



AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY AGENDA

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

Thursday 9:00 A.M., May 14, 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

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

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

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

1.0 INTRODUCTIONS

1.1 CALL TO ORDER

1.2 SALUTE TO FLAG

1.3 ROLL CALL

2.0 PUBLIC HEARING: NEW CASES

MARCH AIR RESERVE BASE

- 2.1 ZAP1116MA15 – Ramona Exp./Perris Inv. (Representative: Blue Peak Engineering) – City of Perris Case No.: CUP15-00010 (Conditional Use Permit). A proposal to construct and operate a fast food restaurant (Del Taco) consisting of a 2,067 square foot building with dining and kitchen areas, an exterior patio dining area, a drive-thru, and 33 parking spaces on a 0.8-acre site located along the southerly side of Ramona Expressway, easterly of Perris Boulevard and directly easterly of the gas station at the southeast corner. The site includes portions of two parcels with a combined area of 4.24 acres within a larger shopping center. (Airport Compatibility Zone C1 of the March Air Reserve Base/Inland Port Airport Influence Area). ALUC Staff Planner: Russell Brady at (951) 955-0549, or e-mail at rbrady@rctlma.org

Recommendation: CONSISTENT

STAFF

Director
Ed Cooper

John Guerin
Russell Brady
Barbara Santos

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

www.rcaluc.org

MARCH AIR RESERVE BASE

- 2.2 ZAP1112MA15 – Alfa Limited/Clifton S. Jones III (Representative: SDH & Associates, Inc.) – City of Riverside Case Nos.: P14-0683 (General Plan Amendment), P14-0684 (Rezone), P14-0685 (Site Plan Review). P14-0685 is a proposal to develop 220 apartment units within 13 buildings, plus a clubhouse building, fitness building, pool and spa on 12.7 acres within a 30.9-acre area located northerly of Central Avenue and westerly of Quail Run Road in the community of Canyon Crest. P14-0683 is a proposal to amend the City of Riverside General Plan land use designation of an 11.8-acre portion of the site (all of Assessor's Parcel Number [APN] 253-240-020 and portions of APN 253-240-028) from Open Space/Natural Resources (OS/NR) to Medium High Density Residential (MHDR)(maximum 14.5 dwelling units per acre). P14-0684 is a proposal to rezone the same 11.8-acre area (of which 8.7 acres are presently zoned Public Facilities [PF] and 3.1 acres are presently zoned Single Family Residential, 7000 square foot minimum lot size [R-1-7,000]) to Multiple- Family Residential, 3,000 square foot minimum area per dwelling unit (R-3-3,000). (Airport Compatibility Zones D and E of the March Air Reserve Base/Inland Port 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

- 2.3 ZAP1061FV15 – Hennie and Michael Monteleone/The Meadows, Inc. (Representative: Jack Munroe, JMM Consultant) – County Case Nos.: GPA 00928D1 (General Plan Amendment), CZ 07863 (Change of Zone), and CUP 03681 (Conditional Use Permit). The Conditional Use Permit proposes to authorize the continuing use of an existing special events/wedding/reception facility (“Monteleone Meadows”) located along the south side of Augie Court, approximately 825 feet westerly of Briggs Road (as it extends northerly from its intersection with Winchester Road) in the unincorporated community of French Valley. GPA 00928D1 is a proposal to amend the General Plan (Southwest Area Plan) land use designation of this 9.09-acre site from Rural: Rural Residential (R:RR) (5 acre minimum) to Community Development: Commercial Tourist (CD:CT). CZ 07863 is a proposal to change the zoning classification of the site from Rural Residential (R-R) to Scenic Highway Commercial (C-P-S). (Airport Compatibility Zones D and E 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

CORONA MUNICIPAL AIRPORT

- 2.4 ZAP1006CO15 – Mike Raahauge Shooting Enterprises (Representative: The Prizm Group, Vincent Kleppe) – County Case No.: CUP 03709 (Conditional Use Permit). The Conditional Use Permit proposes to authorize the continuing use of the existing Mike Raahauge Shooting Enterprises Shooting Range facility, which includes pistol and rifle ranges, shotgun sporting clay ranges and duck ponds, and hosts a duck hunting club, hunters' safety training, shooting sports fair and other special events. The site is located in the Prado Basin, off River Road, northerly of the Santa Ana River, southerly of McCarty Road, and westerly of Hellman Avenue. (Airport Compatibility Zone E of the Corona Municipal Airport Influence Area and outside the Corona Municipal Airport Influence Area). ALUC Staff Planner: Russell Brady at (951) 955-0549, or e-mail at rbrady@rctlma.org

Staff Recommendation: CONSISTENT

3.0 ADMINISTRATIVE ITEMS

3.1 Director's Approvals

4.0 APPROVAL OF MINUTES

April 9, 2015

5.0 ORAL COMMUNICATION ON ANY MATTER NOT ON THE AGENDA

6.0 COMMISSIONER'S COMMENTS

Y:\ALUC Agendas\ALUC Commission Agendas\2015 Agendas\ALUCAGDA-5-14-15.doc

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 2.1

HEARING DATE: May 14, 2015

CASE NUMBER: ZAP1116MA15 – Ramona Exp/Perris Inv (Representative: Blue Peak Engineering)

APPROVING JURISDICTION: City of Perris

JURISDICTION CASE NO: CUP 15-00010 (Conditional Use Permit)

MAJOR ISSUES: None

RECOMMENDATION: Staff recommends a finding of CONSISTENCY for the Conditional Use Permit, subject to the conditions included herein.

PROJECT DESCRIPTION: The Conditional Use Permit proposes a fast food restaurant with drive-thru (Del Taco). The proposed fast food restaurant would consist of a 2,067 square foot building with dining and kitchen areas and an exterior patio dining area on an approximately 0.80-net acre site (including the project's paved parking area).

PROJECT LOCATION: The site is located southerly of Ramona Expressway, easterly of Perris Boulevard, westerly of Painted Canyon Street, and northerly of Polaris Street, within the City of Perris, approximately 10,260 feet southerly of the southerly end 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: Zone C1
- c. Noise Levels: Below 60 CNEL from aircraft

BACKGROUND:

Non-Residential Average Land Use Intensity: Pursuant to the Airport Land Use Compatibility Plan for the March Air Reserve Base/Inland Port Airport, the site is located within Compatibility Zone C1. Zone C1 limits average intensity to 100 people per acre. There are no risk-reduction design bonuses available, as March Air Reserve Base/Inland Port Airport is primarily utilized by large

aircraft weighing more than 12,500 pounds.

Pursuant to Appendix C, Table C-1, of the Riverside County Airport Land Use Compatibility Plan, and March Air Reserve Base/Inland Port Airport Compatibility Plan Policy 2.4, the following rates were used to calculate the occupancy for each proposed building:

- Dining/serving area – 1 person per 15 square feet
- Commercial kitchen – 1 person per 200 square feet

Based on the site plan and floor plan provided, the building includes 867 square feet of dining area and 1,100 square feet of kitchen area (with the remaining 100 square feet for bathrooms) for an estimated building occupancy of 63 people. With the 16 seats on the patio and 9 vehicles for the drive-thru queue (1.5 person per vehicle), the total site occupancy would be 92.5 people. As previously noted, the site has a net area of approximately 0.80 acres. However, including the half width along the site's frontage would yield a total gross acreage of 1.27 acres. Based on the gross acreage, the project would result in an average intensity of 73 people per acre, which is compatible with the Zone C1 average acre criterion of 100.

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 in the absence of more precise data). Based on the number of parking spaces provided of 33, the total occupancy would be estimated at 49.5 people. Based on the 1.27 gross acres, this results in an average intensity of 39 people per acre, which is also compatible with the Zone C1 average acre criterion of 100.

Non-Residential Single-Acre Land Use Intensity: Compatibility Zone C1 limits maximum single-acre intensity to 250 people. There are no risk-reduction design bonuses available, as March Air Reserve Base/Inland Port Airport is primarily utilized by large aircraft weighing more than 12,500 pounds. Based on the site plan provided and the occupancy as previously noted, the total occupancy would not exceed the single-acre criterion of 250 people.

Prohibited and Discouraged Uses: The applicant does not propose any uses prohibited or discouraged in Compatibility Zone C1.

Noise: The March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan depicts the site as being in an area below the 60 CNEL range from aircraft noise. Therefore, the proposed development would not require special measures to mitigate aircraft-generated noise.

Part 77: The elevation of Runway 14-32 at its southerly terminus is approximately 1488 feet above mean sea level (1488 feet AMSL). At a distance of approximately 10,260 feet from the runway, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 1590.6 feet AMSL. The project proposes a maximum finished floor elevation of 1454 feet AMSL. The proposed buildings have a maximum height of 23.5 feet for a potential maximum

building elevation of 1477.5 feet AMSL. Therefore, review by the FAA Obstruction Evaluation Service is not required.

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

CONDITIONS:

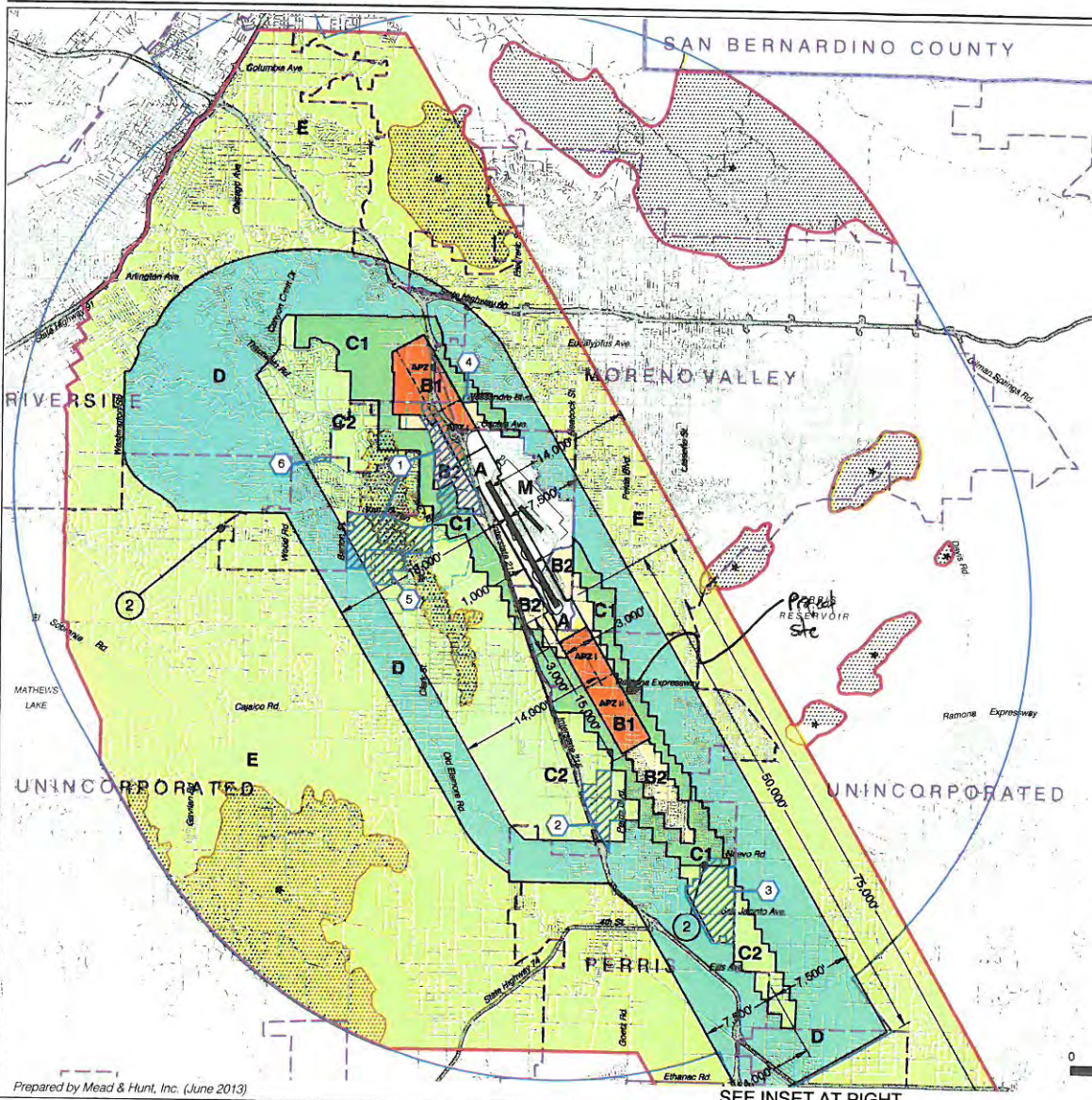
1. Any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses shall be prohibited:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, 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) Noise sensitive outdoor nonresidential uses and hazards to flight.
3. The attached notice shall be given to all prospective purchasers and/or tenants of the property and shall be recorded as a deed notice.
4. Any proposed detention basin(s) on the site (including bioretention areas for water quality treatment) 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.

5. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.
6. The floor plan reviewed by ALUC provides for 867 square feet of dining area. Any future tenant improvements that would increase the dining area to more than 1,100 square feet shall be submitted to ALUC as an amended review.
7. This consistency determination applies specifically to use of this building as a restaurant.

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

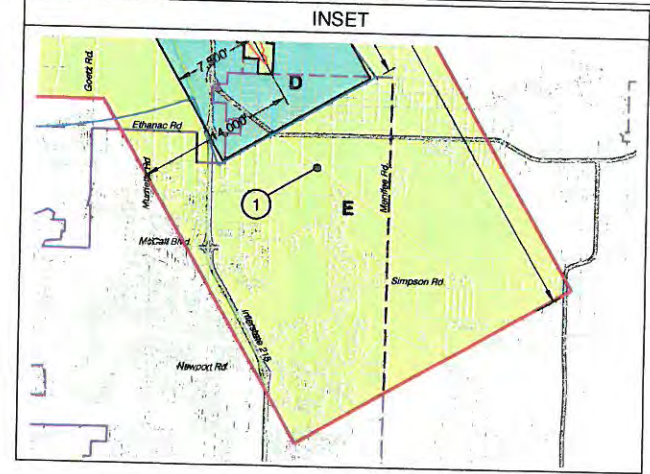
- March Air Reserve Base / Air Force Property
- March Joint Powers Authority Property Line
- County Boundary
- City Limits
- Site-Specific Exceptions (existing local agency commitments to development projects)

Site-Specific Exceptions

- 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

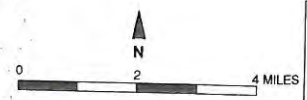
Notes:

- 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)**

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



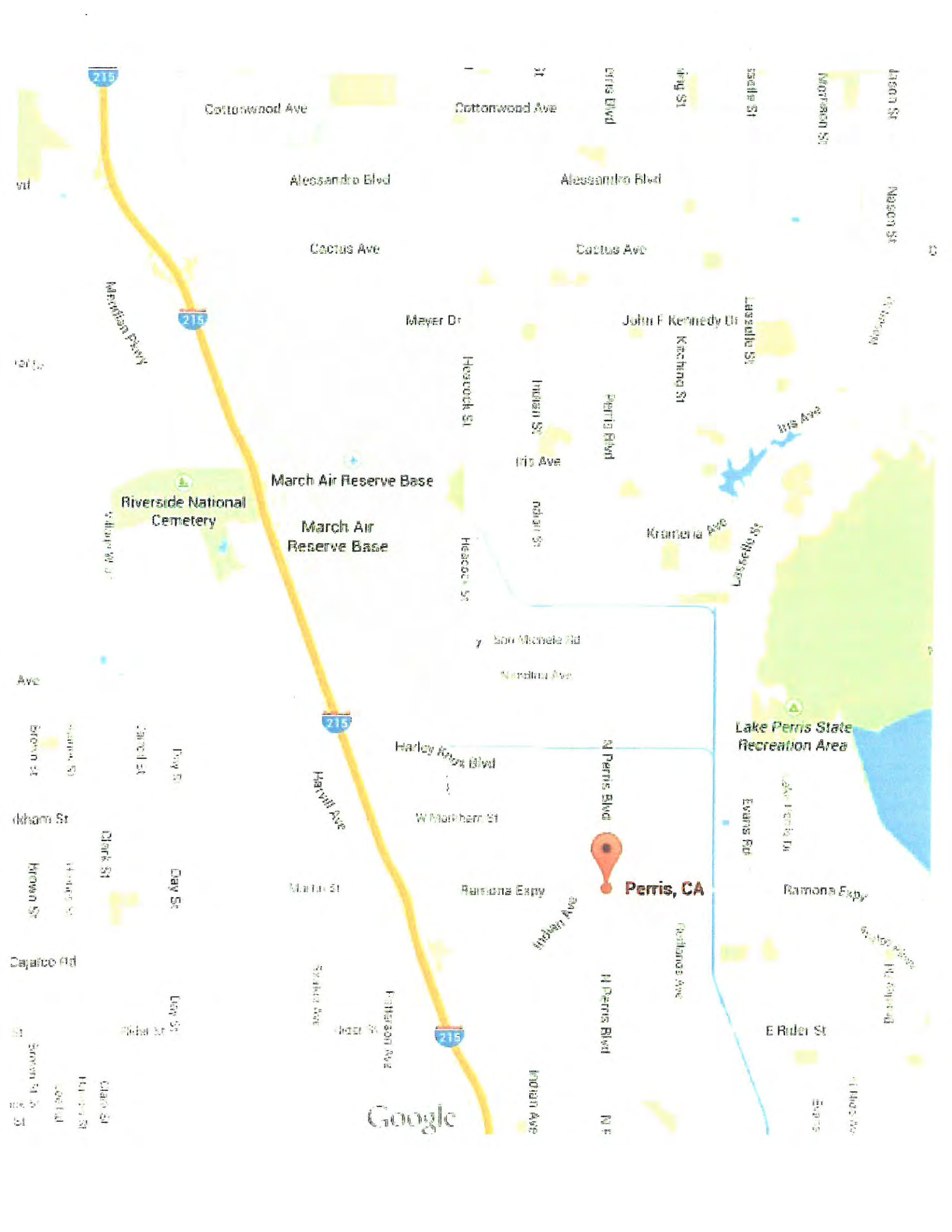
Base map source: County of Riverside 2013

Map MA-1
Compatibility Map
March Air Reserve Base / Inland Port Airport

K:\BIRSD\0114827\DOT\CAD\MAPS\compatibility_2013.aprx Date: 10/13/14 1:13pm

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

SEE INSET AT RIGHT



215

215

215

215

Google



Perris, CA

Cottonwood Ave

Cottonwood Ave

Alessandro Blvd

Alessandro Blvd

Cactus Ave

Cactus Ave

Meyer Dr

John F Kennedy Dr

Heacock St

Indian St

Iris Ave

Perris Blvd

Ketching St

Lassalle St

Iris Ave

March Ave

Riverside National Cemetery

March Air Reserve Base

Kramenia Ave

St Marys St

San Michele Rd

Norfolk Ave

Lake Perris State Recreation Area

Harley Knox Blvd

Whorham St

Ramona Expy

Perris, CA

Ramona Expy

Ave

Wham St

Cajalco Rd

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

St

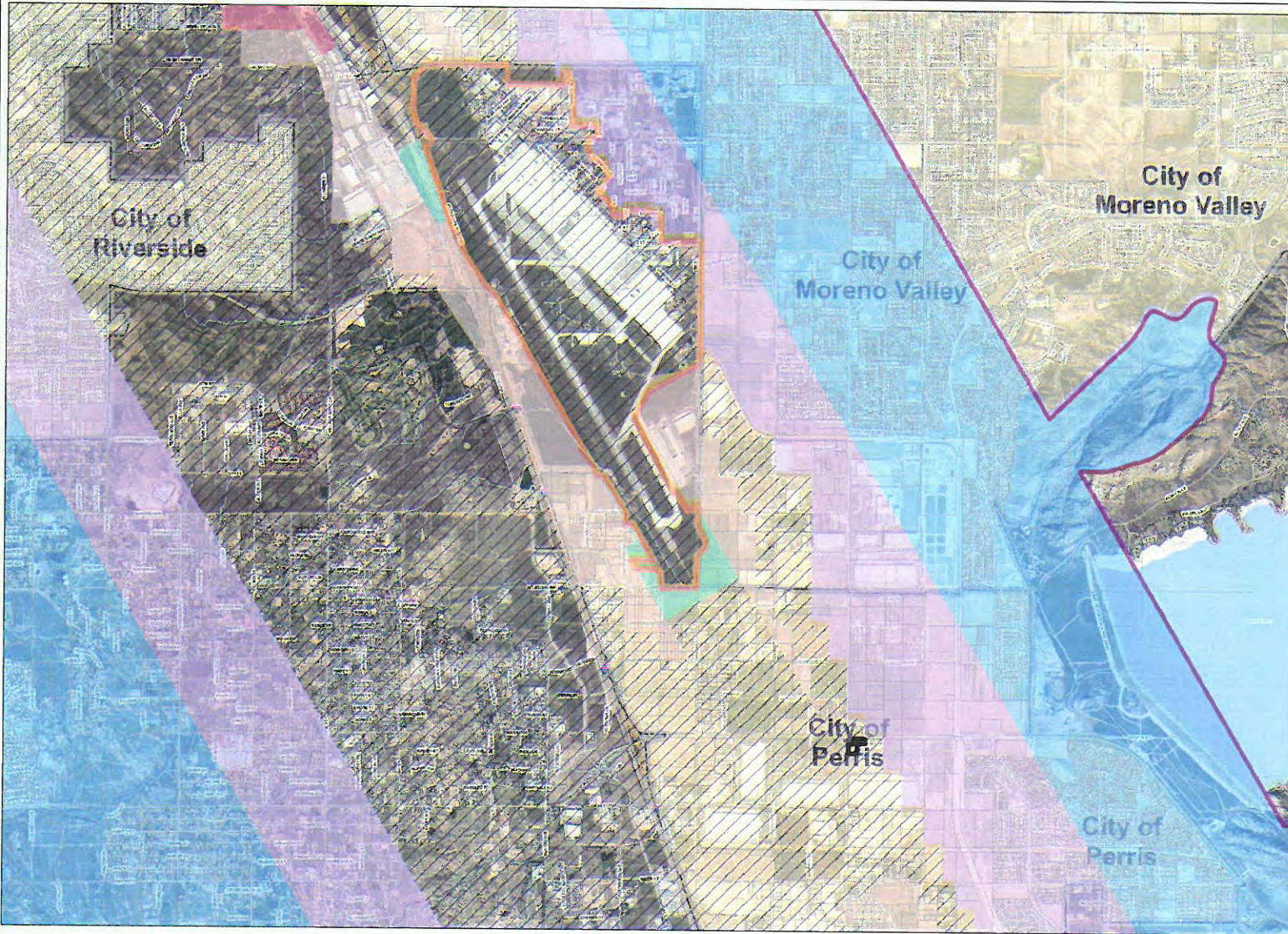
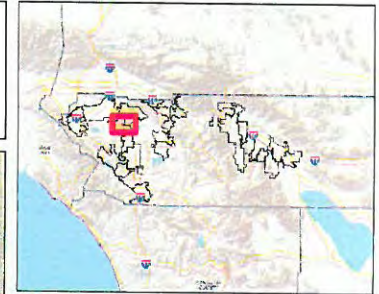
St

St

St

St

My Map



Legend

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



0 6,677 13,354 Feet



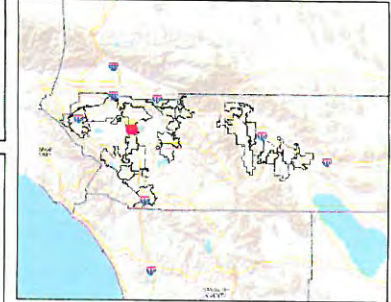
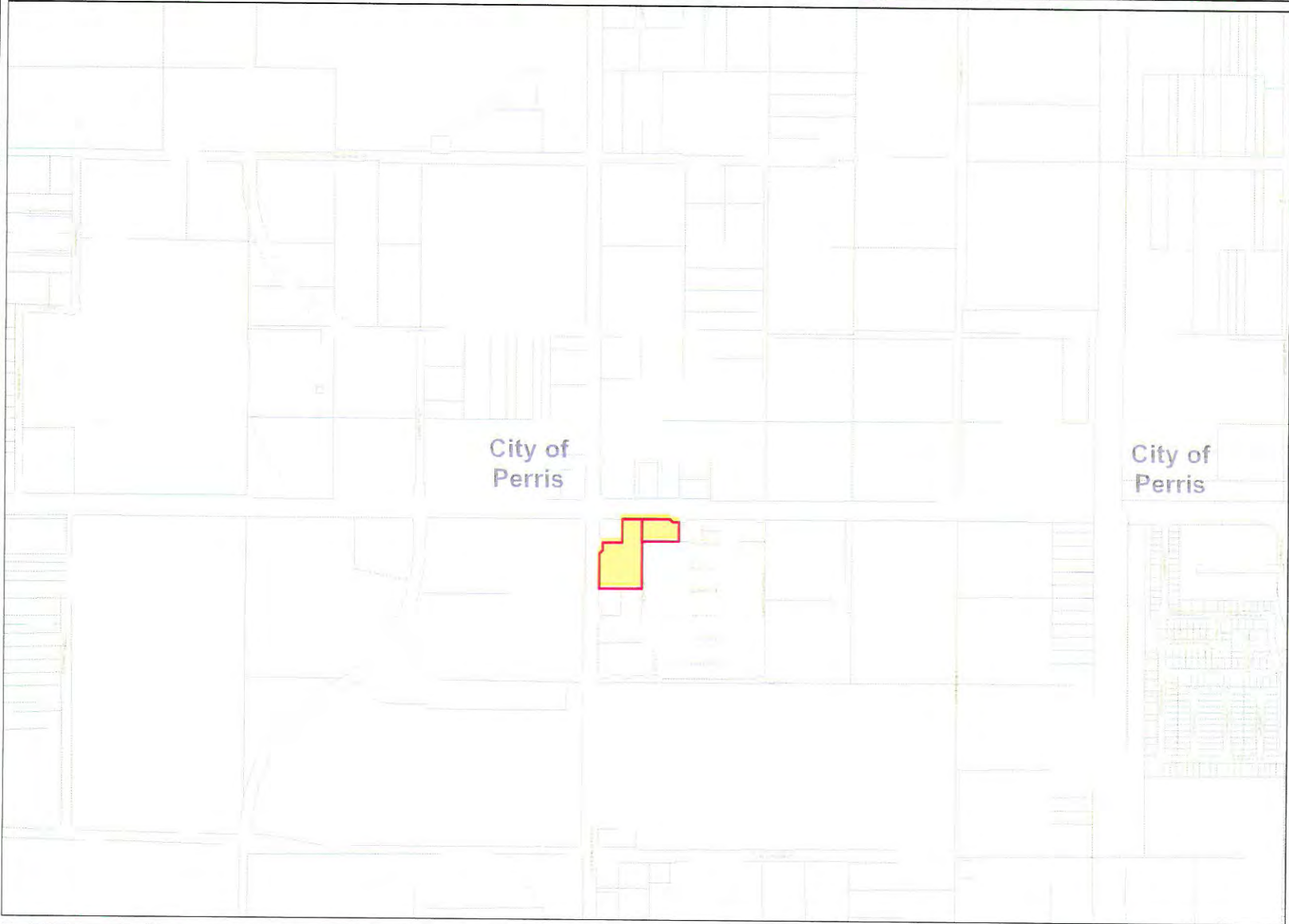
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or 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... 4/16/2015 3:42:18 PM

© Riverside County TLMA GIS

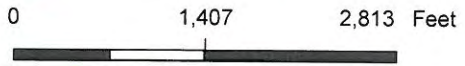
Notes

My Map



Legend

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



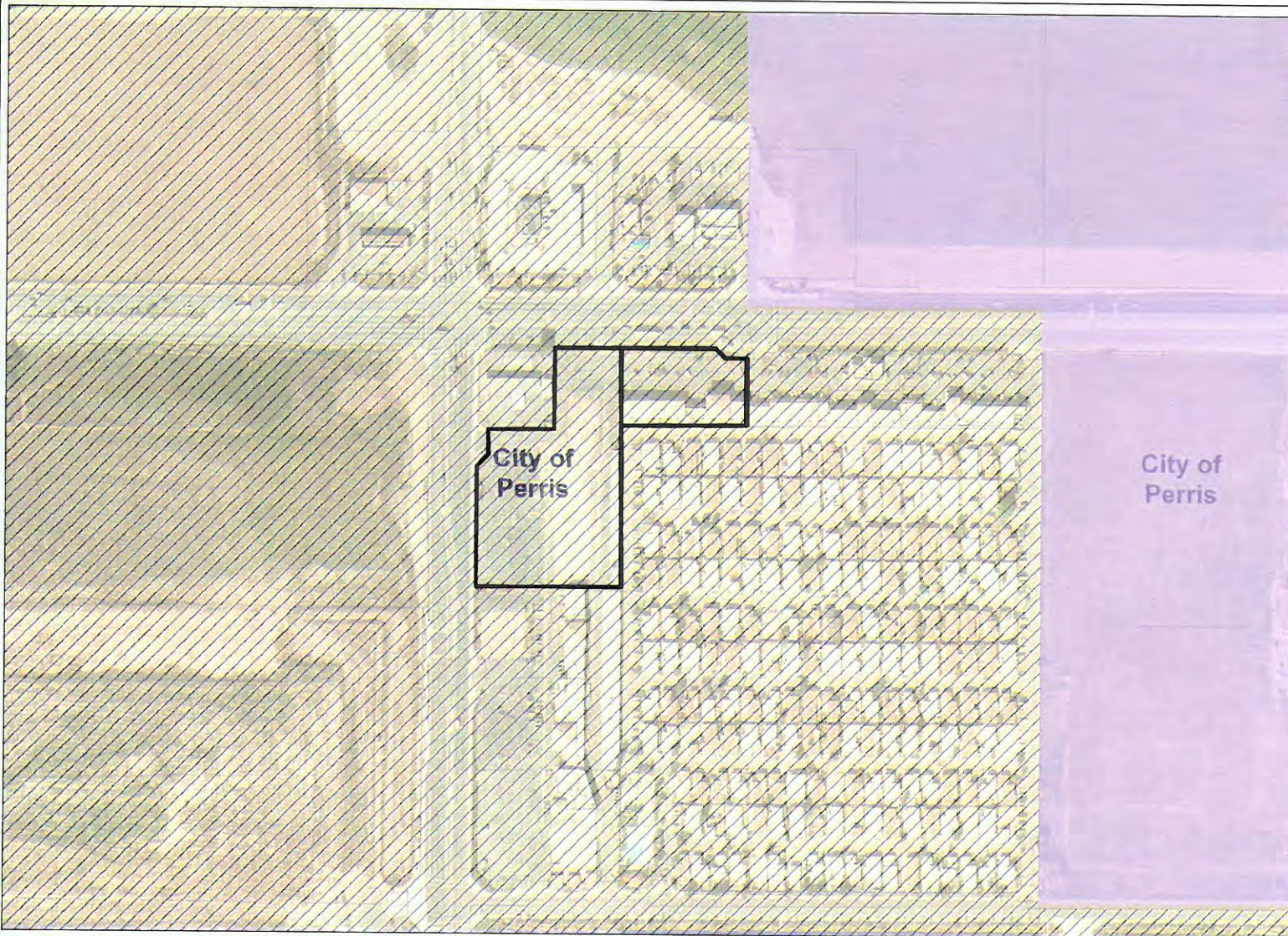
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or 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... 4/10/2015 4:45:11 PM

© Riverside County TLMA GIS

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



0 417 835 Feet



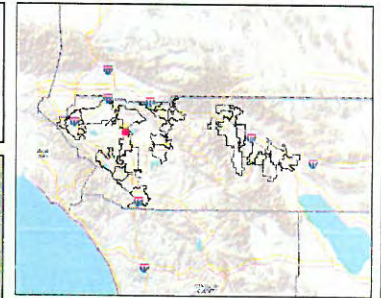
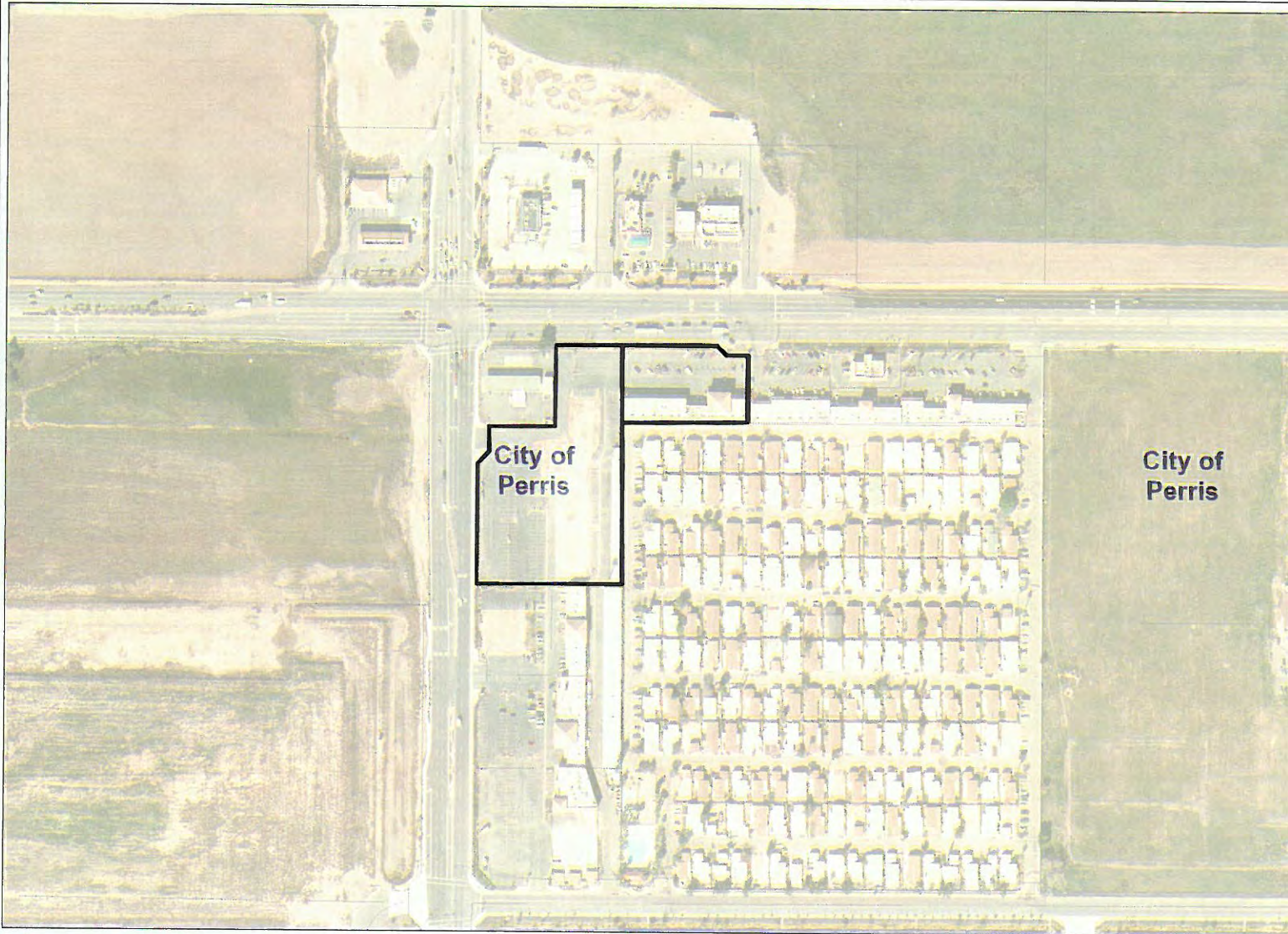
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or 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... 4/16/2015 3:19:58 PM













© Riverside County TLMA GIS

Notes

My Map



Legend

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



0 417 835 Feet



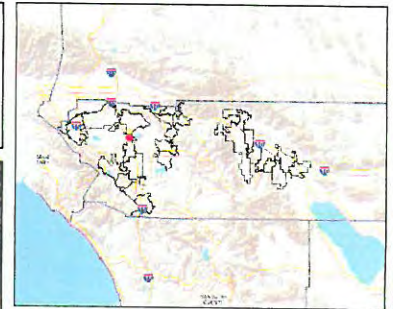
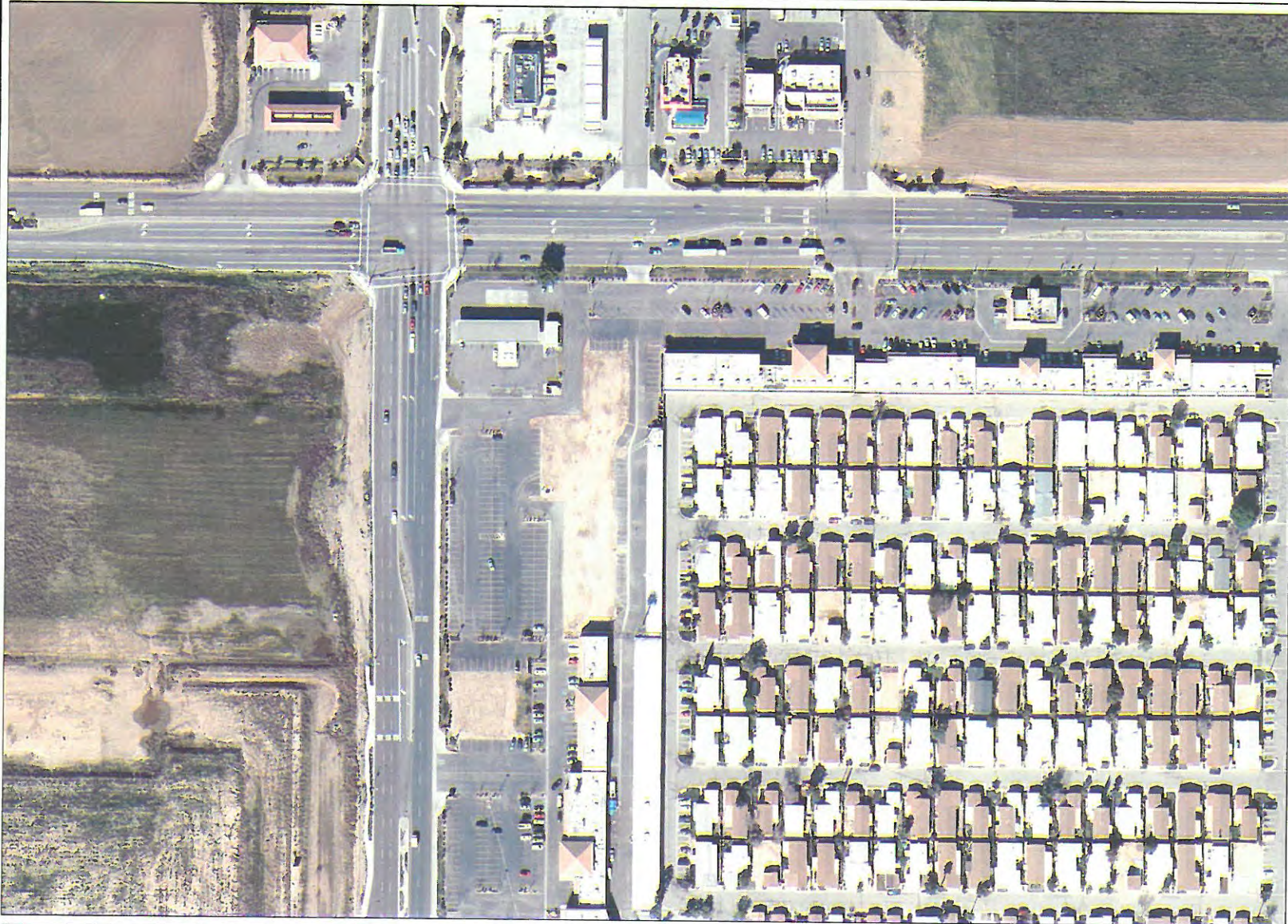
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or 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... 4/16/2015 3:19:01 PM

© Riverside County TLMA GIS

Notes

My Map



Legend

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



0 274 548 Feet



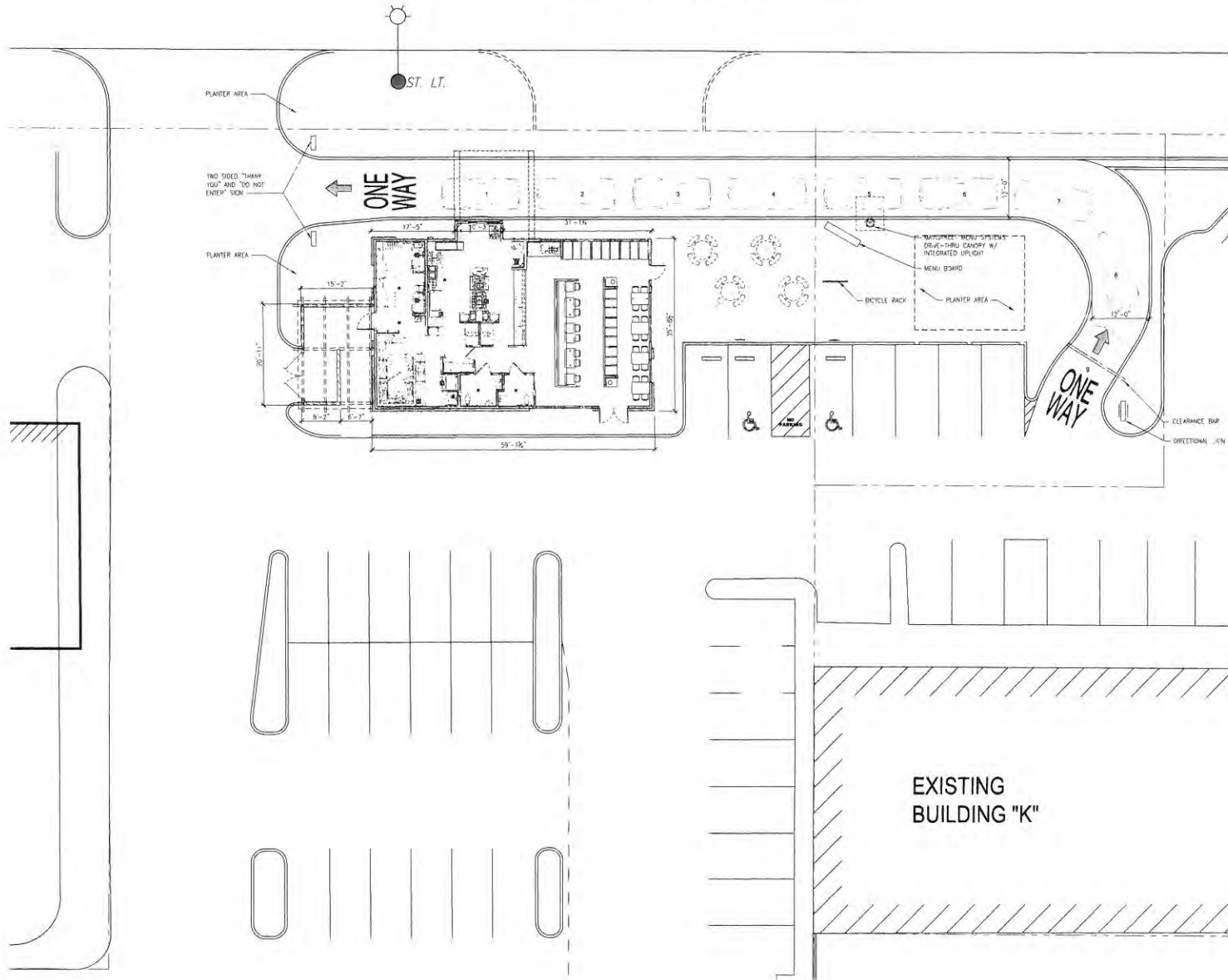
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or 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... 4/10/2015 5:00:46 PM

© Riverside County TLMA GIS

Notes

RAMONA EXPRESSWAY



BUILDING CODE INFORMATION

BUILDING CODE 2013 CALIFORNIA BUILDING CODE
PLUMBING CODE 2013 CALIFORNIA PLUMBING CODE
MECHANICAL CODE 2013 CALIFORNIA MECHANICAL CODE
FIRE CODE 2013 CALIFORNIA FIRE CODE
ELECTRICAL CODE 2013 CALIFORNIA ELECTRICAL CODE
ENERGY CODE 2013 ENERGY CODE, TITLE 24
HANDICAP CODE CHAPTER 11B, 2013 CALIFORNIA BUILDING CODE
OTHER 2013 CALIFORNIA GREEN BUILDING STANDARDS CODE

OCCUPANCY CLASSIFICATION ASSEMBLY GROUP A2
CONSTRUCTION TYPE TYPE V-B

FIRE SPRINKLER SYSTEM NOT SPRINKLERED

BUILDING HEIGHT 23'-0" AT HIGHPOINT

BUILDING AREA 2,067 SQ.FT.

SEATING COUNT 60 PERSONS

OCCUPANCY LOAD 62 PERSONS

PATIO SEATING 18 PERSONS

SEATING CALCULATIONS:

| Interior Seating | PAIRS | SEAT |
|----------------------|-----------|-----------|
| 2-TOP BOOTH | 5 | 6 |
| 4-TOP BOOTH | 1 | 12 |
| 2-TOP TABLE, IN | 4 | 6 |
| 4-TOP TABLE | 3 | 24 |
| Total Seating | 20 | 60 |

PATIO SEATING:

| PATIO SEATING | PAIRS | SEAT |
|----------------------|----------|-----------|
| 4-TOP TABLE (OUT) | 1 | 18 |
| Total Seating | 4 | 18 |

OCCUPANCY CALCULATIONS

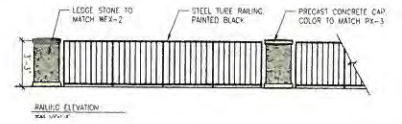
FROM OCCUPANCY CALCULATIONS BASED ON 2013 CBC - TABLE A, OCCUPANT LOAD FACTOR

| ASSEMBLY AREAS | TOTAL | CODE |
|-----------------------------|-------------|-----------|
| GROUP A - RESTAURANT | 1441 | 48 |
| SQUARE FOOTAGE / 30 | | |
| KITCHEN | | 4 |
| TOTAL OCCUPANTS | | 62 |

RESTROOM PLUMBING FIXTURES

MINIMUM PLUMBING OCCUPANCY SQUARE FOOTAGE/TOILET = 1.66/1.0 = 16
 SEE ALSO MIN. SIZE TOILET = 48" x 24" BY EACH

| FIXTURES | MIN. | MAX. | REQUIRED | MIN. | MAX. | REQUIRED |
|------------|------|------|----------|------|------|----------|
| W.C. | 1 | 1 | 1 | 1 | 1 | 1 |
| URINAL | 1 | 1 | 1 | 1 | 1 | 1 |
| WASH. SINK | 1 | 1 | 1 | 1 | 1 | 1 |



EXISTING BUILDING "K"



PERRIS & RAMONA - PERRIS, CA

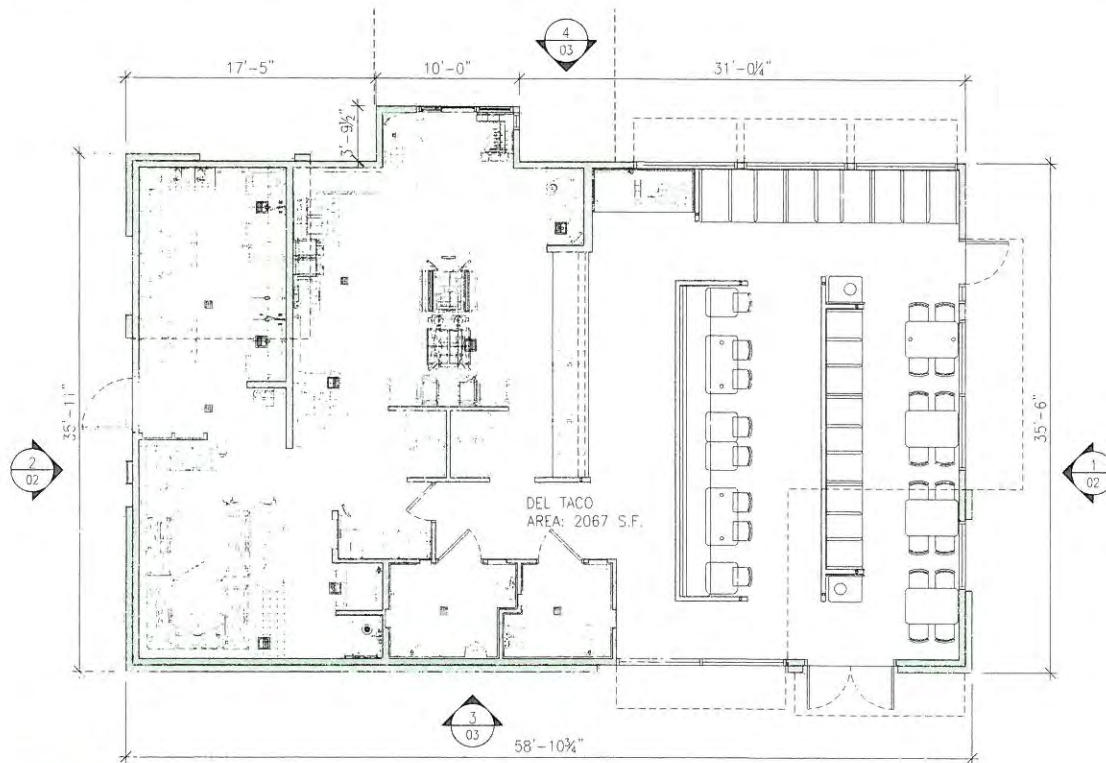
SITE PLAN



01 FRONT (EAST) ELEVATION
SCALE: 1/4" = 1'-0"



02 REAR (WEST) ELEVATION
SCALE: 1/4" = 1'-0"

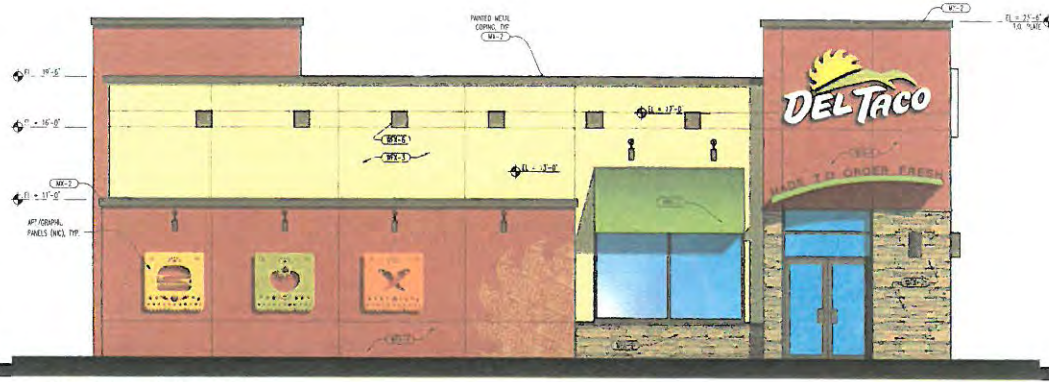


| EXT. MATERIAL/FINISH SCHEDULE | |
|-------------------------------|---|
| FINISH | DESCRIPTION |
| MT | MISC |
| MT-1 | NOT USED |
| MT-2 | MANUFACTURER PRODUCT/FINISH: METAL FLUORING / IRON COLOR: 50 MATCH PA-2 NOTES: |
| PK | PAINT & STAIN |
| PK-1 | MANUFACTURER: PPS PRODUCTIONS PRODUCT/FINISH: PPS PRODUCTIONS COLOR: 50 MATCH SMC 5713 (TAN GREEN - CLASS) CONTACT: 800-441-7888, www.ppsproductions.com NOTES: FINISH TO BE APPLIED TO METAL ROOF (15 YEAR FLEX COATING & 5 YEAR TRADE WARRANTY) |
| PK-2 | MANUFACTURER: SHERWIN WILLIAMS PRODUCT/FINISH: SW 8000 - CLASS COLOR: SW 8000 CONTACT: JOHN CASTON, 214.553.3940 |
| PK-3 | MANUFACTURER: SHERWIN WILLIAMS PRODUCT/FINISH: SW 6000 - FLAT COLOR: AMARILLO GOLD CONTACT: JOHN CASTON, 214.553.3940 |
| PK-4 | MANUFACTURER: SHERWIN WILLIAMS PRODUCT/FINISH: SW 6007 - FLAT COLOR: SANDER ICE CONTACT: JOHN CASTON, 214.553.3940 |
| PK-5 | MANUFACTURER: SHERWIN WILLIAMS PRODUCT/FINISH: SW 8015 - FLAT COLOR: TROPIC TAY CONTACT: JOHN CASTON, 214.553.3940 |
| WFS | WALL FINISHES |
| WFS-1 | MANUFACTURER: PRODUCT/FINISH: STUCCO W/ HEAVY SAND FLOAM FINISH COLOR: PANKS PA-3 NOTES: |
| WFS-2 | MANUFACTURER: OFFSHORE STONE PRODUCT/FINISH: OLD COUNTRY LEXIE COLOR: CHOCOLATE GROUP: LANCHELE 843 CHOCOLATE TRUFFLE; MINOR: ORION LINES CONTACT: NOTES: |
| WFS-3 | MANUFACTURER: PRODUCT/FINISH: STUCCO W/ HEAVY SAND FLOAM FINISH COLOR: PANKS PA-3 NOTES: |
| WFS-4 | MANUFACTURER: PRODUCT/FINISH: STUCCO W/ HEAVY SAND FLOAM FINISH COLOR: PANKS PA-3 NOTES: |
| WFS-5 | MANUFACTURER: PRODUCT/FINISH: STUCCO W/ HEAVY SAND FLOAM FINISH COLOR: PANKS PA-3 NOTES: |
| WFS-6 | MANUFACTURER: PRODUCT/FINISH: STUCCO W/ HEAVY SAND FLOAM FINISH COLOR: PANKS PA-3 NOTES: |
| AW-1 | AWNING |
| AW-1 | MANUFACTURER: SUNBELLA PRODUCT/FINISH: SHAMROCK 0.83000 COLOR: SANDER ICE (TAN/IRON) NOTES: FINISH TO BE APPLIED BY AWNING VENDOR (N/C) |



PERRIS & RAMONA - PERRIS, CA

FLOOR PLAN-EXTERIOR ELEVATIONS



03 LEFT (SOUTH) ELEVATION
SCALE: 1/4" = 1'-0"



04 RIGHT (NORTH) ELEVATION
SCALE: 1/4" = 1'-0"

| GENERAL NOTES | |
|---------------|--|
| 1. | REFER TO ARCHITECTURE FLOOR PLAN FOR ADDITIONAL DIMENSIONS |
| 2. | ALL HEIGHT REFERENCES ARE TAKEN FROM FINISH-TOP OF SLAB FOR AREA INDICATED |
| 3. | PAINTING SCHEDULE UNDER SEPARATE PERMIT AND SUBMITTAL |
| 4. | ALL DOOR AND WINDOWS BY SOVA VENDOR |

EXT. MATERIAL/FINISH SCHEDULE

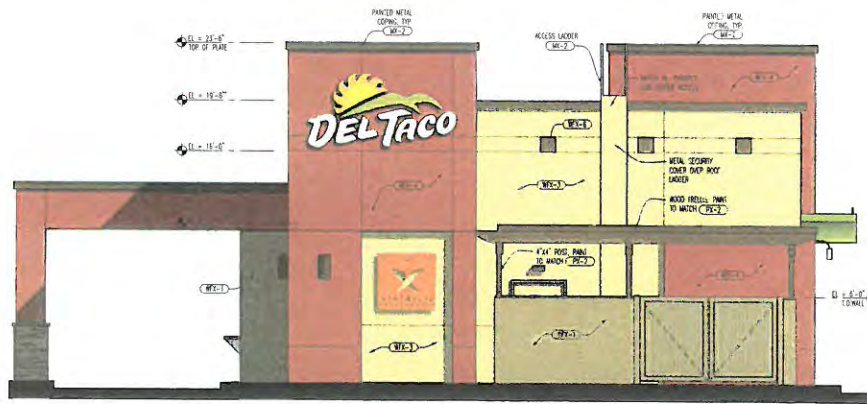
| FINISH | DESCRIPTION |
|--------|--|
| MS | MISC |
| MT-1 | METAL SHEET |
| MT-2 | MANUFACTURER: PRODUCT FINISH METAL FLASHING / TRIM COLOR: TO MATCH PC-2 NOTES: |
| PA | PAINT & STAIN |
| PR-1 | MANUFACTURER: PPG INDUSTRIAL FINISHES PRODUCT/FINISH: POLYURETHANE EPOXY PAINT COLOR: TO MATCH SIGN (S1) LEAF GREEN - GLOSS CONTACT: 800-441-5555, WWW.PPGINDUSTRIALFINISHES.COM NOTES: EPOXY FINISH TO BE APPLIED TO METAL ROOF (15 YEAR TEAR CORNING & 5 YEAR FACE WARRANTY MAX) |
| PR-2 | MANUFACTURER: SHERWIN WILLIAMS PRODUCT/FINISH: EN 8100 - FLAT COLOR: JAZZ CONTACT: JOHN GASTON, 214.553.2940 |
| PR-3 | MANUFACTURER: SHERWIN WILLIAMS PRODUCT/FINISH: EN 8100 - FLAT COLOR: HAMBLED GOLD CONTACT: JOHN GASTON, 214.553.2940 |
| PR-4 | MANUFACTURER: SHERWIN WILLIAMS PRODUCT/FINISH: EN 8100 - FLAT COLOR: CAMEL RED CONTACT: JOHN GASTON, 214.553.2940 |
| PR-5 | MANUFACTURER: SHERWIN WILLIAMS PRODUCT/FINISH: EN 8100 - FLAT COLOR: TANGI TAN CONTACT: JOHN GASTON, 214.553.2940 |
| WT-1 | WALL FINISHES |
| WT-1 | MANUFACTURER: PRODUCT/FINISH: STUCCO W/ HEAVY SAND TIGHT FINISH COLOR: PAINTED PR-5 NOTES: |
| WT-2 | MANUFACTURER: CONCRETE DONE PRODUCT/FINISH: W/3 COUNTY LEDE COLOR: CONCRETE COLOR: LANTERNE (A3) CHOCOLATE TRUFFLE MARBLED CROST LINES CONTACT: |
| WT-3 | MANUFACTURER: PRODUCT/FINISH: STUCCO W/ HEAVY SAND TIGHT FINISH COLOR: PAINTED PR-5 NOTES: |
| WT-4 | MANUFACTURER: PRODUCT/FINISH: STUCCO W/ MONKEY FINISH COLOR: PAINTED PR-4 NOTES: |
| WT-5 | MANUFACTURER: PRODUCT/FINISH: STUCCO W/ HEAVY SAND TIGHT FINISH COLOR: PAINTED PR-1 NOTES: |
| WT-6 | MANUFACTURER: PRODUCT/FINISH: STUCCO W/ HEAVY SAND TIGHT FINISH COLOR: PAINTED PR-2 NOTES: |
| AW-1 | AWNING FINISHES |
| AW-1 | MANUFACTURER: TOMBELLA PRODUCT/FINISH: STAINLESS STEEL COLOR: STAINLESS GREEN (400-3000) NOTES: FINISHES ARE PROVIDED BY FINISH VENDOR (FAC) |

| FINISH LEGEND | |
|---------------|---|
| | WALL FINISH REFER TO FINISH SCHEDULE. |
| | EXTERIOR STONE VENEER REFER TO FINISH SCHEDULE. |

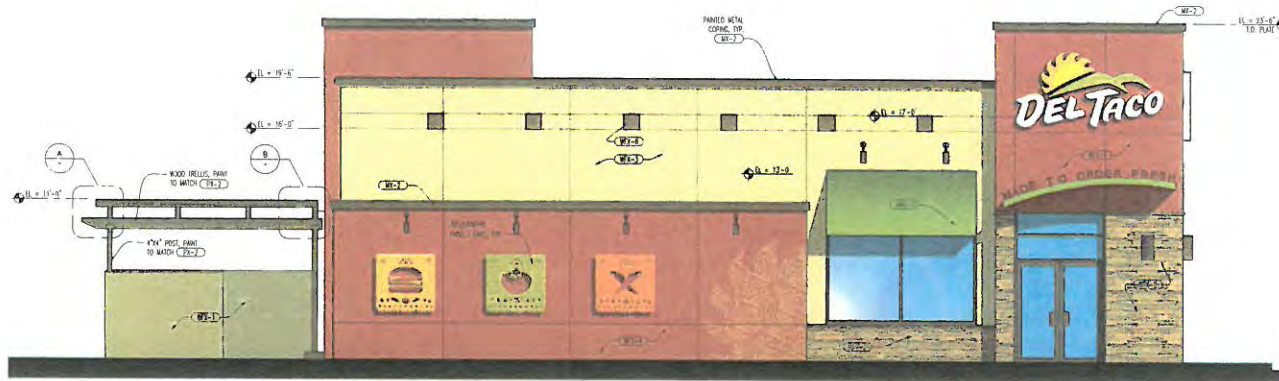


PERRIS & RAMONA - PERRIS, CA

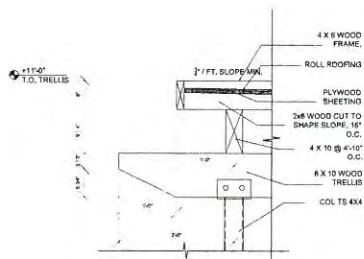
EXTERIOR ELEVATIONS



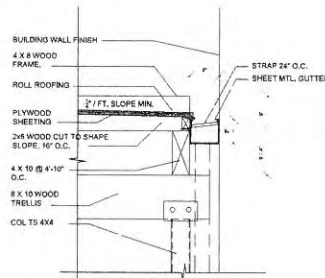
02 REAR (WEST) ELEVATION
SCALE: 1/4"=1'-0"



03 LEFT (SOUTH) ELEVATION
SCALE: 1/4"=1'-0"



A TRELLIS DETAIL
SCALE: 1/4"=1'-0"



B TRELLIS DETAIL
SCALE: 1/4"=1'-0"

| GENERAL NOTES | |
|---------------|---|
| 1. | REFER TO ARCHITECTURAL FLOOR PLAN FOR ADDITIONAL DIMENSIONS. |
| 2. | ALL HEIGHT REFERENCES ARE TAKEN FROM FINISH-TOP OF SLAB (FOR AREA INDICATED). |
| 3. | BRIDGING SHALL BE UNDER TERRACE PERMIT AND SIGNATURE. |
| 4. | ALL SIZES AND SP'S BY DIM. UNLESS NOTED. |

EXT. MATERIAL/FINISH SCHEDULE

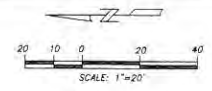
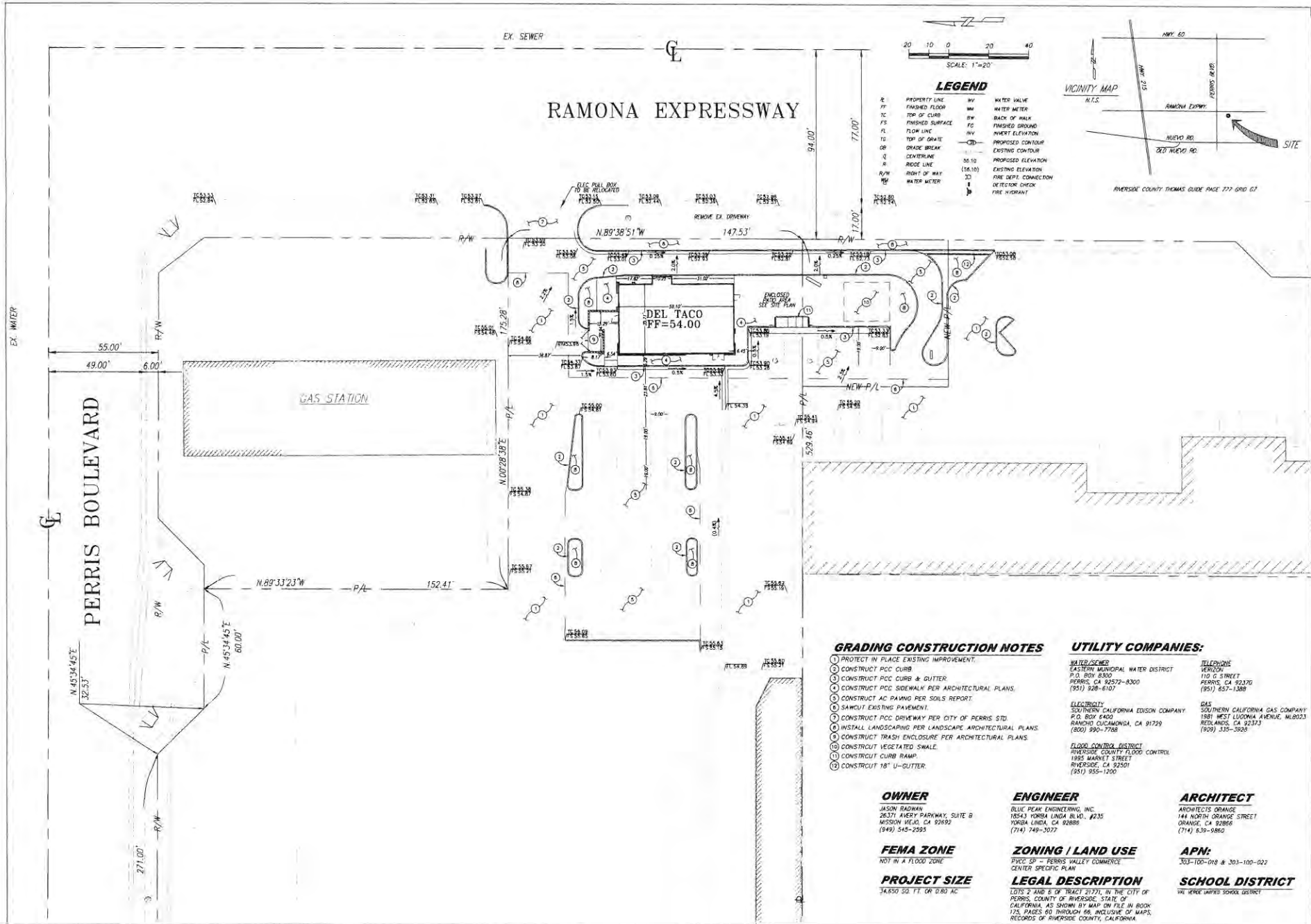
| FINISH | DESCRIPTION |
|--------|-------------|
| MF-1 | MF-1 |
| MF-2 | MF-2 |
| MF-3 | MF-3 |
| MF-4 | MF-4 |
| MF-5 | MF-5 |
| MF-6 | MF-6 |
| MF-7 | MF-7 |
| MF-8 | MF-8 |
| MF-9 | MF-9 |
| MF-10 | MF-10 |
| MF-11 | MF-11 |
| MF-12 | MF-12 |
| MF-13 | MF-13 |
| MF-14 | MF-14 |
| MF-15 | MF-15 |
| MF-16 | MF-16 |
| MF-17 | MF-17 |
| MF-18 | MF-18 |
| MF-19 | MF-19 |
| MF-20 | MF-20 |
| MF-21 | MF-21 |
| MF-22 | MF-22 |
| MF-23 | MF-23 |
| MF-24 | MF-24 |
| MF-25 | MF-25 |
| MF-26 | MF-26 |
| MF-27 | MF-27 |
| MF-28 | MF-28 |
| MF-29 | MF-29 |
| MF-30 | MF-30 |
| MF-31 | MF-31 |
| MF-32 | MF-32 |
| MF-33 | MF-33 |
| MF-34 | MF-34 |
| MF-35 | MF-35 |
| MF-36 | MF-36 |
| MF-37 | MF-37 |
| MF-38 | MF-38 |
| MF-39 | MF-39 |
| MF-40 | MF-40 |
| MF-41 | MF-41 |
| MF-42 | MF-42 |
| MF-43 | MF-43 |
| MF-44 | MF-44 |
| MF-45 | MF-45 |
| MF-46 | MF-46 |
| MF-47 | MF-47 |
| MF-48 | MF-48 |
| MF-49 | MF-49 |
| MF-50 | MF-50 |
| MF-51 | MF-51 |
| MF-52 | MF-52 |
| MF-53 | MF-53 |
| MF-54 | MF-54 |
| MF-55 | MF-55 |
| MF-56 | MF-56 |
| MF-57 | MF-57 |
| MF-58 | MF-58 |
| MF-59 | MF-59 |
| MF-60 | MF-60 |
| MF-61 | MF-61 |
| MF-62 | MF-62 |
| MF-63 | MF-63 |
| MF-64 | MF-64 |
| MF-65 | MF-65 |
| MF-66 | MF-66 |
| MF-67 | MF-67 |
| MF-68 | MF-68 |
| MF-69 | MF-69 |
| MF-70 | MF-70 |
| MF-71 | MF-71 |
| MF-72 | MF-72 |
| MF-73 | MF-73 |
| MF-74 | MF-74 |
| MF-75 | MF-75 |
| MF-76 | MF-76 |
| MF-77 | MF-77 |
| MF-78 | MF-78 |
| MF-79 | MF-79 |
| MF-80 | MF-80 |
| MF-81 | MF-81 |
| MF-82 | MF-82 |
| MF-83 | MF-83 |
| MF-84 | MF-84 |
| MF-85 | MF-85 |
| MF-86 | MF-86 |
| MF-87 | MF-87 |
| MF-88 | MF-88 |
| MF-89 | MF-89 |
| MF-90 | MF-90 |
| MF-91 | MF-91 |
| MF-92 | MF-92 |
| MF-93 | MF-93 |
| MF-94 | MF-94 |
| MF-95 | MF-95 |
| MF-96 | MF-96 |
| MF-97 | MF-97 |
| MF-98 | MF-98 |
| MF-99 | MF-99 |
| MF-100 | MF-100 |

| FINISH LEGEND | |
|---------------|--|
| | WALL FINISH REFER TO FINISH SCHEDULE. |
| | COLORLED STONE VENEER, REFER TO FINISH SCHEDULE. |



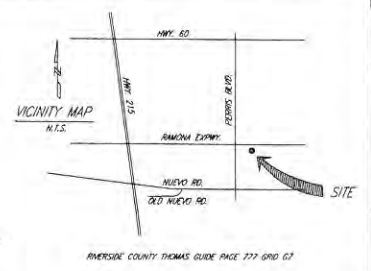
PERRIS & RAMONA - PERRIS, CA

TRASH ENCLOSURE



LEGEND

| | | | |
|-----|------------------|-----|-----------------------|
| P | PROPERTY LINE | WV | WATER VALVE |
| FF | FINISHED FLOOR | WM | WATER METER |
| TC | TOP OF CURB | BP | BACK OF PAVK |
| FS | FINISHED SURFACE | FG | FINISHED GROUND |
| TL | TOP LINE | INV | INVERT ELEVATION |
| TO | TOP OF GRADE | PC | PROPOSED CONTOUR |
| OB | GRADE BREAK | EC | EXISTING CONTOUR |
| Q | CENTERLINE | PE | PROPOSED ELEVATION |
| R | RIDGE LINE | EE | EXISTING ELEVATION |
| R/W | RIGHT OF WAY | FC | FIRE DEPT. CONNECTION |
| WM | WATER METER | FD | DEFECTOR CHECK |
| | | FI | FIRE HYDRANT |



1854 YORKA LINDA BL., #235
 YORBA LINDA, CA 92586
 (714) 749-3071
BLUE PEAK
 ENGINEERING, INC.
 (714) 251-1000 FAX

DRAWING ISSUE RECORD
 NO. DATE DESCRIPTION

APPROVAL RECORD
 NO. DATE DESCRIPTION

PROJECT NAME

DEL TACO
 PERRIS BLVD. & RAMONA EXPRESSWAY
 PERRIS, CALIFORNIA



SHEET TITLE

PRELIMINARY GRADING & DRAINAGE PLAN

SHEET NUMBER

C-01

DATE: 07/13/2014

GRADING CONSTRUCTION NOTES

1. PROTECT IN PLACE EXISTING IMPROVEMENT.
2. CONSTRUCT PCC CURB
3. CONSTRUCT PCC CURB & GUTTER
4. CONSTRUCT PCC SIDEWALK PER ARCHITECTURAL PLANS.
5. CONSTRUCT AC PAVING PER SOILS REPORT.
6. SAWCUT EXISTING PAVEMENT.
7. CONSTRUCT PCC DRIVEWAY PER CITY OF PERRIS STD.
8. INSTALL LANDSCAPING PER LANDSCAPE ARCHITECTURAL PLANS
9. CONSTRUCT TRASH ENCLOSURE PER ARCHITECTURAL PLANS
10. CONSTRUCT VEGETATED SWALE.
11. CONSTRUCT CURB RAMP.
12. CONSTRUCT 18" U-GUTTER.

UTILITY COMPANIES:

WATER/SCHER
 EASTERN MUNICIPAL WATER DISTRICT
 P.O. BOX 8300
 PERRIS, CA 92572-8300
 (951) 928-6107

ELECTRICITY
 SOUTHERN CALIFORNIA EDISON COMPANY
 P.O. BOX 6400
 RANCHO CALAMONDA, CA 91729
 (909) 390-7768

FLOOD CONTROL DISTRICT
 RIVERSIDE COUNTY FLOOD CONTROL
 1995 MARKET STREET
 RIVERSIDE, CA 92501
 (951) 955-1200

TELEPHONE
 110 G STREET
 PERRIS, CA 92570
 (951) 657-1389

GAS
 SOUTHERN CALIFORNIA GAS COMPANY
 1881 WEST LUCOMIA AVENUE, ML8203
 REDLANDS, CA 92373
 (909) 335-3028

OWNER
 JASON RADWAN
 26371 AVERY PARKWAY, SUITE B
 MISSION VIEJO, CA 92692
 (949) 542-2993

ENGINEER
 BLUE PEAK ENGINEERING, INC.
 18543 YORKA LINDA BLVD., #235
 YORBA LINDA, CA 92886
 (714) 749-3072

ARCHITECT
 ARCHITECTS ORANGE
 144 NORTH ORANGE STREET
 ORANGE, CA 92666
 (714) 839-5860

FEMA ZONE
 NOT IN A FLOOD ZONE

ZONING / LAND USE
 PVCC SP - PERRIS VALLEY COMMERCE
 CENTER SPECIFIC PLAN

APN:
 303-100-018 & 303-100-021

PROJECT SIZE
 34,650 SQ. FT. OR 0.80 AC

LEGAL DESCRIPTION
 LOTS 2 AND 8 OF TRACT 27371, IN THE CITY OF
 PERRIS, COUNTY OF RIVERSIDE, STATE OF
 CALIFORNIA, AS SHOWN BY MAP ON FILE IN BOOK
 175, PAGES 60 THROUGH 66, INCLUSIVE OF MAPS,
 RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.

SCHOOL DISTRICT
 VAL VERDE UNIFIED SCHOOL DISTRICT

NOTICE OF PUBLIC HEARING

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

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

Any person may submit written comments to the ALUC before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. The proposed project application may be viewed at the Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501, Monday through Thursday, from 8:00 a.m. to 5:00 p.m., and by prescheduled appointment on Friday, May 8, 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: May 14, 2015

TIME OF HEARING: 9:00 A.M.

CASE DESCRIPTION:

ZAP1116MA15 – Ramona Exp./Perris Inv. (Representative: Blue Peak Engineering) – City of Perris Case No.: CUP15-00010 (Conditional Use Permit). A proposal to construct and operate a fast food restaurant (Del Taco) consisting of a 2,067 square foot building with dining and kitchen areas, an exterior patio dining area, a drive-thru, and 33 parking spaces on a 0.8-acre site located along the southerly side of Ramona Expressway, easterly of Perris Boulevard and directly easterly of the gas station at the southeast corner. The site includes portions of two parcels with a combined area of 4.24 acres within a larger shopping center. (Airport Compatibility Zone C1 of the March Air Reserve Base/Inland Port 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. Nathan Perez of the City of Perris Planning Department, at (951) 943-5003.

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

ALUC Identification No.

ZAP1116MAIS

PROJECT PROPONENT (TO BE COMPLETED BY APPLICANT)

Date of Application 3/31/15
 Property Owner RAMONA EXP/PERRIS INV Phone Number (949) 545-2595
 Mailing Address 26371 AVERT Pkwy, #B
MISSION VIEJO, CA 92692

Agent (if any) BLUE PEAK ENGINEERING Phone Number (714) 749-3077
 Mailing Address 18543 YORBA LINDA BLVD, #235
YORBA LINDA, CA 92886

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 ~~STATE~~ SEC RAMONA AND PERRIS, PERRIS, CA

Assessor's Parcel No. 303-100-018 AND 022 Parcel Size 0.3 AC
 Subdivision Name TRACT 21771 Zoning PVCC SP
 Lot Number LOTS 216 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) PARKING LOT FOR A RETAIL CENTER

Proposed Land Use (describe) DRIVE-THRU DEL TACO RESTAURANT

For Residential Uses Number of Parcels or Units on Site (exclude secondary units) _____
 For Other Land Uses Hours of Use 24 HOURS
 (See Appendix C) Number of People on Site Maximum Number 50
 Method of Calculation 2013 CPC, TABLE A

Height Data Height above Ground or Tallest Object (including antennas and trees) 33'-6" ft.
 Highest Elevation (above sea level) of Any Object or Terrain on Site 1477.5 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 _____

March

REFERRING AGENCY (APPLICANT OR JURISDICTION TO COMPLETE)

| | | |
|----------------------|-----------------------|---|
| Date Received | _____ | Type of Project |
| Agency Name | <u>CITY OF PERRIS</u> | <input type="checkbox"/> General Plan Amendment |
| Staff Contact | <u>NATHAN PEREZ</u> | <input type="checkbox"/> Zoning Amendment or Variance |
| Phone Number | <u>(951) 943-5003</u> | <input type="checkbox"/> Subdivision Approval |
| Agency's Project No. | <u>CUP 15-00010</u> | <input checked="" type="checkbox"/> Use Permit |
| | | <input type="checkbox"/> Public Facility |
| | | <input type="checkbox"/> Other _____ |

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

B. SUBMISSION PACKAGE:

ALUC REVIEW

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

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

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

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 2.2

HEARING DATE: May 14, 2015

CASE NUMBER: ZAP1112MA15 – Alfa Limited/Clifton S. Jones III
(Representative: SDH & Associates, Inc.)

APPROVING JURISDICTION: City of Riverside

JURISDICTION CASE NO: P14-0683 (General Plan Amendment), P14-0684 (Rezone),
P14-0685 (Site Plan Review)

MAJOR ISSUES: None

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

PROJECT DESCRIPTION: The Site Plan Review proposes to develop 220 apartment units within 13 buildings, plus a clubhouse building, fitness building, pool and spa on 12.7 acres within a 30.9 acre area. The General Plan Amendment is a proposal to amend the City of Riverside General Plan land use designation of 11.8 acres (all of Assessor's Parcel Number 253-240-020 and portions of Assessor's Parcel Number 253-240-028) within the 30.9-acre area from Open Space/Natural Resources (OS/NR) to Medium High Density Residential (MHDR) (maximum 14.5 dwelling units per acre). The Rezone is a proposal to change the zoning classification of the same 11.8-acre area (of which 8.7 acres are presently zoned Public Facilities [PF] and 3.1 acres are presently zoned Single Family Residential, 7,000 square foot minimum [R-1-7,000]) to Multiple Family Residential, 3,000 square foot minimum lot area per dwelling unit.

PROJECT LOCATION: The site is located northerly of Central Avenue, westerly of Quail Run Road, easterly of Canyon Crest Drive, and southerly of Bruin Drive, within the City of Riverside, approximately 26,200 feet northwesterly 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: Zones D and E
- c. Noise Levels: below 60 CNEL

BACKGROUND:

Residential Density: The site is located within Compatibility Zones D and E, with the majority of the site located within Zone E. Compatibility Zones D and E within this Airport Influence Area do not limit residential density.

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

Noise: The March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan depicts the site as being 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 26,200 feet from the runway, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 1797 feet AMSL. The proposed grading has a maximum finished floor elevation of 1160.67 feet AMSL and a maximum proposed building height of 40 feet 8 inches for a total maximum elevation of 1201.34 feet AMSL, which is below the Runway 14-32 elevation. 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.

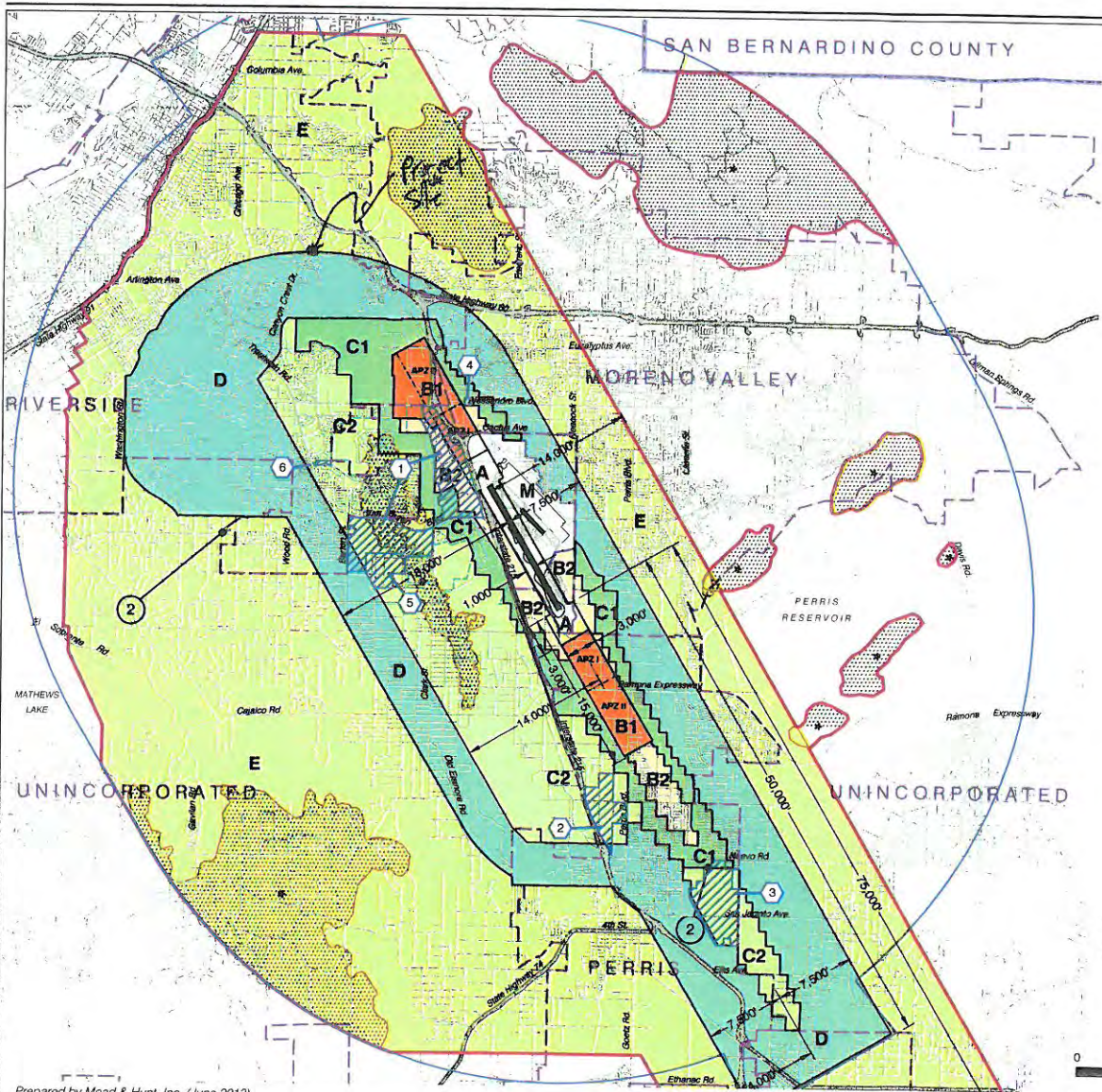
CONDITIONS:

1. Any outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses 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, 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 tenants of the buildings, 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

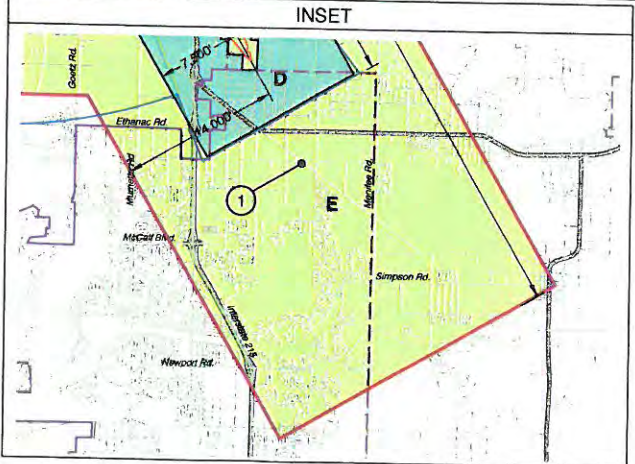
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

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



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



Base map source: County of Riverside 2013

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

Map MA-1

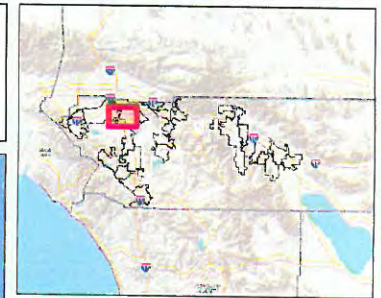
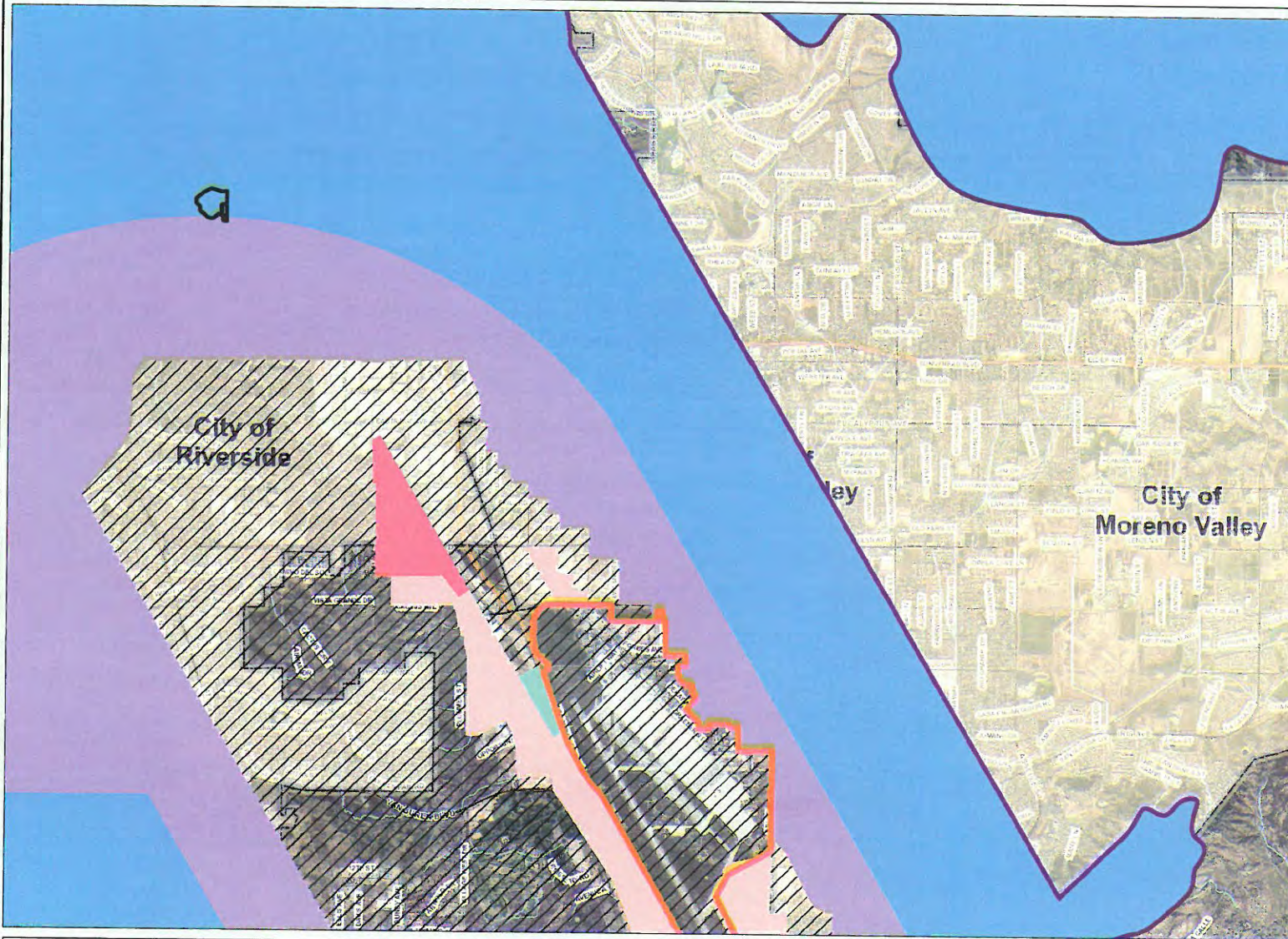
**Compatibility Map
March Air Reserve Base / Inland Port Airport**

SEE INSET AT RIGHT


















AIRPORT PROXIMITY EXHIBIT



My Map



Legend

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



0 8,071 16,143 Feet



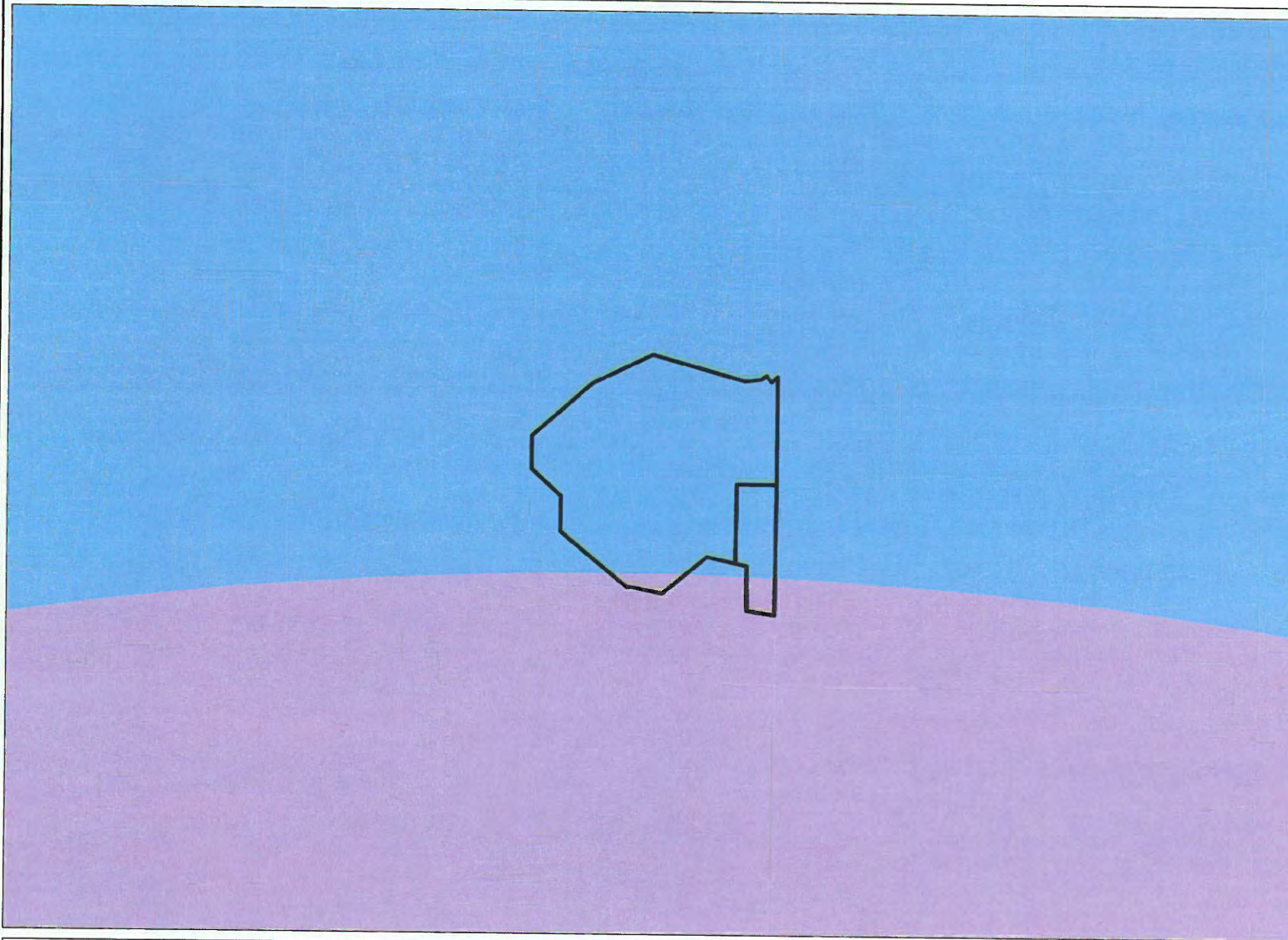
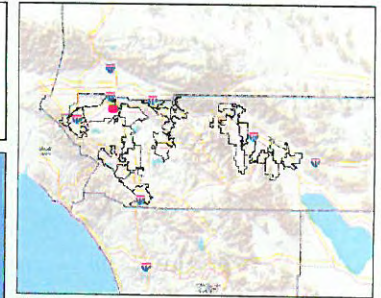
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or 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... 4/16/2015 1:10:33 PM

© Riverside County TLMA GIS

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



0 1,009 2,018 Feet



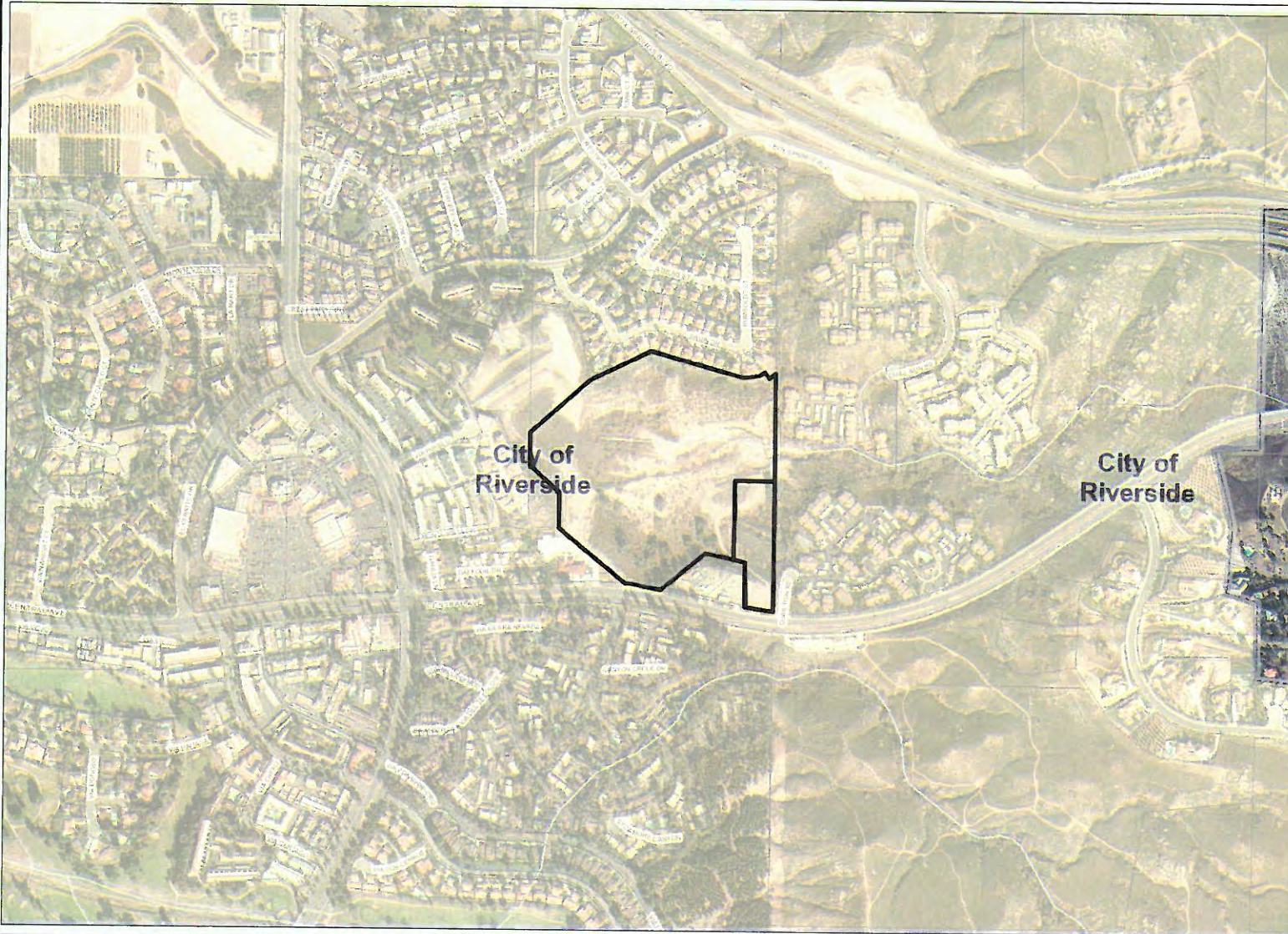
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or 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... 4/16/2015 1:09:24 PM

© Riverside County TLMA GIS

Notes

My Map



Legend

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



0 1,009 2,018 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.

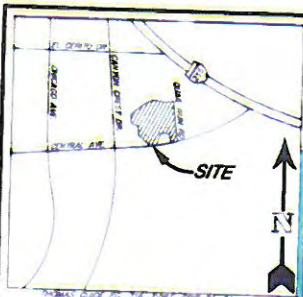
REPORT PRINTED ON... 4/16/2015 1:08:57 PM

© Riverside County TLMA GIS

Notes

IN THE CITY RIVERSIDE, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA
GENERAL PLAN AMENDMENT
QUAIL RUN APARTMENTS
 AUGUST 2014

PORT SEC 32, T2S, R4W, SBBM



VICINITY MAP
SCALE: 1" = 10 MILES

OWNER/APPLICANT

ALFA LIMITED
 168-W. DASH 2ND STREET
 LOS ANGELES, CA 90027
 PHONE (213) 438-0823

ENGINEER

SDA & ASSOCIATES INC.
 5223 CHAYON CREST DRIVE 71439
 RIVERSIDE, CA 92507
 PHONE (951) 583-3681
 FAX (951) 708-2114

ASSESSORS PARCEL NUMBERS

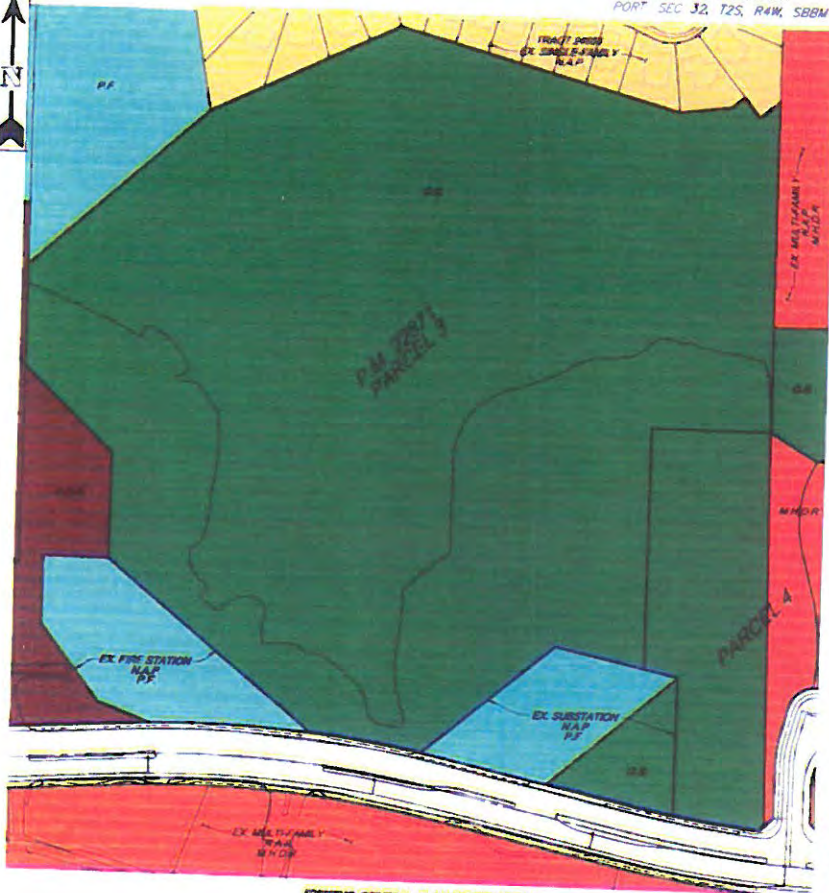
233-240-029-8
 233-240-029-9

SURROUNDING GENERAL PLAN DESIGNATION

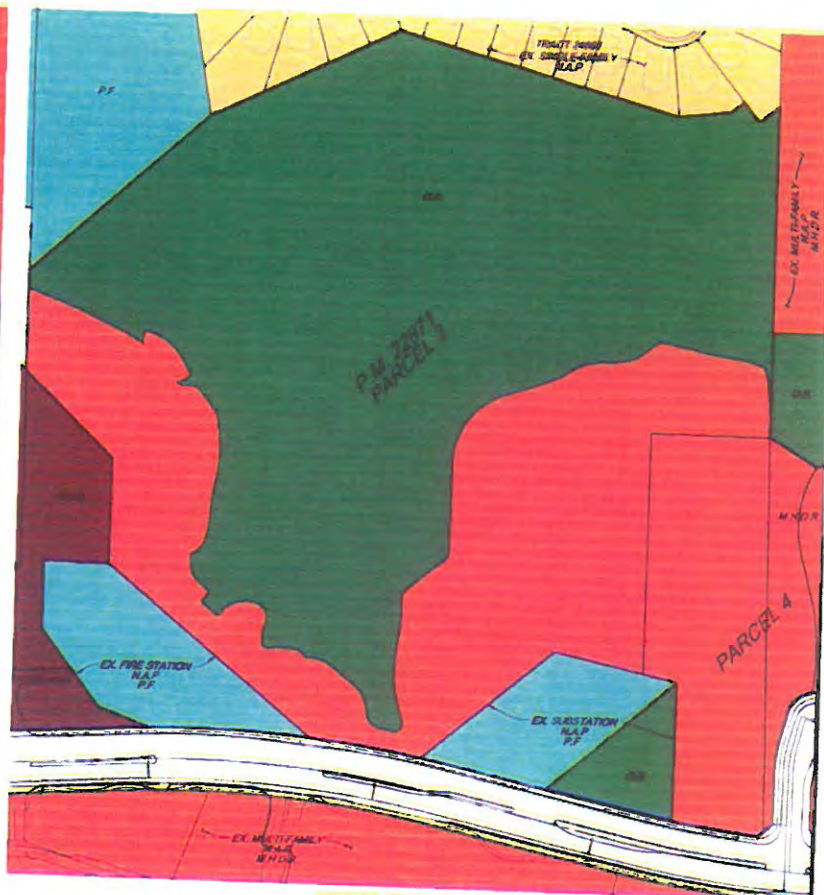
- NORTH R-1-8000 SINGLE FAMILY RESIDENTIAL
- EAST R-3-3000 MULTIFAMILY RESIDENTIAL
- WEST R-3-1500 MULTIFAMILY RESIDENTIAL
- SOUTH R-1-7000 SINGLE FAMILY RESIDENTIAL
- R-3-1500 MULTIFAMILY RESIDENTIAL

GENERAL PLAN DESIGNATION LEGEND

- OS OPEN SPACE
- PF PARK FACILITIES
- MOR MEDIUM DENSITY RESIDENTIAL
- MHR MEDIUM HIGH DENSITY RESIDENTIAL
- HDR HIGH DENSITY RESIDENTIAL



EXISTING GENERAL PLAN DESIGNATION
SCALE: 1" = 100'

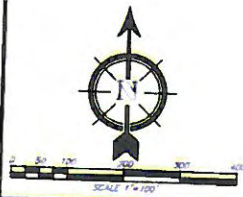


PROPOSED GENERAL PLAN DESIGNATION
SCALE: 1" = 100'

PROPERTY LEGAL DESCRIPTION

PARCEL A (APN 233-240-029)
 PARCEL B OF PARCEL MAP 22971 AS SHOWN BY MAP ON FILE IN PARCEL MAP BOOK 156 PARCELS 30 THROUGH 34 INCLUSIVE, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA,
 TOGETHER WITH THAT PORTION OF PARCEL 2 OF SAID PARCEL MAP DESCRIBED AS FOLLOWS:
 BEGINNING AT THE WEST SOUTHEASTERN CORNER OF SAID PARCEL 2;
 THENCE NORTH 10° 10' EAST, ALONG THE EASTERN LINE OF SAID PARCEL 2,
 A DISTANCE OF 340.81 FEET;
 THENCE SOUTH 01° 59' 24" WEST, A DISTANCE OF 43.20 FEET;
 THENCE S89° 30' 28" WEST, A DISTANCE OF 44.00 FEET;
 THENCE S17° 30' 34" WEST, A DISTANCE OF 30.00 FEET;
 THENCE S66° 17' 32" WEST, A DISTANCE OF 91.81 FEET;

THENCE NORTH 73° 00' 00" WEST, A DISTANCE OF 33.80 FEET TO A POINT ON THE EASTERN LINE OF PARCEL 5 OF SAID PARCEL MAP 22971;
 THENCE SOUTH 09° 00' 00" WEST, ALONG THE EASTERN LINE OF SAID PARCEL 5, A DISTANCE OF 564.98 FEET TO THE NORTHEASTERN CORNER OF PARCEL 4 OF SAID PARCEL MAP 22971;
 THENCE SOUTH 89° 30' 28" EAST, ALONG THE NORTHERLY LINE OF SAID PARCEL 4, A DISTANCE OF 710.00 FEET TO THE POINT OF BEGINNING.
 THIS LEGAL DESCRIPTION IS MADE PURSUANT TO THE 11TH CERTAIN CERTIFICATE OF COMPLIANCE RECORDED JUNE 22, 1990 AS INSTRUMENT NO. 89-230044 OF OFFICE RECORDS.
 PARCEL B (APN 233-240-029)
 PARCEL 4 OF PARCEL MAP 22971 AS SHOWN BY MAP ON FILE IN BOOK 156 OF PARCEL MAP PARCELS 30 THROUGH 34 THEREOF, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.



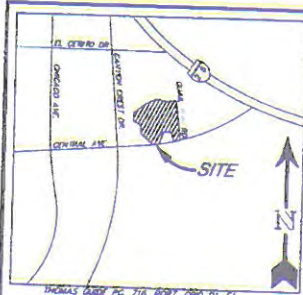
SDA & ASSOCIATES INC.
 5223 CHAYON CREST DRIVE 71439
 RIVERSIDE, CALIFORNIA 92507
 TEL: (951) 583-3681 FAX: (951) 708-2114

DATE: AUGUST 2014

| | | |
|-------------------------------|--|---------|
| CITY OF RIVERSIDE | | 1 |
| GENERAL PLAN AMENDMENT | | 1 |
| | | (SHEET) |

ZONE CHANGE EXHIBIT QUAIL RUN APARTMENTS AUGUST 2014

32



OWNER/APPLICANT

ALFA LIMITED
188-F EAST 21ST STREET
DANA POINT, CA 92621
PHONE (949) 456-0605

ENGINEER

SOH & ASSOCIATES INC.
3275 CANTON CREST DRIVE 71439
RIVERSIDE, CA 92507
PHONE (951) 683-3871

ASSESSORS PARCEL NUMBERS

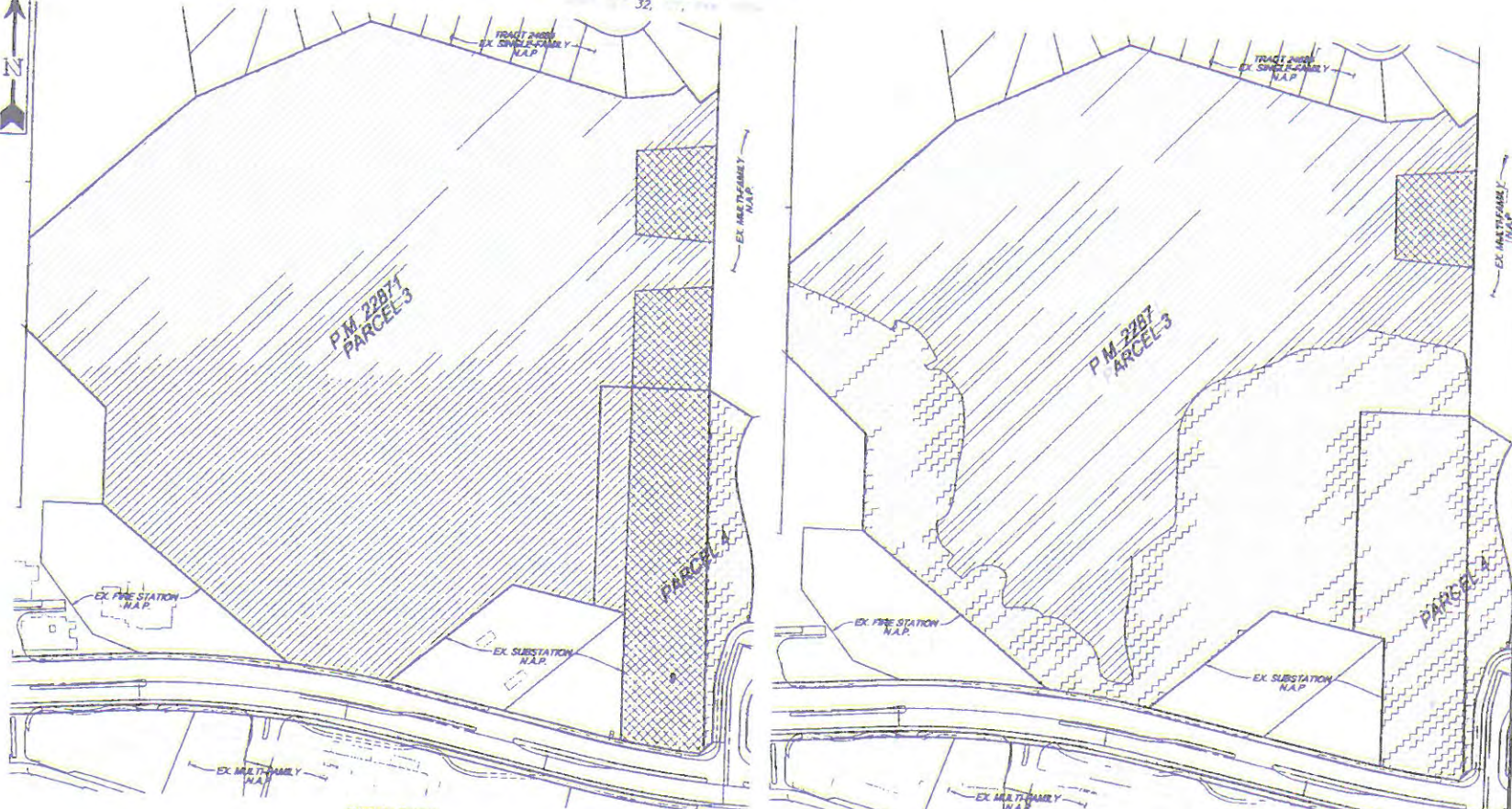
253 2 6

SURROUNDING ZONING

NORTH: R-1 10000 SINGLE FAMILY RESIDENTIAL
EAST: R-3 3000 MULTI FAMILY RESIDENTIAL
WEST: R-3 1500 SINGLE FAMILY RESIDENTIAL &
SOUTH: R-1 1000 SINGLE FAMILY RESIDENTIAL &
R-3 1500 MULTI FAMILY RESIDENTIAL

ZONING LEGEND

- PF PUBLIC FACILITIES
- R-1 10000 SINGLE FAMILY RESIDENTIAL
- R-3 3000 MULTI FAMILY RESIDENTIAL



EXISTING ZONING
SCALE: 1"=100'

| PROPOSED ZONING QUANTITIES (AC) | |
|---------------------------------|----------------------------|
| | 1,148,181 S.F. 26.3 |
| | 183,081 S.F. 4.2 |
| | 37,320 S.F. 0.9 |
| TOTAL | 1,368,582 S.F. 31.4 |

PROPOSED ZONING
SCALE: 1"=100'

| PROPOSED ZONING QUANTITIES (AC) | |
|---------------------------------|----------------------------|
| | 768,834 S.F. 17.6 |
| | 25,910 S.F. 0.6 |
| | 351,821 S.F. 8.1 |
| TOTAL | 1,146,565 S.F. 26.3 |

PROPERTY LEGAL DESCRIPTION

PARCEL A (APN: 253-240-020)
PARCEL 3 OF PARCEL MAP 22871, AS SHOWN BY MAP ON FILE IN PARCEL MAP BOOK 124, PAGES 50 THROUGH 54 INCLUSIVE, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.
TOGETHER WITH THAT PORTION OF PARCEL 2 OF SAID PARCEL MAP DESCRIBED AS FOLLOWS:
BEGINNING AT THE MOST SOUTHEASTLY CORNER OF SAID PARCEL 2;
THENCE NORTH 02°01'16" EAST, ALONG THE EASTERN LINE OF SAID PARCEL 2, A DISTANCE OF 340.63 FEET;
THENCE SOUTH 31°08'34" WEST, A DISTANCE OF 45.20 FEET;
THENCE S80°07'01" WEST, A DISTANCE OF 44.00 FEET;
THENCE S17°08'34" WEST, A DISTANCE OF 30.00 FEET;
THENCE SOUTH 82°48'08" WEST, A DISTANCE OF 91.93 FEET;

THENCE NORTH 75°00'00" WEST, A DISTANCE OF 33.80 FEET TO A POINT ON THE EASTERN LINE OF PARCEL 3 OF SAID PARCEL MAP 22871;
THENCE SOUTH 02°01'16" WEST, ALONG THE EASTERN LINE OF SAID PARCEL 3, A DISTANCE OF 344.88 FEET TO THE NORTHWESTLY CORNER OF PARCEL 4 OF SAID PARCEL MAP 22871;
THENCE SOUTH 88°05'00" EAST, ALONG THE NORTHERLY LINE OF SAID PARCEL 4, A DISTANCE OF 210.00 FEET TO THE POINT OF BEGINNING.
THE LEGAL DESCRIPTION IS MADE PURSUANT TO THE AT CERTAIN CERTIFICATE OF COMPLIANCE RECORDED JUNE 22, 1999 AS INSTRUMENT NO. 90-133842 OF OFFICIAL RECORDS.
PARCEL B (APN: 253-240-020)
PARCEL 4 OF PARCEL MAP 22871 AS SHOWN BY MAP ON FILE IN BOOK 156 OF PARCEL MAP PAGES 50 THROUGH 54 THEREOF, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.



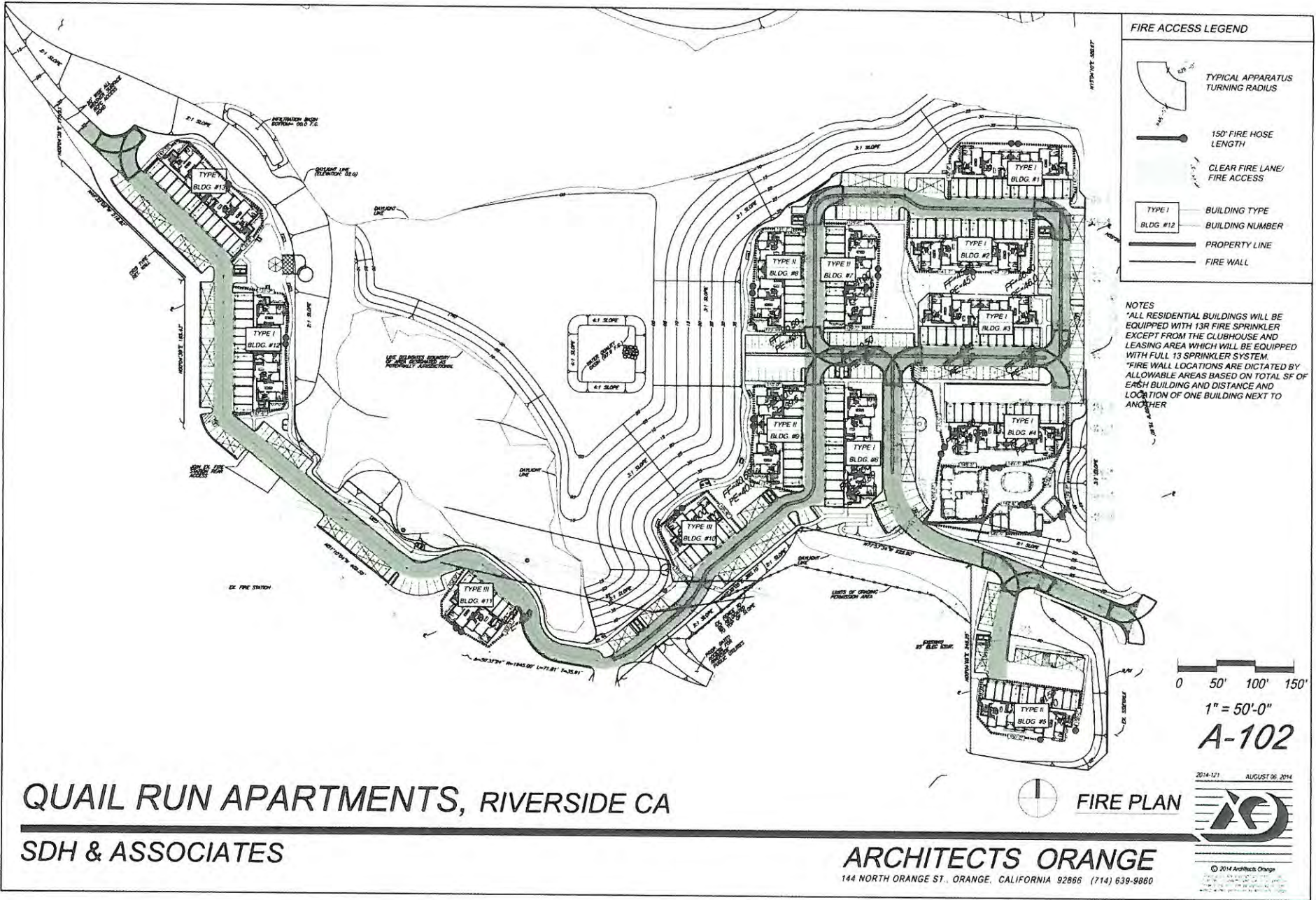
PREPARED BY: **SOH & ASSOCIATES INC.**
1825 CANTON CREST DRIVE 71439
RIVERSIDE, CALIFORNIA 92507
TEL: (951) 683-3871 FAX: (951) 683-0274

DATE: AUGUST 2014

CITY OF RIVERSIDE

ZONE CHANGE EXHIBIT

1 OF 1 SHEETS



FIRE ACCESS LEGEND

- TYPICAL APPARATUS TURNING RADIUS
- 150' FIRE HOSE LENGTH
- CLEAR FIRE LANE/ FIRE ACCESS
- TYPE I BUILDING TYPE
- BLDG #12 BUILDING NUMBER
- PROPERTY LINE
- FIRE WALL

NOTES
 *ALL RESIDENTIAL BUILDINGS WILL BE EQUIPPED WITH 13R FIRE SPRINKLER EXCEPT FROM THE CLUBHOUSE AND LEASING AREA WHICH WILL BE EQUIPPED WITH FULL 13 SPRINKLER SYSTEM.
 *FIRE WALL LOCATIONS ARE DICTATED BY ALLOWABLE AREAS BASED ON TOTAL SF OF EACH BUILDING AND DISTANCE AND LOCATION OF ONE BUILDING NEXT TO ANOTHER

0 50' 100' 150'
 1" = 50'-0"
A-102

2014-121 AUGUST 06, 2014

FIRE PLAN

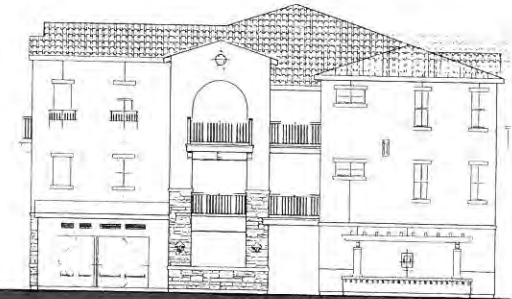
© 2014 Architects Orange

QUAIL RUN APARTMENTS, RIVERSIDE CA
SDH & ASSOCIATES

ARCHITECTS ORANGE
 144 NORTH ORANGE ST., ORANGE, CALIFORNIA 92666 (714) 639-8860



REAR



RIGHT SIDE



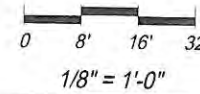
FRONT



LEFT SIDE

QUAIL RUN APARTMENTS, RIVERSIDE CA

SDH & ASSOCIATES



**BUILDING TYPE I
ELEVATIONS**

A-203

2014-121 FEBRUARY 10, 2015



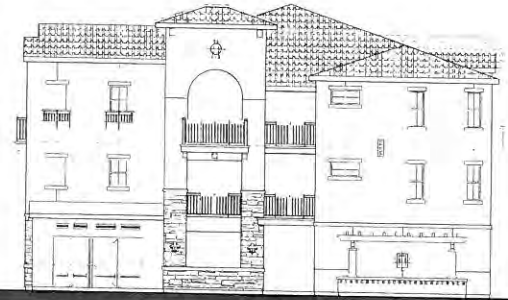
ARCHITECTS ORANGE

144 NORTH ORANGE ST., ORANGE, CALIFORNIA 92866 (714) 639-9860

© 2015 Architects Orange
All rights reserved. No part of this document may be reproduced without the written permission of Architects Orange.



REAR



RIGHT SIDE



FRONT



LEFT SIDE

QUAIL RUN APARTMENTS, RIVERSIDE CA

SDH & ASSOCIATES



1/8" = 1'-0"

**BUILDING TYPE II
ELEVATIONS**

A-208

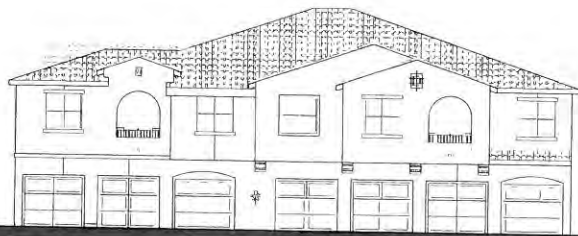
2014-121 FEBRUARY 10, 2015



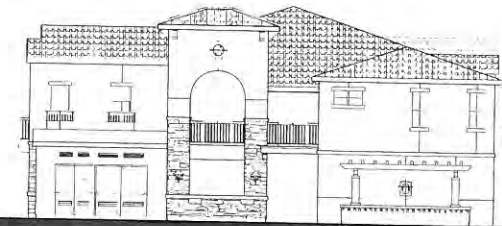
ARCHITECTS ORANGE

144 NORTH ORANGE ST., ORANGE, CALIFORNIA 92866 (714) 639-9860

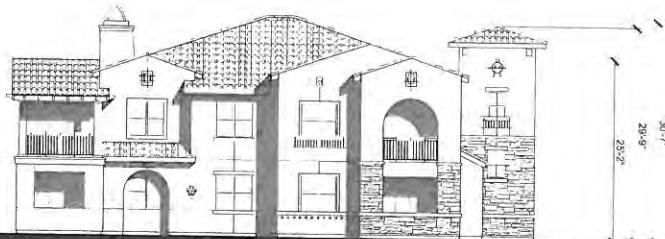
© 2015 Architects Orange
All Rights Reserved



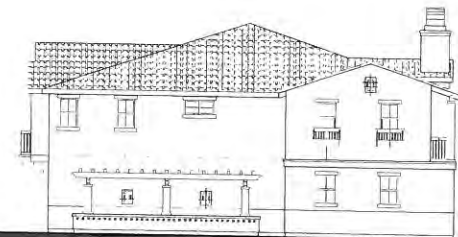
REAR



RIGHT SIDE



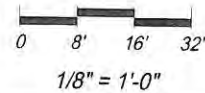
FRONT



LEFT SIDE

QUAIL RUN APARTMENTS, RIVERSIDE CA

SDH & ASSOCIATES



BLDG. #11 - TYPE III
ELEVATIONS

A-208

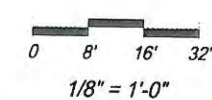
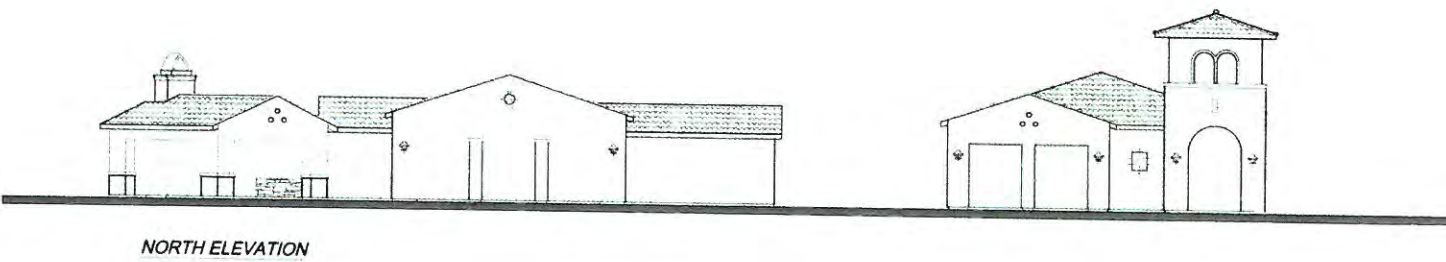
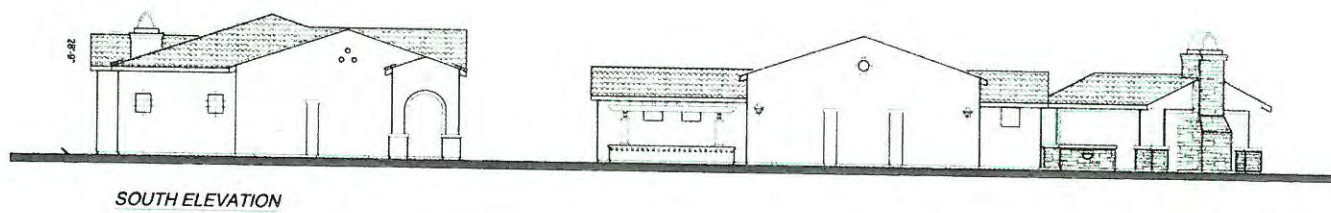
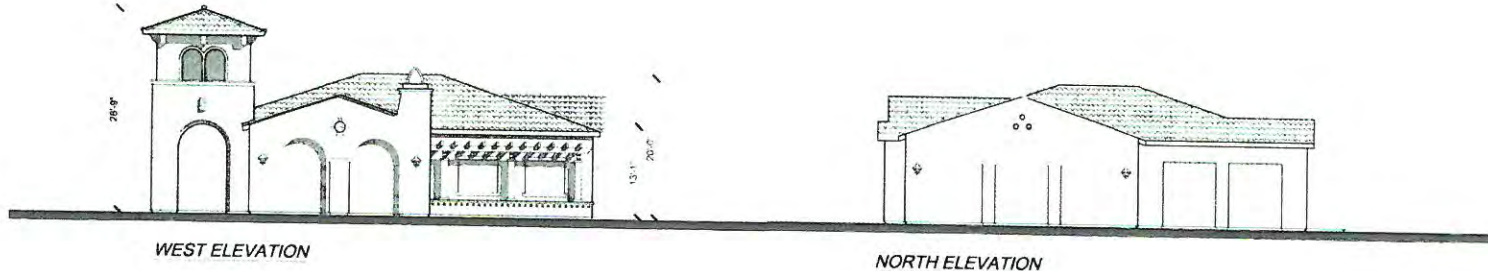
2014-121 FEBRUARY 10, 2015



ARCHITECTS ORANGE

144 NORTH ORANGE ST., ORANGE, CALIFORNIA 92866 (714) 639-9860

© 2015 Architects Orange
ALL RIGHTS RESERVED



A-210

2014-121 AUGUST 06, 2014



© 2014 Architects Orange

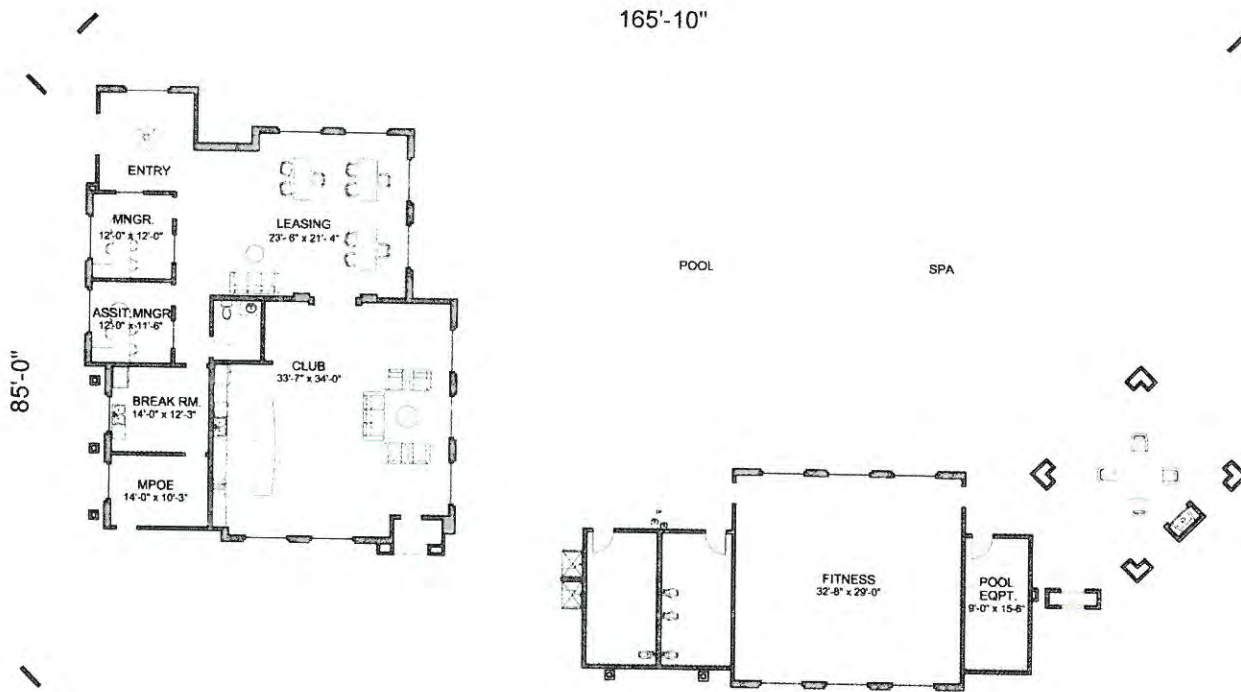
QUAIL RUN APARTMENTS, RIVERSIDE CA

SDH & ASSOCIATES

CLUBHOUSE ELEVATIONS

ARCHITECTS ORANGE

144 NORTH ORANGE ST., ORANGE, CALIFORNIA 92866 (714) 639-9860



QUAIL RUN APARTMENTS, RIVERSIDE CA

SDH & ASSOCIATES

CLUBHOUSE FLOOR PLAN

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

A-209

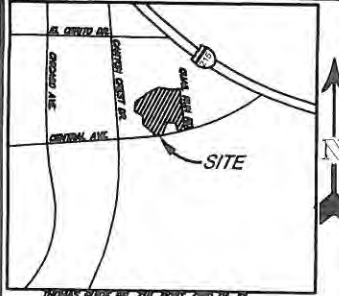
2014-121 AUGUST 06, 2014



ARCHITECTS ORANGE

144 NORTH ORANGE ST., ORANGE, CALIFORNIA 92666 (714) 639-9860

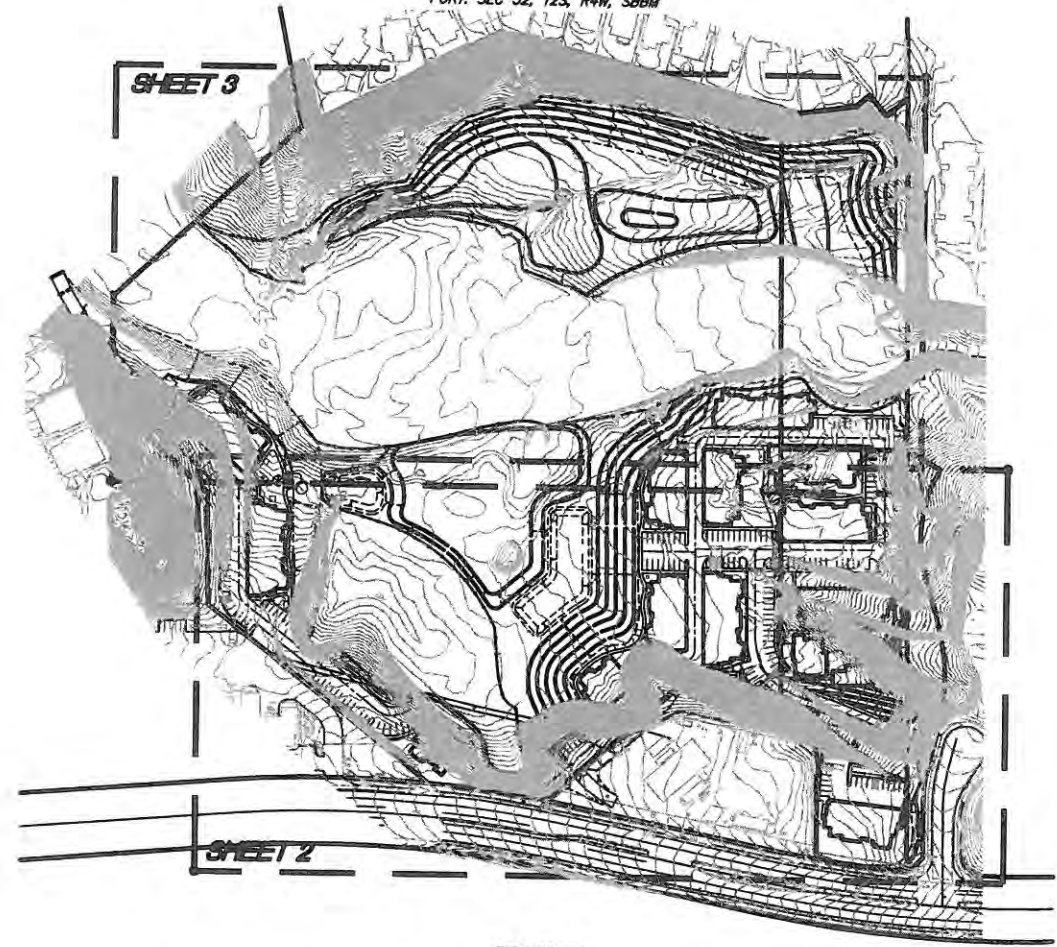
© 2014 Architects Orange



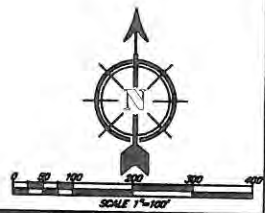
THOMAS GUIDE PLS. 714, PORT. GRID D1, E1
VICINITY MAP
NOT TO SCALE

IN THE CITY RIVERSIDE, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA
PRELIMINARY GRADING PLAN
QUAIL RUN APARTMENTS

AUGUST 2014
PORT. SEC 32, T2S, R4W, SBBM



INDEX MAP
SCALE: 1"=100'



OWNER/APPLICANT
ALMA LIMITED
169-F EAST 81ST STREET
COSTA MESA, CA 92627
PHONE (949) 453-9200

ASSESSORS' PARCEL NUMBERS
283-840-029-6
283-840-025-6

SOURCE OF TOPOGRAPHY
CITY OF RIVERSIDE CHOSE DATA

ZONING AND LAND USE
EXISTING ZONING - OF S-3-SP
PROPOSED ZONING - OF S-3-SP

UTILITY PURVEYORS
SEWER: CITY OF RIVERSIDE
GAS: SO. CALIF. GAS
ELECTRICAL: CITY OF RIVERSIDE
TELEPHONE: PACIFIC BELL
SEWER: CITY OF RIVERSIDE

SHEET INDEX
1- TITLE SHEET
2- PRELIMINARY GRADING PLAN
3- PRELIMINARY GRADING PLAN
4- SECTION SHEET

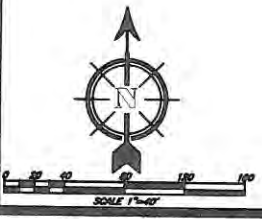
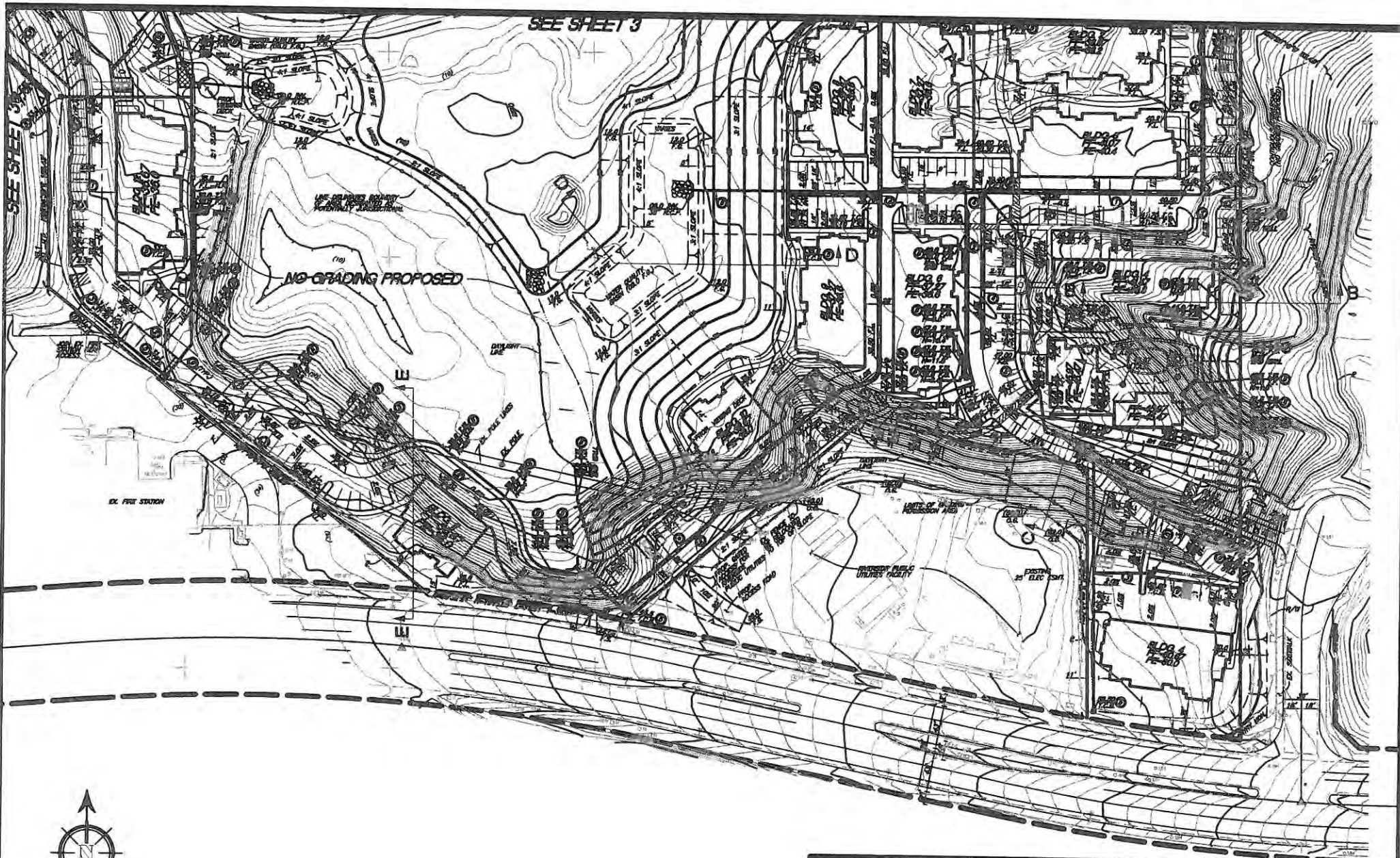
LEGAL DESCRIPTION
RECORDED BOOK/PAGE: PG 104/30
SUBDIVISION NAME: PG 128/71
LOT/PARCEL: 4

SCHOOL DISTRICT
RIVERSIDE UNIFIED
SCHOOL DISTRICT

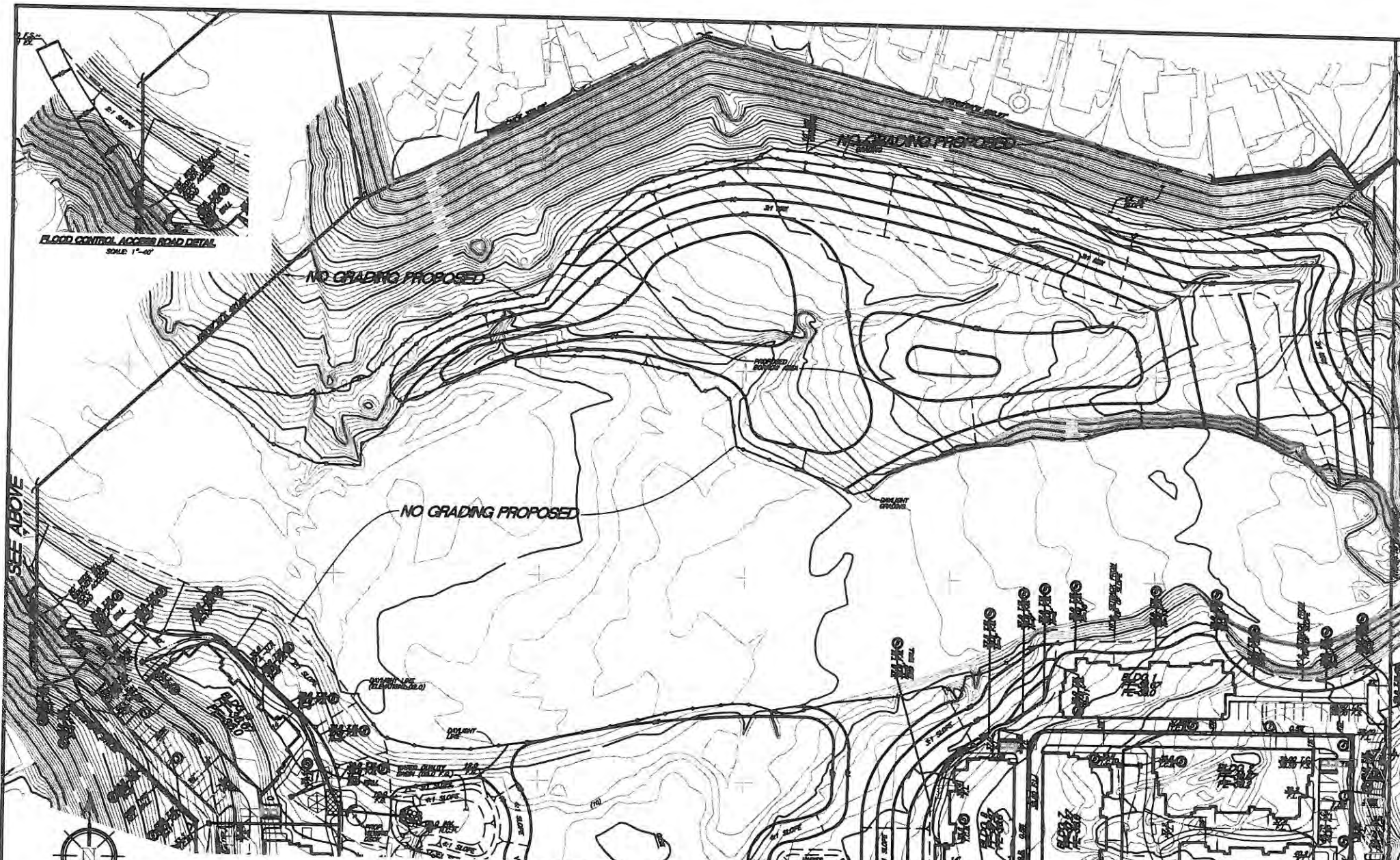
AREA
GROSS - 38.8 AC
NET - 38.8 AC

ENGINEER
SDH & ASSOCIATES INC.
2225 CANYON GUEST DRIVE 71439
RIVERSIDE, CA 92507
PHONE (951) 525-3031
FAX (951) 762-8314

| | | | | |
|--|-------------------------------------|---|---|------------------------|
| | PREPARED BY: | 2225 CANYON GUEST DRIVE 71439 RIVERSIDE, CALIFORNIA 92507 TEL: (951) 525-3031 FAX: (951) 762-2314 | CITY OF RIVERSIDE QUAIL RUN APARTMENTS TITLE SHEET | 1 OF 4 SHEETS |
| | SCALE: 1"=100' DATE: AUGUST 2014 | | | |



| | | | | |
|--|------------------------------------|---|--|------------------------|
| | PROJECTED BY: | SDH AND ASSOCIATES INC. 535 CANYON STREET, SUITE 11435 RIVERSIDE, CALIFORNIA 92507 TEL: (951) 483-2888 • FAX: (951) 388-2234 | CITY OF RIVERSIDE | 2 OF 4 SHEETS |
| | SCALE: AS SHOWN DATE: JULY 2014 | ARCHITECT: | QUAIL RUN APARTMENTS PRELIMINARY GRADING PLAN | |



SEE ABOVE



SEE SHEET 2

| | | | |
|--|--|--|------------------------|
| | SUJ AND ASSOCIATES INC. 2025 CANYON CREST DRIVE 1430 FOWLER, CALIFORNIA 95727 TEL: (951) 863-3691 FAX: (951) 788-2314 | CITY OF RIVERSIDE QUAIL RUN APARTMENTS PRELIMINARY GRADING PLAN | 3 OF 4 SHEETS |
| | DATE: AUGUST 2014 | | |

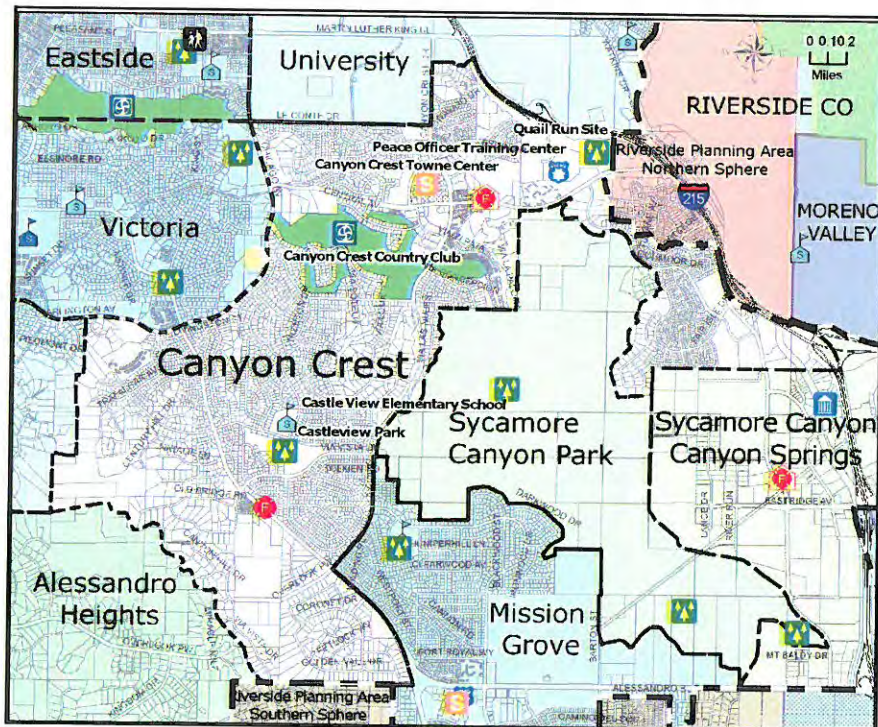


Policy LU-41.2: Ensure that commercial properties are well maintained and compatible with adjacent residential land uses.

Policy LU-41.3 On the site known as the Van Buren Drive-In, and including the properties located at 3065-3131 Van Buren Boulevard, the line between the Commercial and High Density Residential General Plan land use designations shall be fluid based upon the submittal of a project with the Commercial designation making up at least 2/3 of the project site. The site must be designed and developed as a single project with an emphasis on commercial development with support residential.

CANYON CREST

Like many of Riverside's neighborhoods, Canyon Crest once played an important role in the City's citricultural history. More than 200 acres of



Canyon Crest

the neighborhood once served as the Monte Vista Nursery, where citrus stock was propagated and cultivated, supplying growers in the historic Southern California citrus belt which once extended from

NOTICE OF PUBLIC HEARING

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

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

Any person may submit written comments to the ALUC before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. The proposed project application may be viewed at the Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501, Monday through Thursday, from 8:00 a.m. to 5:00 p.m., and by prescheduled appointment on Friday, May 8, 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: May 14, 2015

TIME OF HEARING: 9:00 A.M.

CASE DESCRIPTION:

ZAP1112MA15 – Alfa Limited/Clifton S. Jones III (Representative: SDH & Associates, Inc.)
– City of Riverside Case Nos.: P14-0683 (General Plan Amendment), P14-0684 (Rezone), P14-0685 (Site Plan Review). P14-0685 is a proposal to develop 220 apartment units within 13 buildings, plus a clubhouse building, fitness building, pool and spa on 12.7 acres within a 30.9-acre area located northerly of Central Avenue and westerly of Quail Run Road in the community of Canyon Crest. P14-0683 is a proposal to amend the City of Riverside General Plan land use designation of an 11.8-acre portion of the site (all of Assessor's Parcel Number [APN] 253-240-020 and portions of APN 253-240-028) from Open Space/Natural Resources (OS/NR) to Medium High Density Residential (MHDR)(maximum 14.5 dwelling units per acre). P14-0684 is a proposal to rezone the same 11.8-acre area (of which 8.7 acres are presently zoned Public Facilities [PF] and 3.1 acres are presently zoned Single Family Residential, 7000 square foot minimum lot size [R-1-7,000] to Multi Family Residential, 3,000 square foot minimum area per dwelling unit (R-3-3,000). (Airport Compatibility Zones D and E of the March Air Reserve Base/Inland Port 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. Brian Norton of the City of Riverside Planning Department, at (951) 826-2308.

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

ALUC Identification No.

ZAP1112MA15

PROJECT PROPONENT (TO BE COMPLETED BY APPLICANT)

Date of Application 10/22/14
Property Owner Alfa Limited Phone Number 951 683-3691
Mailing Address 5225 Canyon Crest dr. 71439
Riverside CA 92507

Agent (if any) _____ Phone Number _____
Mailing Address _____

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 Central Ave and Quail Run Rd, Riverside CA 92507
(North West of Intersection)
Assessor's Parcel No. 253-240-028-6, 253-240-028-8 Parcel Size 30.9
Subdivision Name PM 22871
Lot Number 4 Zoning Classification CR S-2-SP

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

Proposed Land Use (describe) Multi Family Residential

For Residential Uses Number of Parcels or Units on Site (exclude secondary units) 220 units
For Other Land Uses Hours of Use _____
(See Appendix C) Number of People on Site Maximum Number 330
Method of Calculation 1.5 residents per unit

Height Data Height above Ground or Tallest Object (including antennas and trees) 45' ft.
Highest Elevation (above sea level) of Any Object or Terrain on Site 1205.67 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>10/14/14</u> | Type of Project | |
| Agency Name | <u>City of Riverside</u> | <input checked="" type="checkbox"/> General Plan Amendment | |
| Staff Contact | <u>Brian Norton</u> | <input checked="" type="checkbox"/> Zoning Amendment or Variance | |
| Phone Number | <u>951-826-2308</u> | <input type="checkbox"/> Subdivision Approval | |
| Agency's Project No. | <u>P14-0683, P14-0684, P14-0685</u> | <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)

Com in by Diddy

- 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

Brix

SB Planning

at 2:30

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 2.3

HEARING DATE: May 14, 2015

CASE NUMBER: ZAP1061FV15 – Hennie & Michael Monteleone
(Representative: JMM Consultant, Jack Munroe)

APPROVING JURISDICTION: County of Riverside

JURISDICTION CASE NO: CUP03681 (Conditional Use Permit), GPA00928D1 (General Plan Amendment), CZ07863 (Change of Zone)

MAJOR ISSUES: None

RECOMMENDATION: Staff recommends a finding of CONSISTENCY for the General Plan Amendment and Change of Zone and CONSISTENCY for the Conditional Use Permit, subject to the conditions included herein.

PROJECT DESCRIPTION: The Conditional Use Permit proposes to authorize the continuing use of an existing special events/wedding/reception facility (“Monteleone Meadows”) comprised of outdoor and enclosed areas including a 4,100 square foot reception center with storage and proposed kitchen, a 340 square foot gazebo, two outdoor BBQ structures, an outdoor bar, a 1,375.5 square foot restroom and changing facility, a 600 square foot restroom facility, a 17,425 square foot pond, a 3,600 square foot caretaker’s unit, a 280 square foot office trailer with no restroom facilities, four corrals and 104 parking spaces on a 9.09 acre site. The General Plan Amendment proposes to change the General Plan land use designation of the site from Rural: Rural Residential (R:RR) (5 Acre Minimum) to Community Development: Commercial Tourist (CD:CT). The Change of Zone proposes to change the zoning classification of the site from Rural Residential (R-R) to Scenic Highway Commercial (C-P-S).

PROJECT LOCATION: The site is located southerly of Augie Court, approximately 825 feet westerly of Briggs Road (as it extends northerly from its intersection with Winchester Road), and northerly of Raven Court, in the unincorporated community of French Valley, approximately 9,400 feet northwesterly of the northerly 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 D and E
- c. Noise Levels: Below 55 CNEL from aircraft noise

BACKGROUND:

Non-Residential Average Intensity: Compatibility Zone D limits average intensity to 150 people per acre and Compatibility Zone E does not limit non-residential intensity. Approximately 1.35 acres of the site are located within Compatibility Zone D, with the remaining 7.74 acres located within Compatibility Zone E.

Based on the site plan provided for the project, Zone D would include a 280 square foot storage container and a portion (approximately 105 square feet) of a 432 square foot office building. The remaining area within Zone D would include parking area, a corral area (which accommodates animals and does not typically allow any occupancy), and landscape area that would generally not accommodate any additional people. The storage container and portion of the office building within Compatibility Zone D would result in an occupancy of 2 people. Based on the acreage noted above, this occupancy would result in an average intensity of 1.48 people for Compatibility Zone D, which would not exceed the average acre criteria.

The General Plan Amendment and Change of Zone would allow for commercial land uses (rather than primarily residential land uses with a minimum lot size of ½ acre). This change to commercial land uses would generally be more consistent with Compatibility Zone D residential and non-residential criteria since Zone D would typically prohibit residential densities between 0.2 and 5.0 dwelling units per acre. Beyond the current proposed use by the Conditional Use Permit, the commercial land uses allowed by the proposed General Plan Amendment and Change of Zone would generally be consistent with the applicable Zone D non-residential average intensity criteria. If any expansion or redevelopment of the current use is proposed, it would be subject to further ALUC review under the applicable criteria at that time.

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 4.0 persons per standard vehicle as a worst case scenario in the absence of more precise data). Based on the number of parking spaces provided of 104, the total site occupancy would be estimated at 416 people. Based on the 9.09 acre site, this results in an average intensity of 46 people per acre, which is also compatible with the Zone D average acre criterion of 150.

Non-Residential Single-Acre Intensity: Compatibility Zone D limits single-acre intensity to 450 people and Compatibility Zone E does not limit non-residential intensity. The most intense single-acre within Compatibility Zone D would include the storage container and portion of office building previously noted. Based on the occupancies as noted previously, this would result in a single-acre intensity of 2 people for Compatibility Zone D, which would not exceed the single-acre criteria.

Prohibited and Discouraged Uses: The applicant does not propose any uses prohibited or discouraged in Zone D (highly noise-sensitive outdoor non-residential uses and hazards to flight). The facility includes a 17,425 square foot pond. Staff does not believe that the pond will constitute a hazard to flight or bird attractant. However, staff has included a condition to address potential issues in the future.

Noise: The property lies within the area that would be subject to average exterior noise levels below 55 dBA CNEL under ultimate airport development conditions. 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 northerly terminus is approximately 1347 feet above mean sea level (AMSL). At a distance of approximately 9,400 feet from the runway, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 1441 feet AMSL. The maximum existing on site grade is 1392 feet AMSL and the approximate maximum height of any of the existing buildings is 20 feet for an elevation of 1412 feet AMSL. Therefore, FAA Obstruction Evaluation is not necessary.

Open Area: The site is less than ten acres in area; therefore, the project is not subject to Compatibility Zone D 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. Determination of consistency for this Conditional Use Permit is based on the proposed uses and activities noted in the project description. The following uses/activities are not included in the Conditional Use Permit and shall be prohibited at this site, in accordance with Note A on Table 4 of the Southwest Area Plan:
 - (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.

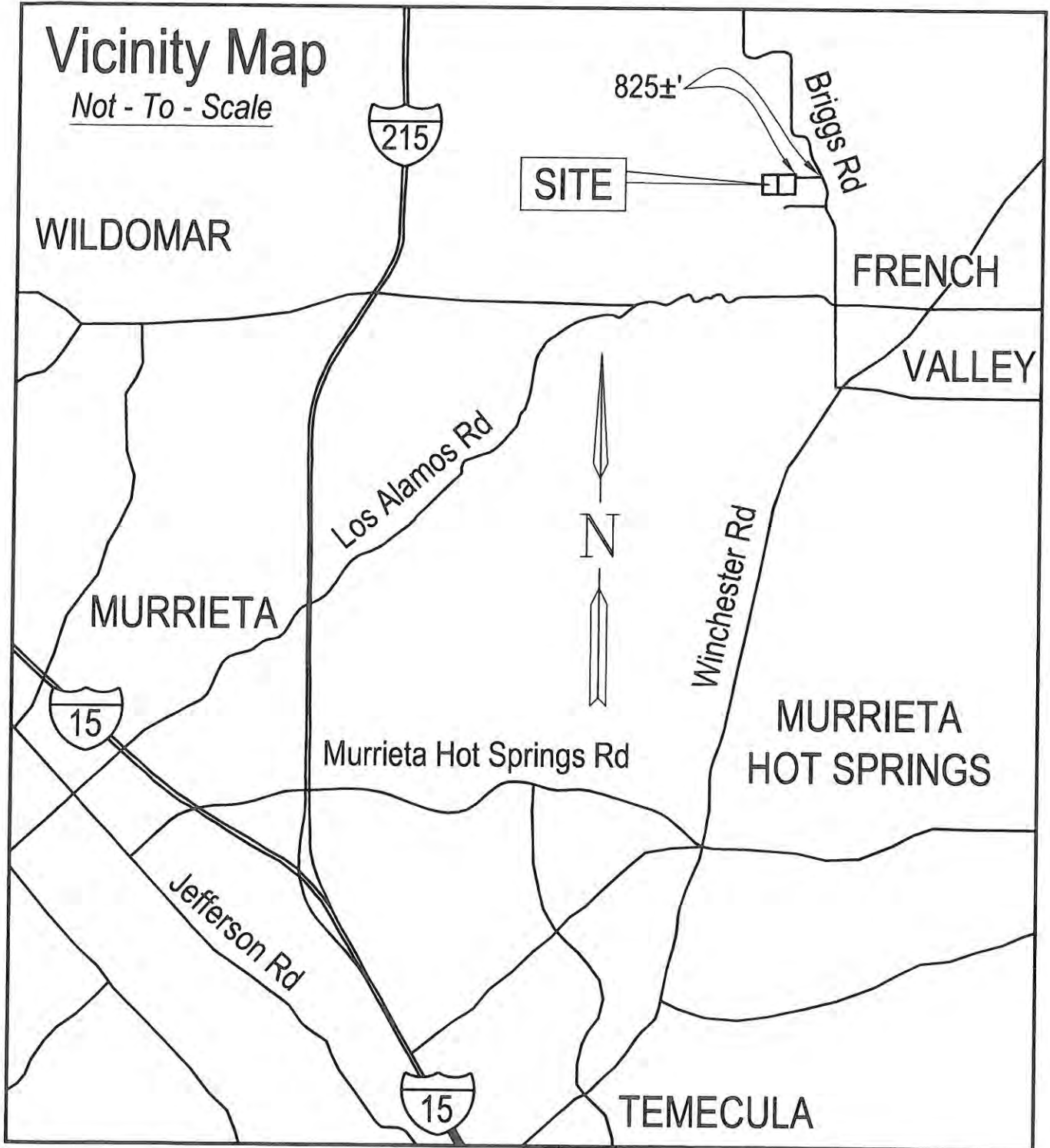
- (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
- 3. The attached notice shall be provided to all potential purchasers of the property and/or tenants of the existing buildings.
- 4. The following uses/activities are specifically prohibited at this location: trash transfer stations that are open on one or more sides; recycling centers containing putrescible wastes; construction and demolition debris facilities; wastewater management facilities; incinerators.
- 5. In the event that any bird strike or incidence of wildlife hazard occurs as a result of the presence of birds utilizing the pond on-site, upon notification to the airport operator (currently the County of Riverside Economic Development Agency) of an incidence, the airport operator shall notify Hennie and Michael Monteleone (or their successors-in-interest) (hereinafter referred to as "Owner") in writing. Within 15 days of written notice, the Owner shall be required to promptly take all measures necessary to minimize wildlife hazard and the potential for bird strike. An "incidence" includes any situation that results in an accident, incident, "near-miss" or specific safety complaint regarding an in-flight experience (with birds) to the airport operator or to federal, state, or county authorities responsible for the safety of air navigation. For each such incidence made known to the Owner, the necessary remediation shall only be considered to have been fulfilled when the airport operator states in writing that the situation has been remediated to the airport operator's satisfaction. If the airport operator or owner are not satisfied with any proposed remediation, the project shall be referred to ALUC for further analysis.

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)

Vicinity Map

Not - To - Scale



WILDOMAR

SITE

825±'

Biggs Rd

FRENCH

VALLEY

Los Alamos Rd

N

Winchester Rd

MURRIETA

15

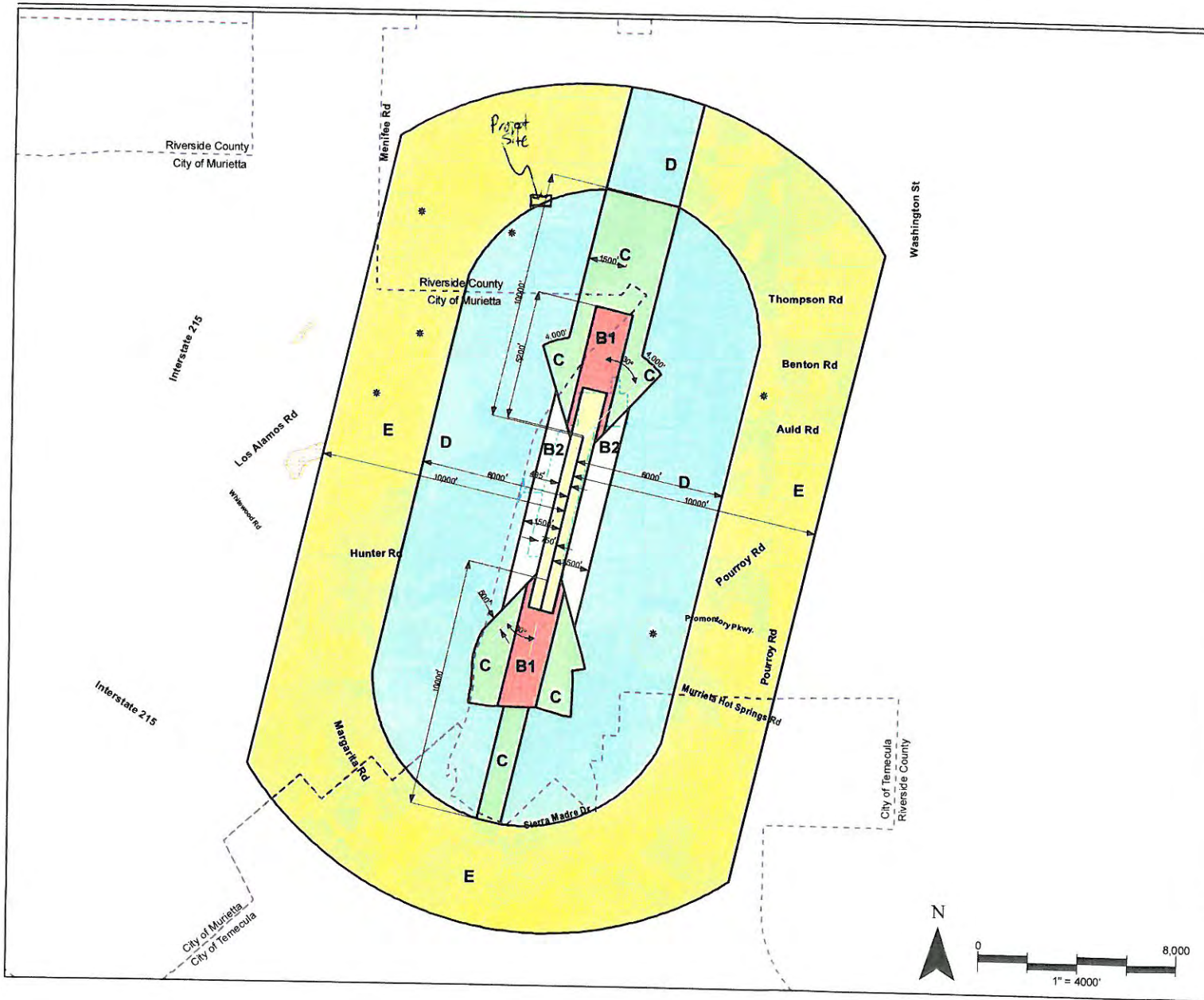
Murrieta Hot Springs Rd

MURRIETA
HOT SPRINGS

Jefferson Rd

15

TEMECULA



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

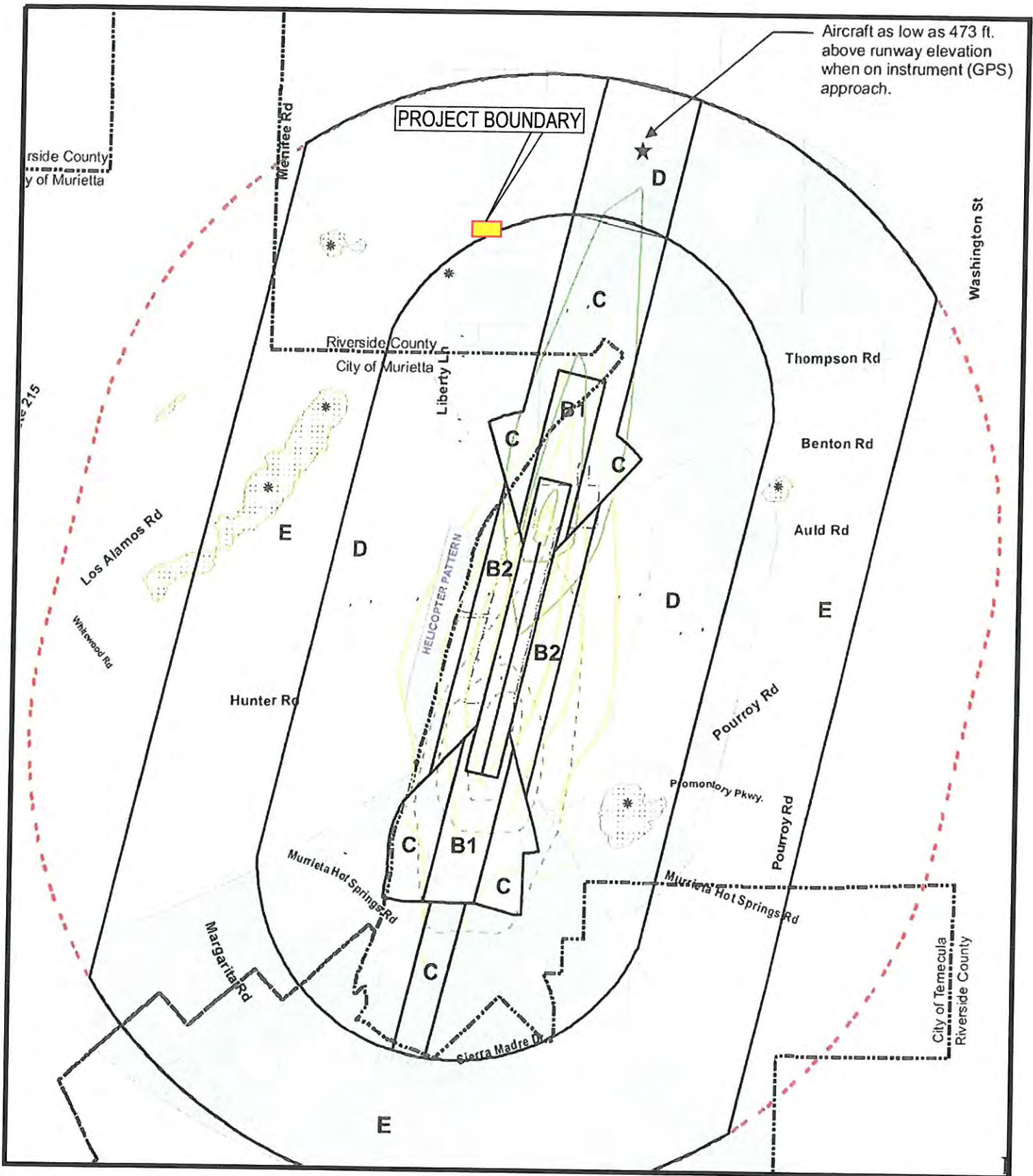
Airport Influence Area boundary measured from a point 200 feet beyond runway ends in accordance with FAA airspace protection criteria (FAR Part 77). All other dimensions measured from runway ends and centerlines.

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

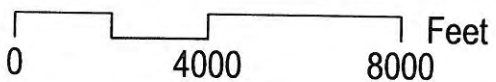
Riverside County
Airport Land Use Commission
Riverside County
Airport Land Use Compatibility Plan
Policy Document
 (April 2010)

Map FV-1

Compatibility Map
 French Valley Airport

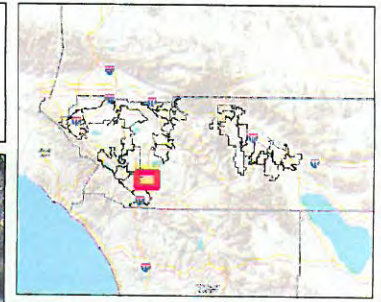
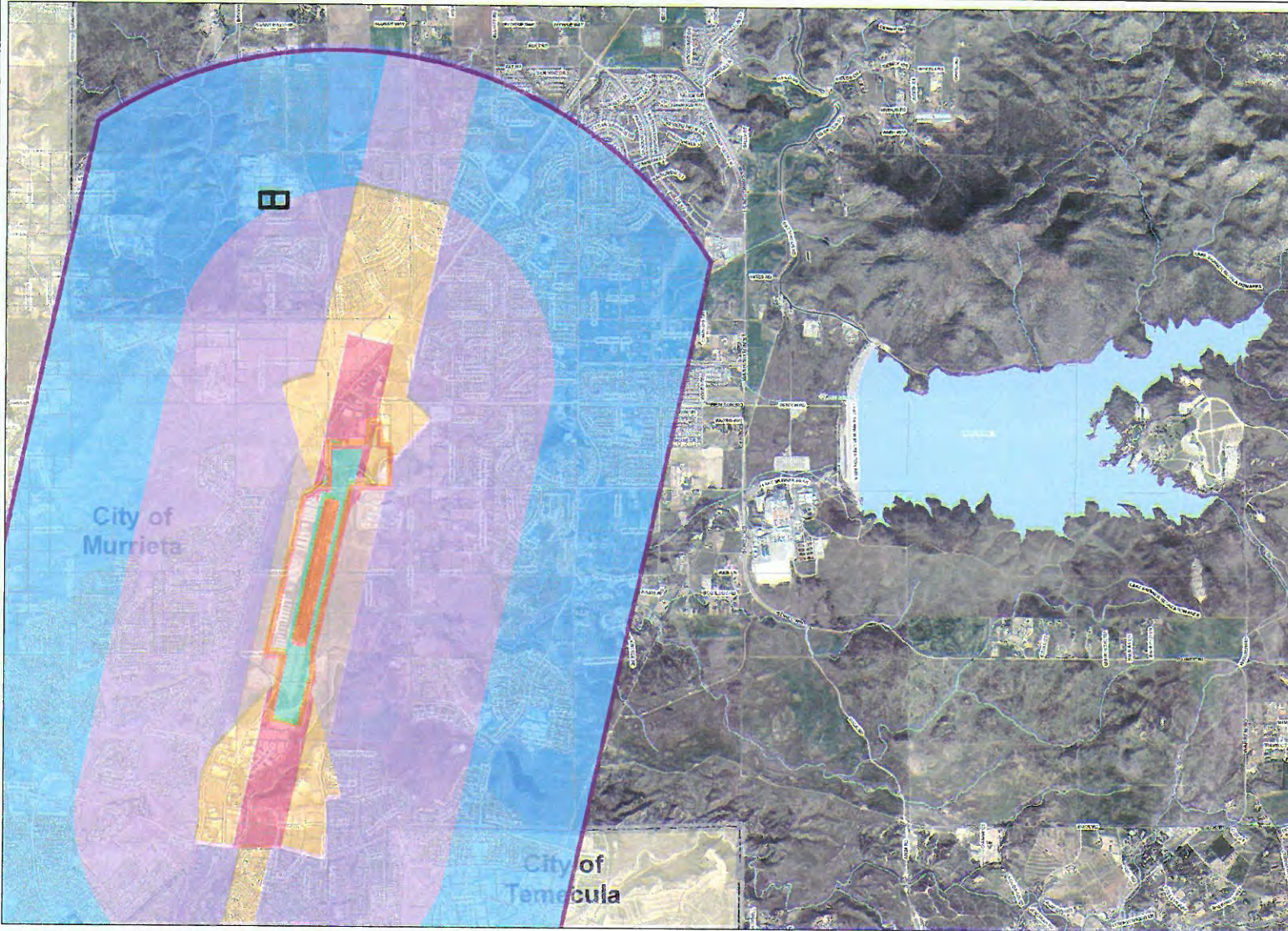


Base Map Source: ALUC Figure 1
 Compatibility Factors Map - 2011 Amd.

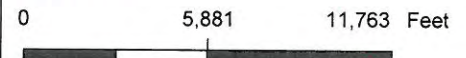


ALUC LOCATION MAP
 CUP 03681, GPA 00928D1, and CZ 07863
 MONTELEONE MEADOWS

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
 - hydrographylines**
 - waterbodies**
 - Lakes
 - Rivers



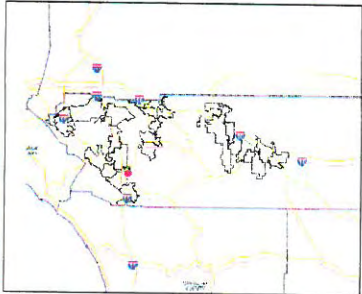
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or 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... 3/31/2015 8:47:34 AM

© Riverside County TLMA GIS

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**
- roads**
- highways**
- HWY
- INTERCHANGE
- INTERSTATE
- OFFRAMP
- ONRAMP
- USHWY
- counties
- cities
- hydrography
- waterbodies**
- Lakes



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.

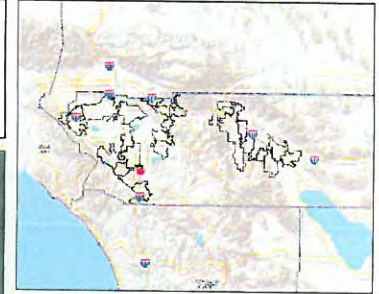


REPORT PRINTED ON... 3/31/2015 8:45:38 AM















© Riverside County TLMA GIS

Notes

My Map



Legend

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



0

368

735 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... 3/31/2015 8:43:01 AM

© Riverside County TLMA GIS

Notes

CONDITIONAL USE PERMIT No. 03681

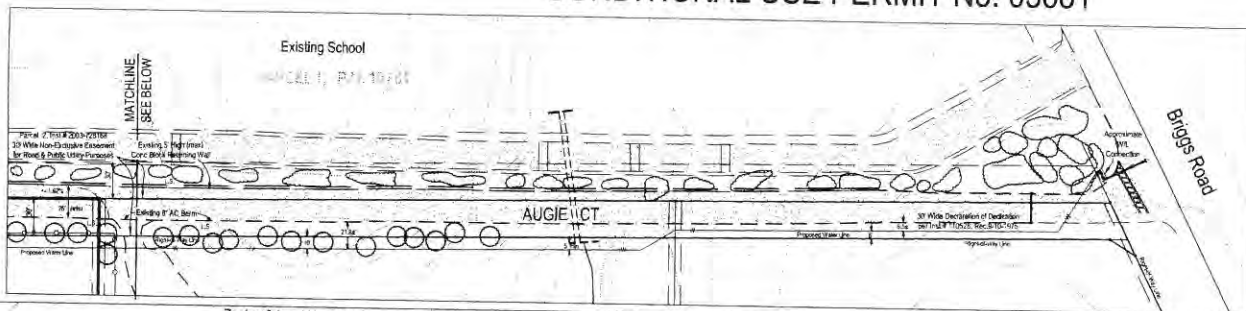


TABLE OF EXISTING PERMITS AND TYPES:

| Case Number | Developer | Permitting Agency |
|-------------|-------------|--|
| 171217 | Bigg, Sally | Grading and Residence |
| 82718276 | Bigg, Sally | Grading and Residence |
| 82718382 | Bigg, Sally | Grading and Residence |
| 82718387 | Bigg, Sally | Grading and Residence |
| 82718396 | Bigg, Sally | Grading and Residence |
| 82718680 | Bigg, Sally | Grading and Residence |
| 82718675 | Bigg, Sally | Grading and Residence |
| 82718772 | Bigg, Sally | Grading and Residence |
| 82718654 | Bigg, Sally | Grading and Residence |
| 82719116 | Bigg, Sally | Receptor, Wastewater, Event Facilities |
| 82719143 | Bigg, Sally | Receptor, Wastewater, Event Facilities |
| 82719168 | Bigg, Sally | Receptor, Wastewater, Event Facilities |
| 211255 | Bigg, Sally | Waste, Purpos, Water Tanks |
| 82719168 | Bigg, Sally | Waste, Purpos, Water Tanks |
| 82719171 | Bigg, Sally | Waste, Purpos, Water Tanks |

- GENERAL NOTES:**
- THIS PROPERTY IS WITHIN WASH-OF-CELL NUMBER 5479 OF CELL GROUP 1 AND HAS BEEN APPROVED, WITH NO CONSERVATION, PER HAS 1902 PAR 195.
 - THIS PROPERTY IS NOT WITHIN A HIGH FIRE AREA AND IS WITHIN THE STATE RESPONSE TIME AREA.
 - THIS PROPERTY IS NOT SUBJECT TO OVERFLOW, FLOOD HAZARD OR FLOOD MANAGEMENT REVIEW BY ROPC & WCD.
 - THIS PROPERTY IS NOT WITHIN A FAULT ZONE.
 - THIS PROPERTY HAS NO POTENTIAL FOR LIQUEFACTION AND IS NOT SUSCEPTIBLE TO SUBSIDENCE.
 - THIS PROPERTY HAS AN UNDETERMINED POTENTIAL FOR PALYNEOLOGICAL SEVERITY.
 - THIS PROPERTY IS WITHIN THE PALM CANON OBSERVATORY LIGHTING ZONE B (23.17 MILES).
 - THIS PROPERTY IS WITHIN THE PINNACLES VALLEY AIRPORT COMPATIBILITY ZONE A & ZONE B.

- LEGEND:**
- EXISTING GROUND CONTROL (2 FOOT INTERVAL)
 - EXISTING TREES / SHRUBS
 - EXISTING FENCE LINES
 - EXISTING LANDSCAPING
 - EXISTING AREA LIGHT ON POLE
 - EXISTING POWER / TELEPHONE POLE
 - RURAL RESIDENTIAL
 - MEDIUM DENSITY RESIDENTIAL
 - SINGLE FAMILY
 - EXISTING SPOT ELEVATION

UTILITY PURVEYORS & SCHOOL DISTRICTS:

WATER - ON SITE WELLS AND STORAGE TANKS
 SEWER - ON SITE SEWER AND TREATMENT SYSTEMS
 FLOOD CONTROL - RIVERSIDE COUNTY FLOOD CONTROL
 WATER CONSERVATION DISTRICT - WATERHELD - SANTA MARGARITA SCHOOL - MURRIETA VALLEY UNIFIED COUNTY SERVICE AREA - NOT IN A USA FIRE PROTECTION - COUNTY STRUCTURE ELECTRIC - SOUTHERN CALIFORNIA Edison GAS - SOUTHERN CALIFORNIA GAS COMPANY TELEPHONE - VERIZON CABLE - VERIZON

AREA PLAN & SPECIFIC PLAN:

WITHIN THE 100-FEET SETBACK AREA, AND NOT WITHIN A SPECIFIC PLAN.

EXISTING LAND USE & ZONING:

APN 480-090-008
 LAND USE = PER GENERAL PLAN AMENDMENT 008Z (ZONING) = R-FR
 APN 480-090-010
 LAND USE = PER GENERAL PLAN AMENDMENT 008Z (ZONING) = R-FR

THOMAS BROTHERS MAP:

R011 RIVERSIDE COUNTY - PAGE 389, GRID 46

PROPERTY AREA:

APN 480-090-008 = 4.09 ACRES
 APN 480-090-010 = 5.01 ACRES

LEGAL DESCRIPTION:

PORTION OF PARCEL 1 OF PARCEL MAP NO. 5375 IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS SHOWN BY MAP ON FILE IN BOOK 10, PAGE 612, PARCEL MAPS IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, A PORTION OF SECTION 31, TOWNSHIP 31 SOUTH, RANGE 7 WEST AND PER CERTIFICATE OF LAND DIVISION COMPLIANCE NO. 05596.

PROJECT DESCRIPTION:

EXISTING WEDDING, RECEPTIONS AND SPECIAL EVENTS FACILITIES.

APPLICANT & LAND OWNER:

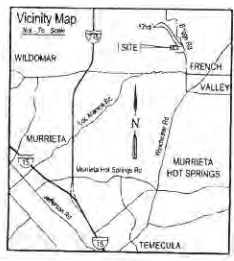
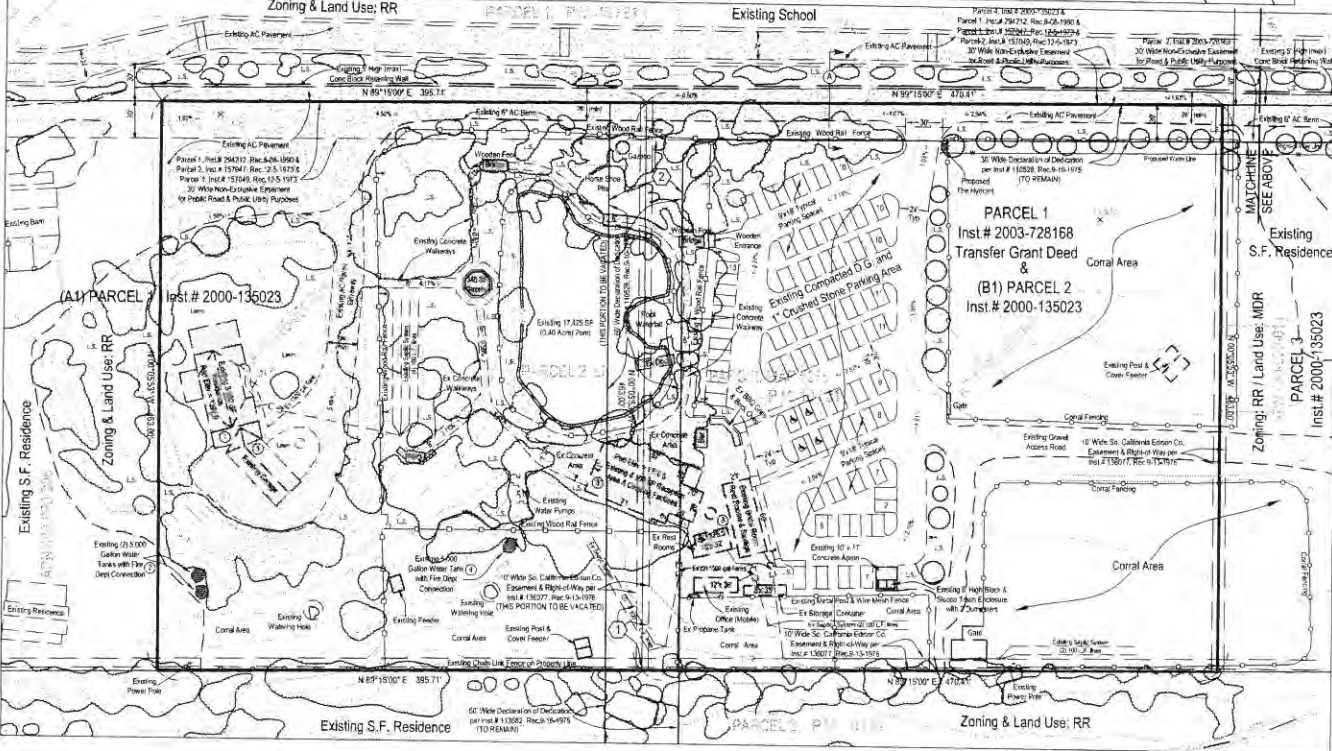
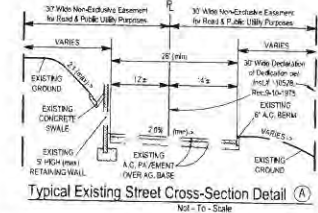
HENRIE AND MICHAEL MONTELEONE
 3245 BRIGGS ROAD
 MURRIETA, CA 92563
 PH: 951-336-6400
 EMAIL: hmon@hmonrealestate.com

PARKING SPACE(S) CALCULATION:

Outside Bar: 145 ft.
 (1) spaces/145 ft. = 1 space/employees = 4
 Reception/Event/Storage: 2750 sq. ft.
 (1) spaces/675 sq. ft. = 1 space/employees = 10
 Catering/Event/Storage: 600 sq. ft.
 (1) spaces/150 sq. ft. = 1 space/employees = 23
 Office/Storage: 400 sq. ft.
 (1) spaces/100 sq. ft. = 1 space/employees = 2
 Social Spaces = 100
 ADA Spaces:
 (1 ADA space/175-200 spaces) = 4
 Total Required Spaces = 100
 Total Spaces Provided = 104

AREA & DENSITY CALCULATION TABLE:

| Existing B. Usage | Area | Density | % |
|---------------------------------------|---------------------|-------------------|-------------|
| Existing B. Usage | 14,533 S.F. | 0.32 Acres | 3.6% |
| Existing Parking Area (This parcel) | 52,768 S.F. | 1.21 Acres | 13.3% |
| Existing Office/Storage (This parcel) | 37,441 S.F. | 0.86 Acres | 9.5% |
| Existing Landscaped Area | 155,825 S.F. | 3.57 Acres | 39.4% |
| Existing Public & Walkways (Planned) | 11,571 S.F. | 0.27 Acres | 2.9% |
| Existing Corral Area | 24,021 S.F. | 2.62 Acres | 31.3% |
| Total Site Area = | 129,560 S.F. | 3.00 Acres | 100% |



DIGALERT

CALL BEFORE YOU DIG

800-271-3500

SCALE: 1" = 40'

- EASEMENT & RIGHT-OF-WAY VACATION NOTES:**
- 10' Wide So. California Edison Co. Easement & Right-of-Way per Portion of Proj. # 19077, Rec. 3-13-1976, TO BE VACATED (Currently in Process).
 - 60' Wide Dedication of Dedications per Portion of Proj. # 11028, Rec. 3-10-1975, TO BE VACATED (Currently in Process).

| MARK | DATE | REVISIONS | APPR. | DATE |
|------|------|-----------|-------|------|
| | | | | |

COUNTY OF RIVERSIDE
 ACCEPTED BY: _____
 Date: _____

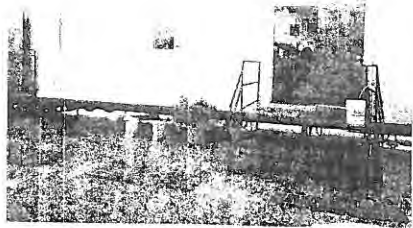
ACCEPTANCE AS TO CONFORMANCE WITH APPLICABLE COUNTY STANDARDS AND PRACTICES

PREPARED BY: **JMM Consultant**
 PH: 951-400-8907 • Email: jmon@jmmconsult.com
 42455 Murrieta Hot Springs Road
 Ste. 204 Murrieta, Murrieta, CA 92563

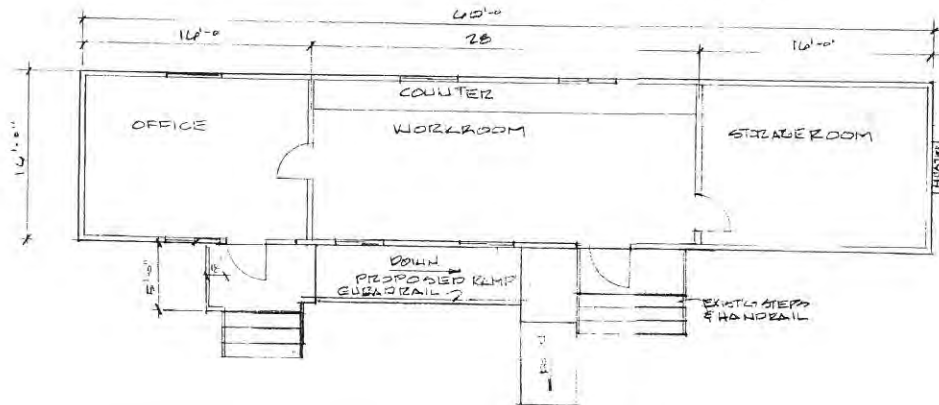
BENCHMARK: _____
 ELEVATION: _____
 DATE: _____

CONDITIONAL USE PERMIT No. 03681
COUNTY OF RIVERSIDE
 MONTELEONE RIVERSIDE
 3245 BRIGGS RD. MURRIETA 92563
 APN: 480-090-008 & 480-090-010

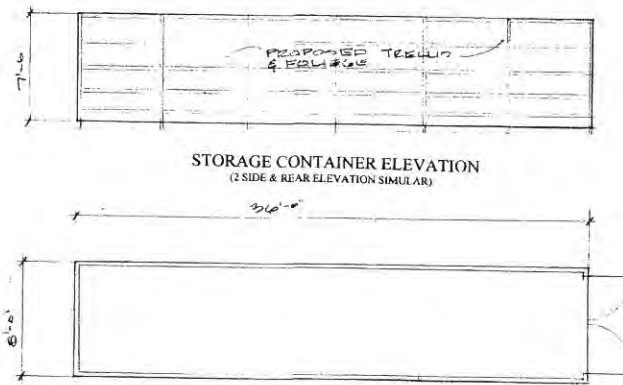
SHEET No. 1
 OF 1 SHEETS



MOBILE OFFICE/WORKSHOP ELEVATION



MOBILE OFFICE/WORKSHOP



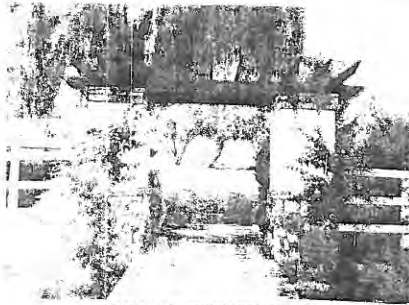
| REVISION | BY |
|----------|----|
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |

MONTELEONE MEADOWS
 35245 BRIGGS RD
 MURRIETA, CA. 92563

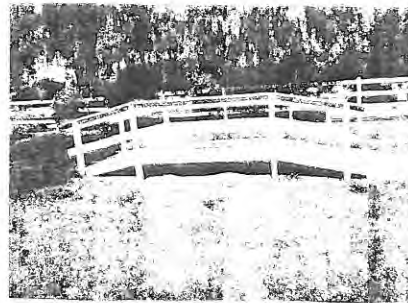
PREPARED BY:
 ELLIOTT URRICH
 ELLIOTT URRICH
 MURRIETA, CA. 92563
 (951) 766-1111
 ELLIOTTURRICH.COM

CONDITIONAL USE PERMIT 3681
 BUILDING PLANS & ELEVATIONS
 MOBILE OFFICE/WORKSHOP & STORAGE
 CONTAINER

| |
|-----------|
| DRAWN |
| CHECKED |
| DATE |
| SCALE |
| JOB NO. |
| SHEET |
| A-4 |
| OF SHEETS |



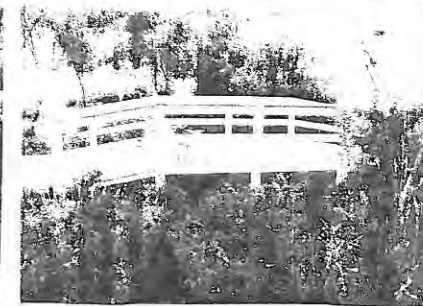
ENTRANCE STRUCTURE #2



FOOT BRIDGE #2



FOOT BRIDGE #1 & ENTRANCE STRUCTURE #1



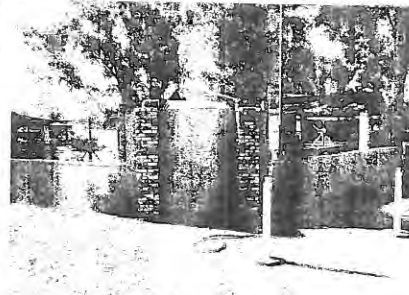
FOOT BRIDGE #1



DOCK



BAR-B-QUE #2



BAR-B-QUE #1 (REAR)



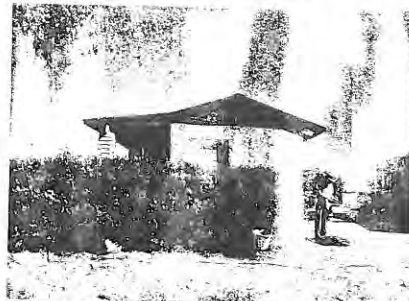
BAR-B-QUE #1



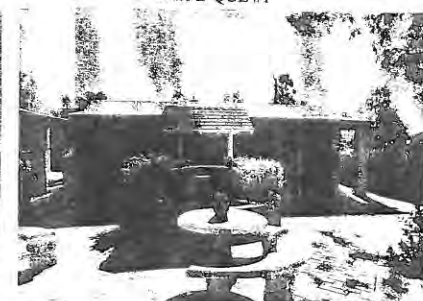
GAZEBO #2



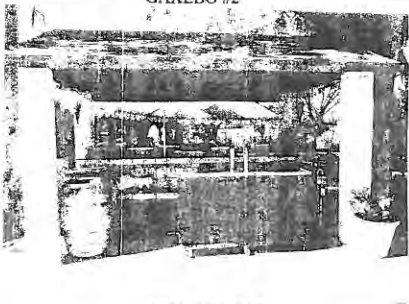
GAZEBO #1



RESTROOMS (SIDE)



RESTROOMS



COVERED BAR



BRIDAL (SIDE)



BRIDAL (REAR)



BRIDAL

| REVISIONS | BY |
|-----------|----|
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |

MONTELEONE MEADOWS
 35245 BRIGGS RD
 MURRIETA, CA. 92563

PREPARED BY:
 ELIOTT LUBRICH
 37161 VAN CANT F LN
 MURRIETA, CA. 92563
 (951) 760-1101
 e: 012246@GMAIL.COM

CONDITIONAL USE PERMIT 3681
 BUILDING ELEVATIONS

| |
|-------------|
| DRAWN |
| CHECKED |
| DATE |
| SCALE |
| JOB NO. |
| SHEET |
| A-5 |
| D.P. 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., and by prescheduled appointment on Friday, May 8, 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: May 14, 2015

TIME OF HEARING: 9:00 A.M.

CASE DESCRIPTION:

ZAP1061FV15 – Hennie and Michael Monteleone/The Meadows, Inc. (Representative: Jack Munroe, JMM Consultant) – County Case Nos.: GPA 00928D1 (General Plan Amendment), CZ 07863 (Change of Zone), and CUP 03681 (Conditional Use Permit). The Conditional Use Permit proposes to authorize the continuing use of an existing special events/wedding/reception facility (“Monteleone Meadows”) located along the south side of Augie Court, approximately 825 feet westerly of Briggs Road (as it extends northerly from its intersection with Winchester Road) in the unincorporated community of French Valley. GPA 00928D1 is a proposal to amend the General Plan (Southwest Area Plan) land use designation of this 9.09-acre site from Rural: Rural Residential (R:RR) (5 acre minimum) to Community Development: Commercial Tourist (CD:CT). CZ 07863 is a proposal to change the zoning classification of the site from Rural Residential (R-R) to Scenic Highway Commercial (C-P-S). (Airport Compatibility Zones D and E 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 Riverside County Planning Department, at (951) 955-8631.

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

ALUC Identification No.

PROJECT PROPONENT (TO BE COMPLETED BY APPLICANT)

Date of Application MARCH 30, 2015
 Property Owner HENNIG & MICHAEL MONTGLEONE Phone Number 951-538-6543
 Mailing Address 32545 BRIGGS ROAD
MURRIETA, CA 92563

RE: CUP#03681, GPA#00928D1, CZ#07863

Agent (if any) _____ Phone Number _____
 Mailing Address _____

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 35245 BRIGGS ROAD
MURRIETA, CA 92563
 Assessor's Parcel No. 480-090-009 & 480-090-010 Parcel Size 9.09 ACRES
 Subdivision Name PARCEL MAP No. 5275, PM 10/81 Zoning CZ07863
 Lot Number PORTION OF PARCEL 2 Classification RR -> CT

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) WEDDINGS, RECEPTIONS, AND SPECIAL EVENTS FACILITIES.

Proposed Land Use (describe) - SAME AS ABOVE -

For Residential Uses Number of Parcels or Units on Site (exclude secondary units) _____
 For Other Land Uses Hours of Use 4:00 PM to 10:00 PM (F.S.A.S.) w/ OCCASIONAL WEEKDAYS
 (See Appendix C) Number of People on Site Maximum Number 250 6:00 PM to 9:00 PM
 Method of Calculation _____

Height Data Height above Ground or Tallest Object (including antennas and trees) TREES @ 25' ft.
 Highest Elevation (above sea level) of Any Object or Terrain on Site TOPO: 1389 ft.

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

If yes, describe _____

| REFERRING AGENCY (APPLICANT OR JURISDICTION TO COMPLETE) | | | |
|--|--|--|-------|
| Date Received | _____ | Type of Project | _____ |
| Agency Name | <u>RIVERSIDE COUNTY</u> | <input checked="" type="checkbox"/> General Plan Amendment | _____ |
| Staff Contact | _____ | <input checked="" type="checkbox"/> Zoning Amendment or Variance | _____ |
| Phone Number | _____ | <input type="checkbox"/> Subdivision Approval | _____ |
| Agency's Project No. | <u>GPA00928DI CZ07863</u> <u>CYP03601</u> | <input checked="" type="checkbox"/> Use Permit | _____ |
| | | <input type="checkbox"/> Public Facility | _____ |
| | | <input type="checkbox"/> Other | _____ |

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

B. **SUBMISSION PACKAGE:**

ALUC REVIEW

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

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

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

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 2.4

HEARING DATE: May 14, 2015

CASE NUMBER: ZAP1006CO15 – Mike Raahauge Shooting Enterprises
(Representative: Prizm Group, Vincent Kleppe)

APPROVING JURISDICTION: County of Riverside

JURISDICTION CASE NO: CUP03709 (Conditional Use Permit)

MAJOR ISSUES: The project includes the use of existing ponds located partially within the Airport Influence Area that have historically been used to attract ducks for hunting. Based on input received from the Corona Municipal Airport Manager, the ponds primarily not being located beneath the General Traffic Pattern Envelope, and distance from the extended runway centerline, the ponds and ducks are not anticipated to present a hazard to flight.

RECOMMENDATION: Staff recommends a finding of CONSISTENCY for the Conditional Use Permit, subject to the conditions included herein.

PROJECT DESCRIPTION: The Conditional Use Permit proposes to authorize the continuing use of the existing Mike Raahauge Shooting Enterprises Shooting Range facility, which includes pistol and rifle ranges, shotgun sporting clay ranges, and duck ponds, and hosts a duck hunting club, hunters' safety training, shooting sports fair and other special events. The duck hunting activities take place on approximately 439.9 acres owned and maintained by the Orange County Water District. The applicant proposes to demolish six existing buildings (located within the shooting facility site) totaling 10,092 square feet and to construct five new buildings totaling 9,775 square feet on 49.6 gross acres, which are located outside of the airport influence area.

PROJECT LOCATION: The site is located northerly of the Santa Ana River, easterly of Cucamonga Avenue, southerly of McCarty Road, and westerly of Hellman Avenue, in the unincorporated community of Prado Basin, approximately 4,650 feet northerly of the westerly terminus of Runway 7-25 at Corona Municipal Airport.

LAND USE PLAN: 2004 Corona Municipal Airport Land Use Compatibility Plan

- a. Airport Influence Area: Corona Municipal Airport
- b. Land Use Policy: Zone E and outside Airport Influence Area

c. Noise Levels: Below 55 CNEL from aircraft noise

BACKGROUND:

Non-Residential Intensity: Compatibility Zone E does not limit non-residential intensity. Approximately 68 acres of the site are located within Compatibility Zone E, with the remaining 371.9 acres located outside the Airport Influence Area. Based on the site plan provided for the project, Zone E would include the existing duck ponds, but no buildings or other notable structures.

Prohibited and Discouraged Uses: The duck ponds were originally constructed by Orange County Water District (OCWD) for purposes of water treatment and conservation. The Water District continues to own the property. Subsequently, the ponds and remaining portions of the site were leased by the facility, and ducks were attracted to the ponds with the use of decoys and other methods. Ducks have occupied the site for approximately the past 20 years. Although hunting activities are limited to only a portion of the year and typically occur in early mornings, a few of the ducks typically occupy the ponds throughout the year rather than migrating. These ducks could create a hazard from bird strike to aircraft in flight.

The closest areas of the project site, including the existing ponds, are located approximately 4,500 feet northerly of the extended runway centerline. Excluding an approximately 0.2 acre portion of the site, which includes pond areas, the project site is located outside of the General Traffic Pattern Envelope.

Brief research on bird strike hazard performed by ALUC staff did not identify any conclusive analysis or report regarding effects of bird strike on light aircraft in comparison to jet engine aircraft. However, the brief research (see attached documents) seems to indicate that while bird strike is a hazard for all types of aircraft, it is a more serious hazard to aircraft with jet engines. Jet engine aircraft are more susceptible to serious hazards from bird strike due primarily to their higher speeds (thus increasing the force of impact from bird strikes) and the displacement of jet engine fan blades on impact that can create a cascading failure to the engine. While bird strike remains a hazard, the lesser speed and design of lighter piston engine aircraft could be hypothesized as reducing these catastrophic risks. At Corona Municipal Airport, less than 1% of annual activity is from jet engine aircraft, and 76% of annual activity is from single engine piston aircraft according to the Corona Municipal Airport Land Use Compatibility Plan Background Data (see attached).

Based on data from the FAA Wildlife Strike Database for incidents reported in California, 96.60% of strike incidents on aircraft with reciprocating or turboprop engines reported damage classified as none, minor, uncertain, or less than \$50,000 (military) and strike incidents on aircraft with turbojet or turbofan engines reported damage classified as none, minor, uncertain, or less than \$50,000 (military) 96.29% of the time (see attached). This data on its own would seem to indicate that strike hazards are similar on the basis of damage to aircraft between light piston engine aircraft and jet engine aircraft. However, this data on its own is not sufficiently definitive to draw any conclusions

on the comparative hazards.

In discussion with Curtis Showalter, Airport Manager for Corona Municipal Airport, the duck ponds have not historically presented a substantial hazard to aircraft operating out of the airport, and their continued use is not anticipated to present any hazard. Based on information from the FAA Wildlife Strike Database, no wildlife strike incidents have been reported to FAA for Corona Municipal Airport. Therefore, based on the input provided by Corona Municipal Airport, the project site's relation to the general traffic pattern and extended runway centerline, and the predominant use of light aircraft at this airport, staff believes that the proposed use will not constitute a hazard to flight. However, staff has included a condition to address potential issues in the future.

Noise: The property lies within the area that would be subject to average exterior noise levels below 55 dBA CNEL under ultimate airport development conditions. Therefore, no special mitigation of noise from aircraft is required to comply with applicable noise thresholds.

Part 77: As noted, no new structures are proposed within the Airport Influence Area and the project site is approximately 4,650 feet northerly of the westerly end of Runway 7-25 at Corona Municipal Airport. Therefore, FAA Obstruction Evaluation is not necessary.

Open Area: Compatibility Zone E does not have any open area requirements.

CONDITIONS:

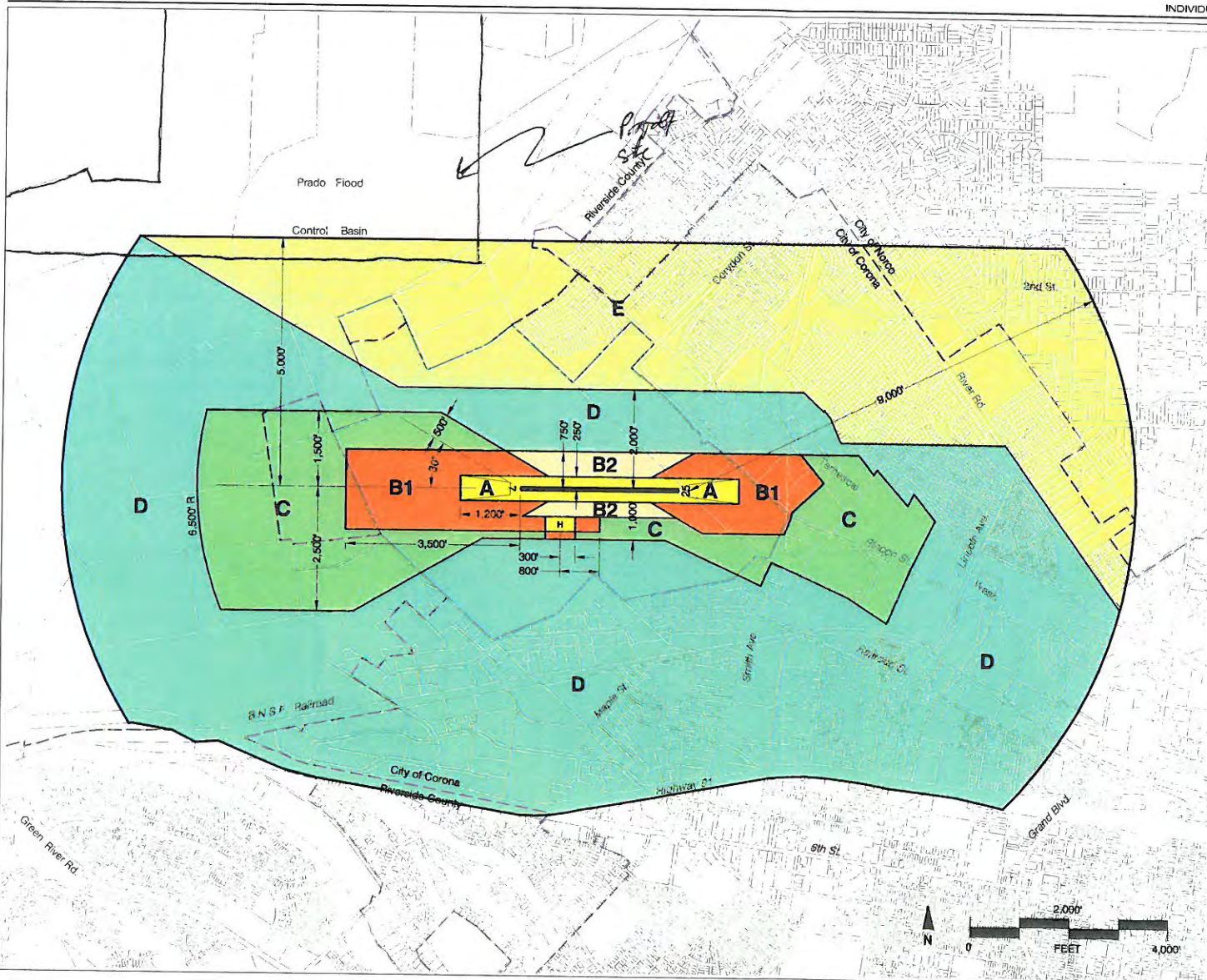
1. Any outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky.
2. Determination of consistency for the Conditional Use Permit is based on the proposed uses and activities noted in the project description. The following activities are not included in the Conditional Use Permit and shall be prohibited within the portion of the project in the Airport Influence Area, in accordance with Note A on Table 4 of the Temescal Canyon Area Plan:
 - (a) Any activity 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 activity which would cause sunlight to be reflected toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any activity which would generate smoke or water vapor, or which may otherwise

affect safe air navigation within the area.

- (d) Any activity 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.
 4. In the event that any bird strike or incidence of wildlife hazard occurs as a result of the presence of duck ponds on-site, upon notification to the airport operator (currently the City of Corona Department of Water and Power) of an incidence, the airport operator shall notify Mike Raahauge Shooting Enterprises (or its successor-in-interest) (hereinafter referred to as "lessee") and the Orange County Water District (hereinafter referred to as "owner") in writing. Within 15 days of written notice, the lessee and/or owner shall be required to promptly take all measures necessary to minimize wildlife hazard and the potential for bird strike. An "incidence" includes any situation that results in an accident, incident, "near-miss" or specific safety complaint regarding an in-flight experience (with birds) to the airport operator or to federal, state, or city authorities responsible for the safety of air navigation. For each such incidence made known to the lessee and/or owner, the necessary remediation shall only be considered to have been fulfilled when the airport operator states in writing that the situation has been remediated to the airport operator's satisfaction. If the airport operator, lessee, or owner are not satisfied with any proposed remediation, the project shall be referred to ALUC for further analysis.

NOTICE OF AIRPORT IN VICINITY

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



Legend

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

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

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

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

Riverside County
Airport Land Use Commission
Riverside County
Airport Land Use Compatibility Plan
Policy Document
 (Adopted October 2004)

Map CO-1

Compatibility Map
Corona Municipal Airport

CDE-Compatibility

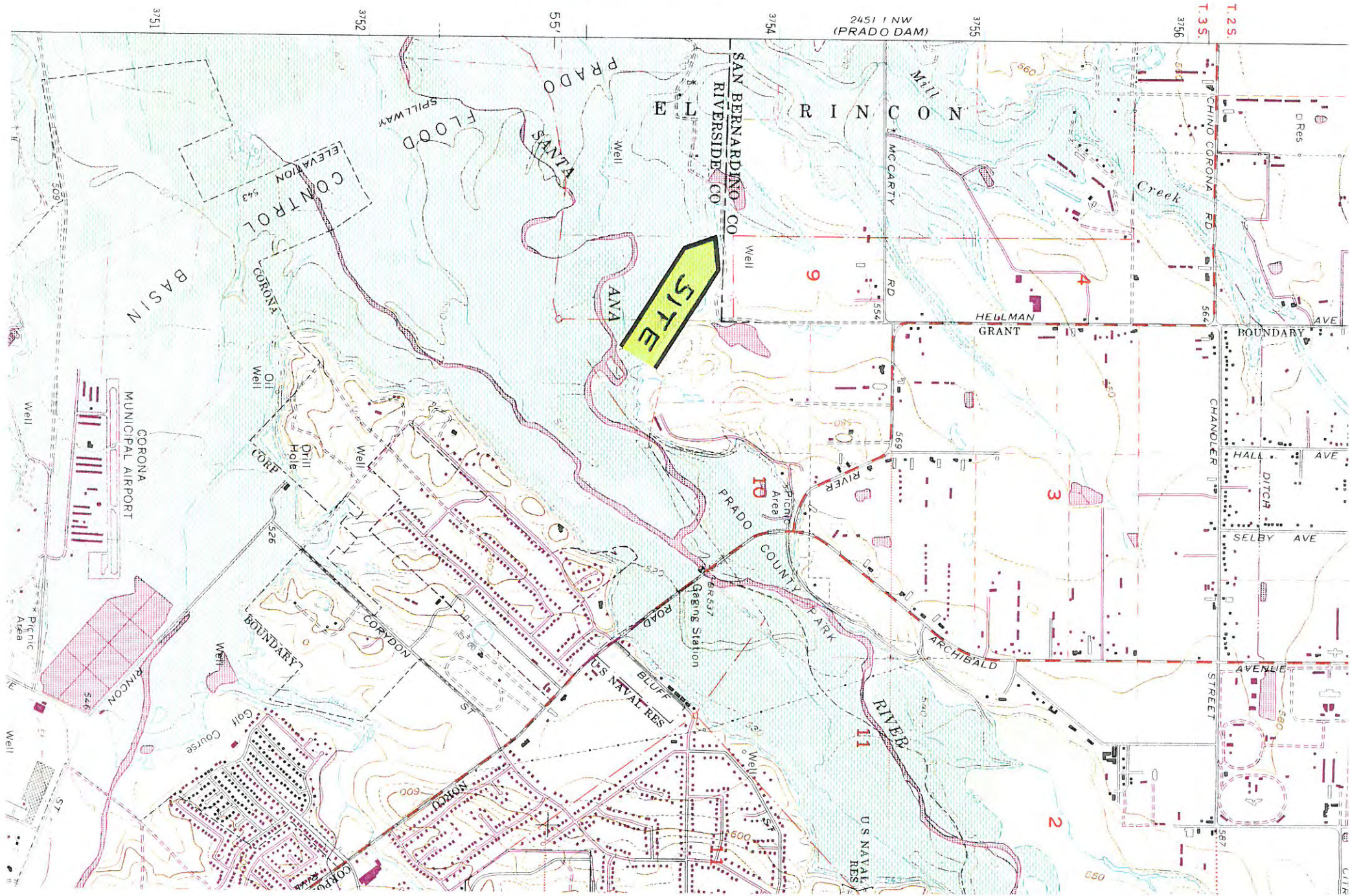
CORONA NORTH, CALIF.

N3352.5—W11730/7.5

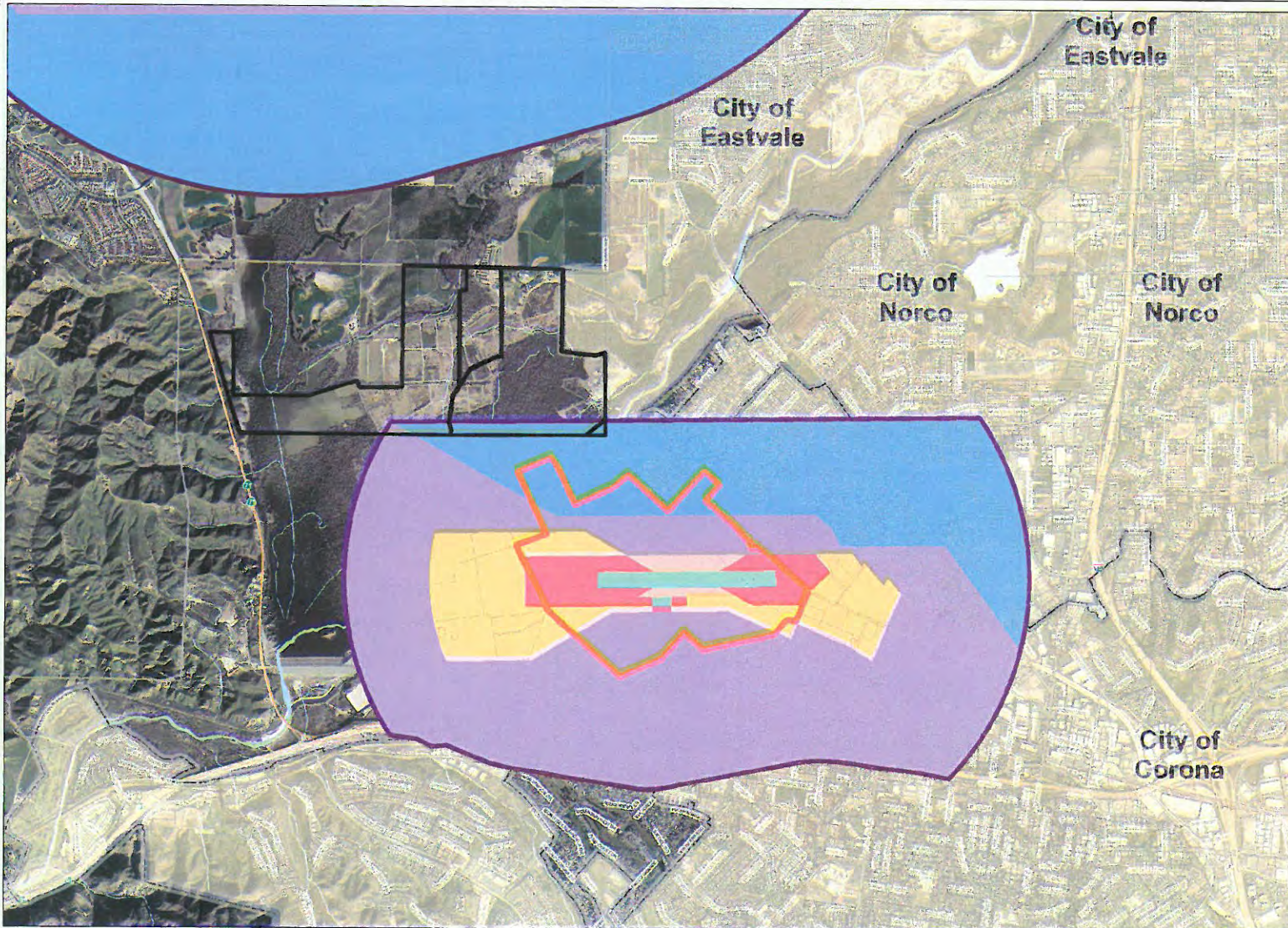
1967

PHOTOREVISED 1981

DMA 2451 I NE-SERIES V895



My Map



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



0 5,871 11,741 Feet



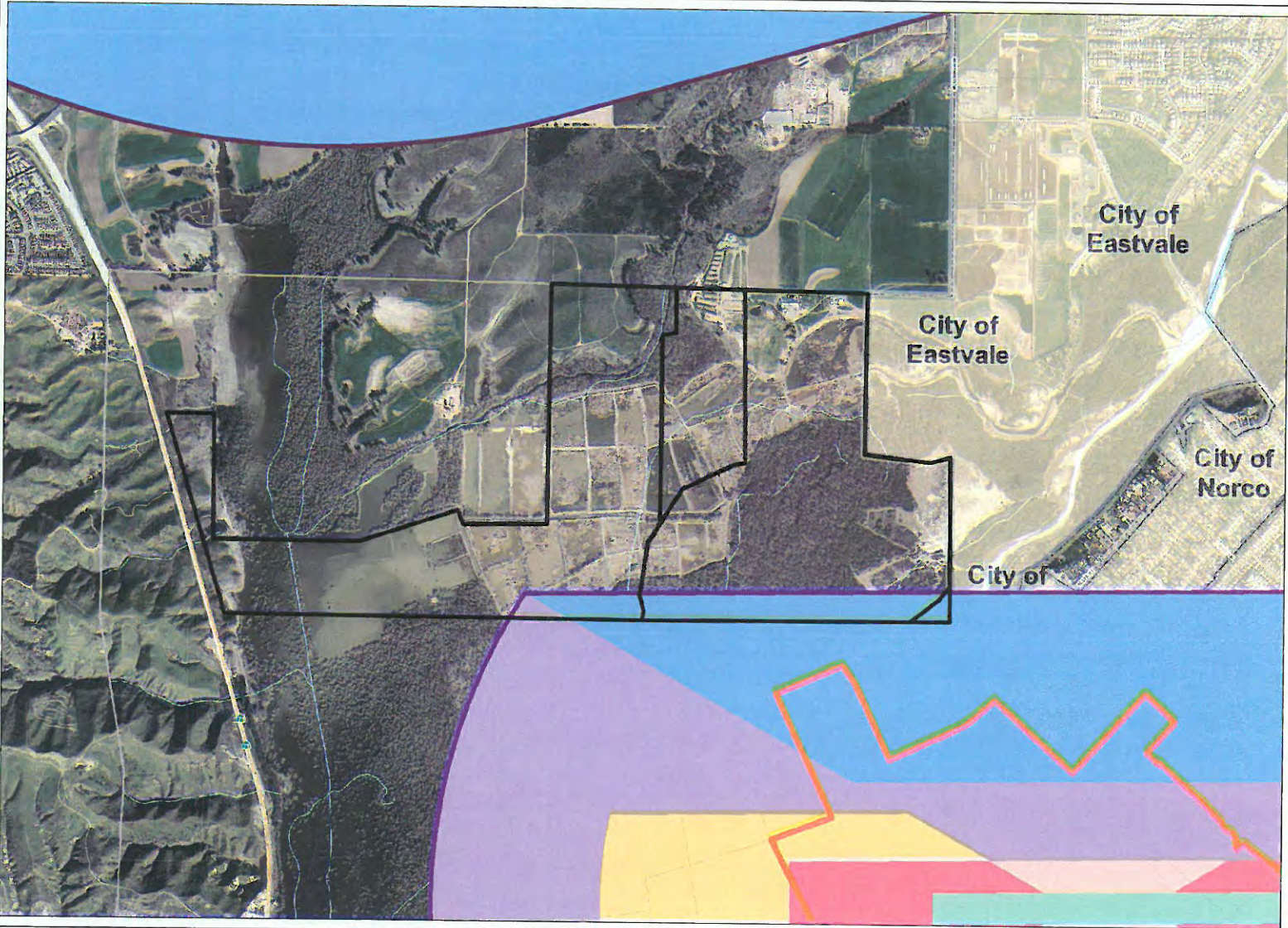
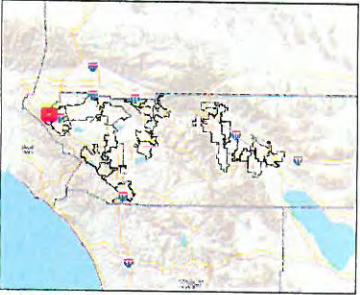
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or 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... 4/16/2015 12:57:29 PM

© Riverside County TLMA GIS

Notes

My Map



Legend

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



0 2,935 5,871 Feet



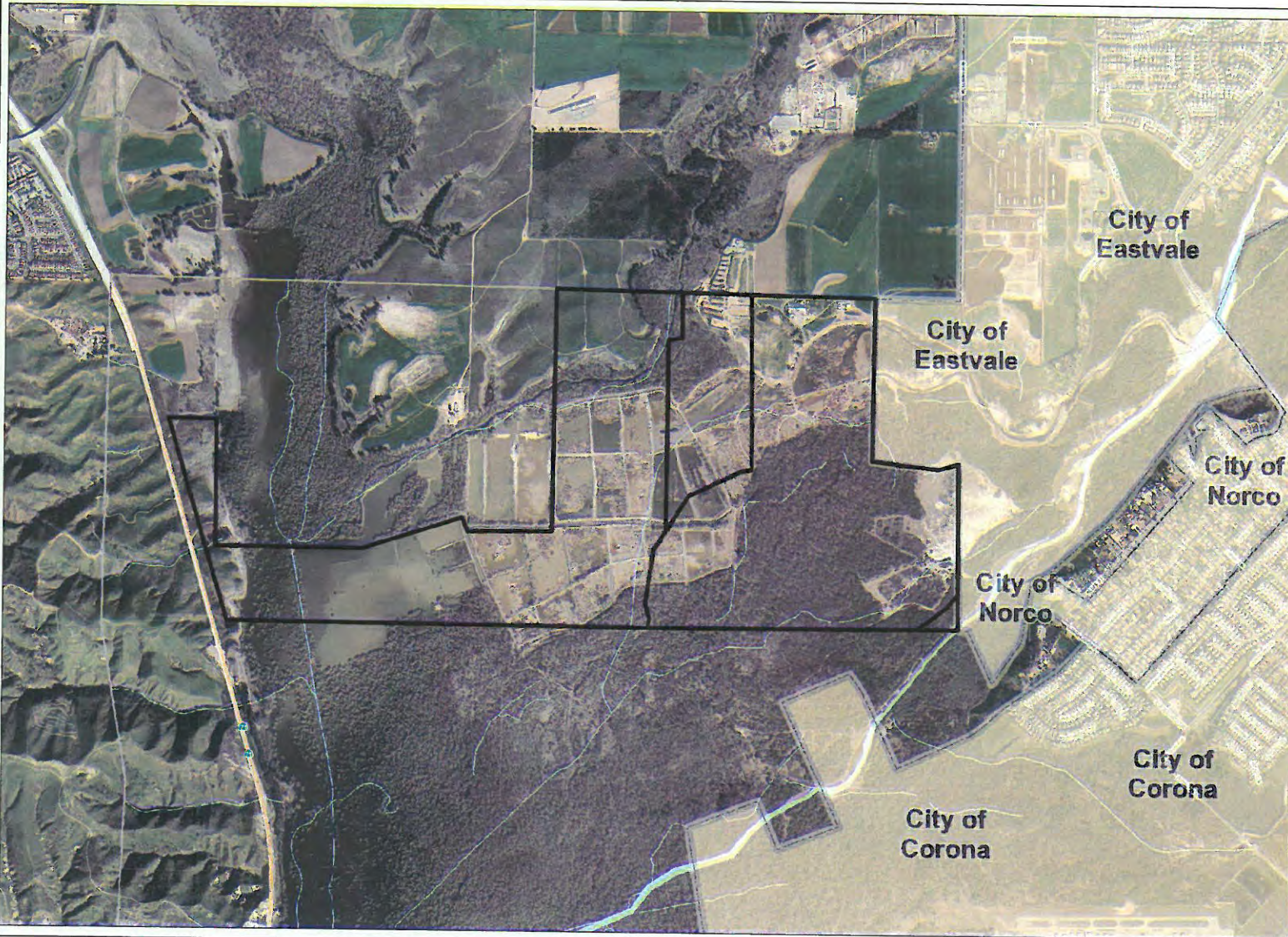
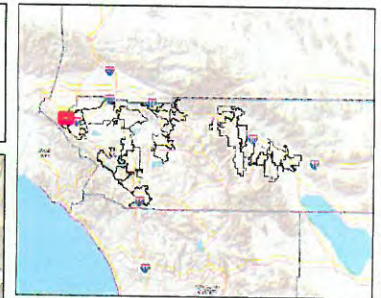
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or 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... 4/16/2015 12:56:49 PM

© Riverside County TLMA GIS

Notes

My Map



Legend

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



0 2,935 5,871 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... 4/16/2015 12:55:51 PM

© Riverside County TLMA GIS

Notes

MIKE RAAHAUGE SHOOTING ENTERPRISES

Conditional Use Permit Extension

Mike Raahauge Shooting Enterprises was established in Norco, California in 1971 on 1200 acres of land leased from and owned by the Orange County Water District. The original facilities were headquartered on Bluff Street in Norco and operated as a pheasant hunting club.

The existing buildings will be replaced retaining existing uses. Demolition and new construction will commence 12 to 15 months following approval of building permits.

DESCRIPTION

The sporting clays range and the rifle and pistol range opened in 1987 on property owned by the Orange County Water District. The shooting ranges are the subject of the conditional use permit extension and are located at 14995 River Road in Corona, California.

The project site includes approximately 49.6 acres adjacent to the Prado Flood Control Basin. The overall facilities offer a sporting clays range, rifle and pistol range, picnic facilities and an events meeting and training room. The facilities are open from 8 a.m. to 2 p.m. Monday and Tuesday and 8 a.m. to 4 p.m. Wednesday through Sunday.

The Duck Club meeting area is located within the project site. The Duck Club is used on Wednesdays, Saturdays and Sundays during the 3 month fall hunting season. The duck ponds include 439.9 acres off site owned and maintained by the Orange County Water District as part of their Prado Wetlands project.

Parking

Daily Sporting Clays Parking

Total parking for the Sporting Clays Shotgun Range and is 217 spaces. There is a paved lot at the main office check-in and staging area with striped parking for 15 vehicles including 5 paved handicapped spaces. There are 202 additional unmarked spaces adjacent to the paved parking lot and access road.

Parking demand for the shotgun range is 70 spaces based upon the historic peak hourly use by 120 shooters, assuming 2 shooters per vehicle, plus additional spaces for 10 employees. The additional 157 spaces are available for periodic shooting events and hunter safety instruction and gun safety programs.

Daily Pistol Range Parking

Total daily parking for the pistol range is 32 spaces. There is also a handicapped access shooting station with additional handicapped parking. Most shooters also park in their own private bays freeing up the overflow parking.

Special Events Parking

Total parking for special events is 690 spaces which includes 675 regular stalls and 15 handicapped stalls. Parking for the major special events is located in the dirt area north and east of the pistol and rifle range. Parking for vehicles is also available at each of the 30 shooting stations on the perimeter of the shotgun range.

Staff

The shooting ranges are operated with a staff which includes: general manager, assistant managers, office manager, marketing and sales, front office supervisor, clerical staff, range safety officers, property maintenance personnel, caretaker and security personnel. Mike Raahauge Shooting Enterprises employs a total of 18 full time and part time personnel.

Security

The areas adjacent to the main office are lighted. There is 24 hour video and audio surveillance, which is recorded. The security office is located at the duck club and a caretaker is on site 24 hours per day. The access road is locked each evening at 8 pm and opened at 6 am in the morning.

FACILITIES

Sporting Clays Range

The Sporting Clays Range includes opportunities to practice on targets that mirror the flight pattern of game birds or rabbits in their natural habitats. The shooting grounds are laid out in 30 stations with each station representing one type of bird or a combination of game (for example rabbits and quail). Different sizes and colors of targets challenge the shooters abilities.

The sporting clays range encompasses approximately 20.4 acres and includes 30 shooting stations. 15 of the stations are used as warm up or training stations and the remaining 15 stations provide for target flight shooting. The shooting stations are configured to safely shoot to the center of the operation. The shooting stations are surrounded by an existing gravel road that provides all weather access for the shooters. The shooting stations include high flying targets to imitate the flight of ducks, low flying targets to imitate game birds and rolling targets to imitate rabbits.

The sporting clays range regulations require the use of only 7 1/2, 8 or 9 shot in a 2 -3/4 inch shell cartridge. Only two shells may be loaded at a time. Larger shot

sizes may only be used at the Pistol Range. No magnum loads or 3-1/2 inch shells are allowed at the shotgun range. 20 gauge and 12 gauge ammunition is available at the range, as are shotguns for rent.

Two ponds are located within the sporting clays range for shooting over typical duck hunting terrain. One of the ponds is stocked with fish for children and young adults so they can experience catch and release fishing while attending the annual Shooting Sports Fair and Youth Safari Day. Approximately 100 mature trees have been planted around the perimeter to provide both shade and aesthetic landscaping. The landscaping and ponds are regularly maintained by the Raahauge employees.

Pistol and Rifle Range

The Pistol and Rifle Range provides for public shooting on approximately 4.6 acres northwest of the shotgun range. The Pistol and Rifle Range includes 5 shooting bays in Riverside County. The range has 100 yard outdoor ranges and 35 yard handgun bays. 32 Parking spaces are located on the dirt lot adjacent to the rifle and pistol range. Additional spaces are located adjacent to each shooting bay, with one of the shooting bays also being handicapped accessible.

No exploding targets or tracer bullets are allowed. There is a Range Safety Officer on site during the hours of operation.

A "cowboy" style shooting gallery is located on the San Bernardino portion of the pistol range. It is available for use on Fridays, Saturdays and Sundays 8 a.m. to 4 p.m.

The following summarizes the regulations while shooting:

1. Check-in at range office prior to entering shooting range or clays course.
2. Be completely familiar with the operation of the weapon you are using.
3. At the Pistol Range, check in with the Rangemaster before entering a Bay.
4. All persons shall wear Hearing and Eye protection at all times. All spectators shall remain behind and clear of the firing area.
6. All weapons shall remain unloaded and pointed safely until ready to fire.
7. Approved targets shall be placed at the end of and below the range backstop.
8. Incendiaries, explosives, armor-piercing or tracer ammunition are not allowed.
9. Only shotgun shells in sizes of 7 ½, 8 or 9 shot are allowed on the shotgun range.
10. No alcohol or drugs are permitted on the range or clays course.
11. Minors must be accompanied and supervised by an adult.
12. Comply with all Rangemaster's instructions and posted signs.
13. Use your common sense always. Think Safety!

Ammunition and rifles and pistols are available for rent at the main check-in office. Full time active military personnel can shoot on weekdays for 1/3 of the normal range fee.

Ammunition Container

The ammunition used and sold at the sporting clays range and pistol and rifle range is stored in a separate steel container building adjacent to the check-in office. The inventory is carefully monitored and the container is securely locked. Access to the container is only by Raahauge authorized personnel. There are no weapons stored in the ammunition container. The container area is lighted at night and is visible from the security office. The area has 24 hour video surveillance cameras.

Meeting Room and Picnic Area

A meeting room located near the main office, is used for hunter education programs, corporate events, wedding receptions or as a classroom for training by agencies using the range. In the same area is an outdoor, covered barbecue area and picnic tables. On site food handling is typically done by guests or outside vendors. They are allowed to use the outside grills and ovens located in the patio area. Refrigeration units are located inside meeting room for use by the guests.

Duck Club

The Duck Club is located at the northeastern portion of the site. The Duck Club is utilized during duck hunting season in the fall of each year. The hunters arrive at 2:30 to 3 a.m. on Wednesdays, Saturdays and Sundays and have normally completed their day's hunting by 8 a.m. The duck hunting is conducted on property separate from the main project construction site. The duck hunting area is owned and maintained by the Orange County Water District.

Dog Kennel Holding Pens

A fenced enclosure is provided on the north side of the site for use by duck hunters and persons training their dogs for hunting and retrieving. The facilities are used as a holding area and are not used as a kennel.

Temporary Storage Units

There are 31 cargo containers on site. Seven are used by range personnel to store materials for shooting events, building materials, cardboard and clay targets and office papers and records.

The customer-owned containers are used for miscellaneous items in conjunction with the facility such as duck hunting supplies, storage of all terrain vehicles, golf carts, shooting supplies, targets and target stands. All the containers house items used in conjunction with the use of the facility. They are not used for household or personal storage units and are not charged rent.

TYPICAL ACTIVITIES

Annual Shooting Sports Fair

The Shooting Sports Fair is an outdoor sporting show held annually. Many of the major firearm manufacturer representatives bring their California compliant firearms to the show for the public to test fire. Firearm accessories, outdoor specialty products, conservation organizations, politicians seeking election and food booths round out the three-day show. Approximately 1000 visitors attend the fair at any one time.

Hunter Safety Courses

Mike Raahauge Shooting Enterprises provides instruction and testing for anyone in need of the California Hunter Safety Course which is required for the purchase of a California hunting license. Classes are held during the summer months prior to the opening of the fall hunting seasons. Instructors include members of the military and law enforcement communities, as well as professional shooters. The classes have been on-going for over 40 years and are conducted in conjunction with the California Department of Fish and Wildlife utilizing their protocols.

Youth Shotgun Shoots

Youth shotgun training is provided to instruct young people in the operation, safety and shooting of shotguns. They are taught how a shotgun works, the different types of shotguns, shotgun shell gauges and safety on and off the range. Emphasis is on etiquette and sportsmanship along with proper behavior on and off the course. Instructors include hunting club members, competitive shooters and military and law enforcement personnel. The youth are provided with free shotguns, shells and instruction. The groups are separated into classes based on age and/or whether the shooters are beginners or are experienced.

Fun Shoots

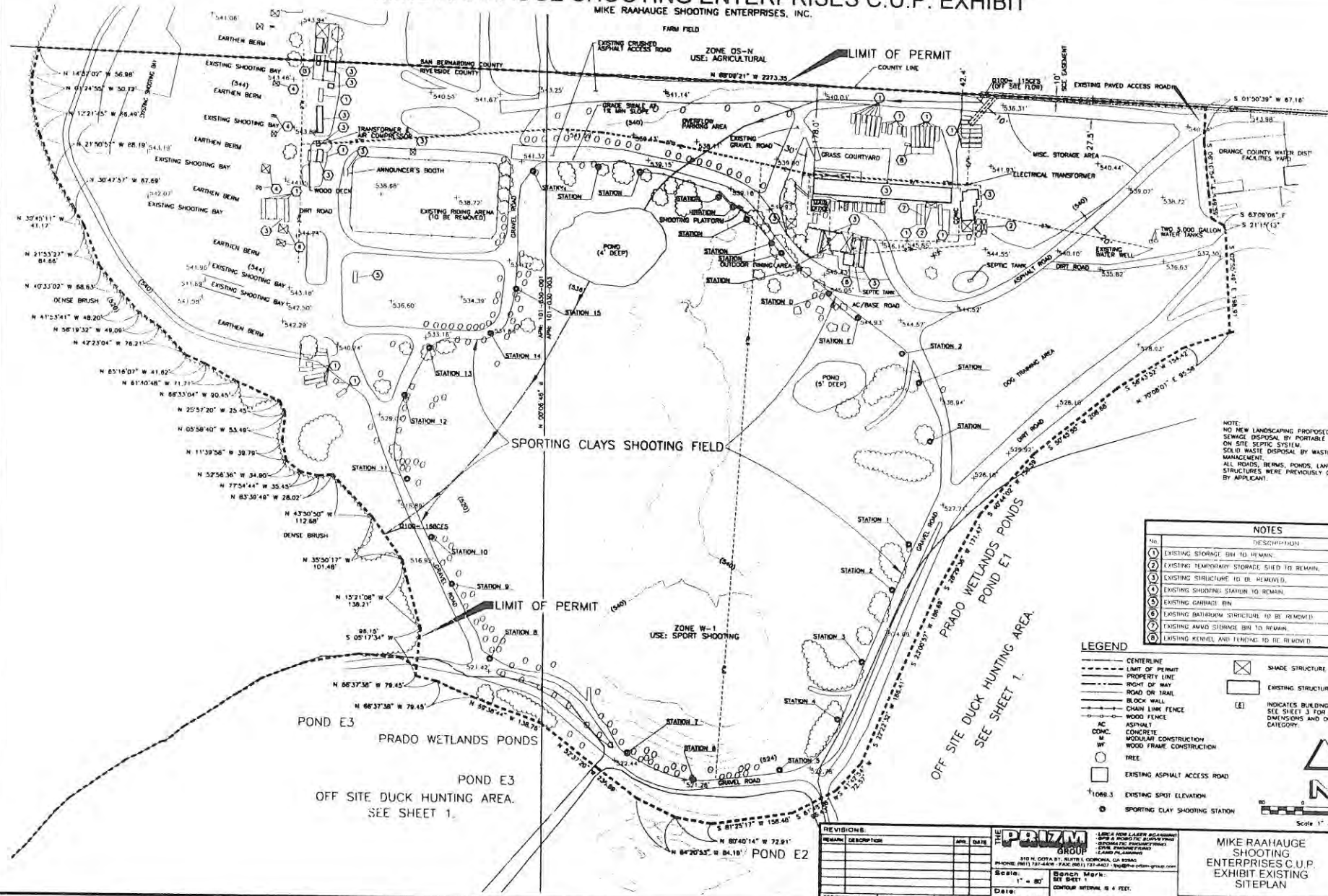
Fun Shoots are held monthly at Raahauge. The events are open to the public. Both shotgun and small bore shotgun shooting are available. There are 75 to 100 persons that attend each fun shoot. The Fun Shoots are held on the second Sunday of every month from 8 a.m. to 1 p.m. The fun shoots give shooters the opportunity to assess their skills as compared to other recreational shooters in the area.

Special Training Programs

Special training programs are available for groups such as the Boy Scouts of America. Trainees are instructed as to firearm safety and operation, as well as range and hunting courtesies. They are taught how to fire small bore bolt action and lever action rifles, as well as black powder musket type rifles. Rifles and ammunition are provided by Mike Raahauge Shooting Enterprises and participating organizations and qualified volunteers.

MIKE RAAHAUGE SHOOTING ENTERPRISES C.U.P. EXHIBIT

MIKE RAAHAUGE SHOOTING ENTERPRISES, INC.

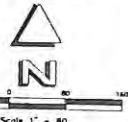


NOTE:
NO NEW LANDSCAPING PROPOSED.
SEWAGE DISPOSAL BY PORTABLE TOILET AND
ON SITE SEPTIC SYSTEM.
SOLID WASTE DISPOSAL BY WASTE
MANAGEMENT.
ALL ROADS, BERMS, PONDS, LANDSCAPING, AND
STRUCTURES WERE PREVIOUSLY CONSTRUCTED BY
APPLICANT.

| NOTES | |
|-------|--|
| No. | DESCRIPTION |
| 1 | EXISTING STORAGE BIN TO REMAIN |
| 2 | EXISTING TEMPORARY STORAGE SITED TO REMAIN |
| 3 | EXISTING STRUCTURE TO BE REMOVED |
| 4 | EXISTING SHOOTING STATION TO REMAIN |
| 5 | EXISTING CARBIDE BIN |
| 6 | EXISTING BATHROOM STRUCTURE TO BE REMOVED |
| 7 | EXISTING AMMO STORAGE BIN TO REMAIN |
| 8 | EXISTING KEMEL AND TENTING TO BE MOVED |

LEGEND

- CENTERLINE
- - - LIMIT OF PERMIT
- PROPERTY LINE
- - - RIGHT OF WAY
- ROAD OR TRAIL
- BLOCK WALL
- CHAIN LINK FENCE
- WOOD FENCE
- ASPHALT
- CONCRETE
- MODULAR CONSTRUCTION
- WOOD FRAME CONSTRUCTION
- TREE
- EXISTING ASPHALT ACCESS ROAD
- ⊕ 1069.3 EXISTING SPOT ELEVATION
- ⊙ SPORTING CLAY SHOOTING STATION
- ⊗ SHADE STRUCTURE TO REMAIN
- EXISTING STRUCTURE TO REMAIN
- (E) INDICATES BUILDING NUMBER. SEE SHEET 3 FOR BUILDING DIMENSIONS AND OCCUPANCY CATEGORY.



| REVISIONS: | DATE | |
|------------|-------------|------|
| REMAIN | DESCRIPTION | DATE |
| | | |
| | | |
| | | |

PRIZM GROUP

110 N. GUYTON BL., SUITE 1, COVINA, CA 91724
PHONE: (911) 731-4444 FAX: (911) 731-4447

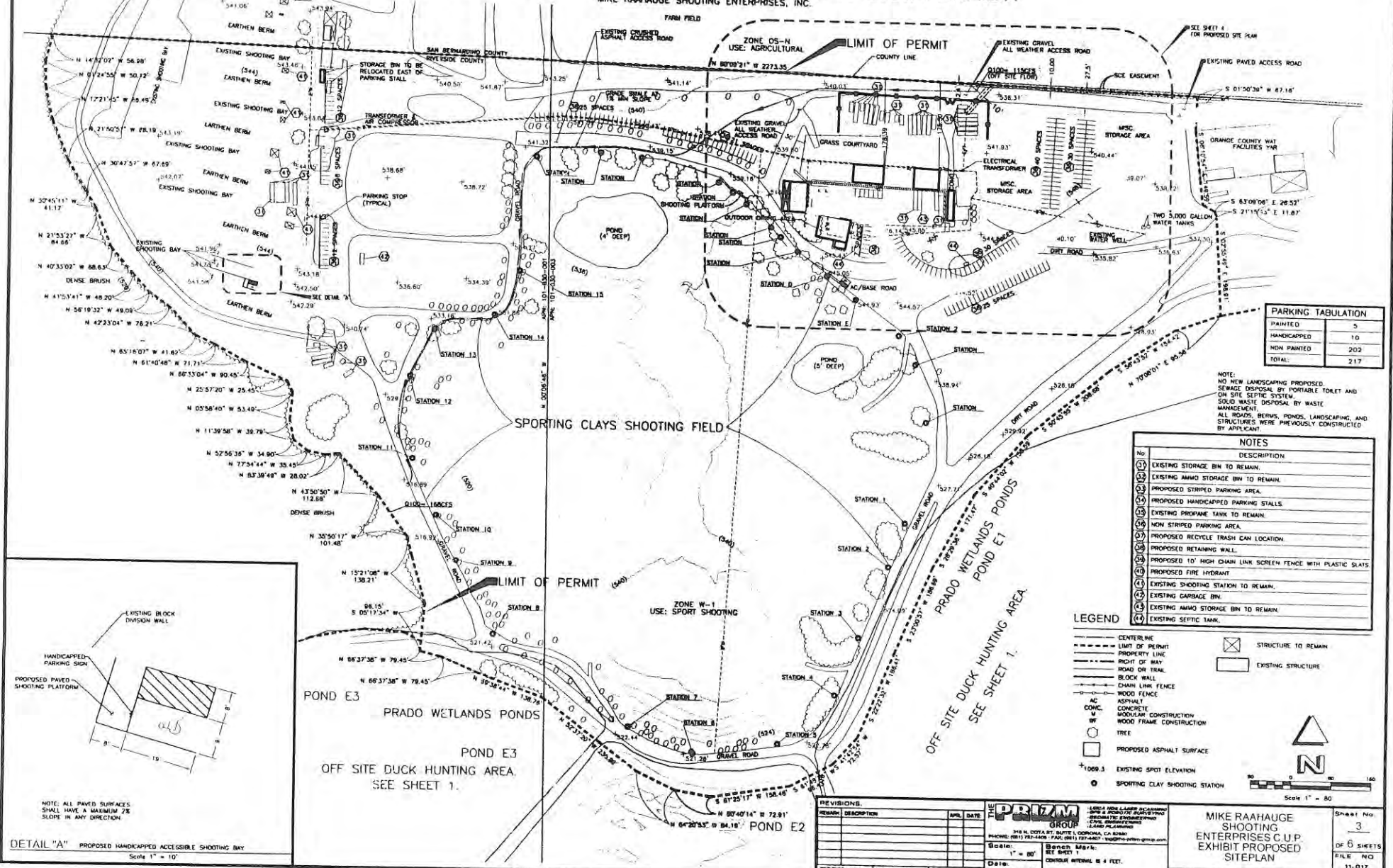
Scale: 1" = 80'
Date: 3-24-15

MIKE RAAHAUGE SHOOTING ENTERPRISES C.U.P. EXHIBIT EXISTING SITE PLAN

Sheet No. 2
OF 6 SHEETS
FILE NO. 11-022

MIKE RAAHAUGE SHOOTING ENTERPRISES C.U.P. EXHIBIT

MIKE RAAHAUGE SHOOTING ENTERPRISES, INC.



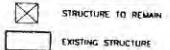
| | |
|--------------|------------|
| PAINTED | 5 |
| HANDICAPPED | 10 |
| NON PAINTED | 202 |
| TOTAL | 217 |

NOTE: NO NEW LANDSCAPING PROPOSED. SEWAGE DISPOSAL BY PORTABLE TOILET AND ON SITE SEPTIC SYSTEM. SOLID WASTE DISPOSAL BY WASTE MANAGEMENT. ALL ROADS, BERMS, PONDS, LANDSCAPING, AND STRUCTURES WERE PREVIOUSLY CONSTRUCTED BY APPLICANT.

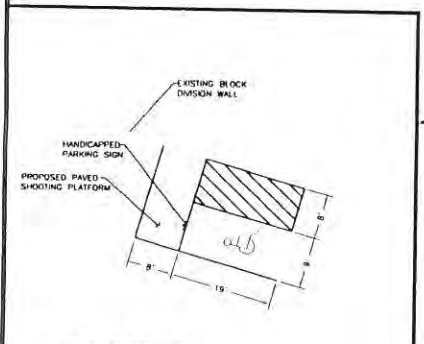
| No | DESCRIPTION |
|----|---|
| 31 | EXISTING STORAGE BIN TO REMAIN. |
| 32 | EXISTING AMMO STORAGE BIN TO REMAIN. |
| 33 | PROPOSED STRIPED PARKING AREA. |
| 34 | PROPOSED HANDICAPPED PARKING STALLS. |
| 35 | EXISTING PROGRAM TANK TO REMAIN. |
| 36 | NON STRIPED PARKING AREA. |
| 37 | PROPOSED RECYCLE TRASH CAN LOCATION. |
| 38 | PROPOSED RETAINING WALL. |
| 39 | PROPOSED 10' HIGH CHAIN LINK SCREEN FENCE WITH PLASTIC SLATS. |
| 40 | PROPOSED FIRE HYDRANT. |
| 41 | EXISTING SHOOTING STATION TO REMAIN. |
| 42 | EXISTING GARBAGE BIN. |
| 43 | EXISTING AMMO STORAGE BIN TO REMAIN. |
| 44 | EXISTING SEPTIC TANK. |

LEGEND

- CENTERLINE
- - - - - LIMIT OF PERMIT
- - - - - PROPERTY LINE
- - - - - RIGHT OF WAY
- - - - - ROAD ON TRAIL
- - - - - BLOCK WALL
- - - - - CHAIN LINK FENCE
- - - - - WOOD FENCE
- - - - - ASPHALT
- - - - - CONCRETE
- - - - - MODULAR CONSTRUCTION
- - - - - WOOD FRAME CONSTRUCTION
- TREE
- PROPOSED ASPHALT SURFACE
- 1000.3 EXISTING SPOT ELEVATION
- SPORTING CLAY SHOOTING STATION



Scale 1" = 80'



NOTE: ALL PAVED SURFACES SHALL HAVE A MAXIMUM 2% SLOPE IN ANY DIRECTION.

DETAIL "A" PROPOSED HANDICAPPED ACCESSIBLE SHOOTING BAY
Scale 1" = 10'

| REVISION DESCRIPTION | APP. DATE |
|----------------------|-----------|
| | |
| | |
| | |
| | |

PRIZM GROUP

216 N. DOWNEY BLVD. SUITE 1, CORONA, CA 92648
 PHONE: (951) 761-4800 FAX: (951) 761-4800
 Website: www.prizmgroup.com

Scale: 1" = 80'
 Date: 3-24-13

MIKE RAAHAUGE SHOOTING ENTERPRISES C.U.P. EXHIBIT PROPOSED SITE PLAN

Sheet No: 3
 OF 6 SHEETS
 FILE NO: 11-0112
 Date: 3-24-13

MIKE RAAHAUGE SHOOTING ENTERPRISES C.U.P. EXHIBIT

MIKE RAAHAUGE SHOOTING ENTERPRISES, INC.

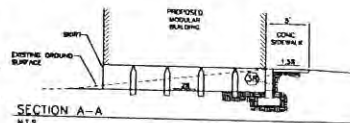
HANDICAPPED ACCESS:
DOIT CARTS ARE AVAILABLE FOR THOSE WITH DISABILITIES, OR FOR PERSONS WHO NEED ASSISTANCE NAVIGATING THE FACILITIES.
INQUIRE IN THE MAIN OFFICE.

HANDICAPPED ACCESSIBILITY SIGN

(1 EA)
(SIGN SHALL BE 24" SQUARE WITH 1" HIGH BLUE LETTERING ON A WHITE BACKGROUND. SIGN TO BE PLACED NEAR THE ADMINISTRATION BUILDING ENTRANCE IN PUBLIC VIEW.)

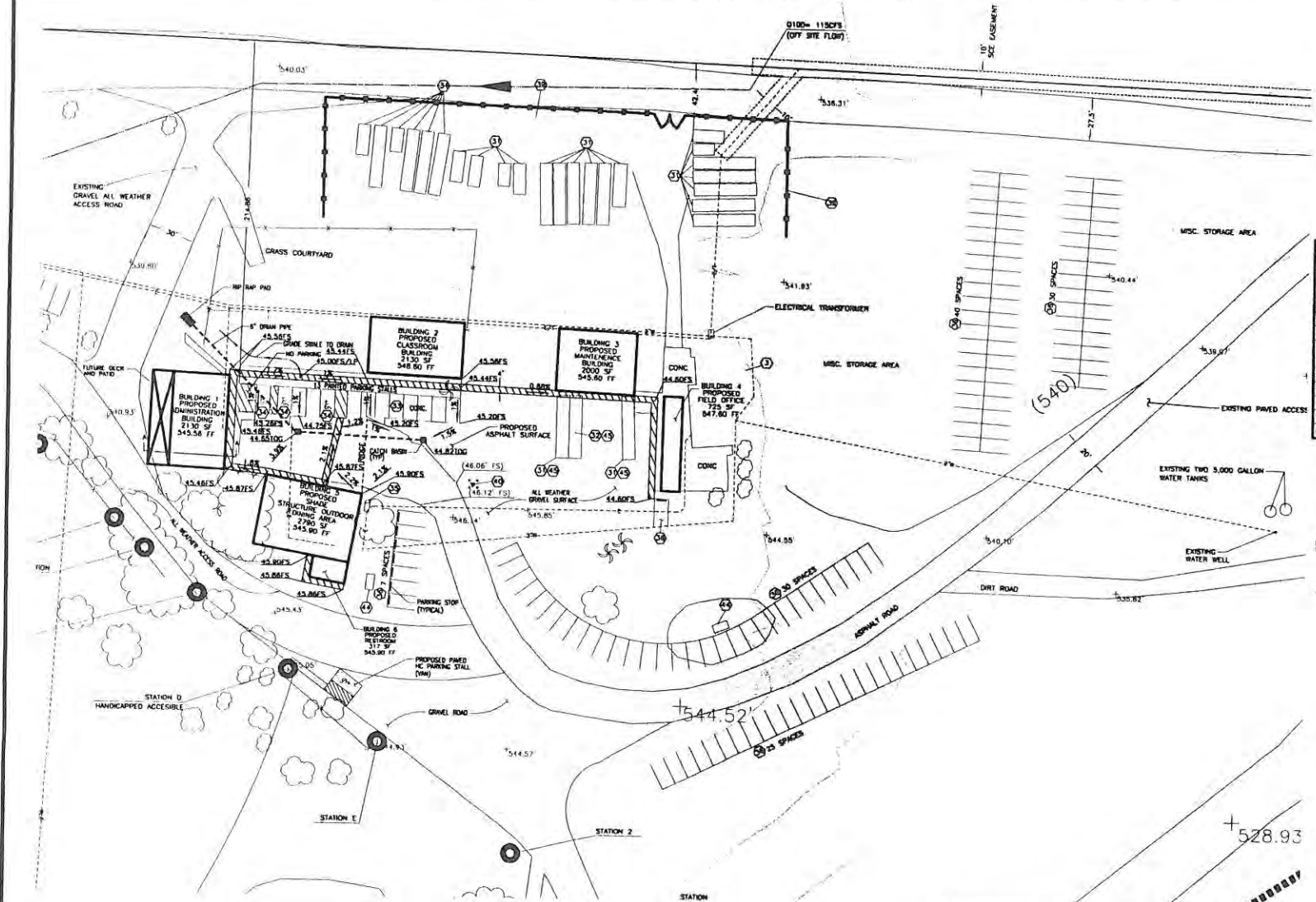
| NOTES | |
|-------|---|
| No. | DESCRIPTION |
| 17 | EXISTING STORAGE BIN TO REMAIN. |
| 18 | EXISTING AMMO STORAGE BIN TO REMAIN. |
| 19 | PROPOSED STRIPED PARKING STALLS. |
| 20 | PROPOSED HANDICAPPED PARKING STALLS. |
| 21 | EXISTING PROPANE TANK TO REMAIN. |
| 22 | NON STRIPED PARKING AREA. |
| 23 | PROPOSED RECYCLE TRASH CAN LOCATION. |
| 24 | PROPOSED RETAINING WALL. |
| 25 | PROPOSED 10' HIGH CHAIN LINK SCREEN FENCE WITH PLASTIC SLATS. |
| 26 | PROPOSED FIRE HYDRANT. |
| 27 | EXISTING SEPTIC TANK. |
| 28 | EXISTING STORAGE BIN TO BE RE-LOCATED. |

NOTE: EXISTING UNDERGROUND UTILITIES TO BE RE-LOCATED AS NECESSARY.
SEE SHEET 3 FOR SPECIAL EVENT PARKING LAYOUT.



LEGEND

- CENTERLINE
- PROPERTY LINE
- RIGHT OF WAY
- ROAD OR TRAIL
- BLOCK WALL
- CHAIN LINK FENCE
- WOOD FENCE
- ASPHALT
- CONCRETE
- MODULAR CONSTRUCTION
- WOOD FRAME CONSTRUCTION
- TREE
- EXISTING ASPHALT ACCESS ROAD
- + 1069.3 EXISTING SPOT ELEVATION
- SPORTING CLAY SHOOTING STATION
- ▨ INDICATES HANDICAPPED ACCESSIBLE PATH OF TRAVEL. PATH SHALL BE 4' WIDE MINIMUM ASPHALT OR CONCRETE SURFACE WITH A 2% MAXIMUM CROSS SLOPE.
- PROPOSED AC SURFACE

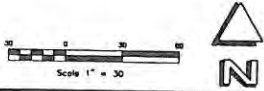


| REVISIONS | DATE |
|-----------|------|
| | |
| | |
| | |
| | |

THE PRIZM GROUP
 310 N. COSTA ST. SUITE 1, OROVILLO, CA 95965
 PHONE: (916) 738-4488 FAX: (916) 737-4807 info@the-prizm-group.com
 BOB: [Signature] STEVE: [Signature] [Signature]
 DATE: 3-24-15

MIKE RAAHAUGE SHOOTING ENTERPRISES C.U.P. EXHIBIT PROPOSED SITE PLAN

Sheet No. 4
 OF 6 SHEETS
 FILE NO. 11-012
 File name: P:\110\11-012\CUP\11-017 CUP04.dwg





Building 8
Duck Club Office



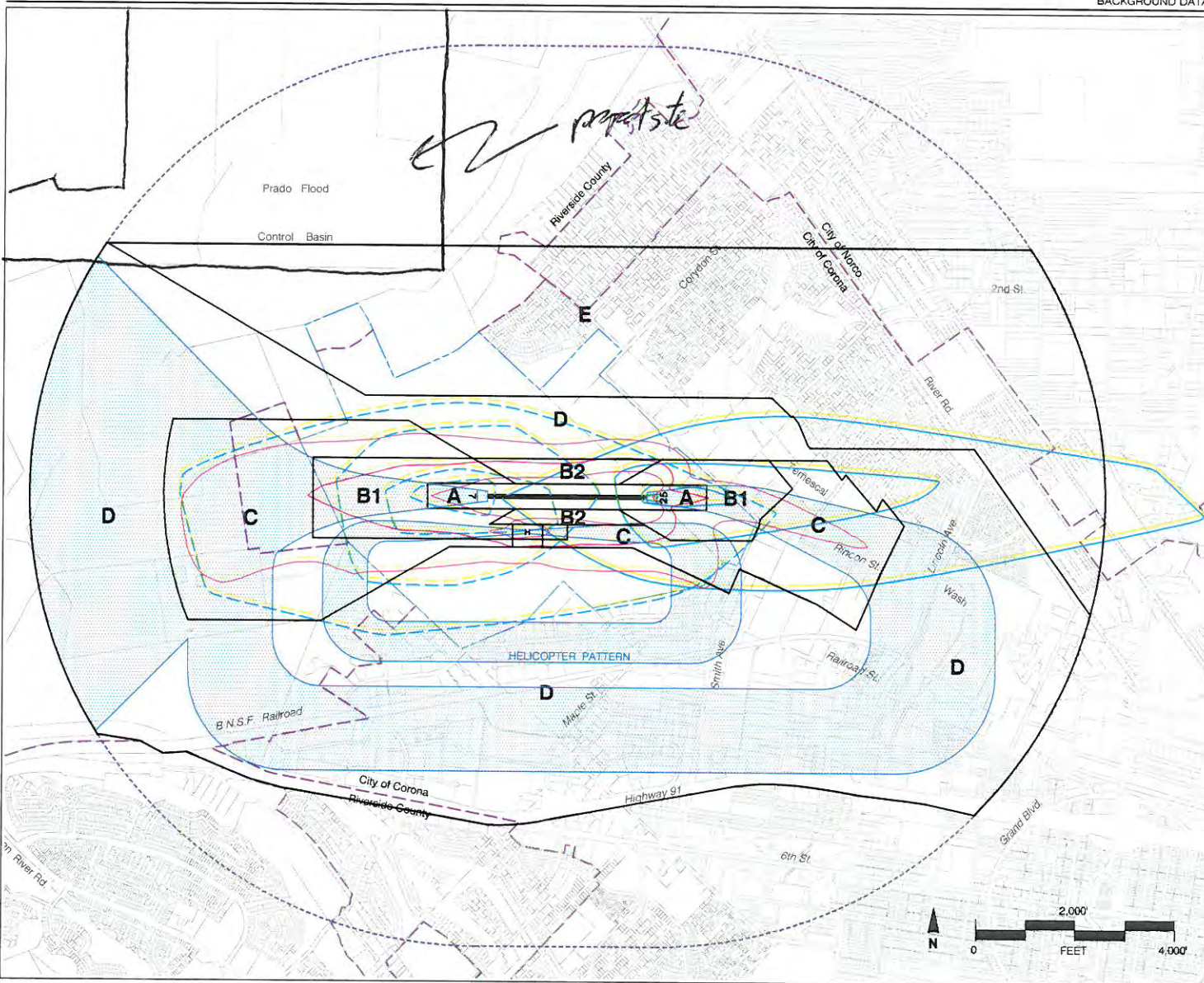
Building 11
Pistol Range Manager's Office from West



Buildings 4 and 3
Restroom and Administration Office from South



Buildings 10 and 9
Transformer/Compressor and Office from West



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 } Future Average
- 60 dB CNEL } Annual Day
- 55 dB CNEL }

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

H Helipad

Safety and Airspace Compatibility Factors

- Aircraft Departure Accident Risk Intensity Contours* (Shown only for Takeoffs to the West)
- Aircraft Approach Accident Risk Intensity Contours* (Shown only for Landings from the East)
- FAR Part 77 Conical Surface Limits
- No Terrain Penetration of FAR Part 77 Surfaces

Boundary Lines

- Airport Property Line
- City Limits

* Aircraft accident risk intensity contours are derived from nationwide accident location data in California Division of Aeronautics database. The contours show relative intensities (highest concentrations) of near-airport accidents in 20% increments. The contour shapes represent a wide range of general aviation airports and have not been modified to reflect the flight tracks for this airport.

**Riverside County
Airport Land Use Commission
Riverside County
Airport Land Use Compatibility Plan
West County Airports Background Data
(October 2004)**

Exhibit CO-6

**Compatibility Factors
Corona Municipal Airport**



CDR-compatibility

BASED AIRCRAFT

| <i>Aircraft Type</i> | Current^a <i>2002/03 data</i> | Future^b <i>Ultimate</i> |
|----------------------|---|--|
| Single-Engine | 330 | data |
| Twin-Engine, Piston | 55 | not available |
| Turboprop | 5 | |
| Turbojet | 0 | |
| Helicopters | 10 | |
| Total | 400 | 500 |

TIME OF DAY DISTRIBUTION^d

| <i>All Aircraft</i> | Current | Future |
|---------------------|----------------|---------------|
| Day | 96% | no change |
| Evening | 3% | |
| Night | 1% | |

AIRCRAFT OPERATIONS

| <i>Total</i> | Current <i>2002/03 data</i> | Future <i>Ultimate</i> |
|--------------|---------------------------------------|----------------------------------|
| Annual | 64,000 ^c | 100,000 ^b |
| Average Day | 175 | 274 |

Distribution by Aircraft Type^d

| | | |
|------------------------|-----|-----------|
| Single-Engine | 76% | |
| Twin-Engine Piston | 12% | no change |
| Twin-Engine, Turboprop | 2% | |
| Business Jet | <1% | |
| Helicopter | 10% | |

Distribution by Type of Operation^d

| | | |
|---------------------------------|-----|-----|
| Local (incl. touch-and-goes) | 35% | 30% |
| Itinerant | 65% | 70% |

RUNWAY USE DISTRIBUTION^d

| <i>All Airplanes – Day/Evening/Night</i> | Current | Future |
|--|----------------|---------------|
| Takeoffs & Landings | | |
| Runway 7 | 10% | no change |
| Runway 25 | 90% | |
| Helicopters | | |
| Takeoffs & Landings | | |
| Helipad 7 | 10% | no change |
| Helipad 25 | 90% | |

FLIGHT TRACK USAGE^d

Current and Future

- Approaches, Runway 7
 - 80% right traffic; 20% straight-in
- Departures, Runway 7
 - 3%–7% straight-out; remainder along Temescal Wash
- Approaches, Runway 25
 - 3%–5% straight-in; remainder along Temescal Wash
- Departures, Runway 25
 - Single-engine: 30% left crosswind; 40% left 45°; 20% straight-out; 10% right 45°
 - Twin-engine: 10% left crosswind; 25% left 45°; 60% straight-out; 5% right 45°
- Touch-and-Goes
 - 100% along Temescal Wash; downwind south of rail line
- Helicopters
 - All operations to helipad; pattern north of rail line, west of Smith Avenue

Notes

- ^a Source: City records and airport manager's estimates
- ^b Projections based upon capacity of existing developed area for parking aircraft; time frame is indefinite, but is assumed to be at least 20 years in the future
- ^c Source: California Division of Aeronautics acoustical counter data for 2000 plus estimated helicopter activity
- ^d Source: Mead & Hunt estimates based upon input from airport manager

Exhibit CO-3

Airport Activity Data Summary
Corona Municipal Airport

| Engine Type | Damage | | | | | | |
|---|--|-------------|------------------------|---------------------------|--------------|-----------|-------|
| | None, Minor, Uncertain, less than \$50,000 | Substantial | \$50,000- \$500,000 | \$500,000- \$2,000,000 | \$2,000,000+ | Destroyed | Total |
| A | 742 | 37 | 0 | 0 | 0 | 2 | 781 |
| A/C | 6 | 0 | 0 | 0 | 0 | 0 | 6 |
| B | 7 | 2 | 0 | 0 | 0 | 0 | 9 |
| B/D | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| C | 930 | 19 | 0 | 1 | 0 | 0 | 950 |
| D | 7255 | 278 | 0 | 0 | 0 | 0 | 7533 |
| F | 17 | 2 | 0 | 0 | 0 | 0 | 19 |
| Total | 8958 | 338 | 0 | 1 | 0 | 2 | 9299 |
| Engine Type Notes: A - Reciprocating B - Turbojet C - Turboprop D - Turbofan E - None (glider) F - Turboshaft (Helicopter) Y - Other | | | | | | | |

| Engine Type | Damage | | | | | | |
|-------------------------|--|-------------|------------------------|---------------------------|--------------|-----------|-------|
| | None, Minor, Uncertain, less than \$50,000 | Substantial | \$50,000- \$500,000 | \$500,000- \$2,000,000 | \$2,000,000+ | Destroyed | Total |
| Reciprocating/Turboprop | 1678 | 56 | 0 | 1 | 0 | 2 | 1737 |
| Turbojet/Turbofan | 7263 | 280 | 0 | 0 | 0 | 0 | 7543 |
| Turboshaft (Helicopter) | 17 | 2 | 0 | 0 | 0 | 0 | 19 |
| Total | 8958 | 338 | 0 | 1 | 0 | 2 | 9299 |

| Engine Type | Damage | | | | | | | |
|---|---|---|------------------------------|--------------------------------|--|--|----------------------------|------------------------------|
| | % None, Minor, Uncertain, less than \$50,000 of Engine Type | % None, Minor, Uncertain, less than \$50,000 of All Incidents | % Substantial of Engine Type | % Substantial of All Incidents | % \$500,000-\$2,000,000 of Engine Type | % \$500,000-\$2,000,000 of All Incidents | % Destroyed of Engine Type | % Destroyed of All Incidents |
| A | 95.01% | 7.98% | 4.74% | 0.40% | 0.00% | 0.00% | 0.26% | 0.02% |
| A/C | 100.00% | 0.06% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% |
| B | 77.78% | 0.08% | 22.22% | 0.02% | 0.00% | 0.00% | 0.00% | 0.00% |
| B/D | 100.00% | 0.01% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% |
| C | 97.89% | 10.00% | 2.00% | 0.20% | 0.11% | 0.01% | 0.00% | 0.00% |
| D | 96.31% | 78.02% | 3.69% | 2.99% | 0.00% | 0.00% | 0.00% | 0.00% |
| F | 89.47% | 0.18% | 10.53% | 0.02% | 0.00% | 0.00% | 0.00% | 0.00% |
| Total | 96.33% | 96.33% | 3.63% | 3.63% | 0.01% | 0.01% | 0.02% | 0.02% |
| Engine Type Notes: A - Reciprocating B - Turbojet C - Turboprop D - Turbofan E - None (glider) F - Turboshaft (Helicopter) Y - Other | | | | | | | | |

| Engine Type | Damage | | | | | | | |
|-----------------------------|---|---|------------------------------|--------------------------------|--|--|----------------------------|------------------------------|
| | % None, Minor, Uncertain, less than \$50,000 of Engine Type | % None, Minor, Uncertain, less than \$50,000 of All Incidents | % Substantial of Engine Type | % Substantial of All Incidents | % \$500,000-\$2,000,000 of Engine Type | % \$500,000-\$2,000,000 of All Incidents | % Destroyed of Engine Type | % Destroyed of All Incidents |
| Reciprocating/ Turboprop | 96.60% | 18.04% | 3.22% | 0.60% | 0.06% | 0.01% | 0.12% | 0.02% |
| Turbojet/ Turbofan | 96.29% | 78.11% | 3.71% | 3.01% | 0.00% | 0.00% | 0.00% | 0.00% |
| Turboshaft | 89.47% | 0.18% | 10.53% | 0.02% | 0.00% | 0.00% | 0.00% | 0.00% |
| Total | 96.33% | 96.33% | 3.63% | 3.63% | 0.01% | 0.01% | 0.02% | 0.02% |

Bird strike

From Wikipedia, the free encyclopedia

A **bird strike**—sometimes called **birdstrike**, **bird ingestion** (for an engine), **bird hit**, or **BASH** (for **B**ird **A**ircraft **S**trike **H**azard)—is a collision between an airborne animal (usually a bird or bat^[1]) and a human-made vehicle, especially aircraft. The term is also used for bird deaths resulting from collisions with human-made structures such as power lines, towers and wind turbines (see Bird-skyscraper collisions and Towerkill).^[2]

Bird strikes are a significant threat to flight safety, and have caused a number of accidents with human casualties.^[3] The number of major accidents involving civil aircraft is quite low and it has been estimated that there is only about 1 accident resulting in human death in one billion (10⁹) flying hours.^[4] The majority of bird strikes (65%) cause little damage to the aircraft;^[5] however the collision is usually fatal to the bird(s) involved.

Most accidents occur when the bird hits the windscreen or flies into the engines. These cause annual damages that have been estimated at \$400 million^[3] within the United States of America alone and up to \$1.2 billion to commercial aircraft worldwide.^[6]

Related to this is a bug strike: an impairment of an aircraft/groundcraft or aviator/driver by an airborne insect.



F-16 canopy after a bird strike



Mercedes-Benz 300SL sports car following the impact of a vulture to the windscreen at the 1952 Carrera Panamericana

Contents

- 1 Event description
- 2 Species
- 3 Countermeasures
 - 3.1 Vehicle design
 - 3.2 Wildlife management
 - 3.2.1 Non-lethal
 - 3.2.2 Habitat manipulation
 - 3.2.3 Exclusion
 - 3.2.4 Visual repellents
 - 3.2.5 Auditory repellents
 - 3.2.6 Tactile repellents
 - 3.2.7 Chemical repellents
 - 3.2.8 Relocation
 - 3.2.9 Lethal
 - 3.2.10 Reinforcement
 - 3.2.11 Population control
 - 3.3 Flight path
- 4 Incidents

- 5 Bug strikes
- 6 See also
- 7 References
- 8 External links

Event description

Bird strikes happen most often during takeoff or landing, or during low altitude flight.^[7] However, bird strikes have also been reported at high altitudes, some as high as 6,000 m (20,000 ft) to 9,000 m (30,000 ft) above the ground. Bar-headed geese have been seen flying as high as 10,175 m (33,383 ft) above sea level. An aircraft over the Ivory Coast collided with a Rüppell's vulture at the astonishing altitude of 11,300 m (37,100 ft), the current record avian height.^[8] The majority of bird collisions occur near or on airports (90%, according to the ICAO) during takeoff, landing and associated phases. According to the FAA wildlife hazard management manual for 2005, less than 8% of strikes occur above 900 m (3,000 ft) and 61% occur at less than 30 m (100 ft).

The point of impact is usually any forward-facing edge of the vehicle such as a wing leading edge, nose cone, jet engine cowling or engine inlet.

Jet engine ingestion is extremely serious due to the rotation speed of the engine fan and engine design. As the bird strikes a fan blade, that blade can be displaced into another blade and so forth, causing a cascading failure. Jet engines are particularly vulnerable during the takeoff phase when the engine is turning at a very high speed and the plane is at a low altitude where birds are more commonly found.

The force of the impact on an aircraft depends on the weight of the animal and the speed difference and direction at the impact. The energy of the impact increases with the square of the speed difference. Hence a low-speed impact of a small bird on a car windshield causes relatively little damage. High speed impacts, as with jet aircraft, can cause considerable damage and even catastrophic failure to the vehicle. The energy of a 5 kg (11 lb) bird moving at a relative velocity of 275 km/h (171 mph) approximately equals the energy of a 100 kg (220 lb) weight dropped from a height of 15 metres (49 ft).^[9] However, according to the FAA only 15% of strikes (ICAO 11%) actually result in damage to the aircraft.

Bird strikes can damage vehicle components, or injure passengers. Flocks of birds are especially dangerous, and can lead to multiple strikes, and damage. Depending on the damage, aircraft at low altitudes or during take off and landing often cannot recover in time, and thus crash, as in the case of US Airways Flight 1549.

Remains of the bird, termed *snarge*,^[10] are sent to identification centers where forensic techniques may be used to identify the species involved. These samples need to be taken carefully by trained personnel to ensure proper analysis^[11] and reduce the risks of zoonoses.^[12]

The Israeli Air Force has a larger than usual birdstrike risk as Israel is on a major spring and autumn long-distance bird migration route.



View of fan blades of Pratt & Whitney JT8D jet engine after a bird strike



A hawk stuck in the nosecone of a Lockheed C-130 Hercules



Inside of a jet engine after a bird strike

Sacramento International Airport has had more bird strikes (1,300 collisions between birds and jets between 1990 and 2007, causing an estimated \$1.6 million in damage) than any other California airport. Sacramento International Airport has the most bird strikes of any airport in the west and sixth among airports in the US, according to the FAA, as it is located along the Pacific Flyway, a major bird migration path.^{[13][14]}

Species

Most bird strikes involve large birds with big populations, particularly geese and gulls in the United States. In parts of the US, Canada geese and migratory snow geese populations have risen significantly^[15] while feral Canada geese and greylag geese have increased in parts of Europe, increasing the risk of these large birds to aircraft.^[16] In other parts of the world, large birds of prey such as *Gyps* vultures and *Milvus* kites are often involved.^[4] In the US, reported strikes are mainly from waterfowl (30%), gulls (22%), raptors (20%), and pigeons and doves (7%).^[15] The Smithsonian Institution's Feather Identification Laboratory has identified turkey vultures as the most damaging birds, followed by Canada geese and white pelicans,^[17] all or which are very large birds. In terms of frequency, the laboratory most commonly finds mourning doves and horned larks involved in the strike.^[17]

The largest numbers of strikes happen during the spring and fall migrations. Bird strikes above 500 feet (150 m) altitude are about 7 times more common at night than during the day during the bird migration season.^[18]

Large land-bound animals, such as deer, can also be a problem to aircraft during takeoff and landing. Over 1,000 civil aircraft collisions with deer were reported in the U.S. between 1990 and 2013, and another 440 civil aircraft collisions with coyotes were reported during that time.^[15]

An animal hazard reported from London Stansted Airport in England is rabbits: they get run over by ground vehicles and planes, and they pass large amounts of droppings, which attract mice, which attract owls, which become another birdstrike hazard.^[19]

Countermeasures

There are three approaches to reduce the effect of bird strikes. The vehicles can be designed to be more *bird resistant*, the birds can be moved out of the way of the vehicle, or the vehicle can be moved out of the way of the birds.

Vehicle design

Most large commercial jet engines include design features that ensure they can shut-down after "ingesting" a bird weighing up to 1.8 kg (4 lb). The engine does not have to survive the ingestion, just be safely shut down. This is a 'stand alone' requirement, *i.e.*, the engine, not the aircraft, must pass the test. Multiple strikes (from hitting a bird flock) on twin engine jet aircraft are very serious events because they can disable multiple aircraft systems, requiring emergency action to land the aircraft, as in the January 15, 2009, forced ditching of US Airways Flight 1549.

Modern jet aircraft structures must be able to withstand one 1.8 kg (4 lb) collision; the empennage (tail) must withstand one 3.6 kg (8 lb) bird collision. Cockpit windows on jet aircraft must be able to withstand one 1.8 kg (4 lb) bird collision without yielding or spalling.



Deer entangled in a landing gear



An ICE 3 high speed train after hitting a bird



A bird control vehicle belonging to Copenhagen Airport Kastrup, equipped with various tools

At first, bird strike testing by manufacturers involved firing a bird carcass from a gas cannon and sabot system into the tested unit. The carcass was soon replaced with suitable density blocks, often gelatin, to ease testing. Currently testing is mainly conducted with computer simulation,^[20] although final testing usually involves some physical experiments (see birdstrike simulator).

Many jet engine manufacturers include white spirals in the centre of their engines. While on the ground this serves as an indicator to crew that the engine is running, in the air it appears as a white circle which discourages birds from flying into the engine.

Wildlife management

Though there are many methods available to wildlife managers at airports, no single method will work in all instances and with all species. Wildlife management in the airport environment can be grouped into two broad categories: non-lethal and lethal. Integration of multiple non-lethal methods with lethal methods results in the most effective airfield wildlife management strategy.

Non-lethal

Non-lethal management can be further broken down into habitat manipulation, exclusion, visual, auditory, tactile, or chemical repellents, and relocation.

Habitat manipulation

One of the primary reasons that wildlife is seen on airports is an abundance of food. Food resources on airports can be either removed or made less desirable. One of the most abundant food resources found on airports is turfgrass. This grass is planted to reduce runoff, control erosion, absorb jet wash, allow passage of emergency vehicles, and to be aesthetically pleasing (DeVault et al. 2013^[21]) However, turfgrass is a preferred food source for species of birds that pose serious risk to aircraft, chiefly the Canada goose (*Branta canadensis*). Turfgrass planted at airports should be a species that geese do not prefer (e.g. St. Augustine grass) and should be managed in such a way that reduces its attractiveness to other wildlife such as small rodents and raptors (Commander, Naval Installations Command 2010,^[22] DeVault et al. 2013^[21]). It has been recommended that turfgrass be maintained at a height of 7-14 inches through regular mowing and fertilization (U.S. Air Force 2004^[23]).

Wetlands are another major attractant of wildlife in the airport environment. They are of particular concern because they attract waterfowl which have a high potential to damage aircraft (Federal Aviation Administration 2013^[24]). With large areas of impervious surfaces, airports must employ methods to collect runoff and reduce its flow velocity. These best management practices often involve temporarily ponding runoff. Short of redesigning existing runoff control systems to include non-accessible water such as subsurface flow wetlands (DeVault et al. 2013^[21]), frequent drawdowns and covering of exposed water with floating covers and wire grids should be employed (International Civil Aviation Organization 1991^[25]). The implementation of covers and wire grids must not hinder emergency services.

Exclusion

Though excluding birds from the entire airport environment is virtually impossible, it is possible to exclude deer and other mammals that constitute a small percentage of wildlife strikes. Three meter high fences made of chain link or woven wire, with barbed wire outriggers, are the most effective. When used as a perimeter fence, these fences also serve to keep unauthorized persons off of the airport (Seamans 2001^[26]). Realistically every fence must have gates. Gates that are left open allow deer and other mammals onto the airport. 4.6 meter long cattle guards have been shown to be effective at deterring deer up to 98% of the time (Belant et al. 1998^[27]).

Hangars with open superstructures often attract birds to nest and roost in. Hangar doors are often left open to increase ventilation especially in the evenings. Birds in hangars are in close proximity to the airfield and their droppings are both a health and damage concern. Netting is often deployed across the superstructure of a hangar denying access to the rafters where the birds roost and nest while still allowing the hangar doors to remain open for ventilation and aircraft movements. Strip curtains and door netting may also be used but are subject to improper use (e.g. tying the strips to the side of the door) by the personnel in the hangar concern (U.S. Air Force 2004,^[23] Commander, Naval Installations Command 2010^[22]).

Visual repellents

There have been a variety of visual repellent and harassment techniques used in airport wildlife management. They include using birds of prey and dogs, effigies, and lasers. Birds of prey have been used with great effectiveness at landfills where there were large populations of feeding gulls (Cook et al. 2008^[28]). Dogs have also been used with success as visual deterrents and means of harassment for birds at airfields (DeVault et al. 2013^[21]). However airport wildlife managers must consider the risk of knowingly releasing animals in the airport environment. Both birds of prey and dogs must be monitored by a handler when deployed and must be cared for, when not deployed. Airport wildlife managers must consider the economics of these methods (Seamans 2001^[26]).

Effigies of both predators and conspecifics have been used with success to disperse gulls and vultures. The effigies of conspecifics are often placed in unnatural positions where they can freely move with the wind. Effigies have been found to be the most effective in situations where the nuisance birds have other options (e.g. other forage, loafing, and roosting areas) available. Time to habituation varies. (Seamans et al. 2007,^[29] DeVault et al. 2013^[21]).

Lasers have been used with success to disperse several species of birds. However, lasers are species specific as certain species will only react to certain wavelengths. Lasers become more effective as ambient light levels decrease, thereby limiting effectiveness during daylight hours. Some species show a very short time to habituation (Airport Cooperative Research Program, 2011^[30]). The risks of lasers to aircrews must be evaluated when determining whether or not to deploy lasers on airfields (Federal Aviation Administration 2012^[31]).

Auditory repellents

Auditory repellents are commonly used in both agricultural and aviation contexts. Devices such as propane exploders (cannons), pyrotechnics, and bioacoustics are frequently deployed on airports. Propane exploders are capable of creating noises of approximately 130 decibels (Wildlife Control Supplies^[32]). They can be programmed to fire at designated intervals, can be remote controlled, or motion activated. Due to their stationary and often predictable nature, wildlife quickly become habituated to propane cannons. Lethal control may be used to extend the effectiveness of propane exploders (Washburn et al. 2006).

Pyrotechnics utilizing either an exploding shell or a screamer can effectively scare birds away from runways. They are commonly launched from a 12 gauge shotgun or a flare pistol, and as such, can be aimed allowing control personnel to "steer" the species that is being harassed. Birds show varying degrees of habituation to pyrotechnics. Studies have shown that lethal reinforcement of pyrotechnic harassment has extended its usefulness (Baxter and Allen 2008^[33]). Screamer type cartridges are still intact at the end of their flight (as opposed to exploding shells that destroy themselves) constituting a foreign object damage hazard and must be picked up. The use of pyrotechnics is considered "take" by the U.S. Fish and Wildlife Service (USFWS) and USFWS must be consulted if federally threatened or endangered species could be affected. Pyrotechnics are a potential fire hazard and must be deployed judiciously in dry conditions (Commander, Naval Installations Command, 2010,^[22] Airport Cooperative Research Program 2011^[30]).

Bioacoustics, or the playing of conspecific distress or predator calls to frighten animals, is widely used. This method relies on the animal's evolutionary danger response (Airport Cooperative Research Program 2011^[30]). However, bioacoustics are species specific and birds may quickly become habituated to them and they should not be used as a primary means of control (U.S. Air Force 2004,^[23] Commander, Naval Installations Command 2010^[22]).

Tactile repellents

Sharpened spikes to deter perching and loafing are commonly used. Generally, large birds require different applications than small birds do (DeVault et al. 2013^[21]).

Chemical repellents

There are only two chemical bird repellents registered for use in the United States. They are methyl anthranilate and anthraquinone. Methyl anthranilate is a primary repellent that produces an immediate unpleasant sensation that is reflexive and does not have to be learned. As such it is most effective for transient populations of birds (DeVault et al. 2013^[21]). Methyl anthranilate has been used with great success at rapidly dispersing birds from flightlines at Homestead Air Reserve Station (Engeman et al. 2002^[34]). Anthraquinone is a secondary repellent that has a laxative effect that is not instantaneous. Because of this it is most effective on resident populations of wildlife that will have time to learn an aversive response (Izhaki 2002,^[35] DeVault et al. 2013^[21]).

Relocation

Relocation of raptors from airports is often considered preferable to lethal control methods by both biologists and the public. There are complex legal issues surrounding the capture and relocation of species protected by the Migratory Bird Treaty Act of 1918 and the Bald and Golden Eagle Protection Act of 1940. Prior to capture, proper permits must be obtained and the high mortality rates as well as the risk of disease transmission associated with relocation must be weighed. Between 2008 and 2010, U.S. Department of Agriculture Wildlife Services personnel relocated 606 red-tailed hawks from airports in the United States after the failure of multiple harassment attempts. The return rate of these hawks was 6%; however the relocation mortality rate for these hawks was never determined(DeVault et al. 2013^[21]).

Lethal

Lethal wildlife control on airports falls into two categories: reinforcement of other non-lethal methods and population control.

Reinforcement

The premise of effigies, pyrotechnics, and propane exploders is that there be a perceived immediate danger to the species to be dispersed. Initially, the sight of an unnaturally positioned effigy or the sound of pyrotechnics or exploders is enough to elicit a danger response from wildlife. As wildlife become habituated to non-lethal methods the culling of small numbers of wildlife in the presence of conspecifics can restore the danger response (Baxter and Allan 2008, Cook et al. 2008, Commander, Naval Installations Command 2010,^[22] DeVault et al. 2013^[21]).

Population control

Under certain circumstances lethal wildlife control is needed to control the population of a species. This control can be localized or regional. Localized population control is often used to control species that are residents of the airfield such as deer that have bypassed the perimeter fence. In this instance sharpshooting would be highly effective, such as is seen at Chicago O'Hare International Airport (DeVault et al. 2013^[21]).

Regional population control has been used on species that cannot be excluded from the airport environment. A nesting colony of laughing gulls at Jamaica Bay Wildlife Refuge contributed to 98-315 bird strikes per year, from 1979-1992, at adjacent John F. Kennedy International Airport (JFK). Though JFK had an active bird management program that precluded birds from feeding and loafing on the airport, it did not stop them from overflying the airport to other feeding sites. U.S. Department of Agriculture Wildlife Services personnel began shooting all gulls that flew over the airport, hypothesizing that eventually the gulls would alter their flight patterns. They shot 28,352 gulls in two years (approximately half of the

population at Jamaica Bay and 5-6% of the nationwide population per year). Strikes with laughing gulls decreased by 89% by 1992. However this was more a function of the population reduction than the gulls altering their flight pattern (Dolbeer et al. 1993,^[36] Dolbeer et al. 2003,^[37] DeVault et al. 2013^[21]).

Flight path

Pilots have very little training in wildlife avoidance nor is training required by any regulatory agency. However, they should not takeoff or land in the presence of wildlife and should avoid migratory routes,^[38] wildlife reserves, estuaries and other sites where birds may congregate. When operating in the presence of bird flocks, pilots should seek to climb above 3,000 feet (910 m) as rapidly as possible as most birdstrikes occur below 3,000 feet (910 m). Additionally pilots should slow their aircraft when confronted with birds. The energy that must be dissipated in the collision is approximately the relative kinetic energy (E_k) of the bird, defined by the equation $E_k = \frac{1}{2}mv^2$ where m is the mass and v is the relative velocity (the difference of the velocities of the bird and the plane, resulting in a lower absolute value if they are flying in the same direction and higher absolute value if they are flying in opposite directions). Therefore the speed of the aircraft is much more important than the size of the bird when it comes to reducing energy transfer in a collision. The same can be said for jet engines: the slower the rotation of the engine, the less energy which will be imparted onto the engine at collision.

The body density of the bird is also a parameter that influences the amount of damage caused.^[39]

The US Military Avian Hazard Advisory System (AHAS) uses near real time data from the 148 CONUS based National Weather Service Next Generation Weather Radar (NEXRAD or WSR 88-D) system to provide current bird hazard conditions for published military low-level routes, ranges, and military operating areas (MOAs). Additionally AHAS incorporates weather forecast data with the Bird Avoidance Model (BAM) to predict soaring bird activity within the next 24 hours and then defaults to the BAM for planning purposes when activity is scheduled outside the 24-hour window. The BAM is a static historical hazard model based on many years of bird distribution data from Christmas Bird Counts (CBC), Breeding Bird Surveys (BBS), and National Wildlife Refuge Data. The BAM also incorporates potentially hazardous bird attractions such as landfills and golf courses. AHAS is now an integral part of military low-level mission planning, aircrew being able to access the current bird hazard conditions at www.usahas.com. AHAS will provide relative risk assessments for the planned mission and give aircrew the opportunity to select a less hazardous route should the planned route be rated severe or moderate. Prior to 2003, the US Air Force BASH Team bird strike database indicated that approximately 25% of all strikes were associated with low-level routes and bombing ranges. More importantly these strikes accounted for more than 50% of all of the reported damage costs. After a decade of using AHAS for avoiding routes with severe ratings, the strike percentage associated with low-level flight operations has been reduced to 12% and associated costs cut in half.

Avian radar^[40] is an important tool for aiding in bird strike mitigation as part of overall safety management systems at civilian and military airfields. Properly designed and equipped avian radars can track thousands of birds simultaneously in real-time, night and day, through 360° of coverage, out to ranges of 10 km and beyond for flocks, updating every target's position (longitude, latitude, altitude), speed, heading, and size every 2–3 seconds. Data from these systems can be used to generate information products ranging from real-time threat alerts to historical analyses of bird activity patterns in both time and space. The United States Federal Aviation Administration (FAA) and the United States Department of Defense (DOD) have conducted extensive science-based field testing and validation of commercial avian radar systems for civil and military applications, respectively. The FAA used evaluations of commercial 3D avian radar systems developed and marketed by Accipiter Radar^[41] as the basis for FAA Advisory Circular 150/5220-25^[42] and a guidance letter^[43] on using Airport Improvement Program funds to acquire avian radar systems at Part 139 airports.^[44] Similarly, the DOD-sponsored Integration and Validation of Avian Radars (IVAR)^[45] project evaluated the functional and performance characteristics of Accipiter® avian radars under operational conditions at Navy, Marine Corps, and Air Force airfields. Accipiter avian radar systems operating at Seattle-Tacoma International Airport,^[46] Chicago O'Hare International Airport, and Marine Corps Air Station Cherry Point made significant contributions to the evaluations carried out in the aforementioned FAA and DoD initiatives. Additional scientific and technical papers on avian radar systems are listed below,^{[47][48][49]} and on the Accipiter Radar web site.^[50]

A US company, DeTect, in 2003, developed the only production model bird radar in operational use for real-time, tactical bird-aircraft strike avoidance by air traffic controllers. These systems are operational at both commercial airports and military airfields. The system has widely used technology available for bird-aircraft strike hazard (BASH) management and for real time detection, tracking and alerting of hazardous bird activity at commercial airports, military airfields and military training and bombing ranges. After extensive evaluation and on-site testing, MERLIN technology was chosen by NASA and was ultimately used for detecting and tracking dangerous vulture activity during the 22 space shuttle launches from 2006 to the conclusion of the program in 2011. The US Air Force has contracted DeTect since 2003 to provide the Avian Hazard Advisory System (AHAS) previously mentioned.

TNO, a Dutch R&D Institute, has developed the successful ROBIN (Radar Observation of Bird Intensity) for the Royal Netherlands Airforce. ROBIN is a near real-time monitoring system for flight movements of birds. ROBIN identifies flocks of birds within the signals of large radar systems. This information is used to give Air Force pilots warning during landing and take-off. Years of observation of bird migration with ROBIN have also provided a better insight into bird migration behaviour, which has had an influence on averting collisions with birds, and therefore on flight safety. Since the implementation of the ROBIN system at the Royal Netherlands Airforce the number of collisions between birds and aircraft in the vicinity of military airbases has decreased by more than 50%.

There are no civil aviation counterparts to the above military strategies. Some experimentation with small portable radar units has taken place at some airports. However, no standard has been adopted for radar warning nor has any governmental policy regarding warnings been implemented.

Incidents

The Federal Aviation Administration (FAA) estimates bird strikes cost US aviation 400 million dollars annually and have resulted in over 200 worldwide deaths since 1988.^[15] In the United Kingdom, the Central Science Laboratory estimates^[6] that worldwide, the cost of birdstrikes to airlines is around US\$1.2 billion annually. This cost includes direct repair cost and lost revenue opportunities while the damaged aircraft is out of service. Estimating that 80% of bird strikes are unreported, there were 4,300 bird strikes listed by the United States Air Force and 5,900 by US civil aircraft in 2003.

The first reported bird strike was by Orville Wright in 1905. According to the Wright Brothers' diaries, "Orville ... flew 4,751 meters in 4 minutes 45 seconds, four complete circles. Twice passed over fence into Beard's cornfield. Chased flock of birds for two rounds and killed one which fell on top of the upper surface and after a time fell off when swinging a sharp curve."^[4]

In 1911 French pilot Eugene Gilbert encountered an angry mother eagle over the Pyrenees Mountains en route from Paris to Madrid during the great aviation race held that year between those two cities. Gilbert, flying an open-cockpit Bleriot XI, was able to ward off the large bird by firing pistol shots at it but did not kill it.^[51]

The first recorded bird strike fatality was reported in 1912 when aero-pioneer Cal Rodgers collided with a gull which became jammed in his aircraft control cables. He crashed at Long Beach, California, was pinned under the wreckage, and drowned.^{[3][52]}

The greatest loss of life directly linked to a bird strike was on October 4, 1960, when a Lockheed L-188 Electra, flying from Boston as Eastern Air Lines Flight 375, flew through a flock of common starlings during take-off, damaging all four engines. The aircraft crashed into Boston harbor shortly after takeoff, with 62 fatalities out of 72 passengers.^[53] Subsequently, minimum bird ingestion standards for jet engines were developed by the FAA.

NASA astronaut Theodore Freeman was killed in 1964 when a goose shattered the plexiglass cockpit canopy of his Northrop T-38 Talon. Shards were ingested by the engines, leading to a fatal crash.

In 1988 Ethiopian Airlines Flight 604 sucked pigeons into both engines during takeoff and then crashed, killing 35 passengers.

In 1995, a Dassault Falcon 20 crashed at a Paris airport during an emergency landing attempt after sucking lapwings into an engine, which caused an engine failure and a fire in the airplane's fuselage; all 10 people on board were killed.^[54]

On September 22, 1995, a U.S. Air Force Boeing E-3 Sentry AWACS aircraft (Callsign Yukla 27, serial number 77-0354), crashed shortly after takeoff from Elmendorf AFB. The aircraft lost power in both port side engines after these engines ingested several Canada geese during takeoff. It crashed about two miles (3 km) from the runway, killing all 24 crew members on board.^[55]

On November 28, 2004, the nose landing gear of KLM Flight 1673, a Boeing 737-400, struck a bird during takeoff at Amsterdam Airport Schiphol. The incident was reported to air traffic control, the landing gear was raised normally, and the flight continued normally to its destination. Upon touching down at Barcelona International Airport, the aircraft started deviating to the left of the runway centreline. The crew applied right rudder, braking, and the nose wheel steering tiller but could not keep the aircraft on the runway. After it veered off the paved surface of the runway at about 100 knots, the jet went through an area of soft sand. The nose landing gear leg collapsed and the left main landing gear leg detached from its fittings shortly before the aircraft came to a stop perched over the edge of a drainage canal. All 140 passengers and six crew evacuated safely, but the aircraft itself had to be written off. The cause was discovered to be a broken cable in the nose wheel steering system caused by the bird collision. Contributing to the snapped cable was the improper application of grease during routine maintenance which led to severe wear of the cable.^[56]

In April 2007, a Thomsonfly Boeing 757 from Manchester Airport to Lanzarote Airport suffered a bird strike when at least one bird, supposedly a crow, was ingested by the starboard engine. The plane landed safely back at Manchester Airport a while later. The incident was captured by two plane spotters on opposite sides of the airport, as well as the emergency calls picked up by a plane spotter's radio.^[53]

The Space Shuttle Discovery also hit a bird (a vulture) during the launch of STS-114 on July 26, 2005, although the collision occurred soon after lift-off and at low speed, with no obvious damage to the shuttle.^[57]

On November 10, 2008, Ryanair Flight 4102 from Frankfurt to Rome made an emergency landing at Ciampino Airport after multiple bird strikes caused both engines to fail. After touchdown, the left main landing gear collapsed, and the aircraft briefly veered off the runway. Passengers and crew were evacuated through the starboard emergency exits.^[59]

On January 4, 2009, a Sikorsky S-76 helicopter hit a red-tailed hawk in Louisiana. The hawk hit the helicopter just above the windscreen. The impact forced the activation of the engine fire suppression control handles, retarding the throttles and causing the engines to lose power. Eight of the nine persons on board died in the subsequent crash; the survivor, a passenger, was seriously injured.^[60]

On January 15, 2009, US Airways Flight 1549 from LaGuardia Airport to Charlotte/Douglas International Airport ditched into the Hudson River after experiencing a loss of both turbines. It is suspected that the engine failure was caused by running into a flock of geese at an altitude of about 975 m (3,200 feet), shortly after takeoff. All 150 passengers and 5 crew members were safely evacuated after a successful water landing.^[61] On May 28, 2010, the NTSB published its final report into the accident.^[62]



A Sikorsky UH-60 Black Hawk after a collision with a common crane (bird), and resulting failure of the windshield.



The same UH-60, as seen from the inside.



A humorous take on a serious incident that caused the wreck^[58] of owner's previous aircraft.

Bug strikes

Flying insect strikes, like bird strikes, have been encountered by pilots since aircraft were invented. Future United States Air Force general Henry H. Arnold nearly lost control of his Wright Model B in 1911 after a bug flew into his eye while he was not wearing goggles, distracting him.

In 1986 a Boeing B-52 Stratofortress on a low-level training mission entered a swarm of locusts. The insects' impacts on the aircraft's windscreens rendered the crew unable to see, forcing them to abort the mission and fly using the aircraft's instruments alone. The aircraft eventually landed safely.^[63] In 2010 the Australian Civil Aviation Safety Authority (CASA) issued a warning to pilots about the potential dangers of flying through a locust swarm. CASA warned that the insects could cause loss of engine power and loss of visibility, and blocking of an aircraft's pitot tubes, causing inaccurate airspeed readings.^{[64][65]}

Bug strikes can also affect the operation of machinery on the ground, especially motorcycles. The team on the US TV show *Mythbusters* – in a 2010 episode entitled "Bug Special" – concluded that death could occur if a motorist were hit by a flying insect of sufficient mass in a vulnerable part of the body. Anecdotal evidence from motorcyclists supports pain, bruising, soreness, stings, and loss of seat caused by collision with an insect at speed.^[66]

See also

- AEDC Ballistic Range S-3
- Birdstrike simulator
- Foreign object damage
- Stray animals at Indian airports
- Roxie Collie Laybourne

References

1. Gard, Katie ; Groszos, Mark S. ; Brevik, Eric C. ; Lee, Gregory W. (2007). "Spatial analysis of Bird-Aircraft Strike Hazard for Moody Air Force Base aircraft in the state of Georgia.(Report)" (<http://facstaff.gpc.edu/~jaliff/GAJSci65-4.pdf>) (PDF). *Georgia Journal of Science* **65** (4): 161–169.
2. Manville, A.M., II. (2005). "Bird strikes and electrocutions at power lines, communication towers, and wind turbines: state of the art and slate of the science — next steps toward mitigation.". In C.J. Ralph and T. D. Rich. *Bird Conservation Implementation in the Americas: Proceedings 3rd International Partners in Flight Conference 2002*. U.S.D.A. Forest Service. GTR-PSW-191, Albany. CA.
3. Sodhi, Navjot S. (2002). "Competition in the air: birds versus aircraft." (http://findarticles.com/p/articles/mi_qa3793/is_200207/ai_n9133434/pg_1). *The Auk* **119** (3): 587–595. doi:10.1642/0004-8038(2002)119[0587:CITABV]2.0.CO;2 (<https://dx.doi.org/10.1642%2F0004-8038%282002%29119%5B0587%3ACITABV%5D2.0.CO%3B2>).
4. Thorpe, John (2003). "Fatalities and destroyed civil aircraft due to bird strikes, 1912-2002" (http://www.int-birdstrike.org/Warsaw_Papers/IBSC26%20WPSA1.pdf) (PDF). *International Bird Strike Committee, IBSC 26 Warsaw*.
5. Milson, T.P. & N. Horton (1995). *Birdstrike. An assessment of the hazard on UK civil aerodromes 1976-1990*. Central Science Laboratory, Sand Hutton, York, UK.
6. Allan, John R.; Alex P. Orosz (2001-08-27). "The costs of birdstrikes to commercial aviation" (<http://digitalcommons.unl.edu/birdstrike2001/2>). DigitalCommons@University of Nebraska. Retrieved 2009-01-16.

7. Richardson, W. John (1994). "Serious birdstrike-related accidents to military aircraft of ten countries: preliminary analysis of circumstances" (http://www.int-birdstrike.org/Vienna_Papers/IBSC22%20WP21.pdf) (PDF). *Bird Strike Committee Europe BSCE 22/WP22, Vienna*.
8. Thomas Alerstam, David A. Christie, Astrid Ulfstrand. *Bird Migration* (<http://books.google.ca/books?id=OQjsL97yyhEC&pg=PA276>) (1990). Page 276.
9. Note however that the momentum (as distinct from the kinetic energy) of the bird in this example is *considerably* less than that of the tonne weight, and therefore the force required to deflect it is also considerably less.
10. Dove, CJ, Marcy Heacker, Lee Weigt (2006). "DNA identification of birdstrike remains-progress report" (<http://digitalcommons.unl.edu/birdstrike2006/25/>). *Bird Strike Committee USA/CANADA, 8th Annual meeting, St. Louis*.
11. Laybourne, R. C. and C. Dove (1994). "Preparation of Bird Strike Remains for Identification." (http://www.int-birdstrike.org/Vienna_Papers/IBSC22%20WP93.pdf) (PDF). *Proc. Bird Strike Comm. Europe 22, Vienna 1994*, pp. 531–543.
12. Noam Leader, Ofer Mokady, Yoram Yom-Tov (2006). "Indirect Flight of an African Bat to Israel: An Example of the Potential for Zoonotic Pathogens to Move between Continents". *Vector-Borne and Zoonotic Diseases* **6** (4): 347–350. doi:10.1089/vbz.2006.6.347 (<https://dx.doi.org/10.1089%2Fvzbz.2006.6.347>). PMID 17187568 (<https://www.ncbi.nlm.nih.gov/pubmed/17187568>).
13. SMF Tops California Airports For Bird Strikes 100 Bird Strikes Reported Annually In Sacramento, Experts Say January 15, 2009 (<http://www.kcra.com/news/18489600/detail.html>)
14. Sacramento airport seeks bird-kill law for air safety (<http://www.sacbee.com/378/story/1546906.html>)
15. *DID YOU KNOW THAT?* (<http://www.birdstrike.org/>), Bird Strike Committee USA, 25 August 2014, "Waterfowl (30%), gulls (22%), raptors (20%), and pigeons/doves (7%) represented 79% of the reported bird strikes causing damage to USA civil aircraft, 1990-2012.... Over 1,070 civil aircraft collisions with deer and 440 collisions with coyotes were reported in the USA, 1990-2013.... The North American non-migratory Canada goose population increased about 4 fold from 1 million birds in 1990 to over 3.5 million in 2013.... The North American population of greater snow geese increased from about 90,000 birds in 1970 to over 1,000,000 birds in 2012."
16. Allan, J. R.; Bell, J. C.; Jackson, V. S. (1999). "An Assessment Of The World-wide Risk To Aircraft From Large flocking Birds" (<http://digitalcommons.unl.edu/birdstrike1999/4>). *Bird Strike Committee Proceedings 1999 Bird Strike Committee-USA/Canada, Vancouver, BC*.
17. Rice, Jeff (September 23, 2005). "Bird Plus Plane Equals Snarge" (<http://web.archive.org/web/20071019223411/http://www.wired.com/science/discoveries/news/2005/09/68937>). *Wired Magazine*. Archived from the original (<http://www.wired.com/science/discoveries/news/2005/09/68937>) on October 19, 2007.
18. Dolbeer, RA. "Height Distribution of Birds Recorded by Collisions with Civil Aircraft". *Journal of Wildlife Management*: 1345–1350.
19. Television program "Stansted: the Inside Story", 6 to 7 pm, Sunday 6 March 2011, Fiver (TV channel)
20. V. Bheemreddy et al., "Study of Bird Strikes Using Smooth Particle Hydrodynamics and Stochastic Parametric Evaluation (<http://arc.aiaa.org/doi/pdf/10.2514/1.C031827>)," *Journal of Aircraft*, Vol. 49, pp. 1513-1520, 2012.
21. T. L. DeVault, B. F. Blackwell, and J. L. Belant, editors. 2013. *Wildlife in airport environments: preventing animal-aircraft collisions through science-based management*. Johns Hopkins University Press, Baltimore, Maryland, USA.
22. Commander, Naval Installations Command, Air Operations Program Director. 2010. *Bird/animal aircraft strike hazard (BASH) manual*. Department of the Navy. Washington D.C., USA.
23. U.S. Air Force. 2004. *Air Force pamphlet 91-212: Bird/wildlife aircraft strike hazard (BASH) management techniques*. Washington D.C., USA.
24. Federal Aviation Administration. 2013. *Wildlife strikes to civil aircraft in the United States: 1990-2012*. National Wildlife Strike Database Serial Report Number 19. Washington D.C., USA.
25. International Civil Aviation Organization. 1991. *Bird control and reduction*. Airport services manual, Document 9137-AN/898, Part 3. Montreal, Quebec, Canada.

26. Seamans, T. W., 2001. A review of deer control devices intended for use on airports. Proceedings of the 3rd joint annual meeting. Bird Strike Committee-USA/Canada, 27–30 August 2001, Calgary, Alberta, Canada.
27. Belant, J. L., T. W. Seamans, and C. P. Dwyer. 1998. Cattle guards reduce white-tailed deer crossings through fence openings. *International Journal of Pest Management* 44:247-249.
28. Cook, A., S. Rushton, J. Allen, and A. Baxter. 2008. An evaluation of techniques to control problem bird species on landfill sites. *Environmental Management* 41: 834-843.
29. Seamans, T. W., C. R. Hicks, and J. P. Kenneth. 2007. Dead bird effigies: a nightmare for gulls? Proceedings of the 9th joint annual meeting. Bird Strike Committee-USA/Canada, Kingston, Ontario, Canada.
30. Airport Cooperative Research Program. 2011. Bird harassment, repellent, and deterrent techniques for use on and near airports. Transportation Research Board. Washington D.C., USA.
31. Federal Aviation Administration. 2012. Order JO 7400.2J. U.S. Department of Transportation. Washington D.C., USA.
32. Wildlife Control Supplies. 2013. M4 Single Bang Propane Cannon. <
<http://www.wildlifecontrolsupplies.com/animal/NWS2501/WCSRJM4.html>>. Accessed 26 Oct 2013.
33. Baxter, A. T., and J. R. Allan, 2008. Use of lethal control to reduce habituation to blank rounds by scavenging birds. *Journal of Wildlife Management* 72:1653-1657.
34. Engeman, R. M., J. Peterla, and B. Constantin. 2002. Methyl anthranilate aerosol for dispersing birds from the flight lines at Homestead Air Reserve Station. USDA National Wildlife Research Center-Staff Publications.
35. I. Izhaki. 2002. Emodin – a secondary metabolite with multiple ecological functions in higher plants. *New Phytologist* 155:205-217.
36. Dolbeer, R. A., J. L. Belant, and J. Sillings. 1993. Shooting gulls reduces strikes with aircraft at John F. Kennedy International Airport. *Wildlife Society Bulletin* 21:442-450.
37. Dolbeer, R. A., R. B. Chipman, A. L. Gosser, and S. C. Barras. 2003. Does shooting alter flight patterns of gulls: a case study at John F. Kennedy International Airport. Proceedings of the International Bird Strike Committee 26:49-67.
38. "AIP Bird Hazards" (<http://www.tc.gc.ca/civilaviation/AerodromeAirNav/Standards/WildlifeControl/AIPHazards.htm>). Transport Canada. Retrieved 2009-03-24.
39. "Determination of body density for twelve bird species". *Ibis* 137 (3): 424–428. 1995. doi:10.1111/j.1474-919X.1995.tb08046.x (<https://dx.doi.org/10.1111%2Fj.1474-919X.1995.tb08046.x>).
40. Beason, Robert C., et al., "Beware the Boojum: caveats and strengths of avian radar" (http://www.berrymaninstitute.org/files/uploads/pdf/journal/spring2013/HWI_7.1_pp16-46_small.pdf), *Human-Wildlife Interactions*, Spring 2013
41. "Accipiter Radar: Bird Strike Prevention Applications" (<http://www.accipiterradar.com/page/bird-strike-prevention>)
42. "Airport Avian Radar Systems" (http://www.faa.gov/airports/resources/advisory_circulars/index.cfm/go/document.current/documentNumber/150_5220-25)
43. "Program Guidance Letter 12-04" (http://www.accipiterradar.com/media/pdf/20120305_Aip_Avian_Radars.pdf)
44. "Part 139 Airport Certification" (http://www.faa.gov/airports/airport_safety/part139_cert/)
45. "Validation and Integration of Networked Avian Radars: RC-200723" (<https://www.serdp-estcp.org/Program-Areas/Resource-Conservation-and-Climate-Change/Natural-Resources/Species-Ecology-and-Management/RC-200723/RC-200723/%28language%29/eng-US>)
46. "Sea-Tac Airport's Comprehensive Program for Wildlife Management" (<http://www.portseattle.org/Environmental/Water-Wetlands-Wildlife/Pages/Wildlife-Management.aspx>)
47. Nohara, Tim J., "Reducing Bird Strikes - new Radar Networks Can Help Make Skies Safer" (<http://www.accipiterradar.com/file/231>), *Journal of Air Traffic Control*, Summer 2009
48. Klope, Matthew W., et al., "Role of near-miss bird strikes in assessing hazards." (<http://digitalcommons.unl.edu/hwi/11/>), *Human-Wildlife Interactions*, Fall 2009

49. Nohara, Tim J., et al., "Avian Stakeholder Management of Bird Strike Risks - Enhancing Communication Processes To Pilots and Air Traffic Controllers for Information Derived From Avian Radar (<http://worldbirdstrike.com/Stavanger/Aviation%20Stakeholder%20Management%20of%20Bird%20Strike%20Risks.pdf>), Summer 2012
50. "Accipiter Radar: Avian Scientific Papers" (<http://www.accipiterradar.com/page/avian-scientific-papers>)
51. *The Pathfinders* c.1980 by David Nevin for Time-Life books
52. Howard, Fred (1998). *Wilbur and Orville: A Biography of the Wright Brothers*. Courier Dover. p. 375. ISBN 0-486-40297-5.
53. "Major bird strike incidents" (<http://www.telegraph.co.uk/news/worldnews/northamerica/usa/8581244/Major-bird-strike-incidents.html>). *The Telegraph*. 17 June 2011. Retrieved 23 June 2013.
54. Transport Canada - Wildlife-strike Costs and Legal Liability (<http://www.tc.gc.ca/eng/civilaviation/publications/tp13549-chapter1-2366.htm>)
55. "CVR transcript Boeing E-3 USAF Yukla 27 - 22 SEP 1995" (http://aviation-safety.net/investigation/cvr/transcripts/cvr_yukla27.php). *Accident investigation*. Aviation Safety Network. 22 September 1995. Retrieved 2009-01-16.
56. Accident description (<http://aviation-safety.net/database/record.php?id=20041128-1>) at the Aviation Safety Network
57. Young, Kelly (2006-04-28). "The Space Vulture Squadron" (<http://www.newscientist.com/blog/shortsharpscience/2006/04/space-vulture-squadron.html>). Retrieved 2009-01-17.
58. "RV-7A Incident" (<http://aviation-safety.net/wikibase/wiki.php?id=17742>). Retrieved 22 August 2013.
59. Milmo, Dan (10 November 2008). "Bird strike forces Ryanair jet into emergency landing in Italy" (<http://www.guardian.co.uk/world/2008/nov/10/italy-ryanair-airline-accident>). guardian.co.uk. Retrieved 2009-01-16.
60. "Brief of accident; Sikorsky S-76C aircraft registration N748P" (<http://dms.nts.gov/aviation/AccidentReports/huslbw55zsh4kfzewb1qu551/T05022012120000.pdf>). National Transportation Safety Board. 2010-11-24. Retrieved May 2, 2012.
61. US Airways Plane Crashes Into Hudson River (<http://webstv.com/breakingnewsalerts/us.airways.crash.2.909535.html>)
62. "CREW ACTIONS AND SAFETY EQUIPMENT CREDITED WITH SAVING LIVES IN US AIRWAYS 1549 HUDSON RIVER DITCHING, NTSB SAYS" (<http://www.nts.gov/news/2010/100504.html>). NTSB. Retrieved 19 Aug 2010.
63. Turek, Raymond (March 2002). "Low-level locusts: Think through the potential consequences of any plan" (<http://www.thefreelibrary.com/Low-level+locusts%3a+Think+through+the+potential+on+sequences+of+any...-a085592518>). *Combat Edge (The US Department of the Air Force)*. Retrieved May 2, 2012.
64. Orreal, Jorja (September 27, 2010). "Aircraft warned to avoid flying in locust plague areas" (<http://www.couriermail.com.au/news/national/aircraft-warned-to-avoid-flying-in-locust-plague-areas/story-e6fre000-1225929886445>). *The Courier Mail (Brisbane)*. Retrieved May 2, 2012.
65. Gray, Darren (28 September 2010). "Flying pests: locust threat to aircraft" (<http://theland.farmonline.com.au/news/state/agribusiness-and-general/general/flying-pests-locust-threat-to-aircraft/1953572.aspx>). *The Land*. Retrieved May 2, 2012.
66. "Could a bug strike be fatal? Oh what a way to go..." (<https://www.facebook.com/MythBusters/posts/175100975852383>). Facebook. December 1, 2010. Retrieved September 19, 2014.

External links

- A photo gallery of the bird strike consequence between aircraft and birds (<http://www.birdcontrol.it/birdstrikegallery-e.html>)
- International Bird Strike Committee (<http://www.int-birdstrike.org/>)
- Bird Strike Committee Canada (<http://www.birdstrikecanada.com>)
- BSC USA (<http://www.birdstrike.org/birds.htm>)
- http://www.faa.gov/airports/airport_safety/wildlife/



Wikimedia Commons has media related to ***Bird strike***.

- <http://wildlife.faa.gov>
- <http://wildlife.pr.erau.edu/FAADatabase.htm>
- Aviation Hazard Advisory System (<http://www.usahas.com/>)
- Australian Aviation Wildlife Hazard Group (<http://www.aawhg.org/>)
- The FlySafe Bird Avoidance Model (FlySafe-BAM) (<http://public.flysafe.sara.nl/bambas/index.php>)
- List of significant bird strikes (<http://www.birdstrike.org/events/signif.htm>)
- [1] (<http://www.airportwildlife.com>)

Retrieved from "http://en.wikipedia.org/w/index.php?title=Bird_strike&oldid=655787893"

Categories: [Aviation risks](#) [Bird mortality](#) [Bird problems with humans](#)

- This page was last modified on 10 April 2015, at 05:33.
- Text is available under the Creative Commons Attribution-ShareAlike License; additional terms may apply. By using this site, you agree to the Terms of Use and Privacy Policy. Wikipedia® is a registered trademark of the Wikimedia Foundation, Inc., a non-profit organization.

Brady, Russell

From: Curtis Showalter <Curtis.Showalter@ci.corona.ca.us>
Sent: Tuesday, April 07, 2015 4:19 PM
To: Brady, Russell
Subject: RE: ZAP1006CO15 - Mike Raahauge Shooting Enterprises

The Corona Municipal Airport has not noticed any hazards from the operation of the Raahauge Facility including the Duck Ponds. We have no concern with the continued operation of that facility.

Thank you,
Curtis

From: Brady, Russell [<mailto:rbrady@rctlma.org>]
Sent: Tuesday, April 07, 2015 1:23 PM
To: Curtis Showalter
Subject: ZAP1006CO15 - Mike Raahauge Shooting Enterprises

Curtis, per our discussion, can you please confirm whether the Raahauge facility (in particular the duck ponds) has created any notable hazards for the Corona Municipal Airport or if there are any other concerns related to the facility and its continued operation?

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



Table 4: Land Use Compatibility Guidelines for Airport Safety Zones for French Valley, Desert Center, Blythe, Corona, Chiriaco Summit, Banning, Desert Resorts Regional, and Riverside Airports

| Safety Zone | Maximum Population Density | Maximum Coverage by Structures | Land Use |
|---------------------------------------|--|---|---|
| ETZ - Emergency Touchdown Zone | 0 ¹ | 0 ¹ | No significant obstructions ² |
| ISZ - Inner Safety Zone | 0 ¹ | 0 ¹ | No petroleum or explosive No above-grade powerlines |
| OSZ - Outer Safety Zone | Uses in structures ³ : 25 persons/ac. (see text in the source document for the Comprehensive Land Use Plan for explanation) Uses not in structures: 50 persons/ac. | 25% of net area | No residential No hotels, motels No restaurants, bars No schools, hospitals, government services No concert halls, auditoriums No stadiums, arenas No public utility stations, plants No public communications facilities No uses involving, as the primary activity, manufacture, storage, or distribution of explosives or flammable materials. |
| ERC - Extended Runway Centerline Zone | 3 du/net acre Uses in structures ³ : 100 persons/ac.(see text in the source document for the Comprehensive Land Use Plan for explanation) | 50% of gross area or 65% of net area whichever is greater | No uses involving, as the primary activity, manufacture, storage, or distribution of explosives or flammable materials. ⁴ |
| TPC - Traffic Pattern Zone | Not Applicable | 50% of gross area or 65% of net area whichever is greater | Discourage schools, auditoriums, amphitheaters, stadiums ⁵ Discourage uses involving, as the primary activity, manufacture, storage, or distribution of explosives or flammable materials. ^{4,5} |

NOTES:

- A. The following uses shall be prohibited in all airport safety zones:
 - (1) Any use which would direct a steady light or flashing light or 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.
 - (2) Any use which would cause sunlight to be reflected 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.
 - (3) Any use which would generate smoke or water vapor or which would attract large concentrations or birds, or which may otherwise affect safe air navigation within the area.
 - (4) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
- B. Avigation easements shall be secured through dedication for all land uses permitted in any safety zone.

1 No structures permitted in ETZ or ISZ.
 2 Significant obstructions include, but are not limited to, large trees, heavy fences and walls, tall and steep berms and retaining walls, non-frangible street light and sign standards, billboards.
 3 A "structure" includes fully enclosed buildings and other facilities involving fixed seating and enclosures limiting the mobility of people, such as sports stadiums, outdoor arenas, and amphitheaters.
 4 This does not apply to service stations involving retail sale of motor vehicle fuel if fuel storage tanks are installed underground.
 5 Within the TPZ safety zone, a variety of land uses are to be discouraged from being developed. When development of these uses is proposed, the Airport Land Use Commission shall require the applicant to show that alternative locations have been considered and are not feasible. The applicant shall then be directed to consider a development plan that will minimize the exposure to hazard as much as possible. This might involve reducing structure heights, reducing lot coverage, or reducing their overall scale of the project, considering satellite locations for some of the proposed functions of the facility. Land uses described as "uses to be discouraged" which were lawfully established prior to the adoption of the Comprehensive Land Use Plan shall be permitted to be modified or enlarged provided that avigation easements are granted to Riverside County.

Source: Extracted from Riverside County Airport Land Use Commission Comprehensive Land Use Plan

NOTICE OF PUBLIC HEARING

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

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

Any person may submit written comments to the ALUC before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. The proposed project application may be viewed at the Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501, Monday through Thursday, from 8:00 a.m. to 5:00 p.m., and by prescheduled appointment on Friday, May 8, 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: May 14, 2015

TIME OF HEARING: 9:00 A.M.

CASE DESCRIPTION:

ZAP1006CO15 – Mike Raahauge Shooting Enterprises (Representative: The Prizm Group, Vincent Kleppe) – County Case No.: CUP 03709 (Conditional Use Permit). The Conditional Use Permit proposes to authorize the continuing use of the existing Mike Raahauge Shooting Enterprises Shooting Range facility, which includes pistol and rifle ranges, shotgun sporting clay ranges and duck ponds, and hosts a duck hunting club, hunters' safety training, shooting sports fair and other special events. The site is located in the Prado Basin, off River Road, northerly of the Santa Ana River, southerly of McCarty Road, and westerly of Hellman Avenue. (Airport Compatibility Zones D and E of the Corona Municipal Airport Influence Area and outside the Corona Municipal Airport Influence Area).

FURTHER INFORMATION: Contact Russell Brady at (951) 955-0549 or John Guerin at (951) 955-0982. The ALUC holds hearings for local discretionary permits within the Airport Influence Areas, reviewing for aeronautical safety, noise and obstructions. All other concerns should be addressed to Mr. Paul Rull of the Riverside County Planning Department, at (951) 955-0972.

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

ALUC Identification No.

ZAP 1006C015

PROJECT PROPONENT (TO BE COMPLETED BY APPLICANT)

Date of Application 10/15/2014
 Property Owner Orange County Water District Phone Number 714-378-3200
 Mailing Address 18700 Ward Street
Fountain Valley, CA 92708

Agent (if any) The Prizm Group Phone Number 951-737-4406
 Mailing Address 310 N. Cota St. Suite I
Corona, CA 92880

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 14995 River Road
Corona, CA 92880
 Assessor's Parcel No. 101-030-001, 003, 101-020-003, 101-060-001 Parcel Size 497 acres
 Subdivision Name N/A Zoning Classification W-1 (Wetlands)
 Lot Number N/A

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) Pistol + Rifle Range, Shotgun Sporting Clays, Duck Hunting Club, Safety Training, Shooting Sports Fair, and Events
 Proposed Land Use (describe) Pistol + Rifle Range, Shotgun Sporting Clays, Duck Hunting Club, Safety Training, Shooting Sports Fair, and Events

For Residential Uses Number of Parcels or Units on Site (exclude secondary units) N/A
 For Other Land Uses Hours of Use 8am - 4pm
 (See Appendix C) Number of People on Site Maximum Number 1,000
 Method of Calculation Rough Estimate

Height Data Height above Ground or Tallest Object (including antennas and trees) 50' ft.
 Highest Elevation (above sea level) of Any Object or Terrain on Site 590' 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 _____

Corona
 D4E

| REFERRING AGENCY (APPLICANT OR JURISDICTION TO COMPLETE) | |
|--|---|
| Date Received | |
| Agency Name | <u>Riverside County Planning</u> |
| Staff Contact | <u>Paul Rull</u> |
| Phone Number | <u>951-955-0972</u> |
| Agency's Project No. | <u>CUP 3709</u> |
| Type of Project | <input type="checkbox"/> General Plan Amendment <input type="checkbox"/> Zoning Amendment or Variance <input type="checkbox"/> Subdivision Approval <input checked="" type="checkbox"/> Use Permit <input type="checkbox"/> Public Facility <input type="checkbox"/> Other |

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

B. **SUBMISSION PACKAGE:**

ALUC REVIEW

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

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

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

March 26, 2015

Riverside Co. Airport Land Use Commission
Attn: John Guerin
4080 Lemon Street, 9th Floor
Riverside, CA 92501
Phone: (951) 955-5132
Fax: (951) 955-5177

Subject: CUP 3709

Attn: John

We are submitting our Application for Major Land Use Action Review for CUP 3709.

The portion of our project within the ALUC sphere has no structures on it. It is only an existing wetlands pond constructed and maintained by the Orange County Water District. Only duck hunting occurs there.

We have enclosed the Application for Major Land Use Action Review, required documents, and initial review fee check. Please call if you have questions.

Sincerely,



Vincent Kleppe
The Prizm Group

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

STAFF REPORT

ADMINISTRATIVE ITEMS

- 3.1 Director's Approvals. As authorized pursuant to Section 1.5.2(d) of the 2004 Riverside County Airport Land Use Compatibility Plan, during the two-week period of April 10 through April 23, ALUC Director Ed Cooper reviewed four non-legislative cases (three in the March Air Reserve Base/Inland Port Airport Influence Area and one in the Palm Springs International Airport Influence Area) and issued determinations of consistency.

ZAP1027PS15 pertains to a Major Architectural application with the City of Palm Springs proposing development of a 118,686 square foot mini-warehouse facility (including a 2,050 square foot office) on 4.8 acres of a 13.2-acre parcel. The 4.8-acre area is located along the northerly side of Airport Center Road, westerly of a northerly extension of Avenue Evelita and easterly of a northerly extension of El Placer Road, within Airport Compatibility Zone E of the Palm Springs International Airport Influence Area. The maximum elevation at the top point of any building would be limited to 420 feet above mean sea level, as Federal Aviation Administration obstruction evaluation review would be required for higher structures at this location (approximately 1,660 feet from the property line to the closest point of the runway).

ZAP1113MA15 pertains to a Design Review application with the City of Perris proposing development of a 9,861 square foot retail tire store ("Les Schwab Tire Center") with six garage bays on 2.18 acres located along the easterly side of Perris Boulevard, southerly of Hart Lane and northerly of Nuevo Road, within Airport Compatibility Zone D of the March Air Reserve Base/Inland Port Airport Influence Area. The site is located 23,300 feet from the southerly end of the runway at March, and the top point elevation would be lower than the runway elevation. Staff also checked the project relative to Perris Valley Airport, located 10,800 feet from the site, and determined that obstruction evaluation review in relation to that airport would also not be required.

ZAP1114MA15 pertains to Tentative Tract Map No. 36604 (City of Riverside Case No. P13-0905), a proposal to subdivide an 11.61-acre area located along the northerly side of Arlington Avenue, easterly of Hawarden Drive and westerly of Sunset Ranch Drive, into 7 single-family residential lots, plus 5 lots for open space, water detention, and landscaping. The site is located within Airport Compatibility Zones D and E of the March Air Reserve Base/Inland Port Airport Influence Area. The site elevation is more than 400 feet lower than the elevation of the runway at March and is located beyond the 20,000 foot radius from the nearest runway at Riverside Municipal Airport.

Finally, ZAP1115MA15 pertains to Design Review and Tentative Parcel Map applications with the City of Riverside. City Case No. P14-1053 proposes to develop five industrial buildings with a total gross floor area of 569,750 square feet on 13.08 acres located along the northerly side of Dan Kipper Road, westerly of Sycamore Canyon Boulevard, within Airport Compatibility Zone D of the March Air Reserve Base/Inland Port Airport Influence Area. Tentative Parcel Map No. 36871 (City Case No. P14-1054) is a proposal to divide the 13.08-acre site into five parcels (so that each building would be on an individual parcel).

Copies of the consistency letters and background documents are attached, for the Commission's information.



AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY

April 21, 2015

CHAIR

Simon Housman
Rancho Mirage

Mr. Edward Robertson, Principal Planner
City of Palm Springs Department of Planning Services
3200 E. Tahquitz Canyon Way
Palm Springs, CA 92262

VICE CHAIRMAN

Rod Ballance
Riverside

COMMISSIONERS

Arthur Butler
Riverside

John Lyon
Riverside

RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW

File No.: ZAP1027PS15
Related File No.: 3.3838 MAJ (Design Review)
APN: 677-530-008

Glen Holmes
Hemet

Dear Mr. Robertson:

Greg Pettis
Cathedral City

Steve Manos
Lake Elsinore

STAFF

Director
Ed Cooper

John Guerin
Russell Brady
Barbara Santos

County Administrative Center
4060 Lerron St., 14th Floor.
Riverside, CA 92501
(951) 955-5132

Under the delegation of the Riverside County Airport Land Use Commission (ALUC), staff reviewed the above referenced proposal to develop a 118,686 square foot mini-warehouse facility, including 2,050 square feet of office and 116,636 square feet of storage on 4.8 acres of a 13.2-acre parcel. The 4.8-acre area is located northerly of Airport Center Road, westerly of a northerly extension of Avenue Evelita, and easterly of a northerly extension of El Placer Road, in the City of Palm Springs.

The project is located in Airport Compatibility Zone E of the 2005 Palm Springs Airport Land Use Compatibility Plan, which does not limit land use intensity. The estimated elevation of Runway 13R-31L at its closest point to the project site (approximately 1,050 feet northerly of the southerly terminus) is approximately 403.78 feet above mean sea level (403.78 feet AMSL). At a distance of approximately 1,660 feet from the runway to the property line, FAA review would be required for any structures with top of roof exceeding 420.38 feet AMSL. The proposed maximum finished floor elevation is 397.10 feet AMSL and the project proposes a maximum building height of 22.5 feet for a total maximum elevation of 419.6 feet AMSL. Therefore, Federal Aviation Administration (FAA) obstruction evaluation review would not be required.

As ALUC Director, I hereby find the above-referenced revised project **CONSISTENT** with the 2005 Palm Springs Airport Land Use Compatibility Plan, subject to the following conditions:

CONDITIONS:

1. Any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses shall be prohibited:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an

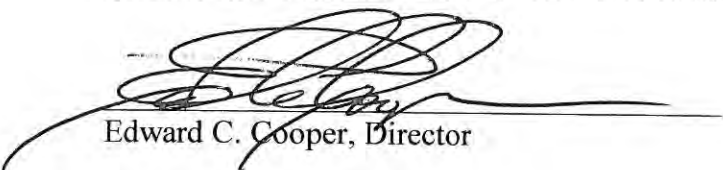
initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.

- (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, artificial marshes, recycling centers containing putrescible wastes, and construction and demolition debris facilities.)
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
3. The attached "Notice of Airport in Vicinity" shall be provided to all potential tenants and purchasers.
 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. The maximum elevation of any proposed structure at top point, including all roof-mounted appurtenances (if any), shall not exceed 420 feet above mean sea level.

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

Attachment: Notice of Airport in Vicinity

cc: Ramon Partners Limited Partnership, William Dyer (landowner)
David Gandolfo (representative)
Anthony Federico Holdings, LLC (payee)
Phillip Fomotor, Fomotor Engineering (civil engineer)

David Pick (additional representative)

Ariel Valli (architect)

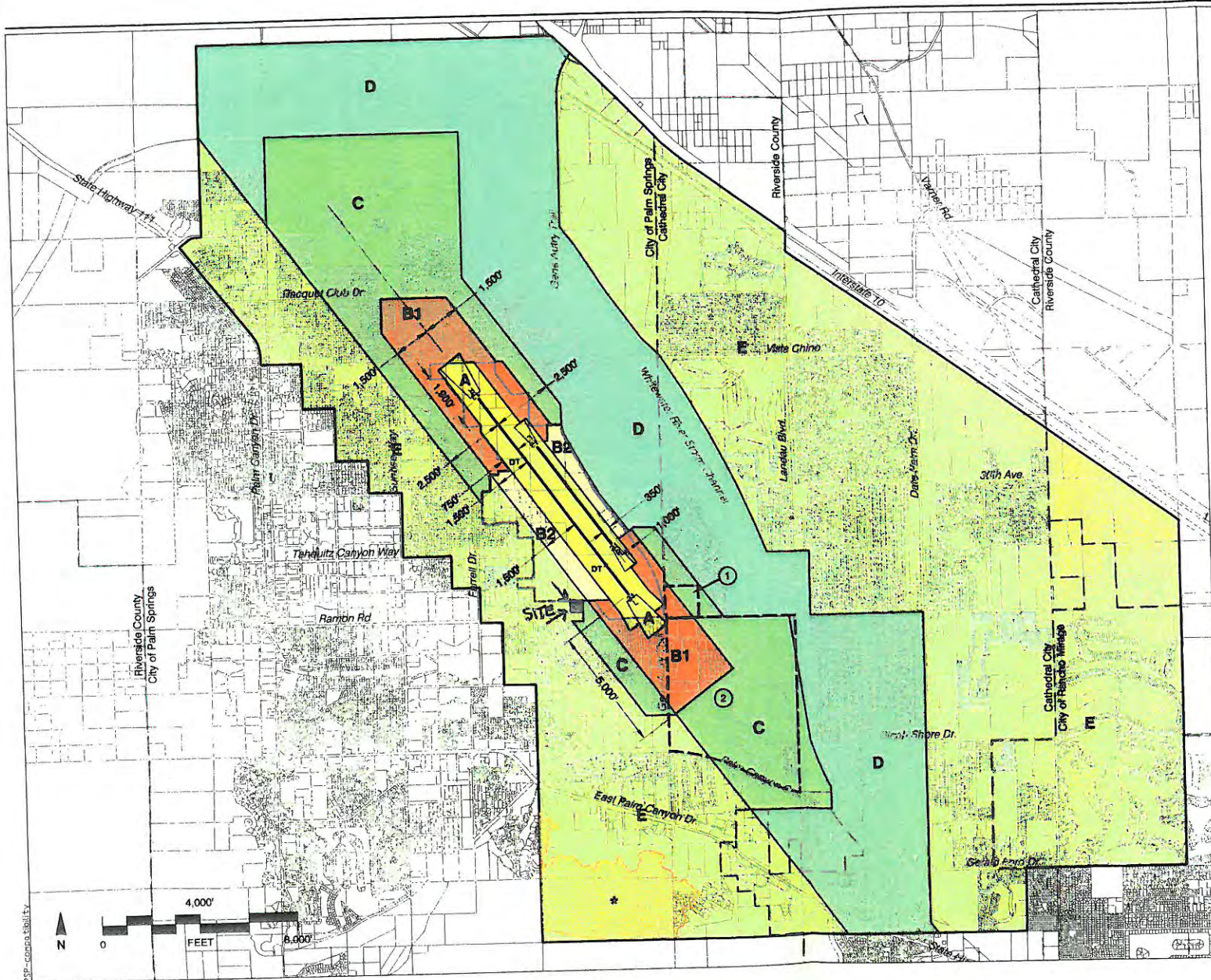
Thomas Nolan, Executive Director, Palm Springs International Airport

ALUC Case File

Y:\AIRPORT CASE FILES\Palm Springs\ZAP1027PS15\ZAP1027PS15.LTR.doc

NOTICE OF AIRPORT IN VICINITY

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



Legend

Compatibility Zones

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

Boundary Lines

- Airport Property Line
- City Limits

Notes

All dimensions measured from runway ends and centerlines.

DT = Displaced Threshold

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

See Policy PS.2.1.

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

Map PS-1

Compatibility Map
Palm Springs International Airport

IN THE CITY OF PALM SPRINGS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

SITE PLAN

PREPARED AUGUST, 2014

PALM SPRINGS
MUNICIPAL AIRPORT



VAN SURVEYING
 1775 E. PALM CANYON DR.
 PALM SPRINGS, CA 92264
 O (760) 323-1047 C (760) 250-4465

GANDOLFO STORAGE

BEING A PORTION OF LOT 8
 PARCEL MAP NO. 28907
 PM 195/19-20

Scale:

1" = 100'

Bench Mark:

NOT A PART OF THIS SURVEY

Date:

REV. 8/18/14

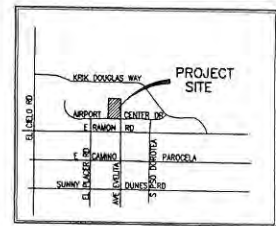
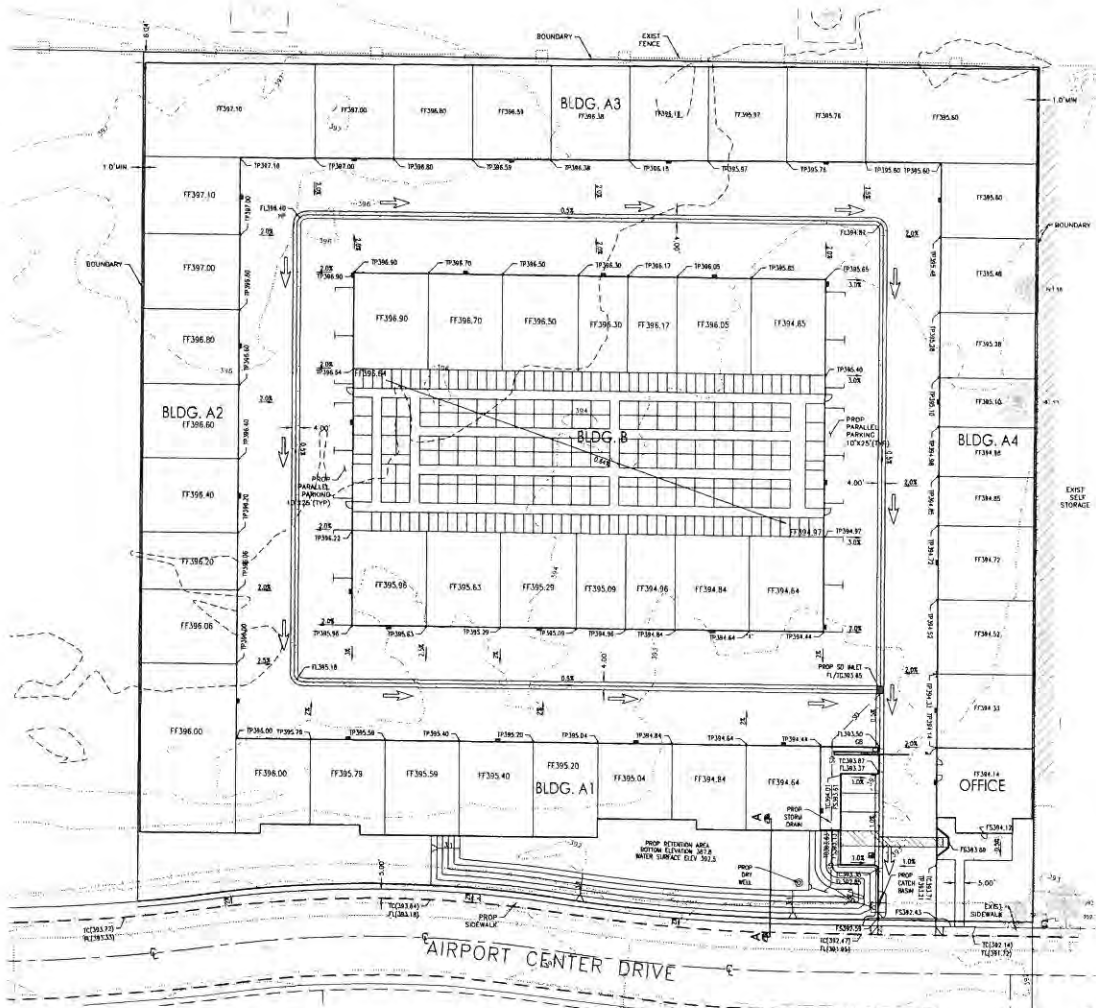
ELEVATION:

JOB NUMBER: 14026

SH 1 OF 1

IN THE CITY OF PALM SPRINGS, STATE OF CALIFORNIA
PRELIMINARY GRADING PLAN
 FOR
AIRPORT R.V. STORAGE

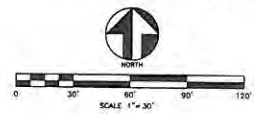
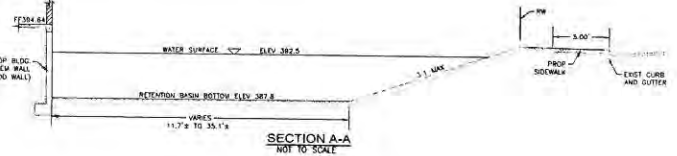
PARCEL 8 OF PARCEL MAP 28907, IN THE CITY OF PALM SPRINGS COUNTY OF RIVERSIDE, STATE OF CALIFORNIA,
 AS PER MAP ON FILE IN BOOK 155 PAGES 89 INCLUSIVE OF PARCEL MAPS, RIVERSIDE COUNTY RECORDS.



LEGAL DESCRIPTION
 PARCEL 8 OF PARCEL MAP 28907, IN THE CITY OF PALM SPRINGS COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS PER MAP ON FILE IN BOOK 155 PAGES 89 INCLUSIVE OF PARCEL MAPS, RIVERSIDE COUNTY RECORDS.

- LEGEND**
- BOUNDARY
 - - - - - EXIST. UNDERGROUND TV CABLE
 - - - - - EXIST. UNDERGROUND ELECTRIC LINE
 - - - - - EXIST. SEWER LINE
 - - - - - EXIST. WATER LINE
 - - - - - EXIST. WALL
 - - - - - PROP. RET. WALL
 - - - - - EXIST. CONTOUR
 - - - - - EXIST. FIRE HYDRANT
 - - - - - EXIST. WATER VALVE
 - - - - - PROP. CONCRETE
 - - - - - EXIST. SEWER MANHOLE
 - - - - - EXIST. TV CABLE BOX
 - - - - - EXIST. TELEPHONE BOX
 - - - - - EXIST. UTILITY STRUCTURE
 - - - - - STORM WATER FLOW DIRECTION
 - - - - - EXIST. TREE
 - - - - - EXIST. SIGN POST
 - - - - - EXIST. MAIL BOX

- ABBREVIATIONS**
- EXIST EXISTING
 - MS MAP BOOK
 - () EXISTING
 - TC TOP OF CURB
 - TO TOP OF GRADE
 - TOP OF CURB
 - PROP PROPOSED
 - SD STORM DRAIN
 - FL FLOW LINE
 - PL FINISHED FLOOR
 - BLOG BUILDING
 - PL PROPERTY LINE
 - MIN MINIMUM
 - TYP TYPICAL
 - FS FINISH SURFACE
 - DR DRIVE
 - RET RETAINING
 - RW RIGHT OF WAY
 - CB CURB BREAK



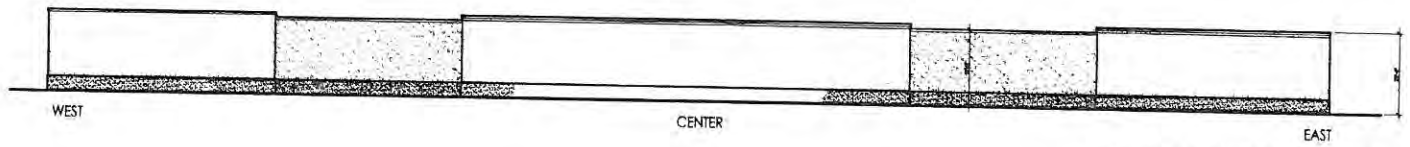
FOMOTOR ENGINEERING
 225 S. GMC DRIVE, SUITE 1-S
 PALM SPRINGS, CA. 92282
 PHONE: (760) 323-1842
 FAX: (760) 323-1742



PREPARED UNDER THE DIRECT SUPERVISION OF:
 FOR REVIEW PURPOSES ONLY
 PHILLIP K. FOMOTOR P.E., PLS.
 R.C.E. NO. 47284

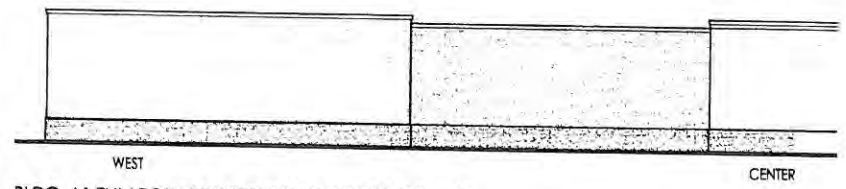
PREPARATION DATE 01/12/2015
 CITY OF PALM SPRINGS, STATE OF CALIFORNIA
PRELIMINARY GRADING PLAN
 FOR
AIRPORT R.V. STORAGE
 APN: 677-530-008
 IN THE SEC. 18, T. 4 S., R. 5 E. OF S.B.M.

SHEET
 1
 OF 1 SHEETS

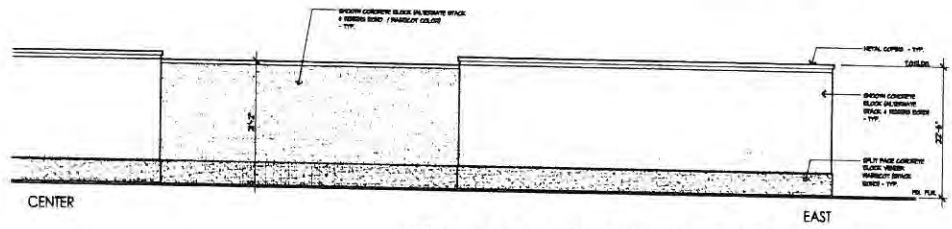


BLDG. A1 SOUTH ELEVATION (OVERALL)
SCALE: 1/16" = 1'-0"

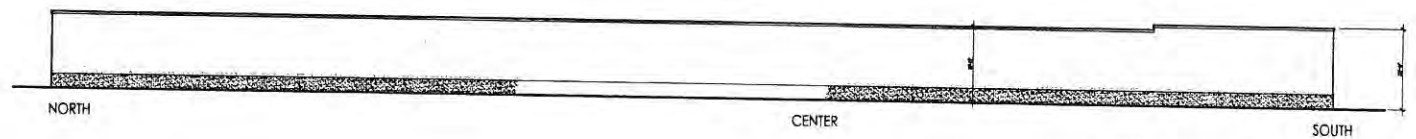
- COLORS
- LIGHT GRAY
 - MEDIUM GRAY
 - DARK GRAY
 - WHITE
 - BLACK
 - RED
 - GREEN
 - BLUE
 - YELLOW
 - PINK
 - PURPLE
 - BROWN
 - TAN
 - OLIVE
 - SLATE
 - NAVY
 - MARINE
 - FOREST
 - INDIAN
 - BURNING
 - WINDMILL
 - SUNSET
 - SKY
 - OCEAN
 - MOUNTAIN
 - RIVER
 - LAKE
 - PLAIN
 - HILLS
 - MOUNTAIN
 - RIVER
 - LAKE
 - PLAIN
 - HILLS



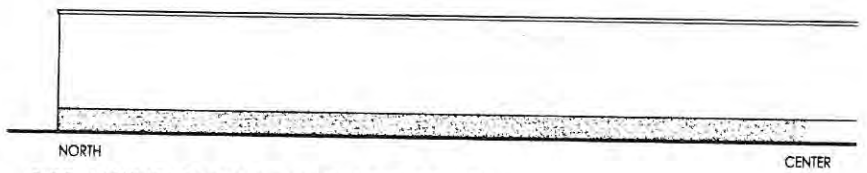
BLDG. A1 ENLARGED SOUTH ELEVATION (WEST PORTION)
SCALE: 1" = 10'-0"



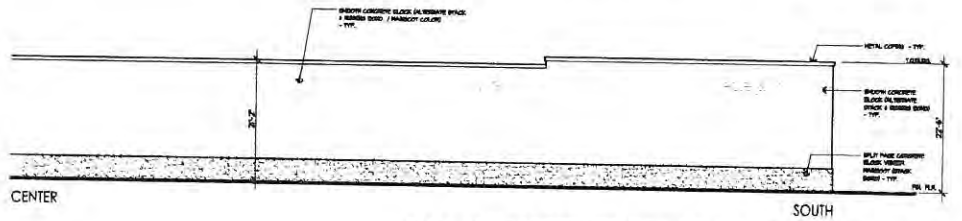
BLDG. A1 ENLARGED SOUTH ELEVATION (EAST PORTION)
SCALE: 1" = 10'-0"



BLDG. A2 WEST ELEVATION (OVERALL)
SCALE: 1/16" = 1'-0"



BLDG. A2 ENLARGED WEST ELEVATION (NORTH PORTION)
SCALE: 1" = 10'-0"



BLDG. A2 ENLARGED WEST ELEVATION (SOUTH PORTION)
SCALE: 1" = 10'-0"

AIRPORT R.V. STORAGE
PALM SPRINGS, CA

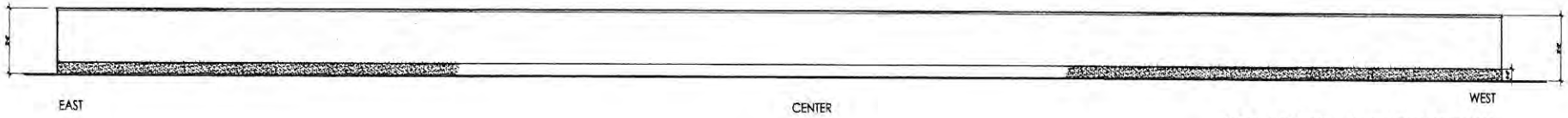
ELEVATIONS

01.31.15

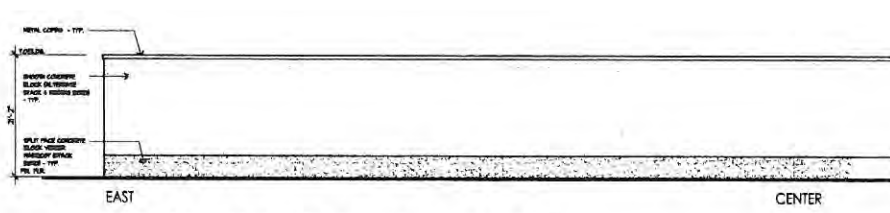


VALLI
ARCHITECTURAL
GROUP

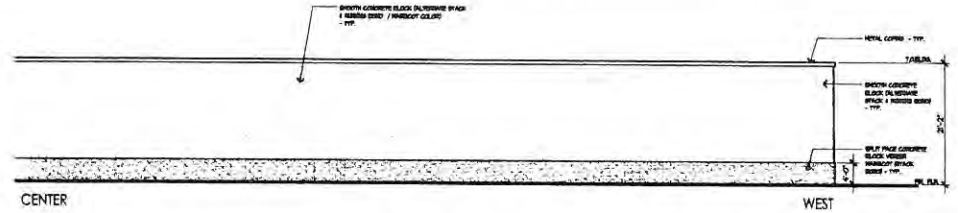
12 JOURNEY SUITE 210
ALISO VIEJO, CA 92654
PH: 949/349-1777
info@valligrp.com



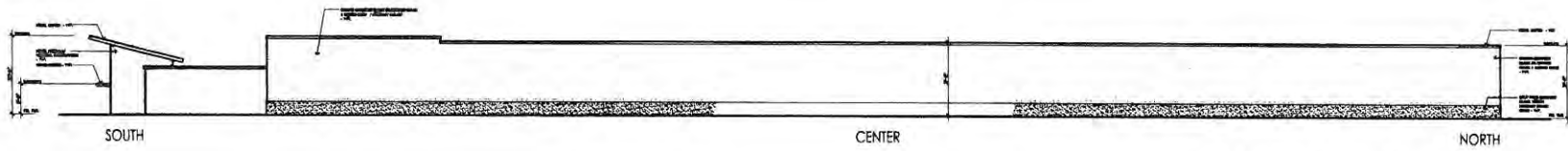
BLDG. A3 NORTH ELEVATION (OVERALL)
SCALE: 1/16" = 1'-0"



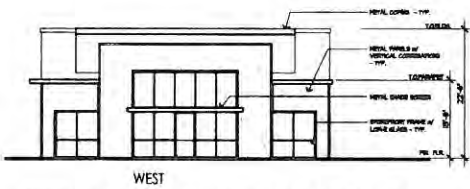
BLDG. A3 ENLARGED NORTH ELEVATION (EAST PORTION)
SCALE: 1" = 10'-0"



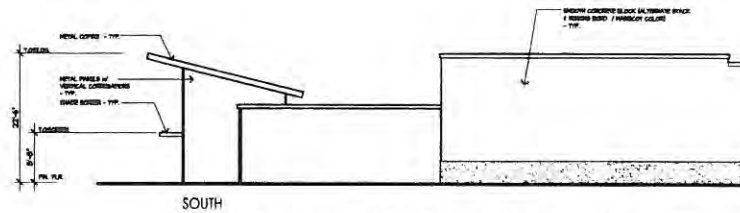
BLDG. A3 ENLARGED NORTH ELEVATION (WEST PORTION)
SCALE: 1" = 10'-0"



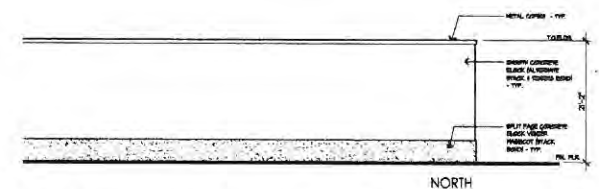
BLDG. A4 EAST ELEVATION (OVERALL)
SCALE: 1/16" = 1'-0"



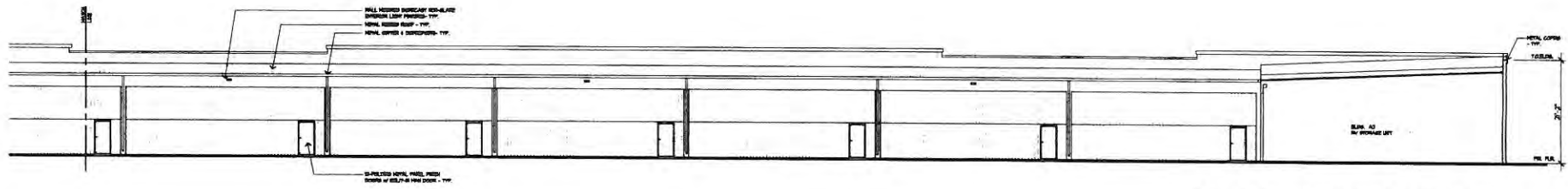
BLDG. A4 ENLARGED SOUTH ELEVATION (OFFICE)
SCALE: 1" = 10'-0"



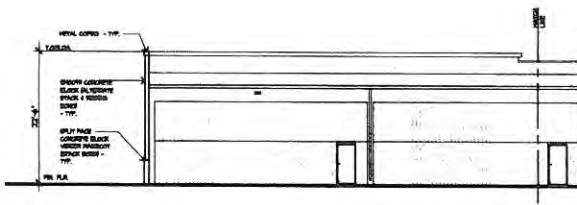
BLDG. A4 ENLARGED EAST ELEVATION (SOUTH PORTION)
SCALE: 1" = 10'-0"



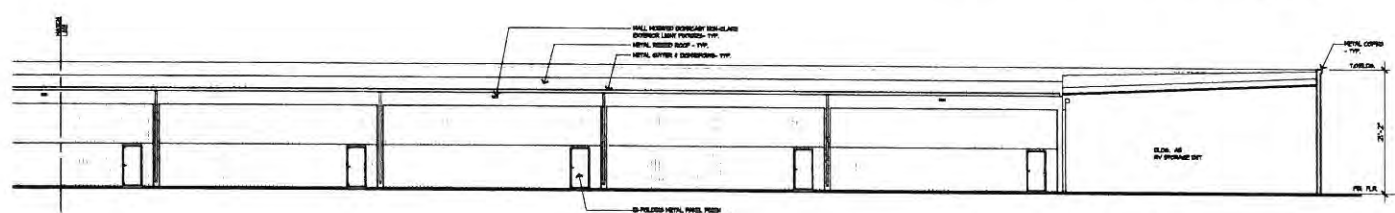
BLDG. A4 ENLARGED EAST ELEVATION (NORTH PORTION)
SCALE: 1" = 10'-0"



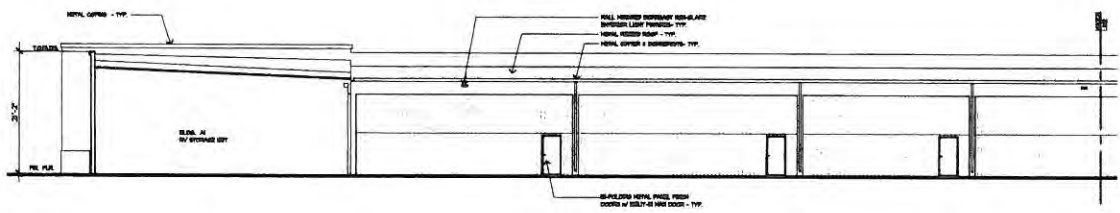
BLDG. A1 INTERIOR NORTH ELEVATION (EAST)
SCALE: 1" = 10'-0"



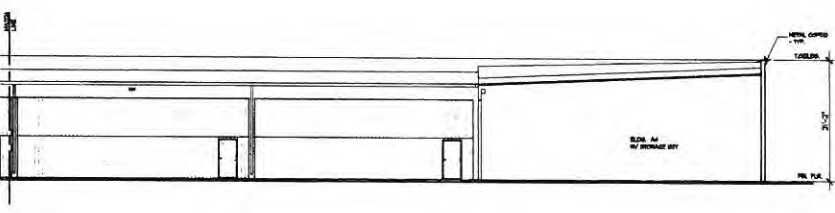
BLDG. A1 INTERIOR NORTH ELEVATION (WEST)
SCALE: 1" = 10'-0"



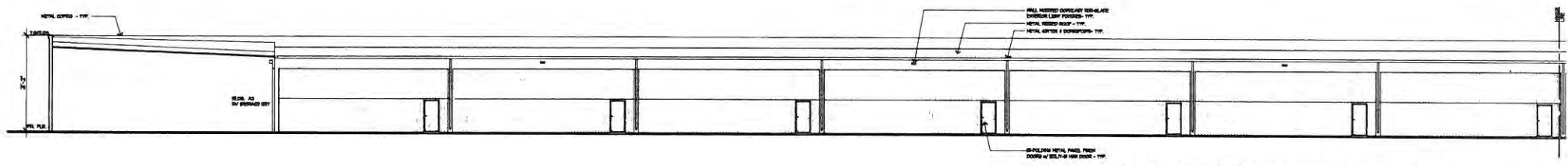
BLDG. A2 INTERIOR EAST ELEVATION (NORTH)
SCALE: 1" = 10'-0"



BLDG. A2 INTERIOR EAST ELEVATION (SOUTH)
SCALE: 1" = 10'-0"



BLDG. A3 INTERIOR SOUTH ELEVATION (EAST)
SCALE: 1" = 10'-0"



BLDG. A3 INTERIOR SOUTH ELEVATION (WEST)
SCALE: 1" = 10'-0"

AIRPORT R.V. STORAGE
PALM SPRINGS, CA

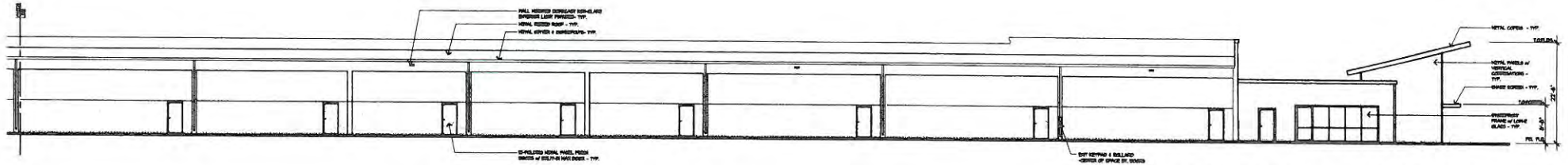
ELEVATIONS

01.31.15

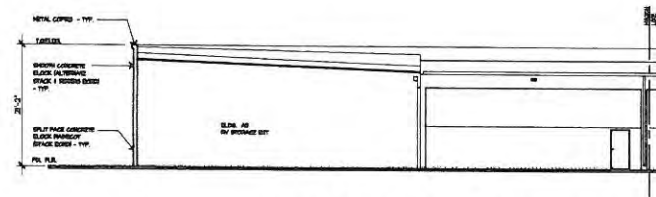


SCALE: 1" = 10'-0"

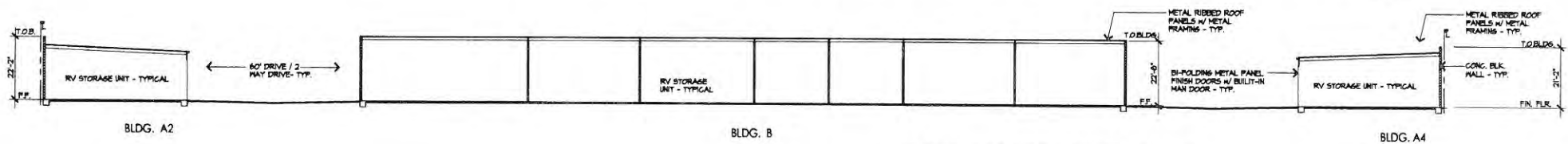
VALLI
ARCHITECTURAL
GROUP
12 JOURNEY SUITE 210
ALISO VIEJO, CA 92656
PH: 949.349.1177
info@valliarch.com



BLDG. A4 INTERIOR WEST ELEVATION (SOUTH)
SCALE: 1" = 10'-0"



BLDG. A4 INTERIOR WEST ELEVATION (NORTH)
SCALE: 1" = 10'-0"



PROJECT SITE CROSS SECTION (WEST - EAST)
SCALE: 1" = 20'-0"

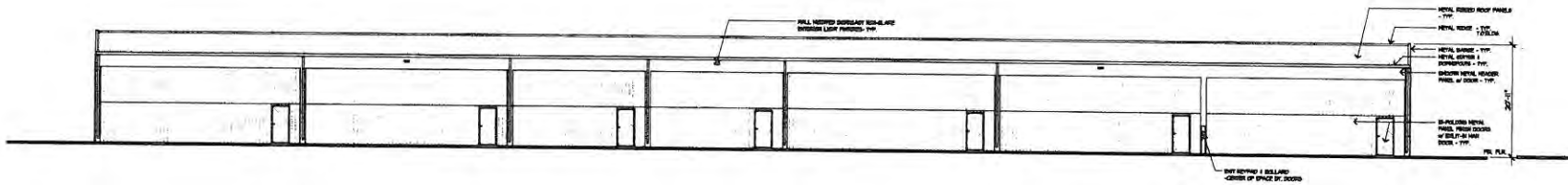
AIRPORT R.V. STORAGE
PALM SPRINGS, CA

ELEVATIONS / SECTION

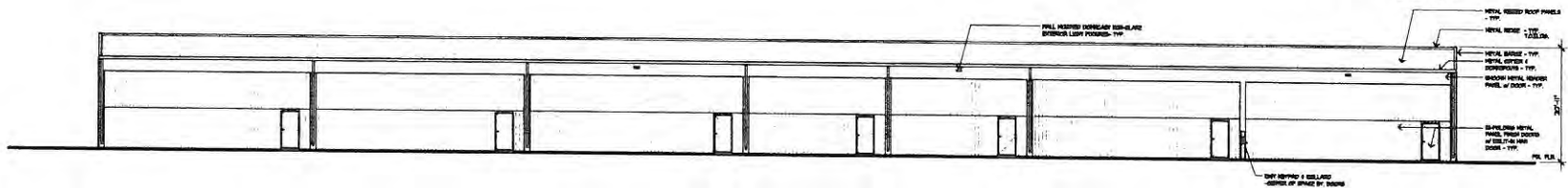
01.31.15



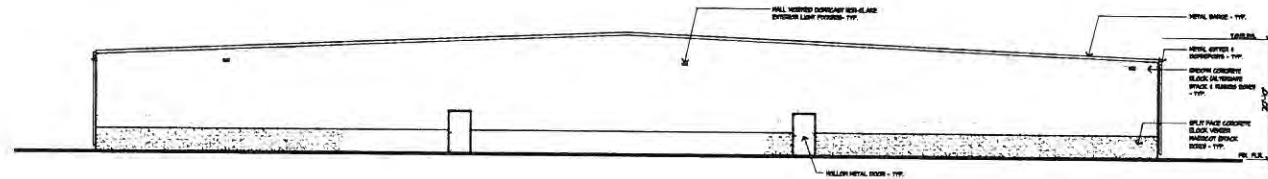
VALLI
ARCHITECTURAL
GROUP
12 JOURNEI DRIVE 200
ALISO VIEJO, CA 92654
PH: 949 548-1777
valli@valli.com



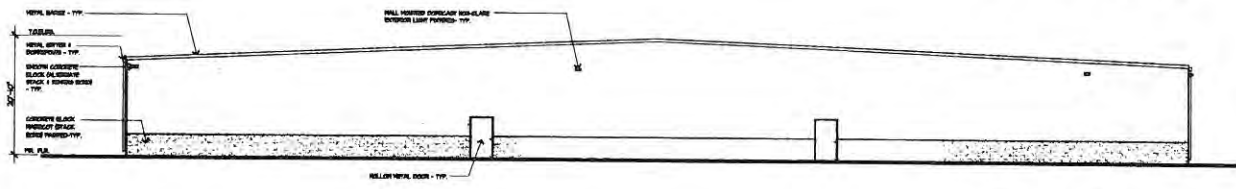
BLDG. B NORTH ELEVATION
SCALE: 1" = 10'-0"



BLDG. B SOUTH ELEVATION
SCALE: 1" = 10'-0"



BLDG. B EAST ELEVATION
SCALE: 1" = 10'-0"



BLDG. B WEST ELEVATION
SCALE: 1" = 10'-0"

AIRPORT R.V. STORAGE
PALM SPRINGS, CA

ELEVATIONS

01.31.15



VALLI
ARCHITECTURAL
GROUP
12 JOURNEY SUITE 270
ALISO VIEJO, CA 92656
PH: 949/348-1777
info@valligrp.com

PAGE BREAK





AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY

CHAIR

Simon Housman
Rancho Mirage

April 13, 2015

VICE CHAIRMAN

Rod Ballance
Riverside

Mr. Nathan Perez, Associate Planner
City of Perris Planning Division
101 N. D Street
Perris, C A 92570

COMMISSIONERS

Arthur Butler
Riverside

Glen Holmes
Hemet

John Lyon
Riverside

RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW

File No.: ZAP1113MA15
Related File No.: P14-00099 (Design Review)
APNs: 320-250-049

Greg Pettis
Cathedral City

Steve Manos
Lake Elsinore

Dear Mr. Perez:

Under the delegation of the Riverside County Airport Land Use Commission (ALUC), staff reviewed the above-referenced proposal to develop a 9,861 square foot retail tire store with 6 garage bays on 2.18 acres located easterly of Perris Boulevard, southerly of Hart Lane, northerly of Nuevo Road, and westerly of Ruby Drive, within the City of Perris.

STAFF

Director
Ed Cooper

John Guerin
Russell Brady
Barbara Santos

The site is located within Airport Compatibility Zone D of the March Air Reserve Base/Inland Port Airport Influence Area (AIA). Within Compatibility Zone D in this AIA, land use intensity is not restricted.

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

The elevation of Runway 14-32 at March Air Reserve Base/Inland Port Airport at its southerly terminus is approximately 1488 feet above mean sea level (1488 feet AMSL). At a distance of approximately 23,300 feet from the runway to the property line, the site lies outside the 20,000 foot radius review area. In any event, the top point of the proposed building would be lower than the elevation of that runway.

www.rcaluc.org

However, the site is located within the 20,000 foot radius review area of Perris Valley Airport. The airport elevation is listed as 1413 feet AMSL. The distance from the airport to this site is approximately 10,800 feet. At this distance, structures with a top point elevation exceeding 1,521 feet AMSL would require notice to the Federal Aviation Administration. The site elevation is 1,440 feet AMSL, and no structures or objects would exceed a height of 40 feet. Therefore, Federal Aviation Administration (FAA) obstruction evaluation review for height/elevation reasons would not be required.

As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, 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, and shall be recorded as a deed notice.
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. 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.

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

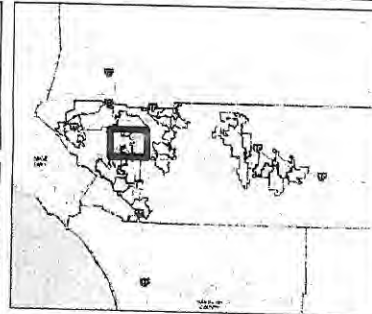
cc: Zach Lauterbach, Evergreen Devco, Inc. (Phoenix office) (applicant/representative)
Evergreen Devco, Inc. (Glendale CA office) (payee)
Valley Industrial Properties, Inc. (landowner)
Gary Gosliga, Airport Manager, March Inland Port Airport Authority
Denise Hauser or Sonia Pierce, March Air Reserve Base
ALUC Case File

Y:\AIRPORT CASE FILES\March\ZAP1113MA15\ZAP1113MA15.LTR.doc

NOTICE OF AIRPORT IN VICINITY

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

My Map



Legend
 City Boundaries



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

0 10,162 20,325 Feet

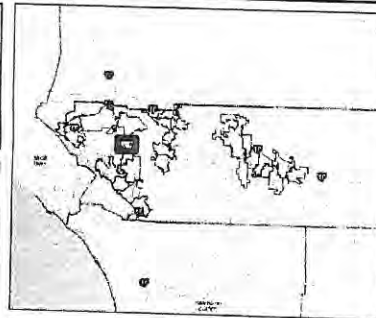
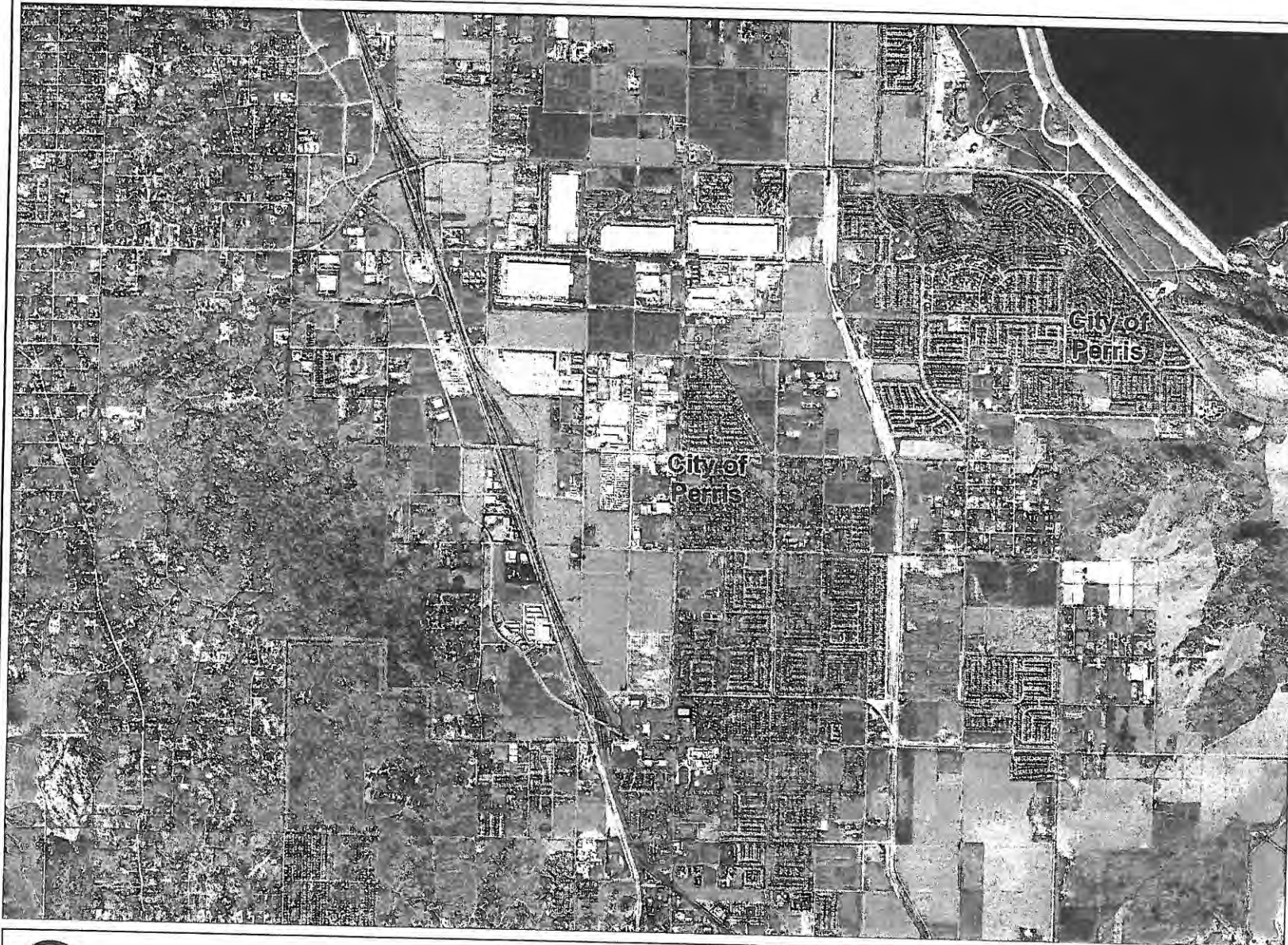


REPORT PRINTED ON...4/10/2015 12:39:03 PM

© Riverside County TLMA GIS

Notes

My Map



Legend

City Boundaries



0 5,081 10,162 Feet



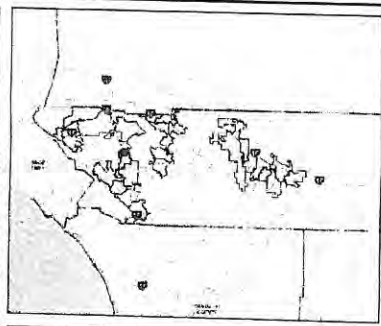
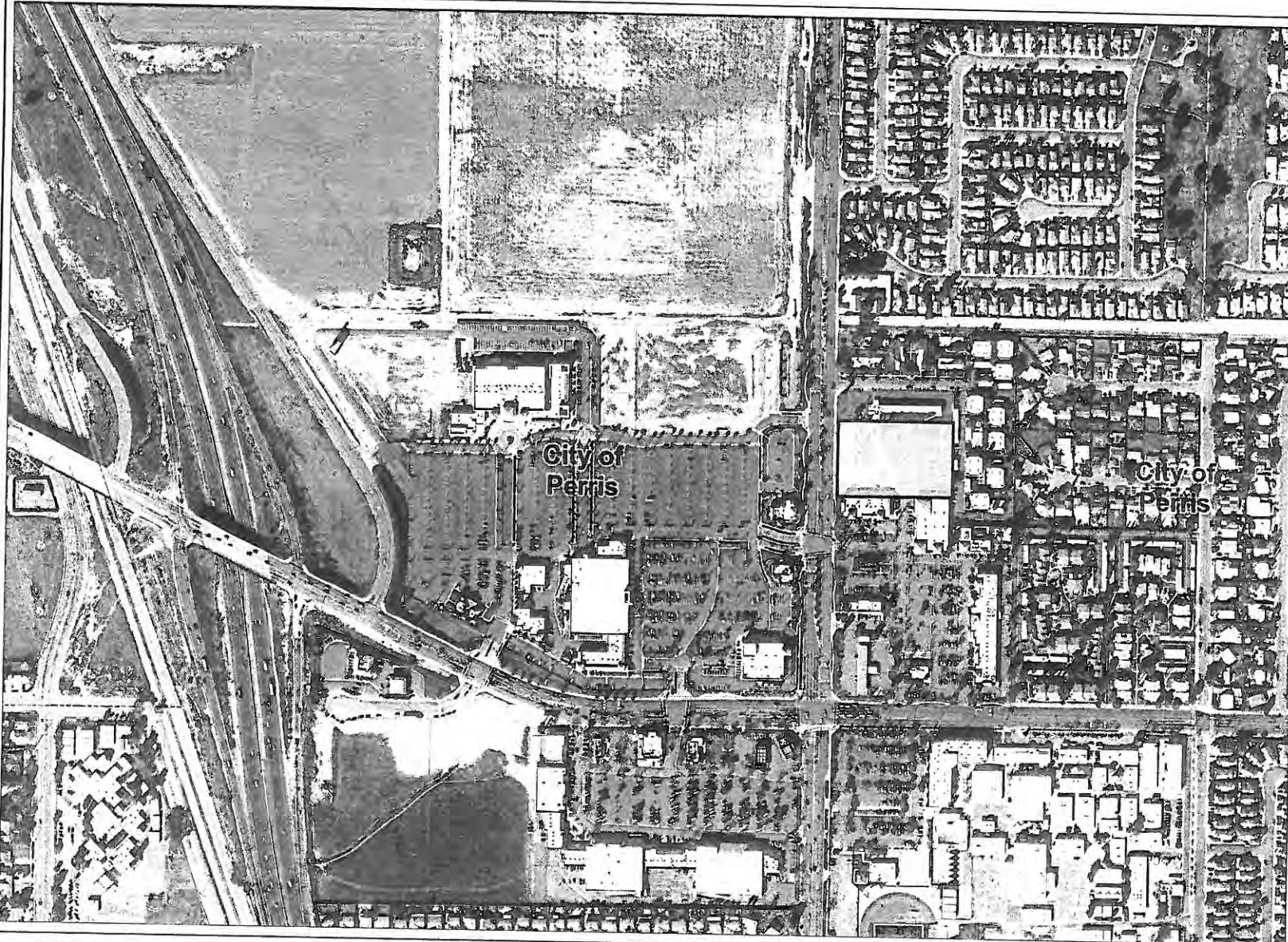
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or 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... 4/10/2015 12:43:57 PM

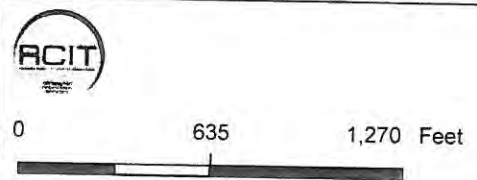
© Riverside County TLMA GIS

Notes

My Map

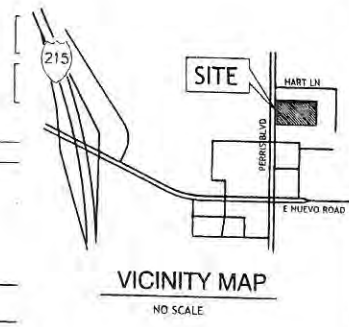
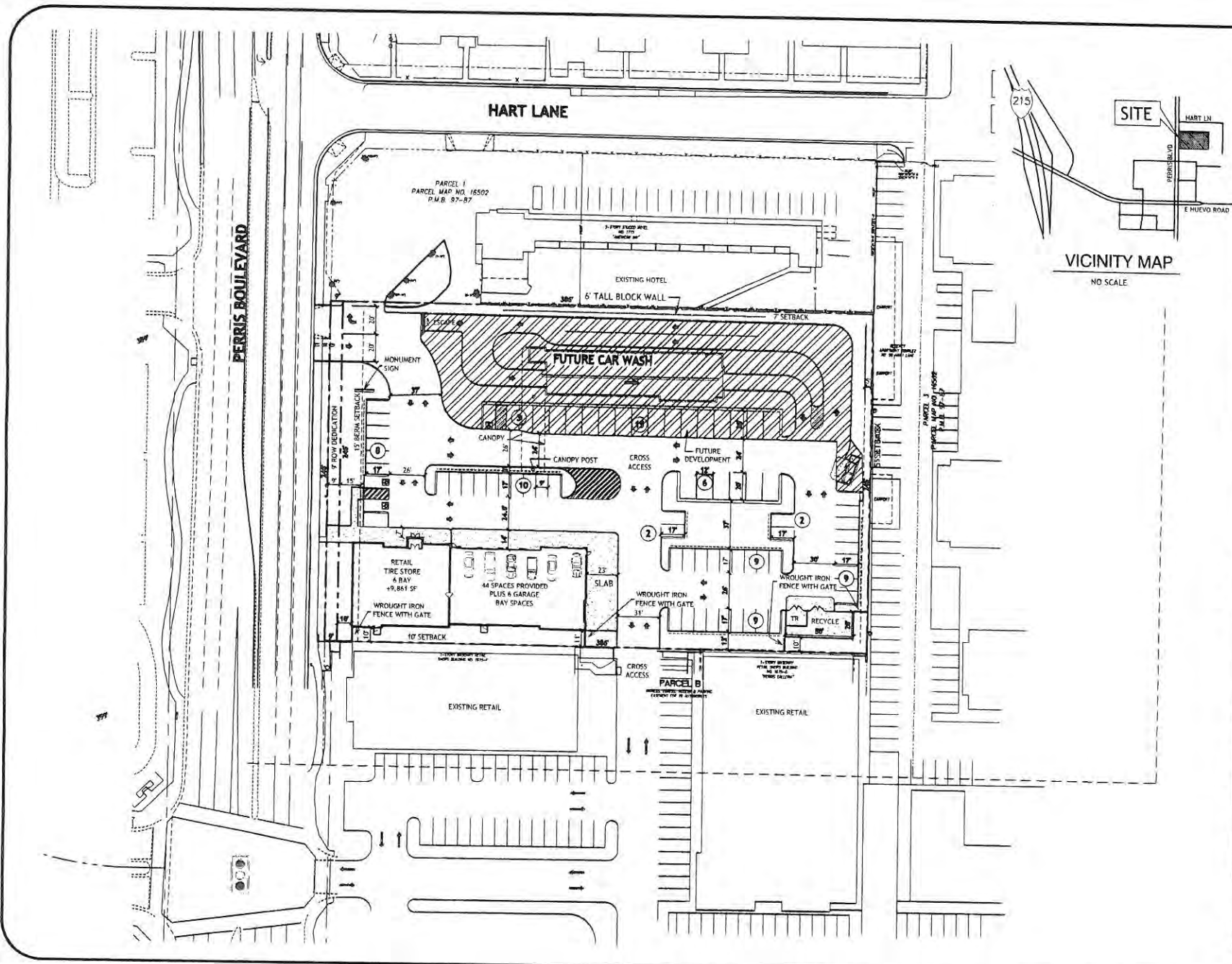


- Legend**
- Display Parcels
 - City Boundaries



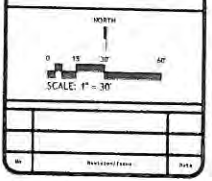
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or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

Notes



SITE DATA

| | |
|------------------|--|
| PARCEL NUMBER | APN 3301350-000 |
| SITE AREA | 94,887 SF, 2.18 AC |
| ZONING | CC - COMMERCIAL CONSUMER |
| BUILDING | 9,841 SF - 4 BAY TIRE STORE |
| PARKING REQUIRED | RETAIL SALES AREA 1 SPACE / 250 SF = 10 SPACES GARAGE BAYS 5 SPACES / BAY = 10 SPACES 40 SPACES REQUIRED |
| PARKING PROVIDED | 50 SPACES PLUS 4 BAY SPACES |



Designed by

CONSTRUCTION SERVICES DEVELOPMENT
10740 MARSH CIRCLE, SUITE 100
GLENDALE, CA 91201
CHARLESTON, SC 29405
PROVIDING CIVIL DESIGN, ARCHITECTURE

Developed by

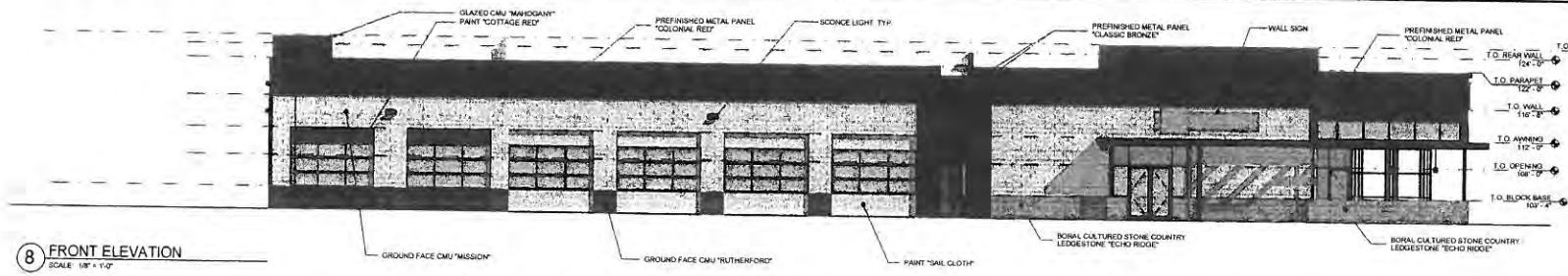
Development | Services | Investment
1360 EAST CANEBACK ROAD, SUITE 410
PHOENIX, ARIZONA 85048
(480) 808-8400
TJACH@EVERGREEN.COM

SITE PLAN
PERRIS,
CALIFORNIA
PERRIS BOULEVARD AND
HART LANE

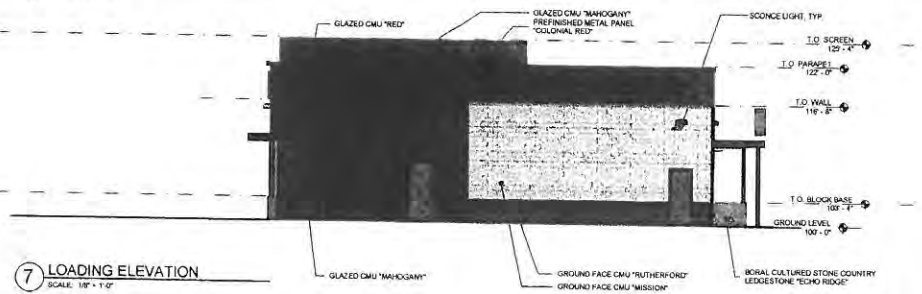
| | | | |
|-------------|------------------|------|------------|
| Prepared by | B. Hansen | Date | 02-27-2015 |
| Scale | 1 INCH = 30 FEET | | |

SP2.1

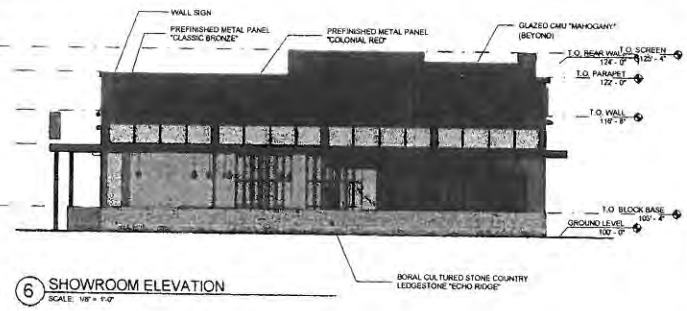
8 FRONT ELEVATION
SCALE: 1/8" = 1'-0"



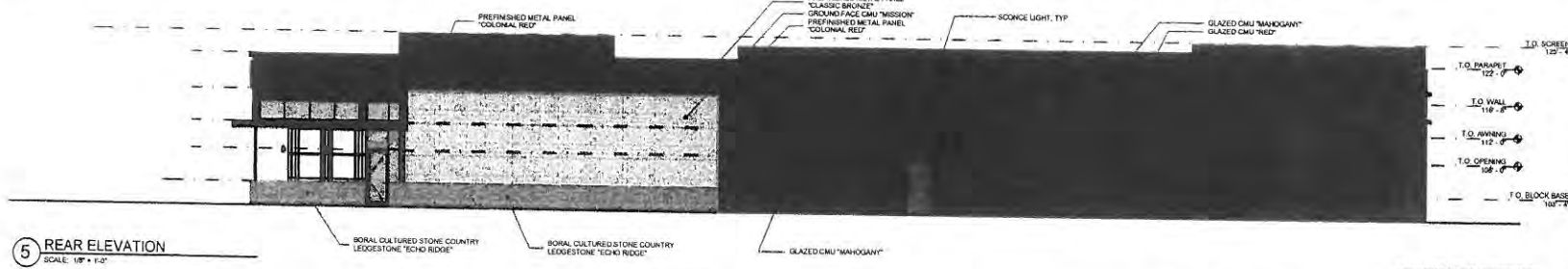
7 LOADING ELEVATION
SCALE: 1/8" = 1'-0"



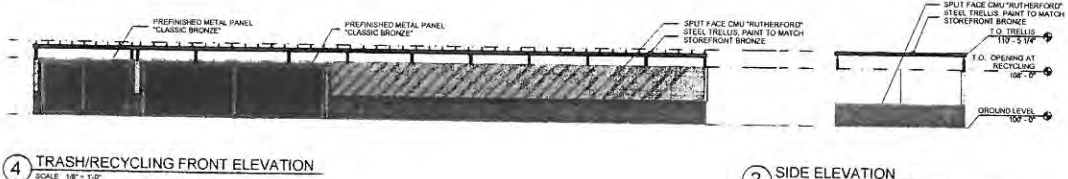
6 SHOWROOM ELEVATION
SCALE: 1/8" = 1'-0"



5 REAR ELEVATION
SCALE: 1/8" = 1'-0"



4 TRASH/RECYCLING FRONT ELEVATION
SCALE: 1/8" = 1'-0"



2 SIDE ELEVATION
SCALE: 1/8" = 1'-0"



3 SIDE ELEVATION
SCALE: 1/8" = 1'-0"



1 TRASH/RECYCLING BACK ELEVATION
SCALE: 1/8" = 1'-0"



Drawn By: Checked By: _____
Revision: _____
No. _____

Galloway
Planning, Architecture, Engineering
6300 UTC Parkway, Suite 100
30070 Highway 101, Suite 101
30070 Highway 101, Suite 101
www.gallowayllc.com

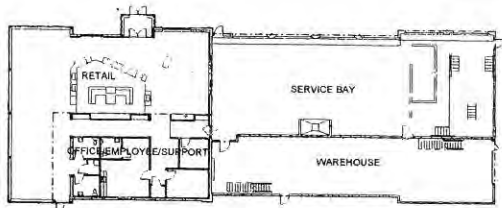
LES SCHWAB TIRE CENTER
PERRIS, CA

Peris Blvd & West Lane Perris, CA

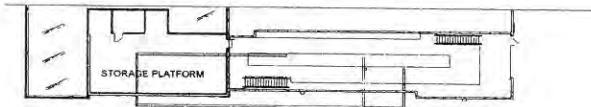
Project No: 15120018
Site Size: 50' x 110'
Designed By: GAF
Drawn By: SDG
Date: 09/21/12

EXTERIOR ELEVATIONS

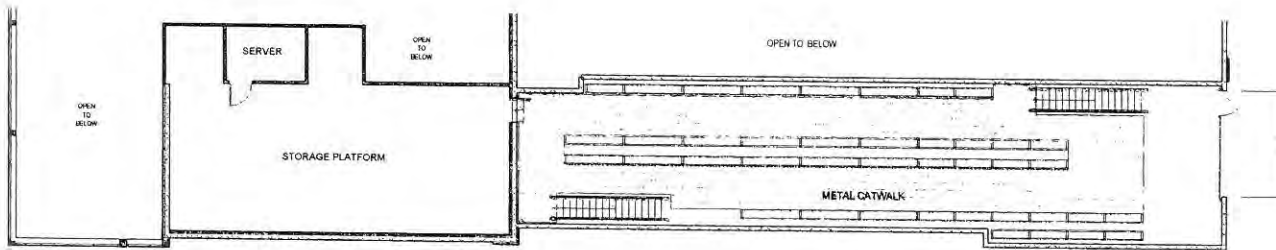
A2.0



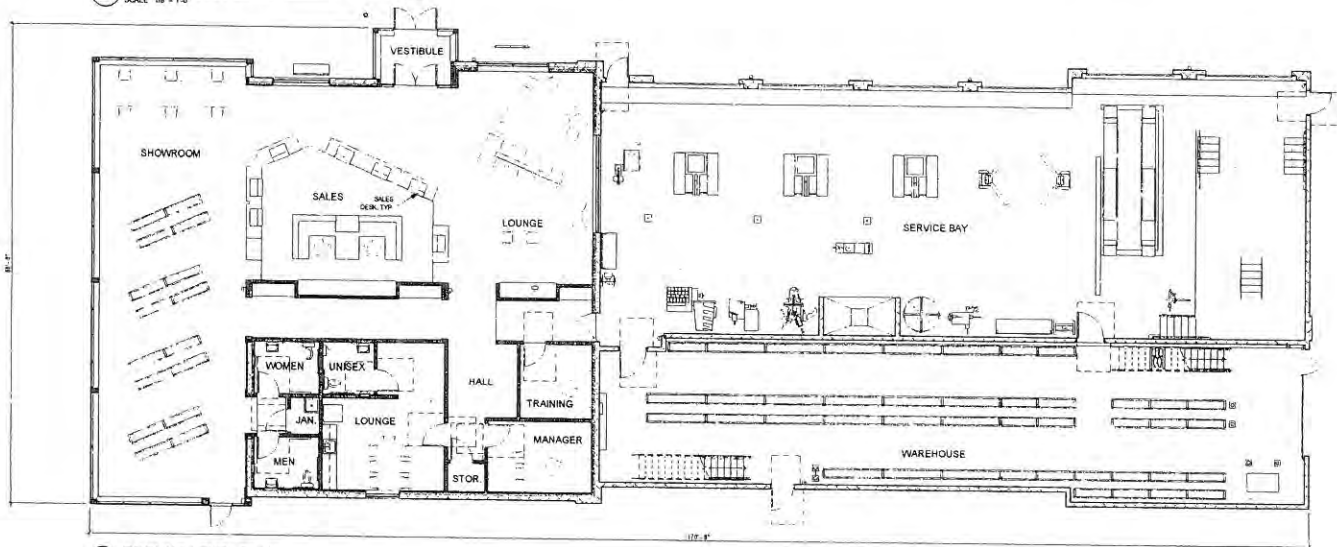
3 GROUND LEVEL
SCALE 1" = 20'-0"



4 STORAGE LEVEL
SCALE 1" = 20'-0"



2 STORAGE LEVEL PLAN
SCALE 1/8" = 1'-0"



1 GROUND LEVEL PLAN
SCALE 1/8" = 1'-0"

| BUILDING FOOTPRINT AREA | |
|-------------------------|----------------------|
| BUILDING FOOTPRINT | 10140 R ² |

| FLOOR AREA | |
|-------------------------|----------------------|
| GROUND LEVEL | |
| OFFICE/EMPLOYEE/SUPPORT | 1677 R ² |
| RETAIL | 2695 R ² |
| SERVICE BAY | 3670 R ² |
| WAREHOUSE | 2105 R ² |
| STORAGE LEVEL | |
| STORAGE PLATFORM | 1316 R ² |
| | 11464 R ² |

Drawn By: _____ Checked By: _____ Date: _____

Revision: _____ No. _____

Galloway
 Planning Architecture Engineering
 Greenwood Village, CO 80111
 303.770.3060 F
 www.gallowayco.com

ifrc

NOT FOR CONSTRUCTION

LES SCHWAB TIRE CENTER
 PERRIS, CA

Perris Blvd & West Lane Perris, CA

| | |
|-------------|--------------|
| Project No. | 151000028 |
| Sheet Scale | As Indicated |
| Designed By | KJM |
| Drawn By | JCM |
| Date | 12/02/14 |

FLOOR PLANS

A1.0

PAGE BREAK





AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY

CHAIR

Simon Housman
Rancho Mirage

April 20, 2015

VICE CHAIRMAN

Rod Ballance
Riverside

Mr. Kyle Smith, Associate Planner

City of Riverside Community Development Department/Planning Division

3900 Main Street, Third Floor

Riverside CA 92522

COMMISSIONERS

Arthur Butler
Riverside

RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW

Glen Holmes
Hemet

File No.: ZAP1114MA15

Related File No.: P13-0905 (Tentative Tract Map)

John Lyon
Riverside

APNs: 243-020-003

Greg Pettis
Cathedral City

Dear Mr. Smith:

Steve Manos
Lake Elsinore

Under the delegation of the Riverside County Airport Land Use Commission (ALUC), staff reviewed the above-referenced proposal to subdivide 11.61 acres located northerly of Arlington Avenue, easterly of Hawarden Drive, and westerly of Sunset Ranch Drive in the City of Riverside into 7 single family residential lots and 5 lots for open space, water detention, and landscaping.

STAFF

Director
Ed Cooper

The site is located within Airport Compatibility Zones D and E of the March Air Reserve Base/Inland Port Airport Influence Area (AIA). Within Compatibility Zones D and E in this AIA, land use intensity is not restricted.

John Guerin
Russell Brady
Barbara Santos

The elevation of Runway 14-32 at its northerly terminus is approximately 1,535 feet above mean sea level (1535 feet AMSL). At a distance of approximately 18,400 feet from the runway to the property line, FAA review would be required for any structures with top of roof exceeding 1866 feet AMSL. The proposed maximum pad elevation is 1113.0 feet AMSL and the existing Residential Conservation (RC) zone allows a maximum building height of 20 feet for a total maximum elevation of 1133.0 feet AMSL (more than 400 feet lower than the elevation of the runway at March ARB/IPA). Additionally, the site is located beyond the 20,000 foot radius from the nearest runway at Riverside Municipal Airport. Therefore, Federal Aviation Administration (FAA) obstruction evaluation review for height/elevation reasons would not be required.

As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, 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.

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

www.rcaluc.org


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, and shall be recorded as a deed notice.
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. 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.

If you have any questions, please contact Russell Brady, Contract Planner, at (951) 955-0549, or John Guerin, Principal Planner, at (951) 955-0982.

AIRPORT LAND USE COMMISSION

April 20, 2015

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION


Edward C. Cooper, Director

RB:bks

Attachments: Notice of Airport in Vicinity

cc: Lofgren Family Trust (owner)
Keith Christiansen (applicant/payee)
Gary Gosliga, Airport Manager, March Inland Port Airport Authority
Denise Hauser or Sonia Pierce, March Air Reserve Base
Kim Ellis, Riverside Municipal Airport
ALUC Case File

Y:\AIRPORT CASE FILES\March\ZAP1114MA15\ZAP1114MA15.LTR.doc

NOTICE OF AIRPORT IN VICINITY

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

PAGE BREAK





AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY

CHAIR
Simon Housman
Rancho Mirage

April 22, 2015

VICE CHAIRMAN
Rod Ballance
Riverside

Mr. Brian Norton, Associate Planner
City of Riverside Community Development Department/Planning Division
3900 Main Street, Third Floor
Riverside CA 92522

COMMISSIONERS

Arthur Butler
Riverside

RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW

Glen Holmes
Hemet

File No.: ZAP1115MA15
Related File No.: P14-1053 (Design Review), P14-1054 (Tentative Parcel Map)
APNs: 263-020-076, 263-020-077, 263-020-078

John Lyon
Riverside

Dear Mr. Norton:

Greg Pettis
Cathedral City

Steve Manos
Lake Elsinore

Under the delegation of the Riverside County Airport Land Use Commission (ALUC), staff reviewed the above-referenced proposal to develop 5 industrial buildings totaling 569,750 square feet on 13.08 acres located westerly of Sycamore Canyon Boulevard, northerly of Dan Kipper Road, and southerly of Lochmoor Road, in the City of Riverside, and to divide the site into five lots, so that each building will be located on a separate lot.

STAFF

Director
Ed Cooper

The site is located within Airport Compatibility Zone D of the March Air Reserve Base/Inland Port Airport Influence Area (AIA). Within Compatibility Zone D in this AIA, land use intensity is not restricted.

John Guerin
Russell Brady
Barbara Santos

The elevation of Runway 14-32 at its northerly terminus is approximately 1,535 feet above mean sea level (1535 feet AMSL). At a distance of approximately 18,400 feet from the runway to the property line, FAA review would be required for any structures with top of roof exceeding 1719 feet AMSL. The proposed maximum finished floor elevation is 1567.8 feet AMSL and the project includes proposed building elevations with a maximum height of 45 feet for a total maximum elevation of 1612.8 feet AMSL. Therefore, Federal Aviation Administration (FAA) obstruction evaluation review would not be required.

As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, 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, and shall be recorded as a deed notice.
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. 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.

If you have any questions, please contact Russell Brady, Contract Planner, at (951) 955-0549, or John Guerin, Principal Planner, at (951) 955-0982.

AIRPORT LAND USE COMMISSION

April 22, 2015

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



Edward C. Cooper, Director

RB:bks

Attachments: Notice of Airport in Vicinity

cc: CTPR Industrial Portfolio, LLC/CTPR Sycamore Canyon, LLC, c/o CT Realty
David Ball (applicant)
Gary Gosliga, Airport Manager, March Inland Port Airport Authority
Denise Hauser or Sonia Pierce, March Air Reserve Base
ALUC Case File

Y:\AIRPORT CASE FILES\March\ZAP1115MA15\ZAP1115MA15.LTR.doc

NOTICE OF AIRPORT IN VICINITY

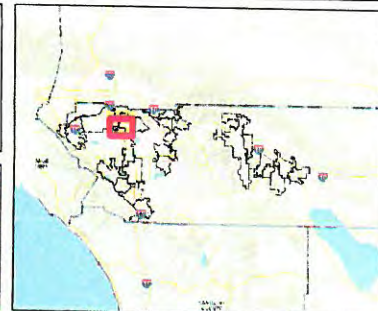
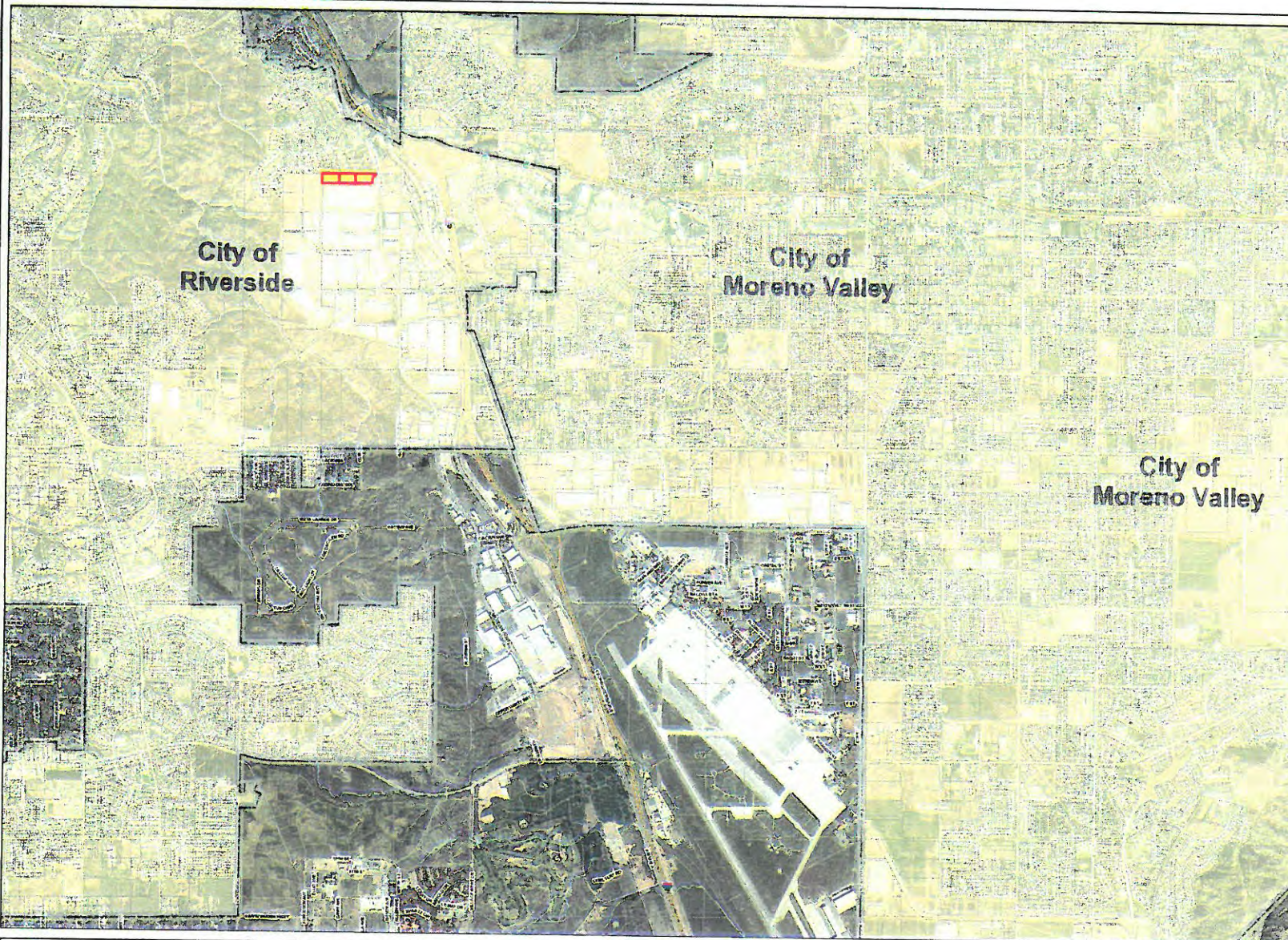
This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual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











3.48 mi. / 18,374 ft.



My Map



Legend

-  City Boundaries
- Cities
- highways_large
-  HWY
-  INTERCHANGE
-  INTERSTATE
-  USHWY
-  majorroads
-  counties
-  cities



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

0 6,345 12,691 Feet

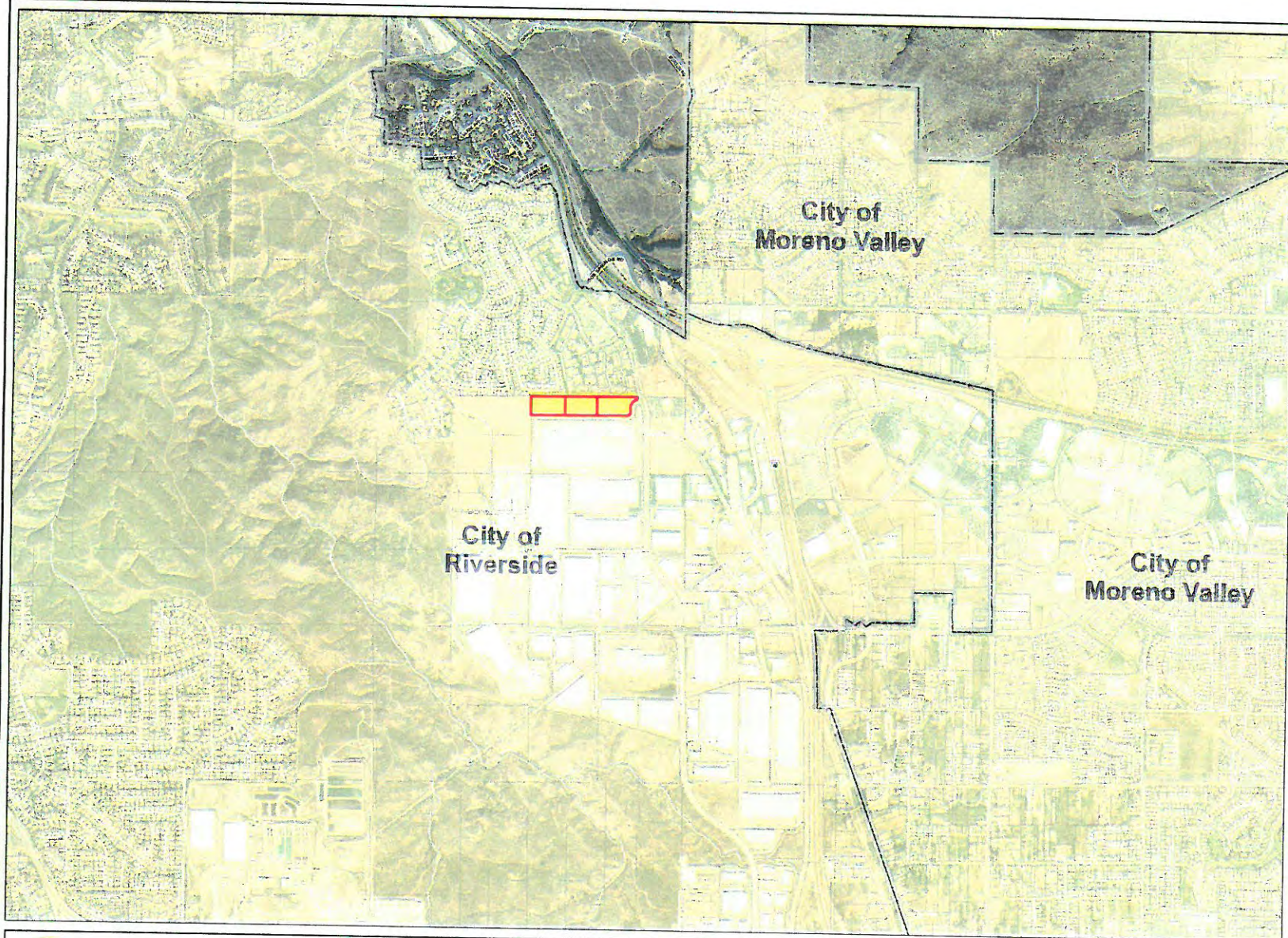
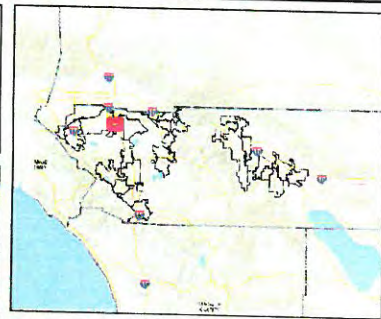


REPORT PRINTED ON... 4/20/2015 4:15:14 PM

© Riverside County TLMA GIS

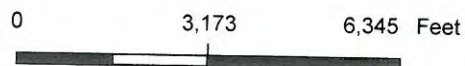
Notes

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



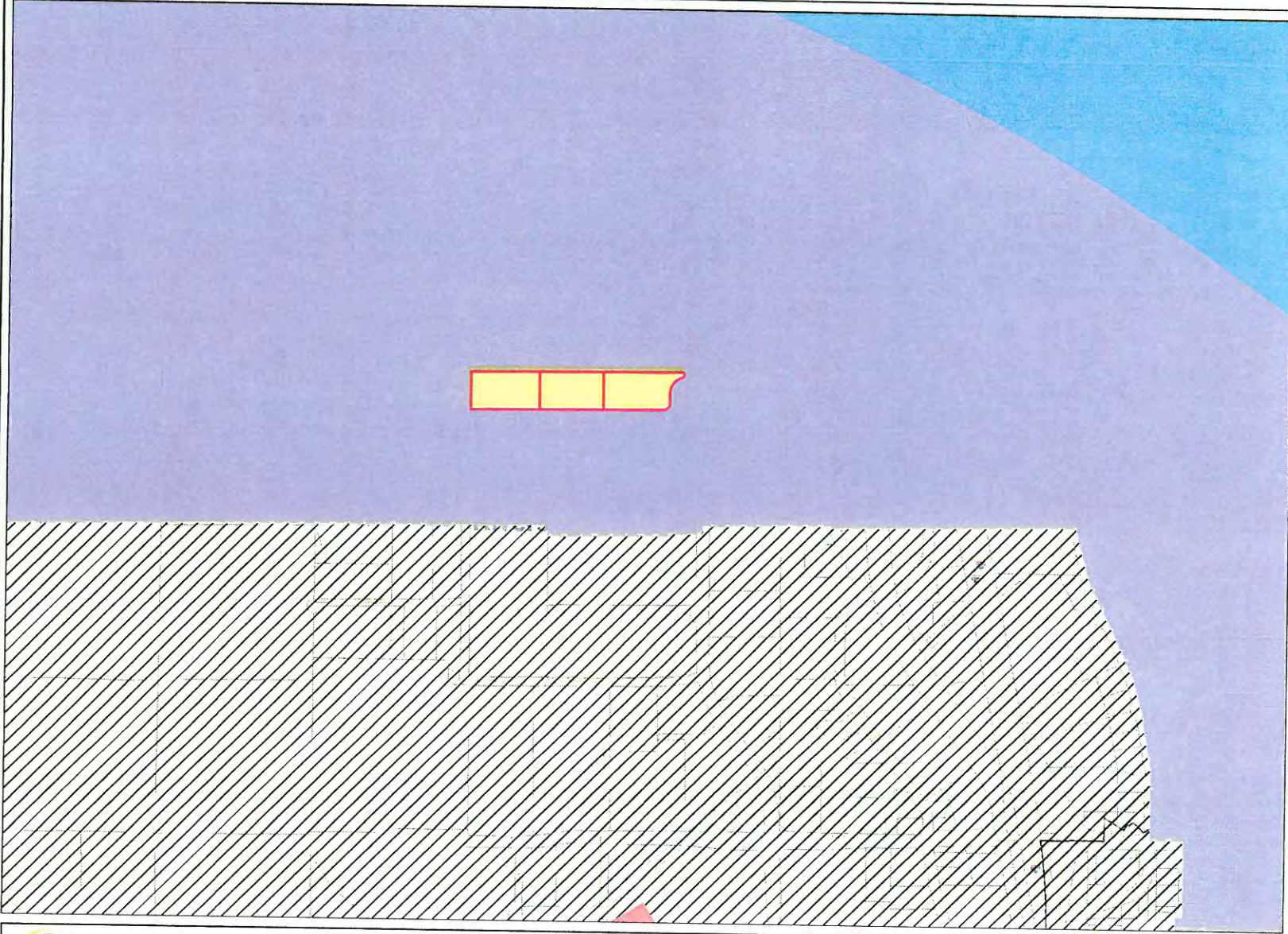
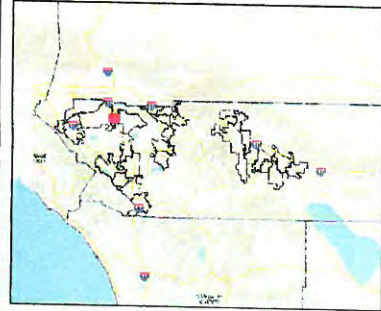
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or 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... 4/20/2015 4:18:11 PM

© Riverside County TLMA GIS

Notes

My Map



Legend

- Display Parcels
- Airports
- AIA
- Airport Compatibility**
- <all other values>
- Zone A
- Zone B1
- Zone B2
- Zone C
- Zone D
- Zone E
- Intake Boundaries**
- <all other values>
- NO
- UNKNOWN
- YES
- Historic Preservation Districts I
- City Boundaries
- Cities**
- roadsanno**
- highways**
- HWY
- INTERCHANGE
- INTERSTATE
- OFFRAMP
- ONRAMP
- USHWY



0 1,586 3,173 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.

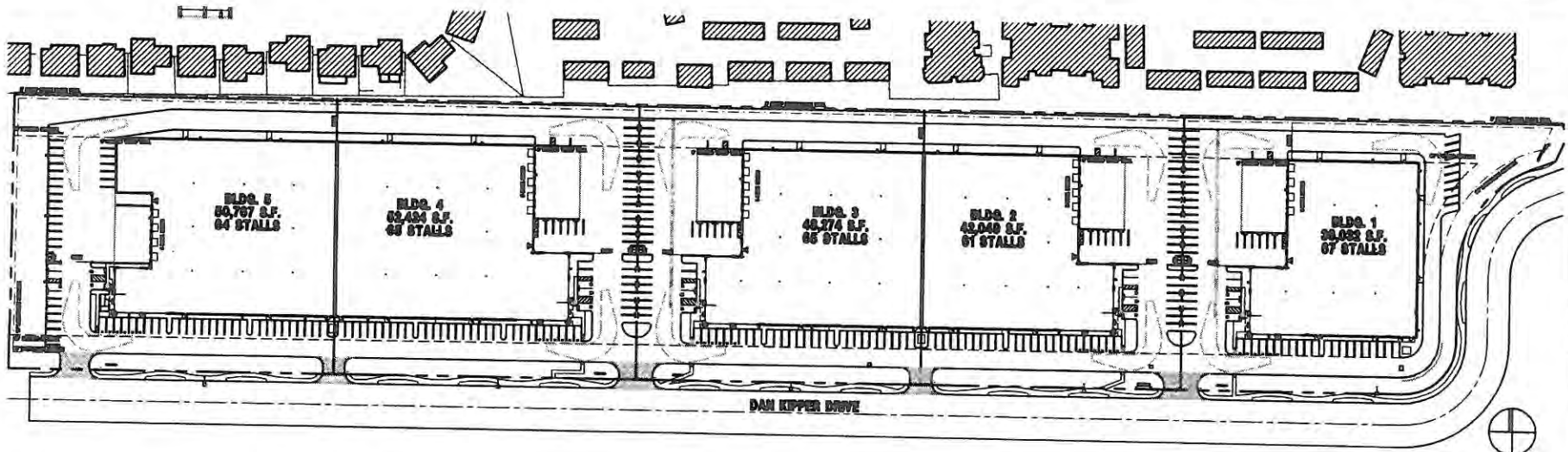
REPORT PRINTED ON... 4/20/2015 4:20:42 PM

© Riverside County TLMA GIS

Notes



| PROJECT TABULATION | | | | | | |
|--------------------|---------|---------|---------|---------|---------|---------|
| SITE AREA | BLDG. 1 | BLDG. 2 | BLDG. 3 | BLDG. 4 | BLDG. 5 | TOTAL |
| Sq. Ft. | 115,625 | 100,863 | 110,892 | 117,084 | 125,601 | 569,765 |
| Sq. Yards | 2.65 | 2.32 | 2.54 | 2.69 | 2.88 | 13.08 |
| BUILDING AREA | | | | | | |
| Office | 3,914 | 3,914 | 3,914 | 3,914 | 3,914 | 19,570 |
| Warehouse | 32,119 | 38,135 | 44,361 | 43,519 | 46,863 | 205,037 |
| TOTAL | 36,033 | 42,049 | 48,275 | 47,433 | 50,777 | 225,567 |
| PARKING PROVIDED | | | | | | |
| Surface | 57 | 61 | 65 | 69 | 64 | 316 |



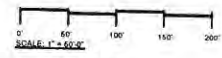
Issues and revisions

| No. | Date | Description |
|-----|------|-------------|
| | | |
| | | |
| | | |

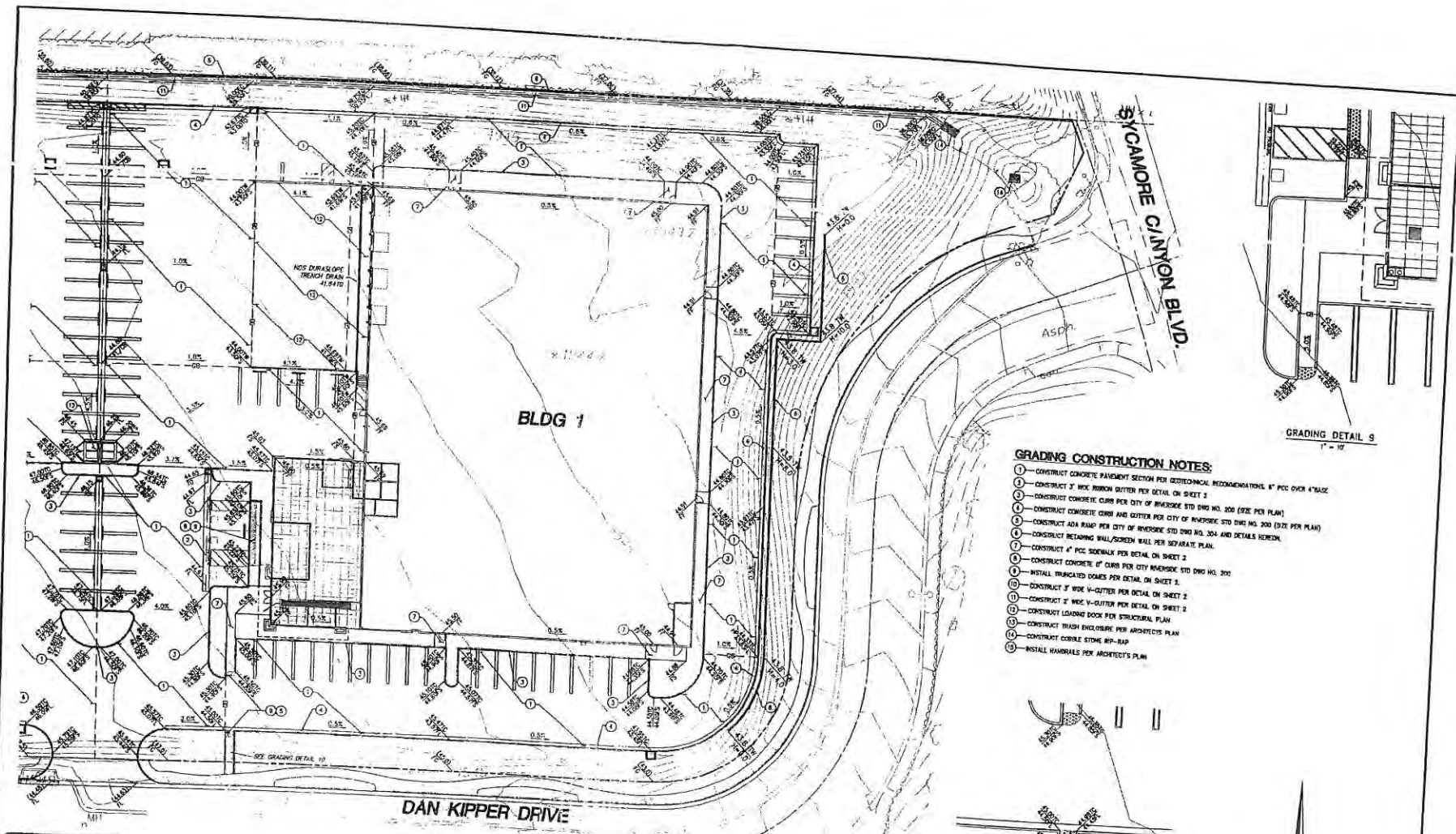
Sheet Title
MASTER SITE PLAN

This drawing and accompanying information are to be an integral part of the contract documents. They are not to be used in any other project or for any other purpose without the written consent of Datum Architects. The contractor shall be responsible for obtaining all necessary permits and approvals. The contractor shall be responsible for the accuracy of the information provided by the owner. The contractor shall be responsible for the accuracy of the information provided by the owner.

Drawn by
T.J.L.
Project no.
14-008.00
Sheet no. of 42



MARCH 31, 2015

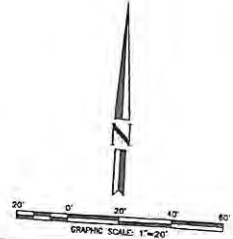


GRADING CONSTRUCTION NOTES:

- ① - CONSTRUCT CONCRETE PAVEMENT SECTION PER GEOTECHNICAL RECOMMENDATIONS 4" PCC OVER 4" BASE
- ② - CONSTRUCT 3" WIDE RUBBER CUTTER PER DETAIL ON SHEET 2
- ③ - CONSTRUCT CONCRETE CURB PER CITY OF RIVERSIDE STD DWG NO. 200 (SIZE PER PLAN)
- ④ - CONSTRUCT CONCRETE CURB AND CUTTER PER CITY OF RIVERSIDE STD DWG NO. 200 (SIZE PER PLAN)
- ⑤ - CONSTRUCT ADA RAMP PER CITY OF RIVERSIDE STD DWG NO. 304 AND DETAILS HEREON
- ⑥ - CONSTRUCT RETAINING WALL/SCREEN WALL PER SEPARATE PLAN.
- ⑦ - CONSTRUCT 4" PCC SIDEWALK PER DETAIL ON SHEET 2
- ⑧ - CONSTRUCT CONCRETE 6" CURB PER CITY RIVERSIDE STD DWG NO. 200
- ⑨ - INSTALL TRUNCATED DORIES PER DETAIL ON SHEET 2
- ⑩ - CONSTRUCT 3" WIDE V-CUTTER PER DETAIL ON SHEET 2
- ⑪ - CONSTRUCT 2" WIDE V-CUTTER PER DETAIL ON SHEET 2
- ⑫ - CONSTRUCT LOADING DOCK PER STRUCTURAL PLAN
- ⑬ - CONSTRUCT TRASH ENCLOSURE PER ARCHITECT'S PLAN
- ⑭ - CONSTRUCT CORRUGATED STONE RIP-RAP
- ⑮ - INSTALL RAMMALS PER ARCHITECT'S PLAN

GRADING DETAIL 9
1" = 10'

GRADING DETAIL 10
1" = 10'



Underground Service Alert
 Call: TOLL FREE
 1-800
 227-2600
 TWO WORKING DAYS
 BEFORE YOU DIG

PLAN PREPARED UNDER THE SUPERVISION OF:
 CHRISTOPHER MORKE R.C.E. 74414 DATE: _____



PREPARED BY:
dbc
 DBC Engineering, Inc.
 Engineering, Surveying and Planning

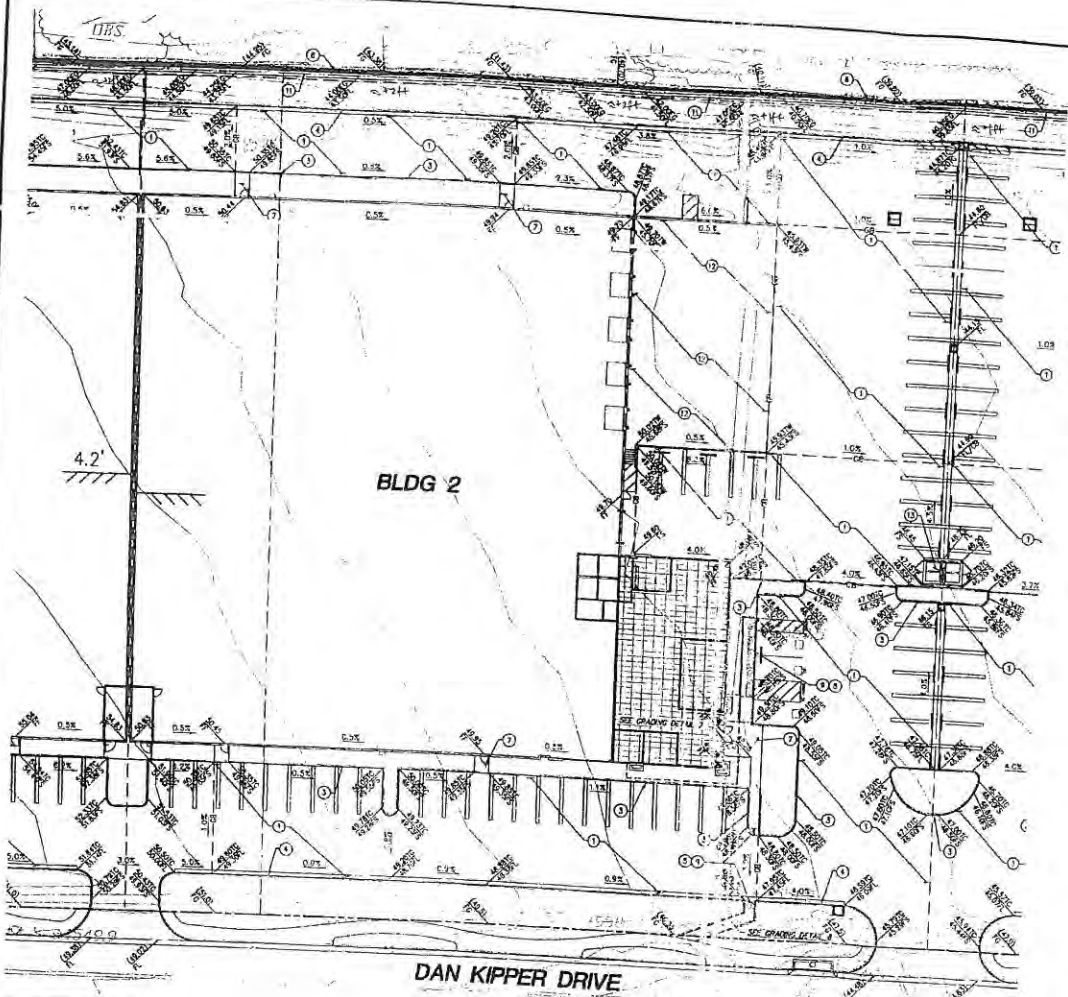
BENCHMARK DESCRIPTION
 POINT 85-11-83
 101 S. 90 Street 11.83, 74
 ANALY 85, 66140 8582
 (P) 115-537
 5/18/2017
 ADJUSTED AND ENTERED: MAY 18 2017

| NO. | REVISIONS | DATE |
|-----|-----------|------|
| | | |
| | | |
| | | |

CITY OF RIVERSIDE
 PLAN APPROVED BY: _____
 PLANNING DIVISION DATE: _____

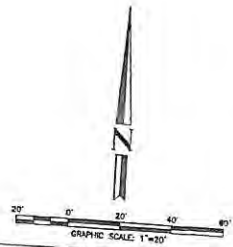
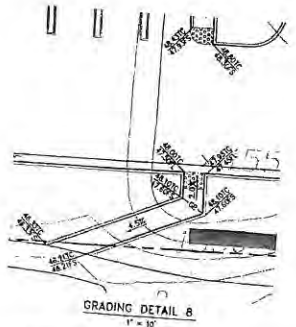
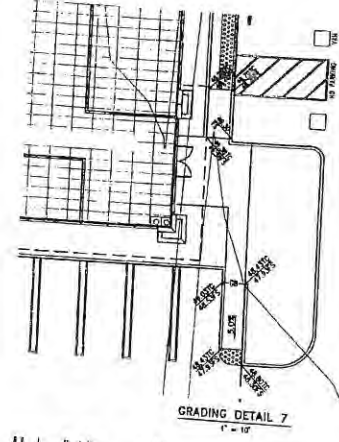
CTRI DAN KIPPER
 NWC OF DAN KIPPER RD &
 SYCAMORE CANYON BLVD
 RIVERSIDE, CA 92507

PWXX-XXXX
 WOD No. 110
 SHEET 7 OF 13



GRADING CONSTRUCTION NOTES:

- ① - CONSTRUCT CONCRETE PAVEMENT SECTION PER GEOTECHNICAL RECOMMENDATIONS, 4" PCC OVER 4" BASE
- ② - CONSTRUCT 3" WIDE RIBBON GUTTER PER DETAIL ON SHEET 2
- ③ - CONSTRUCT CONCRETE CURB PER CITY OF RIVERSIDE STD DWG NO. 200 (SIZE PER PLAN)
- ④ - CONSTRUCT CONCRETE CURB AND GUTTER PER CITY OF RIVERSIDE STD DWG NO. 200 (SIZE PER PLAN)
- ⑤ - CONSTRUCT ADA RAMP PER CITY OF RIVERSIDE STD DWG NO. 200 AND DETAILS HEREON.
- ⑥ - CONSTRUCT RETAINING WALL/SCREEN WALL PER SEPARATE PLAN.
- ⑦ - CONSTRUCT 4" PCC SIDEWALK PER DETAIL ON SHEET 2
- ⑧ - CONSTRUCT CONCRETE OF CURB PER CITY OF RIVERSIDE STD DWG NO. 200
- ⑨ - INSTALL TRUNCATED DORIES PER DETAIL ON SHEET 2
- ⑩ - CONSTRUCT 3" WIDE V-GUTTER PER DETAIL ON SHEET 2
- ⑪ - CONSTRUCT 3" WIDE V-GUTTER PER DETAIL ON SHEET 2
- ⑫ - CONSTRUCT TRASH ENCLOSURE PER ARCHITECT'S PLAN
- ⑬ - CONSTRUCT TRASH ENCLOSURE PER ARCHITECT'S PLAN
- ⑭ - CONSTRUCT CORAL STONE RIB-RAP
- ⑮ - METAL HANDRAILS PER ARCHITECT'S PLAN



Underground Service Alert
Call: TOLL FREE
1-800
227-2600
FOR WORKING DAYS
BEFORE YOU DIG

PLAN PREPARED UNDER THE SUPERVISION OF:

CHRISTOPHER MCKEE R.C.E. 74114 DATE



PREPARED BY:
DORC
DORC Engineering, Inc.
2140 THE ENGINEERING CENTER, SUITE 100, RIVERSIDE, CA 92507

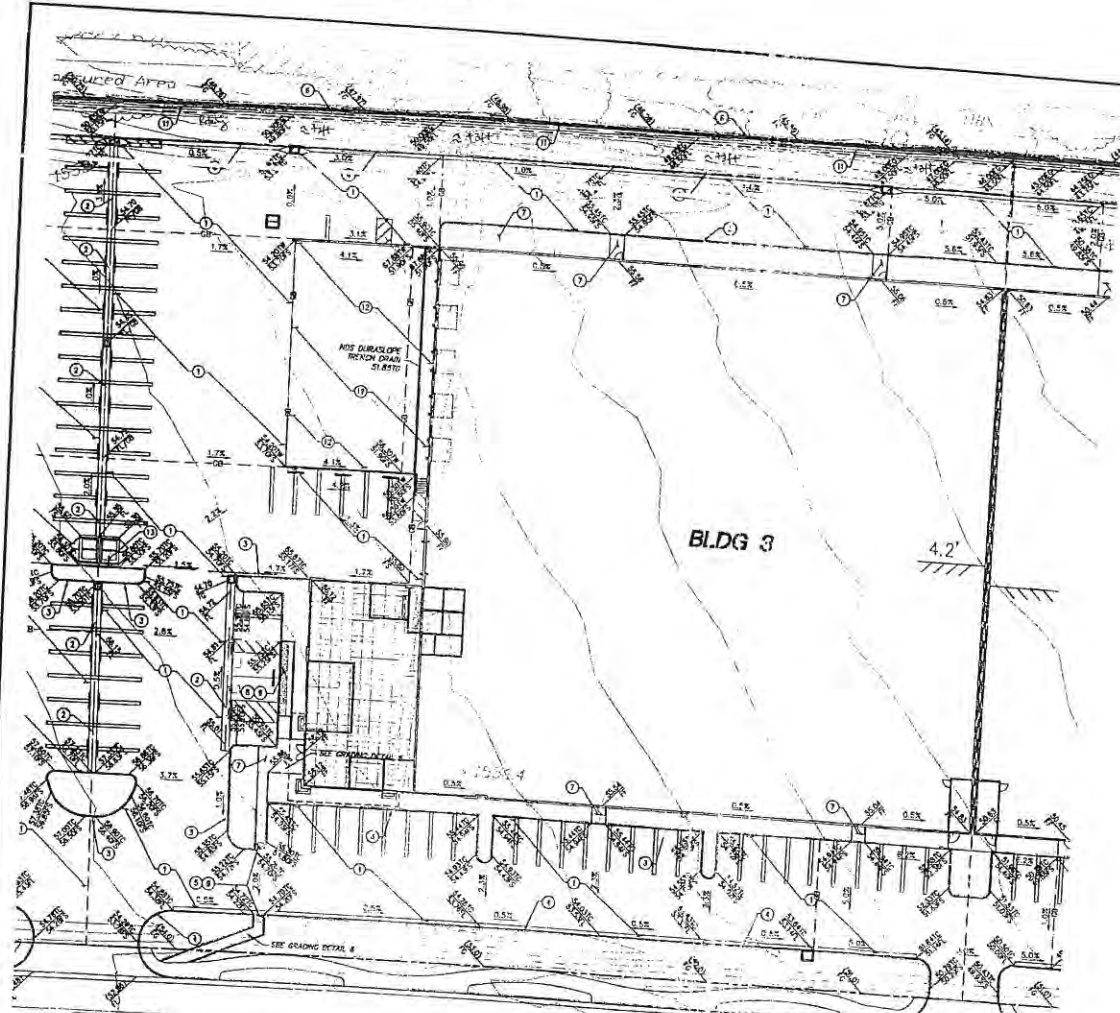
BENCHMARK DESCRIPTION
POINT NO. 11-13
CONSTRUCTION POINT
ADJUSTED AND ENTERED MAY 1997

| NO. | REVISIONS |
|-----|-----------|
| | |
| | |
| | |
| | |

PLAN APPROVED BY:
CITY OF RIVERSIDE
PLANNING DIVISION DATE

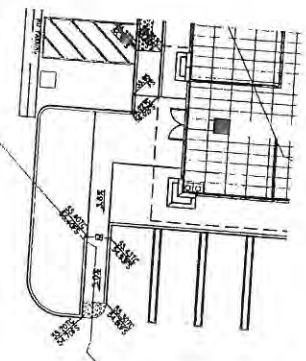
CTRI DAN KIPPER
NWC OF DAN KIPPER RD &
SYCAMORE CANYON BLVD
RIVERSIDE, CA 92507

PWIX-XXXX
1000 S.F. TND
SHEET 8 OF 13

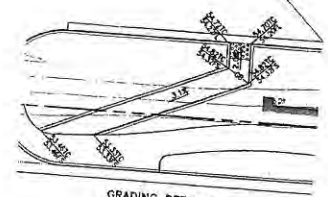


GRADING CONSTRUCTION NOTES:

- ① - CONSTRUCT CONCRETE PAVEMENT SECTION PER GEOTECHNICAL RECOMMENDATIONS 6" PCC OVER 4" BASE
- ② - CONSTRUCT 3" WIDE IRON GUTTER PER DETAIL ON SHEET 2
- ③ - CONSTRUCT CONCRETE CURB PER CITY OF RIVERSIDE STD DWG NO. 200 (SIZE PER PLAN)
- ④ - CONSTRUCT CONCRETE CLUMP AND GUTTER PER CITY OF RIVERSIDE STD DWG NO. 200 (SIZE PER PLAN)
- ⑤ - CONSTRUCT ADA RAMP PER CITY OF RIVERSIDE STD DWG NO. 304 AND DETAILS HEREON
- ⑥ - CONSTRUCT RETAINMENT WALL PER ARCHITECT'S PLAN
- ⑦ - CONSTRUCT 4" PCC SIDEWALK PER DETAIL ON SHEET 2
- ⑧ - CONSTRUCT CONCRETE 0" CURB PER CITY OF RIVERSIDE STD DWG NO. 200
- ⑨ - INSTALL TRUNCATED DORNES PER DETAIL ON SHEET 2
- ⑩ - CONSTRUCT 3" WIDE V-GUTTER PER DETAIL ON SHEET 2
- ⑪ - CONSTRUCT 2" WIDE V-GUTTER PER DETAIL ON SHEET 2
- ⑫ - CONSTRUCT LOADING DOCK PER STRUCTURAL PLAN
- ⑬ - CONSTRUCT TRASH ENCLOSURE PER ARCHITECT'S PLAN
- ⑭ - CONSTRUCT CONCRETE STONE RUP-RAP
- ⑮ - INSTALL MATERIALS PER ARCHITECT'S PLAN



GRADING DETAIL 5
1" = 10'



GRADING DETAIL 6
1" = 10'

Underground Service Alert
Call: TOLL FREE
1-800
227-2600
PO HOOPER BAYS
NOTICE YOU DIG

PLAN PREPARED UNDER THE SUPERVISION OF:



PREPARED BY:
DARC
DARC Engineering, Inc.
270 N. 5th St.
Riverside, CA 92501
709.940.553

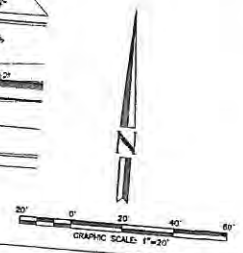
BENCHMARK DESCRIPTION
POINT 10
ELEVATION 1277.1
DATE 12/27/11
SPRINGS 10
ADJUSTED AND ENTERED 44" 12/27

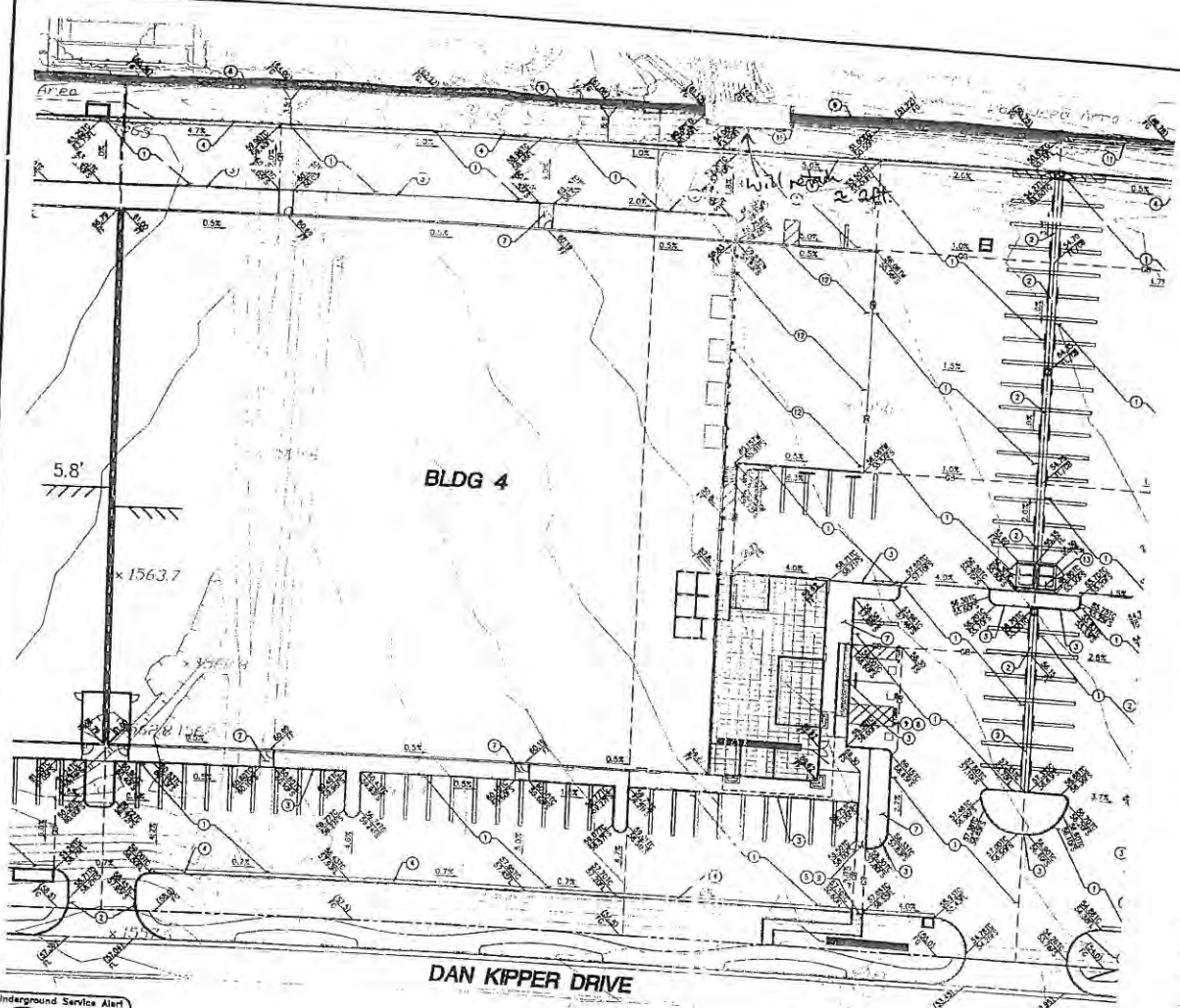
| NO. | REVISIONS | DATE |
|-----|-----------|------|
| | | |
| | | |
| | | |

CITY OF RIVERSIDE
PLAN APPROVED BY: _____
PLANNING DIVISION
DATE: _____

CTRI DAN KIPPER
NWC OF DAN KIPPER RD &
SYCAMORE CANYON BLVD
RIVERSIDE, CA 92507

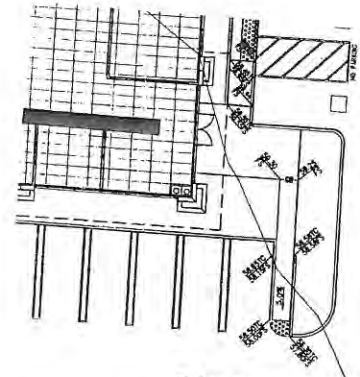
PW00X-XXXX
W000 NO. 100
SHEET 5 OF 13



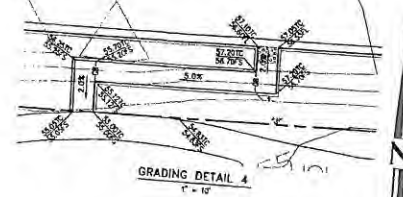


GRADING CONSTRUCTION NOTES:

1. CONSTRUCT CONCRETE PAVEMENT SECTION PER GEOTECHNICAL RECOMMENDATIONS 8" PG OVER 4" BASE
2. CONSTRUCT 3" SIDE RIBBON GUTTER PER DETAIL ON SHEET 2
3. CONSTRUCT CONCRETE CURB PER CITY OF RIVERSIDE STD DWG NO. 200 (SIZE PER PLAN)
4. CONSTRUCT CONCRETE CURB AND GUTTER PER CITY OF RIVERSIDE STD DWG NO. 200 (SIZE PER PLAN)
5. CONSTRUCT ADA RAMP PER CITY OF RIVERSIDE STD DWG NO. 304 AND DETAILS HEREIN
6. CONSTRUCT RETAINING WALL/SCREEN WALL PER SEPARATE PLAN
7. CONSTRUCT 4" PG ASPHALT PER DETAIL PER SHEET 1
8. CONSTRUCT CONCRETE 6" CURB PER CITY OF RIVERSIDE STD DWG NO. 200
9. INSTALL TRUNCATED DORIES PER DETAIL ON SHEET 2
10. CONSTRUCT 3" SIDE V-GUTTER PER DETAIL ON SHEET 2
11. CONSTRUCT 2" SIDE V-GUTTER PER DETAIL ON SHEET 2
12. CONSTRUCT LOADING DOCK PER STRUCTURAL PLAN
13. CONSTRUCT TRASH ENCLOSURE PER ARCHITECT'S PLAN
14. CONSTRUCT COBBLE STONE RIF-RAP
15. INSTALL HANDRAILS PER ARCHITECT'S PLAN



GRADING DETAIL 3
1" = 10"



GRADING DETAIL 4
1" = 10"



PLAN PREPARED UNDER THE SUPERVISION OF:



PREPARED BY:
PIRC
 PIRC Engineering, Inc.
 5000 International Blvd., Suite 100
 San Diego, CA 92121
 (619) 444-1111

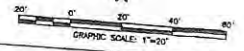
BENCHMARK DESCRIPTION
 POINT IS AT THE
 CORNER OF THE
 5000 INTERNATIONAL BLVD
 AND DAN KIPPER BLVD
 ADJUSTED AND ENTERED MAY 1997

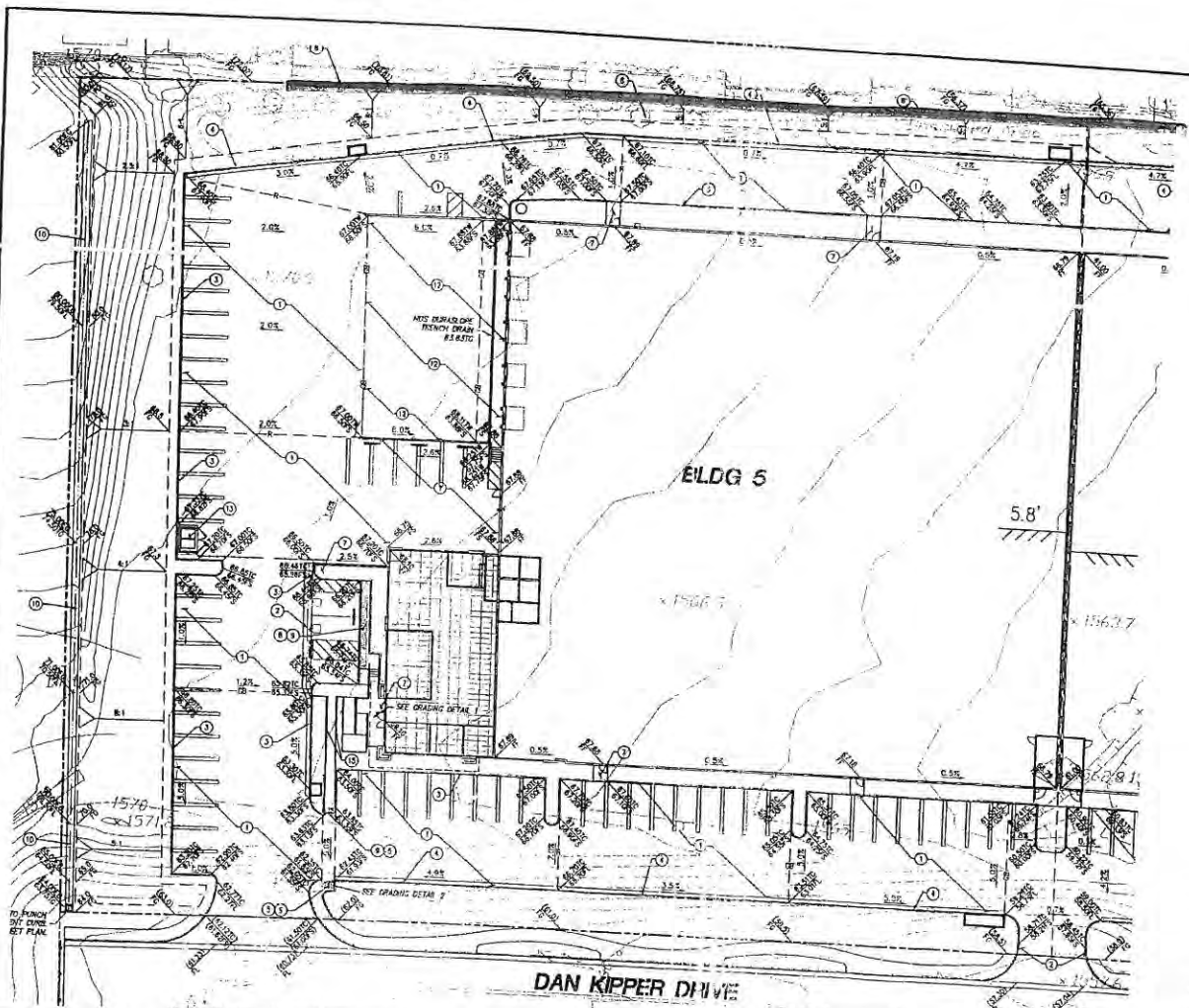
| NO. | REVISIONS |
|-----|-----------|
| | |
| | |
| | |

CITY OF RIVERSIDE
 PLAN APPROVED BY:
 PLANNING DIVISION
 DATE:

GTRI DAN KIPPER
 NWC OF DAN KIPPER RD &
 SYCAMORE CANYON BLVD
 RIVERSIDE, CA 92507

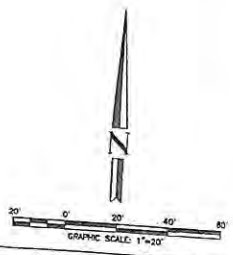
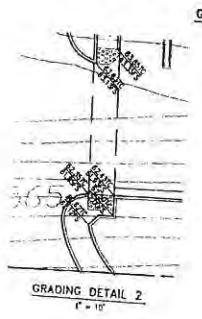
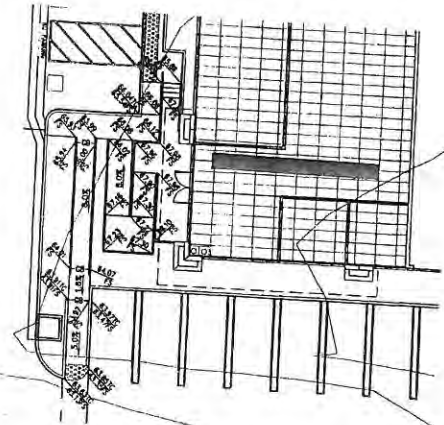
PWXX-XXXX
 100% No. 100
 SHEET 4 OF 15





GRADING CONSTRUCTION NOTES:

- 1. CONSTRUCT CONCRETE PAVEMENT SECTION PER GEOTECHNICAL RECOMMENDATIONS 4" PCC OVER 4" CRUSE
- 2. CONSTRUCT 3" WIDE BRICK GUTTER PER DETAIL ON SHEET 2
- 3. CONSTRUCT CONCRETE CURB PER CITY OF RIVERSIDE STD DWG NO. 300 (SIZE PER PLAN)
- 4. CONSTRUCT CONCRETE CURB AND GUTTER PER CITY OF RIVERSIDE STD DWG NO. 300 (SIZE PER PLAN)
- 5. CONSTRUCT ADA RAMP PER CITY OF RIVERSIDE STD DWG NO. 304 AND DETAILS HEREON.
- 6. CONSTRUCT RETAINING WALL/SLOTTED WALL PER SEPARATE PLAN
- 7. CONSTRUCT 4" PCC SIDEWALK PER DETAIL ON SHEET 2
- 8. CONSTRUCT CONCRETE OF CURB PER CITY OF RIVERSIDE STD DWG NO. 300
- 9. INSTALL TRUNCATED DOWNS PER DETAIL ON SHEET 3.
- 10. CONSTRUCT 3" WIDE V-GUTTER PER DETAIL ON SHEET 3.
- 11. CONSTRUCT 3" WIDE V-GUTTER PER DETAIL ON SHEET 2
- 12. CONSTRUCT LOADING DOCK PER STRUCTURAL PLAN
- 13. CONSTRUCT TRASH ENCLOSURE PER ARCHITECT'S PLAN
- 14. CONSTRUCT COBBLE STONE BIP-RAP
- 15. INSTALL MATERIALS PER ARCHITECT'S PLAN



Underground Service Alert
 Call: TOLL FREE
 1-800
 227-2600
 TWO WEEKS OUT
 REVEAL THE GUT

PLAN PREPARED UNDER THE SUPERVISION OF:

CHRISTOPHER MCKEE, R.C.E. 74414 DATE:



PREPARED BY:
DMRC
 DMRC Engineering, Inc.
 Civil Engineering and Construction Planning

BENCHMARK DESCRIPTION
 POINT: 1556.37
 DATE: 12/19/11
 BY: J.E. B...
 CHECKED: J.E. B...
 SURVEYED: 1/22/15
 ADJUSTED AND ENTERED: MAY 18/17

| NO. | DESCRIPTION | DATE |
|-----|-------------|------|
| | | |
| | | |
| | | |

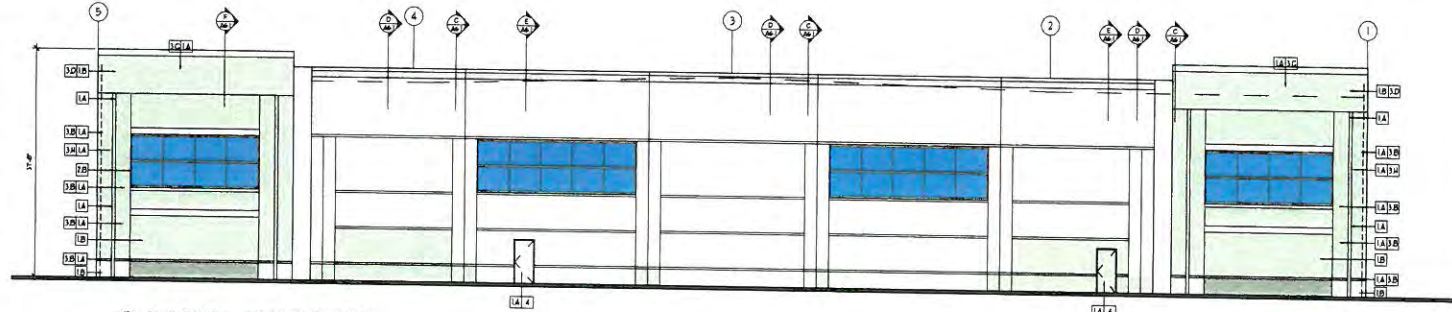
PLAN APPROVED BY:
 CITY OF RIVERSIDE
 PLANNING DIVISION
 DATE:

CTRI DAN KIPPER
 NWC OF DAN KIPPER RD &
 SYCAMORE CANYON BLVD
 RIVERSIDE, CA 92507

PWXX-XXXX
 000 NO. 780
 SHEET 3 OF 13

EXTERIOR ELEVATION GENERAL NOTES

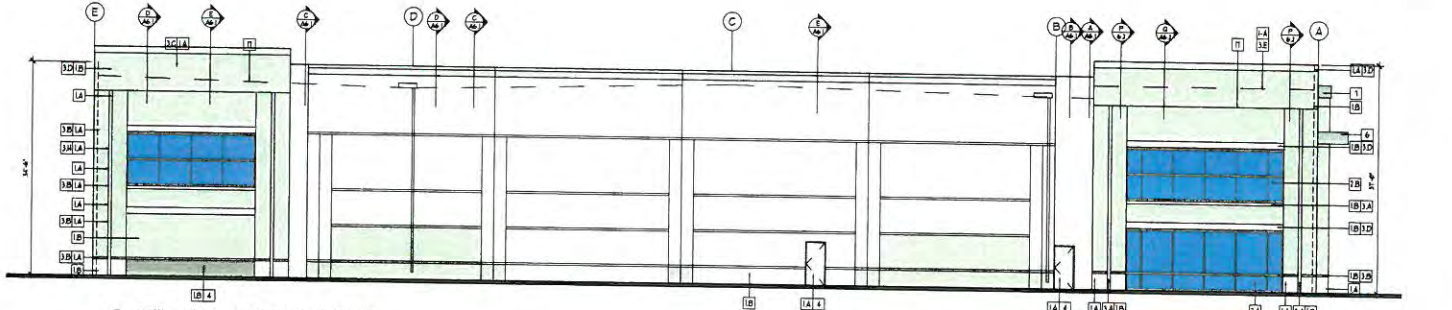
1. ALL PAINT COLOR CHANGES TO OCCUR IN PAINT COLOR SCHEDULE.
2. ALL PAINT WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE FOLLOWING:
 - a. ALL PAINT SHALL BE APPLIED TO A PROPERLY PREPARED SURFACE.
 - b. ALL PAINT SHALL BE APPLIED TO A PROPERLY PREPARED SURFACE.
 - c. ALL PAINT SHALL BE APPLIED TO A PROPERLY PREPARED SURFACE.
3. ALL PAINT WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE FOLLOWING:
 - a. ALL PAINT SHALL BE APPLIED TO A PROPERLY PREPARED SURFACE.
 - b. ALL PAINT SHALL BE APPLIED TO A PROPERLY PREPARED SURFACE.
 - c. ALL PAINT SHALL BE APPLIED TO A PROPERLY PREPARED SURFACE.
4. ALL PAINT WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE FOLLOWING:
 - a. ALL PAINT SHALL BE APPLIED TO A PROPERLY PREPARED SURFACE.
 - b. ALL PAINT SHALL BE APPLIED TO A PROPERLY PREPARED SURFACE.
 - c. ALL PAINT SHALL BE APPLIED TO A PROPERLY PREPARED SURFACE.



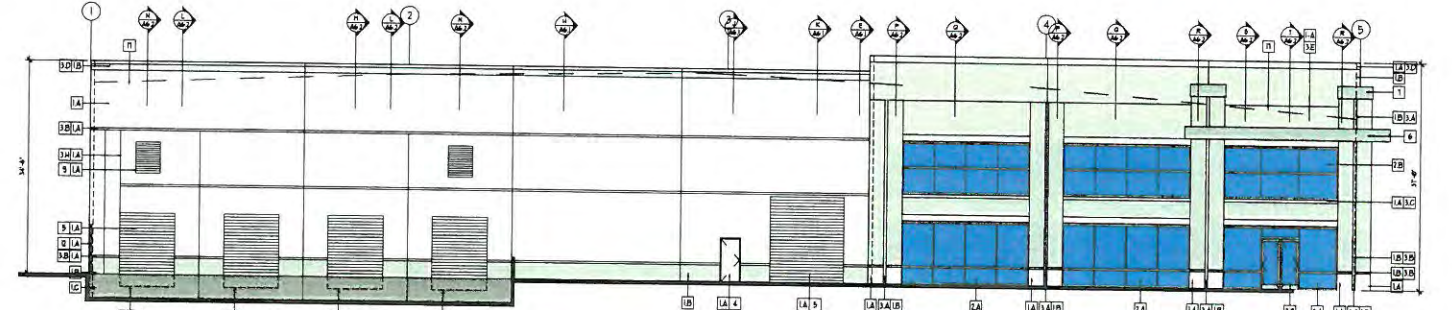
D BUILDING 1 - WEST ELEVATION
SCALE: 1/8"=1'-0"

KEY NOTES - ELEVATIONS

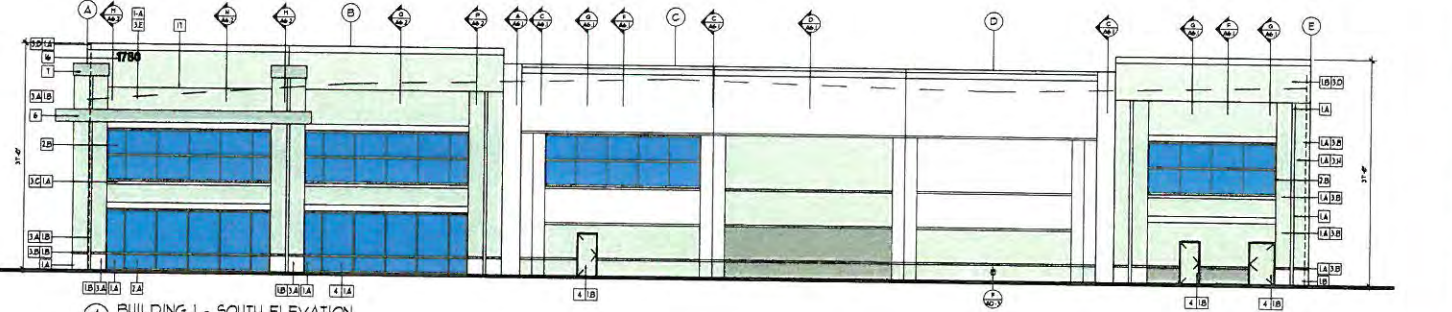
1. CONCRETE SLAB ON GRADE - FINISH TOP SURFACE SHALL BE FINISHED TO MATCH ADJACENT FINISH FLOOR.
2. CONCRETE SLAB ON GRADE - FINISH TOP SURFACE SHALL BE FINISHED TO MATCH ADJACENT FINISH FLOOR.
3. CONCRETE SLAB ON GRADE - FINISH TOP SURFACE SHALL BE FINISHED TO MATCH ADJACENT FINISH FLOOR.
4. CONCRETE SLAB ON GRADE - FINISH TOP SURFACE SHALL BE FINISHED TO MATCH ADJACENT FINISH FLOOR.
5. CONCRETE SLAB ON GRADE - FINISH TOP SURFACE SHALL BE FINISHED TO MATCH ADJACENT FINISH FLOOR.
6. CONCRETE SLAB ON GRADE - FINISH TOP SURFACE SHALL BE FINISHED TO MATCH ADJACENT FINISH FLOOR.
7. CONCRETE SLAB ON GRADE - FINISH TOP SURFACE SHALL BE FINISHED TO MATCH ADJACENT FINISH FLOOR.
8. CONCRETE SLAB ON GRADE - FINISH TOP SURFACE SHALL BE FINISHED TO MATCH ADJACENT FINISH FLOOR.
9. CONCRETE SLAB ON GRADE - FINISH TOP SURFACE SHALL BE FINISHED TO MATCH ADJACENT FINISH FLOOR.
10. CONCRETE SLAB ON GRADE - FINISH TOP SURFACE SHALL BE FINISHED TO MATCH ADJACENT FINISH FLOOR.
11. CONCRETE SLAB ON GRADE - FINISH TOP SURFACE SHALL BE FINISHED TO MATCH ADJACENT FINISH FLOOR.
12. CONCRETE SLAB ON GRADE - FINISH TOP SURFACE SHALL BE FINISHED TO MATCH ADJACENT FINISH FLOOR.
13. CONCRETE SLAB ON GRADE - FINISH TOP SURFACE SHALL BE FINISHED TO MATCH ADJACENT FINISH FLOOR.
14. CONCRETE SLAB ON GRADE - FINISH TOP SURFACE SHALL BE FINISHED TO MATCH ADJACENT FINISH FLOOR.
15. CONCRETE SLAB ON GRADE - FINISH TOP SURFACE SHALL BE FINISHED TO MATCH ADJACENT FINISH FLOOR.
16. CONCRETE SLAB ON GRADE - FINISH TOP SURFACE SHALL BE FINISHED TO MATCH ADJACENT FINISH FLOOR.
17. CONCRETE SLAB ON GRADE - FINISH TOP SURFACE SHALL BE FINISHED TO MATCH ADJACENT FINISH FLOOR.
18. CONCRETE SLAB ON GRADE - FINISH TOP SURFACE SHALL BE FINISHED TO MATCH ADJACENT FINISH FLOOR.
19. CONCRETE SLAB ON GRADE - FINISH TOP SURFACE SHALL BE FINISHED TO MATCH ADJACENT FINISH FLOOR.
20. CONCRETE SLAB ON GRADE - FINISH TOP SURFACE SHALL BE FINISHED TO MATCH ADJACENT FINISH FLOOR.
21. CONCRETE SLAB ON GRADE - FINISH TOP SURFACE SHALL BE FINISHED TO MATCH ADJACENT FINISH FLOOR.
22. CONCRETE SLAB ON GRADE - FINISH TOP SURFACE SHALL BE FINISHED TO MATCH ADJACENT FINISH FLOOR.
23. CONCRETE SLAB ON GRADE - FINISH TOP SURFACE SHALL BE FINISHED TO MATCH ADJACENT FINISH FLOOR.
24. CONCRETE SLAB ON GRADE - FINISH TOP SURFACE SHALL BE FINISHED TO MATCH ADJACENT FINISH FLOOR.
25. CONCRETE SLAB ON GRADE - FINISH TOP SURFACE SHALL BE FINISHED TO MATCH ADJACENT FINISH FLOOR.
26. CONCRETE SLAB ON GRADE - FINISH TOP SURFACE SHALL BE FINISHED TO MATCH ADJACENT FINISH FLOOR.
27. CONCRETE SLAB ON GRADE - FINISH TOP SURFACE SHALL BE FINISHED TO MATCH ADJACENT FINISH FLOOR.
28. CONCRETE SLAB ON GRADE - FINISH TOP SURFACE SHALL BE FINISHED TO MATCH ADJACENT FINISH FLOOR.
29. CONCRETE SLAB ON GRADE - FINISH TOP SURFACE SHALL BE FINISHED TO MATCH ADJACENT FINISH FLOOR.
30. CONCRETE SLAB ON GRADE - FINISH TOP SURFACE SHALL BE FINISHED TO MATCH ADJACENT FINISH FLOOR.
31. CONCRETE SLAB ON GRADE - FINISH TOP SURFACE SHALL BE FINISHED TO MATCH ADJACENT FINISH FLOOR.
32. CONCRETE SLAB ON GRADE - FINISH TOP SURFACE SHALL BE FINISHED TO MATCH ADJACENT FINISH FLOOR.
33. CONCRETE SLAB ON GRADE - FINISH TOP SURFACE SHALL BE FINISHED TO MATCH ADJACENT FINISH FLOOR.
34. CONCRETE SLAB ON GRADE - FINISH TOP SURFACE SHALL BE FINISHED TO MATCH ADJACENT FINISH FLOOR.
35. CONCRETE SLAB ON GRADE - FINISH TOP SURFACE SHALL BE FINISHED TO MATCH ADJACENT FINISH FLOOR.
36. CONCRETE SLAB ON GRADE - FINISH TOP SURFACE SHALL BE FINISHED TO MATCH ADJACENT FINISH FLOOR.
37. CONCRETE SLAB ON GRADE - FINISH TOP SURFACE SHALL BE FINISHED TO MATCH ADJACENT FINISH FLOOR.
38. CONCRETE SLAB ON GRADE - FINISH TOP SURFACE SHALL BE FINISHED TO MATCH ADJACENT FINISH FLOOR.
39. CONCRETE SLAB ON GRADE - FINISH TOP SURFACE SHALL BE FINISHED TO MATCH ADJACENT FINISH FLOOR.
40. CONCRETE SLAB ON GRADE - FINISH TOP SURFACE SHALL BE FINISHED TO MATCH ADJACENT FINISH FLOOR.
41. CONCRETE SLAB ON GRADE - FINISH TOP SURFACE SHALL BE FINISHED TO MATCH ADJACENT FINISH FLOOR.
42. CONCRETE SLAB ON GRADE - FINISH TOP SURFACE SHALL BE FINISHED TO MATCH ADJACENT FINISH FLOOR.
43. CONCRETE SLAB ON GRADE - FINISH TOP SURFACE SHALL BE FINISHED TO MATCH ADJACENT FINISH FLOOR.
44. CONCRETE SLAB ON GRADE - FINISH TOP SURFACE SHALL BE FINISHED TO MATCH ADJACENT FINISH FLOOR.
45. CONCRETE SLAB ON GRADE - FINISH TOP SURFACE SHALL BE FINISHED TO MATCH ADJACENT FINISH FLOOR.
46. CONCRETE SLAB ON GRADE - FINISH TOP SURFACE SHALL BE FINISHED TO MATCH ADJACENT FINISH FLOOR.
47. CONCRETE SLAB ON GRADE - FINISH TOP SURFACE SHALL BE FINISHED TO MATCH ADJACENT FINISH FLOOR.
48. CONCRETE SLAB ON GRADE - FINISH TOP SURFACE SHALL BE FINISHED TO MATCH ADJACENT FINISH FLOOR.
49. CONCRETE SLAB ON GRADE - FINISH TOP SURFACE SHALL BE FINISHED TO MATCH ADJACENT FINISH FLOOR.
50. CONCRETE SLAB ON GRADE - FINISH TOP SURFACE SHALL BE FINISHED TO MATCH ADJACENT FINISH FLOOR.



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



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



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



Issue and revision

| no. | date | description |
|-----|------|----------------------|
| 004 | | preliminary design |
| 005 | | preliminary drawings |
| 006 | | final design |

sheet title
BUILDING 1
BUILDING ELEVATIONS

These drawings and accompanying specifications are to be an instrument of service and shall remain the property of the architect. They are not to be used on other projects or otherwise in any project except by the agreement in writing and with appropriate compensation to the architect. The architect is responsible for reviewing and certifying documents at the job site. The architect will not be responsible for construction means, methods, techniques, sequences or procedures, or for safety of the project.

drawn by
T.J.L.
project no.
14-039.00

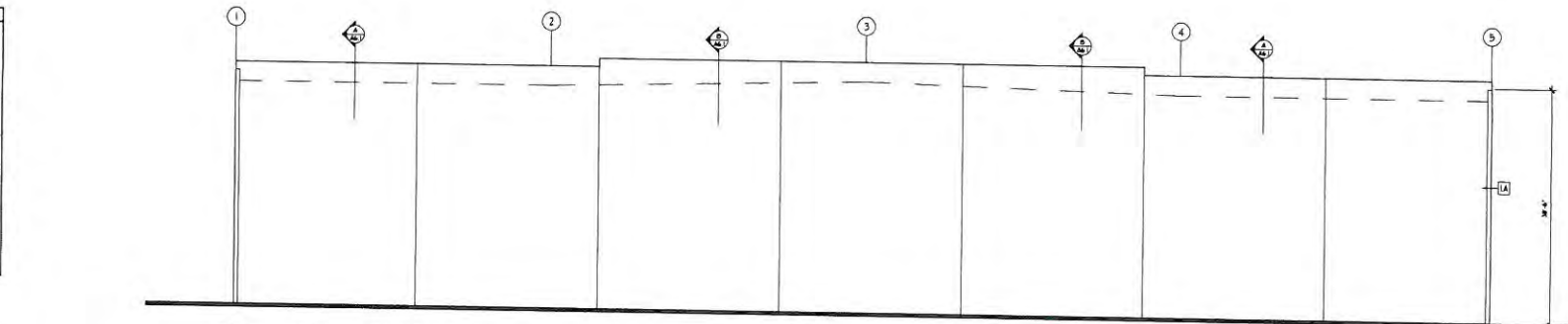
sheet no. of 42

EXTERIOR ELEVATION GENERAL NOTES

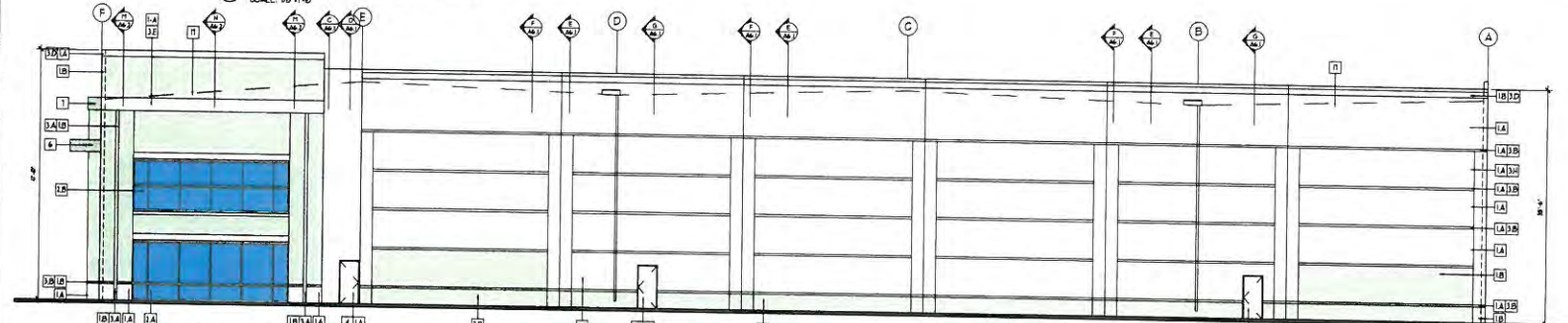
1. ALL MATERIALS SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
2. ALL FINISHES SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
3. ALL MATERIALS SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
4. ALL MATERIALS SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
5. ALL MATERIALS SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
6. ALL MATERIALS SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
7. ALL MATERIALS SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
8. ALL MATERIALS SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
9. ALL MATERIALS SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
10. ALL MATERIALS SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
11. ALL MATERIALS SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
12. ALL MATERIALS SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
13. ALL MATERIALS SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
14. ALL MATERIALS SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
15. ALL MATERIALS SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
16. ALL MATERIALS SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
17. ALL MATERIALS SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
18. ALL MATERIALS SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
19. ALL MATERIALS SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
20. ALL MATERIALS SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.

KEY NOTES - ELEVATIONS

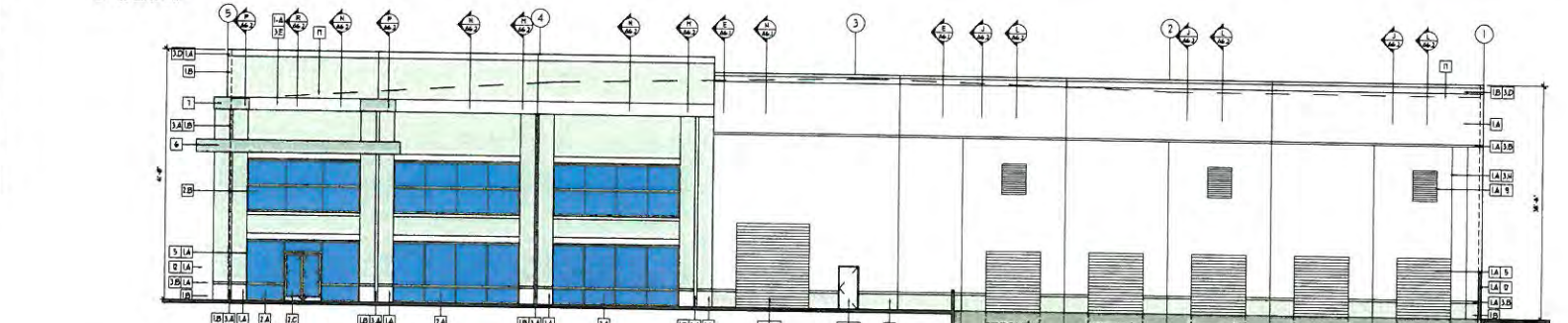
1. CONCRETE FINISH - EXPOSED FORM - PAINT AS SHOWN.
2. BRICK FINISH - EXPOSED FORM - PAINT AS SHOWN.
3. BRICK FINISH - EXPOSED FORM - PAINT AS SHOWN.
4. BRICK FINISH - EXPOSED FORM - PAINT AS SHOWN.
5. BRICK FINISH - EXPOSED FORM - PAINT AS SHOWN.
6. BRICK FINISH - EXPOSED FORM - PAINT AS SHOWN.
7. BRICK FINISH - EXPOSED FORM - PAINT AS SHOWN.
8. BRICK FINISH - EXPOSED FORM - PAINT AS SHOWN.
9. BRICK FINISH - EXPOSED FORM - PAINT AS SHOWN.
10. BRICK FINISH - EXPOSED FORM - PAINT AS SHOWN.
11. BRICK FINISH - EXPOSED FORM - PAINT AS SHOWN.
12. BRICK FINISH - EXPOSED FORM - PAINT AS SHOWN.
13. BRICK FINISH - EXPOSED FORM - PAINT AS SHOWN.
14. BRICK FINISH - EXPOSED FORM - PAINT AS SHOWN.
15. BRICK FINISH - EXPOSED FORM - PAINT AS SHOWN.
16. BRICK FINISH - EXPOSED FORM - PAINT AS SHOWN.
17. BRICK FINISH - EXPOSED FORM - PAINT AS SHOWN.
18. BRICK FINISH - EXPOSED FORM - PAINT AS SHOWN.
19. BRICK FINISH - EXPOSED FORM - PAINT AS SHOWN.
20. BRICK FINISH - EXPOSED FORM - PAINT AS SHOWN.



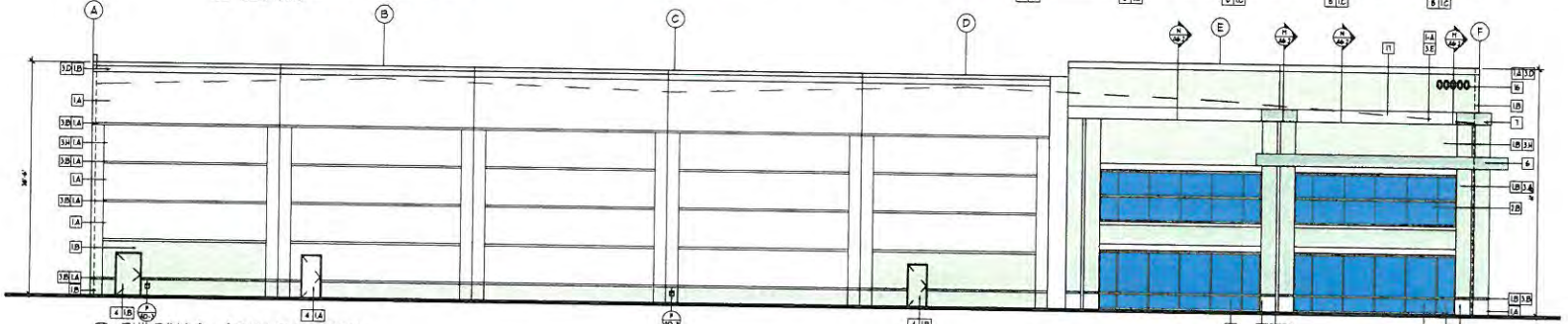
(D) BUILDING 2 - WEST ELEVATION
SCALE: 1/8"=1'-0"



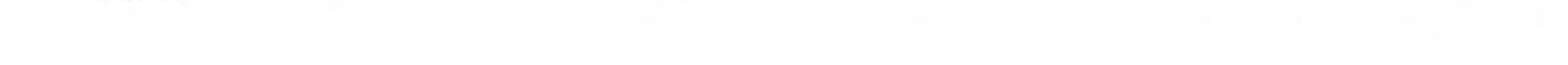
(C) BUILDING 2 - NORTH ELEVATION
SCALE: 1/8"=1'-0"



(B) BUILDING 2 - EAST ELEVATION
SCALE: 1/8"=1'-0"



(A) BUILDING 2 - SOUTH ELEVATION
SCALE: 1/8"=1'-0"



Issue and revision

| no. | date | description |
|-----|----------|----------------------|
| 001 | 05/14/08 | preliminary design |
| 002 | 05/14/08 | preliminary drawings |
| 003 | 05/14/08 | working drawings |
| 004 | 05/14/08 | contract |

sheet title
BUILDING 2
BUILDING ELEVATIONS

These drawings and accompanying specifications are to be used in accordance with the contract documents and shall remain the property of the architect. They are not to be used on other projects or otherwise in any project without the prior written consent of the architect. The architect shall not be responsible for construction means, methods, techniques, sequences or procedures, or for safety, production and program to insurance with the project.

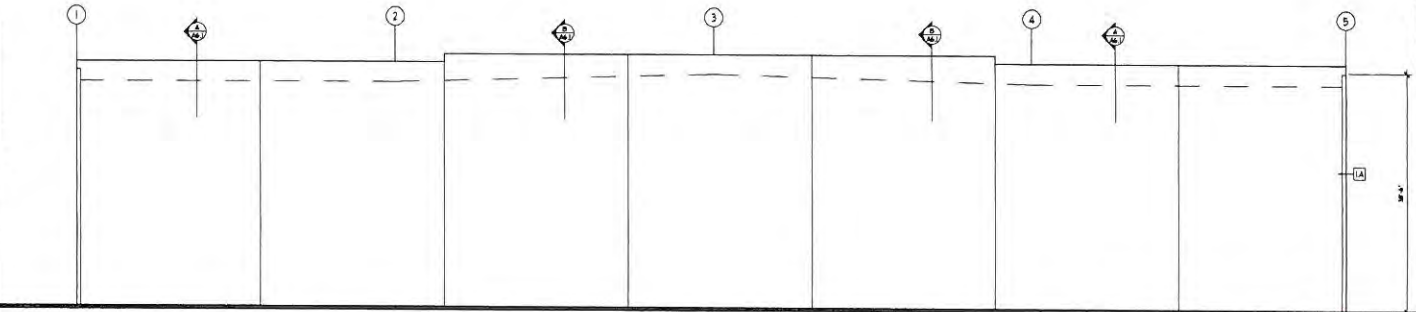
drawn by
TJL
project no.
14-039.00
sheet no. of 42

EXTERIOR ELEVATION GENERAL NOTES

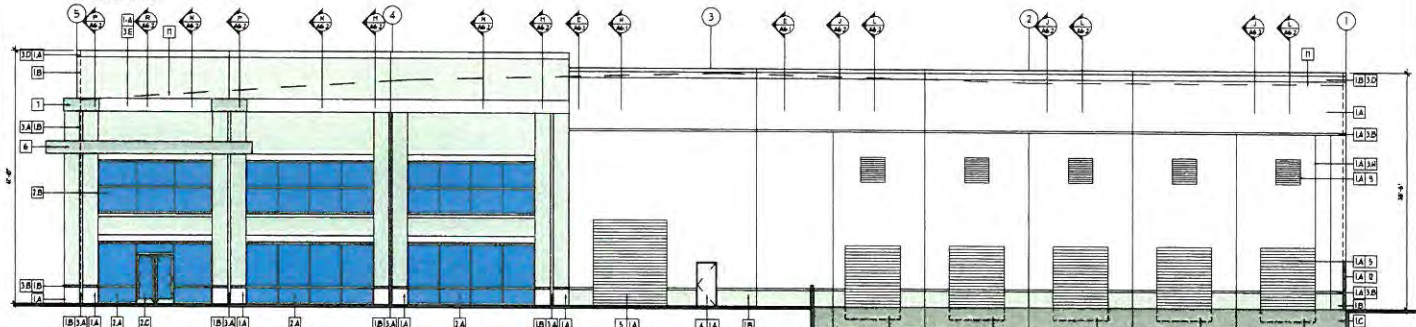
1. ALL ELEVATIONS SHALL BE DRAWN TO THE SAME SCALE UNLESS OTHERWISE NOTED.
2. ALL FINISHES SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
3. ALL FINISHES SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
4. ALL FINISHES SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
5. ALL FINISHES SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
6. ALL FINISHES SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
7. ALL FINISHES SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
8. ALL FINISHES SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
9. ALL FINISHES SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
10. ALL FINISHES SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
11. ALL FINISHES SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
12. ALL FINISHES SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
13. ALL FINISHES SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
14. ALL FINISHES SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
15. ALL FINISHES SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
16. ALL FINISHES SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
17. ALL FINISHES SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
18. ALL FINISHES SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
19. ALL FINISHES SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
20. ALL FINISHES SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
21. ALL FINISHES SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
22. ALL FINISHES SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
23. ALL FINISHES SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
24. ALL FINISHES SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
25. ALL FINISHES SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
26. ALL FINISHES SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
27. ALL FINISHES SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
28. ALL FINISHES SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
29. ALL FINISHES SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
30. ALL FINISHES SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
31. ALL FINISHES SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
32. ALL FINISHES SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
33. ALL FINISHES SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
34. ALL FINISHES SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
35. ALL FINISHES SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
36. ALL FINISHES SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
37. ALL FINISHES SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
38. ALL FINISHES SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
39. ALL FINISHES SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
40. ALL FINISHES SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
41. ALL FINISHES SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
42. ALL FINISHES SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
43. ALL FINISHES SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
44. ALL FINISHES SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
45. ALL FINISHES SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
46. ALL FINISHES SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
47. ALL FINISHES SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
48. ALL FINISHES SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
49. ALL FINISHES SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
50. ALL FINISHES SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.

KEY NOTES - ELEVATIONS

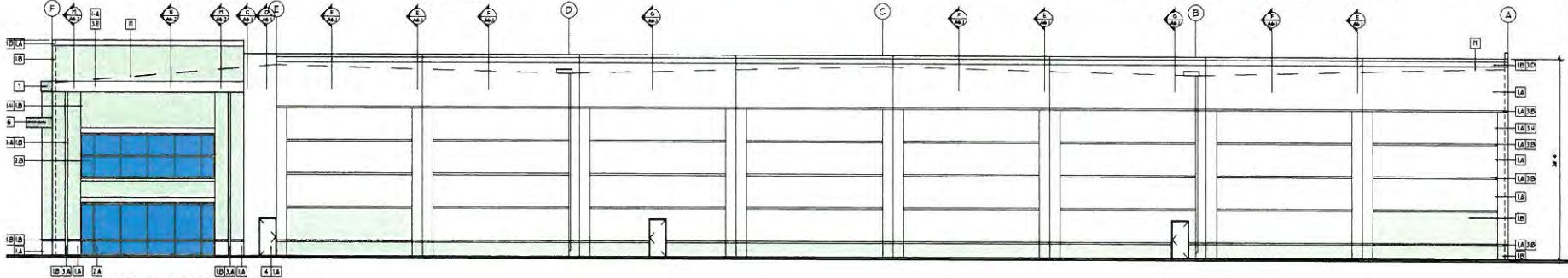
1. FINISHES SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
2. FINISHES SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
3. FINISHES SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
4. FINISHES SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
5. FINISHES SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
6. FINISHES SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
7. FINISHES SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
8. FINISHES SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
9. FINISHES SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
10. FINISHES SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
11. FINISHES SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
12. FINISHES SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
13. FINISHES SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
14. FINISHES SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
15. FINISHES SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
16. FINISHES SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
17. FINISHES SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
18. FINISHES SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
19. FINISHES SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
20. FINISHES SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
21. FINISHES SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
22. FINISHES SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
23. FINISHES SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
24. FINISHES SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
25. FINISHES SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
26. FINISHES SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
27. FINISHES SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
28. FINISHES SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
29. FINISHES SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
30. FINISHES SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
31. FINISHES SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
32. FINISHES SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
33. FINISHES SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
34. FINISHES SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
35. FINISHES SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
36. FINISHES SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
37. FINISHES SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
38. FINISHES SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
39. FINISHES SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
40. FINISHES SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
41. FINISHES SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
42. FINISHES SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
43. FINISHES SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
44. FINISHES SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
45. FINISHES SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
46. FINISHES SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
47. FINISHES SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
48. FINISHES SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
49. FINISHES SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
50. FINISHES SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.



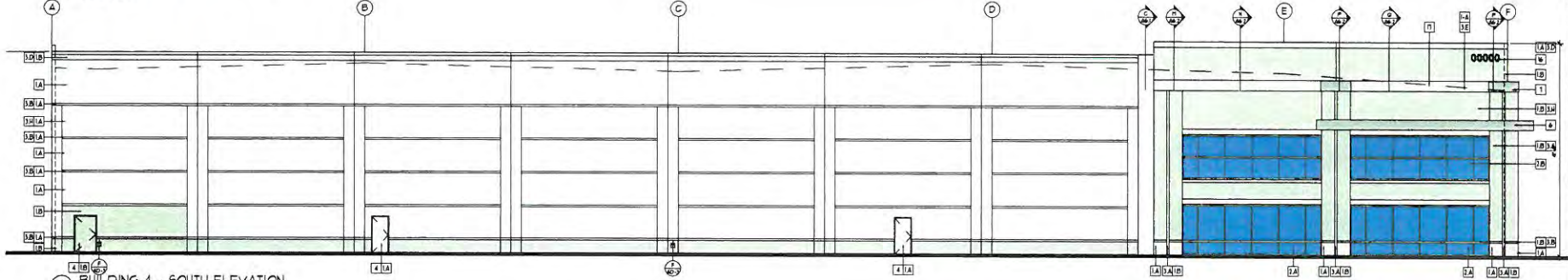
D BUILDING 4 - WEST ELEVATION
SCALE: 1/8" = 1'-0"



C BUILDING 4 - EAST ELEVATION
SCALE: 1/8" = 1'-0"



B BUILDING 4 - NORTH ELEVATION
SCALE: 1/8" = 1'-0"



A BUILDING 4 - SOUTH ELEVATION
SCALE: 1/8" = 1'-0"



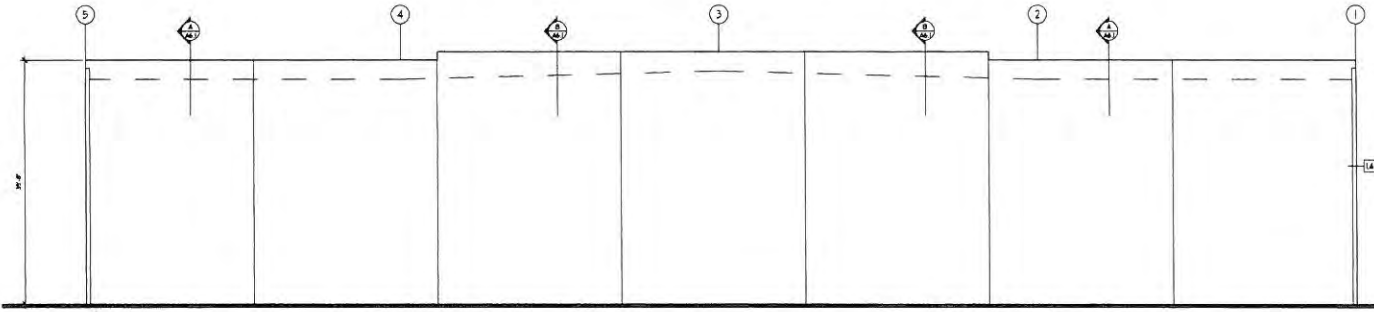
Issue and revision

| no. | date | description |
|------|------|----------------------|
| 104 | | preliminary design |
| 104A | | preliminary drawings |
| 104B | | building department |
| 104C | | submitting |

sheet title
BUILDING 4
BUILDING ELEVATIONS

These drawings and accompanying specifications are to be used for construction of the project. They are not to be used for other purposes or alterations in the project except by an agreement in writing and with appropriate consideration by the architect. Construction of the project shall be in accordance with the contract documents and the applicable laws, regulations and codes. The architect assumes no liability for construction delays, omissions, or for safety, personnel or property in connection with the project.

drawn by
TJL
project no.
14-039.00
sheet no. of 42



EXTERIOR ELEVATION GENERAL NOTES

1. ALL ELEVATIONS SHOWN ON THIS SET ARE GENERAL AND NOT TO BE CONSIDERED AS PART OF THE CONTRACT.
2. ALL MATERIALS AND FINISHES TO BE USED SHALL BE APPROVED BY THE ARCHITECT PRIOR TO ORDERING.
3. ALL MATERIALS AND FINISHES TO BE USED SHALL BE APPROVED BY THE ARCHITECT PRIOR TO ORDERING.
4. ALL MATERIALS AND FINISHES TO BE USED SHALL BE APPROVED BY THE ARCHITECT PRIOR TO ORDERING.
5. ALL MATERIALS AND FINISHES TO BE USED SHALL BE APPROVED BY THE ARCHITECT PRIOR TO ORDERING.
6. ALL MATERIALS AND FINISHES TO BE USED SHALL BE APPROVED BY THE ARCHITECT PRIOR TO ORDERING.
7. ALL MATERIALS AND FINISHES TO BE USED SHALL BE APPROVED BY THE ARCHITECT PRIOR TO ORDERING.
8. ALL MATERIALS AND FINISHES TO BE USED SHALL BE APPROVED BY THE ARCHITECT PRIOR TO ORDERING.
9. ALL MATERIALS AND FINISHES TO BE USED SHALL BE APPROVED BY THE ARCHITECT PRIOR TO ORDERING.
10. ALL MATERIALS AND FINISHES TO BE USED SHALL BE APPROVED BY THE ARCHITECT PRIOR TO ORDERING.

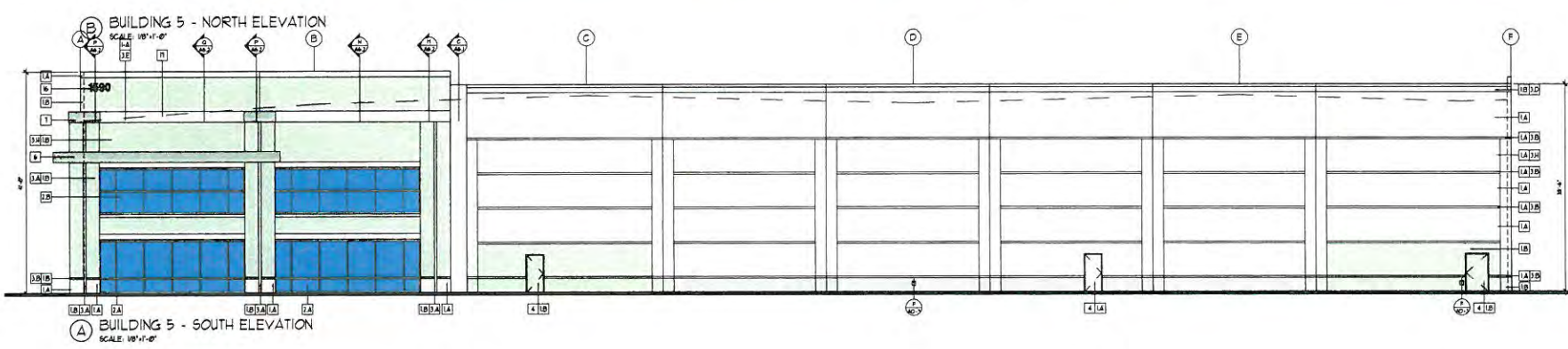
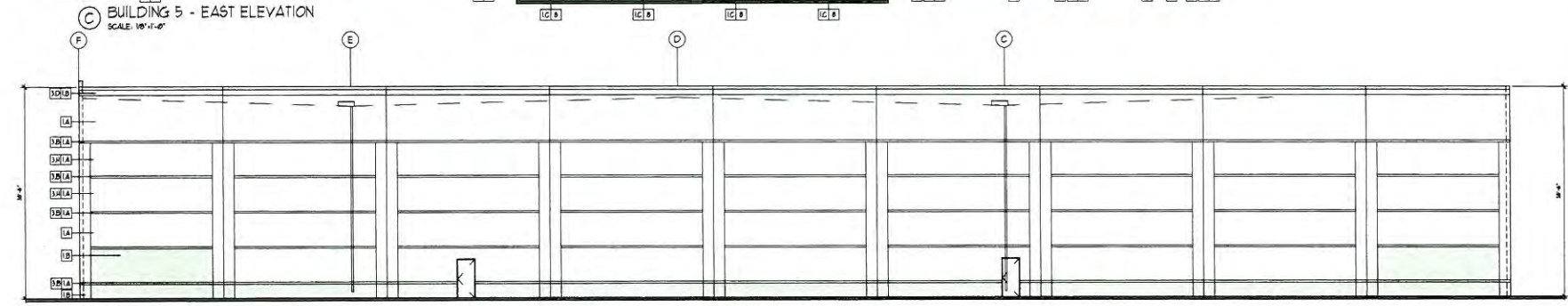
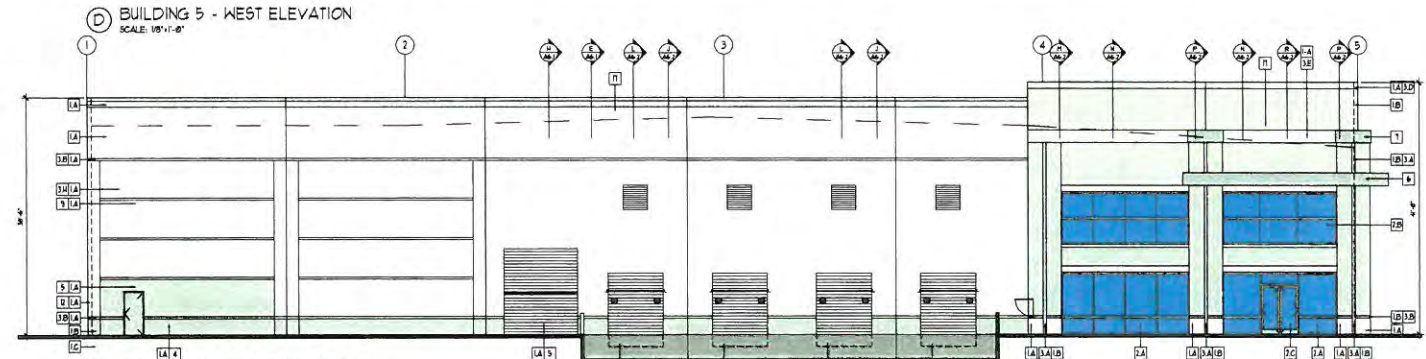
KEY NOTES - ELEVATIONS

1. CONCRETE SLAB PANEL, EXPOSED FORMER, PAINT AS NOTED BELOW.
2. CONCRETE SLAB PANEL, EXPOSED FORMER, PAINT AS NOTED BELOW.
3. CONCRETE SLAB PANEL, EXPOSED FORMER, PAINT AS NOTED BELOW.
4. CONCRETE SLAB PANEL, EXPOSED FORMER, PAINT AS NOTED BELOW.
5. CONCRETE SLAB PANEL, EXPOSED FORMER, PAINT AS NOTED BELOW.
6. CONCRETE SLAB PANEL, EXPOSED FORMER, PAINT AS NOTED BELOW.
7. CONCRETE SLAB PANEL, EXPOSED FORMER, PAINT AS NOTED BELOW.
8. CONCRETE SLAB PANEL, EXPOSED FORMER, PAINT AS NOTED BELOW.
9. CONCRETE SLAB PANEL, EXPOSED FORMER, PAINT AS NOTED BELOW.
10. CONCRETE SLAB PANEL, EXPOSED FORMER, PAINT AS NOTED BELOW.
11. CONCRETE SLAB PANEL, EXPOSED FORMER, PAINT AS NOTED BELOW.
12. CONCRETE SLAB PANEL, EXPOSED FORMER, PAINT AS NOTED BELOW.
13. CONCRETE SLAB PANEL, EXPOSED FORMER, PAINT AS NOTED BELOW.
14. CONCRETE SLAB PANEL, EXPOSED FORMER, PAINT AS NOTED BELOW.
15. CONCRETE SLAB PANEL, EXPOSED FORMER, PAINT AS NOTED BELOW.
16. CONCRETE SLAB PANEL, EXPOSED FORMER, PAINT AS NOTED BELOW.
17. CONCRETE SLAB PANEL, EXPOSED FORMER, PAINT AS NOTED BELOW.
18. CONCRETE SLAB PANEL, EXPOSED FORMER, PAINT AS NOTED BELOW.
19. CONCRETE SLAB PANEL, EXPOSED FORMER, PAINT AS NOTED BELOW.
20. CONCRETE SLAB PANEL, EXPOSED FORMER, PAINT AS NOTED BELOW.
21. CONCRETE SLAB PANEL, EXPOSED FORMER, PAINT AS NOTED BELOW.
22. CONCRETE SLAB PANEL, EXPOSED FORMER, PAINT AS NOTED BELOW.
23. CONCRETE SLAB PANEL, EXPOSED FORMER, PAINT AS NOTED BELOW.
24. CONCRETE SLAB PANEL, EXPOSED FORMER, PAINT AS NOTED BELOW.
25. CONCRETE SLAB PANEL, EXPOSED FORMER, PAINT AS NOTED BELOW.
26. CONCRETE SLAB PANEL, EXPOSED FORMER, PAINT AS NOTED BELOW.
27. CONCRETE SLAB PANEL, EXPOSED FORMER, PAINT AS NOTED BELOW.
28. CONCRETE SLAB PANEL, EXPOSED FORMER, PAINT AS NOTED BELOW.
29. CONCRETE SLAB PANEL, EXPOSED FORMER, PAINT AS NOTED BELOW.
30. CONCRETE SLAB PANEL, EXPOSED FORMER, PAINT AS NOTED BELOW.
31. CONCRETE SLAB PANEL, EXPOSED FORMER, PAINT AS NOTED BELOW.
32. CONCRETE SLAB PANEL, EXPOSED FORMER, PAINT AS NOTED BELOW.
33. CONCRETE SLAB PANEL, EXPOSED FORMER, PAINT AS NOTED BELOW.
34. CONCRETE SLAB PANEL, EXPOSED FORMER, PAINT AS NOTED BELOW.
35. CONCRETE SLAB PANEL, EXPOSED FORMER, PAINT AS NOTED BELOW.
36. CONCRETE SLAB PANEL, EXPOSED FORMER, PAINT AS NOTED BELOW.
37. CONCRETE SLAB PANEL, EXPOSED FORMER, PAINT AS NOTED BELOW.
38. CONCRETE SLAB PANEL, EXPOSED FORMER, PAINT AS NOTED BELOW.
39. CONCRETE SLAB PANEL, EXPOSED FORMER, PAINT AS NOTED BELOW.
40. CONCRETE SLAB PANEL, EXPOSED FORMER, PAINT AS NOTED BELOW.
41. CONCRETE SLAB PANEL, EXPOSED FORMER, PAINT AS NOTED BELOW.
42. CONCRETE SLAB PANEL, EXPOSED FORMER, PAINT AS NOTED BELOW.
43. CONCRETE SLAB PANEL, EXPOSED FORMER, PAINT AS NOTED BELOW.
44. CONCRETE SLAB PANEL, EXPOSED FORMER, PAINT AS NOTED BELOW.
45. CONCRETE SLAB PANEL, EXPOSED FORMER, PAINT AS NOTED BELOW.
46. CONCRETE SLAB PANEL, EXPOSED FORMER, PAINT AS NOTED BELOW.
47. CONCRETE SLAB PANEL, EXPOSED FORMER, PAINT AS NOTED BELOW.
48. CONCRETE SLAB PANEL, EXPOSED FORMER, PAINT AS NOTED BELOW.
49. CONCRETE SLAB PANEL, EXPOSED FORMER, PAINT AS NOTED BELOW.
50. CONCRETE SLAB PANEL, EXPOSED FORMER, PAINT AS NOTED BELOW.

DATUM ARCHITECTS

150 PAULRING AVE • STE D195
COSTA MESA, CA • 92626
949 • 581 • 2255
E-MAIL • datum@ocnet.net

**CT REALTY
CT SYCAMORE CENTER
BUILDING FIVE
1500 DAN KIPPER
RIVERSIDE, CA**



Issue and revision

| no. | date | description |
|-----|------|------------------------------|
| 004 | | preliminary design |
| 005 | | building appearance exterior |

sheet title
**BUILDING 5
BUILDING ELEVATIONS**

These drawings and accompanying specifications are to be an instrument of service and shall remain the property of the architect. They are not to be used for other projects or otherwise in any project except by an agreement in writing and with appropriate compensation to the architect. The architect will not be responsible for construction means, methods, techniques or procedures, or for safety or health of personnel or materials used on the project.

drawn by
T.J.L.

project no.
14-0339-00

sheet no. of 42

A5.4