



AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY AGENDA

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

Thursday **1:00 p.m.**, February 5, 2015

CHAIR
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Rancho Mirage

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John Guerin
Russell Brady
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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: CONTINUED CASE

JACQUELINE COCHRAN REGIONAL AIRPORT

- 2.1 ZAP1027TH14 – City of Coachella (Luis Lopez, Development Services Director). A proposal by the City of Coachella to adopt a new General Plan emphasizing community designs that prioritize active transportation modes such as walking and bicycling, encourage social interactions, and create traditional neighborhoods, in order to become a healthier, more sustainable community. The General Plan includes the following elements: Land Use and Community Character, Mobility, Community Health and Wellness, Sustainability and the Natural Environment, Safety, Infrastructure and Public Services, Noise, Housing, and Implementation. The City includes land within Airport Compatibility Zones C, D, and E of the Jacqueline Cochran Regional Airport Influence Area, and the sphere of influence also includes land within Compatibility Zone B1. Continued from January 8, 2015. ALUC Staff Planner: John Guerin at (951) 955-0982, or e-mail at jguerin@rctlma.org

Staff Recommendation: DISCUSS AND CONTINUE to 3-12-15

3.0 PUBLIC HEARING: NEW CASES**HEMET RYAN AIRPORT**

- 3.1 ZAP1037HR14 – Fakhri Samini and Massoud Tajik (Representative: Farah Khorashadi) – County Case Nos.: GPA 01128 (General Plan Amendment) and CZ 07847 (Change of Zone). GPA 01128 is a proposal to amend the Harvest Valley/Winchester Area Plan (General Plan) land use designations of two parcels (Assessor's Parcel Numbers 465-020-004 and 465-020-005) with a total area of approximately 25.4 acres located easterly of California Avenue and its straight-line southerly extension and southerly of State Highway Route 74/Florida Avenue, the easterly straight-line extension of Lyn Avenue, and Roseland Mobile Estates from Community Development: Medium Density Residential [CD:MDR] (2 to 5 dwelling units per acre) and Rural: Rural Mountainous [R:RM] (1 dwelling unit per ten acres) to Community Development: High Density Residential [CD:HDR] (8 to 14 dwelling units per acre), Open Space: Conservation [OS:C], and Rural: Rural Mountainous. CZ 07847 is a proposal to change the zoning of the site from Mobile Home Subdivisions and Mobile Home Parks, 20,000 square foot minimum lot size (R-T-20,000) to Planned Residential (R-4) and Open Area Combining Zone-Residential (R-5). (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

FRENCH VALLEY AIRPORT

- 3.2 ZAP1059FV14 – Road Builders, Inc./AGS Underground/Joseph Augustine (Representative: MDMG, Larry Markham) – County of Riverside Case No. PP 25714 (Plot Plan). A proposal to operate a contractor's storage yard with a 3,420 square foot office, a 3,600 square foot shop building, and open equipment and materials storage on a 9.07-acre site (Assessor's Parcel Number 957-320-023) located on the easterly side of Sky Canyon Drive, northerly of (and uphill from) its intersection with Technology Drive and southerly of its intersection with Borel Road, in the unincorporated community of French Valley. (Airport Compatibility Zones B1 and C of the French Valley 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

- 3.3 ZAP1107MA14 – Proficiency 215 LLC/Proficiency Capital LLC/Jeff Trenton (Representative: Pam Steele, MIG/Hogle-Ireland) – March Joint Powers Authority (JPA) Case Nos. CZ 14-01 (Change of Zone) and PP 14-02 (Plot Plan). A proposal to establish Industrial zoning on 39.42 acres (Assessor's Parcel Nos. 297-100-013 and 297-100-045) located southerly of Alessandro Boulevard, easterly of Interstate 215, westerly of Old 215 Frontage Road, and northerly of Cactus Avenue, and to build a 709,083 square foot industrial warehouse (including 15,000 square feet of office area, 3,000 square feet of which will be on a mezzanine level) thereon. (Airport Compatibility Zones B1-APZ I and B1-APZ II of the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan). ALUC Staff Planner: John Guerin at (951) 955-0982, or e-mail at jguerin@rctlma.org

Staff Recommendation: CONSISTENT(Change of Zone); CONDITIONALLY CONSISTENT (Plot Plan)

MARCH AIR RESERVE BASE

- 3.4 ZAP1108MA14 – Robert B. Lattanzio/LATCO SC Inc. (Representative: Wes Alston, Pacific Development Solutions Group) – City of Moreno Valley Case Nos. PA14-0042, PA14-0043, PA14-0044, and PA14-0081 (General Plan Amendment, Zone Change, and Plot Plan). The applicant proposes development of a 112-unit apartment project on 6.63 acres (Assessor's Parcel Numbers 263-120-020 and 263-120-025) located southerly of Eucalyptus Avenue, easterly of Edgemont Street, and westerly of Day Street in the City of Moreno Valley. Fourteen apartment buildings, plus a community center building, are proposed. The project also involves a General Plan Amendment to change the site's land use designation from Commercial to Residential 20 (maximum 20 dwelling units per acre) and a Zone Change to change the site's zoning classification from Community Commercial to Residential 20 (maximum 20 dwelling units per acre). (Airport Compatibility Zone D of the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan). ALUC Staff Planner: Russell Brady at (951) 955-0549, or e-mail at rbrady@rctlma.org

Staff Recommendation: CONSISTENT

JACQUELINE COCHRAN REGIONAL AIRPORT

- 3.5 ZAP1029TH14 – Hansen-Rice, Inc., for Ocean Mist Farms (Representative: James Escobar) – City of Coachella Case Nos.: Change of Zone No. 14-02 and Architectural Review No. 14-04. Architectural Review No. 14-04 pertains to the applicant's proposal to: (1) expand and reconstruct the Ocean Mist Farms storage and processing facility located at 52-300 Enterprise Way (on the east side of Enterprise Way, northerly of Industrial Way and extending northerly to Avenue 52); and, (2) establish an employee parking lot and truck parking lot on the southeast corner of Enterprise Way and Industrial Way. The processing facility expansion involves the addition of new buildings, revision to use of space in the existing buildings, and demolition of portions of the existing buildings. Change of Zone No. 14-02 is a proposal to change the zoning of 12 acres located at the southeast corner of Enterprise Way and Industrial Way from M-H (Heavy Industrial) to M-S (Manufacturing Service). (Compatibility Zone C of the Jacqueline Cochran Regional Airport Influence Area). ALUC Staff Planner: Russell Brady at (951) 955-0549, or e-mail at rbrady@rctlma.org

Staff Recommendation: CONSISTENT (Change of Zone); DISCUSS and CONTINUE to 3-12-15 (Architectural Review)

4.0 ADMINISTRATIVE ITEMS**4.1 Director's Approvals****5.0 APPROVAL OF MINUTES**

January 8, 2015

6.0 ORAL COMMUNICATION ON ANY MATTER NOT ON THE AGENDA**7.0 COMMISSIONER'S COMMENTS**

COUNTY OF RIVERSIDE AIRPORT LAND USE COMMISSION

STAFF REPORT

AGENDA ITEM: 2.1 3-4

HEARING DATE: February 5, 2015 (continued from January 8, 2015)

CASE NUMBER: ZAP1027TH14 - City of Coachella

APPROVING JURISDICTION: City of Coachella

JURISDICTION CASE NO: City of Coachella General Plan 2035

MAJOR ISSUES:

The proposed General Plan text (~~and, possibly, maps~~) will require additions and possibly some revisions in order to enable a consistency determination. *At the January 8 hearing, Mr. Luis Lopez, City of Coachella Director of Development Services, indicated a willingness to include ALUC's recommended additions and revisions in a General Plan errata document. As of the date of preparation of this staff report (December 16, 2014 January 22, 2015), staff must still work with City officials to address omissions in airport land use compatibility. review of this project is ongoing. While we hope to be able to ultimately reach a finding of consistency with the 2005 Jacqueline Cochran Regional Airport Land Use Compatibility Plan, subject to certain changes being made to the proposed General Plan, at this time, we must recommend a continuance. A continuance will also provide the Commission with additional time to review these documents.*

RECOMMENDATIONS:

At this time, staff recommends that the Commission ~~open the public hearing, consider additional testimony, and~~ CONTINUE consideration of this matter to its ~~March 12 February 5, 2015~~ public hearing agenda. *However, this recommendation is based on case status only two weeks removed from the January ALUC hearing. Staff is confident that there is a reasonable probability that a finding of consistency will be recommended by the hearing date. ALUC staff hopes to be able to use the additional time to compile recommended text changes and work with City staff in the quest to find a path to consistency.*

PROJECT DESCRIPTION:

The City of Coachella proposes to adopt a new General Plan emphasizing community designs that prioritize active transportation modes such as walking and bicycling, encourage social interactions, and create traditional neighborhoods, in order to become a healthier, more sustainable community. The General Plan includes the following elements: Land Use and Community Character, Mobility, Community Health and Wellness, Sustainability and the Natural Environment, Safety, Infrastructure and Public Services, Noise, Housing, and Implementation. (The Housing Element is not proposed for change through the new General Plan process.) The City includes land within Airport

Compatibility Zones C, D, and E of the Jacqueline Cochran Regional Airport Influence Area, and the sphere of influence also includes land within Compatibility Zone B1.

PROJECT LOCATION:

All land within the City of Coachella, which is located in the Eastern Coachella Valley, southeasterly of the City of Indio and northerly of the Salton Sea. Historically, the City has been aligned along Grapefruit Boulevard, a segment of State Highway Route 111. Interstate 10 traverses the northern portion of the City, and State Highway Route 86S extends southerly from Interstate 10. Except for objects 200 feet or greater in height, the jurisdiction of the Airport Land Use Commission is confined to the portions of the City within the Airport Influence Area of Jacqueline Cochran Regional Airport, as delineated in the 2005 Jacqueline Cochran Regional Airport Land Use Compatibility Plan, available for viewing at www.rcaluc.org.

BACKGROUND:

The City submitted its proposed new General Plan for formal Airport Land Use Commission review on November 26, 2014. The proposed new General Plan is available for public review at <http://cityofcoachellageneralplanupdate.weebly.com>

The City's proposed General Plan utilizes designations that differ from the more traditional Residential, Commercial, Industrial, etc. The City's designations are as follows: Agricultural Rancho, Rural Rancho, Suburban Neighborhood, General Neighborhood, Urban Neighborhood, Resort District, Industrial District, Suburban Retail District, Regional Retail District, Neighborhood Center, Urban Employment Center, and Downtown Center. (These do not include designations for public lands – three sub-categories – and designations for each adopted Specific Plan.)

Most of the land within Compatibility Zones C and D is within either the Industrial District or the Urban Employment District. Compatibility Zone D also includes a substantial area of Suburban Neighborhood, which may at least in part reflect existing development, and small areas in other designations. The Suburban Neighborhood designation provides for densities in the range of 2 to 8 dwelling units per acre. The upper range of that designation is consistent with compatibility criteria for Zone D. All of the Neighborhood and Center designations provide for densities of 7 or more dwelling units per acre, with the Urban Employment Center and Downtown Center designations providing for densities as high as 65 dwelling units per acre. (The Rural Rancho designation provides for densities of 0.4 to 1 dwelling unit per acre, but does not appear to have been applied within Zones C and D.)

A Policy Direction statement should be added to the Urban Employment Center designation stating that new dwelling units should not be permitted in the portion of this designation within Compatibility Zone C.

Looking at intensity, the General Plan provides for floor-area ratios (FARs) of up to 2.0 in the Industrial District and the Urban Employment Center, which may allow intensities that would exceed Compatibility Plan maximum criteria. An asterisk statement should be added to the effect that allowable FARs may be lower in areas where site intensities are limited pursuant to an adopted Airport Land Use Compatibility Plan.

AIRPORT LAND USE COMPATIBILITY REFERENCES IN GENERAL PLAN:

In the Land Use and Community Character Element, area-specific planning is accomplished through the establishment of a vision and policy direction for 17 sub-areas. Subarea 5, the Airport District, includes a portion of the City southerly of 53rd Avenue, easterly of Harrison Street, and westerly of Grapefruit Boulevard/Highway 111. Subarea 5 also includes the portion of the City's sphere of influence located northerly of Airport Boulevard, easterly of Harrison Street, westerly of the Whitewater River, and southerly of 54th Avenue. Policy Direction Item No. 3 states as follows: "Ensure new development is compliant with airport safety standards and the Airport Land Use Compatibility Plan." Policy Direction Item No. 7 states that the final designation mix in Subarea 5 should be "70 to 90 percent Industrial District," with "up to 20 percent Suburban Retail District."

Policy 10.4 of the proposed Land Use and Community Character Element states as follows:

"Airport compatibility: Require new development in the vicinity of Cochran Airport to conform to the county's airport land use and safety plans."

Policy 10.6 of the same Element states as follows:

"Airport Land Use Commission Review. Before the adoption or amendment of the General Plan, any specific plan, the adoption or amendment of a zoning ordinance or building regulation within the planning boundary of the airport land use compatibility plan, refer proposed actions for review, determination and processing by the Riverside County Airport Land Use Commission as provided by the Airport Land Use Law."

Policy 10.7 of the same Element states as follows:

"Navigable airspace. Ensure that no structures or activities encroach or adversely affect the use of navigable airspace of Cochran Airport."

Policy 12.1 of the same Element states as follows:

"Airport. Encourage activities and developments that capitalize on Jacqueline Cochran Airport as an asset."

Policy 1.5 of the proposed Noise Element states as follows:

“Airport Land Use Planning. Comply with all applicable policies contained in the Riverside County General Plan Noise Element relating to airport noise, including those policies requiring compliance with the airport land use noise compatibility criteria contained in the airport land use compatibility plan for Jacqueline Cochran Regional Airport; and those policies prohibiting new residential land uses, except construction of single-family dwellings on legal residential lots of record, within the 60 dB CNEL contour of this airport.”

Interestingly, the Airport is not referenced at all in the policies of the Safety Element.

Staff’s review of the text is ongoing.

STATE HANDBOOK RECOMMENDATIONS:

The new California Airport Land Use Planning Handbook includes a Table 5A, General Plan Consistency Checklist, which is “intended to assist local agencies with modifications necessary to make their local plans and other local policies consistent with the ALUCP.” While the checklist “is not intended as a state requirement,” failure to incorporate most of the items referenced would be a cause for concern.

One of the requirements is that there be no direct conflicts “between proposed new land uses indicated on a general plan land use map and the ALUC land use compatibility criteria.” ALUC staff will conduct a comprehensive review between the date of this staff report and the January 8 Commission hearing, and will report to the Commission accordingly. Most of the affected area is in the Industrial and Urban Employment Centers designations, so staff is fairly confident that this criterion has been met, but we will delve into the residential designations proposed in Compatibility Zone D in our supplemental staff report.

A second requirement is that criteria indicating the maximum noise exposure for which residential development is normally acceptable “must be made consistent with the equivalent ALUCP criteria.” However, it also states that “a general plan may establish a different limit with respect to aviation-related noise than for noise from other sources,” noting that “this may be appropriate in that aviation-related noise is sometimes judged to be more objectionable than other types of equally loud noises.”

The remaining recommended requirements may be included in either a General Plan or an implementing document such as a Zoning Code. Such document should incorporate ALUCP standards including, but not limited to (as applicable): intensity limits on nonresidential uses; identification of prohibited uses; open land requirements; infill development; height limitations; hazards to flight; buyer awareness measures; and nonconforming uses and reconstruction.

In addition to incorporation of ALUCP compatibility criteria, Table 5A states that “local agency implementing documents must specify the manner in which development proposals will be reviewed

for consistency with the compatibility criteria.” This would include: identification of the types of actions that would be required to be submitted for ALUC review; identification of the types of actions potentially subject to ALUC review; procedures that the City would use to evaluate the consistency of other projects with ALUCP compatibility criteria; variance procedures; and enforcement.

A copy of Table 5A is included herewith.

SECTION-BY-SECTION MAP DESIGNATION ANALYSIS:

Section 7 is the area bounded by 52nd Avenue on the north, Tyler Street on the east, Harrison Street on the west, and 54th Avenue on the south.

This section includes land within subareas 1, 4, and 5 in Compatibility Zones D and E. Proposed designations in this area include Suburban Neighborhood, Urban Employment Center, Neighborhood Center, General Neighborhood, and School/Public Facility. This is the only area where there may be a conflict with the Compatibility Plan’s residential density criteria, as the Suburban Neighborhood designation provides for densities in the range of 2 to 8 dwelling units per acre. However, the designation at least in part reflects existing development and recorded tract maps. Furthermore, the upper range of that designation – 5 to 8 dwelling units per acre – is consistent with compatibility criteria for Zone D.

Recommended Action: Add a policy specifying that new residential development within the portions of this designation within Compatibility Zone D shall have a net density of at least five dwelling units per acre.

Section 8 is located east of Section 7, bounded by Tyler Street on the west, Polk Street on the east, 52nd Avenue on the north, and 54th Avenue on the south.

This section includes land within subareas 1, 5, and 7 in Compatibility Zones C and D. The portion of Compatibility Zone C in this section is the area within 1,500 feet on each side of the extended runway centerline, an area that corresponds to the “Outer Approach/Departure Zone” among the model safety zones depicted in the California Airport Land Use Planning Handbook. Designations in this area include Industrial District, Urban Employment Center, and Suburban Retail District.

Sections 9 and 16 are located east of Polk Street, west of Fillmore Street, north of Airport Boulevard, and south of 52nd Avenue.

This area is within subareas 5, 7, and 8, and is predominantly designated Industrial District, with one Public Facility designation.

Section 17 is located primarily within the sphere of influence of the City, and is located north of Airport Boulevard, south of 54th Avenue, east of Tyler Street, and west of Polk Street.

This section is within subareas 5 and 7 in Compatibility Zones B1, C, and D. Proposed designations in this area are Industrial District and Urban Employment Center.

Section 18 is located east of Harrison Street, west of Tyler Street, north of Airport Boulevard, and south of 54th Avenue.

This section is within subarea 5 in Compatibility Zone D. Proposed designations in this area are Industrial District and Urban Employment Center.

LAND USE TABLE:

Various Center and District designations allow for a variety of nonresidential land uses. Furthermore, the Center and District designations allow for Floor Area Ratios as high as 2.0 in the Industrial District, Regional Retail District, and Urban Employment Center, 1.5 in the Neighborhood Center, and 1.0 in the Suburban Retail District. There is no reference to land use intensity limitations from the Countywide Policies of the Riverside County Airport Land Use Compatibility Plan (applicable within the Jacqueline Cochran Regional Airport Influence Area). Additionally, the high Floor Area Ratios noted above would not be possible in Airport Compatibility Zones B1 and C, and may not be achievable in Compatibility Zone D.

Recommended Action: Add a policy stating that land use intensity of nonresidential structures is limited within Compatibility Zones B1, C, and D. Either include a copy of Table 2A from the Countywide Policies document or refer the reader to ALUC for additional information. Add a statement acknowledging that allowable Floor Area Ratios would be affected by land use intensity limitations within Compatibility Zones B1, C, and D.

The Urban Employment Center designation would allow Multi-Family development as a secondary use. The Urban Employment Center designation is proposed to be applied to land within Compatibility Zone C, where such densities are not permitted pursuant to Countywide Policies.

Recommended Action: Add a policy stating that new dwelling units should not be permitted in the portion of this designation within Compatibility Zone C.

The Land Use Table combines hospitals and airports into one category, with both uses proposed to be permitted in the Industrial District and Urban Employment Center designations. However, these uses are not compatible with each other. Hospitals are a prohibited use in Compatibility Zones B1 and C, and a discouraged use in Compatibility Zone D.

Recommended Action: Add a policy stating that new hospitals should not be permitted within the portions of these designations within Compatibility Zones B1 and C, and should not be permitted in the portions of these designations in Compatibility Zone D unless no feasible alternative site exists and the facility is designed in a manner that minimizes its susceptibility to damage from an aircraft accident.

The Land Use Table lists golf courses as a permissible secondary use in the Suburban Neighborhood designation. However, golf courses can be wildlife (bird) attractants, which constitute a hazard to flight.

Recommended Action: Add a policy stating that a wildlife hazard study may be required for new golf courses proposed within the Airport Influence Area.

As noted above, the Suburban Neighborhood designation allows residential densities within a range of 2 to 8 dwelling units per acre. However, within Compatibility Zone D, compatibility criteria limit density to either one dwelling unit per five acres or lower density, or five or more dwelling units per net acre.

Recommended Action: Add a policy specifying that new development within the portions of this designation in Compatibility Zone D shall have a net density of at least five dwelling units per acre.

ADDRESSING OMISSIONS:

One of ALUC's basic concerns is public awareness. Commissioners have often mentioned that they would prefer that situations not be created where a person designs a project that seems to be consistent with a jurisdiction's land use map and zoning ordinance, only to find when the project reaches ALUC that it is inconsistent with the Compatibility Plan. The General Plans of affected jurisdictions, in order to attain a finding of consistency, must include sufficient information and documentation to minimize the occurrence of such "surprises," which are frustrating for all parties concerned.

In order to address intensity limits on nonresidential uses, prohibited uses in specified Airport Compatibility Zones, and open land requirements, staff recommends that the City of Coachella General Plan incorporate the Jacqueline Cochran Regional Airport Land Use Compatibility Plan (JCRALUCP) and the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan as an Appendix. At a minimum, Table 2A from the Countywide Policies and the JCRALUCP Compatibility Map should be included in the General Plan (either within the Land Use and Community Character Element or the Safety Element). In conjunction with the Compatibility Map, the General Plan should indicate the areas where aviation easements, deed notices, and disclosure would be required.

(ALUC staff acknowledges that the City may utilize alternative procedures or regulations that may not mesh with all aspects of the Countywide Policies, particularly the provisions relating to nonconforming uses and reconstruction. If there are particular items of concern to the City, City representatives are encouraged to explain their concerns at the February 5 hearing, and the Commission can then consider whether the portion of the Countywide Policies that is the subject of disagreement would be critical to include in the General Plan.)

As noted on page 3, Policy 10.7 of the Land Use and Community Character Element requires the City to ensure that no structures or activities (subject to City permitting or approval) encroach or adversely affect the navigable airspace of the airport. However, this policy should be elaborated or supplemented. Specifically, the General Plan should explain the circumstances whereby review by the Federal Aviation Administration Obstruction Evaluation Service of a project's height or elevation at top point may be necessary. The Land Use and Community Character Element and/or Safety Element should include a statement that, in situations where notice is required, project conditions of approval should require receipt of an FAA Determination of No Hazard to Air Navigation prior to issuance of building permits.

As noted on page 3, Policy 10.6 of the Land Use and Community Character Element lists the types of cases requiring ALUC review pursuant to the California Public Utilities Code. The General Plan should also indicate whether consistency review for conditional use permits, subdivisions, and other major developments would occur through referral to ALUC or through review by City staff. (Once a General Plan is found consistent, subsequent projects other than the types referenced in Policy 10.6 are not required to be reviewed by ALUC. Such reviews then become advisory, rather than mandatory. In those situations, in the event that the City does not choose to refer to ALUC, the Compatibility Plan provisions remain in effect, but ensuring compliance becomes a task of City staff rather than ALUC.)

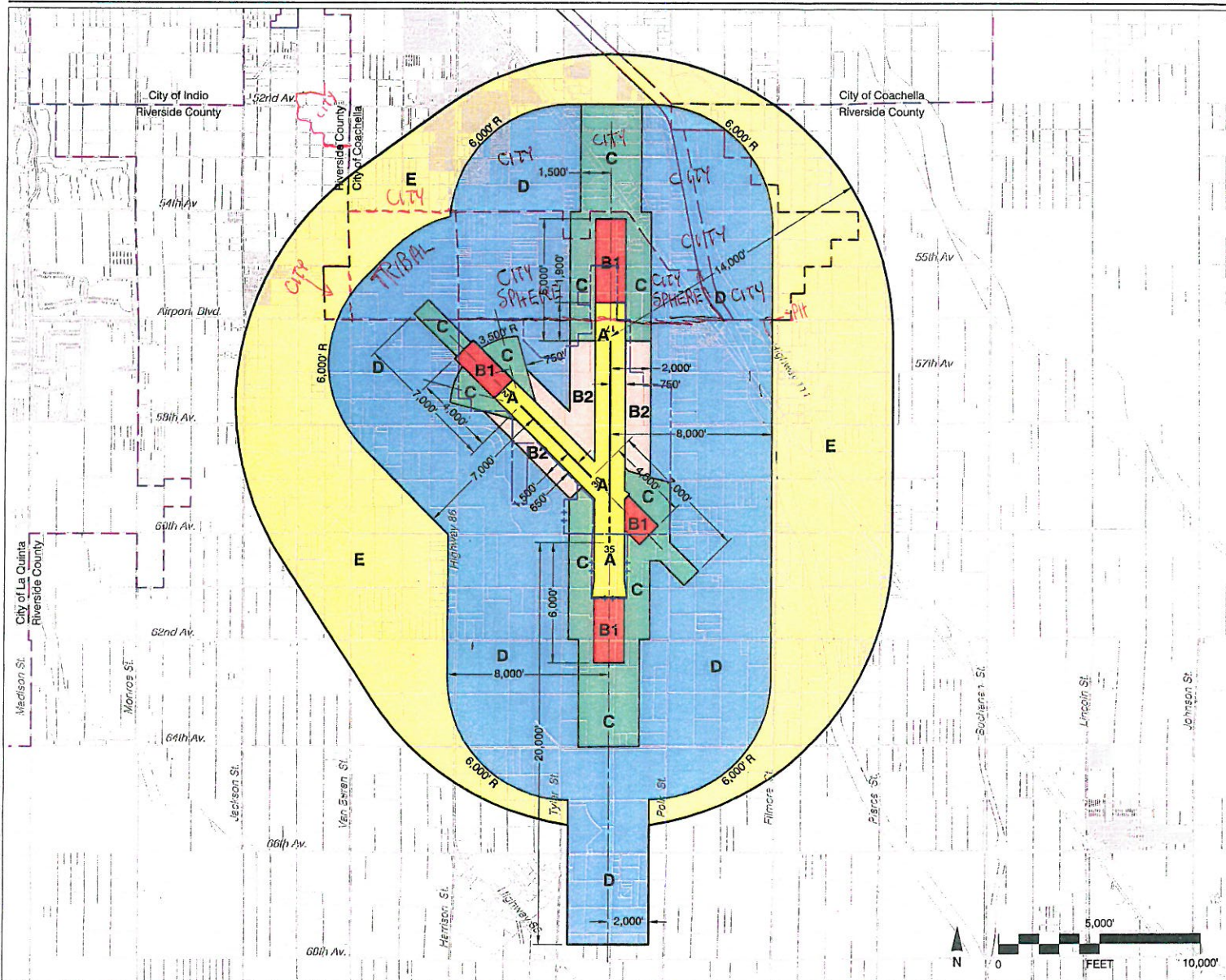
ALUC's preference is that subsequent discretionary non-legislative projects still be transmitted to ALUC staff for review and comment. However, once a determination is made that the City's General Plan is consistent with the Compatibility Plan, official submittal of projects other than general plan amendments, changes of zoning, specific plans, specific plan amendments, and ordinance amendments would be recommended only for major land use projects as defined in the Countywide Policies and for projects where ALUC staff identifies a possibility for inconsistency in its response to the City's transmittal.

TABLE 5A: GENERAL PLAN CONSISTENCY CHECKLIST

For additional guidance see:	COMPATIBILITY CRITERIA
<p>This checklist is intended to assist local agencies with modifications necessary to make their local plans and other local policies consistent with the ALUCP. It is also designed to facilitate ALUC reviews of these local plans and policies. The list will need to be modified to reflect the policies of each individual ALUC and is not intended as a state requirement.</p>	
<p>General Plan Document</p> <p>The following items typically appear directly in a general plan document. Amendment of the general plan will be required if there are any conflicts with the ALUCP</p>	
Page 6-17	<ul style="list-style-type: none"> • Land Use Map—No direct conflicts should exist between proposed new land uses indicated on a general plan land use map and the ALUC land use compatibility criteria. <ul style="list-style-type: none"> – Residential densities (dwelling units per acre) should not exceed the set limits. – Proposed nonresidential development needs to be assessed with respect to applicable intensity limits (see below). – No new land uses of a type listed as specifically prohibited should be shown within affected areas.
Pages 3-8	<ul style="list-style-type: none"> • Noise Element—General plan noise elements typically include criteria indicating the maximum noise exposure for which residential development is normally acceptable. This limit must be made consistent with the equivalent ALUCP criteria. Note, however, that a general plan may establish a different limit with respect to aviation-related noise than for noise from other sources (this may be appropriate in that aviation-related noise is sometimes judged to be more objectionable than other types of equally loud noises).
<p>Zoning or Other Policy Documents</p> <p>The following items need to be reflected either in the general plan or in a separate policy document such as a combining zone ordinance. If a separate policy document is adopted, modification of the general plan to achieve consistency with the ALUCP may not be required. Modifications would normally be needed only to eliminate any conflicting language which may be present and to make reference to the separate policy document.</p>	
Page 4-26, Appendix G	<ul style="list-style-type: none"> • Intensity Limitations on Nonresidential Uses—ALUCPs may establish limits on the usage intensities of commercial, industrial, and other nonresidential land uses. This can be done by duplication of the performance-oriented criteria—specifically, the number of people per acre—indicated in the ALUCP. Alternatively, ALUCs may create a detailed list of land uses which are allowable and/or not allowable within each compatibility zone. For certain land uses, such a list may need to include limits on building sizes, floor area ratios, habitable floors, and/or other design parameters which are equivalent to the usage intensity criteria.
Pages 3-11, 4-29, Figures 4B - G	<ul style="list-style-type: none"> • Identification of Prohibited Uses—ALUCPs may prohibit schools, day care centers, assisted living centers, hospitals, and other uses within a majority of an airport's influence area. The facilities often are permitted or conditionally permitted uses within many commercial or industrial land use designations.
Page 4-31	<ul style="list-style-type: none"> • Open Land Requirements—ALUCP requirements, if any, for assuring that a minimum amount of open land is preserved in the airport vicinity must be reflected in local policies. Normally, the locations which are intended to be maintained as open land would be identified on a map with the total acreage within each compatibility zone indicated. If some of the area included as open land is private property, then policies must be established which assure that the open land will continue to exist as the property develops. Policies specifying the required characteristics of eligible open land should also be established.
Page 3-56, 4-18, 4-42	<ul style="list-style-type: none"> • Infill Development—If an ALUCP contains infill policies and a jurisdiction wishes to take advantage of them, the lands that meet the qualifications must be shown on a map.
Pages 3-29, 4-35	<ul style="list-style-type: none"> • Height Limitations and Other Hazards to Flight—To protect the airport airspace, limitations must be set on the height of structures and other objects near airports. These limitations are to be based upon FAR Part 77. Restrictions also must be established on other land use characteristics which can cause hazards to flight (specifically, visual or electronic interference with navigation and uses which attract birds). Note that many jurisdictions have already adopted an airport-related hazard and height limit zoning ordinance which, if up to date, will satisfy this consistency requirement.

TABLE 5A: GENERAL PLAN CONSISTENCY CHECKLIST

For additional guidance see:	COMPATIBILITY CRITERIA
Pages 3-9, 4-14	<ul style="list-style-type: none"> • Buyer Awareness Measures—Besides disclosure rules already required by state law, as a condition for approval of development within certain compatibility zones, some ALUCPs require either dedication of an aviation easement to the airport proprietor or placement on deeds of a notice regarding airport impacts. If so, local agency policies must contain similar requirements.
Page 4-42	<ul style="list-style-type: none"> • Nonconforming Uses and Reconstruction—Local agency policies regarding nonconforming uses and reconstruction must be equivalent to or more restrictive than those in the ALUCP, if any.
	<p>REVIEW PROCEDURES</p> <p>In addition to incorporation of ALUC compatibility criteria, local agency implementing documents must specify the manner in which development proposals will be reviewed for consistency with the compatibility criteria.</p>
Page 6-1	<ul style="list-style-type: none"> • Actions Always Required to be Submitted for ALUC Review—PUC Section 21676 identifies the types of actions that must be submitted for airport land use commission review. Local policies should either list these actions or, at a minimum, note the local agency's intent to comply with the state statute.
Page 6-5	<ul style="list-style-type: none"> • Other Land Use Actions Potentially Subject to ALUC Review—In addition to the above actions, ALUCPs may identify certain major land use actions for which referral to the ALUC is dependent upon agreement between the local agency and ALUC. If the local agency fully complies with all of the items in this general plan consistency check list or has taken the necessary steps to overrule the ALUC, then referral of the additional actions is voluntary. On the other hand, a local agency may elect not to incorporate all of the necessary compatibility criteria and review procedures into its own policies. In this case, referral of major land use actions to the ALUC is mandatory. Local policies should indicate the local agency's intentions in this regard.
Pages 5-10, 6-13	<ul style="list-style-type: none"> • Process for Compatibility Reviews by Local Agencies—If a local agency chooses to submit only the mandatory actions for ALUC review, then it must establish a policy indicating the procedures which will be used to assure that airport compatibility criteria are addressed during review of other projects. Possibilities include: a standard review procedure checklist which includes reference to compatibility criteria; use of a geographic information system to identify all parcels within the airport influence area; etc.
Page 6-9	<ul style="list-style-type: none"> • Variance Procedures—Local procedures for granting of variances to the zoning ordinance must make certain that any such variances do not result in a conflict with the compatibility criteria. Any variance that involves issues of noise, safety, airspace protection, or overflight compatibility as addressed in the ALUCP must be referred to the ALUC for review.
Page 5-10	<ul style="list-style-type: none"> • Enforcement—Policies must be established to assure compliance with compatibility criteria during the lifetime of the development. Enforcement procedures are especially necessary with regard to limitations on usage intensities and the heights of trees. An airport combining district zoning ordinance is one means of implementing enforcement requirements.



Legend

Compatibility Zones

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

Boundary Lines

- Airport Property Line - Existing
- Airport Property Line - Planned
- City Limits

Note

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

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

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

Map JC-1

Compatibility Map
Jacqueline Cochran Regional Airport

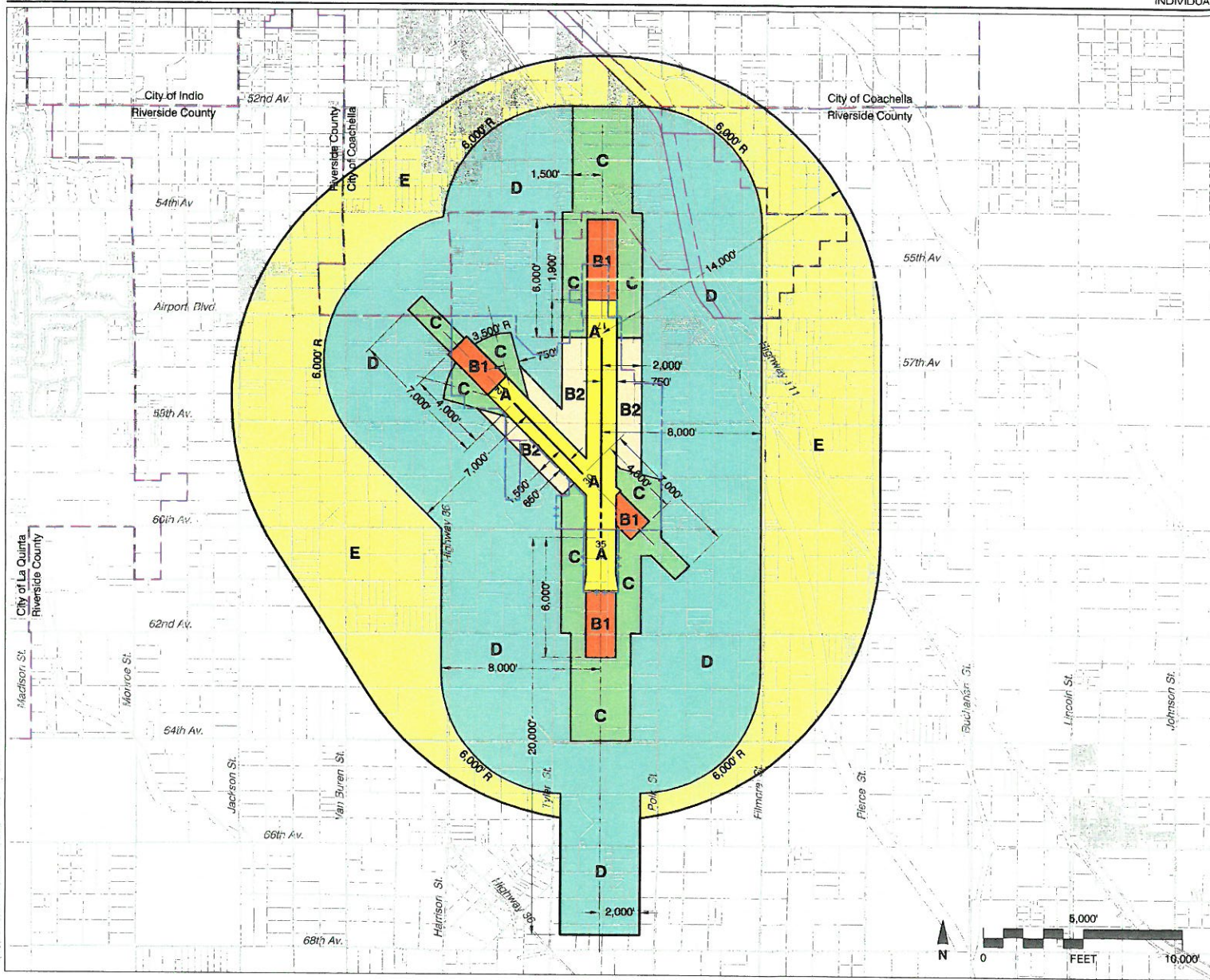
JC. JACQUELINE COCHRAN REGIONAL AIRPORT

JC.1 Compatibility Map Delineation

- 1.1 *Airport Master Plan Status:* The Riverside County Board of Supervisors approved a new master plan for Jacqueline Cochran (formerly Desert Resorts) Regional Airport in December 2004. The Jacqueline Cochran Regional Airport Compatibility Map on the following page is based upon the new master plan.
- 1.2 *Airfield Configuration:* The new airport master plan carries forward the recommendation from previous plans that the primary runway (17-35) be extended 1,500 feet southward to a total length of 10,000 feet. Establishment of a nonprecision instrument approach procedure to the north end of the runway and a precision instrument approach procedure to the south end are proposed in the master plan and reflected in the compatibility planning. No changes to the northwest/southeast runway are contemplated. Previous plans for a third runway that would have been aligned north/south 4,200 feet west of the existing primary runway have been deleted from the new master plan and are not represented in the Jacqueline Cochran Regional Airport Compatibility Map.
- 1.3 *Airport Activity:* Compatibility planning for Jacqueline Cochran Regional Airport looks beyond the 20-year activity forecast time horizon of the master plan. An ultimate activity level of 220,000 annual operations, double the 20-year projection in the master plan, is assumed for compatibility planning purposes. Current activity is approximately 65,000 operations per year.
- 1.4 *Airport Influence Area:* The Jacqueline Cochran Regional Airport influence area boundaries match the outer boundary of the FAR Part 77 conical surface for the airport with an extension to the south encompassing additional lands along the future precision instrument approach path.

JC.2 Additional Compatibility Policies

- 2.1 *Calculation of Residential Densities:* Residential densities in Zone D shall be calculated on a “net” rather than “gross” basis. For the purposes of this Compatibility Plan, the net acreage of a project equals the overall developable area of the project site exclusive of permanently dedicated open lands (as defined in Policy 4.2.4) or other open space required for environmental purposes.
- 2.2 *Maximum Average Residential Lot Size in Zone D Areas Southerly of Avenue 64:* Projects located southerly of Avenue 64 shall be considered to be substantially consistent with the “higher intensity option” for Zone D if the average residential lot size (either the mean or median) is 8,712 square feet (0.2 acre) or less, excluding common area, public facility, drainage basin, recreational, and open space lots.



Legend

Compatibility Zones

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

Boundary Lines

- Airport Property Line - Existing
- Airport Property Line - Planned
- City Limits

Note

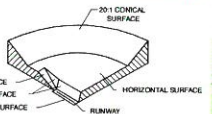
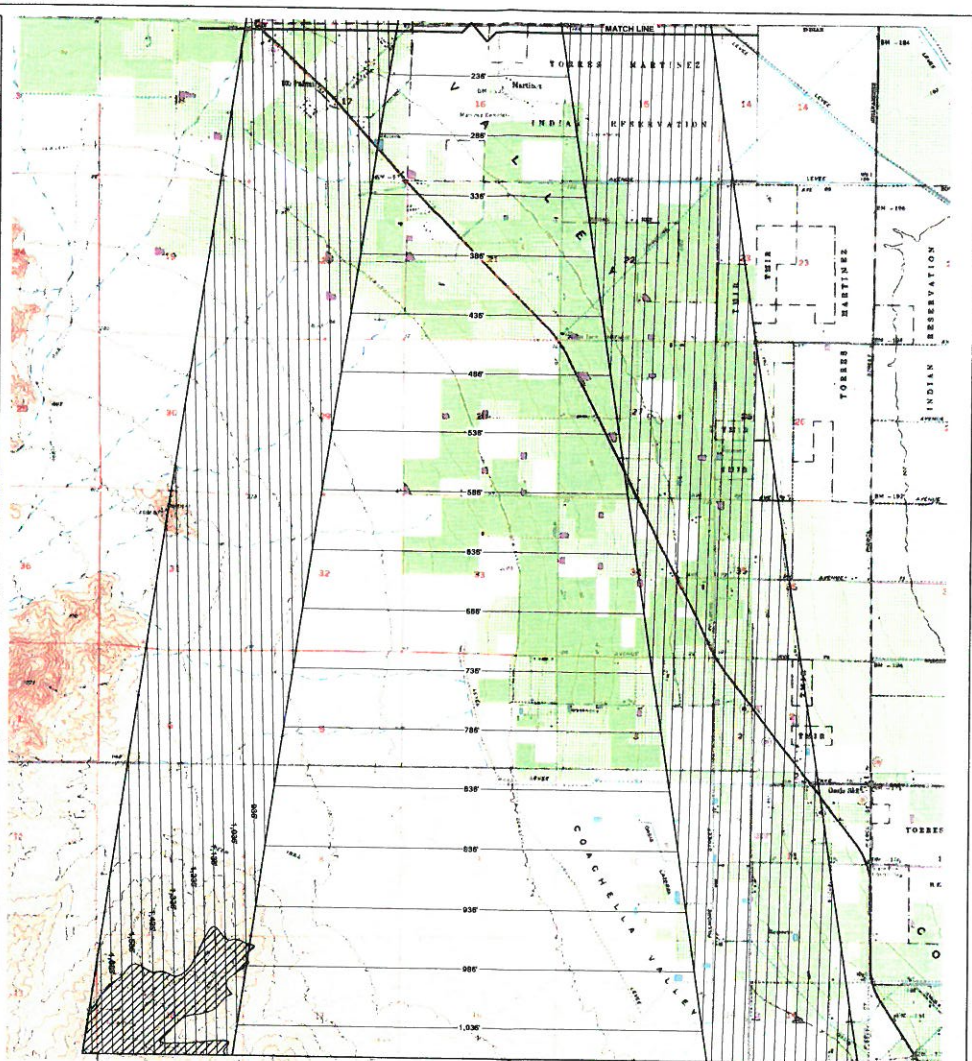
Except for southern extension, Airport Influence Area boundary measured from a point 200 feet beyond runway ends in accordance with FAA airspace protection criteria (FAR Part 77). All other dimensions measured from runway ends and centerlines.

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

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

Map JC-1

Compatibility Map
Jacqueline Cochran Regional Airport



TYPICAL FAR PART 77 SURFACES

LEGEND

Terrain Penetrates Indicated Surface

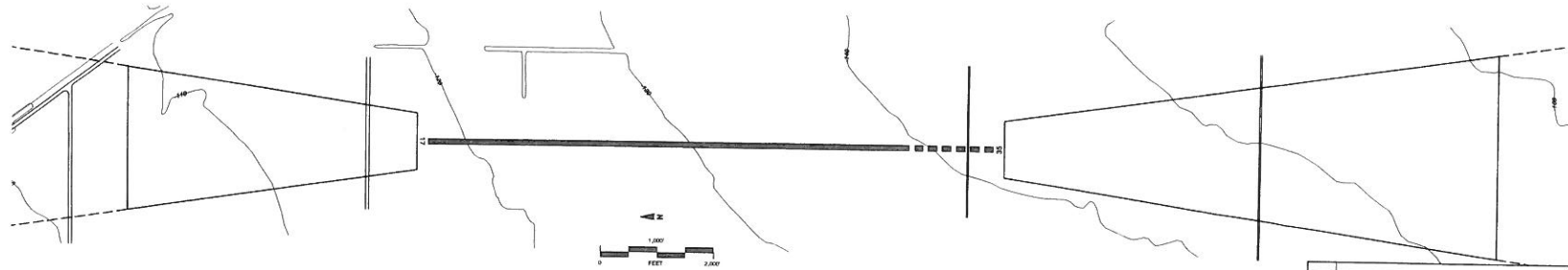
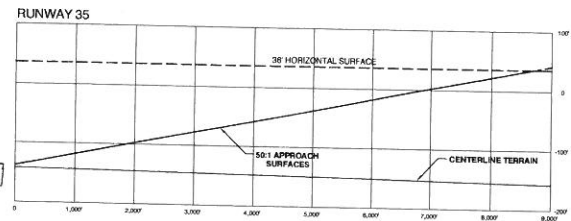
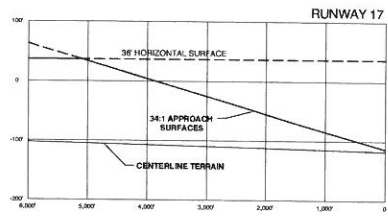
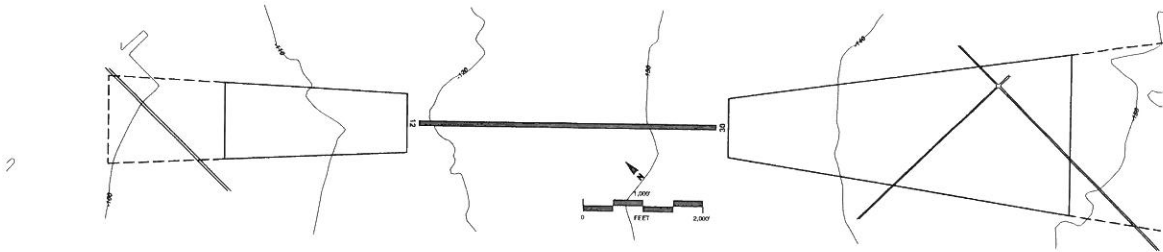
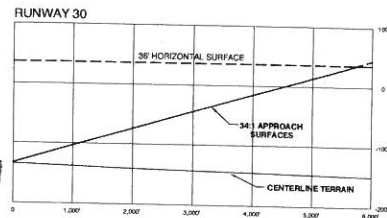
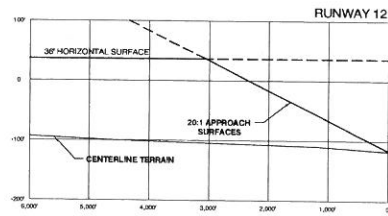
NOTES:

All elevations in feet above mean sea level (MSL)

SOURCES:

USGS Topographic Maps

NO.	REVISION	SPONSOR	DATE
JACQUELINE COCHRAN REGIONAL AIRPORT THERMAL, CALIFORNIA AIRSPACE PLAN			
DESIGN:	DRAWN:	DATE: May 2005	SHEET 1 OF 2

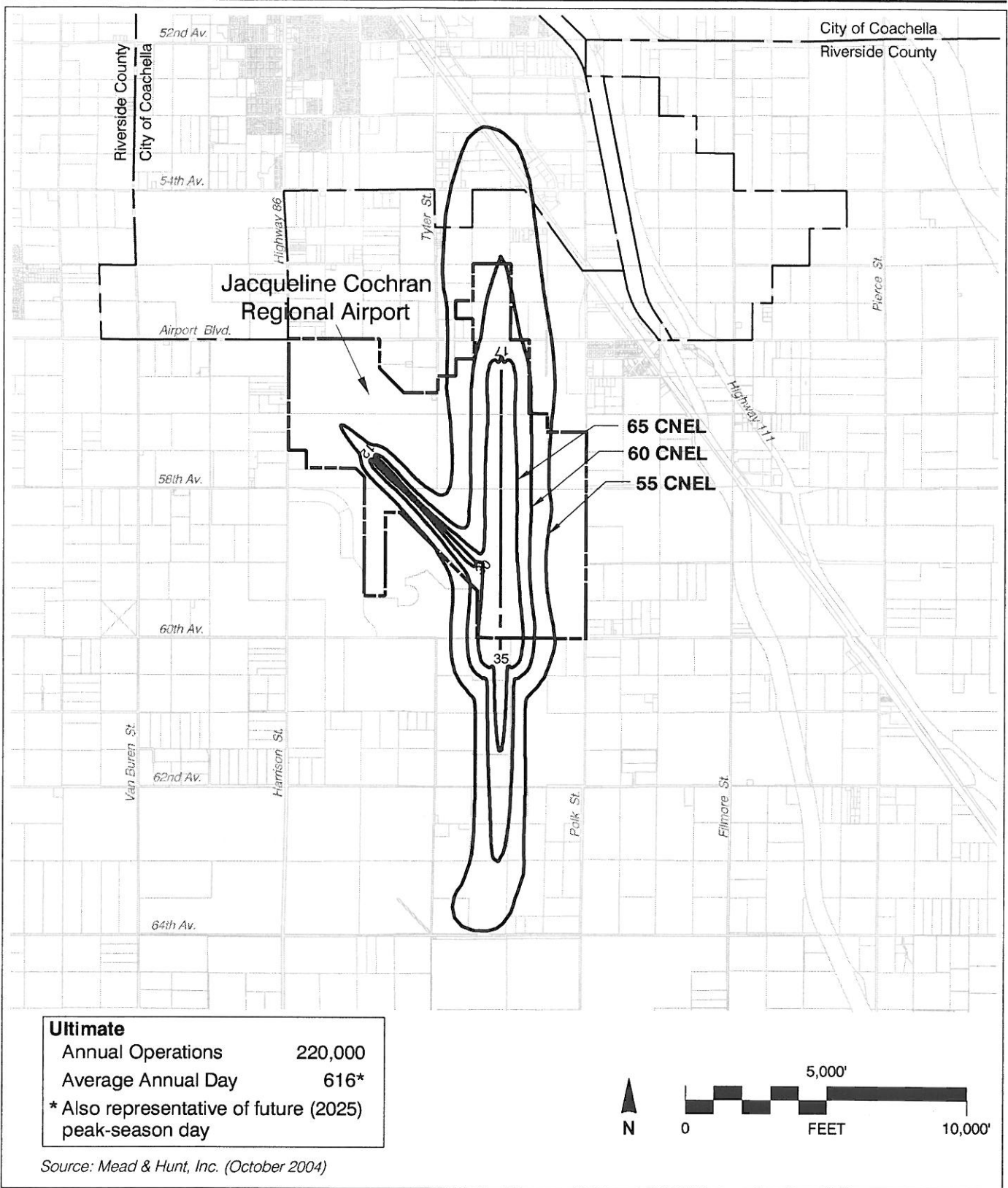


NOTES:
All elevations in feet above mean sea level (MSL)

SOURCES:
USGS Topographic Maps

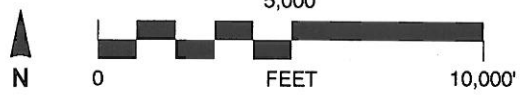
NO.	REVISION	SPONSOR	DATE
JACQUELINE COCHRAN REGIONAL AIRPORT THERMAL, CALIFORNIA			
APPROACH PROFILE DETAIL			
MEAD HUNT		ENGINEERS ARCHITECTS SCIENTISTS PLANNERS	
<small>711 Ashton Rd. Santa Rosa, California 95401-0506</small>			
DESIGN:	DRAWN:	DATE: May 2005	SHEET 2 OF 2

Map JC-2 continued



Ultimate	
Annual Operations	220,000
Average Annual Day	616*
* Also representative of future (2025) peak-season day	

Source: Mead & Hunt, Inc. (October 2004)



P:\PCO.Dwg's\TRM-noise-compatibility.dwg Jun 16, 2005 - 12:14 pm

Map JC-3

Noise Compatibility Contours

Jacqueline Cochran Regional Airport

Background Data: Jacqueline Cochran Regional Airport and Environs

INTRODUCTION

Built during World War II and used by both the Army and the Navy, Jacqueline Cochran Regional Airport has had several name changes. As a civilian facility, it was called Thermal Airport from 1948 to 1998. To better reflect its regional function, the name was then changed to Desert Resorts Regional Airport. The most recent name change, to honor the pioneering woman pilot, took place in 2004.

The airport is located in the lower Coachella Valley of central Riverside County at an elevation of 114 feet below sea level. The facility has two runways: the primary, north/south runway (17-35) is 8,500 feet in length; and a northwest/southeast runway (12-30) measures 5,000 feet. A new master plan for the airport, completed in 2004, calls for extension of Runway 17-35 southward to a length of 10,000 feet. A future parallel, north/south runway that had been included in previous plans has been deleted from the current master plan. A summary of major existing and planned features of the airport is presented in Exhibit JC-1. Exhibit JC-2 depicts the updated airport layout plan drawing.

Annual aircraft operations at Jacqueline Cochran Regional Airport were estimated at 65,000 in 2002. The master plan projects this activity to reach some 110,000 by 2022 and continue to grow along with the urbanization of the Coachella Valley. Growth in business jet usage of the airport is expected to be particularly strong. For long-range compatibility planning purposes, an “ultimate” activity level of 220,000 annual operations is assumed. Further activity data is detailed in Exhibit JC-3. Noise impacts generated by the current, future, and ultimate activity levels are shown in Exhibits JC-4 through JC-6. The “ultimate” contours are also representative of a peak-season day in 2022. Exhibit JC-7 presents a compilation of the noise, risk, and other factors that form the basis for the compatibility map included in Chapter 3.

Land uses in the vicinity of the airport are in transition. As of 2004, the immediate environs are mostly agriculture or undeveloped. However, urban areas of the city of Coachella are barely a mile north. Coachella, as well as La Quinta to the west, plan to expand their cities southward. Within the unincorporated county area, a major development—Kohl Ranch—is proposed immediately south of the airport. This urbanization will pose challenges for long-term airport/land use compatibility. Exhibits JC-8 and JC-9 present tabular and map summaries of current and planned land uses around the airport. Exhibit JC-10 detail tabular and mapping of significant conflicts between the compatibility plan and local land use plans.

<p>GENERAL INFORMATION</p> <ul style="list-style-type: none"> ▶ Airport Ownership: County of Riverside ▶ Property Size <ul style="list-style-type: none"> › Fee title: 1,752 acres › Avigation easements: None ▶ Airport Classification: Transport ▶ Airport Elevation: minus 114 feet MSL 	<p>AIRPORT PLANNING DOCUMENTS</p> <ul style="list-style-type: none"> ▶ Airport Master Plan <ul style="list-style-type: none"> › Approved by Riverside County Board of Supervisors December 2004 ▶ Airport Layout Plan Drawing <ul style="list-style-type: none"> › Approved by Riverside County Board of Supervisors December 2004
<p>RUNWAY/TAXIWAY DESIGN</p> <p>Runway 12-30</p> <ul style="list-style-type: none"> ▶ Critical Aircraft: Medium twin ▶ Airport Reference Code: B-II ▶ Dimensions: 5,000 ft. long, 100 ft. wide ▶ Pavement Strength (main landing gear configuration) <ul style="list-style-type: none"> › 20,000 lbs (single wheel) ▶ Average Gradient: 0.22% (rising to northwest) ▶ Runway Lighting: <ul style="list-style-type: none"> › Medium-intensity edge lights (MIRL) ▶ Primary Taxiways: Full-length parallel on southwest <p>Runway 17-35</p> <ul style="list-style-type: none"> ▶ Critical Aircraft: Boeing Business Jet 2 ▶ Airport Reference Code: D-III ▶ Dimensions: 8,500 ft. long, 150 ft. wide ▶ Pavement Strength (main landing gear configuration) <ul style="list-style-type: none"> › 174,000 lbs (dual wheel) ▶ Average Gradient: 0.24% (rising to north) ▶ Runway Lighting: <ul style="list-style-type: none"> › Medium-intensity edge lights (MIRL) › Runways 17, 35: (Runway End Indicator Lights (REILs)) ▶ Primary Taxiways: Full-length parallel on west 	<p>TRAFFIC PATTERNS AND APPROACH PROCEDURES</p> <ul style="list-style-type: none"> ▶ Airplane Traffic Patterns <ul style="list-style-type: none"> › All runways: Left traffic › Pattern altitude: 1,000 ft. AGL ▶ Instrument Approach Procedures (lowest minimums) <ul style="list-style-type: none"> › Runway 30 VOR/DME <ul style="list-style-type: none"> • Straight-in (1 mi. visibility, 240 ft. descent height) • Circling (1 mi. visibility, 340 ft. descent height) › Runway 30 RNAV (GPS) <ul style="list-style-type: none"> • Straight-in (1 mi. visibility, 260 ft. descent height) • Circling (1 mi. visibility, 320 ft. descent height) › Runway 35 RNAV (GPS) <ul style="list-style-type: none"> • Straight-in (1 mi. visibility, 700 ft. descent height) • Circling (1 mi. visibility, 700 ft. descent height) › All runways VOR <ul style="list-style-type: none"> • Circling (1¼ mi. visibility; 1,100 ft. descent height) ▶ Standard Inst. Departure Procedures: None ▶ Visual Approach Aids <ul style="list-style-type: none"> › Airport: Rotating beacon › Runway 35: Precision Approach Path Indicator (3.0°) › Runway 17: Visual Approach Slope Indicator (3.0°) ▶ Operational Restrictions / Noise Abatement Procedures <ul style="list-style-type: none"> › None
<p>BUILDING AREA</p> <ul style="list-style-type: none"> ▶ Location: North side of airport, between runways ▶ Aircraft Parking Capacity <ul style="list-style-type: none"> › Hangar spaces: 56 › Tiedowns: 43 ▶ Other Major Facilities <ul style="list-style-type: none"> › Riverside County fire station ▶ Services <ul style="list-style-type: none"> › Fuel: 100LL, Jet A (24-hour call out) › Other: Aircraft rental, maintenance and storage; seasonal sailplane rides 	<p>APPROACH PROTECTION</p> <ul style="list-style-type: none"> ▶ Runway Protection Zones (RPZs) <ul style="list-style-type: none"> › Runway 17: 1,700-ft. long; majority on airport property › Runway 35: 1,000-ft. long; ½ on airport property › Runways 12 and 30: 1,000-ft. long; all on airport ▶ Approach Obstacles <ul style="list-style-type: none"> › Runway 17: Road › Runway 30: Trees 580 ft. beyond runway end
<p>POTENTIAL FACILITY IMPROVEMENTS</p> <ul style="list-style-type: none"> ▶ Airfield <ul style="list-style-type: none"> › Extend Runway 35 to 10,000-ft. › Establish Runway 35 straight-in precision approach › Establish Runway 17 nonprecision approach › Construct helicopter facility south of Taxiway A ▶ Building Area <ul style="list-style-type: none"> › Add up to 130 hangar spaces › Expand transient apron for large business jets ▶ Property <ul style="list-style-type: none"> › Acquire 128 acres for Runway 35 extension and RPZ › Acquire 62 acres for future aviation use west of Runway 35 approach end › Acquire 8 acres for Runway 17 RPZ › Release 60 acres on north and south as excess to aviation needs 	

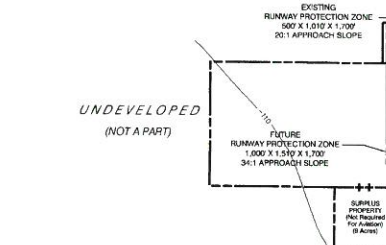
Exhibit JC-1

Airport Features Summary

Jacqueline Cochran Regional Airport

AIRPORT DATA		
	EXISTING	FUTURE
AIRPORT SERVICE LEVEL (ASL)	Transport	No Change
AIRPORT REFERENCE CODE	D-III	No Change
CRITICAL AIRCRAFT	Boeing B737-200	No Change
AIRPORT REFERENCE POINT	Latitude: 33° 37' 35.990" N Longitude: 118° 09' 34.752" W	33° 37' 31.332" N 118° 09' 33.588" W
AIRPORT ELEVATION (Above Mean Sea Level)	114	113
MEAN MAX. TEMP. (Hottest Month)	107° F (July)	No Change
AIRPORT AND TERMINAL NAVIGATIONAL AIDS	GPS/VORTAC	No Change
GRS APPROACH ESTABLISHED	Yes	No Change
AIRPORT ACROAGE	Free Simple: 1,752 Easements: 0	1,752 0
AIRCRAFT PARKING SPACES	Throtowns: 43 Hangars: 50 B: 8 C: 42 Helicopter Spots: 0	No Change 143 42 4

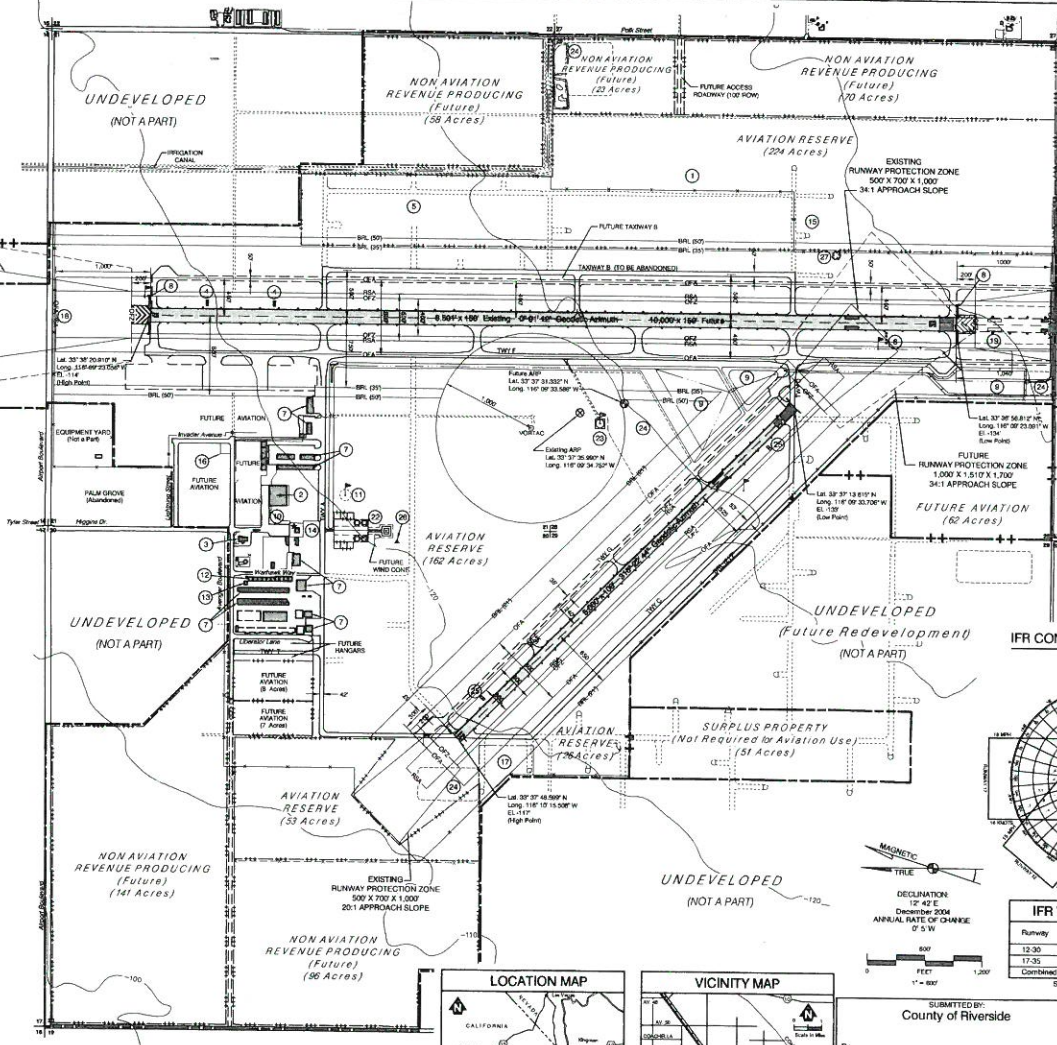
- ### BUILDING AND FACILITY LEGEND
- 1 Future Passenger Terminal Bldg
 - 2 FBO
 - 3 Riverside County - Fire Station 39
 - 4 VAS
 - 5 Future Air Cargo Bldg
 - 6 PAV
 - 7 Hangar
 - 8 RELS
 - 9 Detention Basin
 - 10 Fuel Facilities
 - 11 Segmented Circle & Wind Cone (to be relocated)
 - 12 Segmented Circle & Wind Cone
 - 13 Future Detention Basin
 - 14 Future PAAP
 - 15 Automated Surface Observing Station (ASOS)
 - 16 GA Tiedown Apron
 - 17 Future AMFF Facility
 - 18 Sewer Lift Station
 - 19 Signalplan Staging Area (Temp)
 - 20 Future Localizer Location
 - 21 Future Hangars
 - 22 Future FBO/Specalty Aviation
 - 23 Future Helicopter Operations Area
 - 24 Relocated Segmented Circle & Wind Cone
 - 25 Future PAAP
 - 26 Automated Surface Observing Station (ASOS)
 - 27 Palm Tree Cluster



RUNWAY DATA				
AIRPORT REFERENCE CODE	RUNWAY 12-30		RUNWAY 17-35	
	EXISTING	FUTURE	EXISTING	FUTURE
CRITICAL AIRCRAFT	B-7	No Change	B-7	No Change
PHYSICAL LENGTH AND WIDTH	5,000' x 100'	No Change	5,000' x 150'	10,000' x 150'
RUNWAY SURFACE TYPE	Asphalt	No Change	Asphalt	No Change
EFFECTIVE GRADIENT	0.32%	No Change	0.24%	0.20% (S)
PAVEMENT STRENGTH (SOFT) STUDY	207	No Change	3017A	No Change
RUNWAY SAFETY AREA WIDTH	150'	No Change	500'	No Change
LENGTH BEYOND END	300	300/600'	1,000'	No Change
RUNWAY LIGHTING	Med. Intensity	No Change	Med. Intensity	High Intensity
RUNWAY MARKING	Nonprecision	No Change	Nonprecision	Precision
TAXIWAY LIGHTING	None	Med. Intensity	Med. Intensity	No Change
MAX. ELEVATION (Above MSL)	-117	No Change	-114	No Change

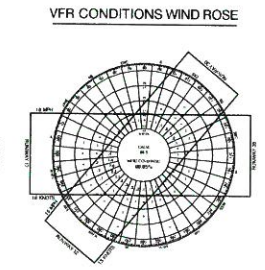
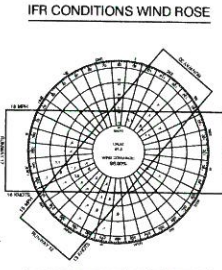
RUNWAY END DATA				
APPROACH END OF RUNWAY	12	30	17	35
APPROACH TYPE	Existing: Visual (SIV)	Nonprecision (N)	Visual (SIV)	Visual (SIV)
(FAF Post 77 Category)	Future: No Change	No Change	Nonprecision (N)	Precision (P)
APPROACH VISIBILITY	Existing: 1.15 Miles	1 Mile	1 Mile	1 Mile
MINIMUMS	Future: No Change	3/4 Miles	3/4 Miles	1/2 Miles
APPROACH SLOPE	Existing: 20:1	34:1	20:1	34:1
Required Clear	Future: No Change	No Change	34:1	50:1
RUNWAY SAFETY AREA	Existing: 300'	300'	1,000'	1,000'
Length Beyond Run End	Future: No Change	600'	No Change	No Change
APPROACH A	Existing: Visual	None	VAS/RELIEF	PAPER/RELIEF
Future: PAAP	PAAP	PAAP	No Change	No Change
LANDING AIDS	Existing: VOR-A	GPS/VOR-A	VOR-A	GPS/VOR-A
Future: No Change	No Change	No Change	ILS	No Change
RUNWAY END	Existing: 33° 37' 45.990" N	33° 37' 15.615" N	33° 37' 20.917" N	33° 36' 58.812" N
Future: No Change	No Change	No Change	33° 36' 41.817" E	No Change
COORDINATES	Existing: 118° 09' 15.508" W	118° 09' 23.708" W	118° 09' 23.058" W	118° 09' 23.081" W
Future: No Change	No Change	No Change	118° 09' 23.081" W	No Change

DRAWING LEGEND		
	EXISTING	FUTURE
ACTIVE AIRFIELD PAVEMENT		
OTHER PAVEMENT USE		
AIRPORT PROPERTY LINE (Special Use Permit)		
OTHER PROPERTY LINE		
AVIGATION EASEMENT		
INTERNAL BOUNDARY (Owner, ROW, BLM)		
CRITICAL AIRFIELD AREAS (BUILDINGS)		
FENCE		
VEHICLE DATE		
WIND CONE		
UTILITY POLE / POWER LINE		
TOPOGRAPHIC CONTOURS		
WATERWAY DAM/WEIR		
AIRPORT REFERENCE POINT		
SECTION CORNER		
APL - Aircraft Parking Limits		RF2 - Runway Protection Zone
BSL - Building Restriction Line		RSA - Runway Safety Area
CPA - Obstacle Free Area		
CFZ - Obstacle Free Zone		



ALP NOTES

1 Airport coordinates data source: Runway 17-35 surveyed by Koffig & Stewart (2001) (NAD83) Runway 12-30 and coordinates from Mead & Hunt engineering drawings and AISCAD



IFR WIND COVERAGE

Runway	15 M.P.H. (13 KNOTS)	18 M.P.H. (16 KNOTS)
12-30	99.14	99.80
17-35	99.25	99.76
Combined	99.94	99.80

VFR WIND COVERAGE

Runway	15 M.P.H. (13 KNOTS)	18 M.P.H. (16 KNOTS)
12-30	99.86	98.21
17-35	94.19	93.23
Combined	98.83	98.54

DECLINATION: 12° 42' E
ANNUAL RATE OF CHANGE: 0' 5" W
MAGNETIC TRUE
1" = 600'

SUBMITTED BY: County of Riverside
Date: _____

NO. _____ REVISION _____

SPONSOR _____ DATE: _____

JACQUELINE COCHRAN REGIONAL AIRPORT THERMAL, CALIFORNIA

AIRPORT LAYOUT PLAN

MEAD & HUNT ENGINEERS ARCHITECTS SCIENTISTS PLANNERS
757 Anheuser Blvd., Santa Rosa, California 95401 • (707) 535-5011

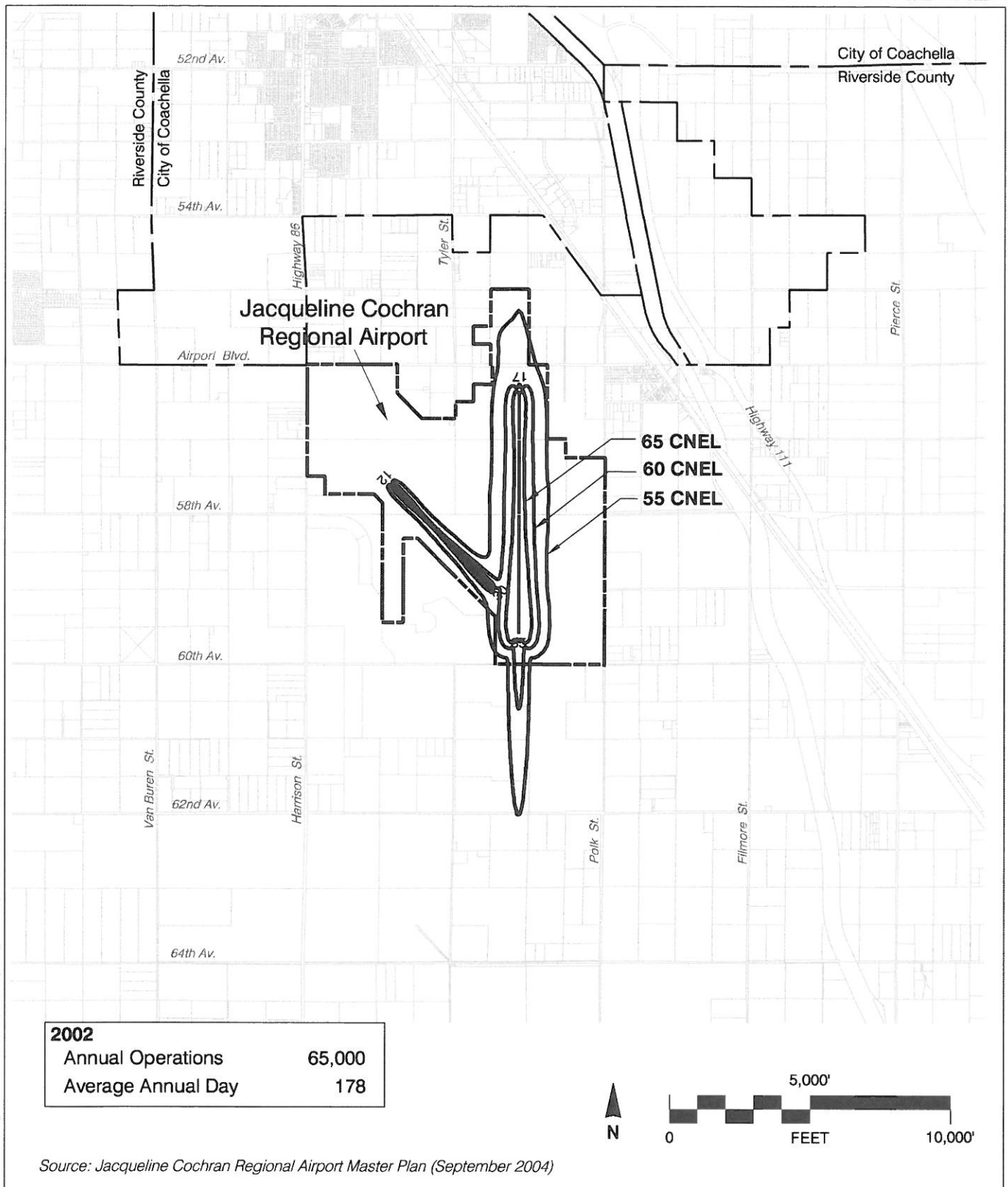
DESIGN: MMB/CB DRAWN: TE DATE: December 2004 SHEET 1 OF 1

BASED AIRCRAFT				TIME OF DAY DISTRIBUTION ^a		
	Current ^a	Future ^a	Ultimate		Current	Future & Ultimate
	<i>2002 data</i>	<i>2025</i>				
Aircraft Type				Single-Engine		
Single-Engine	51	161		Day	95.0%	no change
Twin-Engine Piston & Turboprop	14	54	data not available	Evening	3.0%	change
Business Jets	4	34		Night	2.0%	
Helicopters / Others	2	6		Twin-Engine, Piston		
<i>Total</i>	<i>71</i>	<i>255</i>		Day	96.0%	no change
				Evening	2.5%	change
				Night	1.5%	
AIRCRAFT OPERATIONS				Large (Charter) Jets		
	Current ^a	Future ^a	Ultimate ^b		Current	Future & Ultimate
	<i>2002 data</i>	<i>2025</i>				
<i>Total</i>				Day	90%	no change
Annual	65,000	110,000	220,000	Evening	5%	change
Average Day	178	301	603 ^c	Night	5%	
Distribution by Aircraft Type				Business Jets & Other Aircraft		
Single-Engine	35%	29%	25%	Day	98.0%	no change
Twin-Engine Piston	15%	12%	10%	Evening	1.5%	change
Twin-Engine, Turboprop	22%	23%	24%	Night	0.5%	
Business & Large Jet	26%	33%	37%	RUNWAY USE DISTRIBUTION ^a		
Helicopters / Other	2%	3%	4%		Current	Future & Ultimate
Distribution by Type of Operation				Takeoffs & Landings		
Local (incl. touch-and-goes)				Single & Twin-Engine, Piston – Day/Evening/Night		
Single-Engine	34%	34%	33%	Runway 17	20%	
Twin-Engine Piston	30%	30%	30%	Runway 35	70%	no change
Turboprop	10%	10%	10%	Runway 12	3%	change
All Others	100%	100%	100%	Runway 30	7%	
<i>Total</i>	<i>19%</i>	<i>15%</i>	<i>14%</i>	Twin-Engine Turboprop & Helicopter – Day/Evening/Night		
Itinerant				Runway 17	22%	
Single-Engine	66%	66%	67%	Runway 35	74%	no change
Twin-Engine Piston	70%	70%	70%	Runway 12	1%	change
Turboprop	90%	90%	90%	Runway 30	3%	
All Others	100%	100%	100%	Small Business Jets – Day/Evening/Night		
<i>Total</i>	<i>57%</i>	<i>55%</i>	<i>76%</i>	Runway 17	10%	
				Runway 35	86%	no change
				Runway 12	0%	change
				Runway 30	4%	
				Medium Business Jets & Large Jets – Day/Evening/Night		
				Runway 17	5%	no change
				Runway 35	95%	change
FLIGHT TRACK USAGE ^a						
Current & Future						
<ul style="list-style-type: none"> ▶ Approaches, Runway 17 <ul style="list-style-type: none"> › All: 90% right traffic; 10% straight in ▶ Approaches, Runway 35 <ul style="list-style-type: none"> › Jets: 60% left traffic; 40% straight in › Others: 60% left traffic; 10% right traffic; 30% straight ▶ Approaches, Runways 12 & 30 <ul style="list-style-type: none"> › All: 100% straight in 				<ul style="list-style-type: none"> ▶ Departures, Runway 17 <ul style="list-style-type: none"> › Jets: 100% straight out › Others: 60% left turns; 10% right turns; 30% straight ▶ Departures, Runway 35 <ul style="list-style-type: none"> › Med & Large Jets: 80% left; 10% right; 10% straight › Others: 80% left turns; 10% right turns; 10% straight ▶ Departures, Runways 12 & 30 <ul style="list-style-type: none"> › All: 100% straight out 		
Notes						
^a Source: Jacqueline Cochran Regional Airport Master Plan (December 2004) and Environmental Baseline Data/CEQA Initial Study (December 2004); 2022 Airport Master Plan forecast assumed as 2025 for compatibility planning purposes						
^b Source: Estimated/projected by Mead & Hunt for compatibility planning purposes; reflects time frame beyond 20 years						
^c Ultimate annual average day also representative of future peak season average day						

Exhibit JC-3

Airport Activity Data Summary

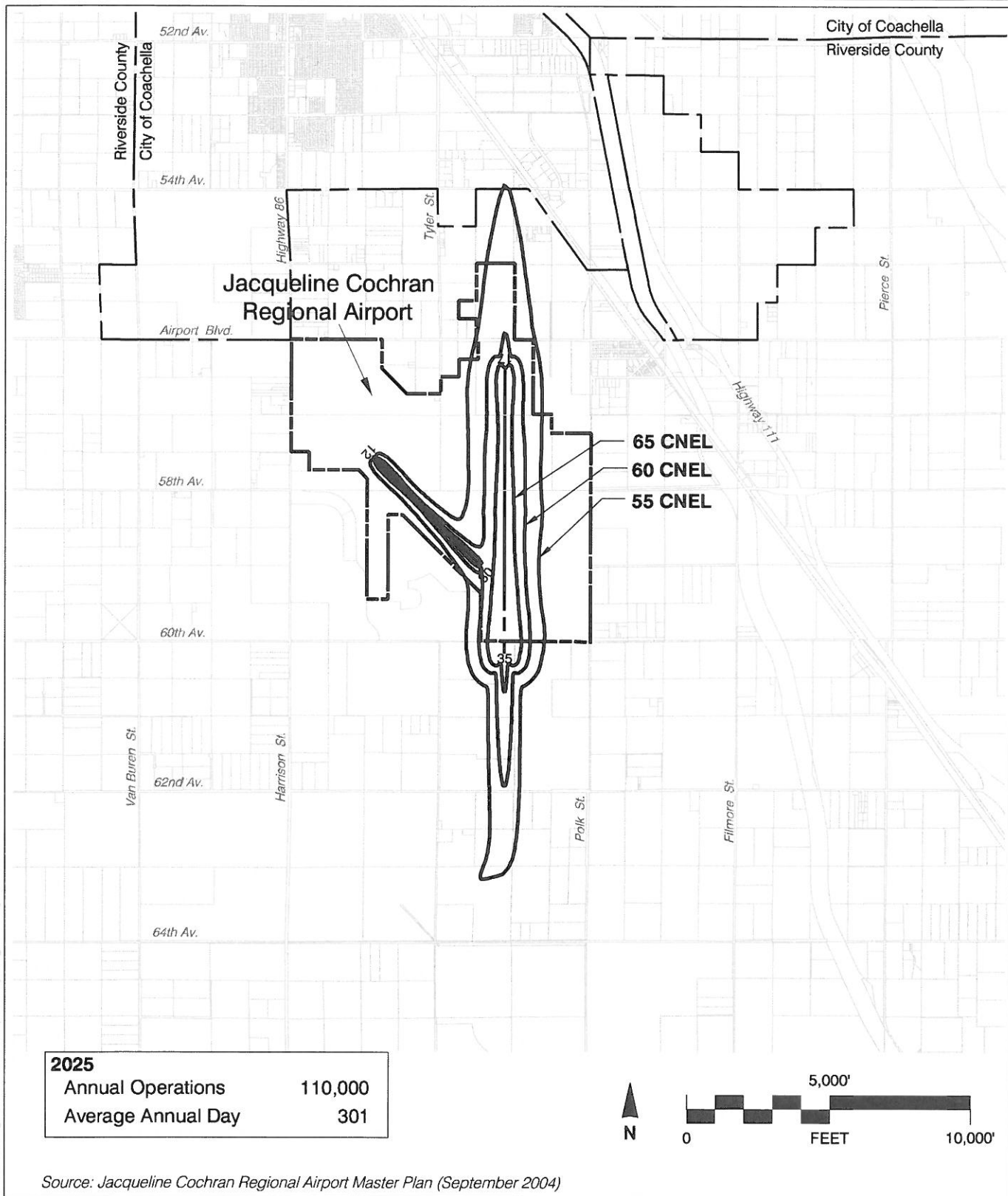
Jacqueline Cochran Regional Airport



Source: Jacqueline Cochran Regional Airport Master Plan (September 2004)

Exhibit JC-4

Existing Noise Impacts Jacqueline Cochran Regional Airport



Source: Jacqueline Cochran Regional Airport Master Plan (September 2004)

Exhibit JC-5

Future Noise Impacts
Jacqueline Cochran Regional Airport

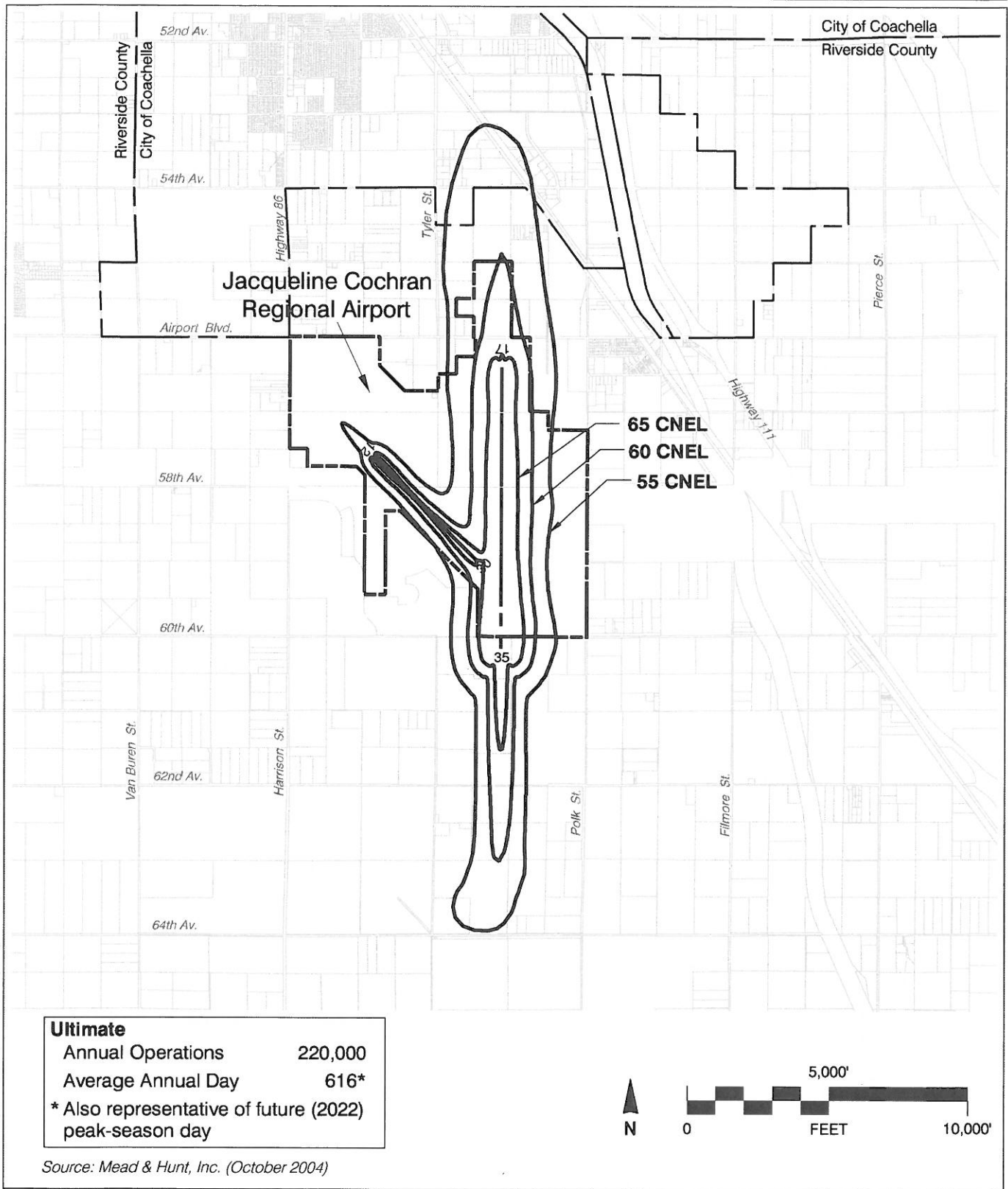
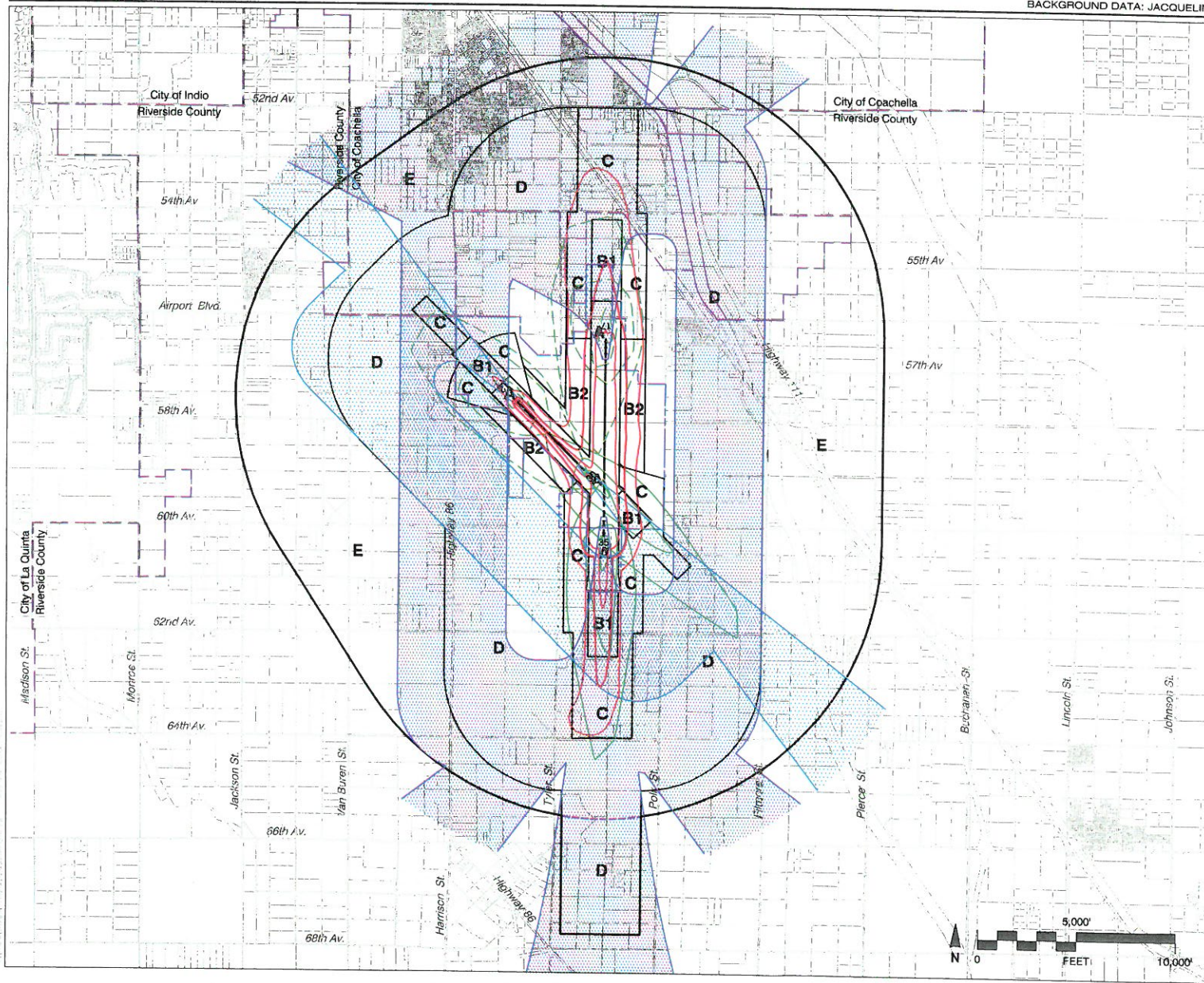


Exhibit JC-6

Ultimate Noise Impacts Jacqueline Cochran Regional Airport



Legend

Compatibility Zones

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

Noise and Overflight Compatibility Factors

- 65 dB CNEL } Ultimate Average Day
- 60 dB CNEL } or
- 55 dB CNEL } Future Peak Season Day

General Traffic Pattern Envelope
(approximately 80% of aircraft overflights estimated to occur within these limits)

Safety and Airspace Compatibility Factors

- Aircraft Departure Accident Risk Intensity Contours *
(Shown only for Takeoffs to the North and Northwest)
- Aircraft Approach Accident Risk Intensity Contours *
(Shown only for Landings from the South and Southeast)
- FAR Part 77 Conical Surface Limits
- No Terrain Penetrations of FAR Part 77 Surfaces

Boundary Lines

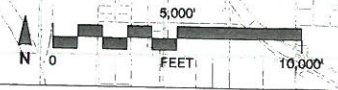
- Airport Property Line - Existing
- +— Airport Property Line - Planned
- - - City Limits

* Aircraft accident risk intensity contours are derived from accident location data in California Division of Aeronautics database. The contours represent relative intensities (highest concentrations) of near-airport accidents in 20% increments.

**Riverside County
Airport Land Use Commission
Riverside County
Airport Land Use Compatibility Plan
East County Airports Background Data
(December 2004 Draft)**

Exhibit JC-7

**Compatibility Factors Map
Jacqueline Cochran Regional Airport**



AIRPORT SITE

- ▶ *Location*
 - › Central Riverside County
 - › 25 miles southeast of Palm Springs
 - › 10 miles northeast of Salton Sea
- ▶ *Nearby Terrain*
 - › Situated on floor of Coachella Valley at elevation of 114 ft. below sea level; mostly flat terrain nearby
 - › Santa Rosa Mountains 10± miles southwest; Toro Peak (elev. 8,716 ft.) 16 miles southwest
 - › Mecca Hills 2± miles northeast; Little San Bernardino Mountains 8± miles northeast (peak elevations mostly 5,000-6,000 feet MSL)

AIRPORT ENVIRONS LAND USE JURISDICTIONS

- ▶ *County of Riverside*
 - › Airport within unincorporated county jurisdiction
 - › Community of Thermal at northeast corner of airport
- ▶ *City of Coachella*
 - › City limits touch northwest corner of airport (area is within Augustine Indian Reservation) and within 1 mile north of Runway 17 approach end
 - › City sphere including additional area north west of airport
- ▶ *City of Indio*
 - › Nearest point within city limits, 4 miles northwest (outside airport influence area)
- ▶ *City of La Quinta*
 - › Southern extension of city within 3 miles west

STATUS OF COMMUNITY PLANS

- ▶ *Riverside County*
 - › General Plan, a portion of Riverside County Integrated Project, adopted by Board of Supervisors Oct. 2003
 - › Kohl Ranch Specific Plan, amended January 2003
- ▶ *City of Coachella*
 - › *General Plan 2020* adopted October 1998
- ▶ *City of La Quinta*
 - › General Plan adopted early 2002
 - › Land use map updated March 2002

EXISTING AIRPORT AREA LAND USES

- ▶ *General Character*
 - › Predominantly agriculture or undeveloped desert within 1 mile; urban areas farther north
- ▶ *Runway Approaches*
 - › Northwest (Runway 12): Undeveloped near runway; high school 2.0 miles from runway end
 - › Southeast (Runway 30): Agriculture and undeveloped
 - › North (Runway 17): Undeveloped near runway; Hwy 111, 1½ miles from runway end
 - › South (Runway 35): Agriculture, undeveloped desert
- ▶ *Traffic Patterns*
 - › Southwest: Agriculture and undeveloped
 - › East: Community of Thermal on northeast; agriculture elsewhere

PLANNED AIRPORT AREA LAND USES

- ▶ *Riverside County*
 - › North: Heavy & light industrial within 1 mile of runway
 - › East: Additional urban uses (residential, light industrial, commercial) in Thermal; agriculture south of town
 - › South: New community (Kohl Ranch) along extended runway centerline; open space & industrial up to 1 mile beyond existing runway end
 - › West: Vista Santa Rosa Policy Area to remain agricultural & rural residential
- ▶ *City of Coachella*
 - › Light industrial north of airport
 - › Commercial & low-density residential along Hwy 86 beyond 1 mile from airport
 - › Very-low-density residential in West Coachella
- ▶ *City of La Quinta*
 - › Low-density residential to west outside city sphere
 - › New community to south, as in county plan; outside city sphere of influence

Exhibit JC-8

Airport Environs Information

Jacqueline Cochran Regional Airport

ESTABLISHED AIRPORT COMPATIBILITY MEASURES

Riverside County

- ▶ *Riverside County General Plan*
 - › Prohibit new residential uses, except single-family dwellings on legal residential lots of record, within airports' 60 dB CNEL contour as defined by ALUC (Policy N 7.4)
 - › Safety compatibility zones and criteria from previous compatibility plan incorporated into General Plan
 - › Review all proposed projects and require consistency with any applicable compatibility plan (LU 14.2)
 - › Submit proposed actions and projects to ALUC as required by state law (Policy LU 1.9); other actions may be submitted on voluntary and advisory basis (LU 14.8)
- ▶ *Kohl Ranch Specific Plan*
 - › Incorporates safety compatibility guidelines from 1992 ALUC *Comprehensive Land Use Plan*
 - › Sets guidelines for water features to minimize bird attraction
 - › No mention of noise standards noted

City of Coachella

- ▶ *City of Coachella General Plan*
 - › "... designate land use patterns to avoid conflicts between new development and flight approaches to the airport, and to avoid placing conflicting land uses adjacent to airport property" (pg 18)
 - › "Within the Thermal Airport Master Plan boundary, the Thermal Airport Master Plan is the official General Plan land use diagram, except where specific land uses have been assigned. The Master Plan should be consulted for a detailed understanding of allowable land uses and maximum densities or intensities." (Land Use Element)

City of La Quinta

- ▶ *General Plan Land Use Element*
 - › "City shall consider airport Master Plans in all development proposals adjacent to ... airport" (Policy 4)
 - › "Coordinate and cooperate with Riverside County Airport [Land Use?] Commission ..." to assure that the airport continues to meet the city's existing and future transportation, commercial, and emergency needs (Policy 9)

Exhibit JC-8, continued

Countywide Policies

1. GENERAL APPLICABILITY

1.1. Purpose

The purpose of this *Riverside County Airport Land Use Compatibility Plan* is to articulate procedures and criteria, established in accordance with the California State Aeronautics Act (Public Utilities Code Section 21670 et seq.), that:

1.1.1. *Riverside County Airport Land Use Commission (ALUC):* The ALUC:

- (a) Shall utilize when reviewing proposed land use development in Riverside County for compatibility with airport activity.
- (b) Shall utilize when evaluating certain types of airport development proposals that also are subject to ALUC review and are addressed by the *Compatibility Plan*.

1.1.2. *County of Riverside and Affected Cities in the County:* The county and cities:

- (a) Shall each apply when modifying their respective general plans and zoning ordinances to be consistent with the Commission's *Compatibility Plan*.
- (b) Shall consider when making other planning decisions regarding the proposed development of lands impacted by airport operations.
- (c) Shall use as the basis for referring specified land use proposals to the Riverside County ALUC for review.

1.1.3. *Special Districts and School Districts:* Special districts and school districts:

- (a) Shall apply when creating plans and making other planning decisions regarding proposed facilities and other development affecting or affected by airport operations.
- (b) Shall use as the basis for referring specified land use proposals to the Riverside County ALUC for review.

- 1.1.4. *County of San Bernardino:* The county of San Bernardino should recognize as the basis for coordination with the Riverside County ALUC and the county of Riverside regarding airport impacts, specifically with regard to Chino Airport, that overlap the common boundary between the counties.

1.2. Definitions

The following definitions apply for the purposes of the policies set forth in this document (additional terms are defined in the *Glossary*):

- 1.2.1. *Aeronautics Act:* Except as indicated otherwise, the article of the California Public Utilities Code (Sections 21670 et seq.) pertaining to airport land use commissions.
- 1.2.2. *Airport:* Each of the public-use or military airports, as listed in Policy 1.3.1(a), situated within or affecting lands within Riverside County, or any other new public-use airport which might be created within the boundaries of Riverside County.
- 1.2.3. *Airport Influence Area:* An area, as delineated in Chapter 3 herein, in which current or future airport-related noise, overflight, safety, or airspace protection factors may significantly affect land uses or necessitate restrictions on those uses. The *airport influence area* constitutes the area within which certain land use actions are subject to ALUC review. The term *airport influence area* is synonymous with the term *airport referral area* as well as to the term *planning area* as referred to in Public Utilities Code Section 21675.
- 1.2.4. *Airport Land Use Commission (ALUC):* The Riverside County Airport Land Use Commission.
- 1.2.5. *Aviation-Related Use:* Any facility or activity directly associated with the air transportation of persons or cargo or the operation, storage, or maintenance of aircraft at an airport or heliport. Such uses specifically include runways, taxiways, and their associated protection areas defined by the Federal Aviation Administration, together with aircraft aprons, hangars, fixed base operations facilities, terminal buildings, etc.
- 1.2.6. *Avigation Easement:* An easement that conveys rights associated with aircraft overflight of a property, including creation of noise, limits on the height of structures and trees, etc. (see *Glossary*)
- 1.2.7. *Community Noise Equivalent Level (CNEL):* The noise metric adopted by the state of California for describing airport noise impacts. The noise impacts are typically depicted by a set of contours, each of which represents points having the same CNEL value.
- 1.2.8. *Compatibility Plan:* This document, the *Riverside County Airport Land Use Compatibility Plan*.
- 1.2.9. *Compatibility Zone:* Any of the zones set forth herein for the purposes of assessing land use compatibility within the airport influence area.
- 1.2.10. *Existing Land Use:* A land use that either physically exists or for which local government commitments to the proposal have been obtained; that is, no further discretionary approvals are necessary. Local government commitment to a proposal can usually be considered firm once one or more of the following have occurred:

- (a) A tentative parcel or subdivision map has been approved and not expired;
 - (b) A vesting tentative parcel or subdivision map has been approved;
 - (c) A development agreement has been approved and remains in effect;
 - (d) A final subdivision map has been recorded;
 - (e) A use permit or other discretionary entitlement has been approved and not yet expired; or
 - (f) A valid building permit has been issued.
- 1.2.11. *Federal Aviation Regulations (FAR) Part 77*: The part of Federal Aviation Regulations which deals with objects affecting navigable airspace in the vicinity of airports. Objects which exceed the Part 77 height limits constitute airspace obstructions.
- 1.2.12. *Gross Acreage*: Gross acreage includes the property at issue plus a share of adjacent roads and any adjacent, permanently dedicated, open lands.
- 1.2.13. *Height Review Overlay Zone*: Areas of land in the vicinity of an airport where the ground lies above an FAR 77 surface or less than 35 feet beneath such surface.
- 1.2.14. *Heliport*: A helicopter landing facility for which a Heliport Permit is required from the California Department of Transportation. Public-use and special-use heliports (including those at hospitals) are included within this definition, but helipads located on an airport are excluded. Personal-use heliports may or may not require a state permit depending upon their location and other factors.
- 1.2.15. *Infill*: Development of vacant or underutilized land within areas that are already largely developed or used more intensively. See Policy 3.3.1(a) for criteria used to identify infill areas for compatibility planning purposes.
- 1.2.16. *Local Jurisdiction*: The County of Riverside or any city or other government agency (except state or federal government agencies or Indian tribes) having jurisdiction over land uses within their boundaries.
- 1.2.17. *Major Land Use Action*: Actions related to proposed land uses for which compatibility with airport activity is a particular concern, but for which ALUC review is not always mandatory under state law. These types of actions are listed in Policy 1.5.3.
- 1.2.18. *Nonconforming Use*: In general, a land use, parcel, or building which does not comply with a current land use plan or zoning ordinance, but which was legally permitted at the time the plan or ordinance was adopted. For the purposes of this *Compatibility Plan*, a nonconforming land use is one which exists (see definition of “existing land use” in Policy 1.2.10) as of the plan’s adoption date, but which does not conform with the compatibility criteria set forth herein.
- 1.2.19. *Project; Land Use Action; Development Proposal*: Terms similar in meaning and all referring to the types of land use matters, either publicly or privately sponsored, which are subject to the provisions of this *Compatibility Plan*.

1.3. Geographic Scope

As established by the Riverside County Airport Land Use Commission, the geographic scope of the *Riverside County Airport Land Use Compatibility Plan* encompasses:

1.3.1. *Airport Influence Area*

- (a) All lands on which the uses could be negatively affected by present or future aircraft operations at any of the airports listed in Table 1A for which the ALUC has specifically adopted these procedures; also those lands on which the uses could negatively affect any of the same airports.
- (b) All lands within Riverside County that could be negatively affected by present or future aircraft operations at Chino Airport situated in San Bernardino County as well as lands in Riverside County on which the uses could negatively affect usage of that airport.
- (c) The specific limits of the influence area for each of the above airports are depicted on the respective *Compatibility Map* for that airport as presented in Chapter 3.

1.3.2. *Countywide Impacts on Flight Safety*: Other lands, regardless of their location in the county, on which certain land use characteristics could adversely affect the safety of aircraft flight in Riverside County. The specific uses of concern are identified in Policy 1.5.2(c).

1.3.3. *New Airports*: The site and environs of any new airport that may be proposed anywhere in the county, including within incorporated cities, and that requires an Airport Permit from the California Department of Transportation (agricultural airports, personal-use airports, and seaplane landing sites are generally exempt from state permit requirements).

1.3.4. *Heliports*: The site and environs of any public-use or special-use heliport (as defined by the California Department of Transportation) that may exist or be proposed anywhere within Riverside County, including within incorporated cities.

1.4. Types of Airport Impacts

1.4.1. *Principal Compatibility Concerns*: The Commission is concerned only with the potential impacts related to:

- (a) Exposure to aircraft noise;
- (b) Land use safety with respect both to people on the ground and the occupants of aircraft;
- (c) Protection of airport airspace; and
- (d) General concerns related to aircraft overflights.

1.4.2. *Airport Impacts Not Considered*: Other impacts sometimes created by airports (e.g., air pollution, automobile traffic, etc.) are not addressed by these compatibility policies and are not subject to review by the Airport Land Use Commission. Also, in accordance with state law (Public Utilities Code Section 21674(e)), neither this *Plan* nor the

ALUC have authority over the operation of any airport (including where and when aircraft fly, airport security, and other such matters).

1.5. Types of Actions Reviewed

- 1.5.1. *Actions Which Always Require ALUC Review:* As required by state law, the following types of actions shall be referred to the Airport Land Use Commission for determination of consistency with the Commission's *Plan* prior to their approval by the local jurisdiction:
- (a) The adoption or approval of any amendment to a general or specific plan affecting the property within an airport influence area (Public Utilities Code Section 21676(b)).
 - (b) The adoption or approval of a zoning ordinance or building regulation which (1) affects property within an airport influence area, and (2) involves the types of airport impact concerns listed in Section 1.4 (Public Utilities Code Section 21676(b)).
 - (c) Adoption or modification of the master plan for an existing public-use airport (Public Utilities Code Section 21676(c)).
 - (d) Any proposal for expansion of an existing airport or heliport if such expansion will require an amended airport permit from the state of California (Public Utilities Code Section 21664.5).
 - (e) Any proposal for a new airport or heliport whether for public use or private use (Public Utilities Code Section 21661.5) if the facility requires a state airport permit.
- 1.5.2. *Other Land Use Actions Subject to ALUC Review:* In addition to the above types of land use actions for which ALUC review is mandatory, other types of land use actions are subject to review under the following circumstances:
- (a) Until such time as (1) the Commission finds that a local agency's general plan or specific plan is consistent with the *Airport Land Use Compatibility Plan*, or (2) the local agency has overruled the Commission's determination of inconsistency, state law provides that the ALUC may require the local agency to refer all actions, regulations, and permits involving land within an airport influence area to the Commission for review (Public Utilities Code Section 21676.5(a)). Only those actions that the ALUC elects not to review are exempt from this requirement. Commission policy is that only the *major land use actions* listed in Policy 1.5.3 shall be submitted for review.
 - (b) After a local agency has revised its general plan or specific plan (see Section 3.2) or has overruled the Commission, the Commission no longer has authority under state law to require that all actions, regulations, and permits be referred for review. However, the Commission and the local agency can agree that the Commission should continue to review individual projects in an advisory capacity.
 - (1) The Commission requests local agencies to continue to submit *major land use actions* as listed in Policy 1.5.3. ALUC review of these types of projects can serve to enhance their compatibility with airport activity.

- (2) Review of these actions is requested only if a review has not previously been conducted as part of a general plan, specific plan, or zoning ordinance action or if sufficient project-level detail to enable a full assessment of compatibility was not available at the time of a previous review.
 - (3) Because the ALUC acts in an advisory capacity when reviewing projects under these circumstances, local jurisdictions are not required to adhere to the overruling process if they elect to approve a project without incorporating design changes or conditions suggested by the Commission.
- (c) Proposed redevelopment of a property for which the existing use is consistent with the general plan and/or specific plan, but nonconforming with the compatibility criteria set forth in this plan, shall be subject to ALUC review. This policy is intended to address circumstances that arise when a general or specific plan land use designation does not conform to ALUC compatibility criteria, but is deemed consistent with the compatibility plan because the designation reflects an existing land use. Proposed redevelopment of such lands voids the consistency status and is to be treated as new development subject to ALUC review even if the proposed use is consistent with the local general plan or specific plan. (Also see Policies 3.3.2 and 3.3.3.)
- (d) Proposed land use actions covered by Paragraphs (a), (b), and (c) above shall initially be reviewed by the ALUC Executive Director. If the Executive Director determines that significant compatibility issues are evident, the proposal shall be forwarded to the Commission for review and decision. The Commission authorizes the Executive Director to approve proposed actions having no apparent compatibility issues of significance.
- 1.5.3. *Major Land Use Actions:* The scope or character of certain *major land use actions*, as listed below, is such that their compatibility with airport activity is a potential concern. Even though these actions may be basically consistent with the local general plan or specific plan, sufficient detail may not be known to enable a full airport compatibility evaluation at the time that the general plan or specific plan is reviewed. To enable better assessment of compliance with the compatibility criteria set forth herein, ALUC review of these actions may be warranted. The circumstances under which ALUC review of these actions is to be conducted are indicated in Policy 1.5.2 above.
- (a) Actions affecting land uses within any compatibility zone.
 - (1) Any proposed expansion of the sphere of influence of a city or special district.
 - (2) Proposed pre-zoning associated with future annexation of land to a city.
 - (3) Proposed development agreements or amendments to such agreements.
 - (4) Proposed residential development, including land divisions, consisting of five or more dwelling units or lots.
 - (5) Any discretionary development proposal for projects having a building floor area of 20,000 square feet or greater unless only ministerial approval (e.g., a building permit) is required.

- (6) Major capital improvements (e.g., water, sewer, or roads) which would promote urban uses in undeveloped or agricultural areas to the extent that such uses are not reflected in a previously reviewed general plan or specific plan.
 - (7) Proposed land acquisition by a government entity for any facility accommodating a congregation of people (for example, a school or hospital).
 - (8) Any off-airport, nonaviation use of land within *Compatibility Zone A* of any airport.
 - (9) Proposals for new development (including buildings, antennas, and other structures) having a height of more than:
 - 35 feet within *Compatibility Zone B1, B2, or a Height Review Overlay Zone*;
 - 70 feet within *Compatibility Zone C*; or
 - 150 feet within *Compatibility Zone D or E*.
 - (10) Any obstruction reviewed by the Federal Aviation Administration in accordance with Part 77 of the Federal Aviation Regulations that receives a finding of anything other than “not a hazard to air navigation.”
 - (11) Any project having the potential to create electrical or visual hazards to aircraft in flight, including:
 - Electrical interference with radio communications or navigational signals;
 - Lighting which could be mistaken for airport lighting;
 - Glare in the eyes of pilots of aircraft using the airport; and
 - Impaired visibility near the airport.
 - (12) Projects having the potential to cause attraction of birds or other wildlife that can be hazardous to aircraft operations to be increased within the vicinity of an airport.
- (b) Proposed nonaviation development of airport property if such development has not previously been included in an airport master plan or community general plan reviewed by the Commission. (See Policy 1.2.5 for definition of *aviation-related use*.)
 - (c) Regardless of location within Riverside County, any proposal for construction or alteration of a structure (including antennas) taller than 200 feet above the ground level at the site. (Such structures also require notification to the Federal Aviation Administration in accordance with Federal Aviation Regulations, Part 77, Paragraph 77.13(a)(1).)
 - (d) Any other proposed land use action, as determined by the local planning agency, involving a question of compatibility with airport activities.
- 1.5.4. *Intercounty Coordination:* Where an airport influence area crosses the Riverside County line, affected jurisdictions outside Riverside County are asked to maintain coordination with the Riverside County ALUC on airport land use compatibility issues. In particular:
- (a) The County of San Bernardino should inform the Riverside County ALUC regarding proposed plans for development of Chino Airport that may change the character or magnitude of impacts within the Riverside County portion of the airport influence area. (See map in Chapter 3).

- (b) Any other county adjacent to Riverside County or any city or other agency within such counties that may be considering proposed establishment or expansion of an airport within three miles (or heliport within one mile) of the Riverside County boundary should inform the Riverside County ALUC of such proposal.
- (c) Riverside County ALUC review of such actions is advisory only. The ALUC has no jurisdiction over development outside Riverside County boundaries.

2. REVIEW PROCESS

2.1. General

- 2.1.1. *Timing of Project Submittal:* Proposed actions listed in Section 1.5 *should* be submitted to the Commission at the earliest reasonable point in time so that the Commission's (or ALUC Executive Director's) review can be duly considered by the local jurisdiction prior to formalizing its actions. The timing may vary depending upon the nature of the specific project. However, all projects *must* be submitted to the Commission for review prior to final approval by the local government entity.
- 2.1.2. *Public Input:* Where applicable, the Commission shall provide public notice and obtain public input in accordance with Public Utilities Code Section 21675.2(d) before acting on any plan, regulation, or other land use proposal under consideration.

2.2. Review Process for Community Land Use Plans and Ordinances

- 2.2.1. *Initial ALUC Review of General Plan Consistency:* In conjunction with adoption or amendment of this *Airport Land Use Compatibility Plan*, the Commission shall review the general plans and specific plans of affected local jurisdictions to determine their consistency with the Commission's policies.
 - (a) Within 180 days of the Commission's adoption or amendment of the *Airport Land Use Compatibility Plan*, each local agency must amend its general plan and any applicable specific plan to be consistent with the Commission's *Plan* or, alternatively, adopt findings and overrule the Commission in accordance with Public Utilities Code Section 21676(b) (Government Code Section 65302.3).
 - (b) Prior to taking action on a proposed amendment, the local agency must submit a draft of the proposal to the Commission for review and approval.
 - (c) In conjunction with its submittal of a general plan or specific plan amendment to the ALUC, a local agency may request that the Commission modify the areas defined as "infill" in accordance with Policy 3.3.1. The Commission will include a determination on the infill as part of its action on the consistency of the general plan and specific plans.
- 2.2.2. *Subsequent Reviews of Related Land Use Development Proposals:* As indicated in Policies 1.5.1(a) and 1.5.1(b), prior to taking action on an amendment of a general plan or specific plan or the addition or approval of a zoning ordinance or building regulation affecting an airport influence area as defined herein, local agencies must submit the proposed plan, ordinance, or regulation to the Commission for review. Subsequent land use development actions that are consistent with applicable, previously re-

viewed, local plans, ordinances, and regulations are subject to Commission review only under the conditions indicated in Policies 1.5.2 and 2.3.5.

- 2.2.3. *Commission Action Choices:* When reviewing a general plan, specific plan, zoning ordinance, or building regulation for consistency with the *Compatibility Plan*, the Airport Land Use Commission has three choices of action:
- (a) Find the plan, ordinance, or regulation consistent with the *Compatibility Plan*. To make such a finding with regard to a general plan, the conditions identified in Section 3.2 must be met.
 - (b) Find the plan, ordinance, or regulation consistent with the *Compatibility Plan*, subject to conditions and/or modifications that the Commission may require. Any such conditions should be limited in scope and described in a manner that allows compliance to be clearly assessed.
 - (c) Find the plan, ordinance, or regulation inconsistent with the *Compatibility Plan*. In making a finding of inconsistency, the Commission shall note the specific conflicts or shortcomings upon which its determination is based.
- 2.2.4. *Response Time:* The Airport Land Use Commission must respond to a local agency's request for a consistency determination on a general plan, specific plan, zoning ordinance, or building regulation within 60 days from the date of referral (Public Utilities Code Section 21676(d)).
- (a) The 60-day review period may be extended if agreed upon in writing by the submitting agency or project applicant.
 - (b) The date of referral is deemed to be the date on which all applicable project submittal information is received by the Commission Executive Director.
 - (c) If the Commission fails to make a determination within that period, the proposed action shall be deemed consistent with the *Compatibility Plan*.
 - (d) Regardless of Commission action or failure to act, the proposed action must comply with other applicable local, state, and federal regulations and laws.
 - (e) The referring agency shall be notified of the Commission's action in writing.
- 2.2.5. *ALUC Response to Notification of Proposed Overruling:* If a local agency proposes to overrule an ALUC action regarding a community land use plan or ordinance, it must provide 45 days notice to both the ALUC and the California Division of Aeronautics and these agencies then have 30 days in which to respond (Public Utilities Code Sections 21676(a) and (b)). The ALUC authorizes the Executive Director to respond as appropriate.

2.3. Review Process for Major Land Use Actions

- 2.3.1. *Project Submittal Information:* A proposed major land use action submitted to the Commission (or to the ALUC Executive Director) for review shall include:
- (a) The following information:
 - (1) Property location data (assessor's parcel number, street address, subdivision lot number).

- (2) An accurately scaled map showing the relationship of the project site to the airport boundary and runways.
 - (3) A description of the existing and proposed uses of the land in question.
 - (4) The type of land use action being sought from the local jurisdiction (e.g., zoning change, building permit, etc.).
 - (5) For residential uses, an indication of the potential or proposed number of dwelling units per acre (including any secondary units on a parcel); or, for nonresidential uses, the number of people potentially occupying the total site or portions thereof at any one time.
 - (6) If applicable, a detailed site plan showing ground elevations, the location of structures, open spaces, and water bodies, and the heights of structures and trees.
 - (7) Identification of any characteristics which could create electrical interference, confusing lights, glare, smoke, or other electrical or visual hazards to aircraft flight.
 - (8) Any environmental document (initial study, draft environmental impact report, etc.) that may have been prepared for the project.
 - (9) Any staff reports regarding the project that may have been presented to local agency decision makers.
 - (10) Other relevant information which the Commission or its staff determine to be necessary to enable a comprehensive review of the proposal.
- (b) Any applicable review fees as established by the Riverside County Airport Land Use Commission.

2.3.2. *ALUC Executive Director's Choices:* When reviewing major land use actions in accordance with Policy 1.5.2(d), the ALUC Executive Director has two choices of action:

- (a) Find that the proposed project does not contain characteristics likely to result in inconsistencies with the compatibility criteria set forth in this plan. Upon said finding, the Executive Director is authorized to approve such projects on behalf of the Commission
- (b) Find that the proposed project may be inconsistent with the *Compatibility Plan*. The Executive Director shall forward any such project to the Commission for a consistency determination.

2.3.3. *Commission Action Choices:* When reviewing a major land use project proposal, the Airport Land Use Commission has three choices of action:

- (a) Find the project consistent with the *Compatibility Plan*.
- (b) Find the project consistent with the *Compatibility Plan*, subject to compliance with such conditions as the Commission may specify. Any such conditions should be limited in scope and described in a manner that allows compliance to be clearly assessed (e.g., the height of a structure).
- (c) Find the project inconsistent with the *Compatibility Plan*. In making a finding of inconsistency, the Commission shall note the specific conflicts upon which the determination is based.

- 2.3.4. *Response Time:* In responding to major land use actions submitted for review, the policy of the Riverside County Airport Land Use Commission is that:
- (a) When a major land use action is submitted for review on a mandatory basis as required by Policy 1.5.2.(a):
 - (1) Reviews by the ALUC Executive Director shall be completed within 30 days of when a complete application is submitted.
 - (2) Reviews of projects forwarded to the Commission for a consistency determination shall be completed within 60 days of the date of project referral.
 - (3) The date of referral is deemed to be the date on which all applicable project submittal information as listed in Policy 2.3.1 is received by the Commission Executive Director.
 - (4) If the ALUC Executive Director or the Commission fail to make a determination within the above time periods, the proposed action shall be deemed consistent with the compatibility plan.
 - (b) When a major land use action is submitted on an optional basis in accordance with Policy 1.5.2(b), review by the ALUC Executive Director and/or the Commission should be completed in a timely manner enabling the comments to be considered by decision-making bodies of the submitting agency.
 - (c) Regardless of action or failure to act on the part of the ALUC Executive Director or the Commission, the proposed action still must comply with other applicable local, state, and federal laws and regulations.
 - (d) The referring agency shall be notified of the ALUC Executive Director's and/or the Commission's action in writing.
- 2.3.5. *ALUC Response to Notification of Proposed Overruling:* If a local agency proposes to overrule an ALUC action regarding a major land use action for which ALUC review is mandatory, it must provide 45 days notice to both the ALUC and the California Division of Aeronautics and these agencies then have 30 days in which to respond (Public Utilities Code Section 21676.5(a)). The ALUC authorizes the Executive Director to respond as appropriate.
- 2.3.6. *Subsequent Review:* Once a project has been found consistent with the *Compatibility Plan*, it need not be referred for review at subsequent stages of the planning process (e.g., for a use permit after a zoning change has been reviewed) unless:
- (a) Insufficient information was available at the time of the ALUC's original review of the project to assess whether the proposal would be fully in compliance with compatibility criteria (e.g., the site layout and structure height might not be known at the time a general plan change or zoning amendment is requested).
 - (b) The design of the project subsequently changes in a manner that reopens previously considered compatibility issues and could raise questions as to the validity of the earlier finding of compatibility. Proposed changes warranting a new review include, but are not limited to, the following:
 - (1) An increase in the number of dwelling units, intensity of use (more people on the site), or other usage characteristics to levels exceeding the criteria set forth in this plan;

- (2) An increase in the height of structures or other design features such that the height limits established herein would be exceeded or exceeded by a greater amount;
 - (3) Major site design changes (such as incorporation of clustering or modifications to the configuration of open land areas proposed for the site) to the extent that site design was an issue in the initial project review; and/or
 - (4) Any significant change to a proposed project for which a special exception was granted in accordance with Policy 3.3.6.
- (c) The local jurisdiction concludes that further review is warranted.

2.4. Review Process for Airport Master Plans and Development Plans

2.4.1. *Project Submittal Information:* An airport master plan or development plan submitted to the Commission for review shall 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 should be submitted, if available.

- (a) At a minimum, information to be submitted shall include:
 - (1) A layout plan drawing of the proposed facility showing the location of:
 - ▶ Property boundaries;
 - ▶ Runways or helicopter takeoff and landing areas;
 - ▶ Runway or helipad protection zones;
 - ▶ Aircraft or helicopter approach/departure flight routes.
 - (2) Airspace surfaces in accordance with Federal Aviation Regulations, Part 77.
 - (3) Activity forecasts, including the number of operations by each type of aircraft proposed to use the facility, the percentage of day versus night operations, and the distribution of takeoffs and landings for each runway direction.
 - (4) Existing and proposed flight track locations, current and projected noise contours, and other supplementary noise impact data that may be relevant.
 - (5) A map showing existing and planned land uses in the areas affected by aircraft activity associated with implementation of the proposed master plan or development plan.
 - (6) Any environmental document (initial study, draft environmental impact report, etc.) that may have been prepared for the project.
 - (7) Identification and proposed mitigation of impacts on surrounding land uses.
- (b) Any applicable review fees as established by the Riverside County Airport Land Use Commission shall accompany the application.

2.4.2. *Commission Action Choices for Plans of Existing Airports:* When reviewing airport master plans or expansion plans for existing public-use airports, the Commission has three action choices:

- (a) Find the airport plan consistent with the *Airport Land Use Compatibility Plan*.
- (b) Find the airport plan inconsistent with the Commission's *Plan*.

- (c) Modify the *Airport Land Use Compatibility Plan* (after duly noticed public hearing) to reflect the assumptions and proposals in the airport plan.
- 2.4.3. *Commission Action Choices for Reviews of New Airports or Heliports:* When reviewing proposals for new airports or heliports, the Commission's choices of action are:
- (a) Approve the proposal as being consistent with the specific review policies listed in Section 5.2 below.
 - (b) Approve the proposal and adopt a *Compatibility Plan* for that facility. State law requires adoption of such a plan if the airport or heliport will be a public-use facility (Public Utilities Code Section 21675(a)).
 - (c) Disapprove the proposal on the basis that the noise, safety, airspace protection, and overflight impacts it would have on surrounding land uses are not adequately mitigated.
- 2.4.4. *Response Time:* The Airport Land Use Commission must respond to a local agency's submittal of an airport master plan or development plan within 60 days from the date of referral (Public Utilities Code Section 21676(d)).
- (a) If the Commission fails to make a determination within that period, the proposed action shall be deemed consistent with the *Compatibility Plan*.
 - (b) Regardless of Commission action or failure to act, the proposed action must comply with other applicable local, state, and federal regulations and laws.
 - (c) The referring agency shall be notified of the Commission's action in writing.
- 2.4.5. *ALUC Response to Notification of Proposed Overruling:* If a local agency proposes to overrule an ALUC action regarding an airport master plan or development plan, it must provide 45 days notice to both the ALUC and the California Division of Aeronautics and these agencies then have 30 days in which to respond (Public Utilities Code Section 21676(c)). The ALUC authorizes the Executive Director to respond as appropriate.

3. COMPATIBILITY CRITERIA FOR LAND USE ACTIONS

3.1. Basic Criteria

- 3.1.1. *Basic Land Use Compatibility Criteria:* The basic criteria for assessing whether a land use plan, ordinance, or development proposal is to be judged compatible with a nearby airport are set forth in the Basic Compatibility Criteria matrix, Table 2A. These criteria are to be used in conjunction with the compatibility map and policies for each airport as presented in Chapter 3.
- 3.1.2. *Function of Supporting Criteria:* The Compatibility Criteria matrix represents a compilation of compatibility criteria associated with each of the four types of airport impacts listed in Section 1.4. For the purposes of reviewing proposed amendments to community land use plans and zoning ordinances, as well as in the review of most individual development proposals, the criteria in the matrix are anticipated to suffice.

Zone	Locations	Maximum Densities / Intensities				Additional Criteria		
		Residential (d.u./ac) ¹	Other Uses (people/ac) ²			Req'd Open Land ³	Prohibited Uses ⁴	Other Development Conditions ⁵
		Average	Single Acre ⁶	with Bonus ⁷				
A	Runway Protection Zone and within Building Restriction Line	0	0	0	0	All Remaining	<ul style="list-style-type: none"> › All structures except ones with location set by aeronautical function › Assemblages of people › Objects exceeding FAR Part 77 height limits › Storage of hazardous materials › Hazards to flight ⁹ 	› Avigation easement dedication
B1	Inner Approach/Departure Zone	0.05 (average parcel size ≥20.0 ac.)	25	50	65	30%	<ul style="list-style-type: none"> › Children's schools, day care centers, libraries › Hospitals, nursing homes › Places of worship › Bldgs with >2 aboveground habitable floors › Highly noise-sensitive outdoor nonresidential uses ¹⁰ › Aboveground bulk storage of hazardous materials ¹¹ › Critical community infrastructure facilities ¹² › Hazards to flight ⁹ 	<ul style="list-style-type: none"> › Locate structures maximum distance from extended runway centerline › Minimum NLR of 25 dB in residences (including mobile homes) and office buildings ¹³ › Airspace review required for objects > 35 feet tall ¹⁴ › Avigation easement dedication
B2	Adjacent to Runway	0.1 (average parcel size ≥10.0 ac.)	100	200	260	No Req't	Same as Zone B1	<ul style="list-style-type: none"> › Locate structures maximum distance from runway › Minimum NLR of 25 dB in residences (including mobile homes) and office buildings ¹³ › Airspace review required for objects > 35 feet tall ¹⁴ › Avigation easement dedication
C	Extended Approach/Departure Zone	0.2 (average parcel size ≥5.0 ac.)	75	150	195	20%	<ul style="list-style-type: none"> › Children's schools, day care centers, libraries › Hospitals, nursing homes › Bldgs with >3 aboveground habitable floors › Highly noise-sensitive outdoor nonresidential uses ¹⁰ › Hazards to flight ⁹ 	<ul style="list-style-type: none"> › Minimum NLR of 20 dB in residences (including mobile homes) and office buildings ¹³ › Airspace review required for objects > 70 feet tall ¹⁵ › Deed notice required
D	Primary Traffic Patterns and Runway Buffer Area	(1) ≤0.2 (average parcel size ≥5.0 ac.) or ¹⁶ (2) ≥5.0 (average parcel size ≤0.2 ac.)	100	300	390	10%	<ul style="list-style-type: none"> › Highly noise-sensitive outdoor nonresidential uses ¹⁰ › Hazards to flight ⁹ 	<ul style="list-style-type: none"> › Airspace review required for objects > 70 feet tall ¹⁵ › Children's schools, hospitals, nursing homes discouraged ¹⁷ › Deed notice required
E	Other Airport Environs	No Limit	No Limit ¹⁸			No Req't	› Hazards to flight ⁹	<ul style="list-style-type: none"> › Airspace review required for objects > 100 feet tall ¹⁵ › Major spectator-oriented sports stadiums, amphitheaters, concert halls discouraged beneath principal flight tracks ¹⁸
*	Height Review Overlay	Same as Underlying Compatibility Zone				Not Applicable	Same as Underlying Compatibility Zone	<ul style="list-style-type: none"> › Airspace review required for objects > 35 feet tall ¹⁴ › Avigation easement dedication

See Chapter 3 for airport-specific additions or exceptions to these policies

Table 2A

Basic Compatibility Criteria

NOTES:

- ¹ Residential development must not contain more than the indicated number of dwelling units (excluding secondary units) per gross acre. Clustering of units is encouraged. See Policy 4.2.5 for limitations. Gross acreage includes the property at issue plus a share of adjacent roads and any adjacent, permanently dedicated, open lands. Mixed-use development in which residential uses are proposed to be located in conjunction with nonresidential uses in the same or adjoining buildings on the same site shall be treated as nonresidential development. See Policy 3.1.3(d).
- ² Usage intensity calculations shall include all people (e.g., employees, customers/visitors, etc.) who may be on the property at a single point in time, whether indoors or outside.
- ³ Open land requirements are intended to be applied with respect to an entire zone. This is typically accomplished as part of a community general plan or a specific plan, but may also apply to large (10 acres or more) development projects. See Policy 4.2.4 for definition of open land.
- ⁴ The uses listed here are ones that are explicitly prohibited regardless of whether they meet the intensity criteria. In addition to these explicitly prohibited uses, other uses will normally not be permitted in the respective compatibility zones because they do not meet the usage intensity criteria.
- ⁵ As part of certain real estate transactions involving residential property within any compatibility zone (that is, anywhere within an airport influence area), information regarding airport proximity and the existence of aircraft overflights must be disclosed. This requirement is set by state law. See Policy 4.4.2 for details. Easement dedication and deed notice requirements indicated for specific compatibility zones apply only to new development and to reuse if discretionary approval is required.
- ⁶ The total number of people permitted on a project site at any time, except rare special events, must not exceed the indicated usage intensity times the gross acreage of the site. Rare special events are ones (such as an air show at the airport) for which a facility is not designed and normally not used and for which extra safety precautions can be taken as appropriate.
- ⁷ Clustering of nonresidential development is permitted. However, no single acre of a project site shall exceed the indicated number of people per acre. See Policy 4.2.5 for details.
- ⁸ An intensity bonus may be allowed if the building design includes features intended to reduce risks to occupants in the event of an aircraft collision with the building. See Policy 4.2.6 for details.
- ⁹ Hazards to flight include physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations. Land use development that may cause the attraction of birds to increase is also prohibited. See Policy 4.3.7.
- ¹⁰ Examples of highly noise-sensitive outdoor nonresidential uses that should be prohibited include amphitheatres and drive-in theaters. Caution should be exercised with respect to uses such as poultry farms and nature preserves.
- ¹¹ Storage of aviation fuel and other aviation-related flammable materials on the airport is exempted from this criterion. Storage of up to 6,000 gallons of nonaviation flammable materials is also exempted. See Policy 4.2.3(c) for details.
- ¹² Critical community facilities include power plants, electrical substations, and public communications facilities. See Policy 4.2.3(d) for details.
- ¹³ NLR = Noise Level Reduction, the outside-to-inside sound level attenuation that the structure provides. See Policy 4.1.6.
- ¹⁴ Objects up to 35 feet in height are permitted. However, the Federal Aviation Administration may require marking and lighting of certain objects. See Policy 4.3.6 for details.
- ¹⁵ This height criterion is for general guidance. Shorter objects normally will not be airspace obstructions unless situated at a ground elevation well above that of the airport. Taller objects may be acceptable if determined not to be obstructions. See Policies 4.3.3 and 4.3.4.
- ¹⁶ Two options are provided for residential densities in *Compatibility Zone D*. Option (1) has a density limit of 0.2 dwelling units per acre (i.e., an average parcel size of at least 5.0 gross acres). Option (2) requires that the density be *greater than* 5.0 dwelling units per acre (i.e., an average parcel size *less than* 0.2 gross acres). The choice between these two options is at the discretion of the local land use jurisdiction. See Table 2B for explanation of rationale. All other criteria for *Zone D* apply to both options.
- ¹⁷ Discouraged uses should generally not be permitted unless no feasible alternative is available.
- ¹⁸ Although no explicit upper limit on usage intensity is defined for *Zone E*, land uses of the types listed—uses that attract very high concentrations of people in confined areas—are discouraged in locations below or near the principal arrival and departure flight tracks. This limitation notwithstanding, no use shall be prohibited in *Zone E* if its usage intensity is such that it would be permitted in *Zone D*.

Table 2A, continued

However, certain complex land use actions may require more intensive review. The Commission may refer to the supporting criteria, as listed in Section 4, to clarify or supplement its review of such actions.

- 3.1.3. *Residential Development:* The following criteria shall be applied to evaluation of the compatibility of proposed residential development.
- (a) Any subdivision of land for residential uses within *Compatibility Zones A, B1, B2, and C* shall not result in a density greater than that indicated in the Compatibility Criteria matrix, Table 2A.
 - (1) Secondary units, as defined by state law, shall be excluded from density calculations.
 - (2) Clustering of development shall be limited in accordance with Policy 4.2.5(a)(2).
 - (b) Within *Compatibility Zone D*, local land use jurisdictions have two options. The basic option is to limit densities to no more than 0.2 dwelling units per acre. Additionally, a high-density option is provided. This option requires that densities be *greater than* 5.0 dwelling units per acre (i.e., an average parcel size *less than* 0.2 gross acres). See Table 3A for an explanation of the rationale behind these options.
 - (c) Other development conditions as also listed in Table 2A apply to sites within certain compatibility zones.
 - (d) Mixed use development in which residential uses are proposed to be located in conjunction with nonresidential uses in the same or adjoining buildings on the same site shall be treated as nonresidential development. The occupancy of the residential portion shall be added to that of the nonresidential portion and evaluated with respect to the nonresidential usage intensity criteria below.
 - (1) This mixed-use development policy is intended for dense, urban-type developments where the resultant ambient noise levels are relatively high. The policy is not intended to apply to projects in which the residential component is isolated from the nonresidential uses of the site.
 - (2) Noise attenuation and other requirements that may be specifically relevant to residential uses shall still apply.
- 3.1.4. *Nonresidential Development:* The compatibility of nonresidential development shall be assessed primarily with respect to its usage intensity (the number of people per acre) and the noise-sensitivity of the use. Additional criteria listed in Table 2A shall also apply.
- (a) The total number of people permitted on a project site at any time, except for rare special events, must not exceed the indicated usage intensity times the gross acreage of the site.
 - (1) Usage intensity calculations shall include all people (e.g., employees, customers/visitors, etc.) who may be on the property at any single point in time, whether indoors or outside.
 - (2) Rare special events are ones (such as an air show at an airport) for which a facility is not designed and normally not used and for which extra safety precautions can be taken as appropriate.

- (b) No single acre of a project site shall exceed the number of people per acre indicated in Policy 4.2.5(b) and listed in Table 2A unless special risk reduction building design measures are taken as described in Policy 4.2.6.
 - (c) The noise exposure limitations cited in Policy 4.1.4 and listed in Table 2B shall be the basis for assessing the acceptability of proposed nonresidential land uses relative to noise impacts. The ability of buildings to satisfy the interior noise level criteria noted in Policy 4.1.6 shall also be considered.
- 3.1.5. *Prohibited Uses:* Regardless of usage intensity, certain types of uses are deemed unacceptable within portions of an airport influence area. See Policy 4.2.3 and Table 2A. In addition to these explicitly prohibited uses, other uses will normally not be permitted in the respective compatibility zones because they do not meet the usage intensity criteria.
- 3.1.6. *Other Development Conditions:* All types of proposed development shall be required to meet the additional conditions listed in Table 2A for the respective compatibility zone where the development is to be located. Among these conditions are the following:
- (a) Avigation Easement Dedication: See Policy 4.3.5.
 - (b) Deed Notice: See Policy 4.4.3.
 - (c) Real Estate Disclosure: See Policy 4.4.2.
 - (d) Noise Level Reduction: See Policy 4.1.6.
 - (e) Airspace Review: See Policy 4.3.3.

3.2. General Plan Consistency with Compatibility Plan

In order for a general plan to be considered consistent with the *Compatibility Plan*, both of the following must be accomplished (see Appendix F for additional guidance):

- 3.2.1. *Elimination of Conflicts:* No direct conflicts can exist between the two plans.
- (a) Direct conflicts primarily involve general plan land use designations that do not meet the density or intensity criteria specified in the *Compatibility Plan* although conflicts with regard to other policies also may exist.
 - (b) Note, however, that a general plan cannot be found inconsistent with the *Compatibility Plan* because of land use designations that reflect existing land uses even if those designations conflict with the ALUC's compatibility criteria. Because ALUCs have no authority over existing land uses, general plan land use designations that merely reflect the existing uses for such parcels are, in effect, excluded from requirements for general plan consistency with the ALUC plan. This exception is applicable only if the general plan includes policies setting limitations on expansion and reconstruction of nonconforming uses consistent with Policies 3.3.2 and 3.3.3.
 - (c) To be consistent with the *Compatibility Plan*, a general plan and/or implementing ordinance also must include provisions ensuring long-term compliance with the compatibility criteria. For example, future reuse of a building must not result in a usage intensity that exceeds the applicable standard or other approved limit.

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

3.3. Special Conditions

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

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

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

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

4. SUPPORTING COMPATIBILITY CRITERIA

4.1. Noise

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

- 4.1.3. *Application of Noise Contours:* The locations of CNEL contours are among the factors used to define compatibility zone boundaries and criteria. Because of the inherent variability of flight paths and other factors that influence noise emissions, the depicted contour boundaries are not absolute determinants of the compatibility or incompatibility of a given land use on a specific site or a portion thereof. Noise contours can only quantify noise impacts in a general manner. Except on large parcels or blocks of land (sites large enough to have 3 dB or more of variation in CNELs), they should *not* be used as site design criteria. (Note, though, that the airport noise contours set forth in this *Plan* are to be used as the basis for determining compliance with interior noise level criteria as listed in Policy 4.1.6.)
- 4.1.4. *Noise Exposure in Residential Areas:* Unless otherwise indicated in the airport-specific policies listed in Chapter 3, the maximum CNEL considered normally acceptable for new residential land uses in the vicinity of the airports covered by this *Plan* is 60 dB for all airports except low-activity outlying airports (Chiriaco Summit and Desert Center) for which the criterion is 55 dB. These standards shall be based upon noise contours calculated as described above.
- 4.1.5. *Noise Exposure for Other Land Uses:* Noise level compatibility standards for other types of land uses shall be applied in the same manner as the above residential noise level criteria. The extent of outdoor activity associated with a particular land use is an important factor to be considered in evaluating its compatibility with airport noise. Examples of acceptable noise levels for other land uses in an airport's vicinity are presented in Table 2B.
- 4.1.6. *Interior Noise Levels:* Land uses for which interior activities may be easily disrupted by noise shall be required to comply with the following interior noise level criteria.
- (a) The maximum, aircraft-related, interior noise level that shall be considered acceptable for land uses near airports is 45 dB CNEL in:
 - Any habitable room of single- or multi-family residences;
 - Hotels and motels;
 - Hospitals and nursing homes;
 - Churches, meeting halls, theaters, and mortuaries;
 - Office buildings; and
 - Schools, libraries, and museums.
 - (b) The noise contours depicted in Chapter 3 of this *Plan* shall be used in calculating compliance with these criteria. The calculations should assume that windows are closed.
 - (c) When reviewed as part of a general plan or zoning ordinance amendment or as a major land use action, evidence that proposed structures will be designed to comply with the above criteria shall be submitted to the ALUC under the following circumstances:
 - (1) Any mobile home situated within an airport's 55-dB CNEL contour. [A typical mobile home has an average exterior-to-interior noise level reduction (NLR) of approximately 15 dB with windows closed.]

Land Use Category	CNEL (dB)				
	50-55	55-60	60-65	65-70	70-75
<i>Residential *</i>					
single-family, nursing homes, mobile homes	++	o	-	--	--
multi-family, apartments, condominiums	++	+	o	--	--
<i>Public</i>					
schools, libraries, hospitals	+	o	-	--	--
churches, auditoriums, concert halls	+	o	o	-	--
transportation, parking, cemeteries	++	++	++	+	o
<i>Commercial and Industrial</i>					
offices, retail trade	++	+	o	o	-
service commercial, wholesale trade, warehousing, light industrial	++	++	+	o	o
general manufacturing, utilities, extractive industry	++	++	++	+	+
<i>Agricultural and Recreational</i>					
cropland	++	++	++	++	+
livestock breeding	++	+	o	o	-
parks, playgrounds, zoos	++	+	+	o	-
golf courses, riding stables, water recreation	++	++	+	o	o
outdoor spectator sports	++	+	+	o	-
amphitheaters	+	o	-	--	--

Land Use Acceptability	Interpretation/Comments
++ <i>Clearly Acceptable</i>	The activities associated with the specified land use can be carried out with essentially no interference from the noise exposure.
+ <i>Normally Acceptable</i>	Noise is a factor to be considered in that slight interference with outdoor activities may occur. Conventional construction methods will eliminate most noise intrusions upon indoor activities.
o <i>Marginally Acceptable</i>	The indicated noise exposure will cause moderate interference with outdoor activities and with indoor activities when windows are open. The land use is acceptable on the conditions that outdoor activities are minimal and construction features which provide sufficient noise attenuation are used (e.g., installation of air conditioning so that windows can be kept closed). Under other circumstances, the land use should be discouraged.
- <i>Normally Unacceptable</i>	Noise will create substantial interference with both outdoor and indoor activities. Noise intrusion upon indoor activities can be mitigated by requiring special noise insulation construction. Land uses which have conventionally constructed structures and/or involve outdoor activities which would be disrupted by noise should generally be avoided.
-- <i>Clearly Unacceptable</i>	Unacceptable noise intrusion upon land use activities will occur. Adequate structural noise insulation is not practical under most circumstances. The indicated land use should be avoided unless strong overriding factors prevail and it should be prohibited if outdoor activities are involved.

* Subtract 5 dB for low-activity outlying airports (Chiriaco Summit and Desert Center)

Table 2B

Supporting Compatibility Criteria: Noise

- (2) Any single- or multi-family residence situated within an airport's 60-dB CNEL contour. [Wood frame buildings constructed to meet 1990s standards for energy efficiency typically have an average NLR of approximately 20 dB with windows closed.]
 - (3) Any hotel or motel, hospital or nursing home, church, meeting hall, office building, mortuary, school, library, or museum situated with an airport's 65-dB CNEL contour.
- 4.1.7. *Engine Run-Up and Testing Noise:* ALUC consideration of noise from aircraft engine run-ups and testing activities shall be limited as follows:
- (a) Aircraft noise associated with pre-flight engine run-ups, taxiing of aircraft to and from runways, and other operation of aircraft on the ground is considered part of airport operations and therefore is not subject to ALUC authority.
 - (1) Noise from these sources can be, but normally is not, represented in airport noise contours. It is not included in the noise contours prepared for this *Compatibility Plan*. Nevertheless, when reviewing the compatibility of proposed land uses in locations near the airport where such noise may be significant, the Commission may seek additional data and may take into account noise from these ground-based sources.
 - (2) Noise from aircraft ground operations also should be considered by the Commission when reviewing airport master plans or development plans in accordance with Section 2.4 herein.
 - (b) Noise from the testing of aircraft engines on airport property is not deemed an activity inherent in the operation of an airport and thus it is not an airport-related impact addressed by this *Compatibility Plan*. Noise from these sources should be addressed by the noise policies of local agencies in the same manner as noise from other industrial sources. (Engine testing noise is not normally included in the noise contours prepared for an airport. However, aircraft noise modeling programs have the capability of including noise from this source. At airports where engine testing takes place or is proposed, the ALUC may need to ascertain whether the noise was or was not included in the noise contour calculations.)
- 4.1.8. *Construction of New or Expanded Airports or Heliports:* Any proposed construction of a new airport or heliport or expansion of facilities at an existing airport or heliport which would result in a significant increase in cumulative noise exposure (measured in terms of CNEL) shall include measures to reduce the exposure to a less-than-significant level. For the purposes of this plan, a noise increase shall be considered significant if:
- (a) In locations having an existing ambient noise level of less than 60 dB CNEL, the project would increase the noise level by 5.0 dB or more.
 - (b) In locations having an existing ambient noise level of between 60 and 65 dB CNEL, the project would increase the noise level by 3.0 dB or more.
 - (c) In locations having an existing ambient noise level of more than 65 dB CNEL, the project would increase the noise level by 1.5 dB or more.

4.2. Safety

- 4.2.1. *Policy Objective:* The intent of land use safety compatibility criteria is to minimize the risks associated with an off-airport aircraft accident or emergency landing.
- (a) Risks both to people and property in the vicinity of an airport and to people on board the aircraft shall be considered.
 - (b) The most stringent land use controls shall be applied to the areas with the greatest potential risks.
- 4.2.2. *Risks to People on the Ground:* The principal means of reducing risks to people on the ground is to restrict land uses so as to limit the number of people who might gather in areas most susceptible to aircraft accidents. The usage intensity criteria cited in Table 2A reflect the risks associated with various locations in the environs of the airports in the county. (Methods for determining the concentration of people for various land uses are provided in Appendix C.)
- 4.2.3. *Land Uses of Special Concern:* Certain types of land uses represent special safety concerns irrespective of the number of people associated with those uses. Land uses of particular concern include:
- (a) *Uses Having Vulnerable Occupants:* Uses in which the occupants have reduced effective mobility or are unable to respond to emergency situations shall be prohibited within all *Compatibility Zones* except *Zone E*. These uses include children's schools and day care centers (with 7 or more children), hospitals, nursing homes, and other uses in which the majority of occupants are children, elderly, and/or handicapped.
 - (1) This general policy may be superseded by airport specific policies (see Chapter 3).
 - (2) Hospitals are medical facilities which include provision for overnight stays by patients. Medical clinics are permitted in *Compatibility Zones C* and *D* provided that these facilities meet the maximum intensity standards listed in the Compatibility Criteria matrix, Table 2A.
 - (b) *Multi-story Buildings:* In the event of an emergency resulting from an aircraft accident, low-rise buildings can be more readily evacuated than those with more floors. On this basis, the following limitations are established:
 - (1) Within *Compatibility Zone A*, new occupied structures are not permitted.
 - (2) Within *Compatibility Zones B1* and *B2*, new buildings shall be limited to no more than two occupied floors above ground.
 - (3) Within *Compatibility Zone C*, new buildings shall be limited to no more than three occupied floors above ground.
 - (c) *Hazardous Materials Storage:* Construction of facilities for the manufacture or storage of fuel, explosives, and other hazardous materials within the airport environs is restricted as follows:
 - (1) Within *Compatibility Zone A*, manufacture or storage of any such substance is prohibited.
 - (2) Within *Compatibility Zones B1* and *B2*, only the following is permitted:
 - › Fuel or hazardous substances stored in underground tanks.

- › On-airport storage of aviation fuel and other aviation-related flammable materials.
 - › Aboveground storage of less than 6,000 gallons of nonaviation flammable materials (this limit coincides with a break-point used in the Uniform Fire Code to distinguish between different classes of tanks).
 - (3) Within *Compatibility Zone C*, manufacture or storage of hazardous materials other than the types listed in Sub-policy (2) above is prohibited unless no other feasible alternative site exists and the facility is designed in a manner that minimizes its susceptibility to damage from an aircraft accident.
 - (d) Critical Community Infrastructure: Construction of power plants, electrical substations, public communications facilities, and other critical community infrastructure shall be restricted as follows:
 - (1) Within *Compatibility Zone A*, all such uses are prohibited.
 - (2) Within *Compatibility Zones B1* and *B2*, such uses are prohibited unless no other feasible alternative site exists and the facility is designed in a manner that minimizes its susceptibility to damage from an aircraft accident.
- 4.2.4. *Open Land*: In the event that a light aircraft is forced to land away from an airport, the risks to the people on board can best be minimized by providing as much open land area as possible within the airport vicinity. This concept is based upon the fact that the majority of light aircraft accidents and incidents occurring away from an airport runway are controlled emergency landings in which the pilot has reasonable opportunity to select the landing site.
- (a) To qualify as open land, an area should be:
 - (1) Free of most structures and other major obstacles such as walls, large trees or poles (greater than 4 inches in diameter, measured 4 feet above the ground), and overhead wires.
 - (2) Have minimum dimensions of approximately 75 feet by 300 feet.
 - (b) Roads and automobile parking lots are acceptable as open land areas if they meet the above criteria.
 - (c) Open land requirements for each compatibility zone are to be applied with respect to the entire zone. Individual parcels may be too small to accommodate the minimum-size open area requirement. Consequently, the identification of open land areas must initially be accomplished at the general plan or specific plan level or as part of large (10 acres or more) development projects.
 - (d) Clustering of development, subject to the limitations noted below, and providing contiguous landscaped and parking areas is encouraged as a means of increasing the size of open land areas.
 - (e) Building envelopes and the airport compatibility zones should be indicated on all development plans and tentative maps for projects located within the influence area of airports covered by this *Compatibility Plan*. Portraying this information is intended to assure that individual development projects provide the open land areas identified in the applicable general plan, specific plan, or other large-scale plan.

- 4.2.5. *Limitations on Clustering:* Policy 4.2.4(d) notwithstanding, limitations shall be set on the maximum degree of clustering or usage intensity acceptable within a portion of a large project site. These criteria are intended to limit the number of people at risk in a concentrated area.
- (a) Clustering of new residential development shall be limited as follows:
 - (1) Within *Compatibility Zone A*, clustering is not applicable.
 - (2) Within *Compatibility Zones B1, B2, and C*, no more than 4 dwelling units shall be allowed in any individual acre. Buildings shall be located as far as practical from the extended runway centerline and normal aircraft flight paths.
 - (b) Unless special design measures as listed in Policy 4.2.6 are utilized, usage intensity of new nonresidential development shall be limited as follows:
 - (1) Within *Compatibility Zone A*, clustering is not applicable.
 - (2) Within *Compatibility Zone B1*, uses shall be limited to a maximum of 50 people per any individual acre (i.e., a maximum of double the average intensity criterion set in Table 2A). Theaters, restaurants, most shopping centers, motels, intensive manufacturing or office uses, and other similar uses typically do not comply with this criterion.
 - (3) Within *Compatibility Zone B2*, uses shall be limited to a maximum of 200 people per any individual acre (i.e., a maximum of double the average intensity criterion set in Table 2A). Theaters, major shopping centers (500,000 or more square feet), large motels and hotels with conference facilities, and similar uses typically do not comply with this criterion.
 - (4) Within *Compatibility Zone C*, uses shall be limited to a maximum of 150 people per any individual acre (i.e., a maximum of double the average intensity criterion set in Table 2A). Theaters, fast-food establishments, high-intensity retail stores or shopping centers, motels and hotels with conference facilities, and similar uses typically do not comply with this criterion.
 - (5) Within *Compatibility Zone D*, uses shall be limited to a maximum of 300 people per any individual acre (i.e., a maximum of triple the average intensity criterion set in Table 2A).
 - (c) For the purposes of the above policies, the one-acre areas to be evaluated shall be rectangular (reasonably close to square, not elongated or irregular) in shape.
 - (d) In no case shall a proposed development be designed to accommodate more than the total number of dwelling units per acre (for residential uses) or people per acre (for nonresidential uses) indicated in Table 2A times the gross acreage of the project site. A project site may include multiple parcels. Appendix D lists examples of the types of land uses which are potentially compatible under these criteria and the types of land uses which are considered incompatible.
- 4.2.6. *Risk Reduction Through Building Design:* The number of people permitted to occupy a single nonresidential building may be increased by a factor of up to 1.3 times the limitations set by the preceding policy on clustering if special measures are taken to reduce the risks to building occupants in the event that the building is struck by an aircraft.

- (a) This intensity bonus is not applicable within *Compatibility Zone A* (no buildings are permitted) or *E* (densities and intensities are not limited) and shall not be applied to buildings situated within *Compatibility Zones B1, B2, or C* for runways routinely used by large aircraft (aircraft having a maximum certificated takeoff weight of more than 12,500 pounds).
- (b) Building design features which would enable application of an intensity bonus include, but are not limited to, the following:
 - › Using concrete walls;
 - › Limiting the number and size of windows;
 - › Upgrading the strength of the building roof;
 - › Avoiding skylights;
 - › Enhancing the fire sprinkler system;
 - › Limiting buildings to a single story; and
 - › Increasing the number of emergency exits.
- (c) Project proponents who wish to request an intensity bonus must include appropriate details of the building design along with their project review application.
- (d) Intensity bonuses shall be considered and approved by affected local jurisdictions on a case-by-case basis. The criteria to be used by each jurisdiction when considering intensity bonus requests shall be reviewed and approved by the ALUC as part of the general plan consistency process or subsequent action.

4.3. Airspace Protection

- 4.3.1. *Policy Objective:* Tall structures, trees, and other objects, particularly when located near airports or on high terrain, may constitute hazards to aircraft in flight. Federal regulations establish the criteria for evaluating potential obstructions. These regulations also require that the Federal Aviation Administration be notified of proposals for creation of certain such objects. The FAA conducts “aeronautical studies” of these objects and determines whether they would be hazards, but it does not have the authority to prevent their creation. The purpose of ALUC airspace protection policies, together with regulations established by local land use jurisdictions and the state government, is to ensure that hazardous obstructions to the navigable airspace do not occur.
- 4.3.2. *Basis for Height Limits:* The criteria for limiting the height of structures, trees, and other objects in the vicinity of an airport shall be based upon: Part 77, Subpart C, of the Federal Aviation Regulations (FAR); the United States Standard for Terminal Instrument Procedures (TERPS); and applicable airport design standards published by the Federal Aviation Administration. Airspace plans depicting the critical areas for airspace protection around each of the airports covered by this *Compatibility Plan* are depicted in Chapter 3.
- 4.3.3. *ALUC Review of Height of Proposed Objects:* Based upon FAA criteria, proposed objects that would exceed the heights indicated below for the respective compatibility zones potentially represent airspace obstructions issues. Development proposals that include any such objects shall be reviewed by the ALUC. Objects of lesser height normally would not have a potential for being airspace obstructions and therefore do

not require ALUC review with respect to airspace protection criteria (noise, safety, and overflight concerns may still be present). Caution should be exercised, however, with regard to any object more than 50 feet high proposed to be located on a site that is substantially higher than surrounding terrain.

- (a) Within *Compatibility Zone A*, the height of any proposed development, including vegetation, requires review.
- (b) Within *Compatibility Zone B1*, ALUC review is required for any proposed object taller than 35 feet unless the airport controls an easement on the land on which the object is to be located and grants a waiver to height restrictions.
- (c) Within *Compatibility Zone B2*, ALUC review is required for any proposed object taller than 35 feet.
- (d) Within *Compatibility Zones C and D*, ALUC review is required for any proposed object taller than 70 feet.
- (e) Within *Compatibility Zone E*, ALUC review is required for any proposed object taller than 100 feet.
- (f) Within the *Height Review Overlay Zone*, ALUC review is required for any proposed object taller than 35 feet above the ground. The approximate extent of the *Height Review Overlay Zone* is indicated on the respective *Compatibility Map* included for each airport in Chapter 3.

4.3.4. *Height Restriction Criteria:* The height of objects within the influence area of each airport shall be reviewed, and restricted if necessary, according to the following criteria. The locations of these zones are depicted on the respective *Compatibility Map* for each airport.

- (a) Within *Compatibility Zone A*, the height of all objects shall be limited in accordance with applicable Federal Aviation Administration criteria including FAR Part 77, TERPS, and/or airport design standards.
- (b) Within *Compatibility Zones B1, B2, or Height Review Overlay Zone:*
 - (1) Objects up to 35 feet tall are acceptable and do not require ALUC review for the purposes of height factors.
 - (2) ALUC review is required for any proposed object taller than 35 feet.
 - (3) Federal Aviation Administration review may be necessary for proposed objects adjacent to the runway edges and the FAA may require marking and lighting of certain objects (the affected areas are generally on airport property).
- (c) Within *Compatibility Zones C and D*, generally, there is no concern with regard to any object up to 70 feet tall unless it is located on high ground or it is a solitary object (e.g., an antenna) more than 35 feet taller than other nearby objects.
- (d) Within *Compatibility Zone E*, generally, there is no concern with regard to any object up to 100 feet tall unless it is located on high ground or it is a solitary object (e.g., an antenna) more than 35 feet above the ground.

4.3.5. *Avigation Easement Dedication:* As a condition for development approval, the owner of any property proposed for development within *Compatibility Zones A, B1, or B2* or a

Height Review Overlay Zone shall be required to dedicate an avigation easement to the entity owning the affected airport. The avigation easement shall:

- (a) Provide the right of flight in the airspace above the property;
- (b) Allow the generation of noise and other impacts associated with aircraft over-flight;
- (c) Restrict the height of structures, trees and other objects;
- (d) Permit access to the property for the removal or aeronautical marking of objects exceeding the established height limit; and
- (e) Prohibit electrical interference, glare, and other potential hazards to flight from being created on the property. An example of an avigation easement is provided in Appendix G.

4.3.6. *FAA Notification:* Proponents of a project involving objects that may exceed a Part 77 surface must notify the Federal Aviation Administration as required by FAR Part 77, Subpart B, and by the Public Utilities Code, Sections 21658 and 21659. (Notification to the Federal Aviation Administration under FAR Part 77, Subpart B, is required even for certain proposed construction that does not exceed the height limits allowed by Subpart C of the regulations. Refer to Appendix B for the specific Federal Aviation Administration notification requirements.)

- (a) Local jurisdictions shall inform project proponents of the requirements for notification to the Federal Aviation Administration.
- (b) The requirement for notification to the Federal Aviation Administration shall not necessarily trigger an airport compatibility review of an individual project by the Airport Land Use Commission if the project is otherwise in conformance with the compatibility criteria established herein.
- (c) FAA review is required for any proposed structure more than 200 feet above the surface level of its site. All such proposals also shall be submitted to the ALUC for review regardless of where in the county they would be located.
- (d) Any project submitted to the ALUC for airport land use compatibility review for reason of height-limit issues shall include a copy of FAR Part 77 notification to the Federal Aviation Administration and the FAA findings if available.

4.3.7. *Other Flight Hazards:* New land uses that may cause visual, electronic, or increased bird strike hazards to aircraft in flight shall not be permitted within any airport's influence area. Specific characteristics to be avoided include:

- (a) Glare or distracting lights which could be mistaken for airport lights;
- (b) Sources of dust, steam, or smoke which may impair pilot visibility;
- (c) Sources of electrical interference with aircraft communications or navigation; and
- (d) Any proposed use, especially landfills and certain agricultural uses, that creates an increased attraction for large flocks of birds. (Refer to FAA Order 5200.5A, *Waste Disposal Sites on or Near Airports* and Advisory Circular 150/5200-33A, *Hazardous Wildlife Attractants On or Near Airports*.)

4.4. Overflight

- 4.4.1. *Policy Objective:* Noise from individual operations, especially by comparatively loud aircraft, can be intrusive and annoying in locations beyond the limits of the mapped noise contours. Sensitivity to aircraft overflights varies from one person to another. The purpose of overflight compatibility policies is to help notify people about the presence of overflights near airports so that they can make more informed decisions regarding acquisition or lease of property in the affected areas. Overflight compatibility is particularly important with regard to residential land uses.
- 4.4.2. *State Law Requirements Regarding Real Estate Transfer Disclosure:* Effective January 1, 2004, California state statutes (Business and Professional Code Section 11010 and Civil Code Sections 1102.6, 1103.4, and 1353) require as part of residential real estate transactions that information be disclosed regarding whether the property is situated within an airport influence area.
- (a) With certain exceptions, these state requirements apply both to the sale or lease of newly subdivided lands and to the sale of existing residential property.
 - (b) The statutes define an *airport influence area* as “the area in which current or future airport-related noise, overflight, safety, or airspace protection factors may significantly affect land uses or necessitate restrictions on those uses as determined by an airport land use commission.” The *airport influence area* for each of the airports in Riverside County subject to this *Compatibility Plan* is indicated on that airport’s *compatibility map* contained in Chapter 3 herein.
 - (c) Where disclosure is required, the following statement shall be provided:

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.
 - (d) For the purposes of this *Compatibility Plan*, the above real estate disclosure provisions of state law shall continue in effect as Airport Land Use Commission policy with respect to new development even if the law is rescinded. Furthermore, each land use jurisdiction affected by this *Compatibility Plan* should adopt a policy designating the airport influence area as the area wherein disclosure of airport influences is required in conjunction with the transfer of residential real estate. Such local jurisdiction policies also should be applied to lease or rental agreements for existing residential property.
- 4.4.3. *Deed Notices:* In addition to the preceding real estate transfer disclosure requirements, a *deed notice* shall be recorded for each parcel associated with any discretionary land use action affecting property within an airport influence area. (Note that the *aviation easement* required by Policy 4.3.5 to be dedicated in conjunction with development in *Zones A, B1, B2*, and the *Height Review Overlay Zone* serves as a deed notice in those locations.) The notice shall include the language indicated above with respect to real estate transfer disclosures.

- 4.4.4. *Land Use Conversion:* The compatibility of uses in the airport influence areas shall be preserved to the maximum feasible extent. Particular emphasis should be placed on preservation of existing agricultural and open space uses.
- (a) The conversion of land from existing or planned agricultural, open space, industrial, or commercial use to residential uses within *Compatibility Zones A, B1, B2, and C* is strongly discouraged.
 - (b) In *Compatibility Zone D*, general plan amendments (as well as other discretionary actions such as rezoning, subdivision approvals, use permits, etc.) that would convert land to residential use or increase the density of residential uses should be subject to careful consideration of overflight impacts.

5. COMPATIBILITY CRITERIA FOR AIRPORT DEVELOPMENT ACTIONS

5.1. Criteria for Master or Development Plans of Existing Airports

- 5.1.1. *Substance of Review:* When reviewing airport master plans or development plans for existing airports, the Commission shall determine whether activity forecasts or proposed facility development identified in the plan differ from the forecasts and development assumed for that airport in this *Airport Land Use Compatibility Plan*. Attention should specifically focus on:
- (a) 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.
 - (b) 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.
- 5.1.2. *Noise Impacts of New or Expanded Airports or Heliports:* Any proposed construction of a new airport or heliport or expansion of facilities at an existing airport or heliport that would result in a significant increase in cumulative noise exposure (measured in terms of CNEL) shall include measures to reduce the exposure to a less-than-significant level. For the purposes of this plan, a noise increase shall be considered significant if:
- (a) In locations having an existing ambient noise level of less than 55 dB CNEL, the project would increase the noise level by 5.0 dB or more.
 - (b) In locations having an existing ambient noise level of between 55 and 60 dB CNEL, the project would increase the noise level by 3.0 dB or more.
 - (c) In locations having an existing ambient noise level of more than 60 dB CNEL, the project would increase the noise level by 1.5 dB or more.
- 5.1.3. *Consistency Determination:* The Commission shall determine whether the proposed airport plan or development plan is consistent with the *Airport Land Use Compatibility Plan*. The Commission shall base its determination of consistency on;

- (a) Findings that the forecasts and development identified in the airport plan would not result in greater noise, overflight, and safety impacts or height restrictions on surrounding land uses than are assumed in the *Airport Land Use Compatibility Plan*.
- (b) A determination that any nonaviation development proposed for locations within the airport boundary (excluding federal- or state-owned property) will be consistent with the compatibility criteria and policies indicated in this *Compatibility Plan* with respect to that airport (see Policy 1.2.5 for definition of aviation-related use).

5.2. Criteria for Proposed New Airports or Heliports

- 5.2.1. *Substance of Review:* In reviewing proposals for new airports and heliports, the Commission shall focus on the noise, safety, airspace protection, and overflight impacts upon surrounding land uses.
 - (a) Other types of environmental impacts (e.g., air quality, water quality, natural habitats, vehicle traffic, etc.) are not within the scope of Commission review.
 - (b) The Commission shall evaluate the adequacy of the proposed facility design (in terms of federal and state standards) only to the extent that the design affects surrounding land use.
 - (c) The Commission must base its review on the proposed airfield design. The Commission does not have the authority to require alterations to the airfield design.
- 5.2.2. *Airport/Land Use Relationships:* The review shall examine the relationships between existing and planned land uses in the vicinity of the proposed airport or heliport and the impacts that the proposed facility would have upon these land uses.
 - (a) Questions to be considered should include:
 - (1) Would the existing or planned land uses be considered incompatible with the airport or heliport if the latter were already in existence?
 - (2) What measures are included in the airport or heliport proposal to mitigate the noise, safety, airspace protection, and overflight impacts on surrounding land uses? Such measures might include:
 - › Location of flight tracks so as to minimize the impacts;
 - › Other operational procedures to minimize impacts;
 - › Installation of noise barriers or structural noise insulation;
 - › Acquisition of property interests (fee title or easements) on the impacted land.
 - (b) The noise impact assessment criteria listed in Policy 5.1.2 with respect to airport expansion projects shall also be considered with regard to the review of new airport development.

01 | INTRODUCTION

SETTING THE STATE – A MOMENT IN TIME

The City is at the threshold of establishing its new identity, an identity that will be realized during the next growth cycle. With the current economic slowdown, the City must take a breath and consider who and what it wants to be. The last 10 years have been frenetic and chaotic, with the housing boom promising great opportunity to communities, much of which was not realized as boom became bust and the recession set Coachella was not spared the housing bust, experiencing high unemployment, high foreclosure rates and abandoned subdivisions.

During this time of economic uncertainty, California has made great strides in addressing the looming threat of global climate change and energy security, passing landmark legislation that commits the state to reduce its greenhouse gas emissions, become more energy efficient and strive toward more sustainable land use patterns. While these macro trends will affect Coachella, environmental challenges are not limited to global trends. Like many agricultural communities, Coachella faces water quality challenges could affect the health of its residents. And, like so many other Riverside County communities, Coachella suffers from poor air quality. It is not surprising, then, that public health has moved to the forefront of public consciousness. As this awareness has grown, the role of city planning in affecting public health has also grown as has the demand for healthy, walkable, equitable communities.

These trends have had an enormous impact on Coachella, and present a tremendous opportunity. In the near future, governments will be operating in a state of austerity, with limitations on tax revenue and dependable financial support from the state and federal governments. Coachella's median household income is 41% lower than the state average, its retail sales are 42% lower than the state average and nearly a quarter of its residents are living below the poverty level. The City is in great need of economic development that will provide the community with better paying jobs and more tax revenue. While local economic development can be a mercurial effort that is strongly influenced by larger external market forces, efficiency of infrastructure and land development economics are key fiscal health goals. The City is also picking up the pieces of failed developments, struggling to deal with incomplete subdivisions with incomplete infrastructure. But Coachella is a community of resilient, optimistic people and the City is taking advantage of inexpensive land and state and federal programs to bring new amenities, such as new parks and improved pedestrian infrastructure.

Coachella's resiliency and optimism stem from its social cohesion. Coachella is a tightly knit community, and this characteristic is one of the most valuable resources the City has. The social cohesion has created great community leaders and provides immeasurable benefit. Maintaining this cohesion and sense of identity, ensuring that it is not lost as the City grows, is critically important as this community grows into a bustling city that is three times more populous than it is today.

As the last growth cycle waned, there was much interest in development opportunities in Coachella. While the City's current population is around 40,000, it is likely to be 155,000 by 2035. Including the

land within its sphere of influence area, the City could accommodate over 250,000 people. Further, the population in southeastern Coachella Valley is expected to increase to between 300,000 and 500,000 people within a generation or two. This significant growth creates both challenges as well as tremendous opportunities and possibilities.

As the economy begins to recover, the community has had a period of time to stop and consider its future. Decisions on growth and development made now – decisions about where roads are built, how neighborhoods are designed, and the type of jobs to pursue – will have a lasting impact on the City. These decisions can make Coachella unique and different from its neighbors, charting a new course for the future.

This General Plan is the community's statement of the community's values and its vision for its future. Like the creative, adaptive and resilient people that make up Coachella, this General Plan establishes Coachella to be a unique City within the Valley. Coachella is embracing its roots as a walkable, authentic desert town and, as such, establishes a departure from the conventional, automobile-oriented development patterns that have burdened so many California communities. Most of the development in California after World War II was automobile-oriented, with roadway and neighborhood designs that emphasized the efficient operation of the automobile. Such design priorities can be seen in the wide roadways, large block sizes, narrow sidewalks, and large street setbacks of so many communities.

Instead, Coachella has chosen to approach its growth in a people-oriented fashion, calling for vibrant, equitable neighborhoods, human-scale corridors and protection of its natural resources. Coachella desires to move forward, emphasizing community designs that prioritize active transportation modes such as walking and bicycling, encourage social interaction and create traditional neighborhoods. And, it is this approach that puts Coachella on a path to becoming a healthier, more sustainable community.

TOPICAL ELEMENTS

This General Plan is comprised of the state-mandated elements, an additional element addressing community health, and the previously prepared and adopted Housing Element. These elements serve as chapters that address related topics and issues. The General Plan contains the following elements:

- **LAND USE + COMMUNITY CHARACTER**

This element presents the approach to land use and urban design. Within this element are the General Plan land use designations, the designation map along with goals and policies that indicate the community's preferences and priorities for the character and performance of new development.

- **MOBILITY**

This element presents the approach to transportation, addressing access and mobility within Coachella. Included in this element are descriptions of street types, the circulation network map as well as goals and policies addressing existing and future transportation facilities in Coachella.

- **COMMUNITY HEALTH + WELLNESS**

This element presents the community's priorities for realizing a healthy community. It includes goals and policies that address existing community health concerns as well approaches to managing new development to prevent future health issues.

- **SUSTAINABILITY + THE NATURAL ENVIRONMENT**

This element presents the community's approach for dealing with open space, conservation of natural resources, pollution prevention, climate change and green design.

- **SAFETY**

This element contains the community's approach in reducing the potential risk of death, injuries and property damage resulting from natural disasters and hazards such as earthquakes, floods, fire and extreme weather. The element contains goals and policies that will help guide the City's decisions related to new development and the risks to the health, safety, and welfare of local hazards.

- **INFRASTRUCTURE + PUBLIC SERVICES**

This element presents the community's intent for the development of its water, wastewater, stormwater, and energy networks. The element also includes goals and policies that address the provision of public services such as police, fire and education.

- **NOISE**

This element addresses the approach for minimizing the community's exposure to harmful noise levels. The element analyzes and quantifies future noise levels. It includes a map summarizing the results, and presents goals and policies for managing exposure to excessive noise.

- **HOUSING**

The City's Housing Element was prepared before the General Plan update and is undergoing a separate update process. The current Housing Element will remain a component of the City's General Plan until the Housing Element update process is complete, at which the updated Housing Element will be adopted by the City and become a part of this General Plan.

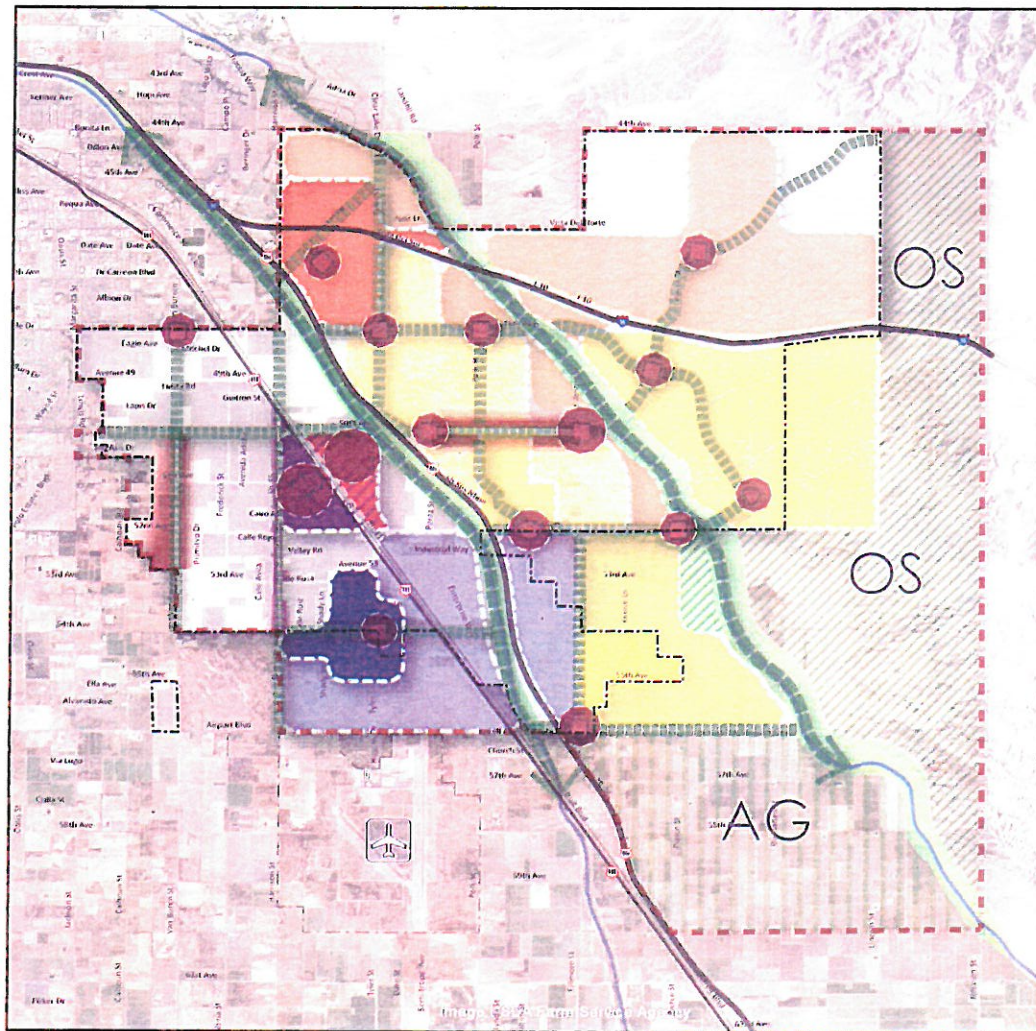


Figure 2-1: Vision Map

Envisioned Land Uses

- Pueblo Viejo
- Future Central Business District Expansion
- Office / R&D Jobs Center
- Industrial Jobs Center
- Regional Retail District
- Major Commercial Corridor
- Mixed-Use Corridor
- Neighborhood
- Planned Communities
- Rural Neighborhood
- Resort
- Open Space
- Agriculture

Key Features

- Coachella Sphere of Influence
- Coachella City Boundary
- High Priority Green Street / Open Space Network
- Bikeway and Trails
- Potential Neighborhood Centers



Source: City of Coachella, Baum + Associates
Date: June 2011

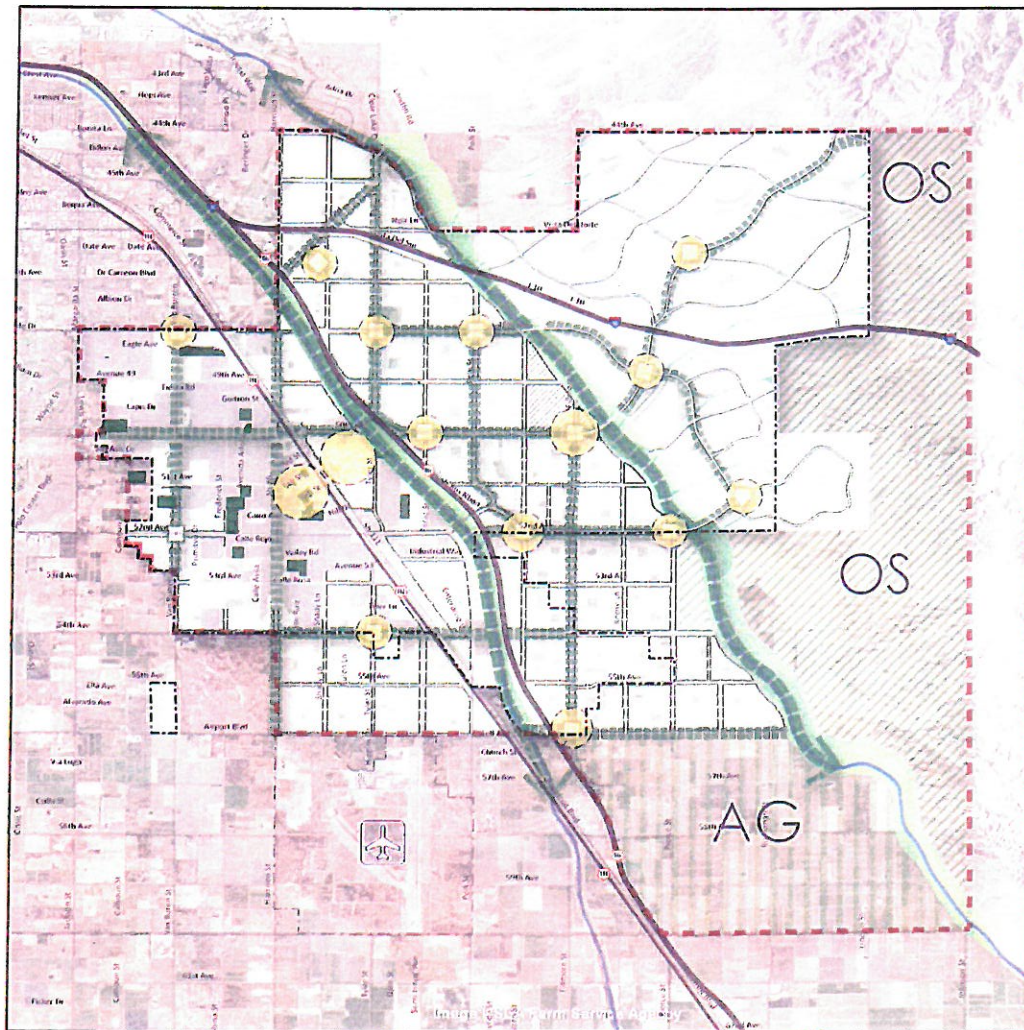
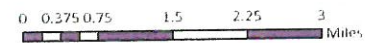


Figure 2-2: Open Space Network Vision

Key Features

- Coachella Sphere of Influence
- Coachella City Boundary
- High Priority Corridors in Open Space Network
- Second Priority Corridors in Open Space Network
- Green Hill Streets / Open Space Network
- Bikeway and Trails
- Potential Parks / Open Spaces
- Existing Parks / Open Spaces
- OS Open Space Reserved
- AG Agrigultural Reserved
- Potential Neighborhood Centers



Source: City of Coachella, Batan + Associates
Date: June 2011

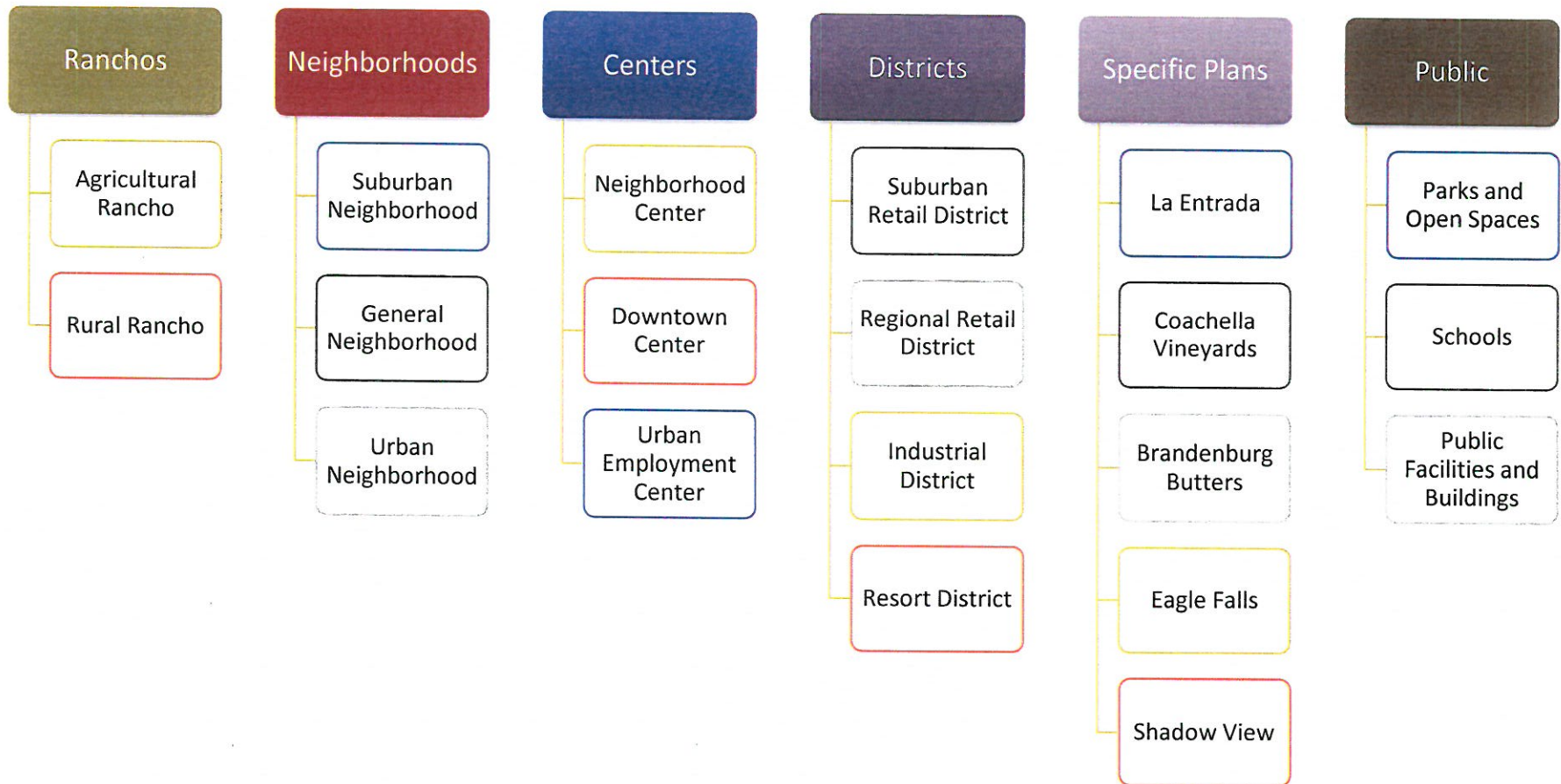
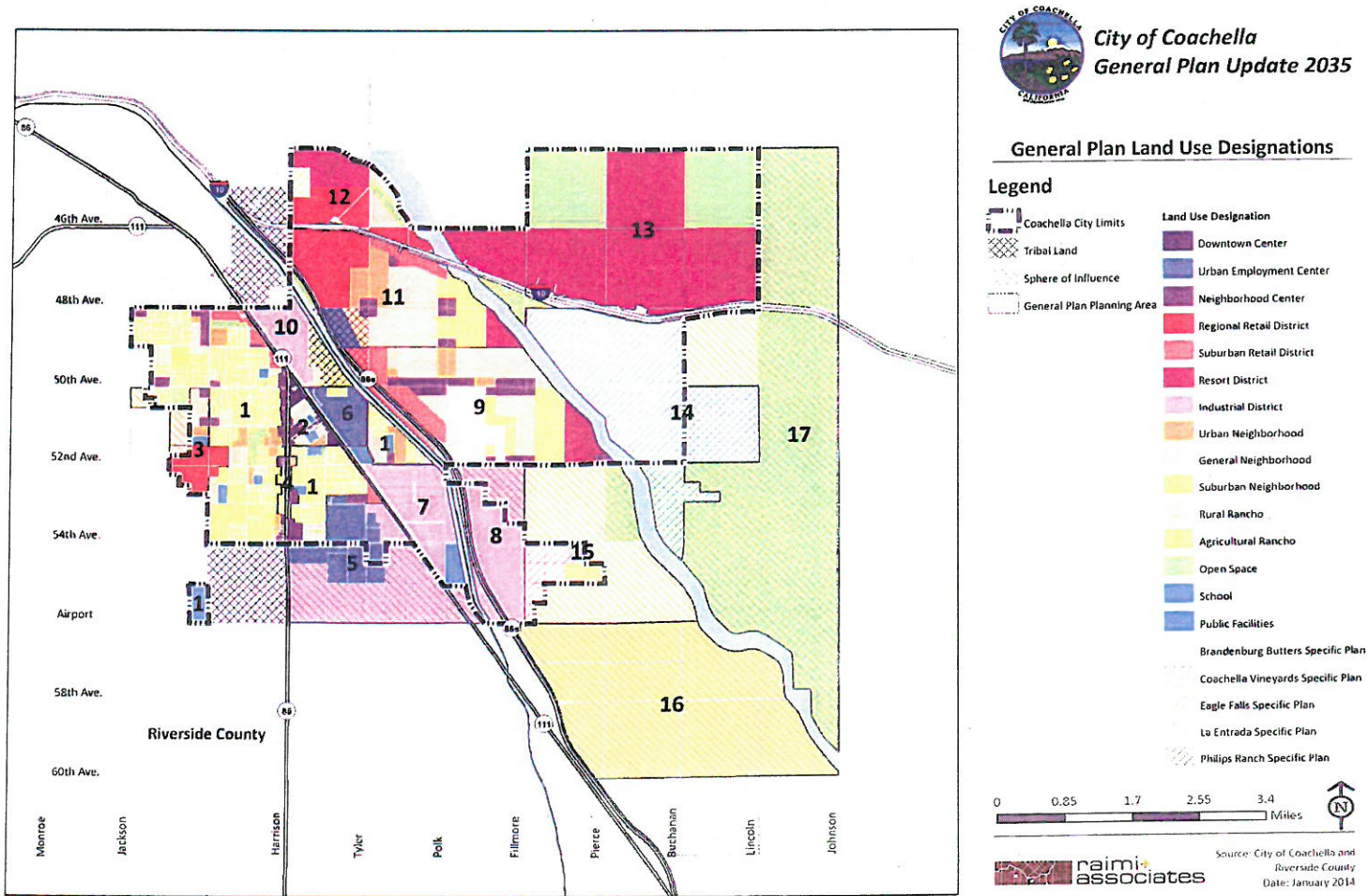


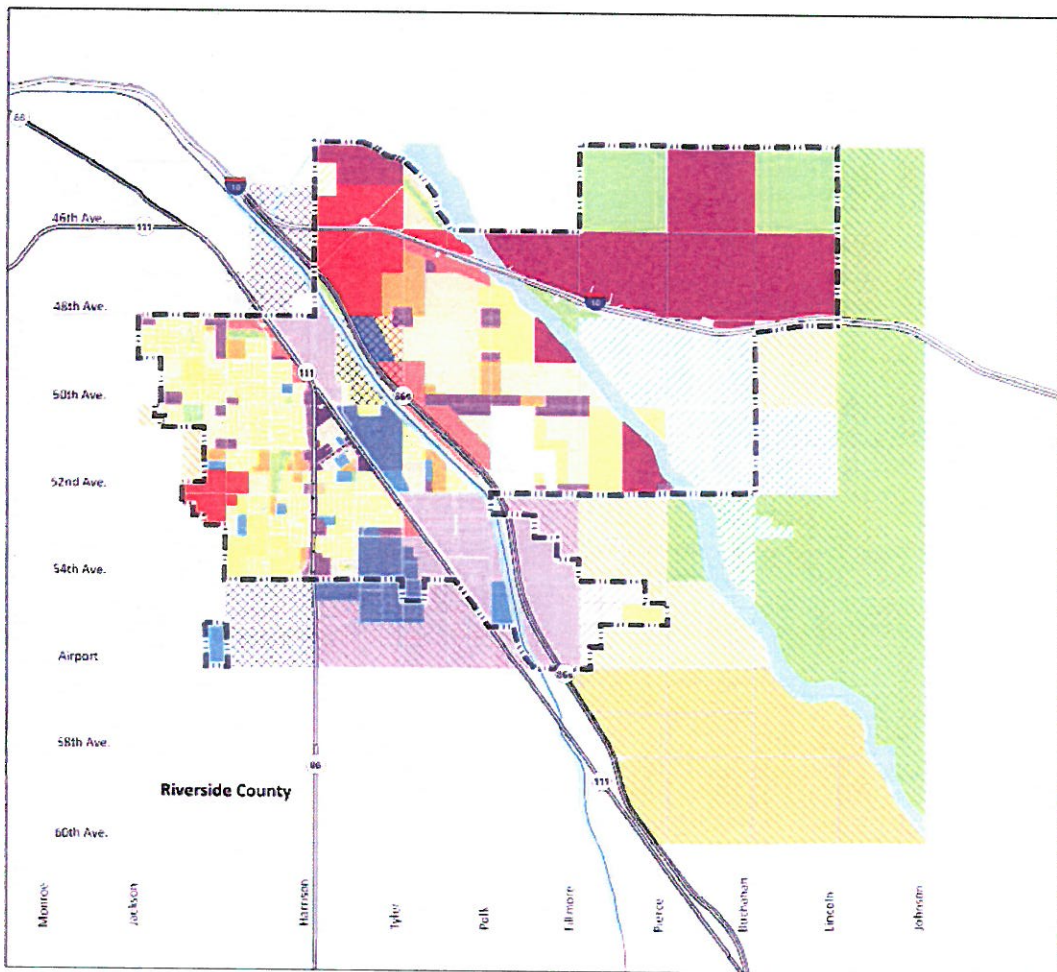
Figure 3-1: General Plan Base Designations and Character Designations.

Page 4-59, replace Figure 3-23, General Plan Designation Map, with the following map. The map was updated to adjust the boundary of Subarea 14 and Subarea 17 and to apply missing designations to the land between SR-86 and the Whitewater River Channel.



04 LAND USE

Page 04-30, correct the Land Use Designation Map to reflect Neighborhood Center at the southwest corner of 53rd and Harrison:



City of Coachella
General Plan Update 2035

General Plan Land Use Designations

Legend

- Coachella City Limits
- Tribal Land
- Sphere of Influence
- Downtown Center
- Urban Employment Center
- Neighborhood Center
- Regional Retail District
- Suburban Retail District
- Resort District
- Industrial District
- Urban Neighborhood
- General Neighborhood
- Suburban Neighborhood
- Rural Rancho
- Agricultural Rancho
- Open Space
- School
- Public Facilities
- Brandenburg Butters Specific Plan
- Coachella Vineyards Specific Plan
- Eagle Falls Specific Plan
- La Entrada Specific Plan
- Philipps Ranch Specific Plan



naimi associates
Source: City of Coachella and Riverside County
Date: October 2014

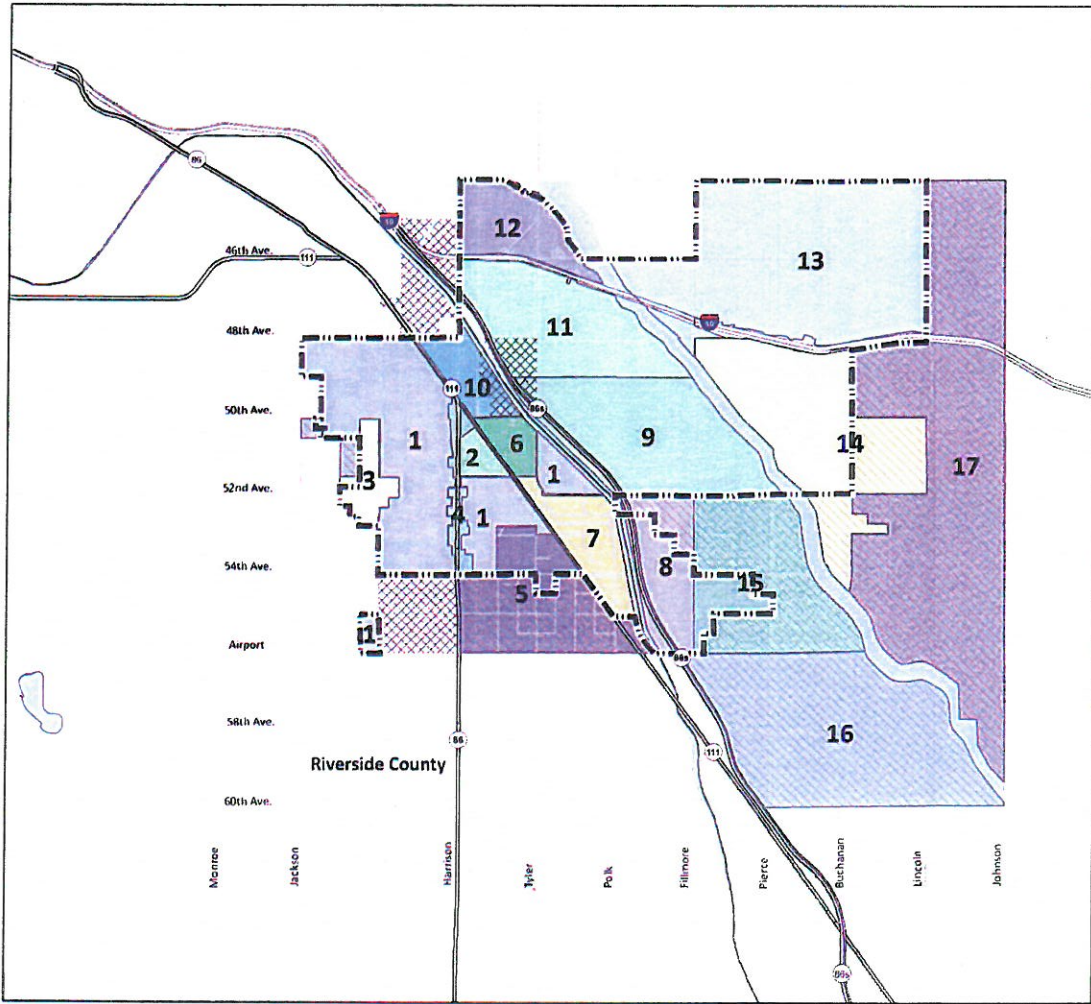
Table 3-1: General Plan Designations Compatibles Uses

	RANCHOS		NEIGHBORHOODS			CENTERS			DISTRICTS			
	AGRICULTURAL	RURAL	SUBURBAN NEIGHBORHOOD	GENERAL NEIGHBORHOOD	URBAN NEIGHBORHOOD	NEIGHBORHOOD CENTER	DOWNTOWN CENTER	URBAN EMPLOYMENT CENTER	SUBURBAN RETAIL DISTRICT	REGIONAL RETAIL DISTRICT	INDUSTRIAL DISTRICT	RESORT
RANGE OF COMPATIBLE LAND USES												
SINGLE FAMILY	S	P	P	P	S	--	--	--	--	--	--	P
MULTI-FAMILY	--	--	--	P	P	S	P	S	--	S	--	P
MOBILE HOME PARK	--	S	--	S	--	--	--	--	--	--	--	--
ENTERTAINMENT AND RECREATION	--	--	--	--	S	S	P	S	P	P	--	P
GOLF COURSE	--	S	S	--	--	--	--	--	--	--	--	P
LODGING (HOTEL, MOTEL, B&B)	B&B only	S	--	--	S (no motel)	S	S (no motel)	S	S	P	--	P
AUTOMOTIVE (INCL GAS STATION)	--	--	--	--	--	S (with limitations)	--	--	P	S	S	--
RESTAURANT	--	--	--	--	S (with limitations)	P	P	S	P	S	S	S
DRIVE THROUGH RESTAURANT	--	--	--	--	--	--	--	--	P	P	S	S
RETAIL <10,000 SF	--	S	--	--	S (with limitations)	P	P	P	P	P	S	S
RETAIL > 10,000 SF	--	--	--	--	--	P	P	--	P	P	--	S
RETAIL > 35,000 SF	--	--	--	--	--	--	S (with limitations)	--	P	P	--	--
PERSONAL SERVICES (e.g., dry cleaner, travel agent, etc.)	--	--	--	--	S	P	P	S	P	S	S	S
MEDICAL OFFICE	--	--	--	--	S	S	S	P	P	S	--	--
OFFICE/RESEARCH & DEVELOPMENT	--	--	--	--	--	S	S	P	S	--	S	--
AGRICULTURE	P	P	S (interim)	--	--	--	--	--	--	--	--	S
INDUSTRIAL/DISTRIBUTION	--	--	--	--	--	--	--	S	--	--	--	P
HOSPITAL / AIRPORT	--	Airport	--	--	--	--	Hospital	P	--	--	--	P
CIVIC AND GOVERNMENT	--	S	S	S	S	S	P	S	S	S	S	--
RESOURCE EXTRACTION	S	S (with limitations)	--	--	--	--	--	--	--	--	--	--

KEY: P= Primary use S = Secondary Use - = Not allowed

	RANCHOS		NEIGHBORHOODS			CENTERS			DISTRICTS			
	AGRICULTURAL	RURAL	SUBURBAN NEIGHBORHOOD	GENERAL NEIGHBORHOOD	URBAN NEIGHBORHOOD	NEIGHBORHOOD CENTER	DOWNTOWN CENTER	URBAN EMPLOYMENT CENTER	SUBURBAN RETAIL DISTRICT	REGIONAL RETAIL DISTRICT	INDUSTRIAL DISTRICT	RESORT
DEVELOPMENT CHARACTERISTICS												
DU/AC (RANGE AND AVERAGE) (Density varies depending on building type)	1 DU per 40 acres	1 DU/2.5 acres to 1 DU/ac	2 – 8 DU/ac with 5 DU/ac average for new projects	7-25 DU/ac with 12 DU/ac average for new projects	20 – 35 DU/ac with 30 average for new projects	15-40 DU/ac	20 - 65 DU/ac	30-65 DU/ac	n/a	10-15 DU/ac n/a	n/a	Up to 8 DU/ac
FAR	0.01	n/a	n/a	n/a	0.5	0.5 – 1.5	0.5 – 2.0	0.5 – 2.0	0.35 – 1.0	0.35 – 2.0	0.1 – 2.0	0.1 max
STREET DESIGN NETWORK FUNCTIONALITY												
BLOCK PERIMETER Note: exceptions apply for natural and man-made barriers	n/a	n/a	3200 ft. max	2400 ft. max	2400 ft. max	1600 ft. max	2000 ft. max	2400 ft. max	3200 ft. max	4000 ft. max	4,800 ft. max	n/a
BLOCK LENGTHS (DESIRED) Note: exceptions apply for natural and man-made barriers	n/a	n/a	400-500 ft.	400-500 ft.	400-500 ft.	400-500 ft.	300-500 ft.	300-500 ft.	Up to 1000 ft.	Up to 1000 ft.	Up to 1200 ft.	n/a
EXTERNAL CONNECTIVITY (project or neighborhood boundary)	n/a	¼ mi. min	Min 1 connection every 800 ft.	Min 1 connection every 800 ft.	Min 1 connection every 800 ft.	Min 1 connection every 600 ft.	Min 1 connection every 600 ft.	Min 1 connection every 600 ft.	Min 1 connection every 800 ft.	Min 1 connection every 1000 ft.	Min 1 connection every 1200 ft.	Min 1 connection every ¼ mi.
GATED RESIDENTIAL AREAS	--	Y	--	--	--	--	--	--	n/a	n/a	n/a	Y
PARKS AND OPEN SPACE												
MINI PARK	--	--	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
NEIGHBORHOOD PARK	--	Y	Y	Y	Y	--	Y	--	--	--	Y	--
COMMUNITY PARK	Y	Y	Y	Y	--	--	--	--	--	Y	--	Y
PLAZA/GREEN	--	--	Y	Y	Y	Y	Y	Y	Y	Y	--	--
GREENWAY/PARKWAY	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
SPECIAL USE	--	--	Y	Y	--	--	--	--	--	--	--	--
NATURE/OPEN SPACE	Y	Y	Y	Y	--	--	--	Y	--	--	--	Y
LINEAR PARK	--	Y	Y	Y	--	--	--	--	--	--	--	Y

Page 4-61, replace Figure 3-24, General Plan Subarea Map, with the following. This map was updated to reflect the adjustment to the Subarea 14 and Subarea 17 boundary.



**City of Coachella
General Plan Update 2035**

General Plan Subareas

Legend

- Coachella City Limits
- Tribal Land
- Sphere of Influence
- General Plan Planning Area

General Plan Subareas

- 1 - West Coachella
- 2 - Downtown
- 3 - Van Buren Corridor
- 4 - Harrison St. Corridor
- 5 - Airport District
- 6 - Downtown Expansion
- 7 - South Employment District
- 8 - East Industrial District
- 9 - Central Coachella Neighborhoods
- 10 - North Employment District
- 11 - Commercial Entertainment District
- 12 - North Dillon Road
- 13 - Desert Lakes
- 14 - La Entrada
- 15 - Cocopah Area
- 16 - South Coachella
- 17 - Eastern Coachella



Source: City of Coachella and
Riverside County
Date: January 2014

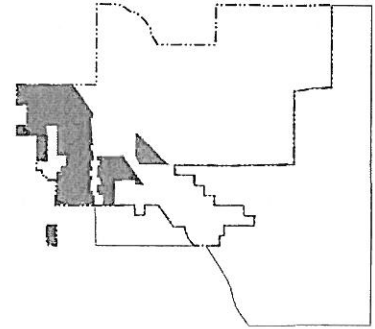
SUBAREA DESCRIPTIONS

For planning purposes, the City of Coachella is divided into 17 unique subareas and every parcel in the City is located in one of these areas. Figure 3-24: General Plan Subareas Map, shows the subareas. The purpose of the subareas is to define an overall vision and specific policy direction that supplements the General Plan Designations and the citywide goals and policies.

SUBAREA 1 – WEST COACHELLA NEIGHBORHOODS

EXISTING CONDITIONS

The West Coachella neighborhoods are located west, south and east of downtown and encompass most of the urbanized area in 2010. The area is predominantly single-family homes but also contains various types of retail uses, apartments, schools and parks. The area was built over a long period with a significant number of homes and retail centers built in the past 20 years. While there are some areas that are highly walkable and built on a traditional street grid, a significant amount of the area is in conventional subdivisions characterized by cul-de-sacs, sound walls and automobile-oriented roadways. The development pattern has resulted in a lack of connectivity, between both residential subdivisions and residential and commercial areas along with a limited amount of parks space.



VISION

The West Coachella Neighborhoods will evolve over time with new development and improvements to existing neighborhoods to create a block and street network that links existing and new development into a coherent town. West Coachella will provide much needed housing that ranges from single-family houses to house-scale multi-family buildings. New development will occur as infill development completes and repairs the neighborhood fabric of West Coachella. The discontinuous street networks are retrofitted to interconnect with all new areas fully connected, providing easy access to shopping and jobs located within adjacent areas. Streets are pedestrian friendly with on-street parking, sidewalks shaded by trees and safe crosswalks.

POLICY DIRECTION

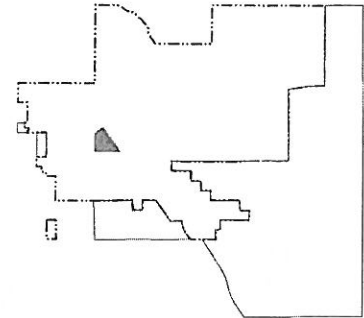
1. Encourage the infill of vacant and underutilized parcels with neighborhood patterns that support walkability, exemplify great urban neighborhoods as described by the General Plan designations and expand the range of housing available.
2. Retrofit existing neighborhoods with a variety of improvements including improved connections to adjacent neighborhoods and commercial districts, pedestrian-friendly streets, parks and open spaces.
3. Pursue the transformation of automobile-oriented strip commercial areas into walkable Neighborhood Centers that are physically connected with the adjacent neighborhoods.
4. Retrofit existing streets to be more pedestrian friendly, including trees, safe crossings, road diets, and traffic calming.
5. Encourage and facilitate the development of new parks and related recreational opportunities.

6. Balance the development of new homes and the preservation of existing residences to realize a dynamic mix of housing vintages.
7. Pursue the creation of new and improved physical connections to Downtown and the Harrison Street corridor from adjacent neighborhoods.

SUBAREA 2 – DOWNTOWN

EXISTING CONDITIONS

The Downtown subarea of Coachella is diverse and dynamic, containing historic homes, shops, and numerous civic uses, housing City Hall, the Post Office, churches, schools and parks. The Downtown is an original railroad town and is laid out in a walkable, small-block pattern west of the railroad tracks. Harrison Street also runs through the Downtown Subarea, providing a variety of new and old commercial uses and a fairly auto-focused transportation system.



VISION

Downtown will continue as the physical, civic and cultural heart of Coachella. As the City grows, new civic uses, cultural facilities, housing and retail will be located in Downtown to enhance its role as the central meeting and gathering place for Coachella residents. Sixth Street, the central spine of Downtown, will continue to evolve as a lively, mixed-use street offering shady walkways, cooling water fountains, outdoor dining and unique shopping. New mixed-use, town-scale buildings that respect the heritage and community values of Coachella will be built to expand the retail, commercial and cultural offerings. The existing residential areas north and south of the central core will evolve over time as existing homes are upgraded and new housing added. As Coachella grows into a large city, the Downtown area will grow, expanding into the area east of the railroad with additional specialty and local-serving retail, civic uses, restaurants, services, arts, and cultural opportunities and diverse employment opportunities (See subarea 3).

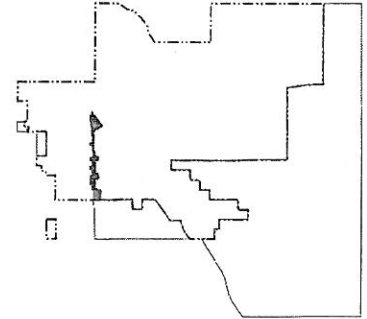
POLICY DIRECTION

1. Actively facilitate the implementation of the Pueblo Viejo Plan through appropriate new development approvals and targeted public investments.
2. Ensure new development does not conflict with the Pueblo Viejo Plan. If there are inconsistencies between the Pueblo Viejo Plan and this General Plan, the General Plan shall govern.
3. Recognizing that Downtown is the heart of the City, encourage development there.
4. Focus a variety of cultural arts and cultural uses in the Downtown.
5. Improve Sixth Street as the “main street” of Downtown with a pedestrian-oriented environment and a diverse mix of retail and commercial activity.
6. Maintain a strong civic focus and ensure that City Hall remains in the area.
7. Pursue mixed-use development on vacant parcels and create a new gateway to Downtown at the intersection of Sixth Street and Harrison Street.
8. Improve residential neighborhoods adjacent to Downtown by upgrading existing housing and infilling vacant and underutilized parcels with a diverse mix of housing types.

SUBAREA 4 – HARRISON STREET CORRIDOR

EXISTING CONDITIONS

The Harrison Street corridor extends from approximately 54th Avenue north to the intersection of Harrison Street and SR111 (at approximately 49th Avenue). Presently, the corridor is an automobile oriented roadway with shopping centers, large surface parking lots and limited pedestrian facilities.



VISION

Over time, the Harrison Street Corridor will become a pedestrian-oriented mixed-use corridor with a diverse mix of retail, commercial and residential uses. New development will be more urban in design with buildings that frame the street and parking located back of the buildings. While transformed over time, the corridor will continue to serve as a major thoroughfare and a major retail street for the City, focusing on goods and services that meet the daily needs of residents.

POLICY DIRECTION

1. Require new development to follow the vision and design direction presented in the 2011 report titled “Improving Neighborhood Connections along Coachella’s Harrison Street Corridor.” If there are inconsistencies between the report and this General Plan, the General Plan shall govern.
2. Pursue the revitalization of the Harrison Street Corridor as proposed by the Harrison Street Corridor Plan through:

Transforming the Harrison Street Corridor into a pedestrian friendly neighborhood commercial area that is integrated with the Downtown and surrounding neighborhoods.

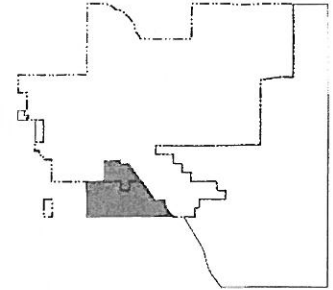
Conducting a series of roadway improvements to Harrison Street that:

- Improve safety for everyone on the street.
 - Reduce vehicle speeds.
 - Reduce unsafe turns in and out of driveways.
 - Reduce crashes.
 - Reduce crash severity.
 - Shorten crosswalk distance to improve pedestrian safety.
 - Improve sidewalks where they are insufficient or missing.
 - Provide space dedicated to bicyclists.
 - Beautify the streets.
3. Creating gateways to the City at Harrison Street and SR111 and at Harrison Street and 54th Avenue. Create a new gateway to the Downtown at Sixth Street.
 4. Allowing mixed use and pedestrian-oriented retail along the corridor.

SUBAREA 5 - AIRPORT DISTRICT

EXISTING CONDITIONS

This area of the City contains a variety of industrial uses, very low density residential development and agricultural uses. Generally bounded by Harrison Street on the west, Airport Boulevard on the south and SR111 on the east, the area has exceptional regional highway and airport access and a significant amount of vacant parcels.



VISION

The Airport District will continue to evolve into one of the primary industrial areas of the City. Proximity to the airport and access to regional highways provides an excellent location for manufacturing, logistics, and agricultural support uses. The area will be built with large buildings, lots and block sizes to accommodate the large areas needed for a variety of industrial activities. Visitor and service retail is allowed along Harrison Street and Grapefruit Boulevard, serving the employees of the District, as well as the traffic traveling these roads.

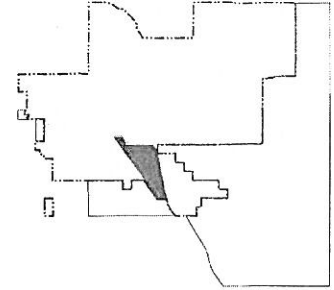
POLICY DIRECTION

1. Encourage the development of a variety of industrial and manufacturing uses within this subarea.
2. Target new uses to this area that take advantage of the proximity to the Jacqueline Cochran Airport.
3. Ensure new development is compliant with airport safety standards and the Airport Land Use Compatibility Plan.
4. Ensure new uses are compatible with, and appropriately transition, from nearby residential and commercial uses and focus objectional uses near the airport.
5. Allow a variety of retail and commercial activities to locate along SR111 and Harrison Street to take advantage of through traffic along these roadways.
6. Prohibit the annexation of additional land adjacent to this subarea into the City limits unless other areas that allow industrial development are significantly built out or unless there is a major industrial development that produces new jobs and economic development opportunities for the City.
7. Final designation mix should be:
 - 70 to 90 percent Industrial District
 - Up to 20 percent Suburban Retail District

SUBAREA 7 – SOUTH EMPLOYMENT DISTRICT

EXISTING CONDITIONS

The South Employment District contains a variety of industrial uses, a significant amount of vacant land, limited single-family residential uses, and a school. The area is bounded by the railroad and SR111 on the west and by the Whitewater River and SR86S on the east.



VISION

This area will transform over time into an employment district that contains a diversity of job-producing uses. Toward the northern end of the subarea, the uses should focus on office and research and development while to the south the uses should be more industrial, warehouse and distribution. The subarea should capitalize on the proximity to the airport and the railroad corridor. Residential development should be allowed in limited locations and in situations that do not interfere with the expansion of jobs and employment uses. Connecting this area over the Union Pacific Railroad and SR86S should be a priority as development occurs.

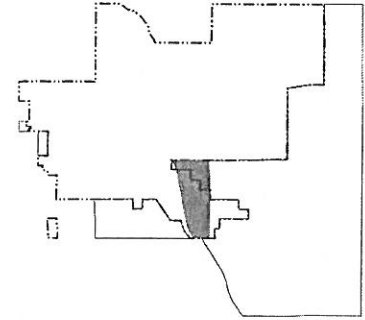
POLICY DIRECTION

1. Require most of the area be developed with employment uses and prohibit the conversion of this subarea to residential uses.
2. Pursue uses that capitalize on the subareas location adjacent to the railroad and SR86S.
3. Require new industrial development to locate in this subarea (or adjacent subareas 5 and 8) before additional annexation of land into the City limits.
4. Discourage significant residential development and only locate new residential uses in ways that do not inhibit the employment generating uses.
5. Allow support retail and services in this subarea that support the employment uses. Such uses would include restaurants, dry cleaners, cafés and small markets.
6. Pursue an auto mall or auto dealers adjacent to SR86S.
7. Final designation mix should be:
 - Up to 15 percent General Neighborhood
 - Up to 10 percent Downtown Center
 - 20 to 80 percent Urban Employment Center
 - 50 to 75 percent Industrial District

SUBAREA 8 – EAST INDUSTRIAL DISTRICT

EXISTING CONDITIONS

The East Industrial District is located east of the Whitewater River, west of Fillmore and between Airport Boulevard and 52nd Avenue. Approximately two-thirds of the subarea is within the City limits and the other one-third is located in the Sphere of Influence. The area is topographically flat and contains agricultural uses.



VISION

This subarea will transform over time into an employment district that contains a variety of industrial and office uses. The area should take advantage of the SR86S that runs along the eastern side of the subarea. Development along 52nd Avenue could also be for retail and office development as this corridor transforms into a major east-west thoroughfare.

POLICY DIRECTION

1. Require that the majority of land area be developed with employment uses and prohibit the conversion of this subarea to residential development.
2. Encourage uses that take advantage of the area's location adjacent to the railroad and SR86S.
3. Encourage new industrial development to locate in subarea the City limits (or adjacent subareas 5 and 7) before additional annexation of land. However, given the location, this subarea could be completely annexed into the City before 2035.
4. Capitalize on the transformation of 52nd Avenue into a major thoroughfare and allow a range of retail, commercial and office uses.
5. Ensure well designed, effective transitions between the employment uses in this subarea and residential uses that are expected to occur in subareas 9 and 15 so as to minimize impacts and encourage connectivity between area.
6. Encourage support retail and services in this subarea that support employment uses. Such uses would include restaurants, dry cleaners, cafés and small markets.
7. Pursue an auto mall or auto dealers adjacent to SR86S.
8. Final designation mix should be:
 - Up to 10 percent General Neighborhood
 - 30 to 60 percent Urban Employment Center
 - Five to 10 percent Suburban Retail District
 - 50 to 90 percent Industrial District

VISION

This subarea is identified as a long-term urban expansion area that is not expected to develop during the time horizon of the General Plan. Through 2035, uses are envisioned as agriculture and open space. Over the long term, this area may be urbanized with a diversity of residential neighborhoods supported by Neighborhood Centers and Suburban Retail Districts.

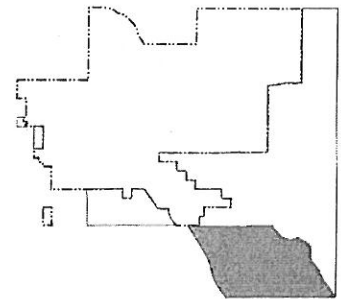
POLICY DIRECTION

1. Prohibit the annexation of new land into the City limits in this subarea unless 60 percent of the land within subareas 9, 11 and 14 are developed with urban uses.
2. Allow the annexation land for public uses such as parks.
3. For areas outside of the City limits, maintain the county's land-use designations until the land is annexed to the City.
4. Prioritize and actively support near and mid-term activities and uses that focus on agriculture and natural open space.
5. When it becomes appropriate to transition to urban uses, require new development be designed as traditional neighborhoods with a mix of housing types and densities, an interconnected street network and access to a diversity of commercial and public uses.
6. Allow resorts in the eastern portion of the subarea and prohibit resort development on the western side or anywhere that resorts could harm network connectivity.
7. Allow rural residential development in the eastern portion of the subarea.
8. Final designation mix should be:
 - Ten to 20 percent Open Space
 - Up to 25 percent Agricultural Rancho
 - Up to 20 percent Rural Rancho
 - Up to 50 percent Suburban Neighborhood
 - Up to 25 percent General Neighborhood
 - Up to five percent Urban Neighborhood
 - Up to five percent Neighborhood Center
 - Up to five percent Suburban Retail District
 - Up to five percent Regional Retail District
 - Up to five percent Industrial District
 - Up to 40 percent Resort

SUBAREA 16 – SOUTH COACHELLA

EXISTING CONDITIONS

This area is primarily used for agricultural production, with a combination of cultivated row crops, orchards and natural open space. The area is bounded by SR86S on the west, the Coachella Canal on the east, Airport Boulevard on the north and 60th Avenue on the south.



VISION

This subarea is identified as long-term urban expansion, not expected to develop during the time horizon of the General Plan. Through 2035, uses are envisioned as agriculture and open space. Over the long term, this area may be urbanized with a diversity of residential neighborhoods supported by Neighborhood Centers and Suburban Retail Districts.

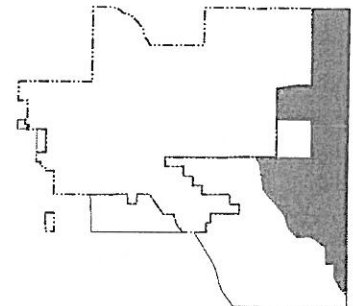
POLICY DIRECTION

1. Prohibit the annexation of new land into the City limits in the subarea unless 60 percent of the land within subareas 9, 11, 14 and 15 are developed with urban uses.
2. For areas outside of the City limits, maintain the county's land use designations until such a time as it is annexed to the City.
3. Prioritize and actively support near and mid-term activities and uses that focus on agriculture and natural open space.
4. When it becomes appropriate to transition to urban uses, require new development be designed as traditional neighborhoods with a mix of housing types and densities, an interconnected street network and access to a diversity of commercial and public uses.
5. Allow resorts in the eastern portion of the subarea and prohibit resort development on the western side or anywhere that resorts could harm network connectivity.
6. Allow rural residential development in the eastern portion of the subarea.
7. Work with the College of the Desert to encourage their growth and expansion to occur adjacent to the Downtown (in subarea 6) as opposed to this area. If the College of the Desert does pursue expansion plans in this subarea, encourage the campus to be located in Subarea 6 as an urban campus rather than an auto-oriented suburban complex.
8. Final designation mix should be:
 - Up to 100 percent Agricultural Rancho
 - Up to 50 percent Rural Rancho
 - Up to 60 percent Suburban Neighborhood
 - Up to 20 percent General Neighborhood
 - Up to five percent Urban Neighborhood
 - Up to five percent Neighborhood Center
 - Up to five percent Suburban Retail District
 - Up to five percent Regional Retail District
 - Up to five percent Industrial District
 - Up to 40 percent Resort

SUBAREA 17 – EASTERN COACHELLA

EXISTING CONDITIONS

The Eastern Coachella area is environmentally diverse and rich. It is part of the Mecca Hills that serve as a scenic backdrop of the City. The area is bounded on the southwest by the San Andreas Fault and Coachella Canal, bisected by Interstate 10. The area is a very



and scenic beauty and connects all existing and future areas of the City. In particular, connections should be made between preserved open spaces, parks, the Downtown, Neighborhood Centers and other destinations within the City. Consider the following components when designing and implementing the green/open space network:

- Preserved open space areas.
- Greenways and parkways along fault lines, the Whitewater River and the Coachella Canal.
- Roadways with significant landscaping and pedestrian and bicycle amenities.
- Community and neighborhood parks.
- Multi-use trails and non-motorized rights-of-way.

9.6 **Trip Chaining.** Prioritize complementary land uses to encourage trip chaining and reduce automobile use.

9.7 **Unbundled parking.** Allow and encourage developers of residential, mixed-use and multi-tenant commercial projects to unbundle parking costs from unit sale and rental costs in denser, mixed-use areas to give tenants and owners the opportunity to save money by using fewer parking spaces.

Goal 10. Development requirements. A fair, understandable and predictable approach that ensures new development does not impose a fiscal burden on the City and requires new project provide adequate public facilities and services as part of the overall process.

Policies

10.1 **Required contents of Specific Plans and Planned Developments that implement the subarea Master Plans.** Require that all Specific Plans, Planned Developments, Master Plans and other master-planned community implementation tools include:

- A plan for the phasing of all off-site infrastructure.
- A performance schedule for the issuance of building permits based on the concurrent availability of public services and amenities, including parks, schools and other public facilities identified in the entitlement documents.
- A clear statement of the minimum public improvements that will be required as part of the first phase of development.
- A statement of the financing mechanisms that will provide for the ongoing funding and financing of the public facilities of the project. These financing tools should be presented and discussed in the entitlement document implementation plan.

10.2 **Concurrency.** Prohibit the issuance of precise grading plans and building permits unless the City has made a determination that adequate stormwater facilities, parks, solid waste, water, sewer and transportation facilities are operating to serve each phase of development.

10.3 **Phasing of project site improvements.** Require that new subdivisions complete the public improvements before occupancy inspections unless a development agreement is implemented.

10.4 **Airport compatibility:** Require new development in the vicinity of Cochran Airport to conform to the county's airport land use and safety plans.

- 10.5 **Regional coordination.** Promote coordinated long-range planning between the City, airport authorities, businesses and the public to meet the region's aviation needs.
- 10.6 **Airport Land Use Commission Review.** Before the adoption or amendment of this General Plan, any specific plan, the adoption or amendment of a zoning ordinance or building regulation within the planning boundary of the airport land use compatibility plan, refer proposed actions for review, determination and processing by the Riverside County Airport Land Use Commission as provided by the Airport Land Use Law.
- 10.7 **Navigable airspace.** Ensure that no structures or activities encroach or adversely affect the use of navigable airspace of Cochrane Airport.
- 10.8 **Railroad safety.** When considering development adjacent to the railroad right-of-way, work to minimize potential safety issues associated with railroad adjacency.

Goal 11. Economic Development. A broad-based and long-term economic development environment for Coachella that is supportive of existing businesses and will attract new business and tourism.

Policies

- 11.1 **Long-term economic development.** Support the development and implementation of long-term economic development strategies that seek to establish and keep new businesses and a strong-middle class in Coachella over the decades to come.
- 11.2 **Regional presence.** Encourage economic development strategies that will cause Coachella to become a major city in the Coachella Valley and a driving force behind the area's economy.
- 11.3 **Regional jobs center.** Encourage economic development strategies that will cause Coachella to become a jobs center for the Coachella Valley.
- 11.4 **Diversified economy.** Encourage economic development strategies that allow the City to move beyond reliance on its two main industries – agriculture and resort services – and transform itself to a mature mix of economic activity and job opportunities.
- 11.5 **Jobs-housing balance.** Strive to improve the jobs-housing balance in the City by actively pursuing employment uses to the City.
- 11.6 **Jobs-housing match.** To the extent feasible, attract new employment uses to Coachella that match the skill and educational levels of existing and future residents.
- 11.7 **Job training.** Expand job training opportunities for Coachella residents.
- 11.8 **Development incentives.** Consider incentives for new development that provides a substantial economic benefit to the community such as retail sales taxes, transient occupancy taxes or higher-paying jobs. Prohibit the provision of incentives that outweigh the direct benefits from the use.
- 11.9 **Business support.** Support the Chamber of Commerce, retailers, tourist service businesses, artists, resort operators and other agencies to develop an aggressive marketing strategy with implementation procedures.

- 11.10 **Revitalization incentives.** Develop and provide incentives to assist developers in revitalization and rehabilitation of existing structures, uses and properties through improvement programs, innovative development standards, specific plans and assessment districts.
- 11.11 **Joint-use.** Promote joint use of public and private facilities for community use, tourism, conference, convention and cultural uses.
- 11.12 **State and Federal assistance.** Utilize state and federal economic development assistance programs when appropriate and develop additional local financing programs. Work with the California Office of Tourism to develop the area's recognition as a major area for state recreational opportunities and cultural development.
- 11.13 **Natural environment.** Maintain and enhance the natural environment as critical to the attraction of tourists and ensure that new development does not adversely affect the natural environment as a tourist draw.
- 11.14 **Recreational amenities.** Strategically utilize City recreational investments to create and enhance development opportunities.
- 11.15 **Creative Economy.** Prioritize strategies that will create an economy full of diverse talents, trades and goods for the City. For long lasting economic success, a range of services, arts, music, entertainment and retail should be supported on all scales of the City's economy.
- 11.16 **Special events.** Actively recruit seasonal and special events, such as festivals and concerts and develop mitigation strategies that will offset the impact of such events in the City on community members and neighborhoods.

Goal 12. Diversity of uses for economic development. Non-residential uses that creates a complete city and diversifies the local economy.

Policies

- 12.1 **Airport.** Encourage activities and developments that capitalize on Jacqueline Cochran Airport as an asset.
- 12.2 **Office/R&D.** Actively attract and expand the number of and development (R&D) uses in Coachella.
- 12.3 **Agriculture.** Recognize and maintain agriculture and related uses as a key component of the City's long-term economic development strategy. Prioritize the preservation of date groves, citrus groves and vineyards.
- 12.4 **Entertainment and tourist attractions.** Pursue one or more major entertainment destinations for Coachella residents and to draw visitors from around the region. Such entertainment uses could include theme parks, water parks, theme-oriented retail destinations, sports facilities, performance venues and other similar uses. Strive to locate these uses near regional transportation infrastructure and in subareas 9, 11, and 12.
- 12.5 **Arts and culture.** Pursue one or more arts and cultural facilities in Coachella as an economic development strategy. Such uses could include museums, theaters,

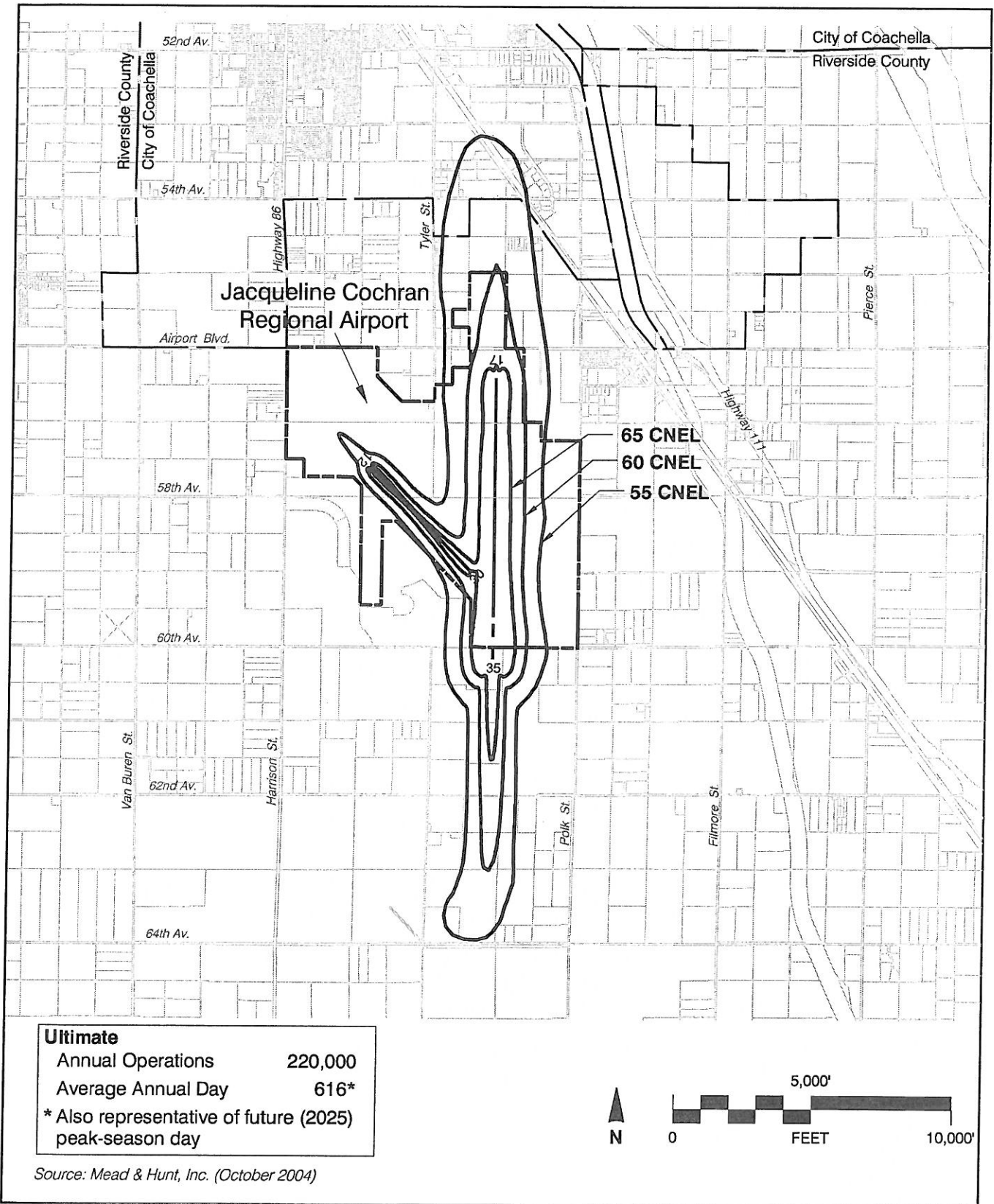
GOALS AND POLICIES

Goal 1. Land Use Planning and Design. A community where noise compatibility between differing types of land uses is ensured through land use planning and design strategies.

Policies

- 1.1 **Noise Compatibility.** Use the City's Land Use/Noise Compatibility Matrix shown in Figure 10-1 as a guide for planning and development decisions.
- 1.2 **Noise Analysis and Mitigation.** Require projects involving new development or modifications to existing development to implement mitigation measures, where necessary, to reduce noise levels to at least the normally compatible range shown in the City's Land Use/Noise Compatibility Matrix in Figure 10-1. Mitigation measures should focus on architectural features, building design and construction, rather than site design features such as excessive setbacks, berms and sound walls, to maintain compatibility with adjacent and surrounding uses.
- 1.3 **Mixed Use.** Require mixed-use structures and areas be designed to prevent transfer of noise from commercial uses to residential uses, and ensure a 45 dBA CNEL level or lower for all interior living spaces.
- 1.4 **County and Regional Plans.** Periodically review county and regional plans for transportation facilities and airport operation, to identify and mitigate the potential impact of noise on future development.
- 1.5 **Airport Land Use Planning.** Comply with all applicable policies contained in the Riverside County General Plan Noise Element relating to airport noise, including those policies requiring compliance with the airport land use noise compatibility criteria contained in the airport land use compatibility plan for Jacqueline Cochran Regional Airport; and those policies prohibiting new residential land uses, except construction of single-family dwellings on legal residential lots of record, within the 60 dB CNEL contour of this airport.
- 1.6 **Land Use and Community Design.** Except in cases where noise levels are in the clearly incompatible range as shown in the City's Land Use/Noise Compatibility Matrix shown in Figure 10-1, prioritize the building design and character policies in the Land Use and Community Design Element over those in the Noise Element to ensure that new development meets the design vision of the City.

FIGURE 5 - AIRPORT NOISE COMPATIBILITY CONTOURS



Source: Riverside County Airport Land Use Compatibility Plan Policy Document (Adopted June 2005)

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, except Thursday, December 25 and Thursday, January 1, from 9:00 a.m. to 4:00 p.m., and by prescheduled appointment on Friday, December 19, from 9:00 a.m. to 4:00 p.m.

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

DATE OF HEARING: January 8, 2015

TIME OF HEARING: 9:00 A.M.

CASE DESCRIPTION:

ZAP1027TH14 – City of Coachella (Luis Lopez, Development Services Director). A proposal by the City of Coachella to adopt a new General Plan emphasizing community designs that prioritize active transportation modes such as walking and bicycling, encourage social interactions, and create traditional neighborhoods, in order to become a healthier, more sustainable community. The General Plan includes the following elements: Land Use and Community Character, Mobility, Community Health and Wellness, Sustainability and the Natural Environment, Safety, Infrastructure and Public Services, Noise, Housing, and Implementation. The City includes land within Airport Compatibility Zones C, D, and E of the Jacqueline Cochran Regional Airport Influence Area, and the sphere of influence also includes land within Compatibility Zone B1.

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. Luis Lopez, Development Services Director of the City of Coachella, at (760) 398-3102.

APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC Identification No.

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

ZAP1027TH14

PROJECT PROPONENT (TO BE COMPLETED BY APPLICANT)

Date of Application November 25, 2014
 Property Owner City of Coachella - Multiple Owners Phone Number (760) 398-3502
 Mailing Address 1515 6TH Street
Coachella CA 92236

Agent (if any) City of Coachella - Planning Commission Phone Number (760) 398-3102
 Mailing Address 1515 6TH Street
Coachella CA 92236

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 Multiple Addresses making up entire incorporated boundaries of City of Coachella and its sphere of influence.
 Assessor's Parcel No. Multiple Parcels Parcel Size N/A
 Subdivision Name N/A Zoning Classification Multiple Districts
 Lot Number N/A

PROJECT DESCRIPTION (TO BE COMPLETED BY APPLICANT)

"CITY OF COACHELLA - COMPREHENSIVE GENERAL PLAN UPDATE PROJECT"

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 existing land uses within the airport influence area include a variety of residential, commercial, agricultural, and light industrial uses. The General Plan is a policy document.

Proposed Land Use (describe) The Comprehensive General Plan Update project proposes to create new land use designations within the airport influence area to include a variety of neighborhoods, employment centers, industrial areas, and rancho (agricultural) areas. No specific development proposed.

For Residential Uses Number of Parcels or Units on Site (exclude secondary units) None proposed
 For Other Land Uses Hours of Use N/A
 (See Appendix C) Number of People on Site Maximum Number N/A
 Method of Calculation _____

Height Data Height above Ground or Tallest Object (including antennas and trees) (Varies) 35 To 60 ft.
 Highest Elevation (above sea level) of Any Object or Terrain on Site (Varies) -57 To 0 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	<u>11/5/14</u>	Type of Project
Agency Name	<u>City of Coachella</u>	<input checked="" type="checkbox"/> General Plan Amendment
	<u>Planning Commission</u>	<input type="checkbox"/> Zoning Amendment or Variance
Staff Contact	<u>Luis Lopez</u>	<input type="checkbox"/> Subdivision Approval
Phone Number	<u>(760) 398-3102</u>	<input type="checkbox"/> Use Permit
Agency's Project No.	<u>GPA #13-02</u>	<input type="checkbox"/> Public Facility
		<input type="checkbox"/> Other _____

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

B. **SUBMISSION PACKAGE:**

ALUC REVIEW

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

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

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

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 3.1

HEARING DATE: February 5, 2015

CASE NUMBER: ZAP1037HR14 – Massoud Tajik and Fakhri Samini
(Representative: Farah Khorashadi)

APPROVING JURISDICTION: County of Riverside

JURISDICTION CASE NO: GPA01128 (General Plan Amendment), CZ07847 (Change of Zone)

MAJOR ISSUES: None

RECOMMENDATION: Staff recommends a finding of CONSISTENCY for the General Plan Amendment and Change of Zone.

PROJECT DESCRIPTION: GPA01128 is a proposal to amend the Harvest Valley/Winchester Area Plan (General Plan) land use designations of a 25.4-acre site from Community Development: Medium Density Residential (CD:MDR) (2-5 dwelling units per acre) and Rural: Rural Mountainous (R:RM) (1 dwelling unit per 10 acres) to Community Development: High Density Residential (CD:HDR) (8-14 dwelling units per acre), Open Space: Conservation (OS:C), and Rural: Rural Mountainous (1 dwelling units per 10 acres). CZ07847 is a proposal to change the zoning of the site from Mobile Home Subdivisions and Mobile Home Parks (R-T-20,000) to Planned Residential (R-4) and Open Area Combining Zone-Residential (R-5).

PROJECT LOCATION: The site is located easterly of a southerly extension of California Avenue, southerly of SH-74/Florida Avenue and Roseland Mobile Estates, westerly of a southerly extension of Cordoba Drive, and northerly of Stetson Avenue in the unincorporated community of Green Acres, approximately 5,900 feet northwesterly of the western end of Runway 5-23 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 within Area III of the Hemet-Ryan Airport Influence Area. Residential densities and non-residential land use intensities are not limited within Area III.

Prohibited Uses: The HRACALUP requires discretionary review by ALUC for structures greater than 35 feet in height, but does not prohibit any specific uses. The HRACALUP also requires ALUC discretionary review of places of assembly, schools, institutional uses, and hazardous materials facilities proposed in Area III.

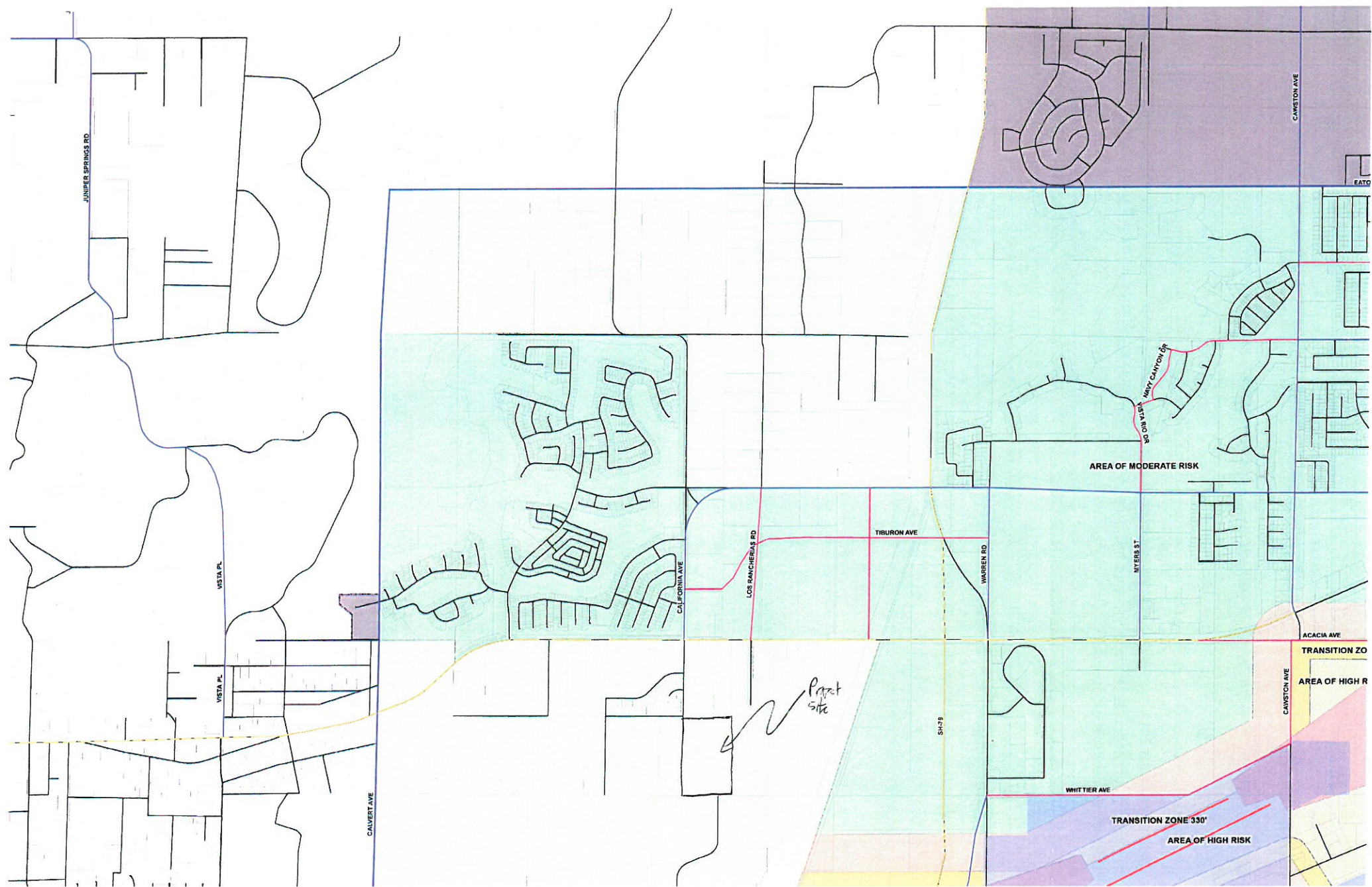
Noise: Average noise levels on this site from aircraft operations would be below 55 dB CNEL.

Open Area: Area III of the HRACALUP does not have any requirements for provision of open space.

Part 77: The elevation of Runway 5-23 at its westerly terminus is approximately 1507 feet above mean sea level (AMSL). At a distance of approximately 5,900 feet from the runway, any structure with an elevation at top point exceeding 1566 feet AMSL would require Federal Aviation Administration (FAA) review through the Form 7460-1 process. The existing maximum elevation of the site where development is likely to occur (within the HDR designated area) is approximately 1555 feet AMSL. However, no specific development is proposed at this time which would include the proposed graded pad elevations and building heights. Submittal to FAA would be determined at time of specific development proposal.

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

General Plan Amendments and Changes of Zone are not subject to conditions.



JUNIPER SPRINGS RD

VISTA PL

VISTA PL

CALVERT AVE

CALIFORNIA AVE

LOS RANCHEROS RD

TIBURON AVE

WARREN RD

SH-75

MYFERS ST

CAWSTON AVE

EATO

ACACIA AVE

TRANSITION ZO

AREA OF HIGH R

CAWSTON AVE

WHITTIER AVE

TRANSITION ZONE 330'

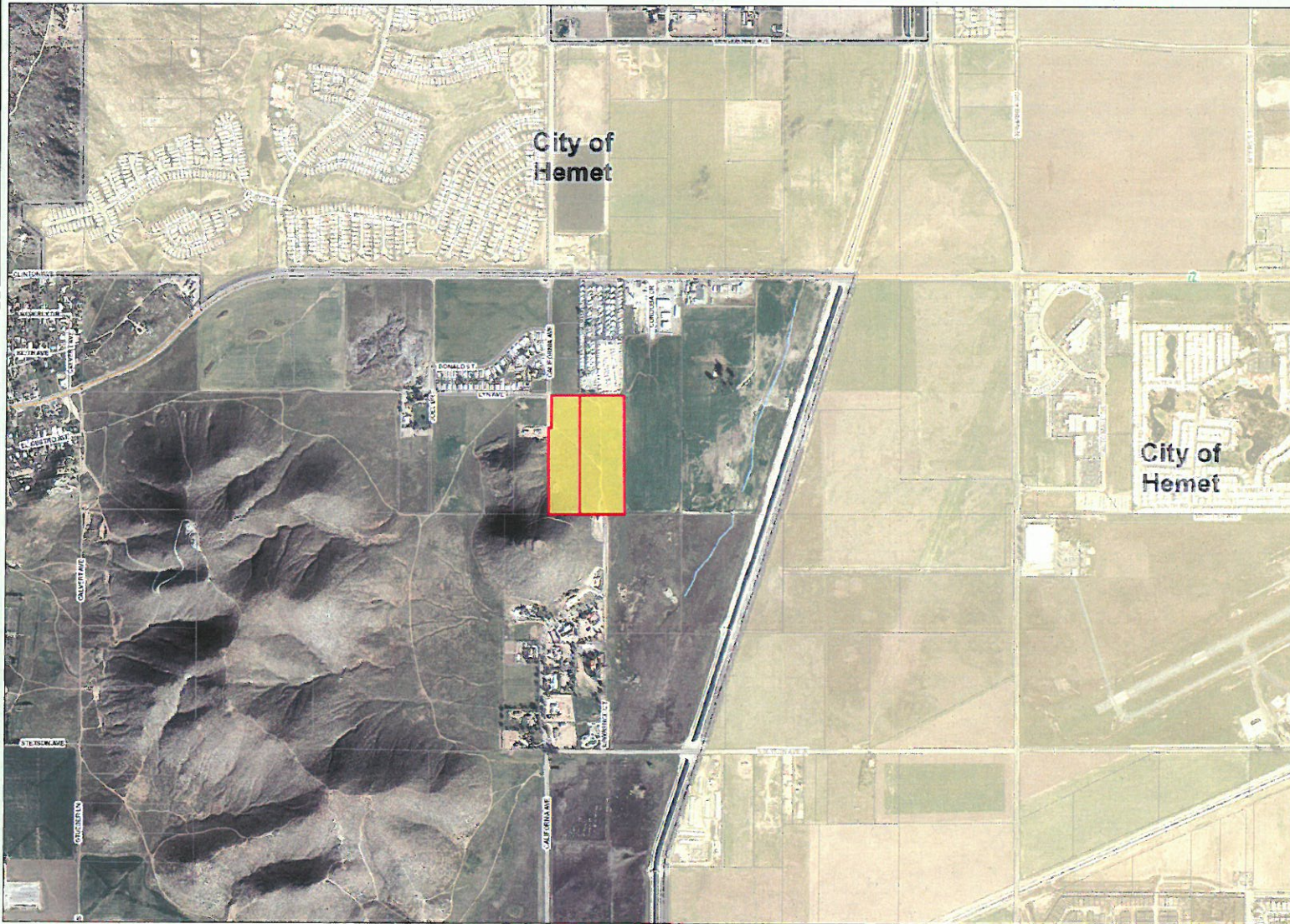
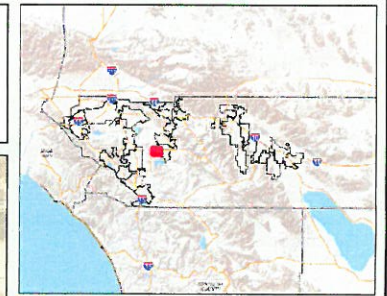
AREA OF HIGH RISK

AREA OF MODERATE RISK

BO GOS VALSA WILLY CANYON BR

Project site

My Map



Legend

- City Boundaries
- Cities
- roads
- highways
- HWY
- INTERCHANGE
- INTERSTATE
- OFFRAMP
- ONRAMP
- USHWY
- roads
- Major Roads
- Arterial
- Collector
- Residential
- counties
- cities
- hydrography
- lines
- waterbodies
- Lakes
- Rivers



0 2,099 4,198 Feet



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

REPORT PRINTED ON... 1/15/2015 11:38:30 AM

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Notes

RIVERSIDE COUNTY GIS



Selected parcel(s):
 465-020-004 465-020-005

AIRPORTS

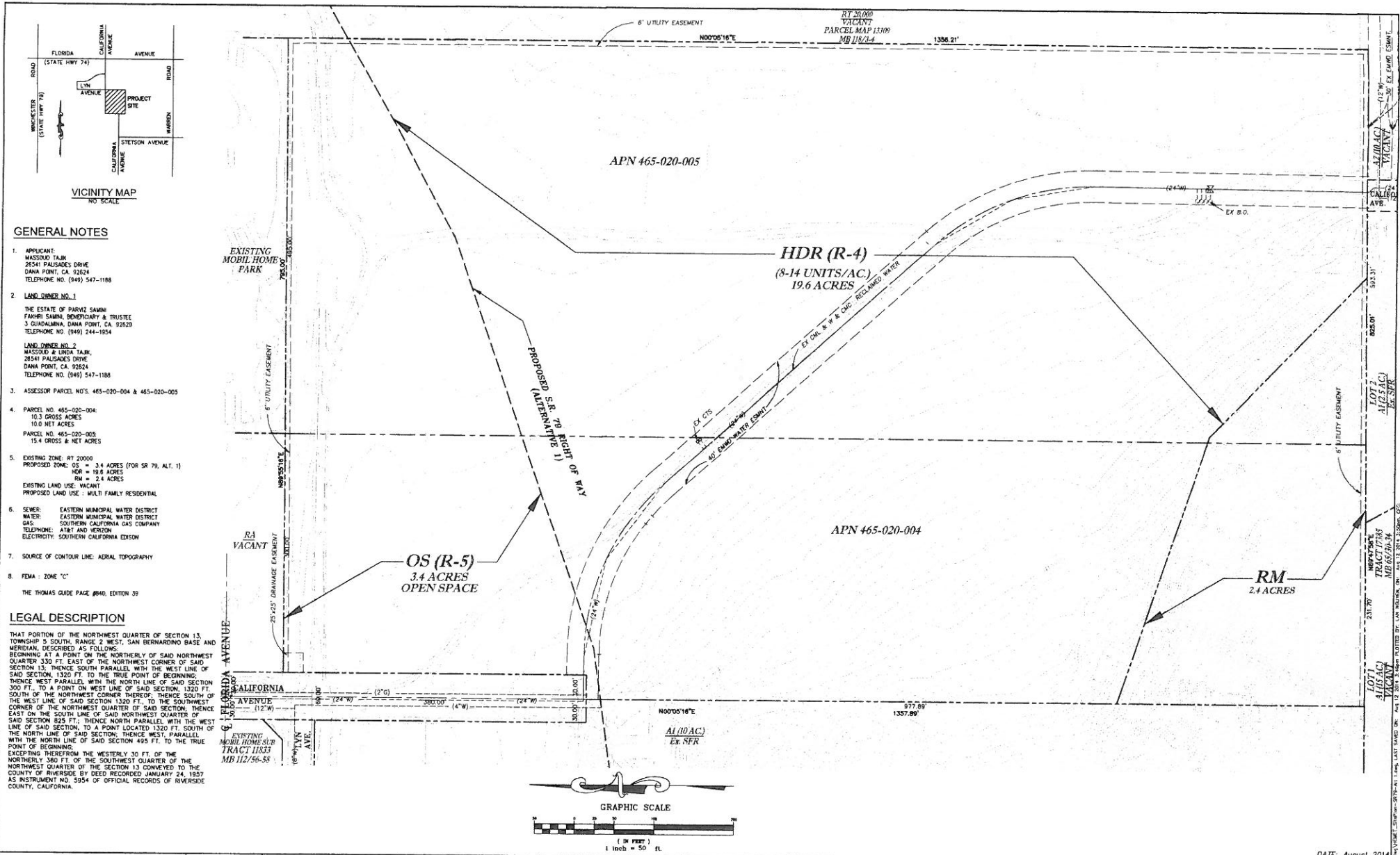
- SELECTED PARCEL
- AIRPORT INFLUENCE AREAS
- N INTERSTATES
- M HIGHWAYS
- PARCELS

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REPORT PRINTED ON...Fri Jan 09 10:21:50 2015

Version 131127



GENERAL NOTES

1. APPLICANT:
MASSOUD TALIK
28541 PALSADES DRIVE
DANA POINT, CA 92624
TELEPHONE NO. (949) 547-1188
2. LAND OWNER NO. 1
THE ESTATE OF FARUK SAMIR
FARUK SAMIR, BENEVOLENT TRUSTEE
3 GUADALUPE, DANA POINT, CA 92629
TELEPHONE NO. (949) 244-1954
3. ASSESSOR PARCEL NO'S. 465-020-004 & 465-020-005
4. PARCEL NO. 465-020-004:
10.3 GROSS ACRES
10.0 NET ACRES
5. EXISTING ZONE: RT 20000
PROPOSED ZONE: OS = 3.4 ACRES (FOR SR 79, ALT. 1)
RM = 19.6 ACRES
RM = 2.4 ACRES
EXISTING LAND USE: VACANT
PROPOSED LAND USE: MULTI FAMILY RESIDENTIAL
6. SEWER: EASTERN MUNICIPAL WATER DISTRICT
WATER: EASTERN MUNICIPAL WATER DISTRICT
GAS: SOUTHERN CALIFORNIA GAS COMPANY
TELEPHONE: AT&T AND XEROX
ELECTRICITY: SOUTHERN CALIFORNIA EDISON
7. SOURCE OF CONTOUR LINE: AERIAL TOPOGRAPHY
8. FEMA : ZONE "C"
THE THOMAS GUIDE PAGE #840, EDITION 39

LEGAL DESCRIPTION

THAT PORTION OF THE NORTHWEST QUARTER OF SECTION 13, TOWNSHIP 9 SOUTH, RANGE 2 WEST, SAN BERNARDINO BASE AND MERIDIAN, DESCRIBED AS FOLLOWS:
BEGINNING AT A POINT ON THE NORTHERLY OF SAID NORTHWEST QUARTER 350 FT. EAST OF THE NORTHWEST CORNER OF SAID SECTION 13; THENCE SOUTH PARALLEL WITH THE WEST LINE OF SAID SECTION 1320 FT. TO THE TRUE POINT OF BEGINNING; THENCE WEST PARALLEL WITH THE NORTH LINE OF SAID SECTION 300 FT. TO A POINT ON WEST LINE OF SAID SECTION 1320 FT. SOUTH OF THE NORTHWEST CORNER; THENCE SOUTH OF THE WEST LINE OF SAID SECTION 1320 FT. TO THE SOUTHWEST CORNER OF THE NORTHWEST QUARTER OF SAID SECTION; THENCE EAST ON THE SOUTH LINE OF SAID NORTHWEST QUARTER OF SAID SECTION 825 FT.; THENCE NORTH PARALLEL WITH THE WEST LINE OF SAID SECTION, TO A POINT LOCATED 1320 FT. SOUTH OF THE NORTH LINE OF SAID SECTION; THENCE WEST, PARALLEL WITH THE NORTH LINE OF SAID SECTION 485 FT. TO THE TRUE POINT OF BEGINNING.
EXCEPTING THEREFROM THE WESTERLY 30 FT. OF THE NORTHERLY 350 FT. OF THE SOUTHWEST QUARTER OF THE SECTION 13 CONVEYED TO THE COUNTY OF RIVERSIDE BY DEED RECORDED JANUARY 24, 1957 AS INSTRUMENT NO. 5954 OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.

K.E.C. ENGINEERS
13201 9th STREET
CHINO, CA. 91710
(909) 628-6234

Designed by: LAN NGUYEN	Drawn by: L.N.	Checked by: KAVOUS EMAMI
Plans prepared under the supervision of: KAVOUS EMAMI		
R.C.E. No. 36395	Exp. 6/30/2016	

REFERENCE PLANS FOR THIS IMPROVEMENTS			
Date	By	Revisions	App'd

BENCH MARK:	Engineering:	Approved by:	DATE: August 2014

SITE PLAN FOR CHANGE OF ZONE
RIVERSIDE COUNTY, CALIFORNIA
APN 465-020-004 & APN 465-020-005
The Thomas Guide Page #840, Edition 39

DWG. NO.
Sht. 1 of 1

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., except Monday, January 19, and by prescheduled appointment on Fridays, from 9:00 a.m. to 5:00 p.m.

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

DATE OF HEARING: February 5, 2015

TIME OF HEARING: **1:00 P.M.**

CASE DESCRIPTION:

ZAP1037HR14 – Fakhri Samini and Massoud Tajik (Representative: Farah Khorashadi) – County Case Nos.: GPA 01128 (General Plan Amendment) and CZ 07847 (Change of Zone). GPA 01128 is a proposal to amend the Harvest Valley/Winchester Area Plan (General Plan) land use designations of two parcels (Assessor's Parcel Numbers 465-020-004 and 465-020-005) with a total area of approximately 25.4 acres located easterly of California Avenue and its straight-line southerly extension and southerly of State Highway Route 74/Florida Avenue, the easterly straight-line extension of Lyn Avenue, and Roseland Mobile Estates from Community Development: Medium Density Residential [CD:MDR] (2 to 5 dwelling units per acre) and Rural: Rural Mountainous [R:RM] (1 dwelling unit per ten acres) to Community Development: High Density Residential [CD:HDR] (8 to 14 dwelling units per acre), Open Space: Conservation [OS:C], and Rural: Rural Mountainous. CZ 07847 is a proposal to change the zoning of the site from Mobile Home Subdivisions and Mobile Home Parks, 20,000 square foot minimum lot size (R-T-20,000) to Planned Residential (R-4) and Open Area Combining Zone-Residential (R-5). (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 Ms. Damaris Abraham of the County of Riverside Planning Department, at (951) 955-5719.

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

ALUC Identification No.

ZAP1037HR14

PROJECT PROPONENT (TO BE COMPLETED BY APPLICANT)

Date of Application 12/22/2014
 Property Owner Massoud Tajik, Fakhri Samini Phone Number 949-547-1188
 Mailing Address 26541 Palisades Dr.
Dana Point, Ca., 92624

Agent (if any) Farah Khorashadi Phone Number 951-218-6897
 Mailing Address 280 Caldecott Ln, Unit 109
Oakland, Ca., 94618

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 N/A
 Assessor's Parcel No. 465-020-004 & 005 Parcel Size 25 acres
 Subdivision Name N/A
 Lot Number N/A Zoning Classification RT-20,000

PROJECT DESCRIPTION (TO BE COMPLETED BY APPLICANT)

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

Existing Land Use (describe) Vacant Land

Proposed Land Use (describe) The General Plan Amendment proposes to amend the General Plan Land use element from Community Development Medium Density Residential (CD:MDR) (2-5 D.U./AC) and Rural: Rural Mountainous (R:RM) to Community Development High Density Residential (CD:HDR) (8-14 D.U./AC), Open Space: Conservation (OS:C), and Rural Mountainous (R:RM). The change of Zone purposes to change the zoning of the subject site from Mobile Home subdivision and Mobile Home Parks (R-T-20000) to planned Residential(R-4) and Open Area Combining Zone-Residential Development (R-5).

For Residential Uses Number of Parcels or Units on Site (exclude secondary units) None
 For Other Land Uses Hours of Use N/A
 (See Appendix C) Number of People on Site Maximum Number N/A
 Method of Calculation _____

Height Data Height above Ground or Tallest Object (including antennas and trees) 35 ft.
 Highest Elevation (above sea level) of Any Object or Terrain on Site 1570 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

C218/15/14

Agency Name

Riverside County Planning Dept.

Staff Contact

Damaris Abraham

Phone Number

Agency's Project No.

GPA 01128, CZ07847

Type of Project

- General Plan Amendment
 Zoning Amendment or Variance
 Subdivision Approval
 Use Permit
 Public Facility
 Other _____

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

B. **SUBMISSION PACKAGE:**

ALUC REVIEW

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

- 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)

- 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: 3.2

HEARING DATE: February 5, 2015

CASE NUMBER: ZAP1059FV14 – Joseph Augustine (Representative: MDMG, Larry Markham)

APPROVING JURISDICTION: County of Riverside

JURISDICTION CASE NO: PP25714 (Plot Plan)

MAJOR ISSUES: None

RECOMMENDATION: Staff recommends a finding of CONSISTENCY for the Plot Plan, subject to the conditions included herein.

PROJECT DESCRIPTION: PP25714 is a proposal to develop a contractor storage yard with a 3,420 square foot office, 3,600 square foot shop building, and open equipment and material storage on 9.07 gross acres.

PROJECT LOCATION: The site is located easterly of Sky Canyon Drive, northerly of Technology Drive, and southerly of Borel Road, in the unincorporated community of French Valley, approximately 1,360 feet southerly of the southerly terminus of Runway 18-36 at French Valley Airport.

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

- a. Airport Influence Area: French Valley Airport
- b. Land Use Policy: Zones B1 and C
- c. Noise Levels: Between 60-65 CNEL

BACKGROUND:

Non-Residential Average Intensity: Compatibility Zone B1 limits average intensity to 40 people per acre and Compatibility Zone C limits average intensity to 80 people per acre. Approximately 7.13 acres of the site are located within Compatibility Zone B1, with the remaining 1.93 gross acres located within Compatibility Zone C.

Based on the site plan provided for the project, Zone B1 would include a portion of the shop building (approximately 2,240 square feet) with the remaining area for equipment and material storage. Zone C would include the remaining portion of the shop building (approximately 1,360 square feet) and the 3,420 square foot office building. The shop building would primarily be used for equipment repairs and storage. Based on the floor plans provided, the portion of the shop building within Zone B1 would result in an occupancy of 11 people. The remaining portion of the shop building within Zone C would result in an occupancy of 7 people. The office building within Zone C (which includes office, lobby, conference room, storage and lunch room uses) would result in an occupancy of 71 people. Based on the acreages noted above, these building occupancies would result in average intensities of 2 people for Compatibility Zone B1 and 40 people for Compatibility Zone C, neither of which would exceed the respective average acre criteria for each zone.

A second method for determining total occupancy involves multiplying the number of parking spaces provided or required (whichever is greater) by average vehicle occupancy (assumed to be 1.5 persons per vehicle in the absence of more precise data). Based on the number of parking spaces provided (26 spaces), the total occupancy would be estimated at 39 people for an average acre intensity of less than 5 persons per acre.

Non-Residential Single-Acre Intensity: Compatibility Zone B1 limits single-acre intensity to 80 people and Compatibility Zone C limits single-acre intensity to 160 people. Based on the site plan and floor plans provided for the project, the most intense single-acre within Compatibility Zone B1 would include the 2,240 square foot portion of the shop building and the most intense single-acre within Compatibility Zone C would include the entire office building and approximately 1,200 square feet of the shop building. Based on the occupancies as noted previously, this would result in a single-acre intensity of 11 people for Zone B1 and 77 people for Zone C, neither of which would exceed the respective single-acre criteria for each zone.

Prohibited and Discouraged Uses: The applicant does not propose any uses prohibited or discouraged in Zone B1 (Children's schools, day care centers, libraries, hospitals, nursing homes, buildings with more than 2 aboveground habitable floors, highly noise-sensitive outdoor non-residential uses, aboveground bulk storage of hazardous materials, critical community infrastructure facilities, and hazards to flight) or Zone C (Children's schools, day care centers, libraries, hospitals, nursing homes, buildings with more than 2 aboveground habitable floors, highly noise-sensitive outdoor non-residential uses, and hazards to flight) within the project. Structures within Zone B1 are encouraged to locate structures a maximum distance from the extended runway centerline. The extended runway centerline is located near the eastern boundary of the project site with the shop building located at the boundary of Zone B1 approximately 700 feet from the extended runway centerline.

Noise: The property lies within the area that would be subject to average exterior noise levels of approximately 60-65 dBA CNEL under ultimate airport development conditions. The office building would be subject to noise levels of approximately 60 dBA CNEL. ALUC's objective is that interior noise levels from aviation-related sources not exceed 45 dBA CNEL for noise sensitive land

uses. As standard building construction is presumed to provide adequate sound attenuation where the exterior noise exposure is not more than 20 dB greater than the interior standard, the office building would not require special measures to mitigate aircraft-generated noise. The remaining site area consists of non-residential land uses that are not noise-sensitive; therefore, no special mitigation of noise from aircraft is required to comply with applicable noise thresholds.

Part 77: The elevation of Runway 18-36 at its southerly terminus is approximately 1330 feet above mean sea level (AMSL). At a distance of approximately 1,360 feet from the runway, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 1343.6 feet AMSL. The proposed finished floor elevation of the office building is 1312.30 feet AMSL and the height of the office building is 19 for an elevation of 1331.3 feet AMSL. The proposed finished floor elevation of the shop building is 1310.50 feet AMSL and the height of the shop building is 24 for a maximum elevation of 1334.5 feet AMSL. Form 7460-1 was submitted for the shop building, and a Determination of No Hazard to Air Navigation was issued pursuant to Aeronautical Study Number (ASN) 2014-AWP-8246-OE.

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

CONDITIONS:

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

operation of aircraft and/or aircraft instrumentation.

- (e) Children's schools, day care centers, libraries, hospitals, nursing homes, highly noise-sensitive outdoor non-residential uses, aboveground bulk storage of hazardous materials, critical community infrastructure facilities, and hazards to flight.
3. The attached notice shall be provided to all potential purchasers of the property and/or tenants of the proposed buildings.
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. Any equipment or material storage shall be limited to a maximum height of 24 feet.
6. Prior to issuance of building permits, the landowner shall convey an avigation easement to the County of Riverside as owner-operator of French Valley Airport, which shall be recorded, or shall provide evidence that such an easement covering the property has already been recorded. Copies of the avigation easement, upon recordation, shall be forwarded to the Riverside County Planning Department and to the Riverside County Airport Land Use Commission.
7. The Federal Aviation Administration has conducted aeronautical study of the proposed shop building (Aeronautical Study No. 2014-AWP-8246-OE) and has determined that neither marking nor lighting of the structure will be necessary for aviation safety. However, if marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting (if any) shall be installed in accordance with FAA Advisory Circular 70/7460-1K Change 2 and shall be maintained in accordance therewith for the life of the project.
8. The maximum elevation at the top of any proposed structure, including all roof-mounted appurtenances (if any), shall not exceed 1,334 feet above mean sea level. This maximum elevation shall not be increased without further review by the Airport Land Use Commission and the Federal Aviation Administration.
9. Temporary construction equipment such as cranes used during actual construction of the structures shall not exceed a height of 24 feet unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.
10. Within five (5) days after construction of the shop building reaches its greatest height, FAA Form 7460-2 (Part II), Notice of Actual Construction or Alteration, shall be completed by the

project proponent or his/her designee and e-filed with the Federal Aviation Administration. (Go to <https://oeaaa.faa.gov> for instructions) This requirement is also applicable in the event the project is abandoned.

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)



Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
2601 Meacham Boulevard
Fort Worth, TX 76193

Aeronautical Study No.
2014-AWP-8246-OE

Issued Date: 11/20/2014

J. Augustine C/O MDMG, Inc
Road Builders, Inc
41635 Enterprise Circle North
Suite B
Temecula, CA 92590

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Building - Road Builders 1 Story Building
Location: Murrieta, CA
Latitude: 33-33-43.82N NAD 83
Longitude: 117-08-05.45W
Heights: 1310 feet site elevation (SE)
24 feet above ground level (AGL)
1334 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
 Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

This determination expires on 05/20/2016 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates , heights, frequency(ies) and power . Any changes in coordinates , heights, and frequencies or use of greater power will void this determination. Any future construction or alteration , including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

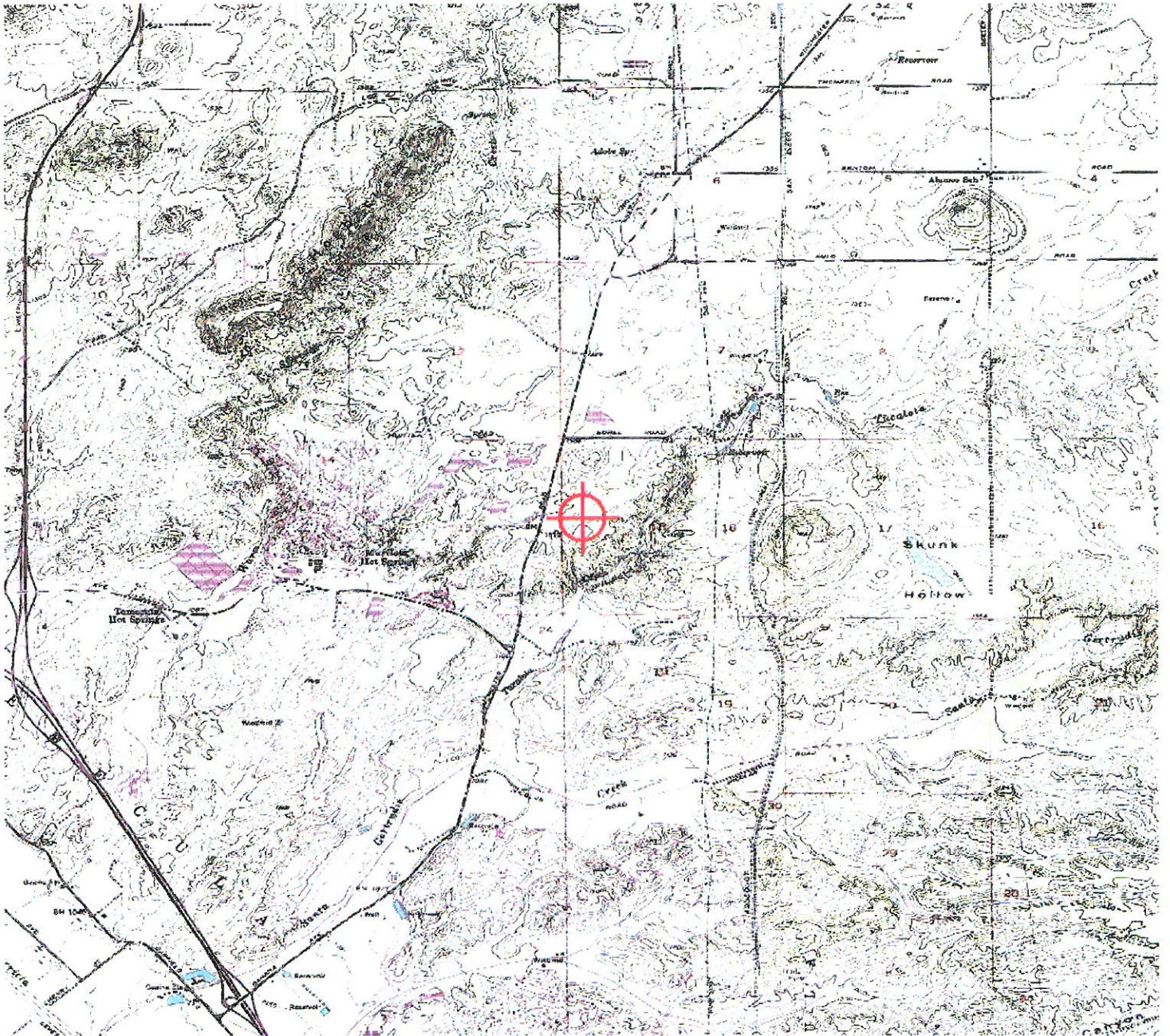
If we can be of further assistance, please contact our office at (425) 227-2625. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2014-AWP-8246-OE.

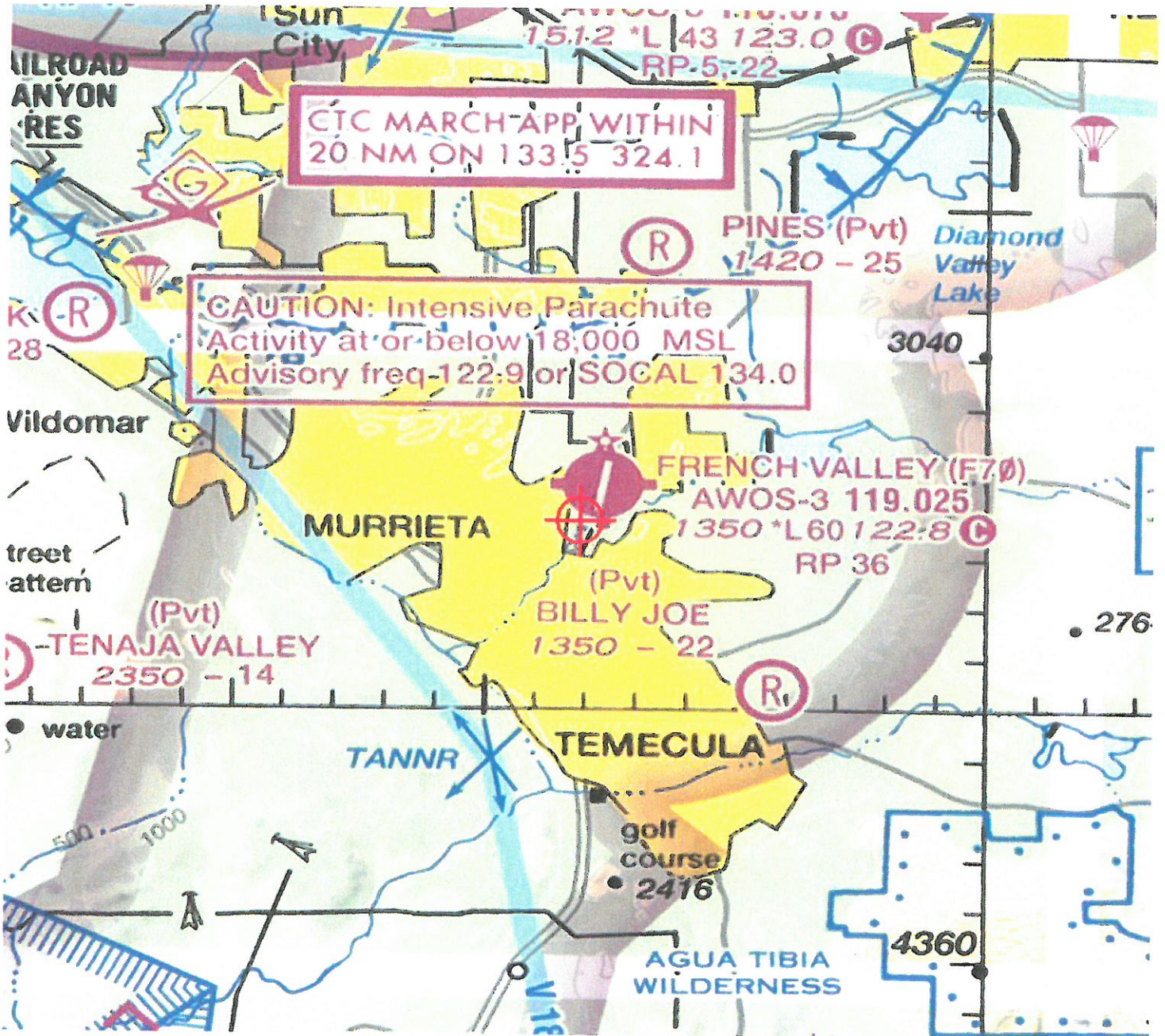
Signature Control No: 233214037-234980309

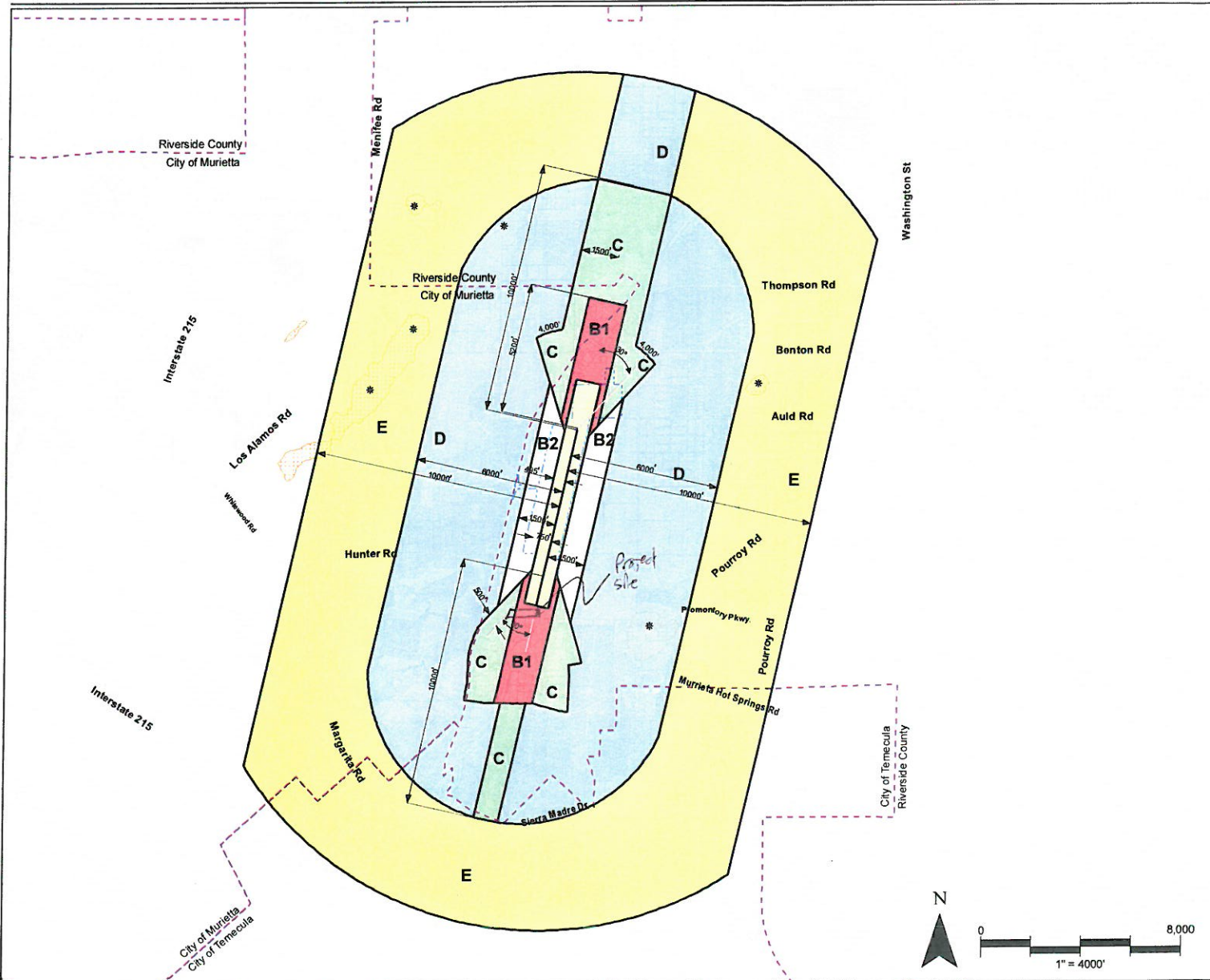
(DNE)

Paul Holmquist
Technician

Attachment(s)
Map(s)







Legend

Compatibility Zones

- Airport Influence Area Boundary
 - Zone A
 - Zone B1
 - Zone B2
 - Zone C
 - Zone D
 - Zone E
- Boundary Lines**
- Airport Property Line
 - - - City Limits
 - * Height Review Overlay Zone

Note

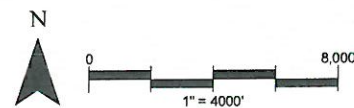
Airport Influence Area boundary measured from a point 200 feet beyond runway ends in accordance with FAA airspace protection criteria (FAR Part 77). All other dimensions measured from runway ends and centerlines.

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

Riverside County
 Airport Land Use Commission

Riverside County
 Airport Land Use Compatibility Plan
 Policy Document

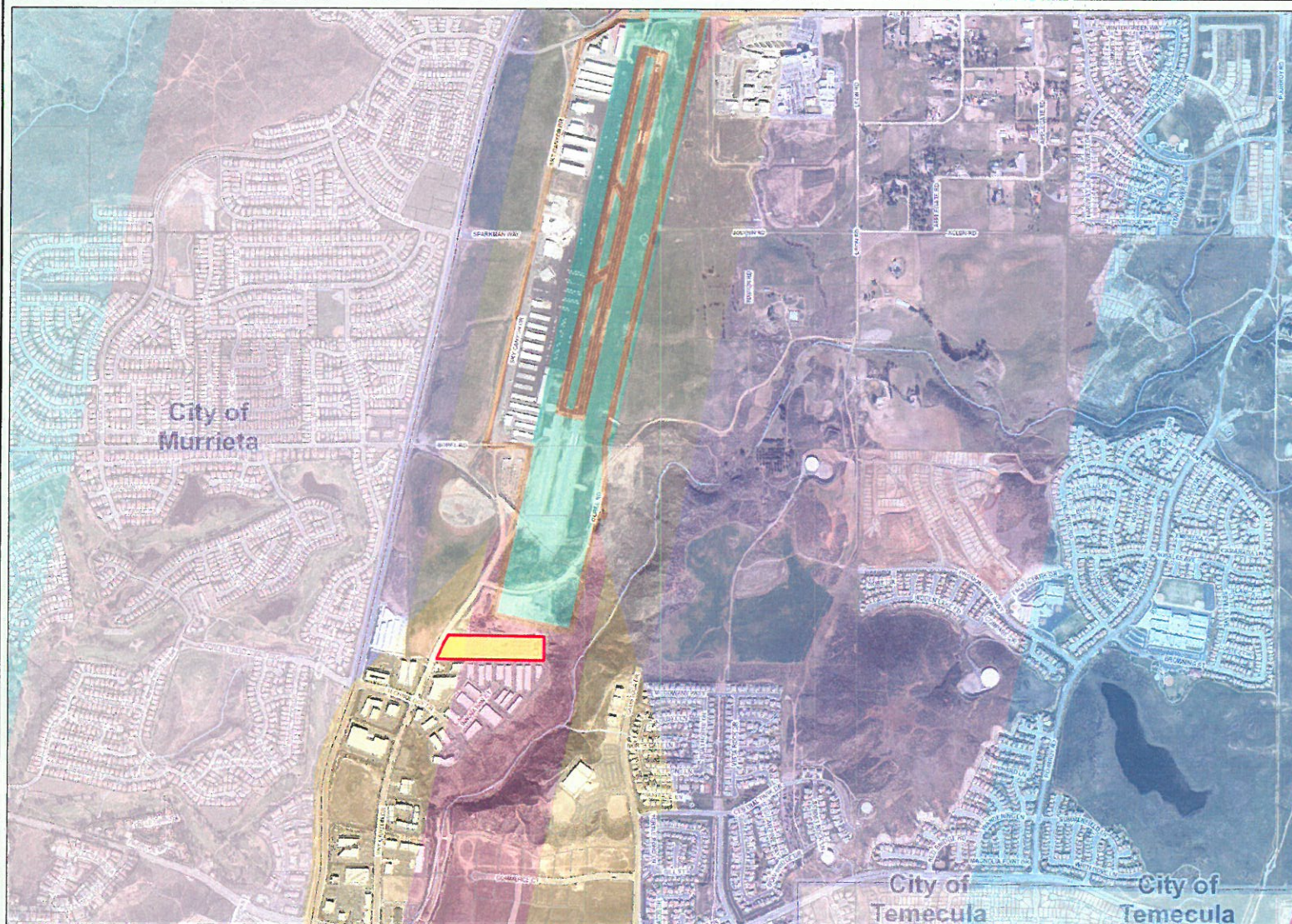
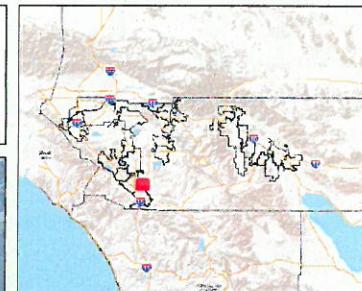
(April 2010)



Map FV-1

Compatibility Map
 French Valley Airport

My Map



Legend

- Airports
- AIA
- Airport Compatibility**
- <all other values>
- Zone A
- Zone B1
- Zone B2
- Zone C
- Zone D
- Zone E
- Runways
- City Boundaries
- Cities**
- roadsanno
- highways
- HWY
- INTERCHANGE
- INTERSTATE
- OFFRAMP
- ONRAMP
- USHWY
- roads**
- Major Roads
- Arterial
- Collector
- Residential
- counties



0 2,291 4,583 Feet



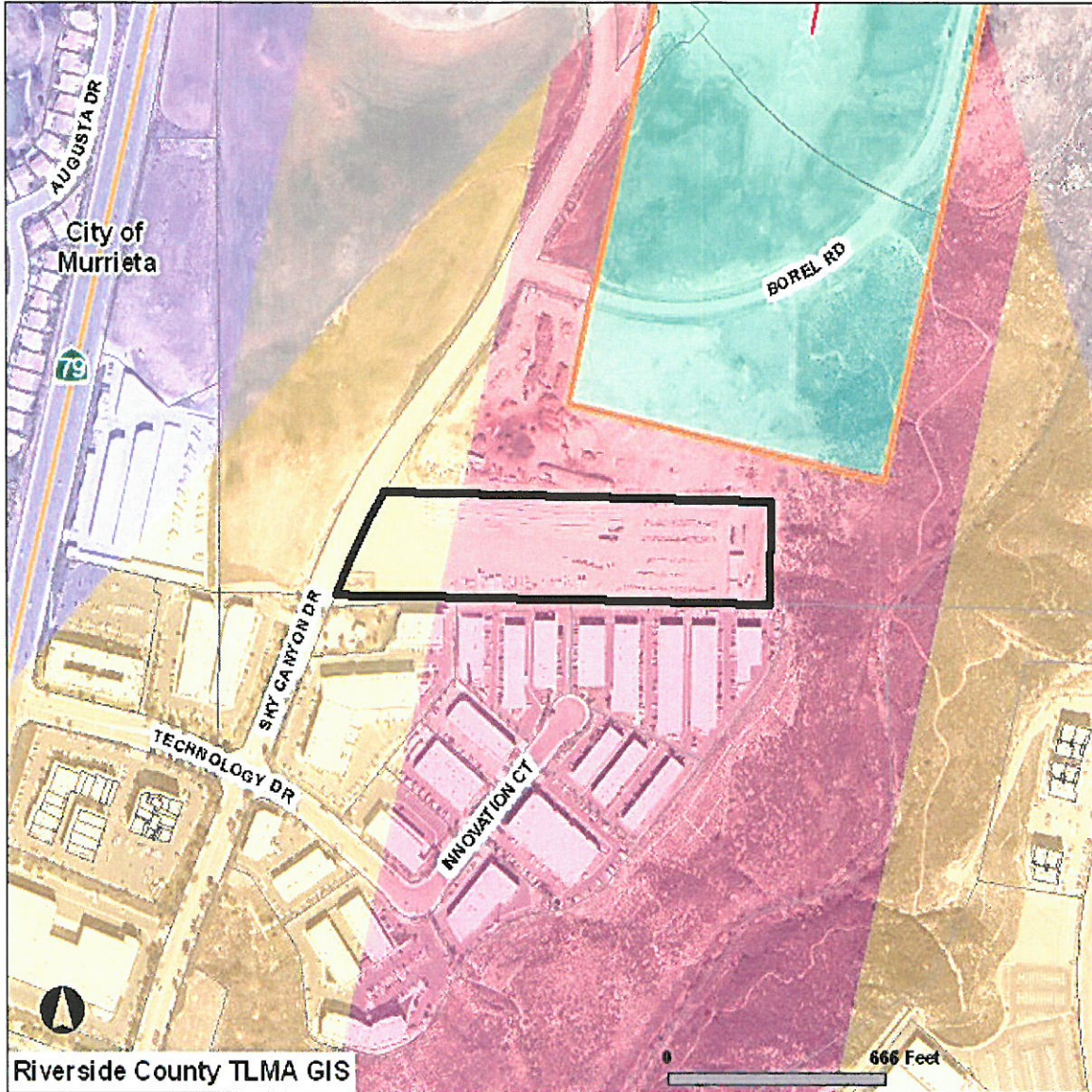
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Notes

RIVERSIDE COUNTY GIS



Selected parcel(s):
957-320-023

AIRPORTS

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

IMPORTANT

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STANDARD WITH PERMITS REPORT

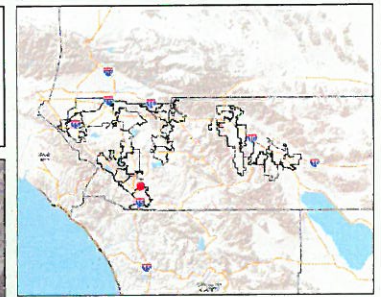
APNs

957-320-023-3

OWNER NAME

NOT AVAILABLE ONLINE

My Map



Legend

- RCLIS Parcels
- Airports
- AIA
- Airport Compatibility**
- <all other values>
- Zone A
- Zone B1
- Zone B2
- Zone C
- Zone D
- Zone E
- Runways
- City Boundaries
- Cities**
- roads**
- sanno**
- highways**
- HWY
- INTERCHANGE
- INTERSTATE
- OFFRAMP
- ONRAMP
- USHWY
- counties
- cities
- hydrographylines
- waterbodies**
- Lakes



0

573

1,146 Feet



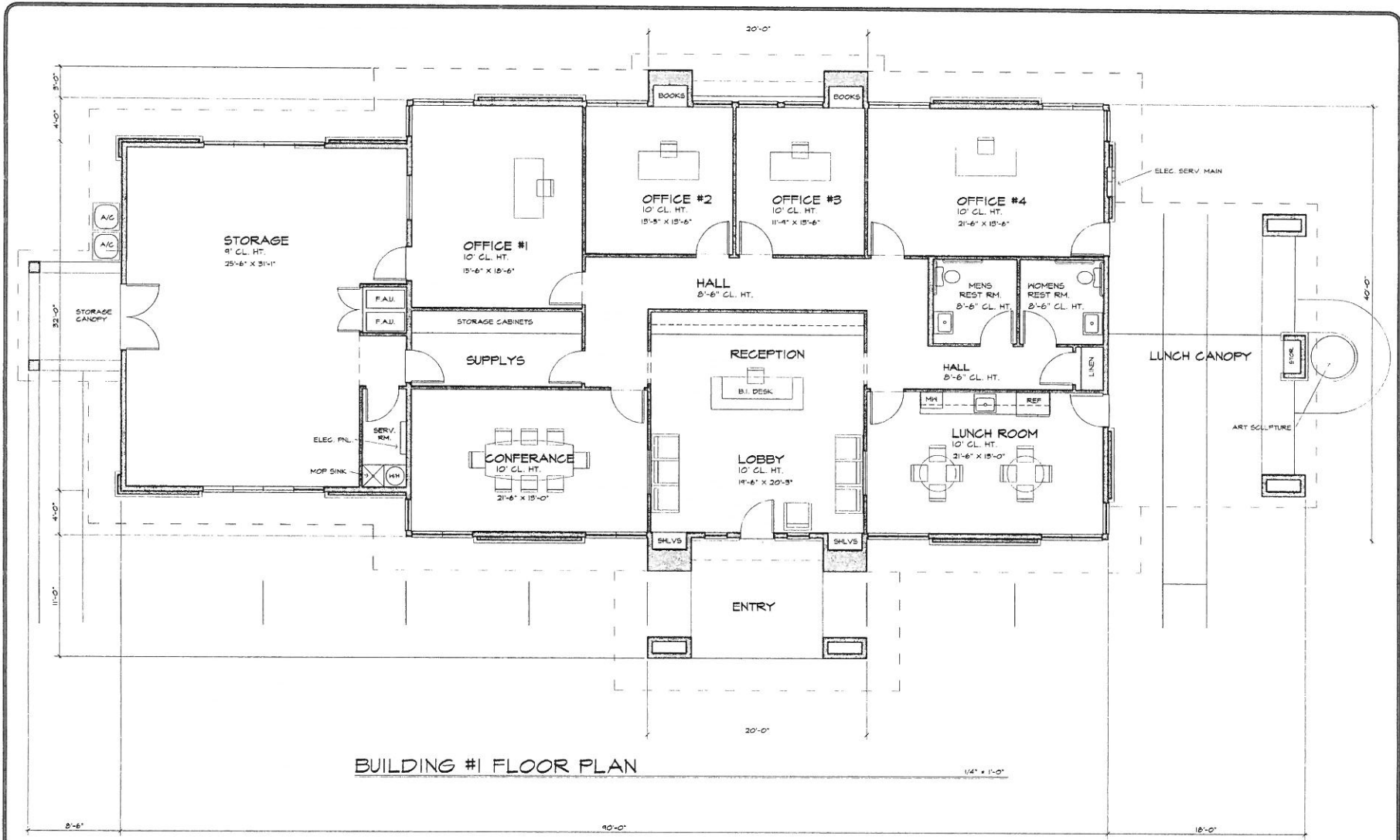
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Notes





BUILDING #1 FLOOR PLAN

BUILDING AREA:

CONDITIONED AREA	2500 S.F.
UN-CONDITIONED AREA	652 S.F.
TOTAL BUILDING AREA	3420
LUNCH CANOPY	460 S.F.
STORAGE CANOPY	85 S.F.



REVISIONS	BY

McMANUS & ASSOCIATES
 BUILDING DESIGN • PLANNING

Michael M. McManus
 BUILDING DESIGNER

Professional Member
 AMERICAN INSTITUTE
 OF BUILDING DESIGN

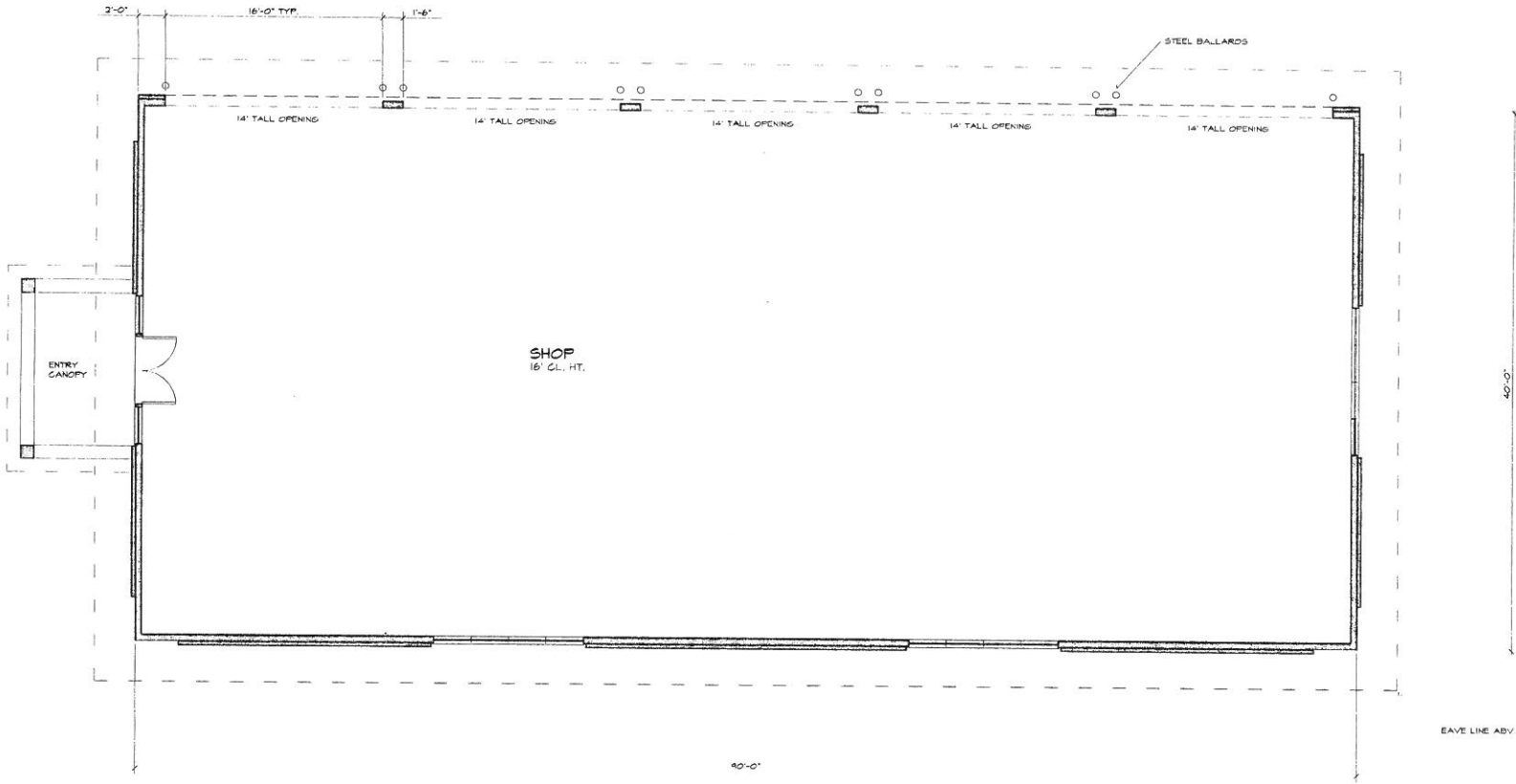
4485 ENTERPRISE CIRCLE NORTH
 SUITE C-100
 TUCUMCUM, AZ 85710

ROADBUILDERS

38472 SKY CANYON PROJECT

MURRIETA, CA, A.P.N. 95T-520-023

DRAWN	MMM
CHECKED	
DATE	9/24/14
SCALE	
JOB NO.	
SHEET	AI
OF 6 SHEETS	



BUILDING #2 FLOOR PLAN

1/4" = 1'-0"

BUILDING AREA:

CONDITIONED AREA	0	S.F.
UN-CONDITIONED AREA	3600	S.F.
TOTAL BUILDING AREA	3600	S.F.
ENTRY CANOPY	114	S.F.



NORTH

REVISIONS	BY

AL
BD.
PROFESSIONAL NUMBER
OF BUILDING DESIGN

MCMANUS & ASSOCIATES
BUILDING DESIGN • PLANNING
MICHAEL M. MCMANUS
BUILDING DESIGNER
1488 W. BURNBANK BLVD., SUITE 200
MURRIETA, CALIF. 92562
PHONE (760) 835-3283

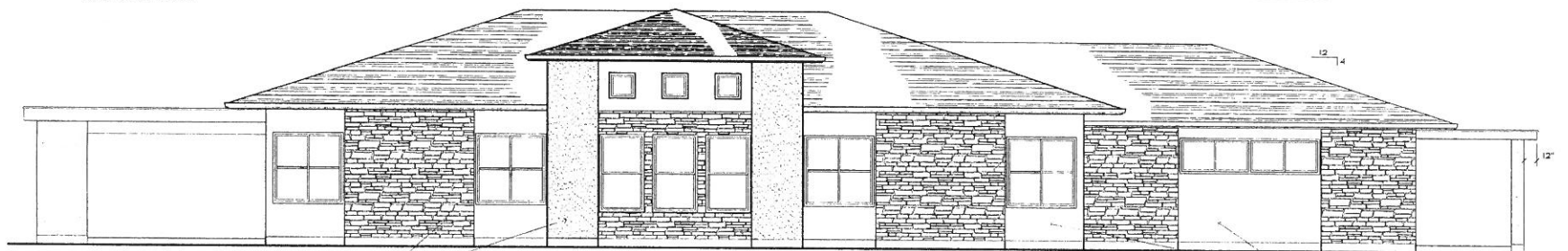
ROADBUILDERS
38472 SKY CANYON PROJECT
MURRIETA, CA. A.P.N. 45T-320-023

DRAWN	MNM
CHECKED	
DATE	9/24/14
SCALE	
JOB NO.	
SHEET	A4
OF 6 SHEETS	



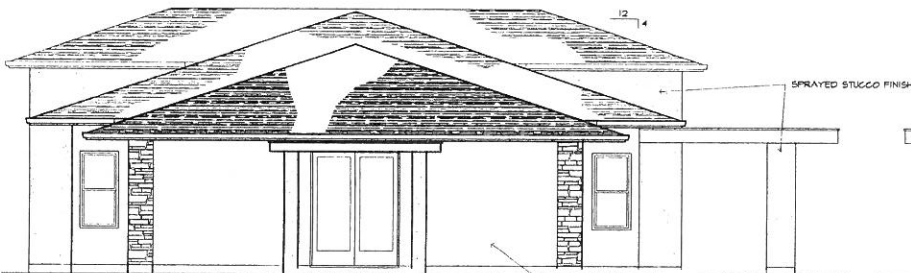
EAST / REAR ELEVATION

1/4" = 1'-0"



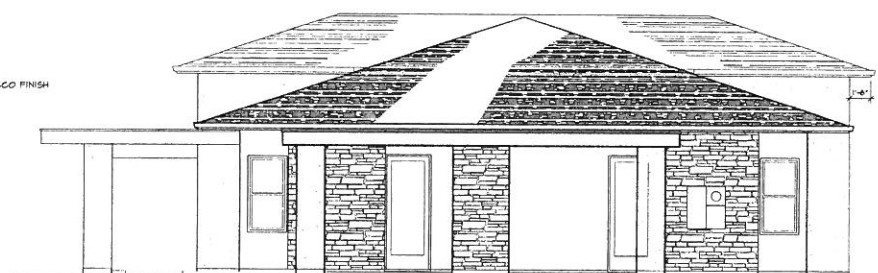
WEST / FRONT ELEVATION

1/4" = 1'-0"



SOUTH / SIDE ELEVATION

1/4" = 1'-0"



NORTH / SIDE ELEVATION

1/4" = 1'-0"

BUILDING #1 ELEVATIONS

REVISIONS	BY

McMANUS & ASSOCIATES
BUILDING DESIGN + PLANNING

MICHAEL M. McMANUS
BUILDING DESIGNER
1485 S. BURNBANK AVENUE, SUITE 100
MURRIETA, CA 92562
PHONE (760) 533-3583

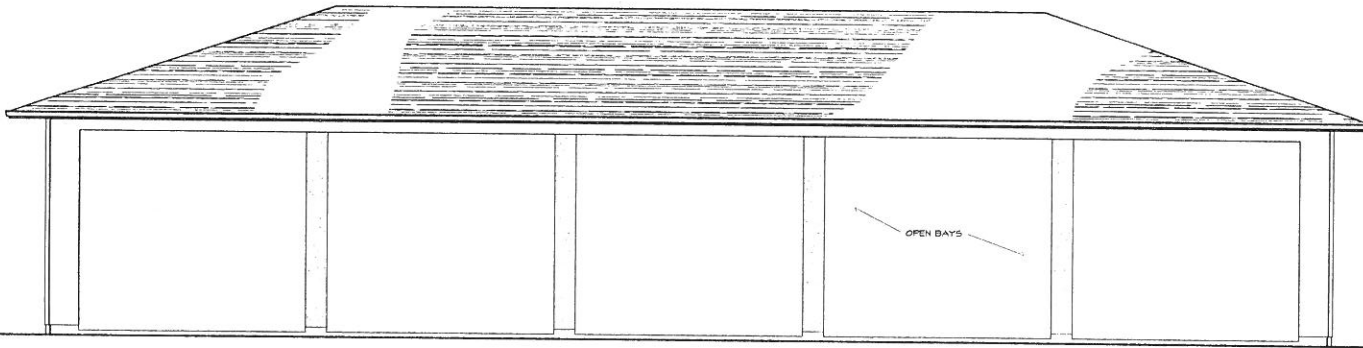
ALL
BD.

PROFESSIONAL MEMBER
OF BUILDING DESIGN
INSTITUTE

ROADBUILDERS

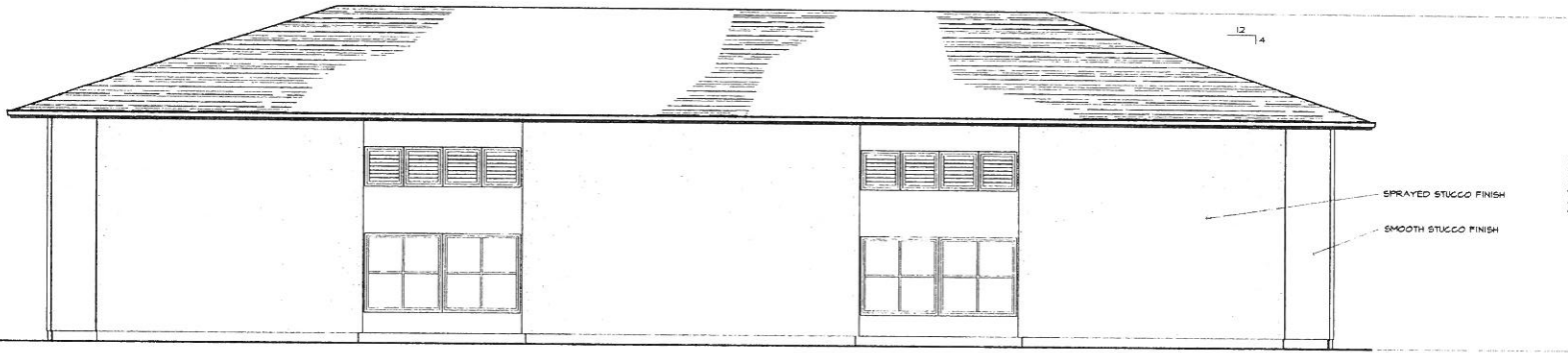
38472 SKY CANYON PROJECT
MURRIETA, CA. A.P.N. 457-320-023

DRAWN	MMH
CHECKED	
DATE	6/30/14
SCALE	
JOB NO.	
SHEET	A2
OF	6 SHEETS



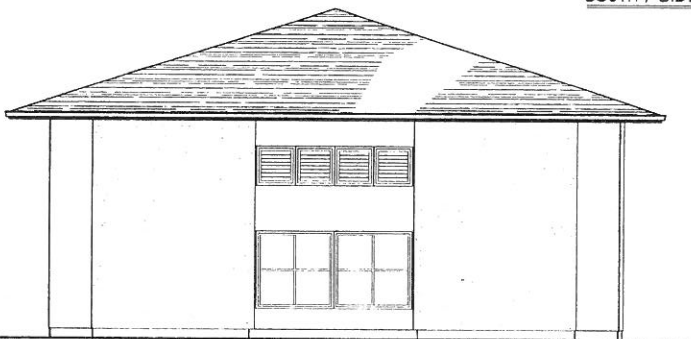
NORTH / SIDE ELEVATION

1/4" = 1'-0"



SOUTH / SIDE ELEVATION

1/4" = 1'-0"



EAST / REAR ELEVATION

1/4" = 1'-0"



WEST / FRONT ELEVATION

1/4" = 1'-0"

BUILDING #2 ELEVATIONS

REVISIONS	BY

McMANUS & ASSOCIATES
BUILDING DESIGN • PLANNING

MICHAEL N. McMANUS
BUILDING DESIGNER
4425 BURNING WOOD DRIVE
SUITE 200 TORRENO, CALIF. 92459
PHONE (714) 533-3285

ALL B.D.

PROFESSIONAL MEMBER OF BUILDING DESIGN

ROADBUILDERS
38472SKY CANYON PROJECT
MURRIETA, CA

DRAWN	MMM
CHECKED	
DATE	9/24/14
SCALE	
JOB NO.	
SHEET	A5
OF	6 SHEETS

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., except Monday, January 19, and by prescheduled appointment on Fridays, from 9:00 a.m. to 5:00 p.m.

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

DATE OF HEARING: February 5, 2015

TIME OF HEARING: 1:00 P.M.

CASE DESCRIPTION:

ZAP1059FV14 – Road Builders, Inc./AGS Underground/Joseph Augustine (Representative: MDMG, Larry Markham) – County of Riverside Case No. PP 25714 (Plot Plan). A proposal to operate a contractor's storage yard with a 3,420 square foot office, a 3,600 square foot shop building, and open equipment and materials storage on a 9.07-acre site (Assessor's Parcel Number 957-320-023) located on the easterly side of Sky Canyon Drive, northerly of (and uphill from) its intersection with Technology Drive and southerly of its intersection with Borel Road, in the unincorporated community of French Valley. (Airport Compatibility Zones B1 and C of the French Valley Airport Influence Area).

FURTHER INFORMATION: Contact Russell Brady at (951) 955-0549 or John Guerin at (951) 955-0982. The ALUC holds hearings for local discretionary permits within the Airport Influence Areas, reviewing for aeronautical safety, noise and obstructions. All other concerns should be addressed to Mr. Matt Straite of the County of Riverside Planning Department, at (951) 955-8631.

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

ALUC Identification No.

ZAP 1059 FV14

PROJECT PROPONENT (TO BE COMPLETED BY APPLICANT)

Date of Application _____
 Property Owner Joseph Augustine Phone Number 402 805-4526
 Mailing Address c/o AGS Underground
2840 S. 70th St., Suite 7-291
Lincoln, NE 68506

Agent (if any) MDMG / LARRY MARKHAM Phone Number 909 322-8482
 Mailing Address 41635 ENTERPRISE CIRCLE NO., SUITE B
TEMECULA, CA 92590

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 38472 Sky Canyon Dr.
 Assessor's Parcel No. 957-320-023 Parcel Size 8.74 acres
 Subdivision Name Borel Airpark Center Zoning SP#265
 Lot Number _____ Classification _____

PROJECT DESCRIPTION (TO BE COMPLETED BY APPLICANT)

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

Existing Land Use (describe) Site plan, floor plans and elevations attached

Proposed Land Use (describe) Contractor yard, w/ single story office building and shop.
FAA determination on no hazard 2014-AWP-8246-OE

For Residential Uses Number of Parcels or Units on Site (exclude secondary units) N/A
 For Other Land Uses Hours of Use M - F 8am - 5pm
 (See Appendix C) Number of People on Site Maximum Number 12
 Method of Calculation _____

Height Data Height above Ground or Tallest Object (including antennas and trees) 24 ~~XX~~ ft.
 Highest Elevation (above sea level) of Any Object or Terrain on Site AMSL 1308 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 _____

F.V
 B1, C

REFERRING AGENCY (APPLICANT OR JURISDICTION TO COMPLETE)	
Date Received	<u>12-2-14</u>
Agency Name	<u>County of Riverside</u>
Staff Contact	<u>Matt Straite</u>
Phone Number	
Agency's Project No.	<u>Plot Plan 25714</u>
Type of Project	<input type="checkbox"/> General Plan Amendment <input type="checkbox"/> Zoning Amendment or Variance <input type="checkbox"/> Subdivision Approval <input type="checkbox"/> Use Permit <input type="checkbox"/> Public Facility <input type="checkbox"/> Other _____

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

B. SUBMISSION PACKAGE:

ALUC REVIEW

- 1 Completed Application Form
- 1 Project Site Plan – Folded (8-1/2 x 14 max.)
- 1 Elevations of Buildings - Folded
- 1 Each . 8 ½ x 11 reduced copy of the above
- 1 8 ½ x 11 reduced copy showing project in relationship to airport.
- 1 Set . Floor plans for non-residential projects
- 4 Sets . Gummmed address labels of the Owner and representative (**See Proponent**).
- 1 Set . Gummmed 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 . Gummmed 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 . Gummmed address labels of the Owner and representative (**See Proponent**).
- 1 Set . Gummmed address labels of the referring agency.
- 1 Check for review—See Below

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 3.3

HEARING DATE: February 5, 2015

CASE NUMBER: ZAP1107MA14 – Proficiency 215 LLC/Proficiency Capital LLC/Jeff Trenton (Representative: Pam Steele, MIG/Hogle-Ireland)

APPROVING JURISDICTION: March Joint Powers Authority

JURISDICTION CASE NO: CZ14-01 (Change of Zone), PP14-02 (Plot Plan)

MAJOR ISSUES: None.

RECOMMENDATION: Staff recommends that the Change of Zone be found CONSISTENT with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan. Staff further recommends a finding of CONDITIONAL CONSISTENCY for the Plot Plan, subject to the conditions included herein and such additional conditions as may be necessary to comply with FAA requirements.

PROJECT DESCRIPTION: The applicant proposes to establish Industrial zoning on 39.42 acres and to build a 709,083 square foot industrial warehouse building (including 15,000 square feet of office area, 3,000 square feet of which would be at a mezzanine level) on the property.

PROJECT LOCATION: The site is located southerly of Alessandro Boulevard, easterly of Interstate 215, westerly of Old 215 Frontage Road, and northerly of Cactus Avenue within the land use jurisdiction of the March Joint Powers Authority, approximately 5,440 feet northwesterly of the northwesterly terminus of Runway 14-32 at March Air Reserve Base.

LAND USE PLAN: 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan

- a. Airport Influence Area: March Air Reserve Base
- b. Land Use Policy: Compatibility Zones B1- APZ I and B1 – APZ II
- c. Noise Levels: 65-75 CNEL

BACKGROUND:

Non-Residential Land Use Intensity: The site is located in Compatibility Zones B1 - APZ I and B1 –

APZ II of the March Air Reserve Base/Inland Port Airport Influence Area. Non-residential intensity is limited to an average of 25 persons per acre within Compatibility Zone B1 – APZ I and an average of 50 persons per acre within Compatibility Zone B1 – APZ II. Single-acre intensities are limited to a maximum of 100 persons within any given acre. (There are no risk-reduction design bonuses available, as March is primarily utilized by large aircraft weighing more than 12,500 pounds.)

Average Intensity

The site is 39.42 acres in area. The site is located in Compatibility Zone B1, and the boundary between Accident Potential Zones I and II (distance of 8,000 feet from the runway terminus) crosses the proposed building location. The more restrictive of these zones limits intensity to a maximum of 25 persons per acre. If the entire site were in APZ I, the allowable total intensity would be 985 persons. The applicant is proposing an industrial warehouse with a total building area of 709,083 square feet, including 15,000 square feet of office space (3,000 square feet of which is in the mezzanine area). The total number of persons that would be expected to be at this facility would be 769 persons if the structure were to be utilized as an e-commerce or fulfillment center, or 561 persons if the structure were to be utilized as a high-cube logistics warehouse. In order to comply with single-acre intensity limitations, the applicant has agreed to limit the warehouse use to that of a high-cube logistics warehouse. On that basis, the average intensity of the project would be 14 persons per acre, which is clearly consistent with the APZ I limitation of 25 persons per acre.

A second method for determining total occupancy involves multiplying the number of parking spaces provided or required (whichever is greater) by average vehicle occupancy (assumed to be 1.5 persons per standard vehicle and 1.0 persons per trailer truck in the absence of more precise data). Based on the number of parking spaces provided (407 standard vehicle spaces and 237 trailer truck loading spaces), the total occupancy would be estimated at 848 people for an average acre intensity of approximately 22, which is also consistent with the APZ I average acre intensity criteria.

Single-Acre Intensity

Single-acre intensity in Compatibility Zone B1 is limited to a maximum of 100 persons for areas in either Accident Potential Zone I or Accident Potential Zone II. The most intensely used single acre would be an acre that included 10,000 square feet of office area (7,000 square feet on the ground floor and 3,000 square feet of mezzanine office space), with the remainder of the acre in high-cube warehouse use. Theoretically, the area in warehouse use could be as high as 36,560 square feet within the given acre. Given that the project is proposed as a high-cube logistics warehouse with a floor area of 200,000 square feet or greater, the projected occupancy level is 35 percent of the Building Code maximum for warehouses (one person per 500 times 0.35) and 50 percent of the Building Code maximum for offices (one person per 100 times 0.50), for a single-acre maximum of 76 persons (10,000 divided by 100, divided by 2 = 50 in offices, plus 36,560 divided by 500, times 0.35 = 26 in warehouse area). However, the actual warehouse area within the acre that is proposed to include the 10,000 square feet of office area is less than 36,560 square feet due to the design of that particular portion of the building, such that the single-acre area that includes the office also

includes 7,725 square feet outside the building. Thus, the actual warehouse area within that single-acre area is 28,835 square feet. Pursuant to the calculation for high-cube logistics warehouses, this area translates into 20 warehouse employees, for an actual single-acre maximum of 70. This most intensely used single-acre area is in the northerly portion of the building, which is in Accident Potential Zone II.

Staff also checked the most intense single-acre area within Accident Potential Zone I (APZ I). Pursuant to the applicant's agreement to limit office area within APZ I to 5,000 square feet, and given that there is no second floor or mezzanine permissible in APZ I, the projected occupancy for the most intense single-acre area within APZ I would be (5,000 divided by 100, divided by 2 = 25 in offices, plus 38,560 divided by 500, times 0.35 = 27 in warehouse area), for a single-acre maximum of 52.

Site Design/On-Site Locational Criteria: Within Airport Compatibility Zone B1, criteria specify that structures are to be located a "maximum distance from the extended runway centerline." The extended runway centerline passes directly over the easterly portion of this property. The project design is generally in compliance with this criterion. The exception is that the design provides for automobile parking along the westerly side of the property, which is the area farthest from the extended runway centerline. However, this may be the only location where such parking is feasible. The easterly side of the building has been designed to provide for truck docking, which renders use of that area for automobile parking infeasible. The applicant has been careful to design the project so that the structure does not straddle or approach the location of the extended runway centerline. The underlying area is used primarily for trailer parking. Furthermore, when trucks are not in the docked position, there is an extensive open area directly easterly of the building that would potentially be available in the event of a controlled landing.

Lot coverage within Accident Potential Zones is limited to a maximum of 50 percent. Using a conservative approach that does not include land within the adjacent surface street rights-of-way, the proposed project has a lot coverage of 41.49 percent. Considering the two APZs separately, lot coverage is 42.57 percent in APZ I and 38.87 percent in APZ II. As the lot coverage in APZ I exceeds 20 percent, provision of on-site services to the public in the portion of the site within APZ I is prohibited.

The number of aboveground habitable floors is limited to one story in APZ I and two stories in APZ II. The proposed building complies with these limits. The building is one story, with the exception of a mezzanine that is limited to 3,000 square feet within APZ II.

Zoned fire sprinkler systems are required.

Prohibited and Discouraged Uses: The applicant does not propose any uses prohibited or discouraged in Compatibility Zone B1 within the project.

Noise: The entire site is located within the 65 CNEL contour from operations associated with

aircraft departing from and/or landing at March Air Reserve Base/Inland Port Airport, and the southerly portion of the site is located within the 70 CNEL contour. Thus, this site is one of the most heavily impacted by aircraft noise among all off-Base locations. At these anticipated exterior noise levels, special measures would be required to mitigate aircraft-generated noise within the office portions of the building so as to achieve an interior noise level of 45 CNEL.

Part 77: The elevation of Runway 14-32 at its northerly terminus is approximately 1535.1 feet above mean sea level (1535.1 feet AMSL). At a distance of approximately 5,920 feet from the runway, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 1594.3 feet AMSL. The apparent finished floor elevation of the building is approximately 1541 feet AMSL. The proposed building has a maximum height of 44.3 feet for a potential maximum elevation of 1585.3 feet AMSL. Therefore, review by the FAA Obstruction Evaluation Service would not normally be required. However, March Joint Powers Authority, the jurisdiction of record, requires submittal of Form 7460-1 for all building projects within their area. The applicant has submitted Form 7460-1, and the FAA has assigned Aeronautical Study No. 2015-AWP-566-OE a “Work in Progress” status.

Avigation Easement: Pursuant to Table MA-2 of the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, avigation easement dedication (to the March Inland Port Airport Authority) is required for land uses located within Airport Compatibility Zone B1.

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, restaurants, hazardous materials manufacture/storage (excluding storage of quantities of less than 6,000 gallons of flammable materials in the APZ II portion of the property), noise sensitive outdoor nonresidential uses, and hazards to flight.
 - (f) Retail trade, eating and drinking establishments, personal services, professional services, educational services, governmental services, medical facilities, cultural activities, and any other uses providing on-site services to the public.
 - (g) Commercial/service uses; civic uses; churches, chapels, and other places of worship; classrooms; gymnasiums; theaters; conference or convention halls; auditoriums; fraternal lodges; bowling alleys; gaming; auction rooms.
 - (h) Manufacturing of: food and kindred products, textile mill products, apparel, chemicals and allied products, rubber and plastic products, fabricated metal products, professional, scientific, and controlling instruments, photographic and optical goods, watches and clocks.
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 of the property and/or tenants of the building. While not required, the applicant and its successors-in-interest are encouraged to provide a copy of said notice to employees who would regularly be working at this location.
 5. The proposed detention basins on the site shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the 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 high-cube logistics warehouse with a maximum of 10,000 square feet of office space in the northerly portion of the building and a maximum of 5,000 square feet of office space in the southerly portion of the building. March Joint Powers Authority shall require additional review by the Airport Land Use Commission prior to the establishment of office uses exceeding the amounts specified above.
7. Mezzanine areas shall be limited to a maximum of 3,000 square feet, and shall be permitted only in the northerly portion of the building outside Accident Potential Zone I.
8. Zoned fire sprinkler systems shall be required throughout the building.
9. Office space must have sound attenuation features sufficient to reduce interior noise levels from exterior aviation-related sources to no more than CNEL 45 dB. March Joint Powers Authority shall require an acoustical study to ensure compliance with this requirement.
10. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.

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)

Guerin, John

From: Pam Steele <pams@migcom.com>
Sent: Wednesday, January 21, 2015 8:29 AM
To: Guerin, John
Cc: Jeffrey Trenton
Subject: Fwd: Status of FAA Filing

John,

Please see the e-mail below identifying that the FAA filing has been initiated.

Thank you,

Pam

Pam Steele

Principal

MIG | Hogle Ireland
1500 Iowa Avenue, Suite #110
Riverside, California 92507
O: 951 787 9222 | C: 951 733 5240 | www.migcom.com

This e-mail and any files transmitted with it are confidential and are intended solely for the use of the individual or entity to whom they are addressed. If you are NOT the intended recipient, be advised that you have received this e-mail in error and that any use, dissemination, posting, forwarding, printing or copying of this e-mail and any attachments is illegal and strictly prohibited by law.

----- Forwarded message -----

From: J Trenton <JTrenton@proficiencycapital.com>
Date: Wed, Jan 21, 2015 at 12:29 AM
Subject: Fwd: Status of FAA Filing
To: Pam Steele <pams@migcom.com>, Grace Williams <williams@marchjpa.com>
Cc: Mike Gill <mike@rga-architects.com>, Bob Sullivan <rsullivan@thomsenenginc.com>

Hi Grace and Pam -

Please find evidence of the filing of FAA Form 7460-1 for Freeway Business Center.

Regards,

Jeff

Begin forwarded message:

From: "noreply@faa.gov" <noreply@faa.gov>
Date: January 20, 2015 at 8:59:19 PM GMT+1
To: J Trenton <JTrenton@proficiencycapital.com>, J Trenton <JTrenton@proficiencycapital.com>
Subject: Status of FAA Filing
Reply-To: "oeaaa_helpdesk@cghtech.com" <oeaaa_helpdesk@cghtech.com>

Your filing is assigned Aeronautical Study Number (ASN): 2015-AWP-566-OE.

To review your electronic record, go to our website oeaaa.faa.gov and select the Search Archives link to locate your case using the assigned Aeronautical Study Number (ASN). Copies of your letter are available on the website for your convenience.

The FAA verified your filing and an aeronautical study has been initiated. Please allow a minimum 45 days for the FAA to complete the study. Please refer to the assigned ASN on all future inquiries regarding this filing.

For Wind Turbine proposals only, please ensure Wind Turbine Data as described on the project summary page in your registered e-filing account has been uploaded to your filing.

To ensure e-mail notifications are delivered to your inbox please add noreply@faa.gov to your address book. Notifications sent from this address are system generated FAA e-mails and replies to this address will NOT be read or forwarded for review. Each system generated e-mail will contain specific FAA contact information in the text of the message.



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

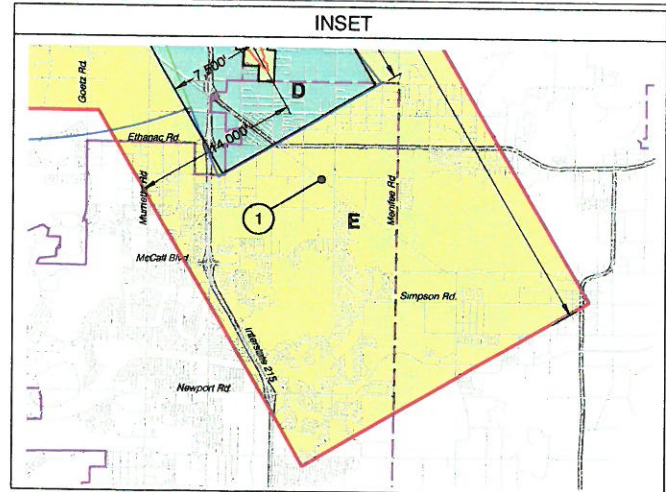
- March Air Reserve Base / Air Force Property
- March Joint Powers Authority Property Line
- County Boundary
- City Limits
- Site-Specific Exceptions (existing local agency commitments to development projects)

Site-Specific Exceptions (existing local agency commitments to development projects)

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

Other Symbols

- 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.

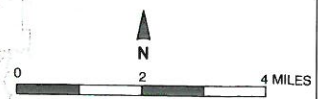


**Riverside County
Airport Land Use Commission
March Air Reserve Base / Inland Port Airport
Land Use Compatibility Plan
(Adopted November 13, 2014)**

Map MA-1

**Compatibility Map
March Air Reserve Base / Inland Port Airport**

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



Base map source: County of Riverside 2013

X:\18010-1462Z\01\TECH\CAD\MAR-compatibility-2013.dwg, Dec. 10, 2014, 1:38pm

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

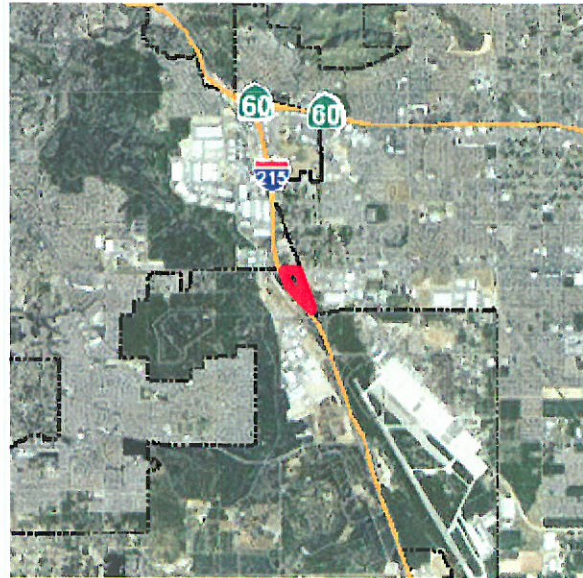
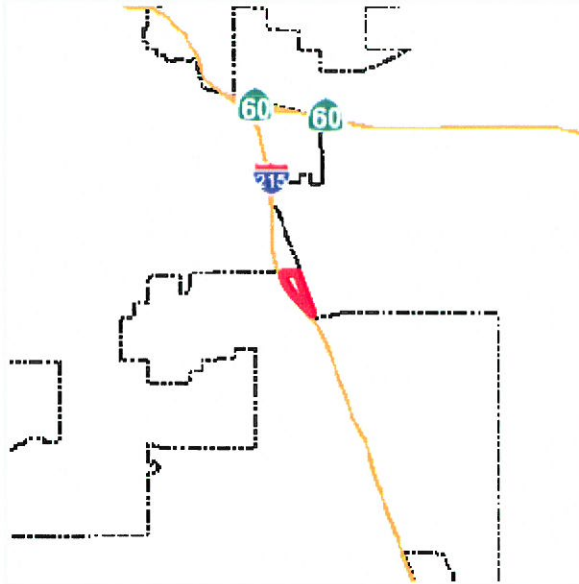
SEE INSET AT RIGHT



Riverside County Parcel Report
APN 297-100-013
[Disclaimer](#)

Report Date: Tuesday, January 20, 2015

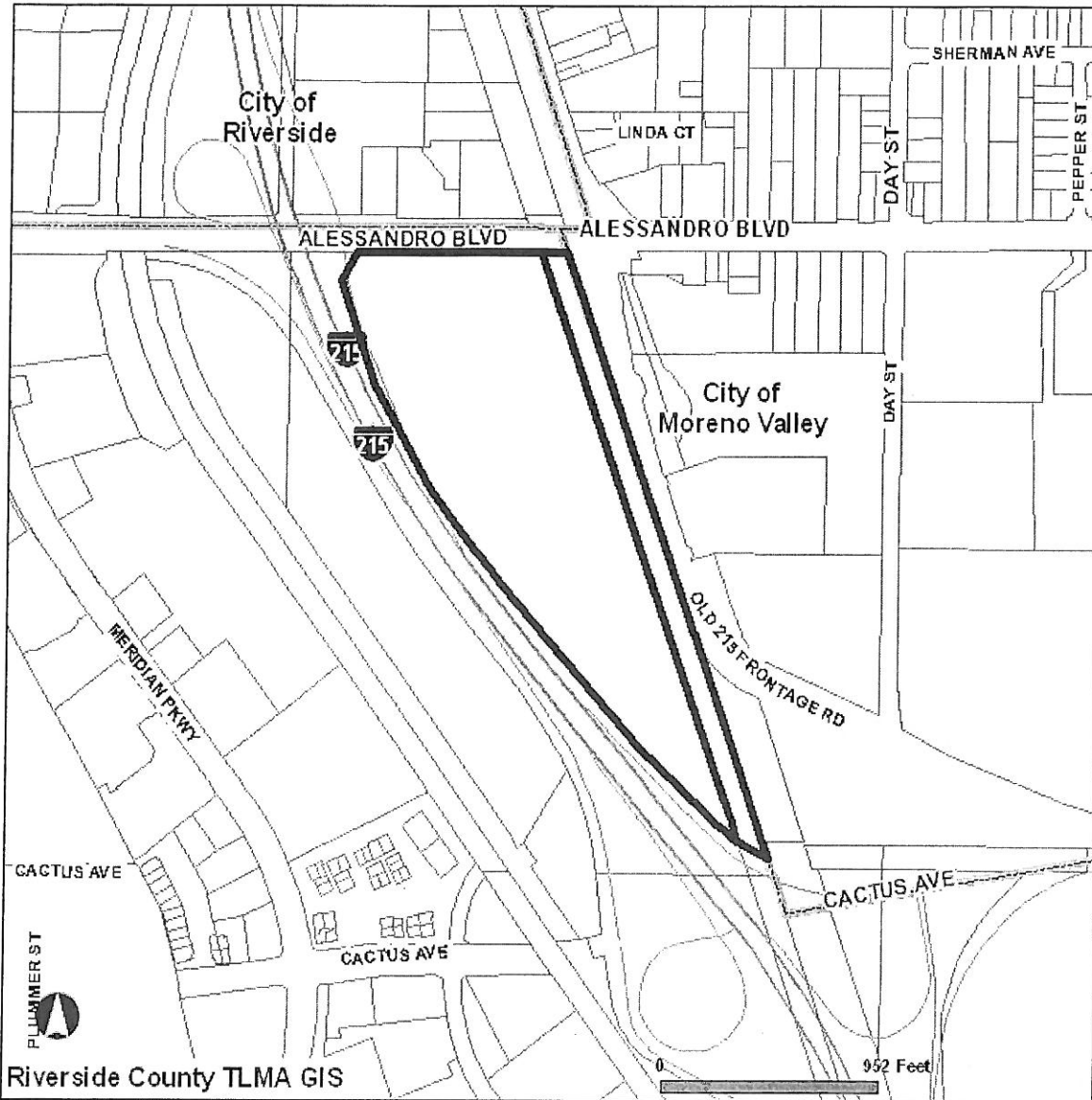
MAPS/IMAGES



PARCEL

APN	297-100-013-9	Supervisory District 2011	KEVIN JEFFRIES, DISTRICT 1
		Supervisory District 2001	BOB BUSTER, DISTRICT 1
Previous APN	297100011	Township/Range	T3SR4W SEC 15
Owner Name	PROFICIENCY 215	Elevation Range	1,524 - 1,548
Address	No address available	Thomas Bros. Map Page/Grid	PAGE: 716 GRID: J6 PAGE: 716 GRID: J7 PAGE: 717 GRID: A6 PAGE: 717 GRID: A7
Mailing Address	C/O PROFICIENCY CAPITAL 11777 SAN VICENTE STE 780 LOS ANGELES CA, CA 90049	Indian Tribal Land	Not in Tribal Land
Legal Description	Recorded Book/Page: MB 6/13 Subdivision Name: ALESSANDRO TR Lot/Parcel: 4 Block: 12 Tract Number: Not Available	City Boundary/Sphere	Not within a City Boundary Not within a City Sphere Annexation Date: Not Applicable No LAFCO Case # Available Proposals: Not Applicable
Lot Size			

RIVERSIDE COUNTY GIS



Selected parcel(s):
 297-100-013 297-100-045

LEGEND

- SELECTED PARCEL
- CITY
- INTERSTATES
- HIGHWAYS
- PARCELS

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

297-100-045
 ADDRESS NOT AVAILABLE
 STANDARD WITH PERMITS REPORT

APNs

297-100-013-9
 297-100-045-8

OWNER NAME



Hogle-Ireland

FREEWAY BUSINESS CENTER Proficiency 215 LLC

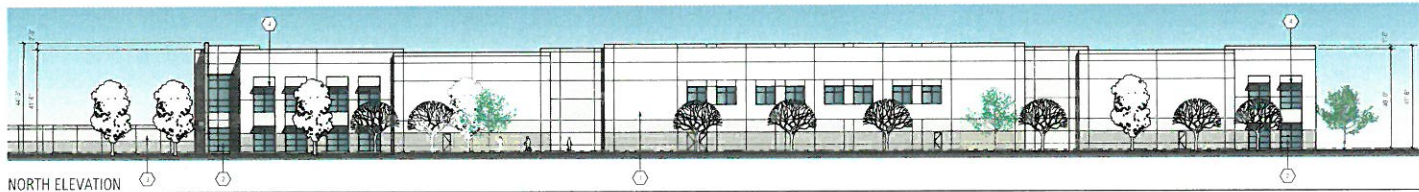
D-3 (East) Parcel
March Joint Powers Authority

REQUEST FOR ZONING DESIGNATION

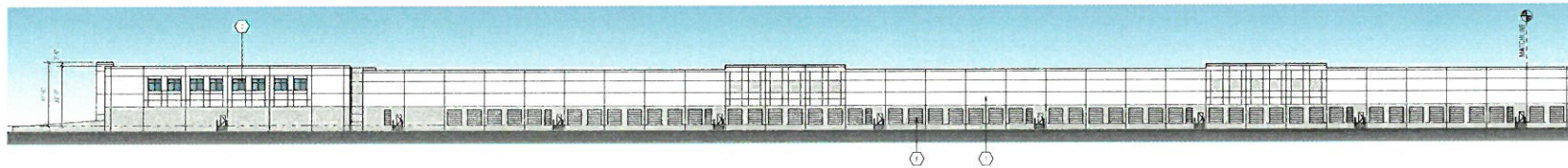
The March Joint Powers Authority application for a Zone Change states that a “written explanation of the requested change of zone and the reasons for the request” must be submitted with the application. This document provides that simple explanation:

The proposed project site is located at the southwest corner of Alessandro Boulevard and Old 215 Frontage Road. It comprises most of the block bounded by Alessandro Boulevard to the north, Interstate 215 to the west, Old 215 Frontage Road to the east, and Cactus Avenue onramp to the south. The project site totals approximately 39.23 acres of land and is composed of two (2) parcels designated as Assessor’s Parcel Numbers (APNs): 297-100-013 and 297-100-045.

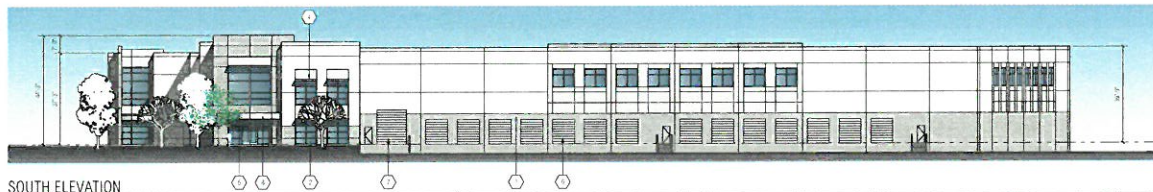
The project site is designated as ***Industrial*** by the March JPA General Plan but there is no Zoning designation assigned to the site on the Zoning Map. Therefore, a Zone Change application is therefore being submitted to establish *Industrial* zoning for the project site, in conformance with the General Plan designation.



NORTH ELEVATION
SCALE: 1/8" = 1'-0"



EAST ELEVATION
SCALE: 1/8" = 1'-0"



SOUTH ELEVATION
SCALE: 1/8" = 1'-0"



WEST ELEVATION
SCALE: 1/8" = 1'-0"

FINISH SCHEDULE

- 1 F.L.D. FLOOR - GIBBERN FINISH - 48" X 36" WHITE B&B
- 2 EXTERIOR FINISH - GIBBERN FINISH - 48" X 36" WHITE B&B
- 3 EXTERIOR FINISH - GIBBERN FINISH - 48" X 36" WHITE B&B
- 4 EXTERIOR FINISH - GIBBERN FINISH - 48" X 36" WHITE B&B

KEYNOTES

- 1 FINISH SCHEDULE TO BE APPLIED TO ALL EXTERIOR WALLS
- 2 FINISH SCHEDULE TO BE APPLIED TO ALL EXTERIOR WALLS
- 3 ALUMINUM FINISH SCHEDULE TO BE APPLIED TO ALL EXTERIOR WALLS
- 4 FINISH SCHEDULE TO BE APPLIED TO ALL EXTERIOR WALLS
- 5 FINISH SCHEDULE TO BE APPLIED TO ALL EXTERIOR WALLS
- 6 FINISH SCHEDULE TO BE APPLIED TO ALL EXTERIOR WALLS
- 7 FINISH SCHEDULE TO BE APPLIED TO ALL EXTERIOR WALLS

FREEWAY BUSINESS CENTER

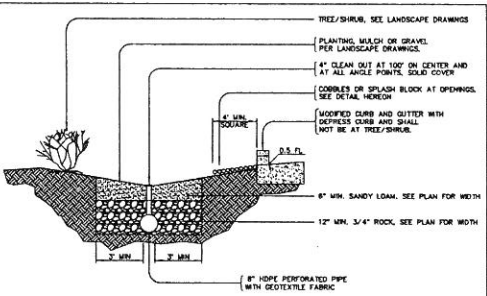
6000 ALESSANDRO BLVD
MARCH JPA, CALIFORNIA

PROFICIENCY 215 LLC
11777 SAN VICENTE BLVD., SUITE 700
LOS ANGELES, CA 90049
P 310-876-2300
F 310-876-0772

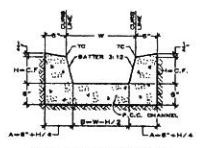
CD	CONSTRUCTION
RF	REVISION
PS	PERMIT SUBMITTAL
BD	BIDDING
ED	EXECUTION
MAK	MAKE GOOD

PROJ. NO.	15-001
PROJ. NAME	FREEWAY BUSINESS CENTER
CLIENT NAME	PROFICIENCY 215 LLC
DATE	10/15/15
SCALE	AS SHOWN
DESIGNED BY	SE
CHECKED BY	SE
DATE	10/15/15
PROJECT LOCATION	6000 ALESSANDRO BLVD, MARCH JPA, CA

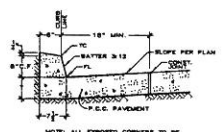
EXTERIOR ELEVATIONS



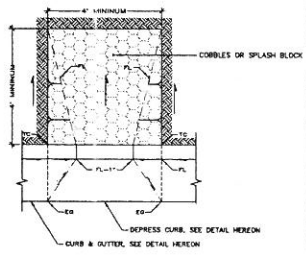
FILTRATION / INFILTRATION TRENCH DETAIL



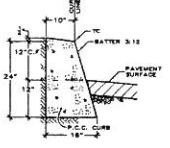
CHANNEL DETAIL



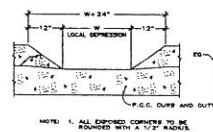
6\"/>



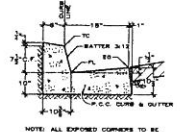
SPLASH ROCK DETAIL



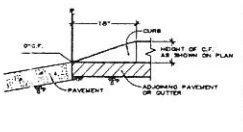
12\"/>



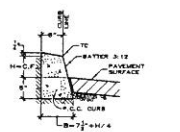
DEPRESS CURB DETAIL



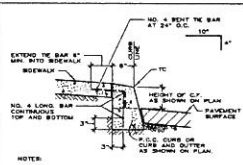
7-1/2\"/>



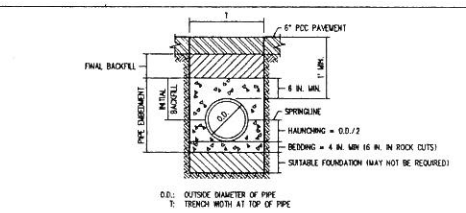
CURB TRANSITION DETAIL



CURB DETAIL



REINFORCEMENT OF CURB ADJACENT TO SIDEWALK DETAIL



NOTES

EMBEDMENT AND FINAL BACKFILL MATERIALS SHALL BE SUITABLE GRANULAR MATERIAL CONFORMING TO ASTM D 2321 CLASS 1 OR 1.

INSTALLATION OF BEDDING SHALL BE PER THE MANUFACTURER'S RECOMMENDATIONS AND COMPLY WITH SECTION 306-1.2 OF THE "STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION".

EMBEDMENT MATERIAL INCLUDING BEDDING, HANDMAING AND FINAL BACKFILL SHALL BE PLACED IN 6-IN. MAX. LIFTS AND COMPACTED TO 90 PERCENT STANDARD PROCTOR DENSITY.

FINAL BACKFILL SHALL BE PLACED IN 6-IN. MAX. LIFTS AND COMPACTED TO 95 PERCENT STANDARD PROCTOR DENSITY.

SPECIAL FOUNDATION MATERIAL SHALL BE INSTALLED IN THE CASE OF OVER-EXCAVATION AND/OR AN UNSTABLE TRENCH BOTTOM. EXCAVATION FROM 0 TO 12 INCHES BELOW PIPE SHALL BE FILLED WITH SUITABLE BEDDING MATERIAL PLACED IN 6-IN. MAX. LIFTS AND COMPACTED TO A MINIMUM 90 PERCENT PROCTOR DENSITY. AREAS OF OVER-EXCAVATION BEYOND 12 INCHES BELOW PIPE SHALL BE FILLED WITH PROCESSED STONE OR GRAVEL.

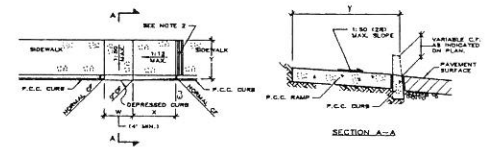
BEDDING MATERIAL SHALL BE LEVELLED TO FINAL GRADE BY HAND.

EMBEDMENT MATERIAL SHALL BE WORKED IN AND COMPACTED UNDER THE HANDMAINS IN A MANNER THAT WILL INSURE COMPLETE CONTACT AND UNIFORM SUPPORT WITH THE PIPE BOTTOM AND FILL VOIDS UNDER THE PIPE.

MINIMUM TRENCH WIDTH (T) AT TOP OF PIPE: 18"=20", 110"=20", 110"=20", 130"=36", 130"=36", 130"=36" OR PER MANUFACTURE REQUIREMENTS.

REFERENCE: ASTM STANDARD D2321

HOPE PIPE BEDDING DETAIL



PLAN VIEW

WHERE: W = LONGITUDINAL WIDTH OF LANDING
L = LENGTH OF RAMP AND CURB TRANSITION
S = SLOPE OF RAMP AND CURB TRANSITION

SECTION A-A

NOTES:

- THICKNESS OF RAMP SHALL MATCH THICKNESS OF ADJACENT SIDEWALK UNLESS INDICATED OTHERWISE.
- THICKNESS OF CURB SHALL MATCH THICKNESS OF ADJACENT SIDEWALK UNLESS INDICATED OTHERWISE.
- THE SURFACE OF THE RAMP SHALL HAVE A TRANVERSE BROWNING SURFACE TEXTURE PROVIDED UNDER THE SURROUNDING SIDEWALKS EXCEPT FOR SMOOTH SURFACES.

HANDICAP ACCESS RAMP DETAIL

NOTE:
WORK CONTAINED WITHIN THESE PLANS SHALL NOT COMMENCE UNTIL AN ENCROACHMENT PERMIT AND/OR A GRADING PERMIT HAS BEEN ISSUED.

The private engineer preparing these plans is responsible for securing the accuracy and responsibility of the survey data. In the event of discrepancies between survey data and the drawings, the private engineer shall be responsible for determining an acceptable solution and issuing the plans as prepared by the city.

MARK BY	DATE	REVISIONS	APPR. DATE
ENGINEER			CITY

MARCH JOINT POWERS AUTHORITY
APPROVED BY: _____
DIRECTOR OF PUBLIC WORKS DATE _____



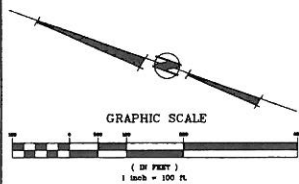
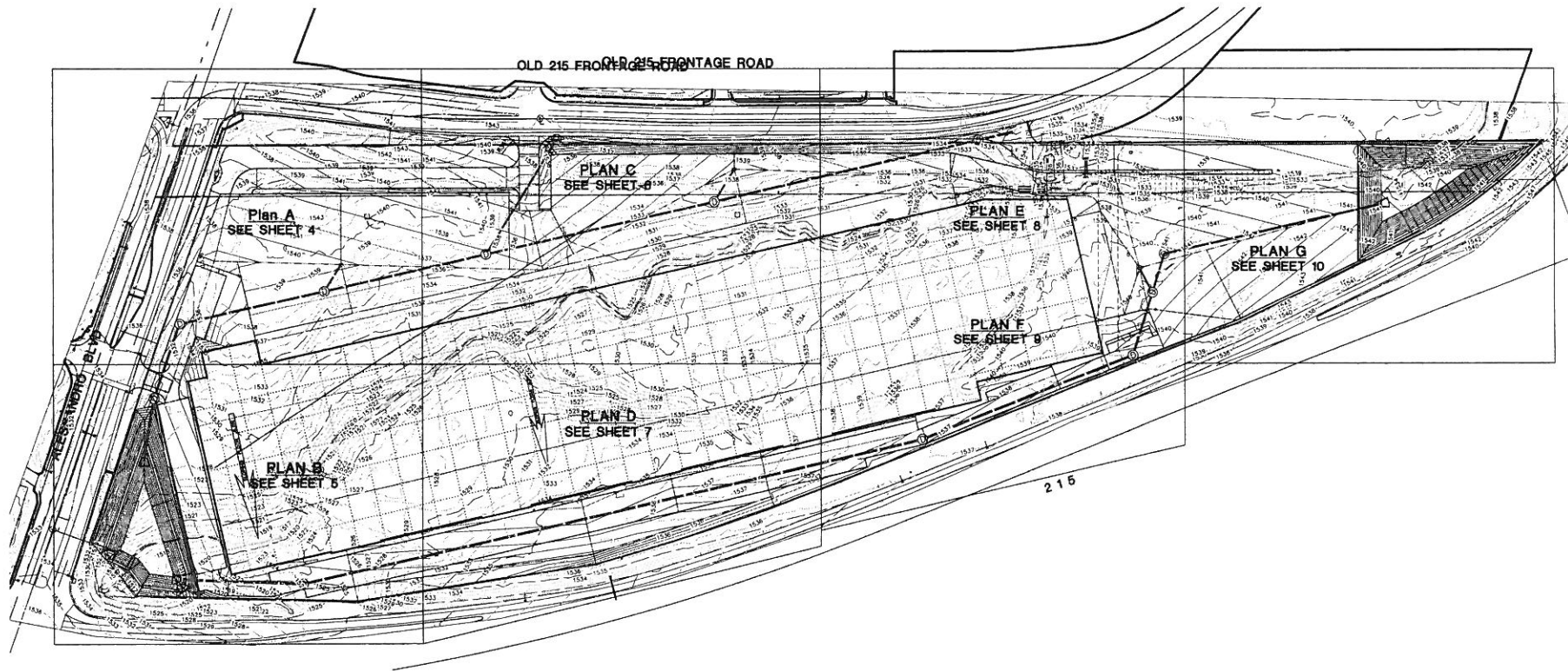
Thomsen Engineering, Inc.
Civil Engineering, Land Planning & Land Surveying
18811 E. GALE AVE. TEL: (925) 988-2500
SUNNYVALE, CA 94588 FAX: (925) 988-2378

PREPARED BY: HANS C. THOMSEN R.C.E. NO. 8244 DATE _____
5233R_09/30/2014 - For Submittal Review 3/12/2018

BENCHMARK:
MICHIGAN COUNTY BEAM 256 W-36 1947
ELEVATION = 144.28' ± 0.10' ± 0.02'
EAST END OF INTERSECTION OF PINE BLVD AND GLENN BLVD (EAST) IN WEST END OF PINE BLVD, 15.11' SOUTH OF THE NORTHERN END OF A 12 INCH 14 PSI HEAVY WALL BRICK 20' SET IN THE TOP OF CONCRETE FOUNDATION AND SHOWN IN 30 1403

MARCH JPA
PRECISE GRADING PLAN
FREeway BUSINESS CENTER
DETAILS

SHEET NO. **2**
OF 12 SHEETS
CITY FILE NO. _____



NOTE:
 WORK CONTAINED WITHIN THESE PLANS SHALL NOT COMMENCE UNTIL AN ENCROACHMENT PERMIT AND/OR A GRADING PERMIT HAS BEEN ISSUED.
 The private engineer signing these plans is responsible for ensuring the accuracy and completeness of the survey data. In the event of discrepancies arising after city approval or during construction, the private engineer shall be responsible for determining an acceptable solution and revising the plans for approval by the City.

MARK	BY	DATE	REVISIONS	APPR.	DATE
	ENGINEER				

MARCH JOINT POWERS AUTHORITY
 APPROVED BY: _____
 DIRECTOR OF PUBLIC WORKS DATE: _____

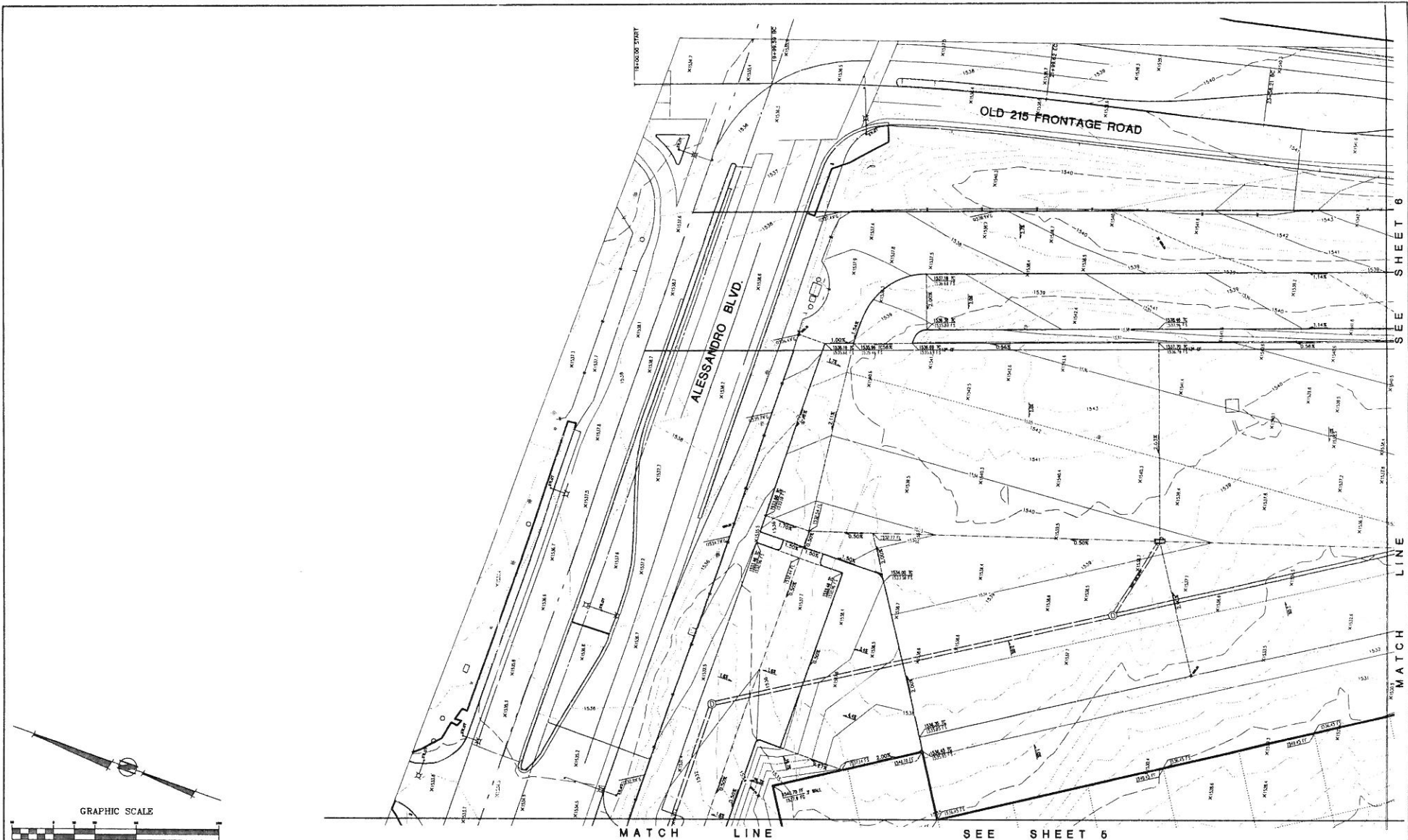


Thomsen Engineering, Inc.
 Civil Engineering, Land Planning & Land Surveying
 18611 E. Galois Ave., Industry, CA 91748
 Tel: (925) 998-9900 Fax: (925) 998-9779
 PREPARED BY: HANS C. THOMSEN R.C.E. NO. 8244 DATE: 02/28/2014 FOR SUBMITTAL REVIEW

BENCHMARK:
 MERCED COUNTY BENCH MARK, N-26, 1963
 ELEVATION = 1447.00 DATUM = 1988.29
 AT THE INTERSECTION OF POWER AND WATER
 AND GLENNVILLE AVENUE, 100 FEET WEST
 OF POWER AND WATER, 6.5 FEET SOUTH OF
 THE NORTHERLY END OF A 1.5 INCH x 60 FEET
 REBAR, 1.5 INCH DIA SET IN THE TOP OF
 CONCRETE SLAB, AND BENCHMARK IS 20 1963

MARCH JPA
PRECISE GRADING PLAN
FREWAY BUSINESS CENTER
 KEY MAP

SHEET NO. **3**
 OF 12 SHEETS
 FOR: PROFICIENCY 215 LLC W.O. CITY FILE NO. ---



SHEET 6
SEE SHEET 5
MATCH LINE

NOTE:
WORK CONTAINED WITHIN THESE PLANS SHALL NOT COMMENCE UNTIL AN ENCROACHMENT PERMIT AND/OR A GRADING PERMIT HAS BEEN ISSUED.

The public engineer issuing these plans is responsible for ensuring the accuracy and acceptability of the design herein. In the event of discrepancies arising after city approval or during construction, the public engineer shall be responsible for determining an acceptable solution and revising the plans as approved by the city.

MARK BY	DATE	REVISIONS	APPR.	DATE
ENGINEER				

MARCH JOINT POWERS AUTHORITY
APPROVED BY: _____
DIRECTOR OF PUBLIC WORKS DATE _____



Thomsen Engineering, Inc.
Civil Engineering, Land Planning & Land Surveying
18811 E. Oak Ave. Pal. (925) 951-8900
Indio, CA 92146 Fax (925) 950-0279

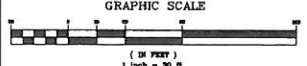
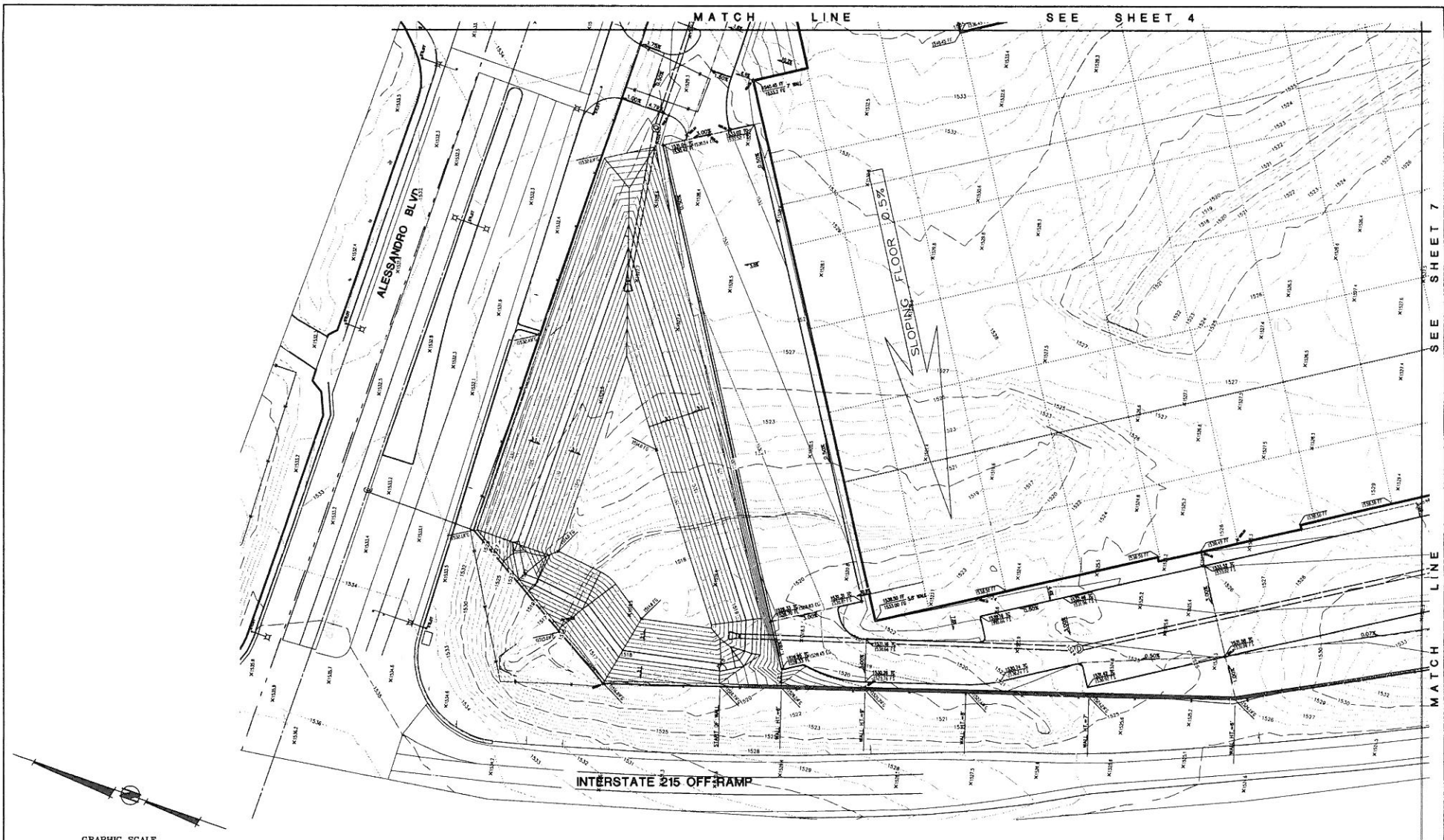
PREPARED BY: HANS C. THOMSEN R.C.E. NO. 8244 DATE 4/23/14
4/23/14 09/30/2014 - FOR SUBMITTAL REVIEW

BENCHMARK:
REFERENCE POINT: BENCH MARK 101.36 (1941)
ELEVATION = 144.25, 143.50 - 143.00 TO
BE THE INTERSECTION OF PAVING BOUNDARIES
AND CLASSIFIED UNDER (200) TO 10 FEET WEST
OF PAVING BOUNDARIES, 15 FEET SOUTH OF
THE MONUMENT END OF A 12" DIA. 44 FEET
MEASUREMENT, 14 BOUNDS END SET IN THE TOP OF
CONCRETE HEADWALL AND MARKED 101.36

SCALE: H.C. 1" = 30' V. N/A

WDDID NO. -----
MARCH JPA
PRECISE GRADING PLAN
FREWAY BUSINESS CENTER
PLAN A
FOR: PROFICIENCY 215 LLC W.D. _____
CITY FILE NO. -----

SHEET NO. 4
OF 12 SHEETS



NOTE:
 WORK CONTAINED WITHIN THESE PLANS SHALL NOT COMMENCE UNTIL AN ENCROACHMENT PERMIT AND/OR A GRADING PERMIT HAS BEEN ISSUED.

The private engineer displaying these plans is responsible for ensuring the accuracy and acceptability of the data herein. In the event of discrepancies arising after city approval or during construction, the private engineer shall be responsible for determining an acceptable solution and making the plans be correct by the city.

MARK	BY	DATE	REVISIONS	APPR.	DATE	QTY

MARCH JOINT POWERS AUTHORITY

APPROVED BY: _____
 DIRECTOR OF PUBLIC WORKS

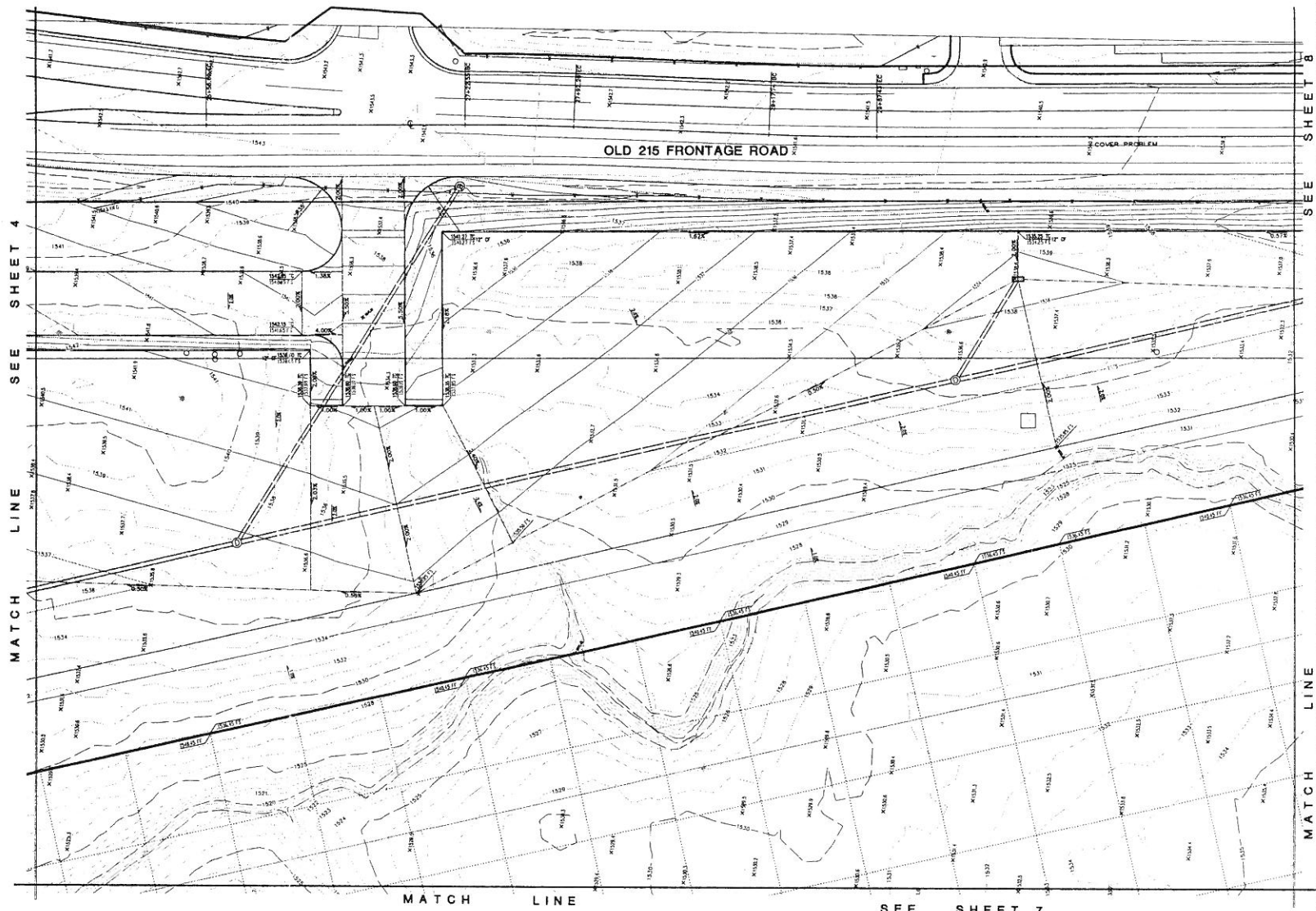


Thomsen Engineering, Inc.
 Civil Engineering, Land Planning
 & Land Surveying
 18951 E. Cole Ave.
 Industry, CA 91746
 Tel: (924) 966-9500
 Fax: (924) 966-8276

PREPARED BY: HANS C. THOMSEN R.C.E. NO. 8244 DATE _____
 8/23/2016 09/30/2016 - FOR SUBMITTAL REVIEW 8/23/2016

BENCHMARK:
 BENCHMARK: BENCH MARK
 BENCHMARK: BENCH MARK
 BENCHMARK: BENCH MARK

WDID NO. _____	SHEET NO. 5
MARCH JPA PRECISE GRADING PLAN FREEWAY BUSINESS CENTER PLAN B	
FOR: PROFICIENCY 215 LLC	W.O. _____
CITY FILE NO. _____	OF 12 SHEETS



NOTE:
 WORK CONTAINED WITHIN THESE PLANS SHALL NOT COMMENCE UNTIL AN ENCROACHMENT PERMIT AND/OR A GRADING PERMIT HAS BEEN ISSUED.

The private engineer depicting these plans is responsible for ensuring the accuracy and acceptability of the data herein. In the event of discrepancies arising after city approval or during construction, the private engineer shall be responsible for determining an acceptable solution and reworking the plans for approval by the city.

MARK BY	DATE
ENGINEER	

REVISIONS

APPR.	DATE
CITY	

MARCH JOINT POWERS AUTHORITY

APPROVED BY:

DIRECTOR OF PUBLIC WORKS

DATE



Thomsen Engineering, Inc.
 Civil Engineering, Land Planning
 & Land Surveying
 18611 E. Oak Ave.
 Industry, CA 91748
 Tel: (925) 968-2900
 Fax: (925) 968-2279

PREPARED BY: HANS C. THOMSEN R.C.E. NO. 8244 DATE
 8/23/08 06/30/2014 - FOR SUBMITTAL REVIEW
 #182330

BENCHMARK:

INDEPENDENT COUNTY BRASS DISK, B-30, 1943
 ELEVATION - MIDDLE SURVEY - 800.00
 AT THE INTERSECTION OF POWER BRANCH
 AND CLEARING DRIVE (ELEV) 24 FEET WEST
 OF POWER BRANCH, 1.1 FEET SOUTH OF
 THE INTERSECTION OF 11.100' & 14.100'
 MONUMENT A BRASS DISK 2.5 IN. DIA. TOP OF
 CONCRETE HEADWALL AND MARKED B-30 1943

SCALE: H:1" = 30' V: N/A

MARCH JPA
 PRECISE GRADING PLAN
 FREEWAY BUSINESS CENTER

PLAN C
 I.D.O.
 FRODOCIENCY 215 LLC

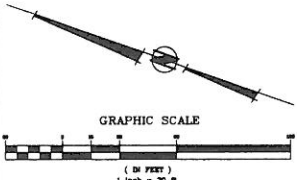
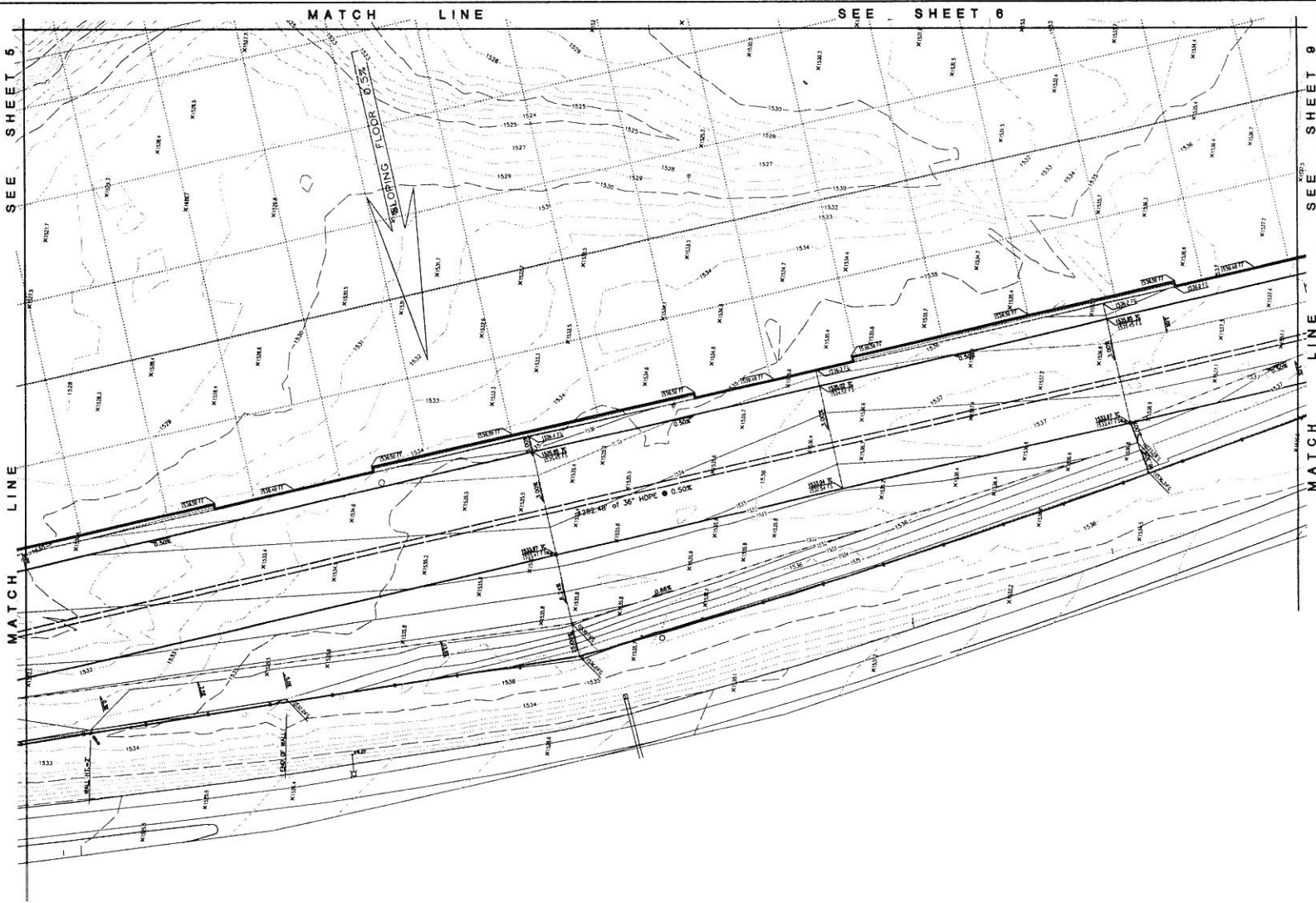
WDID NO. -----

SHEET NO.

6

OF 12 SHEETS

CITY FILE NO. ----



NOTE:
 WORK CONTAINED WITHIN THESE PLANS SHALL NOT COMMENCE UNTIL AN ENCROACHMENT PERMIT AND/OR A GRADING PERMIT HAS BEEN ISSUED.

The private engineer preparing these plans is responsible for ensuring the accuracy and acceptability of the design features. In the event of discrepancies arising after city approval or during construction, the private engineer shall be responsible for determining an acceptable solution and revising the plans for approval by the city.

MARK	BY	DATE	REVISIONS	APPR.	DATE

MARCH JOINT POWERS AUTHORITY

APPROVED BY: _____
 DIRECTOR OF PUBLIC WORKS DATE _____



Thomsen Engineering, Inc.
 Civil Engineering, Land Planning
 & Land Surveying
 18411 E. Gale Ave. Tel: (925) 998-9900
 Industry, CA 94748 Fax: (925) 998-2979

PREPARED BY: HANS C. THOMSEN R.C.E. NO. 8244 DATE _____
 8/13/08 08/30/2014 - FOR SUBMITTAL REVIEW

BENCHMARK:
 BENCHMARK POINT 0001 44-30-1943
 ELEVATION = 144.276, SALES = 4800 25
 25' BY INTERSECTION OF FORDS BRIDLEWAY
 AND OLIVERSON BRIDGE (EAST) 28 FEET WEST
 OF FORDS BRIDLEWAY. 1.5 FEET BELOW
 THE INTERSECTION OF A 12 INCH x 14 FEET
 CONCRETE HEADWALL AND SHAPED 9-30 1983

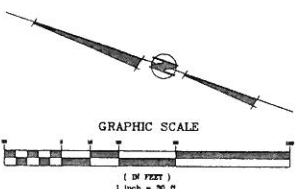
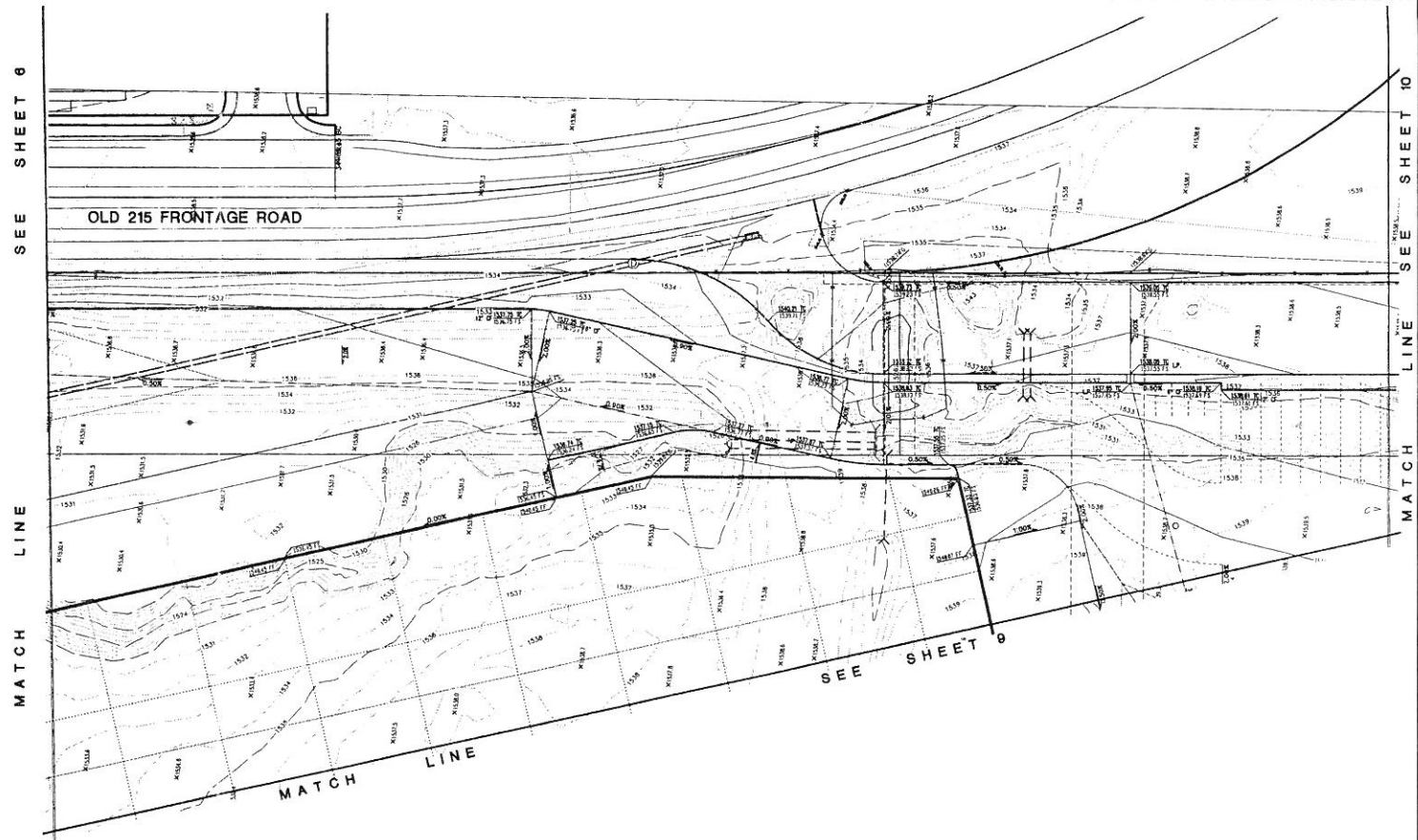
SCALE: 1" = 30' V. N/A.

WDID NO. -----

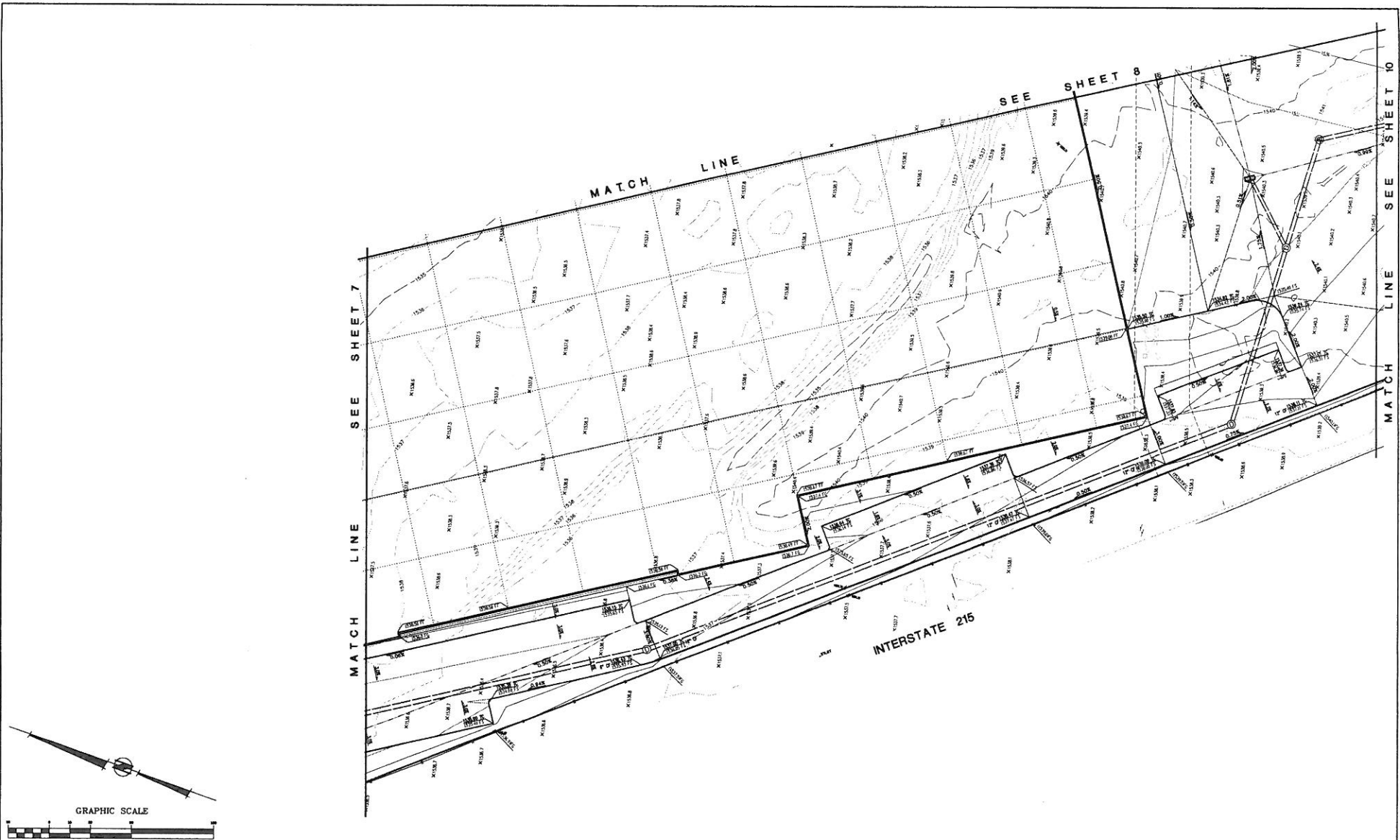
MARCH JPA
PRECISE GRADING PLAN
FREWAY BUSINESS CENTER
PLAN D

FOR: PROFICIENCY 215 LLC W.D. _____
 CITY FILE NO. -----

SHEET NO. 7
 OF 12 SHETS



<p>NOTE: WORK CONTAINED WITHIN THESE PLANS SHALL NOT COMMENCE UNTIL AN ENCROACHMENT PERMIT AND/OR A GRADING PERMIT HAS BEEN ISSUED.</p> <p>The private engineer preparing these plans is responsible for covering the accuracy and acceptability of the survey herein. In the event of discrepancies arising after city approval or during construction, the private engineer shall be responsible for determining an acceptable solution and revising the plans for approval by the city.</p>		<p>MARCH JOINT POWERS AUTHORITY</p> <p>APPROVED BY: _____</p> <p>DIRECTOR OF PUBLIC WORKS DATE _____</p>		<p>Thomsen Engineering, Inc. Civil Engineering, Land Planning & Land Surveying 15811 E. Cole Ave. Tel: (925) 988-9900 Indio, CA 91748 Fax: (925) 988-2779</p> <p>PREPARED BY: HANS C. THOMSEN R.C.E. NO. 8244 DATE _____ 6/23/10_09/30/2014 - FOR SUBMITTAL REVIEW</p>	<p>BENCHMARK: MORNING STAR BRASS DISK, U-36, 1963 ELEVATION = 144.78, DATUM = NAVD 83 AT THE INTERSECTION OF POWER BUILDING AND CLAYTON BRIDGE (EAST) IN WEST SIDE OF POWER BUILDING, 1/2 MILE WEST OF THE INTERSECTION OF U.S. HIGHWAY 91 AND HIGHWAY 101 ELEVATION = 144.78, DATUM = NAVD 83</p>	<p>WDID NO. -----</p> <p>MARCH JPA</p> <p>PRECISE GRADING PLAN</p> <p>FREWAY BUSINESS CENTER</p> <p>PLAN E</p> <p>FOR: PROFICIENCY 215 LLC W.O. _____</p> <p>CITY: FILE NO. -----</p>	<p>SHEET NO. 8</p> <p>OF 12 SHEETS</p>
<p>MARK BY DATE</p> <p>ENGINEER</p>	<p>REVISIONS</p>	<p>APPR. DATE</p> <p>CITY</p>					



NOTE:
 WORK CONTAINED WITHIN THESE PLANS SHALL NOT COMMENCE UNTIL AN ENCROACHMENT PERMIT AND/OR A GRADING PERMIT HAS BEEN ISSUED.

The plans engineer signing these plans is responsible for ensuring the accuracy and availability of the data herein. In the event of discrepancies arising after the approval of grading construction, the plans engineer shall be responsible for determining an acceptable solution and resubmitting the plans for approval by the city.

MARK	BY	DATE	REVISIONS	APPR	DATE

MARCH JOINT POWERS AUTHORITY

APPROVED BY:

DIRECTOR OF PUBLIC WORKS DATE



Thomsen Engineering, Inc.
 Civil Engineering, Land Planning
 & Land Surveying
 18611 E. Gale Ave.
 Industry, CA 91746
 Tel (925) 945-2200
 Fax (925) 945-2279

PREPARED BY: HANS C. THOMSEN R.C.E. NO. 8244 DATE
 8/23/08, 09/10/2014 - FOR SUBMITTAL REVIEW
 8/23/08

BENCHMARK:

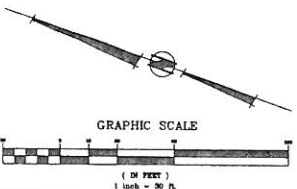
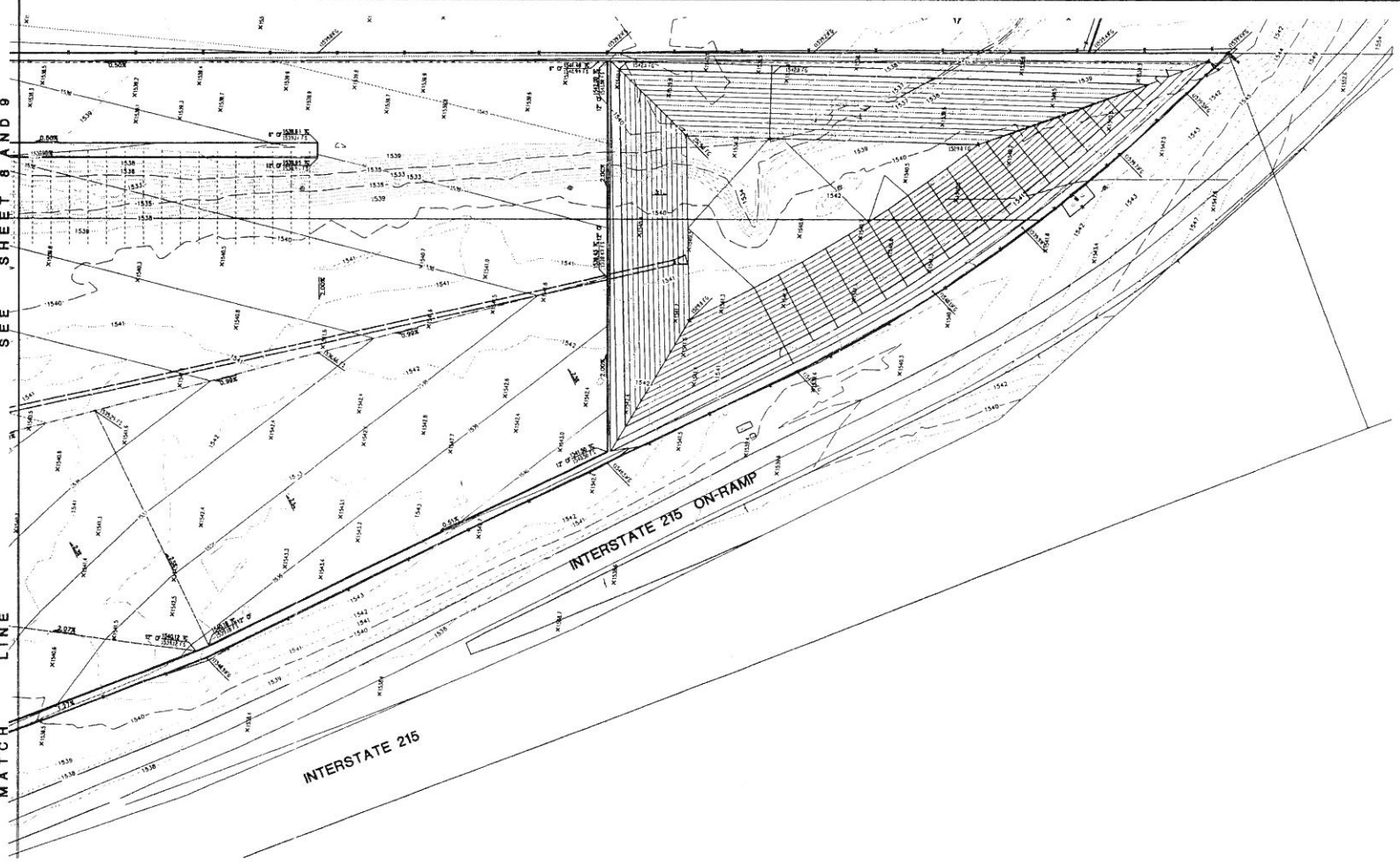
INDIANE COUNTY GRADE BENCH, W-26, 1983
 ELEVATION = 544.76, DATUM = NAVD 83
 AT THE INTERSECTION OF POWER BOULEVARD
 AND BLANCKE AVENUE, 100 FT WEST
 OF POWER BOULEVARD, 1.5 FEET SOUTH OF
 THE NORTHWEST CORNER OF A 12' x 12' METAL
 MANHOLE. A BRASS NAIL SET IN THE TOP OF
 CONCRETE MANHOLE, JOB NUMBER 8-1983

SCALE: H: 1" = 30' V: N/A

WDID NO. -----		SHEET NO.
MARCH JPA		9
PRECISE GRADING PLAN		
FREEWAY BUSINESS CENTER		
PLAN F		
FOR: PROPRIETARY 215 LLC	W.O.	CITY FILE NO. ---

OF 12 SHTS

SEE SHEET 8 AND 9
MATCH LINE



NOTE:
WORK CONTAINED WITHIN THESE PLANS SHALL NOT COMMENCE UNTIL AN ENCROACHMENT PERMIT AND/OR A GRADING PERMIT HAS BEEN ISSUED.

The private engineer signing these plans is responsible for assuring the accuracy and acceptability of the same herein. In the event of discrepancies arising after city approval or during construction, the private engineer shall be responsible for determining an acceptable solution and revising the plans as approved by the city.

MARK	BY	DATE	REVISIONS	APPR. DATE	CITY

MARCH JOINT POWERS AUTHORITY
APPROVED BY: _____
DIRECTOR OF PUBLIC WORKS DATE _____



Thomsen Engineering, Inc.
Civil Engineering, Land Planning & Land Surveying
18811 E. Colton Ave. Tel: (924) 966-2900
Industry, CA 91748 Fax: (924) 966-2278

PREPARED BY: HANS C. THOMSEN R.C.E. NO. 8244 DATE _____
82338-09/30/2014 - FOR SUBMITTAL REVIEW

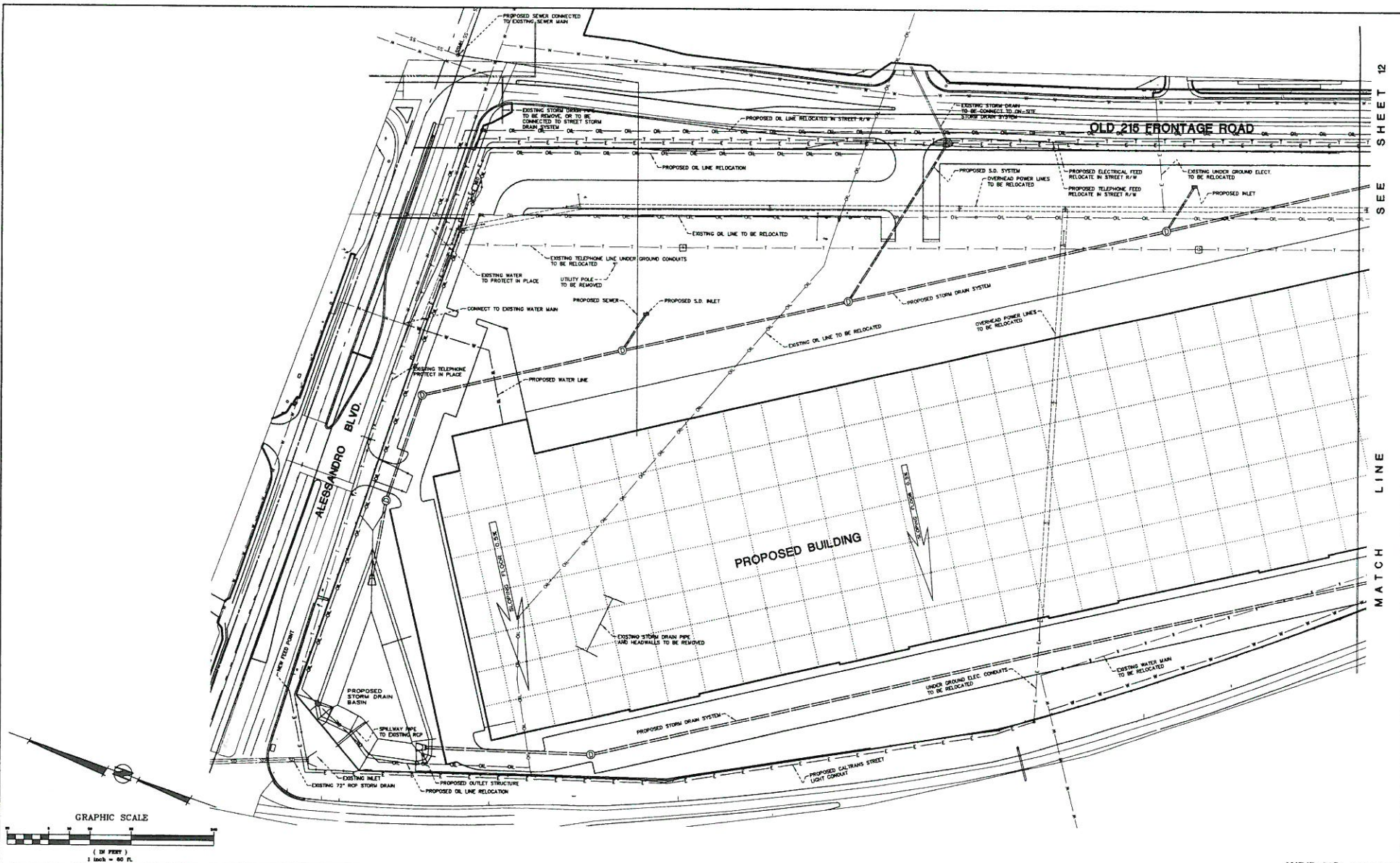
BENCHMARK:
MICHIGAN COUNTY BRASS 208, W-36, 1963
ELEVATION = 144.216, DATUM = WING 29
AT THE INTERSECTION OF MICHIGAN BRIDGE
AND OLANDER BRIDGE (EAST) 34 FEET WEST
OF PILING BRIDGEPIERS, 1/2 MILE SOUTH OF
THE INTERSECTION OF I-5 AND I-205 AT
MICHIGAN. A BRASS 208 SET IN 14" DIA. OF
CONCRETE. HORIZONTAL AND BENCHMARK W-36 1963

MARCH JPA
PRECISE GRADING PLAN
FREWAY BUSINESS CENTER
PLAN G

FOR: PROFICIENCY 215 LLC K.G.
CITY FILE NO. _____

WDID NO. _____
SHEET NO. **10**
OF **12** SHEETS

SEE SHEET 12
MATCH LINE



NOTE:
WORK CONTAINED WITHIN THESE PLANS SHALL NOT COMMENCE UNTIL AN ENCROACHMENT PERMIT AND/OR A GRADING PERMIT HAS BEEN ISSUED.

The private engineer displaying these plans is responsible for ensuring the accuracy and completeness of the design herein. In the event of discrepancies arising after city approval of design instructions, the private engineer shall be responsible for determining an acceptable solution and revising the plans for approval by the city.

MARK	DATE	REVISIONS	APPR.	DATE

MARCH JOINT POWERS AUTHORITY
APPROVED BY: _____
DIRECTOR OF PUBLIC WORKS
DATE: _____



Thomsen Engineering, Inc.
Civil Engineering, Land Planning
& Land Surveying
18463 E. Gable Ave.
Industry, CA 91748
Tel: (951) 866-9550
Fax: (951) 866-9276

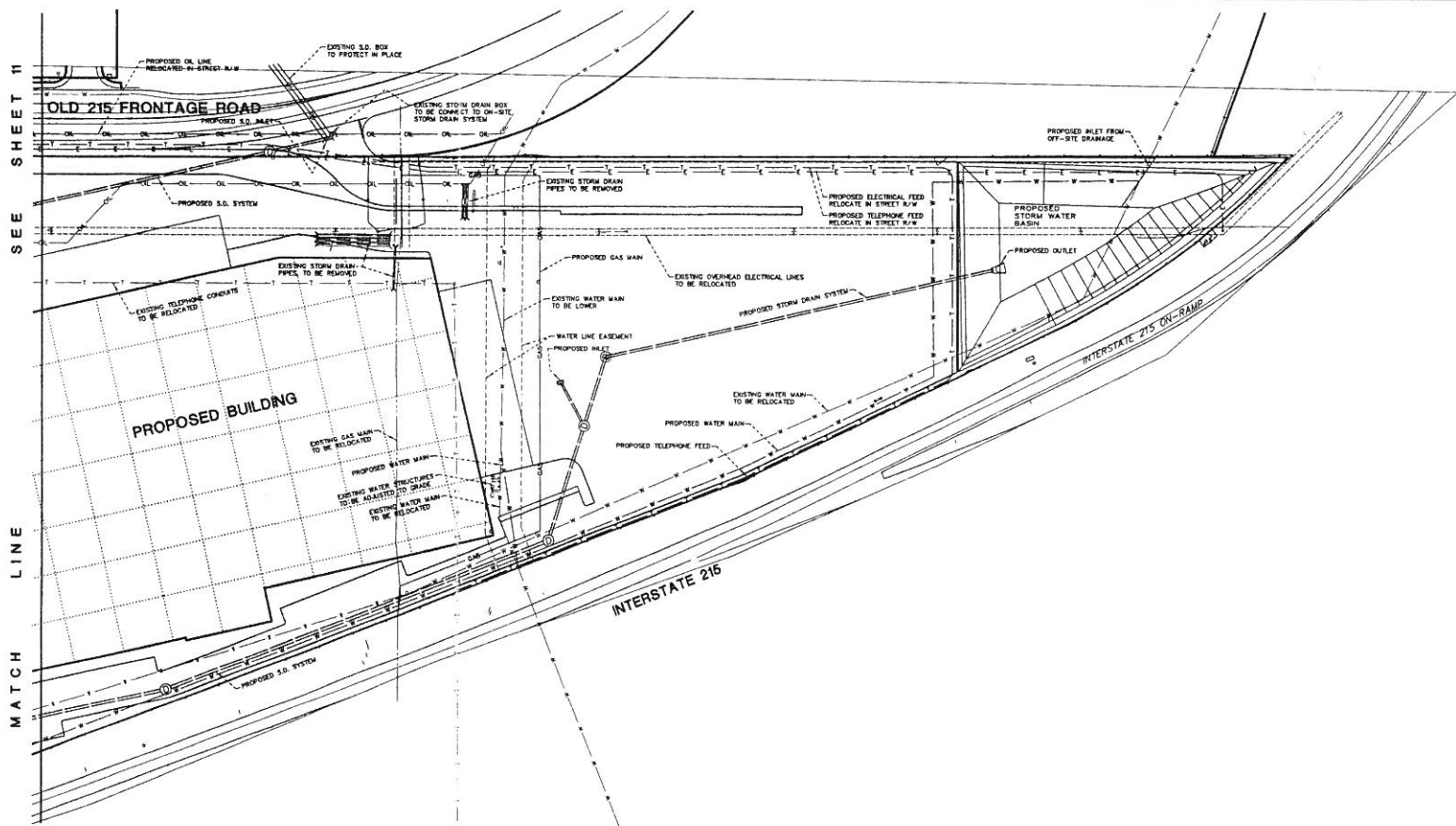
PREPARED BY: HANS C. THOMSEN R.C.E. NO. 8244 DATE: _____
8/23/10 / 09/30/2014 - FOR SUBMITTAL REVIEW 8/23/10

BENCHMARK:
RIVERSIDE COUNTY BEARS DISK, W-35, 1643
ELEVATION = 164.000 ± MDS 0.000 ± 0.000 ± 0.000
AT THE INTERSECTION OF POWER BOULEVARD
AND UNDERGROUND DRIVE, 34 FEET WEST
OF POWER BOULEVARD, 64 FEET SOUTH OF
THE INTERSECTION OF W-35 & 161 STREET
ELEVATION: A BEARS DISK SET BY THE TOP OF
CONCRETE FOUNDATION AND MARKED B-20-1643

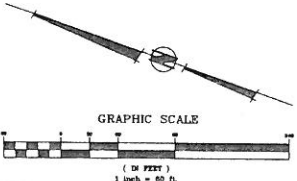
SCALE: H-1" = 80' V- N/A

WDID NO. _____	SHEET NO. 11
MARCH JPA PRECISE GRADING PLAN FREEWAY BUSINESS CENTER UTILITIES - NORTH	
FOR: PROPECIENCY 215 LLC	FILE NO. _____

OF 12 SHTS



SHEET 11
SEE
MATCH LINE



NOTE:
WORK CONTAINED WITHIN THESE PLANS SHALL NOT COMMENCE UNTIL AN ENCROACHMENT PERMIT AND/OR A GRADING PERMIT HAS BEEN ISSUED.

The private engineer applying these plans is responsible for ensuring the accuracy and acceptability of the design herein. In the event of discrepancies arising after city approval or during construction, the private engineer shall be responsible for determining an acceptable solution and revising the plans as approved by the city.

MARK	BY	DATE	REVISIONS	APPR.	DATE
	ENGINEER				

MARCH JOINT POWERS AUTHORITY
APPROVED BY: _____
DIRECTOR OF PUBLIC WORKS DATE _____



Thomsen Engineering, Inc.
Civil Engineering, Land Planning & Land Surveying
18411 E. Gale Ave. TEL: (925) 988-8960
Baldwin Park, CA 91786 FAX: (925) 988-8279

PREPARED BY: HANS C. THOMSEN R.C.E. NO. 8244 DATE _____
823308 / 06/30/2014 - FOR SUBMITTAL REVIEW

BENCHMARK:
KINGS COUNTY BENCH MARK, N-S, 1461
ELEVATION = 144.216 ± 0.008 - FOUND AT
AT THE INTERSECTION OF POWER BRIDGE
AND OLIVERA AVENUE (EAST) 24 FEET WEST
OF POWER BRIDGE, 1.5 FEET SOUTH OF
THE NORTHERY END OF A 12 INCH x 16 FEET
CONCRETE HEADGALL, BENCH MARK SET IN THE TOP OF
MARCH 1963

SCALE: 1" = 60' V. N/A

WDID NO. -----
MARCH JPA
PRECISE GRADING PLAN
FREEWAY BUSINESS CENTER
UTILITIES - SOUTH

FOR: PROFICIENCY 215 LLC W.G. _____
CITY FILE NO. -----

SHEET NO. **12**
OF **12** SHEETS

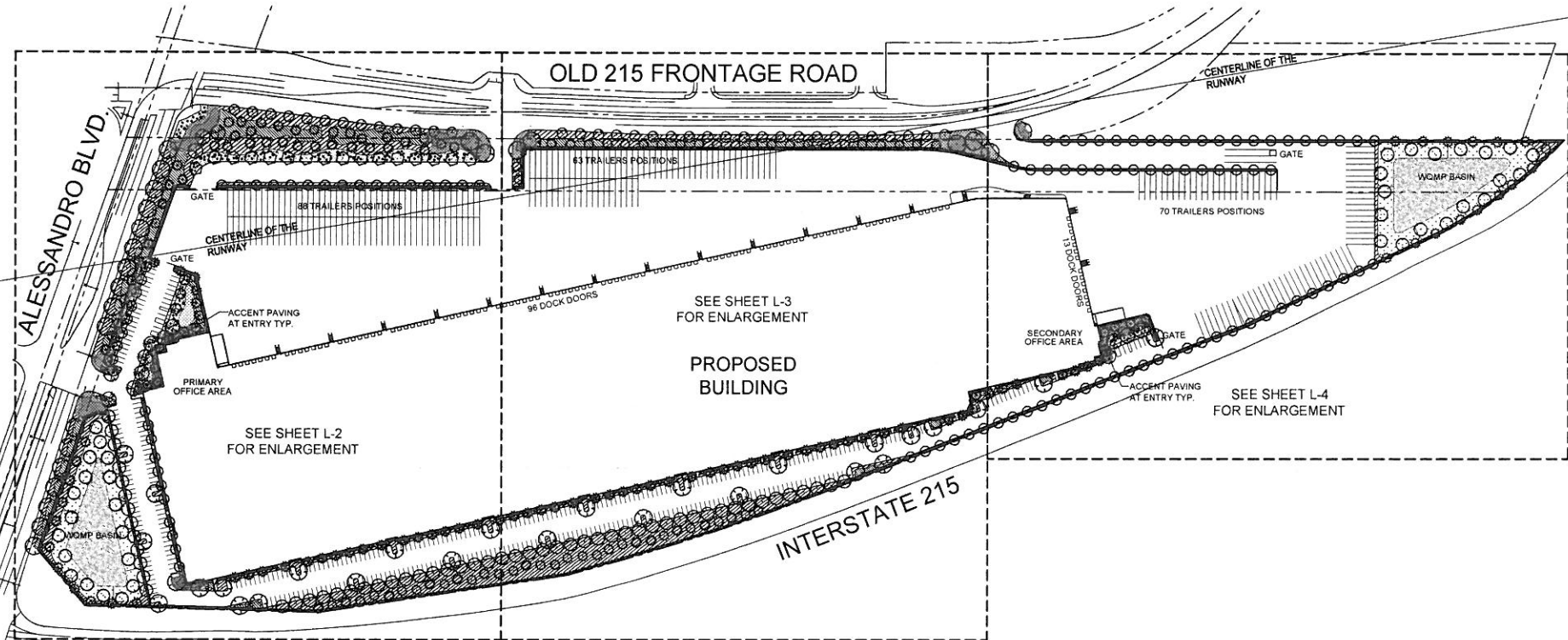
TREE LEGEND

TREES	BOTANICAL NAME / COMMON NAME	CONT.	WALCOL. #	QTY.
	Coronilla / Desert Museum / Thomas Palo Verde	24'x30'	Low	18
	Coronilla / Desert Museum / Thomas Palo Verde	48'x30'	Low	15
	Eucalyptus sideroxylon / Rosea / Red Ironbark	15'x18'	Low	95
	Pinus attenuata / Afghan Pine	15'x18'	Low	100
	Pinus attenuata / Afghan Pine	24'x30'	Low	92
	Platanus chinensis / Chinese Platanus	24'x30'	Low	53
	Platanus racemosa / California Sycamore	15'x18'	Med	36
	Pinus chinensis / Chinese Mesquite	24'x30'	Low	11
	Pinus attenuata / Afghan Pine	24'x30'	Low	55
	Pinus attenuata / Afghan Pine	24'x30'	Low	35

CONCEPT PLANT SCHEDULE

	FOUNDATION PLANTING / MEDIAN / 5 GAL. / LOW WATER Buxus microcarpa / Japanese Boxwood / 1'x1'x1' / 10'x10'x10' Ligustrum lucidum / Texas Privet / 1'x1'x1' / 10'x10'x10' Ruscus aculeatus / Heavy Blooming / 1'x1'x1' / 10'x10'x10' Pittosporum tobira / Silver Cholla / 1'x1'x1' / 10'x10'x10' Plectranthus amboinensis / Cane Plant / 1'x1'x1' / 10'x10'x10' Ruscus aculeatus / Silver Cholla / 1'x1'x1' / 10'x10'x10'	254
	LANDSCAPE ACCENT / 5 GAL. / LOW WATER Anemone pulchella / Anemone / 1'x1'x1' / 10'x10'x10' Anemone pulchella / Anemone / 1'x1'x1' / 10'x10'x10' Calliandra lanceolata / Gray Street Garden / 1'x1'x1' / 10'x10'x10'	47
	LANDSCAPE FOUNDATION / 5 GAL. / LOW WATER Anemone pulchella / Anemone / 1'x1'x1' / 10'x10'x10' Calliandra lanceolata / Gray Street Garden / 1'x1'x1' / 10'x10'x10' Calliandra lanceolata / Gray Street Garden / 1'x1'x1' / 10'x10'x10' Calliandra lanceolata / Gray Street Garden / 1'x1'x1' / 10'x10'x10' Calliandra lanceolata / Gray Street Garden / 1'x1'x1' / 10'x10'x10'	1,251
	FAMILY SCALE FOUNDATION PLANTING / 5 GAL. / LOW WATER Anemone pulchella / Anemone / 1'x1'x1' / 10'x10'x10' Calliandra lanceolata / Gray Street Garden / 1'x1'x1' / 10'x10'x10' Calliandra lanceolata / Gray Street Garden / 1'x1'x1' / 10'x10'x10' Calliandra lanceolata / Gray Street Garden / 1'x1'x1' / 10'x10'x10' Calliandra lanceolata / Gray Street Garden / 1'x1'x1' / 10'x10'x10'	237
	SMALLER / 5 GAL. / LOW WATER Anemone pulchella / Anemone / 1'x1'x1' / 10'x10'x10' Anemone pulchella / Anemone / 1'x1'x1' / 10'x10'x10' Anemone pulchella / Anemone / 1'x1'x1' / 10'x10'x10' Anemone pulchella / Anemone / 1'x1'x1' / 10'x10'x10' Anemone pulchella / Anemone / 1'x1'x1' / 10'x10'x10'	172

	SHRUB PALETTE - MEDIUM WATER USE Buxus microcarpa / Japanese Boxwood / 1'x1'x1' / 10'x10'x10' Ligustrum lucidum / Texas Privet / 1'x1'x1' / 10'x10'x10' Ruscus aculeatus / Heavy Blooming / 1'x1'x1' / 10'x10'x10' Pittosporum tobira / Silver Cholla / 1'x1'x1' / 10'x10'x10' Plectranthus amboinensis / Cane Plant / 1'x1'x1' / 10'x10'x10' Ruscus aculeatus / Silver Cholla / 1'x1'x1' / 10'x10'x10'	12,754 sq
	SHRUB PALETTE - LOW WATER USE Anemone pulchella / Anemone / 1'x1'x1' / 10'x10'x10' Calliandra lanceolata / Gray Street Garden / 1'x1'x1' / 10'x10'x10' Calliandra lanceolata / Gray Street Garden / 1'x1'x1' / 10'x10'x10' Calliandra lanceolata / Gray Street Garden / 1'x1'x1' / 10'x10'x10' Calliandra lanceolata / Gray Street Garden / 1'x1'x1' / 10'x10'x10'	3,074 sq
	SHRUB PALETTE - LOW WATER USE Anemone pulchella / Anemone / 1'x1'x1' / 10'x10'x10' Calliandra lanceolata / Gray Street Garden / 1'x1'x1' / 10'x10'x10' Calliandra lanceolata / Gray Street Garden / 1'x1'x1' / 10'x10'x10' Calliandra lanceolata / Gray Street Garden / 1'x1'x1' / 10'x10'x10' Calliandra lanceolata / Gray Street Garden / 1'x1'x1' / 10'x10'x10'	16,547 sq
	SHRUB PALETTE - MEDIUM WATER USE - 1 GAL. Anemone pulchella / Anemone / 1'x1'x1' / 10'x10'x10' Calliandra lanceolata / Gray Street Garden / 1'x1'x1' / 10'x10'x10' Calliandra lanceolata / Gray Street Garden / 1'x1'x1' / 10'x10'x10' Calliandra lanceolata / Gray Street Garden / 1'x1'x1' / 10'x10'x10'	14,021 sq
	GRASS - HIGH WATER USE Stenotaphrum secundatum / St. Augustine Grass / 1'x1'x1' / 10'x10'x10'	2,338 sq

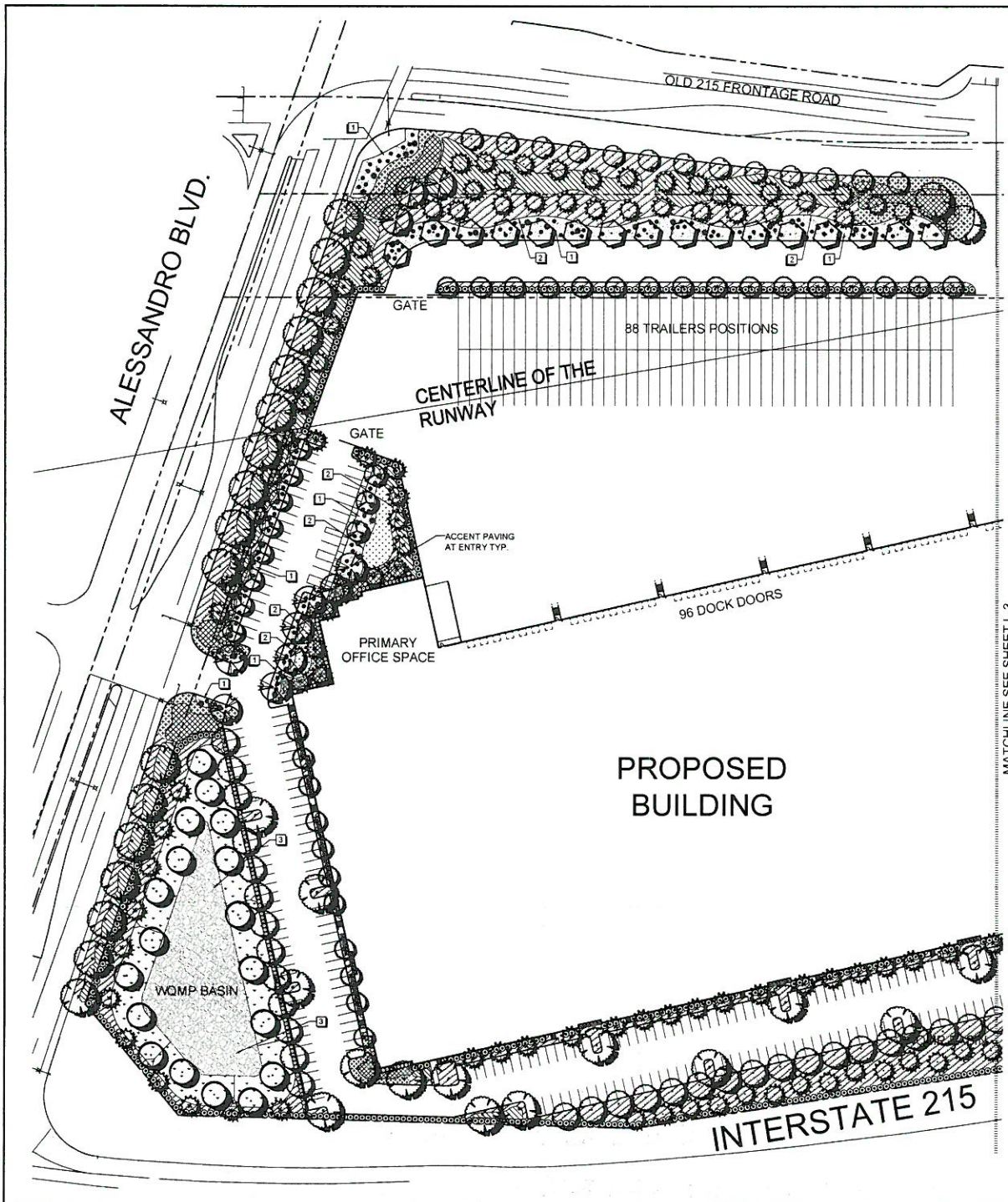


PROFICIENCY 215 LLC
 11777 SAN VICENTE BLVD., SUITE 760
 LOS ANGELES, CA 90049
 TEL: (310) 978-8000

PROJECT TITLE: PRELIMINARY LANDSCAPE PLAN
 PROJECT DEVELOPER:
 FREEWAY BUSINESS CENTER
 0000 ALESSANDRO BLVD.
 MARCH, JPA, CA

DRAWN BY: DATE
 BFK 12/24/14
 JOB NO.
 RG00055
 SHEET NO.
 L-1
 1 of 4 SHEETS





TREE LEGEND

TREE	BOTANICAL NAME / COMMON NAME	SOIL	WALDOLL	QTY
	Cercium x Desert Museum / Thornless Palm Vine	24" to	Low	16
	Cercium x Desert Museum / Thornless Palm Vine	48" to	Low	15
	Eucalyptus sideroxylon / Rose / Red Ironbark	15 gal	Low	65
	Pinus attenuata / Argon Pine	15 gal	Low	100
	Pinus attenuata / Argon Pine	SIZE: 24" BOX - WATER USE: MILD/COOL - LOW	24" to	Low
	Pinus attenuata / Argon Pine	SIZE: 24" BOX - WATER USE: MILD/COOL - LOW	24" to	Low
	Platanus chinensis / Chinese Platane	24" to	Low	63
	Platanus racemosa / California Sycamore	15 gal	Med	36
	Prosopis chinensis / Chinese Mesquite	24" to	Low	11
	Rhus lancea / African Sumac	24" to	Low	55
	x Citrus latifolius / Pink Dam / Pink Dam Citrus	24" to	Low	35

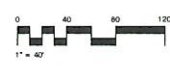
CONCEPT PLANT SCHEDULE

	FOUNDATION PLANTING - FERTILE SOILS - 5 GAL - LOW WATER Baccharis pilularis / Toyon Shrub - Spacing 30" x 10" Lonicera sibirica / Tatarian Honeysuckle - Spacing 30" x 10" Nandina domestica / Heavenly Bamboo - Spacing 3' x 3' Metastachya latifolia / Silver Grass - 1' x 1' x 1' - Spacing 5' x 5' Psidium cattleianum / Guava - 1' x 1' x 1' - Spacing 4' x 4' Rhus microcarpa / Small Sumac - 1' x 1' x 1' - Spacing 3' x 3' Rhus microcarpa / Small Sumac - 1' x 1' x 1' - Spacing 4' x 4'	250
	LARGE ACCENT SHRUBS - 5 GAL - LOW WATER Agave attenuata / Century Plant - Spacing 6' x 6' Agave attenuata / Century Plant - Spacing 6' x 6' Cyclophorus americanus / Lacey Desert Spurge - Spacing 5' x 5'	47
	LARGE LOCAL FOUNDATION SHRUBS - 5 GAL - LOW WATER Argemone mexicana / Queen Anne's Lace - Spacing 5' x 5' Callisander chinensis / Chinese Bellflower - Spacing 5' x 5' Dianthus barbatus / Garden Pinks - Spacing 5' x 5' Echinacea purpurea / Purple Coneflower - Spacing 5' x 5' Helianthus annuus / Sunflower - Spacing 4' x 4' Lonicera caerulea / Honeysuckle - Spacing 5' x 5'	1,351
	SMALL LOCAL FOUNDATION PLANTING - 5 GAL - LOW WATER Baccharis pilularis / Toyon Shrub - Spacing 3' x 3' Callisander chinensis / Chinese Bellflower - Spacing 3' x 3' Callisander chinensis / Chinese Bellflower - Spacing 3' x 3' Dianthus barbatus / Garden Pinks - Spacing 3' x 3' Echinacea purpurea / Purple Coneflower - Spacing 3' x 3' Helianthus annuus / Sunflower - Spacing 3' x 3' Lonicera caerulea / Honeysuckle - Spacing 3' x 3' Rhus microcarpa / Small Sumac - Spacing 3' x 3'	237
	SMALLER ACCENT SHRUBS - 5 GAL - LOW WATER Agave attenuata / Century Plant - Spacing 3' x 3' Argemone mexicana / Queen Anne's Lace - Spacing 3' x 3' Callisander chinensis / Chinese Bellflower - Spacing 3' x 3' Callisander chinensis / Chinese Bellflower - Spacing 3' x 3' Dianthus barbatus / Garden Pinks - Spacing 3' x 3' Echinacea purpurea / Purple Coneflower - Spacing 3' x 3' Helianthus annuus / Sunflower - Spacing 3' x 3' Lonicera caerulea / Honeysuckle - Spacing 3' x 3' Rhus microcarpa / Small Sumac - Spacing 3' x 3'	179
	SHRUB PALETTE - MEDIUM WATER USE Baccharis pilularis / Toyon Shrub - Spacing 3' x 3' Callisander chinensis / Chinese Bellflower - Spacing 3' x 3' Callisander chinensis / Chinese Bellflower - Spacing 3' x 3' Dianthus barbatus / Garden Pinks - Spacing 3' x 3' Echinacea purpurea / Purple Coneflower - Spacing 3' x 3' Helianthus annuus / Sunflower - Spacing 3' x 3' Lonicera caerulea / Honeysuckle - Spacing 3' x 3' Rhus microcarpa / Small Sumac - Spacing 3' x 3'	12,734 ft
	WQMP - BASS PLANTING PALETTE Baccharis pilularis / Toyon Shrub - Spacing 3' x 3' Callisander chinensis / Chinese Bellflower - Spacing 3' x 3' Callisander chinensis / Chinese Bellflower - Spacing 3' x 3' Dianthus barbatus / Garden Pinks - Spacing 3' x 3' Echinacea purpurea / Purple Coneflower - Spacing 3' x 3' Helianthus annuus / Sunflower - Spacing 3' x 3' Lonicera caerulea / Honeysuckle - Spacing 3' x 3' Rhus microcarpa / Small Sumac - Spacing 3' x 3'	46,730 ft
	SHRUB PALETTE - LOW WATER USE Baccharis pilularis / Toyon Shrub - Spacing 3' x 3' Callisander chinensis / Chinese Bellflower - Spacing 3' x 3' Callisander chinensis / Chinese Bellflower - Spacing 3' x 3' Dianthus barbatus / Garden Pinks - Spacing 3' x 3' Echinacea purpurea / Purple Coneflower - Spacing 3' x 3' Helianthus annuus / Sunflower - Spacing 3' x 3' Lonicera caerulea / Honeysuckle - Spacing 3' x 3' Rhus microcarpa / Small Sumac - Spacing 3' x 3'	31,074 ft
	GROUND COVER PALETTE - LOW WATER USE - 1 GAL Baccharis pilularis / Toyon Shrub - Spacing 3' x 3' Callisander chinensis / Chinese Bellflower - Spacing 3' x 3' Callisander chinensis / Chinese Bellflower - Spacing 3' x 3' Dianthus barbatus / Garden Pinks - Spacing 3' x 3' Echinacea purpurea / Purple Coneflower - Spacing 3' x 3' Helianthus annuus / Sunflower - Spacing 3' x 3' Lonicera caerulea / Honeysuckle - Spacing 3' x 3' Rhus microcarpa / Small Sumac - Spacing 3' x 3'	167,467 ft
	GROUND COVER PALETTE - MEDIUM WATER USE - 1 GAL Baccharis pilularis / Toyon Shrub - Spacing 3' x 3' Callisander chinensis / Chinese Bellflower - Spacing 3' x 3' Callisander chinensis / Chinese Bellflower - Spacing 3' x 3' Dianthus barbatus / Garden Pinks - Spacing 3' x 3' Echinacea purpurea / Purple Coneflower - Spacing 3' x 3' Helianthus annuus / Sunflower - Spacing 3' x 3' Lonicera caerulea / Honeysuckle - Spacing 3' x 3' Rhus microcarpa / Small Sumac - Spacing 3' x 3'	16,091 ft
	GRASS - HIGH WATER USE Stenotaphrum secundatum / St. Augustine Grass - Spacing 12" x 12"	2,336 ft

NOTE:
 1. ALL TREES WITHIN 5' OF HATCHLINE SHALL BE IN A SHOOTING RANGE VIEW UNLESS NOT ALLOWED.
 ROOT BARRIERS SHALL BE INSTALLED AT THE ROOT BARRIERS SHALL BE CENTERED ON TREES AND EXTEND 5' IN
 BOTH DIRECTIONS FROM A TOTAL OF 10'
 2. CONTRACTOR TO INSTALL CONCRETE NEW CURBS BETWEEN DRIVE AREAS AND TYP.

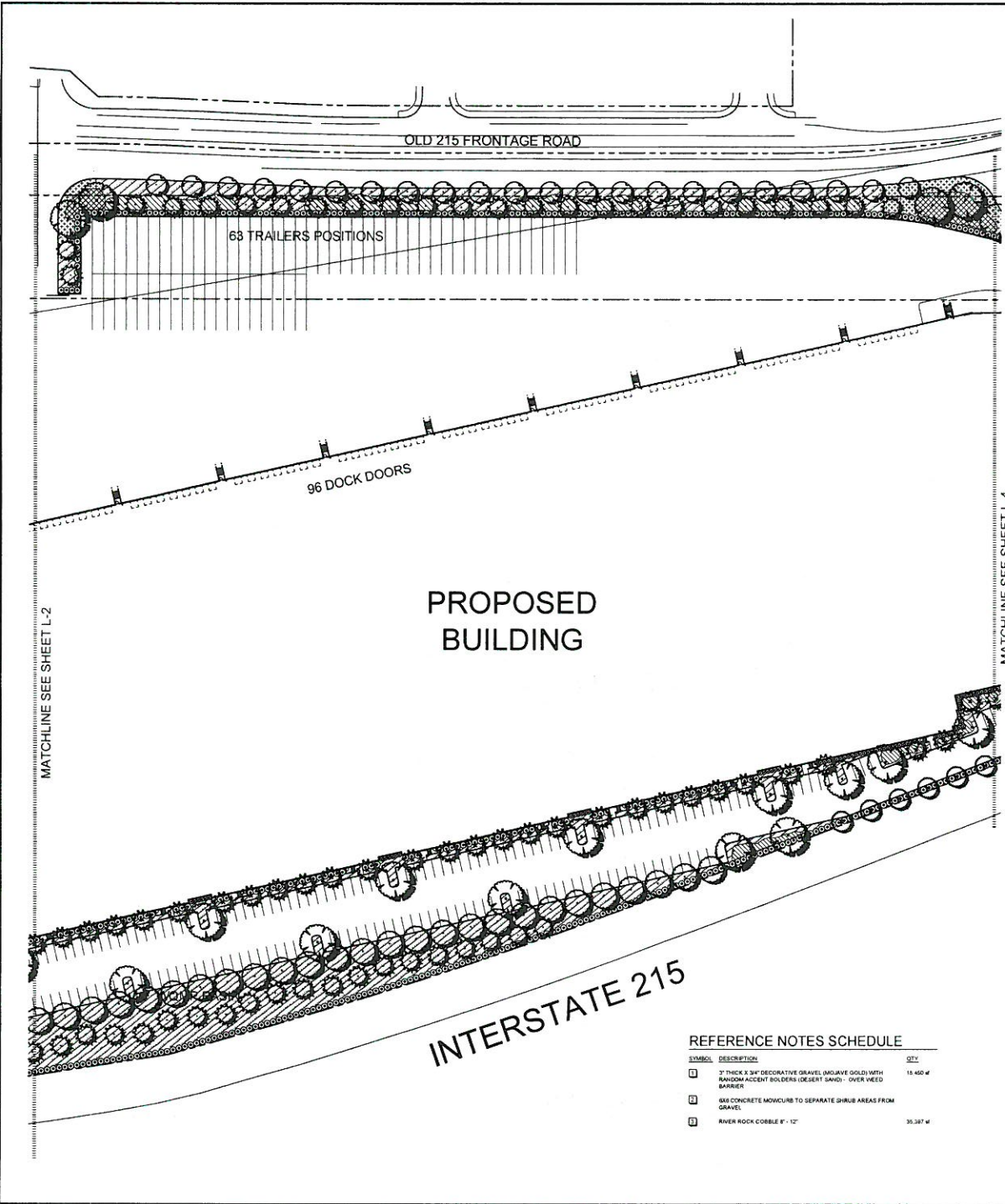
REFERENCE NOTES SCHEDULE

SYMBOL	DESCRIPTION	QTY
	3" THICK x 36" DECORATIVE GRAVEL (BOJAVE GOLD) WITH RANDOM ACCENT BOLDERS (DESERT SAND) - OVER WEDGE BARRIER	18,450 sq
	6x6 CONCRETE MOUNTS TO SEPARATE SHRUB AREAS FROM GRAVEL	35,387 #
	RIVER ROCK COBBLE 8" - 12"	35,387 #



PRELIMINARY LANDSCAPE PLAN
 DEVELOPED BY:
PROFICIENCY 215 LLC
 11777 LOS ANGELES BLVD. #100
 LOS ANGELES, CA 90049
 TEL: (310) 978-9000
 MARCH, JPA, CA

SHEET NO. DATE
 BFK 12/04/14
 JOB NO.
 RGA0055
 SHEET NO.
L-2
 2 of 4 SHEETS



TREE LEGEND

TREES	BOTANICAL NAME / COMMON NAME	COULT	WALDOCK III	QTY
	Desert Museum / Thornless Palo Verde	24' h	Low	18
	Desert Museum / Thornless Palo Verde	42' h	Low	15
	Eucalyptus adenomyces / Rose / Red Ironbark	15' p	Low	95
	Pinus attenuata / Alpine Pine SIZE - 24" BOX - WATER USE - WALDOCK - LOW	15' p	Low	100
	Pinus attenuata / Alpine Pine SIZE - 24" BOX - WATER USE - WALDOCK - LOW	24' h	Low	92
	Pinus chrysantha / Chinese Mistle	24' h	Low	53
	Pinus jeffreyi / California Sycamore	15' p	Med	38
	Pinus jeffreyi / Chinese Mistle	24' h	Low	11
	Rhus typhina / African Gum	24' h	Low	55
	Chamaecyparis lawsoniana / Port Dawn / Pink Dawn Chinese	24' h	Low	35

CONCEPT PLANT SCHEDULE

	FOUNDATION PLANTING - MEDIUM WATER USE - 5 GAL. AWD-WATER <i>Artemisia tridentata</i> / Desert Sage / Silver Cholla - Space 3.0' x 0.0' <i>Quercus agrifolia</i> / Live Oak - Space 3.0' x 0.0' <i>Prosopis juliflora</i> / Mesquite - Space 3.0' x 0.0' <i>Prosopis juliflora</i> / Mesquite - Space 3.0' x 0.0' <i>Prosopis juliflora</i> / Mesquite - Space 3.0' x 0.0' <i>Prosopis juliflora</i> / Mesquite - Space 3.0' x 0.0' <i>Prosopis juliflora</i> / Mesquite - Space 3.0' x 0.0'	204
	LARGE ACCENT SHRUBS - 5 GAL. LOW-WATER <i>Artemisia tridentata</i> / Desert Sage - Space 4.0' x 0.0' <i>Quercus agrifolia</i> / Live Oak - Space 4.0' x 0.0' <i>Prosopis juliflora</i> / Mesquite - Space 4.0' x 0.0'	47
	LARGE SCALE FOUNDATION SHRUBS - 5 GAL. LOW-WATER <i>Artemisia tridentata</i> / Desert Sage - Space 5.0' x 0.0' <i>Quercus agrifolia</i> / Live Oak - Space 5.0' x 0.0' <i>Prosopis juliflora</i> / Mesquite - Space 5.0' x 0.0' <i>Prosopis juliflora</i> / Mesquite - Space 5.0' x 0.0' <i>Prosopis juliflora</i> / Mesquite - Space 5.0' x 0.0'	1,331
	SMALL SCALE FOUNDATION PLANTING - 5 GAL. LOW-WATER <i>Artemisia tridentata</i> / Desert Sage - Space 3.0' x 0.0' <i>Quercus agrifolia</i> / Live Oak - Space 3.0' x 0.0' <i>Prosopis juliflora</i> / Mesquite - Space 3.0' x 0.0' <i>Prosopis juliflora</i> / Mesquite - Space 3.0' x 0.0' <i>Prosopis juliflora</i> / Mesquite - Space 3.0' x 0.0'	287
	LARGE ACCENT SHRUBS - 5 GAL. LOW-WATER <i>Artemisia tridentata</i> / Desert Sage - Space 4.0' x 0.0' <i>Quercus agrifolia</i> / Live Oak - Space 4.0' x 0.0' <i>Prosopis juliflora</i> / Mesquite - Space 4.0' x 0.0' <i>Prosopis juliflora</i> / Mesquite - Space 4.0' x 0.0' <i>Prosopis juliflora</i> / Mesquite - Space 4.0' x 0.0'	172
	SHRUB PALETTE - MEDIUM WATER USE <i>Artemisia tridentata</i> / Desert Sage - Space 3.0' x 0.0' <i>Quercus agrifolia</i> / Live Oak - Space 3.0' x 0.0' <i>Prosopis juliflora</i> / Mesquite - Space 3.0' x 0.0' <i>Prosopis juliflora</i> / Mesquite - Space 3.0' x 0.0' <i>Prosopis juliflora</i> / Mesquite - Space 3.0' x 0.0'	12,734
	LOW - MEDIUM WATER PALETTE <i>Artemisia tridentata</i> / Desert Sage - Space 3.0' x 0.0' <i>Quercus agrifolia</i> / Live Oak - Space 3.0' x 0.0' <i>Prosopis juliflora</i> / Mesquite - Space 3.0' x 0.0' <i>Prosopis juliflora</i> / Mesquite - Space 3.0' x 0.0' <i>Prosopis juliflora</i> / Mesquite - Space 3.0' x 0.0'	44,733
	SHRUB PALETTE - LOW WATER USE <i>Artemisia tridentata</i> / Desert Sage - Space 3.0' x 0.0' <i>Quercus agrifolia</i> / Live Oak - Space 3.0' x 0.0' <i>Prosopis juliflora</i> / Mesquite - Space 3.0' x 0.0' <i>Prosopis juliflora</i> / Mesquite - Space 3.0' x 0.0' <i>Prosopis juliflora</i> / Mesquite - Space 3.0' x 0.0'	31,074
	LANDSCAPE COVER PALETTE - LOW WATER USE - 5 GAL. <i>Artemisia tridentata</i> / Desert Sage - Space 3.0' x 0.0' <i>Quercus agrifolia</i> / Live Oak - Space 3.0' x 0.0' <i>Prosopis juliflora</i> / Mesquite - Space 3.0' x 0.0' <i>Prosopis juliflora</i> / Mesquite - Space 3.0' x 0.0' <i>Prosopis juliflora</i> / Mesquite - Space 3.0' x 0.0'	147,427
	LANDSCAPE COVER PALETTE - MEDIUM WATER USE - 5 GAL. <i>Artemisia tridentata</i> / Desert Sage - Space 3.0' x 0.0' <i>Quercus agrifolia</i> / Live Oak - Space 3.0' x 0.0' <i>Prosopis juliflora</i> / Mesquite - Space 3.0' x 0.0' <i>Prosopis juliflora</i> / Mesquite - Space 3.0' x 0.0' <i>Prosopis juliflora</i> / Mesquite - Space 3.0' x 0.0'	14,061
	GRASS - HIGH WATER USE	2,534

REFERENCE NOTES SCHEDULE

SYMBOL	DESCRIPTION	QTY
	3" THICK X 30" DECORATIVE GRAVEL (NOVAE GOLD) WITH RANDOM ACCENT BOLDERS (DESERT SAND) - OVER WEED BARRIER	15,402
	6X6 CONCRETE MOWCURB TO SEPARATE SHRUB AREAS FROM GRAVEL	35,387
	RIVER ROCK COBBLE 8" - 12"	35,387

NOTE:
 1. ALL TREES WITHIN 5' OF LANDSCAPE SHALL BE IN A BRUNDFORM (LOW WIND WINDING NOT ALLOWED)
 2. ALL TREES WITHIN 5' OF LANDSCAPE SHALL BE IN A BRUNDFORM (LOW WIND WINDING NOT ALLOWED)
 3. CONTRACTOR TO INSTALL CONCRETE MOW CURB BETWEEN SHRUB AREAS AND TURF

MATCHLINE SEE SHEET L-2

MATCHLINE SEE SHEET L-4

PREPARED BY: PROFICIENCY 215 LLC
 11777 LOS ANGELES BLVD #900
 LOS ANGELES, CA 90001
 TEL (310) 978-8600

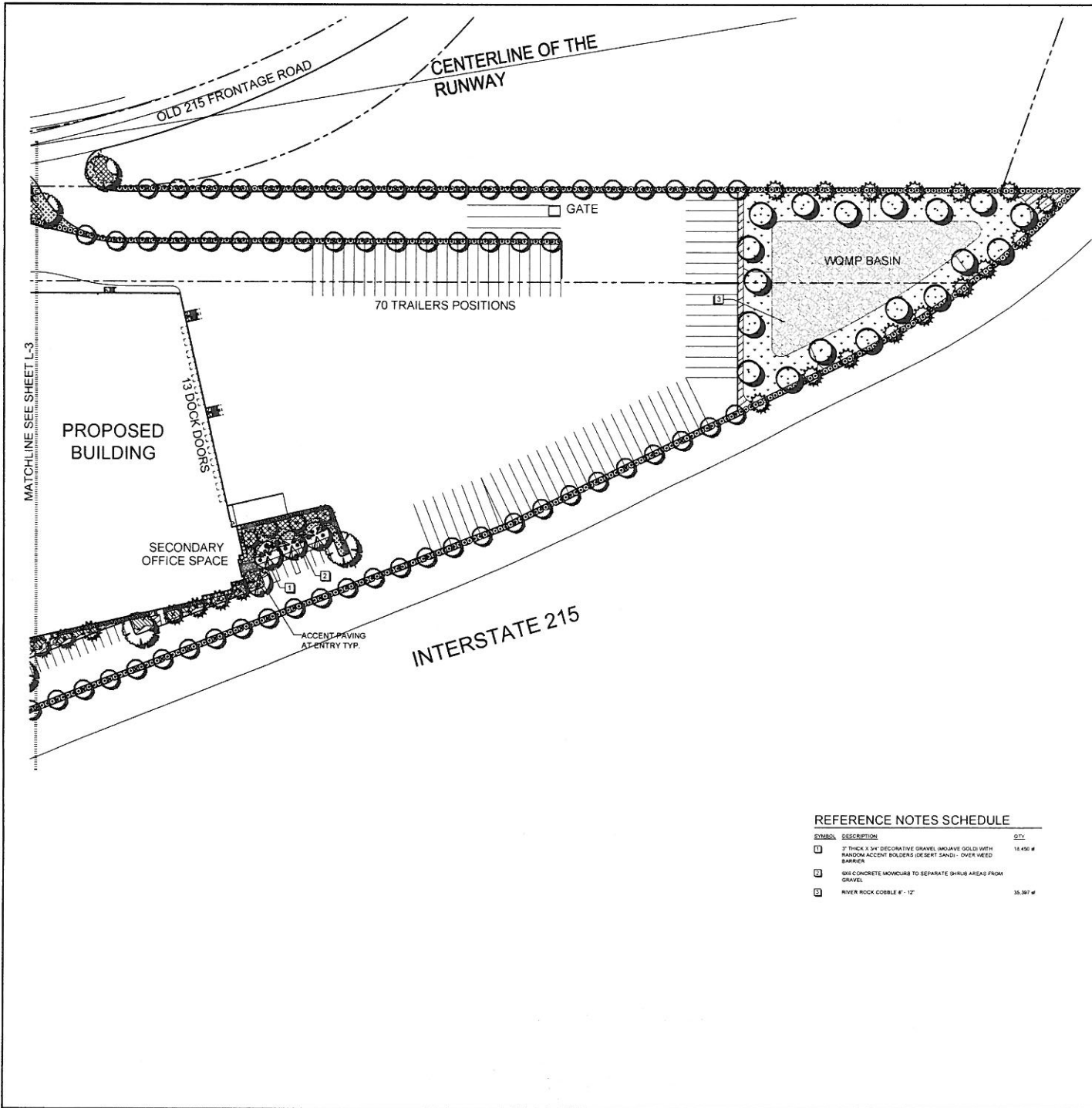
SHEET TITLE: PRELIMINARY LANDSCAPE PLAN
 PROPOSED DEVELOPMENT:
 FREEMAY BUSINESS CENTER
 0000 ALESSANDRO BLVD
 MARCH JPA, CA

DRAWN BY: GAT
 DATE: 12/04/14
 JOB NO:
 RGA0055

SHEET NO:
 L-3
 3 of 4 SHEETS

NORTH

0 40 80 120 feet
1" = 40'



TREE LEGEND

TREES	BOTANICAL NAME / COMMON NAME	SIZE	PALETTE	QTY	
	Carobium x Desert Mesquit / Thomas Palo Verde	24" box	Low	16	
	Carobium x Desert Mesquit / Thomas Palo Verde	48" box	Low	15	
	Eucalyptus sideroxylon / Rose / Red Ironbark	15 gal	Low	95	
	Pinus attenuata / Algarin Pine	SIZE - 24" BOX - WATER USE - VALDOL - LOW	15 gal	Low	100
	Pinus attenuata / Algarin Pine	SIZE - 24" BOX - WATER USE - VALDOL - LOW	24" box	Low	82
	Pinus attenuata / Algarin Pine	SIZE - 24" BOX - WATER USE - VALDOL - LOW	24" box	Low	53
	Pinus attenuata / Algarin Pine	SIZE - 24" BOX - WATER USE - VALDOL - LOW	15 gal	Med	36
	Prosopis juliflora / Chaco Mesquite	24" box	Low	11	
	Rhus tinctoria / Albino Sumac	24" box	Low	56	
	Chippia salicifolia / Pink Dawn / Pink Dawn Chippa	24" box	Low	36	

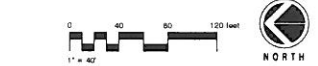
CONCEPT PLANT SCHEDULE

SYMBOL	PLANTING MATERIALS / PLANT SPECIES / SIZE / USE / WATER	QTY
	LANDSCAPE PLANTING MATERIALS / PLANT SPECIES / SIZE / USE / WATER	212
	LANDSCAPE PLANTING MATERIALS / PLANT SPECIES / SIZE / USE / WATER	47
	LANDSCAPE PLANTING MATERIALS / PLANT SPECIES / SIZE / USE / WATER	1,331
	LANDSCAPE PLANTING MATERIALS / PLANT SPECIES / SIZE / USE / WATER	227
	LANDSCAPE PLANTING MATERIALS / PLANT SPECIES / SIZE / USE / WATER	172
	SHRUB PALETTE - MEDIUM WATER USE	12,734 #
	WOMP PLANTING PALETTE	46,730 #
	SHRUB PALETTE - LOW WATER USE	81,074 #
	GRASS - HIGH WATER USE	147,617 #
	GRASS - HIGH WATER USE	15,081 #
	GRASS - HIGH WATER USE	2,338 #

REFERENCE NOTES SCHEDULE

SYMBOL	DESCRIPTION	QTY
1	3" THICK x 24" DECORATIVE GRAVEL IMMOBILE GOLD WITH RANDOM ACCENT BOLDERS (SEMI-SHINY) - OVER WOOD BARRIER	18,450 #
2	6" x 6" CONCRETE MOWCURE TO SEPARATE SHRUB AREAS FROM GRAVEL	
3	RIVER ROCK COBBLE 8" - 12"	35,397 #

NOTE:
 1. ALL TREES WITHIN 8' OF HORIZONTE SHALL BE IN A SHADY/OPEN LINEAR STRIP AND NOT ALLOWED.
 2. ROOT BARRIER IS 18" HIGH LINEAR ROOT BARRIER SHALL BE CENTERED ON THIS AND EXTEND 8" IN BOTH DIRECTIONS FOR A TOTAL OF 16".
 3. CONTRACTOR TO INSTALL CONCRETE MOW CURB BETWEEN SHRUB AREAS AND TURF.



PROFICIENCY 215 LLC
 11717 WILSON BLVD
 LOS ANGELES, CA 90049
 TEL: (310) 979-9000

ENVIRON
 LANDSCAPE ARCHITECTURE
 11717 WILSON BLVD
 LOS ANGELES, CA 90049
 TEL: (310) 979-9000

PRELIMINARY LANDSCAPE PLAN
 FREWAY BUSINESS CENTER
 0000 ALESSANDRO BLVD
 MARCH, JPA, CA

DESIGN BY: DATE
 JOB NO.
 RGA0055
 SHEET NO.
 L-4
 4 OF 4 SHEETS

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., except Monday, January 19, and by prescheduled appointment on Fridays, from 9:00 a.m. to 5:00 p.m.

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

DATE OF HEARING: February 5, 2015

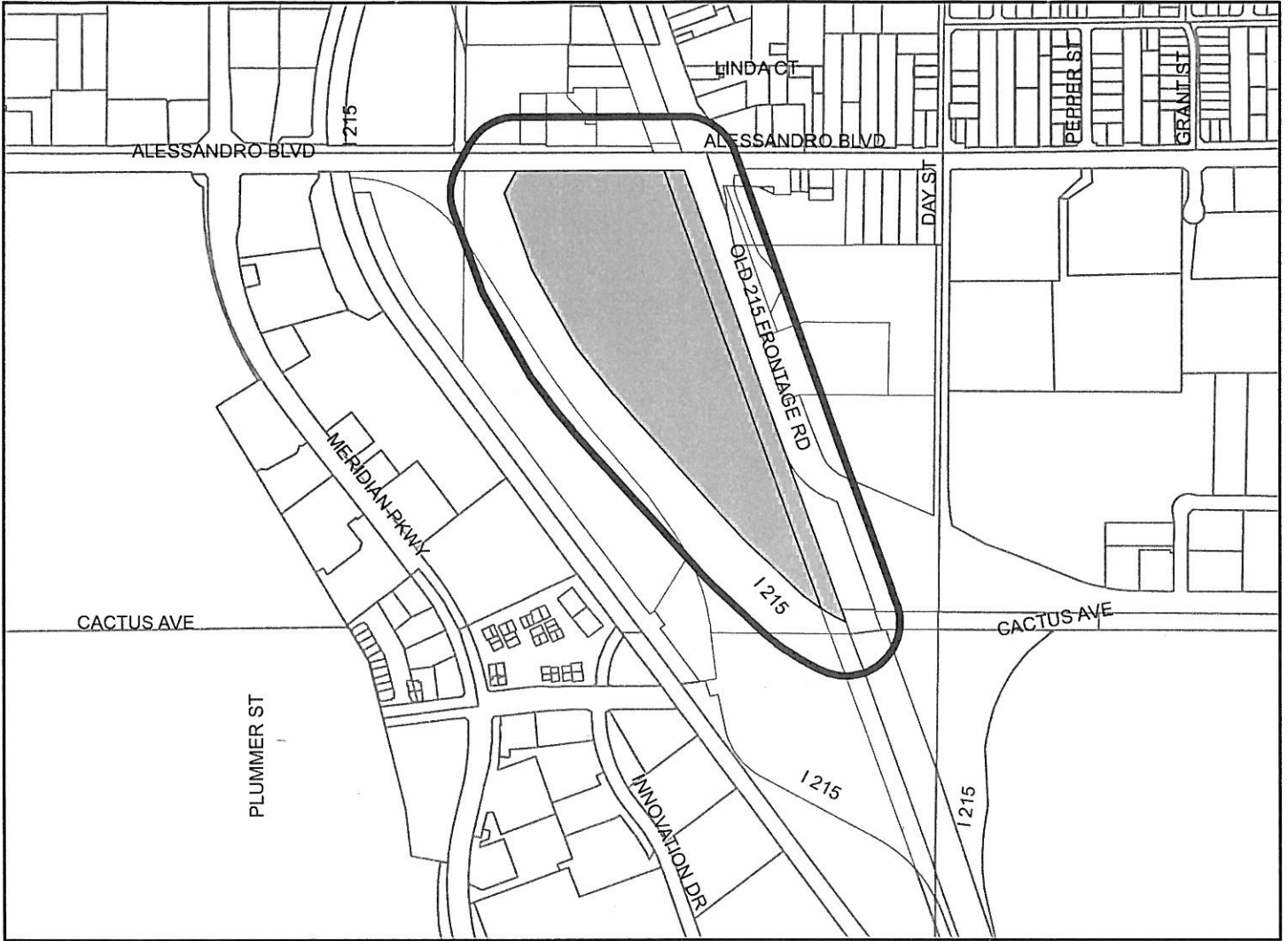
TIME OF HEARING: **1:00 P.M.**

CASE DESCRIPTION:

ZAP1107MA14 – Proficiency 215 LLC/Proficiency Capital LLC/Jeff Trenton (Representative: Pam Steele, MIG/Hogle-Ireland) – March Joint Powers Authority (JPA) Case Nos. CZ 14-01 (Change of Zone) and PP 14-02 (Plot Plan). A proposal to establish Industrial zoning on 39.42 acres (Assessor's Parcel Nos. 297-100-013 and 297-100-045) located southerly of Alessandro Boulevard, easterly of Interstate 215, westerly of Old 215 Frontage Road, and northerly of Cactus Avenue, and to build a 709,083 square foot industrial warehouse (including 15,000 square feet of office area, 3,000 square feet of which will be on a mezzanine level) thereon. (Airport Compatibility Zones B1-APZ I and B1-APZ II of the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan).

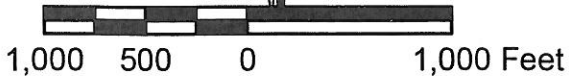
FURTHER INFORMATION: Contact John Guerin at (951) 955-0982. The ALUC holds hearings for local discretionary permits within the Airport Influence Areas, reviewing for aeronautical safety, noise and obstructions. All other concerns should be addressed to Ms. Grace Williams of the March Joint Powers Authority, at (951) 656-7000.

APN: 297-100-013, 045 (300 feet buffer)



Selected Parcels

263-100-022 263-100-023 297-100-066 297-100-073 297-100-076 297-120-016 297-120-017 297-120-018 263-100-019 297-120-001
 263-100-014 297-100-057 297-100-059 297-100-006 297-100-013 297-100-045 263-100-021 263-100-020 297-100-079 297-100-005
 297-100-023 297-100-025 297-110-005 297-110-021 263-100-005 297-100-046 297-110-022 297-100-008 297-100-063



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.

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

ALUC Identification No.

ZAP 1107 MA14

PROJECT PROPONENT (TO BE COMPLETED BY APPLICANT)

Date of Application 12/10/2014
 Property Owner Proficiency 215 LLC Phone Number (951) 787-9222
 Mailing Address 1777 San Vicente Blvd.
Suite 780
Los Angeles, CA. 90049

Agent (if any) MIG | Hoyle-Ireland (Pam Steele) Phone Number (951) 787-9222
 Mailing Address 1500 Iowa Avenue
110
Riverside, CA. 92507

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 N/A
 Assessor's Parcel No. 297-100-013, -045 Parcel Size 34.23 Acres
 Subdivision Name _____ Zoning None
 Lot Number _____ Classification _____

PROJECT DESCRIPTION (TO BE COMPLETED BY APPLICANT)

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

Existing Land Use (describe) Vacant Parcel
 Proposed Land Use (describe) 709,083 square foot Industrial Warehouse

For Residential Uses Number of Parcels or Units on Site (exclude secondary units) None
 For Other Land Uses Hours of Use Unknown at this time
 (See Appendix C) Number of People on Site Maximum Number _____
 Method of Calculation _____

Height Data Height above Ground or Tallest Object (including antennas and trees) 44'-3" 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	12/8/14
Agency Name	March Joint Powers Authority
Staff Contact	Grace Williams
Phone Number	(951) 656-7000
Agency's Project No.	CZ 14-01 Plot Plan 14-02
Type of Project	<input type="checkbox"/> General Plan Amendment <input checked="" type="checkbox"/> Zoning Amendment or Variance <input type="checkbox"/> Subdivision Approval <input type="checkbox"/> Use Permit <input type="checkbox"/> Public Facility <input checked="" type="checkbox"/> Other: Plot 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

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 3.4

HEARING DATE: February 5, 2015

CASE NUMBER: ZAP1108MA14 – LATCO, Robert B. Lattanzio
(Representative: Pacific Development Solutions, Wes Alston)

APPROVING JURISDICTION: City of Moreno Valley

JURISDICTION CASE NO: PA 14-0042, 14-0043, 14-0044, 14-0081 (General Plan Amendment, Change of Zone, and Plot Plan)

MAJOR ISSUES: None

RECOMMENDATION: Staff recommends that the Commission make a finding of **CONSISTENCY** for the General Plan Amendment, Change of Zone, and Plot Plan, subject to the conditions included herein.

PROJECT DESCRIPTION: The General Plan Amendment proposes to change the General Plan land use designation of the 5.89-acre site from Commercial to Residential 20. The Change of Zone proposes to change the zoning classification of the site from Community Commercial to Residential 20. The Plot Plan proposes to develop 112 apartment units within 14 buildings, plus a community center building.

PROJECT LOCATION: The site is located southerly of Eucalyptus Avenue, easterly of Edgemont Street, northerly of Dracaea Avenue, and westerly of Day Street, within the City of Moreno Valley, approximately 12,320 feet northerly of Runway 14-32 at March Air Reserve Base.

LAND USE PLAN: 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan

- a. Airport Influence Area: March Air Reserve Base/Inland Port Airport
- b. Land Use Policy: Zone D
- c. Noise Levels: below 60 CNEL

BACKGROUND:

Residential Density: The site is located within Compatibility Zone D. Compatibility Zone D within this Airport Influence Area does not limit residential density.

Prohibited and Discouraged Uses: The applicant does not propose any uses prohibited or discouraged in Compatibility Zone D within the project.

Noise: The March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan depicts the site as being just outside the 60 CNEL contour relative to aircraft noise. ALUC's objective is that interior noise levels from aviation-related sources within this Airport Influence Area not exceed CNEL 40 dB. As standard construction for new residential buildings is presumed to provide adequate sound attenuation where the exterior noise exposure is not more than 20 dB greater than the interior standard, the residential development would not require special measures to mitigate aircraft-generated noise.

Part 77: The elevation of Runway 14-32 at its northerly terminus is approximately 1535 feet above mean sea level (1535 feet AMSL). At a distance of approximately 12,320 feet from the runway, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 1658 feet AMSL. The proposed grading has a maximum finished floor elevation of 1547.77 feet AMSL and a maximum proposed building height of 28 feet 7 inches for a total maximum elevation of 1576.35 feet AMSL. Therefore, review by the FAA Obstruction Evaluation Service for height/elevation reasons is not required.

Open Area: Within this Airport Influence Area, Compatibility Zone D does not require land to be set aside as open areas.

CONDITIONS:

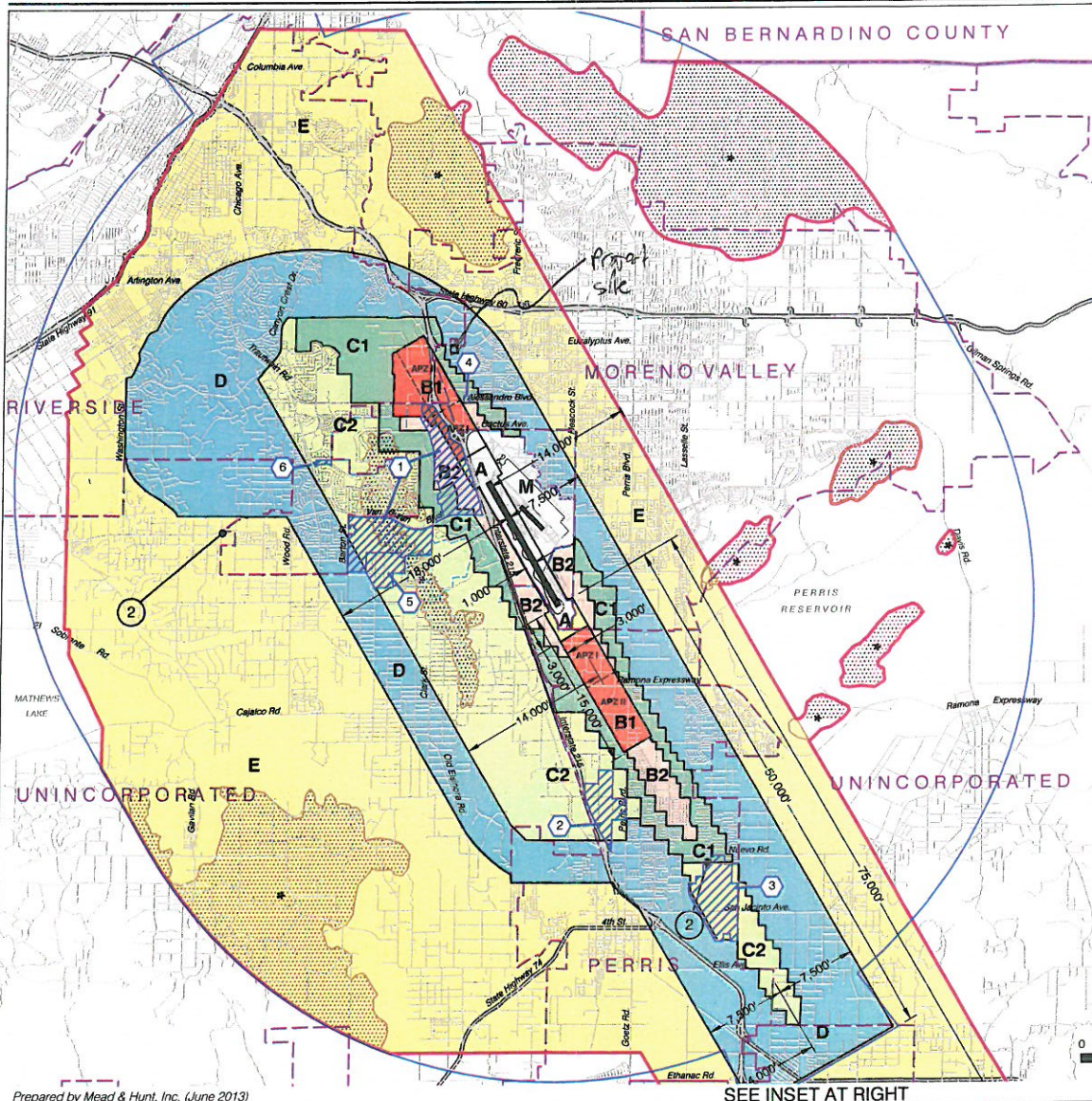
1. Any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses shall be prohibited:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture,

production of cereal grains, sunflower, and row crops, artificial marshes, 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 shall be recorded as a deed notice.
 4. Any ground-level or aboveground water retention or detention basin or facilities shall be designed so as to provide for a detention period for the design storm that does not exceed 48 hours and to remain totally dry between rainfalls. Vegetation in and around such facilities 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.
 5. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.

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

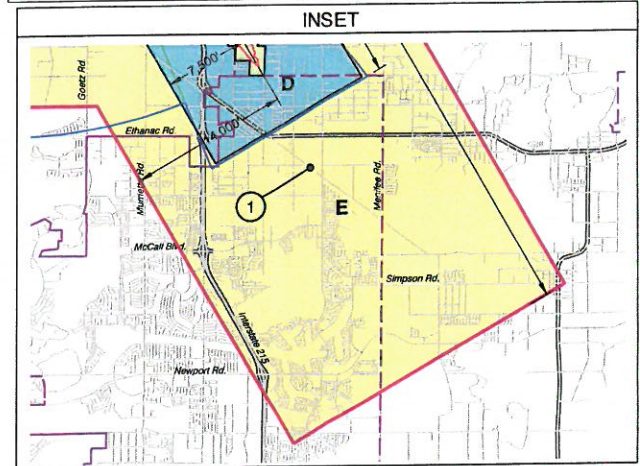
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

Boundary Lines

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

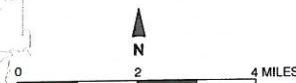
- ① Point at which aircraft on Runway 32 ILS approach descend below 3,000 feet above runway end. Airport Elevation is 1,535 feet MSL.
- ② Point at which departing aircraft typically reach 3,000 feet above runway end.

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



**Riverside County
Airport Land Use Commission
March Air Reserve Base / Inland Port Airport
Land Use Compatibility Plan
(Adopted November 13, 2014)**

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



Base map source: County of Riverside 2013

Map MA-1

**Compatibility Map
March Air Reserve Base / Inland Port Airport**

X:\LEIS\10114827\AV\TC\CAD\MAR-compatibility-2013.dwg Dec 10, 2014 1:10pm

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

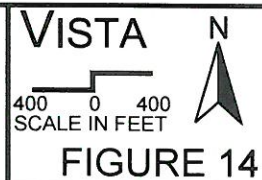
SEE INSET AT RIGHT



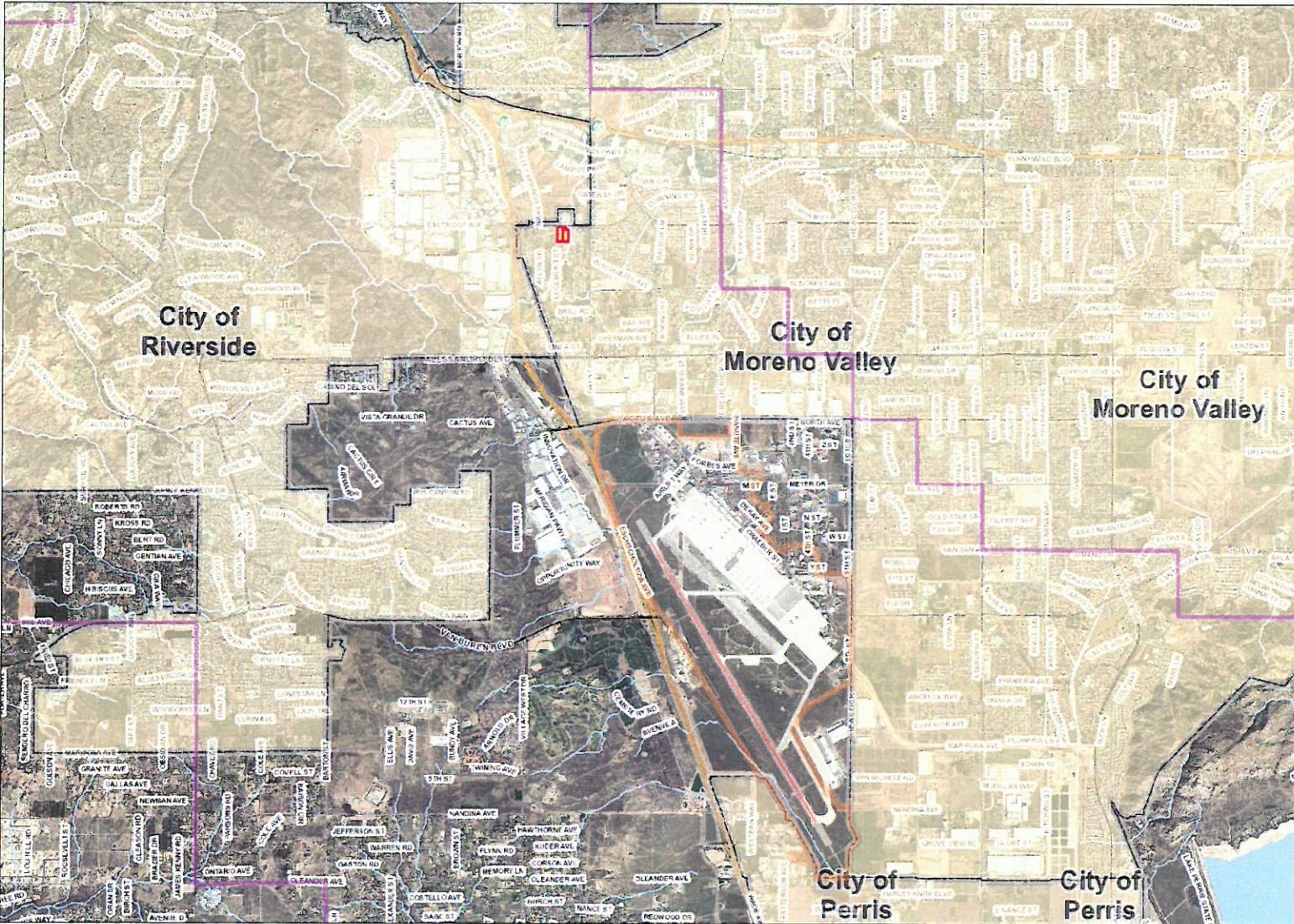
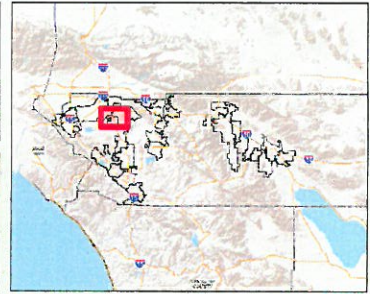
SOURCE: Google Earth.

DISTANCES TO AIRPORT

EDGEMONT APARTMENTS PROJECT - CITY OF MORENO VALLEY

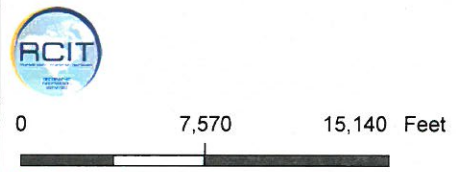


My Map



Legend

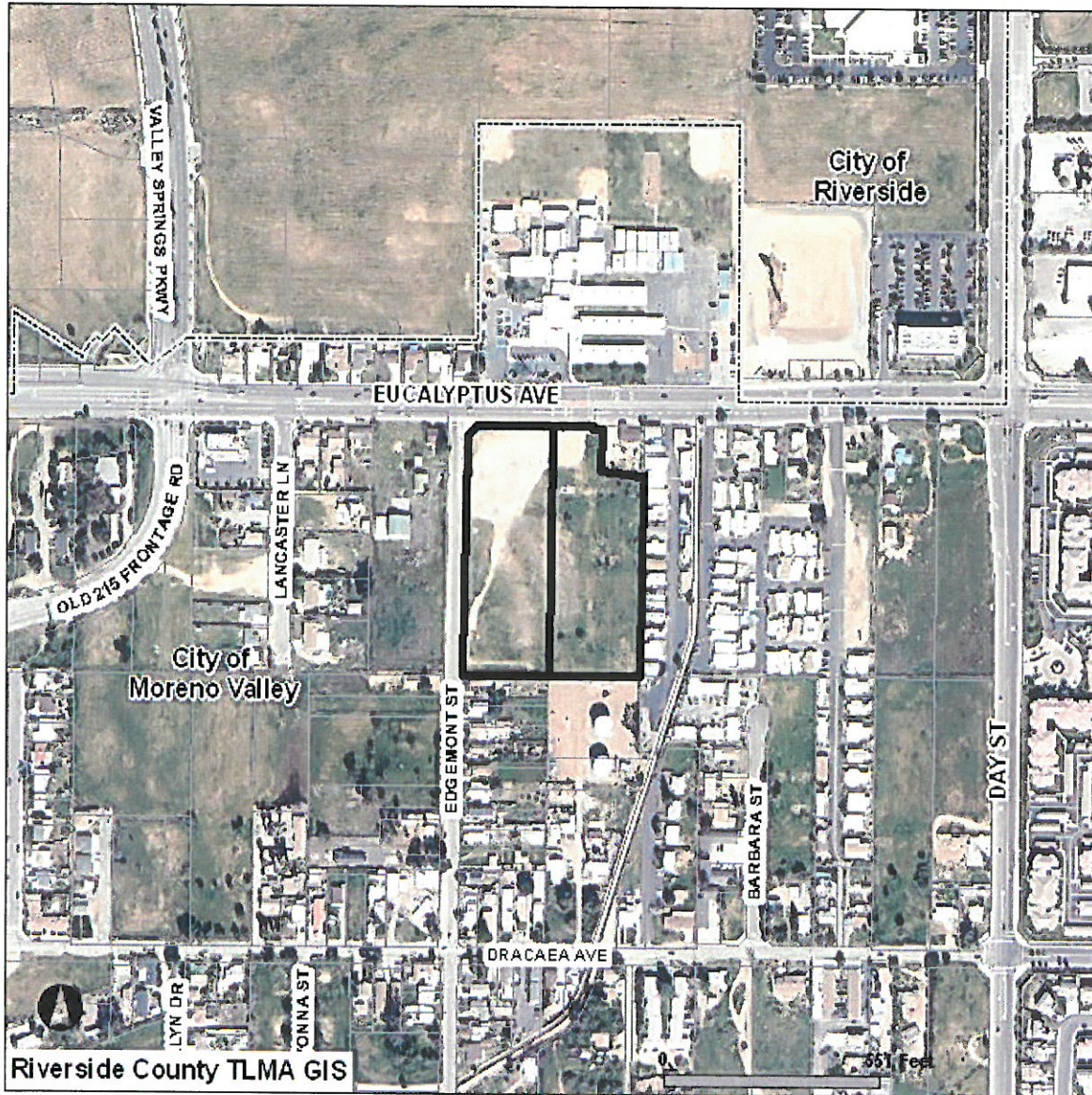
- Airports
- AIA
- Airport Compatibility**
- <all other values>
- Zone A
- Zone B1
- Zone B2
- Zone C
- Zone D
- Zone E
- Runways
- City Boundaries
- Cities**
- highways_large**
- HWY
- INTERCHANGE
- INTERSTATE
- USHWY
- majorroads
- counties
- cities



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Notes

RIVERSIDE COUNTY GIS



Selected parcel(s):
 263-120-020 263-120-025

AIRPORTS

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

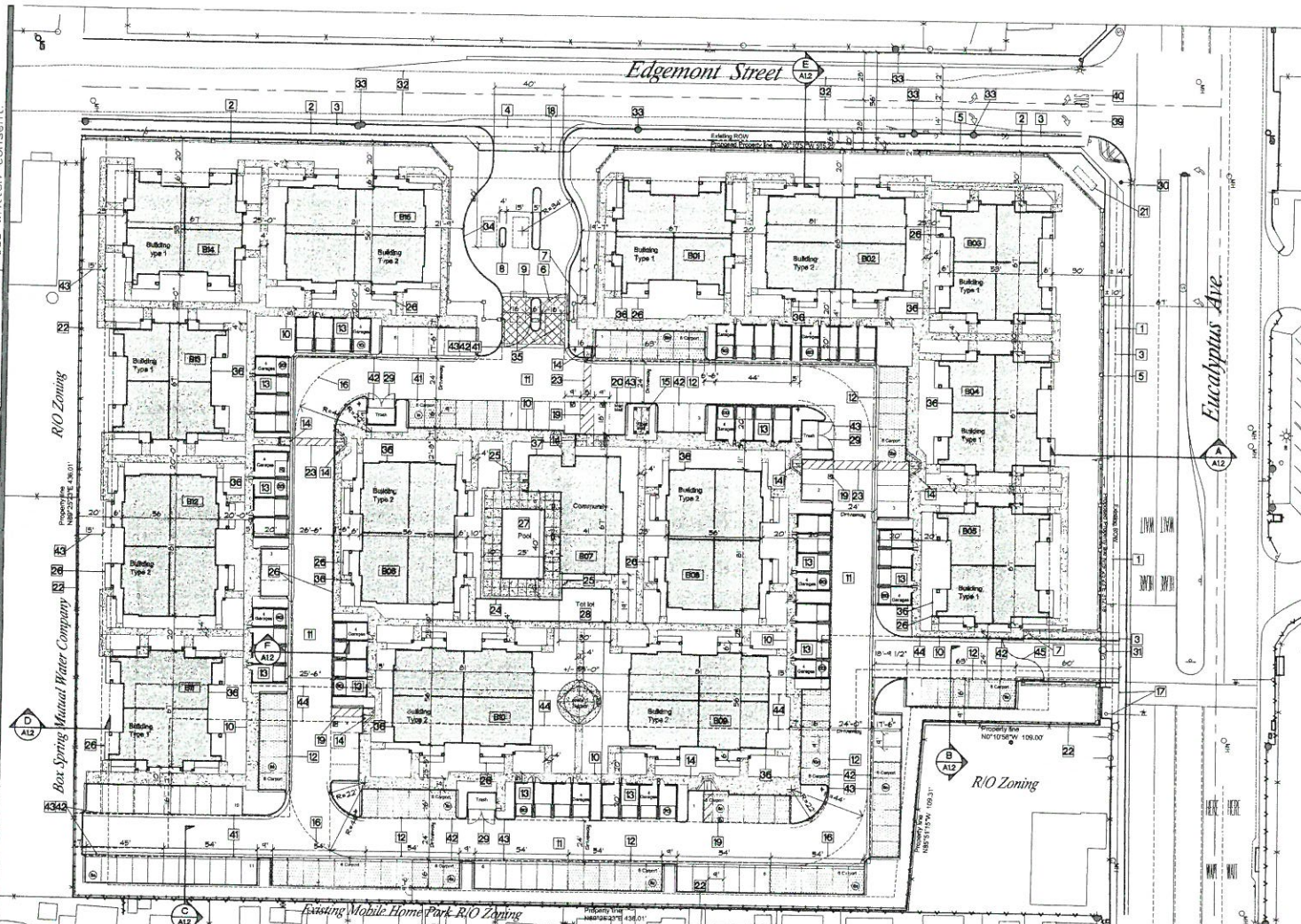
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Version 131127

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Site Plan
Scale = 1"=30'-0"

Project Data:		Number of Stories	1 and 2 Story	
Use:	Multi Family Apartments	Building Occupancy:	R2, A/B & U	
Owner:	Lafco SC, Inc. 440 Calle Negonda, Suite 200 San Clemente, CA 92673	Construction Type:	V-B	
Contact:	Wes Alston P.O. Box 14079 Long Beach, CA 90813	Unitary:	= 112 D.U. / 5,899 AC	
Address:	Eucalyptus Street Moreno Valley, CA	Lot Area:	= 197 D.U. / AC	
Site Area:	Cross Acreage = 6.53 Acres Net Acreage = 5.59 Acres Disturbed Acreage = 6.54 Acres	Utilities:	Water: Box Springs Mutual Water Company (951) 451-6433 Sewer: Edgemont Community Service District (951) 451-5130 School District: Moreno Valley Unified School District (951) 371-7000	
A.P.N.:	263-120-000 & 263-120-023	Special Floor Plans:	1500 SQ' = 150' x 100' Living = 79 sq ft Dish = 14 sq ft Entry = 24 sq ft W.C. = 12 sq ft Total = 129 sq ft	
Existing Zoning:	Office / Commercial	2000 SQ' = 200' x 100' Living = 79 sq ft Dish = 14 sq ft Entry = 24 sq ft W.C. = 12 sq ft Total = 129 sq ft	Proposed Zoning:	R-20
Flood Zone:	X shaded & unshaded	3000 SQ' = 300' x 100' Living = 79 sq ft Dish = 14 sq ft Entry = 24 sq ft W.C. = 12 sq ft Total = 129 sq ft	4-Car Garage:	= 864 sq ft 1000 SQ' = 100' x 100' Living = 79 sq ft Dish = 14 sq ft Entry = 24 sq ft W.C. = 12 sq ft Total = 129 sq ft
		4-Car Garage:	= 864 sq ft 1500 SQ' = 150' x 100' Living = 79 sq ft Dish = 14 sq ft Entry = 24 sq ft W.C. = 12 sq ft Total = 129 sq ft	
		4-Car Garage:	= 864 sq ft 2000 SQ' = 200' x 100' Living = 79 sq ft Dish = 14 sq ft Entry = 24 sq ft W.C. = 12 sq ft Total = 129 sq ft	
		4-Car Garage:	= 864 sq ft 3000 SQ' = 300' x 100' Living = 79 sq ft Dish = 14 sq ft Entry = 24 sq ft W.C. = 12 sq ft Total = 129 sq ft	
		4-Car Garage:	= 864 sq ft 4000 SQ' = 400' x 100' Living = 79 sq ft Dish = 14 sq ft Entry = 24 sq ft W.C. = 12 sq ft Total = 129 sq ft	
		4-Car Garage:	= 864 sq ft 5000 SQ' = 500' x 100' Living = 79 sq ft Dish = 14 sq ft Entry = 24 sq ft W.C. = 12 sq ft Total = 129 sq ft	
		4-Car Garage:	= 864 sq ft 6000 SQ' = 600' x 100' Living = 79 sq ft Dish = 14 sq ft Entry = 24 sq ft W.C. = 12 sq ft Total = 129 sq ft	
		4-Car Garage:	= 864 sq ft 7000 SQ' = 700' x 100' Living = 79 sq ft Dish = 14 sq ft Entry = 24 sq ft W.C. = 12 sq ft Total = 129 sq ft	
		4-Car Garage:	= 864 sq ft 8000 SQ' = 800' x 100' Living = 79 sq ft Dish = 14 sq ft Entry = 24 sq ft W.C. = 12 sq ft Total = 129 sq ft	
		4-Car Garage:	= 864 sq ft 9000 SQ' = 900' x 100' Living = 79 sq ft Dish = 14 sq ft Entry = 24 sq ft W.C. = 12 sq ft Total = 129 sq ft	
		4-Car Garage:	= 864 sq ft 10000 SQ' = 1000' x 100' Living = 79 sq ft Dish = 14 sq ft Entry = 24 sq ft W.C. = 12 sq ft Total = 129 sq ft	

- | No. | Description |
|-----|--|
| 1 | Right of way dedication on Edgemont Street |
| 2 | Right of way dedication on Edgemont Street |
| 3 | Gate, gutter and sidewalk per City of Moreno Valley standards see civil drawings |
| 4 | Driveway approach per City standard MVS-112-C-0 |
| 5 | High wrought iron fence with 24" sq. decorative plaques every 20' centered on 24" footing |
| 6 | High wrought iron vehicular motorized gate with approved knob box for emergency access |
| 7 | Wide pedestrian gate with approved and lever hardware. Also post diagram of complex showing location of Vernal and other building designations |
| 8 | Direction and entry sign post at by-pass lane |
| 9 | Decorative stamped concrete entry drive |
| 10 | Concrete sidewalks, 4' wide typical (7' wide where adjacent to parking) see sheet A01 for typical requirements for sidewalks |
| 11 | Asphaltic (A/C) paving |
| 12 | Pre-engineered double post carport, metal roof with wood fascia to match shelving units (separate submittal) |
| 13 | Detached garage (Reference Sheet A2-X) |
| 14 | Curb ramp with detachable warning |
| 15 | Mail boxes, Mail boxes per Post-Net approved selections |
| 16 | Turning radius for fire truck access shown for reference |
| 17 | Existing Pedestrian crosswalk and cross walk |
| 18 | 4' foot right of way shall be dedicated behind the driveway approach per City standard No. 118-C |
| 19 | Accessible parking stall with signage and striping see details on sheet A01 |
| 20 | Reserved parking stall for Post-Net |
| 21 | Monument sign |
| 22 | 6' High CMU Wall painted |
| 23 | Accessible path of travel 2% max cross slope with 1% slope in direction of travel, indicated with decorative paving |
| 24 | 6' High wrought iron fence at pool area |
| 25 | 3' Wide wrought iron gate at pool area with panic hardware |
| 26 | Fenced private patio area, typical see enlarged unit plans |
| 27 | Pool under separate submittal. This includes enlarged and fenced areas, shows only for reference |
| 28 | Tot lot area only equipment by others |
| 29 | Trash enclosure per City standard N-800-A with roof, paint CMU to match buildings |
| 30 | Existing street light to remain in place |
| 31 | Existing fire hydrant to be relocated |
| 32 | Existing paved street to be removed and new paving per City public work standards |
| 33 | Existing high power lines to be undergrounded |
| 34 | No parking sign shall be posted in common area per City Moreno Regulations |
| 35 | Presence loop detectors within 10' or 2' feet of the gates that ensures that the gates remain open while any vehicle is in the queue |
| 36 | All residential dwellings shall display street numbers in a prominent location on the street side of the residence in such a position that the numbers are easily visible. The numbers shall be no less than six inches in height and six inches in width for size identification on contrasting background. |
| 37 | All Commercial buildings shall display street numbers in a prominent location on the street side and rear access locations. The numbers shall be no less than six inches in height and six inches in width for size identification on contrasting background. |
| 38 | A Knox Box Rapid Entry System shall be provided. The Knoxbox shall be installed in an accessible location approved by the Fire Chief. All exterior security emergency access gates shall be electronically operated and be provided with Knox key hardware for access by emergency personnel |
| 39 | New right turn lane, see Civil drawings |
| 40 | New Left turn lane, see Civil drawings |
| 41 | Storm drain assessment dedicated to the city of Moreno Valley |
| 42 | Water assessment dedicated to Box Springs Mutual Water Co. |
| 43 | Sewer assessment dedicated to Edgemont Community Service District |
| 44 | Existing Water assessment (undermined north) to be quit claimed |
| 45 | Swing gate for Emergency and Fire vehicles only. Provide knock box per city standards |

Site Plan Key Notes

Symbol	Description
X	Keynotes, see this sheet
19	Storage building identification number
12	Carport identification number
B04	Building identification number
⊖	Proposed Fire Hydrant

Symbol Legend



City Case # PA14-0042
Moreno Valley Apartments Ca.

DEC 17 2014

THE VERNAL GROUP 1035 E. Olive Ave. Fresno, CA 93728 • PH: (559) 222-9480 • FAX: (559) 222-9470
Architecture and Planning • www.vernalgroup.com • E-Mail: info@vernalgroup.com

PRELIMINARY GRADING PLAN

MORENO VALLEY APARTMENTS

CITY OF MORENO VALLEY, CA



VICINITY MAP
NOT TO SCALE

GENERAL NOTES

- NUMBER OF UNITS: 112 APARTMENT UNITS (2 STORIES) AND A RECREATION BUILDING
- THERE ARE NO KNOWN EXISTING WELLS IRRIGATION LINES, CESSPOOLS, SEPTIC TANKS AND SEWAGE LEACH FIELDS.
- ALL INTERNAL DRIVES TO BE PRIVATELY OWNED AND MAINTAINED.
- THERE ARE NO KNOWN PREVIOUSLY FILLED AREAS WITHIN THE SITE, INCLUDING ANY LIQUID OR SOLID WASTE DISPOSAL SITES.
- A PROPERTY OWNER ASSOCIATION WILL BE REQUIRED TO MAINTAIN ALL COMMON FACILITIES, VISIBLE FRONT YARDS AND REVERSE FRONTAGE AREAS NOT ACCEPTED BY THE CITY'S SPECIAL DISTRICTS.
- A PROPERTY OWNER ASSOCIATION WILL BE REQUIRED TO MAINTAIN THE PRIVATE DRIVE, COMMON AREA AMENITIES AND COMMON LANDSCAPING AREAS.
- ALL UNITS TO BE FIRE SPRINKLERED.

ZONING

EXISTING CURRENT: OFFICE/COMMERCIAL
PROPOSED: R-20

LOT SUMMARY

GROSS ACREAGE = 8.83 ACRES (TO CENTERLINE PERIMETER STREETS)
NET ACREAGE = 6.69 ACRES (TO STREET RIGHT OF WAY LINES)
DISTURBED ACREAGE = 6.34 ACRES

LAND USE SUMMARY

14 BUILDINGS
112 DWELLING UNITS
196 PARKING STALLS
1 RECREATIONAL BUILDING W/POOL

FLOOD ZONE

ZONE X - SHADED (OTHER FLOOD AREAS)
ZONE X - UNSHADED (OTHER AREAS)

ASSESSOR'S PARCEL NUMBERS

A.P.N. 283-120-020
A.P.N. 283-120-025

PROPERTY ADDRESS

EUCALYPTUS STREET
MORENO VALLEY, CALIFORNIA

UTILITIES

ELECTRICITY
SOUTHERN CALIFORNIA EDISON: (800) 884-8123 (TURN ON/OFF)

NATURAL GAS
THE GAS COMPANY: (800) 427-2200

TELEPHONE
AT&T: (800) 310-2355

TRASH SERVICE
WASTE MANAGEMENT OF INLAND VALLEY: (800) 423-9988

WATER
BOX SPRING MUTUAL WATER COMPANY: (951) 653-6419

SEWER
EDGEMONT COMMUNITY SERVICES DISTRICT: (951) 653-9120

EASEMENT NOTES

- (A)** STORM DRAIN EASEMENT PROPOSED TO BE DEDICATED TO THE CITY OF MORENO VALLEY.
- (B)** WATER EASEMENT PROPOSED TO BE DEDICATED TO BOX SPRINGS MUTUAL WATER CO.
- (C)** SEWER EASEMENT PROPOSED TO BE DEDICATED TO EDGEMONT COMMUNITY SERVICES DISTRICT.
- (D)** EXIST. BOX SPRINGS MUTUAL WATER CO. WATER EASEMENT (UNDETERMINED WIDTH) TO BE OUTCLAIMED.

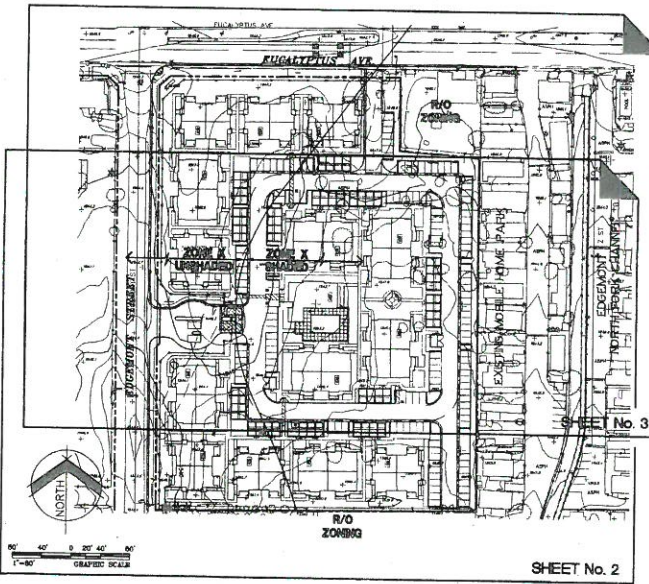
NOTE: INTERIOR STREETS FOR VEHICULAR EMERGENCY ACCESS PURPOSES DEDICATED TO THE CITY OF MORENO VALLEY.

EARTHWORK QUANTITIES

DESCRIPTION	CUT CU YDS	CUT AREA	FILL CU YDS	FILL AREA
MASS EXCAVATION	1,860 CY	67,990 SF	11,272 CY	182,522 SF
SHRINKAGE 10%	-186 CY			
UNSATURABLE REMOVAL 4.5 FT.	39,853 CY		43,834 CY	
TOTAL EARTHWORK	41,527 CY		55,110 CY	
		IMPORT	13,983 CY	
		TOTAL AREA	250,513 SF	5.7 ACRES

LEGAL DESCRIPTION

LOT 9 AND 10 OF EDGEMONT GARDENS, IN THE CITY OF MORENO VALLEY, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS SHOWN ON THE MAP IN BOOK 11, PAGE 30, OF MAP, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA;
EXCEPTING THEREFROM THAT PORTION OF LOT 10, DESCRIBED AS FOLLOWS:
BEGINNING AT THE NORTHEAST CORNER OF SAID LOT 10, SAID NORTHEAST CORNER BEING A POINT IN THE SOUTHERLY LINE OF LOT A, EUCALYPTUS AVENUE, AS SHOWN ON SAID MAP; THENCE, SOUTH 89°24'12" WEST, ALONG FORMERLY RECORDED SOUTH 89°25' WEST SAID SOUTHERLY LINE OF LOT A, A DISTANCE OF 109.00 FEET; THENCE, SOUTH 00°12'14" EAST, (FORMERLY RECORDED SOUTH 00°10' EAST) PARALLEL WITH THE EASTERLY LINE OF SAID LOT 10, A DISTANCE OF 136.00 FEET; THENCE, SOUTH 85°52'25" EAST, A DISTANCE OF 109.31 FEET TO SAID EASTERLY LINE OF LOT 10; THENCE, NORTH 00°14'14" WEST (FORMERLY RECORDED NORTH 00°10' WEST) ALONG SAID EASTERLY LINE, A DISTANCE OF 148.00 FEET TO THE POINT OF BEGINNING.



INDEX MAP
SCALE: 1"=80'

SHEET INDEX

COVER SHEET	SHEET 1
PRELIMINARY GRADING PLAN	SHEETS 2 & 3
PRELIMINARY UTILITY PLAN	SHEET 4
PRELIMINARY WATER QUALITY MANAGEMENT PLAN	SHEET 5

OWNER

LATCO BC, INC.
840 CALLE NEGRO, SUITE 200
SAN CLEMENTE, CA 92673

APPLICANT / DEVELOPER

LATCO BC, INC.
840 CALLE NEGRO, SUITE 200
SAN CLEMENTE, CA 92673
CONTACT: WES ALSTON
P.O. BOX 14879
LONG BEACH, CA 90853
PH: (951) 212-8468

ENGINEER

MDS CONSULTING
17320 REDHILL AVENUE, SUITE 350
IRVINE, CA 92614
PH: (949) 251-8321



PREPARED UNDER THE DIRECTION OF: _____ DATE: _____

STANLEY C. GORSE R.C.E. 20568 EXP. DATE 3/30/15

PREPARED BY:

MDS MORSE 17320 Redhill Avenue Suite 350 Irvine, CA 92614
SCHULTZ Value \$49,251,021 FAX: 949-251-0210
PLANNERS ENGINEERS SURVEYORS

CHANGE	DATE	REVISION

PA14-0042 MORENO VALLEY APARTMENTS PRELIMINARY GRADING PLAN

SHEET 1 of 5

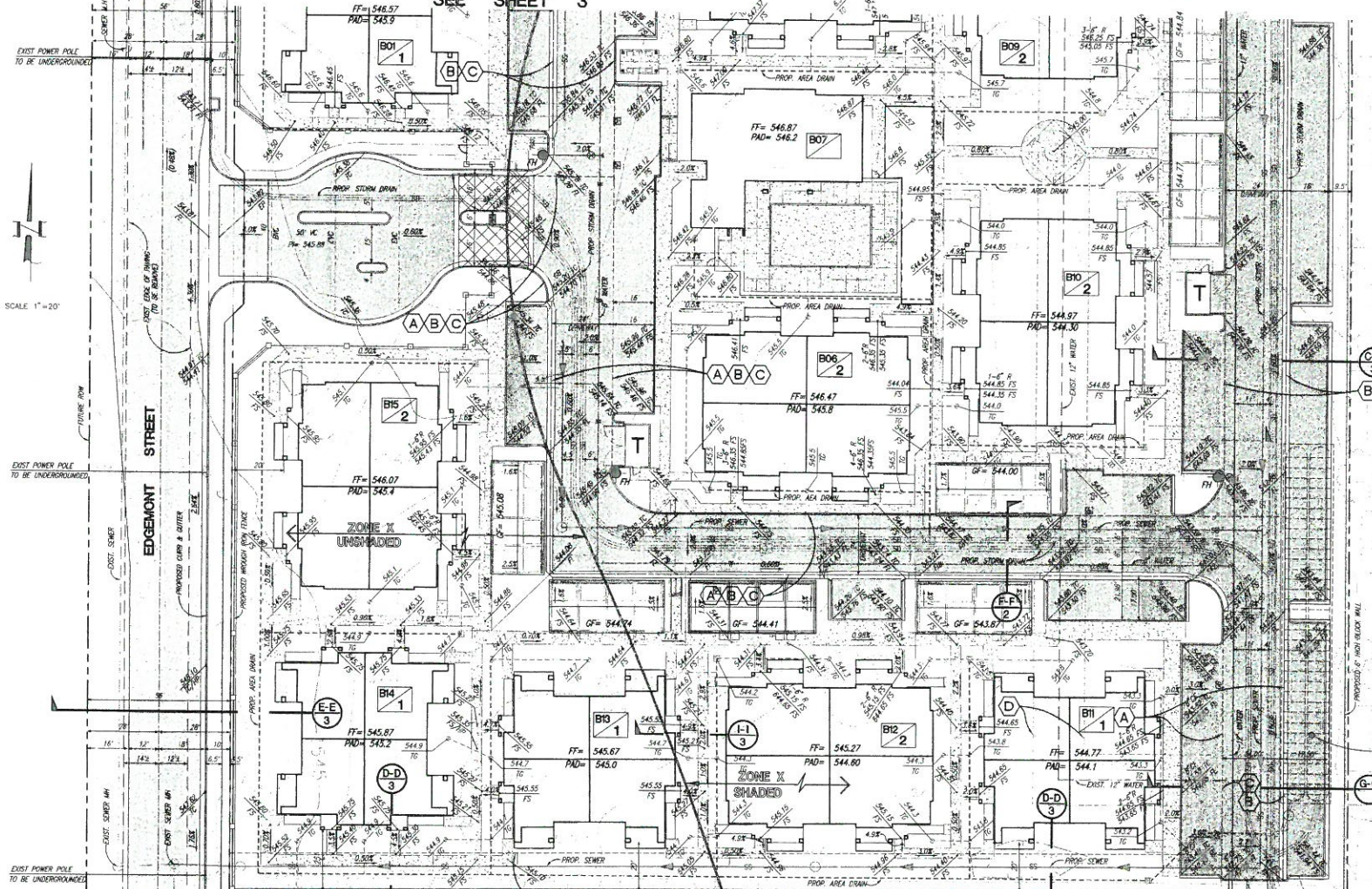
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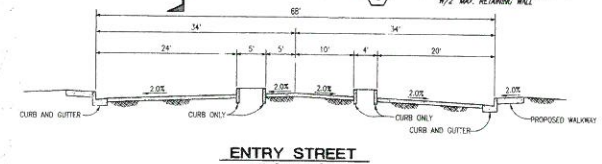
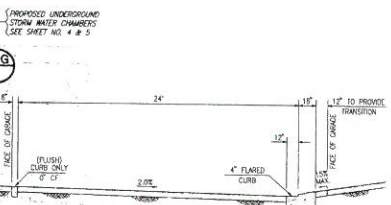
SEE SHEET 3

- EASEMENT NOTES**
- (A) STORM DRAIN EASEMENT PROPOSED TO BE DEDICATED TO THE CITY OF MORENO VALLEY.
 - (B) WATER EASEMENT PROPOSED TO BE DEDICATED TO BOX SPRINGS MUTUAL WATER CO.
 - (C) SEWER EASEMENT PROPOSED TO BE DEDICATED TO EDGE MONT COMMUNITY SERVICES DISTRICT.
 - (D) EXIST. BOX SPRINGS MUTUAL WATER CO. WATER EASEMENT (UNDETERMINED WIDTH) TO BE OUTCLAIMED.

NOTE: INTERIOR STREETS FOR VEHICULAR EMERGENCY ACCESS PURPOSES DEDICATED TO THE CITY OF MORENO VALLEY.



EXISTING MOBILE HOME PARK



ENTRY STREET
HOR. 1"=10' VER. 1"=4'

PREPARED BY:

MDS CONSULTING

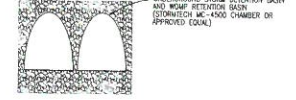
MORSE
SCHULTZ

17320 Redhill Avenue
Suite 350
Irvine, CA 92614
Voice: 949-251-8871
FAX: 949-251-0516

PLANNERS ENGINEERS SURVEYORS

CHANGE	DATE	REVISION

SECTION G-G
HOR. 1"=10' VER. 1"=4'

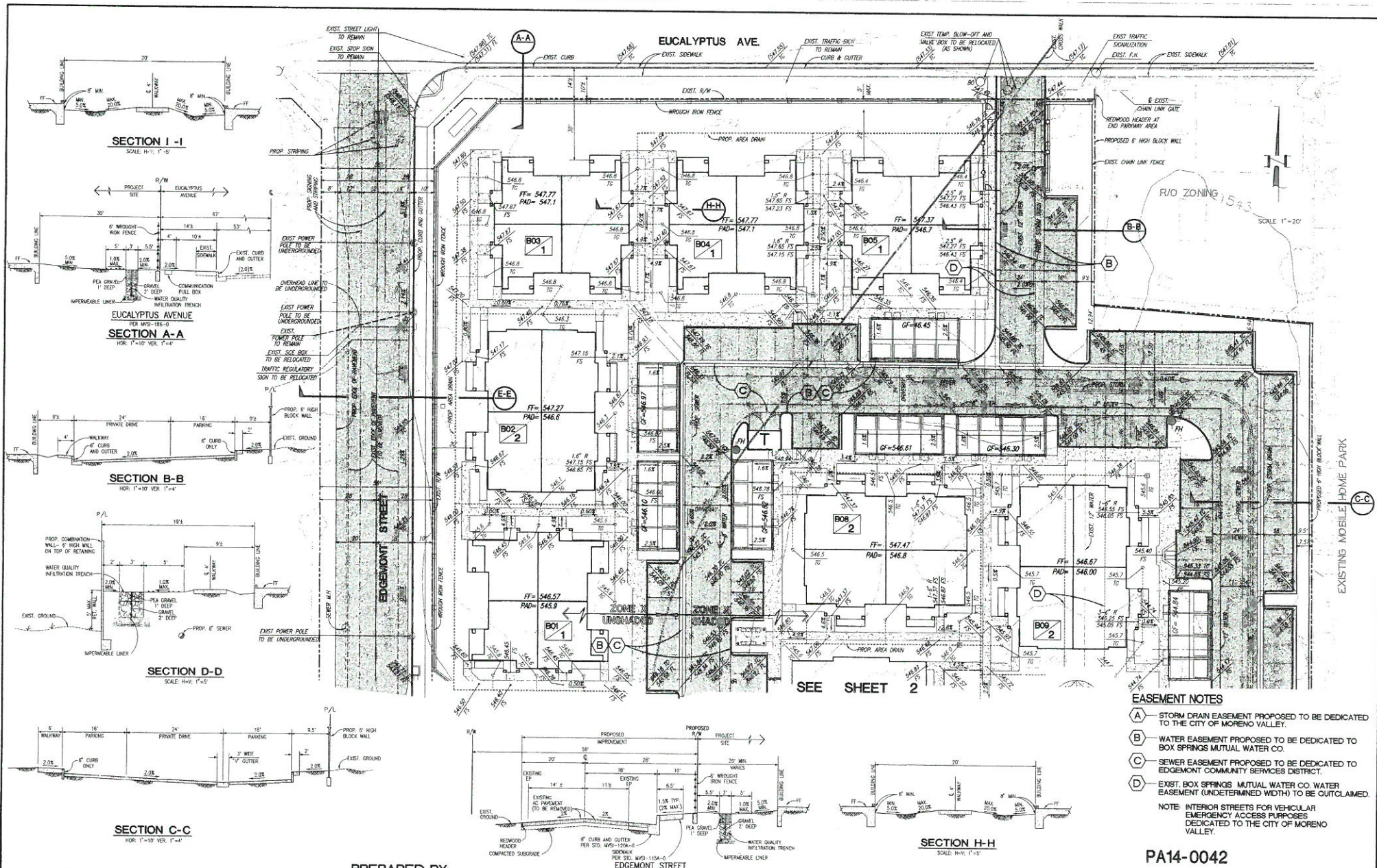


PA14-0042
MORENO VALLEY APARTMENTS
PRELIMINARY GRADING PLAN

SHEET 2 of 5

DEC 17 2014

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- EASEMENT NOTES**
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CHANGE	DATE	REVISION

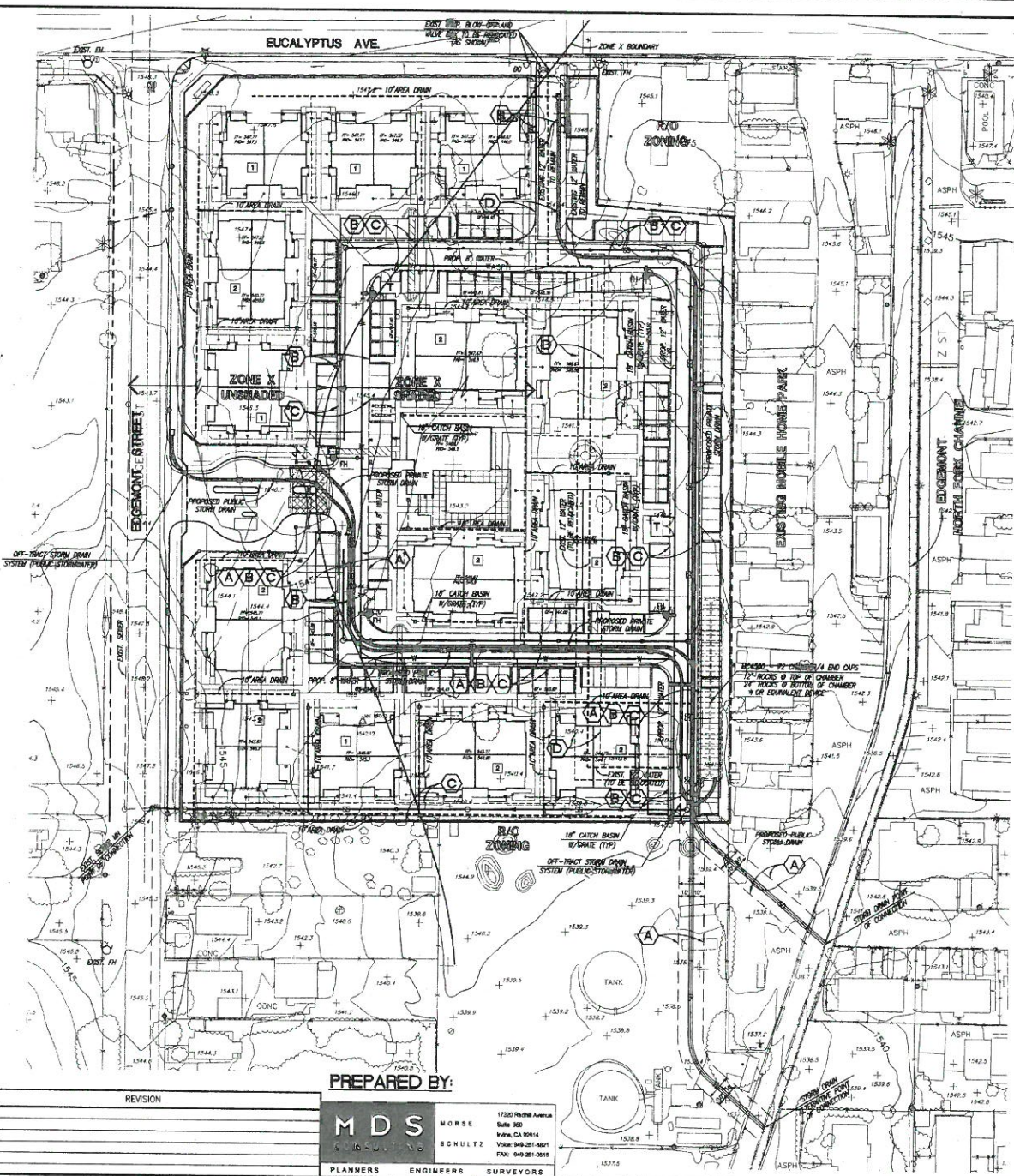
PREPARED BY:
MDS CONSULTING
 MORSE SCHULTZ
 PLANNERS ENGINEERS SURVEYORS

17209 Trabuco Avenue
 Suite 100
 Irvine, CA 92614
 Voice: 949-251-8821
 FAX: 949-251-0518

PA14-0042
MORENO VALLEY APARTMENTS
PRELIMINARY GRADING PLAN
SHEET 3 of 5

DEC 17 2014

13337576.00 (04/2014) - 1/14/2017 1831-02344 - 1/27/2014



SCALE 1"=40'

- LEGEND:**
- PROPOSED STORM DRAIN AS NOTED
 - PROPOSED 8" SEWER SYSTEM
 - PROPOSED WATER SYSTEM AS NOTED
 - EXISTING 12" WATER
 - EXISTING SEWER
 - PROPOSED 12" WATER
 - AREA DRAIN PIPE
 - AREA DRAINS
 - FIRE HYDRANT
 - EXISTING FIRE HYDRANT
 - EXISTING STREET LIGHT
 - STORMTECH CHAMBERS

- EASEMENT NOTES**
- (A) STORM DRAIN EASEMENT PROPOSED TO BE DEDICATED TO THE CITY OF MORENO VALLEY.
 - (B) WATER EASEMENT PROPOSED TO BE DEDICATED TO BOX SPRINGS MUTUAL WATER CO.
 - (C) SEWER EASEMENT PROPOSED TO BE DEDICATED TO EDGE MOUNT COMMUNITY SERVICES DISTRICT.
 - (D) EXIST. BOX SPRINGS MUTUAL WATER CO. WATER EASEMENT (UNDETERMINED WIDTH) TO BE OUTCLAIMED.

NOTE: INTERIOR STREETS FOR VEHICULAR EMERGENCY ACCESS PURPOSES DEDICATED TO THE CITY OF MORENO VALLEY.

- STORM DRAIN NOTES**
1. PUBLIC STORMDRAINS IN EDGE MOUNT STREET WILL BE CAPTURED IN A CATCH BASIN AT THE PROJECT ENTRANCE STREET AND CONVEYED THROUGH THE PROJECT UNTREATED TO THE EDGE MOUNT NORTH FORK CHANNEL.
 2. THE ON-SITE STORMDRAINS WILL BE CAPTURED AND CONVEYED THROUGH THE PROJECT TO THE UNDERGROUND STORMDRAIN CHAMBER. WHERE THE DIFFERENCE BETWEEN THE PRE- AND POST- DEVELOPED FLOWS WILL BE RETAINED AND INFILTRATED.

CHANGE	DATE	REVISION

PREPARED BY:

MDS MORSE
SCHULTZ

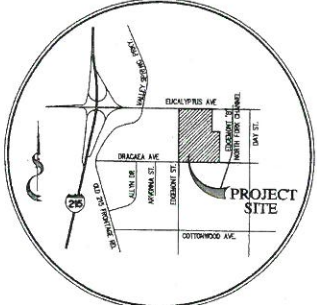
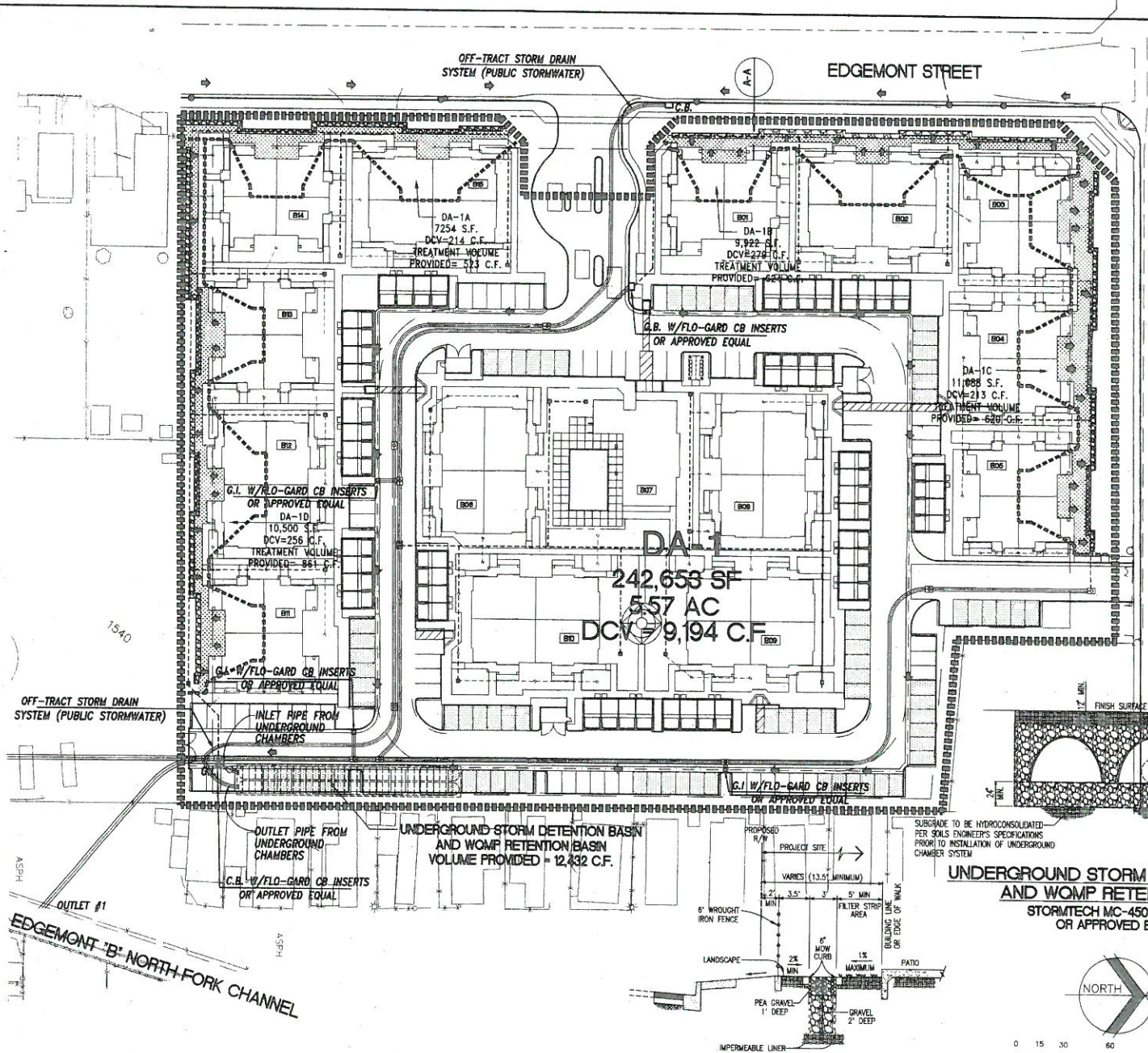
17320 RUIBEN Avenue
Suite 300
Irvine, CA 92614
Voice: 949-251-6821
Fax: 949-251-0515

PLANNERS ENGINEERS SURVEYORS

PA14-0042
MORENO VALLEY APARTMENTS
PRELIMINARY UTILITY PLAN

SHEET 4 of 5

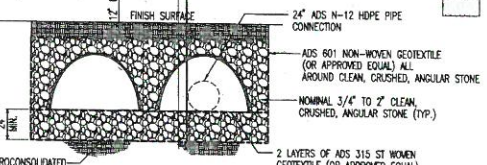
DEC 17 2014



VICINITY MAP
NOT TO SCALE

LEGEND

- PRIVATE STORM DRAIN SYSTEM
- CATCH BASIN (C.B.) WITH FLOW-GUARD INSERTS OR APPROVED EQUAL
- GRATE INLET (G.I.) WITH FLOW GUARD INSERTS OR APPROVED EQUAL
- PUBLIC STORM DRAIN SYSTEM
- CATCH BASIN (C.B.)
- DRAINAGE AREA BOUNDARY
- DIRECTION OF SURFACE FLOW
- AREA DRAIN PIPE & AREA DRAIN INLET
- BUILDING NUMBER
- INFILTRATION TRENCH DRAINAGE AREA BOUNDARY
- FILTER STRIP AREA
- INFILTRATION TRENCH
- DA-1
- DA-1A
- GARAGE
- CARPORT



UNDERGROUND STORM DETENTION BASIN AND WOMP RETENTION BASIN
STORMTECH MC-4500 CHAMBER OR APPROVED EQUAL

APPLICANT / DEVELOPER
LATCO SC, INC.
140 CALLE NEGOCIO, SUITE 200
SAN CLEMENTE, CA 92673

PREPARED BY:
MDS MORSE SCHULTZ
PLANNERS ENGINEERS SURVEYORS
17300 Pacific Avenue
Suite 200
Irvine, CA 92614
Voice: 949-261-0021
FAC: 949-261-0518

PRELIMINARY
WATER QUALITY MANAGEMENT PLAN
MORENO VALLEY APARTMENTS
CITY OF MORENO VALLEY, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

DATE: November 2014

SHEET 5 of 5

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DEC 17 2014



NORTH ELEVATION



EAST ELEVATION



WEST ELEVATION



SOUTH ELEVATION

MORENO VALLEY MULTI-FAMILY APARTMENTS
THE VERNAL GROUP
1035 OLIVE AVE, FRESNO CA
559.222.9480

COMMUNITY BUILDING ELEVATIONS
[NOT TO SCALE]



DEC 17 2014



FRONT ELEVATION
[REAR SIMILAR]



SIDE ELEVATION
[OPPOSITE SIMILAR]

MORENO VALLEY MULTI-FAMILY APARTMENTS
THE VERNAL GROUP
1035 OLIVE AVE, FRESNO CA
559.222.9480

BUILDING 1 ELEVATIONS
[NOT TO SCALE]



DEC 17 2014



FRONT ELEVATION
[REAR SIMILAR]



SIDE ELEVATION
[OPPOSITE SIMILAR]

MORENO VALLEY MULTI-FAMILY APARTMENTS
THE VERNAL GROUP
1035 OLIVE AVE, FRESNO CA
559.222.9480

BUILDING 2 ELEVATIONS
[NOT TO SCALE]



DEC 17 2014

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., except Monday, January 19, and by prescheduled appointment on Fridays, from 9:00 a.m. to 5:00 p.m.

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

DATE OF HEARING: February 5, 2015

TIME OF HEARING: **1:00 P.M.**

CASE DESCRIPTION:

ZAP1108MA14 – Robert B. Lattanzio/LATCO SC Inc. (Representative: Wes Alston, Pacific Development Solutions Group) – City of Moreno Valley Case Nos. PA14-0042, PA14-0043, PA14-0044, and PA14-0081 (General Plan Amendment, Zone Change, and Plot Plan). The applicant proposes development of a 112-unit apartment project on 6.63 acres (Assessor's Parcel Numbers 263-120-020 and 263-120-025) located southerly of Eucalyptus Avenue, easterly of Edgemont Street, and westerly of Day Street in the City of Moreno Valley. Fourteen apartment buildings, plus a community center building, are proposed. The project also involves a General Plan Amendment to change the site's land use designation from Commercial to Residential 20 (maximum 20 dwelling units per acre) and a Zone Change to change the site's zoning classification from Community Commercial to Residential 20 (maximum 20 dwelling units per acre). (Airport Compatibility Zone D of the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan).

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. Jeff Bradshaw of the City of Moreno Valley Planning Department, at (951) 413-3224.

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

ALUC Identification No.

ZAP11081414

PROJECT PROPONENT (TO BE COMPLETED BY APPLICANT)

Date of Application December 2014
 Property Owner Robert B Lattanzio, LATCO Phone Number 949-276-4402
 Mailing Address 940 Calle Negocio Ste. 200
San Clemente, CA 92673
Email: robert@latcoenterprises.com

Agent (if any) Wes Alston Phone Number 951-212-8468
 Mailing Address Pacific Development Solutions
PO Box 14679, Long Beach CA 90853
Email: wes@pacificdsg.com

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 Edgemont and Eucalyptus Ave in Moreno Valley. See map
 Assessor's Parcel No. 263-120-020 and 263-120-025 Parcel Size 6.63 acres
 Subdivision Name n/a
 Lot Number 112 Apartments - 1 lot Zoning Classification CC

PROJECT DESCRIPTION (TO BE COMPLETED BY APPLICANT)

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

Existing Land Use (describe) Vacant Land
 Proposed Land Use (describe) 112 residential apartments(1 bdrm: 928sq. ft. & 2 bdrm: 1,202sq. ft.)
each building would be two (2) stories in height (approx. 29 ft)
Including GPA and Zoning from Community Commercial to Residential 20.

For Residential Uses Number of Parcels or Units on Site (exclude secondary units) 112 apartments
 For Other Land Uses Hours of Use _____
 (See Appendix C) Number of People on Site Maximum Number worse case 419
 Method of Calculation Based on the average household size from the US
Census 2010 in Moreno Valley

Height Data Height above Ground or Tallest Object (including antennas and trees) Fraxinus Uhdei Tree grow to up 80 ft.
 Highest Elevation (above sea level) of Any Object or Terrain on Site 1628.3 elevation (with tree referenced) 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	April 2014	Type of Project
Agency Name	City of Moreno Valley	<input checked="" type="checkbox"/> General Plan Amendment
Staff Contact	Jeff Bradshaw	<input checked="" type="checkbox"/> Zoning Amendment or Variance
Phone Number	951-413-3224	<input type="checkbox"/> Subdivision Approval
Agency's Project No.	Case Number P-14-017)	<input type="checkbox"/> Use Permit
		<input type="checkbox"/> Public Facility
		<input checked="" type="checkbox"/> Other <u>Plot Plan</u>

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

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

- 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)

- 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: 3.5

HEARING DATE: February 5, 2015

CASE NUMBER: ZAP1029TH14 – Ocean Mist Farms – Joe Pezzini, COO
(Representative: Hansen-Rice, Inc., Chris Jochem and James
Escobar)

APPROVING JURISDICTION: City of Coachella

JURISDICTION CASE NO: 14-04 (Architectural Review), 14-02 (Change of Zone)

MAJOR ISSUES: The proposed facility does not comply with the Compatibility Zone C single-acre criterion of 150 people based on the building code method, which indicates a maximum occupancy of approximately 337 people within the most intense single-acre area. However, this level is primarily attributable to a break room with a potential capacity of 122 and a truckers' lounge with a potential capacity of 84. With these rooms excluded, the maximum single-acre intensity would be 131 persons. The actual facility operator anticipates a maximum of 141 employees at the entire facility at any given time, which would comply with the Compatibility Zone C single-acre criterion of 150. Additionally, environmental studies have been prepared based on the facility operator's employment projection. Staff is recommending conditions requiring the property owner to provide a signed affidavit that occupancy of Building A1 as identified on Sheet G-101 will be limited to a maximum of 150 persons, limiting use of the break room to employees, and requiring the truckers' lounge to be posted for a maximum capacity of 19 persons.

RECOMMENDATION: Staff recommends a finding of CONSISTENCY for the Change of Zone. Staff recommends that the Commission open the public hearing and consider testimony regarding Architectural Review No. 14-04. If the Commission is willing to accept the facility operator's projected occupancy for the facility, it may find the project CONSISTENT, subject to the conditions included herein. Otherwise, staff recommends that consideration of Architectural Review Case No. 14-04 be CONTINUED to March 12, 2015, to allow for a redesign reducing the size of the break room and relocating the truckers' lounge to a location at least 210 feet from the office area.

PROJECT DESCRIPTION: The Architectural Review proposes an expansion to the existing 127,866 square foot Ocean Mist Farms produce storage and distribution facility, with partial demolition and reconstruction resulting in a revised floor area of 135,037 square feet. Also included is construction and operation of a 3.95 acre truck and employee parking lot on a 12-acre parcel across the street. The Change of Zone proposes to change the zoning of the 12-acre parcel from Heavy Industrial (M-H) to Manufacturing Service (M-S).

PROJECT LOCATION: The project site is located easterly of Enterprise Way, southerly of

Avenue 52, westerly of State Highway 86, and northerly of Avenue 54, in the City of Coachella, approximately 10,400 feet northerly of the northerly terminus of Runway 17-35 at Jacqueline Cochran Regional Airport.

LAND USE PLAN: 2005 Jacqueline Cochran Regional Airport Land Use Compatibility Plan (last amended in 2006)

- a. Airport Influence Area: Jacqueline Cochran Regional Airport
- b. Land Use Policy: Airport Compatibility Zone C
- c. Noise Levels: below 55 CNEL

BACKGROUND:

Average Intensity: The project site is located within Airport Compatibility Zone C. Non-Residential intensity in Airport Compatibility Zone C is restricted to 75 people per average acre. Based on the floor plans provided and the Building Code Method, the buildings and structures would result in occupancies as listed below:

- Office – 1 person per 100 square feet (with potential for 50% reduction)
- Warehouse – 1 person per 500 square feet
- Storage – 1 person per 300 square feet
- Utility/Mechanical – 1 person per 200 square feet
- Lounge – 1 person per 15 (net) square feet

Based on the building occupancies as presented above, a maximum building occupancy of 673 people would be anticipated (including the 50% reduction for office area). Based on the most conservative site area (for the area north of Industrial Way, excluding the parking area since no buildings or occupancy are proposed within this area) of 13.7 acres net, an average intensity of 49 people per acre is anticipated, which is consistent with Compatibility Zone C average acre intensity 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 person per truck parking or dock). Based on the number of parking spaces provided (215 standard vehicle spaces and 55 truck staging and dock spaces), the total occupancy would be estimated at 378 people for an average acre intensity of approximately 28 people, which is also consistent with Compatibility Zone C average acre intensity criteria.

Single-Acre Intensity: The project is located within Airport Compatibility Zone C. Non-Residential intensity in Airport Compatibility Zone C is restricted to 150 people per single-acre. The most intense single-acre area would consist of the southeast corner area including all of the office area, break room, and truckers' lounge, and a portion of the dock (approximately 7,350 square feet), cooled warehouse (approximately 5,650 square feet), and processing area (approximately 4,725 square feet). Based on the Building Code Method including the 50% reduction for office uses, this

area would accommodate approximately 337 people, which would not be consistent with the Compatibility Zone C single-acre criterion of 150.

The break room and truckers' lounge (each less than 2,000 square feet in area) account for 206 of the 337 persons included within this calculation.

The current and proposed occupant of the facility estimates a total of 178 employees for the entire facility (30 office, 48 cooler warehouse, 100 processing), plus up to 13 truckers for a total of 191 people. The processing area employees would be spread across four 8-hour overlapping shifts. Therefore, the proposed facility would include a maximum of 141 people at times when shifts overlap (30 office, 48 cooler warehouse, 50 processing, and 13 truckers). Although it is unlikely that all employees would be located within a single-acre area, this amount of people would be consistent with the single-acre criterion of 150.

In some cases, staff has recommended discounting intensities of specific rooms in situations where a room-by-room accounting would likely result in "double counting" because persons would not likely be occupying all of the rooms at the same time. (An example would be discounting of a breakfast bar area offering breakfast to occupants of a hotel.) Staff has discounted occupancies for break rooms or lunch rooms smaller than 1,200 square feet that are restricted to employee use only. For this project, in staff's opinion, both the break room (variously portrayed as anywhere from 1,547 to 1,842 square feet in area) and the truckers' lounge (1,258 square feet in area) are oversized. However, if the break room occupancy is discounted on the basis that its use would be limited to employees, this reduces the single-acre occupancy from 337 to 215. The truckers' lounge accounts for 84 of the remaining occupants. If the occupancy of the truckers' lounge is limited to 19 persons, this would reduce the single-acre occupancy (with the break room excluded) to 150 persons.

The City of Coachella has advised that the posting of reduced maximum occupancies for specific rooms is acceptable provided that the reduced occupancies are specified on the applicant's building plans and that the posting occurs prior to final building inspection. However, the building owner would be responsible for monitoring compliance. Staff is recommending a condition that would require posting of the truckers' lounge for a maximum capacity of 19 persons.

Staff would also note that, in many cases, the only information provided through a floor plan is the area with office use and the area with warehouse use. In this case, the applicant team has provided more detail than the average applicant, and it is not staff's intent to penalize this project for having done so.

Prohibited Uses: The proposed use is not prohibited within Compatibility Zone C, nor does the applicant propose any prohibited uses, as listed in Condition No. 2 below.

Noise: The project area is located outside the area subject to average aircraft noise above 55 CNEL. As such, no special measures to mitigate aircraft-generated noise are required.

PART 77: The elevation at the northerly end of Runway 17-35 at Jacqueline Cochran Regional Airport is -114 feet above mean sea level (AMSL). At a distance of approximately 10,400 feet from the runway to the property line, a building elevation at top of roof exceeding -10 feet AMSL would require FAA notice and review through the Form 7460-1 process. The project has an existing grade elevation of approximately -90 feet AMSL. The maximum height of the building proposed is 36 feet for a maximum elevation of approximately -54 feet AMSL. Therefore, review pursuant to the Federal Aviation Administration Obstruction Evaluation Service Form 7460-1 process for height/elevation reasons is not required.

Open Area: Compatibility Zone C requires 20% of area within major projects (10 acres or larger) to be set aside as open land that could potentially serve as emergency landing areas. The entire project site consists of approximately 17.65 net acres. Based on this acreage, the project would be required to provide a minimum of 3.53 acres of qualifying open area. The northern portion of the project site near Avenue 52 includes large paved areas and a detention basin area with no obstructions (including trees) that totals approximately 4.46 acres. In addition, the truck staging area proposed south of Industrial Way would include a large unobstructed area of 1.38 acres for a total open area of 5.84 acres across the entire site, which exceeds the amount of required open area by 2.31 acres.

CONDITIONS:

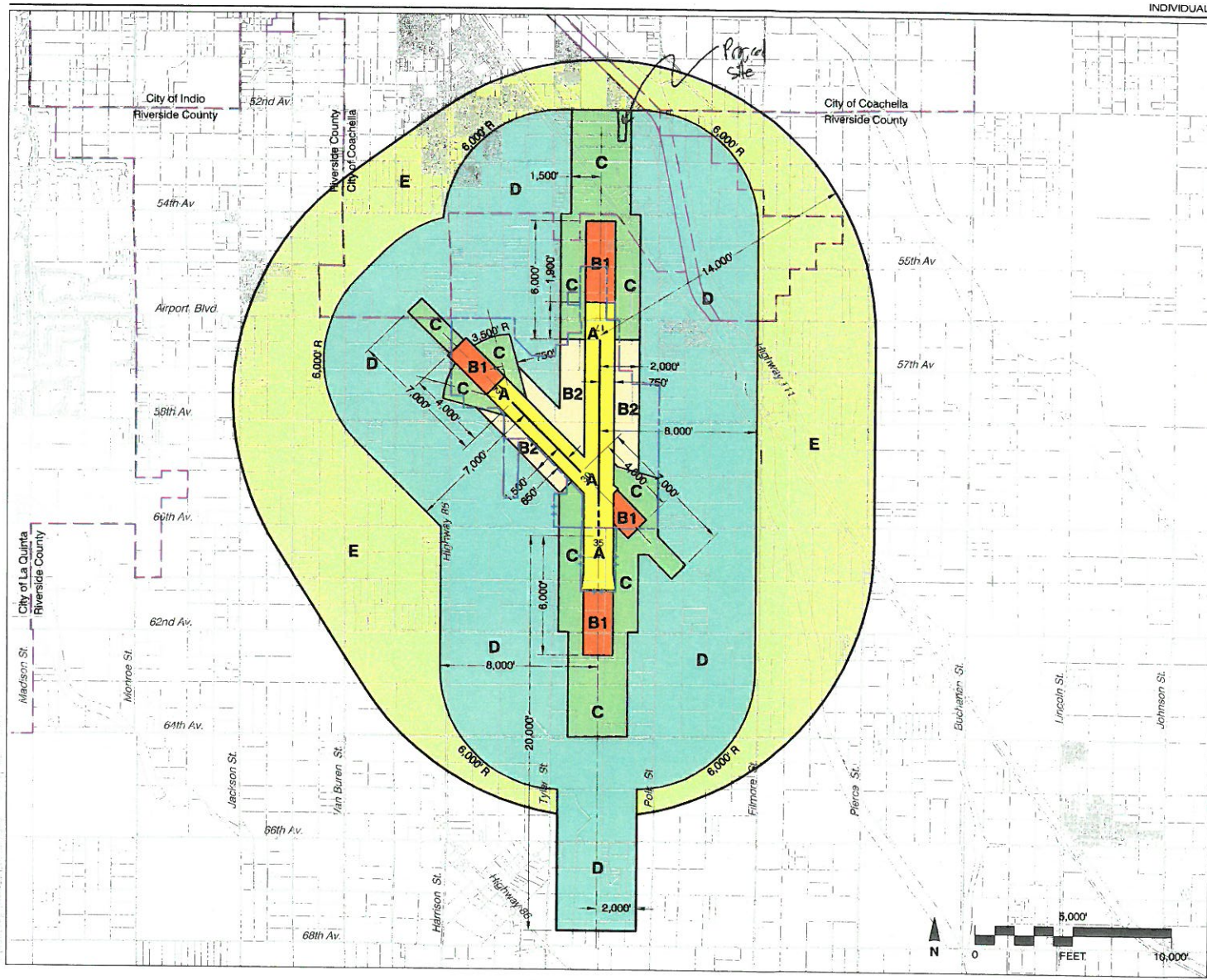
1. Any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky, and shall comply with Riverside County Ordinance No. 655, as applicable. Outdoor lighting plans, if any, shall be transmitted to Riverside County Economic Development Agency – Aviation Division personnel and to the Jacqueline Cochran Regional Airport for review and comment. (Failure to comment within thirty days shall be considered to constitute acceptability on the part of the airport manager.)
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, livestock operations, production of cereal grains, sunflower, and row crops, artificial marshes,

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.
 - (e) Children's schools, day care centers, libraries, hospitals, nursing homes, highly noise-sensitive outdoor non-residential uses, and hazards to flight.
3. The attached notice shall be provided to all potential purchasers and tenants and the contents of such notice language shall also be contained in a legally recordable instrument to be recorded at time of building permit issuance.
 4. Any detention or retention basin shall be designed so as to provide a maximum 48-hour detention period for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basin that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.
 5. An area of at least 3.53 acres northerly of the buildings and depicted as open space areas on the exhibit titled Site Plan - New, dated 6/25/14, shall be kept free of structures and other major obstacles such as walls, large trees or poles (greater than 4 inches in diameter, measured 4 feet above the ground), and overhead wires.
 6. The facility operator shall provide a signed affidavit that occupancy within Building A1 as shown on Sheet G-101 shall be limited to a maximum of 150 persons.
 7. The break room as depicted on project site plans and floor plans shall be restricted to employee use only.
 8. The maximum number of persons permitted in the truckers' lounge at any given time shall not exceed nineteen (19) persons. This limit shall be posted within the room and compliance shall be monitored by on-site personnel.

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 - Existing
 - Airport Property Line - Planned
 - City Limits

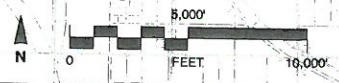
Note
 Except for southern extension, Airport Influence Area boundary measured from a point 200 feet beyond runway ends in accordance with FAA airspace protection criteria (FAR Part 77). All other dimensions measured from runway ends and centerlines.

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

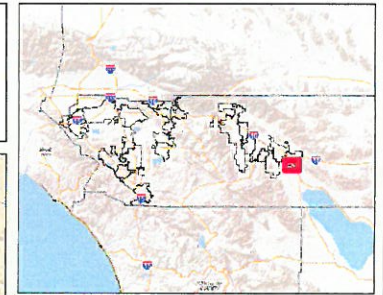
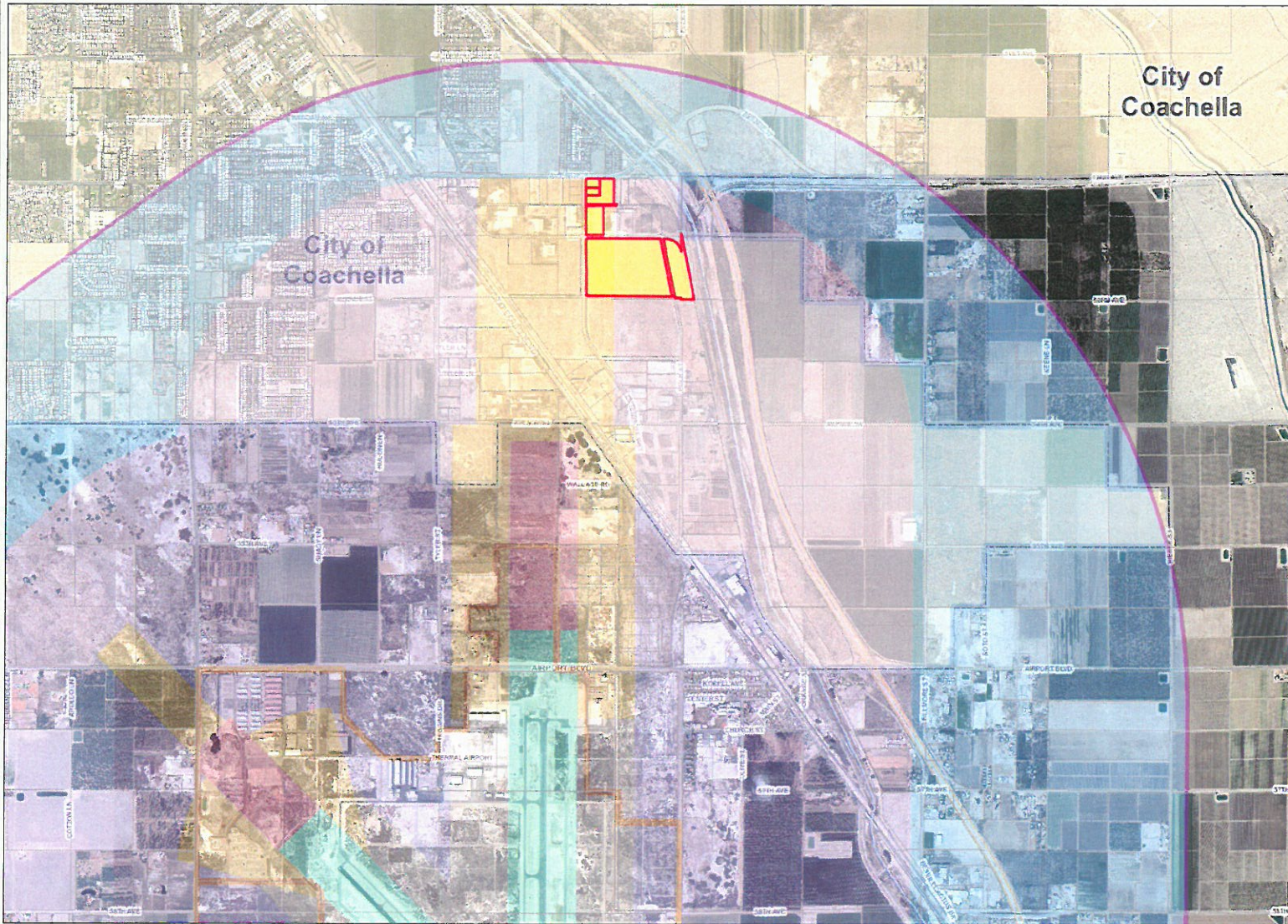
Riverside County
Airport Land Use Commission
Riverside County
Airport Land Use Compatibility Plan
Policy Document
 (Adopted June 2005)

Map JC-1

Compatibility Map
 Jacqueline Cochran Regional Airport



My Map



Legend

- Airports
- AIA
- Airport Compatibility**
- <all other values>
- Zone A
- Zone B1
- Zone B2
- Zone C
- Zone D
- Zone E
- Runways
- City Boundaries
- Cities**
- roadsanno**
- highways**
- HWY
- INTERCHANGE
- INTERSTATE
- OFFRAMP
- ONRAMP
- USHWY
- roads**
- Major Roads
- Arterial
- Collector
- Residential
- counties



0 4,031 8,063 Feet



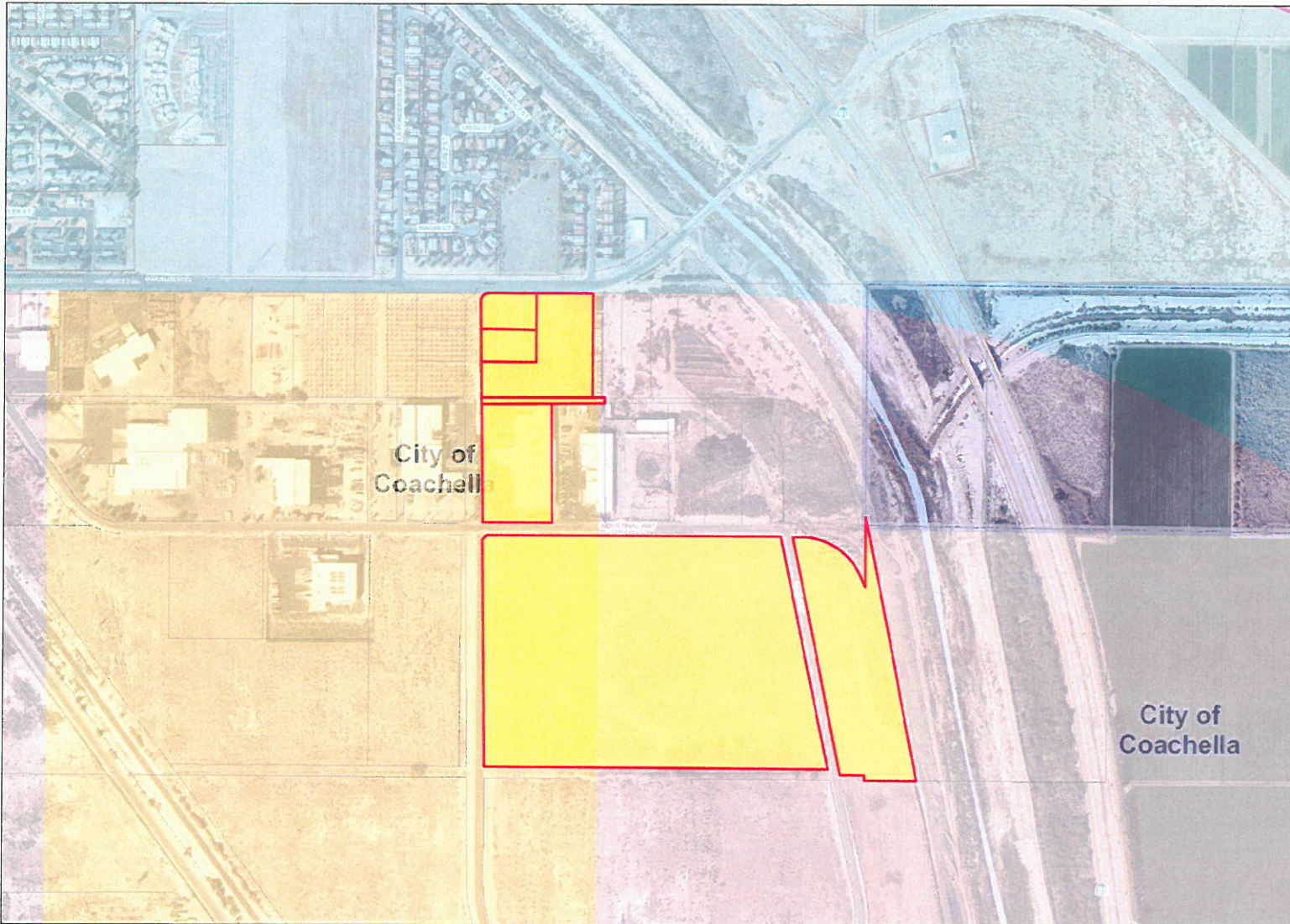
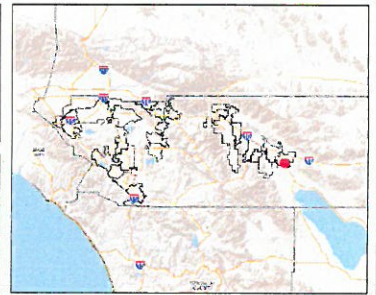
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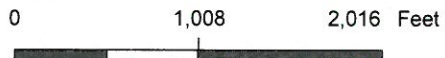
Notes

My Map



Legend

- RCLIS Parcels
- Airports
- AIA
- Airport Compatibility**
- <all other values>
- Zone A
- Zone B1
- Zone B2
- Zone C
- Zone D
- Zone E
- Runways
- City Boundaries
- Cities**
- roadsanno**
- highways**
- HWY
- INTERCHANGE
- INTERSTATE
- OFFRAMP
- ONRAMP
- USHWY
- counties
- cities
- hydrographylines
- waterbodies**
- Lakes



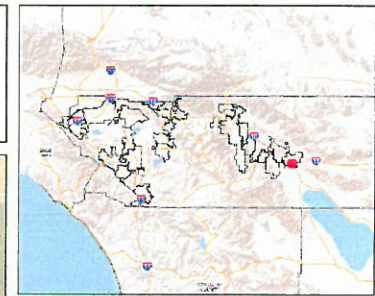
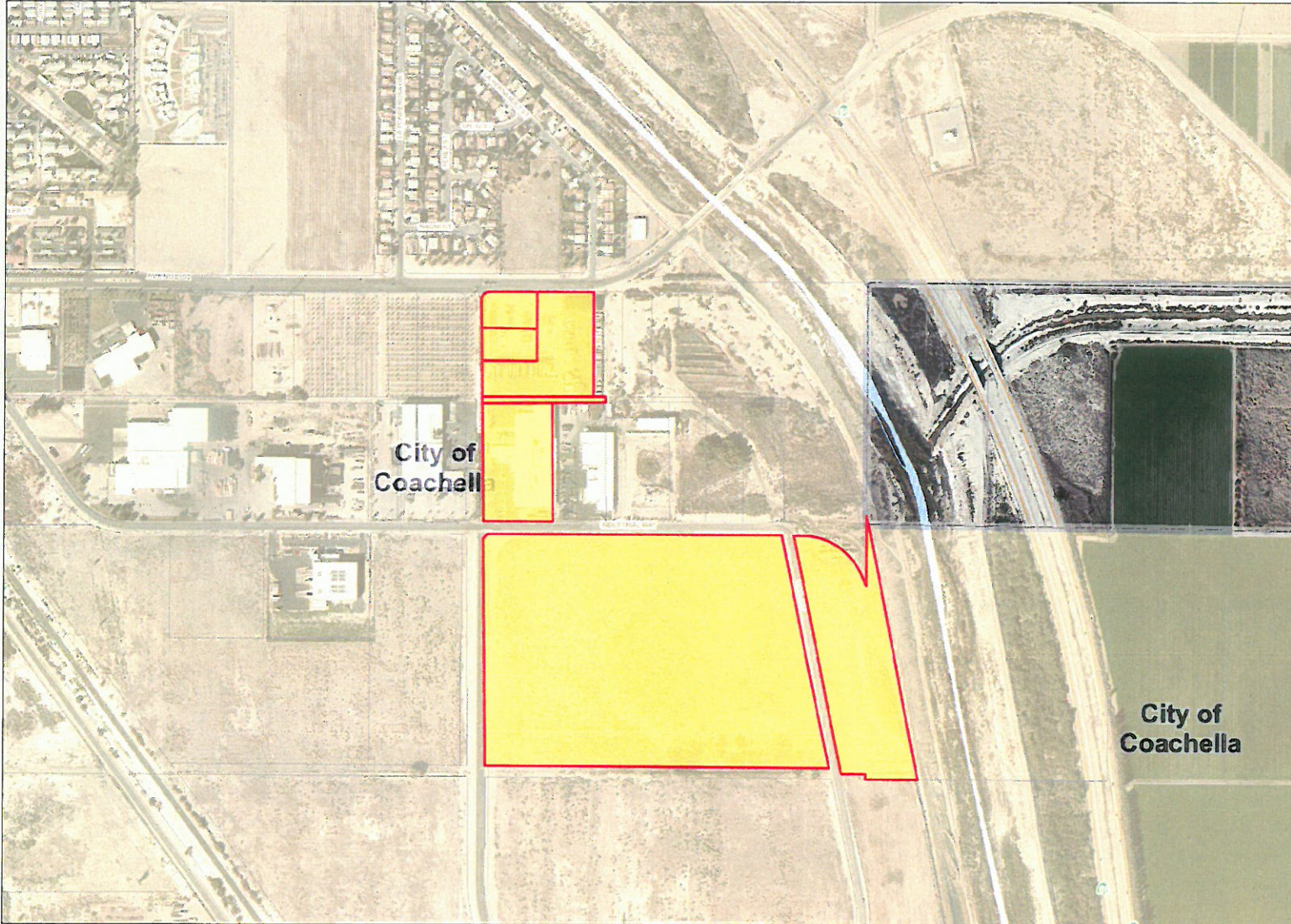
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Notes

My Map



Legend

- RCLIS Parcels
- City Boundaries
- Cities
- roadsanno
- highways
 - HWY
 - INTERCHANGE
 - INTERSTATE
 - OFFRAMP
 - ONRAMP
 - USHWY
- counties
- cities
- hydrographylines
- waterbodies
 - Lakes
 - Rivers



0 1,008 2,016 Feet



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

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Notes

**Draft Initial Study and Notice of Intent to Adopt a Mitigated Negative Declaration
for Tentative Parcel Map 36858 and
Expansion of the Ocean Mist Farms Packing and Distribution Plant
52-300 Enterprise Way, City of Coachella**

Lead Agency:
City of Coachella
Community Development Department
1515 Sixth Street
Coachella, CA 92236



Applicant: Project 1
IWP Partners, LLC
1570 Linda Vista Drive
San Marcos, CA 92078

Applicant Project 2:
Hansen-Rice, Inc.
1717 East Chisholm Drive
Nampa, Idaho 83687

Prepared by:
The Altum Group
73-710 Fred Waring Drive, Suite 219
Palm Desert, CA 92260



November 5, 2014



Table of Contents

1	Introduction	1
2	Environmental Checklist	17
2.1	Aesthetics	22
2.2	Agriculture and Forestry Resources	24
2.3	Air Quality.....	26
2.4	Biological Resources.....	48
2.5	Cultural Resources.....	52
2.6	Geology/Soils.....	56
2.7	Greenhouse Gas Emissions	61
2.8	Hazards and Hazardous Materials.....	65
2.9	Hydrology and Water Quality	73
2.10	Land Use and Planning	78
2.11	Mineral Resources.....	81
2.12	Noise	82
2.13	Population and Housing	87
2.14	Public Services	89
2.15	Recreation	92
2.16	Transportation and Traffic.....	99
2.17	Utilities and Service Systems.....	107
2.18	Mandatory Findings of Significance	111
3	Report Preparers.....	114
4	References	115

List of Tables

Table 1	Existing Conditions and Proposed Revisions to Operations	3
Table 2	Air Quality Monitoring Summary.....	29
Table 3	Salton Sea Air Basin-Riverside County Attainment Status	30
Table 4	Maximum Daily Emissions Regional Thresholds.....	38
Table 5	Estimated Daily Local Construction Emission Volumes	39
Table 6	Estimated Daily Regional Construction Emissions.....	41
Table 7	Operational Regional Pollutants (Winter Season).....	42
Table 8	Operational Regional Pollutants (Summer Season)	43
Table 9	Operational Greenhouse Gas Emissions.....	64
Table 10	2010 and 2020 Project Operational Greenhouse Gas Emissions	65
Table 11	Noise Decibel Limits.....	85
Table 12	Population Growth.....	88
Table 13	Level of Service Description	96
Table 14	Existing Intersection Levels of Service	97
Table 15	2015 Ambient Growth Intersection Operations Analysis.....	103
Table 16	2015 Ambient Growth Plus Cumulative Intersection Operations Analysis	104



List of Figures

Exhibit 1	Regional Vicinity.....	5
Exhibit 2	Project Vicinity	6
Exhibit 3	Photo Location Map.....	7
	Site Photos	8
Exhibit 4	IWP Partners Tentative Parcel Map.....	11
Exhibit 5	Project 2 Site Plan	12
Exhibit 6	Project 2 Landscape Plan	14
Exhibit 7	Existing General Plan and Zoning Designations.....	14
Exhibit 8	Proposed Zone Change for SE Corner of Enterprise and Industrial Ways.....	15
Exhibit 9	Jacqueline Cochran Regional Airport Land Use Compatibility Zones.....	68
Exhibit 10	Study Area Intersections.....	95

Appendices

Appendix A	Air Quality and Greenhouse Gas Assessment
Appendix B	Geotechnical Assessment
Appendix C.1	Phase I Environmental Site Assessment
Appendix C.2	Soils Report
Appendix D	Traffic Impact Assessment



1 Introduction

Project Title: Project 1: Tentative Parcel Map for IWP Partners a 63.5—acre site
Project 2: Ocean Mist Farms Expansion Project

Note: the projects are linked by 12-acres of the tentative parcel map that will be purchased for the Ocean Mist Expansion Project, a portion of which will be used as a parking lot and the remaining area not designated at this time.

Lead Agency Name and Address: City of Coachella
1515 Sixth Street
Coachella, California 92236

Contact person and phone number: Michael Coyne, (760) 398-3102

Project Location: Project 1: 63.5 acres bounded by Industrial Way on the north, Avenue 53 on the south, Enterprise Way on the west and Polk Street on the east. Approximately 11.5 acres of the project site is located east of Polk Street.
Project 2: 52-300 Enterprise Way, on an 18-5 acre site at the southeast corner of Avenue 52 and Enterprise Way, plus 12 acres of tentative parcel map in Project 1.

Project sponsor's name and address: Project 1: IWP Partners, LLC
1570 Linda Vista Drive
San Marcos, CA 92078

Project 2: Hansen-Rice, Inc.
1717 East Chisholm Drive
Nampa, Idaho 83687

General Plan Designation: Project 1: Light Industrial
Project 2: Light Industrial

Zoning Designation: Project 1: Heavy Industrial
Project 2: Manufacturing Service Zoning District (M-S)

Description of the project:

Exhibits

Exhibit 1, *Regional Vicinity*, shows the regional location of the project sites within the larger Coachella Valley.
Exhibit 2, *Project Vicinity* shows the project sites and surrounding vicinity.

Exhibit 3, *Photo Location Map*, is an aerial photograph showing the project sites and vicinity. Numbers on the exhibit represent locations where photographs were taken showing existing conditions for both project sites. Photographs follow Exhibit 3.

Exhibit 4, *IWP Partners Tentative Parcel Map*, shows 6 parcels ranging in size from 7.5 acres to 12 acres.

Exhibit 5, *Project 2 Site Plan*, shows the existing and proposed improvements for the Expansion of the Ocean Mist Farms site including the new parking lot and landscape improvements at the southwest corner of Enterprise Way and Industrial Way (Parcel 6 on Exhibit 3).

Exhibit 6, *Project 2 Landscape Plan*, shows the location and type of landscaping, as well as the new perimeter wall and location of the “Art in Public Places” installation. The particular art work has yet to be determined.

Exhibit 7, *Existing General Plan and Zoning Designations*, shows that both project sites have a designation of Light Industrial. However, the Ocean Mist Farms site is located in a Manufacturing Services (M-S) Zoning District while the tentative parcel map is located in a Heavy Manufacturing (M-H) Zoning District.

Exhibit 8, *Proposed Zone Change for Southeast Corner of Enterprise Way and Industrial Way*. No change in General Plan designation or zoning district is required for Project 1, however, in order for the 12-acre site on the southeast corner of Industrial Way and Enterprise Way to be used as part of Project 2, a change of zone will be required.

Project 1

This proposed project is a tentative parcel map (TPM 36858) to subdivide an approximately 63.5-acre site into 6 developable parcels. A conceptual lot layout is shown in Exhibit 3. No land use proposals are associated with this project with the exception of the parking lot identified in Project 2.

Project 2

The applicant proposes to expand the existing Ocean Mist Farms storage and processing facility. The project includes the following elements:

- partial demolition and reconstruction/remodeling of the existing buildings;
- a 1,122 square foot addition to the Ice Storage building;
- an 18,000 square foot covered sorting area;
- a 2,600 square foot administration building; and
- development of approximately 3.95 acres of a 12-acre site to create 2.5 acres of additional truck and employee parking, as well as other improvements on the southeast corner of Industrial Way and Enterprise Way.
 - other improvements include perimeter landscaping along Enterprise Way and Industrial Way.
 - a perimeter wall and landscaping along Enterprise Way, Industrial Way and Avenue 52.
 - water quality basins are included as part of the landscape plan along Enterprise Way, as well as on the east side of the proposed parking lot.



Ocean Mist Farms Expansion Project will require the following approvals from the City of Coachella:

- Change of Zone No. 14-02
- Architectural Review No. 14-04
- Environmental Assessment No. 14-05
- Tentative Parcel Map No. 36858

In addition, Table 1, *Existing Conditions and Proposed Revisions to Operations*, lists the revisions to the operation in support of the expanded facility.

Table 1, Existing Conditions and Proposed Revisions to Operations

	Existing Conditions	Proposed Revisions	Total New
<i>Employees</i>			
Employees – Office	25	30	5
Employees – Cooler	48	48	0
Employees - Processing	0	100	100
<i>Hours/Days of Operation</i>			
Hours	4 8-hours staggered shifts starting at 6 am, 9 am, 12, pm, 3 pm	No change	--
Days	215 days Thanksgiving to Easter then April thru July 1	No change	--
<i>Utilities</i>			
Electrical (Imperial Irrigation District)	Average annual (12 months) 4,930 kw/month	Annual average (12 months) 6,074 kw/month	1,144 kw/month
Water (City of Coachella Water Department)	Average annual (12 months) 679,000 gp/month	Average annual (12 months) 679,000 gp/month	125,000 gp/month

Source: Hanson-Rice, Inc., October 30, 2014.

Finally with regard to Project 2, the City has determined that the existing and proposed uses of the Ocean Mist Farms site are consistent with the General Plan designation (Light Industrial) and the M-S Zoning District. However, the proposed new parking area at the southeast corner of Industrial Way and Enterprise Way has a General Plan designation of Light Industrial, but is located in a Heavy Industrial (M-H) Zoning District. Therefore, as part of the proposed project, the applicant for Project 2 has requested a Zone Change from M-H to M-S on that 12-acre parcel.

The 12-acre parcel being purchased by the applicant, as shown on Exhibit 4 is part of the larger proposed 63.5 acres tentative parcel map (Project 1). Only the northwest, approximately 4 acres, are being used for the new parking lot, and the applicant has no immediate plans for the remaining 8 acres. Therefore, this area has been labeled "Not A Part".



Surrounding Land uses and setting:

Project 1

North of site	Ocean Mist Farms packing and distribution plant, Desert Valley Date packing, vacant land
South of site	Vacant Land
East of site	Vacant Land, Whitewater Storm Channel, Highway 86
West of site	Vacant Land

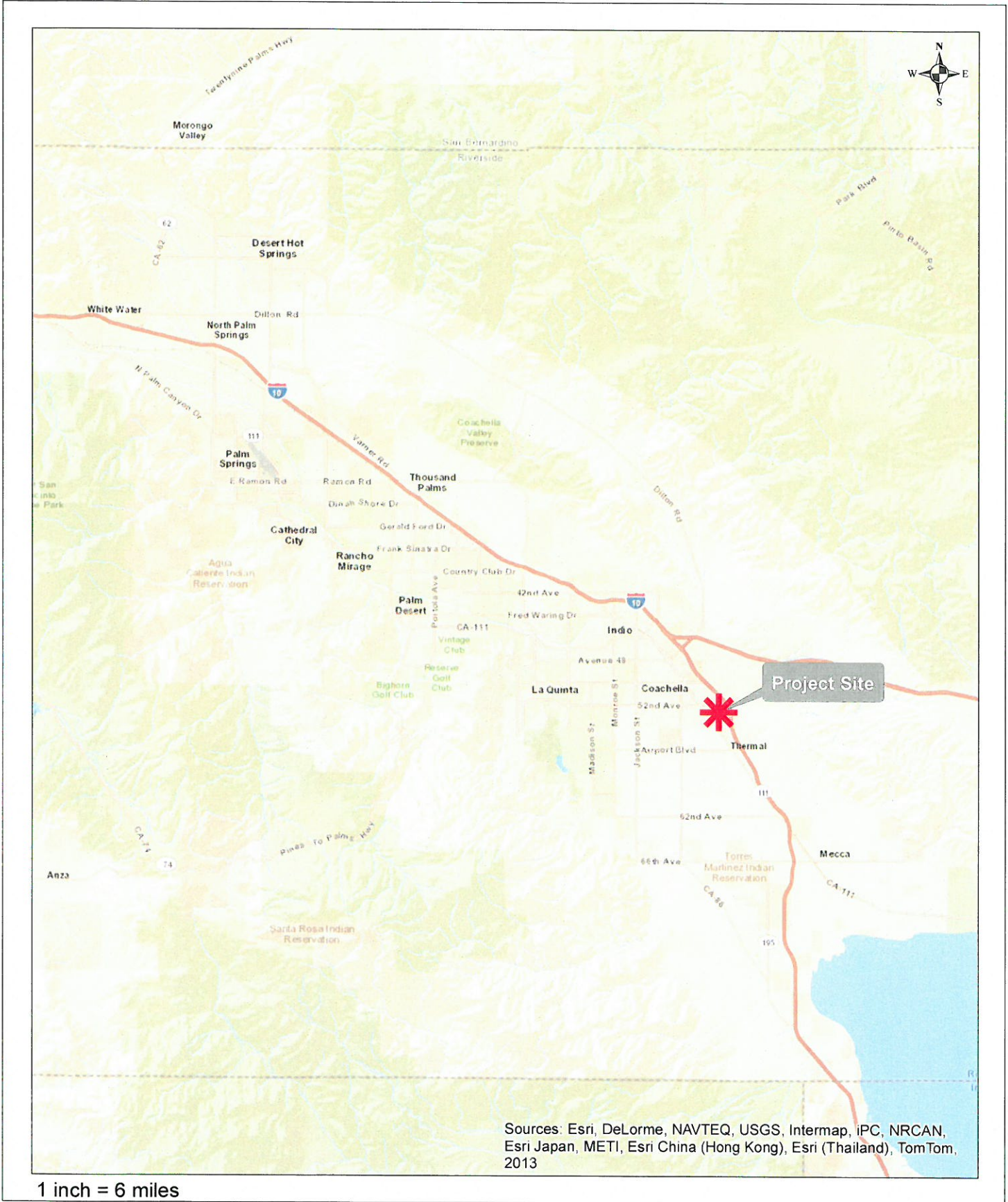
Project 2

North of site	Residential neighborhood, vacant land
South of site	Vacant land
East of site	Desert Valley Date packing, vacant land
West of site	Date farm and packing shed

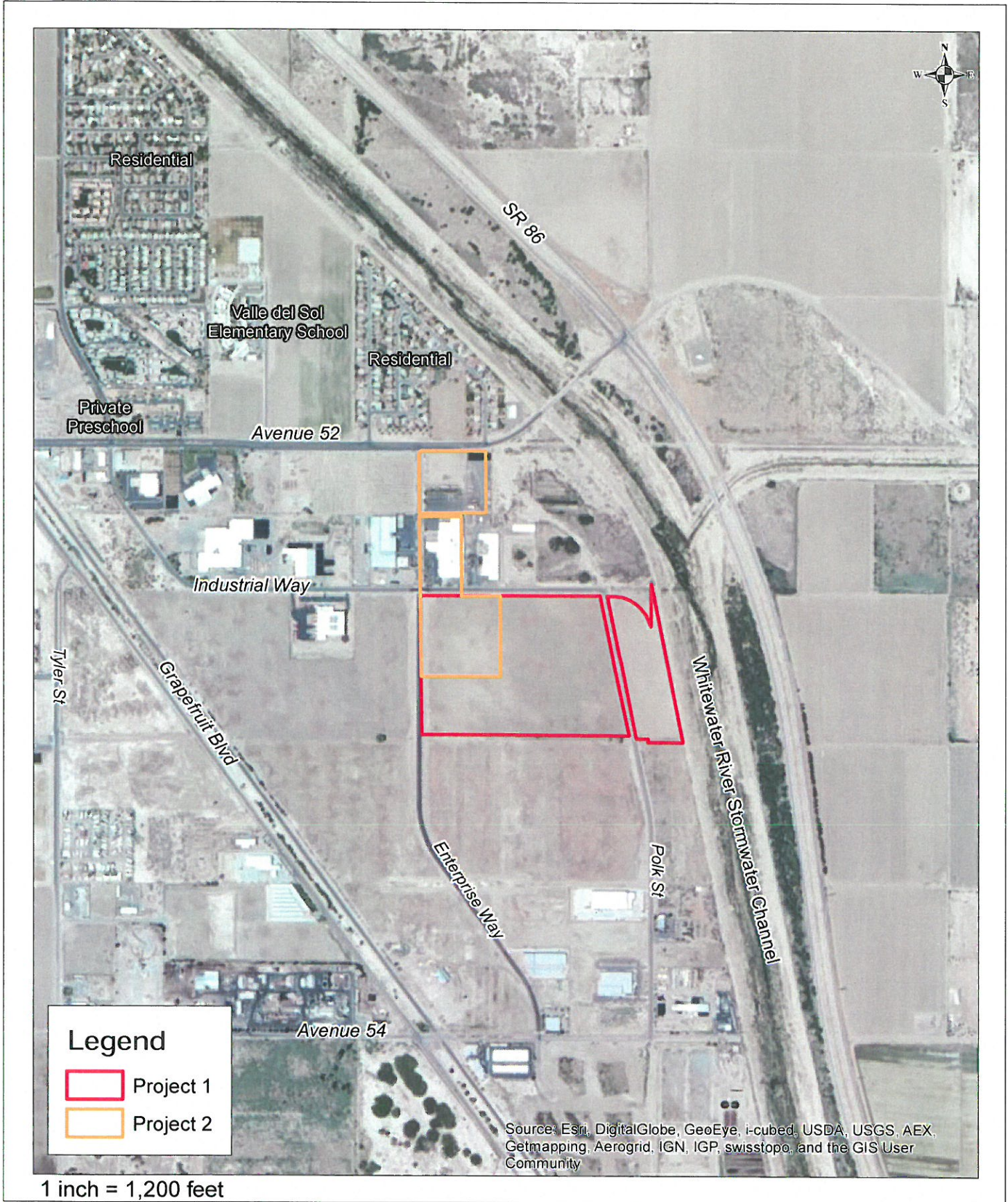
Other public agencies whose approval is required:

Agency	Permit/Approval Required
FEDERAL	
No Federal Agencies identified	
STATE	
State Water Resources Control Board	Construction Stormwater General Permit; Notice of Intent to Comply with Section 402 of the Clean Water Act, Construction Stormwater Pollution Prevention Plan (SWPPP); Industrial Stormwater General Permit; Approval of O&M SWPPP.
South Coast Air Quality Management District	PM-10 Plan for compliance with Rule 403.1, Dust Control in the Coachella Valley
REGIONAL	
Coachella Valley Association of Governments (CVAG)	Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP) (Payment of fees); Transportation Uniform Mitigation Fee (TUMF)

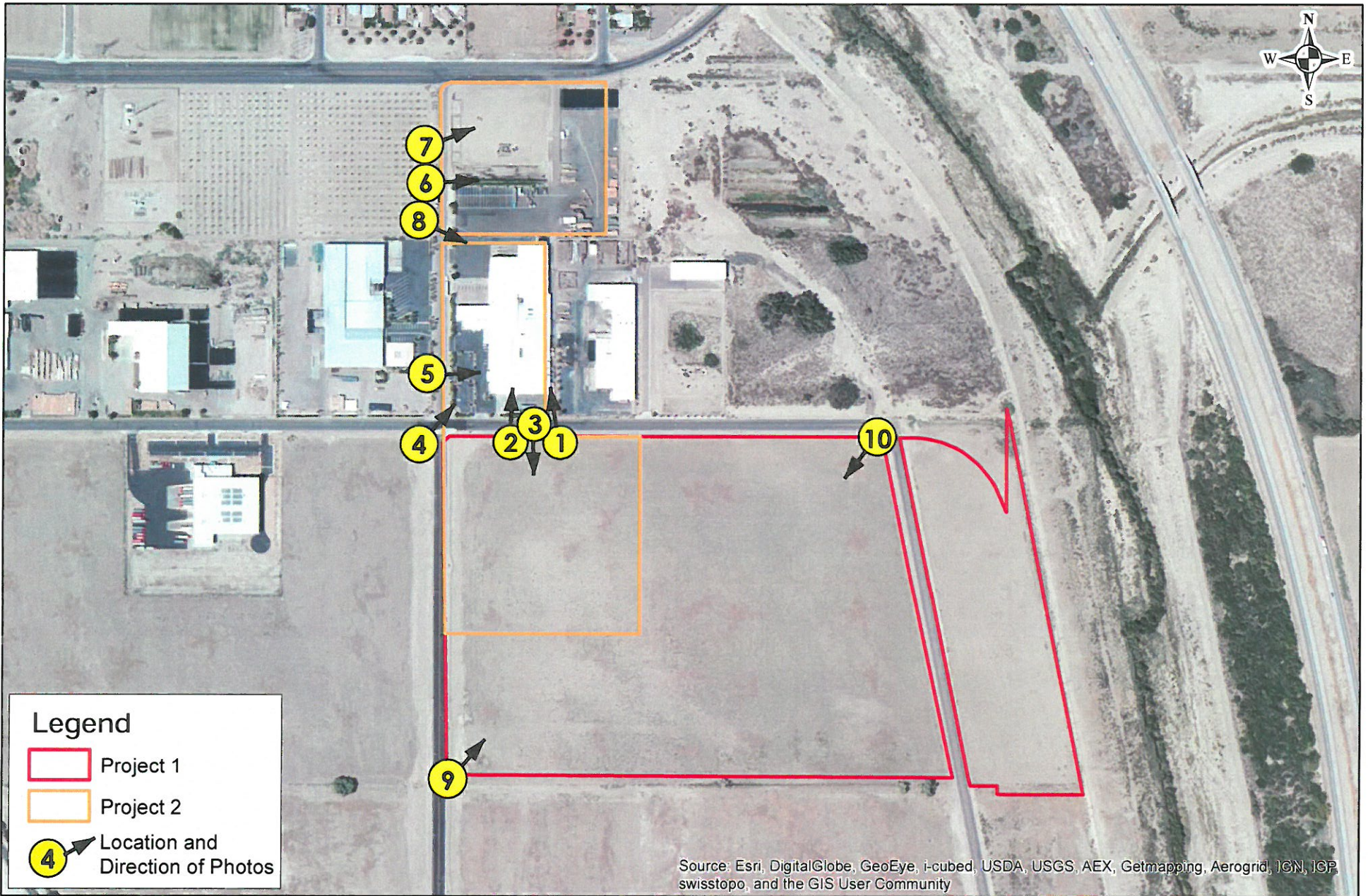
Note: Approvals apply to Project 2; the tentative parcel map only requires approval from the City of Coachella.



Regional Vicinity
Ocean Mist Farms Expansion and IWP Partners TPM Initial Study



Project Vicinity
 Ocean Mist Farms Expansion and IWP Partners TPM Initial Study



1 inch = 500 feet



Photo Location Map
 Ocean Mist Farms Expansion and IWP Partners TPM Initial Study

Photo 1:
Facing
north from
the south
east corner
of the
Ocean Mist
property



Photo 2:
Facing north
looking at
east driveway
on the south
side of
Ocean Mist
facility



Photo 3:
Facing south
looking at
vacant land
to be
subdivided

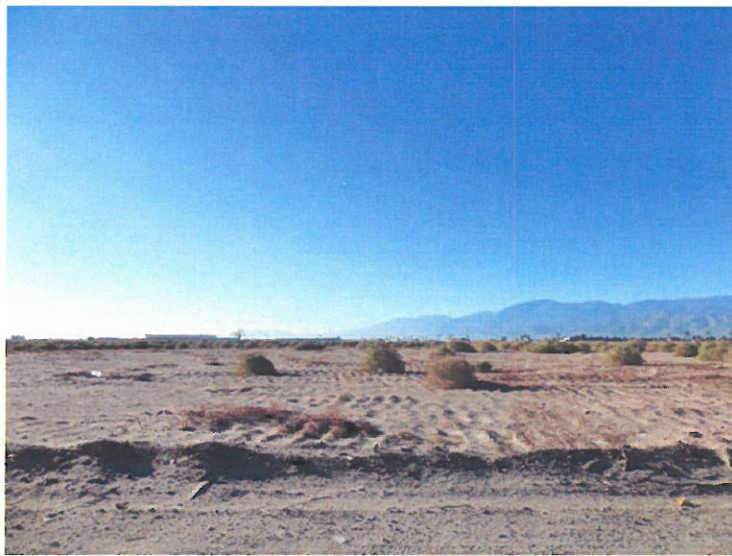


Photo 4:
View of
Ocean Mist
facility from
north west
corner of
Industrial and
Enterprise Way
facing north
east



Source: Site visit, Oct 2014



Site Photos
Ocean Mist Farms Expansion and IWP Partners TPM Initial Study

Photos
1-4

Photo 5:
View of
west side
Ocean Mist
facility
facing east



Photo 6:
View of
shipping area
on west side
of Ocean
Mist facility
facing east



Photo 7:
View of
parking area
on north west
side of
Ocean Mist
facility
facing north
east



Photo 8:
View of the
shipping area
facing south
east



Source: Site visit, Oct 2014



Site Photos

Ocean Mist Farms Expansion and IWP Partners TPM Initial Study

Photos
5-8

Photo 9:
View of vacant IWP property
to be subdivided,
from southwest corner of
IWP property
facing northeast



Photo 10:
View of IWP property
to be subdivided,
from northeast corner
of IWP property
facing southwest

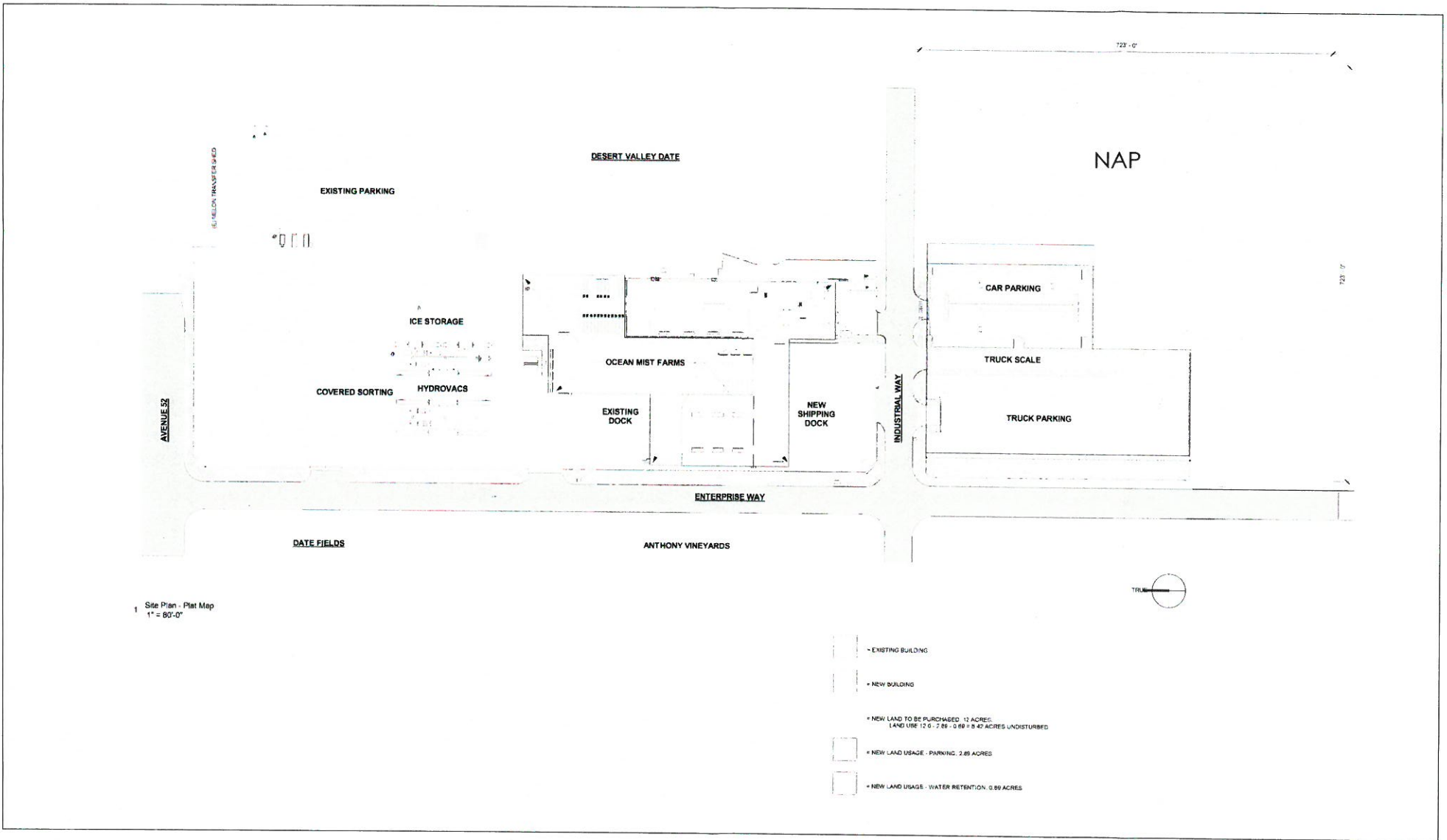


Source: Site visit, Oct 2014



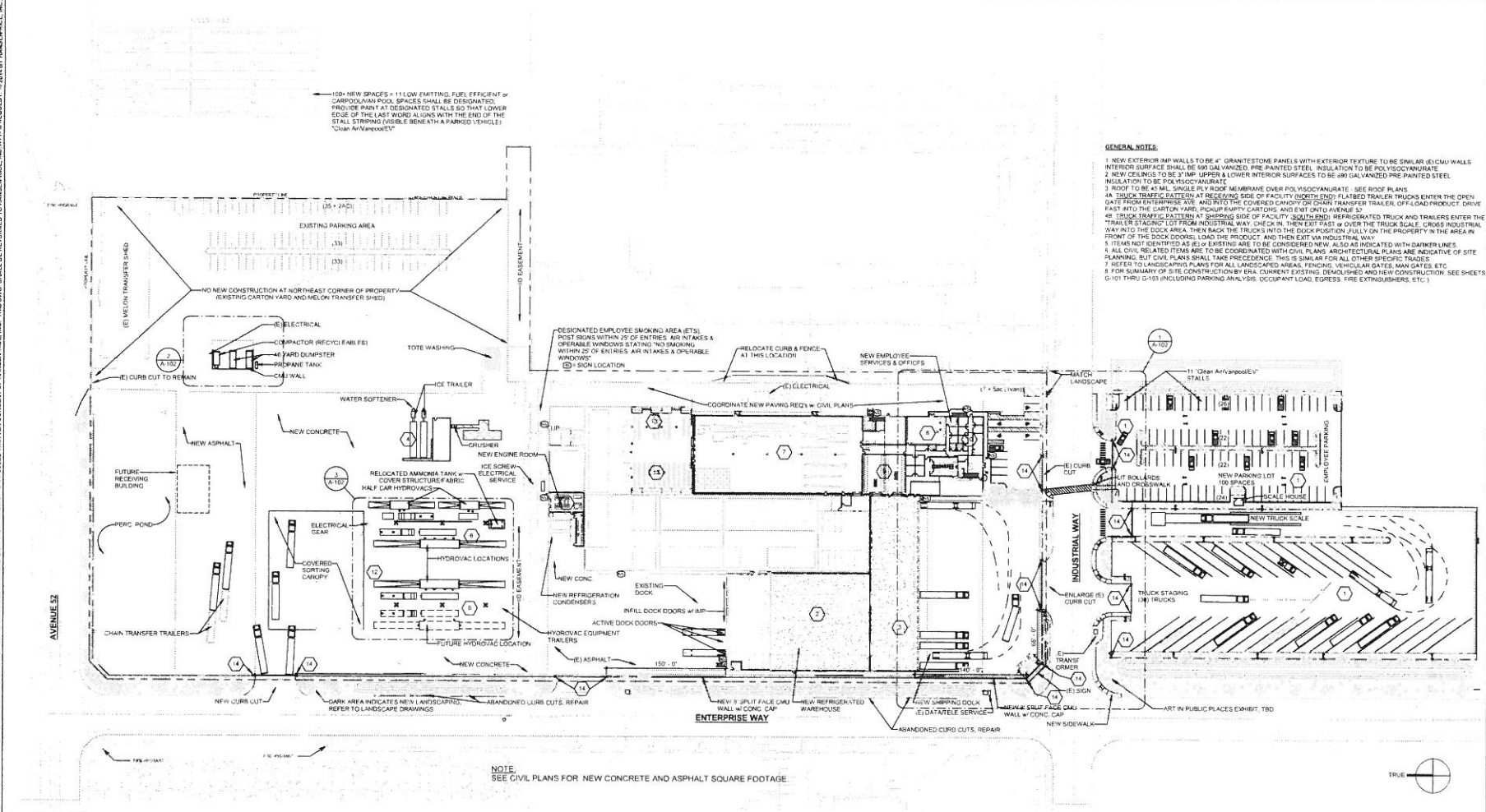
Site Photos
Ocean Mist Farms Expansion and IWP Partners TPM Initial Study

Photos
9&10



Project 2 Site Plan
Ocean Mist Farms Expansion and IWP Partners TPM Initial Study

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GENERAL NOTES:

1. NEW EXTERIOR IMP WALLS TO BE 4" GRANITESTONE PANELS WITH EXTERIOR TEXTURE TO BE SIMILAR (E/C/M) WALLS. INTERIOR SURFACE SHALL BE 600 GALVANIZED, PNE-PANDED STEEL. INSULATION TO BE POLYISOCYANURATE.
2. NEW CEILING TO BE 3" TMP. UPPER & LOWER INTERIOR SURFACES TO BE 600 GALVANIZED PNE-PANDED STEEL. INSULATION TO BE POLYISOCYANURATE.
3. ROOF TO BE 4" ML SINGLE R-V ROOF MEMBRANE OVER POLYISOCYANURATE. SEE ROOF PLANS.
- 4A. TRUCK TRAFFIC PATTERN AT RECEIVING SIDE OF FACILITY (SOUTH END) FLATED TRAILER TRUCKS ENTER THE OPEN GATE FROM ENTERPRISE WAY AND INTO THE COVERED CANOPY FOR CHAIN TRANSFER TRAILER, OFF-LOAD/PRODUCT DRIVE EAST INTO THE CARTON YARD, PICKUP EMPTY CARTONS, AND EXIT ONTO AVENUE 52.
- 4B. TRUCK TRAFFIC PATTERN AT SHIPPING SIDE OF FACILITY (SOUTH END) REFRIGERATED TRUCKS AND TRAILERS ENTER THE "TRAILER STAGING" LOT FROM INDUSTRIAL WAY, CHECK IN, THEN EXIT EAST OR OVER THE TRUCK SCALE. CROSS INDUSTRIAL WAY INTO THE DOCK AREA, THEN BACK THE TRUCKS INTO THE DOCK POSITION. REFRIGERATED TRUCKS AND TRAILERS ENTER THE FRONT OF THE DOCK DOORS, LOAD THE PRODUCT, AND THEN EXIT VIA INDUSTRIAL WAY.
5. ITEMS NOT IDENTIFIED AS BE OF EXISTENCE ARE TO BE CONSIDERED NEW. ALSO AS INDICATED WITH DASHED LINES.
6. ALL CIVIL RELATED ITEMS ARE TO BE COORDINATED WITH CIVIL PLANS. ARCHITECTURAL PLANS ARE INDICATIVE OF SITE PLANNING, BUT CIVIL PLANS SHALL TAKE PRECEDENCE. THIS IS SIMILAR FOR ALL OTHER SPECIFIC TRADES.
7. REFER TO LANDSCAPE PLANS FOR ALL LANDSCAPING AREAS, FENCING, VEHICULAR GATES, MAIN GATES, ETC.
8. FOR SUMMARY OF SITE CONSTRUCTION BY ERA, CURRENT EXISTING, DEMOLISHED AND NEW CONSTRUCTION. SEE SHEETS 02-101 THRU 02-151 INCLUDING PARKING ANALYSIS, OCCUPANT LOAD, EGRESS, FIRE EXTINGUISHERS, ETC.

1717 F. Canyon Drive
 Norman, ID 83657
HANSEN RICE
 INC.
 ENGINEERS, ARCHITECTS & PLANNERS
 P.C.

PROFESSIONAL SEAL

DO NOT SCALE DRAWINGS
 CONTRACTOR SHALL VERIFY ALL CONDITIONS AND DIMENSIONS AT THE JOB SITE AND NOTIFY HANSEN RICE, INC. OF ANY DIMENSIONAL ERRORS, OMISSIONS, OR DISCREPANCIES BEFORE BEGINNING OR FABRICATING ANY WORK.



Client / Sheet Description:
Ocean Mist Farms
 52306 Enterprise Way, Connelah, CA 94238
Storage/Process Remodel & Add.
SITE PLAN - NEW

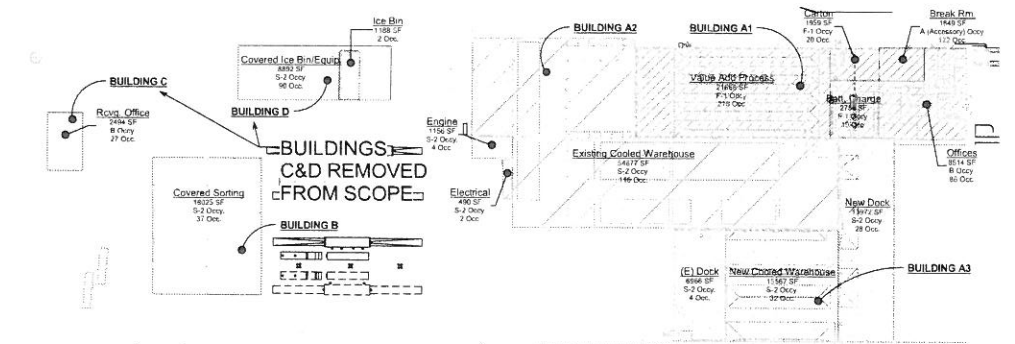
NO.	DATE	DESCRIPTION
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2	02/25/14	ISSUE FOR PERMITS
3	02/25/14	ISSUE FOR PERMITS
4	02/25/14	ISSUE FOR PERMITS
5	02/25/14	ISSUE FOR PERMITS
6	02/25/14	ISSUE FOR PERMITS
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8	02/25/14	ISSUE FOR PERMITS
9	02/25/14	ISSUE FOR PERMITS
10	02/25/14	ISSUE FOR PERMITS
11	02/25/14	ISSUE FOR PERMITS
12	02/25/14	ISSUE FOR PERMITS
13	02/25/14	ISSUE FOR PERMITS
14	02/25/14	ISSUE FOR PERMITS

No.	Note Content
1	FENCED IN EMPLOYEE PARKING AND TRUCK STAGING. INSTALL NEW TRUCK SCALE TO THIS AREA.
2	NEW COLD STORAGE WAREHOUSE. CONNECTS TO ROOM 3.
3	NEW SHIPPING DOCK. NEW CONSTRUCTION AND ROOM 1 RENOVATION.
4	RELOCATE ICE STORAGE BUNKER AND ICE INJECTION EQUIPMENT.
5	NEW LOCATION FOR HYDROVAC TUBES. SLOPE HYDROVAC SLAB TO DRAIN. (3) FULL CAR HYDROVACS & (2) HALF CAR HYDROVACS WILL BE INSTALLED.
7	VALUE ADD ROOM.
8	VALUE ADD EMPLOYEE WELFARE.
9	BATTERY CHARGING ROOM.
10	NEW OFFICES, 2 FLOORS.
11	CONSOLIDATE REFRIGERATION EQUIPMENT AT NEW ENGINE ROOM AND INSTALL NEW NH3 PIPING AND EVAPORATORS THROUGHOUT THE FACILITY.
12	PROVIDE WASHDOWN STATIONS AT EACH HYDROVAC AND ICE INJECTOR. DRAINS AND SEWER AT EACH HYDROVAC, ICE GENERATORS AND ICE INJECTOR. CONDENSATE DRAINS AT EACH EVAPORATOR AND HVAC WITH DISCHARGE TO HUB DRAIN.
13	NEW FORCED AIR COOLERS.
14	24' x 24' x 8' SPLIT FACE CMU PILASTER w/ CONCRETE CAP, TYP. (REFER TO A-519 FOR DETAILS)

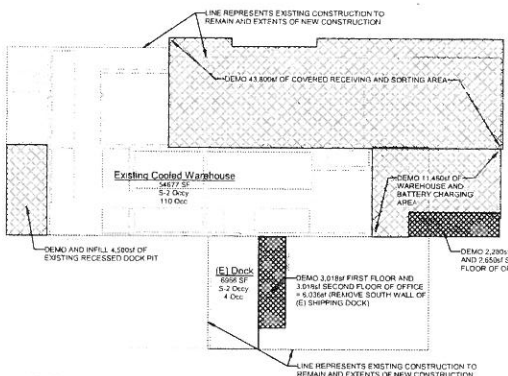
1 Site Plan - New
1" = 60'-0"

12/08/2014 10:18:30 AM

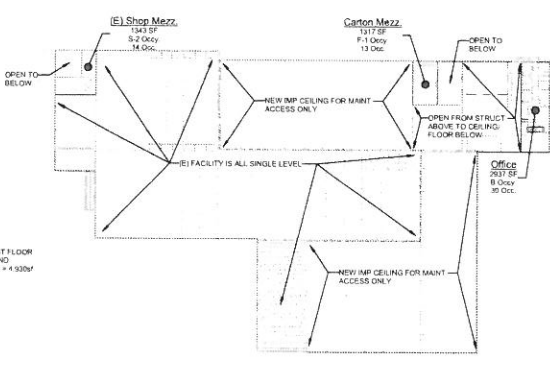
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1 First Floor - New
1/8" = 1'-0"



3 First Floor - Existing and Demo
1/8" = 1'-0"



2 Second Floor
1/8" = 1'-0"

AREAS BY BUILDING	B OCCUPANCY (1 & 2nd FLOOR)	S-2 OCCUPANCY (WAREHOUSE/DOCK)	S-2 OUTDOOR AREA (EXISTING COVERED)	F-1 OCCUPANCY (OFFICE ADD)	A-2 OCCUPANCY (BREAK ROOM)	TOTALS
ITEM: EXISTING FACILITY & DEMO						
(E) TO REMAIN	0sf	51,846sf	0sf	0sf	0sf	51,846sf
(E) TO BE DEMOLISHED	10,969sf	11,490sf	43,806sf	0sf	0sf	66,265sf
TOTAL (E) & DEMO	10,969sf	63,336sf	43,806sf	0sf	0sf	118,111sf
ITEM: MAIN FACILITY A1						
(E) TO REMAIN	0sf	0sf	0sf	0sf	0sf	0sf
NEW SQUARE FOOTAGE	11,439sf	0sf	0sf	0sf	0sf	11,439sf
TOTAL (E) & NEW	11,439sf	0sf	0sf	0sf	0sf	11,439sf
ITEM: MAIN FACILITY A2						
(E) TO REMAIN	0sf	56,929sf	0sf	0sf	0sf	56,929sf
NEW SQUARE FOOTAGE	0sf	1,561sf	0sf	0sf	0sf	1,561sf
TOTAL (E) & NEW	0sf	58,490sf	0sf	0sf	0sf	58,490sf
ITEM: MAIN FACILITY A3						
(E) TO REMAIN	0sf	8,964sf	0sf	0sf	0sf	8,964sf
NEW SQUARE FOOTAGE	0sf	28,539sf	0sf	0sf	0sf	28,539sf
TOTAL (E) & NEW	0sf	37,503sf	0sf	0sf	0sf	37,503sf
ITEM: COVERED SORTING B						
NEW SQUARE FOOTAGE	0sf	0sf	18,026sf	0sf	0sf	18,026sf
ITEM: RECEIVING C						
NEW SQUARE FOOTAGE	2,564sf	0sf	0sf	0sf	0sf	2,564sf
ITEM: COVERED ICE BIN D						
NEW SQUARE FOOTAGE	0sf	1,312sf	9,558sf	0sf	0sf	10,870sf
ITEM: SCALE SHACK E						
NEW SQUARE FOOTAGE	0sf	0sf	0sf	0sf	0sf	0sf
ITEM: TOTAL OF ENTIRE SITE						
TOTAL SQUARE FOOTAGE	14,003sf	95,127sf	26,584sf	27,486sf	1,831sf	166,031sf
ITEM: TOTAL OF FACILITY A						
(E) TO REMAIN	0sf	62,893sf	0sf	0sf	0sf	62,893sf
NEW SQUARE FOOTAGE	11,439sf	31,059sf	0sf	27,486sf	7,261sf	76,245sf
TOTAL (E) & NEW	11,439sf	93,952sf	0sf	27,486sf	7,261sf	139,138sf

BUILDING "C" REMOVED FROM SCOPE
 BUILDING "D" REMOVED FROM SCOPE
 BUILDING "E" DEFERRED

CODE ANALYSIS

PROJECT NARRATIVE

EXISTING FACILITY IS A PRODUCE STORAGE WAREHOUSE (REFRIGERATED VIA A FUM/FRESH SYSTEM) WITH ASSOCIATED SUPPORT SERVICES OFFICES. DEMOLITION WILL OCCUR TO ALLOW FOR NEW AMMONIA REFRIGERATION SYSTEM NEW DOCKS. NEW REFRIGERATED WAREHOUSE, NEW VALUE ADD SERVICES (PACKAGING OF RAW PRODUCT, BOTH READY TO EAT AND NOT) AND NEW OFFICE/SUPPORT FACILITIES INCLUDING NEW EMPLOYEE VESTIBULE AREA. BUILDING IS CONSTRUCTED PRIMARILY OF STEEL FRAMES WITH INSULATED METAL PANEL (IMP) WALLS, WITH A PORTION AT THE OFFICE BUILT OF LIGHT GAUGE METAL STUDS WITH STUCCO FINISH. A NEW FIRE WALL SEPARATING THE EXISTING FACILITY FROM THE NEW IS BEING PROVIDED FOR ALLOWABLE AREAS.

THIS PROJECT IS FIRE SPRINKLED BUILDING A ONLY - ALL OTHER BUILDINGS ARE UNDER ALLOWABLE FIRE AREAS.

HVAC, PLUMBING AND ELECTRICAL SYSTEMS TO BE PROVIDED VIA DESIGN-BUILD SUBCONTRACTORS.

ZONING: M-8 MANUFACTURING SERVICE (PARCEL TO THE SOUTH IS M-11 HEAVY INDUSTRIAL TO BE REZONED TO M-8)

AREAS & OCCUPANT LOAD FACTORS:

TABLE 1001.1.1	AREAS & OCCUPANT ANALYSIS
BUSINESS AREAS	100 GROSS
WAREHOUSE AREAS	300 GROSS
ACCESSORY MECH ASSEMBLY	15 INCT
APPLICABLE CODES	2013 CALIFORNIA BUILDING CODE
BASIC DESIGN CRITERIA	SNOW, WIND, SEISMIC, ETC. (TBD)
ALLOWABLE AREAS BY OCCUPANCY & AREA INCREASES	TBD (SEE ANALYSIS ADJACENT) (PIPE SPRINKLER OR FRONTAGE INCREASES NEEDED PER 504.3)
UNLIMITED AREAS	NOT APPLICABLE (PER SECTION 501)
TYPE OF CONSTRUCTION	TYPE I-B AND V-B (SEE ANALYSIS ADJACENT) (PER TABLE 501)
OCCUPANT LOADS	SEE ADJACENT ANALYSIS BY AREA (PER TABLE 1004.1.2)
COMMON PATH OF EGRESS	OCCUPANCIES B, F & G REQUIRES 75' MAX (100' IF SPRINKLED OR LESS THAN 30 OCCUPANTS) OCCUPANCY A = 75' MAX PROVIDED. SEE ADJACENT ANALYSIS (PER SECTION 1016.3)
EXIT ACCESS TRAVEL DISTANCE	OCCUPANCIES A & F-1 REQUIRES 207' MAX (250' IF SPRINKLED) OCCUPANCY B REQUIRES 200' MAX (200' IF SPRINKLED) OCCUPANCY F-2 REQUIRES 300' MAX (400' IF SPRINKLED) PROVIDED. SEE ADJACENT ANALYSIS (PER SECTION 1016.1)
AUTOMATIC SPRINKLER SYSTEM (PIPE ALARM)	REQUIRED - DRY PIPE SYSTEM IF UNDER 40'
EMERGENCY LIGHT REQUIREMENTS	REQUIRED - SEE ELECTRICAL DESIGN
EXIT SIGN REQUIREMENTS	REQUIRED - SEE ELECTRICAL DESIGN

ALLOWABLE AREAS	SPRINKLER INCREASE	FRONTAGE INCREASE	TOTAL ALLOWABLE AREA	OCCUPANTS	NOTES
TYPE I-B & V-B	70% if Two Story 200' x Single Story	75% if 30' clear around perimeter	Total Area Allowed per Bldg		
B = 23,000					
S-2 = 28,000					
F-1 = 15,000					
A-2 = 8,500					
ITEM: MAIN FACILITY A1 - I-B	70%	75%	ALLOWED	409 Occ.	
MARKED B = 23,000	58,000sf	17,256sf	95,256sf x 11.439sf		
USE F-1 = 15,000	21,000sf	11,625sf	58,125sf x 27,486sf		
SEP A-2 = 8,500	19,000sf	7,125sf	35,625sf x 1,831sf		
ITEM: MAIN FACILITY A2 - V-B			ALLOWED	136 Occ.	
S-2 = 13,500	30%	75%	(THIS IS AN (E) PREVIOUSLY PERMITTED BLDG)		
	40,900sf	10,123sf	64,123sf x 37,574sf		
ITEM: MAIN FACILITY A3 - I-B			ALLOWED	64 Occ.	
(V-B DUE TO EXISTING DOCK)	30%	75%	ALLOWED		
S-2 = 13,500	40,900sf	10,123sf	64,123sf x 36,595sf		
ITEM: COVERED SORTING B - I-B			ALLOWED	37 Occ.	
S-2 = 24,000	0%	0%	ALLOWED		
			28,000sf x 18,026sf		
ITEM: RECEIVING C - V-B			ALLOWED		
B = 8,000	0%	0%	8,000sf x 2,564sf		
ITEM: COVERED ICE BIN D - I-B			ALLOWED		
S-2 = 26,000	0%	15%	40,000sf x 10,870sf		
ITEM: SCALE SHACK E - V-B			ALLOWED	TBD	
B = 8,000	0%	0%	8,000sf x 0sf		
ITEM: TOTAL OF ENTIRE SITE				847 Occ.	PARKING (1 per 400sf for first 20,000sf; 1 per 1,000sf for each additional 20,000sf) 105,700sf - 50,146 - 138,846sqft of JOB Spaces are PROVIDED (7 of which are Accessible w/ 1 sign)
ITEM: TOTAL OF FACILITY A				633 Occ.	



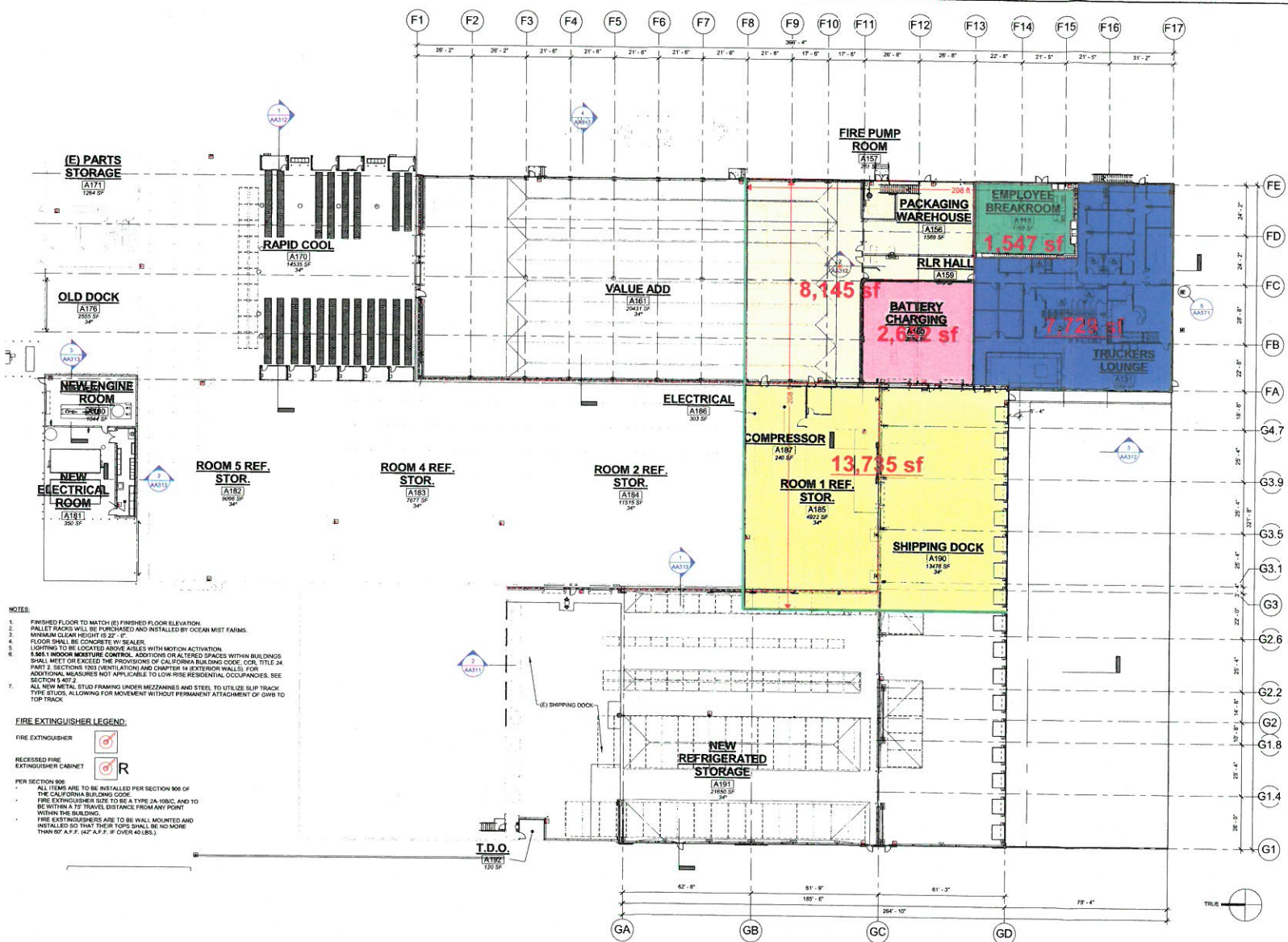
CLIENT / SHEET DESCRIPTION:
 Ocean Mist Farms
 52300 Enterprise Way, Coachella, CA 92236
Storage/Process Remodel & Add.
CODE ANALYSIS

NO.	DESCRIPTION	DATE	BY	CHKD.
1	PROJECT CONCEPTS	09/22/14	JLE	
2	SCHEMATIC DEVELOPMENT	09/22/14	JLE	
3	PRELIMINARY DESIGN	09/22/14	JLE	
4	FINAL DESIGN	10/10/14	JLE	
5	AS-BUILT	11/10/14	JLE	

DRAWN BY: **JLE** SHEET: **G-101**
 DATE: **09/25/14** REV: **F**
 SCALE: **3/4" = 1'-0"** JOB NUMBER: **HRI-13568**
 As Indicated

10/20/2014 11:19:22 AM

PRODUCED IN CONJUNCTION WITH MIDDENDORF ARCHITECTURE, LLC
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- NOTES:**
1. FINISHED FLOOR TO MATCH (E) FINISHED FLOOR ELEVATION
 2. PALLET TRACKS WILL BE PURCHASED AND INSTALLED BY OCEAN MIST FARMS.
 3. MINIMUM CLEAR HEIGHT IS 22'-0"
 4. FLOOR SHALL BE CONCRETE W/ SEALER.
 5. LIGHTING TO BE LOCATED ABOVE AISLES WITH MOTION ACTIVATION.
 6. SMOG INDOOR MOISTURE CONTROL, ADDITIONS OR ALTERED SPACES WITHIN BUILDINGS SHALL MEET OR EXCEED THE PROVISIONS OF CALIFORNIA BUILDING CODE, COR. TITLE 24, PART 2, SECTIONS 1203 VENTILATION AND CHAPTER 14 EXTENDED WALLS, FOR ADDITIONAL MEASURES NOT APPLICABLE TO LOW RISE RESIDENTIAL OCCUPANCIES, SEE SECTION 5.407.2
 7. ALL NEW METAL STUD FRAMING UNDER MEZZANINES AND STEEL TO UTILIZE SLIP TRACK TYPE STUDS, ALLOWING FOR MOVEMENT WITHOUT PERMANENT ATTACHMENT OF GWS TO TOP TRACK
- FIRE EXTINGUISHER LEGEND:**
- FIRE EXTINGUISHER
- RECESSED FIRE EXTINGUISHER CABINET
- PER SECTION 906
- ALL ITEMS ARE TO BE INSTALLED PER SECTION 906 OF THE CALIFORNIA BUILDING CODE
 - FIRE EXTINGUISHER SIZE TO BE A TYPE 2A 10BC AND TO BE WITHIN A 75' TRAVEL DISTANCE FROM ANY POINT WITHIN THE BUILDING
 - FIRE EXTINGUISHERS ARE TO BE WALL MOUNTED AND INSTALLED SO THAT THEIR TOPS SHALL BE NO MORE THAN 67" A.F.F. (42" A.F.F. IF OVER 40 LBS.)

① First Floor Plan - New Construction - All
3/8" = 1'-0"

0288 4455-0000 P
 0288 4455-0272 F
 2717 E Chapman Drive
 Newport, ID 83857
 hansen-rose.com
 hansen-rose.com

HANSEN-ROSE
ARCHITECTURE

PROFESSIONAL SEAL

DO NOT SCALE DRAWINGS
 CONTRACTOR SHALL VERIFY ALL
 CONDITIONS AND DIMENSIONS
 AT THE JOB SITE AND NOTIFY
 HANSEN-ROSE, INC. OF ANY
 DIMENSIONAL ERRORS, OMISSIONS,
 OR DISCREPANCIES BEFORE
 BEGINNING OR FABRICATING
 ANY WORK.

OCEAN MIST FARMS

CLIENT/SHEET DESCRIPTION:
Ocean Mist Farms
 52300 Enterprise Way, Coachella, CA 92236
Storage/Process Remodel & Add.
FLOOR PLAN - OVERALL GROUND FLOOR

DATE	DESCRIPTION
07/09/14	01 - Initial
07/17/14	02 - Revise
08/04/14	03 - Revise
08/27/14	04 - Revise
09/02/14	05 - Revise
09/02/14	06 - Revise
09/02/14	07 - Revise
10/02/14	08 - Revise
12/15/14	09 - Revise
12/15/14	10 - Revise

DRAWN BY: **BAB** SHEET: **AA111**

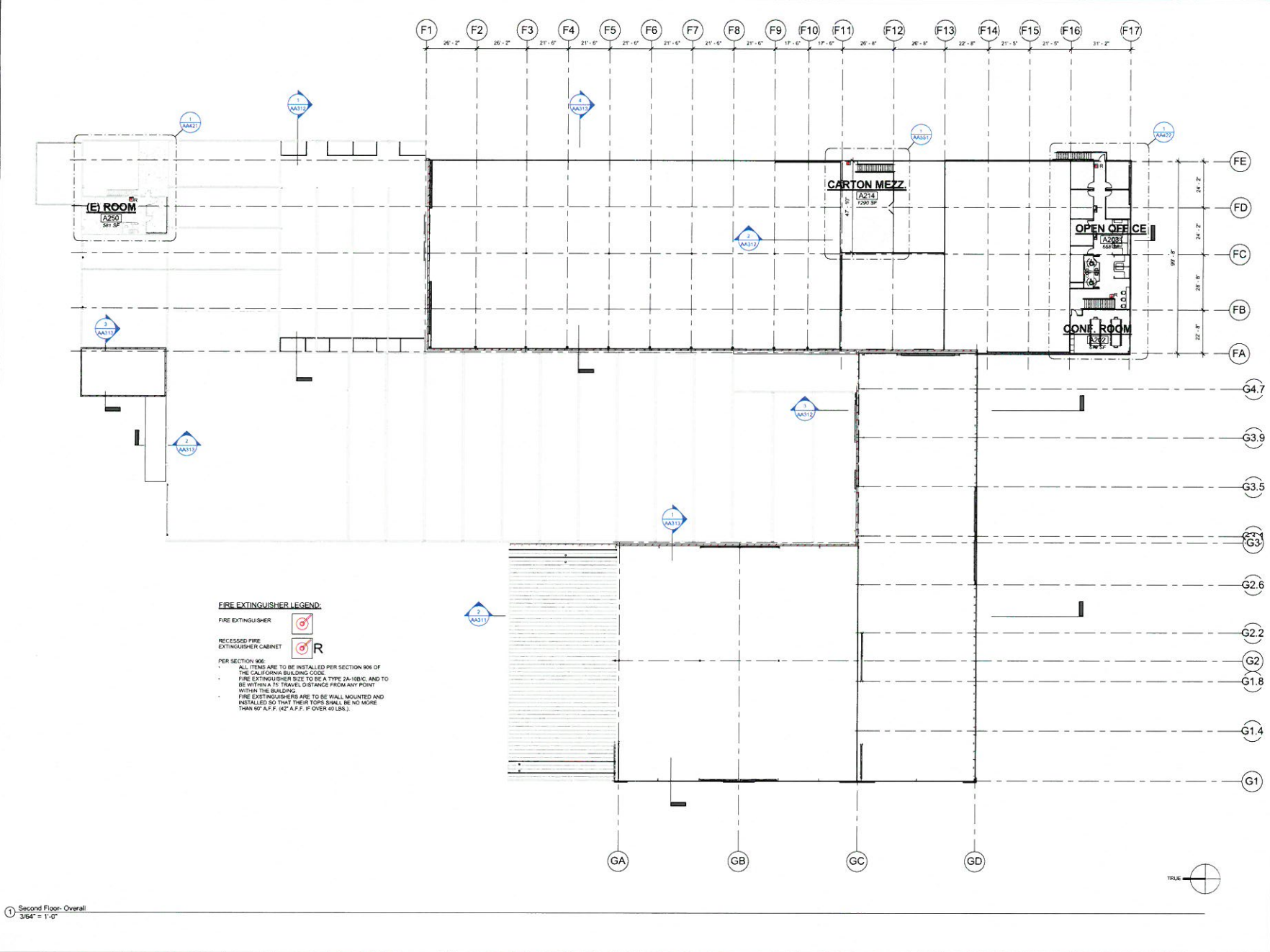
DATE: **06/25/14** REV:

SCALE: **3/8" = 1'-0"** JOB NUMBER: **HRI-13568**

As Indicated

LITTON 1032.23 AX

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① Second Floor - Overall
3/64" = 1'-0"

1717 E Chabam Drive
 Hanford, CA 93230
 (559) 835-0200
 hansen-rie.com

HANSEN+RIE
 ARCHITECTS

PROFESSIONAL SEAL

DO NOT SCALE DRAWINGS
 CONTRACTOR SHALL VERIFY ALL
 CONDITIONS AND DIMENSIONS
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 OR DISCREPANCIES BEFORE
 BEGINNING OR FABRICATING
 ANY WORK.

Ocean Mist Farms
 52300 Enterprise Way, Coachella, CA 92234
 Storage/Process Remodel & Add.
FLOOR PLAN - OVERALL SECOND FLOOR

NO.	DATE	DESCRIPTION
1	07/11/14	DATE
2	07/15/14	DATE
3	08/07/14	DATE
4	08/07/14	DATE
5	08/07/14	DATE
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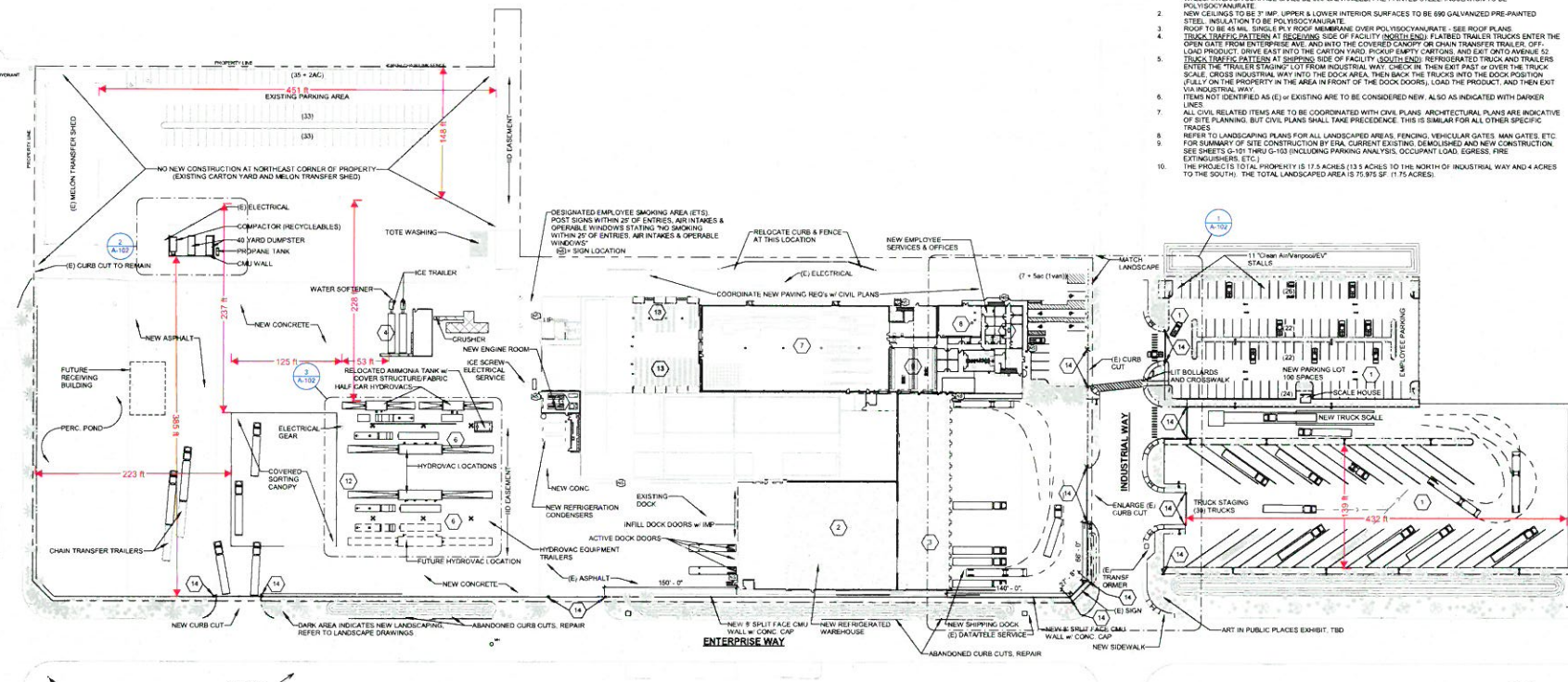
DRAWN BY: BAB
 DATE: 06/25/14
 SCALE: 3/4" = 1'-0"
 SHEET: AA112
 REV: 1
 JOB NUMBER: HRI-13568
 DATE PLOTTED: 10/23/15 AM

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TABLE 1.1 (REV. 1)

TOTAL NUMBER OF PARKING SPACES	NUMBER OF REQUESTED SPACES
100	100
101	101
102	102
103	103
104	104
105	105
106	106
107	107
108	108
109	109
110	110
111	111
112	112
113	113
114	114
115	115
116	116
117	117
118	118
119	119
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121	121
122	122
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141	141
142	142
143	143
144	144
145	145
146	146
147	147
148	148
149	149
150	150

100+ NEW SPACES = 11 LOW EMITTING FUEL EFFICIENT or CARPOOL/VAN POOL SPACES SHALL BE DESIGNATED. PROVIDE PAINT AT DESIGNATED STALLS SO THAT LOWER LEVEL OF THE LAST WORD ALIGNS WITH THE END OF THE STALL STRIPING (VISIBLE BENEATH A PARKED VEHICLE) "Ocean Air/Vaporless".



- GENERAL NOTES:**
- NEW EXTERIOR IMP WALLS TO BE 4" GRANITESTONE PANELS WITH EXTERIOR TEXTURE TO BE SIMILAR (E) CMU WALLS. INTERIOR SURFACE SHALL BE 690 GALVANIZED, PRE-PAINTED STEEL. INSULATION TO BE POLYISOCYANURATE.
 - NEW CEILING TO BE 3" IMP. UPPER & LOWER INTERIOR SURFACES TO BE 690 GALVANIZED PRE-PAINTED STEEL. INSULATION TO BE POLYISOCYANURATE.
 - ROOF TO BE 45 ML. SINGLE PLY ROOF MEMBRANE OVER POLYISOCYANURATE. SEE ROOF PLANS.
 - TRUCK TRAFFIC PATTERN AT BEGINNING SIDE OF FACILITY (SOUTH END) FLATED. TRAILER TRUCKS ENTER THE OPEN GATE FROM ENTERPRISE AVE. AND INTO THE COVERED CANOPY OR CHAIN TRANSFER TRAILER. OFF-LOAD PRODUCT. DRIVE EAST INTO THE CARTON YARD, PICKUP EMPTY CARTONS, AND EXIT ONTO AVENUE 52.
 - TRUCK TRAFFIC PATTERN AT SHIPPING SIDE OF FACILITY (SOUTH END) REFRIGERATED TRUCKS AND TRAILERS ENTER THE TRAILER STAGING LOT FROM INDUSTRIAL WAY. CHECK IN. THEN EXIT EAST OR OVER THE TRUCK SCALE. CROSS INDUSTRIAL WAY INTO THE DOCK AREA, THEN BACK THE TRUCKS INTO THE DOCK POSITION FULLY ON THE PROPERTY IN THE AREA IN FRONT OF THE DOCK DOORS, LOAD THE PRODUCT, AND THEN EXIT VIA INDUSTRIAL WAY.
 - ITEMS NOT IDENTIFIED AS (E) = EXISTING ARE TO BE CONSIDERED NEW. ALSO AS INDICATED WITH DAWKER LINES.
 - ALL CIVIL RELATED ITEMS ARE TO BE COORDINATED WITH CIVIL PLANS. ARCHITECTURAL PLANS ARE INDICATIVE OF SITE PLANNING. BUT CIVIL PLANS SHALL TAKE PRECEDENCE. THIS IS SIMILAR FOR ALL OTHER SPECIFIC TRADES.
 - REFER TO LANDSCAPING PLANS FOR ALL LANDSCAPED AREAS, FENCING, VEHICULAR GATES, MAIN GATES, ETC.
 - FOR SUMMARY OF SITE CONSTRUCTION BY STA. CURRENT EXISTING, DEMOLISHED AND NEW CONSTRUCTION. SEE SHEETS G-101 THRU G-103 (INCLUDING PARKING ANALYSIS, OCCUPANT LOAD, EGRESS, FIRE, EXTINGUISHERS, ETC.).
 - THE PROJECT TOTAL PROPERTY IS 17.5 ACRES (13.5 ACRES TO THE NORTH OF INDUSTRIAL WAY AND 4 ACRES TO THE SOUTH). THE TOTAL LANDSCAPED AREA IS 75,975 SF. (11.75 ACRES).

1717 E. Coliseum Drive
 Hanseville, CA 92547
 951.485.0088 PH
 951.485.0022 FX
 HANSEN/RC
 ARCHITECTURE
 INC. THE ARCHITECT

PROFESSIONAL SEAL

DO NOT SCALE DRAWINGS
 CONTRACTOR SHALL VERIFY ALL CONDITIONS AND DIMENSIONS AT THE JOB SITE AND NOTIFY HANSEN/RC, INC. OF ANY DIMENSIONAL ERRORS, OMISSIONS, OR DISCREPANCIES BEFORE BEGINNING OR FABRICATING ANY WORK.

OCEANCAST
Client/SHEET DESCRIPTION:
Ocean Mist Farms
 52000 Enterprise Way, Coachella, CA 92236
Storage/Process Remodel & Add.
SITE PLAN - NEW

1 Site Plan - New
1" = 60'-0"

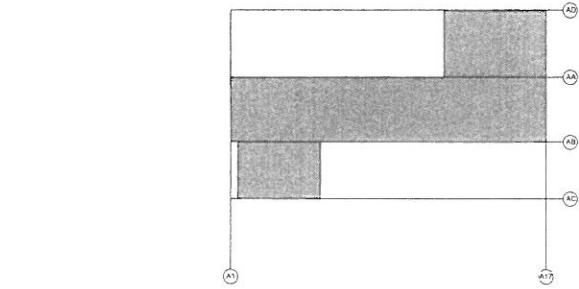
Note No	Note Content
1	FENCED IN EMPLOYEE PARKING AND TRUCK STAGING. INSTALL NEW TRUCK SCALE TO THIS AREA.
2	NEW COLD STORAGE WAREHOUSE. CONNECTS TO ROOM 3.
3	NEW SHIPPING DOCK. NEW CONSTRUCTION AND ROOM 1 RENOVATION.
4	RELOCATE ICE STORAGE BUNKER AND ICE INJECTION EQUIPMENT.
5	NEW LOCATION FOR HYDROVAC TUBES. SLOPE HYDROVAC SLAB TO DRAIN. (3) FULL CAR HYDROVACS & (2) HALF CAR HYDROVACS WILL BE INSTALLED.
7	VALUE: ADD ROOM.
8	VALUE: ADD EMPLOYEE WELFARE.
9	BATTERY CHARGING ROOM.
10	NEW OFFICES: 2 FLOORS.
11	CONSOLIDATE REFRIGERATION EQUIPMENT AT NEW ENGINE ROOM AND INSTALL NEW NH3 PIPING AND EVAPORATORS THROUGHOUT THE FACILITY.
12	PROVIDE WASHDOWN STATIONS AT EACH HYDROVAC AND ICE INJECTOR. DRAINS AND SEWER AT EACH HYDROVAC, ICE GENERATORS AND ICE INJECTOR. CONDENSATE DRAINS AT EACH EVAPORATOR AND HVAC WITH DISCHARGE TO HUB DRAIN.
13	NEW FORCED AIR COOLERS.
14	24" x 24" x 8" SPLIT FACE CMU PILASTER w/ CONCRETE CAP. TYP. (REFER TO A-519 FOR DETAILS)

LANDSCAPE:
 * OVERALL SF OF LANDSCAPING: 75,975 SF.
 * BREAKOUT OF SF FRONTING INDUSTRIAL WAY: 8,241 SF.
 * BREAKOUT OF SF FROM CENTERLINE OF INDUSTRIAL TO THE SOUTH: 40,138 SF.
 * BREAKOUTS ARE INCLUDED IN THE OVERALL NUMBER ABOVE.

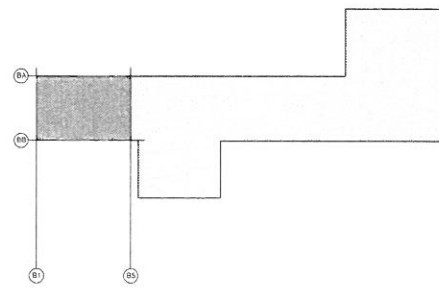
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D	10/07/14	DATE: 10/07/14
E	11/07/14	DATE: 11/07/14
F	12/07/14	DATE: 12/07/14
G	01/08/15	DATE: 01/08/15
H	02/08/15	DATE: 02/08/15
I	03/08/15	DATE: 03/08/15
J	04/08/15	DATE: 04/08/15
K	05/08/15	DATE: 05/08/15
L	06/08/15	DATE: 06/08/15
M	07/08/15	DATE: 07/08/15
N	08/08/15	DATE: 08/08/15
O	09/08/15	DATE: 09/08/15
P	10/08/15	DATE: 10/08/15
Q	11/08/15	DATE: 11/08/15
R	12/08/15	DATE: 12/08/15
S	01/09/16	DATE: 01/09/16
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U	03/09/16	DATE: 03/09/16
V	04/09/16	DATE: 04/09/16
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Y	07/09/16	DATE: 07/09/16
Z	08/09/16	DATE: 08/09/16
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DRAWN BY: BAB
 SHEET: A-101
 DATE: 06/25/14
 SCALE: AS INDICATED
 JOB NUMBER: HRI-13568

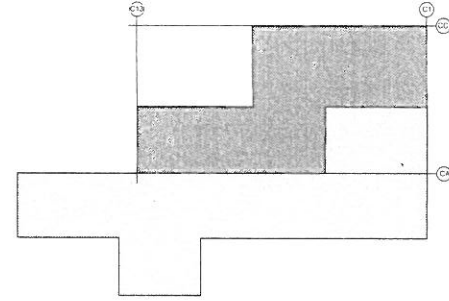
PRODUCED IN CONNECTION WITH HANSEN RICE ARCHITECTURE, LLC. ALL RIGHTS ARE EXPRESSLY RESERVED AND IT MAY NOT BE REPRODUCED IN WHOLE OR IN PART WITHOUT EXPRESSED WRITTEN CONSENT OF HANSEN RICE, INC. THIS DRAWING SHALL BE RETURNED TO HANSEN RICE, INC. AT THE INDUSTRY. © 2014 BY HANSEN RICE, INC.



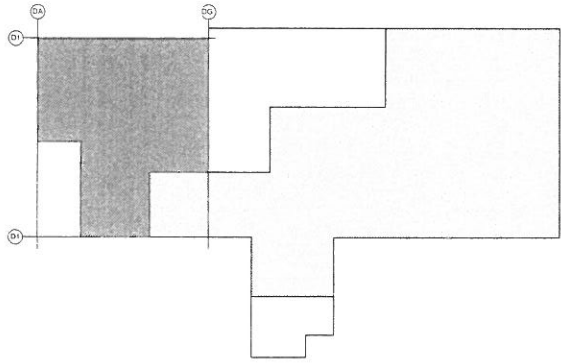
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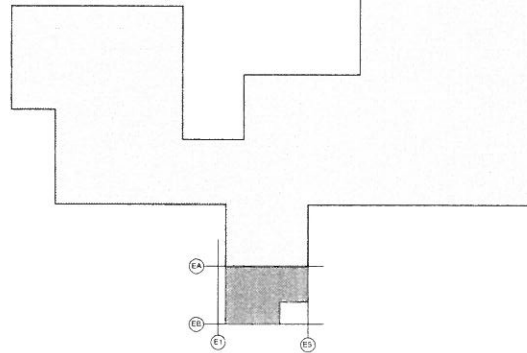
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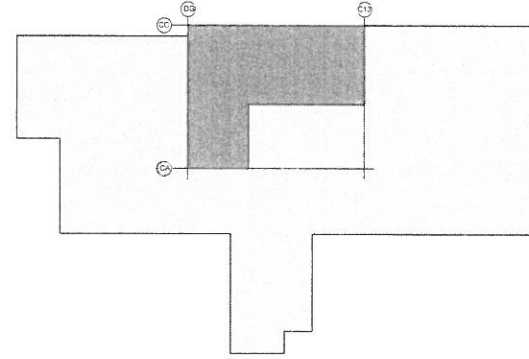
3 Phasing Key - Part 3
3" = 1'-0"



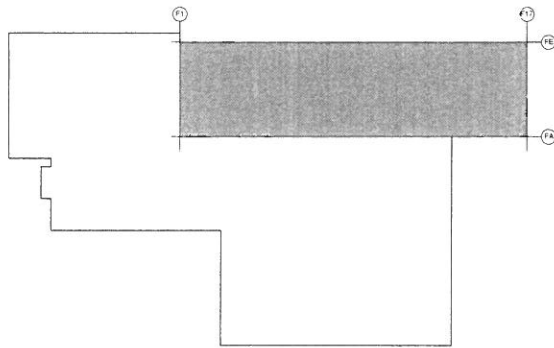
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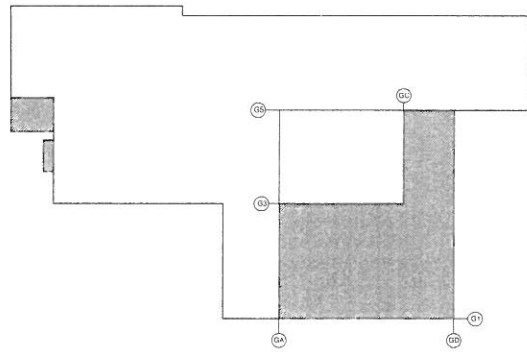
5 Phasing Key - Part 5
3" = 1'-0"



6 Phasing Key - Part 6
3" = 1'-0"



7 Phasing Key - Part 7
3" = 1'-0"



8 Phasing Key - Part 8
3" = 1'-0"

NOTE:
THIS SHEET SHOWS THE ADDITIONS THAT HAVE BEEN ADDED
TO THE BUILDING FROM THE INITIAL CONSTRUCTION IN 1985
THROUGH THE CURRENT ADDITIONS BEING PROPOSED IN
THIS SET OF DRAWINGS.

(708) 453-0720 Fax
 (208) 453-0272 Fax
 HANSEN RICE
 ARCHITECTURE
 117 E Columbia Drive
 Merced, CA 95347
 www.hansenrice.com

PROFESSIONAL SEAL

DO NOT SCALE DRAWINGS
 CONTRACTOR SHALL VERIFY ALL
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 HANSEN RICE, INC. OF ANY
 DIMENSIONAL ERRORS, OMISSIONS,
 OR DISCREPANCIES BEFORE
 BEGINNING OR FABRICATING
 ANY WORK.


Ocean Mist Farms
 52300 Enterprise Way, Coachella, CA 92236
Storage/Process Remove/ & Add.
PHASING PLANS

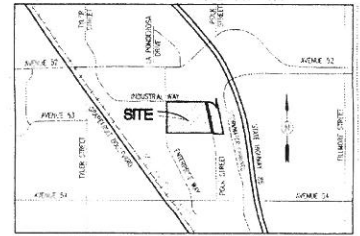
NO.	DATE	DESCRIPTION	SHEET
A	06/25/14	05% RFI Review	G-103
B	07/01/14	10% RFI Review	
C	07/01/14	15% RFI Review	
D	07/01/14	20% RFI Review	
E	07/01/14	30% RFI Review	
DRAWN BY	BAB		
DATE	06/25/14		
SCALE	3" = 1'-0"	JOB NUMBER	HRI-13566

13/02/2014 12:03:33 PM

IN THE CITY OF COACHELLA, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA
TENTATIVE PARCEL MAP NO. 36858

A PORTION OF THE NORTHEAST QUARTER OF SECTION 9 & THE NORTHWEST QUARTER OF SECTION 10, TOWNSHIP 6 SOUTH, RANGE 8 EAST, SAN BERNARDINO MERIDIAN

THE ALTMAN GROUP NOVEMBER, 2014



VICINITY MAP
NOT TO SCALE

OWNER
 WESTON REALTY SERVICES, LLC
 1370 S. CALA WYVA DRIVE
 SAN ANTONIO, TX 78205-3808
 (512) 744-1187

ENGINEER
 THE ALTMAN GROUP
 22 1/2 WEST PARKWAY DRIVE, SUITE 210
 PALM SPRING, CA 92262
 (951) 548-4100

PARCEL SUMMARY

PARCEL 1	511,517 sq. ft.	OR	11.73 ACRES
PARCEL 2	355,525 sq. ft.	OR	8.05 ACRES
PARCEL 3	481,512 sq. ft.	OR	11.03 ACRES
PARCEL 4	207,420 sq. ft.	OR	4.73 ACRES
PARCEL 5	444,248 sq. ft.	OR	10.09 ACRES
PARCEL 6	522,485 sq. ft.	OR	11.89 ACRES
TOTAL	2,624,707 sq. ft.	OR	60.24 ACRES

ZONING AND LAND USE

EXISTING LAND USE	AGRICULTURE
PROPOSED LAND USE	INDUSTRIAL
CURRENT ZONING	R-111

GENERAL PLAN DESIGNATION
 GENERAL PLAN DESIGNATION: INDUSTRIAL DISTRICT

UTILITIES

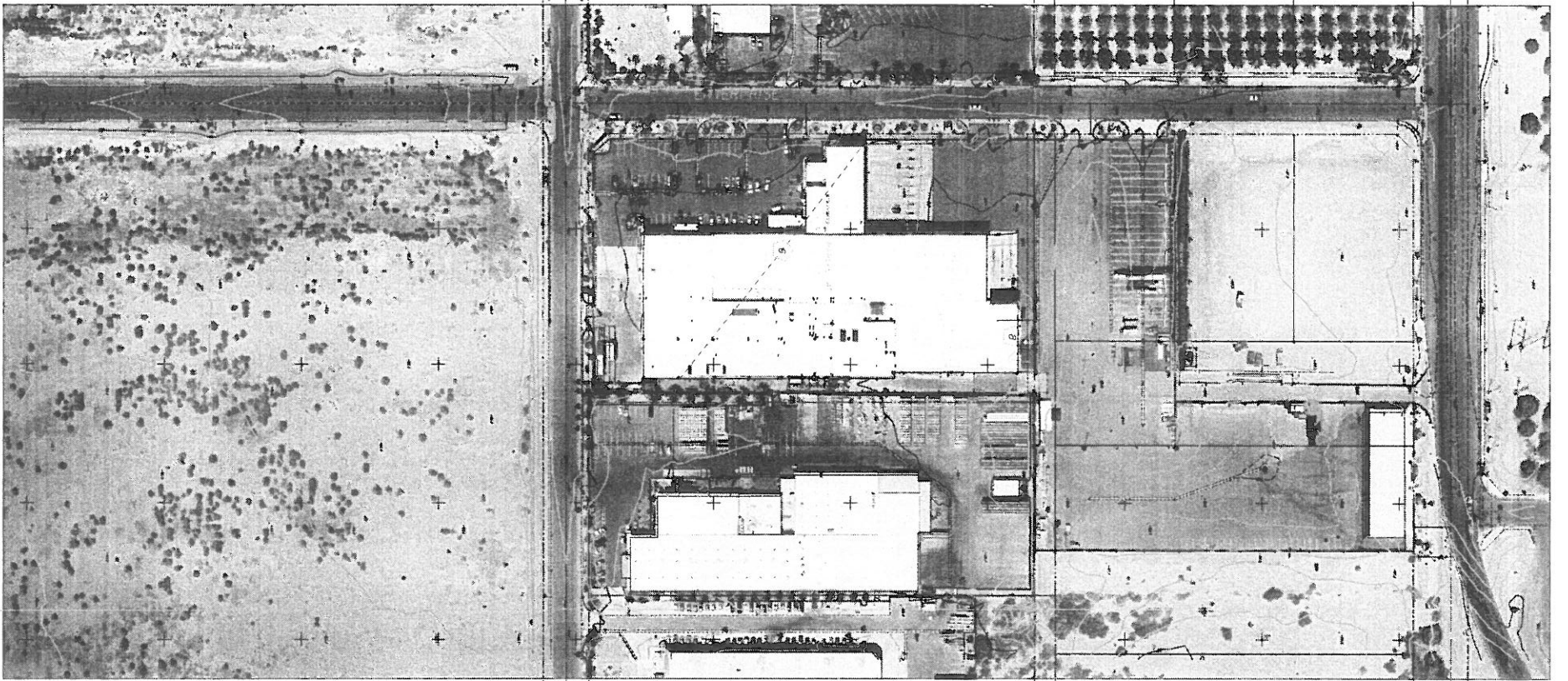
POWER	SOUTHERN CALIFORNIA EDISON (SCE) 303-7700
WATER	SOUTHERN CALIFORNIA GAS COMPANY (SCE&C) 422-4113
TELECOMMUNICATIONS	VERIZON (800) 727-3343
CABLE	CITY OF COACHELLA (760) 398-5744
WASTE	CITY OF COACHELLA (760) 398-5744
SEWER	THE WARDEN COLLECTION (760) 346-1333

BENCHMARK
 CITY OF COACHELLA BENCHMARK NO. 1211, 3" X 3" BRASS DISC SET IN THE TOP OF CURB 7' EAST OF THE END AT THE SOUTHWEST CORNER OF THE INTERSECTION OF AVENUE 54

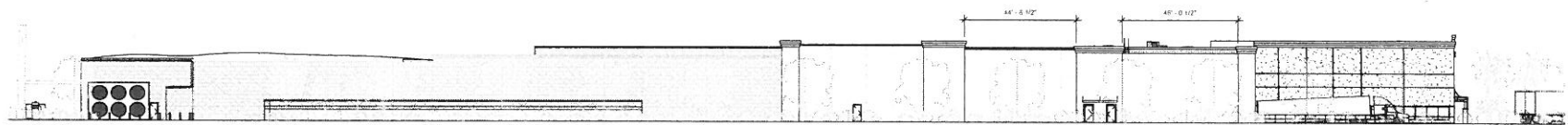
BASES OF BEARINGS
 BEARINGS GIVEN HEREON ARE BASED UPON THE CENTERLINE OF INDUSTRIAL WAY AS SHOWN ON PLANS OF SURVEY RECORDED IN BOOK NO. 128, PAGES 174-181 OF RECORDS OF SURVEY, RECORDS OF RIVERSIDE COUNTY.

LEGAL DESCRIPTIONS
 PARCELS 1, 2, 3, 4, 5, 6 OF THE ALTMAN GROUP NO. 2014-014-001, RECORDED SEPTEMBER 15, 2014, AS INSTRUMENT NO. 2014-014-001, IN THE CITY OF COACHELLA, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA.

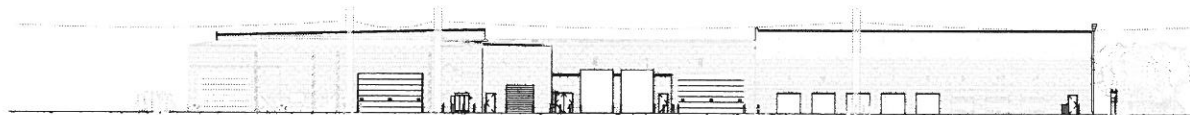
ASSESSOR'S PARCEL NUMBER
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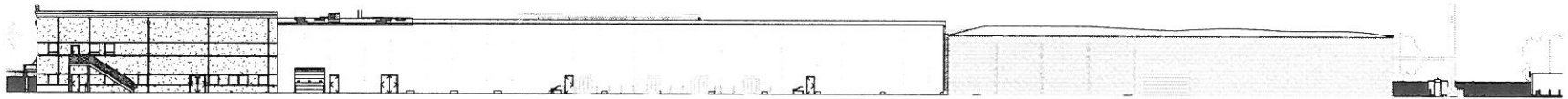
PRODUCED IN CONNECTION WITH ARCHITECTURAL SERVICES PROVIDED BY HANSEN RICE, INC. ALL RIGHTS ARE EXPRESSLY RESERVED AND IT MAY NOT BE REPRODUCED IN WHOLE OR IN PART WITHOUT EXPRESS WRITTEN CONSENT OF HANSEN RICE, INC. THIS DRAWING SHALL BE RETURNED TO HANSEN RICE, INC. AT THE REQUEST OF HANSEN RICE, INC. 12/18/2014 10:16:37 AM



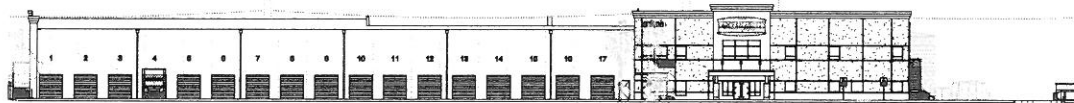
1 West - New - Overall
3/8" = 1'-0"



2 North - New - Overall
3/8" = 1'-0"







3 East - New - Overall
3/8" = 1'-0"



4 South - New - Overall
3/8" = 1'-0"

WALL MATERIALS LEGEND

WALL MATERIALS		IMP WALL
	IMP WALL	STYLE NAME GRANITE STONE
	STUCCO WALL FINISH - SAND	
	STUCCO WALL FINISH - DARK GREY	
	CONCRETE MASONRY UNITS	

1217 E. Co. Ave. Suite 200
Napa, CA 94950
Tel: 707.251.1100
Fax: 707.251.1101



PROFESSIONAL SEAL

DO NOT SCALE DRAWINGS
CONTRACTOR SHALL VERIFY ALL
CONDITIONS AND DIMENSIONS
AT THE JOB SITE AND NOTIFY
HANSEN RICE, INC. OF ANY
DIMENSIONAL ERRORS, OMISSIONS,
OR DISCREPANCIES BEFORE
BEGINNING OR FABRICATING
ANY WORK.



52300 Enterprise Way, Coachella, CA 92236
Storage/Process Remodel & Add
ELEVATIONS

CLIENT / SHEET DESCRIPTION:
Ocean Mist Farms

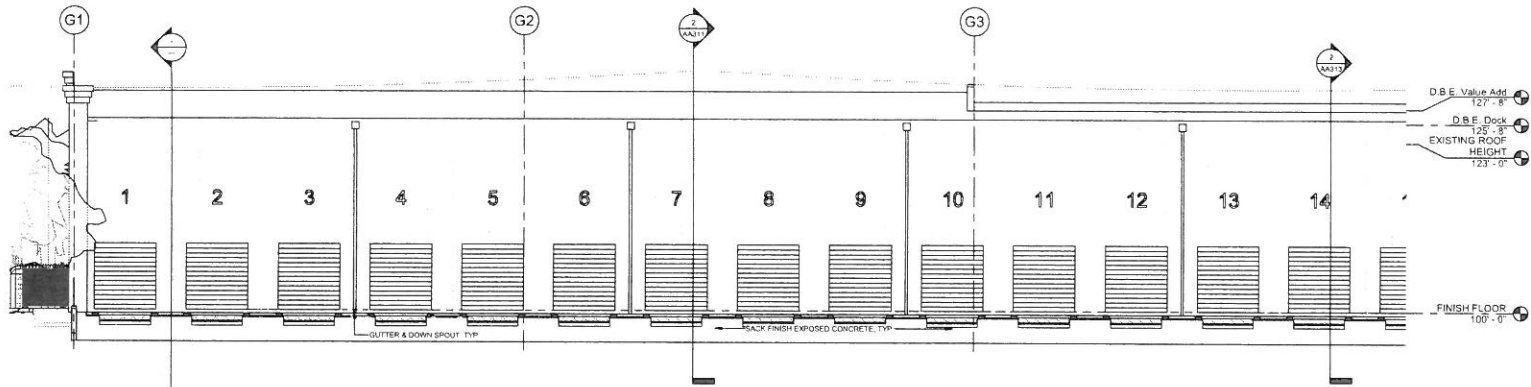
NO.	DESCRIPTION	DATE
1	SCHEMATIC DEVELOPMENT	07/20/14
2	CONCEPT DEVELOPMENT	07/20/14
3	PRELIMINARY DESIGN	08/01/14
4	FINAL DESIGN	08/01/14
5	CONSTRUCTION DOCUMENTS	08/01/14
6	CONSTRUCTION DOCUMENTS	08/01/14
7	CONSTRUCTION DOCUMENTS	08/01/14

DATE	REV.
06/25/14	AA211

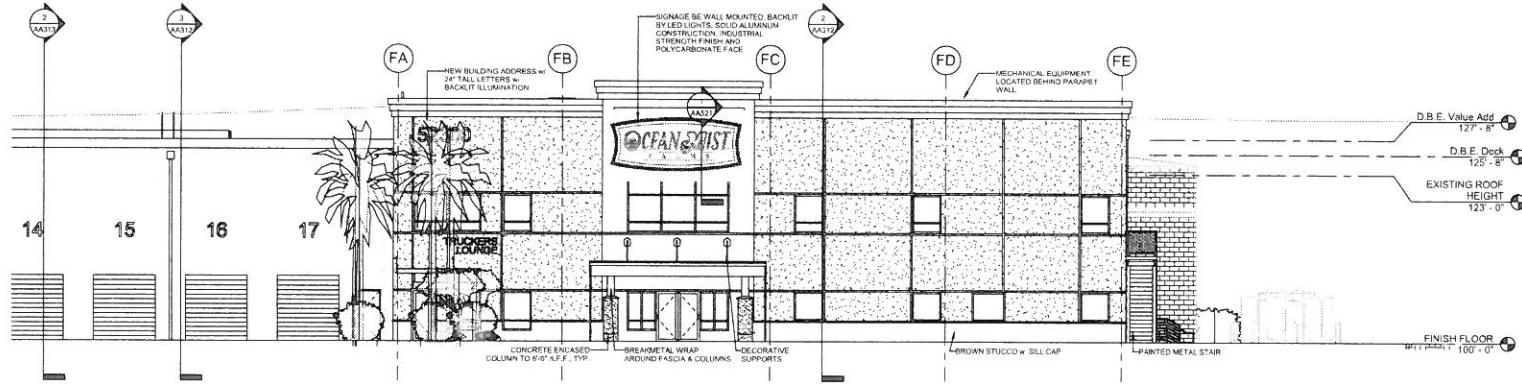
SCALE @ 24"x36"
As Indicated

JOB NUMBER
HRI-13568

PRODUCED IN CONJUNCTION WITH NEIDGESSER ARCHITECTURE, LLC. ALL RIGHTS ARE EXPRESSLY RESERVED AND IT MAY NOT BE REPRODUCED IN WHOLE OR IN PART WITHOUT EXPRESS WRITTEN CONSENT OF HANSEN RICE, INC. THIS DRAWING SHALL BE RETURNED TO HANSEN RICE, INC. AT THE ADDRESS INDICATED. © 2014 BY HANSEN RICE, INC.




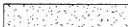

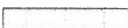
2 South - New - West
1/8" = 1'-0"



1 South - New - East
1/8" = 1'-0"

WALL MATERIALS LEGEND

WALL MATERIALS

-  IMP WALL STYLE NAME GRANITE STONE
-  STUCCO WALL FINISH - SAND
-  STUCCO WALL FINISH - DARK GREY
-  CONCRETE MASONRY UNITS

HANSEN RICE
 CONSULTANTS
 1177 E. Colton Drive
 Modesto, CA 95230
 (209) 465-0272
 (209) 465-0272
 FAX (209) 465-0272

PROFESSIONAL SEAL

DO NOT SCALE DRAWINGS
 CONTRACTOR SHALL VERIFY ALL CONDITIONS AND DIMENSIONS AT THE JOB SITE AND NOTIFY HANSEN RICE, INC. OF ANY DIMENSIONAL ERRORS, OMISSIONS, OR DISCREPANCIES BEFORE BEGINNING OR FABRICATING ANY WORK.

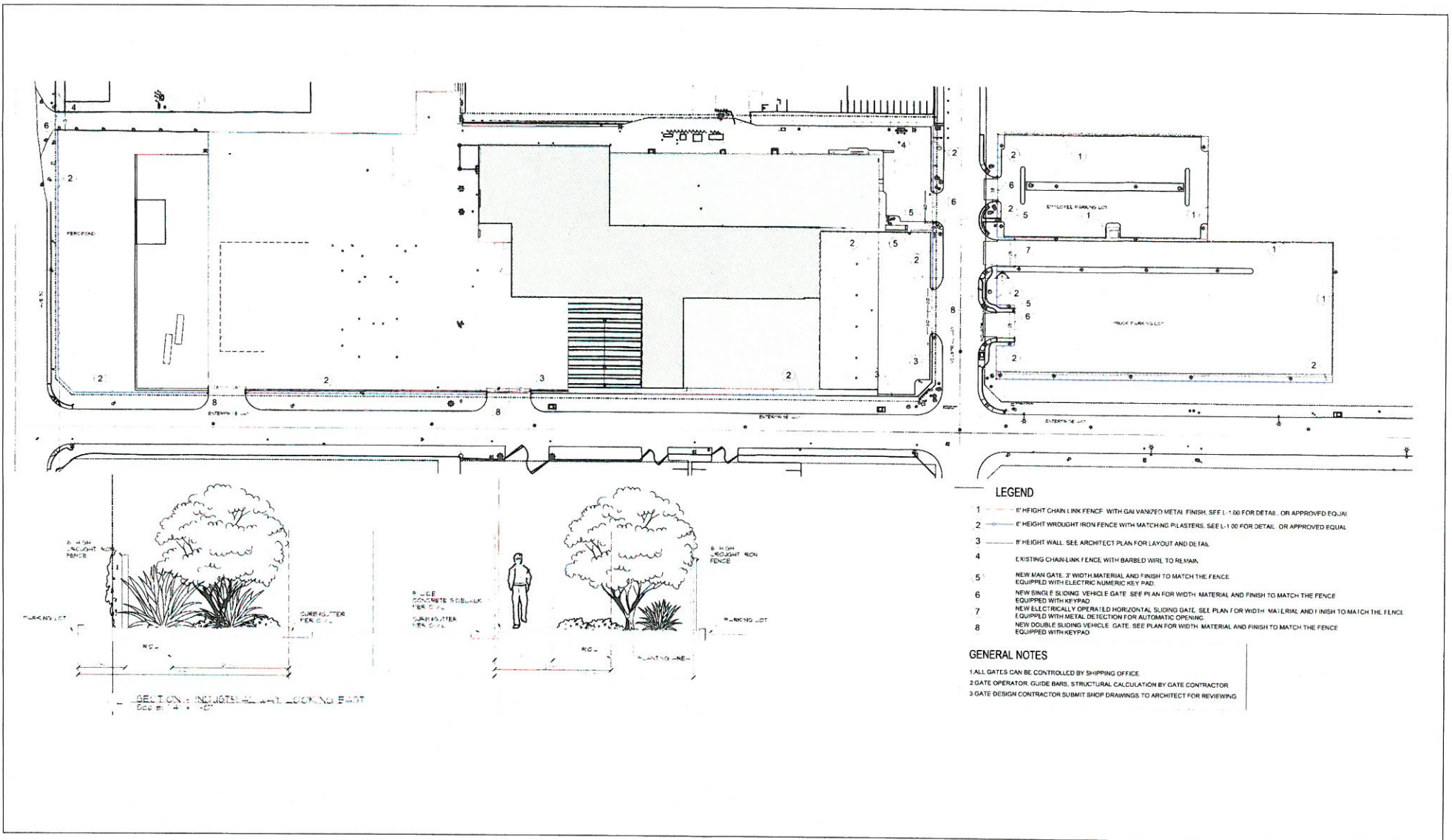

Storage/Process Remodel & Add.
ELEVATION - MAIN BUILDING - SOUTH

CLIENT SHEET DESCRIPTION:
Ocean Mist Farms
 52308 Enterprise Way, Coachella, CA 92236

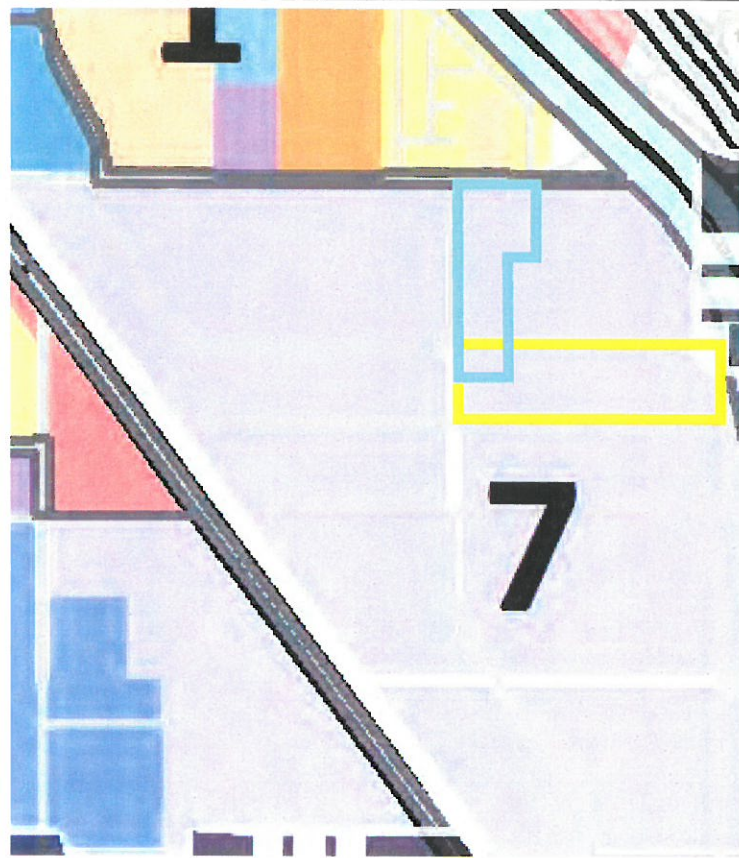
NO.	DESCRIPTION	DATE
A	ADDED UNIT 15 TO 16	07/06/14
B	REVISED UNIT 14	07/07/14
C	REVISED UNIT 14	07/22/14
D	REVISED UNIT 14	08/05/14
E	REVISED UNIT 14	11/02/14
F	REVISED UNIT 14	11/27/14
G	REVISED UNIT 14	12/01/14
H	REVISED UNIT 14	12/01/14

DRAWN BY: **BAB** SHEET: **AA213**
 DATE: **06/25/14**
 SCALE: **AS SHOWN** JOB NUMBER: **HRI-13568**
 As Indicated

15 JUN 2014 11:12:31 AM



Project 2 Landscape Plan
 Ocean Mist Farms Expansion and IWP Partners TPM Initial Study



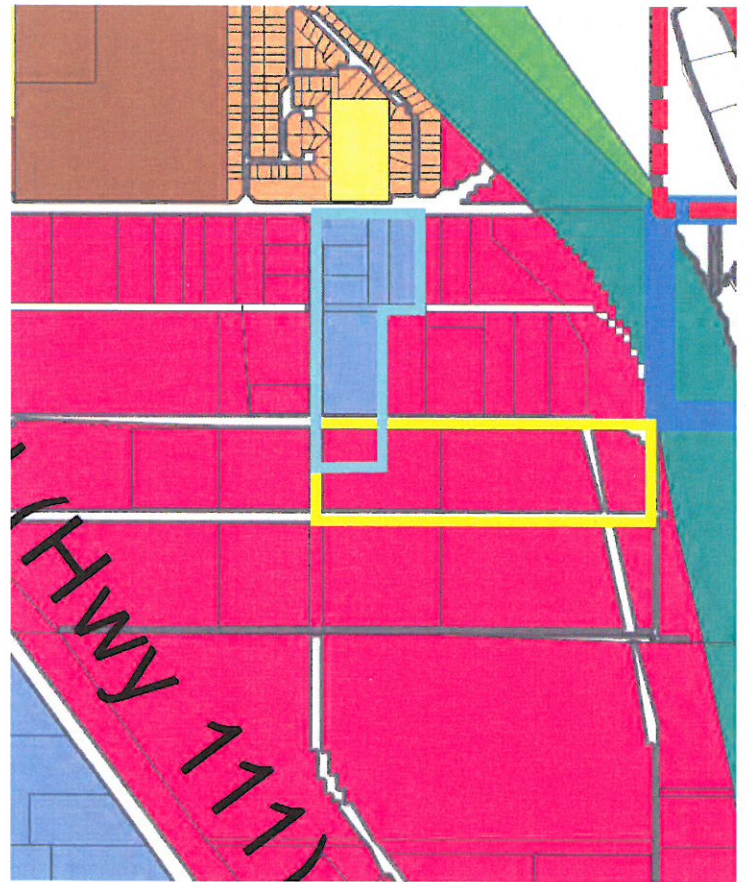
General Plan Designations

- Urban Neighborhood
- General Neighborhood
- Suburban Neighborhood
- Urban Employment Center
- Neighborhood Center
- Industrial District
- School
- Public Facilities
- Project 1
- Project 2



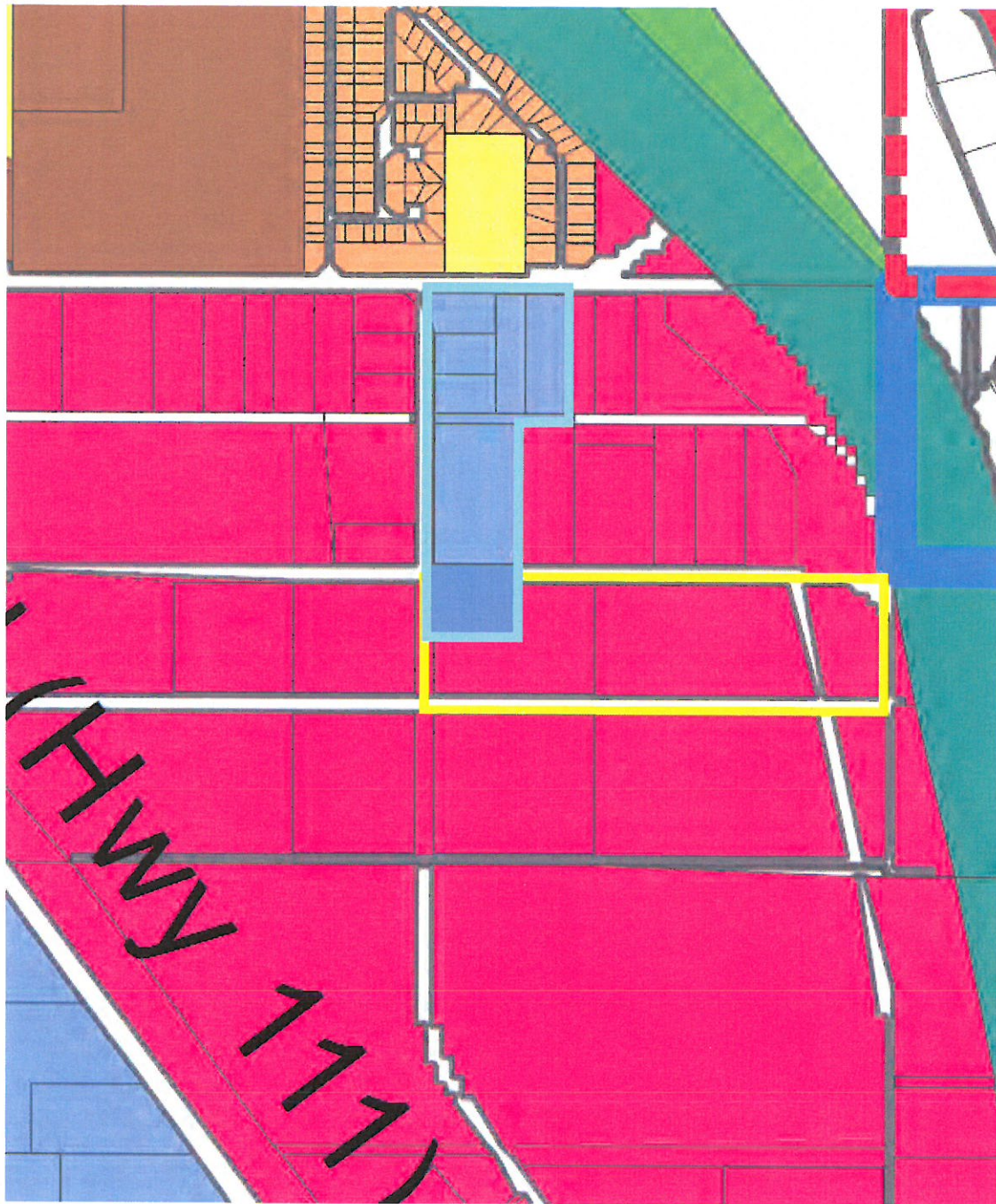
Zoning Designations

- R-O-6000, RESIDENTIAL OVERLAY 6000
- R-M, RESIDENTIAL MULTIPLE FAMILY
- M-H, HEAVY INDUSTRIAL
- M-S, MANUFACTURING SERVICE
- O-S, OPEN SPACE
- A-R, AGRICULTURAL RESERVE
- R-S, RESIDENTIAL SINGLE FAMILY
- Project 1
- Project 2








Sources: City of Coachella Draft General Plan 2035, 2014 and City of Coachella Zoning Map, 2013





Zoning Designations

- | | |
|--|---|
|  R-S, RESIDENTIAL SINGLE FAMILY |  A-R, AGRICULTURAL RESERVE |
|  R-O-6000, RESIDENTIAL OVERLAY 6000 |  O-S, OPEN SPACE |
|  R-M, RESIDENTIAL MULTIPLE FAMILY |  M-H, HEAVY INDUSTRIAL |
|  Project 1 |  M-S, MANUFACTURING SERVICE |
|  Project 2 | |

Source: City of Coachella Zoning Map, 2013



Proposed Zone Change for SE Corner of Enterprise and Industrial Ways
 Ocean Mist Farms Expansion and IWP Partners TPM Initial Study

Exhibit
 8

Guerin, John

From: Michael Coyne <mcoyne@coachella.org>
Sent: Wednesday, January 21, 2015 4:02 PM
To: Brady, Russell
Cc: Luis Lopez; Rod Brown; Guerin, John; Jim Escobar
Subject: RE: 13568 Ocean Mist Farms: Follow up to conversation with architect

Good Afternoon,
Posting reduced maximum occupancies per room as described below is acceptable to the City. The applicant has to denote the reduced max occupancies on their building plans and post them accordingly prior to final building inspection.
Regards,

Michael Coyne, AICP
Associate Planner
City of Coachella – Development Services Dept.
1515 Sixth Street
Coachella, CA 92236
Tel: (760)398-3102
Cell: (760)335-6794
Fax: (760)398-5421
mcoyne@coachella.org

From: Brady, Russell [<mailto:rbrady@rctlma.org>]
Sent: Friday, January 16, 2015 2:15 PM
To: Michael Coyne
Cc: Luis Lopez; Rod Brown; Guerin, John
Subject: RE: 13568 Ocean Mist Farms: Follow up to conversation with architect

FYI, I will be out of the office all next week, so if you could keep John Guerin (who I've cc'd) in the loop on any decision on this it would be appreciated.

From: Brady, Russell
Sent: Thursday, January 15, 2015 3:39 PM
To: 'Michael Coyne'
Cc: Luis Lopez; Rod Brown
Subject: RE: 13568 Ocean Mist Farms: Follow up to conversation with architect

Thanks. Just to let you know of what we are considering, we would consider a max occupancy of 150 for the whole building. Alternatively, if that is too restrictive we could consider a max occupancy of the office area at 30 people, cooled warehouse at 48 people, Value Add Processing at 50 people, and the truckers lounge at 13 people. I've sent these to the architect earlier today, but haven't heard back yet a preference.

Russell Brady
Riverside County Airport Land Use Commission
ALUC Planner

4080 Lemon Street, 14th Floor
Riverside, CA 92501
(951) 955-0549
(951) 955-0923 (fax)
rbrady@rctlma.org

From: Michael Coyne [<mailto:mcoyne@coachella.org>]
Sent: Thursday, January 15, 2015 3:28 PM
To: Brady, Russell
Cc: Luis Lopez; Rod Brown
Subject: RE: 13568 Ocean Mist Farms: Follow up to conversation with architect

Hi Russell,
We are having our Building Official check into this and should be able to give you a response next week.
Thanks,

Michael Coyne
Associate Planner
City of Coachella – Development Services Dept.
1515 Sixth Street
Coachella, CA 92236
Tel: (760)398-3102
Cell: (760)335-6794
Fax: (760)398-5421
mcoyne@coachella.org

From: Brady, Russell [<mailto:rbrady@rctlma.org>]
Sent: Thursday, January 15, 2015 3:27 PM
To: Michael Coyne
Cc: Luis Lopez
Subject: RE: 13568 Ocean Mist Farms: Follow up to conversation with architect

Michael, I just wanted to follow up on this to see if there has been any comment from the City's Building Official. Let me know when you have a chance.

Thanks

Russell Brady
Riverside County Airport Land Use Commission
ALUC Planner

4080 Lemon Street, 14th Floor
Riverside, CA 92501

(951) 955-0549
(951) 955-0923 (fax)
rbrady@rctlma.org

From: Brady, Russell
Sent: Tuesday, January 13, 2015 11:47 AM
To: mcoyne@coachella.org
Cc: llopez@coachella.org
Subject: FW: 13568 Ocean Mist Farms: Follow up to conversation with architect

Michael, the project seems to have some issues with their single-acre intensities as we calculate it strictly by the building code. However, as the applicant's architect describes below, the City's Building Official may have the authority to post lower maximum occupancies than the higher occupancy as calculated by the building code based on the specific use of the facility. If so, this would help possibly guarantee that the project would not exceed the single-acre intensities. Is it possible for you to discuss with your building official whether this could be required?

Thanks

Russell Brady
Riverside County Airport Land Use Commission
ALUC Planner

4080 Lemon Street, 14th Floor
Riverside, CA 92501
(951) 955-0549
(951) 955-0923 (fax)
rbrady@rctlma.org

From: Jim Escobar [<mailto:jescobar@hansen-rice.com>]
Sent: Tuesday, January 13, 2015 11:20 AM
To: Brady, Russell
Subject: RE: 13568 Ocean Mist Farms: Follow up to conversation with architect

Russell,

Please see my comments below in [\[JLE\]](#).

I look forward to your response and how I can assist you with resolving this item. I think we really need to examine actual occupancy as accepted by the city versus Section 1003.1 and 1004.1 applicability of the occupant loads I provided in the code analysis. Those loads I provided pertain to "determining means of egress requirements" requirements. The actual occupancy should be considered a viable factor for occupant load, otherwise it is highly likely a lot of buildings in airport influences are well out of this requirement if using chapter 10 egress counts.

I want to help.

Thank you,

Jim

From: Brady, Russell [<mailto:rbrady@rctlma.org>]
Sent: Tuesday, January 13, 2015 11:18 AM
To: Jim Escobar
Subject: RE: 13568 Ocean Mist Farms: Follow up to conversation with architect

Thanks for all of this. I'm still looking through it, but something I want to clarify regarding both the occupancy and the open area, is the Future Receiving Building included with the current approval by the City? [JLE] Building C and D are not being included in the approval with the city (Receiving Office and Covered Ice Bin, though the relocated existing Ice Bin of 1188sf is being included). Similarly, on the Code Analysis sheet (Sheet G-101) it notes that Buildings C, D, and E are not part of the scope. Is that still accurate? [JLE] That is still accurate. Building D is a small scale shack that will be a part of the vendor supplying the truck scale. And based on this, is the total site occupancy the 847 or 693 as noted on the Code Analysis sheet? [JLE] It is 693 for the main facility, plus an additional 37 occupants per code for the Covered Receiving "Building B".

On the below table, would the office area also include overlapping shifts or would it just be for the processing and cooler areas? Or just the processing area? [JLE] I'm not confident I understand your question. The office area is more of a typical 8-5 operation, of around 30 employees. The shift employees are only the Processing employees (aka Value Add employees), of which there are four shifts of 25 people each.

Per the Building Code method, the single-acre area (the southeast corner of the building including all of the office and lounge area, approx.. 7,350 sq ft of dock, approx.. 5,650 sq ft of cooled warehouse, and approx.. 4,735 sq ft of processing) would result in approximately 268 people (including a 50% reduction for office uses based on our plan allowances). This is substantially higher than the typical Zone C single-acre criteria of 150 and even with max risk reduction bonus of 195 (1.3x 150, assuming the ALUC and/or City would allow a max bonus based on the risk reduction design measures incorporated so far [limited windows and no skylights, still question on whether roof strength, wall strength, increased emergency exits, and enhanced fire sprinkler is already included]). As of now, we would be recommending Inconsistency for the project based on the single-acre being exceeded. There is a possibility that the Commission could consider the total number of estimated employees in lieu of the building code method, but I wouldn't count on that. [JLE] I can understand your statements in this paragraph. However, please note that the code does allow the building official to accept a modified occupancy count specific to the facility's use, which is done all the time in the realm of Industrial Facilities since the chapter 10 occupancy type doesn't mesh correctly with food processing and warehousing (also consider that much of the floor area is actually taken up by racking, storage, forklifts, food processing equipment, etc.).

Per section 1004.1.2 under the Exception, it is noted "Exception: Where approved by the building official, the actual number of occupants for whom each occupied space, floor or building is designed, although less than those determined by calculation, shall be permitted to be used in the determination of the design occupant load."

At full occupancy, Ocean Mist Farms has an occupancy of 103 people at the entire facility, with a potential shift change of an additional 25 people at the facility (128 people at highest risk if shifts overlap, and an additional 13 people for the Trucker's Lounge – see last paragraph). The building official can have the rooms posted with maximum occupancy loads, if that will help us overcome this hurdle. I am thinking both the Value Add and the Break Room could easily bring us back into the numbers you require, which are also realistic. Please also note that my occupancy counts are more generic, and we can refine a number with the Building Official that is accurate (and can even remove floor areas that are occupied by items other than people). Last, the city has legally accepted the Initial Study, which included the occupancy counts as indicated in the below. Let me know your thoughts on this item, as it sounds like it is rather critical for your process. I realize at times too much information can create more work on your end, and I know we both want it accurate, but I hope we can find a solution that is effective for you.

For the open area, the "hydrovac" seems to cut into the smaller open area provided. Can you adjust the dimensions for this area or segment it into two areas? Based on the three areas shown there are 4.2 acres of open area (including the portion of hydrovac area though which needs to be clarified), which would meet the 20% requirement based on the 13.7

acre site area north of industrial (2.74 acres required) and even the 20% requirement based on the 17.65 site area including the parking area south of Industrial (3.53 acres required). Also, is it possible to do a similar analysis of open area for the proposed parking area south of Industrial? This might bump up the open area to give you a bit of a buffer and you could also make the argument that much more open area is being provided than is required, thus providing more open area for emergency touchdowns to avoid the building and potentially limiting the impacts of exceedance of the single-acre criteria. This is far from guaranteed, but the argument could be made. [JLE] Can I have a GoTo Meeting with you, so we can get you the exact dimensions you need. I don't know I follow your comments in the above, but probably could do so live and get the dimensions noted right on our computer screens. Today up until 12:30pm your time is good for me.

Do you have a conceptual landscape plan to indicate that there are no trees (existing or proposed) on site that would act as obstructions? [JLE] I do have full landscape plans. Please see the following link to download, and I recommend you go to the L-1.00 sheet.

<https://www.dropbox.com/sh/zsv4yct1llgydyi/AADVLIjUpxi4yeUu0bfvzAd4a?dl=0>

What is the status of the additional \$1,188 fee being sent to cover the Change of Zone? [JLE] I will have a check processed this week and sent your way.

[JLE] Per your email follow up: Another item, are the truckers included in the number of employees? [JLE] The trucker's lounge would be considered an added occupant load, so thanks for picking up on that. With that space at 1,259sf, we would have 13 occupants in addition to the numbers discussed above.

Russell Brady

Riverside County Airport Land Use Commission
ALUC Planner

4080 Lemon Street, 14th Floor
Riverside, CA 92501
(951) 955-0549
(951) 955-0923 (fax)
rbrady@rctlma.org

From: Jim Escobar [<mailto:jescobar@hansen-rice.com>]
Sent: Monday, January 12, 2015 12:37 PM
To: Brady, Russell
Subject: 13568 Ocean Mist Farms: Follow up to conversation with architect

Russel,

I apologize you didn't receive this last week, as I have been using the wrong email address for you apparently. Please confirm you received this email.

For starters, the first question was in regards to a realistic occupancy (not just the building code occupancy as stated on that code page). Please note below the (4) 8hr a day shifts for the processing employees (meaning we will only have 25 at the facility in the Value Add room at a time, and a potential risk of shift overlap of an additional 25... not the full 100 at a given time). The quantities as provided in the CEQA Initial Study document, and approved by the P&Z Commission, are as follows:

Table 1, Existing Conditions and Proposed Revisions to Operations

	Existing Conditions	Proposed Revisions	Total New
Employees			
Employees – Office	25	30	5
Employees – Cooler	48	48	0
Employees - Processing	0	100	100
Hours/Days of Operation			
Hours	4 8-hours staggered shifts starting at 6 am, 9 am, 12, pm, 3 pm	No change	--
Days	215 days Thanksgiving to Easter then April thru July 1	No change	--
Utilities			
Electrical (Imperial Irrigation District)	Average annual (12 months) 4,930 kw/month	Annual average (12 months) 6,074 kw/month	1,144 kw/month
Water (City of Coachella Water Department)	Average annual (12 months) 679,000 gp/month	Average annual (12 months) 679,000 gp/month	125,000 gp/month

Source: Hanson-Rice, Inc., October 30, 2014.

Next, I have provided some dimensions in a site plan for the open area availability – please see the attached A-101 sheet.

As for the building fenestration and roofing, we have a fully engineered steel structure with an exterior finish panel of 4” Insulated Metal Panels (IMP’s) on the walls and a metal deck with rigid insulation and single ply roof. This is a very typical and normal type of structure for a refrigerated warehouse building. A cut-sheet of the IMP’s is attached, as well as our specification for both the IMP and the roofing. Please keep in mind the exterior walls have not just the skin of IMP, but a fully engineered hot rolled (wide flange, etc.) structural steel frame with regular steel members as required to support the IMPs. In addition, there are a few walls around the office area that are built out of 6” metal studs with sheathing and stucco finish (steel design underneath did not change, and is still there as the metal studs area fenestration system and not a structural system).

The building does not have skylights. However, we did design the structure to be able to handle future additional loading for the potential of solar panel installation. Thus the steel does have that incorporated into the design. In addition, the building is obviously designed with the unique additional constraints code requires in the state of CA for a potential seismic event. There are limited windows on the exterior.

The fire protection is currently designed to meet code. However, since this is a high pile storage facility (like most warehouses), additional fire protection systems have been incorporated into the design to allow for the fire code requirements of high pile. In addition, added doors into the facility for fire department ingress have been incorporated into the design (which also function as additional “above code” egress points).

I think that concludes our series of items in the discussion, but please let me know if I can help with anything further.

Thank you,

Jim

James L. Escobar – AIA, NCARB, LEED AP

Architect, Director of Design - Pre-Construction

208.546.2824 cell

208.287.8166 fax

jescobar@hansen-rice.com - www.hansen-rice.com



IMPORTANT NOTICE: This communication from Hansen-Rice, Inc., including any attachments, contains information that may be confidential or privileged, and is intended solely for the named designated recipient to whom it is addressed and for the specific purpose intended. If the reader of this message is not the intended recipient or the intended recipient's agent, you should delete this message and are hereby notified that any review, disclosure, dissemination, copying, or distribution of this message is strictly prohibited. Nothing in this e-mail, including any attachment, is intended to be a legally binding signature, unless otherwise noted. If you have received this communication in error, please notify us immediately at the e-mail address set forth above.

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., except Monday, January 19, and by prescheduled appointment on Fridays, from 9:00 a.m. to 5:00 p.m.

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

DATE OF HEARING: February 5, 2015

TIME OF HEARING: 1:00 P.M.

CASE DESCRIPTION:

ZAP1029TH14 – Hansen-Rice, Inc., for Ocean Mist Farms (Representative: James Escobar) – City of Coachella Case Nos.: Change of Zone No. 14-02 and Architectural Review No. 14-04. Architectural Review No. 14-04 pertains to the applicant's proposal to: (1) expand and reconstruct the Ocean Mist Farms storage and processing facility located at 52-300 Enterprise Way (on the east side of Enterprise Way, northerly of Industrial Way and extending northerly to Avenue 52); and, (2) establish an employee parking lot and truck parking lot on the southeast corner of Enterprise Way and Industrial Way. The processing facility expansion involves the addition of new buildings, revision to use of space in the existing buildings, and demolition of portions of the existing buildings. Change of Zone No. 14-02 is a proposal to change the zoning of 12 acres located at the southeast corner of Enterprise Way and Industrial Way from M-H (Heavy Industrial) to M-S (Manufacturing Service). (Compatibility Zone C of the Jacqueline Cochran Regional 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. Michael Coyne of the City of Coachella Community Development Department, at (760) 398-3102.

APPLICATION FOR MAJOR LAND USE ACTION REVIEW

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

ALUC Identification No.

ZAP1029TH14

PROJECT PROPONENT (TO BE COMPLETED BY APPLICANT)

Date of Application	12/03/2014	
Property Owner	Ocean Mist Farms - Joe Pezzini, COO	Phone Number 831 770-6406
Mailing Address	10855 Ocean Mist Parkway Castroville, CA 95012	
Agent (if any)	Chris Jocham or James Escobar, Hansen-Rice, Inc.	Phone Number 208 465-0200
Mailing Address	1717 Chisholm Drive Nampa, ID 83687	

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	52-300 Enterprise Way Coachella, CA 92236	
Assessor's Parcel No.	APN's 763-131-029; 028; 063; 046; 066; 010; 011	Parcel Size 13.5 Acres
Subdivision Name		Zoning Classification
Lot Number	See Boundary Survey Attached	M-S Manuf. Service

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)	Existing facility is a produce refrigerated warehousing and shipping facility. To the south is a vacant property.	
Proposed Land Use (describe)	Expansion to existing facility, with no change in land use. A 4acre vacant property to the south will become a new parking lot and staging area for truck traffic, supporting the facility.	

For Residential Uses	Number of Parcels or Units on Site (exclude secondary units)	
For Other Land Uses	Hours of Use	6am-11pm, 7 days a week, from July through April (215 days per year avg.)
(See Appendix C)	Number of People on Site	Maximum Number 117 employees
	Method of Calculation	Actual employee count of proposed expansion by owner

Height Data	Height above Ground or Tallest Object (including antennas and trees)	40' ft.
	Highest Elevation (above sea level) of Any Object or Terrain on Site	-448' ASL (site is below sea level) ft.

Flight Hazards	Does the project involve any characteristics which could create electrical interference, confusing lights, glare, smoke, or other electrical or visual hazards to aircraft flight?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
	If yes, describe	
	<hr/> <hr/> <hr/>	

REFERRING AGENCY (APPLICANT OR JURISDICTION TO COMPLETE)

Date Received	<u>12/05/14</u>	Type of Project	
Agency Name	<u>City of Coachella</u>	<input type="checkbox"/>	General Plan Amendment
	<u>Development Services Department</u>	<input type="checkbox"/>	Zoning Amendment or Variance
Staff Contact	<u>Michael Coyne - Associate Planner</u>	<input type="checkbox"/>	Subdivision Approval
Phone Number	<u>760 398-3102 -or- mcoyne@coachella.org</u>	<input type="checkbox"/>	Use Permit
Agency's Project No.	<u>Arch. Review #14-04</u>	<input type="checkbox"/>	Public Facility
		<input checked="" type="checkbox"/>	Other <u>Design Review</u>

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

- 4.1 Director's Approvals. As authorized pursuant to Section 1.5.2(d) of the 2004 Riverside County Airport Land Use Compatibility Plan, during the first half of the month of January, ALUC Director Ed Cooper reviewed two non-legislative cases in the Coachella Valley and issued determinations of consistency.

The first of these cases (ZAP1024PS14) pertained to a Design Review application in the City of Cathedral City proposing two fast food restaurants totaling 4,712 square feet on 1.53 acres located easterly of Date Palm Drive and northerly of Vista Chino within Airport Compatibility Zone E of the Palm Springs International Airport Influence Area.

The second case (ZAP1028TH14) pertained to an Architectural Review application in the City of Coachella proposing to construct a 26,660 square foot date packing and processing warehouse facility, a detached 6,000 square foot freezer, and a detached 6,145 square foot dryer building on 6.75 acres located southerly of Industrial Way, westerly of Enterprise Way, northerly of Avenue 53, and easterly of Grapefruit Boulevard. As the site is located within Compatibility Zone C of the Jacqueline Cochran Regional Airport Influence Area, this project would normally have been required to come through the Commission for hearing, but the applicants successfully petitioned the Commission at its December 11 hearing to allow the matter to be considered through staff review/Director's action.

Copies of both consistency letters and background documents are attached, for the Commission's information.

Y:\ALUC\ALUC Administrative Items\Admin. 2015\ADmin Item 01-08-15.doc



AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY

CHAIR

Simon Housman
Rancho Mirage

January 5, 2015

VICE CHAIRMAN

Rod Ballance
Riverside

Ms. Sandra Campbell, Associate Planner
City of Cathedral City Planning Department
68700 Avenida Lalo Guerrero
Cathedral City, CA 92234

COMMISSIONERS

Arthur Butler
Riverside

RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW

Glen Holmes
Hemet

File No.: ZAP1024PS14
Related File No.: Design Review 14-005
APN: 670-030-033

John Lyon
Riverside

Greg Pettis
Cathedral City

Dear Ms. Campbell:

Richard Stewart
Moreno Valley

Under the delegation of the Riverside County Airport Land Use Commission (ALUC), staff reviewed the above-referenced proposal for construction of two fast food restaurants totaling 4,712 square feet on 1.53 acres located easterly of Date Palm Drive and northerly of Vista Chino, in the City of Cathedral City.

STAFF

Director
Ed Cooper

John Guerin
Russell Brady
Barbara Santos

The site is located within Airport Compatibility Zone E of the Palm Springs International Airport Influence Area (AIA). Based on the distance of the parcel to the end of the runway at 15,000 feet and the elevation of the southerly end of Runway 13L-31R at 404.4 feet above mean sea level (AMSL), FAA Obstruction Evaluation review would be required for any structure with a top point elevation exceeding 554.4 feet AMSL. The proposed maximum finished floor elevation is 382.2 feet AMSL and the maximum building height proposed is 20 feet, 8 inches (20.67 feet) for a total elevation of 402.87 feet AMSL. Therefore, FAA Obstruction Evaluation review for height/elevation reasons will not be required.

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

www.rcaluc.org

As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with the 2005 Palm Springs International Airport Land Use Compatibility Plan, subject to the following conditions:

CONDITIONS:

1. Any new outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky.
2. The following uses shall be prohibited:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an

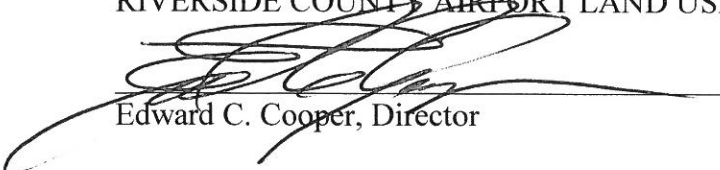
initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.

- (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area, including but not limited to, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, artificial marshes, incinerators, and fly ash disposal.
 - (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 and tenants.
4. Any new detention or retention basins on the site shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention/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.

If you have any questions, please contact Russell Brady, Contract Planner, at (951) 955-0549, or John Guerin, Principal Planner, at (951) 955-0982.

Sincerely,

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



Edward C. Cooper, Director

RB:bks

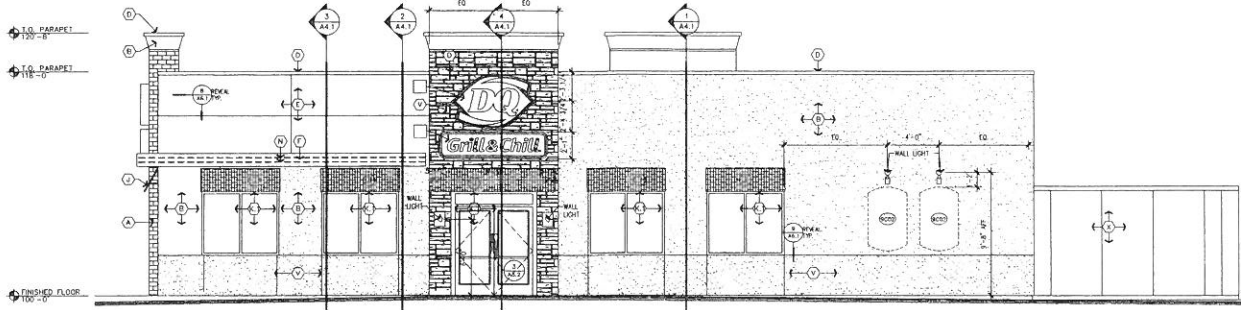
Attachments: Notice of Airport in Vicinity

cc: Robert Rodriguez, Development Services Manager, City of Cathedral City
Mark Deveau, Date Palm Petroleum, LLC/The Chandi Group USA
Nachhattar and Susana Chandi (payee)
Thomas Nolan, Manager, Palm Springs International Airport
ALUC Case File

Y:\AIRPORT CASE FILES\Palm Springs\ZAP1024PS14\ZAP1024PS14LTR.doc

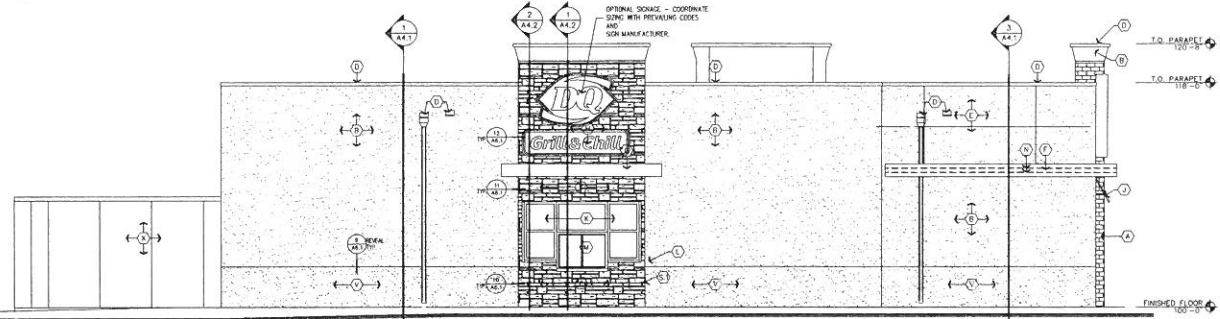
NOTICE OF AIRPORT IN VICINITY

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)



1 ENTRANCE ELEVATION
A3.1 SCALE: 1/4" = 1'-0"

NOTE: THE DQ RED SPOON HANDLES HAVE SPECIAL INSTALLATION REQUIREMENTS. ALLOW STOREFRONT MFG. ACCESS COORD. LOOK & HANDLE LOCATION & HEIGHTS



2 DRIVE-THRU ELEVATION
A3.1 SCALE: 1/4" = 1'-0"

- EXTERIOR ELEVATION KEYNOTES: (GRILL & CHILL)
- ① STONE:
MFR: CALIBRED STONE
STILE: COUNTRY LEDGE STONE - MET STACK
COLOR: CHARNOCKITE 2006
SUPPLIER: BERAL STONE
DROPT: GREY
 - ② DQ:
MFR: SIO CORPORATION
COLOR: #411-0034 (MATCHES BENJAMIN MOORE SANDY BROWN #342)
FINISH: SIO SIO MEDIUM SAND
MFR: SIO CORPORATION
NOTE: PROVIDE HIGH IMPACT EPS FROM GRADE TO 3'-0" AT 1"
 - ③ CERAMIC TILE:
MFR: MARAZZITI
SIZE: 12" x 12"
COLOR: DRAWINGS RED LUSTER
DROPT: "ANTIQUE"
MFR: ALUMINO BS
SUPPLIER: H.C.
NOTE: MUST BE INSTALLED PER TILE COUNCIL OF NORTH AMERICA "MEMO-09" AND AND "A118.4"
 - ④ CORNER & SURFACES:
MFR: UNIL-CLAD
MATERIAL: 24 GA. STEEL
FINISH: KTMAB 500
 - ⑤ METAL PANEL:
MFR: ALPICO
STILE: SHAW
COLOR: DO RED
NOTE: MUST BE INSTALLED HORIZONTALLY. REFERENCE ARROWS ON BACK OF PANEL MUST BE ALIGNED IN THE SAME DIRECTION.
VENDOR: NU LOOK EXTERIORS
 - ⑥ METAL EXTERIOR & CLASING:
MFR: UNIL-CLAD
STILE: SHAW ALUMINUM
COLOR: WHITE BLACK
FINISH: KTMAB 500
VENDOR: NU LOOK EXTERIORS
 - ⑦ METAL CANSY & CLASING:
MFR: UNIL-CLAD
STILE: SHAW ALUMINUM
COLOR: CLEAR ANODIZED SATIN
VENDOR: NU LOOK EXTERIORS
 - ⑧ METAL PANEL:
MFR: ALPICO
MATERIAL: SHAW
COLOR: DO BLUE
VENDOR: NU LOOK EXTERIORS
 - ⑨ FABRIC AWNING:
MFR: COOL PLANET AWNING
MATERIAL: KORBELLA
COLOR: ROCKET RED
FRAME: 1" x 1" ALUMINUM (WELD ALL JOINTS, GRIND SMOOTH)
FINISH: ANODIZED CLEAR SATIN
VENDOR: COOL PLANET AWNING OR HJC
 - ⑩ SUBSTITUTION:
MFR: TRV AF AMERICA INC.
STILE: 2" x 1 1/2"
FINISH: CLEAR SATIN ANODIZED ALUMINUM
GLAZING: CLEAR, 1" INSULATED, LOW E
 - ⑪ SUBSTITUTION:
MFR: TRV AF AMERICA INC.
STILE: 2" x 1 1/2"
FINISH: DARK BRONZE SATIN ANODIZED ALUMINUM
GLAZING: CLEAR, 1" INSULATED, LOW E
 - ⑫ WINDOW SILL GLAZING:
MFR: TRV AF AMERICA INC.
FINISH: ANODIZED CLEAR SATIN
SIZE: 3" AS NOTED BY LOCATION
 - ⑬ GYSE-THEAT WINDOW:
MFR: QUINCY
MATERIAL: ALUMINUM
FINISH: ANODIZED CLEAR SATIN
VENDOR: H. WEISSBERGER & SONS
 - ⑭ SIBBE LIGHTING:
MFR: WISMAN MOORE
STILE: LED-1W-120V-EB (BLUE LED)
MFR: H.C.
NOTE: MUST BE INSTALLED PER MANUFACTURERS REQUIREMENTS
 - ⑮ SOLID COLOR STAIN:
COLOR: SANDY BROWN #342
PRODUCT: AMERICOAT INTERIOR SOLID COLOR STAIN #342
FINISH: SELF FINISH ON MOST SURFACES (SEE TECH DATA SHEET FOR DETAILS)
 - ⑯ TRANSFORM BRIM:
SIZE: 1 1/2" x 12" x 1/2" HAT CHANNEL
FINISH: CLEAR SATIN ANODIZED ALUMINUM
 - ⑰ PANEL:
MFR: BENJAMIN MOORE
COLOR: SANDY BROWN #342
PRODUCT: AURA EXTERIOR PAINT LOW LUSTRE #342
FINISH: FIRST COAT AURA EXTERIOR PAINT LOW LUSTRE #342
 - ⑱ EPS:
MFR: SIO CORPORATION
COLOR: #411-0034 (MATCHES BENJAMIN MOORE SANDY BROWN #342)
FINISH: SIO SIO MEDIUM SAND
VENDOR: SIO CORPORATION
NOTE: PROVIDE HIGH IMPACT EPS FROM GRADE TO 3'-0" AT 1"
 - ⑲ MESH COOLANT/INSULATOR:
MFR: MORGUE
COLOR: PREFINISHED FROM MANUFACTURER TO MATCH BUILDING
VENDOR: MORGUE
NOTE: SEE EQUIPMENT SCHEDULE FOR DETAILS
 - ⑳ BREAK METAL CLOSURE:
MFR: UNIL-CLAD
FINISH: CLEAR SATIN ANODIZED ALUMINUM
VENDOR: NU LOOK EXTERIORS

AGC DESIGN CONCEPT, INC.
2828 COMMERCE BL
VAN NUYS, CA 91411
PHONE: 818 251-1111
FAX: 818 251-4643

NO.	DATE	REVISIONS



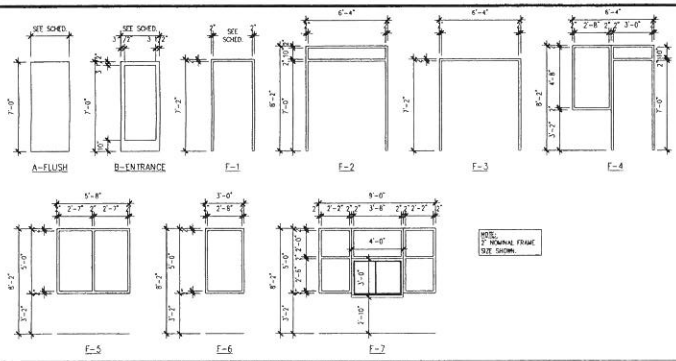
BUILDING TYPE:
DAIRY QUEEN
GRILL & CHILL
CORE 72

CATEDRAL CITY, CA
27900 DATE PALM DR. @
VISTA
CHINO DR.

SHEET NAME
ELEVATIONS

PROJECT NUMBER
AGC-0391
PROJECT
DATE
DRAWN BY
FINISHED
DATE NUMBER

Sheet number
A2.1



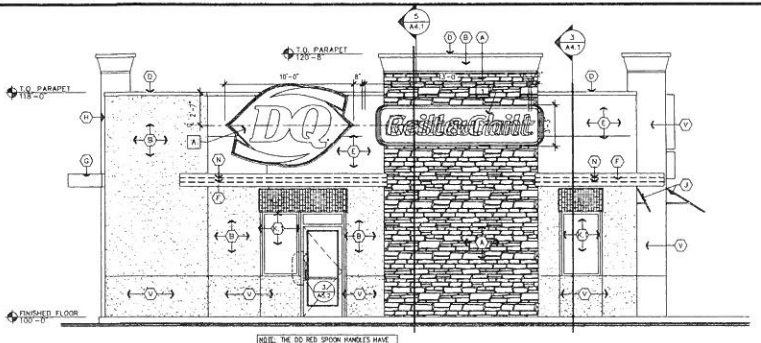
OPENING SCHEDULE NATIONAL ACCOUNT DOOR AND FRAME SUPPLIER (PLUM, WOOD AND H.M.) HAMILTON PARKER, SEE NATIONAL VENDORS LIST

OPNG NO.	OPENING LOCATION	SIZE	DOOR/HWDR	FRAME	TYPE	MATERIAL	FINISH	TYPE	MATERIAL	FINISH	FIRE RATING	WINDRNG GROUP	NOTES
100A	VESTIBULE (EXT.)	(2) 3'-0" x 7'-0" x 1 3/4"	B	ALUM.	BRONZE	F2	ALUM.	BRONZE	-	-	-	1	
100B	VESTIBULE (INT.)	(2) 3'-0" x 7'-0" x 1 3/4"	B	ALUM.	BRONZE	F3	ALUM.	BRONZE	-	-	-	2	MOUNT BOTTOM OF DOOR FRAME LEVEL WITH TOP OF FLOOR TILE
101A	DINING ROOM	5'-8" x 5'-0"				F5	ALUM.	BRONZE	-	-	-	-	
101B	DINING ROOM	5'-8" x 5'-0"				F5	ALUM.	BRONZE	-	-	-	-	
101C	DINING ROOM	5'-8" x 5'-0"				F5	ALUM.	BRONZE	-	-	-	-	
101D	DINING ROOM	5'-8" x 5'-0"				F5	ALUM.	BRONZE	-	-	-	-	
101E	DINING ROOM	5'-8" x 5'-0"				F6	ALUM.	BRONZE	-	-	-	-	
101F	TOY FISSO	8'-4" x 7'-0" x 1 3/4"	B	ALUM.	BRONZE	F4	ALUM.	BRONZE	-	-	-	3	
102	MEANS	3'-0" x 7'-0" x 1 3/4"	A	P.C.	PLUM	F1	N.M.	PAIN	-	-	-	5	UNDERCUT BY 1" - PLUM MESHART LAMBER MAPLE 1034-60
103	MEANS	3'-0" x 7'-0" x 1 3/4"	A	P.C.	PLUM	F1	N.M.	PAIN	-	-	-	5	UNDERCUT BY 1" - PLUM MESHART LAMBER MAPLE 1034-60
104	DRIVE THRU	5'-0" x 5'-0"				F7	ALUM.	CLEAR	-	-	-	-	
106	OFFICE	3'-0" x 7'-0" x 1 3/4"	A	P.C.	PLUM	F1	N.M.	PAIN	-	-	-	8	UNDERCUT BY 1" - PLUM MESHART LAMBER MAPLE 1034-60
107	SERVICE	3'-6" x 7'-0" x 1 3/4"	A	H.W.	H.W.	F1	H.W.	PAIN	-	-	-	4	SEE EXTERIOR ELEVATIONS FOR COLOR

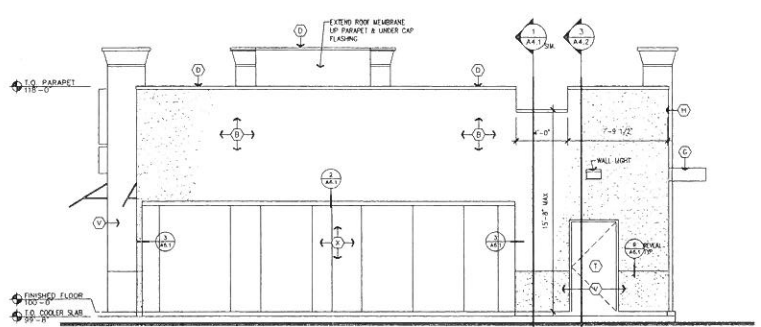
NOTES:
 1. FINISHES ON GLASS, SIZE AS PER PLAN AND SCHEDULE. ALL EDGES/SURFACES TO BE COVERED WITH PLASTIC LAMINATE.
 2. GLOSS METAL DOORS, SIZE AS PER PLAN AND SCHEDULE. (NOT ROLLED LEVEL 2 MODEL 2) STEEL TO BE 18 GA. INTERIOR TO BE FOAM INSULATION, WITH INTEGRAL REINFORCEMENT FOR CLOSURE AND PANEL HARDWARE.
 ALUM. = ALUMINUM
 H.M. = HOLLOW METAL
 P.C. = PARTICLE CORE
 BRZ = ANODIZED ALUMINUM SATURATED BRONZE FINISH
 CLR = ANODIZED ALUMINUM CLEAR FINISH
 PNT = SEE EXTERIOR ELEVATIONS AND FINISH SCHEDULE FOR COLOR

HARDWARE GROUPS NATIONAL ACCOUNT DOOR HARDWARE HAMILTON PARKER, SEE NATIONAL VENDORS LIST

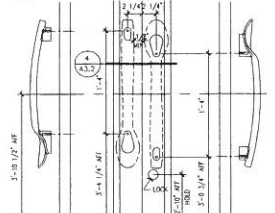
GROUP #1: TYPICAL EXTERIOR VESTIBULE DOORS	GROUP #2: TYPICAL INTERIOR VESTIBULE DOORS	GROUP #3: TYPICAL EXTERIOR FRAMELESS DOOR
<ul style="list-style-type: none"> CLOSER: HAZER MFC. MODEL #500 SPR CSH CLOSER HINGES: HAZER MFC. MCL #8019 300 WITH NON-REMOVABLE PINN. 4.5" x 5.5" x 1.0" TH. (3) HINGES PER LEAF KEYED CLOSERS: HAZER MFC. MCL #8019 300 WITH NON-REMOVABLE PINN. (3) KEYS PER DOOR. ALL CHANGERS KEYS ALIKE. (MOUNTED AT 34" HT. COORDINATE W/ SPOON HANDLE) SPOON HANDLE (PROVIDED & INSTALLED BY ALUM. STOREFRONT CONTRACTOR. AVAILABLE FROM ALC. SEE A00 NATIONAL VENDORS LIST) PUSH BAR: HAZER MFC. 1305 SNIPER: HAZER MFC. MCL #8019. MCL ALUM. FINISH. SIZED TO FIT DOOR WITHIN. THRESHOLD: HAZER MFC. MCL #412 S. MCL ALUM. FINISH. SIZED TO FIT DOOR OPENING WITHIN. WEATHERSTRIPPING: PART OF DOOR MANUFACTURERS PACKAGE. <p>1. THE G.C. TO PROVIDE DOOR SCHEDULE STATING THIS DOOR TO REMAIN UNLOCKED DURING BUSINESS HOURS (SINGLE LINE HORIZONTAL SIGN PREFERRED)</p> <p>2. THE 60 RED SPOON HANDLES HAVE SPECIAL INSTALLATION REQUIREMENTS. ALUMINUM STOREFRONT MANUFACTURER MUST COORDINATE LOCK & HANDLE HEIGHTS.</p>	<ul style="list-style-type: none"> CLOSER: HAZER MFC. MODEL #500 SPR CSH CLOSER HINGES: HAZER MFC. MCL #8019 300 WITH NON-REMOVABLE PINN. 4.5" x 4.5" x 1.0" TH. (4) HINGES PER LEAF PUSH/PULL: HAZER MFC. MCL #8019 300 WITH NON-REMOVABLE PINN. 4.5" x 4.5" x 1.0" TH. (4) HINGES PER LEAF <p>1. THE G.C. TO PROVIDE DOOR SCHEDULE STATING THIS DOOR TO REMAIN UNLOCKED DURING BUSINESS HOURS (SINGLE LINE HORIZONTAL SIGN PREFERRED)</p> <p>2. THE 60 RED SPOON HANDLES HAVE SPECIAL INSTALLATION REQUIREMENTS. ALUMINUM STOREFRONT MANUFACTURER MUST COORDINATE LOCK & HANDLE HEIGHTS.</p>	<ul style="list-style-type: none"> CLOSER: HAZER MFC. MODEL #500 SPR CSH CLOSER DEAD BOLT: ADAMS RITE W/SPRINGS HINGES: HAZER MFC. MCL #8019 300 WITH NON-REMOVABLE PINN. 4.5" x 4.5" x 1.0" TH. (4) HINGES PER LEAF KEYED CLOSERS: HAZER MFC. MCL #8019 300 WITH NON-REMOVABLE PINN. (3) KEYS PER DOOR. ALL CHANGERS KEYS ALIKE. (MOUNTED AT 34" HT. COORDINATE W/ SPOON HANDLE) SPOON HANDLE (PROVIDED & INSTALLED BY ALUM. STOREFRONT CONTRACTOR. AVAILABLE FROM ALC. SEE A00 NATIONAL VENDORS LIST) PUSH BAR: HAZER MFC. 1305 SNIPER: HAZER MFC. MCL #8019. MCL ALUM. FINISH. SIZED TO FIT DOOR WITHIN. THRESHOLD: HAZER MFC. MCL #412 S. MCL ALUM. FINISH. SIZED TO FIT DOOR OPENING WITHIN. WEATHERSTRIPPING: PART OF DOOR MANUFACTURERS PACKAGE. <p>1. THE G.C. TO PROVIDE DOOR SCHEDULE STATING THIS DOOR TO REMAIN UNLOCKED DURING BUSINESS HOURS (SINGLE LINE HORIZONTAL SIGN PREFERRED)</p> <p>2. THE 60 RED SPOON HANDLES HAVE SPECIAL INSTALLATION REQUIREMENTS. ALUMINUM STOREFRONT MANUFACTURER MUST COORDINATE LOCK & HANDLE HEIGHTS.</p>
<p>GROUP #4: TYPICAL REAR SERVICE DOOR</p> <ul style="list-style-type: none"> CLOSER: HAZER MFC. MODEL #500 SPR CSH CLOSER LEFT SERVICE: HAZER MFC. MCL #4121 NEW USDB. SPRAYED ALUMINUM FINISH HINGES: HAZER MFC. MCL #8019 300 WITH HEAVY DUTY WITH NON-REMOVABLE PINN. 4.5" x 4.5" x 1.0" TH. (3) HINGES PER LEAF DOOR PLATE: HAZER MFC. MCL #4121 NEW USDB. SPRAYED ALUMINUM FINISH SPR. DOOR: HAZER MFC. MCL #8019 300 BRUSHED CHROME. 2 1/2" DIA. WALL MOUNT 4448 PUSH PLATE PULL HANDLE: HAZER #3210 <p>1. THE G.C. TO PROVIDE DOOR SCHEDULE STATING THIS DOOR TO REMAIN UNLOCKED DURING BUSINESS HOURS (SINGLE LINE HORIZONTAL SIGN PREFERRED)</p> <p>2. THE 60 RED SPOON HANDLES HAVE SPECIAL INSTALLATION REQUIREMENTS. ALUMINUM STOREFRONT MANUFACTURER MUST COORDINATE LOCK & HANDLE HEIGHTS.</p>	<p>GROUP #5: TYPICAL RESTROOM DOOR</p> <ul style="list-style-type: none"> CLOSER: HAZER MFC. MODEL #500 SPR CSH CLOSER HINGES: HAZER MFC. MCL #8019 300 USDB. 4.5" x 4.5" x 1.0" TH. (3) HINGES PER LEAF KICK PLATE: HAZER MFC. MCL #4121 NEW USDB. SPRAYED ALUMINUM FINISH. 18 GA. 3/4" x 10 1/2" x 10 1/2" TH. MOUNTING HOLES PREDRILLED AT FACTORY. MOUNTED ON PUSH SIDE OF DOOR SPR. DOOR: HAZER MFC. MCL #8019 300 BRUSHED CHROME. 2 1/2" DIA. WALL MOUNT 4448 PUSH PLATE PULL HANDLE: HAZER #3210 <p>1. THE G.C. TO PROVIDE DOOR SCHEDULE STATING THIS DOOR TO REMAIN UNLOCKED DURING BUSINESS HOURS (SINGLE LINE HORIZONTAL SIGN PREFERRED)</p> <p>2. THE 60 RED SPOON HANDLES HAVE SPECIAL INSTALLATION REQUIREMENTS. ALUMINUM STOREFRONT MANUFACTURER MUST COORDINATE LOCK & HANDLE HEIGHTS.</p>	<p>GROUP #6: TYPICAL OFFICE DOOR</p> <ul style="list-style-type: none"> CLOSER: HAZER MFC. MODEL #500 SPR CSH CLOSER HINGES: HAZER MFC. MCL #8019 300 USDB. 4.5" x 4.5" x 1.0" TH. (3) HINGES PER LEAF KICK PLATE: HAZER MFC. MCL #4121 NEW USDB. SPRAYED ALUMINUM FINISH. 18 GA. 3/4" x 10 1/2" x 10 1/2" TH. MOUNTING HOLES PREDRILLED AT FACTORY. MOUNTED ON PUSH SIDE OF DOOR SPR. DOOR: HAZER MFC. MCL #8019 300 BRUSHED CHROME. 2 1/2" DIA. WALL MOUNT LOOKOUT: 3033 USDB-WHINTEL (EXTEN) <p>1. THE G.C. TO PROVIDE DOOR SCHEDULE STATING THIS DOOR TO REMAIN UNLOCKED DURING BUSINESS HOURS (SINGLE LINE HORIZONTAL SIGN PREFERRED)</p> <p>2. THE 60 RED SPOON HANDLES HAVE SPECIAL INSTALLATION REQUIREMENTS. ALUMINUM STOREFRONT MANUFACTURER MUST COORDINATE LOCK & HANDLE HEIGHTS.</p>



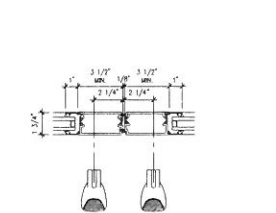
1 FRONT ELEVATION
 A3.2 SCALE: 1/4" = 1'-0"



2 REAR ELEVATION
 A3.2 SCALE: 1/4" = 1'-0"



3 SPOON HANDLE DETAIL
 A3.2 SCALE: 1 1/2" = 1'-0"



4 SPOON HANDLE DETAIL
 A3.2 SCALE: 3" = 1'-0"

AGC DESIGN CONCEPT, INC.
 23222 Convallaria Pl.
 Van Nuys, CA 91411
 Phone: 818.306.1111
 Fax: 818.306.4444

AGC DESIGN CONCEPT, INC.

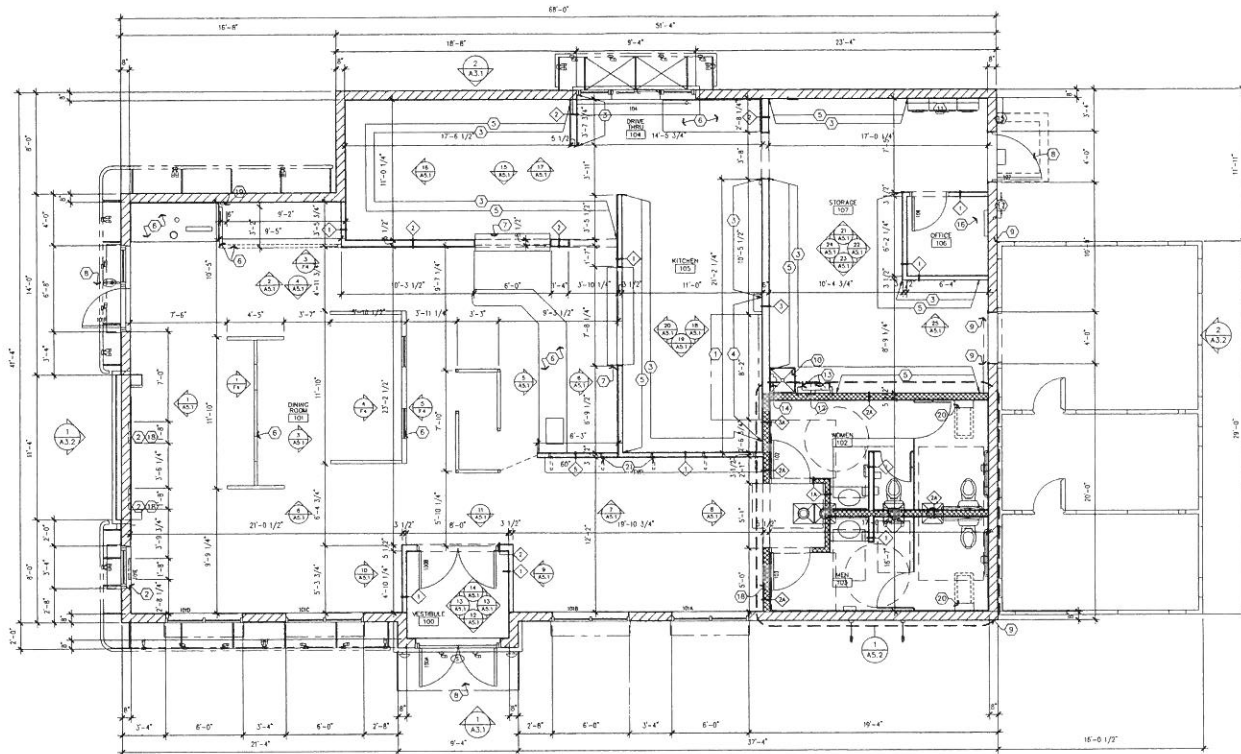
DAIRY QUEEN GRILL & CHILL CORE 72

CATEDRAL CITY, CA
 27005 DATE PALM DR. @
 VETA
 CHINO DR.

ELEVATIONS, DOOR & FRAME TYPES

PROJECT NUMBER: **AGC-0391**
 prototype date

project file date: _____ drawn by: _____
 filename: _____
 store number: _____
 sheet number: **A2.2**



1 FLOOR PLAN
A2.1 SCALE 1/4" = 1'-0"

GENERAL NOTES

1. UNLESS NOTED OTHERWISE, ALL EXTERIOR DIMENSIONS ARE TO FACE OF SHEATHING.
2. UNLESS NOTED OTHERWISE, ALL INTERIOR DIMENSIONS ARE TO FACE OF STUD.
3. REFER TO DRAWINGS AND SPECIFICATIONS PREPARED BY EQUIPMENT SUPPLIER AND MECHANICAL SUPPLIER FOR THEIR UNIQUE REQUIREMENTS. ALL MATERIALS ARE TO BE INSTALLED ACCORDING TO THE MANUFACTURER'S SPECIFICATIONS AND RECOMMENDATIONS.
4. THE CMU WALL ARE NOT MARKED FOR CMU BLOCK ORIENTATIONS. SEE STRUCTURAL DWGS.

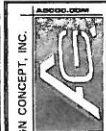
FLOOR PLAN NOTES

1. GENERAL CONTRACTOR SHALL PROVIDE AT HOOD: INSTALLATION OF (PROVIDED BY TENANT / OWNER) EXHAUST HOOD W/ METALLIC FILLER PANEL. SEE SHEET 84-84 FOR ADDITIONAL INFORMATION AND DETAIL. THE GENERAL CONTRACTOR SHALL SUPPLY AND INSTALL, AT HOOD, A SMOOTH STEEL WALL PANEL FROM THE BASE TO BOTTOM OF EXHAUST HOOD.
2. GENERAL CONTRACTOR TO PROVIDE AND INSTALL ONE HORIZONTAL WOOD BLOOMING (LET IN) TO STUDS BEHIND CYP. BR. CENTER OF BLOOMING TO BE AT 10" AFF AND 28" AFF. MIN. LENGTH OF BLOOMING AS NOTED. END OF BLOOMING MUST LAND ON STUD.
3. PROVIDE 5/8" INTERIOR SANDED PLYWOOD IN LIEU OF CYPISAM WALL BOARD.
4. PROVIDE 5/8" CEMENT BOARD IN LIEU OF CYPISAM WALL BOARD.
5. PROVIDE NO. BLOOMING AT WALL SHELVES COORDINATE EXTENT WITH EQUIPMENT PLAN. SEE DETAIL 6/A1.2.
6. COUNTERTOP AND DECOR WALLS ARE PART OF COUNTERTOP NETWORK. SEE 77 SHEETS FOR PLAN, ELEVATION AND DETAILS.
7. E.C. TO COORDINATE FRAMED OPENING WITH WALL FINISHES AND EXTERIOR SHEET SIZE.
8. CONIC STUOP. SEE STRUCTURAL.
9. GENERAL CONTRACTOR TO PROVIDE SEALED TRIM FROM COOLER BOX TO SIDE WALL. VERIFY SEALING REQUIREMENTS PER LOCAL CODE. U.S. TRIM (COVERS 1" FROM WALLS - NOT TO 3/4"X3).
10. WOP DRWG. SEE DETAIL 7/A1.2.
11. ELECTRICAL PANELS, SEE ELEC DWGS - HENRY W/MANUFACTURER INSTALL REQUIREMENTS.
12. WATER METER LOCATION. SEE PLUMBING SHEETS.
13. WATER HEATER. SEE PLUMBING DWGS.
14. WATER FILTER SYSTEM.
15. ELECTRICAL DISCONNECT AND METER SOCKET.
16. FINISH BOARD.
17. GAS METER.
18. PROVIDE WOOD BLOOMING, AS REQUIRED, BEHIND CYP. BR. FOR WALL MOUNTED TELEVISION.
19. PROVIDE FULL HEIGHT WOOD BLOOMING BEHIND CYP. BR. FOR CAFE WALLCOURSE.
20. E.C. TO VERIFY AND PROVIDE BLOOMING PER MANUFACTURERS REQUIREMENTS.
21. E.C. TO PROVIDE FLUSH MOUNTED STEEL COUNTER SUPPORT BRACKETS. COORDINATE EXTENT AND SPACING WITH COUNTER SUPPLIER.

PARTITION TYPES

- 1. 2x4 WOOD FRAMING @ 16" O.C. EXTEND TO ROOF STRUCTURE.
- 2. 2x4 WOOD FRAMING @ 16" O.C. PROVIDE FULL THICKNESS & FULL HEIGHT SOUND BATT INSULATION EXTEND TO ROOF STRUCTURE.
- 3. 2x6 WOOD FRAMING @ 16" O.C. EXTEND TO ROOF STRUCTURE.
- 4. 2x6 WOOD FRAMING @ 16" O.C. PROVIDE FULL THICKNESS & FULL HEIGHT SOUND BATT INSULATION EXTEND TO ROOF STRUCTURE.
- 5. 4" WFL FRAMING @ 16" O.C. EXTEND TO ROOF STRUCTURE.
- 6. 4" WFL FRAMING @ 16" O.C. PROVIDE FULL THICKNESS & FULL HEIGHT SOUND BATT INSULATION EXTEND TO ROOF STRUCTURE.
- 7. 3 5/8" WFL FRAMING @ 16" O.C. EXTEND TO ROOF STRUCTURE.
- 8. 3 5/8" WFL FRAMING @ 16" O.C. PROVIDE FULL THICKNESS & FULL HEIGHT SOUND BATT INSULATION EXTEND TO ROOF STRUCTURE.
- 9. 2x4 WOOD FRAMING @ 16" O.C. PARTIAL HEIGHT WALL. SEE PLAN FOR HEIGHT.

- GENERAL NOTES:
1. PROVIDE 5/8" CYP. BR. ON ALL WALL SURFACES UNLESS NOTED OTHERWISE.
 2. PROVIDE MOISTURE RESISTANT CYP. BR. AT MET WALL LOCATIONS.
 3. ALL INTERIOR WALL SHEATHING (CYP. BR. OR PLYWOOD) TO EXTEND 1" ABOVE CEILING.



AGC DESIGN CONCEPT, INC.
 DESIGN CONCEPTS BY
 VENTURA, CALIFORNIA
 PHONE: 805.396.1111
 FAX: 805.396.4422

NO.	DATE	REVISIONS



BUILDING TYPE:
**DAIRY QUEEN
 GRILL & CHILL
 CORE 72**

CATEDRAL CITY, CA
 27900 DATE PALM DR., @
 VISTA
 CHINO DR.

SHEET NAME

FLOOR PLAN

PROJECT NUMBER
AGC-0391

DATE
 DRAWN BY
 CHECKED BY
 STORE NUMBER

SHEET NUMBER
A1.1

PAGE BREAK



AIR. JRT LAND USE COMMISS. N
RIVERSIDE COUNTY



January 5, 2015

CHAIR
Simon Housman
Rancho Mirage

VICE CHAIRMAN
Rod Ballance
Riverside

COMMISSIONERS

Arthur Butler
Riverside

Glen Holmes
Hemet

John Lyon
Riverside

Greg Pettis
Cathedral City

Steve Manos
Lake Elsinore

STAFF

Director
Ed Cooper

John Guerin
Russell Brady
Barbara Santos

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

www.rcaluc.org

Mr. Michael Coyne, Associate Planner
City of Coachella Development Services Department
1515 Sixth Street
Coachella, CA 92236

RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW

File No.: ZAP1028TH14
Related File No.: Architectural Review 14-02
APN: 763-131-067

Dear Mr. Coyne:

Under the delegation of the Riverside County Airport Land Use Commission (ALUC) as noted at the December 11th ALUC hearing regarding specific direction provided by the Commission, staff reviewed the above-referenced proposal to construct a 26,660 square foot date packing and processing warehouse facility, a detached 6,000 square foot freezer, and a detached 6,145 square foot dryer building on an approximately 6.75-acre parcel located southerly of Industrial Way, westerly of Enterprise Way, northerly of Avenue 53, and easterly of Grapefruit Boulevard in the City of Coachella.

The site is located within Airport Compatibility Zone C of the Jacqueline Cochran Regional Airport Influence Area (AIA). The project is anticipated to accommodate a maximum of 173 people pursuant to the Building Code method and 99 people pursuant to the parking space method (assuming 1.5 persons per vehicle). The maximum 173 people would result in an average intensity of 26 people based on the approximately 6.75-acre site area, which would be consistent with the Compatibility Zone C average acre criterion of 75 people. The majority of Building 1 would be located within a single-acre area. Pursuant to the Building Code method, Building 1 would be anticipated to accommodate a maximum of 114 people (assuming the lounge area noted is used for employees), which would also be consistent with the Compatibility Zone C single-acre criterion of 150 people.

Based on the distance of the parcel to the end of the runway at 9,800 feet and the elevation of the northerly end of the runway at -114 feet above mean sea level (AMSL), FAA Obstruction Evaluation review would be required for any structure with a top point elevation exceeding -16 feet AMSL. The existing site elevation is approximately -89 feet AMSL and the maximum building height proposed is 25 feet for a total elevation of -64 feet AMSL. Therefore, FAA Obstruction Evaluation review for height/elevation reasons will not be required.

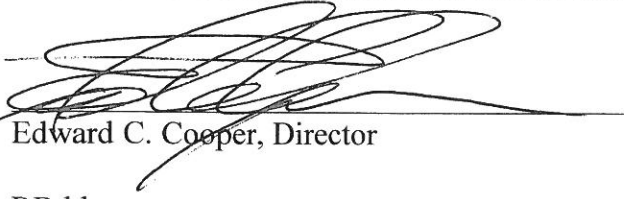
As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with the 2006 Jacqueline Cochran Regional Airport Land Use Compatibility Plan, subject to the following conditions:

CONDITIONS:

1. Any new outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky.
2. The following uses shall be prohibited:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area, including but not limited to, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, artificial marshes, incinerators, and fly ash disposal.
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
 - (e) Children's schools, day care centers, libraries, hospitals, nursing homes, highly noise-sensitive outdoor nonresidential uses, and hazards to flight.
3. The attached notice shall be provided to all potential purchasers of the property and tenants of any habitable buildings thereon.
4. Any new detention or retention basins on the site shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention/retention basin(s) that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.
5. The 1,157 square foot "Lounge" area as noted on the site plan dated 10/29/2014 and the floor plan dated 10/13/2014 shall be for employee use only and shall not be open for the general public

If you have any questions, please contact Russell Brady, Contract Planner, at (951) 955-0549, or John Guerin, Principal Planner, at (951) 955-0982.

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



Edward C. Cooper, Director

RB:bks

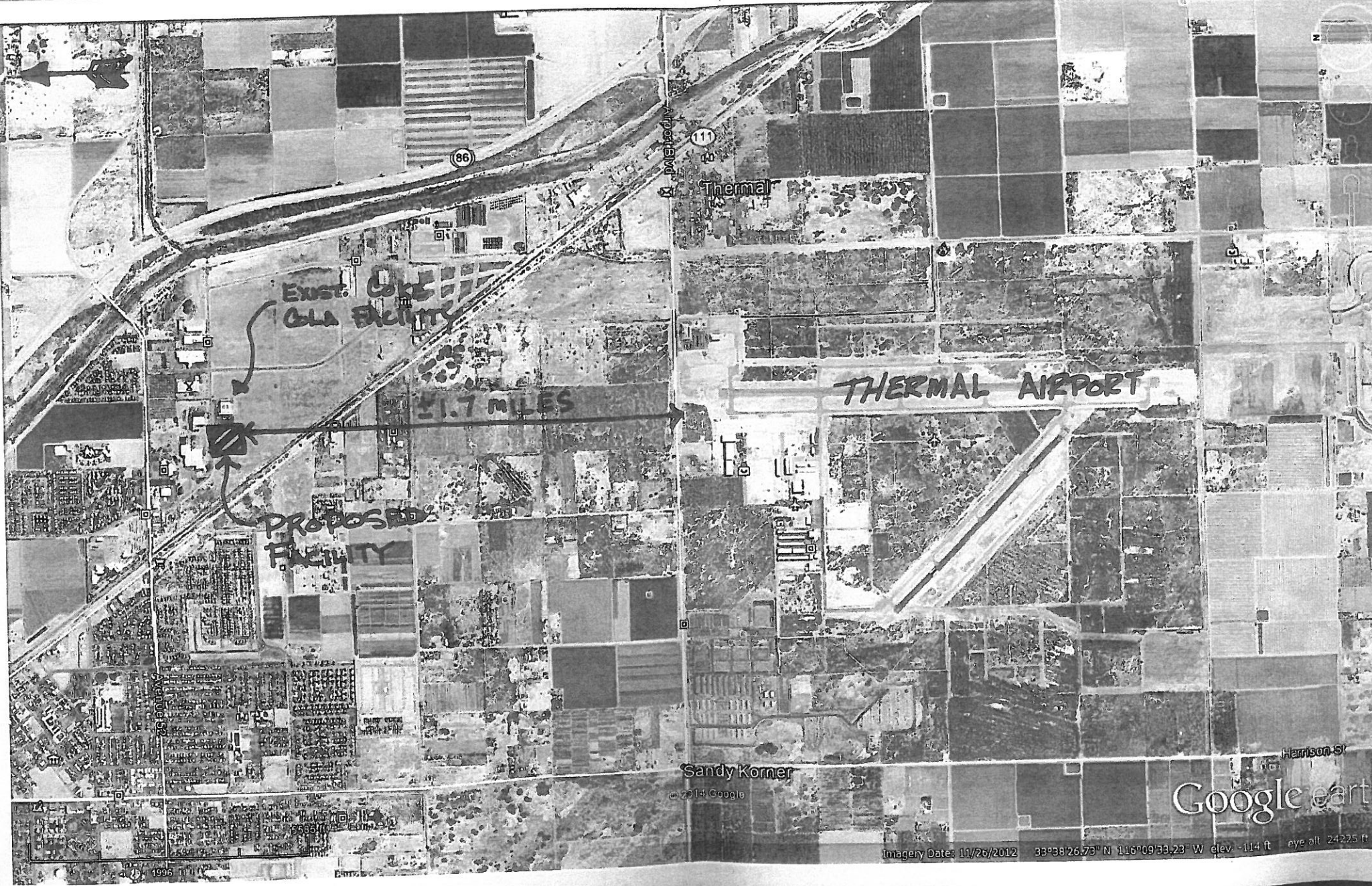
Attachments: Notice of Airport in Vicinity

cc: Duggins Construction, Inc. (representative)
Double Date, LLC (property owner)
Chocolate Mountain Sales (payee)
Daryl Shippy, Airport Manager, Riverside County EDA – Aviation Division
ALUC Case File

Y:\AIRPORT CASE FILES\JCRA\ZAP1028TH14\ZAP1028TH14LTR.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)



EXIST. COKE
COLA FACILITY

1.7 MILES

PROPOSED
FACILITY

Thermal

THERMAL AIRPORT

Sandy Korner

© 2014 Google

Google earth

Imagery Date: 11/26/2012 33°58'26.73" N 116°09'33.23" W elev -114 ft eye alt 24225 ft

ROOM FINISHED SCHEDULE

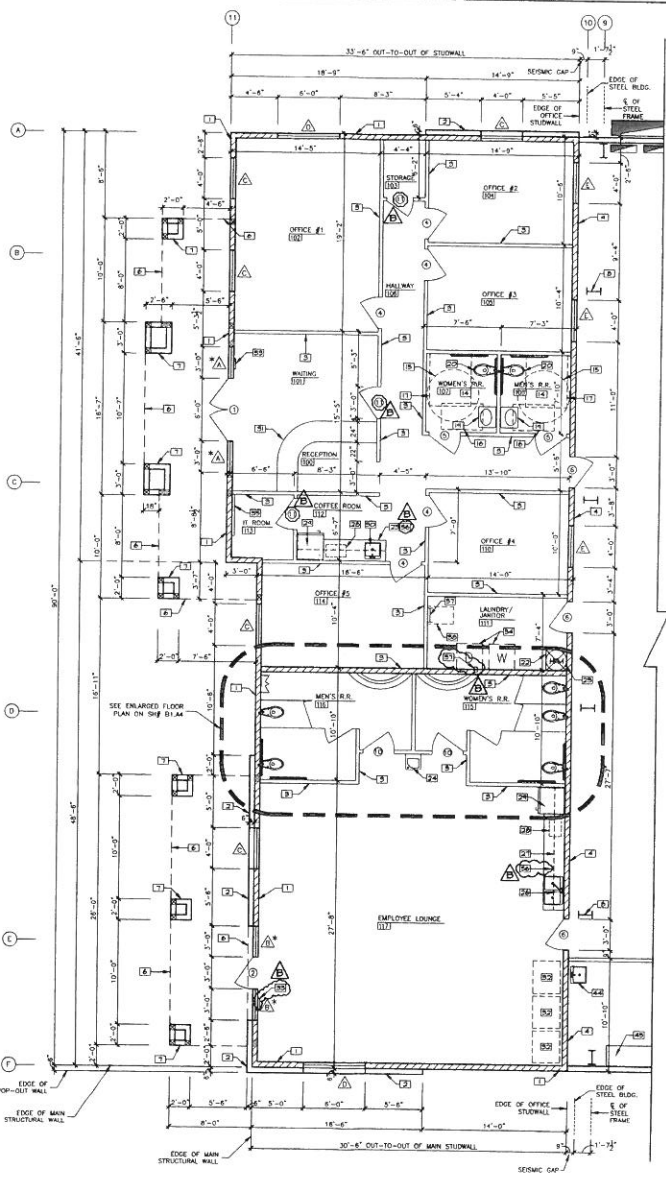
NO.	ROOM	FLOOR:	BASE:	WALLS:	CEILING:	CEILING FINISH:	REMARKS:
100	RECEPTION	CERAMIC	4" CERAMIC	DRYWALL T.T.A.P.	DROP CEILING	9'-0"	
101	WAITING	CERAMIC	4" CERAMIC	DRYWALL T.T.A.P.	DROP CEILING	9'-0"	
102	OFFICE #1	CARPET	4" RUBBER	DRYWALL T.T.A.P.	DROP CEILING	9'-0"	
103	STORAGE	CERAMIC	4" CERAMIC	DRYWALL T.T.A.P.	DROP CEILING	9'-0"	
104	OFFICE #2	CARPET	4" RUBBER	DRYWALL T.T.A.P.	DROP CEILING	9'-0"	
105	OFFICE #3	CARPET	4" RUBBER	DRYWALL T.T.A.P.	DROP CEILING	9'-0"	
106	HALLWAY	CERAMIC	4" CERAMIC	DRYWALL T.T.A.P.	DROP CEILING	9'-0"	
107	WOMEN'S RESTROOM	CERAMIC	4" CERAMIC	DRYWALL T.T.A.P.	DRYWALL T.T.A.P.	8'-0"	4" CERAMIC @ ALL WALLS
108	MEN'S RESTROOM	CERAMIC	4" CERAMIC	DRYWALL T.T.A.P.	DRYWALL T.T.A.P.	8'-0"	4" CERAMIC @ ALL WALLS
109	NOT USED						
110	OFFICE #4	CARPET	4" RUBBER	DRYWALL T.T.A.P.	DROP CEILING	9'-0"	
111	LAUNDRY/JANITOR	SEALED CONCRETE	4" RUBBER	DRYWALL T.T.A.P.	DROP CEILING	9'-0"	
112	COFFEE ROOM	CERAMIC	4" CERAMIC	DRYWALL T.T.A.P.	DROP CEILING	9'-0"	
113	IT ROOM	ANTI-STATIC VCT	4" RUBBER	DRYWALL T.T.A.P.	DROP CEILING	9'-0"	
114	OFFICE #5	CARPET	4" RUBBER	DRYWALL T.T.A.P.	DROP CEILING	9'-0"	
115	WOMEN'S RESTROOM	SEALED CONCRETE	4" RUBBER	DRYWALL T.T.A.P.	DRYWALL T.T.A.P.	8'-0"	4" CERAMIC @ SIDES AND REAR WALL OF TOILET FIXTURE
116	MEN'S RESTROOM	SEALED CONCRETE	4" RUBBER	DRYWALL T.T.A.P.	DRYWALL T.T.A.P.	8'-0"	4" CERAMIC @ SIDES AND REAR WALL OF TOILET FIXTURE
117	EMPLOYEE LOUNGE	SEALED CONCRETE	4" RUBBER	DRYWALL T.T.A.P.	DROP CEILING	9'-0"	
118	INSPECTION ROOM	SEALED CONCRETE	4" RUBBER	DRYWALL T.T.A.P.	DRYWALL T.T.A.P.	9'-0"	
119	PROCESSING	SEALED CONCRETE	NONE	METAL PANEL	METAL PANEL	VARIES	
120	COOLER	SEALED CONCRETE	NONE	METAL PANEL	METAL PANEL	VARIES	
121	ENTRANCE	SEALED CONCRETE	NONE	METAL PANEL	METAL PANEL	VARIES	
122	SHADE STORAGE	CONCRETE	NONE	METAL PANEL	METAL PANEL	VARIES	
123	STORAGE	CONCRETE	NONE	METAL PANEL	METAL PANEL	VARIES	
124	LOADING AREA	CONCRETE	NONE	NONE	METAL PANEL	VARIES	

NOTES:
 1. WALL AND CEILING MATERIALS SHALL NOT EXCEED THE FLAME SPREAD CLASSIFICATIONS IN CBC TABLE 803.5
 2. TOILET ROOM'S WALL WITHIN 2' OF URINAL AND WATER CLOSET SHALL BE FINISHED WITH TILE OR FIRE OVER MOISTURE RESISTANT DRYWALL TO A MINIMUM HEIGHT OF 4' ABOVE THE FLOOR PER SECTION 1210.2; THE FLOOR OF TOILET ROOMS SHALL HAVE A HARD AND NONABSORBENT INTERIOR FLOOR AND WALL FINISHES SHALL BE USED WITHIN AT LEAST 2 FEET AROUND AND PERPENDICULAR TO EXTERIOR LIMITS LISTED IN CBC TABLE 5.504.4.1-5.504.4.3
 3. NONABSORBENT INTERIOR FLOOR AND WALL FINISHES SHALL BE USED WITHIN AT LEAST 2 FEET AROUND AND PERPENDICULAR TO EXTERIOR LIMITS LISTED IN CBC TABLE 5.504.4.1-5.504.4.3
 4. NONABSORBENT INTERIOR FLOOR AND WALL FINISHES SHALL BE USED WITHIN AT LEAST 2 FEET AROUND AND PERPENDICULAR TO EXTERIOR LIMITS LISTED IN CBC TABLE 5.504.4.1-5.504.4.3
 5. ENTRIES AND/OR OPENING SUBJECT TO FOOT TRAFFIC PER CBC SECTION 5.407.2.2.1
 6. USE FORMALDEHYDE FOAM INSULATION RAY ONLY BE USED IN EXTERIOR SIDE WALLS AND DOORS; A FOUR-INCH THICK PLASTIC POLYETHYLENE VAPOR BARRIER BETWEEN THE UREA FORMALDEHYDE FOAM INSULATION AND THE INTERIOR SPACE, TITLE 24, PART 6, CHAPTER 2, SECTION 116
 7. ALL INSULATING MATERIAL SHALL BE INSTALLED IN COMPLIANCE WITH THE FLAME SPREAD RATING AND SMOKE DENSITY REQUIREMENTS OF THE CBC, TITLE 24, PART 6, CHAPTER 2, SECTION 116

DOOR SCHEDULE

NO.	SIZE	QTY.	MATERIAL	FINISH	FRAME	FINISH	REMARKS:
1	DOUBLE 3'0"x7'0"	1	ALUM./GLASS	PRE-FIN.	ALUM.	PRE-FIN.	SEE NOTES 1,2,3,4,5,8,10
2	3'0"x7'0"	1	ALUM./GLASS	PRE-FIN.	ALUM.	PRE-FIN.	SEE NOTES 2,3,4,5,8
3	3'0"x7'0"	4	H. METAL	PAINT	H. METAL	PAINT	SEE NOTES 3,4,5
4	3'0"x8'8"	6	S.C. WOOD	PAINT	TIMELY	PRE-FIN.	SEE NOTES 3,4
5	3'0"x8'8"	2	S.C. WOOD	PAINT	TIMELY	PRE-FIN.	SEE NOTES 3,4,5,7
6	3'0"x8'8"	3	S.C. WOOD	PAINT	TIMELY	PRE-FIN.	SEE NOTES 3,4,5
7	12'0"x12'0"	1	METAL	PRE-FIN.	METAL	PRE-FIN.	INSULATED SECTIONAL DOOR
8	12'0"x12'0"	1	METAL	PRE-FIN.	METAL	PRE-FIN.	INSULATED SECTIONAL DOOR
9	10'0"x10'0"	1	METAL	PRE-FIN.	METAL	PRE-FIN.	INSULATED SECTIONAL DOOR
10	3'0"x8'8"	2	S.C. WOOD	PAINT	TIMELY	PRE-FIN.	SEE NOTES 3,4,5,7,9
11	3'0"x8'8"	1	S.C. WOOD	PAINT	TIMELY	PRE-FIN.	SEE NOTES 3,4,11

DOOR SCHEDULE NOTES:
 1. EXIT DOOR TO HAVE SIGN STATING "THIS DOOR TO REMAIN OPEN DURING BUSINESS HOURS" AS PER SECTION 304 (C) OF C.B.C.
 2. EXIT DOORS SHOULD BE OPERABLE FROM INSIDE W/O USE OF A KEY, SPECIAL KNOWLEDGE OR EFFORT
 3. LEVER TYPE HARDWARE TO BE MOUNTED 34" TO 48" ABOVE FLOOR AND OPERABLE W/ MAX. EFFORT OF 5 lbs. AT EXTERIOR AND 5 lbs. AT INTERIOR. SUCH EFFORT SHALL BE APPLIED AT RIGHT ANGLES TO HINGED DOORS AND AT CENTER PLANE FOR SLIDING DOORS, 15% SHALL BE INCREASED AT ALL FIRE RATED DOORS
 4. DOORS SHALL HAVE SMOOTH PLANE SURFACE AT LOWER 10"
 5. PROVIDE SELF-CLOSER
 6. PROVIDE GLASS
 7. SEE I.C. ACCESS NOTES FOR DOOR SPECS.
 8. PROVIDE GLASS WINDOW AS PART OF DOOR SYSTEM (SEE FLOOR PLAN FOR SIZES)
 9. PROVIDE PUSH-PULL HARDWARE W/O LOCKING DEVICE
 10. PROVIDE HINGERS ABOVE TO MATCH SIDEWALL WINDOW HEIGHT
 11. PROVIDE HINGERS ABOVE TO MATCH SIDEWALL WINDOW HEIGHT



ENLARGED FLOOR PLAN
 SCALE: 3/8"=1'-0"

FLOOR PLAN KEYNOTES:

- 2x6 WOOD FRAMED WALL @ 16" O.C. W/ 7/8" STUCCO EXTERIOR AND 1/2" DRYWALL INTERIOR UP TO CEILING W/ R-19 INSULATION UP TO BOTTOM OF ROOF DECK
- 2x4 WOOD FRAMED POP-OUT WALL @ 24" O.C. W/ 7/8" STUCCO EXTERIOR AND EXPOSED STUDS INTERIOR FLOOR
- 2x4 WOOD FRAMED WALL @ 24" O.C. W/ 1/2" DRYWALL @ EA. SIDE UP TO CEILING WITH R-11 SOUND INSULATION - TYPICAL PARTITION WALL PROVIDED OVERHEAD UP TO 4' A.F.F. AT MET WALL
- 2x6 WOOD FRAMED WALL @ 16" O.C. W/ 1/2" DRYWALL FINISH @ OFFICE SIDE UP TO CEILING AND 1/2" DRYWALL FINISH UP TO TOP OF WALL & PROCESSING SIDE W/ R-19 INSULATION UP TO TOP OF WALL
- ADA ACCESSIBLE 3-STATION LAVATORY (WALL-HUNG) (SEE LAVATORY NOTES ON SHEET #B1.0N1)
- EDGE OF SOFFIT ABOVE
- WOOD FRAMED COLUMN W/ 7/8" STUCCO EXTERIOR (SEE EXTERIOR ELEVATIONS)
- EXPOSED STRUCTURAL STEEL COLUMN BY STEEL BLDG. MANUF. (SEE METAL BLDG. DWGS.)
- 4" METAL STUDS POP-OUT WALL @ 24" O.C. W/ 2" METAL PANEL EXT. AND EXPOSED STUDS @ INTERIOR EDGE
- 3" THICK INSULATED METAL WALL PANEL (R-24) UP TO TOP OF WALL SUPPORTED BY METAL BRIS (BY BUILDING MANUF.)
- 3" THICK INSULATED METAL WALL PANEL (R-24) UP TO BOTTOM OF ROOF SUPPORTED BY METAL BRIS (BY BUILDING MANUF.)
- 4" METAL STUDS @ 24" O.C. W/ 3" INSULATED WALL PANEL (R-24) EXT. FINISH AND METAL LINER PANEL @ INTERIOR
- METAL WALL PARTITION (BY BLDG. MANUF.) WITH 3" THICK INSULATED METAL WALL PANELS
- HANDICAP ACCESSIBLE RESTROOM TO BE PROVIDED-SEE HANDICAP ACCESS NOTES AND DETAILS ON SHEET #B1.0N1 FOR MIN. REQUIREMENTS (SEE ENLARGED P.R. PLAN ON SHEET #1.0A)
- 60" DIAMETER CLEAR FLOOR SPACE FOR WHEEL CHAIR TURNING
- 30" WIDE BY 48" DEEP CLEAR FLOOR SPACE IN FRONT OF LAVATORY/SINK
- 60" WIDE BY 48" DEEP CLEAR FLOOR SPACE IN FRONT OF WATER CLOSET
- 30" WIDE BY 48" DEEP CLEAR FLOOR SPACE IN FRONT OF ACCESSIBLE URINAL
- ADA ACCESSIBLE LAVATORY (WALL-HUNG) (SEE LAVATORY NOTES ON SHEET #B1.0N1)
- ADA ACCESSIBLE TOILET WITH FLUSHMETER, SEE PLUMBING PLAN FOR INFO.
- ADA ACCESSIBLE URINAL, SEE PLUMBING PLAN FOR INFO.
- FLOOR MOUNTED WOP SINK
- 30 GALLON ELECTRIC WATER HEATER (MOUNTED ON PLATFORM ABOVE WOP SINK)
- ADA ACCESSIBLE DRINKING FOUNTAIN (WALL MOUNTED)
- PLASTIC LAMINATE UPPER & LOWER CABINET SYSTEM
- S.S. DOUBLE KITCHEN TYPE DEEP SINK W/ COOSE NECK FAUCET, PROVIDE ADA ACCESSIBILITY AS PER ACCESSIBLE SINK NOTES ON SHEET #B1.0N1
- PLASTIC LAMINATE UPPER & LOWER KITCHEN CABINET SYSTEM
- MICROWAVE (BY OWNER) MOUNTED IN UPPER CABINET SYSTEM
- REFRIGERATOR (BY OWNER)
- KITCHEN TYPE SINK W/ COOSE NECK FAUCET (SEE NON-COMMERCIAL SINK NOTES ON SHEET #B1.0N1)
- PLASTIC LAMINATE LOWER CABINET SYSTEM (PLASTIC-LAMINATED COUNTER)
- VENDING MACHINE (BY OTHERS)
- TABLE TOP SEATING "STIT" AND COUNTER WITH ICC A117.1 TO BE MOUNTED ON WALL AT 60" A.F.F. (SEE SIGN NOTES ON SHEET #B1.0N1)
- ELECTRICAL MAIN PANEL (SEE POWER PLAN)
- TELEPHONE BACKBOARD 4' X 8' X 1/2" PLYWOOD (WALL MOUNTED)
- LANDSCAPE TIMER
- PERMANENT ROOF ACCESS STEEL LADDER W/ LANDING NO LESS THAN 18" APART MEASURED FROM FRESH GRADE AND RUNS AT 14" MAX. W/ RUN 3-1/2" TO SPACE
- ROOF ACCESS HATCH (ABOVE)
- FIRE SPRINKLER RISER LOCATION, COORDINATE WITH SPRINKLER PLANS BY OTHERS
- SUB-PANEL (SEE POWER PLAN)
- 18" WIDE X 6" HIGH CONCRETE BUMPER CURB @ INT. PERM.
- NEW THROUGH DRAIN, SEE PLUMBING PLAN (TYP. OF 4)
- PLASTIC CURTAIN
- S.S. HAND WASH SINK (WALL MOUNTED)
- S.S. TABLE (BY OWNER)
- EDGE OF ROOF SHADE ABOVE
- EDGE OF DOCK (LOW SIDE @ 40" BELOW SLAB)
- CMU RETAINING WALL (SEE FOUNDATION PLAN)
- EDGE/START OF DOCK (HIGH SIDE @ GRADE)
- 4" THICK CONCRETE WALK
- MANUAL DOOR LEVERER W/ BUMPER
- STANDARD TOILET WITH FLUSHMETER, SEE PLUMBING PLAN FOR INFO.
- TOILET PARTITIONS
- GANG HANDWASH SINK (SEE PLUMBING PLAN)
- WASHER AND DRYER (BY OWNER)
- COUNTER HEIGHT AT 34" A.F.F.
- DRYER VENT PIPE, DUCTED UP WALL AND TERMINATED AT ROOF, PROVIDE RAIN COVER
- 4" DEEP CANVAS ARMING OVER DOOR/WINDOW

WINDOW SCHEDULE

NO.	SIZE	QTY.	REMARKS:
1	3'-0"x8'-0"	2	DUAL GLAZED, FIXED STOREFRONT WINDOW
2	3'-0"x7'-2"	2	DUAL GLAZED, FIXED STOREFRONT WINDOW
3	4'-0"x4'-0"	2	DUAL GLAZED, FIXED STOREFRONT WINDOW
4	6'-0"x4'-0"	3	DUAL GLAZED, FIXED STOREFRONT WINDOW
5	4'-0"x4'-0"	3	SINGLE GLAZED INTERIOR WINDOW W/ 34" SILL HEIGHT

1 = DENOTE LOCATION OF TEMPERED GLAZING LOCATIONS. SEE FLOOR PLAN AND EXTERIOR ELEVATIONS FOR ADDITIONAL LOCATIONS OF TEMPERED GLAZING
 + = SEE EXTERIOR ELEVATIONS FOR FAKE (SPANDREL) GLASS LOCATIONS
 * HAVE A TEMPORARY LABEL WHICH LISTS THE CERTIFIED U-VALUES AND SHGC, AND CERTIFIES THAT APPLICABLE AIR INFILTRATION REQUIREMENTS ARE MET (SEE TABLE 2, SECTION 116) ALL LABELS SHALL REMAIN ON WINDOWS UNTIL INSPECTOR APPROVES COMPLIANCE

BLDG #1 - PROCESSING/COOLER

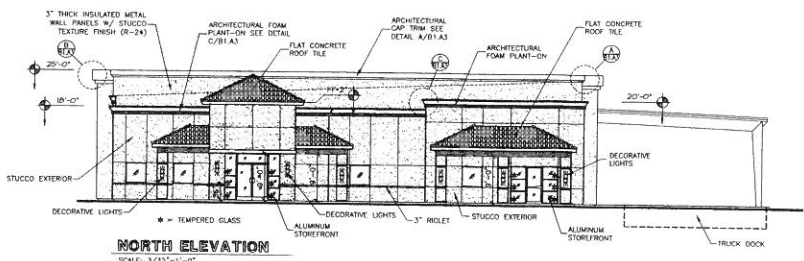


DATE: 12/11/14
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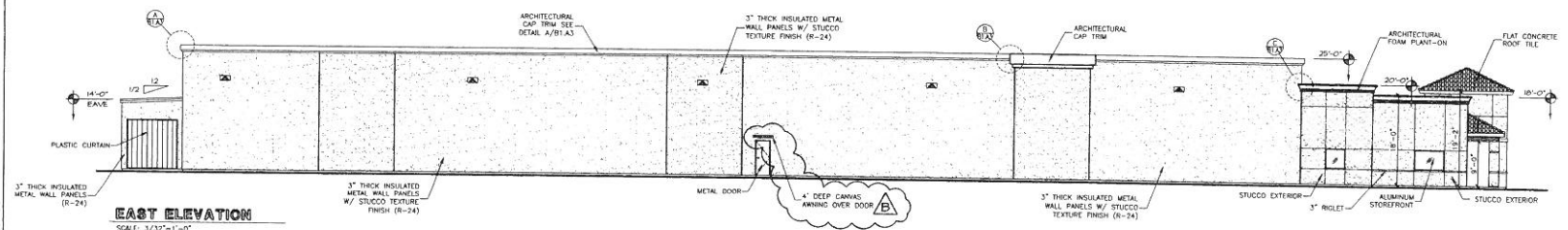


REGISTERED ARCHITECT
 REGISTERED ENGINEER
 REGISTERED SURVEYOR
 REGISTERED LANDSCAPE ARCHITECT
 REGISTERED PROFESSIONAL ENGINEER
 REGISTERED PROFESSIONAL LANDSCAPE ARCHITECT
 REGISTERED PROFESSIONAL PLANNING
 REGISTERED PROFESSIONAL DESIGNER
 REGISTERED PROFESSIONAL ENVIRONMENTAL ENGINEER
 REGISTERED PROFESSIONAL GEOTECHNICAL ENGINEER
 REGISTERED PROFESSIONAL MECHANICAL ENGINEER
 REGISTERED PROFESSIONAL ELECTRICAL ENGINEER
 REGISTERED PROFESSIONAL CHEMICAL ENGINEER
 REGISTERED PROFESSIONAL CIVIL ENGINEER
 REGISTERED PROFESSIONAL AERONAUTICAL AND SPACE ENGINEER
 REGISTERED PROFESSIONAL METALLURGICAL ENGINEER
 REGISTERED PROFESSIONAL NUCLEAR ENGINEER
 REGISTERED PROFESSIONAL INDUSTRIAL ENGINEER
 REGISTERED PROFESSIONAL AGRICULTURAL ENGINEER
 REGISTERED PROFESSIONAL FORESTRY ENGINEER
 REGISTERED PROFESSIONAL MINING ENGINEER
 REGISTERED PROFESSIONAL PETROLEUM ENGINEER
 REGISTERED PROFESSIONAL MARINE ENGINEER
 REGISTERED PROFESSIONAL FISH AND WILDLIFE ENGINEER
 REGISTERED PROFESSIONAL FOOD SAFETY ENGINEER
 REGISTERED PROFESSIONAL FOOD PROCESSING ENGINEER
 REGISTERED PROFESSIONAL FOOD SERVICE ENGINEER
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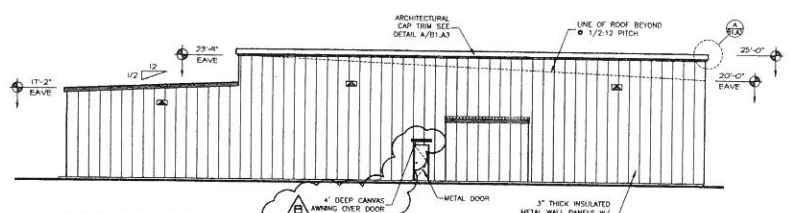
DOUBLE DATE FACILITY
 85301 SOUTHERN WAY, CONCHULA, CA 92225
 PROJECT: 11-03-2014
 SHEET NO.: 10/13/2014
 AS SHOWN
 2013-116
 BLDG #1 - PROCESSING/COOLER
 ENLARGED FLOOR PLAN, ROOM DOOR AND WINDOW SCHEDULE
 BLDG #1 - PROCESSING/COOLER



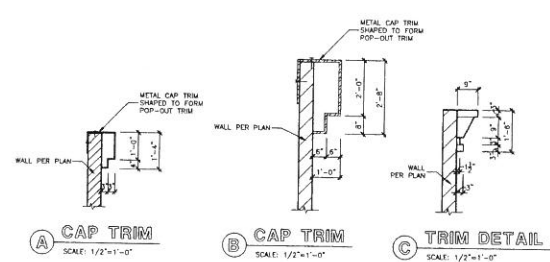
NORTH ELEVATION
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EAST ELEVATION
SCALE: 3/32"=1'-0"



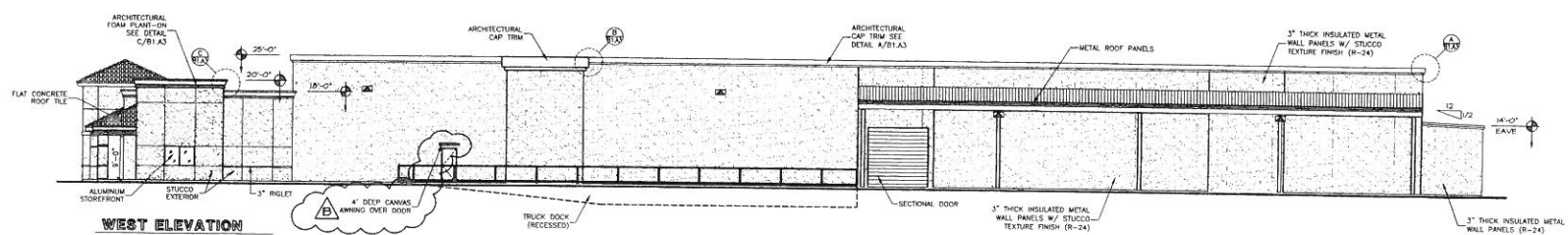
SOUTH ELEVATION
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A CAP TRIM
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B CAP TRIM
SCALE: 1/2"=1'-0"

C TRIM DETAIL
SCALE: 1/2"=1'-0"



WEST ELEVATION
SCALE: 3/32"=1'-0"

BLDG #1 - PROCESSING/COOLER



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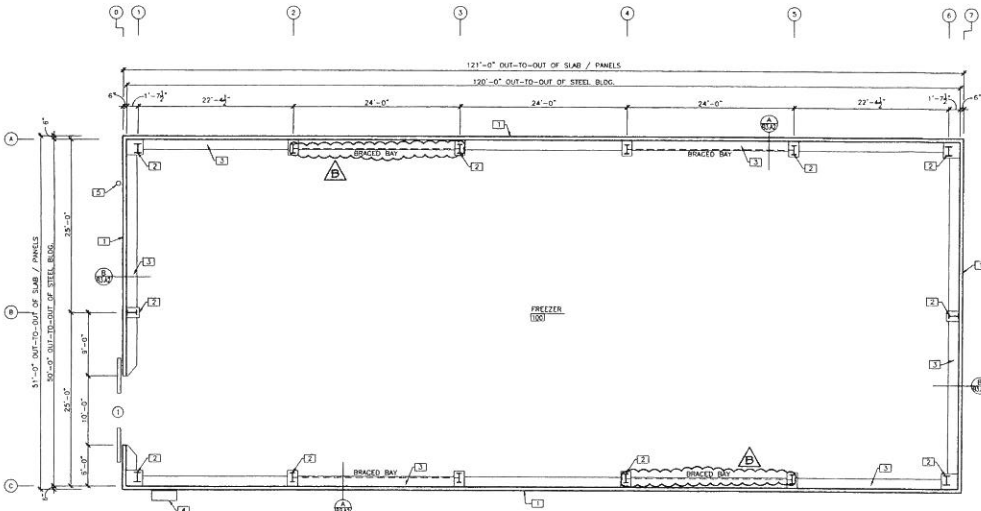


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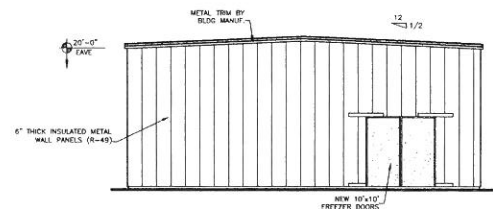
DESIGNED BY: _____
 THE USER ACCEPTS RESPONSIBILITY FOR THE ACCURACY OF THE INFORMATION CONTAINED HEREIN. THE USER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES. THE USER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES. THE USER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES.

PROJECT	DOUBLE DATE FACILITY	DATE	2013-116
CLIENT	BDO INDUSTRIAL, INC., CALIFORNIA, CA	DATE	10/13/2014
SCALE	AS SHOWN	DATE	2013-116
SHEET CONTENTS	EXTERIOR ELEVATIONS	DATE	10/13/2014
		DATE	11/13/2014
		DATE	11/13/2014

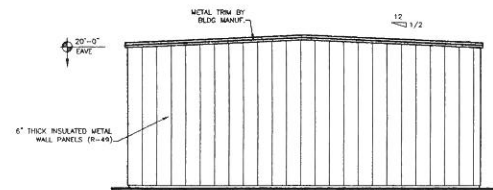
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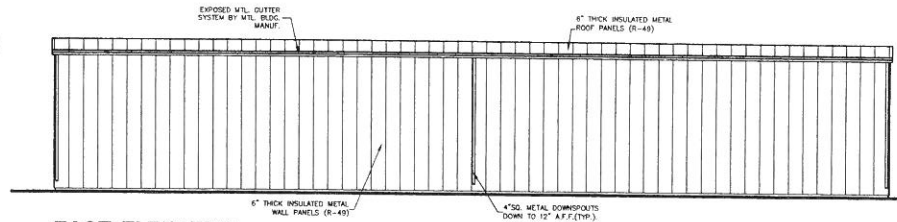
FLOOR PLAN
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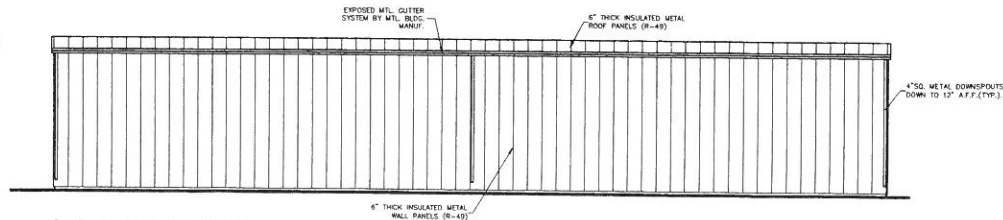
NORTH ELEVATION
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SOUTH ELEVATION
SCALE: 1/8"=1'-0"



EAST ELEVATION
SCALE: 1/8"=1'-0"



WEST ELEVATION
SCALE: 1/8"=1'-0"

FLOOR PLAN KEYNOTES:

- 1 6" INSULATED METAL WALL PANELS (R-49) ON 8" STEEL GIRT SYSTEM UP TO TOP OF WALL AT EXTERIOR.
- 2 EXPOSED STEEL COLUMNS BY STEEL BLDG MANUF. SEE BLDG DWGS.
- 3 18"W. x 12"H. CONC. CURB
- 4 ELECTRICAL SUB-PANEL (SEE POWER PLAN)
- 5 FIRE SPRINKLER RISER LOCATION. COORDINATE WITH SPRINKLER PLANS BY OTHERS

HORIZONTAL DOOR REQUIREMENTS:

PER IBC SECTION 1008.14.3 HORIZONTAL SLIDING DOORS, IN OTHER THAN GROUP I OCCUPANCIES, HORIZONTAL SLIDING DOORS PERMITTED TO BE A COMPONENT OF A MEANS OF EGRESS IS ALLOWABLE WITH EXCEPTION 6 TO SECTION 1008.1.2 SHALL COMPLY WITH ALL OF THE FOLLOWING CRITERIA:

1. THE DOORS SHALL BE POWER OPERATED AND SHALL BE CAPABLE OF BEING OPERATED MANUALLY IN THE EVENT OF POWER FAILURE.
2. THE DOORS SHALL BE OPERABLE BY A SIMPLE METHOD FROM BOTH SIDES WITHOUT SPECIAL KNOWLEDGE OR TOOLS.
3. THE FORCE REQUIRED TO OPERATE THE DOOR SHALL NOT EXCEED 30 POUNDS (133 N) TO SET THE DOOR IN MOTION AND 15 POUNDS (67 N) TO CLOSE THE DOOR OR OPEN IT TO THE MINIMUM REQUIRED WIDTH.
4. THE DOOR SHALL BE OPERABLE WITH A FORCE NOT TO EXCEED 15 POUNDS (67 N) WHEN A FORCE OF 250 POUNDS (1100 N) IS APPLIED PERPENDICULAR TO THE DOOR ADJACENT TO THE OPERATING DECK.
5. THE DOOR ASSEMBLY SHALL COMPLY WITH THE APPLICABLE FIRE PROTECTION RATING AND, WHERE RATED, SHALL BE SELF-CLOSING OR AUTOMATIC CLOSING BY SMOKE DETECTION IN ACCORDANCE WITH SECTION 714.5.5.3. SHALL BE INSTALLED IN ACCORDANCE WITH NFPA 80 AND SHALL COMPLY WITH SECTION 716.
6. THE DOOR ASSEMBLY SHALL HAVE AN INTEGRATED STANDBY POWER SUPPLY.
7. THE DOOR ASSEMBLY POWER SUPPLY SHALL BE ELECTRICALLY SUPERVISED.
8. THE DOOR SHALL OPEN TO THE MINIMUM REQUIRED WIDTH WITHIN 10 SECONDS AFTER ACTIVATION OF THE OPERATING DECK.

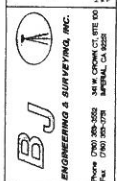
DOOR SCHEDULE

NO.	QTY.	MATERIAL	FINISH	FRAME:	REMARKS
1	1	METAL	PRE-FIN.	MATERIAL: METAL FINISH: PRE-FIN.	INSULATED FREEZER SLIDER DOOR, NOTE #1

DOOR SCHEDULE NOTES:
 1. WITH EMERGENCY RELEASE
 2. AUTOMATIC DOOR W/ SENSOR (PROVIDE ELECTRICAL)



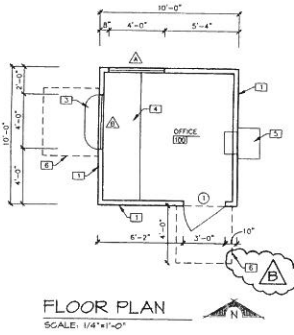
ENGINEER OF WORK:
 JOSE J. AVILA
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 WEST COAST COURT, METAL, CA 92520
 PHONE: 760.308.2025
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 DATE: 12/11/14



REVISION	DESCRIPTION	DATE
B	REVISION PER INTEREST PLAN CHECK COMMENTS	11-05-2014

DOUBLE DATE FACILITY
 PROJECT: 8830 INDUSTRIAL WAY, CONCHELLA, CA 92226
 AS SHOWN 10/13/2014
 SHEET NO.: 2013-118
 DRAWING NO.: BJA1 / 70

BLDG #3 - FREEZER



FLOOR PLAN
SCALE: 1/4"=1'-0"

FLOOR PLAN KEYNOTES:

- 1 2x4 WOOD FRAMED WALL @ 16" O.C. W/2" INSULATED METAL WALL PANELS (8-10) EXTERIOR AND 1/2" DRYWALL INTERIOR UP TO CEILING W/8"-19 INSULATION UP TO BOTTOM OF ROOF DECK
- 2 NOT USED
- 3 12" WIDE S.S. WRITE-UP COUNTERTOP @ 42" A.F.F.
- 4 PLASTIC LAMINATE COUNTER CABINET SYSTEM
- 5 1/2" TOP L.A.C. WINDOW UNIT
- 6 4" DEEP CASING ANILING OVER DOOR/WINDOW

DOOR SCHEDULE

NO.	SIZE	QTY	MATERIAL	FINISH	FRAME		REMARKS
					MATERIAL	FINISH	
1	3'0"x7'0"	1	H. METAL	PAINT	H. METAL	PAINT	SEE NOTES 1,2,3,4,5

DOOR SCHEDULE NOTE:

1. EXIST DOORS SHALL BE OBTAINABLE FROM INSIDE W/O USE OF A KEY, SPECIAL KNOWLEDGE OR EFFORT
2. LEVER TYPE HARDWARE TO BE MOUNTED 36" TO 44" ABOVE FLOOR AND OPERABLE W/1/2" WALL EFFORT OF MINDED DOORS AND AT CENTER PLANE FOR SLIDING DOORS. FORCE SHALL BE INCREASED AT RIGHT ANGLES TO HINGED DOORS
3. DOORS SHALL HAVE SMOOTH PLANE SURFACE AT LOWER 10"
4. PROVIDE SELF CLOSURE
5. PROVIDE INTEGRAL 12"x12" VIEW WINDOW

WINDOW SCHEDULE

NO.	SIZE	QTY	REMARKS
1	4'-0"x4'-0"	1	DUAL GLAZED, NAIL-IN WINDOW
2	4'-0"x4'-0"	1	DUAL GLAZED, SLIDER WINDOW W/42" SILL HEIGHT (NAIL-IN)

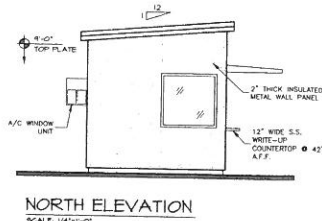
* - DENOTE LOCATION OF TEMPERED GLAZING LOCATIONS. SEE FLOOR PLAN AND EXTERIOR ELEVATIONS FOR ADDITIONAL LOCATIONS OF TEMPERED GLAZING.

ROOM FINISHED SCHEDULE

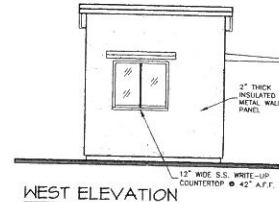
NO.	ROOM	FLOOR	BASE	WALLS	CEILING	CEILING HEIGHT	REMARKS
401	OFFICE	VET	4" RUBBER BASE	DRYWALL 1 T.S.P.	DRYWALL 1 T.S.P.	VARIES	

WALL AND CEILING MATERIALS SHALL NOT EXCEED THE FLAME SPREAD CLASSIFICATIONS IN IRC TABLE 803.3

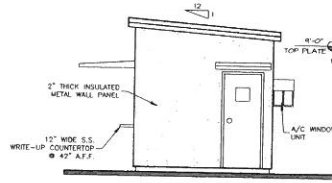
NONABSORBENT INTERIOR FLOOR AND WALL FINISHES SHALL BE USED WITHIN AT LEAST 2 FEET AROUND AND PERPENDICULAR TO EXTERIOR ENTRIES AND/OR OPENINGS SUBJECT TO FOOT TRAFFIC, S.407.2.1.



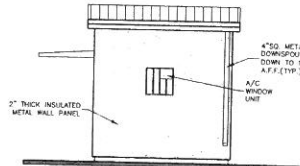
NORTH ELEVATION
SCALE: 1/4"=1'-0"



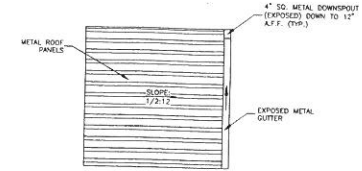
WEST ELEVATION
SCALE: 1/4"=1'-0"



SOUTH ELEVATION
SCALE: 1/4"=1'-0"



EAST ELEVATION
SCALE: 1/4"=1'-0"



ROOF PLAN
SCALE: 1/4"=1'-0"

ROOF DRAINAGE PIPING CALC. FOR MAIN ROOF	
4" MAX RAINFALL PER HOUR (MAX.)	
ROOF AREA = 162 SQ.FT.	
162 SQ.FT. / 1 DRAINS = 162 SQ.FT. PER DRAIN	
4" PVC DRAIN LEADER PROVIDE = 3,460 SQ.FT. ALLOWABLE AREA	

ATTIC AREA VENTILATION:	
COMPLETE INSULATED ENVELOPE SYSTEM PROVIDED IN BUILDING BY EXTENDING WALL INSULATION UP TO ROOF DECK AND PROVIDING ROOF INSULATION AT ROOF.	
NO ATTIC VENTILATION REQUIRED DUE TO COMPLETE ENCLOSURE OF ATTIC SPACE	

SEE PAGE B3.E1 FOR LIGHTING AND POWER PLAN

BLDG #4 - SCALE HOUSE



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 ANAHEIM, CA 92804
 DATE: 12/11/14



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PROJECT: DOUBLE DATE FACILITY
 LOCATION: 10000 S. GARDEN ST., ANAHEIM, CA 92804
 SCALE: AS SHOWN
 DATE: 10/13/2014
 DRAWN BY: I.P./R.C.
 CHECKED BY: [Blank]
 PROJECT NO.: 2013-116
 SHEET NO.: BK.1 / 70
 PROJECT: FLOOR, ELEVATIONS, ROOF PLAN LIGHTING & POWER PLAN
 DRAWN BY: [Blank]