



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., October 8, 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

STAFF

Director
Ed Cooper

John Guerin
Russell Brady
Barbara Santos

1.1 CALL TO ORDER

1.2 SALUTE TO FLAG

1.3 ROLL CALL

2.0 PUBLIC HEARING: CONTINUED ITEMS

MARCH AIR RESERVE BASE

- 2.1 ZAP1135MA15 – Jack Kofdarali and Ino Cruz/French Valley Benton Rd., LP – City of Moreno Valley Case No.: PA15-0032 (Master Plot Plan). The applicant proposes to develop and operate a 48,140 square foot industrial warehouse (including 4,000 square feet of office space), a gasoline and diesel service station with 14 pumps, a 3,800 square foot convenience store, three fast-food restaurants with a combined gross floor area of 9,200 square feet, and a car wash on 6.31 acres located northerly of Cactus Avenue, easterly of Commerce Center Drive, and southerly of Goldencrest Drive in the City of Moreno Valley. (Assessor's Parcel Numbers 297-130-052, -053, and -054) (Airport Compatibility Zone B2 of the March Air Reserve Base/Inland Port Airport Influence Area). ALUC Staff Planner: John Guerin at (951) 955-0982, or e-mail at jguerin@rctlma.org

Recommendation: CONDITIONAL CONSISTENCY

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

www.rcaluc.org

CHINO AIRPORT

- 2.2 ZAP1020CH15 – Wal-Mart Stores, Inc. (Representatives: Kathleen Bonesz, Kimley-Horn and Associates; Jonathan Shardlow, Gresham Savage Nolan and Tilden) – City of Eastvale Case Number 12-0051 (Major Development Plan/Conditional Use Permit, General Plan Amendment [GPA], Change of Zone [CZ], Tentative Tract Map). The applicant proposes to develop a 192,000 square foot Wal-Mart on 20.95 acres of a 24.8 gross acre property located at the southeast corner of Archibald Avenue and Limonite Avenue, northerly and westerly of Southern California Edison transmission lines and James C. Huber Park. The site is presently split between areas designated Light Industrial and Commercial Retail on the City's General Plan. The GPA would designate the entire site as Commercial Retail. Similarly, the site is presently split between areas zoned C-1/C-P (General Commercial) and M-SC (Manufacturing-Service Commercial). The CZ would apply C-1/C-P zoning to the entire site. Finally, Tentative Tract Map No. 35061 would divide the property into six (6) parcels. **FURTHER CONSIDERATION: This project is being reconsidered due to change in location of required open areas.** (Compatibility Zones C and D of the Chino Airport Influence Area). ALUC Staff Planner: John Guerin at (951) 955-0982, or e-mail at jguerin@rctlma.org

Recommendation: CONSISTENT

3.0 PUBLIC HEARING: NEW ITEMS**MARCH AIR RESERVE BASE**

- 3.1 ZAP1142MA15 – Iris Avenue Land, LLC (Representative: Rick Engineering) – County of Riverside Case Nos.: CZ 07876 (Change of Zone) and TR 36897 (Tentative Tract Map). CZ 07876 is a proposal to change the zoning of 119.39 acres located westerly of Chicago Avenue and northerly of Iris Avenue (Assessor's Parcel Number 245-300-001) from A-1-10 (Light Agriculture, 10 acre minimum lot size) to R-1-1/2 (One-family dwellings, one-half acre minimum lot size). Tentative Tract Map No. 36897 is a proposal to subdivide 110.1 gross acres of the same property into 103 single-family residential lots with a minimum lot size of one-half acre, 3 lots for water quality basins, 3 open space lots, one lot for sewer purposes, and one lot for a lift station. (There would also be an 11.2-acre remainder lot.) (Airport Compatibility Zone D 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

- 3.2 ZAP1144MA15 – Sean Court Estates, LLC (Representative: Vit Liskutin) – County Case No.: GPA 00917 (General Plan Amendment). A proposal to amend the Reche Canyon/Badlands Area Plan (General Plan) land use designation of an 8.48-acre parcel (to wit, Assessor's Parcel Number 473-420-010) located northerly of Walther Avenue, westerly of Sean Court, and easterly of Keith Drive from R:RR (Rural Residential [5 acre minimum] within the Rural Foundation Component) to RC: VLDR (Very Low Density Residential [one acre average lot size/one dwelling unit per acre] within the Rural Community Foundation Component.) (Airport Compatibility Zone E/High Terrain Zone 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

MARCH AIR RESERVE BASE

- 3.3 ZAP1146MA15 – Cardinal CG Company (Cardinal Glass) (Representative: David Fillmore, Sitts & Hill Engineers) – City of Moreno Valley Case No. P15-061 (Amended Plot Plan). A proposal to expand the existing Cardinal glass tempering facility located on an 18.81-acre parcel at 24100 Cardinal Avenue (Assessor's Parcel Number 316-100-045, on the northeast corner of Heacock Street and Cardinal Avenue) from 72,757 square feet to 122,439 square feet in floor area. The areas utilized for manufacturing would be increased from 10,200 to 19,504 square feet, and the areas utilized for warehousing and equipment would be increased from 57,173 to 97,551 square feet. Office areas would remain at 5,384 square feet. (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

Staff Recommendation: CONSISTENT

- 3.4 ZAP1137MA15 – Prologis, LP (Representative: Grant Henninger, T&B Planning) – City of Moreno Valley Case Nos.: PA15-0014, PA15-0015, PA15-0016, PA15-0017 (Plot Plans), PA15-0018 (Tentative Parcel Map No. 36150, and PA15-036 (Specific Plan Amendment). The applicant proposes development of Moreno Valley Logistics Center, consisting of four industrial (predominantly warehouse) buildings. Building 1 (PA15-0014) would have a gross floor area of 1,351,770 square feet, including 30,000 square feet of office space. Building 2 (PA15-0015) would have a gross floor area of 122,516 square feet, including 10,000 square feet of office space. Buildings 1 and 2 would be located westerly of Indian Street, southerly of Krameria Avenue, and northeasterly of the drainage channel. Building 3 (PA15-0016) would have a gross floor area of 97,222 square feet, and Building 4 (PA15-0017) would have a gross floor area of 166,010 square feet. Buildings 3 and 4 would be located easterly of Heacock Avenue, northerly of Cardinal Avenue, and southwesterly of the drainage channel. Tentative Parcel Map No. 36150 (PA15-0017) would divide the portion of the site easterly of the drainage channel (69.55 acres) into two lots, so that Buildings 1 and 2 would be on separate legal lots. The applicant also proposes to amend (PA15-036) the Moreno Valley Industrial Specific Plan (Specific Plan No. 208) so as to allow the buffer between industrial and residential uses along the west side of Indian Street southerly of Krameria Avenue and northerly of the drainage channel to be reduced from 250 feet to 100 feet. (Airport Compatibility Zones C1 [Buildings 3 and 4] and D [Buildings 1 and 2] of the March Air Reserve Base/Inland Port Airport Influence Area). ALUC Staff Planner: John Guerin at (951) 955-0982, or e-mail at jguerin@rctlma.org

Staff Recommendation: CONSISTENT

JACQUELINE COCHRAN REGIONAL AIRPORT

- 3.5 ZAP1034TH15 – Fullerton Architects PC (Nick Fullerton), for Paul Porteous – County Case No. BRS 150618 (Building Permit). The applicant proposes to install and operate roof mounted photovoltaic solar panels on a private member's seasonal residence/garage located at 61801 Fullerton Drive (Lot 38 of Thermal Club – Assessor's Parcel Number 759-220-002) within the motorsports facility located northerly of 62nd Avenue, easterly of Tyler Street, westerly of Polk Street, and southerly of 60th Avenue in the unincorporated community of Thermal (Zone D of the Jacqueline Cochran Regional Airport Influence Area). ALUC Staff Planner: Russell Brady at (951) 955-0549, or e-mail at rbrady@rctlma.org

Staff Recommendation: CONSISTENT

JACQUELINE COCHRAN REGIONAL AIRPORT

- 3.6 ZAP1035TH15 – Fullerton Architects PC (Nick Fullerton), for Dana Kemper – County Case No. BRS 150639 (Building Permit). The applicant proposes to install and operate roof mounted photovoltaic solar panels on a private member's seasonal residence/garage located at 61-653 Goodwood Drive (Lot 63 of Thermal Club – Assessor's Parcel Number 759-220-027) within the motorsports facility located northerly of 62nd Avenue, easterly of Tyler Street, westerly of Polk Street, and southerly of 60th Avenue in the unincorporated community of Thermal (Zone D of the Jacqueline Cochran Regional Airport Influence Area). ALUC Staff Planner: Russell Brady at (951) 955-0549, or e-mail at rbrady@rctlma.org

Staff Recommendation: CONSISTENT

MARCH AIR RESERVE BASE

- 3.7 ZAP1149MA15 – Kearny Modular Way, LLC/Kearny Real Estate Company, for Earthshine LP (Representative: Jason Rosin) – County Case No.: PP25870 (Plot Plan). A proposal to establish a stone and stone product distribution facility with outdoor storage of concrete pallets on a 14.53-acre parcel located at 24100 Orange Avenue (to wit, Assessor's Parcel Number 305-090-048), on the north side of Orange Avenue, easterly of Harvill Avenue, southerly of Water Street, and westerly of Interstate 215. There are two existing buildings on the property, one with 80,000 square feet of floor area and one with 16,000 square feet. The 16,000 square foot building will be demolished; a 2,000 square foot modular office building with restroom facilities will be added. A water quality basin will also be added. (Airport Compatibility Zone C2 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

- 3.8 ZAP1147MA15 – John Mulvihill/One Sun Life (Representative: Karina Fidler, Kimley-Horn and Associates) – March JPA Case No.: Variance 15-02 [Associated case: Plot Plan 13-02 A3]. Previously approved Plot Plan 13-02 was a proposal to develop a 510,000 square foot industrial warehouse building on 25.74 acres located northerly and easterly of Opportunity Way, easterly of Meridian Parkway, westerly of Interstate 215, and northerly of Van Buren Boulevard, within the land use jurisdiction of the March Joint Powers Authority. Plot Plan 13-02 A3 would amend the previously approved Plot Plan by increasing the maximum building height from 44 feet to 48 feet and increasing the maximum top point elevation to 1,606 feet above mean sea level. The Variance is required in that the building height at up to 48 feet above ground level exceeds both the Specific Plan standard of 35 feet (Table III-2 of Specific Plan No. 5) and the proposed minimum rear yard setback of 44 feet. (A Variance would not have been required had all setbacks been at least 48 feet.) (Airport Compatibility Zone B2 of the March Air Reserve Base/Inland Port Airport Influence Area, within the March Business Center/Meridian Exception Site 1). ALUC Staff Planner: Russell Brady at (951) 955-0549, or e-mail at rbrady@rctlma.org

Staff Recommendation: CONSISTENT

MARCH AIR RESERVE BASE

- 3.9 ZAP1141MA15 - PSG (Pacific Steel Group) Perris LLC (Representative: Smith Consulting Architects) – City of Perris Case No. DPR 15-00005 (Development Plan Review). A proposal to develop two buildings with a combined floor area of 99,846 square feet on a 9.1-acre lot located southerly of Nance Street and westerly of Indian Avenue (Indian Street) in the City of Perris. The larger building, 89,246 square feet in area, would include 62,985 square feet of manufacturing space, with the remaining 26,261 square feet used for warehousing. The anticipated use of this building is for fabrication of reinforcing steel products. The smaller building, 10,600 square feet in area, would be used for offices and administrative purposes. The site has an address of 24455 Nance Street and is identified as Assessor's Parcel Number 302-030-001. (Airport Compatibility Zones B1-APZI and B2 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: INCONSISTENT

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

August 13 and September 10, 2015

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

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 3-2 2.1

HEARING DATE: **October 8, 2015 (continued from September 10, 2015 with re-advertisement)**

CASE NUMBER: ZAP1135MA15 – Jack Kofdarali and Ino Cruz/French Valley Benton Rd. LP

APPROVING JURISDICTION: City of Moreno Valley

JURISDICTION CASE NO: PA15-0032 (~~Conditional Use Permit~~) (Master Plot Plan)

MAJOR ISSUES: The square footage of dining and serving areas within the two freestanding restaurants will have to be limited to 1,500 square feet each in order to ensure compliance with Airport Compatibility Zone B2 single-acre intensity limits. The project has been designed to comply with these limits, and conditioned accordingly. The warehouse/industrial building requires FAA Obstruction Evaluation review at the proposed height and top point elevation.

RECOMMENDATION: Staff recommends that the Commission CONTINUE this matter to ~~October 8, 2015, pending FAA Obstruction Evaluation submittal as requested by staff. However, if submittal is made to FAA as requested by staff and is acknowledged as a “Work in Progress” prior to the hearing, staff would recommend a finding of~~ CONDITIONAL CONSISTENCY for the ~~Conditional Use Permit Master Plot Plan~~, subject to the conditions included herein *and such additional conditions as may be required to comply with the requirements of the Federal Aviation Administration Obstruction Evaluation Service.*

PROJECT DESCRIPTION: The applicant proposes to develop and operate a ~~48,140~~ 48,833 square foot industrial warehouse (including ~~4,000~~ 5,446 square feet of office space), a gasoline and diesel service station with 14 pumps, a 3,800 square foot convenience store, three fast-food restaurants with a combined gross floor area of 9,200 square feet, and a car wash on 6.31 acres. **Two of the fast food restaurants (each with a gross floor area of 3,200 square feet) would be on freestanding building pads, while the third (with a gross floor area of 2,800 square feet) would be in the same structure as the convenience store.**

PROJECT LOCATION: The site is located northerly of Cactus Avenue, easterly of Commerce Center Drive, and southerly of Goldencrest Drive, within the City of Moreno Valley, approximately 5,000 feet northerly of the northerly 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: Airport Compatibility Zone B2
- c. Noise Levels: Approximately 65 CNEL

BACKGROUND:

Non-Residential Average Land Use Intensity: Pursuant to the Airport Land Use Compatibility Plan for the March Air Reserve Base/Inland Port Airport (March ALUCP), the site is located within Compatibility Zone B2. Zone B2 limits average intensity to 100 people per acre.

Pursuant to Appendix C, Table C-1, of the Riverside County Airport Land Use Compatibility Plan, the intensity of restaurant serving areas is evaluated as one person per 15 square feet, commercial kitchen area as one person per 200 square feet, storage areas as one person per 300 square feet, office areas as one person per 100 square feet, and warehouse areas as one person per 500 square feet. However, Appendix C recommends that, for calculation of intensity levels, the Building Code occupancy levels be reduced by 50 percent, at least for office uses. Pursuant to special policies for the March ALUCP, the intensity of retail areas is evaluated as one person per 115 square feet.

The applicant's title sheet indicates that the warehouse would have a total occupancy of 168 persons, and that the three fast food restaurants would have a total occupancy of 263 persons. Using the special retail area intensity of one person per 115 square feet, the convenience store would accommodate 33 persons. Adding 20 vehicles at the gas pumps, 30 vehicles in the three drive-thrus, and 8 trucks at the diesel pumps, and assuming 1.5 persons per automobile and 1.0 person per truck, the mobile occupancy of the site would be 83 persons, resulting in a total on-site occupancy of 547. This number results in an average occupancy for a 6.31-acre site of 87 persons per acre, which is consistent with the Airport Compatibility Zone B2 criterion of 100 persons per acre.

A second method for determining total occupancy involves multiplying the number of parking spaces provided or required (whichever is greater) by average vehicle occupancy (assumed to be 1.5 persons per standard vehicle and 1.0 persons per trailer truck in the absence of more precise data). Based on the number of parking spaces provided for the site (191 standard vehicle spaces plus the 58 mobile sites cited above, including fuel pumps and drive-thru queues), the total site occupancy would be estimated at 370 persons. This number results in an average occupancy for a 6.31-acre site of 59 persons per acre, which is consistent with the Airport Compatibility Zone B2 criterion of 100 persons per acre.

Non-Residential Single-Acre Land Use Intensity: As noted above, the site is located within Compatibility Zone B2. Zone B2 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.

The most intense single-acre area on the site includes the two freestanding fast food restaurants, the drive-thru for one of these restaurants, and the **easterly 126 feet of the southerly 60 feet southerly 30 feet** of the industrial warehouse building (approximately **7,560 5,790** square feet). Provided that the **easterly 126 feet of the southerly 60 feet southerly 30 feet** of the industrial warehouse building is utilized specifically for warehouse uses at one person per 500 square feet, that area would accommodate **15 12** persons. The drive-thru queue (assuming 10 vehicles) would accommodate 15 persons.

The applicant's plans indicate a maximum of 1,300 square feet of dining/serving area in each of the two fast food restaurants. ~~If we assume that the remaining~~ **This leaves 1,900 square feet for other uses. The most intense uses for the remainder of a fast food restaurant would be is commercial kitchen and office uses, which would be evaluated on the basis of one person per 200 square feet. area; Based on 1,300 square feet of dining/serving area and 1,900 square feet of commercial kitchen/office/other areas,** each restaurant would accommodate 97 persons, for a subtotal of 194, and a single-acre total of **224 221**, which is consistent with the Airport Compatibility Zone B2 criterion of 250 persons maximum in any given acre.

Given the above information, we can allow for the restaurants to have a serving area up to 1,500 square feet apiece, with the remaining areas of 1,700 square feet. In that situation, each restaurant could accommodate 110 persons for a subtotal of 220, and a single-acre total of 247, ~~which would still be consistent with the single-acre criterion of 250 persons.~~

Prohibited and Discouraged Uses: The project does not propose any other uses prohibited or discouraged in Compatibility Zone B2. The use of buildings may change over time. Therefore, staff has included recommended conditions prohibiting uses that are not permissible in this Compatibility Zone.

Projects within Compatibility Zone B2 are required to locate structures a maximum distance from the runway. In this case, the site is well removed from both the runway and the extended runway centerline. Additionally, it should be noted that the traffic pattern for March Air Reserve Base/Inland Port Airport is located west of the extended runway centerline.

Noise: The March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan depicts the site as being located at approximately 65 CNEL with the noise contour crossing the project site. While the proposed warehouse is not a noise-sensitive use and would not require special measures to mitigate aircraft-generated noise, such measures may be required to achieve reduced interior noise levels of 45 dBA CNEL in office areas as required pursuant to the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan.

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 5,000 feet from the runway, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 1585 feet AMSL. The proposed buildings have a finished floor elevation of

approximately 1554 feet AMSL. Most of the buildings are less than 25 feet in height. The warehouse, however, has a maximum height of 36 feet, resulting in a top point elevation of 1590 feet AMSL. Therefore, the applicant has ~~been advised to file~~ **filed** Form 7460-1 online with the Federal Aviation Administration Obstruction Evaluation Service for the proposed warehouse building.

Open Area: None of the Compatibility Zones for the March ALUCP require open area specifically.

CONDITIONS:

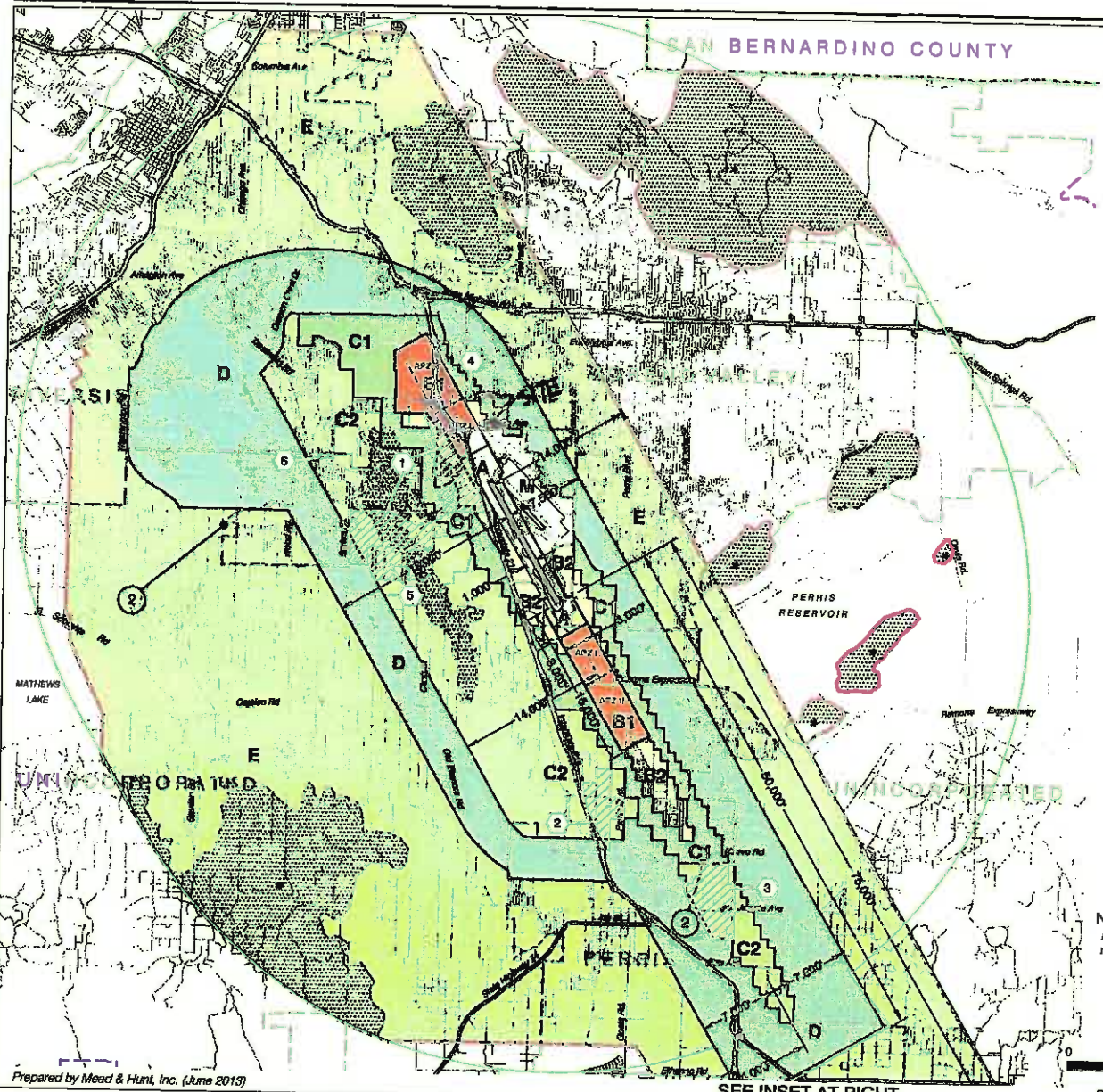
1. Any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses shall be prohibited:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, 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) Children's schools, day care centers, libraries, hospitals, skilled nursing and care facilities, congregate care facilities, hotels/motels, places of assembly, noise sensitive outdoor nonresidential uses and hazards to flight.
3. Prior to issuance of any building permits, the landowner shall convey and have recorded an avigation easement to the March Inland Port Airport Authority. Contact March Joint Powers Authority at (951) 656-7000 for additional information.
4. The attached notice shall be given to all prospective purchasers and/or tenants of the

- property. While not required, the applicant and its successors-in-interest are encouraged to provide a copy of said notice to employees who would regularly be working at this location.
5. Any new detention basin(s) on the site (including bioswales) shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basin(s) that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the detention basin(s) shall not include trees that produce seeds, fruits, or berries.
 6. The City of Moreno Valley shall require that an acoustical analysis be performed prior to issuance of building permits for the warehouse/office building to determine whether sound attenuation features are sufficient to reduce interior noise from aircraft to no more than 45 dBA CNEL in office areas.
 7. Overall office and manufacturing area within the warehouse/office building shall be limited to a maximum of ~~4,000~~ 5,446 square feet in the absence of further review by ALUC. The southerly ~~60~~ 30 feet of the building shall be limited to warehouse use only. If any development of the industrial building proposes to exceed the maximum office and manufacturing area, or if any use other than warehousing is proposed in the remaining area, further ALUC review shall be required to determine its consistency with the applicable criteria in place at that time.
 8. 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.
 9. The dining/serving area in each of the freestanding fast food restaurants shall be limited to 1,500 square feet apiece. (The remaining area may be utilized as commercial kitchen, storage, etc., including one manager's office.)

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)

SAN BERNARDINO COUNTY



LEGEND

Compatibility Zones

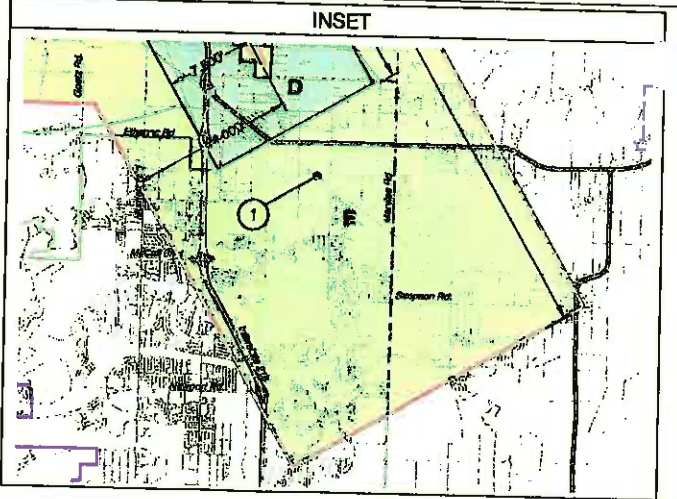
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

Boundary Lines

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

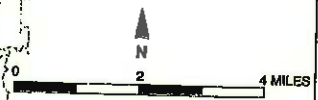
- 1 Point at which aircraft on Runway 32 ILS approach descend below 3,000 feet above runway end. Airport Elevation is 1,535 feet MSL.
- 2 Point at which departing aircraft typically reach 3,000 feet above runway end.

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



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

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



Base map source: County of Riverside 2013

SEE INSET AT RIGHT

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

Map MA-1

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



Alessandro Blvd

Stetson St

Hercock St

Stetson St

Hercock St

Stetson Ave

Riverside Dr

Hercock St

WEST MARCH

Maye Dr

ARNOLD HEIGHTS

March Air Reserve Base

March Air Reserve Base

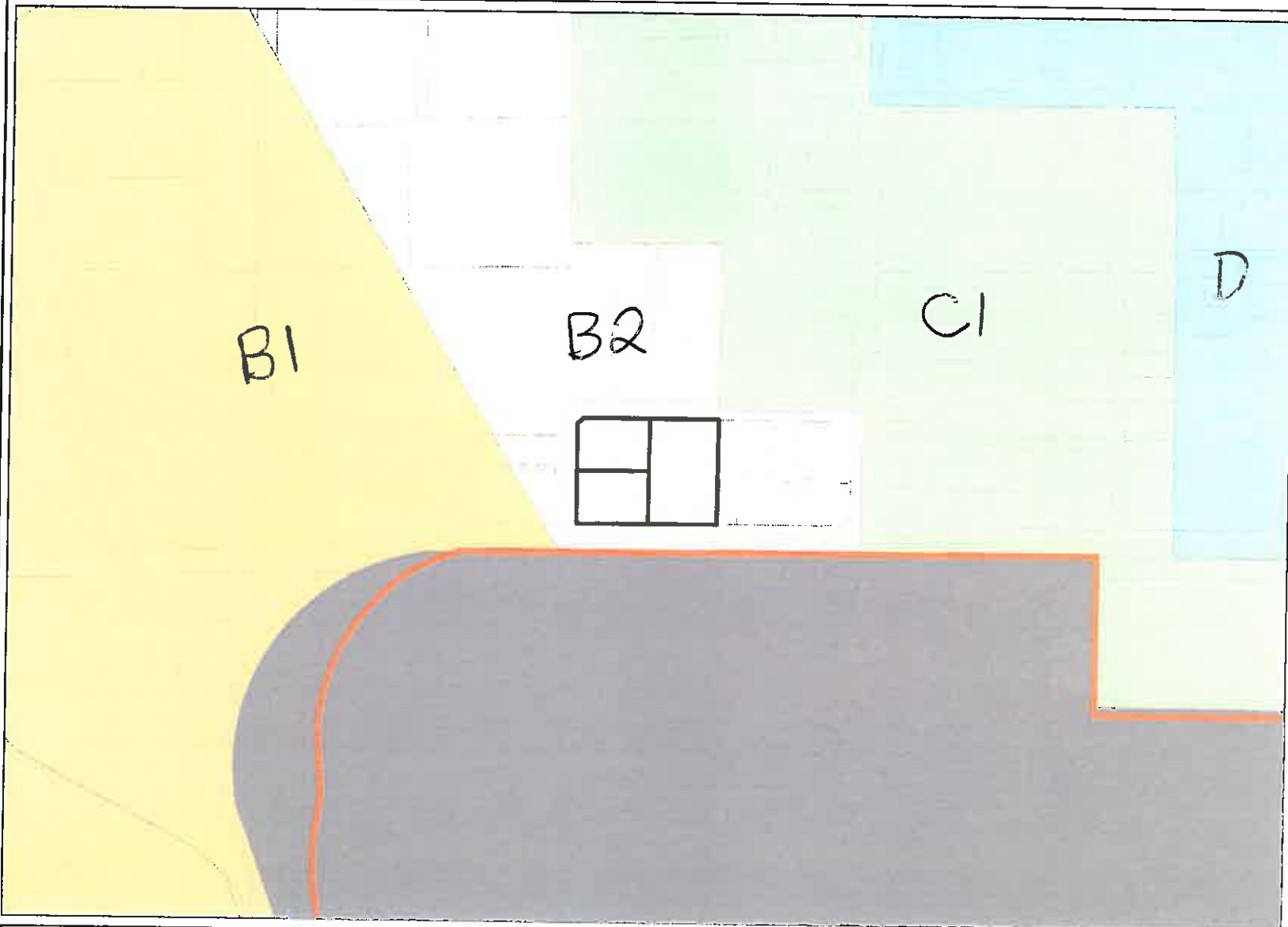
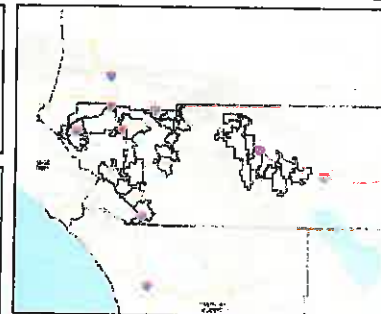
ALESSANDRO

Riverside National Cemetery

General Golf

Google

My Map



Legend

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



0 799 1,598 Feet



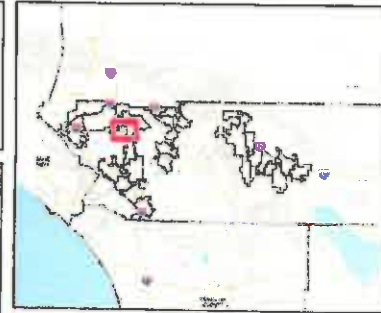
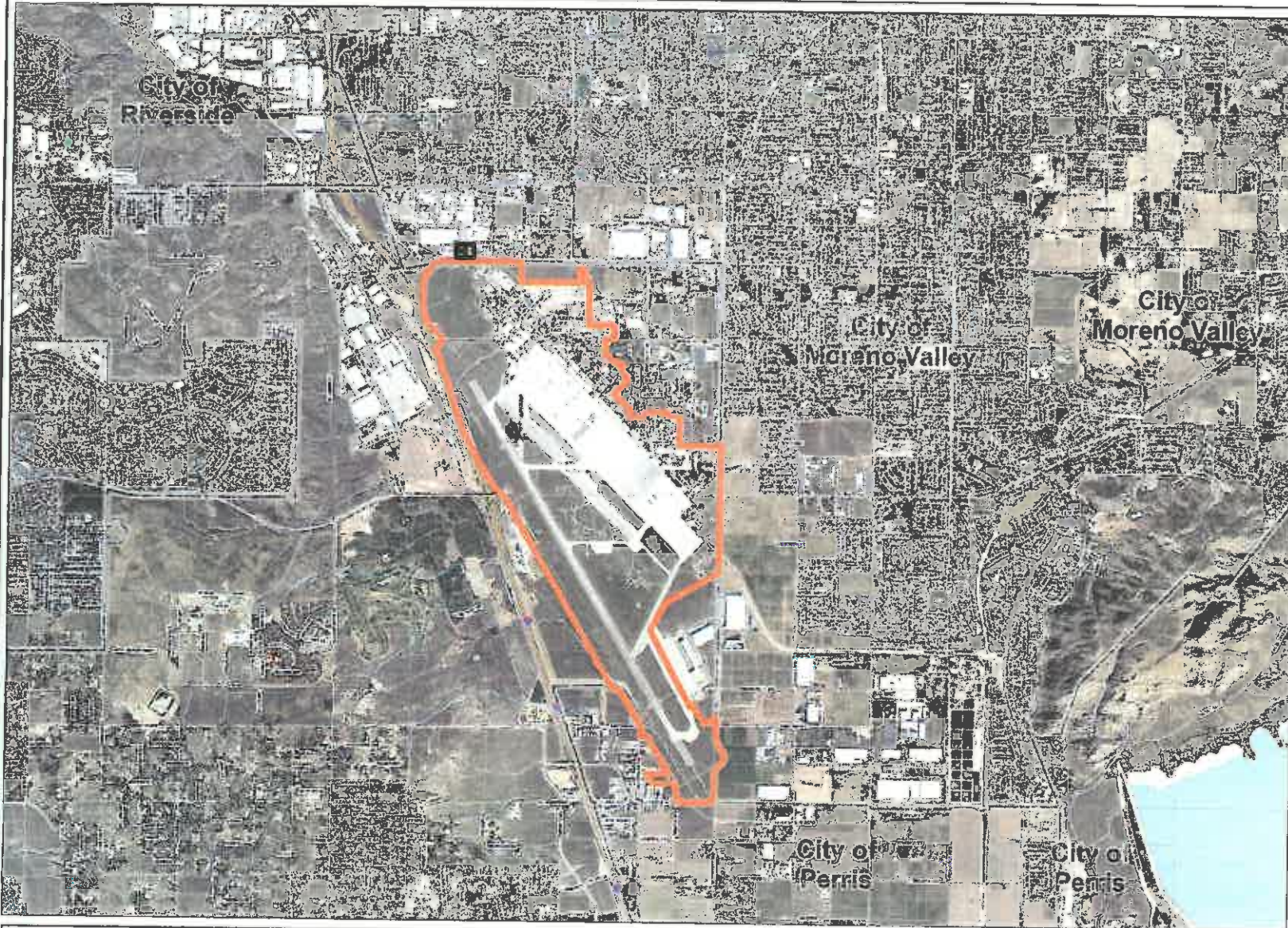
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or 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... 8/26/2015 3:23:49 PM

© Riverside County TLMA GIS

Notes

My Map



Legend

- Airports
- Intake Boundaries**
- <all other values>
- NO
- UNKNOWN
- YES
- Historic Preservation Districts
- City Boundaries
- highways_large**
- HWY
- INTERCHANGE
- INTERSTATE
- USHWY
- majorroads
- counties
- cities



0 6,390 12,781 Feet



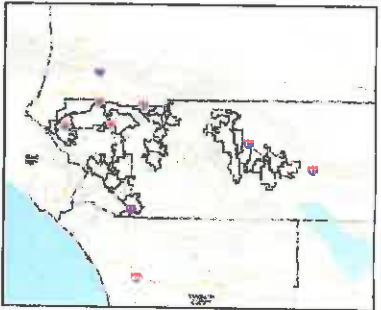
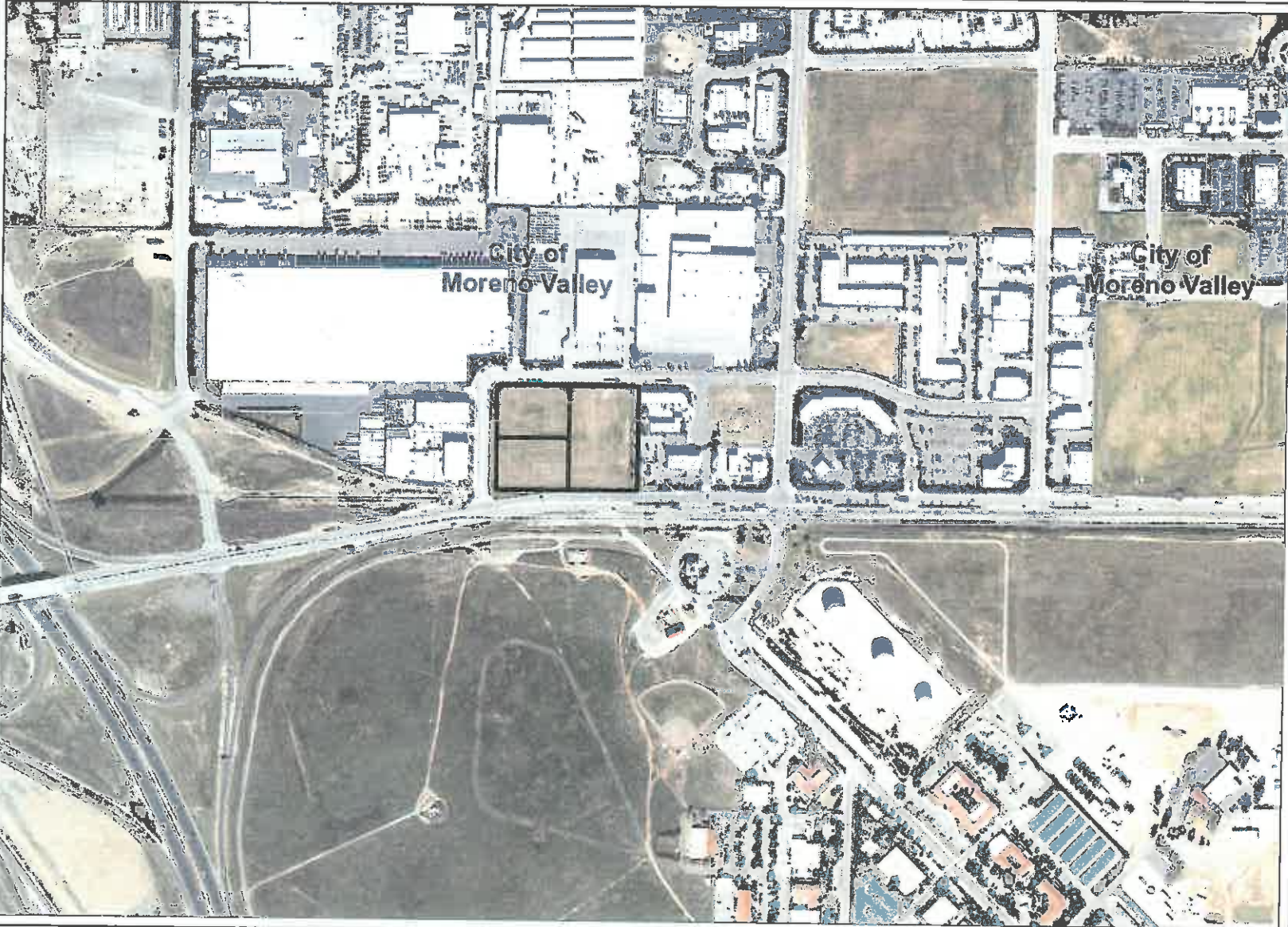
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or 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... 8/26/2015 3:32:40 PM

© Riverside County TLMA GIS

Notes

My Map



- Legend**
- RCLIS Parcels
 - Airports
 - Intake Boundaries**
 - <all other values>
 - NO
 - UNKNOWN
 - YES
 - Historic Preservation Districts I
 - City Boundaries
 - roadsanno**
 - highways**
 - HWY
 - INTERCHANGE
 - INTERSTATE
 - OFFRAMP
 - ONRAMP
 - USHWY
 - counties
 - cities
 - hydrographylines**
 - waterbodies**
 - Lakes
 - Rivers



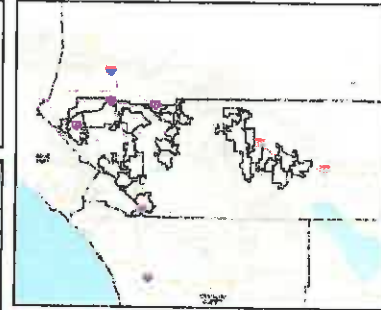
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or 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... 8/26/2015 3:28:23 PM

© Riverside County TLMA GIS

Notes

My Map



Legend

- RCLIS Parcels
- Airports
- Intake Boundaries**
- <all other values>
- NO
- UNKNOWN
- YES
- Historic Preservation Districts
- City Boundaries
- roads**
- highways**
- HWY
- INTERCHANGE
- INTERSTATE
- OFFRAMP
- ONRAMP
- USHWY
- counties
- cities
- hydrography**
- lines**
- waterbodies**
- Lakes
- Rivers



0 399 799 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... 8/26/2015 3:29:42 PM

© Riverside County TLMA GIS

Notes

PROJECT INFORMATION

LEGAL DESCRIPTION

ALL THAT CERTAIN REAL PROPERTY SITUATED IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

PARCELS 8, 9, AND 10 OF PARCEL MAP NO. 27732, IN THE CITY OF MORENO VALLEY, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS SHOWN BY MAP ON FILE IN BOOK 158, PAGES 73 THROUGH 78 INCLUDING PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

OWNER / APPLICANT

MORENO VALLEY CACTUS CENTER
P.O. BOX 1958
CORONA, CA 92679
TEL: (951) 280-3833
FAX: (951) 280-3832
CONTACT: NO CRUZ
E-MAIL: jno@jncorp.com

STRUCTURAL ENGINEER

SLASH ENGINEERING
3333 WETA CANYON RD, SUITE 108
DANA POINT, CA 92629
TEL: (949) 588-8218
FAX: (949) 588-8216
CONTACT: NILES DWANG
E-MAIL: niles@slashe.com

LANDSCAPE ARCHITECT

GENE HENRO LANDSCAPE ARCHITECTURE
13 FORDA
IRVINE, CA 92614
TEL: (949) 828-0748
FAX: (949) 880-7298
CONTACT: DEBBE HENRO
E-MAIL: g@henro.com

PROJECT DATA

SITE LOCATION:
NEC CACTUS AVENUE/COMMERCE CENTER DRIVE, MORENO VALLEY, CA

PROJECT INFORMATION

UTILTY

A. ZONING - EXISTING: B2K
- PROPOSED: B2K

A. ZONING - EXISTING: B2K
- PROPOSED: B2K

BUILDING DEPARTMENT NOTES

- SPECIAL INSPECTIONS: REFER TO SHEET S-1 FOR LIST OF SPECIAL INSPECTIONS REQUIRED BY THE STRUCTURAL ENGINEER.
- CONTACT CITY BUILDING INSPECTOR TO SCHEDULE A SPECIAL INSPECTION MEETING PRIOR TO ISSUANCE OF THE BUILDING PERMIT.
- OPEN WEB ROOF TRUSSES AND TRUSSES EQUIV. 2-CHORDS OF THE ROOF TRUSSES TO THE ARCHITECT OR ENGINEER OF RECORD FOR THEIR SHOP DRAWINGS REVIEW SHALL SUBMIT THE APPROVED TRUSS DRAWINGS TO THE CITY BUILDING INSPECTIONS DEPARTMENT FOR APPROVAL PRIOR TO REQUESTING THE FRAMING INSPECTION. ADDITIONAL PLAN REVIEW FEE MAY BE ASSESSED.
- DO NOT SIGN AND TRAFFIC EXIT SIGNS SHALL BE INSTALLED UNDER THE TENANT IMPROVEMENT PLANS. ADDRESSING WILL BE PROVIDED.
- OUTSIDE SEATING AREA MUST INCLUDE SEATING FOR THE DISABLED TO BE PROVIDED DURING TENANT BUILD OUT IF APPLICABLE.
- THE ITEMS LISTED BELOW ARE UNDER SEPARATE PERMITS:
 - SEMI-ENCLOSURE
 - FENCE WALLS
- OCCUPANT LOAD TO BE PROVIDED DURING BUILD OUT. OCCUPANCY OF THIS BUILDING SHALL BE WITHHELD UNTIL ALL DEFERRED ITEMS HAVE BEEN APPROVED FOR PERMITTING AND FINISHED BY INSPECTION.
- NO HAZARDOUS MATERIAL SHALL BE STORED ANYHOW WITHIN THE BUILDING, WHICH WILL EXCEED THE QUANTITIES PER CODE.
- REST ROOMS FACILITIES THAT COMPLY WITH THE DISABLED ACCESS REQUIREMENTS WILL BE PROVIDED DURING TENANT BUILD OUT.
- REQUIRED NUMBER OF PLUMBING FIXTURES PER CODE, ONE MINIMUM UNSEX FACILITY, NOT IN SCOPE, DETERMINED DURING TENANT BUILD OUT.
- IF THE NUMBER OF EMPLOYEES EXCEEDS 4, AND BOTH SEXES WILL BE EMPLOYED, PROVIDE SEPARATE TOILET FACILITIES FOR MEN AND WOMEN.
- A COMPLETE SMOKE DETECTION SYSTEM IS NOT IN SCOPE. A DEFERRED APPROVAL WILL BE SUBMITTED TO THE FIRE DEPARTMENT FOR REVIEW AND APPROVAL DURING TENANT BUILD OUT.

TRAFFIC ENGINEER

SALEM ENGINEERING GROUP, INC.
4625 WEST SHAW AVENUE, SUITE 110
IRVINE, CA 92714
TEL: (949) 271-5700
FAX: (949) 271-5827
CONTACT: SMITH DALEN
E-MAIL: scsmith@saemgroup.com

GEOTECHNICAL/SOIL ENGINEER

SALEM ENGINEERING GROUP, INC.
4625 WEST SHAW AVENUE, SUITE 110
IRVINE, CA 92714
TEL: (949) 271-5700
FAX: (949) 271-5827
CONTACT: SMITH DALEN
E-MAIL: scsmith@saemgroup.com

RITE LOCATION:

NEC CACTUS AVENUE/COMMERCE CENTER DRIVE, MORENO VALLEY, CA

PROJECT INFORMATION

UTILTY

A. ZONING - EXISTING: B2K
- PROPOSED: B2K

REFERENCE CODES

2013 CALIFORNIA BUILDING CODE (CBC), PART 2
BASED ON 2009 EDITION INTERNATIONAL BUILDING CODE (IBC)

2013 CALIFORNIA ELECTRICAL CODE, PART 3
BASED ON 2009 EDITION NFPA NATIONAL ELECTRICAL CODE (NEC)

2013 CALIFORNIA MECHANICAL CODE (CMC), PART 4
BASED ON 2009 EDITION UNIFORM MECHANICAL CODE (UMC)

2013 CALIFORNIA PLUMBING CODE (CPC)
BASED ON 2009 EDITION UNIFORM PLUMBING CODE (UPC)

2013 CALIFORNIA ENERGY CODE, PART 6

2013 CALIFORNIA FIRE CODE (CFC), PART 9
BASED ON 2009 EDITION OF ICC INTERNATIONAL FIRE CODE (IFC)

2013 CALIFORNIA GREEN BUILDING STANDARDS CODE, PART 11

ACCESSIBILITY CODE - AMERICAN DISABILITIES ACT
- CALIFORNIA TITLE 24

OCCUPANCY LOAD

COMMERCE STORE

USE	SQ. FT.	FACTOR	OCCUPANT LOAD
OFFICE	96 SQ.FT.	200	0.48=1
STORAGE	684 SQ.FT.	300	2.28=3
KITCHEN	226 SQ.FT.	200	1.13=2
SERVICE	1,500 SQ.FT.	15	100
			106 OCC. LOAD

FAST FOOD W/ DRIVE THRU #1

USE	SQ. FT.	FACTOR	OCCUPANT LOAD
OFFICE	50 SQ.FT.	200	0.25=1
STORAGE	400 SQ.FT.	300	1.33=2
KITCHEN	610 SQ.FT.	200	3.05=4
SERVICE	1,050 SQ.FT.	15	70
			77 OCC. LOAD

FAST FOOD W/ DRIVE THRU #2

USE	SQ. FT.	FACTOR	OCCUPANT LOAD
OFFICE	130 SQ.FT.	200	0.65=1
STORAGE	500 SQ.FT.	300	1.67=2
KITCHEN	600 SQ.FT.	200	3
SERVICE	1,300 SQ.FT.	15	86.67=87
			93 OCC. LOAD

FAST FOOD W/ DRIVE THRU #3

USE	SQ. FT.	FACTOR	OCCUPANT LOAD
OFFICE	130 SQ.FT.	200	0.65=1
STORAGE	500 SQ.FT.	300	1.67=2
KITCHEN	600 SQ.FT.	200	3
SERVICE	1,300 SQ.FT.	15	86.67=87
			93 OCC. LOAD

WAREHOUSE/OFFICE

USE	SQ. FT.	FACTOR	OCCUPANT LOAD
OFFICE	4,000 SQ.FT.	200	20
STORAGE	44,140 SQ.FT.	300	147.13=148
			168 OCC. LOAD

BUILDING AREA

AREA	AREA (ACRES)	SQ. FT.
L. LOT AREA	(5.31 ACRES)	274,838 SQ.FT.
AREA, CENTERLINE OF ROAD)	(7.20 ACRES)	317,296 SQ.FT.
PAO 1	(2.87 ACRES)	126,358 SQ.FT.
PAO 2	(1.37 ACRES)	59,844 SQ.FT.
PAO 3	(1.97 ACRES)	86,438 SQ.FT.

3. BUILDING

AREA	AREA (ACRES)	SQ. FT.
A. COMMERCE STORE		3,800 SQ.FT.
B. FAST FOOD W/ DRIVE THRU #1		2,800 SQ.FT.
C. CARWASH		1,940 SQ.FT.
D. 10-PUMP GASOLINE CANOPY		5,300 SQ.FT.
E. 4-PUMP DIESEL CANOPY		1,600 SQ.FT.
F. FAST FOOD W/ DRIVE THRU #2		3,200 SQ.FT.
G. FAST FOOD W/ DRIVE THRU #3		3,200 SQ.FT.
H. OFFICE/WAREHOUSE		45,140 SQ.FT.
TOTAL BUILDING AREA		70,080 SQ.FT.
PERCENT OF LOT COVERAGE		25.16%

4. WAREHOUSE

AREA	AREA (ACRES)	SQ. FT.
A. COMMERCE STORE		32'-0"
B. FAST FOOD W/ DRIVE THRU #1		22'-0"
C. CARWASH		16'-0"
D. 10-PUMP GASOLINE CANOPY		18'-0"
E. 4-PUMP DIESEL CANOPY		10'-0"
F. FAST FOOD W/ DRIVE THRU #2		22'-0"
G. FAST FOOD W/ DRIVE THRU #3		22'-0"
H. OFFICE/WAREHOUSE		35'-0"

PARKING

AREA	AREA (ACRES)	SQ. FT.
A. COMMERCE STORE (1/225 S.F.)		= 17 STALLS
1. REQUIRED STANDARD SPACES (S118)		= 1 STALL
2. REQUIRED ACCESSIBLE SPACES (S118)		= 0
B. FAST FOOD W/ DRIVE THRU #1 (1/100 S.F.)		= 30 STALLS
1. REQUIRED STANDARD SPACES (S118)		= 3 STALLS
2. REQUIRED ACCESSIBLE SPACES (S118)		= 0
C. CARWASH		= 0
D. 10-PUMP GASOLINE CANOPY		= 0
E. 4-PUMP DIESEL CANOPY		= 0
F. FAST FOOD W/ DRIVE THRU #2 (1/100 S.F.)		= 30 STALLS
1. REQUIRED STANDARD SPACES (S118)		= 2 STALLS
2. REQUIRED ACCESSIBLE SPACES (S118)		= 0
G. FAST FOOD W/ DRIVE THRU #3 (1/100 S.F.)		= 30 STALLS
1. REQUIRED STANDARD SPACES (S118)		= 2 STALLS
2. REQUIRED ACCESSIBLE SPACES (S118)		= 0
H. OFFICE/WAREHOUSE		= 46 STALLS
1. REQUIRED STANDARD SPACES (S118)		= 2 STALLS
2. REQUIRED ACCESSIBLE SPACES (S118)		= 0

TOTAL PARKING SPACES REQUIRED = 157 STALLS
TOTAL PARKING SPACES PROVIDED = 172 STALLS
TOTAL ACCESSIBLE SPACES REQUIRED = 0 STALLS
TOTAL ACCESSIBLE SPACES PROVIDED = 0 STALLS

LANDSCAPING

A. LANDSCAPING PROVIDED (17.76), 45,744 SQ.FT.

DESCRIPTION OF PROPOSED USE

24 HOUR RETAIL SALES OF GASOLINE & DIESEL FUEL, LICENSED REST. AND OFFICE
REST. AND OFFICE SPACES, FAST FOOD W/ DRIVE THRU, OFFICE/WAREHOUSE

INDEX OF DRAWINGS

SHEET NUMBER	DESCRIPTION	REV.	DATE
ARCHITECTURAL SITE DRAWINGS			
T1-1	TITLE SHEET	-	06/05/15
AS1-1	MASTER SITE PLAN	-	06/05/15

ARCHITECTURAL DRAWINGS			
AS1-1	COMMERCE STORE + FASTFOOD W/ DRIVE THRU W FLOOR PLAN	-	06/05/15
AS1-2	FAST FOOD W/ DRIVE THRU #2 AND #3 FLOOR PLAN	-	06/05/15
AS1-3	WAREHOUSE/OFFICE FLOOR PLAN	-	06/05/15
AS1-4	COMMERCE STORE + FASTFOOD W/ DRIVE THRU W EXT. ELEV.	-	06/05/15
AS1-5	COMMERCE STORE + FASTFOOD W/ DRIVE THRU W EXT. ELEV.	-	06/05/15
AS1-6	FAST FOOD W/ DRIVE THRU #2 AND #3 EXTERIOR ELEVATIONS	-	06/05/15
AS1-7	FAST FOOD W/ DRIVE THRU #2 AND #3 EXTERIOR ELEVATIONS	-	06/05/15
AS1-8	WAREHOUSE/OFFICE EXTERIOR ELEVATIONS	-	06/05/15

GASOLINE CANOPY PLANS			
CA1-1	GASOLINE CANOPY SLAB PLAN	-	06/05/15
CA1-2	GASOLINE CANOPY REFLECTED CEILING PLAN	-	06/05/15
CA1-3	GASOLINE CANOPY ELEVATIONS	-	06/05/15

DIESEL CANOPY PLANS			
CA1-1	DIESEL CANOPY SLAB PLAN	-	06/05/15
CA1-2	DIESEL CANOPY REFLECTED CEILING PLAN	-	06/05/15
CA1-3	DIESEL CANOPY ELEVATIONS	-	06/05/15

CARWASH PLANS			
CA1-1	CARWASH FLOOR AND ROOF PLAN	-	06/05/15
CA1-2	CARWASH EXTERIOR ELEVATIONS	-	06/05/15
CA1-3	CARWASH EXTERIOR ELEVATIONS	-	06/05/15

CA1-1	CARWASH FLOOR AND ROOF PLAN	-	06/05/15
CA1-2	CARWASH EXTERIOR ELEVATIONS	-	06/05/15
CA1-3	CARWASH EXTERIOR ELEVATIONS	-	06/05/15

CA1-1	CARWASH FLOOR AND ROOF PLAN	-	06/05/15
CA1-2	CARWASH EXTERIOR ELEVATIONS	-	06/05/15
CA1-3	CARWASH EXTERIOR ELEVATIONS	-	06/05/15


CA1-1	CARWASH FLOOR AND ROOF PLAN	-	06/05/15
CA1-2	CARWASH EXTERIOR ELEVATIONS	-	06/05/15
CA1-3	CARWASH EXTERIOR ELEVATIONS	-	06/05/15

CA1-1	CARWASH FLOOR AND ROOF PLAN	-	06/05/15
CA1-2	CARWASH EXTERIOR ELEVATIONS	-	06/05/15
CA1-3	CARWASH EXTERIOR ELEVATIONS	-	06/05/15

224 SOUTH JOY STREET
CORONA, CA 92679-1958

P.O. BOX 1958
CORONA, CA 92679-1958

DIRECT (951) 280-3833
FAX (951) 280-3832

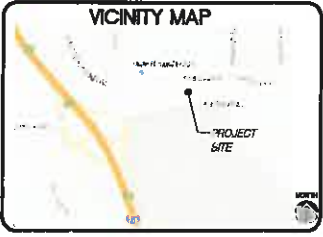


**MORENO VALLEY CACTUS CENTER
NEC CACTUS AVENUE +
COMMERCE CENTER DRIVE
MORENO VALLEY, CA 92553**

COUNTY OF RIVERSIDE
CLP CASE NO. 0000
APN NO. 267-150-062, 063, 054



T1-1



SYMBOLS LEGEND

KEY NOTE

WINDOW DESIGNATION

DOOR NUMBER DESIGNATION

BENCH MARK

REVISION NUMBER

REVISION CLOUD

DETAILED SYMBOL

SECTION NUMBER

SECTION NAME

SECTION NUMBER

SECTION NAME

ELEVATION SYMBOL

GRID BUBBLE

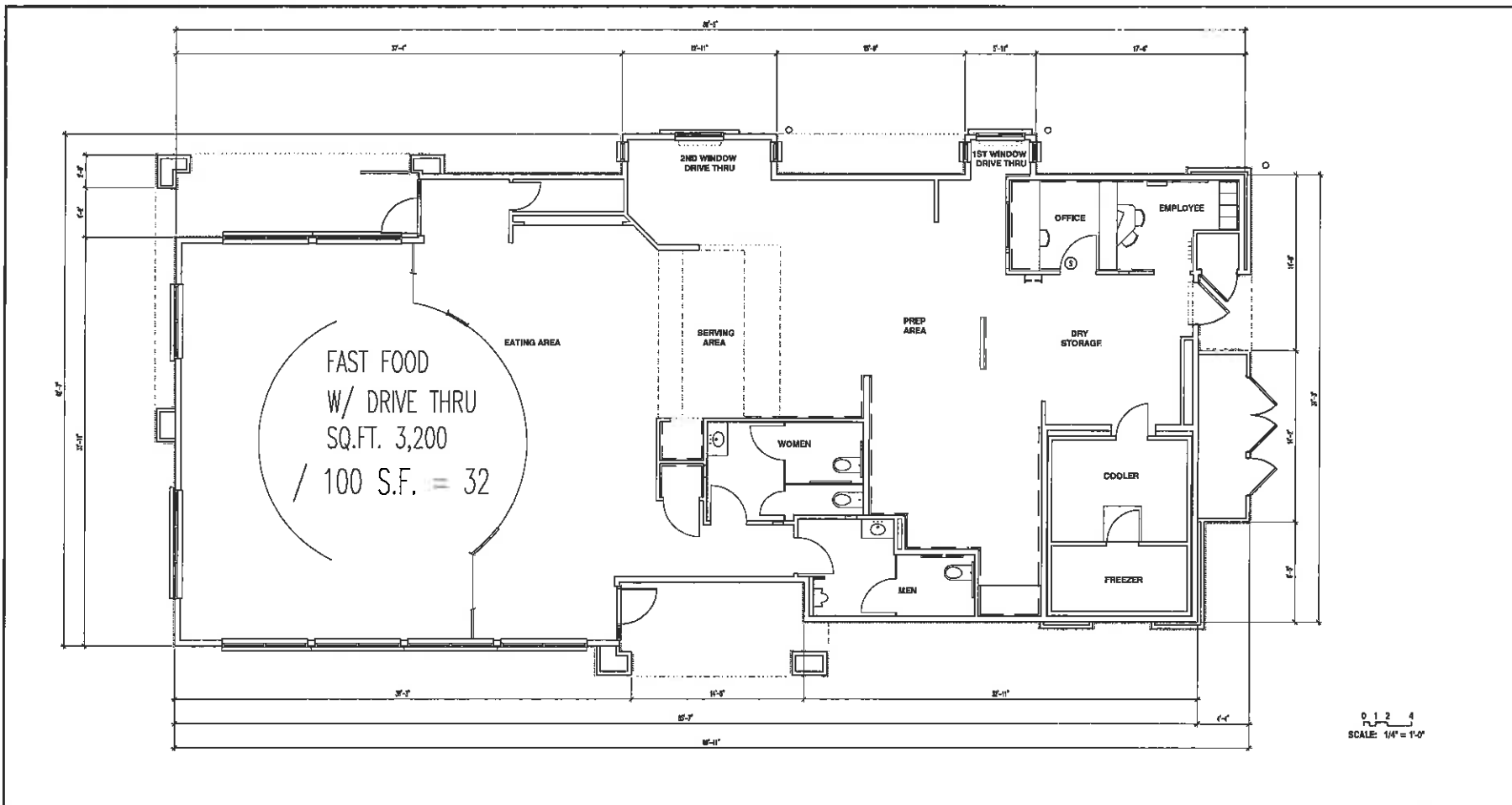
ROOM DESIGNATION

ROOM NAME

ROOM NUMBER

SUBMITTAL DOCUMENTS FOR CONVENIENCE STORE WITH FUELING STATIONS, RESTAURANTS AND OFFICE/WAREHOUSE.

**MORENO VALLEY CACTUS
NEC CACTUS AVENUE +
COMMERCE CTR DR
MORENO VALLEY, CA 92553
SUBMITTED: SEPTEMBER 15, 2015**

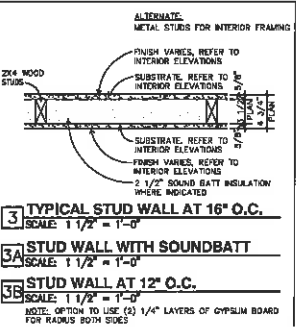
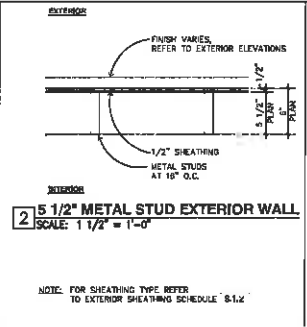
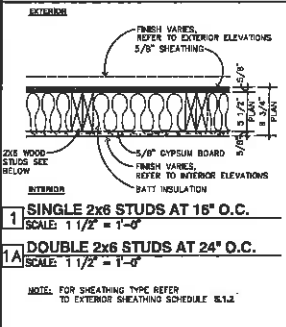


224 SOUTH JOY STREET
CORONA, CA 92679-1938
P.O. BOX 1938
CORONA, CA 92679-1938
DIRECT (951) 280-3633
FAX (951) 280-3632

**FAST FOOD W/ DRIVE THRU
#2 AND #3 FLOOR PLAN**

MORENO VALLEY CACTUS
NEC CACTUS AVE AND COMMERCE CTR
MORENO VALLEY, CA

FLOOR PLAN



GENERAL NOTES:

- DIMENSION LINES ARE FROM FACE OF FRAMING OR FOUNDATION UNLESS NOTED OTHERWISE.
- FACE OF FRAMING ON EXTERIOR WALL IS SAME AS OUTSIDE FACE OF FOUNDATION WALL.
- METAL STUDS MAY BE USED IN PLACE OF WOOD STUDS. PLAN DIMENSIONS ARE BASED ON WOOD STUDS.
- MOISTURE RESISTANT GYPSUM TO BE USED IN TOILET ROOMS, BEHIND HOP SINK, AND ADJACENT TO COOLER. FOR SPECIFIC SUBSTRATE REQUIREMENTS, REFER TO INTERIOR ELEVATIONS.

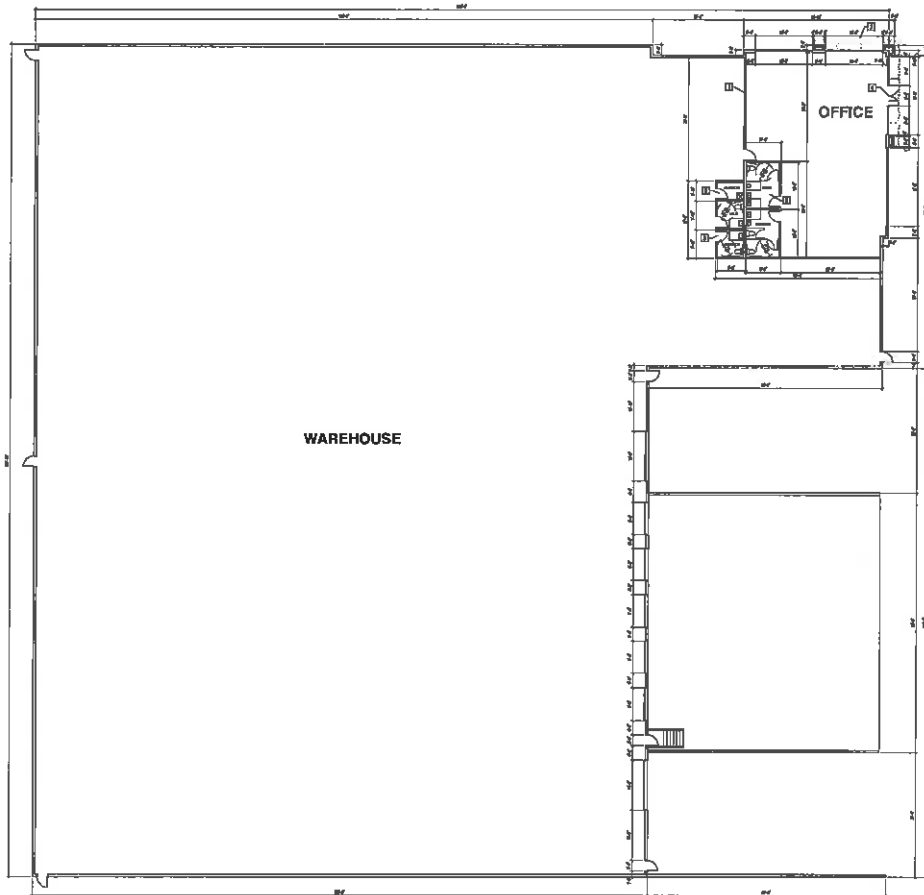
WALL LEGEND

- WOOD FRAMED WALL
- METAL STUD WALL
- MASONRY WALL
- PREFABRICATED COOLER UNIT
- LOW (HALF) WALL (WOOD FRAMED)

KEYED NOTES:

- FOR COOLER AND FREEZER INFORMATION AND DIMENSIONS, REFER TO SHEET 04.1
- COOLER WALL / BULKHEAD CONSTRUCTION TO BOTTOM OF STRUCTURE
- LINE OF PARAPET WALL ABOVE
- OUTLET ABOVE
- ANNOD ALUKE
- LOW WALL BULK HEAD FRAMING HEIGHT = 3'-0". PROVIDE 5/8" MOISTURE RESISTANT GYPSUM BOARD BEHIND HOP SINK.
- MAINTAIN 1/2" MIN. AIR GAP BEHIND COOLER AND FREEZER. CLOSE GAP AT ENDS WITH 2"x2" ALUMINUM ANGLE.
- PAVING SIGN BY SIGN CONTRACTOR
- 3" CONCRETE SLAB FOR ELECTRICAL EQUIPMENT
- CLEAR PLASTIC CORNER GUARDS

DATE: 05-03-15		JOB NO: 000.000	
SCALE: AS SHOWN		DRAWN BY: INO	
XXXXX			
DRAWING NO.			
A1-2			

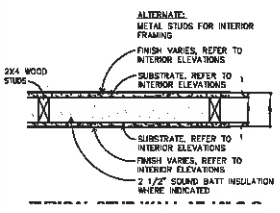


FIRST FLOOR PLAN

SCALE 1/8" = 1'-0"

SECOND FLOOR PLAN

SCALE 1/8" = 1'-0"



3 TYPICAL STUD WALL AT 16" O.C.
SCALE: 1 1/2" = 1'-0"

3A STUD WALL WITH SOUNDBATT
SCALE: 1 1/2" = 1'-0"

3B STUD WALL AT 12" O.C.
SCALE: 1 1/2" = 1'-0"

NOTE: OPTION TO USE (2) 1/4" LAYERS OF GYPSUM BOARD FOR RADIUS BOTH SIDES

GENERAL NOTES:

- A. DIMENSION LINES ARE FROM FACE OF FRAMING OR FOUNDATION UNLESS NOTED OTHERWISE.
- B. FACE OF FRAMING ON EXTERIOR WALL IS SAME AS OUTSIDE FACE OF FOUNDATION WALL.
- C. METAL STUDS MAY BE USED IN PLACE OF WOOD STUDS. PLAN DIMENSIONS ARE BASED ON WOOD STUDS.
- D. MOISTURE RESISTANT GYPSUM TO BE USED IN TOILET ROOMS, BEHIND MIP' SINK, AND ADJACENT TO COOLERS. FOR SPECIFIC SUBSTRATE REQUIREMENTS, REFER TO INTERIOR ELEVATIONS.

WALL LEGEND

- WOOD FRAMED WALL
- METAL STUD WALL
- MASONRY WALL

KEYED NOTES:

- 1 INTERIOR WALL
- 2 LINE OF HEZZARDINE ABOVE
- 3 ANNING ABOVE
- 4 ROOF ACCESS LAMBER
- 5 DECK BEAMS, 2x10
- 6 ALUMINUM STONE FRONT
- 7 1/4" BOARDS, 2x4
- 8 RESTROOMS
- 9 JANITORS CLOSET
- 10 EXTERIOR DOORS, 2x7
- 11 EDGE OF HEZZARDINE
- 12 4x4 HEAVY METAL RAILING

224 SOUTH JOY STREET
CORONA, CA 92679-1958
P.O. BOX 1958
CORONA, CA 92676-1958
DIRECT (951) 280-2833
FAX (951) 280-2832



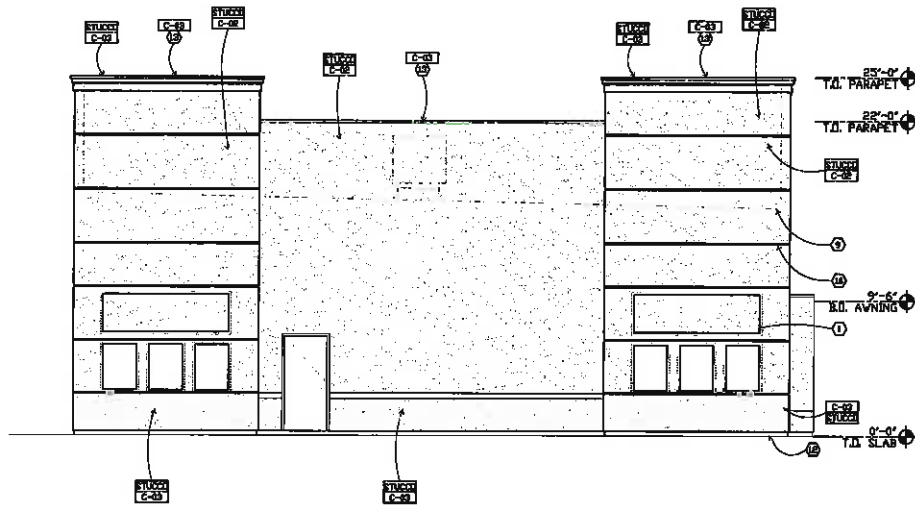
WAREHOUSE FLOOR PLANS
MORENO VALLEY CACTUS
NEC CACTUS AVE AND COMMERCE CTR
MORENO VALLEY, CA

SECTION	A	A	A	A	A	A	A	A	A
SCALE									

DATE	JOB NO
06-03-15	000.000
SCALE	DRAWN BY
AS SHOWN	INO

XXXXXXXX
DRAWING NO.
A1-3

150231 Moreno Valley Industrial Center - Warehouse Floor Plans 28-01-15 10/03/17



EAST ELEVATION

SCALE
1/4" = 1'-0" 3

GENERAL NOTES:

A. REVEAL LOCATIONS SHOWN ARE TO BE MATCHED AS CLOSELY AS POSSIBLE. SOME VARIATION DUE TO PRODUCT LIMITATIONS WILL BE ACCEPTABLE.

KEYED NOTES:

- 1) REMAKE BY SUB CONTRACTOR.
- 2) ALUMINUM STOREFRONT SYSTEM.
- 3) EXTERIOR LIGHT.
- 4) ROOF TOP MECHANICAL UNITS.
- 5) GALVANIZED STEEL COLLECTION BOX.
- 6) LEDS LAYER LIGHT IN PLASTIC TUBE TO MATCH COLOR.
- 7) COPING TO EXTEND DOWN FACE OF WALL.
- 8) 4" DIA. DOWNSPOUT BY METAL-URA OR EQUAL.
- 9) APPROXIMATE ROOF LINE.
- 10) 1" FINISHES IN FINISH.
- 11) FINISH DOOR AND FRAME AS NOTED.
- 12) 4" BREAK METAL BASE.
- 13) PREFABRICATED COPING CAP.
- 14) EXTERIOR MOUNTED ELECTRICAL EQUIPMENT. REFER TO ELECTRICAL SHEETS.
- 15) NOT USED.
- 16) 3'-6" OPENING IN TOWER WALL (BEYOND).
- 17) EXTERIOR ROOF ACCESS LADDER ALADD (R42 (ALL WALL MOUNT) W/ SECURITY DOOR #4000 AND DOUBLE CHAIN).
- 18) 4" CONCRETE CURB.
- 19) CONCRETE EXTERIOR CURB AND CONCRETE WALK.
- 20) 4" ROAD CONCRETE FLEED STEEL BOLLARD.

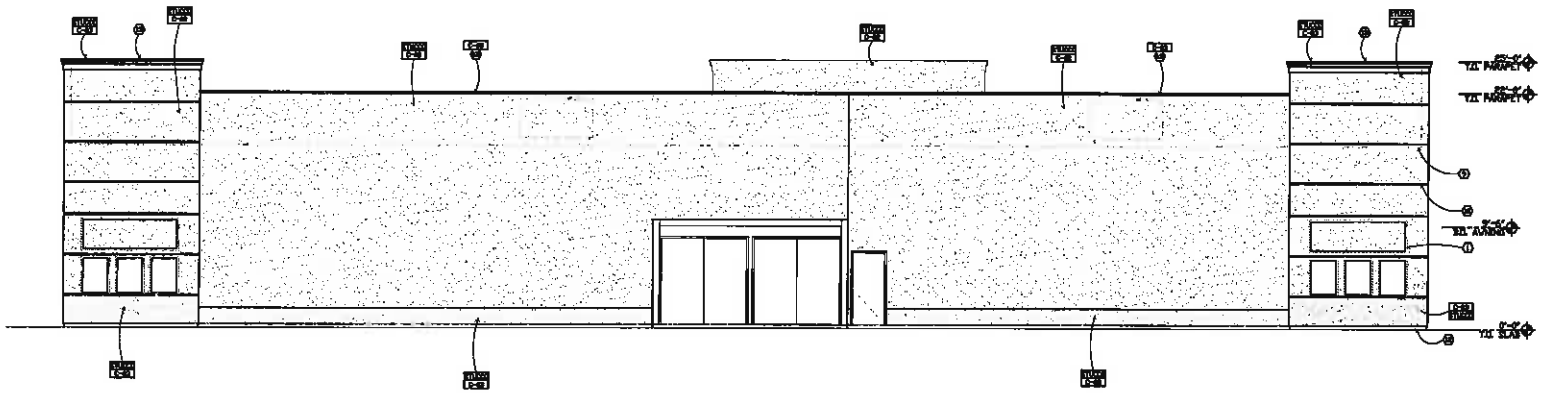
EXTERIOR FINISHES

FL-11 PROTECTED (SHAPE PLASTIC OR FORMED) ALUMINUM BULLNOSE WITH TROUGH FOR LEDS AND FLAT RETURN.

STUCCO 7/8" SILICOX (PORTLAND CEMENT PLASTER) OVER METAL LATH (PROVIDE CONTROL JOINTS AS REQUIRED)

EXTERIOR PAINTS

- C-101 COLOR: CLEAR ANODIZED ALUMINUM FINISH
- C-28 COLOR: PEARL-SEM-GLOSS
- C-103 COLOR: DEEP PEARL-SEM-GLOSS



NORTH ELEVATION

SCALE
1/4" = 1'-0" 4

224 SOUTH JOY STREET
CORONA, CA 92879-1958
P.O. BOX 1958
CORONA, CA 92878-1958
DIRECT: (951) 280-3833
FAX: (951) 280-3832



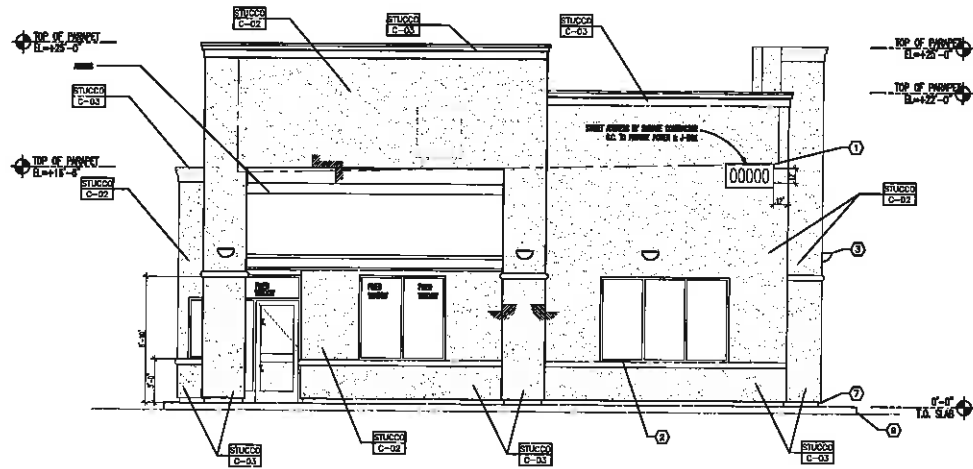
COMMERCE STORE AND
FASTFOOD RELEVATIONS
MORENO VALLEY CACTUS
NEO CACTUS AVE AND COMMERCE CTR
MORENO VALLEY, CA

REVISION	
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	
17	
18	
19	
20	

DATE 06-03-15 JOB NO 000.000
SCALE AS SHOWN DRAWN BY INO

XXXXX
DRAWING NO.

A2-2



ELEVATION D

SCALE: 1/4" = 1'-0" 1

GENERAL NOTES:

1. REVEAL LOCATIONS SHOWN ARE TO BE MATCHED AS CLOSELY AS POSSIBLE. SOME VARIATION DUE TO PRODUCT LIMITATIONS WILL BE ACCEPTABLE.

KEYED NOTES:

- ① SKIMCOE BY SIGN CONTRACTOR, ALUMINUM STRENGTH SYSTEM, EXTERIOR LEVEL.
- ② ROOF TOP MECHANICAL UNITS.
- ③ COPING TO EXTEND DOWN FACE OF WALL, APPROXIMATE ROOF LINE.
- ④ 4" BREAK METAL BASE, PREMANUFACTURED COPING CAP COLOR: DEEP PEARL, NO 4218-0200 - SEM-GLOSS.
- ⑤ 4" CONCRETE CURB.
- ⑥ 4" ROUND CONCRETE FILLED STEEL BOLLARD, BICYCLE RACK.

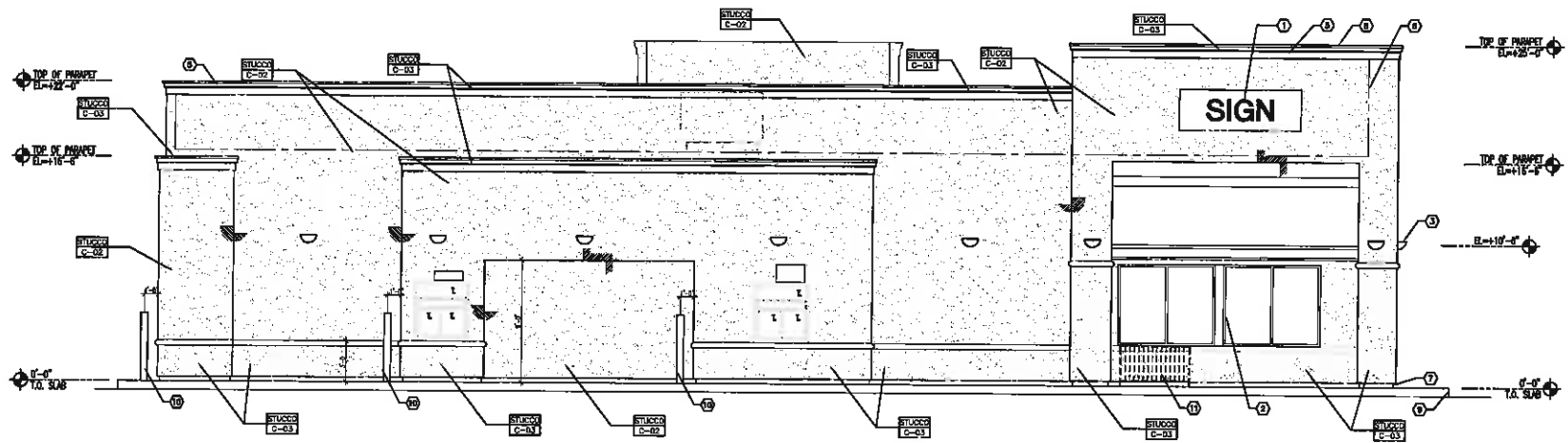
EXTERIOR FINISHES

PL-1 PROJECTED SPAGNE PLASTIC OR FORMED ALUMINUM BOLLARDSE WITH TROUGH FOR L.E.D. AND FLAT RETURN.

STUCCO 7/8" STUCCO (PORTLAND CEMENT PLASTER) OVER METAL LATH PROVIDE CONTROL JOINTS AS REQUIRED.

EXTERIOR PAINTS

- C-01** COLOR: CLEAR ANODIZED ALUMINUM FINISH
- C-02** COLOR: DEEP PEARL-SEM-GLOSS
- C-03** COLOR: DEEP PEARL-SEM-GLOSS



ELEVATION C

SCALE: 1/4" = 1'-0" 2

224 SOUTH JOY STREET
CORONA, CA 92675-1588
P.O. BOX 1958
CORONA, CA 92678-1958
DIRECT (951) 260-3833
FAX (951) 260-3832



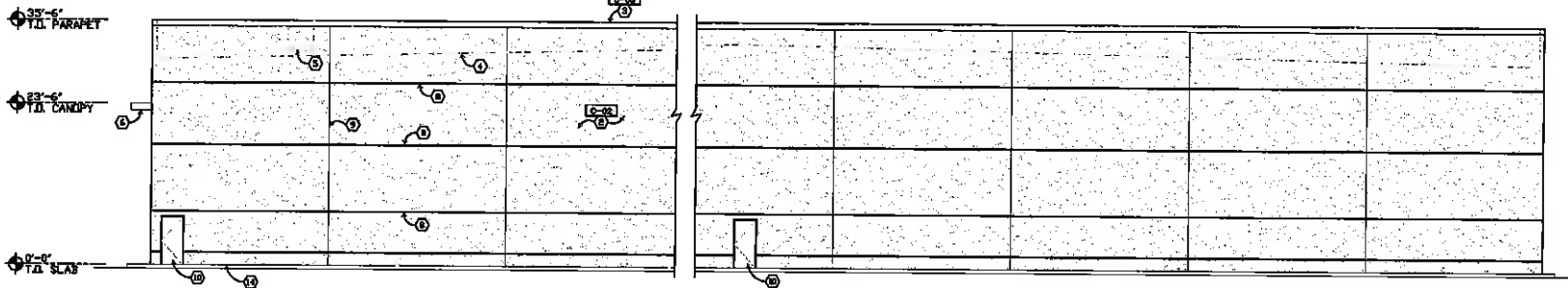
FASTFOOD WITH DRIVE THRU
#2 AND #3 EXTERIOR ELEVATIONS
MORENO VALLEY CACTUS
NEC CACTUS ARE AND COMMERCE CRT
MORENO VALLEY, CA

DATE	JOB NO
06-03-15	000.000
SCALE	DRAWN BY
AS SHOWN	HW

DATE	JOB NO
06-03-15	000.000
SCALE	DRAWN BY
AS SHOWN	HW

DRAWING NO.
A2-4

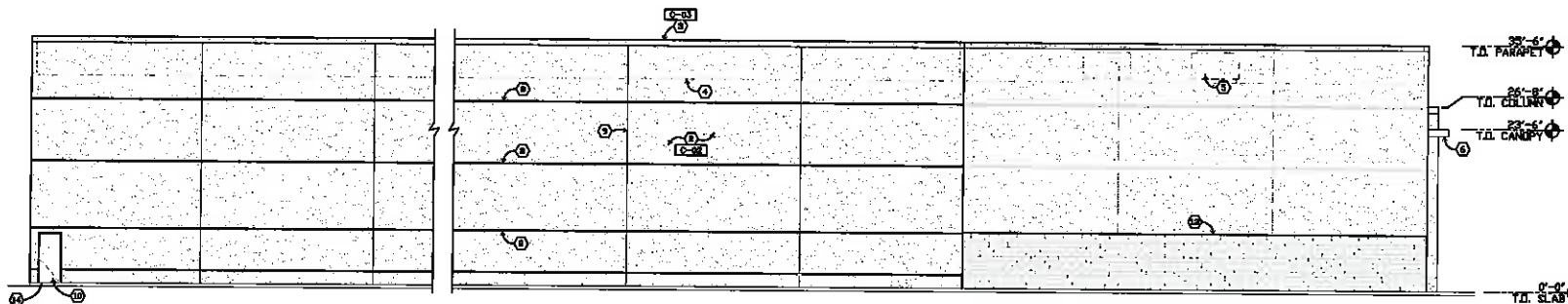
MPS & Warren, Valley, California, USA, Inc. AutoCAD 2012, Revit 2012, 06-03-15, 10:00 AM



WEST ELEVATION

SCALE
1/4" = 1'-0"

1



SOUTH ELEVATION

SCALE
1/4" = 1'-0"

2

EXTERIOR PAINTS

- C-01** COLOR: CLEAR ANODIZED ALUMINUM FINISH
- C-02** COLOR: BP PEARL
QT CLM - SEMI-GLOSS
- C-03** COLOR: WED. STEEL PEARL
NO 4214-0220 - SEMI-GLOSS

GENERAL NOTES:

A. REVEAL LOCATIONS SHOWN ARE TO BE MATCHED AS CLOSELY AS POSSIBLE. SOME VARIATION DUE TO PRODUCT LIMITATIONS WILL BE ACCEPTABLE.

KEYED NOTES:

- ① ALUMINUM STOREFRONT SYSTEM
- ② CONCRETE TILT-UP PANEL
- ③ PRE-FABRICATED CONING CAP
- ④ APPROPRIATE ROOF LINE
- ⑤ ROOF TOP MECHANICAL LIMITS
- ⑥ CANOPY
- ⑦ EXTERIOR LIGHT. REFER TO LIGHTING PLAN SHEET 'E1.3'
- ⑧ 1" REVEAL
- ⑨ PANEL JOINT
- ⑩ 3'-0"x7'-0" HM DOOR
- ⑪ 8'-0"x10'-0" ROLL-UP DOOR
- ⑫ DOOR DRUMS
- ⑬ 8'-0" HIGH CLM WALL
- ⑭ CONCRETE CURB AND CONCRETE WALK
- ⑮ 3'-0" HIGH CLM WALL
- ⑯ 14'-0"x10'-0" ROLL-UP DOOR

224 SOUTH JOY STREET
CORONA, CA 92875-1958
P.O. BOX 1958
CORONA, CA 92876-1958
DIRECT (951) 260-3833
FAX (951) 260-3832

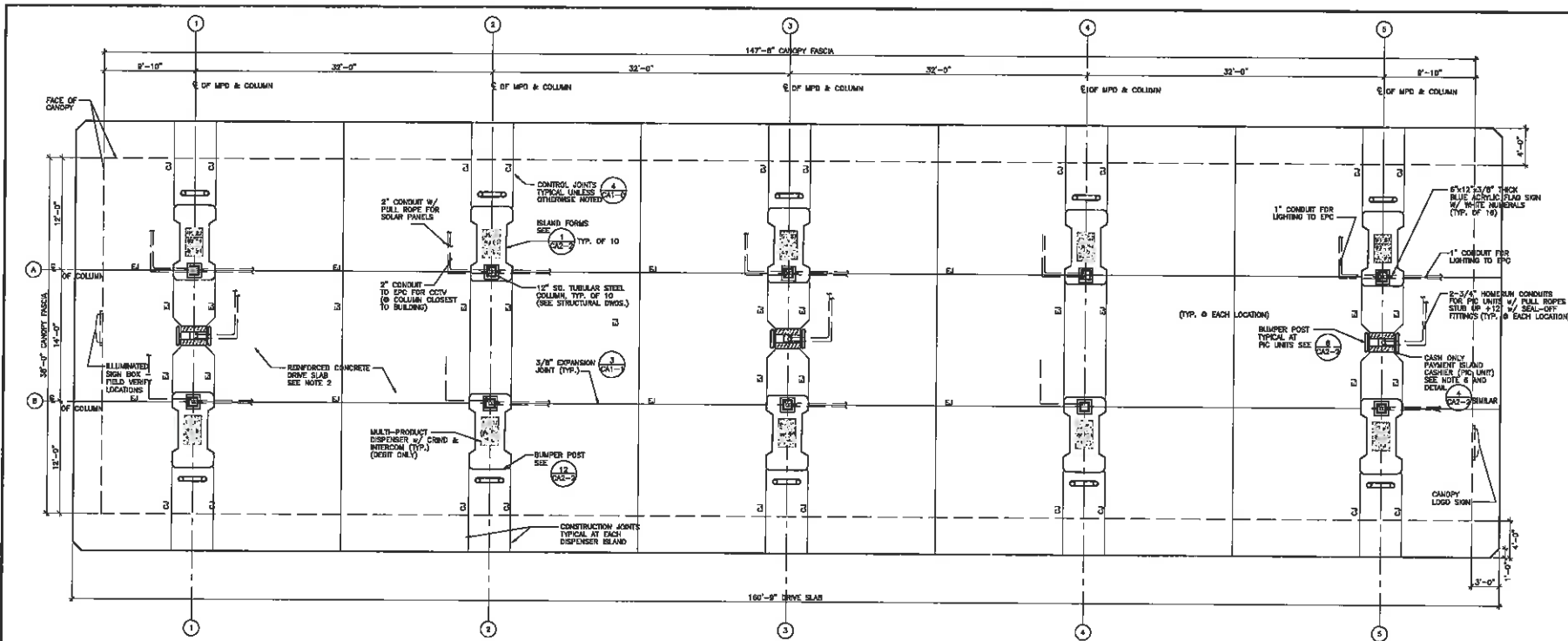
**WAREHOUSE
EXTERIOR ELEVATIONS**
MORENO VALLEY CACTUS
NEC CACTUS ME AND COMMERCE CRT
MORENO VALLEY, CA

REVISION	DATE	BY

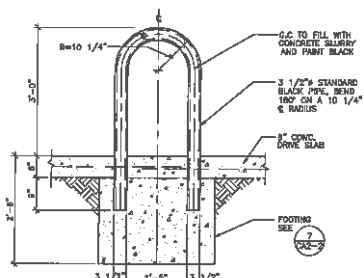
DATE	JOB NO
08-03-15	050,000
SCALE	DRAWN BY
AS SHOWN	MD

DRAWING NO.
A2-5

MFD: P:\Memos_Memo_Kochan\021015-1507 - New Warehouse ELEVATIONS.dwg 08-03-15 08:52:38

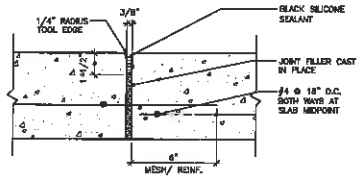


10 MPD CANOPY SLAB PLAN
SCALE: 3/16" = 1'-0"



PIC Bumper Post Detail

SCALE: 3/4" = 1'-0"



Expansion Joint

SCALE: 3" = 1'-0"



Control Joint

SCALE: 3" = 1'-0"

Notes:

- DOWNPOUTS ARE DESIGNED TO BE TIGHTLIED TO THE SITE UNDERGROUND STORM DRAINAGE SYSTEM.
- DRIVE SLAB SHALL BE 6" THICK REINFORCED CONCRETE w/ #4 @ 18" o.c. EACH WAY OVER 4" CRUSHED ROCK OR AS SPECIFIED IN SOILS REPORT. FINISH SHALL BE A MEDIUM BROOM PERPENDICULAR TO ISLAND LAYOUT w/ EXPANSION AND CONTROL JOINTS AS SHOWN.
- CANOPY CONTRACTOR SHALL PROVIDE DOWNPOUTS AND CONDUITS FOR LIGHTING, SIGN, CCTV, SOLAR AND SATELLITE IN COLUMNS WHERE SPECIFIED COORDINATE WITH GENERAL CONTRACTOR FOR EXACT LOCATION OF CONDUITS, AND HANG HOLES PRIOR TO FABRICATION.
- EACH PAIR OF ISLANDS HEIGHTS SHALL BE THE SAME.
- ISLAND FORMS SHALL BE PAINTED BLACK.
- PAYMENT ISLAND CASHIER (P.I.C.) UNITS ARE BASED ON OCH III FRONT LOAD DOUBLE SIDED UNITS. CASH ACCEPTING UNITS ONLY.
- SEE SHEET CA1-2 AND ELECTRICAL DRAWINGS FOR ADDITIONAL NOTES AND IN COLUMN ELECTRICAL CONDUIT INFORMATION.
- GRADE BREAKS AT CONCRETE DRIVE SLAB SHALL OCCUR WITHIN DOPLINE OF CANOPY.

224 SOUTH JOY STREET
CORONA, CA 92709-1358
P.O. BOX 1958
CORONA, CA 92708-1958
DIRECT (951) 280-3833
FAX (951) 280-3832

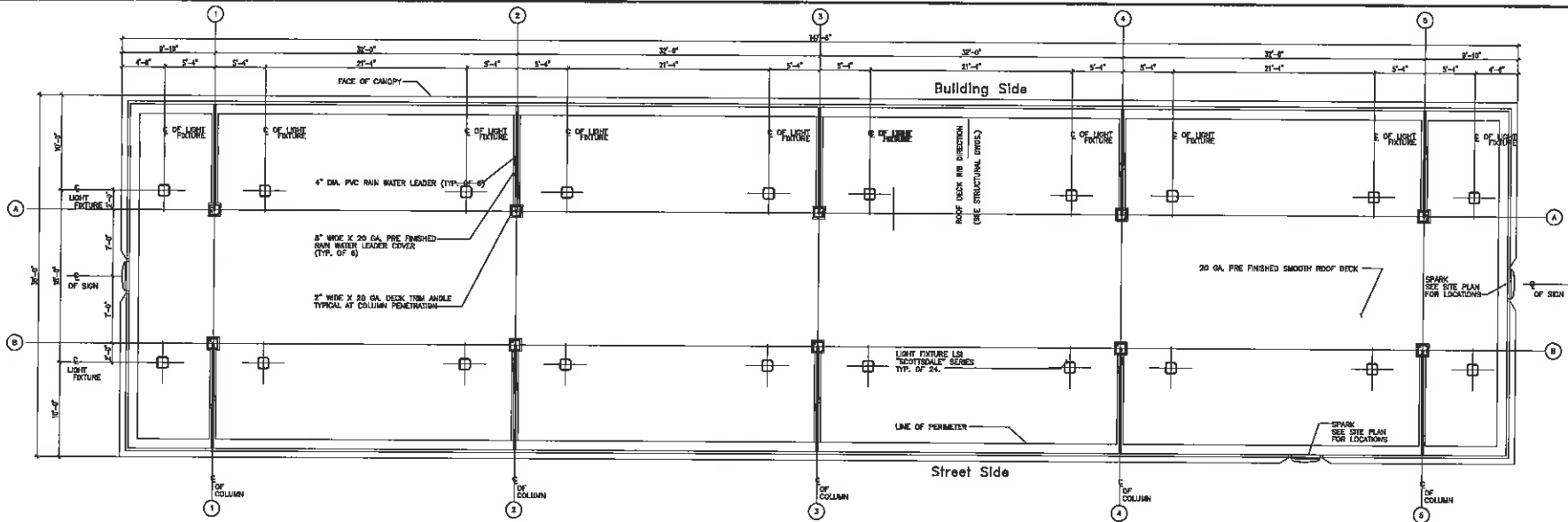
10 MPD CANOPY SLAB PLAN

MORENO VALLEY CACTUS
NEC CACTUS AVE AND CYMERICE CTR
MORENO VALLEY, CA

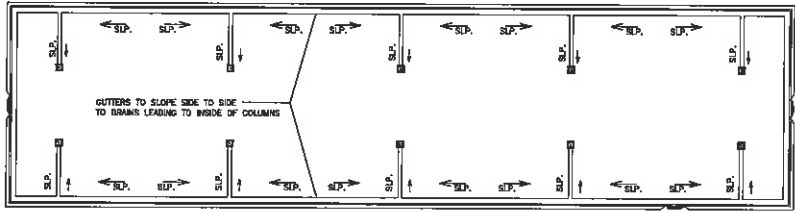
DATE	JOB NO
08-03-15	000.000
SCALE	DRAWN BY
AS SHOWN	NO

DRAWING NO.
CA1-1

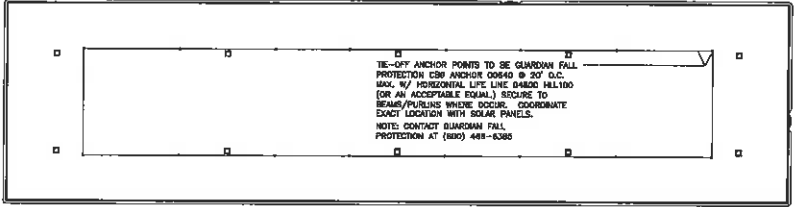
MPS P:\Moreno_Valley_Construction\CA1-1.dwg Job: Right: PROJECT: 08-03-15 10:30:01



Canopy Reflected Ceiling Plan
SCALE: 3/16" = 1'-0"



ROOF PLAN
SCALE: 1/16" = 1'-0"



Safety System Plan
SCALE: 1/16" = 1'-0"

Schedule of In-Column Requirements by Canopy Mfr.:

1-A	3/4" DOWNSPOUT 1 1/2" CONDUIT FOR SECURITY SYSTEM
2-A	3/4" DOWNSPOUT 1 1/2" CONDUIT FOR LIGHTING
3-A	3/4" DOWNSPOUT 1 1/2" CONDUIT FOR SECURITY SYSTEM 1 1/2" CONDUIT FOR FUTURE SATELLITE
4-A	3/4" DOWNSPOUT 1 1/2" CONDUIT FOR LIGHTING
5-A	3/4" DOWNSPOUT 1 1/2" CONDUIT FOR LIGHTING
1-B	3/4" DOWNSPOUT 1 1/2" CONDUIT FOR FUTURE
2-B	3/4" DOWNSPOUT
3-B	3/4" DOWNSPOUT 1 1/2" CONDUIT FOR SPARK
4-B	3/4" DOWNSPOUT 1 1/2" CONDUIT FOR LIGHTING
5-B	3/4" DOWNSPOUT 1 1/2" CONDUIT FOR LIGHTING

ALL COLUMNS TO HAVE 1 1/2" CONDUIT FOR CCTV CAMERA DROPPERS PER DETAIL (A) (B) (C)

Canopy Ceiling and General Notes

- ALL CEILING DECK SHALL BE 20 GA. PURCHASED AND PREFINISHED WHITE ROLLED PANS WITH 3-INCH HIGH RIBS AT 18 INCHES O.C. PANELS SHALL BE MAXIMUM INTERLOCKING SECTIONS CLIPPED TO CANOPY FRAME PER STRUCTURAL DWGS. OR PER MANUFACTURER'S REQUIREMENTS.
- ALL EXPOSED METAL SURFACES UNDER CANOPY, INCLUDING BUT NOT LIMITED TO, CORNICES, RAINWATER LEADER COVERS AND COLUMN TRIM SHALL BE PRE FINISHED TO MATCH CEILING DECK.
- CANOPY CONTRACTOR SHALL PROVIDE OPENINGS IN DECK FOR LIGHT FIXTURES WHICH SHALL BE FINISHED BY OWNER AND INSTALLED BY GENERAL CONTRACTOR.
- FASCA GRAPHICS BACKING AND FLASHING SHALL BE PROVIDED BY CANOPY CONTRACTOR. ACM GRAPHICS, BLUE TRIM, SPARK ETC ARE PROVIDED BY ARECO'S GRAPHICS CONTRACTOR UNDER SEPARATE CONTRACT UNLESS CANOPY AND GRAPHICS CONTRACTOR ARE THE SAME ENTITY.
- CANOPY CONTRACTOR IS RESPONSIBLE FOR ALL DRAINAGE AND OVERFLOW FOR CANOPY ROOF INCLUDING, BUT NOT LIMITED TO, GUTTERS, RAINWATER LEADERS, DOWNSPOUTS AND SUITABLE CONNECTION STUBS AT COLUMN BASE WHERE O.C. SHALL THEN EXTEND TO THE SITE'S DRAINAGE SYSTEM. SEE CA-1 NOTE #1.
- THE CANOPY SHALL BE ERRECTED IN TWO STAGES:
 STAGE 1: CANOPY CONTRACTOR TO FINISH ANCHOR BOLTS AND TEMPLATES FOR GENERAL CONTRACTOR'S INSTALLATION PRIOR TO POURING FOUNDATIONS. WHEN FOUNDATIONS HAVE SET, CANOPY CONTRACTOR SHALL INSTALL COLUMNS AND SECURE THEM TO FOUNDATIONS. COLUMNS SHALL BE STABLE, PLUMB AND TRUE.
 STAGE 2: AFTER DRIVE SLAB AND SURROUNDING GRADE IS EITHER PAVED OR STABLE BASE HAS BEEN INSTALLED, CANOPY CONTRACTOR SHALL COME BACK TO THE SITE TO COMPLETE THE CANOPY. CANOPY CONTRACTOR SHALL VERIFY THAT COLUMNS HAVE REMAINED PLUMB PRIOR TO COMMENCING CANOPY ROOF INSTALLATION.
- ALL CONDUIT INSTALLED BY CANOPY CONTRACTOR SHALL HAVE FULL EDGES AND SHALL BE ACCESSIBLE TO GENERAL CONTRACTOR'S ELECTRICIAN TO MAKE CONNECTIONS. EACH END OF CONDUIT SHALL BE TAPPED WITH ROUTING OF CONDUIT RUN (I.E. SALES COUNTER TO CANOPY ROOF.)

224 SOUTH 10TH STREET
CORONA, CA 92879-1988
P.O. BOX 1058
CORONA, CA 92879-1989
DIRECT (951) 260-3833
FAX (951) 260-3832



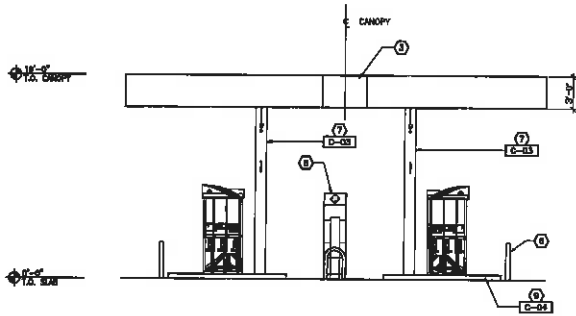
10 MPD CANOPY REFLECTED CEILING PLAN
MORENO VALLEY CACTUS AND COMMERCE CTR
MORENO VALLEY, CA

REVISION	DATE	BY

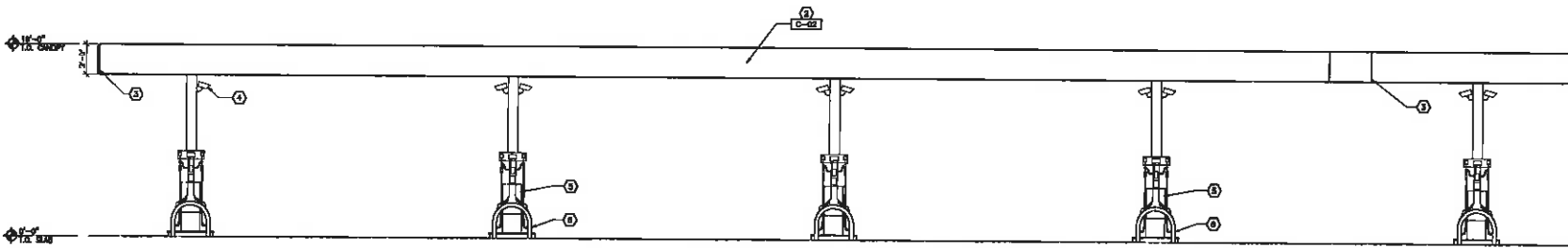
DATE	JOB NO
06-03-15	001,000
SCALE	DRAWN BY
AS SHOWN	MD

XXXXX
DRAWING NO.
CA1-2

RFD:\Projects\10th\10th\10th\CA1-2.dwg Date Plotted: 06-23-15 10:05:25



01 SIDE ELEVATION
SCALE 3/16" = 1'-0"



02 FRONT ELEVATION
SCALE 3/16" = 1'-0"

- KEYED NOTES:**
- 1 A.C.M. FABRIK
 - 2 PLASTIC BILLBOARD
 - 3 ILLUMINATED SPARK LOGO ON A.C.M. BACKING BEHIND, SEE SITE PLAN FOR EXACT LOCATIONS
 - 4 CITY CAMERAS, EXACT LOCATIONS TO BE DETERMINED BY SECURITY CONTRACTOR
 - 5 DISPENSER (TYP.)
 - 6 BRACKETS (TYP.)
 - 7 COLUMNS
 - 8 DOUBLE-BEARD P.I.C. WHERE OCCURS
 - 9 ISLAND FORM

- EXTERIOR PAINTS**
- C-01 COLOR: CLEAR ANODIZED ALUMINUM FINISH
 - C-02 COLOR: RP PEARL
1/2" C-30 = SEMI-GLASS
 - C-03 COLOR: ARD DUST PEARL
1/2" 4216-3200 = SEMI-GLASS

224 SOUTH JOY STREET
CORONA, CA 92879-1988
P.O. BOX 1988
CORONA, CA 92878-1988
DIRECT (951) 260-3832
FAX (951) 260-3832



**10 MFD CANOPY
EXTERIOR ELEVATIONS**
MORENO VALLEY CACTUS
NEC CACTUS AVE AND COMMERCE CTR
MORENO VALLEY, CA

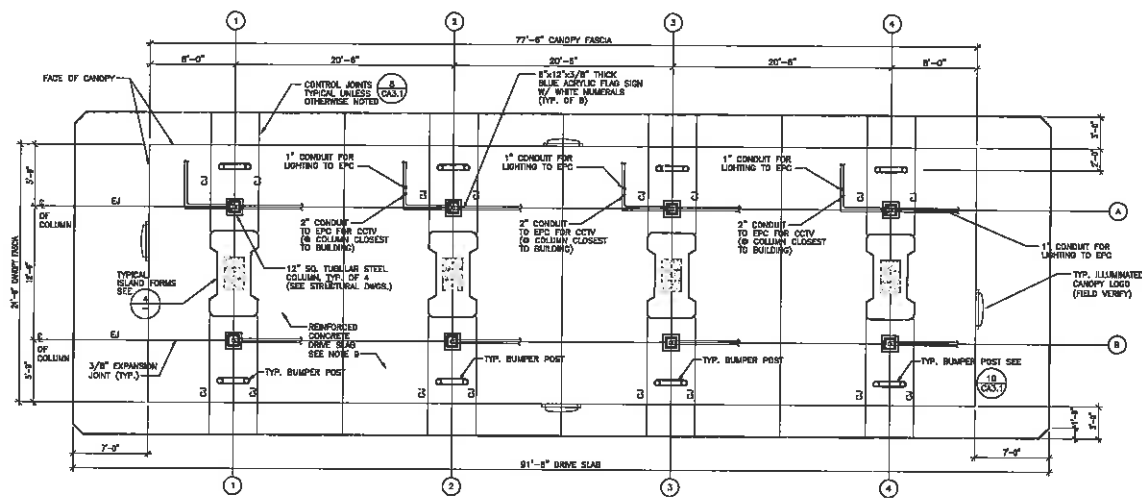
REVISION	
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	
17	
18	
19	
20	
21	
22	
23	
24	
25	
26	
27	
28	
29	
30	
31	
32	
33	
34	
35	
36	
37	
38	
39	
40	
41	
42	
43	
44	
45	
46	
47	
48	
49	
50	
51	
52	
53	
54	
55	
56	
57	
58	
59	
60	
61	
62	
63	
64	
65	
66	
67	
68	
69	
70	
71	
72	
73	
74	
75	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

DATE	JOB NO
06-03-15	00000
SCALE	DRAWN BY
AS SHOWN	HW

XXXXX
DRAWING NO.

CA2-1

24 SOUTH JOY STREET
 CORONA, CA 92709-1366
 P.O. BOX 1988
 CORONA, CA 92708-1988
 DIRECT (951) 260-3833
 FAX (951) 260-3832



1 Diesel Canopy Slab Plan
 SCALE: 3/16" = 1'-0"

Schedule of In-Column Requirements by Mfr.:

A-1	3" DOWNSPOUT 1" CONDUIT FOR SECURITY SYSTEM
B-1	3" DOWNSPOUT 1" CONDUIT FOR LIGHTING
A-2	3" DOWNSPOUT 1" CONDUIT FOR FUTURE
B-2	3" DOWNSPOUT

COLUMN NOTE:
 ALL COLUMNS TO HAVE
 1" CONDUIT FOR
 CCTV CAMERA DROPS

**CANOPY DIESEL
 SLAB PLAN**

MORENO VALLEY CACTUS
 NEC CACTUS AVE AND COMMERCE CTR
 MORENO VALLEY, CA

REVISION	DATE	BY	SCALE

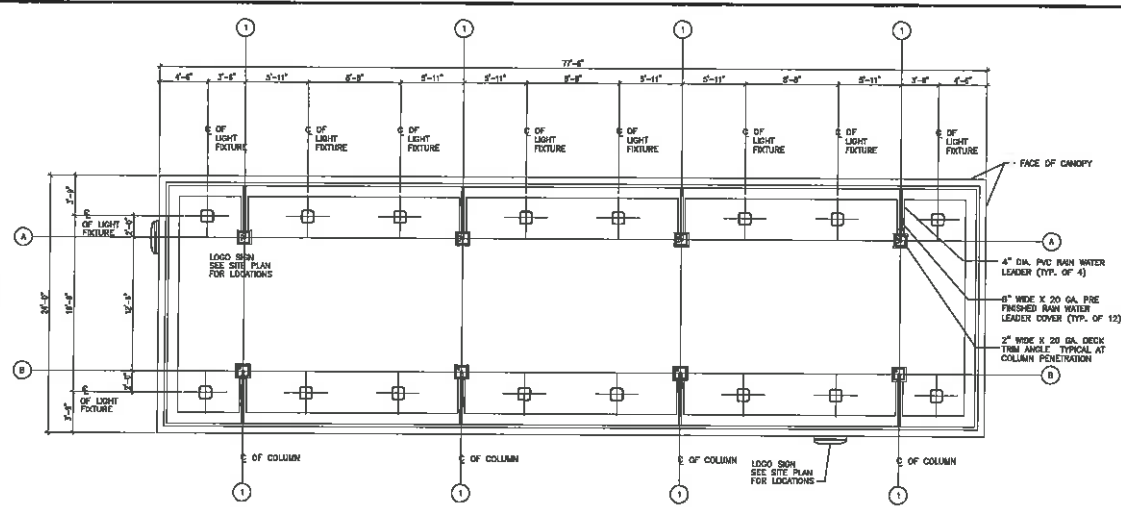
DATE	JOB NO
08-03-15	000.000
SCALE	DRAWN BY
AS SHOWN	INO

XXXXX
 DRAWING NO.
CAD1-1

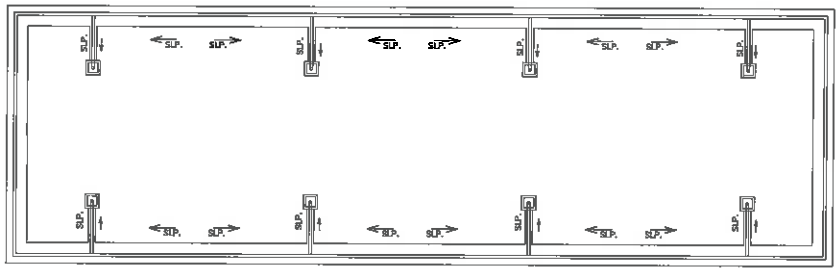
224 SOUTH 307 STREET
CORONA, CA 92679-1956
P.O. BOX 1958
CORONA, CA 92678-1958
DIRECT (951) 280-3803
FAX (951) 280-3832



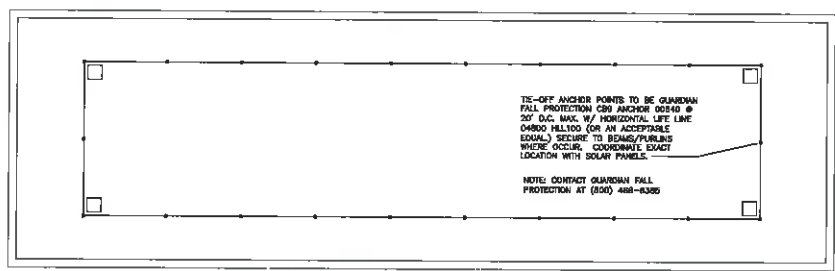
**CANOPY DIESEL
REFLECTED CEILING PLAN**
MORENO VALLEY CACTUS
ACTIVITIES AND CONFORMANCE CTR
MORENO VALLEY, CA



1 Diesel Canopy Reflected Ceiling Plan
SCALE: 3/16" = 1'-0"



2 Roof Plan
SCALE: 3/16" = 1'-0"



2 Safety System Plan
SCALE: 3/16" = 1'-0"

Canopy Ceiling and General Notes

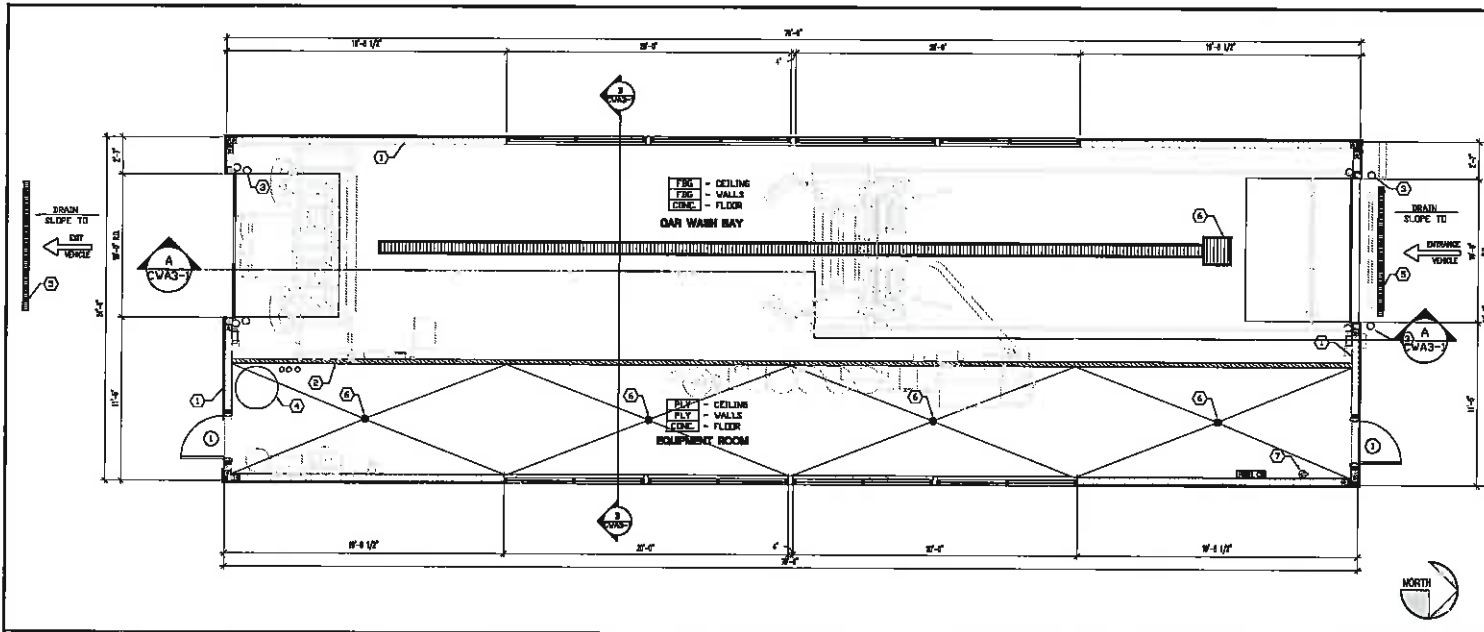
- 1) ALL CEILING DECK SHALL BE 90 GA. EMBOSSED AND PREFERRED WHITE ROLLED PAIR WITH 3-INCH (80) RIBS AT 18 INCHES O.C. PANELS SHALL BE WAISTFIGHT INTERLOCKING SECTIONS CLIPPED TO CANOPY FRAME FOR STRUCTURAL ENDS. OR PER MANUFACTURER'S REQUIREMENTS.
- 2) ALL EXPOSED METAL SURFACES UNDER CANOPY, INCLUDING BUT NOT LIMITED TO, CORNICES, RAINWATER LEADER COVINGS AND COLUMN TRIM SHALL BE PRE FINISHED TO MATCH CEILING DECK.
- 3) CANOPY CONTRACTOR SHALL PROVIDE OPENINGS IN DECK FOR LIGHT FIXTURES WHICH SHALL BE FINISHED BY OWNER AND INSTALLED BY GENERAL CONTRACTOR.
- 4) FASCIA GRAPHICS BRACKETS AND FLASHING SHALL BE PROVIDED BY CANOPY CONTRACTOR. ADD GRAPHICS, BLUE TRIM, SPANNS ETC ARE PROVIDED BY ARCH'S GRAPHICS CONTRACTOR UNDER SEPARATE CONTRACT UNDER CANOPY AND GRAPHICS CONTRACTOR ARE THE SAME ENTITY.
- 5) CANOPY CONTRACTOR IS RESPONSIBLE FOR ALL DRAINAGE AND OVERFLOW FOR CANOPY ROOF INCLUDING, BUT NOT LIMITED TO, OUTLETS, DOWNPIPES, OVERFLOW, DOWNSPOUTS AND SEPARATE CONNECTION STUBS AT COLUMN BASE WHERE O.C. SHALL THEN EXTEND TO THE SITE'S DRAINAGE SYSTEM. SEE CA1-1 NOTE #1.
- 6) DOWNPOUTS ARE DESIGNED TO BE TIGHTLINED TO THE SITES UNDERGROUND STORM DRAINAGE SYSTEM.
- 7) DRIVE SLAB SHALL BE 4" THICK REINFORCED CONCRETE w/ #4 @ 18" o.c. EACH WAY OVER 4" CRUSHED ROCK OR AS SPECIFIED IN SOILS REPORT. FINISH SHALL BE A METAL BROOM PERPENDICULAR TO ISLAND LAYOUT w/ EXPANSION AND CONTROL JOINTS AS SHOWN.
- 8) CANOPY CONTRACTOR SHALL PROVIDE DOWNPOUTS AND CONDUITS FOR LIGHTING, SIGN, CCTV, SOLAR AND SATELLITE IN COLUMNS WHERE SPECIFIED. COORDINATE WITH GENERAL CONTRACTOR FOR EXACT LOCATION OF CONDUITS, AND HANG HOLES PRIOR TO FABRICATION.
- 9) EACH PAIR OF ISLANDS HEIGHTS SHALL BE THE SAME.
- 10) ISLAND FORMS SHALL BE PAINTED BLACK.
- 11) PAYMENT ISLAND CARRIER (P.I.C.) UNITS ARE BASED ON GEN 11 FRONT LOAD DOUBLE SIDED UNITS. CHECK ACCEPTING UNITS ONLY.
- 12) SEE SHEET CA1-2 AND ELECTRICAL DRAWINGS FOR ADDITIONAL NOTES AND IN COLUMN ELECTRICAL CONDUIT INFORMATION.
- 13) GRADE BREAKS AT CONCRETE DRIVE SLAB SHALL OCCUR WITHIN DRAINLINE OF CANOPY.

M.D.P. MORANO, ARCHITECT/ENGINEER - CIVIL, ARCHITECTURE, INTERIORS, 1001-17 08-13-11

REVISION	DATE	BY

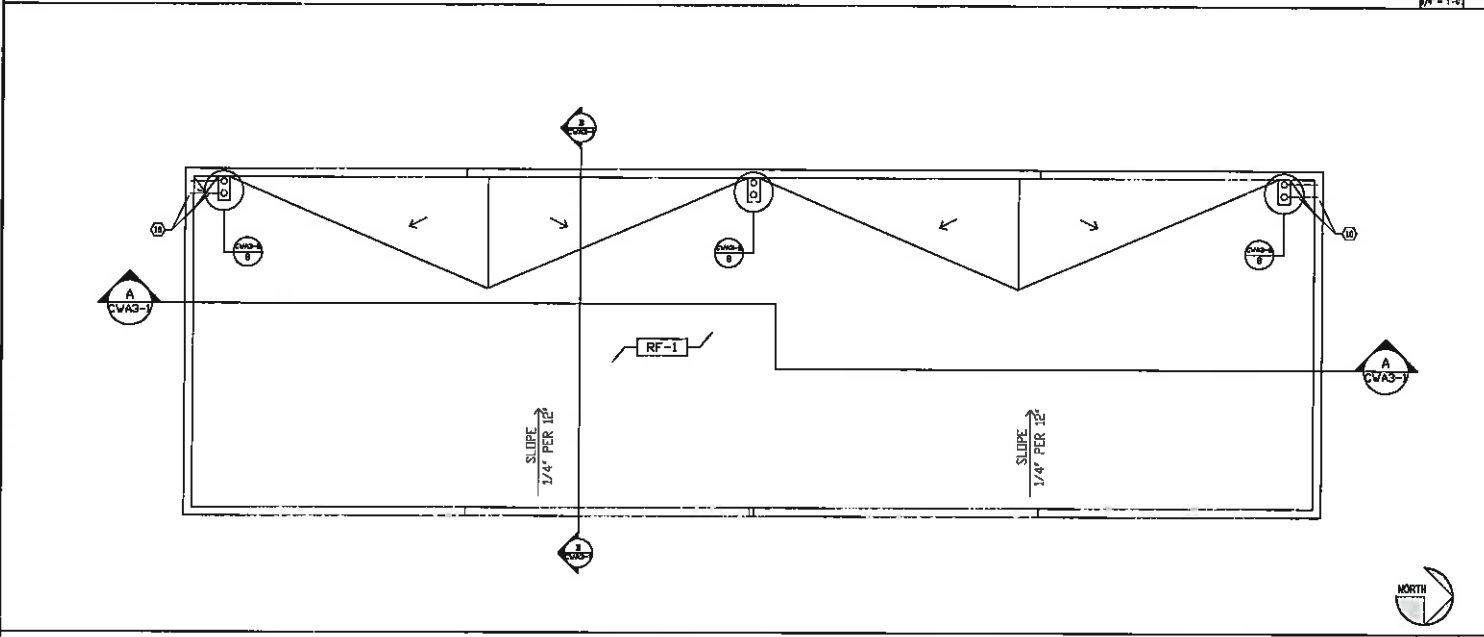
DATE	JOB NO
08-03-15	000.000
SCALE	DRAWN BY
AS SHOWN	IND

DRAWING NO.
CAD1-2



FLOOR PLAN

SCALE: 1/4" = 1'-0"



ROOF PLAN

SCALE: 1/4" = 1'-0"

GENERAL NOTES:

- A. DIMENSION LINE SHOWS AREA TO FACE OF STUDY (AS NOTED OTHERWISE)
- B. REFER TO GAS BEAM EXHAUST INSTALLATION MANUAL AND RELEVANT ROOF DRAWINGS FOR FURTHER SPECIFICATION
- C. PROVIDE CLEAR SIGNAGE MOUNTED AT ALL WALL TRANSITIONS
- D. ALL MATERIALS AND APPLICATIONS TO MEET OR EXCEED LOCAL OR STATE REQUIREMENTS
- E. INSTALLATION OF ROOFING SHALL BE IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS
- F. WHERE TOP OR BOTTOM FLATERS ARE CUT FOR PIPES, A METAL TRIM CHANNEL SHALL BE INSTALLED AND 1/2" WIDE SHALL BE FASTENED ACROSS THE OPENING WITH 8-18 WELLS MIRRORING EACH SIDE.

KEYED NOTES:

- ① 2x8 PLY WOOD STUD WALL AT 9" O.C. BY 6" HIGH x 8" WIDE CONCRETE CURB.
- ② 2x4 PLY WOOD STUD WALL AT 9" O.C. BY 6" HIGH x 4 1/2" WIDE CONCRETE CURB.
- ③ 6" DIAMETER STEEL ROLLERS.
- ④ PEAKY TANK ASSEMBLY LOCATION.
- ⑤ EXTERIOR BRANCH CHASE.
- ⑥ EXTERIOR FLOOR DRAIN.
- ⑦ SAUCER EXTENSION - REFER TO FIRE DEPT. NOTION ON T-11 BRANNING SLAB.
- ⑧ TRUSS BARS OF METAL, AS SPECIFIED BY PLANNING COMMISSION & DED. PLEASE REFER DRAWING LEADERS.

INTERIOR FINISHES

- CEILING: GUNNED CONCRETE, BRUSHY FINISH, TRAVELLED PAINT.
- FRONT: SOLID FIBERGLASS FIBER EVALUATION REPORT NUMBER 820 220-0001 OVER 5/17 CONDITIONAL BOARD EVALUATION REPORT NUMBER 820 220-0001.
- PLY: 5/8" EXTERIOR GRADE PLYWOOD.

ROOFING

- RF-1 BUILT-UP ROOFING SYSTEM SHALL BE THREE OR LAYERS FIBERGLASS REINFORCED BUILT-UP ROOF URBAN MINERAL COATED GAF BURET AND BEAM COATED BRICKWORK FIRE RESISTANT CLASS 1" IS THE MINIMUM STANDARD. SEE STRUCTURAL DRAWINGS FOR DETAILS.

EXTERIOR DOOR

- ① SIZE 8'-0" x 7'-0" x 4" GWT TYPE YELLOW METAL DOOR W/ LAMINAR UNIT AND FRAME. BACKGROUND: -1 1/2" PINK STAINLESS STEEL (HONEY COMB) -LAMINAR HANDLE WITH KEY OUTSIDE MOUNT AT 50" AFFD -LOCKING -ALUMINUM SWIRLER SPRING ARM -HEAD-RENT/TYPE

224 SOUTH JOY STREET
CORONA, CA 92619-1958
P.O. BOX 1958
CORONA, CA 92619-1958
DIRECT: (951) 260-3833
FAX: (951) 260-3832

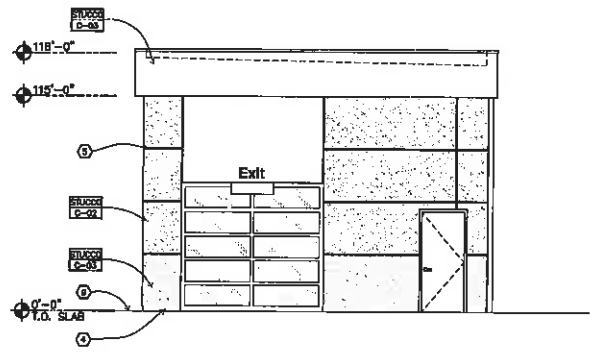


CAR WASH FLOOR & ROOF PLAN
MORENO VALLEY CACTUS
FLOOR & ROOF PLAN
1900 VALLEY CACTUS
CORONA, CA

DATE	JOB NO
06-03-15	000,000
SCALE	DRAWN BY
AS SHOWN	MO

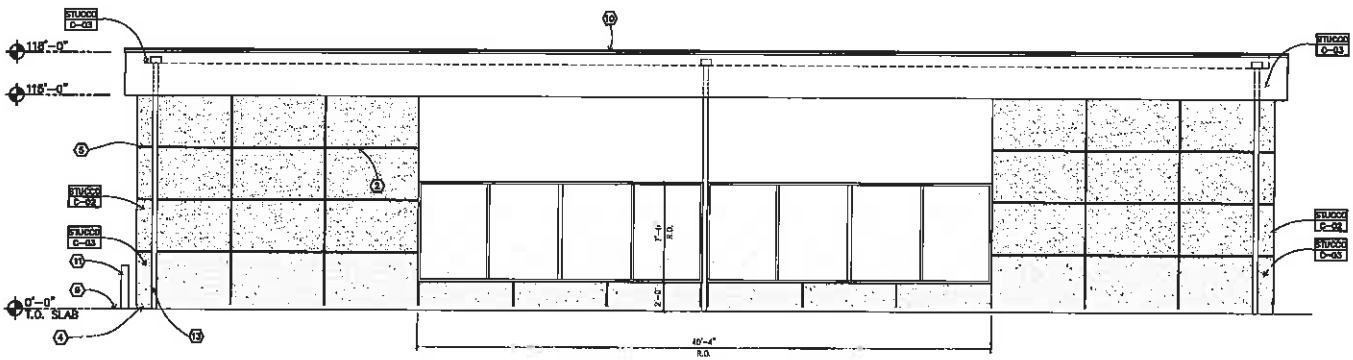
XXXXXXXXXX
DRAWING NO.
CWA1-1

1500 S. Moreno Valley, Corona, CA 92619-1958
 1500 S. Moreno Valley, Corona, CA 92619-1958
 1500 S. Moreno Valley, Corona, CA 92619-1958



SOUTH ELEVATION

SCALE: 1/4" = 1'-0" 1



EAST ELEVATION

SCALE: 1/4" = 1'-0" 2

KEYED NOTES:

- (1) MIN. LETTERS APPLIED TO SIGN PANEL
- (2) 1" RECAL EACH SIDE
- (3) PROMENED OPACQUE PLASTIC BULLHOSE
- (4) 4" BREAK METAL BASE, EXTEND TO 10" WHERE SHOWN
- (5) 1" RECAL IN FINISH (TYPICAL)
- (6) "NO ENTRY" - 30" x 36" SIGN CENTERED OUTSIDE OF OVERHEAD DOOR.
- (7) OVERHEAD CLEARANCE BAR PROVIDED BY OWNER, VERIFY MOUNTING HEIGHT ABOVE APPROX SIGN OWNER
- (8) INSTRUCTIONAL SIGN PANEL
- (9) CONCRETE EXTERIOR CURB AND CONCRETE WALK
- (10) PREFABRICATED VARIABLE ROOF
- (11) 8" ROUND CONCRETE FILLED STEEL BOLLARD, REFER TO DETAIL 02-81.1
- (12) HOLLOW METAL DOOR AND FRAME, PAINT BOTH AS NOTED
- (13) 3"x6" GALVANIZED STEEL DOWNSPOUT

EXTERIOR FINISHES

- [C-28] PROMENED OPACQUE PLASTIC OR FORMED ALUMINUM BULLHOSE WITH TROUGH FOR LEAD AND FLAT RETURN
- [STUCCO] 7/8" STUCCO (PORTLAND CEMENT PLASTER) OVER METAL LATH, PROTECT CORNERS, JOINTS AS REQUIRED

EXTERIOR PAINTS

- [C-01] COLOR: CLEAR ANODIZED ALUMINUM FINISH
- [C-02] COLOR: BP PEARL-SEMI-GLOSS
- [C-03] COLOR: DEEP PEARL-SEMI-GLOSS

224 SOUTH JOY STREET
CORONA, CA 92679-5585
P.O. BOX 1958
CORONA, CA 92678-1958
DIRECT (951) 290-3833
FAX (951) 290-3832



CAR WASH
EXTERIOR ELEVATIONS

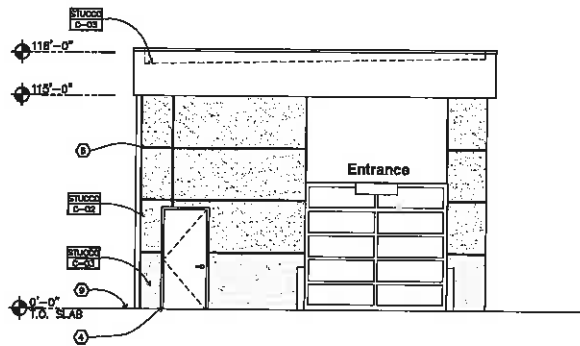
MORENO VALLEY CACTUS
NEC CACTUS AVE AND COMMERCE CTR
MORENO VALLEY, CA

DATE	JOB NO
08-03-16	100.000
SCALE	DRAWN BY
AS SHOWN	MO

DATE	JOB NO
08-03-16	100.000
SCALE	DRAWN BY
AS SHOWN	MO

DATE: 08-03-16
JOB NO: 100.000
SCALE: AS SHOWN
DRAWN BY: MO
DRAWING NO: CWA2-1

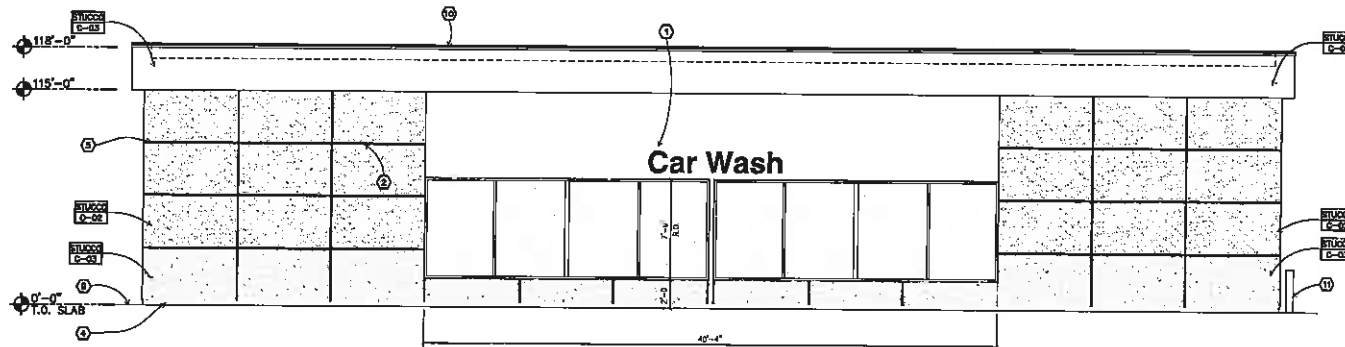
W:\Projects\Moreno_Valley_Cactus\DWG\CWA2-1.dwg Plot: Exterior ELEVATIONS 08/03/16 10:00:00



NORTH ELEVATION

SCALE
1/4" = 1'-0"

3



WEST ELEVATION

SCALE
1/4" = 1'-0"

4

KEYED NOTES:

- ① WFL LETTERS APPLIED TO ADM PANEL
- ② 1" REVEAL EXTERIOR SIDE
- ③ PROMOTED OPACQUE PLASTIC BULLMOSE
- ④ 4" BREAK METAL BARS EXTEND TO 10" WHERE SHOWN
- ⑤ 1" REVEAL IN FINISH (TYPICAL)
- ⑥ "NO ENTRY" - 10" x 36" SIGN CENTERED OUTSIDE OF OVERHEAD DOOR
- ⑦ OVERHEAD CLEARANCE BAR PROVIDED BY OWNER. VERIFY MOUNTING HEIGHT ABOVE APPROX WITH OWNER.
- ⑧ INSTRUCTIONS: SEMI PANEL
- ⑨ CONCRETE OUTGRADED CURBS AND CONCRETE WALK
- ⑩ PREFABRICATED WALLABLE ROSE
- ⑪ 6" ROUND CONCRETE FILLED STEEL ROLLARD. REFER TO DETAIL 02-SL.1
- ⑫ HOLLOW METAL DOOR AND FRAME. PAINT BOTH AS NOTED
- ⑬ 3"x5" GALVANIZED STEEL DOWNSPOUT

EXTERIOR FINISHES

- [BULLMOSE] PROMOTED OPACQUE PLASTIC OR FORMED ALUMINUM BULLMOSE WITH TROUGH FOR LEDS AND FLAT REZUM
- [STUCCO] 3/8" STUCCO (PORTLAND CEMENT PLASTER) OVER METAL LATH. PROTECT CONTROL JOINTS AS REQUIRED

EXTERIOR PAINTS

- [C-27] COLOR: CLEAR ANODIZED ALUMINUM FINISH
- [C-28] COLOR: DEEP PEARL-SEMI-GLOSS
- [C-29] COLOR: DEEP PEARL-SEMI-GLOSS

224 SOUTH JOY STREET
CORDONA, CA 92879-1988
P.O. BOX 1988
CORDONA, CA 92878-1988
DIRECT (951) 260-3833
FAX (951) 260-3832



CAR WASH
EXTERIOR ELEVATIONS

MORENO VALLEY CACTUS
NEC CACTUS AVE AND COMMERCE CTR
MORENO VALLEY, CA

REVISION	
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	

DATE	JOB NO
08-03-15	000.000
SCALE	DRAWN BY
AS SHOWN	INO

XXXXXX
DRAWING NO.
CWA2-2

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 Fridays, from 9:00 a.m. to 5:00 p.m.

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

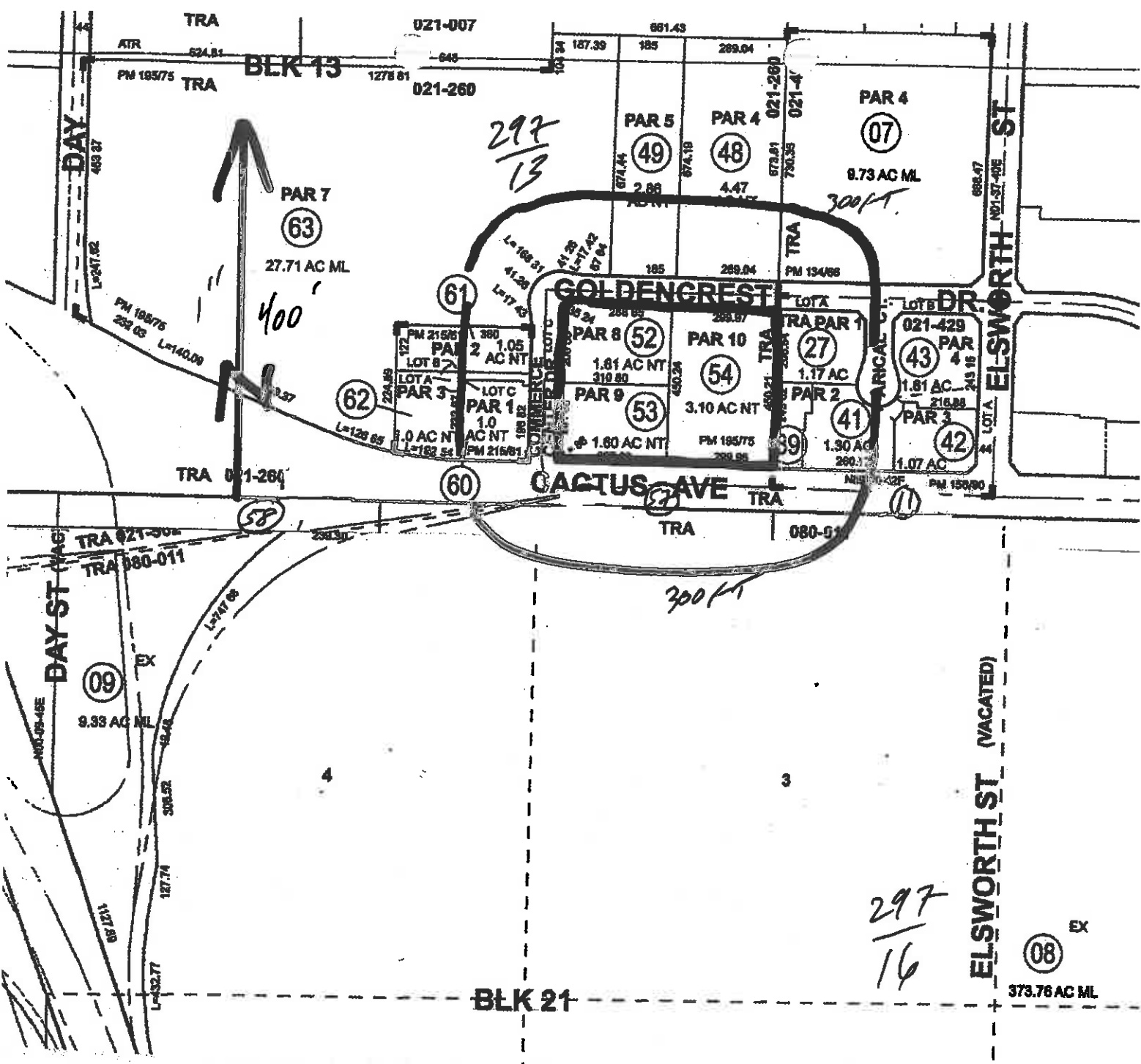
DATE OF HEARING: October 8, 2015

TIME OF HEARING: 9:00 A.M.

CASE DESCRIPTION:

ZAP1135MA15 – Jack Kofdarali and Ino Cruz/French Valley Benton Rd., LP – City of Moreno Valley Case No.: PA15-0032 (Master Plot Plan). The applicant proposes to develop and operate a 48,140 square foot industrial warehouse (including 4,000 square feet of office space), a gasoline and diesel service station with 14 pumps, a 3,800 square foot convenience store, three fast-food restaurants with a combined gross floor area of 9,200 square feet, and a car wash on 6.31 acres located northerly of Cactus Avenue, easterly of Commerce Center Drive, and southerly of Goldencrest Drive in the City of Moreno Valley. (Assessor's Parcel Numbers 297-130-052, -053, and -054) (Airport Compatibility Zone B2 of the March Air Reserve Base/Inland Port Airport Influence Area).

FURTHER INFORMATION: Contact John Guerin at (951) 955-0982. The ALUC holds hearings for local discretionary permits within the Airport Influence Areas, reviewing for aeronautical safety, noise and obstructions. All other concerns should be addressed to Mr. Gabriel Diaz of the City of Moreno Valley Planning Division, at (951) 413-3226.



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

ALUC Identification No.

ZAP1135MA15

PROJECT PROPONENT (TO BE COMPLETED BY APPLICANT)

Date of Application 07/01/2015
 Property Owner JACK KOFDARALI Phone Number 951-280-3833
 Mailing Address P.O. BOX 1958
CORONA, CA 92878

Agent (if any) INO CRUZ Phone Number 951-280-3833
 Mailing Address P.O. BOX 1958
CORONA, CA 92878 X 10002

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 NEC CACTUS AVE & COMMERCE CENTER DR.
MORENO VALLEY, CA 92553
 Assessor's Parcel No. 297-130-052, 053, 054 Parcel Size 53,420 SF.
 Subdivision Name _____ Zoning Classification BPX
 Lot Number 8, 9 & 10

PROJECT DESCRIPTION (TO BE COMPLETED BY APPLICANT)

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

Existing Land Use (describe) VACANT LAND
 Proposed Land Use (describe) NEW C-STORE, AUTO/TRUCK FUELING, 4 FAST FOOD RESTAURANTS AND WAREHOUSE

For Residential Uses Number of Parcels or Units on Site (exclude secondary units) 4
 For Other Land Uses Hours of Use 24/7
 (See Appendix C) Number of People on Site Maximum Number FORTH COMING
 Method of Calculation _____

Height Data Height above Ground or Tallest Object (including antennas and trees) 36 ft.
 Highest Elevation (above sea level) of Any Object or Terrain on Site 36 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 _____

Munch B2

REFERRING AGENCY (APPLICANT OR JURISDICTION TO COMPLETE)	
Date Received	
Agency Name	CITY OF MORENO VALLEY
Staff Contact	GABRIEL DIAZ
Phone Number	951-413-3000
Agency's Project No.	PA 15-0032 (Master Plot Plan)
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

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 3.4 2.2

HEARING DATE: October 8, ~~April 9,~~ 2015

CASE NUMBER: ZAP1020CH15 – Wal-Mart Stores, Inc. (Representatives: Kathleen Bonesz, Kimley-Horn and Associates; Jonathan Shardlow, Gresham Savage Nolan and Tilden)

APPROVING JURISDICTION: City of Eastvale

JURISDICTION CASE NO: 12-0051 Major Development Plan/Conditional Use Permit, General Plan Amendment [GPA], Change of Zone [CZ], Tentative Tract Map No. 36051

MAJOR ISSUES: ~~Project intensity, Open area, Site split by Zone C/Zone D boundary. The single-acre intensities within two of the acres on the westerly side of the project could potentially exceed allowable single-acre intensities in Compatibility Zone C. Staff recommends that this be addressed by limiting serving area within the fast food restaurant to 1,500 square feet and prohibiting restaurant uses in the retail buildings.~~

The proposed project is before this Commission again due to a likely change in the location of the required open area within Compatibility Zone D. The project was previously reviewed and determined to be consistent as a result of an empirical occupancy survey of an existing Wal-Mart. However, the designated open area was located partially within a Southern California Edison (SCE) easement. Since ALUC's determination in April, SCE has specified that no area within its easement may be credited as open area. The applicant team still hopes to convince SCE to allow such credit, but, as an alternative, is proposing the use of 1.02 acres within the parking lot easterly of the store as the required open area.

RECOMMENDATION: Staff recommends a finding of CONSISTENCY for the Change of Zone, General Plan Amendment, and Tentative Tract Map. Staff recommends that the Major Development Plan/Conditional Use Permit be found CONSISTENT with the 2008 Chino Airport Land Use Compatibility Plan, subject to the conditions included herein.

PROJECT DESCRIPTION: The applicant proposes to develop Eastvale Crossings, a 218,100 square foot shopping center featuring a 192,000 square foot Wal-Mart, ~~on 24.8 gross acres. on 20.95 acres of a 24.8 gross acre property.~~ In addition to the Wal-Mart, the shopping center will include two retail buildings with a combined floor area of 18,400 square feet, a 3,500 square foot fast food restaurant with drive-thru, and a gas station with a 4,200 square foot convenience store, 16 fueling positions, and a car wash. The site is presently split between areas designated Light Industrial and Commercial Retail on the City's General Plan. The GPA would designate the entire site as Commercial Retail. Similarly, the site is presently split between areas zoned C-1/C-P (General Commercial) and M-SC (Manufacturing-Service Commercial). The CZ would apply C-1/C-P

zoning to the entire site. Tentative Tract Map No. 35061 would divide the property into six (6) parcels. **FURTHER CONSIDERATION: This project is being reconsidered due to change in location of required open areas.**

PROJECT LOCATION: The project site is located at the southeast corner of Archibald Avenue and Limonite Avenue, northerly and westerly of Southern California Edison transmission lines and James C. Huber Park in the City of Eastvale, approximately 9,271 feet easterly of the easterly terminus of Runway 8R-26L at Chino Airport.

LAND USE PLAN: 2008 Chino Airport Land Use Compatibility Plan

- a. Airport Influence Area: Chino Airport
- b. Land Use Policy: Airport Compatibility Zones C and D
- c. Noise Levels: 55 CNEL or less

BACKGROUND:

Non-Residential Average Intensity: The site is located in Airport Compatibility Zones C and D. Nonresidential intensity in Airport Compatibility Zone C is restricted to an average of 75 persons per acre. Pursuant to Additional Compatibility Policy 2.6 of the Chino Airport Land Use Compatibility Plan [Chino ALUCP], average nonresidential intensity in Airport Compatibility Zone D may be up to 150 persons per acre. Pursuant to Additional Compatibility Policy 2.7 of the Chino ALUCP, the intensity of retail areas has been determined to be one person per 115 square feet of gross floor area. **Using this standard, the Wal-Mart would be expected to have a total occupancy of 1,670 persons, resulting in an average intensity of 80 persons per acre.**

~~The "Building Code Method" for calculating intensity utilizes "minimum floor area per occupant" criteria from the Building Code as a factor in projecting intensity. Pursuant to Appendix C, Table C-1, of the Riverside County Airport Land Use Compatibility Plan, the intensity of restaurant serving area has been determined to be one person per 15 square feet and the intensity of commercial kitchen areas has been determined to be one person per 200 square feet. Vehicle occupancy would be estimated at 1.5 persons per vehicle in the restaurant drive-thru queue and at each of the fueling pumps. If one were to assume as a worst case scenario that the entire fast food restaurant were serving area, the total occupancy of the site would be estimated at 2,120 people. This would result in an average intensity of 86 people per acre across the 24.6-acre site. However, if one were to include the adjacent Southern California Edison easement, the gross area of the site would increase to 34.3 acres, resulting in an average intensity of 62 persons per acre, which would be consistent with criteria for Airport Compatibility Zone C as well as Zone D.~~

An overall average intensity of ~~86~~ **80** persons per acre exceeds allowable average intensities for Airport Compatibility Zone C. However, ~~all uses other than the Wal-Mart would have a maximum occupancy of 450 persons together. The above numbers are~~ **this average** is based on a total of 1,670 persons in the Wal-Mart building. As discussed below in the discussion of single-acre intensity, we

estimate the actual occupancy of the Wal-Mart based on the customer count conducted at a Wal-Mart in the City of Ontario, plus Wal-Mart employees/associates, at 747 persons. This would result in a ~~total occupancy of 1,197 persons or less~~, and an average intensity of ~~49~~ **36** persons per acre.

A second method for determining total occupancy involves multiplying the number of parking spaces provided or required (whichever is greater) by average vehicle occupancy (assumed to be 1.5 persons per vehicle in the absence of more precise data). Based on the 1,063 parking spaces provided and assuming an additional 10% use by public transportation, the total occupancy would be estimated at 1,754 persons or an average of ~~71~~ **84** persons per acre across the ~~24.6-acre~~ **20.95-acre** site.

The applicant provided an alternate occupancy analysis based on an existing Wal-Mart located at 1333 N. Mountain Avenue in Ontario. The survey of occupancy was conducted during nine two-hour periods over a consecutive nine-day period in January, 2015. These included four late afternoons (4:00-6:00 PM) on Sunday, Tuesday, Thursday, and Saturday, three early afternoons (1:00-3:00 PM) on Saturday, Friday, and Sunday, and two weekday mornings (7:00-9:00 AM) on Monday and Wednesday. The highest customer count was reached at 2:20 PM on a Sunday afternoon: 582 persons. It should be noted that this count did not include employees. As a supplement, Wal-Mart has provided a statement that the maximum anticipated number of employees at the proposed site would be 165. On this basis, staff estimates the occupancy of the proposed Wal-Mart store at 747.

Unfortunately, the proposed Wal-Mart would be located in portions of two Compatibility Zones, and there is no way to determine how many of the people in the building would be within the portion in Zone C vis-a-vis the portion in Zone D.

Non-Residential Single-Acre Intensity: Nonresidential single-acre intensity is restricted to 150 persons in any given acre within Airport Compatibility Zone C. This level may be increased to up to 195 with use of risk-reduction design features, including, but not limited to, the following possible mitigation measures: limiting buildings to a single story; enhancing the fire sprinkler system; increasing the number of emergency exits; upgrading the strength of the building roof; avoiding skylights; limiting the number and size of windows; and using concrete walls. The project applicant has requested credit for each of these risk-reduction design measures for the Wal-Mart, other than absence of skylights.

As noted above, use of the retail occupancy standard applied in the Chino Airport Influence Area (one person per 115 square feet of gross floor area) leads to a determination that a 192,000 square foot store would accommodate 1,670 persons. Such a store occupies 4.41 acres, so the single-acre occupancy assuming an even distribution of customers and associates throughout the establishment would be 379 persons. This level would be consistent with compatibility criteria for Zone D, but would be inconsistent with compatibility criteria for Zone C. Discussion of this concern stimulated the need for the applicant team to authorize the above-referenced customer count. Using the 747 total occupancy, an even distribution throughout the store would result in a single-acre occupancy of 169 persons, which is 12.9% above the maximum single-acre occupancy for Zone C. However, staff

has reviewed the proposed risk-reduction design measures and believes that a bonus of at least 20 percent is in order, which would allow a single-acre intensity of up to 180 persons in Zone C.

~~The two retail buildings and the 3,500 square foot fast food restaurant located in the westerly portion of the property along Archibald Avenue are also in Compatibility Zone C. The floor plans of these buildings are unknown, and so are any risk-reduction measures (although a small credit could be achieved if all are single-story structures). Square acres can be analyzed that include the entirety of the fast food restaurant, plus portions of one of the retail buildings. Specifically, an area including the northerly 3,510 feet of the larger (southerly) retail building would be included in a square acre that includes the fast food restaurant. Assuming one person per 115 square feet, this area would accommodate approximately 31 persons, leaving 119 for the restaurant with drive-thru. Assuming six vehicles in the restaurant drive-thru and an average occupancy of 1.5 persons per vehicle, nine persons would be in the drive-thru, leaving 110 available for the restaurant. Limiting the restaurant serving area to 1,500 square feet (with 2,000 square feet for the commercial kitchen and other areas) would result in an estimated occupancy of 110, which would be consistent.~~

~~Given the current limitations on nonresidential intensity in Compatibility Zone C, our recommended conditions must include the above limitation on the restaurant and prohibition of additional restaurant uses within the retail buildings.~~

Noise: Under ultimate airport development conditions, the aircraft noise level at this location would be at or below an average of 55 dB(A) CNEL, with the contour touching the extreme northwesterly corner of the property. ~~All buildings~~ **The building** would be outside the area subject to average aircraft noise levels above 55 CNEL. Therefore, no special measures to mitigate aircraft-generated noise are required.

PART 77: The elevation of Runway 8R-26L at its easterly terminus is approximately 636.5 feet above mean sea level (AMSL). At an approximate distance of 9,271 feet from the runway, any structure above 729.2 feet AMSL at its top point would require FAA review. The project plans indicate a finished floor elevation of 644 feet AMSL and a building height of 32 feet for a maximum elevation at top point of 676 feet AMSL. Therefore, Federal Aviation Administration (FAA) obstruction evaluation review for height/elevation reasons is not required.

Open Area: Compatibility Zone C requires that 20% of area within major projects (10 acres or larger) be set aside as open land that could potentially serve as emergency landing areas, and Compatibility Zone D requires that 10% of the project area be set aside for this purpose.

Excluding the Southern California Edison easement and 1.52 acres to be dedicated as right-of-way, the project site includes 23.25 acres – 14.35 acres in Zone C and 8.9 acres in Zone D. As a result, the project must devote at least 2.87 acres in Zone C and 0.89 acres in Zone D to ALUC-qualifying open area. The project team has prepared an exhibit depicting 2.89 acres in Zone C and 0.98 acres in Zone D that would meet the definition of ALUC-qualifying open area.

CONDITIONS:

1. Any outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky.
2. The following uses shall be prohibited:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area, including landscaping utilizing water features, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, and incinerators.
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
 - (e) Children's schools, hospitals, nursing homes (skilled nursing facilities), day care centers (including children's nurseries), and libraries.
 - (f) Highly noise-sensitive outdoor nonresidential uses and hazards to flight.
3. This finding of consistency is based upon the site plan dated October 22, 2014. Any changes in the locations, heights, layout, or intended use of buildings, except as necessary to comply with one or more of the conditions herein, shall be subject to further review by the Airport Land Use Commission as an amended project.
- ~~4. The following occupancy and use area limits are applicable to the buildings shown on the site plan reviewed by the Airport Land Use Commission, dated October 22, 2014, in the absence of a subsequent review and determination as to consistency by ALUC or its staff.~~
 - ~~(a) The building labeled "fast food" shall be limited to a total gross floor area of 3,500 square feet, not more than 1,500 square feet of which shall be restaurant serving area.~~

(b) ~~The buildings labeled as “Retail” shall not be used as restaurants.~~

5. The City of Eastvale shall either prohibit the following uses on this site, or shall require additional review by the Airport Land Use Commission prior to establishment of any of the following uses in any of the structures proposed through this Major Development Plan/ Conditional Use Permit:

Auction rooms, auditoriums, bowling alleys, churches and chapels, classrooms (adult), conference rooms exceeding 300 square feet in area, dance floors, drinking establishments, gaming, gymnasiums, lodge rooms, lounges, restaurants (except for ~~one freestanding restaurant—serving area not to exceed 1,500 square feet—~~and one restaurant concession within the Wal-Mart building), reviewing stands, stages, skating rink and swimming pool deck areas, and other uses that would be considered to have an occupancy level greater than one person per 30 square feet (minimum square feet per occupant less than 30) pursuant to the California Building Code (1998) Table 10-A (Table C-1 of Appendix C of the Riverside County Airport Land Use Compatibility Plan).

6. The attached notice shall be provided to all potential purchasers of the property and all potential tenants of the buildings, and shall be recorded as a deed notice.
7. The proposed on-site detention basin shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basin that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.

Guerin, John

From: Jonathan Shardlow <Jonathan.Shardlow@GreshamSavage.com>
Sent: Monday, August 24, 2015 1:25 PM
To: Guerin, John
Subject: Eastvale Crossings Walmart - ZPA1020CH15
Attachments: Open Space - 2-18-15 ALUC App Exhibit - FINAL.PDF; ALUC Open Space 6-2.pdf

John,

As previously discussed a few months ago, we would like to proceed with the designation of an alternate Open Space area in Zone D as reflected in the green shaded area in the second attachment. Such alternative designation is necessitated by SCE's objection to the use of now designated open space area in Zone D. If possible, we would like both Zone D open space areas to be designated as potential open space areas, so that in the event a resolution can be worked out with SCE, the green shaded area in the first attachment can be utilized. I understand there will be some noticing fees involved. Please let me know what these will be and I will be able to provide you with a check.

I assume October 8, 2015 will be the ALUC meeting which this matter will be scheduled for. (however, if this item can be advanced to September 10, 2015, please let me know.

Please let us know if there are anything else we need to submit or if we can be of assistance. Thank you.

Jon
Direct Line: 909-723-1770

From: Jonathan Shardlow
Sent: Wednesday, June 03, 2015 11:26 AM
To: 'jguerin@rctima.org'
Subject: Eastvale Crossings Walmart - ZPA1020CH15

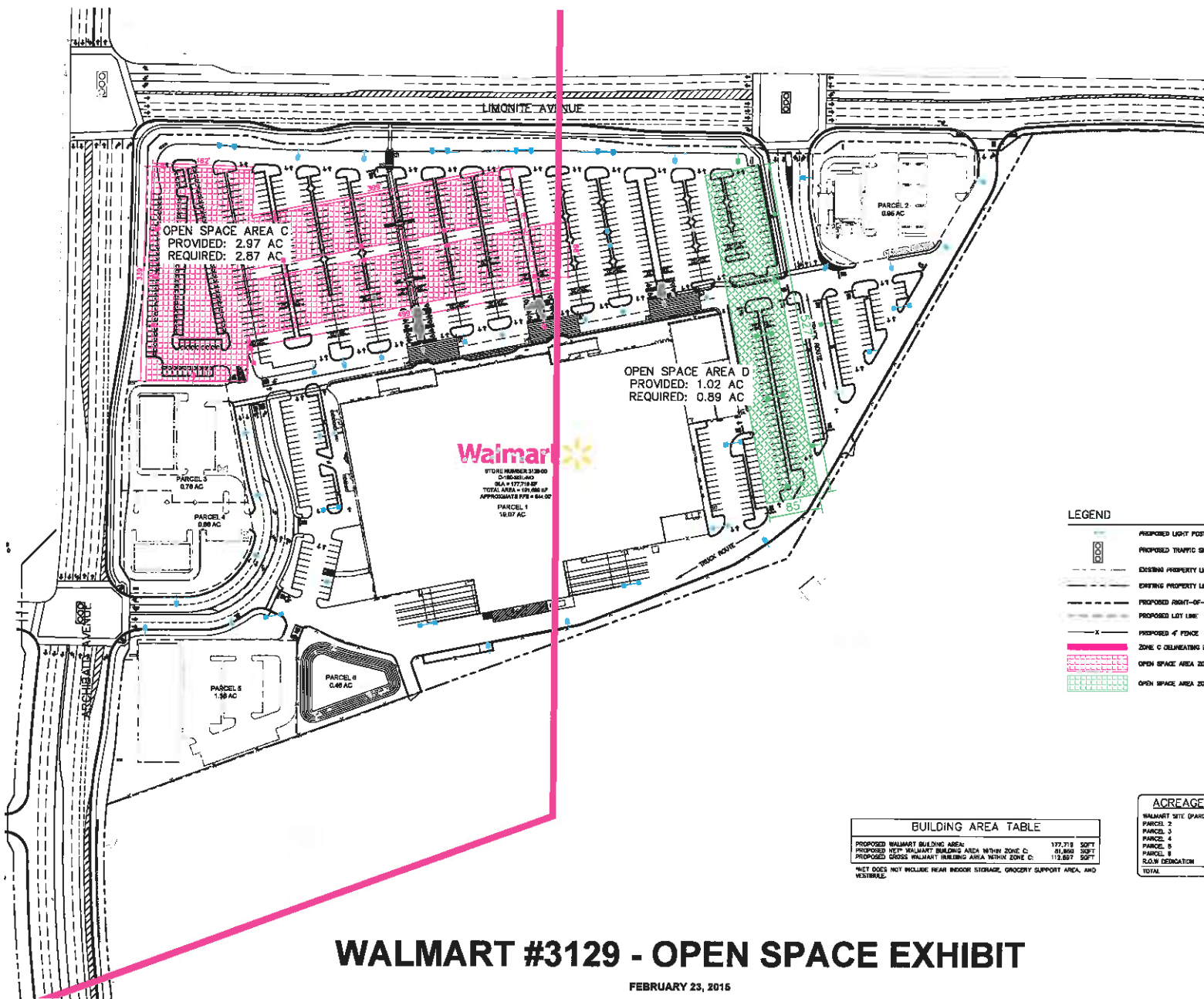
John,

Can you give me a call when you have a moment? I was hoping for a little guidance on a potential modification regarding the open space layout in Zone D (as shown on the second PDF).

Jon
Direct Line: 909-723-1770

Jonathan E. Shardlow
Attorney

Gresham Savage Nolan & Tilden, PC
550 East Hospitality Lane, Suite 300
San Bernardino, CA 92408-4205
Office: (909) 890-4499 Ext. 1770
Fax: (909) 890-9877
www.GreshamSavage.com



OPEN SPACE AREA C
 PROVIDED: 2.97 AC
 REQUIRED: 2.87 AC

OPEN SPACE AREA D
 PROVIDED: 1.02 AC
 REQUIRED: 0.89 AC

Walmart
 STORE NUMBER 31290
 0-86081-000
 044 # 17778-00
 TOTAL AREA = 139,086 SQ FT
 APPROXIMATE PFS = 84,027
 PARCEL 1
 18.07 AC

- LEGEND**
- PROPOSED LIGHT POST
 - PROPOSED TRAFFIC SIGNAL
 - EXISTING PROPERTY LINE TO BE ABANDONED
 - EXISTING PROPERTY LINE TO REMAIN
 - PROPOSED RIGHT-OF-WAY LINE
 - PROPOSED LOT LINE
 - PROPOSED 4' FENCE
 - ZONE C DELINEATING LINE
 - OPEN SPACE AREA ZONE C
 - OPEN SPACE AREA ZONE D

BUILDING AREA TABLE	
PROPOSED WALMART BUILDING AREA	177,718 SQFT
PROPOSED NET WALMART BUILDING AREA WITHIN ZONE C	81,860 SQFT
PROPOSED GROSS WALMART BUILDING AREA WITHIN ZONE C	112,897 SQFT

NET DOES NOT INCLUDE REAR INDOOR STORAGE, GROCERY SUPPORT AREA, AND RESTROOMS.

ACREAGE TABLE	
WALMART SITE (PARCEL 1)	18.07 AC.
PARCEL 2	0.88 AC.
PARCEL 3	0.78 AC.
PARCEL 4	0.08 AC.
PARCEL 5	1.36 AC.
PARCEL 8	0.48 AC.
PARCEL 9	1.02 AC.
TOTAL	24.78 AC.

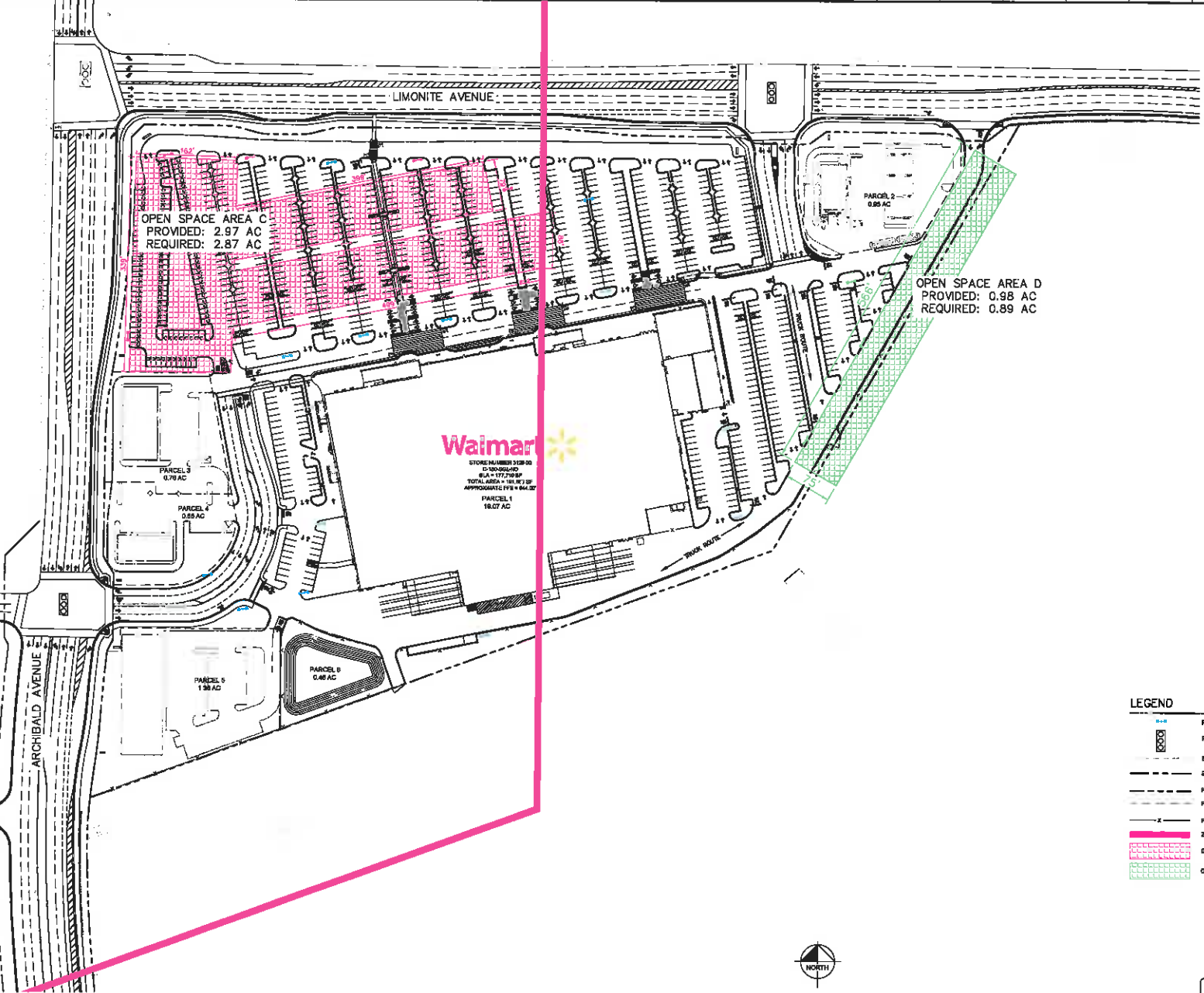


WALMART #3129 - OPEN SPACE EXHIBIT

FEBRUARY 23, 2015

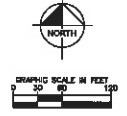
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23

A
B
C
D
E
F
G
H
I
J
K
L
M
N
O
P



LEGEND

- PROPOSED LIGHT POST
- PROPOSED TRAFFIC SIGNAL
- EXISTING PROPERTY LINE TO BE ABANDONED
- EXISTING PROPERTY LINE TO REMAIN
- PROPOSED RIGHT-OF-WAY LINE
- PROPOSED LOT LINE
- PROPOSED 4' FENCE
- ZONE C DELINEATING LINE
- OPEN SPACE AREA ZONE C
- OPEN SPACE AREA ZONE D



BUILDING AREA TABLE

PROPOSED WALMART BUILDING AREA	177,710	SQ. FT.
PROPOSED NET WALMART BUILDING AREA WITHIN ZONE C	81,880	SQ. FT.
PROPOSED GROSS WALMART BUILDING AREA WITHIN ZONE C	112,857	SQ. FT.

*NET DOES NOT INCLUDE REAR INDOOR STORAGE, GROCERY SUPPORT AREA, AND VESTIBULE

ACREAGE TABLE

WALMART SITE (PARCEL 1)	18.07	AC.
PARCEL 2	0.95	AC.
PARCEL 3	0.78	AC.
PARCEL 4	0.95	AC.
PARCEL 5	1.36	AC.
PARCEL 6	0.48	AC.
R.O.W. COORDINATION	1.02	AC.
TOTAL	24.78	AC.

PROJECT No. 18482/1037

SCALE (S): 1" = 60'

SCALE (D): N/A

DESIGN BY: JWC

DESIGN BY: JWC

CHECK BY: JWP

DATE: 10/22/2014

NOT FOR CONSTRUCTION

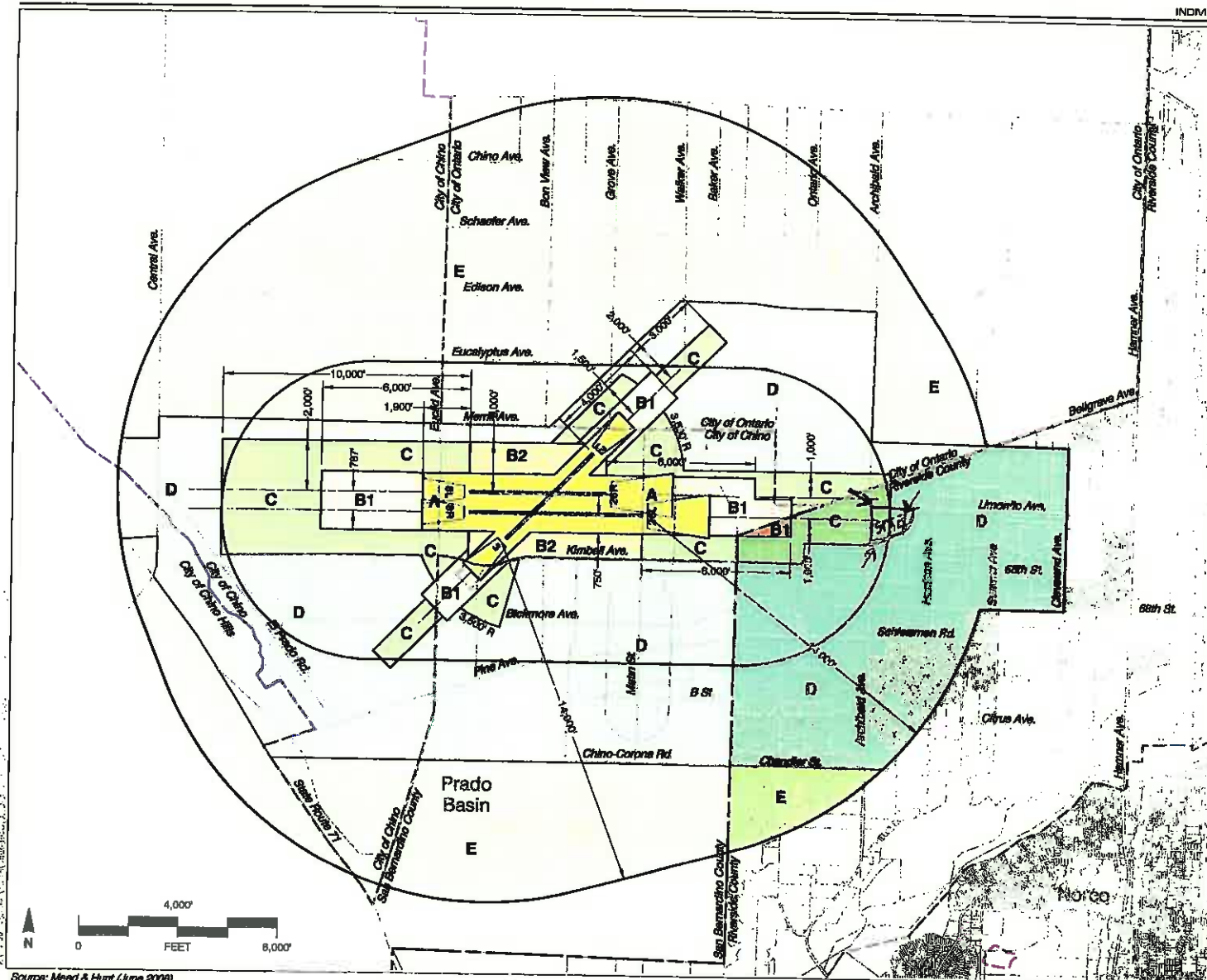
SEC OF ARCHIBALD AVE AND LIMONITE AVE
**PROPOSED WALMART
 OPEN SPACE EXHIBIT**
 EASTVALE, CA

Walmart
 C-180-SGL-NO
 STORE No. 3129-00

Kimley-Horn
 780 7th St., Suite 300
 Oakland, California 94612 (916) 258-1000

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
 - County Line

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, and the Additional Compatibility Policies for Chino Airport for compatibility criteria associated with this map.

*The policies in this plan apply only to the portions of the airport influence area lying within Riverside County. Compatibility Zones in San Bernardino County are shown only to provide context for the Riverside County area.

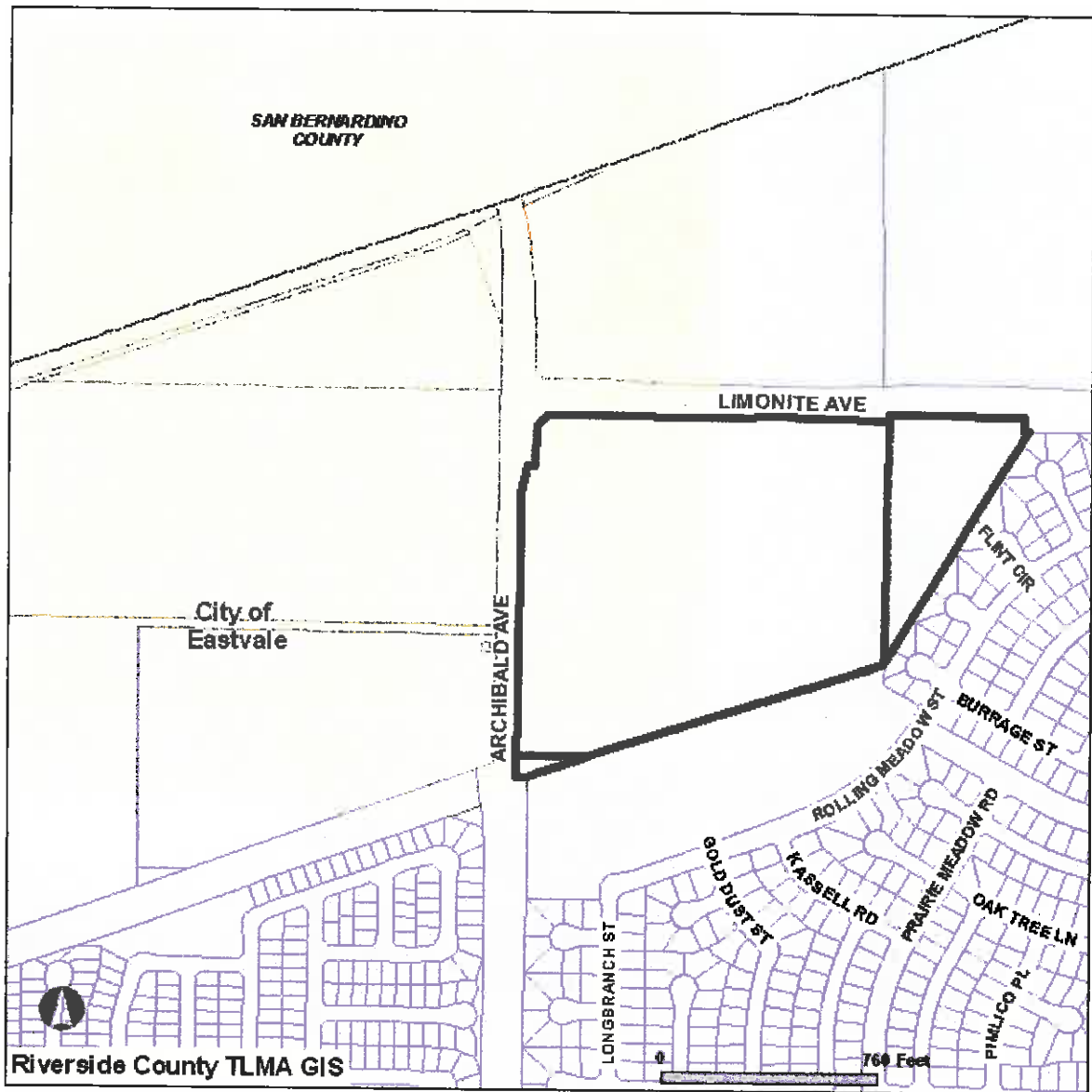
Riverside County
Airport Land Use Commission
Riverside County
Airport Land Use Compatibility Plan
Policy Document
 (Adopted September 2008)

Map CH-1

Compatibility Map
Chino Airport

Source: Mead & Hunt (June 2008)

RIVERSIDE COUNTY GIS



Selected parcel(s):
 144-030-012 144-030-014 144-030-028

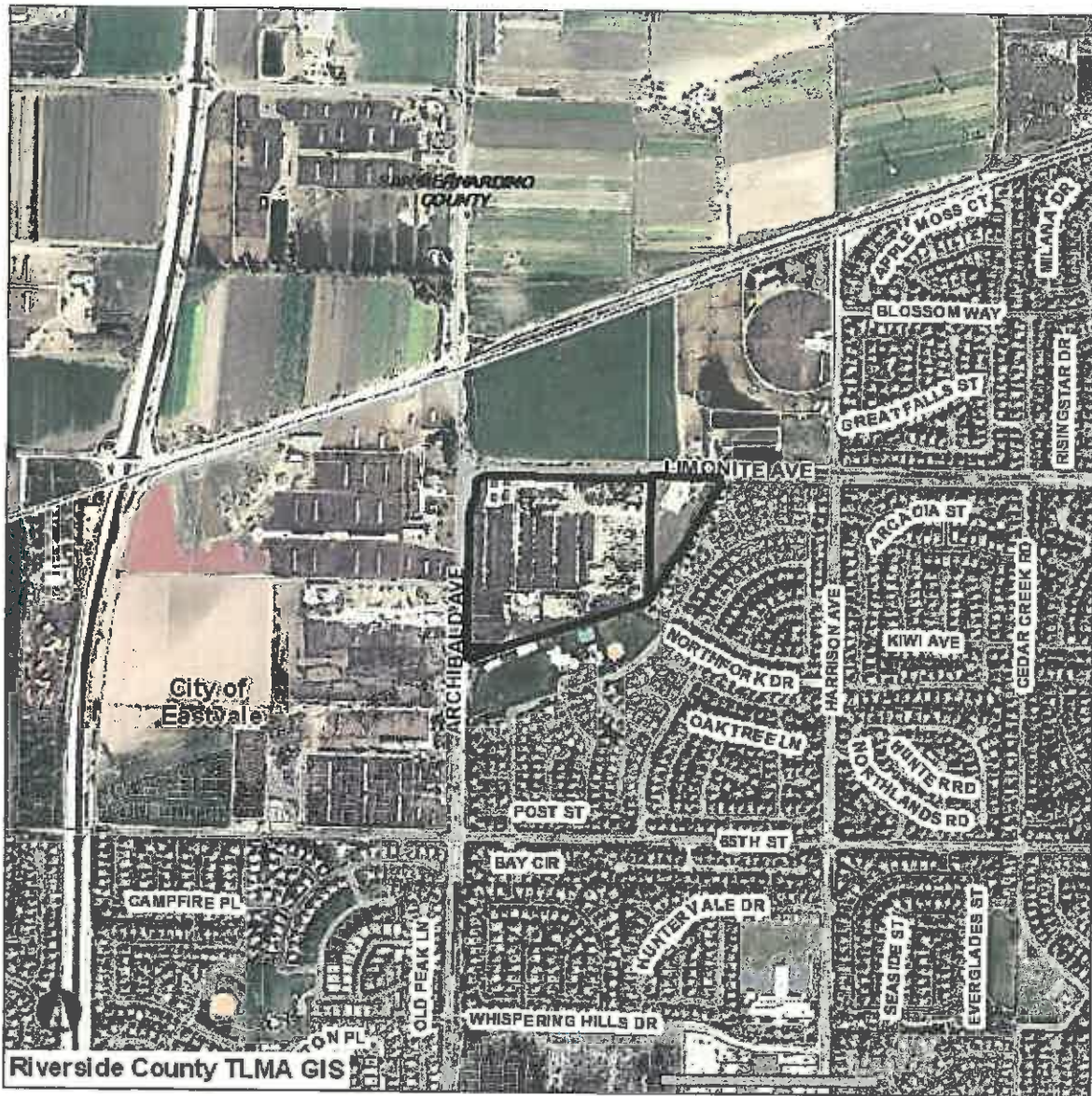
IMPORTANT

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

REPORT PRINTED ON...Wed Mar 25 09:21:10 2015

Version 131127

RIVERSIDE COUNTY GIS



Selected parcel(s):
 144-030-012 144-030-014 144-030-028

IMPORTANT

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

REPORT PRINTED ON...Wed Mar 25 09:24:38 2015

Version 131127

RIVERSIDE COUNTY GIS

**Selected parcel(s):**

144-030-012 144-030-014 144-030-028

IMPORTANT

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

REPORT PRINTED ON...Wed Mar 25 09:23:18 2015

Version 131127

February 25, 2015

VIA HAND DELIVERY

John J. G. Guerin
Principal Planner
Riverside County
Airport Land Use Commission
County Administrative Center
4050 Lemon Street, 14th Floor
Riverside, CA 92501

Re: Eastvale Crossings Project Application

Dear John:

On behalf of Wal-Mart Stores, Inc., I would like to submit an Application for Major Land Use Action Review for the proposed Eastvale Crossings Project. The project is set to be located at the southeast corner of Archibald Avenue and Limonite Avenue.

In line with this application, I have attached the following items for your review and consideration:

1. Completed Application with ALTA Survey and Site Plan;
2. Proposed Building Elevations;
3. Floor Plan with square footage breakdown of each area;
4. Site Plan with proposed Walmart in relation to Airport Zoning designations;
5. Open Space Exhibit;
6. Letter and Matrix from Counts Unlimited for Survey conducted at Walmart Ontario;
7. Building Design Features from project architect, Perkowitz & Ruth Architects;

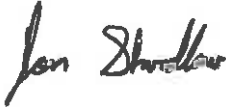
RIVERSIDE 3750 University Avenue, Suite 250 · Riverside, California 92501
SAN BERNARDINO 550 East Hospitality Lane, Suite 300 · San Bernardino, California 92408
SAN DIEGO 550 West C Street, Suite 1810 · San Diego, California 92101
LOS ANGELES 333 South Hope Street, 35th Floor · Los Angeles, California 90071

John J. G. Guerin, Principal Planner
Riverside County Airport Land Use Commission
February 25, 2015
Page 2

8. Walmart Verification of Employees at proposed Store;
9. Landscaping Narrative;
10. Noticing Package;
11. Check in the amount of \$1,188.00.

Please let me know if you need anything else. I can be reached by email at Jonathan.Shardlow@greshamsavage.com or by calling me at (909) 723-1770.

Very truly yours,



Jonathan E. Shardlow, for
GRESHAM SAVAGE
NOLAN & TILDEN,
A Professional Corporation

JES:crb

Enclosure

cc: Ellen Berkowitz, Esq.

**APPLICATION FOR
Major Development Plan
Conditional Use Permit
Change of Zone
General Plan Amendment
Tentative Tract Map
Sign Program**

**FOR
Walmart Store #3129-00**

Applicant: Wal-Mart Real Estate Business Trust
Project Title: Eastvale Crossings
Project Location: SEC of Archibald Avenue and Limonite Avenue,
City of Eastvale, California 92880

Date: October 22, 2014

PROJECT PROPOSAL

Project Summary and Description

The overall proposed development includes six parcels consisting of 24.8 gross acres and is bounded by Archibald Avenue to the west; Limonite Avenue, to the north; and a Southern California Edison easement over 2.18 acres to the east and south in the City of Eastvale (the "City"). The James C. Huber Park abuts the Edison easement area to the south, with an existing single-family residential area beyond. The proposed development site will have approximately 23.26 net acres after street and driveway dedications.

Wal-Mart Real Estate Business Trust, (the "Applicant"), proposes to develop a retail shopping center, including an approximately 192,000 square foot Walmart store and four outparcels consisting of: (1) a gas station with an approximately 4,200 square foot convenience store, sixteen (16) fueling positions, and a self-servicing drive-thru carwash at the northeast corner of the site along Limonite Avenue; (2) an approximately 3,500 square foot fast food restaurant with

a drive-thru along Archibald Avenue; (3) a 6,200 square foot retail shop building with a drive-thru and walk-up ATM machine and (4) a 12,200 square foot retail shop building (together, the "Project"). Approximately 1,063 at grade parking stalls would be provided. The proposed Project height would be a maximum of 32-feet (32') with architectural features.

Requested Actions

The Applicant requests approval of the following in order to allow for the development of the Project:

- *Certification of the Eastvale Crossings Environmental Impact Report;*
- *General Plan Amendment* to change the split designation of Commercial Retail and Light Industrial to Commercial Retail for the entire site;
- *Change of Zone* to change the split zoning from General Commercial (C-1/C-P) and Manufacturing-Service Commercial (M-SC) to General Commercial (C-1/C-P) for the entire site;
- *Major Development Plan* for the construction of a non-residential building over 5,000 square feet;
- *Conditional Use Permits* to allow the following uses: off-site alcohol sales (beer, wine and liquor for the Walmart), and drive-thru pharmacy and site-to-store pick-up for the Walmart, gasoline sales with off-site alcohol sales (beer and wine) for the gas station, and drive-thru uses for the retail and fast food restaurant outparcels.
- *Tentative Tract Map* to modify the current lot configuration to the proposed Walmart parcel and subdivide the property into six (6) separate parcels; and
- *Sign Program.*

Existing Conditions

The Project site consists of existing vacant land formerly used as a dairy. Southern California Edison power lines abut the Project site to the east and south. The Project site has natural vegetation consisting of shrubs and the site is relatively flat.

Surrounding uses include vacant land to the north (heavy agriculture zone), a Southern California Edison easement area to the east and south, which separates the Project site from existing single family residences and the James C. Huber park to the south, and vacant land to the west (approved for Industrial Park zone April 9, 2014).

Proposed Development

Project Background and Features

The proposed Project will replace vacant land with a shopping center that provides goods and services for public convenience. The Applicant is proposing an approximately 192,000 square foot Walmart store, along with approximately 26,100 square feet of other smaller retail and restaurant/fast food uses. The Project would be designed in harmony with the existing neighborhood and will minimize impacts on neighboring properties.

The proposed Walmart store will operate 24 hours a day and will sell general retail merchandise, products for the home (i.e. house wares, electronics, furniture and outdoor living items), personal items (i.e. clothing, daily essentials) and groceries (including alcoholic beverages for off-site consumption) displayed in a clean, organized and welcoming environment. The store will also sell pool chemicals, pesticides, paint products and ammunition. The Walmart store may have outdoor seasonal sales and storage. In addition, the store will include a garden center.

The Walmart store will include a pharmacy and may also include a vision, hearing, and medical care center, food service, a photo studio and photo finishing center, a banking center and an arcade and other similar accessory uses inside the store. The store building will include six (6) truck doors and loading docks.

Building Design

Walmart recognizes that the quality and appropriateness of its architecture is its public face and seeks to adapt the design of its proposed Eastvale store comfortably within the context of the surrounding community aesthetics. The structure will be single-story, varying in height from approximately 24'-0" to 32'-0".

The gently arched identity wall, along with the two entrances on the front elevation, announces the customer's destination and provides direction to the appropriate part of the store. The massing of the building's elevations is reduced in scale by the use of pedestrian level glazing, canopies and awnings.

Onsite Improvements

Facing Limonite Avenue, the Project proposes a gas station and facing Archibald Avenue, the Project proposes small retail and restaurant/fast food. The Project will underground the existing power poles and small signs running in the north-south direction along Archibald Avenue. In addition, the Project will provide access to the Southern California Edison easement area running along the eastern and southern boundaries of the Project for maintenance.

Site Access

Retail uses would be located fronting Archibald Avenue and the Walmart and gas station will front Limonite Avenue. The following main customer vehicle access points to the Project are proposed:

- One (1) signalized intersection off of Archibald Avenue;
- One (1) signalized intersection off of Limonite Avenue, and a right-in/right-out driveway off of Limonite Avenue at the eastern end of the Project.

Parking

The City's zoning code requires one (1) space per 200 square feet for retail, four (4) spaces per service bay for automobile service stations, one (1) space per 45 square feet of serving area for restaurants and fast food. A total of 1,052 spaces are required; the Project is proposing 1,063 parking stalls, exceeding the City's parking requirement. Sixteen cart corrals would be provided for the Walmart store. The cart corrals are not included in the total parking count.

Landscape

The Project's landscape design complies with the City's landscaping standards and accommodates the surrounding environment. Plants and materials would be drought tolerant and native California species including trees, shrubs and groundcovers. Landscaping will be provided along the perimeter of the Project site and throughout the site.

Detention Basin

The detention basin is four (4) feet deep with one (1) foot of freeboard, for a total of five (5) feet. The sides of the basin slope down at a maximum 3:1 slope. The volume of the basin is 45,700 CF and the surface area is 14,150 SF at the top of bank. The basin will hold stormwater runoff from the site (Walmart Parcel and four outparcels) prior to discharging into the existing Area Drainage Pipe located in Archibald, adjacent to the site. The basin will also be utilized as a water quality basin and will treat the water quality volume via infiltration.

Deliveries

Delivery trucks for the Walmart store would enter and exit via the signalized intersection along Archibald Avenue as well as the right-in/right-out intersection along Limonite Avenue. The loading areas face Archibald Avenue to the west and the Southern California Edison easement area to the east and provide six loading bays and a compactor. Each loading area would be equipped with roll-down metal screen/security doors.

Signage

Project signage will consist of a combination of letter, logo signs and small projecting pedestrian oriented signs along the retail buildings that are architecturally integrated into the Project design. One center identification monument sign, two business pylon signs, and four business identification monument signs are proposed for the Project.

Energy-Efficient Design Features

Energy Conservation & Sustainability

Lighting

Sales floor lighting within the Walmart building and exterior lighting within the parking lot will consist of LED lights, which annually consume 34% less energy than a conventional store. Further, the store will include occupancy sensors in most non-sales areas, including restrooms, break rooms, and offices. The sensors automatically turn the light off when the space is unoccupied.

All exterior building signage and many refrigerated food cases will be illuminated with light emitting diodes (LEDs). In refrigerated food cases, LEDs perform well in the cold and produce less heat than fluorescent bulbs – heat which must be compensated for by the refrigeration equipment. LEDs also contain no mercury or lead. LED technology is up to 52 percent more energy efficient than fluorescent lights. Total estimated energy savings for LED lighting in the store’s grocery section is approximately 59,000 kWh per year; enough energy to power five single family homes.

The store will include a daylight harvesting system, which incorporates more efficient lighting, electronic continuous dimming ballasts, skylights and computer controlled daylight sensors that monitor the amount of natural light available. During periods of higher natural daylight, the system dims or turns off the store lights if they are not needed, thereby reducing energy usage. This program will help the store save a substantial amount of energy. Dimming and turning off building lights also helps eliminate unnecessary heat in the building.

Central Energy Management System

Walmart employs a centralized energy management system (EMS) to monitor and control the heating, air conditioning, refrigeration and lighting systems for all stores from Walmart’s corporate headquarters in Bentonville, Arkansas. The EMS enables Walmart to constantly monitor and control the store’s energy usage, analyze refrigeration temperatures, observe HVAC and lighting performance, and adjust system levels from a central location 24 hours per day, seven days per week. Energy usage for the store will be monitored and controlled in this manner.

Climate Control

The Walmart store will employ one of the industry’s most efficient heating, ventilating and air-conditioning (HVAC) units available. The building will also include a dehumidifying system that allows Walmart to operate the store at a higher temperature, use less energy, and allow the refrigeration system to operate more efficiently.

“Cool” Roofs

The Walmart store will utilize a white membrane roof instead of the typical darker colored roof materials employed in commercial construction. The white membrane roof’s higher reflectivity helps reduce building energy consumption and reduces the heat island effect, as compared to buildings utilizing darker roofing colors.

Refrigeration

Walmart uses non ozone-depleting refrigerants. It uses R407a for the refrigeration equipment. For air conditioning, Walmart has converted to R410a refrigerant.

Refrigeration equipment is typically roof-mounted close to the refrigerated cases. This reduces the amount of copper refrigerant piping, insulation, potential for leaks and refrigerant charge needed.

Heat Reclamation

The Walmart store will reclaim waste heat from onsite refrigeration equipment to supply approximately 70% of the hot water needs for the store.

Water Conservation

Walmart will install high-efficiency urinals that use only 1/8 gallon (one pint) of water per flush. This fixture reduces water use by 87 percent compared to the conventional one gallon per flush urinal. The 1/8 gallon urinal also requires less maintenance than waterless urinals, making this the better option for Walmart.

All restroom sinks will use sensor-activated 1/2 gallon per minute high-efficiency faucets. These faucets reduce water usage by approximately 75 percent compared to mandated 1992 EPA Standards. During use, water flows through turbines built into the faucets to generate the electricity needed to operate the motion sensors.

All restroom toilets will be highly efficient and reduce water use. The fixture uses 20 percent less water compared to mandated EPA Standards, of 1.6 gallon per flush fixtures. The toilets utilize built-in water turbines to generate the power required to activate the flush mechanism. These turbines save energy and material by eliminating electrical conduits required to power automatic flush valve sensors.

It is estimated that Walmart's water conservation measures could save up to 530,000 gallons of water annually at this store.

Materials and Finishes

Cement Mixes: The store will be built using cement mixes that include 15-20 percent fly ash, a waste product of coal-fired electrical generation, or 25-30 percent slag, a by-product of the steel manufacturing process. By incorporating these waste product materials into its cement mixes, Walmart offsets the greenhouse gases emitted in the cement manufacturing process.

The store will use Non-Reinforced Thermoplastic Panel (NRP) in lieu of Fiber Reinforced Plastic (FRP) sheets on the walls in areas where plastic sheeting is appropriate, including food preparation areas, utility and janitorial areas, and associate break rooms. NRP can be recycled, has better impact resistance and, like FRP, is easy to keep clean.

The store will use a plant based oil extracted from a renewable resource as a concrete form release agent (a product sprayed on concrete forms to allow ease of removal after the concrete has set). This release agent is non-petroleum based non-toxic and a biodegradable agent.

For the store's exterior and interior field paint coatings, Walmart will use low volatile organic compound (VOC) paint.

Paint products required for the Project will be primarily purchased in 55 gallon drums and 275 gallon totes, reducing the number of one gallon and five gallon buckets needed. These plastic buckets are filled from the drums and totes and then returned to the paint supplier for cleaning and reuse.

Exposed concrete stores are used "to reduce surface applied flooring materials", eliminating the need for most chemical cleaners, wax strippers and propane-powered buffing.

Recycled Building Materials

Construction of the store will use steel containing approximately 90-98 percent recycled structural steel, which utilizes less energy in the mining and manufacturing process than does new steel.

All of the plastic baseboards and much of the plastic shelving included in the expansion area will be composed of recycled plastic.

Construction and Demolition (C&D) Recycling

Walmart will employ a Construction and Demolition (C&D) program at this location in order to capture and recycle as much of the metals, woods, floor and ceiling tiles, concretes, asphalts and other materials generated as part of Walmart's demolition and construction process as possible. Walmart will work with a waste management company to fully research all available C&D recycling facilities in the area, and its C&D program will seek to include the widest possible range of materials recovery options.

Building Materials

The project features material and finish in a variety of textures and warm rich earth tone palette.

Mechanical Equipment

To further enhance the building design, the Project attractively and effectively conceals outdoor storage, cart storage, and truck loading by using screen walls articulated to match the main building. Rooftop equipment is screened from view by parapet walls of all Project buildings.

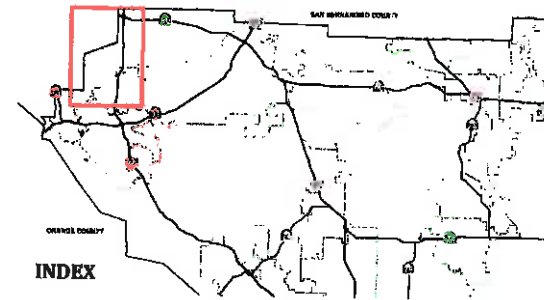
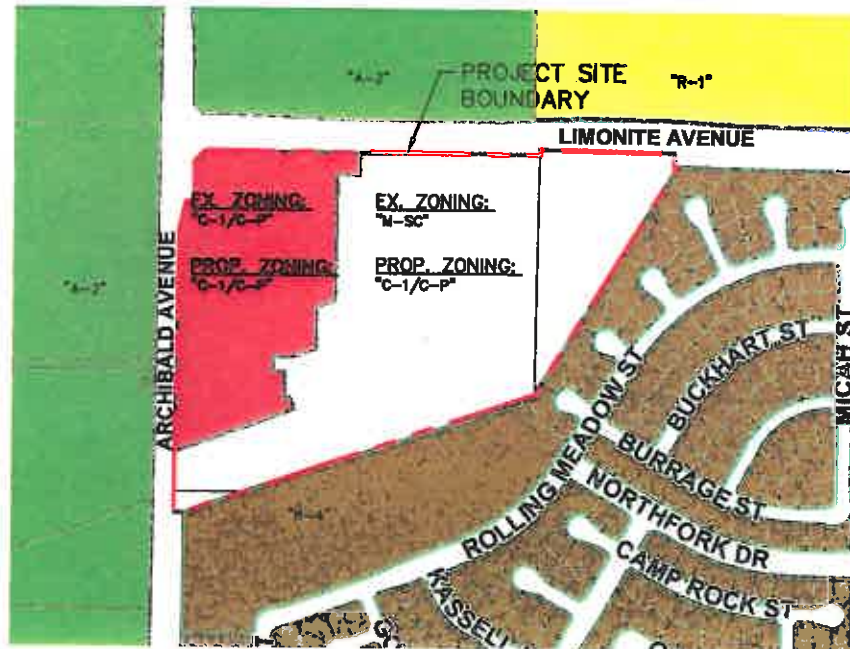
WALMART STORE 3129-00

EASTVALE, CA

LEGEND:

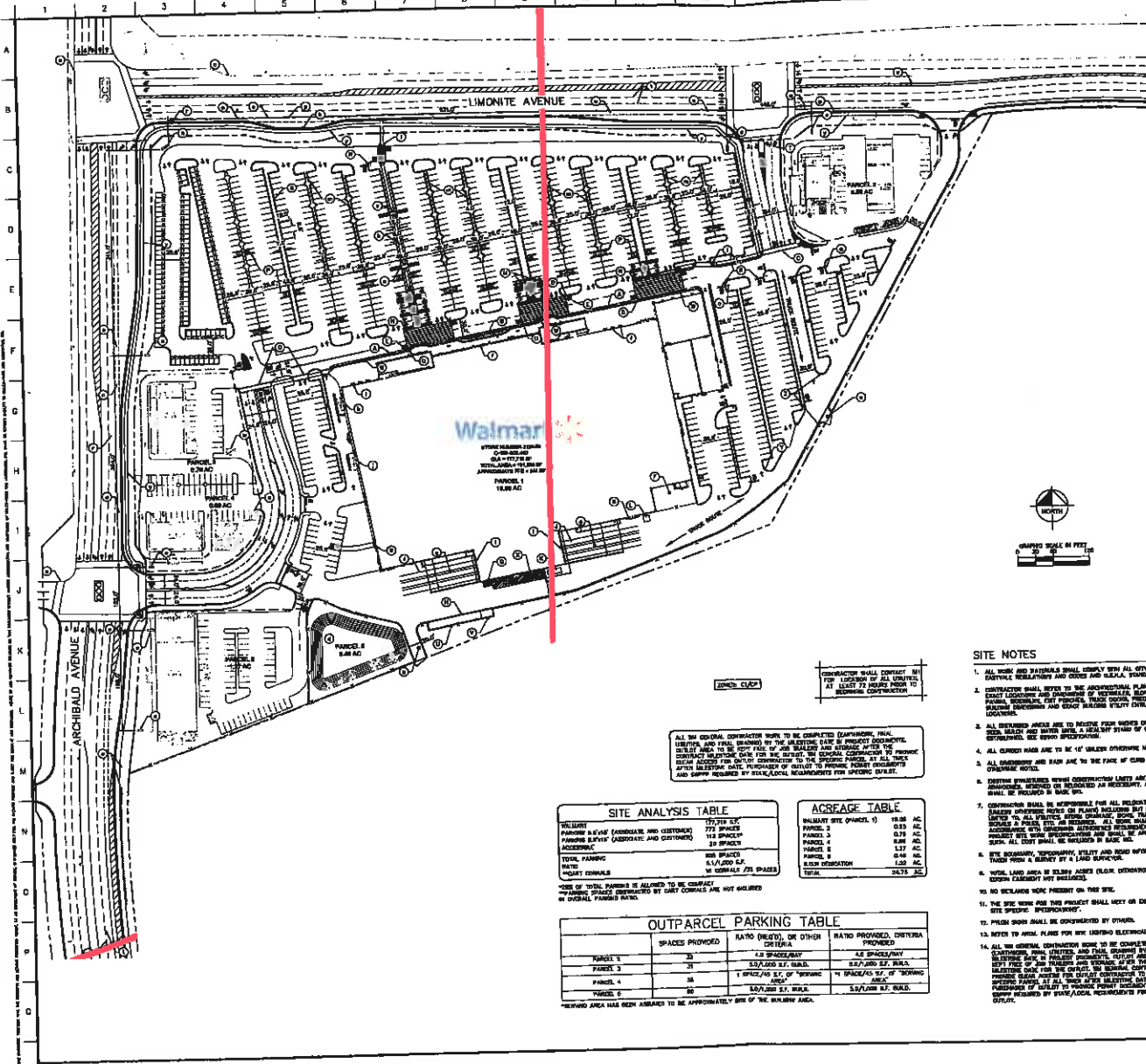
Low Density Residential	Business Park	Eastvale City Boundary
Medium Density Residential	Public Facilities	Other City Boundary
Medium High Density Residential	Agriculture	Riverside County Boundary
High Density Residential	Conservation	Airport Influence Areas*
Highest Density Residential	Open Space Recreation	Proposed Amendment of Land Use Designation to Commercial Retail
Commercial Retail	Water	
Light Industrial	Freeway	

SITE SPECIFIC ZONING MAP:



VICINITY MAP

ZONING AMENDMENT EXHIBIT



- LEGEND**
- EXISTING CORNER
 - PROPOSED TRAFFIC SIGNAL
 - EXISTING PROPERTY LINE TO BE ABANDONED
 - EXISTING PROPERTY LINE TO REMAIN
 - PROPOSED RIGHT-OF-WAY LINE
 - EXISTING EASEMENT LINE
 - PROPOSED LOT LINE
 - PROPOSED 4' HIGH CHAIN LINK FENCE
 - COMPACT PARKING DETAILS
 - WIDE 6' DELINEATING LINE

- SITE LEGEND**
1. 4" WIDE CONC. CURB (SEE PLAN) PARALLEL TO DRIVE AND 1/2" TO 3/4" PARALLEL TO DRIVE PARALLEL TO 4" WIDE WHITE LETTERING AT 20' O.C. (SEE DETAIL SHEET)
 2. EXISTING LANDSCAPE AREA SHOWN AT 20' O.C. AT 40' W 2'-0" O.C.
 3. PROPOSED LANDSCAPE WITH 4" WIDE PARKING WHITE STRIPES PARALLEL TO CURB OR DRIVE AT 2'-0" O.C. AND 1/2" TO 3/4" WIDE STRIPES PARALLEL TO DRIVE ONLY UNDER ROAD STRIPING.
 4. EXISTING EXISTING AREA TYPICAL AT PROPOSED DRIVEWAY AS NOTED ON PLAN.
 5. "WALK" PAVED WITH 6" PAVEMENT TYPICAL. SEE DETAIL SHEET.
 6. EXISTING STORAGE AREA.
 7. EXISTING DRIVEWAY. SEE ARCHITECTURAL PLAN FOR EXACT LOCATION FOR EXISTING DRIVEWAY. SEE DETAIL SHEET FOR EXACT LOCATION AND SLOPE.
 8. EXISTING DRIVEWAY. SEE ARCHITECTURAL PLAN FOR EXACT LOCATION AND SLOPE FOR COORDINATION WITH CIVIL ENGINEER.
 9. 4" WIDE 1/2" HIGH YELLOW PAVEMENT TRUCK ALARMED STOPPED TYPICAL.
 10. 4" WIDE 1/2" HIGH CONCRETE CURB. REFER TO ARCHITECTURAL PLAN FOR EXACT LOCATION AND SLOPE.
 11. EXISTING DRIVEWAY. REFER TO ARCHITECTURAL PLAN FOR EXACT LOCATION AND SLOPE.
 12. ACCESSIBLE PARKING SPACE TYPICAL. SEE DETAIL SHEET FOR ACCESSIBLE PARKING SPACE SEE WITH SIGN STRIPES (TYP) - INDICATES THE ACCESSIBLE SPACE.
 13. PARKING ISLAND TYPICAL UNDER WHITE STRIPING. STRIPES SHALL BE SPACED 20' O.C. AT 2'-0" O.C. PERFORMANCE AS TO THE PARKING SPACE. SEE DETAIL SHEET.
 14. 2'-0" WIDE CONC. CURB. SEE DETAIL SHEET FOR CURB CORNER DETAIL.
 15. 2'-0" WIDE CONC. CURB. SEE DETAIL SHEET FOR CURB CORNER DETAIL.
 16. 4" WIDE 1/2" HIGH AREA PAVED WITH 4" AT 40' W 2'-0" O.C. AT 40' W 2'-0" O.C. SEE DETAIL SHEET.
 17. PROPOSED STOP BAR AND "STOP" LETTERING (TYP.)
 18. 4" WIDE CONC. CURB AND GUTTER TYPICAL. SEE PLAN FOR TYPE. SEE DETAIL SHEET.
 19. ARCH. PAVEMENT FINISHING TYPICAL. SEE PLAN FOR TYPE. SEE DETAIL SHEET.
 20. PROPOSED 6" HIGH CONC. CURB AND PAVEMENT AREA.
 21. PROPOSED 6" HIGH CONC. CURB AND PAVEMENT AREA.
 22. 4" WIDE CONC. CURB. SEE PLAN FOR LOCATION.
 23. LANDSCAPE AREA.
 24. 2" WIDE CONC. CURB. SEE DETAIL SHEET.
 25. 2" WIDE CONC. CURB. SEE PLAN FOR LOCATION.
 26. 2" WIDE CONC. CURB. SEE DETAIL SHEET.
 27. ACCESSIBLE PARKING SPACE.
 28. EXISTING DRIVEWAY.
 29. PROPOSED DRIVEWAY / APPROXIMATE DRIVEWAY SEE CIVIL ENGINEER PLAN.
 30. PROPOSED DRIVEWAY.
 31. BICYCLE PARKING REFER TO ARCHITECTURAL PLAN.
 32. DRIVE POLE LANDSCAPE AREA.
 33. 4" WIDE CONC. CURB AND PAVEMENT AREA.
 34. ACCESSIBLE PARKING SPACE.
 35. 4" WIDE CONC. CURB AND PAVEMENT AREA.
 36. DRIVE POLE TO BE RELOCATED.
 37. DRIVE POLE TO BE RELOCATED.
 38. DRIVE POLE TO BE RELOCATED.
 39. DRIVE POLE TO BE RELOCATED.
 40. DRIVE POLE TO BE RELOCATED.
 41. DRIVE POLE TO BE RELOCATED.
 42. DRIVE POLE TO BE RELOCATED.
 43. DRIVE POLE TO BE RELOCATED.
 44. DRIVE POLE TO BE RELOCATED.
 45. DRIVE POLE TO BE RELOCATED.
 46. DRIVE POLE TO BE RELOCATED.
 47. DRIVE POLE TO BE RELOCATED.
 48. DRIVE POLE TO BE RELOCATED.
 49. DRIVE POLE TO BE RELOCATED.
 50. DRIVE POLE TO BE RELOCATED.
 51. DRIVE POLE TO BE RELOCATED.
 52. DRIVE POLE TO BE RELOCATED.
 53. DRIVE POLE TO BE RELOCATED.
 54. DRIVE POLE TO BE RELOCATED.
 55. DRIVE POLE TO BE RELOCATED.
 56. DRIVE POLE TO BE RELOCATED.
 57. DRIVE POLE TO BE RELOCATED.
 58. DRIVE POLE TO BE RELOCATED.
 59. DRIVE POLE TO BE RELOCATED.
 60. DRIVE POLE TO BE RELOCATED.
 61. DRIVE POLE TO BE RELOCATED.
 62. DRIVE POLE TO BE RELOCATED.
 63. DRIVE POLE TO BE RELOCATED.
 64. DRIVE POLE TO BE RELOCATED.
 65. DRIVE POLE TO BE RELOCATED.
 66. DRIVE POLE TO BE RELOCATED.
 67. DRIVE POLE TO BE RELOCATED.
 68. DRIVE POLE TO BE RELOCATED.
 69. DRIVE POLE TO BE RELOCATED.
 70. DRIVE POLE TO BE RELOCATED.
 71. DRIVE POLE TO BE RELOCATED.
 72. DRIVE POLE TO BE RELOCATED.
 73. DRIVE POLE TO BE RELOCATED.
 74. DRIVE POLE TO BE RELOCATED.
 75. DRIVE POLE TO BE RELOCATED.
 76. DRIVE POLE TO BE RELOCATED.
 77. DRIVE POLE TO BE RELOCATED.
 78. DRIVE POLE TO BE RELOCATED.
 79. DRIVE POLE TO BE RELOCATED.
 80. DRIVE POLE TO BE RELOCATED.
 81. DRIVE POLE TO BE RELOCATED.
 82. DRIVE POLE TO BE RELOCATED.
 83. DRIVE POLE TO BE RELOCATED.
 84. DRIVE POLE TO BE RELOCATED.
 85. DRIVE POLE TO BE RELOCATED.
 86. DRIVE POLE TO BE RELOCATED.
 87. DRIVE POLE TO BE RELOCATED.
 88. DRIVE POLE TO BE RELOCATED.
 89. DRIVE POLE TO BE RELOCATED.
 90. DRIVE POLE TO BE RELOCATED.
 91. DRIVE POLE TO BE RELOCATED.
 92. DRIVE POLE TO BE RELOCATED.
 93. DRIVE POLE TO BE RELOCATED.
 94. DRIVE POLE TO BE RELOCATED.
 95. DRIVE POLE TO BE RELOCATED.
 96. DRIVE POLE TO BE RELOCATED.
 97. DRIVE POLE TO BE RELOCATED.
 98. DRIVE POLE TO BE RELOCATED.
 99. DRIVE POLE TO BE RELOCATED.
 100. DRIVE POLE TO BE RELOCATED.

- SITE NOTES**
1. ALL WORK AND MATERIALS SHALL COMPLY WITH ALL CITY OF EASTVILLE REGULATIONS AND ORDINANCES AND ALL LOCAL REQUIREMENTS.
 2. CONTRACTOR SHALL REFER TO THE ARCHITECTURAL PLAN FOR EXACT LOCATION AND DIMENSIONS OF ALL STRUCTURES, DRIVEWAYS, DRIVEWAYS AND DRIVEWAYS. SEE ARCHITECTURAL PLAN FOR EXACT LOCATION AND DIMENSIONS.
 3. ALL DRIVEWAYS ARE TO BE 12" WIDE UNLESS OTHERWISE NOTED.
 4. ALL DRIVEWAYS ARE TO BE 12" WIDE UNLESS OTHERWISE NOTED.
 5. EXISTING DRIVEWAYS WITH DRIVEWAYS ARE TO BE ABANDONED, REMOVED OR RELOCATED AS INDICATED. ALL WORK SHALL BE INCLUDED IN BIDDING.
 6. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL NEIGHBORHOOD DRIVEWAY INTERFERENCES ON PLANS INCLUDING BUT NOT LIMITED TO ALL UTILITIES, DRIVEWAYS, DRIVEWAYS, DRIVEWAYS AND DRIVEWAYS. ALL WORK SHALL BE INCLUDED IN BIDDING. SEE ARCHITECTURAL PLAN FOR EXACT LOCATION AND DIMENSIONS.
 7. EXISTING DRIVEWAYS WITH DRIVEWAYS ARE TO BE ABANDONED, REMOVED OR RELOCATED AS INDICATED. ALL WORK SHALL BE INCLUDED IN BIDDING.
 8. EXISTING DRIVEWAYS WITH DRIVEWAYS ARE TO BE ABANDONED, REMOVED OR RELOCATED AS INDICATED. ALL WORK SHALL BE INCLUDED IN BIDDING.
 9. ALL LAND AND AREA IS BEING ACRES CLEAR DRIVEWAY AND DRIVEWAY ARE NOT INCLUDED.
 10. NO INLETWORK IS PRESENT ON THIS SITE.
 11. THE SITE OWNER HAS THIS PROJECT SHALL NOT BE COVERED "THE SITE SPECIFIC" INTERFERENCES.
 12. PAVEMENT SHALL BE COVERED BY OTHERS.
 13. REFER TO ARCH. PLANS FOR THE EXISTING ELECTRICAL PLAN.
 14. ALL WORK AND MATERIALS SHALL COMPLY WITH ALL CITY OF EASTVILLE REGULATIONS AND ORDINANCES AND ALL LOCAL REQUIREMENTS.
 15. CONTRACTOR SHALL REFER TO THE ARCHITECTURAL PLAN FOR EXACT LOCATION AND DIMENSIONS OF ALL STRUCTURES, DRIVEWAYS, DRIVEWAYS AND DRIVEWAYS. SEE ARCHITECTURAL PLAN FOR EXACT LOCATION AND DIMENSIONS.
 16. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL NEIGHBORHOOD DRIVEWAY INTERFERENCES ON PLANS INCLUDING BUT NOT LIMITED TO ALL UTILITIES, DRIVEWAYS, DRIVEWAYS, DRIVEWAYS AND DRIVEWAYS. ALL WORK SHALL BE INCLUDED IN BIDDING. SEE ARCHITECTURAL PLAN FOR EXACT LOCATION AND DIMENSIONS.
 17. EXISTING DRIVEWAYS WITH DRIVEWAYS ARE TO BE ABANDONED, REMOVED OR RELOCATED AS INDICATED. ALL WORK SHALL BE INCLUDED IN BIDDING.
 18. EXISTING DRIVEWAYS WITH DRIVEWAYS ARE TO BE ABANDONED, REMOVED OR RELOCATED AS INDICATED. ALL WORK SHALL BE INCLUDED IN BIDDING.
 19. EXISTING DRIVEWAYS WITH DRIVEWAYS ARE TO BE ABANDONED, REMOVED OR RELOCATED AS INDICATED. ALL WORK SHALL BE INCLUDED IN BIDDING.
 20. EXISTING DRIVEWAYS WITH DRIVEWAYS ARE TO BE ABANDONED, REMOVED OR RELOCATED AS INDICATED. ALL WORK SHALL BE INCLUDED IN BIDDING.
 21. EXISTING DRIVEWAYS WITH DRIVEWAYS ARE TO BE ABANDONED, REMOVED OR RELOCATED AS INDICATED. ALL WORK SHALL BE INCLUDED IN BIDDING.
 22. EXISTING DRIVEWAYS WITH DRIVEWAYS ARE TO BE ABANDONED, REMOVED OR RELOCATED AS INDICATED. ALL WORK SHALL BE INCLUDED IN BIDDING.
 23. EXISTING DRIVEWAYS WITH DRIVEWAYS ARE TO BE ABANDONED, REMOVED OR RELOCATED AS INDICATED. ALL WORK SHALL BE INCLUDED IN BIDDING.
 24. EXISTING DRIVEWAYS WITH DRIVEWAYS ARE TO BE ABANDONED, REMOVED OR RELOCATED AS INDICATED. ALL WORK SHALL BE INCLUDED IN BIDDING.
 25. EXISTING DRIVEWAYS WITH DRIVEWAYS ARE TO BE ABANDONED, REMOVED OR RELOCATED AS INDICATED. ALL WORK SHALL BE INCLUDED IN BIDDING.
 26. EXISTING DRIVEWAYS WITH DRIVEWAYS ARE TO BE ABANDONED, REMOVED OR RELOCATED AS INDICATED. ALL WORK SHALL BE INCLUDED IN BIDDING.
 27. EXISTING DRIVEWAYS WITH DRIVEWAYS ARE TO BE ABANDONED, REMOVED OR RELOCATED AS INDICATED. ALL WORK SHALL BE INCLUDED IN BIDDING.
 28. EXISTING DRIVEWAYS WITH DRIVEWAYS ARE TO BE ABANDONED, REMOVED OR RELOCATED AS INDICATED. ALL WORK SHALL BE INCLUDED IN BIDDING.
 29. EXISTING DRIVEWAYS WITH DRIVEWAYS ARE TO BE ABANDONED, REMOVED OR RELOCATED AS INDICATED. ALL WORK SHALL BE INCLUDED IN BIDDING.
 30. EXISTING DRIVEWAYS WITH DRIVEWAYS ARE TO BE ABANDONED, REMOVED OR RELOCATED AS INDICATED. ALL WORK SHALL BE INCLUDED IN BIDDING.
 31. EXISTING DRIVEWAYS WITH DRIVEWAYS ARE TO BE ABANDONED, REMOVED OR RELOCATED AS INDICATED. ALL WORK SHALL BE INCLUDED IN BIDDING.
 32. EXISTING DRIVEWAYS WITH DRIVEWAYS ARE TO BE ABANDONED, REMOVED OR RELOCATED AS INDICATED. ALL WORK SHALL BE INCLUDED IN BIDDING.
 33. EXISTING DRIVEWAYS WITH DRIVEWAYS ARE TO BE ABANDONED, REMOVED OR RELOCATED AS INDICATED. ALL WORK SHALL BE INCLUDED IN BIDDING.
 34. EXISTING DRIVEWAYS WITH DRIVEWAYS ARE TO BE ABANDONED, REMOVED OR RELOCATED AS INDICATED. ALL WORK SHALL BE INCLUDED IN BIDDING.
 35. EXISTING DRIVEWAYS WITH DRIVEWAYS ARE TO BE ABANDONED, REMOVED OR RELOCATED AS INDICATED. ALL WORK SHALL BE INCLUDED IN BIDDING.
 36. EXISTING DRIVEWAYS WITH DRIVEWAYS ARE TO BE ABANDONED, REMOVED OR RELOCATED AS INDICATED. ALL WORK SHALL BE INCLUDED IN BIDDING.
 37. EXISTING DRIVEWAYS WITH DRIVEWAYS ARE TO BE ABANDONED, REMOVED OR RELOCATED AS INDICATED. ALL WORK SHALL BE INCLUDED IN BIDDING.
 38. EXISTING DRIVEWAYS WITH DRIVEWAYS ARE TO BE ABANDONED, REMOVED OR RELOCATED AS INDICATED. ALL WORK SHALL BE INCLUDED IN BIDDING.
 39. EXISTING DRIVEWAYS WITH DRIVEWAYS ARE TO BE ABANDONED, REMOVED OR RELOCATED AS INDICATED. ALL WORK SHALL BE INCLUDED IN BIDDING.
 40. EXISTING DRIVEWAYS WITH DRIVEWAYS ARE TO BE ABANDONED, REMOVED OR RELOCATED AS INDICATED. ALL WORK SHALL BE INCLUDED IN BIDDING.
 41. EXISTING DRIVEWAYS WITH DRIVEWAYS ARE TO BE ABANDONED, REMOVED OR RELOCATED AS INDICATED. ALL WORK SHALL BE INCLUDED IN BIDDING.
 42. EXISTING DRIVEWAYS WITH DRIVEWAYS ARE TO BE ABANDONED, REMOVED OR RELOCATED AS INDICATED. ALL WORK SHALL BE INCLUDED IN BIDDING.
 43. EXISTING DRIVEWAYS WITH DRIVEWAYS ARE TO BE ABANDONED, REMOVED OR RELOCATED AS INDICATED. ALL WORK SHALL BE INCLUDED IN BIDDING.
 44. EXISTING DRIVEWAYS WITH DRIVEWAYS ARE TO BE ABANDONED, REMOVED OR RELOCATED AS INDICATED. ALL WORK SHALL BE INCLUDED IN BIDDING.
 45. EXISTING DRIVEWAYS WITH DRIVEWAYS ARE TO BE ABANDONED, REMOVED OR RELOCATED AS INDICATED. ALL WORK SHALL BE INCLUDED IN BIDDING.
 46. EXISTING DRIVEWAYS WITH DRIVEWAYS ARE TO BE ABANDONED, REMOVED OR RELOCATED AS INDICATED. ALL WORK SHALL BE INCLUDED IN BIDDING.
 47. EXISTING DRIVEWAYS WITH DRIVEWAYS ARE TO BE ABANDONED, REMOVED OR RELOCATED AS INDICATED. ALL WORK SHALL BE INCLUDED IN BIDDING.
 48. EXISTING DRIVEWAYS WITH DRIVEWAYS ARE TO BE ABANDONED, REMOVED OR RELOCATED AS INDICATED. ALL WORK SHALL BE INCLUDED IN BIDDING.
 49. EXISTING DRIVEWAYS WITH DRIVEWAYS ARE TO BE ABANDONED, REMOVED OR RELOCATED AS INDICATED. ALL WORK SHALL BE INCLUDED IN BIDDING.
 50. EXISTING DRIVEWAYS WITH DRIVEWAYS ARE TO BE ABANDONED, REMOVED OR RELOCATED AS INDICATED. ALL WORK SHALL BE INCLUDED IN BIDDING.
 51. EXISTING DRIVEWAYS WITH DRIVEWAYS ARE TO BE ABANDONED, REMOVED OR RELOCATED AS INDICATED. ALL WORK SHALL BE INCLUDED IN BIDDING.
 52. EXISTING DRIVEWAYS WITH DRIVEWAYS ARE TO BE ABANDONED, REMOVED OR RELOCATED AS INDICATED. ALL WORK SHALL BE INCLUDED IN BIDDING.
 53. EXISTING DRIVEWAYS WITH DRIVEWAYS ARE TO BE ABANDONED, REMOVED OR RELOCATED AS INDICATED. ALL WORK SHALL BE INCLUDED IN BIDDING.
 54. EXISTING DRIVEWAYS WITH DRIVEWAYS ARE TO BE ABANDONED, REMOVED OR RELOCATED AS INDICATED. ALL WORK SHALL BE INCLUDED IN BIDDING.
 55. EXISTING DRIVEWAYS WITH DRIVEWAYS ARE TO BE ABANDONED, REMOVED OR RELOCATED AS INDICATED. ALL WORK SHALL BE INCLUDED IN BIDDING.
 56. EXISTING DRIVEWAYS WITH DRIVEWAYS ARE TO BE ABANDONED, REMOVED OR RELOCATED AS INDICATED. ALL WORK SHALL BE INCLUDED IN BIDDING.
 57. EXISTING DRIVEWAYS WITH DRIVEWAYS ARE TO BE ABANDONED, REMOVED OR RELOCATED AS INDICATED. ALL WORK SHALL BE INCLUDED IN BIDDING.
 58. EXISTING DRIVEWAYS WITH DRIVEWAYS ARE TO BE ABANDONED, REMOVED OR RELOCATED AS INDICATED. ALL WORK SHALL BE INCLUDED IN BIDDING.
 59. EXISTING DRIVEWAYS WITH DRIVEWAYS ARE TO BE ABANDONED, REMOVED OR RELOCATED AS INDICATED. ALL WORK SHALL BE INCLUDED IN BIDDING.
 60. EXISTING DRIVEWAYS WITH DRIVEWAYS ARE TO BE ABANDONED, REMOVED OR RELOCATED AS INDICATED. ALL WORK SHALL BE INCLUDED IN BIDDING.
 61. EXISTING DRIVEWAYS WITH DRIVEWAYS ARE TO BE ABANDONED, REMOVED OR RELOCATED AS INDICATED. ALL WORK SHALL BE INCLUDED IN BIDDING.
 62. EXISTING DRIVEWAYS WITH DRIVEWAYS ARE TO BE ABANDONED, REMOVED OR RELOCATED AS INDICATED. ALL WORK SHALL BE INCLUDED IN BIDDING.
 63. EXISTING DRIVEWAYS WITH DRIVEWAYS ARE TO BE ABANDONED, REMOVED OR RELOCATED AS INDICATED. ALL WORK SHALL BE INCLUDED IN BIDDING.
 64. EXISTING DRIVEWAYS WITH DRIVEWAYS ARE TO BE ABANDONED, REMOVED OR RELOCATED AS INDICATED. ALL WORK SHALL BE INCLUDED IN BIDDING.
 65. EXISTING DRIVEWAYS WITH DRIVEWAYS ARE TO BE ABANDONED, REMOVED OR RELOCATED AS INDICATED. ALL WORK SHALL BE INCLUDED IN BIDDING.
 66. EXISTING DRIVEWAYS WITH DRIVEWAYS ARE TO BE ABANDONED, REMOVED OR RELOCATED AS INDICATED. ALL WORK SHALL BE INCLUDED IN BIDDING.
 67. EXISTING DRIVEWAYS WITH DRIVEWAYS ARE TO BE ABANDONED, REMOVED OR RELOCATED AS INDICATED. ALL WORK SHALL BE INCLUDED IN BIDDING.
 68. EXISTING DRIVEWAYS WITH DRIVEWAYS ARE TO BE ABANDONED, REMOVED OR RELOCATED AS INDICATED. ALL WORK SHALL BE INCLUDED IN BIDDING.
 69. EXISTING DRIVEWAYS WITH DRIVEWAYS ARE TO BE ABANDONED, REMOVED OR RELOCATED AS INDICATED. ALL WORK SHALL BE INCLUDED IN BIDDING.
 70. EXISTING DRIVEWAYS WITH DRIVEWAYS ARE TO BE ABANDONED, REMOVED OR RELOCATED AS INDICATED. ALL WORK SHALL BE INCLUDED IN BIDDING.
 71. EXISTING DRIVEWAYS WITH DRIVEWAYS ARE TO BE ABANDONED, REMOVED OR RELOCATED AS INDICATED. ALL WORK SHALL BE INCLUDED IN BIDDING.
 72. EXISTING DRIVEWAYS WITH DRIVEWAYS ARE TO BE ABANDONED, REMOVED OR RELOCATED AS INDICATED. ALL WORK SHALL BE INCLUDED IN BIDDING.
 73. EXISTING DRIVEWAYS WITH DRIVEWAYS ARE TO BE ABANDONED, REMOVED OR RELOCATED AS INDICATED. ALL WORK SHALL BE INCLUDED IN BIDDING.
 74. EXISTING DRIVEWAYS WITH DRIVEWAYS ARE TO BE ABANDONED, REMOVED OR RELOCATED AS INDICATED. ALL WORK SHALL BE INCLUDED IN BIDDING.
 75. EXISTING DRIVEWAYS WITH DRIVEWAYS ARE TO BE ABANDONED, REMOVED OR RELOCATED AS INDICATED. ALL WORK SHALL BE INCLUDED IN BIDDING.
 76. EXISTING DRIVEWAYS WITH DRIVEWAYS ARE TO BE ABANDONED, REMOVED OR RELOCATED AS INDICATED. ALL WORK SHALL BE INCLUDED IN BIDDING.
 77. EXISTING DRIVEWAYS WITH DRIVEWAYS ARE TO BE ABANDONED, REMOVED OR RELOCATED AS INDICATED. ALL WORK SHALL BE INCLUDED IN BIDDING.
 78. EXISTING DRIVEWAYS WITH DRIVEWAYS ARE TO BE ABANDONED, REMOVED OR RELOCATED AS INDICATED. ALL WORK SHALL BE INCLUDED IN BIDDING.
 79. EXISTING DRIVEWAYS WITH DRIVEWAYS ARE TO BE ABANDONED, REMOVED OR RELOCATED AS INDICATED. ALL WORK SHALL BE INCLUDED IN BIDDING.
 80. EXISTING DRIVEWAYS WITH DRIVEWAYS ARE TO BE ABANDONED, REMOVED OR RELOCATED AS INDICATED. ALL WORK SHALL BE INCLUDED IN BIDDING.
 81. EXISTING DRIVEWAYS WITH DRIVEWAYS ARE TO BE ABANDONED, REMOVED OR RELOCATED AS INDICATED. ALL WORK SHALL BE INCLUDED IN BIDDING.
 82. EXISTING DRIVEWAYS WITH DRIVEWAYS ARE TO BE ABANDONED, REMOVED OR RELOCATED AS INDICATED. ALL WORK SHALL BE INCLUDED IN BIDDING.
 83. EXISTING DRIVEWAYS WITH DRIVEWAYS ARE TO BE ABANDONED, REMOVED OR RELOCATED AS INDICATED. ALL WORK SHALL BE INCLUDED IN BIDDING.
 84. EXISTING DRIVEWAYS WITH DRIVEWAYS ARE TO BE ABANDONED, REMOVED OR RELOCATED AS INDICATED. ALL WORK SHALL BE INCLUDED IN BIDDING.
 85. EXISTING DRIVEWAYS WITH DRIVEWAYS ARE TO BE ABANDONED, REMOVED OR RELOCATED AS INDICATED. ALL WORK SHALL BE INCLUDED IN BIDDING.
 86. EXISTING DRIVEWAYS WITH DRIVEWAYS ARE TO BE ABANDONED, REMOVED OR RELOCATED AS INDICATED. ALL WORK SHALL BE INCLUDED IN BIDDING.
 87. EXISTING DRIVEWAYS WITH DRIVEWAYS ARE TO BE ABANDONED, REMOVED OR RELOCATED AS INDICATED. ALL WORK SHALL BE INCLUDED IN BIDDING.
 88. EXISTING DRIVEWAYS WITH DRIVEWAYS ARE TO BE ABANDONED, REMOVED OR RELOCATED AS INDICATED. ALL WORK SHALL BE INCLUDED IN BIDDING.
 89. EXISTING DRIVEWAYS WITH DRIVEWAYS ARE TO BE ABANDONED, REMOVED OR RELOCATED AS INDICATED. ALL WORK SHALL BE INCLUDED IN BIDDING.
 90. EXISTING DRIVEWAYS WITH DRIVEWAYS ARE TO BE ABANDONED, REMOVED OR RELOCATED AS INDICATED. ALL WORK SHALL BE INCLUDED IN BIDDING.
 91. EXISTING DRIVEWAYS WITH DRIVEWAYS ARE TO BE ABANDONED, REMOVED OR RELOCATED AS INDICATED. ALL WORK SHALL BE INCLUDED IN BIDDING.
 92. EXISTING DRIVEWAYS WITH DRIVEWAYS ARE TO BE ABANDONED, REMOVED OR RELOCATED AS INDICATED. ALL WORK SHALL BE INCLUDED IN BIDDING.
 93. EXISTING DRIVEWAYS WITH DRIVEWAYS ARE TO BE ABANDONED, REMOVED OR RELOCATED AS INDICATED. ALL WORK SHALL BE INCLUDED IN BIDDING.
 94. EXISTING DRIVEWAYS WITH DRIVEWAYS ARE TO BE ABANDONED, REMOVED OR RELOCATED AS INDICATED. ALL WORK SHALL BE INCLUDED IN BIDDING.
 95. EXISTING DRIVEWAYS WITH DRIVEWAYS ARE TO BE ABANDONED, REMOVED OR RELOCATED AS INDICATED. ALL WORK SHALL BE INCLUDED IN BIDDING.
 96. EXISTING DRIVEWAYS WITH DRIVEWAYS ARE TO BE ABANDONED, REMOVED OR RELOCATED AS INDICATED. ALL WORK SHALL BE INCLUDED IN BIDDING.
 97. EXISTING DRIVEWAYS WITH DRIVEWAYS ARE TO BE ABANDONED, REMOVED OR RELOCATED AS INDICATED. ALL WORK SHALL BE INCLUDED IN BIDDING.
 98. EXISTING DRIVEWAYS WITH DRIVEWAYS ARE TO BE ABANDONED, REMOVED OR RELOCATED AS INDICATED. ALL WORK SHALL BE INCLUDED IN BIDDING.
 99. EXISTING DRIVEWAYS WITH DRIVEWAYS ARE TO BE ABANDONED, REMOVED OR RELOCATED AS INDICATED. ALL WORK SHALL BE INCLUDED IN BIDDING.
 100. EXISTING DRIVEWAYS WITH DRIVEWAYS ARE TO BE ABANDONED, REMOVED OR RELOCATED AS INDICATED. ALL WORK SHALL BE INCLUDED IN BIDDING.

SITE ANALYSIS TABLE

WALMART	17,710 SQ. FT.
PARKING 8'x14' (CONCRETE AND ASPHALT)	276 SPACES
PARKING 8'x14' (ASPHALT AND CONCRETE)	118 SPACES
ACCESSIBLE	20 SPACES
TOTAL PARKING	314 SPACES
RATE	6.1/1,000 G.P.
WIDE CORNERS	16 CORNERS PER PHASE

ACREAGE TABLE

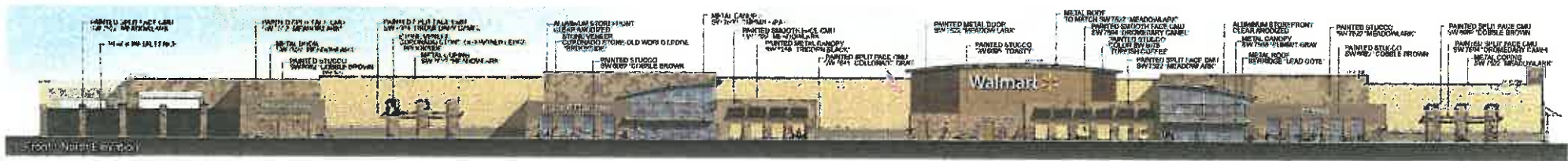
WALMART SITE CHANGE TO	19.86 AC.
PHASE 1	0.15 AC.
PHASE 2	0.74 AC.
PHASE 3	0.88 AC.
PHASE 4	1.17 AC.
PHASE 5	0.48 AC.
TOTAL IMPROVEMENT	1.32 AC.
TOTAL	21.18 AC.

OUTPARCEL PARKING TABLE

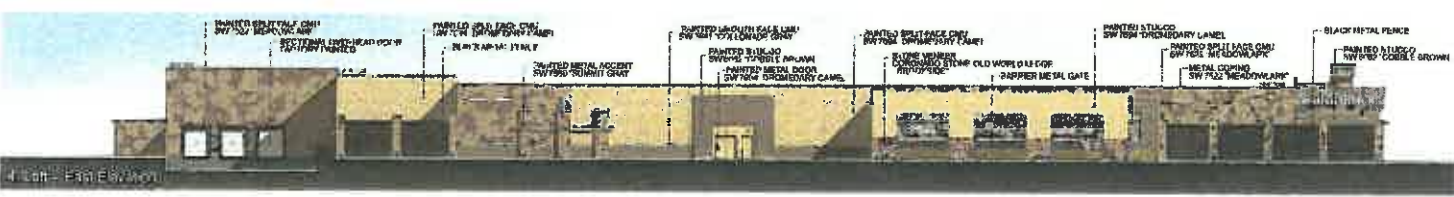
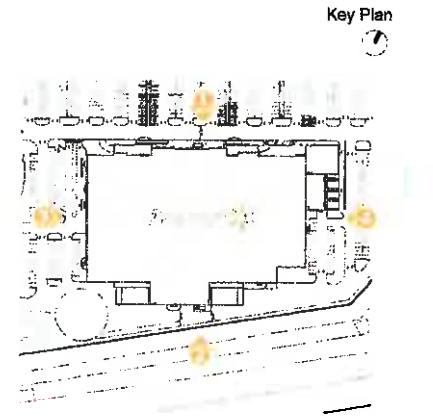
	SPACES PROVIDED	RATIO (REQ'D), OR OTHER CRITERIA	RATIO PROVIDED, CRITERIA
PHASE 1	35	4.8 SPACES/AC	4.8 SPACES/AC
PHASE 2	35	5.0/1,000 S.F. BLDG.	5.0/1,000 S.F. BLDG.
PHASE 3	35	1 SPACE/40 S.F. OF "OPENING AREA"	1 SPACE/40 S.F. OF "OPENING AREA"
PHASE 4	35	5.0/1,000 S.F. BLDG.	5.0/1,000 S.F. BLDG.
PHASE 5	35	5.0/1,000 S.F. BLDG.	5.0/1,000 S.F. BLDG.

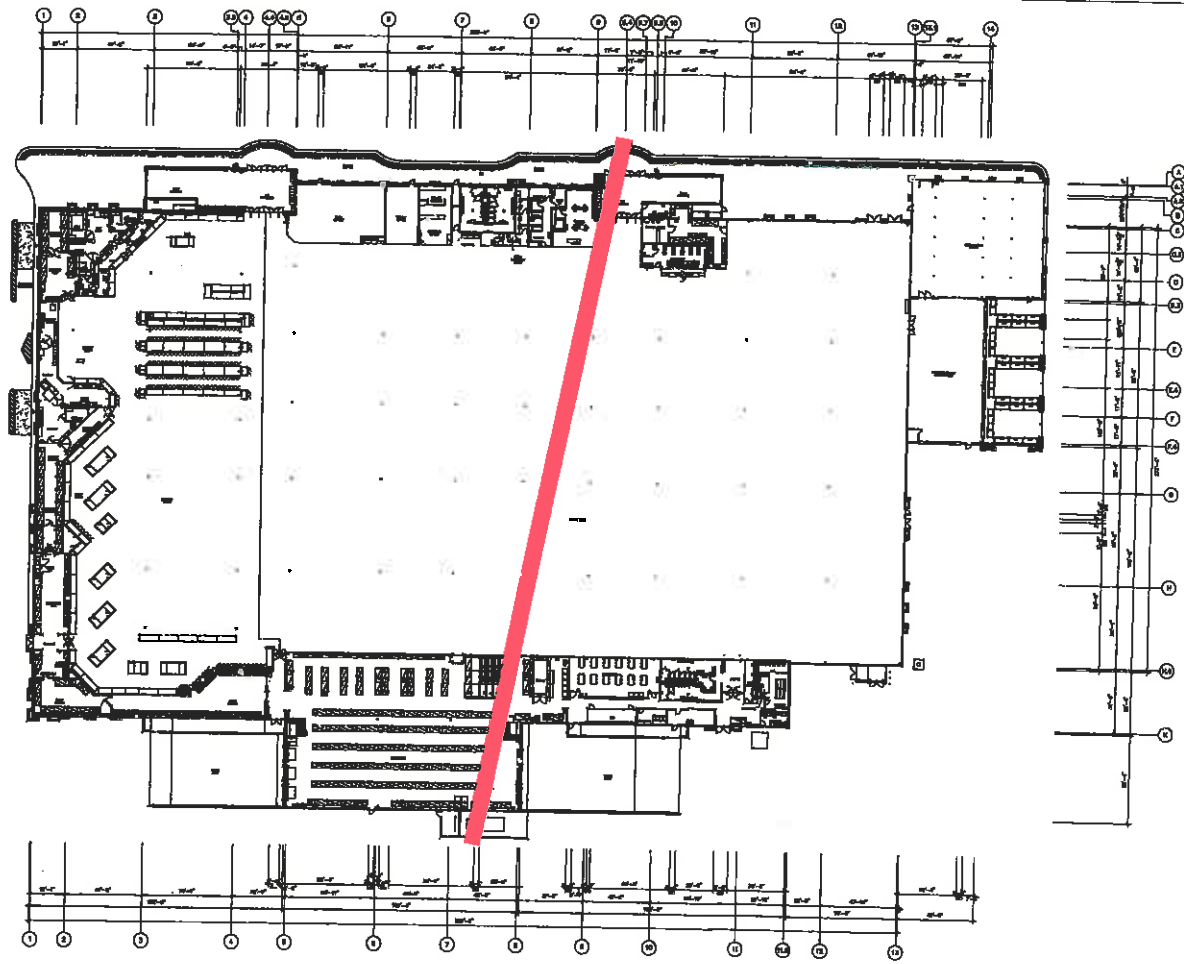
*WARD AREA HAS BEEN ABANDONED TO BE APPROXIMATELY 50% OF THE BUILDING AREA.

SEC OF ARCHIBALD AVE AND LIMONITE AVE
Kimley-Horn
 PRELIMINARY SITE PLAN
 EASTVILLE, GA
 STORE NO. 3125-00
 WALMART
 C-180-SC-NO
 PROJECT NO. 1327/2011
 DATE: 12/27/11
 NOT FOR CONSTRUCTION
C-3



Partial Floor Plan





BUILDING SQUARE FOOTAGE BREAKDOWN

GENERAL MERCHANDISE SALES AREA	103,224 SQ FT
GROCERY SALES AREA	32,451 SQ FT
GROCERY SUPPORT AREA	11,777 SQ FT
TLE SERVICE & SUPPORT AREA	N/A
TLE RETAIL SALES AREA	N/A
RETAIL TENANT AREA	5,130 SQ FT
STOCKROOM/RECEIVING AREA	17,842 SQ FT
ANCILLARY AREA	7,495 SQ FT
GM FRONT CANOPY AREA	1,883 SQ FT
GROCERY FRONT CANOPY AREA	2,285 SQ FT
SEASONAL/INDOOR GARDEN SALES AREA	4,280 SQ FT
OUTDOOR GARDEN CENTER AREA	6,782 SQ FT
GROSS LEASABLE AREA (EXCLUDING OUTDOOR CENTER, SEASONAL GARDEN CENTER, OR FRONT CANOPY, GM FRONT CANOPY)	177,719 SQ FT
TOTAL BUILDING AREA (INCLUDING SEASONAL GARDEN CENTER, OR FRONT CANOPY, GM FRONT CANOPY, BUT EXCLUDING OUTDOOR GARDEN CENTER)	185,907 SQ FT
TOTAL AREA (INCLUDING OUTDOOR GARDEN CENTER)	181,669 SQ FT

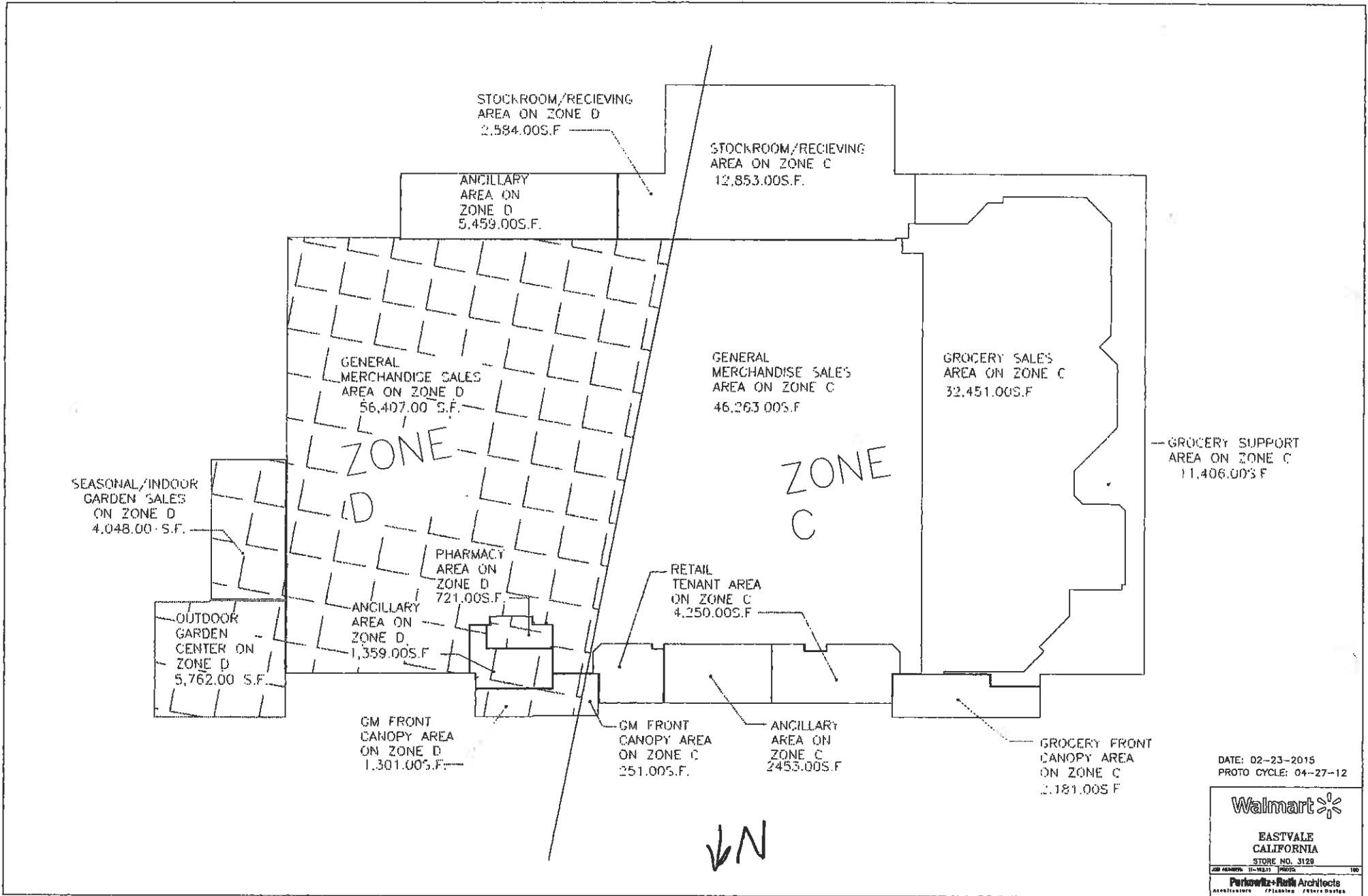
SITE AMENITIES

SYMBOL	QTY	DESCRIPTION	UNIT	REVISION
○		DECORATIVE BOLLARD WITH GRAY SLEEVE REF SPECIFICATIONS (IMPACT BOLLARDS NOT INCLUDED)	WM	GC
⊙		FRESHMAN REF SPECIFICATIONS	WM	GC
■		BENCH REF SPECIFICATIONS	WM	GC
—		BIKE RACKS (EACH RACK = 5 BIKES, EXCEPT AT BIKE STORAGE RACK = 7 BIKES) REF SPECIFICATIONS	WM	GC

■ ZONE C DELINEATING LINE

DATE: 06-06-2013
PROTO CYCLE: 04-27-12

Walmart
EASTVALE
CALIFORNIA
 SHEET NO. 3122
 PROJECT NO. 04-27-12
 Parsons Architects



DATE: 02-23-2015
 PROTO CYCLE: 04-27-12


 EASTVALE
 CALIFORNIA
 STORE NO. 3128
JOB NUMBER: 1500231 PROJECT: 150

ARCHITECTS PLANNING INTERIORS

Kimley»»Horn

February 24, 2015

Riverside County Administrative Center
Airport Land Use Commission
Attn: John Guerin
4080 Lemon Street, 14th Floor
Riverside, CA 92501

RE: Eastvale, CA – Walmart Store #3129-00

Dear Mr. Guerin:

The open space area exhibit, dated February 23, 2015 was submitted to the Airport Land Use Commission (ALUC) by Kimley Horn and Associates and depicts areas which will meet ALUC's open space area requirements. All uses within these areas will comply with the requirements of Policy 4.2.4.

Pursuant to Policy 4.2.4(a), to qualify as open land, an area should be (1) free of most structures and other major obstacles such as walls, large trees or poles (greater than 4 inches in diameter, measured 4 feet above the ground), and overhead wires, and (2) have minimum dimensions of approximately 75 feet by 300 feet. Bushes and hedges will be used in these areas, as opposed to trees, and maintained at a height of less than 4 feet. Placement of trees on the site, excluding open space areas, will be sited to prevent the occurrence of the formation of a continuous canopy. In addition, all landscaping on-site will utilize species which do not produce seeds, fruits, or berries so as to not unnecessarily attract birds.

Please contact me at (714) 705-1343 or kevin.roberson@kimley-horn.com should you have any questions.

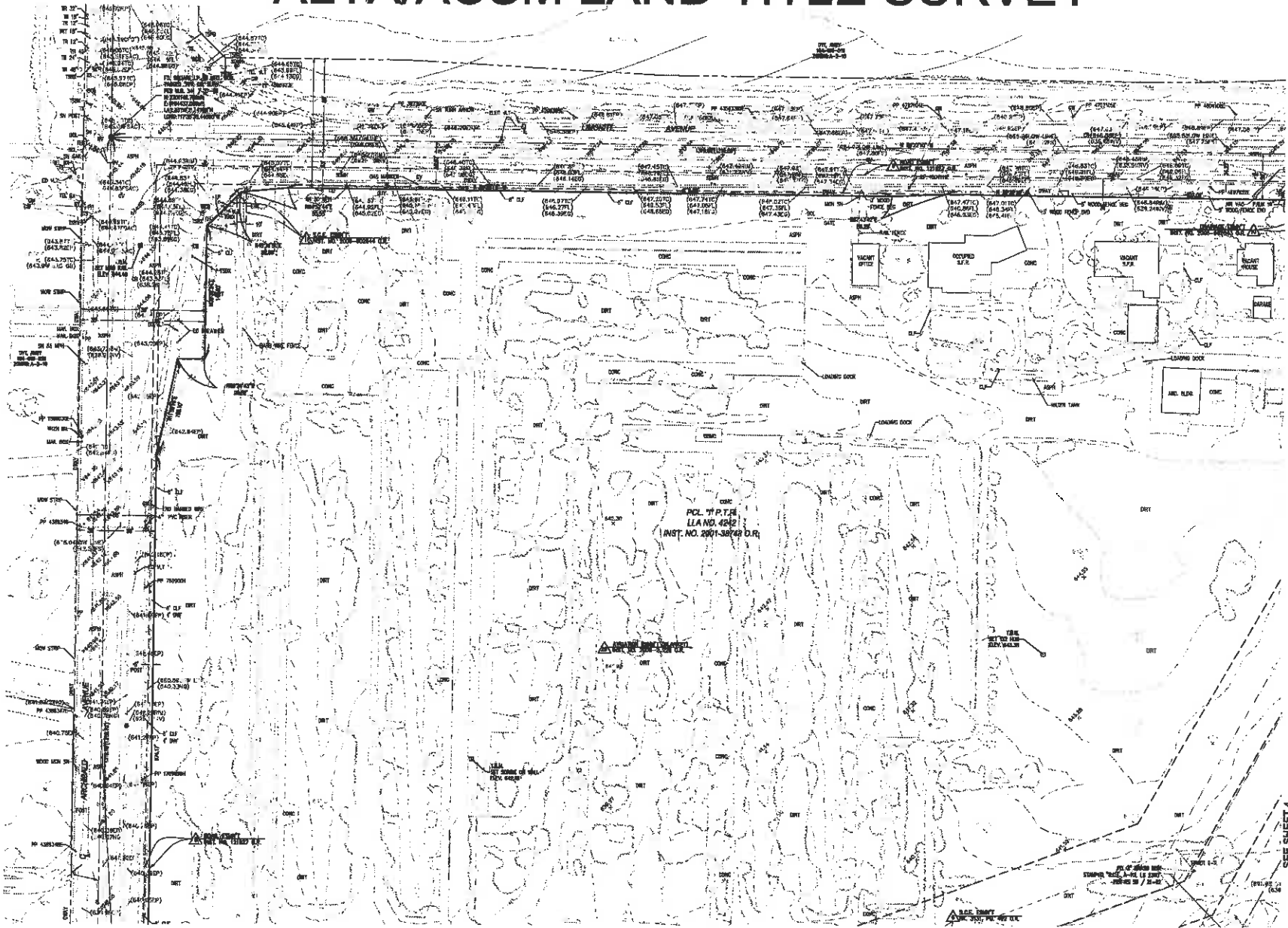
Sincerely,



Kevin M. Roberson, P.E.

Vice President

ALTA/ACSM LAND TITLE SURVEY



SEE SHEET 5

SEE SHEET 5

SEE SHEET 4

SEE SHEET 4



SURVEY DATE: 02 / 07 / 2011

ALTA/ACSM LAND TITLE SURVEY
 WAL-MART STORE #0545400
 EASTVALE, CALIFORNIA
 PREPARED FOR: KIMLEY-HORN

**Kimley-Horn
 and Associates, Inc.**
 Engineering, Planning,
 and Environmental Consultants © 2008
 705 The City Center, Suite 400
 Orange, California 92668
 Tel. No. (714) 252-1000
 Fax No. (714) 252-4000

JOB NO.
11-004
 SHEET
3
 OF 6 SHEETS



WALMART CUSTOMER COUNTS

Counts Unlimited, Inc. was retained to conduct customer counts at the Ontario Walmart located at 1333 North Mountain Avenue, Ontario, CA 91762 for use as part of a Riverside Airport Land Use Commission Survey of Similar Uses. Customer counts were conducted on the following days and hours:

1pm-3pm Saturday, January 17

4pm-6pm Sunday, January 18

7am-9am Monday, January 19

4pm-6pm Tuesday, January 20

7am-9am Wednesday, January 21

4pm-6pm Thursday, January 22

1pm-3pm Friday, January 23

4pm-6pm Saturday, January 24

1pm-3pm Sunday, January 25

In order to conduct an accurate customer count, approximately 5 minutes before the count start times detailed above, four (4) Counts Unlimited, Inc. associates conducted customer counts of the customers located in the store to arrive at a "starting occupancy." Thereafter, these same associates positioned themselves at the entrances and exits of the building at the count start time. Utilizing Jamar DB-400 Electronic Pedestrian Count Boards, entering and exiting customers were then counted so that a running total could be established for each successive minute in the two hour timeframe. The results of the customer counts were subsequently compiled into a "Pedestrian Occupancy Count" spreadsheet. Please do not hesitate to contact us if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Kris Campos", written over a horizontal line.

Kris Campos
Project Manager

1333 North Mountain Ave Ontario, CA 91762	Market Area Enter	Market Area Exit	Pharmacy Area Enter	Pharmacy Area Exit	Garden Area Enter	Garden Area Exit	Running Total
Starting Occupancy							495
13:00	7	4	11	13	2	0	498
13:01	9	6	6	9	1	0	499
13:02	7	3	7	9	0	0	501
13:03	10	8	12	8	0	0	507
13:04	5	11	8	7	0	2	500
13:05	7	4	4	13	2	0	496
13:06	8	1	8	7	3	0	507
13:07	11	7	4	9	0	1	505
13:08	7	12	9	9	1	2	499
13:09	4	6	7	3	0	3	498
13:10	0	8	11	11	2	1	491
13:11	7	10	8	7	5	0	494
13:12	6	7	2	8	1	1	487
13:13	8	9	9	7	2	0	491
13:14	10	13	1	9	4	0	484
13:15	8	12	7	6	0	0	481
13:16	9	9	11	4	0	1	487
13:17	7	13	9	8	2	1	483
13:18	8	10	5	3	3	1	485
13:19	10	9	8	5	1	1	489
13:20	9	11	4	4	0	0	487
13:21	6	12	6	9	0	0	478
13:22	11	10	7	3	1	0	484
13:23	10	7	10	5	2	2	492
13:24	8	13	7	3	0	0	491
13:25	9	11	11	10	2	0	492
13:26	7	8	8	3	2	1	497
13:27	9	8	5	7	1	0	497
13:28	12	12	5	9	0	2	491
13:29	9	7	10	6	1	0	498
13:30	8	7	8	8	1	0	500
13:31	7	7	6	8	0	0	498
13:32	6	6	8	11	0	0	495
13:33	6	7	4	4	0	1	493
13:34	7	9	11	9	2	0	495
13:35	6	10	5	10	0	0	496
13:36	3	6	8	3	4	2	490
13:37	6	9	6	8	1	2	484
13:38	9	8	2	7	0	0	489
13:39	5	10	9	14	2	0	472
13:40	5	4	5	9	0	1	488
13:41	8	9	6	5	0	0	488
13:42	4	4	4	12	4	0	484
13:43	5	5	5	8	0	2	499
13:44	8	9	3	11	2	0	452
13:45	6	6	9	8	0	0	453
13:46	6	6	9	9	0	0	453
13:47	8	7	11	7	0	2	456
13:48	7	6	10	8	0	0	459
13:49	6	7	6	8	1	0	457
13:50	6	8	7	12	0	3	447
13:51	3	8	13	8	2	0	449
13:52	5	6	6	7	0	1	446
13:53	2	4	4	10	2	0	440
13:54	4	2	10	13	0	0	439
13:55	7	2	11	9	0	2	444
13:56	2	7	6	11	0	0	434
13:57	6	9	13	7	1	0	438
13:58	9	5	9	8	0	1	442
13:59	6	8	5	8	0	0	437
14:00	7	4	7	8	3	0	442
14:01	6	4	11	3	1	0	453
14:02	4	9	14	4	0	0	458
14:03	8	6	9	9	0	1	459
14:04	2	4	10	6	5	2	464
14:05	9	7	8	6	0	0	468
14:06	3	3	8	6	2	0	472
14:07	1	1	11	7	4	4	478
14:08	5	3	10	5	0	0	483
14:09	2	2	9	8	2	3	483
14:10	2	2	3	10	1	0	477
14:11	8	5	6	7	3	0	482
14:12	0	5	8	13	4	2	474
14:13	6	4	3	12	4	0	471
14:14	4	5	4	9	1	0	466
14:15	7	5	6	12	0	0	462
14:16	2	5	10	3	0	0	466
14:17	5	4	5	15	2	2	457
14:18	2	4	11	10	0	0	456
14:19	2	7	8	12	1	2	446
14:20	0	4	4	6	3	0	443
14:21	4	2	7	9	4	0	447

1333 North Mountain Ave Ontario, CA 91762	Market Area Enter	Market Area Exit	Pharmacy Area Enter	Pharmacy Area Exit	Garden Area Enter	Garden Area Exit	Running Total
14:22	4	9	8	10	0	0	440
14:23	3	6	8	10	0	0	435
14:24	5	0	4	7	0	1	436
14:25	3	8	6	13	2	0	426
14:26	4	2	7	7	0	3	425
14:27	0	4	3	10	2	0	416
14:28	0	3	5	6	0	0	412
14:29	2	8	4	8	0	0	402
14:30	5	15	7	7	1	0	393
14:31	7	7	4	9	1	0	389
14:32	4	4	8	4	0	2	391
14:33	3	10	8	8	2	0	386
14:34	4	3	2	3	2	0	388
14:35	8	9	9	5	0	3	388
14:36	7	4	4	9	2	0	388
14:37	2	8	3	7	4	2	380
14:38	10	8	2	10	0	0	374
14:39	4	4	7	7	5	2	377
14:40	9	7	8	6	1	2	380
14:41	4	3	5	6	0	0	380
14:42	11	5	5	4	2	0	389
14:43	7	7	7	4	0	2	390
14:44	3	1	4	8	0	0	388
14:45	7	2	6	7	2	1	393
14:46	9	5	4	10	2	0	393
14:47	4	4	8	9	1	0	393
14:48	8	11	9	4	0	2	393
14:49	4	6	11	12	0	0	390
14:50	5	4	7	8	0	1	389
14:51	5	5	7	3	0	0	393
14:52	5	2	13	9	1	0	401
14:53	7	1	9	4	2	0	414
14:54	5	4	10	10	0	0	415
14:55	8	6	7	9	0	2	411
14:56	3	8	12	7	0	0	411
14:57	4	9	6	7	0	3	402
14:58	7	12	13	2	2	0	410
14:59	2	7	14	6	0	0	413
Total	693	777	875	929	134	78	

1333 North Mountain Ave Ontario, CA 91762	Market Area Enter	Market Area Exit	Pharmacy Area Enter	Pharmacy Area Exit	Garden Area Enter	Garden Area Exit	Running Total
Starting Occupancy							542
16:00	8	10	10	8	0	1	541
16:01	11	10	8	11	0	0	539
16:02	8	7	2	4	1	0	539
16:03	7	9	7	7	2	0	539
16:04	4	7	9	4	0	2	539
16:05	13	12	4	9	0	0	535
16:06	8	8	7	9	1	1	533
16:07	11	9	4	6	0	0	533
16:08	6	4	7	8	0	0	534
16:09	9	10	9	6	2	0	538
16:10	10	7	11	4	3	0	551
16:11	8	3	8	7	0	1	556
16:12	4	9	10	12	1	4	546
16:13	9	4	4	7	0	0	548
16:14	7	8	5	9	2	0	545
16:15	7	8	6	9	1	0	542
16:16	9	9	11	12	0	4	537
16:17	12	10	2	4	0	0	537
16:18	7	7	9	7	2	2	539
16:19	9	3	4	11	1	0	538
16:20	4	6	7	11	2	0	535
16:21	13	5	4	7	0	3	537
16:22	8	9	7	12	0	0	531
16:23	9	1	13	9	3	2	544
16:24	11	10	9	4	2	1	551
16:25	7	4	2	8	0	4	544
16:26	5	13	5	11	2	2	530
16:27	9	9	14	7	0	2	535
16:28	4	12	9	6	0	3	527
16:29	5	4	14	4	2	0	540
16:30	9	10	4	9	2	0	536
16:31	13	5	9	7	1	0	547
16:32	7	8	8	4	0	0	550
16:33	12	10	4	11	0	0	545
16:34	11	7	7	5	4	0	555
16:35	13	12	4	9	0	2	549
16:36	9	4	9	4	2	0	561
16:37	4	9	3	10	0	0	549
16:38	8	10	10	6	0	0	551
16:39	9	5	4	4	0	1	554
16:40	4	6	9	9	3	0	555
16:41	6	4	4	3	2	0	560
16:42	3	13	8	10	2	2	548
16:43	2	4	3	4	3	0	546
16:44	2	8	3	4	0	0	541
16:45	9	11	7	4	2	0	544
16:46	7	8	10	11	0	0	542
16:47	12	16	4	4	0	0	538
16:48	8	9	9	9	4	0	541
16:49	9	10	13	10	0	0	543
16:50	6	6	7	11	0	2	537
16:51	8	2	4	7	2	0	542
16:52	9	7	8	15	6	0	543
16:53	13	11	7	12	3	0	543
16:54	13	9	4	9	0	0	542
16:55	8	8	3	14	0	1	530
16:56	12	6	9	6	0	0	539
16:57	6	11	5	15	3	0	527
16:58	6	7	8	11	0	0	523
16:59	9	14	2	7	0	0	513
17:00	8	13	7	8	1	2	506
17:01	5	8	15	10	0	0	508
17:02	7	10	4	4	0	0	505
17:03	11	4	9	7	2	3	513
17:04	10	9	12	12	0	0	514
17:05	4	13	8	9	0	0	504
17:06	8	11	13	4	3	1	512
17:07	3	6	8	10	0	2	505
17:08	9	8	6	6	0	0	508
17:09	4	12	7	8	3	0	500
17:10	8	4	10	2	0	0	512
17:11	4	9	4	7	2	0	506
17:12	9	10	3	3	0	2	503
17:13	0	9	6	4	1	0	497
17:14	2	8	3	6	1	0	489
17:15	10	9	6	9	0	0	487
17:16	7	13	13	2	0	2	490
17:17	9	10	10	8	0	0	491
17:18	12	5	6	4	0	0	500
17:19	4	13	7	7	2	3	490
17:20	5	7	12	10	0	0	490
17:21	3	12	9	3	0	4	483

1333 North Mountain Ave Ontario, CA 91762	Market Area Enter	Market Area Exit	Pharmacy Area Enter	Pharmacy Area Exit	Garden Area Enter	Garden Area Exit	Running Total
17:22	4	11	8	9	4	0	479
17:23	10	6	10	2	0	2	489
17:24	2	15	9	8	0	0	477
17:25	16	9	13	4	0	0	493
17:26	11	16	8	7	0	3	486
17:27	8	4	6	6	2	2	490
17:28	10	9	7	12	0	5	481
17:29	6	12	12	9	0	0	478
17:30	13	7	8	8	0	0	484
17:31	8	10	10	10	0	0	482
17:32	4	4	9	4	0	0	487
17:33	6	9	11	2	0	0	493
17:34	7	4	4	9	0	0	491
17:35	7	8	14	9	2	0	497
17:36	10	6	5	4	0	0	502
17:37	9	7	4	11	0	0	497
17:38	4	12	9	15	0	0	483
17:39	8	9	7	8	1	0	482
17:40	12	2	7	2	0	0	497
17:41	8	4	2	9	0	2	492
17:42	3	5	9	4	0	0	495
17:43	8	7	8	7	0	0	497
17:44	6	13	11	11	0	0	490
17:45	9	12	9	14	0	0	482
17:46	8	2	7	7	0	0	488
17:47	2	9	2	12	0	1	470
17:48	7	4	6	9	0	0	470
17:49	4	13	9	13	0	0	457
17:50	9	8	12	15	0	2	453
17:51	3	4	5	12	0	0	445
17:52	5	7	9	2	0	0	450
17:53	12	12	2	7	1	0	446
17:54	7	9	7	12	0	2	437
17:55	2	5	10	9	0	0	435
17:56	4	7	4	13	0	2	421
17:57	9	10	5	11	0	0	414
17:58	6	6	8	2	0	1	419
17:59	6	4	2	9	0	0	414
Total	904	981	876	937	91	81	

1333 North Mountain Ave Ontario, CA 91762	Market Area Enter	Market Area Exit	Pharmacy Area Enter	Pharmacy Area Exit	Garden Area Enter	Garden Area Exit	Running Total
Starting Occupancy							20
7:00	0	0	0	0	0	0	20
7:01	2	0	0	0	0	0	22
7:02	0	0	0	0	0	0	22
7:03	0	0	2	0	0	0	24
7:04	2	0	0	0	0	0	26
7:05	0	0	0	0	0	0	26
7:06	5	2	1	1	0	0	29
7:07	0	0	0	0	0	0	29
7:08	0	0	0	0	0	0	29
7:09	0	3	1	0	0	0	27
7:10	2	0	0	1	0	0	28
7:11	0	0	0	0	0	0	28
7:12	0	6	1	1	0	0	22
7:13	0	0	0	0	0	0	22
7:14	4	3	0	0	0	0	23
7:15	1	0	0	0	0	0	24
7:16	2	2	0	0	0	0	24
7:17	0	0	0	0	0	0	24
7:18	0	1	0	0	0	0	23
7:19	0	4	0	0	0	0	19
7:20	2	0	2	0	0	0	23
7:21	3	2	0	0	0	0	24
7:22	2	0	0	0	0	0	26
7:23	0	0	2	0	0	0	28
7:24	0	0	0	0	0	0	28
7:25	2	0	0	0	0	0	30
7:26	0	3	0	0	0	0	27
7:27	2	0	0	0	0	0	29
7:28	0	0	0	0	0	0	29
7:29	0	0	0	0	0	0	29
7:30	3	2	2	0	0	0	32
7:31	0	0	1	0	0	0	33
7:32	0	3	0	0	0	0	30
7:33	3	4	2	0	0	0	31
7:34	4	0	3	0	0	0	36
7:35	2	0	0	0	0	0	40
7:36	3	0	3	0	0	0	46
7:37	0	5	0	1	0	0	40
7:38	0	0	0	0	0	0	40
7:39	3	2	2	0	0	0	43
7:40	0	0	0	0	0	0	43
7:41	0	0	2	0	0	0	45
7:42	0	0	0	2	0	0	43
7:43	0	1	2	0	0	0	44
7:44	0	0	4	0	0	0	48
7:45	2	2	1	0	0	0	49
7:46	0	0	0	0	0	0	49
7:47	0	2	0	0	0	0	47
7:48	4	3	1	0	0	0	49
7:49	0	0	0	1	0	0	48
7:50	0	4	0	0	0	0	44
7:51	2	0	2	0	0	0	48
7:52	3	0	0	1	0	0	50
7:53	0	2	3	2	0	0	48
7:54	4	5	0	0	0	0	48
7:55	0	0	1	2	0	0	47
7:56	2	0	3	3	0	0	49
7:57	0	0	3	3	0	0	49
7:58	2	0	0	0	0	0	51
7:59	5	0	0	0	0	0	56
8:00	2	2	0	0	0	0	56
8:01	2	0	0	0	0	0	58
8:02	0	2	0	0	0	0	56
8:03	0	4	2	0	0	0	54
8:04	0	2	0	0	0	0	52
8:05	3	1	0	1	0	0	53
8:06	0	0	0	0	0	0	53
8:07	0	0	2	0	0	0	55
8:08	4	0	1	3	0	0	57
8:09	2	3	0	0	0	0	56
8:10	0	5	3	2	0	0	52
8:11	3	2	0	0	0	0	53
8:12	0	1	0	1	0	0	51
8:13	3	0	0	1	0	0	53
8:14	0	0	0	0	0	0	53
8:15	2	0	2	0	0	0	57
8:16	0	2	1	0	0	0	56
8:17	0	1	0	0	0	0	55
8:18	1	0	3	2	0	0	57
8:19	3	0	0	0	0	0	60
8:20	0	2	2	0	0	0	60
8:21	3	4	4	2	0	0	61

1333 North Mountain Ave Ontario, CA 91762	Market Area Enter	Market Area Exit	Pharmacy Area Enter	Pharmacy Area Exit	Garden Area Enter	Garden Area Exit	Running Total
8:22	1	0	2	0	0	0	64
8:23	0	2	1	1	0	0	62
8:24	1	1	0	1	2	0	63
8:25	1	2	0	0	0	0	62
8:26	2	2	2	0	0	0	64
8:27	0	0	0	0	0	0	64
8:28	0	3	4	1	0	0	64
8:29	2	2	1	0	0	0	65
8:30	3	3	7	0	0	0	72
8:31	2	1	2	1	0	0	74
8:32	5	0	0	0	0	0	79
8:33	2	1	0	3	0	0	77
8:34	4	0	1	1	0	0	81
8:35	2	0	1	0	0	0	84
8:36	2	0	2	0	0	0	88
8:37	4	2	0	2	0	0	88
8:38	0	3	0	5	1	0	81
8:39	0	0	3	0	0	0	84
8:40	0	1	0	0	0	0	83
8:41	3	4	5	0	0	0	87
8:42	0	0	2	1	0	0	88
8:43	5	2	3	0	0	0	84
8:44	0	4	1	0	0	0	81
8:45	4	2	4	2	0	0	95
8:46	2	0	2	0	0	0	99
8:47	0	4	0	0	0	0	95
8:48	1	0	3	4	0	0	95
8:49	3	1	2	0	0	0	99
8:50	5	0	4	2	0	0	106
8:51	0	3	1	1	0	0	103
8:52	2	4	0	7	2	0	96
8:53	3	1	1	2	0	0	97
8:54	1	0	0	0	0	0	98
8:55	2	1	4	5	0	0	98
8:56	0	2	0	0	0	0	96
8:57	0	0	2	0	0	0	98
8:58	1	4	3	1	0	0	97
8:59	0	2	8	0	0	0	103
Total	162	149	135	70	5	0	

1333 North Mountain Ave Ontario, CA 91762	Market Area Enter	Market Area Exit	Pharmacy Area Enter	Pharmacy Area Exit	Garden Area Enter	Garden Area Exit	Running Total
Starting Occupancy							308
16:00	0	0	8	6	0	0	310
16:01	0	0	6	8	0	0	308
16:02	0	0	4	2	1	2	309
16:03	0	4	2	3	1	0	305
16:04	4	2	2	4	1	0	306
16:05	8	8	7	10	0	0	303
16:06	9	8	13	4	3	0	316
16:07	6	4	3	8	0	0	313
16:08	2	8	5	9	2	0	305
16:09	3	0	5	0	0	0	313
16:10	5	4	4	4	0	0	314
16:11	3	5	7	2	3	1	319
16:12	11	5	5	2	1	2	327
16:13	4	3	5	8	3	0	328
16:14	7	4	11	2	0	2	338
16:15	14	6	1	2	0	0	345
16:16	8	21	0	11	0	0	321
16:17	8	13	7	12	0	0	311
16:18	9	14	3	1	0	0	308
16:19	1	3	2	8	2	0	302
16:20	1	3	6	4	0	1	301
16:21	7	1	4	6	0	0	305
16:22	8	2	6	7	0	0	310
16:23	5	10	5	6	1	0	305
16:24	9	7	3	1	0	0	309
16:25	7	9	2	4	0	0	305
16:26	14	3	10	8	2	0	320
16:27	2	13	2	8	1	2	302
16:28	4	10	7	3	0	0	300
16:29	6	8	5	2	0	0	301
16:30	15	6	9	11	3	0	311
16:31	3	6	2	2	0	0	308
16:32	5	7	6	9	0	0	303
16:33	3	8	3	1	2	0	302
16:34	8	2	1	3	0	3	303
16:35	5	2	3	6	0	6	297
16:36	7	8	5	5	1	3	294
16:37	4	3	5	9	0	1	290
16:38	6	6	4	1	0	2	291
16:39	6	8	0	5	0	2	282
16:40	3	4	6	3	0	0	284
16:41	7	7	6	2	0	0	288
16:42	5	2	11	5	0	0	297
16:43	4	6	7	5	0	0	297
16:44	4	9	6	8	0	0	290
16:45	7	4	0	5	1	0	289
16:46	5	8	6	8	0	0	284
16:47	6	4	6	4	1	0	289
16:48	7	4	0	4	1	1	288
16:49	3	8	2	5	2	0	282
16:50	10	4	8	11	1	0	286
16:51	12	0	5	7	0	0	296
16:52	9	4	5	3	0	0	303
16:53	10	6	2	11	0	2	296
16:54	5	10	4	7	0	2	286
16:55	3	11	6	3	0	0	281
16:56	4	4	4	8	0	0	277
16:57	3	1	3	2	0	2	278
16:58	5	10	1	0	2	1	275
16:59	5	3	11	7	3	0	284
17:00	3	4	3	8	0	0	278
17:01	3	7	2	2	2	0	276
17:02	5	7	2	1	0	0	275
17:03	2	12	6	8	0	0	263
17:04	6	7	8	5	0	1	266
17:05	9	12	15	5	2	0	275
17:06	10	8	3	5	0	0	275
17:07	12	10	3	0	0	1	279
17:08	13	4	1	8	0	0	281
17:09	2	11	11	12	1	0	272
17:10	2	3	1	3	0	0	269
17:11	9	1	7	4	2	0	282
17:12	1	1	4	2	0	0	284
17:13	6	4	1	2	0	0	285
17:14	2	9	4	4	0	0	278
17:15	10	3	10	6	2	0	291
17:16	1	5	3	12	0	0	278
17:17	6	6	12	5	0	0	285
17:18	0	10	3	6	0	0	272
17:19	5	10	5	5	0	0	267
17:20	7	8	3	8	0	0	261
17:21	15	6	7	9	1	1	268

1333 North Mountain Ave Ontario, CA 91762	Market Area Enter	Market Area Exit	Pharmacy Area Enter	Pharmacy Area Exit	Garden Area Enter	Garden Area Exit	Running Total
17:22	10	7	3	4	0	0	270
17:23	7	1	8	7	0	0	277
17:24	3	7	10	12	0	0	271
17:25	8	6	0	2	0	0	271
17:26	8	4	4	9	5	0	275
17:27	4	7	5	6	1	0	272
17:28	6	3	5	9	2	2	271
17:29	6	3	3	3	0	0	274
17:30	2	8	5	1	0	0	274
17:31	7	3	9	9	0	3	275
17:32	3	8	8	1	0	0	277
17:33	5	5	5	0	0	0	282
17:34	7	5	1	10	1	2	274
17:35	2	11	1	11	0	0	255
17:36	6	9	7	10	0	0	249
17:37	1	10	2	3	0	0	239
17:38	12	4	9	6	1	0	251
17:39	7	4	10	1	0	0	263
17:40	10	9	12	3	0	0	273
17:41	0	0	13	2	0	0	284
17:42	9	5	6	5	3	0	282
17:43	9	8	6	6	0	0	283
17:44	4	3	5	1	0	0	288
17:45	10	8	8	1	0	0	309
17:46	6	7	1	6	2	0	305
17:47	6	5	6	2	0	0	310
17:48	6	5	3	5	0	0	309
17:49	4	8	4	7	0	0	302
17:50	8	11	2	7	0	0	294
17:51	3	5	4	4	0	0	282
17:52	8	10	4	4	0	0	290
17:53	5	7	2	2	0	0	288
17:54	2	5	4	0	0	2	287
17:55	6	4	10	5	0	0	284
17:56	2	3	6	5	0	0	284
17:57	6	4	4	16	0	0	284
17:58	0	3	6	4	0	0	283
17:59	3	7	8	5	0	0	282
Total	686	709	610	629	63	47	

1333 North Mountain Ave Ontario, CA 91762	Market Area Enter	Market Area Exit	Pharmacy Area Enter	Pharmacy Area Exit	Garden Area Enter	Garden Area Exit	Running Total
Starting Occupancy							13
7:00	0	0	0	0	0	0	13
7:01	0	0	0	0	0	0	13
7:02	0	0	0	0	0	0	13
7:03	0	0	0	0	0	0	13
7:04	0	0	0	0	0	0	13
7:05	2	2	0	0	0	0	13
7:06	0	2	1	0	0	0	12
7:07	1	2	1	0	0	0	12
7:08	0	0	0	0	0	0	12
7:09	2	1	0	0	0	0	13
7:10	1	2	0	1	0	0	11
7:11	3	2	0	0	0	0	12
7:12	0	1	0	0	0	0	11
7:13	0	0	0	0	0	0	11
7:14	1	0	0	0	0	0	12
7:15	1	0	0	0	0	0	13
7:16	2	4	0	0	0	0	11
7:17	4	0	0	0	0	0	15
7:18	0	0	0	0	0	0	15
7:19	0	0	0	0	0	0	15
7:20	1	0	0	0	0	0	16
7:21	0	3	0	0	0	0	13
7:22	0	0	0	0	0	0	13
7:23	4	2	1	0	0	0	16
7:24	2	3	1	0	0	0	16
7:25	0	2	0	0	0	0	14
7:26	2	1	0	0	0	0	15
7:27	1	0	1	0	0	0	17
7:28	0	1	0	0	0	0	16
7:29	0	1	0	1	0	0	14
7:30	0	0	3	0	0	0	17
7:31	3	2	0	0	0	0	18
7:32	4	1	0	0	0	0	21
7:33	4	0	0	0	0	0	25
7:34	2	1	0	1	0	0	25
7:35	0	2	4	2	0	0	25
7:36	2	0	0	0	0	0	27
7:37	0	2	1	1	0	0	25
7:38	1	0	0	0	0	0	26
7:39	1	0	0	0	0	0	27
7:40	1	0	0	0	0	0	28
7:41	0	2	1	0	0	0	27
7:42	1	1	0	0	0	0	27
7:43	0	1	0	0	0	0	26
7:44	0	2	1	0	0	0	25
7:45	5	1	0	2	0	0	27
7:46	3	2	1	0	0	0	29
7:47	0	0	2	1	0	0	30
7:48	1	0	1	1	0	0	31
7:49	1	2	0	0	0	0	30
7:50	3	1	0	0	0	0	32
7:51	1	3	1	1	0	0	30
7:52	1	0	1	0	0	0	32
7:53	1	0	3	0	0	0	36
7:54	2	0	0	1	0	0	37
7:55	3	0	0	0	0	0	40
7:56	5	1	1	0	0	0	45
7:57	1	0	5	0	0	0	51
7:58	4	1	2	1	0	0	55
7:59	1	0	3	0	0	0	59
8:00	1	2	0	2	0	0	56
8:01	2	0	1	1	0	0	58
8:02	3	2	1	0	0	0	60
8:03	0	1	2	0	0	0	61
8:04	3	3	1	0	0	0	62
8:05	1	1	1	2	0	0	61
8:06	2	1	1	1	0	0	62
8:07	6	0	2	0	0	0	70
8:08	3	2	0	2	0	0	69
8:09	2	3	1	0	0	0	69
8:10	2	0	1	0	1	0	73
8:11	2	0	3	0	2	0	80
8:12	1	5	0	1	1	0	76
8:13	2	3	4	0	0	0	79
8:14	3	2	1	0	0	0	81
8:15	2	2	1	3	0	0	79
8:16	5	2	1	0	0	0	83
8:17	2	1	2	0	0	0	86
8:18	3	1	0	0	0	0	88
8:19	3	0	2	2	0	0	91
8:20	0	3	0	0	0	0	88
8:21	2	1	3	0	0	0	92

Market Area	Market Area Enter	Market Area Exit	Pharmacy Area Enter	Pharmacy Area Exit	Garden Area Enter	Garden Area Exit	Running Total
1333 North Mountain Ave Ontario, CA 91762	0	1	0	0	0	0	91
8:22	6	2	0	0	0	0	95
8:23	0	0	5	1	0	0	99
8:24	1	1	1	0	0	0	100
8:25	2	1	1	0	0	0	102
8:26	3	1	3	1	0	0	106
8:27	1	2	2	3	0	0	104
8:28	2	2	0	1	0	0	103
8:29	1	0	1	0	0	0	105
8:30	2	3	0	1	0	0	103
8:31	1	2	2	1	0	0	103
8:32	0	1	4	1	0	0	105
8:33	1	1	3	2	0	1	105
8:34	3	3	4	6	0	0	103
8:35	2	4	4	2	0	0	103
8:36	5	0	0	3	0	0	105
8:37	3	4	2	1	0	0	105
8:38	4	1	6	1	0	0	113
8:39	1	3	0	0	0	0	111
8:40	3	2	4	1	1	0	116
8:41	0	2	0	0	0	0	114
8:42	1	0	1	1	0	0	115
8:43	0	2	2	2	0	0	113
8:44	1	1	1	0	0	0	114
8:45	0	3	3	2	0	0	112
8:46	1	4	0	1	0	0	108
8:47	2	5	0	0	0	0	105
8:48	1	2	2	2	0	0	104
8:49	3	2	2	1	0	0	106
8:50	0	0	2	1	0	0	107
8:51	1	1	4	2	0	0	109
8:52	0	2	1	0	0	0	108
8:53	4	1	2	0	0	0	113
8:54	7	4	5	0	0	0	121
8:55	3	3	2	1	0	0	122
8:56	1	1	7	0	0	0	129
8:57	2	4	2	3	0	0	126
8:58	1	1	0	0	1	0	127
8:59							
Total	197	161	141	68	6	1	

1333 North Mountain Ave Ontario, CA 91762	Market Area Enter	Market Area Exit	Pharmacy Area Enter	Pharmacy Area Exit	Garden Area Enter	Garden Area Exit	Running Total
Starting Occupancy							263
16:00	0	0	0	4	1	0	280
16:01	0	0	2	14	2	2	248
16:02	3	0	7	3	0	3	252
16:03	5	6	14	2	0	0	263
16:04	6	2	3	6	1	0	265
16:05	5	8	6	4	3	1	266
16:06	4	4	2	4	0	1	263
16:07	0	4	0	1	0	0	258
16:08	3	5	0	2	0	0	254
16:09	8	4	3	5	0	0	256
16:10	2	9	1	0	4	0	254
16:11	8	7	0	4	0	1	250
16:12	13	2	0	7	0	0	254
16:13	8	5	2	2	0	0	257
16:14	9	10	4	9	0	0	251
16:15	12	7	8	4	1	0	261
16:16	8	7	5	11	0	0	256
16:17	5	6	2	10	0	0	247
16:18	4	4	6	1	0	0	252
16:19	11	7	6	10	0	0	252
16:20	10	6	1	7	3	2	251
16:21	15	2	2	8	0	0	258
16:22	4	4	8	3	4	0	267
16:23	1	2	5	6	1	0	266
16:24	9	7	6	1	1	0	274
16:25	8	7	7	8	0	0	274
16:26	6	2	1	3	0	0	276
16:27	7	9	1	8	0	0	267
16:28	6	7	3	2	0	0	267
16:29	2	6	5	5	3	0	266
16:30	10	1	2	4	0	0	273
16:31	3	3	3	6	1	3	268
16:32	11	10	1	5	0	0	285
16:33	7	5	2	1	0	1	267
16:34	5	8	9	3	1	0	271
16:35	1	4	3	3	0	0	268
16:36	8	1	12	2	0	0	285
16:37	18	9	1	2	0	0	293
16:38	14	12	6	2	0	0	299
16:39	3	3	10	9	0	2	298
16:40	7	6	2	4	0	1	296
16:41	6	3	6	3	3	0	305
16:42	5	5	5	1	0	0	309
16:43	10	4	4	7	0	0	312
16:44	10	5	3	2	1	0	319
16:45	4	6	9	12	0	0	314
16:46	10	13	7	7	0	0	311
16:47	1	1	3	3	0	0	311
16:48	13	4	1	3	0	0	318
16:49	4	6	3	2	0	0	317
16:50	13	4	7	10	0	0	323
16:51	9	5	8	4	0	0	331
16:52	9	8	12	3	1	0	342
16:53	2	7	4	2	0	0	339
16:54	17	4	5	3	0	0	354
16:55	11	7	4	3	0	1	358
16:56	2	13	5	10	0	2	340
16:57	10	13	4	0	1	1	341
16:58	4	5	7	3	0	1	343
16:59	7	2	11	2	0	3	354
17:00	4	8	2	8	1	0	345
17:01	3	1	3	3	0	0	347
17:02	5	6	6	9	0	0	343
17:03	8	3	11	4	1	0	356
17:04	5	3	5	4	1	2	358
17:05	1	4	3	2	0	0	356
17:06	4	18	4	4	1	0	343
17:07	18	10	4	4	0	0	351
17:08	0	1	7	3	0	0	354
17:09	8	4	4	6	0	0	356
17:10	7	13	4	5	0	0	349
17:11	8	10	2	1	0	0	348
17:12	11	1	2	2	0	0	358
17:13	2	9	6	1	2	0	358
17:14	6	6	4	1	0	1	360
17:15	8	8	6	1	0	0	365
17:16	16	6	8	2	0	1	360
17:17	6	3	1	0	3	0	367
17:18	3	4	0	6	1	0	361
17:19	7	9	0	5	0	0	374
17:20	5	11	2	6	0	0	364
17:21	9	11	2	3	0	0	361

1333 North Mountain Ave Ontario, CA 91762	Market Area Enter	Market Area Exit	Pharmacy Area Enter	Pharmacy Area Exit	Garden Area Enter	Garden Area Exit	Running Total
17:22	5	4	5	4	0	0	363
17:23	4	7	6	3	0	0	363
17:24	1	16	9	2	0	0	356
17:25	6	7	11	0	0	1	364
17:26	3	3	2	15	0	0	351
17:27	9	3	4	7	0	0	354
17:28	4	5	5	11	1	2	346
17:29	5	2	11	6	0	0	354
17:30	6	9	3	8	0	0	346
17:31	6	5	4	7	0	0	344
17:32	12	8	1	2	0	0	347
17:33	4	7	2	5	0	0	341
17:34	7	1	3	5	0	0	345
17:35	9	8	3	5	0	0	344
17:36	8	18	6	8	1	0	333
17:37	4	3	5	5	0	0	334
17:38	4	4	5	9	0	0	330
17:39	5	9	1	4	0	0	323
17:40	15	3	4	7	1	0	333
17:41	5	7	5	4	0	0	332
17:42	3	7	9	8	0	0	329
17:43	16	6	3	4	0	0	338
17:44	1	6	0	7	0	0	326
17:45	17	13	3	8	1	0	326
17:46	6	4	9	4	0	0	333
17:47	5	6	5	9	0	0	328
17:48	5	4	1	13	0	0	317
17:49	5	6	1	2	0	0	315
17:50	10	13	3	8	2	0	309
17:51	5	3	2	4	0	0	309
17:52	3	5	3	8	0	0	302
17:53	15	2	5	4	0	0	316
17:54	11	3	11	3	0	0	332
17:55	14	11	7	6	0	2	334
17:56	11	3	5	4	0	0	343
17:57	2	5	5	9	0	0	336
17:58	7	3	1	6	0	0	335
17:59	2	5	0	7	1	0	326
Total	820	709	523	586	49	34	

1333 North Mountain Ave Ontario, CA 91762	Market Area Enter	Market Area Exit	Pharmacy Area Enter	Pharmacy Area Exit	Garden Area Enter	Garden Area Exit	Running Total
Starting Occupancy							248
13:00	0	0	0	0	0	0	248
13:01	0	0	4	10	0	0	242
13:02	0	0	1	9	3	1	236
13:03	7	3	3	5	2	0	240
13:04	1	4	8	1	0	0	244
13:05	2	3	4	5	3	0	245
13:06	4	2	2	2	0	0	247
13:07	4	7	5	6	0	0	243
13:08	3	8	7	5	0	0	240
13:09	5	6	7	8	1	0	239
13:10	1	4	5	2	3	0	242
13:11	4	0	4	4	1	0	247
13:12	5	6	4	9	0	0	241
13:13	2	10	1	1	0	0	233
13:14	3	2	1	4	0	0	231
13:15	4	8	6	3	1	1	230
13:16	3	7	1	5	1	1	222
13:17	4	3	6	5	0	0	224
13:18	0	3	2	11	0	1	211
13:19	2	6	10	2	2	1	216
13:20	3	4	3	7	0	2	209
13:21	13	1	4	5	0	0	220
13:22	1	4	5	5	0	0	217
13:23	3	0	3	2	0	1	220
13:24	7	5	3	6	0	0	219
13:25	5	3	6	3	2	0	226
13:26	4	3	6	4	0	0	229
13:27	5	2	5	4	0	0	233
13:28	1	3	1	2	0	0	230
13:29	5	4	8	0	0	0	239
13:30	7	7	2	2	0	0	239
13:31	10	9	3	3	2	0	242
13:32	8	5	3	7	0	0	241
13:33	1	2	5	4	0	1	240
13:34	3	4	3	8	0	1	233
13:35	3	7	7	2	0	0	234
13:36	5	1	7	0	1	0	246
13:37	4	4	4	5	1	0	246
13:38	9	1	3	1	0	0	256
13:39	2	0	8	9	2	0	259
13:40	9	8	3	1	0	0	262
13:41	6	6	2	4	2	1	261
13:42	0	5	8	4	0	0	260
13:43	2	7	6	6	0	0	255
13:44	9	2	4	8	0	1	257
13:45	4	0	5	4	0	1	261
13:46	1	1	1	4	1	0	259
13:47	9	4	4	9	1	1	259
13:48	1	3	8	3	0	0	262
13:49	2	4	1	6	0	0	255
13:50	8	6	7	5	0	0	259
13:51	0	3	2	3	2	0	257
13:52	6	10	2	0	0	0	255
13:53	3	5	9	9	0	0	253
13:54	1	7	5	1	0	1	250
13:55	3	4	7	9	0	0	247
13:56	2	6	5	7	0	3	238
13:57	1	2	2	0	2	0	241
13:58	4	0	5	9	1	2	240
13:59	1	15	4	3	0	3	224
14:00	3	5	2	4	1	0	221
14:01	6	3	5	5	1	2	223
14:02	12	5	3	5	2	0	230
14:03	4	5	5	0	2	1	235
14:04	2	6	1	5	2	0	228
14:05	3	7	2	6	0	1	220
14:06	2	6	5	8	0	0	213
14:07	2	2	3	0	0	0	216
14:08	6	8	1	10	0	0	205
14:09	6	1	0	1	1	0	210
14:10	9	4	1	10	1	0	207
14:11	2	6	1	7	0	0	197
14:12	9	7	8	4	3	0	206
14:13	12	6	2	3	0	0	211
14:14	2	5	4	6	2	0	206
14:15	2	2	1	2	2	2	207
14:16	7	2	7	3	0	0	216
14:17	2	6	2	7	0	0	207
14:18	2	4	2	5	0	0	202
14:19	2	2	4	2	0	0	204
14:20	8	0	4	6	0	0	210
14:21	4	6	5	6	0	0	207

1333 North Mountain Ave Ontario, CA 91762	Market Area Enter	Market Area Exit	Pharmacy Area Enter	Pharmacy Area Exit	Garden Area Enter	Garden Area Exit	Running Total
14:22	1	6	2	7	0	0	197
14:23	4	6	3	1	2	1	198
14:24	9	7	3	0	0	1	202
14:25	8	11	1	6	0	0	194
14:26	0	6	3	2	3	1	191
14:27	9	5	4	2	0	2	195
14:28	2	6	4	6	1	1	189
14:29	9	4	6	3	0	0	197
14:30	6	3	8	10	0	0	198
14:31	6	4	2	0	0	2	200
14:32	2	7	6	4	0	0	197
14:33	3	0	4	1	0	0	203
14:34	1	4	4	2	1	1	202
14:35	2	4	3	3	0	0	200
14:36	11	5	3	3	5	0	211
14:37	5	4	4	2	0	0	214
14:38	6	7	4	2	0	0	215
14:39	5	4	6	0	0	0	222
14:40	8	2	6	5	0	0	229
14:41	6	8	3	3	0	0	227
14:42	3	3	6	5	0	0	228
14:43	5	7	10	7	2	0	231
14:44	5	3	11	1	0	0	243
14:45	0	12	6	5	3	1	234
14:46	4	8	14	4	0	0	240
14:47	0	2	6	5	0	0	239
14:48	5	9	6	5	0	2	234
14:49	3	3	3	2	0	0	235
14:50	4	4	7	7	0	0	235
14:51	11	8	3	0	0	0	241
14:52	13	12	6	1	2	0	249
14:53	3	5	1	4	0	0	244
14:54	0	0	9	9	0	0	244
14:55	6	2	2	10	0	0	240
14:56	11	7	2	2	2	0	246
14:57	2	6	4	7	1	0	240
14:58	4	10	5	2	0	0	237
14:59	5	6	10	13	0	0	233
Total	519	557	518	527	73	41	

1333 North Mountain Ave Ontario, CA 91762	Market Area Enter	Market Area Exit	Pharmacy Area Enter	Pharmacy Area Exit	Garden Area Enter	Garden Area Exit	Running Total
Starting Occupancy							479
16:00	4	8	5	3	0	0	477
16:01	3	8	2	7	1	0	468
16:02	8	7	5	1	3	0	476
16:03	8	10	8	7	0	0	475
16:04	12	6	9	6	0	0	484
16:05	5	9	2	6	1	4	473
16:06	4	11	8	5	4	0	473
16:07	2	8	5	15	0	0	457
16:08	5	9	5	20	1	1	438
16:09	13	14	5	11	0	0	431
16:10	8	6	6	14	2	0	427
16:11	2	7	12	14	0	0	420
16:12	7	6	5	8	0	1	417
16:13	6	12	8	10	1	0	410
16:14	7	4	4	6	4	1	414
16:15	5	6	5	4	0	1	413
16:16	8	5	5	9	0	0	412
16:17	14	4	5	8	0	0	419
16:18	4	9	8	19	0	2	401
16:19	8	6	5	6	0	0	402
16:20	8	11	12	9	3	0	405
16:21	5	4	3	9	0	0	400
16:22	4	5	5	8	0	1	395
16:23	8	9	3	4	2	0	395
16:24	1	8	5	6	0	1	386
16:25	15	3	12	7	0	0	403
16:26	12	4	9	14	0	0	406
16:27	1	7	6	2	0	0	404
16:28	7	7	3	4	3	0	406
16:29	6	14	1	2	0	0	397
16:30	9	2	9	2	3	0	414
16:31	7	2	4	9	0	0	414
16:32	5	1	2	6	0	0	414
16:33	4	6	5	11	0	0	406
16:34	1	5	14	10	1	0	407
16:35	9	10	9	8	0	0	407
16:36	8	1	13	5	0	0	422
16:37	6	9	7	9	0	1	416
16:38	10	7	8	0	0	3	424
16:39	9	5	8	10	0	3	423
16:40	1	2	2	1	0	0	423
16:41	11	4	4	4	3	0	433
16:42	2	12	6	5	0	0	424
16:43	4	14	12	8	0	1	417
16:44	7	6	14	10	0	0	422
16:45	3	11	4	8	2	0	412
16:46	10	9	0	7	2	0	408
16:47	12	4	10	11	1	0	418
16:48	2	2	24	12	0	0	428
16:49	1	9	5	1	1	0	425
16:50	3	3	7	6	0	0	426
16:51	7	8	5	0	1	1	430
16:52	10	7	5	7	0	0	431
16:53	4	8	6	8	0	0	425
16:54	14	9	2	5	3	2	428
16:55	10	7	18	2	3	0	450
16:56	6	12	14	12	1	0	447
16:57	7	9	4	5	0	0	444
16:58	12	7	2	12	2	0	441
16:59	7	5	9	6	0	2	444
17:00	0	7	3	3	2	0	438
17:01	10	6	13	8	0	0	448
17:02	2	10	6	9	1	3	435
17:03	8	9	2	3	1	0	434
17:04	15	9	2	8	0	0	434
17:05	12	6	4	9	0	0	435
17:06	7	4	2	7	1	2	432
17:07	11	13	4	9	2	0	427
17:08	2	2	13	6	0	1	433
17:09	2	8	3	7	0	0	423
17:10	5	1	9	8	0	0	428
17:11	10	1	7	8	0	0	436
17:12	7	10	5	12	0	1	425
17:13	13	5	8	10	0	0	431
17:14	9	11	6	9	0	0	428
17:15	9	6	2	12	2	0	421
17:16	8	3	6	10	0	0	422
17:17	4	15	13	6	0	1	417
17:18	3	7	2	4	2	0	413
17:19	5	5	6	15	1	0	405
17:20	2	11	5	9	0	0	392
17:21	3	10	5	10	2	3	379

1333 North Mountain Ave Ontario, CA 91762	Market Area Enter	Market Area Exit	Pharmacy Area Enter	Pharmacy Area Exit	Garden Area Enter	Garden Area Exit	Running Total
17:22	9	3	8	3	0	2	388
17:23	12	18	6	10	0	0	378
17:24	6	4	7	6	4	1	384
17:25	11	8	6	13	1	0	381
17:26	14	5	3	9	2	2	384
17:27	6	9	24	8	0	1	396
17:28	14	3	2	11	0	1	387
17:29	12	7	7	8	0	0	401
17:30	0	8	2	14	2	0	383
17:31	7	8	4	13	1	0	374
17:32	2	3	1	1	2	0	375
17:33	11	5	9	5	3	0	388
17:34	4	6	1	9	0	0	378
17:35	13	3	9	3	0	0	394
17:36	8	6	7	4	0	0	389
17:37	0	13	7	8	0	0	385
17:38	6	8	3	12	2	0	376
17:39	1	11	6	10	1	0	363
17:40	1	10	18	6	0	2	364
17:41	9	1	7	9	0	1	368
17:42	3	5	2	6	1	0	364
17:43	3	5	8	6	0	0	364
17:44	12	2	12	10	0	0	376
17:45	0	9	8	1	0	0	374
17:46	5	2	3	9	1	2	370
17:47	5	10	15	7	0	0	373
17:48	0	5	9	8	0	0	368
17:49	11	10	15	6	3	0	382
17:50	6	9	10	5	0	0	384
17:51	10	2	0	3	0	0	389
17:52	3	2	8	1	1	2	396
17:53	12	9	3	0	4	0	406
17:54	3	3	13	10	0	4	405
17:55	0	2	13	10	0	1	405
17:56	3	0	6	11	2	1	404
17:57	3	10	6	9	0	0	394
17:58	9	6	1	8	0	0	390
17:59	2	8	6	4	3	0	391
Total	784	818	809	902	95	56	

1333 North Mountain Ave Ontario, CA 91762	Market Area Enter	Market Area Exit	Pharmacy Area Enter	Pharmacy Area Exit	Garden Area Enter	Garden Area Exit	Running Total
Starting Occupancy							501
13:00	8	5	8	7	0	0	505
13:01	0	9	4	5	0	0	495
13:02	14	4	4	5	4	0	508
13:03	8	0	13	7	0	1	521
13:04	18	3	0	6	2	0	532
13:05	6	1	6	7	6	0	542
13:06	6	8	2	1	2	0	543
13:07	2	8	14	5	0	4	542
13:08	7	5	4	4	0	8	536
13:09	1	12	3	4	0	0	524
13:10	9	14	4	10	0	2	511
13:11	4	7	7	6	0	0	509
13:12	10	6	6	6	0	0	513
13:13	12	3	0	10	0	0	512
13:14	5	5	10	6	4	0	520
13:15	2	9	9	9	0	1	512
13:16	7	8	4	5	0	0	512
13:17	10	10	6	6	0	0	512
13:18	6	4	7	9	0	0	512
13:19	8	4	10	15	0	1	510
13:20	6	3	6	9	0	0	510
13:21	4	11	1	7	3	3	497
13:22	4	11	6	6	0	0	490
13:23	6	9	2	3	7	0	493
13:24	8	7	10	7	0	3	494
13:25	1	23	3	6	1	1	469
13:26	13	6	4	13	0	0	467
13:27	3	7	15	10	2	2	468
13:28	0	10	1	1	0	0	458
13:29	5	3	4	9	0	3	452
13:30	6	5	3	9	2	0	449
13:31	5	9	15	6	3	0	457
13:32	11	4	5	10	0	2	457
13:33	3	7	5	4	4	0	458
13:34	10	7	5	10	0	2	454
13:35	8	9	11	5	0	2	457
13:36	11	9	4	8	0	4	451
13:37	2	5	5	3	8	0	458
13:38	9	4	5	7	0	4	457
13:39	3	7	12	4	5	0	466
13:40	6	4	5	15	0	3	455
13:41	5	5	3	4	9	2	461
13:42	8	5	3	7	1	0	461
13:43	1	3	3	7	1	2	454
13:44	0	4	7	7	0	0	450
13:45	2	5	9	7	0	0	449
13:46	9	13	3	9	2	0	441
13:47	2	15	7	12	0	2	421
13:48	3	9	17	19	0	0	413
13:49	9	0	15	9	3	0	431
13:50	4	7	5	10	0	0	423
13:51	11	2	3	4	7	3	435
13:52	1	6	12	8	3	0	437
13:53	7	4	10	8	1	0	443
13:54	5	7	13	10	1	0	445
13:55	4	4	5	2	0	2	446
13:56	7	6	12	6	2	6	449
13:57	11	8	5	8	4	2	451
13:58	14	6	14	5	4	0	472
13:59	7	4	3	2	0	0	476
14:00	13	13	4	8	0	0	472
14:01	11	1	2	20	0	0	464
14:02	17	6	9	2	0	4	478
14:03	5	4	11	10	0	0	480
14:04	8	7	8	3	2	2	486
14:05	5	7	14	7	2	1	492
14:06	1	5	11	15	4	2	486
14:07	5	4	7	6	5	0	493
14:08	7	3	6	9	2	0	496
14:09	9	4	0	1	4	0	504
14:10	4	6	8	7	9	0	512
14:11	5	2	8	8	2	5	512
14:12	10	6	6	8	3	0	517
14:13	4	9	6	9	2	0	511
14:14	14	2	7	6	0	0	524
14:15	19	4	6	5	2	0	542
14:16	10	4	11	8	0	0	551
14:17	8	14	11	7	2	1	550
14:18	11	7	6	5	5	0	560
14:19	11	7	9	5	2	0	570
14:20	5	6	13	2	2	0	582
14:21	2	9	8	23	6	3	563

1333 North Mountain Ave Ontario, CA 91762	Market Area Enter	Market Area Exit	Pharmacy Area Enter	Pharmacy Area Exit	Garden Area Enter	Garden Area Exit	Running Total
14:22	2	5	13	15	0	0	558
14:23	1	9	10	11	0	0	549
14:24	11	2	7	12	6	2	557
14:25	4	10	10	11	0	1	549
14:26	10	5	6	5	0	2	553
14:27	7	3	4	3	0	0	558
14:28	8	6	10	3	0	0	567
14:29	4	17	12	5	2	0	563
14:30	19	3	5	17	2	2	567
14:31	7	9	3	11	1	0	558
14:32	15	5	10	15	1	2	562
14:33	7	6	4	9	0	0	558
14:34	9	8	5	22	2	2	542
14:35	14	8	11	8	0	2	548
14:36	2	4	4	17	2	0	536
14:37	11	22	8	9	0	0	524
14:38	13	17	7	9	2	0	520
14:39	9	7	3	6	0	0	519
14:40	11	12	0	15	0	0	503
14:41	11	5	17	11	0	2	513
14:42	1	10	4	11	0	0	497
14:43	7	10	3	8	4	0	493
14:44	9	17	3	8	2	0	482
14:45	7	10	17	6	0	0	490
14:46	5	12	5	11	0	0	477
14:47	3	4	1	3	0	5	469
14:48	14	8	8	11	0	0	472
14:49	4	12	6	11	2	0	461
14:50	4	11	3	11	2	0	448
14:51	4	5	5	2	0	0	450
14:52	6	3	4	7	0	3	447
14:53	8	9	4	5	0	0	445
14:54	7	4	6	5	9	0	458
14:55	4	5	5	5	0	0	457
14:56	5	8	4	4	0	0	454
14:57	5	4	1	5	4	1	454
14:58	7	7	11	5	4	3	461
14:59	7	3	4	8	0	0	461
Total	843	831	811	943	190	110	

February 23, 2015

**RE: AIRPORT LAND USE COMMISSION
WALMART 3129
EASTVALE, CA
P+R PROJECT NO. 11192**

To Whom It May Concern:

The risk-reduction design features that will be incorporated into the proposed Walmart building are as follows:

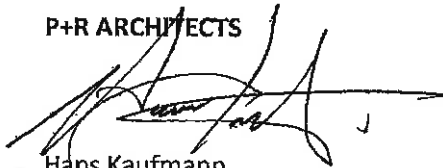
- **Single-story construction:** The proposed Walmart building will be a one-story structure.
- **Concrete Masonry construction.** The exterior walls of the proposed Walmart building will be primarily constructed using 8" x 8" x 16" std. concrete masonry units. Minimum code required masonry compressive strength of CMU is 1500 psi, however Walmart requires a minimum of 2000 psi for their projects. The CMU will have both vertical and horizontal reinforcing steel bars set and wired within the CMU cells spaced as required by the project structural engineer and building code requirements. Each CMU cell will be filled with concrete grout mix designed to a min. compressive strength of 2000 PSI. This assembly meets the requirements for a four-hour rated exterior wall system.
- **Upgraded strength of building roof.** The roof will be comprised of structural steel decks, steel trusses, steel beams, and steel columns which provides exceptional roof strength. The roof will be designed for a dead load of 15 psf, which is above the minimum requirement of 12 psf, and will be designed for the full 20 psf live load required by code without any live load reductions. The roof structure will also be designed for additional ponding loads around the roof drains to account for ponded water during heavy rain events. Although the proposed Walmart building will be utilizing skylights, the steel deck will be engineered to compensate for any deck area removed by the skylight openings. In addition, the skylights utilized are designed to carry 20 psf of the tributary roof loads and are tested to withstand a minimum of a 200 pound load dropped from 24" above center. Furthermore, skylights are distributed evenly across the building roof, as opposed to being clustered in specific areas which could degrade building strength. (See Table Below).

- **Limited use of windows.** The only windows to be utilized in the proposed Walmart building will face north and are located at the entrances to the store adjacent to the glass entrance doors. The total area of glass (including doors) will account for approximately only 11.6% of the north building face. The main focus of glass is at the entry points which includes both vestibules and which are roughly 27'-4" wide by 25'-4" high. The vestibules consist of several glass panels and engineered storefront framing. There are a total of 8 low windows which are 6'-8" high by 6'-0" wide. No windows or glass will be utilized on the east, west, and south elevations.
- **Enhanced fire sprinkler system.** The entire proposed Walmart building will be fully sprinklered with sprinkler densities that significantly exceed Code requirements for a mercantile occupancy. Working-level fire sprinkler plans, signed-and-sealed by a fire protection engineer licensed in California will be submitted at the time of construction plan submittal. Walmart uses an "owner-elected" density for the sales floor and stock room areas that exceed NFPA 13-specified densities by at least 21%. In addition, the fire sprinkler systems will include a minimum 5 psi safety factor, exceeding NFPA 13 requirements. (See Table Below).
- **Increased number of emergency exits.** The proposed Walmart building will exceed both the number of exits required by Code and the exiting width required by Code. The building will have at least two additional exits over what is required by Code and the required overall exit width will exceed at least 5 feet distributed among all of the various emergency exits. Emergency exits will be located on all four sides of the building and will be spaced to accommodate a quick exit from all areas of the building in the event of an emergency. Skylights will not be installed in the immediate vicinity of any of the emergency exits given that the placement of skylights is designed to allow natural light into the center of the store as opposed to the perimeter of the store where all emergency exits will be located. (See Table Below).
- **Additional project design feature.** The proposed Walmart building will utilize steel girders and joists which provides greater strength than a wood panelized system. (See Table Below).

Risk Reduction Design Component	Exceedance
Upgraded Strength of Building Roof	The roof will be designed for a dead load of 15 psf, which is above the minimum requirement of 12 psf
Enhanced Fire Sprinkler System	Will exceed NFPA 13-specified densities by at least 21%. In addition, the fire sprinkler system will include a minimum 5 psi safety factor, exceeding NFPA 13 requirements.
Number of Emergency Exits	At least two additional emergency exits over what is required by code
Emergency Exit Width	Overall exit width will exceed at least 5 feet distributed among all of the various emergency exits
Additional Project Design Feature	The proposed Walmart building will utilize steel girders and joists which provides greater strength than a wood panelized system; a wood panelized system is allowed to be utilized but steel is being used as opposed to wood.

Sincerely,

P+R ARCHITECTS



Hans Kaufmann
Senior Associate



702 SW 8th Street
Bentonville, AR 72716-0500
Phone 479.204.8820
Fax 479.204.8964

February 24, 2015

Riverside County
Airport Land Use Commission
Riverside County Administrative Center
4080 Lemon Street, 14th Floor
Riverside, CA 92501

To Whom It May Concern:

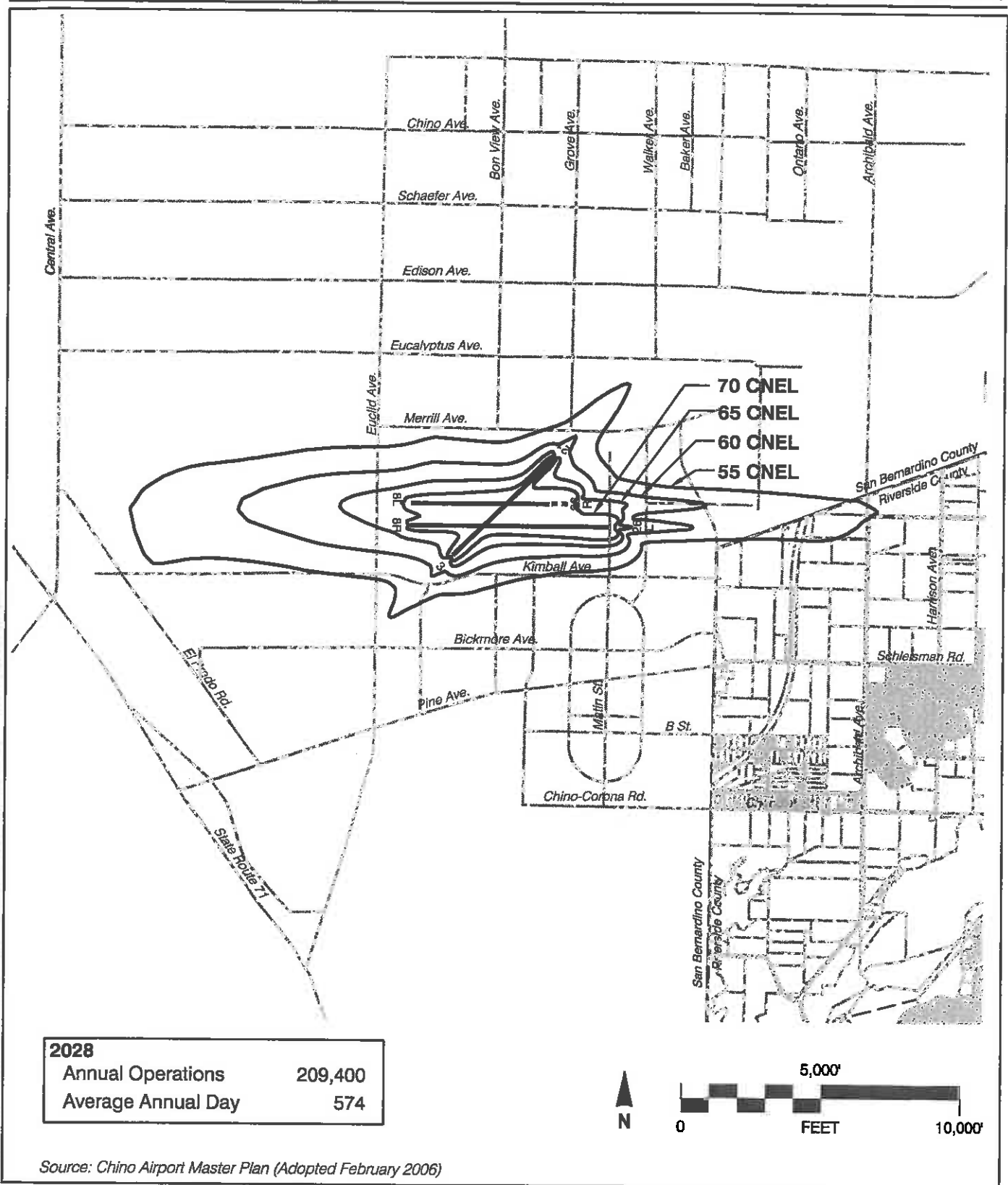
Walmart has conducted an assessment of the maximum number of employees that would be working at normal peak times at the proposed Eastvale Walmart store and has concluded that 165 would be the maximum number of employees. It should be noted, however, that not every employee would be inside the building at a given time because some tasks are performed outside the building, such as collecting shopping carts. Moreover, employees are free to take rest breaks and meal breaks outside the building.

If you need any information, please do not hesitate to contact me.

Sincerely,

Jeff Doss

Sr. Manager of Project Management and Design



Map CH-3

**Future Noise Impacts
Chino Airport**

- 2.3 *Maximum Average Residential Lot Size in Compatibility Zone D Areas and Consistency of the County's Medium Density Residential Designation:* The Medium Density Residential designation shall be considered substantially consistent with the "higher intensity option" for Compatibility Zone D, provided that it is not implemented through zoning which would require a minimum net residential lot size greater than 0.2 acre. Projects in Compatibility Zone D shall be considered to be "substantially consistent" with the "higher intensity option" for Compatibility Zone D if the average size of residential lots (excluding lots utilized as common areas, public facilities, recreational areas, drainage basins, and open space) – either the mean or median – is 8,712 square feet (0.2 acre) or less in area.
- 2.4 *Nonresidential Intensity in Compatibility Zone B1:* An average of 40 people per acre shall be allowed on a site and up to 80 people shall be allowed to occupy any single acre of the site.
- 2.5 *Compatibility Zone D Rural Lifestyle Neighborhood Residential Densities:* The criteria set forth in Countywide Policy 3.1.3(a) and the Basic Compatibility Criteria matrix (Table 2A) notwithstanding, residential densities greater than or equal to 1.0 dwelling units per acre, but less than or equal to 2.0 dwelling units per acre, may be permitted in those portions of Compatibility Zone D located not more than one-half mile northerly of Chandler Street and westerly of Archibald Avenue.
- 2.6 *Compatibility Zone D Non-residential Intensities:* The criteria set forth in Countywide Policies 3.1.1, 3.1.4, and 4.2.5(b)(5) and the Basic Compatibility Criteria matrix (Table 2A) notwithstanding, the following usage intensity criteria shall apply within Compatibility Zone D: An average of 150 people per acre shall be allowed on a site and up to 450 people shall be allowed to occupy any single acre of the site.
- 2.7 *Calculation of Concentration of People:* The provisions of Table C1 in Appendix C notwithstanding, retail sales and display areas or "showrooms" (excluding restaurants and other uses specifically identified separately from retail in Table C1), shall be evaluated as having an intensity in persons per square foot of one person per 115 square feet of gross floor area without eligibility for the 50 percent reduction.

Methods for Determining Concentrations of People

One criterion used in the *Riverside County Airport Land Use Compatibility Plan* is the maximum number of people per acre that can be present in a given area at any one time. If a proposed use exceeds the maximum density, it is considered inconsistent with compatibility planning policies. This appendix provides some guidance on how the people-per-acre determination can be made.

The most difficult part about making a people-per-acre determination is estimating the number of people likely to use a particular facility. There are several methods which can be utilized, depending upon the nature of the proposed use:

- ▶ **Parking Ordinance**—The number of people present in a given area can be calculated based upon the number of parking spaces provided. Some assumption regarding the number of people per vehicle needs to be developed to calculate the number of people on-site. The number of people per acre can then be calculated by dividing the number of people on-site by the size of the parcel in acres. This approach is appropriate where the use is expected to be dependent upon access by vehicles. Depending upon the specific assumptions utilized, this methodology typically results in a number in the low end of the likely intensity for a given land use.
- ▶ **Maximum Occupancy**—The Uniform or California Building Code can be used as a standard for determining the maximum occupancy of certain uses. The chart provided as Table C1 indicates the required number of square feet per occupant. The number of people on the site can be calculated by dividing the total floor area of a proposed use by the minimum square feet per occupant requirement listed in the table. The maximum occupancy can then be divided by the size of the parcel in acres to determine the people per acre. Surveys of actual occupancy levels conducted by various agencies have indicated that many retail and office uses are generally occupied at no more than 50% of their maximum occupancy levels, even at the busiest times of day. Therefore, the number of people calculated for office and retail uses should usually be adjusted (50%) to reflect the actual occupancy levels before making the final people per acre determination. Even with this adjustment, the UBC-based methodology typically produces intensities at the high end of the likely range.
- ▶ **Survey of Similar Uses**—Certain uses may require an estimate based upon a survey of similar uses. This approach is more difficult, but is appropriate for uses which because of the nature of the use, cannot be reasonably estimated based upon parking or square footage.

Table C2 shows sample calculations.

<u>Use</u>	<u>Minimum Square Feet per Occupant</u>
1. Aircraft Hangars (no repair)	500
2. Auction Rooms	7
3. Assembly Areas, Concentrated Use (without fixed seats)	7
Auditoriums	
Churches and Chapels	
Dance Floors	
Lobby Accessory to Assembly Occupancy	
Lodge Rooms	
Reviewing Stands	
Stadiums	
Waiting Areas	3
4. Assembly Areas, Less Concentrated Use	15
Conference Rooms	
Dining Rooms	
Drinking Establishments	
Exhibit Rooms	
Gymnasiums	
Lounges	
Stages	
Gaming	11
5. Bowling Alley (assume no occupant load for bowling lanes)	4
6. Children's Homes and Homes for the Aged	80
7. Classrooms	20
8. Congregate Residences	200
9. Courtrooms	40
10. Dormitories	50
11. Dwellings	300
12. Exercising Rooms	50
13. Garage, Parking	200
14. Health-Care Facilities	80
Sleeping Rooms	120
Treatment Rooms	240
15. Hotels and Apartments	200
16. Kitchen – Commercial	200
17. Library Reading Room	50
Stack Areas	100
18. Locker Rooms	50
19. Malls	Varies
20. Manufacturing Areas	200
21. Mechanical Equipment Room	300
22. Nurseries for Children (Daycare)	35
23. Offices	100
24. School Shops and Vocational Rooms	50
25. Skating Rinks	50 on the skating area; 15 on the deck
26. Storage and Stock Rooms	300
27. Stores — Retail Sales Rooms	
Basements and Ground Floors	30
Upper Floors	60
28. Swimming Pools	50 for the pool area; 15 on the deck
29. Warehouses	500
30. All Others	100

Source: California Building Code (1998), Table 10-A

Table C1

Occupancy Levels—California Building Code

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 Fridays, from 9:00 a.m. to 5:00 p.m.

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

DATE OF HEARING: October 8, 2015

TIME OF HEARING: 9:00 A.M.

CASE DESCRIPTION:

ZAP1020CH15 – Wal-Mart Stores, Inc. (Representatives: Kathleen Bonesz, Kimley-Horn and Associates; Jonathan Shardlow, Gresham Savage Nolan and Tilden) – City of Eastvale Case Number 12-0051 (Major Development Plan/Conditional Use Permit, General Plan Amendment [GPA], Change of Zone [CZ], Tentative Tract Map). The applicant proposes to develop a 192,000 square foot Wal-Mart on 20.95 acres of a 24.8 gross acre property located at the southeast corner of Archibald Avenue and Limonite Avenue, northerly and westerly of Southern California Edison transmission lines and James C. Huber Park. The site is presently split between areas designated Light Industrial and Commercial Retail on the City's General Plan. The GPA would designate the entire site as Commercial Retail. Similarly, the site is presently split between areas zoned C-1/C-P (General Commercial) and M-SC (Manufacturing-Service Commercial). The CZ would apply C-1/C-P zoning to the entire site. Finally, Tentative Tract Map No. 35061 would divide the property into six (6) parcels. **FURTHER CONSIDERATION: This project is being reconsidered due to change in location of required open areas.** (Compatibility Zones C and D of the Chino Airport Influence Area).

FURTHER INFORMATION: Contact John Guerin at (951) 955-0982. The ALUC holds hearings for local discretionary permits within the Airport Influence Areas, reviewing for aeronautical safety, noise and obstructions. All other concerns should be addressed to Mr. Eric Norris of the City of Eastvale Planning Department, at (951) 361-0900.

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 February 25, 2015
 Property Owner Wal-Mart Stores Real Estate Business Trust Phone Number (479) 273-4000
 Mailing Address 2001 Southeast 10th Street, Bentonville, AR 72716-5510

Agent (if any) Kimley-Horn and Associates, Inc. Phone Number (714) 939-1030
 Mailing Address 765 The City Drive, Orange, CA 92868

PROJECT LOCATION (TO BE COMPLETED BY APPLICANT)

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

Street Address Southeast Corner of Archibald Avenue and Limonite Avenue, Eastvale, CA
 Assessor's Parcel No. 144-030-012-014-028 - See attached ALTA Survey Parcel Size 24.78 AC
 Subdivision Name _____ (1.52 AC DEDICATED RW)
 Lot Number _____ Zoning Classification C1/CP

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) Agricultural - See Attached ALTA Survey

Proposed Land Use (describe) Commercial Shopping Center - See Attached Site Plan

For Residential Uses Number of Parcels or Units on Site (exclude secondary units) N/A
 For Other Land Uses Hours of Use 24 hours
 (See Appendix C) Number of People on Site Maximum Number 1897 (218,100 sf / 115 sf occupant)
 Method of Calculation California Building Code (CBC)
See also Survey of Similar Uses

Height Data Height above Ground or Tallest Object (including antennas and trees) 32 feet ft.
 Highest Elevation (above sea level) of Any Object or Terrain on Site 676 feet above sea level ft.

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

If yes, describe _____

REFERRING AGENCY (APPLICANT OR JURISDICTION TO COMPLETE)

Date Received	February 25, 2015	Type of Project
Agency Name	City of Eastvale	<input checked="" type="checkbox"/> General Plan Amendment
Staff Contact	Eric Norris	<input checked="" type="checkbox"/> Zoning Amendment or Variance
Phone Number	951-361-0900	<input checked="" type="checkbox"/> Subdivision Approval
Agency's Project No.	PP12-0051	<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: 3.1

HEARING DATE: October 8, 2015

CASE NUMBER: ZAP1142MA15 – Iris Avenue Land LLC (Representative: Rick Engineering)

APPROVING JURISDICTION: County of Riverside

JURISDICTION CASE NO: CZ07876 (Change of Zone), TR36897 (Tentative Tract Map)

MAJOR ISSUES: None

RECOMMENDATION: Staff recommends that the Commission find the proposed Change of Zone CONSISTENT with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, and find the proposed Tentative Tract Map CONSISTENT, subject to the conditions included herein.

PROJECT DESCRIPTION: Change of Zone No. 7876 is a proposal to change the zoning classification of 119.39 acres from A-1-10 (Light Agriculture – 10-acre minimum) to R-1-1/2 (One-Family Dwelling – ½-acre minimum). Tentative Tract Map No. 36897 is a proposal to subdivide 110.1 gross acres of the same property into 103 single-family residential lots with a minimum lot size of ½ acre, 3 lots for water quality basins, 1 lot for a lift station, 1 lot for sewer purposes, and 3 lots for open space. There would also be an 11.2-acre remainder lot.

PROJECT LOCATION: The site is located westerly of Chicago Avenue and northerly of Iris Avenue in the unincorporated community of Woodcrest, approximately 23,700 feet westerly of the northwesterly terminus of Runway 14-32 at March Air Reserve Base.

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

a. Airport Influence Area: March Air Reserve Base/Inland Port Airport

b. Land Use Policy: Airport Compatibility Zone D

c. Noise Levels: below 60 CNEL from aircraft

BACKGROUND:

Residential Density: The site is located within Airport Compatibility Zone D. The adopted

Compatibility Plan for March Air Reserve Base/Inland Port Airport does not limit residential density in Zone D.

Prohibited and Discouraged Uses: The only uses prohibited in Airport Compatibility Zone D are hazards to flight, and no hazards to flight are proposed by the tract map.

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

Part 77: The elevation of Runway 14-32 at its northwesterly terminus is approximately 1,535 feet above mean sea level (1535 feet AMSL). The highest building pad elevation is 1553.8 feet AMSL, and the proposed R-1-1/2 zone would allow residential buildings with heights up to 40 feet, for a total maximum elevation of 1593.8. At a distance of approximately 23,700 feet from the runway to the project boundaries, the site is beyond the boundary where Federal Aviation Administration (FAA) review would be required. Therefore, review of the proposed project by the FAA Obstruction Evaluation Service is not required for height/elevation reasons.

Open Area: Within the March Air Reserve Base/Inland Port Airport Influence Area, Airport Compatibility Zone D does not require land to be set aside as open areas.

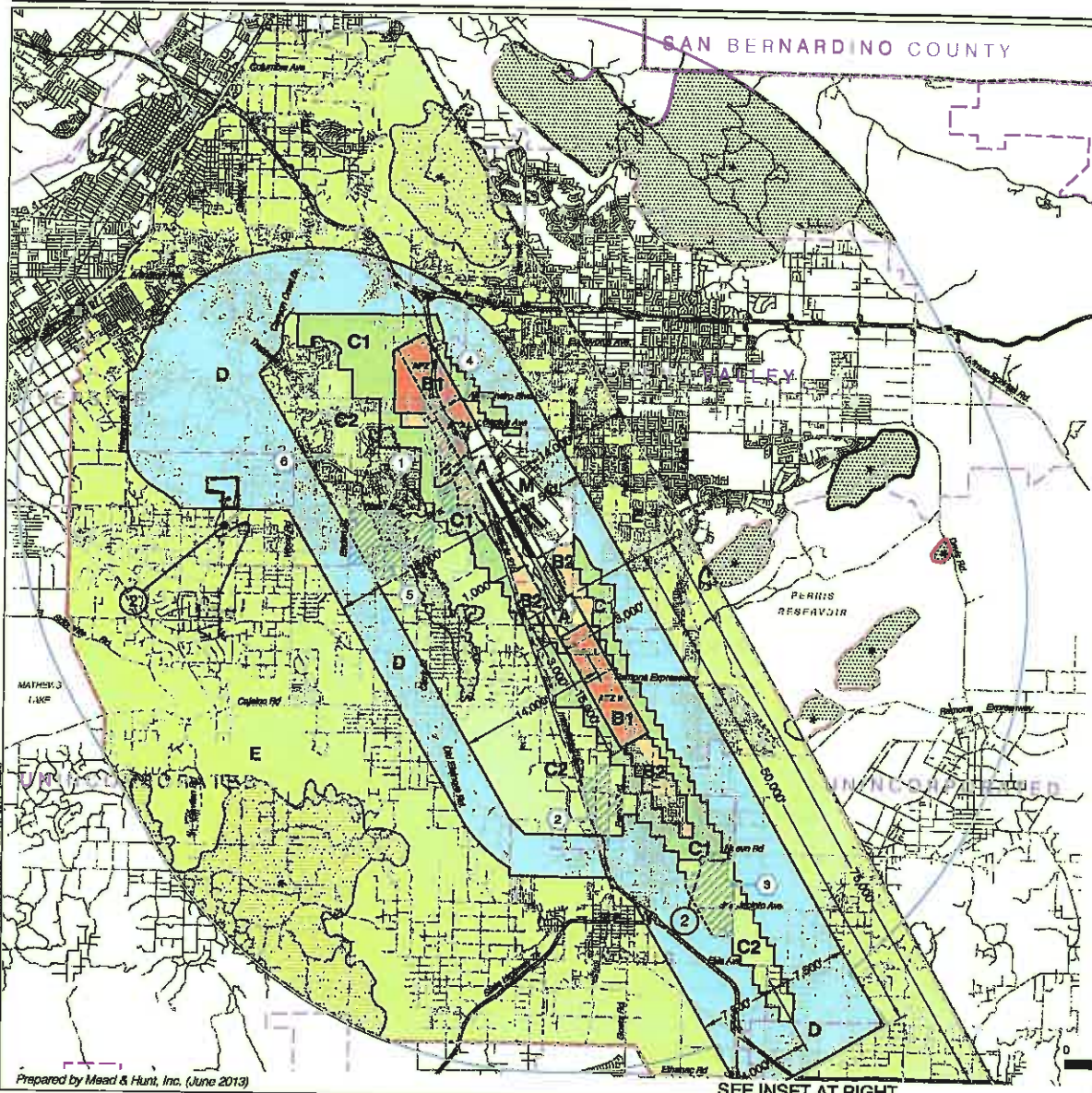
CONDITIONS (applicable to the proposed Tentative Tract Map):

1. Any outdoor lighting 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. This determination of consistency for the proposed Tentative Tract Map is based on the permissible uses within the proposed R-1 zone. The following uses/activities are not included in the proposed project and shall be prohibited at this site:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.

- (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
- 3. The attached disclosure notice shall be provided to all potential purchasers of the proposed lots and to tenants of the homes thereon, and shall be recorded as a deed notice.
- 4. The proposed water detention basins 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. The following uses/activities are specifically prohibited: wastewater management facilities; trash transfer stations that are open on one or more sides; recycling centers containing putrescible wastes; incinerators.
- 6. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.

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

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)

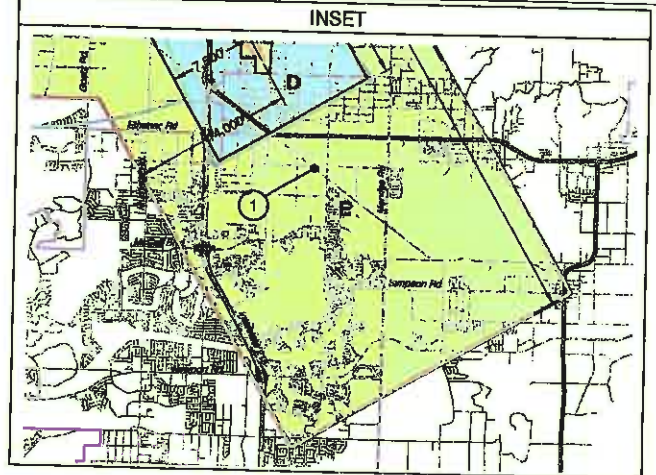
High Terrain Zone
 FAR Part 77 Military Outer Horizontal Surface Limits
 FAR Part 77 Notification Area

Points of Interest:

- 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.



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)**

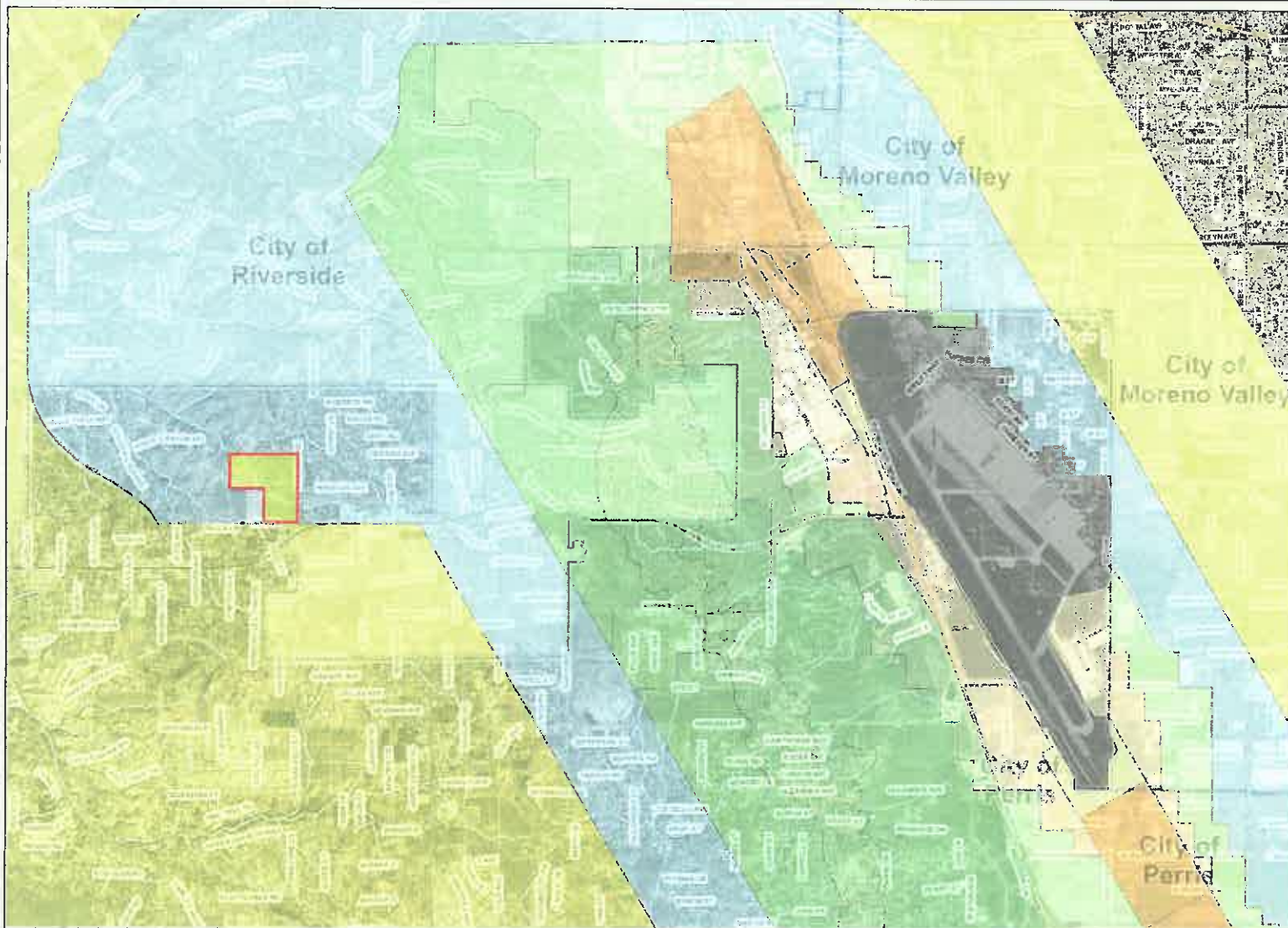
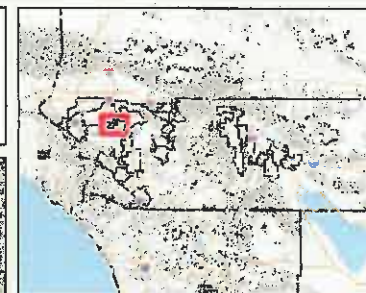
Map MA-1

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

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

SEE INSET AT RIGHT

My Map



Legend

Airport Compatibility

- OTHER ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC6
- C2-HIGHT
- C2-HIGHT-EXC1
- C2-HIGHT-EXC5



0 7,286 14,571 Feet



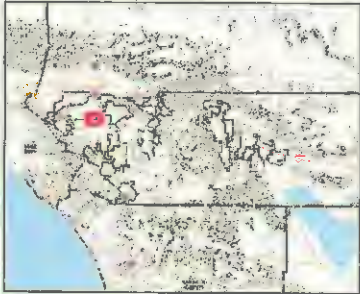
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or 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... 9/10/2015 10:37:07 AM

© 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
- hydrographylines
- waterbodies
 - Lakes
 - Rivers



0 3,643 7,286 Feet



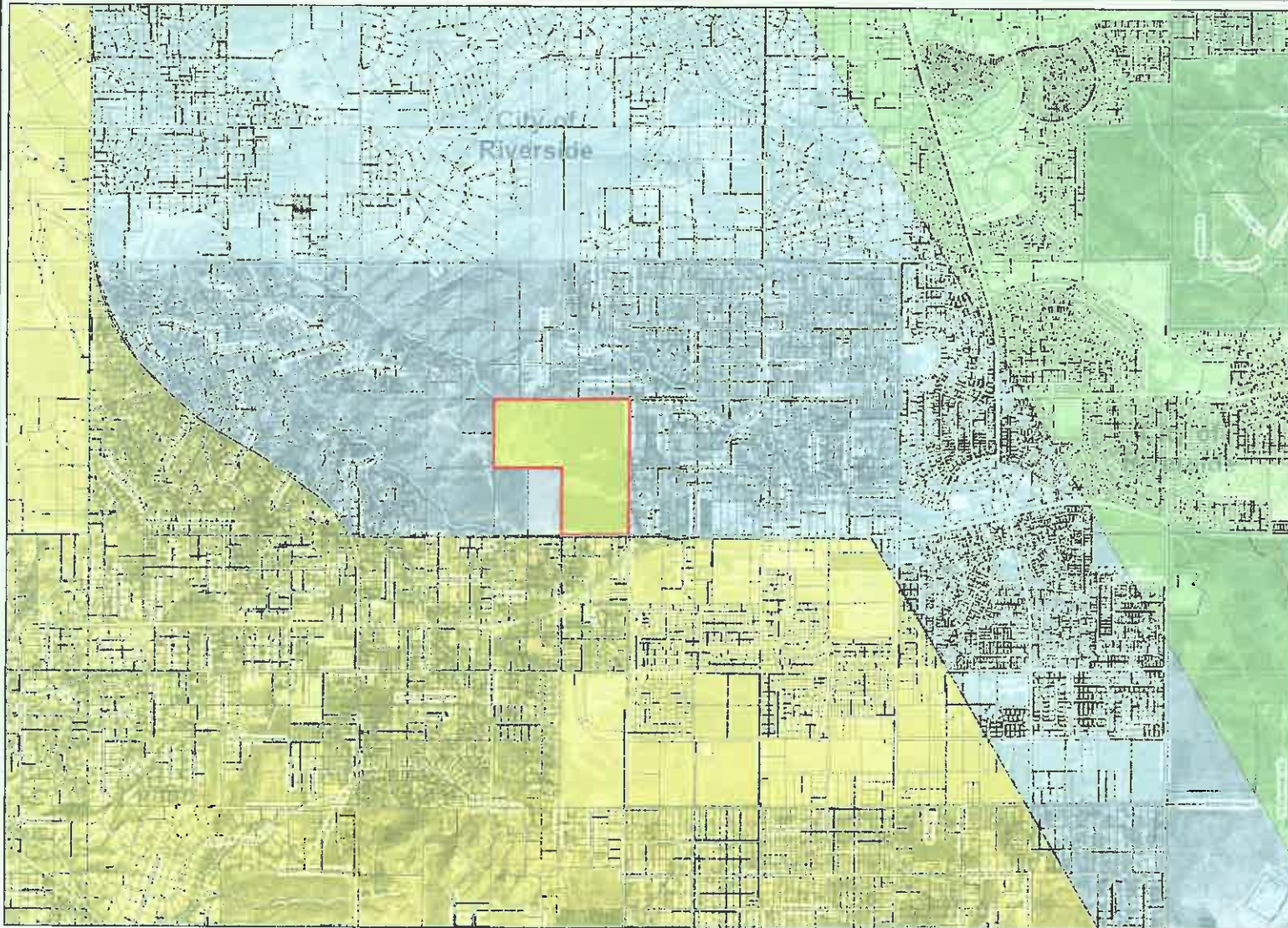
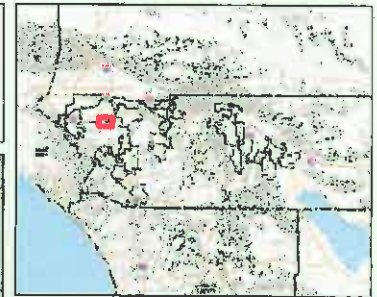
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or 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... 9/10/2015 10:38:40 AM

© Riverside County TLMA GIS

Notes

My Map



Legend

Airport Compatibility

- OTHER ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC8
- C2-HIGHT
- C2-HIGHT-EXC1
- C2-HIGHT-EXC5



0 3,643 7,286 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... 9/10/2015 10:37:45 AM

© Riverside County TLMA GIS

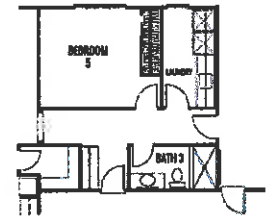
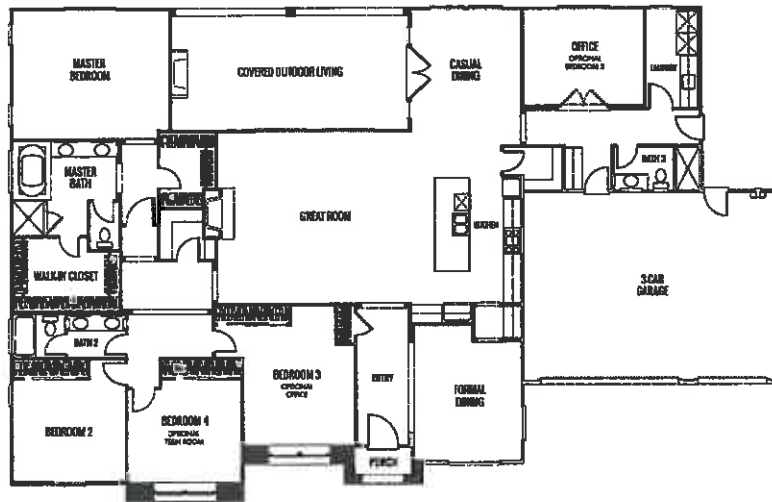
Notes

WOODCREST

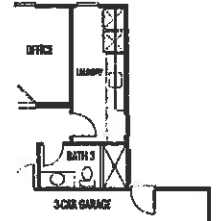
PLAN No. 1 FLOOR PLAN

FIRST FLOOR A
3,284 SQ. FT.

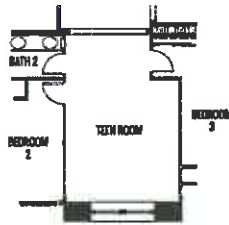
4-5 BEDROOMS
3 BATHS



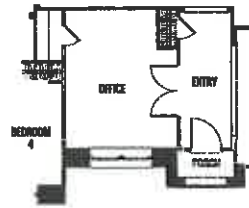
OPTION 1
BEDROOM 5



OPTION 2
ENLARGED LAUNDRY



OPTION 3
TEEN ROOM



OPTION 4
OFFICE AT ENTRY

Building Height: 24'



PIMLICO 1A | SANTA BARBARA



PIMLICO 1B | TRADITIONAL



PIMLICO 1C | COUNTRY ESTATE

DIVERSIFIED™
Pacific

10621 CIVIC CENTER DRIVE
RANCHO CUCAMONGA, CALIFORNIA
91730
PH. (909) 481-1150

The Estate Collection at the Groves of Woodcrest

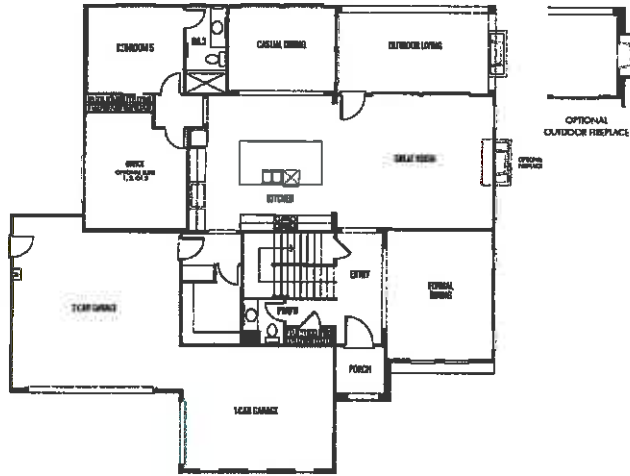
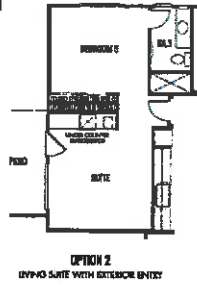
Riverside, California

WOODCREST

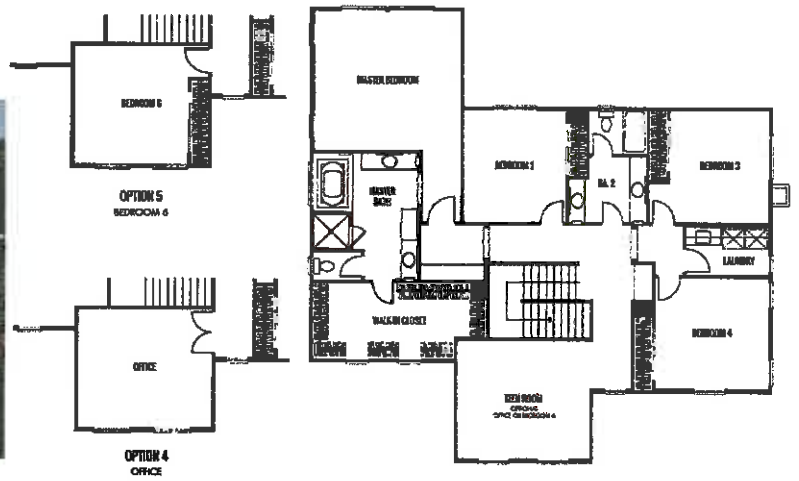
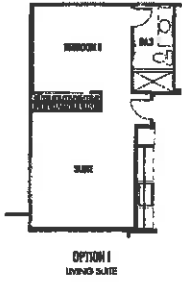
PLAN No. 2 FLOOR PLAN

FIRST FLOOR A
3,831 SQ. FT.

5-6 BEDROOMS
4 BATHS



Building Height: 29'



SARATOGA 2A | SANTA BARBARA



SARATOGA 2B | TRADITIONAL



SARATOGA 2C | COUNTRY ESTATE

DIVERSIFIED™
Pacific

10621 CIVIC CENTER DRIVE
RANCHO CUCAMONGA, CALIFORNIA
91730
PH. (909) 481-1150

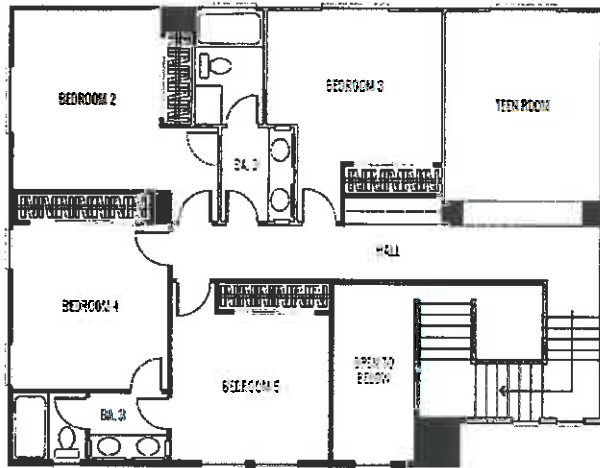
The Estate Collection at the Groves of Woodcrest
Riverside, California

WOODCREST

PLAN No. 3 FLOOR PLAN

FIRST FLOOR A
4,282 SQ. FT.

5 BEDROOMS
4 BATHS



Building Height: 30'



DEL MAR 3A | SANTA BARBARA



DEL MAR 3B | TRADITIONAL



DEL MAR 3C | COUNTRY ESTATE

DIVERSIFIED™
Pacific

10621 CIVIC CENTER DRIVE
RANCHO CUCAMONGA, CALIFORNIA
91730
PH. (909) 481-1150

The Estate Collection at the Groves of Woodcrest

Riverside, California

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 Fridays, from 9:00 a.m. to 5:00 p.m.

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

DATE OF HEARING: October 8, 2015

TIME OF HEARING: 9:00 A.M.

CASE DESCRIPTION:

ZAP1142MA15 – Iris Avenue Land, LLC (Representative: Rick Engineering) – County of Riverside Case Nos.: CZ 07876 (Change of Zone) and TR 36897 (Tentative Tract Map). CZ 07876 is a proposal to change the zoning of 119.39 acres located westerly of Chicago Avenue and northerly of Iris Avenue (Assessor's Parcel Number 245-300-001) from A-1-10 (Light Agriculture, 10 acre minimum lot size) to R-1-1/2 (One-family dwellings, one-half acre minimum lot size). Tentative Tract Map No. 36897 is a proposal to subdivide 110.1 gross acres of the same property into 103 single-family residential lots with a minimum lot size of one-half acre, 3 lots for water quality basins, 3 open space lots, one lot for sewer purposes, and one lot for a lift station. (There would also be an 11.2-acre remainder lot.) (Airport Compatibility Zone D 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. Peter Lange of the Riverside County Planning Department, at (951) 955-1417.

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

ALUC Identification No.

ZAP1142MA15

PROJECT PROPONENT (TO BE COMPLETED BY APPLICANT)

Date of Application 08/20/2015
 Property Owner Iris Avenue Land LLC Phone Number (909) 481-1150
 Mailing Address 10621 Civic Center Drive,
Rancho Cucamonga, CA 97130
Attention: Pete Pitassi

Agent (if any) N/A 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 15701 Chicago Ave, Riverside, CA 92508
 Assessor's Parcel No. 245-300-001 Parcel Size 119.39
 Subdivision Name N/A Zoning Classification A-1-1 (VLDR)
 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) The majority of the parcel is currently a working orange grove. In the middle of the parcel is a single family home that is 1852 square feet. It is occupied by the tenant orchard operator. There are also storage and out buildings associated with the agricultural use. About a third of the site is undeveloped.

Proposed Land Use (describe) The proposal will subdivide the eastern two thirds of the site into 103 lots, minimum of 1/2 acre in size. In addition, interior local streets, wq basins, and natural open drainage courses will be constructed or preserved. The western third of the site will remain unimproved.

For Residential Uses Number of Parcels or Units on Site (exclude secondary units) 103 lots are proposed
 For Other Land Uses Hours of Use N/A
 (See Appendix C) Number of People on Site Maximum Number N/A
 Method of Calculation N/A

Height Data Height above Ground or Tallest Object (including antennas and trees) 30' (Floor plan 3 - Elevation C) ft.
 Highest Elevation (above sea level) of Any Object or Terrain on Site 1585' (Highest pad level + highest floor plan) 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? Yes
 No
 If yes, describe _____

REFERRING AGENCY (APPLICANT OR JURISDICTION TO COMPLETE)		
Date Received	June 17, 2015	Type of Project
Agency Name	Riverside County Planning Department	<input type="checkbox"/> General Plan Amendment
Staff Contact	Peter Lange	<input type="checkbox"/> Zoning Amendment or Variance
Phone Number	(951) 955-7417	<input type="checkbox"/> Subdivision Approval
Agency's Project No.	CZ07876, Tr. 36910 36897	<input type="checkbox"/> Use Permit
		<input type="checkbox"/> Public Facility
		<input type="checkbox"/> Other _____

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

B. SUBMISSION PACKAGE:

ALUC REVIEW

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

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

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

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 3.2

HEARING DATE: October 8, 2015

CASE NUMBER: ZAP1144MA15 – Sean Court Estates, LLC, Vit Liskutin

APPROVING JURISDICTION: County of Riverside

JURISDICTION CASE NO: GPA00917 (General Plan Amendment)

MAJOR ISSUES: The General Plan Amendment itself poses no issues. However, staff would take this opportunity to advise the landowner/proponent that all structures proposed at this location will require obstruction evaluation review prior to building permit issuance.

RECOMMENDATION: Staff recommends that the Commission find the proposed General Plan Amendment CONSISTENT with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan.

PROJECT DESCRIPTION: General Plan Amendment No. 917 is a proposal to amend the General Plan (Reche Canyon/Badlands Area Plan) land use designation of 8.48 acres from Rural: Rural Residential (R:RR) (5 acre minimum lot size) to Rural Community: Very Low Density Residential (1 acre minimum lot size).

PROJECT LOCATION: The site is located westerly of Sean Court, northerly of Walther Avenue, and easterly of Harry Keith Drive in the unincorporated community of Reche Canyon, approximately 39,300 feet (7.44 miles) northeasterly 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: Airport Compatibility Zone E and High Terrain Zone
- c. Noise Levels: below 60 CNEL from aircraft

BACKGROUND:

Residential Density: The site is located partially within Airport Compatibility Zone E and partially outside the Airport Influence Area. The adopted Compatibility Plan does not limit residential density in Zone E.

Prohibited and Discouraged Uses: The only uses prohibited in Airport Compatibility Zone E are hazards to flight, and no hazards to flight are proposed by the general plan amendment.

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 residential interior noise levels from aviation-related sources within this Airport Influence Area not exceed CNEL 40 dB. As standard construction for new homes is presumed to provide adequate sound attenuation where the exterior noise exposure is not more than 20 dB greater than the interior standard, this change in allowable residential densities would not require special measures to mitigate aircraft-generated noise.

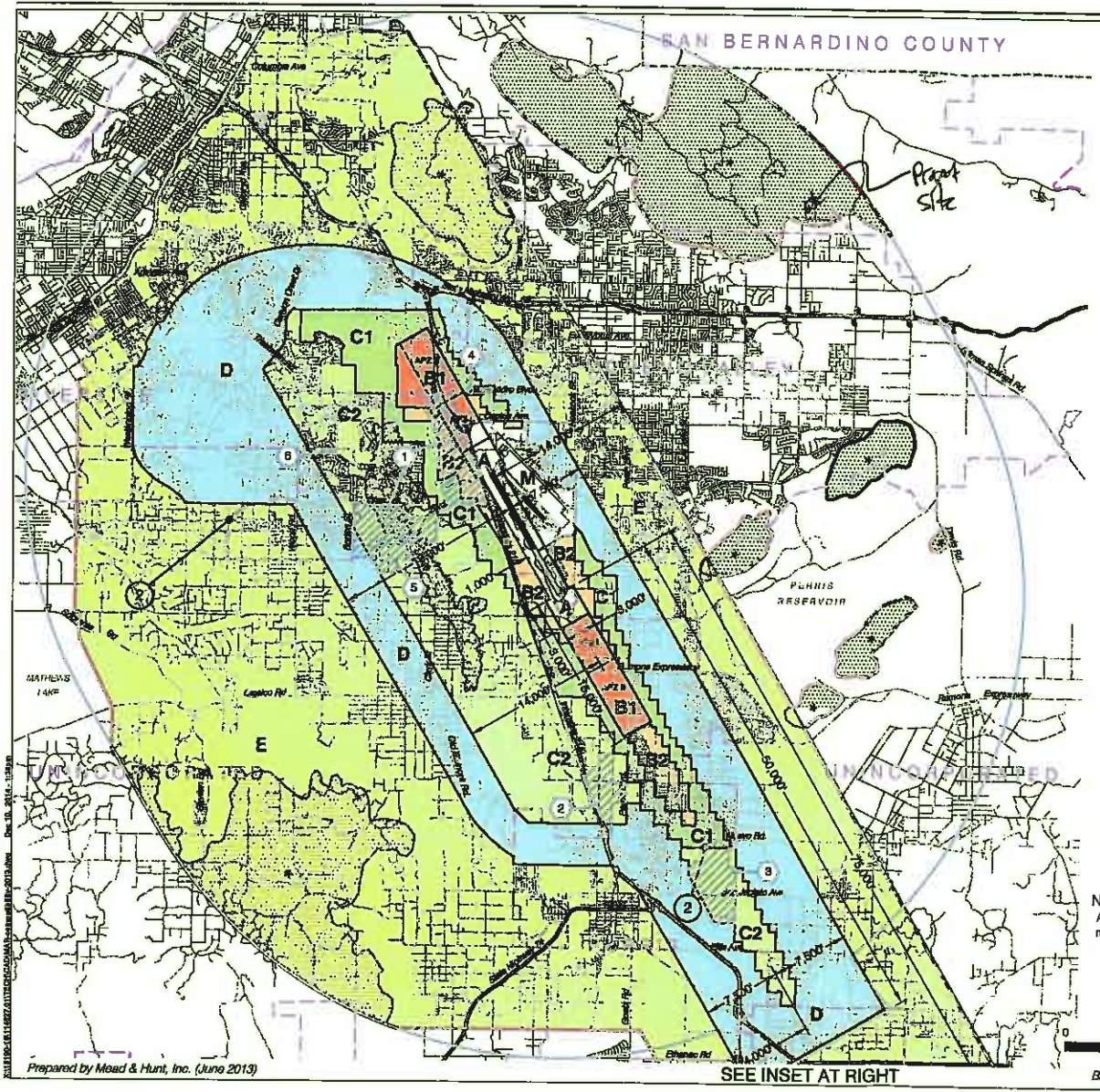
Part 77: The elevation of Runway 14-32 at its northerly terminus is approximately 1535 feet above mean sea level (1535 feet AMSL). The military Outer Horizontal Surface is set at an elevation that exceeds the runway elevation by 500 feet. Objects breaching the Outer Horizontal Surface are subject to review at distances up to 50,000 feet. At a distance of approximately 39,300 feet from the runway, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 1928 feet AMSL. The site has an existing maximum elevation of approximately 2176 feet AMSL (more than 500 feet above the runway elevation). Although no development is proposed at this time, pursuant to the existing R-A-1 zone, a maximum building height of 40 could be allowed for a total maximum elevation of 2216 feet AMSL. Therefore, review by the FAA Obstruction Evaluation Service for height/elevation reasons would be required in relation to March Air Reserve Base/Inland Port. However, since no development is proposed at this time with specific location and heights, the required submittal to FAA Obstruction Evaluation Service would occur when specific development is proposed.

Open Area: Airport Compatibility Zone E does not require land to be set aside as open areas.

General plan amendments are not subject to conditions.

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

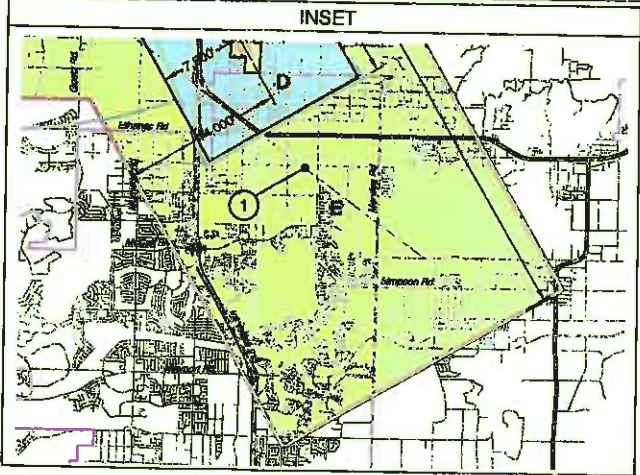
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

Boundary Lines

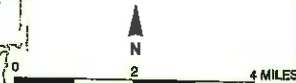
- March Air Reserve Base / Air Force Property
- March Joint Powers Authority Property Line
- County Boundary
- City Limits
- Site-Specific Exceptions (existing local agency commitments to development projects)

- 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: Maron 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)**

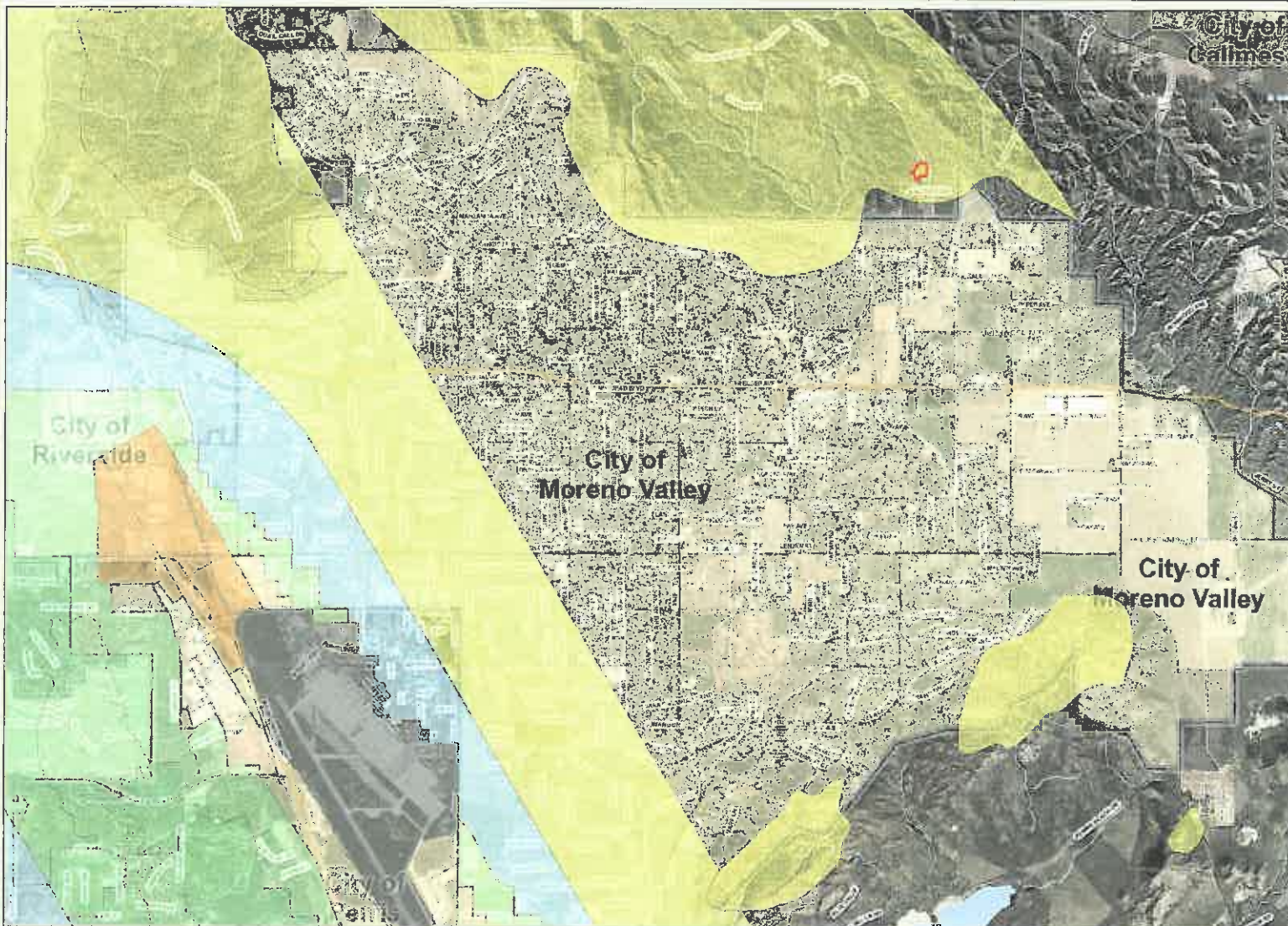
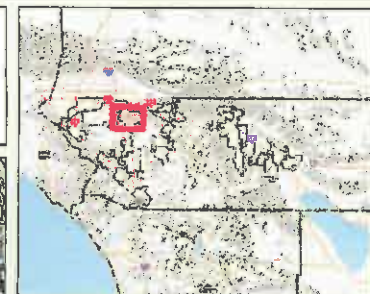
Map MA-1

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

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

SEE INSET AT RIGHT

My Map



Legend

Airport Compatibility

- OTHER ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC6
- C2-HIGHT
- C2-HIGHT-EXC1
- C2-HIGHT-EXC5



0 8,899 17,799 Feet



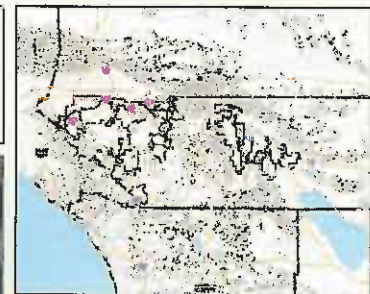
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or 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... 9/10/2015 10:57:36 AM

© 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



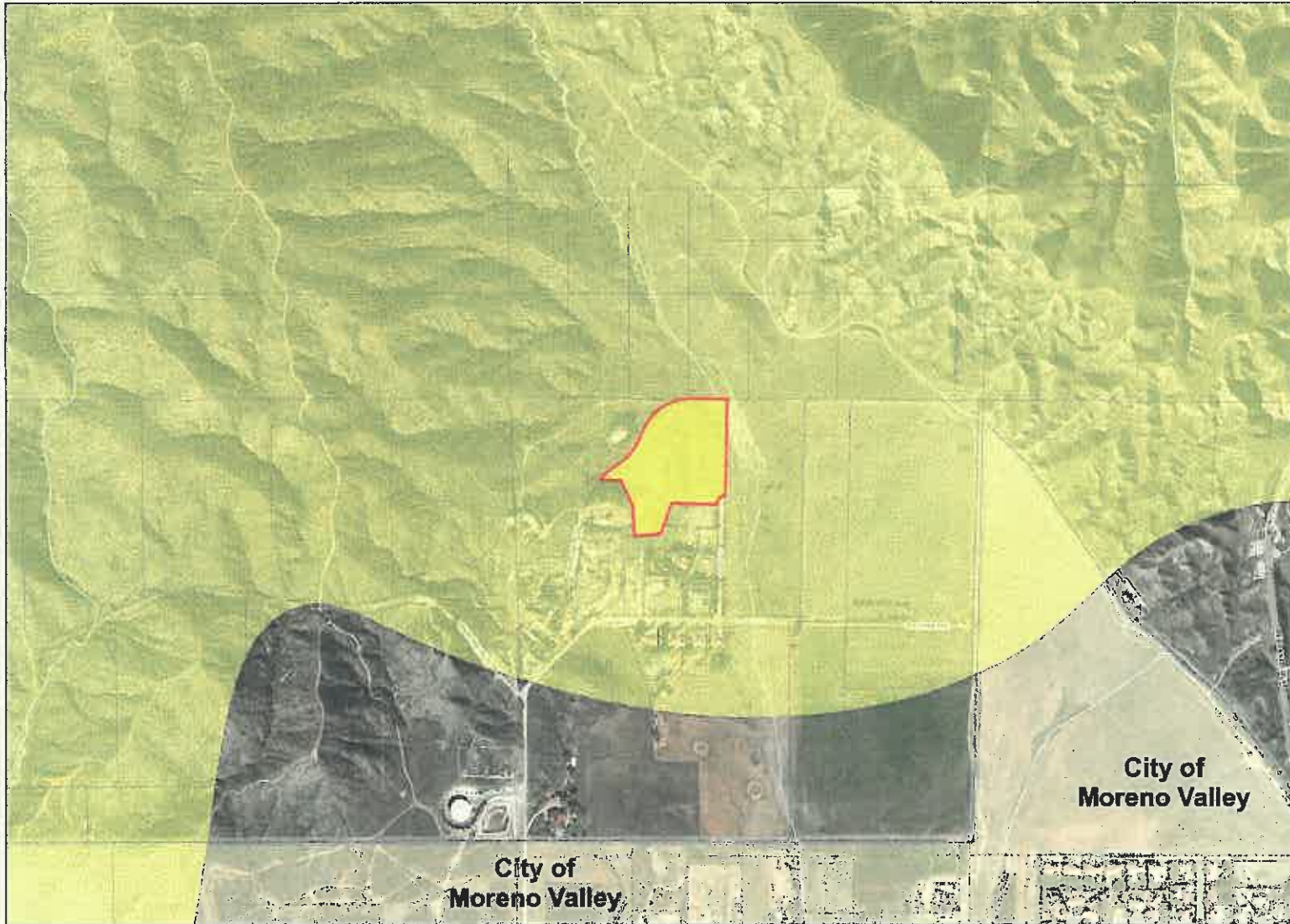
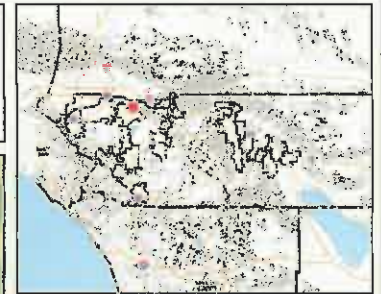
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or 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... 9/10/2015 10:52:42 AM

© Riverside County TLMA GIS

Notes

My Map



Legend

- Display Parcels
- Airport Compatibility**
- OTHER ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC6
- C2-HIGHT
- C2-HIGHT-EXC1



0 1,112 2,225 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... 9/10/2015 10:55:14 AM

© Riverside County TLMA GIS

Notes

RIVERSIDE COUNTY PLANNING DEPARTMENT

GPA00917

LAND USE

Supervisor Ashley
District 5

Date Drawn: 06/30/2015
Exhibit 1



Zoning District: Edgemont-Sunnymead

Author: Vinnie Nguyen



DISCLAIMER: On October 7, 2003, the County of Riverside adopted a new General Plan providing new land use designations for unincorporated Riverside County parcels. The new General Plan also contains different types of land use maps provided for under existing zoning. For further information, please contact the Riverside County Planning Department office in Riverside at (951)955-3200 (Western County) or in Palm Springs at (760)863-8377 (Eastern County) or Website <http://planning.rctfd.org>

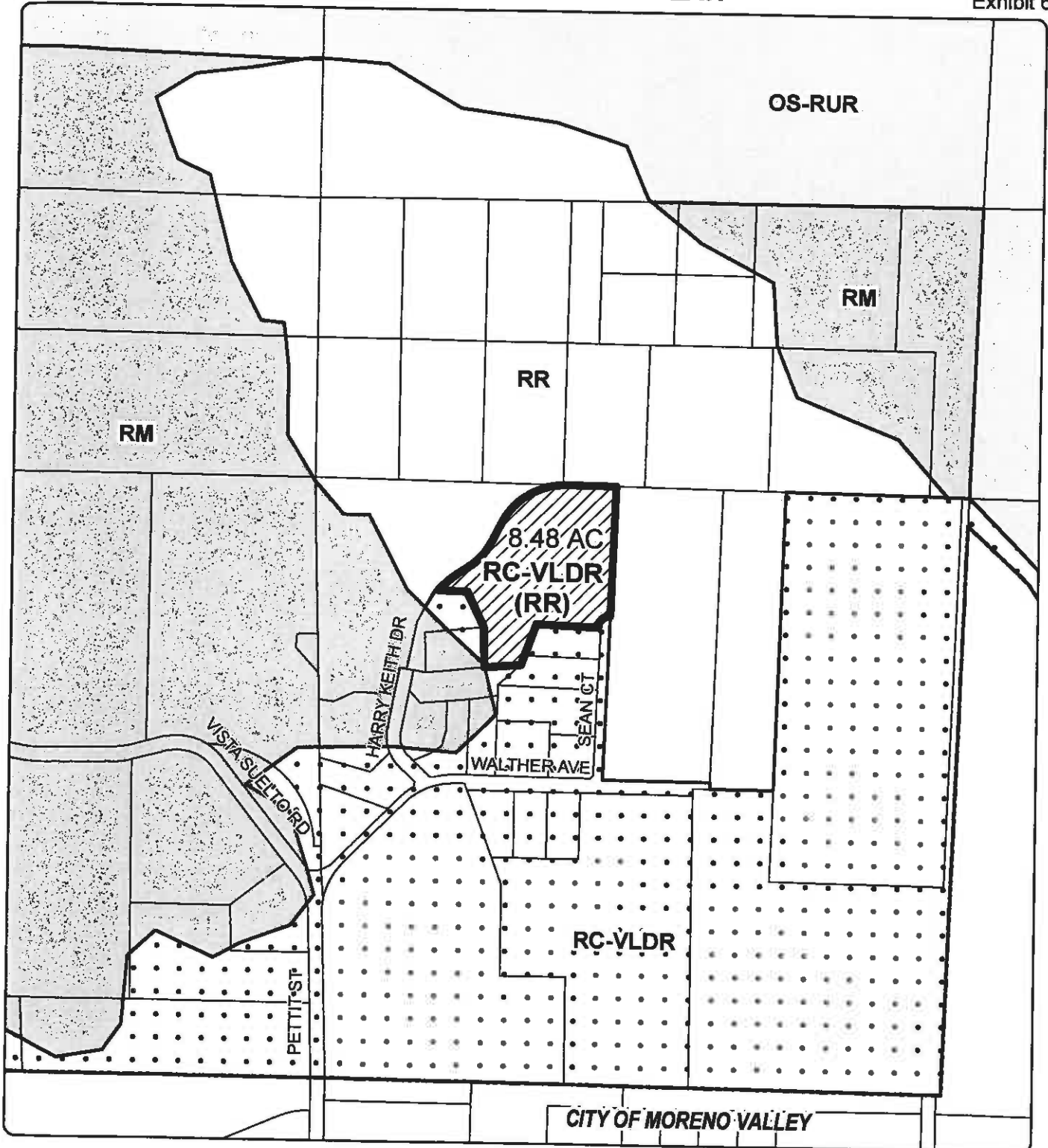
RIVERSIDE COUNTY PLANNING DEPARTMENT

GPA00917

PROPOSED GENERAL PLAN

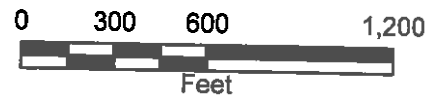
Supervisor Ashley
District 5

Date Drawn: 06/30/2015
Exhibit 6



Zoning District: Edgemont-Sunnymead

Author: Vinnie Nguyen



DISCLAIMER: On October 7, 2003, the County of Riverside adopted a new General Plan providing new land use designations for unincorporated Riverside County parcels. The new General Plan may contain different type of land use than is provided for under existing zoning. For further information, please contact the Riverside County Planning Department offices in Riverside at (951)955-3200 (Western County) or in Palm Desert at (760)863-8277 (Eastern County) or Website <http://planning.rctima.org>

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 Fridays, from 9:00 a.m. to 5:00 p.m.

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

DATE OF HEARING: October 8, 2015

TIME OF HEARING: 9:00 A.M.

CASE DESCRIPTION:

ZAP1144MA15 – Sean Court Estates, LLC (Representative: Vit Liskutin) – County Case No.: GPA 00917 (General Plan Amendment). A proposal to amend the Reche Canyon/Badlands Area Plan (General Plan) land use designation of an 8.48-acre parcel (to wit, Assessor's Parcel Number 473-420-010) located northerly of Walther Avenue, westerly of Sean Court, and easterly of Keith Drive from R:RR (Rural Residential [5 acre minimum] within the Rural Foundation Component) to RC: VLDR (Very Low Density Residential [one acre average lot size/one dwelling unit per acre] within the Rural Community Foundation Component.) (Airport Compatibility Zone E/High Terrain Zone 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. John Hildebrand of the Riverside County Planning Department, at (951) 955-1888.

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

ALUC Identification No.

ZAP1144MAIS

PROJECT PROPONENT (TO BE COMPLETED BY APPLICANT)

Date of Application 02-01-2008 = GPA 00917
 Property Owner Sean Court Estates, LLC c/o Vit Lishtin Phone Number 951-907-0097
 Mailing Address 7095 Indione Avenue, Suite 110
Riverside, CA 92506

Agent (if any) Same 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 North of Welther Ave., West of Sean Ct.
 Assessor's Parcel No. 473-420-010 Parcel Size 8.48 AC
 Subdivision Name _____ Zoning Residential Ag
 Lot Number _____ Classification (A-A-1)

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) Foundation General Plan = Rural (R)
General Plan = Rural Residential (RA)

Proposed Land Use (describe) Foundation General Plan = Rural Community (RC)
General Plan = Very Low Density Residential (VLDR)
(File No. GPA 00917)

For Residential Uses Number of Parcels or Units on Site (exclude secondary units) None - No units/one parcel
 For Other Land Uses Hours of Use _____
 (See Appendix C) Number of People on Site Maximum Number _____
 Method of Calculation _____

Height Data Height above Ground or Tallest Object (including antennas and trees) Unknown - GPA only ft.
 Highest Elevation (above sea level) of Any Object or Terrain on Site _____ ft.

Flight Hazards Does the project involve any characteristics which could create electrical interference, confusing lights, glare, smoke, or other electrical or visual hazards to aircraft flight? Yes
 No
 If yes, describe None

REFERRING AGENCY (APPLICANT OR JURISDICTION TO COMPLETE)	
Date Received _____	Type of Project
Agency Name _____	<input checked="" type="checkbox"/> General Plan Amendment GPA00917
Staff Contact _____	<input type="checkbox"/> Zoning Amendment or Variance
Phone Number _____	<input type="checkbox"/> Subdivision Approval
Agency's Project No. _____	<input type="checkbox"/> Use Permit
_____	<input type="checkbox"/> Public Facility
_____	<input type="checkbox"/> Other _____

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

B. SUBMISSION PACKAGE:

ALUC REVIEW

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

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

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

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 3.3

HEARING DATE: October 8, 2015

CASE NUMBER: ZAP1146MA15 -- Cardinal CG Company/Cardinal Glass --
(Representative: Daniel Fillmore, Sitts & Hill Engineers)

APPROVING JURISDICTION: City of Moreno Valley

JURISDICTION CASE NO: P15-061 (Amended Plot Plan)

MAJOR ISSUES: None

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

PROJECT DESCRIPTION: The applicant proposes to add 49,682 square feet to an existing 72,757 square foot building for a total 122,439 square foot manufacturing building on an 18.81-acre parcel.

PROJECT LOCATION: The site is located at the northeasterly corner of Heacock Street and Cardinal Avenue, within the City of Moreno Valley, approximately 2,869 feet northeasterly of a point northerly 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: Approximately 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. Average intensity in Compatibility Zone C1 is limited to 100 people per acre.

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 the proposed expanded building:

- Manufacturing – 1 person per 200 square feet
- Office – 1 person per 200 square feet (with 50% reduction)

Based on the floor plan provided, the total proposed building would include 117,055 square feet of manufacturing and warehouse/equipment area and 5,384 square feet of office area for a total occupancy of 612 people. Given the site area of 18.81 acres, this results in an average intensity of 33 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 and 1.0 persons per truck trailer parking/dock space in the absence of more precise data). Based on the number of standard parking spaces provided of 129 and truck docks of 7, the total occupancy would be estimated at 201 people. This results in an average intensity of 11 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 floor plan provided and the occupancies as previously noted, the maximum single-acre area would consist of 5,384 square feet of office area and 38,176 square feet of manufacturing and warehouse/equipment area. This would result in a single-acre occupancy of 218, which would be consistent with the single-acre criterion of 250.

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 at approximately 60 CNEL range from aircraft noise. As an industrial use not sensitive to noise (and considering typical anticipated building construction noise attenuation of approximately 20 dBA), the manufacturing and warehouse area would not require special measures to mitigate aircraft-generated noise.

Part 77: Although the project would construct a substantial addition to the existing building, the expansion area is located farther from the runway than the existing building at no greater height than the existing building. FAA Obstruction Evaluation Service review is required if construction equipment with heights exceeding the existing building is utilized.

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

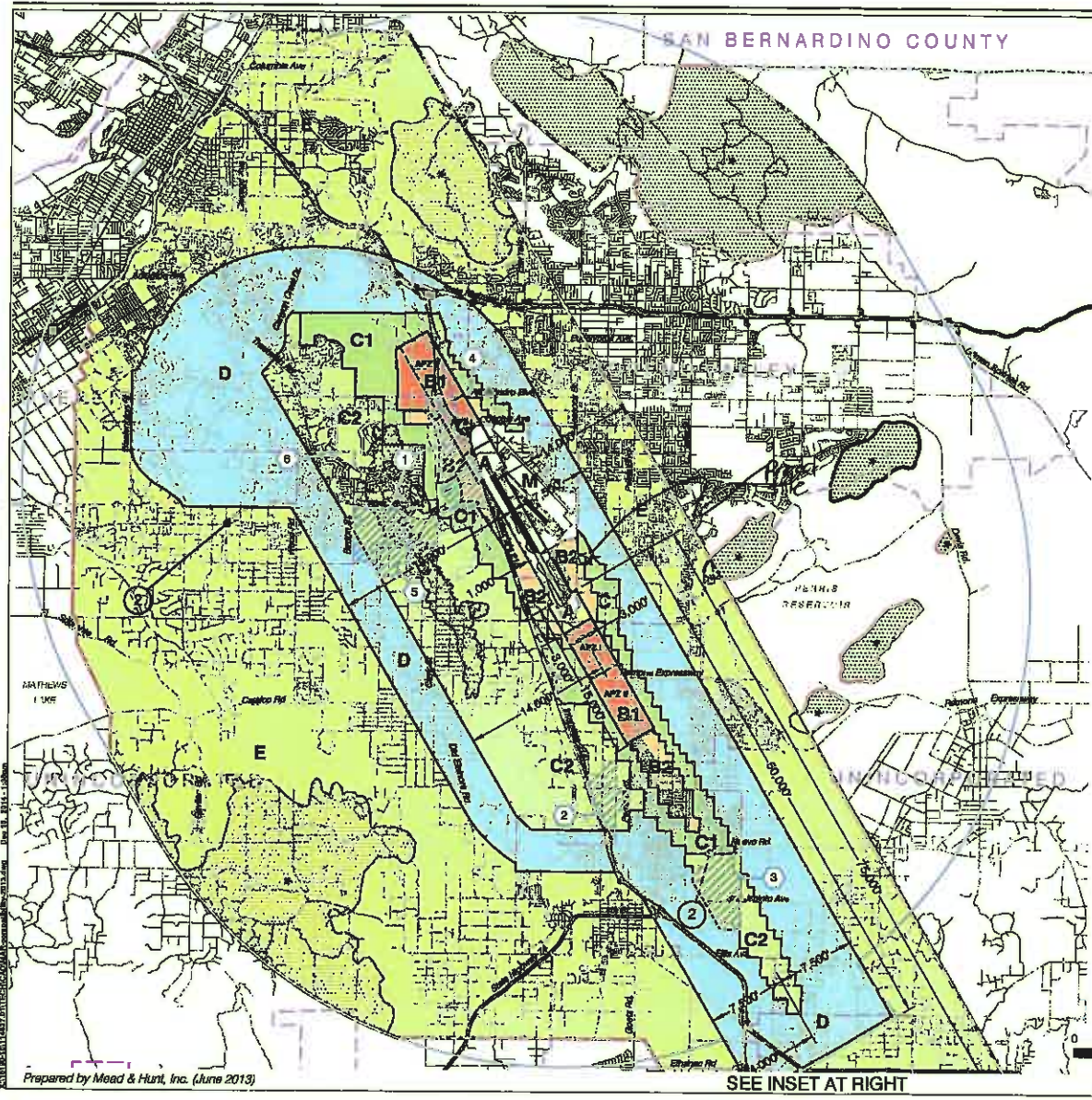
CONDITIONS:

1. Any new outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses shall be prohibited:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
 - (e) Children's schools, day care centers, libraries, hospitals, skilled nursing and care facilities, congregate care facilities, places of assembly, noise sensitive outdoor nonresidential uses and hazards to flight.
3. The attached notice shall be given to all prospective purchasers of the property and tenants of the building, and shall be recorded as a deed notice.
4. 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.

5. Any new detention basin(s) on the site (including bioswales) shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basin(s) that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Any additional landscaping in and around the detention basin(s) shall not include trees that produce seeds, fruits, or berries.
6. The height of the proposed building addition shall not exceed the height of the existing building.
7. Temporary construction equipment used during actual construction of the building addition shall not exceed the height of the existing building, unless notice is provided to the Federal Aviation Administration Obstruction Evaluation Service through the Form 7460-1 process.

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 (Shawnee)

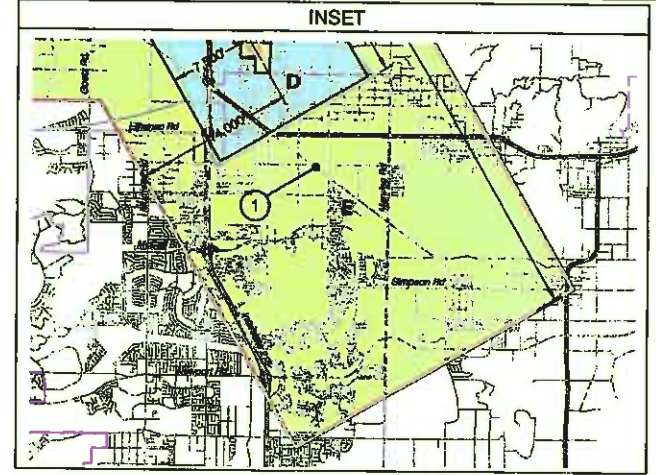
② Perris: Harvest Landing

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)

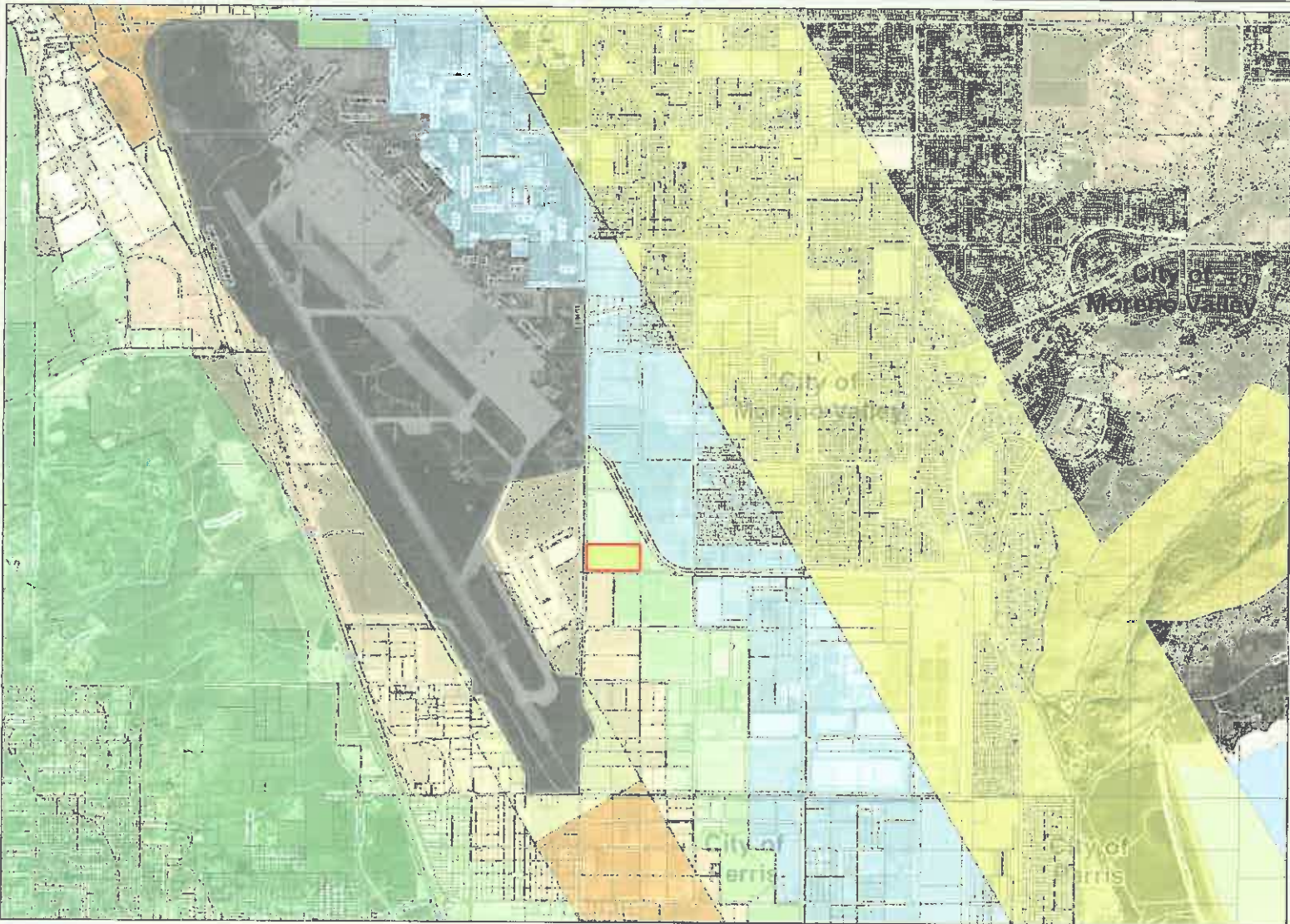
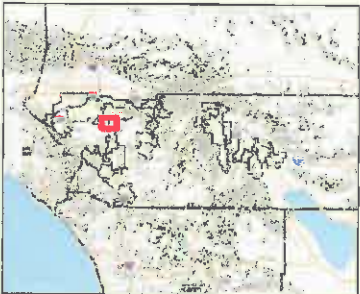
Map MA-1

Compatibility Map
March Air Reserve Base / Inland Port Airport

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



























SEE INSET AT RIGHT

My Map



Legend

Airport Compatibility

-  OTHER ZONE
-  A
-  A-EXC1
-  B1
-  B1-APZ I
-  B1-APZ I-EXC1
-  B1-APZ II
-  B1-APZ II-EXC1
-  B1-EXC1
-  B2
-  B2-EXC1
-  C
-  C1
-  C1-EXC1
-  C1-EXC3
-  C1-EXC4
-  C1-HIGHT
-  C2
-  C2-EXC1
-  C2-EXC2
-  C2-EXC3
-  C2-EXC5
-  C2-EXC6
-  C2-HIGHT
-  C2-HIGHT-EXC1
-  C2-HIGHT-EXC5



0 4,471 8,941 Feet



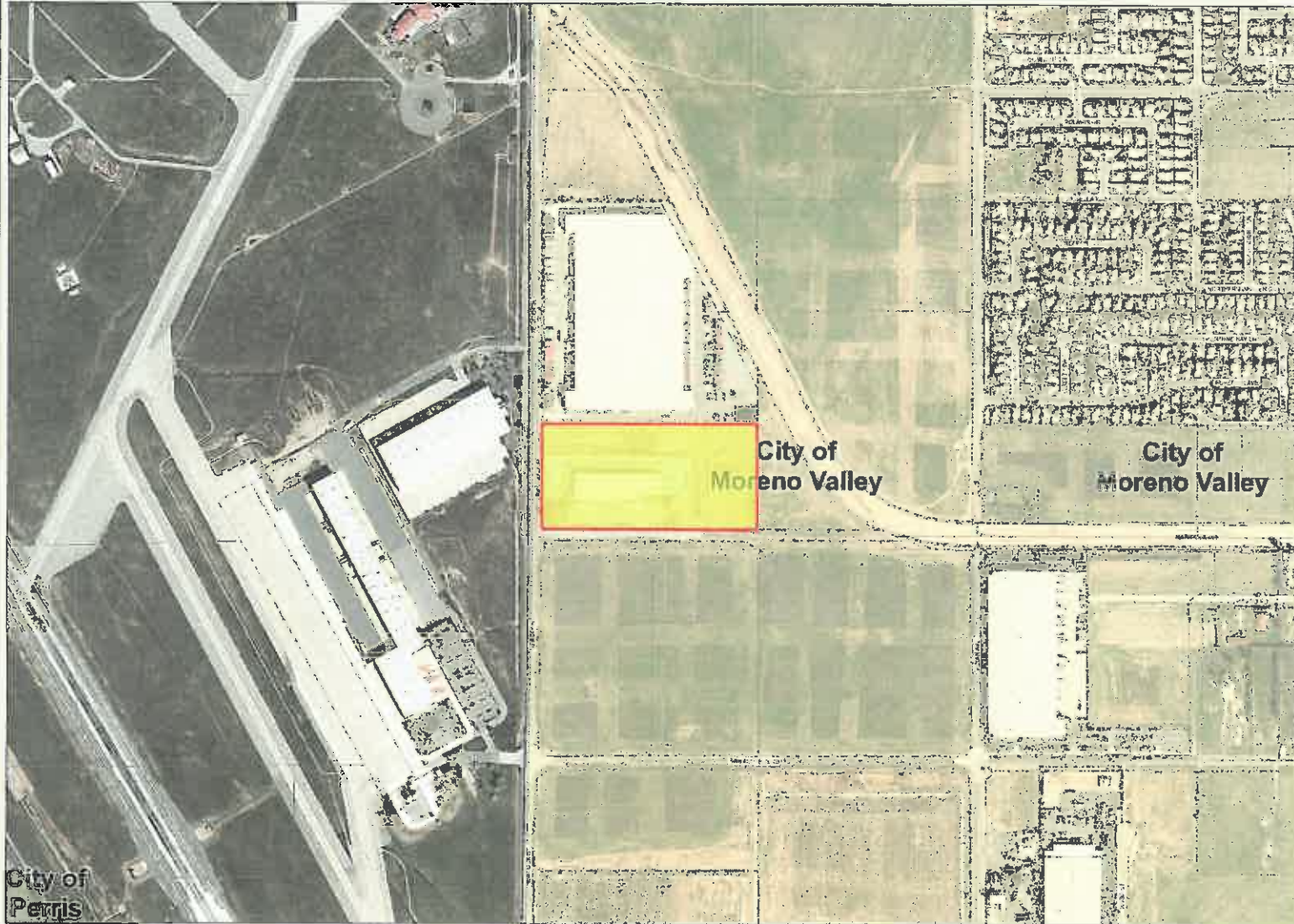
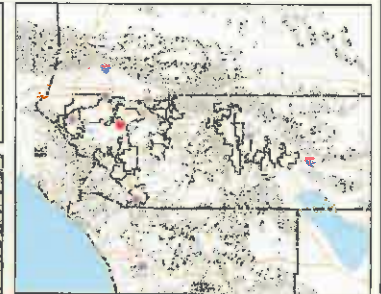
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or 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... 9/10/2015 1:47:08 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



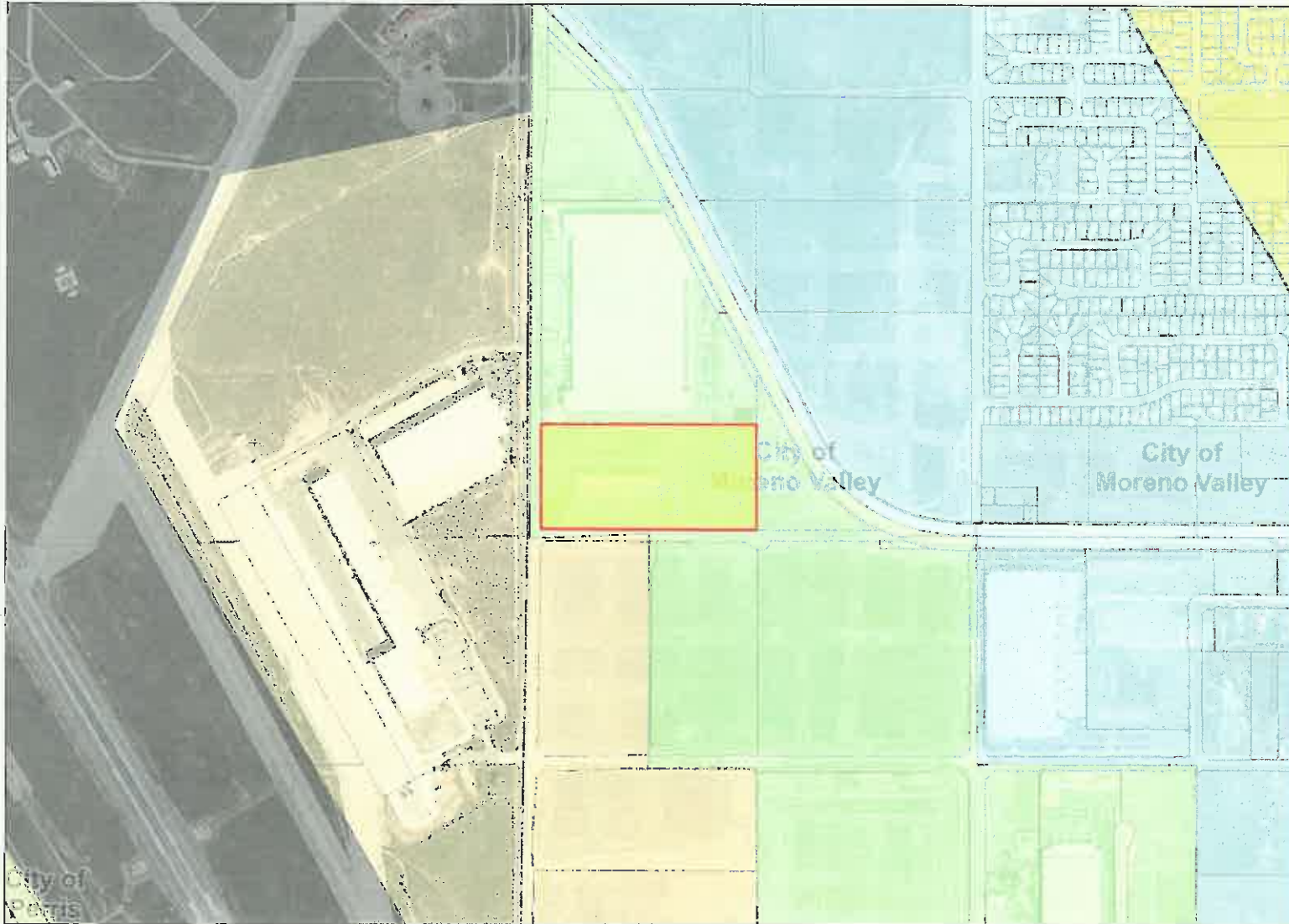
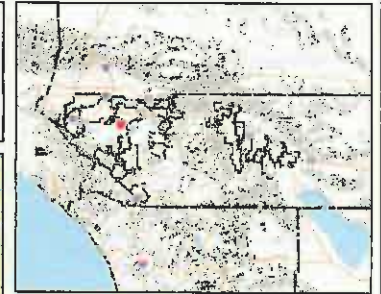
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or 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... 9/10/2015 1:45:35 PM

© Riverside County TLMA GIS

Notes

My Map



Legend

- Display Parcels
- Airport Compatibility**
- OTHER ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC6
- C2-HIGHT
- C2-HIGHT-EXC1



0 1,118 2,235 Feet

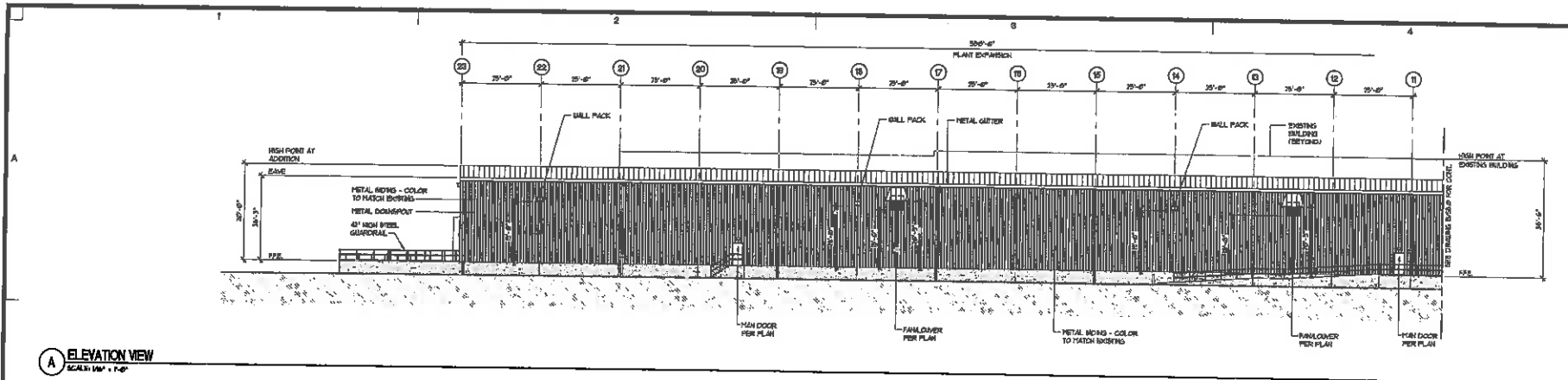


IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or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

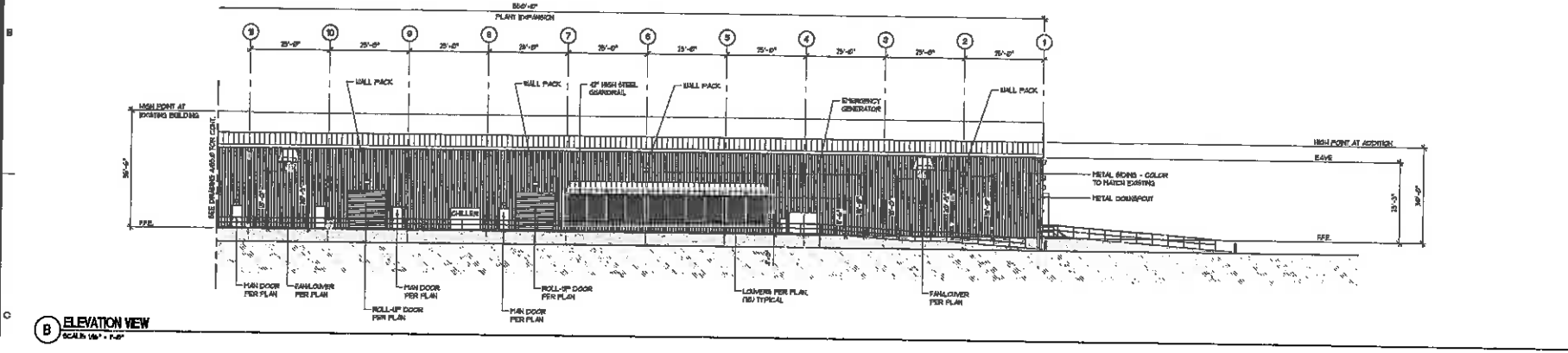
REPORT PRINTED ON... 9/10/2015 1:46:10 PM

© Riverside County TLMA GIS

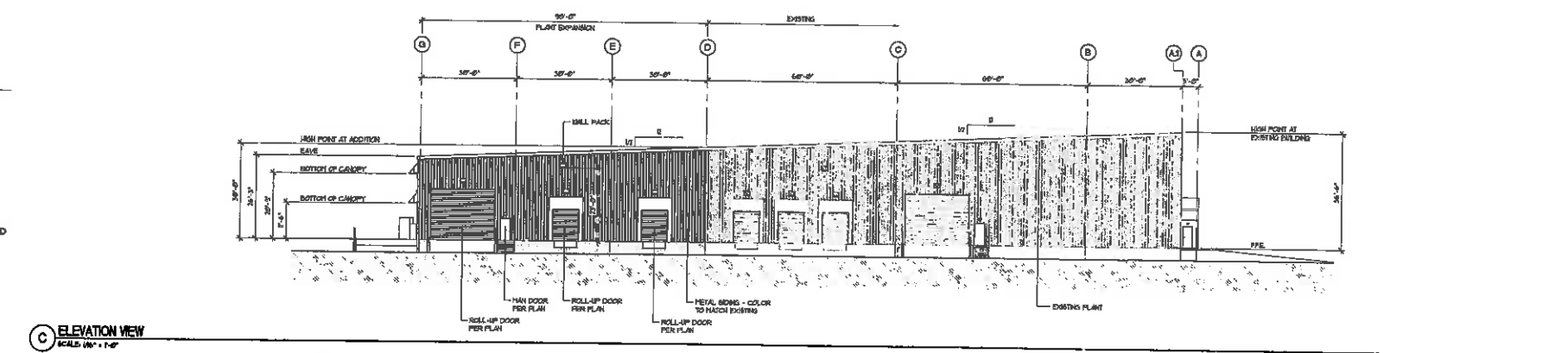
Notes



A ELEVATION VIEW
SCALE: 1/4" = 1'-0"



B ELEVATION VIEW
SCALE: 1/4" = 1'-0"



C ELEVATION VIEW
SCALE: 1/4" = 1'-0"

DESIGNED BY	DATE
DRAWN BY	DATE
CHECKED BY	DATE
SCALE	AS NOTED

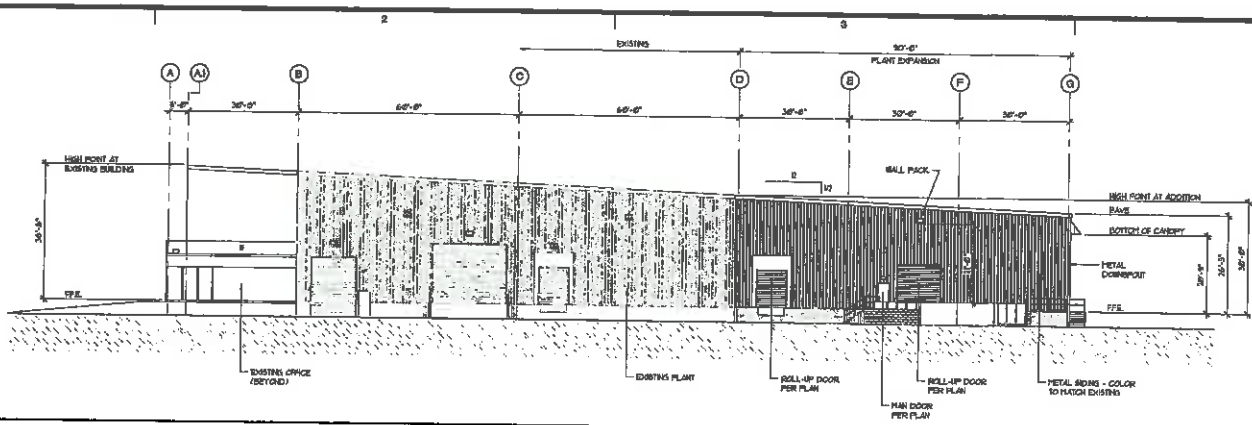
PROJECT NO.	DATE
CLIENT	DATE
LOCATION	DATE
DESCRIPTION	DATE

SITTS & HILL ENGINEERS, INC.
CIVIL & STRUCTURAL SURVEYING
410 CENTER STREET | TACOMA, WA 98409
PHONE: (253) 425-1110
WWW.SITTSANDHILL.COM

CARDINAL CG
24000 CARDINAL AVENUE
MORNING VALLEY, CALIFORNIA 92551

CARDINAL CG
PLANT EXPANSION
MORNING VALLEY, CALIFORNIA 92551
OVERALL EXTERIOR ELEVATIONS

S6.0
16546



A ELEVATION VIEW
SCALE: 1/4" = 1'-0"

DESIGNED BY: <u> </u> DRAWN BY: <u> </u> CHECKED BY: <u> </u> DATE: <u> </u> SCALE: <u> </u> AS NOTED
SITTS & HILL ENGINEERS, INC. CIVIL • STRUCTURAL • SURVEYING 4811 CENTRAL STREET TACOMA, WA 98409 PHONE: (252) 274-9444 FAX: (252) 274-4113 WWW.SITTSANDHILL.COM
CARDINAL CG 24900 CARDINAL AVENUE MORENO VALLEY, CALIFORNIA 92551
PROJECT NO. 16546 SHEET NO. 96.1 OVERALL EXTERIOR ELEVATIONS

Brady, Russell

From: David Fillmore <DavidFillmore@sitts-hill-engineers.com>
Sent: Tuesday, September 08, 2015 10:42 AM
To: Brady, Russell
Subject: Cardinal Glass Moreno Valley Areas

Below are the existing and proposed breakdowns of the existing and proposed building use areas.

PARKING

<u>OCCUPANCY</u>	<u>EXISTING</u> <u>AREA</u>	<u>NEW</u> <u>AREA</u>	<u>TOTAL</u> <u>AREA</u>	<u>REQUIRED</u> <u>SPACES</u>
MANUFACTURING	10,200 SF	9,304 SF	19,504 SF	39.0
WAREHOUSE/EQUIPMENT	57,173 SF	40,378 SF	97,551 SF	44.4
OFFICE	<u>5,384 SF</u>	<u>0 SF</u>	<u>5,384 SF</u>	<u>21.5</u>
TOTALS	72,757 SF	49,682 SF	122,439 SF	104.9 < 131

Feel free to give me a call if you have any questions.

Thanks,

David Fillmore, P.E. ■ *Project Engineer*

SITTS & HILL ENGINEERS, INC.

CIVIL ■ STRUCTURAL ■ SURVEYING

4815 CENTER STREET || TACOMA, WA 98409
PHONE: (253) 474-9449 || FAX: (253) 474-0153
<http://www.sitts-hill-engineers.com/>

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 Fridays, from 9:00 a.m. to 5:00 p.m.

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

DATE OF HEARING: October 8, 2015

TIME OF HEARING: 9:00 A.M.

CASE DESCRIPTION:

ZAP1146MA15 – Cardinal CG Company (Cardinal Glass) (Representative: David Fillmore, Sitts & Hill Engineers) – City of Moreno Valley Case No. P15-061 (Amended Plot Plan). A proposal to expand the existing Cardinal glass tempering facility located on an 18.81-acre parcel at 24100 Cardinal Avenue (Assessor's Parcel Number 316-100-045, on the northeast corner of Heacock Street and Cardinal Avenue) from 72,757 square feet to 122,439 square feet in floor area. The areas utilized for manufacturing would be increased from 10,200 to 19,504 square feet, and the areas utilized for warehousing and equipment would be increased from 57,173 to 97,551 square feet. Office areas would remain at 5,384 square feet. (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 Ms. Claudia Manrique of the City of Moreno Valley Community Development Department, at (951) 413-3225.

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

ALUC Identification No.

ZAP1146MAIS

PROJECT PROPONENT (TO BE COMPLETED BY APPLICANT)

Date of Application August 24, 2015
 Property Owner Cardinal Glass Phone Number 951-485-9007
 Mailing Address Attn: Scott Paisley
24100 Cardinal Avenue
Moreno Valley, CA 92551

Agent (if any) Sitts & Hill Engineers Phone Number 253-474-9449
 Mailing Address Attn: Jeff Baker
4815 Center Street
Tacoma, Washington 98409

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 24100 Cardinal Avenue
Moreno Valley, CA 92551
 Assessor's Parcel No. 316100045 Parcel Size 18.81 acres
 Subdivision Name PM 14915
 Lot Number n/a Zoning Classification Industrial (SP208 I)

PROJECT DESCRIPTION (TO BE COMPLETED BY APPLICANT)

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

Existing Land Use (describe) The existing building houses an existing office, warehouse, and manufacturing area which serves as a glass tempering facility.

Proposed Land Use (describe) No change to land use is proposed. The project proposes to expand the existing warehouse and manufacturing portions of the existing glass tempering facility. The proposed building addition will be at the same finished floor elevation as the existing building.

For Residential Uses Number of Parcels or Units on Site (exclude secondary units) N/A
 For Other Land Uses Hours of Use 24
 (See Appendix C) Number of People on Site Maximum Number 63
 Method of Calculation Based on number of employees after proposed expansion is completed, as provided by Cardinal plant manager.

Height Data Height above Ground or Tallest Object (including antennas and trees) 40 ft.
 Highest Elevation (above sea level) of Any Object or Terrain on Site 1528 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 _____

*Much
C1*

REFERRING AGENCY (APPLICANT OR JURISDICTION TO COMPLETE)

Date Received		Type of Project
Agency Name	<u>City of Moreno Valley</u>	<input checked="" type="checkbox"/> General Plan Amendment
Staff Contact	<u>CLAUDIA NARRIQUE</u>	<input type="checkbox"/> Zoning Amendment or Variance
Phone Number	<u>951-413-3225</u>	<input type="checkbox"/> Subdivision Approval
Agency's Project No.	<u>P15-061</u>	<input type="checkbox"/> Use Permit
		<input type="checkbox"/> Public Facility
		<input type="checkbox"/> Other _____

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

B. SUBMISSION PACKAGE:

ALUC REVIEW

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

- | | |
|---|---|
| <ul style="list-style-type: none"> 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) - 56077 | <ul style="list-style-type: none"> 1. Completed Application Form 1. Project Site Plans – Folded (8-1/2 x 14 max.) 1. Elevations of Buildings - Folded 1. 8 ½ x 11 Vicinity Map 1 Set . Gummed address labels of the
Owner and representative (See Proponent). 1 Set . Gummed address labels of the referring
agency. 1. Check for review—See Below |
|---|---|

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 3.4

HEARING DATE: October 8, 2015

CASE NUMBER: ZAP1137MA15 – Prologis – Scott Mulkay (Representative: T&B Planning, Inc. – Grant Henninger)

APPROVING JURISDICTION: City of Moreno Valley

JURISDICTION CASE NO: PA 15-0014 (Plot Plan – Building 1), PA 15-0015 (Plot Plan – Building 2), PA 15-0016 (Plot Plan – Building 3), PA 15-0017 (Plot Plan – Building 4), PA 15-0018 (Tentative Parcel Map No. 36150), P 15-036 (Specific Plan Amendment)

MAJOR ISSUES: None.

RECOMMENDATION: Staff recommends a finding of CONSISTENCY for the Specific Plan Amendment, the Parcel Map, and the Plot Plans, subject to the conditions included herein.

PROJECT DESCRIPTION: The applicant proposes development of Moreno Valley Logistics Center, consisting of four industrial (predominantly warehouse) buildings, on 84.82 net acres:

- Building 1 (PA15-0014) --- 1,351,770 square feet gross floor area, including 30,000 square feet of office space;
- Building 2 (PA15-0015) --- 122,516 square feet gross floor area, including 10,000 square feet of office space;
- Building 3 (PA15-0016) --- 97,222 square feet gross floor area, including 10,000 square feet of office space;
- Building 4 (PA15-0017) --- 166,010 square feet of floor area, including 10,000 square feet of office space.

Tentative Parcel Map No. 36150 (PA15-0018) would divide the portion of the site easterly of the Perris Valley Storm Drain Channel (69.55 acres) into two lots, so that Buildings 1 and 2 would be on separate legal lots. The applicant also proposes to amend (PA15-036) the Moreno Valley Industrial Specific Plan (Specific Plan No. 208) so as to allow the buffer between industrial and residential uses along the portion of the west side of Indian Street southerly of Krameria Avenue and northerly of the Perris Valley Storm Drain Channel to be reduced from 250 feet to 100 feet. (This provision already applies to areas northerly of Krameria Avenue extending north to Iris Avenue.)

PROJECT LOCATION: The site is located easterly of Heacock Street, southerly of Krameria Avenue, westerly of Indian Street, and northerly of Cardinal Avenue, within the City of Moreno Valley, approximately 3,811 feet northeasterly of a point northerly of the southerly end of Runway 14-32 at March Air Reserve Base. The site is split by the Perris Valley Storm Drain Channel. Buildings 1 and 2 would be located westerly of Indian Street, southerly of Krameria Avenue, and northeasterly of the drainage channel. Buildings 3 and 4 would be located easterly of Heacock Avenue, northerly of Cardinal Avenue, and southwesterly of the drainage channel.

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: Zones C1 and D
- c. Noise Levels: Less than 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 Zones C1 and D. The boundary line coincides with the route of the Perris Valley Storm Drain Channel, with Zone C1 to the southwest and Zone D to the northeast. Zone C1 limits average intensity to 100 people per acre. Zone D does not limit non-residential intensity.

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 the proposed buildings in Compatibility Zone C:

- Warehouse – 1 person per 500 square feet (since these buildings are less than 250,000 square feet in gross floor area)
- Office – 1 person per 200 square feet (with 50% reduction)

Based on the site plan provided, approximately 15.27 acres are located within Zone C1 and 69.55 acres are located within Zone D. Zone C1 would include Buildings 3 and 4 and Zone D would include Buildings 1 and 2. Buildings 3 and 4 would include a total of 243,232 square feet of warehouse area, 10,000 square feet of first floor office space, and 10,000 square feet of second floor (mezzanine) office space for a total occupancy of 586 people. This total occupancy within the 15.27 acres of Zone C1 results in an average intensity of 38 people per acre, which is consistent with the Zone C1 average acre criterion of 100.

Even if both buildings were utilized entirely for offices or manufacturing uses, with a total occupancy of 1,316 persons, the average occupancy of 86 persons per acre would be consistent with the Zone C1 average intensity 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 and 1.0 persons per truck trailer parking/dock space in the absence of more precise data). Based on the number of standard parking spaces provided for Buildings 3 and 4 (212 parking spaces) and truck trailer spaces of 65, the total occupancy would be estimated at 383 people. This total occupancy within the 15.27 acre area results in an average intensity of 25 people per acre, which is also consistent 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. Zone D does not limit non-residential intensity. There are no risk-reduction design bonuses available, as March Air Reserve Base/Inland Port Airport is primarily utilized by large aircraft weighing more than 12,500 pounds.

Based on the site plan provided and the occupancies as previously noted, the maximum single-acre area for either Building 3 or 4 would consist of 5,000 square feet of first floor office area, 5,000 square feet of second floor office area, and 38,560 square feet of warehouse area. This would result in a single-acre occupancy of 127, which would be consistent with the Zone C1 single-acre criterion of 250.

Even if the entire buildings were utilized as office areas, with the 50 percent reduction, the single-acre intensity would not exceed 243 persons, which is consistent with the single-acre intensity limit of 250 persons.

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

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

Part 77: The elevation of Runway 14-32 at its southerly terminus is 1,488 feet above mean sea level. At a distance of approximately 3,811 feet from the runway to the closest parcel within the site, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 1,526 feet AMSL. On-site elevations range from 1,480 to 1,492 feet above mean sea level. With a maximum building height of 50 feet, the top point elevation could exceed 1,526 feet AMSL. Therefore, review by the Federal Aviation Administration Obstruction Evaluation Service was required. Each of the four buildings has been submitted to the FAA Obstruction Evaluation Service and has received a Determination of No Hazard to Air Navigation (copies of which are attached to this staff report).

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) In Buildings 3 and 4: Children's schools, day care centers, libraries, hospitals, skilled nursing and care facilities, congregate care facilities, noise sensitive outdoor nonresidential uses and hazards to flight.
3. The attached notice shall be given to all prospective purchasers of the property and tenants of the buildings, and shall be recorded as a deed notice.
4. The proposed detention basins on the site (including water quality management basins) 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 basins that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the detention

basins located westerly of the Perris Valley Storm Drain Channel 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 Federal Aviation Administration has conducted aeronautical studies of each of the proposed buildings (Aeronautical Study Nos. 2015-AWP-8676-OE through 2015-AWP-8679-OE) and has determined that neither marking nor lighting of these structures is necessary for aviation safety. However, if marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting (if any) shall be installed in accordance with Federal Advisory Circular 70/7460-1 K Change 2 and shall be maintained therewith for the life of the project.
7. The maximum height of Building 1 shall not exceed 60 feet above ground level, and the maximum elevation at top point (including any roof-mounted equipment) shall not exceed 1,549 feet above mean sea level.
8. The maximum height of Building 2 shall not exceed 52 feet above ground level, and the maximum elevation at top point (including any roof-mounted equipment) shall not exceed 1,541 feet above mean sea level.
9. The maximum height of Building 3 shall not exceed 52 feet above ground level, and the maximum elevation at top point (including any roof-mounted equipment) shall not exceed 1,532 feet above mean sea level.
10. The maximum height of Building 4 shall not exceed 52 feet above ground level, and the maximum elevation at top point (including any roof-mounted equipment) shall not exceed 1,545 feet above mean sea level.
11. The specific coordinates, heights, and top point elevations of the proposed buildings shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however, that reduction in building height or elevation shall not require further review by the Airport Land Use Commission.
12. Temporary construction equipment used during actual construction of Building 1 shall not exceed a height of 60 feet and temporary construction equipment used during actual construction of Buildings 2, 3, and 4 shall not exceed a height of 52 feet, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.

13. Within five (5) days after construction of each of the buildings reaches its greatest height, FAA Form 7460-2 (Part II), Notice of Actual Construction or Alteration, shall be completed by the project proponent or his/her designee and e-filed with the Federal Aviation Administration. (Go to <https://oeaaa.faa.gov> for instructions.) This requirement is also applicable in the event the project is abandoned or a decision is made not to construct the applicable building.

NOTICE OF AIRPORT IN VICINITY

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



Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2015-AWP-8676-OE

Issued Date: 09/17/2015

Scott Mulkey
Prologis
2817 E. Cedar St. #200
Ontario, CA 91761

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

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

Structure:	Building Moreno Valley Logistics Center - Building 1
Location:	Moreno Valley, CA
Latitude:	33-52-37.56N NAD 83
Longitude:	117-14-11.45W
Heights:	1489 feet site elevation (SE) 60 feet above ground level (AGL) 1549 feet above mean sea level (AMSL)

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

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

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

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

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 03/17/2017 unless:

- the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- extended, revised, or terminated by the issuing office.
- the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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

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

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

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

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

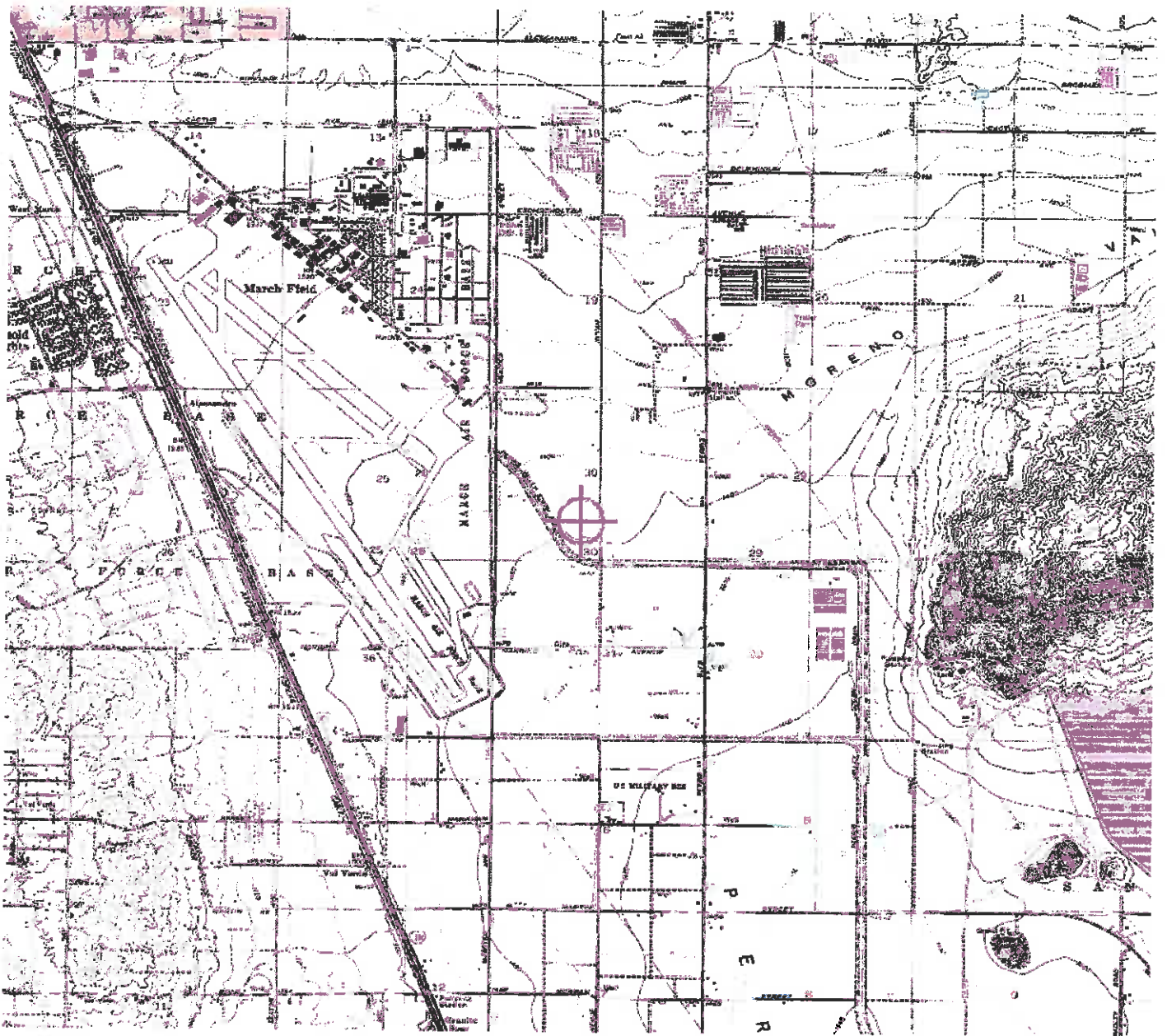
If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2015-AWP-8676-OE.

Signature Control No: 262090254-266029389
Karen McDonald
Specialist

(DNE)

Attachment(s)
Map(s)

TOPO Map for ASN 2015-AWP-8676-OE





Mail Processing Center
 Federal Aviation Administration
 Southwest Regional Office
 Obstruction Evaluation Group
 10101 Hillwood Parkway
 Fort Worth, TX 76177

Aeronautical Study No.
 2015-AWP-8677-OE

Issued Date: 09/17/2015

Scott Mulkay
 Prologis
 2817 E. Cedar St. #200
 Ontario, CA 91761

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

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

Structure: Building Moreno Valley Logistics Center - Building 2
 Location: Moreno Valley, CA
 Latitude: 33-52-48.32N NAD 83
 Longitude: 117-14-23.81W
 Heights: 1489 feet site elevation (SE)
 52 feet above ground level (AGL)
 1541 feet above mean sea level (AMSL)

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

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

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

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

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 03/17/2017 unless:

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

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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

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

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

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

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

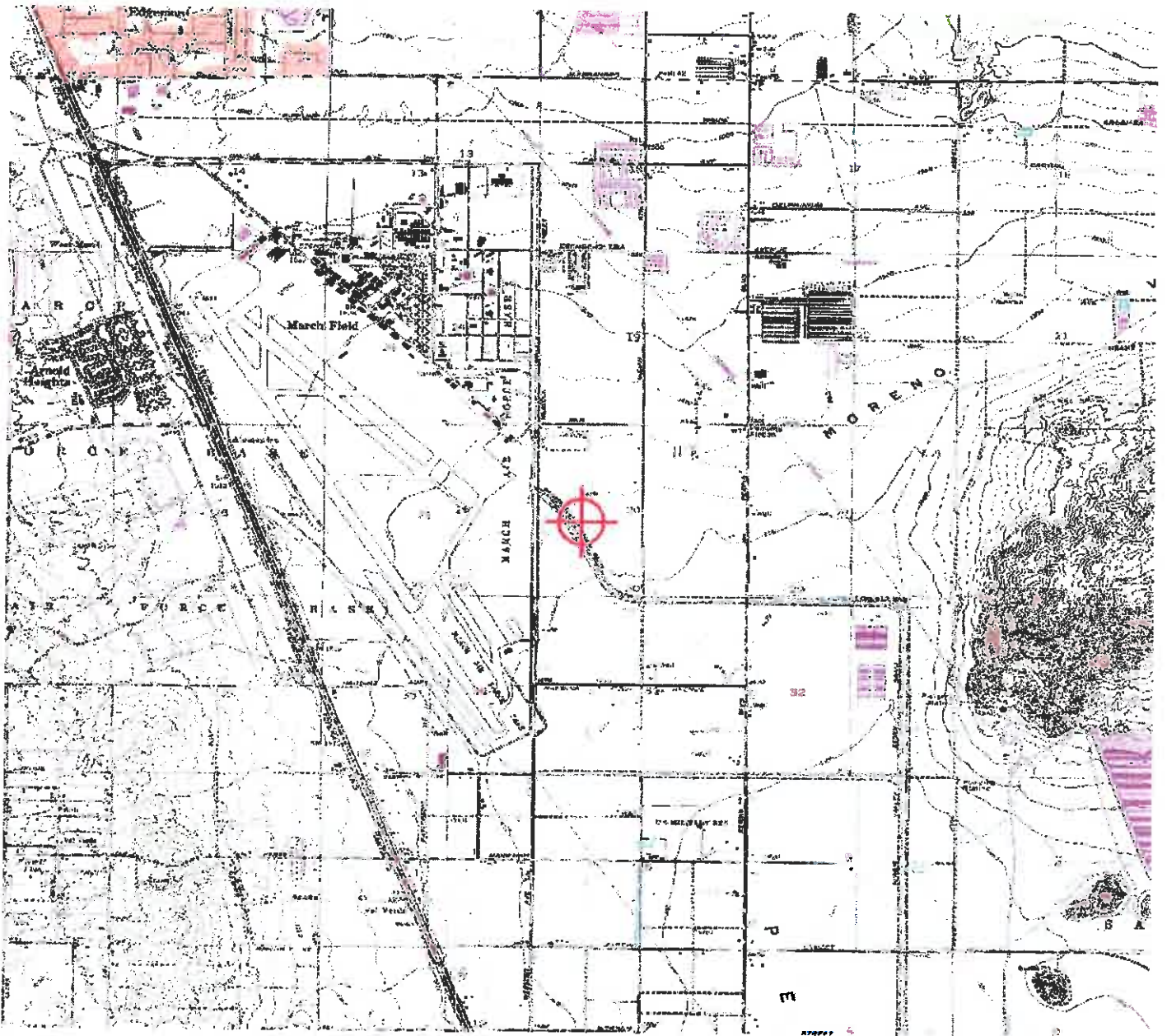
If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2015-AWP-8677-OE.

Signature Control No: 262090255-266029390
Karen McDonald
Specialist

(DNE)

Attachment(s)
Map(s)

TOPO Map for ASN 2015-AWP-8677-OE





Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2015-AWP-8678-OE

Issued Date: 09/17/2015

Scott Mulkay
Prologis
2817 E. Cedar St. #200
Ontario, CA 91761

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

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

Structure:	Building Moreno Valley Logistics Center - Building 3
Location:	Moreno Valley, CA
Latitude:	33-52-28.45N NAD 83
Longitude:	117-14-18.93W
Heights:	1480 feet site elevation (SE) 52 feet above ground level (AGL) 1532 feet above mean sea level (AMSL)

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

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

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

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

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 03/17/2017 unless:

- the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- extended, revised, or terminated by the issuing office.
- the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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

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

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

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

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

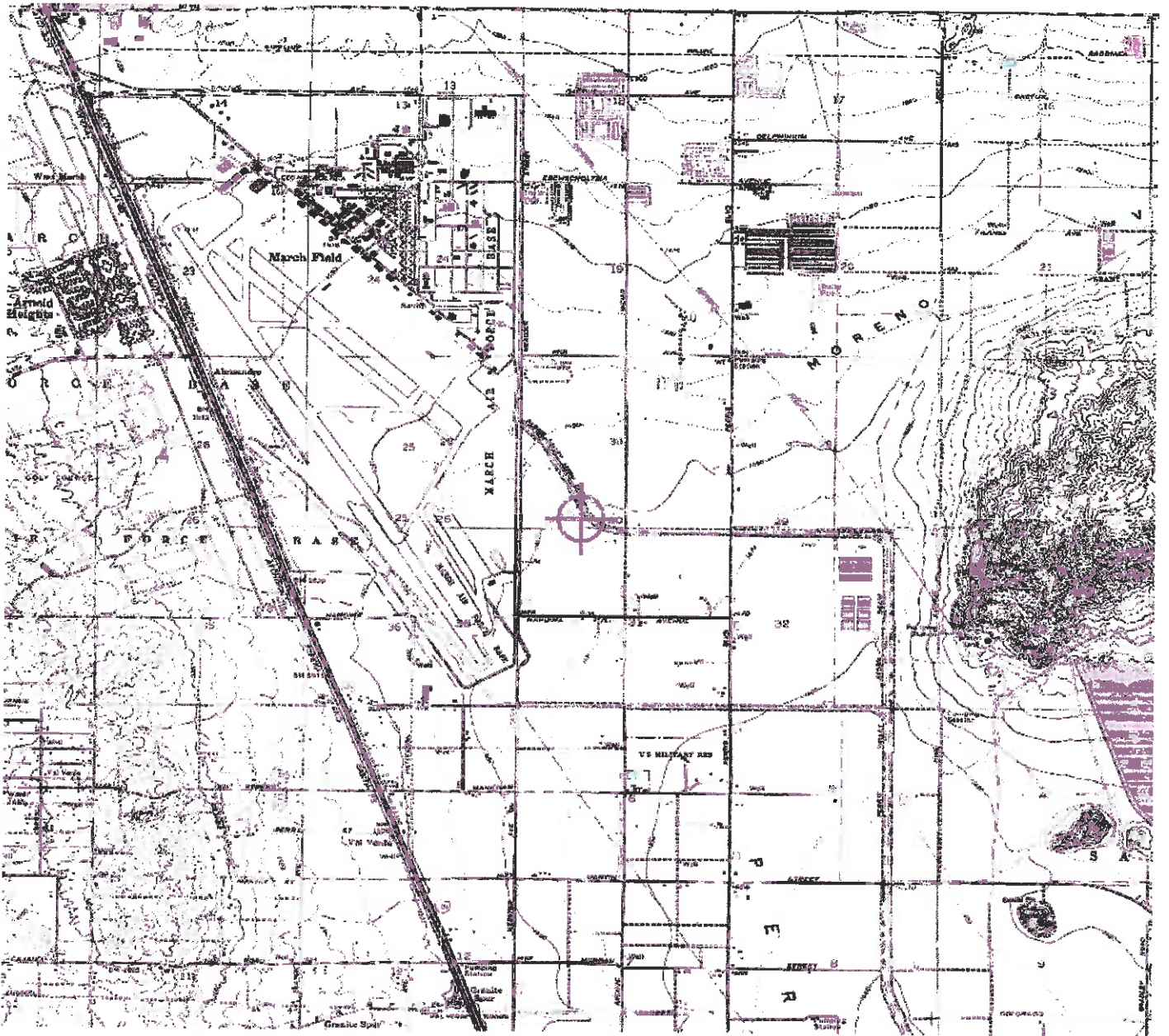
If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2015-AWP-8678-OE.

Signature Control No: 262090256-266029391
Karen McDonald
Specialist

(DNE)

Attachment(s)
Map(s)

TOPO Map for ASN 2015-AWP-8678-OE





Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2015-AWP-8679-OE

Issued Date: 09/17/2015

Scott Mulkay
Prologis
2817 E. Cedar St. #200
Ontario, CA 91761

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

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

Structure:	Building Moreno Valley Logistics Center - Building 4
Location:	Moreno Valley, CA
Latitude:	33-52-48.16N NAD 83
Longitude:	117-14-33.18W
Heights:	1493 feet site elevation (SE) 52 feet above ground level (AGL) 1545 feet above mean sea level (AMSL)

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

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

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

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

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 03/17/2017 unless:

- the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- extended, revised, or terminated by the issuing office.
- the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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

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

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

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

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

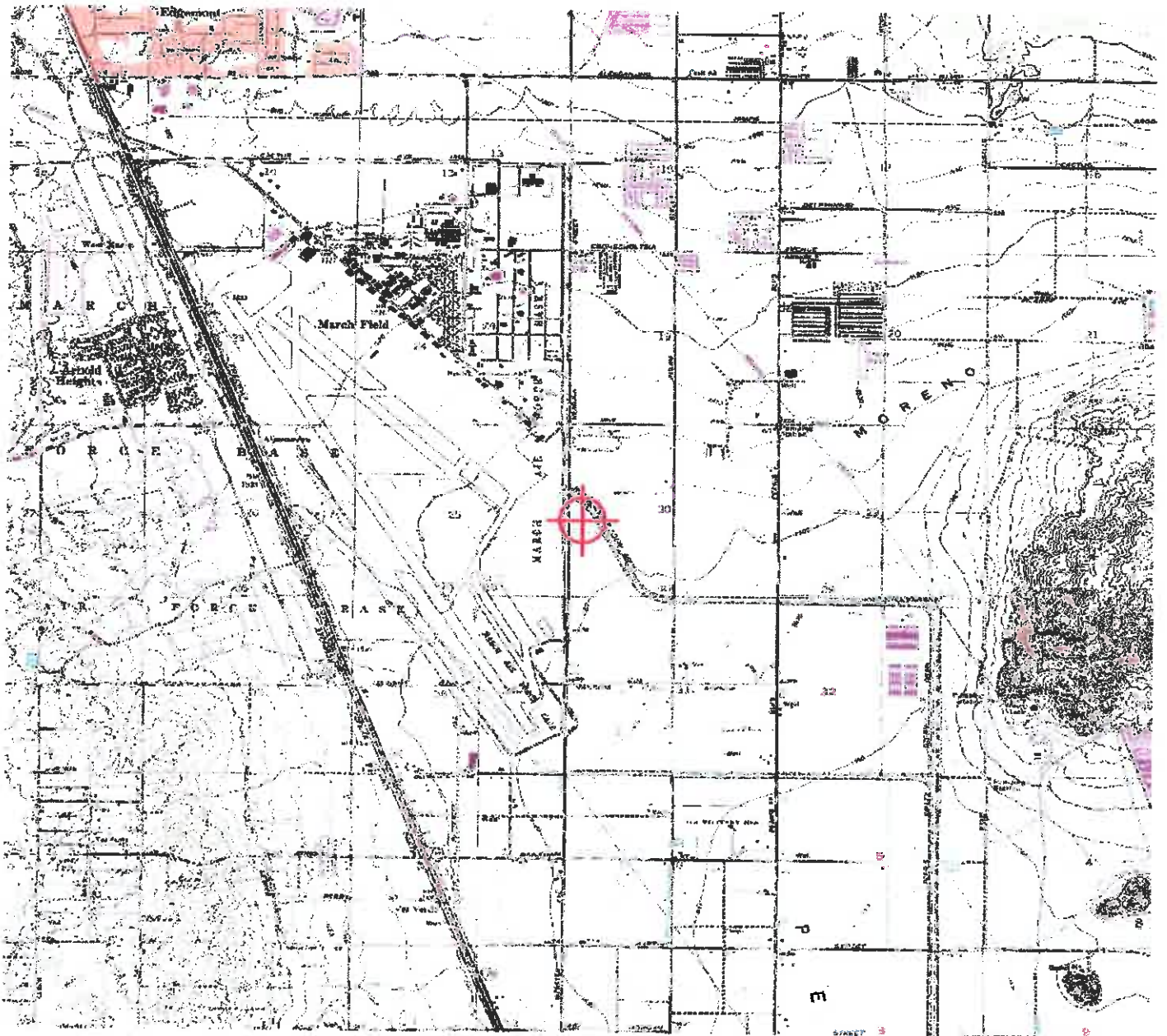
If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2015-AWP-8679-OE.

Signature Control No: 262090257-266029392
Karen McDonald
Specialist

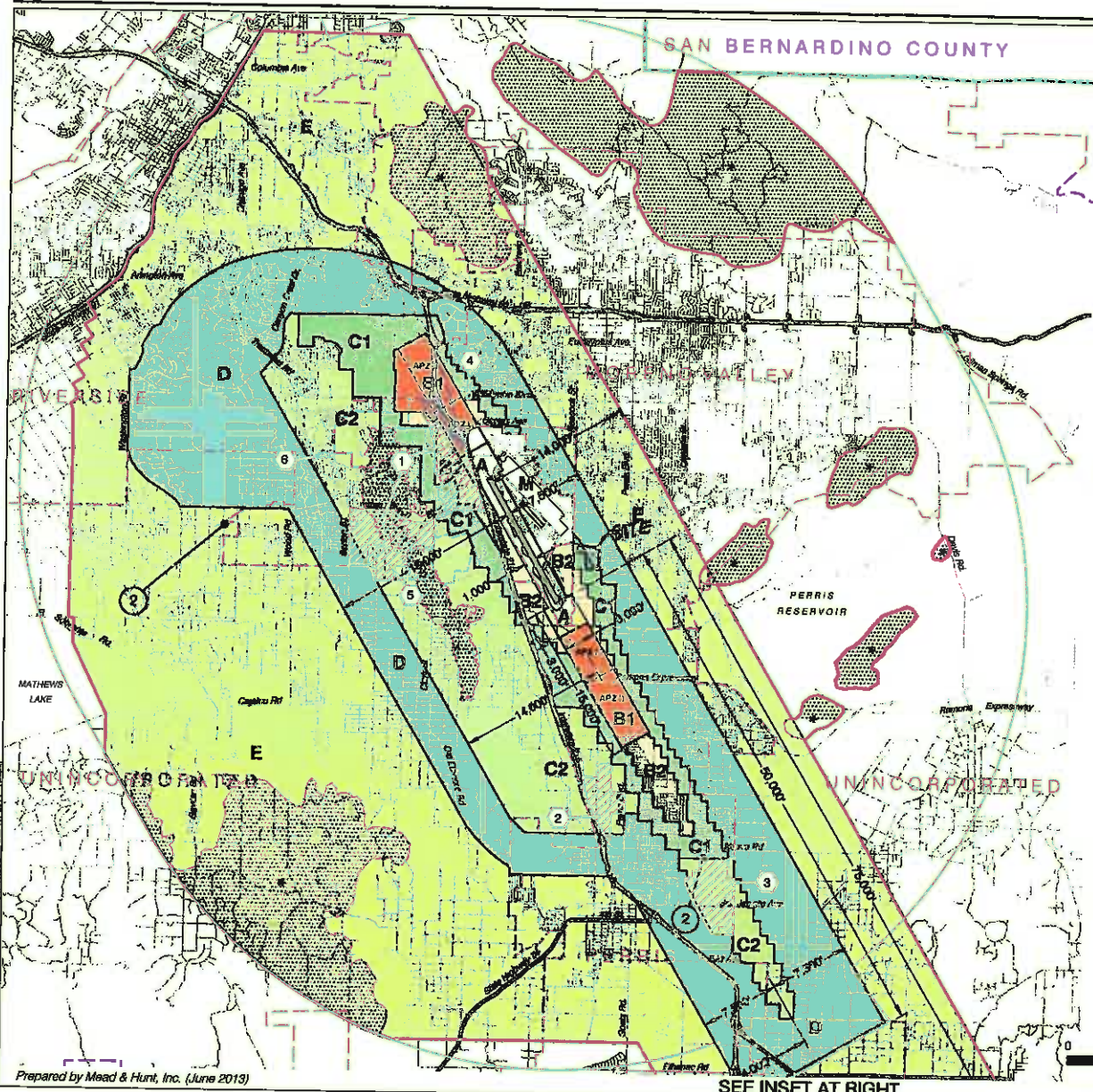
(DNE)

Attachment(s)
Map(s)

TOPO Map for ASN 2015-AWP-8679-OE



SAN BERNARDINO COUNTY



LEGEND

Compatibility Zones

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

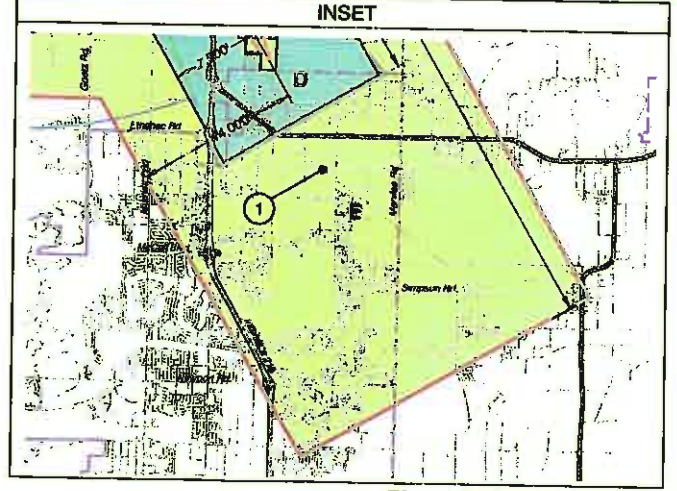
Boundary Lines

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

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

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

INSET



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



Base map source: County of Riverside 2013

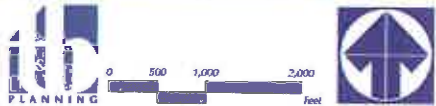
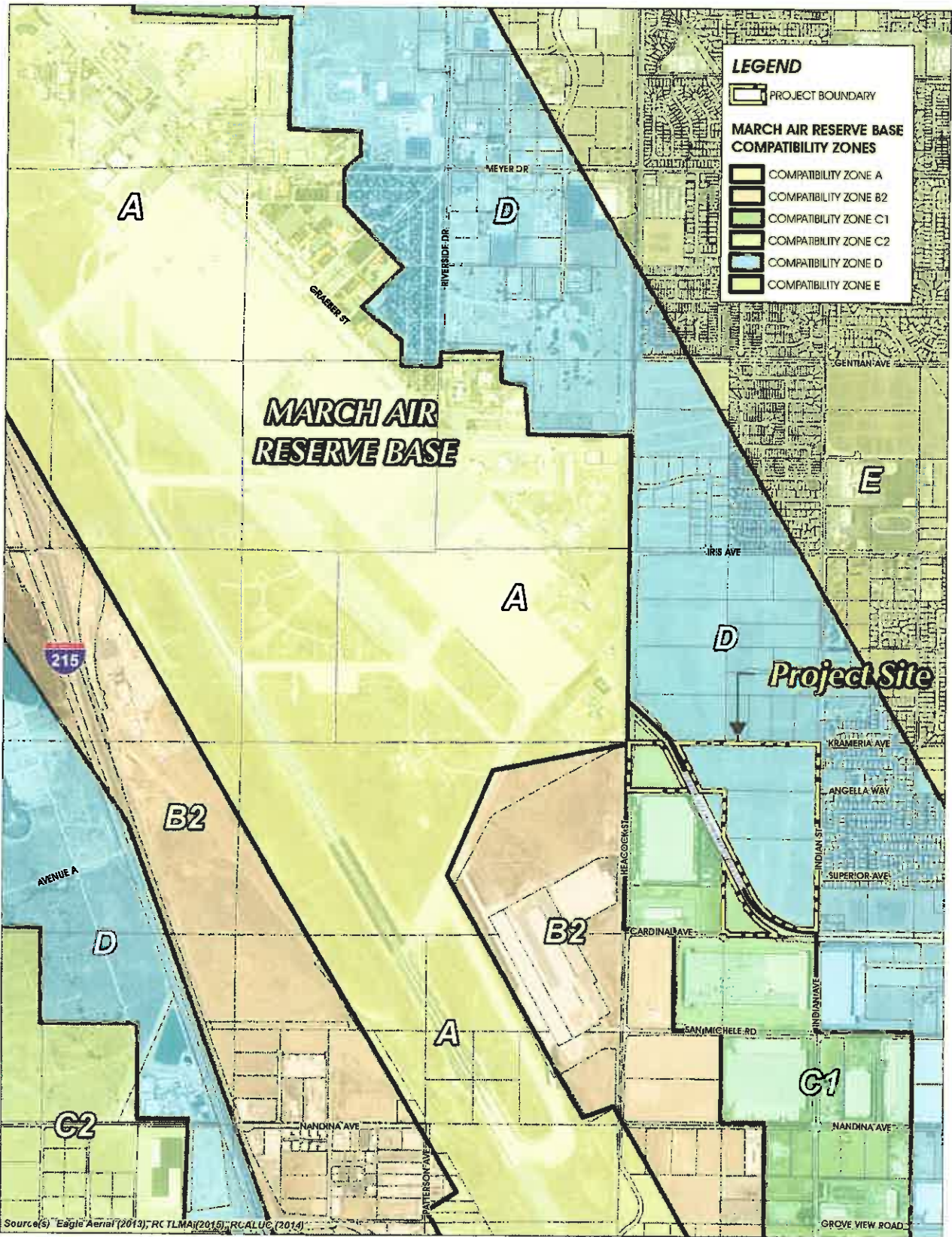
**Riverside County
Airport Land Use Commission**
**March Air Reserve Base / Inland Port Airport
Land Use Compatibility Plan**
(Adopted November 13, 2014)

Map MA-1

Compatibility Map
March Air Reserve Base / Inland Port Airport

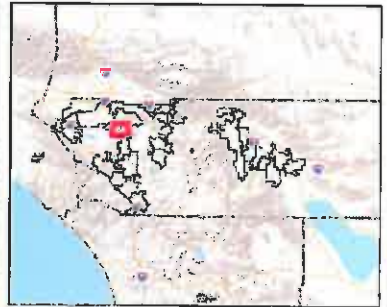
SEE INSET AT RIGHT

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



AIRPORT PROXIMITY

My Map



Legend

- Runways
- Faults**
- <all other values>
- ALQUIST-PRIOLO
- RIVERSIDE COUNTY
- Fault Zones**
- <all other values>
- COUNTY FAULT ZONE
- ELSINORE FAULT ZONE
- SAN ANDREAS FAULT ZONE
- SAN JACINTO FAULT ZONE



0 4,621 9,241 Feet



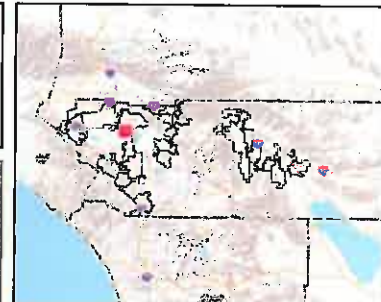
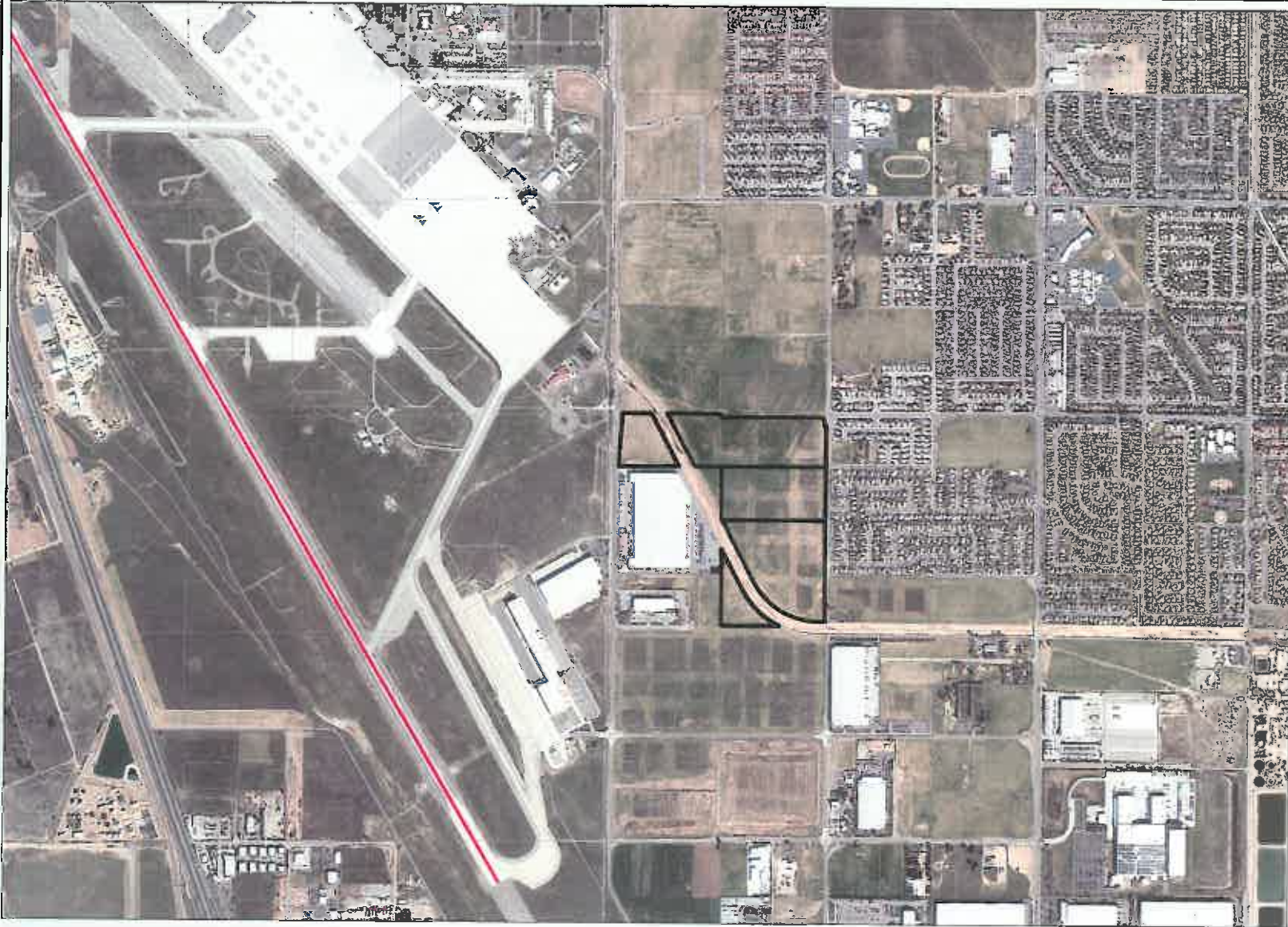
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or 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... 9/21/2015 11:47:55 AM

© Riverside County TLMA GIS

Notes

My Map



- Legend**
- Runways
 - Faults**
 - <all other values>
 - ALQUIST-PRIOLO
 - RIVERSIDE COUNTY
 - Fault Zones**
 - <all other values>
 - COUNTY FAULT ZONE
 - ELSINORE FAULT ZONE
 - SAN ANDREAS FAULT ZONE
 - SAN JACINTO FAULT ZONE



0 2,310 4,621 Feet



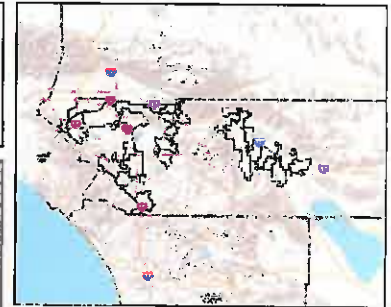
"IMPORTANT" Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, 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... 9/21/2015 11:49:32 AM

© Riverside County TLMA GIS

Notes

My Map



Legend

- RCLIS Parcels
- Runways
- Faults**
 - <all other values>
 - ALQUIST-PRIOLO
 - RIVERSIDE COUNTY
- Fault Zones**
 - <all other values>
 - COUNTY FAULT ZONE
 - ELSINORE FAULT ZONE
 - SAN ANDREAS FAULT ZONE
 - SAN JACINTO FAULT ZONE



0 1,155 2,310 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... 9/21/2015 11:50:46 AM

© Riverside County TLMA GIS

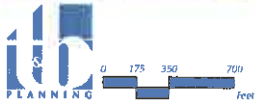
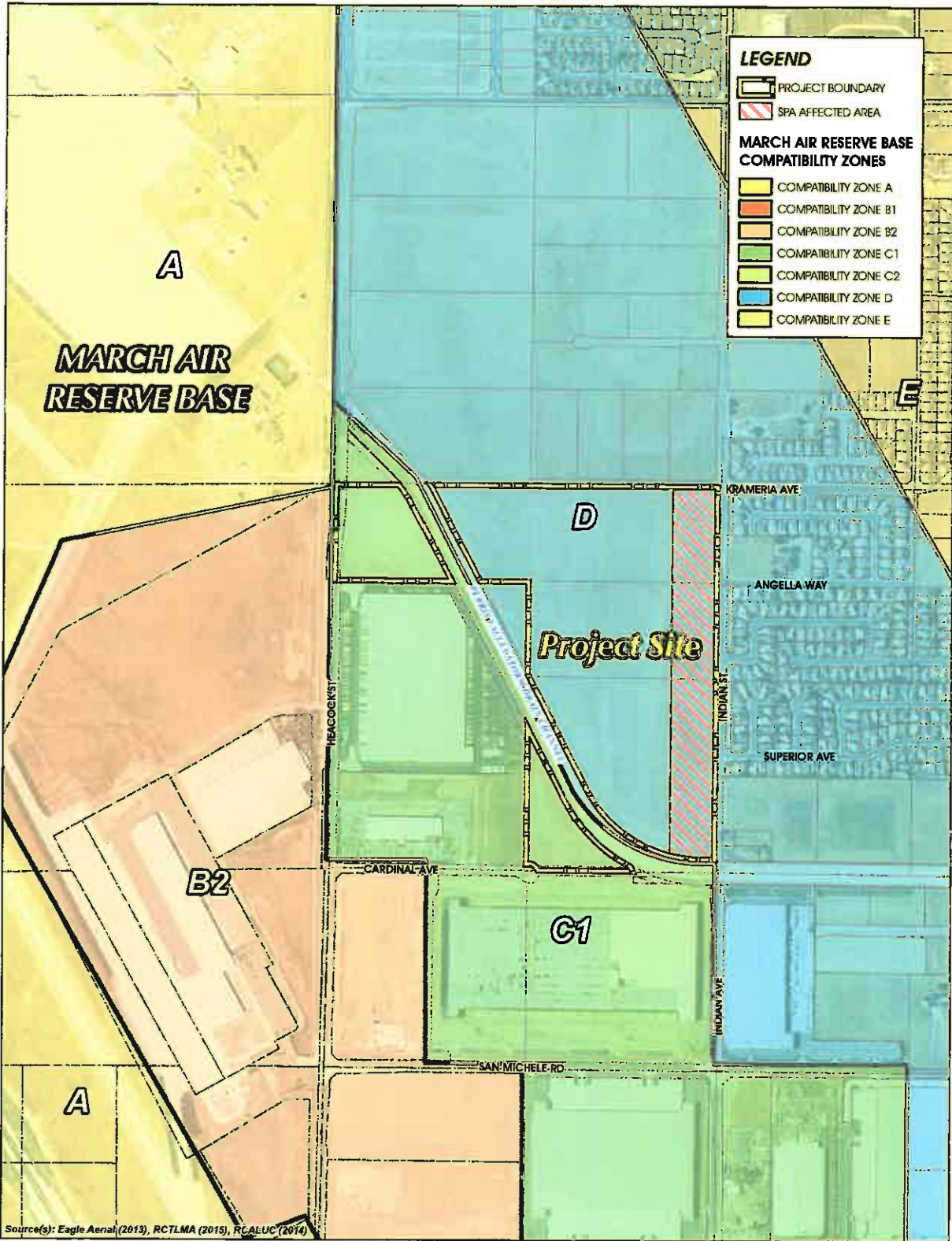
Notes

Amendment to the
Moreno Valley Industrial Specific Plan (SP 208)
for the
Moreno Valley Logistics Center

Page III-2; Section III, C.1:

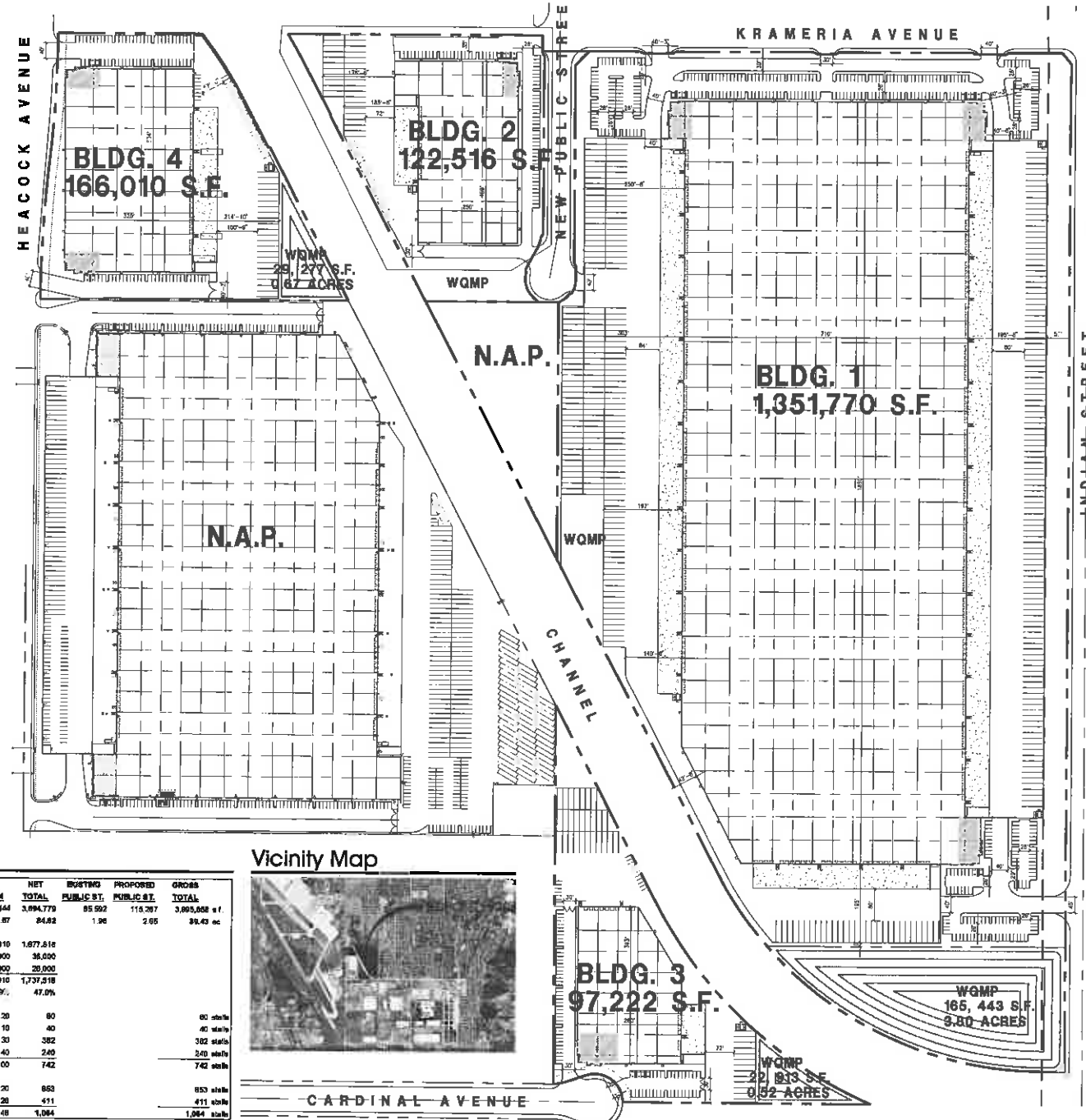
300 Foot Proximity to Residential District

This criteria is intended to provide a buffer between residential districts within the Area Plan without affecting the integrity of lands available for industrial uses. Where parcels exceed 250' feet in depth from a major arterial, permitted uses may extend beyond this distance so as not to affect the integrity of industrial uses, if the development proposal is part of an integrated industrial or business park, as determined by the Community Development Director. The residential buffer is measured from the centerline of the street. In addition, the City will allow reduction of the 250' buffer along Indian Street from Iris Avenue to ~~Krameria Avenue~~ the Perris Valley Storm Drain Channel to a minimum of 100' provided it is maintained as a linear landscape feature accessible to the adjacent community. Minor encroachment within the 50' enhanced landscaped buffer is acceptable accessible to provide for screen wall articulation and water quality facilities/features as approved by the City of Moreno Valley. Any reduction shall be dependent on air quality and noise analysis showing no significant adverse impacts on adjacent residentially zoned areas.



**AIRPORT LAND USE COMMISSION (ALUC)
SPA AFFECTED AREA**

Moreno Valley Logistics Center



Tabulation

Site area (in sq ft)	BLDG. 1	BLDG. 2	BLDG. 3	BLDG. 4	NET TOTAL	EXISTING PUBLIC ST.	PROPOSED PUBLIC ST.	GROSS TOTAL
	2,727,184	302,839	288,912	377,844	3,694,779	85,592	115,287	3,895,658 sq ft
Site area (in acres)	62.61	6.96	8.69	8.67	84.82	1.96	2.65	35.43 ac
Buildings Area								
warehouse	1,321,770	112,518	87,222	158,010	1,679,518			
maintenance office	20,000	5,000	5,000	5,000	35,000			
office @ 1/280 sf	10,020	5,000	5,000	5,000	25,000			
Total	1,351,770	122,518	97,222	168,010	1,737,518			
Coverage	49.6%	40.8%	39.0%	43.9%	47.0%			
Parking Required								
1st 20K @ 1/1,000 sf	20	20	20	20	80			80 stalls
2nd 20K @ 1/2,000 sf	10	10	10	10	40			40 stalls
above 40K @ 1/4,000 sf	321	19	12	30	382			382 stalls
office @ 1/280 sf	120	40	40	40	240			240 stalls
Total	471	89	82	100	742			742 stalls
Parking Provided								
standard (8x18)	348	92	92	120	652			652 stalls
trailer (14x18)	317	29	38	28	412			412 stalls
Total	665	121	131	148	1,064			1,064 stalls

Vicinity Map



HPA
 HERRING PAPER ARCHITECTS
 Inc.
 10301 Lakeside Avenue - Ste. #100
 Irvine, CA
 92618
 Tel: 949-953-1770
 Fax: 949-953-0851
 email: hpa@hpaarch.com

Owner:
 PROLOGIS
 PROLOGIS
 2817 East Colton Street - Ste. 600
 Ontario, CA 91761
 Tel: 909-673-8700

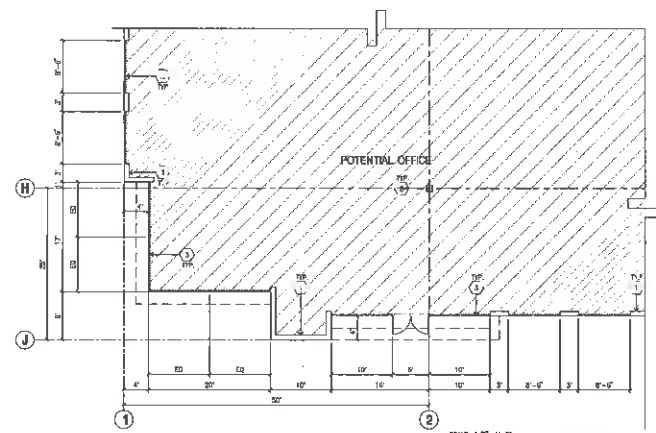
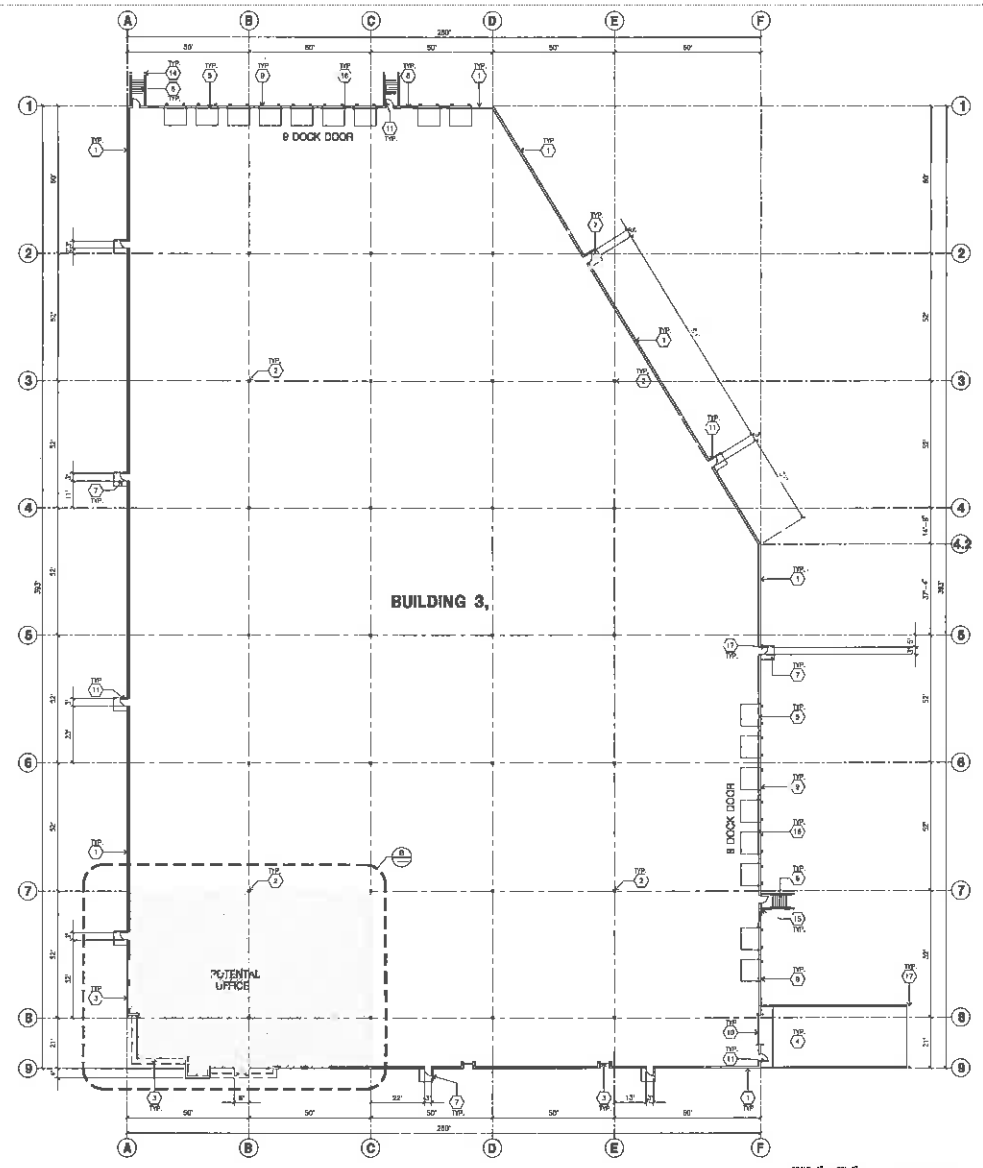
Project:
 MORENO VALLEY LOGISTICS CENTER
 BUILDING 2
 Indian Street
 Moreno Valley, CA 92551

Consultants:
 Civil: Thiers Engineering
 Mechanical: Thiers Engineering
 Electrical: Thiers Engineering
 Structural: Thiers Engineering
 Fire Protection: Thiers Engineering
 Landscape: Foster Landscapes
 Civil/Design: Thiers Engineering

Title: Overall Master Site Plan

Project Number: 14000
Drawn by: J.E.C.
Date: 11-19-2014
Revised:

Sheet:
 DAB A1.0



KEYNOTES - FLOOR PLAN

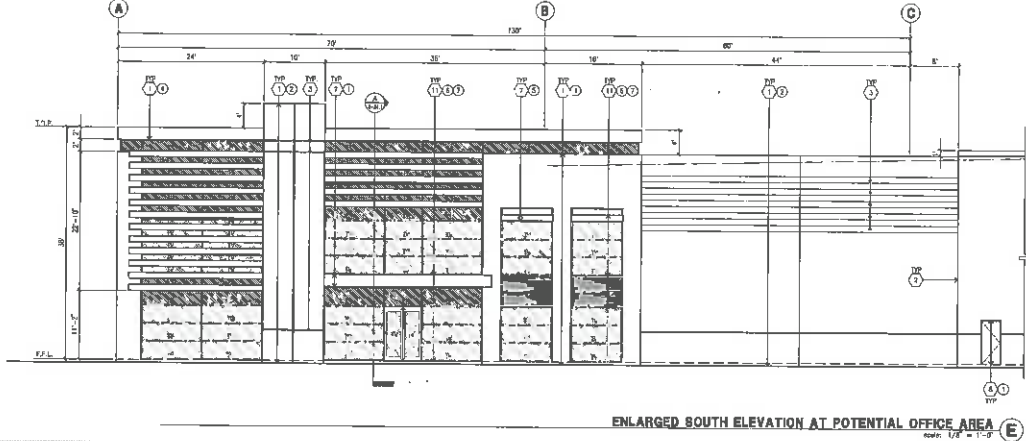
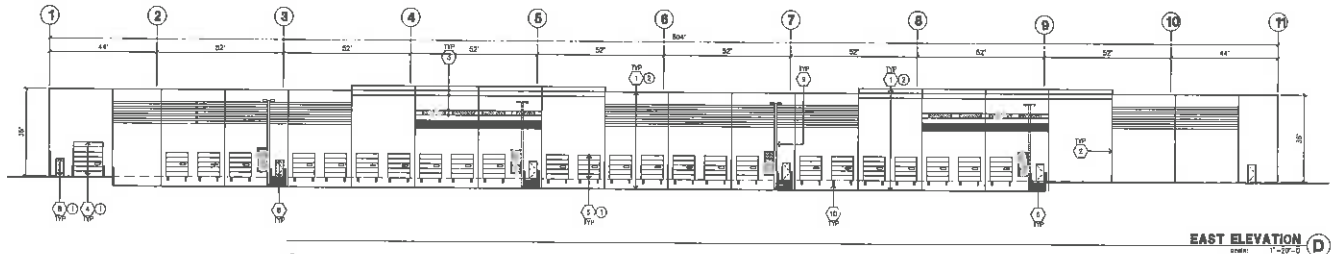
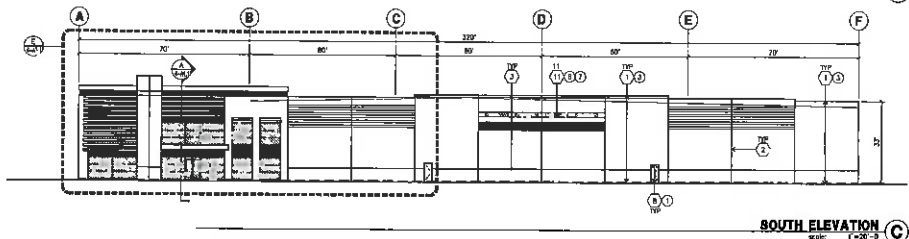
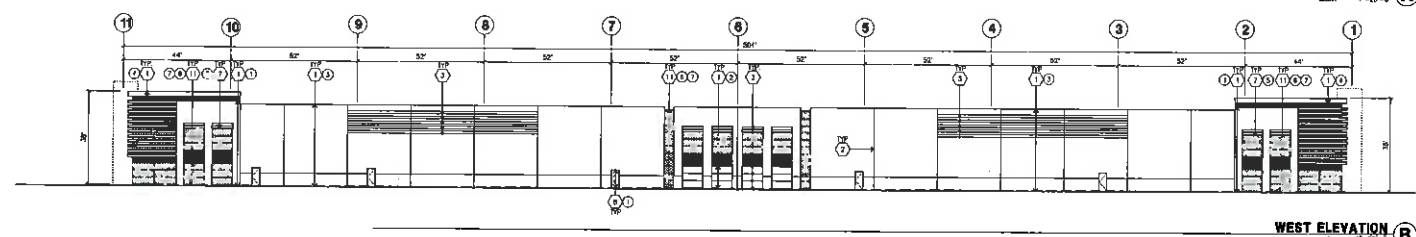
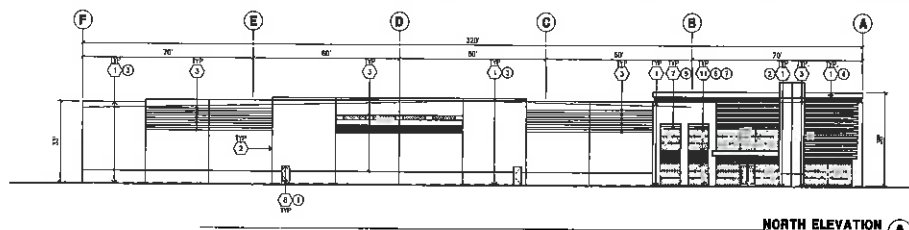
- 1 EXISTING TILT-UP PANEL
- 2 CONCRETE FILLER BOARD LEVEL 4" OR LOWER, 45°
- 3 STRUCTURAL STEEL COLUMN
- 4 EXISTING EXTERIOR WITH OVERFLOW SCOURFALL
- 5 2 ROUNDED
- 6 EXISTING ROOF 1/2" OF HIGH CONC TILT-UP BOARD WALL OR BALCONY WALL ON BOTH SIDES OF ROOF
- 7 APPROXIMATE LOCATION OF ROOF TOP SURF
- 8 INTERIOR PROPOSED WITH OVERFLOW SCOURFALL
- 9 INTERIOR CONCRETE CURB
- 10 1/2" OF 1/2" OF HIGH CONCRETE EXTERIOR LANDING AND RAMP AT ALL EXTERIOR WALL DOORS TO LANDSCAPE - 2" RAMP TO BE MINIMUM SLOPE FROM DOOR TO BE 1/4" OF CONC FINISH RAMP TO HIGH EXTERIOR TOP OFF FLOORING
- 11 LOW SLOPE DRAIN FOR VENTILATION
- 12 DOOR DOOR EQUATOR
- 13 1/2" OF 1/2" OF CONC FLOOR SECTION 04 STRUC-10.1.1
- 14 1/2" OF CONC FLOOR SECTION 04 STRUC-10.1.1
- 15 1/2" OF CONC FLOOR SECTION 04 STRUC-10.1.1
- 16 1/2" OF CONC FLOOR SECTION 04 STRUC-10.1.1
- 17 1/2" OF CONC FLOOR SECTION 04 STRUC-10.1.1
- 18 1/2" OF CONC FLOOR SECTION 04 STRUC-10.1.1
- 19 1/2" OF CONC FLOOR SECTION 04 STRUC-10.1.1
- 20 1/2" OF CONC FLOOR SECTION 04 STRUC-10.1.1
- 21 1/2" OF CONC FLOOR SECTION 04 STRUC-10.1.1
- 22 1/2" OF CONC FLOOR SECTION 04 STRUC-10.1.1
- 23 1/2" OF CONC FLOOR SECTION 04 STRUC-10.1.1
- 24 1/2" OF CONC FLOOR SECTION 04 STRUC-10.1.1
- 25 1/2" OF CONC FLOOR SECTION 04 STRUC-10.1.1
- 26 1/2" OF CONC FLOOR SECTION 04 STRUC-10.1.1
- 27 1/2" OF CONC FLOOR SECTION 04 STRUC-10.1.1
- 28 1/2" OF CONC FLOOR SECTION 04 STRUC-10.1.1
- 29 1/2" OF CONC FLOOR SECTION 04 STRUC-10.1.1
- 30 1/2" OF CONC FLOOR SECTION 04 STRUC-10.1.1
- 31 1/2" OF CONC FLOOR SECTION 04 STRUC-10.1.1
- 32 1/2" OF CONC FLOOR SECTION 04 STRUC-10.1.1
- 33 1/2" OF CONC FLOOR SECTION 04 STRUC-10.1.1
- 34 1/2" OF CONC FLOOR SECTION 04 STRUC-10.1.1
- 35 1/2" OF CONC FLOOR SECTION 04 STRUC-10.1.1
- 36 1/2" OF CONC FLOOR SECTION 04 STRUC-10.1.1
- 37 1/2" OF CONC FLOOR SECTION 04 STRUC-10.1.1
- 38 1/2" OF CONC FLOOR SECTION 04 STRUC-10.1.1
- 39 1/2" OF CONC FLOOR SECTION 04 STRUC-10.1.1
- 40 1/2" OF CONC FLOOR SECTION 04 STRUC-10.1.1
- 41 1/2" OF CONC FLOOR SECTION 04 STRUC-10.1.1
- 42 1/2" OF CONC FLOOR SECTION 04 STRUC-10.1.1
- 43 1/2" OF CONC FLOOR SECTION 04 STRUC-10.1.1
- 44 1/2" OF CONC FLOOR SECTION 04 STRUC-10.1.1
- 45 1/2" OF CONC FLOOR SECTION 04 STRUC-10.1.1
- 46 1/2" OF CONC FLOOR SECTION 04 STRUC-10.1.1
- 47 1/2" OF CONC FLOOR SECTION 04 STRUC-10.1.1
- 48 1/2" OF CONC FLOOR SECTION 04 STRUC-10.1.1
- 49 1/2" OF CONC FLOOR SECTION 04 STRUC-10.1.1
- 50 1/2" OF CONC FLOOR SECTION 04 STRUC-10.1.1
- 51 1/2" OF CONC FLOOR SECTION 04 STRUC-10.1.1
- 52 1/2" OF CONC FLOOR SECTION 04 STRUC-10.1.1
- 53 1/2" OF CONC FLOOR SECTION 04 STRUC-10.1.1
- 54 1/2" OF CONC FLOOR SECTION 04 STRUC-10.1.1
- 55 1/2" OF CONC FLOOR SECTION 04 STRUC-10.1.1
- 56 1/2" OF CONC FLOOR SECTION 04 STRUC-10.1.1
- 57 1/2" OF CONC FLOOR SECTION 04 STRUC-10.1.1
- 58 1/2" OF CONC FLOOR SECTION 04 STRUC-10.1.1
- 59 1/2" OF CONC FLOOR SECTION 04 STRUC-10.1.1
- 60 1/2" OF CONC FLOOR SECTION 04 STRUC-10.1.1
- 61 1/2" OF CONC FLOOR SECTION 04 STRUC-10.1.1
- 62 1/2" OF CONC FLOOR SECTION 04 STRUC-10.1.1
- 63 1/2" OF CONC FLOOR SECTION 04 STRUC-10.1.1
- 64 1/2" OF CONC FLOOR SECTION 04 STRUC-10.1.1
- 65 1/2" OF CONC FLOOR SECTION 04 STRUC-10.1.1
- 66 1/2" OF CONC FLOOR SECTION 04 STRUC-10.1.1
- 67 1/2" OF CONC FLOOR SECTION 04 STRUC-10.1.1
- 68 1/2" OF CONC FLOOR SECTION 04 STRUC-10.1.1
- 69 1/2" OF CONC FLOOR SECTION 04 STRUC-10.1.1
- 70 1/2" OF CONC FLOOR SECTION 04 STRUC-10.1.1
- 71 1/2" OF CONC FLOOR SECTION 04 STRUC-10.1.1
- 72 1/2" OF CONC FLOOR SECTION 04 STRUC-10.1.1
- 73 1/2" OF CONC FLOOR SECTION 04 STRUC-10.1.1
- 74 1/2" OF CONC FLOOR SECTION 04 STRUC-10.1.1
- 75 1/2" OF CONC FLOOR SECTION 04 STRUC-10.1.1
- 76 1/2" OF CONC FLOOR SECTION 04 STRUC-10.1.1
- 77 1/2" OF CONC FLOOR SECTION 04 STRUC-10.1.1
- 78 1/2" OF CONC FLOOR SECTION 04 STRUC-10.1.1
- 79 1/2" OF CONC FLOOR SECTION 04 STRUC-10.1.1
- 80 1/2" OF CONC FLOOR SECTION 04 STRUC-10.1.1
- 81 1/2" OF CONC FLOOR SECTION 04 STRUC-10.1.1
- 82 1/2" OF CONC FLOOR SECTION 04 STRUC-10.1.1
- 83 1/2" OF CONC FLOOR SECTION 04 STRUC-10.1.1
- 84 1/2" OF CONC FLOOR SECTION 04 STRUC-10.1.1
- 85 1/2" OF CONC FLOOR SECTION 04 STRUC-10.1.1
- 86 1/2" OF CONC FLOOR SECTION 04 STRUC-10.1.1
- 87 1/2" OF CONC FLOOR SECTION 04 STRUC-10.1.1
- 88 1/2" OF CONC FLOOR SECTION 04 STRUC-10.1.1
- 89 1/2" OF CONC FLOOR SECTION 04 STRUC-10.1.1
- 90 1/2" OF CONC FLOOR SECTION 04 STRUC-10.1.1
- 91 1/2" OF CONC FLOOR SECTION 04 STRUC-10.1.1
- 92 1/2" OF CONC FLOOR SECTION 04 STRUC-10.1.1
- 93 1/2" OF CONC FLOOR SECTION 04 STRUC-10.1.1
- 94 1/2" OF CONC FLOOR SECTION 04 STRUC-10.1.1
- 95 1/2" OF CONC FLOOR SECTION 04 STRUC-10.1.1
- 96 1/2" OF CONC FLOOR SECTION 04 STRUC-10.1.1
- 97 1/2" OF CONC FLOOR SECTION 04 STRUC-10.1.1
- 98 1/2" OF CONC FLOOR SECTION 04 STRUC-10.1.1
- 99 1/2" OF CONC FLOOR SECTION 04 STRUC-10.1.1
- 100 1/2" OF CONC FLOOR SECTION 04 STRUC-10.1.1

GENERAL NOTES - FLOOR PLAN

- A. THIS BUILDING IS ATTACHED TO THE HIGH RISE BUILDING WITH THE ADDRESS AND ROOMS AT THE MAIN ENTRANCE. A SIGNAGE PERMIT WILL BE REQUIRED FOR THE SIGNAGE CONSTRUCTION.
- B. THE ROOM LOCATIONS SHALL BE APPROVED FOR FIRE DEPARTMENT.
- C. THE FINISH FLOOR SLAB IS TO BE 4" THICK 1500 PSI CONCRETE WITH FINISH SURFACE FINISH.
- D. FOR ROOF.
- E. INTERIOR BRICKWORK CONCRETE WALLS ARE FINISHED WITH GYPSUM AND TO RECEIVE FINISH ONLY. ALL ROOF BY WALLS IS FINISH TO FINISH. 1" GAP OF WALL TO COVER.
- F. SLOPE FROM EXTERIOR TO INTERIOR AT ALL BARNDOR CURBS.
- G. ALL OVERLAYS ARE TO THE FINISH OF FINISH PANEL WALL FINISH, OR FINISH TO FINISH WALL.
- H. SEE L.I.E. DRAWING FOR POINT OF CONNECTION TO OFF SITE UTILITIES CONNECTION TO EXISTING UTILITY CONNECTIONS.
- I. FINISH FLOOR SHALL BE 4" THICK 1500 PSI CONCRETE WITH FINISH SURFACE FINISH.
- J. FOR ROOF TILES AND SHEET, REFER ALL DETAILS FOR ROOF SCHEDULE ARE FINISH FINISH.
- K. CONSTRUCTION TO PROTECT AND KEEP THE FLOOR SLAB GENERAL EQUIPMENT TO BE FINISHED INTERIOR AND ROOF.
- L. ALL LOW RISE ROOF IN BARNDOR TO HAVE ALUMINUM CLIP BACK INTERIOR.
- M. ROOF FINISHING AND SUBMITTALS: INITIAL SHALL FOR THE USE OF FINISH IN THE BUILDING.
- N. ROOF FINISHING SHALL BE FINISHED BY A SCHEDULE LIST WITH THE FINISH FINISH.
- O. THE FINISH FLOOR FOR EACH GARAGE SHALL BE 4" THICK FROM FLOOR LEVEL TO THE CENTER OF THE SPAN.
- P. NON-ADHESIVE GUM, FINISH FINISHING SHALL BE LOCATED IN THE INTERIOR.
- Q. SOLE FOR CONC FINISH 1/4".
- R. ALL FINISH FINISHING SHALL BE FULLY FINISHED FROM FINISH FINISH.

FLOOR SLAB AND POUR STRIPS REQ.

- NOTE: NOTES ARE 100% REQ. REQUIREMENT.
1. FLOOR CONSTRUCTION - SEE
 2. FINISH CONSTRUCTION - SEE
 3. FINISH FLOOR FINISH - SEE
 4. IF THERE ARE UNREINFORCED CONCRETE FINISH CONSTRUCTION SHALL BE 3/4" - 1/2" (1/2" IS 1/2" O.E. BOWELS AT ALL CORNER JOINTS)
 5. 3/4" - 1/2" (1/2" IS 1/2" O.E. BOWELS IN CORNER, BASED AT ALL CORNER JOINTS)
 6. 1/2" OF CONC FINISHING
 7. 1/2" OF CONC FINISHING
 8. 1/2" OF CONC FINISHING
 9. 1/2" OF CONC FINISHING
 10. 1/2" OF CONC FINISHING
 11. 1/2" OF CONC FINISHING
 12. 1/2" OF CONC FINISHING
 13. 1/2" OF CONC FINISHING
 14. 1/2" OF CONC FINISHING
 15. 1/2" OF CONC FINISHING
 16. 1/2" OF CONC FINISHING
 17. 1/2" OF CONC FINISHING
 18. 1/2" OF CONC FINISHING
 19. 1/2" OF CONC FINISHING
 20. 1/2" OF CONC FINISHING
 21. 1/2" OF CONC FINISHING
 22. 1/2" OF CONC FINISHING
 23. 1/2" OF CONC FINISHING
 24. 1/2" OF CONC FINISHING
 25. 1/2" OF CONC FINISHING
 26. 1/2" OF CONC FINISHING
 27. 1/2" OF CONC FINISHING
 28. 1/2" OF CONC FINISHING
 29. 1/2" OF CONC FINISHING
 30. 1/2" OF CONC FINISHING
 31. 1/2" OF CONC FINISHING
 32. 1/2" OF CONC FINISHING
 33. 1/2" OF CONC FINISHING
 34. 1/2" OF CONC FINISHING
 35. 1/2" OF CONC FINISHING
 36. 1/2" OF CONC FINISHING
 37. 1/2" OF CONC FINISHING
 38. 1/2" OF CONC FINISHING
 39. 1/2" OF CONC FINISHING
 40. 1/2" OF CONC FINISHING
 41. 1/2" OF CONC FINISHING
 42. 1/2" OF CONC FINISHING
 43. 1/2" OF CONC FINISHING
 44. 1/2" OF CONC FINISHING
 45. 1/2" OF CONC FINISHING
 46. 1/2" OF CONC FINISHING
 47. 1/2" OF CONC FINISHING
 48. 1/2" OF CONC FINISHING
 49. 1/2" OF CONC FINISHING
 50. 1/2" OF CONC FINISHING
 51. 1/2" OF CONC FINISHING
 52. 1/2" OF CONC FINISHING
 53. 1/2" OF CONC FINISHING
 54. 1/2" OF CONC FINISHING
 55. 1/2" OF CONC FINISHING
 56. 1/2" OF CONC FINISHING
 57. 1/2" OF CONC FINISHING
 58. 1/2" OF CONC FINISHING
 59. 1/2" OF CONC FINISHING
 60. 1/2" OF CONC FINISHING
 61. 1/2" OF CONC FINISHING
 62. 1/2" OF CONC FINISHING
 63. 1/2" OF CONC FINISHING
 64. 1/2" OF CONC FINISHING
 65. 1/2" OF CONC FINISHING
 66. 1/2" OF CONC FINISHING
 67. 1/2" OF CONC FINISHING
 68. 1/2" OF CONC FINISHING
 69. 1/2" OF CONC FINISHING
 70. 1/2" OF CONC FINISHING
 71. 1/2" OF CONC FINISHING
 72. 1/2" OF CONC FINISHING
 73. 1/2" OF CONC FINISHING
 74. 1/2" OF CONC FINISHING
 75. 1/2" OF CONC FINISHING
 76. 1/2" OF CONC FINISHING
 77. 1/2" OF CONC FINISHING
 78. 1/2" OF CONC FINISHING
 79. 1/2" OF CONC FINISHING
 80. 1/2" OF CONC FINISHING
 81. 1/2" OF CONC FINISHING
 82. 1/2" OF CONC FINISHING
 83. 1/2" OF CONC FINISHING
 84. 1/2" OF CONC FINISHING
 85. 1/2" OF CONC FINISHING
 86. 1/2" OF CONC FINISHING
 87. 1/2" OF CONC FINISHING
 88. 1/2" OF CONC FINISHING
 89. 1/2" OF CONC FINISHING
 90. 1/2" OF CONC FINISHING
 91. 1/2" OF CONC FINISHING
 92. 1/2" OF CONC FINISHING
 93. 1/2" OF CONC FINISHING
 94. 1/2" OF CONC FINISHING
 95. 1/2" OF CONC FINISHING
 96. 1/2" OF CONC FINISHING
 97. 1/2" OF CONC FINISHING
 98. 1/2" OF CONC FINISHING
 99. 1/2" OF CONC FINISHING
 100. 1/2" OF CONC FINISHING



KEYNOTES - ELEVATIONS

- 1 CONCRETE TILT-UP PANEL FINISHES:
FRONT GRADE WALLS: 2 1/2" OF BURNING WATERPROOF ALL WALLS WHERE CONTACT IS MADE AND FLASHING TO THE INSIDE ON THE SIDE. WATERPROOF TO BE PROTECTED WITH PROTECTIVE BOARD AND A MIN. OF 4" OF GROUT. PROVIDE FLASHING DRAIN AT BOTTOM AND BURNING IN CASE OF LEAK TO SEALER DRAIN. NOT REQUIRED AT DOOR HIGH CONDITION OR AT RAMP WALLS OVERLAP JOINT.
- 2 PANEL FINISHES: ALL BE FINISH TO 1/2" MAX. OF 3" TYP. OVERLAP. SEPAR. DRAIN TO MATCH ADJACENT BUILDING FIELD 1 FLOOR UARD.
- 3 OVERHEAD DOOR IN GROUND. SEE FLOOR FINISHES. PROVIDE COMPLETE WEATHER-STRIPPING PROTECTION ALL AROUND.
- 4 CONCRETE CORN. LINERS AND CORNERS W/ METAL FINE FINISH. PROVIDE FOR 1/2" CORN. LINERS TO MATCH ADJACENT BUILDING FIELD 1 FLOOR UARD. PROVIDE COMPLETE WEATHER-STRIPPING PROTECTION ALL AROUND.
- 5 OVERHEAD DOOR IN DOOR HIGH. SEE DOOR SCHEDULE. PROVIDE COMPLETE WEATHER-STRIPPING PROTECTION ALL AROUND.
- 6 CONCRETE TILT-UP PANEL FINISHES:
FRONT GRADE WALLS: 2 1/2" OF BURNING WATERPROOF ALL WALLS WHERE CONTACT IS MADE AND FLASHING TO THE INSIDE ON THE SIDE. WATERPROOF TO BE PROTECTED WITH PROTECTIVE BOARD AND A MIN. OF 4" OF GROUT. PROVIDE FLASHING DRAIN AT BOTTOM AND BURNING IN CASE OF LEAK TO SEALER DRAIN. NOT REQUIRED AT DOOR HIGH CONDITION OR AT RAMP WALLS OVERLAP JOINT.
- 7 CHAMP
- 8 INSIDE METAL DOORS SEE DOOR SCHEDULE.
FRONT GRADE WALLS: 2 1/2" OF BURNING WATERPROOF ALL WALLS WHERE CONTACT IS MADE AND FLASHING TO THE INSIDE ON THE SIDE. WATERPROOF TO BE PROTECTED WITH PROTECTIVE BOARD AND A MIN. OF 4" OF GROUT. PROVIDE FLASHING DRAIN AT BOTTOM AND BURNING IN CASE OF LEAK TO SEALER DRAIN. NOT REQUIRED AT DOOR HIGH CONDITION OR AT RAMP WALLS OVERLAP JOINT.
- 9 EXTERIOR DOWNPOUT AND EXTERIOR SCRAPERS
- 10 DOOR BUMPER
- 11 ALUMINUM SUBSTITUTION FRAMING WITH FINISHED SLABING AT ALL CORN. PROVIDE FLASHING TO DOOR AND FLASHING WITH BOTTOMS LESS THAN 1/2" ABOVE FINISH FLOOR ELEVATION
- 12 INTERIOR FLOOR LINER AND EXTERIOR SCRAPERS

GENERAL NOTES - ELEVATIONS

- A ALL PANEL CORNERS CHANGED TO DOOR AT DOOR OPENING UNLESS NOTED OTHERWISE
- B ALL PANEL FINISHES TO BE 1/2" MAX. UNLESS NOTED OTHERWISE
- C TOP 1/2" - 1/2" OF PANELS FINISHES
- D 1/2" - 1/2" PANEL FINISHES
- E PROVIDE COMPLETE WEATHER STRIP ATTACHMENT AND FINISHES COMPLETE WEATHER STRIPING AT ALL DOOR OPENINGS TO MATCH ADJACENT BUILDING FIELD 1 FLOOR UARD.
- F CONTRACTOR SHALL TIE PANELS TO CONCRETE PANEL BY REINFORCING BARS AT ALL JOINTS.
- G ALL JOINTS OF CONCRETE TO HAVE SMOOTH FINISH AND BE FINISH WITH 1/2" SPACER. FLASHING ALLOW SPACE BEHIND FINISHES TO BREATHE.
- H ALL FINISHES MUST BE PROTECTED FROM ALL DAMAGE.
- I THE F.F.A. CORN. OF PANEL TO BE BOLTED-ON AND THE SECOND CORN. TO BE SPREAD-ON.

COLOR SCHED. - ELEVATIONS

- | | |
|-----------------------------------|---|
| 1 CONCRETE TILT-UP PANEL FINISHES | FRONT GRADE WALLS: 2 1/2" OF BURNING WATERPROOF ALL WALLS WHERE CONTACT IS MADE AND FLASHING TO THE INSIDE ON THE SIDE. WATERPROOF TO BE PROTECTED WITH PROTECTIVE BOARD AND A MIN. OF 4" OF GROUT. PROVIDE FLASHING DRAIN AT BOTTOM AND BURNING IN CASE OF LEAK TO SEALER DRAIN. NOT REQUIRED AT DOOR HIGH CONDITION OR AT RAMP WALLS OVERLAP JOINT. |
| 2 CONCRETE TILT-UP PANEL FINISHES | FRONT GRADE WALLS: 2 1/2" OF BURNING WATERPROOF ALL WALLS WHERE CONTACT IS MADE AND FLASHING TO THE INSIDE ON THE SIDE. WATERPROOF TO BE PROTECTED WITH PROTECTIVE BOARD AND A MIN. OF 4" OF GROUT. PROVIDE FLASHING DRAIN AT BOTTOM AND BURNING IN CASE OF LEAK TO SEALER DRAIN. NOT REQUIRED AT DOOR HIGH CONDITION OR AT RAMP WALLS OVERLAP JOINT. |
| 3 CONCRETE TILT-UP PANEL FINISHES | FRONT GRADE WALLS: 2 1/2" OF BURNING WATERPROOF ALL WALLS WHERE CONTACT IS MADE AND FLASHING TO THE INSIDE ON THE SIDE. WATERPROOF TO BE PROTECTED WITH PROTECTIVE BOARD AND A MIN. OF 4" OF GROUT. PROVIDE FLASHING DRAIN AT BOTTOM AND BURNING IN CASE OF LEAK TO SEALER DRAIN. NOT REQUIRED AT DOOR HIGH CONDITION OR AT RAMP WALLS OVERLAP JOINT. |
| 4 CHAMP | FRONT GRADE WALLS: 2 1/2" OF BURNING WATERPROOF ALL WALLS WHERE CONTACT IS MADE AND FLASHING TO THE INSIDE ON THE SIDE. WATERPROOF TO BE PROTECTED WITH PROTECTIVE BOARD AND A MIN. OF 4" OF GROUT. PROVIDE FLASHING DRAIN AT BOTTOM AND BURNING IN CASE OF LEAK TO SEALER DRAIN. NOT REQUIRED AT DOOR HIGH CONDITION OR AT RAMP WALLS OVERLAP JOINT. |
| 5 WALLING | FRONT GRADE WALLS: 2 1/2" OF BURNING WATERPROOF ALL WALLS WHERE CONTACT IS MADE AND FLASHING TO THE INSIDE ON THE SIDE. WATERPROOF TO BE PROTECTED WITH PROTECTIVE BOARD AND A MIN. OF 4" OF GROUT. PROVIDE FLASHING DRAIN AT BOTTOM AND BURNING IN CASE OF LEAK TO SEALER DRAIN. NOT REQUIRED AT DOOR HIGH CONDITION OR AT RAMP WALLS OVERLAP JOINT. |
| 6 GLAZING | FRONT GRADE WALLS: 2 1/2" OF BURNING WATERPROOF ALL WALLS WHERE CONTACT IS MADE AND FLASHING TO THE INSIDE ON THE SIDE. WATERPROOF TO BE PROTECTED WITH PROTECTIVE BOARD AND A MIN. OF 4" OF GROUT. PROVIDE FLASHING DRAIN AT BOTTOM AND BURNING IN CASE OF LEAK TO SEALER DRAIN. NOT REQUIRED AT DOOR HIGH CONDITION OR AT RAMP WALLS OVERLAP JOINT. |

GLAZING LEGEND

- 1 TINTED SPARGED GLASS
- 2 TINTED SPARGED GLASS
- 3 TINTED SPARGED GLASS
- 4 TINTED SPARGED GLASS
- 5 TINTED SPARGED GLASS

PAINT AND MATERIAL LEGEND

- 1 CONCRETE TILT-UP PANEL FINISHES
- 2 CONCRETE TILT-UP PANEL FINISHES
- 3 CONCRETE TILT-UP PANEL FINISHES
- 4 CHAMP
- 5 WALLING
- 6 GLAZING

HPA
CORPORATION

Hpa, Inc.
19851 Berkeley Avenue - Ste. #100
Irvine, CA 92612
Tel: 949-453-1177
Fax: 949-453-1851
e-mail: hpa@hpa.com

Owner:
PROLOGIS

PROLOGIS
8917 East Colton Street - Ste. 800
Orland, CA 91771
Tel: 909-672-6720

Project:
MORENO VALLEY
LOGISTICS CENTER

Indian Street
Moreno Valley, CA 92551

Consultants:

Thames Engineering
Thames Landscape

Title: Elevations

Project Number: 14282
Drawn by: J.E.C.
Date: 11-10-2014
Revision:

Sheet
4-DAB-A3.1

DEVELOPER:

PROLOGIS
2817 E. CEDAR STREET, SUITE 200
ONTARIO, CALIFORNIA 91761
PHONE: (909) 673-8700
FAX: (913) 673-8702
ATTN: SCOTT KALKAY

ARCHITECT:

HPA, INC.
18831 BARDEEN AV., SUITE 100
IRVINE, CALIFORNIA 92612
PHONE: (949) 863-1770
FAX: (949) 863-0891
ATTN: JUAN COLO

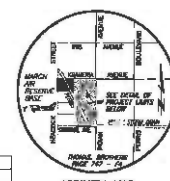
TENTATIVE PARCEL MAP NO. 36150

IN THE CITY OF MORENO VALLEY, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA
BEING A SUBDIVISION OF LOT 18 AND PORTIONS OF LOTS 20, 22, 24 AND 26, BLOCK 3 OF INVERSA ALTAJA ACRES,
AS PER MAP FILED IN BOOK 4, PAGE 21 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

MORENO VALLEY LOGISTICS CENTER

OWNER:

MORRISON COUNTY PROPERTIES
C/O LAMB & KAWANAKI LLP
333 SOUTH GRAND AVENUE, SUITE 4200
LOS ANGELES, CA 90071
PHONE: (213) 630-55
FAX: (213) 630-5535



- EXISTING EASEMENTS:**
- AN EASEMENT FOR WATER AND SEWERAGE PURPOSES...
 - AN EASEMENT FOR PUBLIC UTILITY PURPOSES...
 - AN EASEMENT FOR PUBLIC UTILITY PURPOSES...
 - AN EASEMENT FOR PUBLIC UTILITY PURPOSES...
 - AN EASEMENT FOR PUBLIC UTILITY PURPOSES...
 - AN EASEMENT FOR PUBLIC UTILITY PURPOSES...
 - AN EASEMENT FOR PUBLIC UTILITY PURPOSES...
 - AN EASEMENT FOR PUBLIC UTILITY PURPOSES...
 - AN EASEMENT FOR PUBLIC UTILITY PURPOSES...
 - AN EASEMENT FOR PUBLIC UTILITY PURPOSES...

- PROPOSED EASEMENTS:**
- THIS PARCEL IS OFFERED FOR PUBLIC UTILITY PURPOSES...
 - FOR PUBLIC UTILITY PURPOSES AND TO BE INCORPORATED...

- LEGAL DESCRIPTION:**
- APN 318-100-002 AND PORTIONS OF APN 318-100-001 & 003
PARCEL 2 OF 1/2 OF THE UNDIVIDED PARTS OF THE CITY AND COUNTY OF RIVERSIDE, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, RECORDS SECTION 18, 2012 AS DOCUMENT NO. 20120108018, OF OFFICIAL RECORDS OF SAID COUNTY, COVERING 2,847.277 SQ. FT. OR 6.588 ACRES.

- LEGAL DESCRIPTION:**
- PARCEL 1 OF 1/2 OF THE UNDIVIDED PARTS OF THE CITY AND COUNTY OF RIVERSIDE, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, RECORDS SECTION 18, 2012 AS DOCUMENT NO. 20120108018, OF OFFICIAL RECORDS OF SAID COUNTY, COVERING 2,847.277 SQ. FT. OR 6.588 ACRES.

- LEGAL DESCRIPTION:**
- PARCEL 3 OF 1/2 OF THE UNDIVIDED PARTS OF THE CITY AND COUNTY OF RIVERSIDE, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, RECORDS SECTION 18, 2012 AS DOCUMENT NO. 20120108018, OF OFFICIAL RECORDS OF SAID COUNTY, COVERING 2,847.277 SQ. FT. OR 6.588 ACRES.

- PROJECT NOTES:**
- THIS IS A TENTATIVE PARCEL MAP...
 - THE PROPERTY OWNER...
 - THE PROPERTY OWNER...
 - THE PROPERTY OWNER...
 - THE PROPERTY OWNER...
 - THE PROPERTY OWNER...
 - THE PROPERTY OWNER...
 - THE PROPERTY OWNER...
 - THE PROPERTY OWNER...
 - THE PROPERTY OWNER...

- REVISIONS:**
- | NO. | DESCRIPTION | DATE |
|-----|-------------|------|
| 1 | | |
| 2 | | |
| 3 | | |
| 4 | | |
| 5 | | |
| 6 | | |
| 7 | | |
| 8 | | |
| 9 | | |
| 10 | | |

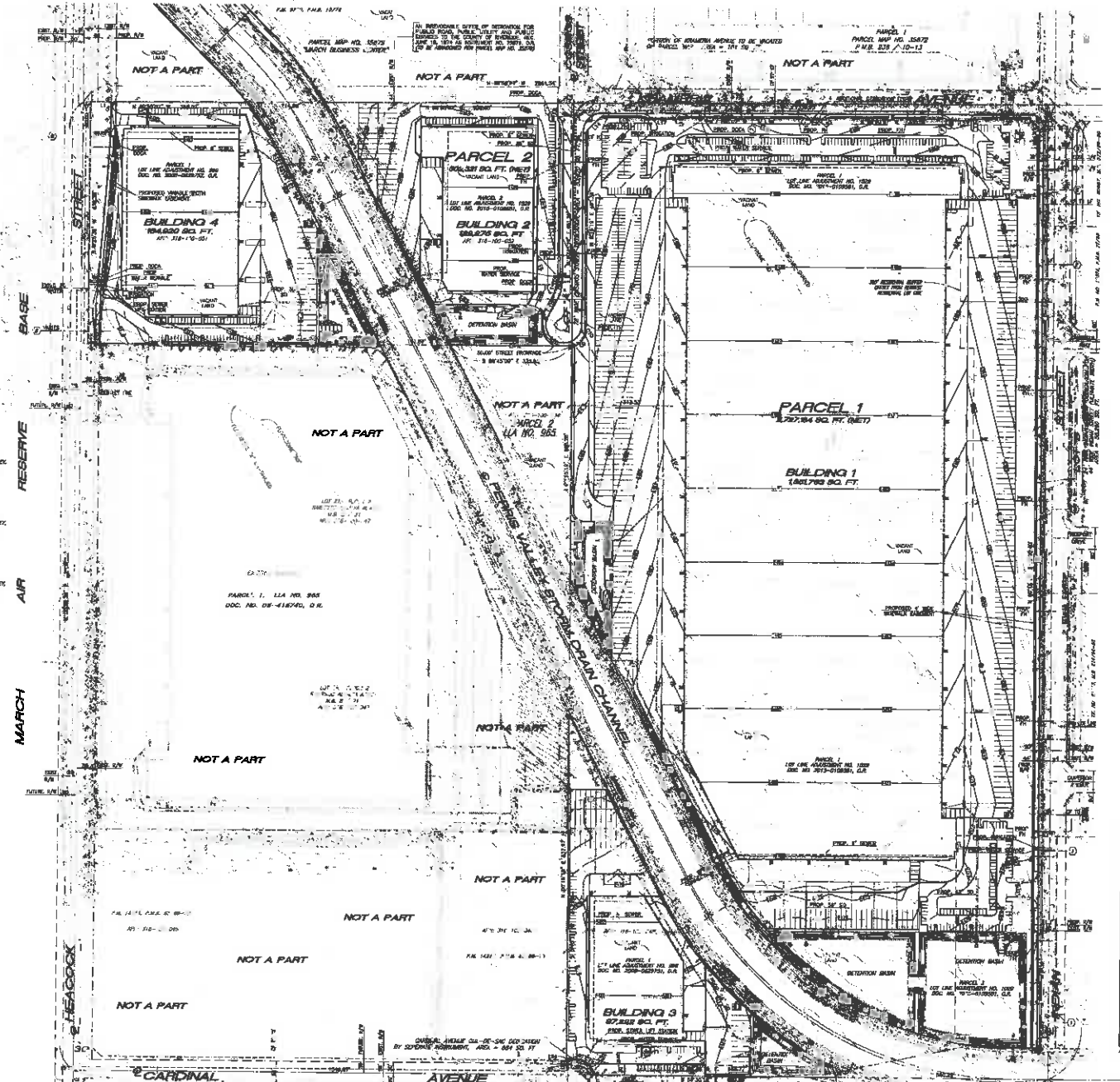


Table with columns: LINE NO., LINE BEARING, LINE DISTANCE. Lists boundary measurements for various parcels.

Table with columns: AREA, ACRES. Lists area summary for various parcels and project totals.

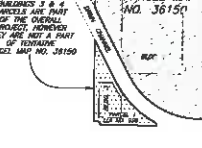
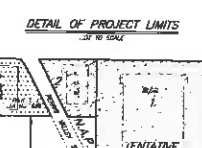
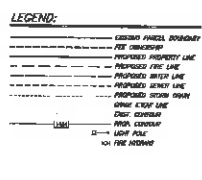
Table with columns: ITEM, QUANTITY, UNIT. Lists project items and quantities.

Table with columns: ITEM, QUANTITY, UNIT. Lists project items and quantities.

Table with columns: ITEM, QUANTITY, UNIT. Lists project items and quantities.

Table with columns: ITEM, QUANTITY, UNIT. Lists project items and quantities.

Table with columns: ITEM, QUANTITY, UNIT. Lists project items and quantities.

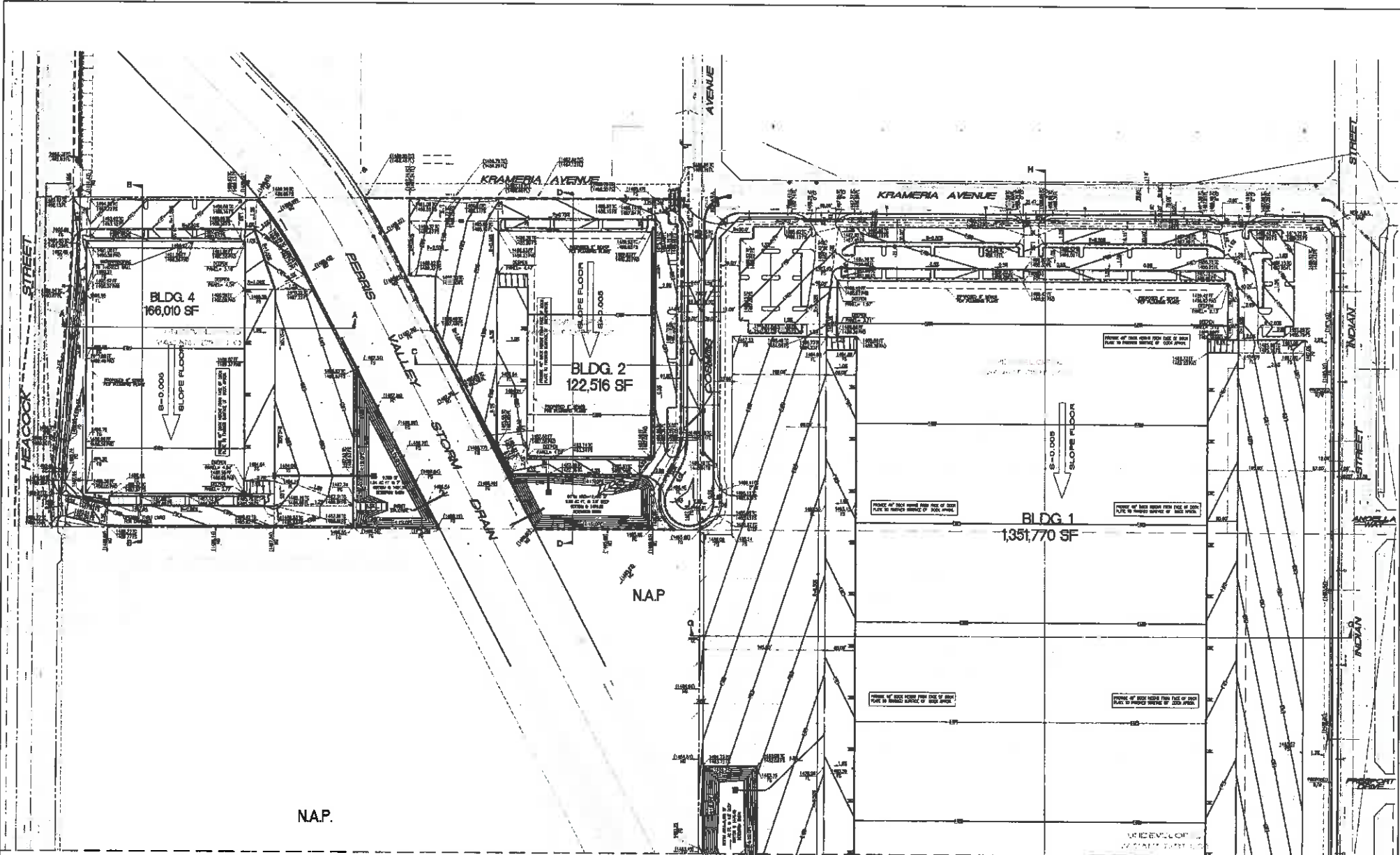


UTILITY PROVIDERS/AGENCIES:

- SEWER: CALIFORNIA WATER SERVICE DISTRICT...
- WATER: CALIFORNIA WATER SERVICE DISTRICT...
- NATURAL GAS SERVICE: CALIFORNIA GAS SERVICE...
- TRUCKING: CALIFORNIA TRUCKING...
- TRUCKING: CALIFORNIA TRUCKING...
- TRUCKING: CALIFORNIA TRUCKING...
- TRUCKING: CALIFORNIA TRUCKING...
- TRUCKING: CALIFORNIA TRUCKING...
- TRUCKING: CALIFORNIA TRUCKING...
- TRUCKING: CALIFORNIA TRUCKING...
- TRUCKING: CALIFORNIA TRUCKING...

APPLICANT / REPRESENTATIVE: Thienes Engineering, Inc. Includes signature and date.

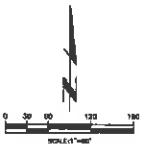
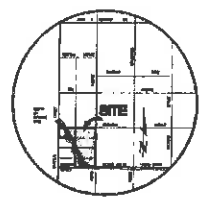




NAP.

NAP.

MATCHLINE SEE SHEET 2



EARTHWORK ANALYSIS: BUILDING #4

EXISTING CONDITIONS		PROPOSED CONDITIONS	
AREA (SQ. FT.)	12,450	AREA (SQ. FT.)	12,450
VOLUME (CU. YD.)	1,200	VOLUME (CU. YD.)	1,200
PERCENTAGE (%)	100	PERCENTAGE (%)	100

EARTHWORK ANALYSIS: BUILDING #3

EXISTING CONDITIONS		PROPOSED CONDITIONS	
AREA (SQ. FT.)	12,450	AREA (SQ. FT.)	12,450
VOLUME (CU. YD.)	1,200	VOLUME (CU. YD.)	1,200
PERCENTAGE (%)	100	PERCENTAGE (%)	100

EARTHWORK ANALYSIS: BUILDING #2

EXISTING CONDITIONS		PROPOSED CONDITIONS	
AREA (SQ. FT.)	12,450	AREA (SQ. FT.)	12,450
VOLUME (CU. YD.)	1,200	VOLUME (CU. YD.)	1,200
PERCENTAGE (%)	100	PERCENTAGE (%)	100

EARTHWORK ANALYSIS: BUILDING #1

EXISTING CONDITIONS		PROPOSED CONDITIONS	
AREA (SQ. FT.)	12,450	AREA (SQ. FT.)	12,450
VOLUME (CU. YD.)	1,200	VOLUME (CU. YD.)	1,200
PERCENTAGE (%)	100	PERCENTAGE (%)	100

ENGINEER:
T&E Thienes Engineering, Inc.
 CIVIL ENGINEERING & LAND SURVEYING
 14140 FREEMAN, SUITE 200
 LA BREA, CALIFORNIA 90008
 PHONE (310) 481-1111 FAX (310) 481-1112

PREPARED FOR:
 PAVAN DEVELOPMENT COMPANY, INC.
 2011 S. BRICK STREET, SUITE 200
 MORENO VALLEY, CA 92553
 PHONE (951) 396-2800
 FAX (951) 397-0948

COUNTY OF RIVERSIDE

CONCEPTUAL GRADING PLAN
INDIAN BUSINESS PARK
CITY OF MORENO VALLEY

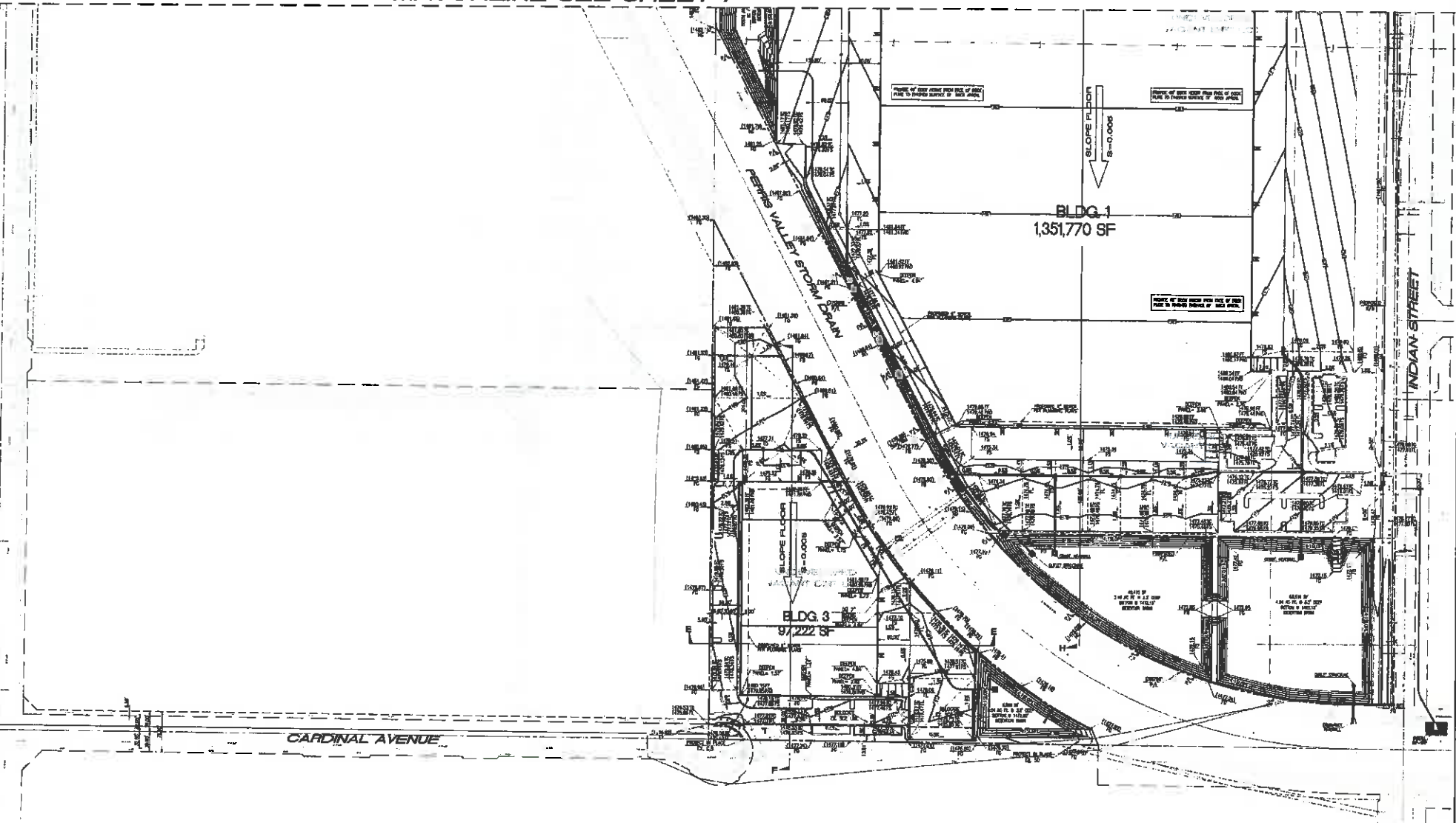
SHEET
1
 OF
5
 17 - APR 04, 2004

MATCHLINE SEE SHEET 1

HEACOCK STREET

INDIAN STREET

CARDINAL AVENUE



ENGINEER:
 Thielen Engineering, Inc.
 CIVIL ENGINEERING & LAND SURVEYING
 15400 TIMBERLINE ROAD, SUITE 100
 LA HABRA, CALIFORNIA 92653
 PHONE (714) 961-4111 FAX (714) 961-4112

PREPARED FOR:
 PARKVIEW DEVELOPMENT COMPANY, INC.
 28411 S. BIRD STREET, SUITE 100
 BERRIDGE, CALIFORNIA 92508
 PHONE (951) 298-2280
 FAX (951) 267-4740

COUNTY OF RIVERSIDE
 CONCEPTUAL GRADING PLAN
 INDIAN BUSINESS PARK
 CITY OF MORENO VALLEY

SHEET	2
OF	5

T.E. 08/14/2010

SECTION A-A

SECTION B-B

SECTION C-C

SECTION D-D

SECTION E-E

SECTION F-F

SECTION G-G

SECTION H-H

COUNTY OF RIVERSIDE

CONCEPTUAL GRADING PLAN
INDIAN BUSINESS PARK
CITY OF MORENO VALLEY

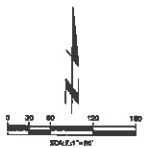
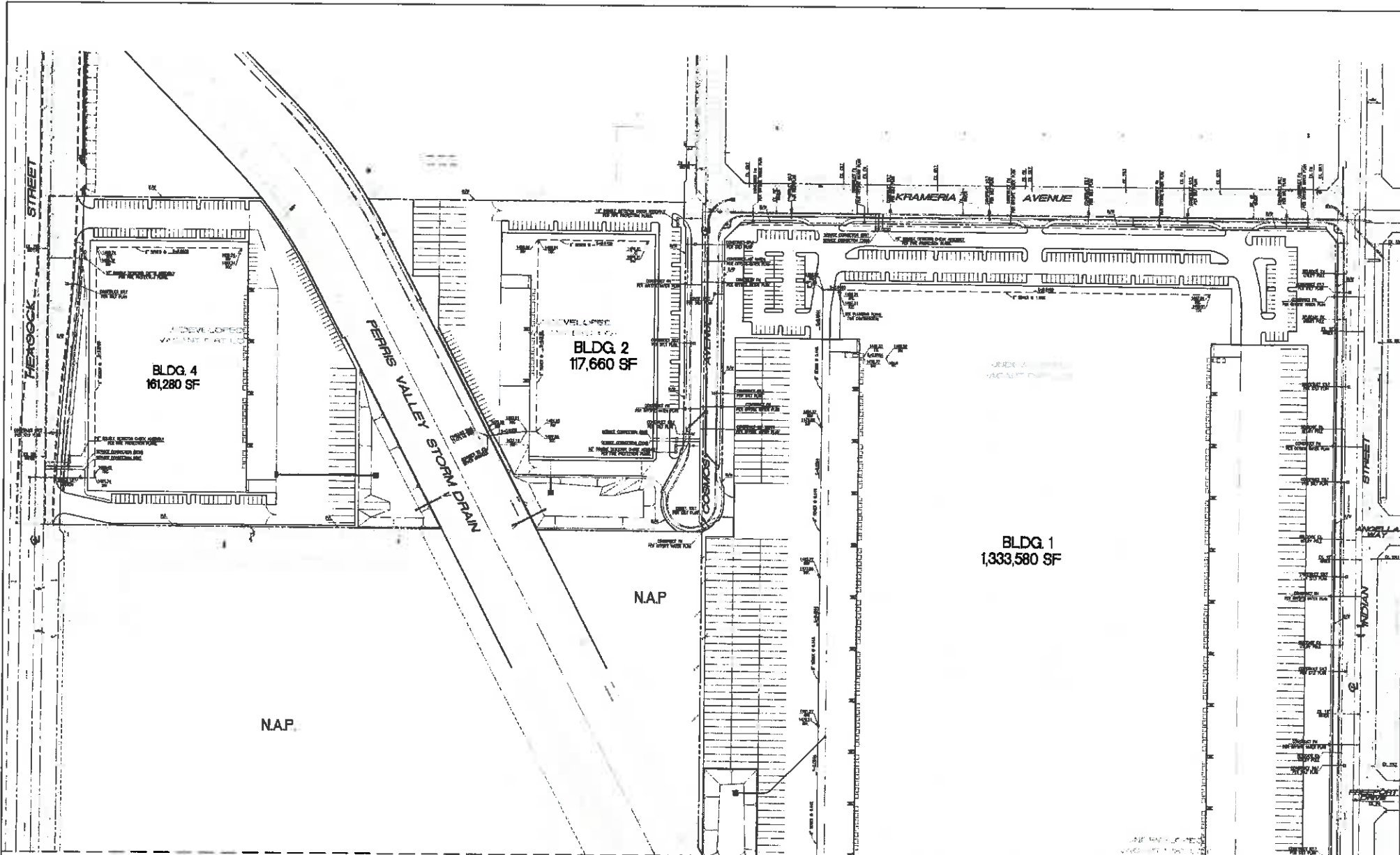
SHEET
3
OF
5

ENGINEER:

T&E Thienes Engineering, Inc.
CIVIL ENGINEERS & LAND SURVEYORS
13345 FREEBORN BOULEVARD
LA BREA, CALIFORNIA 90045
PH: (714) 481-2871 FAX: (714) 481-2872

PREPARED FOR:

FRONTIER DEVELOPMENT COMPANY, INC.
20411 S. 85TH STREET, SUITE 200
MORTON, ILL. 62450
PHONE: (618) 236-2880
FAX: (618) 237-8440



ENGINEER:
Thienes Engineering, Inc.
 CIVIL ENGINEERING • LAND SURVEYING
 13348 PINSTONE BOULEVARD
 LA BREA, CALIFORNIA 90008
 PH: (310) 411-1111 FAX: (310) 411-1112

PREPARED FOR:
 PRINTEM DEVELOPMENT COMPANY, INC.
 20411 S. BIRD STREET, SUITE 205
 NEWPORT BEACH, CA 92660
 PHONE: (949) 256-2300
 FAX: (949) 267-6942

COUNTY OF RIVERSIDE

CONCEPTUAL UTILITY PLAN
 INDIAN BUSINESS PARK
 CITY OF MORENO VALLEY

SHEET
 4
 OF
 5

17. JUN 14, 2010

MATCHLINE SEE SHEET 3

HEACOCK STREET

N.A.P.

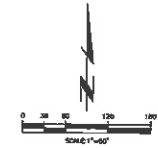
BLDG. 1
1,333,580 SF

FERRIS VALLEY STORM DRAIN

BLDG. 3
93,660 SF

CARDINAL AVENUE

INDIAN STREET



ENGINEER:
 Thieme Engineering, Inc.
 1400 COLUMBIAN • 1400 BUILDING
 14340 RIVERSIDE BOULEVARD
 14 ANTON, CALIFORNIA 92508
 PH: (951) 881-1337 FAX: (951) 881-4173

PREPARED FOR:
 PARKVIEW DEVELOPMENT COMPANY, INC.
 20411 S. 8800 STREET, SUITE 202
 NORTH RIVER, CA 92540
 PHONE: (949) 296-7560
 FAX: (949) 387-4410

COUNTY OF RIVERSIDE	
CONCEPTUAL UTILITY PLAN INDIAN BUSINESS PARK CITY OF MORENO VALLEY	
SHEET	5
OF	5
T.E. JOB NO. 2549	

Methods for Determining Concentrations of People

One criterion used in the *Riverside County Airport Land Use Compatibility Plan* is the maximum number of people per acre that can be present in a given area at any one time. If a proposed use exceeds the maximum density, it is considered inconsistent with compatibility planning policies. This appendix provides some guidance on how the people-per-acre determination can be made.

The most difficult part about making a people-per-acre determination is estimating the number of people likely to use a particular facility. There are several methods which can be utilized, depending upon the nature of the proposed use:

- ▶ **Parking Ordinance**—The number of people present in a given area can be calculated based upon the number of parking spaces provided. Some assumption regarding the number of people per vehicle needs to be developed to calculate the number of people on-site. The number of people per acre can then be calculated by dividing the number of people on-site by the size of the parcel in acres. This approach is appropriate where the use is expected to be dependent upon access by vehicles. Depending upon the specific assumptions utilized, this methodology typically results in a number in the low end of the likely intensity for a given land use.
- ▶ **Maximum Occupancy**—The Uniform or California Building Code can be used as a standard for determining the maximum occupancy of certain uses. The chart provided as Table C1 indicates the required number of square feet per occupant. The number of people on the site can be calculated by dividing the total floor area of a proposed use by the minimum square feet per occupant requirement listed in the table. The maximum occupancy can then be divided by the size of the parcel in acres to determine the people per acre. Surveys of actual occupancy levels conducted by various agencies have indicated that many retail and office uses are generally occupied at no more than 50% of their maximum occupancy levels, even at the busiest times of day. Therefore, the number of people calculated for office and retail uses should usually be adjusted (50%) to reflect the actual occupancy levels before making the final people per acre determination. Even with this adjustment, the UBC-based methodology typically produces intensities at the high end of the likely range.
- ▶ **Survey of Similar Uses**—Certain uses may require an estimate based upon a survey of similar uses. This approach is more difficult, but is appropriate for uses which because of the nature of the use, cannot be reasonably estimated based upon parking or square footage.

Table C2 shows sample calculations.

APPENDIX C METHODS FOR DETERMINING CONCENTRATIONS OF PEOPLE

<u>Use</u>	<u>Minimum Square Feet per Occupant</u>
1. Aircraft Hangars (no repair)	500
2. Auction Rooms	7
3. Assembly Areas, Concentrated Use (without fixed seats)	7
Auditoriums	
Churches and Chapels	
Dance Floors	
Lobby Accessory to Assembly Occupancy	
Lodge Rooms	
Reviewing Stands	
Stadiums	
Waiting Areas	3
4. Assembly Areas, Less Concentrated Use	15
Conference Rooms	
Dining Rooms	
Drinking Establishments	
Exhibit Rooms	
Gymnasiums	
Lounges	
Stages	
Gaming	11
5. Bowling Alley (assume no occupant load for bowling lanes)	4
6. Children's Homes and Homes for the Aged	80
7. Classrooms	20
8. Congregate Residences	200
9. Courtrooms	40
10. Dormitories	50
11. Dwellings	300
12. Exercising Rooms	50
13. Garage, Parking	200
14. Health-Care Facilities	80
Sleeping Rooms	120
Treatment Rooms	240
15. Hotels and Apartments	200
16. Kitchen – Commercial	200
17. Library Reading Room	50
Stack Areas	100
18. Locker Rooms	50
19. Mails	Varies
20. Manufacturing Areas	200
21. Mechanical Equipment Room	300
22. Nurseries for Children (Daycare)	35
23. Offices	100
24. School Shops and Vocational Rooms	50
25. Skating Rinks	50 on the skating area; 15 on the deck
26. Storage and Stock Rooms	300
27. Stores — Retail Sales Rooms	
Basements and Ground Floors	30
Upper Floors	60
28. Swimming Pools	50 for the pool area; 15 on the deck
29. Warehouses	500
30. All Others	100

Source: California Building Code (1998), Table 10-A

Table C1

Occupancy Levels—California Building Code

- (2) To ensure compliance with these criteria, an acoustical study shall be required to be completed for any development proposed to be situated where the aviation-related noise exposure is more than 20 dB above the interior standard (e.g., within the CNEL 60 dB contour where the interior standard is CNEL 40 dB). Standard building construction is presumed to provide adequate sound attenuation where the difference between the exterior noise exposure and the interior standard is 20 dB or less.

2.4 *Supporting Compatibility Criteria for Safety:*

- (a) Countywide Policy 4.2.3: The acceptability of land uses of special concern within certain compatibility zones around March ARB/IPA shall be evaluated in accordance with the criteria indicated in Table MA-2. The criteria listed in Countywide Policy 4.2.3 do not apply.
- (b) Countywide Policy 4.2.4: The requirements for open land do not apply to the vicinity of March ARB/IPA except with regard to Compatibility Zones A and B1.
- (c) Countywide Policy 4.2.5: For the vicinity of March ARB/IPA, new nonresidential development shall not be clustered in a manner that would result in a usage intensity within any one acre (the number of people per single acre) exceeding the limits specified in Table MA-2. Clustering of residential development is encouraged, but the density within any one acre shall be limited to no more than 4.0 times the allowable average density for the zone in which the development is proposed.
- (d) Countywide Policy 4.2.6: The policy concerning risk reduction through building design is not applicable to the March ARB/IPA influence area.
- (e) Calculation of Usage Intensities for Retail Uses: Notwithstanding the provisions of Appendix C and Table C1 of the *Riverside County Airport Land Use Compatibility Plan*, the usage intensities of retail sales and display areas (a.k.a. mercantile areas) or “showrooms” (excluding restaurants and other uses specifically identified separately from retail/mercantile in Table C1) shall be evaluated as having an occupancy level of 115 gross square feet per person without eligibility for the 50 percent reduction in the resulting usage intensity (people per acre) as described in the appendix.
- (f) Calculation of Usage Intensities for Warehouse Uses: Notwithstanding the provisions of Appendix C and Table C1 of the *Riverside County Airport Land Use Compatibility Plan*, the usage intensities of warehouses, distribution centers, e-commerce centers, fulfillment centers, and similar uses in buildings larger than 200,000 gross square feet, exclusive of offices, conference rooms, break rooms and other uses identified separately from warehouses in Table C1, shall be calculated as follows:
 - (1) High-cube warehouses and distribution centers, other than e-commerce centers and fulfillment centers, shall be evaluated on the basis of 35% of the usage intensity that results from the occupancy level indicated in Table C1.
 - (2) E-commerce centers, fulfillment centers, and other similar uses shall be evaluated on the basis of 50% of the usage intensity that results from the occupancy level indicated in Table C1.

- (3) Office space in these buildings shall be evaluated on the basis of 50% of the usage intensity that results from the occupancy level indicated in Table C1. All other separately identified uses shall be evaluated on the basis of the occupancy level listed for the respective use in Table C1.

2.5 *Supporting Compatibility Criteria for Airspace Protection:*

- (a) *Countywide Policy 4.3.3:* For proposed objects in the March ARB/IPA vicinity, the heights requiring ALUC review shall be as specified in Table MA-2.
- (b) *Countywide Policy 4.3.4:* Heights of objects shall be restricted in accordance with the airspace protection surfaces depicted in Table MA-2.
- (c) *Countywide Policy 4.3.5:* The compatibility zones within which dedication of an avigation easement shall be required as a condition of development is as indicated in Table MA-2. Except within Compatibility Zone A, avigation easements shall be dedicated to the March Inland Port Airport Authority or other civilian agency that may supersede it (successor-in-interest). Any avigation easements required within Zone A shall be dedicated to the United States of America.
- (d) *Countywide Policy 4.3.7:* Additional hazards to flight as listed in Table MA-2 are to be avoided in the vicinity of March ARB/IPA.

2.6 *Supporting Compatibility Criteria for Overflight:*

- (a) *Countywide Policy 4.4.3:* The compatibility zones within which a deed notice shall be required as a condition of development are as indicated in Table MA-2.

2.7 *Site-Specific Exceptions:*

Four development projects near March ARB have received entitlements in the form of Development Agreements or Disposition and Development Agreements from the respective jurisdictions prior to adoption of the *ALUCP* by the Riverside County ALUC. As such, exceptions to the compatibility criteria outlined in the preceding subsections are granted for these projects provided that they meet the conditions indicated below. (The locations of these exceptions are shown on Map MA-1 and the numbers below correspond to the numbering on that map.)

Exceptions for Sites 1 through 4 are valid only as long as the indicated specific plans and associated development agreements remain in effect. Any changes to the specific plans must be reviewed by the ALUC to ensure that increases in intensity of the proposed development would not result from the changes. Further, if the development agreements should expire, the criteria applicable to the property for which these exceptions apply shall revert to the underlying compatibility criteria indicated in this *ALUCP*.

- (a) *(Exception Site 1) March Business Center Specific Plan (SP-1) and Meridian (SP-5), March Joint Powers Authority*
 - (1) Situated in Compatibility Zones B1, B2, C1, C2 and D.
 - (2) March Business Center, a 1,032-acre, non-residential business park located at the southwest corner of Alessandro Boulevard and I-215 freeway within the March Joint Powers Authority, approved with specific airport compatibility provisions

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 Fridays, from 9:00 a.m. to 5:00 p.m.

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

DATE OF HEARING: October 8, 2015

TIME OF HEARING: 9:00 A.M.

CASE DESCRIPTION:

ZAP1137MA15 – Prologis, LP (Representative: Grant Henninger, T&B Planning) – City of Moreno Valley Case Nos.: PA15-0014, PA15-0015, PA15-0016, PA15-0017 (Plot Plans), PA15-0018 (Tentative Parcel Map No. 36150, and PA15-036 (Specific Plan Amendment). The applicant proposes development of Moreno Valley Logistics Center, consisting of four industrial (predominantly warehouse) buildings. Building 1 (PA15-0014) would have a gross floor area of 1,351,770 square feet, including 30,000 square feet of office space. Building 2 (PA15-0015) would have a gross floor area of 122,516 square feet, including 10,000 square feet of office space. Buildings 1 and 2 would be located westerly of Indian Street, southerly of Krameria Avenue, and northeasterly of the drainage channel. Building 3 (PA15-0016) would have a gross floor area of 97,222 square feet, and Building 4 (PA15-0017) would have a gross floor area of 166,010 square feet. Buildings 3 and 4 would be located easterly of Heacock Avenue, northerly of Cardinal Avenue, and southwesterly of the drainage channel. Tentative Parcel Map No. 36150 (PA15-0017) would divide the portion of the site easterly of the drainage channel (69.55 acres) into two lots, so that Buildings 1 and 2 would be on separate legal lots. The applicant also proposes to amend (PA15-036) the Moreno Valley Industrial Specific Plan (Specific Plan No. 208) so as to allow the buffer between industrial and residential uses along the west side of Indian Street southerly of Krameria Avenue and northerly of the drainage channel to be reduced from 250 feet to 100 feet. (Airport Compatibility Zones C1 [Buildings 3 and 4] and D [Buildings 1 and 2] 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 Ms. Julia Descoteaux of the City of Moreno Valley Planning Division at (951) 413-3209.

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

ALUC Identification No.

ZAP 1137MAIS

PROJECT PROPONENT (TO BE COMPLETED BY APPLICANT)

Date of Application June 17, 2015
 Property Owner Prologis (Contact: Scott Mulkay) Phone Number 909-673-8730
 Mailing Address 2817 E. Cedar St. #200
Ontario, CA 91761

Agent (if any) T&B Planning, Inc. (Contact: Grant Henninger) Phone Number 714-505-6360 x106
 Mailing Address 17542 E. 17th Street, Suite 100
Tustin, CA 92807

PROJECT LOCATION (TO BE COMPLETED BY APPLICANT)

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

Street Address Southeast corner of Indian St. and Krameria Ave., Moreno Valley, CA
 Assessor's Parcel No. 316-100-028 and -030, and portions 316-100-052 048,051,053 Parcel Size 62.61 Acres
 Subdivision Name Moreno Valley Logistics Center Zoning Classification Specific Plan (SP 208)
 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) The existing land is vacant

Proposed Land Use (describe) The proposed project consists of four warehouse and logistics buildings. Closest to March ARB is a 166,010 SF building located east of Heacock Ave, southwest of the drainage channel, that would be 38 feet tall. Also southwest of the drainage channel is a 97,222 SF building that would be 42 feet tall. Two additional buildings would be located northeast of the channel, a 122,516 SF building that would be 42 feet tall and a 1,351,770 SF building that would be 50 feet tall

For Residential Uses Number of Parcels or Units on Site (exclude secondary units)
 For Other Land Uses Hours of Use 24 hours/day
 (See Appendix C) Number of People on Site Maximum Number Unknown - Future tenant has not been identified
Method of Calculation N/A

Height Data Height above Ground or Tallest Object (including antennas and trees) 60 ft.
Highest Elevation (above sea level) of Any Object or Terrain on Site 1539 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
D
+C/

REFERRING AGENCY (APPLICANT OR JURISDICTION TO COMPLETE)

Date Received	April 1, 2015	Type of Project
Agency Name	City of Moreno Valley	<input type="checkbox"/> General Plan Amendment
Staff Contact	Julia Descoteaux	<input type="checkbox"/> Zoning Amendment or Variance
Phone Number	951-413-3209	<input type="checkbox"/> Subdivision Approval
Agency's Project No.	PA 15-0014, PA 15-0015, PA 15-0016, PA 15-0017, PA 15-0018, P 15-036, P 15-037	<input type="checkbox"/> Use Permit
		<input type="checkbox"/> Public Facility
		<input checked="" type="checkbox"/> Other SPA, TPM, 4 Plot Plans

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

B. SUBMISSION PACKAGE:

ALUC REVIEW

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

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

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

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 3.5

HEARING DATE: October 8, 2015

CASE NUMBER: ZAP1034TH15 – Paul Porteous (Representative: Nick Fullerton, Fullerton Architects)

APPROVING JURISDICTION: County of Riverside

JURISDICTION CASE NO: BRS150618 (Building Permit)

MAJOR ISSUES: Peripheral glare potential

RECOMMENDATION: Staff recommends that the Commission make a finding of **CONSISTENCY**, subject to the conditions included herein.

PROJECT DESCRIPTION: The applicant proposes to install and operate roof mounted photovoltaic solar panels on a private member's seasonal residence/garage on Lot 38 (Assessor's Parcel Number 759-220-002) within the portion of the Thermal Club facility where overnight stays are allowed. This review is limited to the acceptability of roof mounted photovoltaic solar panels at this location.

PROJECT LOCATION: The project site is located at 61801 Fullerton Drive within the Thermal Club facility located northerly of 62nd Avenue, easterly of Tyler Street, southerly of 60th Avenue, and westerly of Polk Street in the unincorporated community of Thermal, approximately 4,700 feet southeasterly of the southerly terminus of Runway 17-35 at Jacqueline Cochran Regional Airport.

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

- a. Airport Influence Area: Jacqueline Cochran Regional Airport
- b. Land Use Policy: Airport Compatibility Zone D
- c. Noise Levels: Below 55 CNEL from aircraft at this location

BACKGROUND:

Prohibited Uses: Hazards to flight are a prohibited use in Airport Compatibility Zone D and, indeed, throughout the Airport Influence Area. Specifically, 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 is prohibited. Solar panels have the potential to create glare by reflecting sunlight. The applicant has prepared a glare analysis utilizing the web based Solar Glare Hazard Analysis Tool (SGHAT) and provided a report, a copy of which is attached hereto. The analysis was based on approach patterns to both runways 35 and 30 from the south and southeast, respectively. The analysis utilized a glide slope approach of 3.0

degrees and a 27 degree tilt southerly to the solar panels. The analysis concluded that some glare would occur on the approach to both runway 30 and 35. The glare that is projected to occur on the approach to runway 30 would be generally limited to less than ten minutes a day during the times of year at the selected distances from the runway:

2 mile

- Late February to Mid March – 5:00 p.m. to 5:30 p.m. standard time (6:00 to 6:30 PDT)
- Mid September to Mid October – 4:30 p.m. to 5:15 p.m. standard time (5:30 to 6:15 PDT)

The glare that is projected to occur on the approach to runway 35 would be generally limited to less than ten minutes a day during the times of year at the selected distances from the runway:

1 mile

- Late October – 6:00 a.m. to 6:15 a.m. (7:00 to 8:00 PDT)

1 ¼ mile

- Early April to Late April – 6:30 a.m. to 7:00 a.m. (7:30 to 8:00 PDT)
- Mid August to Early September – 6:30 a.m. to 7:00 a.m. (7:30 to 8:00 PDT)

No glare would occur closer than 1 mile from the runway. The analysis notes that the glare experienced at each of the distances and times noted above would result in a low potential for temporary after-image. Based on FAA Interim Policy for FAA Review of Solar Energy System Projects on Federally Obligated Airports, low potential for temporary after-image is an acceptable level of impact for solar facilities located on airport property. In addition, due to the limited size of the solar panel in comparison to a large solar field, the length of time of glare would be minimal.

At the September 10, 2015 Commission hearing, it was noted by the Commission to research whether the SGHAT program is capable of inputting and analyzing a curved approach to runways, since the general traffic pattern for Jacqueline Cochran Regional airport shows both a left and right turning approach for Runway 35 and a left turning approach for Runway 30. The applicant's representative was informed of this request for more detailed analysis. At the time of writing of this staff report no indication of the capability of the SGHAT program or any potential results for a curved approach have been provided.

Noise: This specific site is located within an area outside the 55 CNEL contour from aircraft. Therefore, no special measures to mitigate aircraft-generated noise are required.

PART 77: Looking at this site and building specifically, the elevation at the southerly end of the runway at Jacqueline Cochran Regional Airport is -137.5 feet above mean sea level (AMSL). At a distance of approximately 4,700 feet from the runway, any building with an elevation at top of roof exceeding -90.5 feet AMSL would require FAA notice and review through the Form 7460-1 process. The proposed building has a finished floor elevation of -147.07 feet AMSL. At this pad elevation,

the proposed building height of 45.5 feet would result in a maximum site elevation of -101.57 feet AMSL. This would allow up to 11 feet for roof-mounted apparatus before the notification surface is breached. Therefore, review pursuant to the Federal Aviation Administration Obstruction Evaluation Service Form 7460-1 process is not required for the building.

Open Area: Compatibility Zone D requires that 10% of area within major projects (10 acres or larger) be set aside as open land that could potentially serve as emergency landing areas. As detailed in previous reviews for the larger project, the proposed track areas would provide the most appropriate open area given it typically provides for wide linear areas free of obstructions. As detailed in ZAP1024TH14, 13.47 acres of open space is provided within Zone D which is approximately 26% of the overall 51.6 acres located within Zone D. On the project site alone, open area requirements would not be applicable since the project site is less than 10 acres in size.

CONDITIONS:

These conditions are applicable to the current proposed Lot 38 building photovoltaic solar panels. All other prior recommended conditions from prior ALUC reviews are still applicable to the larger Thermal Motorsports Park project. Certain prior recommended conditions from prior ALUC reviews are also applicable to this project and new conditions are applicable as well. Each condition is noted as such.

1. Any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky, and shall comply with Riverside County Ordinance No. 655, as applicable. Outdoor lighting plans, if any, shall be transmitted to Riverside County Economic Development Agency – Aviation Division personnel and to the Jacqueline Cochran Regional Airport for review and comment. (Failure to comment within thirty days shall be considered to constitute acceptability on the part of the airport manager.) [from prior review]
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, or any type of strobe light, toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the

area. (Such uses include landscaping utilizing water features, aquaculture, livestock operations, production of cereal grains, sunflower, and row crops, artificial marshes, wastewater management facilities, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, incinerators, and landfills.)

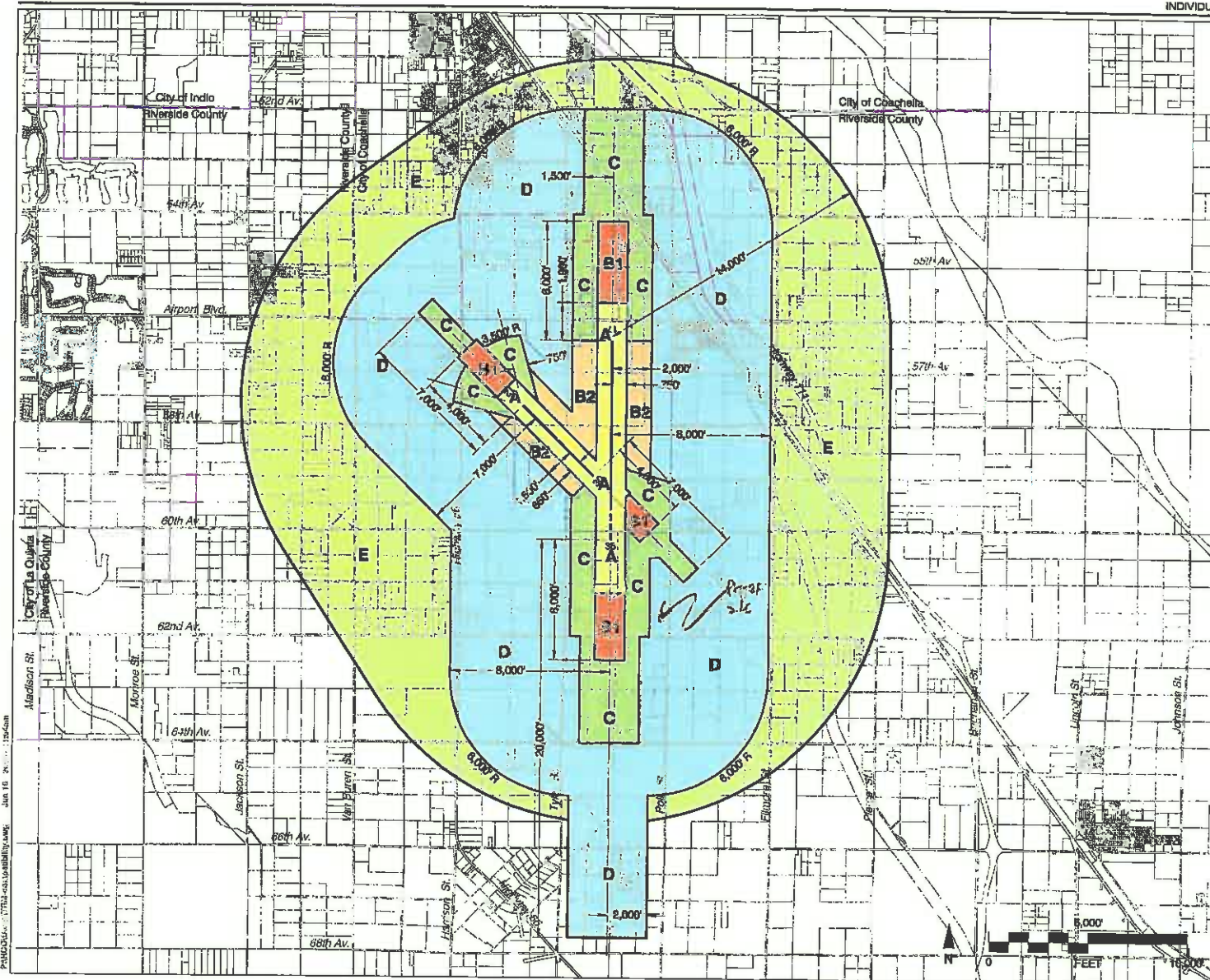
- (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.

[from prior review]

- 3. In the event that any incidence of glint, glare, or flash affecting the safety of air navigation occurs as a result of project operation, upon notification to the airport operator of an incidence, the airport operator shall notify the property owner in writing. Within 30 days of written notice, the property owner shall be required to promptly take all measures necessary to eliminate such glint, glare, or flash. An "incidence" includes any situation that results in an accident, incident, "near-miss," or specific safety complaint regarding an in-flight experience to the airport operator or to federal, state, or county authorities responsible for the safety of air navigation. The property owner shall work with the airport operator to prevent recurrence of the incidence. Suggested measures may include, but are not limited to, seasonally covering the panels at the time of year and/or day when incidences of glare occur to diminish or eliminate the source of the glint, glare, or flash. For each such incidence made known to the property 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.
[condition added]

NOTICE OF AIRPORT IN VICINITY

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



Legend

Compatibility Zones

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

Boundary Lines

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

Note

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

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

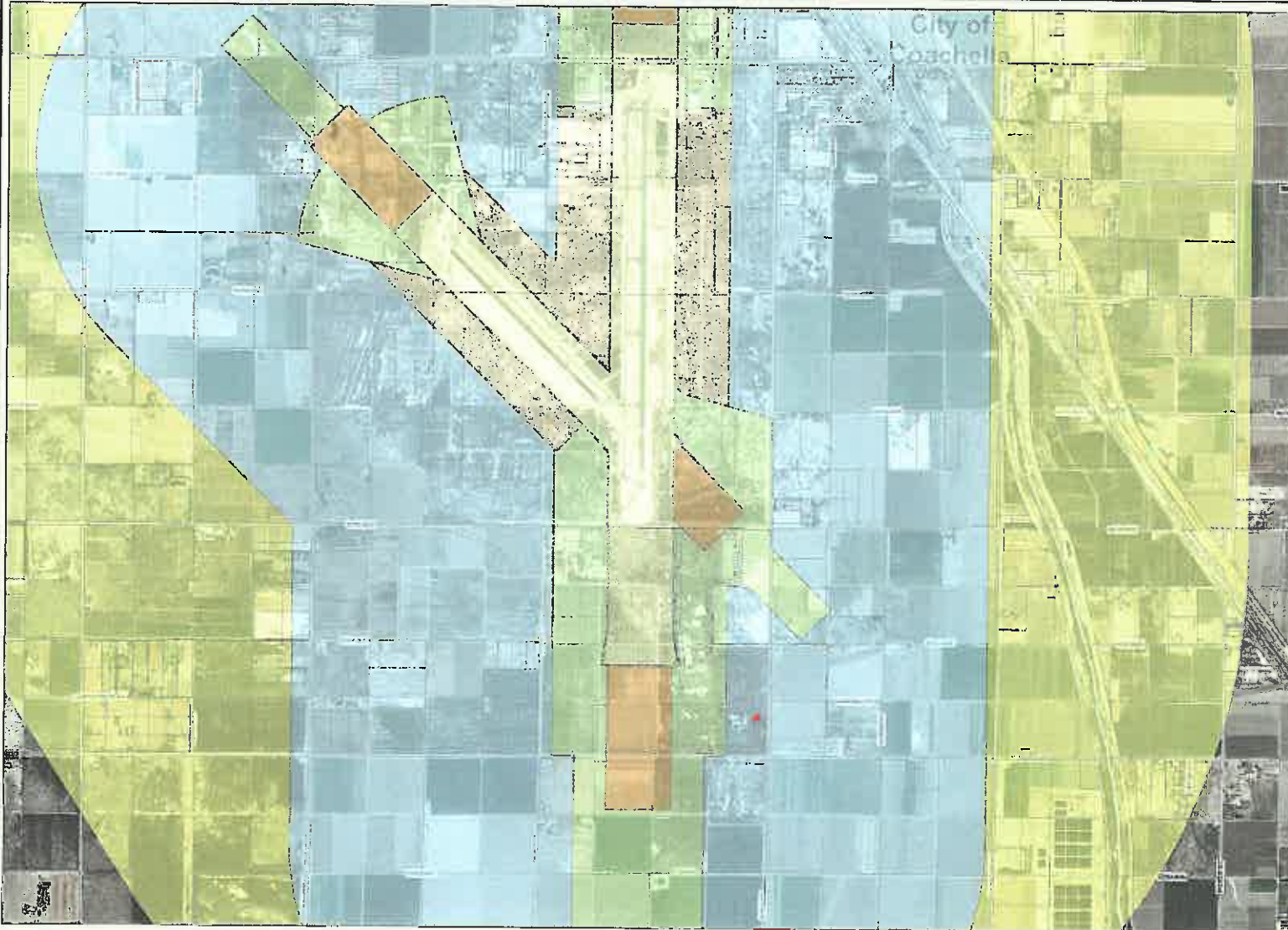
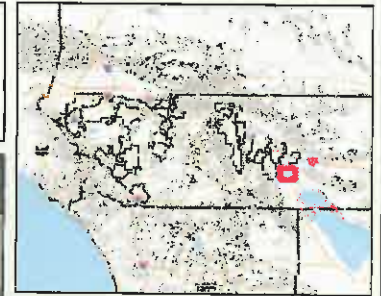
Riverside County
Airport Land Use Commission
Riverside County
Airport Land Use Compatibility Plan
Policy Document
(Adopted June 2005)

Map JC-1

Compatibility Map
Jacqueline Cochran Regional Airport



























PRODUCTION OF THIS COMPATIBILITY MAP: Jun 16 2:00:13 PM '05

My Map



Legend

Airport Compatibility

-  OTHER ZONE
-  A
-  A-EXC1
-  B1
-  B1-APZ I
-  B1-APZ I-EXC1
-  B1-APZ II
-  B1-APZ II-EXC1
-  B1-EXC1
-  B2
-  B2-EXC1
-  C
-  C1
-  C1-EXC1
-  C1-EXC3
-  C1-EXC4
-  C1-HIGHT
-  C2
-  C2-EXC1
-  C2-EXC2
-  C2-EXC3
-  C2-EXC5
-  C2-EXC6
-  C2-HIGHT
-  C2-HIGHT-EXC1
-  C2-HIGHT-EXC5



0 4,260 8,521 Feet



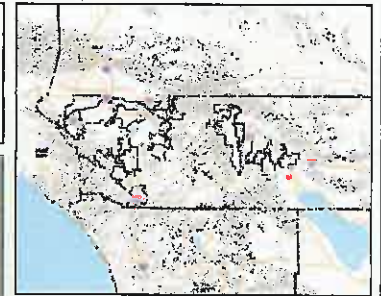
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or 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... 9/10/2015 2:58:34 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



0 266 533 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... 9/10/2015 2:57:30 PM

© Riverside County TLMA GIS

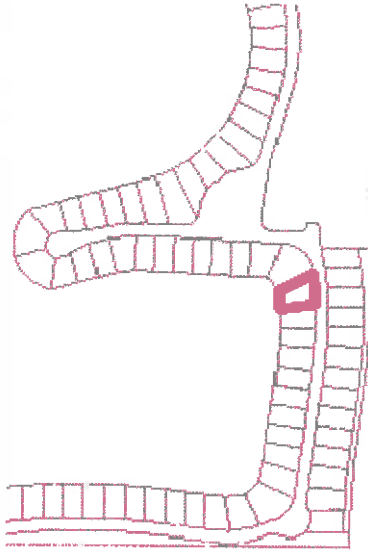
Notes



Riverside County Parcel Report
APN 759-220-002
[Disclaimer](#)

Report Date: Friday, September 11, 2015

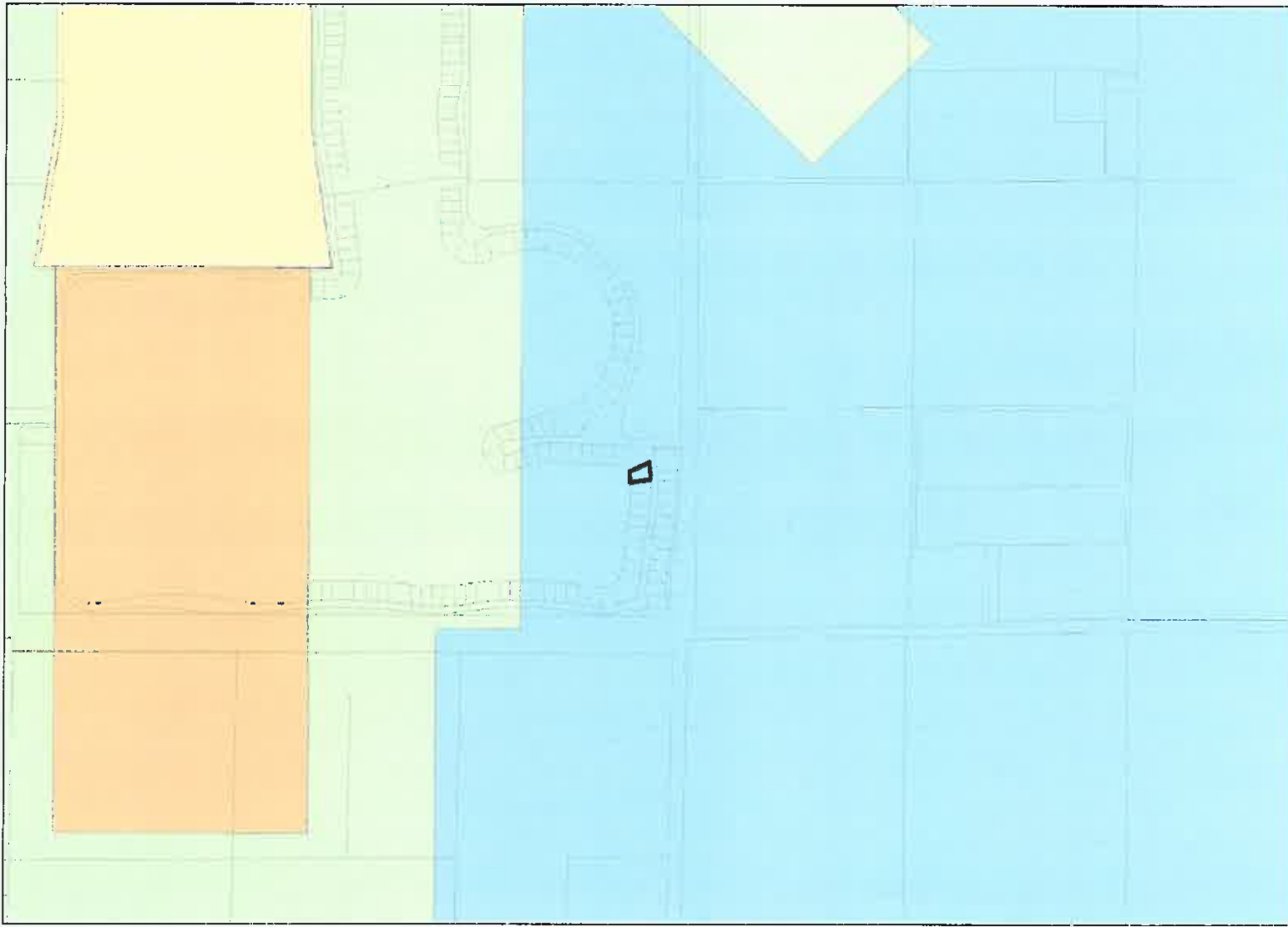
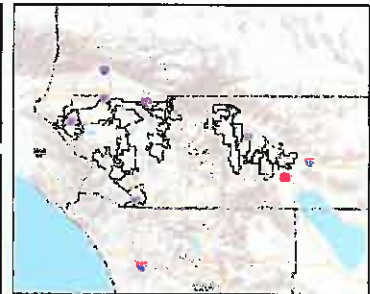
MAPS/IMAGES



PARCEL

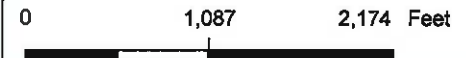
APN	759-220-002-7	Supervisorial District 2011	JOHN BENOIT, DISTRICT 4
		Supervisorial District 2001	ROY WILSON, DISTRICT 4
Previous APN	759190010	Township/Range	T6SR8E SEC 33
Owner Name	PAUL PORTEOUS LINDA PORTEOUS	Elevation Range	No Elevation Range available
Address	61801 FULLERTON DR THERMAL, CA 92274	Thomas Bros. Map Page/Grid	PAGE: 5591 GRID: G3
Mailing Address	600 E HUENEME RD OXNARD CA, CA 93033	Indian Tribal Land	Not in Tribal Land
Legal Description	Recorded Book/Page: PM 234/24 Subdivision Name: PM 36293-1 Lot/Parcel: 38 Block: Not Available Tract Number: Not Available	City Boundary/Sphere	Not within a City Boundary Not within a City Sphere Annexation Date: Not Applicable No LAFCO Case # Available Proposals: Not Applicable
Lot Size	Recorded lot size is 0.22 acres	March Joint Powers Authority	NOT WITHIN THE JURISDICTION OF THE MARCH JOINT POWERS AUTHORITY

My Map



Legend

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



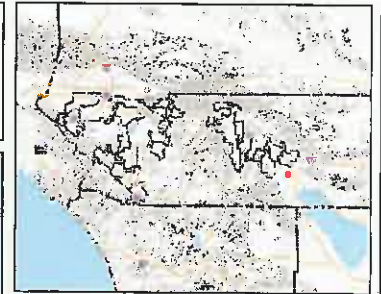
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or 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... 9/11/2015 10:36:51 AM

© Riverside County TLMA GIS

Notes

My Map



Legend

- Display Parcels
- Airport Compatibility**
- OTHER ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC6
- C2-HIGHT
- C2-HIGHT-EXC1



0 266 533 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... 9/10/2015 2:58:00 PM

© Riverside County TLMA GIS

Notes

RIVERSIDE AIRPORT LAND US COMMISSION

150618
JUNE 08,2015

PORTEOUS (REPRESENTATIVE NICK FULLERTON, FULLERTON ARCHITECTS)

NFA

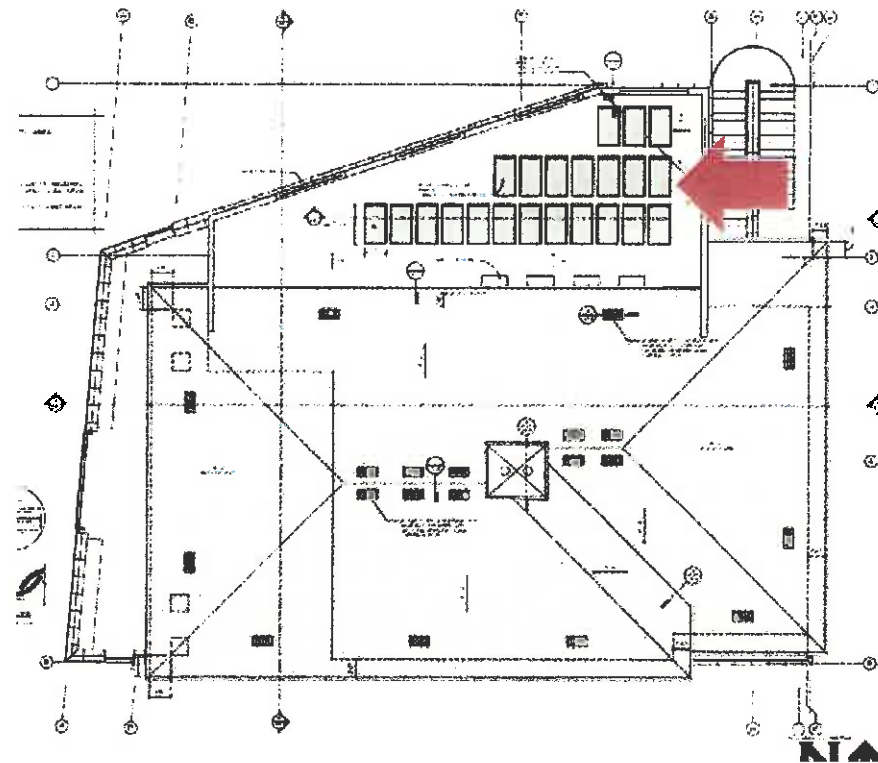
GLARE POTENTIAL FROM 4KW ROOFTOP SOLAR ARRAY

PORTEOUS (REPRESENTATIVE NICK FULLERTON, FULLERTON ARCHITECTS)

NFA

PROJECT PROPOSAL

ROOFTOP SOLAR INSTALLATION APPROXIMATELY 4KW



PORTEOUS (REPRESENTATIVE NICK FULLERTON, FULLERTON ARCHITECTS)

NFA

PROJECT LOCATION



PORTEOUS (REPRESENTATIVE NICK FULLERTON, FULLERTON ARCHITECTS)

NFA

GLARE ANALYSIS

VER

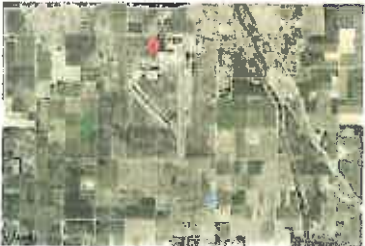
5/28/2015 Solar Glare Hazard Analysis Tool Report

Solar Glare Hazard Analysis Report

Generated May 28, 2015, 3:24 p.m.

No glare found

Print



Inputs

Analysis name	porteous
PV array axis tracking	none
Orientation of array (deg)	180.0
Tilt of solar panels (deg)	27.0
Rated power (kW)	0.0
Vary reflectivity	True

<https://share.sandia.gov/916u5gh4C>

PORTEOUS (REPRESENTATIVE NICK FULLERTON, FULLERTON ARCHITECTS)

NFA


GLARE ANALYSIS


TOWER

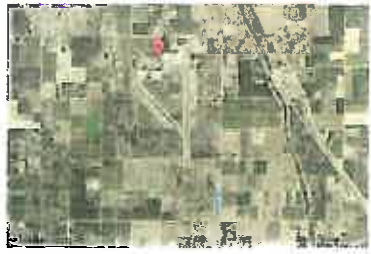
5/28/15 Solar Glare Hazard Analysis Tool Report

Solar Glare Hazard Analysis Report

Generated May 28, 2015, 3:24 p.m.

No glare found 

 Print



Inputs

Analysis name	porleous
PV array axis tracking	none
Orientation of array (deg)	180.0
Tilt of solar panels (deg)	27.0
Rated power (kW)	0.0
Vary reflectivity	True

<https://share.sandia.gov/triis/ghat> 15

PORTEOUS (REPRESENTATIVE NICK FULLERTON, FULLERTON ARCHITECTS)

NFA

GLARE ANALYSIS

FLIGHT PATH 1 AND 2

5/28/2015 Solar Glare Hazard Analysis Tool Report


Solar Glare Hazard Analysis Flight Path Report

Generated May 28, 2015, 3:22 p.m.

Flight path: 1

Glare found

Print



<https://share.sandag.gov/2015/05/28/flight1>

174

5/28/2015 Solar Glare Hazard Analysis Tool Report


Solar Glare Hazard Analysis Flight Path Report

Generated May 28, 2015, 3:25 p.m.

Flight path: 2

Glare found

Print



<https://share.sandag.gov/2015/05/28/flight2>

175

PORTEOUS (REPRESENTATIVE NICK FULLERTON, FULLERTON ARCHITECTS)

NFA

GLARE ANALYSIS

1/29/2015 Solar Glare Hazard Analysis Tool Report

Analysis & PV array parameters

Analysis name	porteous
PV array axis tracking	none
Orientation of array (deg)	180.0
Tilt of solar panels (deg)	27.0
Rated power (kW)	0.0
Vary reflectivity	True
PV surface material	Smooth glass without ARC

Timezone offset	-8.0
Subtended angle of sun (mrad)	9.3
Peak DNI (W/m ²)	1000.0
Ocular transmission coefficient	0.5
Pupil diameter (m)	0.002
Eye focal length (m)	0.017
Time interval (min)	1
Correlate slope error with material	False
Slope error (mrad)	10.0

Flight path parameters

Direction (deg)	0.8
Glide slope (deg)	3.0
Consider pilot visibility from cockpit	True

<https://solar.sandia.gov/flashglare/>

1/29/2015 Solar Glare Hazard Analysis Tool Report

Analysis & PV array parameters

Analysis name	porteous
PV array axis tracking	none
Orientation of array (deg)	180.0
Tilt of solar panels (deg)	27.0
Rated power (kW)	0.0
Vary reflectivity	True
PV surface material	Smooth glass without ARC

Timezone offset	-8.0
Subtended angle of sun (mrad)	9.3
Peak DNI (W/m ²)	1000.0
Ocular transmission coefficient	0.5
Pupil diameter (m)	0.002
Eye focal length (m)	0.017
Time interval (min)	1
Correlate slope error with material	False
Slope error (mrad)	10.0

Flight path parameters

Direction (deg)	315.18
Glide slope (deg)	3.0
Consider pilot visibility from cockpit	True

<https://solar.sandia.gov/flashglare/>

PORTEOUS (REPRESENTATIVE NICK FULLERTON, FULLERTON ARCHITECTS)

NFA

GLARE ANALYSIS

9/28/2015	Solar Glare Hazard Analysis Tool Report	9/28/2015	Solar Glare Hazard Analysis Tool Report
Max downward viewing angle (deg)	30.0	Max downward viewing angle (deg)	30.0
Azimuthal viewing angle (deg)	180.0	Azimuthal viewing angle (deg)	180.0

<https://share.canada.gov/af/astghat> 3/14 <https://share.canada.gov/af/astghat> 3/14

PORTEOUS (REPRESENTATIVE NICK FULLERTON, FULLERTON ARCHITECTS)

NFA

GLARE ANALYSIS

5/26/2015 Solar Glare Hazard Analysis Tool Report

PV array vertices

Id	Latitude (deg)	Longitude (deg)	Ground Elevation (ft)	Height of panels above ground (ft)	Total elevation (ft)
1	33.60067838	-116.147574261	-151.0	34.0	-117.0
2	33.6006961517	-116.147570908	-151.0	34.0	-117.0
3	33.6006959543	-116.147553474	-151.0	34.0	-117.0
4	33.6006598335	-116.147554144	-151.0	34.0	-117.0
5	33.6006412587	-116.147554815	-151.0	34.0	-117.0
6	33.6006404668	-116.14764601	-151.0	34.0	-117.0
7	33.6006610031	-116.14764668	-151.0	34.0	-117.0
8	33.6006608057	-116.147609465	-151.0	34.0	-117.0
9	33.600677985	-116.1476098	-151.0	34.0	-117.0

Flight Path Observation Points

	Latitude (deg)	Longitude (deg)	Ground Elevation (ft)	Eye-level height above ground (ft)	Glare?
Threshold	33.6165491789	-116.156516075	0.0	50.0	No
1/4 mi	33.6129356335	-116.15656157	0.0	119.17	No
1/2 mi	33.6093220881	-116.156607085	0.0	188.36	No
3/4 mi	33.6067085427	-116.156652561	0.0	257.53	No
1 mi	33.6020840973	-116.156698056	0.0	326.71	Yes
1 1/4 mi	33.5984814519	-116.156743551	0.0	395.89	Yes

<https://www.sandia.gov/gha/flightpath/> 4/14

5/26/2015 Solar Glare Hazard Analysis Tool Report

PV array vertices

Id	Latitude (deg)	Longitude (deg)	Ground Elevation (ft)	Height of panels above ground (ft)	Total elevation (ft)
1	33.60067838	-116.147574261	-151.0	34.0	-117.0
2	33.6006961517	-116.147570908	-151.0	34.0	-117.0
3	33.6006959543	-116.147553474	-151.0	34.0	-117.0
4	33.6006598335	-116.147554144	-151.0	34.0	-117.0
5	33.6006412587	-116.147554815	-151.0	34.0	-117.0
6	33.6006404668	-116.14764601	-151.0	34.0	-117.0
7	33.6006610031	-116.14764668	-151.0	34.0	-117.0
8	33.6006608057	-116.147609465	-151.0	34.0	-117.0
9	33.600677985	-116.1476098	-151.0	34.0	-117.0

Flight Path Observation Points

	Latitude (deg)	Longitude (deg)	Ground Elevation (ft)	Eye-level height above ground (ft)	Glare?
Threshold	33.6213379701	-116.160399914	0.0	50.0	No
1/4 mi	33.6167742079	-116.157337889	0.0	119.17	No
1/2 mi	33.6162104457	-116.154275865	0.0	188.36	No
3/4 mi	33.6136469835	-116.15121384	0.0	257.53	No
1 mi	33.6110829213	-116.148151816	0.0	326.71	No
1 1/4 mi	33.6085191501	-116.145089791	0.0	395.89	No

<https://www.sandia.gov/gha/flightpath/> 4/14

PORTEOUS (REPRESENTATIVE NICK FULLERTON, FULLERTON ARCHITECTS)



GLARE ANALYSIS

9/29/2015 Solar Glare Hazard Analysis Tool Report

1 1/2 mi	33.5948679065	-116.166789046	0.0	465.07	No
1 3/4 mi	33.5912543611	-116.156834541	0.0	534.26	No
2 mi	33.5876408157	-116.156880036	0.0	603.43	No

Glare occurrence plots
All times are in standard time. For Daylight Savings Time add one hour.

<https://share.sandia.gov/h4/sunghaz> 0/14

9/29/2015 Solar Glare Hazard Analysis Tool Report

1 1/2 mi	33.6058553969	-116.142027767	0.0	465.07	No
1 3/4 mi	33.6033916347	-116.138965742	0.0	534.26	No
2 mi	33.6008278725	-116.135903718	0.0	603.43	Yes

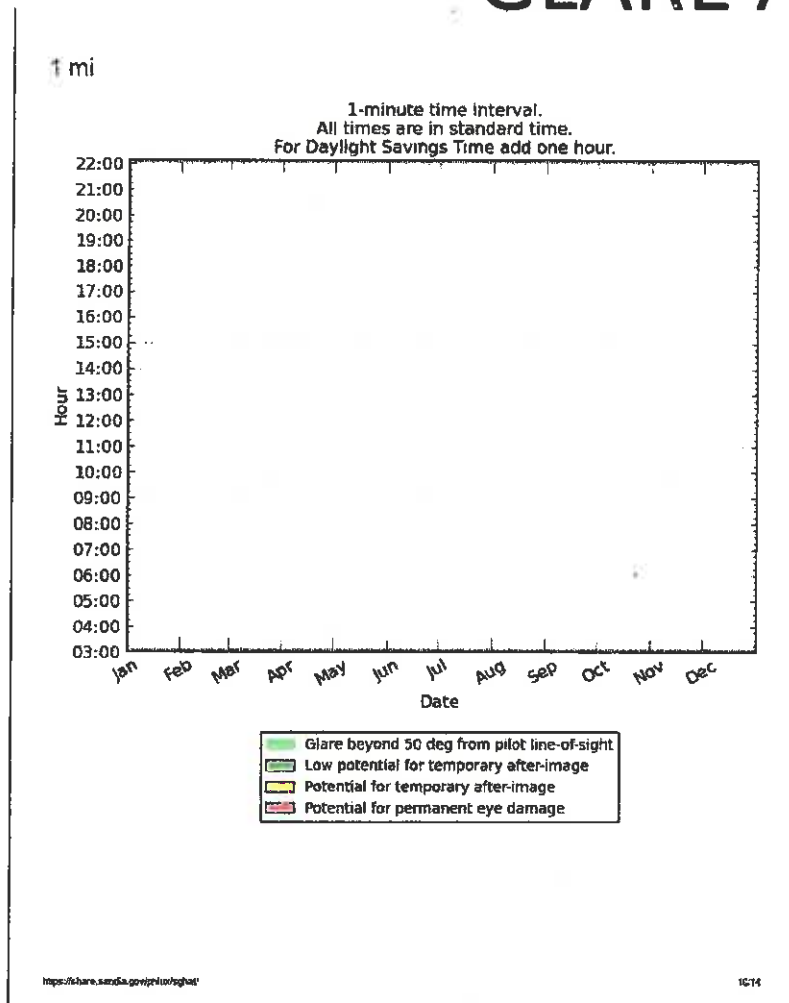
Glare occurrence plots
All times are in standard time. For Daylight Savings Time add one hour.

<https://share.sandia.gov/h4/sunghaz> 0/14

PORTEOUS (REPRESENTATIVE NICK FULLERTON, FULLERTON ARCHITECTS)

NFA

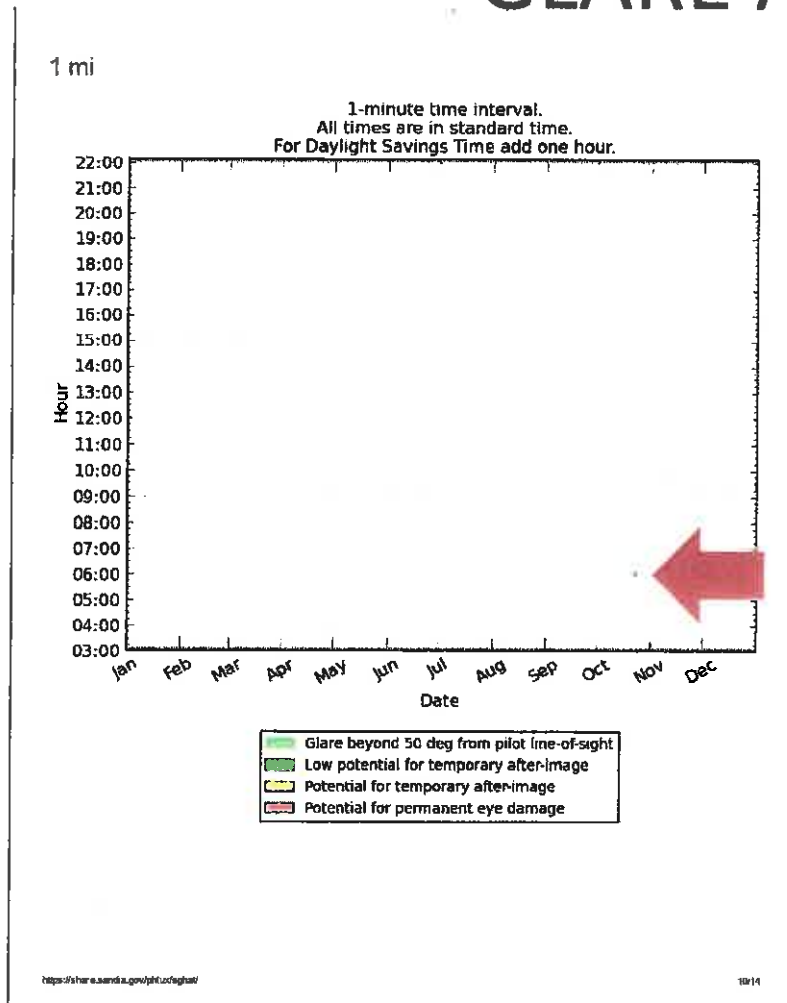
GLARE ANALYSIS



PORTEOUS (REPRESENTATIVE NICK FULLERTON, FULLERTON ARCHITECTS)

NFA

GLARE ANALYSIS

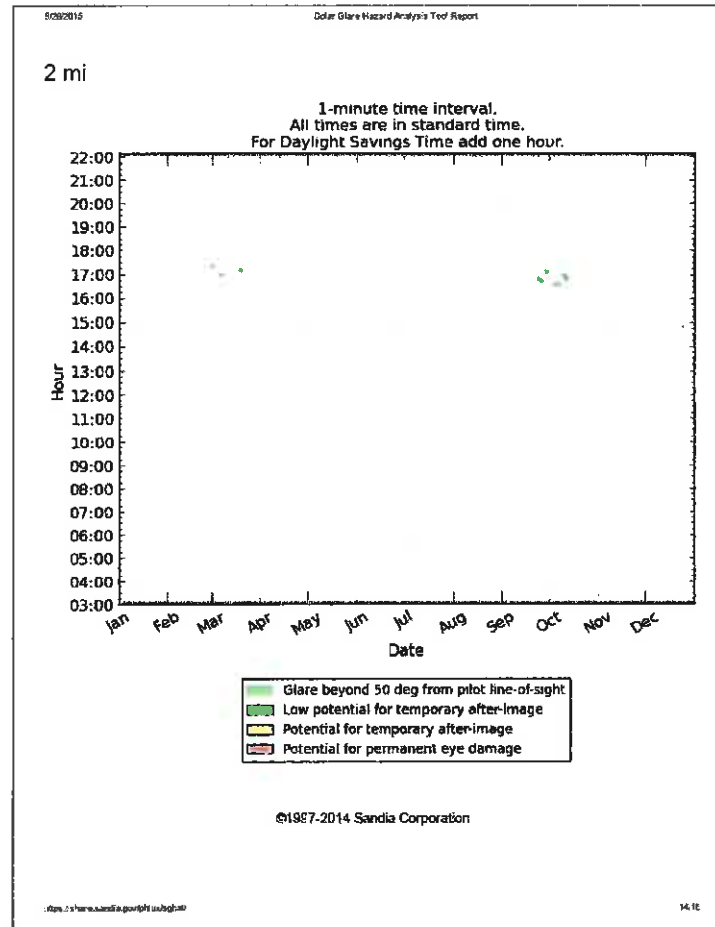
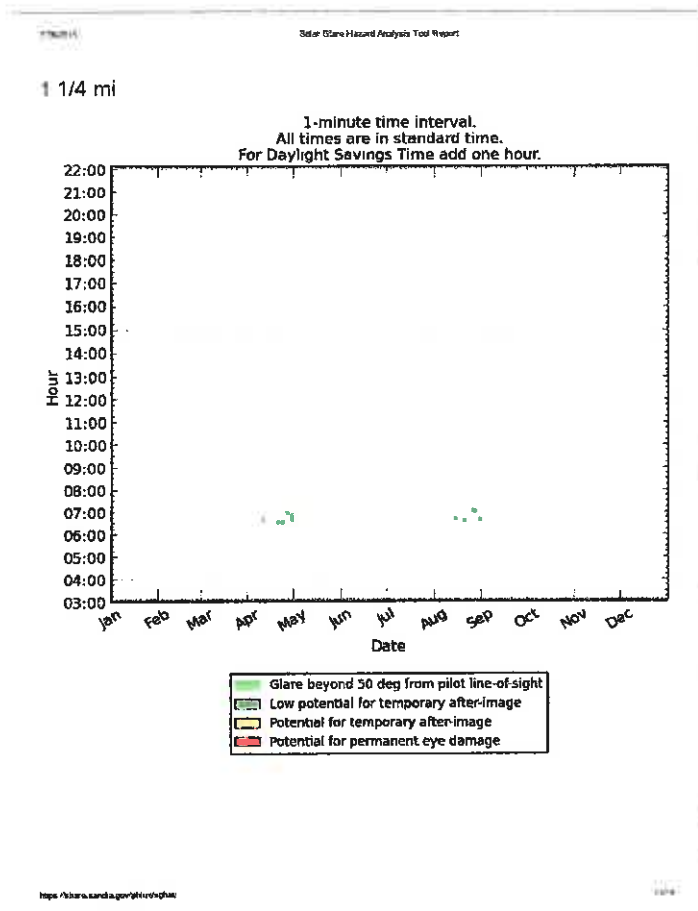


LOW POTENTIAL
GLARE
LESS THAN 10 MIN LATE
OCTOBER

PORTEOUS (REPRESENTATIVE NICK FULLERTON, FULLERTON ARCHITECTS)

NFA

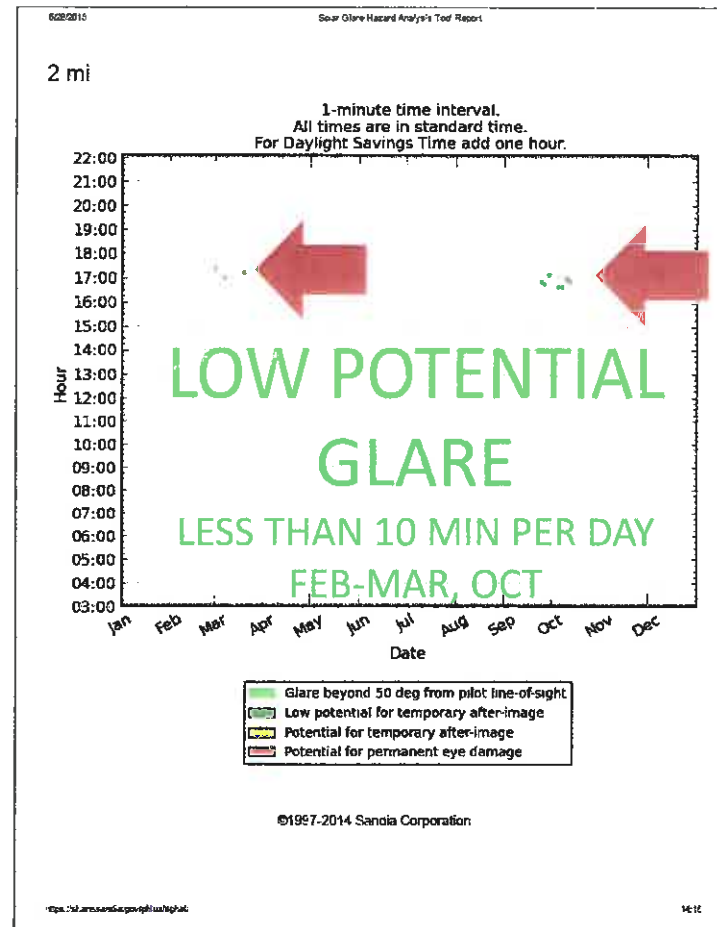
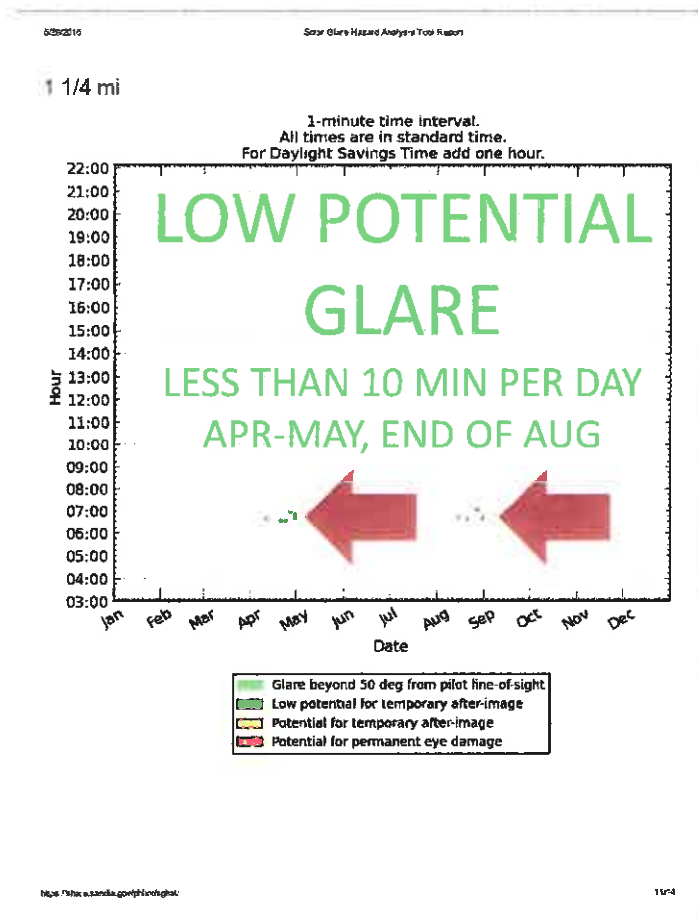
GLARE ANALYSIS



PORTEOUS (REPRESENTATIVE NICK FULLERTON, FULLERTON ARCHITECTS)

NFA

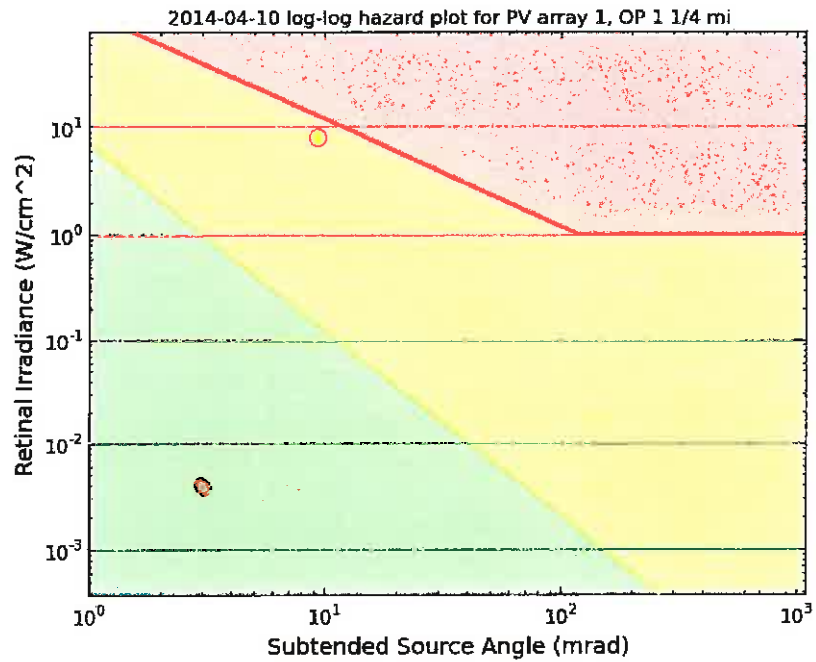
GLARE ANALYSIS



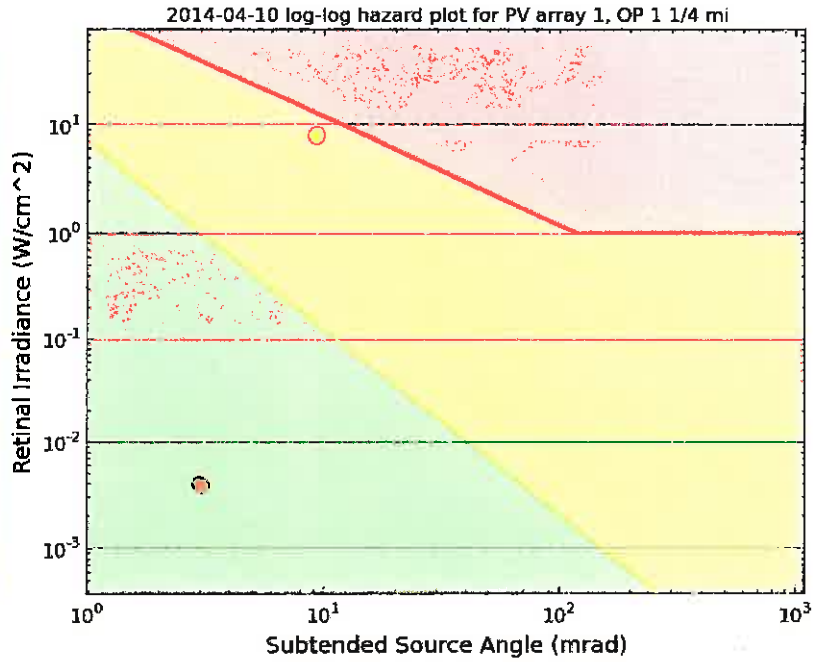
PORTEOUS (REPRESENTATIVE NICK FULLERTON, FULLERTON ARCHITECTS)

NFA

GLARE ANALYSIS



- Hazard from Source Data
- Hazard Due to Viewing Unfiltered Sun
- Potential for After-Image Zone
- Low Potential for After-Image Zone
- Permanent Retinal Damage Zone

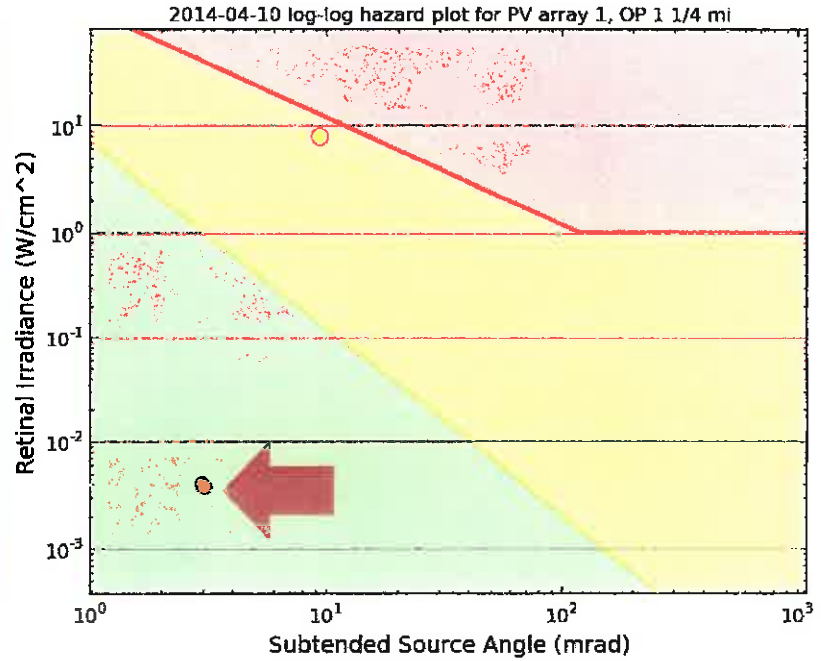
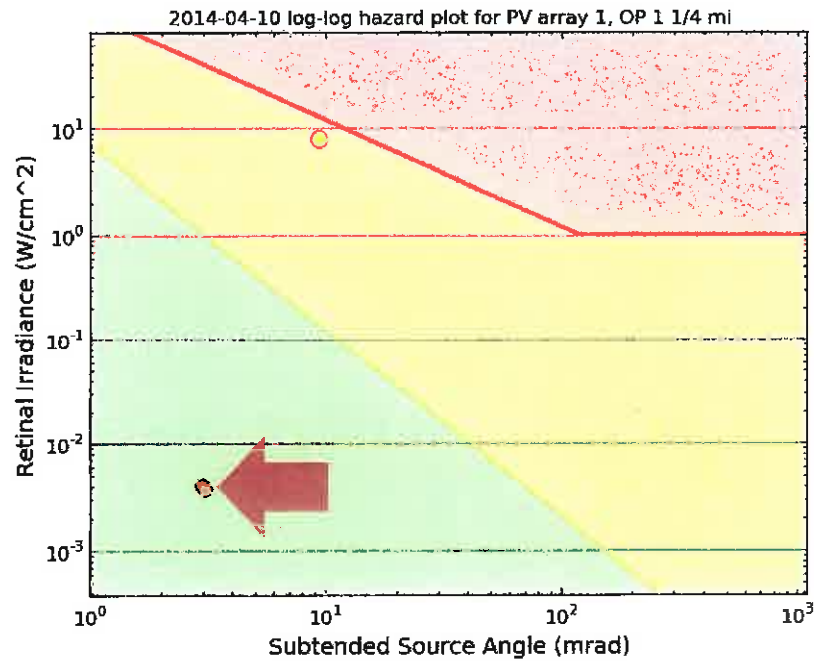


- Hazard from Source Data
- Hazard Due to Viewing Unfiltered Sun
- Potential for After-Image Zone
- Low Potential for After-Image Zone
- Permanent Retinal Damage Zone

PORTEOUS (REPRESENTATIVE NICK FULLERTON, FULLERTON ARCHITECTS)

NFA

GLARE ANALYSIS



- Hazard from Source Data
- Hazard Due to Viewing Unfiltered Sun
- Yellow Potential for After-Image Zone
- Green Low Potential for After-Image Zone
- Red Permanent Retinal Damage Zone

LOW POTENTIAL
GLARE

FAA ALLOWABLE ZONE

PORTEOUS (REPRESENTATIVE NICK FULLERTON, FULLERTON ARCHITECTS)

NFA

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 Fridays, from 9:00 a.m. to 5:00 p.m.

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

DATE OF HEARING: October 8, 2015

TIME OF HEARING: 9:00 A.M.

CASE DESCRIPTION:

ZAP1034TH15 – Fullerton Architects PC (Nick Fullerton), for Paul Porteous – County Case No. BRS 150618 (Building Permit). The applicant proposes to install and operate roof mounted photovoltaic solar panels on a private member's seasonal residence/garage located at 61801 Fullerton Drive (Lot 38 of Thermal Club – Assessor's Parcel Number 759-220-002) within the motorsports facility located northerly of 62nd Avenue, easterly of Tyler Street, westerly of Polk Street, and southerly of 60th Avenue in the unincorporated community of Thermal (Zone D of the Jacqueline Cochran Regional Airport Influence Area).

FURTHER INFORMATION: Contact Russell Brady at (951) 955-0549 or John Guerin at (951) 955-0982. The ALUC holds hearings for local discretionary permits within the Airport Influence Areas, reviewing for aeronautical safety, noise and obstructions.

■ nfa ■
fullerton
architects, pc

August 7, 2015

Russell Brady
Riverside County ALUC
4080 Lemon Street, 14th Floor
Riverside, CA 92501

RE: Solar Application
Porteous/Lot 38
Building Permit # BRS150618

Attached are the gummed labels for the 300' radius surrounding property owners and owner/representative. Thermal Operating Company, LLC, and Allen Russak are the only property owners within the 300' radius of the subject property. Also attached are the supporting documents and review fee check.

The building permit number is BRS150618 and the Riverside County Planning contact person is Ken Biaz.

If there is anything else you need on our end, please let Tyler Fullerton in our LA office know and we will take care of it.

Thanks,



Carol Fullerton
Corporate Secretary
Fullerton Architects, PC

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

ALUC Identification No.

ZAP1034 TH15

PROJECT PROPONENT (TO BE COMPLETED BY APPLICANT)

Date of Application 07/21/2015
 Property Owner Paul Porteous Phone Number 702-526-9000
 Mailing Address 832 W. Stafford Road
Thousand Oaks, CA 91361

Agent (if any) Nick Fullerton Phone Number 406.837.1550
 Mailing Address PO Box 2770
Eagle Bend Drive
Bigfork, MT 59911

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 61-801 Fullerton Drive
 Assessor's Parcel No. 759-220-002 Parcel Size 9,443 sf
 Subdivision Name The Thermal Club Zoning Riverside County, Specific Plan 303, planning area E-6
 Lot Number 38 Classification

JCRA
"D"

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 lot

Proposed Land Use (describe) Single Family Residential
with rooftop solar array

For Residential Uses Number of Parcels or Units on Site (exclude secondary units) 1
 For Other Land Uses Hours of Use _____
 (See Appendix C) Number of People on Site Maximum Number _____
 Method of Calculation _____

Height Data Height above Ground or Tallest Object (including antennas and trees) 41 ft.
 Highest Elevation (above sea level) of Any Object or Terrain on Site (352.93 + 41) 393.93 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 rooftop solar panels

REFERRING AGENCY (APPLICANT OR JURISDICTION TO COMPLETE)

Date Received

Agency Name

Riverside County Bldg. + Safety

Staff Contact

Russel Brady Ken Baez

Phone Number

Agency's Project No.

BRS150618

Type of Project

General Plan Amendment

Zoning Amendment or Variance

Subdivision Approval

Use Permit

Public Facility

Other

Building permit

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

B. **SUBMISSION PACKAGE:**

ALUC REVIEW

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

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

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

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 3.6
HEARING DATE: October 8, 2015
CASE NUMBER: ZAP1035TH15 – Fullerton Architects, PC (Nick Fullerton),
for Dana Kemper
APPROVING JURISDICTION: County of Riverside
JURISDICTION CASE NO: BRS150639 (Building Permit)

MAJOR ISSUES: Peripheral glare potential

RECOMMENDATION: Staff recommends that the Commission make a finding of CONSISTENCY, subject to the conditions included herein.

PROJECT DESCRIPTION: The applicant proposes to install and operate roof mounted photovoltaic solar panels on a private member's seasonal residence/garage on Lot 63 (Assessor's Parcel Number 759-220-027) within the portion of the Thermal Club facility where overnight stays are allowed. This review is limited to the acceptability of roof mounted photovoltaic solar panels at this location.

PROJECT LOCATION: The project site is located at 61653 Goodwood Drive within the Thermal Club facility located northerly of 62nd Avenue, easterly of Tyler Street, southerly of 60th Avenue, and westerly of Polk Street in the unincorporated community of Thermal, approximately 4,100 feet southeasterly of the southerly terminus of Runway 17-35 at Jacqueline Cochran Regional Airport.

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

- a. Airport Influence Area: Jacqueline Cochran Regional Airport
- b. Land Use Policy: Airport Compatibility Zone D
- c. Noise Levels: Below 55 CNEL from aircraft at this location

BACKGROUND:

Prohibited Uses: Hazards to flight are a prohibited use in Airport Compatibility Zone D and, indeed, throughout the Airport Influence Area. Specifically, 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 is prohibited. Solar panels have the potential to create glare by reflecting sunlight. The applicant has prepared a glare analysis utilizing the web based Solar Glare Hazard Analysis Tool (SGHAT) and provided a report, a copy of which is attached hereto. The analysis was based on approach patterns to both runways 35

and 30 from the south and southeast, respectively. The analysis utilized a glide slope approach of 3.0 degrees and a 10 degree tilt southerly to the solar panels. The analysis concluded that some glare would occur on the approach to both runway 30 and 35. The glare that is projected to occur on the approach to runway 30 would be generally limited to less than ten minutes a day during the times of year at the selected distances from the runway:

1 ½ mile

- Late November to Early January – 4:00 p.m. to 4:30 p.m. standard time

1 ¾ mile

- Early March to Late March – 4:45 p.m. to 5:15 p.m. standard time
- Mid September to Late September – 4:30 p.m. to 5:00 p.m. standard time (5:30 to 6:00 PDT)

2 mile

- Mid April to Early May – 5:00 p.m. to 5:30 p.m. standard time (6:00 to 6:30 PDT)
- Mid August to Late August – 5:00 p.m. to 5:30 p.m. standard time (6:00 to 6:30 PDT)

The glare that is projected to occur on the approach to runway 35 would be generally limited to less than ten minutes a day during the times of year at the selected distances from the runway:

1 mile

- Mid March to Late March – 6:30 a.m. to 7:00 a.m.
- Mid September to Late September – 6:00 a.m. to 6:30 a.m. (7:00 to 7:30 PDT)

1 ¼ mile

- Early June to Early July – 5:45 a.m. to 6:15 a.m. (6:45 to 7:15 PDT)

No glare would occur closer than 1 mile from the runway. The analysis notes that the glare experienced at each of the distances and times noted above would result in a low potential for temporary after-image. Based on FAA Interim Policy for FAA Review of Solar Energy System Projects on Federally Obligated Airports, low potential for temporary after-image is an acceptable level of impact for solar facilities located on airport property. In addition, due to the limited size of the solar panel in comparison to a large solar field, the length of time of glare would be minimal.

At the September 10, 2015 Commission hearing, it was noted by the Commission to research whether the SGHAT program is capable of inputting and analyzing a curved approach to runways, since the general traffic pattern for Jacqueline Cochran Regional airport shows both a left and right turning approach for Runway 35 and a left turning approach for Runway 30. The applicant's representative was informed of this request for more detailed analysis. At the time of writing of this staff report no indication of the capability of the SGHAT program or any potential results for a curved approach have been provided.

Noise: This specific site is located within an area outside the 55 CNEL contour from aircraft.

Therefore, no special measures to mitigate aircraft-generated noise are required.

PART 77: Looking at this site and building specifically, the elevation at the southerly end of the runway at Jacqueline Cochran Regional Airport is -137.5 feet above mean sea level (AMSL). At a distance of approximately 4,100 feet from the runway, any building with an elevation at top of roof exceeding -96.5 feet AMSL would require FAA notice and review through the Form 7460-1 process.

The proposed building has a finished floor elevation of -146.17 feet AMSL. At this pad elevation, the proposed building height of 40 feet would result in a maximum site elevation of -106.17 feet AMSL. This would allow up to 9 feet for roof-mounted apparatus before the notification surface is breached. Therefore, review pursuant to the Federal Aviation Administration Obstruction Evaluation Service Form 7460-1 process is not required for the building.

Open Area: Compatibility Zone D requires that 10% of area within major projects (10 acres or larger) be set aside as open land that could potentially serve as emergency landing areas. As detailed in previous reviews for the larger project, the proposed track areas would provide the most appropriate open area given it typically provides for wide linear areas free of obstructions. As detailed in ZAP1024TH14, 13.47 acres of open space is provided within Zone D which is approximately 26% of the overall 51.6 acres located within Zone D. On the project site alone, open area requirements would not be applicable since the project site is less than 10 acres in size.

CONDITIONS:

These conditions are applicable to the current proposed Lot 63 building photovoltaic solar panels. All other prior recommended conditions from prior ALUC reviews are still applicable to the larger Thermal Motorsports Park project. Certain prior recommended conditions from prior ALUC reviews are also applicable to this project and new conditions are applicable as well. Each condition is noted as such.

1. Any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky, and shall comply with Riverside County Ordinance No. 655, as applicable. Outdoor lighting plans, if any, shall be transmitted to Riverside County Economic Development Agency – Aviation Division personnel and to the Jacqueline Cochran Regional Airport for review and comment. (Failure to comment within thirty days shall be considered to constitute acceptability on the part of the airport manager.) [from prior review]
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, or any type of strobe light, toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.

- (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
- (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, livestock operations, production of cereal grains, sunflower, and row crops, artificial marshes, wastewater management facilities, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, incinerators, and landfills.)
- (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.

[from prior review]

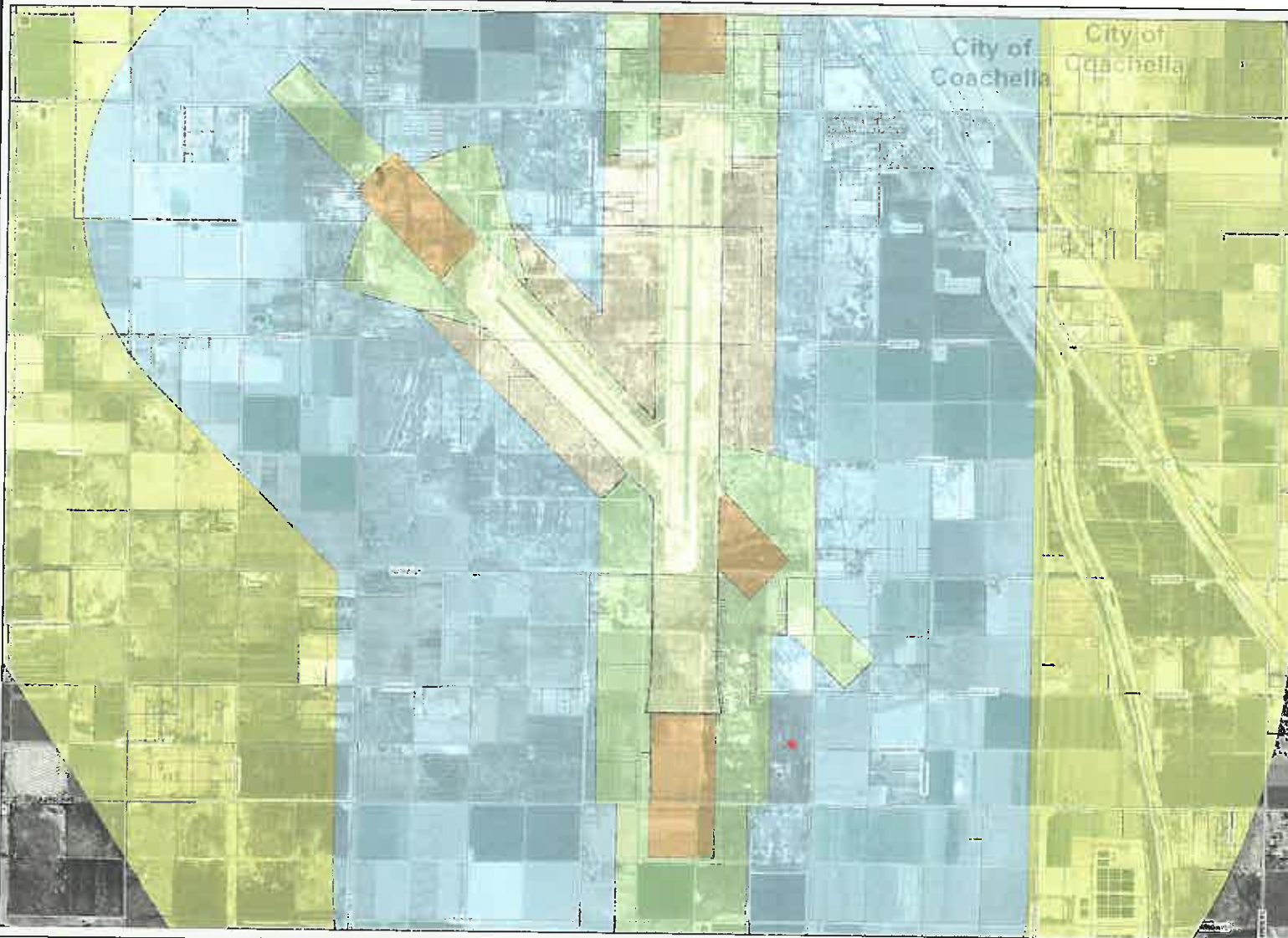
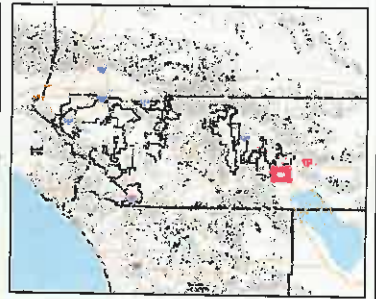
3. In the event that any incidence of glint, glare, or flash affecting the safety of air navigation occurs as a result of project operation, upon notification to the airport operator of an incidence, the airport operator shall notify the property owner in writing. Within 30 days of written notice, the property owner shall be required to promptly take all measures necessary to eliminate such glint, glare, or flash. An "incidence" includes any situation that results in an accident, incident, "near-miss," or specific safety complaint regarding an in-flight experience to the airport operator or to federal, state, or county authorities responsible for the safety of air navigation. The property owner shall work with the airport operator to prevent recurrence of the incidence. Suggested measures may include, but are not limited to, seasonally covering the panels at the time of year and/or day when incidences of glare occur to diminish or eliminate the source of the glint, glare, or flash. For each such incidence made known to the property 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.

[condition added]

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

Airport Compatibility

-  OTHER ZONE
-  A
-  A-EXC1
-  B1
-  B1-APZ I
-  B1-APZ I-EXC1
-  B1-APZ II
-  B1-APZ II-EXC1
-  B1-EXC1
-  B2
-  B2-EXC1
-  C
-  C1
-  C1-EXC1
-  C1-EXC3
-  C1-EXC4
-  C1-HIGHT
-  C2
-  C2-EXC1
-  C2-EXC2
-  C2-EXC3
-  C2-EXC5
-  C2-EXC6
-  C2-HIGHT
-  C2-HIGHT-EXC1
-  C2-HIGHT-EXC5



0 4,260 8,521 Feet



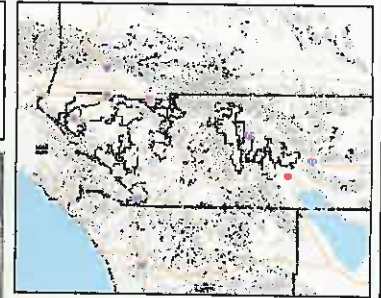
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or 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... 9/10/2015 3:47:14 PM

© Riverside County TLMA GIS

Notes

My Map



Legend

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



0 533 1,065 Feet



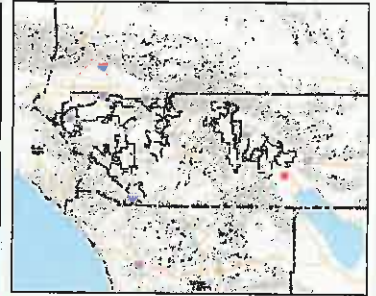
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or 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... 9/10/2015 3:44:37 PM

© Riverside County TLMA GIS

Notes

My Map



Legend

- Display Parcels
- Airport Compatibility**
- OTHER ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC6
- C2-HIGHT
- C2-HIGHT-EXC1



0 533 1,065 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... 9/10/2015 3:46:47 PM

© Riverside County TLMA GIS

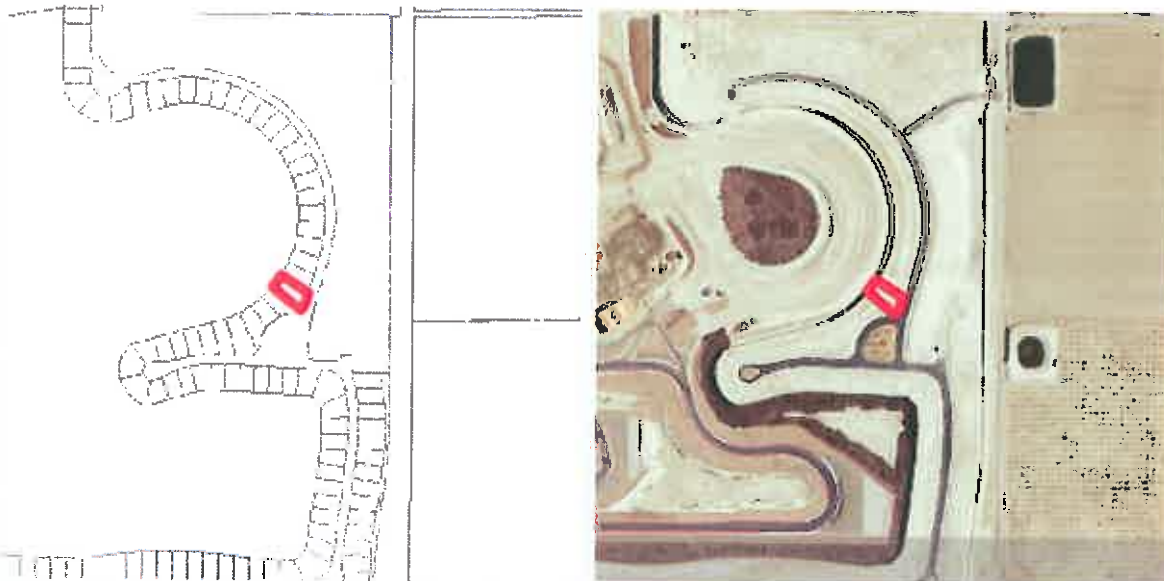
Notes



Riverside County Parcel Report
APN 759-220-027
[Disclaimer](#)

Report Date: Tuesday, September 22, 2015

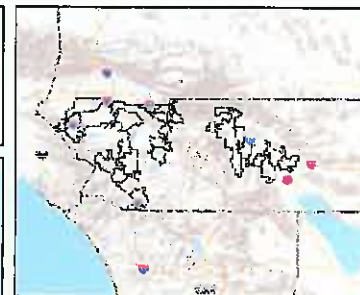
MAPS/IMAGES



PARCEL

APN	759-220-027-0	Supervisory District 2011	JOHN BENOIT, DISTRICT 4
		Supervisory District 2001	ROY WILSON, DISTRICT 4
Previous APN	759190010	Township/Range	T6SR8E SEC 33
Owner Name	DANA KEMPER DELAIN KEMPER	Elevation Range	-148 - -148
Address	61653 GOODWOOD DR THERMAL, CA 92274	Thomas Bros. Map Page/Grid	PAGE: 5591 GRID: F2
Mailing Address	11817 NW 7TH AVE VANCOUVER WA, CA 98685	Indian Tribal Land	Not in Tribal Land
Legal Description	Recorded Book/Page: PM 234/24 Subdivision Name: PM 36293-1 Lot/Parcel: 63 Block: Not Available Tract Number: Not Available	City Boundary/Sphere	Not within a City Boundary Not within a City Sphere Annexation Date: Not Applicable No LAFCO Case # Available Proposals: Not Applicable
Lot Size	Recorded lot size is 0.25 acres	March Joint Powers Authority	NOT WITHIN THE JURISDICTION OF THE MARCH JOINT POWERS AUTHORITY

My Map



Legend

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



0 715 1,430 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... 9/11/2015 10:51:24 AM

© Riverside County TLMA GIS

Notes

RIVERSIDE AIRPORT LAND US COMMISSION

ZAP PERMIT NUMBER

JUNE 08,2015

KEMPER (REPRESENTATIVE NICK FULLERTON, FULLERTON ARCHITECTS)

NFA

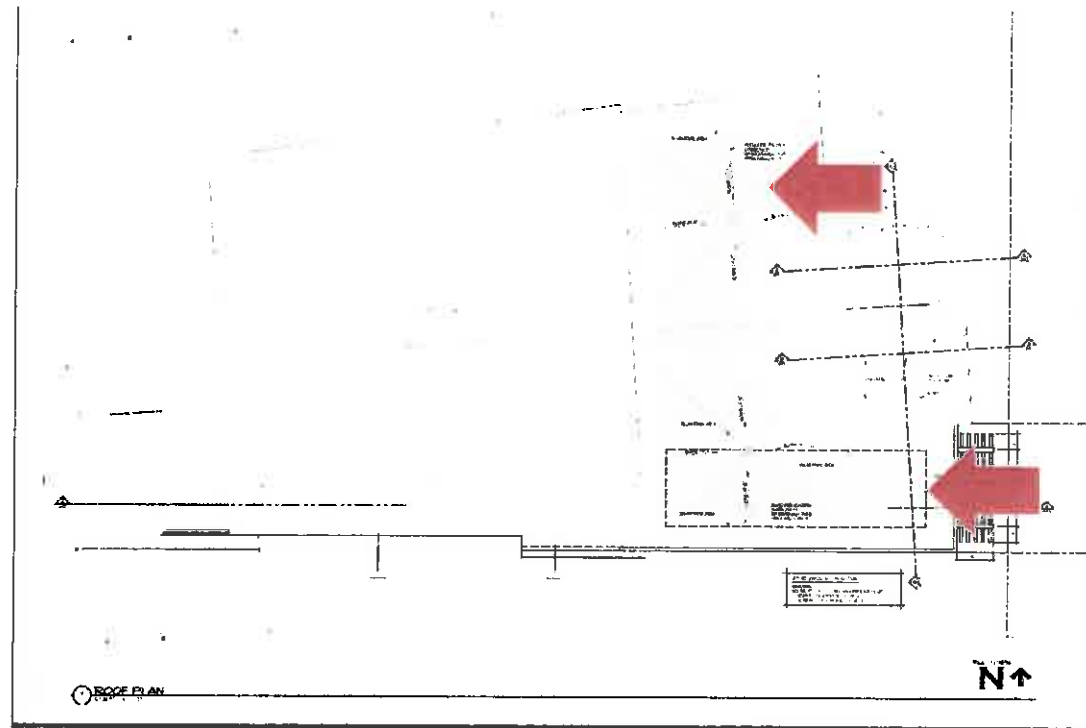
GLARE POTENTIAL FROM 4KW ROOFTOP SOLAR ARRAY

KEMPER(REPRESENTATIVE NICK FULLERTON, FULLERTON ARCHITECTS)

NFA

PROJECT PROPOSAL

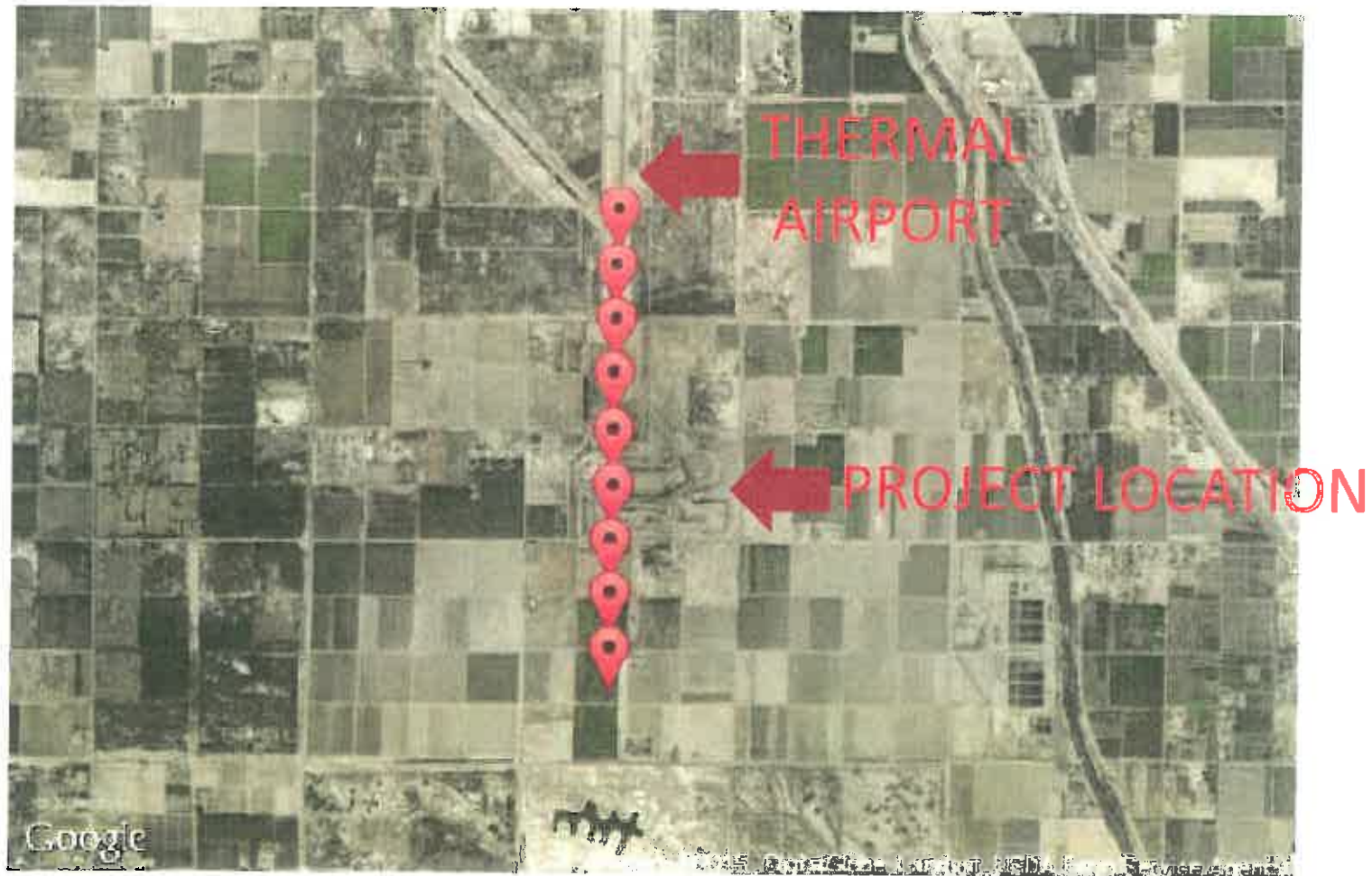
ROOFTOP SOLAR INSTALLATION APPROXIMATELY 4KW



KEMPER(REPRESENTATIVE NICK FULLERTON, FULLERTON ARCHITECTS)

NFA

PROJECT LOCATION



KEMPER (REPRESENTATIVE NICK FULLERTON, FULLERTON ARCHITECTS)

NFA

GLARE ANALYSIS TOWER

01/18/2015

Solar Glare Hazard Analysis Tool Report

Solar Glare Hazard Analysis Report

Generated June 18, 2015, 4:17 p.m.

No glare found

Print



Inputs

Analysis name	Kemper
PV array axis tracking	none
Orienteator: of array (deg)	180.0
Tilt of solar panels (deg)	10.0
Rated power (kW)	0.0
Vary reflectivity	True

<https://solar.sandia.gov/gha/analyze/>

14

KEMPER (REPRESENTATIVE NICK FULLERTON, FULLERTON ARCHITECTS)

NFA

GLARE ANALYSIS TOWER

6/18/2015

Solar Glare Hazard Analysis - Test Report

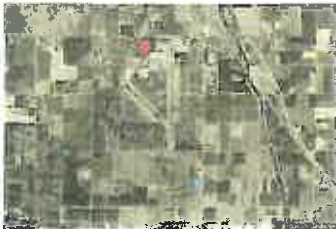
Solar Glare Hazard Analysis Report

Generated: June 18, 2015 4:17 p.m.

No glare found



Print



Inputs

Analysis name	Kemper
PV array axis tracking	none
Orientation of array (deg)	180.0
Tilt of solar panels (deg)	10.0
Rated power (KW)	0.0
Array reflectivity	True

View: [View](#) [Print](#) [Close](#)

1/3

KEMPER (REPRESENTATIVE NICK FULLERTON, FULLERTON ARCHITECTS)

NFA

GLARE ANALYSIS

FLIGHT PATH 1 AND 2

6/18/2015

Solar Glare Hazard Analysis Test Report

Solar Glare Hazard Analysis Flight Path Report

Generated June 18, 2015, 4:18 p.m.

Flight path: 1

Glare found

Print



http://www.sandag.ca.gov/transportation

114

6/18/2015

Solar Glare Hazard Analysis Test Report

Solar Glare Hazard Analysis Flight Path Report

Generated June 18, 2015, 4:19 p.m.

Flight path: 2

Glare found

Print



http://www.sandag.ca.gov/transportation

115

KEMPER (REPRESENTATIVE NICK FULLERTON, FULLERTON ARCHITECTS)

NFA

GLARE ANALYSIS

0/19/2018 Solar Glare Hazard Analysis Tool Report

Analysis & PV array parameters

Analysis name	Kemper
PV array axis tracking	none
Orientation of array (deg)	180.0
Tilt of solar panels (deg)	10.0
Rated power (kW)	0.0
Vary reflectivity	True
PV surface material	Smooth glass without ARC
Timezone offset	-8.0
Subtended angle of sun (mrad)	9.3
Peak DNI (W/m ²)	1000.0
Ocular transmission coefficient	0.5
Pupil diameter (m)	0.002
Eye focal length (m)	0.017
Time interval (min)	1
Correlate slope error with material	False
Slope error (mrad)	6.55

Flight path parameters

Direction (deg)	3.81
Glide slope (deg)	3.0
Consider pilot visibility from cockpit	False

<https://share.sandia.gov/pt/1vz9gh/> 2/4

0/19/2018 Solar Glare Hazard Analysis Tool Report

Analysis & PV array parameters

Analysis name	Kemper
PV array axis tracking	none
Orientation of array (deg)	180.0
Tilt of solar panels (deg)	10.0
Rated power (kW)	0.0
Vary reflectivity	True
PV surface material	Smooth glass without ARC
Timezone offset	-8.0
Subtended angle of sun (mrad)	9.3
Peak DNI (W/m ²)	1000.0
Ocular transmission coefficient	0.5
Pupil diameter (m)	0.002
Eye focal length (m)	0.017
Time interval (min)	1
Correlate slope error with material	False
Slope error (mrad)	6.55

Flight path parameters

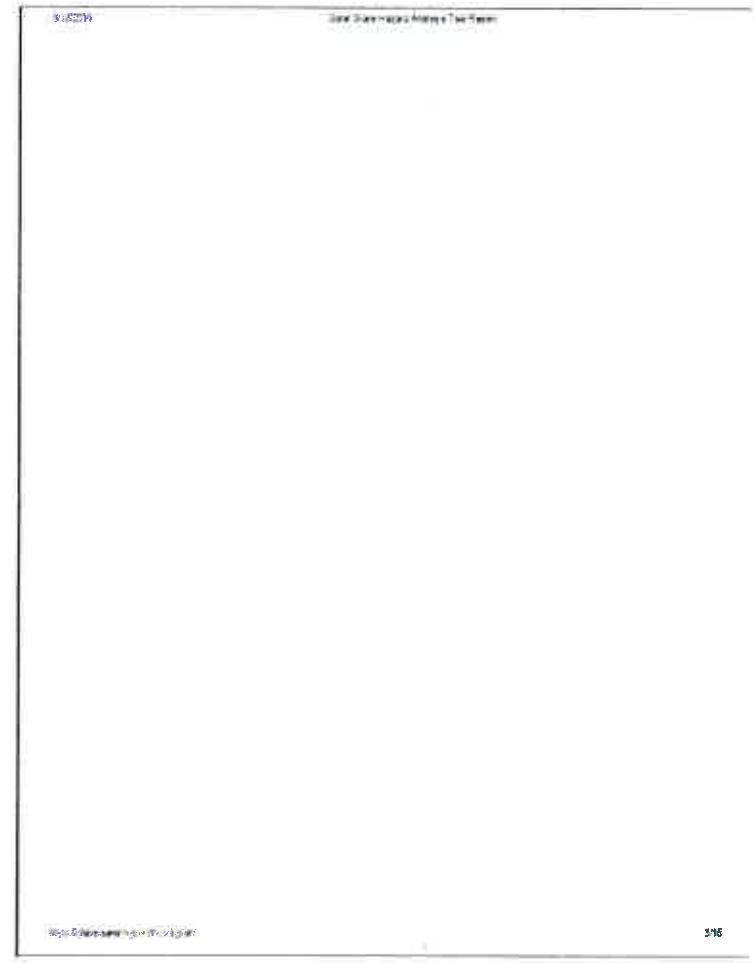
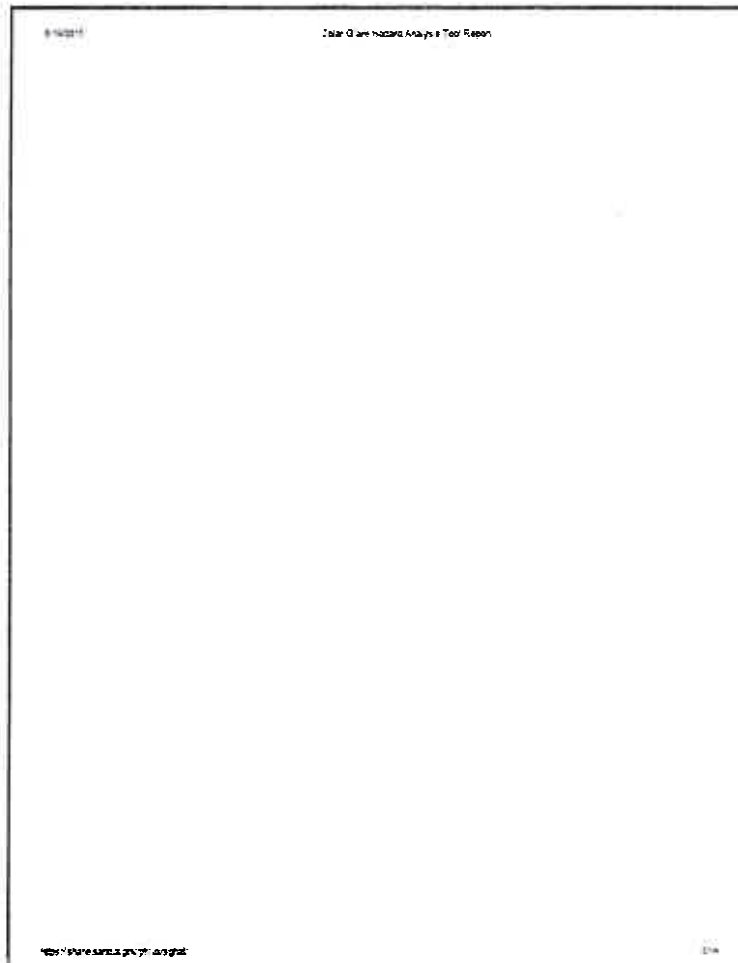
Direction (deg)	315.67
Glide slope (deg)	3.0
Consider pilot visibility from cockpit	False

<https://share.sandia.gov/pt/1vz9gh/> 2/4

KEMPER (REPRESENTATIVE NICK FULLERTON, FULLERTON ARCHITECTS)



GLARE ANALYSIS



KEMPER (REPRESENTATIVE NICK FULLERTON, FULLERTON ARCHITECTS)

NFA

GLARE ANALYSIS

5/13/2018 Solar Glare Hazards Analysis Tool Report

PV array vertices

id	Latitude (deg)	Longitude (deg)	Ground Elevation (ft)	Height of panels above ground (ft)	Total elevation (ft)
1	33.6021119574	-116.148057729	-150.16	31.0	-119.16
2	33.6020203356	-116.148103327	-150.19	31.0	-119.19
3	33.6019792636	-116.148024201	-150.23	31.0	-119.23
4	33.6020265543	-116.148005426	-150.21	31.0	-119.21
5	33.6020424512	-116.148038954	-150.2	31.0	-119.2
6	33.6020930012	-116.148016155	-150.17	31.0	-119.17

Flight Path Observation Points

	Latitude (deg)	Longitude (deg)	Ground Elevation (ft)	Eye-level height above ground (ft)	Glare?
Threshold	33.6168350844	-116.166544821	0.0	50.0	No
1/4 mi	33.613221702	-116.166705239	0.0	119.17	No
1/2 mi	33.6096083193	-116.166757657	0.0	196.36	No
3/4 mi	33.6059946374	-116.166828074	0.0	257.53	No
1 mi	33.6023815547	-116.166898492	0.0	326.71	Yes
1 1/4 mi	33.5987681722	-116.16695191	0.0	395.89	Yes
1 1/2 mi	33.5951547898	-116.167013325	0.0	465.07	No
1 3/4 mi	33.5915414074	-116.167074745	0.0	534.26	No
2 mi	33.587926025	-116.167136163	0.0	603.43	No

<https://share.sandagov.net/ghar>

5/13/2018 Solar Glare Hazards Analysis Tool Report

PV array vertices

id	Latitude (deg)	Longitude (deg)	Ground Elevation (ft)	Height of panels above ground (ft)	Total elevation (ft)
1	33.6021119574	-116.148057729	-150.16	31.0	-119.16
2	33.6020203356	-116.148103327	-150.19	31.0	-119.19
3	33.6019792636	-116.145024201	-150.23	31.0	-119.23
4	33.6020265543	-116.148005426	-150.21	31.0	-119.21
5	33.6020424512	-116.148038954	-150.2	31.0	-119.2
6	33.6020930012	-116.148016155	-150.17	31.0	-119.17

Flight Path Observation Points

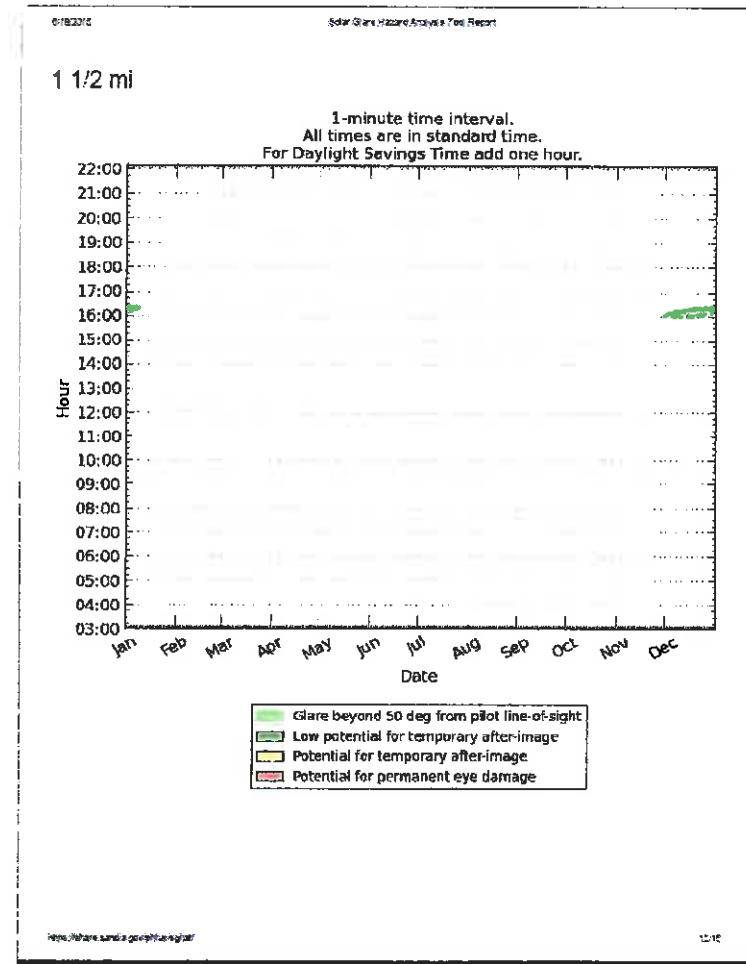
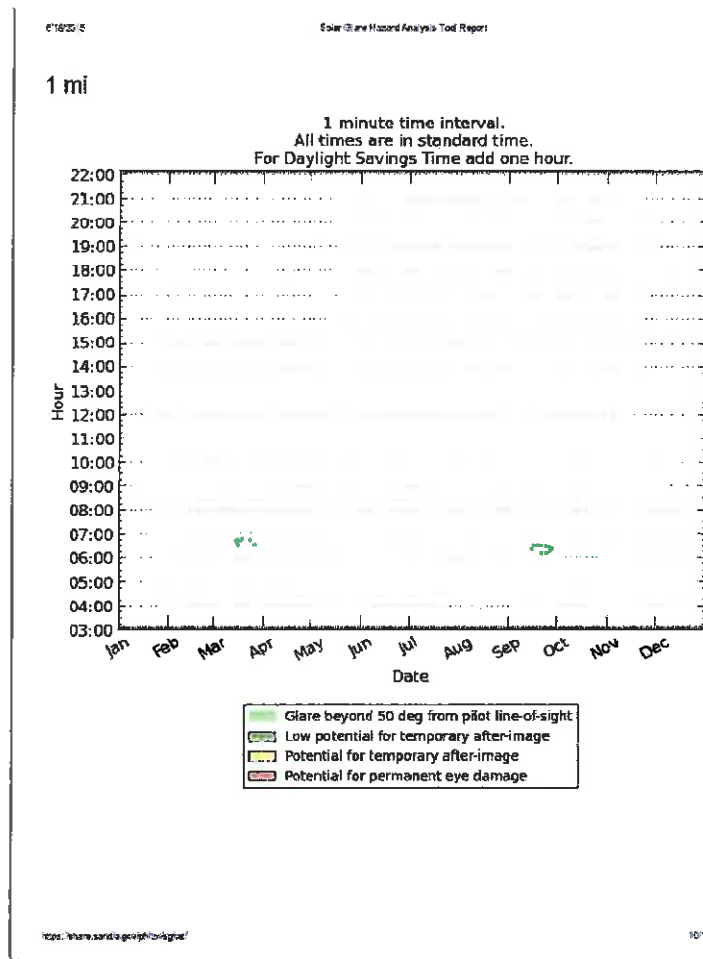
	Latitude (deg)	Longitude (deg)	Ground Elevation (ft)	Eye-level height above ground (ft)	Glare?
Threshold	33.6208019248	-116.168734726	0.0	50.0	No
1/4 mi	33.6162169135	-116.168895143	0.0	119.17	No
1/2 mi	33.61260315054	-116.169055561	0.0	196.36	No
3/4 mi	33.6089893876	-116.169215978	0.0	257.53	No
1 mi	33.6053756247	-116.169376395	0.0	326.71	No
1 1/4 mi	33.6017618618	-116.169536812	0.0	395.89	No
1 1/2 mi	33.602918755	-116.141518273	0.0	465.07	Yes
1 3/4 mi	33.6027066677	-116.138482198	0.0	534.26	Yes
2 mi	33.6001218596	-116.135446122	0.0	603.43	Yes

<https://share.sandagov.net/ghar>

KEMPER (REPRESENTATIVE NICK FULLERTON, FULLERTON ARCHITECTS)



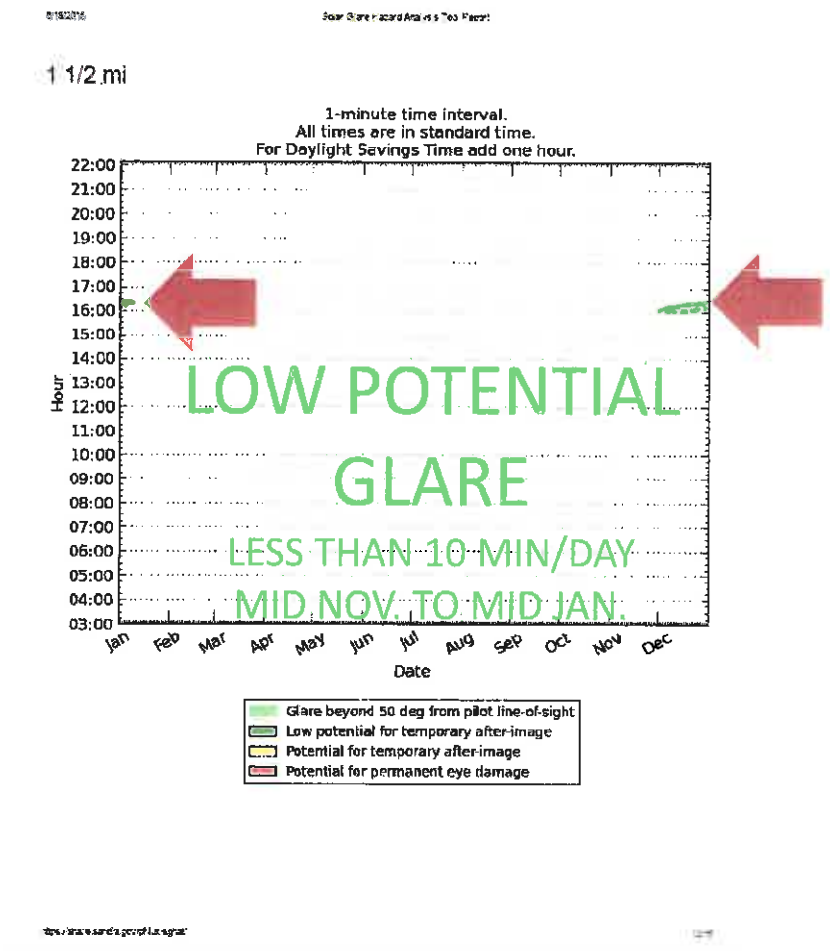
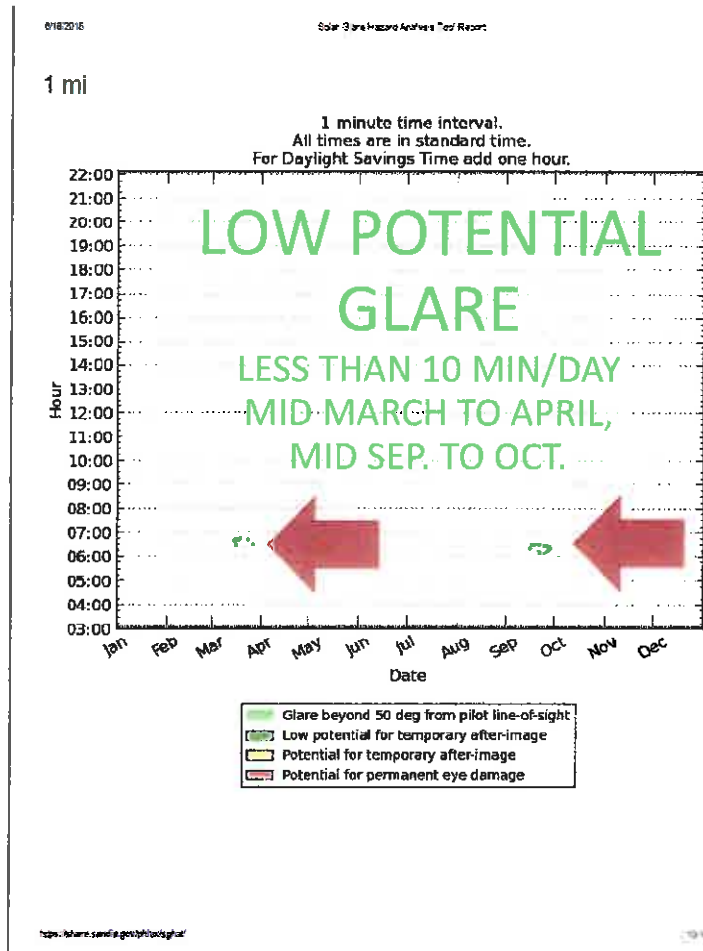
GLARE ANALYSIS



KEMPER (REPRESENTATIVE NICK FULLERTON, FULLERTON ARCHITECTS)

NFA

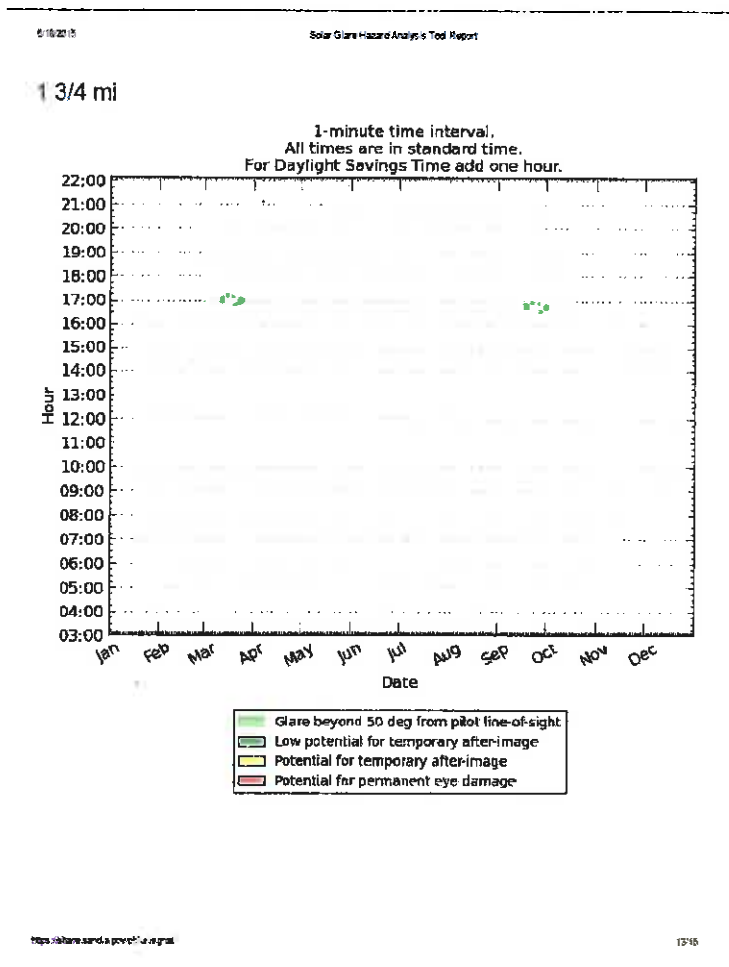
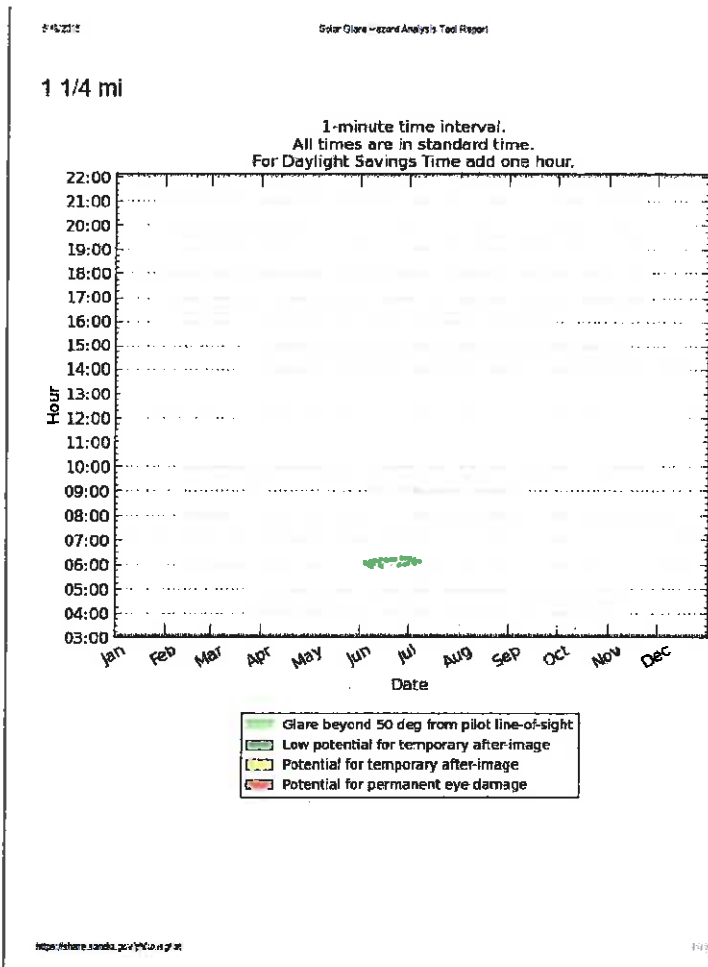
GLARE ANALYSIS



KEMPER (REPRESENTATIVE NICK FULLERTON, FULLERTON ARCHITECTS)

NFA

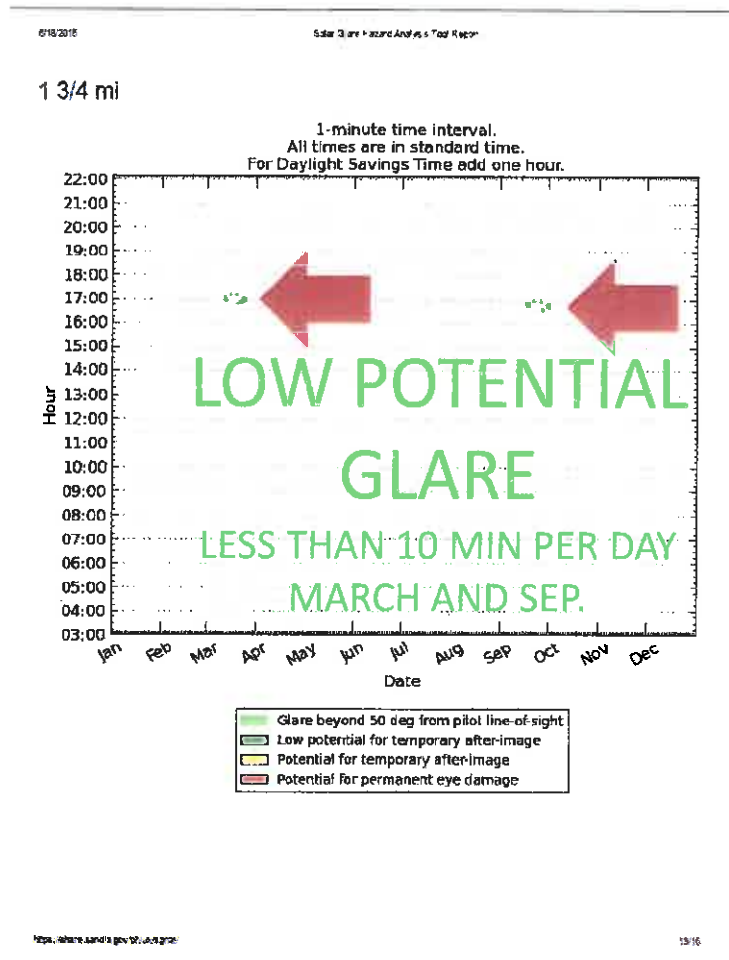
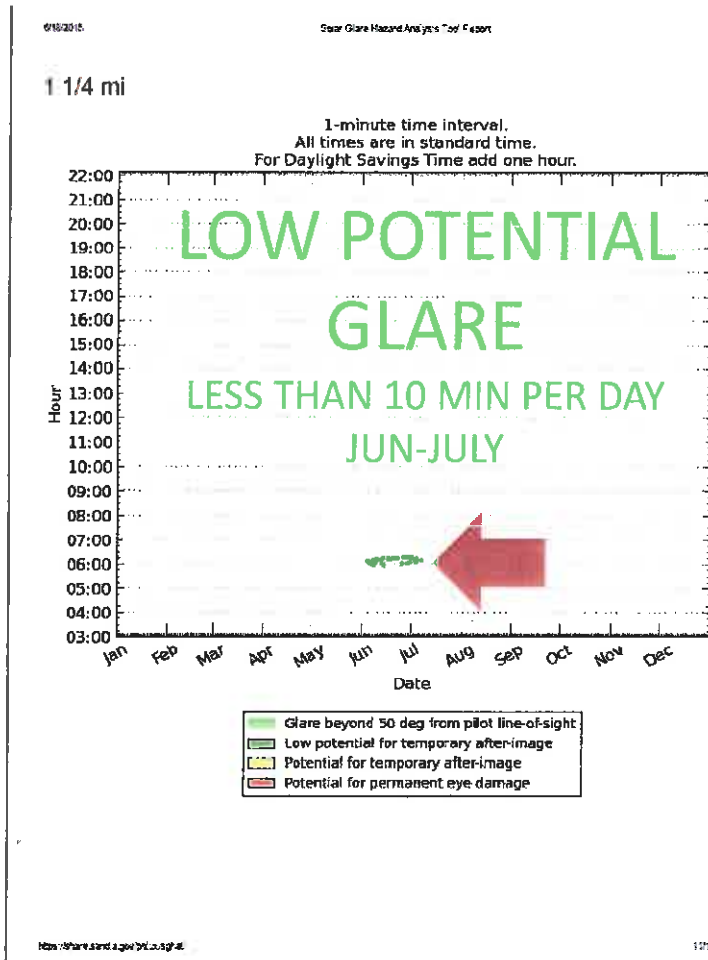
GLARE ANALYSIS



KEMPER (REPRESENTATIVE NICK FULLERTON, FULLERTON ARCHITECTS)



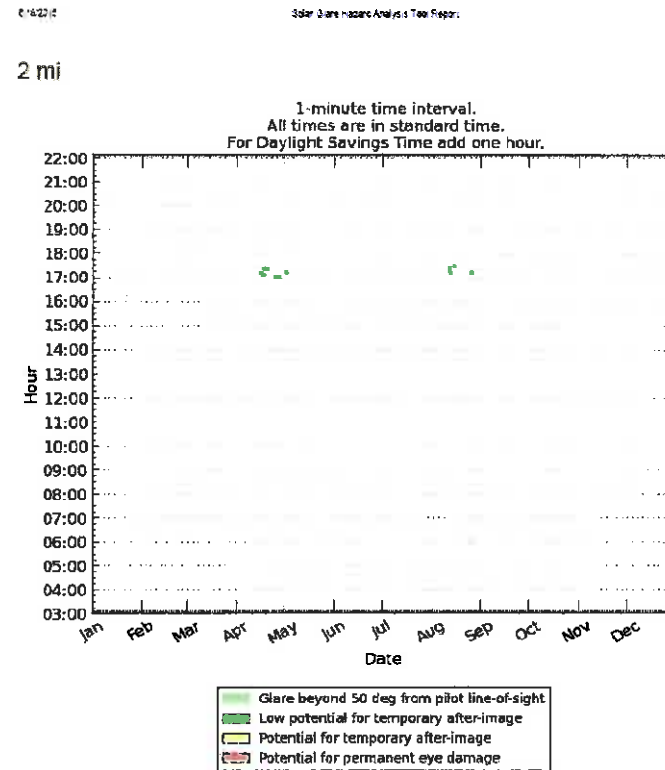
GLARE ANALYSIS



KEMPER (REPRESENTATIVE NICK FULLERTON, FULLERTON ARCHITECTS)

NFA

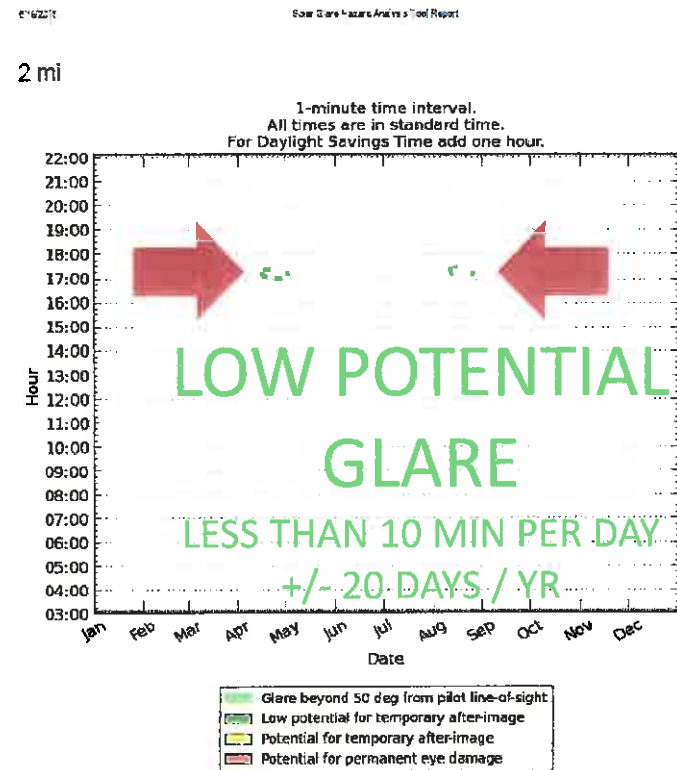
GLARE ANALYSIS



KEMPER (REPRESENTATIVE NICK FULLERTON, FULLERTON ARCHITECTS)

NFA

GLARE ANALYSIS



©1997-2014 Sandia Corporation

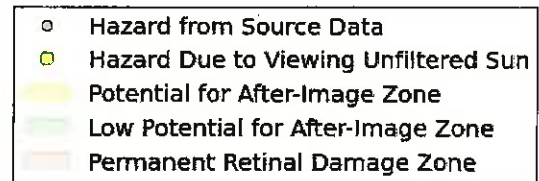
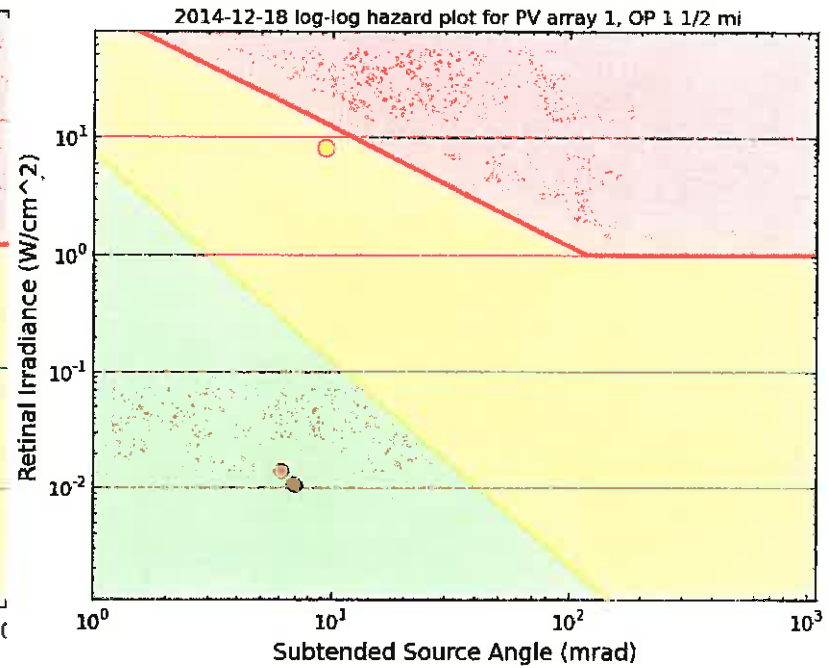
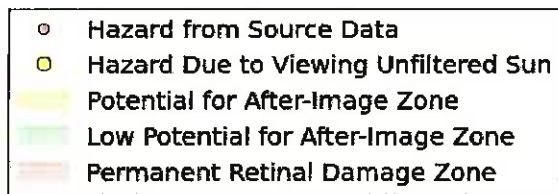
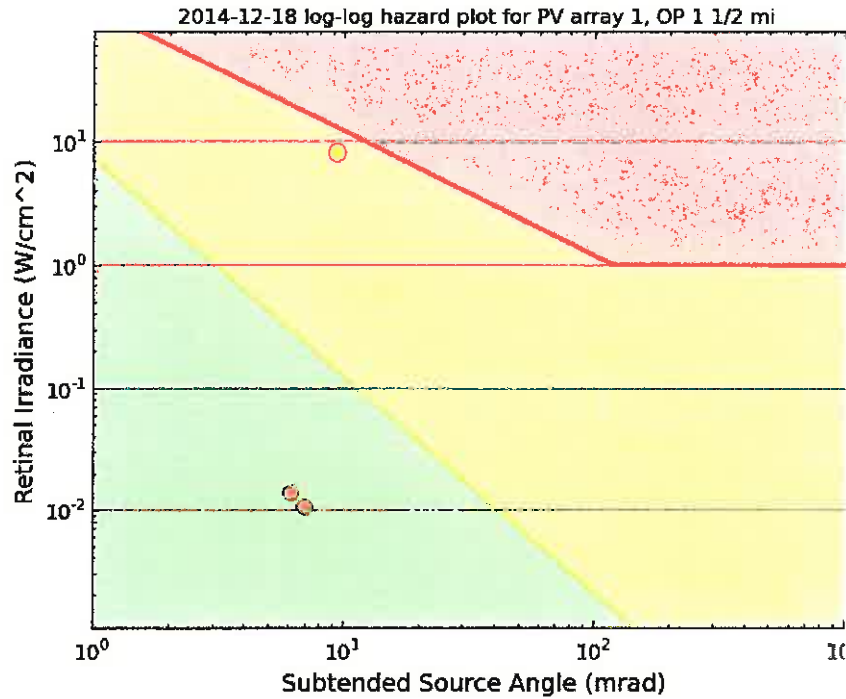
low_glare_sandia_report.dwg

14112

KEMPER (REPRESENTATIVE NICK FULLERTON, FULLERTON ARCHITECTS)

NFA

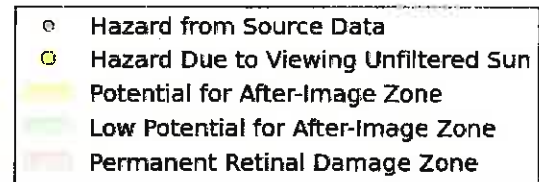
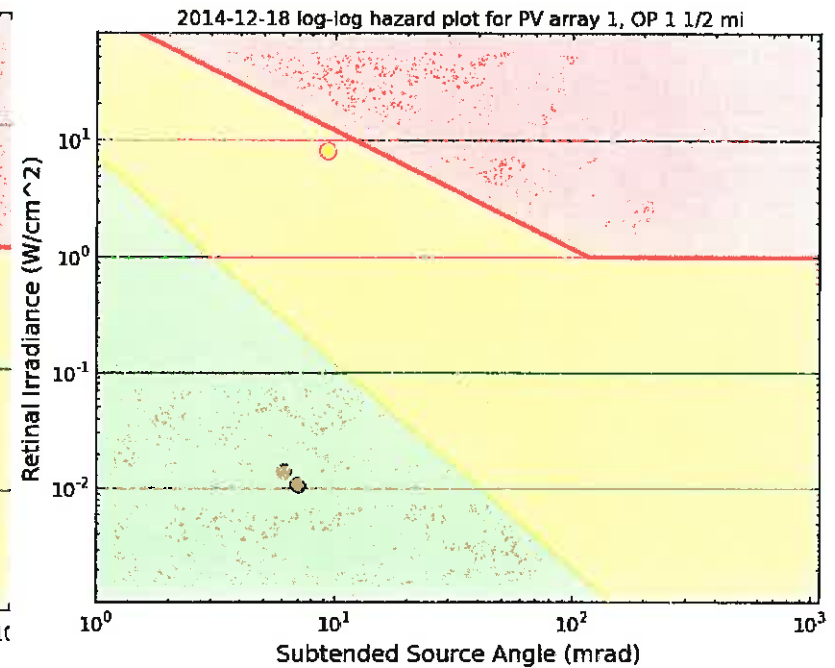
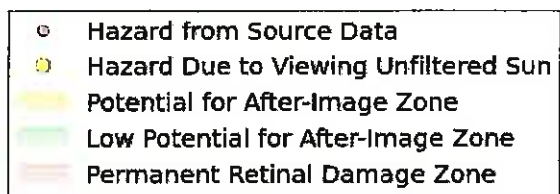
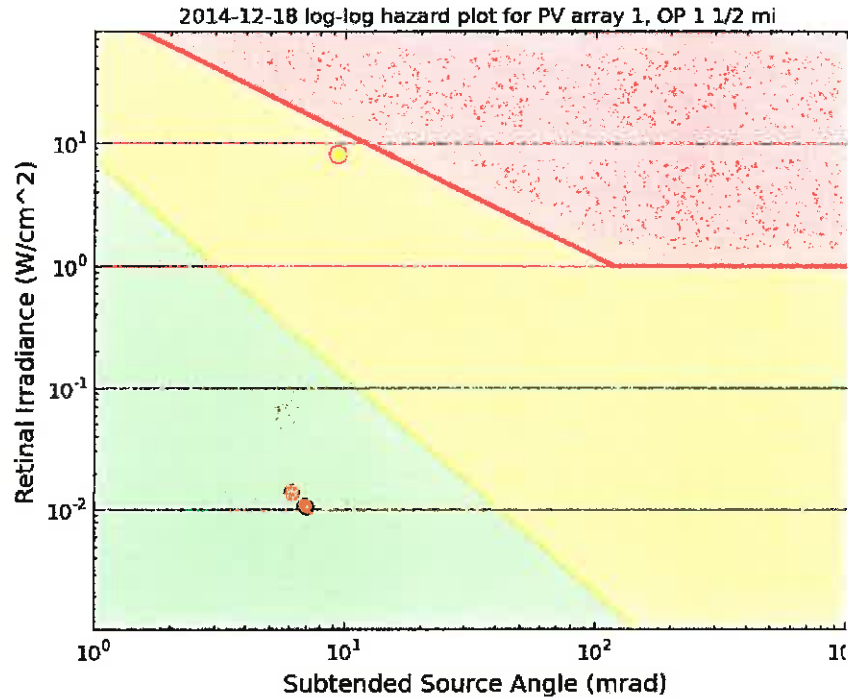
GLARE ANALYSIS



KEMPER (REPRESENTATIVE NICK FULLERTON, FULLERTON ARCHITECTS)

NFA

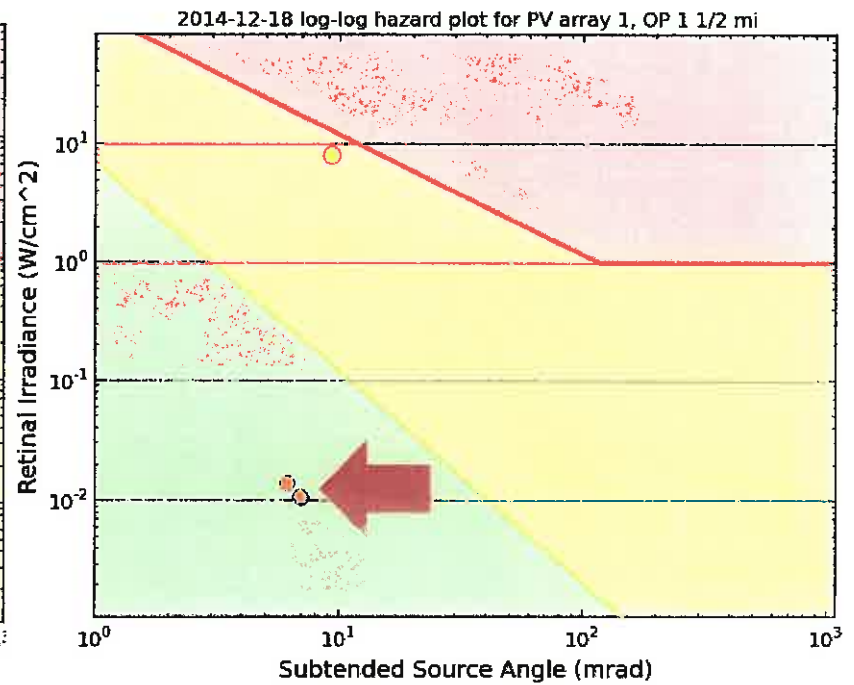
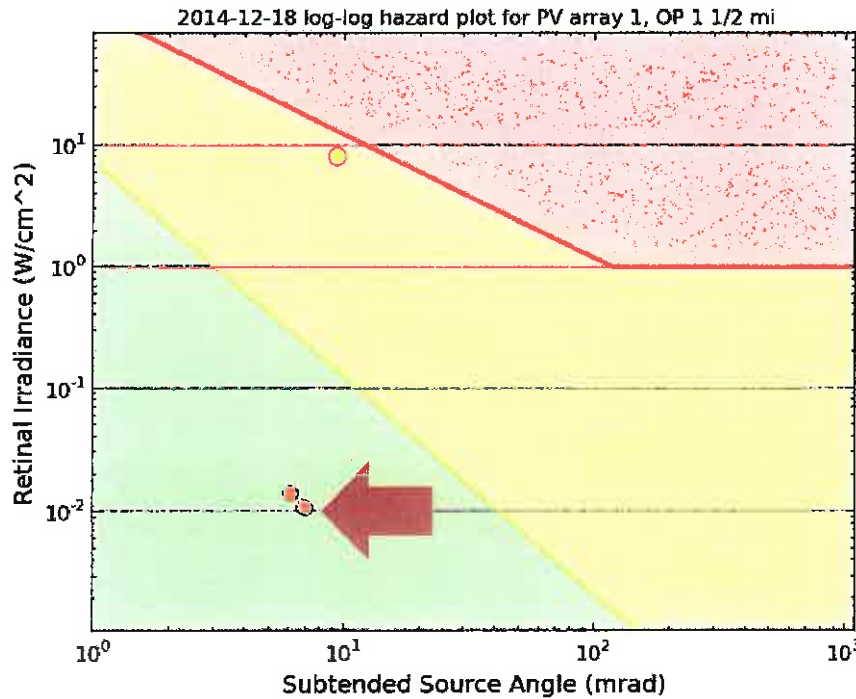
GLARE ANALYSIS



KEMPER (REPRESENTATIVE NICK FULLERTON, FULLERTON ARCHITECTS)

NFA

GLARE ANALYSIS



- Hazard from Source Data
- Hazard Due to Viewing Unfiltered Sun
- Yellow Potential for After-Image Zone
- Green Low Potential for After-Image Zone
- Red Permanent Retinal Damage Zone

LOW POTENTIAL
GLARE

→ FAA ALLOWABLE ZONE ←

KEMPER (REPRESENTATIVE NICK FULLERTON, FULLERTON ARCHITECTS)

NFA

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 Fridays, from 9:00 a.m. to 5:00 p.m.

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

DATE OF HEARING: October 8, 2015

TIME OF HEARING: 9:00 A.M.

CASE DESCRIPTION:

ZAP1035TH15 – Fullerton Architects PC (Nick Fullerton), for Dana Kemper – County Case No. BRS 150639 (Building Permit). The applicant proposes to install and operate roof mounted photovoltaic solar panels on a private member's seasonal residence/garage located at 61-653 Goodwood Drive (Lot 63 of Thermal Club – Assessor's Parcel Number 759-220-027) within the motorsports facility located northerly of 62nd Avenue, easterly of Tyler Street, westerly of Polk Street, and southerly of 60th Avenue in the unincorporated community of Thermal (Zone D of the Jacqueline Cochran Regional Airport Influence Area).

FURTHER INFORMATION: Contact Russell Brady at (951) 955-0549 or John Guerin at (951) 955-0982. The ALUC holds hearings for local discretionary permits within the Airport Influence Areas, reviewing for aeronautical safety, noise and obstructions.

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

ALUC Identification No.

ZAP1035TH15

PROJECT PROPONENT (TO BE COMPLETED BY APPLICANT)

Date of Application 07/07/2015
 Property Owner Dana Kemper Phone Number 360-907-3254
 Mailing Address 11817 NW 7th Ave.
Vancouver, WA 98685

Agent (if any) Nick Fullerton Phone Number 406.837.1550
 Mailing Address PO Box 2770
Eagle Bend Drive
Bigfork, MT 59911

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 61-653 Goodwood Drive
Thermal, CA 92274
 Assessor's Parcel No. 759-220-027 Parcel Size 11,017 sf
 Subdivision Name The Thermal Club Zoning Classification Riverside County,
63 Specific Plan 303,
planning area E-6

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 lot

Proposed Land Use (describe) Single Family Residential
with rooftop solar array

For Residential Uses Number of Parcels or Units on Site (exclude secondary units) 1
 For Other Land Uses Hours of Use _____
 (See Appendix C) Number of People on Site Maximum Number _____
 Method of Calculation _____

Height Data Height above Ground or Tallest Object (including antennas and trees) 40.25 ft.
 Highest Elevation (above sea level) of Any Object or Terrain on Site (353.83 + 40.25) 394.08 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 rooftop solar panels

REFERRING AGENCY (APPLICANT OR JURISDICTION TO COMPLETE)

Date Received

Agency Name

Riverside County Bldg. + Safety

Staff Contact

Russel Brady - Ken Baez

Phone Number

Agency's Project No.

BRS 150639

Type of Project

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

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

B. SUBMISSION PACKAGE:

ALUC REVIEW

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

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

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

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 3.7

HEARING DATE: October 8, 2015

CASE NUMBER: ZAP1149MA15 – Kearny Modular Way, LLC/Kearny Real Estate Company, for Earthshine LP (Representative: Jason Rosin)

APPROVING JURISDICTION: County of Riverside

JURISDICTION CASE NO: PP25870 (Plot Plan)

MAJOR ISSUES: None

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

PROJECT DESCRIPTION: The applicant proposes to establish a stone and stone product distribution facility with outdoor storage of concrete pallets on a 14.53-acre parcel. There are two existing buildings on the property, one with 80,000 square feet of floor area and one with 16,000 square feet of floor area. The 16,000 square foot building will be demolished, the 80,000 square foot building will be used for storage, and a new 2,000 square feet modular office building with restroom facilities and a water quality basin will be added.

PROJECT LOCATION: The site is located northerly of Orange Avenue, easterly of Harvill Avenue, westerly of Frontage Road and Interstate-215, and southerly of Water Street, within the unincorporated community of Mead Valley, approximately 17,100 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 C2
- 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 C2. Average intensity in Compatibility Zone C2 is limited to 200 people per acre.

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 the proposed project:

- Storage – 1 person per 300 square feet
- Office – 1 person per 200 square feet (with 50% reduction)

Based on the plans provided, the existing 80,000 square foot building would be used for storage for a total occupancy of 267 people and the new building would have an occupancy of 10, for a total of 277 people. Given the site area of 14.53 acres, this results in an average intensity of 19 people per acre, which is compatible with the Zone C2 average acre criterion of 200.

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 standard parking spaces provided of 100, the total occupancy would be estimated at 150 people. This results in an average intensity of 10 people per acre, which is also compatible with the Zone C2 average acre criterion of 200.

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

As previously noted, the entire building is anticipated to be occupied by a maximum of 270 people. Even if the entire occupancy of the building were to be located within a single-acre area of the building, this would still be compatible with the single-acre criterion of 500.

Prohibited and Discouraged Uses: The applicant does not propose any uses prohibited or discouraged in Compatibility Zone C2.

Noise: The March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan depicts the site as being in an area below 60 CNEL range from aircraft noise. As an industrial use not sensitive to noise (and considering typical anticipated building construction noise attenuation of approximately 20 dBA), the manufacturing and warehouse area 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 17,100 feet from the runway to the project boundaries, Federal Aviation Administration (FAA) review would be required for any

structures with top of roof exceeding 1659 feet AMSL. The project has an approximate site elevation of 1505 feet. The existing building has a maximum height of 30 feet at crest for a potential maximum building elevation of 1535 feet AMSL. The modular office building height will not exceed 14 feet. Any construction equipment for construction of the modular office building and demolition and remodeling of the existing buildings would likely not exceed a height of 154 feet to exceed the threshold for FAA Obstruction Evaluation. Therefore, review of the proposed project by the FAA Obstruction Evaluation Service is not required for height/elevation reasons.

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

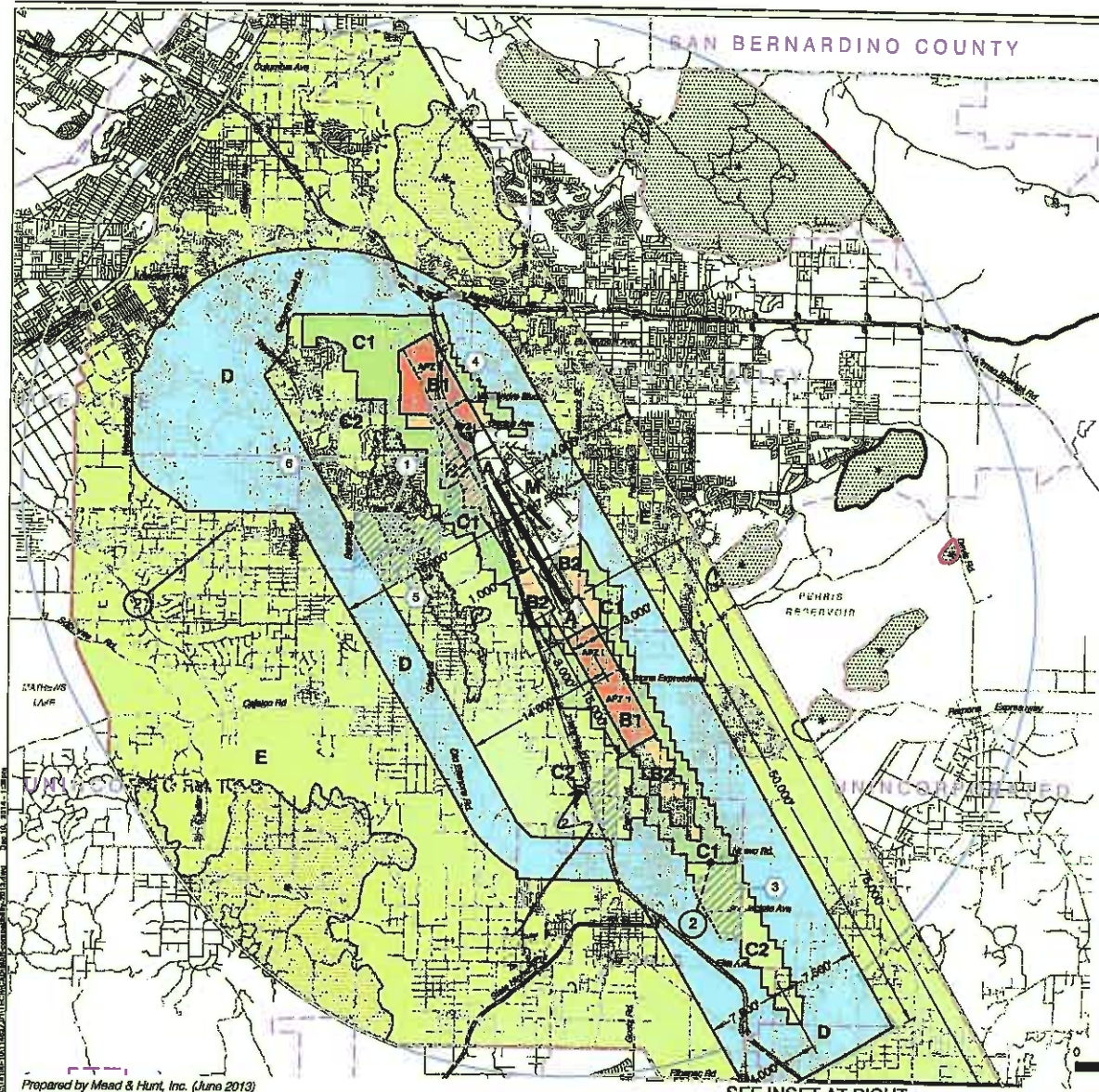
CONDITIONS:

1. Any new 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 of the property and tenants of the building, and shall be recorded as a deed notice.

4. 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.
5. The proposed detention basin(s) on the site (including bioswales) shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basin(s) that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature.

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

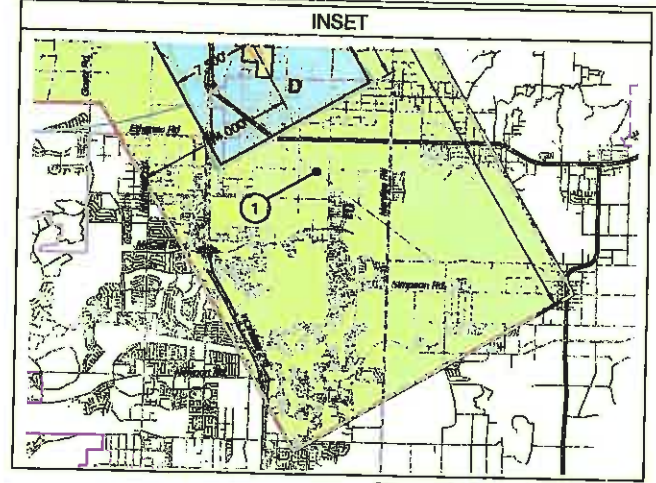
- March Air Reserve Base / Air Force Property
- March Joint Powers Authority Property Line
- County Boundary
- City Limits
- Site-Specific Exceptions (existing local agency commitments to development projects)

Numbered Callouts:

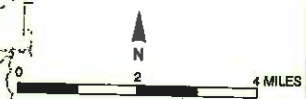
- ① March JPA: March Business Center/Meridian
- ② Perris: Harvest Landing
- ③ Perris: Park West
- ④ Moreno Valley: Affordable Housing
- ⑤ March JPA: Bon Clark Training Center
- ⑥ Riverside: Ridge Crest Subdivision

Additional Callouts:

- 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.



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)**

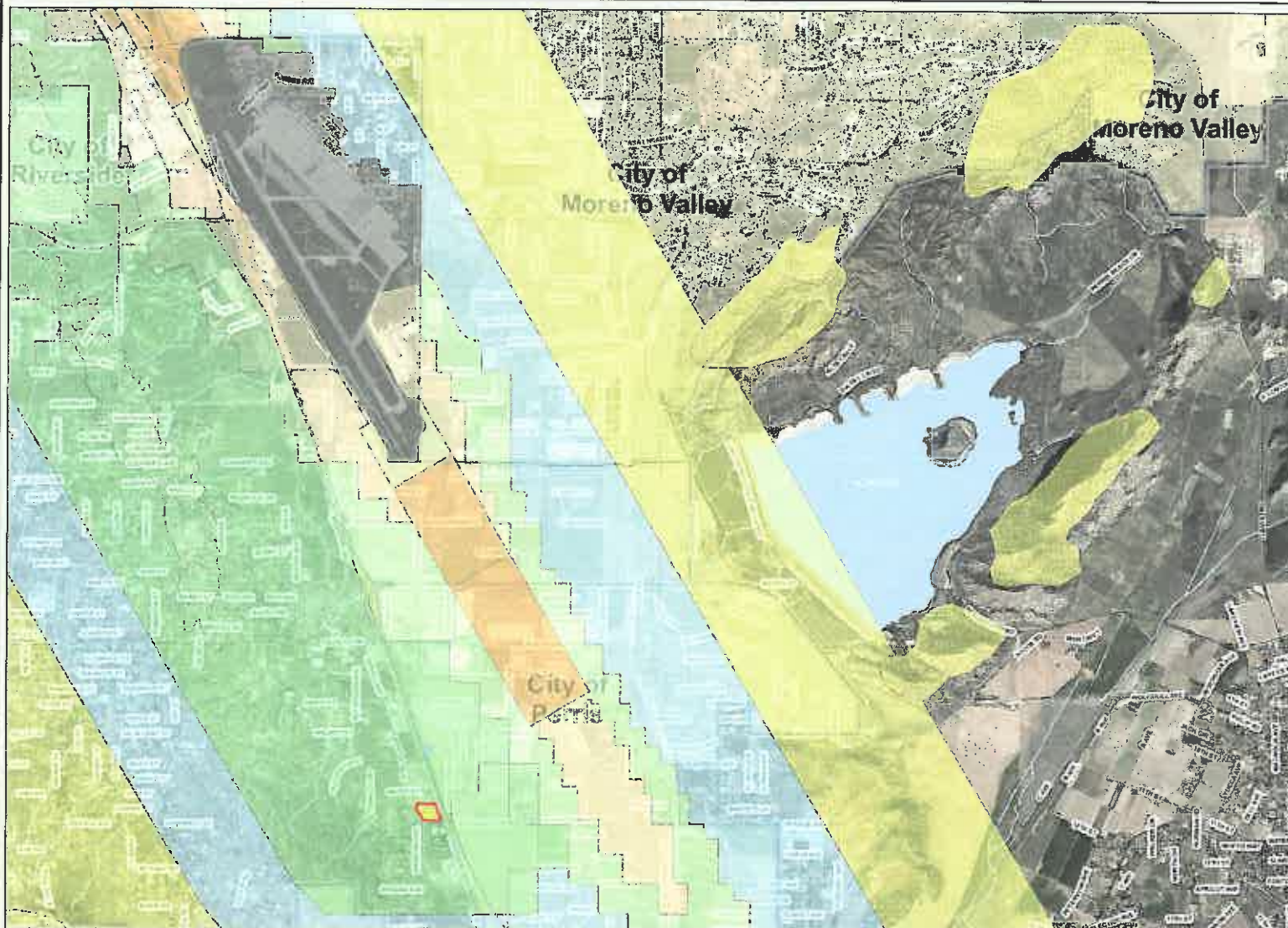
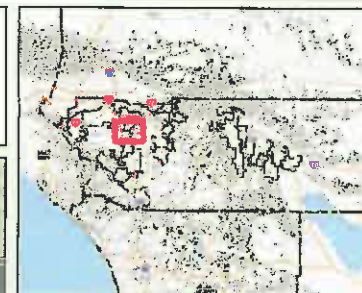
Map MA-1

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

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



























SEE INSET AT RIGHT

My Map



Legend

Airport Compatibility

-  OTHER ZONE
-  A
-  A-EXC1
-  B1
-  B1-APZ I
-  B1-APZ I-EXC1
-  B1-APZ II
-  B1-APZ II-EXC1
-  B1-EXC1
-  B2
-  B2-EXC1
-  C
-  C1
-  C1-EXC1
-  C1-EXC3
-  C1-EXC4
-  C1-HIGHT
-  C2
-  C2-EXC1
-  C2-EXC2
-  C2-EXC3
-  C2-EXC5
-  C2-EXC6
-  C2-HIGHT
-  C2-HIGHT-EXC1
-  C2-HIGHT-EXC5



0 8,201 16,402 Feet



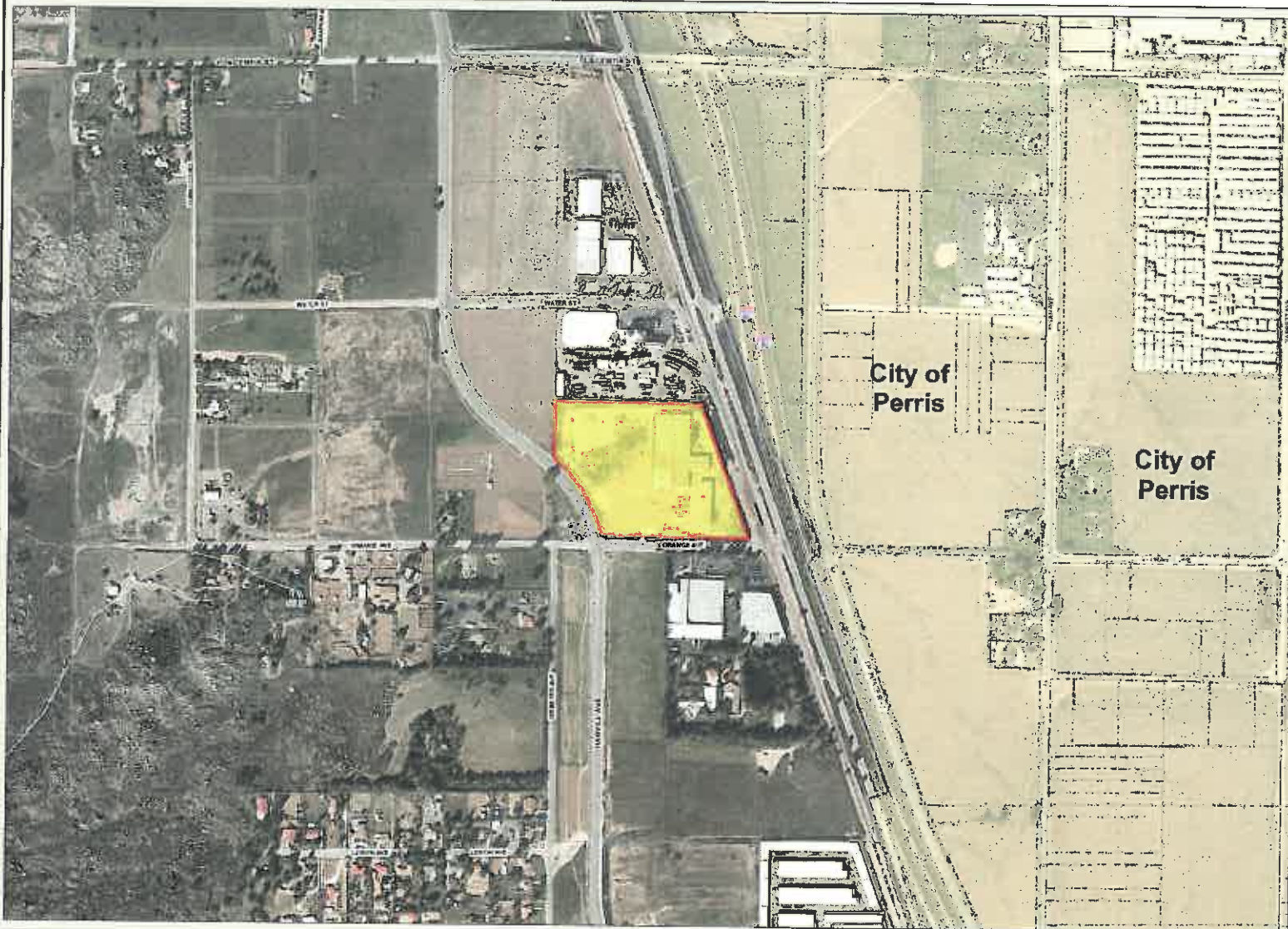
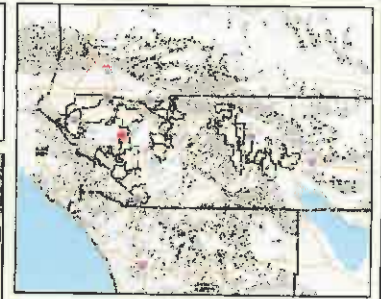
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or 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... 9/10/2015 2:13:46 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



0 1,025 2,050 Feet



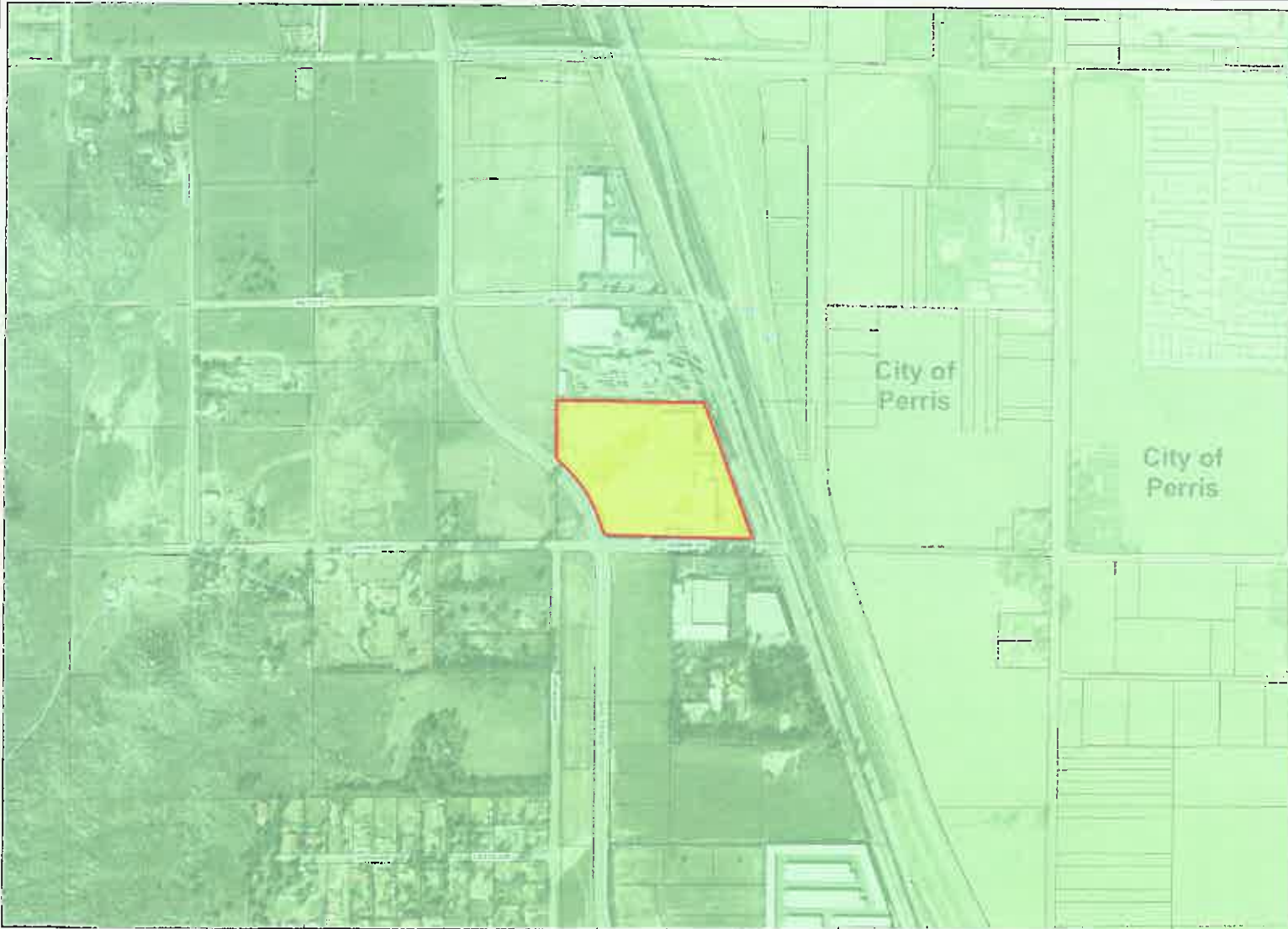
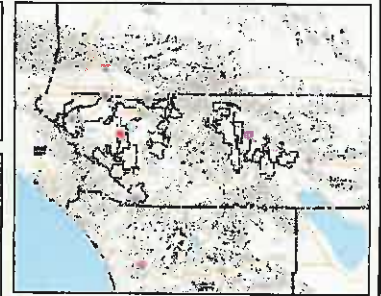
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or 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... 9/10/2015 2:12:17 PM

© Riverside County TLMA GIS

Notes

My Map



Legend

- Display Parcels
- Airport Compatibility**
- OTHER ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC6
- C2-HIGHT
- C2-HIGHT-EXC1



0 1,025 2,050 Feet

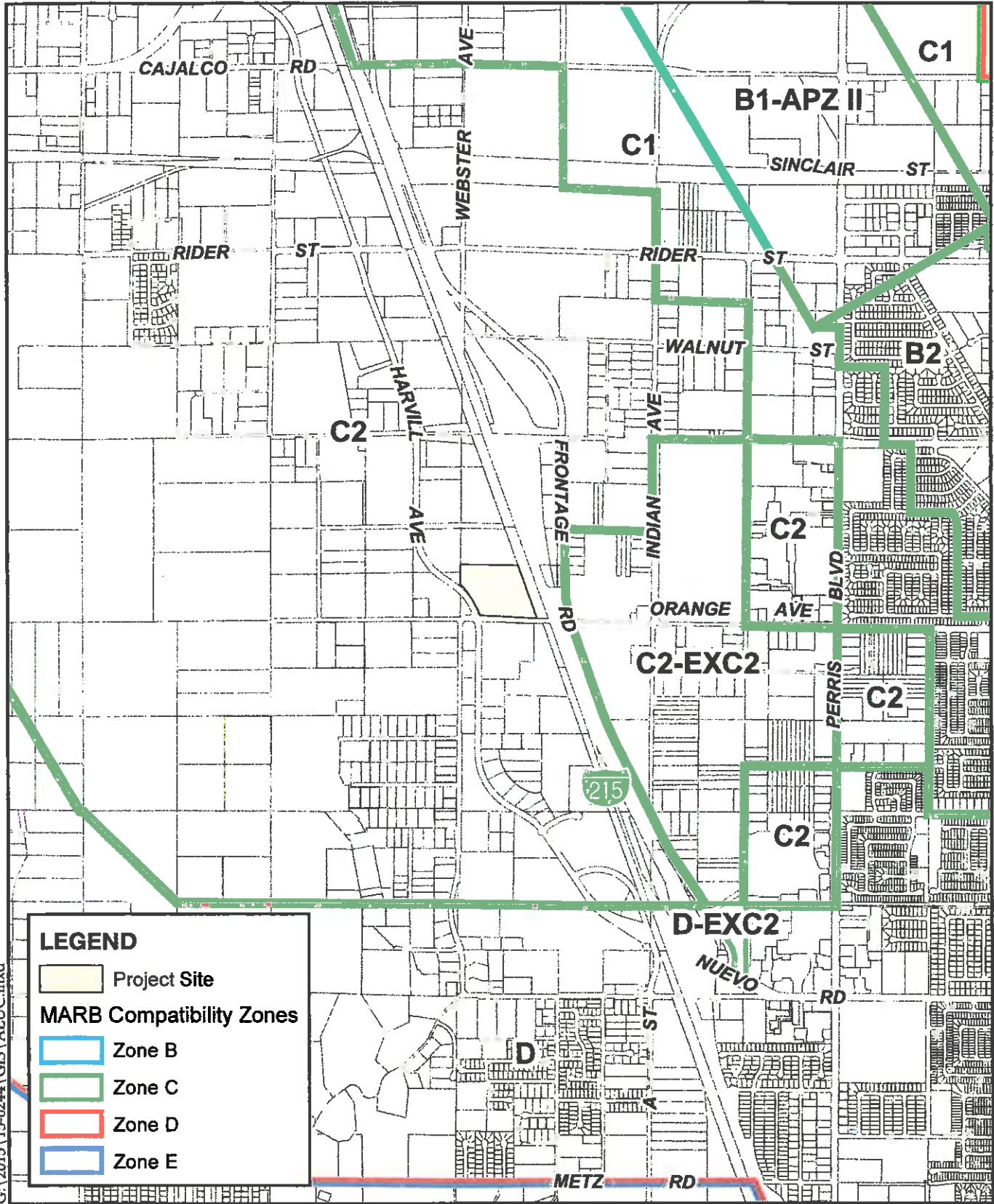


IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or 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... 9/10/2015 2:13:02 PM

© Riverside County TLMA GIS

Notes

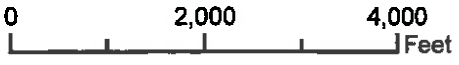


G:\2015\15-0244\GIS\ALUC.mxd

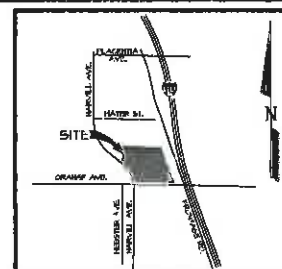
Source: Riverside Co. GIS, 2015.

Project Site and Perris Valley Airport Land Use Compatibility Zones

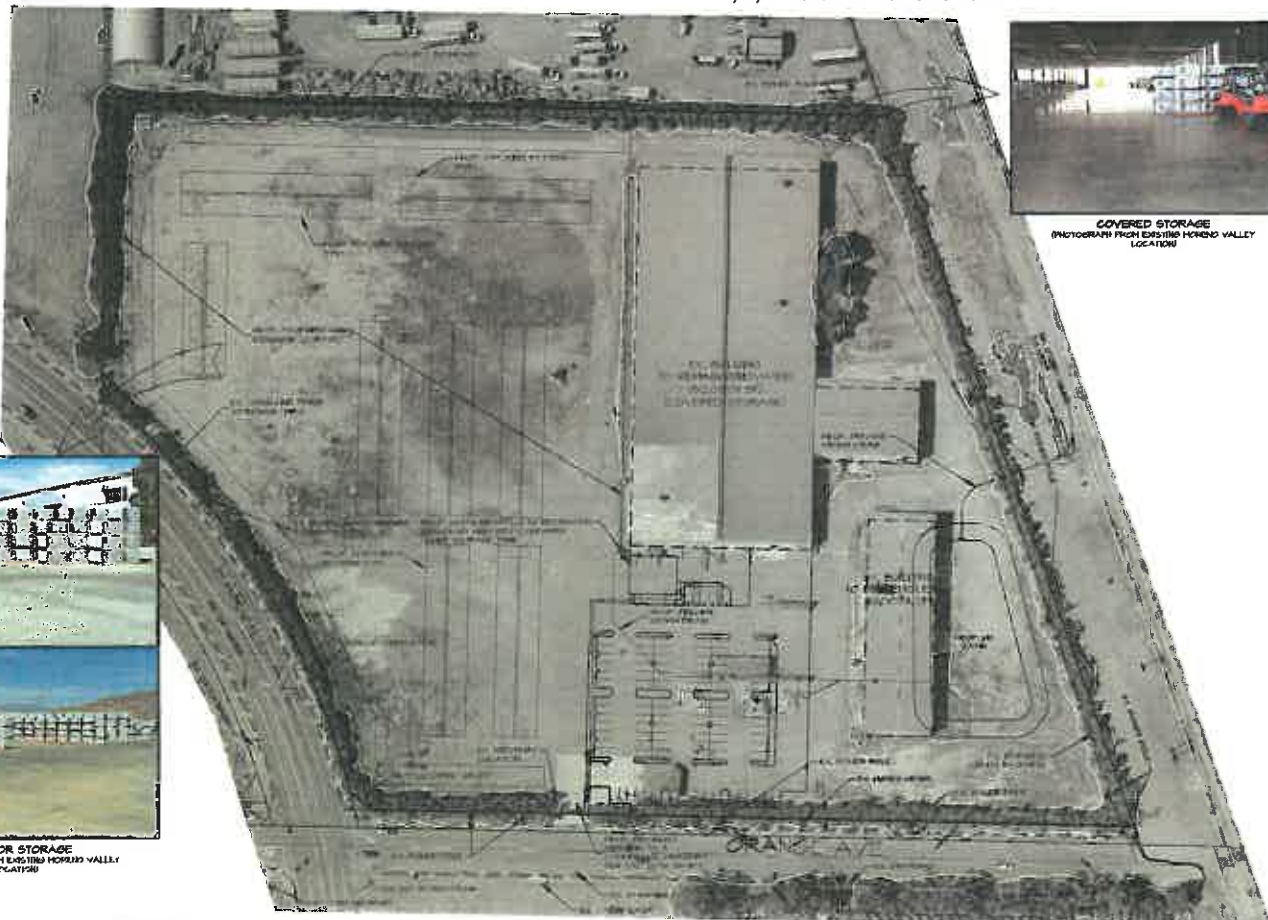
El Dorado Stone Project



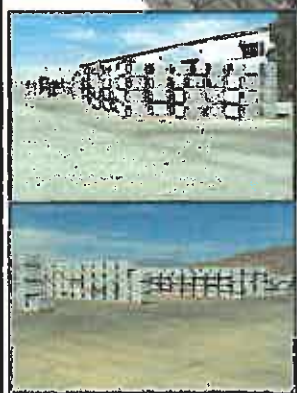
EL DORADO STONE PLOT PLAN PP NO. XXXX



VICINITY MAP
NOT TO SCALE
SECTION 10, T. 4 S., R. 9 E., S.B.M.



COVERED STORAGE
PHOTOGRAPH FROM EXISTING HORNBRO VALLEY LOCATION



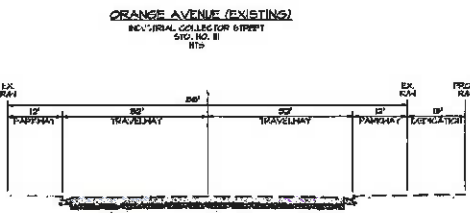
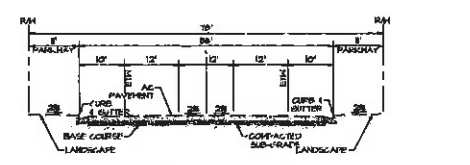
OUTDOOR STORAGE
PHOTOGRAPH FROM EXISTING HORNBRO VALLEY LOCATION

PROJECT DESCRIPTION

THE PROPOSED 145 ACRE PROJECT LOCATED AT 2400 ORANGE AVENUE IN THE COUNTY OF RIVERSIDE CONSISTS OF THE REUSE OF A VACANT INDUSTRIAL SITE FORMERLY OCCUPIED BY ATRISSON BRICK. FOR THE RELOCATION OF THE EL DORADO STONE FACILITY CURRENTLY IN OPERATION IN THE CITY OF HORNBRO VALLEY, THERE ARE TWO EXISTING BUILDINGS (BAYBORN #1 AND BAYBORN #2) THE SUBJECT OF THIS PROJECT IS PROPOSED TO BE DEMOLISHED. THE SUBJECT OF THIS PROJECT WILL BE RECONSTRUCTED WITH A MODULAR OFFICE BUILDING INCLUDING RESTROOM FACILITIES THAT WILL BE ADDED TO THE PROPERTY. THE MAJORITY OF THE SITE IS PROPOSED TO BE PAVED INCLUDING ADDING A PARKING LOT WITH LANDSCAPE AND HANGAR PARKING. WATER QUALITY STANDARDS ARE PROPOSED ON THE EASTERN PORTION OF THE PROPERTY FOR TREATMENT OF CREEK WATER QUALITY. EXISTING CANAL BANK PERIMETER FENCING AND LANDSCAPE SCENICITY IS PROPOSED TO REMAIN.

EXISTING BUILDINGS	
LAMBER BUILDING	60,000 SF
HALLER BUILDING	60,000 SF TO BE DEMOLISHED
TOTAL BUILDING AREA TO REMAIN	60,000 SF

PROPOSED BUILDINGS	
MODULAR OFFICE WITH RESTROOM	20,000 SF



OWNER:
BAYBORN #1, LP
19401 CENTRAL LANE
HUNTINGTON BEACH, CA 92641

APPLICANT:
EL DORADO STONE COMPANY
14000 ALBERT
1400 AVENUE OF THE STONES, SUITE 100
LOS ANGELES, CA 90047
PHONE: (213) 228-1040
FAX: (213) 228-1040

ARCHITECT:
VARDY & ASSOCIATES
LARRY VARDY
6900 BROOKVIEW AVENUE, SUITE D
RIVERSIDE, CA 92506
(951) 784-2800
(951) 784-2872

ENGINEER:
ALBERT A. HERR ASSOCIATE
601 ANGLENO
3700 MEZWAY STREET
RIVERSIDE, CA 92518
PHONE: (951) 506-1010
FAX: (951) 506-1076

TOPOGRAPHY:
INLAND AERIAL SURVEYS, INC.
3171 WILMINGTON AVE., SUITE A
RIVERSIDE, CA 92505
TEL: (951) 515-4200
DATE: APRIL 20, 2015

ASSESSOR'S PARCEL NUMBER:
308-040-048

ACREAGE:
1438 AC. 0800P
1439 AC. 101

UTILITY COMPANIES:
MAYDEN EASTERN MUNICIPAL WATER DISTRICT
SEWER EASTERN MUNICIPAL WATER DISTRICT
ELECTRIC SOUTHERN CALIFORNIA Edison
TELEPHONE VERIZON
GAS SCL GAS PIPING GAS COMPANY

LEGAL DESCRIPTION:
THAT PORTION OF THE SOUTHWEST QUARTER OF SECTION 10, TOWNSHIP 4 N., RANGE 9 N., S. 1/4, SAN BERNARDINO COUNTY, ACCORDING TO THE OFFICIAL PLAT THEREOF, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:
BEGINNING AT THE SOUTHWEST CORNER OF SAID SECTION TEN, NORTH ON THE WEST LINE OF SAID SECTION, 1100 FEET, THENCE AT RIGHT ANGLE EAST PARALLEL, WITH THE CALIFORNIA SOUTHERN RAILROAD COMPANY, THENCE SOUTHWESTERLY WITH THE SOUTH LINE OF SAID SECTION, THENCE WEST, ON THE SOUTH LINE OF SAID SECTION, 1000 FEET 4 INCHES, TO THE BEGINNING.
EXCEPT THAT PORTION DESCRIBED IN DEED TO THE COUNTY OF RIVERSIDE, BY DEED RECORDED IN VOLUME 10, PAGE 48, INSTRUMENT NO. 120841 OF OFFICIAL RECORDS, ALSO EXCEPTING THAT PORTION TAKEN BY FINAL ORDER OF CONDEMNATION, N. RECORDED IN DOCUMENT RECORDED AUGUST 30, 1966 AS INSTRUMENT NO. 624976, OFFICIAL RECORDS.

LAND USE / ZONING:
EXISTING LAND USE: INDUSTRIAL FACILITY FORMERLY OCCUPIED BY ATRISSON BRICK
PROPOSED LAND USE: INDUSTRIAL FACILITY FORMERLY OCCUPIED BY ATRISSON BRICK
EXISTING & PROPOSED ZONING: M-1
EXISTING & PROPOSED GENERAL PLAN LAND USE: L-1

SITE ADDRESS:
2400 ORANGE AVENUE, UNINCORPORATED AREA OF RIVERSIDE COUNTY, CALIFORNIA 92510

SCHOOL DISTRICT:
VAL VERDE UNIFIED SCHOOL DISTRICT

- NOTES:**
1. OUTSIDE OF PLANNABLE OR CORNER TABLE LINES OF MAIL OR IS NOT PROVIDED.
 2. ROAD HAWKED FLOOR, SEE JOBS X PER PANEL, 08/08/2014

COUNTY OF RIVERSIDE
EL DORADO STONE
2400 ORANGE STREET, RIVERSIDE COUNTY
PLOT PLAN & CONCEPTUAL GRADING PLAN
PP#XXXX

DATE: 7/1/15
DRAWN: JN
CHECKED: JN
DESIGNED: JN
FILED: JN
DATE: 7/1/15

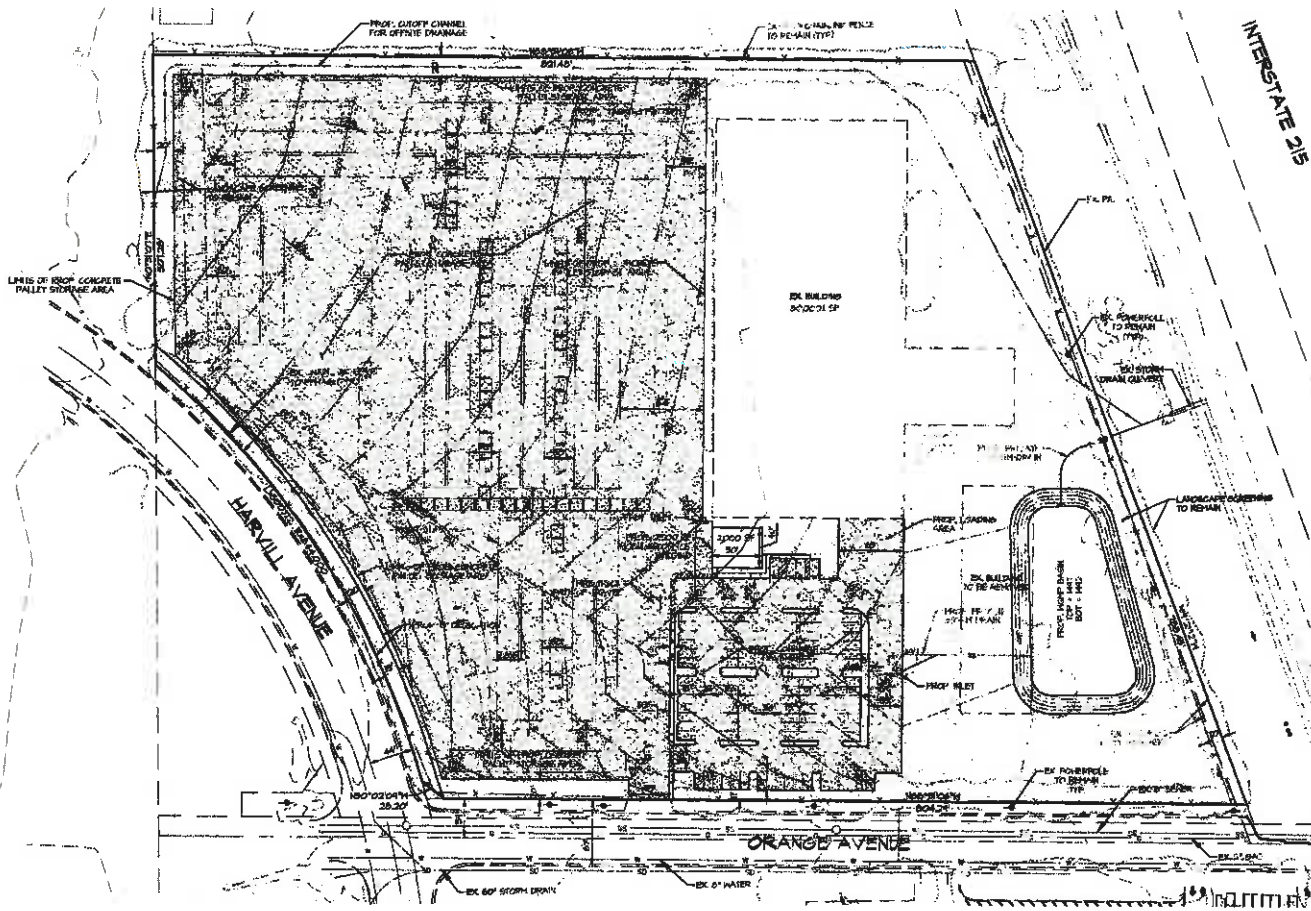
REGISTERED PROFESSIONAL ENGINEER
1580 PEARSON STREET
RIVERSIDE, CA 92504
P.A. 001 008 007
P.A. 001 008 007

DWG. NO. 2015-0244
SHEET 1
OF 2 SHEETS
DWG. NO.

EL DORADO STONE CONCEPTUAL GRADING PLAN PP NO. XXXX

NOTES:

1. 2006 THOMAS BROS. MAP PAGE 804, SHEET C1 & C2
2. THIS AREA IS NOT SUBJECT TO LIBERATION OF OTHER RECORDING HAZARDS WITHIN A SPECIAL STUDY ZONE.
3. TEMA CONCEPT PLAN NO. 0806043001, ZONE X.
4. THIS PROPERTY IS NOT SUBJECT TO OVERFLOW RENEWAL OF FLOOD HAZARD. SURFACE SEPTIC SEWAGE IS NOT ANTICIPATED FOR THIS SITE.
5. EXISTING AND PROPOSED EASEMENTS ARE SHOWN ON THIS SITE.
6. ALL EXISTING UTILITIES ON THIS PLAN ARE APPROPRIATE IN LOCATION AND SIZE.
7. PARKING STALLS ARE STANDARD 1983 COMPACT PASSENGER CAR. MAX.
8. 90 DEGREE PARKING STALLS ARE IF PER COUNTY ORD. 846, SECTION 002.
9. PROJECT COVERS THE ENTIRE CORNER OF THE LAND DIVISION.
10. THERE ARE NO HOME-NEEDS OR RECREATIONAL VEHICLES ON THIS SITE.
11. PARKING LOT SHALL BE AS PAVED WITH GRASS CURB AND GUTTERS, MINIMUM SPACE FOR 6' CLEARANCE IS 10' AND FOR ALL OTHER SERVICES 10'.
12. PROPOSED DESIGNATIONS/EASEMENTS TO BE MADE BY SEPARATE DOCUMENTS.
13. THIS PROJECT IS NOT PLANNED.
14. REFER TO ARCHITECTURAL ELEVATIONS FOR HALL AND FINISH DETAILS.
15. ALL DRIVEWAYS ARE PER COUNTY STANDARD NO. 007A.
16. PROJECT IS LOCATED WITHIN CITY OF PERMITS SPHERE OF INFLUENCE.



LEGEND

- PROPOSED CONCRETE PAVEMENT
- PROPOSED LANDSCAPE AREA
- EXISTING HALL
- ADA PATH OF TRAVEL
- PROPERTY LINE
- EASEMENT/MODEL LINE
- FLOW LINE
- EXISTING CONTOURS
- PROPOSED CONTOURS
- EXISTING WATER LINE
- PROPOSED WATER LINE
- EXISTING STORM DRAIN
- PROPOSED STORM DRAIN
- EXISTING GAS LINE
- PROPOSED GAS LINE
- FIRE TRUCK PATH OF TRAVEL
- FLOOD LINE
- UTILITY BREAK
- STREET
- LANDSCAPE AREA
- LOW WATER
- DITCH
- PROPERTY LINE
- EASEMENT
- PART OF PART
- TYPICAL

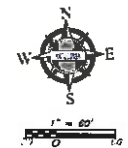
SITE TABULATION:	EXISTING	PROPOSED	BLDG TOTAL
PROPOSED PAVEMENT NET AREA			69977 SF (1.63 AC)
BUILDING AREA			
OFFICE	N/A	2200 SF	2200 SF
HARDWARE	80000 SF	N/A	80000 SF
TOTAL BUILDING AREA			82200 SF
LOT COVERAGE			1.63 AC
LANDSCAPE REQUIRED (80%)			65760 SF
LANDSCAPE PROVIDED			38350 SF
LANDSCAPE COVERAGE			26.58%
OFFICE PARKING: 8000 SF		8 STALLS	8 STALLS
HARDWARE PARKING: 80000 SF			
0 - 20000 SF = 1/2000 SF	50 STALLS	N/A	50 STALLS
20001 - 40000 SF = 1/1000 SF	50 STALLS	N/A	50 STALLS
OVER 40000 SF = 1/500 SF	50 STALLS	N/A	50 STALLS
TOTAL REQUIRED PARKING	50 STALLS	N/A	50 STALLS
PARKING PROVIDED (STANDARD PER FOOT)	100 STALLS	N/A	100 STALLS

LANDSCAPE AREA:

38350 PROVIDED
10% REQUIRED
BREAKDOWN OF PROPOSED COVERAGE

EARTHWORK ESTIMATE:

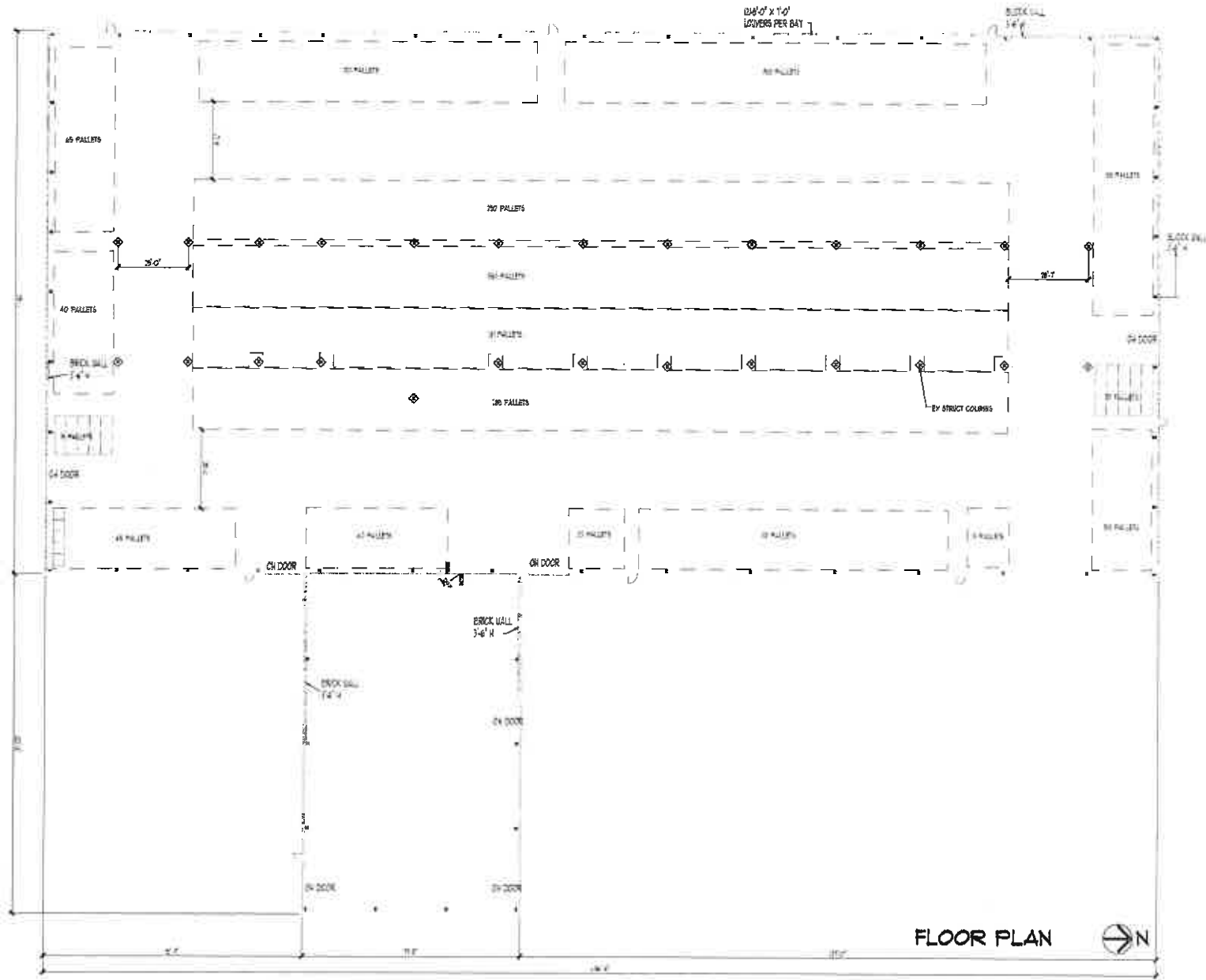
CUT: 10000 CU YD
FILL: 10000 CU YD
NET: BALANCED



COUNTY OF RIVERSIDE

EL DORADO STONE
34100 ORANGE STREET, RIVERSIDE COUNTY
PLOT PLAN & CONCEPTUAL GRADING PLAN
PP# XXXXX

SCALE: 1" = 60'	DATE: 05/12	DESIGNED: JAC	CHECKED: JAC	DATE: 05/12	PROJECT NO.: 2006-0244	SHEET: 2
WEBB ASSOCIATES				REGISTERED PROFESSIONAL ENGINEER CALIFORNIA LICENSE NO. 44252 1000 N. CALIFORNIA STREET, SUITE 200 RIVERSIDE, CA 92507 TEL: (951) 509-1000 FAX: (951) 509-1001		DATE: 05/12
						APP. NO.: 2
						SCALE: 1" = 60'



FLOOR PLAN



VESELY ARCHITECT ARCHITECTURE PLANNING
 4000 S. GARDEN ST. #200
 ANAHEIM, CA 92807
 TEL: 714.231.1100
 FAX: 714.231.1101
 WWW.VESLEYARCH.COM



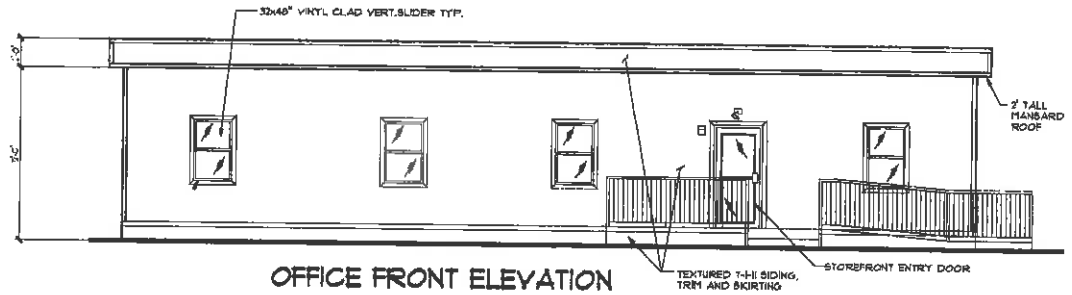
PAR 0446 EL DORADO STONE FACILITY
 2400 ORANGE AVE
 FERRIS, CA 95701



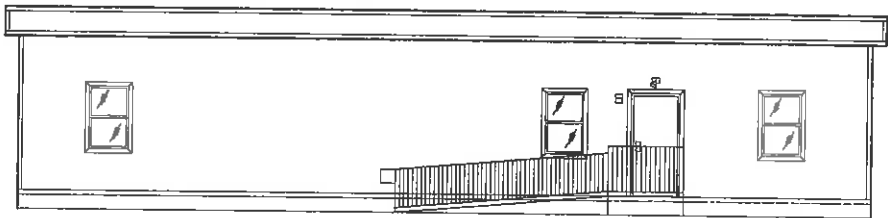
JOB NO. 04-021
 DATE 08/25/05
 SCALE 1/8"=1'-0"
 SHEET

2

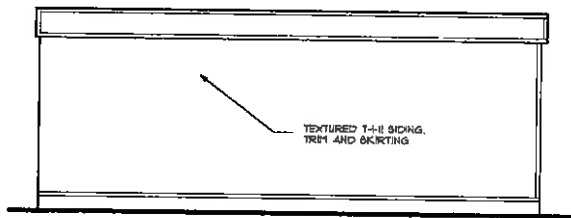
MAIN BLDG FLOOR PLAN



OFFICE FRONT ELEVATION



OFFICE REAR ELEVATION



OFFICE END ELEVATIONS

VESELY ARCHITECT
 ARCHITECTURE
 PLANNING
 1000 S. GATEWAY BLVD.
 SUITE 100
 SAN ANTONIO, TX 78207
 TEL: 214.520.1234
 FAX: 214.520.1235
 WWW.VESLEYARCHITECT.COM

PAR 04446
EL DORADO STONE FACILITY
 FERRIS, CA 9570
 3100 ORANGE AVE



JOB NO. 05-1071
 DATE 08/25/15
 SCALE 1/4" = 1'-0"
 SHEET

3.1

OFFICE
 EL DORADO STONE FACILITY

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 Fridays, from 9:00 a.m. to 5:00 p.m.

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

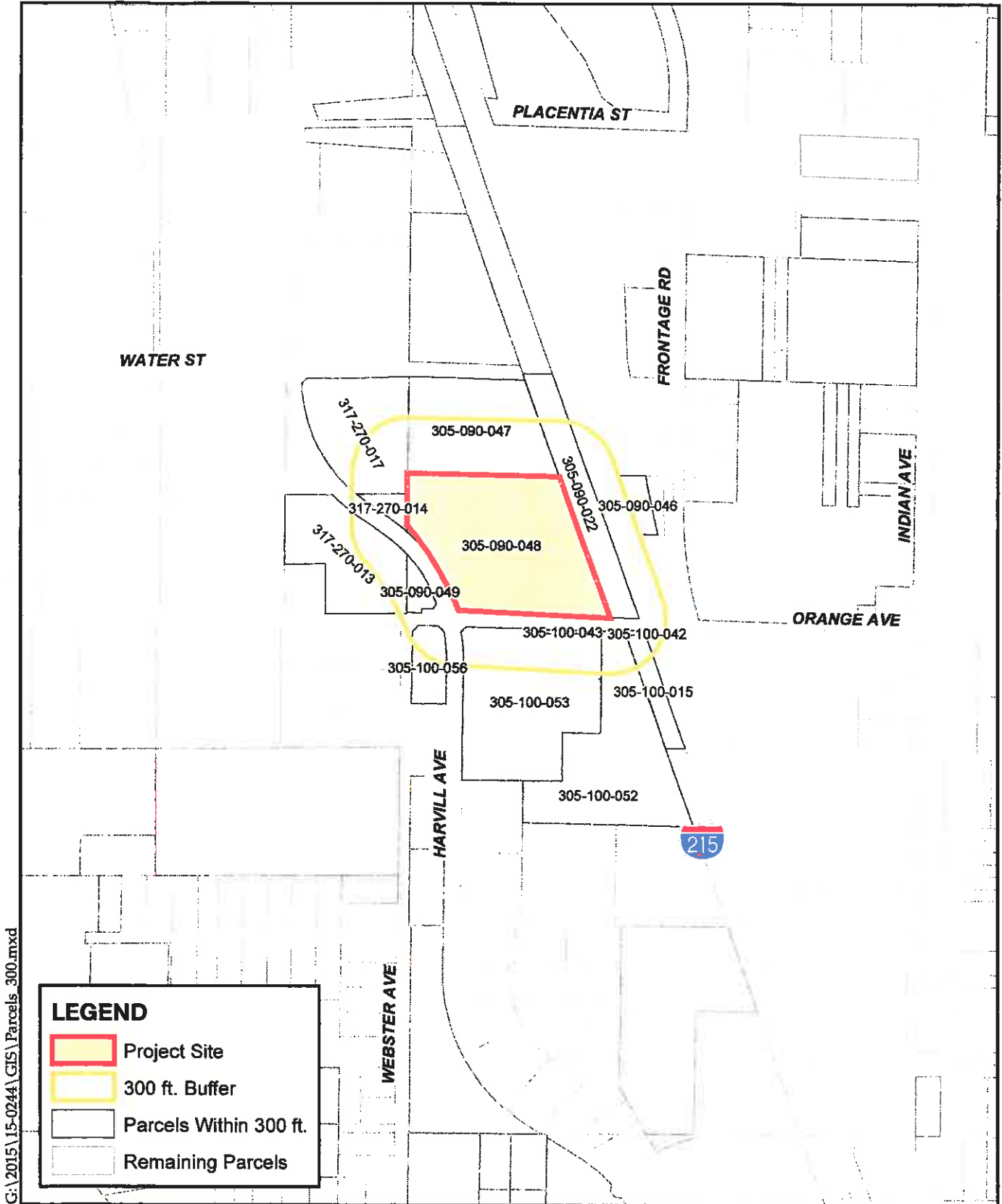
DATE OF HEARING: October 8, 2015

TIME OF HEARING: 9:00 A.M.

CASE DESCRIPTION:

ZAP1149MA15 – Kearny Modular Way, LLC/Kearny Real Estate Company, for Earthshine LP (Representative: Jason Rosin) – County Case No.: PP25870 (Plot Plan). A proposal to establish a stone and stone product distribution facility with outdoor storage of concrete pallets on a 14.53-acre parcel located at 24100 Orange Avenue (to wit, Assessor's Parcel Number 305-090-048), on the north side of Orange Avenue, easterly of Harvill Avenue, southerly of Water Street, and westerly of Interstate 215. There are two existing buildings on the property, one with 80,000 square feet of floor area and one with 16,000 square feet. The 16,000 square foot building will be demolished; a 2,000 square foot modular office building with restroom facilities will be added. A water quality basin will also be added. (Airport Compatibility Zone C2 of the March Air Reserve Base/Inland Port Airport Influence Area)

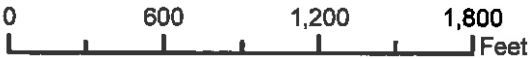
FURTHER INFORMATION: Contact Russell Brady at (951) 955-0549 or John Guerin at (951) 955-0982. The ALUC holds hearings for local discretionary permits within the Airport Influence Areas, reviewing for aeronautical safety, noise and obstructions. All other concerns should be addressed to Mr. Brett Dawson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



G:\2015\15-0244\GIS\Parcels_300.mxd

Source: Riverside Co. GIS, 2015.

Parcels Within 300 ft of Project Site
 El Dorado Stone Project



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

ALUC Identification No.

ZAPI149MAIS

PROJECT PROPONENT (TO BE COMPLETED BY APPLICANT)

Date of Application _____

Property Owner Earthshine LP

Phone Number _____

Mailing Address 15421 Chemical Lane, Huntington Beach, CA 92649

Agent (if any) Kearny Real Estate Company c/o Jason Rosin

Phone Number 310-203-1840

Mailing Address 1900 Avenue of the Stars, Suite 320, Los Angeles, CA 90067

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 24100 Orange Avenue, Perris CA

Assessor's Parcel No. 305-090-048

Parcel Size 14.5 Acres

Subdivision Name Figadota Farms No. 14; MB14/84

Zoning Classification H-M

Lot Number _____

PROJECT DESCRIPTION (TO BE COMPLETED BY APPLICANT)

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

Existing Land Use (describe) Light Industrial, currently being used by County of Riverside as temporary aggregate facility (CUP03674/EA 42465)

Proposed Land Use (describe) Light Industrial, Relocation of El Dorado Stone Facility currently located in City of Moreno Valley. Facility will be used as a distribution facility. There are two existing buildings (80,000sf & 16,000sf). The 16,000sf building is to be demolished. The 80,000sf will be renovated with a 2,000sf Modular office building including restroom facilities. The majority of the site will be paved. Water Quality basins are proposed on the Eastern portion of the property for treatment of storm water. Existing chain link fencing and landscape greening is proposed to remain.

For Residential Uses Number of Parcels or Units on Site (exclude secondary units) _____

For Other Land Uses Hours of Use 6am to 4:30pm day operations (facility to be open for delivery 24hours)

(See Appendix C) Number of People on Site

Maximum Number 36

Method of Calculation

At market height retained 36 employees. Not likely to have that many. Typically 15.

Height Data Height above Ground or Tallest Object (including antennas and trees) _____

30

ft.

Highest Elevation (above sea level) of Any Object or Terrain on Site _____

1512.4

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
02

REFERRING AGENCY (APPLICANT OR JURISDICTION TO COMPLETE)

Date Received	_____	Type of Project
Agency Name	County of Riverside, Planning	<input type="checkbox"/> General Plan Amendment
Staff Contact	4080 Lemm St.	<input type="checkbox"/> Zoning Amendment or Variance
Phone Number	Riverside CA 92501	<input type="checkbox"/> Subdivision Approval
Agency's Project No.	PP25810	<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 1/2 x 11 reduced copy of the above
- 1. 8 1/2 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 1/2 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

ALBERT A. WEBB ASSOCIATES

3788 McCRAY STREET, RIVERSIDE, CALIFORNIA 92506
TELEPHONE (951) 686-1070 FAX (951)788-1256
www.webbassociates.com
Email : nicole.torstvet@webbassociates.com

LETTER OF TRANSMITTAL

DATE: W.O. NO. : 2015-0244
August 26, 2015 FILE NO. : 5562.0001

ATTENTION : Mr. Russell Brady

TO: County of Riverside - Airport Land Use Commission
4080 Lemon Street, 9th Floor
Riverside, CA 92501

RE: El Dorado Stone 1st Submittal ALUC
PP 25810

TRANSMITTED: VIA: Hand Delivered (951) 955-0549

- One (1) Application
- One (1) TLMA Application
- One (1) Plot Plan and Conceptual Grading Plan
- One (1) Set of Architectural plans
- One (1) Plot Plan and Conceptual Grading Plan reduced 81/2x11
- One (1) Architectural Plan reduced 81/2x11
- Four (4) Sets of Owner and Representative Labels
- Four (4) Sets of County of Riverside Labels
- One (1) Set of Property Owner Labels
- One (1) Exhibit showing relationship to airport 81/2x11

THESE ARE TRANSMITTED AS CHECKED BELOW

FOR APPROVAL	FOR YOUR USE	AS REQUESTED	FOR REVIEW AND COMMENT <input checked="" type="checkbox"/>
--------------	--------------	--------------	--

OTHER:

NOTES / COMMENTS:

Please find the enclosed for initial review and comments.

Should you have any questions please contact myself at 951-320-6066 or DJ Arellano at 951-686-1070.

Thank you,
Nicole


Nicole Torstvet
Project Coordinator

NT/NT

IF ENCLOSURES ARE NOT AS NOTED, KINDLY NOTIFY US AT ONCE .

NOTICE: Due to the fact that email, discs or other electronic media can deteriorate or can be tampered with or damaged, use of this media or any attachments by anyone without approval of A.A. Webb Associates and verification of its content shall be at the user's sole risk and A.A. Webb Associates shall have no liability therefor. The user agrees to release and hold A.A. Webb Associates harmless from all liability arising from such unauthorized use or from any changes made to the media by the user. Transmittal or delivery of this electronic media shall not constitute a waiver or assignment of any copyright or intellectual property rights of A.A. Webb Associates. This electronic message or disc and any attachments may contain PRIVILEGED, CONFIDENTIAL or otherwise LEGALLY PROTECTED INFORMATION intended solely for the use of the intended recipient. If the reader of this message is not believed to be the intended recipient, you are hereby notified that any disclosure, dissemination, distribution, copying or other use of this message, disc or any attachments is strictly prohibited. If you have received this material in error, please notify the sender immediately by telephone at 951-686-1070 or by email, and permanently delete this material and all copies or backups thereof. Thank you.

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 3.8

HEARING DATE: October 8, 2015

CASE NUMBER: ZAP1147MA15 – John Mulvihill/One Sunlife
(Representative: Kimley-Horn Associates, Karina Fidler)

APPROVING JURISDICTION: March Joint Powers Authority (March JPA)

JURISDICTION CASE NO: Plot Plan 13-02 A3, Variance 15-02

MAJOR ISSUES: None

RECOMMENDATION: Staff recommends that the proposed project be found CONSISTENT with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, subject to the conditions included herein.

PROJECT DESCRIPTION: Plot Plan 13-02 A3 is a proposal to amend previously approved Plot Plan 13-02, which authorized development of a 510,000 square foot industrial warehouse building on 26.93 acres, by increasing the maximum height from 44 feet to 48 feet and increasing the maximum top point elevation to 1,606 feet above mean sea level. This would provide for an internal clearance height of 36 feet. The Variance proposes to allow a building height of 48 feet, which exceeds both the Specific Plan standard of 35 feet and the proposed minimum setback of 44 feet from the rear property line. A variance would not have been required had all setbacks been at least 48 feet.

PROJECT LOCATION: The site is located northerly and easterly of Opportunity Way, easterly of Meridian Parkway, westerly of Interstate 215, and northerly of Van Buren Boulevard, within the land use jurisdiction of the March Joint Powers Authority, approximately 1,500 feet westerly 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 B2
- c. Noise Levels: 65-70 CNEL from aircraft

BACKGROUND:

Exception Area: The project is located within the March Business Center/Meridian Specific Plan, which is cited as an exception area pursuant to the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan. A project located within this exception area that complies with the Specific Plan criteria would typically not require submittal to ALUC. However, the project includes a variance from the Specific Plan to allow a greater height than would typically be allowed by the Specific Plan, unless all setbacks matched or exceeded the proposed height.

Non-Residential Land Use Intensity: The site is located in Compatibility Zone B2. The land use intensity criteria for Compatibility Zone B2 limit average intensity to 100 people per acre and maximum single-acre intensity to 250 people. (There are no risk-reduction design bonuses available, as March is primarily utilized by large aircraft weighing more than 12,500 pounds.)

The proposed amendment would not alter the floor plan as previously provided so as to increase occupancy, but would simply increase the building height. Based on the site plan and floor plans provided, a total of 20,000 square feet of office and 490,000 square feet of warehouse space is proposed within the building. Assuming one person per 500 square feet in the warehouse area and one person per 200 square feet in the office area (incorporating the 50% reduction for office uses), staff's analysis in 2013 projected a total occupancy of 1,080 people in the building, for an average intensity of 42 persons per acre on the 25.74-acre site. This intensity would be consistent with the Compatibility Zone B2 average intensity criteria of 100. Since that time, the area of the project site has been increased to 26.93 acres through PP 13-02 A1 (ZAP1098MA14), and the occupancy assumption for warehousing buildings at least 200,000 square feet in gross floor area has been reduced by 50 percent pursuant to policy 2.4(f) of the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan.

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 automobile and 1.0 per truck in the absence of more precise data). Based on the number of parking spaces proposed to be provided (330 automobile and 88 truck loading spaces), the total occupancy would be estimated at 583 people for an average acre intensity of approximately 22, which is also consistent with the Zone B2 average intensity criteria.

The most intensely developed single-acre would consist of 20,000 square feet of office and 23,560 square feet of warehouse space, accommodating a total of 124 people. This intensity would be consistent with the Compatibility Zone B2 single-acre intensity criteria of 250.

Prohibited and Discouraged Uses: The applicant does not propose any uses prohibited or discouraged in Compatibility Zone B2 within the project. However, since an end user is not specified, conditions are included herein to specify prohibited uses.

Noise: The March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan depicts the site as being partially within the 65-70 CNEL range, with a small portion of the site possibly falling

below 65 CNEL. As warehousing is not a noise sensitive use, no special measures to mitigate aircraft-generated noise are required for most of the building. However, aircraft noise levels within office areas of the building will be required to be attenuated to a maximum interior level of 45 dBA CNEL.

Part 77: The elevation of Runway 14-32 at its northerly terminus is approximately 1535.1 feet above mean sea level (1535.1 feet AMSL). At a distance of approximately 1,500 feet from the runway, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 1550.1 feet AMSL. The highest proposed building finished floor elevation on-site is 1556.0 feet AMSL. The proposed building has a revised maximum height of 48 feet for a potential maximum elevation of 1604 feet AMSL. Review by the FAA Obstruction Evaluation Service was required. The proposed building was submitted for FAA obstruction evaluation review and assigned Aeronautical Study Nos. (ASNs) 2015-AWP-4048-OE and 2015-AWP-4049-OE. To note, the FAA submittal utilized heights of 46 and 47 feet rather than the 48 feet external maximum height since the proposed finished floor elevation is approximately 2 feet above the immediate surrounding exterior elevation. The FAA Obstruction Evaluation Service issued a "Determination of No Hazard to Air Navigation" for both ASNs.

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) Children's schools, day care centers, libraries, hospitals, congregate care facilities, hotels/motels, places of assembly (including churches and theaters), buildings with more than 3 aboveground habitable floors, noise sensitive outdoor nonresidential uses, and hazards to flight.
3. Prior to issuance of any building permits, the landowner shall convey and have recorded an avigation easement to the March Inland Port Airport Authority. Contact March Joint Powers Authority at (951) 656-7000 for additional information.
 4. The attached notice shall be given to all prospective purchasers and/or tenants of the property.
 5. The proposed detention basin(s) on the site (including bioswales) shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basin(s) that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the detention basin(s) shall not include trees that produce seeds, fruits, or berries.
 6. This project has been evaluated as a proposal for the establishment of an industrial warehouse with not more than 20,000 square feet of office area in any given acre. March Joint Powers Authority shall require additional review by the Airport Land Use Commission prior to the establishment of any of the following uses in this structure:

Auction rooms, auditoriums, bowling alleys, call centers, care facilities, churches and other places of worship, conference rooms larger than 1,500 square feet in area, classrooms, courtrooms, dance floors, dormitories, drinking establishments, exercise rooms, exhibit rooms, health care facilities, gymnasiums, locker rooms, lounges, retail sales, skating rinks, stages, swimming pools, and all other uses that would be considered to have an occupancy level greater than one person per 100 square feet (minimum square feet per occupant less than 100) pursuant to California Building Code (1998) Table 10-A.
 7. Noise attenuation measures shall be incorporated into the design of the office areas of the structure, to the extent such measures are necessary to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.
 8. The Federal Aviation Administration has conducted aeronautical studies of the proposed

building (Aeronautical Study Nos. 2015-AWP-4048-OE and 2015-AWP-4049-OE) and has determined that neither marking nor lighting of the structure is necessary for aviation safety. However, if marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting (if any) shall be installed in accordance with FAA Advisory Circular 70/7460-1 K Change 2 and shall be maintained in accordance therewith for the life of the project.

9. The maximum height of the proposed structure, including all roof-mounted appurtenances (if any), shall not exceed 47 feet above ground level, and the maximum elevation at the top of the structure shall not exceed 1,606 feet above mean sea level.
10. The specific coordinates, height, and top point elevation of the proposed structure shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however, that reduction in building height or elevation shall not require further review by the Airport Land Use Commission.
11. Temporary construction equipment used during actual construction of the structure shall not exceed the height of the structure, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.
12. Within five (5) days after construction of the structure reaches its greatest height, FAA Form 7460-2 (Part II), Notice of Actual Construction or Alteration, shall be completed by the project proponent or his/her designee and e-filed with the Federal Aviation Administration. (Go to <https://ocaaa.faa.gov> for instructions.) This requirement is also applicable in the event the project is abandoned.
13. 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)



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

Aeronautical Study No.
2015-AWP-4048-OE
Prior Study No.
2013-AWP-5676-OE

Issued Date: 05/06/2015

James Camp
LNR Riverside II
4350 Von Karman Avenue Ste. 200
Newport Beach, CA 92660

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

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

Structure: Building 510 KSF LNR Building
Location: Moreno Valley, CA
Latitude: 33-53-46.72N NAD 83
Longitude: 117-16-35.20W
Heights: 1559 feet site elevation (SE)
47 feet above ground level (AGL)
1606 feet above mean sea level (AMSL)

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

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

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

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

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 11/06/2016 unless:

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

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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

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

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

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

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

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2015-AWP-4048-OE.

Signature Control No: 248220125-251361145
Karen McDonald
Specialist

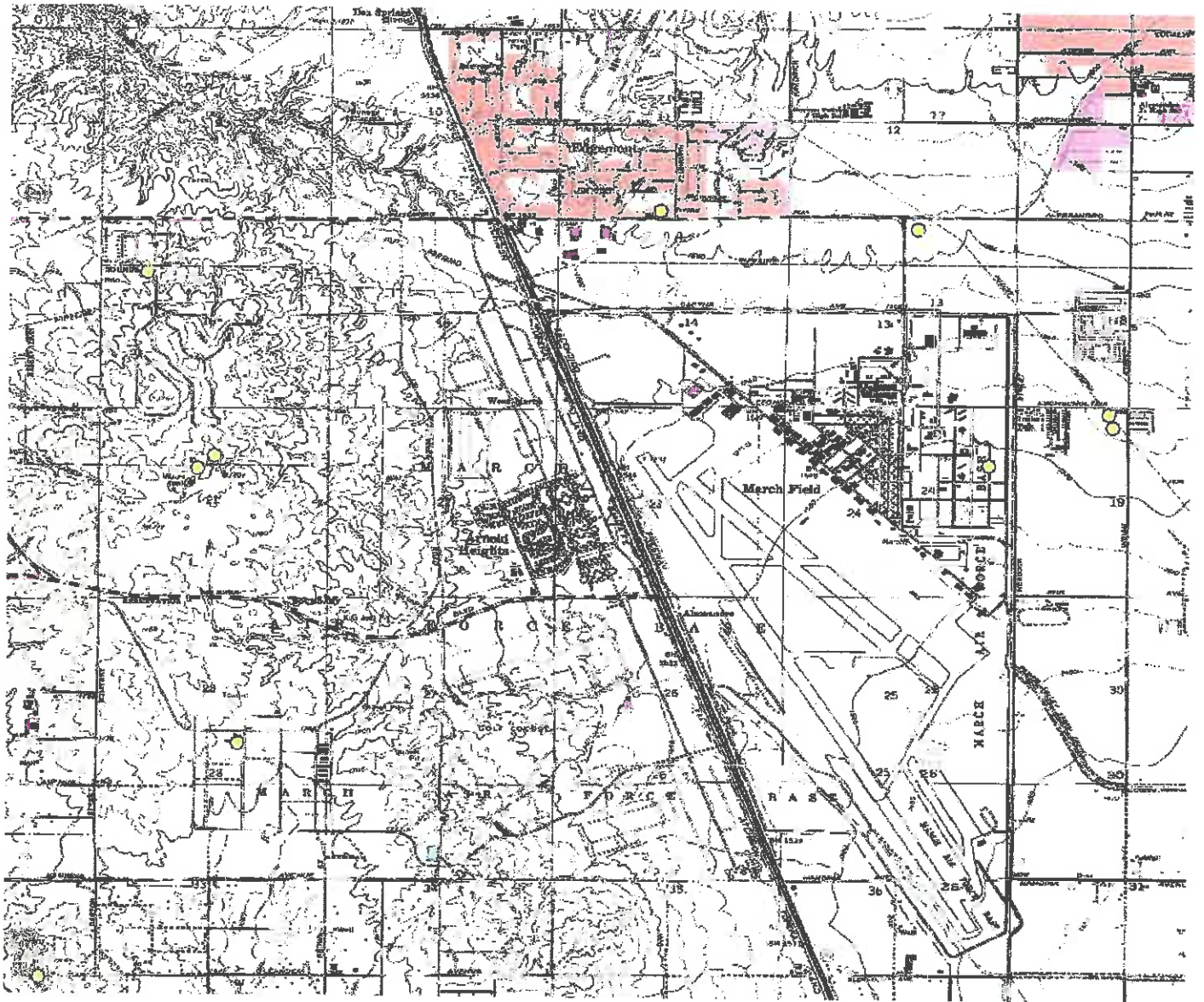
(DNE)

Attachment(s)
Case Description
Map(s)

Case Description for ASN 2015-AWP-4048-OE

Building Finished Floor Elevation Changed to new height listed. This application is intended to supersede 2013-AWP-4797-OE. 510,000 Square Foot Warehouse. 47ft Structure Height is worst case scenario. Elevations noted in this application are MSL.

Verified Map for ASN 2015-AWP-4048-OE





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

Aeronautical Study No.
2015-AWP-4049-OE
Prior Study No.
2013-AWP-5677-OE

Issued Date: 05/06/2015

James Camp
LNR Riverside II
4350 Von Karman Avenue Ste. 200
Newport Beach, CA 92660

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

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

Structure:	Building 510 KSF LNR Building
Location:	Moreno Valley, CA
Latitude:	33-53-37.24N NAD 83
Longitude:	117-16-28.45W
Heights:	1553 feet site elevation (SE) 46 feet above ground level (AGL) 1599 feet above mean sea level (AMSL)

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

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

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

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

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 11/06/2016 unless:

- the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- extended, revised, or terminated by the issuing office.
- the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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

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

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

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

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

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2015-AWP-4049-OE.

Signature Control No: 248220126-251361144
Karen McDonald
Specialist

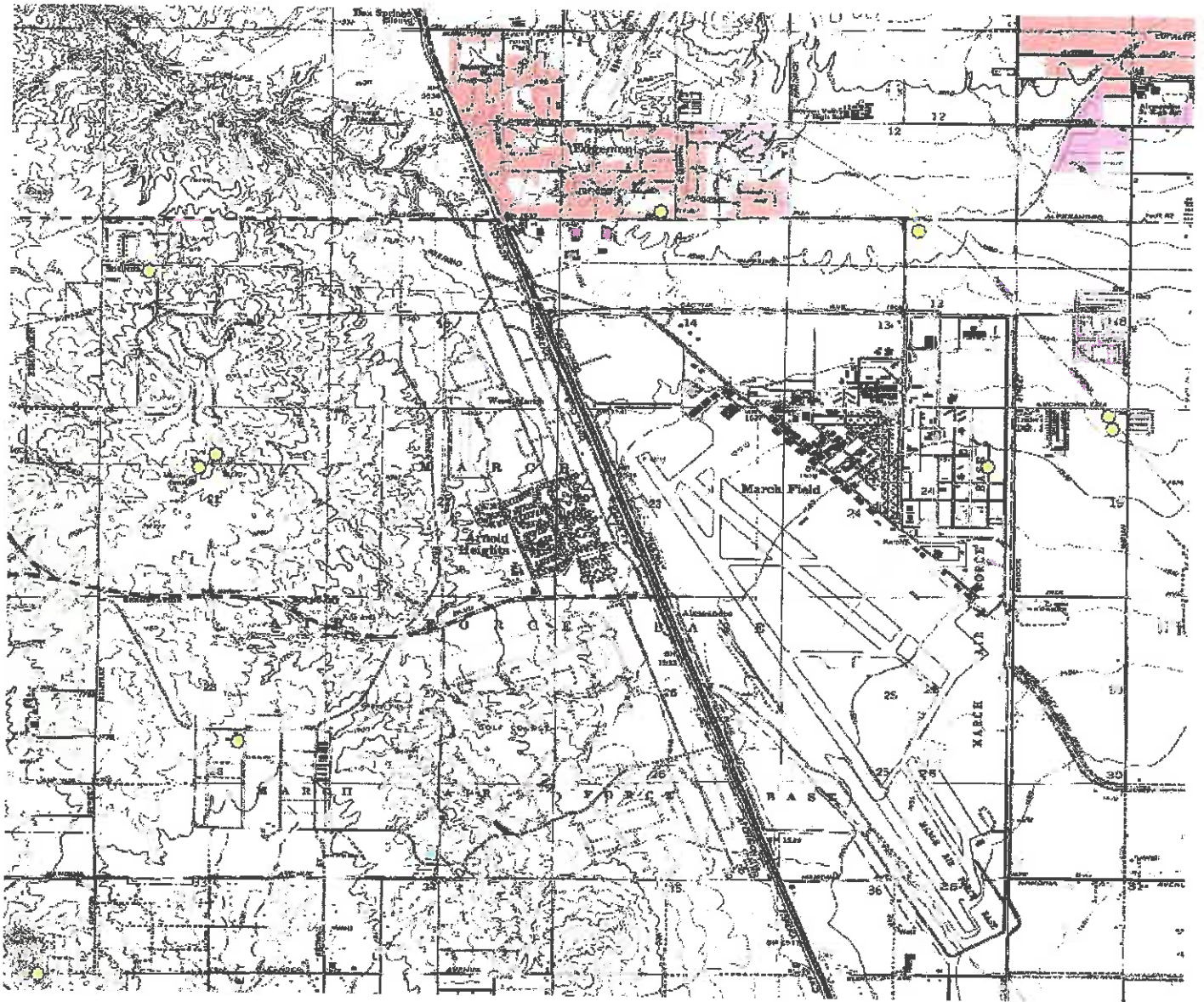
(DNE)

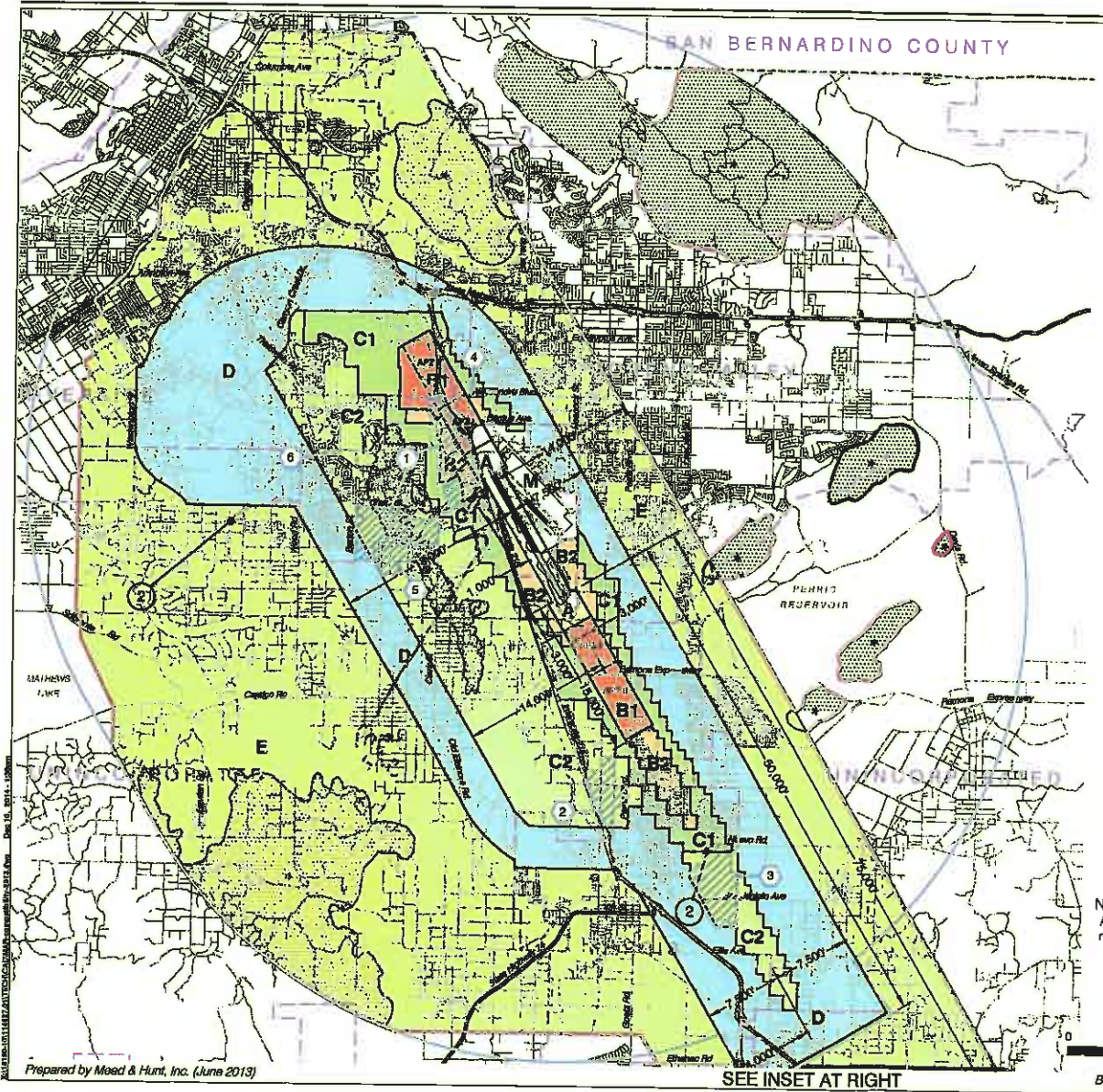
Attachment(s)
Case Description
Map(s)

Case Description for ASN 2015-AWP-4049-OE

Building Finished Floor Elevation Changed to new height listed. This application is intended to supersede 2013-AWP-4797-OE. 510,000 Square Foot Warehouse. 47ft Structure Height is worst case scenario. Elevations noted in this application are MSL.

Verified Map for ASN 2015-AWP-4049-OE





LEGEND

Compatibility Zones

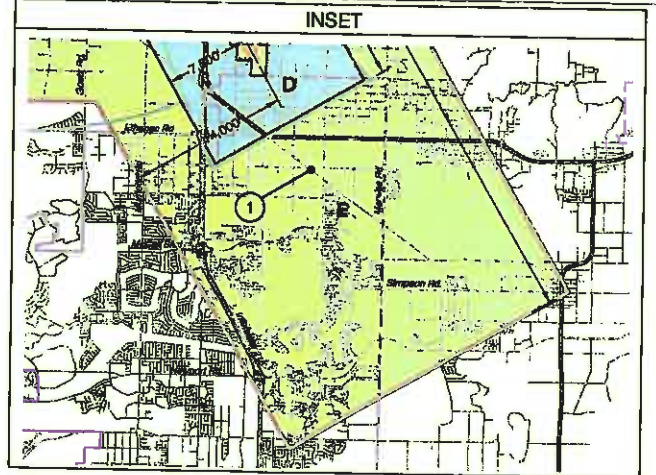
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

Boundary Lines

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

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

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



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)**

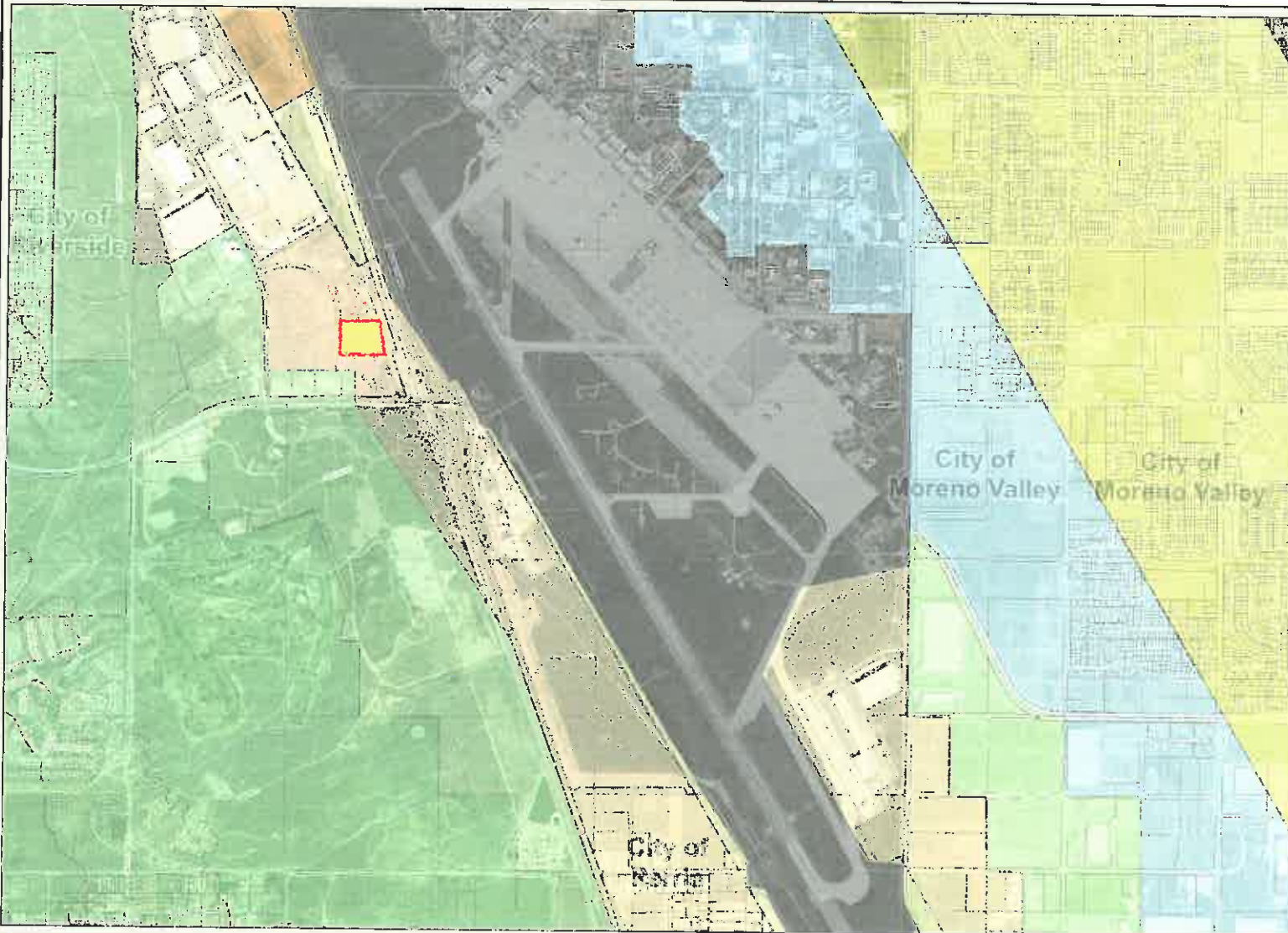
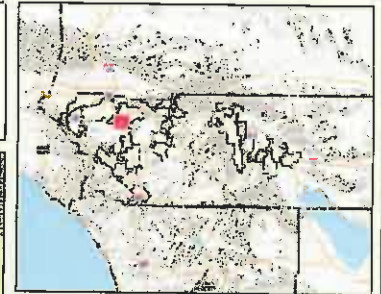
Map MA-1

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

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



























SEE INSET AT RIGHT

My Map



Legend

Airport Compatibility

-  OTHER ZONE
-  A
-  A-EXC1
-  B1
-  B1-APZ I
-  B1-APZ I-EXC1
-  B1-APZ II
-  B1-APZ II-EXC1
-  B1-EXC1
-  B2
-  B2-EXC1
-  C
-  C1
-  C1-EXC1
-  C1-EXC3
-  C1-EXC4
-  C1-HIGHT
-  C2
-  C2-EXC1
-  C2-EXC2
-  C2-EXC3
-  C2-EXC5
-  C2-EXC6
-  C2-HIGHT
-  C2-HIGHT-EXC1
-  C2-HIGHT-EXC5



0 3,176 6,352 Feet



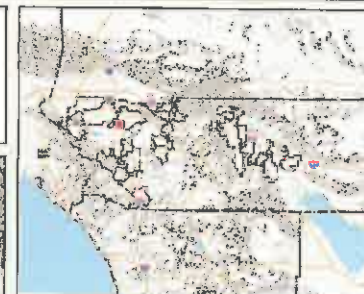
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or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

REPORT PRINTED ON... 7/16/2015 9:14:49 AM

© 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



0 794 1,588 Feet



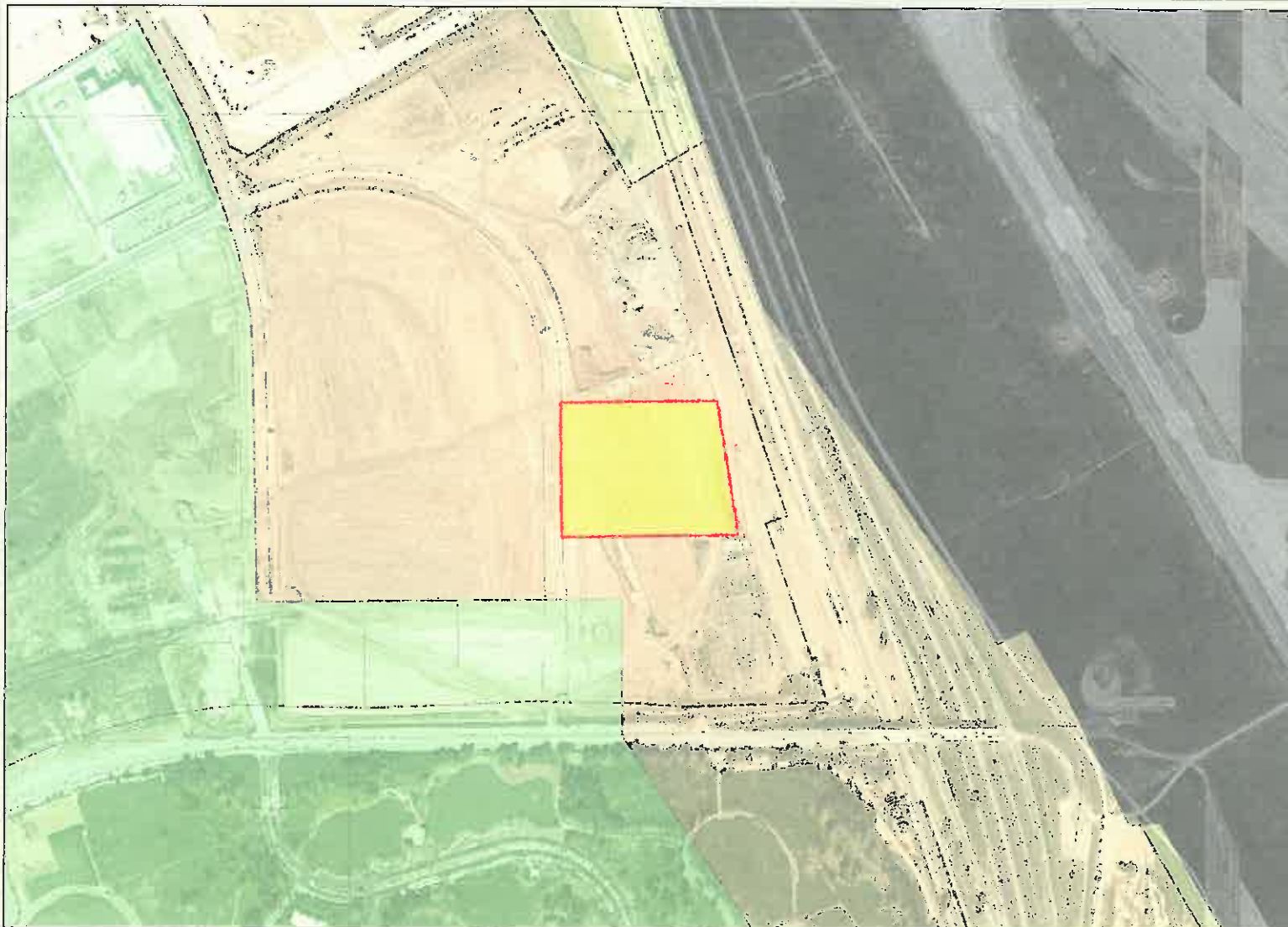
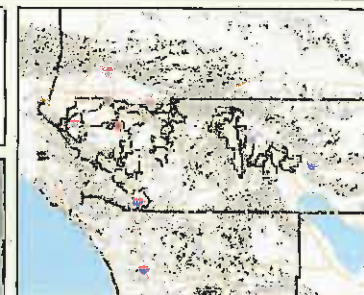
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or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

REPORT PRINTED ON...7/16/2015 9:13:16 AM

© Riverside County TLMA GIS

Notes

My Map



Legend

- Display Parcels
- Airport Compatibility**
- OTHER ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC6
- C2-HIGHT
- C2-HIGHT-EXC1



0 794 1,588 Feet

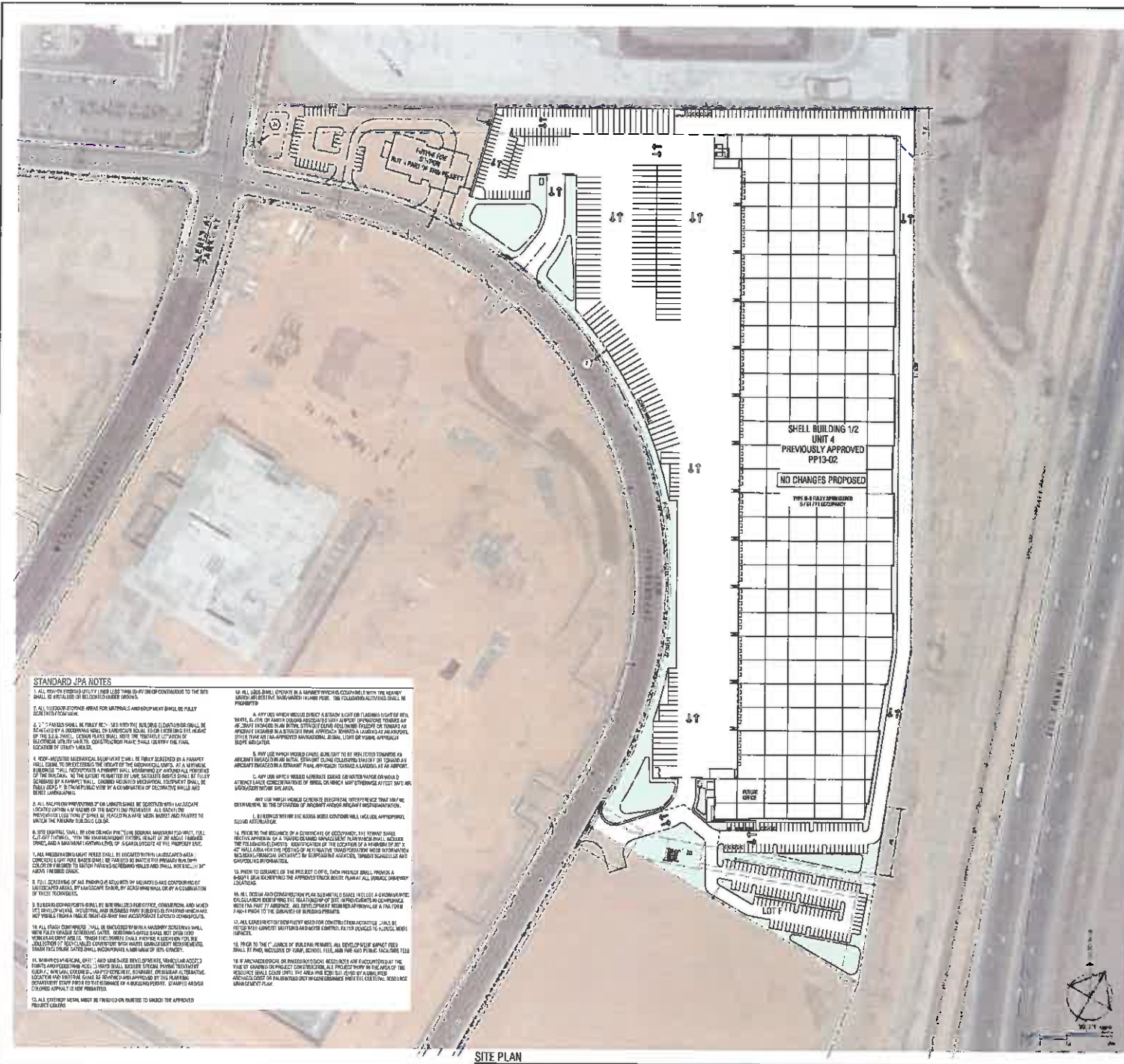


IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or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

REPORT PRINTED ON... 7/16/2015 9:14:16 AM

© Riverside County TLMA GIS

Notes



STANDARD JPA NOTES

1. ALL NEW OR EXISTING UTILITY LINES LOST TO TIME BY ANY ONE OR CONTIGUOUS TO THE SITE SHALL BE RELOCATED OR RECONSTRUCTED IN ACCORDANCE WITH THE FOLLOWING NOTES.
2. ALL UTILITY STORAGE AREAS FOR MATERIALS AND EQUIPMENT SHALL BE FULLY SCREENED FROM THE STREET.
3. 7" PIPES SHALL BE POLY ETHYLENE WITH THE UNIFORM ELECTROFUSION JOINT SHALL BE SCHEDULE 40 OR EQUIVALENT. ALL OTHER SIZES SHALL BE SCHEDULE 40 OR EQUIVALENT. THE WEIGHT OF THE PIPE SHALL BE AS SPECIFIED BY THE MANUFACTURER. ALL UTILITY LINES SHALL BE INSTALLED AT A MINIMUM OF 18" BELOW FINISHED GRADE UNLESS OTHERWISE SPECIFIED. ALL UTILITY LINES SHALL BE INSTALLED AT A MINIMUM OF 18" FROM THE PROPERTY LINE UNLESS OTHERWISE SPECIFIED. ALL UTILITY LINES SHALL BE INSTALLED AT A MINIMUM OF 18" FROM THE PROPERTY LINE UNLESS OTHERWISE SPECIFIED.
4. NEW AND EXISTING ELECTRICAL EQUIPMENT SHALL BE FULLY SCREENED BY A MASONRY WALL. THE WALL SHALL BE 8" THICK AND SHALL BE CONSTRUCTED WITH A MINIMUM OF 18" FROM THE PROPERTY LINE UNLESS OTHERWISE SPECIFIED. ALL ELECTRICAL EQUIPMENT SHALL BE FULLY SCREENED BY A MASONRY WALL. THE WALL SHALL BE 8" THICK AND SHALL BE CONSTRUCTED WITH A MINIMUM OF 18" FROM THE PROPERTY LINE UNLESS OTHERWISE SPECIFIED.
5. ALL NEW OR EXISTING UTILITY LINES LOST TO TIME BY ANY ONE OR CONTIGUOUS TO THE SITE SHALL BE RELOCATED OR RECONSTRUCTED IN ACCORDANCE WITH THE FOLLOWING NOTES.
6. 7" PIPES SHALL BE POLY ETHYLENE WITH THE UNIFORM ELECTROFUSION JOINT SHALL BE SCHEDULE 40 OR EQUIVALENT. ALL OTHER SIZES SHALL BE SCHEDULE 40 OR EQUIVALENT. THE WEIGHT OF THE PIPE SHALL BE AS SPECIFIED BY THE MANUFACTURER. ALL UTILITY LINES SHALL BE INSTALLED AT A MINIMUM OF 18" BELOW FINISHED GRADE UNLESS OTHERWISE SPECIFIED. ALL UTILITY LINES SHALL BE INSTALLED AT A MINIMUM OF 18" FROM THE PROPERTY LINE UNLESS OTHERWISE SPECIFIED.
7. ALL NEW OR EXISTING UTILITY LINES LOST TO TIME BY ANY ONE OR CONTIGUOUS TO THE SITE SHALL BE RELOCATED OR RECONSTRUCTED IN ACCORDANCE WITH THE FOLLOWING NOTES.
8. ALL NEW OR EXISTING UTILITY LINES LOST TO TIME BY ANY ONE OR CONTIGUOUS TO THE SITE SHALL BE RELOCATED OR RECONSTRUCTED IN ACCORDANCE WITH THE FOLLOWING NOTES.
9. ALL NEW OR EXISTING UTILITY LINES LOST TO TIME BY ANY ONE OR CONTIGUOUS TO THE SITE SHALL BE RELOCATED OR RECONSTRUCTED IN ACCORDANCE WITH THE FOLLOWING NOTES.
10. ALL NEW OR EXISTING UTILITY LINES LOST TO TIME BY ANY ONE OR CONTIGUOUS TO THE SITE SHALL BE RELOCATED OR RECONSTRUCTED IN ACCORDANCE WITH THE FOLLOWING NOTES.
11. ALL NEW OR EXISTING UTILITY LINES LOST TO TIME BY ANY ONE OR CONTIGUOUS TO THE SITE SHALL BE RELOCATED OR RECONSTRUCTED IN ACCORDANCE WITH THE FOLLOWING NOTES.
12. ALL NEW OR EXISTING UTILITY LINES LOST TO TIME BY ANY ONE OR CONTIGUOUS TO THE SITE SHALL BE RELOCATED OR RECONSTRUCTED IN ACCORDANCE WITH THE FOLLOWING NOTES.
13. ALL NEW OR EXISTING UTILITY LINES LOST TO TIME BY ANY ONE OR CONTIGUOUS TO THE SITE SHALL BE RELOCATED OR RECONSTRUCTED IN ACCORDANCE WITH THE FOLLOWING NOTES.

SITE PLAN

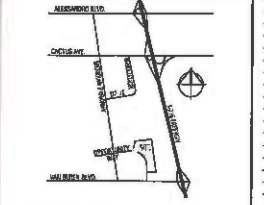
PROJECT DATA

SITE AREA:	
EXISTING	1,121,386 SF / 25.74 AC
PROPOSED ADDED SITE AREA	81,857 SF / 1.88 AC
TOTAL SITE AREA	1,203,243 SF / 27.62 AC
BUILDING AREA (NO CHANGE):	
GROUND FLOOR	500,000 SF
MEZZANINE	10,000 SF
TOTAL	510,000 SF
COVERAGE:	
	43.48 %
PARKING REQUIRED (NO CHANGE):	
20,000 SF OFFICE @ 3.33/1000	66 STALLS
0 - 50,000 SF @ 17/1000	50 STALLS
50,000 - 200,000 SF @ 0.33/1000	50 STALLS
200,000 SF + @ 0.22/1000	88 STALLS
TOTAL STALLS REQUIRED	254 STALLS
AUTO PARKING PROVIDED:	
STANDARD STALLS	319 STALLS
CARPOL STALLS (50% MIN)	17 STALLS
TOTAL STALLS PROVIDED	336 STALLS
BIKE PARKING:	
REQUIRED @ 1/200 AUTO STALLS	17 SPACES
PROVIDED	17 SPACES
LOADING DOCK POSITIONS (NO CHANGE):	
TRUCK TRAILER STALLS 12' X 60'	88 DOCKS
	123 STALLS
LANDSCAPE AREA PROVIDED:	
	145,125 SF
	12.37 %
MINIMUM SETBACKS REQUIRED (NO CHANGE):	
FRONT BUILDING	20'
FRONT LANDSCAPE	15'
SIDE BUILDING	5'
SIDE LANDSCAPE	5'
REAR BUILDING	20'
REAR LANDSCAPE	5'

KEYNOTES

1. ALL NEW OR EXISTING UTILITY LINES LOST TO TIME BY ANY ONE OR CONTIGUOUS TO THE SITE SHALL BE RELOCATED OR RECONSTRUCTED IN ACCORDANCE WITH THE FOLLOWING NOTES.
2. ALL UTILITY STORAGE AREAS FOR MATERIALS AND EQUIPMENT SHALL BE FULLY SCREENED FROM THE STREET.
3. 7" PIPES SHALL BE POLY ETHYLENE WITH THE UNIFORM ELECTROFUSION JOINT SHALL BE SCHEDULE 40 OR EQUIVALENT. ALL OTHER SIZES SHALL BE SCHEDULE 40 OR EQUIVALENT. THE WEIGHT OF THE PIPE SHALL BE AS SPECIFIED BY THE MANUFACTURER. ALL UTILITY LINES SHALL BE INSTALLED AT A MINIMUM OF 18" BELOW FINISHED GRADE UNLESS OTHERWISE SPECIFIED. ALL UTILITY LINES SHALL BE INSTALLED AT A MINIMUM OF 18" FROM THE PROPERTY LINE UNLESS OTHERWISE SPECIFIED.
4. NEW AND EXISTING ELECTRICAL EQUIPMENT SHALL BE FULLY SCREENED BY A MASONRY WALL. THE WALL SHALL BE 8" THICK AND SHALL BE CONSTRUCTED WITH A MINIMUM OF 18" FROM THE PROPERTY LINE UNLESS OTHERWISE SPECIFIED. ALL ELECTRICAL EQUIPMENT SHALL BE FULLY SCREENED BY A MASONRY WALL. THE WALL SHALL BE 8" THICK AND SHALL BE CONSTRUCTED WITH A MINIMUM OF 18" FROM THE PROPERTY LINE UNLESS OTHERWISE SPECIFIED.
5. ALL NEW OR EXISTING UTILITY LINES LOST TO TIME BY ANY ONE OR CONTIGUOUS TO THE SITE SHALL BE RELOCATED OR RECONSTRUCTED IN ACCORDANCE WITH THE FOLLOWING NOTES.
6. 7" PIPES SHALL BE POLY ETHYLENE WITH THE UNIFORM ELECTROFUSION JOINT SHALL BE SCHEDULE 40 OR EQUIVALENT. ALL OTHER SIZES SHALL BE SCHEDULE 40 OR EQUIVALENT. THE WEIGHT OF THE PIPE SHALL BE AS SPECIFIED BY THE MANUFACTURER. ALL UTILITY LINES SHALL BE INSTALLED AT A MINIMUM OF 18" BELOW FINISHED GRADE UNLESS OTHERWISE SPECIFIED. ALL UTILITY LINES SHALL BE INSTALLED AT A MINIMUM OF 18" FROM THE PROPERTY LINE UNLESS OTHERWISE SPECIFIED.
7. ALL NEW OR EXISTING UTILITY LINES LOST TO TIME BY ANY ONE OR CONTIGUOUS TO THE SITE SHALL BE RELOCATED OR RECONSTRUCTED IN ACCORDANCE WITH THE FOLLOWING NOTES.
8. ALL NEW OR EXISTING UTILITY LINES LOST TO TIME BY ANY ONE OR CONTIGUOUS TO THE SITE SHALL BE RELOCATED OR RECONSTRUCTED IN ACCORDANCE WITH THE FOLLOWING NOTES.
9. ALL NEW OR EXISTING UTILITY LINES LOST TO TIME BY ANY ONE OR CONTIGUOUS TO THE SITE SHALL BE RELOCATED OR RECONSTRUCTED IN ACCORDANCE WITH THE FOLLOWING NOTES.
10. ALL NEW OR EXISTING UTILITY LINES LOST TO TIME BY ANY ONE OR CONTIGUOUS TO THE SITE SHALL BE RELOCATED OR RECONSTRUCTED IN ACCORDANCE WITH THE FOLLOWING NOTES.
11. ALL NEW OR EXISTING UTILITY LINES LOST TO TIME BY ANY ONE OR CONTIGUOUS TO THE SITE SHALL BE RELOCATED OR RECONSTRUCTED IN ACCORDANCE WITH THE FOLLOWING NOTES.
12. ALL NEW OR EXISTING UTILITY LINES LOST TO TIME BY ANY ONE OR CONTIGUOUS TO THE SITE SHALL BE RELOCATED OR RECONSTRUCTED IN ACCORDANCE WITH THE FOLLOWING NOTES.
13. ALL NEW OR EXISTING UTILITY LINES LOST TO TIME BY ANY ONE OR CONTIGUOUS TO THE SITE SHALL BE RELOCATED OR RECONSTRUCTED IN ACCORDANCE WITH THE FOLLOWING NOTES.

VICINITY MAP



LEGAL DESCRIPTION

LEGAL DESCRIPTION

UTILITY PROVIDERS

IN CONTACT:	ENGINE
ADDRESS:	1000 GREEN RIVER BLVD
TELEPHONE:	951-682-9880
DATE:	05/20/2019



CONTRACT

PROFESSIONAL SEAL

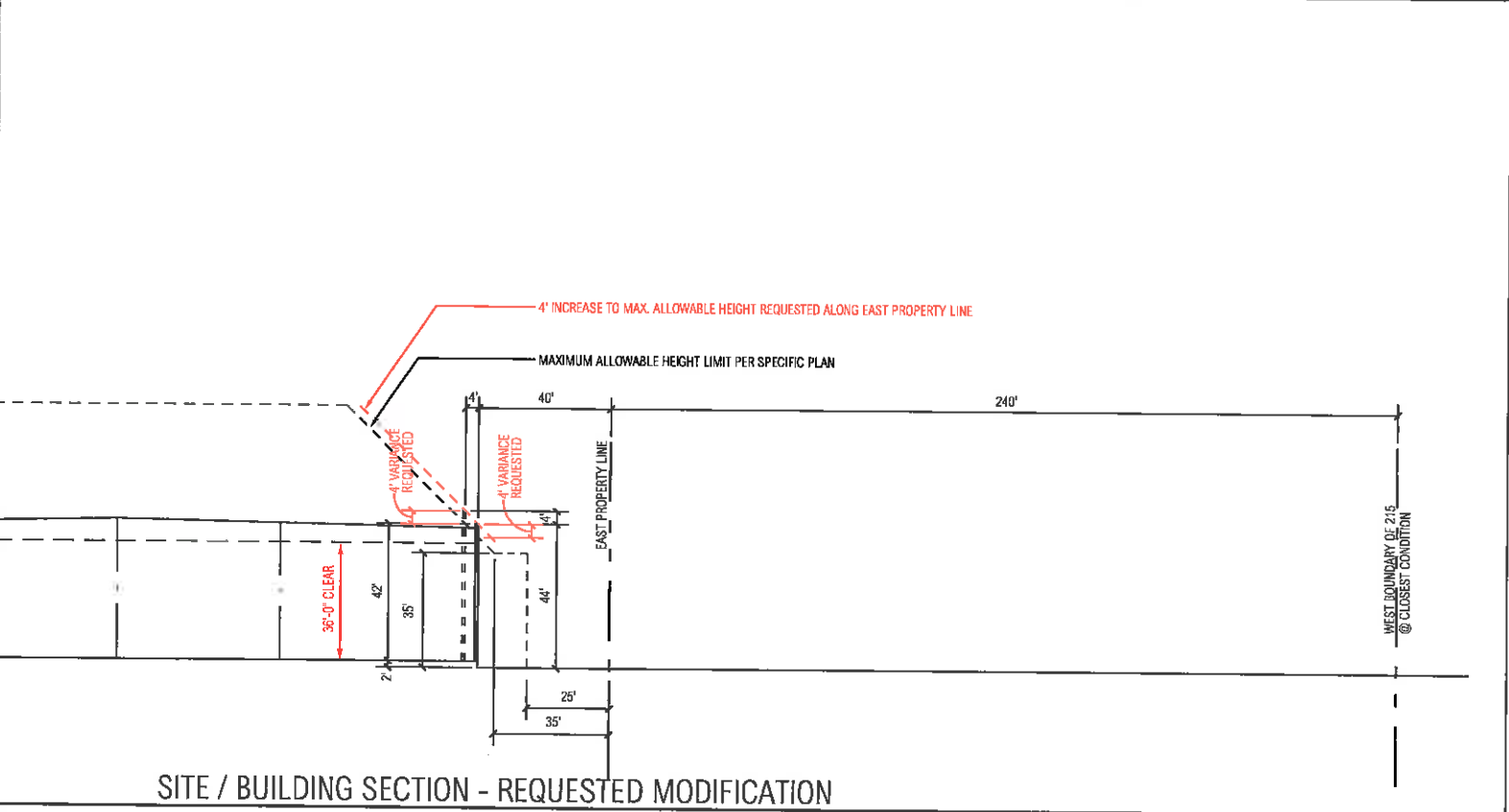
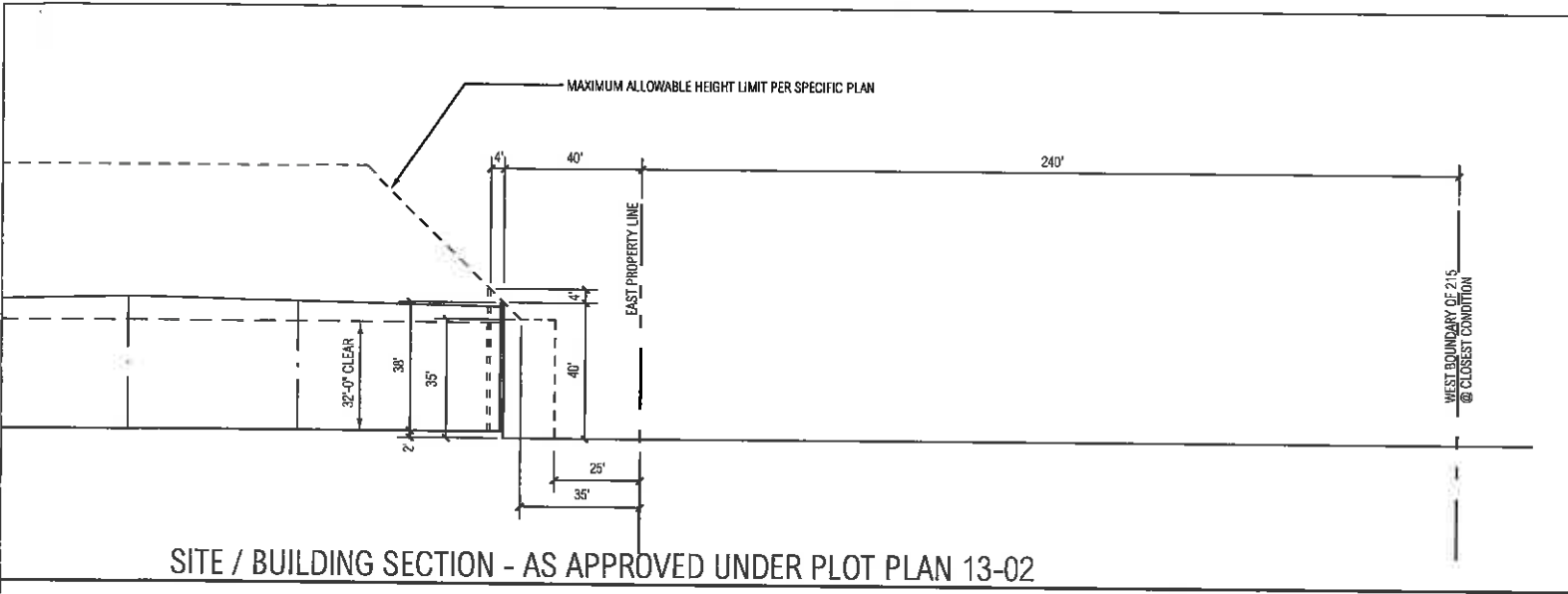
MERIDIAN LOT F PARKING

OPPORTUNITY WAY
RIVERSIDE, CA 92518



NEWCASTLE PARTNERS, INC.
470 GREEN RIVER, SUITE 116
CORONA, CA 92620
CONTACT: JACKSON SMITH
561-682-9880
jackson@newcastlepartners.com

CU	
EN	
DR	
DC	
DR	
DATE:	05/20/2019
PROJECT NO:	1314480
OWNER PROJECT NO:	000000
CAD FILE NAME:	1314480-1.dwg
DRAWN BY:	CT
CHECKED BY:	CR
COPYRIGHT:	© 2019 RIVERSIDE GREEN ARCHITECTURE
SHEET TITLE:	SITE PLAN



MERIDIAN LOT 1&2
UNIT 4

OPPORTUNITY WAY
RIVERSIDE, CA 92518

**Meridian 510K Building
Variance Request Description & Justification
July 2015**

Introduction

This memorandum addresses a Variance request for the 510,000 square foot speculative warehousing and distribution building on Lots 1 & 2 within the Meridian Specific Plan, referred to herein as the development or the project.

Background

In 1993, the federal government mandated the realignment of March Air Force Base (AFB) and a substantial reduction in its military use. In April 1996, March AFB was re-designated an Air Reserve Base (ARB). Approximately 4,400 acres of land that had historically supported March AFB were no longer needed to support the ARB. The cities of Moreno Valley, Perris, Riverside, and the County of Riverside formed the March Joint Powers Authority (JPA) to oversee the dispensation and management of the surplus land. A General Plan and Master EIR were prepared for the JPA planning area, which includes the March ARB. These documents were adopted/certified in 1999. The March Business Center Specific Plan and Final Environmental Impact Report (FEIR) (SCH #2002071089), which guides land use decisions within a 1,290 acre portion of the planning area, were adopted/certified in February 2003. Following certification of the 2003 FEIR and approval of land use entitlements, development commenced on the 696.2-acre (612 acres developable) North Campus, which is located between Alessandro Boulevard to the north and Van Buren Boulevard to the south. Numerous parcels have been developed and occupied since 2003; others are in various stages of development.

Since adoption of the March Business Center Specific Plan in 2003, the Specific Plan area has become known and marketed as "Meridian". In 2010, the Meridian Specific Plan Amendment (which amended the March Business Center Specific Plan) and Subsequent EIR (SEIR) (SCH#2009071069) were prepared and certified to modify land uses in response to changes in market conditions since certification of the 2003 FEIR, and to accommodate the Sysco Distribution Facility on Lot 16 within the Meridian Specific Plan area. The Meridian Specific Plan Amendment focused on the undeveloped lots in the North Campus.

Project Description

The approved and entitled development to be constructed on the site will be a 510,000 square foot speculative warehousing and distribution building on 25.74 acres. The site is located at 2200 Opportunity Way, directly northeast across the roadway from the Sysco Distribution Facility on Lot 16. Undeveloped lots are located north and south of the site. Lots designated as Open Space are located directly east of the site, as well as Escondido Freeway (Highway 215). The building is designed as a front loading industrial building with 88 truck dock doors on the west elevation screened by a 12' screening wall. The building is consistent with the land use type and intensity found in Tables III-1 and III-2 of the Meridian Specific Plan.

The site is located adjacent to, but not within the Accident Potential Zones identified within the Accident Potential Zones identified in the 2005 March Installation Compatibility Use Zone Study (AICUZ). On September 12, 2013, the Riverside County Airport Land Use Commission found the

development to be conditionally consistent with Airport Land Use Plan for March Air Reserve Base/March Inland Port. The development was found to meet all requirements of the AICUZ and Airport Land Use Commission.

The specific tenant(s) have not been identified for the building; however, all uses must comply with requirements under the Industrial land use category and mitigation measures identified within the Meridian Specific Plan and SEIR. Any future use incorporating operations that are not consistent with provisions in the SEIR is subject to a discretionary review process by the March Joint Powers Commission.

In November 2013, Plot Plan 13-02 for the 510,000 sq. ft. speculative industrial building on Meridian Unit 4 Lots 1 and 2 was approved by the Meridian Design Implementation Committee. The March JPA determined that Plot Plan 13-02 was consistent with the Meridian Specific Plan, SEIR, the applicable portions of the March JPA Development Code, and the General Plan. No additional California Environmental Quality Act (CEQA) review was determined to be required and a Notice of Exemption was filed documenting the project's approval.

On December 3, 2014, the March Joint Powers Commission adopted Resolution #JPA 14-18 certifying the CEQA Addendum to the Meridian SP-5 Subsequent EIR (SCH#2009071069) and approving General Plan Amendment 14-01 and Plot Plan No. 13-02, Amendment No. 1. The Commission further adopted Ordinance #JPA 14-02 approving Specific Plan -5, Amendment No. 2, which amended a 1.19 acre site designation from Public Facilities to Industrial. This approval would provide 106 parking spaces on 1.19 acres that would serve the adjacent 510,000 sq. ft. speculative building (Approved Project PP13-02).

Current Application

As project design has moved into a final design stage, it has been recognized by the applicant that site configuration and design considerations would greatly benefit from an increased height for the building from 44' to 48' for the eastern elevation of the building. This would represent a 4' increase in height from the approved height of 44', as indicated on the attached Site Plan, *Meridian Lot 1&2 Unit 4*. The Meridian Specific Plan allows an increased height up to 80 feet for the Industrial Zone where all building setbacks meet or exceed the proposed building height. Currently the building setback distance from the eastern property boundary is 44'. The applicant is not proposing to increase the setback an additional 4' from the eastern property boundary to coincide with the 4' increase in building height. Therefore, the applicant has made this request for a Variance to increase the building height without increasing the building setback.

The requested Variance would accommodate a 36' internal building clear height to ensure the construction of a state-of-the art facility which will be competitive in the current market for similar warehouse and distribution facilities. If the building structure were to be shifted westward in order to maintain the required setback/building height ratio, the site would be forced to sacrifice its planned truck court depth, thereby making the facility deficient and no longer able to achieve the desired high quality status. The requested Variance is, therefore, in response to a site constraint perceived by the applicant as the entitled development on the site has progressed into a final design stage.

Below is provided an overview of Variance conditions, a statement regarding potential

environmental impacts, and findings in order to qualify for the requested Variance.

Variance Overview

Per Section 9.02.100 of the March JPA Development Code, a Variance is required for Building Height if a proposed structure exceeds the maximum permitted height. As defined in Table III-2 of the Meridian Specific Plan Amendment, the building height may be approved up to 80', provided the building setbacks meet or exceed the proposed building height. The purpose of this requirement is to provide flexibility in maximizing development potential on large lots, while minimizing the massing effect on adjacent properties or street right-of-ways.

The proposed building would have a maximum parapet height of 48' on its eastern elevation. This would exceed the approved height of 44' for the building based on the March JPA Development Code and the building's setback distance from the eastern property line. Therefore a Variance for a 4' height increase without the corresponding building setback distance is required for the proposed building on the site.

Section 9.02.100.D of the March JPA Development Code requires that the Joint Powers Commission make the following findings in its decision to grant a Variance:

1. That strict or literal interpretation and enforcement of the specified regulation would result in practical difficulty or unnecessary hardship not otherwise shared by others within the surrounding area or vicinity;
2. That there are exceptional or extraordinary circumstances or conditions applicable to the property involved or to the intended use of the property which do not apply generally to other properties in the vicinity and under the same zoning classification;
3. That strict or literal interpretation and enforcement of the specified regulation would deprive the applicant of privileges enjoyed by the owners of other properties in the vicinity and under the same zoning classification;
4. That the granting of the Variance will not constitute a grant of special privilege inconsistent with the limitations on other properties in the vicinity and under the same zoning classification;
5. That the granting of the Variance will not be detrimental to the public health, safety or welfare, or materially injurious to properties or improvements in the vicinity; and,
6. That the granting of a Variance is consistent with the objectives and policies of the March JPA General Plan and the intent of this Code.

Findings for the proposed Variance based on the 6 criteria above are included below in *Required Findings*.

Environmental Impact Overview

The environmental consequences of the March Business Center Specific Plan were disclosed in the FEIR certified in February 2003. Following certification of the FEIR, and approval of various

land use entitlements, development commenced on the North Campus of the Specific Plan area. Numerous parcels have been developed and occupied since 2003; others are in various stages of development. In July 2010, the March JPA approved an amendment to the March Business Center Specific Plan in order to make certain modifications to the North Campus to respond to market conditions and to accommodate a prospective industrial uses planning to develop a new facility on what was proposed as Lot 16. The March JPA subsequently prepared and certified the Final SEIR for the Meridian Specific Plan Amendment. The FEIR and SEIR evaluated and analyzed the potential environmental impacts associated with implementation of the March Business Center Specific Plan and the Meridian Specific Plan Amendment.

Proposed development on the site has been approved and entitled, and is consistent with the Industrial land use designation and zoning for the site. The requested Variance would not represent a substantial alteration to existing entitled and approved development on the site. An increased height of 4' for the building's parapet along the building's eastern frontage would not represent a substantial increase in height considering overall building massing on the site and in the direct surrounding vicinity of the site. Furthermore, the increased height would be limited to only one of the building's frontages (eastern).

Therefore, approval of the Variance would not represent a substantial change involving new significant environmental effects or a substantial increase in the severity of previously identified significant effects. Approval of the Variance would not alter the findings of the November 2013 Notice of Exemption filed by the March JPA regarding the project's approval. Consequently, no further additional review requirement per CEQA is required.

Conclusion

With the approval of a Variance to allow for the relatively minor increase in maximum height on one building frontage without the corresponding increase in building setback, development on the site would be consistent with the development standards and proposed land use designation for the project site in the Meridian Specific Plan. The improvements will not result in an increase in intensity of use not previously analyzed in the FEIR or SEIR for the Meridian Specific Plan Amendment.

Furthermore, a similar variance for a height increase without the corresponding increase in building setback has been previously approved with the Meridian Specific Plan area in the Industrial land use designation by the March JPA (14600 Innovation Drive); therefore, the requested Variance does not represent an exceptional request.

Findings for the Variance request are provided on the following pages.

REQUIRED FINDINGS
Meridian 510K Building, Variance Request, June 2015

Section 9.02.100 of the March Joint Powers Authority Development Code stipulates that six specific findings must be made before a Variance can be approved. This proposal meets them as follows:

1. That strict or literal interpretation and enforcement of the specified regulation would result in practical difficulty or unnecessary hardship not otherwise shared by others within the surrounding area or vicinity.

The requested Variance would accommodate a 36' internal building clear height to ensure the construction of a state-of-the art facility which will be competitive in the current market for similar warehouse and distribution facilities. If the building structure were to be shifted westward in order to maintain the required setback/building height ratio, the site would be forced to sacrifice its planned truck court depth, thereby making the facility deficient and no longer able to achieve the desired top quality status. The requested Variance is, therefore, in response to a site constraint perceived by the applicant as the entitled development on the site has progressed into a final design stage. Given the functionality requirements of the proposed facility, a redesign of the building to accommodate an increased setback from the eastern property line as would be required without a Variance would be infeasible.

2. That there are exceptional or extraordinary circumstances or conditions applicable to the property involved or to the intended use of the property which do not apply generally to other properties in the vicinity and under the same zoning classification.

See discussion under Finding #1. Additionally, a similar variance for a height increase has been approved with the Meridian Specific Plan area in the Industrial land use/zoning designation by the March JPA (14600 Innovation Drive); therefore, the requested Variance does not represent an exceptional request or extraordinary circumstance.

3. That strict or literal interpretation and enforcement of the specified regulation would deprive the applicant of privileges enjoyed by the owners of other properties in the vicinity and under the same zoning classification.

See discussion under Finding #2.

4. That the granting of the Variance will not constitute a grant of special privilege inconsistent with the limitations on other properties in the vicinity and under the same zoning classification.

See discussion under Finding #2.

5. That the granting of the Variance will not be detrimental to the public health, safety or

welfare, or materially injurious to properties or improvements in the vicinity.

The requested Variance would not represent a substantial alteration to existing entitled and approved development on the site. An increased height of 4' for the building's parapet along the building's eastern frontage would not represent a substantial increase in height considering overall building massing on the site and in the direct surrounding vicinity of the site. Furthermore, the increased height would be limited to only one of the building's frontages (eastern).

The site is located adjacent to, but not within the Accident Potential Zones identified within the Accident Potential Zones identified in the 2005 March Installation Compatibility Use Zone Study (AICUZ). On September 12, 2013, the Riverside County Airport Land Use Commission found the development to be conditionally consistent with Airport Land Use Plan for March Air Reserve Base/March Inland Port. The development was found to meet all requirements of the AICUZ and Airport Land Use Commission.

Therefore, granting of the Variance will not be detrimental to the public health, safety or welfare to properties or improvements in the vicinity.

6. That the granting of a Variance is consistent with the objectives and policies of the March JPA General Plan and the intent of this Code.

Granting of the requested Variance would be consistent with the objectives and policies of the March JPA General Plan as the Variance would represent a minor alteration to one frontage of an entitled and approved building which will be compatible with existing and anticipated future development in the immediate vicinity of the site in the Specific Plan area. Furthermore, the requested Variance is intended to improve the overall marketability of the proposed development on the site, which can be expected to ultimately improve the likelihood of a long-term tenant occupying the building.

- (2) To ensure compliance with these criteria, an acoustical study shall be required to be completed for any development proposed to be situated where the aviation-related noise exposure is more than 20 dB above the interior standard (e.g., within the CNEL 60 dB contour where the interior standard is CNEL 40 dB). Standard building construction is presumed to provide adequate sound attenuation where the difference between the exterior noise exposure and the interior standard is 20 dB or less.

2.4 *Supporting Compatibility Criteria for Safety:*

- (a) Countywide Policy 4.2.3: The acceptability of land uses of special concern within certain compatibility zones around March ARB/IPA shall be evaluated in accordance with the criteria indicated in Table MA-2. The criteria listed in Countywide Policy 4.2.3 do not apply.
- (b) Countywide Policy 4.2.4: The requirements for open land do not apply to the vicinity of March ARB/IPA except with regard to Compatibility Zones A and B1.
- (c) Countywide Policy 4.2.5: For the vicinity of March ARB/IPA, new nonresidential development shall not be clustered in a manner that would result in a usage intensity within any one acre (the number of people per single acre) exceeding the limits specified in Table MA-2. Clustering of residential development is encouraged, but the density within any one acre shall be limited to no more than 4.0 times the allowable average density for the zone in which the development is proposed.
- (d) Countywide Policy 4.2.6: The policy concerning risk reduction through building design is not applicable to the March ARB/IPA influence area.
- (e) Calculation of Usage Intensities for Retail Uses: Notwithstanding the provisions of Appendix C and Table C1 of the *Riverside County Airport Land Use Compatibility Plan*, the usage intensities of retail sales and display areas (a.k.a. mercantile areas) or “showrooms” (excluding restaurants and other uses specifically identified separately from retail/mercantile in Table C1) shall be evaluated as having an occupancy level of 115 gross square feet per person without eligibility for the 50 percent reduction in the resulting usage intensity (people per acre) as described in the appendix.
- (f) Calculation of Usage Intensities for Warehouse Uses: Notwithstanding the provisions of Appendix C and Table C1 of the *Riverside County Airport Land Use Compatibility Plan*, the usage intensities of warehouses, distribution centers, e-commerce centers, fulfillment centers, and similar uses in buildings larger than 200,000 gross square feet, exclusive of offices, conference rooms, break rooms and other uses identified separately from warehouses in Table C1, shall be calculated as follows:
 - (1) High-cube warehouses and distribution centers, other than e-commerce centers and fulfillment centers, shall be evaluated on the basis of 35% of the usage intensity that results from the occupancy level indicated in Table C1.
 - (2) E-commerce centers, fulfillment centers, and other similar uses shall be evaluated on the basis of 50% of the usage intensity that results from the occupancy level indicated in Table C1.

- (3) Office space in these buildings shall be evaluated on the basis of 50% of the usage intensity that results from the occupancy level indicated in Table C1. All other separately identified uses shall be evaluated on the basis of the occupancy level listed for the respective use in Table C1.

2.5 *Supporting Compatibility Criteria for Airspace Protection:*

- (a) *Countywide Policy 4.3.3:* For proposed objects in the March ARB/IPA vicinity, the heights requiring ALUC review shall be as specified in Table MA-2.
- (b) *Countywide Policy 4.3.4:* Heights of objects shall be restricted in accordance with the airspace protection surfaces depicted in Table MA-2.
- (c) *Countywide Policy 4.3.5:* The compatibility zones within which dedication of an avigation easement shall be required as a condition of development is as indicated in Table MA-2. Except within Compatibility Zone A, avigation easements shall be dedicated to the March Inland Port Airport Authority or other civilian agency that may supersede it (successor-in-interest). Any avigation easements required within Zone A shall be dedicated to the United States of America.
- (d) *Countywide Policy 4.3.7:* Additional hazards to flight as listed in Table MA-2 are to be avoided in the vicinity of March ARB/IPA.

2.6 *Supporting Compatibility Criteria for Overflight:*

- (a) *Countywide Policy 4.4.3:* The compatibility zones within which a deed notice shall be required as a condition of development are as indicated in Table MA-2.

2.7 *Site-Specific Exceptions:*

Four development projects near March ARB have received entitlements in the form of Development Agreements or Disposition and Development Agreements from the respective jurisdictions prior to adoption of the *ALUCP* by the Riverside County ALUC. As such, exceptions to the compatibility criteria outlined in the preceding subsections are granted for these projects provided that they meet the conditions indicated below. (The locations of these exceptions are shown on Map MA-1 and the numbers below correspond to the numbering on that map.)

Exceptions for Sites 1 through 4 are valid only as long as the indicated specific plans and associated development agreements remain in effect. Any changes to the specific plans must be reviewed by the ALUC to ensure that increases in intensity of the proposed development would not result from the changes. Further, if the development agreements should expire, the criteria applicable to the property for which these exceptions apply shall revert to the underlying compatibility criteria indicated in this *ALUCP*.

- (a) *(Exception Site 1) March Business Center Specific Plan (SP-1) and Meridian (SP-5), March Joint Powers Authority*
- (1) Situated in Compatibility Zones B1, B2, C1, C2 and D.
- (2) March Business Center, a 1,032-acre, non-residential business park located at the southwest corner of Alessandro Boulevard and I-215 freeway within the March Joint Powers Authority, approved with specific airport compatibility provisions

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 Fridays, from 9:00 a.m. to 5:00 p.m.

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

DATE OF HEARING: October 8, 2015

TIME OF HEARING: 9:00 A.M.

CASE DESCRIPTION:

ZAP1147MA15 – John Mulvihill/One Sun Life (Representative: Karina Fidler, Kimley-Horn and Associates) – March JPA Case No.: Variance 15-02 [Associated case: Plot Plan 13-02 A3]. Previously approved Plot Plan 13-02 was a proposal to develop a 510,000 square foot industrial warehouse building on 25.74 acres located northerly and easterly of Opportunity Way, easterly of Meridian Parkway, westerly of Interstate 215, and northerly of Van Buren Boulevard, within the land use jurisdiction of the March Joint Powers Authority. Plot Plan 13-02 A3 would amend the previously approved Plot Plan by increasing the maximum building height from 44 feet to 48 feet and increasing the maximum top point elevation to 1,606 feet above mean sea level. The Variance is required in that the building height at up to 48 feet above ground level exceeds both the Specific Plan standard of 35 feet (Table III-2 of Specific Plan No. 5) and the proposed minimum rear yard setback of 44 feet. (A Variance would not have been required had all setbacks been at least 48 feet.) (Airport Compatibility Zone B2 of the March Air Reserve Base/Inland Port Airport Influence Area, within the March Business Center/Meridian Exception Site 1).

FURTHER INFORMATION: Contact Russell Brady at (951) 955-0549 or John Guerin at (951) 955-0982. The ALUC holds hearings for local discretionary permits within the Airport Influence Areas, reviewing for aeronautical safety, noise and obstructions. All other concerns should be addressed to Ms. Grace Williams of the March JPA Planning Department, at (951) 656-7000.

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

ALUC Identification No.

ZAP1147MAIS

PROJECT PROPONENT (TO BE COMPLETED BY APPLICANT)

Date of Application 8/18/15
 Property Owner John Mulvihill / One SunLife Phone Number (800) 786-5433
 Mailing Address One SunLife Executive Park
Wellesley Hills, MS 02481

Agent (if any) Karina Filler / Kimley-Horn Associates Phone Number (619) 744-0138
 Mailing Address 401 B Street, suite 600
San Diego, CA 92101

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 22000 Opportunity Way
Riverside, CA 92518

Assessor's Parcel No. 294-050-079 Parcel Size _____
 Subdivision Name Meridian Specific Plan Zoning _____
 Lot Number _____ Classification _____

B2, C1
 March
 15

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) 510,000 square foot speculative warehouse on ± 25 acres.

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

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

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

REFERRING AGENCY (APPLICANT OR JURISDICTION TO COMPLETE)	
Date Received	7/15/15
Agency Name	Mareh JPA
Staff Contact	Grace Williams
Phone Number	(951) 656-7000
Agency's Project No.	Variance 15-02
	Parent Case: Plot Plan 13-02
Type of Project	<input type="checkbox"/> General Plan Amendment <input type="checkbox"/> Zoning Amendment or Variance <input type="checkbox"/> Subdivision Approval <input type="checkbox"/> Use Permit <input type="checkbox"/> Public Facility <input checked="" type="checkbox"/> Other <u>Height Variance</u>

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

B. **SUBMISSION PACKAGE:**

ALUC REVIEW

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

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

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

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 3.9

HEARING DATE: October 8, 2015

CASE NUMBER: ZAP1141MA15 – Pacific Steel Group (PSG) Perris LLC – Eric Benson (Representative: Smith Consulting Architects)

APPROVING JURISDICTION: City of Perris

JURISDICTION CASE NO: DPR15-00005 (Development Plan Review)

MAJOR ISSUES: The applicant is proposing to construct and operate a steel product (rebar) fabrication facility. The manufacturing of primary or fabricated metal products is a generally incompatible use within Accident Potential Zone I, pursuant to the 2005 Air Installation Compatible Use Zone (AICUZ) study disseminated by the United States Air Force and an incompatible use pursuant to subsequent (2011) Department of Defense Instruction (DODI) No. 4165.57. The 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (March ALUCP) further specifies in Table MA-2 that uses listed in the AICUZ as not compatible in APZ I or APZ II are prohibited uses within those zones.

Additionally, the larger building, with a gross floor area of 89,246 square feet, would include a single-acre area that would be entirely in use for manufacturing/fabrication activity. As such, this single-acre would have an occupancy of 218 persons using the Building Code method (109 with a 50 percent reduction). Single-acre occupancy in Compatibility Zone B1 is limited to a maximum of 100 persons. The applicant is the proposed end user and advises that the maximum number of occupants of the larger building would be 65 persons at any given time.

Although staff understands and appreciates the Air Force's input and findings regarding the proposed project being generally prohibited per the AICUZ and DODI 4165.57, the rationale underlying the prohibition of this use is not clear to ALUC staff. If the Commission were to accept the applicant's anticipated maximum occupancy of 65 people for the primary manufacturing/warehouse building to meet the Zone B1 average and single-acre criteria, based on information provided by the applicant regarding the operation of the facility, there does not appear to be any hazards present such as explosives, chemicals, glare, emissions, electronic interference, tall structures or other apparent features that could result in a hazard to flight. However, it should be noted that a future occupant could potentially employ a larger number of persons in the structure.

RECOMMENDATION: Staff must recommend a finding of INCONSISTENCY based on the project proposing a metal manufacturing facility which is prohibited within APZ I pursuant to

the Airport Installation Compatible Use Zone (AICUZ) and Department of Defense Instruction (DODI) 4165.57 and the project exceeding the Compatibility Zone B1 APZ I average and single-acre criteria based on the Building Code Method. However, if the Commission is willing to accept the applicant's anticipated maximum occupancy for the primary manufacturing/warehouse building of 65 and the Commission determines that the specific proposed project would not present a substantial hazard to flight, the Commission may make a finding of CONSISTENCY, subject to the conditions included herein.

PROJECT DESCRIPTION: The Development Plan Review proposes to construct an 89,246 square foot industrial building for the fabrication of steel products and a 10,600 square foot administration building on 10.04 gross acres.

PROJECT LOCATION: The site is located at the southwest corner of Nance Street and Indian Avenue, within the City of Perris, approximately 4,890 feet southeasterly 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 B1, Accident Potential Zone I and Zone B2
- c. Noise Levels: 65-70 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, most of the site, including almost all of the larger building, is located within the portion of Compatibility Zone B1 lying within Accident Potential Zone I (APZ I), while a smaller portion of the site, including the administration building, is located within Compatibility Zone B2. Zone B1 within APZ I limits average intensity to 25 people per acre and Zone B2 limits average intensity to 100 people per acre.

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 the proposed building:

- Warehouse – 1 person per 500 square feet
- Manufacturing – 1 person per 200 square feet
- Office – 1 person per 200 square feet (with 50% reduction)

Based on the site plan provided, the manufacturing/warehouse building would be located almost entirely within Zone B1 (excluding approximately 500 square feet) and the administration building

would be located entirely within Zone B2. The manufacturing/warehouse building would include a maximum of 62,985 square feet of manufacturing area and 26,261 square feet of warehouse area which would result in a total building occupancy of 367. The 10,600 square foot administration building would be entirely occupied by office area which would result in a total building occupancy of 53 and a total site occupancy of 420. Based on the overall 10.04 acres, this total site occupancy results in an average intensity of 41 people per acre, which would not be compatible with the Zone B1 APZ I average acre criterion of 25.

In addition, looking at the gross acreage within Zone B1 of approximately 8.21 acres, the occupancy of 367 people for the manufacturing/warehouse building would result in an average intensity of 45 people per acre, which is also not compatible with the Zone B1 APZ I average acre criterion. However, if one were to assume a 50 percent reduction, the total occupancy would be 184 and average intensity would be 23. Based on the remaining gross acreage for Zone B2 of approximately 1.83 acres, the administration building occupancy of 53 people would result in an average intensity of 29 people, which would be consistent with the Zone B2 average acre criterion of 100.

However, the applicant is the projected end user of the site and has noted that the larger building would be utilized for steel/rebar fabrication and would be occupied by a maximum of 65 people at peak times. Based on the gross acreage within Zone B1, this would result in an average intensity of 8 people per average acre, which would be consistent with the Zone B1 APZ I average acre criterion. Even if the actual occupancy were 200 persons, this would result in an average occupancy of approximately 24 people, which would still be consistent with the Zone B1 APZ I average acre criterion.

A second method for determining total occupancy involves multiplying the number of parking spaces provided or required (whichever is greater) by average vehicle occupancy (assumed to be 1.5 persons per standard vehicle and 1.0 persons per truck trailer parking/dock space in the absence of more precise data). Based on the number of standard parking spaces provided of 135 and truck docks of 2, the total occupancy would be estimated at 205 people. Based on the 10.04 total gross acres, this results in an average intensity of 20 people per acre, which is compatible with the Zone B1 APZ I average acre criterion of 25. Additionally, when taking into account the 8.21 gross acres within Zone B1 and the approximate amount of parking spaces to serve the manufacturing/warehouse building (98 standard spaces and 2 truck docks, excluding the 37 parking spaces in the area serving the administration building), this would result in a Zone B1 occupancy of 149 people and an average intensity of 18 people per acre, which would also be consistent with the Zone B1 APZ I criterion. The 37 standard parking spaces for the administration building would result in a Zone B2 occupancy of 56 and an average intensity of 30 people per average acre, which would be consistent with the Zone B2 average acre criterion of 100.

Non-Residential Single-Acre Land Use Intensity: Compatibility Zone B1 within APZ I limits maximum single-acre intensity to 100 people and Compatibility Zone B2 limits 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 occupancies as previously noted, the maximum single-acre area within Zone B1 would consist of all manufacturing area for a total occupancy of 217 people, which would not be consistent with the Zone B1 APZ I single-acre criterion of 100. Even if one assumed a 50 percent reduction, the total occupancy of 109 would still be inconsistent. The maximum single-acre area within Zone B2 would consist of the entire administration building for a total occupancy of 53 people, which would be consistent with the Zone B2 single-acre criterion of 250.

However, as previously noted the applicant/end user anticipates that at peak time, a maximum of 65 people would occupy the manufacturing/warehouse building. Although the entire manufacturing/warehouse building is not located within a single-acre area, as a worst-case assuming all occupants were within a single-acre area would result in a single-acre intensity of 65 people, which would be consistent with the Zone B1 APZ I single-acre criterion.

Prohibited and Discouraged Uses: The applicant is proposing to construct and operate a steel product (rebar) fabrication facility. The manufacturing of primary or fabricated metal products is a generally incompatible use within Accident Potential Zone I, pursuant to the 2005 Air Installation Compatible Use Zone (AICUZ) study disseminated by the United States Air Force and an incompatible use pursuant to subsequent (2011) Department of Defense Instruction (DODI) No. 4165.57. The 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (March ALUCP) further specifies in Table MA-2 that uses listed in the AICUZ as not compatible in APZ I or APZ II are prohibited uses within those zones. ALUC staff has discussed the prohibition with Air Force staff and they have noted that the use is not recommended in APZ I per the AICUZ and DODI 4165.57.

Projects within Compatibility Zone B1 are required to locate structures a maximum distance from the extended runway centerline. The extended runway centerline is located approximately 875 feet southwest of the project site, with the proposed building located approximately 1,125 feet from the extended runway centerline.

Noise: The March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan depicts the site as being in an area between 65-70 CNEL range from aircraft noise. As a primarily industrial use not sensitive to noise (and considering typical anticipated building construction noise attenuation of approximately 20 dBA), the manufacturing/warehouse area would not require special measures to mitigate aircraft-generated noise. However, a condition is included to ensure adequate noise attenuation is provided for office uses within the administration building.

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 4,890 feet from the runway to the project boundaries, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 1536.9 feet AMSL. The project proposes a maximum finished floor elevation of 1466.92 feet AMSL for both the manufacturing/warehouse building and administration building. The larger building has a maximum height of 40 feet for a potential

maximum building elevation of 1506.92 feet AMSL. Therefore, review of the proposed building by the FAA Obstruction Evaluation Service is not required for height/elevation reasons. However, the applicant had already submitted both the manufacturing/warehouse building and administration building to FAA Obstruction Evaluation Service for review and has received Determinations of No Hazard to Air Navigation for each building pursuant to Aeronautical Study Numbers (ASNs) 2015-AWP-6055-OE to 2015-AWP-6062-OE.

Open Area: None of the Compatibility Zones for the March Air Reserve Base/Inland Port ALUCP require open area specifically. However, development within Compatibility Zone B1 APZ I is limited to a maximum lot coverage of 50%. The net lot area for the Design Review is 396,396 square feet. The proposed 99,846 square foot building footprint would result in a lot coverage of 25.19%, which is consistent with the lot coverage limit.

CONDITIONS:

1. Any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses shall be prohibited:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
 - (e) Children's schools, day care centers, libraries, hospitals, skilled nursing and care facilities, congregate care facilities, hotels/motels, places of assembly, restaurants,

aboveground storage or manufacturing of hazardous or flammable materials, noise sensitive outdoor nonresidential uses and hazards to flight.

- (f) Medical services, child development centers, nurseries, and educational services
 - (g) Commercial/service uses: civic uses; churches, chapels, and other places of worship or religious activities; classrooms; gymnasiums; eating and drinking establishments; theaters; auditoriums; bowling alleys; conference or convention halls; fraternal lodges; auction rooms; gaming.
 - (h) Manufacture of: apparel; products made from fabrics or leather; chemicals and allied products; rubber and plastic products; professional, scientific, and controlling instruments; photographic and optical goods; watches and clocks.
3. Prior to issuance of any building permits, the landowner shall convey and have recorded an avigation easement to the March Inland Port Airport Authority. Contact March Joint Powers Authority at (951) 656-7000 for additional information.
 4. The attached notice shall be given to all prospective purchasers of the property and tenants of the building. While not required, the applicant and its successors-in-interest are encouraged to provide a copy of said notice to employees who would regularly be working at this location.
 5. The proposed detention basin(s) on the site (including aboveground bio-retention areas) shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basin(s) that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the detention basin(s) shall not include trees that produce seeds, fruits, or berries.
 6. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.
 7. The proposed project shall comply with the Compatibility Zone B1 Accident Potential Zone I single-acre criterion of 100 people (i.e. no more than 100 people in any single-acre [210' x 210'] area). Pursuant to the currently proposed building design and uses, to comply with this criterion, the manufacturing/warehouse building occupancy should not exceed 100 people. Any conversion of the larger building to more occupant-intensive uses than 100 persons in

total shall be subject to subsequent ALUC review of the specific tenant improvements/floor plans to determine consistency with the applicable intensity criterion.

8. Zoned fire sprinkler systems shall be required throughout the building.
9. Office space must have sound attenuation features sufficient to reduce interior noise levels from exterior aviation-related sources to no more than CNEL 45 dB. The City of Perris shall require an acoustical study to ensure compliance with this requirement.
10. In order to ensure proper functioning of the project drain system to avoid potential hazards to March Air Reserve Base flights, an additional Best Management Practice (BMP) shall be added to the project Water Quality Management Plan (WQMP). The applicant shall enter into a covenant and agreement with the City of Perris similar to the Water Quality Management Plan and Urban Runoff BMP Transfer, Access and Maintenance Agreement between March Joint Powers Authority and Sun Life Assurance Company of Canada (Document No. 2014-0030862), which shall be recorded prior to issuance of a certificate of occupancy. A copy of the recorded agreement and BMP shall be provided to the Riverside County Airport Land Use Commission. The BMP shall include the following program:
 - (a) The property owner (PSG Perris LLC or its successor(s)-in-interest, hereinafter "Owner") or its designated representative shall monitor the conditions of the bio-retention areas and promptly inspect such basins following the completion of each "significant" rain event and the 48-hour period thereafter.
 - (b) If any standing water remains in a bio-retention area that is not beneath a rock, gravel, or other layer following the completion of the "significant" rain event and the 48 hour period thereafter, Owner or its designated representative shall arrange to have such standing water either removed or covered within the next two business days following the conclusion of the 48 hour period.
 - (c) In the event that the standing water situation recurs on a regular basis following the 48-hour detention period, the bio-retention area may no longer be draining as originally designed to prevent standing water from rising above a rock, gravel or other layer (for example, due to a rise in groundwater levels or other circumstance beyond Owner's ability to control). In that situation, Owner or its designated representative shall promptly engage a licensed civil engineer to prepare a design plan to assure that such condition does not persist for more than 48 hours following the conclusion of a "significant" rain event. The required engineering design solution shall be implemented promptly, but no later than 180 days following its approval by all applicable authorities, providing that, until such time as the engineered design solution is implemented, Owner or its designated representative will maintain water levels below the rock, gravel, or other layer.

NOTICE OF AIRPORT IN VICINITY

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



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

Aeronautical Study No.
2015-AWP-6055-OE

Issued Date: 06/12/2015

Peter Bussett
Smith Consulting Architects
13280 Evening creek drive
San Diego, CA 92128

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

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

Structure:	Building NW corner fab building
Location:	Perris, CA
Latitude:	33-51-18.22N NAD 83
Longitude:	117-14-11.76W
Heights:	1466 feet site elevation (SE) 40 feet above ground level (AGL) 1506 feet above mean sea level (AMSL)

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

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

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

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

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 12/12/2016 unless:

- the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- extended, revised, or terminated by the issuing office.
- the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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

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

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

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

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

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2015-AWP-6055-OE.

Signature Control No: 252897333-255037704

Karen McDonald
Specialist

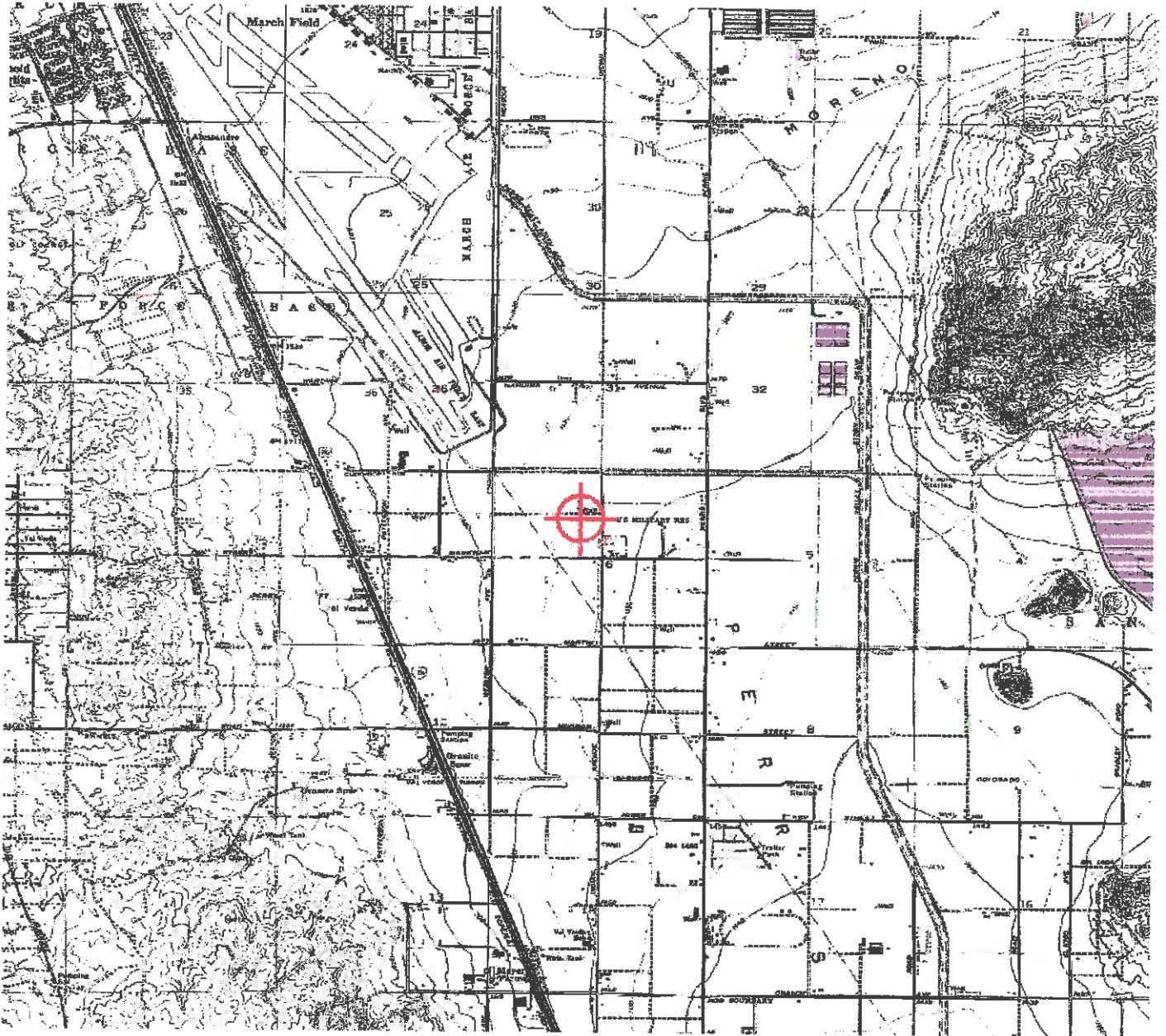
(DNE)

Attachment(s)
Case Description
Map(s)

Case Description for ASN 2015-AWP-6055-OE

New single story manufacturing building

TOPO Map for ASN 2015-AWP-6055-OE





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

Aeronautical Study No.
2015-AWP-6056-OE

Issued Date: 06/12/2015

Peter Bussett
Smith Consulting Architects
13280 Evening creek drive
San Diego, CA 92128

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

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

Structure:	Building NE corner fab building
Location:	Perris, CA
Latitude:	33-51-18.22N NAD 83
Longitude:	117-14-07.62W
Heights:	1466 feet site elevation (SE) 40 feet above ground level (AGL) 1506 feet above mean sea level (AMSL)

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

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

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

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

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 12/12/2016 unless:

- the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- extended, revised, or terminated by the issuing office.
- the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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

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

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

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

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

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2015-AWP-6056-OE.

Signature Control No: 252897334-255037710

(DNE)

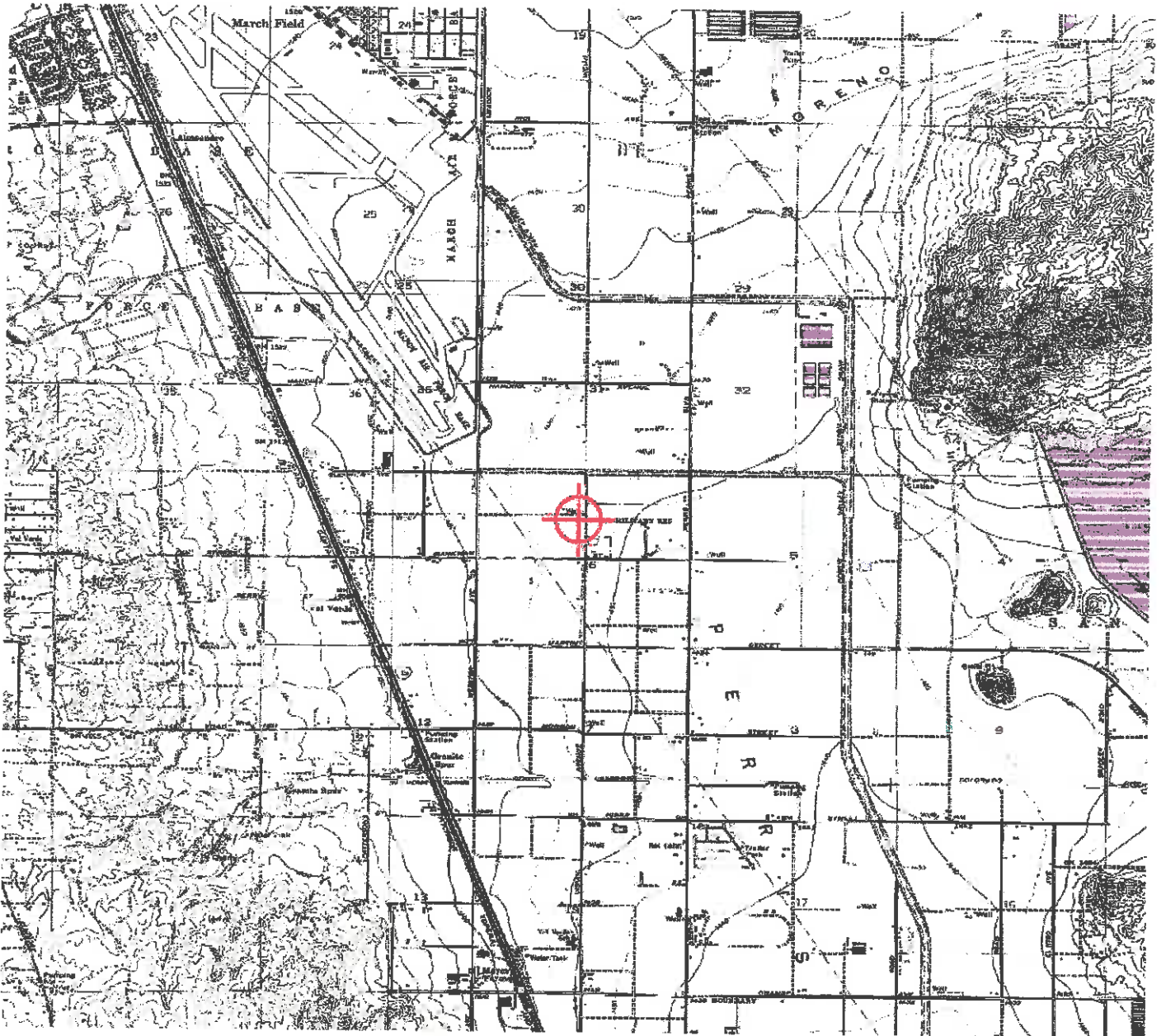
Karen McDonald
Specialist

Attachment(s)
Case Description
Map(s)

Case Description for ASN 2015-AWP-6056-OE

New single story manufacturing building

TOPO Map for ASN 2015-AWP-6056-OE





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

Aeronautical Study No.
2015-AWP-6057-OE

Issued Date: 06/12/2015

Peter Bussett
Smith Consulting Architects
13280 Evening creek drive
San Diego, CA 92128

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

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

Structure: Building SW corner fab building
Location: Perris, CA
Latitude: 33-51-14.58N NAD 83
Longitude: 117-14-10.59W
Heights: 1466 feet site elevation (SE)
40 feet above ground level (AGL)
1506 feet above mean sea level (AMSL)

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

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

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

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

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 12/12/2016 unless:

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

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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

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

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

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

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

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2015-AWP-6057-OE.

Signature Control No: 252897335-255037706

Karen McDonald
Specialist

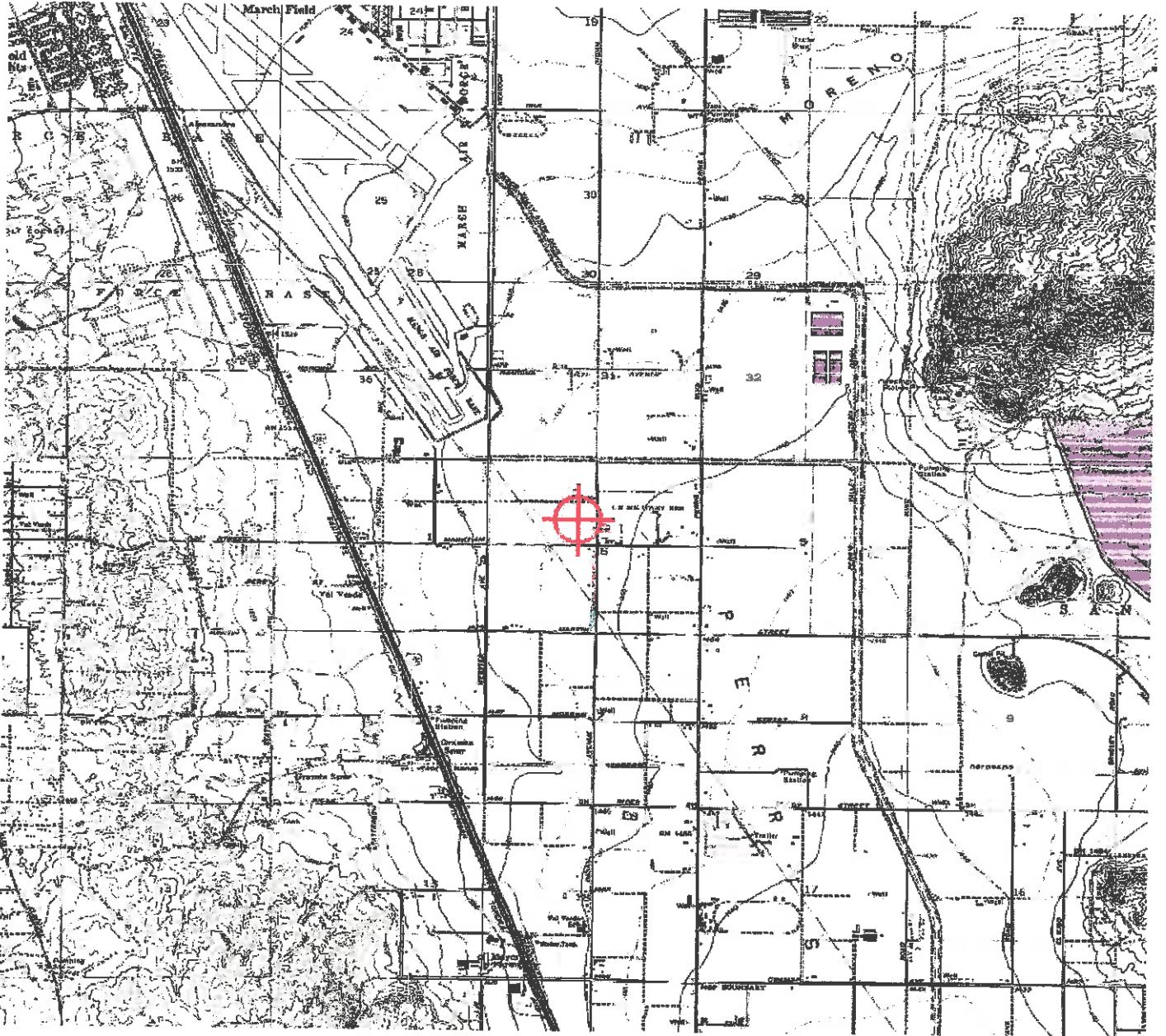
(DNE)

Attachment(s)
Case Description
Map(s)

Case Description for ASN 2015-AWP-6057-OE

New single story manufacturing building

TOPO Map for ASN 2015-AWP-6057-OE





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

Aeronautical Study No.
2015-AWP-6058-OE

Issued Date: 06/12/2015

Peter Bussett
Smith Consulting Architects
13280 Evening creek drive
San Diego, CA 92128

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

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

Structure:	Building SE corner fab building
Location:	Perris, CA
Latitude:	33-51-14.58N NAD 83
Longitude:	117-14-08.12W
Heights:	1466 feet site elevation (SE) 40 feet above ground level (AGL) 1506 feet above mean sea level (AMSL)

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

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

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

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

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 12/12/2016 unless:

- the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- extended, revised, or terminated by the issuing office.
- the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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

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

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

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

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

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2015-AWP-6058-OE.

Signature Control No: 252897336-255037708

Karen McDonald
Specialist

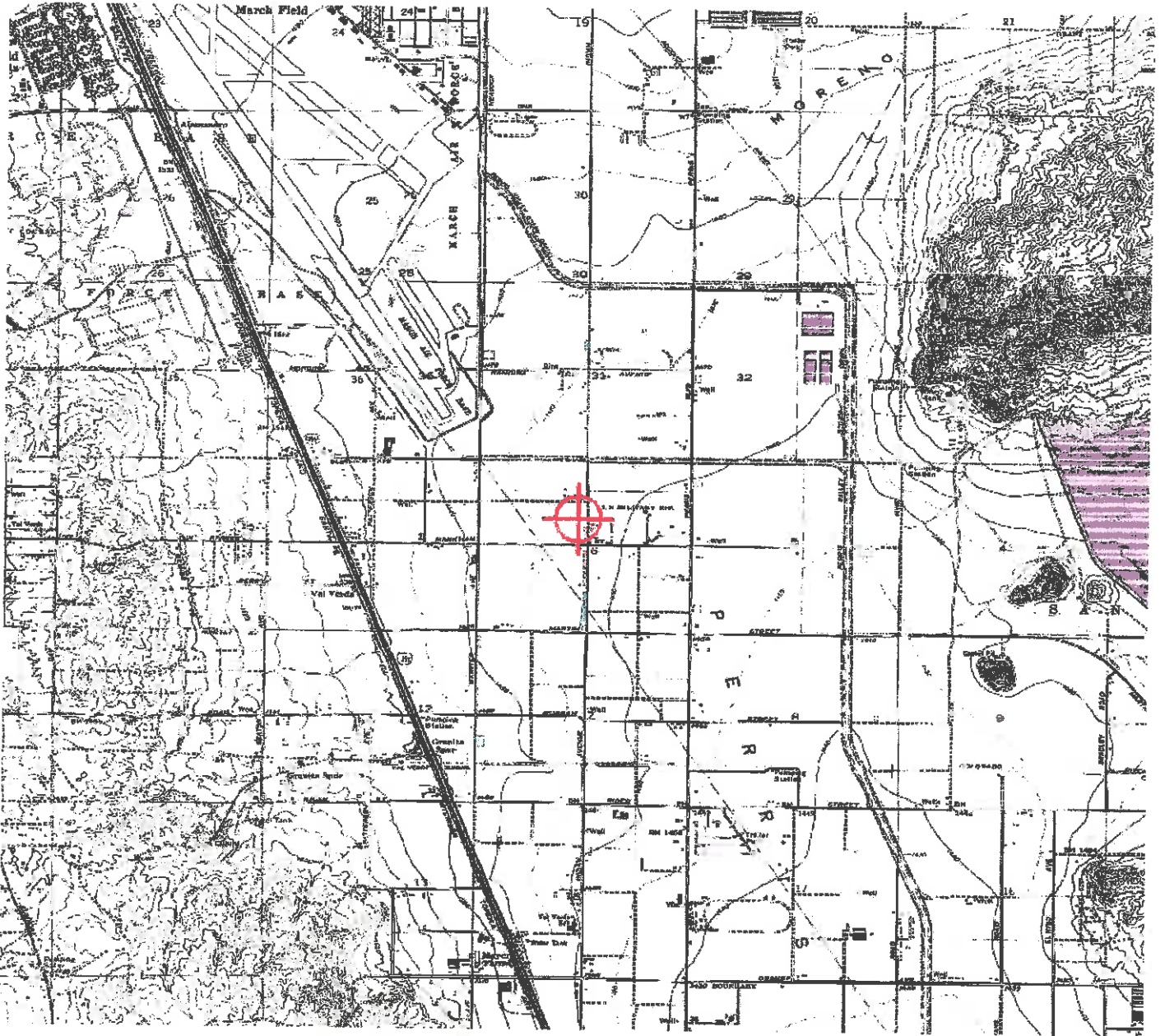
(DNE)

Attachment(s)
Case Description
Map(s)

Case Description for ASN 2015-AWP-6058-OE

New single story manufacturing building

TOPO Map for ASN 2015-AWP-6058-OE





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

Aeronautical Study No.
2015-AWP-6059-OE

Issued Date: 06/12/2015

Peter Bussett
Smith Consulting Architects
13280 Evening creek drive
San Diego, CA 92128

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

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

Structure:	Building NW corner office building
Location:	Perris, CA
Latitude:	33-51-19.01N NAD 83
Longitude:	117-14-07.76W
Heights:	1466 feet site elevation (SE) 21 feet above ground level (AGL) 1487 feet above mean sea level (AMSL)

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

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

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

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

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 12/12/2016 unless:

- the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- extended, revised, or terminated by the issuing office.
- the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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

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

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

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

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

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2015-AWP-6059-OE.

Signature Control No: 252897338-255037705

Karen McDonald
Specialist

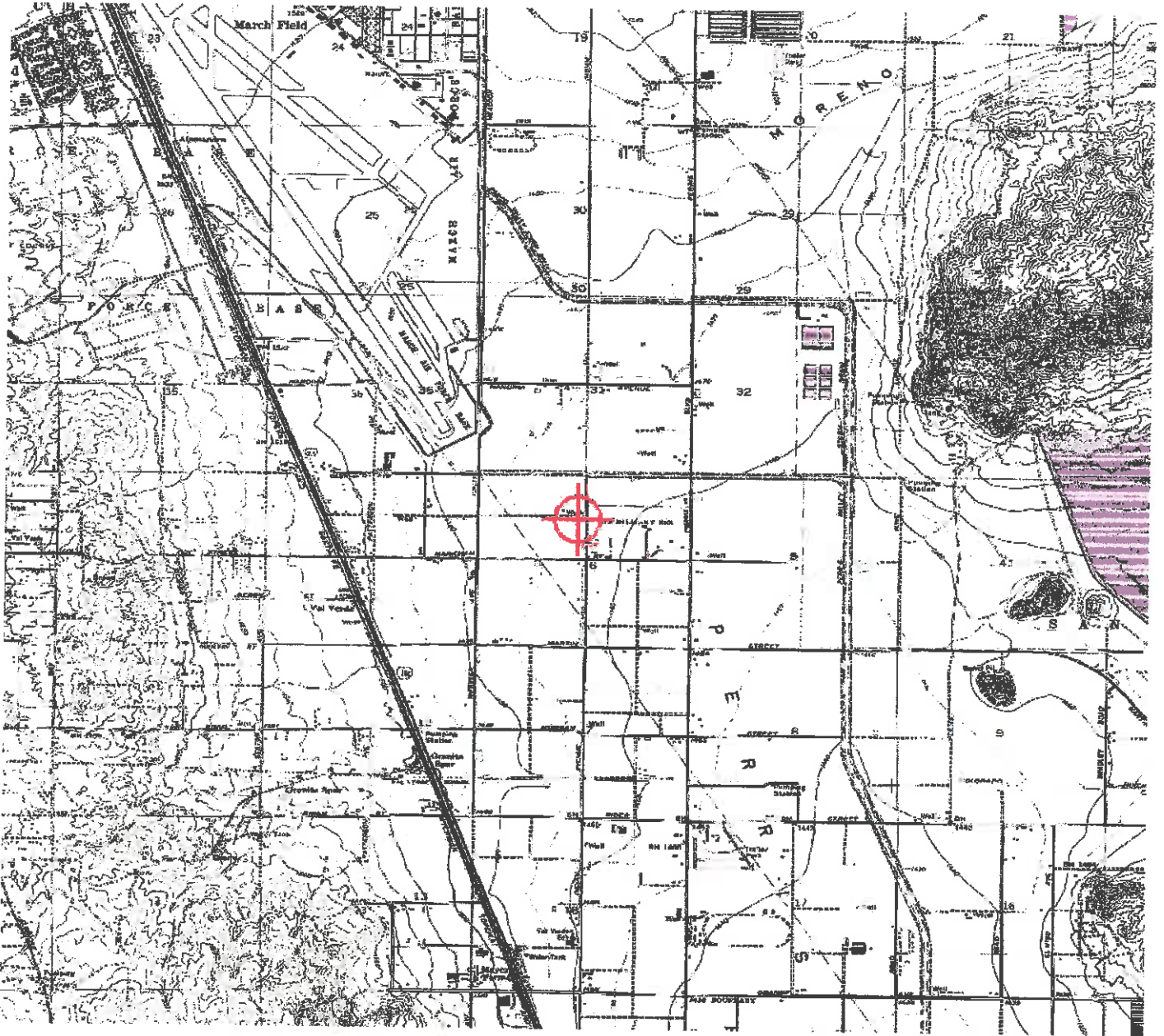
(DNE)

Attachment(s)
Case Description
Map(s)

Case Description for ASN 2015-AWP-6059-OE

New single story office building.

TOPO Map for ASN 2015-AWP-6059-OE





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

Aeronautical Study No.
 2015-AWP-6060-OE

Issued Date: 06/12/2015

Peter Bussett
 Smith Consulting Architects
 13280 Evening creek drive
 San Diego, CA 92128

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

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

Structure: Building NE corner office building
 Location: Perris, CA
 Latitude: 33-51-19.01N NAD 83
 Longitude: 117-14-06.50W
 Heights: 1466 feet site elevation (SE)
 21 feet above ground level (AGL)
 1487 feet above mean sea level (AMSL)

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

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

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

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

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 12/12/2016 unless:

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

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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

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

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

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

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

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2015-AWP-6060-OE.

Signature Control No: 252897339-255037711

Karen McDonald
Specialist

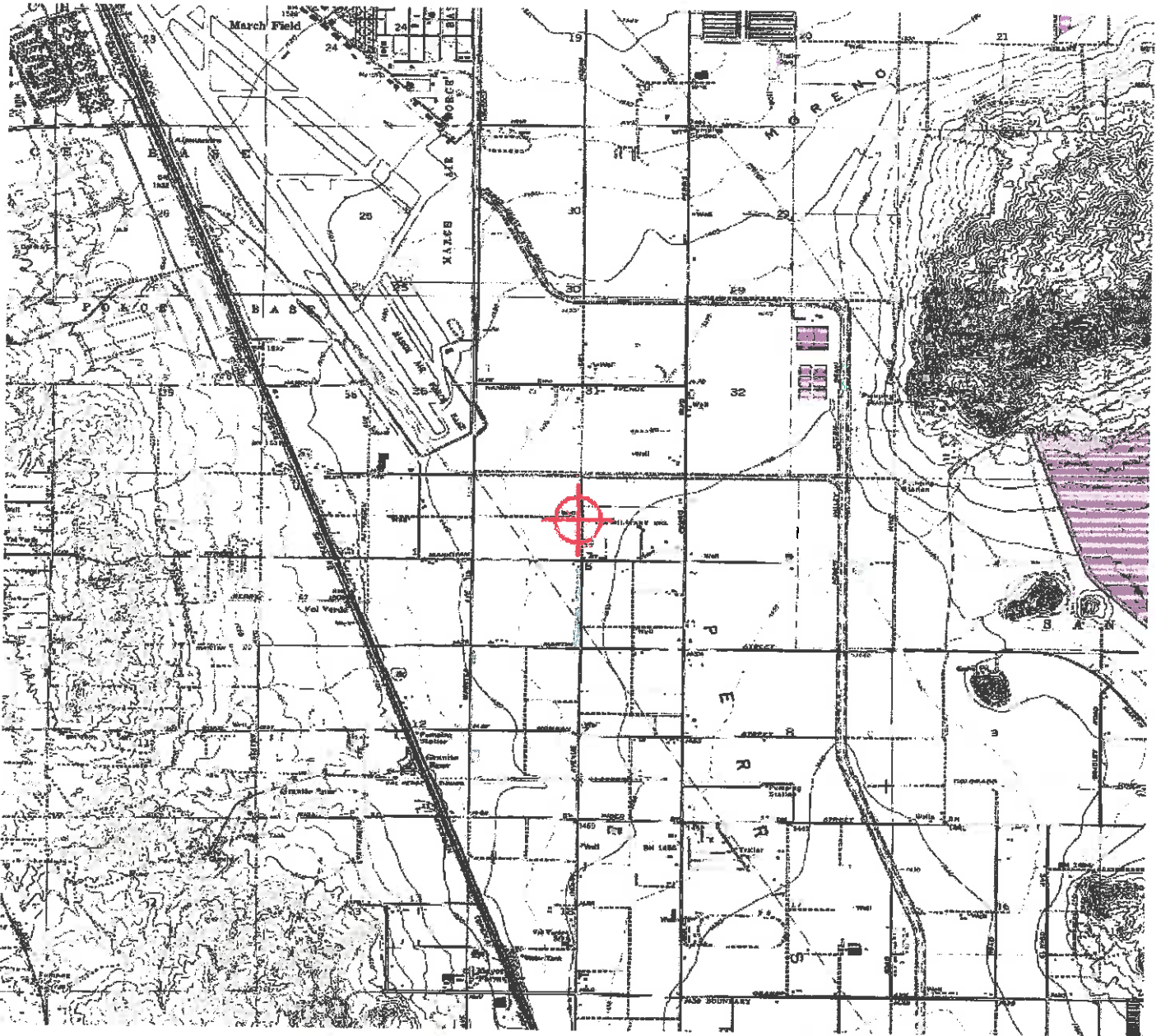
(DNE)

Attachment(s)
Case Description
Map(s)

Case Description for ASN 2015-AWP-6060-OE

New single story office building

TOPO Map for ASN 2015-AWP-6060-OE





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

Aeronautical Study No.
2015-AWP-6061-OE

Issued Date: 06/12/2015

Peter Bussett
Smith Consulting Architects
13280 Evening creek drive
San Diego, CA 92128

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

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

Structure:	Building SW corner office building
Location:	Perris, CA
Latitude:	33-51-17.43N NAD 83
Longitude:	117-14-07.76W
Heights:	1466 feet site elevation (SE) 21 feet above ground level (AGL) 1487 feet above mean sea level (AMSL)

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

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

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

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

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 12/12/2016 unless:

- the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- extended, revised, or terminated by the issuing office.
- the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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

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

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

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

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

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2015-AWP-6061-OE.

Signature Control No: 252897340-255037707

Karen McDonald
Specialist

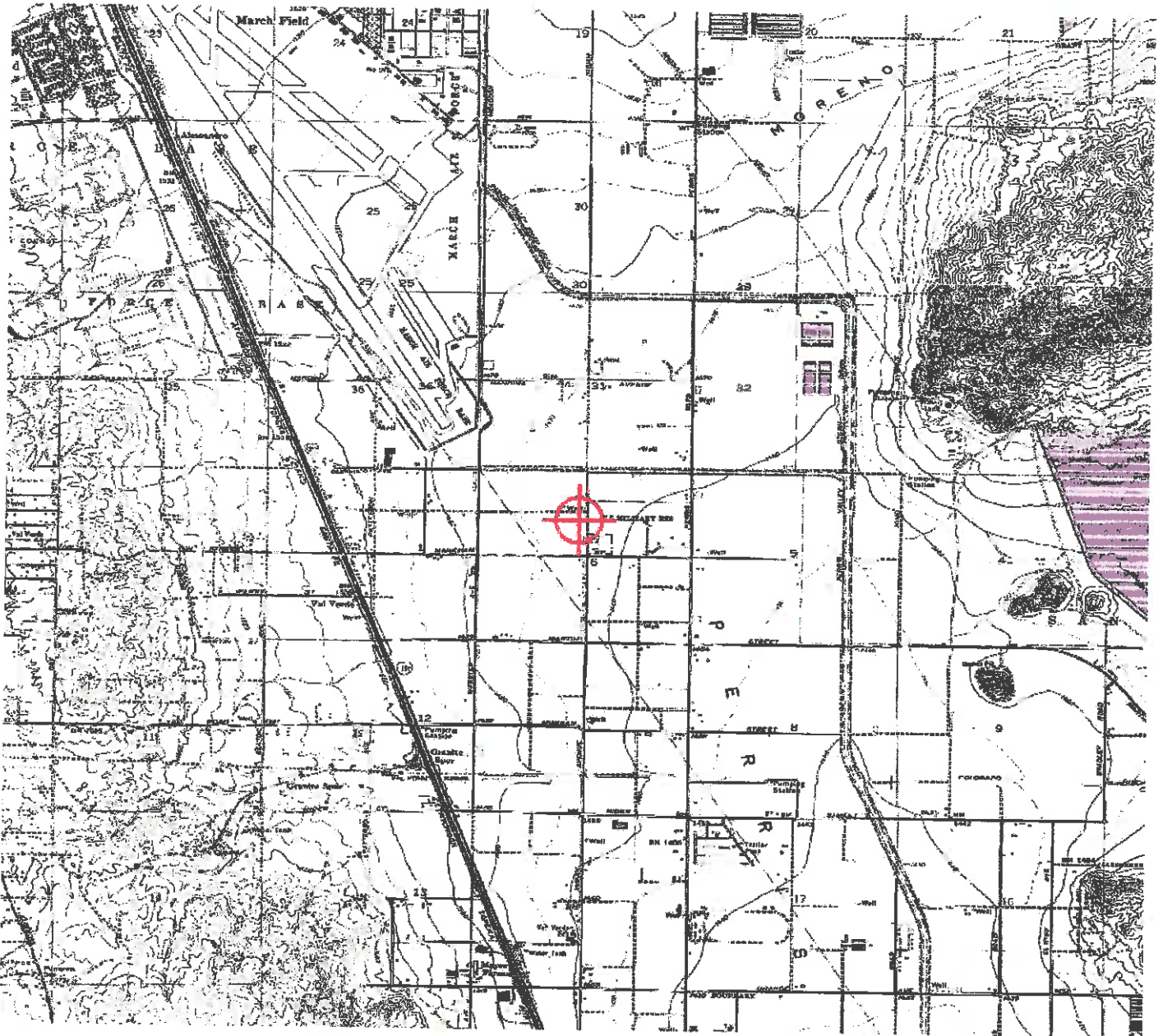
(DNE)

Attachment(s)
Case Description
Map(s)

Case Description for ASN 2015-AWP-6061-OE

New single story office building

TOPO Map for ASN 2015-AWP-6061-OE





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

Aeronautical Study No.
 2015-AWP-6062-OE

Issued Date: 06/12/2015

Peter Bussett
 Smith Consulting Architects
 13280 Evening creek drive
 San Diego, CA 92128

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

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

Structure: Building SE corner office building
 Location: Perris, CA
 Latitude: 33-51-17.43N NAD 83
 Longitude: 117-14-06.50W
 Heights: 1466 feet site elevation (SE)
 21 feet above ground level (AGL)
 1487 feet above mean sea level (AMSL)

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

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

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

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

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 12/12/2016 unless:

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

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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

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

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

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

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

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2015-AWP-6062-OE.

Signature Control No: 252897341-255037709

Karen McDonald
Specialist

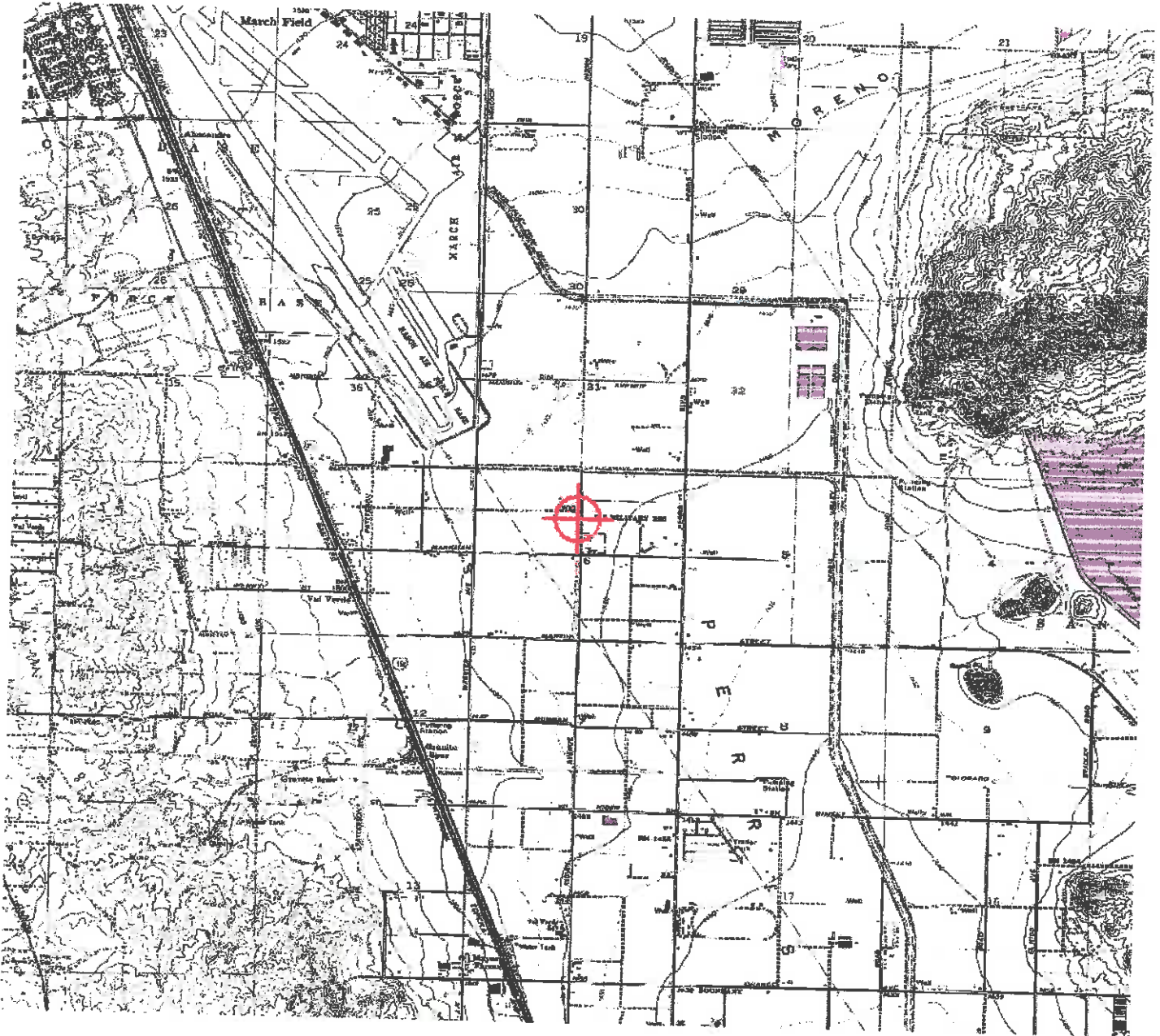
(DNE)

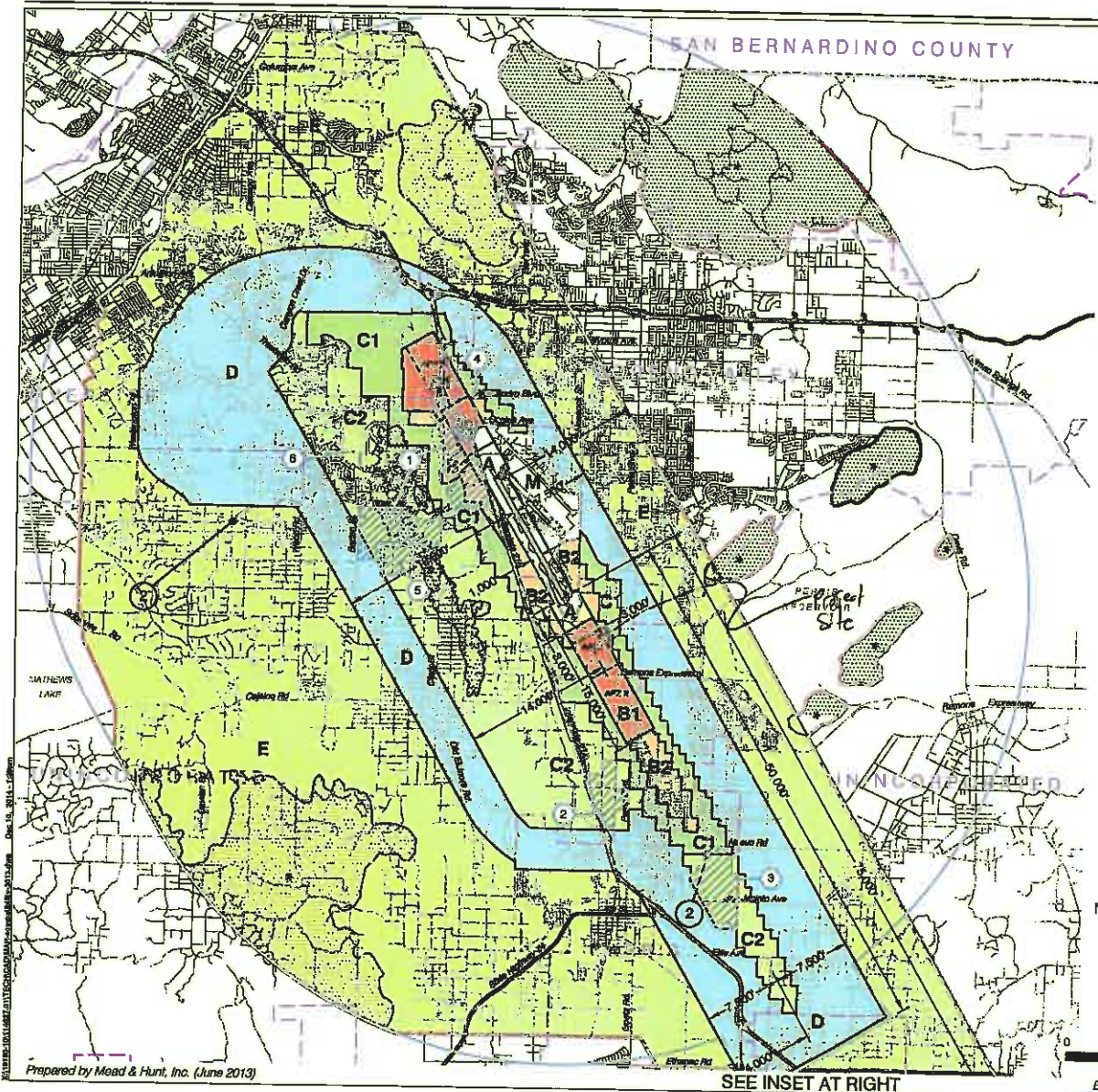
Attachment(s)
Case Description
Map(s)

Case Description for ASN 2015-AWP-6062-OE

New single story office building

TOPO Map for ASN 2015-AWP-6062-OE





LEGEND

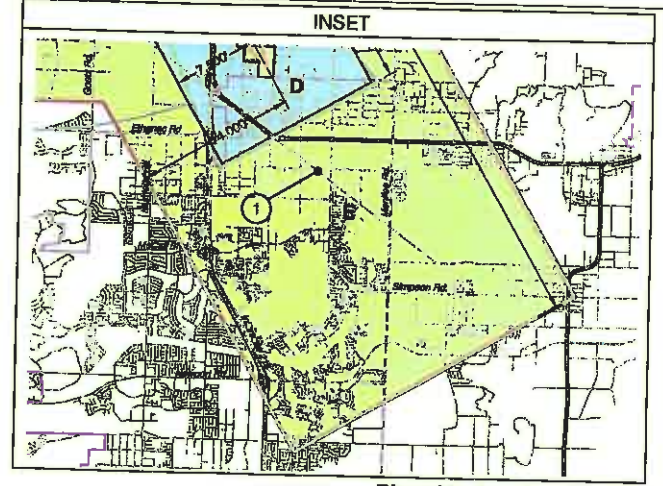
Compatibility Zones

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

Boundary Lines

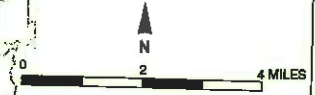
- March Air Reserve Base / Air Force Property
- March Joint Powers Authority Property Line
- County Boundary
- City Limits
- Site-Specific Exceptions (existing local agency commitments to development projects)

- ① Point at which aircraft on Runway 32 ILS approach descend below 3,000 feet above runway end. Airport Elevation is 1,535 feet MSL.
- ② Point at which departing aircraft typically reach 3,000 feet above runway end.
- ① March JPA: March Business Center/Meridian
- ② Perris: Harvest Landing
- ③ Perris: Park West
- ④ Moreno Valley: Affordable Housing
- ⑤ March JPA: Ben Clark Training Center
- ⑥ Riverside: Ridge Crest Subdivision



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

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



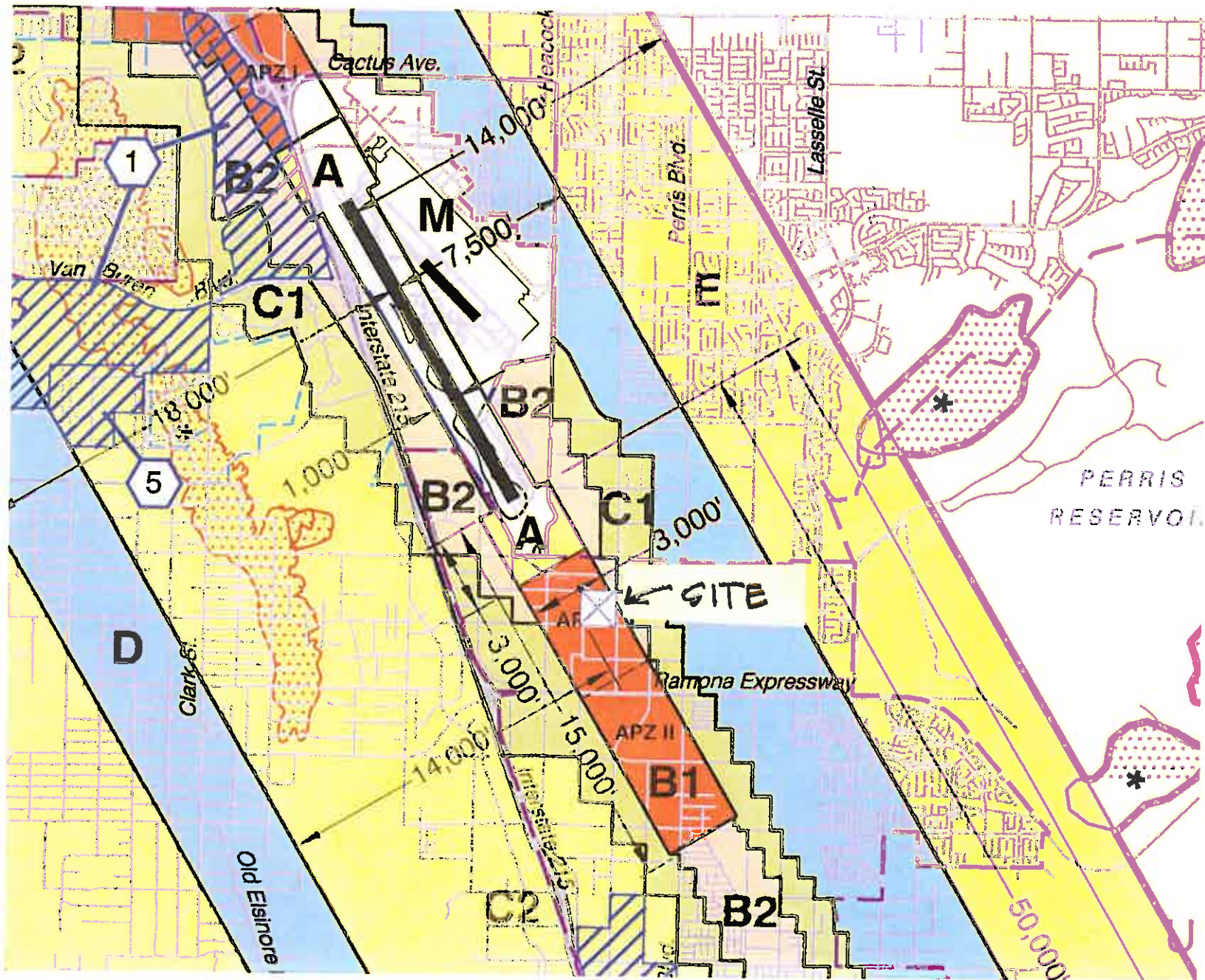
Base map source: County of Riverside 2013

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

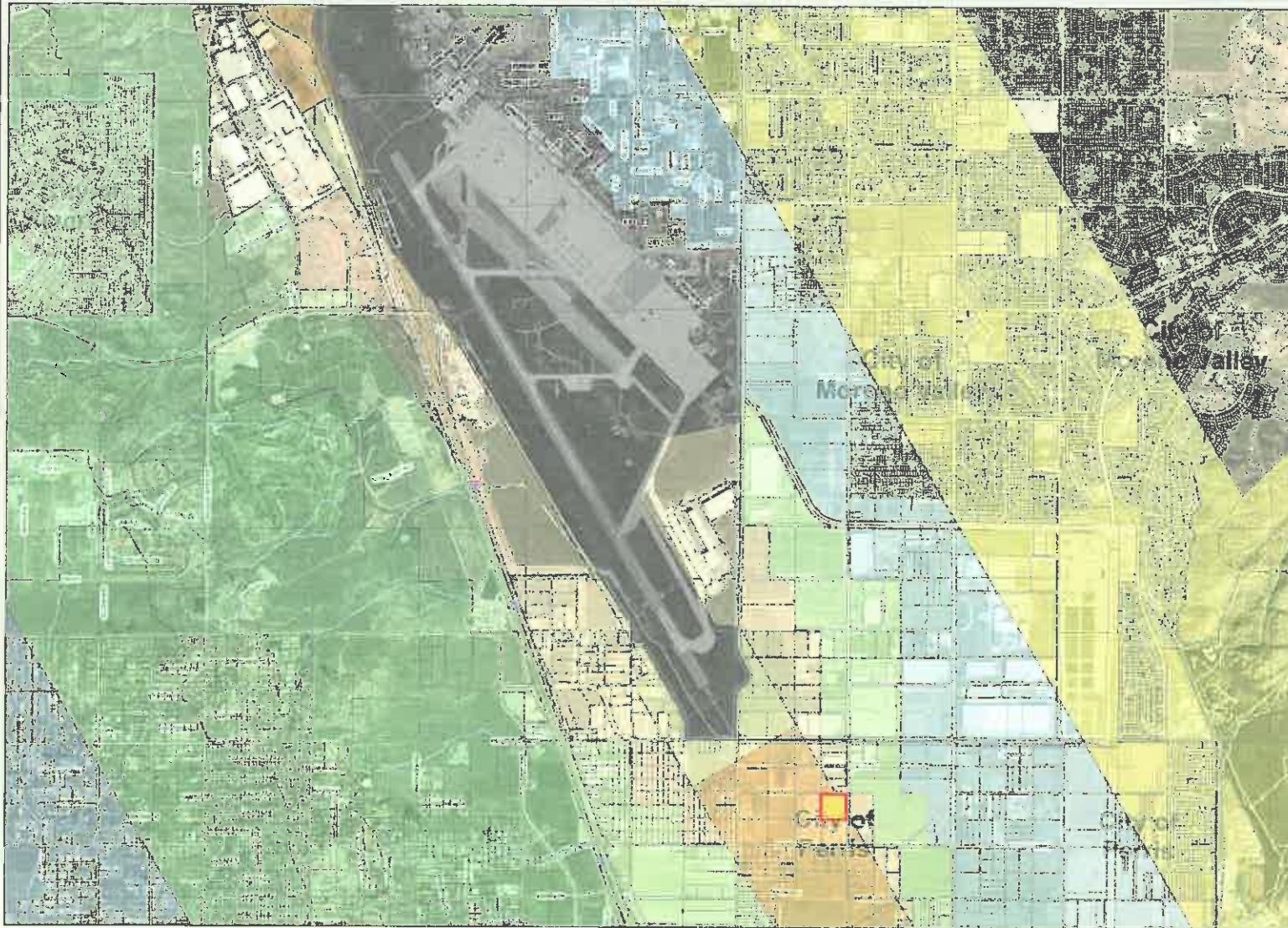
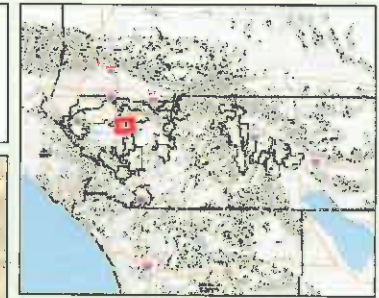
SEE INSET AT RIGHT

Map MA-1

Compatibility Map
March Air Reserve Base / Inland Port Airport





























My Map



Legend

Airport Compatibility

-  OTHER ZONE
-  A
-  A-EXC1
-  B1
-  B1-APZ I
-  B1-APZ I-EXC1
-  B1-APZ II
-  B1-APZ II-EXC1
-  B1-EXC1
-  B2
-  B2-EXC1
-  C
-  C1
-  C1-EXC1
-  C1-EXC3
-  C1-EXC4
-  C1-HIGHT
-  C2
-  C2-EXC1
-  C2-EXC2
-  C2-EXC3
-  C2-EXC5
-  C2-EXC6
-  C2-HIGHT
-  C2-HIGHT-EXC1
-  C2-HIGHT-EXC5



0 4,636 9,272 Feet



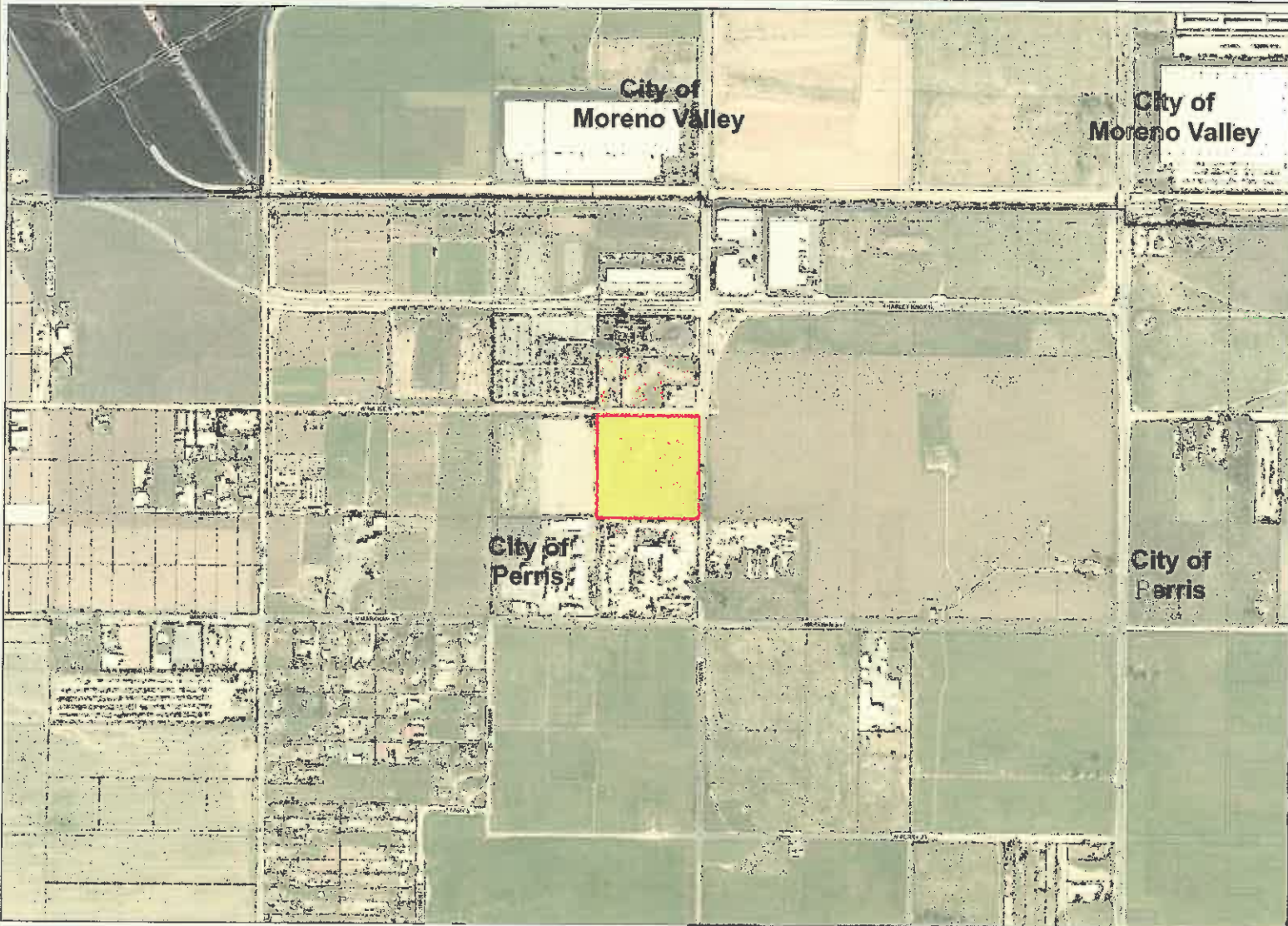
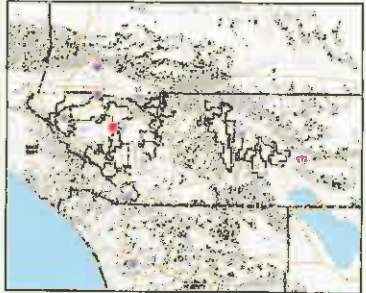
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or 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... 9/15/2015 3:02:03 PM

© Riverside County TLMA GIS

Notes

My Map



Legend

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



0 1,159 2,318 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... 9/15/2015 2:59:49 PM

© Riverside County TLMA GIS

Notes



Riverside County Parcel Report
APN 302-030-001
Disclaimer

Report Date: Thursday, September 10, 2015

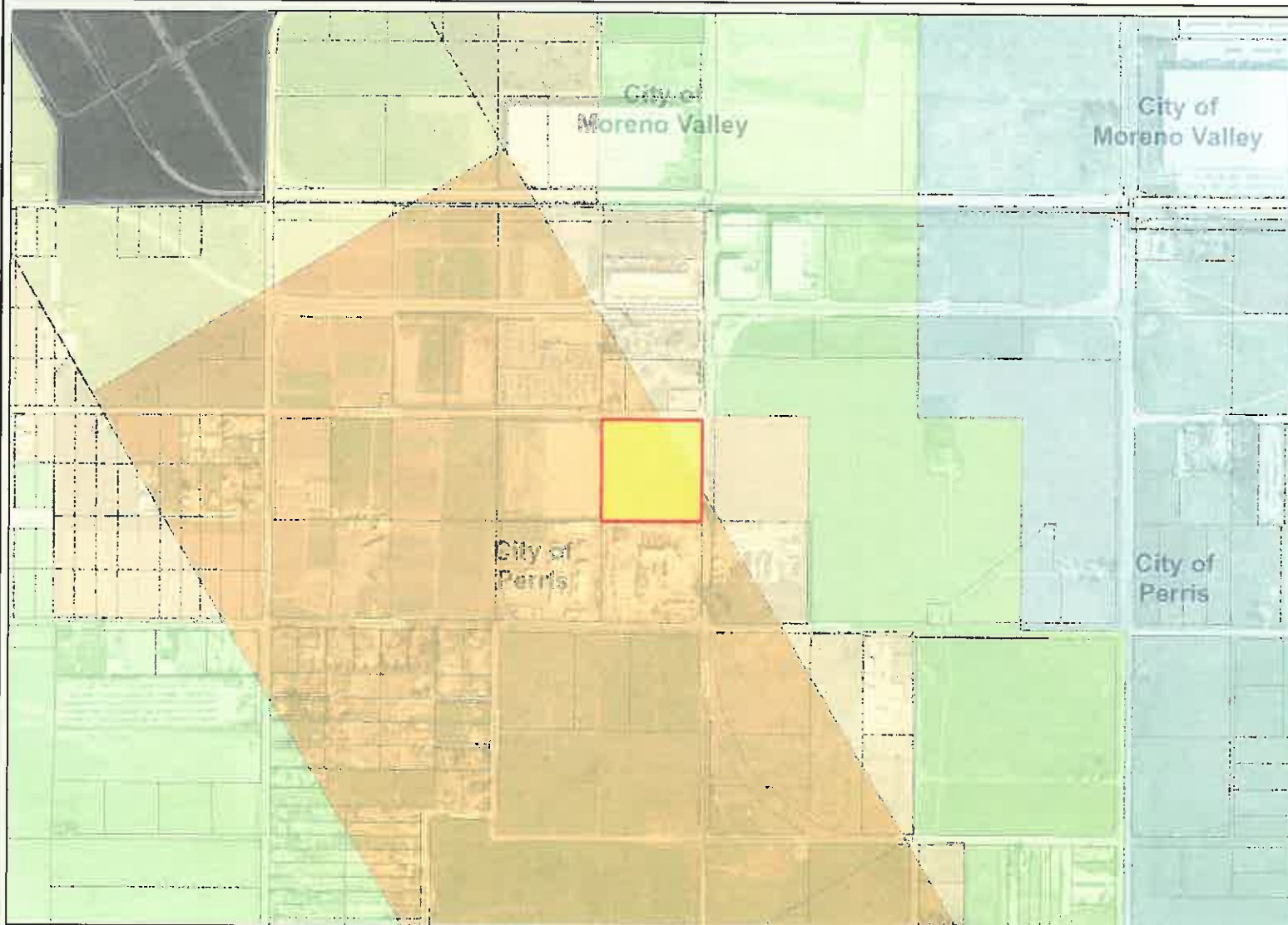
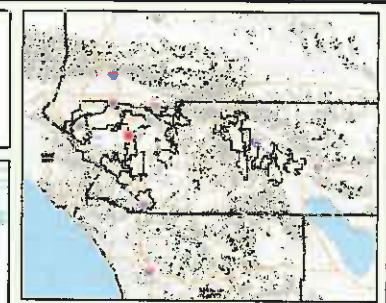
MAPS/IMAGES



PARCEL

APN	<u>302-030-001-1</u>	Supervisory District 2011	MARION ASHLEY, DISTRICT 5
		Supervisory District 2001	MARION ASHLEY, DISTRICT 5
Previous APN	00000000	Township/Range	T4SR3W SEC 6
Owner Name	PSG PERRIS	Elevation Range	1,468 - 1,468
Address	24455 NANCE ST PERRIS, CA 92571	Thomas Bros. Map Page/Grid	PAGE: 747 GRID: F7
Mailing Address	4805 MURPHY CANYON RD SAN DIEGO CA, CA 92123	Indian Tribal Land	Not in Tribal Land
Legal Description	Recorded Book/Page: MB 14/668 Subdivision Name: RIVERSIDE TR Lot/Parcel: 1 Block: 4 Tract Number: Not Available	City Boundary/Sphere	City Boundary: PERRIS Not within a City Sphere Annexation Date: Not Applicable LAFCO Case #: 85-78-5 Proposals: Not Applicable
Lot Size	Recorded lot size is 9.12 acres	March Joint Powers Authority	NOT WITHIN THE JURISDICTION OF THE MARCH JOINT POWERS AUTHORITY

My Map



Legend

- Display Parcels
- Airport Compatibility**
- OTHER ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC6
- C2-HIGHT
- C2-HIGHT-EXC1



0 1,159 2,318 Feet



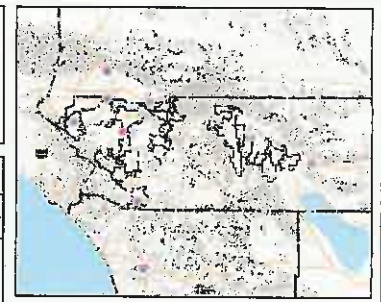
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or 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... 9/15/2015 3:00:39 PM

© Riverside County TLMA GIS

Notes

My Map



Legend

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

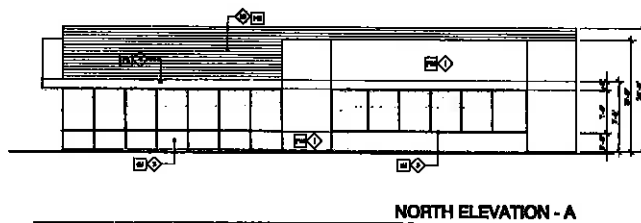


IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or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

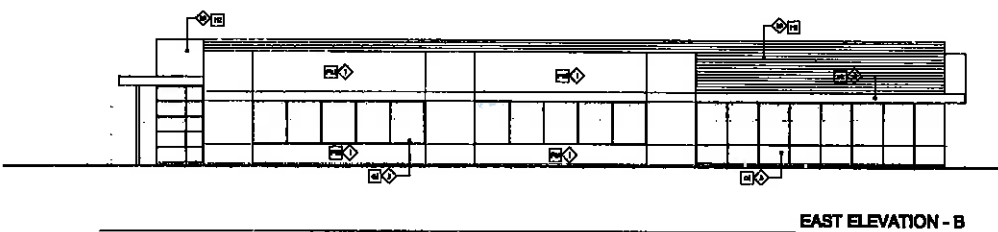
REPORT PRINTED ON... 9/3/2015 1:47:09 PM

© Riverside County TLMA GIS

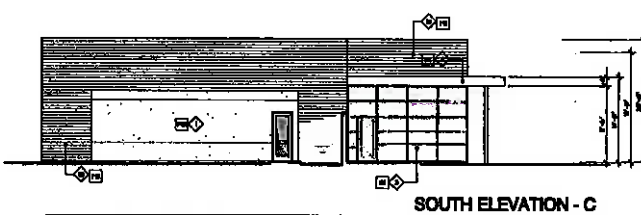
Notes



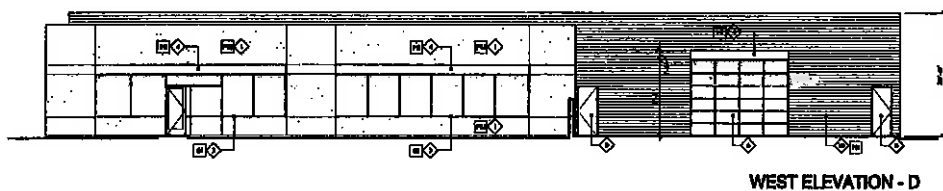
NORTH ELEVATION - A



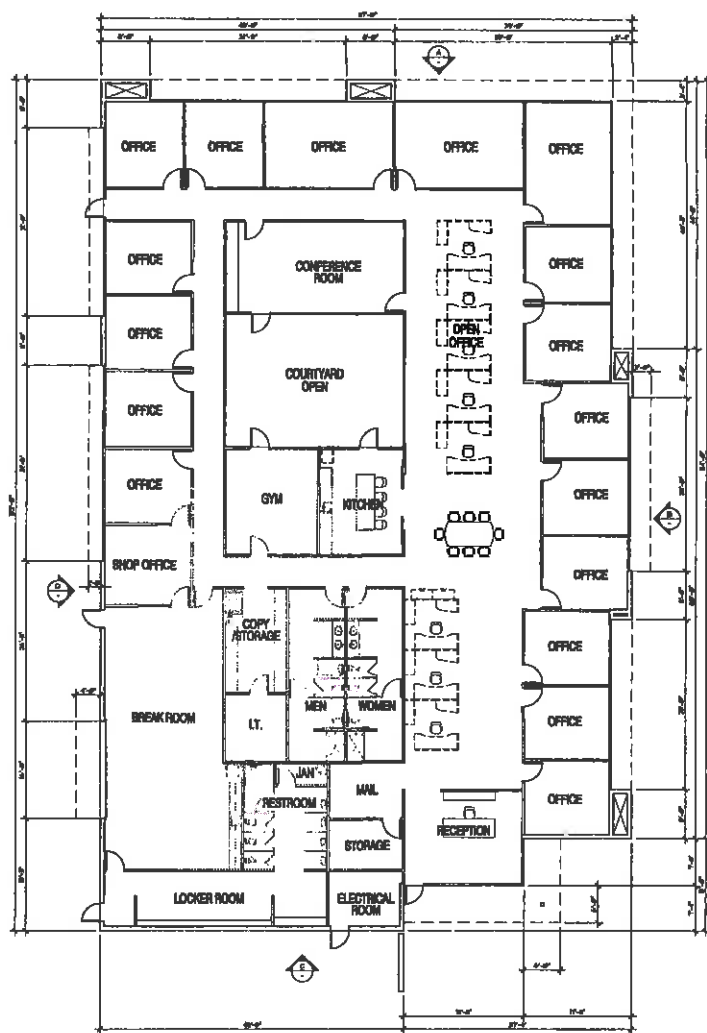
EAST ELEVATION - B



SOUTH ELEVATION - C



WEST ELEVATION - D



ADMINISTRATION BUILDING-A FLOOR PLAN



EXTERIOR FINISH LEGEND:

	EXTERIOR FINISH - CLADDING MATERIAL: METAL PANELS - FINISHED STEEL SHEET
	EXTERIOR FINISH - CLADDING MATERIAL: METAL PANELS - FINISHED STEEL SHEET
	EXTERIOR FINISH - CLADDING MATERIAL: METAL PANELS - FINISHED STEEL SHEET
	EXTERIOR FINISH - CLADDING MATERIAL: METAL PANELS - FINISHED STEEL SHEET
	EXTERIOR FINISH - CLADDING MATERIAL: METAL PANELS - FINISHED STEEL SHEET
	EXTERIOR FINISH - CLADDING MATERIAL: METAL PANELS - FINISHED STEEL SHEET
	EXTERIOR FINISH - CLADDING MATERIAL: METAL PANELS - FINISHED STEEL SHEET
	EXTERIOR FINISH - CLADDING MATERIAL: METAL PANELS - FINISHED STEEL SHEET
	EXTERIOR FINISH - CLADDING MATERIAL: METAL PANELS - FINISHED STEEL SHEET
	EXTERIOR FINISH - CLADDING MATERIAL: METAL PANELS - FINISHED STEEL SHEET

ELEVATION KEY NOTES:

	EXTERIOR FINISH - CLADDING MATERIAL: METAL PANELS - FINISHED STEEL SHEET
	EXTERIOR FINISH - CLADDING MATERIAL: METAL PANELS - FINISHED STEEL SHEET
	EXTERIOR FINISH - CLADDING MATERIAL: METAL PANELS - FINISHED STEEL SHEET
	EXTERIOR FINISH - CLADDING MATERIAL: METAL PANELS - FINISHED STEEL SHEET
	EXTERIOR FINISH - CLADDING MATERIAL: METAL PANELS - FINISHED STEEL SHEET
	EXTERIOR FINISH - CLADDING MATERIAL: METAL PANELS - FINISHED STEEL SHEET
	EXTERIOR FINISH - CLADDING MATERIAL: METAL PANELS - FINISHED STEEL SHEET
	EXTERIOR FINISH - CLADDING MATERIAL: METAL PANELS - FINISHED STEEL SHEET
	EXTERIOR FINISH - CLADDING MATERIAL: METAL PANELS - FINISHED STEEL SHEET
	EXTERIOR FINISH - CLADDING MATERIAL: METAL PANELS - FINISHED STEEL SHEET

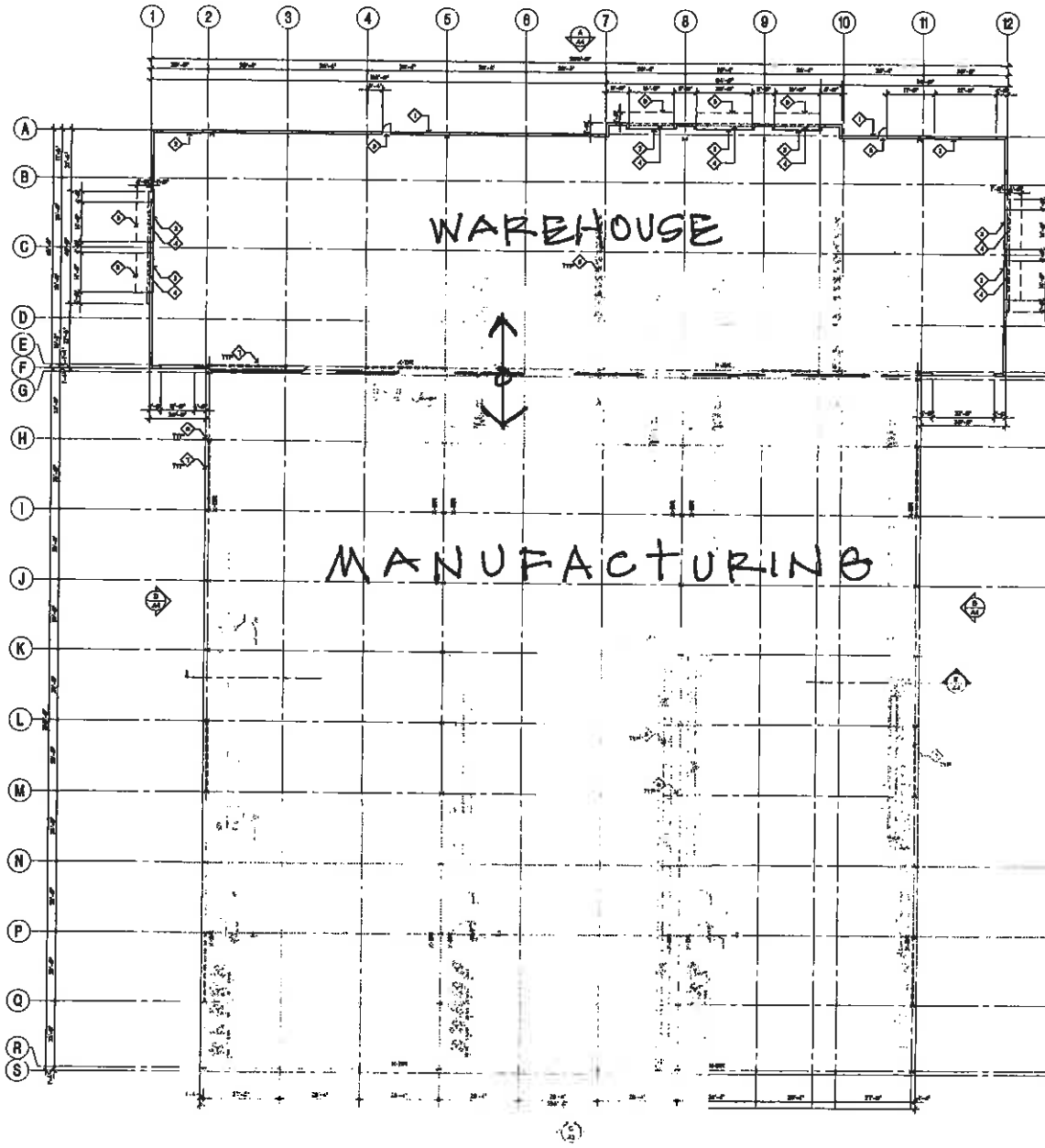
SPAC
Steel Pacific Construction Architects
12000 Beach Blvd Suite 100
San Diego, CA 92126
619.594.0777
619.594.0787 Fax
761.761.1077 Palm Desert Office
www.spac.ca.us

© 2004 Steel Pacific Architects

PACIFIC STEEL GROUP
PERRIS, CALIFORNIA

Revision Dates

1	Issue Dates
2	Development Number
3	Design Development
4	Plan Check
5	MS Set
6	Permit Set
7	Construction Set
8	Drawing Date
9	5-28-15
10	Check By
11	PGH-4
12	Drawn By
13	NH
14	Scale
15	AS SHOWN
16	Job Number
17	1900.8
18	Sheet Number



- FLOOR PLAN KEY NOTES**
- ◆ WAREHOUSE SECTION CORNER METAL PANEL, WAREHOUSE
 - ◆ INTERIOR WALL OF DOOR
 - ◆ MILLER METAL DOOR - FINISHED PER SUBMITTER
 - ◆ LINE OF PERFORMED WAREHOUSE PER LAYOUT PLAN
 - ◆ LINE OF CANOPY ABOVE
 - ◆ WELDING STEEL COLUPE - PAINTED
 - ◆ WELDING STEEL BRACE FRAME - PAINTED
 - ◆ CORNER SUPPLIED SUBMITTER

Architecture

 12388 Blanding Creek Drive North
 Suite 125
 San Diego, CA 92130
 619.762.0777
 619.762.4297 Fax
 761.797.1277 Palm Desert Office
 WWW.PSG.COM

SEE EACH DRAWING FOR NOTES

PACIFIC STEEL GROUP
 PERRIS, CALIFORNIA

Revision Dates	
▲	
▲	
▲	
▲	
Issue Dates	
Development Review	Start
Design Development	
Plan Check	
Bid Set	
Permit Set	
Construction Set	
Drawing Date	5-26-15
Check By	PSG/H
Drawn By	NH
Scale	AS SHOWN
Job Number	13003.5
Sheet Number	

FABRICATION BUILDING - FLOOR PLAN 
 SCALE: 1/4" = 1'-0"


Zone	Locations	Density / Intensity Standards			Additional Criteria		
		Residential (d.u./ac) ¹	Other Uses (people/ac) ²		Req'd Open Land	Prohibited Uses ³	Other Development Conditions ⁴
			Average ⁵	Single Acre ⁶			
M	Military						> No ALUC authority
A	Clear Zone ⁷	No new dwellings allowed	0	0	All Remaining		> All non-aeronautical structures > Assemblages of people > Objects exceeding FAR Part 77 height limits > All storage of hazardous materials > Hazards to flight ⁸
B1	Inner Approach/Departure Zone	No new dwellings allowed ¹⁰	25 (APZ I) 50 (APZ II and outside APZs) ¹¹	100	Max. 50% lot coverage within APZs ¹²		> Children's schools, day care centers, libraries > Hospitals, congregate care facilities, hotels/motels, restaurants, places of assembly > Bldgs with >1 aboveground habitable floor in APZ I or >2 floors in APZ II and outside of APZs ¹³ > Hazardous materials manufacture/storage ¹⁴ > Noise sensitive outdoor nonresidential uses ¹⁵ > Critical community infrastructure facilities ¹⁶ > Hazards to flight ⁸ > Uses listed in AICUZ as not compatible in APZ I or APZ II ¹⁷
B2	High Noise Zone	No new dwellings allowed ¹⁰	100	250	No Req't		> Children's schools, day care centers, libraries > Hospitals, congregate care facilities, hotels/motels, places of assembly > Bldgs with >3 aboveground habitable floors > Noise-sensitive outdoor nonresidential uses ¹⁵ > Critical community infrastructure facilities ¹⁶ > Hazards to flight ⁸
C1	Primary Approach/Departure Zone	≤3.0	100	250	No Req't		> Children's schools, day care centers, libraries > Hospitals, congregate care facilities, places of assembly > Noise-sensitive outdoor nonresidential uses ¹⁵ > Hazards to flight ⁸
C2	Flight Corridor Zone	≤ 6.0	200	500	No Req't		> Highly noise-sensitive outdoor nonresidential uses ¹⁵ > Hazards to flight ⁸
D	Flight Corridor Buffer	No Limit	No restriction ²¹	No Req't	No Req't		> Hazards to flight ⁸
E	Other Airport Environs	No Limit	No Restriction ²¹	No Req't	No Req't		> Hazards to flight ⁸
	High Terrain	Same as Underlying Compatibility Zone			Not Applicable		> Hazards to flight ⁸ > Other uses restricted in accordance with criteria for underlying zone

Table MA-2
Basic Compatibility Criteria
 March Air Reserve Base / Inland Port Airport

NOTES:

Policies referenced here are from the *Riverside County Airport Land Use Compatibility Plan* adopted by the Riverside County ALUC for other airports beginning in October 2004. The countywide policies are hereby incorporated into the *March ARB/IPA ALUCP* except as modified or supplemented by the policies in Section MA.2 of this chapter. A complete copy of the *Riverside County Airport Land Use Compatibility Plan* is available on the Riverside County Airport Land Use Commission website at www.rcaluc.org.

- ¹ Residential development must not contain more than the indicated number of dwelling units (excluding secondary units) per gross acre. Clustering of units is encouraged provided that the density is limited to no more than 4.0 times the allowable average density for the zone in which the development is proposed. Gross acreage includes the property at issue plus a share of adjacent roads and any adjacent, permanently dedicated, open lands. Mixed-use development in which residential uses are proposed to be located in conjunction with nonresidential uses in the same or adjoining buildings on the same site shall be treated as nonresidential development for the purposes of usage intensity calculations; that is, the occupants of the residential component must be included in calculating the overall number of occupants on the site. A residential component shall not be permitted as part of a mixed use development in zones where residential uses are indicated as incompatible. See Countywide Policy 3.1.3(d). All existing residential development, regardless of densities, is not subject to ALUC authority.
- ² Usage intensity calculations shall include all people (e.g., employees, customers/visitors, etc.) who may be on the property at a single point in time, whether indoors or outside.
- ³ The uses listed here are ones that are explicitly prohibited regardless of whether they meet the intensity criteria. In addition to these explicitly prohibited uses, other uses will normally not be permitted in the respective compatibility zones because they do not meet the usage intensity criteria. See *Riverside County Airport Land Use Compatibility Plan*, Volume 1, Appendix D for a full list of compatibility designations for specific land uses.
- ⁴ As part of certain real estate transactions involving residential property within any compatibility zone (that is, anywhere within an airport influence area), information regarding airport proximity and the existence of aircraft overflights must be disclosed. This requirement is set by state law. See Countywide Policy 4.4.2 for details. Easement dedication and deed notice requirements indicated for specific compatibility zones apply only to new development and to reuse if discretionary approval is required. Except within Zone A (Clear Zone), aviation easements are to be dedicated to the March Inland Port Airport Authority. See sample language in www.marchipa.com/docs_forms/aviationeasement.pdf. Any aviation easements required within Zone A shall be dedicated to the United States of America.
- ⁵ The total number of people permitted on a project site at any time, except rare special events, must not exceed the indicated usage intensity times the gross acreage of the site. Rare special events are ones (such as an air show at the airport) for which a facility is not designed and normally not used and for which extra safety precautions can be taken as appropriate.
- ⁶ Clustering of nonresidential development is permitted. However, no single acre of a project site shall exceed the indicated number of people per acre. See Countywide Policy 4.2.5 for details.
- ⁷ Clear zone (equivalent to runway protection zone at civilian airports) limits that delineate Zone A are derived from locations indicated in the March Air Reserve Base AICUZ study. See Note 4 for aviation easement dedication requirements in this zone.
- ⁸ Hazards to flight include physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations. Land use development that may cause the attraction of birds to increase is also prohibited. Man-made features must be designed to avoid heightened attraction of birds. In Zones A, B1, and B2, flood control facilities should be designed to hold water for no more than 48 hours following a storm and be completely dry between storms (see FAA Advisory Circular 150/5200-33B). Additionally, certain farm crops and farming practices that tend to attract birds are strongly discouraged. These include: certain crops (e.g., rice, barley, oats, wheat – particularly durum – corn, sunflower, clover, berries, cherries, grapes, and apples); farming activities (e.g., tilling and harvesting); confined livestock operations (i.e., feedlots, dairy operations, hog or chicken production facilities, or egg-laying operations); and various farming practices (e.g., livestock feed, water, and manure). Fish production (i.e., catfish, trout) conducted outside of fully enclosed buildings may require mitigation measures (e.g., netting of outdoor ponds, providing covered structures) to prevent bird attraction. Also see Countywide Policy 4.3.7.
- ⁹ March ARB 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 microwave transmission in conjunction with a cellular tower, radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers and other similar EMR emissions.
- ¹⁰ Other than in Zone A, construction of a single-family home, including a second unit as defined by state law, on a legal lot of record is exempted from this restriction where such use is permitted by local land use regulations. Interior noise level standards and aviation easement requirements for the compatibility zone in which the dwelling is to be located are to be applied.
- ¹¹ Non-residential uses are limited to 25 people per gross acre in Accident Potential Zone (APZ) I and 50 people per acre in APZ II and elsewhere in Zone B1. Single-acre intensity limits are 100 people/acre throughout Zone B1.
- ¹² In APZ I, any proposed development having more than 20% lot coverage must not provide on-site services to the public. Zoned fire sprinklers are required. Also, in APZ I, site design of proposed development should to the extent possible avoid placement of buildings within 100 feet of the ex-

Table MA-2, continued

tended runway centerline; this center strip should be devoted to parking, landscaping, and outdoor storage. Maximum lot coverage is not limited outside the APZs.

- ¹³ Within APZ II and outside APZs, two-story buildings are allowed.
- ¹⁴ Storage of aviation fuel and other aviation-related flammable materials on the airport is exempted from this criterion. In APZ I, manufacture or bulk storage of hazardous materials (toxic, explosive, corrosive) is prohibited unless storage is underground; small quantities of materials may be stored for use on site. In APZ II and elsewhere within Zone B1, aboveground storage of more than 6,000 gallons of nonaviation flammable materials per tank is prohibited. In Zones B2 and C1, aboveground storage of more than 6,000 gallons of hazardous or flammable materials per tank is discouraged.
- ¹⁵ Examples of noise-sensitive outdoor nonresidential uses that should be prohibited include major spectator-oriented sports stadiums, amphitheaters, concert halls and drive-in theaters. Caution should be exercised with respect to uses such as poultry farms and nature preserves.
- ¹⁶ Critical community facilities include power plants, electrical substations, and public communications facilities. See Countywide Policy 4.2.3(d).
- ¹⁷ For properties in either APZ I or II, any use listed as "N – not compatible" for that particular APZ in Table 3-1 of the 2005 *Air Installation Compatible Use Zone Study for March Air Reserve Base*. Beyond the boundaries of the APZs in Zone B1, such uses are discouraged, but not necessarily prohibited unless otherwise specified herein.
- ¹⁸ All new residences, schools, libraries, museums, hotels and motels, hospitals and nursing homes, places of worship, and other noise-sensitive uses must have sound attenuation features incorporated into the structures sufficient to reduce interior noise levels from exterior aviation-related sources to no more than CNEL 40 dB. This requirement is intended to reduce the disruptiveness of loud individual aircraft noise events upon uses in this zone and represents a higher standard than the CNEL 45 dB standard set by state and local regulations and countywide ALUC policy. Office space must have sound attenuation features sufficient to reduce the exterior aviation-related noise level to no more than CNEL 45 dB. To ensure compliance with these criteria, an acoustical study shall be required to be completed for any development proposed to be situated where the aviation-related noise exposure is more than 20 dB above the interior standard (e.g., within the CNEL 60 dB contour where the interior standard is CNEL 40 dB). Standard building construction is presumed to provide adequate sound attenuation where the difference between the exterior noise exposure and the interior standard is 20 dB or less.
- ¹⁹ This height criterion is for general guidance. Airspace review requirements are determined on a site-specific basis in accordance with Part 77 of the Federal Aviation Regulations. Shorter objects normally will not be airspace obstructions unless situated at a ground elevation well above that of the airport. Taller objects may be acceptable if determined not to be obstructions. The Federal Aviation Administration or California Department of Transportation Division of Aeronautics may require marking and/or lighting of certain objects. See Countywide Policies 4.3.4 and 4.3.6 for additional information.
- ²⁰ Discouraged uses should generally not be permitted unless no feasible alternative is available.
- ²¹ Although no explicit upper limit on usage intensity is defined for *Zone D and E*, land uses of the types listed—uses that attract very high concentrations of people in confined areas—are discouraged in locations below or near the principal arrival and departure flight tracks.

Table MA-2, continued

For each runway at March ARB, CZs encompass an area 3,000 feet wide by 3,000 feet long. APZ I is 3,000 feet wide by 5,000 feet long and APZ II is 3,000 feet wide by 7,000 feet long. CZs and APZs for March ARB are presented in this section. Additional information on APZs is contained in Appendix B of this report.

CZs, depicted in red in the noise zone figures, lie closest to the ends of the runway and are the areas of highest risk for accident potential. The overall risk is such that DOD generally acquires the land through purchase or easement to prevent development. APZ I, shown in yellow on Figure 3-1, is an area beyond the CZ, which possesses a high potential for accidents. APZ II, shown in orange on Figure 3-1, is an area beyond APZ I with measurable potential for accidents. While aircraft accident potential in APZs I and II do not necessarily warrant acquisition by the USAF, land use planning and controls are strongly encouraged for the protection of the public. Compatible land uses are specified for these zones.

3.2 Land Use Compatibility

This AICUZ study contains general land use guidelines related to safety and noise associated with aircraft operations. Table 3-1 lists land uses that are compatible or incompatible with various combinations of noise exposure (measured in decibels [dBs]), and accident potential. Noise guidelines are essentially the same as those published by the Federal Interagency Committee on Urban Noise in the June 1980 publication, *Guidelines for Considering Noise in Land Use Planning Control*. The *Standard Land Use Coding Manual (SLUCM)*, published by the U.S. Department of Transportation and FHA, has been used for identifying and coding land use activities.

3.3 Participation in the Planning Process

As local communities prepare their land use plans, AFRC must be ready to provide input. Air Force Instruction 32-7063, *AICUZ Program*, and Air Force Handbook 32-7084, *AICUZ Program Manager's Guide*, give broad AICUZ responsibilities to the Civil Engineer of the Major Command responsible for a base. Responsibility for representation of the installation's interests to local communities is usually delegated to the installation. For planning matters related to this AICUZ study, local communities may call the March ARB Base Civil Engineer at 951-655-4851.

Table 3-1. Land Use Compatibility

Land Use		APZs			Noise Zones (in dBs)			
SLUCM No.	Name	CZ	APZ I	APZ II	65-69	70-74	75-79	80+
10	Residential							
11	Household units							
11.11	Single units; detached	N	N	Y ¹	A ¹¹	B ¹¹	N	N
11.12	Single units; semidetached	N	N	N	A ¹¹	B ¹¹	N	N
11.13	Single units; attached row	N	N	N	A ¹¹	B ¹¹	N	N
11.21	Two units; side-by-side	N	N	N	A ¹¹	B ¹¹	N	N
11.22	Two units; one above the other	N	N	N	A ¹¹	B ¹¹	N	N
11.31	Apartments; walk-up	N	N	N	A ¹¹	B ¹¹	N	N
11.32	Apartments; elevator	N	N	N	A ¹¹	B ¹¹	N	N
12	Group quarters	N	N	N	A ¹¹	B ¹¹	N	N
13	Residential hotels	N	N	N	A ¹¹	B ¹¹	N	N
14	Mobile home parks or courts	N	N	N	N	N	N	N
15	Transient lodgings	N	N	N	A ¹¹	B ¹¹	C ¹¹	N
16	Other residential	N	N	N ¹	A ¹¹	B ¹¹	N	N
20	Manufacturing							
21	Food and kindred products; manufacturing	N	N ²	Y	Y	Y ¹²	Y ¹³	Y ¹⁴
22	Textile mill products; manufacturing	N	N ²	Y	Y	Y ¹²	Y ¹³	Y ¹⁴
23	Apparel and other finished products made from fabrics, leather, and similar materials; manufacturing	N	N	N ²	Y	Y ¹²	Y ¹³	Y ¹⁴
24	Lumber and wood products (except furniture); manufacturing	N	Y ²	Y	Y	Y ¹²	Y ¹³	Y ¹⁴
25	Furniture and fixtures; manufacturing	N	Y ²	Y	Y	Y ¹²	Y ¹³	Y ¹⁴
26	Paper and allied products; manufacturing	N	Y ²	Y	Y	Y ¹²	Y ¹³	Y ¹⁴
27	Printing, publishing, and allied industries	N	Y ²	Y	Y	Y ¹²	Y ¹³	Y ¹⁴

Table 3-1. Land Use Compatibility (continued)

Land Use		APZs			Noise Zones (in dBs)			
SLUCM No.	Name	CZ	APZ I	APZ II	65-69	70-74	75-79	80+
28	Chemicals and allied products; manufacturing	N	N	N ²	Y	Y ¹²	Y ¹³	Y ¹⁴
29	Petroleum refining and related industries	N	N	N	Y	Y ¹²	Y ¹³	Y ¹⁴
Manufacturing								
31	Rubber and misc. plastic products; manufacturing	N	N ²	N ²	Y	Y ¹²	Y ¹³	Y ¹⁴
32	Stone, clay, and glass products; manufacturing	N	N ²	Y	Y	Y ¹²	Y ¹³	Y ¹⁴
33	Primary metal industries	N	N ²	Y	Y	Y ¹²	Y ¹³	Y ¹⁴
34	Fabricated metal products; manufacturing	N	N ²	Y	Y	Y ¹²	Y ¹³	Y ¹⁴
35	Professional, scientific, and controlling instruments; photographic and optical goods; watches and clocks; manufacturing	N	N	N ²	Y	A	B	N
39	Miscellaneous manufacturing	N	Y ²	Y ²	Y	Y ¹²	Y ¹³	Y ¹⁴
Transportation, communications, and utilities								
41	Railroad, rapid rail transit, and street railroad transportation	N ³	Y ⁴	Y	Y	Y ¹²	Y ¹³	Y ¹⁴
42	Motor vehicle transportation	N ³	Y	Y	Y	Y ¹²	Y ¹³	Y ¹⁴
43	Aircraft transportation	N ³	Y ⁴	Y	Y	Y ¹²	Y ¹³	Y ¹⁴
44	Marine craft transportation	N ³	Y ⁴	Y	Y	Y ¹²	Y ¹³	Y ¹⁴
45	Highway and street right-of-way	N ³	Y	Y	Y	Y ¹²	Y ¹³	Y ¹⁴
46	Automobile parking	N ³	Y ⁴	Y	Y	Y ¹²	Y ¹³	Y ¹⁴
47	Communications	N ³	Y ⁴	Y	Y	A ¹⁵	B ¹⁵	N
48	Utilities	N ³	Y ⁴	Y	Y	Y	Y ¹²	Y ¹³

Table 3-1. Land Use Compatibility (continued)

Land Use SLUCM No.	APZs Name	Noise Zones (in dBs)						
		CZ	APZ I	APZ II	65-69	70-74	75-79	80+
50								
51	Wholesale trade	N	Y ²	Y	Y	Y ¹²	Y ¹³	Y ¹⁴
52	Retail trade-building materials, hardware, and farm equipment	N	Y ²	Y	Y	Y ¹²	Y ¹³	Y ¹⁴
53	Retail trade-general merchandise	N	N ²	Y ²	Y	A	B	N
54	Retail trade-food	N	N ²	Y ²	Y	A	B	N
55	Retail trade-automotive, marine craft, aircraft, and accessories	N	Y ²	Y ²	Y	A	B	N
56	Retail trade-apparel and accessories	N	N ²	Y ²	Y	A	B	N
57	Retail trade-furniture, home furnishings, and equipment	N	N ²	Y ²	Y	A	B	N
58	Retail trade-eating and drinking establishments	N	N	N ²	Y	A	B	N
59	Other retail trade	N	N ²	Y ²	Y	A	B	N
60								
61	Finance, insurance and real estate services	N	N	Y ⁶	Y	A	B	N
62	Personal services	N	N	Y ⁶	Y	A	B	N
62.4	Cemeteries	N	Y ⁷	Y ⁷	Y	Y ¹²	Y ¹³	Y ¹⁴ , 21
63	Business services	N	Y ⁸	Y ⁸	Y	A	B	N
64	Repair services	N	Y ²	Y	Y	Y ¹²	Y ¹³	Y ¹⁴
65	Professional services	N	N	Y ⁶	Y	A	B	N
65.1	Hospitals, nursing homes	N	N	N	A*	B*	N	N
65.1	Other medical facilities	N	N	N	Y	A	B	N
66	Contract construction services	N	Y ⁶	Y	Y	A	B	N
67	Governmental services	N	N	Y ⁶	Y*	A*	B*	N
68	Educational services	N	N	N	A*	B*	N	N
69	Miscellaneous services	N	N ²	Y ²	Y	A	B	N

Table 3-1. Land Use Compatibility (continued)

Land Use SLUCM No.	APZs Name	Noise Zones (in dBs)						
		CZ	APZ I	APZ II	65-69	70-74	75-79	80+
	Cultural, entertainment and recreational activities							
71	Cultural activities (including churches)	N	N	N ²	A*	B*	N	N
71.2	Nature exhibits	N	Y ²	Y	Y*	N	N	N
72	Public assembly	N	N	N	Y	N	N	N
72.1	Auditoriums, concert halls	N	N	N	A	B	N	N
72.11	Outdoor music shell, amphitheaters	N	N	N	N	N	N	N
72.2	Outdoor sports arenas, spectator sports	N	N	N	Y ¹⁷	Y ¹⁷	N	N
73	Amusements	N	N	Y ⁸	Y	Y	N	N
74	Recreational activities (including golf courses, riding stables, water recreation)	N	Y ^{8,9,10}	Y	Y*	A*	B*	N
75	Resorts and group camps	N	N	N	Y*	Y*	N	N
76	Parks	N	Y ⁸	Y ⁸	Y*	Y*	N	N
79	Other cultural, entertainment, and recreation	N	Y ⁹	Y ⁹	Y*	Y*	N	N
	Resource production and extraction							
81	Agriculture (except livestock)	Y ¹⁶	Y	Y	Y ¹⁸	Y ¹⁹	Y ²⁰	Y ^{20,21}
81.5 to 81.7	Livestock farming and animal breeding	N	Y	Y	Y ¹⁸	Y ¹⁹	Y ²⁰	Y ^{20,21}
82	Agriculture-related activities	N	Y ⁵	Y	Y ¹⁸	Y ¹⁹	N	N
83	Forestry activities and related services	N ⁵	Y	Y	Y ¹⁸	Y ¹⁹	Y ²⁰	Y ^{20,21}
84	Fishing activities and related services	N ⁵	Y ⁵	Y	Y	Y	Y	Y
85	Mining activities and related services	N	Y ⁵	Y	Y	Y	Y	Y
89	Other resources production and extraction	N	Y ⁵	Y	Y	Y	Y	Y

Table 3-1. Land Use Compatibility (continued)

LEGEND

SLUCM – Standard Land Use Coding Manual, U.S. Department of Transportation.

Y – (Yes) – Land uses and related structures are compatible without restriction.

N – (No) – Land use and related structures are not compatible and should be prohibited.

Y^x – (yes with restrictions) – Land use and related structures generally compatible; see notes indicated by the superscript.

N^x – (no with exceptions) – See notes indicated by the superscript.

NLR – Noise Level Reduction (NLR) (outdoor to indoor) to be achieved through incorporation of noise attenuation measures into the design and construction of the structures.

A, B, or C – Land use and related structures generally compatible; measures to achieve NLR for A (DNL 65–69 dB), B (DNL 70–74 dB), C (DNL 75–79 dB), need to be incorporated into the design and construction of structures.

A*, B*, and C* – Land use generally compatible with NLR; however, measures to achieve an overall noise level reduction do not necessarily solve noise difficulties and additional evaluation is warranted. See appropriate notes below.

* – The designation of these uses as "compatible" in this zone reflects individual Federal agency and program considerations of general cost and feasibility factors, as well as past community experiences and program objectives. Localities, when evaluating the application of these guidelines to specific situations, might have different concerns or goals to consider.

NOTES

1. Suggested maximum density of 1–2 dwelling units per acre, possibly increased under a Planned Unit Development where maximum lot coverage is less than 20 percent.
2. Within each land use category, uses exist where further deliberating by local authorities might be needed due to the variation of densities in people and structures. Shopping malls and shopping centers are considered incompatible use in any accident potential zone (CZ, APZ I, or APZ II).
3. The placement of structures, buildings, or aboveground utility lines in the CZ is subject to severe restrictions. In a majority of the CZs, these items are prohibited. See Air Force Instruction 32-7060, *Interagency and Intergovernmental Coordination for Environmental Planning*, and Air Force Joint Manual 32-8008, *Airfield and Heliport Planning Criteria*, for specific guidance.
4. No passenger terminals and no major aboveground transmission lines in APZ I.
5. Factors to be considered: labor intensity, structural coverage, explosive characteristics, and air pollution.
6. Low-intensity office uses only. Meeting places, auditoriums, etc. are not recommended.
7. Excludes chapels.
8. Facilities must be low intensity.
9. Clubhouse not recommended.
10. Areas for gatherings of people are not recommended.
11.
 - a) Although local conditions might require residential use, it is discouraged in DNL 65–69 dB and strongly discouraged in DNL 70–74 dB. The absence of viable alternative development options should be determined, and an evaluation indicating a demonstrated community need for residential use would not be met if development were prohibited in these zones should be conducted prior to approvals.
 - b) Where the community determines the residential uses must be allowed, measures to achieve outdoor-to-indoor noise level reduction (NLR) for DNL 65–69 dB and DNL 70–74 dB should be incorporated into building codes and considered in individual approvals.
 - c) NLR criteria will not eliminate outdoor noise problems. However, building location and site planning, and design and use of berms and barriers can help mitigate outdoor exposure, particularly from near-ground-level sources. Measures that reduce outdoor noise should be used whenever practical in preference to measures which only protect interior spaces.
12. Measures to achieve the same NLR as required for facilities in DNL 65–69 dB range must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise-sensitive areas, or where the normal noise level is low.
13. Measures to achieve the same NLR as required for facilities in DNL 70–74 dB range must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise-sensitive areas, or where the normal noise level is low.
14. Measures to achieve the same NLR as required for facilities in DNL 75–79 dB range must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise-sensitive areas, or where the normal noise level is low.
15. If noise sensitive, use indicated NLR; if not, the use is compatible.
16. No buildings.
17. Land use is compatible provided special sound reinforcement systems are installed.
18. Residential buildings require the same NLR as required for facilities in DNL 65–69 dB range.
19. Residential buildings require the same NLR as required for facilities in DNL 70–74 dB range.
20. Residential buildings are not permitted.
21. Land use is not recommended. If the community decides the use is necessary, personnel should wear hearing protection devices.

- d. Areas of critical concern beyond the AICUZ footprint may be established.

3. AIRCRAFT ACCIDENT POTENTIAL

a. Areas immediately beyond the ends of runways possess a measurably higher potential for aircraft accidents. For this reason, development should be restricted to certain types of land uses and densities.

b. Land use compatibility for APZs is founded on the concept of minimizing density of land use in the vicinity of air installations. In addition to limiting density, certain types of land uses such as residential development, educational facilities, and medical facilities are considered incompatible and are strongly discouraged in APZs. Appendix 2 to this enclosure provides a detailed land use compatibility matrix for local governments as well as DoD personnel for on-base planning. Table 1 of Appendix 2 provides land use compatibility recommendations for the Clear Zones and APZs I and II. To assist local governments in implementing land use controls in APZs, recommended floor area ratios (FAR) are provided for select commercial uses.

c. DoD fixed-wing runways are separated into two types, Class A and Class B, for the purpose of defining aircraft accident potential areas.

d. Specific details on runway types can be found in Reference (i).

e. The descriptions of APZ boundaries in Appendix 1 to this enclosure are guidelines only. Their strict application would increase the safety of the general public but would not provide complete protection against the effects of aircraft accidents. Where it is desirable to restrict the density of development of an area, it is not usually possible to state that one density is safe and another is not. Air installations should work to create the greatest degree of safety that can be reasonably attained based on local circumstances. Local situations may differ significantly from the assumptions and data upon which these guidelines are based and may require individual study.

4. APZS AND CLEAR ZONES FOR FIXED-WING AIRCRAFT

a. A Clear Zone is required at the ends of all active DoD runways.

b. APZs may be modified:

(1) Where multiple flight tracks exist and significant numbers of aircraft operations are on multiple flight tracks, modifications may be made to create APZs that conform to the multiple flight tracks.

APPENDIX 2 TO ENCLOSURE 3

RECOMMENDED LAND USE COMPATIBILITY IN APZs

Suggested land use compatibility guidelines in the Clear Zone and APZs are shown in Table 1. Additions to some land use categories have been incorporated into Table 1 subsequent to issuance of the SLUCM to reflect additional land uses and to clarify the categorization of certain uses. The compatible land use recommendations for the Clear Zone and APZs are provided for local governments as well as DoD personnel for on-base planning.

Table 1. Land Use Compatibility in APZs

SLUCM NO.	LAND USE NAME	CLEAR ZONE Recommendation ¹	APZ-I Recommendation ¹	APZ-II Recommendation ¹	DENSITY Recommendation ¹
10	Residential				
11	Household Units				
11.11	Single units: detached	N	N	Y ²	Maximum density of 2 Du/Ac
11.12	Single units: semi-detached	N	N	N	
11.13	Single units: attached row	N	N	N	
11.21	Two units: side-by-side	N	N	N	
11.22	Two units: one above the other	N	N	N	
11.31	Apartments: walk-up	N	N	N	
11.32	Apartment: elevator	N	N	N	
12	Group quarters	N	N	N	
13	Residential hotels	N	N	N	
14	Mobile home parks or courts	N	N	N	
15	Transient lodgings	N	N	N	
16	Other residential	N	N	N	
20	Manufacturing ³				
21	Food and kindred products; manufacturing	N	N	Y	Maximum FAR 0.56 IN APZ II
22	Textile mill products; manufacturing	N	N	Y	Maximum FAR 0.56 IN APZ II
23	Apparel and other finished products; products made from fabrics, leather and similar materials; manufacturing	N	N	N	
24	Lumber and wood products (except furniture); manufacturing	N	Y	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
25	Furniture and fixtures; manufacturing	N	Y	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
26	Paper and allied products; manufacturing	N	Y	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
27	Printing, publishing, and allied industries	N	Y	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
28	Chemicals and allied products; manufacturing	N	N	N	

Table 1. Land Use Compatibility in APZs, Continued

SLUCM NO.	LAND USE NAME	CLEAR ZONE Recommendation ¹	APZ-I Recommendation ¹	APZ-II Recommendation ¹	DENSITY Recommendation ¹
20	Manufacturing ³ (continued)				
29	Petroleum refining and related industries	N	N	N	
30	Manufacturing ³ (continued)				
31	Rubber and miscellaneous plastic products; manufacturing	N	N	N	
32	Stone, clay, and glass products; manufacturing	N	N	Y	Maximum FAR 0.56 in APZ II
33	Primary metal products; manufacturing	N	N	Y	Maximum FAR 0.56 in APZ II
34	Fabricated metal products; manufacturing	N	N	Y	Maximum FAR 0.56 in APZ II
35	Professional, scientific, and controlling instruments; photographic and optical goods; watches and clocks	N	N	N	
39	Miscellaneous manufacturing	N	Y	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
40	Transportation, communication, and utilities ^{3, 4}				
41	Railroad, rapid rail transit, and street railway transportation	N	Y ⁶	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
42	Motor vehicle transportation	N	Y ⁶	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
43	Aircraft transportation	N	Y ⁶	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
44	Marine craft transportation	N	Y ⁶	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
45	Highway and street right-of-way	Y ⁵	Y ⁶	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
46	Automobile parking	N	Y ⁶	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
47	Communication	N	Y ⁶	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
48	Utilities ⁷	N	Y ⁶	Y ⁶	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
48.5	Solid waste disposal (landfills, incinerators, etc.)	N	N	N	
49	Other transportation, communication, and utilities	N	Y ⁶	Y	See Note 6 below
50	Trade				
51	Wholesale trade	N	Y	Y	Maximum FAR of 0.28 in APZ I & .56 in APZ II

Table 1. Land Use Compatibility in APZs, Continued

SLUCM NO.	LAND USE NAME	CLEAR ZONE Recommendation ¹	APZ-I Recommendation ¹	APZ-II Recommendation ¹	Density Recommendation ¹
50	Trade (continued)				
52	Retail trade – building materials, hardware and farm equipment	N	Y	Y	See Note 8 below
53	Retail trade ⁹ – including shopping centers, discount clubs, home improvement stores, electronics superstores, etc.	N	N	Y	Maximum FAR of 0.16 in APZ II
54	Retail trade – food	N	N	Y	Maximum FAR of 0.24 in APZ II
55	Retail trade – automotive, marine craft, aircraft, and accessories	N	Y	Y	Maximum FAR of 0.14 in APZ I & 0.28 in APZ II
56	Retail trade – apparel and accessories	N	N	Y	Maximum FAR of 0.28 in APZ II
57	Retail trade – furniture, home, furnishings and equipment	N	N	Y	Maximum FAR of 0.28 in APZ II
58	Retail trade – eating and drinking establishments	N	N	N	
59	Other retail trade	N	N	Y	Maximum FAR of 0.16 in APZ II
60	Services ¹⁰				
61	Finance, insurance and real estate services	N	N	Y	Maximum FAR of 0.22 in APZ II
62	Personal services	N	N	Y	Office uses only. Maximum FAR of 0.22 in APZ II.
62.4	Cemeteries	N	Y ¹¹	Y ¹¹	
63	Business services (credit reporting; mail, stenographic, reproduction; advertising)	N	N	Y	Maximum FAR of 0.22 in APZ II
63.7	Warehousing and storage services ¹²	N	Y	Y	Maximum FAR of 1.0 in APZ I; 2.0 in APZ II
64	Repair Services	N	Y	Y	Maximum FAR of 0.11 APZ I; 0.22 in APZ II
65	Professional services	N	N	Y	Maximum FAR of 0.22 in APZ II
65.1	Hospitals, nursing homes	N	N	N	
65.1	Other medical facilities	N	N	N	
66	Contract construction services	N	Y	Y	Maximum FAR of 0.11 APZ I; 0.22 in APZ II
67	Government Services	N	N	Y	Maximum FAR of 0.24 in APZ II
68	Educational services	N	N	N	
68.1	Child care services, child development centers, and nurseries	N	N	N	

Table 1. Land Use Compatibility in APZs, Continued

SLUCM NO.	LAND USE NAME	CLEAR ZONE Recommendation ¹	APZ-I Recommendation ¹	APZ-II Recommendation ¹	Density Recommendation ¹
60	Services ¹⁰ (continued)				
69	Miscellaneous	N	N	Y	Maximum FAR of 0.22 in APZ II
69.1	Religious activities	N	N	N	
70	Cultural, entertainment and recreational				
71	Cultural activities	N	N	N	
71.2	Nature exhibits	N	Y ¹³	Y ¹³	
72	Public assembly	N	N	N	
72.1	Auditoriums, concert halls	N	N	N	
72.11	Outdoor music shells, amphitheaters	N	N	N	
72.2	Outdoor sports arenas, spectator sports	N	N	N	
73	Amusements – fairgrounds, miniature golf, driving ranges; amusement parks, etc.	N	N	Y	
74	Recreational activities (including golf courses, riding stables, water recreation)	N	Y ¹³	Y ¹³	Maximum FAR of 0.11 in APZ I; 0.22 in APZ II
75	Resorts and group camps	N	N	N	
76	Parks	N	Y ¹³	Y ¹³	Maximum FAR of 0.11 in APZ I; 0.22 in APZ II
79	Other cultural, entertainment and recreation	N	Y ¹¹	Y ¹¹	Maximum FAR of 0.11 in APZ I; 0.22 in APZ II
80	Resource production and extraction				
81	Agriculture (except live stock)	Y ⁴	Y ¹⁴	Y ¹⁴	
81.5, 81.7	Livestock farming and breeding	N	Y ^{14,15}	Y ^{14,15}	
82	Agriculture related activities	N	Y ¹⁴	Y ¹⁴	Maximum FAR of 0.28 in APZ I; 0.56 in APZ II, no activity which produces smoke, glare, or involves explosives
83	Forestry activities ¹⁶	N	Y	Y	Maximum FAR of 0.28 in APZ I; 0.56 in APZ II, no activity which produces smoke, glare, or involves explosives
84	Fishing activities ¹⁷	N ¹⁷	Y	Y	Maximum FAR of 0.28 in APZ I; 0.56 in APZ II, no activity which produces smoke, glare, or involves explosives

Table 1. Land Use Compatibility in APZs, Continued

SLUCM NO.	LAND USE NAME	CLEAR ZONE Recommendation ¹	APZ-I Recommendation ¹	APZ-II Recommendation ¹	Density Recommendation ¹
80	Resource production and extraction (continued)				
85	Mining activities ⁸	N	Y ¹⁸	Y ¹⁸	Maximum FAR of 0.28 in APZ I; 0.56 in APZ II, no activity which produces smoke, glare, or involves explosives
89	Other resource production or extraction	N	Y	Y	Maximum FAR of 0.28 in APZ I; 0.56 in APZ II, no activity which produces smoke, glare, or involves explosives
90	Other				
91	Undeveloped land	Y	Y	Y	
93	Water areas ¹⁹	N ¹⁹	N ¹⁹	N ¹⁹	
KEY TO TABLE 1 – LAND USE COMPATIBILITY IN APZS					
SLUCM – Standard Land Use Coding Manual, U.S. Department of Transportation					
Y (Yes) – Land uses and related structures are normally compatible without restriction					
N (No) – Land use and related structures are not normally compatible and should be prohibited.					
Yx – Yes with restrictions. The land uses and related structures are generally compatible. However, see notes indicated by the superscript.					
Nx – No with exceptions. The land uses and related structures are generally incompatible. However, see notes indicated by the superscript.					
FAR – Floor Area Ratio. A floor area ratio is the ratio between the square feet of floor area of the building and the gross site area. It is customarily used to measure non-residential intensities.					
Du/Ac – Dwelling Units an Acre. This is customarily used to measure residential densities.					
NOTES FOR TABLE 1 – LAND USE COMPATIBILITY IN APZS					
<p>1. A “Yes” or a “No” designation for compatible land use is to be used only for general comparison. Within each, uses exist where further evaluation may be needed in each category as to whether it is clearly compatible, normally compatible, or not compatible due to the variation of densities of people and structures. In order to assist air installations and local governments, general suggestions as to FARs are provided as a guide to density in some categories. In general, land use restrictions that limit occupants, including employees, of commercial, service, or industrial buildings or structures to 25 an acre in APZ I and 50 an acre in APZ II are considered to be low density. Outside events should normally be limited to assemblies of not more than 25 people an acre in APZ I, and maximum assemblies of 50 people an acre in APZ II. Recommended FARs are calculated using standard parking generation rates for various land uses, vehicle occupancy rates, and desired density in APZ I and II. For APZ I, the formula is $FAR = 25 \text{ people an acre} / (\text{Average Vehicle Occupancy} \times \text{Average Parking Rate} \times (43560/1000))$. The formula for APZ II is $FAR = 50 / (\text{Average Vehicle Occupancy} \times \text{Average Parking Rate} \times (43560/1000))$.</p>					

Table 1. Land Use Compatibility in APZs, Continued

NOTES FOR TABLE 1 -- LAND USE COMPATIBILITY IN APZS
2. The suggested maximum density for detached single family housing is two Du/Ac. In a planned unit development (PUD) of single family detached units where clustered housing development results in large open areas, this density could possibly be increased slightly provided the amount of surface area covered by structures does not exceed 20 percent of the PUD total area. PUD encourages clustered development that leaves large open areas.
3. Other factors to be considered: Labor intensity, structural coverage, explosive characteristics, air-pollution, electronic interference with aircraft, height of structures, and potential glare to pilots.
4. No structures (except airfield lighting and navigational aids necessary for the safe operation of the airfield when there are no other siting options), buildings, or above-ground utility and communications lines should normally be located in Clear Zone areas on or off the air installation. The Clear Zone is subject to the most severe restrictions.
5. Rights-of-way for fenced highways, without sidewalks or bicycle trails, are allowed.
6. No above ground passenger terminals and no above ground power transmission or distribution lines. Prohibited power lines include high-voltage transmission lines and distribution lines that provide power to cities, towns, or regional power for unincorporated areas.
7. Development of renewable energy resources, including solar and geothermal facilities and wind turbines, may impact military operations through hazards to flight or electromagnetic interference. Each new development should be analyzed for compatibility issues on a case-by-case basis that considers both the proposal and potentially affected mission.
8. Within SLUCM Code 52, maximum FARs for lumberyards (SLUCM Code 521) are 0.20 in APZ-I and 0.40 in APZ-11. For hardware, paint, and farm equipment stores, SLUCM Code 525, the maximum FARs are 0.12 in APZ I and 0.24 in APZ II.
9. A shopping center is an integrated group of commercial establishments that is planned, developed, owned, or managed as a unit. Shopping center types include strip, neighborhood, community, regional, and super-regional facilities anchored by small businesses, a supermarket or drug store, discount retailer, department store, or several department stores, respectively. Included in this category are such uses as big box discount clubs, home improvement superstores, office supply superstores, and electronics superstores. The maximum recommended FAR for SLUCM 53 should be applied to the gross leasable area of the shopping center rather than attempting to use other recommended FARs listed in Table 1 under Retail or Trade.
10. Ancillary uses such as meeting places, auditoriums, etc., are not recommended.
11. No chapels or houses of worship are allowed within APZ I or APZ II.
12. Big box home improvement stores are not included as part of this category.
13. Facilities must be low intensity, and provide no playgrounds, etc. Facilities such as club houses, meeting places, auditoriums, large classes, etc., are not recommended.
14. Livestock grazing is a compatible land use, but feedlots and intensive animal husbandry are excluded. Activities that attract concentrations of birds creating a hazard to aircraft operations should be excluded.
15. Feedlots and intensive animal husbandry are included as compatible land uses.

Table 1. Land Use Compatibility in APZs, Continued

NOTES FOR TABLE 1 -- LAND USE COMPATIBILITY IN APZS

16. Lumber and timber products removed due to establishment, expansion, or maintenance of Clear Zone lands owned in fee will be disposed of in accordance with applicable DoD guidance.

17. Controlled hunting and fishing may be permitted for the purpose of wildlife management.

18. Surface mining operations that could create retention ponds that may attract waterfowl and present bird/wildlife aircraft strike hazards (BASH), or operations that produce dust or light emissions that could affect pilot vision are not compatible.

19. Naturally occurring water features (e.g., rivers, lakes, streams, wetlands) are pre-existing, nonconforming land uses. Naturally occurring water features that attract waterfowl present a potential BASH. Actions to expand naturally occurring water features or construction of new water features should not be encouraged. If construction of new features is necessary for storm water retention, such features should be designed so that they do not attract water fowl.

Attachment 2

LAND USE COMPATIBILITY RECOMMENDATIONS FOR APZS

A2.1. Suggested land use compatibility guidelines in the Clear Zone and APZs are shown in Table A2.1. Additions to some land use categories have been incorporated into Table A2.1 subsequent to issuance of the SLUCM to reflect additional land uses and to clarify the categorization of certain uses. The compatible land use recommendations for the Clear Zone and APZ are provided for local governments as well as AF personnel for on-base planning.

Table A2.1. Land Use Compatibility in APZs.

LAND USE		SUGGESTED LAND USE COMPATIBILITY ¹			
SLUCM NO.	LAND USE NAME	CLEAR ZONE	APZ-I	APZ-II	DENSITY
10	Residential				
11	Household Units				
11.11	Single units: detached	N	N	Y ²	Maximum density of 2 Du/Ac
11.12	Single units: semi-detached	N	N	N	
11.13	Single units: attached row	N	N	N	
11.21	Two units: side-by-side	N	N	N	
11.22	Two units: one above the other	N	N	N	
11.31	Apartments: walk-up	N	N	N	
11.32	Apartment: elevator	N	N	N	
12	Group quarters	N	N	N	
13	Residential hotels	N	N	N	
14	Mobile home parks or courts	N	N	N	
15	Transient lodgings	N	N	N	
16	Other residential	N	N	N	
20	Manufacturing ³				
21	Food and kindred products; manufacturing	N	N	Y	Maximum FAR 0.56 IN APZ II
22	Textile mill products; manufacturing	N	N	Y	Maximum FAR 0.56 IN APZ II
23	Apparel and other finished products; products made from fabrics, leather and similar materials; manufacturing	N	N	N	
24	Lumber and wood products (except furniture); manufacturing	N	Y	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
25	Furniture and fixtures; manufacturing	N	Y	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
26	Paper and allied products; manufacturing	N	Y	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
27	Printing, publishing, and allied industries	N	Y	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
28	Chemicals and allied	N	N	N	

LAND USE		SUGGESTED LAND USE COMPATIBILITY ¹			
SLUCM NO.	LAND USE NAME	CLEAR ZONE	APZ-I	APZ-II	DENSITY
	products; manufacturing				
29	Petroleum refining and related industries	N	N	N	
30	Manufacturing ³ (continued)				
31	Rubber and miscellaneous plastic products; manufacturing	N	N	N	
32	Stone, clay, and glass products; manufacturing	N	N	Y	Maximum FAR 0.56 in APZ II
33	Primary metal products; manufacturing	N	N	Y	Maximum FAR 0.56 in APZ II
34	Fabricated metal products; manufacturing	N	N	Y	Maximum FAR 0.56 in APZ II
35	Professional, scientific, and controlling instruments; photographic and optical goods; watches and clocks	N	N	N	
39	Miscellaneous manufacturing	N	Y	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
40	Transportation, communication, and utilities ^{3, 4}				
41	Railroad, rapid rail transit, and street railway transportation	N	Y ⁶	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
42	Motor vehicle transportation	N	Y ⁶	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
43	Aircraft transportation	N	Y ⁶	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
44	Marine craft transportation	N	Y ⁶	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
45	Highway and street right-of-way	Y ⁵	Y ⁶	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
46	Automobile parking	N	Y ⁶	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
47	Communication	N	Y ⁶	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
48	Utilities ⁷	N	Y ⁶	Y ⁶	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
48.5	Solid waste disposal (landfills, incinerators, etc.)	N	N	N	
49	Other transportation, communication, and utilities	N	Y ⁶	Y	See Note 6 below
50	Trade				

LAND USE		SUGGESTED LAND USE COMPATIBILITY ¹			
SLUCM NO.	LAND USE NAME	CLEAR ZONE	APZ-I	APZ-II	DENSITY
51	Wholesale trade	N	Y	Y	Maximum FAR of 0.28 in APZ I & .56 in APZ II
52	Retail trade – building materials, hardware and farm equipment	N	Y	Y	See Note 8 below
53	Retail trade – including, discount clubs, home improvement stores, electronics superstores, etc.	N	N	Y	Maximum FAR of 0.16 in APZ II
53.	Shopping centers- Neighborhood, Community, Regional, Superregional ⁹	N	N	N	
54	Retail trade – food	N	N	Y	Maximum FAR of 0.24 in APZ II
55	Retail trade – automotive, marine craft, aircraft, and accessories	N	Y	Y	Maximum FAR of 0.14 in APZ I & 0.28 in APZ II
56	Retail trade – apparel and accessories	N	N	Y	Maximum FAR of 0.28 in APZ II
57	Retail trade – furniture, home, furnishings and equipment	N	N	Y	Maximum FAR of 0.28 in APZ II
58	Retail trade – eating and drinking establishments	N	N	N	
59	Other retail trade	N	N	Y	Maximum FAR of 0.16 in APZ II
60	Services ¹⁰				
61	Finance, insurance and real estate services	N	N	Y	Maximum FAR of 0.22 in APZ II
62	Personal services	N	N	Y	Office uses only. Maximum FAR of 0.22 in APZ II.
62.4	Cemeteries	N	Y ¹¹	Y ¹¹	
63	Business services (credit reporting; mail, stenographic, reproduction; advertising)	N	N	Y	Maximum FAR of 0.22 in APZ II
63.7	Warehousing and storage services ¹²	N	Y	Y	Maximum FAR of 1.0 in APZ I; 2.0 in APZ II
64	Repair Services	N	Y	Y	Maximum FAR of 0.11 APZ I; 0.22 in APZ II
65	Professional services	N	N	Y	Maximum FAR of 0.22 in APZ II
65.1	Hospitals, nursing homes	N	N	N	
65.1	Other medical facilities	N	N	N	
66	Contract construction services	N	Y	Y	Maximum FAR of 0.11 APZ I; 0.22 in APZ II
67	Government Services	N	N	Y	Maximum FAR of 0.24 in APZ II

LAND USE		SUGGESTED LAND USE COMPATIBILITY ¹			
SLUCM NO.	LAND USE NAME	CLEAR ZONE	APZ-I	APZ-II	DENSITY
68	Educational services	N	N	N	
68.1	Child care services, child development centers, and nurseries	N	N	N	
69	Miscellaneous Services	N	N	Y	Maximum FAR of 0.22 in APZ II
69.1	Religious activities (including places of worship)	N	N	N	
70	Cultural, entertainment and recreational				
71	Cultural activities	N	N	N	
71.2	Nature exhibits	N	Y ¹³	Y ¹³	
72	Public assembly	N	N	N	
72.1	Auditoriums, concert halls	N	N	N	
72.11	Outdoor music shells, amphitheaters	N	N	N	
72.2	Outdoor sports arenas, spectator sports	N	N	N	
73	Amusements – fairgrounds, miniature golf, driving ranges; amusement parks, etc.	N	N	Y	
74	Recreational activities (including golf courses, riding stables, water recreation)	N	Y ¹³	Y ¹³	Maximum FAR of 0.11 in APZ I; 0.22 in APZ II
75	Resorts and group camps	N	N	N	
76	Parks	N	Y ¹³	Y ¹³	Maximum FAR of 0.11 in APZ I; 0.22 in APZ II
79	Other cultural, entertainment and recreation	N	Y ¹¹	Y ¹¹	Maximum FAR of 0.11 in APZ I; 0.22 in APZ II
80	Resource production and extraction				
81	Agriculture (except live-stock)	Y ⁴	Y ¹⁴	Y ¹⁴	
81.5-81.7,	Agriculture-Livestock farming, including grazing and feedlots	N	Y ¹⁴	Y ¹⁴	
82	Agriculture related activities	N	Y ¹⁵	Y ¹⁵	Maximum FAR of 0.28 in APZ I; 0.56 in APZ II, no activity which produces smoke, glare, or involves explosives
83	Forestry activities ¹⁶	N	Y	Y	Maximum FAR of 0.28 in APZ I; 0.56 in APZ II, no activity which produces smoke, glare, or involves explosives

LAND USE		SUGGESTED LAND USE COMPATIBILITY ¹			
SLUCM NO.	LAND USE NAME	CLEAR ZONE	APZ-I	APZ-II	DENSITY
84	Fishing activities ¹⁷	N ¹⁷	Y	Y	Maximum FAR of 0.28 in APZ I; 0.56 in APZ II, no activity which produces smoke, glare, or involves explosives
85	Mining activities ¹⁸	N	Y ¹⁸	Y ¹⁸	Maximum FAR of 0.28 in APZ I; 0.56 in APZ II, no activity which produces smoke, glare, or involves explosives
89	Other resource production or extraction	N	Y	Y	Maximum FAR of 0.28 in APZ I; 0.56 in APZ II, no activity which produces smoke, glare, or involves explosives
90	Other				
91	Undeveloped land	Y	Y	Y	
93	Water areas ¹⁹	N ¹⁹	N ¹⁹	N ¹⁹	

KEY TO TABLE A2.1.

SLUCM -- Standard Land Use Coding Manual, U.S. Department of Transportation

Y (Yes) -- Land uses and related structures are normally compatible without restriction

N (No) -- Land use and related structures are not normally compatible and should be prohibited.

Yx -- Yes with restrictions. The land uses and related structures are generally compatible, structures should be located toward the edges wherever possible. However, see notes indicated by the superscript.

Nx -- No with exceptions. The land uses and related structures are generally incompatible. However, see notes indicated by the superscript.

FAR -- Floor Area Ratio. A floor area ratio is the ratio between the square feet of floor area of the building and the gross site area. It is customarily used to measure non-residential intensities.

Du/Ac -- Dwelling Units an Acre. This is customarily used to measure residential densities.

NOTES FOR TABLE A2.1.

1. A "Yes" or a "No" designation for compatible land use is to be used only for general comparison. Within each, uses exist where further evaluation may be needed in each category as to whether it is clearly compatible, normally compatible, or not compatible due to the variation of densities of people and structures. In order to assist air installations and local governments, general suggestions as to FARs are provided as a guide to density in some categories. In general, land use restrictions that limit occupants, including employees, of commercial, service, or industrial buildings or structures to 25 an acre in APZ I and 50 an acre in APZ II are considered to be

LAND USE		SUGGESTED LAND USE COMPATIBILITY ¹			
SLUCM NO.	LAND USE NAME	CLEAR ZONE	APZ-I	APZ-II	DENSITY
		<p>low density. Outside events should normally be limited to assemblies of not more than 25 people an acre in APZ I, and maximum assemblies of 50 people an acre in APZ II. Recommended FARs are calculated using standard parking generation rates for various land uses, vehicle occupancy rates, and desired density in APZ I and II. For APZ I, the formula is $FAR = 25 \text{ people an acre} / (\text{Average Vehicle Occupancy} \times \text{Average Parking Rate} \times (43560/1000))$. The formula for APZ II is $FAR = 50 / (\text{Average Vehicle Occupancy} \times \text{Average Parking Rate} \times (43560/1000))$.</p> <p>2. The suggested maximum density for detached single-family housing is two Du/Ac. In a planned unit development (PUD) of single family detached units, where clustered housing development results in large open areas, this density could possibly be increased slightly provided the amount of surface area covered by structures does not exceed 20 percent of the PUD total area. PUD encourages clustered development that leaves large open areas.</p> <p>3. Other factors to be considered: Labor intensity, structural coverage, explosive characteristics, air-pollution, electronic interference with aircraft, height of structures, and potential glare to pilots.</p> <p>4. No structures (except airfield lighting and navigational aids necessary for the safe operation of the airfield when there are no other siting options), buildings, or above-ground utility and communications lines should normally be located in Clear Zone areas on or off the air installation. The Clear Zone is subject to the most severe restrictions.</p> <p>5. Roads within the graded portion of the Clear Zone are prohibited. All roads within the Clear Zone are discouraged, but if required, they should not be wider than two lanes and the rights-of-way should be fenced (frangible) and not include sidewalks or bicycle trails. Nothing associated with these roads should violate obstacle clearance criteria.</p> <p>6. No above ground passenger terminals and no above ground power transmission or distribution lines. Prohibited power lines include high-voltage transmission lines and distribution lines that provide power to cities, towns, or regional power for unincorporated areas.</p> <p>7. Development of renewable energy resources, including solar and geothermal facilities and wind turbines, may impact military operations through hazards to flight or electromagnetic interference. Each new development should to be analyzed for compatibility issues on a case-by-case basis that considers both the proposal and potentially affected mission.</p> <p>8. Within SLUCM Code 52, maximum FARs for lumberyards (SLUCM Code 521) are 0.20 in APZ-I and 0.40 in APZ-II; the maximum FARs for hardware, paint, and farm equipment stores, (SLUCM Code 525), are 0.12 in APZ I and 0.24 in APZ II.</p> <p>9. A shopping center is an integrated group of commercial establishments that is planned, developed, owned, or managed as a unit. Shopping center types include strip, neighborhood, community, regional, and super-regional facilities anchored by small businesses, a supermarket or drug store, discount retailer, department store, or several department stores, respectively.</p> <p>10. Ancillary uses such as meeting places, auditoriums, etc. are not recommended.</p> <p>11. No chapels or houses of worship are allowed within APZ I or APZ II.</p> <p>12. Big box home improvement stores are not included as part of this category.</p>			

LAND USE		SUGGESTED LAND USE COMPATIBILITY ¹			
SLUCM NO.	LAND USE NAME	CLEAR ZONE	APZ-I	APZ-II	DENSITY
					<p>13. Facilities must be low intensity, and provide no playgrounds, etc. Facilities such as club houses, meeting places, auditoriums, large classes, etc., are not recommended.</p> <p>14. Activities that attract concentrations of birds creating a hazard to aircraft operations should be excluded.</p> <p>15. Factors to be considered: labor intensity, structural coverage, explosive characteristics, and air pollution.</p> <p>16. Lumber and timber products removed due to establishment, expansion, or maintenance of Clear Zone lands owned in fee will be disposed of in accordance with applicable DoD guidance.</p> <p>17. Controlled hunting and fishing may be permitted for the purpose of wildlife management.</p> <p>18. Surface mining operations that could create retention ponds that may attract waterfowl and present bird/wildlife aircraft strike hazards (BASH), or operations that produce dust or light emissions that could affect pilot vision are not compatible.</p> <p>19. Naturally occurring water features (e.g., rivers, lakes, streams, wetlands) are pre-existing, nonconforming land uses. Naturally occurring water features that attract waterfowl present a potential BASH. Actions to expand naturally occurring water features or construction of new water features should not be encouraged. If construction of new features is necessary for storm water retention, such features should be designed so that they do not attract waterfowl.</p>



DEPARTMENT OF THE AIR FORCE
AIR FORCE RESERVE COMMAND

18 September 2015

MEMORANDUM FOR Riverside County Airport Land Use Commission
Attn: John Guerin, Principal Planner
Development Services Department
4080 Lemon St, 14TH Floor
Riverside. CA 92501

FROM: 452d Mission Support Group/Civil Engineers
Base Operating Support
610 Meyer Drive Bldg. 2403
March ARB CA 92518-2166

SUBJECT: Review of Proposed Pacific Steel Group Manufacturing Facility - ZAP 1141MA15
(City of Perris DPR 15-00005)

1. After reviewing the documents provided, we do not recommend ALUC approval of the proposed manufacturing and office facilities located at the southwest corner of Nance Street and Indian Avenue in the City of Perris. The proposed manufacturing metal fabrication facility is located in APZ 1 (Accident Potential Zone), which has compatibility use restrictions based upon Department of Defense Instructions.
2. As outlined in Department of Defense Instructions Number 4165.57, May 2, 2011 (DoDI, 4165.57, May 2, 2011), Appendix 2 to Enclosure 3, Recommended Land Use Compatibility in APZs, Table 1. SLUCM No. 34, fabricated metal product manufacturing is not recommended for APZ 1.
3. If the project is approved by ALUC, there are additional concerns that must be addressed prior to construction with March ARB to include:
 - a. Terminal Instruments Procedures (TERPS)
 - b. Noise Level Impacts on Employees (site is located in a 65-75 decibel noise zone)
 - c. Storm Water Management (bird/wildlife aircraft strike hazards)
 - d. Pilot Distractions (lights, dust, smoke, electronic interference, etc.)
4. All requirements of the AICUZ, August 2005 and DoDI 4165.57, May 2, 2011 should be followed including, but not limited to those listed above. Contact Ms. Denise Hauser at (951) 655-4862 or Ms. Sonia Pierce at (951) 655-2236 for further questions.

PAMELA M. HANN
Base Civil Engineer

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 Fridays, from 9:00 a.m. to 5:00 p.m.

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

DATE OF HEARING: October 8, 2015

TIME OF HEARING: 9:00 A.M.

CASE DESCRIPTION:

ZAP1141MA15 - PSG (Pacific Steel Group) Perris LLC (Representative: Smith Consulting Architects) – City of Perris Case No. DPR 15-00005 (Development Plan Review). A proposal to develop two buildings with a combined floor area of 99,846 square feet on a 9.1-acre lot located southerly of Nance Street and westerly of Indian Avenue (Indian Street) in the City of Perris. The larger building, 89,246 square feet in area, would include 62,985 square feet of manufacturing space, with the remaining 26,261 square feet used for warehousing. The anticipated use of this building is for fabrication of reinforcing steel products. The smaller building, 10,600 square feet in area, would be used for offices and administrative purposes. The site has an address of 24455 Nance Street and is identified as Assessor's Parcel Number 302-030-001. (Airport Compatibility Zones B1-APZI and B2 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. Kenneth Phung 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.
ZAP1141MAIS

PROJECT PROPONENT (TO BE COMPLETED BY APPLICANT)

Date of Application 8/5/15
 Property Owner PSS Perris LLC (Eric Benson) Phone Number 858-251-1102
 Mailing Address 4805 Murphy Canyon Rd.
San Diego, CA 92123

Agent (if any) Smith Consulting Architects Phone Number 858-793-4777
 Mailing Address 13280 Evening Creek Dr. South # 125
San Diego, CA 92128
peterb@sca-sd.com (Pete Bussett)

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 24455 W. Nance St.
Perris, CA
 Assessor's Parcel No. 302-030-001-1 Parcel Size 9.1ac + ROADWAY
 Subdivision Name N/A Zoning Classification GI
 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) Vacant undeveloped industrial lot w/ chain link fenced perimeter.

Proposed Land Use (describe) Manufacturing and admin. buildings for a reinforcing steel fabricator, with surface parking, paved truck court for trailer parking and outdoor fabrication tasks, and outdoor employee patios.

For Residential Uses Number of Parcels or Units on Site (exclude secondary units)
 For Other Land Uses Hours of Use 7am to 7pm Monday through Saturday.
 (See Appendix C) Number of People on Site Maximum Number 237
 Method of Calculation CALIF. BUILDING CODE

Height Data Height above Ground or Tallest Object (including antennas and trees) 40 ft.
 Highest Elevation (above sea level) of Any Object or Terrain on Site 1506 (AMSL) ft.

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

March
B1, B2

REFERRING AGENCY (APPLICANT OR JURISDICTION TO COMPLETE)	
Date Received	
Agency Name	<u>City of Perris</u>
Staff Contact	<u>Kenneth Phung</u>
Phone Number	
Agency's Project No.	<u>PPR 15-00005</u>
Type of Project	<input type="checkbox"/> General Plan Amendment <input type="checkbox"/> Zoning Amendment or Variance <input type="checkbox"/> Subdivision Approval <input type="checkbox"/> Use Permit <input type="checkbox"/> Public Facility <input type="checkbox"/> Other _____

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

B. **SUBMISSION PACKAGE:**

ALUC REVIEW

- ✓ 1 Completed Application Form
- ✓ 1 Project Site Plan – Folded (8-1/2 x 14 max.)
- ✓ 1 Elevations of Buildings - Folded
- ✓ 1 Each . 8 ½ x 11 reduced copy of the above
- ✓ 1 8 ½ x 11 reduced copy showing project in relationship to airport.
- ✓ 1 Set . Floor plans for non-residential projects
- ✓ 4 Sets . 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

NUMBER OF PEOPLE ON SITE - CALCULATIONS

A. C.B.C. METHOD

1. MANUFACTURING BUILDING

- MANUFACTURING $62,985 \text{ SQ.FT.} \div 200 \text{ SQ.FT./OCCUPANT} = 315$
- WAREHOUSING $\frac{26,261 \text{ SQ.FT.}}{89,246} \div 500 \text{ SQ.FT./OCCUPANT} = 53$

2. ADMIN. BUILDING

- OFFICE $10,600 \text{ SQ.FT.} \div 100 \text{ SQ.FT./OCCUPANT} = 106$

SUBTOTAL 474

ASSUME 50% @ PEAK OCCUPANCY: 237

SITE AREA 9.1 ACRES / 396,396 SQ.FT.

- ADD 1/2 OF NANCE ST. $30' \text{ TO } \phi \times 629.84' \text{ LENGTH} = 18,895 \text{ SQ.FT.}$
- ADD 1/2 OF INDIAN AVE. $35' \text{ TO } \phi \times 630.31' \text{ LENGTH} = 22,060 \text{ SQ.FT.}$

TOTAL SITE AREA FOR DENSITY PURPOSES =

$$\begin{aligned} & 437,351 \text{ SQ.} \\ & \div 43,500 / \text{AC} \\ & = 10.04 \text{ AC} \end{aligned}$$

BY C.B.C. CALCULATION: $237 \text{ OCCUPANTS} / 10.04 \text{ AC} = 23.6 \text{ OCCUPANTS/A}$
 $< 25 \text{ OK}$

B. PARKING SPACE METHOD

INDUSTRIAL ZONE \Rightarrow PARK FOR MANUFACTURING USE ONLY

$62,985 \text{ SQ.FT.} @ 1 \text{ SPACE} / 500 \text{ SQ.FT.} = 126 \text{ SPACES REQ'D}$

$$\begin{aligned} & \times 1.5 \\ & \hline & 189 \text{ OCCUPANTS} \end{aligned}$$

$189 \text{ OCCUPANTS} / 10.04 \text{ AC} = 19 \text{ OCCUPANTS/A}$

$< 25 \text{ OK}$

Brady, Russell

From: Peter Bussett <PeterB@sca-sd.com>
Sent: Thursday, September 10, 2015 5:12 PM
To: Brady, Russell
Subject: Pacific Steel Group manufacturing facility, Perris DPR 15-00005
Attachments: 6055 NW corner fab.pdf; 6056 NE corner fab.pdf; 6057 SW corner fab.pdf; 6058 SE corner fab.pdf; 6059 NW corner office.pdf; 6060 NE corner office.pdf; 6061 SW corner office.pdf; 6062 SE corner office.pdf; CGP01-GRADING.pdf; A3 Fab floor plan.pdf; A2 Admin floor plan.pdf; Interior Photo 1.jpg

Hello Russell,

Thank you for calling today. You indicated that your calculations for occupant intensity (total count on-site) and density (occupants per single acre) differ from the calculations that I submitted. You requested clarification of the manufacturing vs storage areas in the Fabrication Building, and a description of the actual / planned uses and employee count per shift. Also, I advised that we had already obtained 'no hazard' letters from the FAA.

We are sending you the following additional information to review:

(8) FAA Part 77 "no hazard" letters (4 corners of the 2 buildings)

PDF of the preliminary grading plan

Sheet A2 Admin Building floor plan

Sheet A3 Fabrication Building floor plan showing where Warehouse use vs. Manufacturing use occurs.

Photo of Fabrication Building interior (San Bernardino plant)

As I explained, the project is a manufacturing plant for a reinforcing steel fabricator. The Fabrication building receives truckloads of steel stock in the northernmost bay where it is stored on racks. This 'stock bay' is essentially a warehouse; material is off-loaded from trucks by remote controlled overhead bridge cranes. The warehouse stock is transferred to the 3 fabrication bays noted as 'manufacturing' on the plan using additional bridge cranes in the fab bays. Manufacturing workers will reside in the fabrication bays, which are assembly line type operations, and a maximum shift of 60 to 65 employees will occupy the building. There are so many pieces equipment, conveyors and flatbed truck trailers on the floor being loaded that the Building Code density of 200 sq.ft per employee is not realistic. See the attached photo of the Owner's other fab building in San Bernardino. The same applies to the Admin building, which will house approximately 30-35 employees(count the # of offices and chairs shown.) 100 sq.ft per occupant (106 occupants) is unrealistic; the break room / locker room /restrooms will be populated by the already-counted 65 fabrication workers, not additional workers.

Please let us know if you have additional questions.



Pete Bussett AIA | Vice President
Smith Consulting Architects
13280 Evening Creek Drive South, ste 125
San Diego, CA 92128
858-793-4777 x216
858-793-4787 fax
www.sca-sd.com



Brady, Russell

From: Eric Benson <E.Benson@pacificsteelgroup.com>
Sent: Tuesday, September 22, 2015 3:21 PM
To: Brady, Russell
Cc: Zuckerman, Alan; Jon Scurlock
Subject: PSG Perris
Attachments: DoD Final Rule[1][1].pdf

Russell,

Thank you for your recent messages. I will address three issues in this email: (i) I will provide the facility's operational description to show it will pose no inherent hazard to the Air Force's or civilian aircraft operations; (ii) I will comment on a material inaccuracy in the Air Force's letter of September 18th; and (iii) I will discuss the ALUC hearing on October 8th.

Before I set forth our arguments for the RCALUC's recommended approval of our use, I think it is important to revisit one of the key components local communities grapple with in establishing planning guidelines for their communities, and that is balancing future development with the economic benefits of jobs creation. As our attorney recently pointed out, we believe the City of Perris specifically pared down limitations for use within these APZ's to attract companies such as ours that may have otherwise chosen to relocate elsewhere if planning and use guidelines were too restrictive.

Prior to purchasing this site, we met with the Director of Planning and the Director of Economic Development for the City of Perris to discuss the precise location of our proposed site, our specific use and the jobs that use would ultimately create. These are largely higher paying manufacturing and supervisory jobs with salary ranges or compensation packages at the low end starting at roughly \$50,000 per year and at the high end in excess of \$300,000 per year. We discussed our intention to hire from the local community and to even hold a "Work Fair" to better advertise to locals the job opportunities we would be creating. In that meeting it is important to note that we carefully reviewed the Perris Valley Commerce Center (PVCC) specific use plan and collectively concluded our proposed use was appropriate for this site. It is also important to note that the PVCC specific use plan had been reviewed, adopted and amended by the RCALUC and contrary to the 2005 AICUZ, does not prohibit our use.

From a broader perspective, we think it is abundantly clear that the County of Riverside recognized the economic impact of the various Base Closure and Realignment Acts (BRACS) at March Air Force Base on the local economies. Indeed, when creating the March Joint Powers Authority, their Vision 2030 General Plan sets forth the fundamental purpose as follows:

Job Creation and Economic Development:

The fundamental purpose of the March JPA is to replace the economic benefits to the regional economy that were lost due to the realignment of the March Air Force Base. The Economic Development Element of the Vision 2030 General Plan Update sets the framework for a balanced and stable economic base in the Planning Area. Much as the 1999 March JPA General Plan, the Vision 2030 General Plan sets a goal of creating 38,000 local jobs within March JPA. The creation of local jobs is critical in reducing the jobs/housing imbalance in the Riverside County, as evidenced by the approximate 35% of Riverside County commuters who leave their home county to travel to work. (Source 2006 SCAG State of the Commute)

Many years have passed since this JPA was established, nonetheless it has been updated regularly and it is quite clear that local communities and regional authorities still keep economic development at the forefront of their decision making. It is unfortunate that the Air Force has not shown the same commitment to economic development as they appear to have myopically recommended denial of our use without regard to the economic impact of their recommendation. We believe it would be more prudent to look within the individual community plans for guidance and look for ways to approve uses that bring desired economic benefits to the region instead of merely looking for ways to deny them.

Outlined below is some additional information the RCALUC may want to consider relative to our Company and our planned use:

1. The Facility's Operations. We employ a "cold fabrication" process to manufacture our steel products. This is very unique for a fabricated metal manufacturer as our plants are less employee intensive and we do not use heat to form, cut, bend or assemble our products. In particular:
 - Fabrication of Reinforcing Steel Products. Our fabrication processes involve the cutting and bending of reinforcing steel products (reinforcing steel and post-tension cables). Our cold fabrication processes are largely accomplished through mechanical shearing and bending of the products we source from others. Our shops employ processes that do not involve the heating, welding, plasma cutting or fusing processes that one would typically find with many other fabricated metal product manufacturers.
 - Clean Use: Our use is "clean" compared to other fabricated metal product manufacturers. Since we use cold fabrication processes, they do not involve the use of highly combustible gases, electric arc processes, plasma cutters or hazardous materials (cleaning solutions, acids, etc.) that one might typically find in the fabrication of other metal products. We also do not create any heat or other airborne waste as a result of our fabrication

processes or through our assembly operations. We do not create or have to handle any hazardous waste products as a result of our fabrication processes. In fact, all of our material waste or “scrap” is collected at its source and sent elsewhere to be melted down and reused (i.e., any byproduct from our operations is fully recycled).

- **Low Labor Intensity:** Our fabrication processes are very automated and indeed quite simple. As such, our shops are not as employee-intensive as one typically finds with other fabricated metal product manufacturers. Historically, our production figures in terms of “man-hours per ton” (a direct measure of labor intensity) have been in the 1.75 to 2.15 man-hours per ton range. By contrast, it would not be uncommon for certain other metal fabricators (for instance, those with welding intensive operations) to see a ratio of over 100 to 200 man-hours per fabricated ton.

- **Low Labor Intensity – Current and Historical Reference:** We have safely operated fabrication shops all over the Western United States over the past 25 years. We currently operate a facility in Napa California that, at approximately 115,000 total square feet, is similar in size and capacity to the project we are proposing for this location. We currently operate that facility with a workforce of 32 personnel. Similarly, we brought a 110,000 square foot facility (which included 16,000 square feet of office space) online in Auburn, Washington in 2006. That facility, again similar in size to our proposed development here, over the past 9 years has never exceeded an employee count of greater than 75 personnel, even under the busiest of conditions. Our planned use of this facility is no different than these examples, and at no time will we ever come close to exceeding a density of 25 employees per acre in any given shift.

- **Location and Structural Coverage:** Our site is at the far eastern portion of the APZ1. We are located at the furthest point from the centerline of the runway as one can be and still be within the APZ. In fact, a portion of the northeasterly corner of our property, including the location of our proposed office, sits outside of the APZ altogether. Of course by locating the office building outside of the APZ altogether, we have taken the greatest concentration of staff or visitors and have them working outside of the APZ. Furthermore, our structural coverage at the site is approximately 25%, mostly favoring the northeasterly portion of the site near the outer limits of the APZ. It is important to note that the FAA has reviewed our proposed

structure, coverage and use and have given their full approval to our development.

- **Similarity of Our Use to Other Permitted Uses.** The nature of our use is much closer to that of lumber and wood manufacturing than a typical traditional metal product fabricator. We bring in a finished raw material, cut it (and in our case bend it as well) to customer specifications, and then ship it off-site for use. Lumber and wood manufacturing is generally allowed in APZ1. Our proposed use is also consistent with other allowed uses in the APZ. We therefore request the ALUC to exercise its discretion to recommend approval for our use, due to our low labor density and our heat-free and hazardous materials-free cold fabrication technology.

- 2. **The Air Force's Letter.** The Air Force's letter of September 18, 2015 relies on the Department of Defense Instructions (DoDI) to justify its denial recommendation to the RCALUC. However, as our attorney has discussed in greater detail, the RCALUC follows the AICUZ rather than the DoDI. The AICUZ gives the ALUC the full discretion to approve the use. In fact, the DoDI is only for the internal management of the DoD, as noted on the attached page from the Federal Register when the DoDI was adopted. The Air Force has therefore relied on the incorrect authority for its decision. As such, we believe the RCALUC has the discretion to disregard the Air Force's recommendation and recommend approval of our planned use.

- 3. **October 8th Meeting.** We would like to proceed with the October 8th RCALUC meeting. If possible, we would of course appreciate support for the project from the ALUC staff prior to that meeting.

Thank you and we look forward to hearing from you.

Eric Benson | Chief Executive Officer | D [858-251-1102](tel:858-251-1102) | M [619-838-6168](tel:619-838-6168)
[Download my V-Card](#)



INTEGRITY | LEADERSHIP | EXCELLENCE

76 FR 57644-01
RULES and REGULATIONS
DEPARTMENT OF DEFENSE
Office of the Secretary
32 CFR Part 256
[DoD Instruction 4165.57]

Air Installations Compatible Use Zones

Friday, September 16, 2011

AGENCY: Department of Defense.

***57644 ACTION:** Final rule.

SUMMARY: This final rule removes the DoD's rule concerning air installations compatible use zones. The underlying DoD Instruction has been revised and it has been determined that there is no need to publish the revised DoD Instruction as a rule in the Code of Federal Regulations since the Instruction is for the internal management of the DoD.

DATES: Effective Date: September 16, 2011.

FOR FURTHER INFORMATION CONTACT: Ms. Patricia L. Toppings at 703-696-5284.

SUPPLEMENTARY INFORMATION: A copy of the current DoD Instruction may be obtained from <http://www.dtic.mil/whs/directives/corres/pdf/416557p.pdf>.

List of Subjects in 32 CFR Part 256

Armed forces; airports; environmental protection; Federal buildings and facilities; navigation (air); noise control.

PART 256—[REMOVED]

32 CFR § 256.132 CFR § 256.232 CFR § 256.332 CFR § 256.432 CFR § 256.532 CFR § 256.632 CFR § 256.732 CFR § 256.832 CFR § 256.932 CFR § 256.1032 CFR § 256.11

Accordingly, by the authority of 5 U.S.C. 301, 32 CFR part 256 is removed.

Dated: August 24, 2011.

Patricia L. Toppings,

OSD Federal Register Liaison Officer, Department of Defense.

[FR Doc. 2011-23759 Filed 9-15-11; 8:45 am]

BILLING CODE 5001-06-P

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

STAFF REPORT

ADMINISTRATIVE ITEMS

- 4.1 Director's Approvals. As authorized pursuant to ALUC Resolution No. 2015-01, ALUC Director Ed Cooper has reviewed three legislative cases (two of which have associated tentative tract maps) within the portion of unincorporated Riverside County in Airport Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Influence Area (where residential densities are not restricted) and has issued determinations of consistency. Each of these sites is located at least 20,000 feet from the runway at March Air Reserve Base/Inland Port Airport (MARB/IP Airport), so review by the Federal Aviation Administration Obstruction Evaluation Service was not required.

ZAP1143MA15 pertains to County of Riverside Change of Zone Case No. 7877, a proposal to change the zoning of 9.9 acres located southerly of Ponderosa Drive, westerly of Suttles Drive, northerly of Mariposa Avenue, and easterly of Alta Drive in the unincorporated community of Woodcrest from A-1-5 (Light Agriculture, 5 acre minimum lot size) to R-A (Residential Agricultural). This change of zone is being considered by the County in conjunction with Tentative Tract Map No. 36910, a proposal to divide the property into 9 single-family residential lots with a minimum gross lot size of one-half acre. The tentative tract map was reviewed concurrently pursuant to Policy 1.5.2(d) of the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan. The site is lower than the elevation of the runway at its northerly terminus. ALUC Director Ed Cooper issued a determination of consistency for this Change of Zone and Tentative Tract Map on September 23, 2015.

ZAP1145MA15 pertains to County of Riverside General Plan Amendment No. 1036, a proposal to amend the General Plan (Mead Valley Area Plan) land use designation of a 4.19-acre parcel located at 21136 Steele Peak Drive (westerly of Read Street and extending northerly to Mountain Avenue) in the unincorporated community of Good Hope from Rural Residential (5 acre minimum lot size) within the Rural Foundation Component (R:RR) to Very Low Density Residential (one dwelling unit per acre) within the Rural Community Foundation Component (RC:VLDR). In this case, the maximum elevation at top of any future structure could be as high as 1,792 feet above mean sea level; however, the site is located 38,600 feet from the runway at MARB/IP Airport. The site is actually closer to the runway at Perris Valley Airport, but is just beyond the 20,000 foot radius from the runway at that airport. This proposal is not associated with a development application. ALUC Director Ed Cooper issued a determination of consistency for this General Plan Amendment on September 24, 2015.

ZAP1148MA15 pertains to County of Riverside Change of Zone Case No. 7783, a proposal to change the zoning of 70.6 acres located southerly of Grand Avenue, northerly of the BNSF rail line, and easterly of a straight-line northerly extension of Leon Road in the unincorporated community of Winchester from R-R (Rural Residential) to R-4 (Planned Residential) and W-1 (Watercourse, Watershed, and Conservation Areas). This change of zone is being considered by the County in conjunction with two Tentative Tract Maps. Tentative Tract Map No. 36365 proposes to divide 47.77 acres of this site into 199 single-family residential lots with a minimum lot size of 4,000 square feet and 12 lots for landscape, drainage, and park

purposes. Tentative Tract Map No. 36711 proposes to divide the remaining 22.83 acres into 18 single-family residential lots with a minimum lot size of 18,000 square feet and 4 lots for landscape and drainage purposes. The tentative tract maps were reviewed concurrently pursuant to Policy 1.5.2(d) of the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan. The maximum elevation at top of any future structure could be up to 60 feet higher than the elevation of the runway at MARB/IP Airport, but the site is located beyond the 20,000 foot radius from the runways at all public use airports. ALUC Director Ed Cooper issued a determination of consistency for the Change of Zone and the associated Tentative Tract Maps on September 25, 2015.

Additionally, as authorized pursuant to Section 1.5.2(d) of the 2004 Riverside County Airport Land Use Compatibility Plan, ALUC Director Ed Cooper reviewed one non-legislative, non-residential case and issued a determination of consistency.

ZAP1023CH15 (Zone D, Chino AIA) pertains to a Major Development Plan application with the City of Eastvale to establish a 72,779 square foot retail shopping center on a 7.64 net-acre property located at the northeast corner of Limonite Avenue and Sumner Avenue. Both the average and single-acre intensity would be consistent with the intensity criteria set by the Additional Compatibility Policies included in the 2008 Chino Airport Land Use Compatibility Plan. The maximum elevation at top of any future structure could be up to 67 feet higher than the elevation of the runways at Chino Airport, but the site is located 14,600 feet from the runway, so review by the Federal Aviation Administration for height/elevation reasons is not required. ALUC Director Ed Cooper issued a determination of consistency for this City of Eastvale project on September 25, 2015.

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

Y:\ALUC\ALUC Administrative Items\Admin. 2015\ADmin Item 10-08-15.doc



AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY

CHAIR
Simon Housman
Rancho Mirage

September 23, 2015

VICE CHAIRMAN
Rod Ballance
Riverside

Mr. Peter Lange, Contract Planner
County of Riverside Planning Department
4080 Lemon Street, 12th Floor
Riverside, CA 92501
[Via Hand Delivery]

COMMISSIONERS

Arthur Butler
Riverside

RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW

Glen Holmes
Hemet

File No.: ZAP1143MA15

John Lyon
Riverside

Related File No.: TR36910 (Tentative Tract Map), CZ07877 (Change of Zone)

APN: 273-174-012

Greg Pettis
Cathedral City

Dear Mr. Lange:

Steve Manos
Lake Elsinore

Under the delegation of the Riverside County Airport Land Use Commission (ALUC) pursuant to ALUC Resolution No. 2015-01 (as adopted on August 13, 2015), staff reviewed Change of Zone Case No. 7877 (CZ07877), a proposal to change the zoning of 9.90 acres located southerly of Ponderosa Drive, westerly of Suttles Drive, northerly of Mariposa Avenue, and easterly of Alita Drive in the unincorporated community of Woodcrest from A-1-5 (Light Agriculture, five acre minimum lot size) to R-A (Residential Agricultural). This change of zone is being considered in conjunction with Tentative Tract Map No. 36910, a proposal to divide the property into 9 single-family residential lots with a minimum gross lot size of one-half acre. The tentative tract map was reviewed pursuant to ALUC's general delegation as per Policy 1.5.2(d) of the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan.

STAFF

Director
Ed Cooper

John Guerin
Russell Brady
Barbara Santos

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

The site is located within Airport Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Influence Area (AIA). Within Compatibility Zone E, residential density is not restricted.

www.rcaluc.org

The elevation of Runway 14-32 at its northerly terminus is approximately 1,535 feet above mean sea level (1535 feet AMSL). The proposed maximum pad elevation is 1466.0 feet AMSL. The R-A zone allows a maximum building height of 40 feet for single-family residences, for a total maximum elevation of 1506 feet AMSL. This elevation is lower than the elevation of the runway at its northerly terminus. Additionally, the site is located beyond the 20,000 foot radius from the runway at March Air Reserve Base/Inland Port Airport and all other public-use airport runways. Therefore, Federal Aviation Administration (FAA) obstruction evaluation review for height/elevation reasons is not required.

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

This finding of consistency relates to airport compatibility issues and does not necessarily constitute an endorsement of the proposed zone change. As the site is located within Airport Compatibility Zone E, both the existing and the proposed zoning are consistent with the March ALUCP.

I also find the above-referenced Tentative Tract Map **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. Outdoor lighting shall be downward facing.
2. The following uses/activities are not included in the project and shall be prohibited at this site, in accordance with Note 1 on Table 4 of the Lake Mathews/Woodcrest 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 proposed lots and to tenants of the homes thereon.
4. Any new aboveground detention or bioretention basins on the site shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention/retention basin(s) that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.

5. The following uses/activities are specifically prohibited: wastewater management facilities; trash transfer stations that are open on one or more sides; recycling centers containing putrescible wastes; incinerators.

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

Attachments: Notice of Airport in Vicinity

cc: Ponderosa Lane Estates LLC (applicant/owner/payee)
Adkan Engineers (project engineer)
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\ZAP1143MA15\ZAP1143MA15.LTR.doc

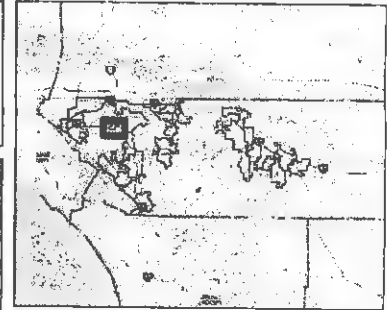
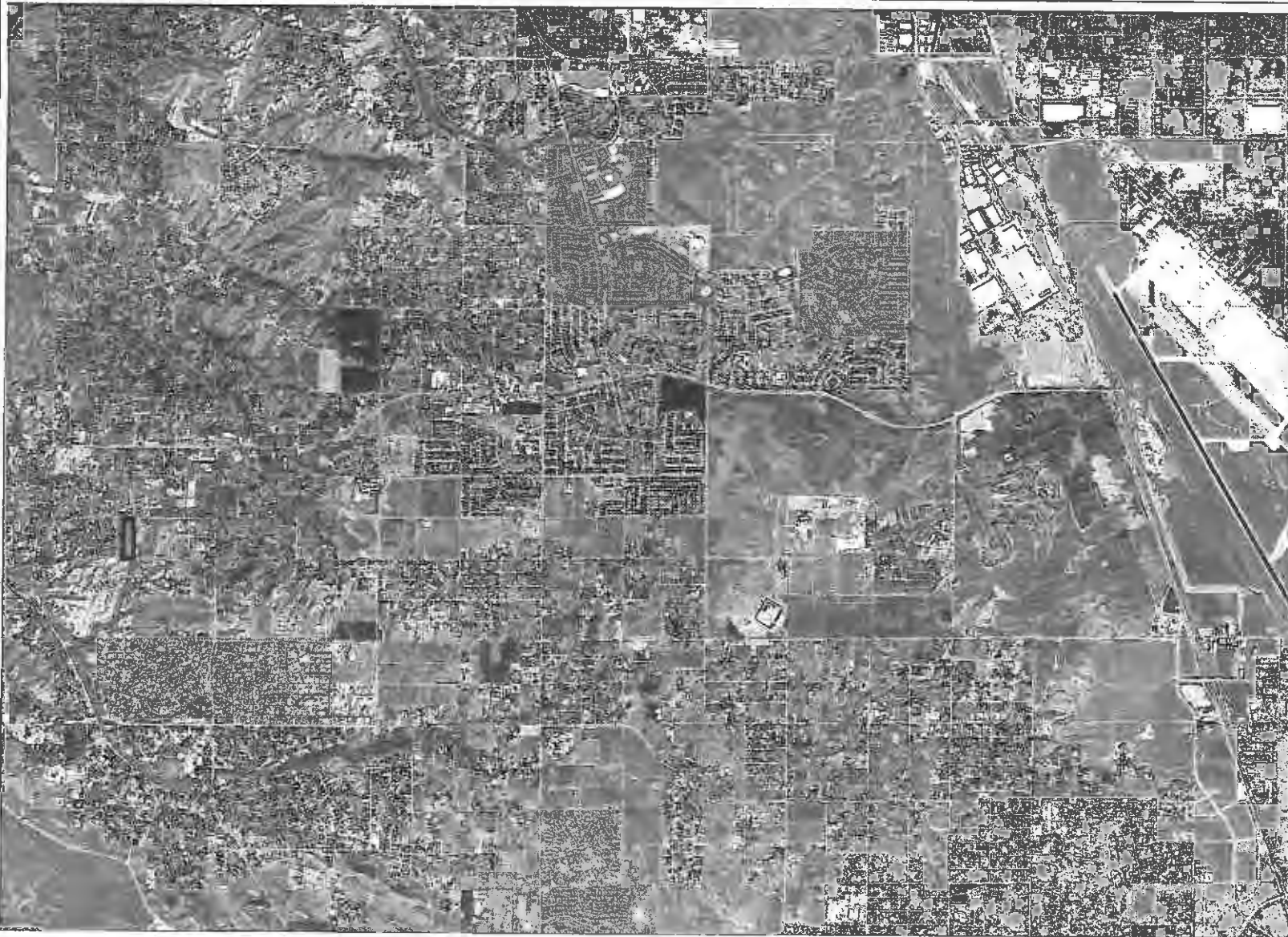
NOTICE OF AIRPORT IN VICINITY

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)

Project's Relationship to Airport



My Map



Legend

— Runways



0

5,999

11,998 Feet



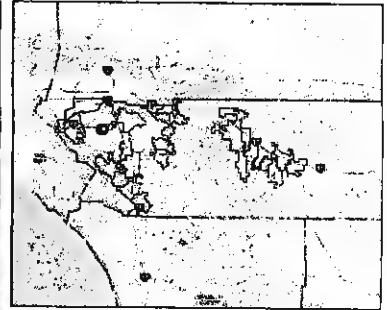
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or 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... 9/23/2015 2:32:06 PM

© Riverside County TLMA GIS

Notes

My Map



Legend

- RCLIS Parcels
- Cemap
- Runways



0 1,500 2,999 Feet



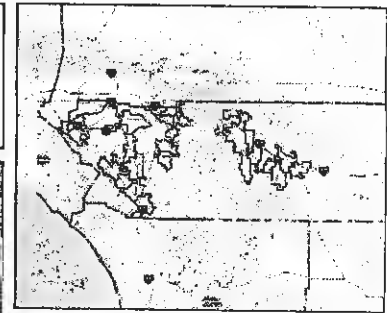
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or 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... 9/23/2015 2:33:27 PM


















© Riverside County TLMA GIS

Notes

My Map



Legend

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



0 750 1,500 Feet



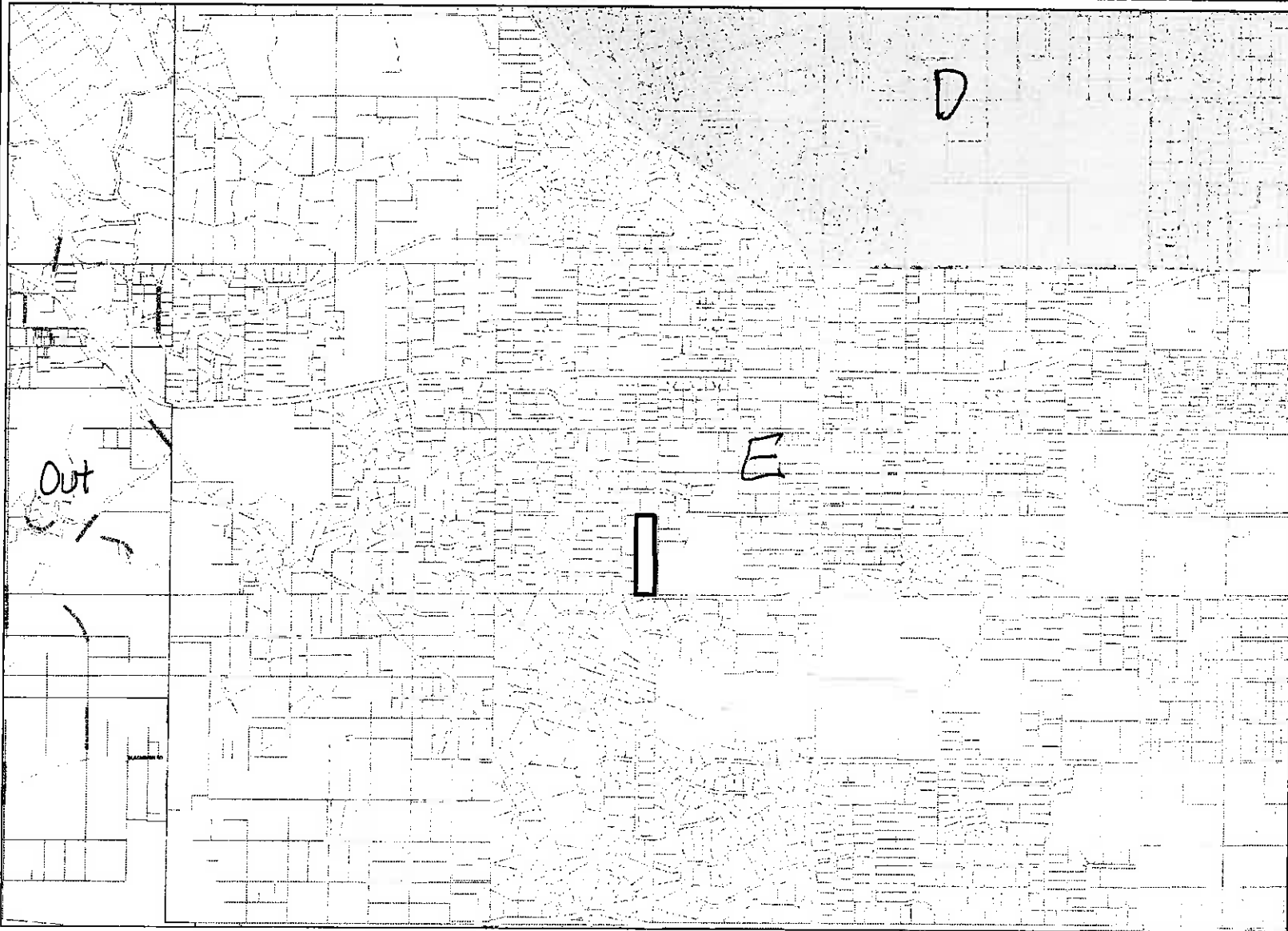
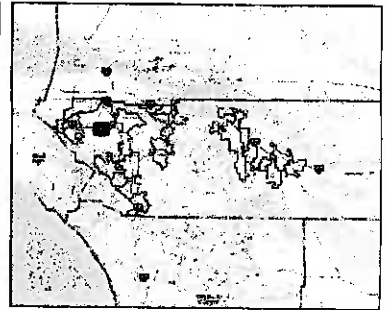
"IMPORTANT" Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, 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... 9/23/2015 2:35:18 PM

© Riverside County TLMA GIS

Notes

My Map



Legend

Airport Compatibility

- OTHER ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC6
- C2-HIGHT
- C2-HIGHT-EXC1
- C2-HIGHT-EXC5



0 2,999 5,999 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... 9/23/2015 2:36:18 PM

© Riverside County TLMA GIS

Notes

IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA
TENTATIVE TRACT NO. 36910

OWNER / APPLICANT
 PONDROSA LAKE ESTATES LLC
 5837 GIVE CENTER DRIVE
 RIVERSIDE, CALIFORNIA 92506
 TEL: 951-485-8807

ENGINEER
adkan ENGINEERS
 1100 E. FAIRVIEW
 4001 AIRPORT DRIVE
 RIVERSIDE, CA 92504
 951-485-2201

ASSESSORS PARCEL NUMBERS
 7574-01

UTILITY FURVEYORS
 WATER: MWD
 SEWER: INDIVIDUAL SEWER SYSTEM
 GAS: SOUTHERN CALIFORNIA GAS COMPANY
 ELECTRICITY: SOUTHERN CALIFORNIA Edison
 TELEPHONE: SBC
 CABLE: RIVERSIDE CABLED
 GATE: GATEWAY

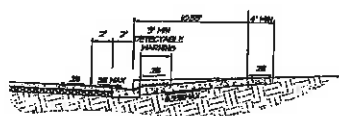
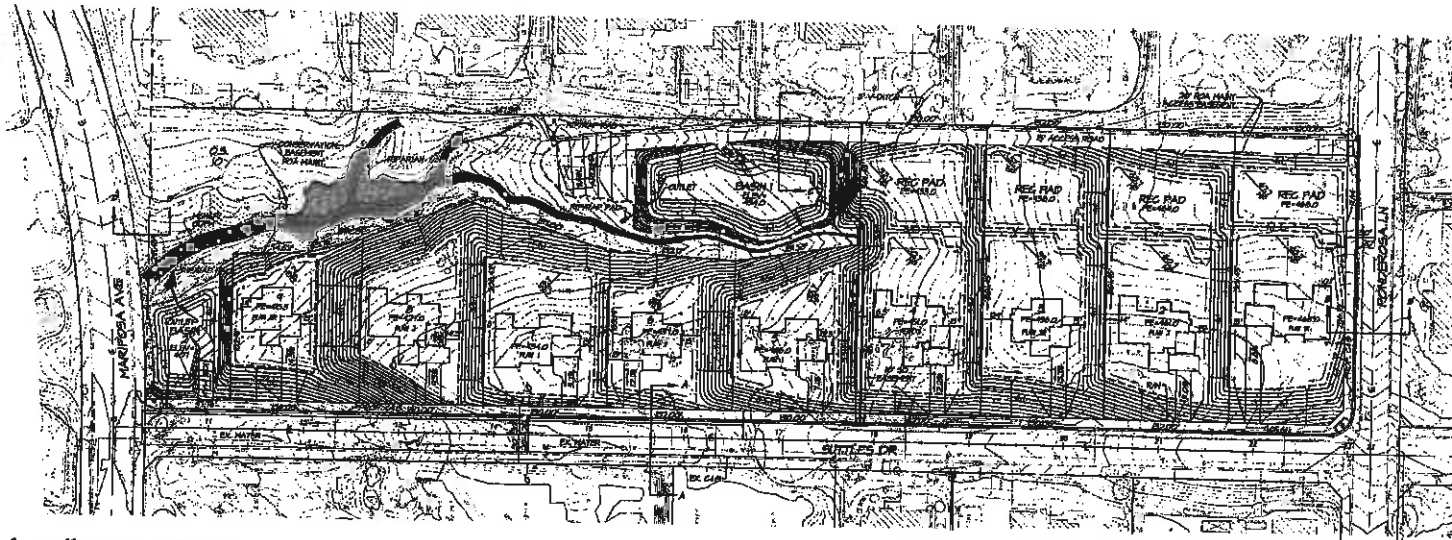
PROJECT DENSITY TABLE
 PROJECT AREA: 628 SF. 410 AC.

EARTHWORK QUANTITIES
 OR PARCELS BY FULL SURVEY OF
 THE QUANTITY SHOWN ABOVE IS FOR DISCUSSION
 PURPOSES ONLY. SURVEYING, ESTIMATING AND
 SURFACE LOSS FACTORS ARE NOT INCLUDED.

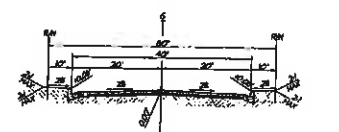
ZONING/LAND USE
 EXISTING ZONING: A-1-S
 PROPOSED ZONING: PG-VLDR
 EXISTING LAND USE: PG-VLDR
 PROPOSED LAND USE: RESIDENTIAL

LEGEND

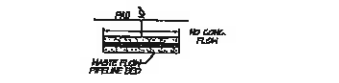
KG	TOP OF GROUND
KL	FLUSH
KS	FINISHED SURFACE
PK	PROPOSED SURFACE
CB	CATCH BASIN
SM	SEWER MANHOLE
HP	HOV FRONT
HW	WATER AREA
HW	NET AREA
VC	VERTICAL CURVE



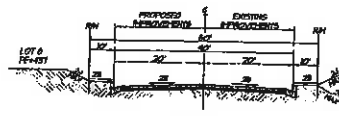
TYPICAL CURB RAMP SECTION PER COUNTY STD. 408 CASE A



TYPICAL STREET DETAIL - SUTTLE DR AND PONDROSA LN



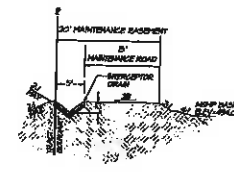
SEPTIC DRIP FIELD DETAIL



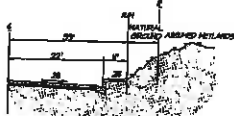
SECTION A-A SUTTLE DR



SECTION B-B PONDROSA LN



SECTION C-C



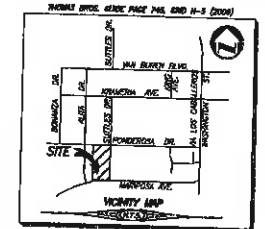
SECTION D-D MANTOLOKING AVE

PROJECT NOTES

- ALL IMPROVEMENTS SHALL BE PER SCHEDULE "B" SUBDIVISION ORDINANCE 340.
- THOMAS BRONZ GOVERNMENTS, FIG. 148 BRSD NO. 2.
- ALL LOT SLOPES SHALL BE 2% MAXIMUM AND FILL SLOPES 3% UNLESS OTHERWISE NOTED.
- NOT IN A FLOODED ZONE.
- NOT SUBJECT TO LIQUIDATION OR OTHER DEBILITATING PROVISIONS; SAID PROPERTY IS NOT IN ANY SPECIAL SERVICES ZONES.
- SEPARATION OF SLOPES TO PROPERTY LINES SHALL CONFORM TO ORDINANCE 407 REQUIREMENTS.
- ALL EXISTING STRUCTURES TO BE REMOVED.
- EXISTING IMPROVEMENTS PER COUNTY HAVE DESIGN RECORDS.
- EXISTING CONTOUR LINES PER AERIAL PHOTOGRAMMETRY, ON JANUARY 2003.
- THE PROVIDER RESERVES THE RIGHT TO FILE THE FINAL MAPS FOR SEC. 540041 OF THE STATE MAP ACT.
- NO UNDESIRABLE MATERIALS SHOWN EXIST.
- THERE ARE NO KNOWN WELLS ON PROPERTY OR WITHIN 200' OF SUBJECT PROPERTY.
- BUILDING SETBACKS ON PROPOSED RESIDENTIAL UNITS SHALL CONFORM TO THE SETBACK REQUIREMENTS OF RIVERSIDE COUNTY ORDINANCE 340.
- THE HEIGHT OF PROPOSED RESIDENTIAL STRUCTURES SHALL VARY DEPENDENT ON HEIGHTER SAID HEIGHTER IS ONE OR TWO STORIES TALL - AND NOT IN EXCESS OF COUNTY RESIDENTIAL ZONING STANDARDS.
- THE FINAL DESIGN SHALL CONSIDER AND COMPLY WITH WACD SUPPLEMENT "A".
- TOTAL NUMBER OF LOTS: 8 RESIDENTIAL TOTAL GROSS ACRES: 4.50 ACRES.
- THIS TENTATIVE MAP INCLUDES THE ENTIRE CONTIGUOUS OWNERSHIP OF THE LAND COVERED BY THIS TENTATIVE MAP.
- LOT DIMENSIONS SHOWN HEREON INCLUDE DIMENSIONS TO STREET RAIL.
- PROPERTY DOES NOT LIE WITHIN A COUNTY SERVICE AREA.
- ALL RESIDENTIAL LOTS TO BE GRANTE SEPTIC LOCATION AND SYSTEM AND SIZE OF SEPTIC SYSTEM AS SHOWN ON THE SEPTIC SYSTEM PLAN.
- LOTS 1-4 ARE ONE ACRE MINIMUM RECORDS DESIGN.
- LOTS 5-8 USE ADVANCED TREATMENT GRIP FIELDS FOR SEPTIC SYSTEMS.

TENTATIVE TRACT 36910 HV 2 1/2 SLOPES

LOT #	GRS	NET SF.	PAV AREA SF.	RES. PAV. AREA SF.	ZONE
1	74,043	36,556	3,848	2,650	A-1-1
2	48,701	34,791	3,543	6,840	A-1-1
3	48,701	34,791	3,543	6,840	A-1-1
4	48,088	34,098	3,458	4,374	A-1-1
5	25,827	24,271	3,022	N/A	A-1-1
6	28,743	27,088	3,443	N/A	A-1-1
7	28,743	27,088	3,443	N/A	A-1-1
8	24,279	24,074	3,244	N/A	A-1-1
9	24,426	24,556	3,403	N/A	A-1-1
CL. #	NAVES	83,852	N/A	N/A	A-1-1



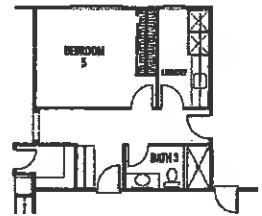
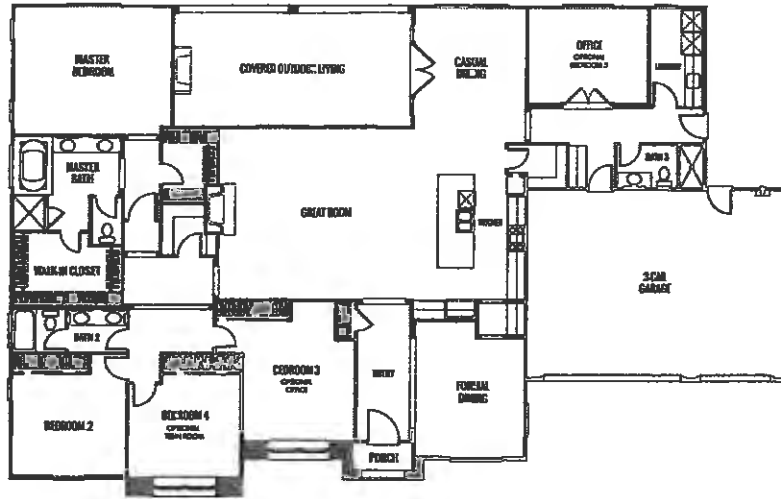
TENTATIVE TRACT NO. 36910
 PREPARATION DATE: OCTOBER 2004
adkan ENGINEERS
 1100 E. FAIRVIEW
 4001 AIRPORT DRIVE, RIVERSIDE, CA 92504
 (951) 485-2201 FAX: (951) 485-6599

WOODCREST

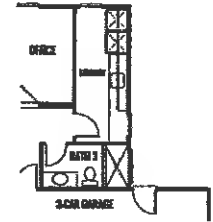
PLAN No. 1 FLOOR PLAN

FIRST FLOOR A
3,284 SQ. FT.

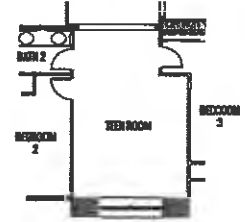
4-5 BEDROOMS
3 BATHS



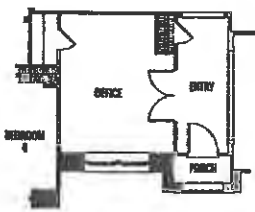
OPTION 1
BEDROOM 5



OPTION 2
ENLARGED LAUNDRY



OPTION 3
TEEN ROOM

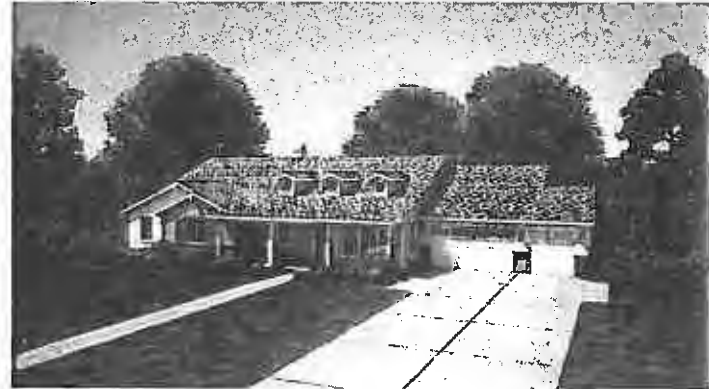


OPTION 4
OFFICE AT ENTRY

Building Height: 24'



PIMLICO 1A | SANTA BARBARA



PIMLICO 1B | TRADITIONAL



PIMLICO 1C | COUNTRY ESTATE

DIVERSIFIED™
Pacific

10621 CIVIC CENTER DRIVE
RANCHO CUCAMONGA, CALIFORNIA
91730
PH. (909) 481-1150

The Estate Collection at the Groves of Woodcrest

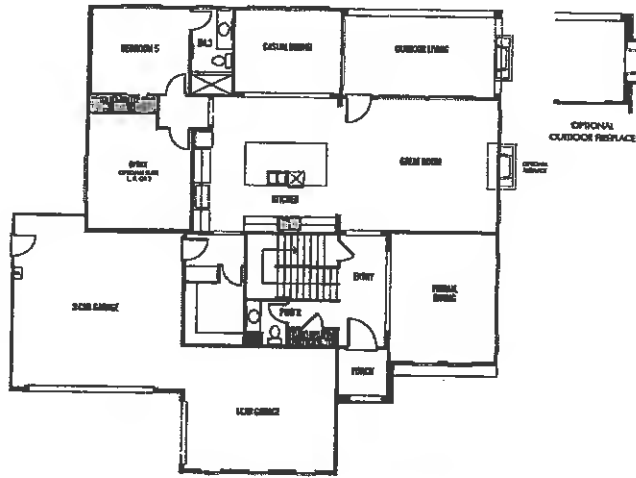
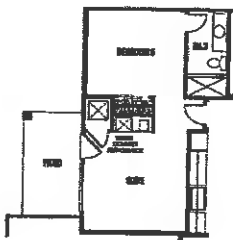
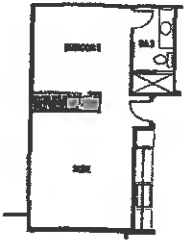
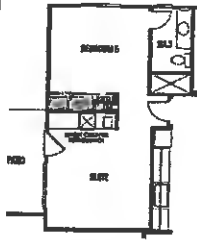
Riverside, California

WOODCREST

PLAN No. 2 FLOOR PLAN

FIRST FLOOR A
3,831 SQ. FT.

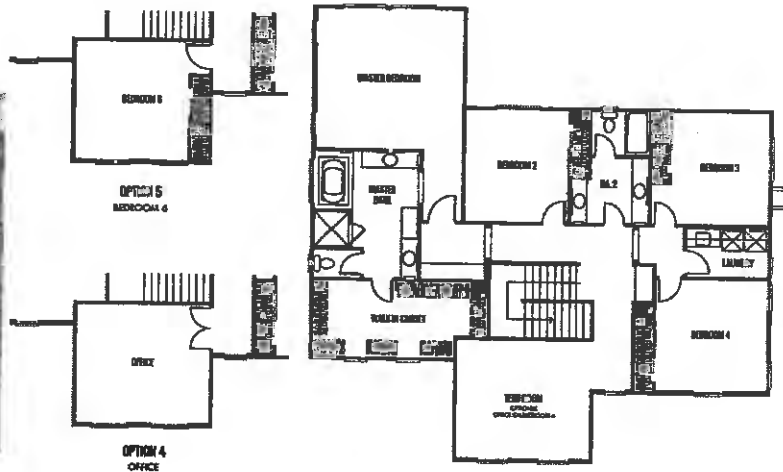
5-6 BEDROOMS
4 BATHS



Building Height: 29'



SARATOGA 2A | SANTA BARBARA



SARATOGA 2B | TRADITIONAL



SARATOGA 2C | COUNTRY ESTATE

DIVERSIFIED™
Pacific

10621 CIVIC CENTER DRIVE
RANCHO CUCAMONGA, CALIFORNIA
91730
PH. (909) 481-1150

The Estate Collection at the Groves of Woodcrest

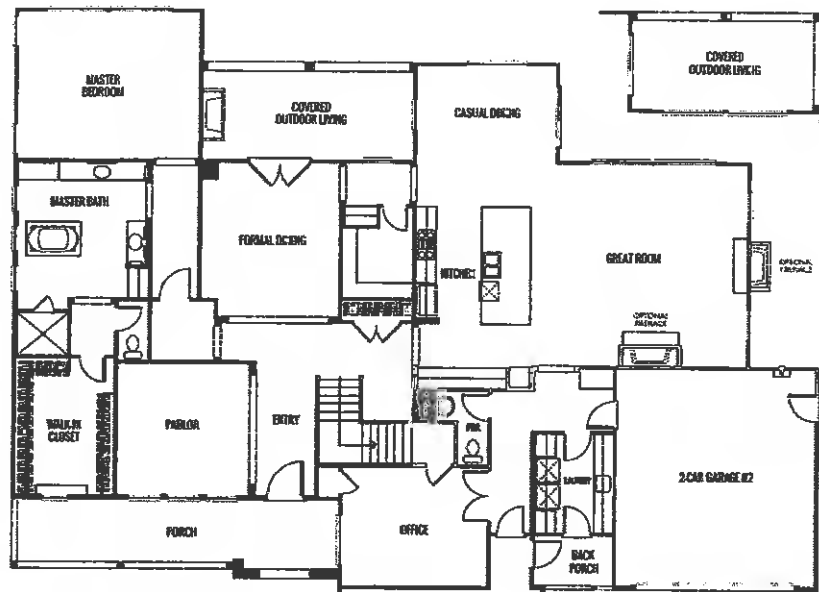
Riverside, California

WOODCREST

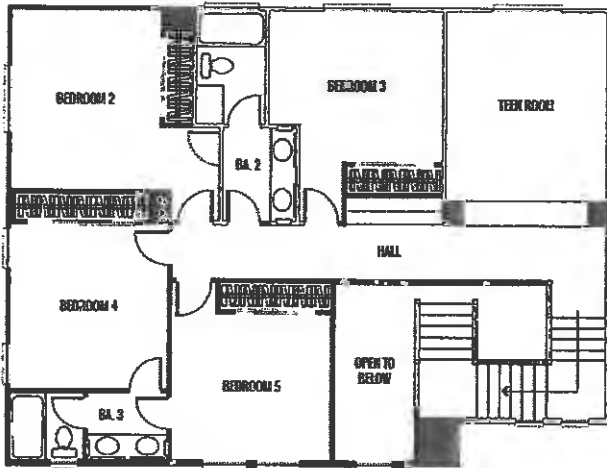
PLAN No. 3 FLOOR PLAN

FIRST FLOOR A
4,282 SQ. FT.

5 BEDROOMS
4 BATHS



OPTIONAL
COVERED
OUTDOOR LIVING



Building Height: 30'



DEL MAR 3A | SANTA BARBARA



DEL MAR 3B | TRADITIONAL



DEL MAR 3C | COUNTRY ESTATE

DIVERSIFIED™
Pacific

10621 CIVIC CENTER DRIVE
RANCHO CUCAMONGA, CALIFORNIA
91730
PH. (909) 481-1150

The Estate Collection at the Groves of Woodcrest

Riverside, California

PAGE BREAK





AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY

CHAIR

Simon Housman
Rancho Mirage

September 24, 2015

VICE CHAIRMAN

Rod Ballance
Riverside

Mr. John Hildebrand, Contract Planner
County of Riverside Planning Department
4080 Lemon Street, 12th Floor
Riverside, CA 92501

COMMISSIONERS

Arthur Butler
Riverside

[Via Hand Delivery]

Glen Holmes
Hemet

File No.: ZAP1145MA15

John Lyon
Riverside

Related File No.: GPA01036 (General Plan Amendment)

APN: 343-180-002

Greg Pettis
Cathedral City

Dear Mr. Hildebrand:

Steve Manos
Lake Elsinore

Under the delegation of the Riverside County Airport Land Use Commission (ALUC) pursuant to ALUC Resolution No. 2015-01 (as adopted on August 13, 2015), staff reviewed General Plan Amendment No. 1036 (GPA01036), a proposal to amend the General Plan (Mead Valley Area Plan) land use designation of the 4.19-acre parcel referenced above located at 21136 Steele Peak Drive (westerly of Read Street and extending northerly to Mountain Avenue) in the community of Good Hope from Rural: Rural Residential (R:RR) (5 acre minimum lot size) to Rural Community: Very Low Density Residential (RC:VLDR) (maximum one dwelling unit per acre).

STAFF

Director
Ed Cooper

John Guerin
Russell Brady
Barbara Santos

The site is located within Airport Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Influence Area (AIA). Within Compatibility Zone E, residential density is not restricted.

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

The elevation of Runway 14-32 at its southerly terminus is approximately 1,488 feet above mean sea level (1488 feet AMSL). The existing maximum site elevation is approximately 1752 feet AMSL. The existing R-R (Rural Residential) zone allows a maximum building height of 40 feet for single-family residences, for a total maximum elevation of 1792 feet AMSL. However, the site is located 38,600 feet from the runway at March Air Reserve Base/Inland Port Airport. The site is actually closer to Perris Valley Airport, but is just beyond the 20,000 foot radius from the runway at that airport. Therefore, Federal Aviation Administration (FAA) obstruction evaluation review for height/elevation reasons would not be required.

www.rcaluc.org

AIRPORT LAND USE COMMISSION

September 24, 2015

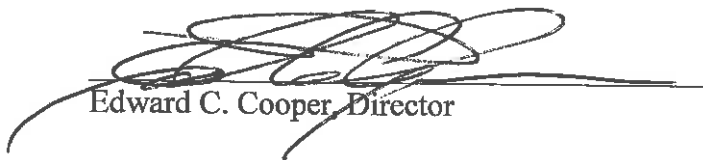
As ALUC Director, I hereby find the above-referenced General Plan Amendment **CONSISTENT** with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan.

This finding of consistency relates to airport compatibility issues and does not necessarily constitute an endorsement of the proposed general plan amendment. As the site is located within Airport Compatibility Zone E, both the existing and the proposed general plan land use designations are consistent with the March ALUCP.

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

Attachment: Notice of Airport in Vicinity

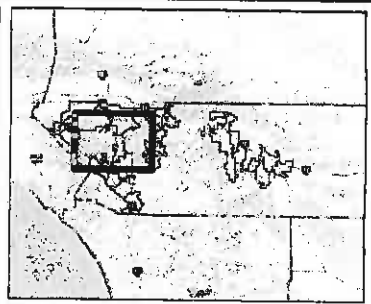
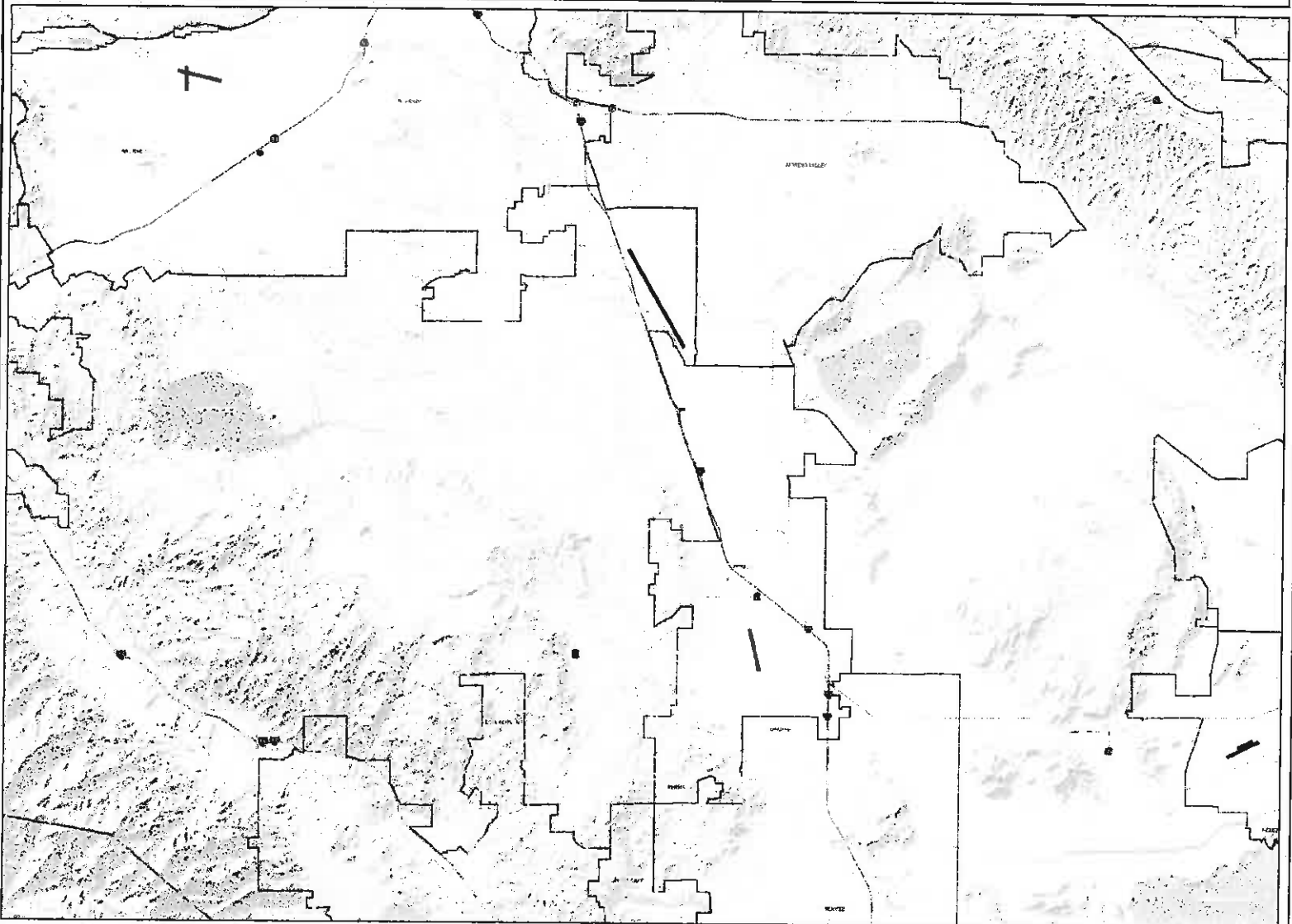
cc: Miguel Sandoval (applicant/landowner) (Santa Fe Springs address)
Miguel and Heriberta Sandoval/Martin and Mario Perez (additional landowners)
Gary Gosliga, Airport Manager, March Inland Port Airport Authority
Denise Hauser or Sonia Pierce, March Air Reserve Base
ALUC Case File

Y:\AIRPORT CASE FILES\March\ZAP1145MA15\ZAP1145MA15.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

- Runways
- adjacent_highways
 - Interstate
 - Interstate 3
 - State Highways; 60
 - State Highways 3
 - US HWY
 - OUT
- highways_large
 - HWY
 - INTERCHANGE
 - INTERSTATE
 - USHWY
- counties
- cities



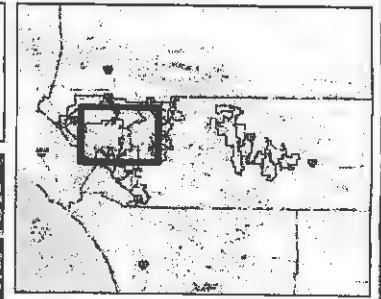
0 22,255 44,511 Feet



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.

Notes

My Map



Legend

- Runways
- adjacent_highways
 - Interstate
 - Interstate 3
 - State Highways; 60
 - State Highways 3
 - US HWY
 - OUT
- highways_large
 - HWY
 - INTERCHANGE
 - INTERSTATE
 - USHWY
- counties
- cities



0 22,255 44,511 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... 9/24/2015 3:00:35 PM

© Riverside County TLMA GIS

Notes

My Map



Legend

- Runways
- highways_large
 - HWY
 - INTERCHANGE
 - INTERSTATE
 - USHWY
- majorroads
- counties
- cities
- hydrographylines
- waterbodies
 - Lakes
 - Rivers



0 5,564 11,128 Feet



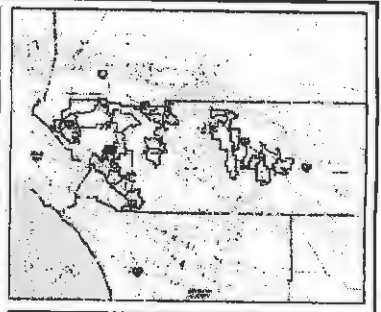
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or 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... 9/24/2015 3:01:57 PM

© Riverside County TLMA GIS


Notes

My Map




Legend

- RCLIS Parcels
- Cetap
- Runways
- roads
- highways
- HWY
- INTERCHANGE
- INTERSTATE
- OFFRAMP
- ONRAMP
- USHWY
- counties
- cities
- hydrography
- waterbodies
 - Lakes
 - Rivers



0 1,391 2,782 Feet



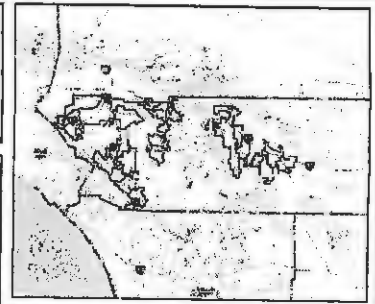
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or 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... 9/24/2015 3:03:10 PM

















© Riverside County TLMA GIS

Notes

My Map



Legend

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

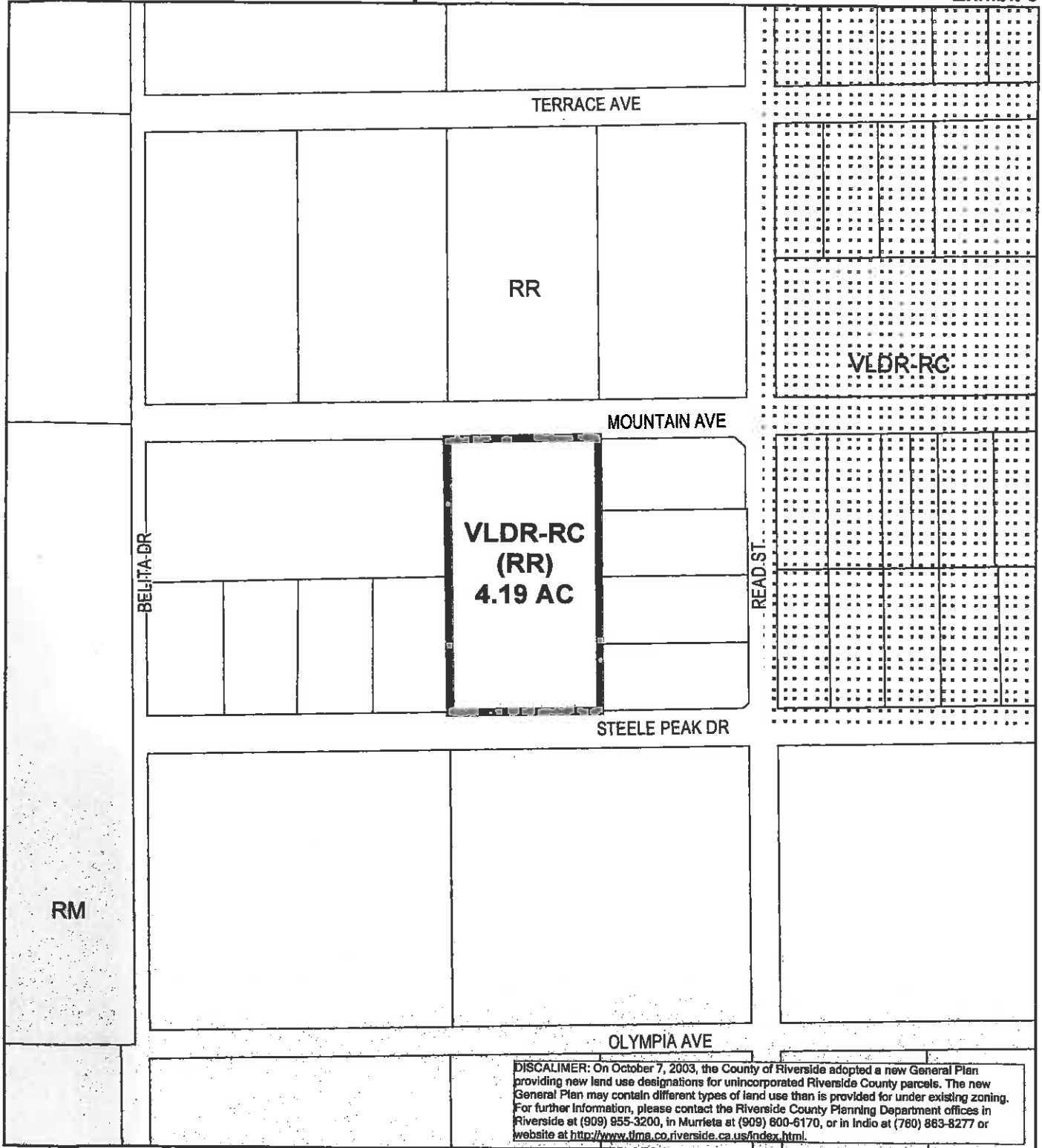


IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or 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... 9/24/2015 3:04:23 PM

© Riverside County TLMA GIS

Notes



DISCALIMER: On October 7, 2003, the County of Riverside adopted a new General Plan providing new land use designations for unincorporated Riverside County parcels. The new General Plan may contain different types of land use than is provided for under existing zoning. For further information, please contact the Riverside County Planning Department offices in Riverside at (909) 955-3200, in Murrieta at (909) 600-6170, or in Indio at (760) 883-8277 or website at <http://www.tlma.co.riverside.ca.us/index.html>.

RIVERSIDE COUNTY PLANNING DEPARTMENT

Zone
Area: Good Hope
Township/Range: T5SR4W
Section : 3



Assessors
Bk.Pg. 343-18
Thomas
Bros. Pg. 806 J6



PAGE BREAK



AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY



September 25, 2015

CHAIR
Simon Housman
Rancho Mirage

VICE CHAIRMAN
Rod Ballance
Riverside

COMMISSIONERS

Arthur Butler
Riverside

Glen Holmes
Hemet

John Lyon
Riverside

Greg Pettis
Cathedral City

Steve Manos
Lake Elsinore

STAFF

Director
Ed Cooper

John Guerin
Russell Brady
Barbara Santos

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

www.rcaluc.org

Mr. Matt Straite, Contract Planner
County of Riverside Planning Department
4080 Lemon Street, 12th Floor
Riverside, CA 92501
[Via Hand Delivery]

RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW

File No.: ZAP1148MA15
Related File No.: TR36365 and TR 36711 (Tentative Tract Maps), CZ07783
(Change of Zone)
APNs: 461-050-012, 462-020-039, 462-020-049

Dear Mr. Straite:

Under the delegation of the Riverside County Airport Land Use Commission (ALUC) pursuant to ALUC Resolution No. 2015-01 (as adopted on August 13, 2015), staff reviewed Change of Zone No. 7783 (CZ07783), a proposal to change the zoning of 70.6 acres located southerly of Grand Avenue, northerly of the BNSF rail line, and easterly of a straight-line northerly extension of Leon Road in the unincorporated community of Winchester from R-R (Rural Residential) to R-4 (Planned Residential) and W-1 (Watercourse, Watershed, and Conservation Areas).

This change of zone is being considered in conjunction with Tentative Tract Map No. 36365, a proposal to divide 47.77 acres of this site into 199 single-family residential lots with a minimum lot size of 4,000 square feet and 12 lots for landscape, drainage, and park purposes, and Tentative Tract Map No. 36711, a proposal to divide the remaining 22.83 acres into 18 single-family residential lots with a minimum lot size of 18,000 square feet and 4 lots for landscape and drainage. The tentative tract maps were reviewed pursuant to ALUC's general delegation as per Policy 1.5.2(d) of the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan.

The site is located within Airport Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Influence Area (AIA). Within Compatibility Zone E, residential density is not restricted.

The elevation of Runway 14-32 at its southerly terminus is approximately 1,488 feet above mean sea level (1488 feet AMSL). The proposed maximum pad elevation is 1499.3 feet AMSL. The R-4 zone allows a maximum building height of 40 feet for single-family residences, for a total maximum elevation of 1539.3 feet AMSL. However, the site is located beyond the 20,000 foot radius from the runway at March Air Reserve Base/Inland Port Airport and all other public use

airports, including Hemet-Ryan, Perris Valley, and French Valley Airports. 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 Change of Zone **CONSISTENT** with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, subject to the following conditions for the Tentative Tract Maps.

This finding of consistency relates to airport compatibility issues and does not necessarily constitute an endorsement of the proposed zone change and tentative tract maps. As the site is located within Airport Compatibility Zone E, both the existing and the proposed zoning are consistent with the March ALUCP.

I also find the above-referenced Tentative Tract Maps **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. Outdoor lighting shall be downward facing.
2. The following uses/activities are not included in the project and shall be prohibited at this site, in accordance with Note 1 on Table 5 of the Harvest Valley/Winchester 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 proposed lots and to tenants of the homes thereon.

4. Any new aboveground detention or bioretention basins on the site shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention/retention basin(s) that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.
5. The following uses/activities are specifically prohibited: wastewater management facilities; trash transfer stations that are open on one or more sides; recycling centers containing putrescible wastes; incinerators.

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

Sincerely,

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



Edward C. Cooper, Director

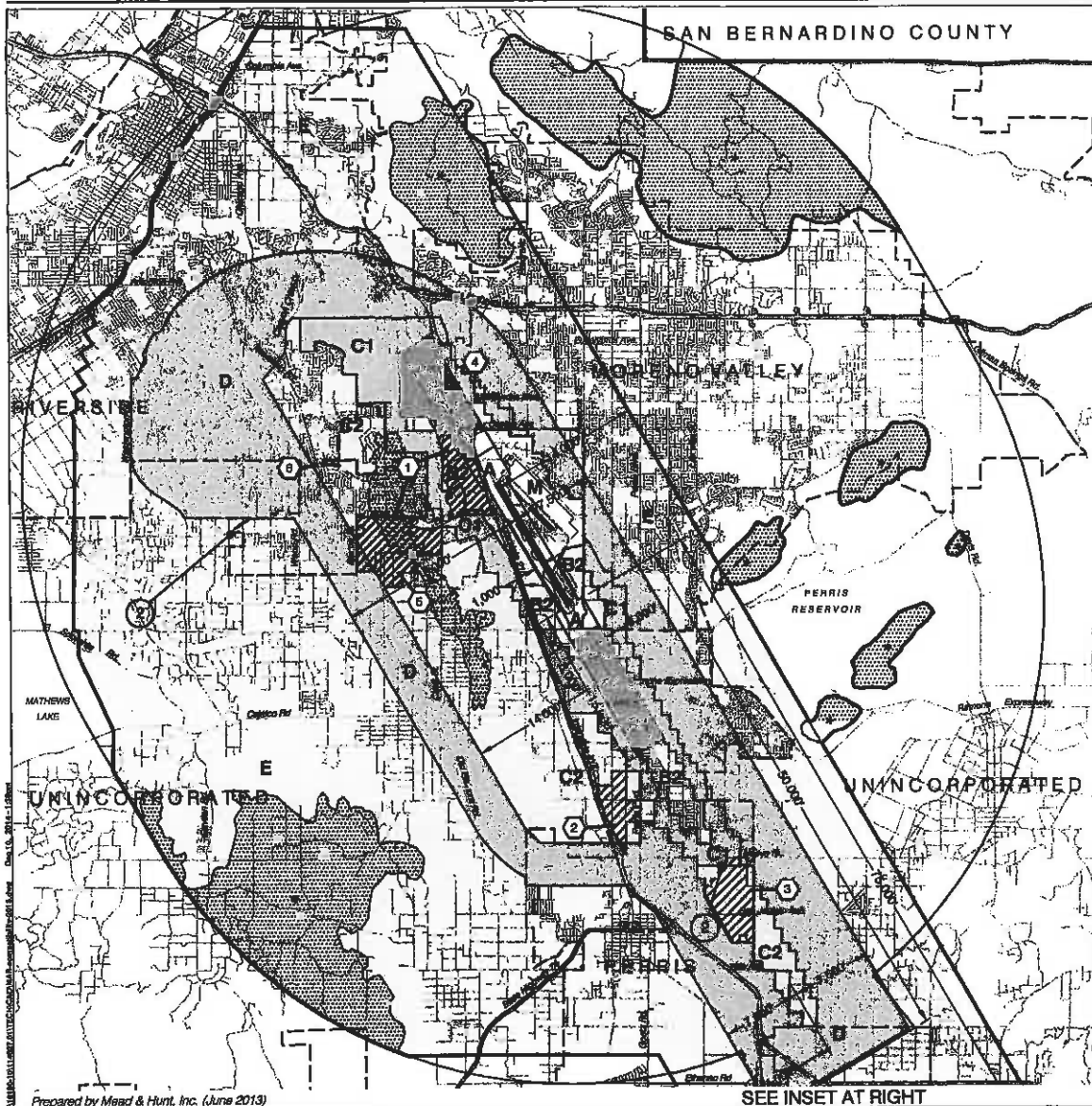
Attachments: Notice of Airport in Vicinity

cc: Stonestar Riverside, LLC (applicant/owner/payee)
Trip Hord (representative)
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\ZAP1148MA15\ZAP1148MA15.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

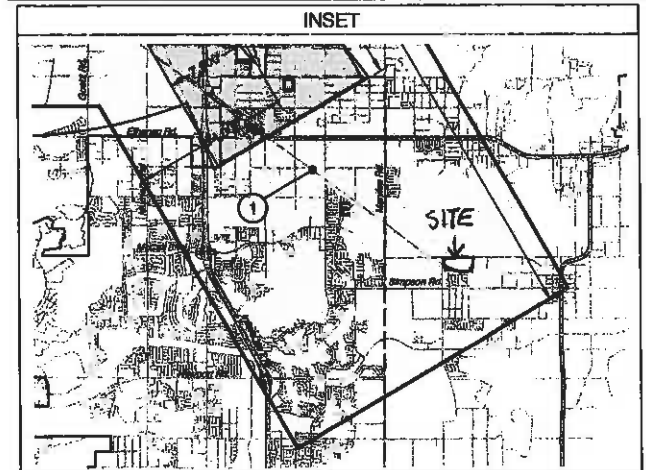
- Airport Influence Area Boundary
- ▨ Zone A
- ▨ Zone B1
- ▨ Zone B2
- ▨ Zone C1
- ▨ Zone C2
- ▨ Zone D
- ▨ Zone E
- ▨ Zone M
- ▨ High Terrain Zone
- ▨ FAR Part 77 Military Outer Horizontal Surface Limits
- ▨ FAR Part 77 Notification Area

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 MBL.
- 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: Ban Clark Training Center
- ⑥ Riverside: Ridge Crest Subdivision



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

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



Base map source: County of Riverside 2013

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

SEE INSET AT RIGHT

Map MA-1

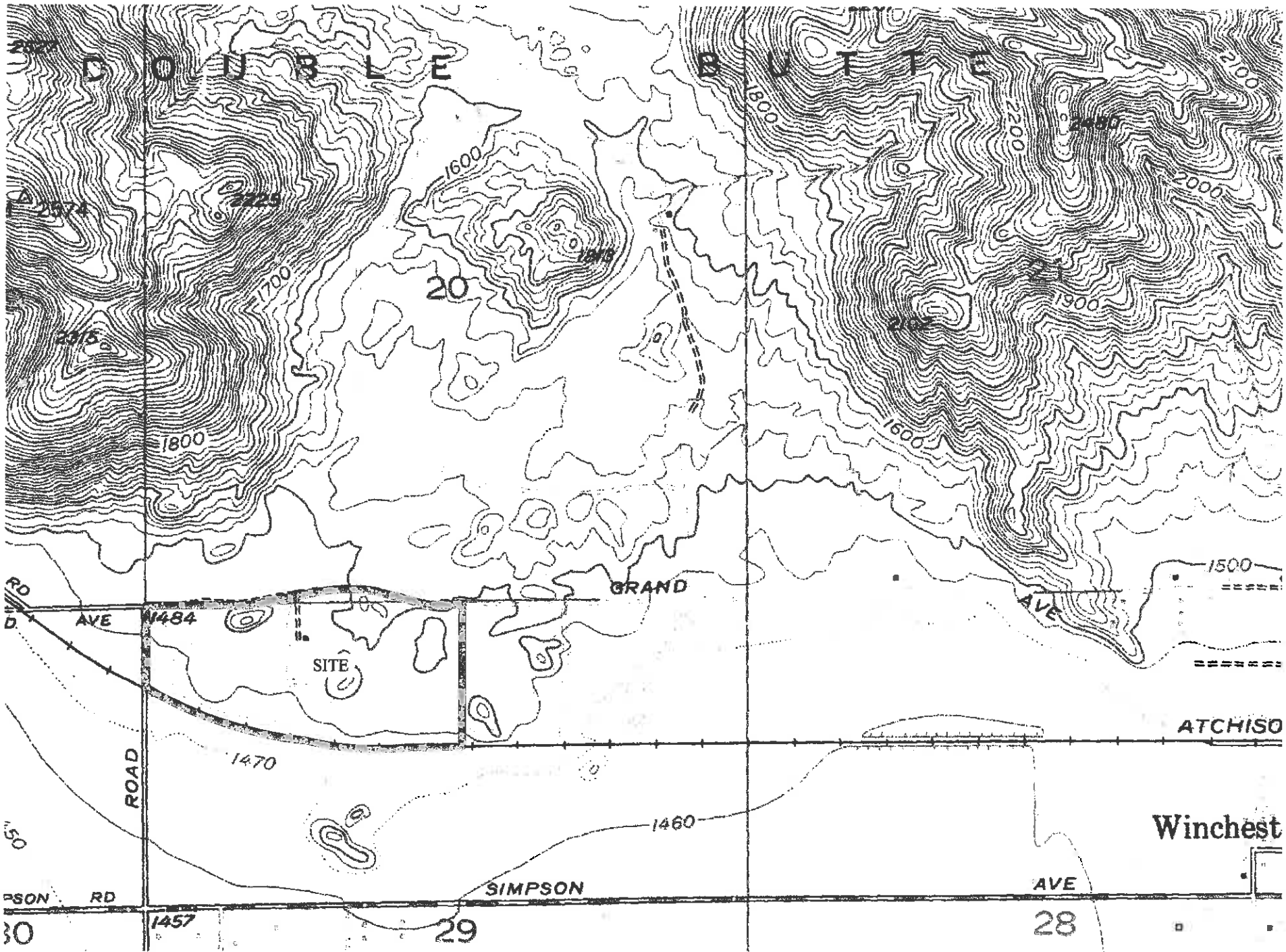
Compatibility Map
March Air Reserve Base / Inland Port Airport



VICINITY MAP

NOT TO SCALE



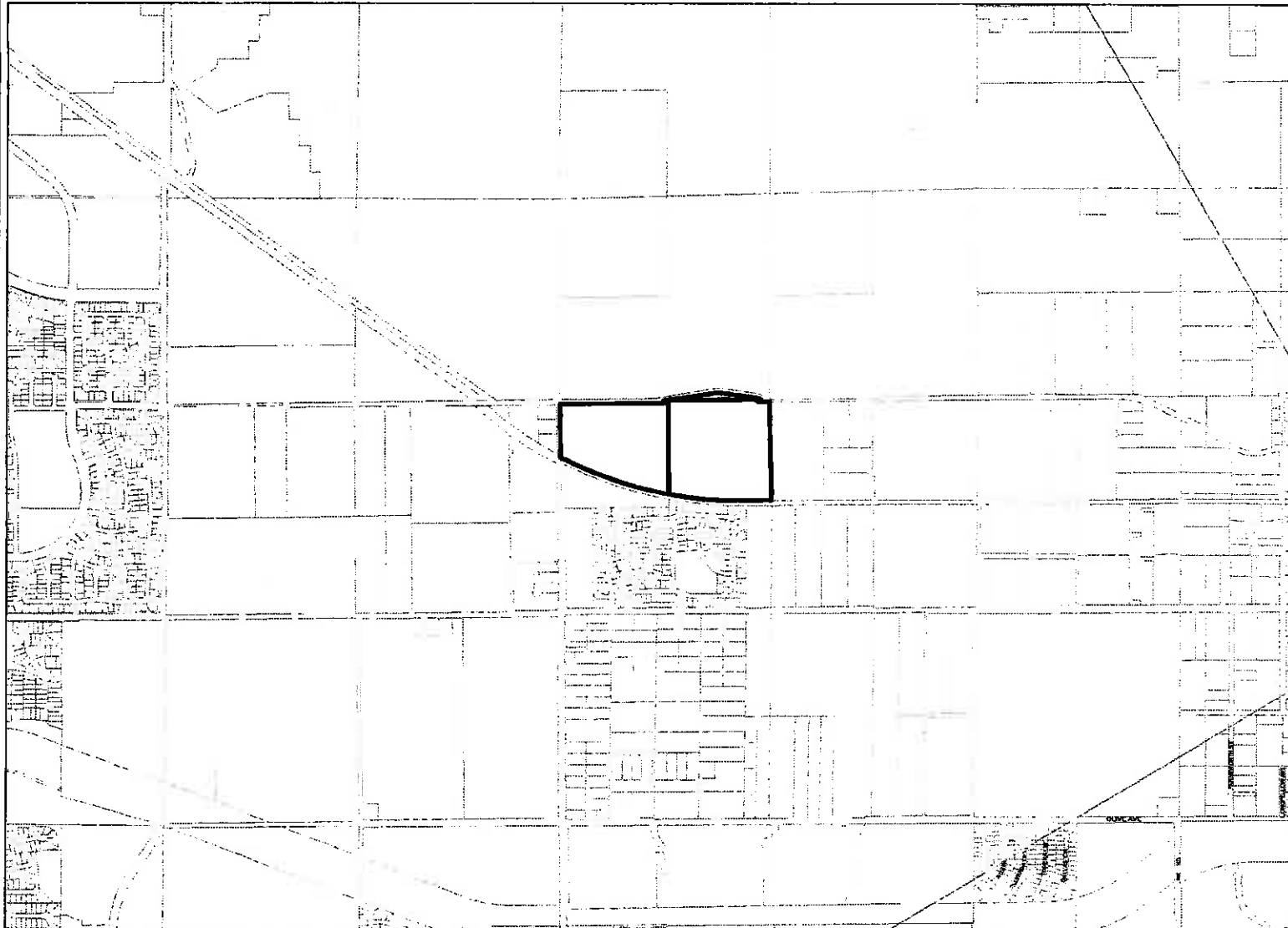
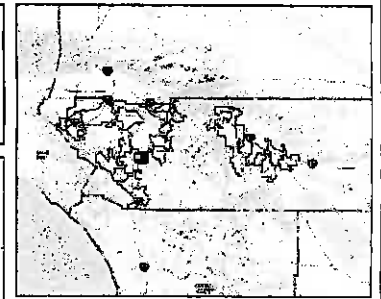


USGS MAP

SCALE: 1" = 850'



My Map



Legend

Airport Compatibility

- OTHER ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC6
- C2-HIGHT
- C2-HIGHT-EXC1
- C2-HIGHT-EXC5



0

2,380

4,759 Feet



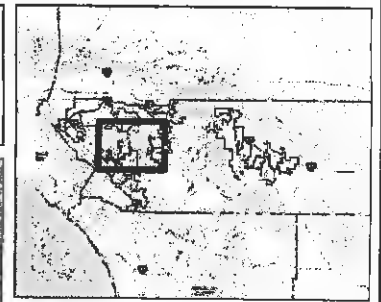
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or 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... 9/25/2015 2:51:49 PM



© Riverside County TLMA GIS

Notes

My Map



Legend

- Runways
- adjacent_highways
 - Interstate
 - Interstate 3
 - State Highways: 60
 - State Highways 3
 - US HWY
 - OUT
- highways_large
 - HWY
 - INTERCHANGE
 - INTERSTATE
 - USHWY
-  counties
-  cities



0 19,038 38,075 Feet



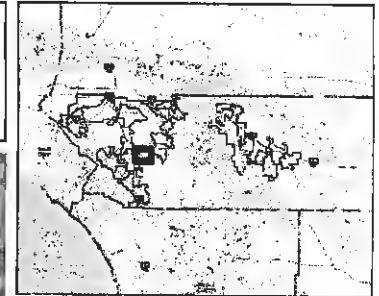
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or 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... 9/25/2015 2:46:25 PM

© Riverside County TLMA GIS

Notes

My Map



Legend

- Runways
- highways
 - HWY
 - INTERCHANGE
 - INTERSTATE
 - OFFRAMP
 - ONRAMP
 - USHWY
- majorroads
- ▣ counties
- cities
- hydrographylines
- waterbodies
 - Lakes
 - Rivers



0 4,759 9,519 Feet



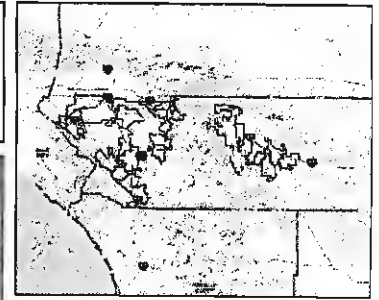
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or 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... 9/25/2015 2:48:02 PM


















© Riverside County TLMA GIS

Notes

My Map



Legend

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



0 1,190 2,380 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... 9/25/2015 2:50:00 PM

© Riverside County TLMA GIS

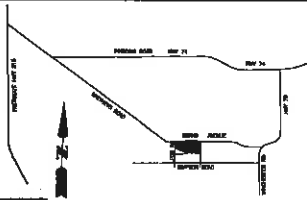
Notes

EASEMENT NOTES:

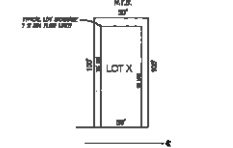
- 1. THE USE OF THE EASEMENT IS LIMITED TO THE USES SPECIFIED IN THE EASEMENT INSTRUMENT.
- 2. THE EASEMENT IS SUBJECT TO THE SUPERSEDING EFFECTS OF ANY SUBSEQUENT EASEMENT INSTRUMENT.
- 3. THE EASEMENT IS SUBJECT TO THE SUPERSEDING EFFECTS OF ANY CHANGE OF OWNERSHIP OF THE EASEMENT OR THE PROPERTY TO WHICH IT RELATES.
- 4. THE EASEMENT IS SUBJECT TO THE SUPERSEDING EFFECTS OF ANY CHANGE OF THE ZONING OR OTHER REGULATORY SCHEME APPLICABLE TO THE PROPERTY TO WHICH IT RELATES.
- 5. THE EASEMENT IS SUBJECT TO THE SUPERSEDING EFFECTS OF ANY CHANGE OF THE NATURE OR CHARACTER OF THE USES SPECIFIED IN THE EASEMENT INSTRUMENT.
- 6. THE EASEMENT IS SUBJECT TO THE SUPERSEDING EFFECTS OF ANY CHANGE OF THE AREA OR LOCATION OF THE EASEMENT OR THE PROPERTY TO WHICH IT RELATES.
- 7. THE EASEMENT IS SUBJECT TO THE SUPERSEDING EFFECTS OF ANY CHANGE OF THE TERMS OR CONDITIONS OF THE EASEMENT INSTRUMENT.
- 8. THE EASEMENT IS SUBJECT TO THE SUPERSEDING EFFECTS OF ANY CHANGE OF THE INTEREST OF THE PARTIES TO THE EASEMENT INSTRUMENT.
- 9. THE EASEMENT IS SUBJECT TO THE SUPERSEDING EFFECTS OF ANY CHANGE OF THE LAWS OR REGULATIONS APPLICABLE TO THE PROPERTY TO WHICH IT RELATES.
- 10. THE EASEMENT IS SUBJECT TO THE SUPERSEDING EFFECTS OF ANY CHANGE OF THE PUBLIC POLICY OR INTERESTS OF THE STATE OF CALIFORNIA.



IN THE UNINCORPORATED AREA OF RIVERSIDE COUNTY, STATE OF CALIFORNIA
TENTATIVE MAP - TRACT NO. 36365
 BEING A SUBDIVISION OF A PORTION OF LOTS 3 AND 4 OF THE SUBDIVISION OF SECTION 28, TOWNSHIP 5 SOUTH, RANGE 2 WEST, SAN BERNARDINO BASE AND MERIDIAN, AS SHOWN BY RECORD OF SURVEY ON FILE IN BOOK 1 PAGE 11 OF RECORD OF SURVEYS, AND A PORTION OF SECTION 20, TOWNSHIP 5 SOUTH, RANGE 2 WEST, SAN BERNARDINO BASE AND MERIDIAN, ALL AS FILED IN THE OFFICE OF THE COUNTY RECORDER OF RIVERSIDE COUNTY, STATE OF CALIFORNIA.
 UNITED ENGINEERING GROUP CA., INC DECEMBER 2014



TYP. SINGLE FAMILY DETACHED
 LOTS 39, 40, 41, 42



TYPICAL "X" LOT DETAIL
 LOTS 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

TYPICAL "X" LOT DETAIL
 LOTS 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

LOT AREA TABLE:

LOT NO.	AC.	LOT NO.	AC.	LOT NO.	AC.
1	4.205	76	4.205	151	4.205
2	4.205	77	4.205	152	4.205
3	4.205	78	4.205	153	4.205
4	4.205	79	4.205	154	4.205
5	4.205	80	4.205	155	4.205
6	4.205	81	4.205	156	4.205
7	4.205	82	4.205	157	4.205
8	4.205	83	4.205	158	4.205
9	4.205	84	4.205	159	4.205
10	4.205	85	4.205	160	4.205
11	4.205	86	4.205	161	4.205
12	4.205	87	4.205	162	4.205
13	4.205	88	4.205	163	4.205
14	4.205	89	4.205	164	4.205
15	4.205	90	4.205	165	4.205
16	4.205	91	4.205	166	4.205
17	4.205	92	4.205	167	4.205
18	4.205	93	4.205	168	4.205
19	4.205	94	4.205	169	4.205
20	4.205	95	4.205	170	4.205
21	4.205	96	4.205	171	4.205
22	4.205	97	4.205	172	4.205
23	4.205	98	4.205	173	4.205
24	4.205	99	4.205	174	4.205

PAGE BREAK



AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY



September 25, 2015

CHAIR
Simon Housman
Rancho Mirage

VICE CHAIRMAN
Rod Ballance
Riverside

COMMISSIONERS

Arthur Butler
Riverside

Glen Holmes
Hemet

John Lyon
Riverside

Greg Pettis
Cathedral City

Steve Manos
Lake Elsinore

STAFF

Director
Ed Cooper

John Guerin
Russell Brady
Barbara Santos

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

www.rcaluc.org

Ms. Kanika Kith, Senior Planner
City of Eastvale Planning Department
12363 Limonite Avenue, Suite 910
Eastvale CA 91752

RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW

File No.: ZAP1023CH15
Related File No.: 15-0953 (Major Development Plan)
APN: 164-030-019

Dear Ms. Kith:

Under the delegation of the Riverside County Airport Land Use Commission (ALUC), staff reviewed the above-referenced Major Development Plan for the establishment of a 72,779 square foot retail shopping center on a 7.64 net-acre site located at the northeast corner of Limonite Avenue and Sumner Avenue in the City of Eastvale.

The site is located within Airport Compatibility Zone D of the Chino Airport Influence Area (AIA). Based on the site plan submitted by the applicant dated July 17, 2015 and utilizing an occupancy assumption of one person per 115 square feet of floor area for the grocery and retail stores in accordance with the Additional Compatibility Policies for the Chino Airport Land Use Compatibility Plan, the shopping center is anticipated to accommodate a maximum of 819 people, resulting in an average intensity of 107 people based on the 7.64-acre site area, which would be consistent with the Compatibility Zone D average acre criterion of 150 people. The most intense single-acre (210 feet by 210 feet) area on the site would include approximately 29,400 square feet of retail area within the grocery store which would accommodate a maximum of 256 people, which would be consistent with the Compatibility Zone D single-acre criterion of 450 people. These assumptions take into account the probable use of "Pad 1" and "Pad 2" (as shown on the site plan) as restaurants.

Based on the distance of the parcel to the end of the runway at 14,600 feet and the elevation of the easterly end of the runway at 636.5 feet above mean sea level (AMSL), FAA Obstruction Evaluation review would be required for any structure with a top point elevation exceeding 782.5 feet AMSL. The proposed maximum finished floor elevation is 664.5 feet AMSL and the maximum building height proposed is 38 feet for a total elevation of 702.5 feet AMSL. Therefore, FAA Obstruction Evaluation review for height/elevation reasons is not required.

As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with the 2008 Chino 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 of the property and tenants of the proposed buildings, and shall be recorded as a deed notice.

This finding of consistency is based upon the site plan labeled Sheet A010 dated July 17, 2015 prepared by McKently Malak Architects. Any change in locations or intended use of buildings may require further review to assure that land use intensity remains consistent with the 2008 Chino Airport Land Use Compatibility Plan. In particular, conversion to uses classified as “assembly” uses pursuant to the California Building Code would require careful evaluation.

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/JJGJG

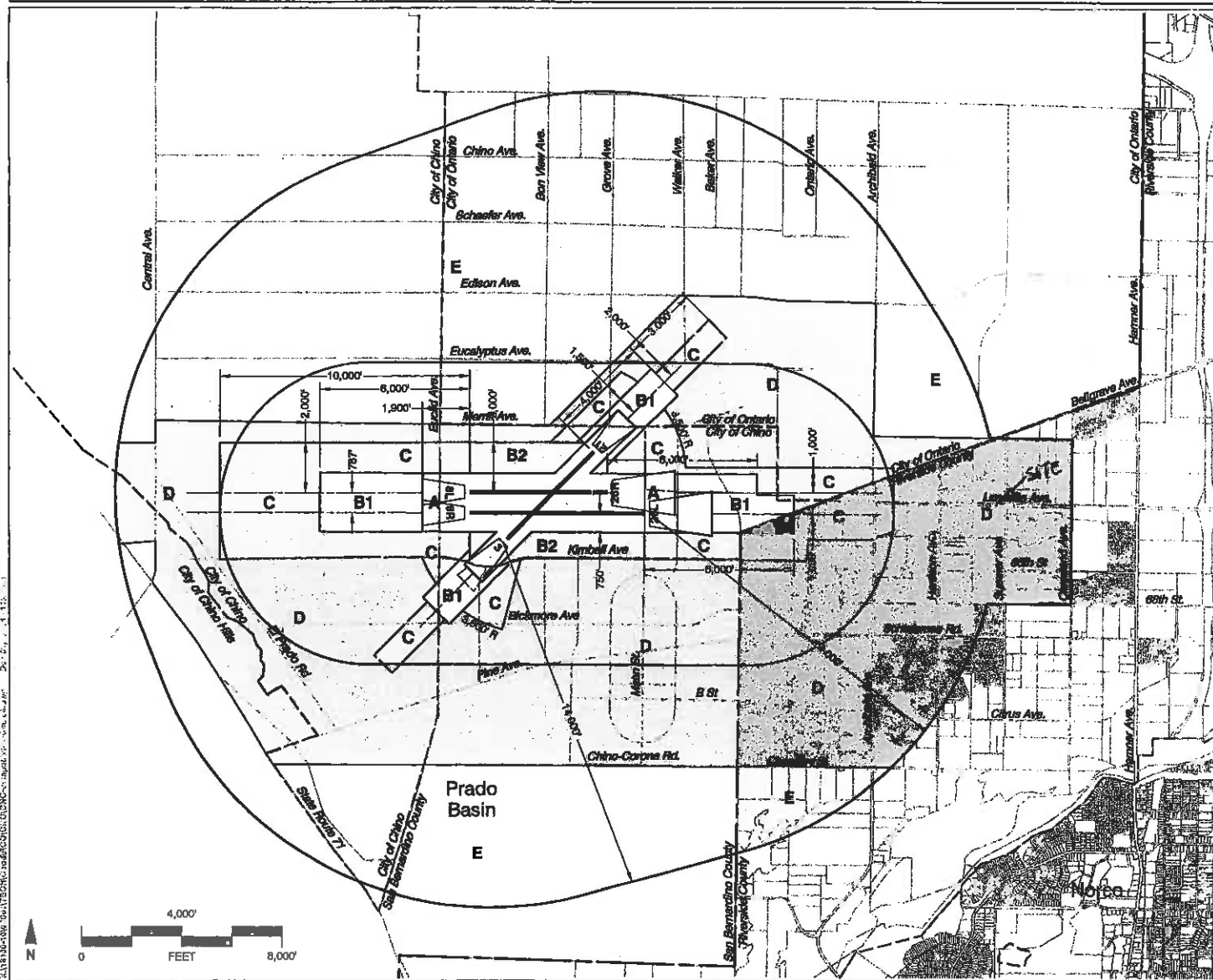
Attachments: Notice of Airport in Vicinity

cc: Cloverdale Village Center, LLC (property owner)
Evergreen- Limonite + Sumner, LLC – Attn.: Jon Prystasz (representative) (Phoenix)
Evergreen – Limonite + Sumner, LLC (Glendale CA) (payee)
James Jenkins, Director, San Bernardino County Department of Airports
Robert Cayce, Airport Operations Manager, Chino Airport
ALUC Case File

Y:\AIRPORT CASE FILES\Chino\ZAP1023CH15\ZAP1023CH15LTR.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

Boundary Lines

- Airport Property Line
- City Limits
- County Line

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, and the Additional Compatibility Policies for Chino Airport for compatibility criteria associated with this map.

*The policies in this plan apply only to the portions of the airport influence area lying within Riverside County. Compatibility Zones in San Bernardino County are shown only to provide context for the Riverside County area.

Riverside County
Airport Land Use Commission
Riverside County
Airport Land Use Compatibility Plan
Policy Document
(Adopted September 2008)

Map CH-1



Compatibility Map
 Chino Airport

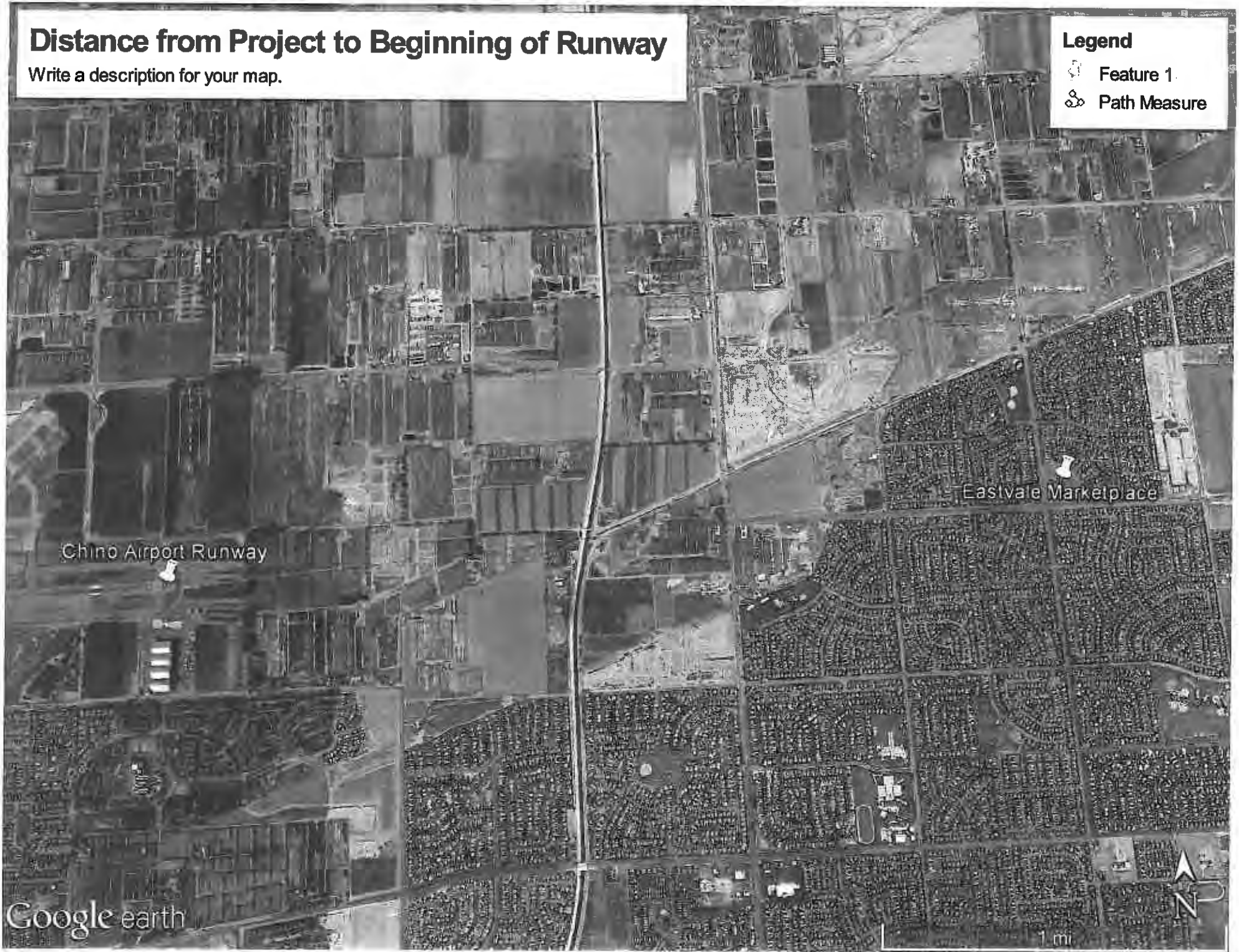
Source: Mead & Hunt (June 2008)

Distance from Project to Beginning of Runway

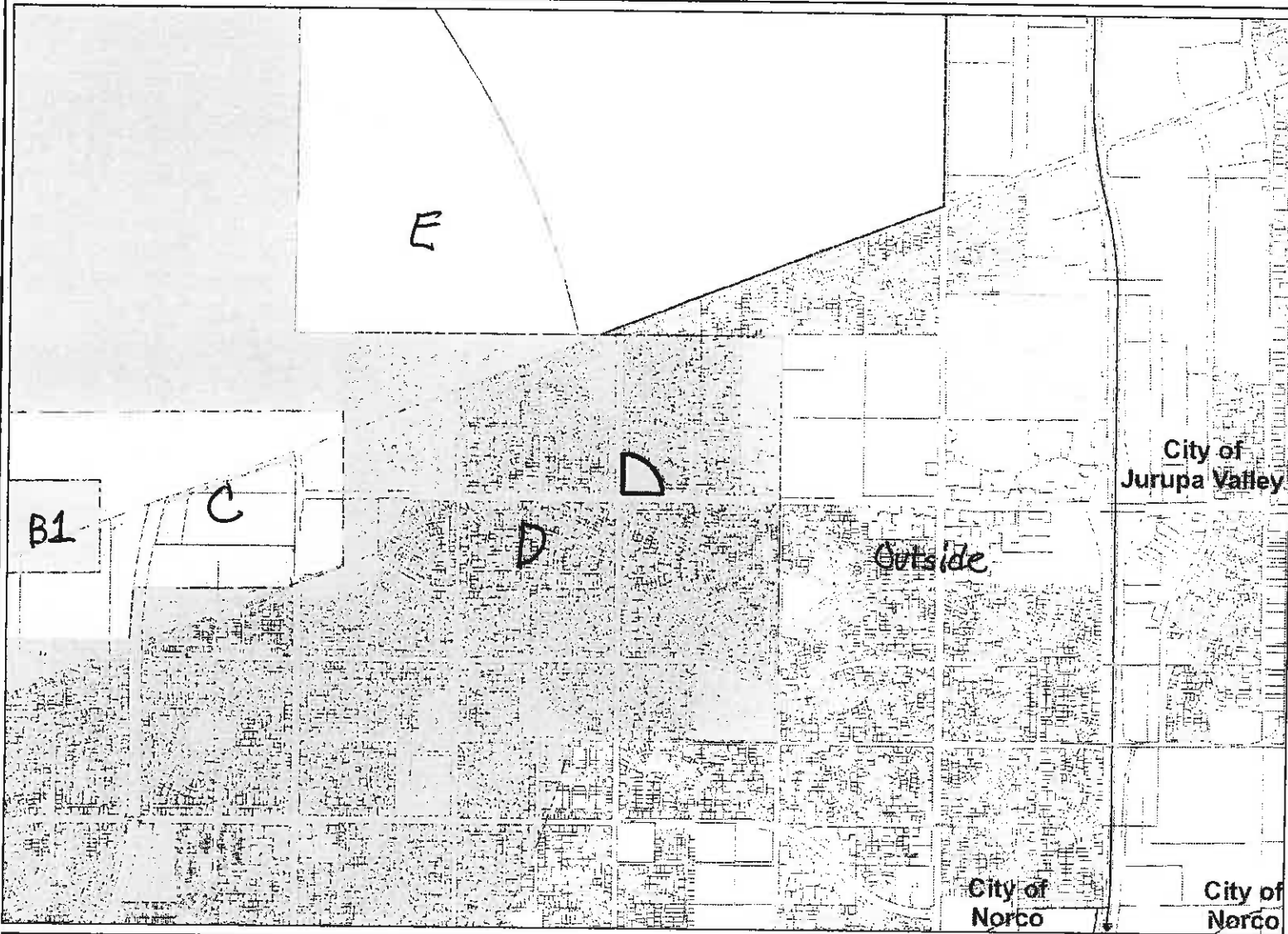
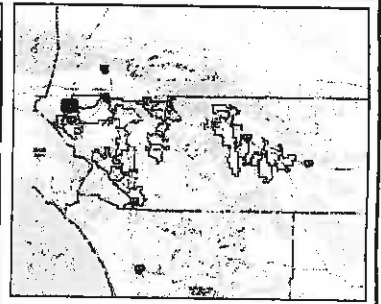
Write a description for your map.

Legend

-  Feature 1
-  Path Measure



My Map

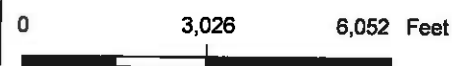


Legend

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



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.

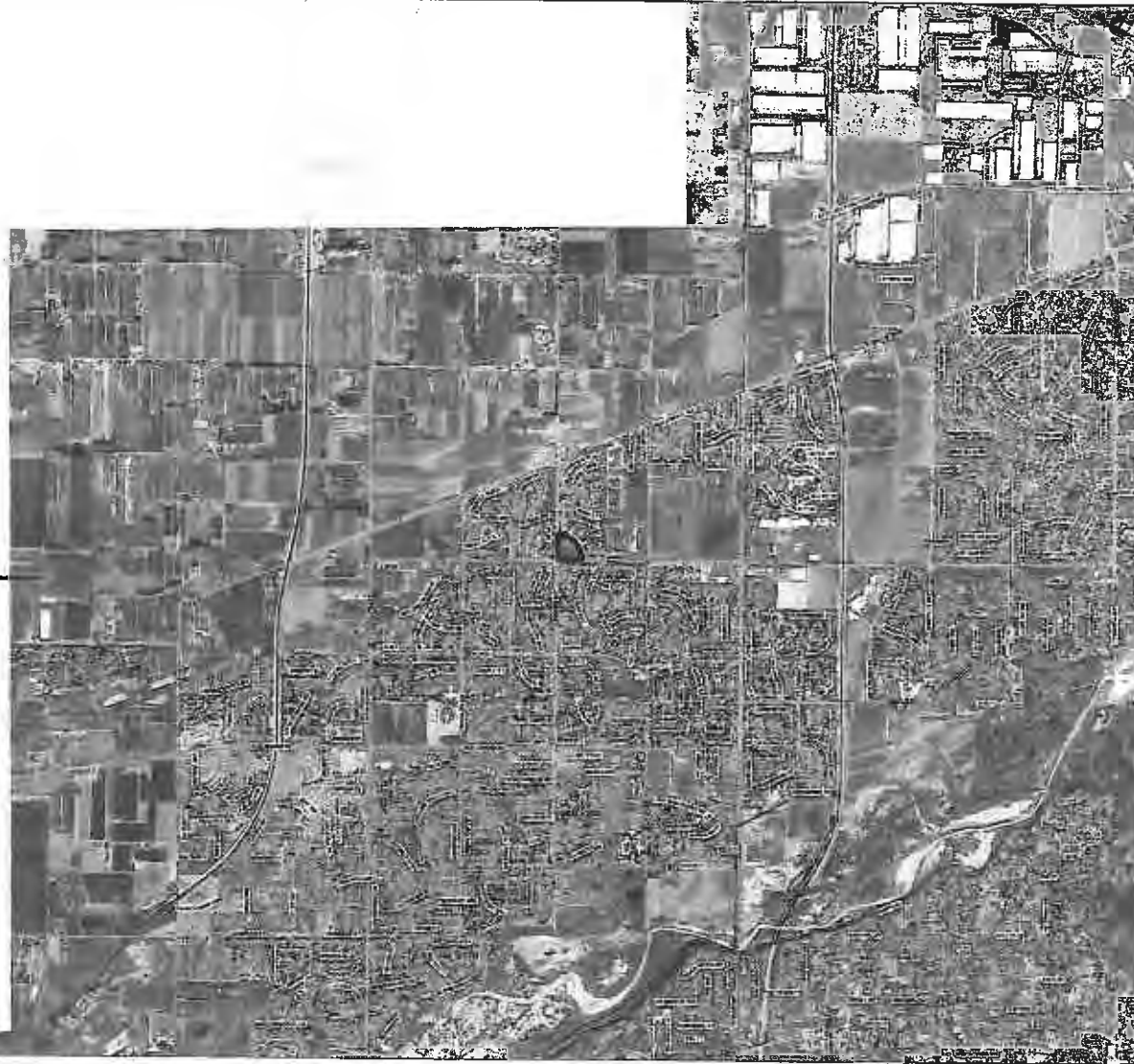


REPORT PRINTED ON... 9/11/2015 11:41:28 AM

© Riverside County TLMA GIS

Notes

My Map



Legend

- Runways
- highways_large
- HWY
- INTERCHANGE
- INTERSTATE
- USHWY
- majorroads
- ▣ counties
- ▣ cities
- hydrographylines
- waterbodies
 - Lakes
 - Rivers



0 6,052 12,104 Feet



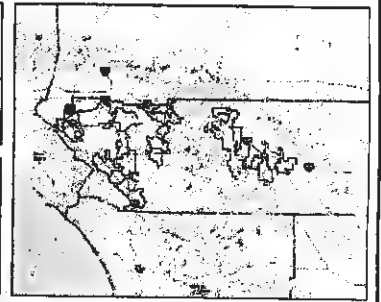
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or 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... 9/25/2015 12:22:42 PM









© Riverside County TLMA GIS

Notes

My Map



Legend

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



0 1,513 3,026 Feet



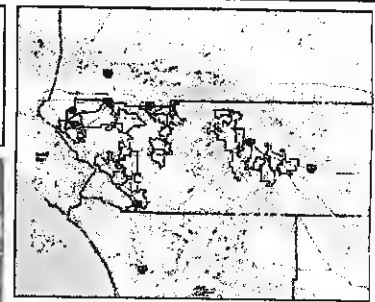
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or 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... 9/25/2015 12:23:55 PM











© Riverside County TLMA GIS

Notes

My Map



Legend

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



0 378 757 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... 9/25/2015 12:24:57 PM

© Riverside County TLMA GIS

Notes

EASTVALE MARKETPLACE

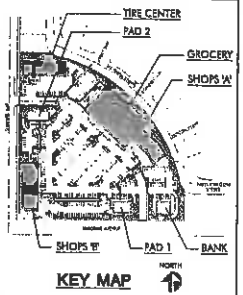
NEC OF LIMONITE AVENUE & SUMNER AVENUE
EASTVALE, CALIFORNIA 92880

MAJOR DEVELOPMENT PLAN REVIEW & CONDITIONAL USE PERMIT SUBMITTALS

GENERAL DATA		PROPOSED BUILDING SUMMARY	PROPOSED PARKING SUMMARY	PROJECT TEAM	SHEET INDEX
PROJECT ADDRESS:	NEC OF LIMONITE AVE. & SUMNER AVE. EASTVALE, CALIFORNIA 92880	PROPOSED BUILDINGS: GROCERY ≈ 30,540 S.F. SHOPS 'W' ≈ 8,782 S.F. SHOPS 'W' ≈ 12,200 S.F. BANK ≈ 5,000 S.F. PAD 1 ≈ 3,500 S.F. PAD 2 ≈ 3,500 S.F. TIRE STORE & 6 BAY ≈ 11,457 S.F. GROUND FLOOR (± 10,193 S.F.) MEZZANINE FLOOR (± 1,304 S.F.) TOTAL PROPOSED BUILDING AREA: ≈ 72,779 S.F.	PARKING DATA: TOTAL PARKING REQUIRED: 400 STALLS ≈ 72,779 S.F. @ 5.5/1000 S.F. (5.5 SPACES/1,000 S.F. OF NET LEASABLE FLOOR AREA) TOTAL PARKING PROVIDED: 365 STALLS STANDARD (8' x 18') = 300 STALLS HANDICAP (8' x 18') = 15 STALLS COMPACT (8'-6" x 16') = 50 STALLS (13% ALLOWED UP TO 20%) PARKING RATIO PROVIDED: 5.0/1000 SF	OWNER: EVERGREEN DEVCO, INC. 2390 E. Camelback Road, Suite 410 Phoenix, AZ 85016 602.967.2194 TEL CONTACT: Ms. Diana Dragon E-mail Address: ddragon@evgrn.com APPLICANT & ARCHITECT: MCKENTLY MALAK ARCHITECTS 35 Hugue Alley, Suite 200 Pasadena, California 91103 626.582.8348 TEL 626.582.8387 FAX CONTACT: Mr. Henry Malak E-mail Address: henry@mkcently.com CIVIL ENGINEERS: TAT & ASSOCIATES, INC. 7781 Parkcenter Dr. Santa Ana, California 92705 714.560.8200 TEL 714.973.3384 FAX CONTACT: Ms. Kimberly Johnson E-mail Address: kjohnson@TAT.com LANDSCAPE ARCHITECT: WILSON ASSOCIATES Landscape Architecture 11262 Warrington St. Riverside, California 92503 951.383.2496 TEL 951.233.1103 PAX CONTACT: Mr. Tim Dorn E-mail Address: tim@wilsonassoc.com ELECTRICAL ENGINEERS: KRAMER ENGINEERING, INC. Mechanical and Electrical Consulting Engineers 2850 W. Warrington Blvd. Suite 128 Phoenix, AZ 85085-2864 602.285.1669 TEL 602.285.9450 FAX CONTACT: Mr. Mark D. Bentley E-mail Address: mark@kramereeng.com	ARCHITECTURAL T-100 TITLE SHEET CIVIL C-0 ALTA/MCS/LAND TITLE SURVEY FOR REFERENCE ONLY C-1 PRELIMINARY GRADING AND DRAINAGE PLAN C-2 PRELIMINARY UTILITY PLAN C-3 PRELIMINARY WATER QUALITY MANAGEMENT PLAN LANDSCAPE L1-0 CONCEPTUAL LANDSCAPE PLAN ARCHITECTURAL A100 SITE PLAN A101 PROPOSED FLOOR PLAN (GROCERY BUILDING) A102 PROPOSED FLOOR PLAN (SHOPS 'W' BUILDING) A103 PROPOSED FLOOR PLAN (TIRE STORE BUILDING) A200 EXTERIOR ELEVATIONS (GROCERY BUILDING) A201 EXTERIOR ELEVATIONS (GROCERY BUILDING) A202 EXTERIOR ELEVATIONS (RETAIL) (SHOPS 'W' BUILDING) A203 EXTERIOR ELEVATIONS (RETAIL) (SHOPS 'W' BUILDING) A204 EXTERIOR ELEVATIONS (RETAIL) (SHOPS 'W' BUILDING) A205 EXTERIOR ELEVATIONS (RETAIL) (SHOPS 'W' BUILDING) A206 EXTERIOR ELEVATIONS (TIRE STORE BUILDING) A207 EXTERIOR ELEVATIONS (TIRE STORE BUILDING) EP1-1 SITE PHOTOMETRICS EP1-2 SITE PHOTOMETRICS
ASSESSORS PARCEL #:	164-030-019	TOTAL BUILDING COVERAGE (21.8%) ≈ 72,779 S.F. TOTAL LANDSCAPE COVERAGE, SEE SHEET L1-0 FOR CONCEPTUAL LANDSCAPE PLAN.	CAL GREEN SR INCYCLE REQUIRED: 18 BIKES (857 x .05) TOTAL INCYCLE PROVIDED: 30 BIKES	LANDSCAPE ARCHITECT: WILSON ASSOCIATES Landscape Architecture 11262 Warrington St. Riverside, California 92503 951.383.2496 TEL 951.233.1103 PAX CONTACT: Mr. Tim Dorn E-mail Address: tim@wilsonassoc.com	ARCHITECTURAL A100 SITE PLAN A101 PROPOSED FLOOR PLAN (GROCERY BUILDING) A102 PROPOSED FLOOR PLAN (SHOPS 'W' BUILDING) A103 PROPOSED FLOOR PLAN (TIRE STORE BUILDING) A200 EXTERIOR ELEVATIONS (GROCERY BUILDING) A201 EXTERIOR ELEVATIONS (GROCERY BUILDING) A202 EXTERIOR ELEVATIONS (RETAIL) (SHOPS 'W' BUILDING) A203 EXTERIOR ELEVATIONS (RETAIL) (SHOPS 'W' BUILDING) A204 EXTERIOR ELEVATIONS (RETAIL) (SHOPS 'W' BUILDING) A205 EXTERIOR ELEVATIONS (RETAIL) (SHOPS 'W' BUILDING) A206 EXTERIOR ELEVATIONS (TIRE STORE BUILDING) A207 EXTERIOR ELEVATIONS (TIRE STORE BUILDING) EP1-1 SITE PHOTOMETRICS EP1-2 SITE PHOTOMETRICS
LOCATION:	CITY OF EASTVALE CALIFORNIA			LANDSCAPE ARCHITECT: WILSON ASSOCIATES Landscape Architecture 11262 Warrington St. Riverside, California 92503 951.383.2496 TEL 951.233.1103 PAX CONTACT: Mr. Tim Dorn E-mail Address: tim@wilsonassoc.com	ARCHITECTURAL A100 SITE PLAN A101 PROPOSED FLOOR PLAN (GROCERY BUILDING) A102 PROPOSED FLOOR PLAN (SHOPS 'W' BUILDING) A103 PROPOSED FLOOR PLAN (TIRE STORE BUILDING) A200 EXTERIOR ELEVATIONS (GROCERY BUILDING) A201 EXTERIOR ELEVATIONS (GROCERY BUILDING) A202 EXTERIOR ELEVATIONS (RETAIL) (SHOPS 'W' BUILDING) A203 EXTERIOR ELEVATIONS (RETAIL) (SHOPS 'W' BUILDING) A204 EXTERIOR ELEVATIONS (RETAIL) (SHOPS 'W' BUILDING) A205 EXTERIOR ELEVATIONS (RETAIL) (SHOPS 'W' BUILDING) A206 EXTERIOR ELEVATIONS (TIRE STORE BUILDING) A207 EXTERIOR ELEVATIONS (TIRE STORE BUILDING) EP1-1 SITE PHOTOMETRICS EP1-2 SITE PHOTOMETRICS
LEGAL DESCRIPTION:	LOT 310 OF TRACT NO. 30683, AS SHOWN BY MAP ON FILE IN BOOK 230 PAGES 51 THROUGH 61 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.			LANDSCAPE ARCHITECT: WILSON ASSOCIATES Landscape Architecture 11262 Warrington St. Riverside, California 92503 951.383.2496 TEL 951.233.1103 PAX CONTACT: Mr. Tim Dorn E-mail Address: tim@wilsonassoc.com	ARCHITECTURAL A100 SITE PLAN A101 PROPOSED FLOOR PLAN (GROCERY BUILDING) A102 PROPOSED FLOOR PLAN (SHOPS 'W' BUILDING) A103 PROPOSED FLOOR PLAN (TIRE STORE BUILDING) A200 EXTERIOR ELEVATIONS (GROCERY BUILDING) A201 EXTERIOR ELEVATIONS (GROCERY BUILDING) A202 EXTERIOR ELEVATIONS (RETAIL) (SHOPS 'W' BUILDING) A203 EXTERIOR ELEVATIONS (RETAIL) (SHOPS 'W' BUILDING) A204 EXTERIOR ELEVATIONS (RETAIL) (SHOPS 'W' BUILDING) A205 EXTERIOR ELEVATIONS (RETAIL) (SHOPS 'W' BUILDING) A206 EXTERIOR ELEVATIONS (TIRE STORE BUILDING) A207 EXTERIOR ELEVATIONS (TIRE STORE BUILDING) EP1-1 SITE PHOTOMETRICS EP1-2 SITE PHOTOMETRICS
SITE AREA:	7.64 ACRES 332,744.97 S.F.			LANDSCAPE ARCHITECT: WILSON ASSOCIATES Landscape Architecture 11262 Warrington St. Riverside, California 92503 951.383.2496 TEL 951.233.1103 PAX CONTACT: Mr. Tim Dorn E-mail Address: tim@wilsonassoc.com	ARCHITECTURAL A100 SITE PLAN A101 PROPOSED FLOOR PLAN (GROCERY BUILDING) A102 PROPOSED FLOOR PLAN (SHOPS 'W' BUILDING) A103 PROPOSED FLOOR PLAN (TIRE STORE BUILDING) A200 EXTERIOR ELEVATIONS (GROCERY BUILDING) A201 EXTERIOR ELEVATIONS (GROCERY BUILDING) A202 EXTERIOR ELEVATIONS (RETAIL) (SHOPS 'W' BUILDING) A203 EXTERIOR ELEVATIONS (RETAIL) (SHOPS 'W' BUILDING) A204 EXTERIOR ELEVATIONS (RETAIL) (SHOPS 'W' BUILDING) A205 EXTERIOR ELEVATIONS (RETAIL) (SHOPS 'W' BUILDING) A206 EXTERIOR ELEVATIONS (TIRE STORE BUILDING) A207 EXTERIOR ELEVATIONS (TIRE STORE BUILDING) EP1-1 SITE PHOTOMETRICS EP1-2 SITE PHOTOMETRICS
JURISDICTION:	CITY OF EASTVALE EASTVALE, CALIFORNIA			LANDSCAPE ARCHITECT: WILSON ASSOCIATES Landscape Architecture 11262 Warrington St. Riverside, California 92503 951.383.2496 TEL 951.233.1103 PAX CONTACT: Mr. Tim Dorn E-mail Address: tim@wilsonassoc.com	ARCHITECTURAL A100 SITE PLAN A101 PROPOSED FLOOR PLAN (GROCERY BUILDING) A102 PROPOSED FLOOR PLAN (SHOPS 'W' BUILDING) A103 PROPOSED FLOOR PLAN (TIRE STORE BUILDING) A200 EXTERIOR ELEVATIONS (GROCERY BUILDING) A201 EXTERIOR ELEVATIONS (GROCERY BUILDING) A202 EXTERIOR ELEVATIONS (RETAIL) (SHOPS 'W' BUILDING) A203 EXTERIOR ELEVATIONS (RETAIL) (SHOPS 'W' BUILDING) A204 EXTERIOR ELEVATIONS (RETAIL) (SHOPS 'W' BUILDING) A205 EXTERIOR ELEVATIONS (RETAIL) (SHOPS 'W' BUILDING) A206 EXTERIOR ELEVATIONS (TIRE STORE BUILDING) A207 EXTERIOR ELEVATIONS (TIRE STORE BUILDING) EP1-1 SITE PHOTOMETRICS EP1-2 SITE PHOTOMETRICS
EXISTING LAND USE:	INDUSTRIAL			LANDSCAPE ARCHITECT: WILSON ASSOCIATES Landscape Architecture 11262 Warrington St. Riverside, California 92503 951.383.2496 TEL 951.233.1103 PAX CONTACT: Mr. Tim Dorn E-mail Address: tim@wilsonassoc.com	ARCHITECTURAL A100 SITE PLAN A101 PROPOSED FLOOR PLAN (GROCERY BUILDING) A102 PROPOSED FLOOR PLAN (SHOPS 'W' BUILDING) A103 PROPOSED FLOOR PLAN (TIRE STORE BUILDING) A200 EXTERIOR ELEVATIONS (GROCERY BUILDING) A201 EXTERIOR ELEVATIONS (GROCERY BUILDING) A202 EXTERIOR ELEVATIONS (RETAIL) (SHOPS 'W' BUILDING) A203 EXTERIOR ELEVATIONS (RETAIL) (SHOPS 'W' BUILDING) A204 EXTERIOR ELEVATIONS (RETAIL) (SHOPS 'W' BUILDING) A205 EXTERIOR ELEVATIONS (RETAIL) (SHOPS 'W' BUILDING) A206 EXTERIOR ELEVATIONS (TIRE STORE BUILDING) A207 EXTERIOR ELEVATIONS (TIRE STORE BUILDING) EP1-1 SITE PHOTOMETRICS EP1-2 SITE PHOTOMETRICS
EXISTING ZONING:	C-3.5 SCENIC HIGHWAY COMMERCIAL			LANDSCAPE ARCHITECT: WILSON ASSOCIATES Landscape Architecture 11262 Warrington St. Riverside, California 92503 951.383.2496 TEL 951.233.1103 PAX CONTACT: Mr. Tim Dorn E-mail Address: tim@wilsonassoc.com	ARCHITECTURAL A100 SITE PLAN A101 PROPOSED FLOOR PLAN (GROCERY BUILDING) A102 PROPOSED FLOOR PLAN (SHOPS 'W' BUILDING) A103 PROPOSED FLOOR PLAN (TIRE STORE BUILDING) A200 EXTERIOR ELEVATIONS (GROCERY BUILDING) A201 EXTERIOR ELEVATIONS (GROCERY BUILDING) A202 EXTERIOR ELEVATIONS (RETAIL) (SHOPS 'W' BUILDING) A203 EXTERIOR ELEVATIONS (RETAIL) (SHOPS 'W' BUILDING) A204 EXTERIOR ELEVATIONS (RETAIL) (SHOPS 'W' BUILDING) A205 EXTERIOR ELEVATIONS (RETAIL) (SHOPS 'W' BUILDING) A206 EXTERIOR ELEVATIONS (TIRE STORE BUILDING) A207 EXTERIOR ELEVATIONS (TIRE STORE BUILDING) EP1-1 SITE PHOTOMETRICS EP1-2 SITE PHOTOMETRICS
EXISTING USES OF ADJACENT PROPERTY:	NORTH: SINGLE-FAMILY RESIDENTIAL EAST: SINGLE-FAMILY RESIDENTIAL SOUTH: SINGLE-FAMILY RESIDENTIAL WEST: SINGLE-FAMILY RESIDENTIAL			LANDSCAPE ARCHITECT: WILSON ASSOCIATES Landscape Architecture 11262 Warrington St. Riverside, California 92503 951.383.2496 TEL 951.233.1103 PAX CONTACT: Mr. Tim Dorn E-mail Address: tim@wilsonassoc.com	ARCHITECTURAL A100 SITE PLAN A101 PROPOSED FLOOR PLAN (GROCERY BUILDING) A102 PROPOSED FLOOR PLAN (SHOPS 'W' BUILDING) A103 PROPOSED FLOOR PLAN (TIRE STORE BUILDING) A200 EXTERIOR ELEVATIONS (GROCERY BUILDING) A201 EXTERIOR ELEVATIONS (GROCERY BUILDING) A202 EXTERIOR ELEVATIONS (RETAIL) (SHOPS 'W' BUILDING) A203 EXTERIOR ELEVATIONS (RETAIL) (SHOPS 'W' BUILDING) A204 EXTERIOR ELEVATIONS (RETAIL) (SHOPS 'W' BUILDING) A205 EXTERIOR ELEVATIONS (RETAIL) (SHOPS 'W' BUILDING) A206 EXTERIOR ELEVATIONS (TIRE STORE BUILDING) A207 EXTERIOR ELEVATIONS (TIRE STORE BUILDING) EP1-1 SITE PHOTOMETRICS EP1-2 SITE PHOTOMETRICS
SETBACKS:	NO BUILDING SETBACKS AREA REQUIRED PER MUNICIPAL CODE; HOWEVER, THERE ARE 10' LANDSCAPE SETBACKS ADJACENT TO STREETS.			LANDSCAPE ARCHITECT: WILSON ASSOCIATES Landscape Architecture 11262 Warrington St. Riverside, California 92503 951.383.2496 TEL 951.233.1103 PAX CONTACT: Mr. Tim Dorn E-mail Address: tim@wilsonassoc.com	ARCHITECTURAL A100 SITE PLAN A101 PROPOSED FLOOR PLAN (GROCERY BUILDING) A102 PROPOSED FLOOR PLAN (SHOPS 'W' BUILDING) A103 PROPOSED FLOOR PLAN (TIRE STORE BUILDING) A200 EXTERIOR ELEVATIONS (GROCERY BUILDING) A201 EXTERIOR ELEVATIONS (GROCERY BUILDING) A202 EXTERIOR ELEVATIONS (RETAIL) (SHOPS 'W' BUILDING) A203 EXTERIOR ELEVATIONS (RETAIL) (SHOPS 'W' BUILDING) A204 EXTERIOR ELEVATIONS (RETAIL) (SHOPS 'W' BUILDING) A205 EXTERIOR ELEVATIONS (RETAIL) (SHOPS 'W' BUILDING) A206 EXTERIOR ELEVATIONS (TIRE STORE BUILDING) A207 EXTERIOR ELEVATIONS (TIRE STORE BUILDING) EP1-1 SITE PHOTOMETRICS EP1-2 SITE PHOTOMETRICS
GENERAL PLAN DESIGNATION:	COMMERCIAL RETAIL			LANDSCAPE ARCHITECT: WILSON ASSOCIATES Landscape Architecture 11262 Warrington St. Riverside, California 92503 951.383.2496 TEL 951.233.1103 PAX CONTACT: Mr. Tim Dorn E-mail Address: tim@wilsonassoc.com	ARCHITECTURAL A100 SITE PLAN A101 PROPOSED FLOOR PLAN (GROCERY BUILDING) A102 PROPOSED FLOOR PLAN (SHOPS 'W' BUILDING) A103 PROPOSED FLOOR PLAN (TIRE STORE BUILDING) A200 EXTERIOR ELEVATIONS (GROCERY BUILDING) A201 EXTERIOR ELEVATIONS (GROCERY BUILDING) A202 EXTERIOR ELEVATIONS (RETAIL) (SHOPS 'W' BUILDING) A203 EXTERIOR ELEVATIONS (RETAIL) (SHOPS 'W' BUILDING) A204 EXTERIOR ELEVATIONS (RETAIL) (SHOPS 'W' BUILDING) A205 EXTERIOR ELEVATIONS (RETAIL) (SHOPS 'W' BUILDING) A206 EXTERIOR ELEVATIONS (TIRE STORE BUILDING) A207 EXTERIOR ELEVATIONS (TIRE STORE BUILDING) EP1-1 SITE PHOTOMETRICS EP1-2 SITE PHOTOMETRICS
BOUNDARIES INFORMATION:	THIS PLAN HAS BEEN PREPARED BY USING A.L.T.A./A.C.S.M. LAND TITLE SURVEY PREPARED BY JRM CIVIL ENGINEERS, DATED APRIL 5, 2012.			LANDSCAPE ARCHITECT: WILSON ASSOCIATES Landscape Architecture 11262 Warrington St. Riverside, California 92503 951.383.2496 TEL 951.233.1103 PAX CONTACT: Mr. Tim Dorn E-mail Address: tim@wilsonassoc.com	ARCHITECTURAL A100 SITE PLAN A101 PROPOSED FLOOR PLAN (GROCERY BUILDING) A102 PROPOSED FLOOR PLAN (SHOPS 'W' BUILDING) A103 PROPOSED FLOOR PLAN (TIRE STORE BUILDING) A200 EXTERIOR ELEVATIONS (GROCERY BUILDING) A201 EXTERIOR ELEVATIONS (GROCERY BUILDING) A202 EXTERIOR ELEVATIONS (RETAIL) (SHOPS 'W' BUILDING) A203 EXTERIOR ELEVATIONS (RETAIL) (SHOPS 'W' BUILDING) A204 EXTERIOR ELEVATIONS (RETAIL) (SHOPS 'W' BUILDING) A205 EXTERIOR ELEVATIONS (RETAIL) (SHOPS 'W' BUILDING) A206 EXTERIOR ELEVATIONS (TIRE STORE BUILDING) A207 EXTERIOR ELEVATIONS (TIRE STORE BUILDING) EP1-1 SITE PHOTOMETRICS EP1-2 SITE PHOTOMETRICS

McKently Malak ARCHITECTS
35 Hugue Alley Suite 200
Pasadena California 91103-3848
Tel: 626 582 8348 Fax: 626 582 8387

A PROJECT FOR:
Evergreen
Bookkeeping | Services | Investments
2390 E. CAMELBACK RD., SUITE 410
PHOENIX, AZ 85016
CONTACT: DIANA DRAGON
Office (602) 967-7195

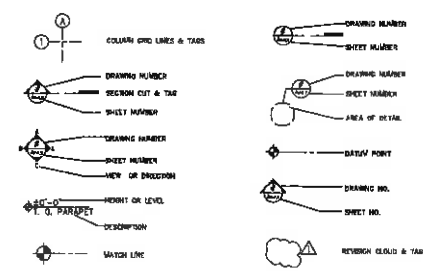


EASTVALE MARKETPLACE
NEC of Limonite Ave. & Sumner Ave.
Eastvale, California 92880

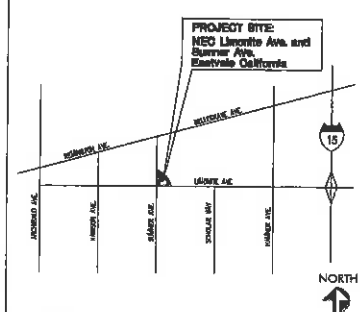
ISSUES / REVISIONS

No.	DATE	DESCRIPTION
1	07.20.15	MAJOR DEVELOPMENT PLAN & CUP SUBMITTAL

SHEET LEGEND

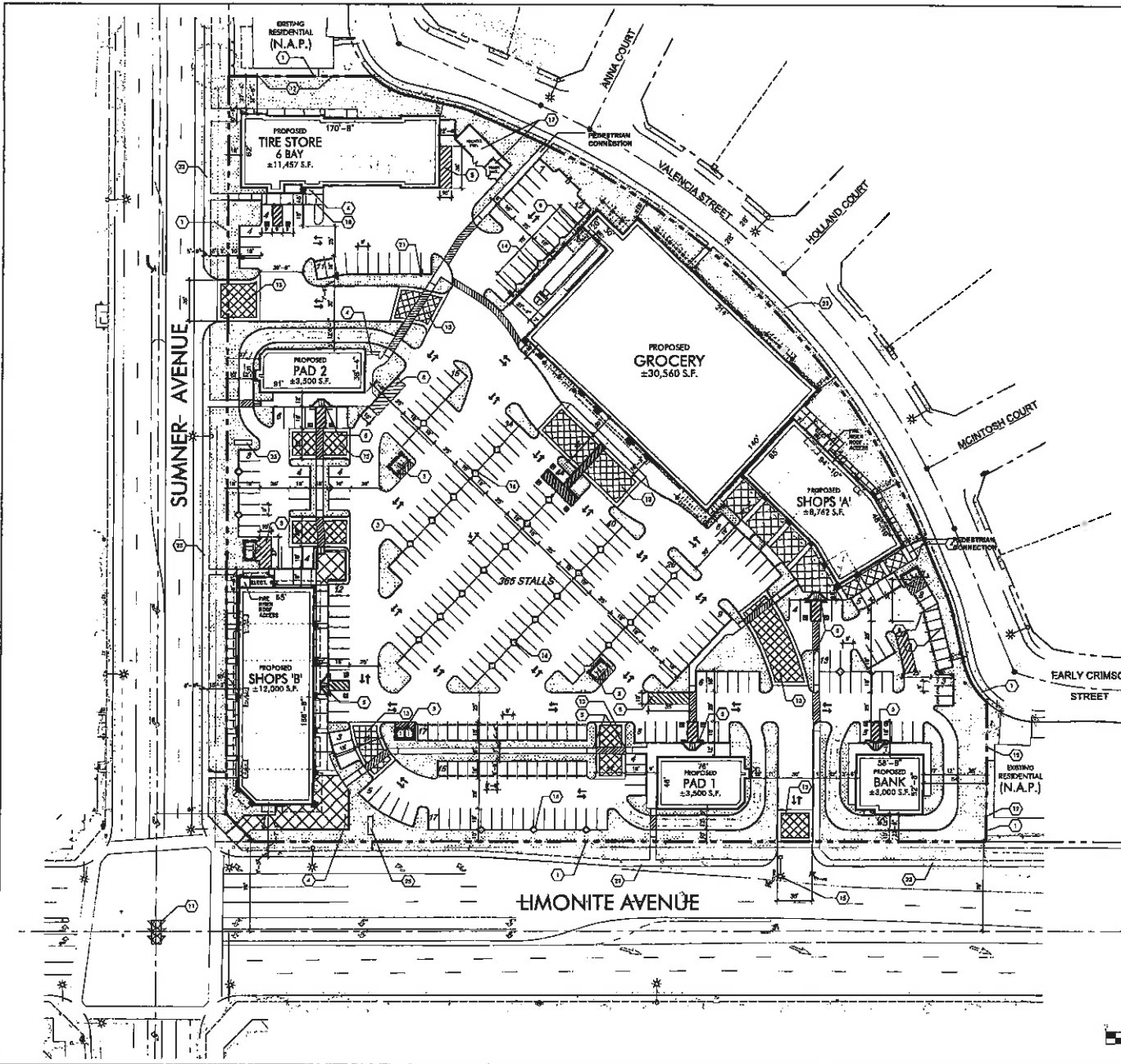


VICINITY MAP



A PORTION OF THIS SHEET, ALL ORIGINAL, EQUAL AND PROPORTION SHOWN ON THESE PERMITS AND ANY OTHERS, BEING THE PROPERTY OF THE CITY OF EASTVALE, CALIFORNIA. NO PORTION OF THIS SHEET SHALL BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN CONSENT OF THE CITY OF EASTVALE, CALIFORNIA. THIS SHEET IS NOT TO BE USED FOR ANY OTHER PURPOSES WITHOUT THE WRITTEN CONSENT OF THE CITY OF EASTVALE, CALIFORNIA. THE CITY OF EASTVALE, CALIFORNIA, DOES NOT GUARANTEE THE ACCURACY OF THIS INFORMATION.

JOB NUMBER: 151224MM
DRAWN BY: CR CHECKED BY: HM
DATE: 07.17.15
SHEET DESCRIPTION:
TITLE SHEET
SHEET NUMBER:
T100
BASED ON SCHEME M-04



- ### KEY NOTES
- 1 EXISTING PROPERTY LINE
 - 2 NEW TRANSFORMER
 - 3 NEW TRASH ENCLOSURE
 - 4 NEW BIKE RACKS
 - 5 NEW RAMP
 - 6 NEW PARKING STRIPING
 - 7 NEW CURB
 - 8 NEW 10'x35' LOADING ZONE
 - 9 NEW COMPACTOR
 - 10 NEW PLANTER
 - 11 EXISTING TRAFFIC LIGHT
 - 12 EXISTING BLOCK WALL AT PROPERTY LINE
 - 13 NEW ENHANCED PAVING
 - 14 NEW LOW WALL @ LOADING AREA
 - 15 EXISTING LIGHT POLE TO BE RELOCATED
 - 16 NEW 5'x5' DIAMOND PLANTER
 - 17 PROPOSED MASONRY TRASH ENCLOSURE AND TIRE RECYCLE STORAGE
 - 18 NEW BOLLARD
 - 19 NEW 24" CONCRETE HIGH WALL
 - 20 NOT USED.
 - 21 NEW PARKING LIGHT
 - 22 ROOF OVERHANG
 - 23 EXISTING SIDEWALK
 - 24 EXISTING GAS PIPE PADDE
 - 25 NEW MONUMENT SIGN
- ### LEGEND
- PROPOSED LANDSCAPE

McKently Malak
ARCHITECTS
38 Hugue Alley Suite 205
Pasadena California 91103-3648
TEL 626 963 9268 FAX 626 963 8097

A PROJECT FOR:

Evergreen
Development | Services | Investments
2300 E. GAMBELBACK RD., SUITE 410
PHOENIX, AZ 85016
CONTACT: DAMA DRAGON
Office (602) 967-7138

KEY MAP

EASTVALE MARKETPLACE
NEC of Limonite Ave. & Sumner Ave.
Eastvale, California 92880

ISSUES / REVISIONS

No.	DATE	DESCRIPTION
1	07.20.15	MAJOR DEVELOPMENT PLAN & CLIP SUBMITTAL

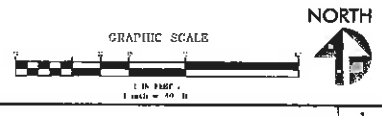
AS INSTRUMENTS OF SERVICE, AN OFFICIAL SEAL AND EXPIRATION DATE, ON THESE DRAWINGS AND SHALL REMAIN THE PROPERTY OF MCKENTLY MALAK ARCHITECTS, INC. AND NOT TRANSFER TO ANY OTHER PARTY UNLESS SO EXPRESSLY GRANTED BY EXECUTIVE ORDER AND NEW PROJECTS UNDER THE EXISTING PROJECT FOR WHICH THIS SET OF DRAWINGS WAS DEVELOPED AND/OR BY THE BOARD OF SUPERVISORS OF EASTVALE. CONTRACTORS SHALL VERIFY ALL CONDITIONS WITH THE ENGINEER. THESE DRAWINGS CONSTITUTE AN OFFICIAL INSTRUMENT OF SERVICE.

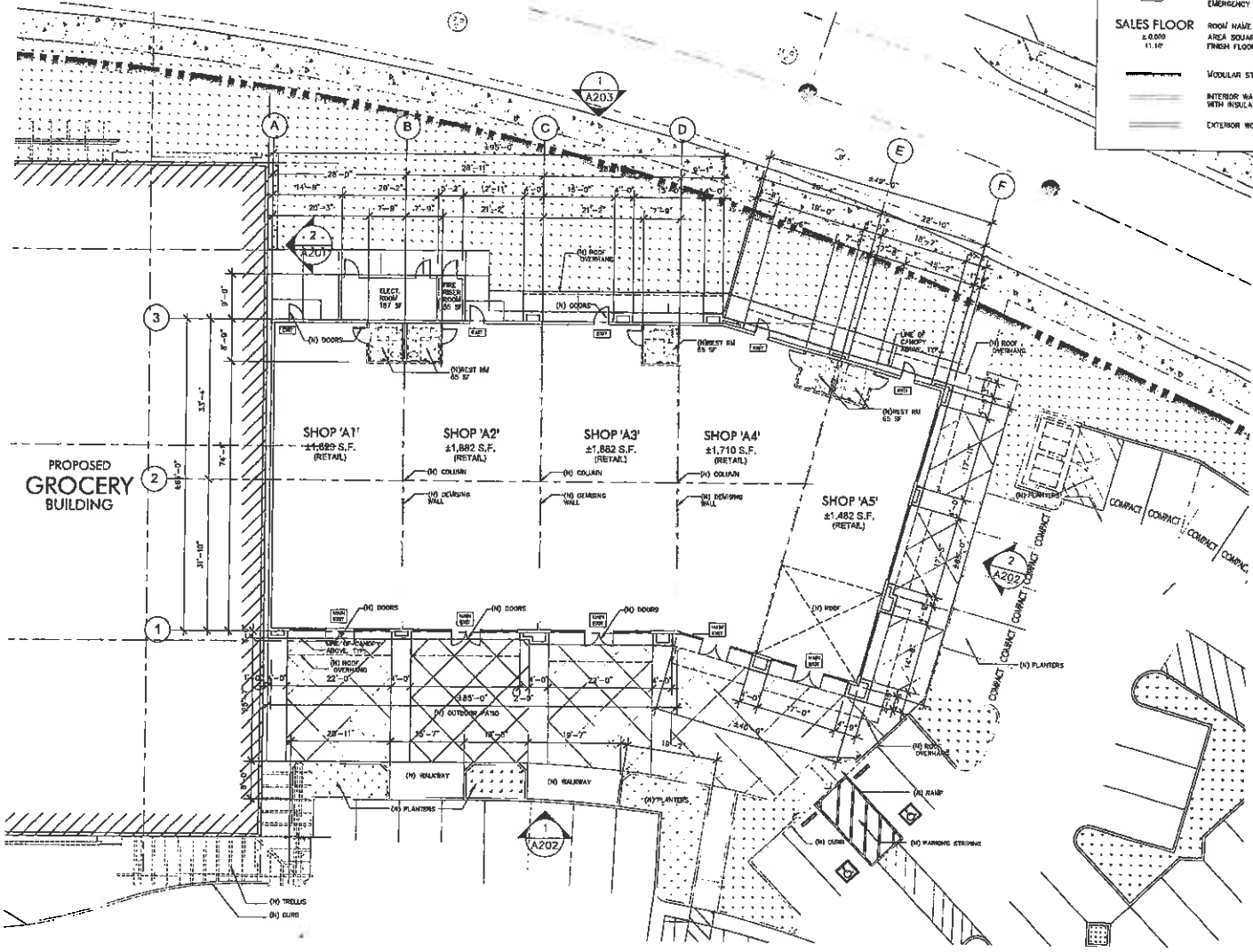
JOB NUMBER: 15122MMA
DRAWN BY: _____ CHECKED BY: HMA
DATE: 07.17.15
SHEET DESCRIPTION:

PROPOSED SITE PLAN

SHEET NUMBER:
A010

BASED ON SCHEDULE 37-04



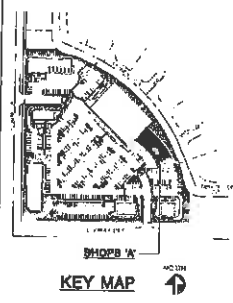


FLOOR PLAN LEGEND

- ELEVATION SHEET NUMBER ELEVATION NUMBER
- (N) COL. (N) STRUCTURAL COLUMNS.
- EXIT SYMBOL ILLUMINATED EXIT SIGN WITH EMERGENCY BACK-UP POWER.
- SALES FLOOR**
± 0.000
11.10'
- ROOM NAME
- AREA SQUARE FOOTAGE
- FINISH FLOOR ELEVATION
- MODULAR STOREFRONTS
- INTERIOR WALL 2 x 6 WOOD STUDS AT 16" O.C. WITH INSULATION.
- EXTERIOR WOOD STUD WALL.

McKently Malak ARCHITECTS
 37 Hugh Ailly Suite 200
 Pasadena California 91103-2848
 TEL 626 793 8368 FAX 626 693 8387

PROJECT FOR
 2290 E. CAMELBACK RD., SUITE 410
 PHOENIX, AZ 85016
 CONTACT: DANA DRAGON
 Office (602) 587-7135



EASTVALE MARKETPLACE
 NEC of Limonite Ave. & Sumner Ave.
 Eastvale, California 92880

ISSUES / REVISIONS

No.	DATE	DESCRIPTION
1	07.20.15	MAJOR DEVELOPMENT PLAN & CUP SUBMITTAL

I AM NOT PROVIDING CONTRACT DOCUMENTS TO ANY OTHER PARTY WITHOUT THE WRITTEN CONSENT OF THE ARCHITECT. THE CONTRACT DOCUMENTS SHALL BE USED ONLY FOR THE PROJECT AND SITE SPECIFICALLY IDENTIFIED THEREIN. ANY OTHER USE OF THESE DOCUMENTS WITHOUT THE WRITTEN CONSENT OF THE ARCHITECT IS PROHIBITED. THE ARCHITECT SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OF ANY INFORMATION OBTAINED FROM ANY SOURCE OTHER THAN THAT PROVIDED BY THE CLIENT. THE ARCHITECT SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OF ANY INFORMATION OBTAINED FROM ANY SOURCE OTHER THAN THAT PROVIDED BY THE CLIENT.

JOB NUMBER: 15122AAA
 DRAWING BY: CHECKED BY: HM
 DATE: 07.17.15
 SHEET DESCRIPTION:

PROPOSED FLOOR PLAN
 (SHOPS 'A')

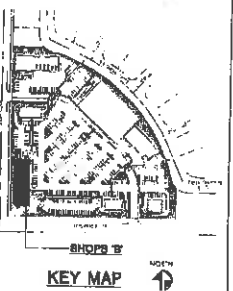
SHEET NUMBER:
A101

McKently Malak ARCHITECTS

27 1/2 Park Alley, Suite 209
Pasadena, California 91103-2648
TEL 626 792 2248 FAX 626 792 8167

PROJECT FOR:

2390 E. GAMBLEBACK RD., SUITE 410
PASADENA, AZ 92616
CONTACT: DANA DRAGON
OFFICE (602) 557-1136



EASTVALE MARKETPLACE
NEC of Limonite Ave. & Sumner Ave.
Eastvale, California 92880

ISSUES / REVISIONS

No.	DATE	DESCRIPTION
1	07.20.15	MAJOR DEVELOPMENT PLAN & CLIP SUBMITTAL

THE INFORMATION ON THESE PLANS IS THE PROPERTY OF THE ARCHITECT. IT IS TO BE USED ONLY FOR THE PROJECT AND SITE SPECIFICALLY IDENTIFIED THEREON. NO PART OF THESE PLANS IS TO BE REPRODUCED, COPIED, OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, WITHOUT THE WRITTEN CONSENT OF THE ARCHITECT. THE ARCHITECT ASSUMES NO LIABILITY FOR ANY DAMAGE OR INJURY TO PERSONS OR PROPERTY ARISING FROM THE USE OF THESE PLANS, WHETHER OR NOT SUCH DAMAGE OR INJURY IS CAUSED BY NEGLIGENCE OR OTHERWISE.

JOB NUMBER: 15122MMAA
DRAWN BY: HMA
DATE: 07.17.15
CHECKED BY: HMA
SHEET DESCRIPTION:

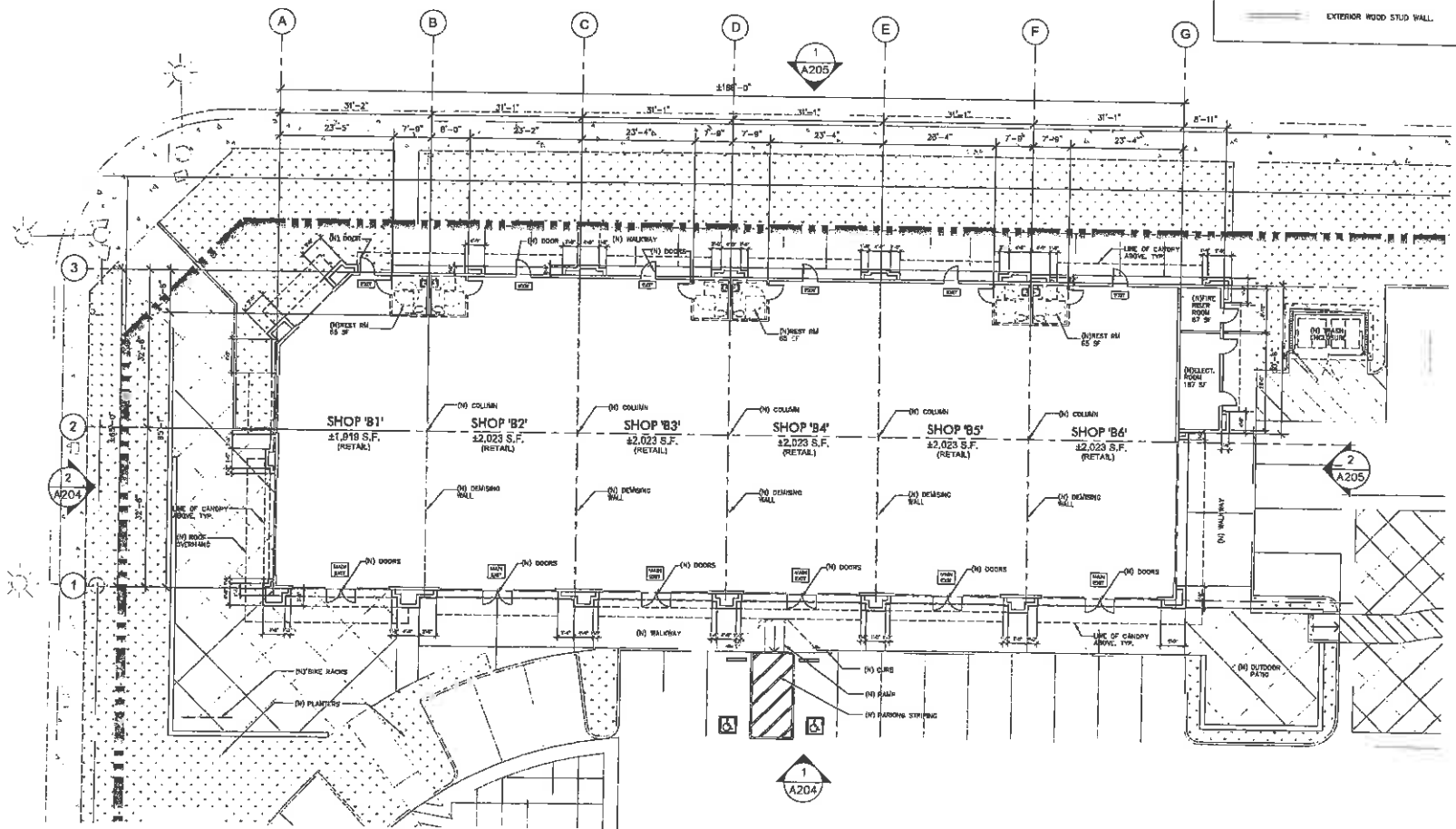
PROPOSED FLOOR PLAN
(SHOPS 'B')

SHEET NUMBER:
A102

BASED ON SCHEME SP-04

FLOOR PLAN LEGEND

- ELEVATION SHEET NUMBER ELEVATION NUMBER
- (N) COL. (N) STRUCTURAL COLUMNS
- EXIT EXIT SYMBOL, ILLUMINATED EXIT SIGN WITH EMERGENCY BACK-UP POWER
- SALES FLOOR ROOM NAME AREA SQUARE FOOTAGE FINISH FLOOR ELEVATION
- MODULAR STOREFRONTS
- EXTERIOR WALL 2 x 6 WOOD STUDS AT 16" O.C. WITH INSULATION
- EXTERIOR WOOD STUD WALL

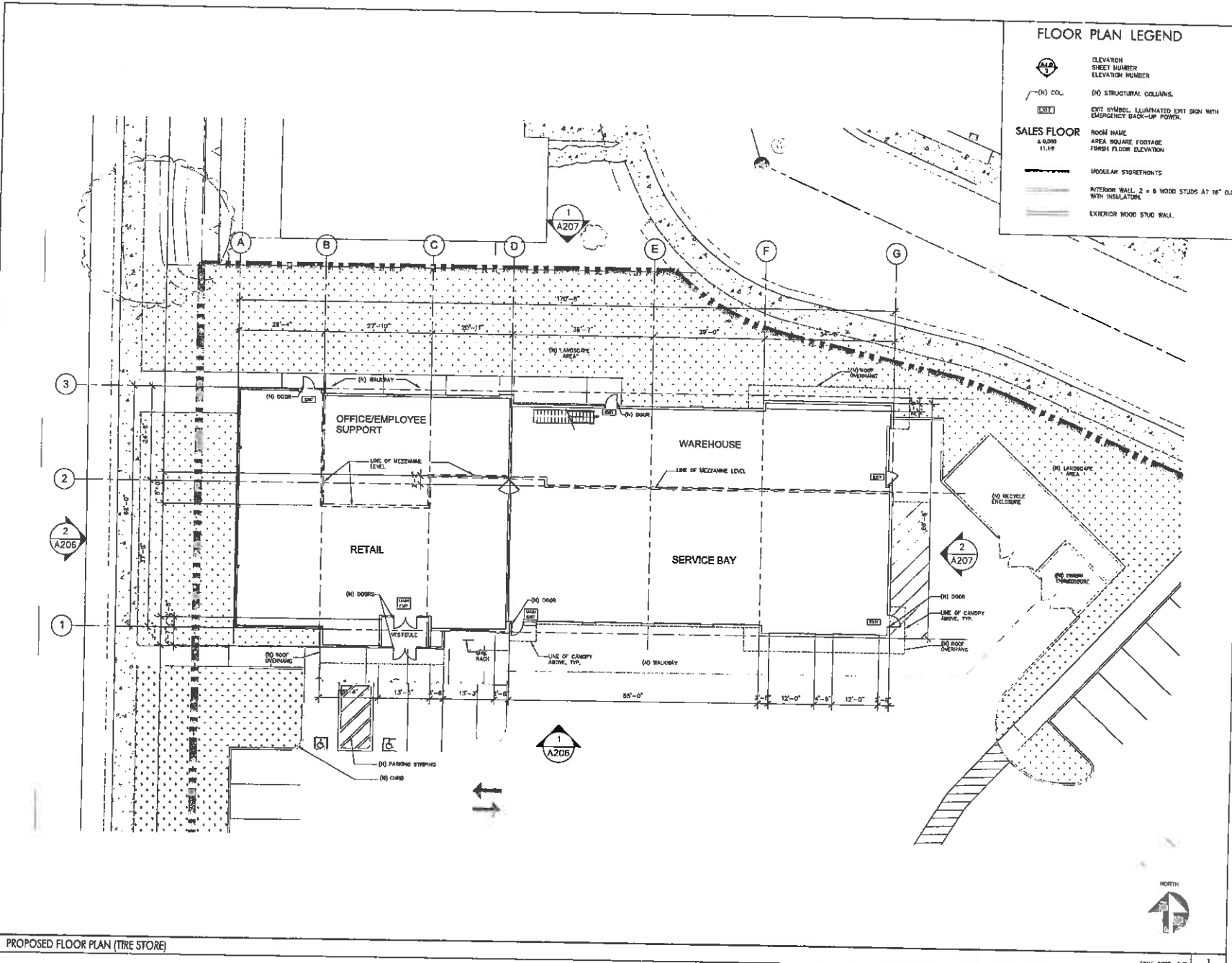


PROPOSED FLOOR PLAN (SHOPS 'B')



SCALE: 3/16" = 1'-0"

1



FLOOR PLAN LEGEND

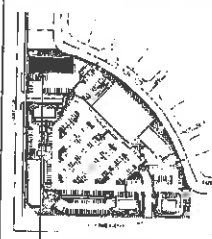
- ELEVATION
SHEET NUMBER
ELEVATION NUMBER
- (N) COL. (N) STRUCTURAL COLUMNS.
- EXIT SYMBOL, ILLUMINATED EXIT SIGN WITH EMERGENCY BACK-UP POWER.
- SALES FLOOR**
AREA SQUARE FOOTAGE
FINISH FLOOR ELEVATION
- MODULAR STOREFRONTS
- INTERIOR WALL, 2" x 6" WOOD STUDS AT 16" O.C. WITH INSULATION.
- EXTERIOR WOOD STUD WALL.

**McKenty
Malak
ARCHITECTS**

35 HIGDON ALLEY, SUITE 200
PHOENIX, CALIFORNIA 91103-2648
TEL 482 693 8248 FAX 424 582 8367

A PROJECT FOR:

2380 E. CAMELBACK RD., SUITE 410
PHOENIX, AZ 85016
CONTACT: DANA DRAGON
Office (602) 657-7106



KEY MAP

EASTVALE MARKETPLACE
NEC of Limonite Ave. & Sumner Ave.
Eastvale, California 92880

ISSUES / REVISIONS

No.	DATE	DESCRIPTION
1	07.20.15	MAJOR DEVELOPMENT PLAN & CUP SUBMITTAL

THIS DOCUMENT IS THE PROPERTY OF MCKENTY MALAK ARCHITECTS. IT IS TO BE USED ONLY FOR THE PROJECT AND SITE SPECIFICALLY IDENTIFIED HEREIN. NO PART OF THIS DOCUMENT IS TO BE REPRODUCED, COPIED, OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF MCKENTY MALAK ARCHITECTS. THE USER AGREES TO HOLD MCKENTY MALAK ARCHITECTS HARMLESS FROM AND TO DEFEND AND HOLD HARMLESS MCKENTY MALAK ARCHITECTS FROM AND TO RECOVER ALL COSTS OF LITIGATION.

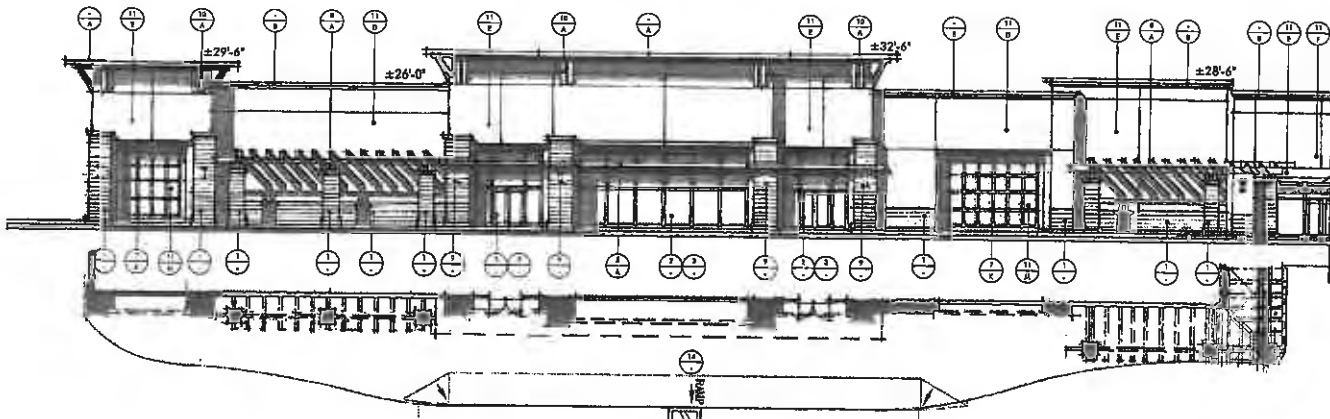
JOB NUMBER: 151224MA
DRAWN BY: CHECKED BY: HM
DATE: 07.17.15
SHEET DESCRIPTION:

**PROPOSED FLOOR PLAN
(TIRE STORE)**

SHEET NUMBER:
A103
BASED ON SCHEME SP-03

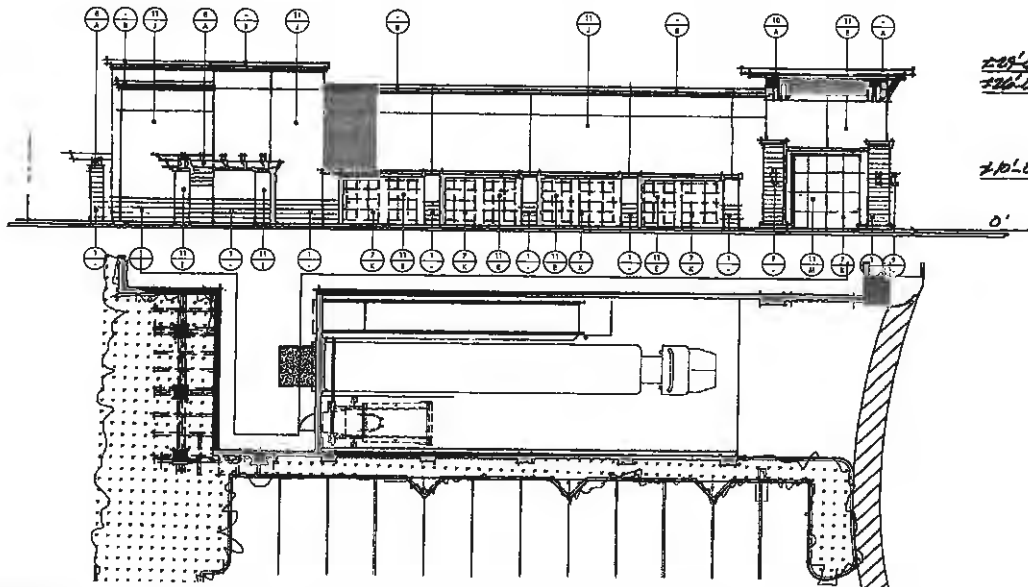
PROPOSED FLOOR PLAN (TIRE STORE)

SCALE: 3/32" = 1'-0"



SOUTH WEST EXTERIOR ELEVATION - GROCERY

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



NORTH WEST EXTERIOR ELEVATION - GROCERY

SCALE: 3/8" = 1'-0" 2

FINISH LEGEND

KEY	MATERIAL	MANUFACTURER / FINISH & COLOR
1	GLAZ	MANUFACTURER: ANGELUS BLOOM MODEL: BURNISH BLOCK 8" X 16", BAKED COLOR: CHARCOAL BURNISHED COLOR: SLATE
2	STOREFRONT	MANUFACTURER: ANICOLA ALUMINIUM FINISH: CLEAR ANODIZED ALUMINIUM
3	STOREFRONT GLAZ	MANUFACTURER: PPG TYPE: 1" CLEAR FLUAT GLASS
4	FABRIC AWNING	MANUFACTURER: SUNBELLA COLOR: A. LEXANE MUSTARD & BURGUNDY
5	METAL CANOPY	MANUFACTURER: NEW CONSTRUCTION FINISH: PAINTED STEEL TUBE PAINT: MANUFACTURER: DUNN EDWARDS COLOR: CHERRY COLA DEC 158
6	METAL ROOF	MANUFACTURER: MOORE MODEL: 500 PROFILE 18" W/ 1" HIGH COLOR: ZINC GRAY
7	WALL TIE/IN	MANUFACTURER: OSTEKREID FINISH: PAINTED COLOR: ICE GRAY DEC 700 DUNN EDWARDS
8	METAL TIE/IN	MANUFACTURER: NEW CONSTRUCTION FINISH: PAINTED MODEL: 500 PROFILE 18" W/ 1" HIGH COLOR: BROWN BEAR DEC 700
9	WALL ROOFING	MANUFACTURER: LEKAMA FINISH: BRUSH TIE/IN - PAINTED
10	WOOD EAVES	MANUFACTURER: NEW CONSTRUCTION SOLID STAINED PLYWOOD PAINT: MANUFACTURER: DUNN EDWARDS COLOR: BROWN BEAR DEC 700
11	STUCCO	MANUFACTURER: LEKAMA FINISH: BRUSH TIE/IN - PAINTED
12	IRON RACKS	MANUFACTURER: VICTOR STANLEY COLOR: BLACK
13	TRASH RECEPTACLES	MANUFACTURER: VICTOR STANLEY COLOR: BLACK
14	CONCRETE PAVING	MANUFACTURER: NEW CONSTRUCTION FINISH: MEDIUM BROWN, SAW CUT NATURAL GRAY
A	PAINT	MANUFACTURER: DUNN EDWARDS COLOR: BROWN BEAR DEC 700
B	PAINT	MANUFACTURER: DUNN EDWARDS COLOR: ASH GRAY DEC 701
C	PAINT	MANUFACTURER: DUNN EDWARDS COLOR: BUCKSONN DC 8106
D	PAINT	MANUFACTURER: DUNN EDWARDS COLOR: APACHE TAN DEC 746
E	PAINT	MANUFACTURER: DUNN EDWARDS COLOR: SPONGE COCKLES
F	PAINT	MANUFACTURER: DUNN EDWARDS COLOR: CHERRY COLA DEC 158
G	PAINT	MANUFACTURER: DUNN EDWARDS COLOR: CHERRY COLA DEC 158
H	PAINT	MANUFACTURER: DUNN EDWARDS COLOR: BROWN BEAR DEC 700
I	PAINT	MANUFACTURER: DUNN EDWARDS COLOR: SANDAL DEC 710
J	PAINT	MANUFACTURER: DUNN EDWARDS COLOR: ICE GRAY DEC 700
K	PAINT	MANUFACTURER: DUNN EDWARDS COLOR: JACARITA DEC 737
L	PAINT	MANUFACTURER: DUNN EDWARDS FLOOR BACK DEC 832
M	NOT USED	
N	PAINT	MANUFACTURER: DUNN EDWARDS COLOR: BONE GRAY DEC 700
O	PAINT	MANUFACTURER: DUNN EDWARDS COLOR: MOODY MOUNTAIN RED DEC 442

McKently Malak ARCHITECTS
 20 Hugo Alley, Suite 200
 Phoenix, Arizona 85004-3848
 TEL: 602.492.9348 FAX: 602.492.9397

A PROJECT FOR:

Evergreen
 Development | Services | Investments
 2380 E. CAMELBACK RD., SUITE 410
 PHOENIX, AZ 85016
 CONTACT: DANA DRAGON
 OFFICE (602) 667-7136

KEY MAP

EASTVALE MARKETPLACE
 NEC of Limonite Ave. & Sumner Ave.
 Eastvale, California 92880

ISSUES / REVISIONS

No.	DATE	DESCRIPTION
1	07.16.15	MAJOR DEVELOPMENT PLAN A CLIP SUBMITTAL

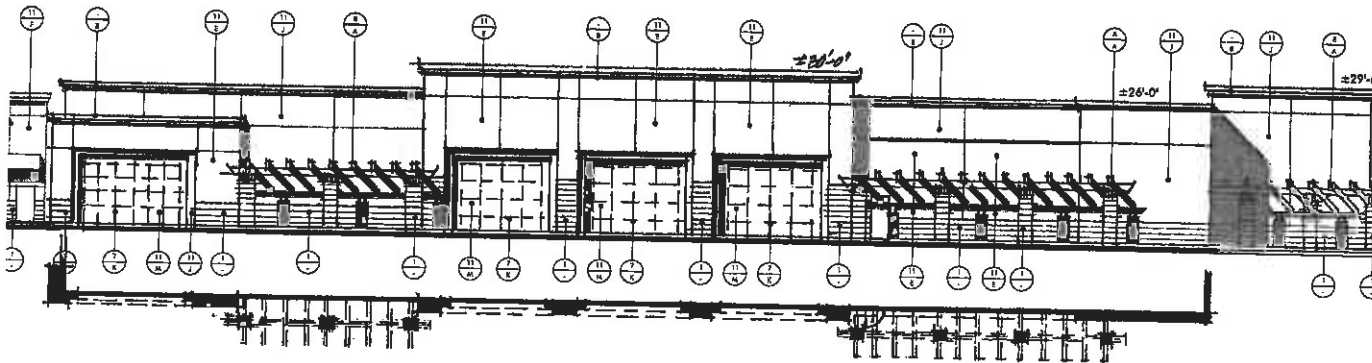
AS INDICATED ON DRAWING, ALL DESIGN, PERMIT, AND INFORMATION SERVICES FOR THIS PROJECT ARE THE SOLE PROPERTY OF ARCHITECTS. NO PART OF THIS DRAWING OR DESIGN SHALL BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, WITHOUT THE WRITTEN CONSENT OF ARCHITECTS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPLICABLE AGENCIES AND AUTHORITIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPLICABLE AGENCIES AND AUTHORITIES.

JOB NUMBER: 15122MMA
 DRAWN BY: _____ CHECKED BY: HM
 DATE: 07.16.15
 SHEET DESCRIPTION:

EXTERIOR ELEVATIONS
 (GROCERY)

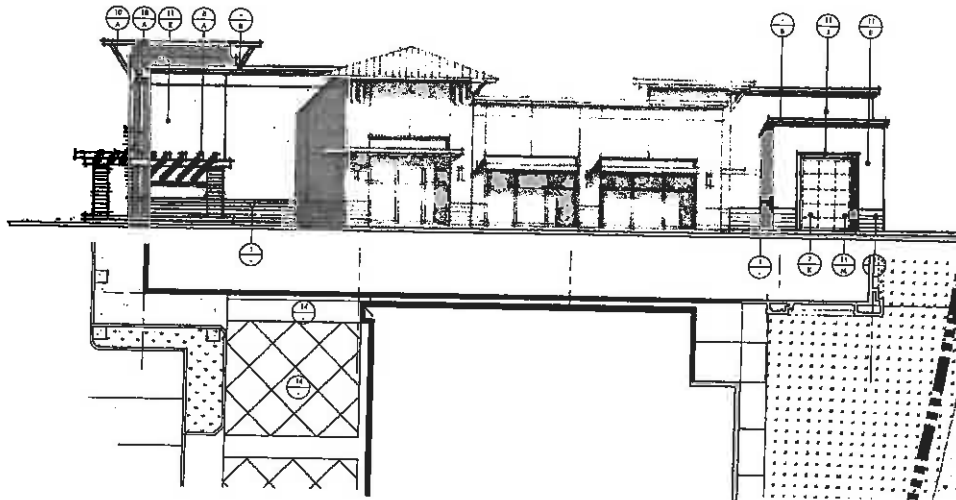
SHEET NUMBER:
A200

BASED ON SCHEMATIC SP-05



NORTH EAST EXTERIOR ELEVATION - GROCERY

SCALE: 3/32" = 1'-0" 1



SOUTH EXTERIOR ELEVATION - GROCERY & SHOPS 'A'

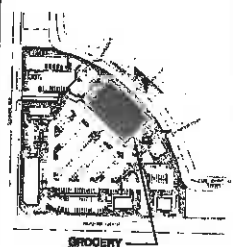
SCALE: 3/32" = 1'-0" 2

FINISH LEGEND

KEY	MATERIAL	MANUFACTURER / FINISH & COLOR
1	CND	MANUFACTURER: ANGLUS BLOCC MODEL: BURGOL BLOCC 8"X11" BANDS COLOR: CHOCOLATE, BURNISHED COLOR: SLATE
2	STOREFRONT	MANUFACTURER: ANODIZED ALUMINUM FINISH: CLEAR ANODIZED ALUMINUM
3	STOREFRONT GLASS	MANUFACTURER: PPG TYPE: 1" CLEAR FLOAT GLASS
4	FABRIC AWNING	MANUFACTURER: BARNELLA COLOR: 2. MORDAN MUSTARD 5. BURLWOOD
5	METAL CANOPY	MANUFACTURER: NEW CONSTRUCTION FINISH: PAINTED STEEL TUBE PAINT MANUFACTURER: DUNN EDWARDS COLOR: CHERRY COLA DE 125
6	METAL ROOF	MANUFACTURER: MOORE MODEL: 16" PROFILE, 14" W/17" HIGH COLOR: ZINC GRAY
7	WALL TRUSS	MANUFACTURER: GREENGREEN FINISH: PAINTED COLOR: ICE GRAY DEC 790 DUNN EDWARDS
8	METAL TRUSS	MANUFACTURER: NEW CONSTRUCTION FINISH: PAINTED PAINT MANUFACTURER: DUNN EDWARDS COLOR: BISHN BEZE DEC 790
9	WALL BOARD	MANUFACTURER: LEANS MODEL: 1/2" THICK, 12"X24" COLOR: TITANUM GRAY
10	WOOD EAVES	MANUFACTURER: NEW CONSTRUCTION FINISH: PAINTED PAINT MANUFACTURER: DUNN EDWARDS COLOR: BISHN BEZE DEC 790
11	STUCCO	MANUFACTURER: LA MARINA FINISH: SMOOTH TRICHEL - PAINTED
12	WIRE BACKS	MANUFACTURER: VICTOR STANLEY MODEL: 100-147 COLOR: BLACK
13	TRASH RECEPTACLES	MANUFACTURER: VICTOR STANLEY MODEL: 100-147 COLOR: BLACK
14	CONCRETE PAVING	MANUFACTURER: NEW CONSTRUCTION FINISH: MEDIUM STONE, SAW CUT NATURAL GRAY
A	PAINT	MANUFACTURER: DUNN EDWARDS COLOR: BISHN BEZE DEC 790
B	PAINT	MANUFACTURER: DUNN EDWARDS COLOR: ASH GRAY DEC 791
C	PAINT	MANUFACTURER: DUNN EDWARDS COLOR: BLACKSON DE 4168
D	PAINT	MANUFACTURER: DUNN EDWARDS COLOR: APACHE TAN DEC 746
E	PAINT	MANUFACTURER: DUNN EDWARDS COLOR: BONE DEC 745
F	PAINT	MANUFACTURER: DUNN EDWARDS COLOR: OILSUD STONE DE 6067
G	PAINT	MANUFACTURER: DUNN EDWARDS COLOR: CHERRY COLA DE 125
H	PAINT	MANUFACTURER: DUNN EDWARDS COLOR: BUCKEY GRAY DEC 790
I	PAINT	MANUFACTURER: DUNN EDWARDS COLOR: SANDALWOOD DEC 715
J	PAINT	MANUFACTURER: DUNN EDWARDS COLOR: GRAY DEC 790
K	PAINT	MANUFACTURER: DUNN EDWARDS COLOR: SIKANTA DEC 737
L	PAINT	MANUFACTURER: DUNN EDWARDS FLUOR BACK DEY 425
M	NOT USED	
N	PAINT	MANUFACTURER: DUNN EDWARDS COLOR: HOME DUNA DEY 536
O	PAINT	MANUFACTURER: DUNN EDWARDS COLOR: ROCK MOUNTAIN RED DEY 412

McKenty Malak
ARCHITECTS
38 Hugo Alley Suite 208
Pasadena California 91105-3648
TEL: 626 800 4348 FAX: 626 800 8597

A PROJECT FOR:
Evergreen
Development Services Investments
2300 E. CAMELBACK RD., SUITE 410
PHOENIX, AZ 85016
CONTACT: DANA DRAGON
Office (602) 957-7130



KEY MAP

EASTVALE MARKETPLACE
NEC of Limonite Ave. & Sumner Ave.
Eastvale, California 92880

ISSUES / REVISIONS

No.	DATE	DESCRIPTION
1	07.16.15	MAJOR DEVELOPMENT PLAN & CUP SUBMITTAL

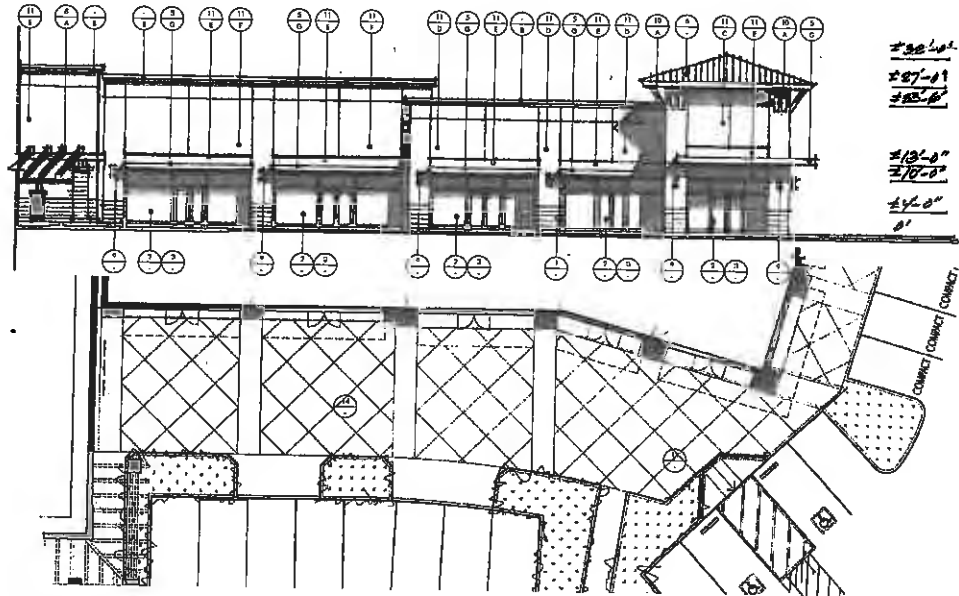
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM ALL APPLICABLE AGENCIES AND AGENCIES OF THE CITY OF PASADENA. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM ALL APPLICABLE AGENCIES AND AGENCIES OF THE CITY OF PASADENA. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM ALL APPLICABLE AGENCIES AND AGENCIES OF THE CITY OF PASADENA.

JOB NUMBER: 151224MM
DRAWN BY: _____ CHECKED BY: HM
DATE: 07.16.15
SHEET DESCRIPTION:

EXTERIOR ELEVATIONS
(GROCERY)

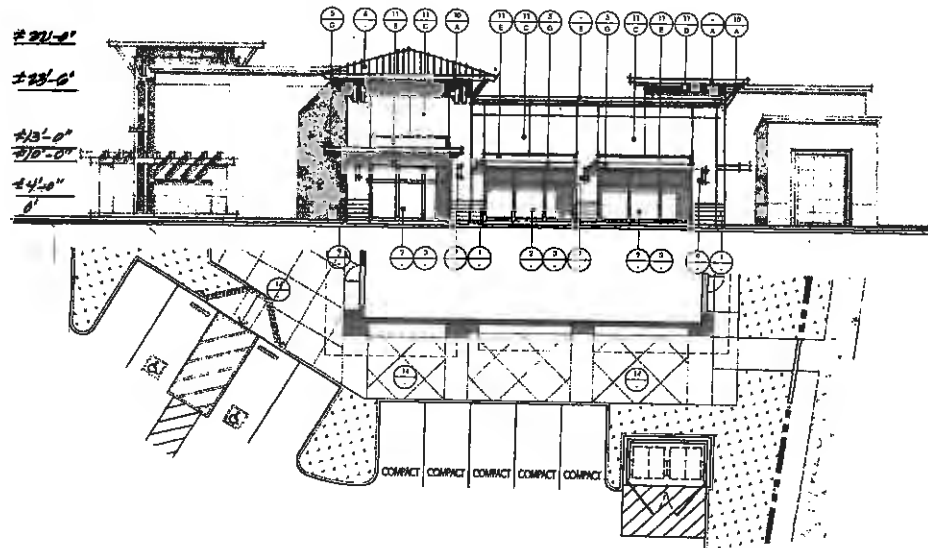
SHEET NUMBER:
A201

BASED ON SCHEME #1-05



SOUTH WEST EXTERIOR ELEVATION - SHOPS A

SCALE: 3/32" = 1'-0"



SOUTH EAST EXTERIOR ELEVATION - SHOPS A

SCALE: 3/32" = 1'-0"

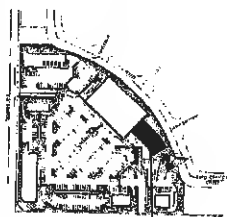
FINISH LEGEND

KEY	MATERIAL	MANUFACTURER / FINISH & COLOR
1	IMI	MANUFACTURER: ARBONNE BLOCK MODEL: BERRAMA BLOCK 8" X 8", BAND COLOR: CHOCOLATE BERRAMA COLOR: SLATE
2	STOREFRONT	MANUFACTURER: ARCADIA ALUMINUM FINISH: CLEAR ANODIZED ALUMINUM
3	STOREFRONT GLASS	MANUFACTURER: PPG TYPE: 1" CLEAR FLOAT GLASS
4	FABRIC AWNING	MANUFACTURER: BAMBELLA COLOR: A. VERDE/AM. MUSTARD R. PURPL/NAVY
5	METAL CANOPY	MANUFACTURER: NEW CONSTRUCTION FINISH: PAINTED STEEL TUBE PAINT MANUFACTURER: BURN EDWARDS COLOR: CHERRY COOLA DEC 135
6	METAL ROOF	MANUFACTURER: BURN MODEL: 50R PROFILE 18" W/TH 1" HIGH COLOR: TIME GRAY
7	WALL TRUSS	MANUFACTURER: GREENGREEN FINISH: PAINTED COLOR: ICE GRAY DEC 790 DUNN EDWARDS
8	METAL TRUSS	MANUFACTURER: NEW CONSTRUCTION FINISH: PAINTED PAINT MANUFACTURER: BURN EDWARDS COLOR: BROWN BONE DEC 750
9	WALL SCOFF	MANUFACTURER: LAINIS MODEL: L3000-LED 9630 COLOR: TITANIUM GRAY
10	WOOD CEILING	MANUFACTURER: NEW CONSTRUCTION FINISH: SOLID STAINED PINE PAINT MANUFACTURER: BURN EDWARDS COLOR: BROWN BONE DEC 750
11	STUCCO	MANUFACTURER: LA HABRA FINISH: SMOOTH MODEL - PAINTED
12	SHOE RACKS	MANUFACTURER: VICTOR STANLEY MODEL: 100-100-100 COLOR: BLACK
13	TRASH RECEPTACLES	MANUFACTURER: VICTOR STANLEY MODEL: 100-100-100 COLOR: BLACK
14	CONCRETE PAVING	MANUFACTURER: NEW CONSTRUCTION FINISH: MODULAR BRICK 3/4" X 1 1/2" NATURAL GRAY
A	PAINT	MANUFACTURER: BURN EDWARDS COLOR: BROWN BONE DEC 750
B	PAINT	MANUFACTURER: BURN EDWARDS COLOR: ICE GRAY DEC 751
C	PAINT	MANUFACTURER: BURN EDWARDS COLOR: BROWN BONE DEC 750
D	PAINT	MANUFACTURER: BURN EDWARDS COLOR: SPACIE VAN DEC 748
E	PAINT	MANUFACTURER: BURN EDWARDS COLOR: BONE DEC 755
F	PAINT	MANUFACTURER: BURN EDWARDS COLOR: GRINDER STONE DE 8057
G	PAINT	MANUFACTURER: BURN EDWARDS COLOR: CHERRY COOLA DEC 135
H	PAINT	MANUFACTURER: BURN EDWARDS COLOR: DESERT GRAY DEC 780
I	PAINT	MANUFACTURER: BURN EDWARDS COLOR: SANDAL DEC 715
J	PAINT	MANUFACTURER: BURN EDWARDS COLOR: ICE GRAY DEC 750
K	PAINT	MANUFACTURER: BURN EDWARDS FLOUR BONE DEC 623
L	NOT USED	
M	PAINT	MANUFACTURER: BURN EDWARDS COLOR: BONE CHINA DEC 338
N	PAINT	MANUFACTURER: BURN EDWARDS COLOR: ROCKY MOUNTAIN RED DEC 442

**McKently
Malak
ARCHITECTS**
35 Hugo Alley Suite 200
Pasadena California 91103-3446
TEL: 626 799 9248 FAX: 626 799 8097

A PROJECT FOR:

Evergreen
Development | Services | Investments
2800 E. CAMELBACK RD., SUITE 410
PHOENIX, AZ 85018
CONTACT: DANA DRACON
Office (602) 987-2126



SHOPS 'A'

KEY MAP

EASTVALE MARKETPLACE
NEC of Limonite Ave. & Sumner Ave.
Eastvale, California 92880

ISSUES / REVISIONS

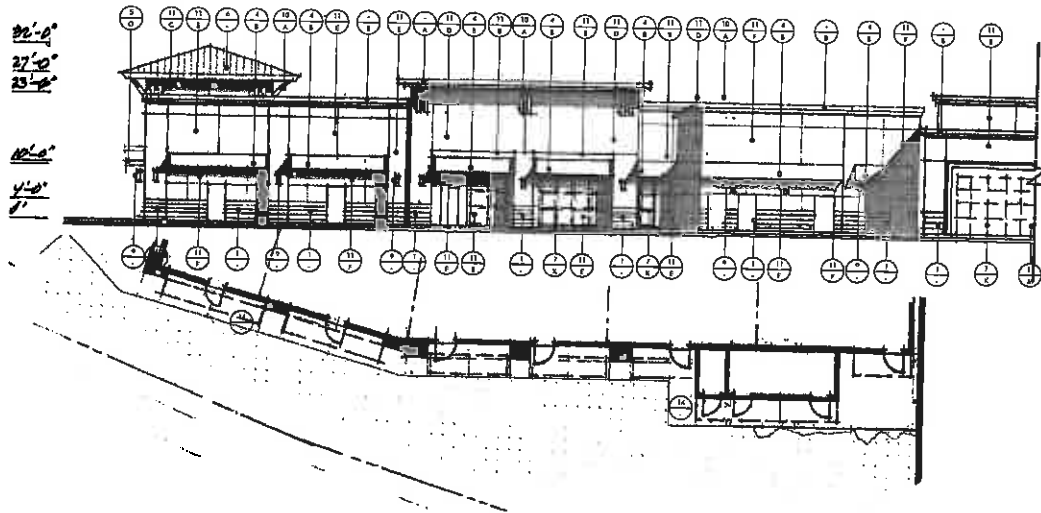
No.	DATE	DESCRIPTION
1	07.16.15	MAJOR DEVELOPMENT PLAN & CLIP SUBMITTAL

1. IF APPROVED BY FINISH OR FINISH (S) AND ARCHITECTURE THE
JOB NUMBER: 15722HMA
DRAWN BY: CHECKED BY: TM
DATE: 07.16.15
SHEET DESCRIPTION:

EXTERIOR ELEVATIONS
(SHOPS A)

SHEET NUMBER:
A202

BASED ON DRAWING SP-05



NORTH EAST EXTERIOR ELEVATION - SHOPS A

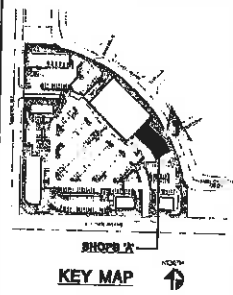
SCALE: 3/32" = 1'-0" 1

FINISH LEGEND

KEY	MATERIAL	MANUFACTURER / FINISH & COLOR
(1)	CMU	MANUFACTURER: ANDRUS FLOOR MODEL: SURFLOK BLOCK, 8" x 16" - STAINS COLOR: ENCAUSTIC BRUSHED COLOR: SLATE
(2)	STOREFRONT	MANUFACTURER: ARCADIA ALUMINUM FINISH: CLEAR ANODIZED ALUMINUM
(3)	STOREFRONT GLASS	MANUFACTURER: PPG TYPE: 1" CLEAR FLOAT GLASS
(4)	FABRIC AWNING	MANUFACTURER: BAMBELLA COLOR: A. HERMAN MEXICAN B. BURLANDY
(5)	METAL CANOPY	MANUFACTURER: NEW CONSTRUCTION FINISH: PAINTED STEEL TUBE PAINT: MANUFACTURER: DUNN EDWARDS COLOR: CHERRY COLA DEX 128
(6)	METAL ROOF	MANUFACTURER: MON MODEL: 509 PROFILE, 15" W/11" H COLOR: 200 GRAY
(7)	WALL TRILLES	MANUFACTURER: GREENSTEIN FINISH: PAINTED COLOR: EZ GRAY DEC 790 DUNN EDWARDS
(8)	METAL VILLES	MANUFACTURER: NEW CONSTRUCTION FINISH: PAINTED PAINT: MANUFACTURER: DUNN EDWARDS COLOR: BROWN STONE DEC 750
(9)	WALL SCANCE	MANUFACTURER: LUMENS MODEL: 100-101-LED 9836 COLOR: TITANIUM GRAY
(10)	WOOD CAVES	MANUFACTURER: NEW CONSTRUCTION FINISH: SOLID STAINED PARTIC PAINT: MANUFACTURER: DUNN EDWARDS COLOR: BROWN STONE DEC 750
(11)	STUCCO	MANUFACTURER: LA MARRA FINISH: SMOOTH TRIMEL - PAINTED
(12)	BIKE RACKS	MANUFACTURER: VICTOR STANLEY MODEL: 80-101 COLOR: BLACK
(13)	WASH RECEPTACLE	MANUFACTURER: VICTOR STANLEY MODEL: A-38 COLOR: BLACK
(14)	CONCRETE PAVING	MANUFACTURER: NEW CONSTRUCTION FINISH: GROUND MORTAR SAND CUT NATURAL GRAY
(A)	PAINT	MANUFACTURER: DUNN EDWARDS COLOR: BROWN STONE DEC 750
(B)	PAINT	MANUFACTURER: DUNN EDWARDS COLOR: SLATE GRAY DEC 751
(C)	PAINT	MANUFACTURER: DUNN EDWARDS COLOR: SANDAL DEC 715
(D)	PAINT	MANUFACTURER: DUNN EDWARDS COLOR: AVAIVE TAN DEC 748
(E)	PAINT	MANUFACTURER: DUNN EDWARDS COLOR: SMOKE DEC 705
(F)	PAINT	MANUFACTURER: DUNN EDWARDS COLOR: CRUSHED STONE DEC 800
(G)	PAINT	MANUFACTURER: DUNN EDWARDS COLOR: CHERRY COLA DEX 128
(H)	PAINT	MANUFACTURER: DUNN EDWARDS COLOR: DESERT GRAY DEC 750
(I)	PAINT	MANUFACTURER: DUNN EDWARDS COLOR: SANDAL DEC 715
(J)	PAINT	MANUFACTURER: DUNN EDWARDS COLOR: BROWN STONE DEC 750
(K)	PAINT	MANUFACTURER: DUNN EDWARDS COLOR: AVAIVE TAN DEC 748
(L)	PAINT	MANUFACTURER: DUNN EDWARDS COLOR: CRUSHED STONE DEC 800
(M)	NOT USED	
(N)	PAINT	MANUFACTURER: DUNN EDWARDS COLOR: BROWN STONE DEC 750
(O)	PAINT	MANUFACTURER: DUNN EDWARDS COLOR: AVAIVE TAN DEC 748
(P)	PAINT	MANUFACTURER: DUNN EDWARDS COLOR: BROWN STONE DEC 750

**McKently
Malak**
ARCHITECTS
35 Plaza Alley, Suite 209
Pasadena, California 91101-5408
Tel: 626 992 0240 Fax: 626 992 0207

ARCHITECTS:
Evergreen
Development | Services | Investments
2080 E. CAMELBACK RD., SUITE 410
PHOENIX, AZ 85016
CONTACT: DAMA DRAGON
Office (602) 967-7100



EASTVALE MARKETPLACE
NEC of Limonite Ave. & Sumner Ave.
Eastvale, California 92880

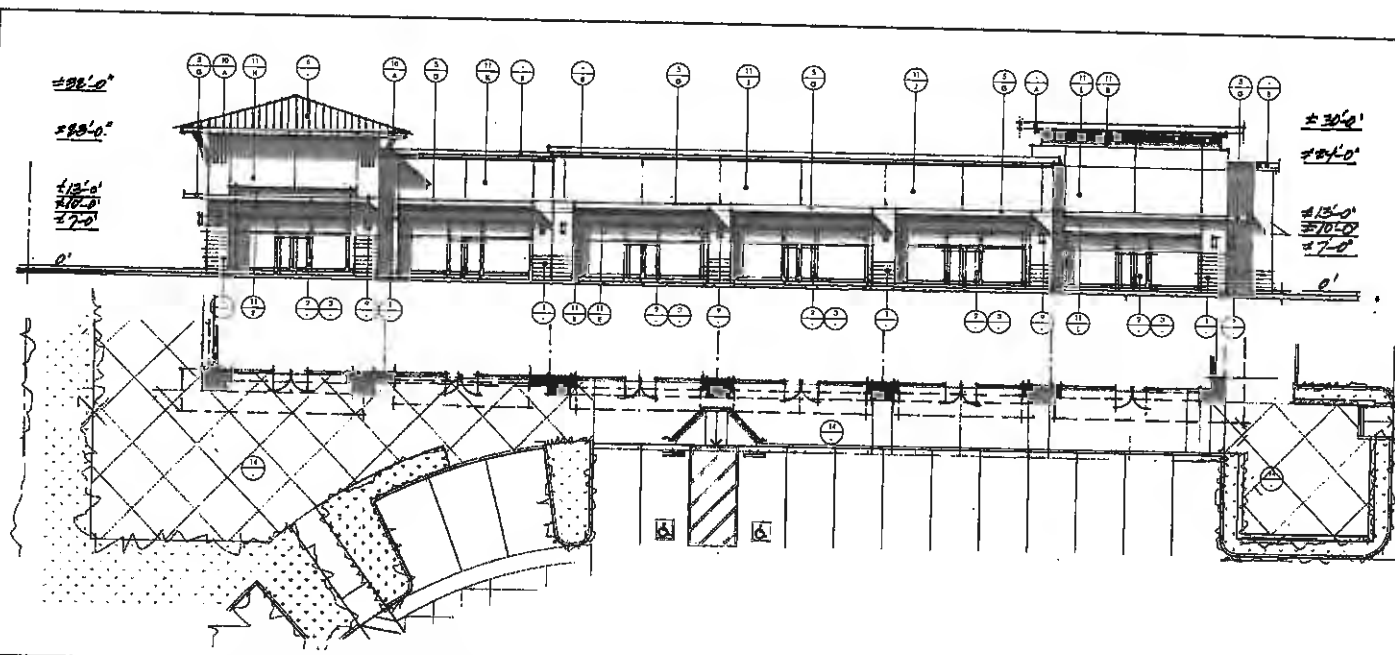
ISSUES / REVISIONS

No.	DATE	DESCRIPTION
1	07.16.15	MAJOR DEVELOPMENT PLAN & CLIP SUBMITTAL

JOB NUMBER: 151224MMA
DRAWN BY: CHECKED BY: TMA
DATE: 07.15.15
SHEET DESCRIPTION:

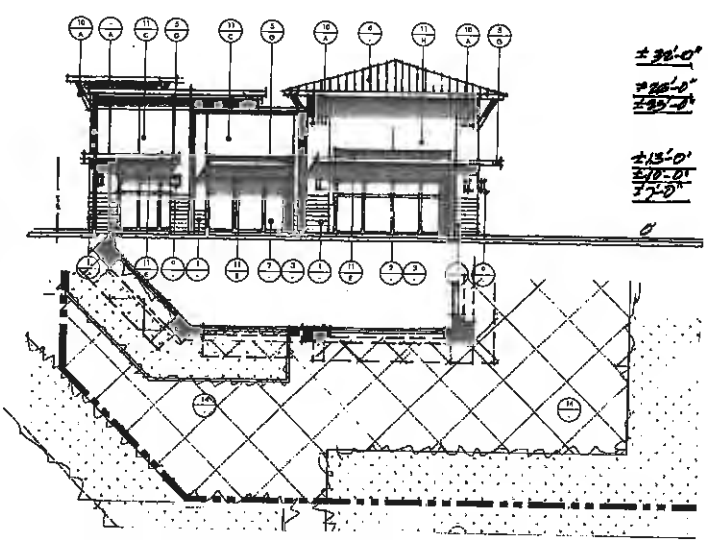
EXTERIOR ELEVATIONS
(SHOPS A)
SHEET NUMBER:
A203

BASED ON SCHEME 17-05



EAST EXTERIOR ELEVATION - SHOPS B

SCALE: 3/32" = 1'-0"



NORTH EXTERIOR ELEVATION - SHOPS B

SCALE: 3/32" = 1'-0"

FINISH LEGEND	
KEY	MATERIAL MANUFACTURER / FINISH & COLOR
1	GRAU MANUFACTURER: BURNING BLOCK MODEL: BURNING BLOCK 3" x 4" BRICK COLOR: CHARCOAL BURNISHED COLOR: SLATE
2	STONEFRONT MANUFACTURER: ARCADIA ALUMINUM FINISH: CLEAR ANODIZED ALUMINUM
3	STONEFRONT GLASS MANUFACTURER: PPG TYPE: 1" CLEAR FLOAT GLASS
4	FABRIC AWNING MANUFACTURER: SUNDRELLA COLOR: A. MARRON MUSTARD B. PUREBOND
5	METAL CANOPY MANUFACTURER: NEW CONSTRUCTION FINISH: PAINTED WOOD PAINT MANUFACTURER: BURN EDWARDS COLOR: CHERRY COLA DEK 135
6	METAL ROOF MANUFACTURER: SONY MODEL: SCR PROFILE, 16" WIDE 1" HIGH COLOR: ZINC GRAY
7	WALL TRILLS MANUFACTURER: BREDSPER FINISH: PAINTED COLOR: ICE GRAY DEP 790 BURN EDWARDS
8	METAL TRILLS MANUFACTURER: NEW CONSTRUCTION FINISH: PAINTED PART MANUFACTURER: BURN EDWARDS COLOR: BROWN BRICK DEC 750
9	WALL SCAND MANUFACTURER: LAMING FINISH: PAINTED COLOR: VITAMIN D GRAY
10	WOOD EAVES MANUFACTURER: NEW CONSTRUCTION FINISH: SOLID STAINED PAINTED PART MANUFACTURER: BURN EDWARDS COLOR: BROWN BRICK DEC 750
11	STUCCO MANUFACTURER: LA HABRA FINISH: SANDY TRONK - PAINTED
12	BIKE RACKS MANUFACTURER: VECTOR STANLEY MODEL: BIKERACKS COLOR: BLACK
13	TRASH RECEPTACLES MANUFACTURER: VECTOR STANLEY MODEL: A-35 COLOR: BLACK
14	CONCRETE PAVING MANUFACTURER: NEW CONSTRUCTION FINISH: BROWN BRICK, 5/8" CFT NATURAL GRAY
15	PAINT MANUFACTURER: BURN EDWARDS COLOR: BROWN BRICK DEC 750
16	PAINT MANUFACTURER: BURN EDWARDS COLOR: LIGHT GRAY DEC 701
17	PAINT MANUFACTURER: BURN EDWARDS COLOR: BUCKINGHAM BE 6108
18	PAINT MANUFACTURER: BURN EDWARDS COLOR: SPACED TAN DEC 748
19	PAINT MANUFACTURER: BURN EDWARDS COLOR: BROWN DEC 785
20	PAINT MANUFACTURER: BURN EDWARDS COLOR: CRUSHED STONE BK 6087
21	PAINT MANUFACTURER: BURN EDWARDS COLOR: CHERRY COLA DEK 135
22	PAINT MANUFACTURER: BURN EDWARDS COLOR: DESERT GRAY DEC 790
23	PAINT MANUFACTURER: BURN EDWARDS COLOR: SANDAL DEC 715
24	PAINT MANUFACTURER: BURN EDWARDS COLOR: ICE GRAY DEC 795
25	PAINT MANUFACTURER: BURN EDWARDS COLOR: MOUNTAIN DEC 737
26	PAINT MANUFACTURER: BURN EDWARDS COLOR: FLORA BECK DET 632
27	NOT USED
28	PAINT MANUFACTURER: BURN EDWARDS COLOR: BONE CHINA DEW 308
29	PAINT MANUFACTURER: BURN EDWARDS COLOR: ROCKY MOUNTAIN RED DET 442

McKently Malak ARCHITECTS
 33 HERRING BLVD Suite 200
 Pasadena California 91103-3446
 Tel: 626 580 8348 Fax: 626 580 6397

PROJECT FOR
Evergreen
 Development | Services | Investments
 2800 E. DANIELLACK RD., SUITE 410
 PHOENIX, AZ 85018
 CONTACT: DIANA DRAGON
 Office (602) 507-7130

KEY MAP

EASTVALE MARKETPLACE
 NEC of Limonite Ave. & Sumner Ave.
 Eastvale, California 92880

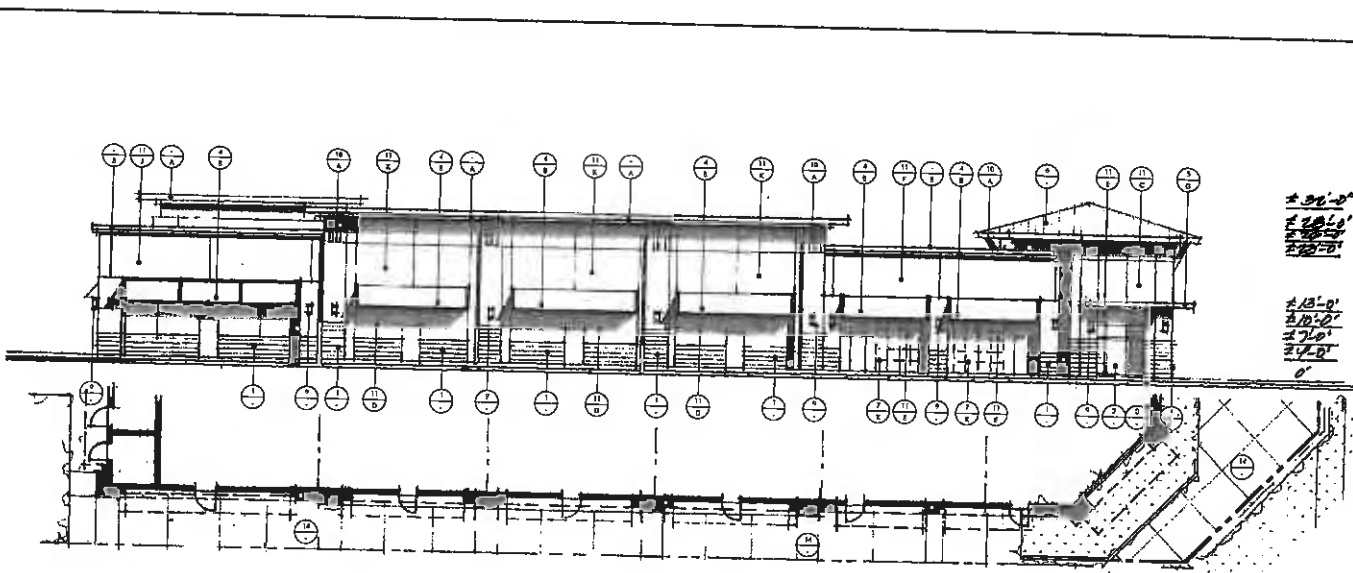
ISSUES / REVISIONS

No.	DATE	DESCRIPTION
1	07.15.15	MAJOR DEVELOPMENT PLAN & CUP SUBMITTAL

JOB NUMBER: 15122MMA
 DRAWN BY: CHECKED BY: HMA
 DATE: 07.15.15
 SHEET DESCRIPTION:
EXTERIOR ELEVATIONS (SHOPS B)

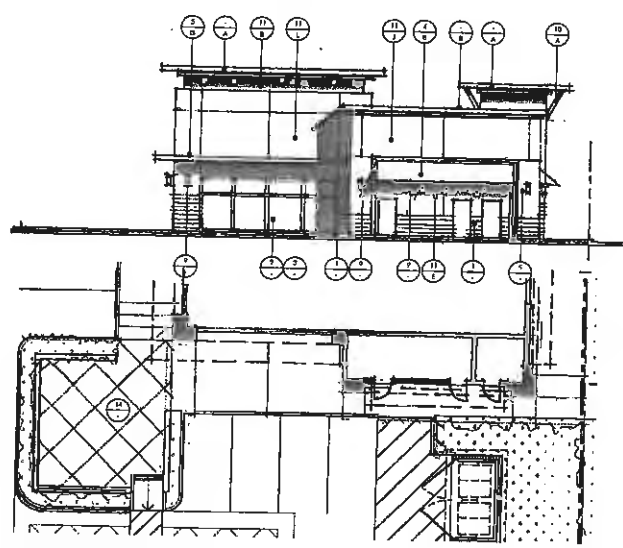
SHEET NUMBER:
A204

BASED ON SCHEMATIC SP45



WEST EXTERIOR ELEVATION - SHOPS B

SCALE: 3/32" = 1'-0"



SOUTH EXTERIOR ELEVATION - SHOPS B

SCALE: 3/32" = 1'-0"

FINISH LEGEND

KEY	MATERIAL	MANUFACTURER / FINISH & COLOR
1	CMU	MANUFACTURER: ANGLUS BLOCK MODEL: BURGESS BLOCK 8750 - BARGE COLOR: CHARGON, TUMBLER COLOR: SLATE
2	STOREFRONT	MANUFACTURER: ARDANA ALUMINUM FINISH: CLEAR ANODIZED ALUMINUM
3	STOREFRONT GLASS	MANUFACTURER: PPG TYPE: 1" CLEAR FLAT GLASS
4	FABRIC AWNING	MANUFACTURER: SUNBELLA COLOR: A. VERONIA MUSTARD & BURGUNDY
5	METAL CANOPY	MANUFACTURER: NEW CONSTRUCTION FINISH: PAINTED STEEL TUBE PAINT MANUFACTURER: DUAN EDWARDS COLOR: CHERRY COAL DEC 155
6	METAL ROOF	MANUFACTURER: LUSH MODEL: 505 PROFILE, 16" W/1" H COLOR: DMC GRAY
7	WALL TRUSS	MANUFACTURER: GREENSPAN FINISH: PAINTED COLOR: ICE GRAY DEC 790 DUAN EDWARDS
8	METAL TRUSS	MANUFACTURER: NEW CONSTRUCTION PAINT MANUFACTURER: DUAN EDWARDS COLOR: BROWN IRON DEC 700
9	WALL SCHEME	MANUFACTURER: LAMAR FINISH: LED 9020 COLOR: TITANIUM GRAY
10	WOOD EAVES	MANUFACTURER: NEW CONSTRUCTION FINISH: SOLID STAINED PAINTED PAINT MANUFACTURER: DUAN EDWARDS COLOR: BISON WISE DEC 750
11	STUCCO	MANUFACTURER: LA HABRA FINISH: SMOOTH TRIMBLE - PAINTED
12	WIRE RACKS	MANUFACTURER: VICTOR STANLEY MODEL: 8003 COLOR: BLACK
13	WASH RECEPTACLES	MANUFACTURER: WORTH STANLEY MODEL: A-38 COLOR: BLACK
14	CONCRETE PAVING	MANUFACTURER: NEW CONSTRUCTION FINISH: MEDIUM BROWN, SHIP CUT NATURAL GRAY
A	PAINT	MANUFACTURER: DUAN EDWARDS COLOR: BROWN BEIGE DEC 750
B	PAINT	MANUFACTURER: DUAN EDWARDS COLOR: ASH GRAY DEC 781
C	PAINT	MANUFACTURER: DUAN EDWARDS COLOR: BURGUNDY DEC 698
D	PAINT	MANUFACTURER: DUAN EDWARDS COLOR: BURGUNDY DEC 698
E	PAINT	MANUFACTURER: DUAN EDWARDS COLOR: BROWN STONE DC 8067
F	PAINT	MANUFACTURER: DUAN EDWARDS COLOR: CHERRY COAL DEC 155
G	PAINT	MANUFACTURER: DUAN EDWARDS COLOR: SILVER GRAY DEC 780
H	PAINT	MANUFACTURER: DUAN EDWARDS COLOR: SANDAL DEC 776
I	PAINT	MANUFACTURER: DUAN EDWARDS COLOR: GRAY DEC 780
J	PAINT	MANUFACTURER: DUAN EDWARDS COLOR: SANDAL DEC 757
K	PAINT	MANUFACTURER: DUAN EDWARDS COLOR: SUECK DEC 838
L	NOT USED	
M	PAINT	MANUFACTURER: DUAN EDWARDS COLOR: BONE CHINA DEC 838
N	PAINT	MANUFACTURER: DUAN EDWARDS COLOR: ROCKY MOUNTAIN RED DEC 842

McKenty Malak ARCHITECTS
 30 HUNTER ALLEY, SUITE 100
 PASADENA, CALIFORNIA 91105-3549
 TEL: 626 393 0249 FAX: 626 393 8397

A PROJECT FOR:

Evergreen
 Development Services (Architects)
 2800 E. CAMELBACK RD., SUITE 410
 PHOENIX, AZ 85018
 CONTACT: DANA OSBORN
 OFFICE: 602.597.1136

KEY MAP

EASTVALE MARKETPLACE
 NEC of Limonite Ave. & Sumner Ave.
 Eastvale, California 92880

ISSUES / REVISIONS

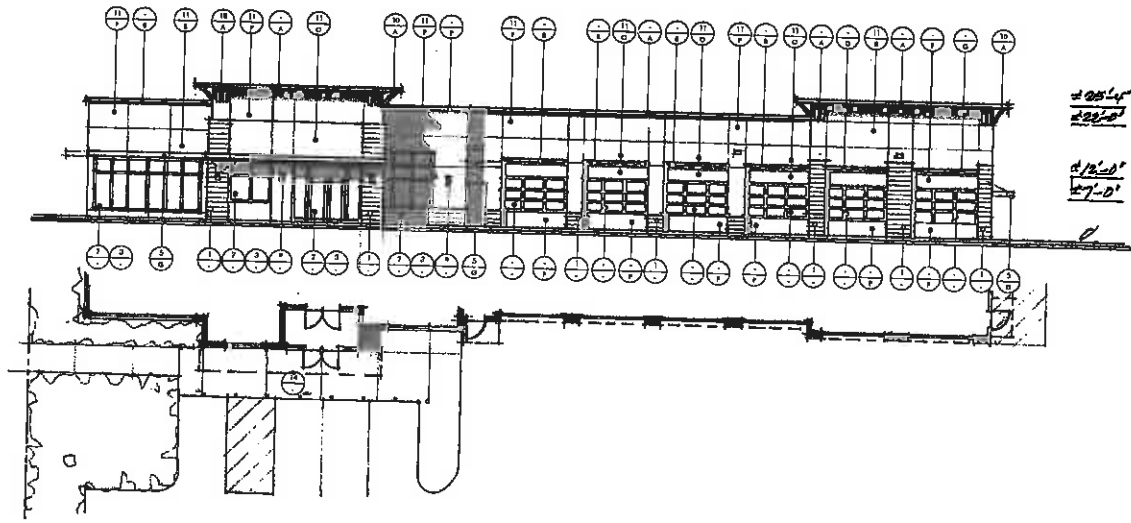
No.	DATE	DESCRIPTION
1	07.15.15	MAJOR DEVELOPMENT PLAN & CLIP SUBMITTAL

JOB NUMBER: 15122MAA
 DRAWN BY: CHECKED BY: HMA
 DATE: 07.15.15
 SHEET DESCRIPTION:

EXTERIOR ELEVATIONS (SHOPS B)

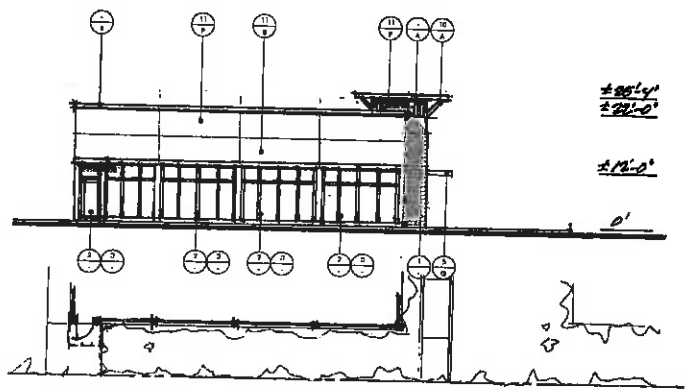
SHEET NUMBER:
A205

BASED ON SHEET 205



SOUTH EXTERIOR ELEVATION - TIRE STORE

SCALE: 3/32" = 1'-0"



WEST EXTERIOR ELEVATION - TIRE STORE

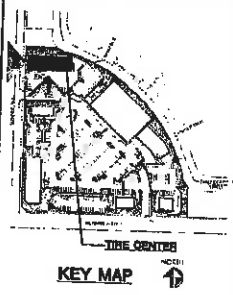
SCALE: 3/32" = 1'-0"

FINISH LEGEND

KEY	MATERIAL	MANUFACTURER / FINISH & COLOR
1	CMU	MANUFACTURER: ANGELUS BLOCK MODEL: BUNNICK BLACK, FINISH: BRUSH COLOR: BLACK
2	STONEFRONT	MANUFACTURER: ARCADE ALUMINUM FINISH: CLEAR ANODIZED ALUMINUM
3	STONEFRONT GLASS	MANUFACTURER: PPG TYPE: 1" CLEAR FLOAT GLASS
4	FABRIC AWNINGS	MANUFACTURER: BERNELLA COLOR: A. NEWBORN MUSTARD B. BURGUNDY
5	METAL CANOPY	MANUFACTURER: NEW CONSTRUCTION FINISH: PAINTED STEEL PAINT MANUFACTURER: DUNN EDWARDS COLOR: CHERRY COA. DCA 138
6	METAL ROOF	MANUFACTURER: USAIN MODEL: 308 PROFILE, 14" W/10" 1" HIGH COLOR: ZINC GRAY
7	WALL TRILLES	MANUFACTURER: GREENSPAN FINISH: PAINTED COLOR: RZ GRAY DEC 790 DUNN EDWARDS
8	METAL TRILLES	MANUFACTURER: NEW CONSTRUCTION FINISH: PAINTED PAINT MANUFACTURER: DUNN EDWARDS COLOR: BONE CHINA DEF 338
9	WALL SCOOPE	MANUFACTURER: LUMAS MODEL: TOWER-LED W/US COLOR: STAINLESS GRAY
10	WOOD EAVES	MANUFACTURER: NEW CONSTRUCTION FINISH: SOLID STAINED PAINTED PAINT MANUFACTURER: DUNN EDWARDS COLOR: BROWN BEIGE DEC 720
11	STUCCO	MANUFACTURER: LA HABRA FINISH: SMOOTH TRUVEL - PAINTED
12	SHR RACKS	MANUFACTURER: VICTOR STANLEY MODEL: 1885-103 COLOR: BLACK
13	WASH RECEPTACLES	MANUFACTURER: VICTOR STANLEY MODEL: A-38 COLOR: BLACK
14	CONCRETE PAVING	MANUFACTURER: NEW CONSTRUCTION FINISH: MODULAR BLOCK, SAW CUT NATURAL GRAY
A	PAINT	MANUFACTURER: DUNN EDWARDS COLOR: BONE CHINA DEF 338
B	PAINT	MANUFACTURER: DUNN EDWARDS COLOR: BONE GRAY DEC 781
C	PAINT	MANUFACTURER: DUNN EDWARDS COLOR: BROWN BEIGE DEC 720
D	PAINT	MANUFACTURER: DUNN EDWARDS COLOR: APACIDE TAN DEC 740
E	PAINT	MANUFACTURER: DUNN EDWARDS COLOR: BONE DECTAS
F	PAINT	MANUFACTURER: DUNN EDWARDS COLOR: CRUSHED STONE DE 807
G	PAINT	MANUFACTURER: DUNN EDWARDS COLOR: CHERRY COA. DCA 138
H	PAINT	MANUFACTURER: DUNN EDWARDS COLOR: DEWET GRAY DEC 760
I	PAINT	MANUFACTURER: DUNN EDWARDS COLOR: GENERAL DEC 715
J	PAINT	MANUFACTURER: DUNN EDWARDS COLOR: BONE GRAY DEC 780
K	PAINT	MANUFACTURER: DUNN EDWARDS COLOR: MAGENTA DEC 725
L	PAINT	MANUFACTURER: DUNN EDWARDS FLUOR BACK DET 633
M	PAINT	MANUFACTURER: DUNN EDWARDS FLUOR BACK DET 633
N	NOT USED	
O	PAINT	MANUFACTURER: DUNN EDWARDS COLOR: BONE CHINA DEF 338
P	PAINT	MANUFACTURER: DUNN EDWARDS COLOR: TROPIC MOUNTAIN RED DET 442

McKenty Malak
ARCHITECTS
25 HUGER ALLEY Suite 202
Pasadena California 91103-0468
TEL: 626 802 8840 FAX: 626 802 8997

A PROJECT FOR
Evergreen
Development Services Investments
2000 E. CAMELBACK RD., SUITE 410
PHOENIX, AZ 85016
CONTACT: DANA DRAGON
Office (602) 567-7199



EASTVALE MARKETPLACE
NEC of Limonite Ave. & Sumner Ave.
Eastvale, California 92880

ISSUES / REVISIONS

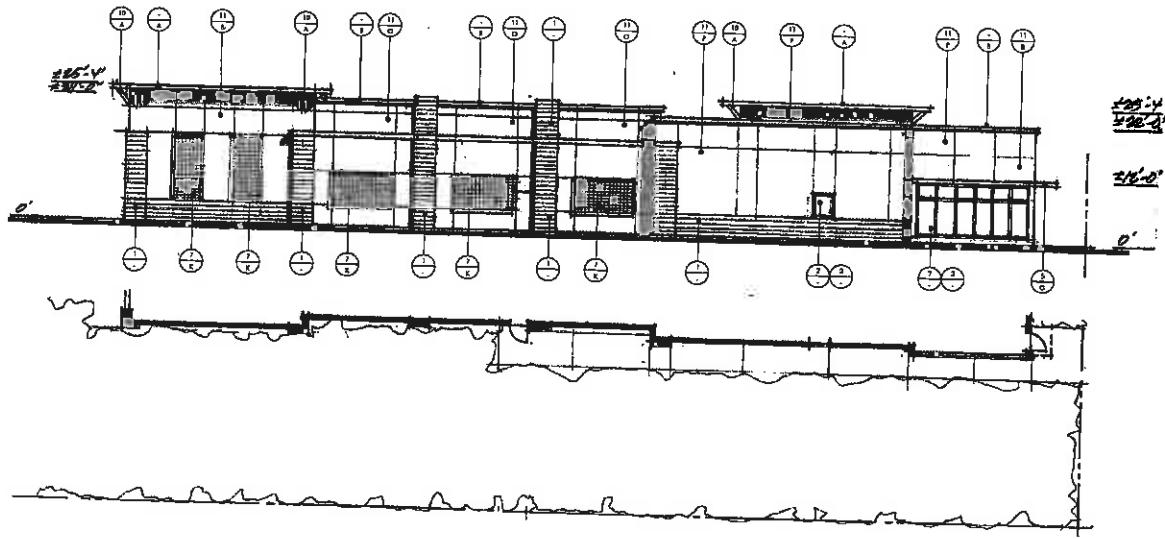
No.	DATE	DESCRIPTION
1	07.15.15	MAJOR DEVELOPMENT PLAN & CUP SUBMITTAL

CONSTRUCTION OF THIS PROJECT WILL BE SUBJECT TO THE CITY OF PASADENA'S REVIEW AND APPROVAL OF THE DEVELOPMENT PLAN AND CUP SUBMITTAL. THE CITY OF PASADENA'S REVIEW AND APPROVAL OF THE DEVELOPMENT PLAN AND CUP SUBMITTAL IS NOT A GUARANTEE OF THE ACCURACY OF THE INFORMATION CONTAINED HEREIN. THE ARCHITECT ASSUMES NO LIABILITY FOR THE ACCURACY OF THE INFORMATION CONTAINED HEREIN. THE ARCHITECT'S RESPONSIBILITY IS LIMITED TO THE DESIGN OF THE PROJECT AS SHOWN ON THESE PLANS.

JOB NUMBER: 15122HAA
DRAWN BY: CHECKED BY: HIA
DATE: 07.15.15
SHEET DESCRIPTION:

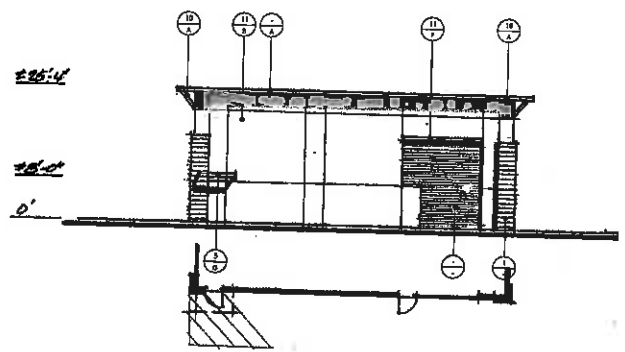
EXTERIOR ELEVATIONS
(TIRE STORE)

SHEET NUMBER:
A206
BASED ON SCHEMATIC S.F. 05



NORTH EXTERIOR ELEVATION - TIRE STORE

SCALE: 3/32" = 1'-0" 1



EAST EXTERIOR ELEVATION - TIRE STORE

SCALE: 3/32" = 1'-0" 2

FINISH LEGEND

KEY	MATERIAL	MANUFACTURER / FINISH & COLOR
1	DECK	MANUFACTURER: ANGELOUS BROS MODEL: BROWN BLOCK 6747, BANGS COLOR: CHARCOAL BURNISHED COLOR: SLATE
2	STONEFRONT	MANUFACTURER: AMERICA ALUMINUM FINISH: CLEAR ANODIZED ALUMINUM
3	STONEFRONT GLASS	MANUFACTURER: PPG TYPE: 1" CLEAR FLOAT GLASS
4	FABRIC AWNING	MANUFACTURER: EMBRELLA COLOR: A. BROWN WHEATB S. BURGUNDY
5	METAL CANNOPY	MANUFACTURER: NEW CONSTRUCTION FINISH: PAINTED STEEL TUBE PAINT: MANUFACTURER: DUNN EDWARDS COLOR: CHERRY COLO DEB 156
6	METAL ROOF	MANUFACTURER: MOORE MODEL: 628 PROFILE, 15" WIDE 1" HIGH COLOR: 282 GRAY
7	WALL TIEBLS	MANUFACTURER: DRESCHER FINISH: PAINTED COLOR: ICE GRAY DEC 760 DUNN EDWARDS
8	METAL TIEBLS	MANUFACTURER: NEW CONSTRUCTION FINISH: PAINTED PAINT: MANUFACTURER: DUNN EDWARDS COLOR: BROWN BEIGE DEC 750
9	WALL SCORING	MANUFACTURER: L&L MODEL: 628 PROFILE, 15" WIDE 1" HIGH COLOR: 282 GRAY
10	WOOD EAVES	MANUFACTURER: NEW CONSTRUCTION FINISH: SOLID STAINED PAINTED PAINT: MANUFACTURER: DUNN EDWARDS COLOR: BROWN BEIGE DEC 750
11	SHOOD	MANUFACTURER: LA HABRA FINISH: SMOOTH TROREL - PAINTED
12	BIKE RACKS	MANUFACTURER: VICTOR STANLEY MODEL: 1888-123 COLOR: BLACK
13	WASH RECEPTACLES	MANUFACTURER: VICTOR STANLEY MODEL: 1888-123 COLOR: BLACK
14	CONCRETE PAVING	MANUFACTURER: NEW CONSTRUCTION FINISH: BROWN STONE, SAW CUT NATURAL GRAY
A	PAINT	MANUFACTURER: DUNN EDWARDS COLOR: BROWN BEIGE DEC 750
B	PAINT	MANUFACTURER: DUNN EDWARDS COLOR: ICE GRAY DEC 751
C	PAINT	MANUFACTURER: DUNN EDWARDS COLOR: BROWN BEIGE DEC 750
D	PAINT	MANUFACTURER: DUNN EDWARDS COLOR: SPANISH TAU DEC 749
E	PAINT	MANUFACTURER: DUNN EDWARDS COLOR: BROWN BEIGE DEC 750
F	PAINT	MANUFACTURER: DUNN EDWARDS COLOR: CHERRY COLO DEB 156
G	PAINT	MANUFACTURER: DUNN EDWARDS COLOR: CHERRY COLO DEB 156
H	PAINT	MANUFACTURER: DUNN EDWARDS COLOR: REDDOTT GRAY DEC 759
I	PAINT	MANUFACTURER: DUNN EDWARDS COLOR: SARGAL DEC 718
J	PAINT	MANUFACTURER: DUNN EDWARDS COLOR: ICE GRAY DEC 760
K	PAINT	MANUFACTURER: DUNN EDWARDS COLOR: JAGARTA DEC 737
L	PAINT	MANUFACTURER: DUNN EDWARDS FLOR SACR DEC 632
M	NOT USED	
N	PAINT	MANUFACTURER: DUNN EDWARDS COLOR: BROWN BEIGE DEC 750
O	PAINT	MANUFACTURER: DUNN EDWARDS COLOR: BROWN BEIGE DEC 750
P	PAINT	MANUFACTURER: DUNN EDWARDS COLOR: BROWN BEIGE DEC 750

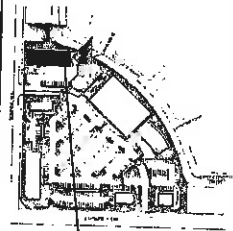
McKenty Malak
ARCHITECTS

26 N. Green Alley Suite 200
Phoenix, California 91103-8448
TEL: 484 988 8848 FAX: 484 988 9997

A PROJECT FOR:

Evergreen

Development Services | Architects
2390 E. CAMELBACK RD., SUITE 410
PHOENIX, AZ 85015
CONTACT: DANA DRAGON
OFFICE (602) 567-7139



KEY MAP

EASTVALE MARKETPLACE
NEC of Limonite Ave. & Sumner Ave.
Eastvale, California 92880

ISSUES / REVISIONS

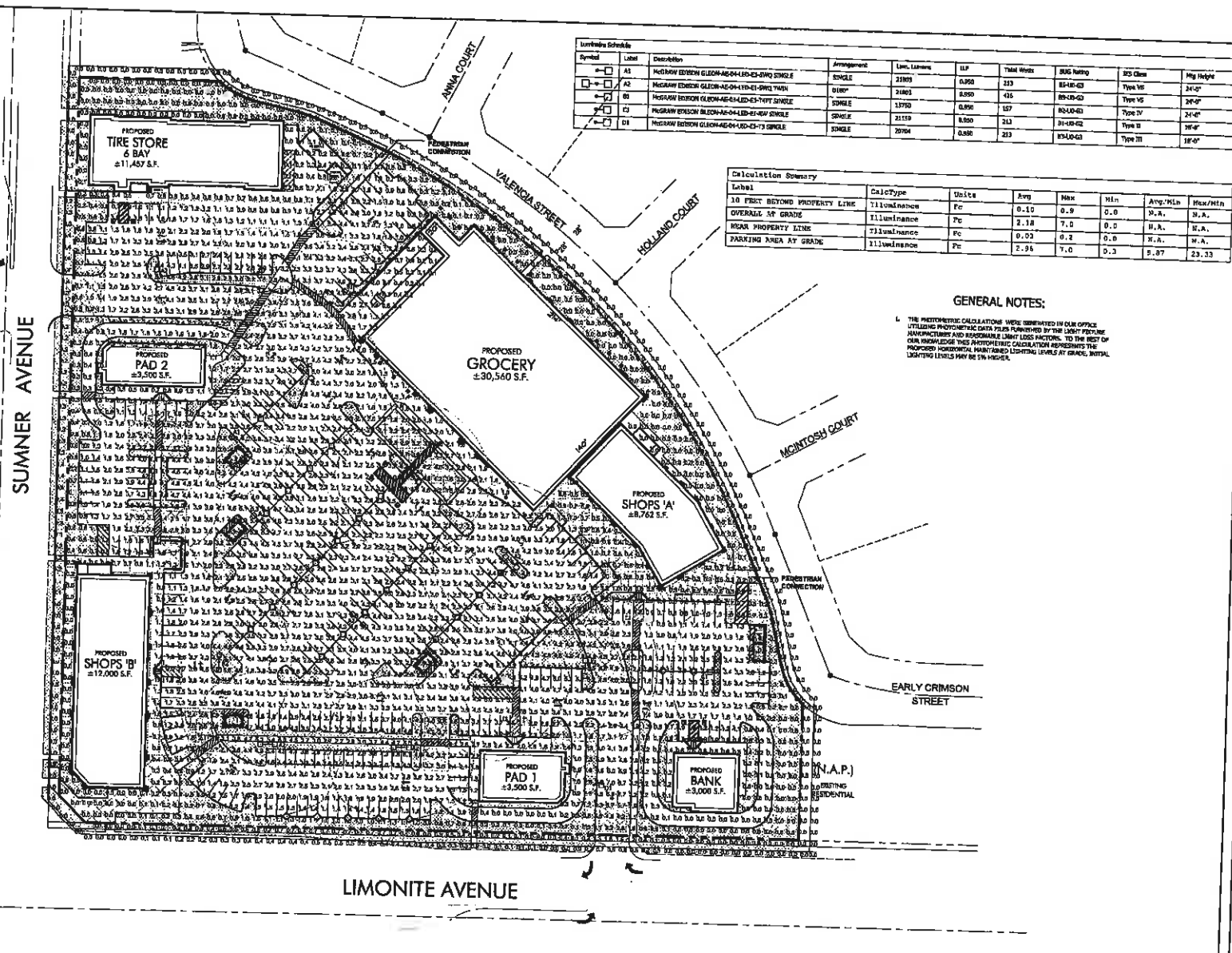
No.	DATE	DESCRIPTION
1	07.16.15	MAJOR DEVELOPMENT PLAN & CUP SUBMITTAL

1. ALL DIMENSIONS OF THIS PLAN SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
2. ALL DIMENSIONS SHALL BE TO FACE UNLESS OTHERWISE NOTED.
3. ALL DIMENSIONS SHALL BE TO FACE UNLESS OTHERWISE NOTED.
4. ALL DIMENSIONS SHALL BE TO FACE UNLESS OTHERWISE NOTED.
5. ALL DIMENSIONS SHALL BE TO FACE UNLESS OTHERWISE NOTED.
6. ALL DIMENSIONS SHALL BE TO FACE UNLESS OTHERWISE NOTED.
7. ALL DIMENSIONS SHALL BE TO FACE UNLESS OTHERWISE NOTED.
8. ALL DIMENSIONS SHALL BE TO FACE UNLESS OTHERWISE NOTED.
9. ALL DIMENSIONS SHALL BE TO FACE UNLESS OTHERWISE NOTED.
10. ALL DIMENSIONS SHALL BE TO FACE UNLESS OTHERWISE NOTED.

JOB NUMBER: 15122MMA
DRAWN BY: JHA
DATE: 07.15.15
CHECKED BY: JHA
SHEET DESCRIPTION:

EXTERIOR ELEVATIONS
(TIRE STORE)

SHEET NUMBER:
A207
BASED ON SHEET 07-05



Symbol	Label	Description	Arrangement	Line, Lumens	LF	Total Watts	BUS Rating	IES Class	Hg. Hght
□	A1	McRAM EDITION GLECH-AE-04-110-43-5700 SINGLE	SINGLE	21803	0.50	233	85-10-03	Type VI	24'-0"
□	A2	McRAM EDITION GLECH-AE-04-110-41-5700 TWIN	DIM*	21803	0.50	435	85-10-03	Type VI	24'-0"
□	B1	McRAM EDITION GLECH-AE-04-110-41-7477 SINGLE	SINGLE	13750	0.50	157	85-10-03	Type IV	24'-0"
□	B2	McRAM EDITION GLECH-AE-04-110-41-7477 SINGLE	SINGLE	21119	0.50	213	85-10-03	Type II	30'-0"
□	D1	McRAM EDITION GLECH-AE-04-110-43-71 SINGLE	SINGLE	20704	0.50	223	85-10-03	Type III	30'-0"

Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
10 FEET BEYOND PROPERTY LINE	ILLuminance	Fc	0.10	0.9	0.0	N.A.	N.A.
OVERALL 30' GRADE	ILLuminance	Fc	2.18	7.0	0.0	N.A.	N.A.
REAR PROPERTY LINE	ILLuminance	Fc	0.03	0.2	0.0	N.A.	N.A.
PARKING AREA AT GRADE	ILLuminance	Fc	2.94	7.0	0.3	8.87	23.33

GENERAL NOTES:

1. THE PHOTOMETRIC CALCULATIONS WERE PERFORMED IN OUR OFFICE UTILIZING PHOTOMETRIC DATA FILES FURNISHED BY THE LIGHT FIXTURE MANUFACTURER AND REASONABLE LIGHT LOSS FACTORS. TO THE BEST OF OUR KNOWLEDGE THIS PHOTOMETRIC CALCULATION REPRESENTS THE PROPOSED HORIZONTAL FOOT-CANDELA LIGHTING LEVELS AT GRADE. INITIAL LIGHTING LEVELS MAY BE IN VARIATION.

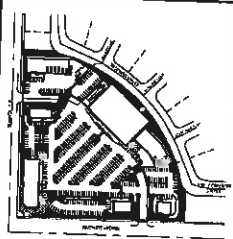
McKently Malak ARCHITECTS

25 HUBER ALLEY SUITE 200
Pasadena, California 91103-3442
TEL 626 952 9948 FAX 626 952 9997

A PROJECT FOR:

Evergreen
Development (Services) Investments

2810 E. CAMELBACK RD., SUITE 410
PHOENIX, AZ 85018
CONTACT: DANA DRAGON
Office (602) 567-7135



KEY MAP

EASTVALE MARKETPLACE
NEC of Limonite Ave. & Sumner Ave.
Eastvale, California 92880

ISSUES / REVISIONS

No.	DATE	DESCRIPTION
1	06.03.15	MAJOR DEVELOPMENT PLAN & CUP SUBMITTAL

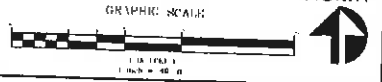
AS INSTRUMENTS OF SERVICE, ALL SERVICES SHALL BE PROVIDED ON THE BASIS OF THE BEST AVAILABLE INFORMATION AND WITHOUT GUARANTEE OF ACCURACY OR COMPLETENESS. THE USER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES. THE USER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES. THE USER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES.

JOB NUMBER: 151224AAA
DRAWN BY: MB CHECKED BY: JJ
DATE: 06.03.15
SHEET DESCRIPTION:

PROPOSED PHOTOMETRIC SITE PLAN

SHEET NUMBER:
PH.1
BASED ON SCHEME SR-05

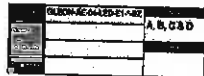
Kramer Engineering, Inc.
Professional and Electrical Consulting Engineers
2002-A, Harbor Boulevard, Suite 200
Orange, California 92668
Tel: 714.942.8888
Fax: 714.942.8889



PROPOSED PHOTOMETRIC SITE PLAN

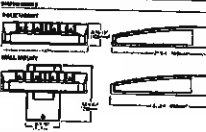
DESCRIPTION
The fixture is designed to provide uniform illumination of the roadway and to provide a high level of safety for the driver. It is designed to provide uniform illumination of the roadway and to provide a high level of safety for the driver. It is designed to provide uniform illumination of the roadway and to provide a high level of safety for the driver.

McGraw-Hill



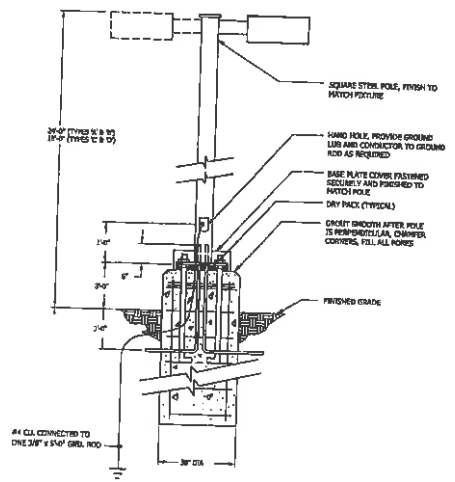
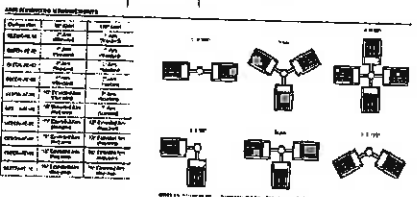
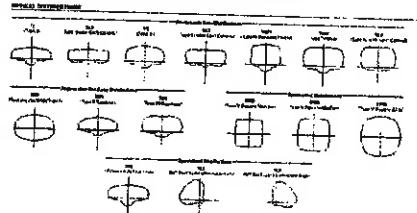
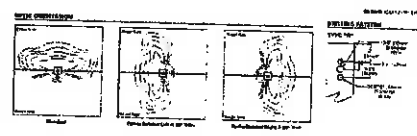
FEATURES AND BENEFITS
• Long life expectancy
• High efficiency
• Low maintenance
• Uniform illumination
• High safety level

INSTALLATION
• Mounting height
• Spacing
• Wiring



Model	Wattage	Beam Angle	Mounting Height	Spacing
100W	100W	60°	10-12'	12-15'
150W	150W	60°	12-15'	15-20'
200W	200W	60°	15-20'	20-25'

GLEASON GALILEON LED
5000 Hour Life Expectancy
High Efficiency
Low Maintenance
Uniform Illumination
High Safety Level



POLE MTD. FIXTURE DETAIL TYPES 'A', 'B', 'C' & 'D'
NO SCALE

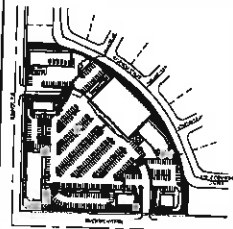
Model	Wattage	Beam Angle	Mounting Height	Spacing
100W	100W	60°	10-12'	12-15'
150W	150W	60°	12-15'	15-20'
200W	200W	60°	15-20'	20-25'

Model	Wattage	Beam Angle	Mounting Height	Spacing
100W	100W	60°	10-12'	12-15'
150W	150W	60°	12-15'	15-20'
200W	200W	60°	15-20'	20-25'

Model	Wattage	Beam Angle	Mounting Height	Spacing
100W	100W	60°	10-12'	12-15'
150W	150W	60°	12-15'	15-20'
200W	200W	60°	15-20'	20-25'

McKenty Malak ARCHITECTS
30 Hughes Alley Suite 230
Pasadena California 91103-3649
Tel. 626 853 0246 Fax 626 853 0387

Evergreen
Development Services Investments
2500 E. GAMBLECK RD., SUITE 410
PHOENIX, AZ 85016
CONTACT: DANIA ORACION
Office (602) 867-1136



KEY MAP

EASTVALE MARKETPLACE
NEC of Limonite Ave. & Sumner Ave.
Eastvale, California 92880

No.	DATE	DESCRIPTION
1	05.05.15	MAJOR DEVELOPMENT PLAN & CLIP SUBMITTAL

ALL INFORMATION ON THIS DRAWING IS THE PROPERTY OF KRAMER ENGINEERING, INC. AND NO PART OF THIS DRAWING IS TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN CONSENT OF KRAMER ENGINEERING, INC.

JOB NUMBER: 15122MMA
DRAWN BY: MB CHECKED BY: JJ
DATE: 05.05.15
SHEET DESCRIPTION:

PROPOSED PHOTOMETRIC FIXTURES AND POLE DETAIL

SHEET NUMBER:
PH.2

BASED ON SCHEME 5/05

McGraw-Hill

Evergreen

McGraw-Hill

Evergreen

Kramer Engineering, Inc.
Architectural and Mechanical Consulting Engineers
2500 E. GAMBLECK RD., SUITE 410
PHOENIX, AZ 85016
Tel. 602 867-1136 Fax 602 867-1137

FIXTURE TYPES 'A', 'B', 'C' & 'D'
NO SCALE

