

AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY AGENDA



Cathedral City, Council Chambers

68-700 Avenida Lalo Guerrero
Cathedral City, California 92234

Thursday 9:30 A.M., December 10, 2015

CHAIR
Simon Housman
Rancho Mirage

VICE CHAIRMAN
Rod Ballance
Riverside

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Arthur Butler
Riverside

Glen Holmes
Hemet

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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: NEW ITEMS

MARCH AIR RESERVE BASE

- 2.1 ZAP1158MA15 – Hillwood Investment (Representative: Kathy Hoffer) – City of Riverside Case Nos. P14-1082 (Minor Conditional Use Permit) and P14-1081 (Design Review). The applicant proposes to construct two industrial warehouse buildings with a total floor area of 1,433,599 square feet on 71.5 to 73.32 acres located along the westerly side of Lance Drive, northerly of its intersection with Sierra Ridge Drive. The southerly building will have a floor area of 1,012,995 square feet, and the northerly building will have a floor area of 420,604 square feet. Each building will include 10,000 square feet of office space. (Airport Compatibility Zones C1 and 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

Recommendation: CONSISTENT

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

www.rcaluc.org

RIVERSIDE MUNICIPAL AIRPORT

- 2.2 ZAP1072RI15 – In-N-Out Burgers (Representative: Katie Sanchez) – City of Riverside Case No. P15-0490 (Rezoning). The applicant proposes to rezone a 0.12-acre parcel (to wit, Assessor's Parcel No. 230-200-005) located on the northerly side of Indiana Avenue, easterly of Madison Avenue and the existing In-N-Out drive-thru facility, from Single Family Residential, 7,000 square foot minimum lot size (R-1-7,000) to Commercial General (CG) in order to allow for an expansion of the drive-thru onto this site and facilitate expansion of the easterly food preparation structure of the existing facility. (No new indoor seating is proposed.) The Commission may further recommend that the project site be rezoned to CG-AP-E (Commercial General, Airport Protection Overlay Zone E). (Airport Compatibility Zone E of the Riverside Municipal Airport Influence Area). ALUC Staff Planner: Russell Brady at (951) 955-0549, or e-mail at rbrady@rctlma.org

Staff Recommendation: CONSISTENT

FLABOB AIRPORT

- 2.3 ZAP1025FL15 – Secured Income Group, Inc. (Representative: Stefan Lanthier, Cornerstone Land Surveying) – City of Jurupa Valley Major Action Case No. 1432 (MA 1432) – Tentative Tract Map No. 36649 (Amended). The applicant proposes to divide 5.49 acres located northerly of 36th Street and westerly of Avalon Street (Assessor's Parcel Number 179-060-027) into 24 single-family residential lots ranging from 6,207 square feet to 11,017 square feet in size and one 7,629 square foot lot for a detention basin. (Airport Compatibility Zones D and E of the Flabob Airport Influence Area). ALUC Staff Planner: Russell Brady at (951) 955-0549, or e-mail at rbrady@rctlma.org

Staff Recommendation: CONSISTENT

PALM SPRINGS INTERNATIONAL AIRPORT

- 2.4 ZAP1033PS15 – The Altum Group, for WSW Cat-Ramon, LLC (Representative: Audrey Nickerson) – City of Cathedral City Case Nos. GPA 14-004 (General Plan Amendment), CZ 14-003 (Change of Zone), PUD 14-002 (Planned Unit Development), and TTM 36819 (Tentative Tract Map). Tentative Tract Map No. 36819 is a proposal to divide 14.13 acres (Assessor's Parcel Number 673-020-043) located southerly of (and obtaining access from) Ramon Road and easterly of Date Palm Drive into 84 single-family residential lots, 4 open space lots with a total area of 2.875 acres, and 2.217 acres of private streets. PUD 14-002 would provide for a minimum lot size of 3,220 square feet and for the development of 63 two-story dwellings, 21 one-story dwellings, 1.83 acres of recreational areas, including a clubhouse, swimming pool with spa, playground, and open space area, and a 0.97-acre retention basin. GPA 14-004 would amend the land use designation of the site on the City's General Plan Land Use Map from General Commercial [CG] to Medium Density Residential (4.5-10 dwelling units per acre) [RM], while CZ 14-003 would change the site's zoning from Planned Community Commercial [PCC] to R2 Multiple-Family Residential District [R2]. (Airport Compatibility Zone E of the Palm Springs International Airport Influence Area). ALUC Staff Planner: John Guerin at (951) 955-0982, or e-mail at jguerin@rctlma.org

Staff Recommendation: CONSISTENT

PALM SPRINGS INTERNATIONAL AIRPORT

- 2.5 ZAP1031PS15 and ZAP1032PS15 – Dudek, for New Dimension Energy Company
- 2.6 (Representative: Matt Valerio) – County Case Nos. WCS00011R2 and WCS 00012R2 (WECS – Wind Energy Conversion System-Permits No. 11 [Revised No. 2] and 12 [Revised No. 2]). WCS00011R2 is a proposal to install and operate 26 Ogin 100kw (kilowatt) wind turbines up to 150 feet in height and 2 Vestas 3.3 MW (megawatt) wind turbines up to 456 feet in height on a 133-acre parcel (to wit, Assessor's Parcel Number 668-270-012) located northerly of Dillon Road and westerly of a northerly extension of Karen Road, approximately 2,900 feet easterly of the easterly boundary of the community of Valley View Village. WECS 00012R2 is a proposal to install and operate 94 Ogin 100kw wind turbines up to 150 feet in height and 3 Vestas 3.3 MW wind turbines up to 456 feet in height on 243.11 acres (Assessor's Parcel Numbers 668-120-018, -020, and -021, and 668-130-023, -024, and -025) located northerly of the transmission lines northerly of and parallel to Dillon Road, southerly of a westerly extension of Two Bunch Palms Trail, approximately 1400 feet easterly of Devers Substation and one-half mile easterly of Diablo Road. ALUC review is required due to the proposal for structures greater than 200 feet in height. (Not in an Airport Influence Area. Closest airport: Palm Springs International Airport). ALUC Staff Planner: John Guerin at (951) 955-0982, or e-mail at jguerin@rctlma.org

Staff Recommendation: CONSISTENT

- 2.7 ZAP1034PS15 – Ruhnau Ruhnau Clarke and Associates, for Palm Springs Unified School District (Representative: Lance Higgins). Palm Springs Unified School District proposes to establish a new District Administration Center on a 19.32-acre District-owned property located along the easterly side of District Center Drive, easterly of Gene Autry Trail, westerly of San Joaquin Drive, and southeasterly of the existing District Operations Center building. The new Administration Center building is proposed to be a two-story, 62,336 square foot building, with a 2,341 square foot Board Room for District Board of Education meetings. (Airport Compatibility Zones C and D of the Palm Springs International Airport Influence Area). ALUC Staff Planner: Russell Brady at (951) 955-0549, or e-mail at rbrady@rctlma.org

Staff Recommendation: INCONSISTENT

BERMUDA DUNES AIRPORT

- 2.8 ZAP1061BD15 – Sperry Equities, LLC (Representative: Daniel Grandy, AECOM) – City of Indio Administrative Design Review - A proposal to establish a single-story 30,450 square foot special purpose (orthopedic/joint replacement) hospital, including a surgical suite with three operating rooms, 12 single-occupant inpatient rooms for overnight stays, outpatient clinic, and physicians' offices, on a 4.48-acre site (Assessor's Parcel Number 606-060-028) with an address of 42-505 Burr Street, located on the westerly side of Burr Street, extending from Indio Boulevard on the north to Avenue 42 (42nd Street) on the south, within the Northgate Crossing Specific Plan. (Airport Compatibility Zones B1 and C of the Bermuda Dunes Airport Influence Area). ALUC Staff Planner: John Guerin at (951) 955-0982, or e-mail at jguerin@rctlma.org

Staff Recommendation: INCONSISTENT

3.0 ADMINISTRATIVE ITEMS

3.1 Director's Approvals

3.2 Resolution No. 2015-02

4.0 APPROVAL OF MINUTES

November 12, 2015

5.0 ORAL COMMUNICATION ON ANY MATTER NOT ON THE AGENDA

6.0 COMMISSIONER'S COMMENTS

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**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 2.1

HEARING DATE: December 10, 2015

CASE NUMBER: ZAP1158MA15 – Hillwood Investment (Representative: Kathy Hoffer)

APPROVING JURISDICTION: City of Riverside

JURISDICTION CASE NO: P14-1081 (Design Review), P14-1082 (Minor Conditional Use Permit)

MAJOR ISSUES: None.

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

PROJECT DESCRIPTION: The Design Review proposes development of two industrial (predominantly warehouse) buildings totaling 1,433,599 square feet, on 71.50 net acres. Building 1 would be a total of 1,012,995 square feet gross floor area, including 10,000 square feet of office space and Building 2 would be 420,604 square feet gross floor area, including 10,000 square feet of office space. The Conditional Use Permit is required to approve warehouse buildings greater than 400,000 square feet in size.

PROJECT LOCATION: The site is located along the westerly side of Lance Drive, northerly of its intersection with Sierra Ridge Drive, within the City of Riverside, approximately 17,600 feet northwesterly 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: 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 splits the site approximately in half, with Zone C1 to the south and Zone D to the north. 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:

- Warehouse – 1 person per 1,428 square feet (35% of building code of 1 person per 500 square feet)
- Office – 1 person per 200 square feet (with 50% reduction)

Based on the site plan provided, approximately 34.71 acres are located within Zone C1. Zone C1 would include the southern half of Building 1 (approximately 549,870 square feet) and Zone D would include the northern half of Building 1 (approximately 463,125 square feet) and Building 2. Building 1 would include a total of 1,002,995 square feet of warehouse area and 10,000 square feet of office space for a total occupancy of 752 people. The Building 1 area within Zone C1 (conservatively assuming all 10,000 square feet of office would be located within Zone C1) would result in a total occupancy of 428. This Zone C1 total occupancy within the 34.71 acres of Zone C1 results in an average intensity of 12 people per acre, which is consistent with the Zone C1 average acre criterion of 100.

Although the planned warehouse is designed and anticipated to be used as high-cube warehouse, if the warehouse area were calculated based on use as a fulfillment center pursuant to March Air Reserve Base/Inland Port Airport Compatibility Plan Policy 2.4 (50% of 1 person per 500 square feet), the Building 1 area within Zone C1 would total 590 people. Based on the 34.71 acres, this results in an average intensity of 17 people per acre, which is also compatible with the Zone C1 average acre criterion of 100.

Even if the entire Building 1 area located within Zone C1 were utilized for office or manufacturing uses, with a total occupancy of 2,749 persons, the average occupancy of 79 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 444 standard parking spaces and truck trailer spaces of 351 provided for Building 1, the total occupancy would be estimated at 1,017 people. This total occupancy within the 51.88 acre Building 1 site area results in an average intensity of 20 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 within Zone C1 would consist of 10,000 square feet of office area, and 33,560 square feet of warehouse area. This would result in a single-acre occupancy of 74, which would be consistent with the Zone C1 single-acre criterion of 250.

If the warehouse area were calculated based on use as a fulfillment center pursuant to March Air Reserve Base/Inland Port Airport Compatibility Plan Policy 2.4, the maximum single-acre area of 10,000 square feet of office area, and 33,560 square feet as fulfillment center would total 84 people, which would also be consistent with the Zone C2 single-acre criterion.

Even if the entire Building 1 were utilized as office or manufacturing, the single-acre intensity would not exceed 218 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 northerly terminus is 1,535 feet above mean sea level (AMSL). At a distance of approximately 17,600 feet from the runway to the property line, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 1711 feet AMSL. The maximum proposed finished floor elevation is 1596.19 feet above mean sea level. With a maximum building height of 41 feet, the top point elevation could be approximately a maximum of 1637.19 feet AMSL. Therefore, review by the Federal Aviation Administration Obstruction Evaluation Service was not required.

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

CONDITIONS:

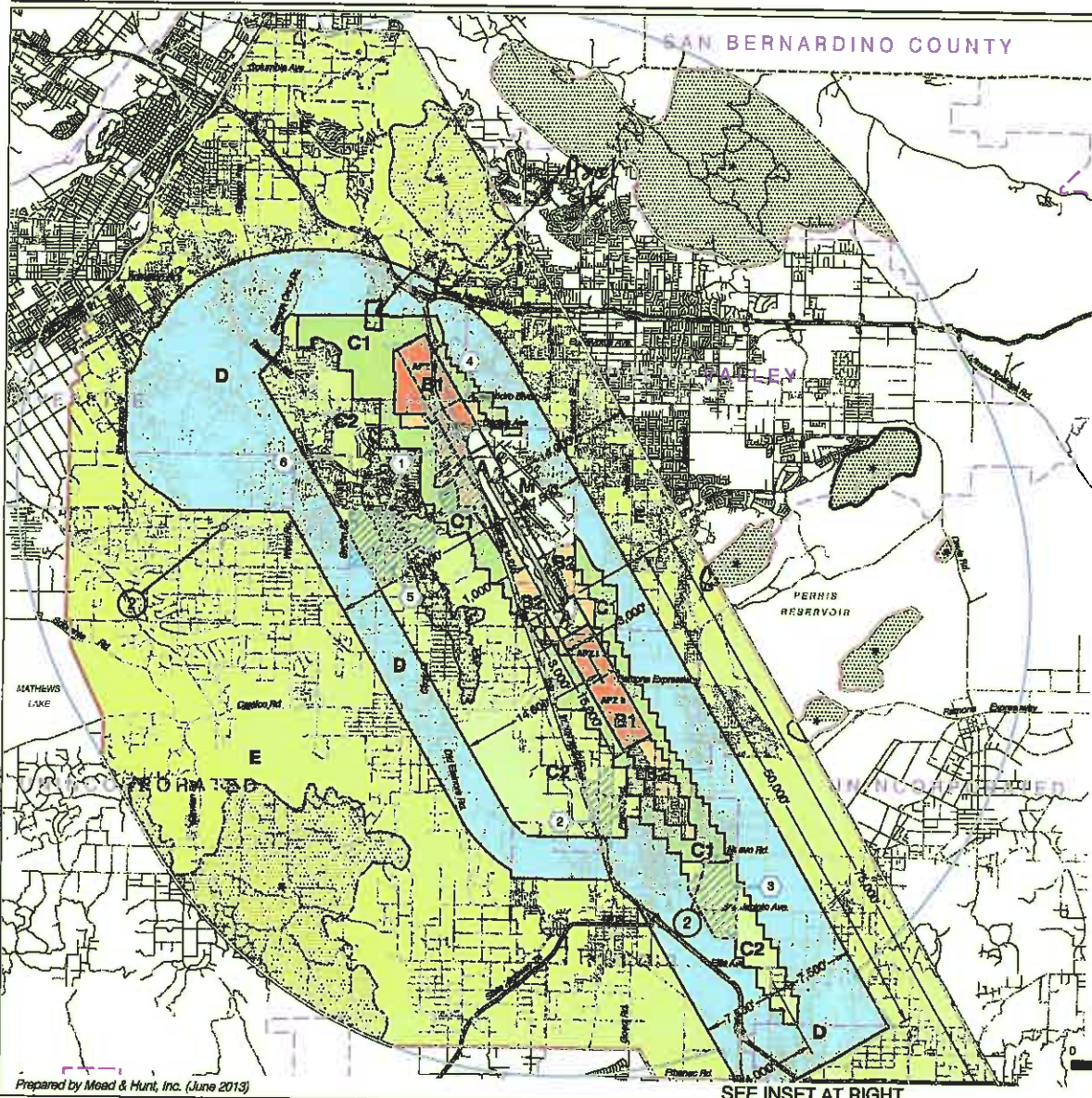
1. Any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses shall be prohibited:
 - (a) Any use which would direct a steady light or flashing light of red, white, green,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

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

- (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
 - (e) In Building 1: 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 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 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.

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

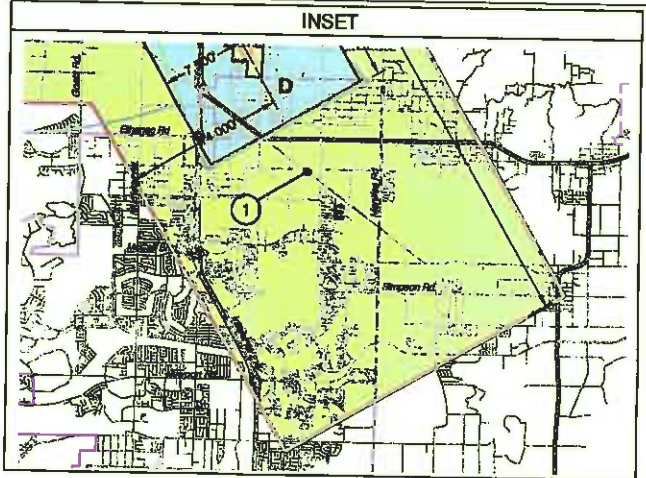
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

- 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.

Boundary Lines

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

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



**Riverside County
Airport Land Use Commission**

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

(Adopted November 13, 2014)

Map MA-1

Compatibility Map

March Air Reserve Base / Inland Port Airport

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

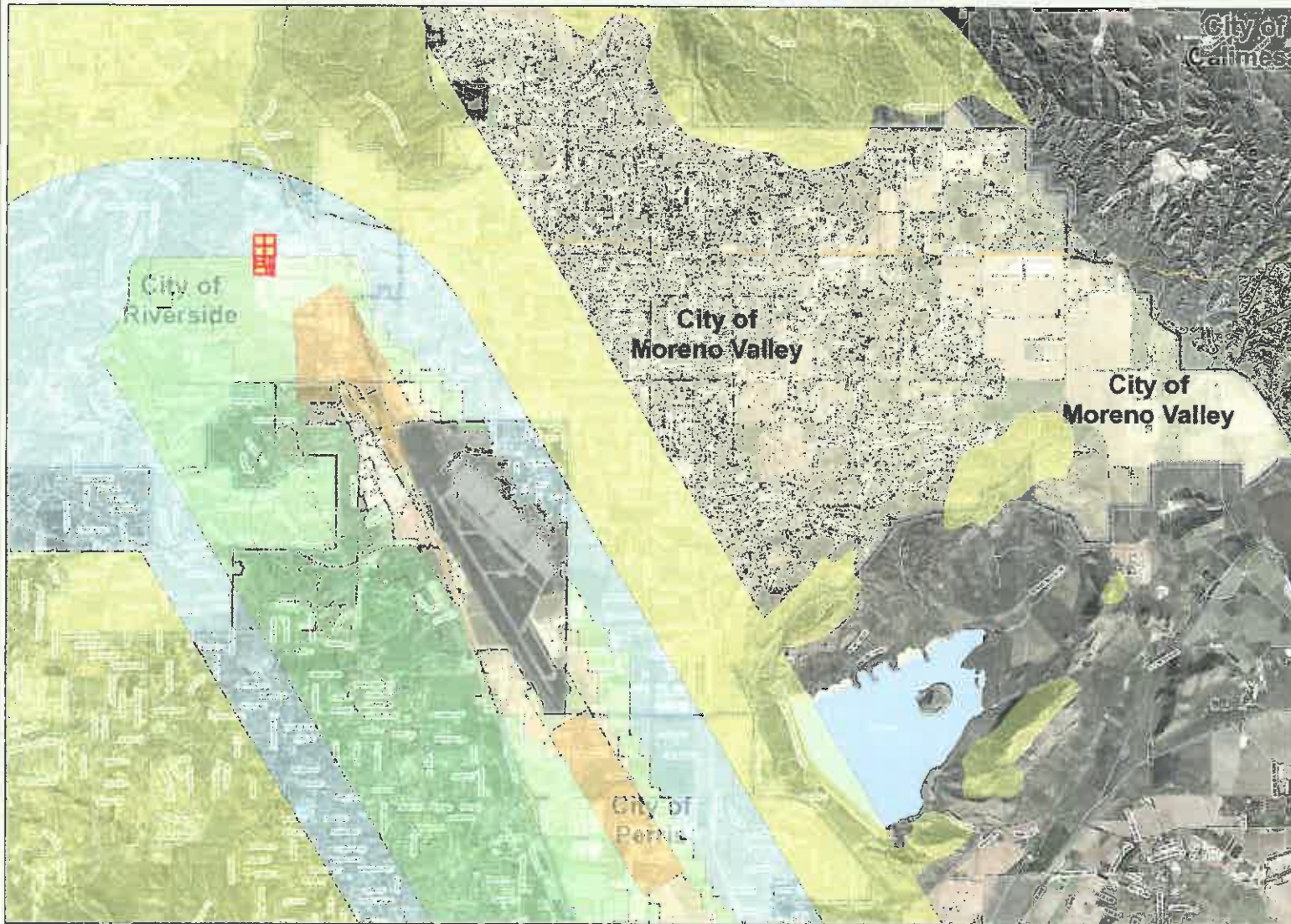
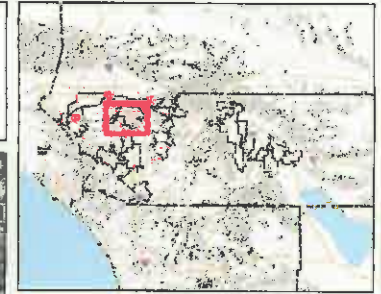


Base map source: County of Riverside 2013

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



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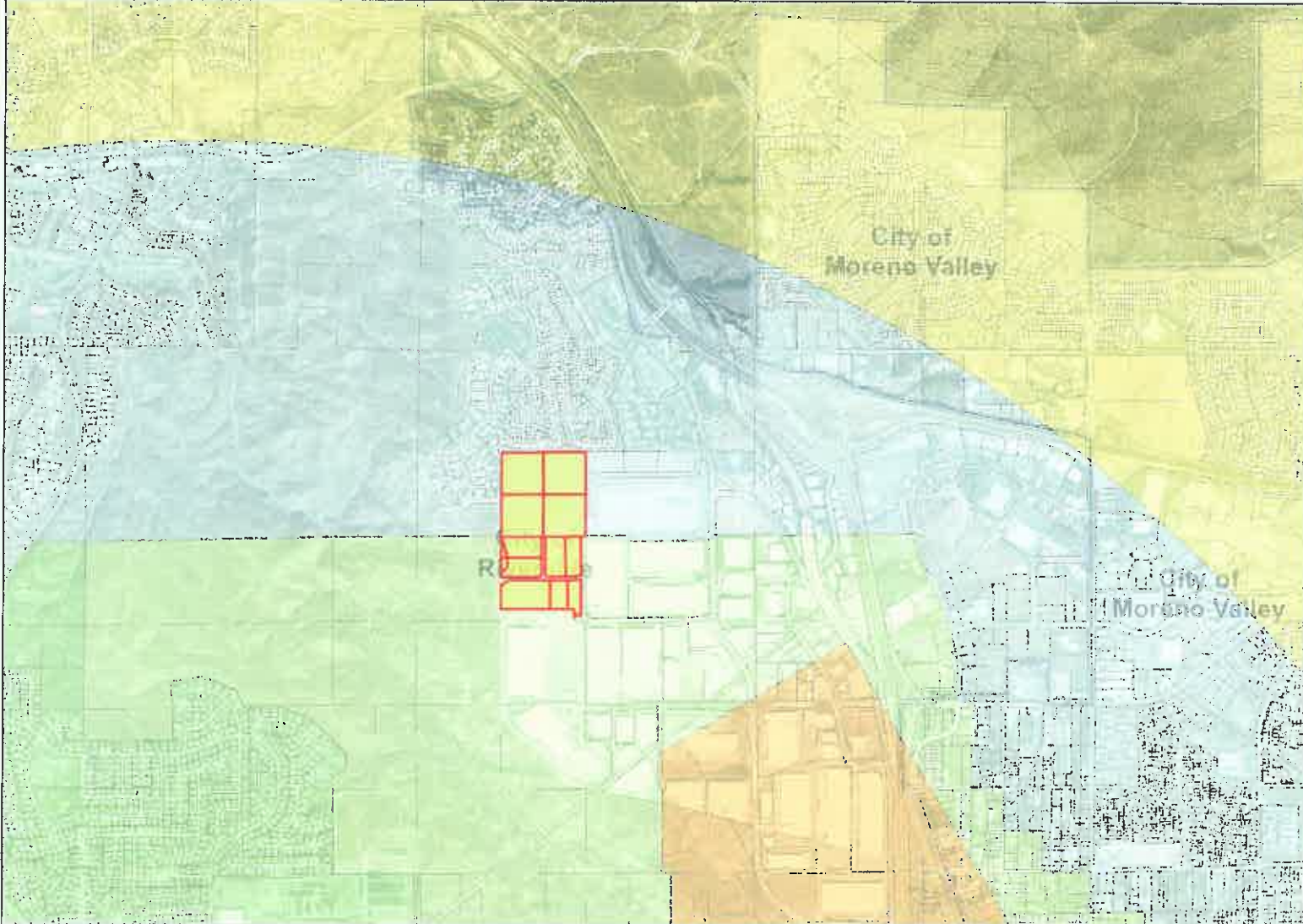
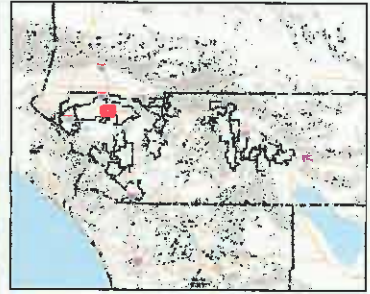
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Notes


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
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- C2-HIGHT
- C2-HIGHT-EXC1
- C2-HIGHT-EXC6



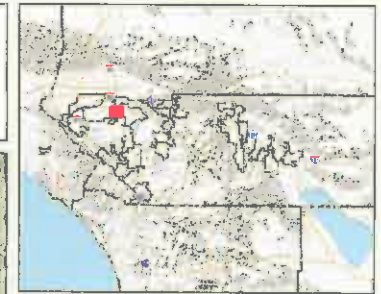
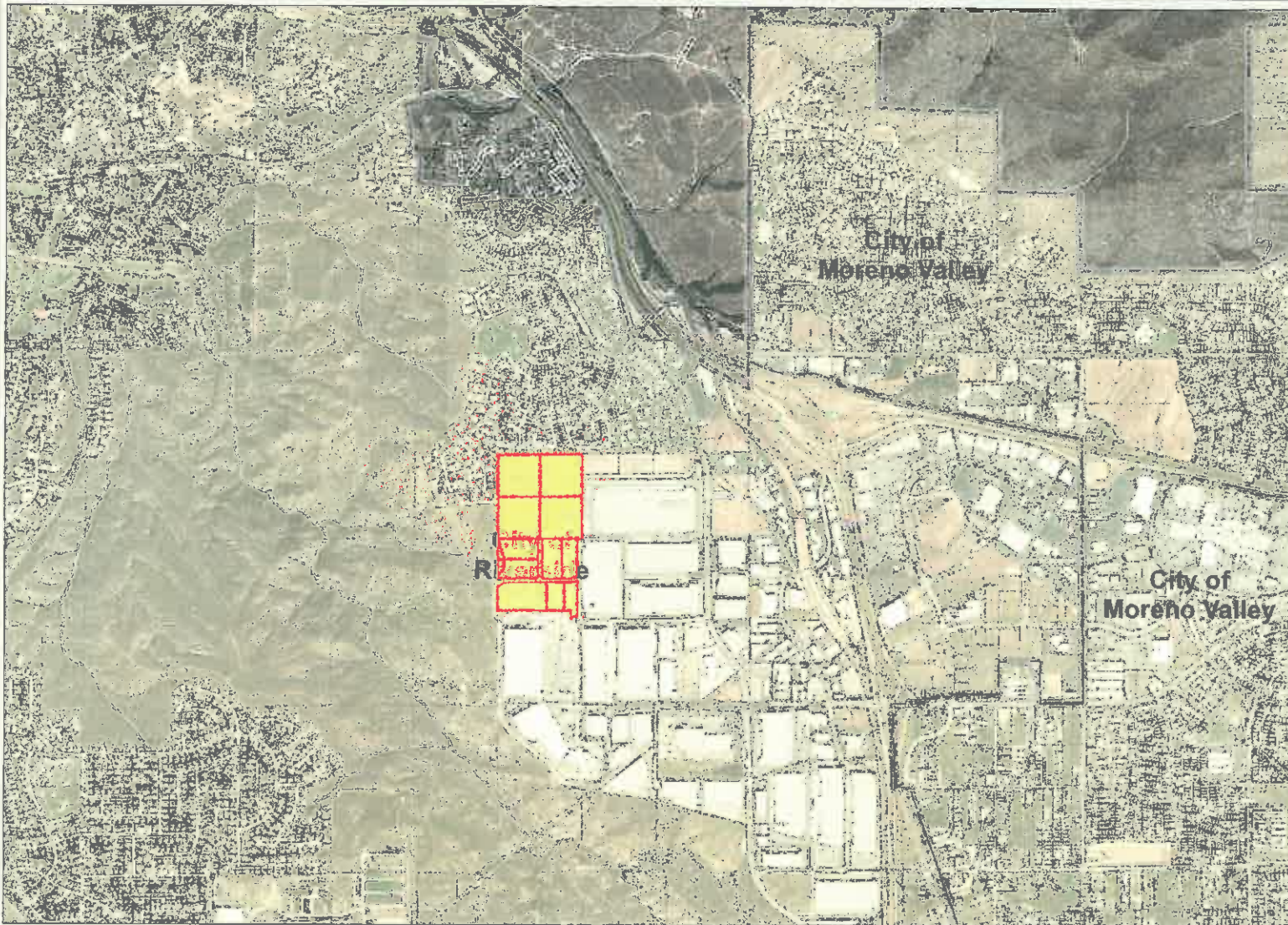
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Notes

My Map



Legend

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



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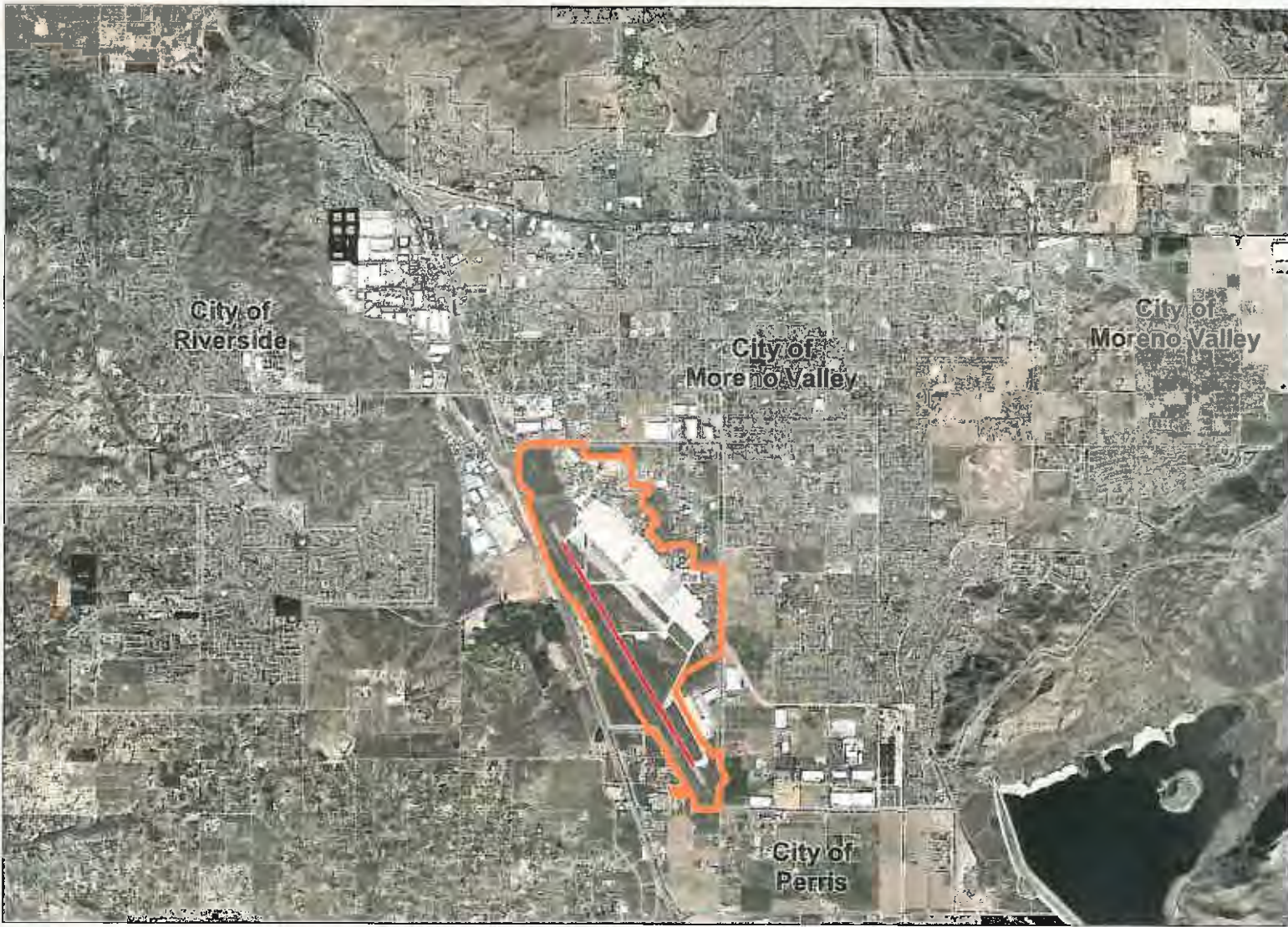
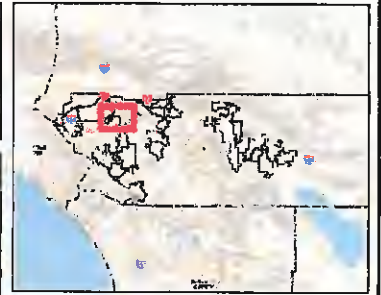
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Notes

My Map



Legend

- Airports
- Runways
- City Boundaries



0 9,444 18,887 Feet



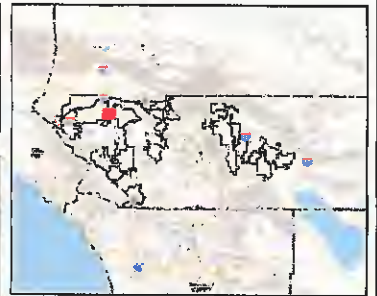
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Notes

My Map



Legend

- Airports
- Runways
- City Boundaries



0 2,361 4,722 Feet



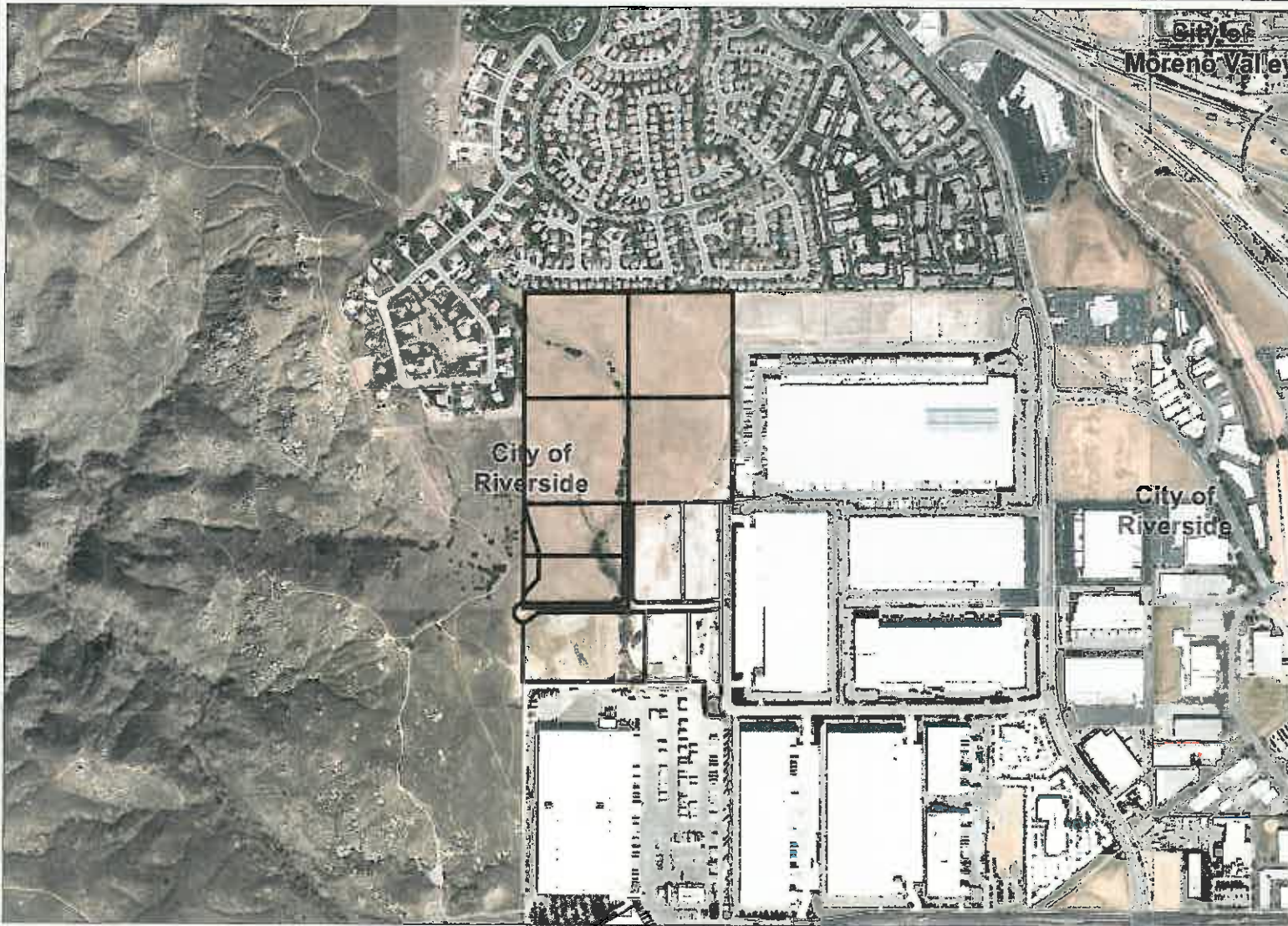
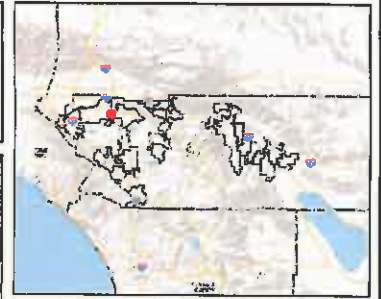
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Notes

My Map



Legend

-  Airports
-  Runways
-  City Boundaries



0 1,180 2,361 Feet



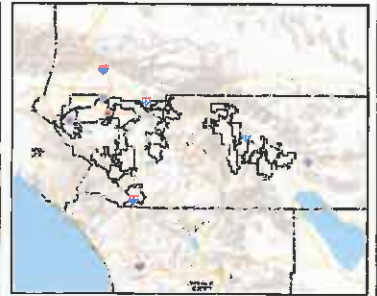
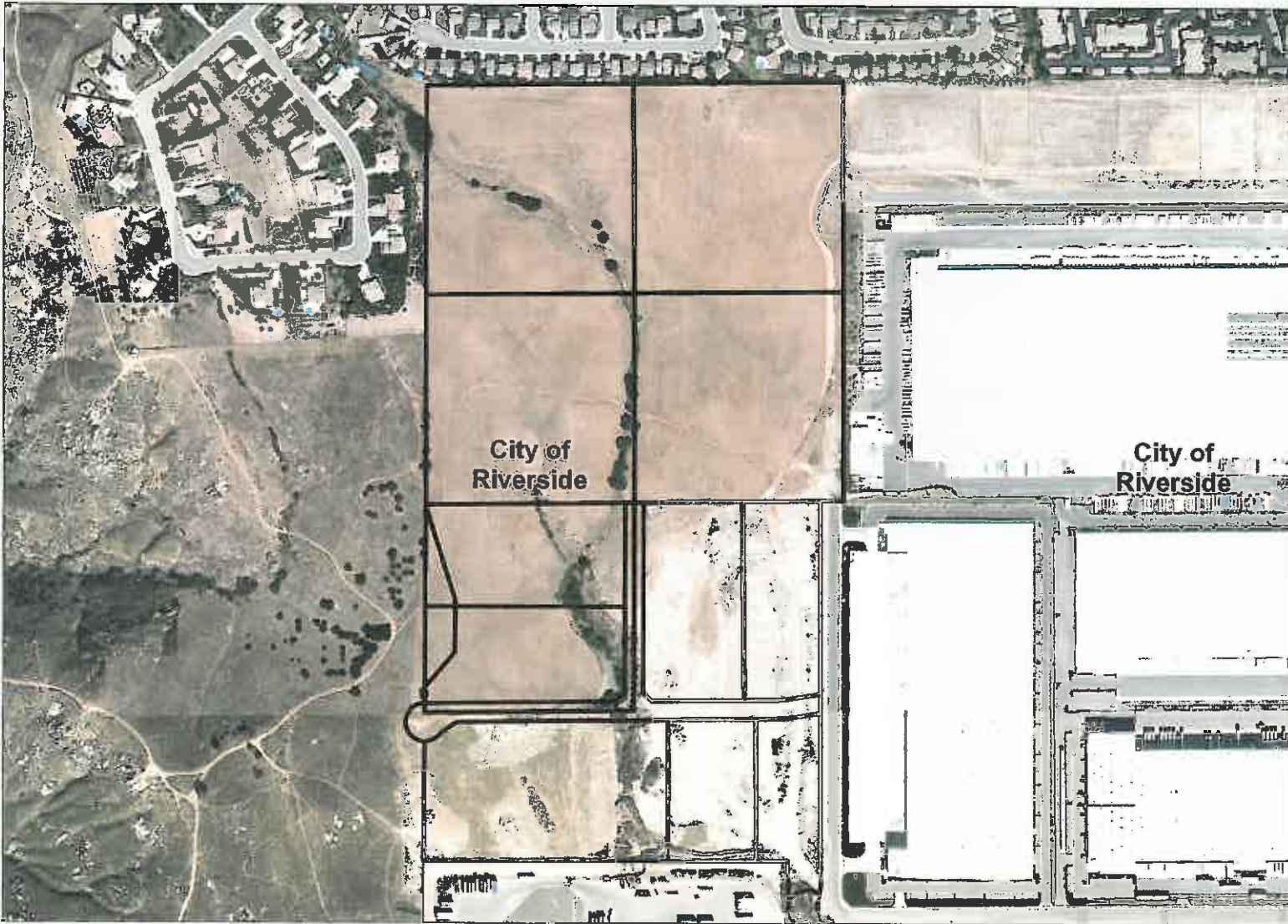
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Notes

My Map



Legend

-  Airports
-  Runways
-  City Boundaries



0 590 1,180 Feet



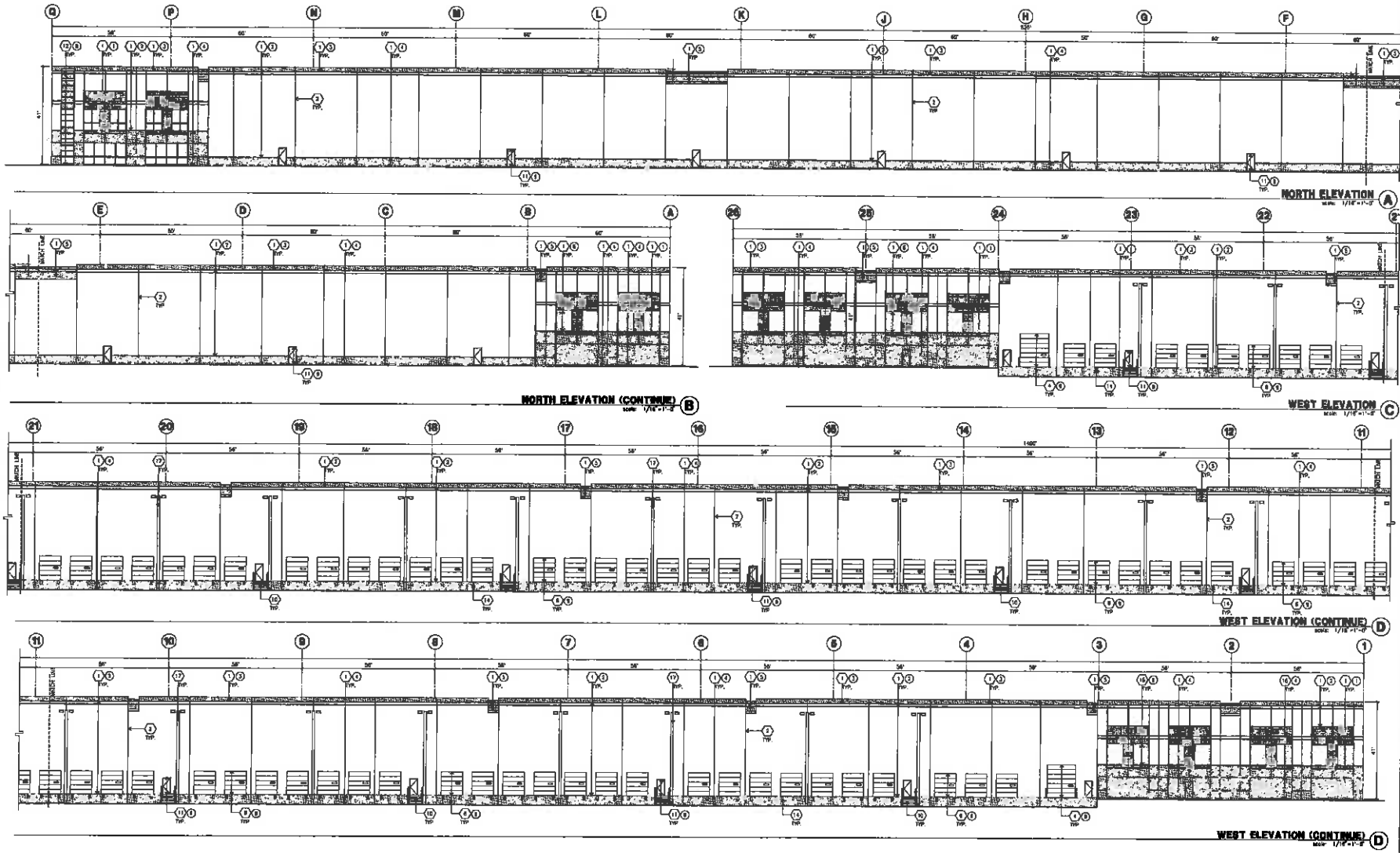
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Notes

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KEYNOTES - ELEVATIONS

- 1 CONCRETE TILT-UP PANELS. SEE 'C' DRAWINGS. FINISH CONCRETE. SEE 'C' DRAWINGS. INSURE ALL WALLS WHERE CODE IS STRICT AND CORRESPOND TO THE RELATED ONE. SEE WATERPROOFING TO BE PROVIDED BY SUBCONTRACTOR. SEE 'A' AND 'B' OF 'C' DRAWING. PROVIDE BRONZE GRAY AT BOTTOM AND CHANGING TO CLEAR GLASS TO STAIN GLASS. NOT REQUIRED AT DOOR HIGH CONDITION OR AT RAMP WALLS.
- 2 PANEL JAMB.
- 3 PANEL REVEAL. ALL REVEALS TO HAVE A MAX. OF 1/4" CHAMFER. REVEAL COLOR TO MATCH ADJACENT WALLS. REVEAL COLOR.
- 4 1 1/2" x 1 1/4" OVERHEAD DOOR IN GYM. SEE DOOR SCHEDULE. PROVIDE COMPLETE WEATHER-STRIPPING PROTECTION ALL AROUND. DOOR TO HAVE 6" MIN. AIR EXPOSURE 'C'.
- 5 CONCRETE TILT-UP SHEAR WALL.
- 6 OVERHEAD DOOR IN DOCK HIGH. SEE DOOR SCHEDULE. PROVIDE COMPLETE WEATHER-STRIPPING PROTECTION ALL AROUND.
- 7 NOT USED.
- 8 NOT USED.
- 9 BUILDING ADDRESS FOR FIRE DEPT. REQUIREMENTS. 18" x 8" TRUCK HIGH HEIGHT FROM "FINISH FLOOR ELEVATION". FINISH FLOOR ELEVATION. FINISH FLOOR ELEVATION.
- 10 CONCRETE STAIR LANDING AND METAL PIPE RAILING. PROVIDE NON-SLIP SURFACE TO MEET ADA REQUIREMENTS. PROVIDE COMPARTMENT DOORS AT 1/2" MIN. SPACING STRIPS. PROVIDE TO CONCRETE AT TOP LANDING AND WITHIN 12" FOR AIR REQUIREMENTS.
- 11 HOLLOW METAL DOORS. SEE DOOR SCHEDULE. PROVIDE COMPLETE WEATHER-STRIPPING ALL AROUND. DOOR TO HAVE 6" MIN. AIR EXPOSURE 'C'.

GENERAL NOTES - ELEVATIONS

- A. ALL PAINT COLOR CHANGES TO OCCUR AT CORNER UNLESS NOTED OTHERWISE.
- B. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE.
- C. T.O.P. EL. = TOP OF FINISH FLOOR ELEVATION.
- D. F.F. = FINISH FLOOR ELEVATION.
- E. STRUCTURAL CONSTRUCTION GLASS, METAL ATTACHMENTS AND UNITS SHALL BE FINISHED TO MEET AS MIN. EXPOSURE 'C' UNLESS CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PRIOR TO INSTALLATION.
- F. CONTRACTOR SHALL FINISH PAINT THE CONCRETE PANEL BY SELECTED COLOR. UNLESS NOTED OTHERWISE. UNLESS CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PRIOR TO INSTALLATION.
- G. BACK SIDE OF PROFILES TO HAVE SMOOTH FINISH AND BE PAINTED WITH QUALIFYING PAINT.
- H. FOR SPANGLER GLAZING, ALLOW SPACE BEHIND SPANGLER TO VENT.
- I. HIGH PERFORMANCE GLASS. ALL CONCRETE OPENINGS ARE TO BE FPC-QUALIFIED. THIS GLASS CAN BE CONSIDERED WHEN SO LONG AS STATE OF CALIFORNIA. THIS IS INCLUDE, INC. DESIGN FOR SHOP DRAWINGS. MAKE REFERENCE TO FOR METAL PERFORMANCE GLASS.

COLOR SCHEDULE - ELEVATIONS

- 1 CONCRETE TILT-UP PANEL. PAINT BRANDED/STAIN WHITE (-1)
- 2 CONCRETE TILT-UP PANEL. PAINT BRANDED/STAIN WHITE
- 3 CONCRETE TILT-UP PANEL. PAINT BRANDED/STAIN WHITE
- 4 CONCRETE TILT-UP PANEL. PAINT BRANDED/STAIN WHITE
- 5 CONCRETE TILT-UP PANEL. PAINT BRANDED/STAIN WHITE
- 6 CONCRETE TILT-UP PANEL. PAINT BRANDED/STAIN WHITE
- 7 CONCRETE TILT-UP PANEL. PAINT BRANDED/STAIN WHITE
- 8 CONCRETE TILT-UP PANEL. PAINT BRANDED/STAIN WHITE
- 9 CONCRETE TILT-UP PANEL. PAINT BRANDED/STAIN WHITE
- 10 CONCRETE TILT-UP PANEL. PAINT BRANDED/STAIN WHITE
- 11 CONCRETE TILT-UP PANEL. PAINT BRANDED/STAIN WHITE
- 12 CONCRETE TILT-UP PANEL. PAINT BRANDED/STAIN WHITE
- 13 CONCRETE TILT-UP PANEL. PAINT BRANDED/STAIN WHITE
- 14 CONCRETE TILT-UP PANEL. PAINT BRANDED/STAIN WHITE
- 15 CONCRETE TILT-UP PANEL. PAINT BRANDED/STAIN WHITE
- 16 CONCRETE TILT-UP PANEL. PAINT BRANDED/STAIN WHITE
- 17 CONCRETE TILT-UP PANEL. PAINT BRANDED/STAIN WHITE
- 18 CONCRETE TILT-UP PANEL. PAINT BRANDED/STAIN WHITE
- 19 CONCRETE TILT-UP PANEL. PAINT BRANDED/STAIN WHITE
- 20 CONCRETE TILT-UP PANEL. PAINT BRANDED/STAIN WHITE
- 21 CONCRETE TILT-UP PANEL. PAINT BRANDED/STAIN WHITE

- 1 WALLS. COLOR: ALUMINUM
- 2 GLAZING. COLOR: MEDIUM PERFORMANCE BLUE
- 3 DOORS. COLOR: REFLECTIVE GLAZING
- 4 DOORS. COLOR: MEDIUM PERFORMANCE BLUE
- 5 DOORS. COLOR: REFLECTIVE GLAZING
- 6 DOORS. COLOR: MEDIUM PERFORMANCE BLUE
- 7 DOORS. COLOR: REFLECTIVE GLAZING
- 8 DOORS. COLOR: MEDIUM PERFORMANCE BLUE
- 9 DOORS. COLOR: REFLECTIVE GLAZING
- 10 DOORS. COLOR: MEDIUM PERFORMANCE BLUE
- 11 DOORS. COLOR: REFLECTIVE GLAZING
- 12 DOORS. COLOR: MEDIUM PERFORMANCE BLUE
- 13 DOORS. COLOR: REFLECTIVE GLAZING
- 14 DOORS. COLOR: MEDIUM PERFORMANCE BLUE
- 15 DOORS. COLOR: REFLECTIVE GLAZING
- 16 DOORS. COLOR: MEDIUM PERFORMANCE BLUE
- 17 DOORS. COLOR: REFLECTIVE GLAZING
- 18 DOORS. COLOR: MEDIUM PERFORMANCE BLUE
- 19 DOORS. COLOR: REFLECTIVE GLAZING
- 20 DOORS. COLOR: MEDIUM PERFORMANCE BLUE
- 21 DOORS. COLOR: REFLECTIVE GLAZING

GLAZING LEGEND

- 1 SPANGLER GLAZING
- 2 THERMOPLASTIC GLAZING
- 3 VISION GLASS

HPA
HILLWOOD PROJECTS ARCHITECTS

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Owner:

HILLWOOD
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ME: (916) 362-0033
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Project:

Sycamore Canyon
BUILDING 1

City of Riverside
CA

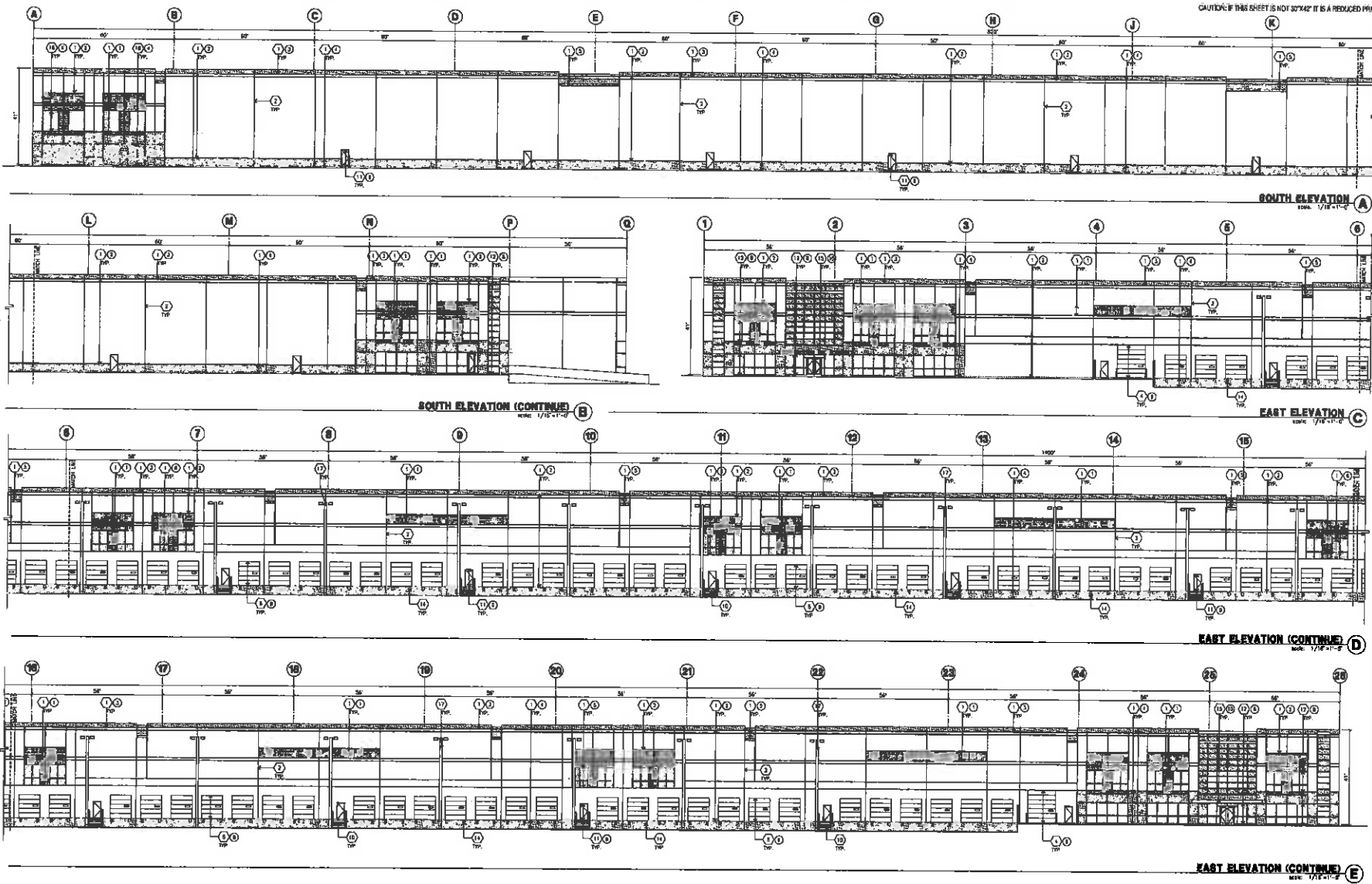
Consultants:

CIVIL: Thomas Eng
STRUCTURAL: -
MECHANICAL: -
PLUMBING: -
ELECTRICAL: -
LANDSCAPE: Planner Landscape
FIRE PROTECTION: -
SOILWORKER: -

Title: ELEVATION

Project Number: 14697
Drawn by: JPE
Date: 05/09/05
Revision:

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KEYNOTES - ELEVATIONS

- 1 CONCRETE TILT-UP PANELS/FORMED: SEE "F" DIMENSIONS. FINISH: BRUSHED CONCRETE. SEE "G" DIMENSIONS. REINFORCED ALL WALLS. WEATHER COUPLER IS SHOWN AND EXPOSED TO THE OUTSIDE ONE SIDE. INTERSECTIONS TO BE PROTECTED WITH PROTECTION STRIPS AND 1/4" MIN. OF "F" DIMENSION. PROVIDE WEATHER DRAIN AT BOTTOM AND COUPLER TO FLASH OR FASC TO EXTERIOR DOWN. NOT REQUIRED AT DOOR NEAR COUPLER OR AT TOP WALL.
- 2 PANEL JOINT
- 3 PANEL FINISH: ALL FINISHES TO HAVE A MAX. OF 1/16" CHAMFER. FINISH COLOR TO MATCH ADJACENT BUILDING FINISH COLOR.
- 4 1/2" X 1/4" BRASS DOOR HANGERS: SEE CODE SCHEDULE. PROVIDE COMPLETE WEATHER-STRIPPING PROTECTION ALL AROUND. FLASH TO MATCH AND SPOUNDER "C"
- 5 CONCRETE SET-UP SCREEN WALL
- 6 WEATHER DRAIN IS DOOR HANGERS. SEE CODE SCHEDULE. PROVIDE COMPLETE WEATHER-STRIPPING PROTECTION ALL AROUND.
- 7 NOT USED
- 8 NOT USED
- 9 DRAINAGE ADDRESS PER FIRE DEPT. REQUIREMENTS. 1/4" X 1/4" BRASS DOOR HANGERS. PROVIDE SELF CENTER 1/4" X 1/4" PVC FINISH. FLASH TO MATCH. COLOR TO BE SELECTED BY ARCHITECT.
- 10 CONCRETE STAIR LANDING AND METAL PIPE BRACING: PROVIDE NEW SHIP BOARDING TO MATCH AREA. REINFORCING: PROVIDE CONCRETE CHAIRS 3" HIGH. BRACING SHALL BE CONCRETE AT TOP LANDING AND BOTTOM HEAD FOR AN REQUIREMENTS.
- 11 HOLLOW METAL DOOR: SEE CODE SCHEDULE. PROVIDE COMPLETE WEATHER STRIPPING ALL AROUND DOOR. PROVIDE FOR NEW DOOR HANGERS. BRASS DOOR.

GENERAL NOTES - ELEVATIONS

- A. ALL PAINT COLOR CHANGES TO OCCUR AT WINDOW CORNERS UNLESS NOTED OTHERWISE.
- B. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE.
- C. TYP. CL. = TOP OF FINISH ELEVATION.
- D. F.F. = FINISH FLOOR ELEVATION.
- E. STRUCTURAL CONSTRUCTION: BRASS METAL ATTACHMENTS AND LANTIS SHALL BE EXPANDED TO MATCH AS SHOWN. EXPANDED "C" BRASS CONDUITORS SHALL BE SHARP CORNERED PRIOR TO INSTALLATION.
- F. CONTRACTOR SHALL PAINT ONE CONCRETE PANEL BY SELECTED COLOR. INSPECT AND OWNER SHALL APPROVE PRIOR TO PAINTING REMAINDER OF BUILDING.
- G. BACK SIDE OF SUBSTRATE TO HAVE BRUSHY FINISH AND BE PAINTED WITH EXISTING PAINT.
- H. FOR SPANDREL GLAZING, ALLOW SPACE BEHIND SPANDREL TO BREAK.
- I. HIGH PERFORMANCE GLASS ALL CONCRETE ELEVATION ARE TO BE PER-GLAZED THAT GLASS CAN BE ORDERED WITH 3/16" OF SPACER. IF CHANGING THIS IS TO INCLUDE THE REQUEST FOR QUOTE DRAWING REVIEW. PREFERENCE IS FOR MEDIAN PERFORMANCE GLASS.
- 12 REINFORCEMENT STRUCTURE FINISH: BRUSHED CONCRETE AT ALL DOORS. BRASS LANTIS ADJACENT TO DOORS AND GLAZING WITH BOTTOMS LESS THAN 1/4" ABOVE FINISH FLOOR ELEVATION.
- 13 1/4" X 1/4" X 1/4" METAL DOOR HANGERS. PAINT TO MATCH BUILDING COLOR.
- 14 DOOR DOOR BRASS
- 15 BRASS DOOR
- 16 BRASS DOOR
- 17 EXTERIOR METAL CORNER/BRASS: PAINTED TO MATCH BUILDING.

COLOR SCHEDULE - ELEVATIONS

1	CONCRETE TILT-UP PANEL	DRAW FINISHES	PANT BRUSH CONCRETE BRUSH (C-1)
2	CONCRETE TILT-UP PANEL	DRAW FINISHES	PANT BRUSH CONCRETE BRUSH
3	CONCRETE TILT-UP PANEL	DRAW FINISHES	PANT BRUSH CONCRETE BRUSH
4	CONCRETE TILT-UP PANEL	DRAW FINISHES	PANT BRUSH CONCRETE BRUSH
5	CONCRETE TILT-UP PANEL	DRAW FINISHES	PANT BRUSH CONCRETE BRUSH
6	CONCRETE TILT-UP PANEL	DRAW FINISHES	PANT BRUSH CONCRETE BRUSH
7	CONCRETE TILT-UP PANEL	DRAW FINISHES	PANT BRUSH CONCRETE BRUSH
8	CONCRETE TILT-UP PANEL	DRAW FINISHES	PANT BRUSH CONCRETE BRUSH

1	WALKING	COLOR: CONCRETE BRUSH
2	GLAZING	COLOR: HIGH PERFORMANCE BLUE REFLECTIVE GLAZING
3	DOORS	COLOR: BRASS FINISHES
4	PAINTED CHADSY	COLOR: BRASS FINISHES

GLAZING LEGEND

1	SPANDREL GLASS
2	TAMPONED WOOD GLASS
3	VISION GLASS

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Owner:

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Project:
Sycamore Canyon
BUILDING 1

City of Riverside
CA

Consultants:

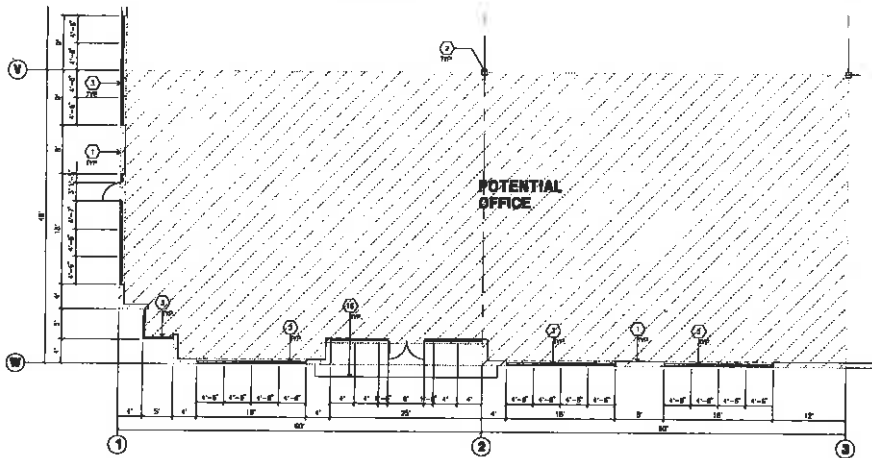
CIVIL	Theresa Eng
STRUCTURAL	
MECHANICAL	
PLUMBING	
ELECTRICAL	Harriet Landgrave
LANDSCAPE	
ARCHITECTURE	
PROFESSION	
SOILS ENGINEER	

Title: ELEVATION

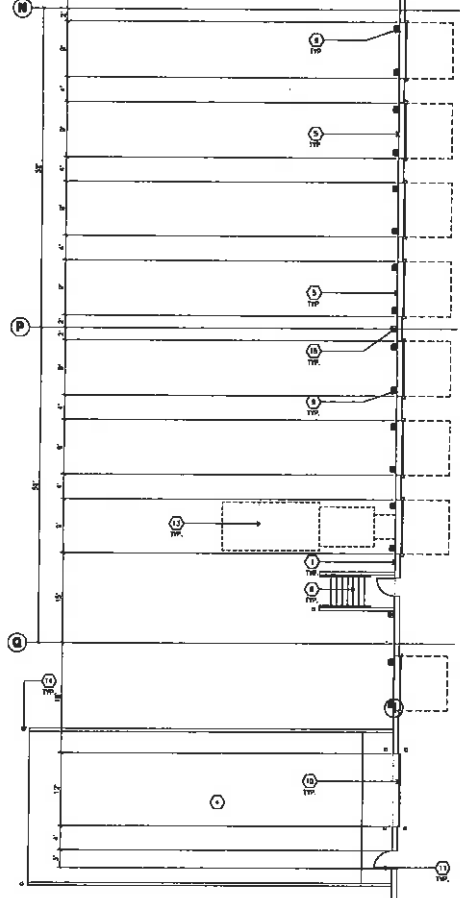
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Drawn by: JW
Date: 8/20/2015
Revised:

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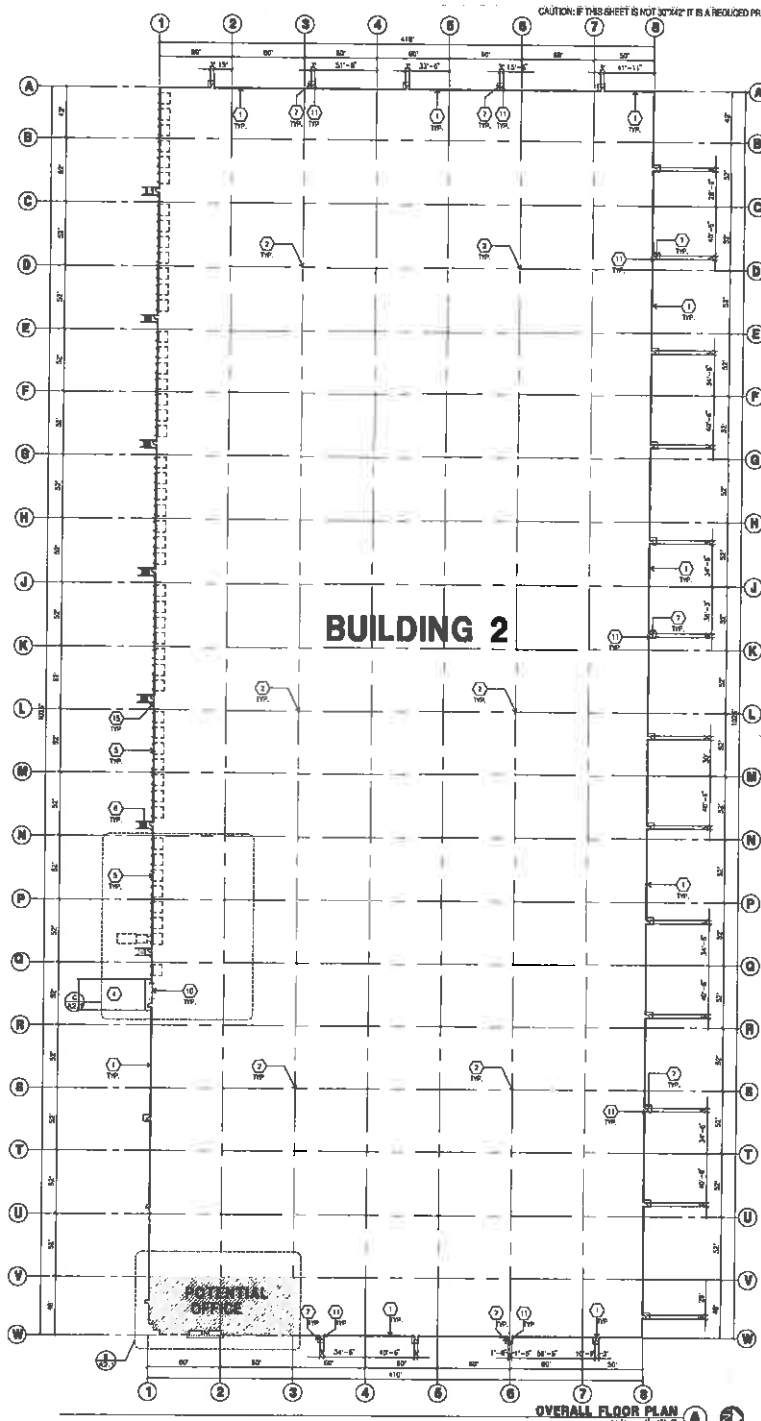
ENLARGED FLOOR PLAN
 Scale: 1/8" = 1'-0"



ENLARGED FLOOR PLAN
 Scale: 1/8" = 1'-0"


- KEYNOTES - FLOOR PLAN**
- 1 CONCRETE SLAB-UP PANEL.
 - 2 BRICK/CMU, STEEL COLUMN.
 - 3 FINISH, EXTERIOR STUDY WITH FINISHING, SEE OFFICE SLAB-UP AND ELEVATIONS FOR SPEC. COLOR AND LOCATION.
 - 4 CONCRETE SLAB-UP WITH FINISH CONC. SLAB-UP SHALL BE FINISHED WITH 1/2" CONC. ON TOP. SEE SPEC. FOR FINISH CONC. TYPE AND FINISHING.
 - 5 EXTERIOR CONCRETE SLAB.
 - 6 2" x 2" x 1/2" TYP. TUBES (CONCRETE TUBES) SHALL BE INSTALLED AT ALL EXTERIOR WALL CORNERS TO CONSIDERED AS PER 1709.10. SEE SPEC. FOR FINISH CONC. TYPE AND FINISHING.
 - 7 1/2" x 1/2" x 1/2" TYP. TUBES (CONCRETE TUBES) SHALL BE INSTALLED AT ALL EXTERIOR WALL CORNERS TO CONSIDERED AS PER 1709.10. SEE SPEC. FOR FINISH CONC. TYPE AND FINISHING.
 - 8 2" x 2" x 1/2" TYP. TUBES (CONCRETE TUBES) SHALL BE INSTALLED AT ALL EXTERIOR WALL CORNERS TO CONSIDERED AS PER 1709.10. SEE SPEC. FOR FINISH CONC. TYPE AND FINISHING.
 - 9 1/2" x 1/2" x 1/2" TYP. TUBES (CONCRETE TUBES) SHALL BE INSTALLED AT ALL EXTERIOR WALL CORNERS TO CONSIDERED AS PER 1709.10. SEE SPEC. FOR FINISH CONC. TYPE AND FINISHING.
 - 10 1/2" x 1/2" x 1/2" TYP. TUBES (CONCRETE TUBES) SHALL BE INSTALLED AT ALL EXTERIOR WALL CORNERS TO CONSIDERED AS PER 1709.10. SEE SPEC. FOR FINISH CONC. TYPE AND FINISHING.
 - 11 1/2" x 1/2" x 1/2" TYP. TUBES (CONCRETE TUBES) SHALL BE INSTALLED AT ALL EXTERIOR WALL CORNERS TO CONSIDERED AS PER 1709.10. SEE SPEC. FOR FINISH CONC. TYPE AND FINISHING.
 - 12 1/2" x 1/2" x 1/2" TYP. TUBES (CONCRETE TUBES) SHALL BE INSTALLED AT ALL EXTERIOR WALL CORNERS TO CONSIDERED AS PER 1709.10. SEE SPEC. FOR FINISH CONC. TYPE AND FINISHING.
 - 13 1/2" x 1/2" x 1/2" TYP. TUBES (CONCRETE TUBES) SHALL BE INSTALLED AT ALL EXTERIOR WALL CORNERS TO CONSIDERED AS PER 1709.10. SEE SPEC. FOR FINISH CONC. TYPE AND FINISHING.
 - 14 1/2" x 1/2" x 1/2" TYP. TUBES (CONCRETE TUBES) SHALL BE INSTALLED AT ALL EXTERIOR WALL CORNERS TO CONSIDERED AS PER 1709.10. SEE SPEC. FOR FINISH CONC. TYPE AND FINISHING.
 - 15 1/2" x 1/2" x 1/2" TYP. TUBES (CONCRETE TUBES) SHALL BE INSTALLED AT ALL EXTERIOR WALL CORNERS TO CONSIDERED AS PER 1709.10. SEE SPEC. FOR FINISH CONC. TYPE AND FINISHING.
 - 16 1/2" x 1/2" x 1/2" TYP. TUBES (CONCRETE TUBES) SHALL BE INSTALLED AT ALL EXTERIOR WALL CORNERS TO CONSIDERED AS PER 1709.10. SEE SPEC. FOR FINISH CONC. TYPE AND FINISHING.
 - 17 1/2" x 1/2" x 1/2" TYP. TUBES (CONCRETE TUBES) SHALL BE INSTALLED AT ALL EXTERIOR WALL CORNERS TO CONSIDERED AS PER 1709.10. SEE SPEC. FOR FINISH CONC. TYPE AND FINISHING.
 - 18 1/2" x 1/2" x 1/2" TYP. TUBES (CONCRETE TUBES) SHALL BE INSTALLED AT ALL EXTERIOR WALL CORNERS TO CONSIDERED AS PER 1709.10. SEE SPEC. FOR FINISH CONC. TYPE AND FINISHING.
 - 19 1/2" x 1/2" x 1/2" TYP. TUBES (CONCRETE TUBES) SHALL BE INSTALLED AT ALL EXTERIOR WALL CORNERS TO CONSIDERED AS PER 1709.10. SEE SPEC. FOR FINISH CONC. TYPE AND FINISHING.
 - 20 1/2" x 1/2" x 1/2" TYP. TUBES (CONCRETE TUBES) SHALL BE INSTALLED AT ALL EXTERIOR WALL CORNERS TO CONSIDERED AS PER 1709.10. SEE SPEC. FOR FINISH CONC. TYPE AND FINISHING.

- GENERAL NOTES - FLOOR PLAN**
- A. THIS BUILDING IS DESIGNED FOR HIGH WIND SPEEDS. SEE SPEC. FOR WIND SPEED AND CATEGORY OF WIND. SEE SPEC. FOR WIND SPEED AND CATEGORY OF WIND.
 - B. THE WIND LOADS SHALL BE APPLIED FOR THE PERFORMANCE.
 - C. THE BUILDING SHALL BE DESIGNED TO RESIST THE WIND LOADS FOR THE SERVICE LIFE OF THE BUILDING.
 - D. SEE SPEC. FOR WIND SPEED AND CATEGORY OF WIND.
 - E. REINFORCED CONCRETE WALLS AND PARTIAL WALLS, COLUMN AND TO BE REINFORCED WITH ALL STEEL WALLS TO BE REINFORCED TO RESIST A LOAD OF 100 PSF TO COVER.
 - F. REINFORCED CONCRETE WALLS SHALL BE REINFORCED WITH ALL STEEL WALLS TO BE REINFORCED TO RESIST A LOAD OF 100 PSF TO COVER.
 - G. ALL REINFORCED CONCRETE WALLS SHALL BE REINFORCED WITH ALL STEEL WALLS TO BE REINFORCED TO RESIST A LOAD OF 100 PSF TO COVER.
 - H. SEE SPEC. FOR WIND SPEED AND CATEGORY OF WIND.
 - I. FOR DOOR TYPES AND SIZES, SEE SPEC. FOR WIND SPEED AND CATEGORY OF WIND.
 - J. CONSTRUCTION IS PROHIBITED FROM ANY OF THE WIND LOADS. ALL CONSTRUCTION IS TO BE DESIGNED ACCORDING TO THE WIND LOADS.
 - K. ALL EXTERIOR WALLS SHALL BE REINFORCED TO RESIST THE WIND LOADS.
 - L. ALL EXTERIOR WALLS SHALL BE REINFORCED TO RESIST THE WIND LOADS.
 - M. ALL EXTERIOR WALLS SHALL BE REINFORCED TO RESIST THE WIND LOADS.
 - N. ALL EXTERIOR WALLS SHALL BE REINFORCED TO RESIST THE WIND LOADS.
 - O. ALL EXTERIOR WALLS SHALL BE REINFORCED TO RESIST THE WIND LOADS.
 - P. ALL EXTERIOR WALLS SHALL BE REINFORCED TO RESIST THE WIND LOADS.
 - Q. ALL EXTERIOR WALLS SHALL BE REINFORCED TO RESIST THE WIND LOADS.
 - R. ALL EXTERIOR WALLS SHALL BE REINFORCED TO RESIST THE WIND LOADS.
 - S. ALL EXTERIOR WALLS SHALL BE REINFORCED TO RESIST THE WIND LOADS.
 - T. ALL EXTERIOR WALLS SHALL BE REINFORCED TO RESIST THE WIND LOADS.
 - U. ALL EXTERIOR WALLS SHALL BE REINFORCED TO RESIST THE WIND LOADS.
 - V. ALL EXTERIOR WALLS SHALL BE REINFORCED TO RESIST THE WIND LOADS.
 - W. ALL EXTERIOR WALLS SHALL BE REINFORCED TO RESIST THE WIND LOADS.




OVERALL FLOOR PLAN
 Scale: 1/8" = 1'-0"


CAUTION: IF THIS SHEET IS NOT 30"x42" IT IS A REDUCED PRINT



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Project:
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City of Riverside
 CA

Consultants:

© I V I L
 STRUCTURAL
 MECHANICAL
 PLUMBING
 ELECTRICAL
 LANDSCAPE
 PREPARED BY
 SOLE ENGINEER

Thames Eng.
 Hunter Landscape

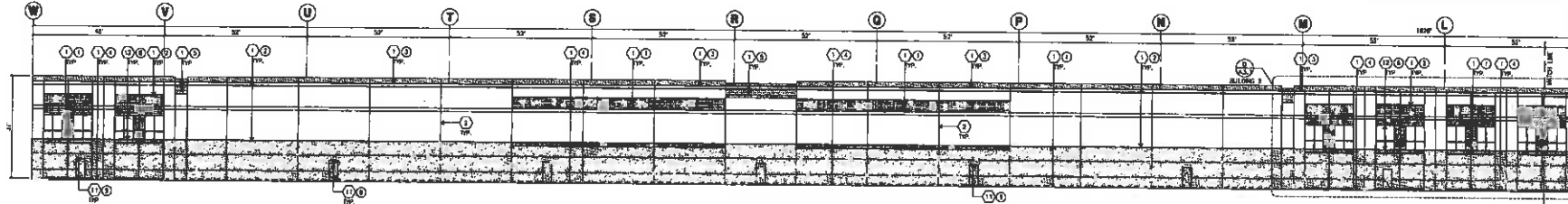
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Project Number: 14067
 Drawn by: JW
 Date: 03/29/2015
 Revisions:

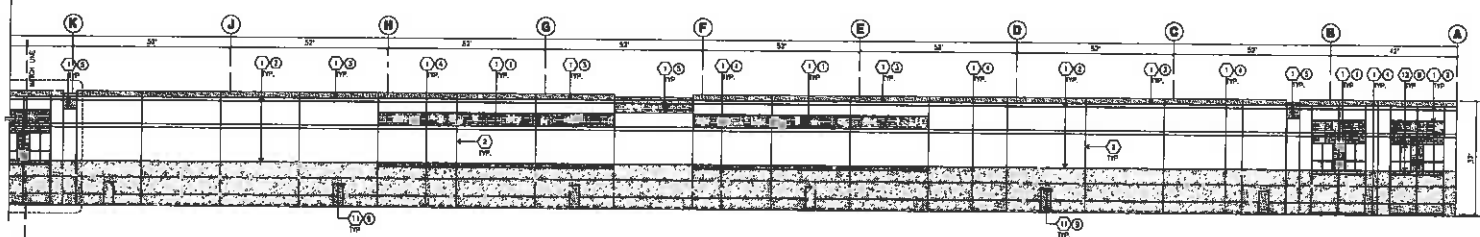
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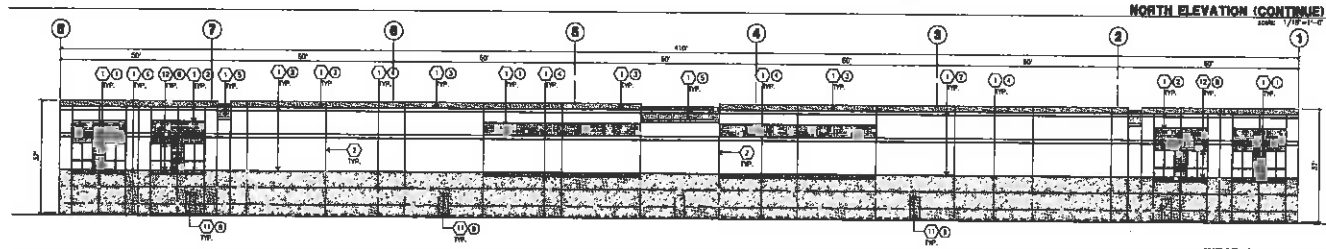
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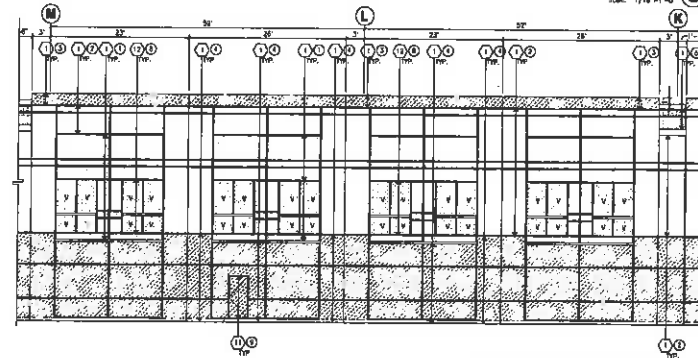
NORTH ELEVATION
Scale: 1/8" = 1'-0"



NORTH ELEVATION (CONTINUE)
Scale: 1/8" = 1'-0"



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



ENLARGED NORTH ELEVATION
Scale: 1/8" = 1'-0"

KEYNOTES - ELEVATIONS

- 1 CONCRETE TILT-UP PANELS/WEEDS. SEE "C" DRAWING. FINISH COLOR WHITE. SEE "C" DRAWING. WATERPROOF ALL WALLS ABOVE GRADE. FINISH AND CURTURE TO THE WEATHER. SEE SPEC. WATERPROOFING TO BE PROVIDED WITH PROTECTION BOARD AND A MIN. 5/8" OF GROUND. PROVIDE FRENCH DRAIN AT BOTTOM AND DRAIN-IT TO CURB OR SUMP TO STORM DRAIN NOT REQUIRED AT ROCK NOT COORDINATE OR AS SHOWN WALLS.
- 2 PANEL JOINT.
- 3 PANEL FINISH. ALL REVEALS TO HAVE A MIN. OF 3/4" CHAMFER. FINISH COLOR TO MATCH EXISTING BUILDING FIELD COLOR.
- 4 1 1/2" x 1/4" ANCHORS IN 2" CORE. SEE SPEC. REVEALS. PROVIDE COMPLETE REVEAL-STRIPPING PROTECTION ALL AROUND. REVEAL TO REST ON SUMP WITH ANCHORAGE "C".
- 5 CONCRETE TILT-UP SCREEN BELL.
- 6 WINDOW DOOR IN CORE HIGH. SEE DOOR SCHEDULE. PROVIDE COMPLETE REVEAL-STRIPPING PROTECTION ALL AROUND.
- 7 NOT USED.
- 8 NOT USED.
- 9 BUILDING ADDRESS PER THE SPEC. REVISIONS. 1574 S 2ND HIGH RISEWAY FROM "ELEVATION" LETTER BY 1/16" AND JACK SYMBOL TO WALL COLOR TO BE SELECTED BY ARCHITECT.
- 10 CONCRETE STEEL LINING AND METAL TIE WINGS. PROVIDE NEW SUMP BASKET TO MEET ALL REQUIREMENTS. PROVIDE CONTINUOUS COURED 2" HIGH BARRIER STRIP METAL TO CONCRETE AT TOP LINING AND BOTTOM TIEBAR FOR AIR REQUIREMENTS.
- 11 HOLLOW METAL DOORS. SEE DOOR SCHEDULE. PROVIDE COMPLETE REVEAL-STRIPPING ALL AROUND EXCEPT PROVIDE FOR 3/4" MINIMUM REVEAL DECK.
- 12 ALUMINUM STOREFRONT FRAMING WITH TINTED GLAZING AT ALL POINTS. SPACERS ADJUSTED TO DOORS AND GLAZING WITH NOTCHES LESS THAN 1/8" ABOVE FINISH FLOOR ELEVATION.
- 13 1/2" x 1/2" x 1/2" METAL LAMINAR. PAINT TO MATCH BUILDING COLOR.
- 14 DOOR DOOR SWAPPER.
- 15 METAL CANOPY.
- 16 WINDOW-OUT PANEL.
- 17 OUTSIDE METAL CORNERS/ OVERLAP. PAINTED TO MATCH GLAZ.

GENERAL NOTES - ELEVATIONS

- A. ALL PAINT COLOR CHANGES TO OCCUR AT WORK CORNERS UNLESS NOTED OTHERWISE.
- B. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE.
- C. T.O.P. EL. = TOP OF FINISH FLOOR ELEVATION.
- D. F.F. = FINISH FLOOR ELEVATION.
- E. STOREFRONT CONSTRUCTION: GLASS, METAL ATTACHMENTS AND LAMINAR SHALL BE DESIGNED TO RESIST AN UPWIND WIND SPEED OF 130 MPH. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PRIOR TO INSTALLATION.
- F. CONTRACTOR SHALL FULLY PAINT ONE CONCRETE PANEL BY SELECTED COLOR. PROJECT AND OWNER SHALL APPROVE PRIOR TO PAINTING REMAINDER OF BUILDING.
- G. BACK SIDE OF PANELS TO HAVE SMOOTH FINISH AND BE PAINTED WITH BLENDED PAINT.
- H. FOR SPANNING GLAZING ALLOW SPACE BEHIND SPANNERS TO OPEN UP. HIGH PERFORMANCE GLASS ALL CONCRETE OPENING ARE TO BE HIGH PERFORMANCE THAT GLASS CAN BE CHECKED WITH 30 LB. OF DRY ICE CHANGING THIS IS ALLOWING TIME REQUIRED FOR SHIP CHANGING REVIEW. REFERENCE IS FOR HIGH PERFORMANCE GLASS.

COLOR SCHEDULE - ELEVATIONS

Symbol	Material	Finish/Color
1	CONCRETE TILT-UP PANEL	PAINT BRANCO/CELESTE WHITE (-1)
2	CONCRETE TILT-UP PANEL	PAINT BRANCO/CELESTE WHITE
3	CONCRETE TILT-UP PANEL	PAINT BRANCO/CELESTE WHITE
4	CONCRETE TILT-UP PANEL	PAINT BRANCO/CELESTE WHITE
5	CONCRETE TILT-UP PANEL	PAINT BRANCO/CELESTE WHITE
6	CONCRETE TILT-UP PANEL	PAINT BRANCO/CELESTE WHITE
7	CONCRETE TILT-UP PANEL	PAINT BRANCO/CELESTE WHITE
8	CONCRETE TILT-UP PANEL	PAINT BRANCO/CELESTE WHITE
9	CONCRETE TILT-UP PANEL	PAINT BRANCO/CELESTE WHITE
10	CONCRETE TILT-UP PANEL	PAINT BRANCO/CELESTE WHITE
11	CONCRETE TILT-UP PANEL	PAINT BRANCO/CELESTE WHITE
12	CONCRETE TILT-UP PANEL	PAINT BRANCO/CELESTE WHITE
13	CONCRETE TILT-UP PANEL	PAINT BRANCO/CELESTE WHITE
14	CONCRETE TILT-UP PANEL	PAINT BRANCO/CELESTE WHITE
15	CONCRETE TILT-UP PANEL	PAINT BRANCO/CELESTE WHITE
16	CONCRETE TILT-UP PANEL	PAINT BRANCO/CELESTE WHITE
17	CONCRETE TILT-UP PANEL	PAINT BRANCO/CELESTE WHITE

Symbol	Material	Finish/Color
1	WALLING	CLEAR ANODIZED
2	GLAZING	MEDIAL PERFORMANCE BLUE
3	DOORS	PAINT BRANCO/CELESTE WHITE
4	PAINTED CANOPY	PAINT BRANCO/CELESTE WHITE (-1)

GLAZING LEGEND

1	SPANNING GLAZING
2	TINTED MIRROR GLASS
3	MIRROR GLASS

HPA
INCORPORATED

hpa, inc.
18031 badwin avenue - ste. #100
irvine, ca 92614
tel: 949-363-1770
fax: 949-363-0861
email: hpa@hpaarch.com

Owner:

HILLWOOD

801 Via Filarmata, Suite 175
Orland, CA 91764

tel: (909) 338-0033
fax: (909) 338-0072

Project:

Sycamore Canyon
BUILDING 2

City of Riverside
CA

Consultants:

CIVIL: Thomas Eng
STRUCTURAL: ...
MECHANICAL: ...
PLUMBING: ...
ELECTRICAL: ...
LANDSCAPE: Huxley Landscape
RESTORATION: ...
SOIL ENGINEER: ...

Title: ELEVATION

Project Number: 14067
Drawn by: JWF
Date: 02/09/15
Revised:

Sheet:

A3.1

- (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 aviation easement shall be required as a condition of development is as indicated in Table MA-2. Except within Compatibility Zone A, aviation easements shall be dedicated to the March Inland Port Airport Authority or other civilian agency that may supersede it (successor-in-interest). Any aviation 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

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 (except Thanksgiving Day), from 8:00 a.m. to 5:00 p.m., and by prescheduled appointment on Friday, December 4, from 9:00 a.m. to 5:00 p.m. **All written comments shall be addressed to ALUC at the following address: 4080 Lemon Street, 14th Floor, Riverside, CA 92501**

PLACE OF HEARING: City of Cathedral City
Note: Hearing location only. Do not send comment letters to this address. Council Chambers – City Hall
68700 Avenida Lalo Guerrero
Cathedral City, CA 92234

DATE OF HEARING: December 10, 2015

TIME OF HEARING: 9:30 A.M.

CASE DESCRIPTION:

ZAP1158MA15 – Hillwood Investment (Representative: Kathy Hoffer) – City of Riverside Case Nos. P14-1082 (Minor Conditional Use Permit) and P14-1081 (Design Review). The applicant proposes to construct two industrial warehouse buildings with a total floor area of 1,433,599 square feet on 71.5 to 73.32 acres located along the westerly side of Lance Drive, northerly of its intersection with Sierra Ridge Drive. The southerly building will have a floor area of 1,012,995 square feet, and the northerly building will have a floor area of 420,604 square feet. Each building will include 10,000 square feet of office space. (Airport Compatibility Zones C1 and 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. Kyle Smith of the City of Riverside Planning Department, at (951) 826-5220.

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

ALUC Identification No.

ZAP1158MA15

PROJECT PROPONENT (TO BE COMPLETED BY APPLICANT)

Date of Application September 30, 2015
 Property Owner Sycamore V, LLC and Sycamore VII, LLC Phone Number 951-684-0860
 Mailing Address 815 Marlborough Avenue, Suite 200
Riverside, CA 92507

Agent (if any) Hillwood c/o Kathy Hoffer Phone Number 909-382-0033
 Mailing Address 901 Via Piemonte, Suite 175
Ontario, CA 91764

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 6275 Lance Drive (at Lance Drive off Sierra Ridge)
Riverside, CA
 Assessor's Parcel No. See attached Exhibit A - APNs Parcel Size 76.046 Gross Acres
 Subdivision Name Sycamore Canyon Business Park Zoning BMP - Sycamore
 Lot Number N/A Classification Canyon Business Park SP

PROJECT DESCRIPTION (TO BE COMPLETED BY APPLICANT)

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

Existing Land Use (describe) Business Manufacturing Park per Sycamore Canyon Business Park Specific Plan
B/OP Business Office Park
The site is currently vacant; no existing structures. Most of the vacant land is undeveloped.

Proposed Land Use (describe) BMP per Sycamore Canyon Business Park Specific Plan.
Construction of two speculative industrial warehouse buildings - building 1 is 1,012,995 SF and building 2 is 420,604 SF. There are 635 stalls for auto parking and 431 stalls for trailers.

For Residential Uses Number of Parcels or Units on Site (exclude secondary units) _____
 For Other Land Uses Hours of Use Expected to be a 24/7 industrial warehouse operation
 (See Appendix C) Number of People on Site Maximum Number Unknown at this time.
 Method of Calculation N/A

Height Data Height above Ground or Tallest Object (including antennas and trees) Bldg height of 46 ft. - see ft.
 Highest Elevation (above sea level) of Any Object or Terrain on Site Elevation Exhibit attached. 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	January 14, 2015 DECEMBER 22, 2014
Agency Name	CITY OF RIVERSIDE
Staff Contact	KYLE SMITH
Phone Number	(951) 826-5220
Agency's Project No.	P14-1072 EIR
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

P14-1081 DR
14-1082 MCUP

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

B. SUBMISSION PACKAGE:

ALUC REVIEW

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

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

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

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 2.2

HEARING DATE: December 10, 2015

CASE NUMBER: ZAP1072RI15 – In-N-Out Burgers (Representative: Kathy Sanchez)

APPROVING JURISDICTION: City of Riverside

JURISDICTION CASE NO: P15-0490 (Rezone) – Associated Cases: P15-0488 (Design Review), P15-0489 (Minor Conditional Use Permit)

MAJOR ISSUES: None.

RECOMMENDATION: Staff recommends that the Rezoning be found CONSISTENT with the 2005 Riverside Municipal Airport Land Use Compatibility Plan, provided that the new zoning incorporates the appropriate Airport Protection Overlay Zone suffix (-AP-E), which refers to the site's location within the Riverside Municipal Airport Influence Area.

PROJECT DESCRIPTION: The Rezoning proposes to change the zoning of a 0.12 acre parcel (to wit, Assessor's Parcel No. 230-200-005) located easterly of an existing In-N-Out drive-thru facility from Single Family Residential, 7,000 square foot minimum lot size to (R-1-7,000) to Commercial General (CG) in order to allow for an expansion of the drive-thru onto this site and facilitate expansion of the easterly food preparation structure of the existing facility from 1,125 to 1,285 square feet in gross floor area, as proposed by the associated Design Review and Minor Conditional Use Permit.

PROJECT LOCATION: The site is located on the northerly side of Indiana Avenue, easterly of its intersection with Madison Street, approximately 10,700 feet southeasterly of the southeasterly terminus of Runway 9-27 at Riverside Municipal Airport.

LAND USE PLAN: 2005 Riverside Municipal Airport Land Use Compatibility Plan

- a. Airport Influence Area: Riverside Municipal Airport
- b. Land Use Policy: Airport Compatibility Zone E
- c. Noise Levels: Outside the 55 CNEL contour

BACKGROUND:

Land Use Density/Intensity: The site is located in Airport Compatibility Zone E of the Riverside Municipal Airport Influence Area (AIA). Non-residential intensity is not limited within Zone E, pursuant to the Countywide Policies section of the 2004 Riverside County Airport Land Use Compatibility Plan.

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

Part 77: The distance from the southeasterly terminus of Runway 9-27 at Riverside Municipal Airport to the nearest point on the project site is approximately 10,700 feet. The elevation of Runway 9-27 at its southeasterly terminus is 815.8 feet above mean sea level. At the closest point of the site, structures with a top point elevation of 922.8 feet above mean sea level (or greater) would require notification to the Federal Aviation Administration Obstruction Evaluation Service. Additionally, the southerly end of Runway 16-34 is substantially lower at 747.5 feet AMSL. The project site is located approximately 14,000 feet from the southerly end of Runway 16-34. At this distance, structures with a top point elevation of 887.5 feet above mean sea level (or greater) would require notification to the Federal Aviation Administration Obstruction Evaluation Service (FAA OES). The site has an existing maximum elevation of approximately 860 feet AMSL. The project proposes a maximum building height of 19 feet 6 ½ inches for a total maximum elevation of 879.54 feet AMSL. Therefore, notification to the FAA OES for height or elevation reasons was not required.

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

Airport Overlay: In conjunction with adoption of its new General Plan, the City of Riverside amended its zoning ordinance to provide for Airport Protection Overlay Zones within the Airport Influence Areas of airports for which Compatibility Zones based on the “A through E” system utilized in the 2004 Riverside County Airport Land Use Compatibility Plan have been established. While the land uses permitted by the proposed CG zone are consistent with a location in Compatibility Zone E, application of the Airport Protection Overlay Zone suffix is recommended in order to assure that the ultimate development will comply with Compatibility Zone E. This would further the objectives of promoting the continued operations of Riverside Municipal Airport and maintaining public awareness of its proximity. The Airport Protection Overlay Zone suffix for Zone E should be applied to these parcels (CG-AP-E).

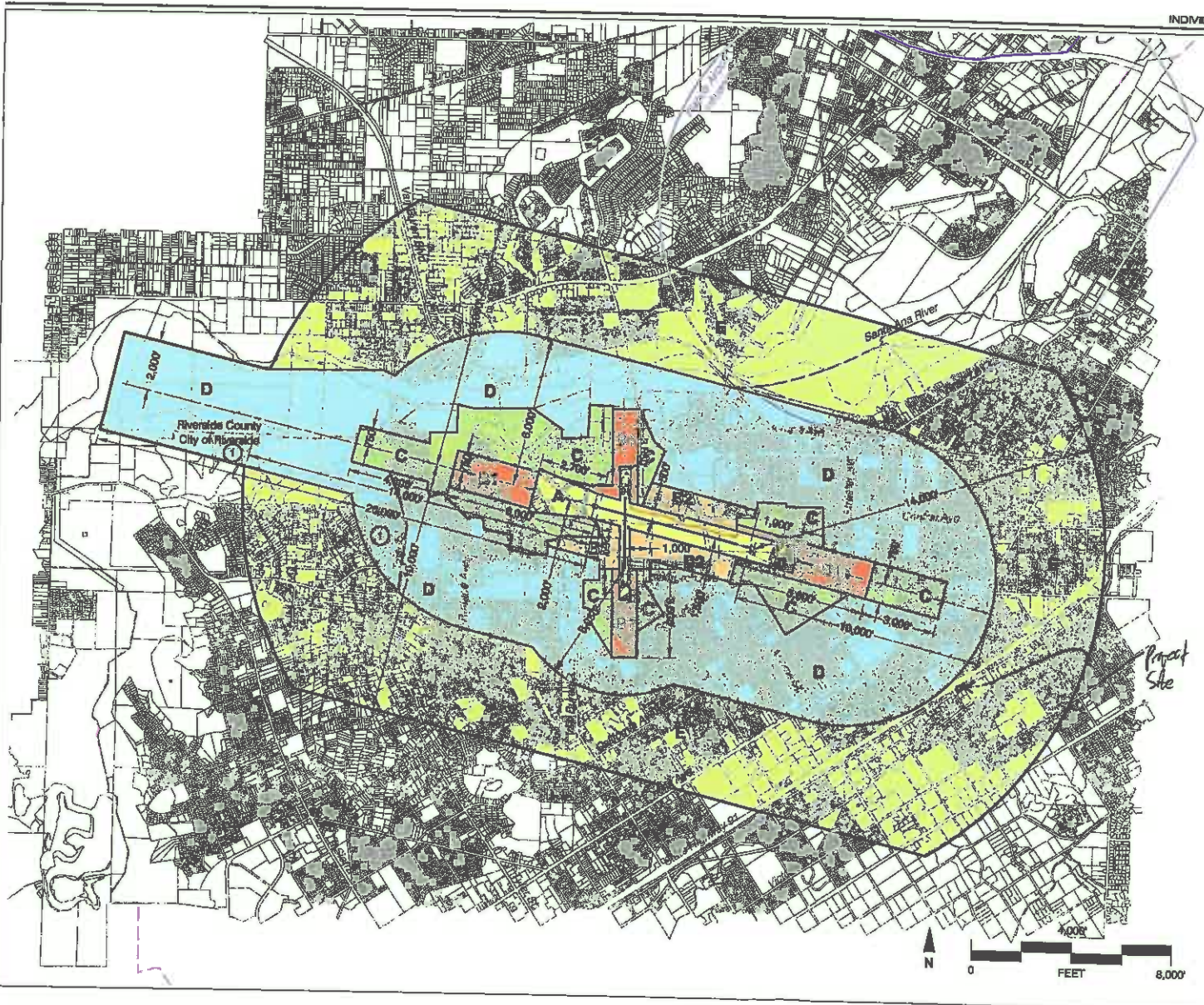
Attachment/Disclosure: State law requires notification in the course of real estate transactions if the property is located in an Airport Influence Area.

Rezoning applications are not subject to conditions, but staff would recommend that the City apply the following conditions to the associated Design Review and Minor Conditional Use Permit cases:

1. Any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky.
2. The following uses shall be prohibited:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
3. The attached notice shall be provided to all prospective purchasers of the property.
4. No new detention basins are depicted on the site plan. Any new detention basins on the site shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the 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.
5. Prior to issuance of a building permit, the City of Riverside shall apply zoning incorporating the Airport Protection Overlay Zone (CG-AP-E) to the site.

NOTICE OF AIRPORT IN VICINITY

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



Legend

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

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

Note
 Airport influence boundary measured from a point 200 feet beyond runway ends in accordance with FAA airspace protection criteria (FAR Part 77). All other dimensions measured from runway ends and centerlines.
 See Chapter 2, Table 2A for compatibility criteria associated with this map. See Section R.I.2 for special exceptions to the Table 2A criteria.

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

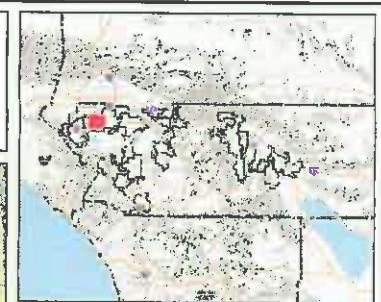
Map RI-1

Compatibility Map
 Riverside Municipal Airport



P:\PROJECTS\AIRPORT\COMPATIBILITY.dwg Mar 25, 2005 - 12:17pm

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 3,285 6,570 Feet



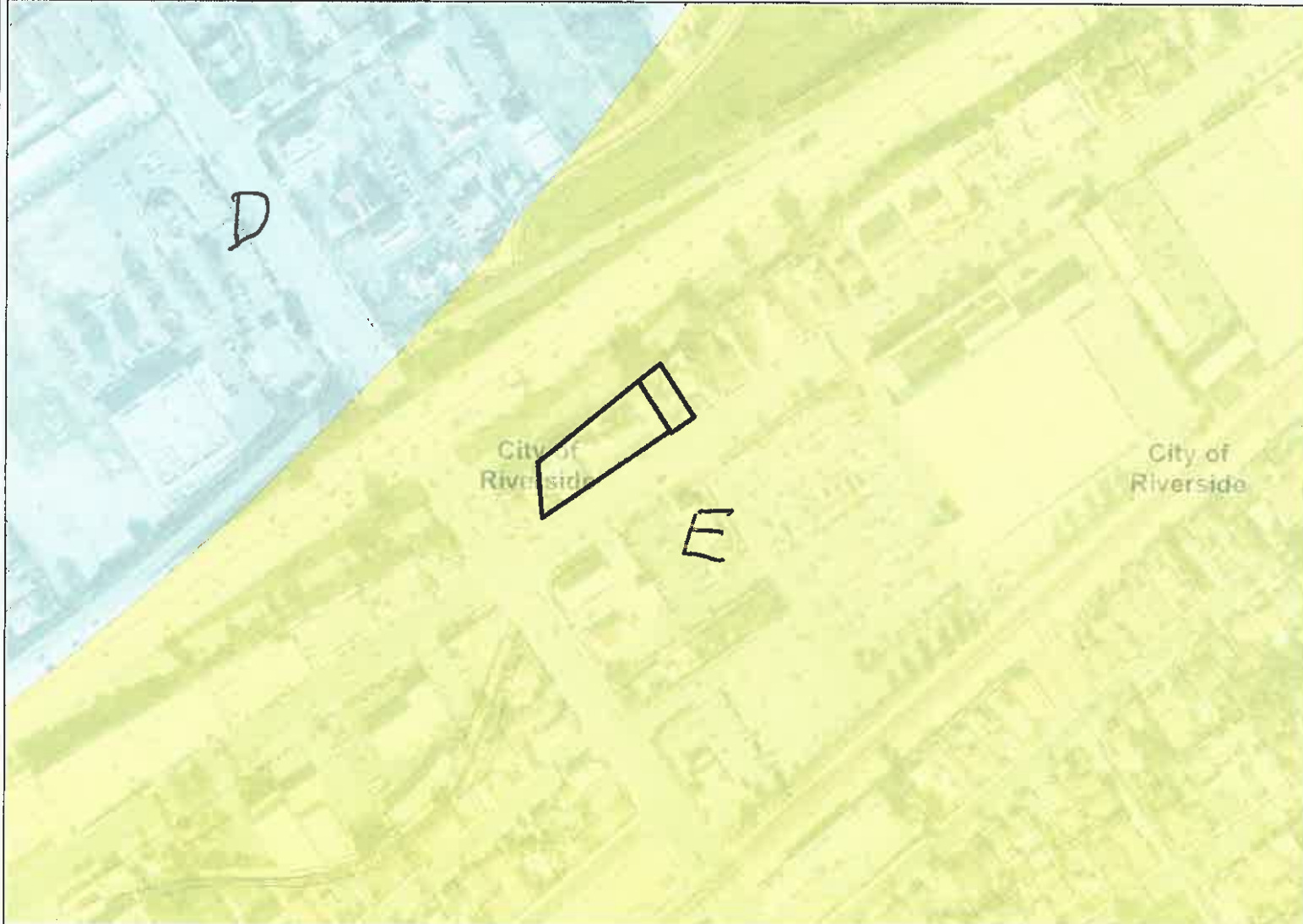
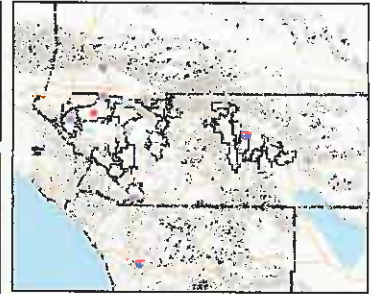
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Notes

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



0 342 684 Feet



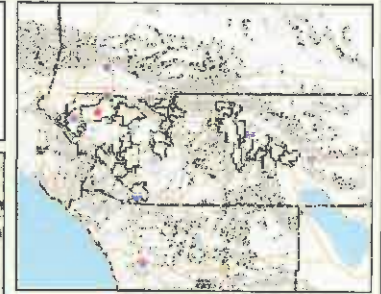
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Notes

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Legend

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



0 342 684 Feet



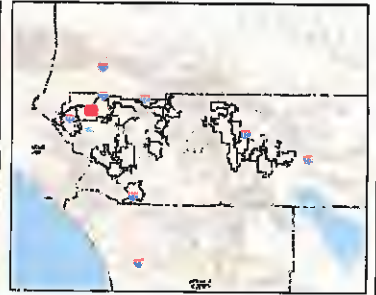
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Notes

My Map



Legend

-  Airports
-  Runways
-  City Boundaries



0 2,335 4,670 Feet



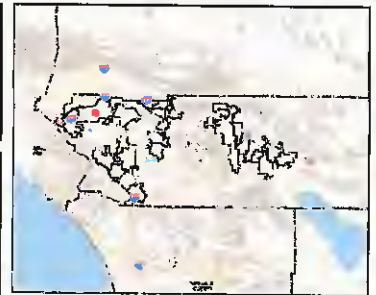
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Notes

My Map



Legend

-  Airports
-  Runways
-  City Boundaries



0 584 1,167 Feet



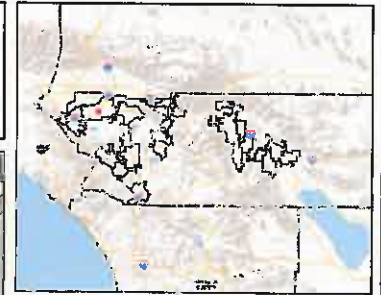
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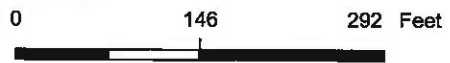
Notes

My Map



Legend

-  Airports
-  Runways
-  City Boundaries



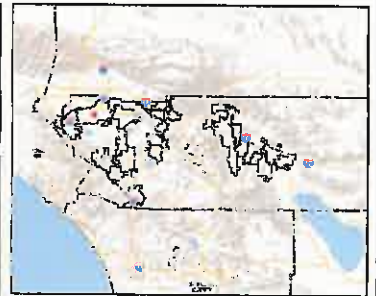
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Notes

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Legend

-  Airports
-  Runways
-  City Boundaries



0 73 146 Feet

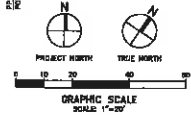
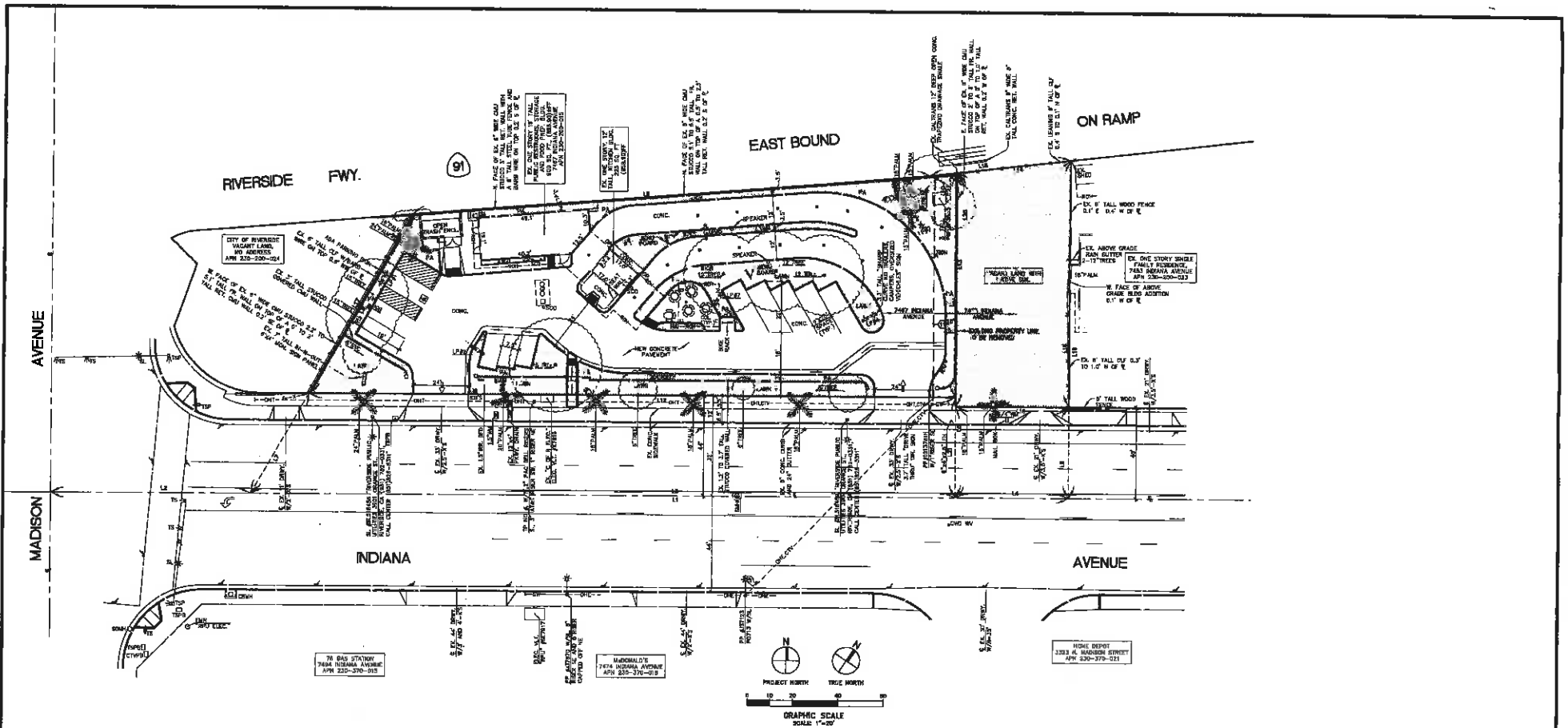


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Notes



EXISTING PARKING SPACE SUMMARY

14	STANDARD SPACES
7	ACCESSIBLE SPACES
11	TOTAL SPACES

PARTIAL LEGEND
 [Symbol] EXISTING LANDSCAPED PLANTER AND VAGANT LAND AREA CONSISTING OF 11,800 S.F. OR MORE OF THE STORE SITE AREA.

NOTE:
 REFER TO SHEET C34 FOR A COMPLETE GENERAL LEGEND OF ABBREVIATIONS AND SYMBOLS. SHOW HORIZONTAL, LEGAL, DESCRIPTION, THE BOUNDARY MEASUREMENTS AND EXISTENT CORNER POINTS, THE BOUNDARY LINE NOTES, AND THE RECORD BOUNDARY REFERENCES.

EASEMENT TO BE OUTCLAIMED NOTE
 (C) I HEREBY TRUST THIS EASEMENT AND RIGHT TO BE SET IN FAVOR OF THE CITY OF RIVERSIDE, A MUNICIPAL CORPORATION, ITS SUCCESSORS AND ASSIGNS, FOR EXISTING PUBLIC UTILITY EASEMENTS FOR POTENTIALLY HARMFUL RECORDS MAY BE, 1987 OF OFFICIAL RECORDS OF RIVERSIDE COUNTY.

LINE TABLE

NO.	BEARING	DISTANCE
L1	N89°21'40"E	442.86'
L2	N89°21'40"E	81.77'
L3	N89°21'40"E	316.02'
L4	N89°21'40"E	66.06'
L5	N32°41'38"W	45.00'
L6	N32°41'38"W	45.00'
L7	N89°21'40"E	20.71'
L8	N89°21'40"E	81.00'
L9	N89°21'40"E	228.27'
L10	N44°08'24"E	12.51'
L11	N32°41'38"W	97.82'
L12	N89°21'40"E	284.76'
L13	N32°41'38"W	95.12'
L14	N44°08'24"E	30.30'
L15	N32°41'38"W	55.87'
L16	N89°21'40"E	26.00'
L17	N89°21'40"E	145.76'
L18	N44°08'24"E	43.81'
L19	N32°41'38"W	149.87'
L20	N32°41'38"W	54.40'
L21	N32°41'38"W	44.02'

IN-N-OUT BURGER
 DEVELOPER:
 IN-N-OUT BURGER
 15302 HAMBURGER LANE
 BALDWIN PARK, CA 91706
 CONTACT: KATIE SANCHEZ
 PHONE: 626 813-8278

Underground Service Alert
 Call: Toll Free
811
 TWO WEEKS BEFORE YOU DIG

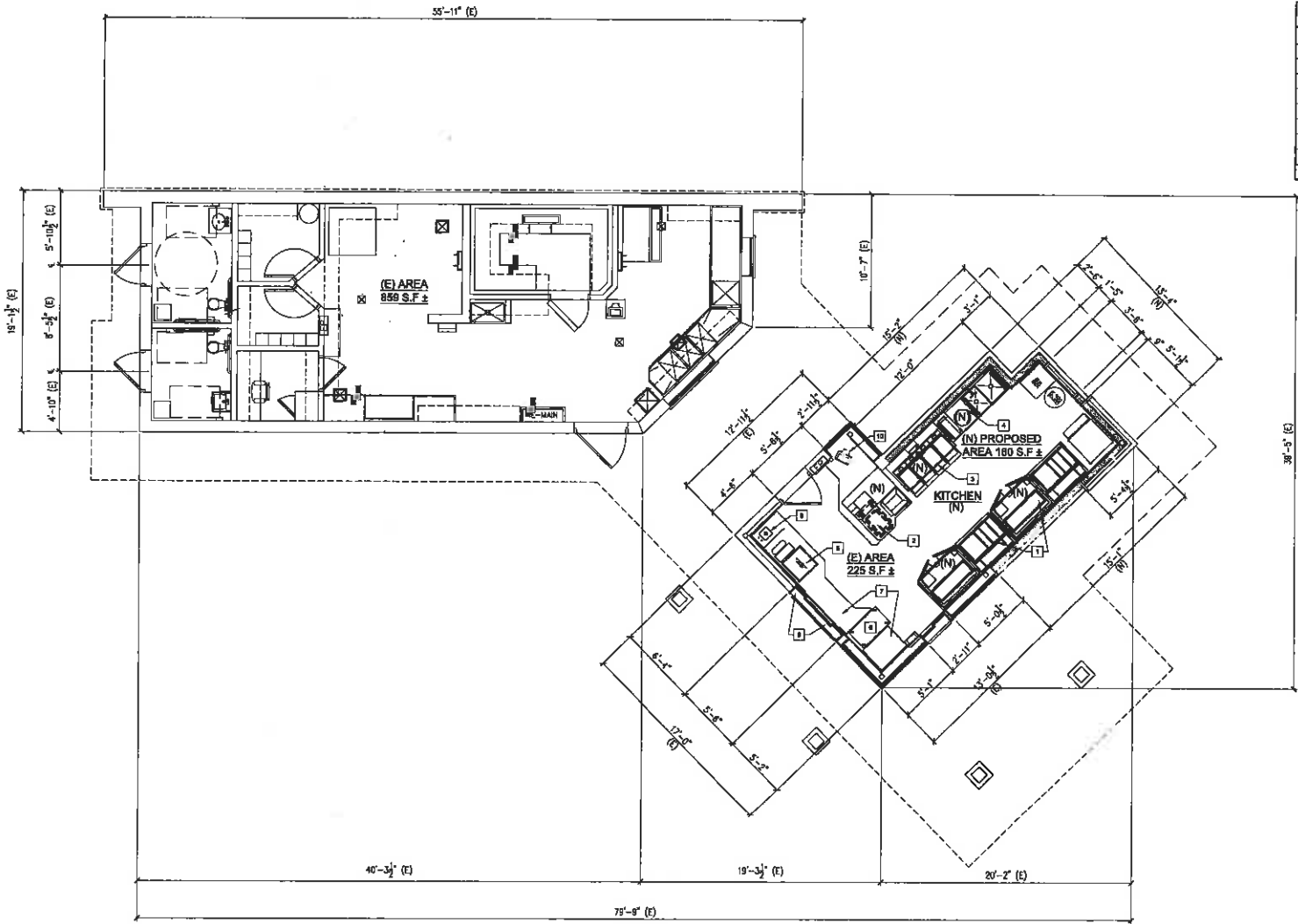
REVISIONS

△	
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CIVIL ENGINEER:
MSI ENGINEERING, INC.
 CIVIL ENGINEERS AND LAND SURVEYORS SPECIALIZING IN SITE DEVELOPMENT
 425 WEST ANCHOR HWY., SUITE 4, SAN DIMAS, CA 91773
 (909) 395-2055 FAX (909) 395-2387
 Mark S. [Signature]
 M.S. [Signature]

IN-N-OUT BURGER
 STORE #46
 7467 INDIANA AVE.
 RIVERSIDE, CA. 92504

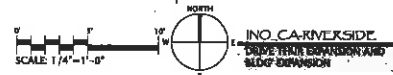
CITY ENTITLEMENT
EXISTING SITE PLAN
C34



KEY NOTES	
1	NEW GRILL/SALAD TABLE
2	NEW FRY TABLE
3	NEW FRYERS
4	NEW POTATO SPINNER TABLE
5	NEW SODA DISPENSER
6	NEW SHAVE MACHINE
7	NEW COUNTER
8	NEW HAND SINK
9	NEW ORDER TAKE OUT WINDOW
10	NEW REGISTER

WALL LEGEND	
	(E) WALL
	(N) PROPOSED WALL

DATE	REVISION



DRIVE THRU EXPANSION
(7467 INDIANA AVE) RIVERSIDE, CA



000 BLESS AMERICA
13502 HAMBURGER LANE
BALDWIN PARK, CA 91706

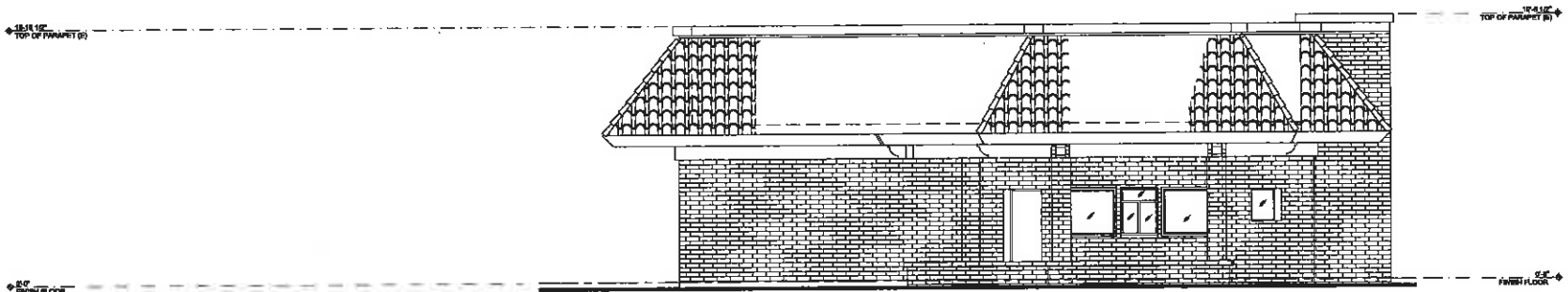
NEW FLOOR PLAN

SHEET 8 OF 10

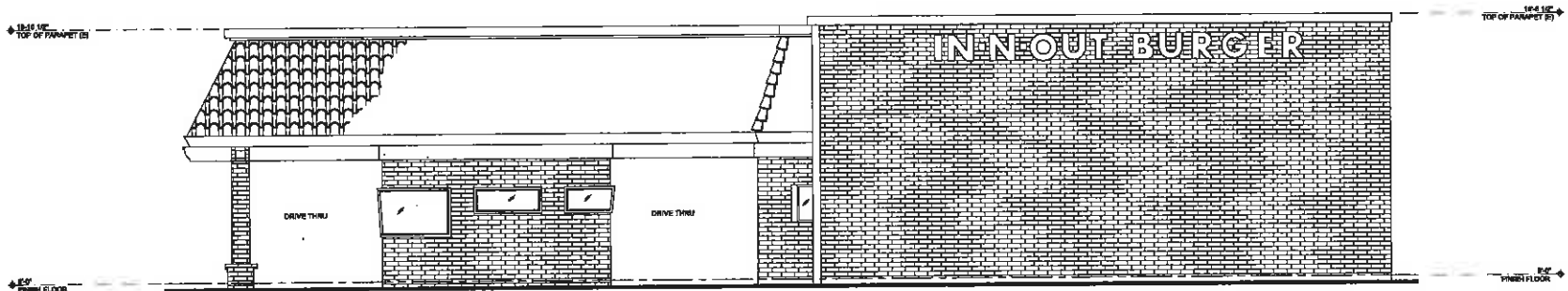
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RIVERSIDE, CA
7467 INDIANA AVE
STORE #46

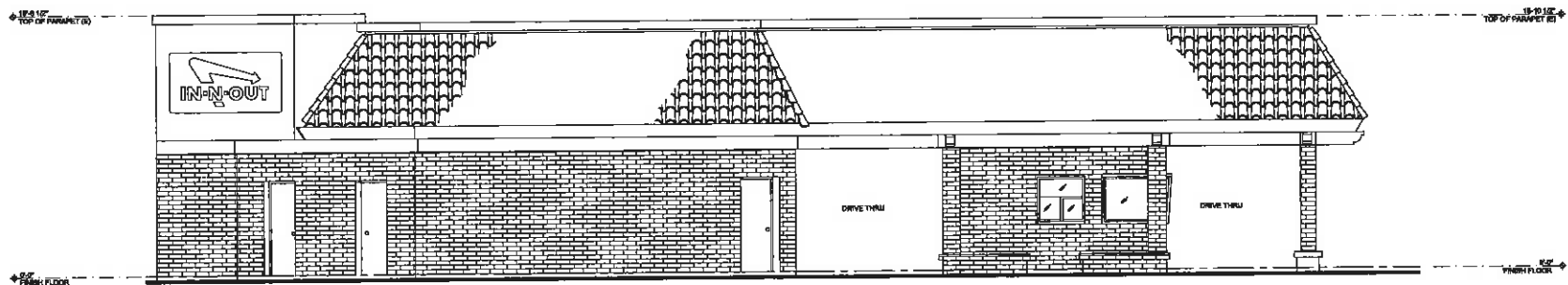
DRIVE THRU EXPANSION
 7467 INDIANA AVE RIVERSIDE, CA



EXISTING EAST ELEVATION



EXISTING NORTH ELEVATION



EXISTING SOUTH ELEVATION



EXISTING ELEVATIONS

SHEET 9 OF 10

RIVERSIDE, CA
 7467 INDIANA AVE
 STORE #46

DATE	REVISION

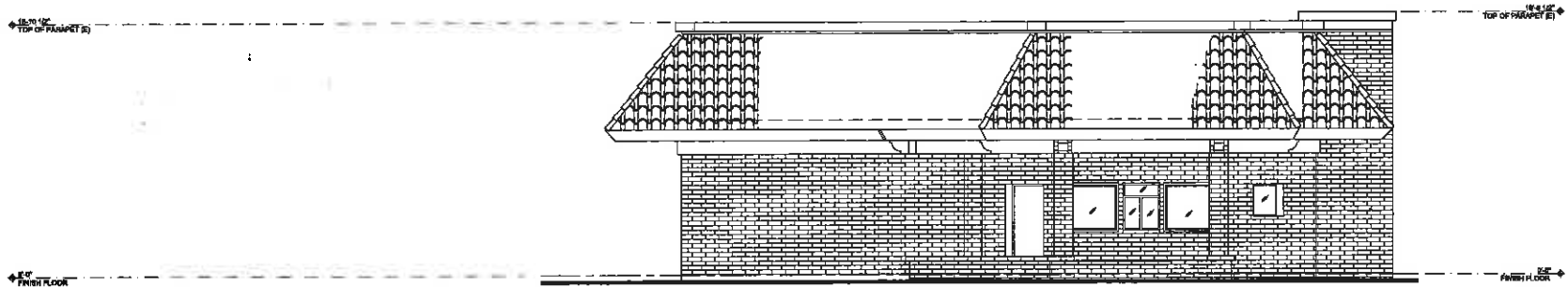


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 DRIVE THRU BURGER AND
 BURGER EXPANSION

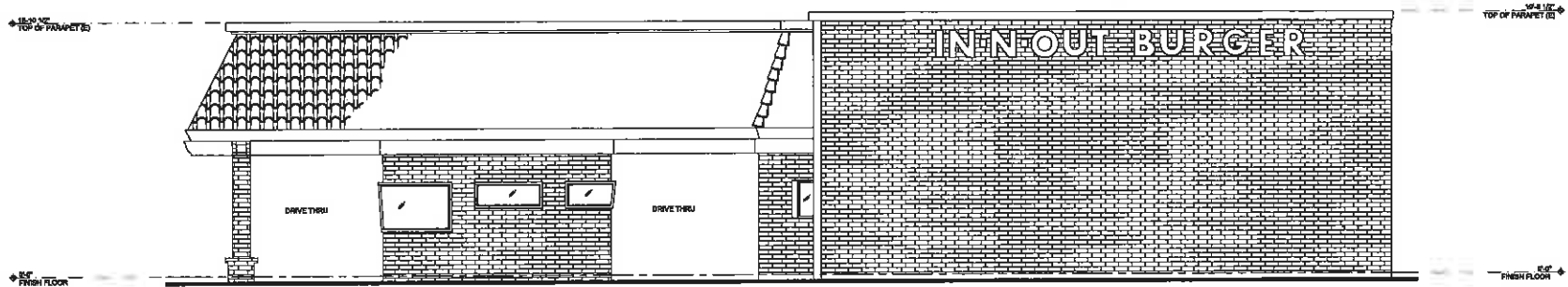
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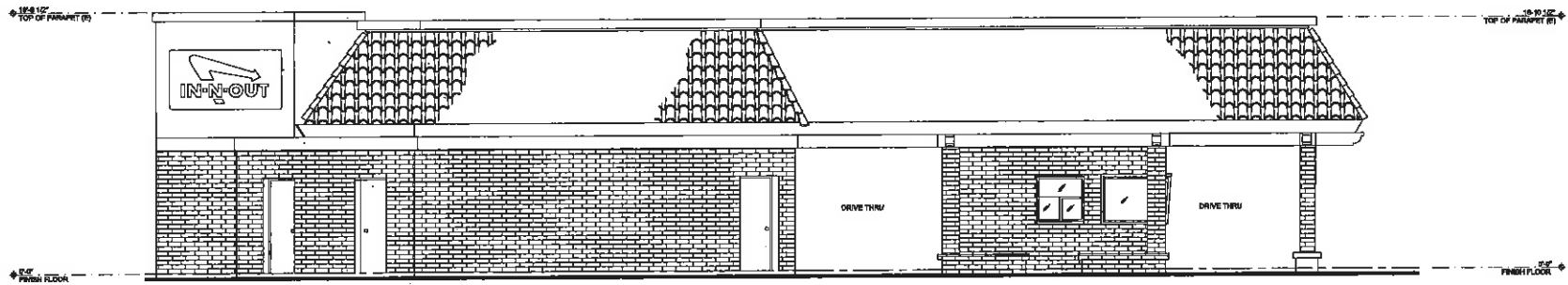
DRIVE THRU EXPANSION
 (7467 INDIANA AVE) RIVERSIDE, CA



EXISTING EAST ELEVATION



EXISTING NORTH ELEVATION



EXISTING SOUTH ELEVATION



GOD BLESS AMERICA
 13502 HAMBURGER LANE
 BALDWIN PARK, CA 91706

EXISTING ELEVATIONS

SHEET 8 OF 10

RIVERSIDE, CA
 7467 INDIANA AVE
 STORE #46

DATE	REVISION

SCALE 1/4"=1'-0"

NO. CA RIVERSIDE
 DRIVE THRU EXPANSION AND
 DRIVE THRU EXPANSION

THE INFORMATION, DRAWINGS AND SPECIFICATIONS SHOWN ARE AND SHALL REMAIN THE PROPERTY OF IN-N-OUT BURGER. THESE DOCUMENTS MAY NOT BE USED WITHOUT THE WRITTEN CONSENT OF IN-N-OUT BURGER.

NOTICE OF PUBLIC HEARING

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

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

Any person may submit written comments to the ALUC before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. The proposed project application may be viewed at the Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501, Monday through Thursday (except Thanksgiving Day), from 8:00 a.m. to 5:00 p.m., and by prescheduled appointment on Friday, December 4, from 9:00 a.m. to 5:00 p.m. **All written comments shall be addressed to ALUC at the following address: 4080 Lemon Street, 14th Floor, Riverside, CA 92501**

PLACE OF HEARING: City of Cathedral City
Note: Hearing location only. Do not send comment letters to this address. Council Chambers – City Hall
68700 Avenida Lalo Guerrero
Cathedral City, CA 92234

DATE OF HEARING: December 10, 2015

TIME OF HEARING: 9:30 A.M.

CASE DESCRIPTION:

ZAP1072RI15 – In-N-Out Burgers (Representative: Katie Sanchez) – City of Riverside Case No. P15-0488, 15-0489, 15-0490 (Rezoning). The applicant proposes to rezone a 0.12-acre parcel (to wit, Assessor's Parcel No. 230-200-005) located on the northerly side of Indiana Avenue, easterly of Madison Avenue and the existing In-N-Out drive-thru facility from Single Family Residential, 7,000 square foot minimum lot size to (R-1-7,000) to Commercial General (CG) in order to allow for an expansion of the drive-thru onto this site and facilitate expansion of the easterly food preparation structure of the existing facility. (No new indoor seating is proposed.) The Commission may further recommend that the project site be rezoned to CG-A-P-E (Commercial General, Airport Protection Overlay Zone E). (Airport Compatibility Zone E of the Riverside Municipal Airport Influence Area)

FURTHER INFORMATION: Contact Russell Brady at (951) 955-0549 or John Guerin at (951) 955-0982. The ALUC holds hearings for local discretionary permits within the Airport Influence Areas, reviewing for aeronautical safety, noise and obstructions. All other concerns should be addressed to Mr. Brian Norton of the City of Riverside Planning Division, at (951) 826-2308.

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

ALUC Identification No.

ZAP1072RIIS

PROJECT PROPONENT (TO BE COMPLETED BY APPLICANT)

Date of Application 10-25-15
 Property Owner In-N-Out Burgers A California Corporation Phone Number 626-813-8279
 Mailing Address 13502 Hambutger Lane
Baldwin Park, CA 91706
Attn: Katic Sanchez

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

PROJECT LOCATION (TO BE COMPLETED BY APPLICANT)

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

Street Address 7755 Indiana Ave
Riverside, CA 92504
 Assessor's Parcel No. 230-200-005-4 Parcel Size 5246 SF
 Subdivision Name _____ Zoning R-1-7000
 Lot Number _____ Classification Single-Family

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) Property is an existing vacant dirt lot
Currently zoned as single family-R-1-7000

Proposed Land Use (describe) Proposing to zone property to Cg-general
commercial. Property will be used to extend
drive thru lanes of the adjacent
In-N-Out Burger

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) vacant (existing) / 20 ft¹ proposed
 Highest Elevation (above sea level) of Any Object or Terrain on Site 860' (existing) 880' proposed

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 _____

Riv
Zone E

REFERRING AGENCY (APPLICANT OR JURISDICTION TO COMPLETE)

Date Received	10-25-15	Type of Project	
Agency Name	City of Riverside	<input type="checkbox"/> General Plan Amendment	
Staff Contact	Brian Norton	<input type="checkbox"/> Zoning Amendment or Variance	
Phone Number		<input type="checkbox"/> Subdivision Approval	
Agency's Project No.	P15-0488, P-15-0489, P15-0490	<input type="checkbox"/> Use Permit	
		<input type="checkbox"/> Public Facility	
		<input checked="" type="checkbox"/> Other	Zone change

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

B. SUBMISSION PACKAGE:

ALUC REVIEW

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

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

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

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 2.3

HEARING DATE: December 10, 2015

CASE NUMBER: ZAP1025FL15 – Homequest, LLC and Secured Income Group, Inc. (Representative: Stefan Lanthier, Cornerstone Land Surveying)

APPROVING JURISDICTION: City of Jurupa Valley

JURISDICTION CASE NO: MA1432 (includes CZ1403 [Change of Zone] and TTM36649 [Amended Tentative Tract Map])

MAJOR ISSUES: The proposed Tentative Tract Map is before this Commission due to a reduction in the number of lots. The previous design was reviewed by ALUC as ZAP1024FL15 and was determined Consistent pursuant to Policy 3.3.6 and special findings. The Tentative Tract Map design was subsequently required to be amended to incorporate an onsite detention and water quality basin pursuant to existing drainage requirements. The site is split between Compatibility Zones D and E. The amended project design results in a reduction of one residential lot (from 25 to 24) for an overall density of 4.57 dwelling units per acre (including the entire project net area, both Zones D and E, previously 4.76 dwelling units per acre) and a Zone D density of 4.42 dwelling units per acre (including just the net project area in Zone D, counting the whole lots and lots with majority of area in Zone D, previously 4.79 dwelling units per acre). The Zone D density does not comply with the Compatibility Zone D minimum density criteria of 5.0 dwelling units per acre. However, certain factors are apparent that may be considered under Countywide Policy 3.3.6 to find the normally incompatible density compatible, as presented in the following analysis. The Change of Zone request remains as previously reviewed, and, as such, the determination of consistency issued earlier this year remains valid.

RECOMMENDATION: Based on the Commission's prior determination that this project is consistent with application of Countywide Policy 3.3.6 and the special updated findings stated herein, staff recommends a finding of CONSISTENCY for the amended Tentative Tract Map with application of Countywide Policy 3.3.6, subject to the conditions included herein.

PROJECT DESCRIPTION: The Tentative Tract Map proposes to subdivide 5.49 acres into 24 single family residential lots ranging from 6,207 to 11,017 square feet in area and one 7,629 square foot lot for a detention basin. The Tentative Tract Map previously proposed 25 single family residential lots.

PROJECT LOCATION:

The site is located northerly of 36th Street and westerly of Avalon Street in the City of Jurupa Valley, approximately 4,170 feet northwesterly of Runway 6-24 at Flabob Airport.

LAND USE PLAN: 2004 Flabob Airport Land Use Compatibility Plan

- a. Airport Influence Area: Flabob Airport
- b. Land Use Policy: Airport Compatibility Zones D and E
- c. Noise Levels: Outside the 55 CNEL noise contour from aircraft noise

BACKGROUND:

Residential Density: The site is located in Compatibility Zones D and E. Compatibility Zone D allows residential densities at or above 5.0 dwelling units per acre, and Compatibility Zone E has no applicable residential density criteria. Pursuant to Countywide Policies Table 2A Footnote 16 as amended by RG-05-103, residential densities shall be calculated on a net acreage rather than gross acreage basis in reference to the 5.0 dwelling units per acre criteria for Compatibility Zone D. The net acreage accounts for the “developable” portion of the project site, which excludes additional right-of-way dedications (10 feet each) for the adjacent existing roads (36th Street and Avalon Street), but includes all internal roadways and residential lot area.

Based on this, the current 5.49-acre net area per Riverside County GIS would be reduced to 5.25 acres net when excluding the additional 10’ right-of-way dedications for exterior roads. Based on this total net acreage, the project’s proposed 24 units result in a density of 4.57 dwelling units per acre, which does not comply with the Zone D criteria. Looking at just the acreage within Zone D, approximately 2.71 net acres accommodating approximately 12 lots (8 whole lots and 4 lots with more than half of the area in Zone D) are located within Zone D for a density of 4.42 dwelling units per acre, which also does not comply with the Zone D criteria.

The proposed Change of Zone to R-4 allows for flexible minimum lot sizes compared to the current R-1 zone, which has a minimum lot size of 7,200 square feet. Indeed, 15 of the 24 residential lots are smaller than 7,200 square feet in area, and 20 are smaller than 0.2 acre (8,712 square feet)

Prohibited and Discouraged Uses: The applicant does not propose any uses specifically prohibited or discouraged in Compatibility Zone D (highly noise-sensitive outdoor nonresidential uses, hazards to flight, children’s schools, hospitals, and nursing homes) within the project.

Noise: The property lies outside the area that would be subject to average exterior noise levels above 55 CNEL under ultimate airport development conditions. Therefore, no special noise attenuation

measures are required for this residential land use.

Part 77: The elevation of Runway 6-24 at its northeasterly terminus is approximately 766.8 feet AMSL. At a distance of approximately 4,170 feet from the runway and a relevant slope ratio of 50:1, FAA review would typically be required for any structures with peak elevations exceeding 850.2 feet AMSL. The applicant has provided a table noting the distance of each proposed lot from Runway 6-24 to provide a more detailed calculation of whether any lots are required to be submitted to FAA. Based on this table and an assumed maximum building height of 32 feet, no lots are required to be submitted to FAA for Obstruction Evaluation review. However, the proposed R-4 zone has a maximum building height of 40 feet, and at this maximum height, structures on lots 4 through 9 would require FAA review. Despite the maximum allowed height per the proposed R-4 zone, the applicant is willing to accept a reduced maximum building height of 32 feet. With this height limit, the proposed development would not require FAA Obstruction Evaluation review for height/elevation reasons.

Open Area: Compatibility Zone D requires that 10% of area within major projects (10 acres or larger) be set aside as open area that could potentially serve as emergency landing areas. Since the overall project size is less than 10 acres, the open area requirement is not applicable to this project.

Infill: Countywide Policy 3.3.1 (Infill) is not useful in this situation, as it allows for greater densities than would otherwise be permitted in a Compatibility Zone, but (as currently worded) does not offer lower residential densities in the 0.4-5.0 dwelling unit per acre range within Zone D. The proposed project would generally be compatible with the existing surrounding land uses of single-family residential and mobile-home parks.

Countywide Policy 3.3.6: While the project does not strictly comply with Zone D density criteria, the Commission may choose to find the normally incompatible density compatible pursuant to Countywide Policy 3.3.6 based on the following findings determined to represent “other extraordinary factors or circumstances”:

FINDINGS FOR A DETERMINATION OF CONSISTENCY PURSUANT TO POLICY 3.3.6 OF THE COUNTYWIDE POLICIES OF THE 2004 RIVERSIDE COUNTY AIRPORT LAND USE COMPATIBILITY PLAN

1. The proposed land use will not create a safety hazard to people on the ground or aircraft in flight, nor result in excessive noise exposure for the proposed use.
2. The proposed average residential lot size of 7,119 square feet equates to 6.12 dwelling units per acre, and all but four of the residential lots are smaller than 0.2 acre in net area.
3. Although the project’s net density does not strictly comply with the Compatibility Zone D 5.0 dwelling units per acre minimum criteria, the project’s net density is relatively close to the criteria, such that the variance from the ALUC standard of 5.0 dwelling units per acre is insignificant. A subdivision with four (4) additional lots would meet the criteria.
4. The project is not located beneath or near the extended centerline of the runway or within the

general traffic pattern envelope, wherein approximately 80% of aircraft overflights are expected to occur.

5. The size and shape of the existing parcel require two on-site cul-de-sacs, thus decreasing the potential to maximize density.
6. The City of Jurupa Valley has guidelines requiring a minimum lot width of sixty (60) feet, thus limiting the ability for the project to increase the number of lots beyond the number proposed in the existing design, which generally proposes sixty (60) foot wide lots.
7. Existing topography on the project site and the proposed grading limit the ability to increase the number of lots while maintaining a reasonable lot and usable pad area for each lot.
8. The reduction in density of the amended Tentative Tract Map from 25 single family residential lots to 24 single family residential lots is a result of existing water quality requirements that reduce the achievable density on the project site.

CONDITIONS:

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

3. The attached notice shall be provided to all potential purchasers of the property, and shall be recorded as a deed notice.
4. Any ground-level or aboveground water retention or detention basin or facilities shall be designed so as to provide for a detention period for the design storm that does not exceed 48 hours and to remain totally dry between rainfalls. Vegetation in and around such facilities that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature.
5. Buildings on all lots shall be no greater than 32 feet in height unless: (a) a building exceeding this height is submitted for FAA Obstruction Evaluation and a Determination of No Hazard to Air Navigation is issued, or (b) a Building Permit Review application is submitted to ALUC and staff determines that FAA review is not required.
6. Proposed building pad elevations for Lots 4 through 9 shall not be increased above those elevations noted on the Tentative Tract Map conceptual grading plan exhibit with revisions dated October 27, 2015 and as indicated in the table titled "Flabob Airport Height Analysis" without further ALUC staff review to determine whether FAA Obstruction Evaluation is required. Proposed building pad elevations for all other lots shall not be increased to more than 818 feet above mean sea level without further ALUC staff review to determine whether FAA Obstruction Evaluation is required.

TENTATIVE TRACT NO. 36649 (ZAP1024FL15)
LOCATION: NW CORNER OF AVALON STREET & 36TH STREET
FLABOB AIRPORT HEIGHT ANALYSIS (Revised 10-27-15)

Lot Number	Pad Elevation (Ft)	Proposed Roof Height (Ft) Pad + 32.0' (Max.)	Distance to Runway (Ft)	Maxium Building Height From Runway (Ft) Runway Elevation=766.8	Rooftop Clearance to Maxium Building Height (Ft)
1	805.5	837.5	4,529	857.4	19.9
2	809.5	841.5	4,565	858.1	16.6
3	815.8	847.8	4,594	858.7	10.9
4	821.4	853.4	4,645	859.7	6.3
5	824.7	856.7	4,690	860.6	3.9
6	825.5	857.5	4,659	860.0	2.5
7	825.5	857.5	4,607	858.9	1.4
8	824.7	856.7	4,541	857.6	0.9
9	821.4	853.4	4,493	856.7	3.3
10	815.8	847.8	4,462	856.0	8.2
11	809.5	841.5	4,427	855.3	13.8
12	805.6	837.6	4,392	854.6	17.0
13	796.6	828.6	4,298	852.8	24.2
14	799.6	831.6	4,334	853.5	21.9
15	803.3	835.3	4,368	854.2	18.9
16	807.0	839.0	4,407	854.9	15.9
17	810.6	842.6	4,449	855.8	13.2
18	813.4	845.4	4,505	856.9	11.5
19	813.8	845.8	4,463	856.1	10.3
20	813.3	845.3	4,390	854.6	9.3
21	810.6	842.6	4,328	853.4	10.8
22	807.0	839.0	4,291	852.6	13.6
23	803.3	835.3	4,252	851.8	16.5
24	799.6	831.6	4,217	851.1	19.5
25(Basin)*	796.6	828.6	4,180	850.4	21.8

*Lot 25 has been revised from a Single Family Residence to a Detention Basin

NOTICE OF AIRPORT IN VICINITY

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



Legend

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

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

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

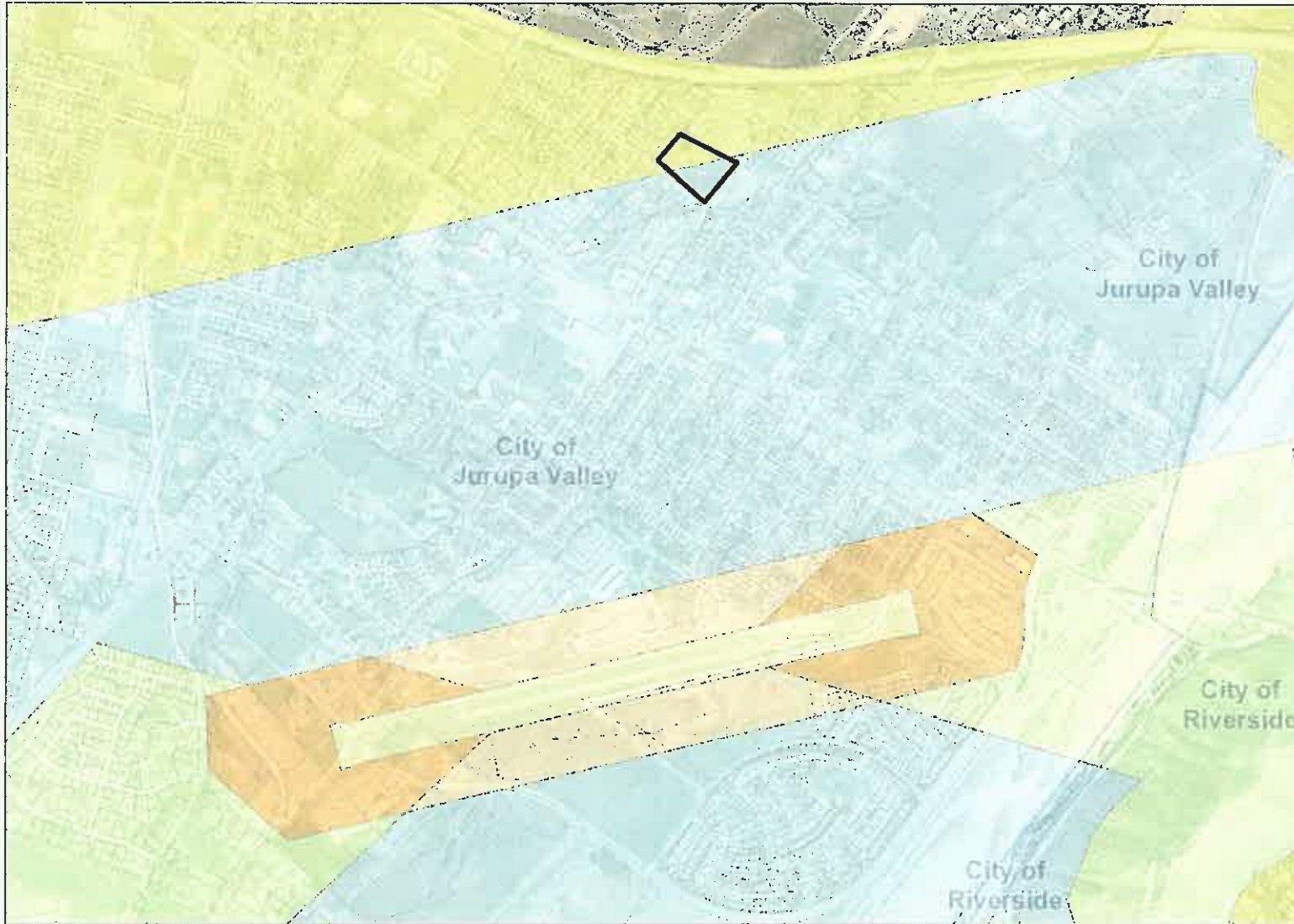
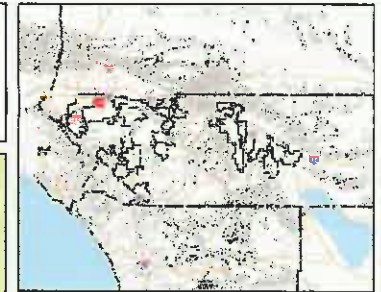
See Chapter 2, Table 2A for compatibility criteria associated with this map.

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

Map FL-1

Compatibility Map
Flabob Airport

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 1,752 3,503 Feet



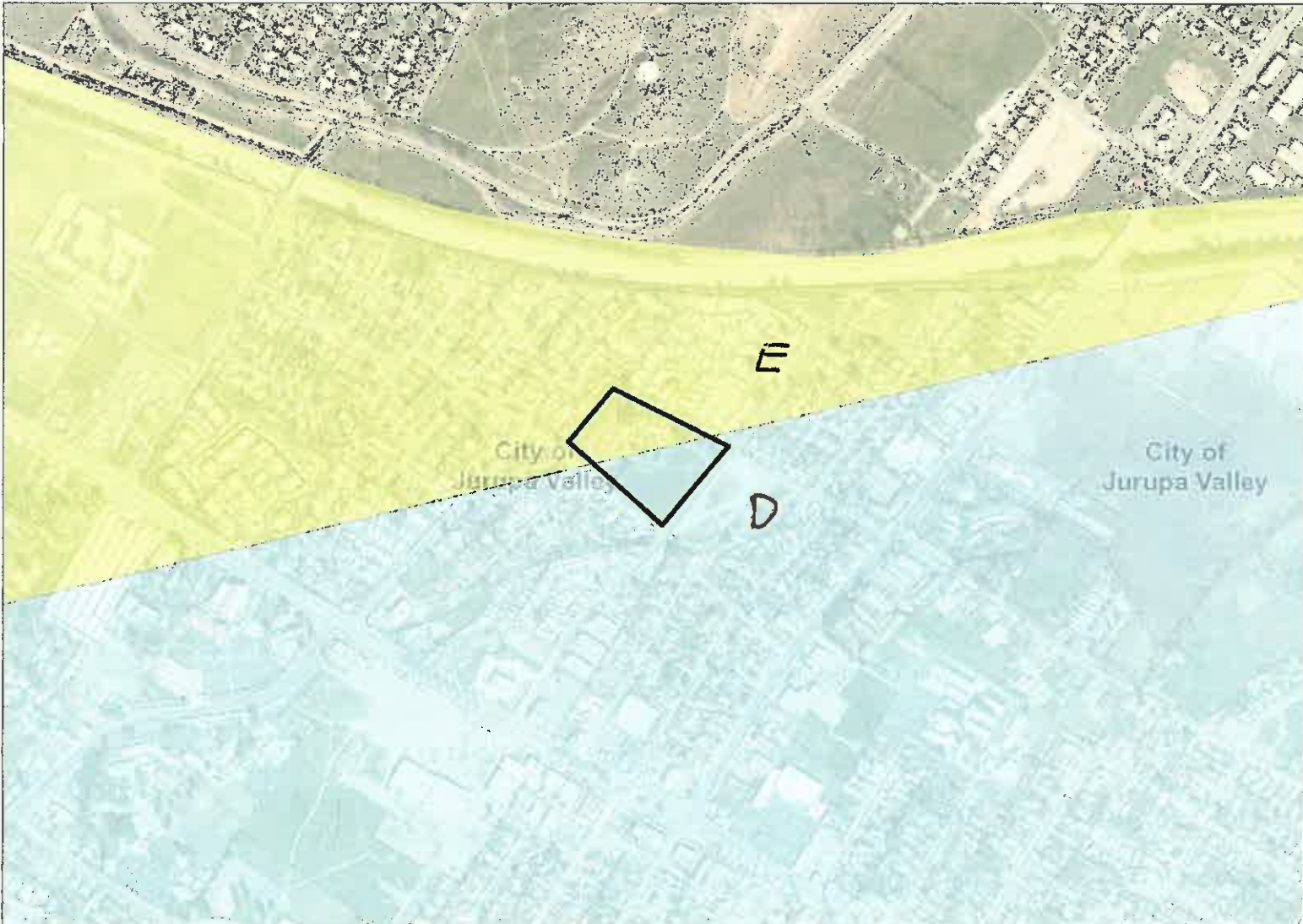
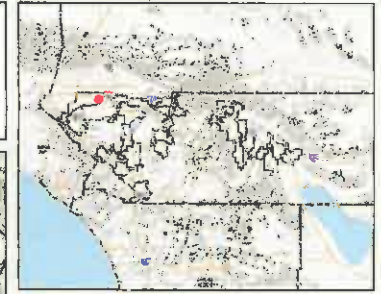
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Notes

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



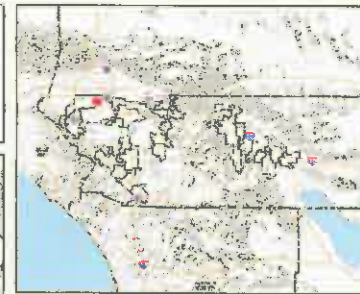
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Notes

My Map



Legend

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



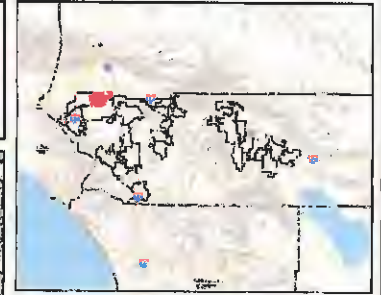
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Notes

My Map



Legend

-  Airports
-  Runways
-  City Boundaries



0 2,989 5,977 Feet



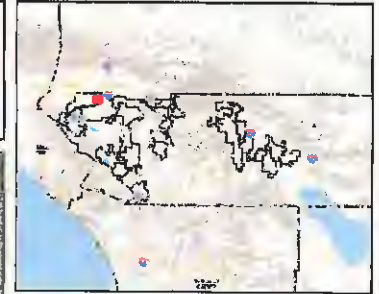
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Notes

My Map



Legend

-  Airports
-  Runways
-  City Boundaries



0 1,494 2,989 Feet



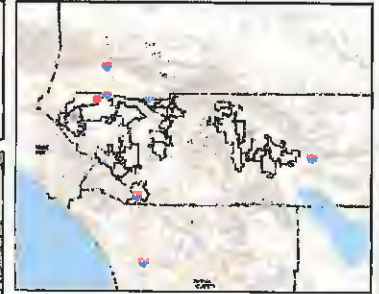
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Notes

My Map



Legend

-  Airports
-  Runways
-  City Boundaries



0 747 1,494 Feet



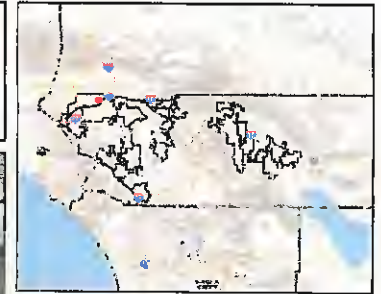
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Notes

My Map



Legend

-  Airports
-  Runways
-  City Boundaries



0 374 747 Feet



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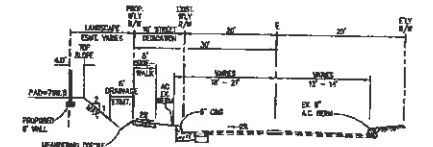
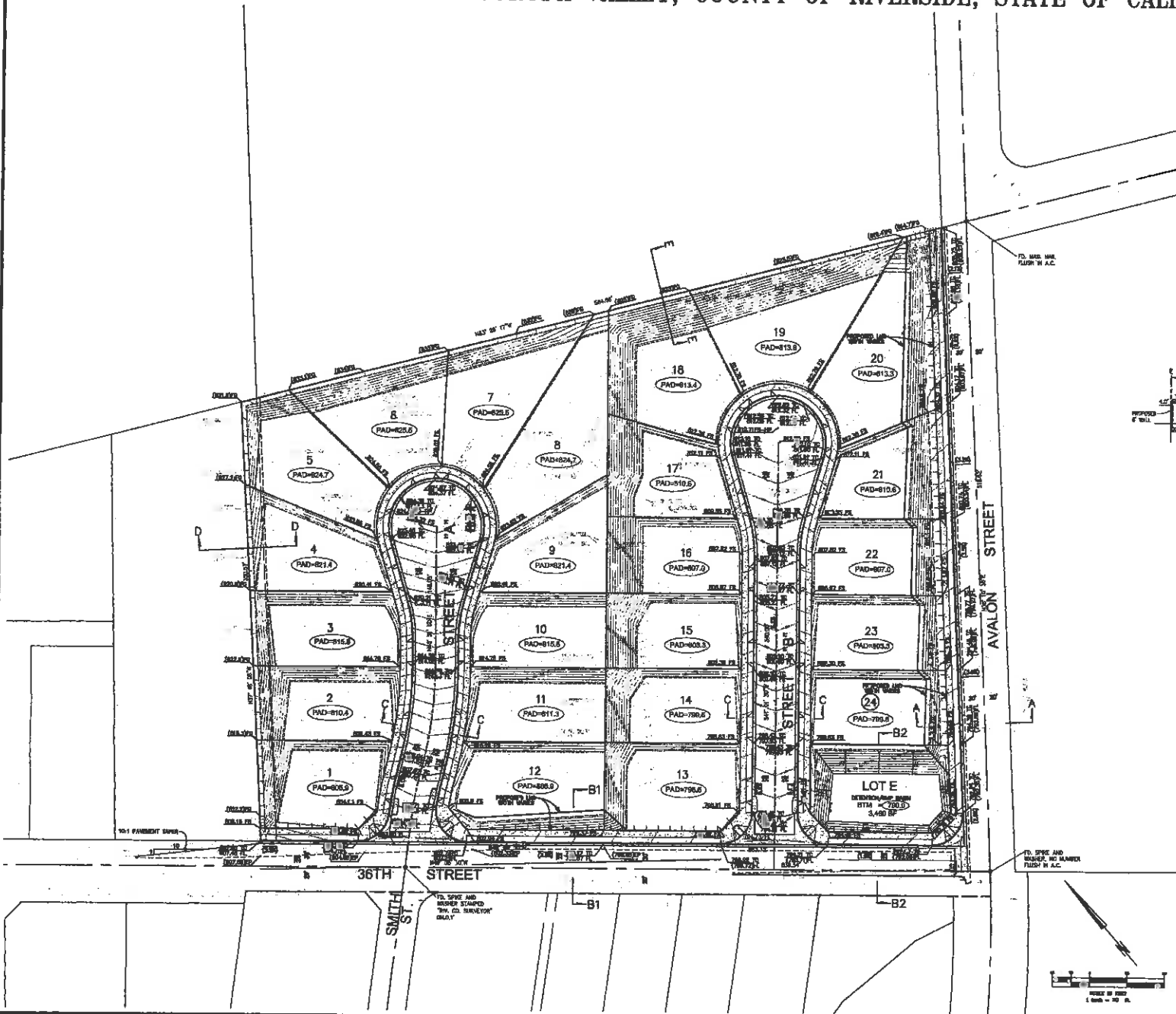
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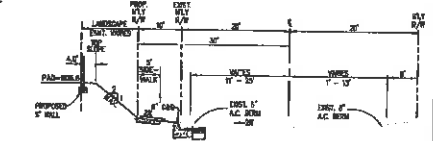
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TENTATIVE TRACT MAP NO. 36649

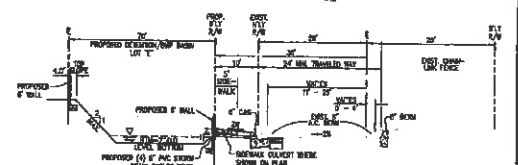
IN THE CITY OF JURUPA VALLEY, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA



SECTION A-A (AVALON ST.)
(EXISTING PUBLIC STREET)
(COUNTY OF RIVERSIDE 60' R/W LOCAL ST. STD. NO. 105)
KTS



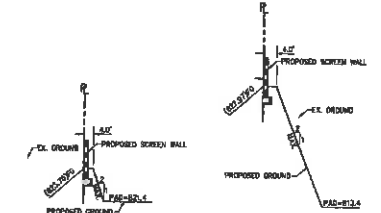
SECTION B1-B1 (36TH ST.)
(EXISTING PUBLIC STREET)
(COUNTY OF RIVERSIDE 60' R/W LOCAL ST. STD. NO. 105)
KTS



SECTION B2-B2 (36TH ST.)
(EXISTING PUBLIC STREET)
(COUNTY OF RIVERSIDE 60' R/W LOCAL ST. STD. NO. 105)
KTS



SECTION C-C
(PROPOSED INTERIOR PUBLIC STREET)
(COUNTY OF RIVERSIDE 56' R/W LOCAL ST. STD. NO. 105)
KTS



SECTION D-D **SECTION E-E**
KTS

DESIGNED BY	DATE	SCALE
CHECKED BY	DATE	SCALE
APPROVED BY	DATE	SCALE

TENTATIVE MAP
TRACT 36649
CONCEPTUAL GRADING PLAN

COUNTY OF RIVERSIDE, CALIFORNIA

DATE: 10/15/10

DRAWN BY: [Name]

SCALE: 1" = 40'

SHEET 2 OF 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 (except Thanksgiving Day), from 8:00 a.m. to 5:00 p.m., and by prescheduled appointment on Friday, December 4, from 9:00 a.m. to 5:00 p.m. **All written comments shall be addressed to ALUC at the following address: 4080 Lemon Street, 14th Floor, Riverside, CA 92501**

PLACE OF HEARING: City of Cathedral City
Note: Hearing location only. Do not send comment letters to this address. Council Chambers – City Hall
68700 Avenida Lalo Guerrero
Cathedral City, CA 92234

DATE OF HEARING: December 10, 2015

TIME OF HEARING: 9:30 A.M.

CASE DESCRIPTION:

ZAP1025FL15 – Secured Income Group, Inc. (Representative: Stefan Lanthier, Cornerstone Land Surveying) – City of Jurupa Valley Major Action Case No. 1432 (MA 1432) – Tentative Tract Map No. 36649. The applicant proposes to divide 5.49 acres located northerly of 36th Street and westerly of Avalon Street (Assessor’s Parcel Number 179-060-027) into 24 single-family residential lots ranging from 6,207 square feet to 11,017 square feet in size and one 7,629 square foot lot for a detention basin. (Airport Compatibility Zones D and E of the Flabob 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. Annette Tam of the City of Jurupa Valley Planning Department, at (951) 332-6464.

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

ALUC Identification No.

ZAP102SF45

PROJECT PROPONENT (TO BE COMPLETED BY APPLICANT)

Date of Application October 21, 2015
 Property Owner HomeQuest, LLC & Secured Income Group, Inc. Phone Number 714-368-1300
 Mailing Address 17592 E. 17th St., Ste. 100
TUSTIN, CA 92780

Agent (if any) Secured Income Group, Inc. Phone Number 714-368-1300
 Mailing Address 17592 E. 17th St., Ste. 100
Tustin, CA 92780

PROJECT LOCATION (TO BE COMPLETED BY APPLICANT)

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

Street Address 3403 Avalon St.
Jurupa Valley, CA
 Assessor's Parcel No. 179-060-027-10 Parcel Size 5.47 Acre gross
 Subdivision Name Arthur Parks Tr. Zoning Classification R-1, SFR
 Lot Number 8, 9

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) SFR- Ranch home

Proposed Land Use (describe) 24 Single family residential lots + 1 BASIN
Change of zone, from R-1 to R-4

For Residential Uses Number of Parcels or Units on Site (exclude secondary units) 24 + 1 BASIN
 For Other Land Uses Hours of Use N/A
 (See Appendix C) Number of People on Site Maximum Number 96
 Method of Calculation 24 lots, 4 per resident

Height Data Height above Ground or Tallest Object (including antennas and trees) 32 ft 2 story home 86.6 ft.
 Highest Elevation (above sea level) of Any Object or Terrain on Site 857.5 Housepad Lots 6 & 7 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 possible solar panels

Flabob
D
P.H.

REFERRING AGENCY (APPLICANT OR JURISDICTION TO COMPLETE)	
Date Received	
Agency Name	<u>City of Turupa Valley</u>
Staff Contact	<u>Annette Tam</u>
Phone Number	
Agency's Project No.	<u>Amended TM 30649</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

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 2.4

HEARING DATE: December 10, 2015

CASE NUMBER: ZAP1033PS15 – The Altum Group, for WSW Cat-Ramon, LLC (Representative: Audrey Nickerson)

APPROVING JURISDICTION: City of Cathedral City

JURISDICTION CASE NO: GPA14-004 (General Plan Amendment), CZ 14-003 (Change of Zone), TTM 36819 (Tentative Tract Map), and PUD 14-002 (Planned Unit Development)

MAJOR ISSUES: None

RECOMMENDATION: Staff recommends that the Commission find the proposed General Plan Amendment and Change of Zone CONSISTENT with the 2005 Palm Springs International Airport Land Use Compatibility Plan, and find the proposed Tentative Tract Map CONSISTENT, subject to the conditions included herein.

PROJECT DESCRIPTION: Tentative Tract Map No. 36819 is a proposal to divide 14.13 acres (Assessor's Parcel Number 673-020-043) into 84 single-family residential lots, 4 open space lots with a total area of 2.875 acres, and 2.217 acres of private streets. PUD 14-002 would provide for a minimum lot size of 3,220 square feet and for the development of 63 two-story dwellings, 21 one-story dwellings, 1.83 acres of recreational areas, including a clubhouse, swimming pool with spa, playground, and open space area, and a 0.97-acre retention basin. GPA No. 14-004 would amend the land use designation of the site on the City's General Plan Land Use Map from General Commercial (GC) to Medium Density Residential (4.5 to 10 dwelling units per acre) [RM]. CZ No. 14-003 would change the site's zoning from Planned Community Commercial [PCC] to R2 Multiple Family Residential [R2].

PROJECT LOCATION: The site is located southerly of (and obtains access from) Ramon Road and easterly of Date Palm Drive in the City of Cathedral City, approximately 13,381 feet easterly/southeasterly of Runway 13R-31L at Palm Springs International Airport.

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

a. Airport Influence Area: Palm Springs International Airport

b. Land Use Policy: Airport Compatibility Zone E

c. Noise Levels: below 60 CNEL from aircraft

BACKGROUND:

Residential Density: The site is located within Airport Compatibility Zone E. 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 tract map.

Noise: The Palm Springs International Airport Land Use Compatibility Plan depicts the site as being outside the 60 CNEL contour relative to aircraft noise. As standard construction for new homes is presumed to provide adequate sound attenuation where the exterior noise exposure is not more than 15-20 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 13R-31L at its southerly terminus is approximately 395.5 feet above mean sea level (395.5 feet AMSL). The project site is located 13,381 feet from the runway at Palm Springs International Airport. At this distance, structures with an elevation at top of roof exceeding 529.3 feet above mean sea level would require review by the Federal Aviation Administration Obstruction Evaluation Service. Projected building pad elevations do not exceed 361 feet above mean sea level, so the maximum elevations at this site will not be much greater than the runway elevation. Therefore, review by the Federal Aviation Administration Obstruction Evaluation Service for height/elevation reasons is not required.

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

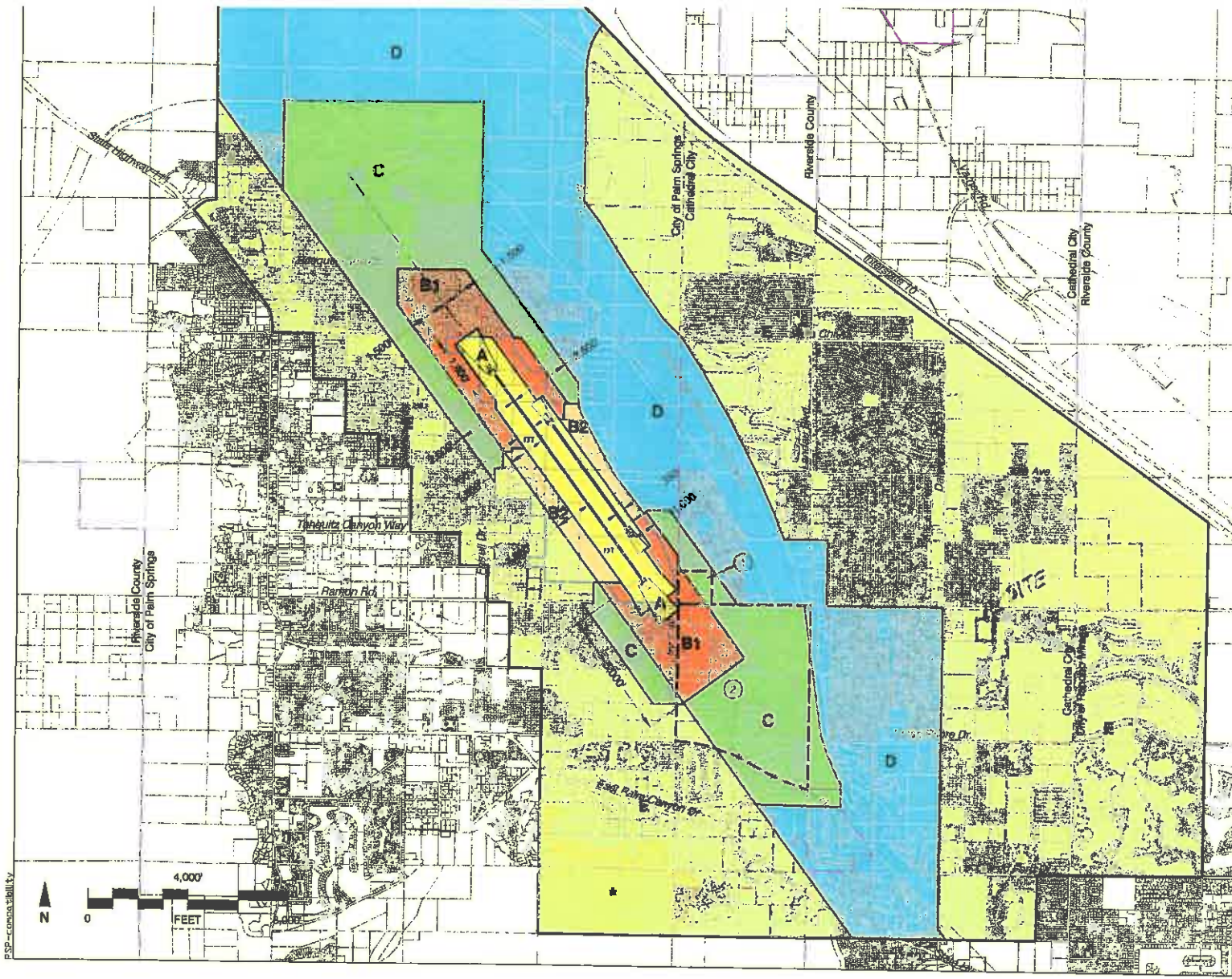
CONDITIONS (applicable to the proposed Tentative Tract Map/Planned Unit Development):

1. Any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses are 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, including landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, artificial marshes, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, wastewater management facilities, fly ash disposal, and incinerators.
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
3. The attached disclosure notice shall be provided to all potential purchasers of the proposed lots and to tenants of the homes thereon.
4. The proposed water detention/retention basin or facilities shall be designed so as to provide for a detention period that does not exceed 48 hours following the conclusion of the storm event for the design storm 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.

NOTICE OF AIRPORT IN VICINITY

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



Legend

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

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

- Notes**
- All dimensions measured from runway ends and centerlines.
- DT = Displaced Threshold
- See Chapter 2, Table 2A for compatibility criteria associated with this map.
- * See Policy PS.2.1.

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

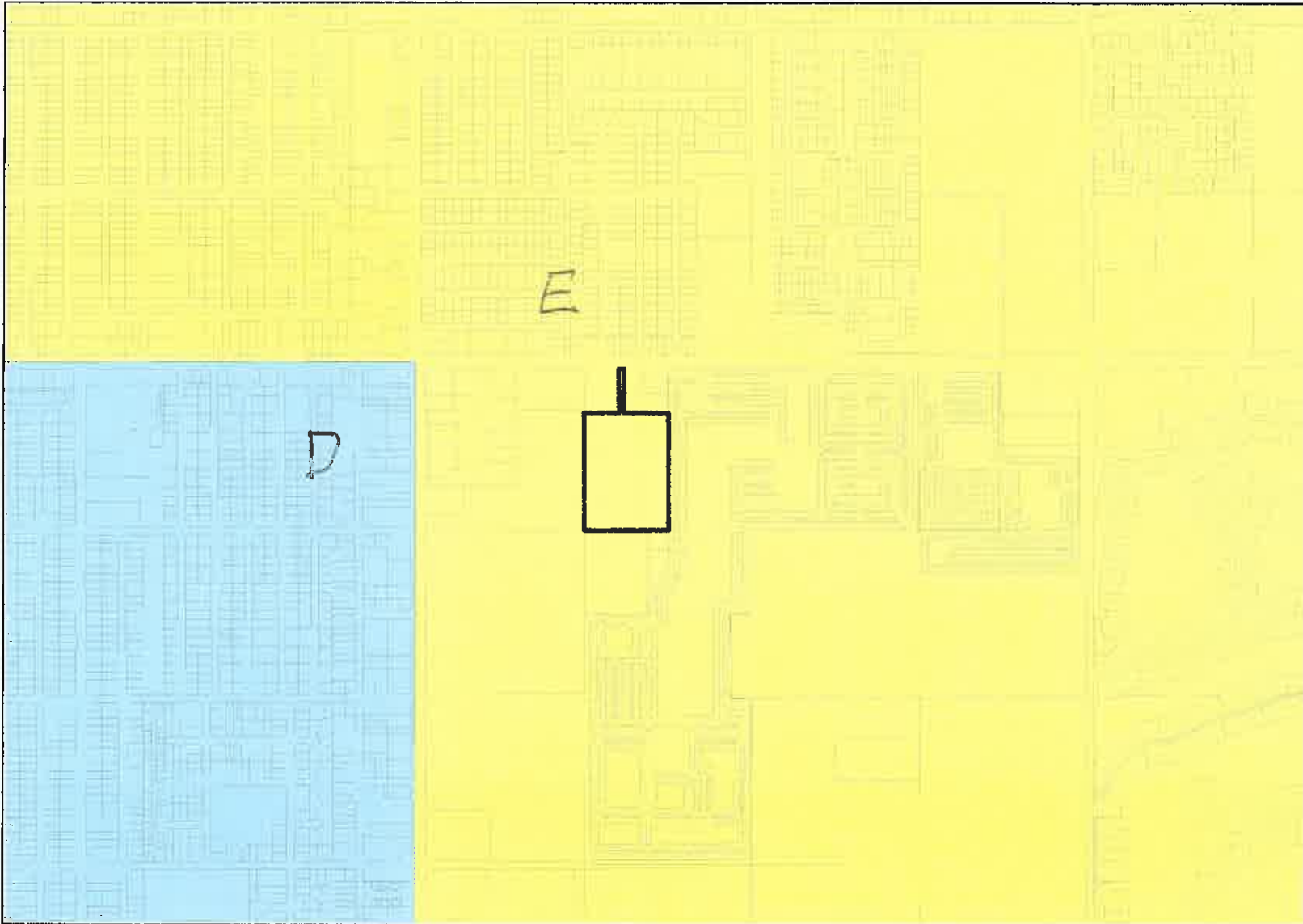
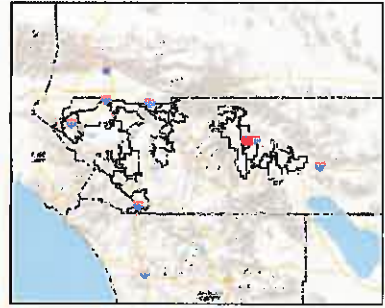
Map PS-1

Compatibility Map
 Palm Springs International Airport



PSP-compatibility

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.

0 1,476 2,953 Feet

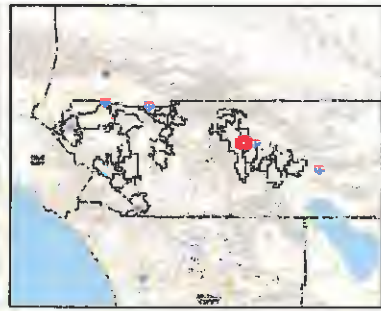


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Notes

My Map



Legend

-  Airports
-  Runways
-  City Boundaries



0 2,953 5,906 Feet



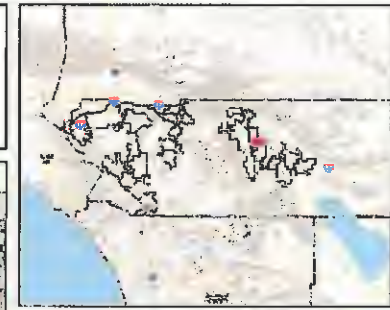
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or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

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Notes

My Map



Legend

-  Airports
-  Runways
-  City Boundaries

City of
Cathedral City

City of
Rancho Mirage

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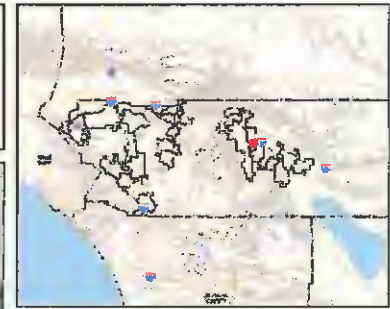
1,476

2,953 Feet






Notes

My Map



Legend

-  Airports
-  Runways
-  City Boundaries

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

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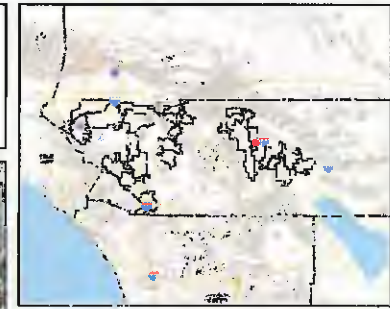


0 738 1,476 Feet



Notes

My Map



Legend

-  Airports
-  Runways
-  City Boundaries

City of
Cathedral City

City of
Cathedral City



0 369 738 Feet



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

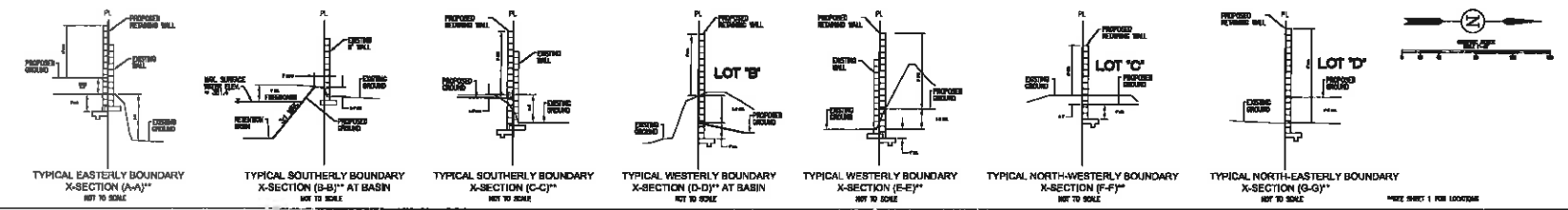
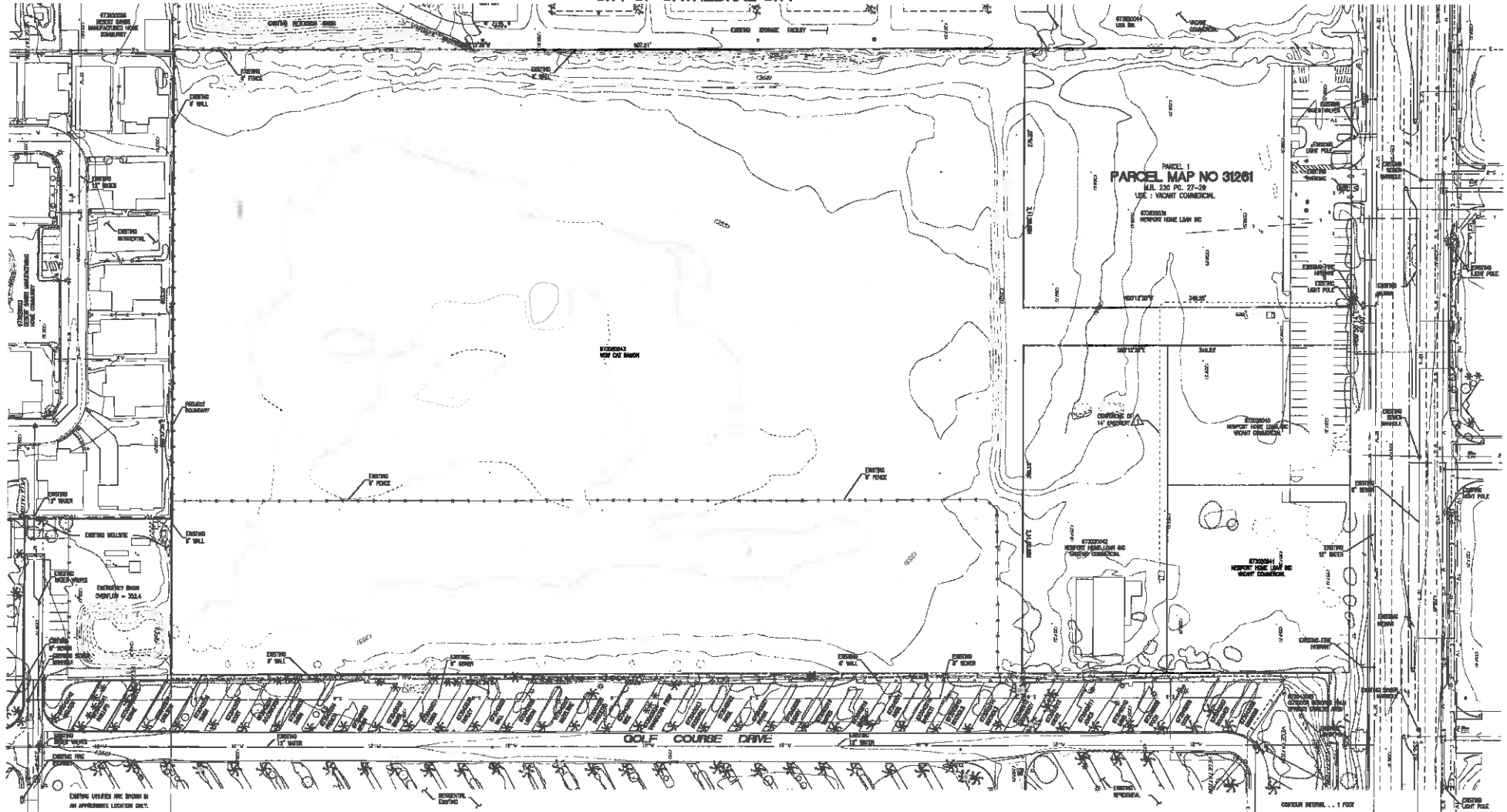
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Notes

RAMON 14 - PLANNED UNIT DEVELOPMENT SITE PLAN

CITY OF CATHEDRAL CITY



EASEMENT NOTES

▲ - SOUTHERN CALIFORNIA Edison COMPANY, HOLDER OF EASEMENT FOR UNDERGROUND ELECTRICAL SYSTEM, RECORDED IN OCCUPANCY RECORD 01311898 RECORDED 3-28-2004, O.R.

▲ - SOUTHERN CALIFORNIA Edison COMPANY, HOLDER OF EASEMENT FOR ELECTRICAL FACILITIES, RECORDED IN OCCUPANCY RECORD 0184-0783 RECORDED 4-17-1994, O.R. THE LOCATION OF THE EASEMENT SHOULD BE PLOTTED.

<p>The Atlas Group 75-719 1st Working Place, Suite 215, Yuba Power, CA 92560 L 760.364.750 T 760.364.750</p>	Engineering Surveying Dimensional	Planning Architectural	SHEET NO. 2
	SHEET 1 FOR LOOKING		SHEET NO. 2

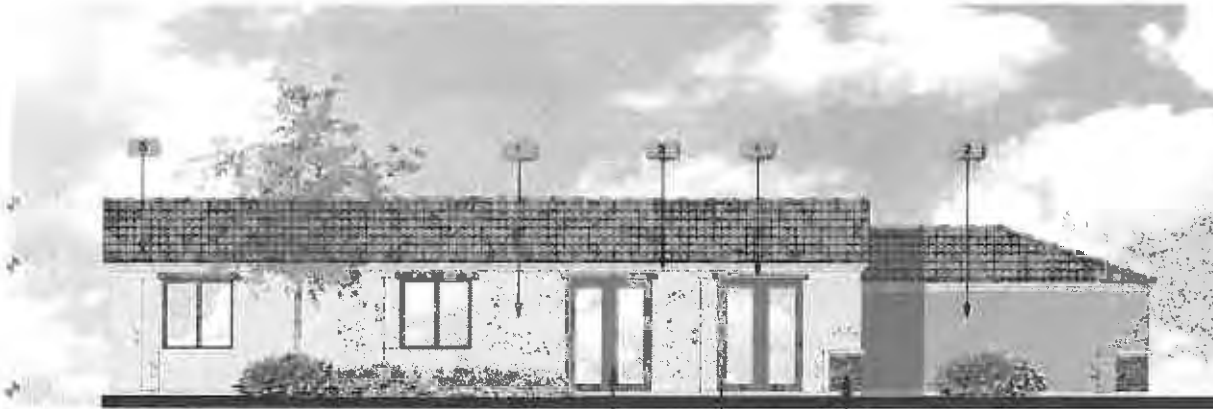
P:\Projects\14-0025 - 14080m - 14080m - 14080m\14-0025 - 14080m\14-0025 - 14080m.dwg Plotted: 11/11/2011 10:00:00 AM



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



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



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



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

LEGEND:

- | | | | |
|--|--|--|--|
| | PAINT "WESTON FLAX"
HC-5 BENJAMIN MOORE | | EAGLE CONCRETE ROOF TILE
DEL ORO S BLEND |
| | PAINT "MYSTIC GOLD"
HC-37 BENJAMIN MOORE | | ANODIZED ALUMINUM WINDOWS
MEDIUM BRONZE |
| | PAINT "ASHLEY GRAY"
HC-87 BENJAMIN MOORE | | FRONT DOORS AND GATES
SATURATED MEDIUM OAK |
| | PAINT "AUDUBON RUSSET"
HC-51 BENJAMIN MOORE | | STONE VENEER COUNTRY LEDGESTONE
"ASPEN" BY CULTURED STONE |

COLOR PALETTE "A"

HOUSE PLAN "A"

RAMON 14
CATHEDRAL CITY, CA



- LEGEND:**
- PAINT "CHESTERTOWN BUFF" HC-9 BENJAMIN MOORE
 - PAINT "ALEXANDRIA BEIGE" HC-77 BENJAMIN MOORE
 - PAINT "BROOKLINE BEIGE" HC-47 BENJAMIN MOORE
 - PAINT "LANCASTER WHITEWASH" HC-1777 BENJAMIN MOORE
 - EAGLE CONCRETE ROOF TILE
 - LADERA BLEND S TILE
 - ANODIZED ALUMINUM WINDOWS MEDIUM BRONZE
 - FRONT DOORS AND GATES SATURATED MEDIUM OAK
 - COUNTRY LEDGESTONE "MOJAVE" BY CULTURED STONE

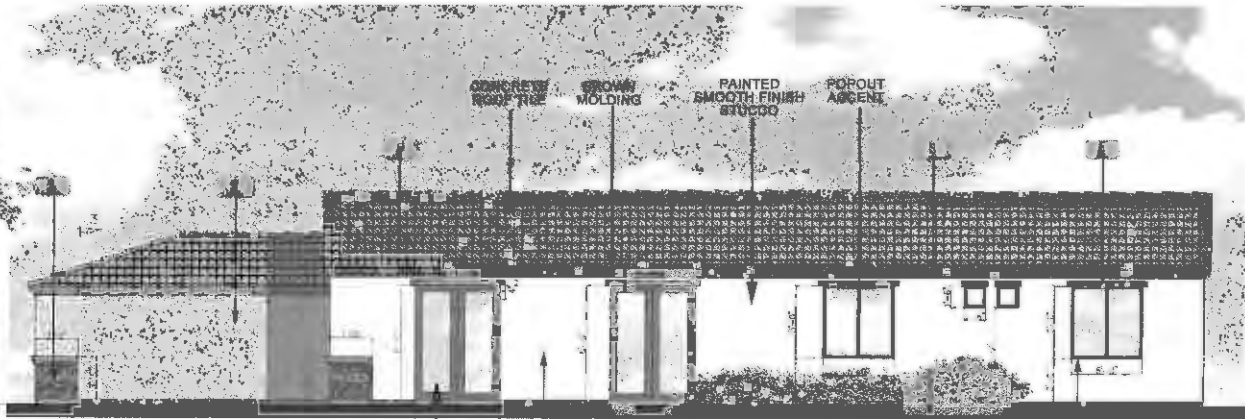
COLOR PALETTE "B"

HOUSE PLAN "B"
RAMON 14
CATHEDRAL CITY, CA



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

ACCENT
STONE
VENEER



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

PAINTED
METAL
FRENCH DOORS



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



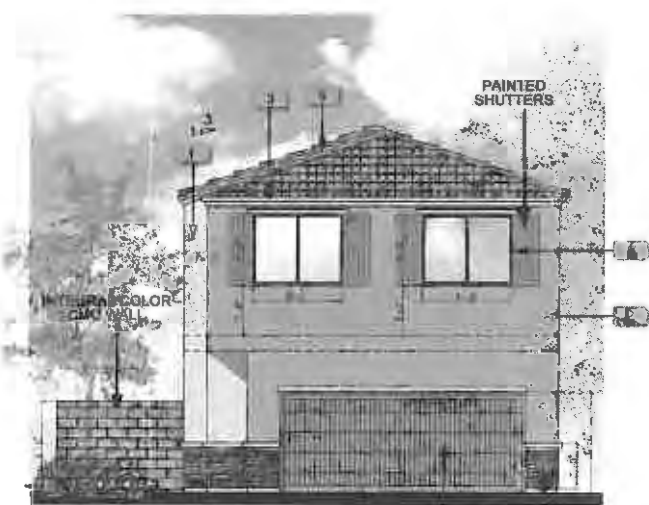
REAR ELEVATION
SCALE: 1/4" = 1'-0"

LEGEND:

- | | |
|--|---|
| 1 PAINT "BEACON HILLS DAMASK"
HC-2 BENJAMIN MOORE | 2 EAGLE CONCRETE ROOF TILE
PUERTA DEL SOL S BLEND |
| 3 PAINT "LOUISBERG GREEN"
HC-113 BENJAMIN MOORE | 4 ANODIZED ALUMINUM WINDOWS
MEDIUM BRONZE |
| 5 PAINT "SUNSET GREEN"
HC-109 BENJAMIN MOORE | 6 FRONT DOORS AND GATES
SATURATED MEDIUM OAK |
| 7 PAINT "JACKSON TAN"
HC-48 BENJAMIN MOORE | 8 STONE VENEER COUNTRY LEDGESTONE
"ECHO RIDGE" BY CULTURED STONE |

COLOR PALETTE "C"

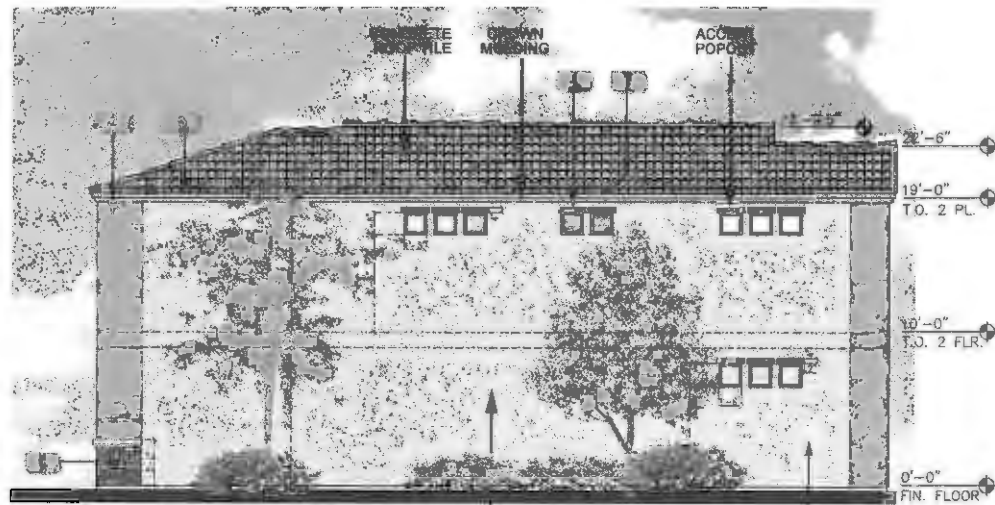
HOUSE PLAN "C"
RAMON 14
CATHEDRAL CITY, CA



FRONT ELEVATION

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

ACCENT
STONE VENEER



RIGHT ELEVATION

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

PAINTED
SMOOTH FINISH
STUCCO



LEFT ELEVATION

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



REAR ELEVATION

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

PAINTED METAL
FRENCH DOORS

LEGEND:

- | | | | |
|--|--|--|--|
| | PAINT "WESTON FLAX"
HC-5 BENJAMIN MOORE | | EAGLE CONCRETE ROOF TILE
DEL ORO S BLEND |
| | PAINT "MYSTIC GOLD"
HC-37 BENJAMIN MOORE | | ANODIZED ALUMINUM WINDOWS
MEDIUM BRONZE |
| | PAINT "ASHLEY GRAY"
HC-87 BENJAMIN MOORE | | FRONT DOORS AND GATES
SATURATED MEDIUM OAK |
| | PAINT "AUDUBON RUSSET"
HC-51 BENJAMIN MOORE | | STONE VENEER COUNTRY LEDGESTONE
"ASPEN" BY CULTURED STONE |

COLOR PALETTE "A"

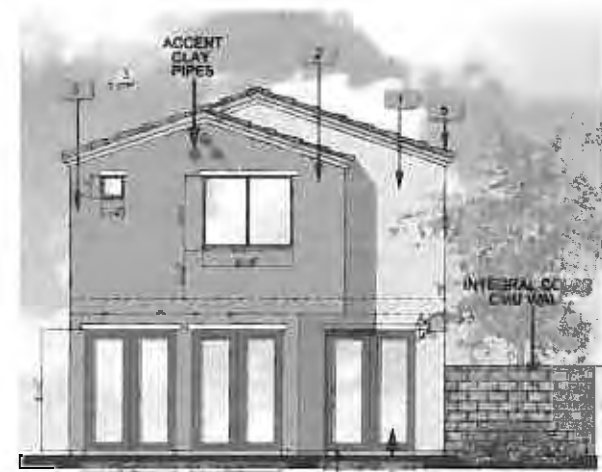
HOUSE PLAN "D1"

RAMON 14
CATHEDRAL CITY, CA



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

ACCENT
STONE
VENEER



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

PAINTED METAL
FRENCH DOORS



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



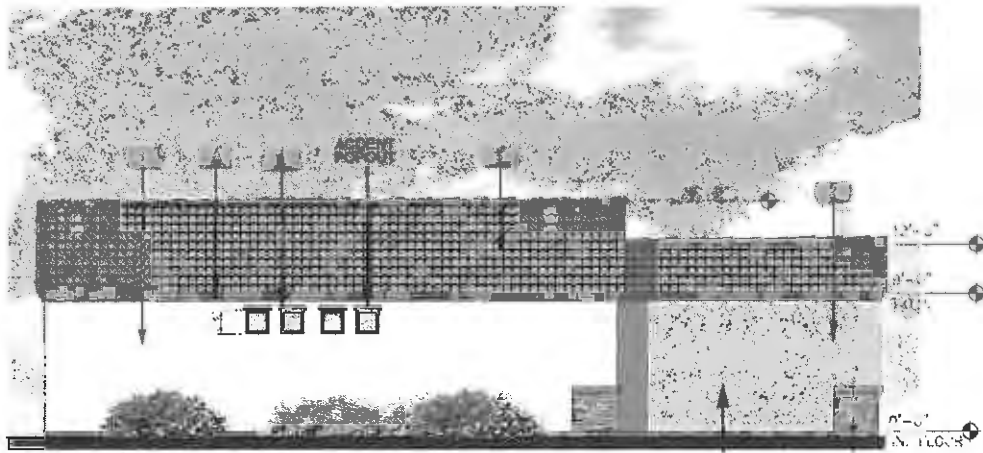
RIGHT ELEVATION
SCALE: 1/8"=1'-0"

LEGEND:

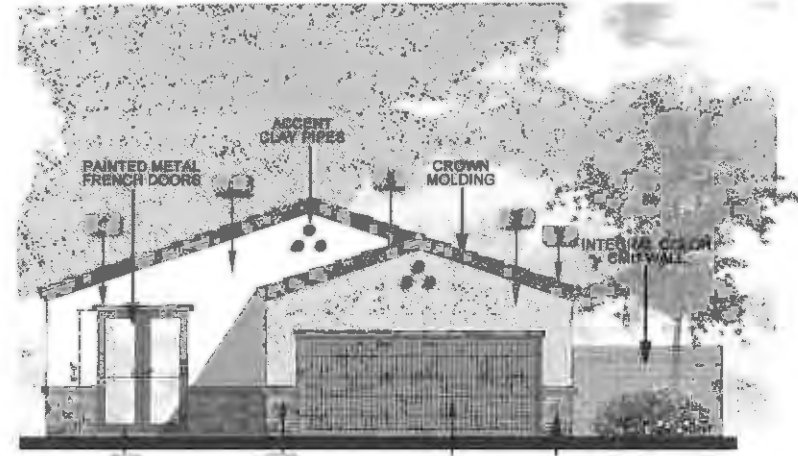
- | | |
|--|--|
| PAINT "CHESTERTOWN BUFF"
HC-9 BENJAMIN MOORE | EAGLE CONCRETE ROOF TILE
LADERA BLEND S TILE |
| PAINT "ALEXANDRIA BEIGE"
HC-77 BENJAMIN MOORE | ANODIZED ALUMINUM WINDOWS
MEDIUM BRONZE |
| PAINT "BROOKLINE BEIGE"
HC-47 BENJAMIN MOORE | FRONT DOORS AND GATES
SATURATED MEDIUM OAK |
| PAINT "LANCASTER
WHITEWASH"
HC-1777 BENJAMIN MOORE | COUNTRY LEDGESTONE
"MOJAVE" BY CULTURED STONE |

COLOR PALETTE "B"

HOUSE PLAN "D2"
RAMON 14
CATHEDRAL CITY, CA



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



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



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



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

LEGEND:

- | | | | |
|--|---|--|--|
| | PAINT "BEACON HILLS DAMASK" HC-2 BENJAMIN MOORE | | EAGLE CONCRETE ROOF TILE PUESTA DEL SOL S BLEND |
| | PAINT "LOUISBERG GREEN" HC-113 BENJAMIN MOORE | | ANODIZED ALUMINUM WINDOWS MEDIUM BRONZE |
| | PAINT "SUNSET GREEN" HC-109 BENJAMIN MOORE | | FRONT DOORS AND GATES SATURATED MEDIUM OAK |
| | PAINT "JACKSON TAN" HC-48 BENJAMIN MOORE | | STONE VENEER COUNTRY LEDGESTONE "ECHO RIDGE" BY CULTURED STONE |

COLOR PALETTE "C"

HOUSE PLAN "E"
RAMON 14
CATHEDRAL CITY, CA



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



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

PAINTED
SMOOTH FINISH
STUCCO



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



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

LEGEND:

-  PAINT "WESTON FLAX" HC-6 BENJAMIN MOORE
-  PAINT "MYSTIC GOLD" HC-37 BENJAMIN MOORE
-  PAINT "ASHLEY GRAY" HC-87 BENJAMIN MOORE
-  PAINT "AUDUBON RUSSET" HC-81 BENJAMIN MOORE
-  EAGLE CONCRETE ROOF TILE DEL ORO S BLEND
-  ANODIZED ALUMINUM WINDOWS MEDIUM BRONZE
-  FRONT DOORS AND GATES SATURATED MEDIUM OAK
-  STONE VENEER COUNTRY LEDGESTONE "ASPEN" BY CULTURED STONE

COLOR PALETTE "A"

HOUSE PLAN "F"

RAMON 14
CATHEDRAL CITY, CA



FRONT ELEVATION

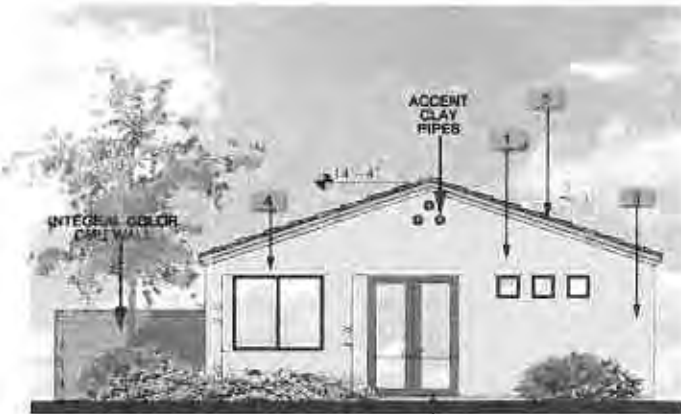
SCALE: 1/8"=1'-0"



LEFT ELEVATION

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

ACCENT
STONE
VENEER



REAR ELEVATION

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











RIGHT ELEVATION

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

PAINTED
METAL
FRENCH DOORS

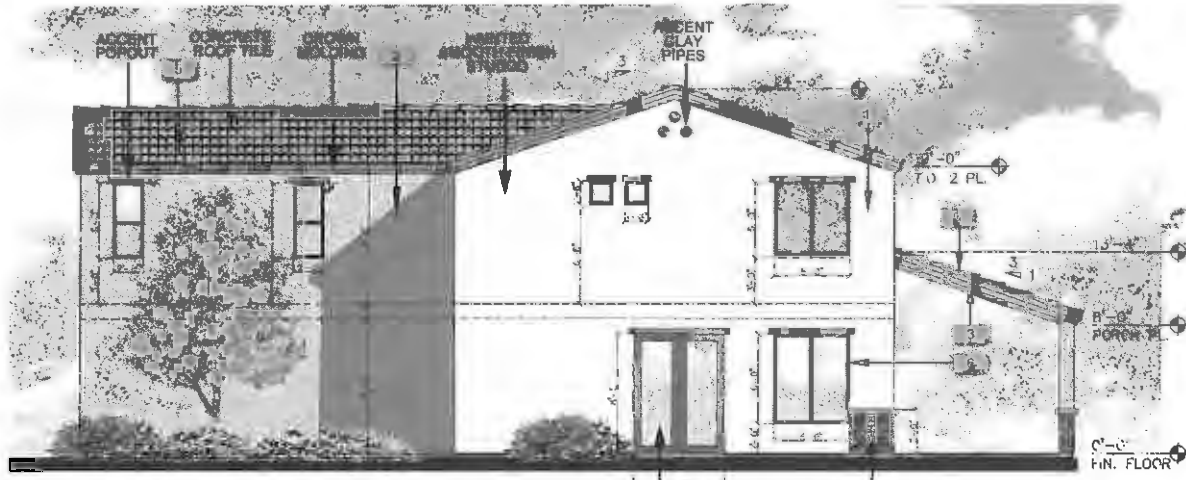
LEGEND:

-  PAINT "CHESTERTOWN BUFF" HC-9 BENJAMIN MOORE
-  PAINT "ALEXANDRIA BEIGE" HC-77 BENJAMIN MOORE
-  PAINT "BROOKLINE BEIGE" HC-47 BENJAMIN MOORE
-  PAINT "LANCASTER WHITEWASH" HC-1777 BENJAMIN MOORE
-  EAGLE CONCRETE ROOF TILE LADERA BLEND S TILE
-  ANODIZED ALUMINUM WINDOWS MEDIUM BRONZE
-  FRONT DOORS AND GATES SATURATED MEDIUM OAK
-  COUNTRY LEDGESTONE "MOJAVE" BY CULTURED STONE

COLOR PALETTE "B"

HOUSE PLAN "G"

RAMON 14
CATHEDRAL CITY, CA



LEFT ELEVATION

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



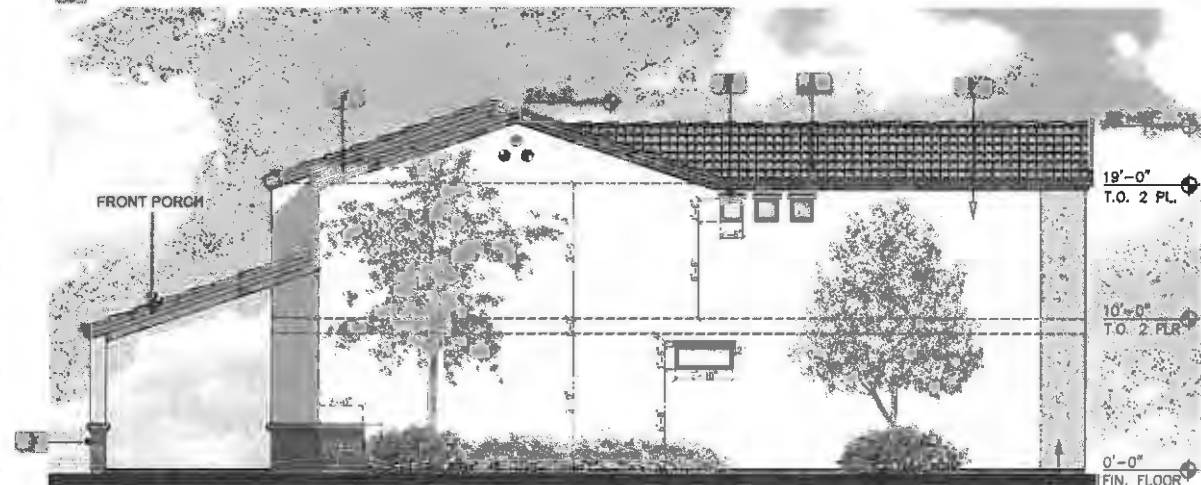
FRONT ELEVATION

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



REAR ELEVATION









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



RIGHT ELEVATION

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

LEGEND:

-  PAINT 'BEACON HILLS DAMASK' HC-2 BENJAMIN MOORE
-  PAINT 'LOUISBERG GREEN' HC-113 BENJAMIN MOORE
-  PAINT 'SUNSET GREEN' HC-109 BENJAMIN MOORE
-  PAINT 'JACKSON TAN' HC-48 BENJAMIN MOORE
-  EAGLE CONCRETE ROOF TILE PUESTA DEL SOL S BLEND
-  ANODIZED ALUMINUM WINDOWS MEDIUM BRONZE
-  FRONT DOORS AND GATES SATURATED MEDIUM OAK
-  STONE VENEER COUNTRY LEDGESTONE 'ECHO RIDGE' BY CULTURED STONE

COLOR PALETTE "C"

HOUSE PLAN "H1"

RAMON 14
CATHEDRAL CITY, CA



REAR ELEVATION

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



RIGHT ELEVATION

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



LEFT ELEVATION

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



FRONT ELEVATION

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

LEGEND:

- | | | | |
|---|--|---|--|
| 1 | PAINT "WESTON FLAX"
HC-5 BENJAMIN MOORE | 5 | EAGLE CONCRETE ROOF TILE
DEL ORO'S BLEND |
| 2 | PAINT "MYSTIC GOLD"
HC-37 BENJAMIN MOORE | 6 | ANODIZED ALUMINUM WINDOWS
MEDIUM BRONZE |
| 3 | PAINT "ASHLEY GRAY"
HC-87 BENJAMIN MOORE | 7 | FRONT DOORS AND GATES
SATURATED MEDIUM OAK |
| 4 | PAINT "AUDUBON RUSSET"
HC-51 BENJAMIN MOORE | 8 | STONE VENEER COUNTRY LEDGESTONE
"ASPEN" BY CULTURED STONE |

COLOR PALETTE "A"

HOUSE PLAN "H2"

RAMON 14
CATHEDRAL CITY, CA



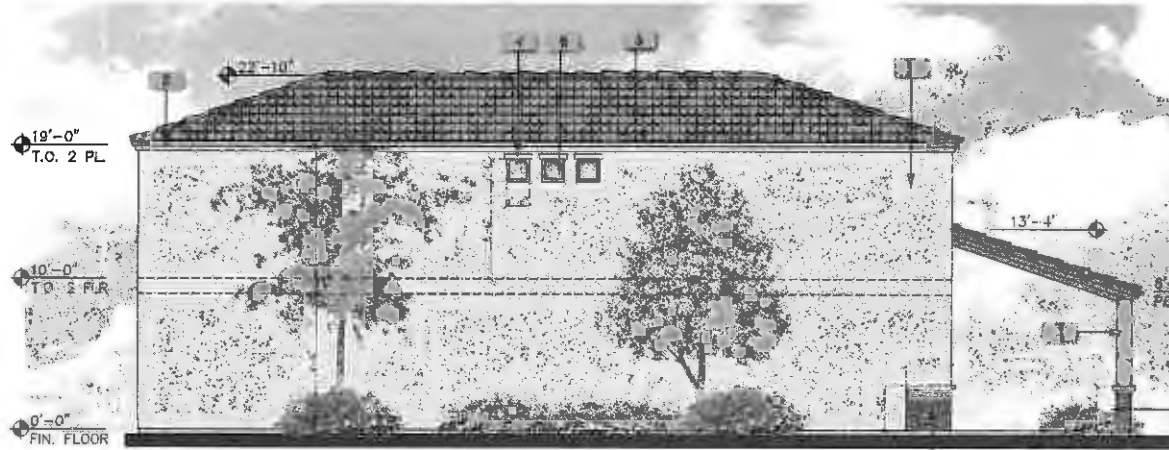
RIGHT ELEVATION

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



REAR ELEVATION

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



LEFT ELEVATION









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



FRONT ELEVATION

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

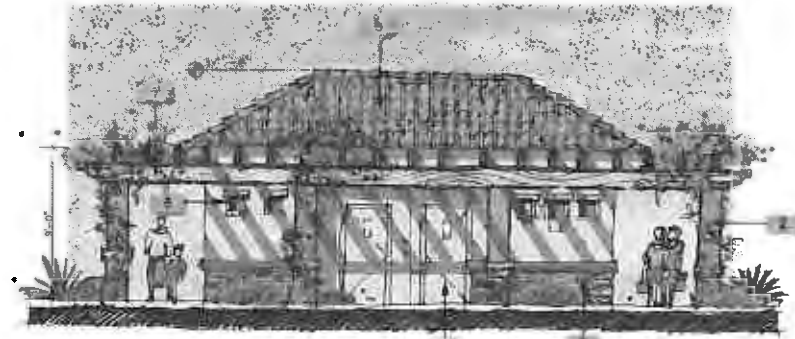
LEGEND:

- | | |
|--|--|
|  PAINT "CHESTERTOWN BUFF"
HC-9 BENJAMIN MOORE |  EAGLE CONCRETE ROOF TILE
LADERA BLEND S TILE |
|  PAINT "ALEXANDRIA BEIGE"
HC-77 BENJAMIN MOORE |  ANODIZED ALUMINUM WINDOWS
MEDIUM BRONZE |
|  PAINT "BROOKLINE BEIGE"
HC-47 BENJAMIN MOORE |  FRONT DOORS AND GATES
SATURATED MEDIUM OAK |
|  PAINT "LANCASTER
WHITEWASH"
HC-1777 BENJAMIN MOORE |  COUNTRY LEDGESTONE
"MOJAVE" BY CULTURED STONE |

COLOR PALETTE "B"

HOUSE PLAN "I"

RAMON 14
CATHEDRAL CITY, CA



South Elevation



East Elevation



West Elevation



North Elevation

LEGEND:

-  PAINT "WESTON FLAX"
HC-6 BENJAMIN MOORE
-  PAINT "MYSTIC GOLD"
HC-37 BENJAMIN MOORE
-  PAINT "ASHLEY GRAY"
HC-87 BENJAMIN MOORE
-  PAINT "AUDUBON RUSSET"
HC-61 BENJAMIN MOORE
-  EAGLE CONCRETE ROOF TILE
DEL ORO S BLEND
-  ANODIZED ALUMINUM WINDOWS
MEDIUM BRONZE
-  FRONT DOORS AND GATES
SATURATED MEDIUM OAK
-  STONE VENEER COUNTRY LEDGESTONE
"ASPEN" BY CULTURED STONE

Scale:



NOTICE OF PUBLIC HEARING

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

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

Any person may submit written comments to the ALUC before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. The proposed project application may be viewed at the Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501, Monday through Thursday (except Thanksgiving Day), from 8:00 a.m. to 5:00 p.m., and by prescheduled appointment on Friday, December 4, from 9:00 a.m. to 5:00 p.m. **All written comments shall be addressed to ALUC at the following address: 4080 Lemon Street, 14th Floor, Riverside, CA 92501**

PLACE OF HEARING: City of Cathedral City
Note: Hearing location only. Do not send comment letters to this address. Council Chambers – City Hall
68700 Avenida Lalo Guerrero
Cathedral City, CA 92234

DATE OF HEARING: December 10, 2015

TIME OF HEARING: 9:30 A.M.

CASE DESCRIPTION:

ZAP1033PS15 – The Altum Group, for WSW Cat-Ramon, LLC (Representative: Audrey Nickerson) – City of Cathedral City Case Nos. GPA 14-004 (General Plan Amendment), CZ 14-003 (Change of Zone), PUD 14-002 (Planned Unit Development), and TTM 36819 (Tentative Tract Map). Tentative Tract Map No. 36819 is a proposal to divide 14.13 acres (Assessor's Parcel Number 673-020-043) located southerly of (and obtaining access from) Ramon Road and easterly of Date Palm Drive into 84 single-family residential lots, 4 open space lots with a total area of 2.875 acres, and 2.217 acres of private streets. PUD 14-002 would provide for a minimum lot size of 3,220 square feet and for the development of 63 two-story dwellings, 21 one-story dwellings, 1.83 acres of recreational areas, including a clubhouse, swimming pool with spa, playground, and open space area, and a 0.97-acre retention basin. GPA 14-004 would amend the land use designation of the site on the City's General Plan Land Use Map from General Commercial [CG] to Medium Density Residential (4.5-10 dwelling units per acre) [RM], while CZ 14-003 would change the site's zoning from Planned Community Commercial [PCC] to R2 Multiple-Family Residential District [R2]. (Airport Compatibility Zone E of the Palm Springs International 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 Ms. Sandra Campbell of the City of Cathedral City Planning Department, at (760) 770-0339.

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

ALUC Identification No.

ZAP1033PS15

PROJECT PROPONENT (TO BE COMPLETED BY APPLICANT)

Date of Application October 27, 2015
 Property Owner WSW Cat-Ramon, LLC Phone Number (702) 369-4444
 Mailing Address 840 S. Rancho Drive
Las Vegas, NV 89106

Agent (if any) The Altum Group Phone Number (760) 346-4750
 Mailing Address 73-710 Fred Waring Drive
Palm Desert, CA 92260

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 300 feet south of Ramon Road and 1,300 ft East of Date Palm Drive
Cathedral City, CA 92234
 Assessor's Parcel No. 673-020-043 Parcel Size 14.1 Acres
 Subdivision Name N/A Zoning Planned Community Commercial (PCC)
 Lot Number N/A Classification

R.S.
Zone E

PROJECT DESCRIPTION (TO BE COMPLETED BY APPLICANT)

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

Existing Land Use (describe) Currently, the project site is a vacant property with scattered areas of brush. A Tamarisk wind-break runs along the western portion of the property.

Proposed Land Use (describe) The proposed project consists of the development of an 84 single-family home Planned Unit Development with common and private open space areas, a club house, community recreation uses, pedestrian and vehicular circulation elements and a storm water retention basin on a 14.1-acre site.

For Residential Uses Number of Parcels or Units on Site (exclude secondary units) 84
 For Other Land Uses Hours of Use N/A
 (See Appendix C) Number of People on Site Maximum Number 259
 Method of Calculation Based on CA Dept. of Finance 2105 E5 Report, Cathedral City has an average of 3.08 people per household. Therefore, with 84 units, there will be 259 residents

Height Data Height above Ground or Tallest Object (including antennas and trees) 24.25 ft.
 Highest Elevation (above sea level) of Any Object or Terrain on Site 374.25 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	
Agency Name	City of Cathedral City
Staff Contact	Sandra Campbell, Associate Planner
Phone Number	(760) 770-386
Agency's Project No.	PUD 14-002, Change of Zone CZ-14-003, General Plan Amendment GPA 14-004, TTM 36819
Type of Project	<input checked="" type="checkbox"/> General Plan Amendment <input checked="" type="checkbox"/> Zoning Amendment or Variance <input type="checkbox"/> Subdivision Approval <input type="checkbox"/> Use Permit <input type="checkbox"/> Public Facility <input checked="" type="checkbox"/> Other <u>Site Plan Review</u>

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

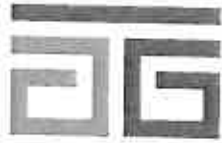
B. SUBMISSION PACKAGE:

ALUC REVIEW

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

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

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



73710 Fred Waring Dr., Ste. 219
Palm Desert, CA 92260
760.346.4750 Tel
760.340.0089 Fax

The Altum Group

TRANSMITTAL

To:	Barbara Santos	From:	Audrey Nickerson
Company:	Riverside County Airport Land Use Commission Riverside County Administrative Center	<input type="checkbox"/>	For Your Information
		<input checked="" type="checkbox"/>	For Your Approval
		<input checked="" type="checkbox"/>	For Your Review
		<input type="checkbox"/>	As Requested
Address:	4080 Lemon St., 14th floor Riverside, CA 92501		
Phone:	951-955-5132		
Date:	October 27, 2015		
File:	C1149 Ramon 14		
Delivery:	The Altum Group		

Attached please find the following documents for the ALUC Review for the Ramon 14 Project:

- 1 ALUC Review Application Form
- 1 Project Site Plan (one copy 24"x36" & one copy 8 1/2"x11")
- 1 Building Elevations-11 models & 1 clubhouse (one copy 24"x36" & one copy 8 1/2"x11")
- 1 Gummed Address Labels for Owners (4), Representatives (4 ea.), surrounding property owners (1 ea.), and referring agency (4)
- 1 Check for Fee



73710 Fred Waring Dr., Ste. 219
Palm Desert, CA 92260
760.346.4750 Tel
760.340.0089 Fax

The Altum Group

TRANSMITTAL

To:	Barbara Santos	From:	Audrey Nickerson
Company:	Riverside County Airport Land Use Commission Riverside County Administrative Center	<input type="checkbox"/>	For Your Information
		<input checked="" type="checkbox"/>	For Your Approval
		<input checked="" type="checkbox"/>	For Your Review
Address:	4080 Lemon St., 14th floor Riverside, CA 92501	<input type="checkbox"/>	As Requested
Phone:	951-955-5132		
Date:	November 9, 2015		
File:	C1149 Ramon 14		
Delivery:	The Altum Group		

Attached please find the following documents for the ALUC Review for the Ramon 14 Project:

- 1 Tentative Tract Map No. 36819 (one copy 24"x36" & one copy 8 ½"x11")
- 1 Check for remainder of Fee (\$165.00)

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 2.5 and 2.6

HEARING DATE: December 10, 2015

CASE NUMBER: ZAP1031PS15 and ZAP1032PS15 – Dudek, for New Dimension Energy Company (Representative: Matt Valerio)

APPROVING JURISDICTION: County of Riverside

JURISDICTION CASE NO.: WCS00011R2 (WECS Permit No. 11, Revised No. 2) and WCS00012R2 (WECS Permit No. 12, Revised No. 2)

MAJOR ISSUES: None. The Federal Aviation Administration Obstruction Evaluation Service has issued Determinations of No Hazard to Air Navigation for these projects; however, lighting requirements for specific wind turbines may change depending on which turbines are actually constructed. The FAA has prepared special instructions for this project, as a result.

RECOMMENDATION:

Staff recommends that both of these projects be determined to be CONSISTENT with the 2004 Riverside County Airport Land Use Compatibility Plan, subject to the conditions included herein.

PROJECT DESCRIPTION:

WCS00011R2 is a proposal to install and operate 26 Ogin 100 kilowatt wind turbines up to 150 feet in height and 2 Vestas 3.3 megawatt wind turbines up to 456 feet in height on a 132-acre parcel (to wit, Assessor's Parcel Number 668-270-012). WCS00012R2 is a proposal to install and operate 94 Ogin 100 kilowatt wind turbines up to 150 feet in height and 3 Vestas 3.3 megawatt wind turbines up to 456 feet in height on 243.11 acres (to wit, Assessor's Parcel Numbers 668-120-018, -020, and -021, and 668-130-023, -024, and -025). Wind turbine heights are measured at top of blade in the "twelve o'clock position".

PROJECT LOCATION:

The WCS00011R2 site is located northerly of Dillon Road and westerly of a northerly straight-line extension of Karen Road, approximately 2,900 feet easterly of the easterly boundary of the community of Valley View Village. The WCS00012R2 site is located northerly of the transmission lines northerly of and parallel to Dillon Road and southerly of a westerly straight-line extension of Two Bunch Palms Trail, approximately 1400 feet easterly of Devers Substation and one-half mile easterly of Diablo Road.

The project site is not located within an existing Airport Influence Area, as it lies over 33,000 feet

from the northwesterly terminus of the primary runway (Runway 13R-31L) at Palm Springs International Airport, but the project comes before the Airport Land Use Commission because of its inclusion of structures exceeding 200 feet in height.

INTRODUCTION – BASIS FOR REVIEW:

As stated in Section 1.5.3.c of the Countywide Policies of the Riverside County Airport Land Use Compatibility Plan, “any proposal for construction or alteration of a structure (including antennas) taller than 200 feet above the ground level at the site” requires referral to the Airport Land Use Commission for a determination of consistency with the Commission’s Plan prior to approval by the local jurisdiction. Such facilities also require notification to the FAA pursuant to Part 77, Paragraph 77.13. The Riverside County Airport Land Use Compatibility Plan (RCALUCP) Policy Document, adopted on October 14, 2004, does not articulate specific procedures or criteria to evaluate such facilities by the Airport Land Use Commission (ALUC). As such, the determination by FAA’s Obstruction Evaluation Service (through the Form 7460-1 process) is pivotal in providing a basis for the ALUC’s decision on such a facility.

CONDITIONS:

1. Each of the proposed Vestas WECS (and any other WECS with a height [at 12 o’clock position] of 200 feet or more above the grade elevation) shall be marked and lighted in accordance with FAA Advisory Circular 70/7460-1 K, Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights – Chapters 4, 12, & 13 (Turbines).

Obstruction marking and lighting requirements are based on the scheme for the entire project. Determinations of No Hazard to Air Navigation have been issued for a total of twelve turbines at a height of 456 feet (Aeronautical Study Nos. 2015-WTW-4268-OE through 2015-WTW-4279-OE); however, the applicant is only proposing to install turbines at five of these locations (two in WCS00011R2 and three in WCS00012R2). The removal of previously planned or built turbines/turbine locations will often result in a change in the marking/lighting recommendations for other turbines within the project. It is the proponent’s responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur. If not all of the turbines will be built, a re-evaluation of the lighting plan would be available from FAA once a decision on the final layout has been made and the determinations for any unused turbine locations terminated.

Notwithstanding the first paragraph above, the requirement that each of the WECS with a height of 200 feet or more be marked and lighted may be modified by the FAA upon its approval of a revised obstruction marking and lighting plan without further review by the Airport Land Use Commission.

2. An FAA Type L-810 steady red light fixture shall be used to light each structure 200 feet or greater in height during the construction phase. During construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time as the permanent lighting configuration is turned on. If practical, permanent obstruction lights

should be included and operated at each level as construction progresses. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. (The temporary lighting may be turned off for periods when they would interfere with the duties of construction personnel.) If power is not available during the construction phase, turbines shall be lit with self-contained, solar powered LED steady red light fixtures that meet the photometric requirements of an FAA Type L-810 lighting system.

3. Within five (5) days after the construction reaches its greatest height, FAA Form 7460-2, Notice of Actual Construction or Alteration, shall be e-filed with the Federal Aviation Administration Obstruction Evaluation Group at <https://oeaaa.faa.gov>.
4. The specific coordinates, heights, and power shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however, that reduction in height shall not require further review by the Airport Land Use Commission.
5. Each wind turbine shall be painted in a bright white color for daytime conspicuity.
6. Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, shall 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.
7. The maximum height of any WECS and tower shall not exceed 456 feet to top of blade at 12 o'clock position. The maximum elevation at that point for any WECS and tower within the boundary of WCS00011R2 shall not exceed 1,458 feet above mean sea level. The maximum elevation at that point for any WECS and tower within the boundary of WCS00012R2 shall not exceed 1,621 feet above mean sea level.
8. Temporary construction equipment used during actual construction of the facilities shall not exceed the height of the proposed facilities, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.
9. The proposed WECS shall not generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
10. Other than FAA-approved lighting and marking as specified above, no lighting shall be installed that would direct a steady light or flashing light of red, white, green, or amber colors associated with aircraft operations toward an aircraft engaged in an initial straight climb during takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport.
11. Rotor blades shall utilize a flat or matte (non-glossy) finish so as to minimize the reflection of sunlight towards an aircraft engaged in an initial straight climb during takeoff or towards an aircraft engaged in a straight final approach toward a landing at an airport.

12. The WECS and any accessory uses shall not generate smoke or water vapor and shall be designed so as not to attract large concentrations of birds.

Y:\ALUC\Airport Case Files\Palm Springs\ZAP1031PS15 and ZAP1032PS15sr.doc

DETERMINATIONS OF NO HAZARD
TO AIR NAVIGATION - WCS 00011 R2



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

Aeronautical Study No.
 2015-WTW-4274-OE

Issued Date: 08/17/2015

Charlie Karustis
 New Dimension Energy Company
 221 Crescent Street
 Suite 103A
 Waltham, MA 02453

**** 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:	Wind Turbine WTG07
Location:	Desert Hot Springs, CA
Latitude:	33-55-48.95N NAD 83
Longitude:	116-34-05.48W
Heights:	988 feet site elevation (SE) 456 feet above ground level (AGL) 1444 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:

As a condition to this Determination, the structure is marked/lighted in accordance with FAA Advisory circular 70/7460-1 K Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

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)

See attachment for additional condition(s) or information.

This determination expires on 02/17/2017 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.

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.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. This determination is based, in part, on the foregoing description which includes specific coordinates and heights . Any changes in coordinates will void this determination. Any future construction or alteration requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

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 (816) 329-2525. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2015-WTW-4274-OE.

Signature Control No: 250691784-260881123

Donna O'Neill

Specialist

(DNE -WT)

Attachment(s)

Additional Information

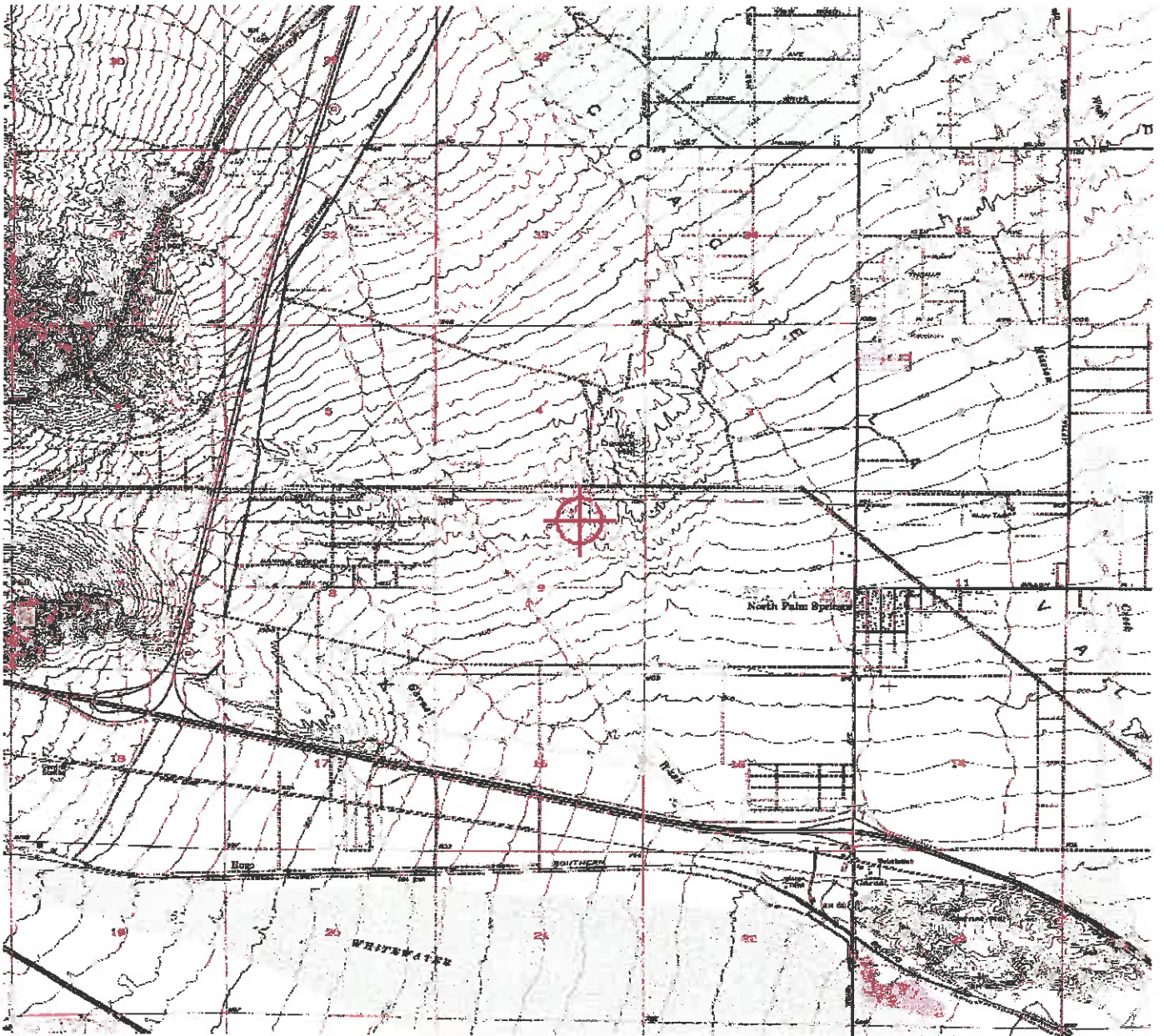
Map(s)

Additional information for ASN 2015-WTW-4274-OE

Aeronautical study indicates that the proposed structure would be in the radar line of sight (RLOS) for the Palm Springs ASR (terminal radar system) and would cause unwanted primary targets (clutter) and dropped primary targets in the vicinity of the wind turbine. However, Air Traffic Control has determined that this would not cause an unacceptable adverse impact on their operations at this time.

A portion of the proposed turbines within this project may qualify for the removal of their lighting recommendation once written confirmation is received that turbines will be built on all locations with valid determinations, none of the locations will change, and that none of the sites are alternate locations. If you wish a re-evaluation of the lighting plan, please provide this confirmation along with your request. If not all of the turbines will be built, a re-evaluation of the lighting plan would be available once a decision on the final layout is made and the determinations for any unused turbine locations terminated.

TOPO Map for ASN 2015-WTW-4274-OE





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

Aeronautical Study No.
 2015-WTW-4275-OE

Issued Date: 08/17/2015

Charlie Karustis
 New Dimension Energy Company
 221 Crescent Street
 Suite 103A
 Waltham, MA 02453

**** 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: Wind Turbine WTG08
 Location: Desert Hot Springs, CA
 Latitude: 33-55-40.48N NAD 83
 Longitude: 116-34-04.94W
 Heights: 954 feet site elevation (SE)
 456 feet above ground level (AGL)
 1410 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:

As a condition to this Determination, the structure is marked/lighted in accordance with FAA Advisory circular 70/7460-1 K Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

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)

See attachment for additional condition(s) or information.

This determination expires on 02/17/2017 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.

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.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. This determination is based, in part, on the foregoing description which includes specific coordinates and heights . Any changes in coordinates will void this determination. Any future construction or alteration requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

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 (816) 329-2525. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2015-WTW-4275-OE.

Signature Control No: 250691788-260881116

(DNE -WT)

Donna O'Neill

Specialist

Attachment(s)

Additional Information

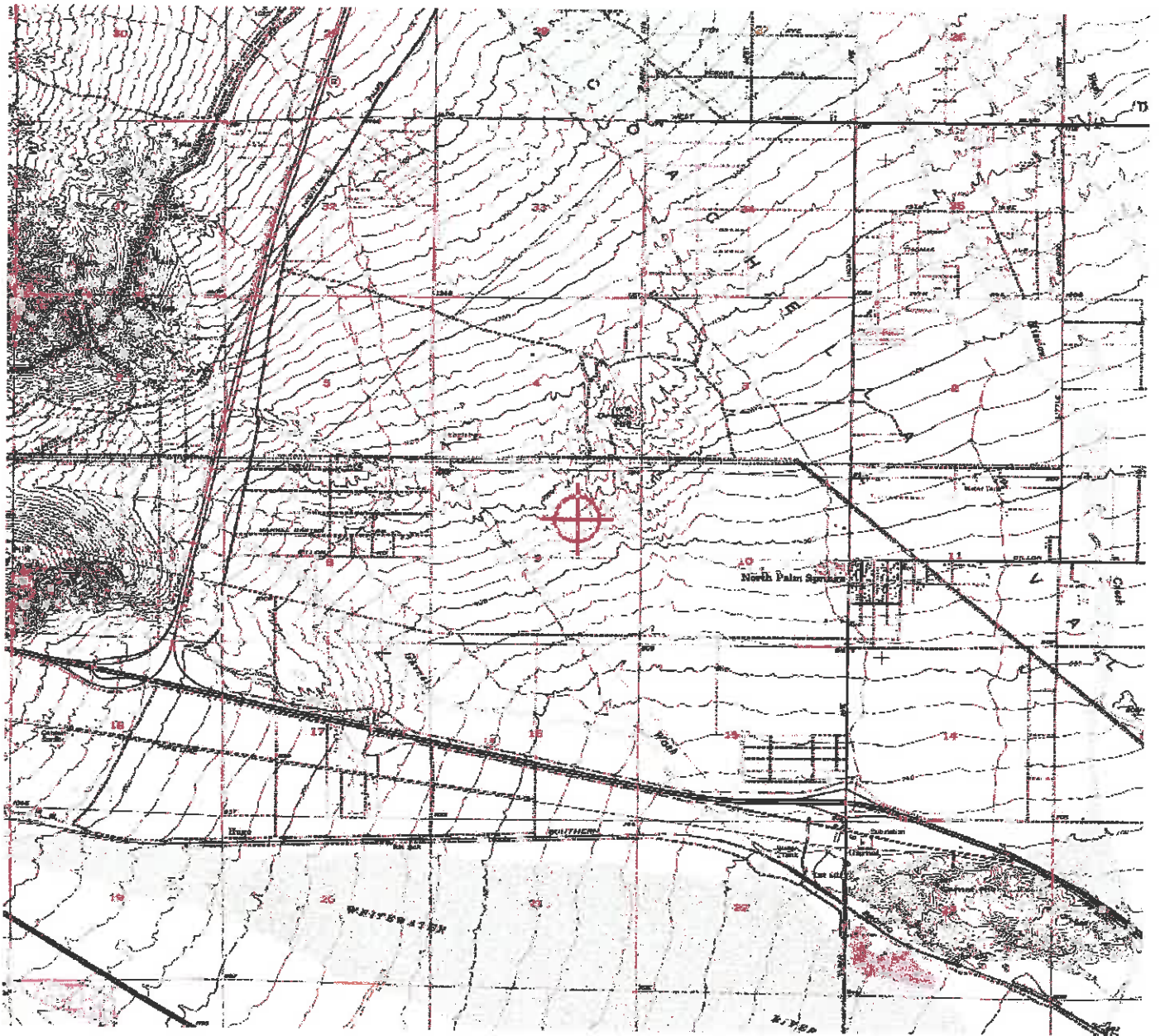
Map(s)

Additional information for ASN 2015-WTW-4275-OE

Aeronautical study indicates that the proposed structure would be in the radar line of sight (RLOS) for the Palm Springs ASR (terminal radar system) and would cause unwanted primary targets (clutter) and dropped primary targets in the vicinity of the wind turbine. However, Air Traffic Control has determined that this would not cause an unacceptable adverse impact on their operations at this time.

A portion of the proposed turbines within this project may qualify for the removal of their lighting recommendation once written confirmation is received that turbines will be built on all locations with valid determinations, none of the locations will change, and that none of the sites are alternate locations. If you wish a re-evaluation of the lighting plan, please provide this confirmation along with your request. If not all of the turbines will be built, a re-evaluation of the lighting plan would be available once a decision on the final layout is made and the determinations for any unused turbine locations terminated.

TOPO Map for ASN 2015-WTW-4275-OE





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

Aeronautical Study No.
2015-WTW-4276-OE

Issued Date: 08/17/2015

Charlie Karustis
New Dimension Energy Company
221 Crescent Street
Suite 103A
Waltham, MA 02453

**** 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: Wind Turbine WTG09
Location: Desert Hot Springs, CA
Latitude: 33-55-33.80N NAD 83
Longitude: 116-34-04.50W
Heights: 924 feet site elevation (SE)
456 feet above ground level (AGL)
1380 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:

As a condition to this Determination, the structure is marked/lighted in accordance with FAA Advisory circular 70/7460-1 K Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

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)

See attachment for additional condition(s) or information.

This determination expires on 02/17/2017 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.

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.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. This determination is based, in part, on the foregoing description which includes specific coordinates and heights . Any changes in coordinates will void this determination. Any future construction or alteration requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

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 (816) 329-2525. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2015-WTW-4276-OE.

Signature Control No: 250691789-260881122

Donna O'Neill

Specialist

(DNE -WT)

Attachment(s)

Additional Information

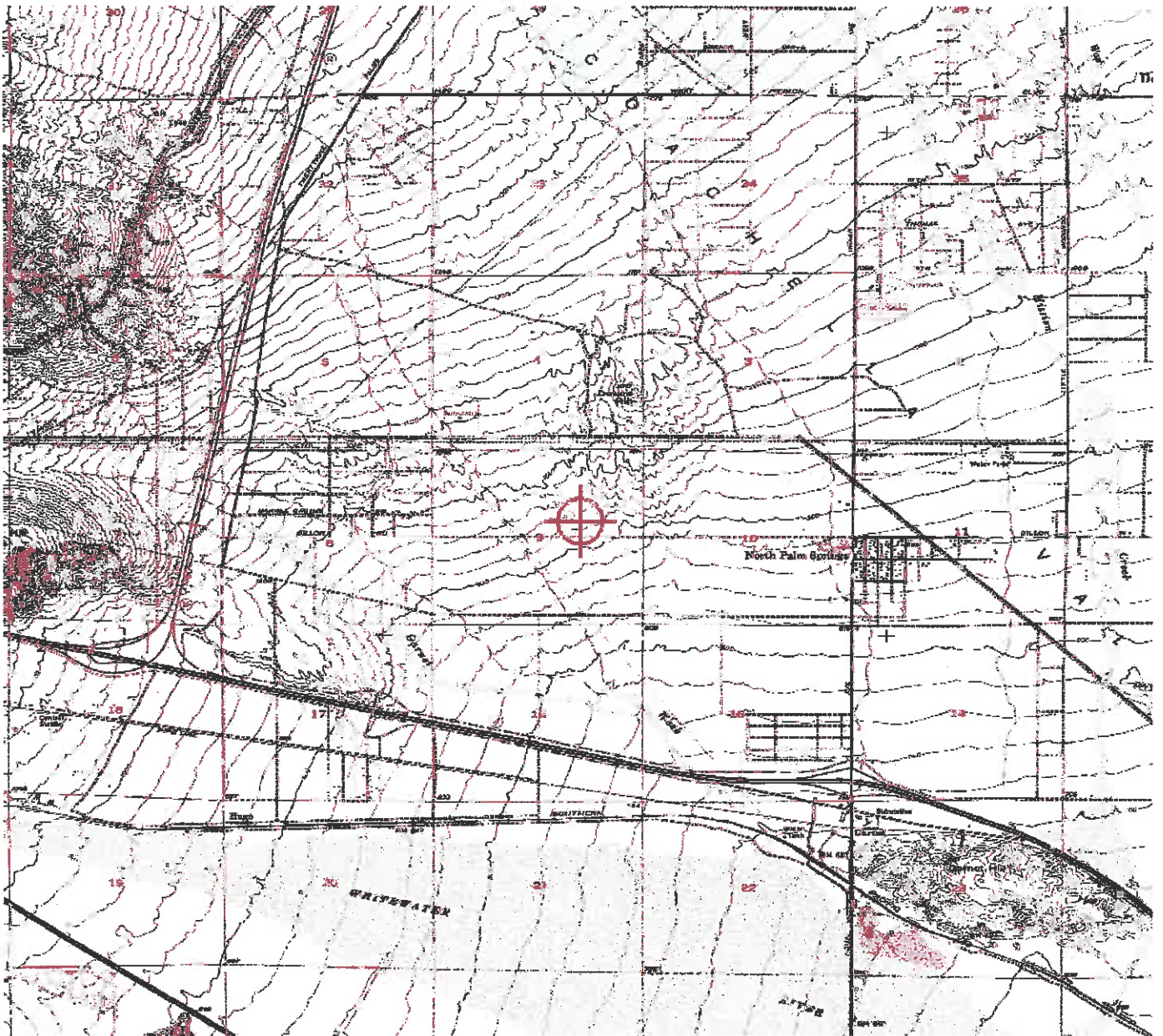
Map(s)

Additional information for ASN 2015-WTW-4276-OE

Aeronautical study indicates that the proposed structure would be in the radar line of sight (RLOS) for the Palm Springs ASR (terminal radar system) and would cause unwanted primary targets (clutter) and dropped primary targets in the vicinity of the wind turbine. However, Air Traffic Control has determined that this would not cause an unacceptable adverse impact on their operations at this time.

A portion of the proposed turbines within this project may qualify for the removal of their lighting recommendation once written confirmation is received that turbines will be built on all locations with valid determinations, none of the locations will change, and that none of the sites are alternate locations. If you wish a re-evaluation of the lighting plan, please provide this confirmation along with your request. If not all of the turbines will be built, a re-evaluation of the lighting plan would be available once a decision on the final layout is made and the determinations for any unused turbine locations terminated.

TOPO Map for ASN 2015-WTW-4276-OE





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

Aeronautical Study No.
 2015-WTW-4277-OE

Issued Date: 08/17/2015

Charlie Karustis
 New Dimension Energy Company
 221 Crescent Street
 Suite 103A
 Waltham, MA 02453

**** 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: Wind Turbine WTG10
 Location: Desert Hot Springs, CA
 Latitude: 33-55-49.52N NAD 83
 Longitude: 116-33-54.49W
 Heights: 1002 feet site elevation (SE)
 456 feet above ground level (AGL)
 1458 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:

As a condition to this Determination, the structure is marked/lighted in accordance with FAA Advisory circular 70/7460-1 K Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

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)

See attachment for additional condition(s) or information.

This determination expires on 02/17/2017 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.

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.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. This determination is based, in part, on the foregoing description which includes specific coordinates and heights . Any changes in coordinates will void this determination. Any future construction or alteration requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

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 (816) 329-2525. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2015-WTW-4277-OE.

Signature Control No: 250691790-260881124

(DNE -WT)

Donna O'Neill

Specialist

Attachment(s)

Additional Information

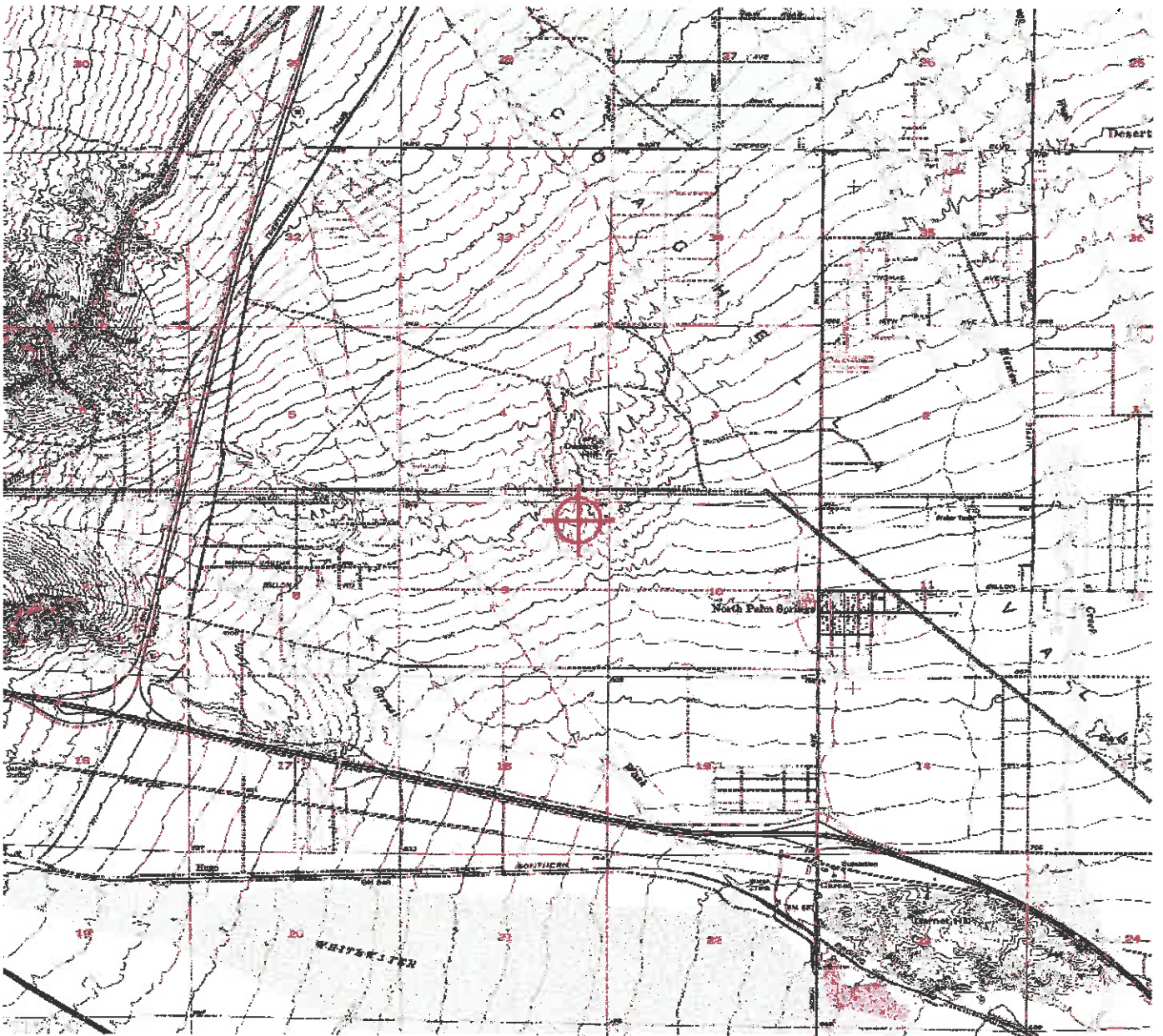
Map(s)

Additional information for ASN 2015-WTW-4277-OE

Aeronautical study indicates that the proposed structure would be in the radar line of sight (RLOS) for the Palm Springs ASR (terminal radar system) and would cause unwanted primary targets (clutter) and dropped primary targets in the vicinity of the wind turbine. However, Air Traffic Control has determined that this would not cause an unacceptable adverse impact on their operations at this time.

A portion of the proposed turbines within this project may qualify for the removal of their lighting recommendation once written confirmation is received that turbines will be built on all locations with valid determinations, none of the locations will change, and that none of the sites are alternate locations. If you wish a re-evaluation of the lighting plan, please provide this confirmation along with your request. If not all of the turbines will be built, a re-evaluation of the lighting plan would be available once a decision on the final layout is made and the determinations for any unused turbine locations terminated.

TOPO Map for ASN 2015-WTW-4277-OE





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

Aeronautical Study No.
 2015-WTW-4278-OE

Issued Date: 08/17/2015

Charlie Karustis
 New Dimension Energy Company
 221 Crescent Street
 Suite 103A
 Waltham, MA 02453

**** 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: Wind Turbine WTG11
 Location: Desert Hot Springs, CA
 Latitude: 33-55-41.01N NAD 83
 Longitude: 116-33-53.87W
 Heights: 958 feet site elevation (SE)
 456 feet above ground level (AGL)
 1414 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:

As a condition to this Determination, the structure is marked/lighted in accordance with FAA Advisory circular 70/7460-1 K Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

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)

See attachment for additional condition(s) or information.

This determination expires on 02/17/2017 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.

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.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. This determination is based, in part, on the foregoing description which includes specific coordinates and heights . Any changes in coordinates will void this determination. Any future construction or alteration requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

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 (816) 329-2525. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2015-WTW-4278-OE.

Signature Control No: 250691791-260881120

Donna O'Neill

Specialist

(DNE -WT)

Attachment(s)

Additional Information

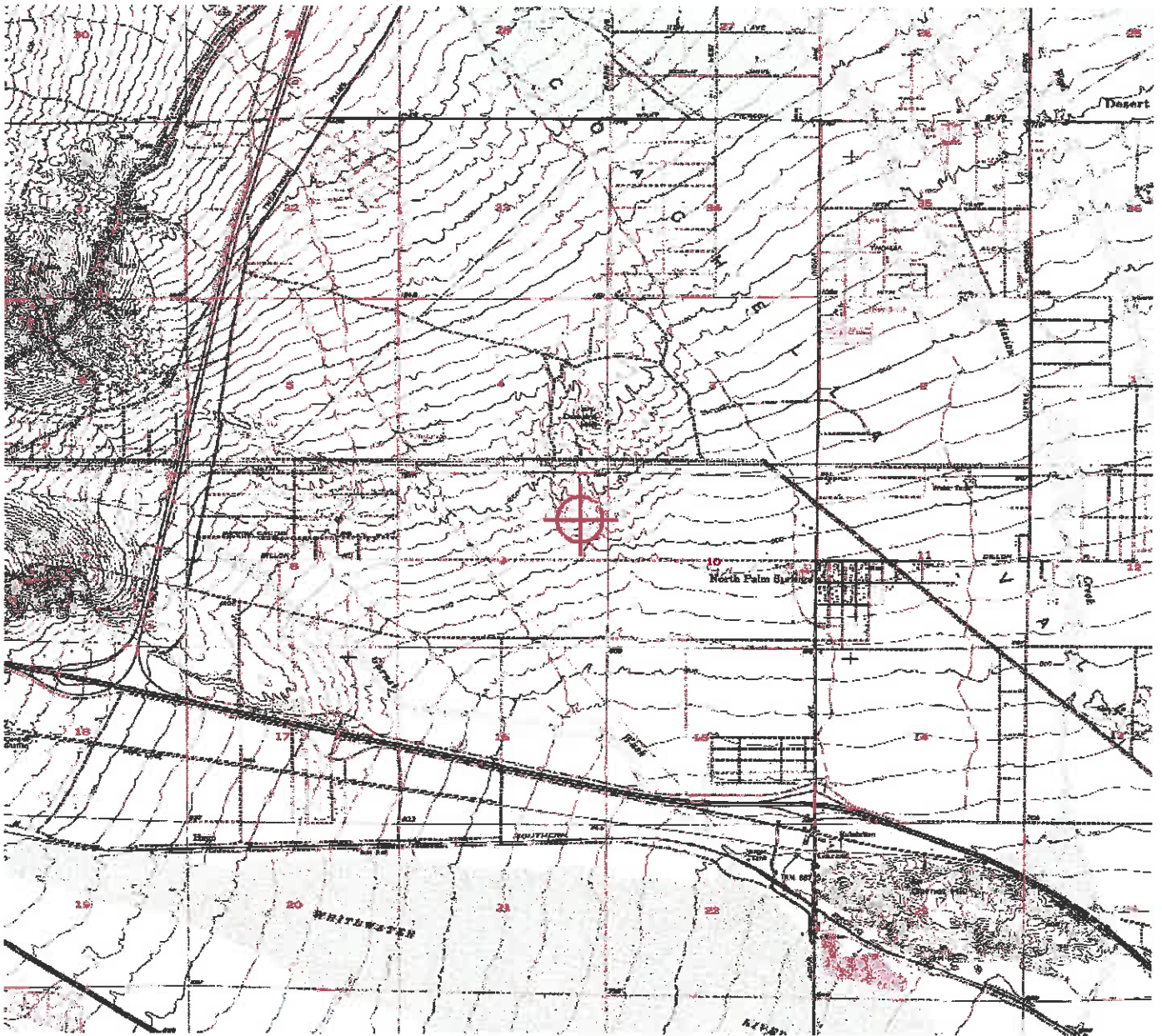
Map(s)

Additional information for ASN 2015-WTW-4278-OE

Aeronautical study indicates that the proposed structure would be in the radar line of sight (RLOS) for the Palm Springs ASR (terminal radar system) and would cause unwanted primary targets (clutter) and dropped primary targets in the vicinity of the wind turbine. However, Air Traffic Control has determined that this would not cause an unacceptable adverse impact on their operations at this time.

A portion of the proposed turbines within this project may qualify for the removal of their lighting recommendation once written confirmation is received that turbines will be built on all locations with valid determinations, none of the locations will change, and that none of the sites are alternate locations. If you wish a re-evaluation of the lighting plan, please provide this confirmation along with your request. If not all of the turbines will be built, a re-evaluation of the lighting plan would be available once a decision on the final layout is made and the determinations for any unused turbine locations terminated.

TOPO Map for ASN 2015-WTW-4278-OE





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

Aeronautical Study No.
 2015-WTW-4279-OE

Issued Date: 08/17/2015

Charlie Karustis
 New Dimension Energy Company
 221 Crescent Street
 Suite 103A
 Waltham, MA 02453

**** 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: Wind Turbine WTG12
 Location: Desert Hot Springs, CA
 Latitude: 33-55-33.63N NAD 83
 Longitude: 116-33-51.02W
 Heights: 898 feet site elevation (SE)
 456 feet above ground level (AGL)
 1354 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:

As a condition to this Determination, the structure is marked/lighted in accordance with FAA Advisory circular 70/7460-1 K Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

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)

See attachment for additional condition(s) or information.

This determination expires on 02/17/2017 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.
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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.

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

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

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 (816) 329-2525. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2015-WTW-4279-OE.

Signature Control No: 250691792-260881117

(DNE -WT)

Donna O'Neill

Specialist

Attachment(s)

Additional Information

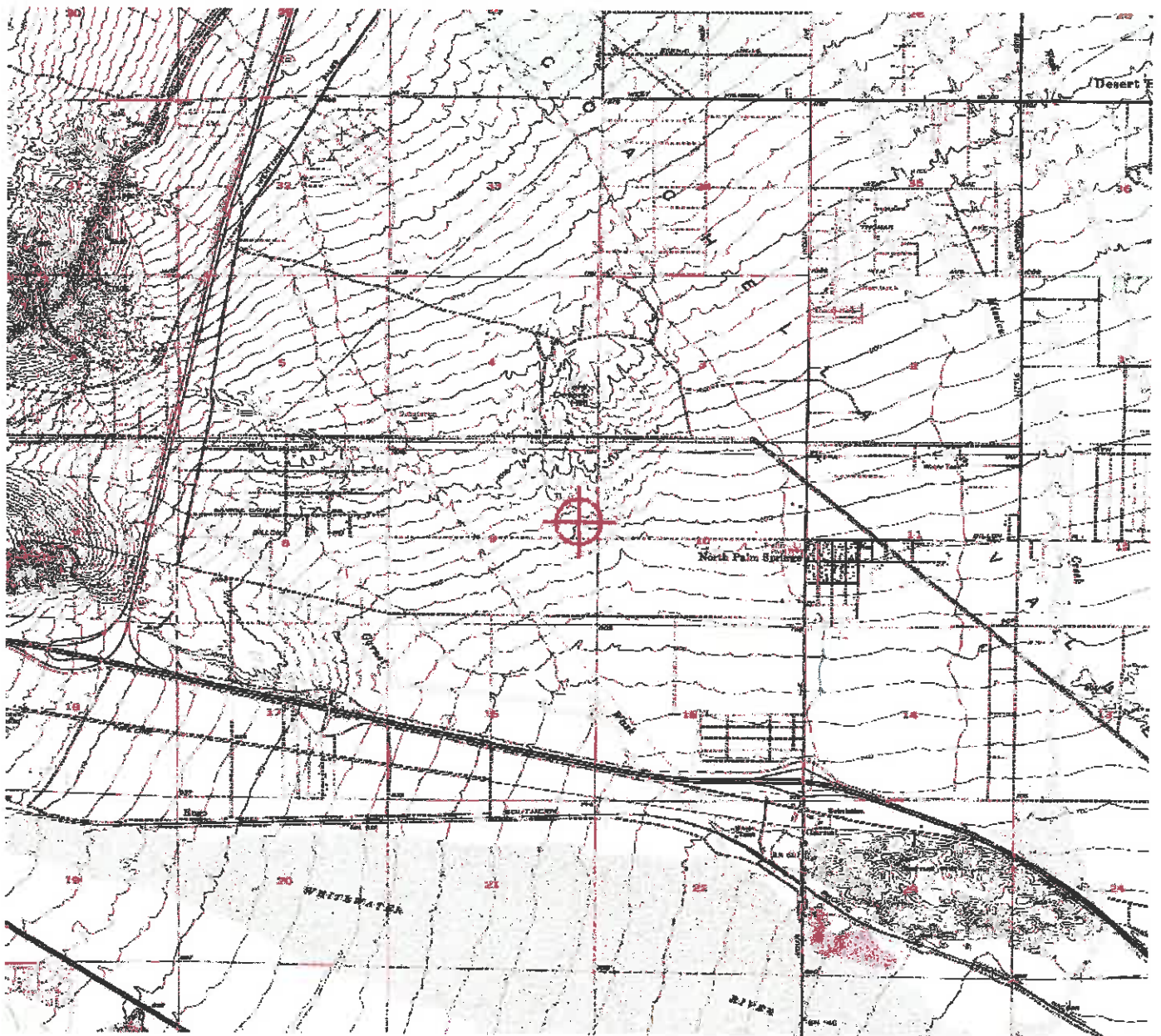
Map(s)

Additional information for ASN 2015-WTW-4279-OE

Aeronautical study indicates that the proposed structure would be in the radar line of sight (RLOS) for the Palm Springs ASR (terminal radar system) and would cause unwanted primary targets (clutter) and dropped primary targets in the vicinity of the wind turbine. However, Air Traffic Control has determined that this would not cause an unacceptable adverse impact on their operations at this time.

A portion of the proposed turbines within this project may qualify for the removal of their lighting recommendation once written confirmation is received that turbines will be built on all locations with valid determinations, none of the locations will change, and that none of the sites are alternate locations. If you wish a re-evaluation of the lighting plan, please provide this confirmation along with your request. If not all of the turbines will be built, a re-evaluation of the lighting plan would be available once a decision on the final layout is made and the determinations for any unused turbine locations terminated.

TOPO Map for ASN 2015-WTW-4279-OE



DETERMINATIONS OF NO HAZARD
TO AIR NAVIGATION - WCS 00012R2



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

Aeronautical Study No.
 2015-WTW-4268-OE

Issued Date: 08/17/2015

Charlie Karustis
 New Dimension Energy Company
 221 Crescent Street
 Suite 103A
 Waltham, MA 02453

**** 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: Wind Turbine WTG01
 Location: Desert Hot Springs, CA
 Latitude: 33-56-38.76N NAD 83
 Longitude: 116-34-09.20W
 Heights: 1165 feet site elevation (SE)
 456 feet above ground level (AGL)
 1621 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:

As a condition to this Determination, the structure is marked/lighted in accordance with FAA Advisory circular 70/7460-1 K Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

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)

See attachment for additional condition(s) or information.

This determination expires on 02/17/2017 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.

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

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

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

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 (816) 329-2525. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2015-WTW-4268-OE.

Signature Control No: 250691774-260881121

Donna O'Neill

Specialist

(DNE -WT)

Attachment(s)

Additional Information

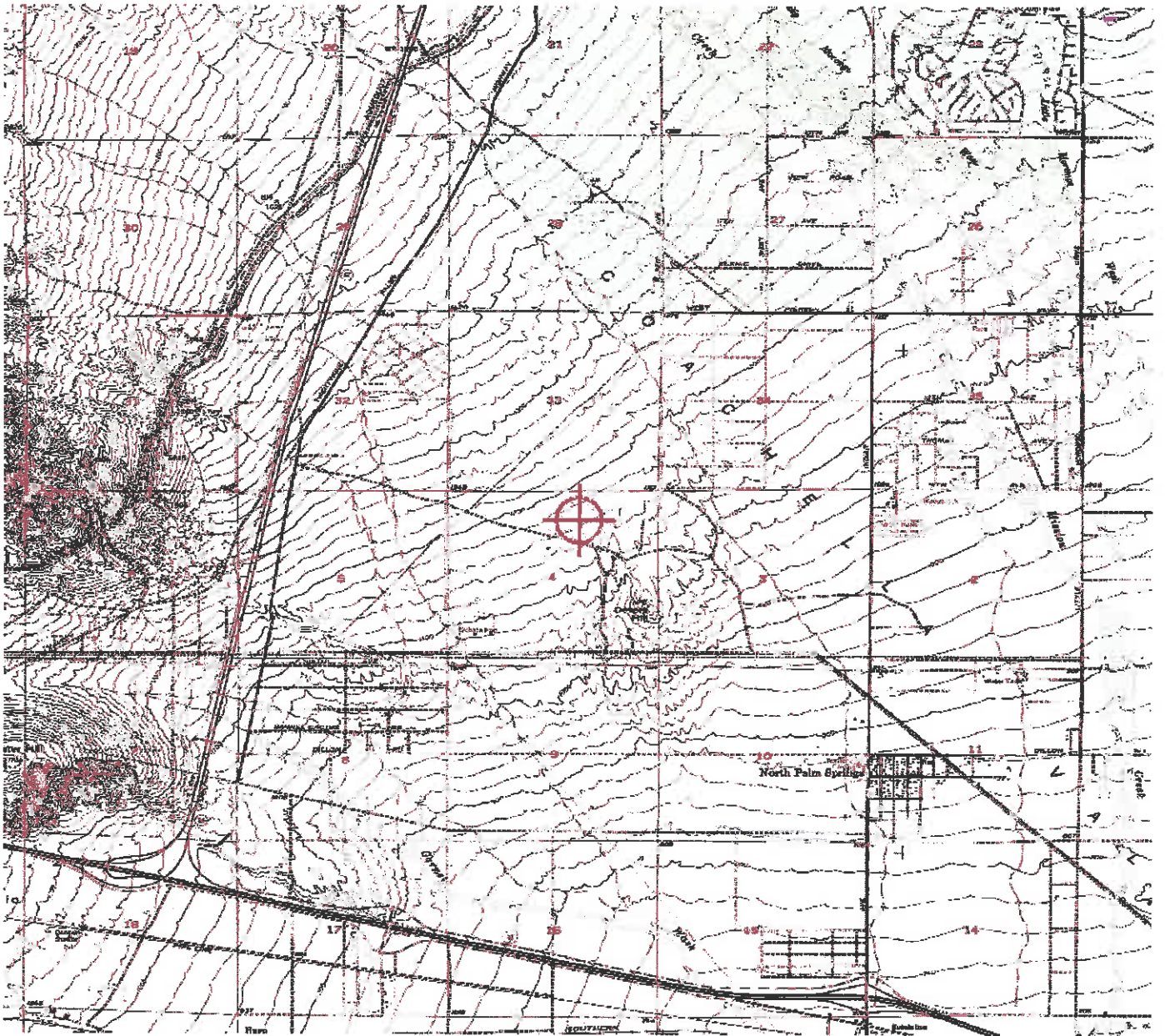
Map(s)

Additional information for ASN 2015-WTW-4268-OE

Aeronautical study indicates that the proposed structure would be in the radar line of sight (RLOS) for the Palm Springs ASR (terminal radar system) and would cause unwanted primary targets (clutter) and dropped primary targets in the vicinity of the wind turbine. However, Air Traffic Control has determined that this would not cause an unacceptable adverse impact on their operations at this time.

A portion of the proposed turbines within this project may qualify for the removal of their lighting recommendation once written confirmation is received that turbines will be built on all locations with valid determinations, none of the locations will change, and that none of the sites are alternate locations. If you wish a re-evaluation of the lighting plan, please provide this confirmation along with your request. If not all of the turbines will be built, a re-evaluation of the lighting plan would be available once a decision on the final layout is made and the determinations for any unused turbine locations terminated.

TOPO Map for ASN 2015-WTW-4268-OE





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

Aeronautical Study No.
 2015-WTW-4269-OE

Issued Date: 08/17/2015

Charlie Karustis
 New Dimension Energy Company
 221 Crescent Street
 Suite 103A
 Waltham, MA 02453

**** 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: Wind Turbine WTG02
 Location: Desert Hot Springs, CA
 Latitude: 33-56-26.70N NAD 83
 Longitude: 116-34-09.19W
 Heights: 1123 feet site elevation (SE)
 456 feet above ground level (AGL)
 1579 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:

As a condition to this Determination, the structure is marked/lighted in accordance with FAA Advisory circular 70/7460-1 K Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

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)

See attachment for additional condition(s) or information.

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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.

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If we can be of further assistance, please contact our office at (816) 329-2525. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2015-WTW-4269-OE.

Signature Control No: 250691776-260881125

(DNE -WT)

Donna O'Neill

Specialist

Attachment(s)

Additional Information

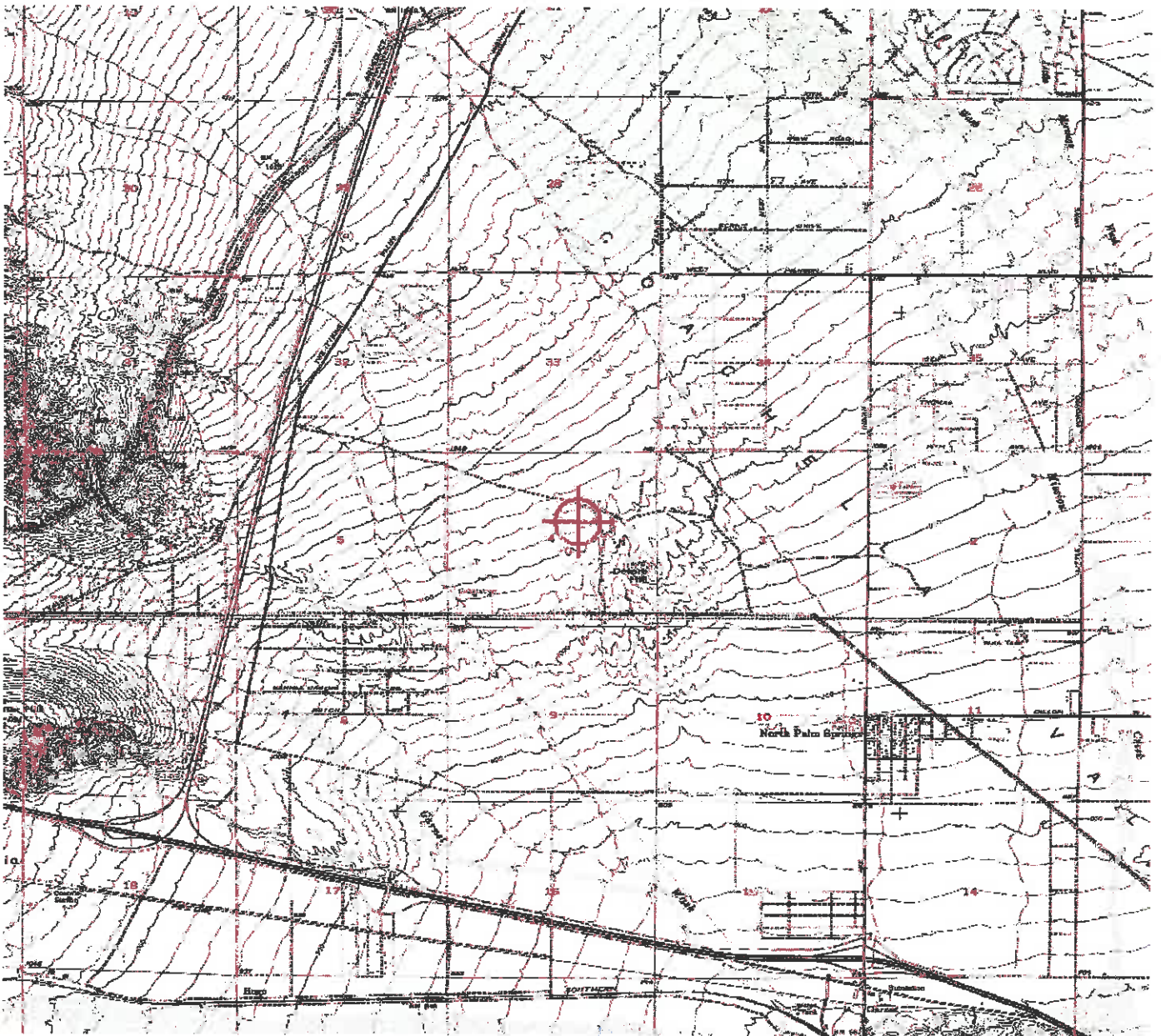
Map(s)

Additional information for ASN 2015-WTW-4269-OE

Aeronautical study indicates that the proposed structure would be in the radar line of sight (RLOS) for the Palm Springs ASR (terminal radar system) and would cause unwanted primary targets (clutter) and dropped primary targets in the vicinity of the wind turbine. However, Air Traffic Control has determined that this would not cause an unacceptable adverse impact on their operations at this time.

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TOPO Map for ASN 2015-WTW-4269-OE





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

Aeronautical Study No.
 2015-WTW-4270-OE

Issued Date: 08/17/2015

Charlie Karustis
 New Dimension Energy Company
 221 Crescent Street
 Suite 103A
 Waltham, MA 02453

**** 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: Wind Turbine WTG03
 Location: Desert Hot Springs, CA
 Latitude: 33-56-20.00N NAD 83
 Longitude: 116-34-09.29W
 Heights: 1103 feet site elevation (SE)
 456 feet above ground level (AGL)
 1559 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:

As a condition to this Determination, the structure is marked/lighted in accordance with FAA Advisory circular 70/7460-1 K Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

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)

See attachment for additional condition(s) or information.

This determination expires on 02/17/2017 unless:

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If we can be of further assistance, please contact our office at (816) 329-2525. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2015-WTW-4270-OE.

Signature Control No: 250691777-260881119

Donna O'Neill

Specialist

(DNE -WT)

Attachment(s)

Additional Information

Map(s)

Additional information for ASN 2015-WTW-4270-OE

Aeronautical study indicates that the proposed structure would be in the radar line of sight (RLOS) for the Palm Springs ASR (terminal radar system) and would cause unwanted primary targets (clutter) and dropped primary targets in the vicinity of the wind turbine. However, Air Traffic Control has determined that this would not cause an unacceptable adverse impact on their operations at this time.

A portion of the proposed turbines within this project may qualify for the removal of their lighting recommendation once written confirmation is received that turbines will be built on all locations with valid determinations, none of the locations will change, and that none of the sites are alternate locations. If you wish a re-evaluation of the lighting plan, please provide this confirmation along with your request. If not all of the turbines will be built, a re-evaluation of the lighting plan would be available once a decision on the final layout is made and the determinations for any unused turbine locations terminated.



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

Aeronautical Study No.
 2015-WTW-4271-OE

Issued Date: 08/17/2015

Charlie Karustis
 New Dimension Energy Company
 221 Crescent Street
 Suite 103A
 Waltham, MA 02453

**** 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: Wind Turbine WTG04
 Location: Desert Hot Springs, CA
 Latitude: 33-56-10.14N NAD 83
 Longitude: 116-34-08.18W
 Heights: 1074 feet site elevation (SE)
 456 feet above ground level (AGL)
 1530 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:

As a condition to this Determination, the structure is marked/lighted in accordance with FAA Advisory circular 70/7460-1 K Change 2, Obstruction Marking and Lighting, white paint/synchronized red lights - Chapters 4,12&13(Turbines).

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

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- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

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

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

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 (816) 329-2525. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2015-WTW-4271-OE.

Signature Control No: 250691779-260881114

(DNE -WT)

Donna O'Neill

Specialist

Attachment(s)

Additional Information

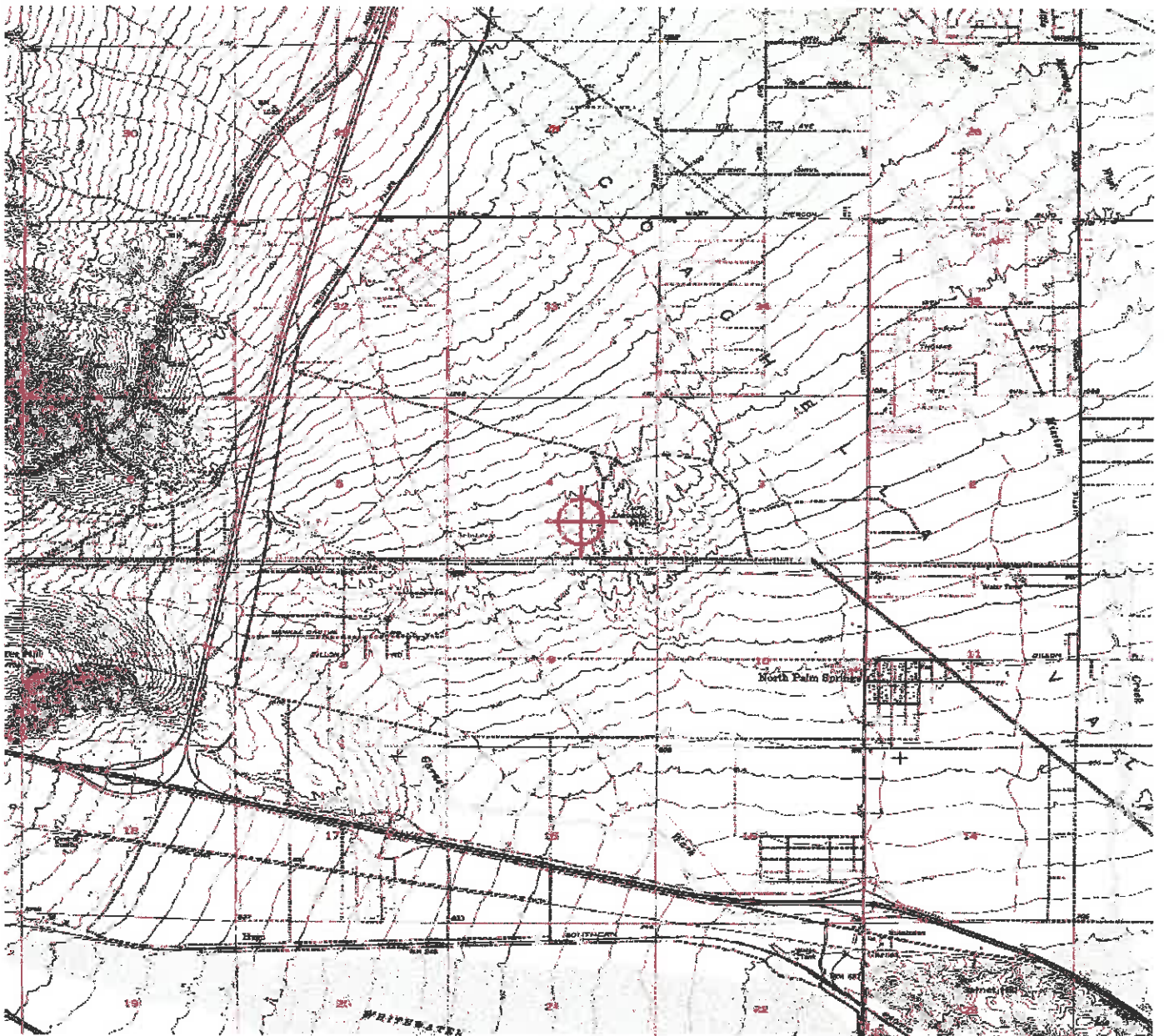
Map(s)

Additional information for ASN 2015-WTW-4271-OE

Aeronautical study indicates that the proposed structure would be in the radar line of sight (RLOS) for the Palm Springs ASR (terminal radar system) and would cause unwanted primary targets (clutter) and dropped primary targets in the vicinity of the wind turbine. However, Air Traffic Control has determined that this would not cause an unacceptable adverse impact on their operations at this time.

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TOPO Map for ASN 2015-WTW-4271-OE





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 10101 Hillwood Parkway
 Fort Worth, TX 76177

Aeronautical Study No.
 2015-WTW-4272-OE

Issued Date: 08/17/2015

Charlie Karustis
 New Dimension Energy Company
 221 Crescent Street
 Suite 103A
 Waltham, MA 02453

**** 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: Wind Turbine WTG05
 Location: Desert Hot Springs, CA
 Latitude: 33-56-22.92N NAD 83
 Longitude: 116-34-02.10W
 Heights: 1118 feet site elevation (SE)
 456 feet above ground level (AGL)
 1574 feet above mean sea level (AMSL)

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If we can be of further assistance, please contact our office at (816) 329-2525. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2015-WTW-4272-OE.

Signature Control No: 250691781-260881118

(DNE -WT)

Donna O'Neill

Specialist

Attachment(s)

Additional Information

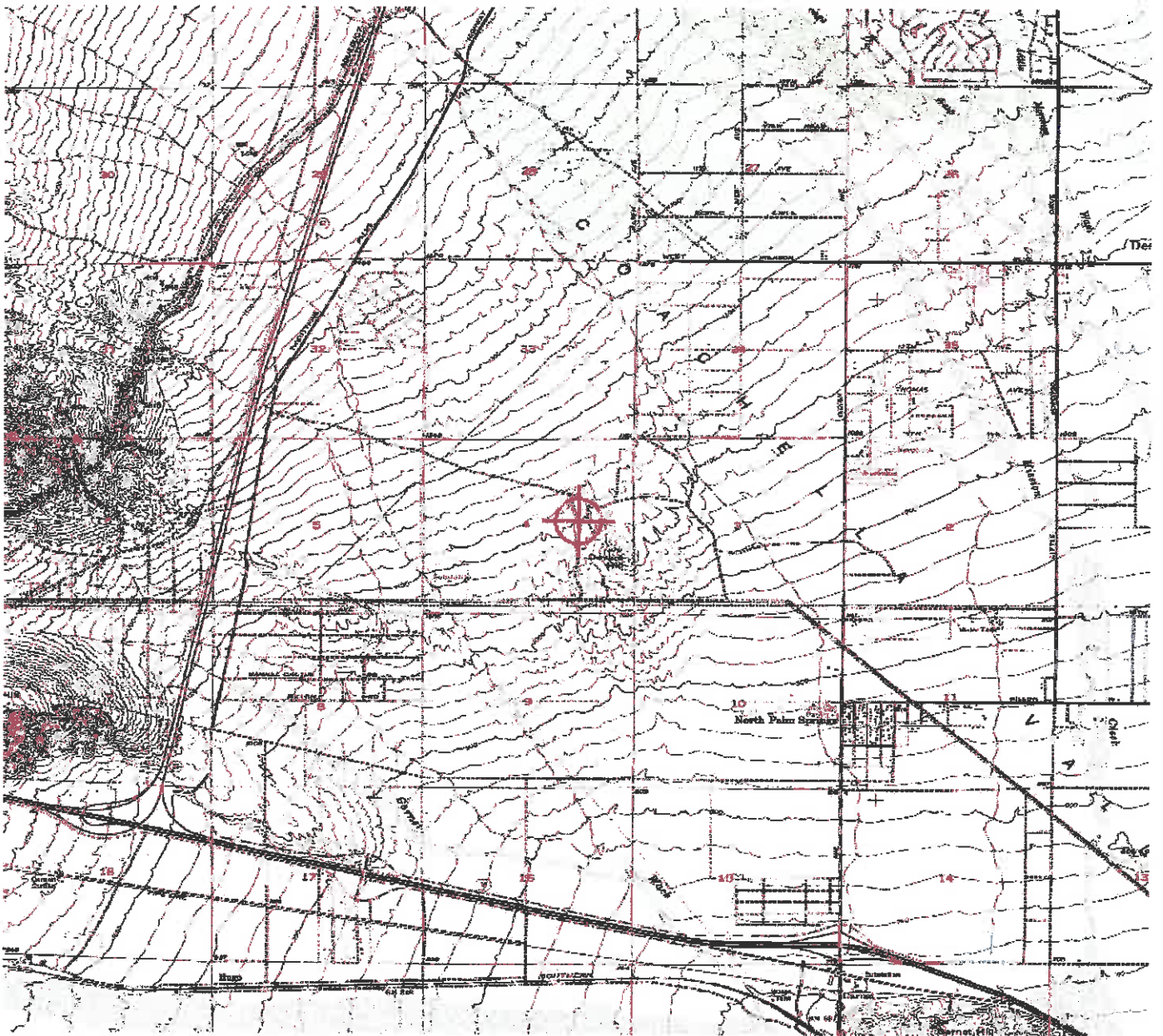
Map(s)

Additional information for ASN 2015-WTW-4272-OE

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TOPO Map for ASN 2015-WTW-4272-OE





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Aeronautical Study No.
 2015-WTW-4273-OE

Issued Date: 08/17/2015

Charlie Karustis
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 221 Crescent Street
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**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

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 Location: Desert Hot Springs, CA
 Latitude: 33-56-13.35N NAD 83
 Longitude: 116-34-01.99W
 Heights: 1090 feet site elevation (SE)
 456 feet above ground level (AGL)
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If we can be of further assistance, please contact our office at (816) 329-2525. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2015-WTW-4273-OE.

Signature Control No: 250691783-260881115

Donna O'Neill

Specialist

(DNE -WT)

Attachment(s)

Additional Information

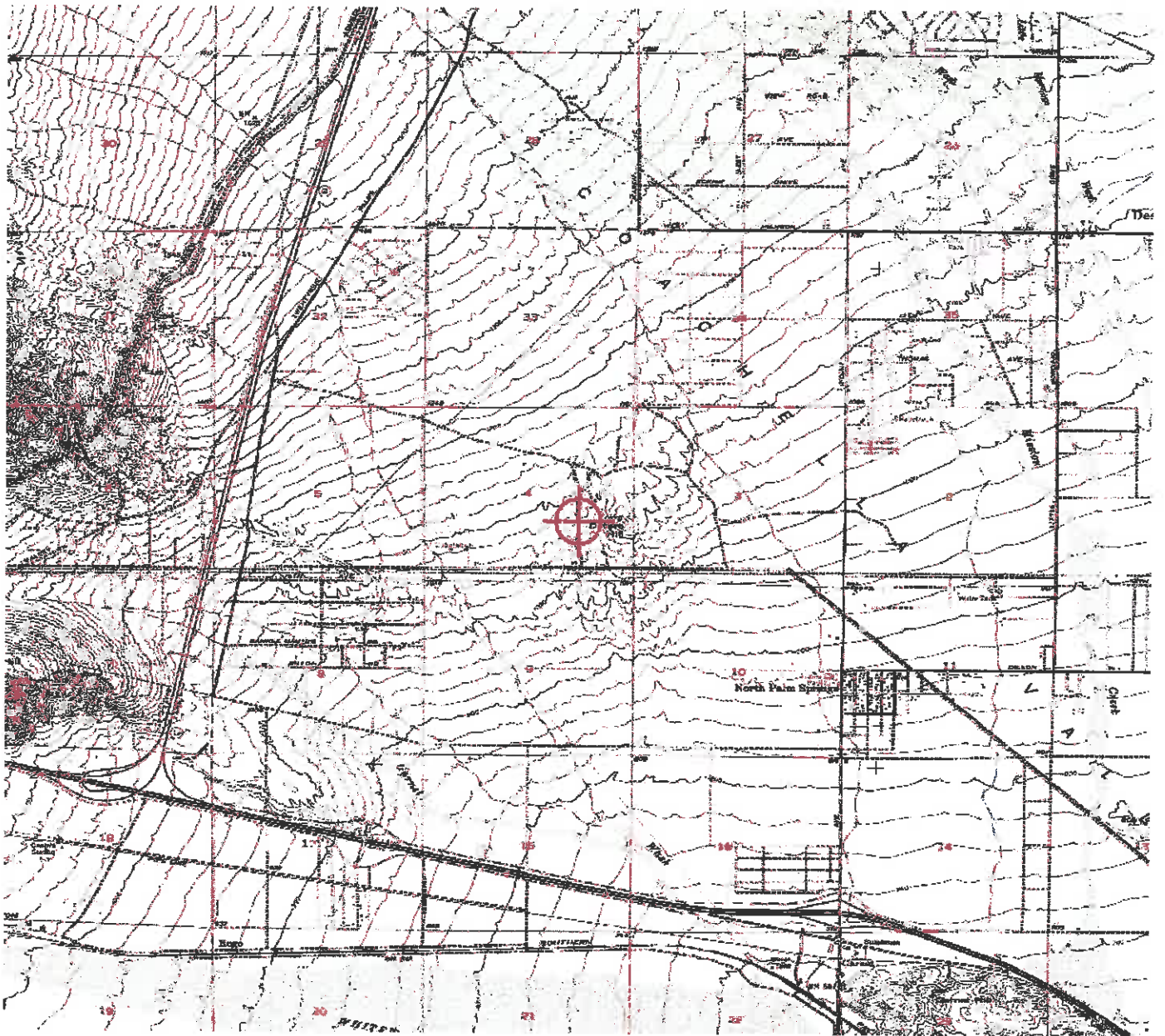
Map(s)

Additional information for ASN 2015-WTW-4273-OE

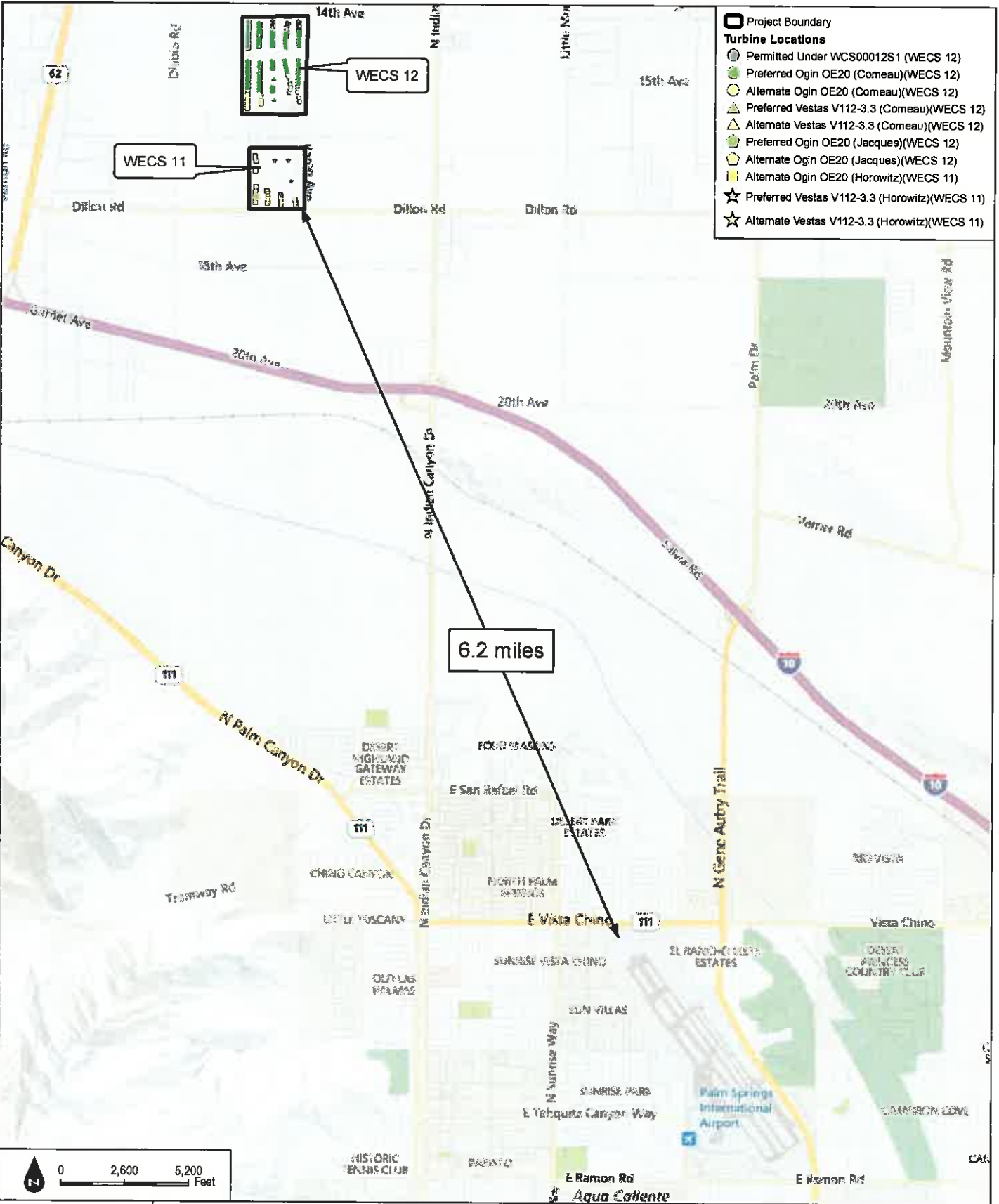
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TOPO Map for ASN 2015-WTW-4273-OE



EXHIBITS

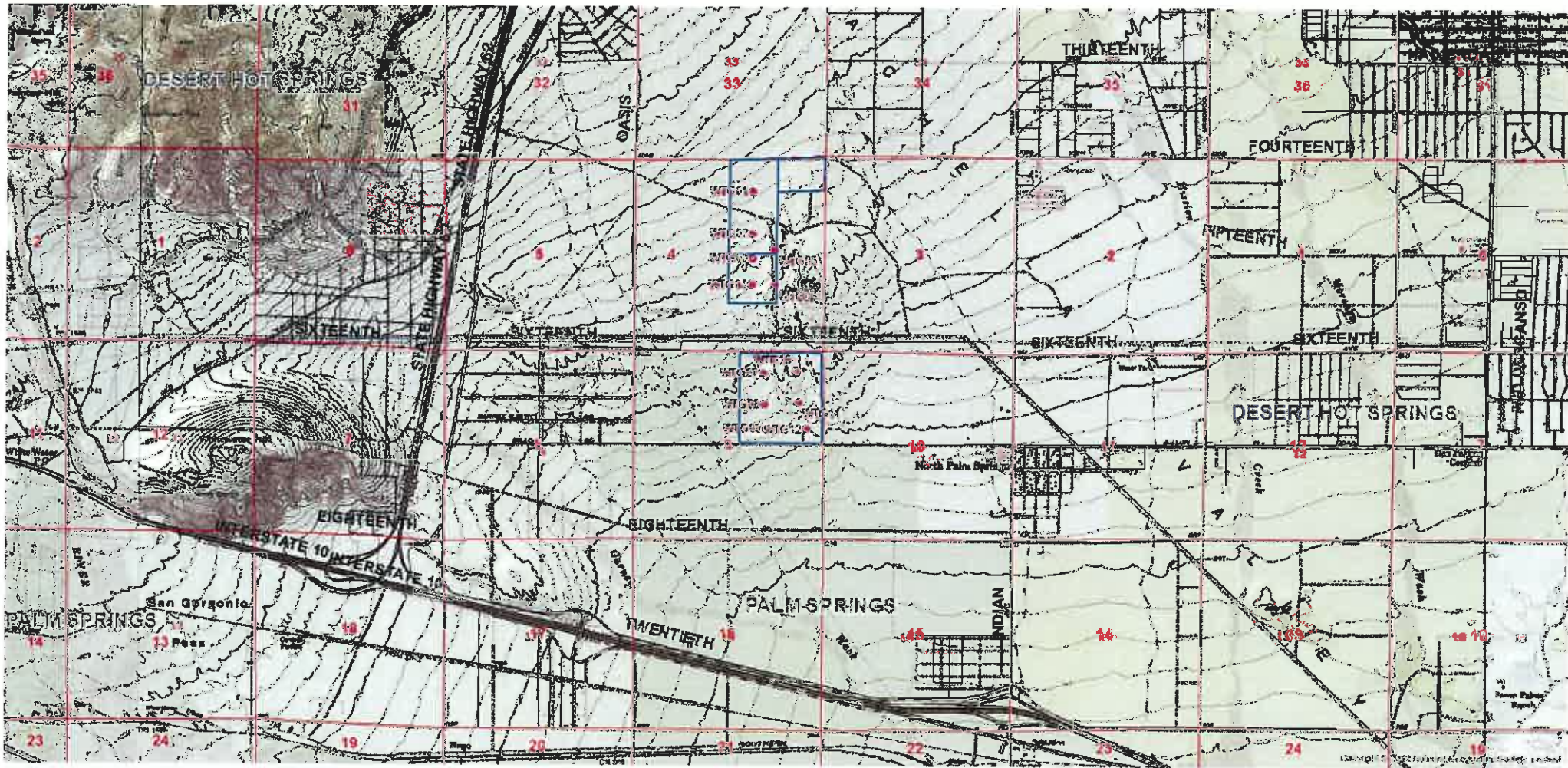


DUDEK

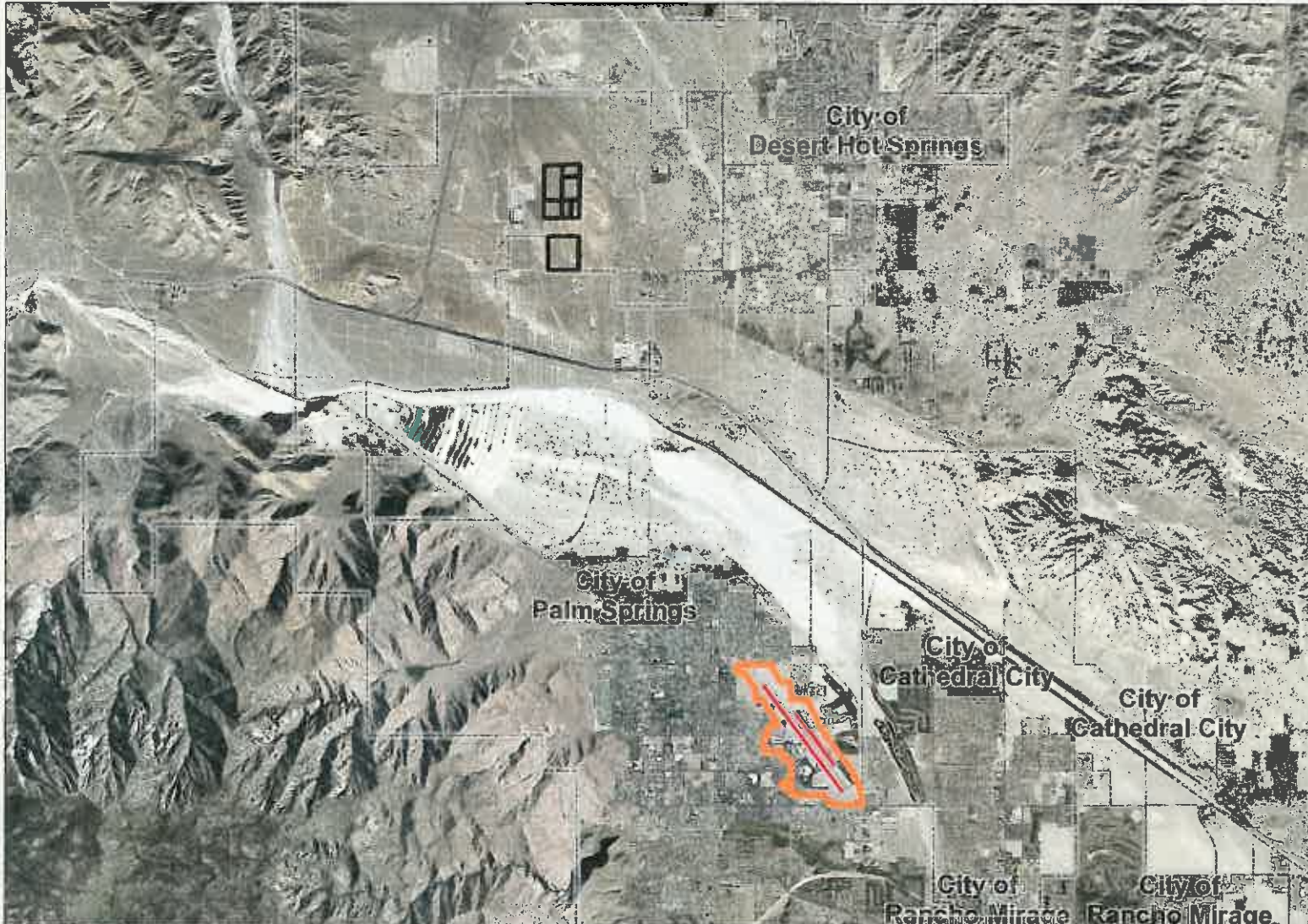
SOURCE: Bing Imagery, 2015; Ogin, August 2015.

**Amended WECS 11 and 12
Permitting Layout and Airport Proximity**

Smoke Tree Wind Repower Project



My Map



Legend

- Airports
- Runways
- City Boundaries



0 13,996 27,993 Feet

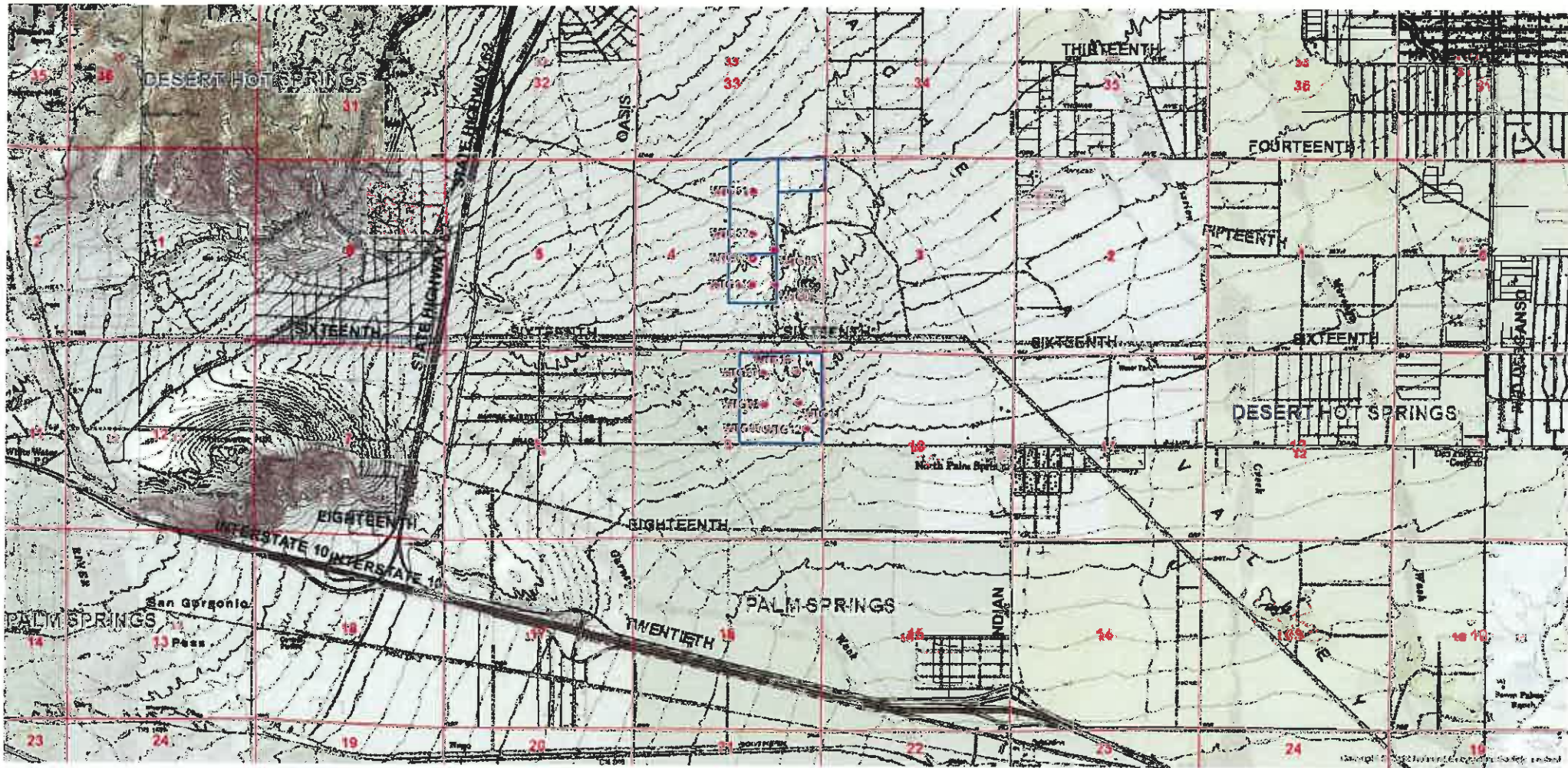


IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or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

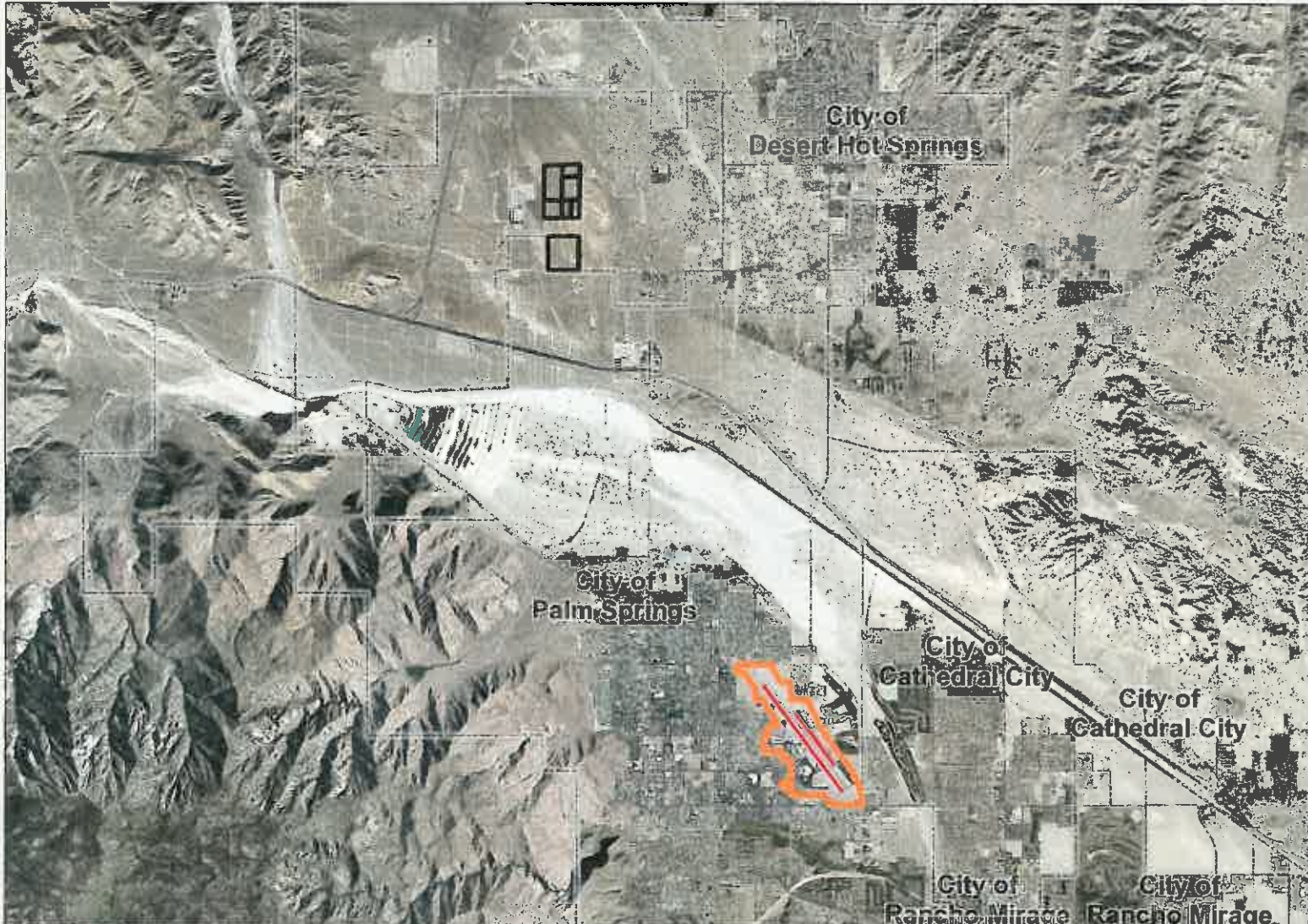
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Notes



My Map



Legend

- Airports
- Runways
- City Boundaries



0 13,996 27,993 Feet



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

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Notes

My Map



Legend

- Airports
- Runways
- City Boundaries



0 6,998 13,996 Feet



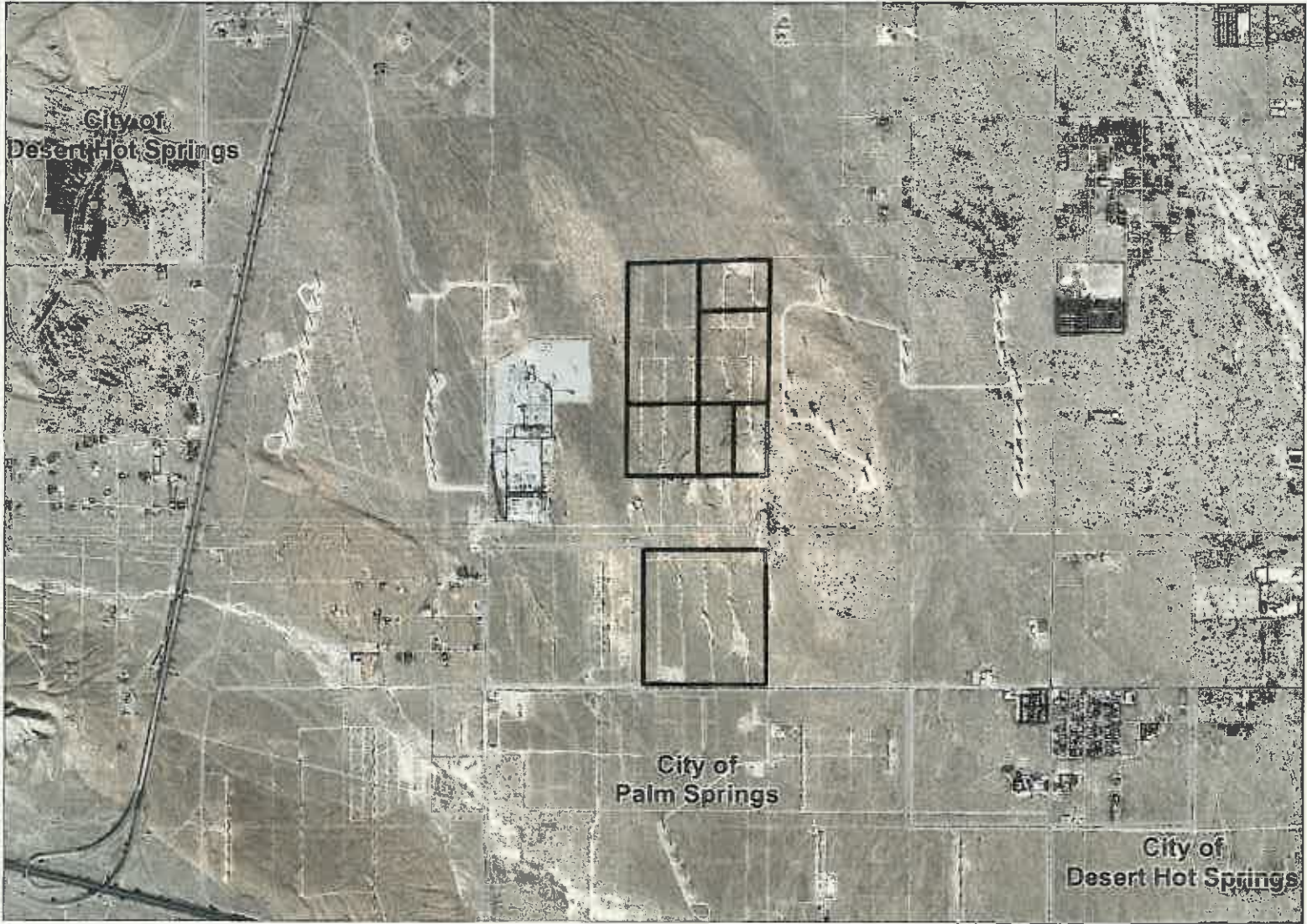
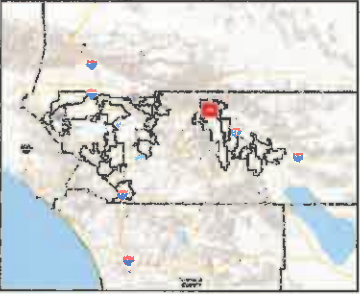
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Notes

My Map



- Legend**
- Airports
 - Runways
 - City Boundaries



0 3,499 6,998 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.

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Notes

My Map



- Legend**
-  Airports
 -  Runways
 -  City Boundaries



0 1,750 3,499 Feet



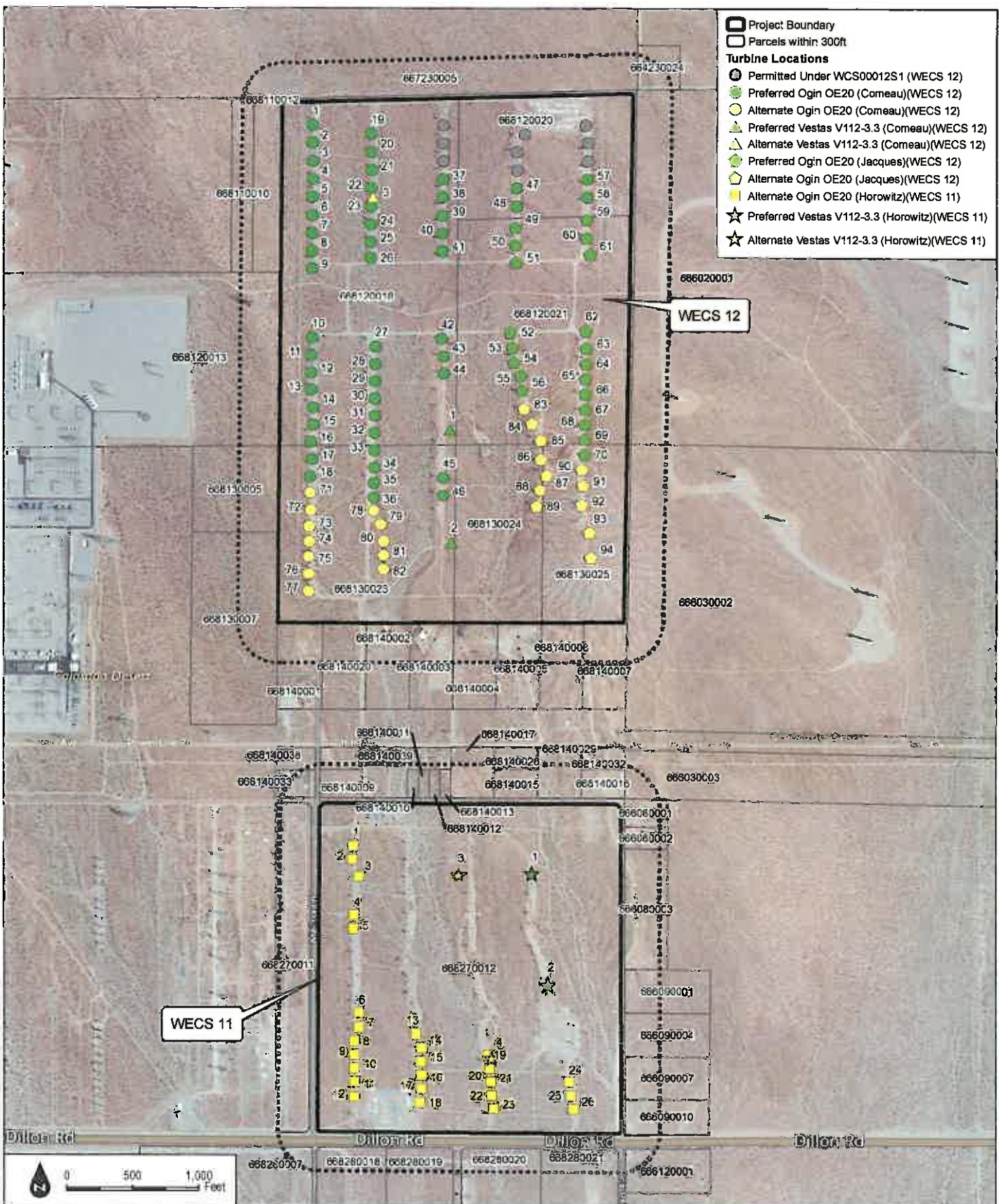
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Notes

- Project Boundary
- Parcels within 300ft
- Turbine Locations**
- Permitted Under WCS00012S1 (WECS 12)
- Preferred Ogin OE20 (Comeau)(WECS 12)
- Alternate Ogin OE20 (Comeau)(WECS 12)
- ▲ Preferred Vestas V112-3.3 (Comeau)(WECS 12)
- ▲ Alternate Vestas V112-3.3 (Comeau)(WECS 12)
- Preferred Ogin OE20 (Jacques)(WECS 12)
- Alternate Ogin OE20 (Jacques)(WECS 12)
- Alternate Ogin OE20 (Horowitz)(WECS 11)
- ★ Preferred Vestas V112-3.3 (Horowitz)(WECS 11)
- ★ Alternate Vestas V112-3.3 (Horowitz)(WECS 11)



WECS 11

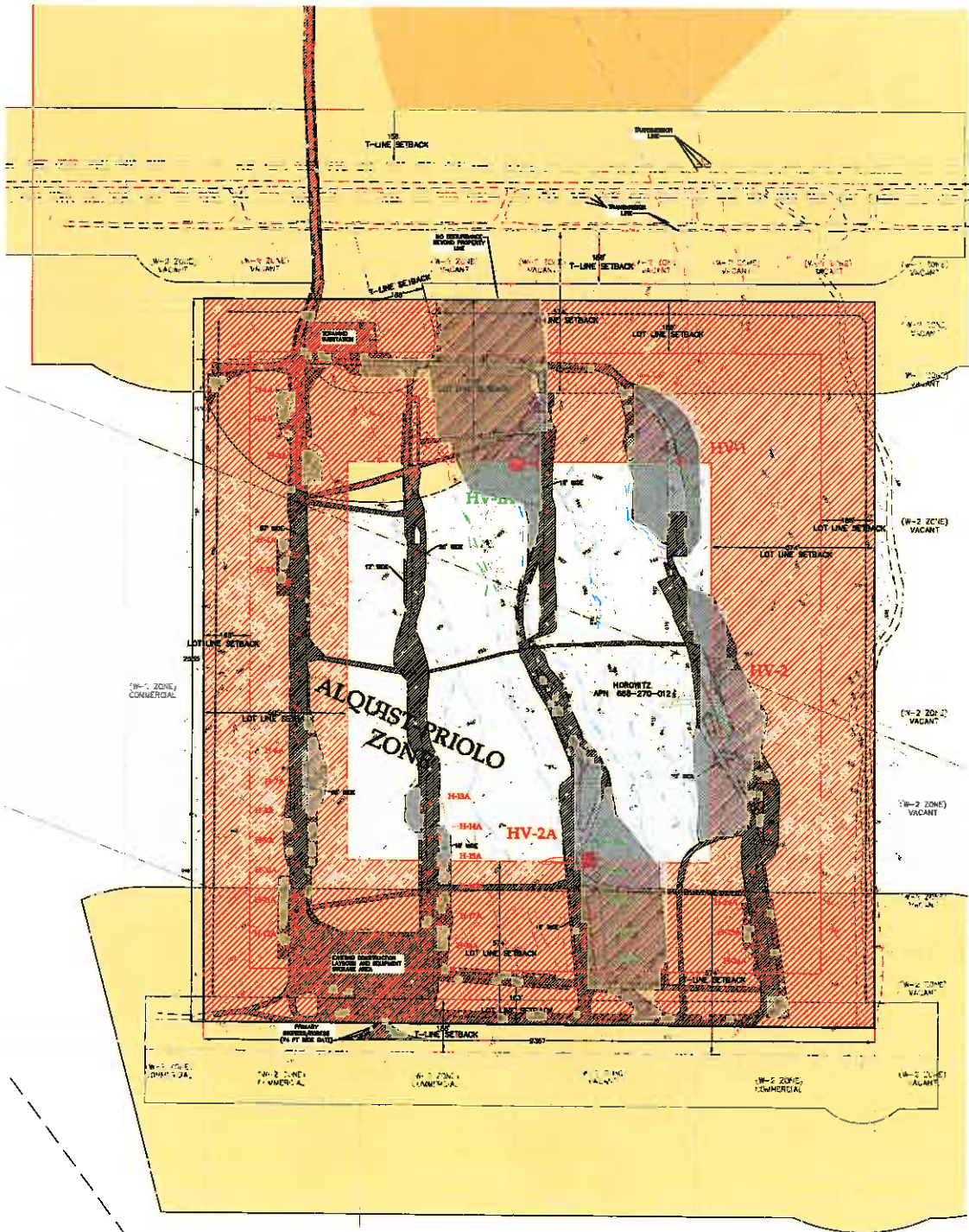
WECS 12



SOURCE: Bing Imagery, 2015; Ogin, August 2015

Smoke Tree Wind Repower Project

**Amended WECS 11 and 12
Surrounding Parcels**



NOTES AND LEGAL:

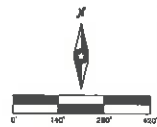
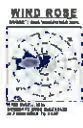
PROPERTY OWNER	APPLICANT / REPRESENTATIVE	GROSS ACRES	NET ACRES	THOMAS SLIDE DATA	WIND DIRECTION AND CHARACTERISTICS	ELECTRICITY PURVEYOR	GAS PURVEYOR	WATER PURVEYOR	SEWER PURVEYOR	TELEPHONE PURVEYOR	# OF ELECTRIC TURBINES
HOROWITZ FAMILY, LLC 5623 MELVA, TARBANA, CA 91356 PHONE: 916-936-2034	WESTWIND ASSOCIATION, C/O NDEC 221 CHESTNUT ST. SUITE 100A, MILWAUKEE, WISCONSIN 53102 PHONE: 414-224-1700	121	121	YEAR 2003, P. 278, 80	WEST TO EAST PREVALENT WIND DIRECTION	WE	SECTERNA CA GAS	WISCONSIN SPRINGFIELD WATER DISTRICT	WISCONSIN SPRINGFIELD WATER DISTRICT	VERIZON	80

APN	LEGAL DESCRIPTION
089-270-014	The South Half of Section 9, Township 2 South, Range 2 East, 3rd Meridian, in the County of Alameda, State of California, recorded for 02/09/1991 under 089-270-014. Said Section 9, Township 2 South, Range 2 East, 3rd Meridian, was added to the Northern half of Section 9, Township 2 South, Range 2 East, 3rd Meridian, by said recorded map 089-270-014, dated 02/09/1991. Page 102 of instrument No. 089-270-014.

AREA OF TEMPORARY DISTURBANCE	36.83 ACRES
AREA OF TEMPORARY DISTURBANCE ALREADY DISTURBED	37.00 ACRES
AREA OF NEW TEMPORARY DISTURBANCE	18.83 ACRES
AREA OF NEW PERMANENT DISTURBANCE	16.7 ACRES
PREVIOUSLY DISTURBED AREA TO BE RESTORED	6.84 ACRES

NOTES:
 - Temporary disturbance areas will be restored upon completion of new turbines.
 - Permanent disturbance includes all easements and physical cut and fill activities and permanent improvements (e.g., any related project, access, and other improvements) that will remain.

- LEGENDS:**
- PROJECT BOUNDARY
 - PROPOSED 60M 100W TURBINE
 - PROPOSED 150W TURBINE
 - PROPOSED VESTAS V113 TURBINE
 - WIND 65M TURBINE (TO BE REMOVED)
 - WIND 110W TURBINE (TO BE REMOVED)
 - WIND 110W TURBINE (TO BE REMOVED)
 - WIND 150W TURBINE (REMOVED)
 - WIND 150W TURBINE (REMOVED)
 - WIND 150W TURBINE (REMOVED)
 - EXISTING DRAINAGE ROADS
 - EXISTING UNDERGROUND COLLECTION SYSTEM
 - EXISTING TRANSFORMER
 - EXISTING OVERHEAD CONDUCTOR
 - EXISTING ADDITIONAL STREAM
 - AREAS PREVIOUSLY AND CURRENTLY DISTURBED
 - AREA OF NEW TEMPORARY DISTURBANCE
 - AREA OF NEW PERMANENT DISTURBANCE
 - EXISTING 100' CORRIDOR
 - AP FAULT ZONE (ALQUIST-PRIOLO)
 - SAFETY SETBACKS
 - WIND ACCESS SETBACK (5 ROTOR DIAMETERS)
 - TRANSMISSION LINE SETBACK (1.35 X WIND HEIGHT)
 - LOT LINE SETBACK (1 X TOTAL WIND HEIGHT)



Westwood
 1000 Westwood Blvd., Suite 100
 Westwood, CA 91361
 Phone: 818-351-1000
 Fax: 818-351-1001
 www.westwood.com

Design: []
 Check: []
 Date: []
 Scale: []

Prepared for:
NDEC
 221 Chestnut Street, Suite 100A
 Milwaukee, WI 53102

WCES II
 Proposed Turbine
 Locations

Smoke Tree Wind Energy Project
 Commercial WCES II
 Site Plan WCES II
 10/18/03
 007-014-03.pdf

- (2) Review of these actions is requested only if a review has not previously been conducted as part of a general plan, specific plan, or zoning ordinance action or if sufficient project-level detail to enable a full assessment of compatibility was not available at the time of a previous review.
 - (3) Because the ALUC acts in an advisory capacity when reviewing projects under these circumstances, local jurisdictions are not required to adhere to the overruling process if they elect to approve a project without incorporating design changes or conditions suggested by the Commission.
- (c) Proposed redevelopment of a property for which the existing use is consistent with the general plan and/or specific plan, but nonconforming with the compatibility criteria set forth in this plan, shall be subject to ALUC review. This policy is intended to address circumstances that arise when a general or specific plan land use designation does not conform to ALUC compatibility criteria, but is deemed consistent with the compatibility plan because the designation reflects an existing land use. Proposed redevelopment of such lands voids the consistency status and is to be treated as new development subject to ALUC review even if the proposed use is consistent with the local general plan or specific plan. (Also see Policies 3.3.2 and 3.3.3.)
 - (d) Proposed land use actions covered by Paragraphs (a), (b), and (c) above shall initially be reviewed by the ALUC Executive Director. If the Executive Director determines that significant compatibility issues are evident, the proposal shall be forwarded to the Commission for review and decision. The Commission authorizes the Executive Director to approve proposed actions having no apparent compatibility issues of significance.

1.5.3. *Major Land Use Actions:* The scope or character of certain *major land use actions*, as listed below, is such that their compatibility with airport activity is a potential concern. Even though these actions may be basically consistent with the local general plan or specific plan, sufficient detail may not be known to enable a full airport compatibility evaluation at the time that the general plan or specific plan is reviewed. To enable better assessment of compliance with the compatibility criteria set forth herein, ALUC review of these actions may be warranted. The circumstances under which ALUC review of these actions is to be conducted are indicated in Policy 1.5.2 above.

- (a) Actions affecting land uses within any compatibility zone.
 - (1) Any proposed expansion of the sphere of influence of a city or special district.
 - (2) Proposed pre-zoning associated with future annexation of land to a city.
 - (3) Proposed development agreements or amendments to such agreements.
 - (4) Proposed residential development, including land divisions, consisting of five or more dwelling units or lots.
 - (5) Any discretionary development proposal for projects having a building floor area of 20,000 square feet or greater unless only ministerial approval (e.g., a building permit) is required.

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

NOTICE OF PUBLIC HEARING

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

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

Any person may submit written comments to the ALUC before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. The proposed project application may be viewed at the Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501, Monday through Thursday (except Thanksgiving Day), from 8:00 a.m. to 5:00 p.m., and by prescheduled appointment on Friday, December 4, from 9:00 a.m. to 5:00 p.m. **All written comments shall be addressed to ALUC at the following address: 4080 Lemon Street, 14th Floor, Riverside, CA 92501**

PLACE OF HEARING: City of Cathedral City
Note: Hearing location only. Do not send comment letters to this address. Council Chambers – City Hall
68700 Avenida Lalo Guerrero
Cathedral City, CA 92234

DATE OF HEARING: December 10, 2015

TIME OF HEARING: 9:30 A.M.

CASE DESCRIPTION:

ZAP1031PS15 and ZAP1032PS15 – Dudek, for New Dimension Energy Company (Representative: Matt Valerio) – County Case Nos. WCS00011R2 and WCS 00012R2 (WECS – Wind Energy Conversion System-Permits No. 11 [Revised No. 2] and 12 [Revised No. 2]). WCS00011R2 is a proposal to install and operate 26 Ogin 100kw (kilowatt) wind turbines up to 150 feet in height and 2 Vestas 3.3 MW (megawatt) wind turbines up to 456 feet in height on a 133-acre parcel (to wit, Assessor’s Parcel Number 668-270-012) located northerly of Dillon Road and westerly of a northerly extension of Karen Road, approximately 2,900 feet easterly of the easterly boundary of the community of Valley View Village. WECS 00012R2 is a proposal to install and operate 94 Ogin 100kw wind turbines up to 150 feet in height and 3 Vestas 3.3 MW wind turbines up to 456 feet in height on 243.11 acres (Assessor’s Parcel Numbers 668-120-018, -020, and -021, and 668-130-023, -024, and -025) located northerly of the transmission lines northerly of and parallel to Dillon Road, southerly of a westerly extension of Two Bunch Palms Trail, approximately 1400 feet easterly of Devers Substation and one-half mile easterly of Diablo Road. ALUC review is required due to the proposal for structures greater than 200 feet in height. (Not in an Airport Influence Area. Closest airport: Palm Springs International Airport).

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. Jay Olivas of the County of Riverside Planning Department, at (760) 863-7050.

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

ALUC Identification No.

ZAP1031PS15

PROJECT PROPONENT (TO BE COMPLETED BY APPLICANT)

Date of Application 10.27.2015
 Property Owner Horowitz Family, LLC Phone Number 818-996-3054
 Mailing Address 5922 Melvin Avenue, Tarzana, CA 91356

Agent (if any) Charlie Karustis Phone Number 781-609-4758
 Mailing Address Ogin, Inc. 221 Crescent Street, Suite 103A, Waltham, MA 02453

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 Northerly of Dillon Road, westerly of Karen Road, southerly of Powerline Road, and easterly of Melissa Avenue.
 Assessor's Parcel No. 668-270-012 Parcel Size 132 acres
 Subdivision Name NA Zoning Wind Energy (W-E)
 Lot Number NA Classification Wind Energy (W-E)

PROJECT DESCRIPTION (TO BE COMPLETED BY APPLICANT)

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

Existing Land Use (describe) Existing wind energy facility consisting of 59 Micon wind turbines.
 Proposed Land Use (describe) Amending existing permitted facility with installation of up to 26 Ogin OE20 100-kilowatt turbines up to 150 feet in height and up to two Vestas V112 3.3 megawatt wind turbines up to 456 feet in height.

For Residential Uses Number of Parcels or Units on Site (exclude secondary units) 0
 For Other Land Uses Hours of Use 24/7
 (See Appendix C) Number of People on Site Maximum Number 0
 Method of Calculation Automated facility

Height Data Height above Ground or Tallest Object (including antennas and trees) 456 ft.
 Highest Elevation (above sea level) of Any Object or Terrain on Site 1,621 (with proposed turbine) 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 See provided FAA Determination(s) of No Hazard, dated 8.17.2015

REFERRING AGENCY (APPLICANT OR JURISDICTION TO COMPLETE)		
Date Received	<u>9.16.2015</u>	Type of Project
Agency Name	<u>Riverside County Planning Dept.</u>	<input type="checkbox"/> General Plan Amendment
Staff Contact	<u>Jay Olivas</u>	<input type="checkbox"/> Zoning Amendment or Variance
Phone Number	<u>760-863-7050</u>	<input type="checkbox"/> Subdivision Approval
Agency's Project No.	<u>WCS00011R2</u>	<input type="checkbox"/> Use Permit
		<input type="checkbox"/> Public Facility
		<input checked="" type="checkbox"/> Other Amended Commercial WECS Permit No.11

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

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

ALUC Identification No.

ZAP1032PSIS

PROJECT PROPONENT (TO BE COMPLETED BY APPLICANT)

Date of Application 10.27.2015 760-322-1200/ 760-744-3149 &
 Property Owner Comeau Bypass Trust / Eredenberg Revocable Living Trust & Jacques Brown & Brown Revocable Living Trust Phone Number 530-246-1640
 Mailing Address Anita Comeau Trustee, PO Box 1334, Palm Springs CA 92263 /
1307 San Pablo Drive, San Marcos, CA 92078 &
10000 Tilton Mine Road, Redding, CA 96001

Agent (if any) Charlie Karustis Phone Number 781-609-4758
 Mailing Address Ogin, Inc. 221 Crescent Street, Suite 103A, Waltham, MA 02453

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 Northerly of Power Line Road, westerly of Karen Road, southerly of Two Bunch Palms Trail, and easterly of Diablo Road.
 Assessor's Parcel No. 668-120-018, 668-130-023, 668-120-020/ 668-130-025, 668-130-024, 668-120-021 Parcel Size 243 acres
 Subdivision Name NA Zoning
 Lot Number NA Classification Wind Energy (W-E)

PROJECT DESCRIPTION (TO BE COMPLETED BY APPLICANT)

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

Existing Land Use (describe) Existing wind energy facility consisting of 43 Micon wind turbines.

Proposed Land Use (describe) Amending existing permitted facility with installation of up to 94 Ogin OE20 100-kilowatt turbines up to 150 feet in height and up to three Vestas V112 3.3 megawatt wind turbines up to 456 feet in height.

For Residential Uses Number of Parcels or Units on Site (exclude secondary units) 0
 For Other Land Uses Hours of Use 24/7
 (See Appendix C) Number of People on Site Maximum Number 0
 Method of Calculation Automated Facility

Height Data Height above Ground or Tallest Object (including antennas and trees) 456 ft.
 Highest Elevation (above sea level) of Any Object or Terrain on Site 1,621 (with proposed turbine) 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 See provided FAA Determination(s) of No Hazard, dated 8.17.2015

REFERRING AGENCY (APPLICANT OR JURISDICTION TO COMPLETE)		
Date Received	<u>9.16.2015</u>	Type of Project
Agency Name	<u>Riverside County Planning Dept.</u>	<input type="checkbox"/> General Plan Amendment
Staff Contact	<u>Jay Olivas</u>	<input type="checkbox"/> Zoning Amendment or Variance
Phone Number	<u>760-863-7050</u>	<input type="checkbox"/> Subdivision Approval
Agency's Project No.	<u>WCS00012R2</u>	<input type="checkbox"/> Use Permit
		<input type="checkbox"/> Public Facility
		<input checked="" type="checkbox"/> Other <u>Amended Commercial WECS Permit No.12</u>

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

B. SUBMISSION PACKAGE:

ALUC REVIEW

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

- 1. Completed Application Form
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- 4 Sets. . Gummed address labels of the referring agency (City or County).
- 1. Check for Fee (See Item "C" below)

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

DUDEK OFFICES

SAN DIEGO
605 THIRD STREET
ENCINITAS, CA 92024
T 800.450.1818
T 760.942.5147
F 760.632.0164

ORANGE COUNTY
31878 CAMINO CAPISTRANO, SUITE 200
SAN JUAN CAPISTRANO, CA 92675
T 949.450.2525
F 949.450.2626

CENTRAL COAST
621 CHAPALA STREET
SANTA BARBARA, CA 93101
T 805.963.0651
F 805.963.2074

LOS ANGELES
38 NORTH MARENGO AVENUE
PASADENA, CA 91101
T 626.204.9800

SAN FRANCISCO
44 MONTGOMERY STREET, SUITE 1560
SAN FRANCISCO, CA 94104
T 415.655.8338
F 415.655.8339

SACRAMENTO
980 9TH STREET SUITE 1750
SACRAMENTO, CA 95814
T 916.443.8335
F 916.443.5113

SIERRA FOOTHILLS
853 LINCOLN WAY, SUITE 208
AUBURN, CA 95603
T 530.887.8500
F 530.885.8372

COACHELLA VALLEY
40-004 COOK STREET, SUITE 4
PALM DESERT, CA 92211
T 760.341.6660
F 760.346.6118

INLAND EMPIRE
3685 MAIN STREET, SUITE 250
RIVERSIDE, CA 92501
T 951.300.2100
F 951.300.2105

LETTER OF TRANSMITTAL

To: John Guerin
Riverside County Airport Land
Use Commission, Riverside
County Administration Center,
4080 Lemon St, 14th Floor
Riverside, CA 92501

Date: 10/27/2015 **Job No.:** 7923
Re: WECS 11 and 12 R2 Amended
Wind Energy Project

Phone: (951) 955-0982

From: Matthew Valerio, Sr. Project
Manager, Dudek

Transmit Via: Overnight

For: Your Approval Your Review Your Files Your Use Other (see below)

Copies	Description
1	- WECS 11 R2 Amended Wind Energy Project Review Application Package: <ul style="list-style-type: none"> ▪ Completed Application Form ▪ Folded Full Size Project Site Plan ▪ Elevation of Ogin OE20 Turbine ▪ Elevation of Vestas V112 Turbine ▪ 8 ½ x 11 Site Plan ▪ 8 ½ x 11 Proximity to Airport Map ▪ Parcel map showing 300 foot radius ▪ FAA No Hazard Determinations ▪ Check for \$792
1	- WECS 12 R2 Amended Wind Energy Project Review Application Package: <ul style="list-style-type: none"> ▪ Completed Application Form ▪ Folded Full Size Project Site Plan ▪ Elevation of Ogin OE20 Turbine ▪ Elevation of Vestas V112 Turbine ▪ 8 ½ x 11 Site Plan ▪ 8 ½ x 11 Proximity to Airport Map ▪ Parcel map showing 300 foot radius ▪ FAA No Hazard Determinations ▪ Check for \$792
4	- Sets of gummed labels of all property owners within 300 feet of WECS 11 and 12 R2 (38 addressees total)
1	- Gummed address labels (4 each) of the referring agency, applicant agent and underlying property owners.

Remarks:

- John, please find the completed package as discussed. Let me know if you have any questions or would like further information. I can be reached at 760-479-4145. Thank you,

- Matt

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 2.7

HEARING DATE: December 10, 2015

CASE NUMBER: ZAP1034PS15 – Palm Springs Unified School District –
(Representative: Ruhnau Ruhnau Clarke, Lance Higgins)

APPROVING JURISDICTION: Palm Springs Unified School District

JURISDICTION CASE NO: N/A

MAJOR ISSUES: The capacity of the proposed school district administrative building exceeds the maximum allowable single-acre criterion of 150 people for Compatibility Zone C based on the Building Code Method. The applicant has submitted occupancy calculations for the four existing school district administrative buildings noting that the same amount of occupancy would be anticipated within the new building. The new building is approximately 17,000 square feet larger than the existing buildings, which would indicate greater occupancy compared to the existing. However, the existing buildings have smaller work areas compared to the new building that would have larger work areas on average per employee.

Additionally, the open areas previously determined to be acceptable through ALUC's review of the existing facilities on the project site would not be determined to be adequate, as the roadway is less than 75 feet in width, and staff would normally allow for only the adjacent half width of right-of-way. However, rather than overturn ALUC's prior determination of acceptability of these open areas, it is recommended that ALUC continue to determine these open areas acceptable.

RECOMMENDATION: Staff recommends a finding of INCONSISTENCY, based on the proposed project exceeding single-acre non-residential intensity criteria for Compatibility Zone C based on the Building Code Method, unless the Commission is willing to accept the applicant's estimates for occupancy or make special circumstance findings pursuant to Countywide Policy 3.3.6.

PROJECT DESCRIPTION: The applicant proposes to establish a 62,336 square foot two-story school district administrative building on a 19.32-acre (net) parcel.

PROJECT LOCATION: The site is located easterly of Gene Autry Trail and District Center Drive and westerly of San Joaquin Drive within the City of Palm Springs, approximately 1,700 feet easterly of the southerly end of Runway 13L-31R at Palm Springs International Airport.

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

- a. Airport Influence Area: Palm Springs International Airport
- b. Land Use Policy: Compatibility Zones C and D
- c. Noise Levels: Below 60 CNEL from aircraft noise

BACKGROUND:

Non-Residential Average Land Use Intensity: The proposed project is located within Compatibility Zones C and D, with the proposed building located entirely within Compatibility Zone C. The other existing building on the project site is also located within Compatibility Zone C. Average intensity in Compatibility Zone C is limited to 75 people per acre.

Pursuant to Appendix C, Table C-1, of the Riverside County Airport Land Use Compatibility Plan, the following rates were used to calculate the occupancy for the proposed building:

- Assembly – 1 person per 15 square feet
- Office – 1 person per 200 square feet (with 50% reduction)

Based on the floor plan provided, the proposed building would include 48,599 square feet of office area (including ancillary conference rooms, lounge areas, and storage areas), and 2,180.5 square feet of assembly area (board room) for a total occupancy of 388 people. The existing building on the site was previously reviewed pursuant to ZAP1006PS09, which concluded that a total occupancy of 344 people would be anticipated. Thus, the total occupancy of the site would be 732 people. Given the site area of 19.32 net acres, this results in an average intensity of 38 people per acre, which is compatible with the Zone C average acre criterion of 75.

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). Based on the total number of standard parking spaces provided of 502 (267 existing, 235 new), the total occupancy would be estimated at 753 people. This results in an average intensity of 39 people per acre, which is also compatible with the Zone C average acre criterion of 75.

Non-Residential Single-Acre Land Use Intensity: Compatibility Zone C limits maximum single-acre intensity to 150 people. The most intense single-acre area (210' x 210') would include most of the building, excluding approximately the southerly 70 feet of the building. The single-acre area would include 2,180.5 square feet of assembly area (school board hearing room) and approximately 36,804 square feet of office area, resulting in a single-acre intensity of approximately 329 people, which is not compatible with the Zone C single-acre criterion of 150.

If staff were to assume that the assembly area were to operate only at nighttime when the office areas are not in use, the most intensely occupied single-acre area during the day time would include most of the building, excluding the northerly 70 feet of the building. The single-acre area would include approximately 43,875 square feet of office area, resulting in a single-acre intensity of approximately 219 people, which is not compatible with the Zone C single-acre criterion of 150.

The parking space method is not typically applied for single-acre purposes since parking may not accurately reflect the occupancy within a single-acre area. However, for background purposes at least, the project proposes an additional 235 parking spaces for the new administration building. Utilizing an assumption of 1.5 persons per vehicle, this would indicate an occupancy of 352.5 people for the new administration building. Based on this method (although not typically utilized for single-acre purposes) and approximately 3/4 of the proposed building being located within a single-acre area this would indicate a maximum single-acre occupancy of 264 people, which is also not compatible with the Zone C single-acre criterion of 150.

The applicant provided existing actual occupancy counts for the school district's existing administration buildings. These counts indicate a maximum occupancy of 69 people. The applicant has indicated that although the amount of office area in the existing and proposed building would result in a higher occupancy, many employees spend a good amount of their day outside the office resulting in a lower actual occupancy. Although the proposed building is approximately 17,000 square feet larger than the existing buildings totaling approximately 45,000 square feet, the applicant has stated that the same number of employees are anticipated to use the new building compared to the existing building, thus making the existing occupancy counts transferable to the proposed building. The applicant has noted that the existing buildings have smaller work areas compared to the new building that would have larger work areas on average per employee. Additionally, the applicant has noted that with the consolidation into one building, there is additional circulation/hallway area that is not included in the existing four separate buildings.

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

Noise: The Palm Springs Airport Land Use Compatibility Plan depicts the site as being in an area below 60 CNEL from aircraft. Therefore, the project would not require special measures to mitigate aircraft-generated noise.

Part 77: The elevation of Runway 13L-31R at its southerly terminus is 404.4 feet above mean sea level (AMSL). At a distance of approximately 1,700 feet from the runway to the proposed building, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 421.4 feet AMSL. The proposed finished floor elevation is 396 feet above mean sea level. With a maximum building height of 38 feet, the top point elevation would be 434 feet AMSL. Therefore, review by the Federal Aviation Administration Obstruction Evaluation Service is required. The proposed building has been submitted for FAA obstruction evaluation review and assigned Aeronautical Study No. (ASN) 2015-AWP-10813-OE. On November 20, 2015, the Federal

Aviation Administration Obstruction Evaluation Service issued a “Determination of No Hazard to Air Navigation.”

Open Area: Compatibility Zones C and D require a minimum of 20% and 10% open area, respectively. The project site’s total gross acreage is approximately 20.96 acres, with approximately 15.14 acres located within Zone C and 5.82 acres located within Zone D. This would result in a total minimum open area requirement of 3.61 acres.

ALUC’s previous review of the existing building on the project site (ZAP1006PS09), as subsequently amended through ALUC’s review of the parking area solar facility (ZAP1010PS13), analyzed the site’s proposed open areas relative to the Compatibility Zone C and Zone D criteria. As most recently updated, this included open area within the right-of-way of adjacent District Center Drive (2.34 acres) and two onsite areas within the existing service and loading yard (0.62 acres) and proposed parking area (0.78 acres) for a total of 3.74 acres, which meets the minimum open area required.

To note, the open areas included within District Center Drive do not meet the minimum width dimension of 75 feet and are approximately only 55 feet in width. Furthermore, the full right-of-way width was credited to the project, rather than the project site’s half width, as is typically currently allowed by staff. However, since these open areas were previously determined to be acceptable by the Commission pursuant to the previous reviews, staff is not requesting that additional open area be provided.

Countywide Policy 3.3.6: While the project does not strictly comply with Zone C intensity criteria, the Commission may choose to consider whether to find the normally incompatible intensity compatible pursuant to Countywide Policy 3.3.6 if the combination of the following facts are determined to represent “other extraordinary factors or circumstances” based on the following findings:

- The project site is in an area below 60 CNEL, thus limiting noise impacts and potential nuisance complaints.
- The project is not located beneath or near the extended centerline of the runway or within the general traffic pattern envelope, wherein approximately 80% of aircraft overflights are expected to occur.
- The anticipated use of the building would not normally involve simultaneous occupancy of the assembly area and the office areas, since the assembly area would primarily be used for school board meetings, which are typically held at nighttime.
- While the total number of employees based at the Administration Center would require a large number of workstations, many of these employees primarily work off-site, such that actual occupancy levels would be lower.

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, noise sensitive outdoor nonresidential uses and hazards to flight.
3. Prior to issuance of a building permit, the property owner shall convey an avigation easement to the City of Palm Springs as owner-operator of Palm Springs International Airport.
4. The attached notice shall be given to all prospective purchasers of the property and tenants of the building.
5. No detention basins are depicted on the site plan. 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 Federal Aviation Administration has conducted an aeronautical study of the proposed structure (Aeronautical Study No. 2015-AWP-10813-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.
7. The maximum height of the proposed structure shall not exceed 38 feet above ground level, and the maximum elevation of the proposed structure (including all roof-mounted equipment, if any) at top point shall not exceed 434 feet above mean sea level.
8. 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 structure height or elevation shall not require further review by the Airport Land Use Commission.
9. 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.
10. 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 or a decision is made not to construct the structure.

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-10813-OE

Issued Date: 11/20/2015

Mike Sattley
Palm Springs Unified School District
980 E. Tahquitz Canyon Way, Suite 202
Palm Springs, CA 92262

**** 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 Palm Springs District Administration Center
Location:	Palm Springs, CA
Latitude:	33-49-27.62N NAD 83
Longitude:	116-29-37.86W
Heights:	396 feet site elevation (SE) 38 feet above ground level (AGL) 434 feet above mean sea level (AMSL)

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

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

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

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

This determination expires on 05/20/2017 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 (425) 227-2625. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2015-AWP-10813-OE.

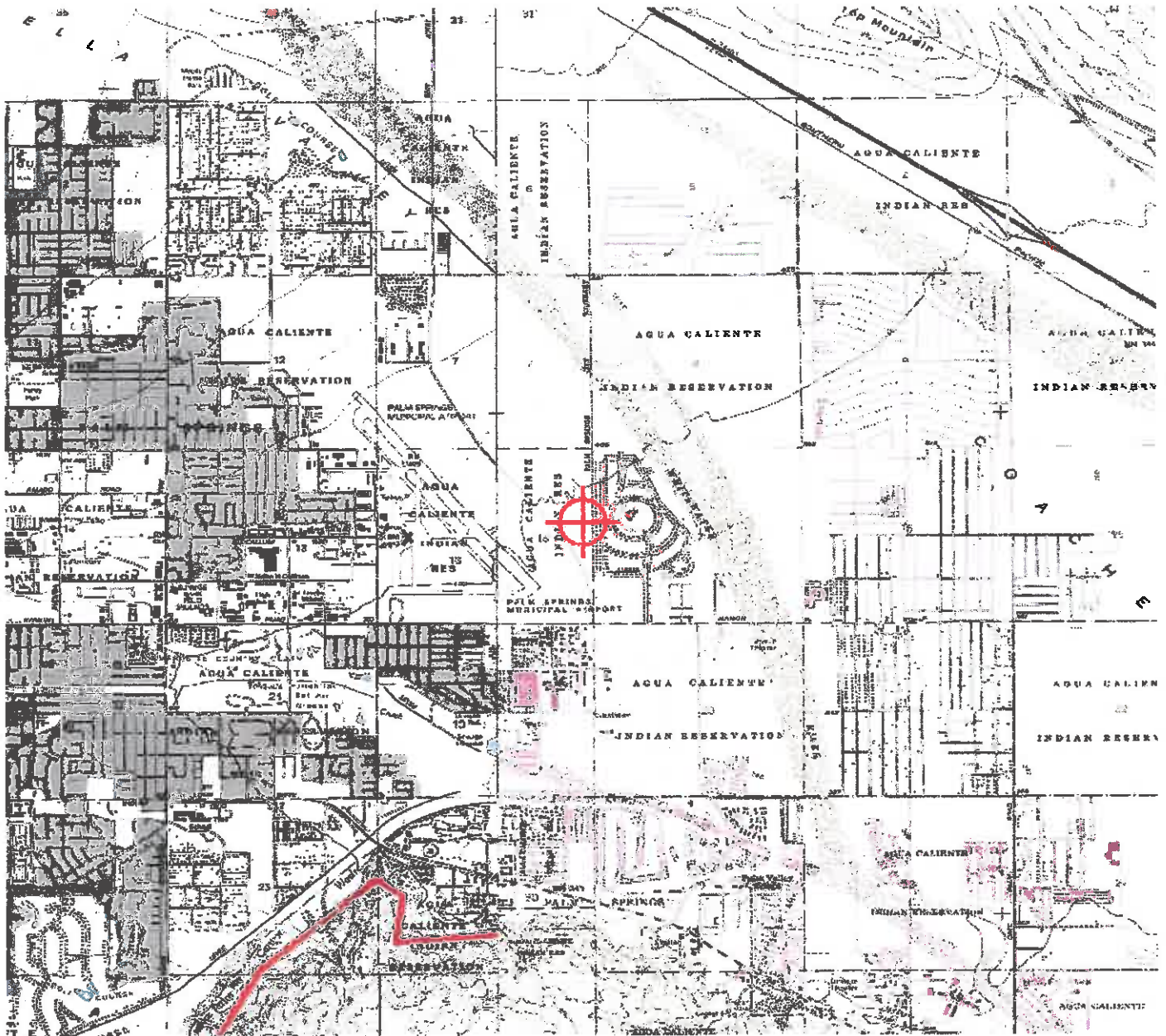
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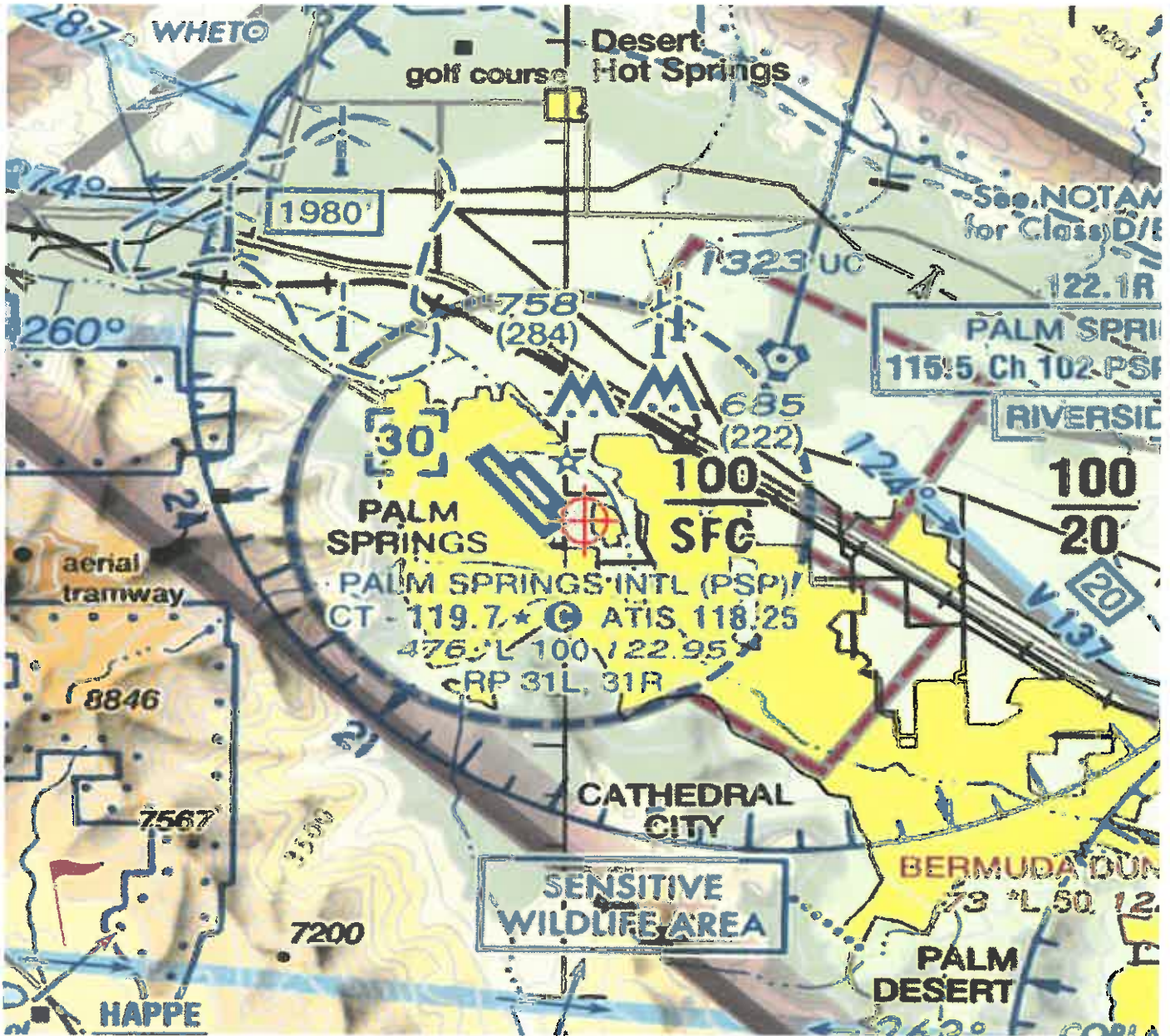
Paul Holmquist
Technician

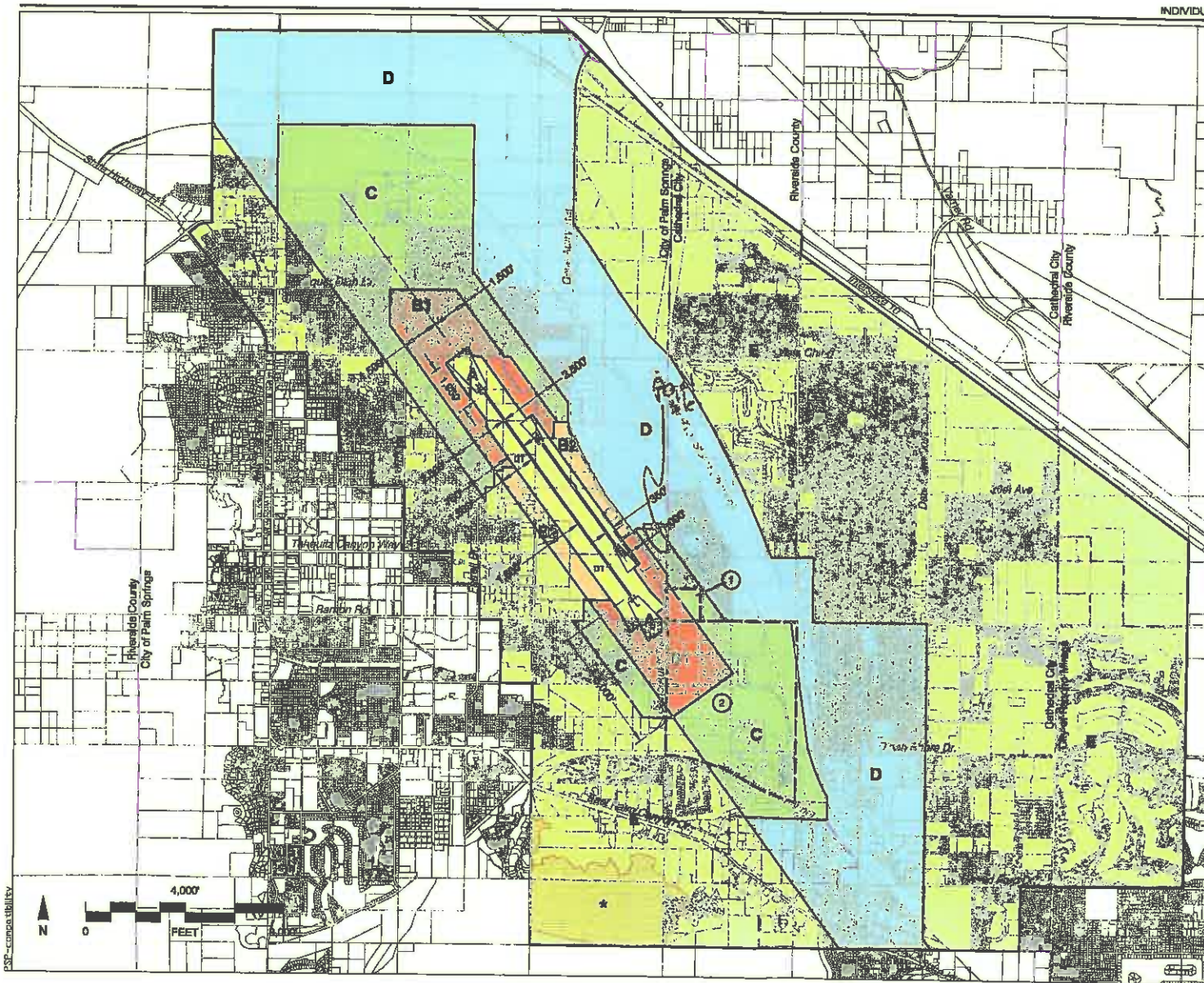
Attachment(s)
Map(s)

TOPO Map for ASN 2015-AWP-10813-OE



Sectional Map for ASN 2015-AWP-10813-OE





Legend

Compatibility Zones

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

Boundary Lines

- Airport Property Line
- City Limits

Notes

All dimensions measured from runway ends and centerlines.

DT = Displaced Threshold

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

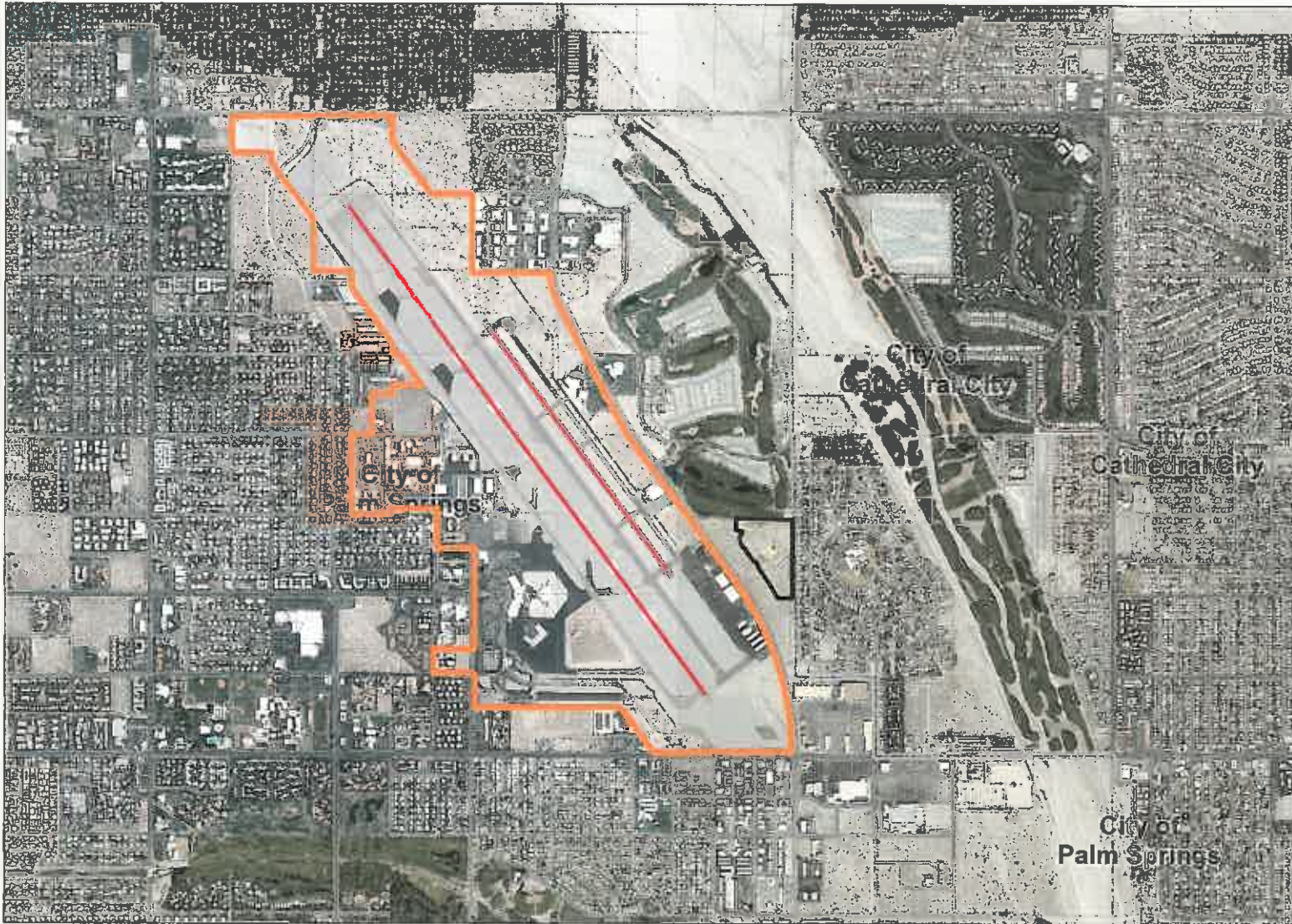
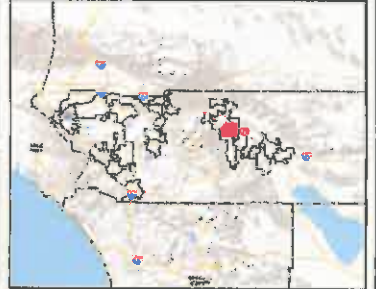
See Policy PS.2.1.

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

Map PS-1

Compatibility Map
Palm Springs International Airport

My Map



Legend

- Airports
- Runways
- City Boundaries



0

3,077

6,154 Feet



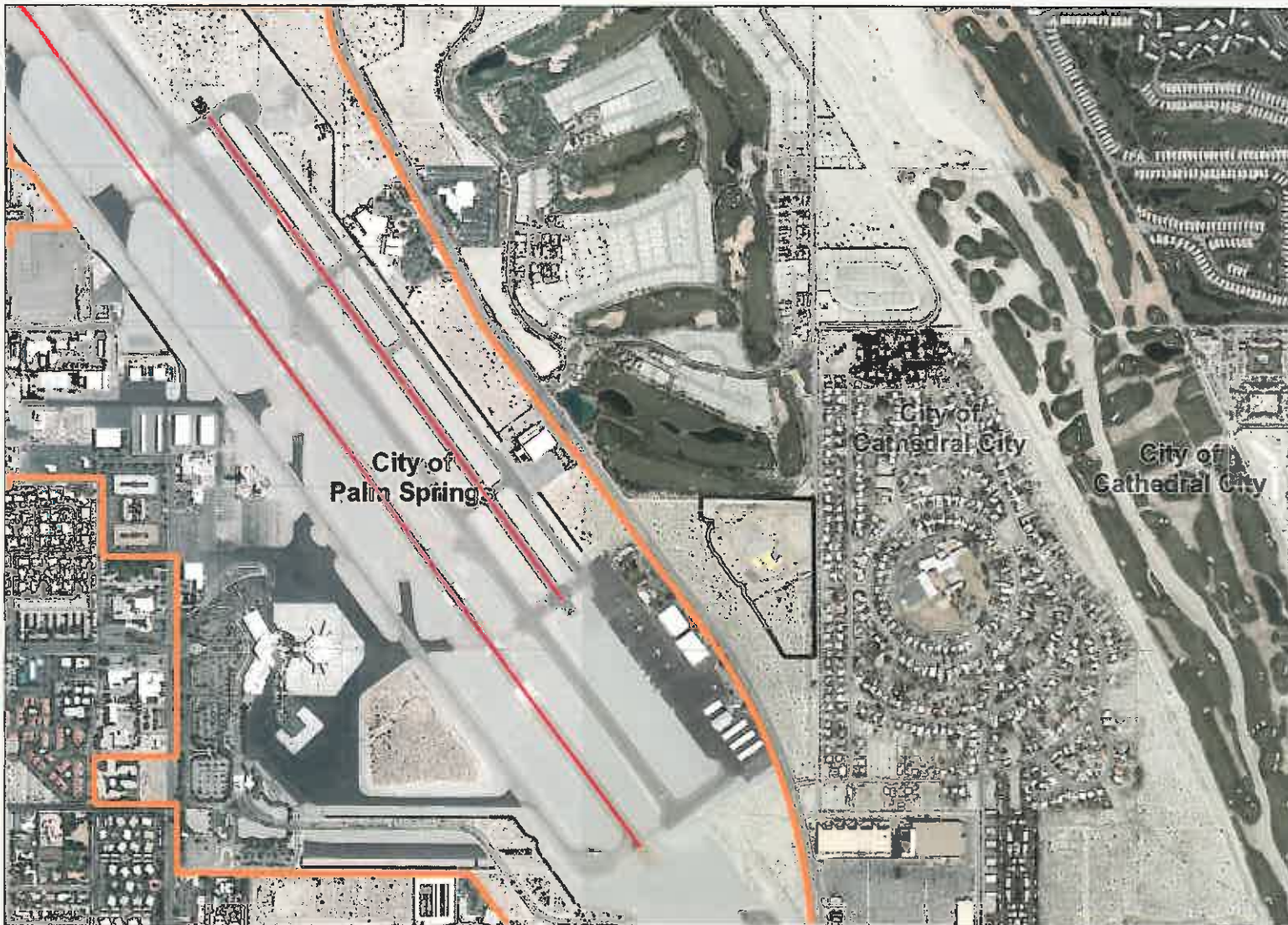
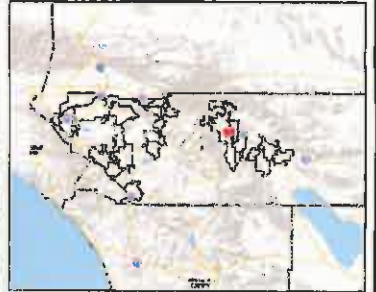
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Notes

My Map



Legend

-  Airports
-  Runways
-  City Boundaries



0 1,539 3,077 Feet



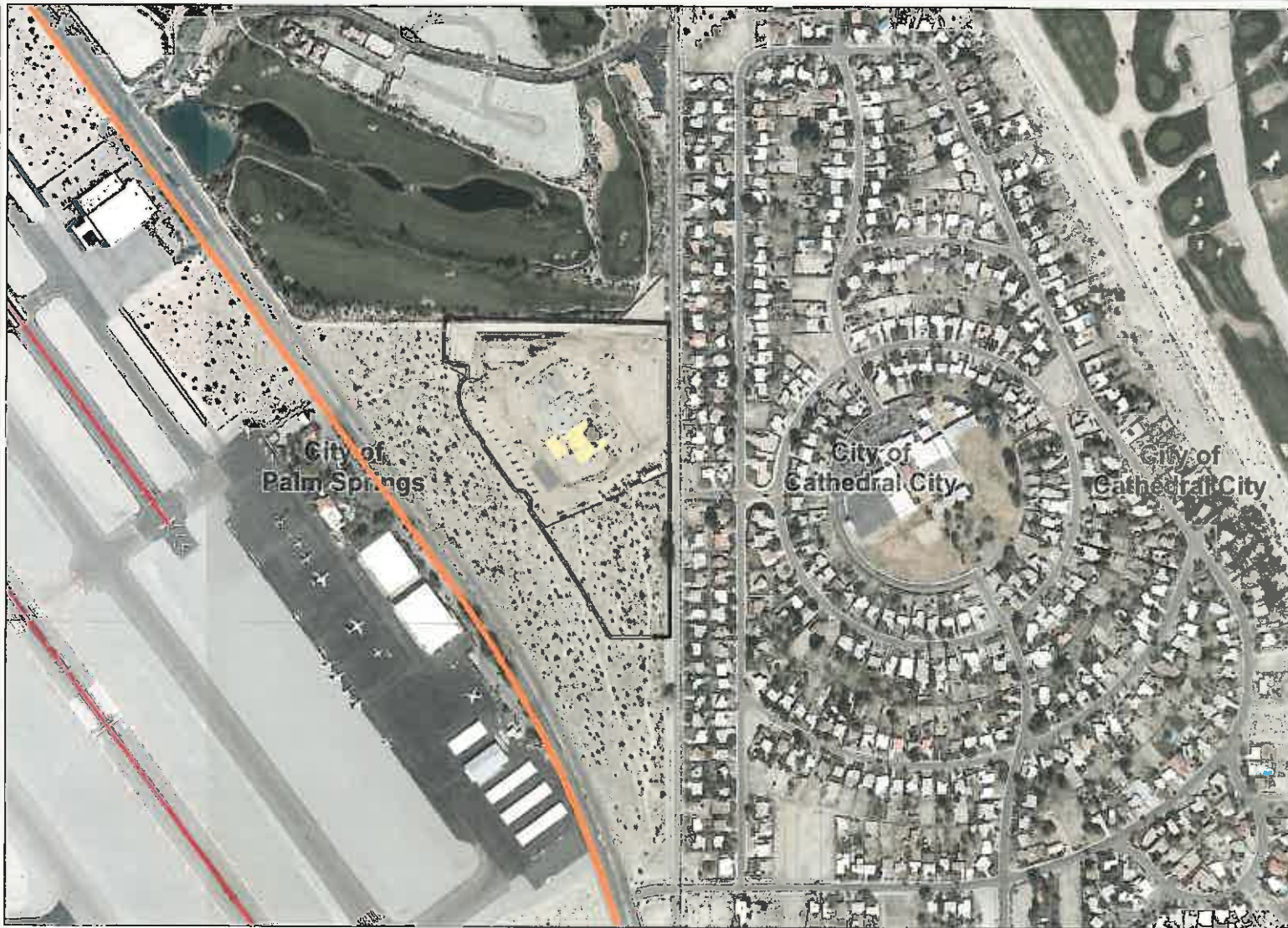
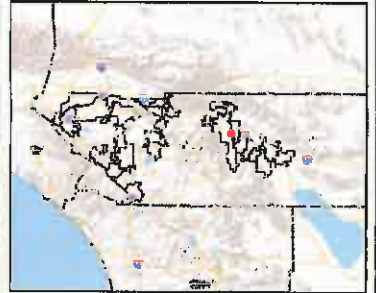
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Notes

My Map



Legend

-  Airports
-  Runways
-  City Boundaries



0 769 1,539 Feet



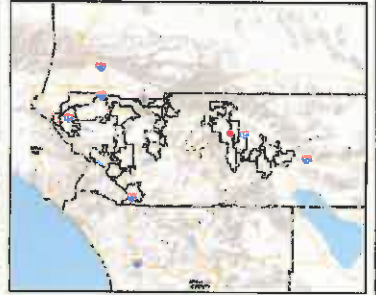
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Notes

My Map



Legend

-  Airports
-  Runways
-  City Boundaries



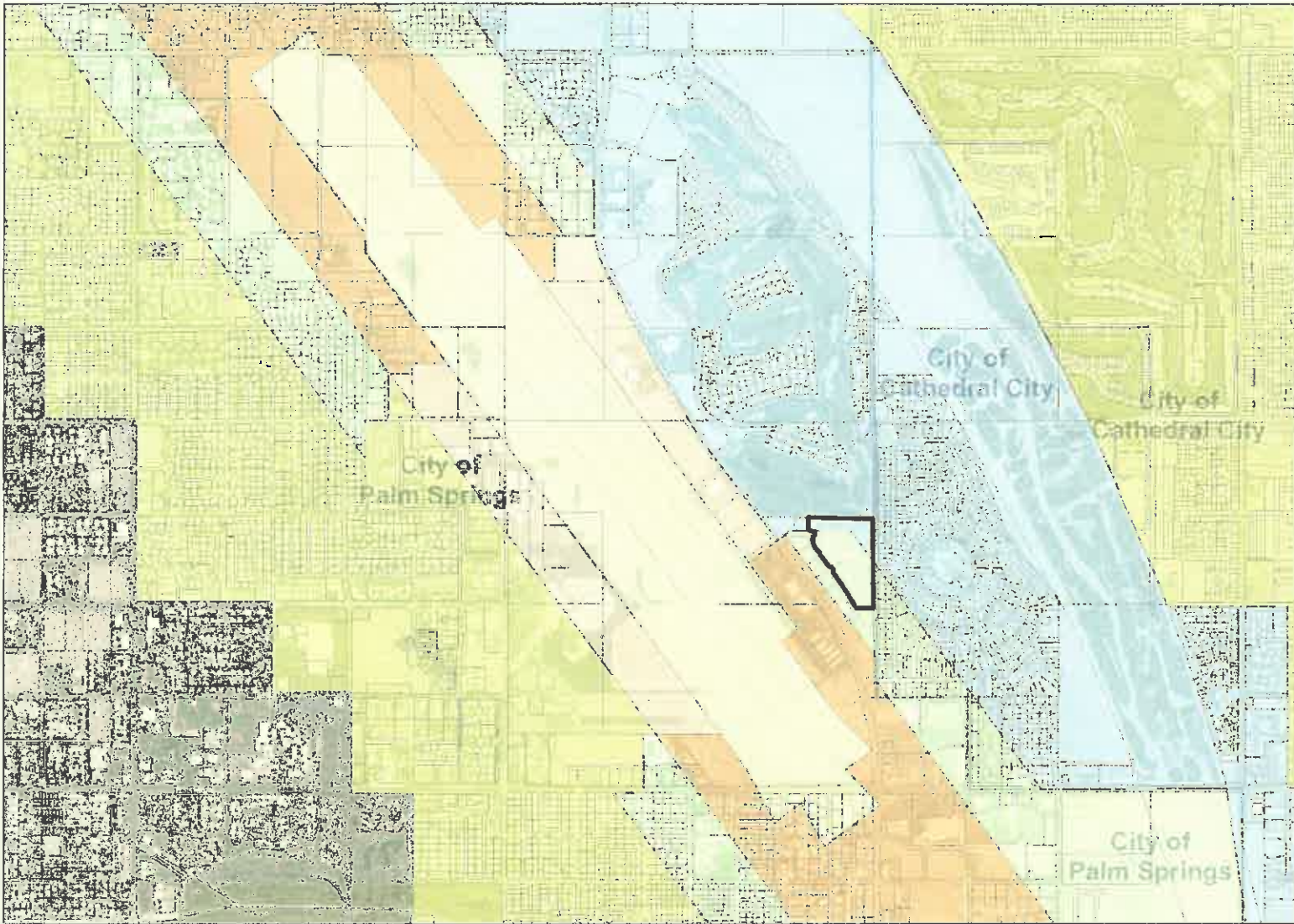
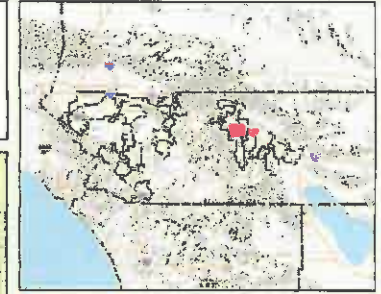
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Notes

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



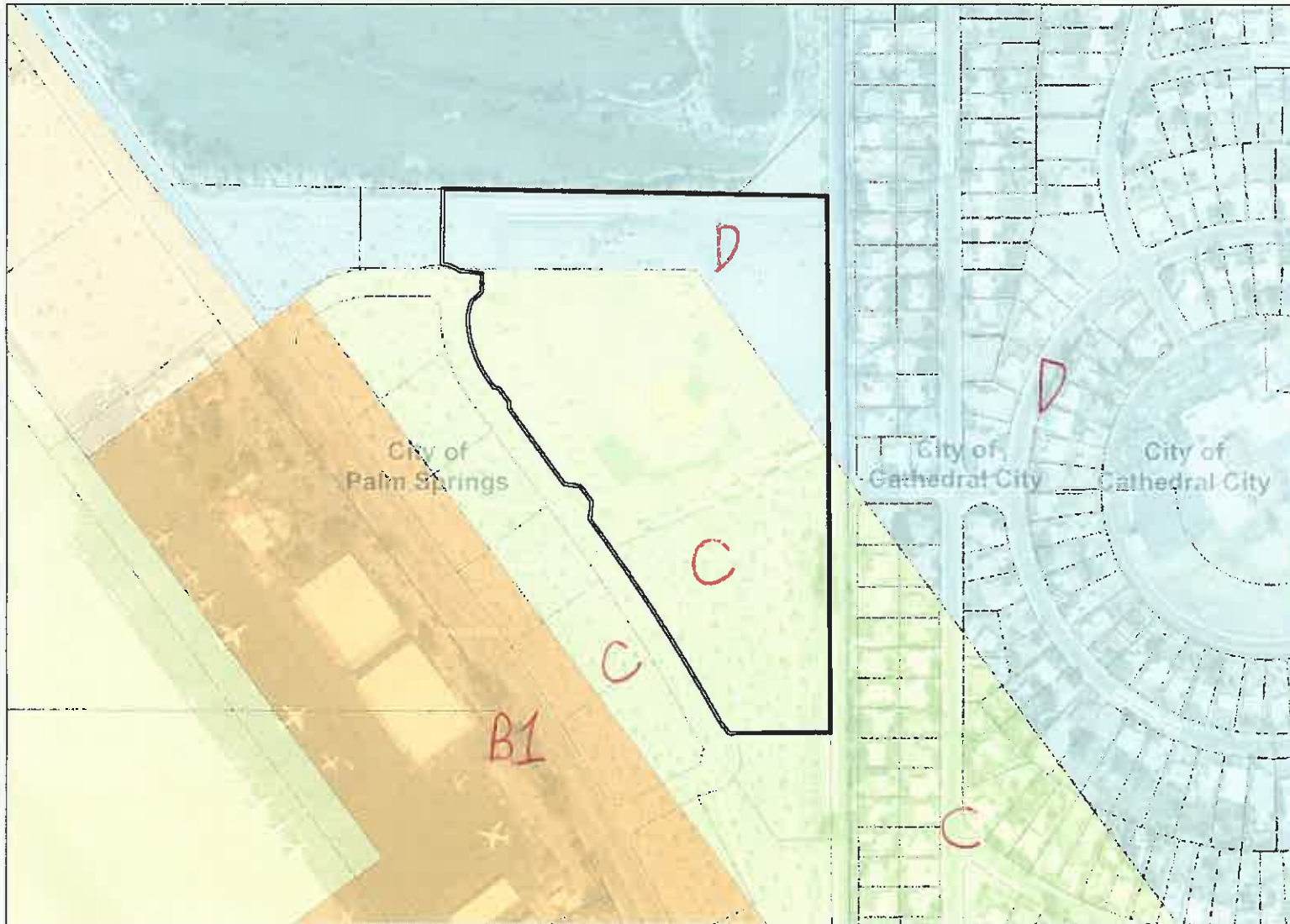
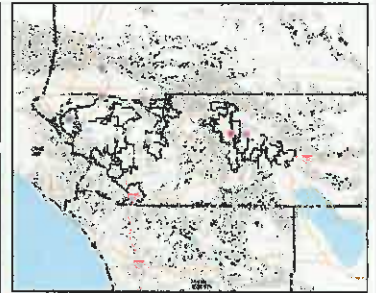
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Notes

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-EXC8
- C2-HIGHT
- C2-HIGHT-EXC1



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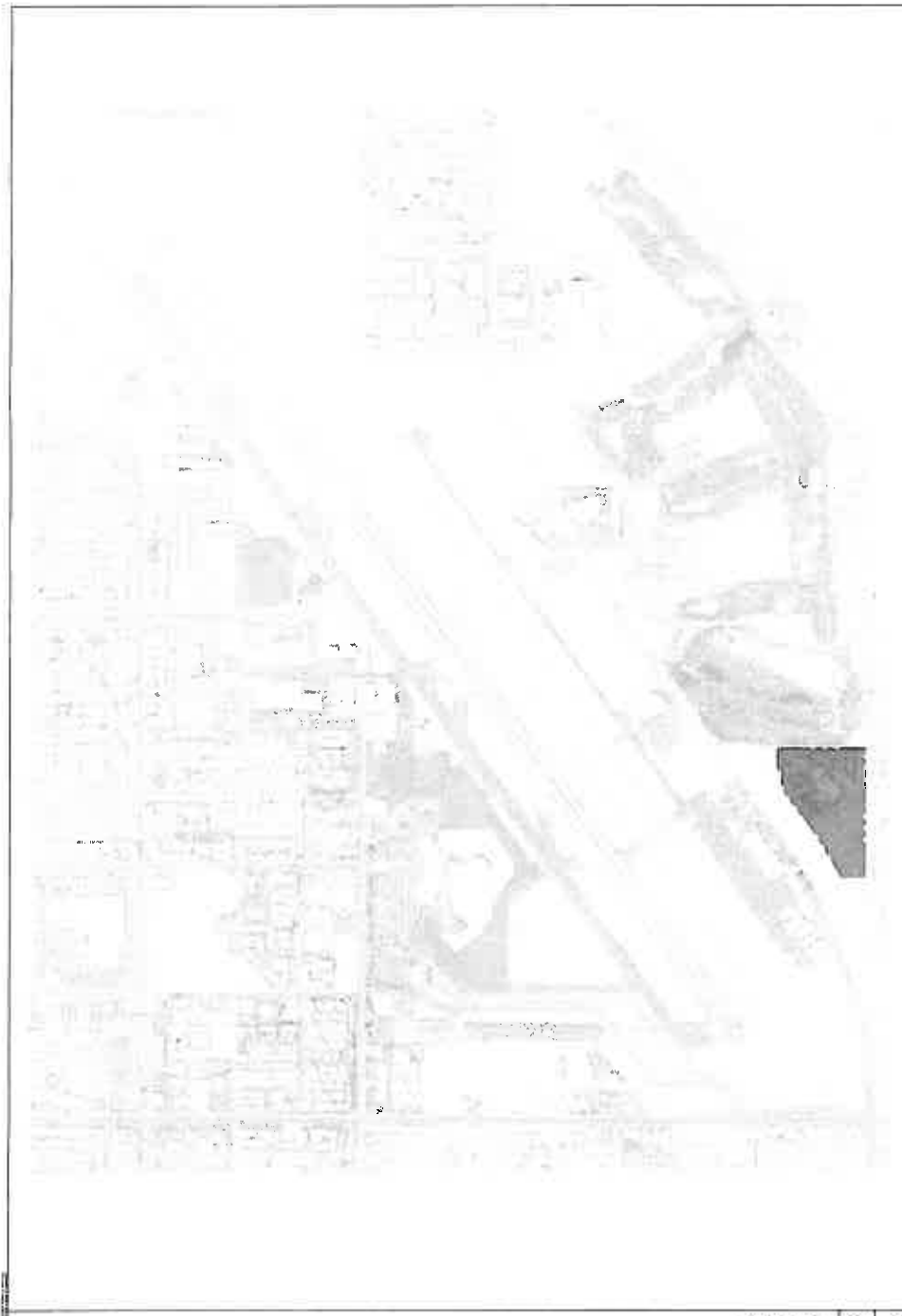


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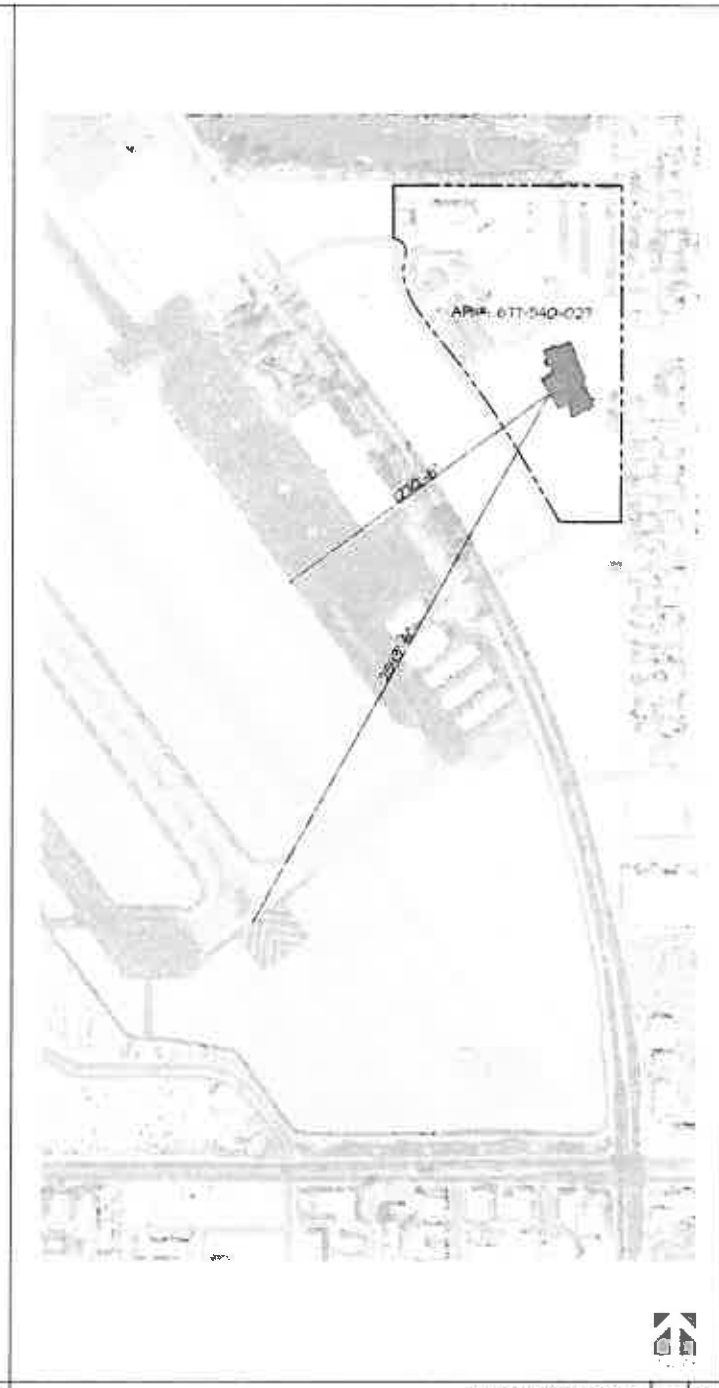
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Notes



VICINITY MAP 1/2000 1



ENLARGED VICINITY MAP 1/2000 2

	
SITE LEGEND 3	
	
SCALE: 1" = 100'	
APPROVALS	

Rev	BY	DATE	REVISION
1	DM		
2			
3			

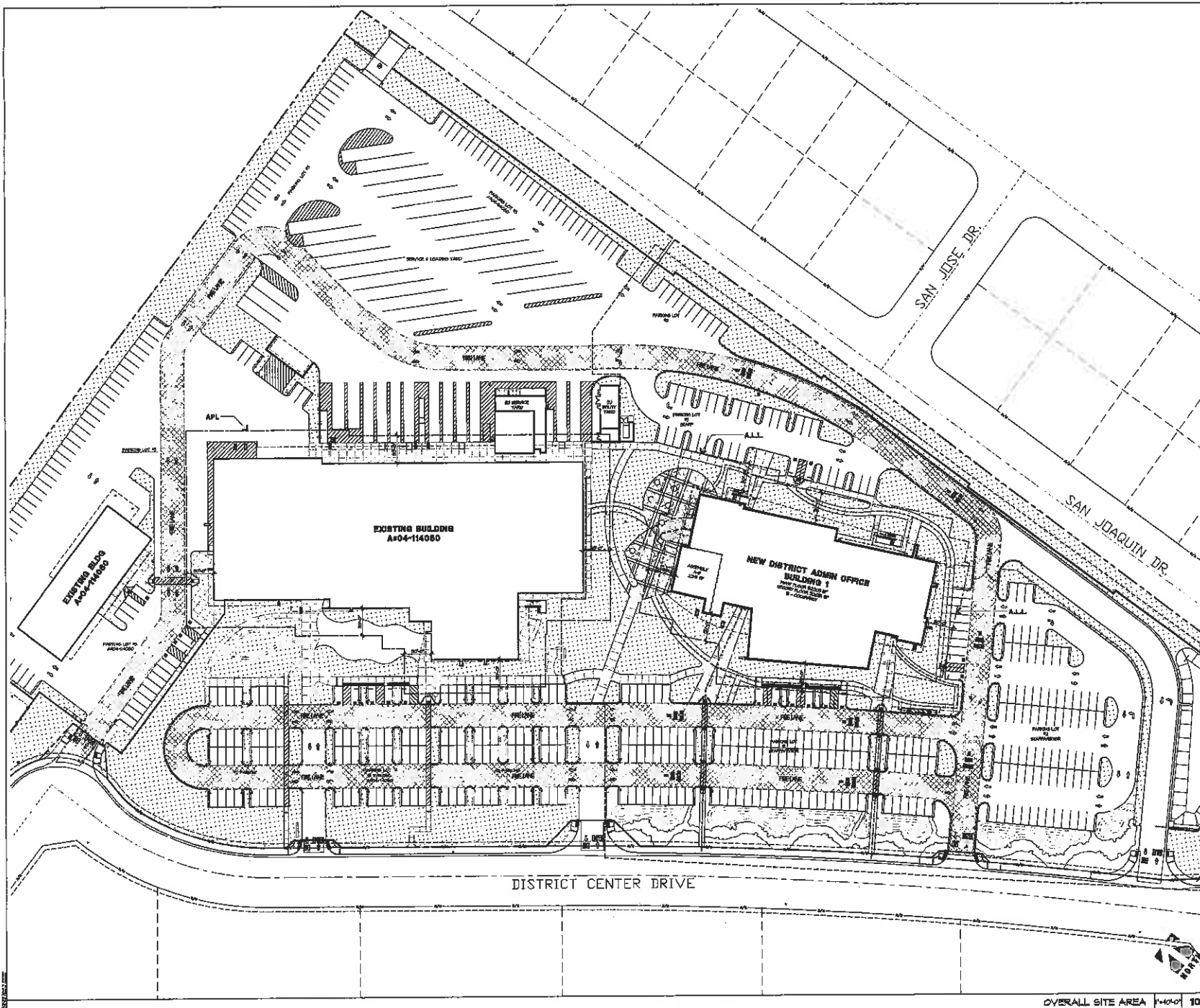
Palm Springs Unified School District Administrative Center (AS-0.0) SITE CONTEXT VICINITY MAP

RUHNAURUHNAUCLARKE
ARCHITECTS PLANNERS

DISTRICT ADMINISTRATION CENTER
PALM SPRINGS UNIFIED SCHOOL DISTRICT
150 DISTRICT CENTER DR. PALM SPRINGS, CA 92262

VICINITY MAP
1/1/00

Sheet Number
AS-0.0
of 0000



			1
			2
			3
			4
CONSULTANT			
33-42 OFFICIAL SEAL OFFICE OF EDUCATION ENGINEER 04-114003 EC: R.S. 08 DATE:			
SUA APPROVAL			APPROVALS

OVERALL SITE AREA 140,000 10

Drawn by	SA	03/28	07	2009/03
Checked by	SA			
Date		03/28/09		
Drawn by No.		1-00-07		

TA View: Springs\04230 District Administration Center\04-114003\AS-20_C006.AIA\17.dwg
 9775 Tenth Street, Suite 400, California 92521 TEL: (951) 684-4644 FAX: (951) 684-4274 RESEARCH.COM

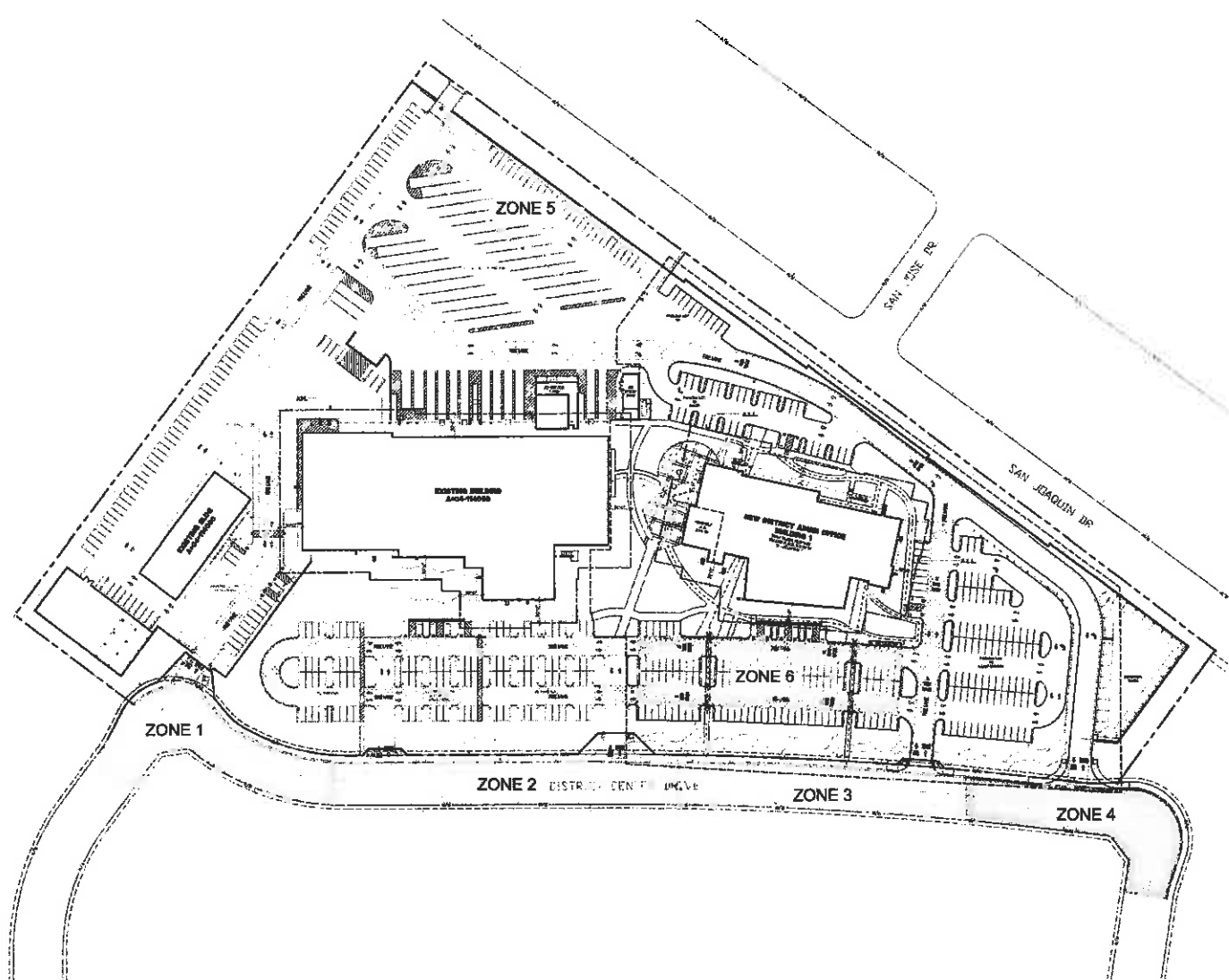
RUHNAURUHNAUCLARKE
 ARCHITECTS PLANNERS
 9775 Tenth Street, Suite 400, California 92521 TEL: (951) 684-4644 FAX: (951) 684-4274 RESEARCH.COM

DISTRICT ADMINISTRATION CENTER
 PALM SPRINGS UNIFIED SCHOOL DISTRICT
 150 DISTRICT CENTER DR. PALM SPRINGS, CA 92262

SITE PLAN
 (ALUC)

Sheet Number
AS-2.0
 of 2.000

NOTE:
 ALL DIMENSIONS SHOWN ON THIS PLAN ARE APPROXIMATE. THE USER SHALL VERIFY ALL DIMENSIONS AND LOCATIONS OF ALL UTILITIES, EGRESS ROUTES, AND OTHER FEATURES PRIOR TO CONSTRUCTION. THE USER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL JURISDICTION.



NOTES		
1		
ZONE	AREA (SF)	AREA (AC)
ZONE 1	2476	0.56
ZONE 2	3421	0.78
ZONE 3	2200	0.50
ZONE 4	3204	0.73
ZONE 5	2692	0.61
ZONE 6	2431	0.56
TOTAL	16274	3.74
TOTAL PERCENTAGE OF OVERALL SITE		49.2%

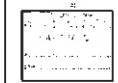
OPEN SPACE ZONE TABLE 2

3

4



CONSULTANT



DESA APPROVAL

SITE PLAN 1 of 10 APPROVALS

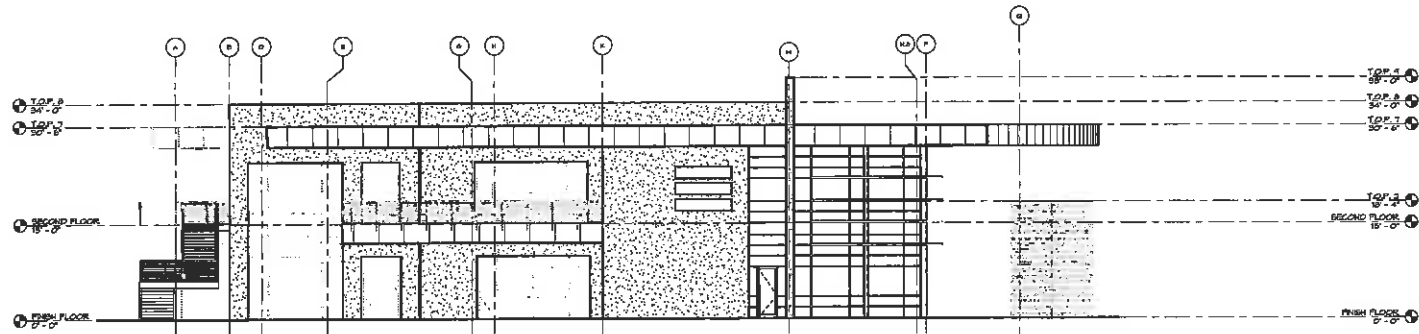
DATE	BY	REVISION
10/10/14		

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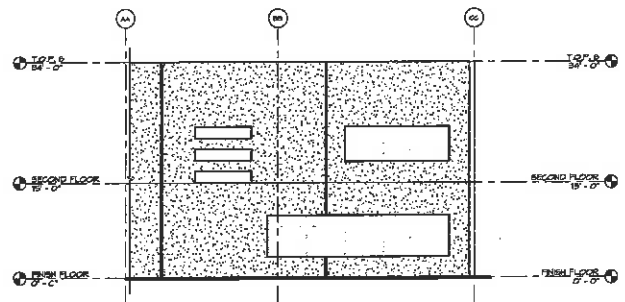
DISTRICT ADMINISTRATION CENTER
 PALM SPRINGS UNIFIED SCHOOL DISTRICT
 150 DISTRICT CENTER DR. PALM SPRINGS, CA 92262

OPEN AREAS SITE PLAN
 (AUC)

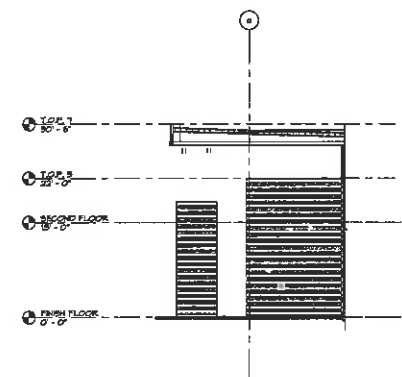
Sheet Number
AS-2.1
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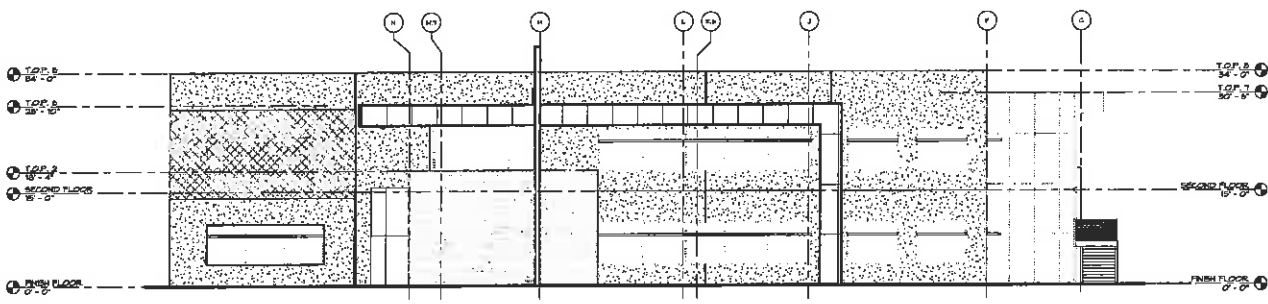
NORTH ELEVATION 1/8" 7



NORTH-PARTIAL ELEVATION 1/8" 13



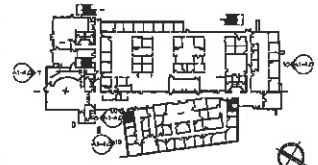
SOUTH-PARTIAL ELEVATION 1/8" 8



SOUTH ELEVATION 1/8" 10

- GRAPHIC PATTERNS**
- VERTICAL LINE
 - SITE-CAST CONCRETE TILT-UP WALL, SEE DETAIL (1/8")
 - SMOOTH TROWELED PORTLAND CEMENT PLASTER WITH FINISH TEXTURE TO MATCH ADJACENT TILT-UP CONCRETE WALL, SEE DETAIL
 - ALUMINUM COMPOSITE PANEL, SEE DETAIL
 - METAL PANEL, SEE DETAIL
 - SPIGOT GLASS

EXT. ELEV. LEGEND



ELEVATION KEY PLAN 60' 4

CONSULTANT

04-114003

DSA APPROVAL

APPROVALS

NO.	DATE	BY	REMARKS	Project Number

Drawn by
Checked by
Date
Commission No.

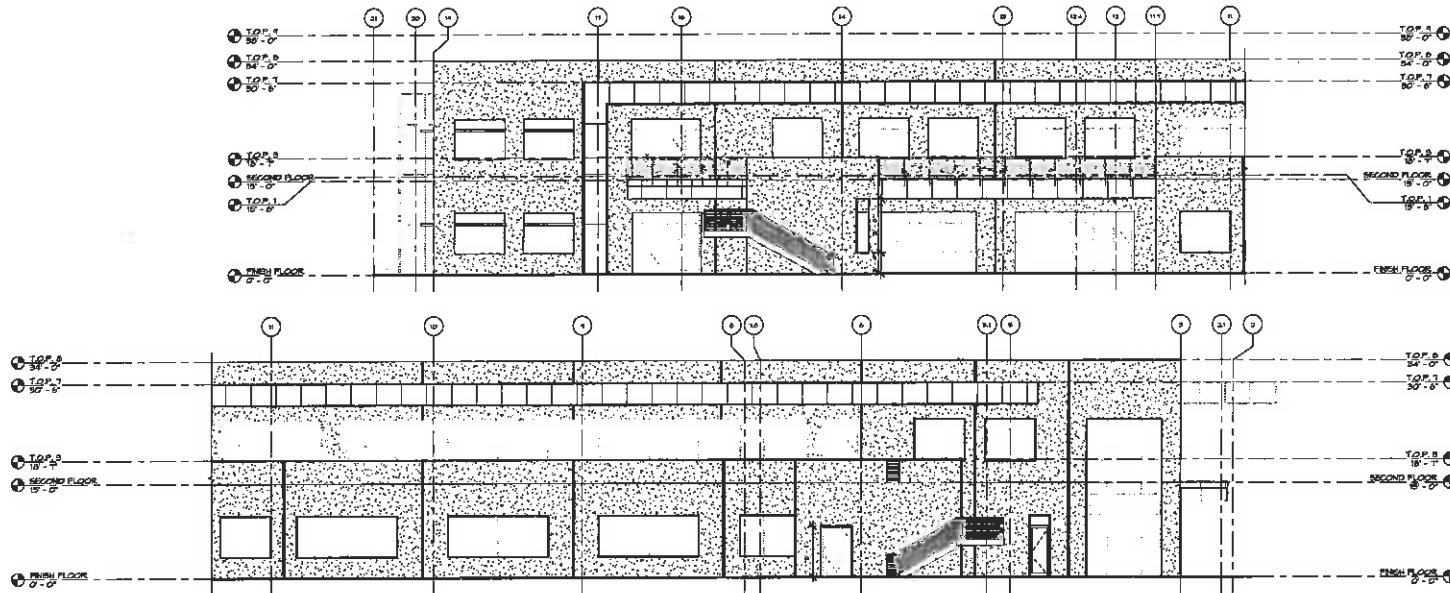
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ARCHITECTS PLANNERS

DISTRICT ADMINISTRATION CENTER
PALM SPRINGS UNIFIED SCHOOL DISTRICT
150 DISTRICT CENTER DR, PALM SPRINGS CA 92262

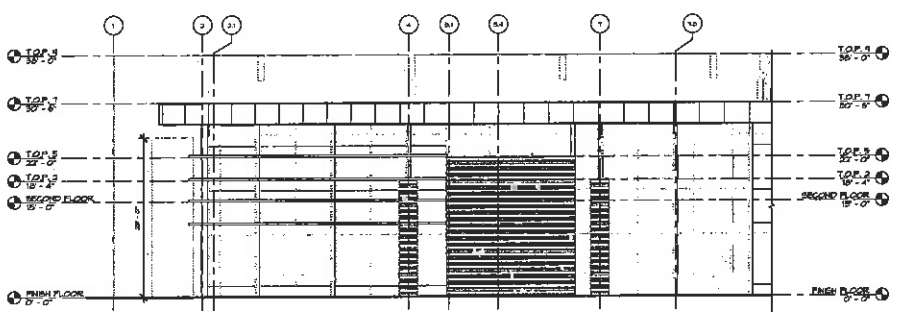
EXTERIOR ELEVATIONS
(A1JC)

Sheet Number
A1-4.0

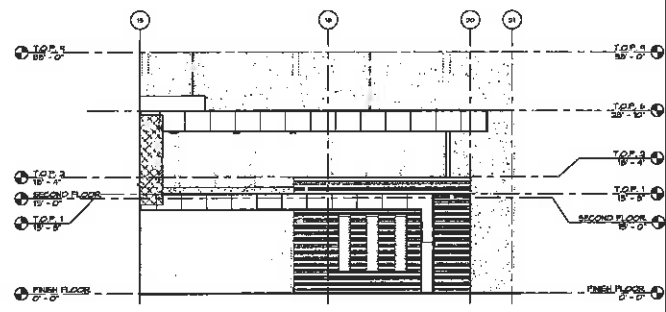
SEPTEMBER 2015



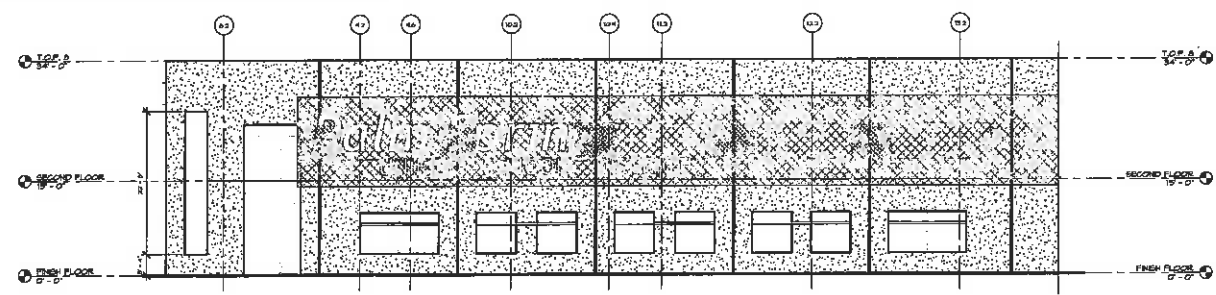
EAST ELEVATION 1/8" 7



WEST-PARTIAL 1 ELEVATION 1/8" 14



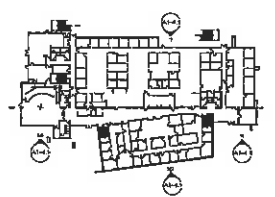
WEST-PARTIAL 2 ELEVATION 1/8" 9



WEST ELEVATION 1/8" 10

GRAPHIC PATTERN	VERTICAL NAME
[Pattern]	OUTCAST CONCRETE TILT-UP WALL, SEE DETAIL, OWNER
[Pattern]	SLAB ON GROUND PORTLAND CEMENT FLOORING WITH FRESH TEXTURE TO MATCH ADJACENT TILT-UP CONCRETE WALLS, SEE DETAIL
[Pattern]	ALUMINUM COMPOSITE PANEL, F-18 DETAIL
[Pattern]	METAL PANEL, SEE DETAIL
[Pattern]	SPANDREL GLASS

EXT. ELEV. LEGEND



ELEVATION KEY PLAN 60' 4

CONSULTANT

04-114003

DSA APPROVAL

APPROVALS

NO	DATE	BY	REMARKS	Project Number

RUHNAURUHNAUCLARKE
ARCHITECTS PLANNERS

DISTRICT ADMINISTRATION CENTER
PALM SPRINGS UNIFIED SCHOOL DISTRICT
150 DISTRICT CENTER DR, PALM SPRINGS CA 92262

EXTERIOR ELEVATIONS
(A1.4C)

Sheet Number
A1-4.1

Drawn by
Checked by
Date
Commission No

SEPTEMBER 2015

RUHNAURUHNAUCLARKE
ARCHITECTS PLANNERS

October 28, 2015

Edward C. Cooper, Director
Riverside County Airport Land Use Commission
County Administrative Center, 4080 Lemon St. 14th floor Riverside, California 92501

Mr. Edward C. Cooper,

Please find enclosed the Airport Land Use Commission submittal for the Palm Springs Unified School District Administration Center. As you'll find in the drawing we're proposing to construct a new administration building adjacent to the existing District Service Center. We'd like to acknowledge receipt of the letter addressed to Mrs. Julie Arthur on December 3rd 2014 by Mr. Edwards C. Cooper and address some of the items raised in that letter.

We agree that while the site bridges both Zone C & D the newly proposed building falls within Zone C entirely and therefore we concur that the requirements of that zone apply to our project. The maximum densities as allowed Zone C are 75 average, 150 in a single acre, and 195 with a bonus. After a meeting with John Guerin it was determined that the project would probably not be able to qualify for the bonus seeing as the Palm Springs International Airport's runways are routinely used by large aircraft (defined as aircraft with a take-off weight that exceeds 12,500 pounds).

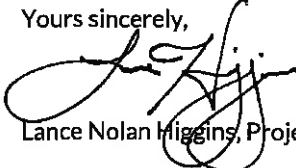
Pursuant to Appendix C of the Riverside County Airport Land Use Compatibility Plan Policy Document there are 3 methods of determining occupancy loading. The third method titled "Survey of Similar Uses" states that certain projects due to the nature of their use cannot be reasonably estimated based on parking and square footages. Due to the nature of the new district administration center we feel that this would be the most accurate way of estimating the occupant load. The district employs a variety of individuals within a variety of departments whose daily tasks vary depending on their department. A large amount of the administrative staff spends the majority of their time off site as they are required to perform much of their work at individual school sites throughout the district. While the use of an alternate method might lead a person to believe that a larger number of occupants will occupy the building we believe that since all of the occupants will never be on location at the same time the only way to determine the true building occupant load is to perform a survey of similar use.

The district performed this survey in May 2015 at 980 E. Tahquitz Canyon Way in Palm Springs. The findings provide an accurate count of the actual occupant load at the existing building which is indicative of the expected occupant load at the replacement building. The traffic count found between the hours of 7:15 and 4:45 that 212 occupants entered the building and 230 occupants exited the building. However at any given point throughout the day the highest number of occupants was 69 at 9:45am. We therefore propose that the new district administration center complies with the requirements of Zone C as the average occupant per acre would be 9, the average per single acre would be 69 occupants. Please see the enclosed traffic count for verification.

In regards to the FAA notification procedures we have also enclosed our record of notification. We have also included a site plan depicting how we intend to maintain the required landing zones as used in the original submittal.

Thank you for considering our project and find the enclosed items as required for the submittal.

Yours sincerely,



Lance Nolan Higgins, Project Manager

Traffic Count

	Main Entrance (Board Room, Ed Services)		Human Resources		Purchasing		Business Services		Technology / ECE				Total On Site
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
7:15	3		6		1		10		7		27	0	27
7:30	3		6		3		13		10		35	0	62
7:45	4	2	1	1	2	1			2	2	9	6	65
8:00	2		1	1	2	2	1		1	3	7	6	66
8:15	2	1	1				1		1	3	5	4	67
8:30	1	2	2	1	1	1	2	1	3	2	9	7	69
8:45									1	2	1	2	68
9:00		1					2	2		1	2	4	66
9:15			1	1	1	1	2	2			4	4	66
9:30	4	4			1	1	4	4	1		10	9	67
9:45	1	2					3		2	2	6	4	69
10:00		1	1	1			1	1		1	2	4	67
10:15							1		2		0	3	64
10:30	2	2					1		2	2	4	5	63
10:45	4	4			1		2	3		3	7	10	60
11:00	5	3	1	1	2	3			3		11	7	64
11:15		1	1	1	2	6					3	8	59
11:30	1	1			1		1	4			3	5	57
11:45		2		2						3	0	7	50
12:00	1						2	1			3	1	52
12:15							1	1	2		1	3	50
12:30	2	2					1		2		2	5	47
12:45	2	3		1			1	2			3	6	44
13:00	4	1	3	5		1	2	3			9	10	43
13:15	6	2		2			2	2			8	6	45
13:30		4	3				4	3	1		8	7	46
13:45		3	1		3		1	4			5	7	44
14:00	1	11	2	1			5	1			8	13	39
14:15	8	3	1				2	2		2	11	7	43

14:30	1	2		2			2	2	1		4	6	41
14:45		3	2	1	1			2		2	3	8	36
15:00	2						1		1	2	4	2	38
15:15		7		1			2	1	2	2	4	11	31
15:30	6	1		5	2	1	2	2	1		11	9	33
15:45	1			2			4	3	5	1	10	6	37
16:00								1			0	1	36
16:15											0	0	36
16:30		5				3		6		6	0	20	16
16:45		2				2		3			0	7	9
	63	75	27	29	22	26	63	61	37	39			

Total In 212
Total Out 230

RUHNAURUHNAUCLARKE
ARCHITECTS PLANNERS

November 19, 2015

Edward C. Cooper, Director
Riverside County Airport Land Use Commission
County Administrative Center, 4080 Lemon St, 14th floor Riverside, California 92501

Mr. Edward Cooper,

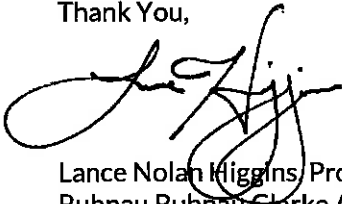
This letter is to clarify the new district administration center submittal and how we are approaching the calculation of occupancy.

The current district administration staff is housed in 4 different existing buildings, with an aggregate square footage of roughly 45,000 SF (see attachment). The proposed building will consolidate all administrative staff into a single 2 story building of 64,677 SF. The increase in square footage is largely due to the use of internal circulation, (which adds no occupant load) while the existing facilities all have exterior circulation around the perimeter. The work station sizes and layouts in the existing facility are also smaller and more compact, whereas our new design provides more comfortable spaces with adequate room to perform the district duties. Neither of these increases contributes to actual increases in staffing.

The boardroom in question is for after hour uses for public meetings. Due to these meetings being performed after hours the remaining areas of the administrative building will not be occupied at the same time that a board meeting is in session and therefore their aggregate occupant loads do not properly reflect the actual maximum occupant loading at any given time.

While we have provided the necessary documents for you to determine the code specified maximum occupancy or do a count of the parking provided, we feel per our original letter attached to our submittal package, that the only way to accurately determine the actual maximum occupant load at the new facility is by a survey of similar use. We have provided the survey and request that you use it as your basis of review for this project.

Thank You,



Lance Nolan Higgins, Project Manager
Ruhnau Ruhnau Clarke Architects

**EXISTING PALM SPINGS UNIFIED SCHOOL
DISTRICT ADMINISTRATION OFFICES**



2.0 PROJECT DESCRIPTION

2.1 OVERVIEW

The Palm Springs Unified School District (the “District” or “PSUSD”) is proposing to construct a new office building adjacent to the existing District Service Center to serve as the PSUSD Administration Center (the “Project”). The Project would develop a new office facility to serve as the District’s headquarters and to provide the PSUSD with the ability to consolidate all District operations to one central location. As proposed, the Project would provide office and meeting space for individuals and departments, including but not limited to the Board of Education, the superintendent, and the District’s human resources, information technology (IT), special education, early childhood, student services, educational services, fiscal services, purchasing, facilities, and business services departments. Construction of the Project would occur on a 7.7-acre vacant lot located on the 20-acre site that currently contains the existing District Service Center.

2.2 PROJECT LOCATION

As shown in **Figure 2.2-1, Regional Location Map**, the City of Palm Springs is in the central part of Riverside County and is surrounded by unincorporated Riverside County to the north, south, east, and west. Regional access to the City is gained through Interstate 10 (I-10), which runs north of the City; North Gene Autry Trail/State Route 111 (SR 111), which intersects the City; State Route 74 (SR 74), which runs from the coast over the San Jacinto Mountains; and State Route 62 (SR 62), which intersects the I-10 northwest of the City. Direct access to the Project site along District Center Drive is gained through North Gene Autry Trail/SR 111.

As shown in **Figure 2.2-2, Project Site Location**, the site is bound by San Joaquin Drive to the east and District Center Drive to the southwest. Palm Springs International Airport is located directly to the west of the Project site; the Escena Golf Club, an 18-hole golf course, is directly to the north; and the low-density residential community that defines the jurisdictional boundary of Cathedral City lies directly to the east.

As shown in **Figure 2.2-3, Existing Palm Springs Unified School District Service Center Location Map**, the Project site is located on a portion of Tentative Parcel Map 29631 and situated within a triangular 7.7-acre area that is on the same parcel (Assessor’s Parcel Number [APN] 677540027) as the existing District Service Center (150 District Center Drive). The Project site is currently vacant and undeveloped, and is populated by sparse desert vegetation and sandy soils.

2.3 PROJECT DESCRIPTION

Project Background

The PSUSD comprises 16 elementary schools, five middle schools, four comprehensive high schools, one continuation school, alternative education programs, Head Start State Preschools, full-day Head Start programs, and childcare programs.³ The District has more than 2,020 employees who provide educational services to students in the western Coachella Valley cities of Cathedral City, Desert Hot Springs, Palm Desert, Palm Springs, Rancho Mirage, Sky Valley, and Thousand Palms.

PSUSD previously acquired a 20-acre site located on San Joaquin Drive. The District developed 12.3 acres of the site to house the existing approximately 79,670-square-foot District Service Center. The Initial Study (IS)/MND prepared for the existing District Service Center did not take into account the remaining 7.7 acres of the Project site because there were no plans at the time to develop that portion of the site.⁴

The PSUSD completed construction of the existing District Service Center in December 2011 to serve the District with a sufficient facility to carry out various maintenance, food service, storage, meeting space, warehouse space, and reprographics operations. Departments currently located at the existing District Service Center include the maintenance, nutrition services, purchasing, transportation, and reprographics departments. The existing District Service Center has an estimated 100 employees working at the site.⁵

Development of the existing District Service Center included the construction of a loop roadway that currently extends from North Gene Autry Trail/SR 111. The construction of this roadway has been completed to date, and full roadway access to the Project site exists.

3 Palm Springs Unified School District (PSUSD), "About PSUSD" (July 2014), <http://www.pusd.us/aboutPSUSD>.

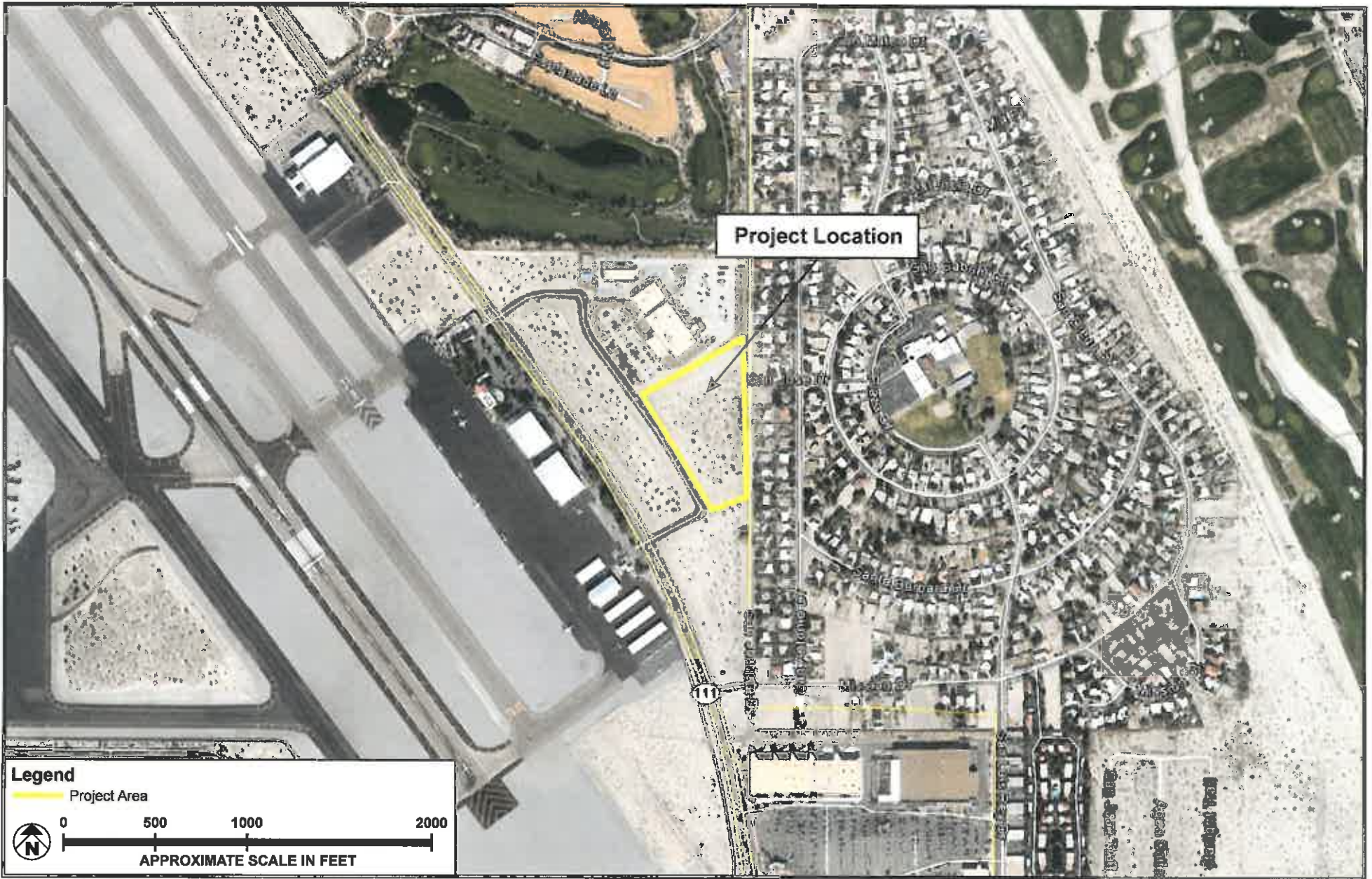
4 PSUSD, *Mitigated Negative Declaration and Initial Study [MND/IS] for District Service Center* (August 2009).

5 PSUSD, *MND/IS for District Service Center* (August 2009).



SOURCE: Google Earth - 2014; Meridian Consultants, LLC - July 2014

FIGURE 2.2-1



SOURCE: Google Earth - 2014; Meridian Consultants, LLC - July 2014

FIGURE 2.2-2



SOURCE: Google Earth - 2014; Meridian Consultants, LLC - July 2014

FIGURE 2.2-3

Project Overview

The Project would construct one new office building facility, three additional parking lots, a courtyard between the new and existing District Service Center, and various landscaping adjacent to the existing District Service Center. The Project would serve as the new District office for the PSUSD's administrative offices for up to 200 PSUSD employees, as illustrated in **Figure 2.3-1, PSUSD Administration Center Site Plan**. The current District office is located at 980 East Tahquitz Canyon Way, which is approximately 4 miles away from the Project site. Furthermore, the Project would create two more additional access driveways to the Project site that would connect it to the existing infrastructure and utility services currently service the existing District Service Center.

Project Characteristics

As shown in **Figure 2.3-1**, the Project would be located adjacent to the southwest of the existing District Service Center. The new facility would consist of office and meeting spaces for the Board of Education; the superintendent; and the human resources, special education, early childhood, student services, IT, educational services, facilities, fiscal services, and business services departments. The Project would also serve as a facility available for board meetings and other local community meetings and events.

As illustrated in **Figure 2.3-2, PSUSD Administration Center Floor Plan**, the District Administration Center would involve the construction of a 62,890-square-foot office facility on an approximately 7.7-acre site and would be two stories tall, with a maximum height of 40 feet. The first and second stories would have total floors areas of 35,037 square feet and 27,853 square feet, respectively.

The office building would provide spaces for the educational services, human resources, business services, and superintendent's offices. In addition, there would be various spaces for common areas, utilities, restrooms, and circulation. A 2,827-square-foot boardroom located on the first floor would be used for District meetings and hearings, and would be available for other community purposes.

The Project would have primary and secondary public entryways, both of which would be along the western face of the office building at the north and south ends. The primary entry would provide parents and students main access to the facility. The secondary entry would be used by teachers and staff. Employees working in the District's new administrative offices would access the facility through the two entrances along the eastern side of the office building.

The Project would be designed and constructed to complement the natural desert landscape of the Coachella Valley. The architectural design of the new facility would mirror the design features of the existing District Service Center. The primary material elements of the facility would include a combination of concrete tilt-up, glass, and metal panels.

Parking and On-Site Circulation

As shown in **Figure 2.3-1**, the Project would provide three additional parking lots along with the District Administration Center. Two general lots would be located in the front of the facility along District Center Drive, with an executive parking lot located in the back of the facilities along San Joaquin Drive. The two general lots in the front would provide a total of 206 additional parking spaces and 8 handicap-accessible parking spaces. The service lot in the back would provide a total of 30 parking spaces and 2 handicap-accessible parking spaces.

The Project would also include a new service road (“Service Drive”) that would provide an additional access point to the Project site (see **Figure 2.3-1**). Service Drive would provide access to the service lot in the back of the new District office, as well as access to the back of the existing District Service Center. Vehicles and services that access the existing District Service Center—such as warehouse loading/storage, trash collection, and vehicle and equipment storage operations in the oversized parking lot—would utilize the new road for their operations.

Landscaping

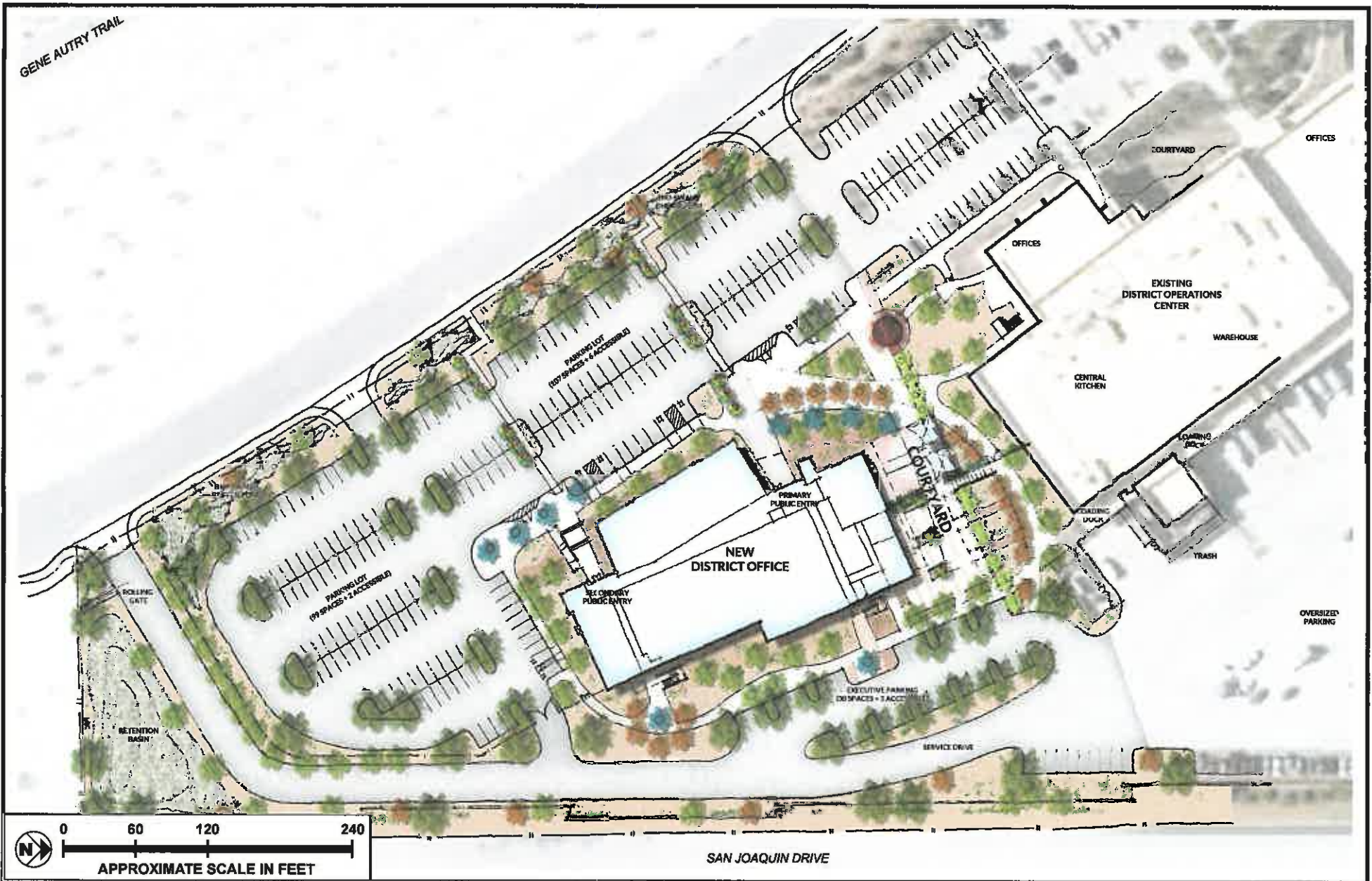
An open space and landscaping plan would be incorporated throughout the Project site, as illustrated in **Figure 2.3-1** and **Figure 2.3-2**. A courtyard would be located between the new office building and the existing District Service Center building. In addition to drought-tolerant plants and minimal ornamental landscaping, this space would offer various passive recreational opportunities for employees and visitors, such as tables, benches, and shaded seating areas. Landscaping similar the existing on-site landscaping would be incorporated throughout the remainder of the Project site.

The second floor would include a balcony with an outdoor garden and seating space along the eastern face of the office building. This balcony area would provide additional passive recreational opportunities for visitors and employees.

The additional parking lots would include solar panels, as well as various trees, shrubs, and ornamental plants that would provide shade and erosion control. Stormwater buffer zones would be located between the boundary of the Project site and District Center Drive, and a retention basin would be designed along the southeastern corner of the Project site to manage potential stormwater runoff and downslope flooding.

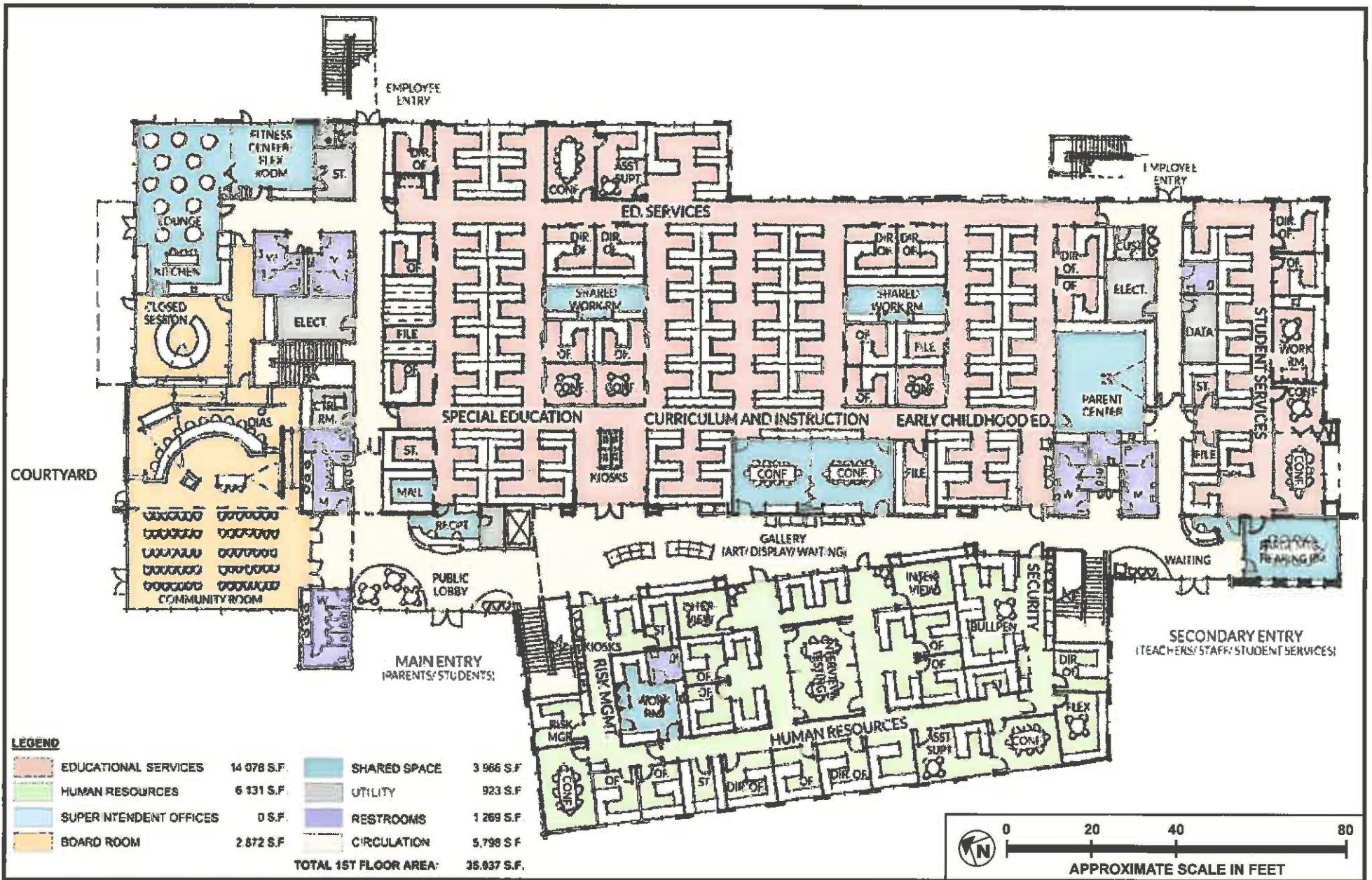
Construction

Construction of the Project, anticipated to last approximately 12 months, is currently scheduled to begin in the fall of 2015 and be completed in 2016. Construction would occur during normal weekday working



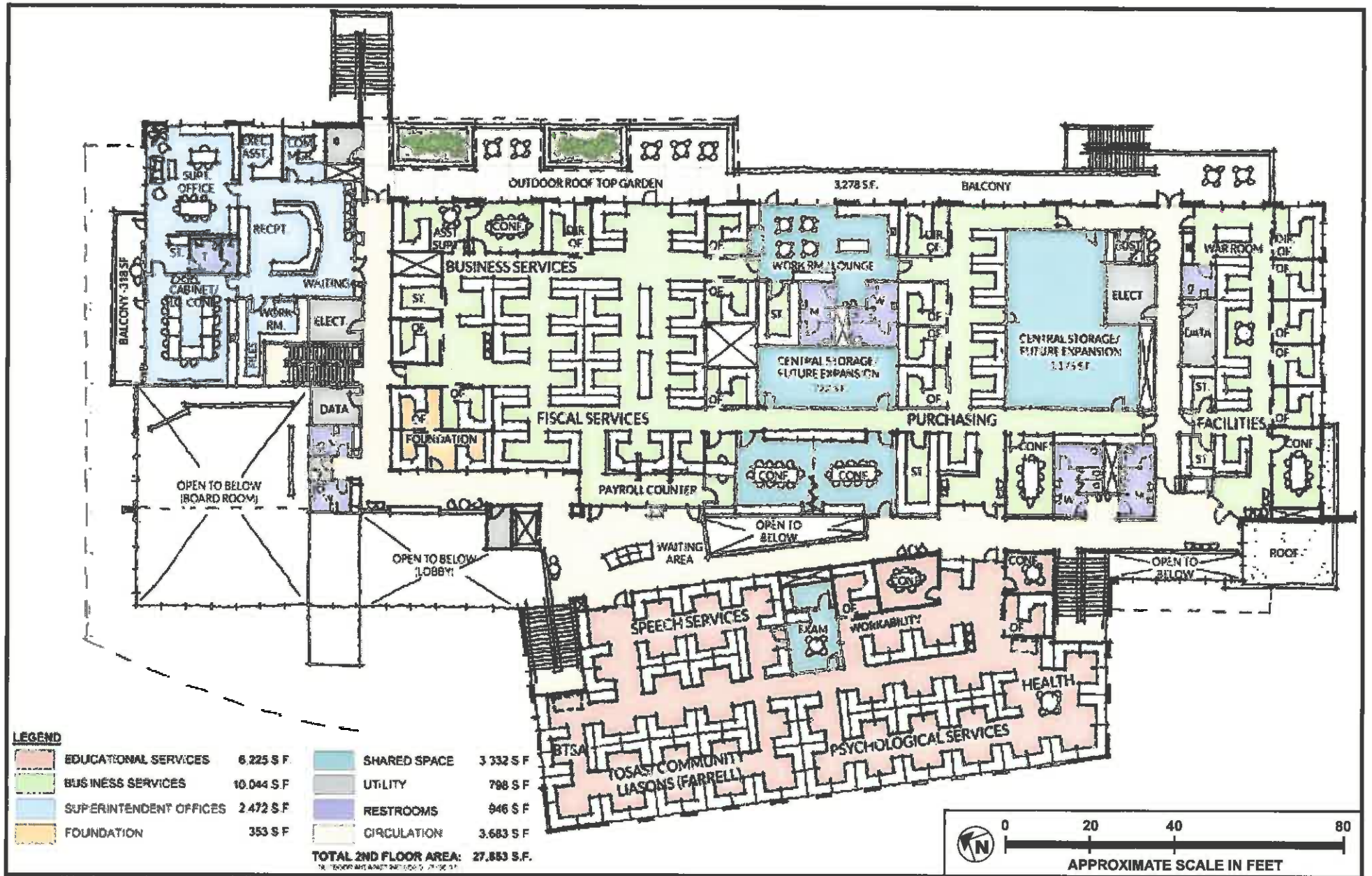
SOURCE: Ruhnau Ruhnau Clarke - April 2014

FIGURE 2.3-1



SOURCE: Ruhnau Ruhnau Clarke - March 2014

FIGURE 2.3-2a



SOURCE: Ruhnau Ruhnau Clarke - March 2014

FIGURE 2.3-2b

hours, between 7:00 AM and 4:30 PM. Construction staging would occur on site in the parking area on the existing District Service Center site (See Figure 2.3-1).

Table 2.3-1, Project Construction Phasing, provides an overview of the duration of the three construction phases.

**Table 2.3-1
Project Construction Phasing**

Construction Phase	Approximate Duration
Site preparation and grading	1 month
Foundation and building construction	9 months
Paving, site cleanup, and architectural coating	2 months

The site preparation and grading would include the removal and clearing of existing on-site fill materials and debris and the removal of any existing native vegetation, which consists of desert shrubs and bushes. The Project site is relatively flat and would require minimal grading activities. Soils generated from grading activities would be reused on site. During construction, approximately 5 to 10 truck trips per day are estimated to occur for the delivery of materials; however, deliveries are not expected to occur every day. At the height of construction, there may be at most 61 worker trips and 26 vendor trips per day to the Project site. Project construction would not result in the exportation or importation of soils. No street closures are expected to occur during Project construction.

During construction, a variety of equipment would be used, as shown in Table 2.3-2, Anticipated Construction Equipment.

**Table 2.3-2
Anticipated Construction Equipment**

Site Preparation and Grading	Building Construction	Paving and Architectural Coating
Rubber-tired dozers	Crane	Cement and mortar mixers
Tractors/Loaders/Backhoes	Forklifts	Paver
Excavator	Generator set	Paving equipment
Grader	Tractors/Loaders/Backhoes	Rollers
	Welder	Tractors/Loaders/Backhoes
		Air compressor

2.4 REQUESTED ACTIONS

The PSUSD staff is requesting the PSUSD Board of Education to take the following actions:

- Adopt the Mitigated Negative Declaration
- Approve the Project

NOTICE OF PUBLIC HEARING

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

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

Any person may submit written comments to the ALUC before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. The proposed project application may be viewed at the Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501, Monday through Thursday (except Thanksgiving Day), from 8:00 a.m. to 5:00 p.m., and by prescheduled appointment on Friday, December 4, from 9:00 a.m. to 5:00 p.m. **All written comments shall be addressed to ALUC at the following address: 4080 Lemon Street, 14th Floor, Riverside, CA 92501**

PLACE OF HEARING: City of Cathedral City
Note: Hearing location only. Do not send comment letters to this address. Council Chambers – City Hall
68700 Avenida Lalo Guerrero
Cathedral City, CA 92234

DATE OF HEARING: December 10, 2015

TIME OF HEARING: 9:30 A.M.

CASE DESCRIPTION:

ZAP1034PS15 – Ruhnau Ruhnau Clarke and Associates, for Palm Springs Unified School District (Representative: Lance Higgins). Palm Springs Unified School District proposes to establish a new District Administration Center on a 19.32-acre district owned property located along the easterly side of District Center Drive, easterly of Gene Autry Trail, westerly of San Joaquin Drive, and southeasterly of the existing District Operations Center building. The new Administration Center building is proposed to be a two-story, 62,336 square foot building, with a 2,341 square foot Board Room for District Board of Education meetings. (Airport Compatibility Zones C and D of the Palm Springs International Airport Influence Area)

FURTHER INFORMATION: Contact Russell Brady at (951) 955-0549 or John Guerin at (951) 955-0982. The ALUC holds hearings for local discretionary permits within the Airport Influence Areas, reviewing for aeronautical safety, noise and obstructions. All other concerns should be addressed to Ms. Julie Arthur of the Palm Springs Unified School District, at (760) 416-6000.

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

ALUC Identification No.

ZAP 1034 PS 15

PROJECT PROPONENT (TO BE COMPLETED BY APPLICANT)

Date of Application October 28, 2015
 Property Owner Palm Springs Unified School District Phone Number (760) 416-6000
 Mailing Address 980 E. Tahquitz Canyon Way
Palm Springs, CA 92262

Agent (if any) Ruhnau Ruhnau Clarke Phone Number (951) 684-4664
 Mailing Address 3775 Tenth St
Riverside, CA 92501

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 150 District Center Dr.
Palm Springs, CA 92262
 Assessor's Parcel No. 677-540-027 Parcel Size 19.32 acres
 Subdivision Name N/A Zoning Classification C
 Lot Number 17

P.S.
C, 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) Palm Springs District Operations Center facility and vacant land.

Proposed Land Use (describe) New District Administration Center for Palm Springs Unified School District.
See attached AS-2.0.

For Residential Uses Number of Parcels or Units on Site (exclude secondary units) 1

For Other Land Uses Hours of Use 7 AM - 5 PM

(See Appendix C) Number of People on Site Maximum Number 69

Method of Calculation Survey of similar uses

Height Data Height above Ground or Tallest Object (including antennas and trees) 38 ft.

Highest Elevation (above sea level) of Any Object or Terrain on Site 434 ft.

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

If yes, describe _____

REFERRING AGENCY (APPLICANT OR JURISDICTION TO COMPLETE)

Date Received		Type of Project
Agency Name	<u>Palm Sp. Unified School Dist</u>	<input type="checkbox"/> General Plan Amendment
Staff Contact	<u>Mike Sattley</u>	<input type="checkbox"/> Zoning Amendment or Variance
Phone Number	<u>(760) 416-6000</u>	<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: 2.8

HEARING DATE: December 10, 2015

CASE NUMBER: ZAP1061BD15 – Sperry Equities, LLC. (Representative: Daniel Grandy, AECOM)

APPROVING JURISDICTION: City of Indio

JURISDICTION CASE NO: Administrative Design Review (no case number issued, per City Planning); also subject to review by Office of Statewide Health Planning and Development

MAJOR ISSUES: The property is located within Airport Compatibility Zone B1, where hospitals (human occupancy – overnight stays) are a prohibited use, pursuant to the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan. The project lies within the Northgate Crossing Specific Plan. ALUC determined that this Specific Plan was inconsistent with the Bermuda Dunes Airport Land Use Compatibility Plan in 2007, but the City of Indio overruled this determination and adopted the Specific Plan. However, in adopting the Specific Plan despite the densities and intensities exceeding those permitted in the applicable Compatibility Zones, the City included conditions that appropriately reflected the fact that certain land uses (regardless of intensity) were prohibited in certain Compatibility Zones. Thus, the approval of the project proposed herein was not in conformance with the provisions of the Specific Plan, as adopted.

In order to address this situation, the applicant is proposing to bring this forward to ALUC for a determination. If found to be inconsistent, the City of Indio is expected to issue a project-specific overrule.

RECOMMENDATION: Staff must recommend a finding of INCONSISTENCY for the Administrative Design Review as proposed due to the prohibition of hospitals within Airport Compatibility Zone B1.

PROJECT DESCRIPTION: The applicant proposes to establish a single-story 30,450 square foot special purpose (orthopedic/joint replacement) hospital, including a surgical suite with three operating rooms, 12 single-occupant inpatient rooms for overnight stays, outpatient clinic, and physicians' offices on a 4.48-acre site (Assessor's Parcel Number 606-060-028) with an address of 42-505 Burr Street.

PROJECT LOCATION: The site is located on the westerly side of Burr Street, extending from

Indio Boulevard on the north to Avenue 42 (42nd Street) on the south, within the Northgate Crossing Specific Plan in the City of Indio, approximately 2,440 feet southeasterly of the easterly terminus of Runway 10-28 at Bermuda Dunes Airport.

LAND USE PLAN: 2004 Bermuda Dunes Airport Land Use Compatibility Plan

- a. Airport Influence Area: Bermuda Dunes Airport
- b. Land Use Policy: Compatibility Zones B1 and C
- c. Noise Levels: 55-60 CNEL

BACKGROUND:

Non-Residential Average Intensity: Compatibility Zone B1 limits average intensity to 25 people per acre. Pursuant to Table C1 of Appendix C of the 2004 Riverside County Airport Land Use Compatibility Plan, health care facilities are considered to have an occupancy rate of one person per 80 square feet. Thus, a 30,450 square foot hospital could have a total occupancy as high as 381 persons. Given a site area of 4.48 acres, this would result in an average intensity of 85 persons per acre, which would exceed allowable levels in Compatibility Zones B1 or C.

The Building Code Method usually produces intensity results at the high end of the scale, so the Parking Space Method is a useful cross-check to test the practicality of the Building Code Method in some situations. The site plan for the project depicts 93 parking spaces. Multiplying the number of parking spaces by an assumed vehicle occupancy of 1.5 persons per vehicle would indicate a total occupancy of 140 persons, which would be slightly above the allowable total level of 112 persons based on the site's net area of 4.48 acres, and an average intensity of 31 persons per acre.

It should be noted that the gross area would be greater, reducing the average intensity of the project, such that the average intensity based on gross acreage could very well be within the limits. Unfortunately, due to the varying right-of-way widths and curvilinear shape of the property, gross acreage is not easily calculable for this property. In any event, the single-acre intensity and the nature of the proposed use are the more difficult hurdles in this case.

Non-Residential Single-Acre Intensity: Single-acre intensity limits have been adopted for Airport Land Use Compatibility Plan zones to protect people on the ground and minimize risk of casualties in the event of an aircraft accident. Compatibility Zone B1 limits single-acre intensity to 50 people. Projects qualifying for a full 30 percent risk-reduction bonus could potentially be permitted a single-acre intensity up to 65 persons. The most intense single-acre area includes 27,300 square feet of the building. This translates as a single-acre intensity of 343 persons, which exceeds allowable levels.

Risk-Reduction Design Bonus: A bonus of up to 30% above the single-acre criterion of 50 for a maximum allowable intensity of 65 could be granted at the authority of the City of Indio based on the

type and amount of risk reduction measures incorporated. Potential risk-reduction measures would be those identified in the Countywide Policies section of the 2004 Riverside County Airport Land Use Compatibility Plan. (An excerpt is attached.) No information has been provided to support the granting of a risk-reduction design bonus for this project.

Infill Potential: Pursuant to Countywide Policy 3.3.1, higher intensity criteria may be considered for projects in zones other than Compatibility Zones A and B1 if the surrounding land uses are similar to or more intense than the proposed project. However, the building would be located in Compatibility Zone B1.

Prohibited and Discouraged Uses: The applicant proposes a hospital, which is specifically prohibited in Airport Compatibility Zone B1.

Noise: The structure is proposed to be sited within the area that would be subject to average exterior noise levels from aircraft operations of 55-60 CNEL under ultimate airport development conditions.

Part 77: The elevation of Runway 10-28 at its easterly terminus is approximately 49 feet above mean sea level (AMSL). At a distance of approximately 2,440 feet from the runway, FAA review would be required for any structures with top of roof exceeding 73 feet AMSL. The finished floor elevation of the hospital is 39 feet AMSL and its height is 23.5 feet, for a maximum elevation of 62.5 feet AMSL. Therefore, Federal Aviation Administration (FAA) obstruction evaluation review for height/elevation reasons is not required for the building. However, any trees will need to be limited to a height of 33 feet, unless FAA Obstruction Evaluation Service is notified (through the Form 7460-1 obstruction evaluation review process) and a "Determination of No Hazard to Air Navigation" is issued.

Open Area: The site is less than ten acres in area; therefore, the project is not subject to the open area requirements of the Airport Compatibility Zones in which it is located (30 percent in Compatibility Zone B1 and 20 percent in Compatibility Zone C).

Hazards: The site plan depicts an "existing retention basin" on the south side of the property, and an additional "retention basin" is proposed at the northerly end of the property along Indio Boulevard. The City's Condition No. 48 requires the retention basin to "completely drain/percolate any storm event within 72 hours." However, this is a less rigorous requirement than ALUC's standard requirement that such basins in Compatibility Zone B1 drain within 48 hours after the conclusion of the storm event.

Commentary: It is our understanding that, while the City of Indio overruled ALUC's determination that the Northgate Crossing Specific Plan was inconsistent with the Bermuda Dunes Airport Land Use Compatibility Plan, the City adopted conditions ALUC had recommended in the event of an overrule. These conditions included a prohibition of hospitals within those portions of the Specific Plan within Airport Compatibility Zones B1 and C. Therefore, the proposed project is not covered pursuant to the original overrule action. However, the approval of this project by the City of Indio in

2013 did not account for this prohibition. Therefore, a separate determination is required for this facility. This new determination would then be subject to a project-specific overrule action by the City Council, should the City deem such action appropriate.

Since the City has already approved this project, there is no active jurisdiction discretionary action in process at this time. However, we would recommend the following additional conditions should the City elect to reopen this case and overrule a site-specific determination of inconsistency.

RECOMMENDED CONDITIONS in the event of overrule:

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 are prohibited:
 - (a) Any use or activity which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use or activity 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 or activity 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 following uses are specifically prohibited on this site: Day care centers, children's schools, places of worship, libraries, nursing homes, highly noise-sensitive outdoor non-residential uses, aboveground bulk storage of hazardous materials, critical community infrastructure facilities, and hazards to flight.
4. Prior to issuance of building permits, the landowner shall convey an avigation easement to Bermuda Dunes Executive Airport.
5. The attached notice shall be provided to all potential purchasers of the property and lessees or tenants of the proposed building and portions thereof.

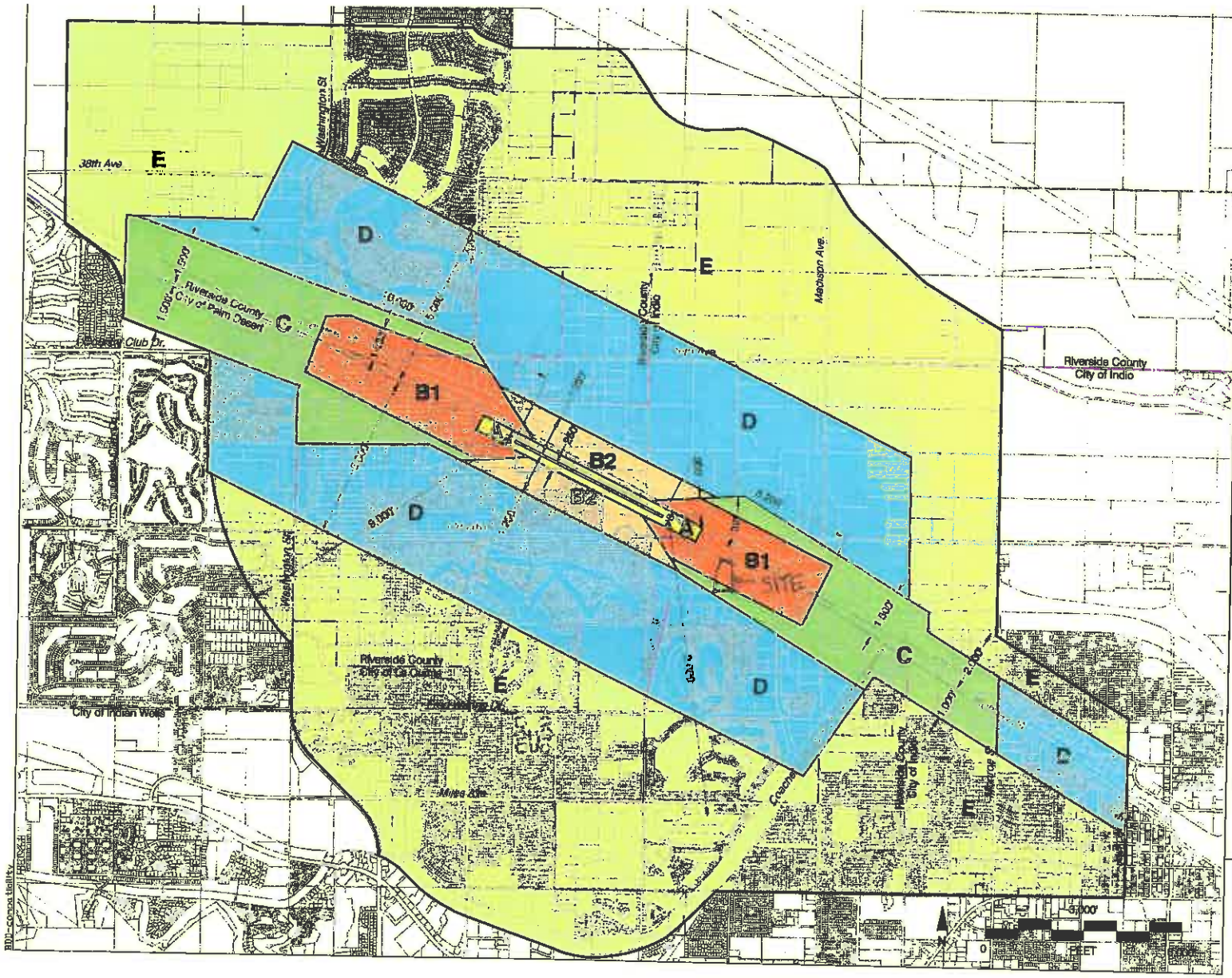
6. Any new detention basin(s) on the site shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basin(s) 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 basins shall not include trees that produce seeds, fruits, or berries.
7. All trees shall be limited to a height of 33 feet and a top point elevation of 73 feet above mean sea level, unless Form 7460-1 is submitted online to the Federal Aviation Administration Obstruction Evaluation Service (<https://oeaaa.faa.gov>), and a Determination of No Hazard to Air Navigation is issued permitting a higher top point elevation.

Note: Compliance with the above recommended conditions would not render the project consistent with the Compatibility Plan. These provisions are necessary to prevent the project from negatively impacting the airport or aircraft operations.

NOTICE OF AIRPORT IN VICINITY

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





Legend

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

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

Note
 Southwestern edge of 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.

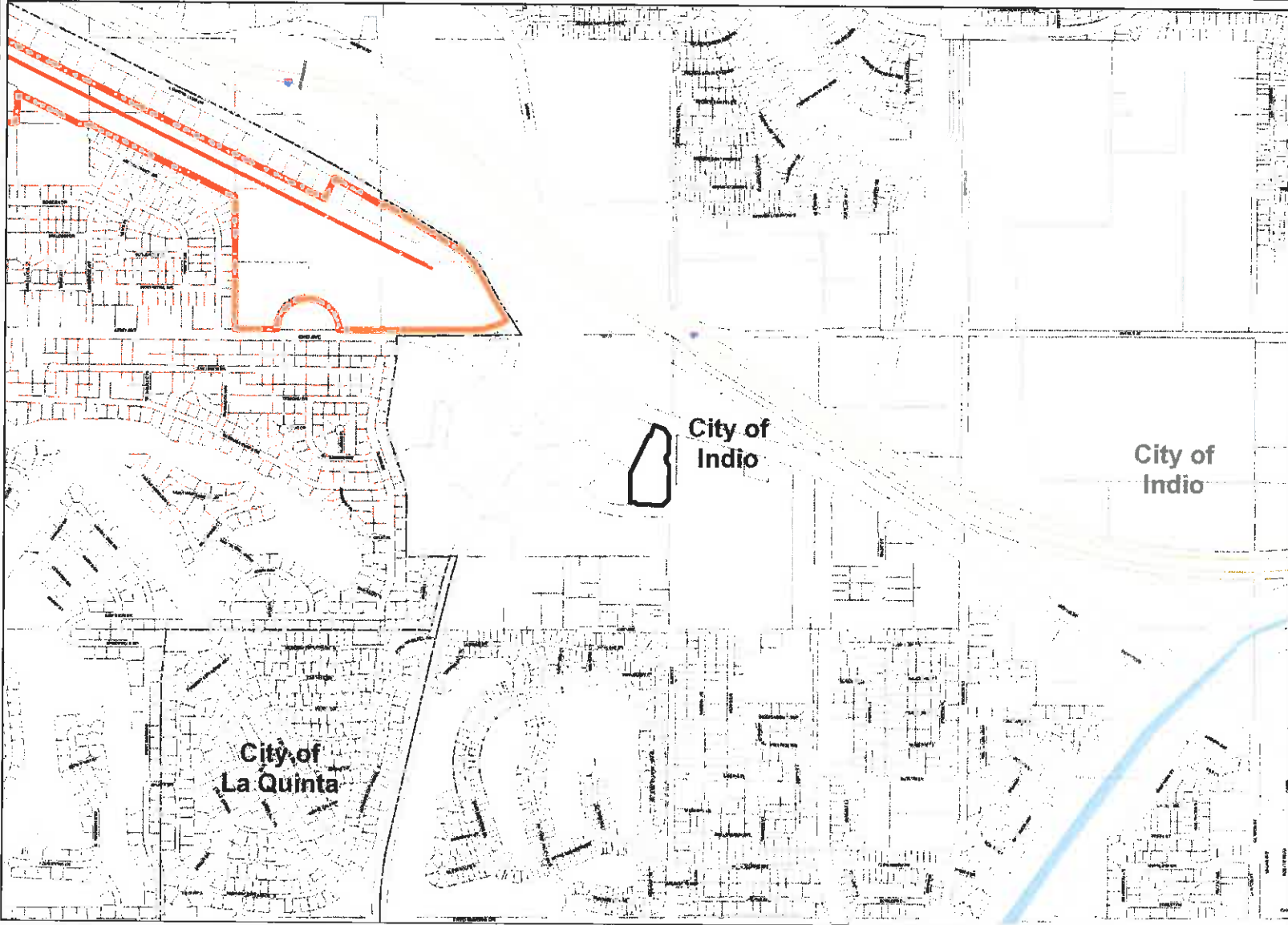
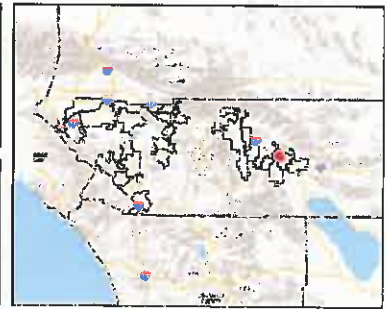
See Chapter 2, Table 2A for compatibility criteria associated with this map.

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

Map BD-1

Compatibility Map
Bermuda Dunes Airport

My Map



Legend

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



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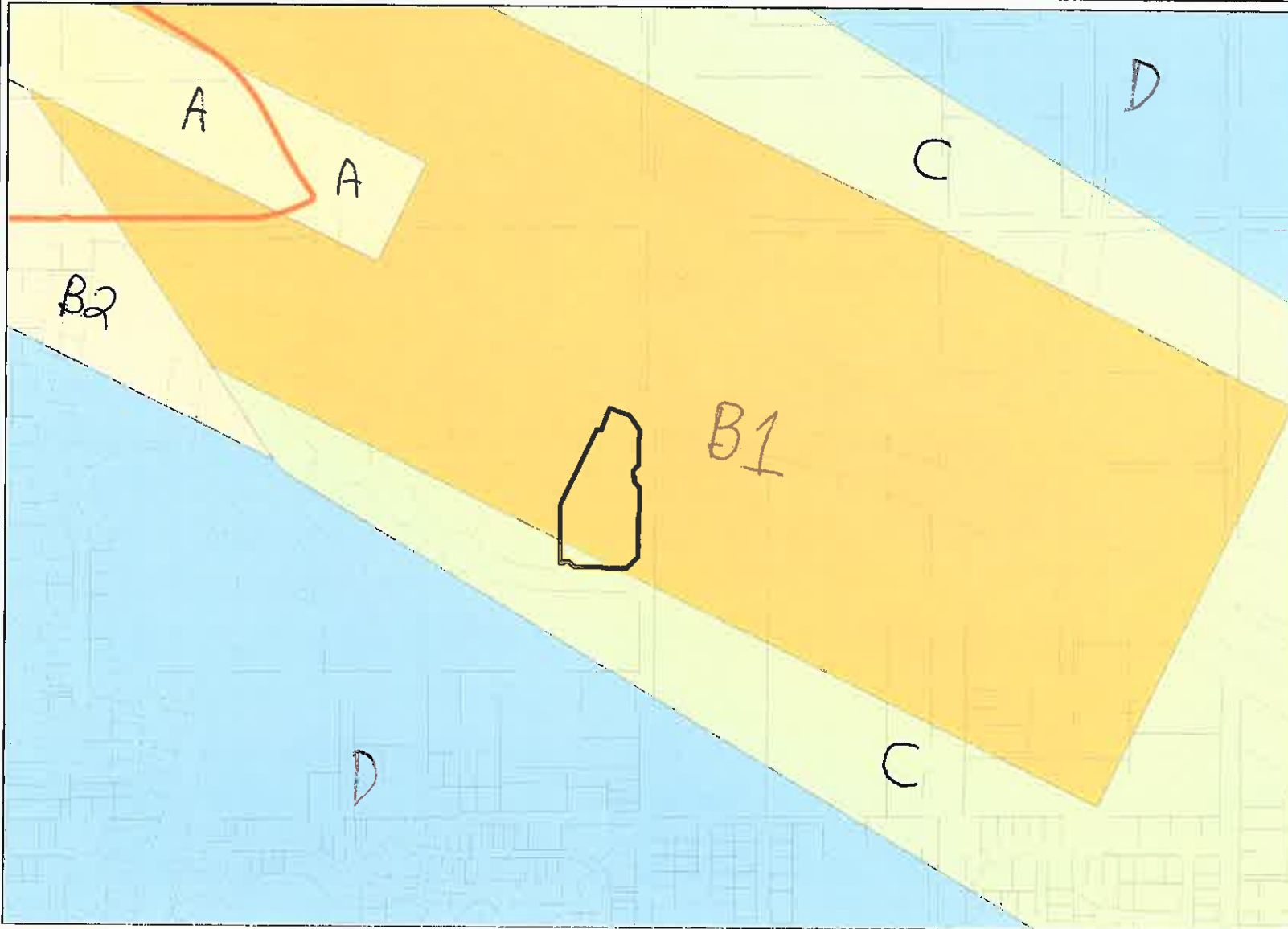
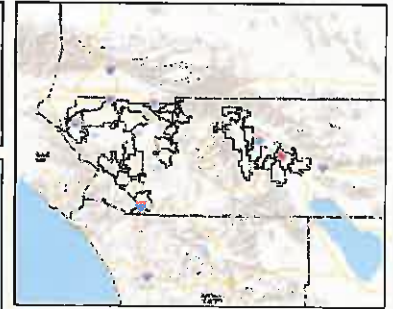
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Notes

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



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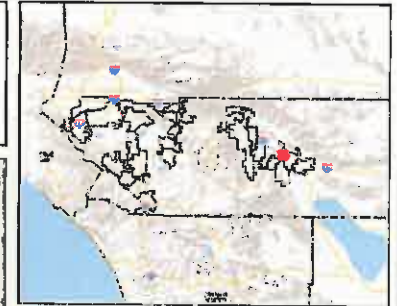
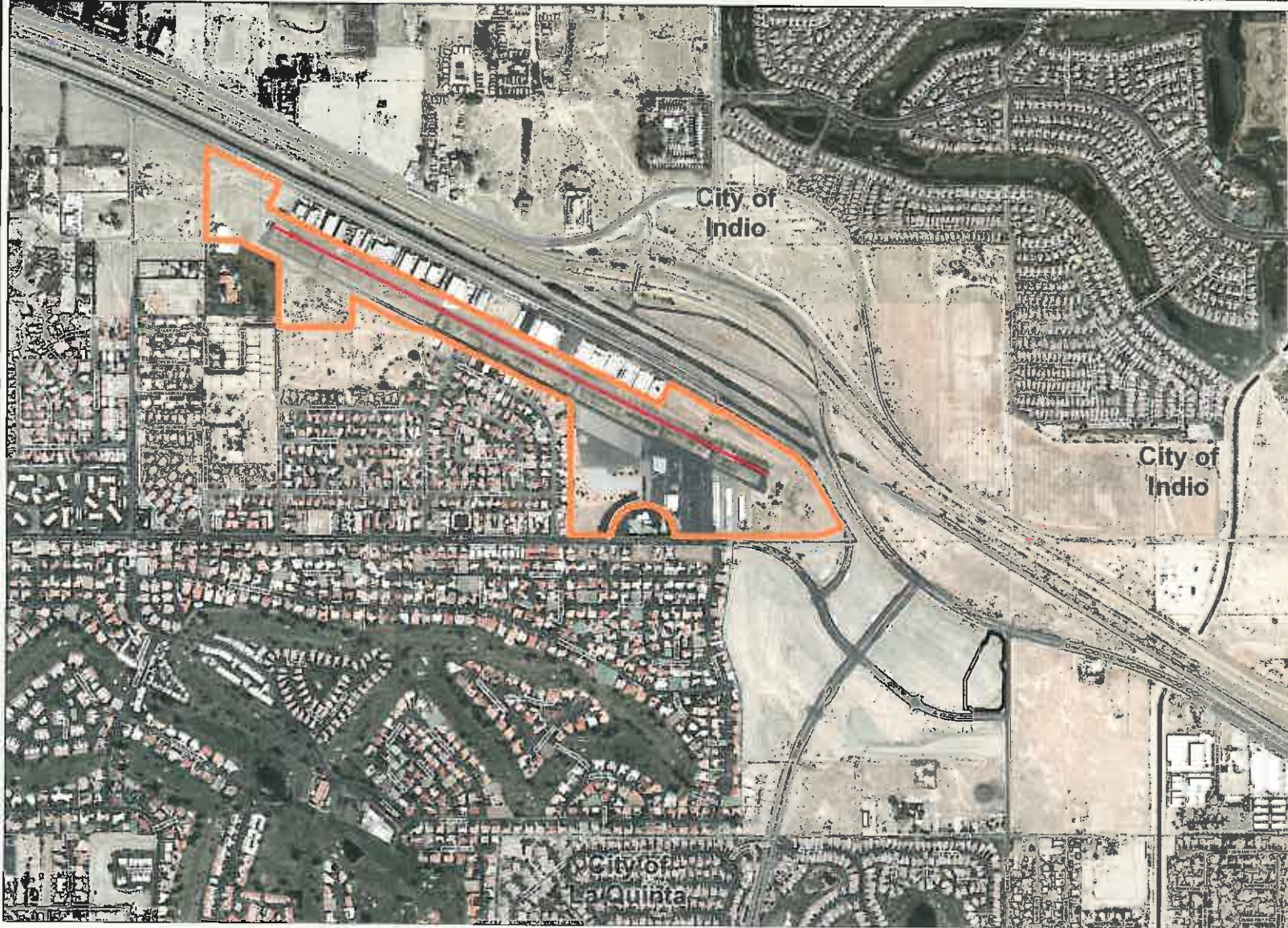


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Notes

My Map



Legend

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



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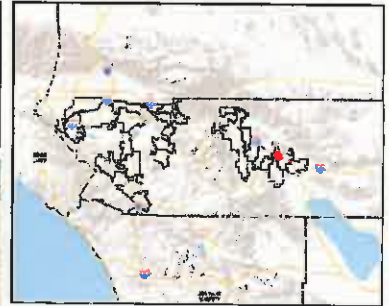


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Notes

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- Airports
- Runways
- City Boundaries
- roadsanno
- highways
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- INTERCHANGE
- INTERSTATE
- OFFRAMP
- ONRAMP
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- cities
- hydrographylines
- waterbodies
- Lakes
- Rivers



0 838 1,676 Feet



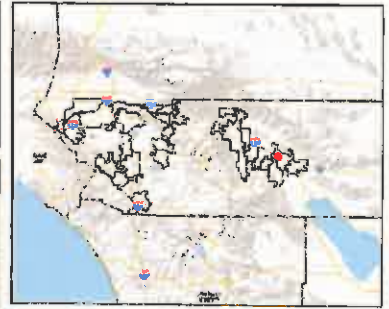
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Notes

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-  Airports
-  Runways
-  City Boundaries
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 -  INTERSTATE
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- hydrographylines
- waterbodies
 -  Lakes
 -  Rivers



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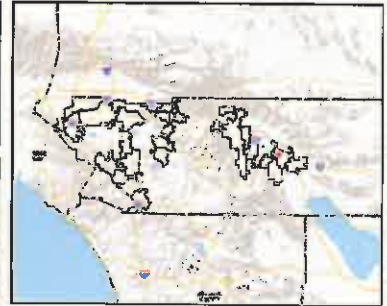
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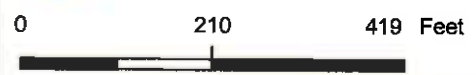
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Notes

My Map



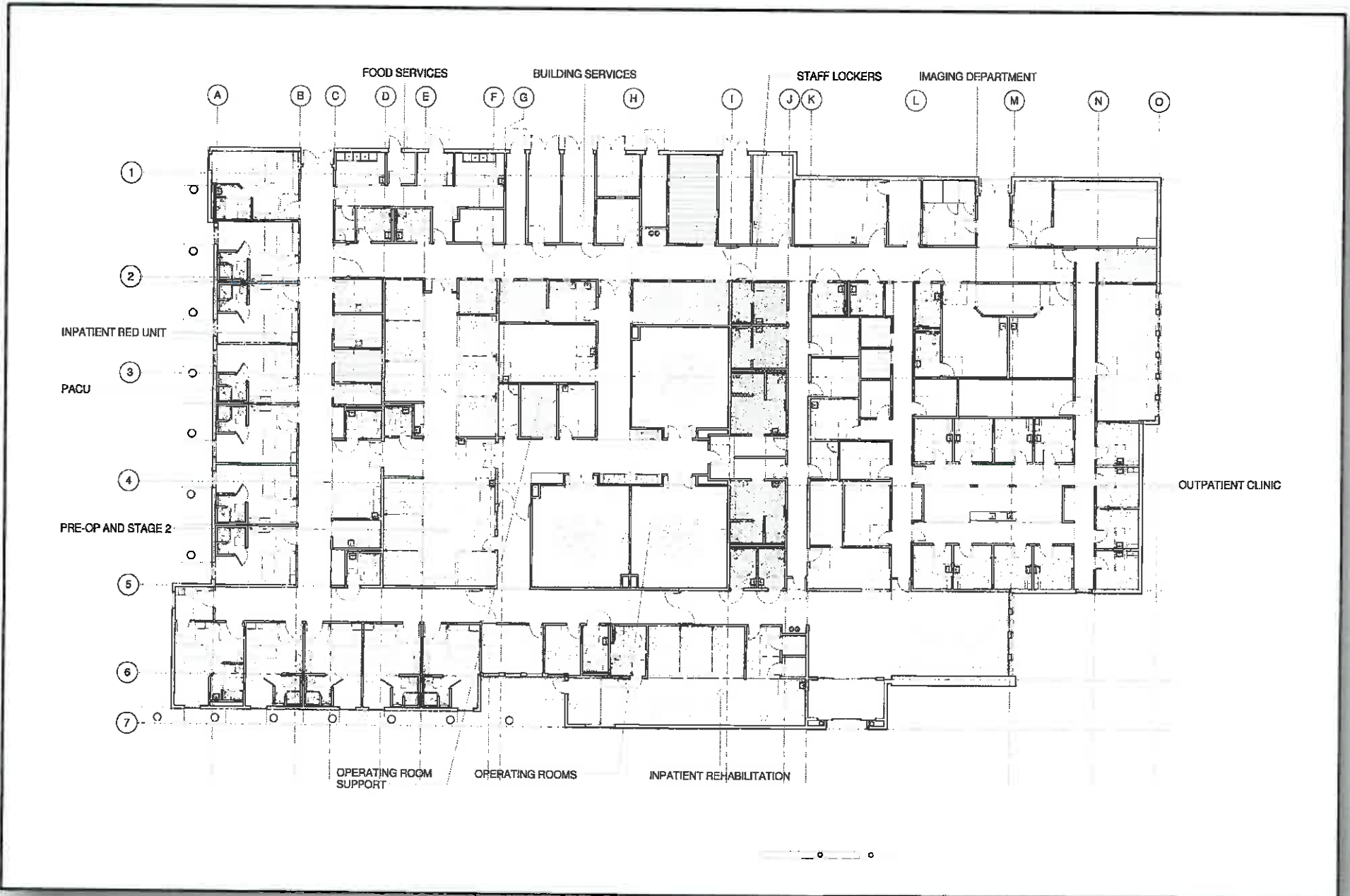
- Legend**
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Notes

JRHA Proposed Floor Plan



COMPATIBILITY PLAN EXCERPTS

Table 5: Basic Compatibility Criteria - 2004 Compatibility Plan (Table 2A)

Zone	Locations	Maximum Densities / Intensities					Additional Criteria	
		Residential (d.u./ac.) ¹	Other Uses (people/ac) ²			Req'd Open Land ³	Prohibited Uses ⁴	Other Development Conditions ⁵
			Average ⁶	Single Acre ⁷	with Bonus ⁸			
A	Runway Protection Zone and within Building Restriction Line	0	0	0	0	All Remaining	<ul style="list-style-type: none"> All structures except ones with location set by aeronautical function Assemblages of people Objects exceeding FAR Part 77 height limits Storage of hazardous materials Hazards to flight⁹ 	<ul style="list-style-type: none"> Avigation easement dedication
B1	Inner Approach/Departure Zone	0.05 (average parcel size ≥20.0 ac.)	25	50	65	30%	<ul style="list-style-type: none"> Children's schools, day care centers, libraries Hospitals, nursing homes Places of worship Bldgs with >2 aboveground habitable floors Highly noise-sensitive outdoor nonresidential uses¹⁰ Aboveground bulk storage of hazardous materials¹¹ Critical community infrastructure facilities¹² Hazards to flight⁹ 	<ul style="list-style-type: none"> Locate structures maximum distance from extended runway centerline Minimum NLR of 25 dB in residences (including mobile homes) and office buildings¹³ Airspace review required for objects >35 feet tall¹⁴ Avigation easement dedication
B2	Adjacent to Runway	0.1 (average parcel size ≥10.0 ac.)	100	200	260	No Req't	Same as Zone B1	<ul style="list-style-type: none"> Locate structures maximum distance from runway Minimum NLR of 25 dB in residences (including mobile homes) and office buildings¹³ Airspace review required for objects >35 feet tall¹⁴ Avigation easement dedication
C	Extended Approach/Departure Zone	0.2 (average parcel size ≥5.0 ac.)	75	150	195	20%	<ul style="list-style-type: none"> Children's schools, day care centers, libraries Hospitals, nursing homes Bldgs with >3 aboveground habitable floors Highly noise-sensitive outdoor nonresidential uses¹⁰ Hazards to flight⁹ 	<ul style="list-style-type: none"> Minimum NLR of 20 dB in residences (including mobile homes) and office buildings¹³ Airspace review required for objects >70 feet tall¹⁵ Deed notice required
D	Primary Traffic Patterns and Runway Buffer Area	(1) ≤0.2 (average parcel size ≥5.0 ac.) or ¹⁶ (2) ≥5.0 (average parcel size ≤0.2 ac.)	100	300	390	10%	<ul style="list-style-type: none"> Highly noise-sensitive outdoor nonresidential uses¹⁰ Hazards to flight⁹ 	<ul style="list-style-type: none"> Airspace review required for objects >70 feet tall¹⁵ Children's schools, hospitals, nursing homes discouraged¹⁷ Deed notice required
E	Other Airport Environs	No Limit	No Limit ¹⁸		No Req't	<ul style="list-style-type: none"> Hazards to flight⁹ 		<ul style="list-style-type: none"> Airspace review required for objects >100 feet tall¹⁵ Major spectator-oriented sports stadiums, amphitheaters, concert halls discouraged beneath principal flight tracks¹⁸
*	Height Review Overlay	Same as Underlying Compatibility Zone			Not Applicable	Same as Underlying Compatibility Zone		<ul style="list-style-type: none"> Airspace review required for objects >35 feet tall¹⁴ Avigation easement dedication

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

Notes: Numbered notes referenced in this table refer to notes in Table 2A of the 2004 Compatibility Plan.

4.2. Safety

4.2.1. *Policy Objective:* The intent of land use safety compatibility criteria is to minimize the risks associated with an off-airport aircraft accident or emergency landing.

- (a) Risks both to people and property in the vicinity of an airport and to people on board the aircraft shall be considered.
- (b) The most stringent land use controls shall be applied to the areas with the greatest potential risks.

4.2.2. *Risks to People on the Ground:* The principal means of reducing risks to people on the ground is to restrict land uses so as to limit the number of people who might gather in areas most susceptible to aircraft accidents. The usage intensity criteria cited in Table 2A reflect the risks associated with various locations in the environs of the airports in the county. (Methods for determining the concentration of people for various land uses are provided in Appendix C.)

4.2.3. *Land Uses of Special Concern:* Certain types of land uses represent special safety concerns irrespective of the number of people associated with those uses. Land uses of particular concern include:

- (a) *Uses Having Vulnerable Occupants:* Uses in which the occupants have reduced effective mobility or are unable to respond to emergency situations shall be prohibited within all *Compatibility Zones* except *Zone E*. These uses include children's schools and day care centers (with 7 or more children), hospitals, nursing homes, and other uses in which the majority of occupants are children, elderly, and/or handicapped.
 - (1) This general policy may be superseded by airport specific policies (see Chapter 3).
 - (2) Hospitals are medical facilities which include provision for overnight stays by patients. Medical clinics are permitted in *Compatibility Zones C* and *D* provided that these facilities meet the maximum intensity standards listed in the Compatibility Criteria matrix, Table 2A.
- (b) *Multi-story Buildings:* In the event of an emergency resulting from an aircraft accident, low-rise buildings can be more readily evacuated than those with more floors. On this basis, the following limitations are established:
 - (1) Within *Compatibility Zone A*, new occupied structures are not permitted.
 - (2) Within *Compatibility Zones B1* and *B2*, new buildings shall be limited to no more than two occupied floors above ground.
 - (3) Within *Compatibility Zone C*, new buildings shall be limited to no more than three occupied floors above ground.
- (c) *Hazardous Materials Storage:* Construction of facilities for the manufacture or storage of fuel, explosives, and other hazardous materials within the airport environs is restricted as follows:
 - (1) Within *Compatibility Zone A*, manufacture or storage of any such substance is prohibited.
 - (2) Within *Compatibility Zones B1* and *B2*, only the following is permitted:
 - › Fuel or hazardous substances stored in underground tanks.

4.2.5. *Limitations on Clustering:* Policy 4.2.4(d) notwithstanding, limitations shall be set on the maximum degree of clustering or usage intensity acceptable within a portion of a large project site. These criteria are intended to limit the number of people at risk in a concentrated area.

- (a) Clustering of new residential development shall be limited as follows:
 - (1) Within *Compatibility Zone A*, clustering is not applicable.
 - (2) Within *Compatibility Zones B1, B2, and C*, no more than 4 dwelling units shall be allowed in any individual acre. Buildings shall be located as far as practical from the extended runway centerline and normal aircraft flight paths.
- (b) Unless special design measures as listed in Policy 4.2.6 are utilized, usage intensity of new nonresidential development shall be limited as follows:
 - (1) Within *Compatibility Zone A*, clustering is not applicable.
 - (2) Within *Compatibility Zone B1*, uses shall be limited to a maximum of 50 people per any individual acre (i.e., a maximum of double the average intensity criterion set in Table 2A). Theaters, restaurants, most shopping centers, motels, intensive manufacturing or office uses, and other similar uses typically do not comply with this criterion.
 - (3) Within *Compatibility Zone B2*, uses shall be limited to a maximum of 200 people per any individual acre (i.e., a maximum of double the average intensity criterion set in Table 2A). Theaters, major shopping centers (500,000 or more square feet), large motels and hotels with conference facilities, and similar uses typically do not comply with this criterion.
 - (4) Within *Compatibility Zone C*, uses shall be limited to a maximum of 150 people per any individual acre (i.e., a maximum of double the average intensity criterion set in Table 2A). Theaters, fast-food establishments, high-intensity retail stores or shopping centers, motels and hotels with conference facilities, and similar uses typically do not comply with this criterion.
 - (5) Within *Compatibility Zone D*, uses shall be limited to a maximum of 300 people per any individual acre (i.e., a maximum of triple the average intensity criterion set in Table 2A).
- (c) For the purposes of the above policies, the one-acre areas to be evaluated shall be rectangular (reasonably close to square, not elongated or irregular) in shape.
- (d) In no case shall a proposed development be designed to accommodate more than the total number of dwelling units per acre (for residential uses) or people per acre (for nonresidential uses) indicated in Table 2A times the gross acreage of the project site. A project site may include multiple parcels. Appendix D lists examples of the types of land uses which are potentially compatible under these criteria and the types of land uses which are considered incompatible.

4.2.6. *Risk Reduction Through Building Design:* The number of people permitted to occupy a single nonresidential building may be increased by a factor of up to 1.3 times the limitations set by the preceding policy on clustering if special measures are taken to reduce the risks to building occupants in the event that the building is struck by an aircraft.

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

4.3. Airspace Protection

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

NOTICE OF PUBLIC HEARING

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

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

Any person may submit written comments to the ALUC before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. The proposed project application may be viewed at the Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501, Monday through Thursday (except Thanksgiving Day), from 8:00 a.m. to 5:00 p.m., and by prescheduled appointment on Friday, December 4, from 9:00 a.m. to 5:00 p.m. **All written comments shall be addressed to ALUC at the following address: 4080 Lemon Street, 14th Floor, Riverside, CA 92501**

PLACE OF HEARING: City of Cathedral City
Note: Hearing location only. Do not send comment letters to this address. Council Chambers – City Hall
68700 Avenida Lalo Guerrero
Cathedral City, CA 92234

DATE OF HEARING: December 10, 2015

TIME OF HEARING: 9:30 A.M.

CASE DESCRIPTION:

ZAP1061BD15 – Sperry Equities, LLC (Representative: Daniel Grandy, AECOM) – City of Indio Administrative Design Review - A proposal to establish a single-story 30,450 square foot special purpose (orthopedic/joint replacement) hospital, including a surgical suite with three operating rooms, 12 single-occupant inpatient rooms for overnight stays, outpatient clinic, and physicians' offices, on a 4.48-acre site (Assessor's Parcel Number 606-060-028) with an address of 42-505 Burr Street, located on the westerly side of Burr Street, extending from Indio Boulevard on the north to Avenue 42 (42nd Street) on the south, within the Northgate Crossing Specific Plan. (Airport Compatibility Zones B1 and C of the Bermuda Dunes 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 Ms. Leila Namvar of the City of Indio Planning Department, at (760) 541-4258.

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

ALUC Identification No.

2A11061B015

PROJECT PROPONENT (TO BE COMPLETED BY APPLICANT)

Date of Application November 9, 2015
 Property Owner Sperry Equities, LLC (under contract) Phone Number 949-705-5000
 Mailing Address 18881 Von Karman Avenue 8th Floor
Irvine, California 92612
Attn: Jack W. Carroll

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

PROJECT LOCATION (TO BE COMPLETED BY APPLICANT)

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

Street Address 42-505 Burr Street
Indio, California
 Assessor's Parcel No. 606-060-028-0 Parcel Size 4.48 Acres
 Subdivision Name Northgate Crossing Zoning _____
 Lot Number _____ Classification _____

B, D, E, C

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) 1-story OSHPD Class I Hospital containing 30,450 sq.ft.
The facility will contain a surgical Suite with 3 operating rooms, 12 single occupancy overnight inpatient rooms, out-patient clinic, and physician offices.

For Residential Uses Number of Parcels or Units on Site (exclude secondary units) 0
 For Other Land Uses Hours of Use 24/7
 (See Appendix C) Number of People on Site Maximum Number 75
 Method of Calculation _____

Height Data Height above Ground or Tallest Object (including antennas and trees) See Attached Exhibit ft.
 Highest Elevation (above sea level) of Any Object or Terrain on Site See Attached Exhibit 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	_____
Agency Name	<u>City of Indio</u>
Staff Contact	_____
Phone Number	_____
Agency's Project No.	<u>Site Plan</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

Exhibit

Height Data

1. Height above Ground or Tallest Object (including antennas and trees):
 - Building top of mechanical enclosure = 24'
 - Site amenities top of light pole = 20'
 - Site plantings top of mature tree = Lowest trees at 30'; California palms at 45'; date palms at 100'

2. Highest Elevation (above sea level) of Any Object or Terrain on Site:
 - Sea level height is at 39.76' to finish floor. Add 40' to each of the numbers provided above (Height above Ground).



July 26, 2013

Richard Warner
41-602 Indian Trail # 2
Rancho Mirage, CA 92270

Re: Administrative Review Approval for Joint Replacement Hospital of America (JRHA) Project.

Mr. Warner,

Notice is hereby given that the City has reviewed the new plans for the JRHA. The proposed plans indicate that the size of the surgical center for the new location is 30,450 square feet. The proposed facility will include 3 Operation Rooms and 12 licensed in-patient beds and required support areas. The proposed project meets the Northgate Conceptual Specific Project Plan Master Plan and the Settlement Agreement between JFK Memorial Hospital, Inc. ("JFK") and the Joint Replacement Hospital of America (JRHA). Therefore, the project has been approved pursuant to the findings and conditions of approval as attached hereto as Attachment "A"

Please note that JRHA, the Applicant, shall provide written consent within 30 days of the date of this letter to the Director of Development Services Department to all the conditions of approval contained herein without amendment. This Administrative Review shall be void and of no force or effect unless such written consent is submitted to the City within the 30 day period.

This Administrative Review shall expire July 26, 2015 unless a building permit is issued and construction is commenced and diligently pursued. A written request for a time extension must be submitted with the appropriate fee to the Development Services Department forty five days (45) prior to the date of

expiration. This is the only notice given for the above specified expiration date. The applicant is responsible for initiating requests for time extensions.

If you have any questions, please contact this office.

Sincerely,

A handwritten signature in black ink, appearing to read 'Leila Namvar', with a stylized, cursive script.

Leila Namvar
Assistant Planner

Attachments:

- A. Findings and Conditions of Approval
- B. Project Plans

Attachment A

Findings and Conditions of Approval

FINDINGS FOR ADMINISTRATIVE REVIEW FOR JOINT REPLACEMENT HOSPITAL OF AMERICA (JRHA) PROJECT:

1. The proposed location of the use and design is in accord with the objectives of Title 15 and the purposes of the Community Commercial zoning district within the Northgate Specific Plan. Insofar, as the design of the site provides for an efficient use of the property without interfering with surrounding properties. The project would be accessed from Burr Street and Avenue 42. The architectural design of the project meets and exceeds the principles of design outlined in the Indio General Plan by providing four-sided architecture and quality of the design.
2. The proposed location of the use and design and conditions under which it would be operated or maintained will not be detrimental to the public health, safety, or welfare, or be materially injurious to properties or improvements in the vicinity. The Northgate Project Master Plan Conceptual Specific Plan requirements are being met by interpreting the intent of the General Plan, including the required safety measures for adequate ingress/egress and on-site vehicular traffic circulation. The applicant will be required to continually maintain in good condition and repair all structures, landscaping, sidewalks, parking lot surfacing, and other improvements. Lighting will be provided to ensure security for customers and employees during evening hours.
3. The proposed use and design will comply with each of the applicable provisions of Title 15; no variance or adjustments have been requested. As conditioned, the project shall comply with the maximum building height limit. In addition, the project complies with the minimum parking and the landscape coverage requirements.
4. The proposed use and design complies with the goals, objectives, and policies of the City's General Plan. The proposed JRHA will provide additional medical resources for the City and Coachella.
5. Pursuant to the requirements of the California Environmental Quality Act (CEQA), an Environmental Impact Report (EIR) with mitigation measures was certified for the Northgate Development including the proposed site by the City Council on June 20, 2007. No further environmental analysis is required for this Administrative Review request.

CONDITIONS OF APPROVAL:

Planning Division Conditions:

1. This Administrative Review granted herein is valid for two (2) years from the date of approval and shall automatically expire unless extended. The issuance of a building permit shall validate the use of this entitlement.
2. It is the responsibility of the Applicant to review this Project with the noted divisions and departments. Where the term "Applicant" is used in any condition of approval, this term shall apply also to the Property owner, any developer, or any successor in interest of the Applicant.
3. The Applicant shall develop the Project as shown on the site plan, elevations, floor plan, and landscape plan, as attached hereto as Attachment "B" and incorporated herein by this reference, unless modified or conditioned otherwise herein.
4. The Applicant shall ensure that all signage for the Property shall comply with all standards and regulations of Chapter 150 of the City of Indio - Code of Ordinances. Proposed sign(s) shall be submitted for review and approval by the Development Services Department prior to the issuance of any sign permits.
5. The Applicant shall provide final landscape and irrigation system plans with a variety of plant materials, sizes and quantity as a part of the plan check process for review and approval by the Development Services Department. Said landscape plan shall incorporate the conditions of approval imposed herein.
6. The Applicant shall install landscaping and automatic irrigation system for the entire site prior to final Occupancy Permit. The irrigation system shall be an automatic system with an irrigation timer and two drip or bubbler heads per tree to produce deep root irrigation. Any changes or modification of the landscaping plan shall be addressed during the plan check process.
7. The Applicant shall ensure that all structures, landscaping, sidewalks, parking lot surfacing, and all other improvements within the Project shall be continually maintained in good condition and repair. Dead or dying landscape material shall be immediately replaced with new landscape material.
8. The Applicant shall meet with a representative of the Indio Police Department to review the photographic plan (lighting plan) and any other security measures or requirements prior to issuance of a building permit. The lighting plan shall also be submitted by the Applicant to the Community Development

Director for review. Low level lighting shall not be permitted. Light standards shall not exceed 24 feet in height (total building height).

9. The Applicant shall stripe all parking stalls per City of Indio parking requirements.
10. The Applicant shall screen from view of the adjacent properties and City streets any roof-mounted mechanical equipment by a parapet wall high enough to screen the highest piece of equipment. All ground-mounted mechanical equipment shall also be screened from view from City streets and adjacent properties by a wall/fence or landscaping.
11. The Applicant shall cause to be recorded against the Property these and all related conditions of approval with the Riverside County Recorder.
12. JRHA, the Applicant, shall provide written consent within 30 days of the date of this letter to the Director of Development Services Department to all the conditions of approval contained herein without amendment. This Administrative Review shall be void and of no force or effect unless such written consent is submitted to the City within the 30 day period.

Indio Police Department (IPD) Conditions:

13. The applicant shall keep the trash enclosures clean and secure them from public access to minimize the criminal activity around trash bin areas.

Environmental Engineering Conditions:

14. Applicant shall comply with National Pollution Discharge Elimination System (NPDES) requirements per state regulations. For further information contact the California Regional Water Quality Control Board (RWQCB),

Colorado River Basin Region,
73-720 Fred Waring Drive #100
Palm Desert, CA 92260
(760) 346-7491

www.waterboards.ca.gov/coloradoriver

Please note: Prior to the issuance of the any grading permit, a copy of the NOI (Notice of Intent) and the WDID# (Waste Discharge Identification No.), must be filed with the City of Indio's Engineering Department.

15. Applicant shall submit PM10 implementation plans for City approval. Also to South Coast Air Quality Management District (SCAQMD) for grading plans greater than 10 acres in size. For further information contact the South Coast Air Quality Management District (SCAQMD)
21865 Copley Drive

Diamond Bar, CA 91765
(800) CUT-SMOG (288-7664)

16. Applicant shall submit a Water Quality Management Plan for City approval prior to issuance of grading permit.

Mapping Requirements

17. The applicant shall submit a Lot Line Adjustment Application and such Lot Line Adjustment shall be recorded prior to the issuance of a grading permit.

Grading Requirements

18. Applicant shall submit for City approval the following items:

- a. Precise grading plans shall include the street address for the building foot print
- b. Soils report

19. Retaining walls shall be required at elevational differences greater than 12 inches between lots throughout the project (if applicable) and in relation to adjacent boundary properties unless otherwise approved by the Public Works Director/City Engineer.

Curb/Guttering and Demolition Requirements

20. Developer shall:

- a. Dispose of all concrete and asphalt removals within proposed project to an approved recyclable site.
- b. Developer shall provide City of Indio Public Works Department with a copy of receipt showing tonnage for the disposal of recyclable concrete and asphalt.
- c. Dispose of all material removals within proposed project to an approved disposal site.

Landscaping and Irrigation Requirements

21. Applicant shall submit landscape and irrigation plans for City approval.

22. The applicant shall form a property owners association for the maintenance of:

- a. All interior and exterior common areas including landscaping.
- b. Maintenance and operations of the streetlights including power costs fronting Avenue 42 and Burr Street.
- c. Maintenance of all frontage median landscaping in Avenue 42.

- d. Maintenance of all frontage parkway landscaping along Avenue 42, Burr Street, and Indio Boulevard.

23. A copy of the Covenant, Conditions, and Restrictions shall be submitted to the Public Works Engineering Department and Planning Department for review and approval with maintenance provisions flagged.

24. The Covenants, Conditions and Restrictions shall be recorded prior to the issuance of a temporary or permanent certificate of occupancy.

Street Requirements

25. Applicant shall construct full off-site street improvements on the following streets:

- a. Avenue 42, one-half street improvements (north side)
- b. Burr Street, one-half street improvements (west side)
- c. Indio Boulevard, one-half street improvements (south side)

26. The improvements shall include construction of sidewalk, streetlights, and fully landscaped and irrigated raised curb median and parkways along the property frontages.

27. The raised curb median landscaping in Avenue 42 shall be from Burr Street to the nearest signalized driveway to the west.

28. The improvements shall also include removal of existing asphalt concrete sidewalk and replacement with concrete sidewalk and curb and gutter along Burr Street.

29. All off-site street improvements including energizing of street lights and the installation of irrigation and landscaping along:

- a. Avenue 42 shall be constructed and accepted by the City prior to issuance of a temporary or permanent certificate of occupancy.
- b. Burr Street shall be constructed and accepted by the City prior to issuance of a temporary or permanent certificate of occupancy.
- c. Indio Boulevard shall be constructed and accepted by the City prior to issuance of a temporary or permanent certificate of occupancy.

30. Applicant shall obtain encroachment permit prior to starting any street improvements within public streets.

31. Applicant shall remove and replace any damaged or broken concrete curb/gutter, sidewalk, and asphalt concrete pavement along the project frontages.
32. The proposed project shall comply with American with Disabilities Act (ADA) requirements.
33. All improvements shall comply with City standards, requirements and policies. Applicant is required to construct all transition and missing links between existing and proposed improvements.

Drainage Requirements

34. Applicant shall, use Riverside County Flood Control District standards and submit local on-site and regional hydrology, hydraulic storm calculations for City review and approval.
35. The applicant shall provide on-site storm water retention basin(s) or system(s) designed to the satisfaction of the City Engineer. Each retention basin shall include a sufficient number of underground vertical drywells designed to eliminate standing water in the basin. The retention basin shall be sized to retain all post-development storm water runoff within the limits of the project based on a 100-year storm event of 24-hour duration and shall completely drain/percolate any storm event within 72 hours. All upstream runoff from adjacent properties that has historically been directed onto the proposed project may be considered to pass through the project with the exception of historical retention that occurred on-site. The retention basin shall be designed with a maximum depth of 5 feet and maximum side slopes of 3:1 and shall not be used for purposes other than for the collection of storm water, nuisance water and well blow-off water.
36. The design of the lot pad, street improvements and the storm drainage improvements for the project shall be design coordinated with all adjacent projects to the satisfaction of the Public Works Director/City Engineer.

Traffic Requirements

37. The proposed entrance located off of:
 - a. Burr Street shall provide at least 60 feet of stacking room.
38. Applicant shall be responsible for installing and energizing the traffic signals at:
 - a. Indio Boulevard and Burr Street.
 - b. Avenue 42 and Burr Street.

Specialty Requirements

39. All grading and pad elevation will be subject to approval by the Director of Development Services/Building and Safety and the Public Works Director/City Engineer based on grading plans and additional information to be submitted during plan check. Pad elevations shown on the tentative map are for reference only and may be required to be changed.
40. All overhead utilities less than 92kv, located within the project boundaries, bordering the project and/or fronting the project shall be underground.

Indio Fire Department Conditions:

41. Based on institutional type occupancy, this facility appears to be potentially within the jurisdiction of Office of Statewide Health Planning and Development. Contact the state licensing agency for guidance pertaining to surgery classification and plan review requirements applicable.
42. Provide a water system capable of delivering a minimum 3,000 gallon per minute at 20psi residual pressure for four hour duration. Fire flow requirements re based on building constructed as CBC type V-B rated construction and protected with an approved fire sprinkler system. Prior to construction permit issuance, a fire flow verification test result showing the required fire flow exists shall be provided to the Indio Fire Department in the form of a letter and logarithmic graph representation from the local water purveyor. Ref California Fire Code, section 508.1.
43. Five approved accessible fire hydrant shall be provided and located 130 feet maximum distance from any point on the street or road frontage to a hydrant, and not to exceed 300 feet apart in any direction as measured by an approved route around the exterior of the facility or building. Fire hydrants shall provide the required fire flow. Consultation with City Engineering, Indio Water Authority and the Indio Fire Department shall be required prior to building permits. Ref CFC, 2010.
44. Prior to Building plan approval and construction; applicant/developer shall furnish required copies of the water system fire hydrant plans to Indio Fire Department for review. Plans shall be signed by a registered civil engineer, and shall conform to Indio Fire Department regulations regarding hydrant type, location, spacing and minimum fire flow. Once plans are signed and approved by the local water authority, the originals shall be presented to the Indio Fire Department for review and approval. Ref CFC, 2010.
45. Blue retro reflective pavement markers shall be mounted on private streets, public streets and driveways to indicate location of fire hydrants. Markers

shall be shown on water improvement and precise grading plans. Indio Fire Department must verify placement of markers. Ref CFC, 2010.

46. The applicant or developer shall prepare and submit to the Indio Fire Department for approval a site plan designating required fire lanes with appropriate lane printing and/or signs. Required identification standard shall be obtained from the Indio Fire Department. Ref CFC, 2010.
47. The access roads (no parallel parking) must be minimum 30 feet width near buildings with three story elevations or where exterior walls exceed 30 feet in height in order to facilitate aerial truck operations. Aerial apparatus requires a minimum 20 feet for operational set-up, leaving 10 feet for apparatus access drive around aerial apparatus positioning for emergency operations. Ref CFC, 2010.
48. Gate(s) shall be power controlled or manual and gate access shall be equipped with a rapid entry system approved by the Fire Department. Plans shall be submitted to the Indio Fire Department for review/approval prior to installation. Power controlled gates shall be equipped with emergency backup power and designed to be easily opened in the event of a power failure. Non-powered type gates shall have a means of emergency access approved by the Indio Fire Department. Gates activated by the rapid entry system shall remain open until closed by the rapid entry system. Required order forms shall be obtained from Indio Fire Department. Ref ICC Chapter 93, section 93.07 (A).
49. All proposed traffic calming elements for this development shall be submitted to the Indio Fire Department for review and approval.
50. Access lanes will not have an up, or downgrade of more than 12%. Access will not be less than 24ft. in width and will have an unobstructed vertical clearance not less than 13'6". Access lanes shall be designed to withstand the weight of 80,000 pounds over two axles. Access will have a turning radius capable of accommodating fire apparatus. Access lane shall be constructed with a surface to provide all weather driving capabilities. Streets shall be constructed in accordance with Indio City Street Standards. Ref CFC, 2010.
51. Dead-end fire apparatus access roads in excess of 150 feet in length shall be provided with approved provision for the turnaround capabilities of fire apparatus. Contact Indio Fire Department for approved turn around details. Ref CFC, 2010.
52. Based on the fire flow requirements for this project, the installation of a complete approved fire sprinkler system in the building shown is required. Fire sprinkler system(s) will require the Project Structural Engineer to certify (wet signature) the stability of the building system for seismic and gravity

loads to support the sprinkler system. All fire sprinkler risers shall be protected from any physical damage. The post indicator valve and Fire Department connection shall be located to the front, within 50 feet of hydrant, and a minimum of 25 feet from the building(s). Sprinkler riser room must have indicating exterior and/or interior door signs. Plans must be submitted with current fee to the Indio Fire Services for review and approval prior to installation. (Contact Fire Department for guideline handout) Ref. Indio City Code, chapter 93, section 93.07 (D) (3).

53. Applicant/developer shall be responsible to install a U. L. Central Station Monitored Fire Alarm System, per NFPA 72. Monitoring system shall monitor the fire sprinkler system(s) water flow, post indicator valves and all control valves. Plans must be submitted with current permit fee to the Indio Fire Department for review and approval prior to installation. Ref CFC, 2010.
54. Applicant/developer shall be responsible to install an automatic and manual fire alarm system, per NFPA 72 2007 Edition. Plans must be submitted with current fee to the Indio Fire Department for review and approval prior to installation. Ref CFC, 2010.
55. Display street numbers in a prominent location of other building(s) facing both streets and rear access if applicable. Numbers and letters shall be a minimum of 12" in height for building(s) up to 25' in height. In complexes with alpha designations, letter size must match numbers. All addressing must be legible, of a contrasting color, and adequately illuminated to be visible from street at all hours. Ref CFC, 2010.
56. An approved emergency access key lock box (Minimum Knox Box 1304 hazardous material series model) shall be installed on the building next to the approved access door to the building to the front street side visible from the street. If the buildings are protected with an alarm system, the lock box shall be required to have tampered monitoring. Required order forms shall be obtained from Indio Fire Department. Ref CFC, 2010.
57. Exit designs, exit signs, door locks, exit markers, exit doors, panic hardware and exit path marking shall be installed per the California Building Code.
58. Applicant must submit an emergency evacuation plan to the Indio Fire Department for review and approval prior to installation. Evacuation plan must be posted in the building at locations approved by the Indio Fire Services. (Contact Indio Fire Department for guidelines).
59. During the construction of this project, the site address shall be clearly posted at the job site entrance. This will enable incoming emergency equipment and the inspectors to locate the job site from the assigned street location. Numbers shall be a minimum of 24 inches in height. Fire safety during

construction shall be in accordance with Ref CFC 2010. Contact Indio Fire Department for fire prevention handout.

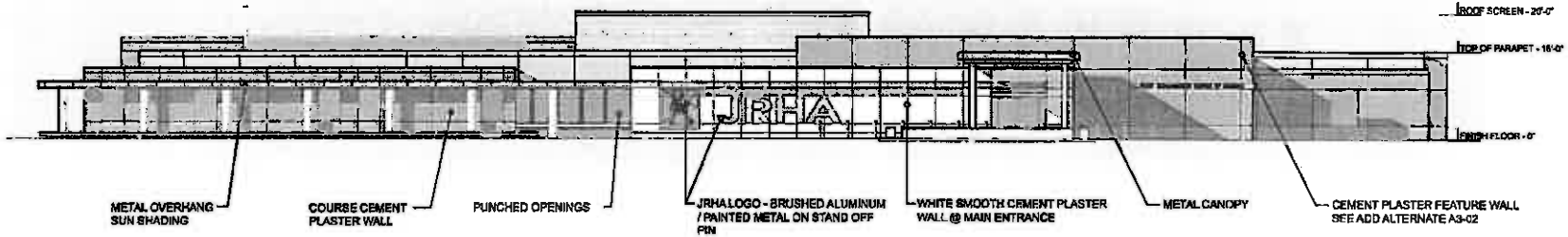
60. Conditions subject to change with adoption of new codes, ordinances, or when buildings permits are not obtained within twelve (12) months. Final conditions will be addressed when more detailed buildings plans are reviewed. Indio Fire Department's review of this plan does not authorize or approve any omission or deviation from all applicable regulations.

Indio Water Authority (IWA)

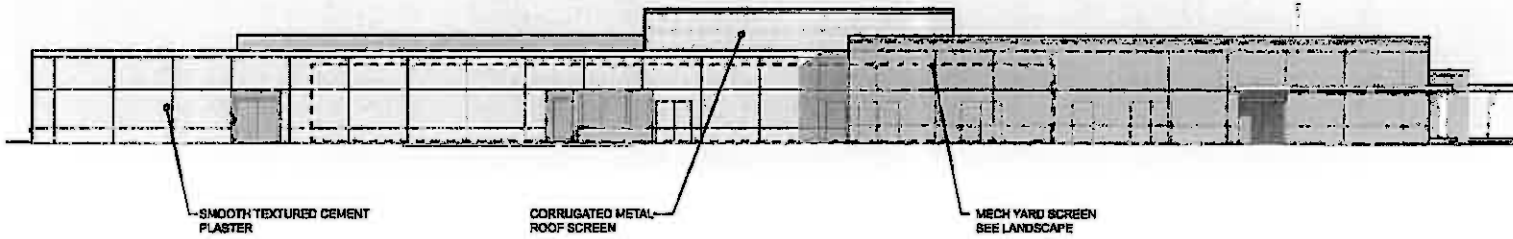
61. The applicant shall provide Water Improvement Plans for site to IWA for review and approval.
62. Provide Fire Flow Evaluation per Riverside County Fire Department requirements (submit water plans for review with Fire Flow Evaluation).
63. The applicant shall submit to IWA Water Meter Clearance Application with fixture count to IWA (for sizing water service).
64. The applicant shall refer to IWA Development Review and New Meter Installation Packet for information regarding process for plan review.
65. The applicant shall refer to IWA Development Services Procedural Guidelines for design standards.

Attachment B
Project Plans

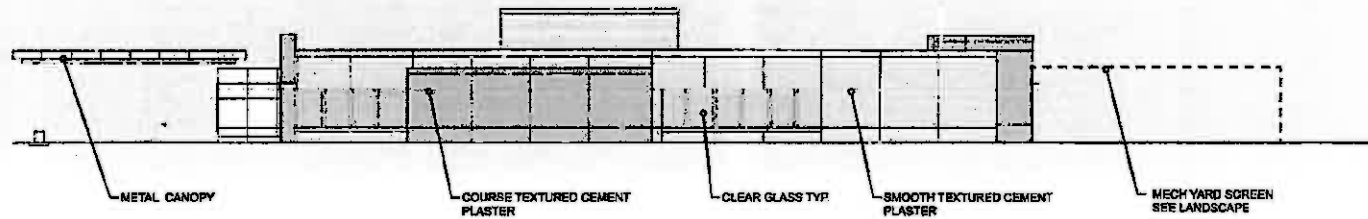
EAST ELEVATION
1/8" = 1'-0"



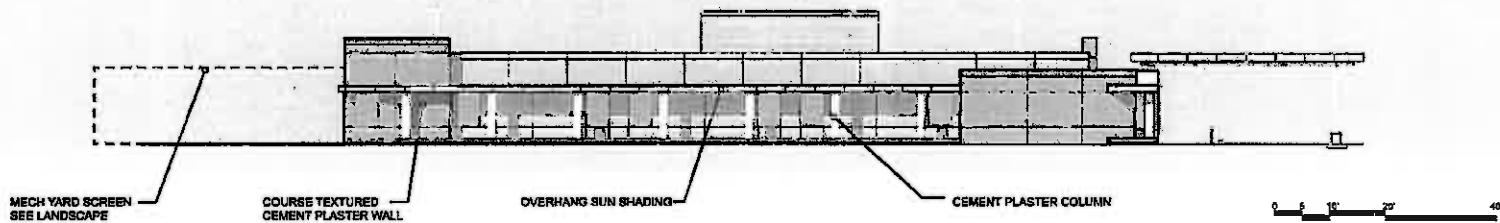
WEST ELEVATION
1/8" = 1'-0"



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



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



REVISION

NO.	DATE	DESCRIPTION

KEY PLAN

PROJECT NUMBER

00000004

SHEET TITLE

EXTERIOR BUILDING ELEVATIONS

SHEET NUMBER

A3-01



CLIENT

JRHA
41 822 Wilson Trail Road #2
Barnes Bridge, CA 95270
707 775 8800 ext. 100 Fax 707 775 8800
www.jrha.com

CONSULTANT

ACORN TECHNICAL SERVICES INC
850 California St., Suite 800
San Francisco, California 94108
415 774 5100 ext. 415 FAX 415 774 5100
www.acorn.com

CONSULTANTS

STRUCTURAL
Consultant Name
Address Line 1
Address Line 2
City/State/Zip
Phone Number
Fax Number
Website
E-mail

ELECTRICAL
Consultant Name
Address Line 1
Address Line 2
City/State/Zip
Phone Number
Fax Number
Website
E-mail

Mechanical
Consultant Name
Address Line 1
Address Line 2
City/State/Zip
Phone Number
Fax Number
Website
E-mail

REGISTRATION

ISSUES/REVISION

NO.	DESCRIPTION	DATE

KEY PLAN

PROJECT NUMBER

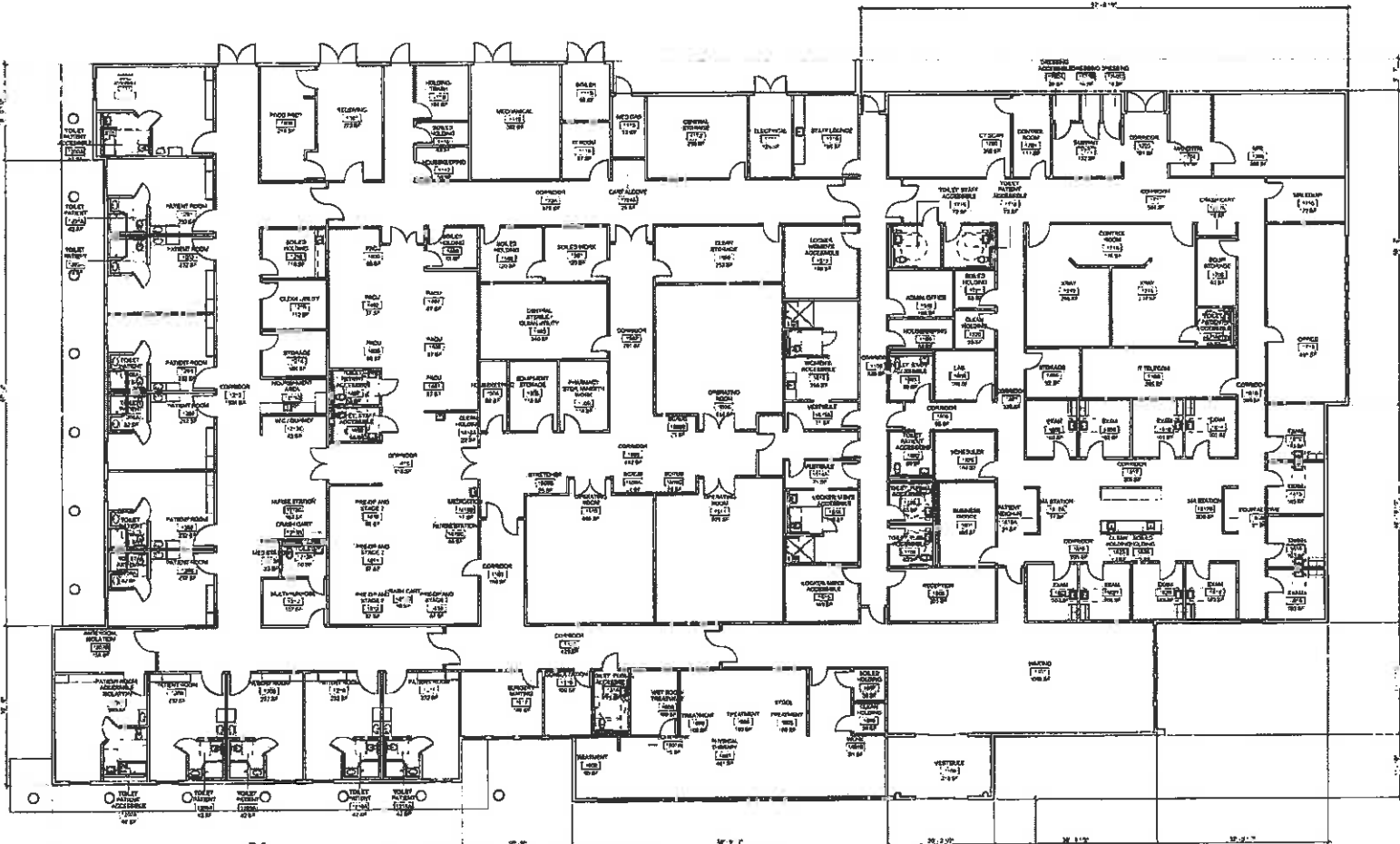
0001204

SHEET TITLE

FLOOR PLAN

SHEET NUMBER

AT-01



LEVEL 1 FLOOR PLAN

TOTAL FACILITY SF: 30,450 S.F.



Project Manager: David Chavez, Project Architect: Ryan Kelly, PE

Landscape Architect: Ryan Kelly, PE, License No. 123456789
Architect: David Chavez, License No. 987654321

AECOM

PROJECT
JRHA

1000
1000
1000, CA 90001



CLIENT
JRHA

1000
1000
1000, CA 90001

CONSULTANT
AECOM

1000
1000
1000, CA 90001

CONSULTANTS

DISCIPLINE
Landscape Architecture

DISCIPLINE
Landscape Architecture

DISCIPLINE
Landscape Architecture

REGISTRATION

REVISION

NO.	DATE	BY	DESCRIPTION

KEY PLAN

PROJECT NUMBER

REVISION

SHEET TITLE

LANDSCAPE ELEVATIONS

SHEET NUMBER

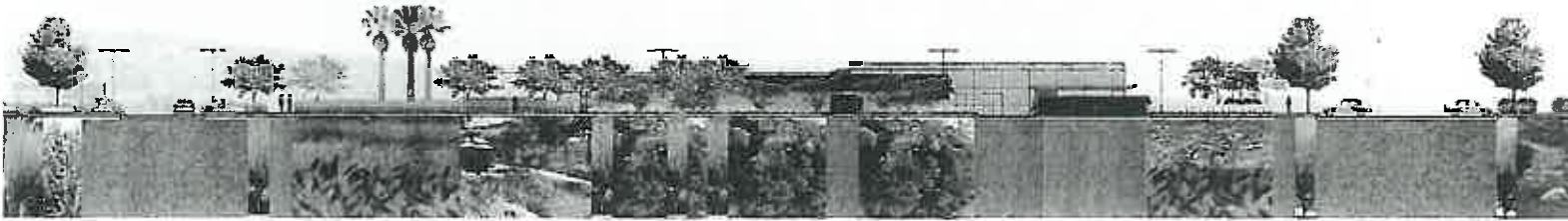
LS-01



EAST ELEVATION

Scale 1" = 16'-0"

0' 16' 32' 64'



WEST ELEVATION

Scale 1" = 16'-0"

0' 16' 32' 64'

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

STAFF REPORT

ADMINISTRATIVE ITEMS

- 3.1** Director's Approvals. During the month of November, as authorized pursuant to Section 1.5.2(d) of the 2004 Riverside County Airport Land Use Compatibility Plan, ALUC staff (on behalf of ALUC Director Ed Cooper) reviewed six non-legislative cases within Compatibility Zones D and E and issued determinations of consistency.

ZAP1010BL15 (Zone E, Blythe AIA) pertains to County of Riverside Conditional Use Permit No. 3721, a proposal to construct and operate a 20 megawatt photovoltaic solar facility on a 160-acre site under the jurisdiction of the County of Riverside located southerly of Interstate 10, easterly of the Wiley's Well Road interchange and westerly of the Mesa Drive interchange, and southwesterly of the unincorporated community of Mesa Verde/Nicholls Warm Springs. The 160-acre site is part of a larger (approximately eight square mile) proposed facility, the remainder of which is proposed for land under the jurisdiction of the United States Bureau of Land Management. The 160-acre site is located outside the Blythe Airport Influence Area, as is the proposed gen-tie line connecting with Southern California Edison's Colorado River Substation, but a portion of the larger project is located within Compatibility Zone E, so ALUC review was deemed appropriate. The applicant submitted a glare analysis of the entire project utilizing the Solar Glare Hazard Analysis Tool (SGHAT), which indicated that some glare would be experienced on the approach to Runway 35, but this glare would be at distances of 1.75 miles or greater from the end of the runway after 5 P.M. standard time from late February to mid-April and from late August to mid-October. ALUC staff issued a determination of consistency for this project on November 6, 2015.

ZAP1161MA15 (Zone D, March AIA) pertains to City of Riverside Case No. P15-0751 (Design Review), a proposal to divide, and modify the architecture of, an existing building (previously a Wal-Mart) on a 12.41-acre site located at 2663 Canyon Springs Parkway (on the southwesterly side of Canyon Springs Parkway, northwesterly of Corporate Center Place, in the portion of the City of Riverside located easterly of Interstate 215), so as to provide for its use by two tenants. The existing building has a gross floor area of 125,873 square feet, and the building, as modified, will have a gross floor area of 126,376 square feet. The top point elevation of the structure is and will remain less than 100 feet higher than the elevation of the runway at March Air Reserve Base/Inland Port Airport at a distance of 16,000 feet from the nearest point on the runway, and the site is located more than 20,000 feet from the runways of all public use airports. Therefore, FAA review for height/elevation reasons was not required. ALUC staff issued a determination of consistency for this project on November 6, 2015.

ZAP1163MA15 (Zone E, March AIA) pertains to City of Riverside Case No. P15-0265 (Conditional Use Permit), a proposal to construct a 47 foot tall monopine wireless communication facility within a 784 square foot lease area on a 7.57-acre site located at 1151 Spruce Street (on the northerly side of Spruce Street, westerly of Rustin Avenue). This site is located more than 20,000 feet from the runways at all public use airports, and the top point elevation of the proposed structure is more than 400 feet lower than the elevation at March. Therefore, FAA review for height/elevation reasons was not required. ALUC staff issued a determination of consistency for this Conditional Use Permit on November 9, 2015.

ZAP1164MA15 (Zone E, March AIA) pertains to City of Riverside Case No. P15-0735 (Design Review), a proposal to construct a 73,000 square foot industrial facility (65,000 square feet of warehouse area and 8,000 square feet of office area, including 4,000 square feet of mezzanine space) on a 4.52-acre site located on the northerly side of Spruce Street, westerly of Rustin Avenue and easterly of Iowa Avenue. The top point elevation of the proposed structure will be more than 400 feet lower than the elevation of the runway at March Air Reserve Base/Inland Port Airport, and the site is located more than 20,000 feet from the runways at Riverside Municipal Airport. Flabob Airport is approximately 20,000 feet away, but, as Flabob's runway does not exceed a length of 3,200 feet, the notice radius for that airport is only 10,000 feet, and the notice surface is evaluated on the basis of a 50:1 slope, rather than a 100:1 slope. Therefore, FAA review for height/elevation reasons was not required. ALUC staff issued a determination of consistency for this project on November 12, 2015.

ZAP1071RI15 (Zone E, Riverside Municipal AIA) pertains to City of Jurupa Valley Master Application No. 14160 [consisting of Conditional Use Permit No. 1402 and Site Development Permit No. 31462], a proposal to develop a gas station, a 2,900 square foot convenience store, and a car wash on a 0.59-acre site located on the southerly side of Limonite Avenue, westerly of its intersection with Camino Real and easterly of its intersection with El Palomino Drive. FAA review was required due primarily to the site's elevation relative to the runway. The FAA issued its "Determination of No Hazard to Air Navigation" on November 17, 2015, and ALUC staff issued its determination of consistency for this project on the same day.

ZAP1165MA15 (Zone E, March AIA) pertains to City of Riverside Case No. P15-0061 (Minor Conditional Use Permit), a proposal to construct a 50 foot tall bell tower enclosing a wireless communication facility within a 462 square foot lease area on a 4.29-acre site located at 5320 Victoria Avenue (on the easterly side of Victoria Avenue, northerly of Central Avenue). While the site is located more than 20,000 feet from March Air Reserve Base at an elevation that is more than 500 feet lower than the March runway, it is located less than 20,000 feet from the east-west runway at Riverside Municipal Airport at an elevation exceeding that runway elevation by more than 130 feet. Therefore, the applicant notified FAA Obstruction Evaluation Service prior to submittal to ALUC. The FAA issued its "Determination of No Hazard to Air Navigation" on June 25, 2015. ALUC staff issued a determination of consistency for this Minor Conditional Use Permit on November 25, 2015.

Additionally, as authorized pursuant to ALUC Resolution No. 2015-01, ALUC staff (on behalf of ALUC Director Ed Cooper) reviewed a multi-case proposal that included three legislative cases within the portion of the City of Riverside in Airport Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Influence Area and one Foundation Component amendment to the County General Plan in that Compatibility Zone and issued determinations of consistency.

ZAP1160MA15 pertains to County of Riverside General Plan Amendment No. 968 (GPA00968), a proposal to amend the General Plan (Mead Valley Area Plan) land use designation of 0.3 acres located at 22711 San Jacinto Avenue (on the northerly side of San Jacinto Avenue, westerly of Lukens Lane and easterly of Cowie Avenue) in the unincorporated community of Good Hope from Rural Community: Very Low Density Residential (RC-VLDR) (maximum one dwelling unit per acre) to Community Development: Commercial Retail (CD:CR). There is an existing commercial use in a structure on the property. Due to the site's elevation (more than 200 feet higher than the elevation at Perris Valley Airport), any new structures at this location will require FAA obstruction evaluation review for height/elevation reasons. However, no new structures are proposed through this application. ALUC staff issued a determination of consistency for this General Plan Amendment on November 2, 2015.

ZAP1162MA15 pertains to City of Riverside Case Nos. P14-0045, P14-0046, P14-0047, P14-0048, and P14-0049. P14-0045 is a proposal to amend the City's General Plan land use designation of 4.69 acres located southerly of Mission Inn Avenue, easterly of Commerce Street, westerly of Park Avenue, and northerly of 9th Street in the portion of Downtown Riverside easterly of the Metrolink rail line from Industrial (I) southerly of University Avenue and Mixed Use – Village (MU-V) and Business/Office Park (B/OP) northerly of University Avenue to Mixed Use – Urban (MU-U), while P14-0047 is a proposal to rezone the same area from General Industrial (I), Business and Manufacturing Park (BMP), and Commercial Retail (CR) to Mixed Use – Urban (MU-U). The entire property is (and will remain) within a Specific Plan Overlay Zone (-sp), and most of the portion of the property northerly of University Avenue is (and will remain) within a Cultural Resources Overlay Zone (-cr). Thus, the rezoning is actually from I-sp, I-sp-cr, BMP-sp, BMP-sp-cr, and CR-sp to MU-U-sp and MU-U-sp-cr. P14-0046 is a proposal to amend the Marketplace Specific Plan designation of the site from Industrial, Commercial Retail, and Business and Manufacturing Park to Mixed Use – Urban. The associated cases were reviewed concurrently pursuant to Policy 1.5.2(d) of the Countywide Policies, as referenced above. City of Riverside Case Nos. P14-0048 (Site Plan Review) and P14-0049 (Design Review) pertain to a proposal to construct "Mission Lofts," consisting of 208 multi-family units within a four-story building to be located in the portion of the site northerly of University Avenue and an additional four multi-family units in a two-story building to be located in the portion of the site southerly of University Avenue. Most of the parking would also be located in the portion of the site southerly of University Avenue. The maximum elevation at the top point of the proposed structure would be more than 500 feet lower than the elevation of the runway at March Air Reserve Base/Inland Port Airport, but the site is located beyond the 20,000 foot radius from that runway and from the runways at Riverside Municipal Airport. Flabob Airport is approximately 12,000 feet away, but, as Flabob's runway does not exceed a length of 3,200 feet, the notice radius for that airport is only 10,000 feet, and the notice surface is evaluated on the basis of a 50:1 slope, rather than a 100:1 slope. Therefore, FAA review for height/elevation reasons was not required. ALUC staff issued determinations of consistency for the Site Plan Review and Design Review on November 16, 2015 and for the General Plan Amendment, Specific Plan Amendment, and Rezoning on November 24, 2015.

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

- 3.2 Resolution No. 2015-02. Staff has noted that the costs incurred by ALUC for the review of development proposals in situations where the ALUC Director is authorized to review the application and render a consistency determination are markedly lower than the costs for projects that require written staff reports, notification of surrounding property owners, advertised hearings, etc. Therefore, staff has prepared Resolution No. 2015-02 proposing a 30 percent reduction in fees (in relation to the fee schedule adopted in 2007) for projects located within Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Influence Area, excluding project sites in the High Terrain Zone, new or expanded airports/heliports/emergency medical landing sites, utility-scale solar projects, uses that are known bird attractants, and non-impact legislative projects already subject to a lower fee.

Y:\ALUC\ALUC Administrative Items\Admin. 2015\Admin Item 12-10-15.doc



AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY

November 6, 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. Larry Ross, Principal 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 –
DIRECTOR’S DETERMINATION**

File No.: ZAP1010BL15
Related File No.: CUP03721 (Conditional Use Permit)
APN: 879-110-001

Dear Mr. Ross:

Under the delegation of the Riverside County Airport Land Use Commission (ALUC) 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 reviewed CUP03721 (Conditional Use Permit), a proposal to construct and operate a 20 megawatt (MW) photovoltaic solar facility with associated facilities on a 160-acre site under the jurisdiction of the County of Riverside located southerly of Interstate 10, easterly of the Wiley’s Well Road interchange and westerly of the Mesa Drive interchange, and southwesterly of the unincorporated community of Mesa Verde/Nicholls Warm Springs. The 160-acre site is part of a larger approximately eight square mile proposed solar facility under the jurisdiction of the Bureau of Land Management (BLM).

The Conditional Use Permit site is located outside of the Blythe Airport Influence Area (AIA) with portions of the project under BLM jurisdiction located within Compatibility Zone E. The project’s proposed 230 kV gen-tie line with 135 foot tall towers to connect with the Southern California Edison (SCE) Colorado River Substation would be located outside of the AIA as well.

The applicant submitted a glare analysis of the entire proposed project utilizing the Solar Glare Hazard Analysis Tool (SGHAT) which determined the potential for glare created by the project for approaches on runways 8, 26, 17, and 35, including an angled approach for runway 26. The analysis utilized a glide slope approach of 3.0 degrees and utilized both a fixed tilt solar position facing south with a 25 degree tilt and a single-axis tracking aligned north-south with a maximum total tracking of 90 degrees. The analysis concluded that some glare would occur on the approach to runway 35 for a fixed tilt type facility. The glare that is projected to occur on the approach to runway 35 would be at 2.0 mile and 1.75 mile distances from the end of the runway and would be limited to a length of time as shown below:

1 ¾ mile

- Late February to Mid March – 5:20 p.m. to 5:50 p.m.
 - Mid September to Mid October – 5:00 p.m. to 5:45 p.m. (6:00 to 6:45 PDT)
- 2 mile
- Late February to Mid April – 5:00 p.m. to 6:00 p.m. (6:00 to 7:00 PDT)
 - Late August to Mid October – 5:00 p.m. to 5:45 p.m. (6:00 to 6:45 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 and would be beyond the 50 degree pilot field of vision. 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.

The elevation of Runway 8-26 at Blythe Municipal Airport at its westerly terminus is approximately 396 feet above mean sea level (396 feet AMSL). The closest gen-tie tower is located approximately 16,800 feet from that runway. At a distance of 16,800 feet from the runway, FAA review would be required for any structure with top point exceeding 564 feet AMSL. The closest location tower has an existing elevation of 428 feet AMSL. The project proposes a maximum structure height of 135 feet, for a total maximum elevation of 563 feet AMSL. Therefore, Federal Aviation Administration (FAA) obstruction evaluation review for height/elevation reasons was not required.

As ALUC Director, I hereby find the above-referenced Plot Plan CONSISTENT with the 2004 Blythe Municipal 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 determination of consistency relates specifically to the proposed project as described above. The following uses/activities are not included in the proposed project and shall be prohibited at this site, in accordance with Note A on Table 4 of the Palo Verde 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 prospective purchasers of the property and tenants and/or lessees of the building(s) and structures on-site.
 4. 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 project operator in writing. Within 30 days of written notice, the project operator shall be required to promptly take all measures necessary to eliminate such glint, glare, or flash. An "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 project operator shall work with the airport operator to prevent recurrence of the incidence. Suggested measures may include, but are not limited to, reprogramming the alignment of the panels or covering them at the time of 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 project operator, the necessary remediation shall only be considered to have been fulfilled when the airport operator states in writing that the situation has been remediated to the airport operator's satisfaction.
 5. In the event that any incidence of electrical interference 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 project operator in writing. Within 30 days of written notice, the project operator shall be required to promptly take all measures necessary to eliminate such interference. An "incidence" includes any situation that results in an accident, incident, "near-miss," report by airport personnel, or specific safety complaint to the airport operator or to federal, state, or county authorities responsible for the safety of air navigation. The project operator shall work with the airport operator to prevent recurrence of the incidence. For each such incidence made known to the project operator, the necessary remediation shall only be considered to have been fulfilled when the airport operator states in writing that the situation has been remediated to the airport operator's satisfaction.

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



John J.G. Guerin, Principal Planner
for Edward C. Cooper, Director

Attachments: Notice of Airport in Vicinity

AIRPORT LAND USE COMMISSION

November 6, 2015

cc: Roy Skinner, Desert Quartzite, LLC (applicant/representative/payee)
A-yuan Kao Chao (landowner)
Daryl Shippy, Airports Manager, Riverside County EDA – Aviation Division
ALUC Case File

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**APPLICATION FOR MAJOR LAND USE ACTION REVIEW
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION
DESERT QUARTZITE SOLAR PROJECT**

**ATTACHMENT 1
SUPPLEMENTAL APPLICATION MATERIAL**

This attachment supplements the information presented on the Application for Major Land Use Action Review (Application) form and presents additional information regarding the overall Desert Quartzite Solar Project (Project). The information included on the Application form is generally specific to the 160-acre private parcel (APN 879-110-001) that is addressed in the Conditional Use Permit (CUP) application that was submitted to Riverside County by Desert Quartzite, LLC on February 12, 2015 (CUP Number 3721). The 160-acre private parcel that is subject to Riverside County CUP jurisdiction is part of a larger Project that is located on surrounding lands administered by the U.S. Bureau of Land Management (BLM) that are not subject to Riverside County CUP jurisdiction. The supplemental information herein is presented for context and clarification regarding how the 160-acre private parcel relates to the overall Project.

The balance of this supplemental application material is organized according to the sections within the Application form. In addition, information on existing and proposed energy development in the general Project area relative to the Desert Quartzite Project site and Blythe Airport Zones is presented at the end of this Attachment 1.

PROJECT LOCATION

Project Location Map

Figure 1 (Project Area and Airport Zones) shows the location of the overall Project site, the 160-acre private parcel subject to Riverside County CUP jurisdiction, and the geographic relationship of the overall Project site and the 160-acre private parcel to the Blythe Airport runways and the associated Airport Compatibility Zones. As shown, the 160-acre private parcel is not located within any of the specified airport zones. The northeast portion of the overall Project site is within Airport Compatibility Zone E (least restrictive zone).

Assessor's Parcel Number (APN)

As indicated on the Application form and Figure 1, the 160-acre private parcel is located on APN 879-110-001-3. The balance of the overall Project site is located on lands administered by the BLM encompassing multiple APNs as shown and listed on Sheet 4 (Overall Easement Map) of Exhibit A (Site Plan Package) in the CUP Application. A copy of Sheet 4 is attached herein for reference. A legal description of the BLM-administered portion of the overall site is as follows:

**APPLICATION FOR MAJOR LAND USE ACTION REVIEW
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION
DESERT QUARTZITE SOLAR PROJECT**

**LEGAL DESCRIPTION OF THE BLM LANDS PORTION
OF THE PROJECT SITE AREA**

Township Range and Section	
T 7S, R 21E	
Section 3	W1/2, W1/2E1/2, S1/2SE1/4SE1/4, Lots 4, 5, 6
Section 4	S1/2S1/2S1/2
Section 5	S1/2S1/2S1/2
Section 6	S1/2S1/2SE1/4
Section 7	NE 1/4
Section 8	NW1/4NW1/4, SW1/4NW1/4
Section 9	E1/2
Section 10	All
Section 11	N1/2, SW1/4
Section 12	NW1/4, N1/2SW1/4
Section 13	N1/2, SW1/4, W1/2SE1/4, All that area NW CA 08974
Section 14	S1/2NE1/4, W1/2, SE1/4
Section 15	NW1/4, N1/2SW1/4, SE1/4, All that area NE of CA 4163
Section 22	NE1/4NE1/4, All that area NE of CA 4163
Section 23	N1/2, NE1/4SW1/4, SE1/4, All that area NE of CA 4163
Section 24	N1/2NW1/4, SW1/4NW1/4, NW1/4SW1/4, All that area NW of CA 8974

PROJECT DESCRIPTION

Existing Land Use

160-acre Private Parcel

As discussed on the application form, the 160-acre private parcel is currently vacant, abandoned, agricultural land (previously jojoba farm). The private parcel is surrounded by existing berms on all four sides which are presumed to be associated with the former jojoba farm; the berms are located on adjacent BLM land.

BLM-Administered Lands Portion of Site

The majority of the overall Project site is located on BLM-administered lands on a relatively flat area encompassing approximately 8 square miles on the Palo Verde Mesa area in eastern Riverside County near Blythe, south of Interstate 10, and southwest of the Blythe Airport. The

**APPLICATION FOR MAJOR LAND USE ACTION REVIEW
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION
DESERT QUARTZITE SOLAR PROJECT**

overall Project site currently consists primarily of undeveloped desert land. Several existing electrical power lines run parallel to and outside of the southwest and southeast borders of the overall Project site as shown on Figure 1 and Sheet 4 (attached). In addition, new power lines either under construction or proposed to support other renewable energy projects in the general Blythe area run in an east-west orientation through the northern portion of the overall Project site generally along 16th Avenue/Seeley Avenue and within the proposed Gen-Tie study corridor for the Desert Quartzite Solar Project (see Figure 2).

Proposed Land Use

160-acre Private Parcel

As described in more detail in the CUP application, the proposed Project includes development of the 160-acre private parcel for solar photovoltaic (PV) energy production. A summary of proposed solar generation related facilities within the private 160-acre parcel follows:

- Approximately 27,000 feet of internal, 20-foot-wide access roads
- Approximately 2,850 feet of 6-foot tall chain link fence topped with 1.3 feet of 3-strand barbed wire (i.e., total height of approximately 7 feet)
- Approximately 15,450 typically 12-foot long driven-post foundations for the solar arrays
- Approximately 125 acres of solar array fields (maximum height of 13 feet) generating approximately 20 megawatts (MW) of electricity
- 12 Power Conversion System shelter facilities (maximum height of 12 feet)
- 1 Photovoltaic Combining Switchgear

A preliminary site plan specific to the 160-acre private parcel is presented on Sheet 1 (Preliminary Site Plan) of Exhibit A (Site Plan Package) in the CUP Application. A typical solar array configuration and elevation drawing is shown on Sheet 9 (Typical Array and Elevation) of Exhibit A (Site Plan Package) in the CUP Application. A floor plan and sectional views of a Power Conversion Station are shown on Sheet 10 (Power Conversion Station [PCS]) of Exhibit A (Site Plan Package) in the CUP Application. Copies of Sheets 1, 9, and 10 are attached herein for reference.

BLM-Administered Lands Portion of Site

The overall proposed Project includes construction and operation of a 300 MW alternating current (AC) PV electric-generating project. The overall Project includes the Solar Facility, an On-Site Substation, and the approximately 3-mile-long 230 kilovolt (kV) Gen-Tie Line. The Project proposes to interconnect to the regional transmission grid at Southern California Edison's (SCE) Colorado River Substation (CRSS)(see Figure 1). The CRSS was completed in 2013 as

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part of system upgrades that are intended to serve several renewable energy projects in the region. The proposed 230 kV Gen-Tie Line would be located entirely on land administered by the BLM on the northern portion of the Project site and would be authorized as part of the BLM right-of-way (CACA 49397) grant. The Gen-Tie transmission structures are the tallest (approximately 135 feet) components associated with the proposed Project. The overall Project site encompasses approximately 5,245 acres. The proposed solar facility would be constructed within an approximately 2,613-acre fenced portion of the overall Project site. A preliminary site layout for the overall Project, including the 160-acre private land portion, is presented on Sheet 2 (Overall Preliminary Site Plan) of Exhibit A (Site Plan Package) in the CUP Application. A copy of Sheet 2 is attached herein for reference.

Number of People on Site

As noted on the application form, the calculated maximum number of people on the 160-acre private parcel is 50. This number of people is for workers during the construction phase and was calculated based on the maximum number of construction workers for the overall project (810) prorated for the 160-acre private land parcel percentage of the planned fenced area (2,613 acres) of the overall site. During the operational phase of the Project, the workforce is estimated at approximately 15 for the overall Project and, with the exception of periodic operation, maintenance, and security activities on the private parcel, no workers will typically be present on the 160-acre private parcel. The Project Operations and Maintenance building is located along 16th Avenue/Seeley Avenue on BLM land as shown on Sheet 2 (Overall Preliminary Site Plan) of Exhibit A (Site Plan Package) in the CUP Application. A copy of Sheet 2 is attached herein for reference.

Height Data

160-Acre Private Parcel

As noted on the application form, the height above ground of the tallest structure on the 160-acre private parcel is approximately 13 feet for the PV arrays at maximum height. With consideration of the highest base elevation above sea level (asl) (396 feet) on the 160-acre private parcel, the highest elevation of the PV arrays will be approximately 409 feet asl. The 160-acre private parcel will be developed with PV arrays as part of the larger Project and is located well outside the Blythe Airport Compatibility Zone area.

BLM-Administered Lands Portion of Site

The tallest Project-related structures on the overall Project site are the Gen-Tie structures at approximately 135 feet in height above ground surface. Based on site survey data, the highest elevation of any proposed object on the overall Project site is approximately 615 feet asl for a monopole tower near the western end of the proposed 230 kV Gen-Tie route north of the CRSS.

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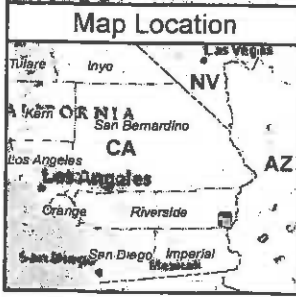
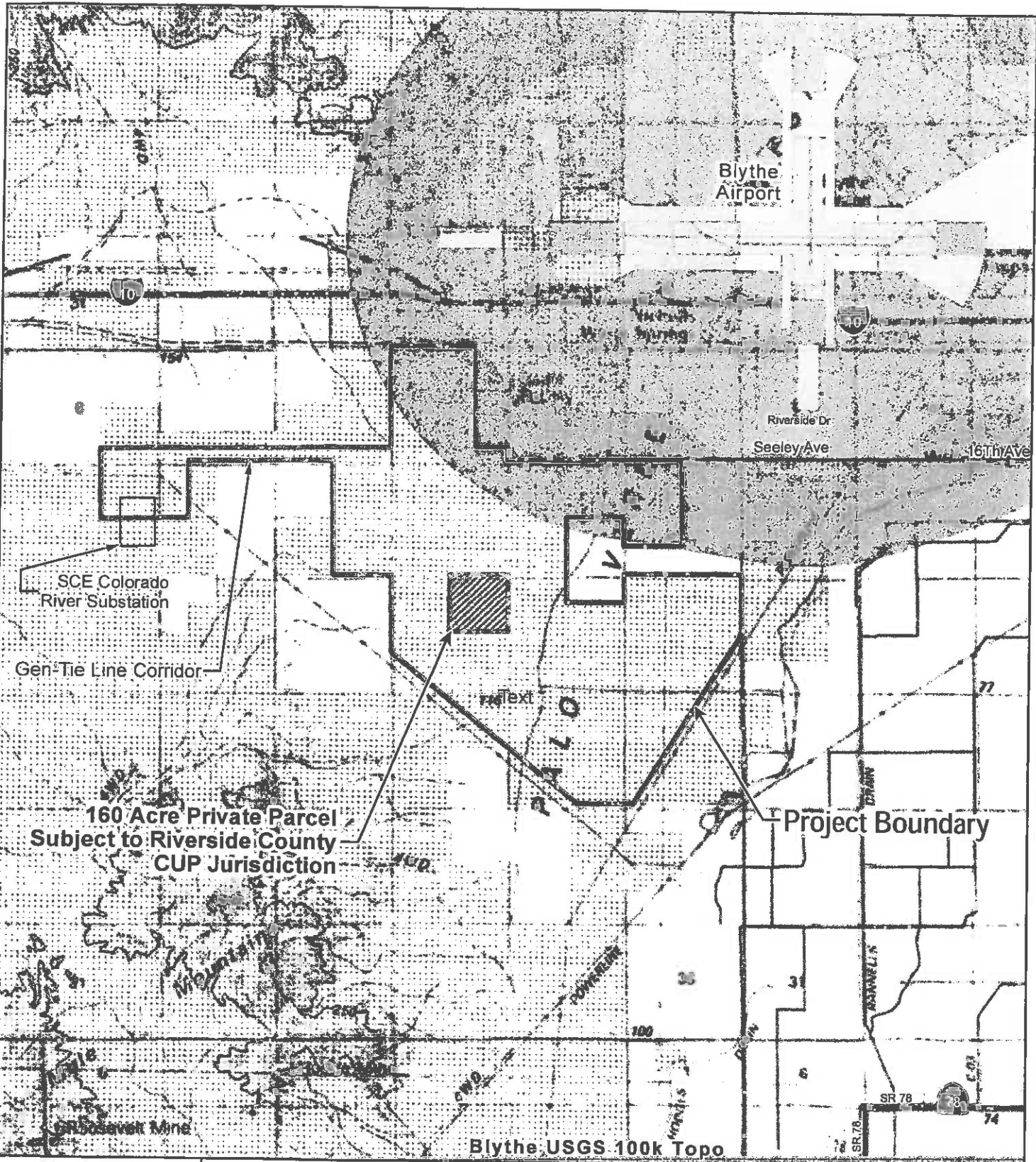
This is based on a 480-foot base elevation plus 135-foot-tall Gen-Tie monopole structure. This location is several miles to the west of the western extent of the mapped Blythe Airport Compatibility Zone(s)(see Figures 1 and 2). No Project-related 230 kV Gen-Tie structures are currently planned within the Blythe Airport Compatibility Zone area where Zone E encompasses the northeast portion of the overall site (see Figure 2). In addition, the Project on-site substation is located outside the Blythe Airport Compatibility Zone Area (see Figure 2).

The tallest Project-related objects on the overall Project site within the Blythe Airport Compatibility Zone (Zone E) are several of the proposed 70-foot-tall, 34.5-kV collector poles distributed throughout the site. It should be noted that there are currently no proposed Project facilities in the northernmost portion of the Project site (Section 3, T 7S, R 21E) as shown on Figure 1 and Sheet 2 (Overall Preliminary Site Plan) of Exhibit A (Site Plan Package) in the CUP Application. A copy of Sheet 2 is attached herein for reference.

CUMULATIVE ENERGY DEVELOPMENT

As shown on Figure 2, there are multiple existing, proposed, and approved solar energy facilities and transmission lines in the general vicinity of the proposed Desert Quartzite Solar Project. Existing and proposed transmission lines by others traverse the northern portion of the Desert Quartzite Solar Project site as well as the western, southern, and eastern portions of the Blythe Airport Compatibility Zones as shown on Figure 2.

The proposed maximum 135-foot-tall Desert Quartzite Gen-Tie structures would be similar in character to other existing and proposed transmission lines in the vicinity of the proposed gen-tie route.



Legend

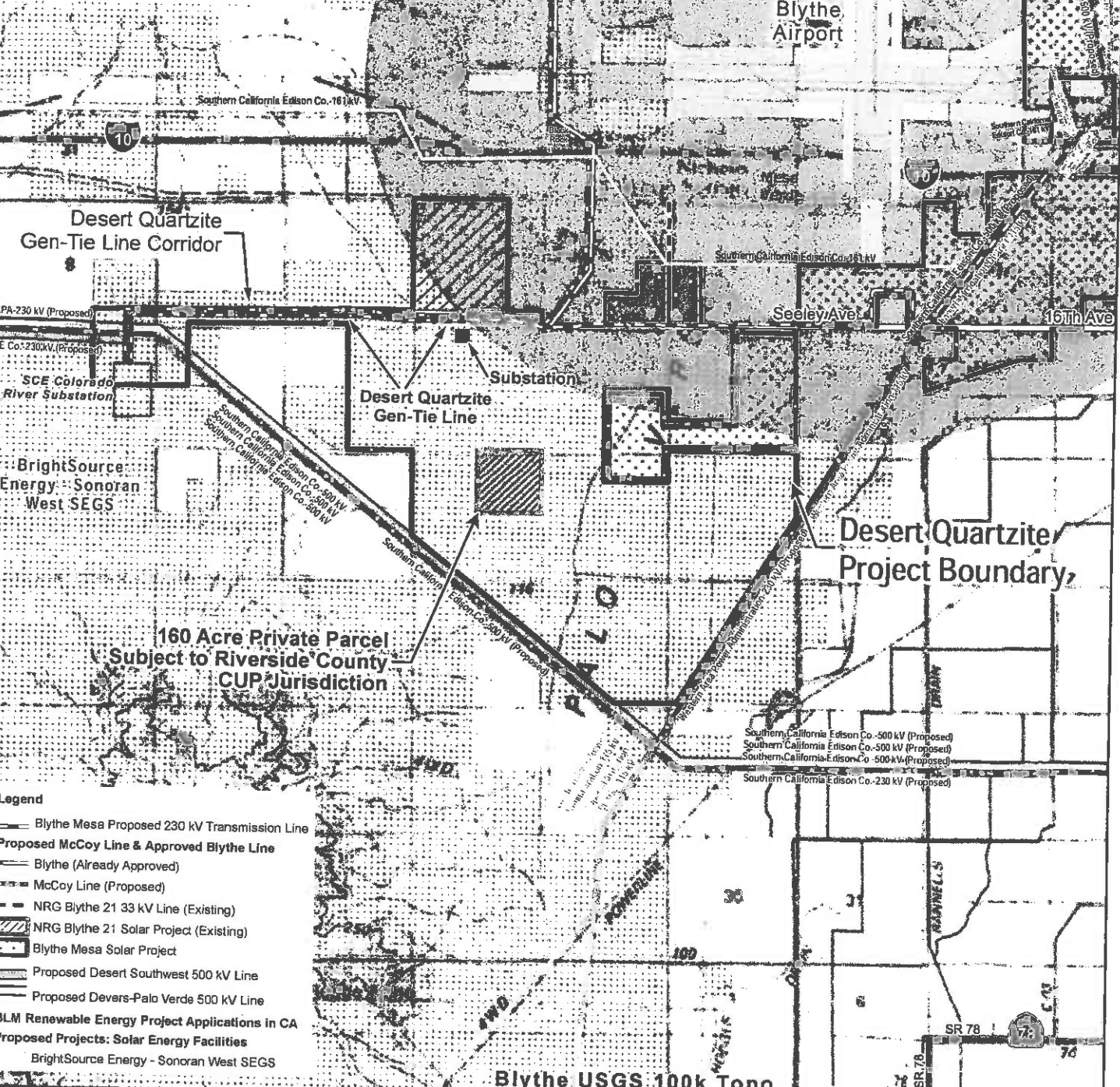
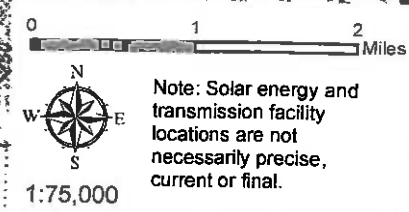
- Project Boundary
- 160 Acre Private Parcel (APN 879-110-001)
- BLM Lands
- North
- 0 1 2 Miles
- Blythe Airport Compatibility Zones**
 - Zone A
 - Zone B1
 - Zone B2
 - Zone C
 - Zone D
 - Zone E

Desert Quartzite Solar Project

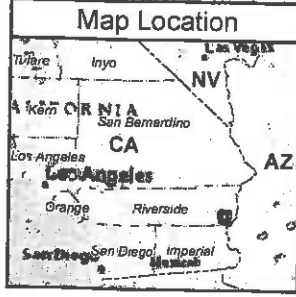
Figure 1
Project Area and Airport Zones

Desert Quartzite, LLC

August 2015



- Legend**
- Blythe Mesa Proposed 230 kV Transmission Line
 - Proposed McCoy Line & Approved Blythe Line
 - Blythe (Already Approved)
 - McCoy Line (Proposed)
 - NRG Blythe 21 33 kV Line (Existing)
 - ▨ NRG Blythe 21 Solar Project (Existing)
 - Blythe Mesa Solar Project
 - Proposed Desert Southwest 500 kV Line
 - Proposed Devers-Palo Verde 500 kV Line
 - BLM Renewable Energy Project Applications in CA
 - Proposed Projects: Solar Energy Facilities
 - BrightSource Energy - Sonoran West SEGS



- Desert Quartzite Legend**
- ▭ Desert Quartzite Project Boundary
 - DQ 230 kV Gen-tie (approximate)
 - ▨ 160 Acre Private Parcel (APN 879-110-001)
 - ▩ No Solar Development
 - ▧ Portion of Project Site
 - Site
- Transmission Lines (Platts PowerMap)**
- 115 kV
 - 161 kV
 - 230 kV, Proposed
 - 500 kV
 - 500 kV, Proposed
 - ▨ BLM Lands
- Blythe Airport Compatibility Zones**
- Zone A
 - Zone B1
 - Zone B2
 - Zone C
 - Zone D
 - Zone E
- Sources: BLM Renewable Energy Database (2015); Blythe Mesa Solar Project FEIR-EA (2015); Riverside Co. ALUC Staff Report, CUP 3682, 2013; POWERmap (2012).

Desert Quartzite Solar Project

Figure 2
Cumulative Energy Projects/
Airport Zones Map

Desert Quartzite, LLC

September 2015

GLARE STUDY

FOR THE
DESERT QUARTZITE SOLAR PROJECT
RIVERSIDE COUNTY, CALIFORNIA

PURCHASE ORDER NO. 4800026507

Prepared for:

Desert Quartzite, LLC

A Wholly-owned Subsidiary of First Solar Development, Inc.
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Project No. 60421652.28907634.10001

August 2015

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Appendices

Appendix A Glare Prediction Plots

1.0 INTRODUCTION

This document describes results of the Glare Study conducted for the Desert Quartzite Solar Project (Project), located in eastern Riverside County near Blythe, California.

1.1 Project Background

The Project would include construction and operation of a 300-megawatt (MW) alternating current photovoltaic (PV) solar facility and an approximately 3-mile-long, 230-kilovolt (kV) generation-tie (gen-tie) line interconnection to the existing Southern California Edison (SCE) Colorado River Substation (CRSS). The solar array would be located within the approximately 2,613-acre fenced portion of the overall 5,245-acre Project site of which the gen-tie line study corridor occupies 445 acres. The Project site would be located approximately 2 miles southwest of the Blythe Municipal Airport and directly south-southwest of the existing NRG Blythe Solar Power Plant. Interstate 10 (I-10) runs east-west approximately 0.4 mile from the northern boundary of the Project site, and approximately 1.5 miles north of the closest extent of the portion of the Project site that is proposed to be developed with solar panels. The Project site location and the Applicant's proposed preliminary PV site layout are shown on Figure 1.

1.2 Purpose of Study

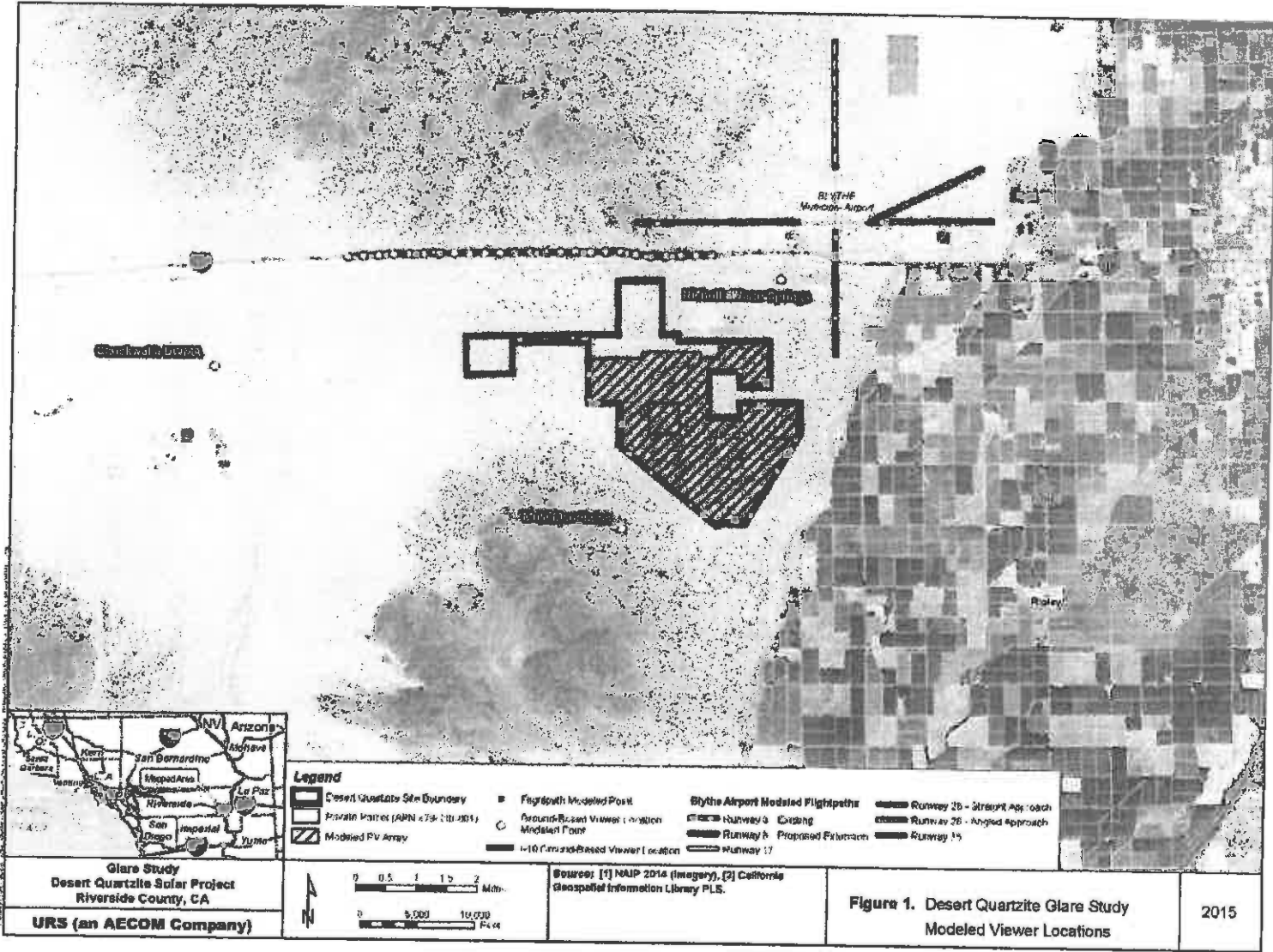
The purpose of the Glare Study is to identify potential glare impacts that could result from operation of the proposed solar array when viewed from common flight paths and specific ground-level locations. Specifically, the Glare Study addresses the following:

- Glare from the proposed solar array visible to:
 - Pilots upon their approach to Blythe Municipal Airport
 - Roadway travelers on I-10
 - Representative on-the-ground viewer locations in the Town of Nicholls Warm Springs/Mesa Verde, the Mule Mountains Area of Critical Environmental Concern (ACEC), and the Chuckwalla Desert Wildlife Management Area (DWMA)
- Timing and duration of visible glare
- Level of potential impact to the human eye from glare

1.3 PV Panels and Array Details

The Project will be constructed using cadmium telluride (CdTe) thin-film solar modules, or other PV modules, mounted on: single-axis, horizontal tracker structures; fixed-tilt mounting systems; or a combination thereof. Fixed-tilt arrays, which do not track the sun, would be

**GLARE STUDY
DESERT QUARTZITE SOLAR PROJECT**



positioned in a south-facing orientation at a tilt between 20 and 25 degrees from horizontal (ground surface) to receive optimal solar energy throughout the year. The rows in each array would be oriented in an east-west direction. The maximum height for fixed-tilt arrays would be 13 feet above the ground surface. On the single-axis horizontal trackers, the PV modules would be mounted horizontally (not tilted to the south). Single-axis units would be arranged into north-to-south-oriented rows and would be powered by a drive motor to track the east-west path of the sun from a single axis over the course of the day. The tallest height of the single-axis horizontal tracker would be approximately 13 feet maximum above the ground surface. The tallest height would coincide with early morning and evening hours. Figure 2 provides a representative photograph of a single-axis, horizontal tracker PV panel array. Fixed-tilt panels would have a similar appearance, but do not rotate about an axis.

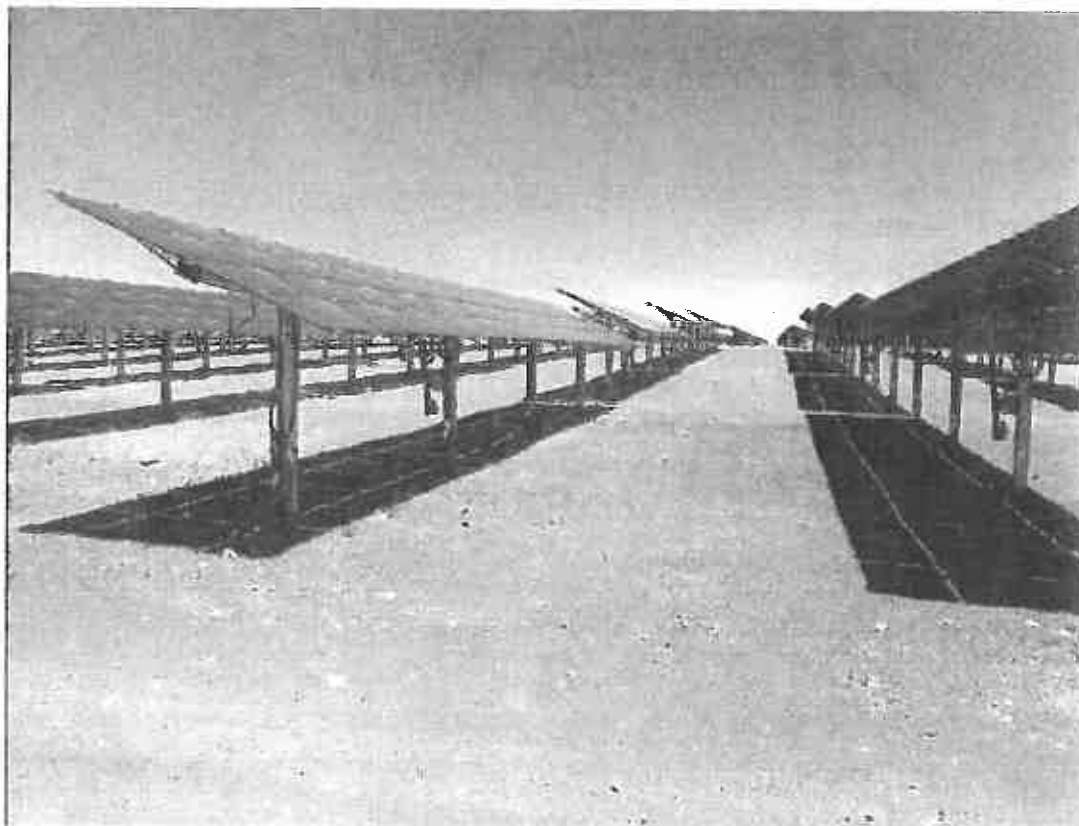


Figure 2 – Representative Horizontal Tracker PV Array

2.0 REGULATORY FRAMEWORK

The Federal Aviation Administration (FAA) has established an interim policy for proposals by sponsors of federally obligated airports to construct solar energy systems on airport property (78 FR 63276). The interim policy requires use of the Solar Glare Hazard Analysis Tool (SGHAT) for assessing glare-induced ocular impact. Solar energy systems that are

located on a non-federally obligated airport or located off airport property are not subject to this policy; however, they are strongly encouraged to consider the requirements established in the interim policy when siting the project. The Desert Quartzite Solar Project is not located on a federally obligated airport. However, Riverside County has requested the glare analysis be performed for the Project. The interim policy provides the following standards for measuring ocular impact of a proposed solar energy system:

1. *No potential for glint or glare in the existing or planned Airport Traffic Control Tower (ATCT) cab, and,*
2. *No potential for glare or "low potential for after-image" along the final approach path for any existing landing threshold or future landing thresholds (including any planned interim phases of the landing thresholds) as shown on the current FAA-approved Airport Layout Plan (ALP). The final approach path is defined as two (2) miles from fifty (50) feet above the landing threshold using a standard three (3) degree glidepath. Ocular impact must be analyzed over the entire calendar year in one (1) minute intervals from when the sun rises above the horizon until the sun sets below the horizon.*

3.0 METHODS

The SGHAT was used to perform the glare analysis. SGHAT is a web-based tool that employs Google Maps to assess when/where glare would occur and to classify the level of potential effects on the human eye from glare. The user enters the location and characteristics of the PV array into the model, and SGHAT uses Google Maps to determine the latitude, longitude, and elevation of the PV panels, which provides the necessary information for sun position and vector calculations. Model output for glare potential is organized into the following categories:

- *Potential for permanent eye damage* – Permanent eye damage from retinal burn may occur.
- *Potential for temporary after-image* – Within this range, glare could be intense enough to cause temporary after-image, or flash-blindness, the effect after viewing a camera flash in a dim room, for a period of at least one second. The intensity of the glare would be below the retinal burn threshold, and would not have potential for permanent eye damage (Ho et al. 2011).
- *Low Potential for temporary after-image* – Glare could occur, but the intensity would be below the threshold for potential after-image, or flash-blindness.
- *Glare beyond 50 degrees from pilot line of sight* - Glare could occur but it would not pose a safety risk to pilots. Research has concluded that glare occurring beyond 50 degrees

azimuthally from the pilot’s line-of-sight does not pose safety risks to the pilot (Ho et al. 2014).

3.1 Model Input Parameters and Assumptions

User-defined input parameters for the SGHAT included data on viewer locations and PV arrays.

3.1.1 Viewer Locations

Viewer locations included both ground-based locations and flight paths. A description of each viewer location is provided below and shown on Figure 1.

3.1.1.1 Air-based Viewer Locations. Flight paths were modeled based on the four different runways at the Blythe Municipal Airport (Figure 1). Six landing approaches were modeled, including the proposed extension of Runway 8 and an alternate angled approach for Runway 26 at 25 degrees right of center (ALUC 2004). The SGHAT models flight paths as linear paths starting at the runway threshold¹ and extending for 2 miles in the approach direction. The model automatically establishes points at ¼-mile increments along the 2-mile linear approach path, and glare is predicted for each of those points. Based on discussions with ALUC staff, it is understood that there is no Air Traffic Control Tower (ATCT) at the Blythe Municipal Airport (personal communication with John Guerin, Principal Planner at ALUC, on April 8, 2015). Therefore, no ATCT was modeled as a viewer location in this analysis.

Table 1 below summarizes each runway that was modeled and associated assumptions and input parameters.

**TABLE 1
MODELED RUNWAY APPROACHES**

Runway Approach	Approach Orientation	Runway Length (ft)
8 - Existing	Eastbound approach	6,562
8 - Proposed extension	Eastbound approach	10,012
26 - Straight approach	Westbound approach	6,562
26 - Angled approach	Southwest-bound approach (25° offset from center)	6,562
17	Southbound	6,562
35	Northbound	6,562

Source: ALUC 2004.

¹ Marking on the runway that indicates the designated space for aircraft landing and takeoff.

The SGHAT flight path parameters used in the model are summarized below in Table 2.

**TABLE 2
FLIGHT PATH USER INPUTS**

Parameter	Value	Source	Description
Threshold crossing height	50 feet	Model default	Height above ground of aircraft as it crosses the threshold point.
Glide slope	3°	ALUC 2004	Angle, in degrees, of ascent/descent of aircraft along path.
Consider pilot visibility from cockpit	YES	Professional judgment	If "YES" is selected, the glare below the maximum downward viewing angle is ignored since this would not pose a safety hazard to the pilot.
Maximum downward viewing angle	30°	Model default	The angle below the horizon indicating the field of view of the pilot in the cockpit from the flight path observation points. Glare occurring below this field of view is ignored. Only used if "consider pilot visibility from cockpit" is checked.
Azimuthal viewing angle	180°	Model default	The horizontal angle clockwise and counter-clockwise from the front of the aircraft parallel with the horizon. Glare occurring past this field of view is ignored. An azimuthal viewing angle of 180° means glare behind the aircraft can be seen (360° field of view).

3.1.1.2 Ground-based Viewer Locations. Ground-based viewer locations were established for four different viewing areas I-10, Town of Nicholls Warm Springs/Mesa Verde, the Mule Mountains ACEC, and the Chuckwalla DWMA. I-10 was considered to be a linear viewer platform. A 6-mile stretch of I-10 was analyzed, starting near the mid-point of the Project area, extending west for 6 miles. The model evaluated potential glare at points established at ¼-mile increments along the 6-mile stretch of interstate. Viewer height for the I-10 Viewer Location was assumed to be 4'-6" to estimate eye height of a motorist. A viewer eye height of 5'-6" was assumed for the remaining three ground-based viewer locations which were established to be representative locations for viewers from the town of Nicholls Warm Springs/Mesa Verde, the Mule Mountains ACEC, and the Chuckwalla DWMA. The model did not analyze I-10 to the east because topography and existing vegetation screen the site from view of motorists traveling toward the site from the east.

3.1.2 PV Array Parameters

PV Array parameters used for this Glare Study are defined as summarized in Table 3 below. Figure 1 displays the assumed worst-case geographic extent of the PV Array.

**TABLE 3
USER-DEFINED PV ARRAY PARAMETERS**

Parameter	Value	Description
Axis tracking	None and Single	"None" indicates a fixed-tilt panel and "Single" indicates a single-axis panel. Both axis tracking types (fixed-tilt and single axis) were modeled as different scenarios.
Orientation of array (fixed-tilt panels only)	180°	Specifies the orientation of the array in degrees, measured clockwise from true north. Modules facing east would have an orientation of 90°, and modules facing south would have an orientation of 180°.
Tilt of solar panels (fixed-tilt panels only)	25°	Specifies the tilt (elevation angle) of the modules in degrees, where 0° is facing up and 90° is facing horizontally.
Tilt of tracking axis (single-axis tracking only)	0°	Specifies the elevation angle of the tracking axis in degrees. A value of 0° indicates the axis is parallel with flat ground while a value of 90° indicates the axis is perpendicular to flat ground. The panels rotate about the tracking axis. The tilt of the tracking axis is shown as β in Figure 3.
Orientation of tracking axis (single-axis tracking only)	180°	Specifies the orientation of the tracking axis in degrees, measured clockwise from true north. Panels facing south at solar noon would have an orientation of 180°. Note: if the tilt of the tracking axis is 0°, an orientation of the tracking axis of either 0° or 180° yields the same results.
Offset angle of module	N/A	Specifies, in degrees, the vertical offset angle between the tracking axis and the panel (if any). The offset angle of module is shown as μ in Figure 3.
Maximum tracking angle	45°	The maximum angle the panel will rotate in both the clockwise and counterclockwise directions from the zenith (upward) position. A value of 45° indicates the panel can rotate a maximum of 45° E and 45°W, for a total of 90°.
Reflectivity varies with incidence angle	YES	"YES" indicates that the reflectivity of the modules at each time step will be calculated as a function of module surface material and incidence angle between the panel normal and sun position.
Module surface material	Smooth glass with anti-reflective coating	Specifies the type of material comprising the PV modules. The reflective properties of the material are used to generate panel reflectivity based on sun position at each time step.
Slope error	Correlate slope error to module surface type	This parameter specifies the amount of scatter that occurs from the PV module. Mirror-like surfaces that produce specular reflections will have a slope error closer to zero, while rough surfaces that produce more scattered (diffuse) reflections have higher slope errors. The model automatically selects slope error (or scatter) based on the module surface material.

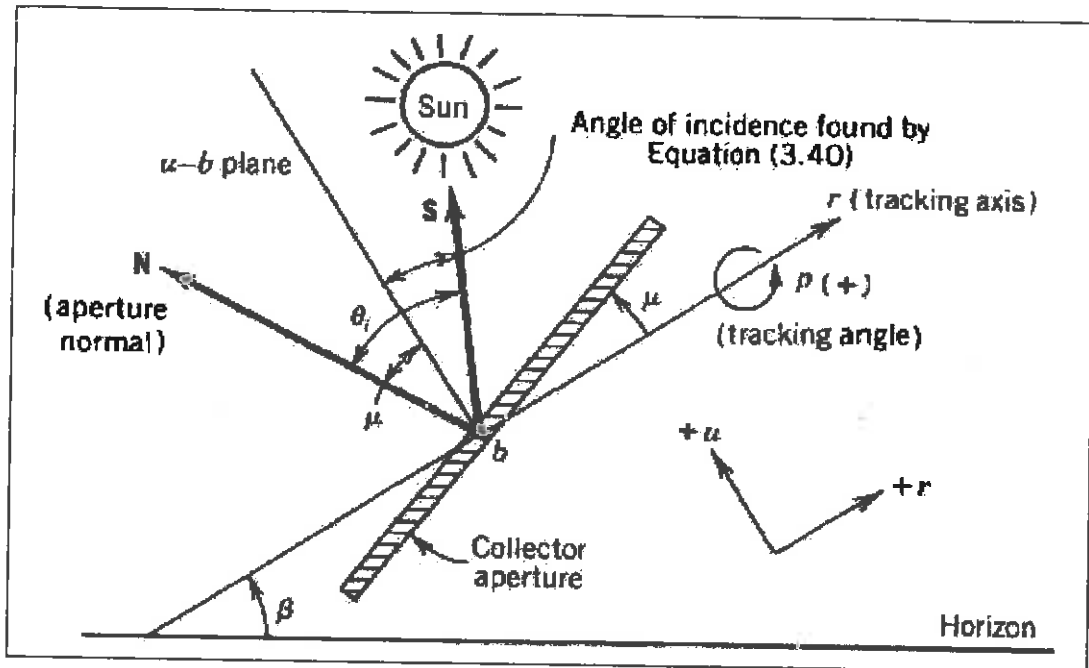


Figure 3 – Tilt of Tracking Axis (β) and Offset Angle (μ)
Source: Stine and Geyer 2001

3.1.3 Analysis Parameters

Table 4 summarizes the analysis default parameters applied to the SGHAT model.

**TABLE 4
ANALYSIS PARAMETERS**

Parameter	Value	Description
Subtended angle of the sun	9.3 mrad (0.53°)	Angle formed by the sun relative to the location and position of the observer's eye.
Peak direct normal irradiance (DNI)	1000 W/m ²	Maximum amount of solar power striking surface per unit area. DNI varies for each time step based on sun position.
Ocular transmission coefficient	0.5	Accounts for radiation that is absorbed in the eye before reaching the retina.
Pupil diameter	0.002 m	The size impacts the amount of light entering the eye and reaching the retina.
Eye focal length	0.017 m	Distance between the nodal point (where rays intersect in the eye) and the retina. This value is used to determine the projected image size on the retina for a given subtended angle of the glare source.
Time interval	1 minute	Time step for analysis.

3.2 Model Limitations

Below is a list of assumptions and limitations of the SGHAT (Ho et al. 2014).

- The software currently only applies to flat reflective surfaces.
- PV array single-axis tracking does not account for backtracking or the effects of panel shading and blocking.
- SGHAT does not rigorously represent the detailed geometry of a system; detailed features such as gaps between modules, variable height of the PV array, and support structures may impact actual glare results. However, model results have been validated against several systems, and the tool was found to accurately predict the occurrence and intensity of glare at different times and days of the year.
- SGHAT assumes that the PV array is aligned with a plane defined by the total heights of the coordinates outlined in the Google map.
- SGHAT does not consider obstacles (either man-made or natural) between the observation points and the prescribed solar installation that may obstruct observed glare, such as trees, hills, buildings, etc.
- The variable direct normal irradiance (DNI) feature (if selected) scales the user-prescribed peak DNI using a typical clear-day irradiance profile. This profile has a lower DNI in the mornings and evenings and a maximum at solar noon. The scaling uses a clear-day irradiance profile based on a normalized time relative to sunrise, solar noon, and sunset, which are prescribed by a sun-position algorithm and the latitude and longitude obtained from Google maps. The actual DNI on any given day can be affected by cloud cover, atmospheric attenuation, and other environmental factors.

4.0 MODEL RESULTS

The SGHAT model predicted that the Project, operated using fixed-tilt panels, would produce glare visible from several of the viewer locations that were selected for analysis. Glare was not predicted to occur for the Project at any of the analyzed viewer locations when operated using single-axis, horizontal tracker panels. Viewer locations that could be affected by glare include Runway 35, the Mule Mountains ACEC, and the Chuckwalla DWMA. Table 5 summarizes the results of the glare analysis. A discussion of the results is provided below for potentially affected viewer locations. Appendix A includes plots that display the potential for glare and its effects on the human eye that could be experienced at each of these potentially affected viewer locations.

**TABLE 5
GLARE RESULTS SUMMARY**

Viewer Location	Predicted Glare	
	Fixed-tilt	Single-axis
Air-based		
Runway 26 – Straight Approach	No glare	No glare
Runway 26 – Angled Approach	No glare	No glare
Runway 8 – Existing Layout	No glare	No glare
Runway 8 – Proposed Runway Extension	No glare	No glare
Runway 17	No glare	No glare
Runway 35	Glare beyond 50 degrees from pilot line-of-sight	No glare
Ground-based		
I-10	No glare	No glare
Town of Nicholls Warm Springs/ Mesa Verde	No glare	No glare
Mule Mountains ACEC	Low potential for glare and temporary after-image	No glare
Chuckwalla DWMA	Low potential for glare and temporary after-image	No glare

4.1 Runway 35

Runway 35 is the only flight path for the Blythe Municipal Airport where glare was predicted under either modeling scenario. SGHAT predicted potential glare at 1.75 miles and 2.0 miles from the runway threshold when the Project is operated using fixed-tilt panels. At 1.75 miles, glare was only predicted beyond 50 degrees from pilot line-of-sight for up to 20 minutes per day, between the hours of 5:00 and 6:00 p.m. (1700–1800 during the months of March, September, and October. At 2.0 miles, the SGHAT predicted glare beyond 50 degrees from pilot line-of-sight for approximately one-half hour per day between the hours of 5:00 and 6:00 p.m. (1700–1800), during the months of February, March, April, August, September, and October. As discussed in Section 3.0, glare beyond 50 degrees from pilot line-of-sight would not pose a safety risk to the pilot. At both locations, glare was only predicted for operation of the Project using a fixed-tilt PV array.

4.2 Mule Mountains ACEC

The SGHAT predicted glare with low potential for temporary after-image visible from the Mule Mountains ACEC viewer location. As discussed in Section 3.0, “low potential for temporary after-image” indicates that glare could occur but would be below the threshold for both flash-blindness and retinal damage. Glare was predicted from mid-March to mid-

September for approximately one-half hour each day between the hours of 5:30 and 6:30 a.m. (0530-0630). Glare was only predicted for operation of the Project using fixed-tilt PV arrays.

4.3 Chuckwalla DWMA

The SGHAT predicted glare with low potential for temporary after-image visible from the Chuckwalla DWMA, meaning glare could occur but would be below the threshold for both flash-blindness and retinal damage. Glare was predicted for a total of 21 days during late-March and mid-September, for a few minutes per day. Glare was only predicted for operation of the Project using a fixed-tilt PV array.

5.0 DISCUSSION AND CONCLUSIONS

SGHAT did not predict glare at an intensity high enough to cause flash-blindness or permanent retinal damage from any viewer location. Additional discussion is provided below.

5.1 Single-axis Horizontal Trackers

No potential for Project-related glare associated with single-axis horizontal trackers was predicted by the SGHAT for any of the Blythe Municipal Airport flight paths or ground-based viewer locations that were analyzed.

5.2 Fixed-tilt Panels

Runway 35 was the only flight path at the Blythe Municipal Airport where glare associated with fixed-tilt panels was predicted. All predicted glare at Runway 35 was beyond 50 degrees from pilot line-of-sight. Research and flight simulator testing concludes that glare occurring beyond an azimuth angle of 50 degrees from the pilot's line-of-sight does not pose safety risks to the pilot (Ho et al. 2014). Therefore, the glare associated with the use of fixed-tilt panels at the Desert Quartzite Solar Project site is not expected to pose a safety risk to pilots approaching the Blythe Municipal Airport.

Glare with low potential for temporary afterimage was predicted for two representative ground-based viewer locations: the Mule Mountains ACEC and Chuckwalla DWMA. These viewer locations were modeled at the eye height of a person walking or standing and do not represent the eye height of vehicle operators. However, it is assumed that vehicle operators, including OHV operators, would experience the same level of glare from these locations. As discussed in Section 3.0, the level of glare predicted would be below the threshold for both flash-blindness and retinal damage.

No glare potential was predicted for the selected 6-mile segment of I-10 or the representative location for Nicholls Warm Springs/Mesa Verde viewing areas.

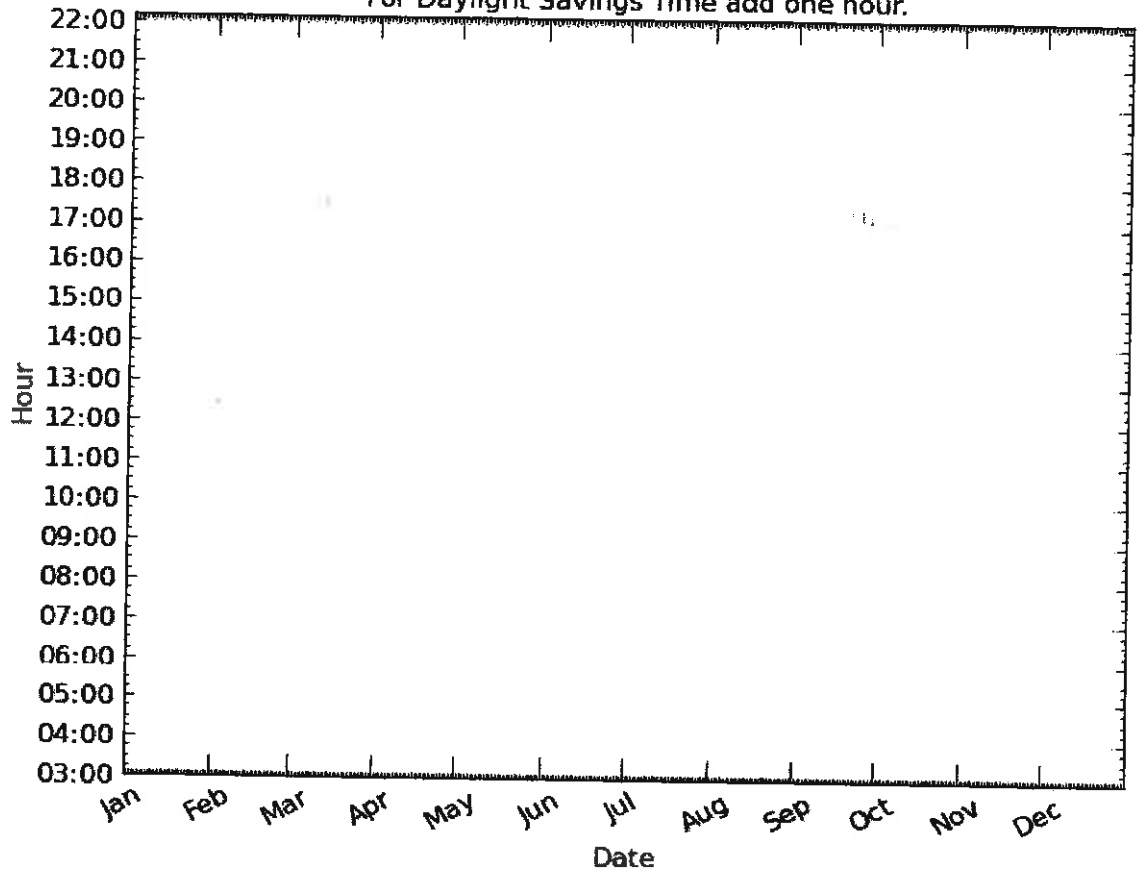
6.0 REFERENCES

- Clifford K. Ho, Cianan A. Sims, Julius Yellowhair, and Evan Bush. 2014. Sandia National Laboratories. Solar Glare Analysis Tool (SGHAT) Technical Reference Manual.
- Clifford K. Ho, Cheryl M. Ghanbari, and Richard B. Driver. 2011. Concentrating Solar Technologies Department, Sandia National Laboratories. Methodology to Assess Potential Glint and Glare Hazards From Concentrating Solar Power Plants: Analytical Models and Experimental Validation.
- Riverside County Airport Land Use Commission (ALUC). 2004. Riverside County Airport Land Use Compatibility Plan. October 14.
- Stine, William B. and Geyer, Michael. 2001. Power from the Sun. Available at: <http://www.powerfromthesun.net/book.html>. Accessed May 2015.

**APPENDIX A
GLARE PREDICTION PLOTS**

Runway 35 at 1.75 Miles from Threshold

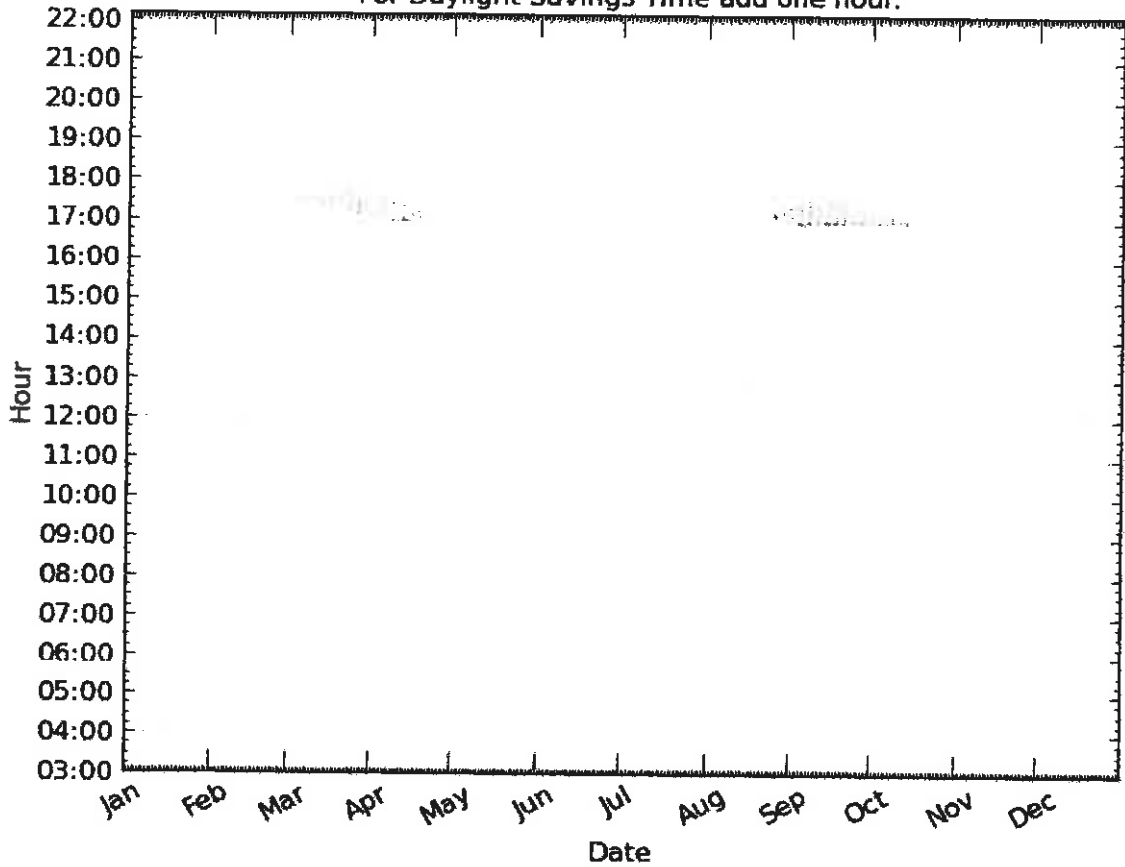
1-minute time interval.
All times are in standard time.
For Daylight Savings Time add one hour.







- Glare beyond 50 deg from pilot line-of-sight
- Low potential for temporary after-image
- Potential for temporary after-image
- Potential for permanent eye damage

Runway 35 at 2.0 Miles from Threshold

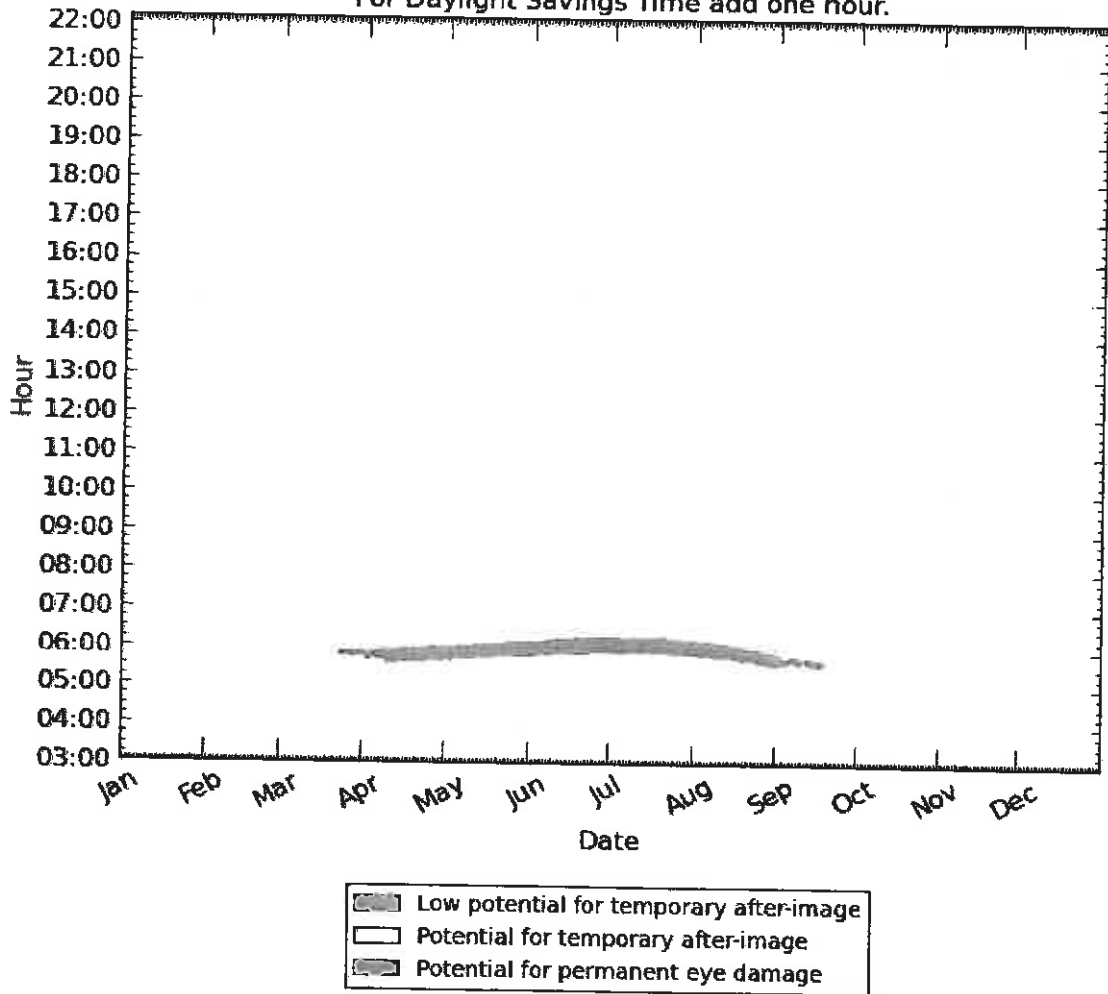
1-minute time interval.
All times are in standard time.
For Daylight Savings Time add one hour.



-  Glare beyond 50 deg from pilot line-of-sight
-  Low potential for temporary after-image
-  Potential for temporary after-image
-  Potential for permanent eye damage

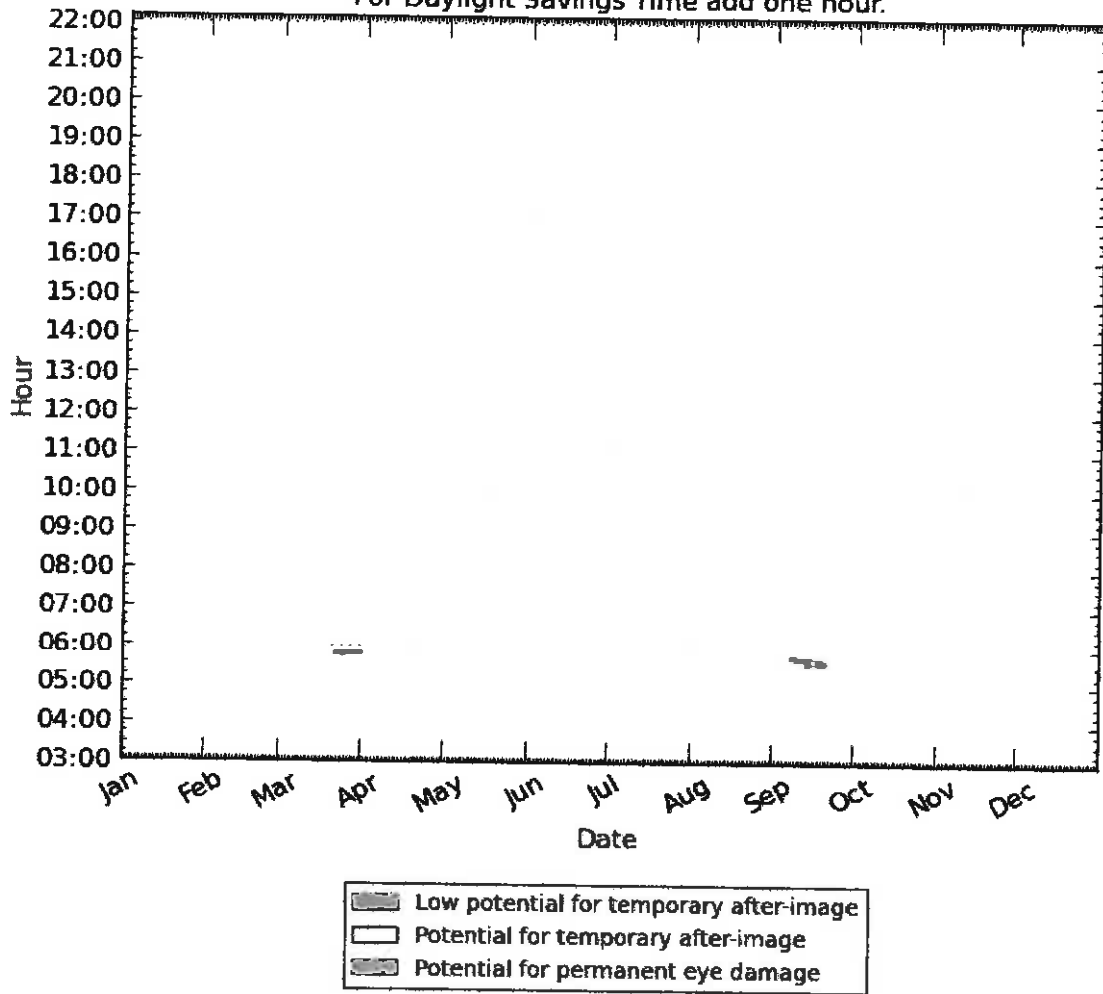
Mule Mountains ACEC

1-minute time interval.
All times are in standard time.
For Daylight Savings Time add one hour.



Chuckwalla DWMA

1-minute time interval.
All times are in standard time.
For Daylight Savings Time add one hour.



PAGE BREAK





AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY

CHAIR
Simon Housman
Rancho Mirage

November 6, 2015

VICE CHAIRMAN
Rod Ballance
Riverside

Ms. Candice Assadzadeh, Assistant Planner
City of Riverside Community Development Department/Planning Division
3900 Main Street, Third Floor
Riverside, CA 92522

COMMISSIONERS

Arthur Butler
Riverside

**RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW –
DIRECTOR'S DETERMINATION**

Glen Holmes
Hemet

File No.: ZAP1161MA15

John Lyon
Riverside

Related File No.: P15-0751 (Design Review)

APN: 291-600-080

Greg Pettis
Cathedral City

Dear Ms. Assadzadeh:

Steve Manos
Lake Elsinore

Under the delegation of the Riverside County Airport Land Use Commission (ALUC) pursuant to Policy 1.5.2(d) of the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan, staff reviewed City of Riverside Case No. P15-0751, a proposal to divide and modify the architecture of an existing building (previously a Wal-Mart) on a 12.41-acre site located at 2663 Canyon Springs Parkway (on the southwesterly side of Canyon Springs Parkway, northwesterly of Corporate Center Place, in the portion of the City of Riverside located easterly of Interstate 215) so as to provide for its use by two tenants. The existing building has a gross floor area of 125,873 square feet, and the modified building will have a gross floor area of 126,376 square feet.

STAFF

Director
Ed Cooper

John Guerin
Russell Brady
Barbara Santos

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

The site is located within Airport Compatibility Zone D of the March Air Reserve Base/Inland Port Airport Influence Area (AIA). Within Compatibility Zone D of the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, non-residential intensity 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). At a distance of 16,000 feet from the runway, FAA review would be required for any structure with top point exceeding 1695 feet AMSL. The existing maximum site elevation is approximately 1600 feet AMSL. The building has a maximum height of 33.5 feet, for an approximate total maximum elevation of 1633.5 feet AMSL. Additionally, it does not appear that the architectural modifications would increase the maximum height of the existing building. Therefore, FAA Obstruction Evaluation Service review of the proposed building modifications for height/elevation reasons was not required.

As ALUC Director, I hereby find the above-referenced Design Review **CONSISTENT** with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, subject to the following conditions:

CONDITIONS:

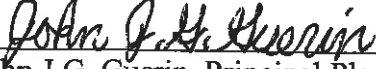
1. Any new outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses shall be prohibited:
 - (a) Any use which would direct a steady light or flashing light 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 centers, fly ash disposal, and incinerators.)
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
3. The attached notice shall be provided to all potential purchasers of the property and to tenants of the proposed building, and shall be recorded as a deed notice.
4. Any new aboveground detention or water quality 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/water quality basin(s) that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.
5. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.

AIRPORT LAND USE COMMISSION

November 6, 2015

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

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



John J.G. Guerin, Principal Planner
for Edward C. Cooper, Director

Attachments: Notice of Airport in Vicinity

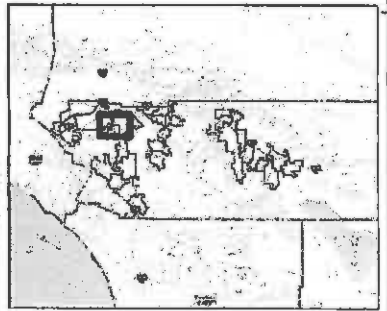
cc: Merlone Geier Management, LLC – Attn. Warren Dennis, San Diego office (applicant)
MGP X Prop., c/o Merlone Geier Management, San Francisco office (landowner)
MCG Architecture - Attn.: Hernan Chavez (payee/project representative)
Gary Gosliga, Airport Manager, March Inland Port Airport Authority
Denise Hauser or Sonia Pierce, March Air Reserve Base
ALUC Case File

Y:\AIRPORT CASE FILES\March\ZAP1161MA15\ZAP1161MA15.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

- Airports
- AIA
- Runways
- City Boundaries
- adjacent_highways
 - Interstate
 - Interstate 3
 - State Highways; 60
 - State Highways 3
 - US HWY
 - OUT
- highways_large
 - HWY
 - INTERCHANGE
 - INTERSTATE
 - USHWY
- counties
- cities

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

Notes



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8,456

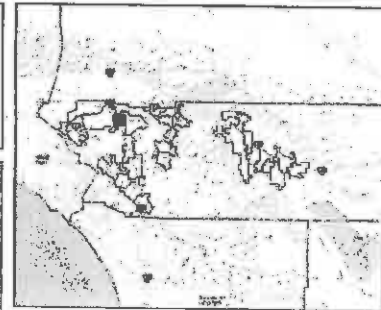
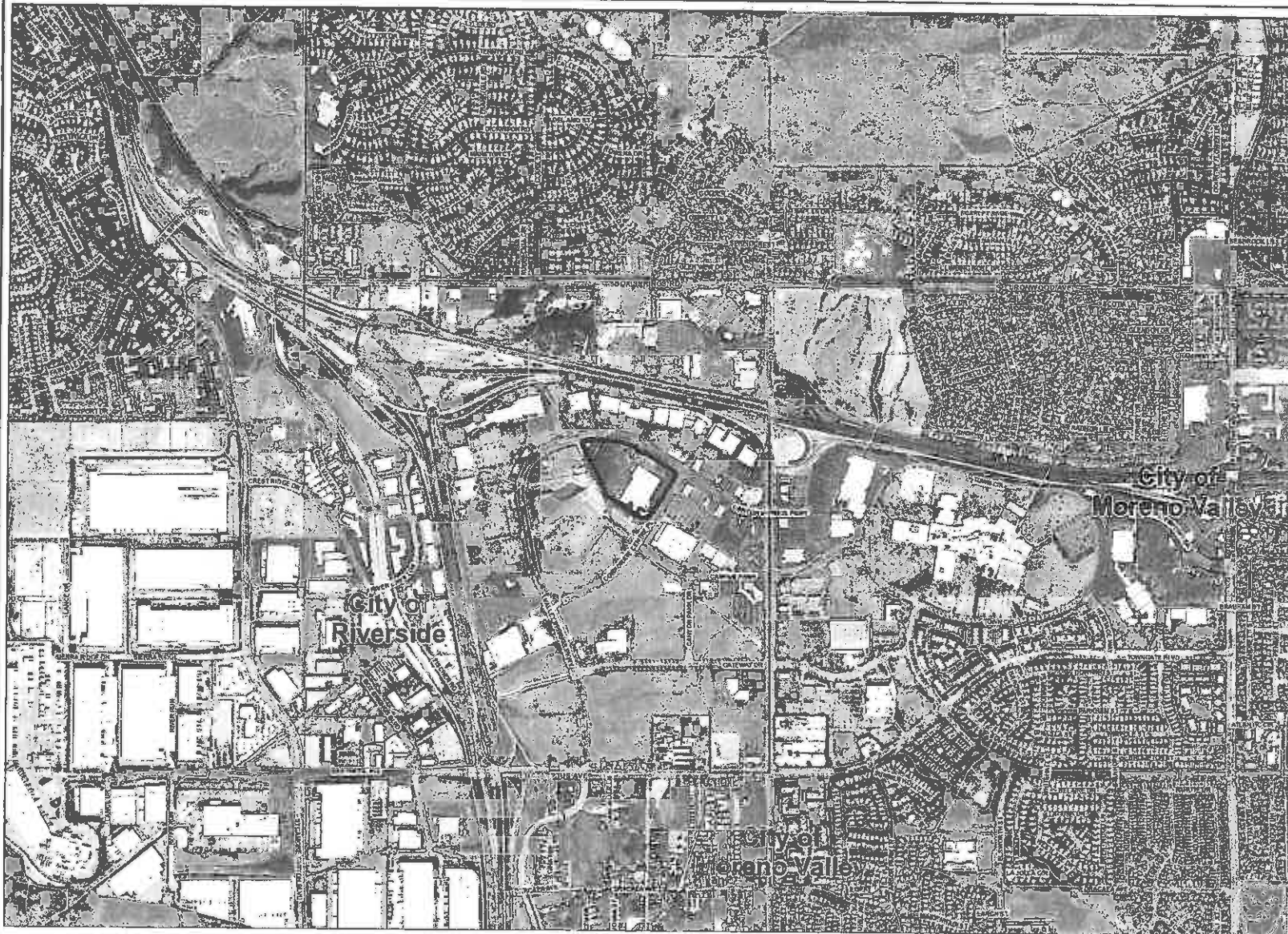
16,911 Feet





















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My Map



Legend

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



0 2,114 4,228 Feet



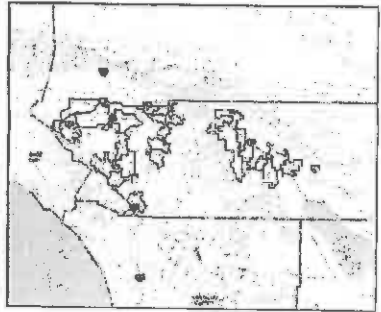
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Notes

My Map



- ### Legend
- Airports
 - AIA
 - Runways
 - City Boundaries
 - roadsanno
 - highways
 - HWY
 - INTERCHANGE
 - INTERSTATE
 - OFFRAMP
 - ONRAMP
 - USHWY
 - counties
 - cities
 - hydrographylines
 - waterbodies
 - Lakes
 - Rivers



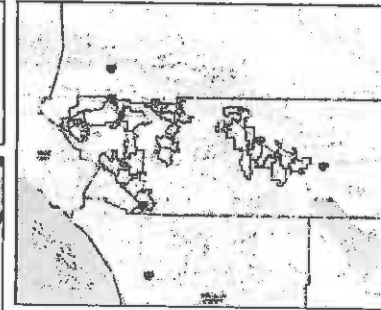
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or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

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Notes

My Map



Legend

- Airports
- AIA
- Runways
- City Boundaries
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- highways
- HWY
- INTERCHANGE
- INTERSTATE
- OFFRAMP
- ONRAMP
- USHWY
- counties
- cities
- hydrographylines
- waterbodies
- Lakes
- Rivers



0 264 528 Feet



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Notes



m c g a r c h i t e c t u r e

City of Riverside
Community Development Department
Planning Division
3400 Main Street, 3rd Floor
Riverside, CA. 992522
Ph: (951) 826-5667

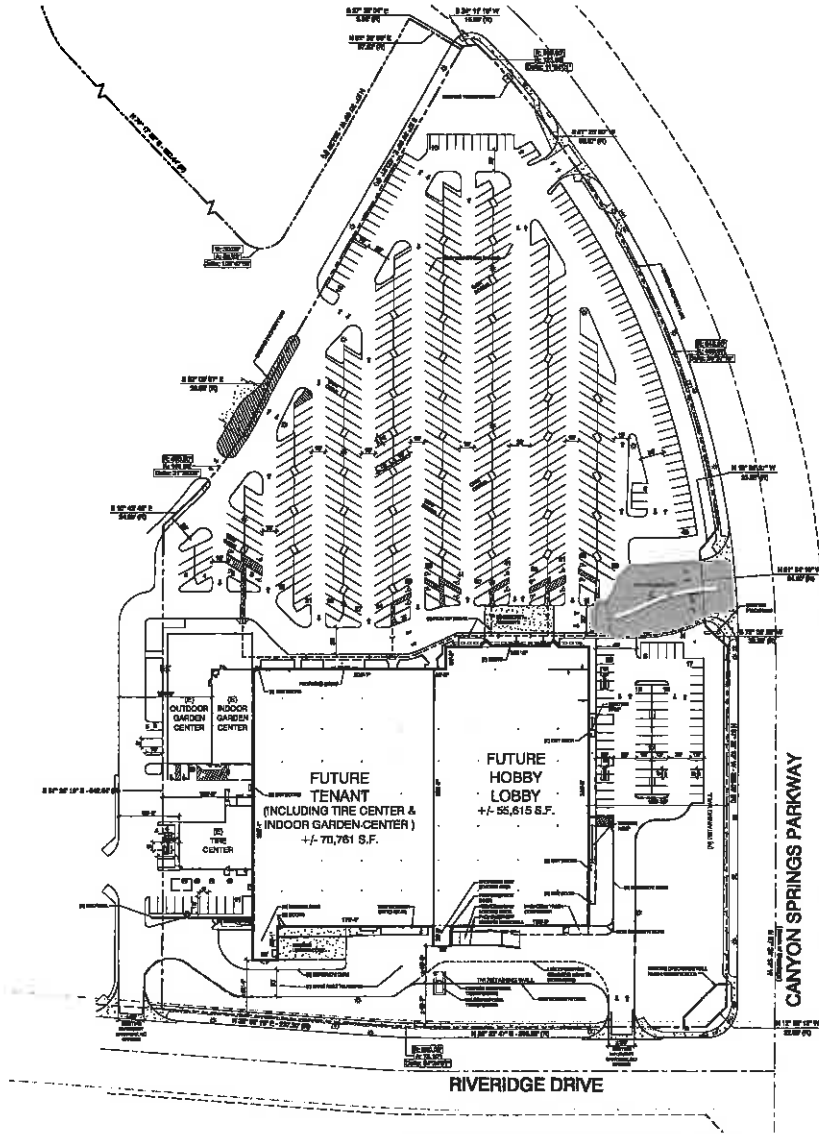
**RE: Design Review Minor Application
2663 Canyon Springs Pkwy.
Riverside, CA. 92507**

Dear Staff,

We are pleased to submit the enclosed design exhibits for our Design Review Application in reference to the subject project.

The project consists of approximately 540,636 square feet (12.41 Acres) of existing improvements, identified as the Valley Gateway Plaza. The site was formerly occupied by Walmart, which has since relocated to the east. Existing adjacent uses are commercial and consist of various retailers such as Target, Bed Bath & Beyond, Old Navy, JoAnne Fabrics among others.

The existing building (formerly occupied by Walmart) is approximately 126,376 square feet, intended for a single major tenant. We propose to divide the building and accommodate 2 major tenants by providing a new entry canopy on the north elevation, building an interior demise wall and providing a new delivery truck dock on the south elevation. These elements will be provided to serve the needs of the future tenants. The existing parking stall count and landscape will remain throughout the site.



SITE SUMMARY:

LAND AREA:	12.41 ACRES / 540,636 SF
BUILDING AREA:	+/-126,376 SF
LAND TO BUILDING RATIO:	3.27:1
BUILDING COVERAGE:	23.3%
PARKING:	
PARKING REQ'D (4/1000)	506
PARKING PROVIDED	619

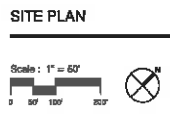
BUILDING SUMMARY:

EXISTING BUILDING AREA: 125,873 SF
 NEW BUILDING AREA: 126,376 SF
 EXISTING BUILDING GROUP: M
 EXISTING BUILDING TYPE: V-N FULLY SPRINKLERED
 ALLOWABLE AREA: UNLIMITED
 *EXISTING BUILDING IS PROTECTED BY AN APPROVED AUTOMATIC SPRINKLER SYSTEM AND IS SURROUNDED ON ALL SIDES BY MINIMUM 60'-0" OF PERMANENT OPEN SPACE. (CBC 507.3).

VALLEY GATEWAY PLAZA
 RIVERSIDE, CALIFORNIA

DATE: 06/22/15
 MCG JOB #: 15-042-01
 DATE: REVISIONS
 DRAWN: MGP REVISIONS

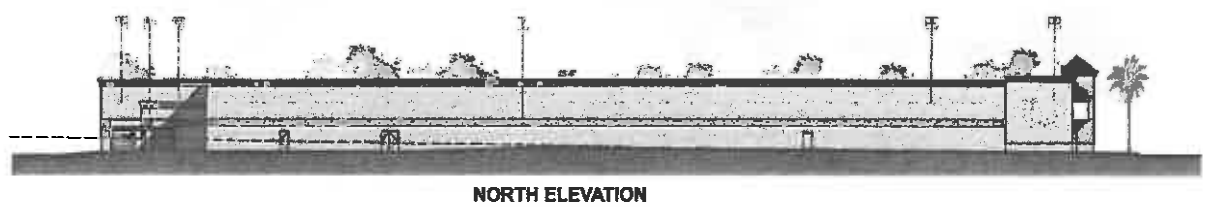
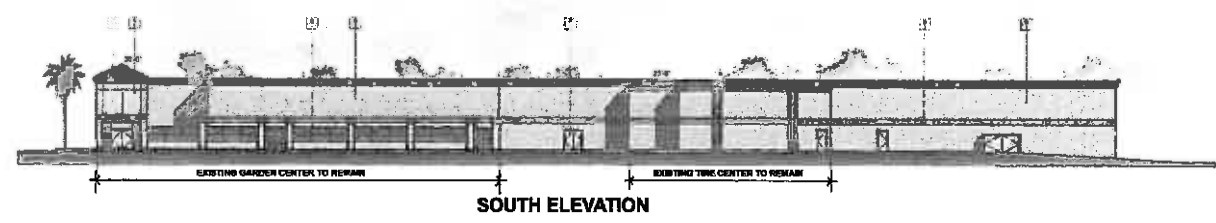
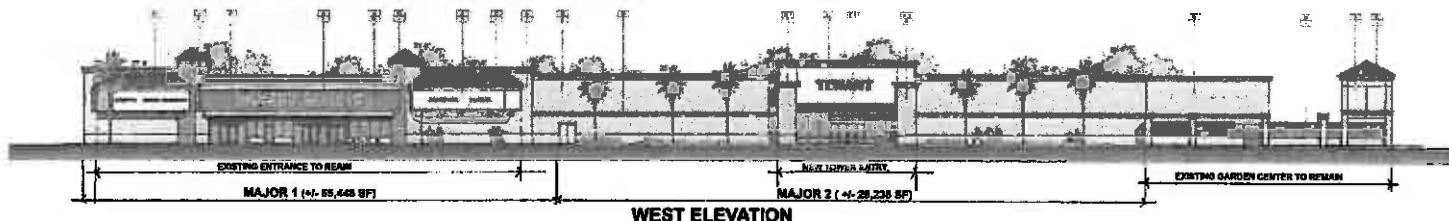
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2663 CANYON SPRINGS PARKWAY
 RIVERSIDE, CA. 92507

111 Pacific, Suite 250
 Irvine, California 92618
 © 848.533.1117 © 848.474.7656
 mcg@mcgs.com





- EXTERIOR COLORS:**
- 1. SHERWIN WILLIAMS - BROWN LIGHTWEIGHT BRICK
 - 2. SHERWIN WILLIAMS - BROWN REDWOOD BRICK
 - 3. SHERWIN WILLIAMS - BROWN RELIABLE WHITE
 - 4. SHERWIN WILLIAMS - BROWN REDWOOD BRICK
 - 5. SHERWIN WILLIAMS - BROWN REDWOOD BRICK
 - 6. SHERWIN WILLIAMS - BROWN REDWOOD BRICK

- MATERIALS:**
- 1. EXISTING PLASTER WALL FINISH
 - 2. NEW PLASTER WALL FINISH
 - 3. EXISTING CONCRETE
 - 4. EXISTING WALL TO IMPROVE FINISH
 - 5. EXISTING CLAY TILE
 - 6. EXISTING WALL AND CONCRETE REPAIRS
 - 7. NEW BRICK AND CONCRETE REPAIRS TO EXISTING FINISH
 - 8. EXISTING ALUMINUM WINDOW AND DOOR FINISH
 - 9. NEW ALUMINUM WINDOW AND DOOR FINISH
 - 10. EXISTING ROOFING TO REMAIN
 - 11. EXISTING ROOFING TO BE REPLACED
 - 12. EXISTING ROOFING

PROPOSED EXTERIOR ELEVATION

VALLEY GATEWAY PLAZA
RIVERSIDE, CALIFORNIA

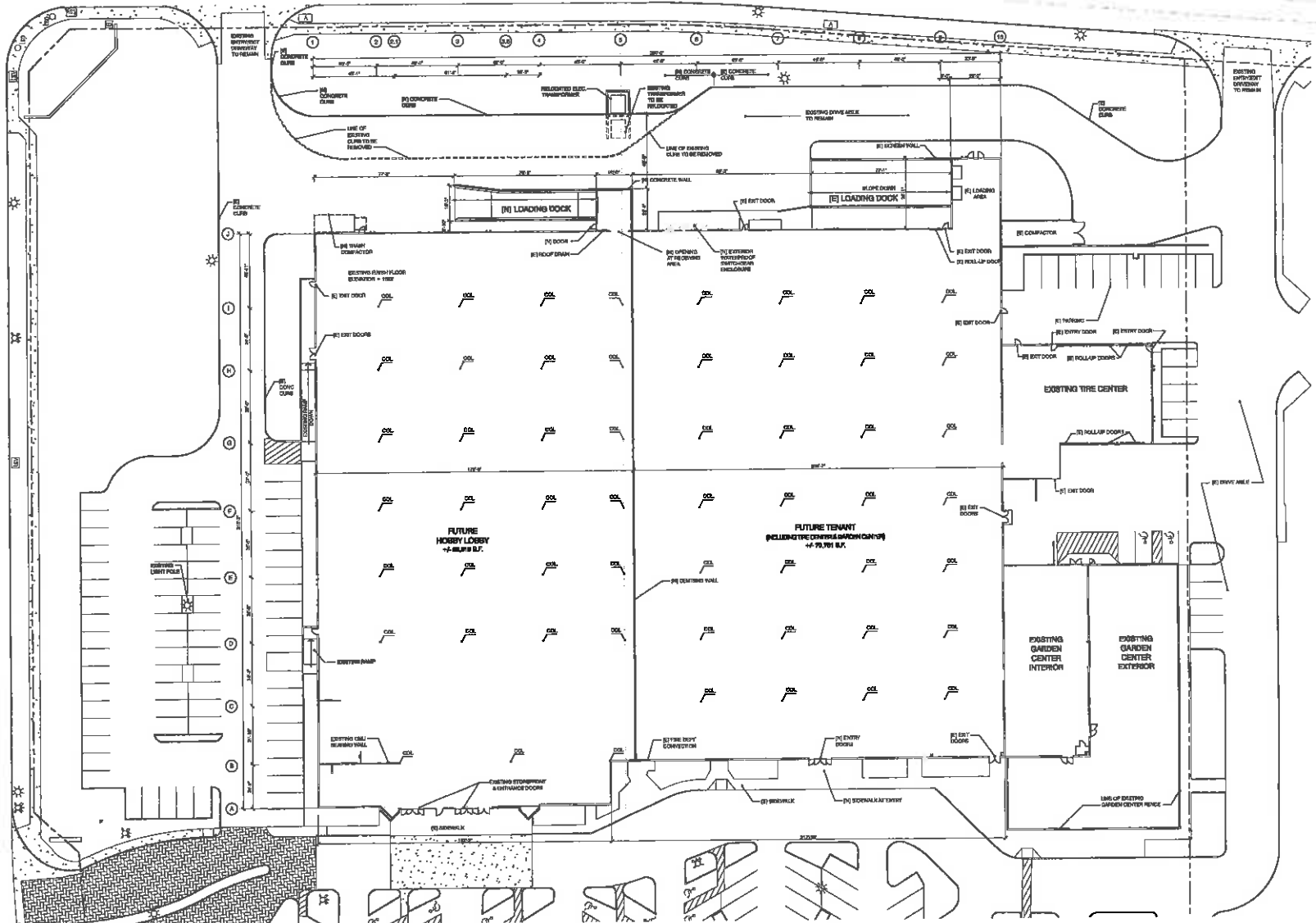
2663 CANYON SPRINGS PARKWAY
RIVERSIDE, CA. 92507

111 Pacific, Suite 200
Irvine, California 92618
T 949.853.1117 F 949.474.7050
mcg@structure.com



DATE: 10/20/10
MOD. JOB #: 10 012.01
DATE: 10/20/10
DESIGN: MCG
DATE: 10/20/10
DRAWN: MCG

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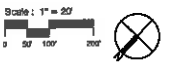


VALLEY GATEWAY PLAZA
 +/- 126,376 SQ FT

DATE	03/29/16
DESIGN NO.	16-040-01
DATE	REVISIONS
03/29/16	OWNER COMMENTS
04/15/16	OWNER COMMENTS

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NEW FLOOR PLAN



2663 CANYON SPRINGS PARKWAY
 RIVERSIDE, CA. 92507

111 Franklin, Suite 200
 Irvine, California 92614
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 mgaarchitects.com



PAGE BREAK





AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY

November 9, 2015

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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

Ms. Gaby Adame, Assistant Planner
City of Riverside Community Development Department/Planning Division
3900 Main Street, Third Floor
Riverside, CA 92522

**RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW –
DIRECTOR'S DETERMINATION**

File No.: ZAP1163MA15
Related File No.: P15-0265 (Conditional Use Permit)
APN: 249-140-026

Dear Ms. Adame:

Under the delegation of the Riverside County Airport Land Use Commission (ALUC) 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 reviewed City of Riverside Case No. P15-0265 (Conditional Use Permit), a proposal to construct a 47 foot tall monopine wireless communications facility within a 784 square foot lease area on a 7.57-acre site located at 1151 Spruce Street (on the northerly side of Spruce Street, westerly of Rustin Avenue).

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, non-residential intensity is not restricted.

The site is located more than 20,000 feet from the runways at all public-use airports, and the top point elevation of the proposed structure will be more than 400 feet lower than the elevation at the closest point of the runway at March Air Reserve Base/Inland Port Airport (March ARB/IP). Therefore, Federal Aviation Administration (FAA) obstruction evaluation review for height/elevation reasons is not required.

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

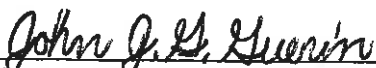
CONDITIONS:

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

2. The following uses shall be prohibited:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, wastewater management facilities, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris centers, fly ash disposal, and incinerators.)
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
3. The attached notice shall be provided to all prospective purchasers of the property and tenants and/or lessees of the building(s) and structures on-site.
4. No new detention basins are proposed through this application. Any new aboveground detention basins on the site shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention/retention basin(s) that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.

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

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



John J.G. Guerin, Principal Planner
for Edward C. Cooper, Director

Attachments: Notice of Airport in Vicinity

cc: Andrea Urbas, Cortel – Redlands office (project representative)
Blue Mountain Two, LP, c/o Michael Burke (landowner)

AIRPORT LAND USE COMMISSION

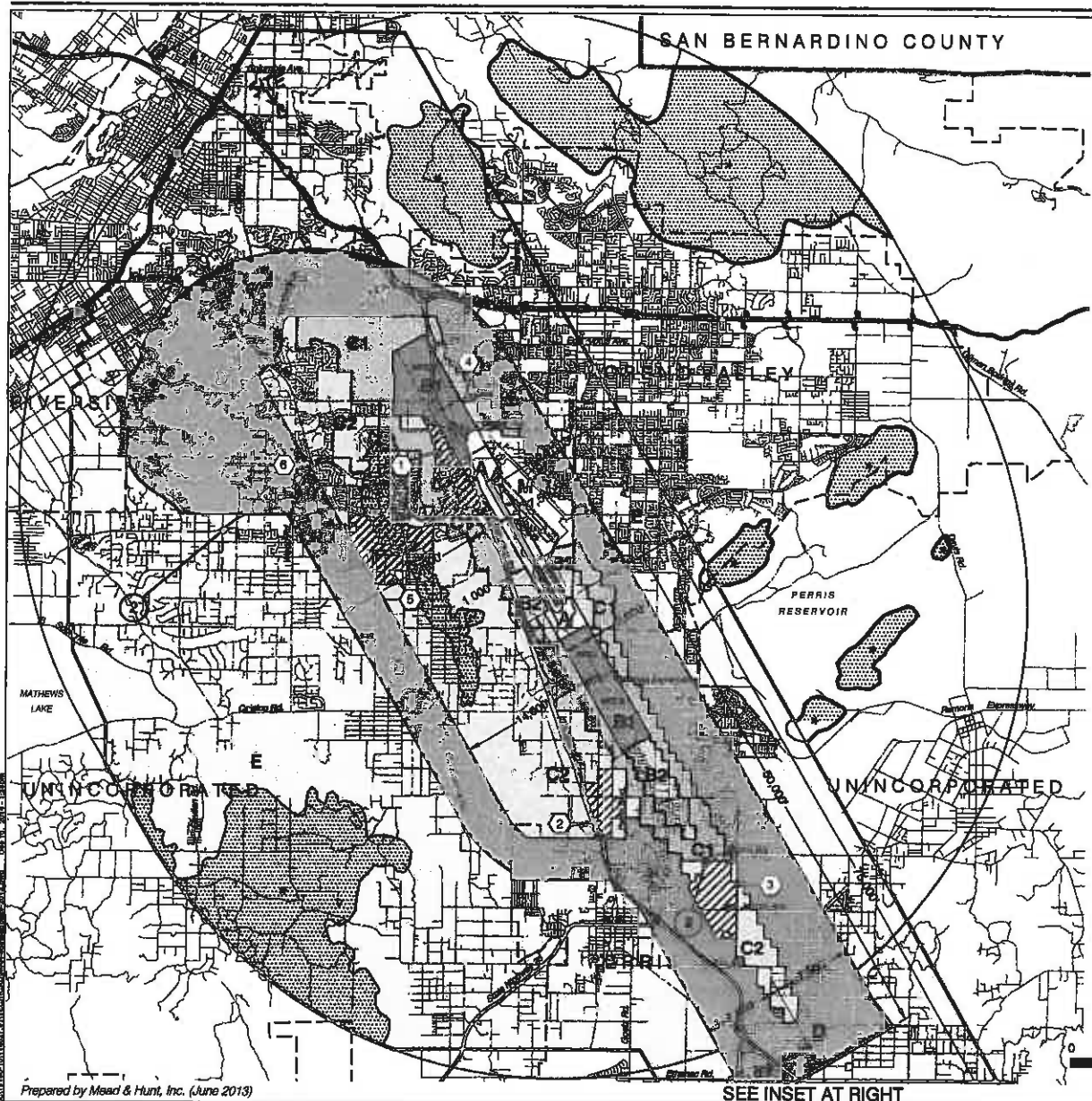
November 9, 2015

Cortel, Inc. So Cal Project - San Diego office (payee)
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\ZAP1163MA15\ZAP1163MA15.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

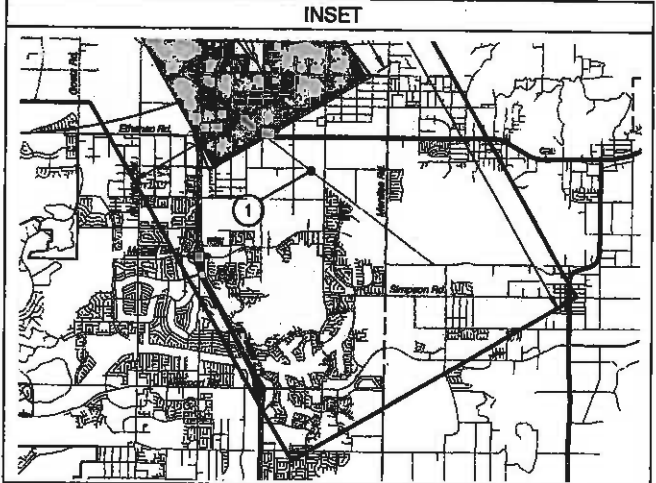
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

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)

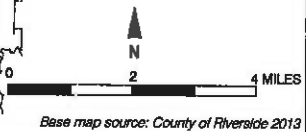
- ① Point at which aircraft on Runway 32 ILS approach descend below 3,000 feet above runway end. Airport Elevation is 1,535 feet MSL.
- ② Point at which departing aircraft typically reach 3,000 feet above runway end.

- 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.

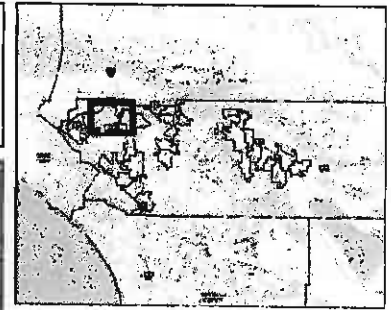
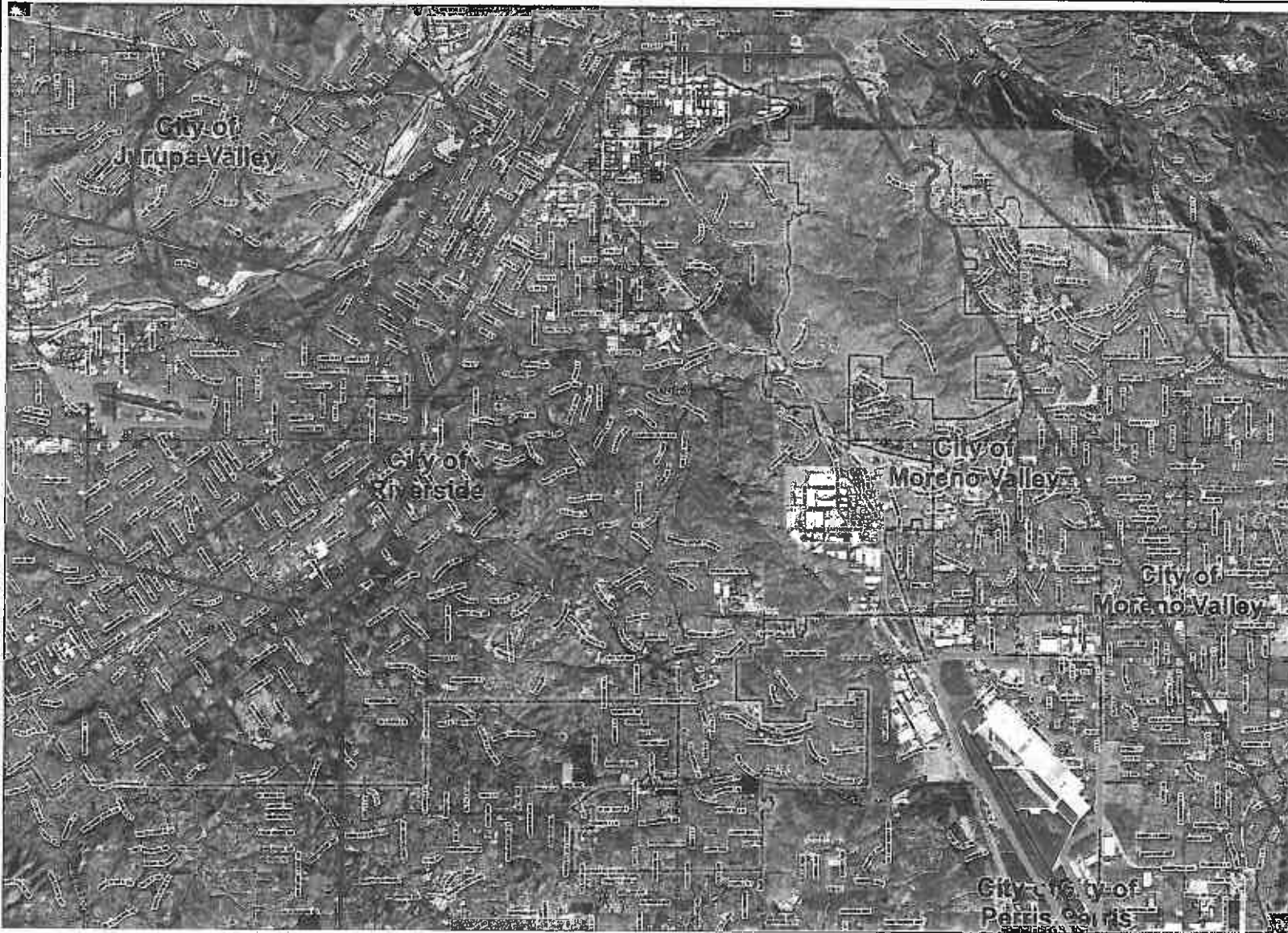


SEE INSET AT RIGHT

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

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

My Map



Legend

- Airports
- AIA
- Runways
- City Boundaries
- adjacent_highways**
 - Interstate
 - Interstate 3
 - State Highways; 60
 - State Highways 3
 - US HWY
 - OUT
- highways_large**
 - HWY
 - INTERCHANGE
 - INTERSTATE
 - USHWY
- counties
- cities



0 11,667 23,333 Feet



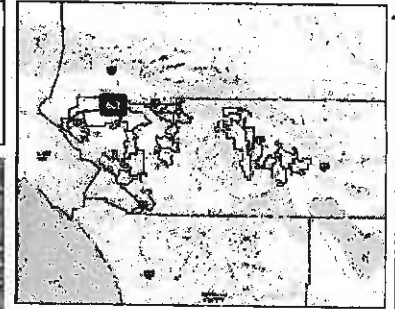
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REPORT PRINTED ON... 11/9/2015 12:45:19 PM

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Notes

My Map



Legend

- Airports
- AIA
- Runways
- City Boundaries
- highways_large
- HWY
- INTERCHANGE
- INTERSTATE
- USHWY
- majorroads
- counties
- cities
- hydrographylines
- waterbodies
- Lakes
- Rivers



0 5,833 11,667 Feet



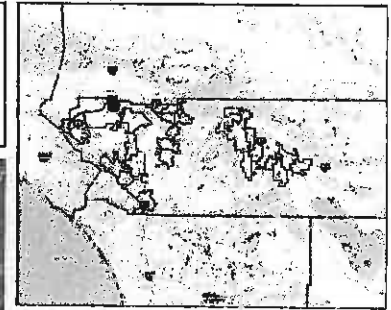
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Notes

My Map



Legend

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



0 1,458 2,917 Feet



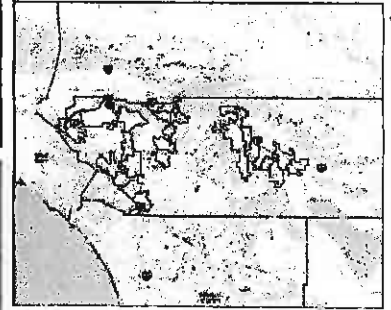
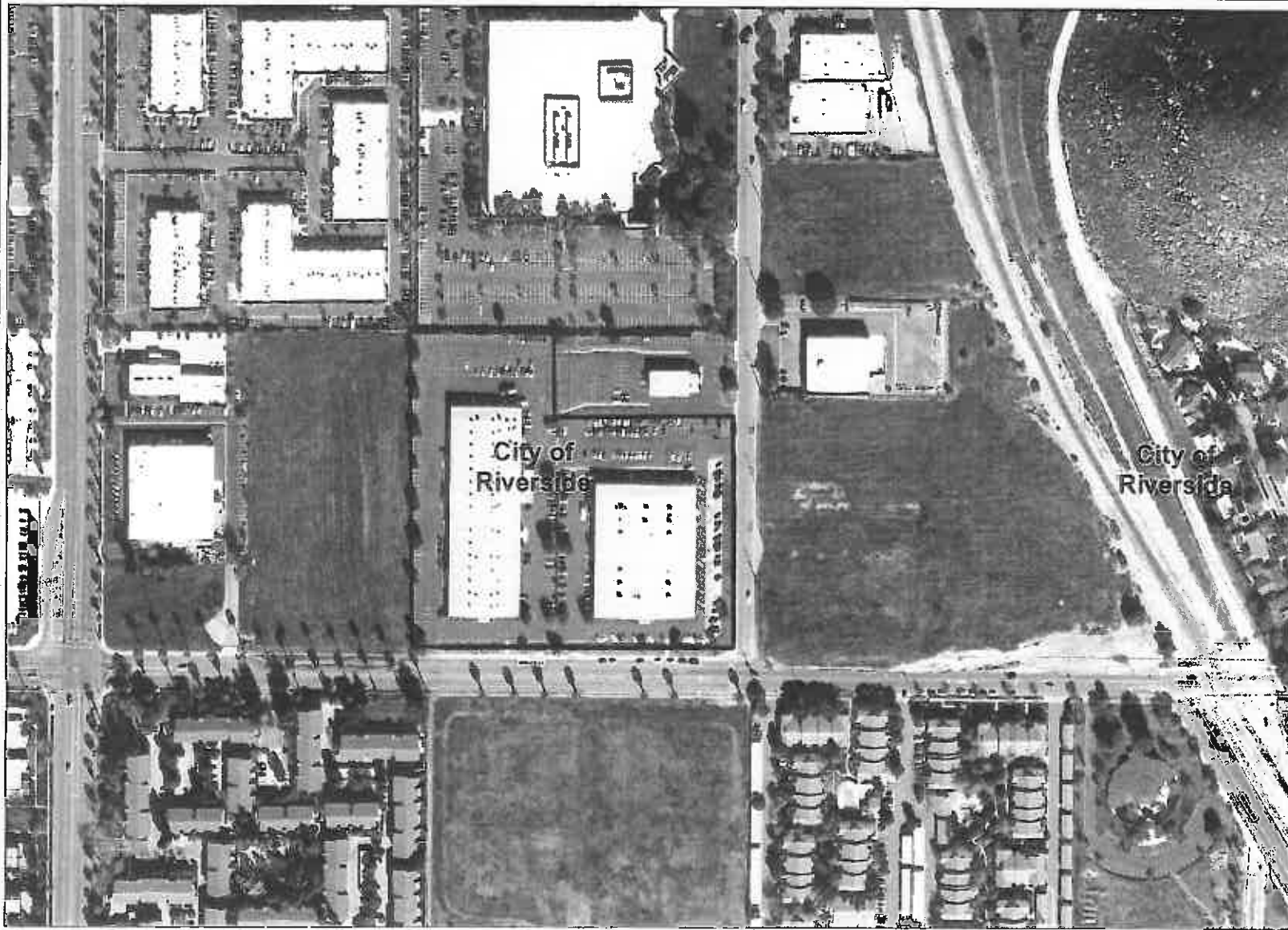
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Notes

My Map



Legend

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



0 365 729 Feet



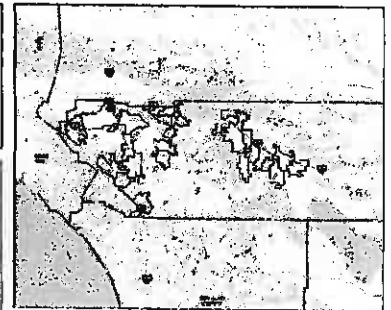
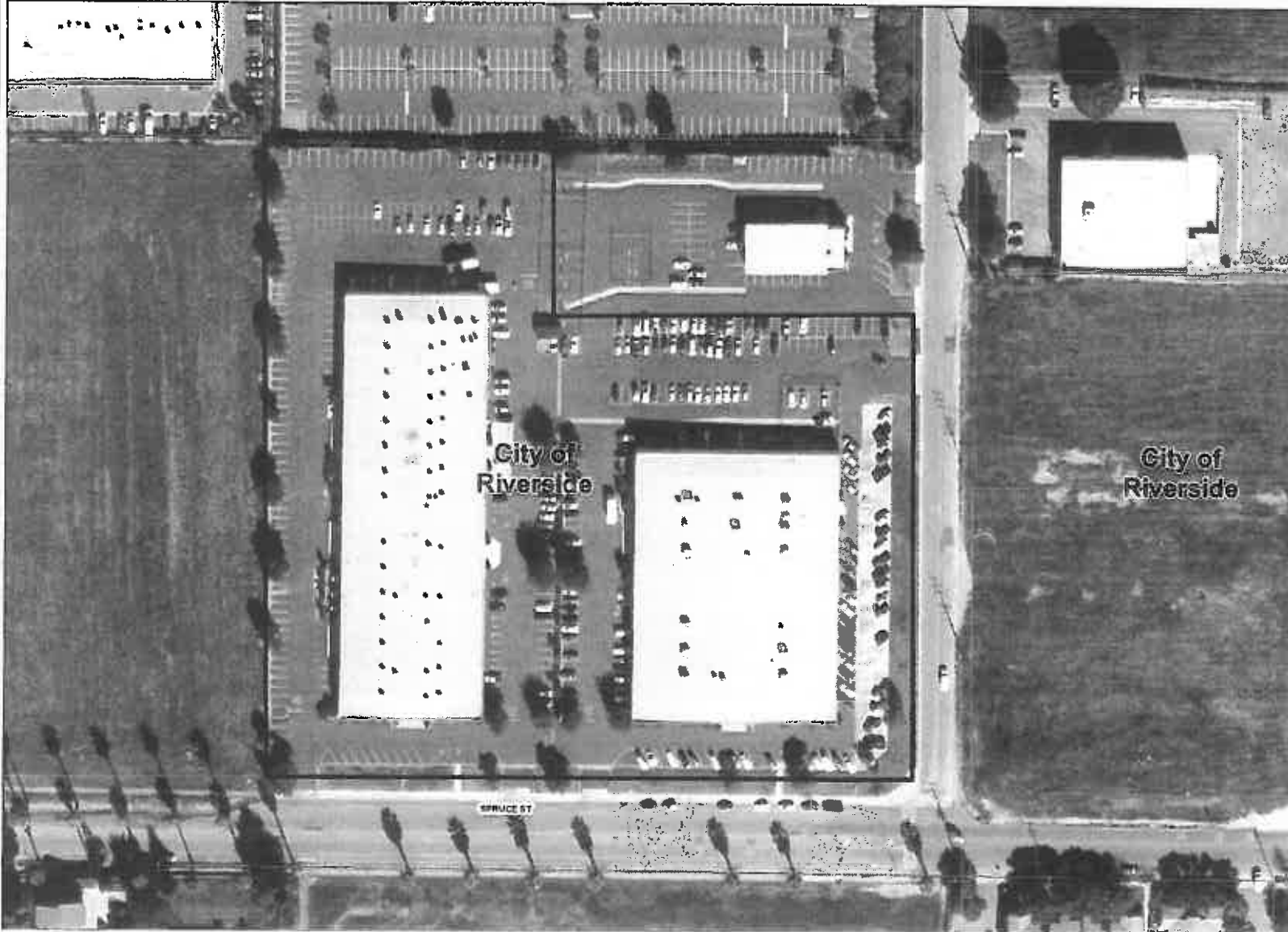
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REPORT PRINTED ON... 11/9/2015 12:48:39 PM

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Notes

My Map



Legend

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



0 182 365 Feet



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Notes

ENGINEERING

ALL WORK AND MATERIALS SHALL BE PERFORMED AND INSTALLED IN ACCORDANCE WITH THE FOLLOWING CODES AS ADOPTED BY THE LOCAL GOVERNING AUTHORITIES. NOTHING IN THESE PLANS IS TO BE CONSIDERED TO PERMIT WORK NOT CONFORMING TO THE FOLLOWING CODES.

- 2013 CALIFORNIA BUILDING CODE, TITLE 24 PART 2
- 2013 CALIFORNIA ADMINISTRATIVE CODE, TITLE 24 PART 1
- 2013 CALIFORNIA ELECTRICAL CODE, TITLE 24 PART 3
- 2013 CALIFORNIA MECHANICAL CODE, TITLE 24 PART 4
- 2013 CALIFORNIA PLUMBING CODE, TITLE 24 PART 5
- 2013 CALIFORNIA ENERGY CODE, TITLE 24 PART 6
- 2013 CALIFORNIA FIRE CODE, TITLE 24 PART 8
- ANS/RIA-222-C
- 2008 NFPA 101, LIFE SAFETY CODE
- 2010 NFPA 72, NATIONAL FIRE ALARM CODE
- 2010 NFPA 13, SPRINKLER CODE
- CITY/ COUNTY ORDINANCES

PROJECT DESCRIPTION

CONSTRUCTION OF AN UNMANNED WIRELESS CELL SITE FOR VERIZON WIRELESS.

PROJECT CONSISTS OF:

- VERIZON WIRELESS WILL INSTALL A 4'-6" HIGH MASONRY WALL WITH THROUGH IRON SECURITY LIPS
- PROPOSED LEASE AREA 28'x6' 7/8" SQ. FT.
- PROPOSED VERIZON WIRELESS 47'-0" HIGH MONOPINE
- (1) PAEL ANTENNAS
- (1) WPT
- (1) 22 MONALE LINES
- (4) RINGUP BOXES (2 ON H-FRAME & 2 ON THE TOWER)
- (1) MONOPINE ISOL
- (5) EQUIPMENT CABINETS
- (1) STAND-BY GENERATOR
- (1) 095 ANTENNAS
- (1) PROPOSED 20' VERIZON WIRELESS ACCESS & UTILITY EASEMENT
- (1) PROPOSED 4' VERIZON WIRELESS UTILITY EASEMENT
- PROPOSED 20'x40' VERIZON WIRELESS POWER SERVICE
- CONNECTION AS REQUIRED FOR POWER AND TELCO SERVICES
- DC & FIBER CABLES ROUTED ON INSIDE OF TOWER

RUSTIN
 1151 SPRUCE STREET
 RIVERSIDE, CA 92507
 RIVERSIDE COUNTY



MONOPINE

CONTRACTOR SHALL VERIFY ALL PLANS & EXISTING DIMENSIONS & CONDITIONS ON THE JOB SITE & SHALL IMMEDIATELY NOTIFY THE ENGINEER IN WRITING OF ANY DISCREPANCIES BEFORE PROCEEDING WITH THE WORK OR BE RESPONSIBLE FOR SAME

11"x17" PLOT WILL BE HALF SCALE UNLESS OTHERWISE NOTED

GENERAL NOTES

THE FACILITY IS UNMANNED AND NOT FOR HUMAN HABITATION. A TECHNICIAN WILL VISIT THE SITE AS REQUIRED FOR ROUTINE MAINTENANCE. THE PROJECT WILL NOT RESULT IN ANY SIGNIFICANT DISTURBANCE OR EFFECT ON DRAINAGE, NO SANITARY SEWER SERVICE, POTABLE WATER, OR TRASH DISPOSAL IS REQUIRED AND NO COMMERCIAL SIGNAGE IS PROPOSED.

APPROVALS

THE FOLLOWING PARTIES HEREBY APPROVE AND ACCEPT THESE DOCUMENTS & AUTHORIZE THE SUBCONTRACTOR TO PROCEED WITH CONSTRUCTION DESCRIBED HEREIN. ALL DOCUMENTS ARE SUBJECT TO REVIEW BY THE LOCAL BUILDING DEPARTMENT & MAY IMPOSE CHANGES OR MODIFICATIONS.

DISCIPLINE:	SIGNATURE:	DATE:
LANDLORD:		
PROJECT MANAGER:		
CONSTRUCTION MANAGER:		
RF ENGINEER:		
SITE ACQUISITION:		
ZONING MANAGER:		
UTILITY COORDINATOR:		
NETWORK OPERATIONS:		



15505 SAND CANYON AVE.
 BUILDING 'D' 1st FL.
 IRVINE, CA 92618



W-T COMMUNICATION DESIGN GROUP, LLC.
 WIRELESS INFRASTRUCTURE
 8650 S. Eastern Ave, Suite 220
 Las Vegas, NV 89123
 PH: (702) 908-1000 FAX: (702) 998-1010
 www.wtdesigngroup.com

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14621 ARROYO HONDO
 SAN DIEGO, CA 92127

SITE INFORMATION

PROPERTY OWNER: BLUE MOUNTAIN TWO
 1151 SPRUCE STREET
 RIVERSIDE, CA 92507
 CONTACT: MIKE BURKE
 CONTACT NUMBER: (951) 790-3812

TOWER OWNER: VERIZON WIRELESS
 15505 SAND CANYON AVE.
 BLDG. 'D' 1st FL.
 IRVINE, CA 92618

SITE CONTACT: VERIZON WIRELESS
 15505 SAND CANYON AVE.
 BLDG. 'D' 1st FL.
 IRVINE, CA 92618
 CONTACT: PROPERTY MANAGEMENT
 CONTACT NUMBER: (949) 285-7000

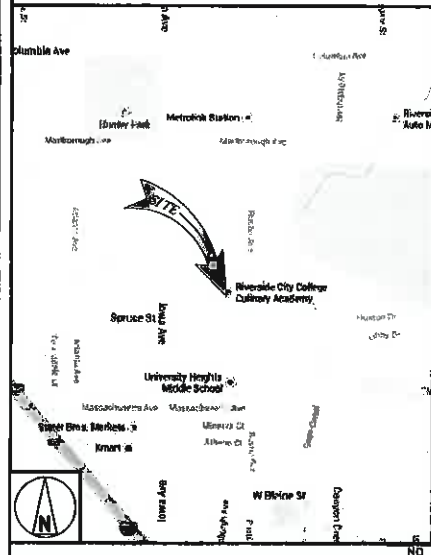
COUNTY: RIVERSIDE COUNTY
 GROUND ELEVATION: 981.52' A.M.S.L.
 ZONING JURISDICTION: CITY OF RIVERSIDE
 ZONING DISTRICT: BMP-SP
 PARCEL #: 249-140-028
 OCCUPANCY GROUP: B/U
 CONSTRUCTION TYPE: V-N
 POWER COMPANY: T.B.D.
 CONTACT NUMBER: T.B.D.

SITE ACQUISITION MANAGER: CORTEL, LLC
 14621 ARROYO HONDO
 SAN DIEGO, CA 92127
 CONTACT NAME: DAN DAVIS
 CONTACT NUMBER: (619) 255-5238

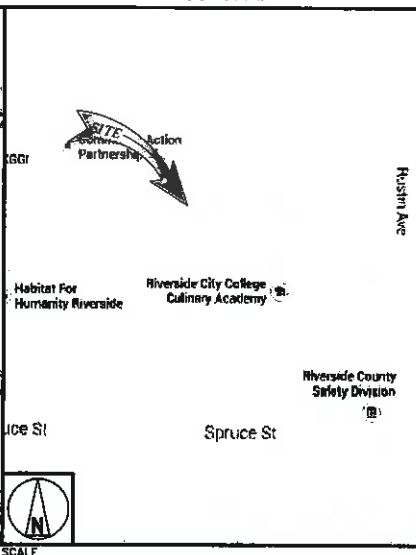
SITE ACQUISITION CONTACT: CORTEL, LLC
 14621 ARROYO HONDO
 SAN DIEGO, CA 92127
 CONTACT NAME: CHRISTOPHER FORD
 CONTACT NUMBER: (619) 454-0234

SURVEYOR: CALVADA SURVEYING, INC.
 CONTACT NUMBER: (951) 280-0960

VICINITY MAP



LOCAL MAP



DRAWING INDEX

SHEET NO:	SHEET TITLE
T-1	TITLE SHEET & PROJECT DATA
C-1	TOPOGRAPHIC SURVEY
A-1	OVERALL SITE PLAN
A-2	ENLARGED SITE & ANTENNA PLAN
A-3	ELEVATIONS
A-4	ELEVATIONS

STRUCTURAL REVIEW NOTE

NOTE: W-T'S SCOPE OF WORK DOES NOT INCLUDE A STRUCTURAL EVALUATION OF THIS TOWER OR STRUCTURE. NEW ANTENNAS SHOWN ON THIS PLAN HAVE NOT BEEN EVALUATED TO VERIFY THE TOWER OR STRUCTURE HAS THE CAPACITY TO ADEQUATELY SUPPORT THESE ANTENNAS. PRIOR TO ANY ANTENNA INSTALLATION, A STRUCTURAL EVALUATION OF THE TOWER OR STRUCTURE, INCLUDING ALL ANTENNA MOUNTING SYSTEMS AND HARDWARE, SHOULD BE PERFORMED.



Know what's below.
 Call before you dig.

W-T Communication Design Group's Commitment to Quality

Please take a few moments to fill out our online survey.

CONTACT INFORMATION

SITE CONTACT: CORTEL, LLC
 14621 ARROYO HONDO
 SAN DIEGO, CA 92127

CONTACT: ANDREA URBAS
 (309) 328-6928

DRIVING DIRECTIONS FROM VERIZON WIRELESS IRVINE OFFICE

DEPART: 15505 SAND CANYON AVE, IRVINE, CA 92618

GET ON CA-133 N FROM BARRANCA PKWY. TAKE CA-241 N AND CA-91 E TO SPRUCE ST IN RIVERSIDE. TAKE THE SPRUCE ST EXT FROM CA-91 E. TURN RIGHT ONTO SPRUCE ST. (DESTINATION WILL BE ON THE LEFT)

ARRIVE AT: 1151 SPRUCE STREET
 RIVERSIDE, CA 92507

PROJECT NO: T150085
 DRAWN BY: ATK
 CHECKED BY: RUB

REV	DATE	DESCRIPTION
1	02/02/14	100% EXISTING DRAWINGS
2	02/02/15	100% EXISTING DRAWINGS

NOT TO BE USED FOR CONSTRUCTION

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, TO ALTER THIS DOCUMENT.

RUSTIN
 1151 SPRUCE STREET
 RIVERSIDE, CA 92507
 RIVERSIDE COUNTY

SHEET TITLE
TITLE SHEET & PROJECT DATA

SHEET NUMBER
T-1

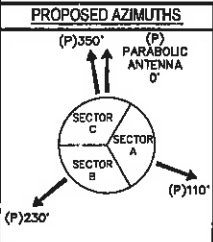
ABBREVIATIONS

A/C	AIR CONDITIONING	LBS	POUNDS
AGL	ABOVE GRADE LEVEL		
APPROX	APPROXIMATELY	MAX	MAXIMUM
		MECH	MECHANICAL
BLDG	BUILDING	MTL	METAL
BLK	BLOCKING	MFR	MANUFACTURER
		MGR	MANAGER
CLG	CILING	MIN	MINIMUM
CLR	CLEAR	MISC	MISCELLANEOUS
CONC	CONCRETE	NA	NOT APPLICABLE
CONST	CONSTRUCTION	NTC	NOT IN CONTRACT
CONT	CONTINUOUS	NTS	NOT TO SCALE
DBL	DOUBLE	OC	ON CENTER
DIA	DIAMETER	OD	OUTSIDE DIAMETER
DIAG	DIAGONAL	OD	OUTSIDE DIAMETER
DN	DOWN	PLYWD	PLYWOOD
DET	DETAIL	PROJ	PROJECT
DWG	DRAWING	PROP	PROPERTY
		PT	PRESSURE TREATED
EA	EACH	REQ	REQUIRED
ELEV	ELEVATION	RM	ROOM
ELEC	ELECTRICAL	RD	ROUGH OPENING
EQ	EQUAL	RRH	RADIO REMOTE HEAD
EQUIP	EQUIPMENT		
EXT	EXTERIOR	SHT	SHEET
		SIM	SIMILAR
FIN	FINISH	SPEC	SPECIFICATION
FLUR	FLUORESCENT	SF	SQUARE FOOT
FLOOR	FLOOR	SS	STAINLESS STEEL
FT	FOOT	STL	STEEL
		STRUCT	STRUCTURAL
GA	GAUGE	STD	STUD
GALV	GALVANIZED	SUSP	SUSPENDED
GC	GENERAL CONTRACTOR		
GRND	GROUND	THRU	THROUGH
GYP BD	GYPSPUM WALL BOARD	TMA	TOWER MOUNT
		AMP	AMPLIFIER
HORZ	HORIZONTAL	TND	TINNED
HR	HOUR	TYP	TYPICAL
HT	HEIGHT		
HVAC	HEATING	UNO	UNLESS NOTED
	VENTILATION	OTHERWISE	UNDERGROUND
	AIR CONDITIONING	U/G	UNDERGROUND
ID	INSIDE DIAMETER	VERT	VERTICAL
IN	INCH	VF	VERIFY IN FIELD
INFO	INFORMATION		
INSUL	INSULATION	W/	WITH
INT	INTERIOR	W/O	WITHOUT
IBC	INTERNATIONAL BUILDING CODE	WP	WATER PROOF

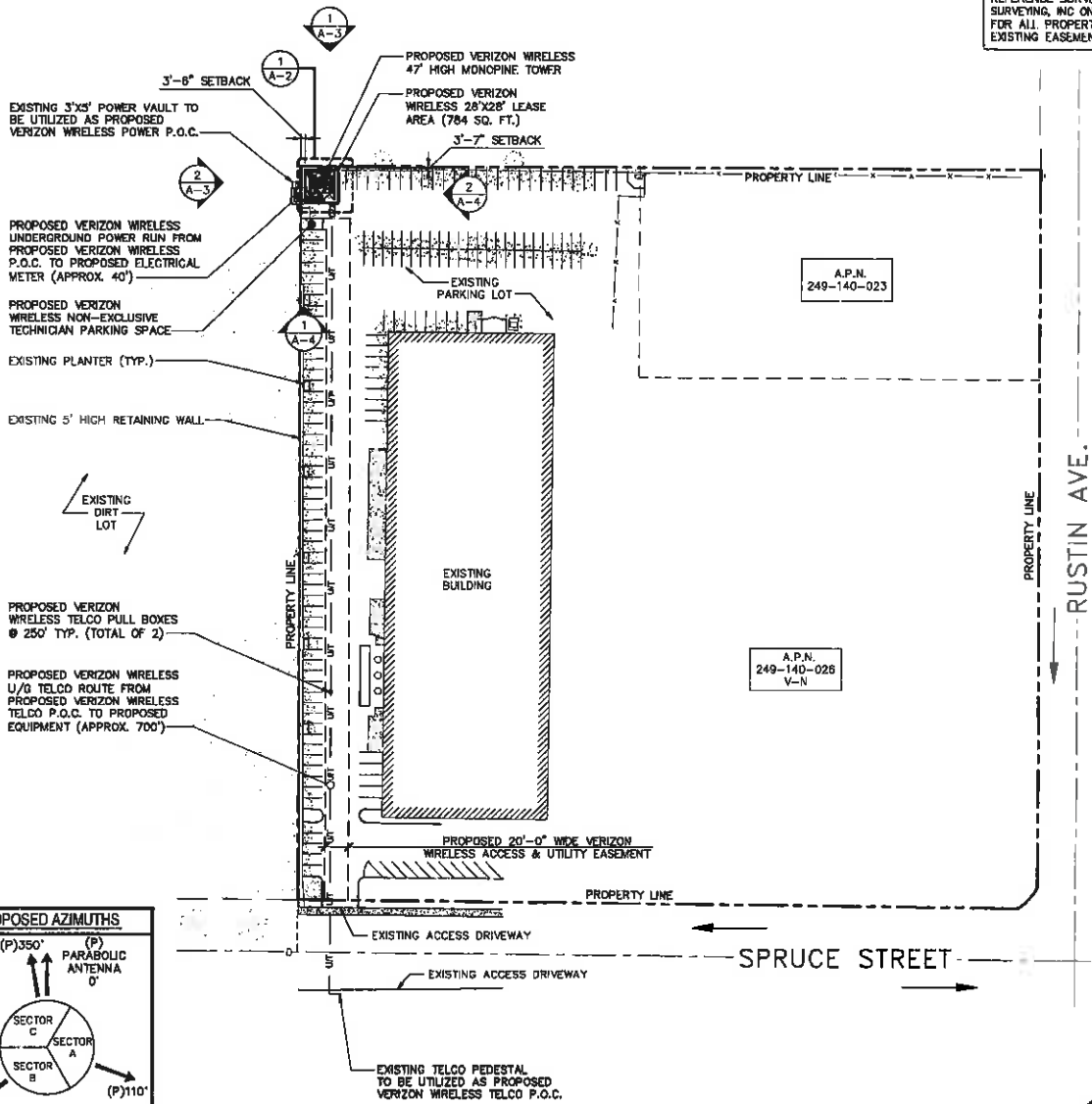
LEGEND

---	SUBJECT BOUNDARY LINE
---	RIGHT-OF-WAY CENTERLINE
---	RIGHT-OF-WAY LINE
---	ADJACENT BOUNDARY LINE
---	OHP OVERHEAD POWER LINE
---	U/E UNDERGROUND ELECTRICAL LINE
---	U/T UNDERGROUND TELCO LINE
---	G BURIED GAS LINE
---	OHT OVERHEAD TELEPHONE LINE
---	T BURIED TELEPHONE LINE
---	W BURIED WATER LINE
---	SS BURIED SANITARY SEWER
---	SD BURIED STORM DRAIN
-x-x-x-x-	CHAIN LINK FENCE
□	WOOD FENCE

⊠	TRANSFORMER	⊕	FIRE HYDRANT
⊗	LIGHT STANDARD	⊕	GATE VALVE
⊠	POWER VAULT	⊕	WATER METER
⊠	UTILITY BOX	⊕	CATCH BASIN, TYPE I
⊠	UTILITY POLE	⊕	CATCH BASIN, TYPE II



NOTE:
REFERENC SURVEY BY CALVADA SURVEYING, INC ON 11/12/14. SURVEY FOR ALL PROPERTY LINES AND EXISTING EASEMENT INFORMATION.



15505 SAND CANYON AVE.
BUILDING 101 1st FL.
IRVINE, CA 92615

W-T COMMUNICATION DESIGN GROUP, LLC.
WIRELESS INFRASTRUCTURE
8550 S. Eastern Ave, Suite 220
Las Vegas, NV 89123
PH: (702) 896-1000 FAX: (702) 896-1010
www.wtengineering.com
COPYRIGHT © 2014 W-T COMMUNICATION DESIGN GROUP, LLC

14821 ARROYO HONDO
SAN DIEGO, CA 92127

PROJECT NO:	T130085
DRAWN BY:	ATK
CHECKED BY:	BJB

REV	DATE	DESCRIPTION
1	05/22/16	10% CDWG ISSUANCE
2	07/05/16	50% CDWG ISSUANCE

NOT TO BE USED FOR CONSTRUCTION

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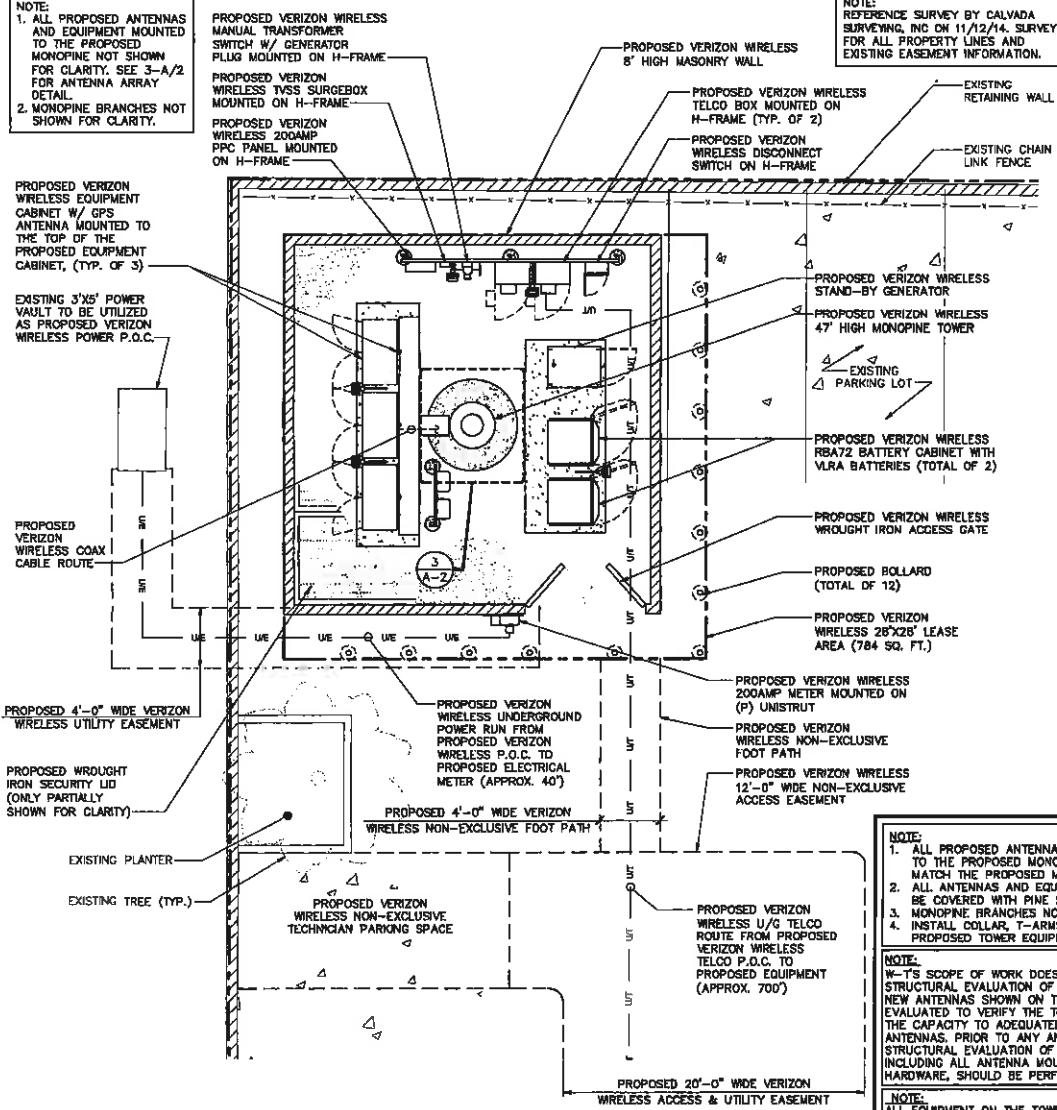
RUSTIN
1151 SPRUCE STREET
RIVERSIDE, CA 92507
RIVERSIDE COUNTY

SHEET TITLE
OVERALL SITE PLAN

SHEET NUMBER
A-1

NOTE:
1. ALL PROPOSED ANTENNAS AND EQUIPMENT MOUNTED TO THE PROPOSED MONOPINE NOT SHOWN FOR CLARITY. SEE 3-A/2 FOR ANTENNA ARRAY DETAIL.
2. MONOPINE BRANCHES NOT SHOWN FOR CLARITY.

NOTE:
REFERENCE SURVEY BY CALVADA SURVEYING, INC ON 11/27/14. SURVEY FOR ALL PROPERTY LINES AND EXISTING EASEMENT INFORMATION.



NOTE:
PROPOSED VERIZON WIRELESS LEASE AREA INCLUDES 2 ADDITIONAL EXISTING PARKING SPACES.

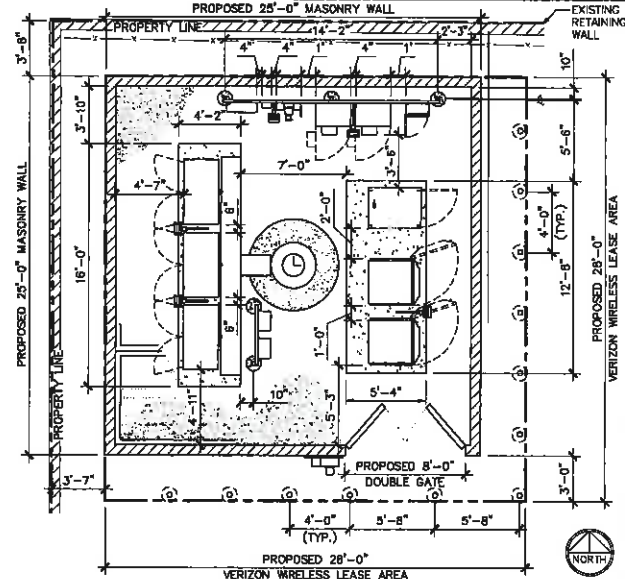
ENLARGED SITE PLAN

SCALE: 1/4"=1'

NOTE:
1. ALL PROPOSED ANTENNAS AND EQUIPMENT MOUNTED TO THE PROPOSED MONOPINE SHALL BE PAINTED TO MATCH THE PROPOSED MONOPINE.
2. ALL ANTENNAS AND EQUIPMENT ON THE POLE SHALL BE COVERED WITH PINE SOCKS.
3. MONOPINE BRANCHES NOT SHOWN FOR CLARITY.
4. INSTALL BOLLARD, T-ARMS & SECTOR FRAMES FOR PROPOSED TOWER EQUIPMENT.

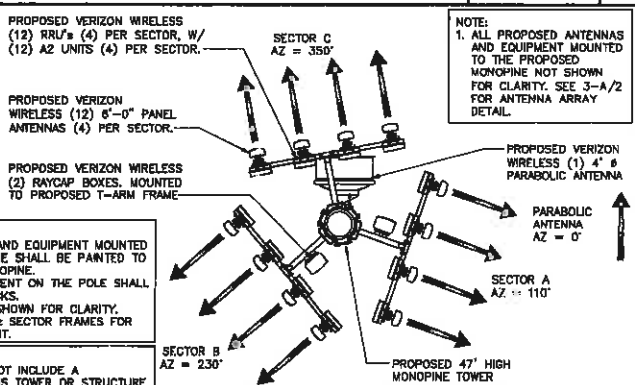
NOTE:
W-T'S SCOPE OF WORK DOES NOT INCLUDE A STRUCTURAL EVALUATION OF THIS TOWER OR STRUCTURE. NEW ANTENNAS SHOWN ON THIS PLAN HAVE NOT BEEN EVALUATED TO VERIFY THE TOWER OR STRUCTURE HAS THE CAPACITY TO ADEQUATELY SUPPORT THESE ANTENNAS. PRIOR TO ANY ANTENNA INSTALLATION, A STRUCTURAL EVALUATION OF THE TOWER OR STRUCTURE, INCLUDING ALL ANTENNA MOUNTING SYSTEMS AND HARDWARE, SHOULD BE PERFORMED.

NOTE:
ALL EQUIPMENT ON THE TOWER WILL BE INSTALLED PER THE JURISDICTION APPROVED DRAWINGS. ANY DEVIATION FROM THE DRAWINGS WILL REQUIRE A PLANNING APPROVAL STAMP. ALL EQUIPMENT MUST BE INSTALLED PER THE SLA (NOT TO EXCEED 8 FOOT VERTICAL LEASE AREA).



DIMENSION PLAN

SCALE: 1/4"=1' 2



NOTE:
1. ALL PROPOSED ANTENNAS AND EQUIPMENT MOUNTED TO THE PROPOSED MONOPINE NOT SHOWN FOR CLARITY. SEE 3-A/2 FOR ANTENNA ARRAY DETAIL.

COAX/ANTENNA SCHEDULE

ANTENNA SECTOR	AZIMUTH	ANTENNA MAKE/MODEL	COAX LENGTH	COAX SIZE
ALPHA	110°	TBD	60' ±	7/8"
BETA	230°	TBD	60' ±	7/8"
GAMMA	350°	TBD	60' ±	7/8"
PARABOLIC	TBD	TBD	55' ±	1/2"
GPS	N/A	TBD	30' ±	1/2"

NOTE: CONSTRUCTION MANAGER TO FIELD VERIFY CABLE LENGTHS PRIOR TO OPENING, FABRICATING, OR INSTALLATION OF CABLES CHECK RF DATA SHEET.



PROJECT NO: T15D085
DRAWN BY: ATK
CHECKED BY: BUB

REV	DATE	DESCRIPTION
B	05/22/16	100% CONSTRUCTION PERMITS
A	07/03/16	80% CONSTRUCTION PERMITS

NOT TO BE USED FOR CONSTRUCTION

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RUSTIN
1151 SPRUCE STREET
RIVERSIDE, CA 92507
RIVERSIDE COUNTY

SHEET TITLE
ENLARGED SITE & ANTENNA PLAN

SHEET NUMBER
A-2

ENLARGED ANTENNA PLAN & COAX/ANTENNA SCHEDULE

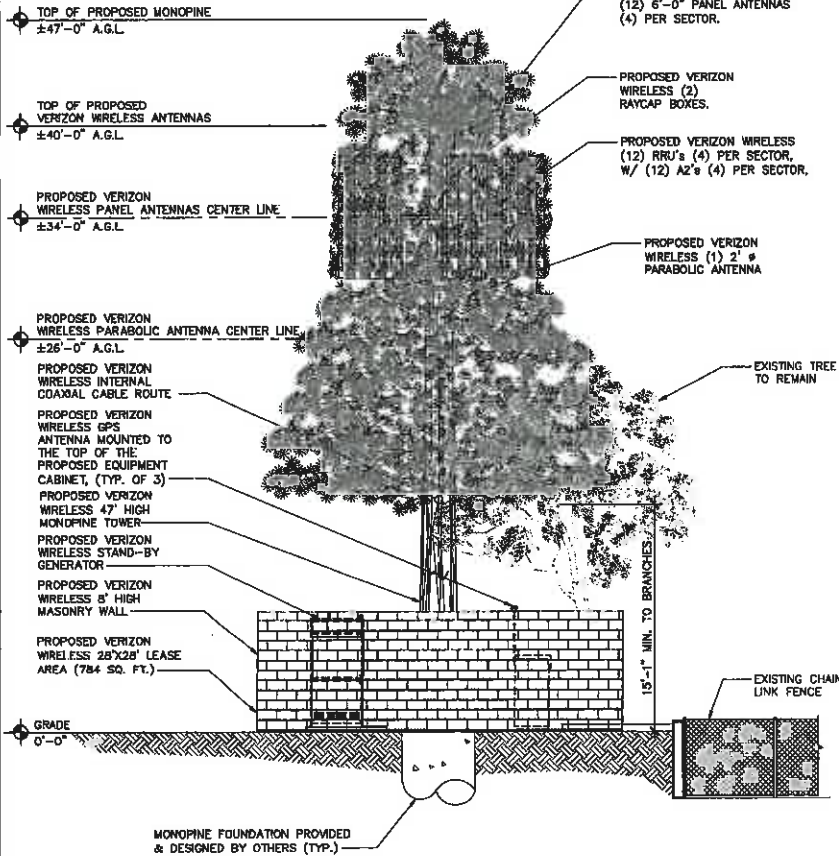
SCALE: 1/4"=1' 3

NOTE:
ALL PROPOSED ANTENNAS AND EQUIPMENT MOUNTED TO PROPOSED POLE SHALL BE PAINTED TO THE PROPOSED MONOPINE. ALL ANTENNAS AND EQUIPMENT ON THE POLE SHALL BE WITH PINE SOCKS.

NOTE:
W-T'S SCOPE OF WORK DOES NOT INCLUDE A STRUCTURAL EVALUATION OF THIS TOWER OR STRUCTURE. NEW ANTENNAS SHOWN ON THIS PLAN HAVE NOT BEEN EVALUATED TO VERIFY THE TOWER OR STRUCTURE HAS THE CAPACITY TO ADEQUATELY SUPPORT THESE ANTENNAS. PRIOR TO ANY ANTENNA INSTALLATION, A STRUCTURAL EVALUATION OF THE TOWER OR STRUCTURE, INCLUDING ALL ANTENNA MOUNTING SYSTEMS AND HARDWARE, SHOULD BE PERFORMED.

NOTE:
ALL EQUIPMENT ON THE TOWER WILL BE INSTALLED PER THE JURISDICTION APPROVED DRAWINGS. ANY DEVIATION FROM THE DRAWINGS WILL REQUIRE A PLANNING APPROVAL STAMP. ALL EQUIPMENT MUST BE INSTALLED PER THE SLA (NOT TO EXCEED 8 FOOT VERTICAL LEASE AREA).

NOTE:
ALL CABLES TO BE ROUTED ON THE INTERIOR OF MONOPINE TOWER



PROPOSED NORTH ELEVATION

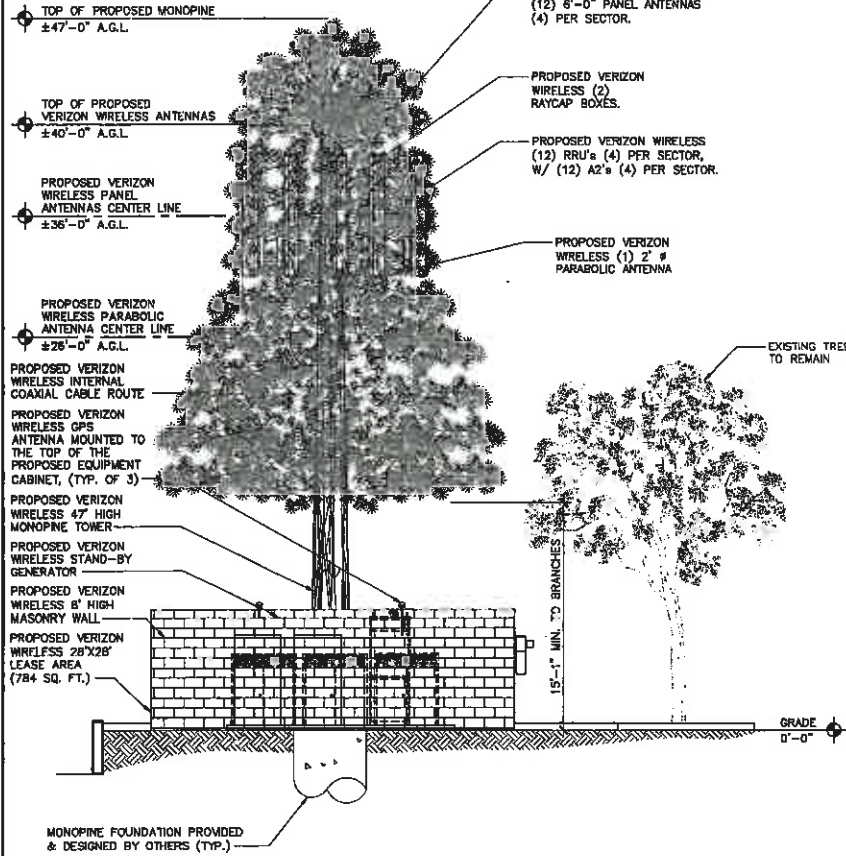
SCALE: 1/4"=1' 1

NOTE:
ALL PROPOSED ANTENNAS AND EQUIPMENT MOUNTED TO PROPOSED POLE SHALL BE PAINTED TO THE PROPOSED MONOPINE. ALL ANTENNAS AND EQUIPMENT ON THE POLE SHALL BE WITH PINE SOCKS.

NOTE:
W-T'S SCOPE OF WORK DOES NOT INCLUDE A STRUCTURAL EVALUATION OF THIS TOWER OR STRUCTURE. NEW ANTENNAS SHOWN ON THIS PLAN HAVE NOT BEEN EVALUATED TO VERIFY THE TOWER OR STRUCTURE HAS THE CAPACITY TO ADEQUATELY SUPPORT THESE ANTENNAS. PRIOR TO ANY ANTENNA INSTALLATION, A STRUCTURAL EVALUATION OF THE TOWER OR STRUCTURE, INCLUDING ALL ANTENNA MOUNTING SYSTEMS AND HARDWARE, SHOULD BE PERFORMED.

NOTE:
ALL EQUIPMENT ON THE TOWER WILL BE INSTALLED PER THE JURISDICTION APPROVED DRAWINGS. ANY DEVIATION FROM THE DRAWINGS WILL REQUIRE A PLANNING APPROVAL STAMP. ALL EQUIPMENT MUST BE INSTALLED PER THE SLA (NOT TO EXCEED 8 FOOT VERTICAL LEASE AREA).

NOTE:
ALL CABLES TO BE ROUTED ON THE INTERIOR OF MONOPINE TOWER



PROPOSED WEST ELEVATION

SCALE: 1/4"=1' 2



15505 SAND DANYON AVE.
BUILDING 'D' 1st FL.
IRVINE, CA 92618



W-T COMMUNICATION
DESIGN GROUP, LLC.

WIRELESS INFRASTRUCTURE
8500 S. Eastern Ave. Suite 220
Las Vegas, NV 89123
PH: (702) 888-1000 FAX: (702) 968-1010
www.wtengineering.com

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14621 ARROYO HONDD
SAN DIEGO, CA 92127

PROJECT NO: T150065
DRAWN BY: ATK
CHECKED BY: BJB

REV	DATE	DESCRIPTION
B	08/22/18	100% ZONING DRAWINGS
A	02/03/13	50% ZONING DRAWINGS

NOT TO BE USED
FOR CONSTRUCTION

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, TO ALTER THIS DOCUMENT.

RUSTIN
1151 SPRUCE STREET
RIVERSIDE, CA 92507
RIVERSIDE COUNTY

SHEET TITLE
ELEVATIONS

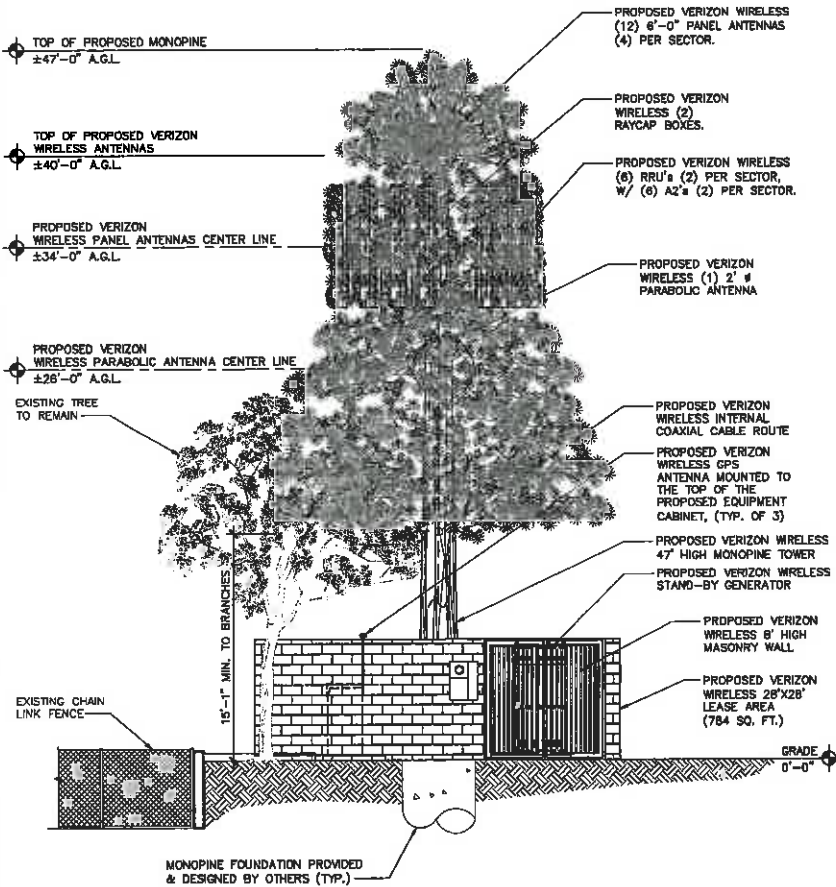
SHEET NUMBER
A-3

NOTE:
ALL PROPOSED ANTENNAS AND EQUIPMENT MOUNTED TO PROPOSED POLE SHALL BE PAINTED TO THE PROPOSED MONOPINE. ALL ANTENNAS AND EQUIPMENT ON THE POLE SHALL BE WITH PINE SOCKS.

NOTE:
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NOTE:
ALL CABLES TO BE ROUTED ON THE INTERIOR OF MONOPINE TOWER



PROPOSED SOUTH ELEVATION

SCALE: 1/4"=1'

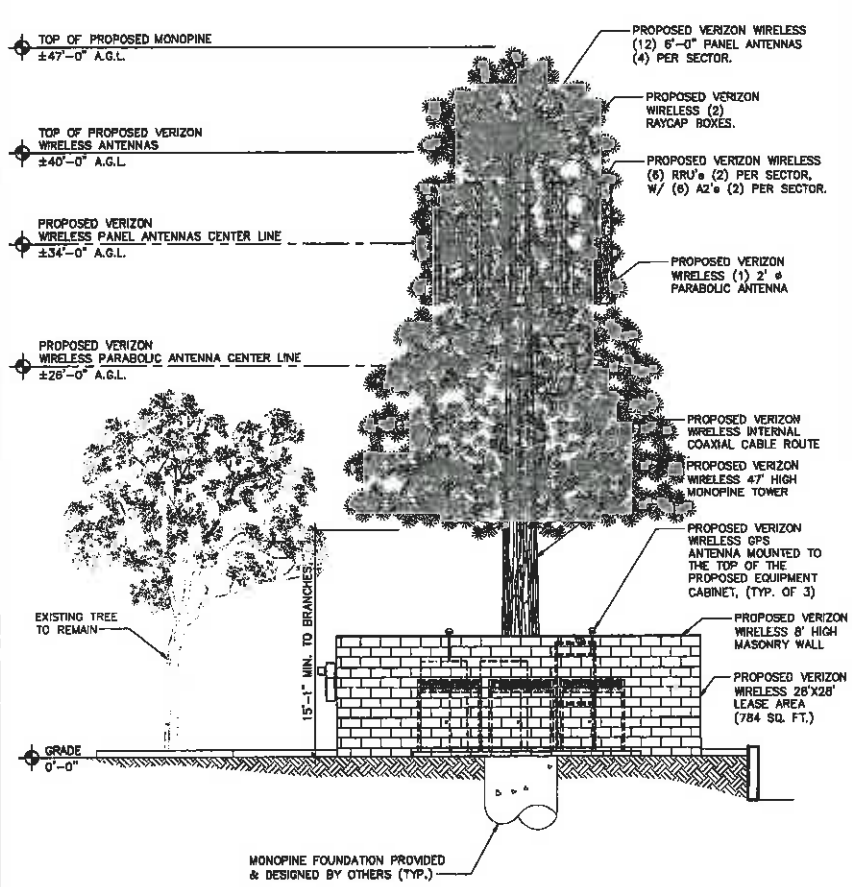
1

NOTE:
ALL PROPOSED ANTENNAS AND EQUIPMENT MOUNTED TO PROPOSED POLE SHALL BE PAINTED TO THE PROPOSED MONOPINE. ALL ANTENNAS AND EQUIPMENT ON THE POLE SHALL BE WITH PINE SOCKS.

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NOTE:
ALL CABLES TO BE ROUTED ON THE INTERIOR OF MONOPINE TOWER



PROPOSED EAST ELEVATION

SCALE: 1/4"=1'

2



15505 SAND CANYON AVE.
BUILDING 'D' 1st FL.
IRVINE, CA 92618



W-T COMMUNICATION
DESIGN GROUP, LLC.

WIRELESS INFRASTRUCTURE
8500 S. Eastern Ave., Suite 220
Las Vegas, NV 89123
PH: (702) 898-1000 FAX: (702) 998-1010
www.wtengineering.com

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14821 ARROYO MONDO
SAN DIEGO, CA 92127

PROJECT NO: T150088

DRAWN BY: ATK

CHECKED BY: BJB

REV	DATE	DESCRIPTION
B	08/22/18	100% ZONING DRAWING
A	02/03/18	50% ZONING DRAWING

NOT TO BE USED
FOR CONSTRUCTION

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RUSTIN
1151 SPRUCE STREET
RIVERSIDE, CA 92507
RIVERSIDE COUNTY

SHEET TITLE

ELEVATIONS

SHEET NUMBER

A-4

PAGE BREAK





AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY

CHAIR

Simon Housman
Rancho Mirage

November 12, 2015

VICE CHAIRMAN

Rod Ballance
Riverside

Ms. Candice Assadzadeh, Assistant Planner
City of Riverside Community Development Department/Planning Division
3900 Main Street, Third Floor
Riverside, CA 92522

COMMISSIONERS

Arthur Butler
Riverside

**RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW –
DIRECTOR'S DETERMINATION**

Glen Holmes
Hemet

John Lyon
Riverside

File No.: ZAP1164MA15
Related File No.: P15-0735 (Design Review)
APN: 249-140-030

Greg Pettis
Cathedral City

Dear Ms. Assadzadeh:

Steve Manos
Lake Elsinore

Under the delegation of the Riverside County Airport Land Use Commission (ALUC) pursuant to Policy 1.5.2(d) of the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan, staff reviewed City of Riverside Case No. P15-0735, a proposal to construct a 73,000 square foot industrial facility (65,000 square feet of warehouse area and 8,000 square feet of office area, including 4,000 square feet of mezzanine space) on a 4.52-acre site located on the northerly side of Spruce Street, westerly of Rustin Avenue and easterly of Iowa Avenue, in the City of Riverside.

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 of the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, non-residential intensity is not restricted.

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

www.rcaluc.org

The site is located more than 20,000 feet from the runways at both March Air Reserve Base/Inland Port Airport and Riverside Municipal Airport, and the existing ground elevation is more than 500 feet lower than the elevation of the runway at March Air Reserve Base/Inland Port Airport (March ARB/IP). The site is located approximately 20,000 feet from the runway at Flabob Airport, but, as Flabob's runway length does not exceed 3,200 feet, the notice radius for that airport is only 10,000 feet, and the notice surface is evaluated on the basis of a 50:1 slope rather than a 100:1 slope. Therefore, Federal Aviation Administration (FAA) obstruction evaluation review for height/elevation reasons is not required.


As ALUC Director, I hereby find the above-referenced Design Review **CONSISTENT** with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, subject to the following conditions:

CONDITIONS:

1. Any new outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky.
2. The following uses shall be prohibited:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
3. The attached notice shall be provided to all prospective purchasers of the property and to tenants of the proposed building.
4. Any new aboveground detention or water quality 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/water quality basin(s) that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.

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

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



John J.G. Guerin, Principal Planner
for Edward C. Cooper, Director

Attachments: Notice of Airport in Vicinity

**cc: Blue Mountain One L.P. – Attn.: Dan Burke (applicant/owner/payee)
MAA Architects – Attn.: Dan MacDavid (project representative)
Gary Gosliga, Airport Manager, March Inland Port Airport Authority
Denise Hauser or Sonia Pierce, March Air Reserve Base
ALUC Case File**

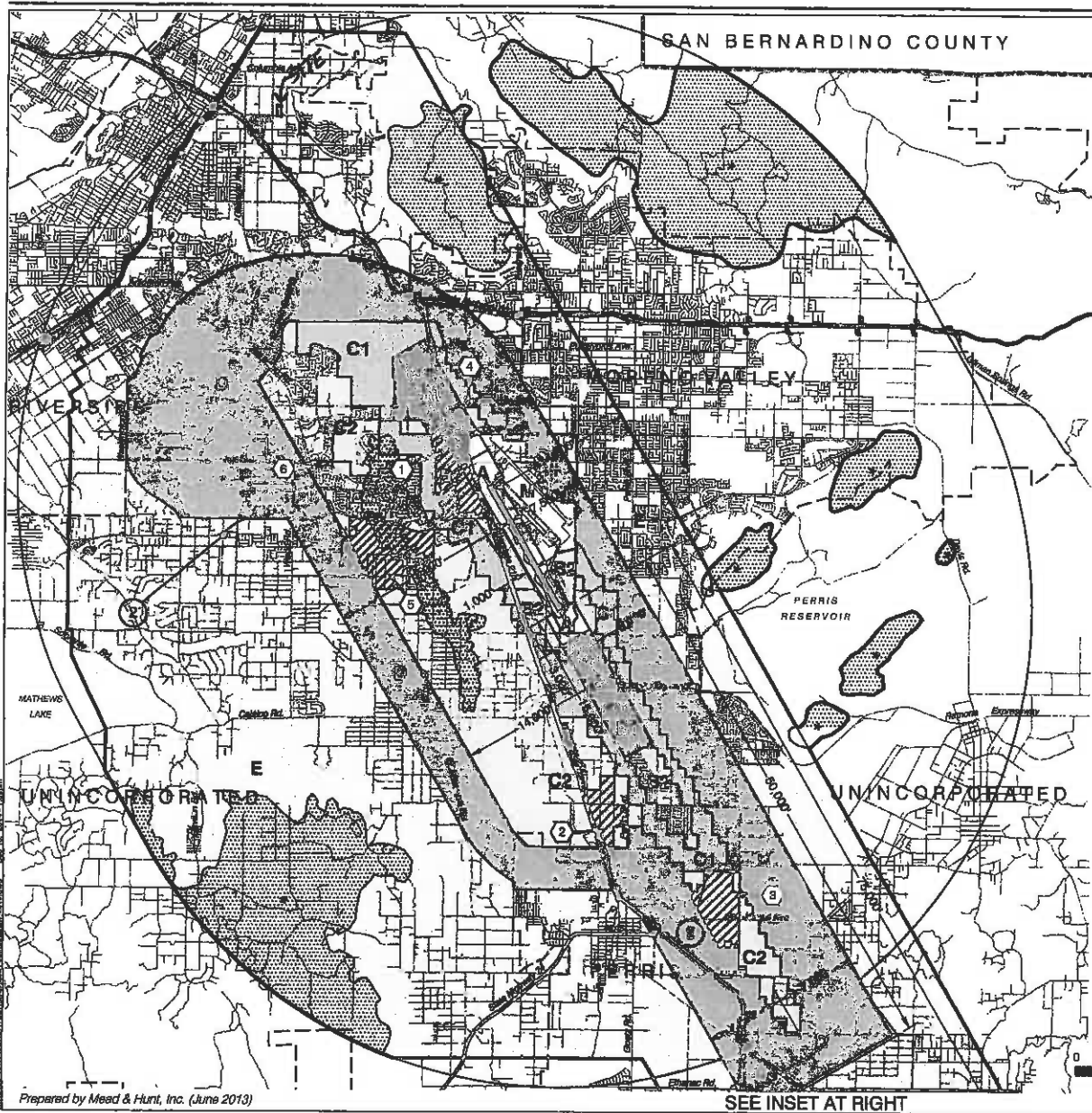
Y:\AIRPORT CASE FILES\March\ZAP1164MA15\ZAP1164MA15.LTR.doc

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)

VICINITY MAP: CITY OF RIVERSIDE





LEGEND

Compatibility Zones

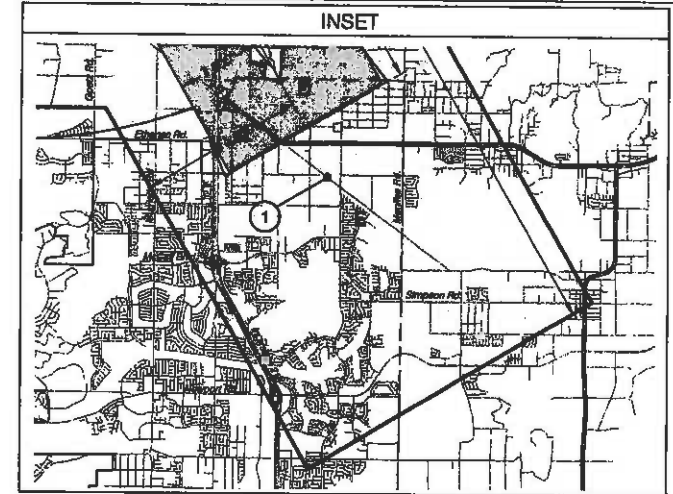
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

Boundary Lines

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

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

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



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



Base map source: County of Riverside 2013

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

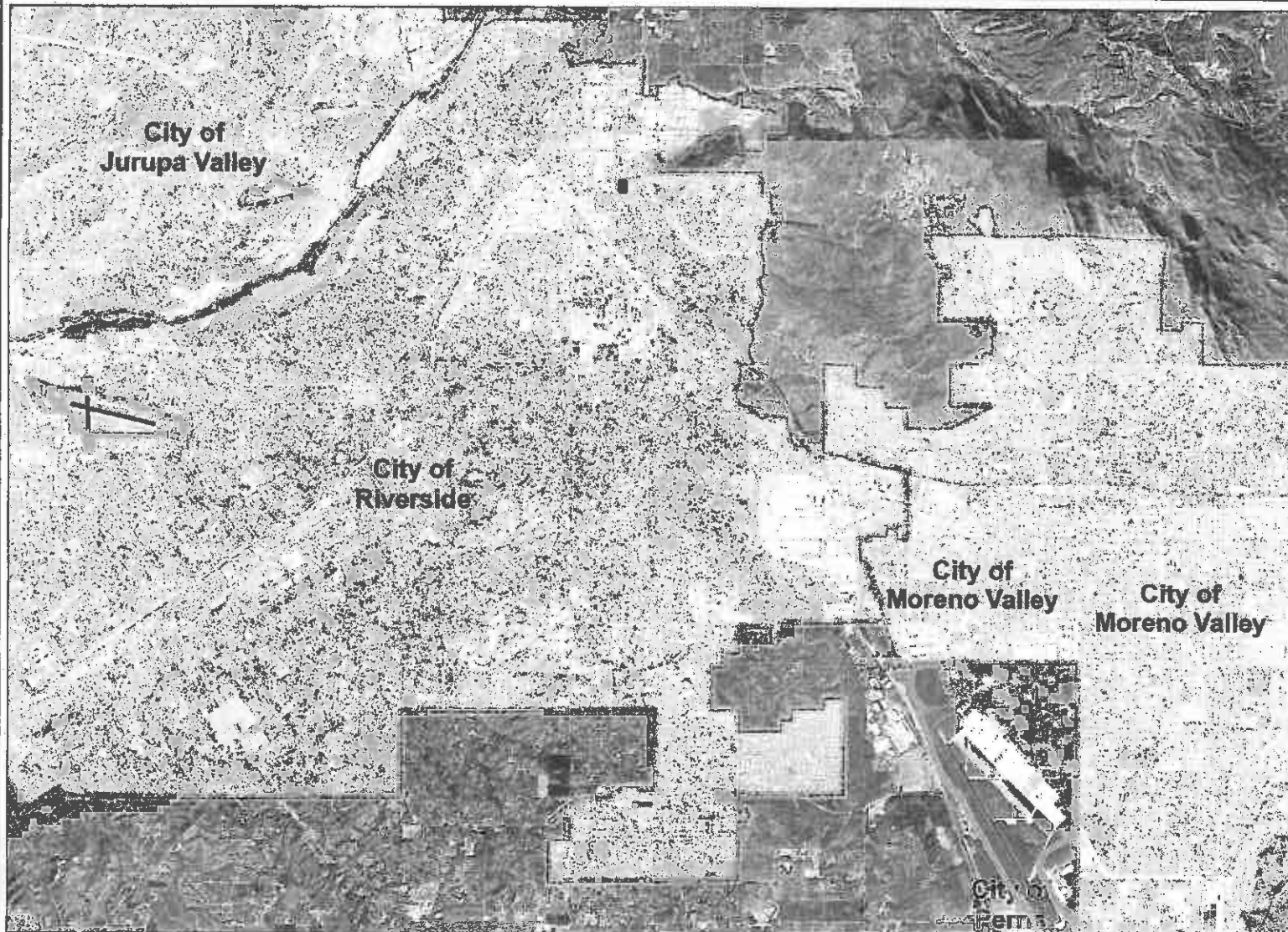
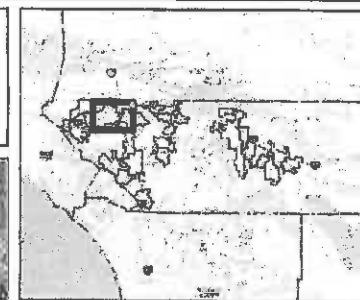
Map MA-1

Compatibility Map
March Air Reserve Base / Inland Port Airport

SEE INSET AT RIGHT

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

My Map



Legend

-  Airports
-  Runways
-  City Boundaries
-  Cities



0 11,662 23,323 Feet



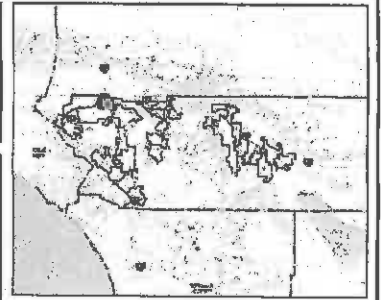
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or 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... 11/12/2015 3:22:05 PM

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Notes

My Map



Legend

-  Airports
-  Runways
-  City Boundaries



0 2,915 5,831 Feet



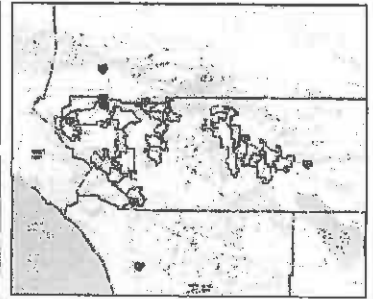
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Notes

My Map



Legend

-  Airports
-  Runways
-  City Boundaries



0

729

1,458 Feet



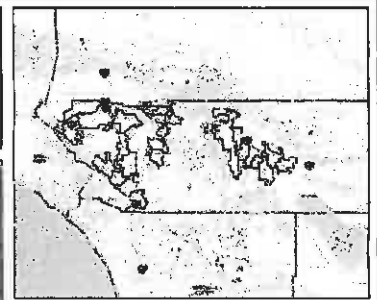
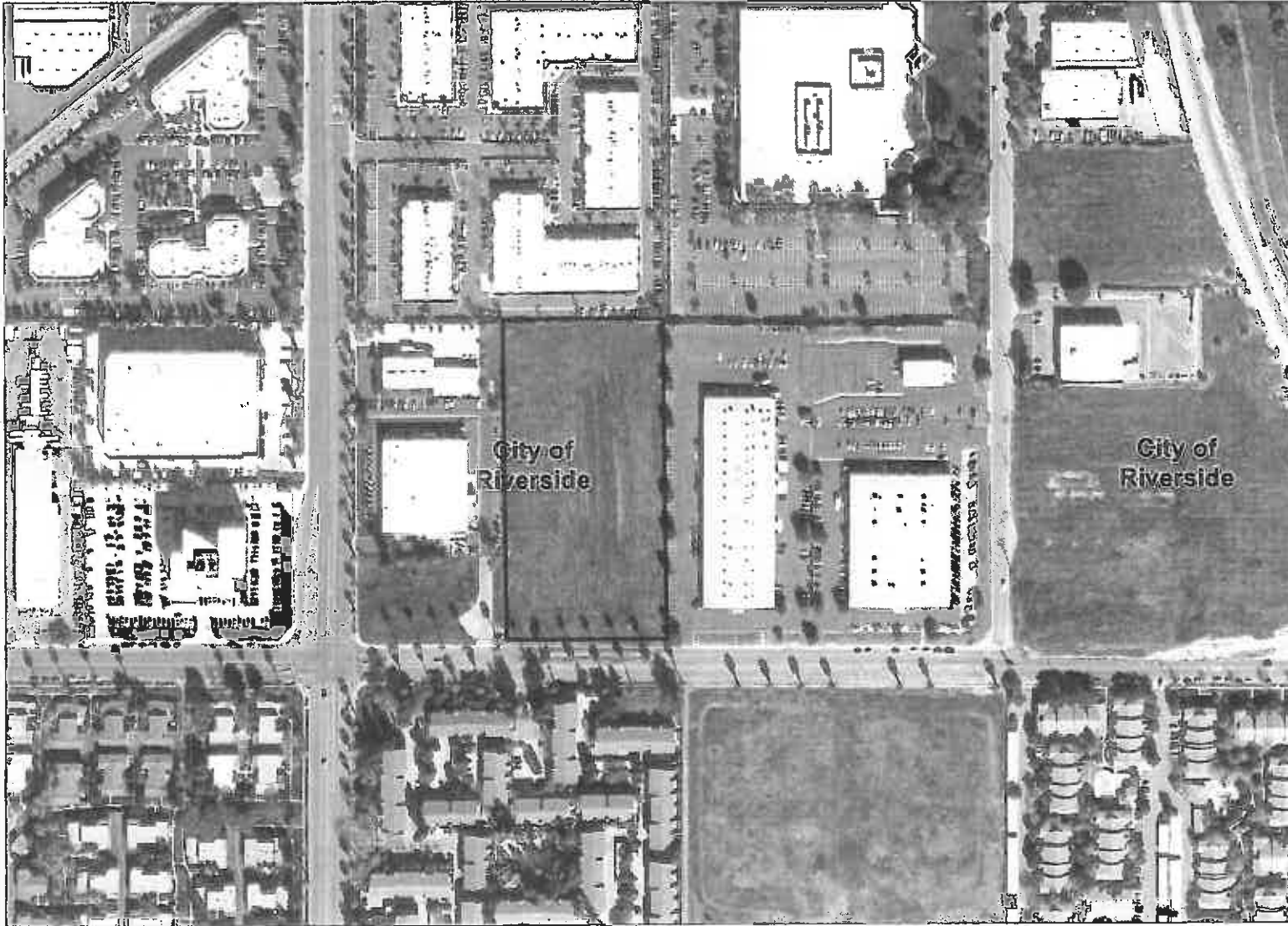
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Notes

My Map



Legend

-  Airports
-  Runways
-  City Boundaries



0

364

729 Feet

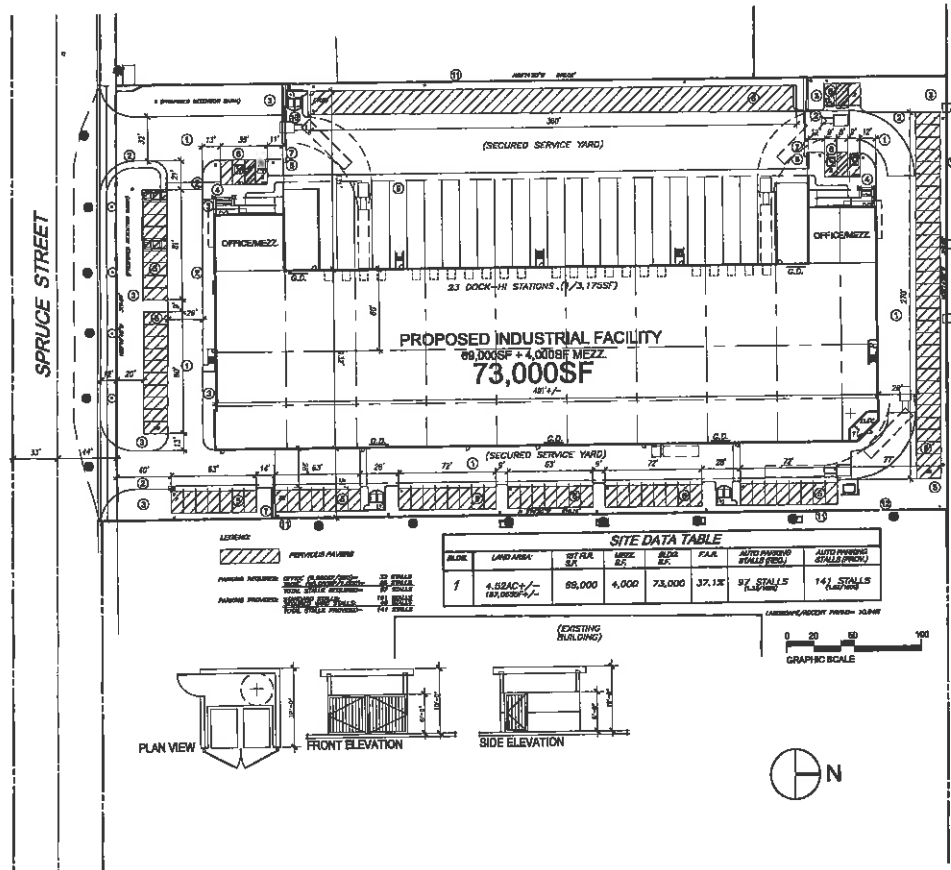


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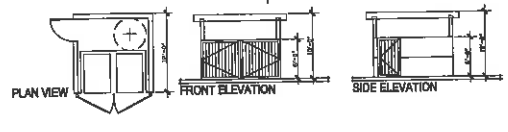
© Riverside County TLMA GIS

Notes

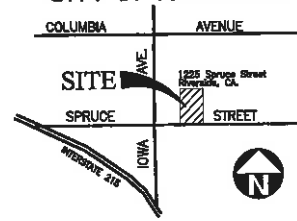


SITE DATA TABLE

BLDG.	LAND AREA	SQ. FT. AREA	MEZZ. SQ. FT.	BLDG. SQ. FT.	F.A.R.	AUTO PARKING STALLS (REQ.)	AUTO PARKING STALLS (PROV.)
1	4.02 AC +/- 187,000 SQ. FT. +/-	69,000	4,000	73,000	37.1%	87 STALLS (REQUIRED)	147 STALLS (PROVIDED)



**VICINITY MAP:
CITY OF RIVERSIDE**



PROJECT TEAM & INFO:

CLIENT
BLUE MOUNTAIN ONE L.P.
28 Hammond, Suite F
Irvine, CA 92618
CONTACT: Dan Burba

CIVIL
SAVON ENGINEERING
2655 Temple Heights Dr., Suite A
Oxnard, CA, CA 93256
CONTACT: Rich Vaughn
(848) 386-2180 X 128

ARCHITECT/APPLICANT
MacDAVID AUBORT AND ASSOC.
9281 Irvine Boulevard
Irvine, CALIFORNIA 92618
Contact: Dan MacDAVID
949-305-2200 x224

LANDSCAPE ARCHITECT
SPLA
5258 E. Mission Road, Suite 121
Borwick, CA 92509
CONTACT: Scott Peterson (760) 842-6883
Lorenna Roderie (760) 771-8174

PROJECT ADDRESS:
1235 SPRUCE STREET
RIVERSIDE, CALIFORNIA 92508
APN: 249-140-000-7

HUNTER BUSINESS SPECIFIC PLAN
ZONE - LIGHT INDUSTRIAL & BUSINESS PARK

SHEET INDEX:

- A1 BUILDING SITE PLAN
- A2 BUILDING FLOOR PLAN
- A3 BUILDING ELEVATIONS
- A4 TENANT IMPROVEMENT
- A5 ROOF PLAN

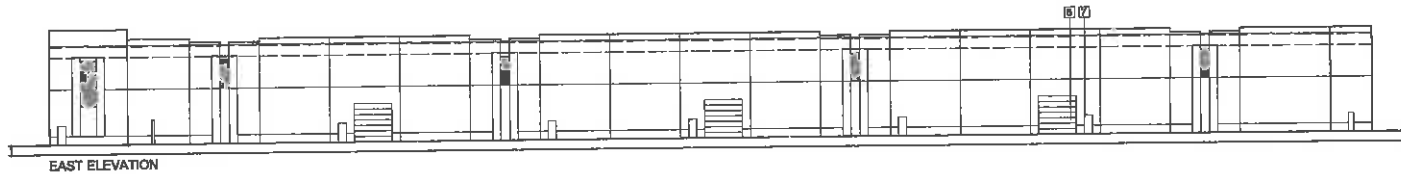
- KEY NOTES:**
- ① ASPHALT DRIVE
 - ② CONCRETE CURB
 - ③ LANDSCAPE AREA
 - ④ PAVING (SEE LANDSCAPE)
 - ⑤ STANDARD PARKING STALL OVER PERMIABLE PAVING
 - ⑥ ACCESSIBLE PARKING
 - ⑦ 6' HEIGHT CONG. SCREEN WALL
 - ⑧ ROLLING GATE
 - ⑨ CONG. TRUCK DOCKING AREA
 - ⑩ TRASH ENCLOSURE
 - ⑪ 6' HT. STEEL TUBULAR FENCE MOUNTED ON RETAINING WALL
 - ⑫ 6' HT. STEEL TUBULAR FENCE

DATE: 10/19/2015
Blue Mountain One L.P.

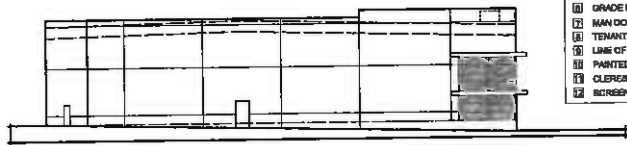
File: 2015_10_19_10:19:10 - 0:18:00 (2015.10.19) SPRUCE_STREET_INDUSTRIAL_BLDG.dwg



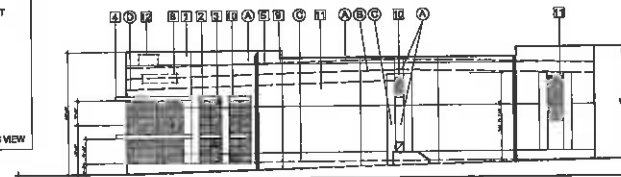
SITE PLAN #1
Spruce Street Industrial Building
Riverside, California



EAST ELEVATION



NORTH ELEVATION

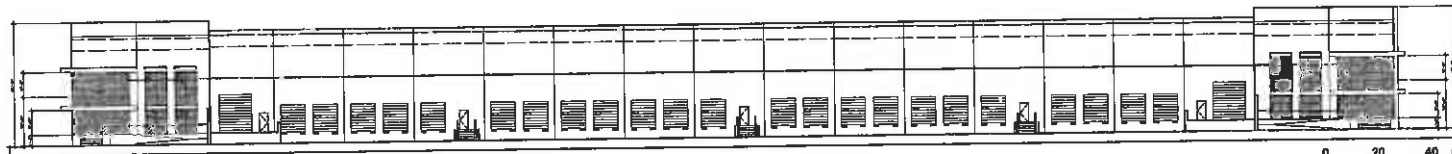


SOUTH ELEVATION

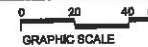
- KEY NOTES:**
- 1 CONCRETE TILT UP PANEL
 - 2 MEDIUM PERFORMANCE GLASS
 - 3 CLEAR ANODIZED ALUMINUM STOREFRONT
 - 4 CLEAR ANODIZED ALUMINUM CANOPY
 - 5 2" WIDE REVEAL X 1-1/2" DEEP
 - 6 GRADE DOOR
 - 7 MAIN DOOR
 - 8 TENANT SIGNAGE
 - 9 LINE OF ROOF BEYOND
 - 10 PAINTED ACCENT INSET
 - 11 CLOSETORY
 - 12 SCREEN MECH. EQUIPMENT FROM PUBLIC VIEW

NOTE:
ALL RAISED PARAPET ENDS SHALL
RETURN BACK OVER BUILDING MIN. 3'-0"

- COLOR LEGEND:**
- A LIGHT COLOR - VISTA 8784
 - B MEDIUM COLOR - VISTA 8771
 - C DARK COLOR - VISTA 8986



WEST ELEVATION



File: 10_20_2015 - 01:58:26/000000_01/1011_CAD/SPRUCES.indd 19/19/15 10:58:26 AM

MA
MacDavid Aubort
and Associates Incorporated
Architecture • Planning • Interiors
6281 E. Via Boulevard, Suite 200, California 92506
P: 951.276.2200 F: 951.276.2203

CONCEPTUAL ELEVATIONS
Spruce Street Industrial Building
Riverside, California

DATE: 10/19/2015
Blue Mountain One L.P.

PAGE BREAK





AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY

CHAIR
Simon Housman
Rancho Mirage

November 17, 2015

VICE CHAIRMAN
Rod Ballance
Riverside

Ms. Rocio Lopez, Associate Planner
City of Jurupa Valley Planning Department
8304 Limonite Avenue, Suite M
Jurupa Valley, CA 92509

COMMISSIONERS

Arthur Butler
Riverside

**RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW –
DIRECTOR'S DETERMINATION**

Glen Holmes
Hemet

File No.: ZAP1071RI15

John Lyon
Riverside

Related File No.: Master Application No. 14160 consisting of Conditional Use
Permit No. 1402 and Site Development Permit No. 31462

Greg Pettis
Cathedral City

APN: 166-330-007

Steve Manos
Lake Elsinore

Dear Ms. Lopez:

STAFF

Director
Ed Cooper

Under the delegation of the Riverside County Airport Land Use Commission (ALUC), staff reviewed City of Jurupa Valley Master Application No. 14160, a proposal to develop a gas station, a 2,900 square foot convenience store, and a car wash on a 0.59-acre site located on the southerly side of Limonite Avenue, westerly of its intersection with Camino Real, and easterly of its intersection with El Palomino Drive.

John Guerin
Russell Brady
Barbara Santos

The site is located within Airport Compatibility Zone E of the Riverside Municipal Airport Influence Area (AIA). Land use intensity is not restricted within Compatibility Zone E.

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

The elevation of Runway 16-32 at Riverside Municipal Airport at its northerly terminus is approximately 771 feet above mean sea level (771 feet AMSL). At a distance of approximately 8,500 feet from the runway to the property line, any structures at this location with an elevation exceeding 856 feet AMSL would require Federal Aviation Administration (FAA) obstruction evaluation review. The proposed building finished floor elevation is 834.2 feet AMSL and the building height is 23.5 feet for a total elevation of 857.7 feet AMSL. Therefore, FAA review was required. The proposed building was submitted for FAA obstruction evaluation review and assigned Aeronautical Study No. (ASN) 2015-AWP-10403-OE. The FAA Obstruction Evaluation Service issued a "Determination of No Hazard to Air Navigation" for ASN 2015-AWP-10403-OE on November 17, 2015.

www.rcaluc.org

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

CONDITIONS:

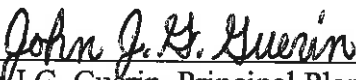
1. Any new outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky.
2. The following uses shall be prohibited:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated 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.
4. No detention basins are depicted on the site plan. Any new detention or retention basins on the site shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention/retention basin(s) that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.
5. The Federal Aviation Administration has conducted an aeronautical study of the proposed building (Aeronautical Study No. 2015-AWP-10403-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.
6. The maximum height of the proposed structure, including all roof-mounted appurtenances (if any), shall not exceed 24 feet above ground level, and the maximum

elevation at the top of the structure shall not exceed 858 feet above mean sea level.

7. 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.
8. 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.
9. 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://oeaaa.faa.gov> for instructions.) This requirement is also applicable in the event the project is abandoned.

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



John J.G. Guerin, Principal Planner
for Edward C. Cooper, Director

Attachments: Notice of Airport in Vicinity
Aeronautical Study No. 2015-AWP-10403-OE

cc: Fred Cohen, CJC Design, Inc. (representative/payee)
Pankdt Bhavna (applicant)
Pankaj Patel (landowner)
Kim Ellis, Manager, Riverside Municipal Airport
ALUC Case File

Y:\AIRPORT CASE FILES\Riverside\ZAP1071RI15\ZAP1071RI15.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)



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

Aeronautical Study No.
2015-AWP-10403-OE

Issued Date: 11/17/2015

Fred Cohen
CJC Design, Inc.
11801 Pierce Street
Suite 246
Riverside, CA 92505

**** 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 Arco AMPM Gas Station & Convenience Store
Location:	Jurupa Valley, CA
Latitude:	33-58-40.00N NAD 83
Longitude:	117-27-16.00W
Heights:	834 feet site elevation (SE) 24 feet above ground level (AGL) 858 feet above mean sea level (AMSL)

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

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

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

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

This determination expires on 05/17/2017 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 (425) 227-2625. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2015-AWP-10403-OE.

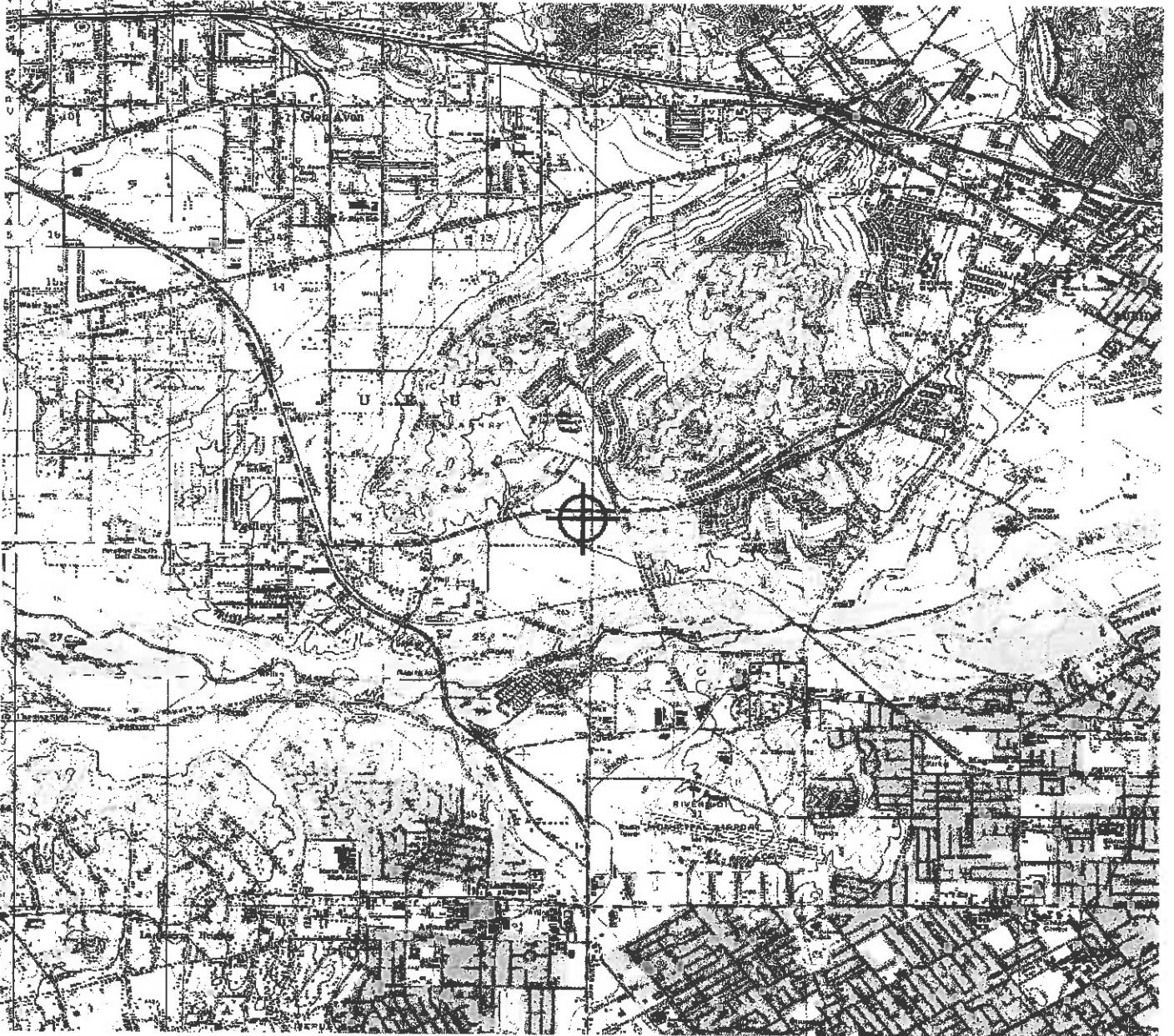
Signature Control No: 269217124-272953561

(DNE)

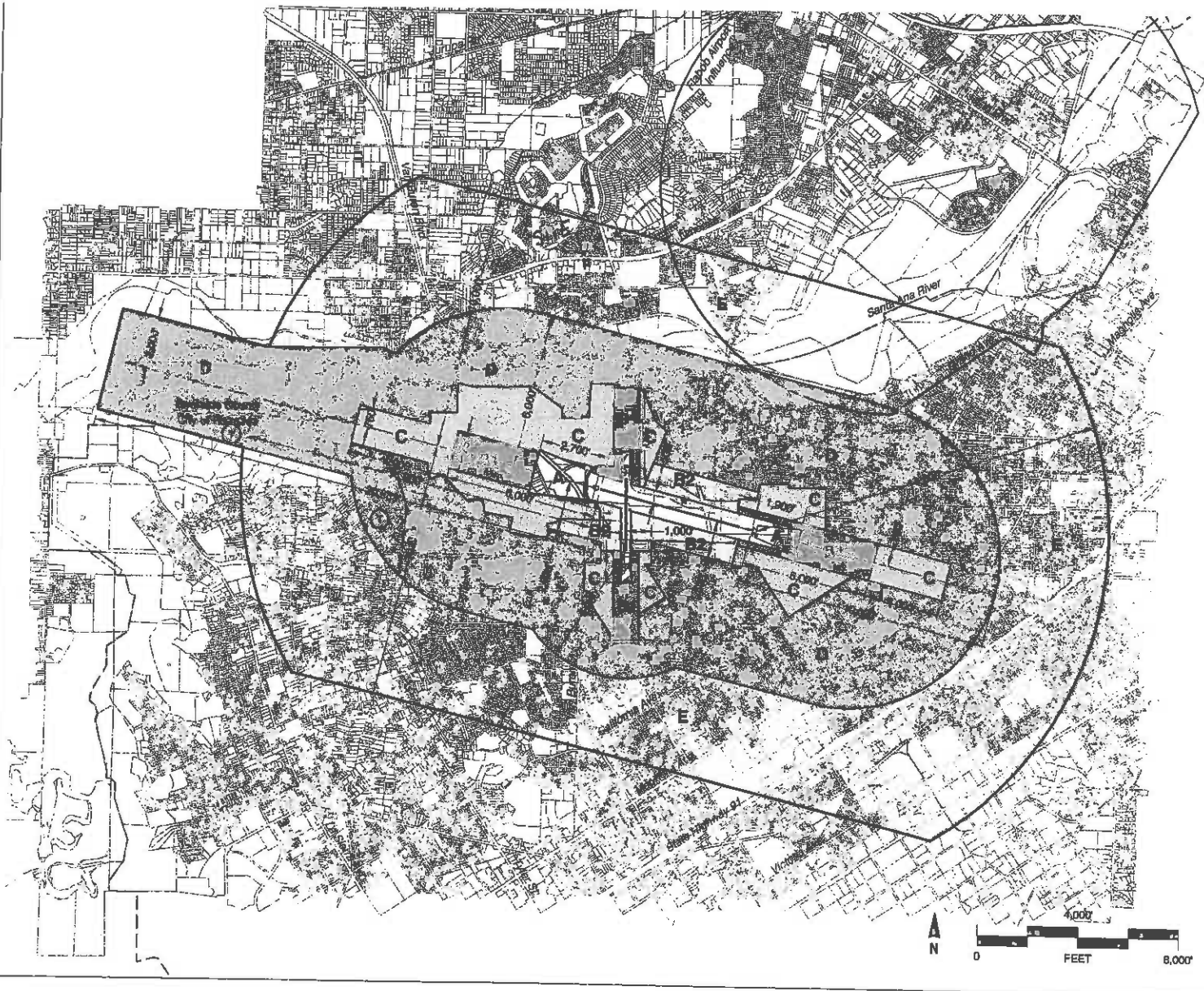
Paul Holmquist
Technician

Attachment(s)
Map(s)

TOPO Map for ASN 2015-AWP-10403-OE



PHRCO\Digital\Aerial-compatibility.dwg Mar 27, 2008 - 12:47 pm



Legend

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

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

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

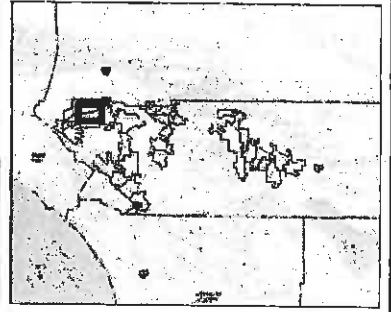
See Chapter 2, Table 2A for compatibility criteria associated with this map. See Section RI.2 for special exceptions to the Table 2A criteria.

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

Map RI-1

Compatibility Map
 Riverside Municipal Airport

My Map



Legend

-  Airports
-  Runways



0 6,503 13,005 Feet



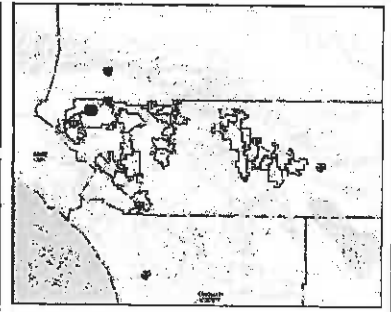
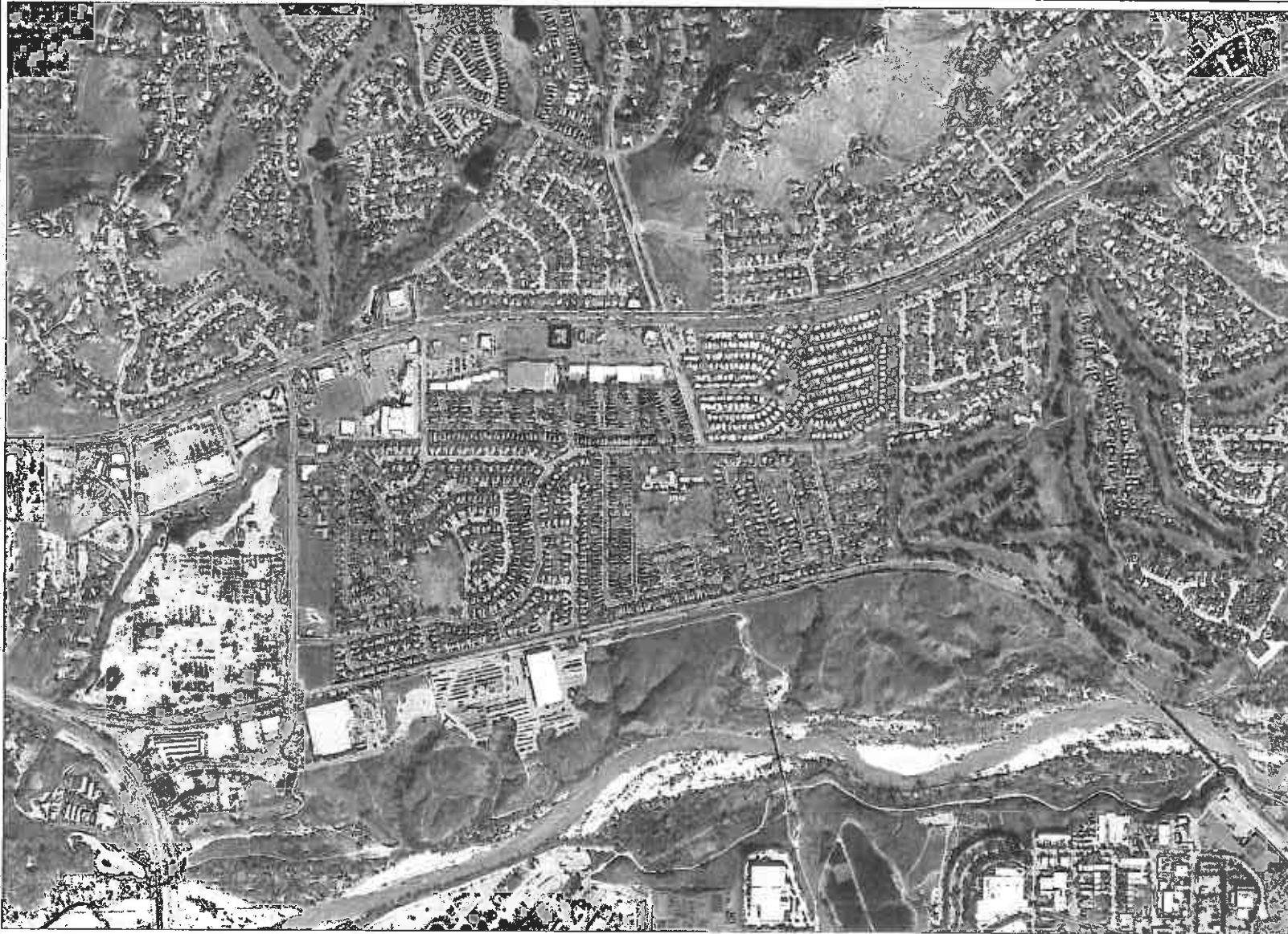
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or 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... 11/17/2015 4:41:59 PM

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Notes

My Map



Legend

-  Airports
-  Runways



0 1,626 3,251 Feet



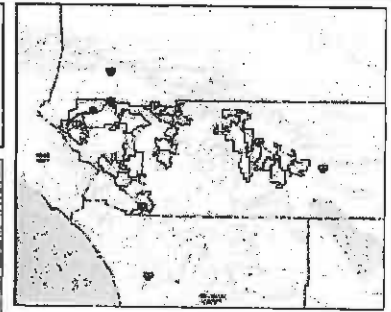
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or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

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Notes

My Map



Legend

- Airports
- Runways
- roadsanno
- highways
- HWY
- INTERCHANGE
- INTERSTATE
- OFFRAMP
- ONRAMP
- USHWY
- counties
- cities
- hydrography
- waterbodies
 - Lakes
 - Rivers



0 406 813 Feet



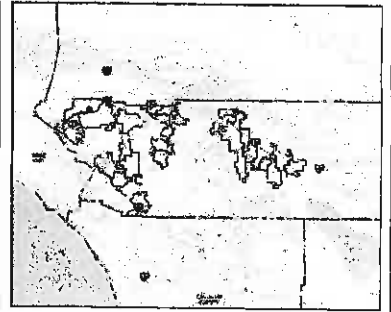
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Notes

My Map



Legend

- Airports
- Runways
- roads
- highways
- HWY
- INTERCHANGE
- INTERSTATE
- OFFRAMP
- ONRAMP
- USHWY
- counties
- cities
- hydrography
- lines
- waterbodies
- Lakes
- Rivers



0 102 203 Feet



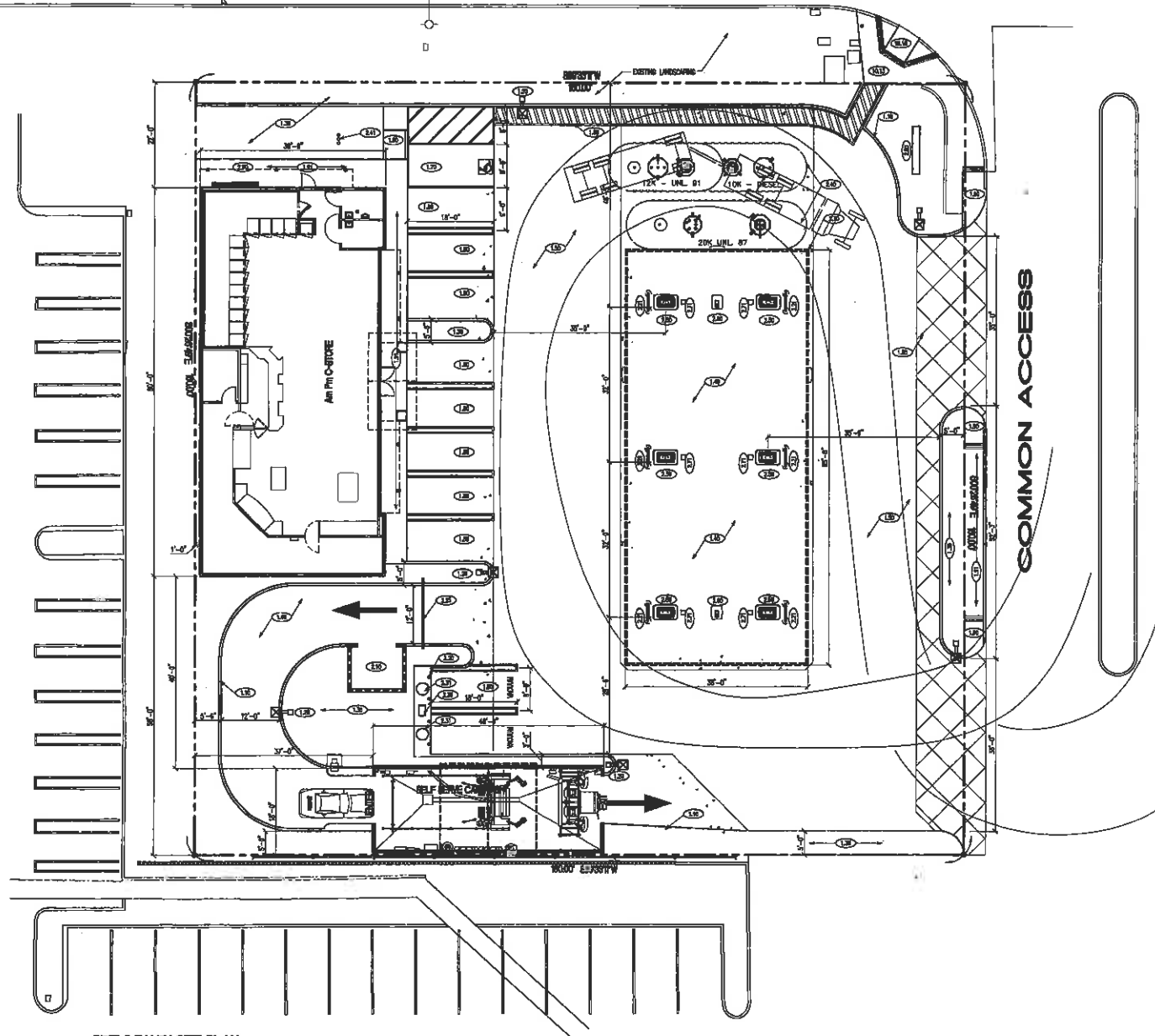
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Notes

LIMONITE AVENUE



PRELIMINARY SITE PLAN

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

GRAPHIC SCALE

DATE SIGNED: _____

SEAL _____

VICINITY MAP

CONSTRUCTION NOTES

- 1.01 NEW 8" CONCRETE CURB
- 1.02 NEW AREA LIGHT
- 1.03 NEW LANDSCAPING WITH AUTOMATIC IRRIGATION
- 1.04 NEW 8" CONCRETE DRIVE SLAB WITH 48 BARS @ 18" O.C. OR AS SPECIFIED IN SOILS REPORT IF AVAILABLE.
- 1.05 NEW 8" OVER 4" ALL ASPHALT FINISH OR AS SPECIFIED IN SOILS REPORT IF AVAILABLE.
- 1.06 NEW 10' HANDICAP PARK OF TRAVEL (SLOPE NOT TO EXCEED 2% EACH WAY)
- 1.07 NEW 17'X18' HANDICAP PARKING SPACE WITH ALL RELATED STORAGE (SLOPE NOT TO EXCEED 2% E.A.C)
- 1.08 NEW 9'X12' STANDARD PARKING SPACES
- 1.09 STAMPED COLORED CONCRETE
- 1.10 NEW CONCRETE HANDICAP RAMP (SLOPE 0.33%)
- 1.11 NEW CONCRETE SECURITY WALL 48" WIDE HANDICAP PATH OF TRAVEL (SLOPE)
- 1.12 NEW WASH ENCLOSURE WITH (4) STEEL GATES
- 1.13 NEW 6" CONCRETE FILLED STEEL GUARD POSTS
- 1.14 NEW U-SHAPE STEEL GUARD POSTS
- 1.15 NEW VEHICLE MOUNT WARNING BAR
- 1.16 NEW AIR/WATER UNIT
- 1.17 NEW WACUR UNIT
- 1.18 NEW UNDERGROUND STORAGE TANKS UNDER REINFORCED CONCRETE SLAB
- 1.19 NEW UNDERGROUND TANK VENT RISERS
- 1.20 NEW CONCRETE ISLAND W/ (1) MAIN PRODUCT IMPROVED (8" MIN. & 18" HIGH)
- 1.21 NEW P.O. UNIT
- 1.22 NEW FUELING CANOPY
- 1.23 NEW FUELING CANOPY COLUMNS
- 1.24 NEW 8" SIGNAGE
- 1.25 NEW ELECTRICAL PANELS
- 10.10 NEW CONCRETE HANDICAP RAMP PER CITY OF ANIMPA VALLEY STANDARDS
- 10.15 NEW CONCRETE SIDEWALK PER CITY OF ANIMPA VALLEY STANDARDS

SITE DATA INFORMATION

DEVELOPER'S INFORMATION:	ACCESSORY'S:
PROJECT NUMBER: 7200 SULLY ROAD DRIVE ANAHEIM, CA 91701 MAILING ADDRESS	FEDERAL NUMBER: 148-330-007 ZONING: C-1, CP
DESIGNER CONTACT: FRED COHEN	

	SQ. FT.	ACRE	DEED
LOT AREA	26,000	0.6	-
PAVING AREA			
- OCCUPANCY: N	2,900.0	-	10.98
- CONSTRUCTION: V-B			
CANOPY AREA			
- OCCUPANCY: S-1	3,208.3	-	12.38
- CONSTRUCTION: V-B			
DRIVE HIGH AREA			
- OCCUPANCY: B	785.0	-	2.88
- CONSTRUCTION: V-B			
LANDSCAPING AREA			
- REQUIRED: SR	2,654.0	-	11.18
- PROVIDED: TL-11K			

PARKING AREA	TYPE	SIZE	REQUIRED	
			REQUIRED	PROVIDED
	HANDICAP	17'X18'	1	1
	COMPACT	7.5'X12'	0	0
	REGULAR	9'X12'	15	10
	LOADING	10'X20'	0	0
	FUELING	9'X12'	0	4
TOTAL:			16	15

DESIGN

CJC Design, Inc.
 Planning Permitting Construction Construction Management

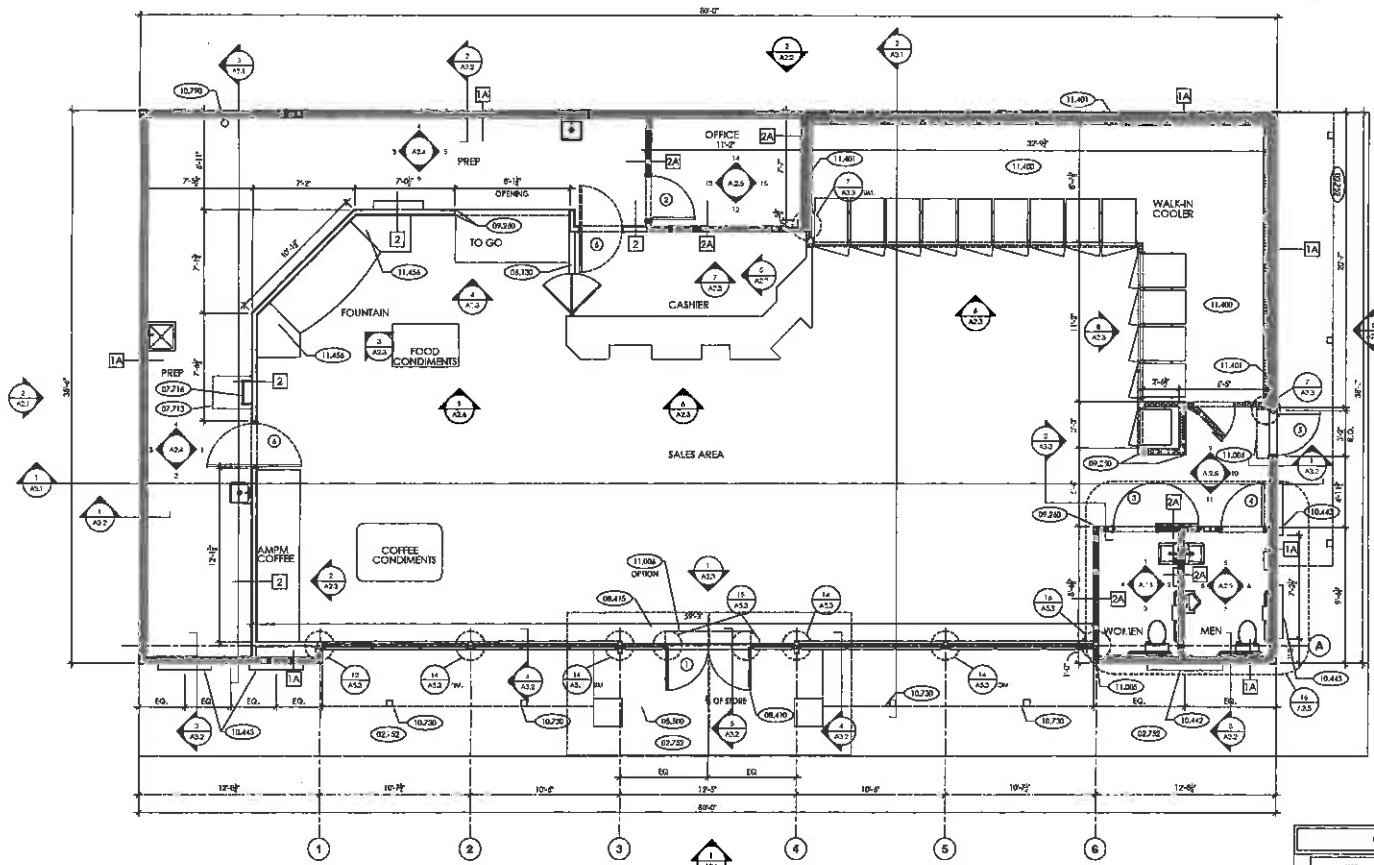
11001 Avenue Street, Suite 200, Anaheim, CA 92816
 TEL: 714.771.0000 FAX: 714.771.0001

ARCO
 an arco energy company

PRELIMINARY PLOT PLAN

PROJECT NO: 14004

C.11



1 CONSTRUCTION FLOOR PLAN
1/4"=1'-0"

OCCUPANCY LOAD			
USE	SQ. FT.	FACTOR	OCC. LOAD
SALES AREA	1,742	30	52.26
OFFICE	89	300	0.27
RESTROOMS*	158	-	-
COOLERS/FREEZER	407	-	-
BACK ROOM	492	300	1.44
OTHER	87	300	0.26
TOTAL 3,865 SQ. FT.			56.19
REQUIRED EXITS 2			OCCUPANCY LOAD = 60
PROVIDED EXITS 2			
TOTAL = 2			
OCCUPANCY LOAD BY TABLE 1004.1.1 BC			
* INDICATED ACCESSORY USE			

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, FLASH OVERLAP ARE BASED ON WOOD STUDS.
- D. MOISTURE RESISTANT GYPSUM TO BE USED IN TOLER SOCIAL, BEHIND NON-BKG. AND ADJACENT TO COOLERS, FOR SPECIFIC SUBSTRATE REQUIREMENTS, REFER TO INTERIOR ELEVATIONS.
- E. PROVIDE BLOCKING AS REFER FOR ALL EQUIPMENT AND ACCESSORIES.
- F. PROVIDE CLEAR SILICONE SEALANT FOR ALL WALL TRANSOMS.
- G. REFER TO DETAILS 2 & 4/A3.3 FOR ATTACHMENT OF ALL WALLS TO STRUCTURE ABOVE.
- H. FOR FLOORING LAYOUT REFER TO SHEET A1.2.
- I. FOR CARLING LAYOUT REFER TO SHEET A1.3.
- J. FOR FINISH MATERIAL REFER TO INTERIOR ELEVATIONS SHEETS A2.3, A2.4, AND A2.5.
- K. FOR INTERIOR GRAPHIC ELEVATIONS REFER TO SHEET A2.6.
- L. FOR DOOR AND WINDOW DETAILS REFER TO SHEET A2.3.
- M. FOR EQUIPMENT PLAN REFER TO SHEET Q1.1.
- N. FOR EQUIPMENT SCHEDULE REFER TO SHEET Q2.1.
- O. ALL MATERIALS AND APPLICATIONS TO MEET OR EXCEED LOCAL OR STATE REQUIREMENTS.
- P. FOR DOOR SCHEDULE & ELEVATIONS REFER TO SHEET A2.3.

KEYED NOTES:

- 0272 SCOPE OF WORK / WAY FROM DOOR/REAR DOOR / 7 FOOT
- 0240 STEEL BOLLARD, REFER TO DETAIL 1/32.1
- 0250 CANOPY ABOVE
- 0630 INSTALL 1/2" LOW WALL PARTITION WITH SWINGING DOOR
- 0713 ROOF LADDER HATCH
- 0716 ROOF LADDER
- 0840 ALUMINUM ENTRANCE AND STOREFRONT SYSTEM, REFER TO A2.3 & 1/17C.
- 0845 AUTOMATIC SEPARATING ENTRANCE DOORS
- 0846 CAS WASH DRAINAGE SYSTEM
- 0820 CLEAR PLASTIC CORNER GUARDS
- 1042 4" WASH PIP POSTER, BY SIGNAGE CONTRACTOR
- 1043 4" WASH POP POSTER, BY SIGNAGE CONTRACTOR
- 0230 ALUMINUM FRAME FABRIC ARMING - SUNBrella ORANGE - 400-DOOR, REFER TO SHEET 4/A3.2
- 1070 FIRE SPENDER RISER
- 11005 RECESSED ENDER BOLD, INSTALL PER MANUFACTURERS SPECIFICATIONS
- 11006 INSTALL FLY PAN PER MANUFACTURERS RECOMMENDATIONS, FLY PAN SHALL BE PRICED AND INSTALLED AS A SET SPECIFIC OPTION.
- 11401 FOR COOLER AND FREEZER INFORMATION AND DIMENSIONS, REFER TO SHEET Q1.2.
- 11401 JANITARY HANDBOOK TAB GAP BEHIND COOLERS AND FREEZERS ADJACENT TO WALLS, CLOSE SPACE AT ENDS WITH 1/2" ALUMINUM ANGLE.
- 11456 PROVIDE FILLER COOLER AND WALLWORK FOR GAP WITH FINISHES TO MATCH

WALL LEGEND

- WOOD FRAMED WALL**
- [A] 3x6 STUDS @ 16" O.C. W/ TYPICAL INSULATION
 - [2] 3x4 STUDS @ 16" O.C.
 - [2A] 3x4 STUDS @ 16" O.C. W/ SOLID BATT INSULATION
- HEAVY METAL WALL**
- [2A] PREFABRICATED COOLER UNITS

DATE SIGNED: _____
BY: _____

ISSUES / REVISIONS

NO.	DESCRIPTION

DESIGNER: _____
CHECKED BY: J. COMER
PROJECT NAME AND ADDRESS:
2700 AMARA
7850 LIMONITE AVENUE
9070 ANZA COURTNEY PLAZA
JURUPA VALLEY, CA, 92509

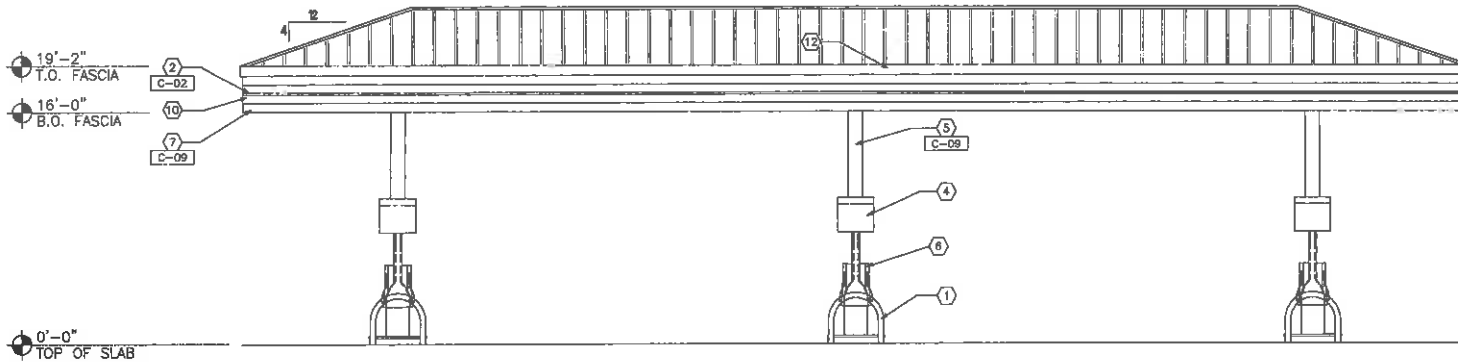
CJC Design, Inc.
Architectural
Engineering
Interior Design
11801 Phares Street, Suite 207, Riverside, CA 92504
TEL: (951) 514-1100
FAX: (951) 514-1101
WWW.CJCD.COM



SHEET TITLE
CONSTRUCTION
FLOOR PLAN

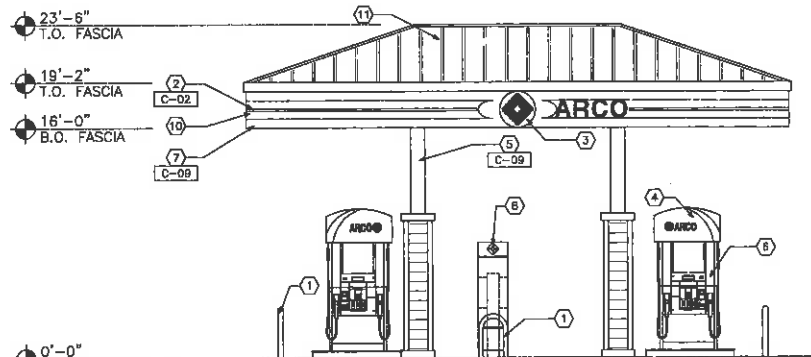
PROJECT NO: 14004

A1.1



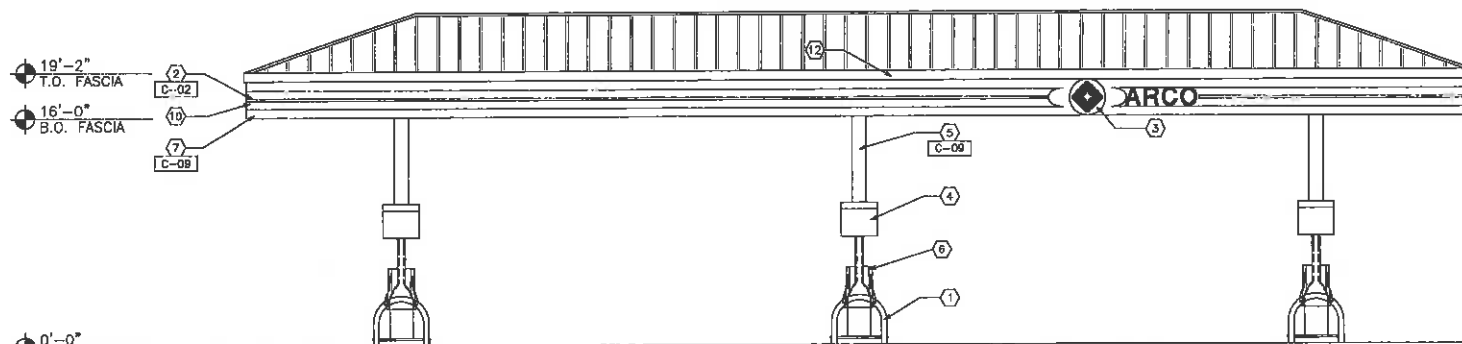
WEST ELEVATION

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



NORTH ELEVATION

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



EAST ELEVATION

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

KEYED NOTES

- 1 ARCHED BOLLARD
- 2 VINYL DECAL APPLIED TO ACM PANEL
- 3 ILLUMINATED SIGN BOX
- 4 ARCHED PUMP TOPPER
- 5 DANDY COLUMN
- 6 FUEL DISPENSER AND CURB
- 7 ALUMINUM COMPOSITE MATERIAL FASCIA PANELS
- 8 PIC UNIT
- 9 4" x 6" HANDHOLE WITH COVERPLATE ON INSIDE FACE OF COLUMN (TYP.)
- 10 LED "LASER LIGHT" STRIP TO MATCH
- 11 STANDING SEAM METAL ROOF
- 12 WOOD TRIM AND BRACING

EXTERIOR PAINTS

- C-01 COLOR: ICI DULUX PAINT OMAN SKIN TAN #1761
- C-02 COLOR: ARCO BLUE PMS 289C - SATIN FINISH
- C-03 COLOR: ICI DULUX PAINT INDIAN CORN #A0717
- C-09 COLOR: ICI DULUX PAINT INDIAN LEGEND # A0063
- C-11 COLOR: ARCO LIGHT BLUE PMS 2935C - SATIN FINISH

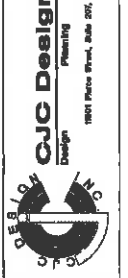
DATE SHOWN:
SCALE:

ISSUES / REVISIONS

NO.	DATE	DESCRIPTION
1		
2		
3		
4		
5		
6		

DESIGNER:
DRAWN BY: G. DE YSRA
CHECK BY: F. COHEN
2005 AIA/CES
PRINCE GEORGE AVENUE
40 DE ANZA COURTESY PLAZA
JURUPA VALLEY, CA 94539

PROJECT NAME AND ADDRESS
CJC Design, Inc.
10000 S. 10th Street, Suite 100, Richmond, CA 94804
Tel: 925.709.0000
Fax: 925.709.0001
www.cjcdesign.com



CANOPY ELEVATIONS

PROJECT NO: 14004

CA.2.1

PAGE BREAK





AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY

CHAIR
November 25, 2015

Simon Housman
Rancho Mirage

VICE CHAIRMAN
Rod Ballance
Riverside

Ms. Gaby Adame, Assistant Planner
City of Riverside Community Development Department/Planning Division
3900 Main Street, Third Floor
Riverside, CA 92522

COMMISSIONERS

Arthur Butler
Riverside

**RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW –
DIRECTOR’S DETERMINATION**

Glen Holmes
Hemet

File No.: ZAP1165MA15
Related File No.: P15-0061 (Minor Conditional Use Permit)
APN: 223-141-021

John Lyon
Riverside

Greg Pettis
Cathedral City

Dear Ms. Adame:

Steve Manos
Lake Elsinore

Under the delegation of the Riverside County Airport Land Use Commission (ALUC) 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 reviewed City of Riverside Case No. P15-0061 (Minor Conditional Use Permit), a proposal to construct a 50 foot tall bell tower enclosing a wireless communications facility within a 462 square foot lease area on a 4.29-acre site located at 5320 Victoria Avenue, easterly of Victoria Avenue and northerly of Central Avenue, in the City of Riverside.

STAFF

Director
Ed Cooper

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, non-residential intensity is not restricted.

John Guerin
Russell Brady
Barbara Santos

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

The site is located more than 20,000 feet from Runway 14-32 at March Air Reserve Base/Inland Port Airport (March ARB/IP) at an elevation that is more than 500 feet lower in elevation than the runway at March ARB/IP. However, the site is located within 20,000 feet of the runways at Riverside Municipal Airport and Flabob Airport, and the site elevation exceeds the runway elevation at Riverside Municipal Airport by more than 150 feet. Therefore, the applicant submitted Form 7460-1 to the Federal Aviation Administration Obstruction Evaluation Service prior to submittal to ALUC. A “Determination of No Hazard to Air Navigation” for Aeronautical Study No. 2015-AWP-6600-OE was issued on June 25, 2015.

www.rcaluc.org

As ALUC Director, I hereby find the above-referenced Minor Conditional Use Permit **CONSISTENT** with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, subject to the following conditions.

CONDITIONS:

1. Any new outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky.
2. The following uses are prohibited:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, 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 centers, fly ash disposal, and incinerators.)
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
3. The attached notice shall be provided to all prospective purchasers of the property and tenants and/or lessees of the building(s) and structures on-site.
4. No new detention basins are proposed through this application. Any new aboveground detention basins on the site shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the 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 Federal Aviation Administration has conducted an aeronautical study of the proposed structure (Aeronautical Study No. 2015-AWP-6600-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.

AIRPORT LAND USE COMMISSION

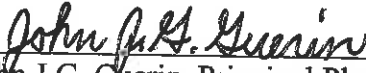
November 25, 2015

6. The maximum height of the proposed structure to top point shall not exceed 50 feet above ground level, and the maximum elevation at the top of the structure shall not exceed 999 feet above mean sea level.
7. 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.
8. 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.
9. 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://oeaaa.faa.gov> for instructions.) This requirement is also applicable in the event the project is abandoned.

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



John J.G. Guerin, Principal Planner
for Edward C. Cooper, Director

Attachments: Notice of Airport in Vicinity
Aeronautical Study No. 2015-AWP-6600-OE

cc: Maree Hoeger, Core Communications Group, LLC (applicant/representative/payee)
Southeastern California Conference 7th Day Adventist (landowner)
Gary Gosliga, Airport Manager, March Inland Port Airport Authority
Denise Hauser or Sonia Pierce, March Air Reserve Base
ALUC Case File

Y:\AIRPORT CASE FILES\March\ZAP1165MA15\ZAP1165MA15.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)



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

Aeronautical Study No.
 2015-AWP-6600-OE

Issued Date: 06/25/2015

Regulatory
 Los Angeles SMSA Limited Partnership
 1120 Sanctuary Parkway
 #150 GASA5REG
 Alpharetta, GA 30009

**** 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:	Monopole Quince
Location:	Riverside, CA
Latitude:	33-57-17.88N NAD 83
Longitude:	117-22-11.92W
Heights:	949 feet site elevation (SE) 50 feet above ground level (AGL) 999 feet above mean sea level (AMSL)

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

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

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

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

This determination expires on 12/25/2016 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.

A copy of this determination will be forwarded to the Federal Communications Commission (FCC) because the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (425) 227-2625. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2015-AWP-6600-OE.

Signature Control No: 254817679-256052772

Paul Holmquist
Technician

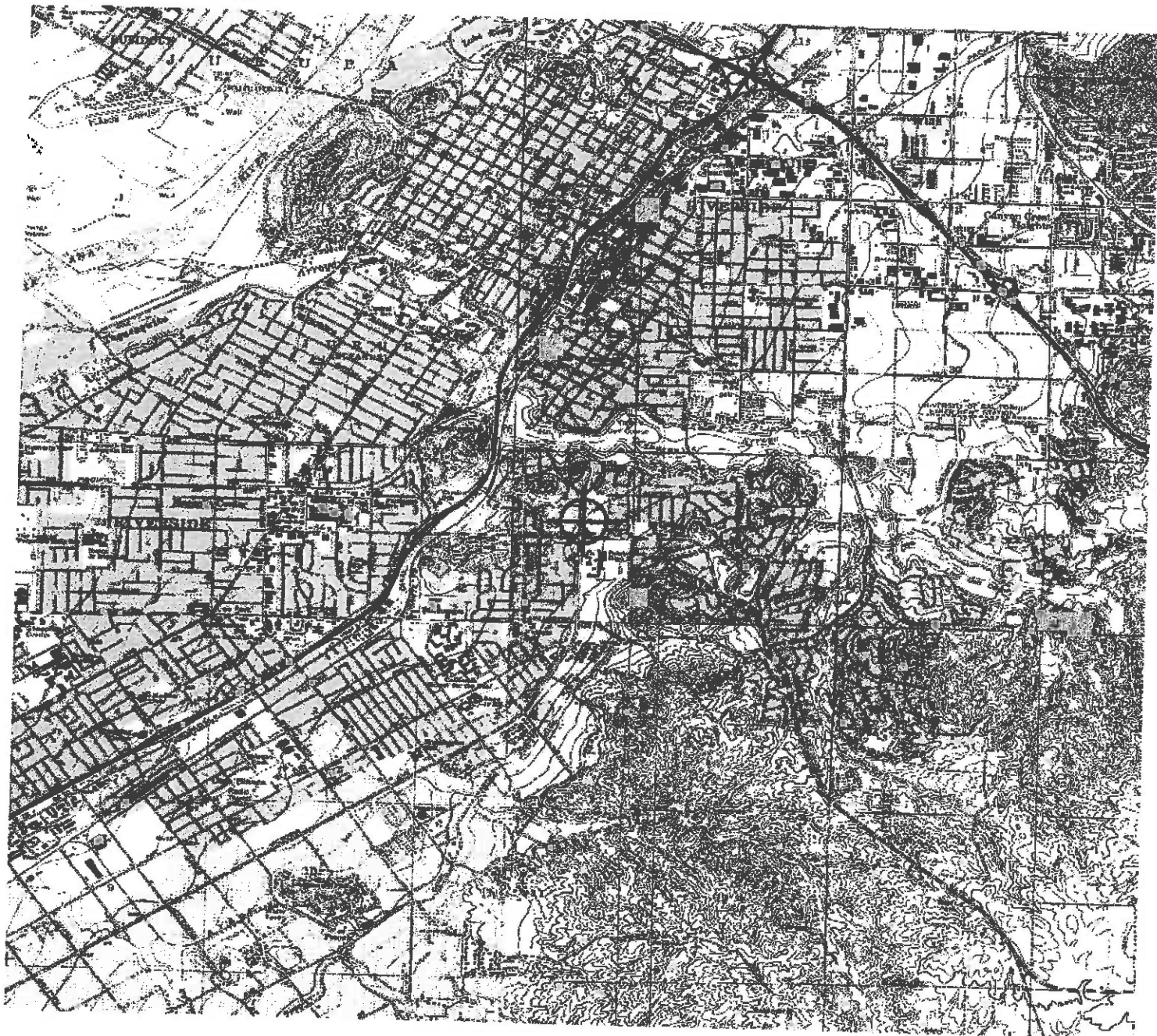
(DNE)

Attachment(s)
Frequency Data
Map(s)

cc: FCC

Frequency Data for ASN 2015-AWP-6600-OE

LOW FREQUENCY	HIGH FREQUENCY	FREQUENCY UNIT	ERP	ERP UNIT
698	806	MHz	1000	W
806	824	MHz	500	W
824	849	MHz	500	W
851	866	MHz	500	W
869	894	MHz	500	W
896	901	MHz	500	W
901	902	MHz	7	W
930	931	MHz	3500	W
931	932	MHz	3500	W
932	932.5	MHz	17	dBW
935	940	MHz	1000	W
940	941	MHz	3500	W
1850	1910	MHz	1640	W
1930	1990	MHz	1640	W
2305	2310	MHz	2000	W
2345	2360	MHz	2000	W



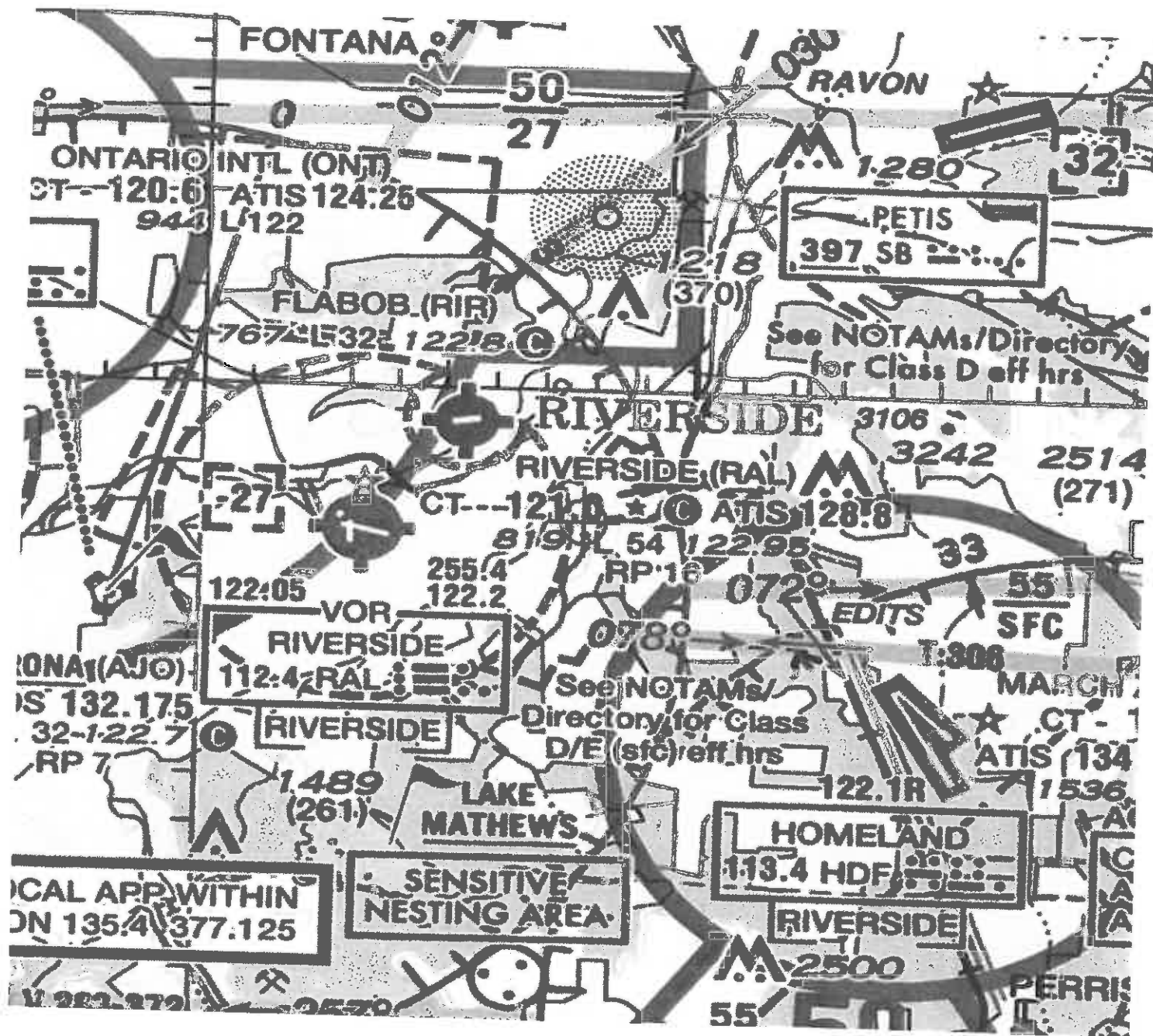
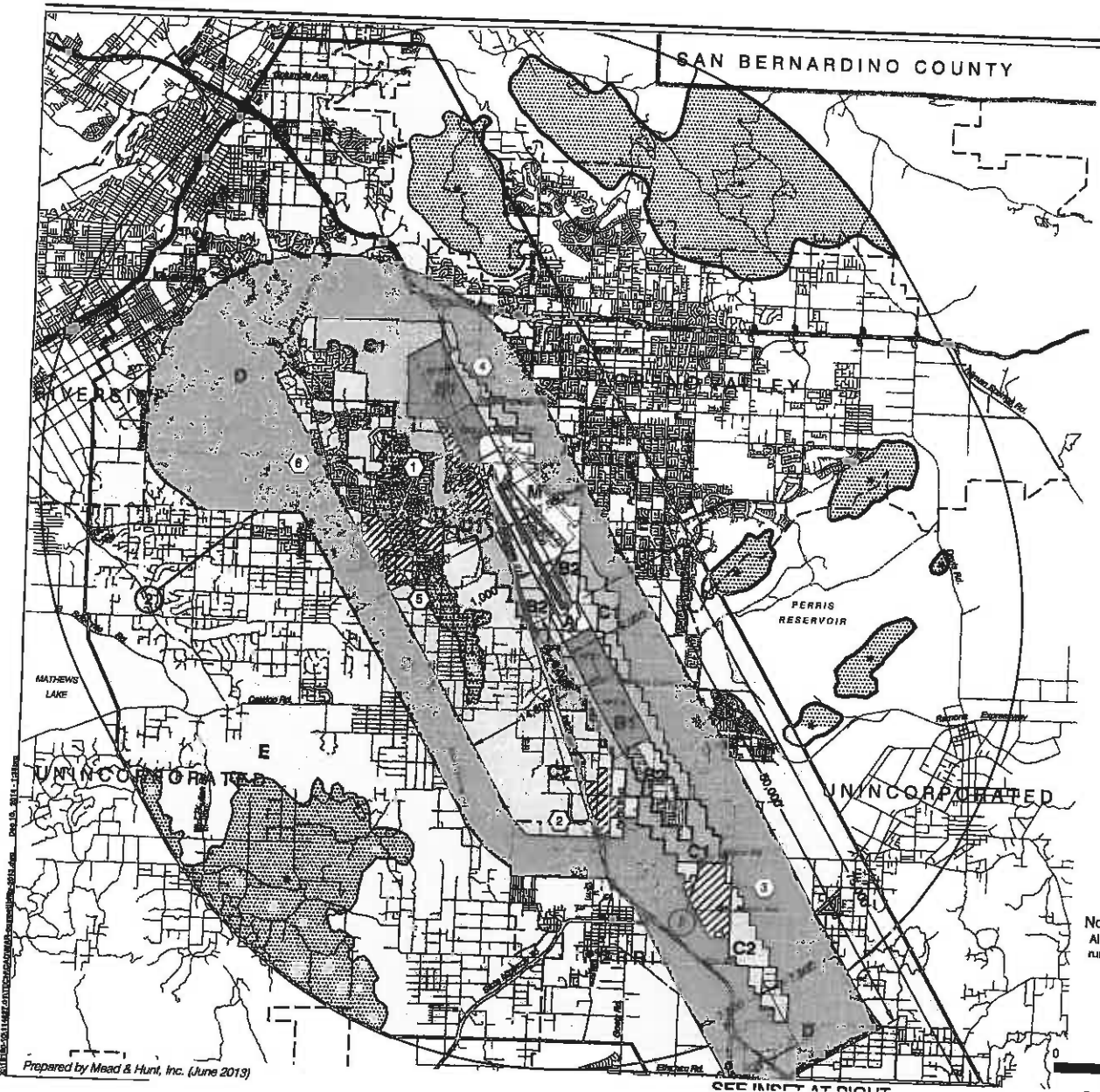




Exhibit 3 - P15-0061, Aerial Map

0 65 130 260 390 520 Feet

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

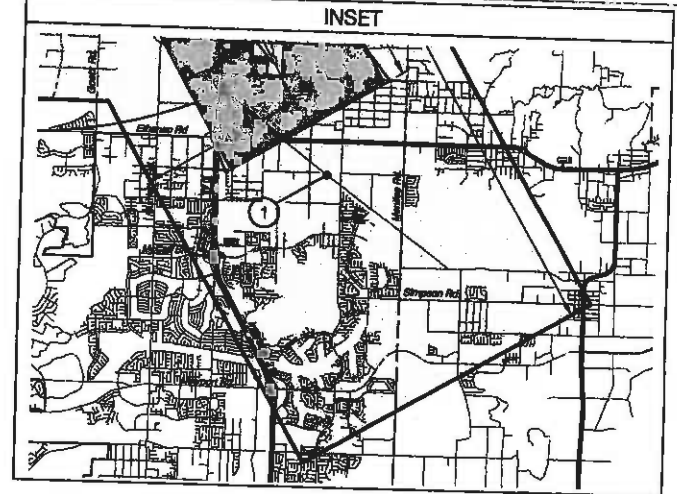
Boundary Lines

- 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 1,835 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.



**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**

My Map



Legend

-  Airports
-  Runways
-  City Boundaries



0 12,521 25,043 Feet



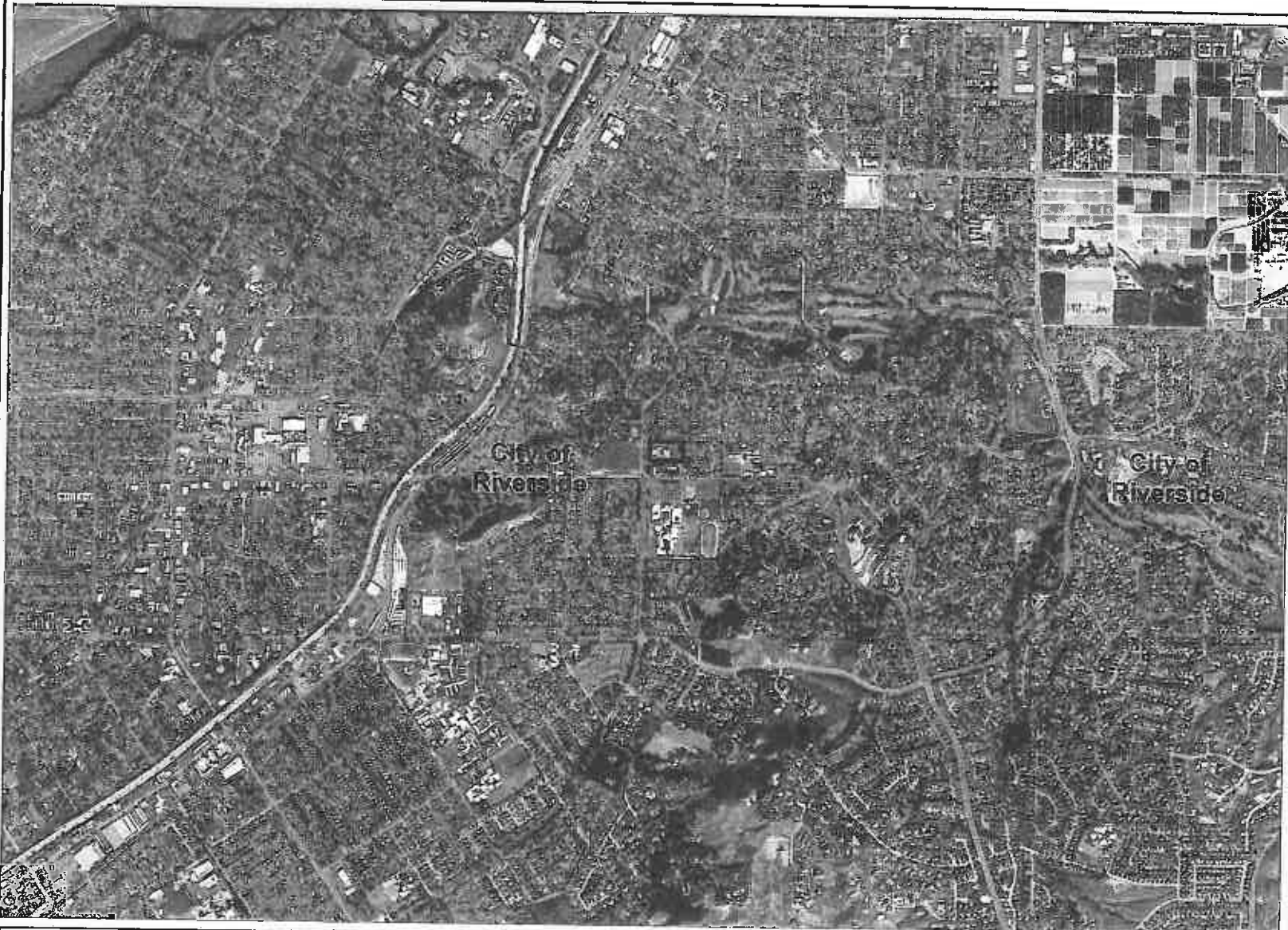
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© Riverside County TLMA GIS

Notes


My Map



- Legend**
-  Airports
 -  Runways
 -  City Boundaries



0 3,130 6,261 Feet



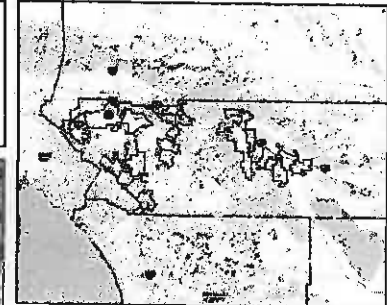
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Notes

My Map



Legend

-  Airports
-  Runways
-  City Boundaries



0 783 1,565 Feet



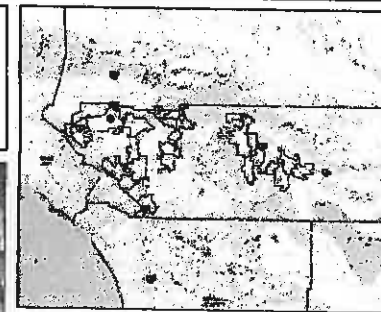
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Notes

My Map



Legend

-  Airports
-  Runways
-  City Boundaries



0 391 783 Feet



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Notes

ENGINEERING

ALL WORK AND MATERIALS SHALL BE PERFORMED AND INSTALLED IN ACCORDANCE WITH THE FOLLOWING CODES AS ADOPTED BY THE LOCAL GOVERNING AUTHORITIES. NOTHING IN THESE PLANS IS TO BE CONSTRUED TO PERMIT WORK NOT CONFORMING TO THE FOLLOWING CODES.

- 2013 CALIFORNIA BUILDING CODE, TITLE 24 PART 2
- 2013 CALIFORNIA ADMINISTRATIVE CODE, TITLE 24 PART 1
- 2013 CALIFORNIA ELECTRICAL CODE, TITLE 24 PART 3
- 2013 CALIFORNIA MECHANICAL CODE, TITLE 24 PART 4
- 2013 CALIFORNIA PLUMBING CODE, TITLE 24 PART 5
- 2013 CALIFORNIA ENERGY CODE, TITLE 24 PART 6
- 2013 CALIFORNIA FIRE CODE, TITLE 24 PART 9
- ANSI/AIA-222-G
- 2009 NFPA 101, LIFE SAFETY CODE
- 2010 NFPA 72, NATIONAL FIRE ALARM CODE
- 2010 NFPA 13, SPRINKLER CODE
- CITY/ COUNTY ORDINANCES

PROJECT DESCRIPTION

CONSTRUCTION OF AN UNMANNED WIRELESS CELL SITE FOR VERIZON WIRELESS.

PROJECT CONSISTS OF:

- EXISTING BELL TOWER TO BE REMOVED AND REPLACED WITH PROPOSED BELL TOWER
- PROPOSED LEASE AREA TO BE 17'-10"x26'-0" 8' HIGH CMU WALL (482 SQUARE FEET)
- (1) 50'-0" HIGH STEALTH BELL TOWER
- (12) RR/Fs
- (10) 6'-0" PANEL ANTENNAS
- (1) 2'-0" x PARABOLIC ANTENNA
- (4) RAYCAPS (2) IN THE TOWER (2) IN THE COMPOUND
- (1) STANDBY GENERATOR WITH FUEL TANK
- (3) GPS ANTENNAS
- CONNECTION AS REQUIRED FOR POWER AND TELCO SERVICES

11"x17" PLOT WILL BE HALF SCALE UNLESS OTHERWISE NOTED

QUINCE

5320 VICTORIA AVENUE
RIVERSIDE, CA 92506
RIVERSIDE COUNTY



STEALTH BELL TOWER

CONTRACTOR SHALL VERIFY ALL PLANS & EXISTING DIMENSIONS & CONDITIONS ON THE JOB SITE & SHALL IMMEDIATELY NOTIFY THE ENGINEER IN WRITING OF ANY DISCREPANCIES BEFORE PROCEEDING WITH THE WORK OR BE RESPONSIBLE FOR SAME

GENERAL NOTES

THE FACILITY IS UNMANNED AND NOT FOR HUMAN HABITATION. A TECHNICIAN WILL VISIT THE SITE AS REQUIRED FOR ROUTINE MAINTENANCE. THE PROJECT WILL NOT RESULT IN ANY SIGNIFICANT DISTURBANCE OR EFFECT ON DRAINAGE. NO SANITARY SEWER SERVICE, PORTABLE WATER, OR TRASH DISPOSAL IS REQUIRED AND NO COMMERCIAL SIGNAGE IS PROPOSED.

APPROVALS

THE FOLLOWING PARTIES HEREBY APPROVE AND ACCEPT THESE DOCUMENTS & AUTHORIZE THE SUBCONTRACTOR TO PROCEED WITH CONSTRUCTION DESCRIBED HEREIN. ALL DOCUMENTS ARE SUBJECT TO REVIEW BY THE LOCAL BUILDING DEPARTMENT & MAY IMPOSE CHANGES OR MODIFICATIONS

DISCIPLINE:	SIGNATURE:	DATE:
LANDLORD:		
PROJECT MANAGER:		
CONSTRUCTION MANAGER:		
RF ENGINEER:		
SITE ACQUISITION:		
ZONING MANAGER:		
UTILITY COORDINATOR:		
NETWORK OPERATIONS:		



15505 SAND CANYON AVE.
BUILDING 'D' 1st FL.
IRVINE, CA 92618



W-T COMMUNICATION DESIGN GROUP, LLC.

WIRELESS INFRASTRUCTURE
8580 S. Eastern Ave.
Las Vegas, NV 89123
PH (702) 988-1000 FAX (702) 988-1010
www.wtengr.com

COPYRIGHT © 2015 W-T COMMUNICATION DESIGN GROUP, LLC



DEVELOPMENT SERVICES

2749 SATURN STREET
BREA, CA 92821

SITE INFORMATION

PROPERTY OWNER: SOUTH EASTERN CALIFORNIA CONFERENCE "TH DAY ADVENTIST PO BOX 78880 RIVERSIDE, CA 92508

TOWER OWNER: VERIZON WIRELESS 15505 SAND CANYON AVE. BLDG. D' 1st FL. IRVINE, CA 92618

SITE CONTACT: VERIZON WIRELESS 15505 SAND CANYON AVE. BLDG. D' 1st FL. IRVINE, CA 92680 CONTACT: PROPERTY MANAGEMENT CONTACT NUMBER: (848) 288-7000

COUNTY: RIVERSIDE COUNTY

LATITUDE (NAD 83): 33° 57' 17.8896"N 33.954989

LONGITUDE (NAD 83): -117° 22' 11.9204"W -117.3699781

ZONING JURISDICTION: CITY OF RIVERSIDE

ZONING DISTRICT: R-1 - 13000

PARCEL #: 223-141-021

OCCUPANCY GROUP: B/U

CONSTRUCTION TYPE: C-H

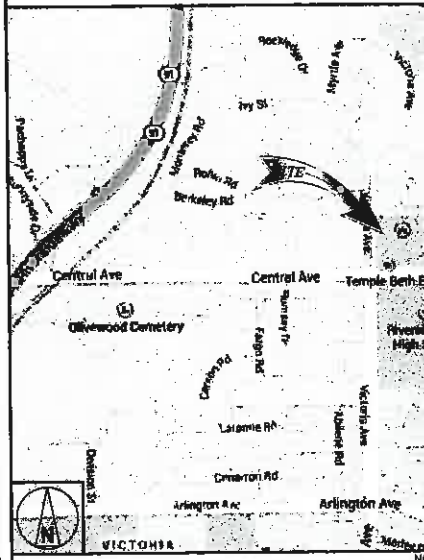
POWER COMPANY: T.B.D.

SITE ACQUISITION MANAGER: CORE DEVELOPMENT SERVICES 2749 SATURN STREET BREA, CA 92821 CONTACT NAME: MICHELLE FELTON CONTACT NUMBER: (714) 345-5210

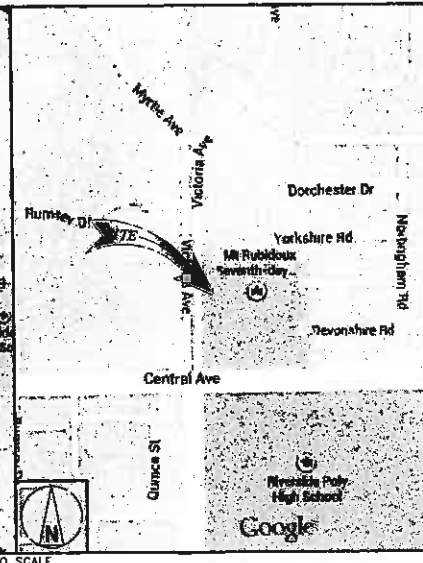
SITE ACQUISITION CONTACT: CORE DEVELOPMENT SERVICES 2749 SATURN STREET BREA, CA 92821 CONTACT NAME: ASEEL DANAAH CONTACT NUMBER: (714) 392-1935

SURVEYOR: DIAMONDBACK LAND SURVEYING CONTACT NUMBER: (702) 823-3257

VICINITY MAP



LOCAL MAP



DRAWING INDEX

SHEET NO:	SHEET TITLE
T-1	TITLE SHEET & PROJECT DATA
A-1	OVERALL SITE PLAN
A-2	ENLARGED SITE & ANTENNA PLAN
A-2.1	ENLARGED EQUIPMENT PLAN
A-3	ELEVATIONS
A-4	ELEVATIONS

PROJECT NO:	T142267	
DRAWN BY:	NEC	
CHECKED BY:	ELB	
REV	DATE	DESCRIPTION

NOT TO BE USED FOR CONSTRUCTION

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, TO ALTER THIS DOCUMENT.

QUINCE
5320 VICTORIA AVENUE
RIVERSIDE, CA 92506
RIVERSIDE COUNTY

SHEET TITLE
TITLE SHEET & PROJECT DATA

SHEET NUMBER
T-1

CONTACT INFORMATION

SITE CONTACT: CORE DEVELOPMENT SERVICES 2749 SATURN STREET BREA, CA 92821

CONTACT: ASEEL DANAAH

PHONE: (714) 392-1935

DRIVING DIRECTIONS FROM VERIZON WIRELESS IRVINE OFFICE

STARTING FROM VERIZON WIRELESS IRVINE OFFICE:
GET ON CA-133 N FROM BARRANCA PKWY, HEAD SOUTHEAST TOWARD SAND CANYON TRAIL. TURN RIGHT ONTO SAND CANYON AVE. TAKE THE 1ST LEFT ONTO BARRANCA PKWY. TURN RIGHT ONTO PADRICA. TURN RIGHT ONTO THE STATE HIGHWAY 133 N RAMP. MERGE ONTO CA-133 N (PARTIAL TOLL ROAD). MERGE ONTO CA-241 N (TOLL ROAD). KEEP RIGHT AT THE FORK. FOLLOW SIGNS FOR CA-91 E/RIVERSIDE AND MERGE ONTO CA-91 E (PARTIAL TOLL ROAD). TAKE THE CENTRAL AVE. EXIT TOWARD MARGOLIA CENTER. TURN RIGHT ONTO CENTRAL AVE. TURN LEFT ONTO VICTORIA AVE.

ARRIVE AT VICTORIA AVENUE, CA 92506



Know what's below.
Call before you dig.

NOTE:
48 HOURS PRIOR TO DIGGING, CONTRACTOR TO NOTIFY ALL UTILITY COMPANIES TO LOCATE ALL UNDERGROUND UTILITIES.

W-T Communication Design Group's Commitment to Quality



Please take a few moments to fill out our online survey

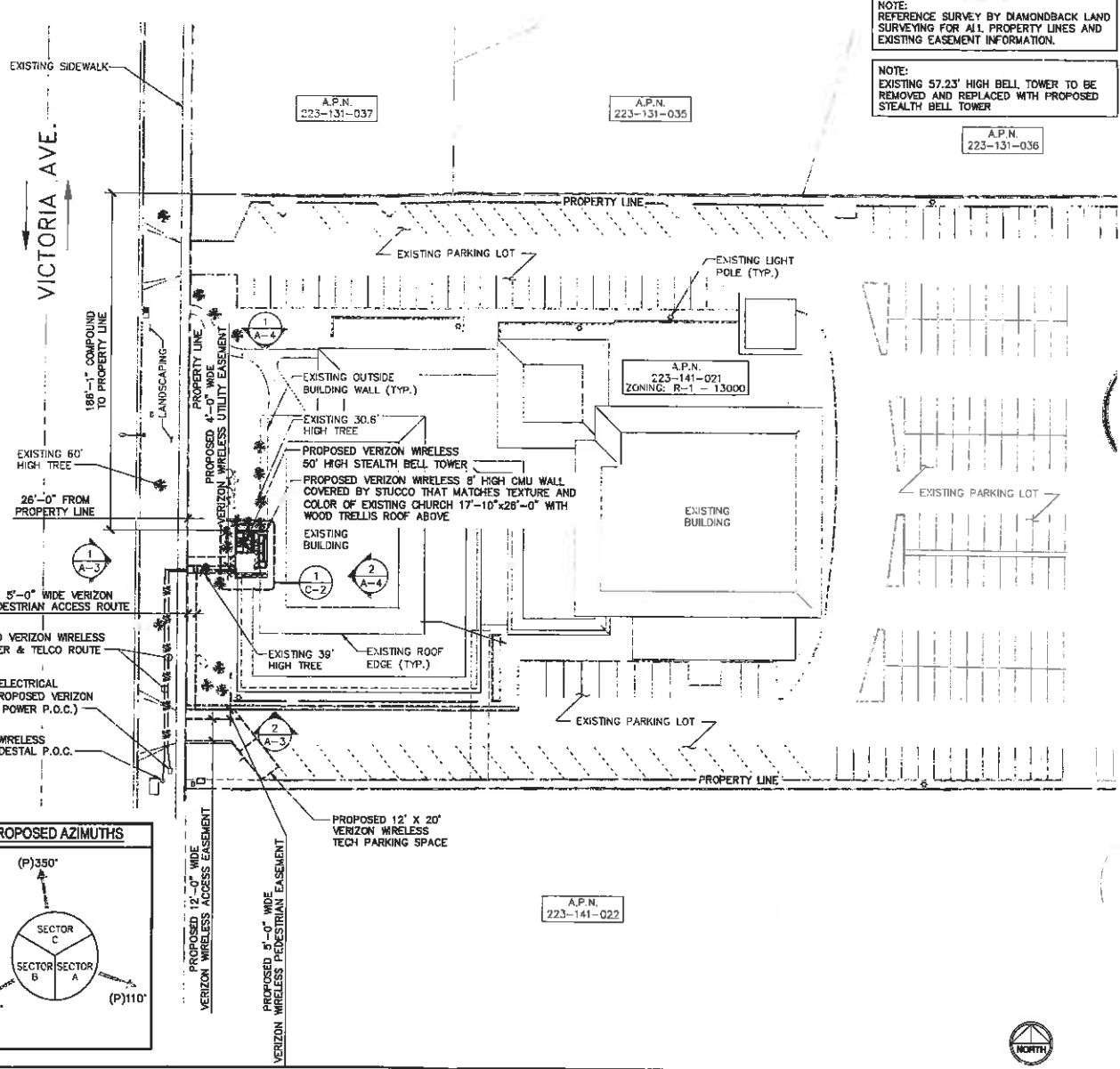
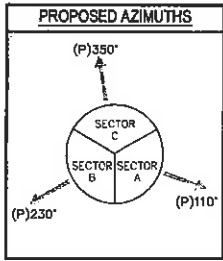
ABBREVIATIONS

A/C	AIR CONDITIONING	LBS	POUNDS
AGL	ABOVE GRADE LEVEL	MAX	MAXIMUM
APPROX	APPROXIMATELY	MECH	MECHANICAL
BLDG	BUILDING	MT	METAL
BCK	BLOCKING	MFR	MANUFACTURER
CLG	CEILING	MGR	MANAGER
CLR	CLEAR	MN	MINIMUM
CONC	CONCRETE	MISC	MISCELLANEOUS
CONST	CONSTRUCTION	NA	NOT APPLICABLE
CONT	CONTINUOUS	NIC	NOT IN CONTRACT
		NTS	NOT TO SCALE
DBL	DOUBLE	OC	ON CENTER
DIA	DIAMETER	OD	OUTSIDE DIAMETER
DIAG	DIAGONAL	PLYWD	PLYWOOD
DN	DOWN	PROJ	PROJECT
DET	DETAIL	PROP	PROPERTY
DWG	DRAWING	PT	PRESSURE TREATED
EA	EACH	REQ	REQUIRED
ELEV	ELEVATION	RM	ROOM
ELEC	ELECTRICAL	RO	ROUGH OPENING
EQ	EQUAL	RRH	RADIO REMOTE HEAD
EQUIP	EQUIPMENT	SHT	SHEET
EXT	EXTERIOR	SHM	SIMILAR
FIN	FINISH	SPEC	SPECIFICATION
FLUOR	FLUORESCENT	SF	SQUARE FOOT
FLR	FLOOR	SS	STAINLESS STEEL
FT	FOOT	STL	STEEL
GA	GAUGE	STRUCT	STRUCTURAL
GALV	GALVANIZED	STD	STUD
GC	GENERAL CONTRACTOR	SUSP	SUSPENDED
GRND	GROUND	THRU	THROUGH
GYP BD	GYPSPUM WALL BOARD	TMA	TOWER MOUNT
HORIZ	HORIZONTAL	AMP	AMPLIFIER
HR	HOUR	TND	TINNED
HT	HEIGHT	TYP	TYPICAL
HVAC	HEATING	UNO	UNLESS NOTED OTHERWISE
	VENTILATION	VERT	VERTICAL
	AIR CONDITIONING	VF	VERIFY IN FIELD
ID	INSIDE DIAMETER	W/	WITH
IN	INCH	W/D	WITHOUT
INFO	INFORMATION	WP	WATER PROOF
INSUL	INSULATION		
INT	INTERIOR		
IBC	INTERNATIONAL BUILDING CODE		

LEGEND

---	SUBJECT BOUNDARY LINE
---	RIGHT-OF-WAY CENTERLINE
---	RIGHT-OF-WAY LINE
---	ADJACENT BOUNDARY LINE
---	OHP OVERHEAD POWER LINE
---	U/E UNDERGROUND ELECTRICAL LINE
---	U/T UNDERGROUND TELCO LINE
---	G BURIED GAS LINE
---	OHT OVERHEAD TELEPHONE LINE
---	T BURIED TELEPHONE LINE
---	W BURIED WATER LINE
---	SS BURIED SANITARY SEWER
---	SD BURIED STORM DRAIN
-x-x-x-x-	CHAIN LINK FENCE
□	WOOD FENCE

⊠	TRANSFORMER	⊠	FIRE HYDRANT
⊠	LIGHT STANDARD	⊠	GATE VALVE
⊠	POWER VAULT	⊠	WATER METER
⊠	UTILITY BOX	⊠	CATCH BASIN, TYPE I
⊠	UTILITY POLE	⊠	CATCH BASIN, TYPE II



NOTE:
REFERENCE SURVEY BY DIAMONDBACK LAND SURVEYING FOR ALL PROPERTY LINES AND EXISTING EASEMENT INFORMATION.

NOTE:
EXISTING 57.23' HIGH BELL TOWER TO BE REMOVED AND REPLACED WITH PROPOSED STEALTH BELL TOWER

A.P.N.
223-131-036

verizon
15505 SAND CANYON AVE.
BUILDING 1st FL.
IRVINE, CA 92618

WT
W-T COMMUNICATION DESIGN GROUP, LLC.
WIRELESS INFRASTRUCTURE
8680 S. Eastern Ave.
Las Vegas, NV 89123
PH: (702) 998-1000 FAX: (702) 998-1010
www.wtengineering.com

core
DEVELOPMENT SERVICES
2748 SATURN STREET
SREA, CA 92821

PROJECT NO:	T142267
DRAWN BY:	NEC
CHECKED BY:	BR

REV	DATE	DESCRIPTION
C	10/12/15	100% ZONING DRAWINGS
B	7/2/16	100% ZONING DRAWINGS
A	8/2/14	90% ZONING DRAWINGS

NOT TO BE USED FOR CONSTRUCTION

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QUINCE
5320 VICTORIA AVENUE
RIVERSIDE, CA 92506
RIVERSIDE COUNTY

SHEET TITLE
OVERALL SITE PLAN

SHEET NUMBER
A-1



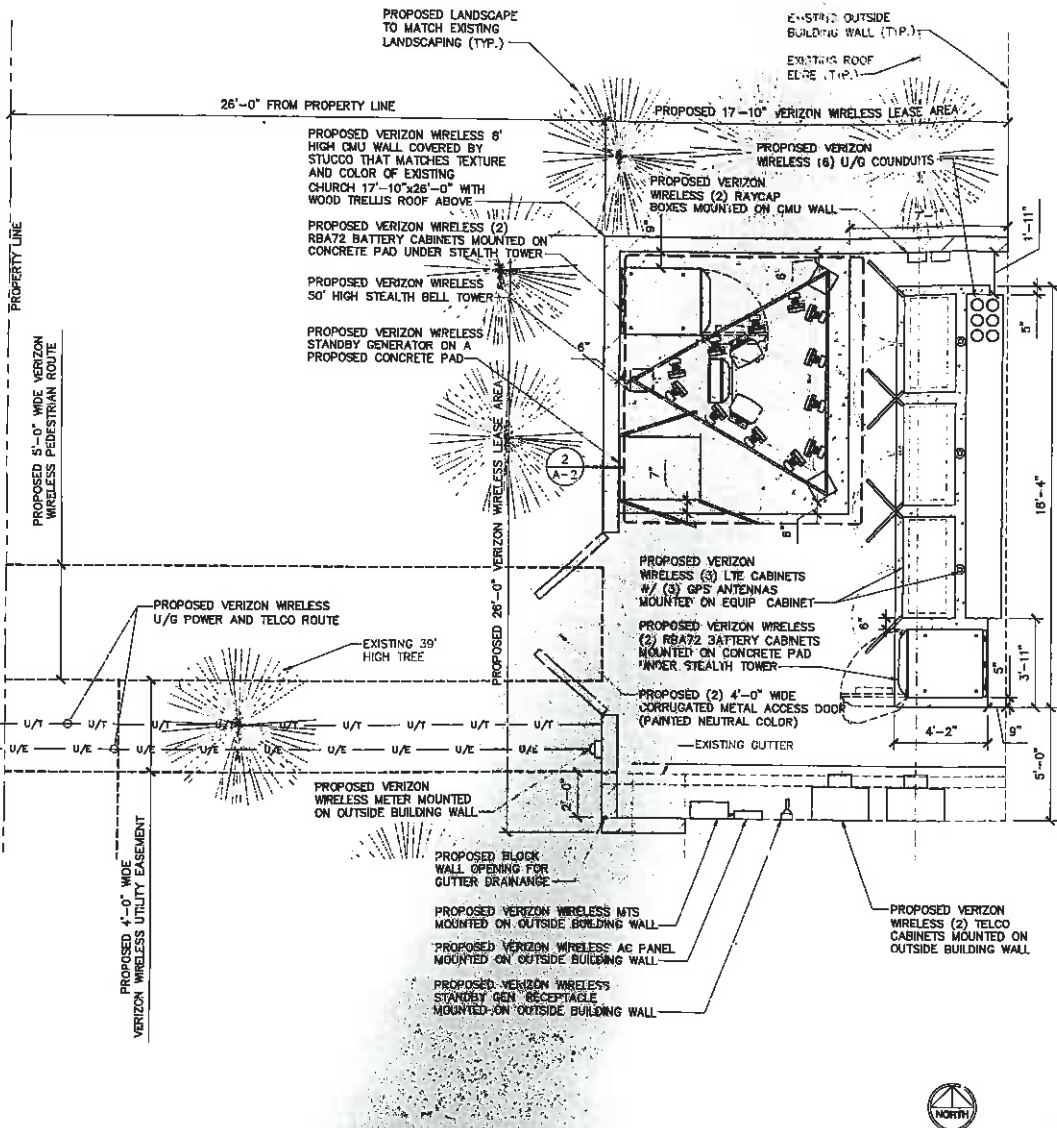
SCALE: 1"=30'

1

OVERALL SITE PLAN

NOTE:
EXISTING 57.23' HIGH BELL TOWER TO BE REMOVED AND REPLACED WITH PROPOSED STEALTH BELL TOWER

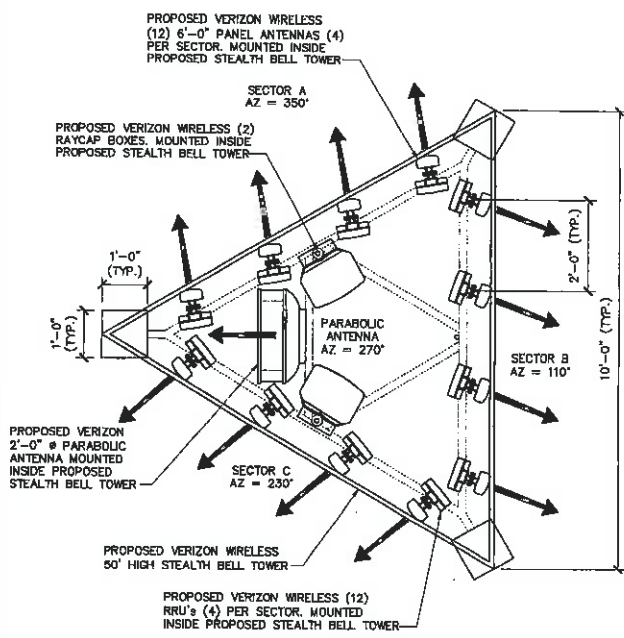
NOTE:
REFERENCE SURVEY BY DIAMONDBACK LAND SURVEYING FOR ALL PROPERTY LINES AND EXISTING EASEMENT INFORMATION.



ENLARGED SITE PLAN

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

NOTE:
W-T'S SCOPE OF WORK DOES NOT INCLUDE A STRUCTURAL EVALUATION OF THIS TOWER OR STRUCTURE. NEW ANTENNAS SHOWN ON THIS PLAN HAVE NOT BEEN EVALUATED TO VERIFY THE TOWER OR STRUCTURE HAS THE CAPACITY TO ADEQUATELY SUPPORT THESE ANTENNAS. PRIOR TO ANY ANTENNA INSTALLATION, A STRUCTURAL EVALUATION OF THE TOWER OR STRUCTURE, INCLUDING ALL ANTENNA MOUNTING SYSTEMS AND HARDWARE, SHOULD BE PERFORMED.



COAX/ANTENNA SCHEDULE

ANTENNA SECTOR	AZIMUTH	ANTENNA MAKE, MODEL	COAX LENGTH	COAX SIZE
ALPHA	350°	COMMSCOPE SBNHH-1D65B	70'±	7/8"
BETA	110°	COMMSCOPE SBNHH-1D65B	70'±	7/8"
GAMMA	230°	COMMSCOPE SBNHH-1D65B	70'±	7/8"
PARABOLIC C	270°	TBD	60'±	7/8"
GPS	N/A	TBD	25'±	1/2"

NOTE: CONSTRUCTION MANAGER TO FIELD VERIFY CABLE LENGTHS PRIOR TO OPENING, FABRICATION, OR INSTALLATION OF CABLES CHECK RF DATA SHEET.

ENLARGED EQUIPMENT PLAN-SHELTER

SCALE: 3/8"=1' 2

verizon
15505 SAND CANYON AVE.
BUILDING 101 1st FL.
IRVINE, CA 92618

WT
W-T COMMUNICATION DESIGN GROUP, LLC.
WIRELESS INFRASTRUCTURE
6800 S. Eastern Ave.
Las Vegas, NV 89123
PH: (702) 988-1000 FAX: (702) 988-1010
www.wtengr.com

core
DEVELOPMENT SERVICES
2748 SATURN STREET
BREA, CA 92821

PROJECT NO: T142267
DRAWN BY: NED
CHECKED BY: BJB

REV	DATE	DESCRIPTION
C	10/12/18	100% ZONING DRAWING
B	7/2/19	100% ZONING DRAWING
A	9/2/14	90% ZONING DRAWING

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QUINCE
5320 VICTORIA AVENUE
RIVERSIDE, CA 92506
RIVERSIDE COUNTY

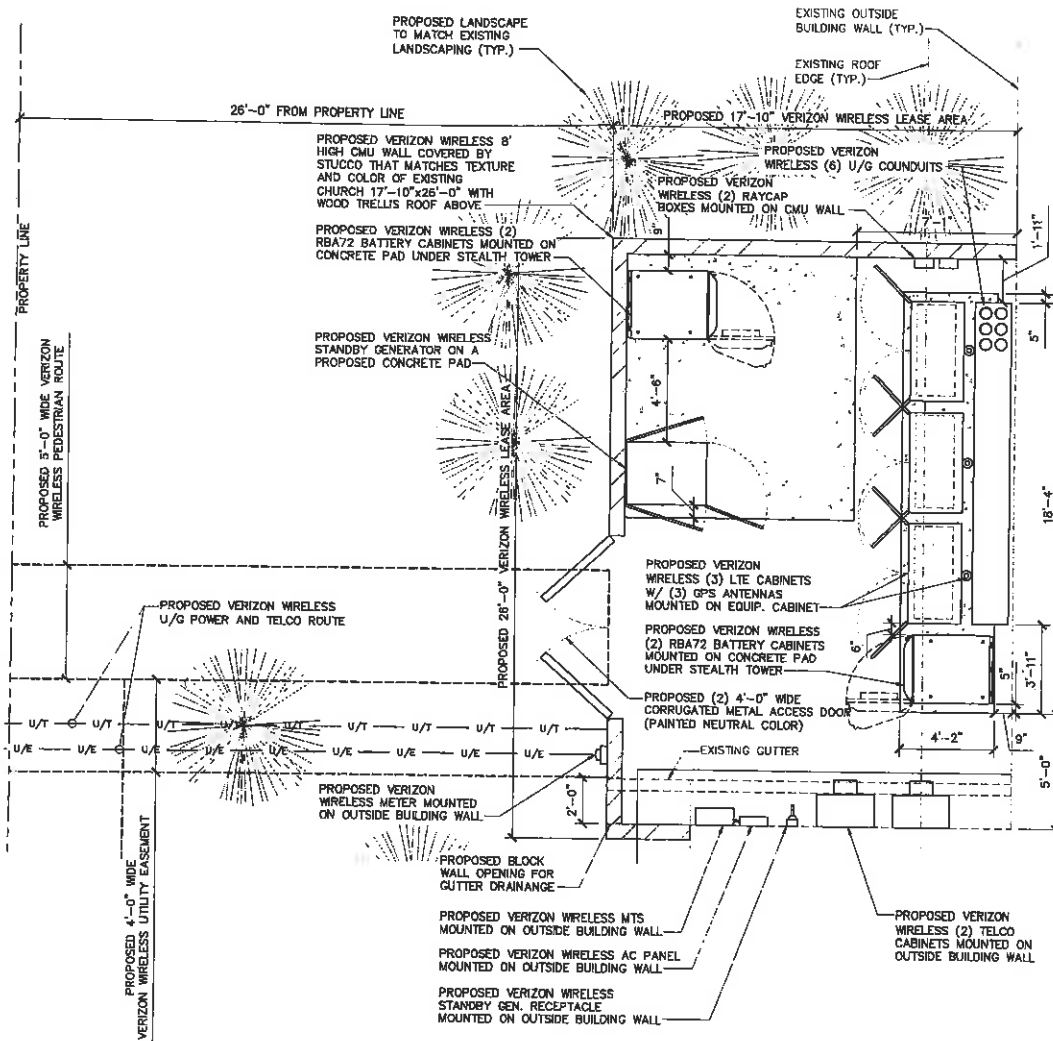
SHEET TITLE
ENLARGED SITE & ANTENNA PLAN

SHEET NUMBER
A-2

NOTE:
REFERENCE SURVEY BY DIAMONDBACK LAND SURVEYING FOR ALL PROPERTY LINES AND EXISTING EASEMENT INFORMATION.

NOTE:
EXISTING 57.23' HIGH BELJ. TOWER TO BE REMOVED AND REPLACED WITH PROPOSED STEALTH BELL TOWER

NOTE:
TOWER REMOVED FROM PLAN FOR CLARITY.



ENLARGED EQUIPMENT PLAN



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

1

verizon

15505 SAND CANYON AVE.
BUILDING 'D' 1st FL.
IRVINE, CA 92618

WT

**W-T COMMUNICATION
DESIGN GROUP, LLC.**

WIRELESS INFRASTRUCTURE
8950 S. GARDEN AVE.
LAS VEGAS, NV 89123
PH: (702) 896-1000 FAX: (702) 896-1010
www.wtgroupllc.com

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CONSTRUCTION SERVICES
2743 SATURN STREET
BREA, CA 92821

PROJECT NO: T142287

DRAWN BY: NEC

CHECKED BY: BJB

REV	DATE	DESCRIPTION
C	10/12/15	100% ZONING DRAWING
B	7/2/15	100% ZONING DRAWING
A	4/2/14	80% ZONING DRAWING

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QUINCE
5320 VICTORIA AVENUE
RIVERSIDE, CA 92506
RIVERSIDE COUNTY

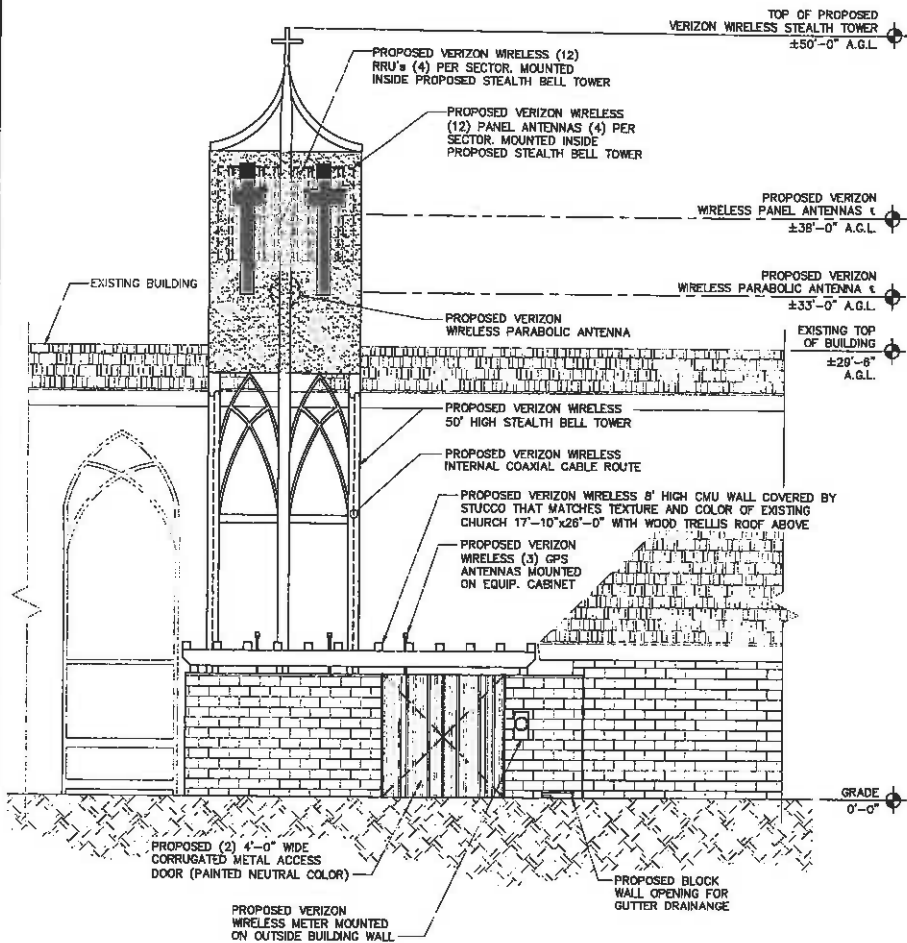
SHEET TITLE
ENLARGED
EQUIPMENT PLAN

SHEET NUMBER
A-2.1

NOTE:
EXISTING 57.23' HIGH BELL TOWER TO BE REMOVED AND REPLACED WITH PROPOSED STEALTH BELL TOWER

NOTE:
ALL CABLES TO BE ROUTED ON THE INTERIOR OF STEALTH BELL TOWER

NOTE:
W-T'S SCOPE OF WORK DOES NOT INCLUDE A STRUCTURAL EVALUATION OF THIS TOWER OR STRUCTURE. NEW ANTENNAS SHOWN ON THIS PLAN HAVE NOT BEEN EVALUATED TO VERIFY THE TOWER OR STRUCTURE HAS THE CAPACITY TO ADEQUATELY SUPPORT THESE ANTENNAS. PRIOR TO ANY ANTENNA INSTALLATION, A STRUCTURAL EVALUATION OF THE TOWER OR STRUCTURE, INCLUDING ALL ANTENNA MOUNTING SYSTEMS AND HARDWARE, SHOULD BE PERFORMED.



PROPOSED WEST ELEVATION

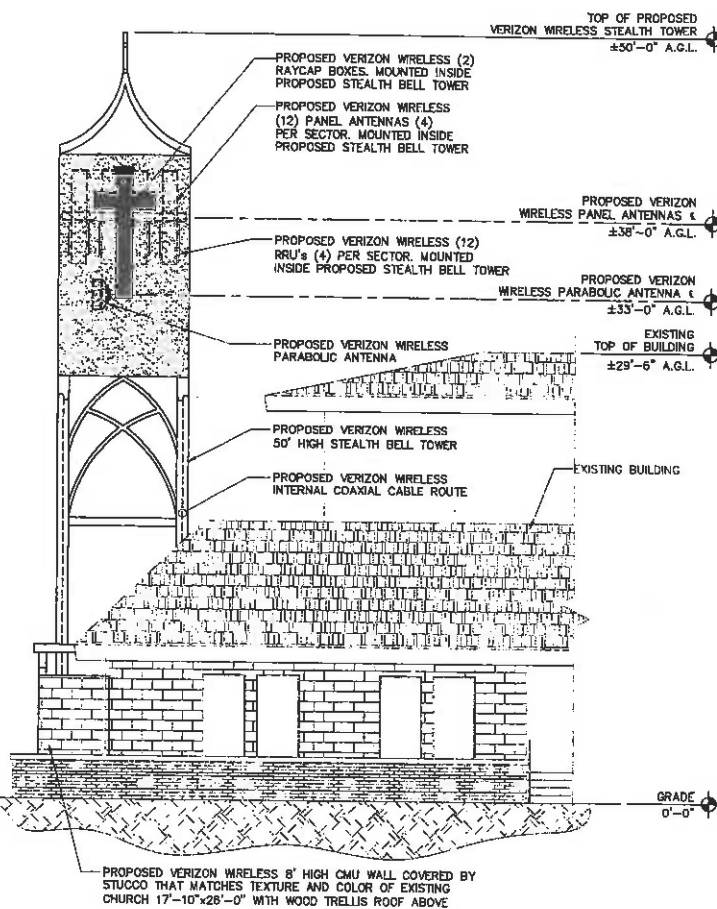
SCALE: 1/4"=1'

1

NOTE:
EXISTING 57.23' HIGH BELL TOWER TO BE REMOVED AND REPLACED WITH PROPOSED STEALTH BELL TOWER

NOTE:
ALL CABLES TO BE ROUTED ON THE INTERIOR OF STEALTH BELL TOWER

NOTE:
W-T'S SCOPE OF WORK DOES NOT INCLUDE A STRUCTURAL EVALUATION OF THIS TOWER OR STRUCTURE. NEW ANTENNAS SHOWN ON THIS PLAN HAVE NOT BEEN EVALUATED TO VERIFY THE TOWER OR STRUCTURE HAS THE CAPACITY TO ADEQUATELY SUPPORT THESE ANTENNAS. PRIOR TO ANY ANTENNA INSTALLATION, A STRUCTURAL EVALUATION OF THE TOWER OR STRUCTURE, INCLUDING ALL ANTENNA MOUNTING SYSTEMS AND HARDWARE, SHOULD BE PERFORMED.



PROPOSED SOUTH ELEVATION

SCALE: 1/4"=1'

2

verizon

15505 SAND CANYON AVE.
BUILDING 01 1st FL.
IRVINE, CA 92618

WT

W-T COMMUNICATION DESIGN GROUP, LLC.

WIRELESS INFRASTRUCTURE
8500 S. Eastman Ave.
Las Vegas, NV 89123
PH: (702) 998-1000 FAX: (702) 998-1010
www.wtdesigngroup.com

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core

DEVELOPMENT SOLUTIONS

2749 SATURN STREET
BREA, CA 92821

PROJECT NO: T142287

DRAWN BY: NEC

CHECKED BY: BJB

REV	DATE	DESCRIPTION
C	10/13/13	100% ZONING DRAWINGS
B	9/2/13	100% ZONING DRAWINGS
A	8/27/14	90% ZONING DRAWINGS

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QUINCE
5320 VICTORIA AVENUE
RIVERSIDE, CA 92506
RIVERSIDE COUNTY

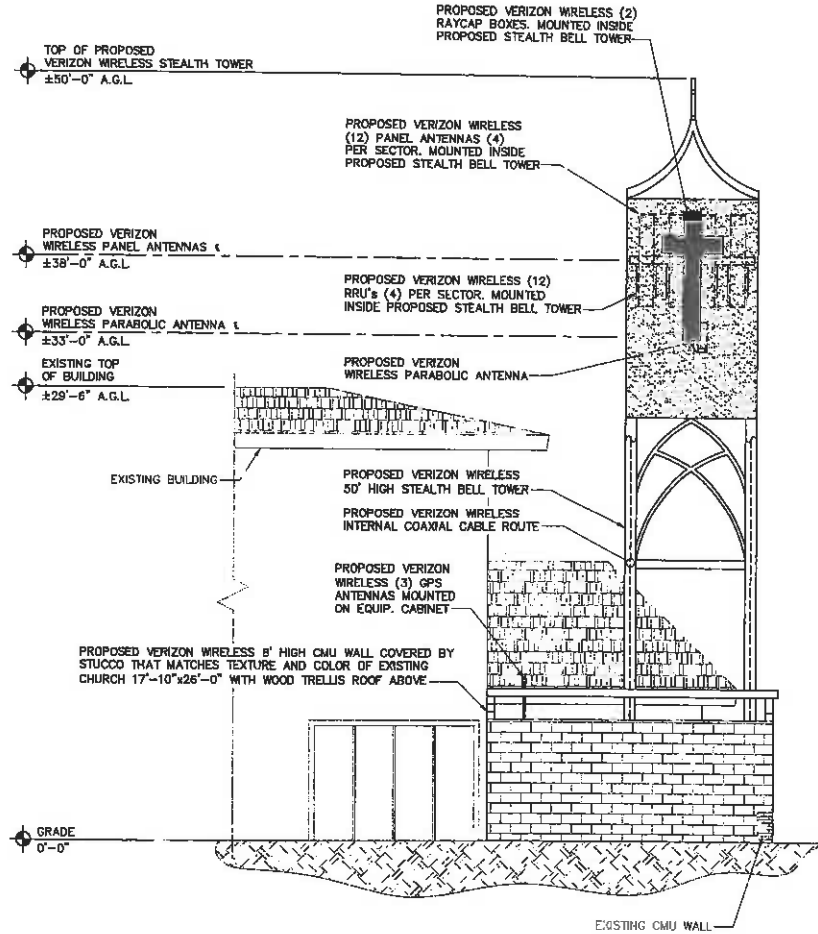
SHEET TITLE
ELEVATIONS

SHEET NUMBER
A-3

NOTE:
EXISTING 57.23' HIGH BELL TOWER TO BE REMOVED AND REPLACED WITH PROPOSED STEALTH BELL TOWER

NOTE:
ALL CABLES TO BE ROUTED ON THE INTERIOR OF STEALTH BELL TOWER

NOTE:
W-T'S SCOPE OF WORK DOES NOT INCLUDE A STRUCTURAL EVALUATION OF THIS TOWER OR STRUCTURE. NEW ANTENNAS SHOWN ON THIS PLAN HAVE NOT BEEN EVALUATED TO VERIFY THE TOWER OR STRUCTURE HAS THE CAPACITY TO ADEQUATELY SUPPORT THESE ANTENNAS. PRIOR TO ANY ANTENNA INSTALLATION, A STRUCTURAL EVALUATION OF THE TOWER OR STRUCTURE, INCLUDING ALL ANTENNA MOUNTING SYSTEMS AND HARDWARE, SHOULD BE PERFORMED.



PROPOSED NORTH ELEVATION

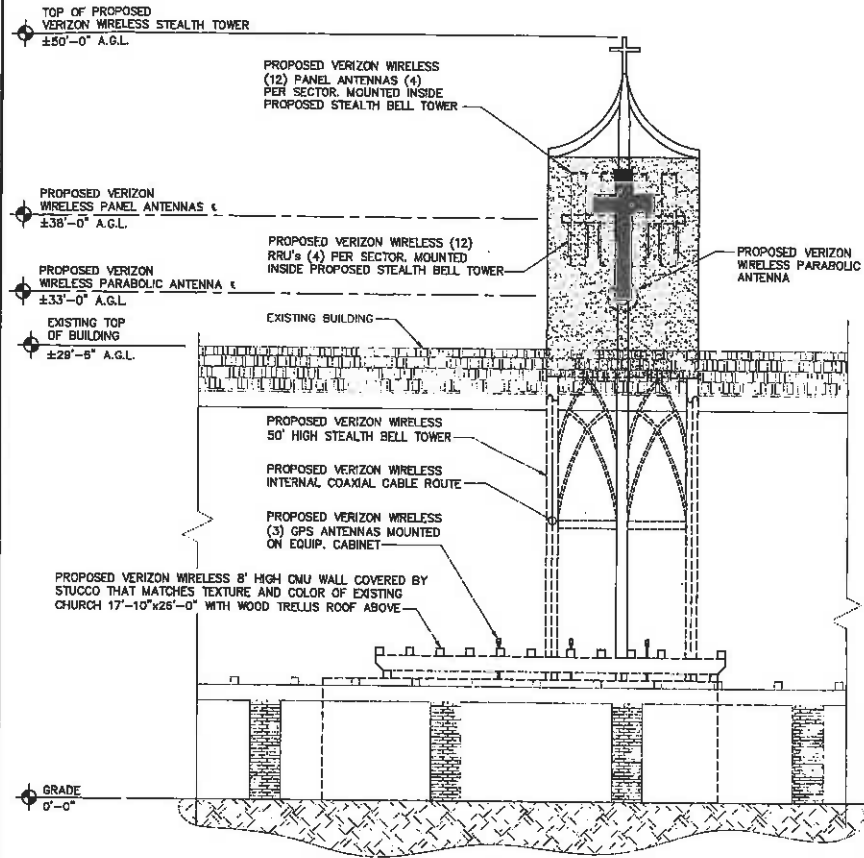
SCALE: 1/4"=1'

1

NOTE:
EXISTING 57.23' HIGH BELL TOWER TO BE REMOVED AND REPLACED WITH PROPOSED STEALTH BELL TOWER

NOTE:
ALL CABLES TO BE ROUTED ON THE INTERIOR OF STEALTH BELL TOWER

NOTE:
W-T'S SCOPE OF WORK DOES NOT INCLUDE A STRUCTURAL EVALUATION OF THIS TOWER OR STRUCTURE. NEW ANTENNAS SHOWN ON THIS PLAN HAVE NOT BEEN EVALUATED TO VERIFY THE TOWER OR STRUCTURE HAS THE CAPACITY TO ADEQUATELY SUPPORT THESE ANTENNAS. PRIOR TO ANY ANTENNA INSTALLATION, A STRUCTURAL EVALUATION OF THE TOWER OR STRUCTURE, INCLUDING ALL ANTENNA MOUNTING SYSTEMS AND HARDWARE, SHOULD BE PERFORMED.



PROPOSED EAST ELEVATION

SCALE: 1/4"=1'

2

verizon

15505 SAND CANYON AVE.
BUILDING 'D' 1st FL.
IRVINE, CA 92618

WT

**W-T COMMUNICATION
DESIGN GROUP, LLC.**

WIRELESS INFRASTRUCTURE
6880 S. Eastern Ave.
Las Vegas, NV 89123
PH: (702) 898-1000 FAX: (702) 898-1010
www.wtengr.com

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DEVELOPMENT SERVICES

2749 SATURN STREET
BREA, CA 92621

PROJECT NO: T142287

DRAWN BY: NEC

CHECKED BY: BJR

C 10/12/15 100% ZONING DRAWING

D 7/2/15 100% ZONING DRAWING

A 9/2/14 90% ZONING DRAWING

REV DATE DESCRIPTION

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FOR CONSTRUCTION

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UNLESS THEY ARE ACTING UNDER THE DIRECTION
OF A LICENSED PROFESSIONAL ENGINEER,
TO ALTER THIS DOCUMENT.

QUINCE
5320 VICTORIA AVENUE
RIVERSIDE, CA 92506
RIVERSIDE COUNTY

SHEET TITLE

ELEVATIONS

SHEET NUMBER

A-4



Quince

5320 Victoria Avenue Riverside CA 92506



©2014 Google Maps



Google Street View



Looking southeast from Victoria Avenue

Accuracy of photo simulation based upon information provided by project applicant.

PAGE BREAK





AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY

November 2, 2015

CHAIR

Simon Housman
Rancho Mirage

Mr. John Hildebrand, Contract Planner

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.: ZAP1160MA15

John Lyon
Riverside

Related File No.: GPA00968 (General Plan Amendment)

APN: 325-250-008

Greg Pettis
Cathedral City

Dear Messrs. Hildebrand and 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 General Plan Amendment No. 968 (GPA00968), a proposal to amend the General Plan (Mead Valley Area Plan) land use designation of the 0.3-acre parcel referenced above located at 22711 San Jacinto Avenue (on the northerly side of San Jacinto Avenue, westerly of Lukens Lane and easterly of Cowie Avenue) in the community of Good Hope from Rural Community: Very Low Density Residential (RC:VLDR) (maximum one dwelling unit per acre) to Community Development: Commercial Retail (CD:CR).

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, non-residential intensity is not restricted.

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

www.rcaluc.org

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 1640 feet AMSL. No new structures are proposed in conjunction with this application. The site is located more than 20,000 feet from the runway at March Air Reserve Base/Inland Port Airport, but is only 14,500 feet from the runway at Perris Valley Airport. The runway at Perris Valley Airport has an elevation of 1,413 feet AMSL. Due to the site's elevation (more than 200 feet higher than the elevation of the runway at Perris Valley Airport), any new structures at this location will require Federal Aviation Administration (FAA) obstruction evaluation review for height/elevation reasons.

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.

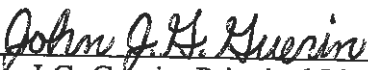
November 2, 2015

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



John J.G. Guerin, Principal Planner
for Edward C. Cooper, Director

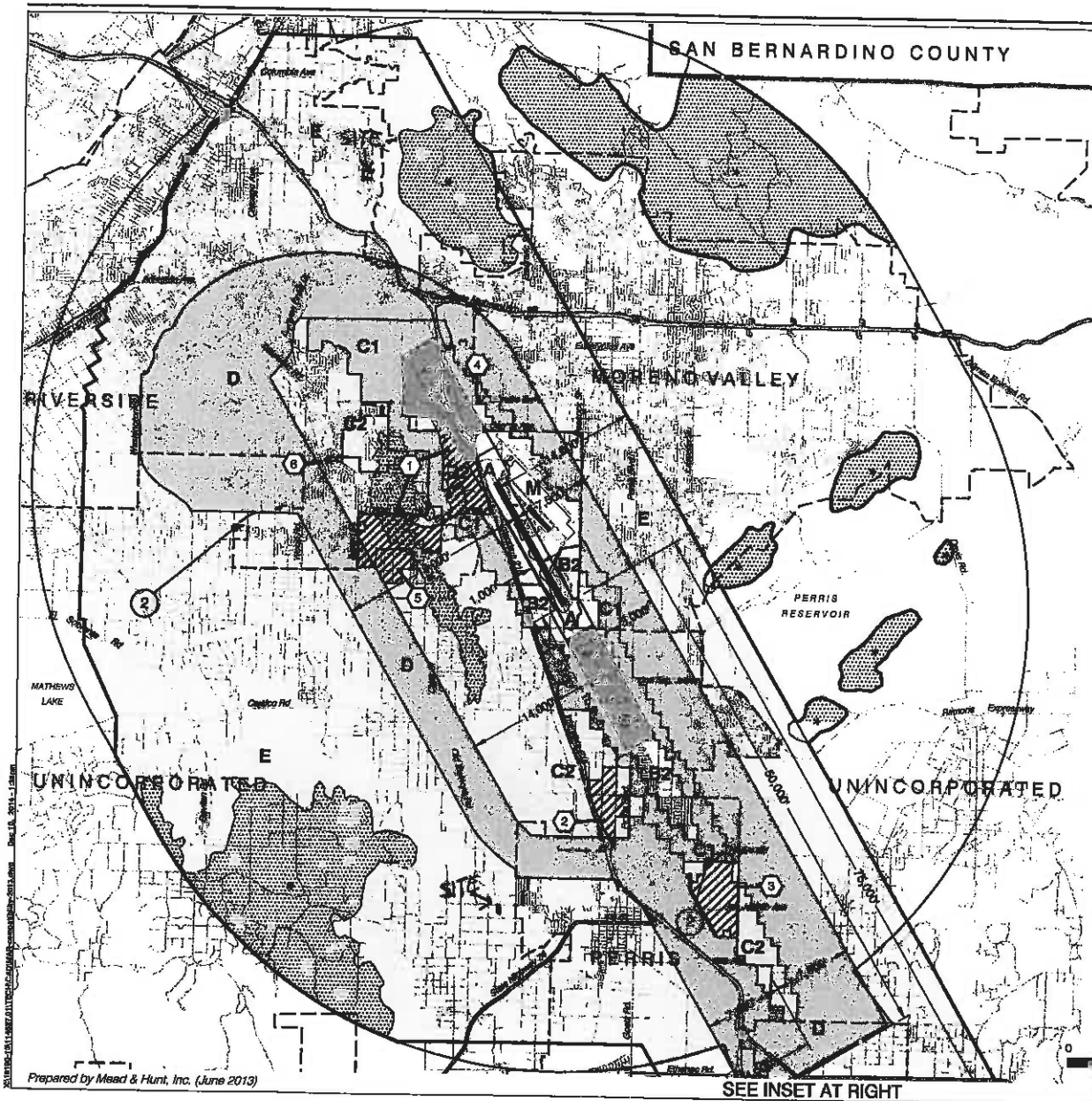
Attachment: Notice of Airport in Vicinity

cc: Mohamad Shawkat Harb (applicant/landowner) (Riverside address)
Mohamad Shawkat Harb (Perris address)
Gary Gosliga, Airport Manager, March Inland Port Airport Authority
Denise Hauser or Sonia Pierce, March Air Reserve Base
Pat Conatser, Airport Manager, Perris Valley Airport
ALUC Case File

Y:\AIRPORT CASE FILES\March\ZAP1160MA15\ZAP1160MA15.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

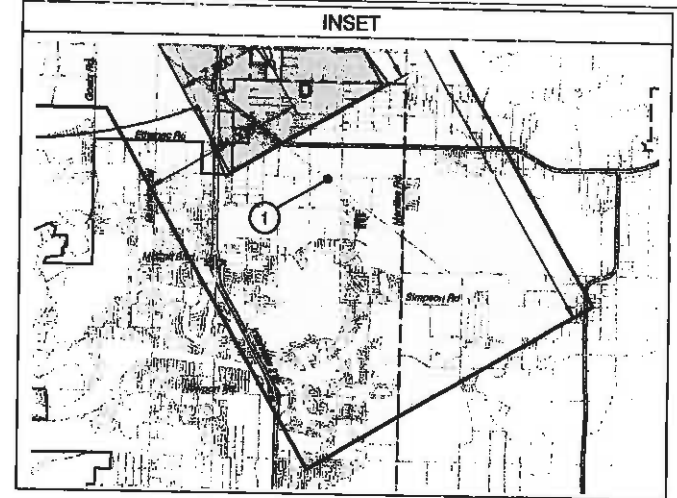
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

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

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



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



Base map source: County of Riverside 2013

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

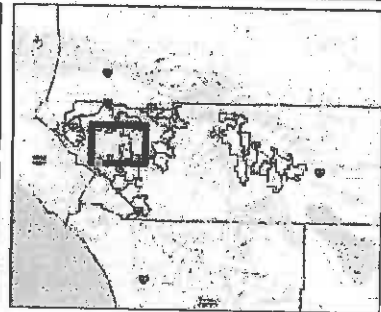
Map MA-1

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





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

SEE INSET AT RIGHT


My Map




Legend

-  Airports
-  AIA
-  Runways
-  City Boundaries

Notes



0 14,932 29,863 Feet

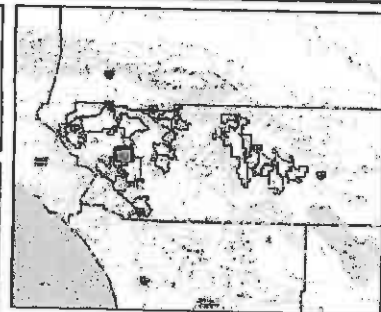


IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or 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... 10/30/2015 12:28:18 PM


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My Map



- Legend**
- Airports
 - AIA
 - Runways
 - City Boundaries

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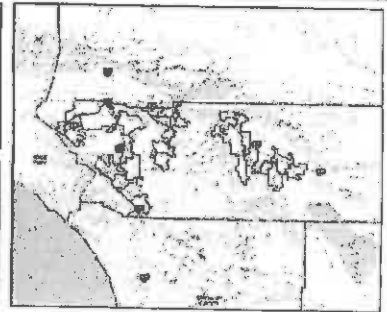
0 3,733 7,466 Feet 

REPORT PRINTED ON... 10/30/2015 12:29:41 PM






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Notes

My Map



Legend

-  RCLIS Parcels
-  Airports
-  AIA
-  Runways
-  City Boundaries



0 933 1,866 Feet



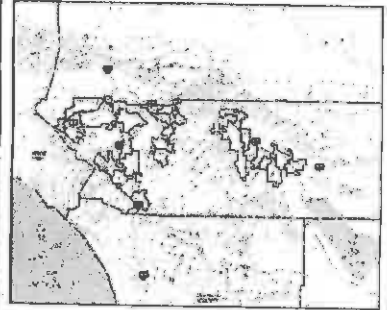
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or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

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Notes

My Map



Legend

- RCLIS Parcels
- Airports
- AIA
- Runways
- City Boundaries



0

727

1,454 Feet



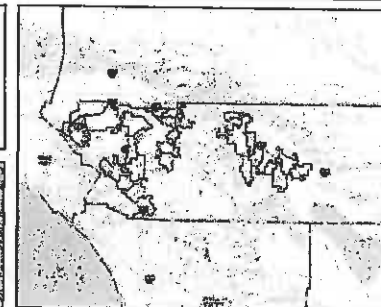
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Notes

My Map



Legend

-  RCLIS Parcels
-  Airports
-  AIA
-  Runways
-  City Boundaries



0 233 467 Feet



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REPORT PRINTED ON... 10/30/2015 12:31:40 PM

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Notes

RIVERSIDE COUNTY PLANNING DEPARTMENT

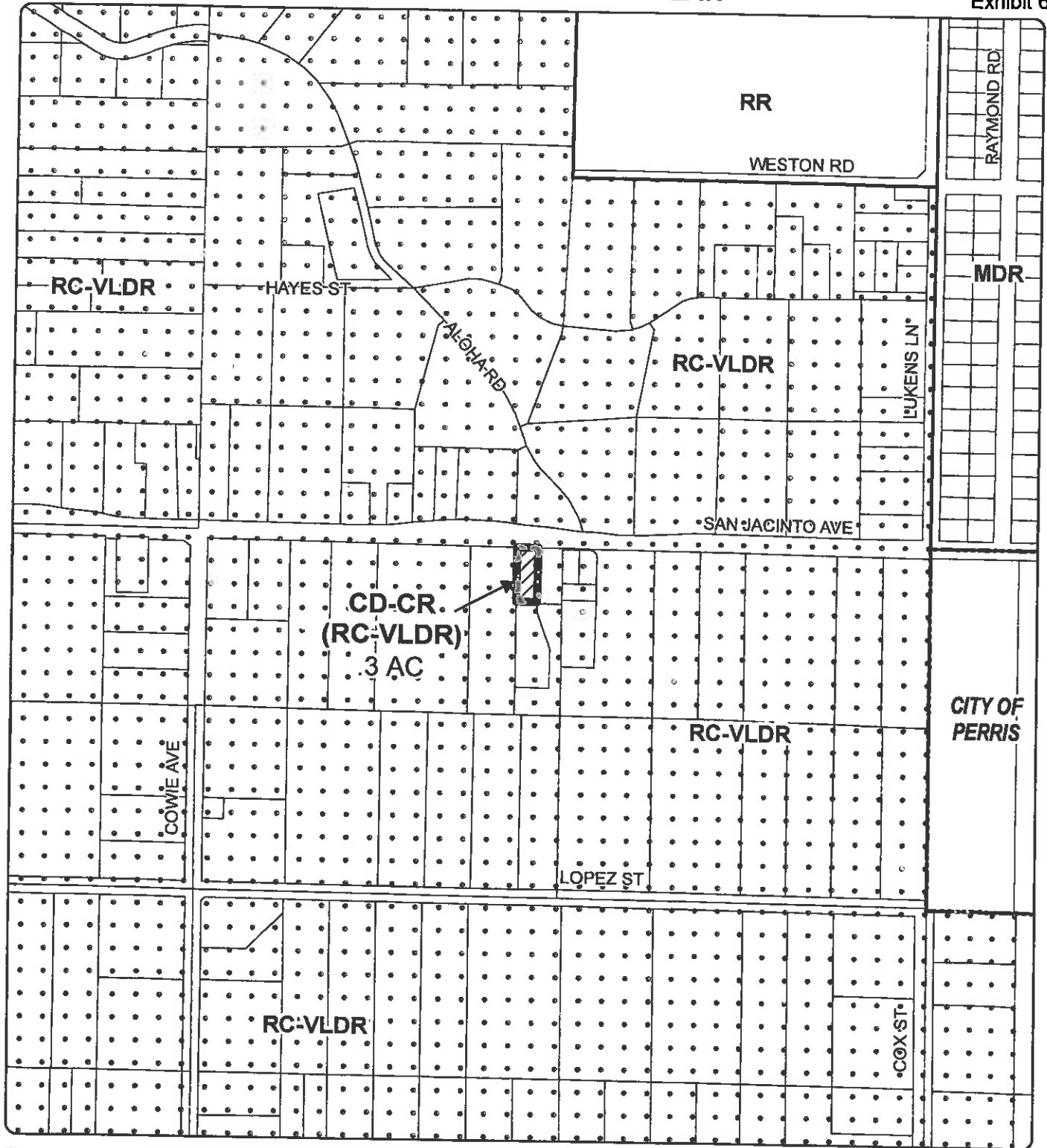
GPA00968

PROPOSED GENERAL PLAN

Supervisor Jeffries
District 1

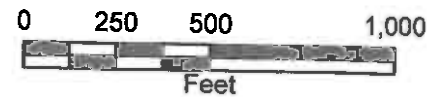
Date Drawn: 08/28/2015

Exhibit 6



Zoning Area: Good Hope

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)863-6277 (Eastern County) or Website <http://planning.rclipsa.org>

RIVERSIDE COUNTY PLANNING DEPARTMENT

GPA00968

LAND USE

Supervisor Jeffries
District 1

Date Drawn: 10/24/13

Exhibit 1



Zoning Area: Good Hope

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 types of land use than is provided for under existing zoning. For further information, please contact the Riverside County Planning Department office in Riverside at (951)950-2200 (Western County) or in Palm Desert at (760)865-8277 (Eastern County) or Website <http://planning.colina.org>

RIVERSIDE COUNTY PLANNING DEPARTMENT

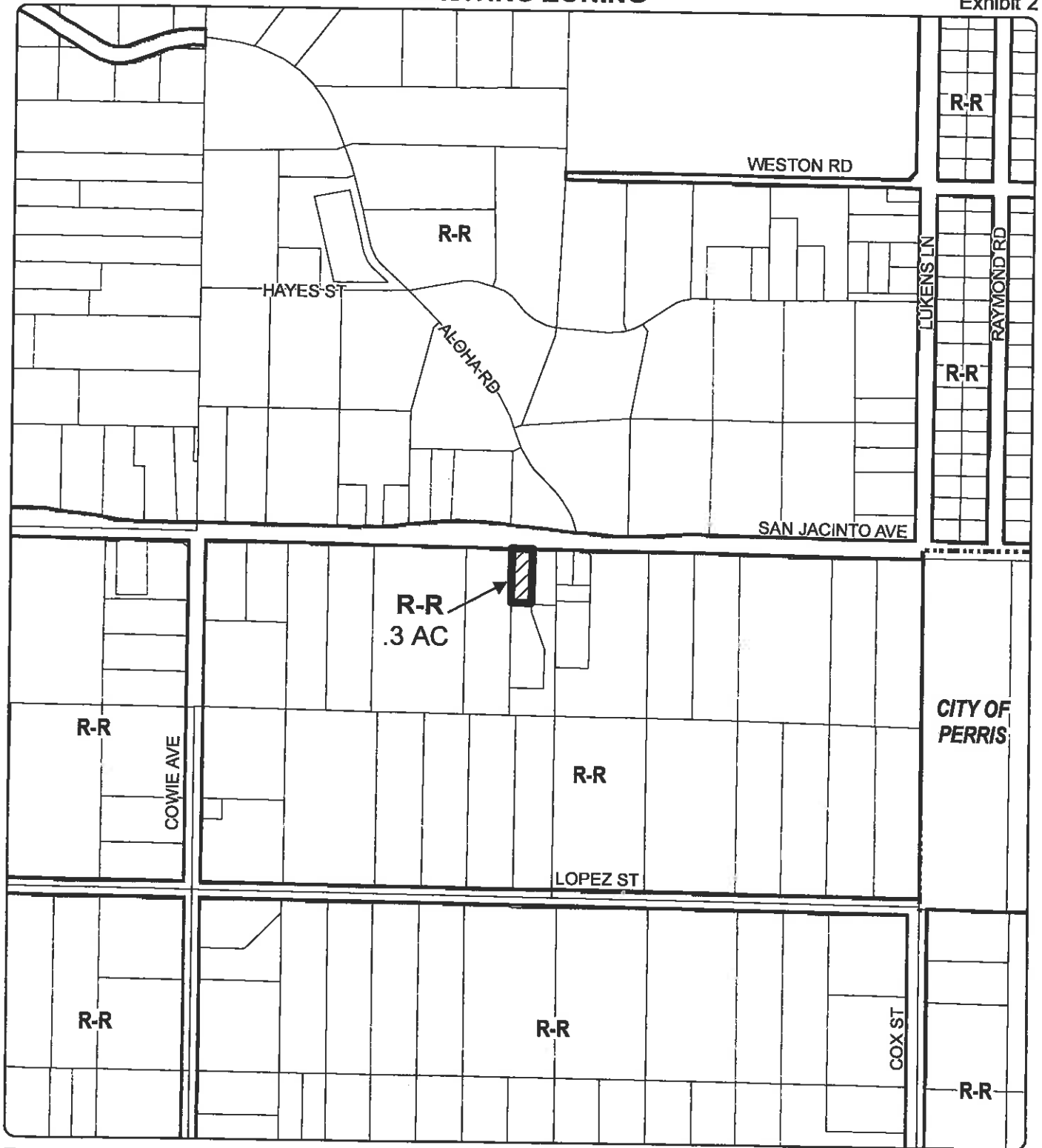
GPA00968

EXSITING ZONING

Supervisor Jeffries
District 1

Date Drawn: 08/28/2015

Exhibit 2



Zoning Area: Good Hope

Author: Vinnie Nguyen



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PAGE BREAK





AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY

CHAIR

Simon Housman
Rancho Mirage

November 16, 2015

VICE CHAIRMAN

Rod Ballance
Riverside

Mr. Brian Norton, Associate Planner

City of Riverside Community Development Department/Planning Division

3900 Main Street, Third Floor

Riverside, CA 92522

COMMISSIONERS

Arthur Butler
Riverside

Glen Holmes
Hemet

John Lyon
Riverside

Greg Pettis
Cathedral City

Steve Manos
Lake Elsinore

RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW – DIRECTOR'S DETERMINATION

File No.: ZAP1162MA15 – Letter 1 of 2
Related File No.: P14-0048 (Site Plan Review) and P14-0049 (Design Review)
APNs: 211-121-002; 211-121-020; 211-121-024; 211-121-032; 211-121-033; 211-122-004; 211-122-022 through 211-122-024.

Dear Mr. Norton:

Under the delegation of the Riverside County Airport Land Use Commission (ALUC) pursuant to Policy 1.5.2(d) of the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan, staff reviewed City of Riverside Case Nos. P14-0048 (Site Plan Review) and P14-0049 (Design Review), pertaining to a proposal to construct 208 multi-family units within one four-story building to be located within the block bounded by University Avenue on the south, Commerce Street on the west, Mission Inn Avenue on the north, and Park Avenue on the east and an additional four multi-family units in the block bounded by University Avenue on the north, Commerce Street on the west, Park Avenue on the east, and 9th Street on the south, in the City of Riverside. Most of the required parking would be provided in the block southerly of University Avenue.

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 of the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, residential density is not restricted.

The site is located more than 20,000 feet from the runways at Riverside Municipal Airport and March Air Reserve Base/Inland Port Airport (March ARB/IP) at an elevation that is below the elevation of the runway at March ARB/IP. The top point elevation of the proposed structure will be more than 500 feet lower in elevation than the runway at March ARB/IP.

The site is located approximately 12,000 feet from the northeasterly end of Runway 6-24 at Flabob Airport. At this distance and a runway elevation of 766.8 feet above mean sea level (AMSL), Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 1006.8 feet AMSL (based on a 50:1 slope ratio). The site has an

STAFF

Director
Ed Cooper

John Guerin
Russell Brady
Barbara Santos

County Administrative Center
4080 Lemon St., 14th Floor.
Riverside, CA 92501
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existing elevation of approximately 885 feet above mean sea level. With a maximum structure height of 55 feet 2 inches, the top point elevation would be 940.17 feet AMSL. Therefore, Federal Aviation Administration (FAA) obstruction evaluation review for height/elevation reasons is not required.

As ALUC Director, I hereby find the above-referenced Design Review and Site Plan Review **CONSISTENT** with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, subject to the following conditions:

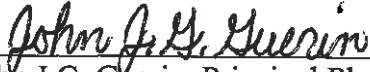
CONDITIONS:

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 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 centers, fly ash disposal, and incinerators.)
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
3. The attached notice shall be provided to all potential purchasers of the property and to tenants of the proposed building.
4. Any new aboveground detention or water quality 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/water quality basin(s) that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.

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

Sincerely,

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



John J.G. Guerin, Principal Planner,
for Edward C. Cooper, ALUC Director

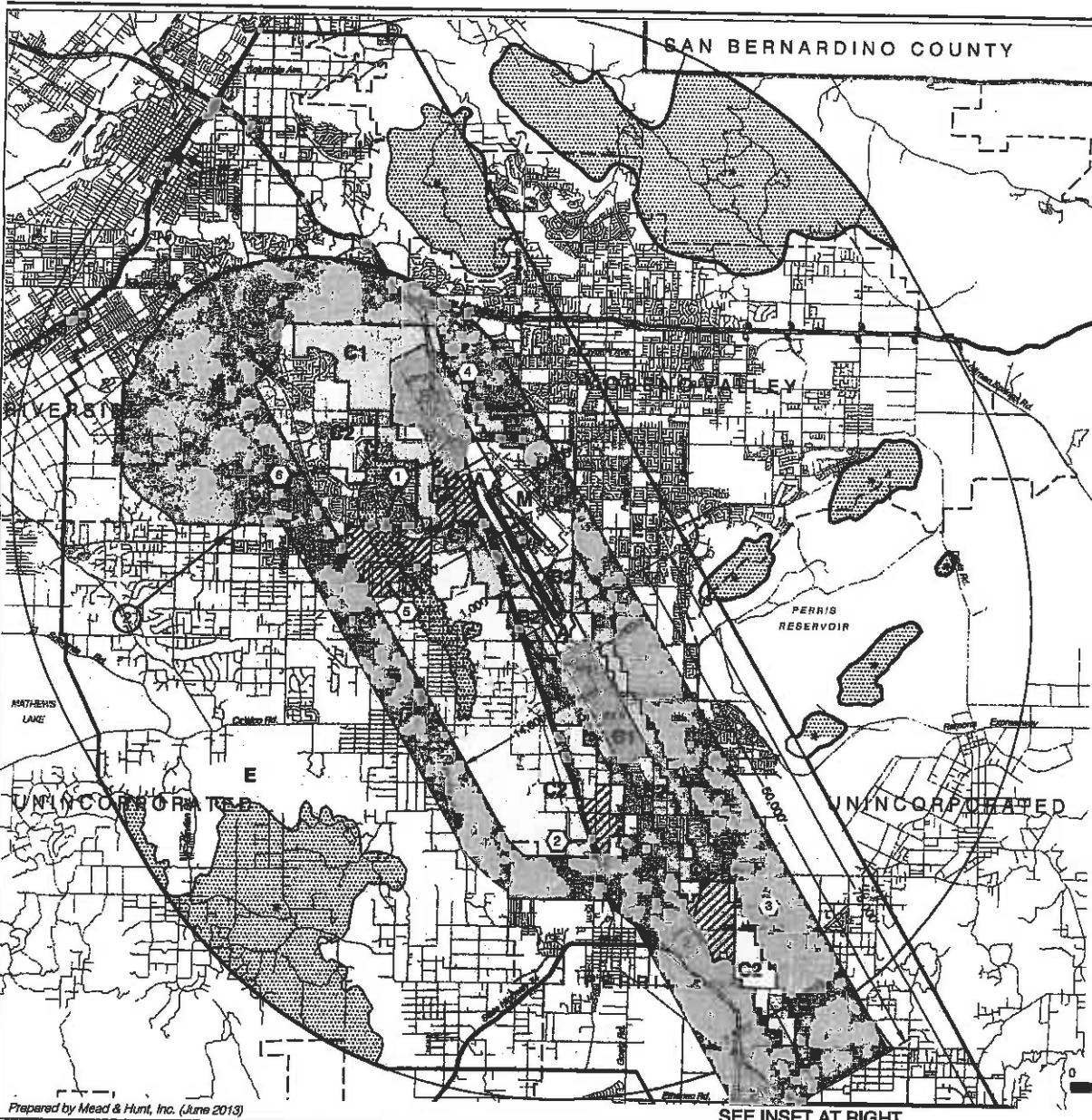
Attachments: Notice of Airport in Vicinity

cc: Todd Cadwell, Mission Lofts, LLC (applicant/landowner/payee)
Max L. and Helen N. Cardey (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\ZAP1162MA15\ZAP1162MA15.LTRA.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

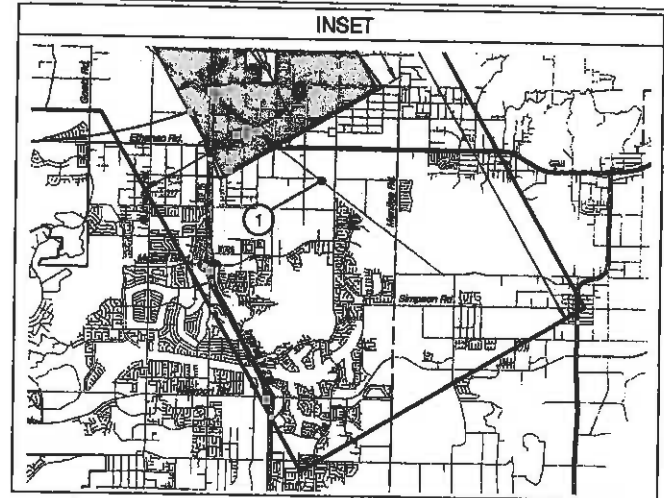
- ① Point at which aircraft on Runway 32 ILS approach descend below 3,000 feet above runway end. Airport Elevation is 1,535 feet MSL.
- ② Point at which departing aircraft typically reach 3,000 feet above runway end.

Boundary Lines

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

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

INSET



**Riverside County
Airport Land Use Commission**

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

(Adopted November 13, 2014)

Map MA-1

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

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



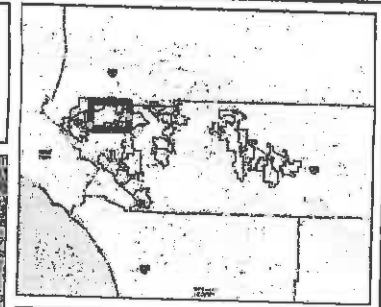
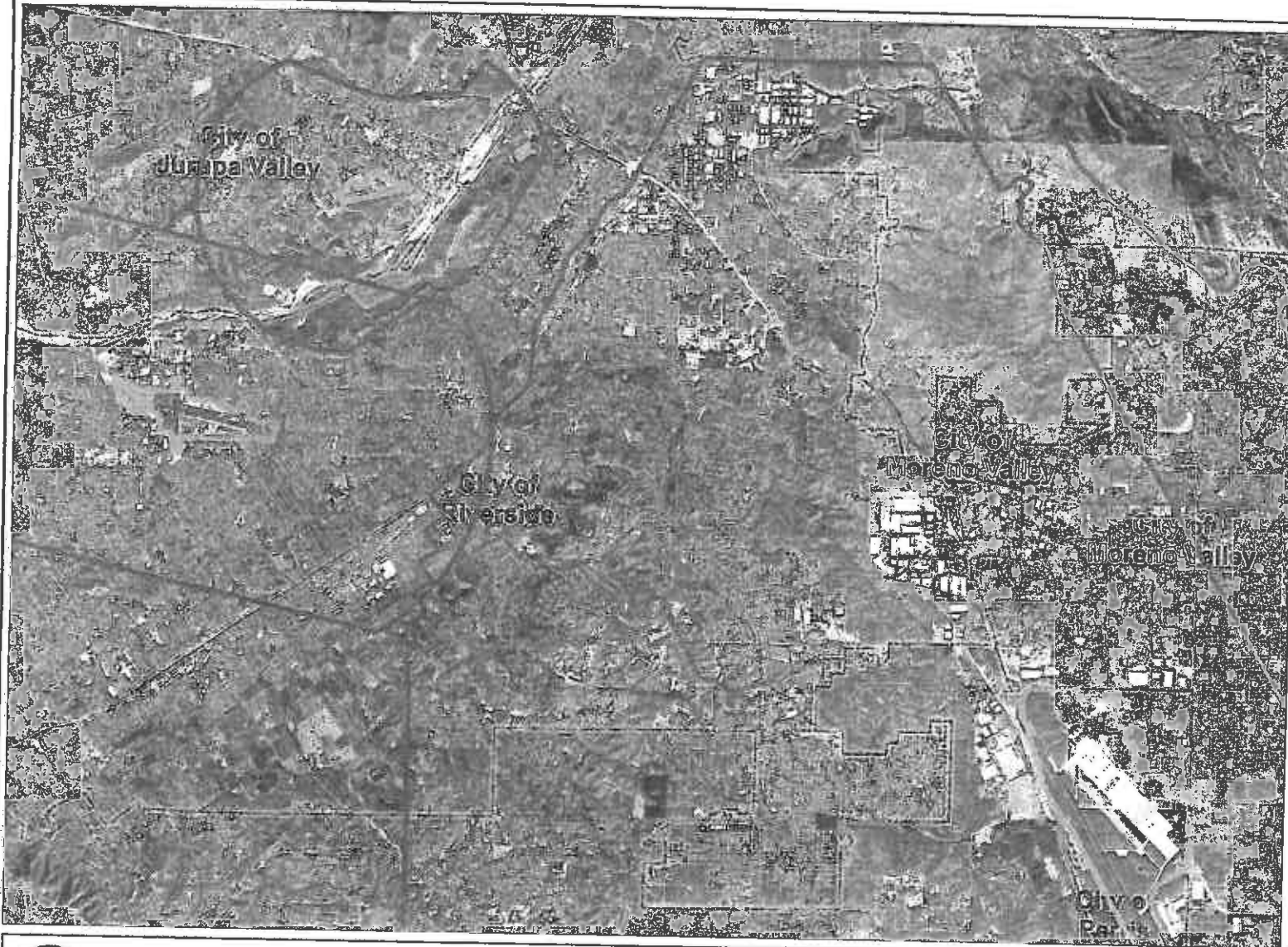
0 2 4 MILES

Base map source: County of Riverside 2013

SEE INSET AT RIGHT

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

My Map



Legend

-  Airports
-  AIA
-  Runways
-  City Boundaries



0 11,144 22,288 Feet



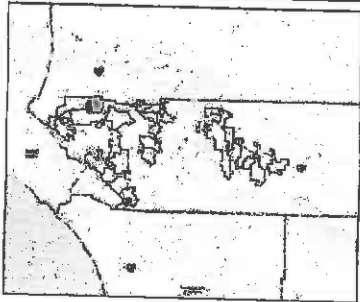
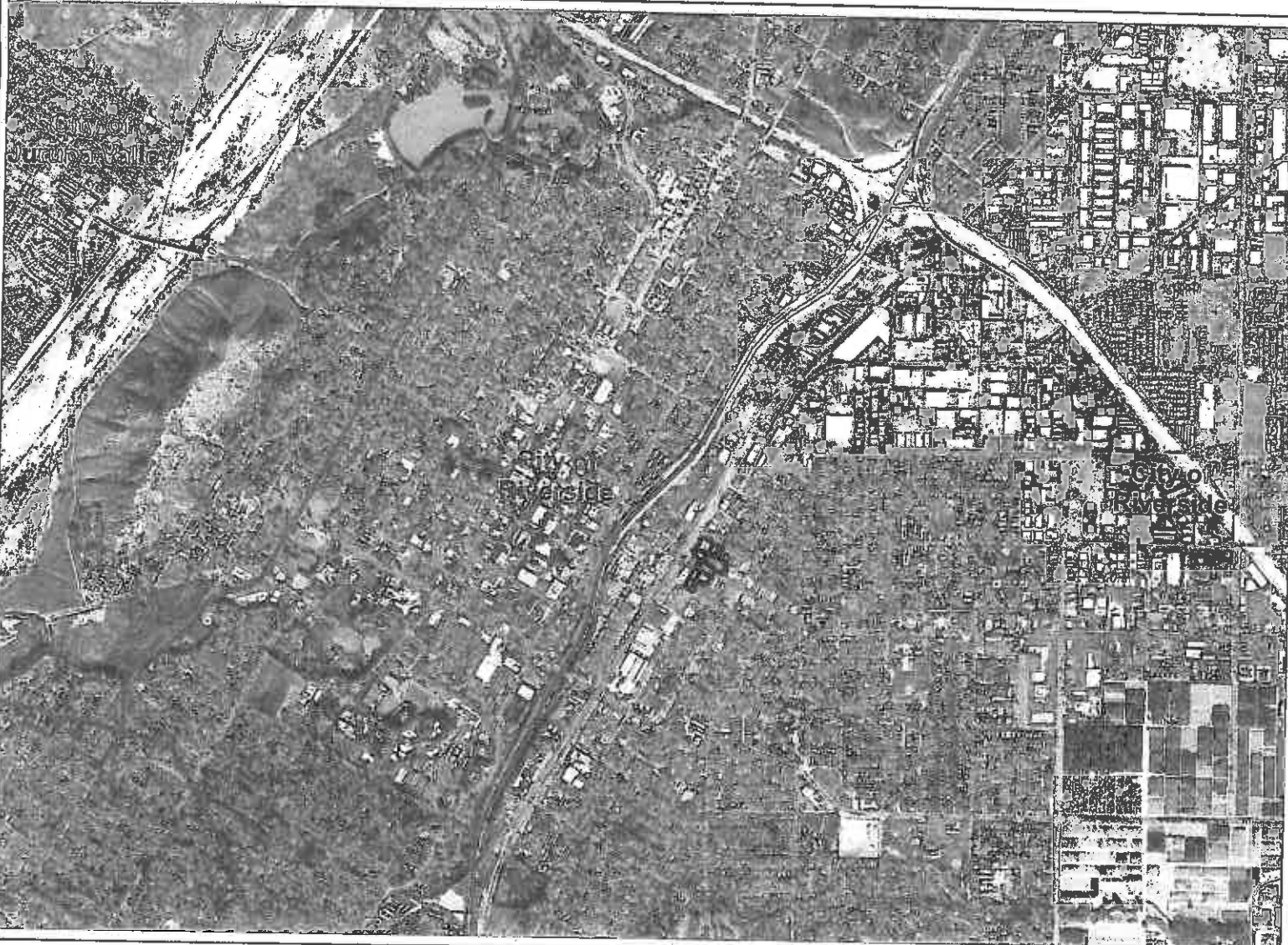
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or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

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Notes

My Map



Legend

-  Airports
-  AIA
-  Runways
-  City Boundaries



0 2,786 5,572 Feet



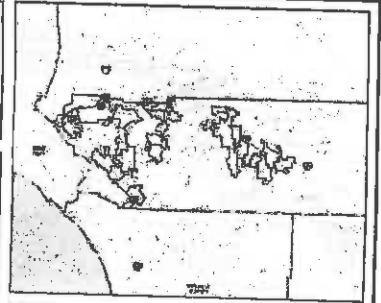
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or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

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Notes

My Map



Legend

- Airports
- AIA
- Runways
- City Boundaries



0 696 1,393 Feet



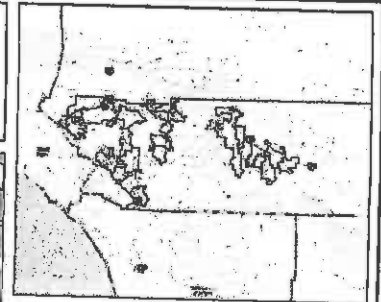
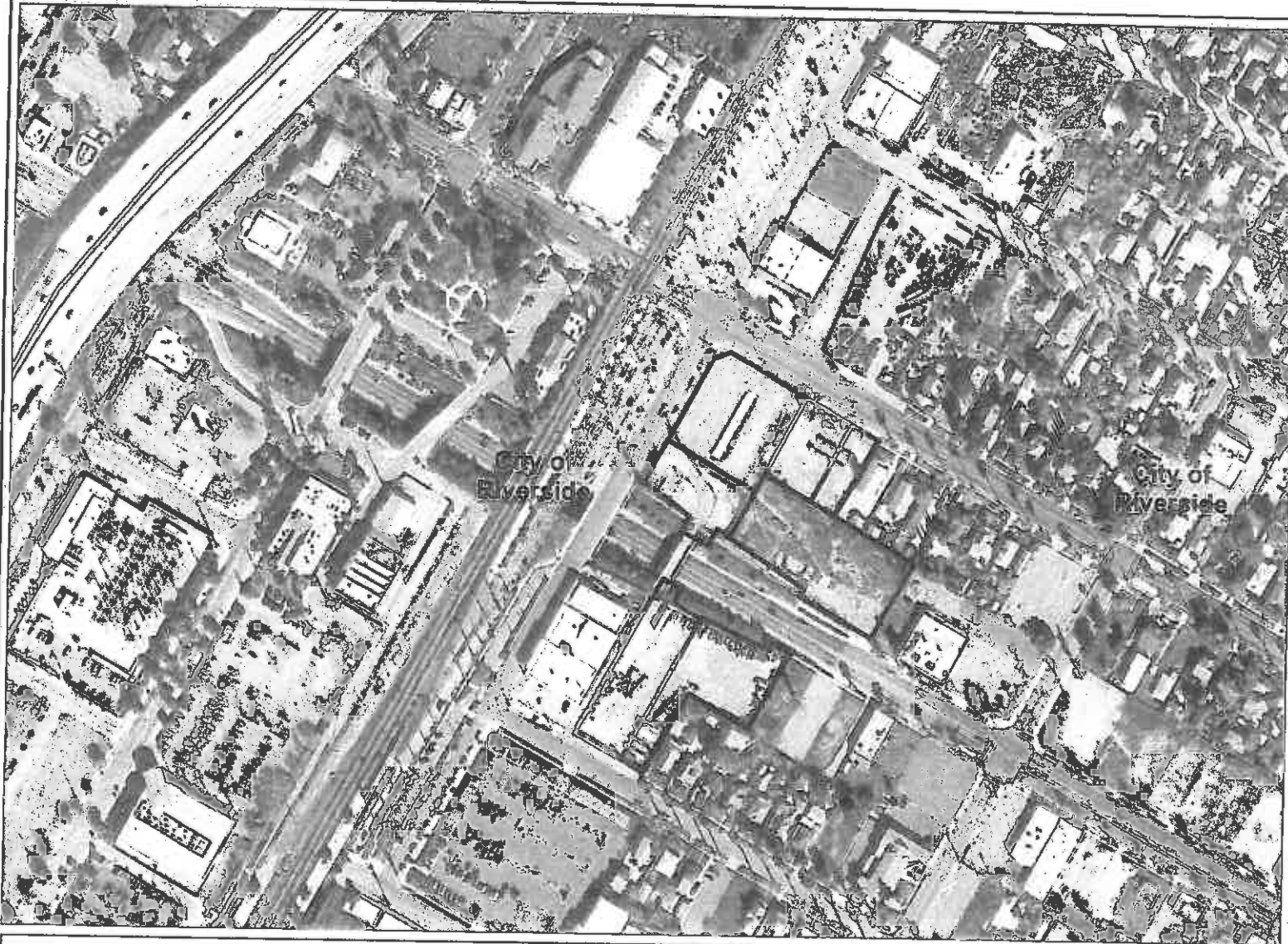
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Notes

My Map



Legend

-  Airports
-  AIA
-  Runways
-  City Boundaries



0 348 696 Feet

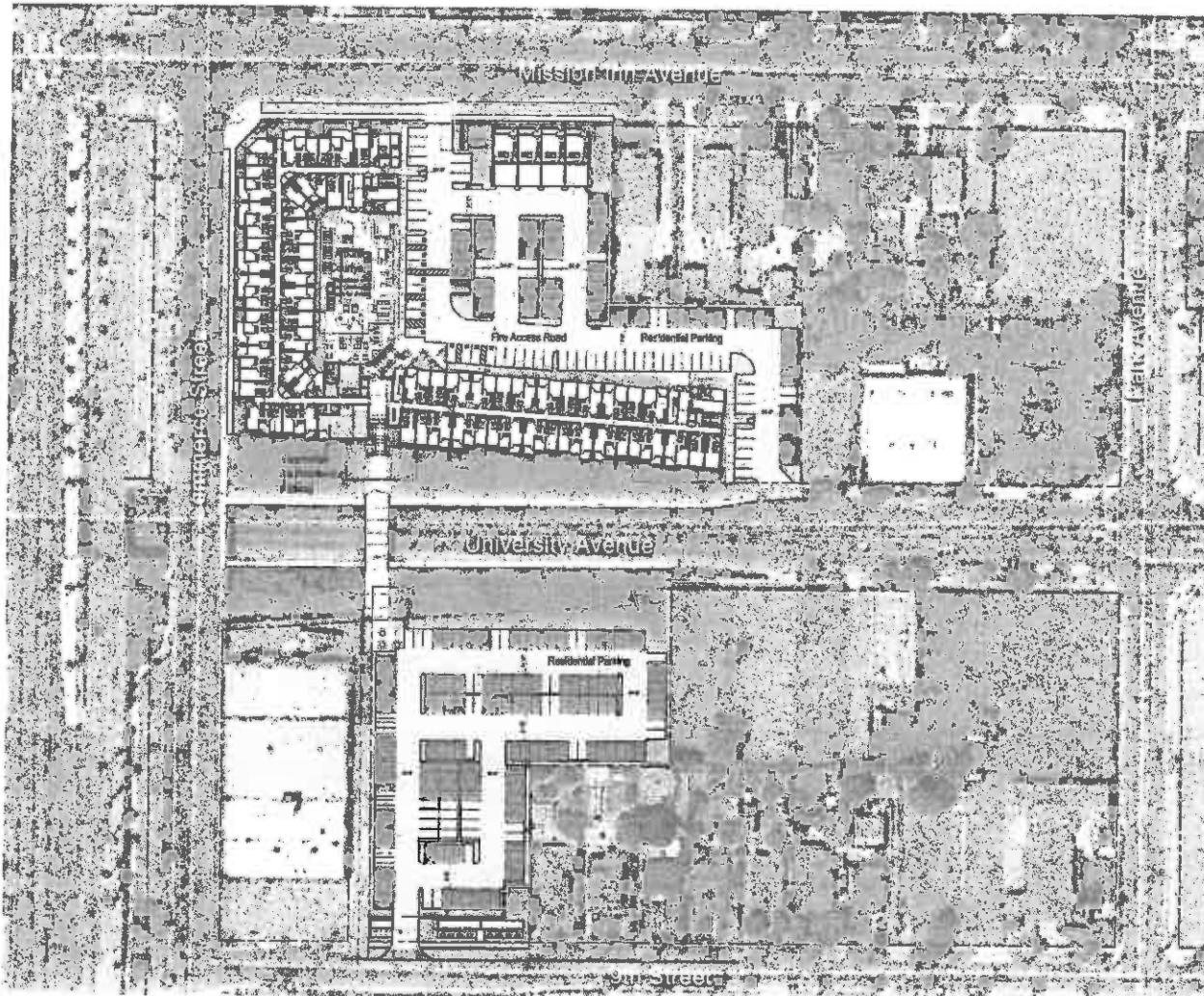


IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or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

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Project Data			
Project	Mission Lofts Riverside, CA		
Site Area Information			
Parcel North	Gross Site Area	3.16 AC	
Parcel South	Gross Site Area	1.53 AC	
Total	Gross Site Area	4.69 AC	
	Total Dwelling Units	212 DU	
	Density	45.2 DU/AC	

Building Plan Summary		Type V Construction
Building A	4 Story Residential on Grade	
Building B	2 Story Residential on Grade	
Building A	208 DU	
Building B	4 DU	
Total	212 DU	

Unit Plan	Unit Type	Gross SF	Total	Percent
Plan 0-1	Studio	429	51	24.1%
Plan 0-2	Studio	620	1	0.9%
Plan 1-0	1 Bd / 1 Ba	624	18	7.9%
Plan 1-1	1 Bd / 1 Ba	697	4	1.9%
Plan 1-2	1 Bd / 1 Ba	861	52	24.5%
Plan 1-3	1 Bd / 1 Ba	736	2	0.9%
Plan 1-4	1 Bd / 1 Ba	858	5	2.4%
Plan 2-0	2 Bd / 2 Ba	898	73	34.4%
Plan 2-1	2 Bd / 2 Ba	682	6	2.8%
Plan 2-2	2 Bd / 2 Ba	1,177	4	1.9%

Totals	212	100%
Average Unit Size	709 SF	
Studio Plan	52	25%
1 Bedroom Plan	77	36%
2 Bedroom Plan	83	39%
Totals	212	100%

Residential Parking Provided	
Parcel North Parking	
Covered Parking	57 stalls
Open Parking	78 stalls
Total Parcel North Parking	145 stalls
Parcel South Parking	
Covered Parking	124 stalls
Open Parking	50 stalls
Total Parcel South Parking	174 stalls
Total Covered Parking	181 stalls
Total Open Parking	129 stalls
Total Stalls Provided	320 stalls
Parking Ratio	1.51 stalls per unit



MISSION LOFTS

Mission Lofts LLC
1201 Dove Street, Suite 250
Newport Beach, CA 92660
949.975.1122

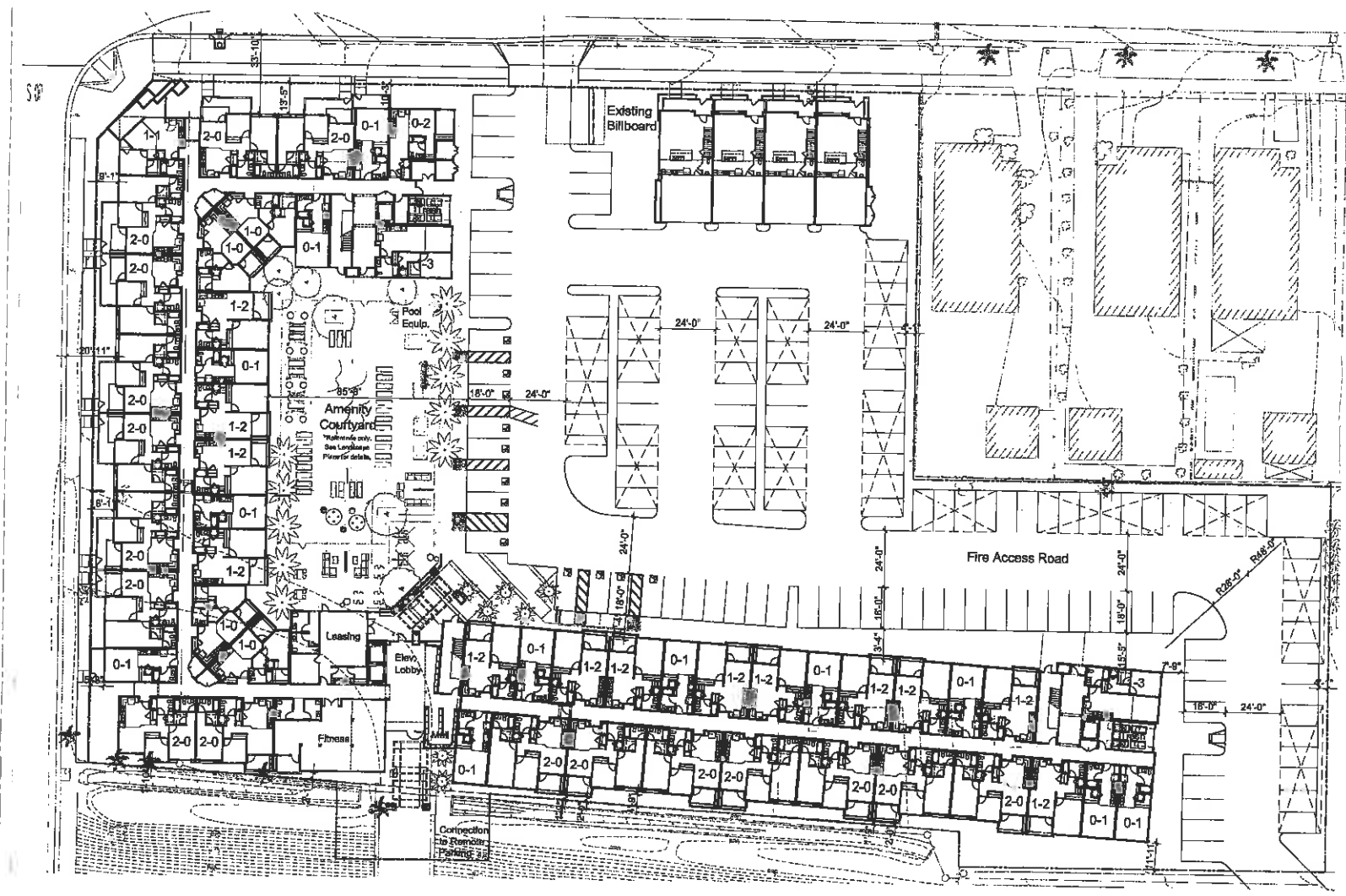
ARCHITECTURAL SITE PLAN

RIVERSIDE, CA
REF # 202401

12.2024

KTGY Group, Inc.
Architecture+Planning
17922 Fitch
Irvine, CA 92614
949.651.2133
ktgy.com





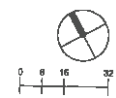
MISSION LOFTS

Mission Lofts LLC
 1201 Dove Street, Suite 250
 Newport Beach, CA 92660
 949.975.1122

BUILDING A PLAN - LEVEL 1

RIVERSIDE, CA

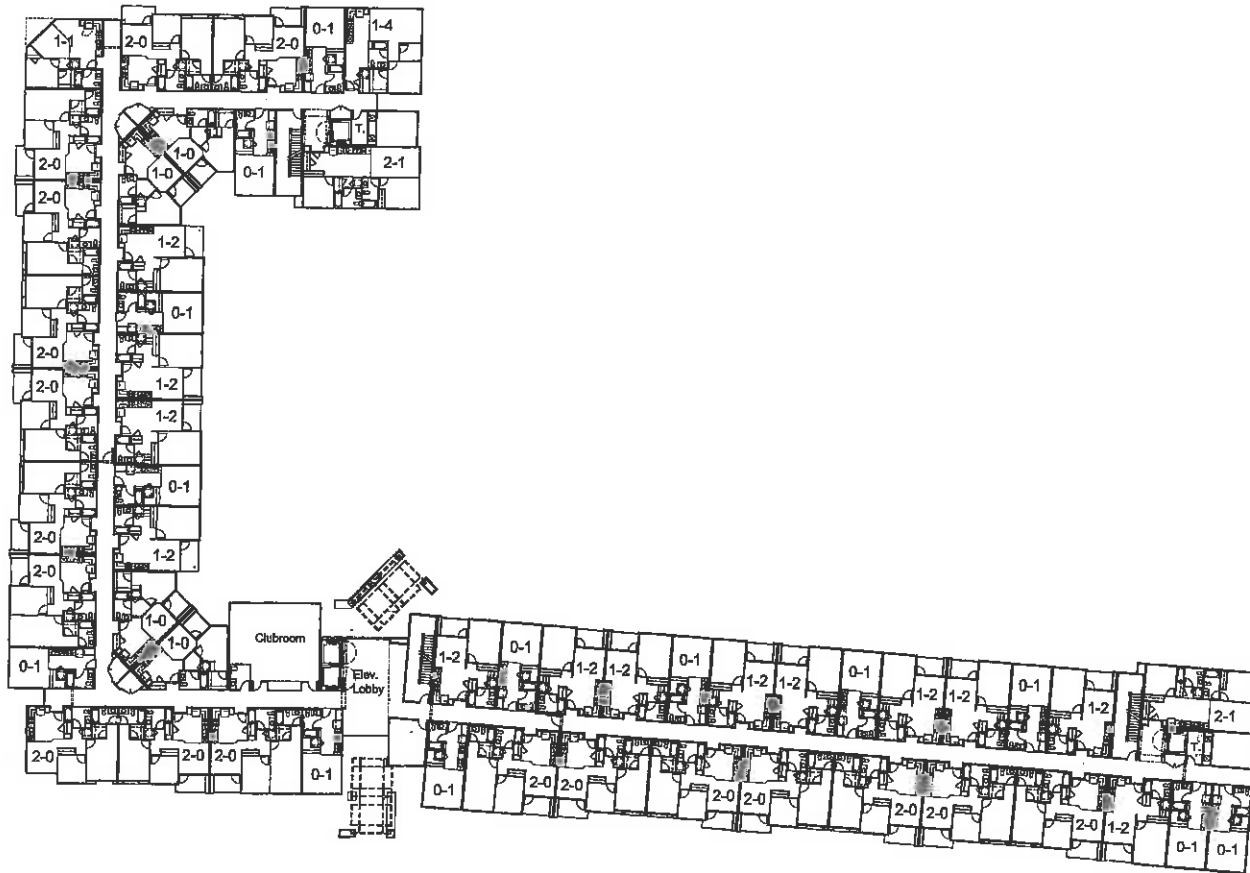
001 # 2017-011 10.20.11



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KTGY Group, Inc.
 Architecture+Planning
 17922 Fitch
 Irvine, CA 92614
 949.851.2133
 ktgy.com



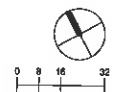


MISSION LOFTS

Mission Lofts LLC
 1201 Dove Street, Suite 250
 Newport Beach, CA 92660
 949.975.1122

BUILDING A PLAN - LEVEL 2

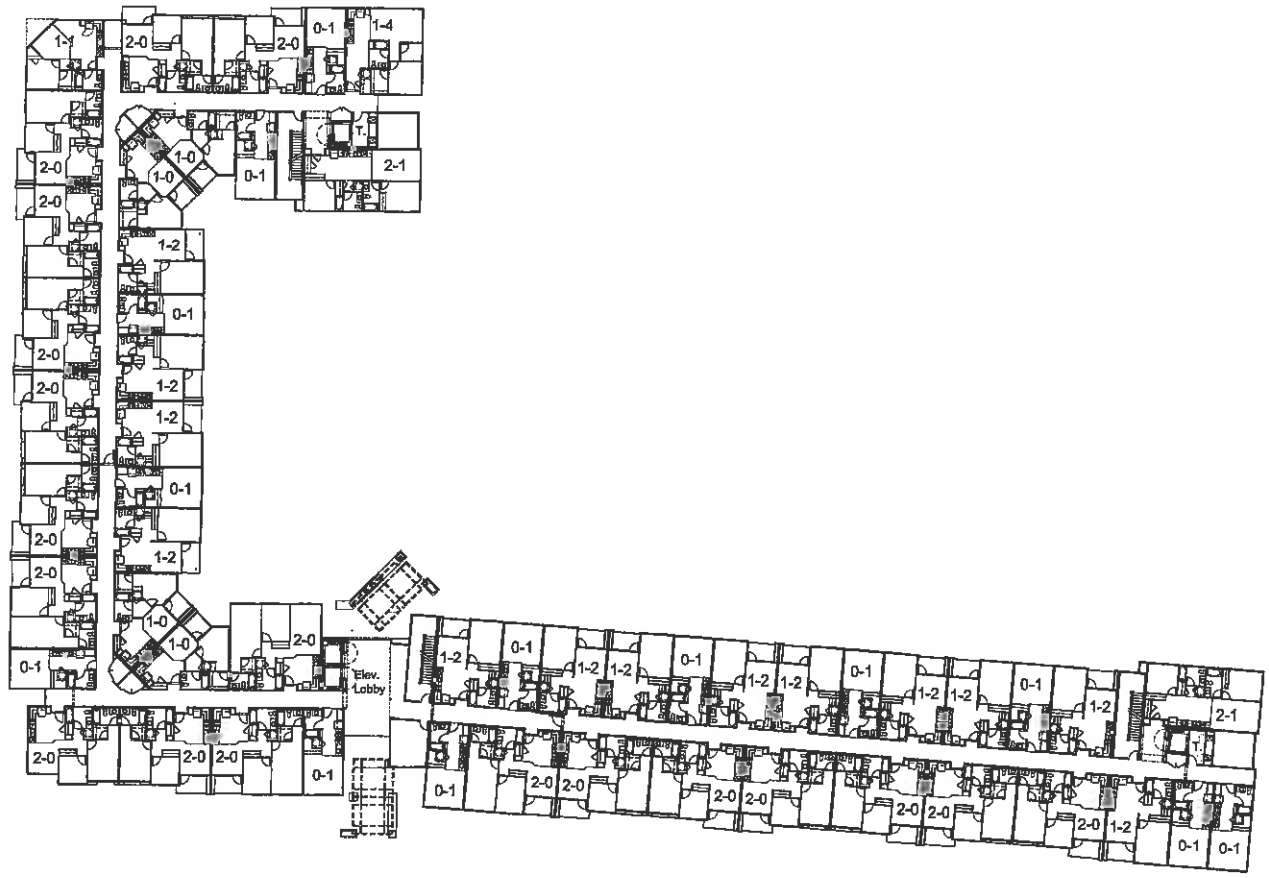
RIVERSIDE, CA
 007 # 2014-01



AI.1

KTGY Group, Inc.
 Architecture+Planning
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 949.851.2133
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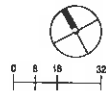


MISSION LOFTS

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 1201 Dove Street, Suite 250
 Newport Beach, CA 92660
 949.975.1122

BUILDING A PLAN - LEVEL 3 & 4

RIVERSIDE, CA
 001 # 202401

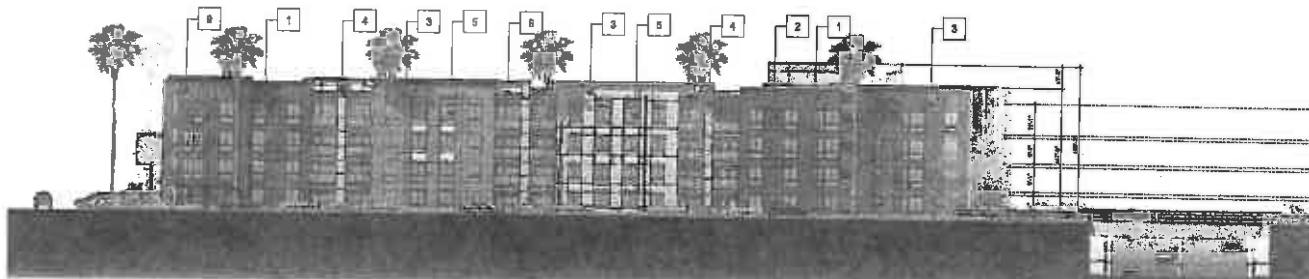


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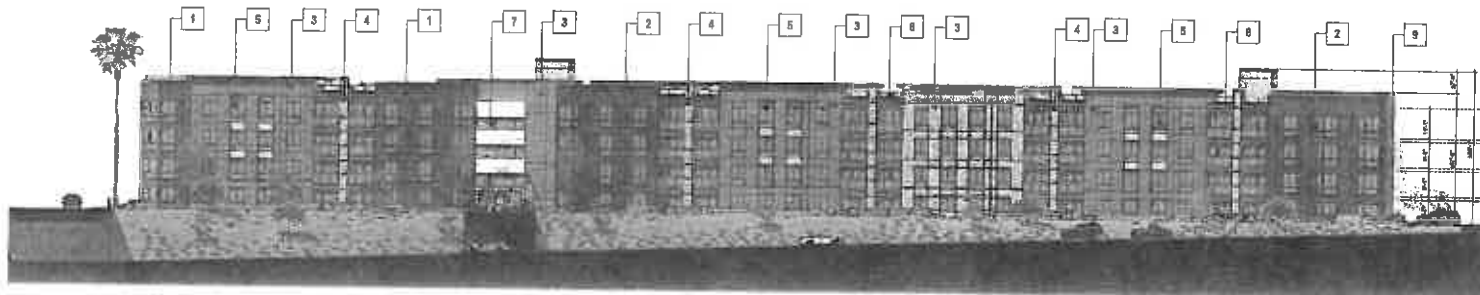
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 17922 Fitch
 Irvine, CA 92614
 949.851.2133
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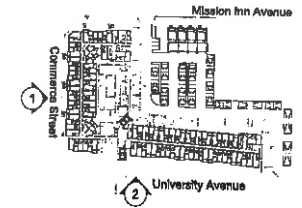




1. Commerce Street Elevation



2. University Avenue Elevation



Key Map n.t.s.

Material Legend

- 1. Corrugated Metal Siding
- 2. Exterior Metal System
- 3. Stucco
- 4. Smooth Plaster
- 5. Recessed Window
- 6. Metal Awning
- 7. Perforated Metal
- 8. Concrete Block
- 9. Project Signage
- 10. Carpet

MISSION LOFTS

Mission Lofts LLC
 1201 Dove Street, Suite 250
 Newport Beach, CA 92660
 949.975.1122

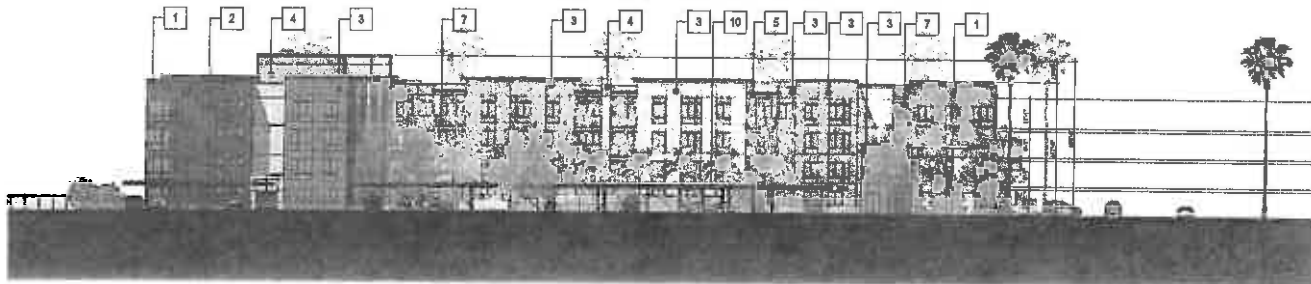
BUILDING A: ELEVATIONS

RIVERSIDE, CA
 02/14/2014

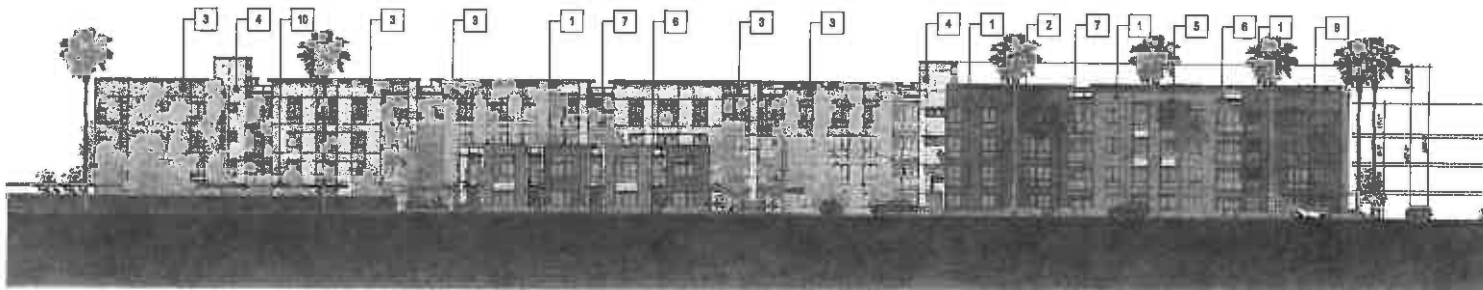
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KTGY Group, Inc.
 Architecture+Planning
 17922 Fitch
 Irvine, CA 92614
 949.851.2133
 ktgy.com

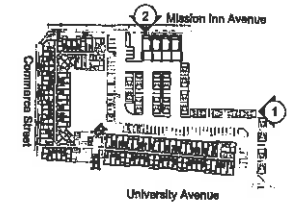




1. East Elevation



2. Mission Inn Avenue Elevation



Key Map n.t.s.

Material Legend

- 1. Corrugated Metal Siding
- 2. Exterior Metal System
- 3. Stucco
- 4. Smooth Plaster
- 5. Recessed Window
- 6. Metal Awning
- 7. Perforated Metal
- 8. Concrete Block
- 9. Project Signage
- 10. Carport

MISSION LOFTS

Mission Lofts LLC
 1201 Dove Street, Suite 250
 Newport Beach, CA 92660
 949.975.1122

BUILDING A: ELEVATIONS

RIVERSIDE, CA
 REV # 202401

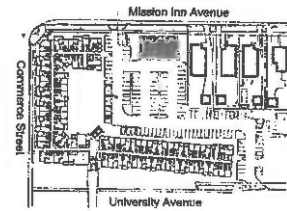
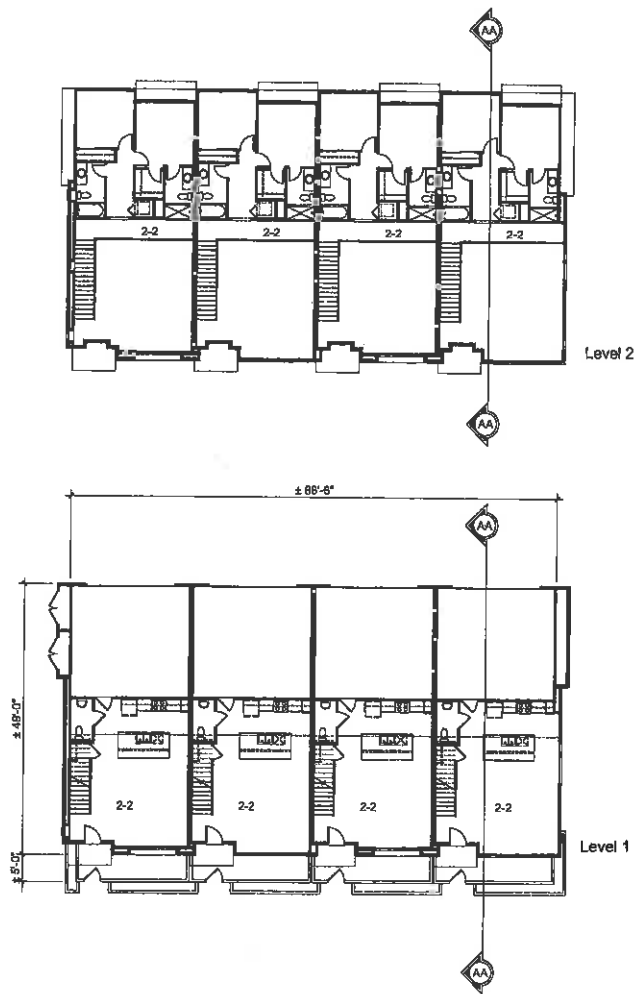
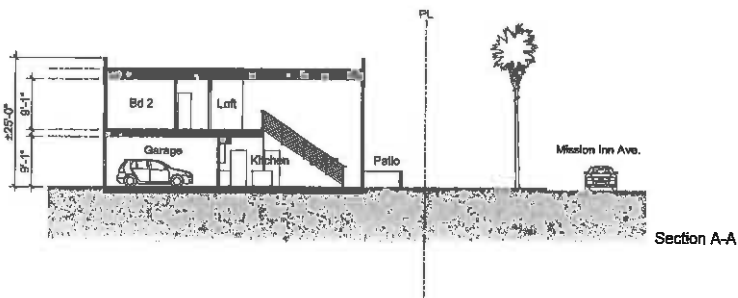
1/2024



AI.5



KTGY Group, Inc.
 Architecture+Planning
 17922 Fitch
 Irvine, CA 92614
 949.851.2133
 ktgy.com



MISSION LOFTS

Mission Lofts LLC
 1201 Dove Street, Suite 250
 Newport Beach, CA 92660
 949.975.1122

BUILDING B: PLANS & SECTION

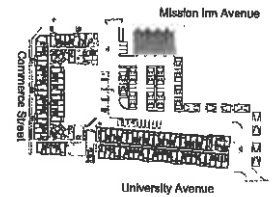
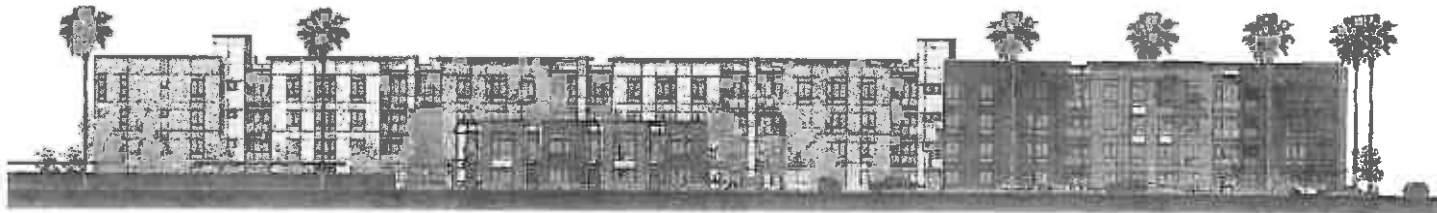
RIVERSIDE, CA
 DWT # 310407

11.23.14

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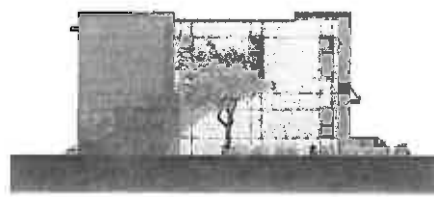
KTGY Group, Inc.
 Architecture+Planning
 17922 Fitch
 Irvine, CA 92614
 949.851.2133
 ktgy.com



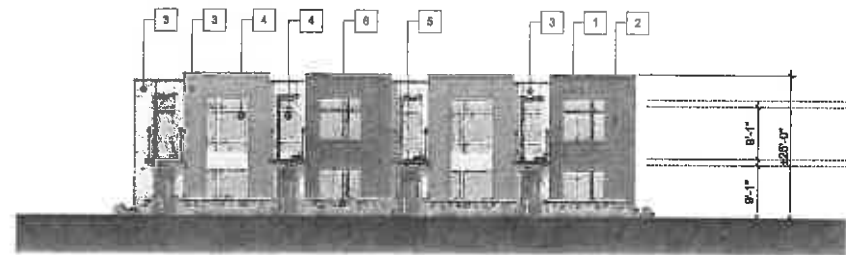


Key Map n.t.s.

Mission Inn Avenue Street Scene
Scale 1" = 1/16"

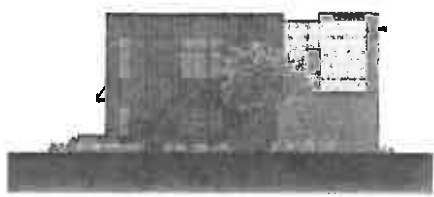


Left Elevation

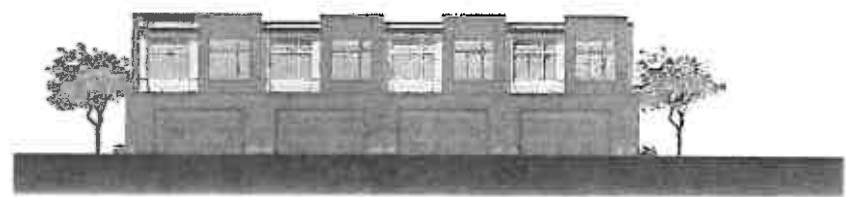


Front Elevation

- Material Legend**
1. Corrugated Metal Siding
 2. Exterior Metal System
 3. Stucco
 4. Recessed Window
 5. Metal Awning
 6. Concrete Block



Right Elevation



Rear Elevation

MISSION LOFTS

Mission Lofts LLC
1201 Dove Street, Suite 250
Newport Beach, CA 92660
949.975.1122

BUILDING B: ELEVATIONS

RIVERSIDE, CA
001 # 2014071

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Architecture+Planning
17922 Fitch
Irvine, CA 92614
949.851.2133
ktgy.com

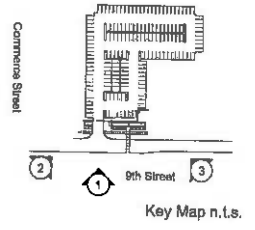
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A2.1





1. 9th Street Elevation



2. 9th Street Perspective



3. 9th Street Perspective

MISSION LOFTS

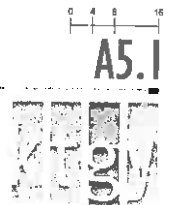
Mission Lofts LLC
 1201 Dove Street, Suite 250
 Newport Beach, CA 92660
 949.975.1122

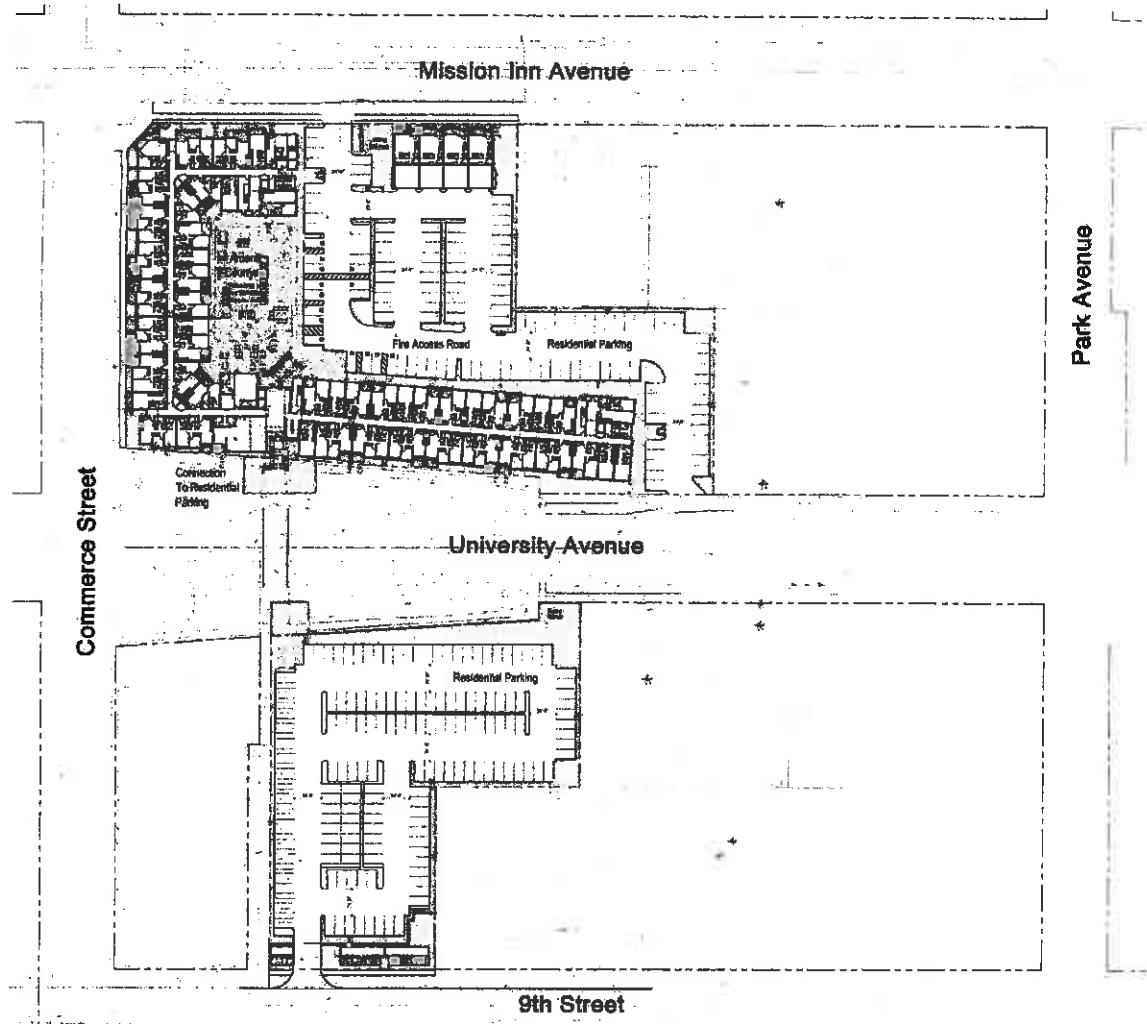
PARCEL 2 ELEVATION & PERSPECTIVES

RIVERSIDE, CA
 951.870.9401

11.2011

KTGY Group, Inc.
 Architecture+Planning
 17922 Fitch
 Irvine, CA 92614
 949.851.2133
 ktgy.com





Total Private Open Space Provided	11,430 SF
Total Common Open Space Provided	30,616 SF
Total Open Space Provided	42,046 SF



MISSION LOFTS

Mission Lofts LLC
 1201 Dove Street, Suite 250
 Newport Beach, CA 92660
 949.975.1122

OPEN SPACE EXHIBIT

RIVERSIDE, CA
 DATE: 01/14/11

11/20/09

KTGY Group, Inc.
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PAGE BREAK





AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY

CHAIR
Simon Housman
Rancho Mirage

November 24, 2015

VICE CHAIRMAN
Rod Ballance
Riverside

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

COMMISSIONERS

Arthur Butler
Riverside

**RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW –
DIRECTOR'S DETERMINATION**

Glen Holmes
Hemet

File No.: ZAP1162MA15 – Letter 2 of 2
Related File No.: P14-0045 (General Plan Amendment), P14-0046 (Specific Plan Amendment), and P14-0047 (Rezoning)
APNs: 211-121-002; 211-121-020; 211-121-024; 211-121-032; 211-121-033; 211-122-004; 211-122-022 through 211-122-024.

John Lyon
Riverside

Greg Pettis
Cathedral City

Steve Manos
Lake Elsinore

Dear Mr. Norton:

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

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 City of Riverside Case Nos. P14-0045 (General Plan Amendment), a proposal to modify the General Plan land use designation of 4.69 acres located southerly of Mission Inn Avenue, easterly of Commerce Street, westerly of Park Avenue, and northerly of 9th Street in the portion of Downtown Riverside easterly of the Metrolink rail line from Industrial (I) [southerly of University Avenue], Mixed Use – Village (MU-V), and Business/Office Park (B/OP) [northerly of University Avenue] to Mixed Use – Urban (MU-U); P14-0046 (Specific Plan Amendment), a proposal to amend the Marketplace Specific Plan designation of the same site from Industrial, Commercial Retail (CR), and Business and Manufacturing Park (BMP) to Mixed Use-Urban; and P14-0047 (Rezoning), a proposal to rezone the same site from General Industrial (I), Business and Manufacturing Park (BMP), and Commercial Retail (CR) to Mixed Use - Urban (MU-U). The entire property is, and will remain within, a Specific Plan Overlay Zone (-sp), and most of the portion of the property northerly of University Avenue is, and will remain within, a Cultural Resources Overlay Zone (-cr). Thus, the existing zoning includes I-sp, I-sp-cr, BMP-sp, BMP-sp-cr, and CR-sp, while the proposed zoning will be MU-U-sp and MU-U-sp-cr.

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.

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

AIRPORT LAND USE COMMISSION

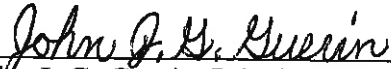
November 24, 2015

This finding of consistency relates to airport compatibility issues and does not necessarily constitute an endorsement of the proposed project. As the site is located within Airport Compatibility Zone E, both the existing and the proposed General Plan land use designations, Specific Plan land use designations, and zoning 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



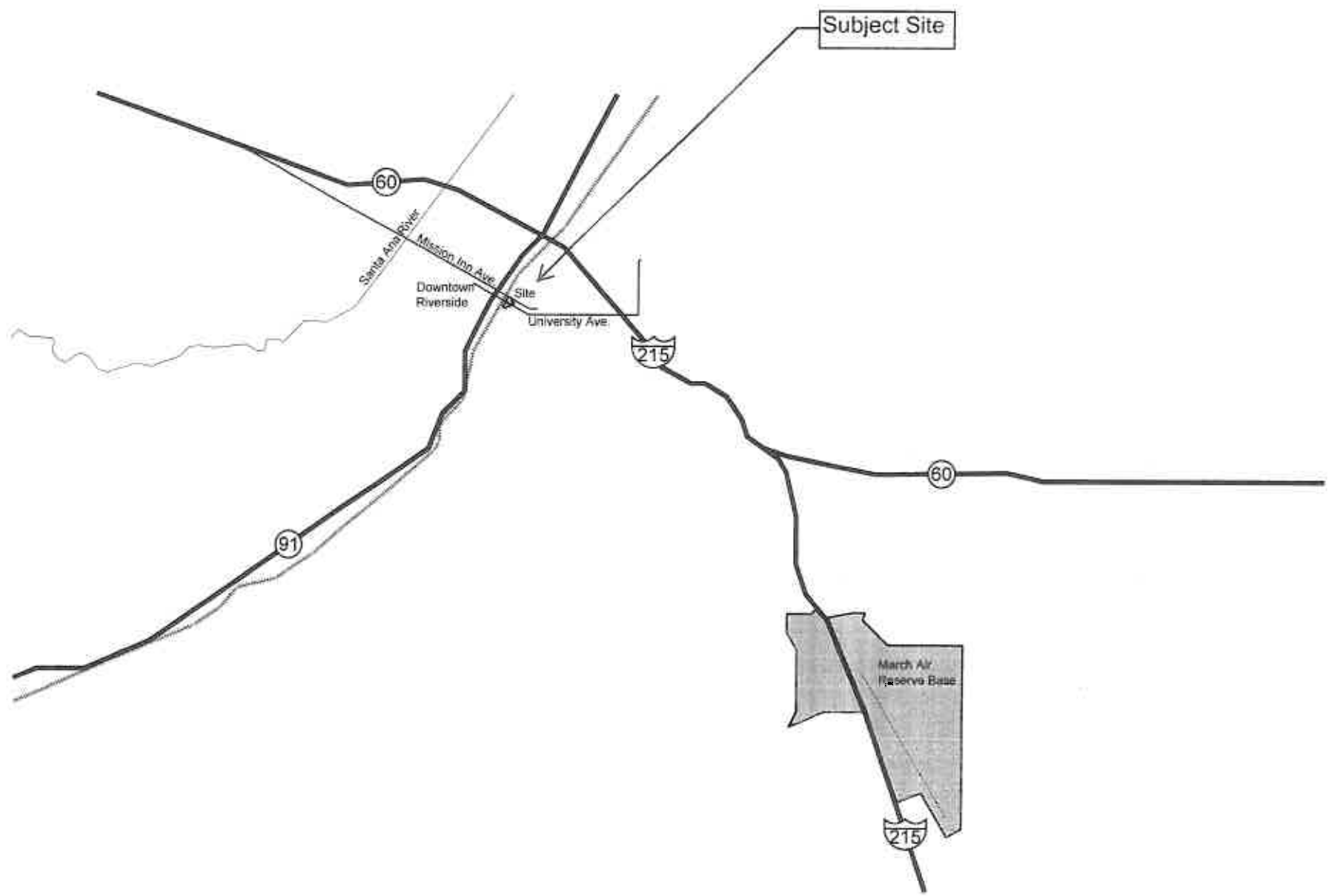
John J. G. Guerin, Principal Planner,
for Edward C. Cooper, ALUC Director

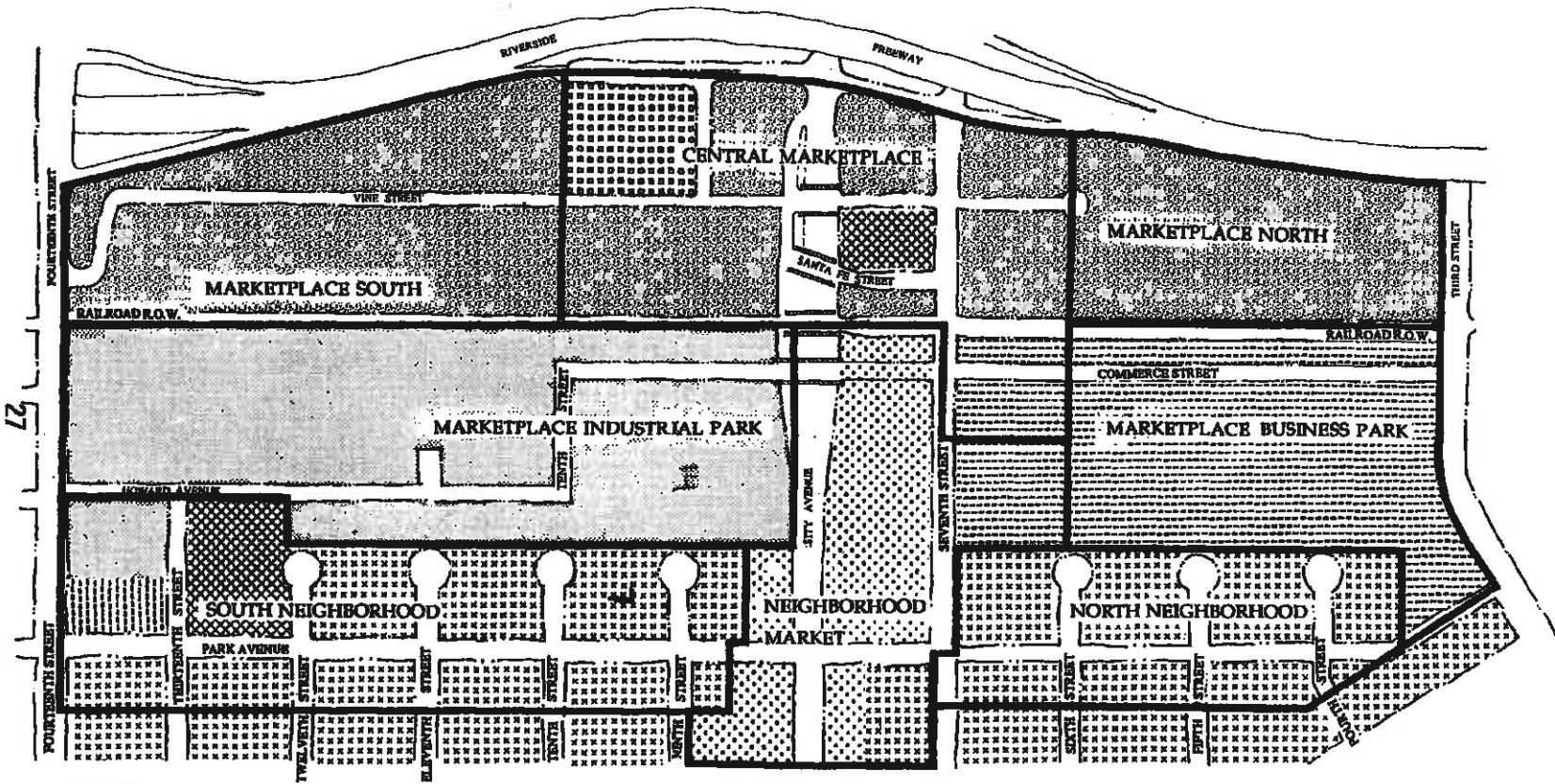
cc: Todd Cadwell, Mission Lofts, LLC (applicant/landowner/payee)
Max L. and Helen N. Cardey (landowners)
Gary Gosliga, Airport Manager, March Inland Port Airport Authority
Denise Hauser or Sonia Pierce, March Air Reserve Base
ALUC Case File

Y:\AIRPORT CASE FILES\March\ZAP1162MA15\ZAP1162MA15.LTRB.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)





27

LEGEND

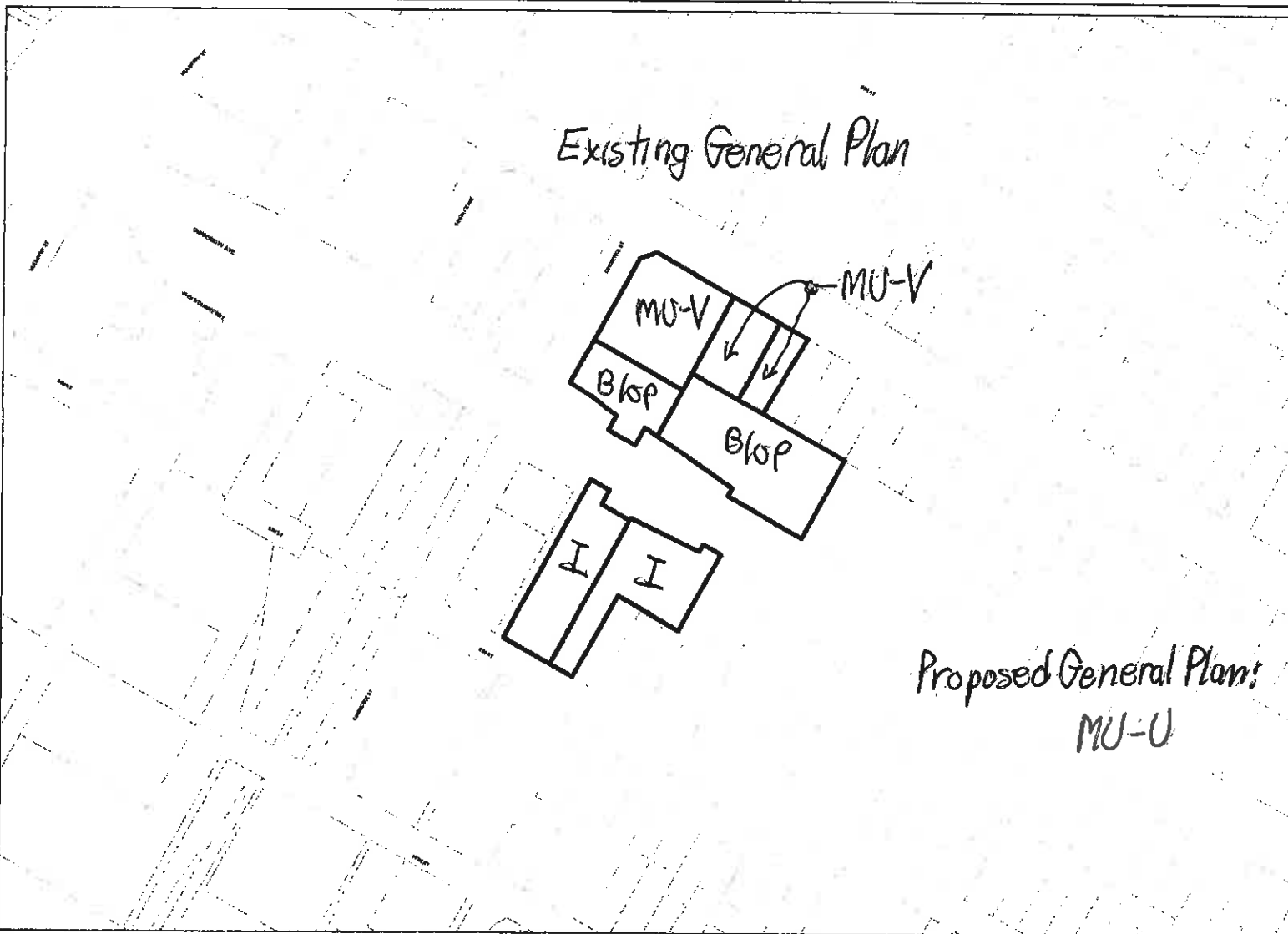
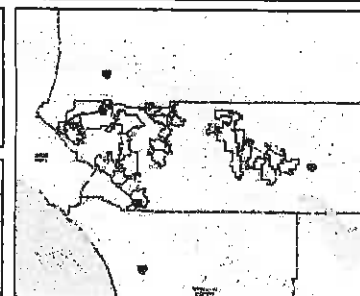
- | | | | |
|---|---------------------|---|-------------|
|  | BUSINESS PARK |  | RESIDENTIAL |
|  | PUBLIC UTILITIES |  | RETAIL |
|  | INDUSTRIAL |  | PARK |
|  | MIXED USE | | |
|  | NEIGHBORHOOD/RETAIL | | |

SUB AREAS PLAN
Figure 8

NORTH

0 50 100 200 400

My Map



Legend

- Airports
- Runways
- roadsanno
- highways
- HWY
- INTERCHANGE
- INTERSTATE
- OFFRAMP
- ONRAMP
- USHWY
- counties
- cities
- hydrographylines
- waterbodies
- Lakes
- Rivers

Proposed General Plan:
MU-U



0 348 696 Feet



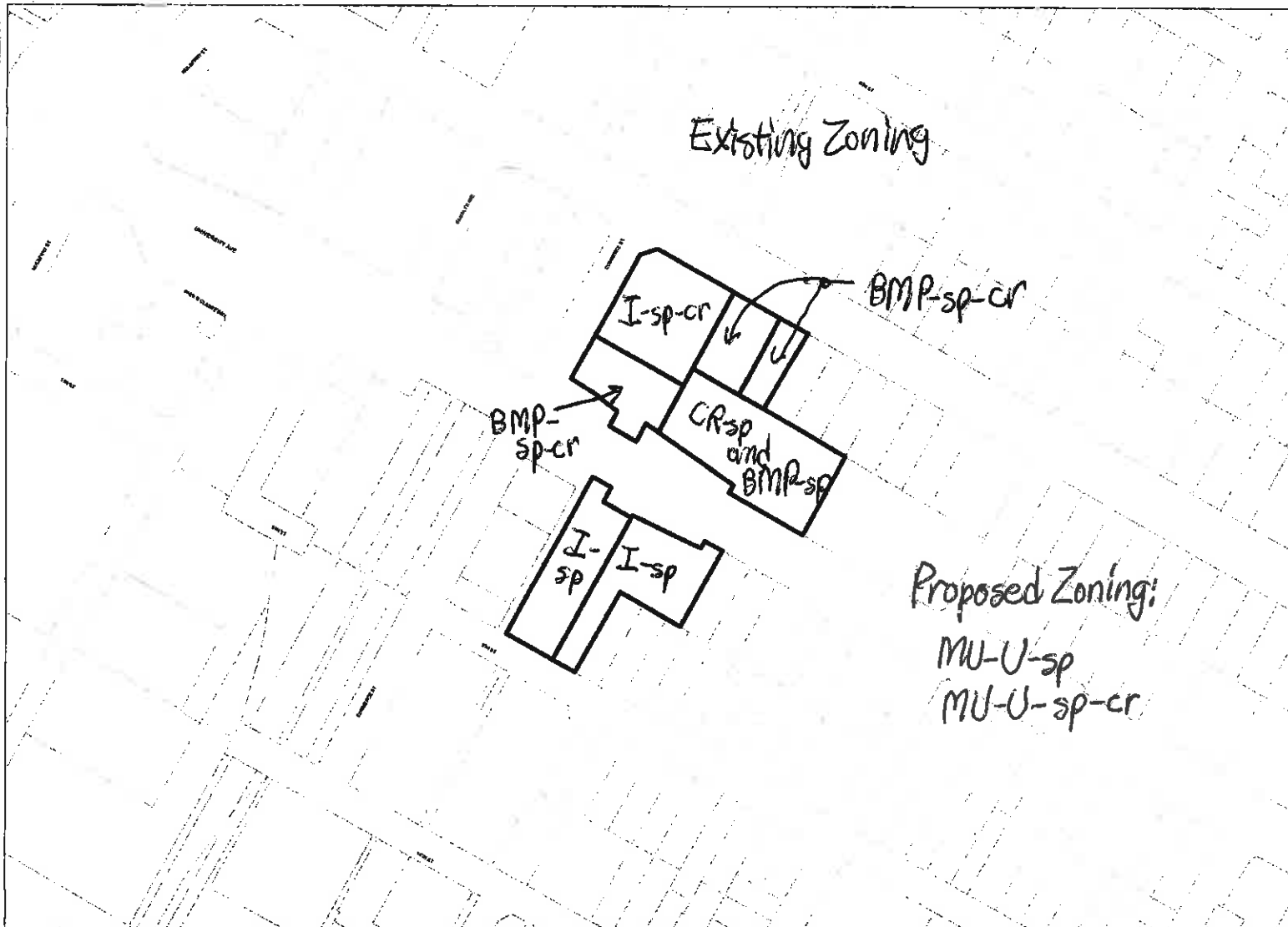
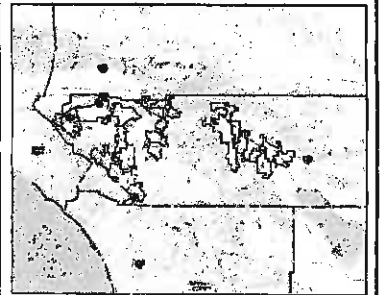
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or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

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Notes

My Map



Legend

- Airports
- Runways
- roadsanno
- highways
- HWY
- INTERCHANGE
- INTERSTATE
- OFFRAMP
- ONRAMP
- USHWY
- counties
- cities
- hydrographylines
- waterbodies
- Lakes
- Rivers



0 348 696 Feet



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Notes

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3.2

RESOLUTION NO. 2015-02
CONCERNING AIRPORT LAND USE COMMISSION DEVELOPMENT REVIEW FEES
FOR PROJECTS IN AIRPORT COMPATIBILITY ZONE E
OF THE MARCH AIR RESERVE BASE/INLAND PORT AIRPORT INFLUENCE AREA

WHEREAS the Airport Land Use Commission of the County of Riverside (ALUC) is empowered and required by Public Utilities Code section 21670, *et seq.*, to review and process certain local agency land use plans, actions, regulations and permits; and,

WHEREAS, the ALUC incurs costs in providing requisite review and processing services; and,

WHEREAS, the ALUC is authorized by Section 21671.5 of the Public Utilities Code (PUC) to establish a schedule of fees as necessary to defray the costs incurred for the provision of such services; and,

WHEREAS, pursuant to Section 21671.5 of the PUC, the ALUC on August 13, 2007 adopted and implemented a Schedule of Development Review Fees; and,

WHEREAS, pursuant to Section 21671.5 of the PUC, the ALUC on April 11, 2013 adopted a separate fee for review of non-impact legislative projects proposed by local agencies; and,

WHEREAS, pursuant to Sections 21674(c), 21675(a), and 21675(b) of the PUC, the ALUC on November 13, 2014 adopted the Airport Land Use Compatibility Plan for March Air Reserve Base/Inland Port Airport ("March Plan"), which provides an area designated as Airport Compatibility Zone E, where the only restriction on land use is the prohibition of uses that constitute a hazard to flight which may include, among other things, physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations, and land use features that may cause the attraction of birds; and,

WHEREAS, on August 13, 2015, the ALUC authorized the ALUC Director to review general plan amendments, specific plan amendments, zone changes, and variance applications submitted to the ALUC for land use development located within Airport Compatibility Zone E of the March Plan pursuant to Public Utilities Code Section 21675 and to render a consistency determination as to any such application that is not inconsistent nor has the possibility to be inconsistent with the land use planning guidelines

1 contained therein; and,

2 WHEREAS, pursuant to the Countywide Policies of the Riverside County Airport Land Use
3 Compatibility Plan, as adopted in 2004, the ALUC Director is authorized to review all other types of
4 applications for development of property and to render a consistency determination as to any such
5 application that is not inconsistent nor has the possibility to be inconsistent with the land use planning
6 guidelines contained therein; and,

7 WHEREAS, the costs incurred for the provision of such services in situations where the
8 consistency determination is made by the ALUC Director are substantially less than the costs incurred for
9 the provision of such services when the consistency determination is rendered by the ALUC at a
10 scheduled ALUC meeting; now, therefore,

11 BE IT RESOLVED, FOUND and DETERMINED by the Airport Land Use Commission of the
12 County of Riverside, State of California, assembled on December 10, 2015, that the fees specified in the
13 Schedule of Development Review Fees as established on August 13, 2007 to be charged to the proponent
14 of the project subject to review and processing are hereby reduced by thirty (30) percent (to the nearest
15 whole dollar amount resulting from a 30 percent reduction) for projects located within Airport
16 Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Influence Area, except for the
17 following types of projects: (a) projects located within the High Terrain Zone portions of Airport
18 Compatibility Zone E; (b) new or expanded airports, heliports, hospital helistops, and emergency medical
19 helicopter landing sites; (c) utility-scale solar projects (excluding rooftop photovoltaic panels on
20 residences or individual buildings); (d) uses that are known bird attractants, including landfills, recycling
21 centers containing putrescible wastes, trash transfer stations that are open on one or more sides,
22 composting operations, and uncovered bodies of water that would not drain within a 48-hour period
23 following the conclusion of the design storm for a 100-year storm event; and (e) non-impact legislative
24 projects proposed by local agencies, which are already subject to a lower fee pursuant to ALUC
25 Resolution No. 2013-01.

26 BE IT FURTHER FOUND and DETERMINED that the above amendment to the Schedule of
27 Development Review Fees is not a new fee or service charge, or an increase in an existing fee or service
28 charge.

1 BE IT FURTHER FOUND and DETERMINED that this amendment to the Schedule of
2 Development Review fees shall be effective on January 1, 2016, and shall continue in effect until such
3 time as the authorization for the ALUC Director to render determinations of consistency is modified or
4 revoked.

5
6
7 ///

8 ///

9 ///

10 The foregoing Resolution was adopted on a motion by Commissioner _____ and
11 seconded by Commissioner _____ at a regularly scheduled meeting held on the ____ day of
12 _____, 2015 by the following vote:

13 AYES: Commissioners:

14 NOES: Commissioners:

15 ABSENT: Commissioners:

16
17 _____
18 Chairman, Riverside County Airport Land Use Commission

19
20 WITNESS, my hand this _____ day of _____ 2015

21
22
23 _____
24 Director, Riverside County Airport Land Use Commission