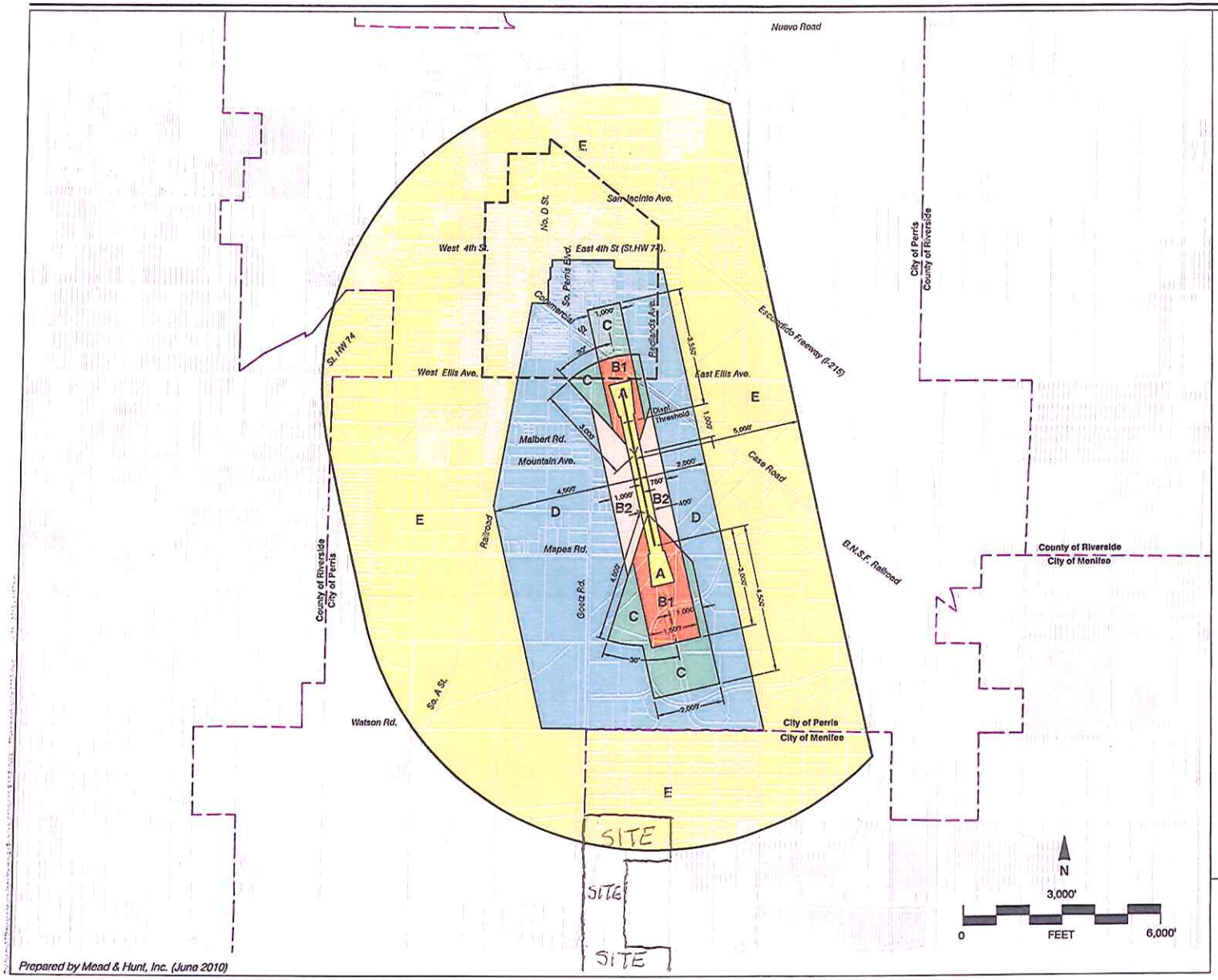
3. The attached notice shall be given to all prospective purchasers and/or tenants of the portions of the property within the Perris Valley Airport Influence Area.

4. Any new retention basins on the site shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the retention basin(s) that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.

5. Prior to adoption of this Specific Plan by the City Council, the applicant shall have received a determination of "Not a Hazard to Air Navigation" from the Federal Aviation Administration (FAA) Obstruction Evaluation Service.

NOTICE OF AIRPORT IN VICINITY

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



Legend

Compatibility Zones

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

Boundary Lines

- Airport Property Line
- City Limits
- Downtown Specific Plan

Riverside County
Airport Land Use Commission

Riverside County
Airport Land Use Compatibility Plan
Policy Document

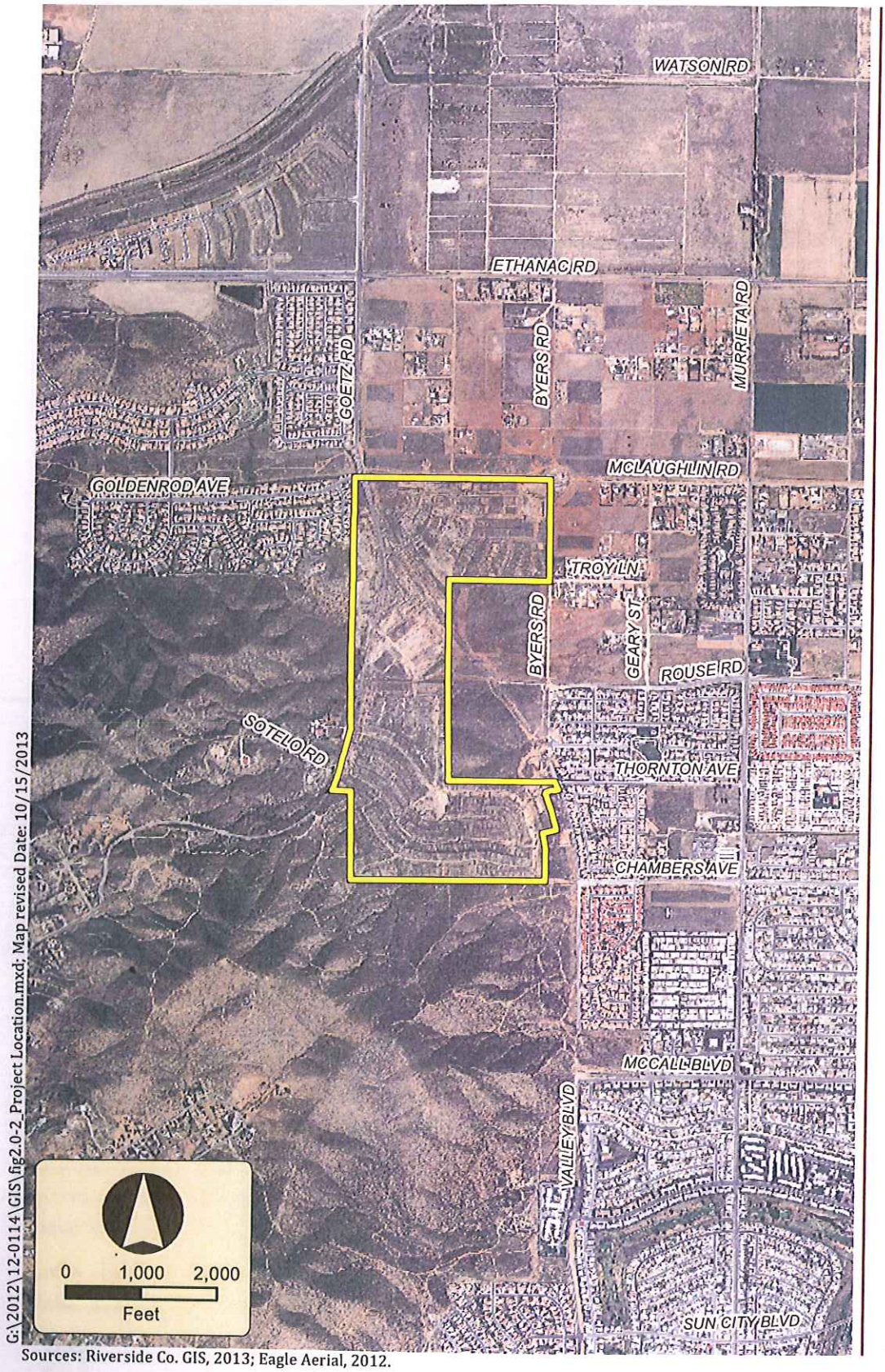
(July 2010 Draft)

Map PV-1

Compatibility Map

Perris Valley Airport

Prepared by Mead & Hunt, Inc. (June 2010)

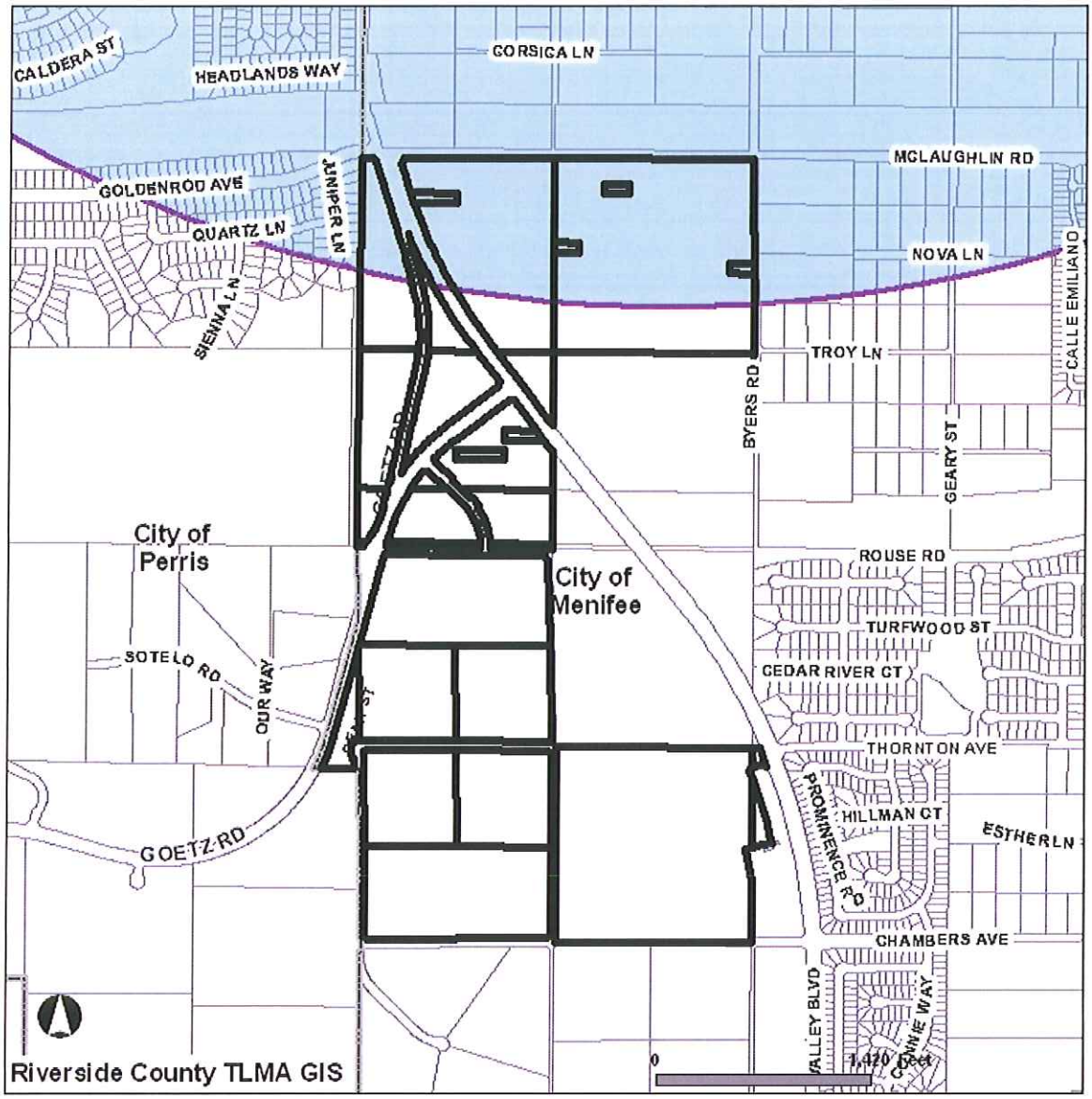


Sources: Riverside Co. GIS, 2013; Eagle Aerial, 2012.

Figure 2.0-2

Project Location Map

RIVERSIDE COUNTY GIS



Selected parcel(s):

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330-220-013 330-230-003 330-230-010 330-230-013 330-230-015 330-230-029 330-230-032
330-230-034 330-230-035 330-230-036 330-230-037 330-230-038 330-230-039 330-230-040
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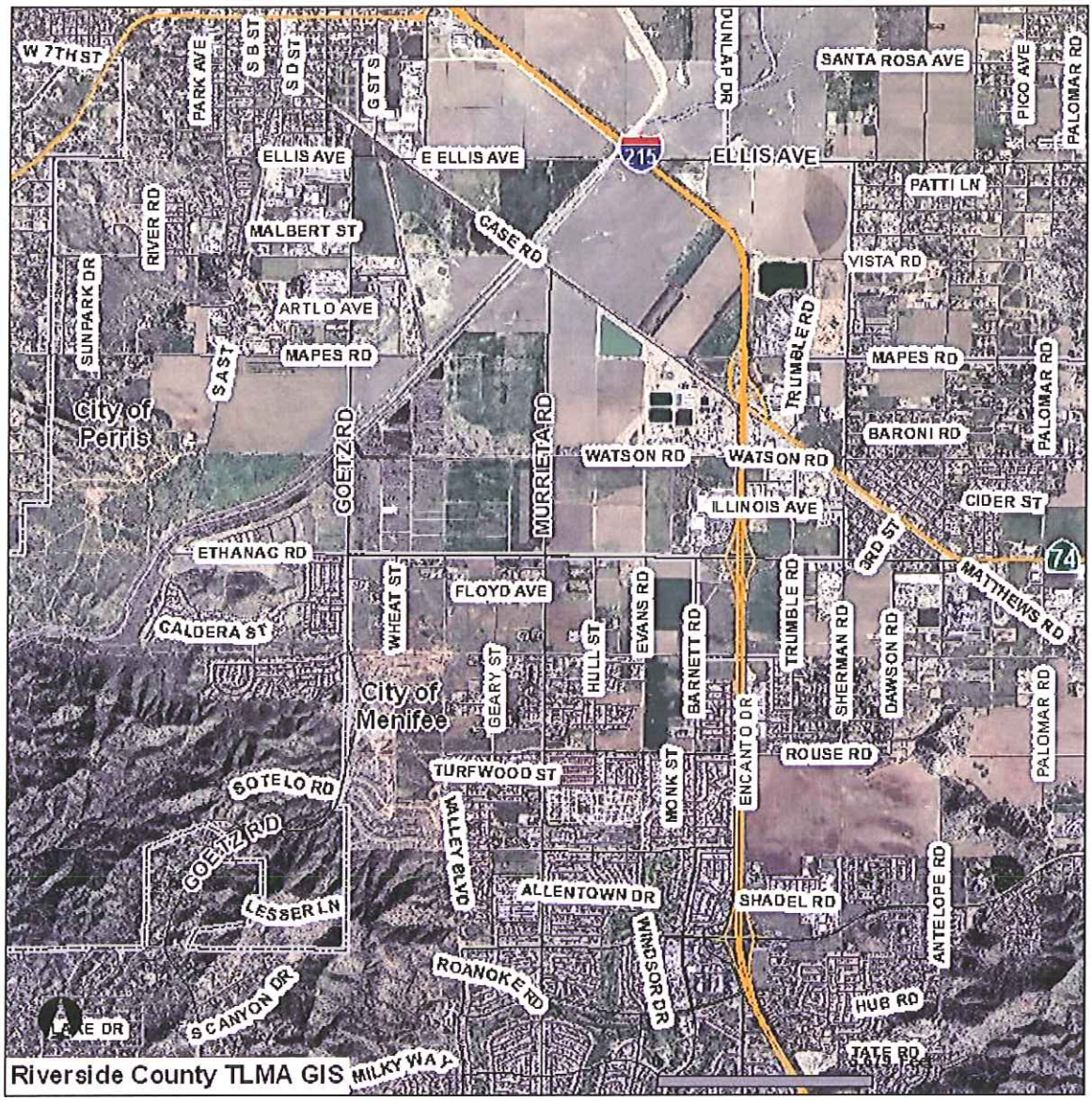
RIVERSIDE COUNTY GIS



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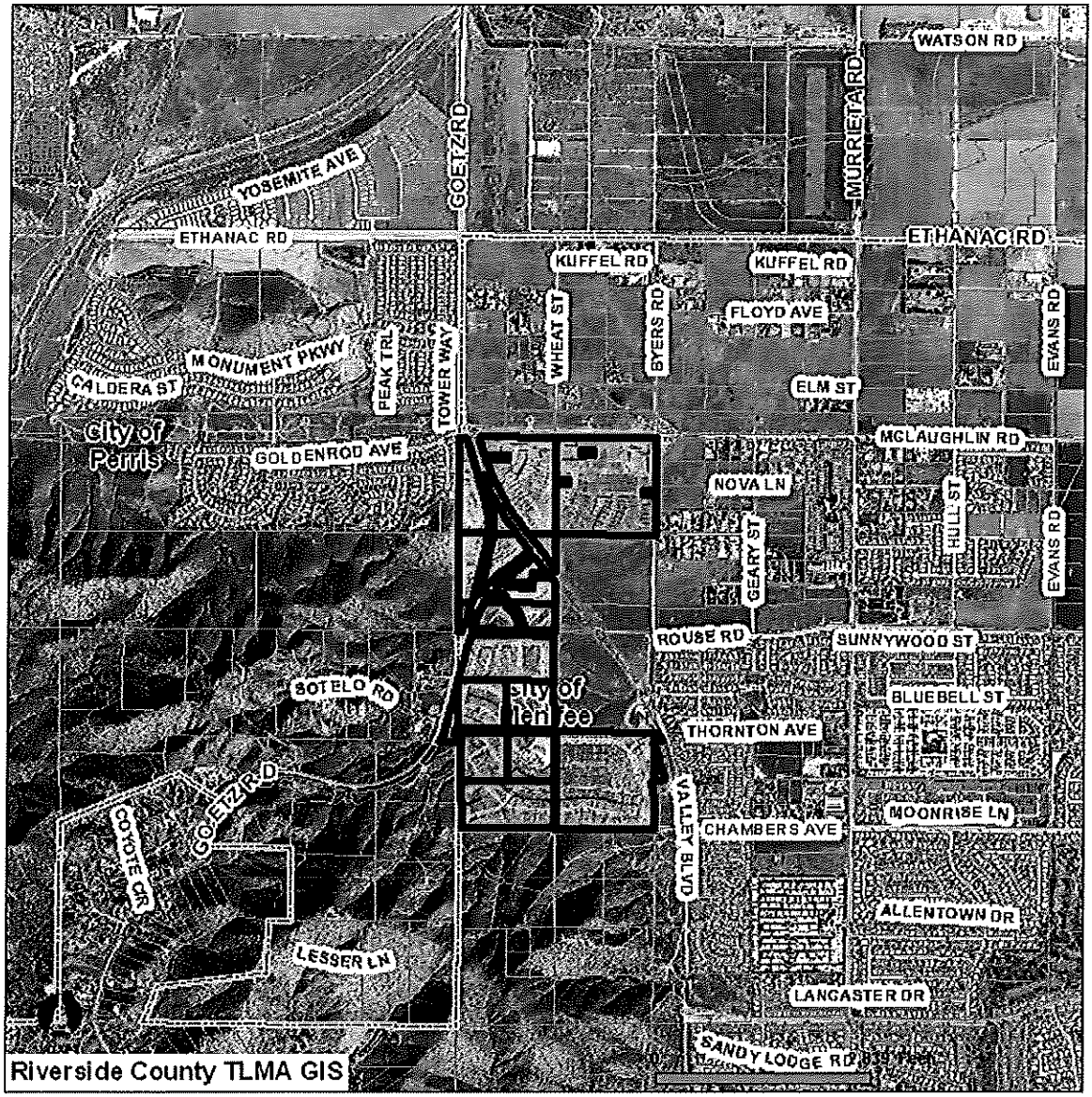

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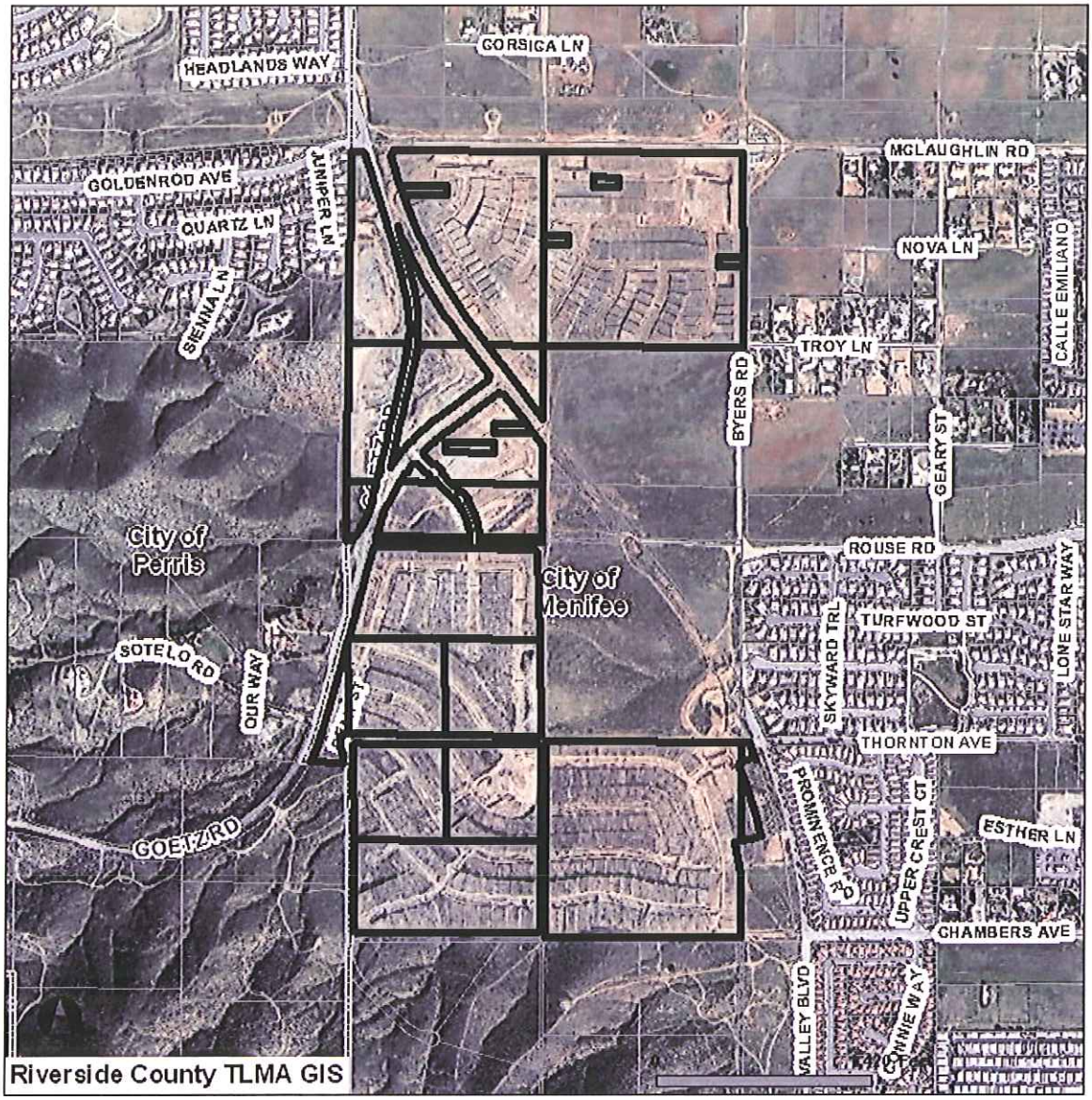
Version 131127

RIVERSIDE COUNTY GIS



Selected parcel(s):

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335-070-046 335-070-047 335-070-048 335-430-017

REPORT PRINTED ON...Fri Apr 18 16:37:54 2014

Version 131127

3.1 LAND USE PLAN

3.1.1 Introduction

The approximately 240 acre Cimarron Ridge Specific Plan features a traditional neighborhood lifestyle with a variety of housing types that are within easy walking distance to recreational amenities. Pedestrian connectivity is provided through a system of pedestrian trails, sidewalks and bicycle lanes that link residential neighborhoods to one another, to parks, and to other recreational amenities. A major component of Cimarron Ridge will be an approximately 10 acre multipurpose park that is planned for a wide range of activities including soccer, baseball and other field sports, picnic areas, tot lots as well as informal open space and recreational areas.

3.1.2 Community Design/ Implementing The Vision

Cimarron Ridge is designed with walkable neighborhoods that are supported by active and passive recreational opportunities. Each neighborhood is connected by a network of trails and pathways that encourage walking and biking throughout the community.

The design for Cimarron Ridge as a walkable community is physically realized in its land use plan, which implements traditional neighborhood design techniques at both the community and neighborhood levels. Within the community, residents will be able to utilize an integrated system of pedestrian trails, sidewalks, and bike lanes to access parks and recreational amenities. Streets within Cimarron Ridge are planned to function as a "promenade" and will feature lush community-based landscaping, helping define the sense of arrival in Cimarron Ridge. Meandering sidewalks and trails throughout the community will connect neighborhoods, undoubtedly bringing families together and establishing new friendships. Cimarron Ridge is envisioned as a place where residents can visit with neighbors while walking along shaded pathways and trails throughout the community.

As shown in **Figure 3.1-1-Conceptual Land Use Plan,** Cimarron Ridge is designed with smaller planning areas which in turn produce smaller neighborhood units. The intent of the smaller neighborhoods is to reinforce social interaction among residents. In terms of spatial planning, the neighborhood planning areas are approximately 0.25 mile in length, allowing for shorter local streets. The advantages of shorter neighborhood streets include slower moving vehicles, greater safety for children playing in front yards, and stronger interaction between neighbors.

The Land Use Plan for Cimarron Ridge is also designed with a local street network best described as "U-shaped loop streets" within each neighborhood. This road pattern ensures that very little through-traffic will traverse local streets, thereby allowing streets to function like cul-de-sacs but with more neighborhood connectivity. By keeping the local residential street U-shaped and shorter in length, Cimarron Ridge alleviates high speed vehicle travel and pass-through drivers.

The Land Use Plan is further designed with a collection of individual planning areas. Each planning area will offer unique characteristics, but will be integrated into the broader, cohesive community. Collectively, the various planning areas are interconnected through complementary architectural and landscape themes, a network of community trails, and common recreational amenities strategically positioned throughout the community.

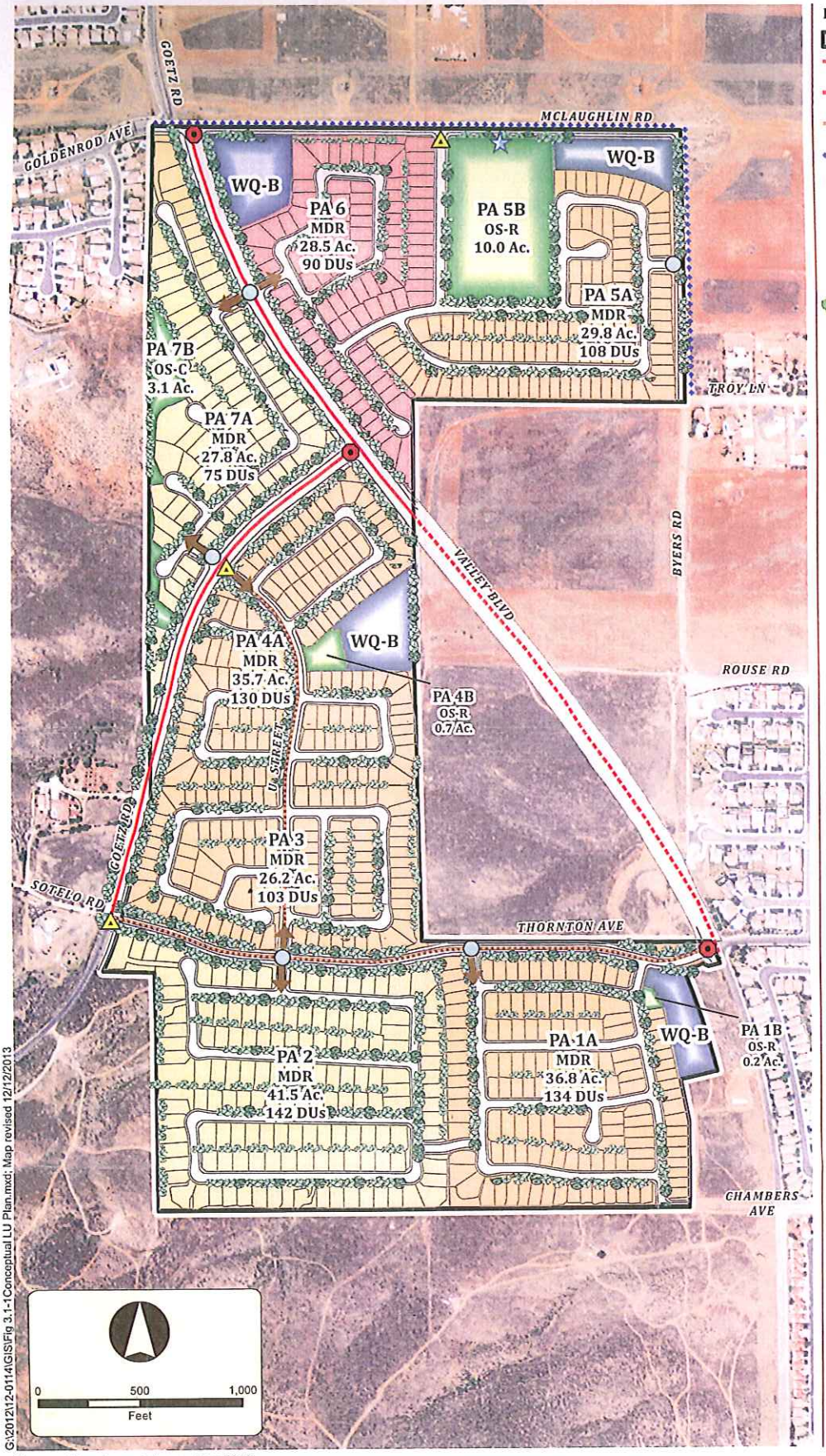
3.1.3 Proposed Land Uses

The proposed Land Use Plan as shown in **Figure 3.1-2-Proposed Land Use Plan** depicts the overall land use pattern within Cimarron Ridge. **Table 3.0-A, Land Use Summary** provides a summary of the proposed land uses. Specific information for each of the individual planning areas is provided in **Table 3.0-B, Detailed Land Use Summary.**

Table 3.0-A, Land Use Summary

Land Use Designation	Gross Area (Acres)	Density Range (du/ac)	Target Density	Proposed Dwelling Units	% of Total Acres
Medium Density Residential (MDR)[1]	226.3	2.0-5.0	3.4	782	94.2%
Open Space Conservation (OS-C)	3.1				1.3%
Open Space Recreation (OS-R)	10.9				4.5%
Total	**240.3**	**2.0-5.0**	**3.4**	**782**	**100%**

[1] As indicated in **Figure 3.1-2 Proposed Land Use Plan,** there are three water quality basins that are included within the total acreage for the Medium Density Residential land use category. The total size of the three basins is 11.5 acres.



LEGEND

- Project Boundary
- Community Trail
- Community Trail (Future)
- Class II Bike Lane
- Enhanced Sidewalk
- Primary Entry
- Secondary Entry
- Neighborhood Entry
- Park Entry
- Parkway/Slopes
- ROW and Sidewalks

Minimum Lot Size/District

- 5,000 sf - Inland District
- 5,500 - Grassland District
- 6,500 sf - Southland District

Note: Water Quality Basins are included within the total acreage for the Medium Density Residential land use category

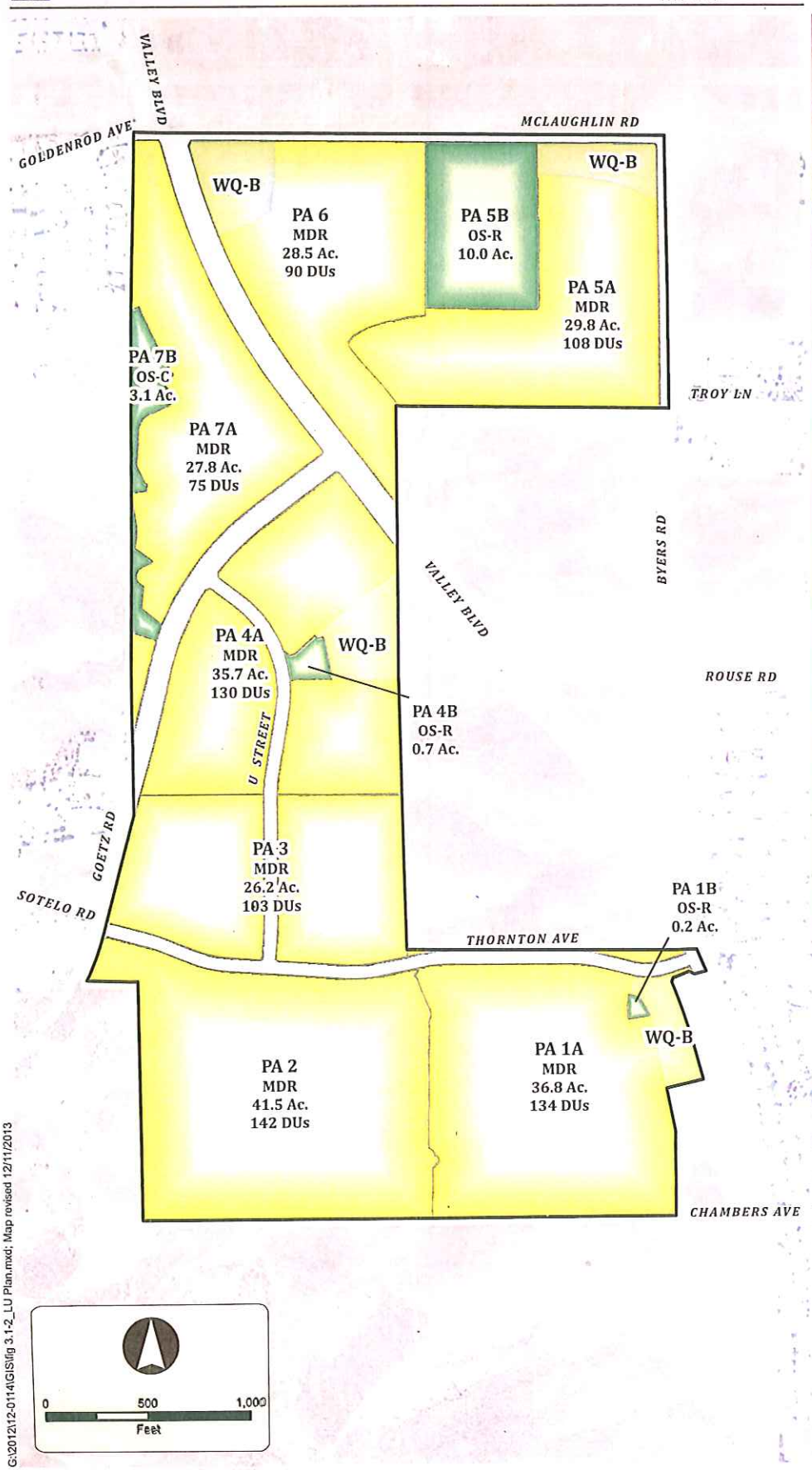
PA 1A: 134 DUs
PA 2: 142 DUs
PA 3: 103 DUs
PA 4A: 130 DUs
PA 5A: 108 DUs
PA 6: 90 DUs
PA 7A: 75 DUs
Total: 782 DUs

G:\2012\12-0114\GIS\Fig 3.1-1Conceptual LU Plan.mxd; Map revised 12/12/2013

Sources: Hunsaker and Assoc., Nov. 2013;
County of Riverside, 2013; NAIP, April 2011.

Figure 3.1-1

Conceptual Specific Plan Land Use Plan



LEGEND

- Project Boundary (237.3 Ac.)

Proposed Landuse

- MDR/WQ-B (226.3 Ac.)
- OS-C (3.1 Ac.)
- OS-R (10.9 Ac.)

Water Quality Basins are included within the total acreage for the Medium Density Residential land use category

PA 1A: 134 DUs
PA 2: 142 DUs
PA 3: 103 DUs
PA 4A: 130 DUs
PA 5A: 108 DUs
PA 6: 90 DUs
PA 7A: 75 DUs
Total: 782 DUs

G:\2012\12-0114\GIS\fig 3.1-2_LU Plan.mxd; Map revised 12/11/2013

Sources: Hunsaker and Assoc., Sept. 2013; County of Riverside, 2013; NAIP, April 2011.

Figure 3.1-2

Proposed Land Use Plan

Table 3.0-B, Detailed Land Use Summary

Planning Area	Land Use Designation	Lot Type	Density Range	Target Density (Gross Acres)	Gross Area	Proposed Dwelling Units
1A	Medium Density Residential (MDR)	5,000 sq. ft.	2.0-5.0	3.6	36.8	134
1B	Open Space Recreation (OS-R)	-	-	-	0.2	-
2	Medium Density Residential (MDR)	6,500 sq. ft	2.0-5.0	3.4	41.5	142
3	Medium Density Residential (MDR)	5,000 sq. ft	2.0-5.0	3.9	26.2	103
4A	Medium Density Residential (MDR)	5,000 sq. ft	2.0-5.0	3.6	35.7	130
4B	Open Space Recreation (OS-R)	-	-	-	0.7	-
5A	Medium Density Residential (MDR)	5,000 sq. ft	2.0-5.0	3.6	29.8	108
5B	Open Space Recreation (OS-R)	-	-	-	10.0	-
6	Medium Density Residential (MDR)	5,500 sq. ft	2.0-5.0	3.2	28.5	90
7A	Medium Density Residential (MDR)	6,500 sq. ft	2.0-5.0	3.7	27.8	75
7B	Open Space Conservation (OS-C)	-	-	-	3.1	-
Total	-	-	-	**3.6 (average)**	**240.3**	**782**

3.1.4 Residential Land Uses

Residential planning areas account for 94.2 percent of the total land uses for Cimarron Ridge. These neighborhoods are discussed in greater detail in *Chapter 4.0, Development Standards.* The different residential land uses, densities, and lot sizes contained within the Cimarron Ridge community are described below.

4.0 DEVELOPMENT STANDARDS

4.1 Introduction

The primary implementation guidance tool for Cimarron Ridge is this Specific Plan, which establishes the character of the development through the definition of permitted land uses, required infrastructure, development regulations and design guidelines. The standards and regulations contained in this section, and the Design Guidelines contained in *Chapter 5* provide the framework upon which all subsequent implementation planning decisions are based, and criteria for determining consistency of site specific design with the Specific Plan objectives.

It is the purpose of this chapter to serve as the development regulations for Cimarron Ridge. When the Cimarron Ridge Specific Plan is adopted by ordinance, these regulations and standards will supersede the corresponding Zoning Ordinance of the City. Where the Specific Plan is silent on a development issue, regulation or procedure, or where reference is made to a specific ordinance section, the applicable section(s) of the City Zoning Ordinance shall prevail. Where design guidelines or development standards of the Specific Plan do not agree with the City ordinances, this Specific Plan shall apply.

4.2 Residential Development Standards

Medium Density Residential (MDR) land uses are proposed for Planning Areas 1A, 2, 3, 4A, 5A, 6 and 7A for a total of 782 homes on 224.9 acres of land at an average density of 3.6 du/ac. The envisioned housing types would be conventional single family detached homes with attached garages. The homes will have a variety of floor plans and architectural elevations.

4.2.1 Medium Density Residential (MDR)

Medium Density Residential (MDR) is the principle land use proposed for Cimarron Ridge and is the only residential land use classification. The Medium Density Residential (MDR) designation is used for the purposes of maintaining consistency with the General Plan Land Use Map. However, as illustrated in **Figure 3.1-2-Conceptual Land Use Plan,** the residential planning areas are distinguished in this Specific Plan by minimum lot size. The three minimum lot sizes proposed are:

- 5,000 square foot minimum (Planning Areas 1A, 3, 4A and 5A)- Inland District
- 5,500 square foot minimum (Planning Area 6)- Grassland District
- 6,500 square foot minimum (Planning Areas 2 and 7A)- Southland District

To ensure a logical, orderly, and sensitive development of land uses proposed for Cimarron Ridge, special development criteria and standards have been created for each lot size to address setbacks, pad sizes, lot coverage and encroachments. **Figures 4.1-1** through **4.1-3** illustrate these concepts and provide information regarding placement of residences within the community. Each figure contains a detail of the typical lot, with a corresponding table that lists specific development standards for that lot size. It's important to note that the illustrations represent

possible development patterns based on the detached residential products envisioned for the Cimarron Ridge community; however, other designs that conform to the development standards may also be used.

Finally, while this Specific Plan distinguishes between minimum required lot sizes, the underlying land use designation for each Planning Area irrespective of lot size is Medium Density Residential (MDR) as shown in **Figure 3.1-1 Proposed Land Use Plan**. Water quality basins that are shown on the Land Use Plan also have an underlying land use designation of Medium Density Residential (MDR). Therefore, the development standards related to the basins are also discussed here.

Principle Permitted Uses-Medium Density Residential (MDR)

Include those listed below when developed in compliance with the purpose and intent of this Specific Plan.

- One-family dwellings
- Parks
- Flood control basins, retention basins and related facilities
- Swimming pools
- Temporary real estate tract offices located within a subdivision to be used for and during the original sale of the subdivision
- Any use that is not specifically listed herein may be considered a principle permitted use or a conditionally permitted use provided that the Planning Director finds that the proposed use is substantially the same in character and intensity as those listed in this Specific Plan.

Accessory Permitted Uses- Medium Density Residential (MDR)

- Utility facilities
- Private recreation facilities
- Recreation centers
- Swimming pools and spas
- Tot lots
- Other accessory uses as determined by the Planning Director to be substantially compatible with a principle permitted residential use.

The development standards for Medium Density Residential (MDR) designated areas are listed in **Figures 4.1-1** through **4.1-3**.

Inland District Development Standards

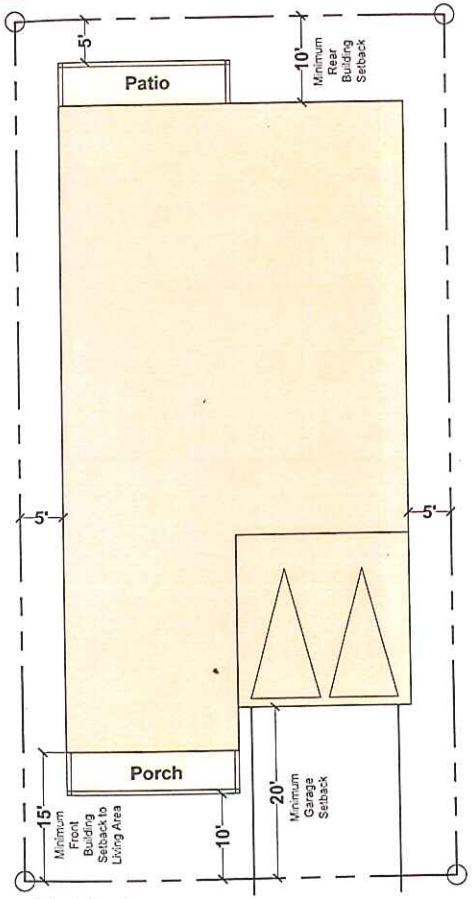
DEVELOPMENT STANDARD	MEDIUM DENSITY RESIDENTIAL 5,000 SQUARE FOOT MINIMUM
Lot Dimensions	
Minimum lot size	5,000 sq. ft.
Minimum average width[1]	40'
Minimum average depth[2]	90'
Minimum frontage[3]	40'
Minimum frontage on lots fronting knuckles or cul-de-sacs	32'
Flag lots	Flag lots shall meet all lot requirements except that requirement of street frontage. Flag lots shall have an access strip to a street not less than 20 feet wide. In instances where a driveway exceeds 150 feet, then a turnaround area approved by the fire department will be required.
Setbacks	
Front Setback (from property line)	
To living area	15'
To a front entry garage	20'
To a side-in garage	10'
To a patio cover or second story deck	10'
Side Setback (from property line)	
Minimum interior side yard	5'
Minimum corner side yard	10'[4]
Rear Setback (from property line)	
To living area	10'
To a patio cover or second story deck	5'
Walls Fences and Hedges	
Maximum height within front yard setback	3'
Maximum height at interior or rear property line	6'
Other	
Maximum structural height	40'
Maximum lot coverage	65% for single story & 60% for two story
Yard encroachments (uninhabitable architectural features that extend beyond the building face including eaves, chimneys, bay windows, stairways, and other architectural detailing)	2'
Air conditioning units	Air conditioning (AC) units are considered permitted obstructions in required side yards and may extend up to 1' from the property line. AC units shall be placed in the non-gated side yard when applicable.

[1] The average linear distance between side lot lines when measured at a 90 degree angle to the front lot line. If the lot has an irregular shape, lot width may be determined by calculating the average horizontal distance between the longer dimensional lot lines where the building envelope is located.

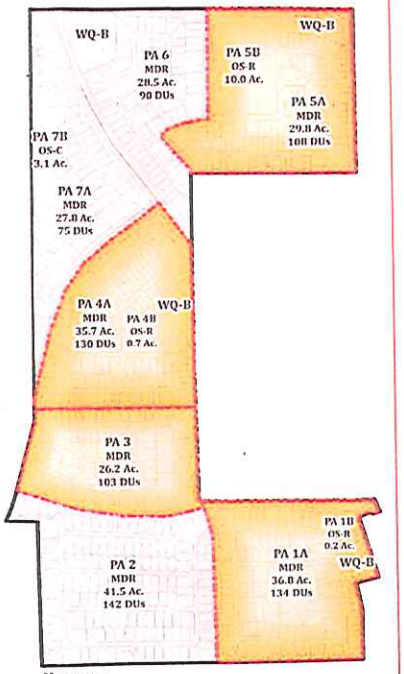
[2] The average linear measurement between the front and rear lot lines when measured at 90 degree angles from the front lot line, or the tangent or chord line of a curved front lot line.

[3] The length of the defined front lot line measured at the street right-of-way.

[4] In instances where a corner lot is located adjacent to a landscaped area, and the landscaped area separates the residential lot from the right-of-way, then the landscape area may be counted towards the setback requirement.



50'x 100' lot size
Note: For corner lots, minimum 10'building setback is required on the corner-side.



Keymap:
Note: Location of Planning Areas with 5,000 square foot minimum lot size.

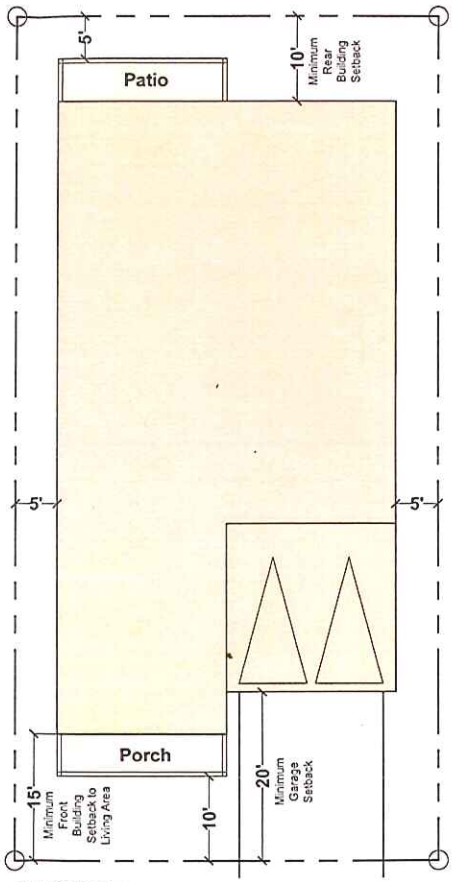
Figure 4.1-1

Inland District Development Standards

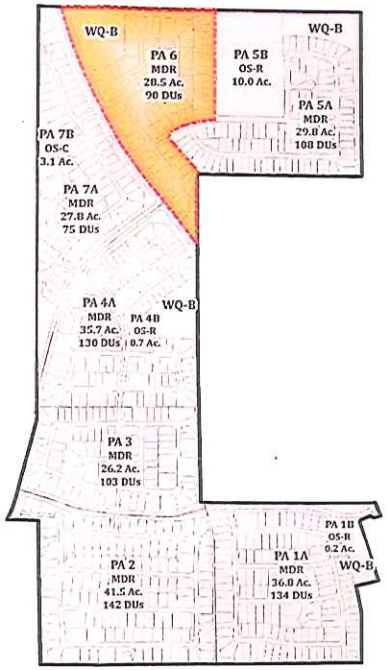
Grassland District Development Standards

DEVELOPMENT STANDARD	MEDIUM DENSITY RESIDENTIAL 5,500 SQUARE FOOT MINIMUM
Lot Dimensions	
Minimum lot size	5,500 sq. ft.
Minimum average width[1]	45'
Minimum average depth[2]	90'
Minimum frontage[3]	45'
Minimum frontage on lots fronting knuckles or cul-de-sacs	32'
Flag lots	Flag lots shall meet all lot requirements except that requirement of street frontage. Flag lots shall have an access strip to a street not less than 20 feet wide. In instances where a driveway exceeds 150 feet, then a turnaround area approved by the fire department will be required.
Setbacks	
Front Setback (from property line)	
To living area	15'
To a front entry garage	20'
To a side-in garage	10'
To a patio cover or second story deck	10'
Side Setback (from property line)	
Minimum interior side yard	5'
Minimum corner side yard	10' [4]
Rear Setback (from property line)	
To living area	10'
To a patio cover or second story deck	5'
Walls Fences and Hedges	
Maximum height within front yard setback	3'
Maximum height at interior or rear property line	6'
Other	
Maximum structural height	40'
Maximum lot coverage	65% for single story & 60% for two story
Yard encroachments (uninhabitable architectural features that extend beyond the building face including eaves, chimneys, bay windows, stairways, and other architectural detailing)	2'
Air conditioning units	Air conditioning (AC) units are considered permitted obstructions in required side yards and may extend up to 1' from the property line. AC units shall be placed in the non-gated side yard when applicable.

[1] The average linear distance between side lot lines when measured at a 90 degree angle to the front lot line. If the lot has an irregular shape, lot width may be determined by calculating the average horizontal distance between the longer dimensional lot lines where the building envelope is located.
[2] The average linear measurement between the front and rear lot lines when measured at 90 degree angles from the front lot line, or the tangent or chord line of a curved front lot line.
[3] The length of the defined front lot line measured at the street right-of-way.
[4] In instances where a corner lot is located adjacent to a landscaped area, and the landscaped area separates the residential lot from the right-of-way, then the landscape area may be counted towards the setback requirement



55'x 100' lot size
Note: For corner lots, minimum 10'building setback is required on the corner-side.



Keymap:
Note: Location of Planning Areas with 5,500 square foot minimum lot size.

Figure 4.1-2

Grassland District Development Standards

Southland District Development Standards

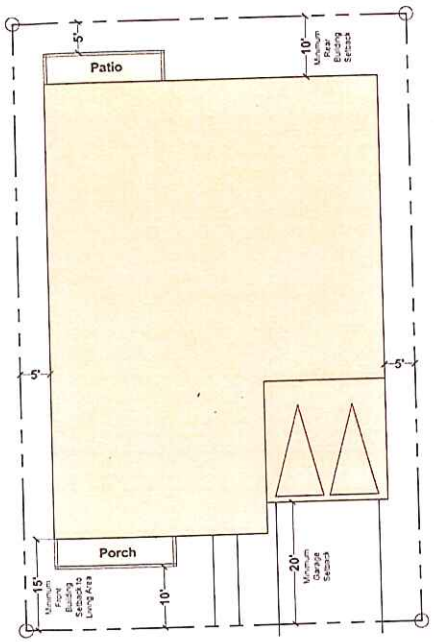
DEVELOPMENT STANDARD	MEDIUM DENSITY RESIDENTIAL 6,500 SQUARE FOOT MINIMUM
Lot Dimensions	
Minimum lot size	6,500 sq. ft.
Minimum average width[1]	50'
Minimum average depth[2]	90'
Minimum frontage[3]	50'
Minimum frontage on lots fronting knuckles or cul-de-sacs	32'
Flag lots	Flag lots shall meet all lot requirements except that requirement of street frontage. Flag lots shall have an access strip to a street not less than 20 feet wide. In instances where a driveway exceeds 150 feet, then a turnaround area approved by the fire department will be required..
Setbacks	
Front Setback (from property line)	
To living area	15'
To a front entry garage	20'
To a side-in garage	10'
To a patio cover or second story deck	10'
Side Setback (from property line)	
Minimum interior side yard	5'
Minimum corner side yard	10'[4]
Rear Setback (from property line)	
To living area	10'
To a patio cover or second story deck	5'
Walls Fences and Hedges	
Maximum height within front yard setback	3'
Maximum height at interior or rear property line	6'
Other	
Maximum structural height	40'
Maximum lot coverage	65% for single story & 60% for two story
Yard encroachments (uninhabitable architectural features that extend beyond the building face including eaves, chimneys, bay windows, stairways, and other architectural detailing)	2'
Air conditioning units	Air conditioning (AC) units are considered permitted obstructions in required side yards and may extend up to 1' from the property line. AC units shall be placed in the non-gated side yard when applicable.

[1] The average linear distance between side lot lines when measured at a 90 degree angle to the front lot line. If the lot has an irregular shape, lot width may be determined by calculating the average horizontal distance between the longer dimensional lot lines where the building envelope is located.

[2] The average linear measurement between the front and rear lot lines when measured at 90 degree angles from the front lot line, or the tangent or chord line of a curved front lot line.

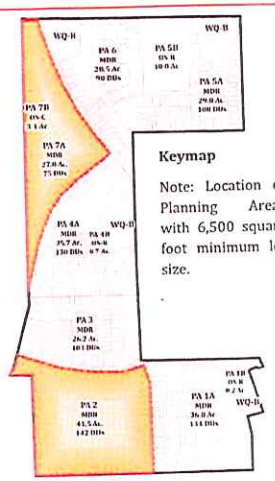
[3] The length of the defined front lot line measured at the street right-of-way.

[4] In instances where a corner lot is located adjacent to a landscaped area, and the landscaped area separates the residential



65'x 100' lot size

Note: For corner lots, minimum 10'building setback is required on the corner-side.



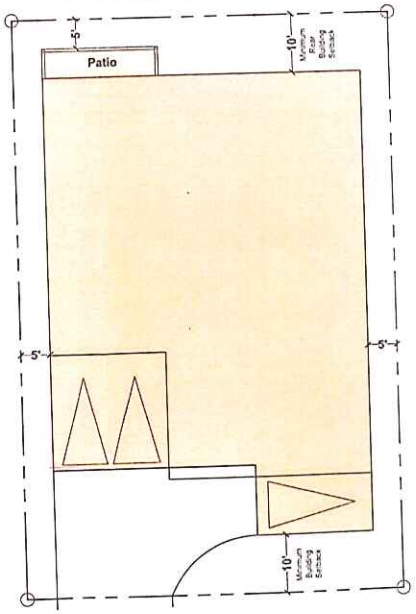


Figure 4.1-3

Southland District Developmer Standards

4.3 Open Space and Recreation Standards

4.3.1 Open Space Recreation

As shown in **Figure 3.1-1-Proposed Land Use Plan,** Cimarron Ridge contains three parks totaling 10.9 acres. The three parks range from a 0.2 acre pocket park in Planning Area 1B, a 0.7 acre park in Planning Area 4B to a 10 acre multipurpose park in Planning Area 3B. The two pocket parks are intended to serve adjacent neighborhoods and are planned to include an open lawn area for picnic and passive uses, and a tot lot with a small play structure. The 10 acre multipurpose park is planned to include a range of activities such as soccer, baseball and sport fields, walking trails, dining areas, tot lots as well as informal open space areas and recreational areas.

Principle Permitted Uses-Open Space Recreation

Include those listed below when developed in compliance with the purpose and intent of this Specific Plan.

- Public or private parks
- Public playgrounds
- Flood control basins, detention basins, retention basins and related facilities
- Athletic fields

Accessory Permitted Uses-Open Space Recreation

- Parking lots, only for the above permitted uses
- Utility facilities
- Recreation facilities
- Trails
- Shade structures
- Other accessory uses as determined by the Planning Director to be substantially compatible with a principle permitted open space recreation/park use.

Required Amenities-Pocket Parks

At a minimum, pocket parks in Planning Areas 1B and 4B shall include the following amenities:

- Shade tree plantings and rolling turf areas
- Children's play areas
- Picnic areas

Required Amenities- Multipurpose Park

At a minimum the multipurpose park in Planning Area 5B shall include the following amenities:

- Athletic Field(s)
- Play area(s)
- Walkway(s)
- Picnic Area(s)
- Onsite Parking
- Shade tree plantings and rolling turn areas
- Restrooms

4.3.2 Open Space Conservation

As shown in **Figure 3.1-2-Proposed Land Use Plan** approximately 3.1 acres in Planning Area 7B is designated as Open Space Conservation. This designation is not intended to imply that this area serves as a habitat conservation area. Rather, the Open Space Conservation (OS-C) area is not considered suitable for development and will therefore remain in natural habitat.

Principle Permitted Uses

Include those listed below when developed in compliance with the purpose and intent of this Specific Plan.

- Unrestricted open space
- Utility facilities

Accessory Permitted Uses

- Trails
- Drainage channels
- Shade structures
- Other accessory uses as determined by the Planning Director to be substantially compatible with a principle permitted open space conservation use.

4.4 Project Wide Development Standards

Project wide development standards can be found in within each sub-chapter of *Chapter 3.0, Community Development Plan.* These Project wide development standards are applicable to each planning area. For Project wide development standards please refer to the following chapters:

- Chapter 3.1-Land Use Plan
- Chapter 3.2-Circulation Plan
- Chapter 3.3 Public Facilities Plan
- Chapter 3.4 Grading Plan
- Chapter 3.5 Phasing Plan

Chapter 5.0 discusses landscape and architectural design guidelines that will govern the design character of the community. However, it's important to note the difference between standards and guidelines included herein. *Chapter 3.0 Community Development Plan* and *Chapter 4.0 Development Standards* establish a required level of quality or attainment. In contrast, *Chapter 5.0 Design Guidelines* provide general project wide guidelines and are not mandatory. The purpose of the Design Guidelines are intended to provide criteria for design, while allowing flexibility for architects, landscape architects, developers, and builders. The Design Guidelines are discussed in greater detail in the following chapter.

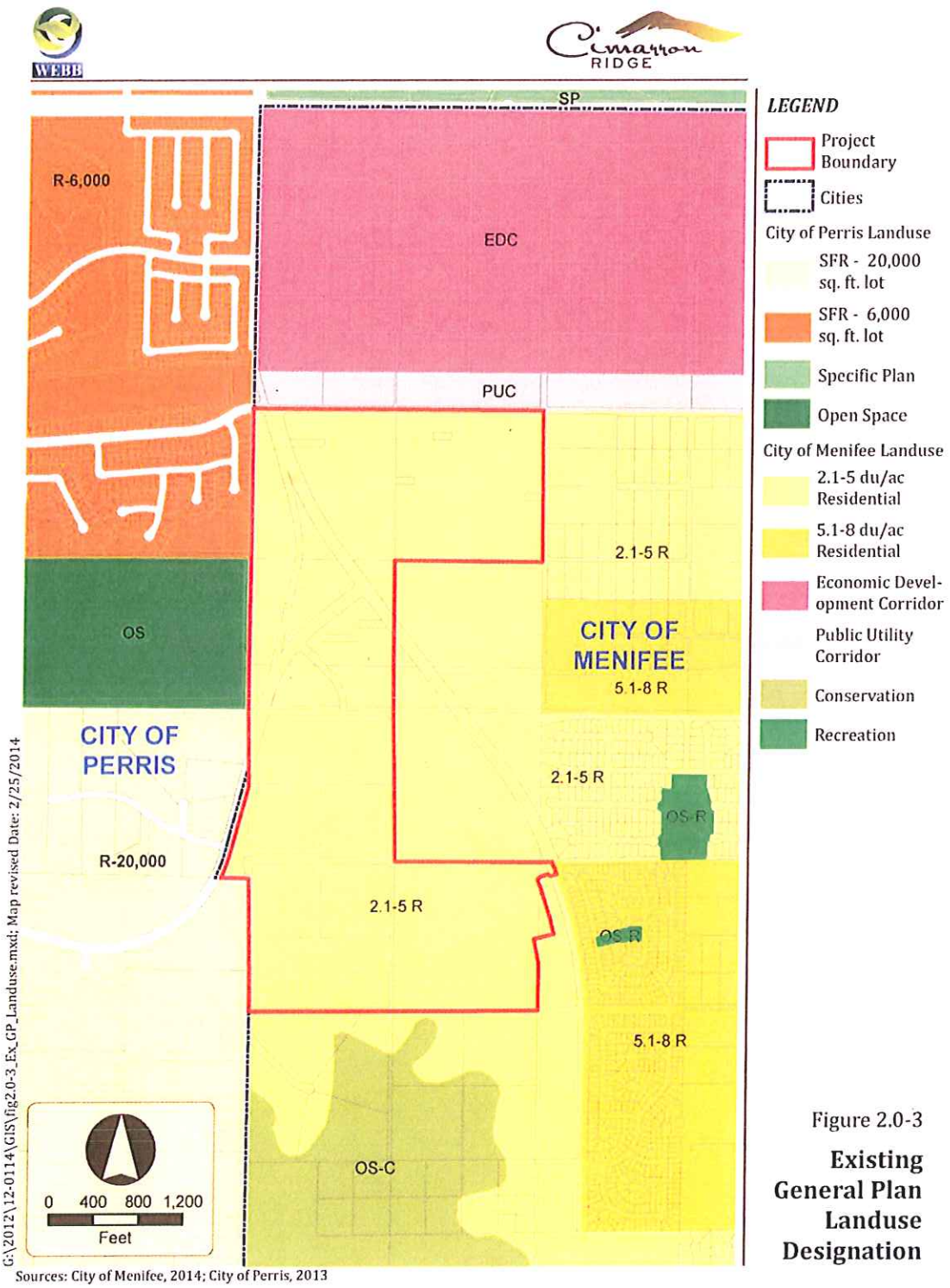
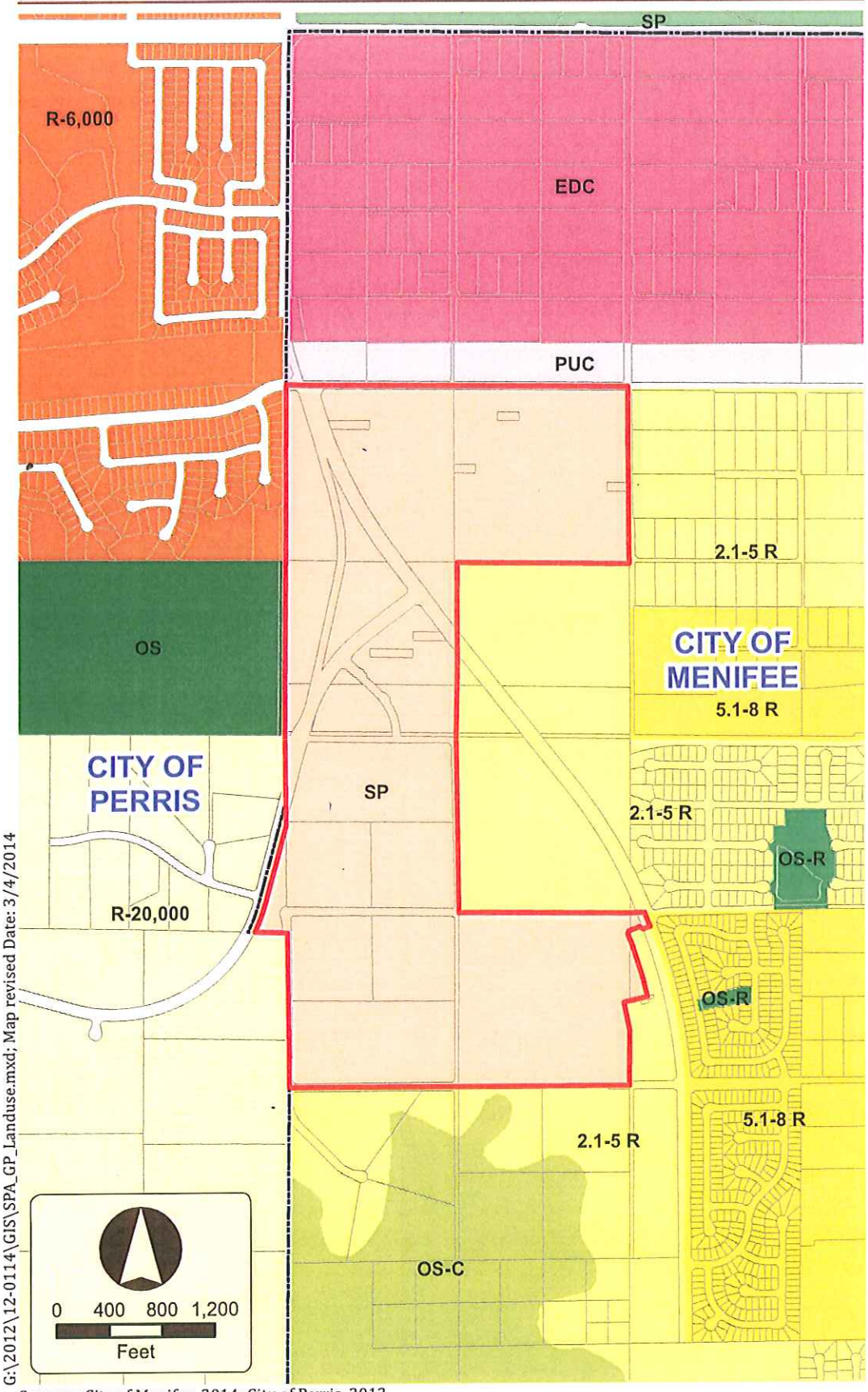


Figure 2.0-3

Existing General Plan Landuse Designation



G:\2012\12-0114\GIS\SPA_GP_Landuse.mxd; Map revised Date: 3/4/2014

Sources: City of Menifee, 2014; City of Perris, 2013

LEGEND

- Project Boundary
- Cities

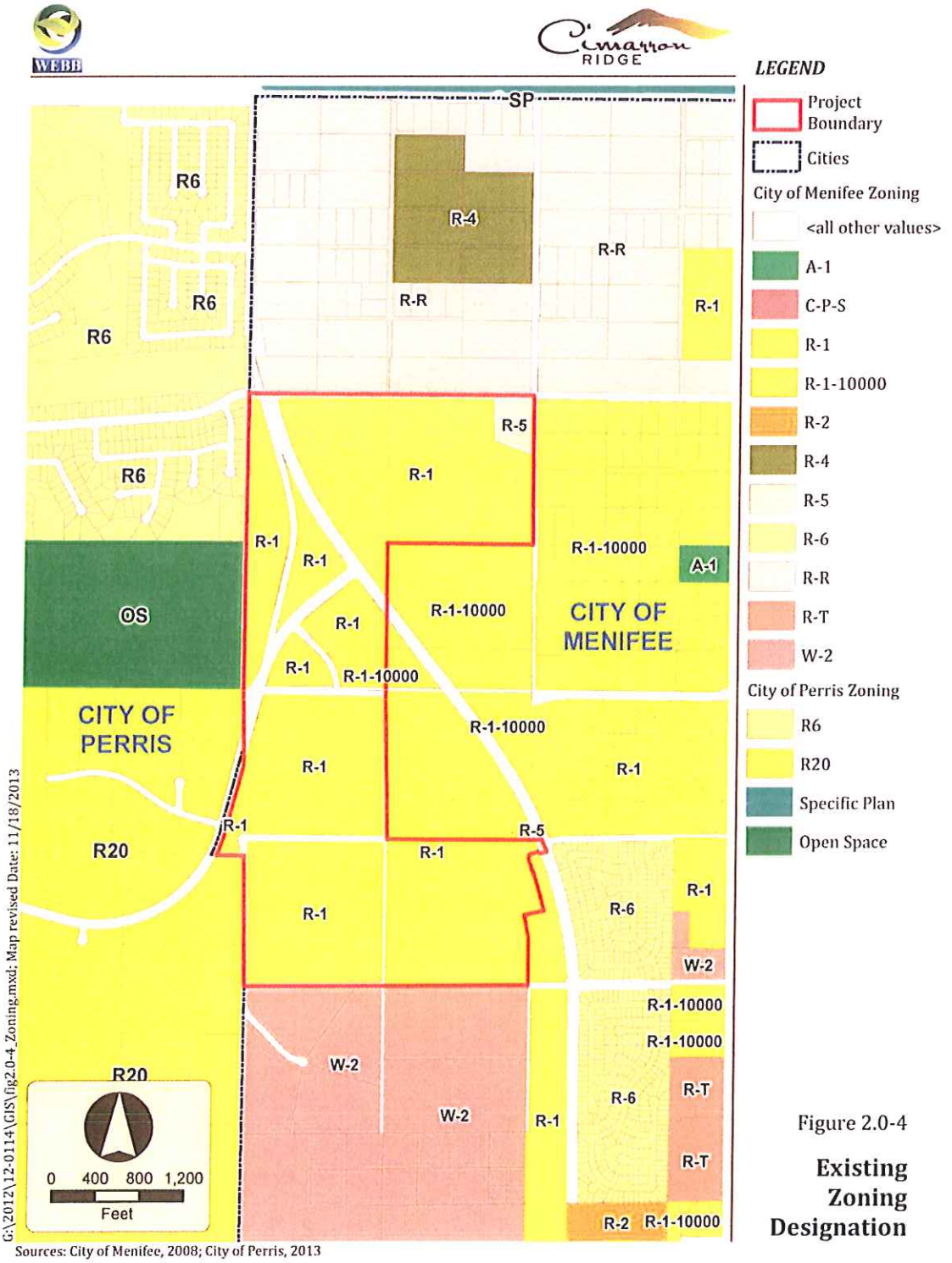
City of Menifee Landuse

- 2.1-5 du/ac Residential
- 5.1-8 du/ac Residential
- Economic Development Corridor
- Public Utility Corridor
- Conservation
- Recreation
- Specific Plan

City of Perris Landuse

- SFR - 20,000 sq. ft. lot
- SFR - 6,000 sq. ft. lot
- Specific Plan
- Open Space

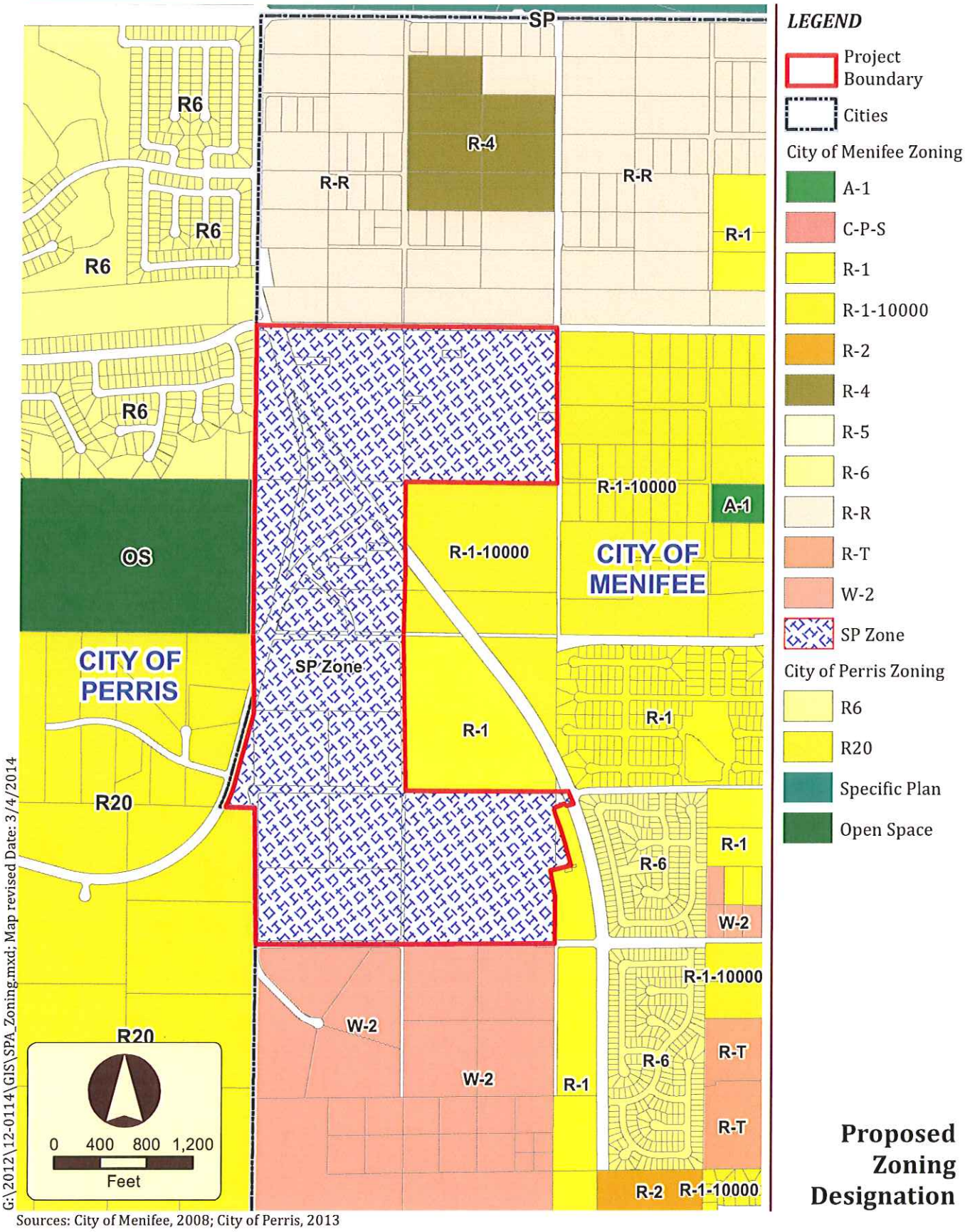
Proposed General Plan Designation



Sources: City of Menifee, 2008; City of Perris, 2013

Figure 2.0-4

Existing Zoning Designation



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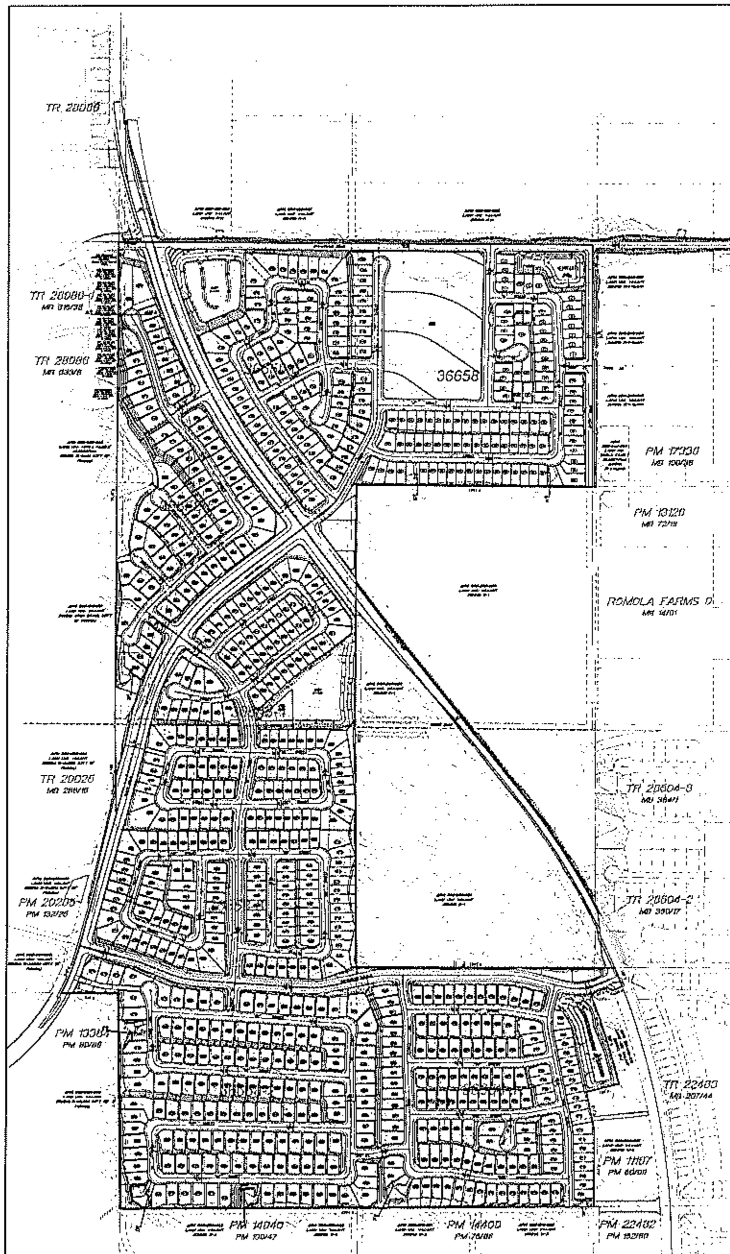
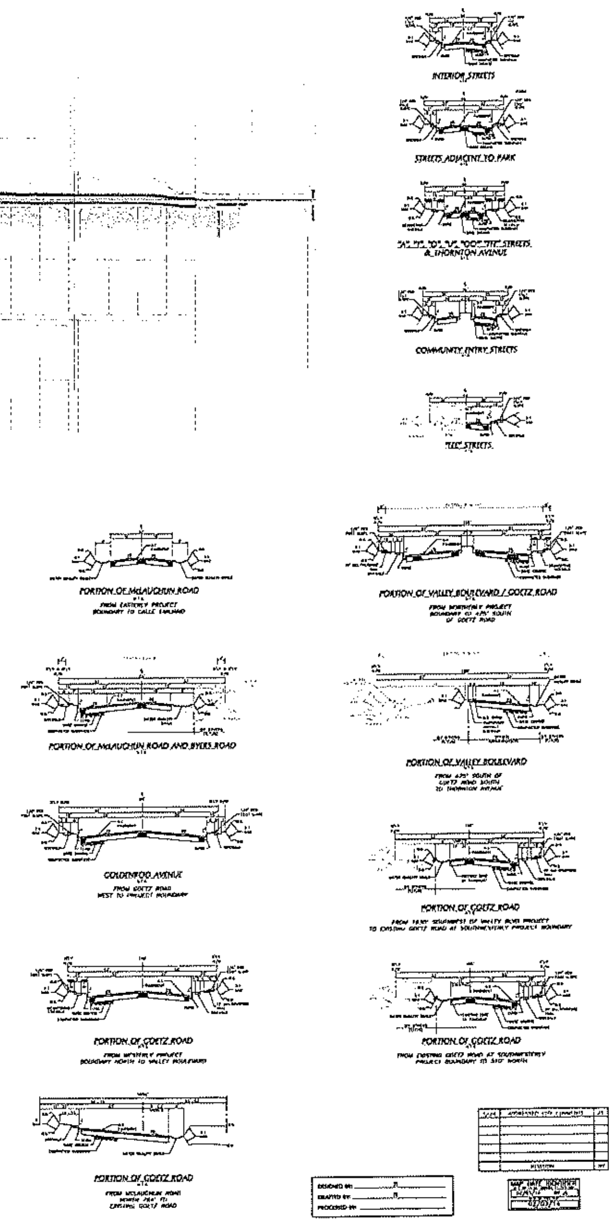
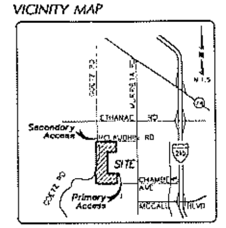
Sources: City of Menifee, 2008; City of Perris, 2013

Proposed Zoning Designation





VICINITY MAP



NOTES

UTILITIES

EARTHWORK QUANTITIES

EXISTING EASEMENTS

LEGAL DESCRIPTION

A.P. NO.

STATEMENT OF OWNERSHIP

I HEREBY STATE THAT THIS MAP WAS PREPARED UNDER MY SUPERVISION AND THAT THE OWNER OF RECORD HAS KNOWLEDGE OF AND CONSENTS TO THE FILING OF THIS MAP

______________ DATE ______

SCALE 1" = 200'
DATE
W.O.
GROSS AREA
CONTOUR INTERVAL
TOTAL LOTS 383 RESIDENTIAL LOTS
DENSITY

0 100' 200' 400'

PREPARED FOR/OWNER:

Van Daele Homes
2900 Adams Street, Suite C-25
Riverside, CA 92504
Tel: (951) 354-2121

PREPARED BY:

H&A

TENTATIVE TRACT NO. 36658

CITY OF MENIFEE

SHEET 1 OF 4

STATISTICAL SUMMARY

5000 MIN. LOT SIZE

[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]

[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]

5500 MIN. LOT SIZE

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[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]

6500 MIN. LOT SIZE

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[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]

OPEN SPACE LOTS

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[illegible]	[illegible]	[illegible]	[illegible]

RESIDENTIAL LOTS

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[illegible]	[illegible]
[illegible]	[illegible]

SUMMARY OF ALL LOTS

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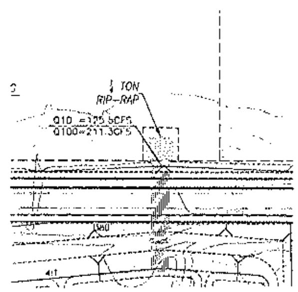
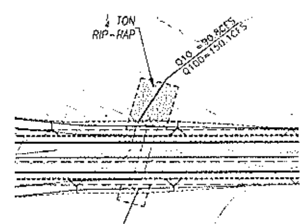
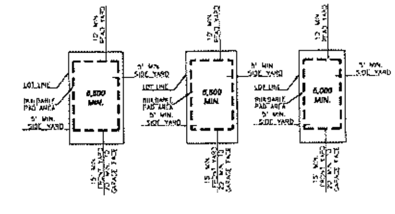


DETAIL A STORM DRAIN OUTLET
SCALE: 1"=40'



DETAIL B STORM DRAIN OUTLET
SCALE: 1"=40'

TYPICAL SECTIONS & DETAILS



TYPICAL BUILDABLE PAD AREA
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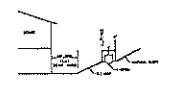
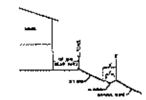
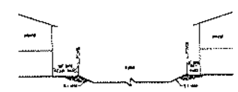


TYPICAL HOUSE REARING ON NATURAL UP SLOPE

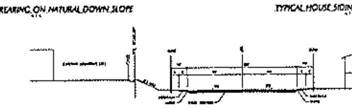
TYPICAL HOUSE REARING ON BASIN



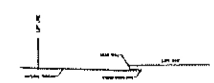
TYPICAL HOUSE REARING ON NATURAL DOWN SLOPE



TYPICAL HOUSE SIDING/REARING ON PARK



SECTION A-A

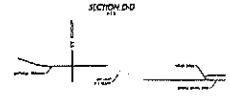


SECTION B-B

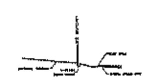
SECTION C-C

SECTION D-D

SECTION E-E



SECTION F-F



SECTION G-G

SECTION H-H

SCALE N.T.S.
DATE
W.O.
GROSS AREA
CONTOUR INTERVAL 5'
TOTAL LOTS

OWNER:

CIMARRON RIDGE, LLC

PREPARED FOR:

Van Daele Homes
2900 Adams Street, Suite C-25
Riverside, CA 92504
Tel: (951) 354-2121

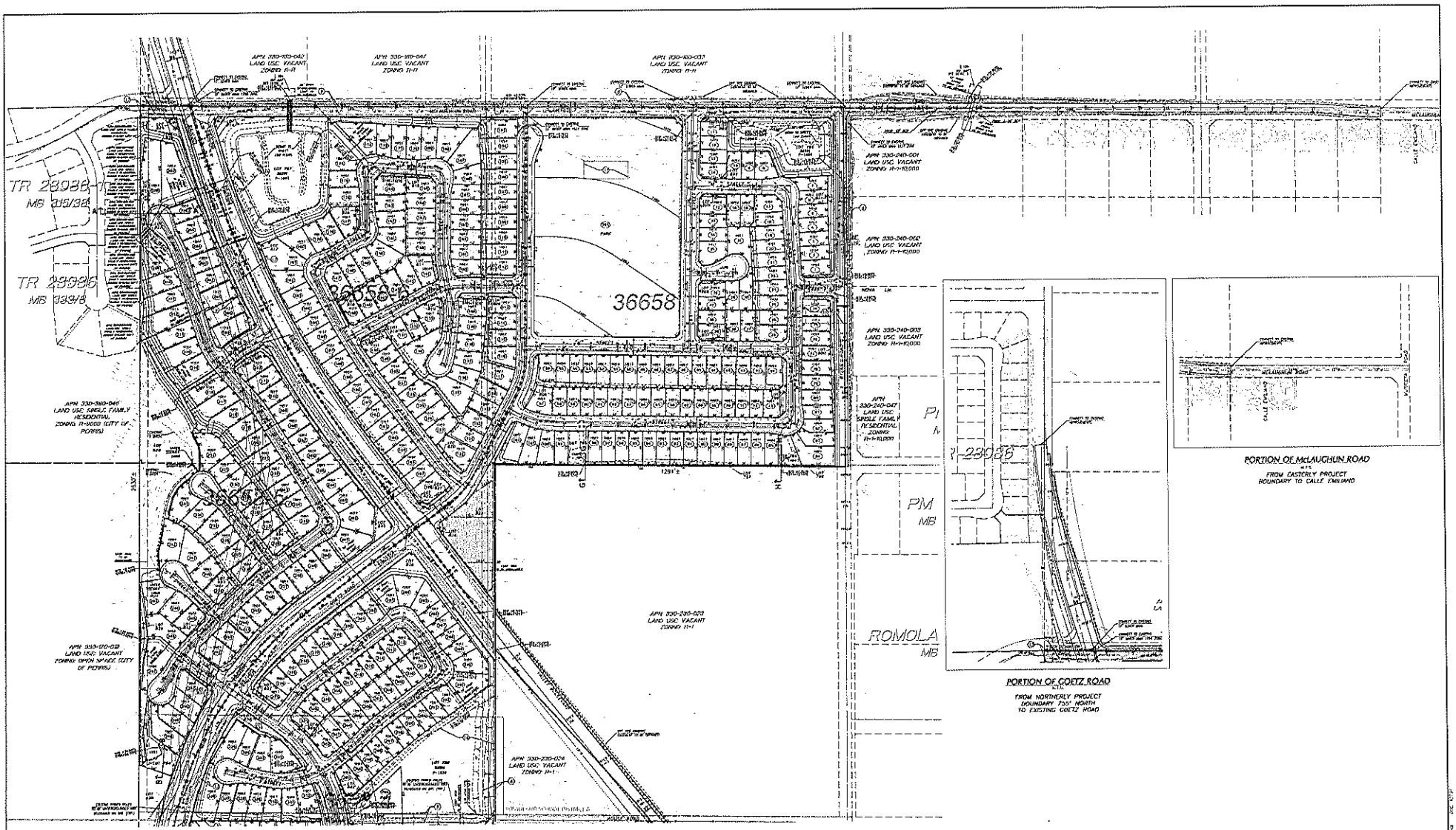
PREPARED BY:

H&A
HUNSAKER & ASSOCIATES

TENTATIVE TRACT NO. 36658

CITY OF MENIFEE

SHEET 2 OF 4



LEGEND

OWNER:
CIMARRON RIDGE, LLC

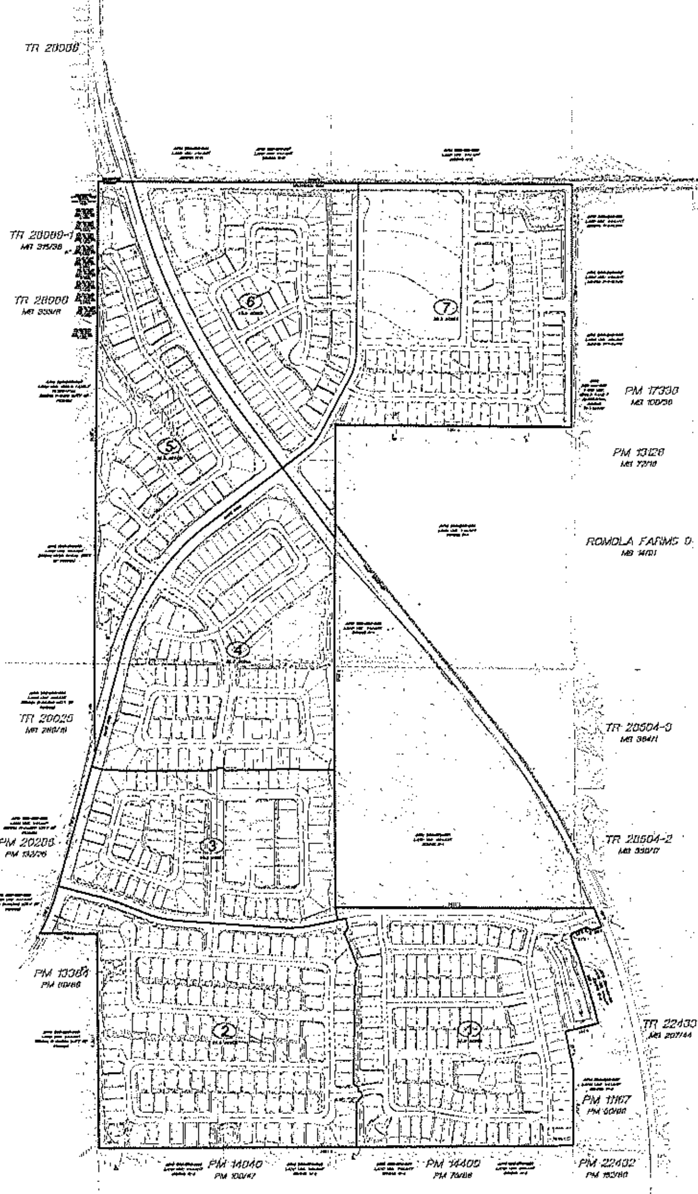
PREPARED FOR:
Van Daele Homes
3900 Adams Street, Suite C-25
Riverside, CA 92504
Tel (951) 354-2727

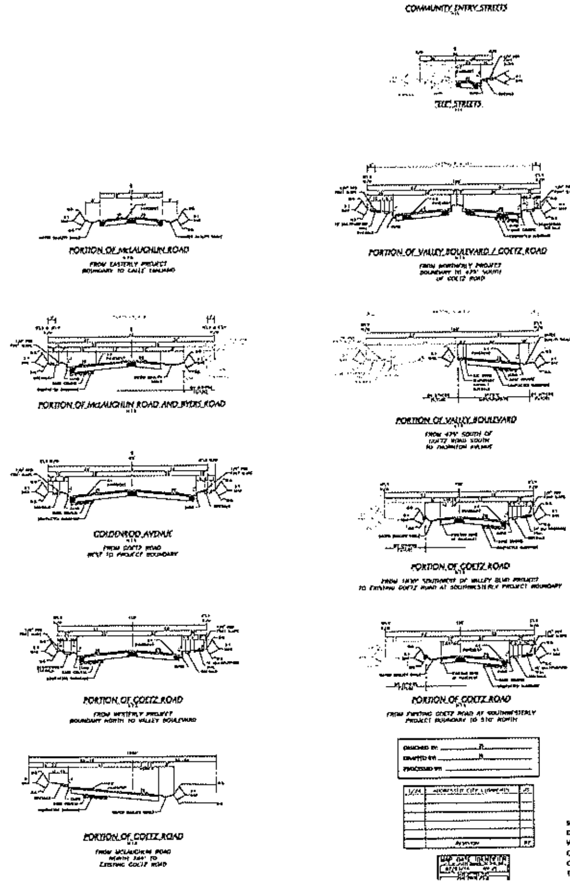
PREPARED BY:
HUNSAKER & ASSOCIATES

TENTATIVE TRACT NO. 36658
CITY OF MENIFEE

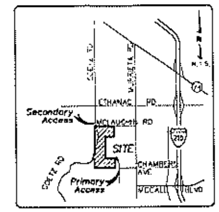
SHEET 3 OF 4


TR 29025
MB 288/16
PM 20235
PM 132/25
PM 13384
PM 80/36
PM 14940
PM 100/47
PM 14409
PM 75/88
PM 11167
PM 50/98
PM 22482
PM 152/60
TR 28504-3
MB 364/1
TR 28504-2
MB 359/17
TR 2433
MB 207/144
APN 335-070-061
LAND USE: VACANT
ZONING: M-1
LEGEND
OWNER:
CIMARRON RIDGE, LLC
PREPARED FOR:
Van Daele Homes
2900 Adams Street, Suite C-25
Riverside, CA 92504
Tel: (951) 354-2121
PREPARED BY:
HUNSAKER & ASSOCIATES
TENTATIVE TRACT
NO. 36658
CITY OF MENIFEE
SHEET 4 OF 4





VICINITY MAP



NOTES

1. THIS TENTATIVE PARCEL MAP IS FOR FINANCING AND LAND CONVEYANCE PURPOSES ONLY. NO INFRASTRUCTURE IMPROVEMENTS, BUILDING AND/OR GRADING PERMITS SHALL BE ISSUED FOR THE LOTS WITHIN THIS TENTATIVE PARCEL MAP. INFRASTRUCTURE IMPROVEMENTS, BUILDING AND/OR GRADING PERMITS WILL BE ISSUED ONLY IN ACCORDANCE WITH [illegible]
2. EXISTING LAND USE: MEDIUM DENSITY RESIDENTIAL (MDR)
3. PROPOSED LAND USE: [illegible]
4. GENERAL PLAN LAND USE DESIGNATION: LOW DENSITY RESIDENTIAL
5. EXISTING ZONING: R-1 AND R-1-10000
6. THE PROJECT SITE IS LOCATED WITHIN MENIFEE UNION, ROMOLAND AND PERRIS UNION HIGH SCHOOL DISTRICTS
7. THE PROPERTY OWNER MAY CHOOSE TO RECORD MULTIPLE FINAL PARCEL MAPS FOR LAND CONVEYANCE PURPOSES WITHIN THIS TENTATIVE PARCEL MAP
8. LOTTING LAYOUTS FOR THE [illegible] ARE SHOWN FOR INFORMATIONAL PURPOSES AND ARE SUBJECT TO CHANGE.
9. ASSESSOR PARCEL NUMBERS = [illegible]
10. THIS LAND CONVEYANCE MAP SHALL FOLLOW SCHEDULE [illegible] SUBDIVISION REQUIREMENTS PER ORDINANCE NO. 460.
11. THOMAS BROS. MAPS 2006: PAGE [illegible]
12. NO KNOWN EXISTING WATER WELLS ARE LOCATED WITHIN THE TENTATIVE PARCEL MAP OR WITHIN 200 FT. OF THE MAP'S BOUNDARY.
13. THERE WILL BE NO IMPROVEMENTS, THE MAP IS SOLELY FOR CONVEYANCE PURPOSES.

UTILITIES

ELECTRIC — SOUTHERN CALIFORNIA EDISON [illegible]

TELEPHONE — VERIZON [illegible]

GAS — SOUTHERN CALIFORNIA GAS COMPANY [illegible]

WATER — EASTERN MUNICIPAL WATER DISTRICT [illegible]

SEWER — EASTERN MUNICIPAL WATER DISTRICT [illegible]

CABLE TV — TIME WARNER CABLE [illegible]

SCHOOL DISTRICT — MENIFEE UNION SCHOOL DISTRICT [illegible]; ROMOLAND SCHOOL DISTRICT [illegible]; PERRIS UNION HIGH SCHOOL DISTRICT [illegible]

LEGAL DESCRIPTION

[illegible]

EXISTING EASEMENTS

[illegible]

PARCEL SUMMARY

PARCEL #	DESCRIPTION	AREA
1	SINGLE FAMILY RESIDENTIAL (FUTURE SUBDIVISION)	37.0 AC
2	SINGLE FAMILY RESIDENTIAL (FUTURE SUBDIVISION)	41.5 AC
3	SINGLE FAMILY RESIDENTIAL (FUTURE SUBDIVISION)	28.2 AC
4	SINGLE FAMILY RESIDENTIAL (FUTURE SUBDIVISION)	34.4 AC
5	SINGLE FAMILY RESIDENTIAL (FUTURE SUBDIVISION)	30.9 AC
6	SINGLE FAMILY RESIDENTIAL (FUTURE SUBDIVISION)	29.9 AC
7	SINGLE FAMILY RESIDENTIAL & PARK (FUTURE SUBDIVISION)	38.5 AC
TOTAL		240.3 AC

STATEMENT OF OWNERSHIP

I HEREBY STATE THAT THIS MAP WAS PREPARED UNDER MY SUPERVISION AND THAT THE OWNER OF RECORD HAS KNOWLEDGE OF AND CONSENTS TO THE FILING OF THIS MAP

______________________ DATE ________

DESIGNED BY: ______
DRAFTED BY: ______
PROCESSED BY: ______

DATE	ASSESSOR CITY COMMENTS	BY
	REVISION	BY

SCALE: 1" = 200'
DATE: 02/03/14
W.O.: 3429-1
GROSS AREA: 240.3 AC±
CONTOUR INTERVAL: 5'
TOTAL LOTS: 7 PARCELS

0 100' 200' 400'

A.P. NO.

[illegible]

PREPARED FOR/OWNER:

Van Daele Homes
2900 Adams Street, Suite C-25
Riverside, CA 92504
Tel: (951) 354-2121

PREPARED BY:

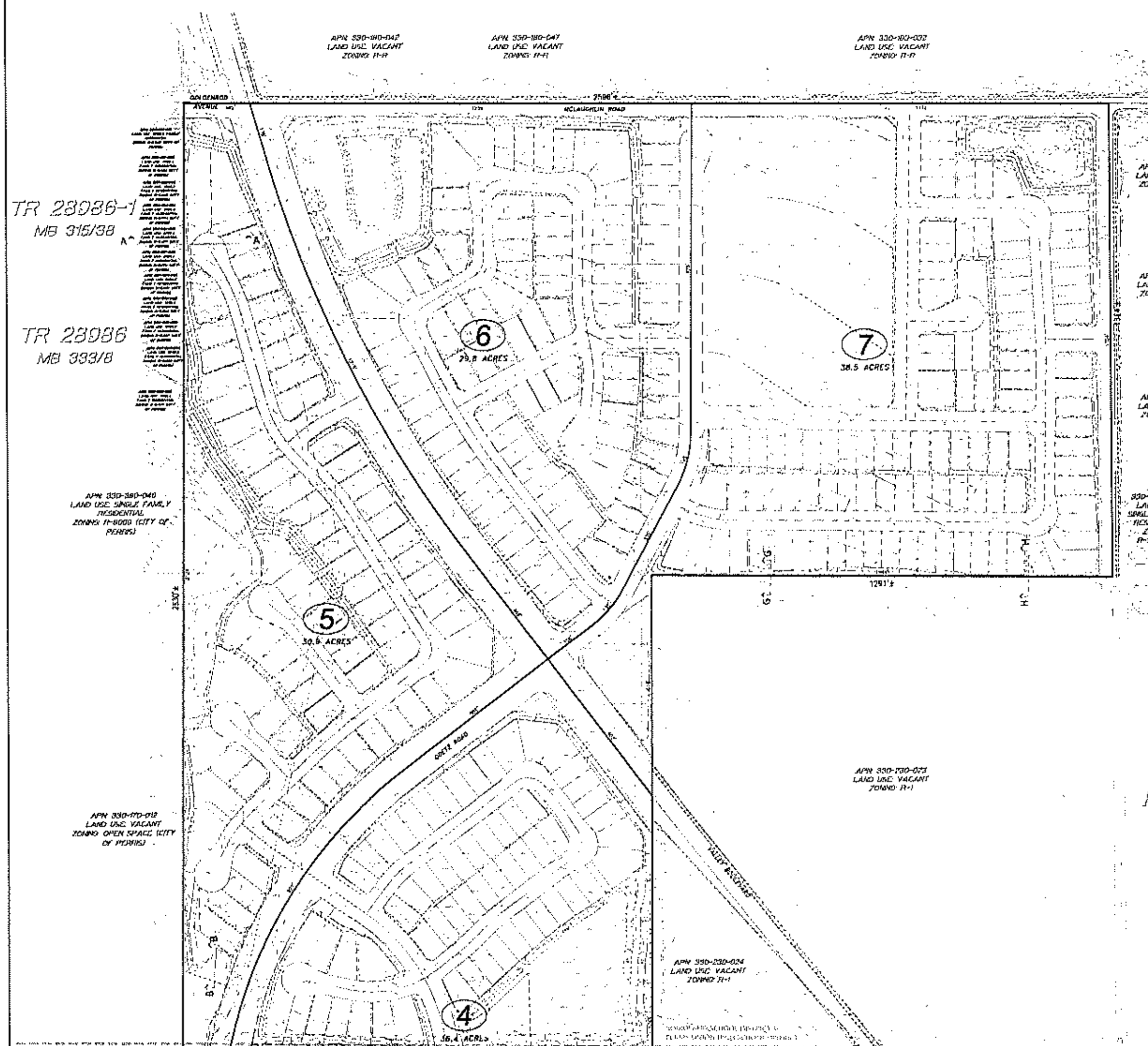
H&A
HUNSAKER & ASSOCIATES

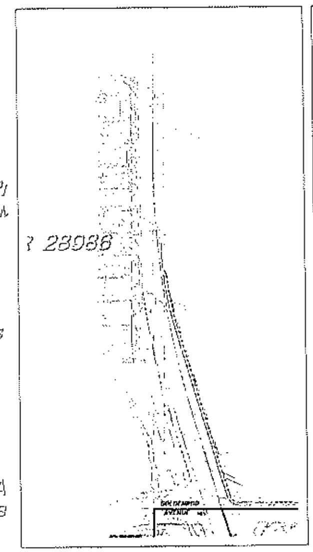
TENTATIVE PARCEL MAP NO. 36657

FOR LAND CONVEYANCE & FINANCING PURPOSES

CITY OF MENIFEE

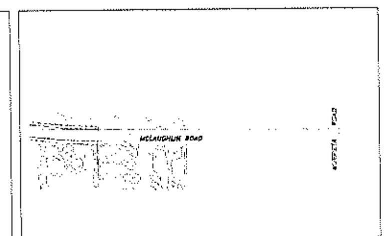
SHEET 1 OF 3





PORTION OF GOETZ ROAD

FROM NORTHERLY PROJECT BOUNDARY 755' NORTH TO EXISTING GOETZ ROAD



PORTION OF McLAUGHLIN ROAD

FROM EASTERLY PROJECT BOUNDARY TO CALLE EMILIANO

NOTE:

ALL SECTIONS ARE LOCATED ON SHEET 1 OF 3

SCALE	1" = 100'
DATE	07/09/14
W.O.	3125-5
GROSS AREA	240.3 AC±
CONTOUR INTERVAL	5'
TOTAL LOTS	7 PARCELS

OWNER:

CIMARRON RIDGE, LLC

PREPARED FOR:

Van Daele Homes

2900 Adams Street, Suite C-25
Riverside, CA 92504
Tel: (951) 354-2121

PREPARED BY:

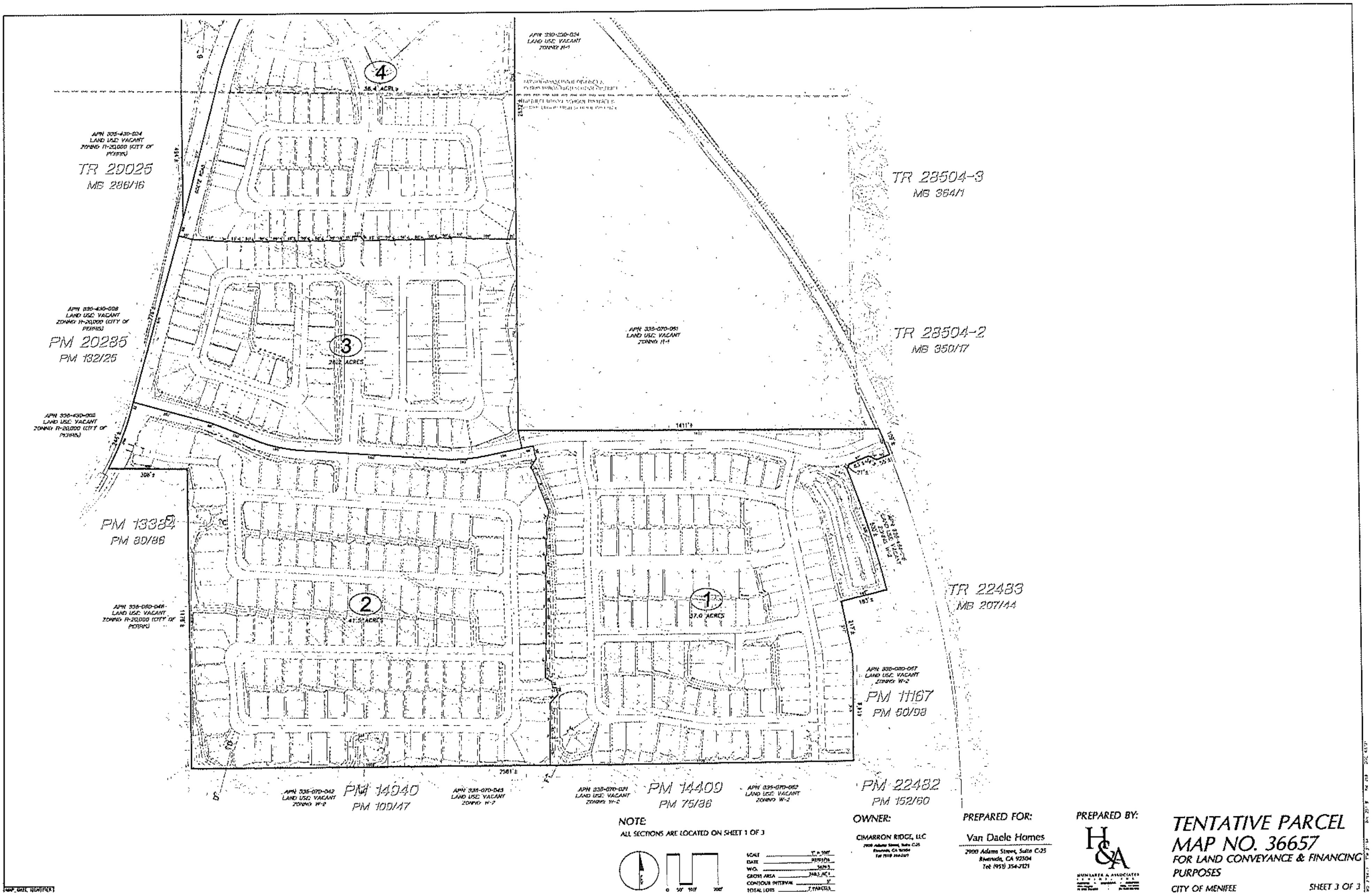
H&A

TENTATIVE PARCEL MAP NO. 36657

FOR LAND CONVEYANCE & FINANCING PURPOSES

CITY OF MENIFEE

SHEET 2 OF 3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MB 286/16
PM 20285
PM 132/25
PM 13384
PM 80/86
TR 28504-3
MB 364/1
TR 28504-2
MB 350/17
TR 22483
MB 207/44
PM 11167
PM 50/98
PM 14940
PM 100/47
PM 14409
PM 75/86
PM 22482
PM 152/60
APN 335-430-024
LAND USE: VACANT
APN 335-070-051
LAND USE: VACANT
APN 335-070-021
LAND USE: VACANT
ZONING: W-2
APN 335-070-062
LAND USE: VACANT
ZONING: W-2
4
36.4 ACRES
3
29.2 ACRES
2
41.5 ACRES
1
37.0 ACRES
1411'±
7581'±
NOTE:
ALL SECTIONS ARE LOCATED ON SHEET 1 OF 3
OWNER:
CIMARRON RIDGE, LLC
PREPARED FOR:
Van Daele Homes
2900 Adams Street, Suite C-25
Riverside, CA 92504
Tel: (951) 354-2121
PREPARED BY:
H&A
TENTATIVE PARCEL
MAP NO. 36657
FOR LAND CONVEYANCE & FINANCING
PURPOSES
CITY OF MENIFEE
SHEET 3 OF 3
SCALE
DATE
W.O.
GROSS AREA
CONTOUR INTERVAL
TOTAL LOTS
0 50' 100' 200'

NOTICE OF PUBLIC HEARING
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

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

Any person may submit written comments to the ALUC before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. The proposed project application may be viewed at the Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501, Monday through Thursday from 8:00 a.m. to 5:00 p.m., and by appointment on Fridays from 8:30 a.m. to 5:00 p.m.

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

DATE OF HEARING: May 8, 2014

TIME OF HEARING: 9:00 A.M.

CASE DESCRIPTION:

ZAP1006PV14 – Cimarron Ridge LLC – City of Menifee Case Nos. 2013-247 (Specific Plan), 2014-016 (General Plan Amendment), 2014-017 (Change of Zone), Tentative Tract Map No. 36658, Tentative Parcel Map No. 36657. The Cimarron Ridge Specific Plan proposes development of 782 single-family residences and 10.9 acres of parks within a 240-acre vacant area located northerly of a westerly straight-line extension of Chambers Avenue, easterly of a southerly straight-line extension of Goetz Road, westerly of a northerly straight-line extension of Valley Boulevard, and southerly of a westerly straight-line extension of McLaughlin Road. Case No. 2014-016 is a proposal to amend the site's General Plan designation from 2.1-5R (2.1 to 5 dwelling units per acre, Residential) to SP. (The proposed density would be consistent with the current General Plan designation.) Case No. 2014-017 is a proposal to change the zoning of the site from R-1, R-1-10,000, and R-5 to SP Zone. Tentative Tract Map No. 36658 proposes to divide the property into 782 residential and 118 other lots. Tentative Parcel Map No. 36657 proposes to divide the property into seven lots for phasing and financing purposes. (Airport Compatibility Zone E of the Perris Valley Airport Influence Area, plus areas outside the Influence Area)

FURTHER INFORMATION: Contact John Guerin at (951) 955-0982. The ALUC holds hearings for local discretionary permits within the Airport Influence Areas, reviewing for aeronautical safety, noise and obstructions. All other concerns should be addressed to Mr. Russell Brady of the City of Menifee Planning Department, at (951) 672-6777.

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

ALUC Identification No. ZAP1006PV14

PROJECT PROPONENT (TO BE COMPLETED BY APPLICANT)

Date of Application	February 27, 2014		
Property Owner	Van Daele Development Corporation	Phone Number	(951) 354-2121
Mailing Address	2900 Adams St., Ste. C25 Riverside, CA 92504		
Agent (if any)	Albert A. Webb Associates	Phone Number	(951) 686-1070
Mailing Address	3788 McCray St. Riverside, CA 92506		

PROJECT LOCATION (TO BE COMPLETED BY APPLICANT)

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

Street Address	South of McLaughlin Road, north of Chambers Avenue, west of Byers Road, east of Goetz Road. (see attachment)		
Assessor's Parcel No.	See attachment	Parcel Size	See attachment
Subdivision Name	See attachment	Zoning Classification	See attachment
Lot Number	See attachment		

PROJECT DESCRIPTION (TO BE COMPLETED BY APPLICANT)

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

Existing Land Use (describe)	2.1-5 du/ac Residential (2.1-5R) see attachment	
Proposed Land Use (describe)	Specific Plan (SP) see attachment	
For Residential Uses	Number of Parcels or Units on Site (exclude secondary units)	782
For Other Land Uses (See Appendix C)	Hours of Use	N/A
	Number of People on Site Method of Calculation	Maximum Number Projected No. of Residents 2,017 Based upon City of Menifee Draft EIR, Section 5.13 Population and Housing, Table 5.13-9 Future Buildout Projections: (782 dwelling units) x (2.58 persons per dwelling unit) = 2,017 persons generated
Height Data	Height above Ground or Tallest Object (including antennas and trees)	N/A - site mass graded ft.
	Highest Elevation (above sea level) of Any Object or Terrain on Site	1,640 ft.
Flight Hazards	Does the project involve any characteristics which could create electrical interference, confusing lights, glare, smoke, or other electrical or visual hazards to aircraft flight?	☐ Yes ☑ No
	If yes, describe	

REFERRING AGENCY (APPLICANT OR JURISDICTION TO COMPLETE)			
Date Received	February 27, 2014	Type of Project	
Agency Name	City of Menifee	☑	General Plan Amendment
		☑	Zoning Amendment or Variance
Staff Contact	Russell Brady	☑	Subdivision Approval
Phone Number	(951) 672-6777	☐	Use Permit
Agency's Project No.	**Specific Plan No. 2013-247 General Plan Amend. No. 2014-016, Change of Zone No. 2014-017**	☐	Public Facility
		☑	Other Specific Plan

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

B. **SUBMISSION PACKAGE:**

ALUC REVIEW

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

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

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

Project Location

Project Location Information				
Assessor Parcel Number	Subdivision Name	Lot Number	Parcel Size (acres)	Zoning Classification
330-220-004	N/A	N/A	0.25	R-1
330-220-005	N/A	N/A	0.25	R-1
330-220-007	N/A	N/A	0.25	R-1
330-220-008	N/A	N/A	8.21	R-1
330-220-010	N/A	N/A	38.39	R-1 & R-5
330-220--011	N/A	N/A	0.47	R-1
330-220-012	N/A	N/A	21.83	R-1
330-220-013	N/A	N/A	1.97	R-1
330-230-003	N/A	N/A	0.48	R-1
330-230-010	N/A	N/A	0.03	R-1
330-230-013	N/A	N/A	1.2	R-1
330-230-015	N/A	N/A	6.17	R-1
330-230-029	N/A	N/A	0.34	R-1
330-230-032	N/A	N/A	0.28	R-1
330-230-034	N/A	N/A	3.98	R-1-10,000
330-230-035	N/A	N/A	0.43	R-1
330-230-036	N/A	N/A	6.44	R-1
330-230--037	N/A	N/A	0.38	R-1
330-230-038	N/A	N/A	5.28	R-1
330-230-039	N/A	N/A	2.09	R-1
330-230-040	N/A	N/A	0.02	R-1
330-230-041	N/A	N/A	4.06	R-1
335-070-036	PM 14815	1	8.97	R-1
335-070-037	PM 14815	2	8.93	R-1
335-070-038	PM 14815	3	17.83	R-1
335-070-039	PM 14801	1	16.31	R-1
335-070-040	PM 14801	2	9.57	R-1
335-070-041	PM 14801	3	9.13	R-1
335-070-046	PM 22482	2	0.76	R-1
335-070-047	PM 22482	2	0.19	R-1
335-070-048	PM 11167	3	38.8	R-1
335-430-017	PM 20285	4	2.51	R-1

COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION

STAFF REPORT

AGENDA ITEM: 2.4

HEARING DATE: May 8, 2014

CASE NUMBER: ZAP1030HR14 – Regent Ramona Creek, LLC (Representative: SESPE Consulting, Inc., Mike DeVore)

APPROVING JURISDICTION: City of Hemet

JURISDICTION CASE NO: SP-12-001 (Specific Plan), GPA-12-005 (General Plan Amendment), Tentative Tract Map No. 36510

MAJOR ISSUES: None

RECOMMENDATION: Staff recommends a finding of CONSISTENCY with the 1992 Hemet-Ryan Airport Comprehensive Airport Land Use Plan for the Specific Plan, General Plan Amendment, and Tentative Tract Map, subject to the conditions included herein.

PROJECT DESCRIPTION: SP-12-001 is a proposal to designate the 203.16 acre site for primarily residential and commercial uses for an anticipated maximum of 1,077 dwelling units and 760,035 square feet of commercial uses. Actual maximum number of dwelling units and commercial square feet may increase for residential with a corresponding decrease in commercial and vice versa. The specific plan proposes Commercial Mixed Use, Village Residential, Medium Density Residential, Low Medium Density Residential, and Open Space. Within these designations, the proposed specific plan allows for residential densities between 3.0 and 30.0 dwelling units per acre and maximum residential building height up to 45 feet and maximum commercial building height up to 50 feet. GPA-12-005 proposes to amend the land use designation of the portion of the project site located northerly of Devonshire Avenue from Low Density Residential (2.1 to 5 dwelling units per acre) to Low Medium Density Residential (5.1 to 8 dwelling units per acre) and increase the residential development capacity allowed in the Florida Avenue Mixed-Use Area #1 of the City's General Plan (which includes the portion of the site southerly of Devonshire Avenue). Tentative Tract Map No. 36510 proposes a subdivision of the 203.16 acre site into 37 numbered (buildable) lots (one acre or larger in area), plus 49 open space, setback, or common area "lettered" lots for financing and future subdivision and development purposes.

PROJECT LOCATION: The site is located northerly of Florida Avenue/SH-74, easterly of Warren Road, westerly of Myers Street, and southerly of Rose Road (Celeste Road) in the City of Hemet, approximately 3,200 feet northwesterly of the Runway 4-22 at Hemet-Ryan Airport.

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

a. Airport Influence Area: Hemet-Ryan Airport

b. Land Use Policy: Area III

c. Noise Levels: Below 55 dBA CNEL

BACKGROUND:

Land Use Intensity: The site is located in Area III of the Hemet-Ryan Airport Influence Area. Residential and non-residential land use intensity is not limited within Area III.

Prohibited Uses: The project, consisting of a Specific Plan allowing residential and commercial uses primarily along with recreation uses, does not propose any prohibited uses, as defined by the 1992 Hemet-Ryan Airport Comprehensive Airport Land Use Plan. The HRACALUP requires discretionary review by ALUC for structures greater than 35 feet or 2 stories in height in Area III and does not prohibit any specific uses. The HRACALUP also requires ALUC discretionary review of schools, institutional uses, places of assembly, and hazardous materials facilities proposed in Area III.

Part 77: The elevation of the Runway 4-22 at the closest midpoint of the runway is approximately 1514 feet above mean sea level (AMSL). At a distance of approximately 3,200 feet from the runway, any structure with an elevation at top point exceeding 1546 feet AMSL would require Federal Aviation Administration (FAA) review through the Form 7460-1 process. The elevation of the site at its closest location to the northerly Hemet-Ryan runway is approximately 1510 feet AMSL. With a maximum allowed height of 50 feet, future development pursuant to the Specific Plan has the potential of requiring FAA review. As future development is proposed that implements the Specific Plan, it will be subject to any FAA requirements for Obstruction Evaluation as well as review by ALUC in accordance with the plan and policies in place at that time. Pursuant to the existing 1992 Hemet-Ryan Airport Comprehensive Airport Land Use Plan and its policies, any structure 35 feet or 2 stories in height is required to be reviewed by ALUC. A structure that does not exceed 35 feet on this site would not require FAA Obstruction Evaluation review.

Noise: Average noise levels on this site from aircraft operations would be below 55 dB CNEL.

Open Area: Area III of the Hemet-Ryan Airport Comprehensive Airport Land Use Plan does not have any requirements for provision of open space.

Attachment/Disclosure: State law requires notification in the course of real estate transactions if the property is located in an Airport Influence Area.

CONDITIONS:

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

2. The following uses shall be prohibited:

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

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

   (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, wastewater management facilities, 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.

3. The attached notice shall be provided to all potential purchasers of the property and all potential tenants of the building(s).

4. Prior to issuance of building permits, the landowner shall convey an avigation easement to the County of Riverside as owner of Hemet-Ryan Airport. Contact the Riverside County Economic Development Agency at (951) 955-9802 for additional information.

5. Pursuant to the 1992 Hemet-Ryan Airport Comprehensive Airport Land Use Plan (HRACALUP), any development that implements the specific plan and proposes structures greater than thirty-five (35) feet in height shall require ALUC review.

6. Development implementing the Specific Plan shall comply with Federal Aviation Administration (FAA) Part 77, in particular requirements for Obstruction Evaluation based on the distance to the closest operating runway at Hemet-Ryan Airport and relative elevation between the runway and proposed development grade and building height. Any

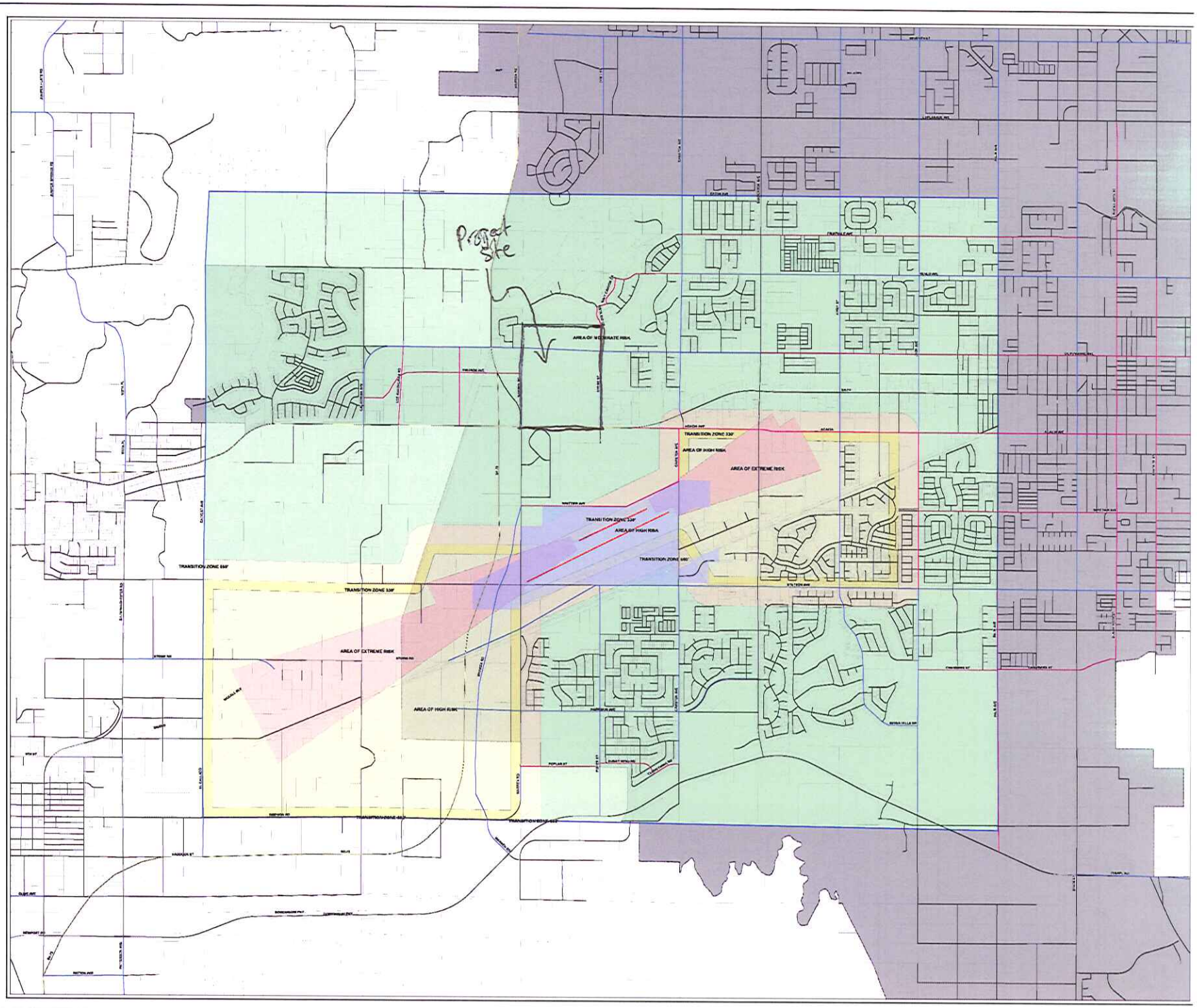
implementing development that does require FAA Obstruction Evaluation review shall submit a Notice of Proposed Construction or Alteration (Form 7460-1) to the Federal Aviation Administration (FAA) for each building and shall have received a determination of "Not a Hazard to Air Navigation" from the FAA. Copies of the FAA determination shall be provided to the City of Hemet Community Development Department and the Riverside County Airport Land Use Commission.

Y:\AIRPORT CASE FILES\Hemet- Ryan\ZAP1030HR14\ZAP1030HR14sr.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)

Hemet - Ryan



General Plan Roadways

ROADCLASS

- Not Defined
- ARTERIAL
- COLLECTOR
- EXPRESSWAY
- MAJOR
- MOUNTAIN ARTERIAL
- SECONDARY
- URBAN ARTERIAL
- Highways
- Streets
- AIA

Runways

Runway Status

- EXISTING
- PROPOSED
- AIRPORTS
- Parcels

Hemet Safety Zones

- AREA1
- AREA2
- AREA3
- TR330
- TR660
- Cities

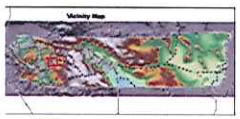
700 1,400 2,800 4,200 5,600 Feet

RCTLMA GIS

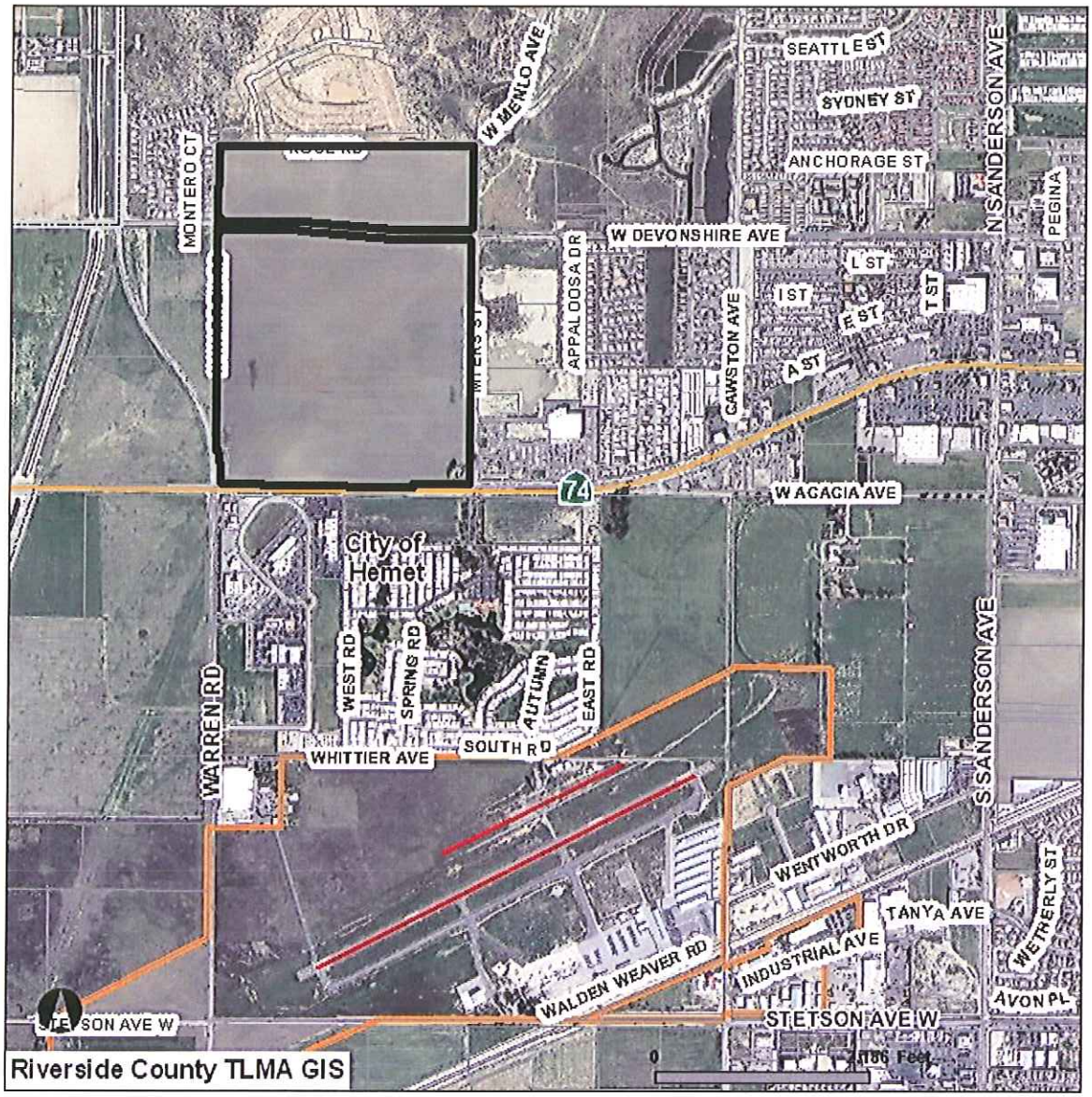
PLANNING DEPARTMENT

1 inch = 660 feet

Vicinity Map



RIVERSIDE COUNTY GIS



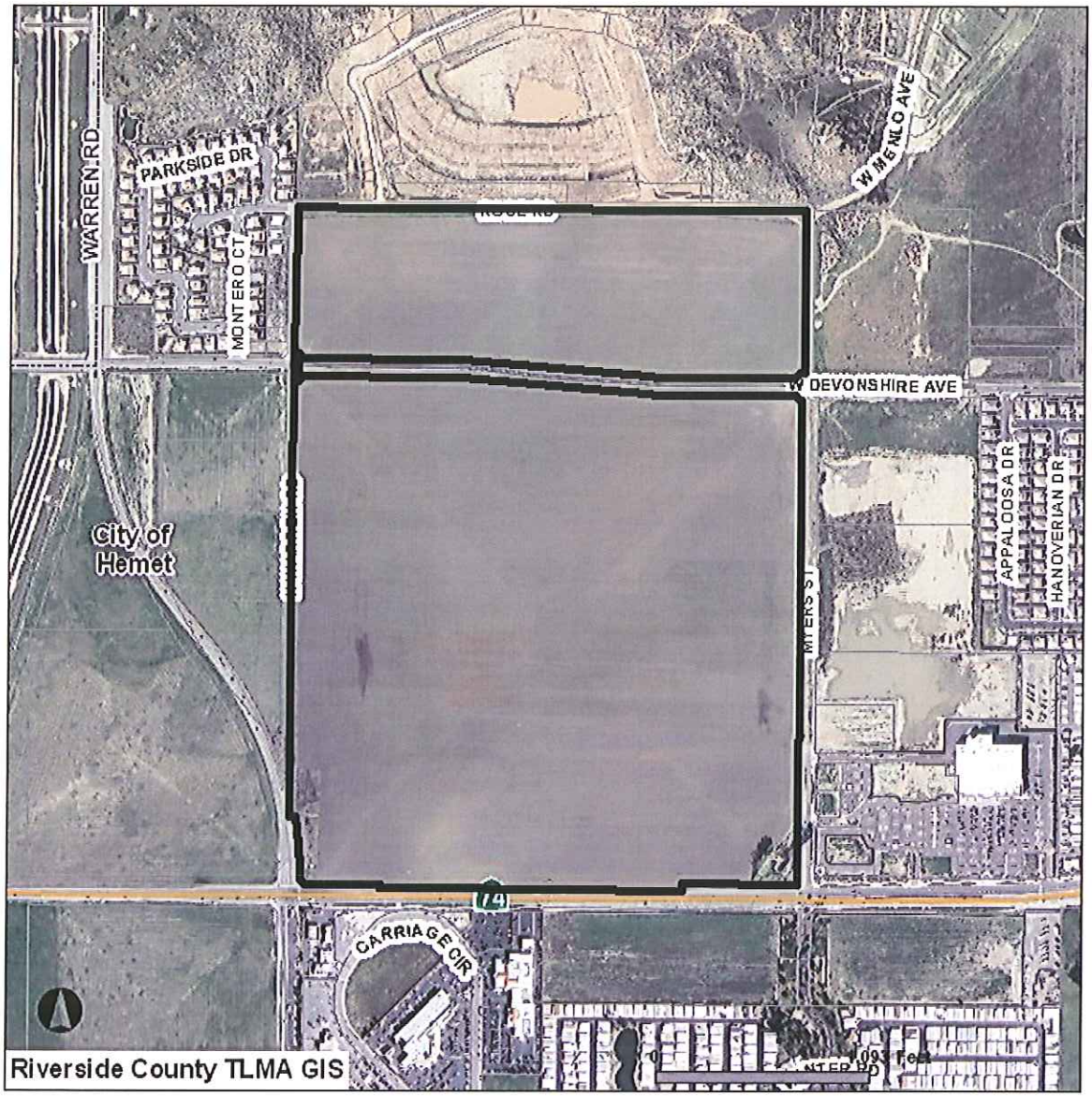
Selected parcel(s):
448-090-003

AIRPORTS

- SELECTED PARCEL
- INTERSTATES
- HIGHWAYS
- PARCELS
- AIRPORT RUNWAYS
- AIRPORT INFLUENCE AREAS
- AIRPORT BOUNDARIES

REPORT PRINTED ON...Wed Apr 16 10:42:36 2014
Version 131127

RIVERSIDE COUNTY GIS



Selected parcel(s):
448-090-003

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

REPORT PRINTED ON...Wed Apr 16 10:31:13 2014

Version 131127

LEGEND

- LOW MEDIUM DENSITY RESIDENTIAL (LMDR) (3.0-8.0 DU/AC)
- MEDIUM DENSITY RESIDENTIAL (MDR) (8.1-18.0 DU/AC)
- VILLAGE RESIDENTIAL (12.0-30.0 DU/AC)
- COMMERCIAL MIXED USE
- OPEN SPACE
- MIXED USE OVERLAY
- SCHOOL OVERLAY
- # PLANNING AREAS
- LIVE-WORK UNITS

DATE: March 2014
1" = 100'
0' 100' 200'

PLACEWORKS

Figure 2-4A. Land Use Plan

Figure 2-5. Conceptual Illustrative Plan

DATE March 2014
1" = 100'
0 100 200
PLACEWORKS

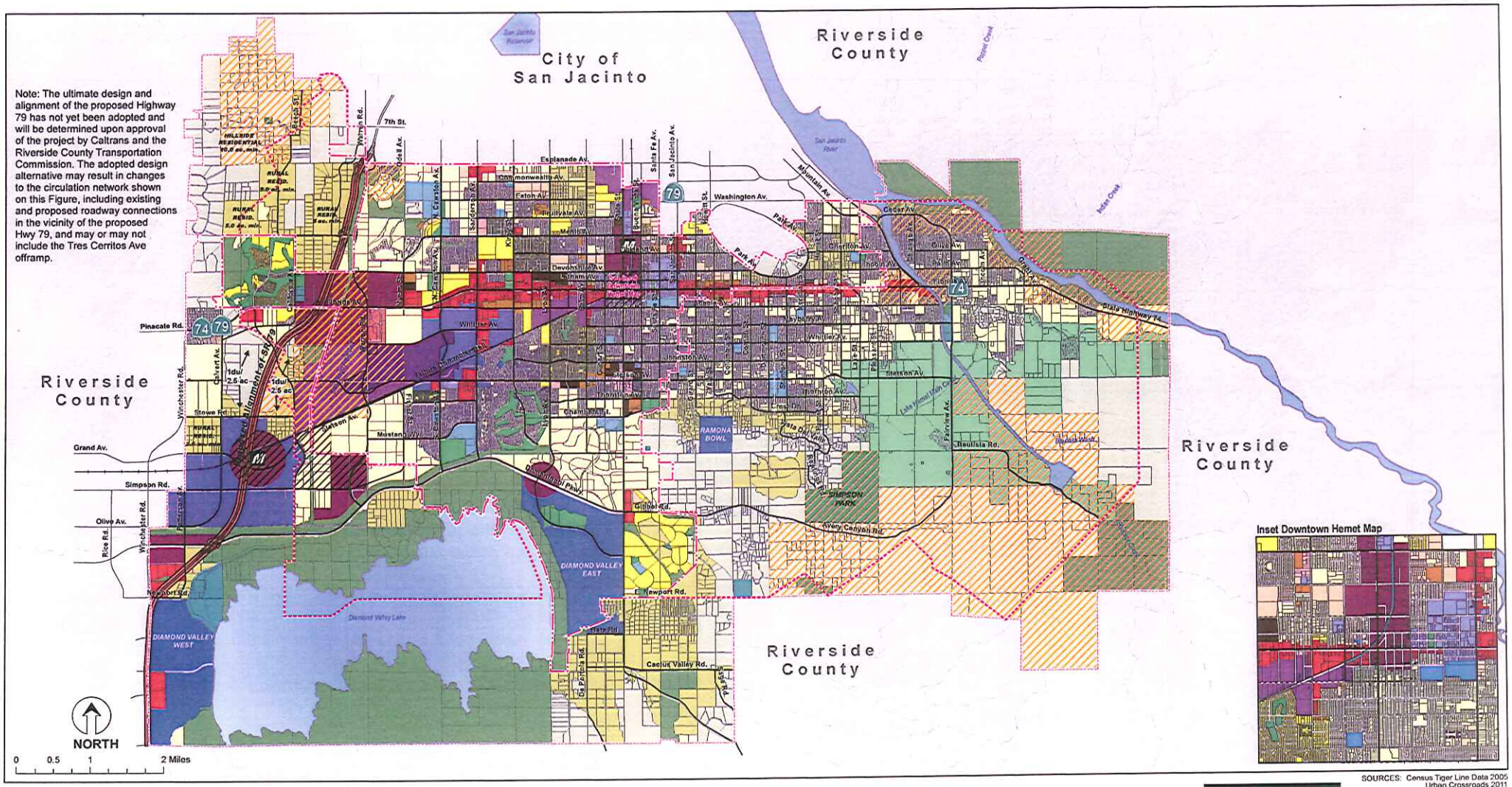


Figure 2.1
LAND USE PLAN
Hemet General Plan

Table 2.1
Land Use Density and Intensity

Land Use	Intensity Range (min. and max.)	Target Intensity[1]
RESIDENTIAL		
RR—Rural Residential RR 2.5 RR 5	0-2.0 du/ac 2.5 acre min. 5.0 acre min.	1.0 du/ac 1.0 du/2.5 acre 1.0 du/5.0 acre
HR—Hillside Residential HR-10	0-0.5 du/ac 1du/10 acres	0.5 du/ac 1 du/10 acres
LDR—Low Density Residential	2.1-5.0 du/ac	3.5 du/ac
LMDR—Low Med. Density Residential	5.1-8.0 du/ac	6.5 du/ac
MDR—Medium Density Residential	8.1-18 du/ac	14 du/ac
HDR—High Density Residential	18.1-30 du/ac	22 du/ac
VHDR-Very High Density Residential	30.1-45 du/ac	35.0 du/ac
COMMERCIAL		
NC—Neighborhood Commercial	FAR 0.35	FAR 0.25
CC—Community Commercial	FAR 0.40	FAR 0.30
RC—Regional Commercial	FAR 0.50	FAR 0.40
OP-Office Professional/Medical	FAR 1.0	FAR 0.50
MU—Mixed Use	Varies	
INDUSTRIAL		
ARPT—Airport/Support Uses	Varies	
BP—Business Park	FAR 0.60	FAR 0.35
I —Industrial	FAR 0.45	FAR 0.4
PUBLIC AND OPEN SPACE		
PF—Public Facility	Varies	
P—Park/Outdoor Recreation	NA	
OS—Open Space/Natural Resource	NA	
A—Agricultural	NA	
SCH—School	NA	
QP-Quasi Public	Varies	Varies
OVERLAY DESIGNATIONS		
SP—Specific Plan	Varies	
EM—Environmental Management	NA	

Notes: du/ac = dwelling units per acre; FAR = floor area ratio; NA = not applicable
[1]Target Intensity is range used in the traffic model prepared for the General Plan's environmental impact report and represents a "reasonable worst case" analysis.

Table 2.3
Development Capacity

General Plan Designation	General Plan Designation	Acres			Dwelling Units			Non-Residential Square Feet (1,000s)			Population		
		City	Planning Area	Total	City	Planning Area	Total	City	Planning Area	Total	City	Planning Area	Total
Residential		**8,211**	**18,680**	**26,891**	**44,814**	**21,627**	**66,441**	--	--	--	**106,884**	**51,538**	**158,422**
Rural Residential	RR	547	1,306	1,853	595	1,306	1,901	--	--	--	1,413	3,101	4,515
Rural Residential	RR-2.5	72	737	809	215	411	626	--	--	--	511	975	1,486
Rural Residential	RR-5ac	--	1,388	1,388	--	278	278	--	--	--	--	659	659
Hillside Residential	HR	194	8,069	8,264	39	1,780	1,819	--	--	--	92	4,227	4,320
Hillside Residential	HR-10	88	2,076	2,165	9	208	216	--	--	--	21	493	514
Low Density Residential	LDR	5,666	4,536	10,202	20,593	15,815	36,408	--	--	--	48,878	37,445	86,323
Low Medium Density Residential	LMDR	810	429	1,239	6,498	124	6,622	--	--	--	15,407	294	15,701
Medium Density Residential	MDR	429	138	567	6,138	1,706	7,845	--	--	--	14,293	4,343	18,636
High Density Residential	HDR	263	--	263	5,775	--	5,775	--	--	--	14,166	--	14,166
Very High Density Residential	VHDR	141	--	141	4,952	--	4,952	--	--	--	12,102	--	12,102
Commercial/Office		**1,145**	**335**	**1,480**	--	--	--	**12,940**	**3,649**	**16,589**	--	--	--
Neighborhood Commercial	NC	134	21	155	--	--	--	1,459	231	1,689	--	--	--
Community Commercial	CC	794	314	1,108	--	--	--	8,650	3,419	12,068	--	--	--
Regional Commercial	RC	65	--	65	--	--	--	851	--	851	--	--	--
Office Professional/Medical	OP	152	--	152	--	--	--	1,981	--	1,981	--	--	--
Mixed Use		**725**	**641**	**1,366**	**2,184**	**1,639**	**3,823**	**5,586**	**6,380**	**11,966**	**5,186**	**3,893**	**9,080**
Mixed Use 1 - Florida	MU-1	430	130	561	516	156	673	2,610	790	3,400	1,226	371	1,598
Mixed Use 2 – West Hemet	MU-2	--	241	241	--	578	578	--	3,270	3,270	--	1,372	1,372
Mixed Use 3 – Hemet Gateway	MU-3	--	121	121	--	326	326	--	1,500	1,500	--	773	773
Mixed Use 4 – Page Ranch	MU-4	--	149	149	--	579	579	--	820	820	--	1,376	1,376
Mixed Use 5 – Diamond Valley Lake	MU-5	108	--	108	172	--	172	980	--	980	410	--	410
Mixed Use Downtown	MU-D	187	--	187	1,495	--	1,495	1,996	--	1,996	3,551	--	3,551
Industrial		**1,122**	**824**	**1,945**	--	--	--	**14,558**	**10,925**	**25,484**	--	--	--
Airport	ARPT	297	--	297	--	--	--	1,942	--	1,942	--	--	--
Business Park	BP	402	786	1,188	--	--	--	5,250	10,277	15,527	--	--	--
Industrial	I	423	37	460	--	--	--	7,366	648	8,014	--	--	--
Public Facilities and Open Space		**4,214**	**10,666**	**14,881**	--	**146**	**146**	**787**	**4,843**	**5,631**	--	**348**	**348**
Public Facilities	PF	22	230	252	--	--	--	363	4,505	4,868	--	--	--
Parks	P	1,123	129	1,252	--	--	--	258	338	597	--	--	--
Open Space	OS	1,899	6,508	8,407	--	--	--	--	--	--	--	--	--
Agricultural	A	--	2,927	2,927	--	146	146	--	--	--	--	348	348

Table 2.3
Development Capacity

General Plan Designation	General Plan Designation	Acres			Dwelling Units			Non-Residential Square Feet (1,000s)			Population		
		City	Planning Area	Total	City	Planning Area	Total	City	Planning Area	Total	City	Planning Area	Total
School	SCH	252	148	400	--	--	--	166	--	166	--	--	--
Quasi Public	QP	919	725	1,643	--	--	--	--	--	--	--	--	--
Right-of-Way/Lake		**2,699**	**13,095**	**15,791**	**--**	**--**	**--**	**--**	**--**	**--**	**--**	**--**	**--**
Diamond Valley Lake	DVL	557	4,610	5,167	--	--	--	--	--	--	--	--	--
Right-of-Way	ROW	2,139	8,485	10,624	--	--	--	--	--	--	--	--	--
2030 Estimated Totals		**18,113**	**44,241**	**62,354**	**46,998**	**37,928**	**70,410**	**33,871**	**25,798**	**59,669**	**112,070**	**55,779**	**167,850**
Existing (2006) Totals					*32,682*	*15,113*	*47,795*	*10,179*	*1,602*	*11,781*	*65,223*	*30,161*	*95,384*
Change, 2006-2030					***14,316***	***8,299***	***22,615***	***23,692***	***24,196***	***47,888***	***46,487***	***25,618***	***72,466***

Note: The numbers shown in Table 2.3 are approximate and represent the maximum development capacity.

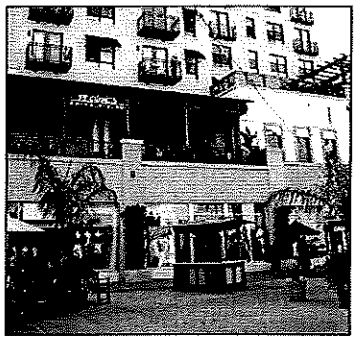
2.5.3 GENERAL PLAN DEVELOPMENT CAPACITY

Table 2.3 identifies the development capacity associated with the planned distribution of land uses. Over time, as properties transition from one use to another or property owners rebuild, land uses and intensities will gradually shift to align with the intent of this Land Use Element. Table 2.3 summarizes the land use distribution, and the resultant residential and nonresidential levels of development within the established City and the remainder of Hemet's Planning Area that can be expected from implementation of land use policies established by this General Plan.

2.6 MIXED-USE AREAS

2.6.1 MIXED USE DESIGNATION

The Mixed Use designation facilitates the creation of mixed-use higher intensity environments that offer opportunities for people to live, work, and shop within a compact area. Mixed-use development integrates residential, commercial, and/or office uses into one building or project area. Mixed use in one building is typically referred to as vertical mixed use. For example, a mixed-use building of several floors could have a lower floor dedicated to retail space and upper floor space reserved for offices, apartments, and/or condominiums. Horizontal mixed use refers to a project where retail and residential uses are located in different buildings connected by pedestrian passageways and common design elements. The Land Use Element contains general guidelines for development for each of the six mixed-use areas, and allows for flexibility over time. However, it is anticipated that each district will have a corresponding Specific Plan, Community Plan or Design Guidelines to establish a cohesive identity and land use distribution.



Mixed-use projects should incorporate upper-floor balconies, bays, and windows that overlook the street and enliven the street elevation. Windows and balconies also communicate the residential function of upper levels.

2.6.2 MIXED USE ISSUES AND OPPORTUNITIES

Mixed-use development is a relatively new concept in non-urban environments. Proponents of mixed use cite reduced vehicular emissions, a more pedestrian friendly environment, and a more varied urban atmosphere as reasons to support mixed use. For the City of Hemet, mixed-use development will represent a departure from standard single-use land planning, but if designed correctly and in appropriate locations will be an overall benefit.

To maximize the opportunities associated with mixed use, the City has selected locations that are primarily in emerging activity or transportation corridors or areas which can be readily assimilated into the overall development pattern. The only exception is the downtown area which proposes mixed use as a redevelopment tool to encourage new development as well as to reintroduce people and businesses back to the downtown.

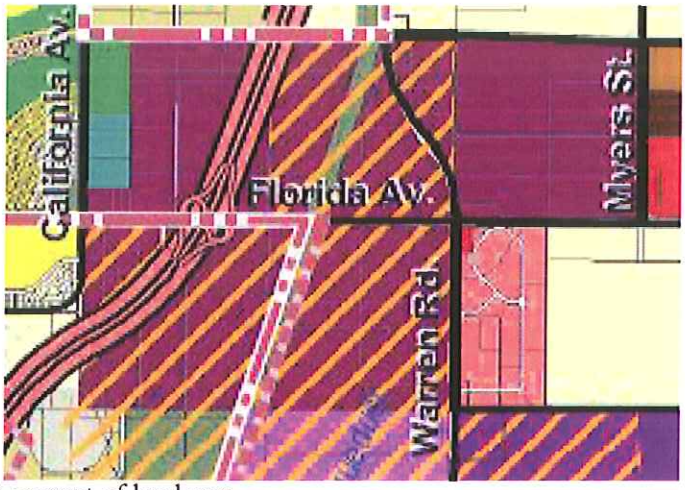
2.6.3 IMPLEMENTATION OF MIXED-USE AREAS

In developing the six mixed-use areas described below, the City of Hemet worked with property owners and other stakeholders in providing a land use mix that will evolve over time. Consequently, mixed-use development should not be seen as a static fixed concept but rather a fluid process that will change over time in response to internal and external conditions. To

2.6.4 FLORIDA AVENUE MIXED-USE AREA #1

Overview

Mixed-Use Area #1 (MU-1) will serve as the region's primary retail destination taking advantage of the SR 74/79 interchange. Services provided will include specialty retail, restaurants, department stores, and general retail uses. Additionally, the area will provide a vibrant office environment as well as medium to high density residential units. All of the uses will be integrated through a comprehensive pedestrian system as well as the more traditional road system.



Anticipated Land Use Summary

1. Retail, commercial, office and institutional: 35 percent of land area

2. Residential: 10-15 percent of land area

3. Open Space and Rights-of-Way: 45-55 percent of land area

    a. Vernal pool conservation area: 40-50 percent of land area unless a criteria refinement is adopted for MSHCP cell blocks. With a criteria refinement, the land use distribution would be increased in the same development percentages. Portions of the MSHCP cell groups are currently under public agency ownership and should serve as the core of the conservation area.

    b. Public open space such as a public plaza, paseos, landscaped setbacks, and trails, but excluding private open space: minimum of 5 percent of land area.

Development Considerations

- **Design** To achieve a harmonious blend of land uses and development patterns, special care shall be given to a comprehensive circulation system consisting of vehicular and pedestrian access and linkages as well as a consistent and thematic design treatment for streetscapes and architectural elements.

- **Specific Plan Requirement** Any mixed-use project within MU-1 shall be submitted through a specific plan or Planned Community Development. The Garrett Ranch property (approximately 200 acres on the northeast corner of Florida Avenue and Warren Road) shall be considered through a specific plan.

- **Single Use Project Proposals** Single use projects may be submitted through standard zoning ordinance procedures but shall demonstrate consistency with the intent of the MU-1 concept and how the project will integrate with adjoining properties.

- **MSHCP Compliance** Over one-half of MU-1 is within Cell Group "D" of the MSHCP criteria area. And approximately 70–80

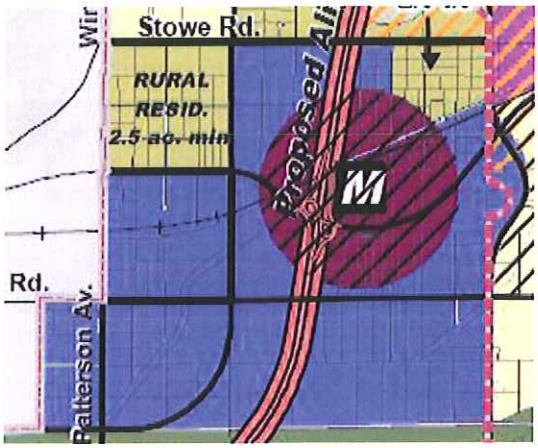
percent of that area must be conserved for permanent open space purposes unless a criteria refinement is approved. Any development within a criteria area will first have to comply with the habitat acquisition negotiation process (HANS) prior to any development submittal to the City.

- **Drainage and Infrastructure** Development in MU-1 is constrained by drainage issues and the future realignment of Highway 79. Special consideration will need to be given not only to protecting development from seasonal flooding, but also to ensuring that the hydraulic connectivity to the vernal pool complex is maintained. Additionally, development within MU-1 must address off-site infrastructure as well as on-site infrastructure needs and how the development will be served by with an overall infrastructure plan.

2.6.5 WEST HEMET MIXED-USE AREA #2

Overview

Mixed-Use Area #2 (MU-2) will serve as the region's primary destination for Research and Development, low intensity industrial, retail and office uses. Of equal importance, the mixed-use area will serve as the support hub for the surrounding business park area. Residential, while permitted, plays a minor role in the overall land use strategy for this area.



It is anticipated that the area will develop over time and will probably follow business park development in the surrounding area. To maintain viability over time, a strong emphasis on architectural controls and a well-planned public infrastructure system will be implemented in the early stages of development. Additionally, MU-2 is the most fluid of the six mixed-use areas in that there is no clear-cut geographically defined boundary. The intent is to promote mixed use in within the business park area but permit flexibility as to where it may occur. In fact, mixed use could occur on two or more sites throughout the business park area as long as overall land uses are consistent with the considerations discussed below. In addition, the mixed use area should be designed in concert with a future Metrolink Station or transit village serving the west end.

Anticipated Land Use Summary

1. Retail/commercial: 30 percent of the land area.
2. Commercial Office: 45 percent of land area.
3. Residential: 20 percent of land area.
4. Open Space: 5 percent of land area, which includes public plazas, trails, and paseos, but excludes private open space.

APPROVED SPECIFIC PLAN AREAS

As shown in Table 2.4 and Figure 2.2, a total of 19 specific plans have been approved within the Planning Area as of January 2011. Specific plan documents for each of these areas are available for reference at the City of Hemet Planning Department. Approved land uses for each specific plan are shown on the Land Use Map.

Table 2.4
Specific Plans Approved in the Hemet Planning Area

Number	Name	Description
PCD 79-91	Terra Linda	Residential single family community
PCD 79-93	Page Ranch Community Plan	Residential single family community with limited multi-family units. More than 6,000 homes are approved for this project
PCD 80-002	Seven Hills	Senior community surrounding an 18-hole golf course
SP 84-001	Sunwest Village	
SP 85-001	Arthofer	Residential single family community
SP 87-28	Hemet Auto Mall	Commercial site specializing in auto sales and other automobile related uses
SP 88-01	Heartland Village (Now called Four Seasons)	Senior community surrounding an 18-hole golf course and 300 non-age-restricted units adjacent to the senior community
SP 88-13	City Sponsored	Single family residential and large lot residential
SP 88-19	McSweeny Ranch	Single family residential served by a neighborhood shopping center
SP 89-19	Hemet Marketplace	Community commercial, office and industrial uses
SP 90-009	Hemet Valley Country Club Estates	Single family residential development
SP 96-001	Diamond Valley Gateway	Commercial and office uses
SP 00-001	Page Plaza	Community commercial retail site
SP 01-002	Mc Sweeny Farms	Single family residential community served by neighborhood commercial
SP 01-003	Peppertree	Senior residential community comprised of single family and multi-family units
SP 02-001	Diamond Valley Lake Park	Cultural and regional recreation uses
SP 05-003	Sanderson Square	Commercial and business park uses
SP 06-004	Florida Promenade	Commercial uses
SP 07-004	Stetson Crossing	Commercial uses

FUTURE SPECIFIC PLAN AREAS

The Zoning Code contains requirements for the content and processing procedure for specific plans. The Planned Community Development Overlay process, detailed in the Zoning Code, may also be used to satisfy specific plan requirements for development within these areas. Future

specific plans will be required for all properties shown as "future specific plan" on the specific plan map. Specific plans will also be required when any of the following conditions are met:

- **Developments greater than 100 acres** Any project (excluding rural and agricultural) greater than 100 acres will be required to be reviewed through the specific plan process.

- **Mixed-use projects** Most of the mixed-use projects will require submittal of a specific plan. Refer to the individual descriptions under the mixed-use section.

- **Where development flexibility is desired** Large master planned communities are usually successful due to consistent design and architectural features, a varied land use pattern and a well designed and integrated infrastructure and mobility network. The City encourages the master plan concept through the specific plan process and understands that flexibility in standards are necessary to achieve the quality of development that a master planned community offers.

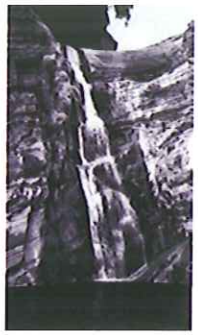
2.8 LAND USE DISTRICTS

Dividing the City into districts has been a way to create neighborhood identity and foster a "small town" feeling desired in the 1992 General Plan and reiterated as part of this General Plan Update process. These districts are shown in Figure 2.3. Generally, a district is an area that shares similar characteristics such as massing, scale, and age of structures, most of which developed during a similar time period. For example, the Greater Downtown District developed primarily from the late 1890s into the early 1930s. Storefronts are located adjacent to the sidewalk and parking is to the rear. The district is recognized by a defined street grid system and homes in the area are generally one story or 12–15 feet tall. Other districts focus on housing areas developed in the 1960s to serve retirees as well as the emerging family areas being located to the south and west of the City. Each area is unique and serves as a neighborhood focal point for residents, employers and employees who live and work in the district.

The district discussion provides a brief overview of the City's primary districts in regard to existing land use patterns, major opportunities and constraints, as well as future land use concepts. The Greater Downtown District, the West Hemet District, and the Diamond Valley Lake District are discussed in more detail in the Focused District Plans in Section 2.8 immediately following this overview.

2.8.1 DISTRICT ISSUES AND OPPORTUNITIES

Maintaining Established Character While the districts reflect a unique sense of place and time, the City's Zoning Ordinance (by law) requires that all uses within the same zone be treated equally. Therefore, a house built in the 1890s is subject to the same regulations as a new tract home built in 2010 if within the same zone classification or is considered "legally non-conforming". This General Plan begins to address this issue through



SESPE
CONSULTING, INC.

9070 Irvine Center Drive, Suite 150 • Irvine, CA 92618

RAMONA
CREEK

Addendum to the Hemet-Ryan Airport Land Use Compatibility Study

City of Hemet, California

Prepared for:

REGENT PROPERTIES

Regent Ramona Creek, LLC
11990 San Vicente Blvd., Suite 200
Los Angeles, CA 90049
Contact: Lenny Dunn

April 2014

ADDENDUM TO THE HEMET-RYAN AIRPORT LAND USE COMPATIBILITY STUDY

Regent Properties
Ramona Creek Specific Plan
Hemet, California

April 2014

TABLE OF CONTENTS

LIST OF TABLES

ADDENDUM TO THE HEMET-RYAN AIRPORT LAND USE COMPATIBILITY STUDY

Regent Properties
Ramona Creek
Hemet, California

April 2014

1.0 INTRODUCTION

On March 25, 2014, an application for a Major Land Use Action Review was submitted to the Riverside County Airport Land Use Commission (RCALUC) for review due to the proximity of the proposed Ramona Creek Specific Plan development to the Hemet-Ryan Airport. This application included the Draft Ramona Creek Specific Plan (Specific Plan) and the Hemet-Ryan Airport Land Use Compatibility Study (ALUCS), and related materials. Figure 1 in the ALUCS depicts the relationship of the project site to the Hemet-Ryan Airport.

Following a review of the application, the RCALUC staff requested submission of additional data to supplement and clarify information already contained in the ALUCS. Specifically, the requested data pertains to airspace navigation.

Specific Plan Section 5.4.4 discusses the Hemet-Ryan Airport. This discussion concludes that project implementation would not result in any airspace navigation hazards because structures built according to the Specific Plan would be no higher than 50 feet above ground level (AGL), which is less than the airspace navigation hazard threshold of 200 feet. Section 5.4 of the ALUCS also concluded that no hazards to airspace navigation would result based on this same threshold.

2.0 ANALYSIS

The following provides a description of the airport runways, elevations, distances, building heights, and a comparison of regulatory thresholds.

2.1 Airport Runways

The Hemet-Ryan Airport contains two parallel runways and a heliport (refer to Figure 5 in the ALUCS). Runway 5-23 serves as the primary runway and is 4,315 feet in length. Runway 4-22 is 2,045 feet in length and is currently restricted to use by sailplanes. Moreover, this runway is under consideration for conversion to a taxiway.

2.2 Airport and Project Site Elevations

The elevation of the Hemet-Ryan Airport is 1,512 feet above mean sea level (AMSL).[1] The Specific Plan identifies the elevation of the project site as ranging between 1,503 feet and 1,507 feet AMSL, with the higher elevation along the easterly portion of the site. Development of the project site would require earthmoving cut and fill activities to provide a "balanced" soil condition and avoid soil import or export. However, the project site elevation would remain at 1,507 feet AMSL.

[1] AirNav.com and Hemet-Ryan Airport Master Plan, Final Draft, September 2011

Using the higher project site elevation of 1,507 feet AMSL, the airport property is five feet higher than the project site.

2.3 Airport to Project Site Distances

The following table provides the distance from the two Hemet-Ryan Airport runways and the heliport to the nearest boundary of each Specific Plan planning area.

Table 1: Distances from Runways to Planning Area Boundaries

Planning Area No.	Planning Area Name	Runway 5-23	Runway 4-22	Heliport
1a & 1b	Ramona Creek Corridor	5,552	5,202	6,087
2a - 2c	Community Green	4,944	4,594	5,479
3	Commercial Mixed-Use	3,678	3,328	4,213
4a & 4b	Village Residential	4,265	3,915	4,800
5	Village Residential	5,140	4,790	5,675
6	Medium Density Residential	5,279	4,929	5,814
7	Medium Density Residential	6,030	5,680	6,565
8	Medium Density Residential	6,112	5,762	6,647
9	Low Medium Density Residential	6,243	5,893	6,778
10	Low Medium Density Residential/School	6,040	5,690	6,575

Note: Distances are measured in feet from each runway centerline and the heliport to the nearest boundary of each planning area.

2.4 Planning Area Building Heights

The following table provides the maximum building heights and the calculated elevation AMSL within each Specific Plan planning area.

Table 2: Building Heights and Elevations within Planning Areas

Planning Area No.	Planning Area Name	Stories	Building Height[1]	Building Height Elevation AMSL[2]
1a & 1b	Ramona Creek Corridor (Open Space)	na	na	na
2a - 2c	Community Green[3]	na	50 Feet	1,557
3	Commercial Mixed Use	3	50 Feet	1,557
4a & 4b	Village Residential	3	50 Feet	1,557

Planning Area No.	Planning Area Name	Stories	Building Height[1]	Building Height Elevation AMSL[2]
5	Village Residential	3	45 Feet	1,552
6	Medium Density Residential	2	40 Feet	1,547
7	Medium Density Residential	2	40 Feet	1,547
8	Medium Density Residential	2	40 Feet	1,547
9	Low Medium Density Residential	2	35 Feet	1,542
10	Low Medium Density Residential	2	35 Feet	1,542
	School Overlay[4]	na	50 Feet	1,557

Notes:
[1] Building heights are measured from the finished grade elevation to the roof peak. Where variations in height are allowed due to development options including clustered development, detached versus attached, and the Mixed Use Overlay, the greater height was used for this evaluation.
[2] Building height elevations are calculated by adding the building height to the project site elevation.
[3] The specific plan provides for structures such as an amphitheater and community room but does not provide a height. For this evaluation a height of 50 feet was used representing the maximum height identified in the specific plan.
[4] The specific plan provides for a school to be developed in lieu of residential land uses but does not provide a height. For this evaluation a height of 50 feet was used representing the maximum height identified in the specific plan.

2.5 FAA Threshold Comparison

Table 3 below provides a comparison of FAA's Construction Notice Surface thresholds and Civil Airport and Heliport Imaginary Surfaces and if any of the proposed building heights would penetrate these imaginary surfaces.

Table 3: Triggering Threshold Comparison

Planning Area No.	Planning Area Name	Construction Notice Surface CFR §77.9			Civil Airport Imaginary Surfaces CFR §77.19 Heliport Imaginary Surfaces CFR §77.23					
		200' AGL[1]	50:1	100:1	Horizontal	Conical	Primary	Approach	Transitional	Heliport
1a & 1b	Ramona Creek Corridor	No	No	No	No	No	No	No	No	No
2a - 2c	Community Green	No	No	No	No	No	No	No	No	No
3	Commercial Mixed-Use	No	No	Yes	No	No	No	No	No	No
4a & 4b	Village Residential	No	No	Yes	No	No	No	No	No	No
5	Village Residential	No	No	No	No	No	No	No	No	No
6	Medium Density Res.	No	No	No	No	No	No	No	No	No
7	Medium Density Res.	No	No	No	No	No	No	No	No	No
8	Medium Density Res.	No	No	No	No	No	No	No	No	No
9	Low Medium Density Res.	No	No	No	No	No	No	No	No	No
10	Low Medium Density Res.	No	No	No	No	No	No	No	No	No
	School Overlay	No	No	No	No	No	No	No	No	No

Notes: [1] Above Ground Level.

3.0 SUMMARY

Based on Table 3, the FAA construction notification is triggered for two of the Planning areas for the 100:1 imaginary surface. The 50:1 imaginary surface does not intersect any proposed building on the project site. In addition, the 200-foot AGL criteria would not apply as the tallest proposed building is 50 feet AGL.

None of the Civil Airport Imaginary Surfaces or the Heliport Imaginary Surface intersect with any proposed building on the project site.

4.0 REFERENCES CONSULTED

The following sources were used in preparing this report:

AirNav.com Website.

Caltrans, California Airport Land Use Planning Handbook, October 2011.

Hemet-Ryan Airport Land Use Compatibility Study, March 2014.

Hemet-Ryan Airport Comprehensive Airport Land Use Plan, 1992, and amended April 2009.

Hemet-Ryan Airport Final Draft Master Plan, September 2011.

Personal Communication, Russell Brady, ALUC Planner, April 2014.

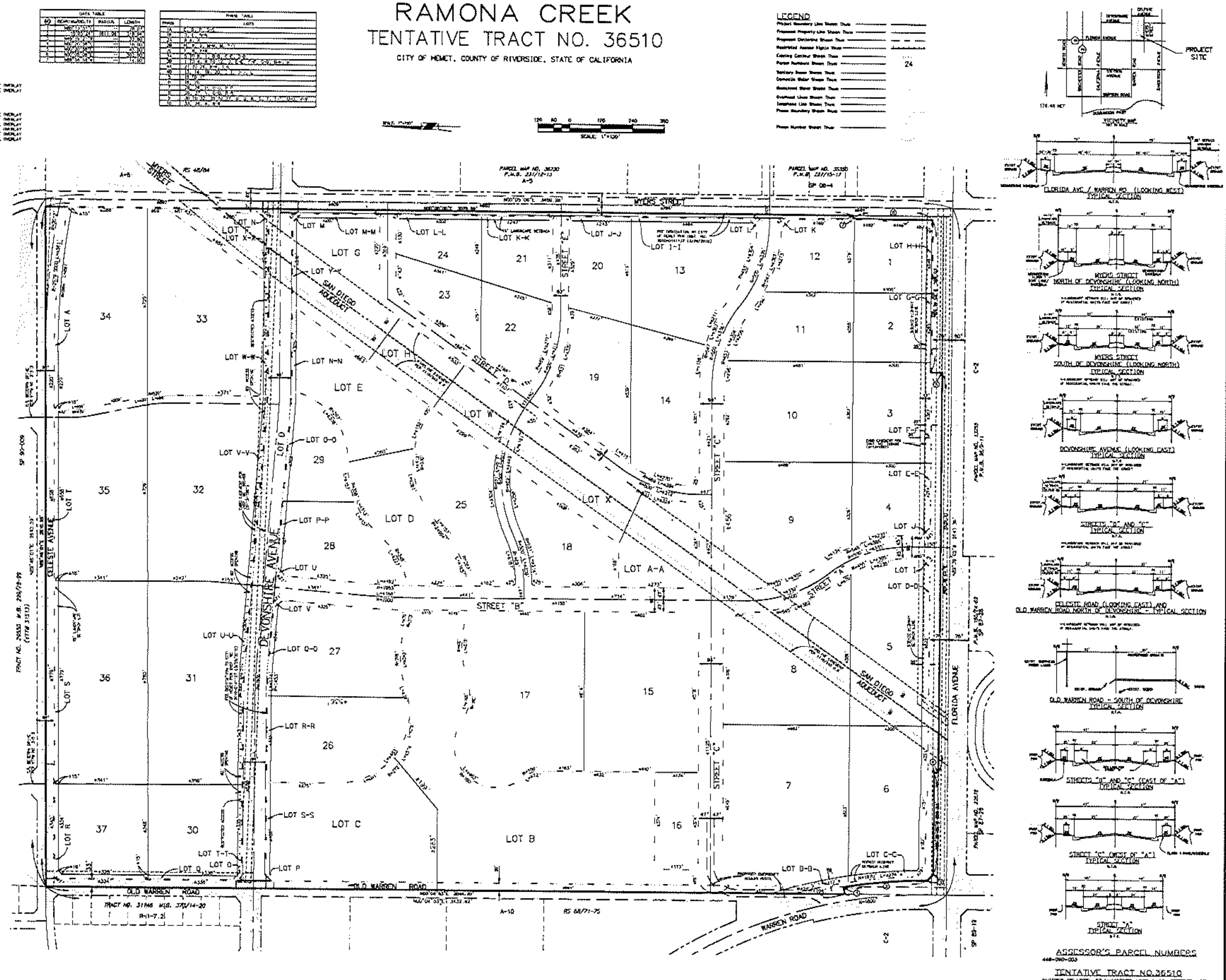
Personal correspondence with Lenny Dunn, Regent Properties, April 2014.

Ramona Creek Specific Plan (Draft), March 2014.

RAMONA CREEK
TENTATIVE TRACT NO. 36510

CITY OF HEMET, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

PROJECT AREAS



LEGEND

GENERAL INFORMATION

LEGAL DESCRIPTION

ASSESSOR'S PARCEL NUMBERS

448-090-003

TENTATIVE TRACT NO. 36510

NUMBER OF LOTS: 37 NUMBERED LOTS & 18 LETTERED LOTS

PROJECT AREA ACREAGE: 203.16 Acres

CONTOUR INTERVAL: 1 Foot

Underground Service Alert
Call: TOLL FREE
1-800
227-2600

REVISIONS

RBF CONSULTING

PLANNING ■ DESIGN ■ CONSTRUCTION

BASIS OF BEARINGS

CITY OF HEMET

APPROVED BY:

PREPARED UNDER THE SUPERVISION OF:

OWNER/APPLICANT

REGENT RAMONA CREEK, LLC

11990 SAN VICENTE BLVD., SUITE 200

LOS ANGELES, CA 90049

DATE: JAN. 2013

SCALE: 1"=200'

BENCH MARK

MASTER MAP

TENTATIVE TRACT NO. 36510

RAMONA CREEK

HEMET, CA

SHEET 1 OF 1 SHEET

NOTICE OF PUBLIC HEARING
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

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

Any person may submit written comments to the ALUC before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. The proposed project application may be viewed at the Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501, Monday through Thursday from 8:00 a.m. to 5:00 p.m., and by appointment on Fridays from 8:30 a.m. to 5:00 p.m.

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

DATE OF HEARING: May 8, 2014

TIME OF HEARING: 9:00 A.M.

CASE DESCRIPTION:

ZAP1030HR14 – Regent Ramona Creek, LLC/Regent Inland JV, LLC (Representative: SESPE Consulting, Inc.) – City of Hemet Case Nos. SP12-001 (Specific Plan), GPA 12-005 (General Plan Amendment), and Tentative Tract Map No. 36510. The Ramona Creek Specific Plan proposes a multiple-use commercial and residential community that would include 954 to 1,077 dwelling units and 649,044 to 760,035 square feet of commercial and office uses on 208.87 acres located northerly of Florida Avenue (State Highway Route 74), easterly of Warren Road, westerly of Myers Street, and southerly of Celeste Road (a.k.a. Rose Road) in the City of Hemet. (The site includes land both northerly and southerly of Devonshire Avenue.) General Plan Amendment No. 12-005 proposes to: (1) amend the land use designation of the portion of the project site located northerly of Devonshire Avenue from Low Density Residential (2.1 to 5 dwelling units per acre) to Low Medium Density Residential (5.1 to 8 dwelling units per acre); and (2) increase the residential development capacity allowed in the Florida Avenue Mixed-Use Area #1 of the 2030 General Plan (which includes the portion of the site southerly of Devonshire Avenue). Tentative Tract Map No. 36510 proposes to divide the property into 37 numbered (buildable) lots (one acre or larger in area), plus 49 open space, setback, or common area "lettered" lots. (Area III of the Hemet-Ryan Airport Influence Area)

FURTHER INFORMATION: Contact Russell Brady at (951) 955-0549 or John Guerin at (951) 955-0982. The ALUC holds hearings for local discretionary permits within the Airport Influence Areas, reviewing for aeronautical safety, noise and obstructions. All other concerns should be addressed to Mr. Ron Running or Ms. Carole Kendrick of the City of Hemet Planning Department, at (951) 765-2375.

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

ALUC Identification No. ZAP1030HR14

PROJECT PROPONENT (TO BE COMPLETED BY APPLICANT)

Date of Application: 03/24/14

Property Owner: Regent Ramona Creek, LLC — Phone Number: (310) 806-9800

Mailing Address: 11990 San Vicente Blvd., Ste. 200
Los Angeles, CA 90049

Agent (if any): RGP Planning and Development Services — Phone Number: (949) 450-0171

Mailing Address: 9070 Irvine Center Drive, Ste. 150
Irvine, CA 92618
(RGP is now SESPE Consulting, Inc.)

PROJECT LOCATION (TO BE COMPLETED BY APPLICANT)

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

Street Address:

Assessor's Parcel No.: 448-090-003-4 — Parcel Size: 203.2 ac. (gross)

Subdivision Name: — Zoning Classification: A-5, C-2, M-2, R-1-6

Lot Number:

PROJECT DESCRIPTION (TO BE COMPLETED BY APPLICANT)

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

Existing Land Use (describe): Currently vacant, except for a portion of the southeast corner, which has a few ornamental trees and is used for general outdoor storage purposes. No buildings are are present. The San Diego Aqueduct MWD 160-foot-wide easement runs SW-NE on 12 ac.

Proposed Land Use (describe): See Specific Plan Figure 2-4B (Land Use Summary). Primary components include a 43-acre Commercial Mixed-Use District, accommodating up to 535,788 sq. ft. of potential commercial uses; up to 1,077 residential units on approximately 96 acres; and 36 acres of open space amenities and natural elements.

For Residential Uses — Number of Parcels or Units on Site (exclude secondary units): 1,077 dwelling units (max.)

For Other Land Uses (See Appendix C) — Hours of Use: Varies by recreational and commercial mixed use

Number of People on Site — Maximum Number: Approximately 2,500 residents

Method of Calculation: Based on the assumption of 346 three-bedroom and 731 two-bedroom units (Specific Plan, Table 5-2)

Height Data — Height above Ground or Tallest Object (including antennas and trees): Fifty (50), finished grade to roof peak ft.

Highest Elevation (above sea level) of Any Object or Terrain on Site: Approx. 1,557 AMSL ft.

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

If yes, describe

REFERRING AGENCY (APPLICANT OR JURISDICTION TO COMPLETE)			
Date Received		Type of Project	
Agency Name	City of Hemet Planning Department	☒	General Plan Amendment
	445 East Florida Avenue, Hemet 92543	☐	Zoning Amendment or Variance
Staff Contact	Ronald K. Running, City Planner	☐	Subdivision Approval
Phone Number	(951) 765-2375	☐	Use Permit
Agency's Project No.		☐	Public Facility
		☒	Other Specific Plan No. SP-12-001

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

B. **SUBMISSION PACKAGE:**

ALUC REVIEW

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

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

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

RIVERSIDE COUNTY
AIRPORT LAND USE COMMISSION

STAFF REPORT

ADMINISTRATIVE ITEMS

3.1 Compatibility Plan Status Update.

On April 16, 2014, CALTRANS Division of Aeronautics sent a letter to Airport Land Use Commissions and alternative bodies throughout California requesting information regarding Compatibility Plans that have been adopted or are proposed to be adopted, along with adoption dates. Staff responded by preparing and sending the attached table, which provides a summary of the status of all Compatibility Plans in our jurisdiction.

March ARB – At the April meeting, staff discussed a tentative timeline for action regarding the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan. It was noted that ESA had been directed to provide staff with an administrative draft of the Environmental Impact Report by April 24. This has occurred, and we are in compliance with the timeline discussed at the April meeting. The administrative draft is being reviewed by ALUC staff, Counsel, and ALUC's CEQA Counsel (Gatzke, Dillon, and Ballance). It is our intent to provide corrections and edits on the administrative draft to ESA and Mead & Hunt by May 9. The consultants will then prepare and distribute the Draft EIR.

ALUC staff met on March 12 with the representatives of all five jurisdictions affected by density or intensity limits pursuant to the proposed March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, as previously reported. ALUC staff has since met individually with representatives from the City of Perris, City of Riverside, and County Planning Departments, and is scheduled to meet with representatives of the City of Moreno Valley Planning Department on May 1.

We hope to begin the 45-day public review period before the end of May. If that occurs, an August 21 adoption date would remain within the realm of possibility, depending on the extent and complexity of public comment.

Hemet-Ryan Airport – Staff has invited Mr. Daryl Shippy, Airport Manager, Riverside County Economic Development Agency – Aviation Division to provide an update to the Commission regarding Hemet-Ryan Airport. He has provided a tentative confirmation of availability for our May 8 meeting.

Guerin, John

From: Bolyard, Ron D@DOT <ron.bolyard@dot.ca.gov>
Sent: Wednesday, April 16, 2014 9:08 AM
Subject: Airport Land Use Compatibility Plans

Importance: High

California Airport Land Use Commission Staff,

The California Department of Transportation, Division of Aeronautics is working on updating our list of adopted Airport Land Use Compatibility Plans (ALUCP). We are preparing a report and need this information by April 30, 2014. We know this is short notice but can you please reply to this message and list for us all of the ALUCPs that are currently adopted, by airport, and when it was adopted? Also, please put on your reply if you have a county-wide ALUCP, or airport specific ALUCPs, and the corresponding dates. We also would like to know if you have any draft ALUCPs. Thank you for your help.

If you received this email in error and you are not the ALUC contact for your county please let us know. If you know who the correct contact is please forward this to that person.

Ron Bolyard
Aviation Planner
916-654-7075

ALUCP Status Report

Airport	Date of Adoption	Major Amendment	Minor Amendment	Draft In Process?	Notes
"Old" Countywide Plan	26-Apr-84	None	None	N/A	applies to March ARB AIA until new ALUCP
"New" Countywide Plan	14-Oct-04	None	8-Dec-05	No	applies to all except March, Hemet-Ryan
March Air Reserve Base	Maps only/uses 1984			Yes - ALUCP/EIR	anticipate adoption this year/based on JLUS
Hemet-Ryan Airport	1992	None	16-Apr-09	Yes - ALUCP/MND	anticipate adoption before June 2015
Banning Municipal Airport	14-Oct-04	None	8-Dec-05	No	airport has adopted Master Plan
Blythe Airport	14-Oct-04	None	8-Dec-05	No	County airport
Corona Municipal Airport	14-Oct-04	None	8-Dec-05	No	City airport
Chiriaco Summit Airport	14-Oct-04	None	8-Dec-05	No	County airport
Desert Center Airport	14-Oct-04	None	8-Dec-05	No	no longer a public use airport
Bermuda Dunes Airport	9-Dec-04	None	8-Dec-05	No	Privately-owned public-use
Flabob Airport	9-Dec-04	None	8-Dec-05	No	Privately-owned public-use
Riverside Municipal Airport	10-Mar-05	None	None	No	airport has adopted Master Plan
Palm Springs International Airport	10-Mar-05	None	10-Aug-06	No	airport Master Plan in process
Jacqueline Cochran Regional Airport	9-Jun-05	None	14-Sep-06	No	County airport
French Valley Airport	30-Oct-07	12-Jan-12	None	No	County airport - 2007 replaced 2004 litigated
Chino Airport	11-Sep-08	None	None	No	airport in S.Bdo. Cty. - AIA incl. pt. Riv. Co.
Perris Valley Airport	10-Mar-11	None	None	No	Privately-owned public-use; skydiving spclty.