



# AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY AGENDA

Riverside County Administration Center  
4080 Lemon Street, 1st Floor Board Chambers  
Riverside, California

Thursday 9:00 A.M., March 10, 2016

**CHAIR**  
Simon Housman  
Rancho Mirage

**VICE CHAIRMAN**  
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Riverside

**COMMISSIONERS**

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Director  
Ed Cooper

John Guerin  
Russell Brady  
Barbara Santos

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

[www.rcaluc.org](http://www.rcaluc.org)

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

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

Live Streaming of the meeting will be available during the meeting on our website at [www.rcaluc.org](http://www.rcaluc.org).

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@rcaluc.org](mailto:basantos@rcaluc.org). Request should be made at least 48 hours or as soon as possible prior to the scheduled meeting.

## 1.0 INTRODUCTIONS

### 1.1 CALL TO ORDER

### 1.2 SALUTE TO FLAG

### 1.3 ROLL CALL

## 2.0 PUBLIC HEARING: CONTINUED ITEMS

**NONE**

## 3.0 PUBLIC HEARING: NEW ITEMS

### **FRENCH VALLEY AIRPORT**

- 3.1 ZAP1066FV16 – CA Watson Properties (Representative; Owen Wickstrand) – County Case Nos. CZ 07180 (Change of Zone), PP 20682 (Plot Plan), PM 33750 (Parcel Map). The applicant proposes to develop a mini-warehousing facility and a car wash on 6.84 acres of a 10.38-acre parcel (Assessor's Parcel Number 480-170-014) located along the west side of Winchester Road, northerly of its intersection with Max Gilliss Boulevard, and easterly of the alignment of Leon Road southwesterly of Penny Cress Lane, in the unincorporated Riverside County community of French Valley. The mini-warehouse project includes four self-storage buildings with a combined floor area of 118,912 square feet and a 3,129 square foot office and apartment, along with 38

portable storage pods with a total area of 4,700 square feet and 15 recreational vehicle storage spaces. The car wash tunnel building will be 4,795 square feet in gross floor area. Tentative Parcel Map No. 33750, Amended No. 4, would divide 12.76 acres (the parcel, plus a portion of the right-of-way of Leon Road that would be vacated) into four parcels (plus 0.08 acres that would be right-of-way of Winchester Road). CZ 07180 would change the zoning of the proposed 1.66 acre car wash parcel from I-P (Industrial Park) to M-SC (Manufacturing-Service Commercial). (Airport Compatibility Zones C and D of the French Valley Airport Influence Area). ALUC Staff Planner: Russell Brady at (951) 955-0549, or e-mail at [rbrady@rctlma.org](mailto:rbrady@rctlma.org)

Staff Recommendation: CONSISTENT

### MARCH AIR RESERVE BASE

- 3.2 ZAP1172MA16 – Kyle Investment Trust – Representative: Robert Furey, Groundwork, Inc. – City of Perris Planning Case Nos. GPA 14-0094 (General Plan Amendment), ZC 14-0095 (Zone Change), PUD 14-0093 (Planned Unit Development), and TTM 14-0091 Tentative Tract Map No. 37038. The applicant proposes to develop 114 detached residential condominium units (“Citrus Court”) on 14.5 gross (13.17 net) acres located westerly of Dunlap Road, northerly of Lemon Avenue and southerly of Orange Avenue, in the City of Perris. In order to attain the requested density, the applicant proposes to amend the General Plan designation and zoning of the project site from R-6,000 (Single-Family Residential, 6,000 square foot minimum lot size) to MFR-14 (Multi-Family Residential, up to 14 dwelling units per acre), with a Planned Unit Development (PUD) Overlay. Tentative Tract Map No. 37038 provides for the subdivision that allows each unit to be purchased, while the Planned Unit Development provides the site layout and allows for variation from the lot size, dimension, coverage, setback and other requirements of the MFR-14 zone. The project would include a recreation area, two water quality management basins, and use of private streets. (Airport Compatibility Zone D of the March Air Reserve Base/Inland Port Airport Influence Area). ALUC Staff Planner: Russell Brady at (951) 955-0549, or e-mail at [rbrady@rctlma.org](mailto:rbrady@rctlma.org)

Staff Recommendation: CONSISTENT

- 3.3 ZAP1177MA16 – AFG, LLC (Representative: Jim Guthrie) – County Case Nos. CZ 07884 (Change of Zone) and TR 36763 (Tentative Tract Map No. 36763). The applicant proposes to change the zoning of a 24.86-acre lot (Assessor’s Parcel Number 245-220-008) located at the westerly end of Roberts Road (also westerly of Samaniego Road, Pauls Lane, and Broaden Lane), northerly of Kross Road, and southerly of a westerly straight-line extension of John F. Kennedy Drive from R-A-2 1/2 (Residential Agricultural, 2 1/2 acre minimum lot size) to R-A-1 (Residential Agricultural, one acre minimum lot size), in order to allow for the subdivision of this parcel into one-acre lots. Tentative Tract Map No. 36763 is a proposal to divide this parcel into 24 single family residential lots with a minimum lot size of 0.51 acre, one common lot that would include an infiltration basin, several private streets, and a westerly extension of Roberts Road. (Airport Compatibility Zone D of the March Air Reserve Base/Inland Port Airport Influence Area). ALUC Staff Planner: Russell Brady at (951) 955-0549, or e-mail at [rbrady@rctlma.org](mailto:rbrady@rctlma.org)

Staff Recommendation: CONSISTENT

**MARCH AIR RESERVE BASE**

- 3.4 ZAP1175MA16 – Trammell Crow Company, c/o David Drake – (Representative: Albert A. Webb and Associates) – County of Riverside Case No.: PP25954 (Plot Plan). The applicant proposes to construct a 767,410 square foot industrial warehouse (logistics/distribution center) building (including 15,000 square feet of mezzanine area and 10,000 square feet of office area) on 35.12 net acres located northerly of Harley Knox Boulevard, southerly of Nandina Avenue, easterly of Decker Road, and westerly of Blanding Way and Harvill Avenue in the unincorporated Riverside County community of Mead Valley. The project is associated with Tentative Parcel Map No. 37054, which would consolidate 13 existing Assessor's parcels into one legal lot and vacate the segment of Diablo Drive extending from Nandina Avenue on the north to Harley Knox Boulevard on the south. (Airport Compatibility Zone C2 of the March Air Reserve Base/Inland Port Airport Influence Area). ALUC Staff Planner: Russell Brady at (951) 955-0549, or e-mail at [rbrady@rctlma.org](mailto:rbrady@rctlma.org)

Staff Recommendation: CONTINUE to 4-14-16 (Plot Plan)

- 3.5 ZAP1179MA16 – Brian Cornell and Amstar-Kaliber, LLC (Representative: Tom Simmons, Black Ridge) – County Case No.: PP25422 (Plot Plan) – The applicant proposes to develop two industrial (predominantly warehousing/distribution) buildings on 54.4 acres (Assessor's Parcel Nos. 297-080-007 through 297-080-010) located southerly of Alessandro Boulevard, easterly of Gem Lane and Camino Del Sol, westerly of a straight-line southerly extension of San Gorgonio Drive, and westerly of Meridian Parkway in an unincorporated area south of the City of Riverside. The northerly building will have a gross floor area of 598,190 square feet and will be separated from the residences to the west by a 200-foot-wide conservation easement. The southerly building will have a gross floor area of 216,440 square feet. (Airport Compatibility Zones B1 and B2 of the March Air Reserve Base/Inland Port Airport Influence Area). ALUC Staff Planner: Russell Brady at (951) 955-0549, or e-mail at [rbrady@rctlma.org](mailto:rbrady@rctlma.org)

Staff Recommendation: CONDITIONALLY CONSISTENT

- 3.6 ZAP1178MA16 – Broncs, Inc., dba WesCoast Textiles (Representative: Joel Chun) – City of Perris Planning Case No. PLN16-00001 (Development Plan Review). The applicant proposes to construct a 185,500 square foot industrial building and establish a textile manufacturing facility therein. The 9.11 (net) acre project site (Assessor's Parcel Number 302-030-001) is located at 24455 Nance Street, at the southwest corner of Nance Street and Indian Avenue in the City of Perris. The applicant is the project end user and has indicated that the majority of the interior floor area would be for warehousing. The project includes 15,200 square feet of office space, of which 5,800 square feet would be on a second story level. The ground floor would include 5,000 square feet of knitting machinery, 5,000 square feet of dyeing tanks, 9,400 square feet of office areas, a recreation room for employees, 63,500 square feet of materials storage and almost 100,000 square feet of warehouse area. (Airport Compatibility Zones B1-APZ I and B2 of the March Air Reserve Base/Inland Port Airport Influence Area). ALUC Staff Planner: John Guerin at (951) 955-0982, or e-mail at [jguerin@rctlma.org](mailto:jguerin@rctlma.org)

Staff Recommendation: INCONSISTENT

**MARCH AIR RESERVE BASE**

- 3.7 ZAP1176MA16 – Perris Group LLC – Representative: Peter Kulmaticki, J. D. Pierce Co. – City of Perris Planning Case Nos. 15-05207 (General Plan Amendment), 15-05206 (Zone Change), 15-00014 (Development Plan Review), and 15-05205 PM 37014 (Tentative Parcel Map). The applicant proposes development of a 228-unit apartment project on 15.95-16.9 acres located on the easterly side of Barrett Street, westerly of Perris Boulevard, southerly of Placentia Street, and northerly of Orange Avenue in the City of Perris. The apartments will be in 38 buildings, each with six units. The project will also include a 4,813 square foot recreation building, maintenance building, automobile garages, swimming pool, soccer field, playground, and detention basin. PLN Case Nos. 15-05207 and 15-05206 propose to change the General Plan land use designation and zoning on 0.92 acres within the project site from CC (Community Commercial) to MFR-14 (Multi-Family Residential 14) so as to match the existing General Plan designation and zoning of the majority of the site. The associated Tentative Parcel Map No. 37014 would consolidate the existing parcels into a single lot. (Airport Compatibility Zone C2 of the March Air Reserve Base/Inland Port Airport Influence Area). ALUC Staff Planner: John Guerin at (951) 955-0982, or e-mail at [jguerin@rctlma.org](mailto:jguerin@rctlma.org)

Staff Recommendation: INCONSISTENT

**RIVERSIDE MUNICIPAL AIRPORT**

- 3.8 ZAP1073RI16 – Arlington PDRC LP (Representative: Glen Pierce, G.K. Pierce Architects, Inc.) – City of Riverside Case Nos. P15-0979 (Rezoning), P15-0980 (Conditional Use Permit), and P15-0981 (Design Review). The applicant proposes to establish a 2,200 square foot restaurant (“Cowboy, Jr.”) with drive-thru (including 585 square feet of interior dining area) on a 0.54 (net) acre (0.61 gross) parcel (Assessor’s Parcel Number 190-322-015) located at 5573 Arlington Avenue, on the northerly side of Arlington Avenue, easterly of Phoenix Avenue (easterly of the Taco Bell and westerly of the Housing Authority offices). In order to allow for the “restaurant with drive-thru” use, the applicant proposes that the site be rezoned from O-Office to GC-General Commercial. The Commission may further recommend that the project site be rezoned to GC-AP-B1 and GC-AP-C, as the site is split between Airport Compatibility Zones B1 and C, or to O-AP-B1 and O-AP-C, in the event that the change to General Commercial is not supported. (Airport Compatibility Zones B1 and C of the Riverside Municipal Airport Influence Area). ALUC Staff Planner: Russell Brady at (951) 955-0549, or e-mail at [rbrady@rctlma.org](mailto:rbrady@rctlma.org)

Staff Recommendation: CONSISTENT with AIRPORT OVERLAY (Rezoning);  
INCONSISTENT (Design Review)

**FLABOB AIRPORT**

- 3.9 ZAP1026FL16 – Lamb Energy WRL, LLC and Stronghold Engineering (Representative: Jonathan Shardlow, Gresham Savage Nolan & Tilden) – City of Jurupa Valley Case Nos. MA 15148 (Major Application) and SDP 31534 (Site Development Permit). A proposal to construct and operate an 8.1685 to 9.67 megawatt solar photovoltaic energy generation facility on 74 acres located on the site of the former West Riverside Landfill, northerly of State Highway Route 60, easterly of Hall Avenue, and westerly of the Santa Ana River in the City of Jurupa Valley. (Airport Compatibility Zone E of the Flabob Airport Influence Area). ALUC Staff Planner: Russell Brady at (951) 955-0549, or e-mail at [rbrady@rctlma.org](mailto:rbrady@rctlma.org)

Staff Recommendation: CONTINUE to 4-14-16

**PALM SPRINGS INTERNATIONAL AIRPORT**

- 3.10 ZAP1038PS16 – Palm Springs Unified School District (Representative: John Vega) - Environmental Impact Report State Clearinghouse No. 2015031105. Palm Springs Unified School District proposes to replace existing buildings at Agua Caliente Elementary School located at 30-800 San Luis Rey Drive inside San Gabriel Drive Circle in Cathedral City with five new buildings at different areas within the school's existing campus. The project would facilitate an increase in the capacity of the school so as to allow for an enrollment of up to 850 students, specifically including the addition of 120 pre-kindergarten students. (Airport Compatibility Zone 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](mailto:rbrady@rctlma.org)

Staff Recommendation: CONTINUE to 4-14-16

4.0 **ADMINISTRATIVE ITEMS**

- 4.1 Director's Approvals

5.0 **APPROVAL OF MINUTES**

February 11, 2016

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

7.0 **COMMISSIONER'S COMMENTS**

- 7.1 March Joint Powers Authority TAC Report Update by Commissioner Ballance

**COUNTY OF RIVERSIDE  
AIRPORT LAND USE COMMISSION**

**STAFF REPORT**

**AGENDA ITEM:** 3.1

**HEARING DATE:** March 10, 2016

**CASE NUMBER:** ZAP1066FV16 – CA Watson Properties (Representative: Owen Wickstrand)

**APPROVING JURISDICTION:** County of Riverside

**JURISDICTION CASE NO:** PP20682 (Plot Plan), PM33750 (Tentative Parcel Map), CZ07180 (Change of Zone)

**MAJOR ISSUES:** None

**RECOMMENDATION:** Staff recommends a finding of CONSISTENCY for the Change of Zone and CONSISTENCY for the Plot Plan and Tentative Parcel Map, subject to the conditions included herein.

**PROJECT DESCRIPTION:** The Plot Plan proposes to develop a mini-warehousing facility and a car wash on 6.84 acres of a 10.38-acre parcel. The mini-warehouse project includes four self-storage buildings with a combined floor area of 118,912 square feet and a 3,129 square foot office and apartment, along with 38 portable storage pods with a total area of 4,700 square feet and 15 recreational vehicle storage spaces. The car wash tunnel building will be 4,795 square feet in gross floor area. Tentative Parcel Map No. 33750, would divide 12.76 acres (the parcel, plus a portion of the right-of-way of Leon Road that would be vacated) into four parcels (plus 0.08 acres that would be right-of-way of Winchester Road). CZ 07180 would change the zoning of the proposed 1.66 acre car wash parcel from I-P (Industrial Park) to M-SC (Manufacturing-Service Commercial).

**PROJECT LOCATION:** The site is located along the west side of Winchester Road, northerly of its intersection with Max Gilliss Boulevard, and easterly of the alignment of Leon Road southwesterly of Penny Cress Lane, in the unincorporated Riverside County community of French Valley, approximately 6,300 feet northerly of the northerly terminus of Runway 18-36 at French Valley Airport.

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

- a. Airport Influence Area: French Valley Airport
- b. Land Use Policy: Zones C and D

c. Noise Levels: Below 55 CNEL from aircraft noise

**BACKGROUND:**

Previous Review: This project was previously reviewed pursuant to FV-05-110 and has subsequently been redesigned.

Non-Residential Average Intensity: Compatibility Zone C limits average intensity to 80 people per acre and Compatibility Zone D limits average intensity to 150 people per acre. Approximately 7.56 net acres of the site are located within Compatibility Zone C, with the remaining approximately 0.22 net acres located within Compatibility Zone D.

Based on the site plan provided for the project, Zone C would include all of the buildings, excluding a portion of the car wash building which is located within Zone D. The project includes 118,922 square feet total of self storage building area, 4,700 square feet of pod storage, 4,700 square feet of RV storage, and 3,129 square feet of office and caretaker's residence. The car wash would include a 4,795 square foot building which would include approximately 225 square feet of office area with the rest dedicated to car wash equipment. If the self storage, pod storage, and RV storage were conservatively calculated at a rate of 1 person per 300 square feet, the office and caretaker's residence were calculated at a rate of 1 person per 200 square feet (with the 50% reduction), and the entire car wash building calculated at 1 person per 200 square feet (with the 50% reduction for office and for equipment areas) this would result in a total building occupancy of 467 people. In reality, these numbers are overstated. The one person per 300 square feet ratio relates to regularly utilized storage and stock rooms, whereas self storage and pod storage areas are only occasionally visited. The car wash would also include 31 spaces for cleaning and assuming 2 vehicles in process through the car wash building and another 3 vehicles waiting, would result in a total of 36 vehicles. Assuming a vehicle occupancy of 1.5 person per vehicle, this would result in an additional 54 people. This would result in a total site occupancy of 521. Based on the total approximate site net acreage of 7.78, this total site occupancy would result in an average intensity of 67 people, which would not exceed the Zone C average acre criterion of 80.

The Change of Zone to M-SC would allow for different types of non-residential land uses, with generally more commercial type uses compared to the existing I-P zone. This change to commercial land uses would generally be less consistent with Compatibility Zone C and D non-residential criteria since commercial land uses typically have higher occupancy rates. However, the proposed M-SC zoning is not fundamentally inconsistent with the Compatibility Zones C and D criteria in regard to uses allowed, discouraged, or prohibited within those Compatibility Zones.

A second method for determining total occupancy involves multiplying the number of parking spaces provided or required (whichever is greater) by average vehicle occupancy (assumed to be 1.5 persons per standard vehicle in the absence of more precise data). Based on the number of parking spaces provided of 37 (31 for the car wash and 6 for the storage) and the additional 5 vehicles being

processed through the car wash and waiting as previously noted, the total site occupancy would be estimated at 63 people. Based on the 7.78 net acre site, this results in an average intensity of 8 people per acre, which is also compatible with the Zone C average acre criterion of 80.

Non-Residential Single-Acre Intensity: Compatibility Zone C limits single-acre intensity to 160 people and Compatibility Zone D limits single-acre intensity to 450 people. The most intense single-acre within Compatibility Zone C would include the office/apartment building, all of storage building B, and portions of storage buildings A, C, and D for a total occupancy of 80 persons, which would not exceed the single-acre criteria for Zone C.

Prohibited and Discouraged Uses: The applicant does not propose any uses prohibited or discouraged in Zone C (children's schools, day care centers, libraries, hospitals, nursing homes, highly noise-sensitive outdoor non-residential uses and hazards to flight) or Zone D (highly noise-sensitive outdoor non-residential uses and hazards to flight).

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

Part 77: The elevation of Runway 18-36 at its northerly terminus is approximately 1347 feet above mean sea level (AMSL). At a distance of approximately 6,300 feet from the runway, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 1410 feet AMSL. The maximum proposed grade is 1356.78 feet AMSL and the maximum height of any of the proposed buildings is 34 feet for an elevation of 1390.78 feet AMSL. Therefore, FAA Obstruction Evaluation for height/elevation purposes is not necessary.

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

#### **CONDITIONS:**

1. Any outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky.
2. Determination of consistency for this Plot Plan is based on the proposed uses and activities noted in the project description. The following uses/activities are not included in the Plot Plan and shall be prohibited at this site, in accordance with Note A on Table 4 of the Southwest Area Plan:
  - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved

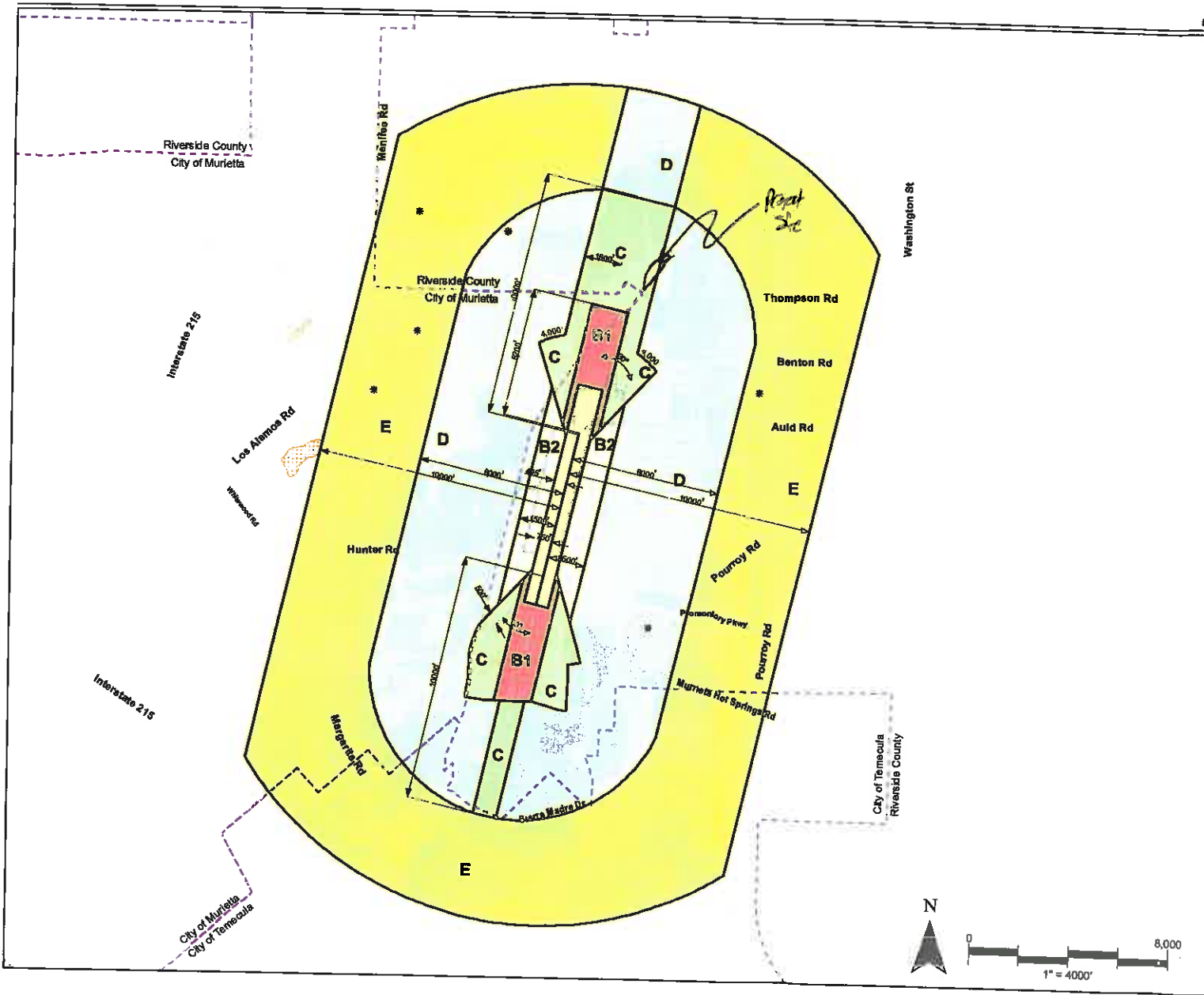


navigational signal light or visual approach slope indicator.

- (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
  - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.
  - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
3. The attached notice shall be provided to all potential purchasers of the property and the on-site caretaker or manager, and shall be recorded as a deed notice.
  4. The following uses/activities are specifically prohibited at this location: trash transfer stations that are open on one or more sides; recycling centers containing putrescible wastes; construction and demolition debris facilities; wastewater management facilities; incinerators.
  5. Any proposed water detention basins or facilities shall be designed so as to provide for a detention period for the design storm that does not exceed 48 hours and to remain totally dry between rainfalls. Vegetation in and around such facilities that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature.

# **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
  - ⊙ Height Review Overlay Zone

**Note**

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

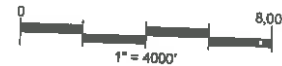
See Chapter 2, Table 2A from compatibility criteria associated with this map.

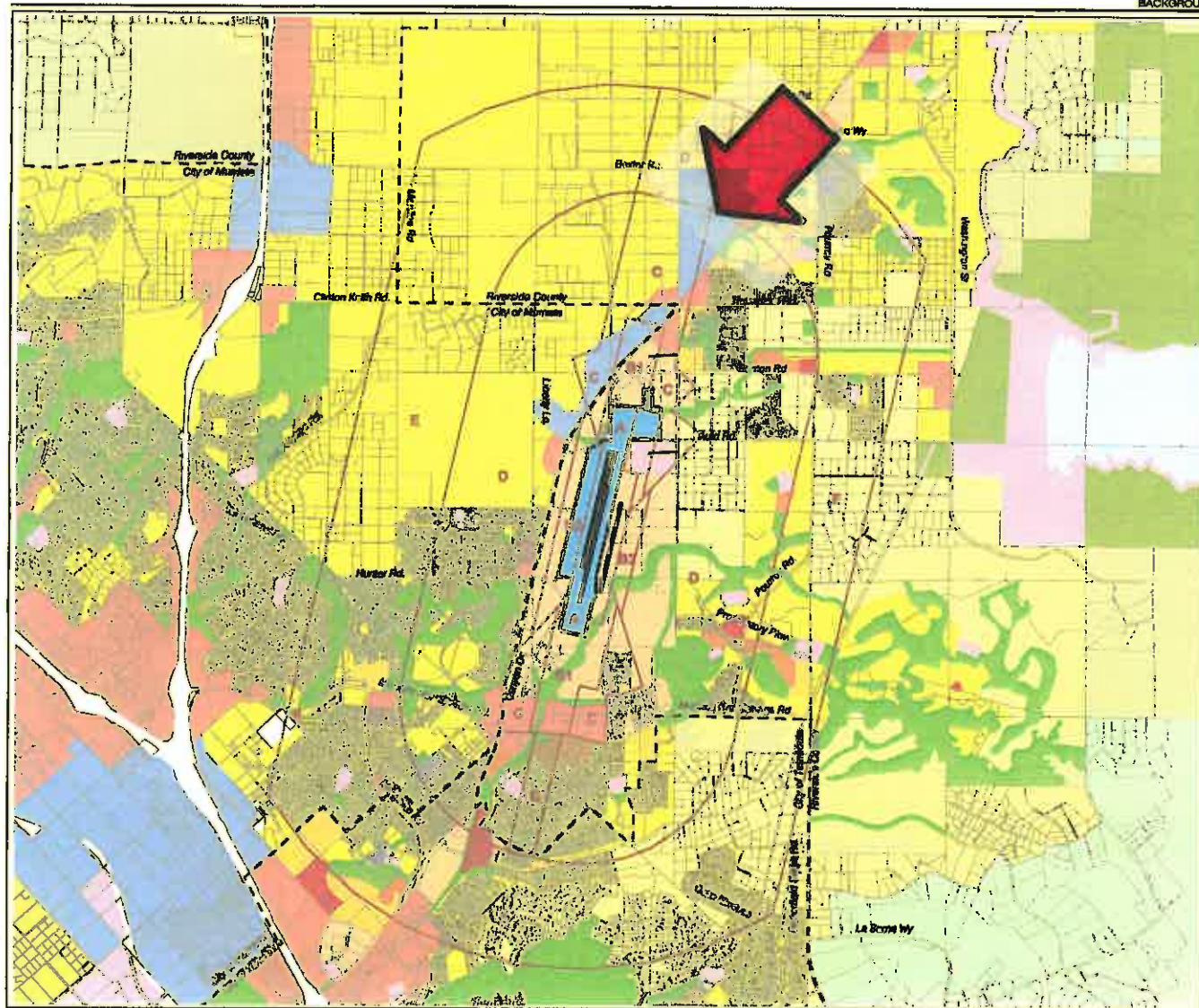
Riverside County  
 Airport Land Use Commission  
 Riverside County  
 Airport Land Use Compatibility Plan  
 Policy Document

(April 2010)

Map FV-1

**Compatibility Map**  
 French Valley Airport





**Legend**

- City Limits
- Airport Property
- Runway
- Compatibility Zones**
- Very-High-Density Residential (>20 du/ac)
- High-Density Residential (14.1-20 du/ac)
- Medium-High-Density Residential (9.1-14.0 du/ac)
- Medium-Density Residential (5.1-8.0 du/ac)
- Low-Density Residential (2.1-5.0 du/ac)
- Very-Low-Density Residential (0.4-2.0 du/ac)
- Mobile Home Park
- High-Intensity Commercial/Office
- Low-Intensity Commercial/Office
- Office/Business Park
- Heavy Industrial
- Light Industrial/Warehousing
- Mixed Use
- Airport
- School
- Other Public/Institutional
- Parks & Recreation
- Rural Residential
- Agriculture
- Open Space/Conservation
- Federal Lands
- State Lands
- Indian Lands
- Unclassified

Note: This map is combined and simplified from maps of the following sources:  
 Riverside County General Plan (October 2003)  
 City of Murietta General Plan (July 1999)  
 City of Temecula General Plan (November 1999)

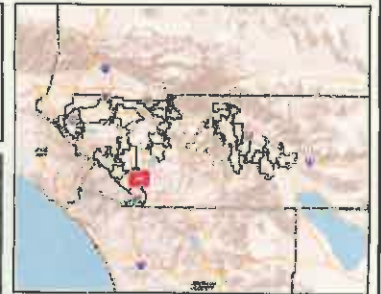


**Riverside County**  
**Airport Land Use Commission**  
**Riverside County**  
**Airport Land Use Compatibility Plan**  
**West County Airports Background Data**  
 (December 2004)

Exhibit FV-8



















**General Plan Land Use Designations**  
**French Valley Airport**

# My Map



## Legend

### Airport Compatibility

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



0 4,118 8,236 Feet



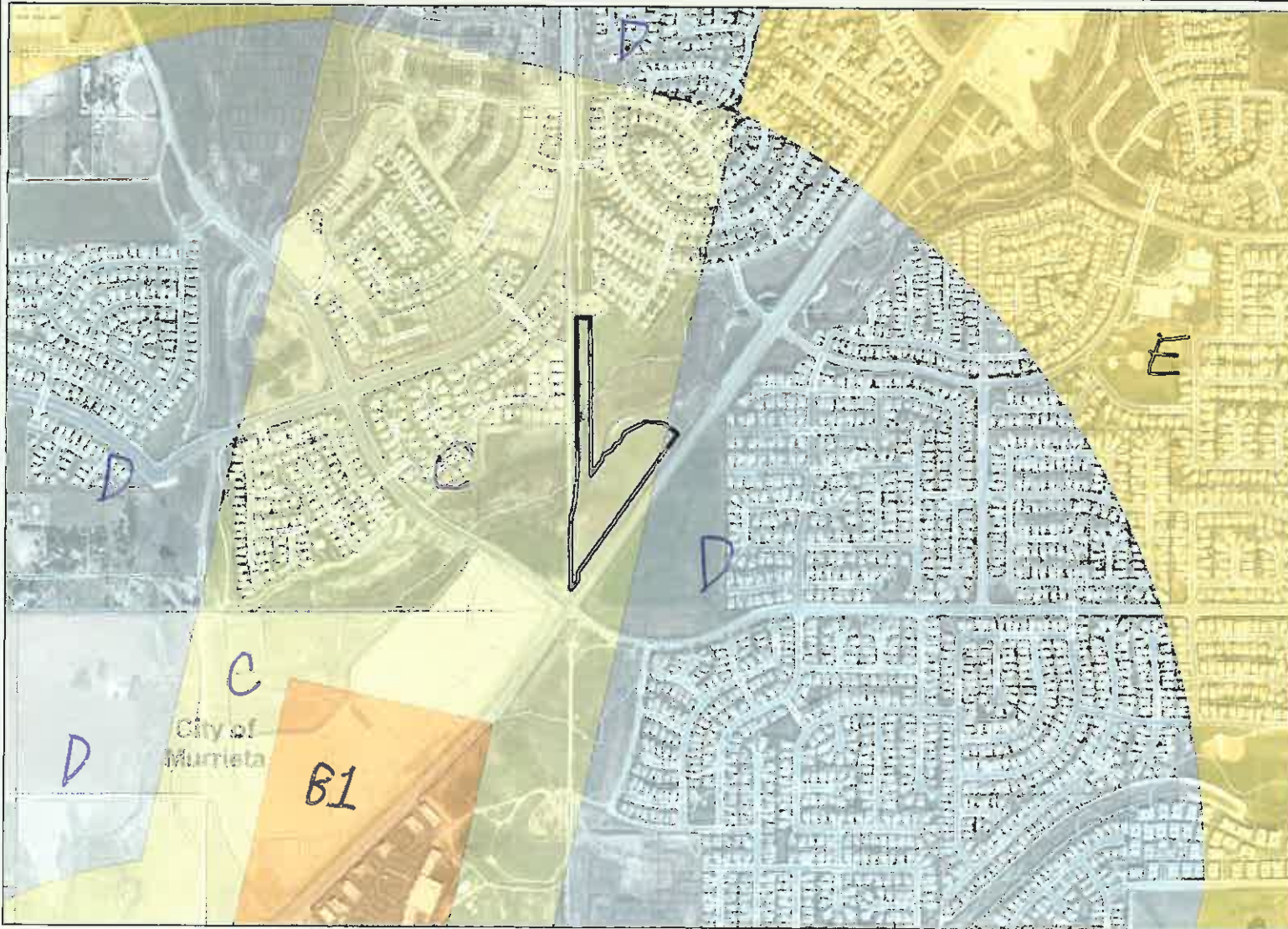
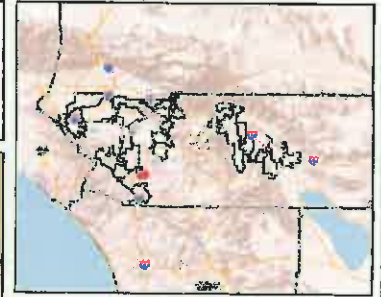
**\*IMPORTANT\*** Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness,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

- 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 1,331 2,662 Feet



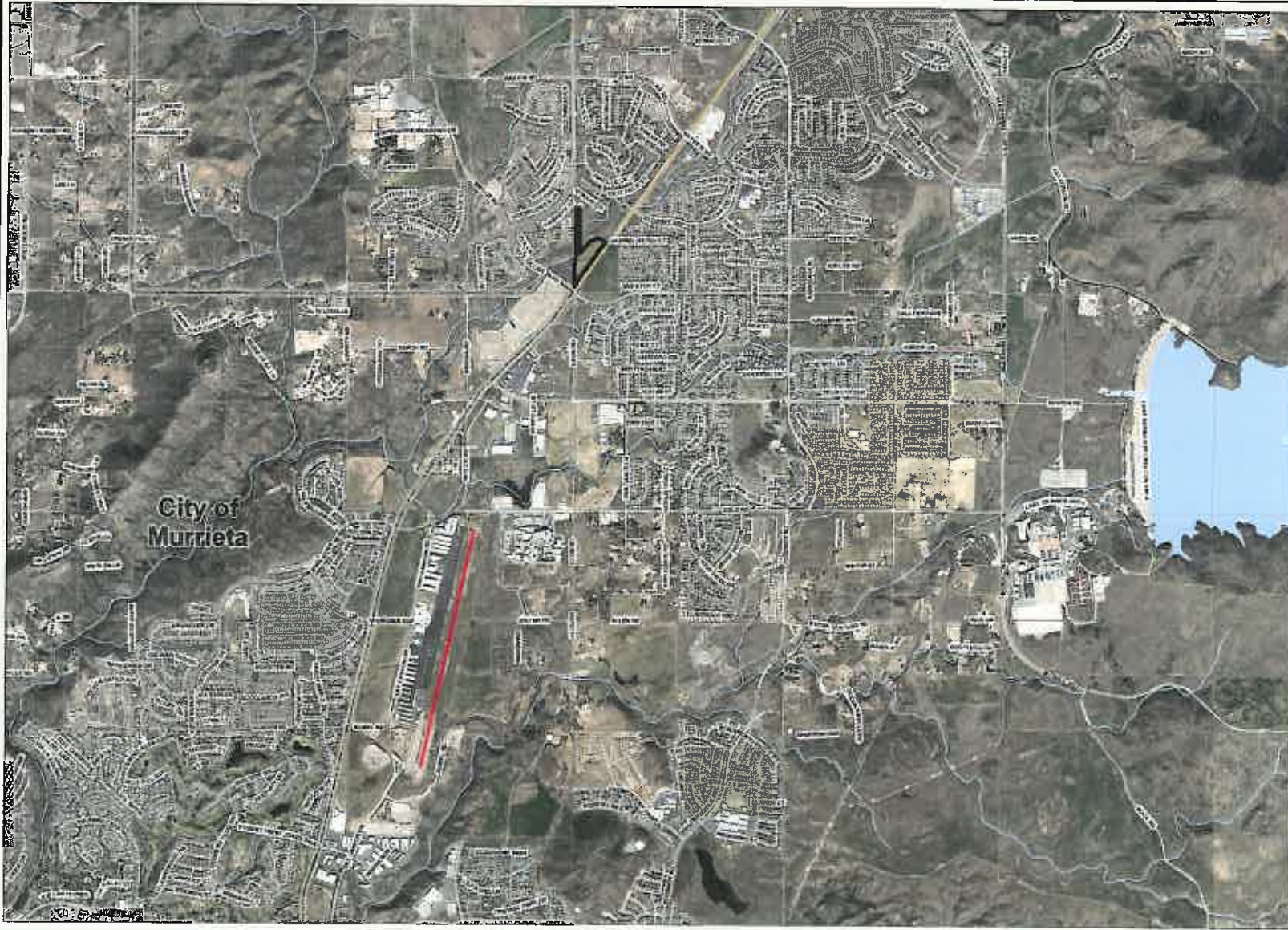
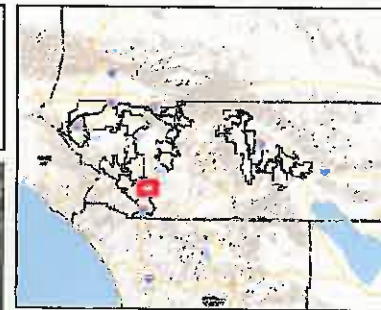
**\*IMPORTANT\*** Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness,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

REPORT PRINTED ON... 1/28/2016 11:12:52 AM

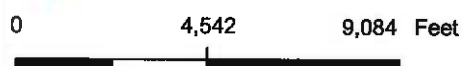
© Riverside County TLMA GIS

## Notes

# My Map



- Legend**
- Runways
  - City Boundaries
  - highways
    - HWY
    - INTERCHANGE
    - INTERSTATE
    - OFFRAMP
    - ONRAMP
    - USHWY
  - majorroads
  - counties
  - cities
  - hydrographylines
  - waterbodies
    - Lakes
    - Rivers



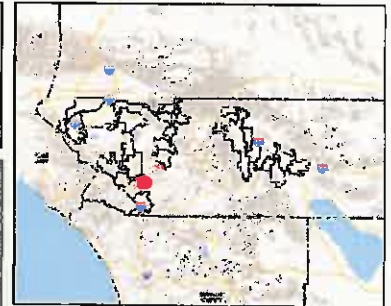
**\*IMPORTANT\*** Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness,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

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**Notes**

# My Map



- Legend**
- Runways
  - City Boundaries
  - roads
  - highways
  - HWY
  - INTERCHANGE
  - INTERSTATE
  - OFFRAMP
  - ONRAMP
  - USHWY
  - roads
  - Major Roads
  - Arterial
  - Collector
  - Residential
  - counties
  - cities
  - hydrographylines
  - waterbodies
  - Lakes
  - Rivers



0 2,271 4,542 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.

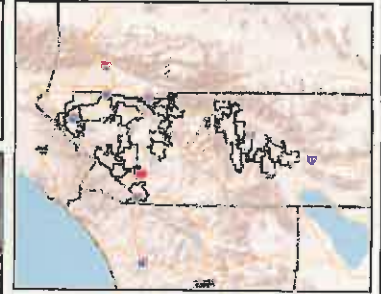
REPORT PRINTED ON... 2/19/2016 3:17:33 PM

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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



0 1,331 2,662 Feet



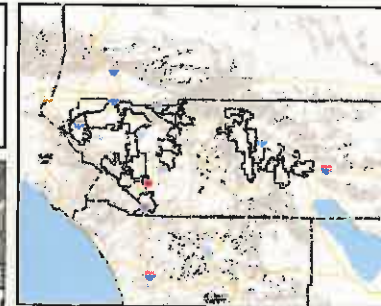
**\*IMPORTANT\*** Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness,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

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

City of Murrieta



**\*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... 2/19/2016 3:20:59 PM

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**Notes**

# PLOT PLAN 20682 IN THE COUNTY OF RIVERSIDE

## ASSESSOR'S PARCEL NUMBERS

APN 175-001  
FORWARD 447-000-000

## LEGAL DESCRIPTION

PARCELS 6 OF PARCEL MAP 10 IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS PER PARCEL MAP FILED IN BOOK 3 PAGE 07 OF PARCEL MAPS IN THE OFFICE OF THE CLERK/REGISTRAR OF SAID COUNTY.

## PUBLIC UTILITIES/SERVICES:

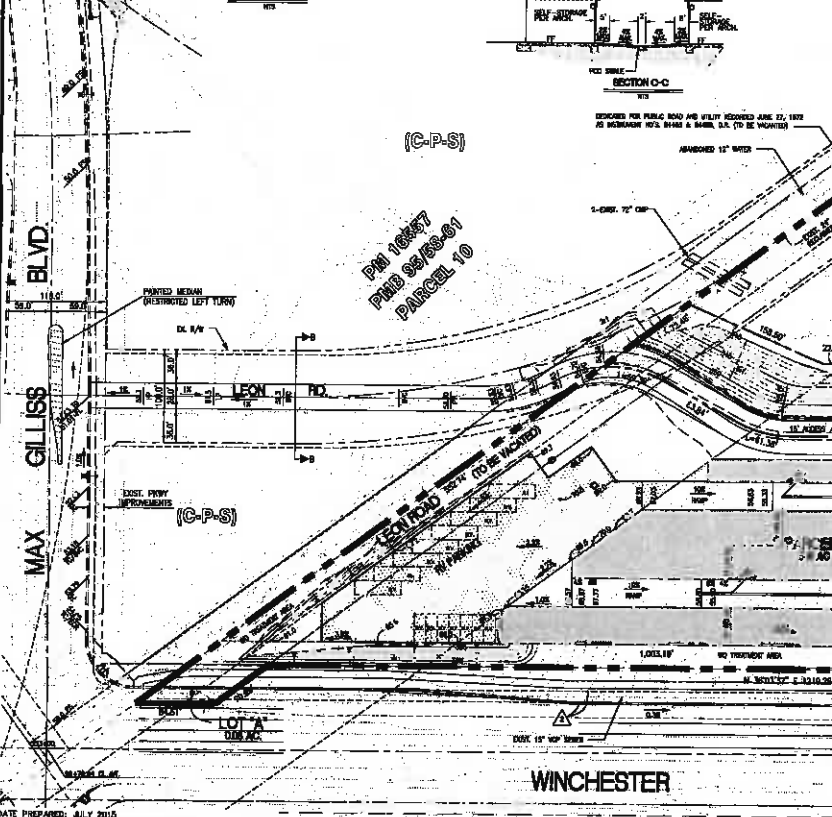
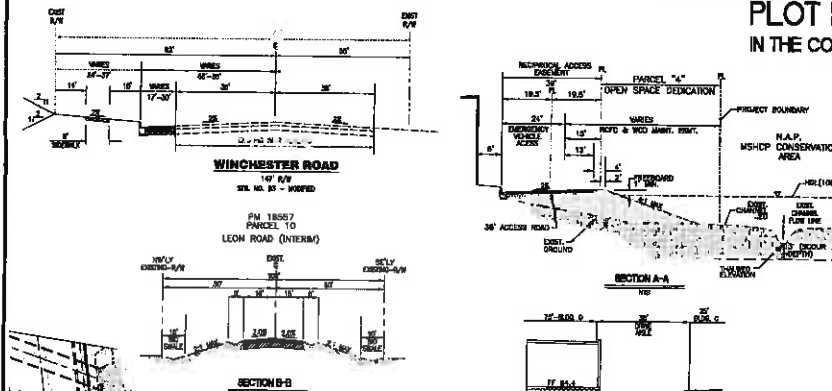
WATER: CALHOUN MUNICIPAL WATER DISTRICT  
SEWER: CALHOUN MUNICIPAL WATER DISTRICT  
GAS: THE GAS COMPANY  
ELECTRIC: SOUTHERN CALIFORNIA Edison CO.  
TELEPHONE: SOUTHERN CALIFORNIA Edison CO.  
CABLE: SOUTHERN CALIFORNIA Edison CO.  
SIGNAL SERVICE: PALMDALE VALLEY IMPROVED SCHOOL DIST.

## EASEMENTS

AN EASEMENT GRANTED TO UNITED STATES OF AMERICA FOR THE PURPOSE OF INSTALLATION OF THE LEON HIGHWAY ROUTED 21, 1948 AS BOOK 1746, PAGE 173, U.S.A.  
AN EASEMENT GRANTED TO EASTON MARION, NEEZ OUTSIDE A MUNICIPAL CONSERVATION FOR THE PURPOSES OF RAMP TO CONSTRUCT, OPERATE, MAINTAIN, REPAIR, CHANGE THE SIZE OF AND REMOVE, CHANGE TRANSDUCERS AND COLLECTION FACILITIES LOCATED THEREABOUT, 10, 1988 AS INSTRUMENT NO. 20766, U.S.A.

## LEGEND

PROJECT BOUNDARY  
PROPOSED PEEP LINE  
LOT AREA  
PVD ELEVATION  
PROPOSED SLOPE  
PROPOSED OPEN SWATH  
PROPOSED RETAINING WALL  
GENERAL UTILITY EASEMENT



**OWNER/DEVELOPER**  
DESIGNED BY: L.L.C. IN RIVERSIDE, CALIF.  
PARCEL MAP 10, 1948 AS BOOK 1746, PAGE 173, U.S.A.  
DATE: 08/11/10  
FILE NO: 447-000-000

**ENGINEER**  
DATE: 08/11/10  
FILE NO: 447-000-000

## ZONING AND LAND USE

DESIGN ZONING: DUTCH VILLAGE (DUTCH VILLAGE SP)  
PROPOSED ZONING: ACRES  
PARCEL 1 - 1/2 (INDUSTRIAL PARK) 1.80 AC  
PARCEL 2 - 1/2 (INDUSTRIAL PARK) 1.80 AC  
PARCEL 3 - 1/2 (INDUSTRIAL PARK) 1.80 AC  
PARCEL 4 - 1/2 (INDUSTRIAL PARK) 1.80 AC  
LOT 7C - PUBLIC MAIL-RECEIVOR RD. 0.80 AC

PROPOSED LAND USE:  
PARCEL 1 - 1/2 (INDUSTRIAL PARK) TYPE 6-10-3  
PARCEL 2 - 1/2 (INDUSTRIAL PARK)  
PARCEL 3 - 1/2 (INDUSTRIAL PARK)  
PARCEL 4 - 1/2 (INDUSTRIAL PARK)

## GENERAL NOTES

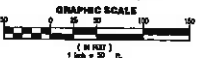
1. ASSessor'S PARCEL NUMBERS 447-000-000
2. PROPOSED IMPROVEMENTS SHOWN ON THIS PLAN
3. TYPICAL SECTION SHOWN ON THIS PLAN IS FOR GENERAL INFORMATION ONLY
4. THE PROJECT IS SUBJECT TO THE DUTCH VILLAGE ZONING ORDINANCES OF THE COUNTY OF RIVERSIDE
5. THE PROJECT IS SUBJECT TO THE DUTCH VILLAGE ZONING ORDINANCES OF THE COUNTY OF RIVERSIDE
6. THE PROJECT IS SUBJECT TO THE DUTCH VILLAGE ZONING ORDINANCES OF THE COUNTY OF RIVERSIDE
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22. THE PROJECT IS SUBJECT TO THE DUTCH VILLAGE ZONING ORDINANCES OF THE COUNTY OF RIVERSIDE
23. THE PROJECT IS SUBJECT TO THE DUTCH VILLAGE ZONING ORDINANCES OF THE COUNTY OF RIVERSIDE

## GEOLOGIC HAZARD NOTE

THE LAND IS SUBJECT TO OVERFLOW AND FLOOD, 100 YR RETURN PERIOD, WITHIN PARCELS 1, 2, AND PARCEL 3 OF PM 10.

## FLOOD NOTE

THE LAND IS SUBJECT TO OVERFLOW AND FLOOD, 100 YR RETURN PERIOD, WITHIN PARCELS 1, 2, AND PARCEL 3 OF PM 10.



DATE: NOVEMBER 2015

DATE PREPARED: JULY 2015

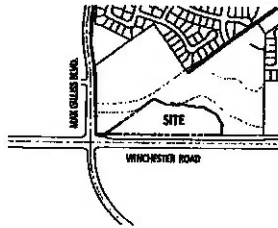
NO.	DATE	DESCRIPTION

**CS** 2028 Camino Del Rio North, Suite 1000  
San Diego, California 92108  
Phone: 619-594-8370  
Fax: 619-594-5885  
www.cscs.com

COUNTY OF RIVERSIDE CALIFORNIA  
**PLOT PLAN 20682**  
**CONCEPTUAL GRADING PLAN**  
AMENDED NO. \_\_\_\_\_

G-1

- NOT FOR CONSTRUCTION -



VICINITY MAP

**SHEET INDEX**

1. OVERALL SITE PLAN
2. ENHANCED ENTRY AREA SITE PLAN
3. FIRST FLOOR CONN. HALL PLAN
4. SECOND FLOOR HALLWAY PLAN
5. OFFICE/APARTMENT FLOOR PLANS
6. ELEVATIONS
7. ELEVATIONS
8. ELEVATIONS
9. ELEVATIONS
10. CAR WASH FLOOR PLAN AND ELEVATIONS
11. CONCEPTUAL GRADING PLAN
12. OVERALL LANDSCAPE PLAN
13. DETAILED LANDSCAPE PLAN

**SITE DATA**

SITE AREA	24,056 SQ. FT.	(7,000 ACRES)
BUILDING COVERAGE	77,895 SQ. FT.	(32.0%)
DEVELOPMENT COVERAGE	142,075 SQ. FT.	(59.0%)
PAVED ROADWAYS	3,698 SQ. FT.	(1.5%)
LANDSCAPE AREA	120,458 SQ. FT.	(50.0%)
TOTAL	342,056 SQ. FT.	(100.0%)

**BUILDING DATA**

BLDG. 'A'	(1 & 2 STORY)	25,407 SQ. FT.
BLDG. 'B'	(1 STORY)	7,000 SQ. FT.
BLDG. 'C'	(1 & 2 STORY)	12,781 SQ. FT.
BLDG. 'D'	(2 STORY)	68,777 SQ. FT.
STORAGE SUBTOTAL		113,965 SQ. FT.
OFFICE/APARTMENT (2 STORY)		3,124 SQ. FT.
SELF STORAGE TOTAL		117,089 SQ. FT.

**CAR WASH**

CAR WASH	4,795 SQ. FT.
PROJECT TOTAL	122,884 SQ. FT.

**STORAGE PODS & R.V. PARKING**

STORAGE POD - 12x10	25	2,500 SQ. FT.
STORAGE POD - 10x20	9	1,800 SQ. FT.
TOTAL	34	4,300 SQ. FT.
R.V. PARKING - 25x50	8	2,800 SQ. FT.
R.V. PARKING - 12.5x50	7	1,800 SQ. FT.
TOTAL	15	4,600 SQ. FT.

**OWNER/DEVELOPER**

CA WATSON PROPERTIES, LLC  
 4700 COUNTRY ROAD, SUITE 342  
 IRVING, CA 92620  
 CONTACT: BRUCE PALMER  
 PHONE: 512/718-5531  
 E-MAIL: brucepalmer@wps.com

**LANDOWNER**

WINCHESTER ROAD LLC  
 PARK CITY UTAH 84098  
 CONTACT: J. SCOTT INCHURUS, MANAGER  
 PHONE: 435/540-3393  
 E-MAIL: jscottin@comcast.net

**ARCHITECT**

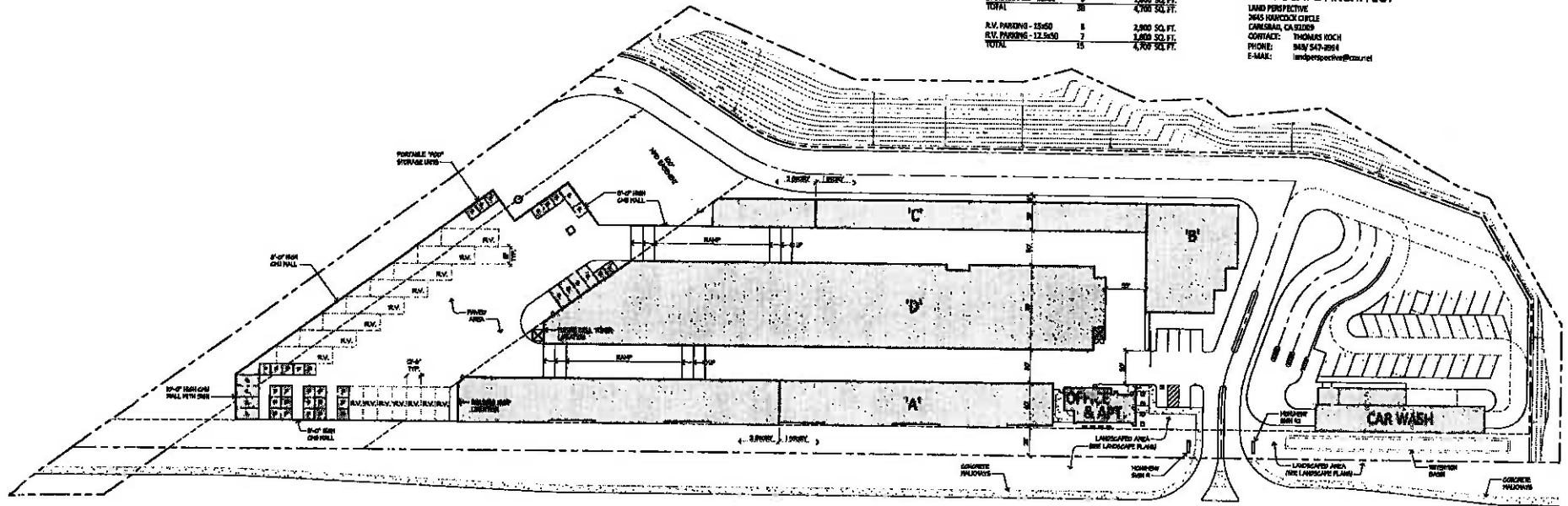
VALLI ARCHITECTURAL GROUP  
 27405 PUEBLO REAL, SUITE 200  
 MISSION VIEJO, CA 92691  
 CONTACT: BRUCE L. VALLI  
 PHONE: 949/349-1777  
 E-MAIL: valli@valliarcl.com

**CIVIL ENGINEER**

C & S ENGINEERS, INC.  
 3020 CALIFORNIA DEL. RD NORTH, SUITE 1000  
 SAN DIEGO, CA 92108  
 CONTACT: BENJAMIN J. STABLES II  
 PHONE: 619/594-8226  
 E-MAIL: bstables@cseco.com

**LANDSCAPE ARCHITECT**

LAND PERSPECTIVE  
 2665 HUNTERS CIRCLE  
 CARLSBAD, CA 92008  
 CONTACT: THOMAS KOCH  
 PHONE: 949/547-2994  
 E-MAIL: landperspective@comcast.net



WINCHESTER ROAD

PLAN NORTH



TRUE NORTH



FRENCH VALLEY SELF STORAGE AND CAR WASH  
 RIVERSIDE COUNTY, CA

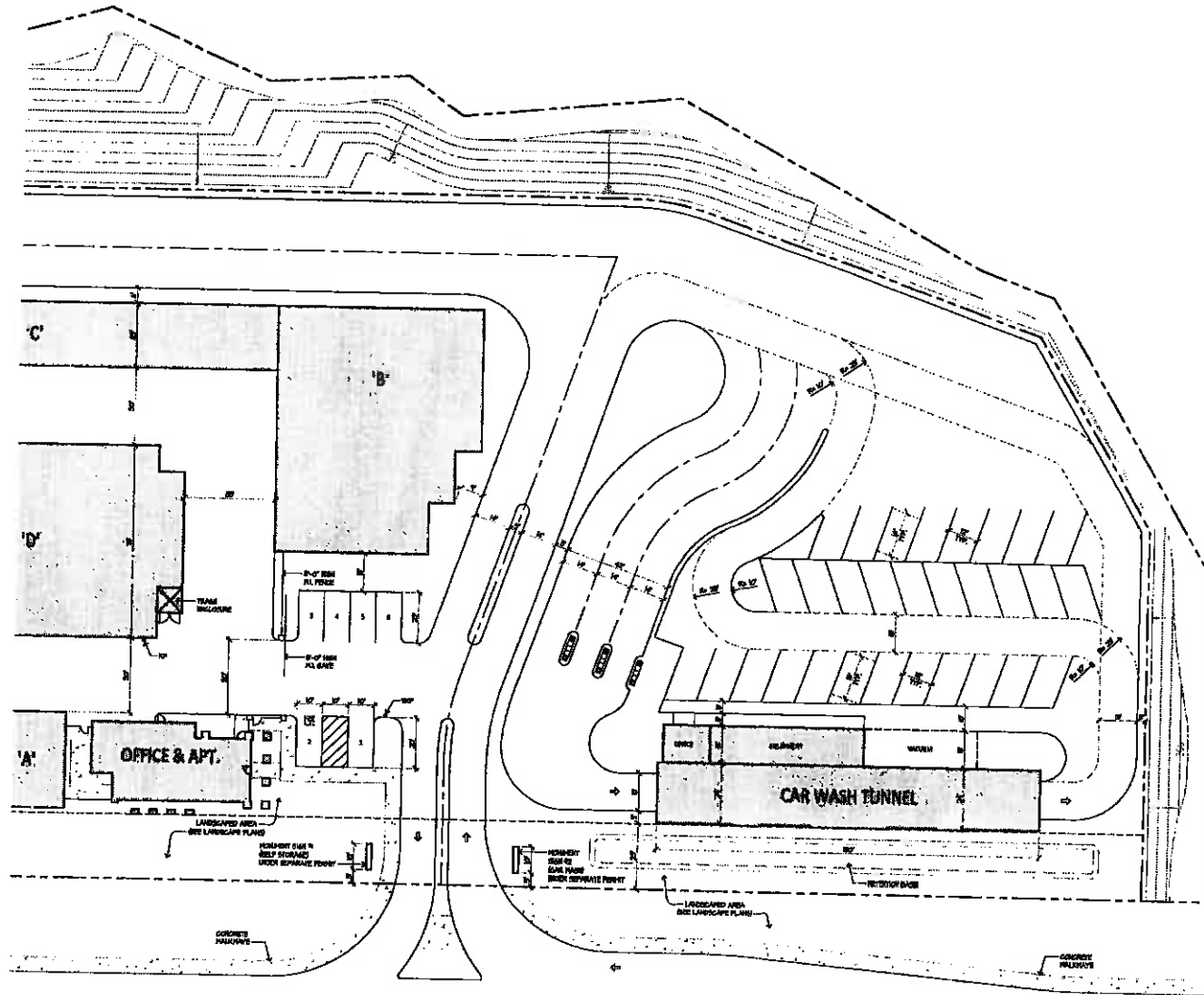
OVERALL SITE PLAN

11.30.15

SCALE: 1" = 40'-0"

15-320





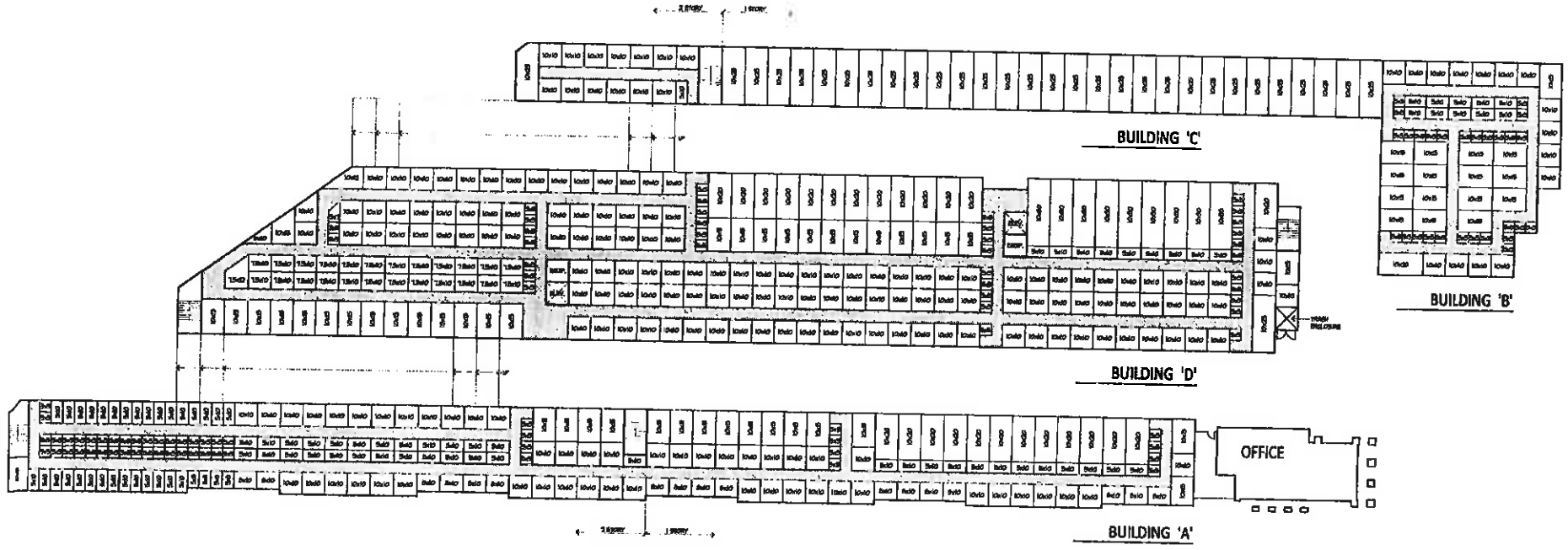
**FRENCH VALLEY SELF STORAGE AND CAR WASH**  
 RIVERSIDE COUNTY, CA

**ENLARGED ENTRY AREA SITE PLAN**



**VALLI ARCHITECTURAL GROUP**  
 2185 PERRIN AVE. SUITE 201 | PH: 949/349-1777  
 ANESON VILLO, CA 92591 | email: info@valli.com

UNIT MIX TABULATION				
SIZE OF UNIT	SQ. FT.	NO. OF UNITS	TOTAL SQ. FT.	
5' X 7'	35	211	2,775	
5' X 8'	40	4	80	
5' X 10'	50	87	4,350	
5' X 12'	60	9	540	
7.5' X 12'	90	29	2,610	
8' X 12'	96	17	1,632	
10' X 20'	200	1	2,000	
10' X 22'	220	1	2,200	
10' X 24'	240	2	480	
10' X 28'	280	5	1,400	
10' X 30'	300	3	900	
10' X 36'	360	1	3,600	
TOTALS		580	36,387	
AVERAGE UNIT SIZE			62.73	
GROSS BUILDING AREA			71,251	
EFFICIENCY			79.89	



FRENCH VALLEY SELF STORAGE AND CAR WASH  
RIVERSIDE COUNTY, CA

1st FLOOR UNIT MIX PLANS

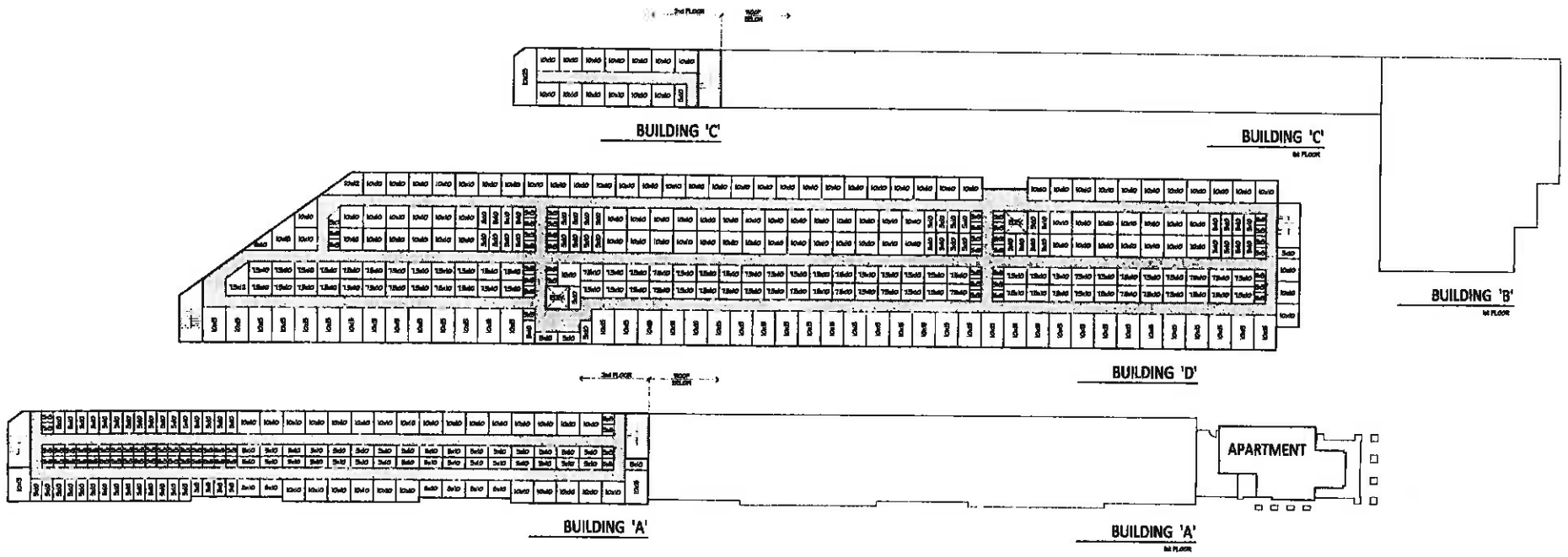
11.30.15  
15-320

SCALE: 1" = 20'-0"



VALLI ARCHITECTURAL GROUP  
2342 FORTUNA BL, SUITE 205 PH: 949 / 343-1777  
MISSION VIEJO, CA 92691 e-mail: valli@valligrp.com

UNIT MIX TABULATION			
SIZE OF UNIT	SQ. FT. UNIT	NO. OF UNITS	TOTAL SQ. FT.
5 X 5	25	77	1,925
5 X 7	35	1	35
5 X 8	40	4	160
5 X 10	50	108	5,400
5 X 10	60	1	60
7.5 X 10	75	80	6,000
7.5 X 12	90	1	90
8 X 10	80	6	480
10 X 10	100	138	13,800
10 X 12	120	1	120
10 X 12	130	1	130
10 X 15	150	46	6,900
10 X 25	250	1	250
<b>TOTALS</b>		<b>481</b>	<b>35,350</b>
AVERAGE UNIT SIZE			73.5
GROSS BUILDING AREA			47,651
EFFICIENCY			14.19



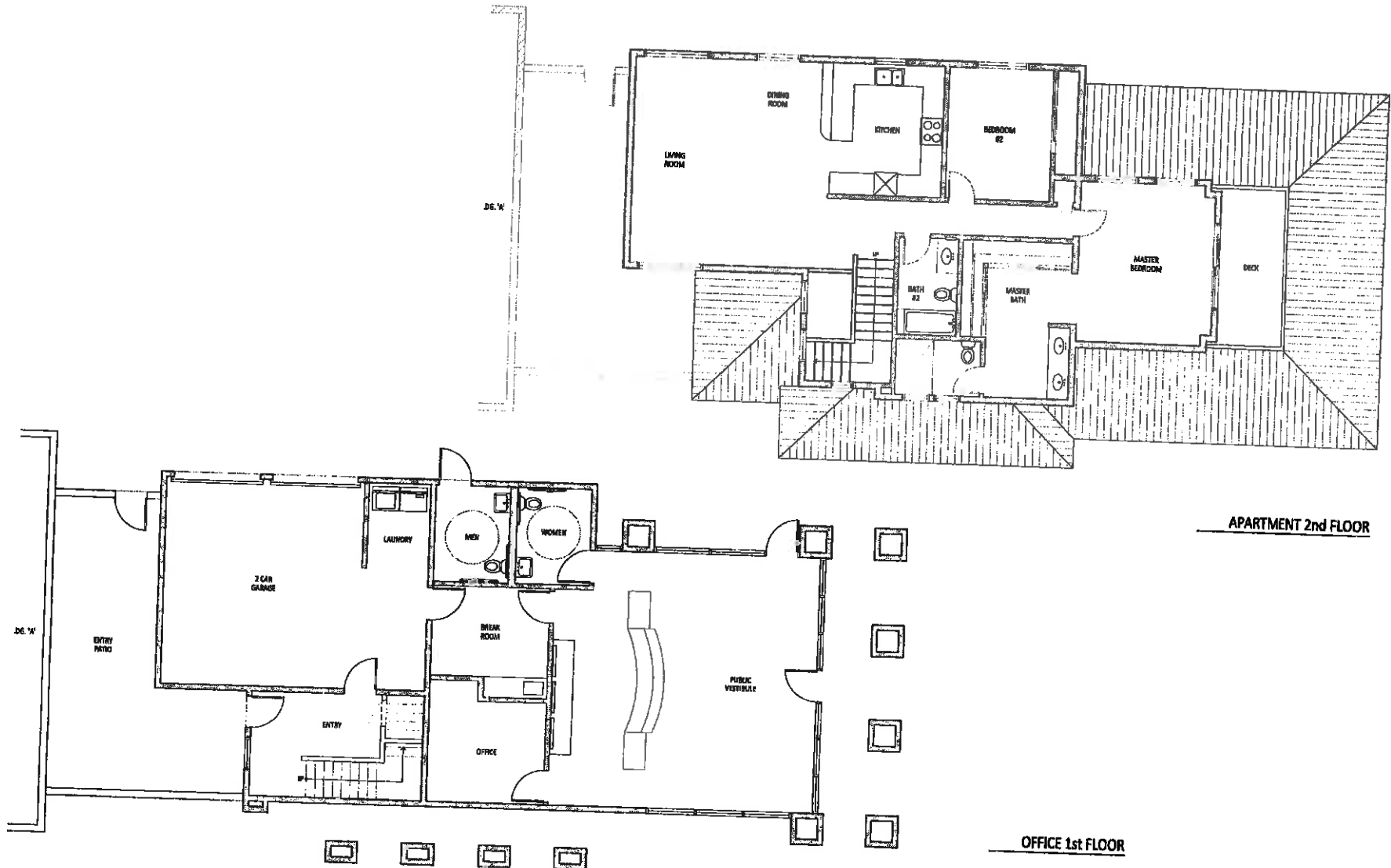
FRENCH VALLEY SELF STORAGE AND CAR WASH  
RIVERSIDE COUNTY, CA

2nd FLOOR UNIT MIX PLANS

11.30.15  
15.200

SCALE: 1" = 20'-0"





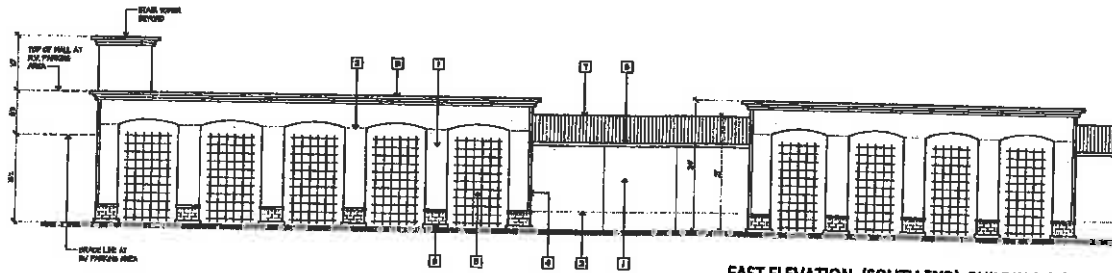
**FRENCH VALLEY SELF STORAGE AND CAR WASH OFFICE/ APARTMENT FLOOR PLANS**  
 RIVERSIDE COUNTY, CA

SCALE: 1/4" = 1'-0"  
 11.30.15  
 19-230

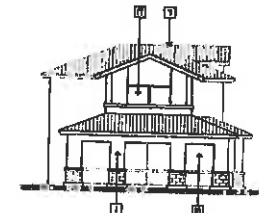


**VALLI ARCHITECTURAL GROUP**  
 2740 PAVAN RD., SUITE 205 P.O. BOX 548-1777  
 MISHAWAKO, CA 92581 e-mail: valli@valliarch.com





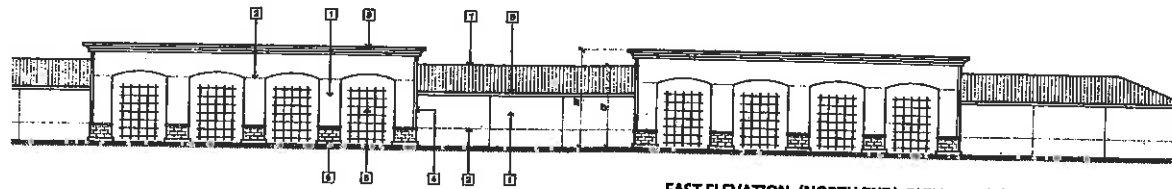
EAST ELEVATION (SOUTH END) BUILDING 'A'



NORTH ELEVATION OFFICE / APARTMENT

**ELEVATION KEYNOTES**

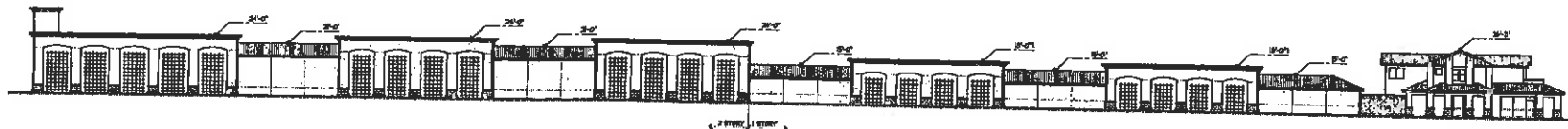
1. STUCCO FINISH
2. STUCCO CORNER JOINT
3. FOAM CORNER WITH STUCCO FINISH
4. FOAM CORNER TRIM WITH STUCCO FINISH
5. METAL WIRE MESH IN RECESSED PLANE
6. LEADENSTONE VENEER BASE
7. STANDING SEAM METAL ROOF
8. PAINTED WOOD FUSION
9. PAINTED WOOD BRACE BOARD
10. CMU WALL WITH ELASTOMERIC PAINT FINISH
11. CMU DOOR PILASTER WITH ELASTOMERIC PAINT FINISH
12. METAL HULL UP DOOR WITH METAL TRANSOM PANEL
13. METAL RAILER
14. METAL DOWNPOUTS
15. HALLWAY EXIT DOOR
16. STAIRWELL EXIT DOOR
17. WINDOW
18. STOREFRONT GLASS AT OFFICE
19. PARKING SIGNAGE
20. GARAGE DOORS



EAST ELEVATION (NORTH END) BUILDING 'A'



EAST ELEVATION OFFICE / APARTMENT



BUILDING 'A' / OFFICE / APARTMENT OVERALL EAST ELEVATION

SCALE: 1" = 32'-0"

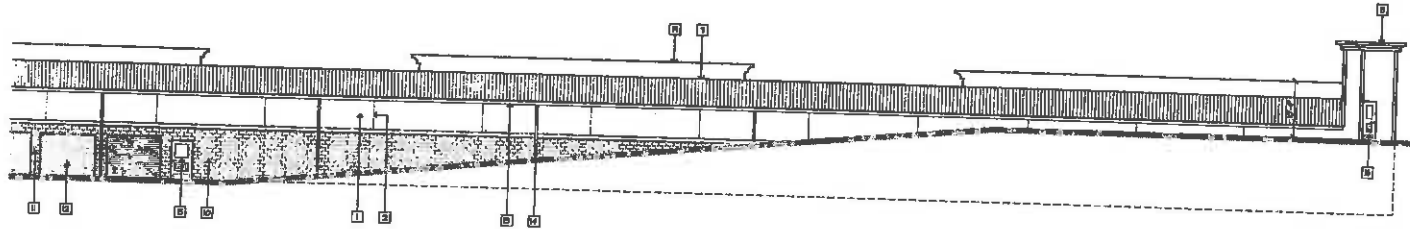
FRENCH VALLEY SELF STORAGE AND CAR WASH  
RIVERSIDE COUNTY, CA

ELEVATIONS

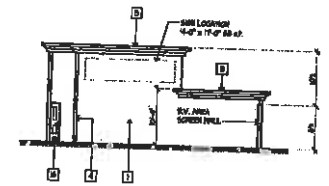
11.30.15  
15-B70

SCALE: 1" = 10'-0"

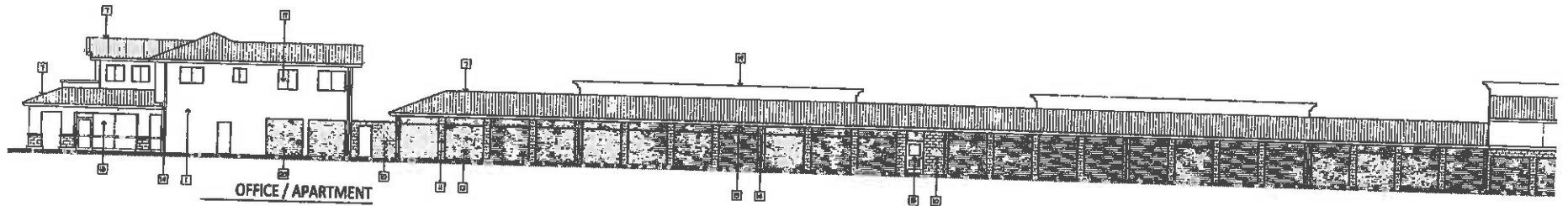
**VALLI**  
ARCHITECTURAL  
GROUP  
2145 NORTH H.A. LUTZ DR. PH: 949/345-1777  
MILPITAS, CA 95035 valli.vad@valliarch.com



WEST ELEVATION (SOUTH END) BUILDING 'A'



SOUTH ELEVATION BUILDING 'A'



WEST ELEVATION (NORTH END) BUILDING 'A'



BUILDING 'A' / OFFICE / APARTMENT OVERALL WEST ELEVATION

NOTE:  
SEE SHEET 6 FOR ELEVATION KEYNOTES

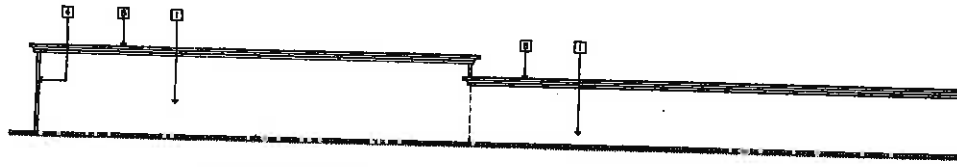
FRENCH VALLEY SELF STORAGE AND CAR WASH  
RIVERSIDE COUNTY, CA

ELEVATIONS

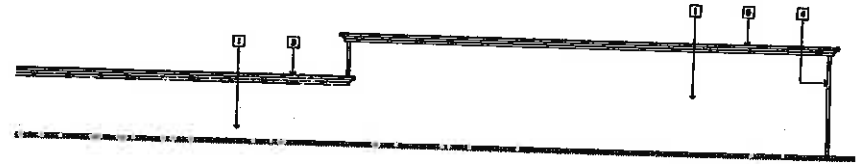
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11.30.15  
15-030

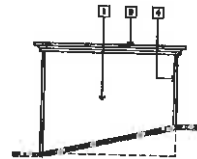
VALLI  
ARCHITECTURAL  
GROUP  
2400 KESTERFIELD STREET PH: 949/348-1777  
MESA VIEJO, CA 92051 valli@valligrp.com



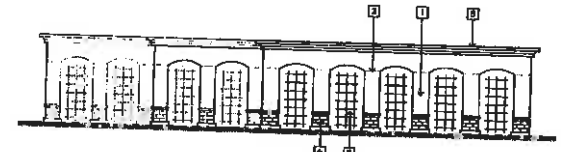
**BUILDING 'B' WEST ELEVATION**



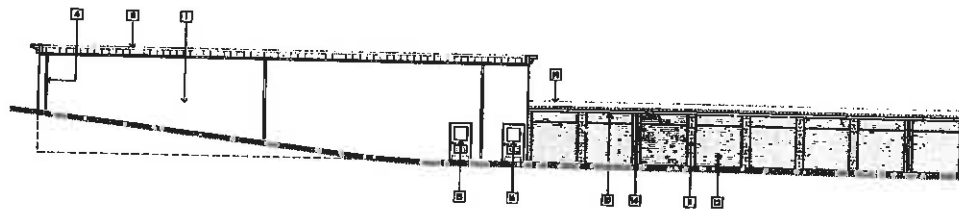
**BUILDING 'C' WEST ELEVATION**



**BUILDING 'C' SOUTH ELEVATION**



**BUILDING 'B' NORTH ELEVATION**



**BUILDING 'C' EAST ELEVATION**



**BUILDING 'B' EAST ELEVATION**

NOTE:  
SEE SHEET 6 FOR ELEVATION KEYNOTES

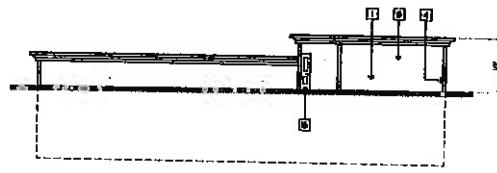
**FRENCH VALLEY SELF STORAGE AND CAR WASH**  
RIVERSIDE COUNTY, CA

**ELEVATIONS**

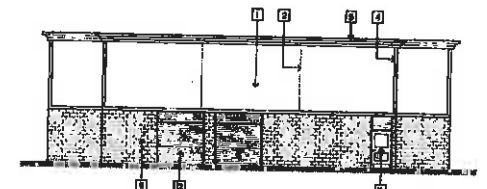
SCALE: 1" = 30'-0"

11.30.15  
15 320

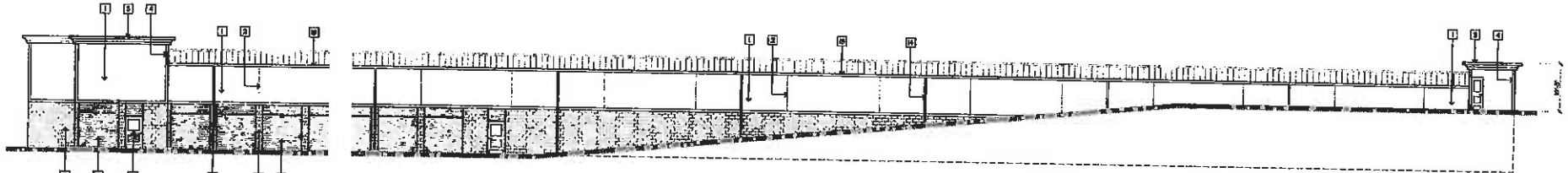
**VALLI**  
ARCHITECTURAL  
GROUP  
2340 REDWOOD BLVD, SUITE 205 PH: 949/340-1777  
MISSION VIEJO, CA 92691 e-mail: valli@valligrp.com



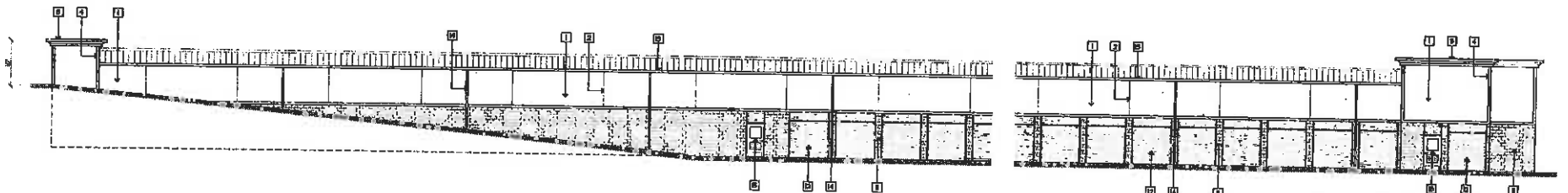
BUILDING 'D' SOUTH ELEVATION



BUILDING 'D' NORTH ELEVATION



BUILDING 'D' WEST ELEVATION



BUILDING 'D' EAST ELEVATION

NOTE:  
SEE SHEET 6 FOR ELEVATION KEYNOTES

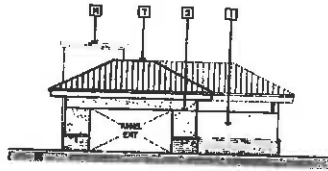
FRENCH VALLEY SELF STORAGE AND CAR WASH  
RIVERSIDE COUNTY, CA

ELEVATIONS

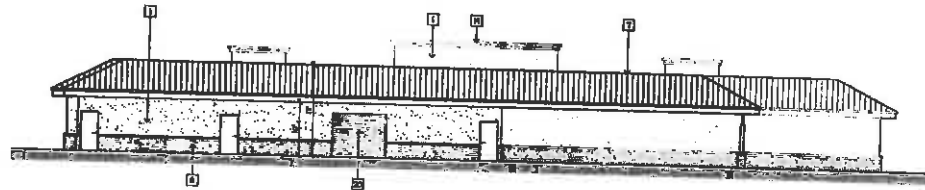
SCALE: 1" = 10'-0"

11.30.15  
15-310

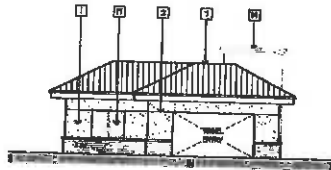
VALLI  
ARCHITECTURAL  
GROUP  
2140 PIERCE AVE. SUITE 205 PH: 949/ 345-1777  
MISSION VIEJO, CA 92691 email: info@valliarth.com



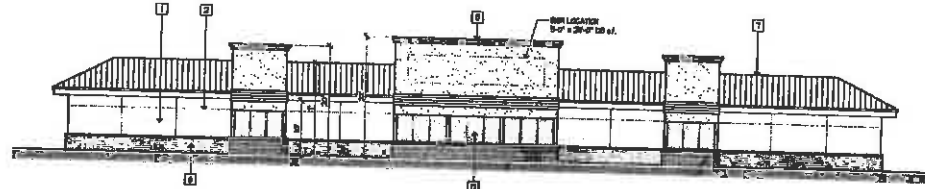
**NORTH ELEVATION**



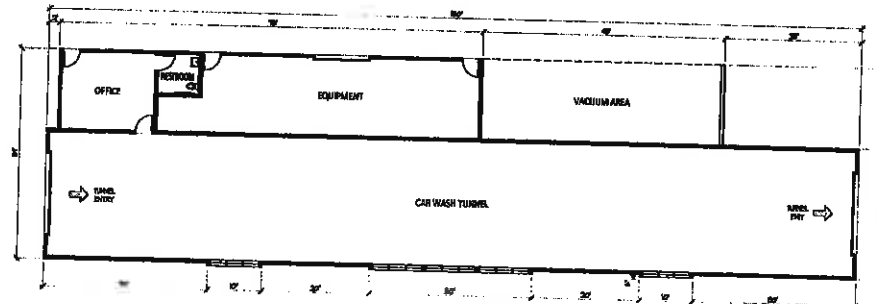
**WEST ELEVATION**



**SOUTH ELEVATION**



**EAST ELEVATION**



**CAR WASH FLOOR PLAN**

**FRENCH VALLEY SELF STORAGE AND CAR WASH** **CAR WASH FLOOR PLAN & ELEVATIONS**  
 RIVERSIDE COUNTY, CA

SCALE: 1" = 10'-0"

11.30.19

15-350

**LANDSCAPE LEGEND**

**TREES & VERTICAL ACCENTS**

SYMBOL	BOTANICAL NAME	COMMON NAME	WATER USE	QUANTITY
	QUERCUS AGRIFOLIA (POST-OAK)	FRANKLIN OAK	LOW	1
	PROSOPIS JULIFLORA (ALGARROBO)	THORNLESS ACACIA	LOW	2
	CORDOBA N. DESERTI (ALBAM)	YUCCA (SANTO PALO VERDE)	LOW	1
	PROSOPIS JULIFLORA (ALGARROBO)	THORNLESS ACACIA	LOW	1
	PROSOPIS JULIFLORA (ALGARROBO)	THORNLESS ACACIA	LOW	1
	PROSOPIS JULIFLORA (ALGARROBO)	THORNLESS ACACIA	LOW	1
	PROSOPIS JULIFLORA (ALGARROBO)	THORNLESS ACACIA	LOW	1
	PROSOPIS JULIFLORA (ALGARROBO)	THORNLESS ACACIA	LOW	1
	PROSOPIS JULIFLORA (ALGARROBO)	THORNLESS ACACIA	LOW	1
	PROSOPIS JULIFLORA (ALGARROBO)	THORNLESS ACACIA	LOW	1

**SHRUBS & VINES**

SYMBOL	BOTANICAL NAME	SIZE	COMMON NAME	WATER USE	QUANTITY
1	CELESTINE LACTON (MARIANA)	10 GAL	RED BERRY CROTON	LOW	1
2	LEUCOPHYLLON (MARIANA)	10 GAL	WHITE CROTON	LOW	1
3	LEUCOPHYLLON (MARIANA)	10 GAL	WHITE CROTON	LOW	1
4	LEUCOPHYLLON (MARIANA)	10 GAL	WHITE CROTON	LOW	1
5	LEUCOPHYLLON (MARIANA)	10 GAL	WHITE CROTON	LOW	1
6	LEUCOPHYLLON (MARIANA)	10 GAL	WHITE CROTON	LOW	1
7	LEUCOPHYLLON (MARIANA)	10 GAL	WHITE CROTON	LOW	1
8	LEUCOPHYLLON (MARIANA)	10 GAL	WHITE CROTON	LOW	1
9	LEUCOPHYLLON (MARIANA)	10 GAL	WHITE CROTON	LOW	1
10	LEUCOPHYLLON (MARIANA)	10 GAL	WHITE CROTON	LOW	1
11	LEUCOPHYLLON (MARIANA)	10 GAL	WHITE CROTON	LOW	1
12	LEUCOPHYLLON (MARIANA)	10 GAL	WHITE CROTON	LOW	1
13	LEUCOPHYLLON (MARIANA)	10 GAL	WHITE CROTON	LOW	1
14	LEUCOPHYLLON (MARIANA)	10 GAL	WHITE CROTON	LOW	1
15	LEUCOPHYLLON (MARIANA)	10 GAL	WHITE CROTON	LOW	1
16	LEUCOPHYLLON (MARIANA)	10 GAL	WHITE CROTON	LOW	1
17	LEUCOPHYLLON (MARIANA)	10 GAL	WHITE CROTON	LOW	1
18	LEUCOPHYLLON (MARIANA)	10 GAL	WHITE CROTON	LOW	1
19	LEUCOPHYLLON (MARIANA)	10 GAL	WHITE CROTON	LOW	1
20	LEUCOPHYLLON (MARIANA)	10 GAL	WHITE CROTON	LOW	1
21	LEUCOPHYLLON (MARIANA)	10 GAL	WHITE CROTON	LOW	1
22	LEUCOPHYLLON (MARIANA)	10 GAL	WHITE CROTON	LOW	1
23	LEUCOPHYLLON (MARIANA)	10 GAL	WHITE CROTON	LOW	1
24	LEUCOPHYLLON (MARIANA)	10 GAL	WHITE CROTON	LOW	1
25	LEUCOPHYLLON (MARIANA)	10 GAL	WHITE CROTON	LOW	1
26	LEUCOPHYLLON (MARIANA)	10 GAL	WHITE CROTON	LOW	1
27	LEUCOPHYLLON (MARIANA)	10 GAL	WHITE CROTON	LOW	1
28	LEUCOPHYLLON (MARIANA)	10 GAL	WHITE CROTON	LOW	1
29	LEUCOPHYLLON (MARIANA)	10 GAL	WHITE CROTON	LOW	1
30	LEUCOPHYLLON (MARIANA)	10 GAL	WHITE CROTON	LOW	1
31	LEUCOPHYLLON (MARIANA)	10 GAL	WHITE CROTON	LOW	1
32	LEUCOPHYLLON (MARIANA)	10 GAL	WHITE CROTON	LOW	1
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46	LEUCOPHYLLON (MARIANA)	10 GAL	WHITE CROTON	LOW	1
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51	LEUCOPHYLLON (MARIANA)	10 GAL	WHITE CROTON	LOW	1
52	LEUCOPHYLLON (MARIANA)	10 GAL	WHITE CROTON	LOW	1
53	LEUCOPHYLLON (MARIANA)	10 GAL	WHITE CROTON	LOW	1
54	LEUCOPHYLLON (MARIANA)	10 GAL	WHITE CROTON	LOW	1
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61	LEUCOPHYLLON (MARIANA)	10 GAL	WHITE CROTON	LOW	1
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63	LEUCOPHYLLON (MARIANA)	10 GAL	WHITE CROTON	LOW	1
64	LEUCOPHYLLON (MARIANA)	10 GAL	WHITE CROTON	LOW	1
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66	LEUCOPHYLLON (MARIANA)	10 GAL	WHITE CROTON	LOW	1
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69	LEUCOPHYLLON (MARIANA)	10 GAL	WHITE CROTON	LOW	1
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79	LEUCOPHYLLON (MARIANA)	10 GAL	WHITE CROTON	LOW	1
80	LEUCOPHYLLON (MARIANA)	10 GAL	WHITE CROTON	LOW	1
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97	LEUCOPHYLLON (MARIANA)	10 GAL	WHITE CROTON	LOW	1
98	LEUCOPHYLLON (MARIANA)	10 GAL	WHITE CROTON	LOW	1
99	LEUCOPHYLLON (MARIANA)	10 GAL	WHITE CROTON	LOW	1
100	LEUCOPHYLLON (MARIANA)	10 GAL	WHITE CROTON	LOW	1

**GROUNDCOVERS**

SYMBOL	BOTANICAL NAME	COMMON NAME	WATER USE
	LA SOT (SPERMATOPHYTES)	LA SOT	LOW
	LA SOT (SPERMATOPHYTES)	LA SOT	LOW
	LA SOT (SPERMATOPHYTES)	LA SOT	LOW
	LA SOT (SPERMATOPHYTES)	LA SOT	LOW
	LA SOT (SPERMATOPHYTES)	LA SOT	LOW
	LA SOT (SPERMATOPHYTES)	LA SOT	LOW
	LA SOT (SPERMATOPHYTES)	LA SOT	LOW
	LA SOT (SPERMATOPHYTES)	LA SOT	LOW
	LA SOT (SPERMATOPHYTES)	LA SOT	LOW
	LA SOT (SPERMATOPHYTES)	LA SOT	LOW

**ACCENTS**

SYMBOL	DESCRIPTION
	1" X 4" POLYMER WALKWAY

**DISCLAIMER:**

PLANT QUANTITIES ARE APPROXIMATE ONLY AND MAY VARY FROM ACTUAL QUANTITIES OF PLANTS IN THE FIELD. LANDSCAPE DESIGN, TREE SPECIFICATIONS, QUALITY CONTROL, AND MAINTENANCE ARE THE RESPONSIBILITY OF THE CLIENT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PRODUCING FINAL QUANTITY TAKEOFFS.

**PARKING AREAS TREE SHADING LEGEND**

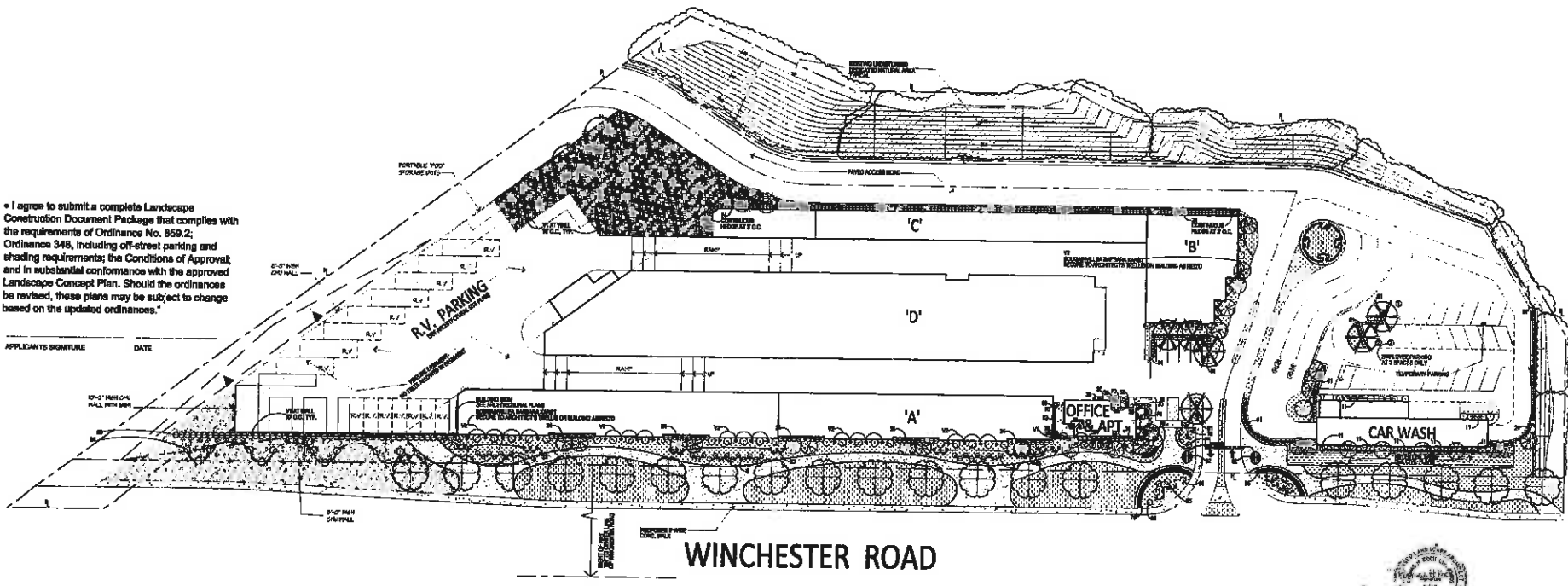
SYMBOL	DESCRIPTION
	SHADING TYPE TREE SPECIFIC SHADING
	SHADING TYPE TREE SPECIFIC SHADING
	SHADING TYPE TREE SPECIFIC SHADING

**WATER CONSERVATION STATEMENT:**

1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PRODUCTION OF THE FINAL LANDSCAPE PLAN AND THE SELECTION OF PLANTS TO BE USED IN THE PROJECT.  
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PRODUCTION OF THE FINAL LANDSCAPE PLAN AND THE SELECTION OF PLANTS TO BE USED IN THE PROJECT.  
3. THE USE OF THIS PLAN FOR ANY OTHER PROJECT IS STRICTLY PROHIBITED.

"I agree to submit a complete Landscape Construction Document Package that complies with the requirements of Ordinance No. 859.2; Ordinance 348, including off-street parking and shading requirements; the Conditions of Approval; and in substantial conformance with the approved Landscape Concept Plan. Should the ordinances be revised, these plans may be subject to change based on the updated ordinances."

APPLICANT'S SIGNATURE \_\_\_\_\_ DATE \_\_\_\_\_



**FRENCH VALLEY SELF STORAGE AND CAR WASH**  
RIVERSIDE COUNTY, CA

**CONCEPTUAL LANDSCAPE PLAN & SHADING PLAN**

11.30.15

SCALE: 1" = 40'-0"

15-220

**Land Perspective**  
3848 HANCOCK CIRCLE P.O. BOX 447, 92504  
COSTA MESA, CA 92626  
**VALLI ARCHITECTURAL GROUP**  
2240 AVENUE 188, SUITE 225 P.O. BOX 949 / 949-1777  
MISSION VIEJO, CA 92691 email: valli@valliarch.com

L1

**LANDSCAPE LEGEND**

**TREES & VERTICAL ACCENTS**

SYMBOL	BOTANICAL NAME	COMMON NAME	WATER USE	QUANTITY
	LEAFY BRANCHES (SMALL) (BY SPECIES NAME)	PALE BARK TREE	LOW	1
	WEeping WILLOW	WEeping WILLOW	LOW	1
	CERCOCARPUS (SPECIES NAME)	CERCOCARPUS	LOW	1
	POTTED PLANT (SPECIES NAME)	POTTED PLANT	LOW	1
	POTTED PLANT (SPECIES NAME)	POTTED PLANT	LOW	1
	POTTED PLANT (SPECIES NAME)	POTTED PLANT	LOW	1
	POTTED PLANT (SPECIES NAME)	POTTED PLANT	LOW	1
	POTTED PLANT (SPECIES NAME)	POTTED PLANT	LOW	1
	POTTED PLANT (SPECIES NAME)	POTTED PLANT	LOW	1
	POTTED PLANT (SPECIES NAME)	POTTED PLANT	LOW	1

**SHRUBS & VINES**

SYMBOL	BOTANICAL NAME	COMMON NAME	WATER USE	QUANTITY
10	DRYLAND LACUNIA PERENNA	DRYLAND LACUNIA PERENNA	LOW	1
20	DRYLAND LACUNIA PERENNA	DRYLAND LACUNIA PERENNA	LOW	1
30	DRYLAND LACUNIA PERENNA	DRYLAND LACUNIA PERENNA	LOW	1
40	DRYLAND LACUNIA PERENNA	DRYLAND LACUNIA PERENNA	LOW	1
50	DRYLAND LACUNIA PERENNA	DRYLAND LACUNIA PERENNA	LOW	1
60	DRYLAND LACUNIA PERENNA	DRYLAND LACUNIA PERENNA	LOW	1
70	DRYLAND LACUNIA PERENNA	DRYLAND LACUNIA PERENNA	LOW	1
80	DRYLAND LACUNIA PERENNA	DRYLAND LACUNIA PERENNA	LOW	1
90	DRYLAND LACUNIA PERENNA	DRYLAND LACUNIA PERENNA	LOW	1
100	DRYLAND LACUNIA PERENNA	DRYLAND LACUNIA PERENNA	LOW	1
110	DRYLAND LACUNIA PERENNA	DRYLAND LACUNIA PERENNA	LOW	1
120	DRYLAND LACUNIA PERENNA	DRYLAND LACUNIA PERENNA	LOW	1
130	DRYLAND LACUNIA PERENNA	DRYLAND LACUNIA PERENNA	LOW	1
140	DRYLAND LACUNIA PERENNA	DRYLAND LACUNIA PERENNA	LOW	1
150	DRYLAND LACUNIA PERENNA	DRYLAND LACUNIA PERENNA	LOW	1
160	DRYLAND LACUNIA PERENNA	DRYLAND LACUNIA PERENNA	LOW	1
170	DRYLAND LACUNIA PERENNA	DRYLAND LACUNIA PERENNA	LOW	1
180	DRYLAND LACUNIA PERENNA	DRYLAND LACUNIA PERENNA	LOW	1
190	DRYLAND LACUNIA PERENNA	DRYLAND LACUNIA PERENNA	LOW	1
200	DRYLAND LACUNIA PERENNA	DRYLAND LACUNIA PERENNA	LOW	1
210	DRYLAND LACUNIA PERENNA	DRYLAND LACUNIA PERENNA	LOW	1
220	DRYLAND LACUNIA PERENNA	DRYLAND LACUNIA PERENNA	LOW	1
230	DRYLAND LACUNIA PERENNA	DRYLAND LACUNIA PERENNA	LOW	1
240	DRYLAND LACUNIA PERENNA	DRYLAND LACUNIA PERENNA	LOW	1
250	DRYLAND LACUNIA PERENNA	DRYLAND LACUNIA PERENNA	LOW	1
260	DRYLAND LACUNIA PERENNA	DRYLAND LACUNIA PERENNA	LOW	1
270	DRYLAND LACUNIA PERENNA	DRYLAND LACUNIA PERENNA	LOW	1
280	DRYLAND LACUNIA PERENNA	DRYLAND LACUNIA PERENNA	LOW	1
290	DRYLAND LACUNIA PERENNA	DRYLAND LACUNIA PERENNA	LOW	1
300	DRYLAND LACUNIA PERENNA	DRYLAND LACUNIA PERENNA	LOW	1
310	DRYLAND LACUNIA PERENNA	DRYLAND LACUNIA PERENNA	LOW	1
320	DRYLAND LACUNIA PERENNA	DRYLAND LACUNIA PERENNA	LOW	1
330	DRYLAND LACUNIA PERENNA	DRYLAND LACUNIA PERENNA	LOW	1
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350	DRYLAND LACUNIA PERENNA	DRYLAND LACUNIA PERENNA	LOW	1
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370	DRYLAND LACUNIA PERENNA	DRYLAND LACUNIA PERENNA	LOW	1
380	DRYLAND LACUNIA PERENNA	DRYLAND LACUNIA PERENNA	LOW	1
390	DRYLAND LACUNIA PERENNA	DRYLAND LACUNIA PERENNA	LOW	1
400	DRYLAND LACUNIA PERENNA	DRYLAND LACUNIA PERENNA	LOW	1
410	DRYLAND LACUNIA PERENNA	DRYLAND LACUNIA PERENNA	LOW	1
420	DRYLAND LACUNIA PERENNA	DRYLAND LACUNIA PERENNA	LOW	1
430	DRYLAND LACUNIA PERENNA	DRYLAND LACUNIA PERENNA	LOW	1
440	DRYLAND LACUNIA PERENNA	DRYLAND LACUNIA PERENNA	LOW	1
450	DRYLAND LACUNIA PERENNA	DRYLAND LACUNIA PERENNA	LOW	1
460	DRYLAND LACUNIA PERENNA	DRYLAND LACUNIA PERENNA	LOW	1
470	DRYLAND LACUNIA PERENNA	DRYLAND LACUNIA PERENNA	LOW	1
480	DRYLAND LACUNIA PERENNA	DRYLAND LACUNIA PERENNA	LOW	1
490	DRYLAND LACUNIA PERENNA	DRYLAND LACUNIA PERENNA	LOW	1
500	DRYLAND LACUNIA PERENNA	DRYLAND LACUNIA PERENNA	LOW	1

**GROUNDCOVERS**

SYMBOL	BOTANICAL NAME	COMMON NAME	WATER USE
	GROUND COVER (SPECIES NAME)	GROUND COVER	LOW
	GROUND COVER (SPECIES NAME)	GROUND COVER	LOW
	GROUND COVER (SPECIES NAME)	GROUND COVER	LOW
	GROUND COVER (SPECIES NAME)	GROUND COVER	LOW
	GROUND COVER (SPECIES NAME)	GROUND COVER	LOW
	GROUND COVER (SPECIES NAME)	GROUND COVER	LOW
	GROUND COVER (SPECIES NAME)	GROUND COVER	LOW
	GROUND COVER (SPECIES NAME)	GROUND COVER	LOW
	GROUND COVER (SPECIES NAME)	GROUND COVER	LOW
	GROUND COVER (SPECIES NAME)	GROUND COVER	LOW

**ACCENTS**

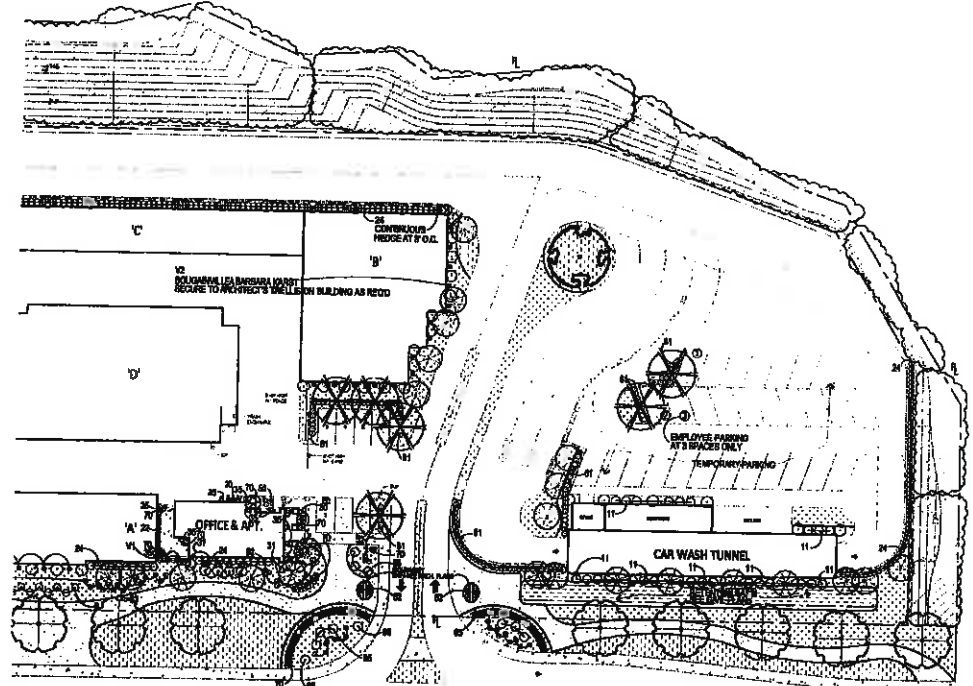
SYMBOL	DESCRIPTION
	ACCENT (SPECIES NAME)
	ACCENT (SPECIES NAME)
	ACCENT (SPECIES NAME)
	ACCENT (SPECIES NAME)
	ACCENT (SPECIES NAME)

**DISCLAIMER:**  
 PLANT QUANTITIES ARE ESTIMATED AND MAY VARY FROM ACTUAL QUANTITIES  
 OBTAINED BY THE FIELD. LANDSCAPE DESIGN, TREE SPECIES AND MATERIALS  
 LISTED ARE NOT NEARLY EXHAUSTIVE. THE CLIENT AND CONTRACTOR  
 SHALL BE RESPONSIBLE FOR THE SELECTION OF PLANT QUANTITIES.  
 CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING EXISTING UTILITIES.

**PARKING AREAS TREE SHADING LEGEND**

SYMBOL	DESCRIPTION
	SHADING (SPECIES NAME)
	SHADING (SPECIES NAME)
	SHADING (SPECIES NAME)

**WATER CONSERVATION STATEMENT:**  
 THIS CONSTRUCTION SHALL BE SUBJECT TO THE FOLLOWING:  
 1. THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS.  
 2. THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS.  
 3. THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS.  
 4. THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS.



**WINCHESTER ROAD**

**FRENCH VALLEY SELF STORAGE AND CAR WASH ENLARGED ENTRY AREA LANDSCAPE PLAN 11.90.15**

RIVERSIDE COUNTY, CA

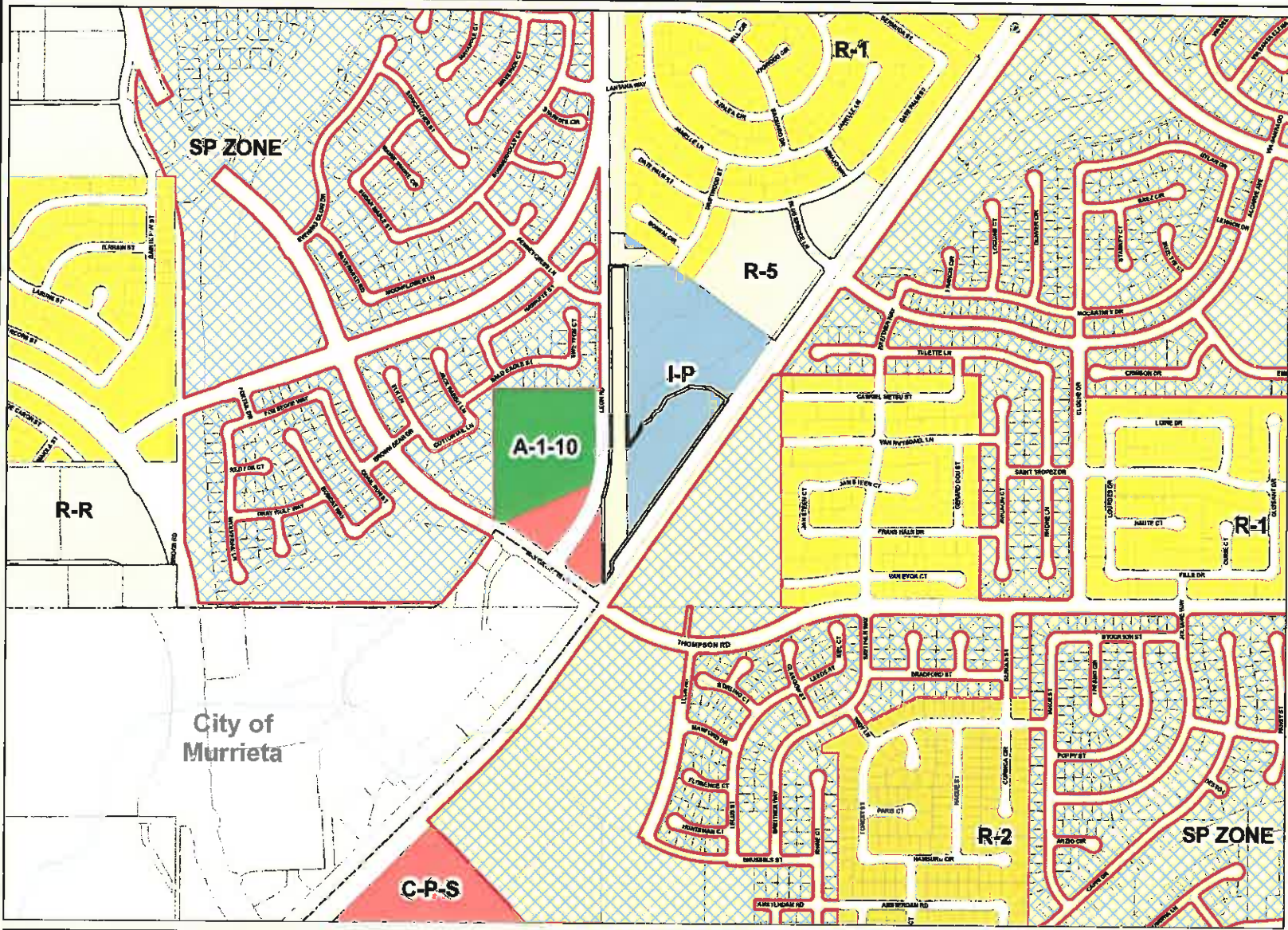
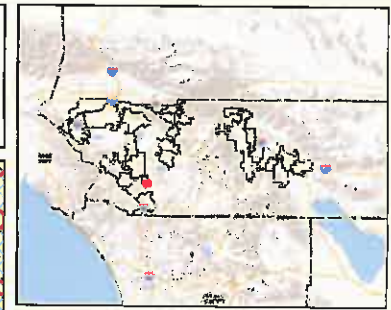
SCALE: 1" = 30'-0" 11-200



**Land Perspective**  
 2845 HANCOCK CIRCL. PH: 949.427.3888  
 2845 HANCOCK CIRCL. PH: 949.427.3888  
**VALLI ARCHITECTURAL GROUP**  
 2745 PUEBLO BL, SUITE 205 PH: 949/540-1777  
 MISSION VIEJO, CA 92691 #valli.arch@earthlink.net

L2

# My Map



### Legend

- Display Parcels
- Airports
- Runways

### Zoning

- <all other values>
- A-1
- A-1-1
- A-1-1 1/2
- A-1-1/2
- A-1-10
- A-1-15
- A-1-2
- A-1-2 1/2
- A-1-2 1/4
- A-1-20
- A-1-30000
- A-1-4
- A-1-40
- A-1-5
- A-2
- A-2-1
- A-2-10
- A-2-2
- A-2-2 1/2
- A-2-5
- A-D

City of Murrieta



0 1,136 2,271 Feet



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### Notes



# 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, 14<sup>th</sup> Floor, Riverside, California 92501, Monday through Thursday from 8:00 a.m. to 5:00 p.m., and by prescheduled appointment on Fridays, from 9:00 a.m. to 5:00 p.m.

PLACE OF HEARING: Riverside County Administration Center  
4080 Lemon St., 1<sup>st</sup> Floor Board Chambers  
Riverside, California

DATE OF HEARING: March 10, 2016

TIME OF HEARING: 9:00 A.M.

### CASE DESCRIPTION:

ZAP1066FV16 – CA Watson Properties (Representative; Owen Wickstrand) – County Case Nos. CZ 07180 (Change of Zone), PP 20682 (Plot Plan), PM 33750 (Parcel Map). The applicant proposes to develop a mini-warehousing facility and a car wash on 6.84 acres of a 10.38-acre parcel (Assessor's Parcel Number 480-170-014) located along the west side of Winchester Road, northerly of its intersection with Max Gilliss Boulevard, and easterly of the alignment of Leon Road southwesterly of Penny Cress Lane, in the unincorporated Riverside County community of French Valley. The mini-warehouse project includes four self-storage buildings with a combined floor area of 118,912 square feet and a 3,129 square foot office and apartment, along with 38 portable storage pods with a total area of 4,700 square feet and 15 recreational vehicle storage spaces. The car wash tunnel building will be 4,795 square feet in gross floor area. Tentative Parcel Map No. 33750, Amended No. 4, would divide 12.76 acres (the parcel, plus a portion of the right-of-way of Leon Road that would be vacated) into four parcels (plus 0.08 acres that would be right-of-way of Winchester Road). CZ 07180 would change the zoning of the proposed 1.66 acre car wash parcel from I-P (Industrial Park) to M-SC (Manufacturing-Service Commercial). (Airport Compatibility Zones C and D of the French Valley Airport Influence Area)

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

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

ALUC Identification No.

ZAP 1066 FV16

**PROJECT PROPONENT (TO BE COMPLETED BY APPLICANT)**

Date of Application January 26, 2016

Property Owner Winchester Road, LLC Phone Number 435-640-4102

Mailing Address C/O Scott Richards

P. O. Box 981623, Park City, Utah 84098-1623

Agent (if any) Owen Wickstrand, Project Manager Phone Number 619-871-5880

Mailing Address 13062 Caminito del Rocio, Del Mar, CA 92014

**PROJECT LOCATION (TO BE COMPLETED BY APPLICANT)**

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

Street Address NEC of Winchester Road and Leon Road

Assessor's Parcel No. 480-170-014 (Old 467-250-039;480-170-012,011&008) Parcel Size Remainder 12.75 Ac

Subdivision Name N/A

Lot Number Parcel No. 6 of PMB 5/47 Zoning Classification I P (Industrial Park)

F.V  
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) Vacant

Proposed Land Use (describe) Current Plan is for Self Storage and Car Wash. ALUC formerly issued a Development Review on November 10, 2005 File No.: FV-05-110, Related File CZ 7180, PM 33750 and SP00106A10  
Attached is a copy of that letter and copies of location maps, site plans, elevations, floor plans, Landscape plans, Plot Plan 20682 and Tentative Parcel Map No. 33750. Project Description

For Residential Uses Number of Parcels or Units on Site (exclude secondary units) N/A

For Other Land Uses Hours of Use To be determined

(See Appendix C) Number of People on Site Maximum Number Self Storage & Car Wash 6 Employees 50 Customers  
 Method of Calculation Appendix C does not directly apply. Estimate based on number of car parking spaces and estimate base on similar sized businesses.

Height Data Height above Ground or Tallest Object (including antennas and trees) 35 Feet ft.  
 Highest Elevation (above sea level) of Any Object or Terrain on Site 1090' Above Sea Level ft.

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

If yes, describe \_\_\_\_\_

REFERRING AGENCY (APPLICANT OR JURISDICTION TO COMPLETE)	
Date Received	<u>1/27/16</u>
Agency Name	<u>Riverside County Planning</u>
Staff Contact	<u>Brett Dawson</u>
Phone Number	<u>951-955-0972</u>
Agency's Project No.	<u>PP 20682AZ, PM33750A4</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**

**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

Owen Wickstrand, Project Manager  
French Valley Self Storage and Car Wash  
13062 Caminito del Rocio, Del Mar, CA 92014  
619-871-5880 [owick@san.rr.com](mailto:owick@san.rr.com)

January 26, 2016

Re: Airport Land Use Commission Amended Review

John Guerin, Principal Planner  
County of Riverside  
4080 Lemon Street, 9<sup>th</sup> Floor  
Riverside, CA 92501  
Attn: Russell Brady, ALUC Planner

Please find our Amended Review Application along with a check for \$1,584 dollars to cover your review of our original AIRPORT LAND USE COMMISSION DEVELOPMENT REVIEW dated November 10, 2005, File No. FV-05-110, Related File CZ 7180, PM 33750 and SP 00106A10 for the Original APN #: 467-256-039 and subsequent No. 480-170-008, 011, & 012 and now 480-170-014 & 480-170-013.

Along with the application you will find all of the required documents attached plus some additional documents for clarification purposes. We will be appearing before the Land Development Committee on Thursday, January 27, 2016 for an amended review of our current project that includes both a Self Storage and a Car Wash as you will see in your documents.

As the authorized representative for the owners Winchester Road LLC, Scott Richards, Manager we look forward to your review and expect we will be able to comply with your previous requirements and any new ones that apply to our use of the land for our project.

The Title Company will produce the mailing labels needed when it is determined exactly what areas you require for the public mailing.



Owen Wickstrand  
Project Manager



Valli  
Architectural  
Group

**PROJECT DESCRIPTION  
FRENCH VALLEY SELF STORAGE AND CAR WASH  
RIVERSIDE COUNTY, CA**

The proposed project is a mixed use self-storage and car wash development located on a currently vacant 7.90 acre parcel on Winchester Road at Max Gilles Blvd in the Murrieta area of unincorporated Riverside County.

The self-storage component includes 5 buildings totaling 122,041 square feet. This includes a 2 story office and manager's apartment of 3,129 square feet, plus 4 self-storage buildings of one and two stories totaling 118,912 square feet.

The car wash component includes one single story building of 4,795 square feet.

The total project building area is 126,836 square feet.



# AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY

November 10, 2005

**CHAIR**  
Simon Housman  
Rancho Mirage

**VICE CHAIRMAN**  
Lori Van Arsdale  
City of Hemet

**COMMISSIONERS**  
Arthur Butler  
Riverside

Rod Ballance  
Riverside

David Hogan  
City of Temecula

Jon Goldenbaum  
Riverside

Charles Washington  
City of Temecula

Mark Lightsey  
Hemet

**STAFF**  
Keith D. Downs  
Executive Director  
A.I.C.P., A.A.A.E

5555 Arlington Ave.  
Riverside, CA 92504  
Tel: (951) 343-5483

[www.rcaluc.org](http://www.rcaluc.org)

County of Riverside  
4080 Lemon Street, 9th Floor  
Riverside, CA 92501  
Attn: Adam Rush

**RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW**  
File No.: FV-05-110  
Related File: CZ 7180, PM 33750 and SP 00106A10  
APN #: 467-250-039

Dear Applicant:

On November 10, 2005, the Riverside County Airport Land Use Commission (ALUC) found the above-referenced project consistent with the French Valley Airport Land Use Compatibility Plan (ALUCP), based on the following conditions of approval:

Conditions of Approval:

1. Provide Avigation Easements to the operator of French Valley Airport prior to any permits being issued or sale to any entity exempt from the Subdivision Map Act.
2. Install hooded or shielded outdoor lighting to prevent either the spillage of lumens or reflection into the sky.
3. Incorporate noise attenuation measures into the building construction to ensure interior noise levels are at or below 45-decibel levels.
4. Children's schools, day care centers, libraries, hospitals, and nursing homes are prohibited in Zone C.
5. 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.

November 10, 2005

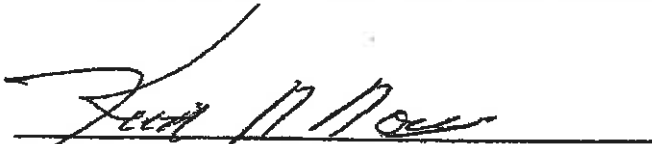
Page 2 of 2

- 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.
6. Structures exceeding a height of 70 feet, or a 100:1 slope from the end of the runway require FAA 7460 review.
7. The attached notice shall be given to all prospective buyers and tenants.

Should you have any questions regarding this action, please contact me at (951) 343-5493.

Sincerely,

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



Keith D. Downs, A.I.C.P., A.A.A.E.  
Executive Director

KDD:jg

Attachments: Notice of Airport in Proximity

cc: ALUC Staff  
John Scott Richards

**COUNTY OF RIVERSIDE  
AIRPORT LAND USE COMMISSION**

**STAFF REPORT**

**AGENDA ITEM:** 3.2

**HEARING DATE:** March 10, 2016

**CASE NUMBER:** ZAP1172MA16 – Kyle Investment Trust (Representative: Robert Furey – Groundwurk, Inc.)

**APPROVING JURISDICTION:** City of Perris

**JURISDICTION CASE NO:** GPA 14-0094 (General Plan Amendment), ZC 14-0095 (Zone Change), PUD 14-0093 (Planned Unit Development), TTM 14-0091 (Tentative Tract Map 37038)

**MAJOR ISSUES:** None

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

**PROJECT DESCRIPTION:** The applicant proposes to develop 114 detached residential condominium units (“Citrus Court”) on 14.5 gross (13.17 net) acres. The General Plan Amendment and Change of Zone are proposals to change the land use designation and zoning classification of the project site from R-6,000 to MFR 14 and apply a Planned Unit Development (PUD) Overlay. The Tentative Tract Map proposes to subdivide the 14.5-acre (gross) site into 114 residential condominium units. The Planned Unit Development proposes the 114 residential buildings and common open space improvements for the residential community.

**PROJECT LOCATION:** The site is located southerly of Orange Avenue, westlerly of Dunlap Road, northerly of Lemon Avenue, and easterly of Evans Road, approximately 24,700 feet southeasterly of the southeasterly terminus of Runway 14-32 at March Air Reserve Base and 17,100 feet northeasterly of the northerly terminus of Runway 15-33 at Perris Valley Airport.

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

- a. Airport Influence Area: March Air Reserve Base/Inland Port Airport
- b. Land Use Policy: Airport Compatibility Zone D



c. Noise Levels: below 60 CNEL from aircraft

**BACKGROUND:**

Residential Density: The site is located within Airport Compatibility Zone D. The adopted Compatibility Plan does not limit residential density in Zone D.

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

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

Part 77: The elevation of Runway 14-32 at its southeasterly terminus is approximately 1,488 feet above mean sea level (1488 feet AMSL). The project site is located more than 20,000 feet from the runway at March Air Reserve Base at a distance of approximately 24,700 feet. At this distance, structures exceeding a top point elevation of 1735 feet AMSL would require notice pursuant to the online Form 7460-1 process. The site is located less than 20,000 feet from Perris Valley Airport – approximately 17,100 feet. The elevation of Runway 15-33 at Perris Valley Airport is approximately 1,412 feet AMSL. At a distance of 17,100 feet from the runway, structures exceeding a top point elevation of 1583 feet AMSL would require notice pursuant to the online Form 7460-1 process. The project proposes a maximum finished building grade of 1471.9 feet AMSL and a maximum building height of 30 feet for a total maximum proposed elevation of 1501.9 feet AMSL. Therefore, review by the Federal Aviation Administration Obstruction Evaluation Service for height/elevation reasons is not required.

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

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

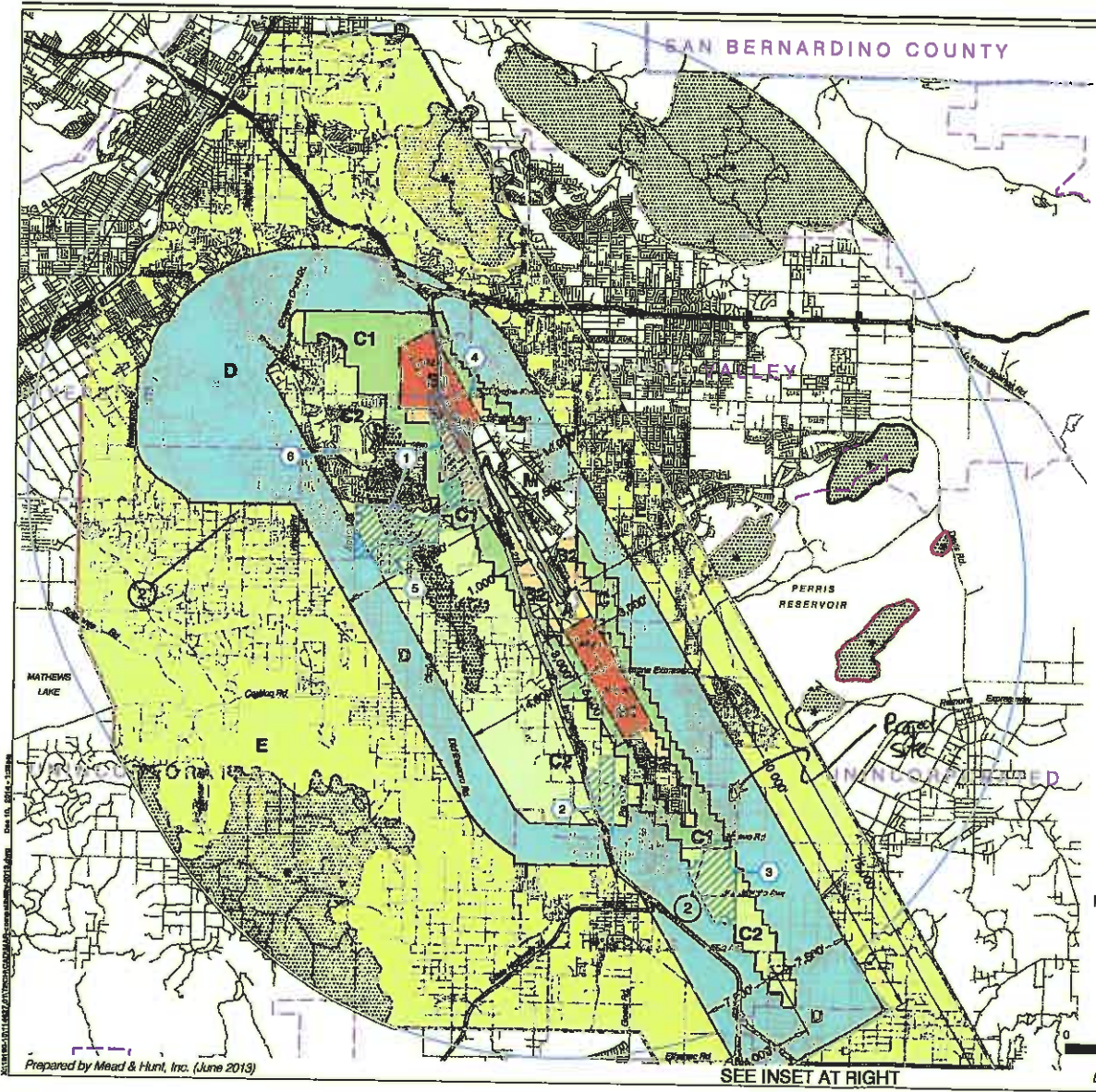
1. Any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses shall be prohibited:
  - (a) Any use which would direct a steady light or flashing light of red, white, green,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

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

- (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
  - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, artificial marshes, wastewater management facilities, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)
  - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
3. The attached notice shall be provided to all potential purchasers of the proposed lots and tenants of the homes thereon 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 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.
  5. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.

# NOTICE OF AIRPORT IN VICINITY

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



**LEGEND**

**Compatibility Zones**

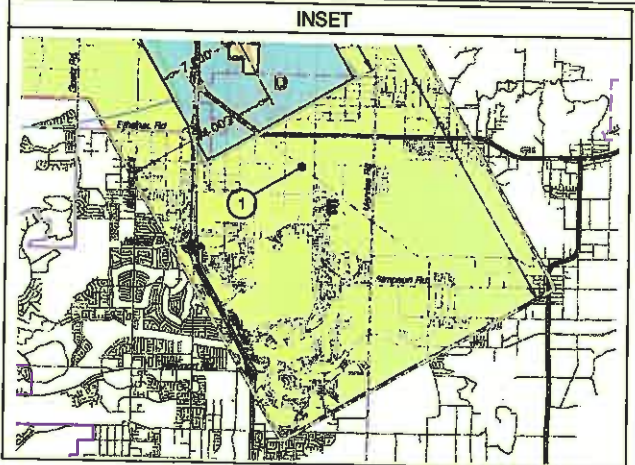
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

**Boundary Lines**

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

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

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



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

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



Base map source: County of Riverside 2013

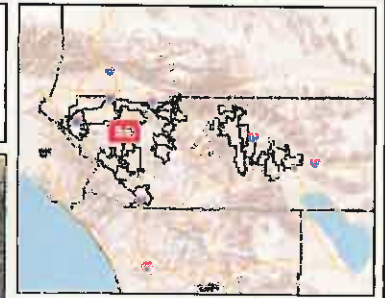
Prepared by Mead & Hunt, Inc. (June 2013)

SEE INSET AT RIGHT

Map MA-1

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

# My Map



## Legend

### Airport Compatibility

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



0 7,107 14,213 Feet



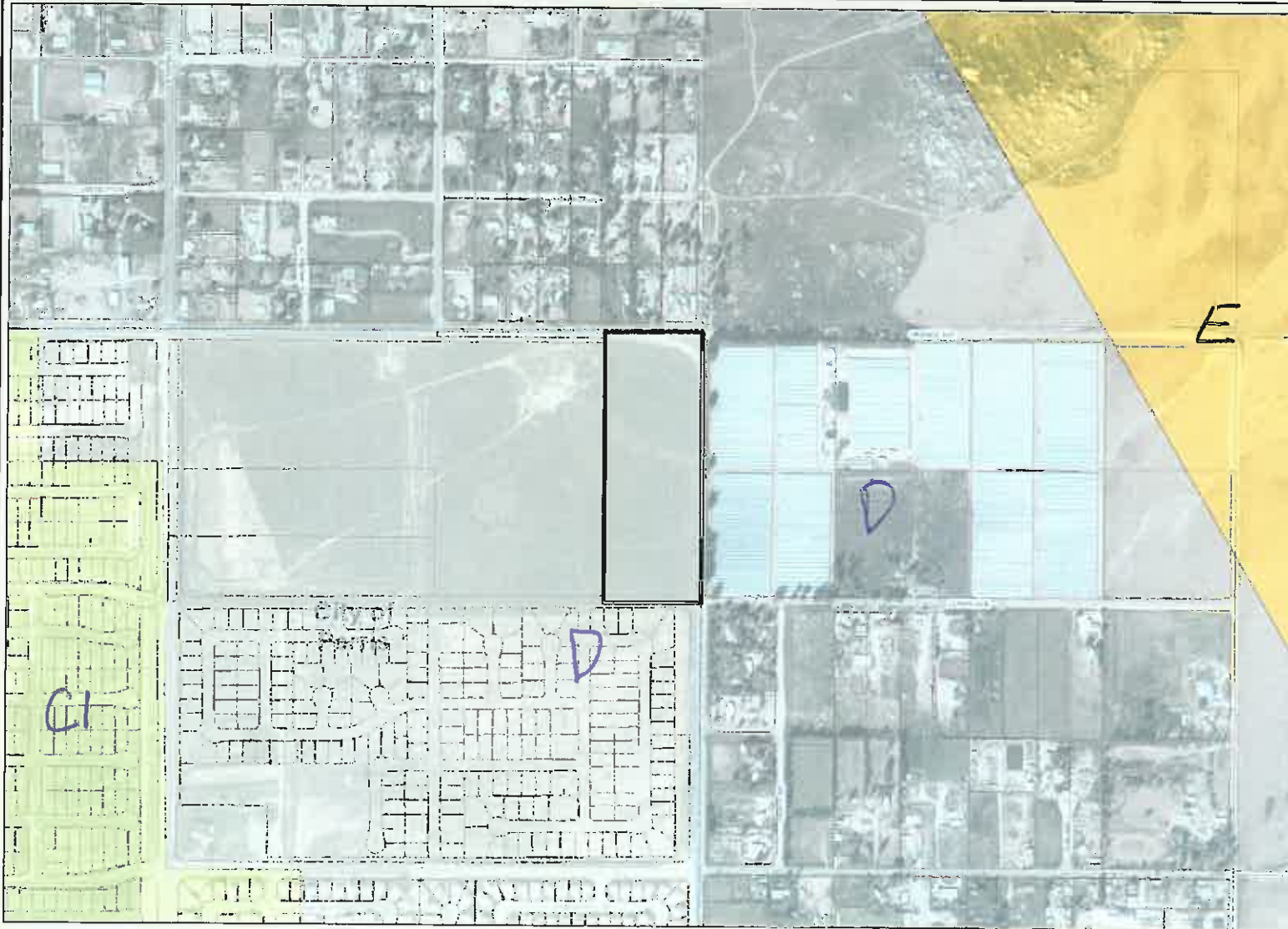
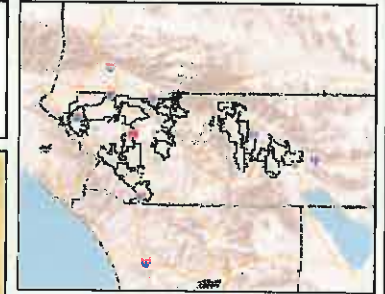
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## Notes

# 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

919

1,838 Feet



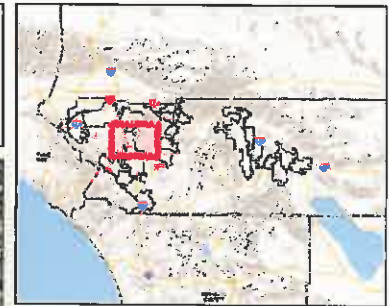
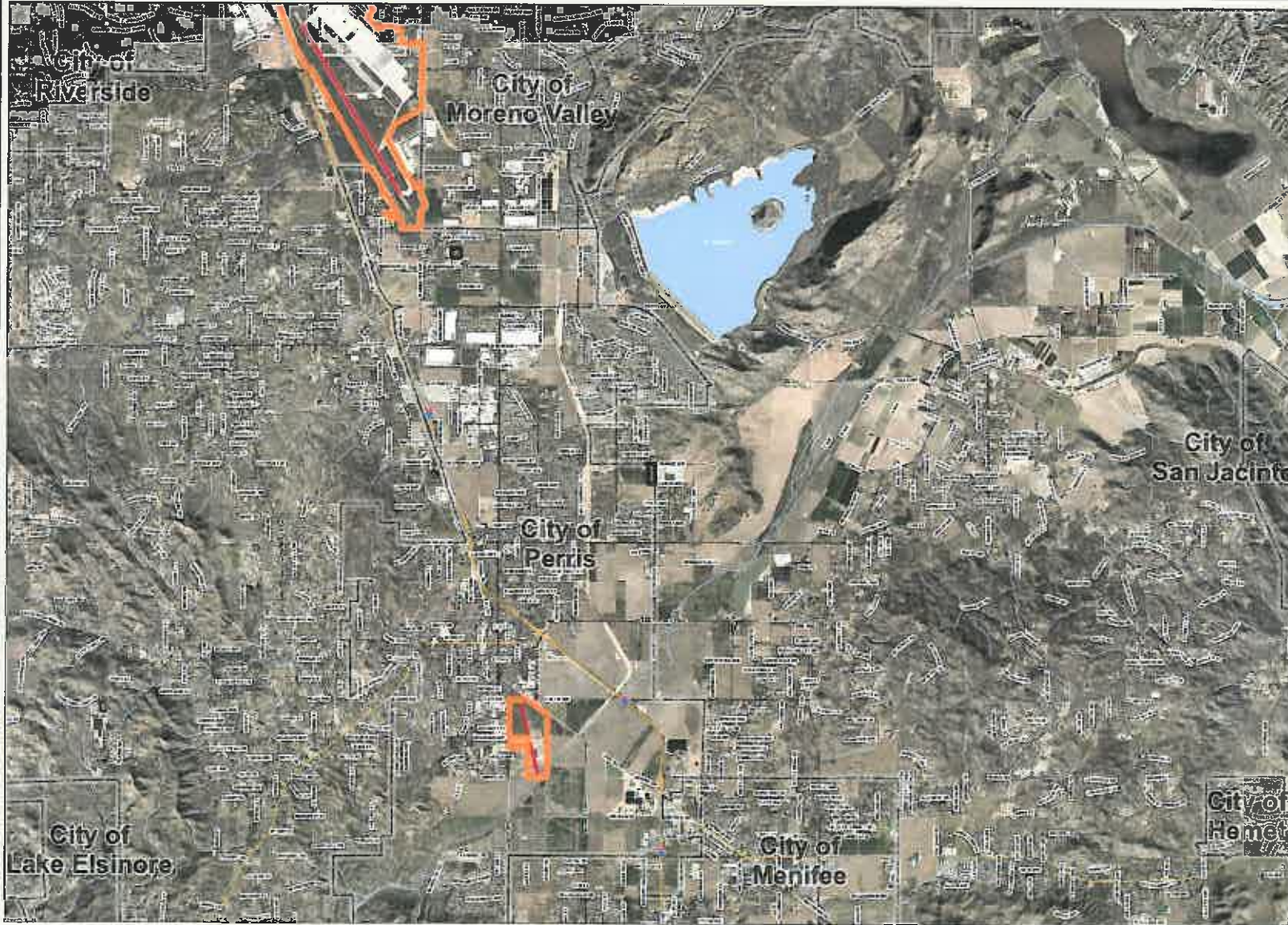
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


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## Notes

# My Map



## Legend

-  Airports
-  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



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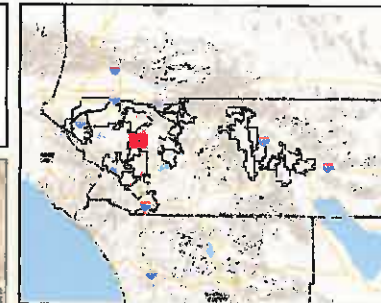


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## Notes

# My Map



## Legend

-  Airports
-  Runways
-  City Boundaries
- roadsanno
- highways
-  HWY
-  INTERCHANGE
-  INTERSTATE
-  OFFRAMP
-  ONRAMP
-  USHWY
- roads
-  Major Roads
-  Arterial
-  Collector
-  Residential
-  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.

0 3,137 6,273 Feet



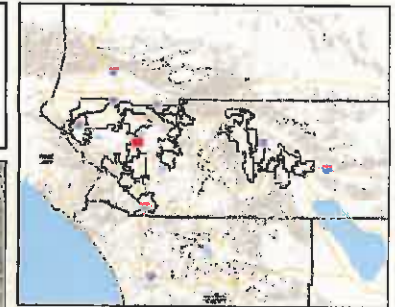
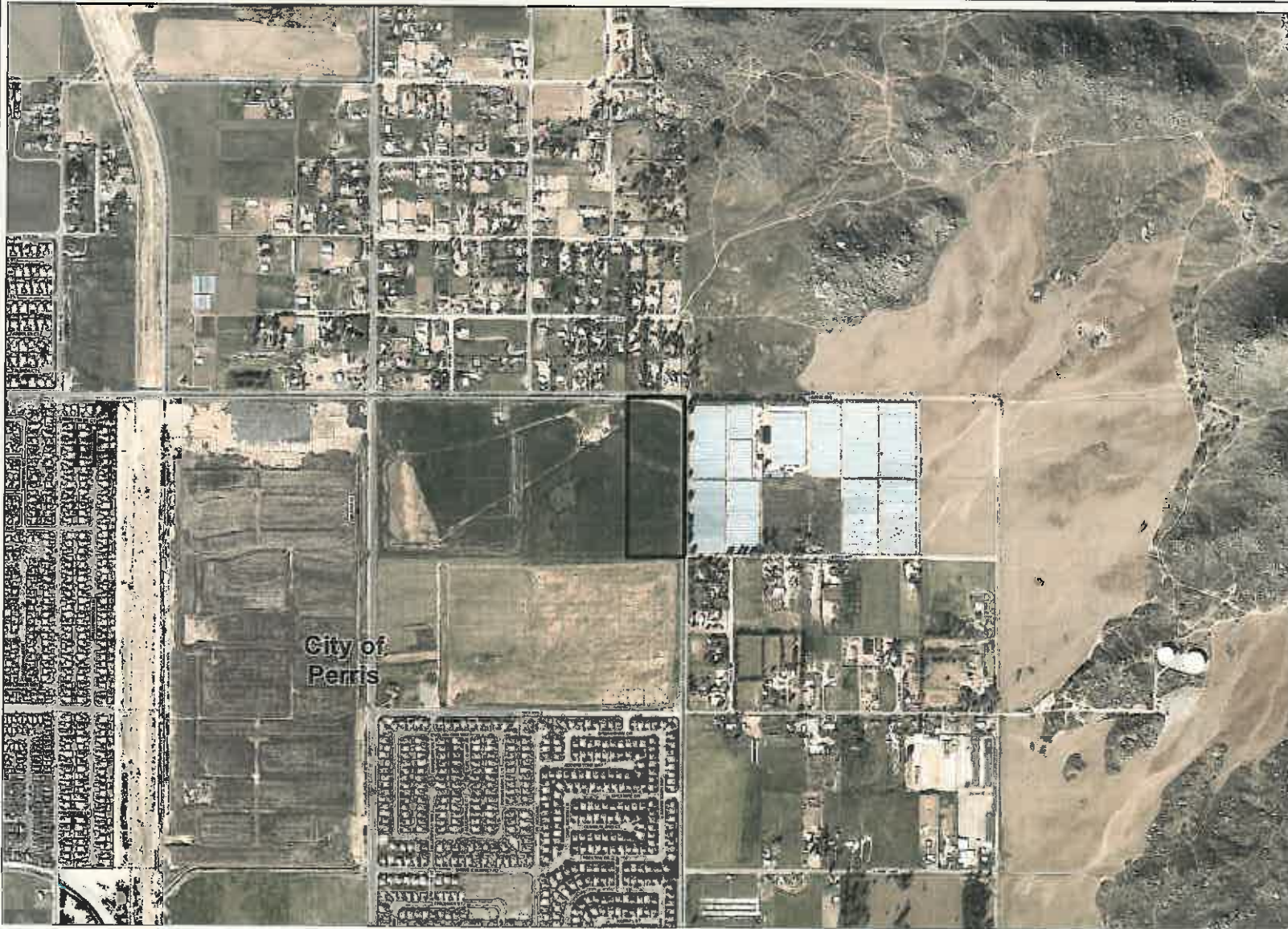
REPORT PRINTED ON... 2/19/2016 2:42:16 PM

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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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0 1,568 3,137 Feet

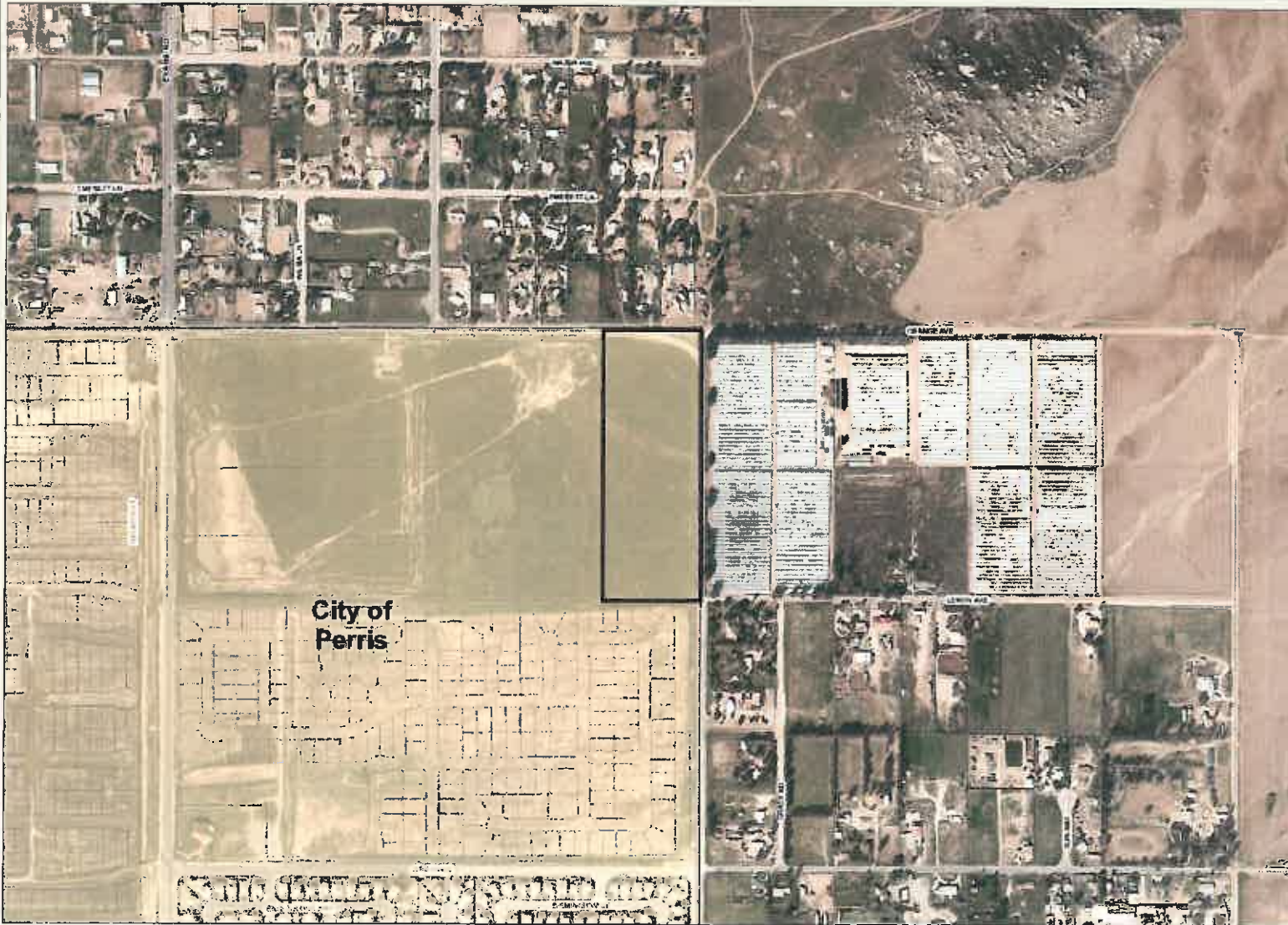
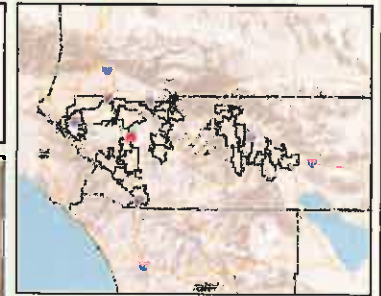


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## Notes

# My Map



## Legend

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



0

919

1,838 Feet

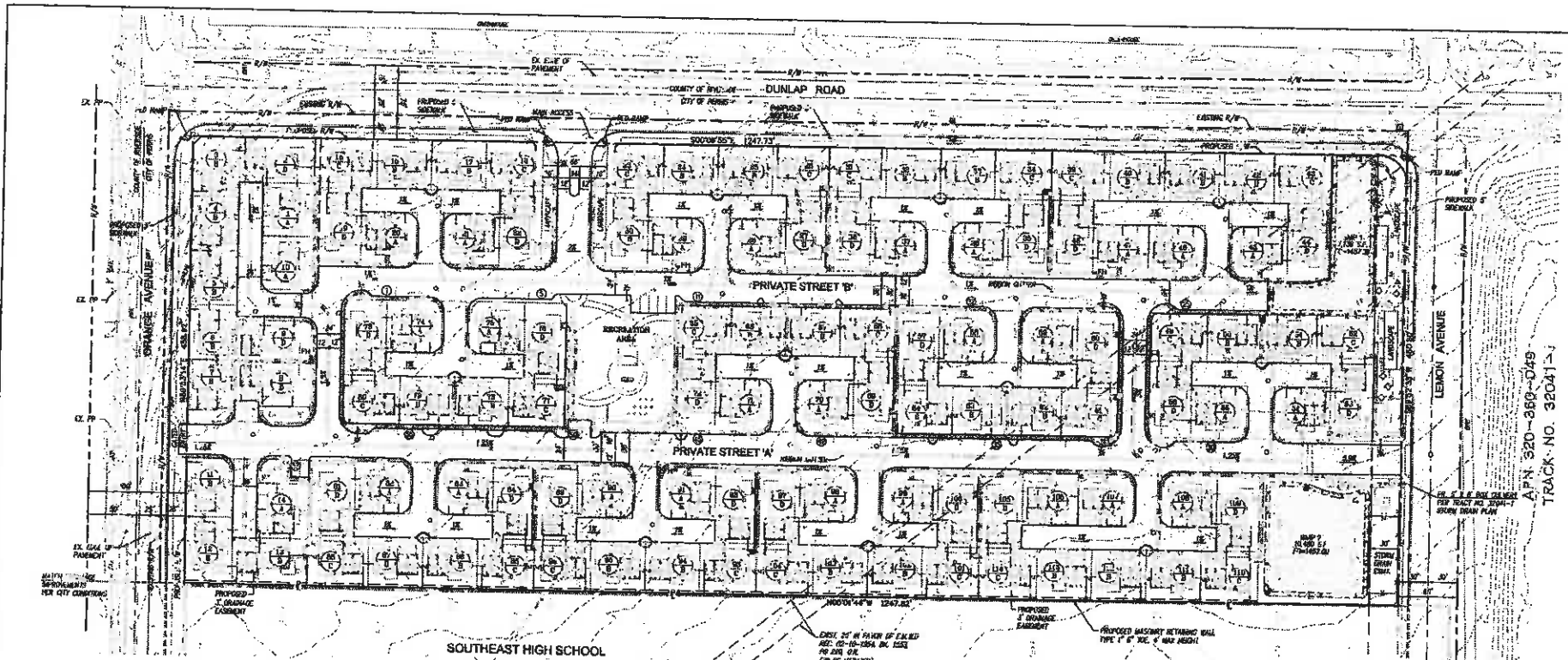


**\*IMPORTANT\*** Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness,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

REPORT PRINTED ON... 1/12/2016 10:50:12 AM

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## Notes



APN: 320-889-049  
TRACK: NO. 32041

- LEGEND:**
- ON-SITE TRAILING COURT
  - FENCE FOR LANDSCAPE PLANS
  - STREET LIGHT
  - CONCRET DRIVEWAY & WALKWAY
  - AS PAVEMENT
  - PROPOSED SIGN

**SITE ADDRESS:**  
DUNLAP RD. (BETWEEN LEMOOR AVE. & GRANGE AVE.)

**A.P.N.:**  
320-889-049

**LEGAL DESCRIPTION:**  
PARTS B & C OF CERTIFICATE OF COMPLETION AND FULL TRACT NO. 20-201, RECORDED IN BOOK 1553, PAGE 202, OF THE COUNTY OF SAN DIEGO, CALIFORNIA.

**ZONING AND LAND USE:**  
SPECIAL PLAN: A-4.000 RESIDENTIAL  
ZONING ZONE: R-4.000  
PROPOSED USE: RFR 11

**LAND AREA:**  
GROSS AREA: 15,510 SQ. FT.  
NET AREA: 13,172 AC.

**LAND USE SUMMARY:**  
EXISTING LAND USE: VACANT  
PROPOSED LAND USE: RESIDENTIAL

**GENERAL NOTES:**  
1. CONCRETE FENCE PLANNED  
2. STREET LIGHTS TO BE INSTALLED IN ACCORDANCE WITH CITY STANDARDS  
3. STREET LIGHTING FROM DE SERVICE  
4. ALL SERVICES TO BE UNDERGROUND

**SERVICE DISTRICTS:**  
WATER: EASTERN MUNICIPAL WATER DISTRICT  
WATER: EASTERN MUNICIPAL WATER DISTRICT  
ELECTRIC: SOUTHERN CALIFORNIA EDISON  
GAS: SOUTHERN CALIFORNIA GAS CO.  
TELEPHONE: CALTELEPHONE  
CABLE: THE CABLE COMPANY  
FIRE PROTECTION: PERRIS FIRE DEPARTMENT  
SCHOOLS: PERRIS UNIFIED SCHOOL DISTRICT  
PERRIS LUNARBY SCHOOL DISTRICT  
PERRIS UNION HIGH SCHOOL DISTRICT

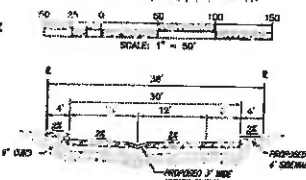
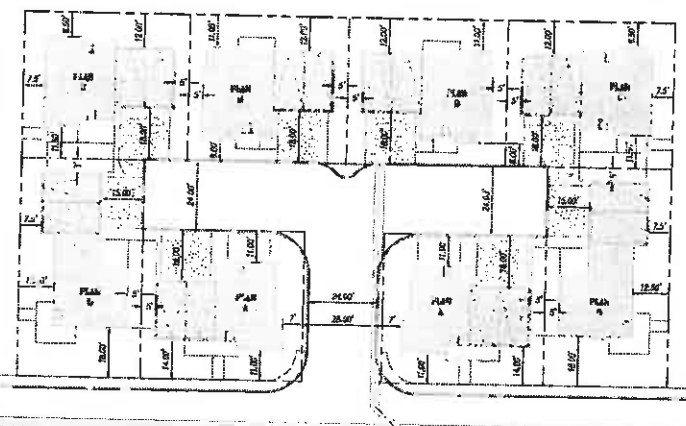
**EASEMENT NOTE:**  
TO BE VACATED 25' EASEMENT FOR PEROLE PERFORMED IN STATE OF SASTERN MUNICIPAL WATER DISTRICT RECORDED 02/01/1984, BOOK 1553, PG 202, OF THE COUNTY RECORD.

**SITE DATA:**

DEVELOPMENT CODE	REQUIRED PER QUARTER PLANS	PROPOSED PER THIS APPLICATION
LOT SIZE	3000 SF	3000 SF
LOT COVERAGE	30% MIN	30% MIN
MINIMUM SETBACK	5 FT	5 FT
MINIMUM FRONT SETBACK	10 FT	10 FT
MINIMUM SIDE SETBACK	5 FT	5 FT
MINIMUM REAR SETBACK	5 FT	5 FT
MINIMUM FRONT YARD SETBACK	5 FT	5 FT
MINIMUM SIDE YARD SETBACK	5 FT	5 FT
MINIMUM REAR YARD SETBACK	5 FT	5 FT
MINIMUM FRONT SETBACK	5 FT	5 FT
MINIMUM SIDE SETBACK	5 FT	5 FT
MINIMUM REAR SETBACK	5 FT	5 FT

**BUILDING DATA:**

PLAN	AREA	PERMITS
PLAN A	1,200 SF	1,200 SF
PLAN B	1,200 SF	1,200 SF
PLAN C	1,200 SF	1,200 SF
PLAN D	1,200 SF	1,200 SF
PLAN E	1,200 SF	1,200 SF
PLAN F	1,200 SF	1,200 SF
PLAN G	1,200 SF	1,200 SF
PLAN H	1,200 SF	1,200 SF
PLAN I	1,200 SF	1,200 SF
PLAN J	1,200 SF	1,200 SF
PLAN K	1,200 SF	1,200 SF
PLAN L	1,200 SF	1,200 SF
PLAN M	1,200 SF	1,200 SF
PLAN N	1,200 SF	1,200 SF
PLAN O	1,200 SF	1,200 SF
PLAN P	1,200 SF	1,200 SF
PLAN Q	1,200 SF	1,200 SF
PLAN R	1,200 SF	1,200 SF
PLAN S	1,200 SF	1,200 SF
PLAN T	1,200 SF	1,200 SF
PLAN U	1,200 SF	1,200 SF
PLAN V	1,200 SF	1,200 SF
PLAN W	1,200 SF	1,200 SF
PLAN X	1,200 SF	1,200 SF
PLAN Y	1,200 SF	1,200 SF
PLAN Z	1,200 SF	1,200 SF



TYPICAL PRIVATE STREET SECTION  
NOT TO SCALE

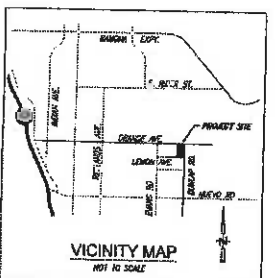
**PROPERTY SUBDIVIDER:**  
KYLE INVESTMENT TRUST  
P.O. BOX 7128  
SANDRIP SANTA FE, CA 92087

**APPLICANT/REPRESENTATIVE:**  
GROUNDWORK INC.  
2442 SECOND AVENUE  
SAN DIEGO, CA 92101  
PH: (619) 326-8007

**ENGINEER OF WORK:**  
REC CONSULTANTS, INC.  
2442 SECOND AVENUE  
SAN DIEGO, CA 92101  
PH: (619) 232-9200



DATE: 11-14-2015  
BY: JAL/STW  
DRAWN: JAL/STW  
CHECKED: JAL/STW  
P.L.A.K.



VICINITY MAP  
NOT TO SCALE

CITRUS COURT MODULE - TYPICAL DETAIL  
SCALE: 1" = 30'

Civil Engineering-Environmental  
Land Surveying  
2442 Second Avenue  
San Diego, CA 92101  
Tel: (619) 232-9200  
Fax: (619) 232-9210



**SITE PLAN**  
**CITRUS COURT (TM 37038)**

**SITE PLAN**  
PROJECT: CITRUS COURT (COURT COURT)  
PERRIS, CALIFORNIA

# TENTATIVE TRACT MAP No. 37038

IN THE CITY OF PERRIS

## APPLICANT/REPRESENTATIVE

GROUNDWATER, INC.  
2442 S. DINO AVENUE  
SAN DIEGO, CA 92101  
PH. (619) 326-8017

## ENGINEER OF WORK

REC CONSULTANTS, INC.  
2442 S. DINO AVENUE  
SAN DIEGO, CA 92101  
PH. (619) 326-8017



BRUCE A. PETERSON  
R.C.C. 46529  
DATE

## PROPERTY SUBVIDER:

KYLE INVESTMENT TRUST  
P.O. BOX 7129  
RANCHO SANTA FE, CA 92067

DAVID JOYSEN  
DATE  
THIS TENTATIVE MAP INCLUDES THE ENTIRE  
CONDOMINIUM OWNERSHIP OF THE LAND SHOWN.

## EASEMENTS:

- EX. 25' WATER EASEMENT PER DOCUMENT NO. 8427 RECORDED 2-10-54 IN BOOK 1852, PAGE 289 OF OFFICIAL RECORDS (TO BE UGATED)
- PROPOSED 3' WIDE ORANGE EASEMENT TO BE DEDICATED TO (FUTURE) HOA
- PROPOSED 30' STORM DRAIN EASEMENT TO BE DEDICATED TO (FUTURE) HOA

## UTILITIES:

SEWER: EASTERN MUNICIPAL WATER DISTRICT  
WATER: EASTERN MUNICIPAL WATER DISTRICT  
ELECTRIC: SOUTHERN CALIFORNIA Edison  
GAS: SOUTHERN CALIFORNIA GAS CO.  
TELEPHONE: GENERAL TELEPHONE  
CABLE: TIME WARNER

## CONDOMINIUM NOTE:

THIS SUBDIVISION IS A CONDOMINIUM PROJECT AS DEFINED IN SECTION 1590 ET. SEQ. OF THE CIVIL CODE OF THE STATE OF CALIFORNIA AND IS DEEMED PURSUANT TO THE SUBDIVISION MAP ACT THE TOTAL NUMBER OF CONDOMINIUM UNITS IS 114.

## ZONING AND LAND USE

GENERAL PLAN: R-6000 RESIDENTIAL  
EXISTING ZONE: R-6000  
PROPOSED ZONE: R-6000  
DESIGNED LAND USE: RESIDENTIAL  
PROPOSED LAND USE: RESIDENTIAL

## SCHOOL DISTRICTS:

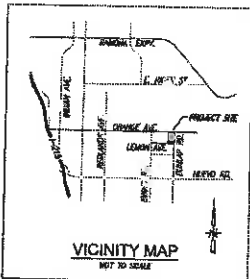
THE MERRILL CREEK SCHOOL DISTRICT  
PERRIS ELEMENTARY SCHOOL DISTRICT  
PERRIS JUNIOR HIGH SCHOOL DISTRICT

## GENERAL NOTES:

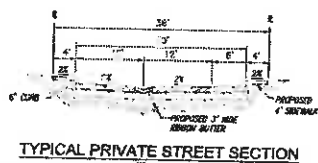
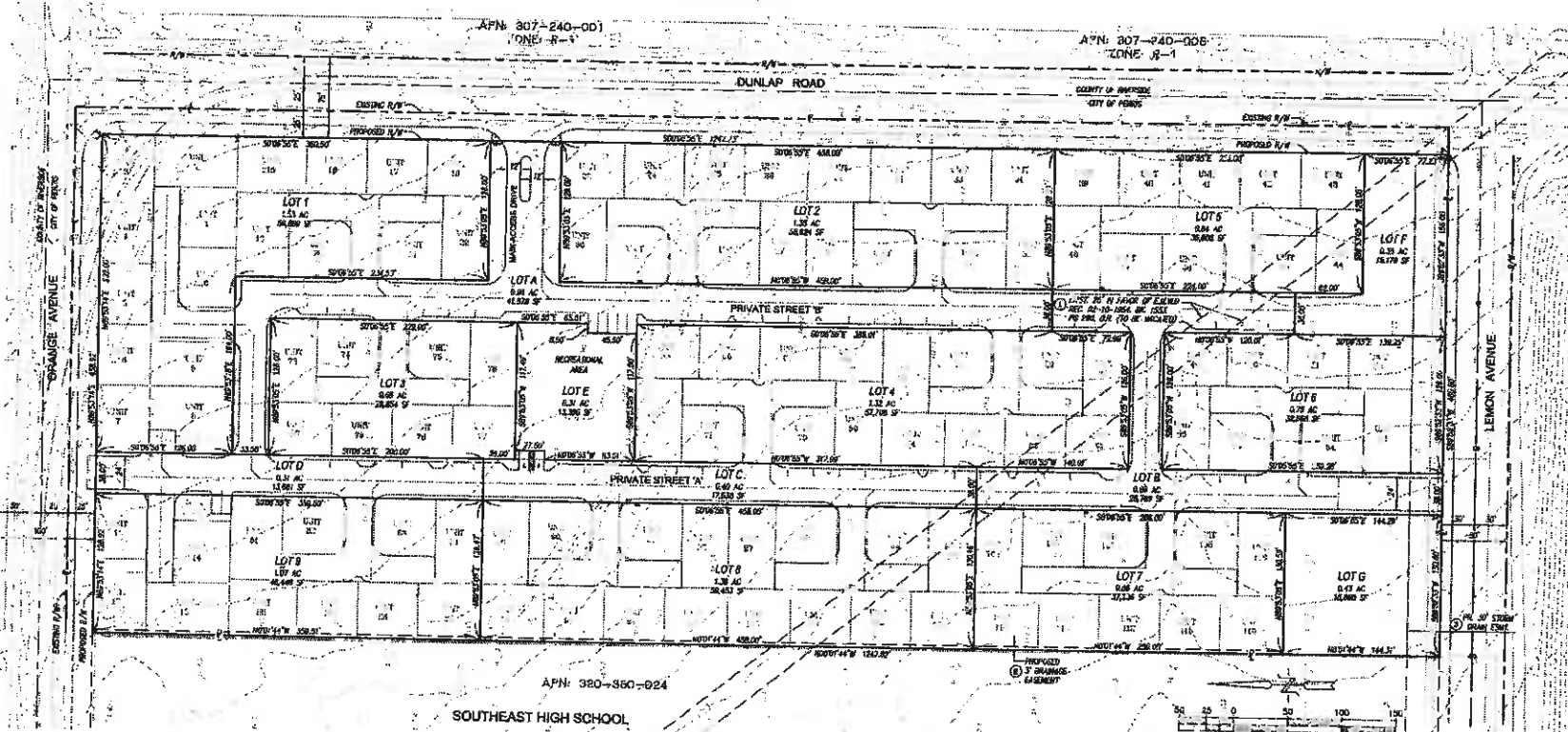
- ASSESSORS PARCEL NO. 331-360-13
- GROSS AREA = 14.4 ACRES, NET AREA = 13.176 ACRES
- NUMBER OF BUILDABLE UNITS IS 114
- COMMUNITY PLAN: PERRIS
- STREET LIGHTS TO BE INSTALLED IN ACCORDANCE WITH COUNTY STANDARDS
- FARE PROTECTION SERVICE: PERRIS COUNTY FIRE DEPARTMENT
- STREET LIGHTING: PRIVATE SERVICE
- ALL STREETS TO BE PRIVATE
- THE PROPERTY IS NOT SUBJECT TO OVERFLOW INUNDATION OR FLOOD HAZARD.

## LEGAL DESCRIPTION:

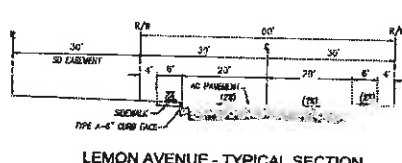
PARCEL 9 OF CERTIFICATE OF COMPLIANCE/LOT LINE ADJUSTMENT RECORD-2001, RECORDED MAP07131, BOOK AS INSTRUMENT 04-20022, AVENUE COUNTY.



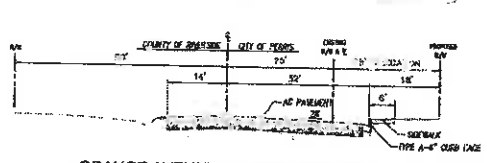
VICINITY MAP  
NOT TO SCALE



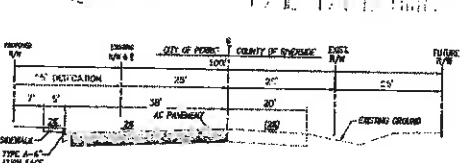
TYPICAL PRIVATE STREET SECTION  
NOT TO SCALE



LEMON AVENUE - TYPICAL SECTION  
NOT TO SCALE



ORANGE AVENUE - TYPICAL SECTION  
NOT TO SCALE



DUNLAP DRIVE - TYPICAL SECTION  
NOT TO SCALE

# TENTATIVE TRACT MAP No. 37038

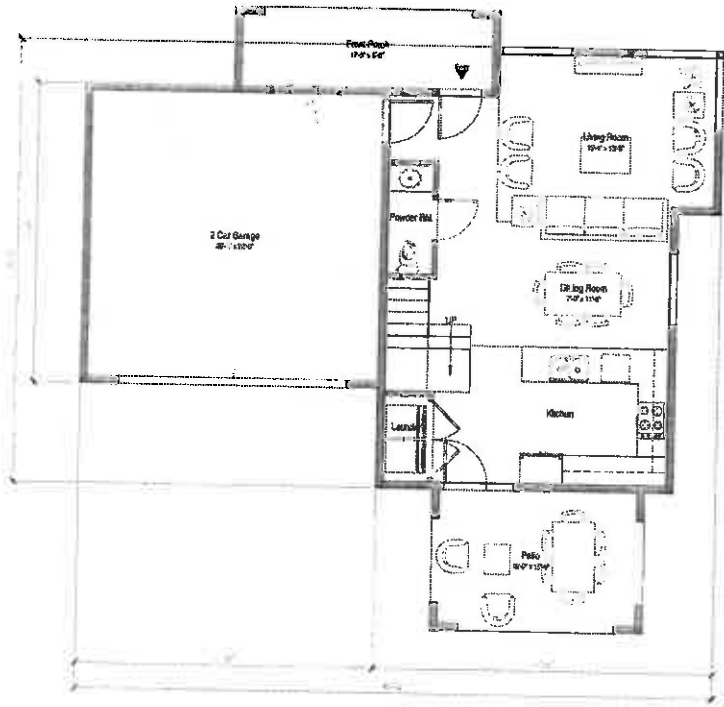
IN THE CITY OF PERRIS

TITLE SHEET  
CITRUS COURT  
SINGLE FAMILY (MOTOR COURT)  
PERRIS, CALIFORNIA

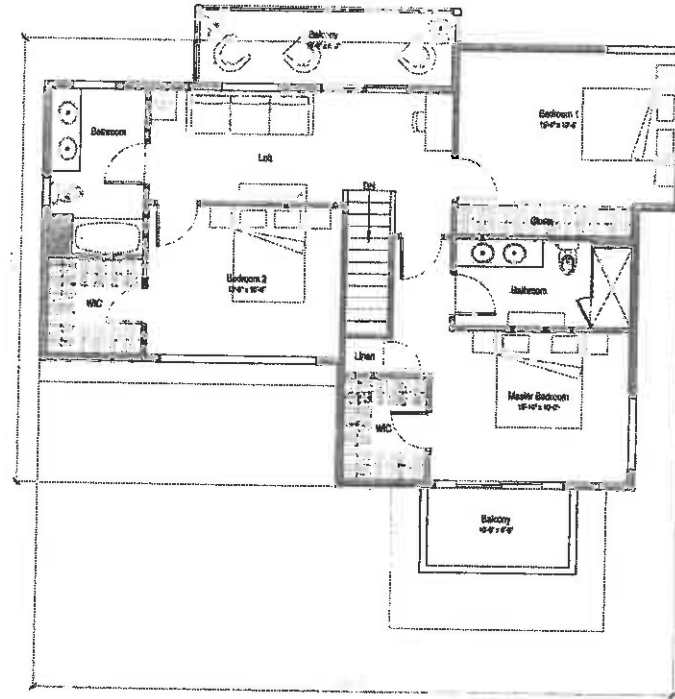
TM-1

REC Engineering & Environmental  
Land Surveying  
2442 Second Avenue  
Perris, CA 92370  
(619) 326-8017

DATE: 11-14-2015  
SCALE: 1" = 50'  
DRAWN: [Name]  
CHECKED: [Name]



① First Floor Plan – Building Type A  
 scale: 1/4" = 1'-0"



② Second Floor Plan – Building Type A  
 scale: 1/4" = 1'-0"

Floor Area Calc - Type A	
First Floor	804 NSP
Second Floor	897 NSP
<b>TOTAL LIVING AREA</b>	<b>1,701 NSP</b>
Garage	4,128 NSP
Total Porches / Patios / Associate	377 NSP

M.W. STEELE GROUP  
 ARCHITECTURE | PLANNING  
 1805 NEWTON AVE | SUITE A  
 SAN DIEGO | CA | 92113  
 TELEPHONE 619 230 8325  
 WWW.MWSTEELE.COM

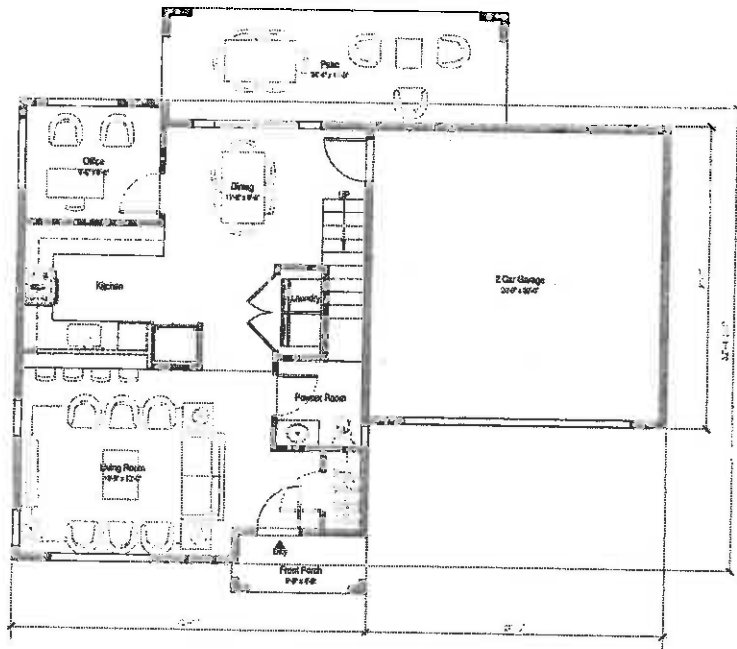
PRELIMINARY FLOOR PLANS  
 CITRUS COURT

DATE: 10-23-2015  
 SCALE: 1/4" = 1'-0"  
 DRAWN: MWA  
 CHECKED: JAW

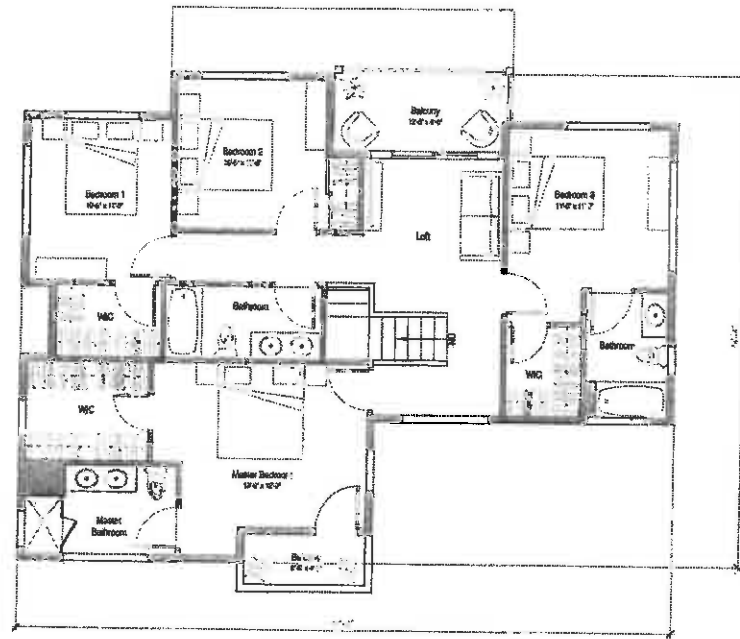
BUILDING TYPE A  
 CITRUS COURT  
 PERRIS, CALIFORNIA

SHEET 1 OF 1  
 TRACK

A-1



① First Floor Plan - Building Type B  
 scale: 1/4" = 1'-0"



② Second Floor Plan - Building Type B  
 scale: 1/4" = 1'-0"

Floor Area Calc - Type B	
First Floor	701 NSF
Second Floor	1,183 NSF
<b>TOTAL LIVING AREA</b>	<b>1,884 NSF</b>
Garage	410 NSF
Test Porches / Patios / Balconies	338 NSF

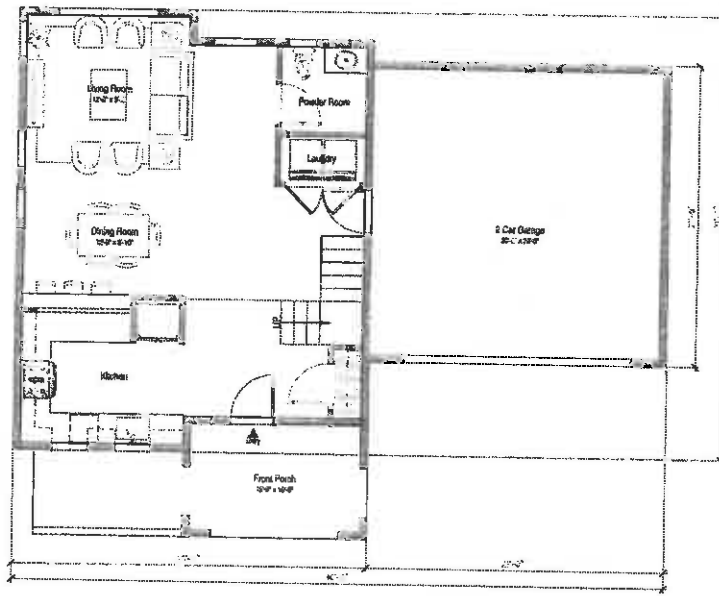
M.W. STEELE GROUP  
 ARCHITECTURE | PLANNING  
 1805 NEWTON AVE | SUITE A  
 SAN DIEGO | CA | 92113  
 TELEPHONE 619 310 0825  
 WWW.MWSTEELE.COM

PRELIMINARY FLOOR PLANS  
 CITRUS COURT

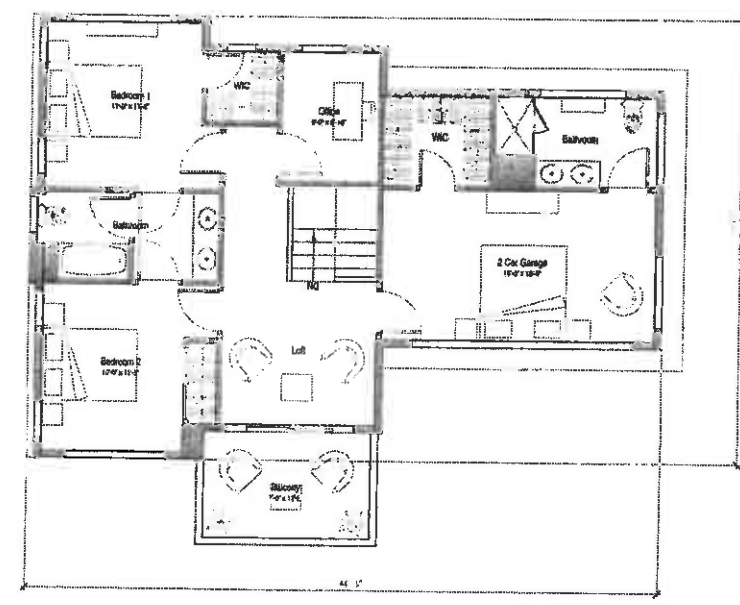
DATE: 05/05/2010  
 SCALE: 1/4" = 1'-0"  
 DRAWN: JMM  
 CHECKED: JMM

BUILDING TYPE B  
 CITRUS COURT  
 PERRIS, CALIFORNIA

SHEET TITLE  
 1st of 27



① First Floor Plan - Building Type C  
scale: 1/4" = 1'-0"



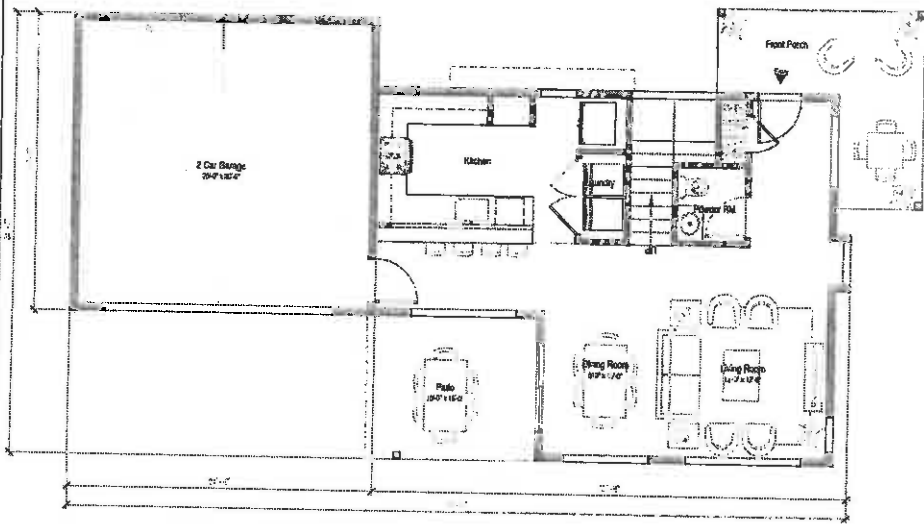
② Second Floor Plan - Building Type C  
scale: 1/4" = 1'-0"

Floor Area Calc - Type C	
First Floor	855 NSF
Second Floor	665 NSF
<b>TOTAL LIVING AREA</b>	<b>1,460 NSF</b>
Garage	410 NSF
<b>Total Porches / Patios / Balconies</b>	<b>220 NSF</b>

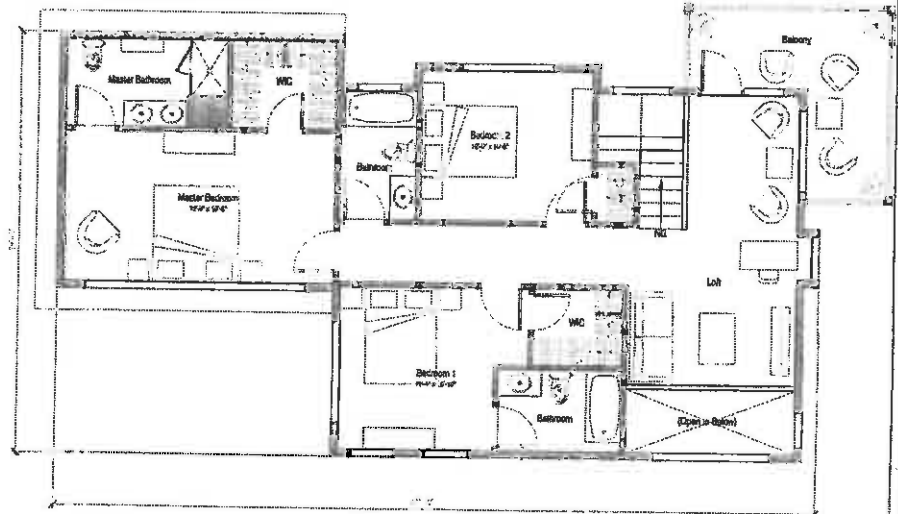
M.W. STEELE GROUP  
ARCHITECTURE | PLANNING  
1805 NEWTON AVE | SUITE A  
SAN DIEGO | CA | 92119  
TELEPHONE 619 230 9325  
WWW.MWSTEELE.COM

PRELIMINARY FLOOR PLANS  
CITRUS COURT

DATE	01/11/11
SCALE	1/4" = 1'-0"
DRAWN	MW
CHECKED	MS
PROJECT	CITRUS COURT PERRIS, CALIFORNIA
BUILDING TYPE C	



① First Floor Plan - Building Type D  
 scale: 1/4" = 1'-0"



② Second Floor Plan - Building Type D  
 scale: 1/4" = 1'-0"

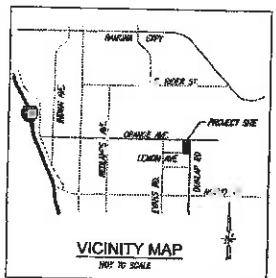
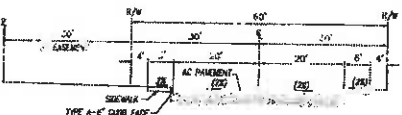
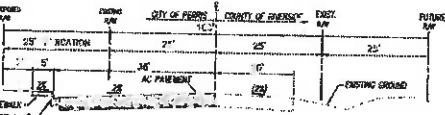
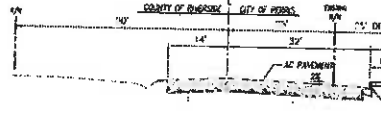
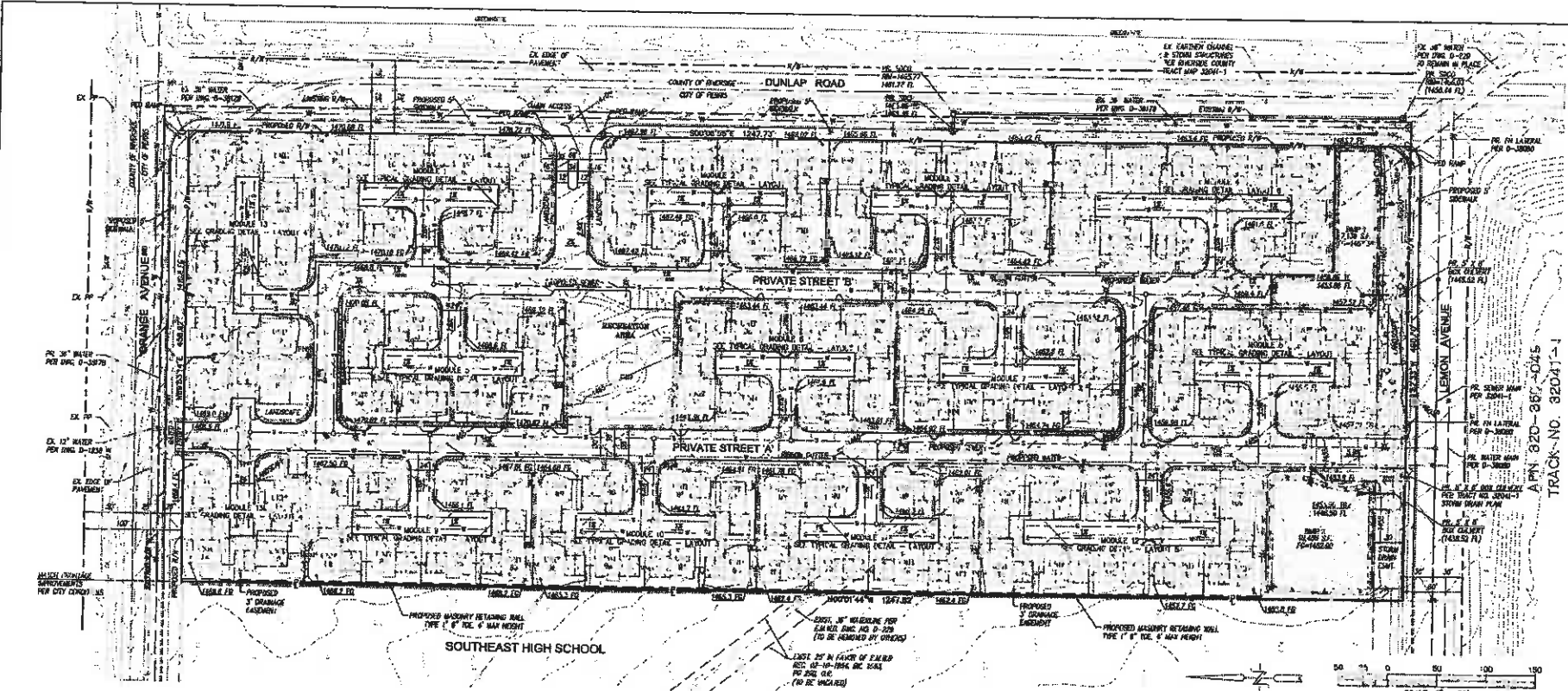
Floor Area Calc - Type D	
1st Floor	889 NSF
Second Floor	1,094 NSF
<b>TOTAL LIVING AREA</b>	<b>1,983 NSF</b>
Garage	410 NSF
Total Porches / Patios / Balconies	382 NSF

M.W. STEELE GROUP  
 ARCHITECTURE | PLANNING  
 1805 NEWTON AVE | SUITE A  
 SAN DIEGO, CA | 92113  
 TELEPHONE: 619 250 0225  
 WWW.MWSTEELE.COM

PRELIMINARY FLOOR PLANS  
 CITRUS COURT

DATE: 08/14/12	DATE: 08/14/12
SCALE: 1/4" = 1'-0"	SCALE: 1/4" = 1'-0"
DRAWN: MM	CHECKED: JN
BUILDING TYPE D	
CITRUS COURT	
PERRB, CALIFORNIA	





**SITE ADDRESS:**  
DUNLAP DR. BETWEEN ORANGE AVE. & LEMON AVE.

**A.P.N.:**  
221-146-17

**LEGAL DESCRIPTION:**  
PARCEL # 4 OF REPUBLIC OF COMPLIANT LOT LINE ADJUSTMENT 90-85-CORP. REDUCED MARGIN 2E 2008 AS INSTRUMENT 09-23903. BUREAU COUNTY.

**ZONING AND LAND USE:**  
GENERAL PLAN: R-1-1000 RESIDENTIAL  
EXISTING ZONE: R-1-1000  
PROPOSED ZONE: MFR 11

**LAND AREA:**  
6,800 ACRES 14.50 AC  
NET AREA: 13.17 AC

**LAND USE SUMMARY:**  
EXISTING LAND USE: RESIDENTIAL  
PROPOSED LAND USE: RESIDENTIAL

**GENERAL NOTES:**  
1. EXISTING PLANS, PERMITS  
2. STREET CAVES TO BE RECALLED IN ACCORDANCE WITH CITY STANDARDS  
3. STREET LIGHTING, PRIVATE SERVICE  
4. ALL STREETS TO BE PRIVATE

**SERVICE DISTRICTS:**  
SOUTH: EASTERN MUNICIPAL WATER DISTRICT  
WATER: EASTERN MUNICIPAL WATER DISTRICT  
ELECTRIC: SOUTHERN CALIFORNIA Edison  
SOUTHERN CALIFORNIA GAS CO.  
TELEPHONE: THE BUREAU  
FIRE PROTECTION: SHERBEE COUNTY FIRE DEPARTMENT  
POLICE: DAL HENNE MARINE SCHOOL DISTRICT  
PERMITS: ELEMENTARY SCHOOL DISTRICT  
POWER: WORTH HIGH SCHOOL DISTRICT

**EASEMENT NOTE:**  
TO BE RECALLED 25' EASEMENT FOR SPECIAL PURPOSES IN FAVOR OF EASTON RESIDENTIAL WHICH DISTRICT, REDUCED MARGIN 02/10/1984, BOOK 1553, PG. 296. C.D.L. SHOWN HEREIN.

**LEGEND:**

- EXISTING CURB/LINE
- - - - - FUTURE CURB/LINE
- - - - - WALKWAY
- SEWER MAIN
- SEWER MANHOLE
- STORM DRAIN PIPE
- STORM DRAIN CLEANOUT
- STORM DRAIN CURB INLET
- FENCE PER LANDSCAPE PLANS
- RETAINING WALL
- FIVE FOOT CANT
- STREET LIGHT
- CONCRETE DRIVEWAY & WALKWAY
- AC PAVEMENT
- ROBERTSON DRIVE

**ABBREVIATIONS:**

- AC ASPHALT CONCRETE
- CL CURB LINE
- EX EXISTING
- FG FRESH GRADE
- FL FLOW LINE
- PL PROPERTY LINE
- PP POWER POLE
- PR PROPOSED
- R/W RIGHT-OF-WAY
- SD STORM DRAIN CURB HALF
- SDC STORM DRAIN CLEANOUT
- SDI STORM DRAIN CLEANOUT
- TO TOP OF GRADE

**PROPERTY SUBDIVIDER:**  
KYLE INVESTMENT TRUST  
P.O. BOX 7128  
MANCINI SANTA FE, CA 92087

**APPLICANT/REPRESENTATIVE:**  
GROUNDWORK, INC.  
2442 SECOND AVENUE  
SAN DIEGO, CA 92101  
PH. (619) 399-8017

**ENGINEER OF WORK:**  
REG. CONSULTANTS, INC.  
2442 SECOND AVENUE  
SAN DIEGO, CA 92101  
PH. (619) 532-8900

**PROJECT:** G-1

Civil Engineering-Environmental  
Land Surveying  
2442 Second Avenue  
San Diego, CA 92101  
(619) 532-8900  
telefax-9210 Fax

**PRELIMINARY GRADING & UTILITY PLAN**  
**CITRUS COURT (TM 37038)**

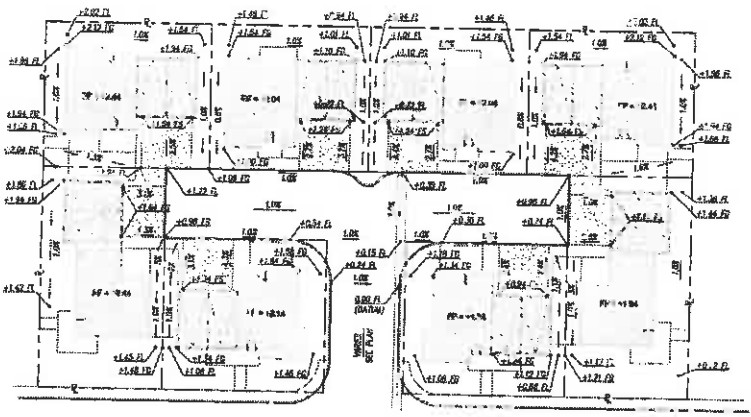
DATE: 01-15-01  
BY: J.E. DRIS  
CHECKED: M. J. B. B. B.  
DRAWN: M. J. B. B. B.  
SCALE: 1" = 50'

**TRACK-NO. 320417-1**

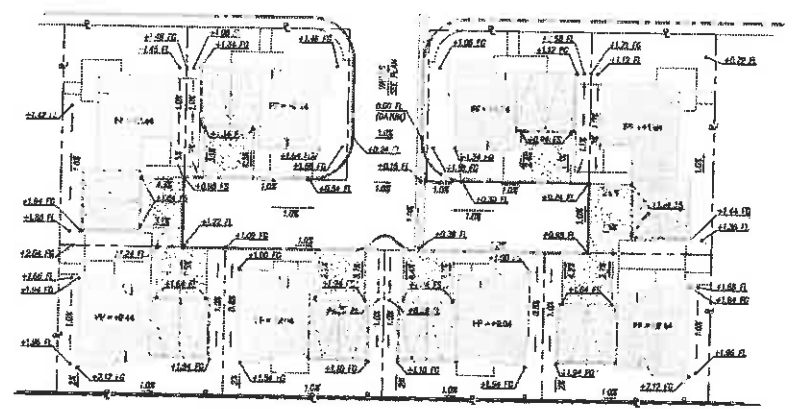
APN: 320-387-0245

DATE: 01-15-01

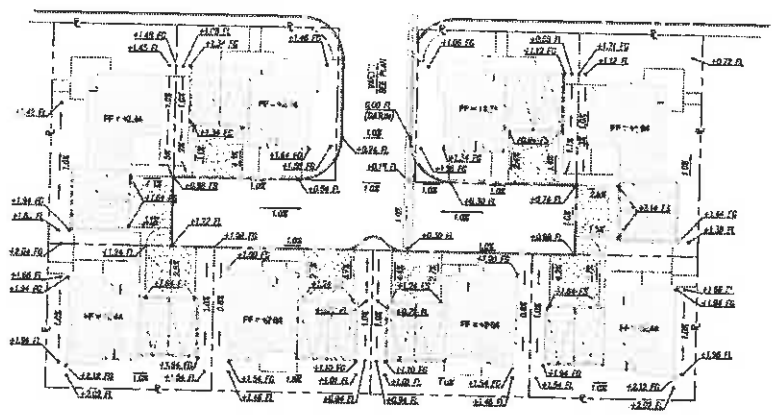
**G-1**



TYPICAL GRADING DETAIL - LAYOUT 1



TYPICAL GRADING DETAIL - LAYOUT 3



TYPICAL GRADING DETAIL - LAYOUT 2

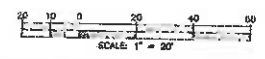


**LEGEND:**

- LOT LINE PER ZONING
- LOT LINE PER FUTURE CONDOMINIUM MAP
- REDUCED BMT
- CONCRETE PERIMETER
- REFERENCE ELEVATION AND LOCATION PER LAYOUT SEE SHEET 1 FOR CORRESPONDING ELEVATION
- 0.00 FS (GARAGE)
- 1.14 FS (ELEVATION DIFFERENCE BETWEEN REFERENCE ELEVATION AND FINISH ELEVATION)

**ABBREVIATIONS:**

- AC ASPHALTIC CONCRETE
- CI CINDER LINE
- EX EXISTING
- FC FINISH GRADE
- FL FLOW LINE
- FS FINISH SURFACE
- H PROPERTY LINE
- PP POWER POLE
- PH PERIMETER
- R/R RIGHT-OF-WAY
- S/D STORM DRAIN CURB AND GUT
- S/D/S STORM DRAIN (SEWER)
- TO TOP OF GRADE

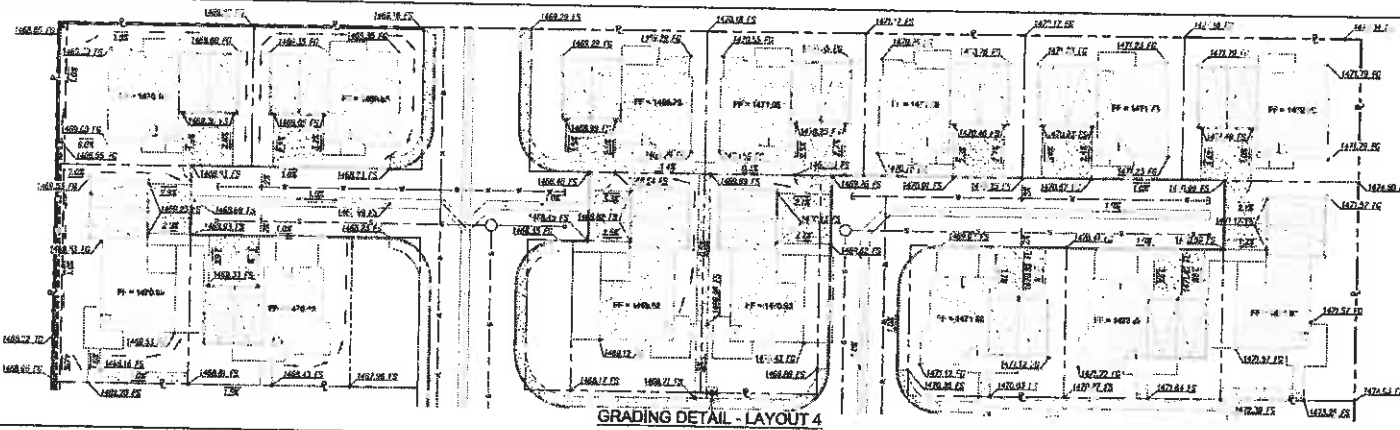


Civil Engineering - Environmental  
Land Surveying  
**REC**  
2442 Bascom Avenue  
San Jose, CA 95128  
(415) 932-8200 (415) 932-0210 Fax  
Consultants, Inc.

**PRELIMINARY GRADING & UTILITY PLAN**  
**CITRUS COURT (TM 37038)**

DATE:	11-14-2015
SCALE:	1" = 20'
DRAWN:	
CHECKED:	
SHEET TITLE:	DETAILS
PROJECT:	CITRUS COURT SINGLE FAMILY (MOTOR COURT) PERRIS, CALIFORNIA

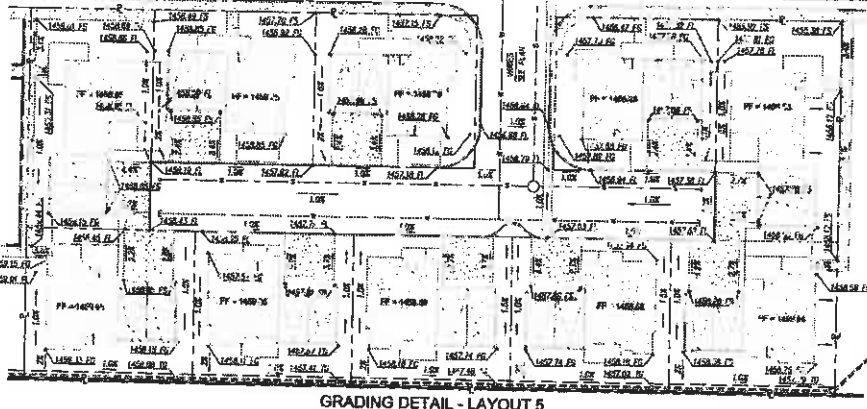
**G-2**



GRADING DETAIL - LAYOUT 4



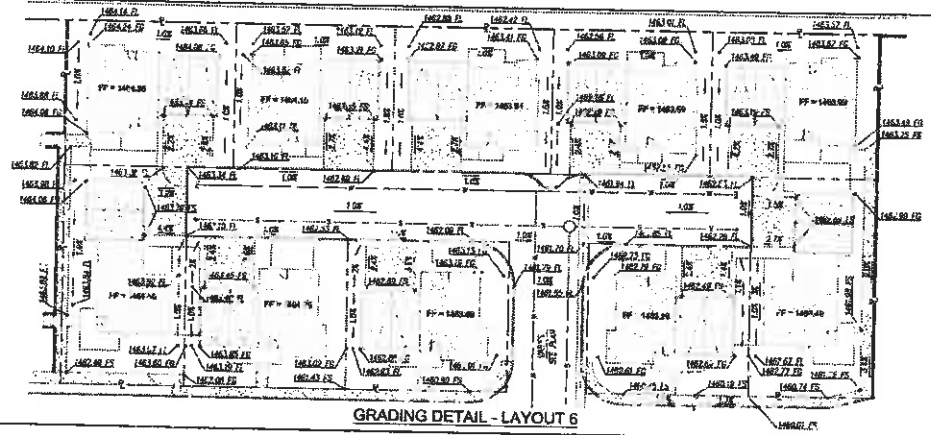
SCALE: 1"=20'



GRADING DETAIL - LAYOUT 5



SCALE: 1"=20'



GRADING DETAIL - LAYOUT 6



SCALE: 1"=20'

<b>LEGEND:</b>		<b>ABBREVIATIONS:</b>	
	LOT LINE PER CITY ORDER	AC	ASPHALTIC CONCRETE
	LOT LINE PER FUTURE CONDITIONAL MAP	CL	CURB LINE
	RETAINING WALL	CS	CASTING
	CONCRETE DRIVEWAY	FS	FINISH SURFACE
	REFERENCE ELEVATION AND LOCATION PER LAYOUT SITE SHEET 1 FOR CORRESPONDING ELEVATION	PL	PROPERTY LINE
	0.00 FT (0.00M)	PP	PANTRY PILE
	+1.24 FT	PR	PROPOSED
	ELEVATION DIFFERENCE BETWEEN REFERENCED ELEVATION AND PLAN ELEVATION	R/W	RIGHT-OF-WAY
		SGD	STORM DRAIN OPEN DRAIN
		SSD	STORM DRAIN UNDERDRAIN
		TL	TOP OF CURB

Civil Engineering-Environmental  
Land Surveying  
4443 San Diego, CA 92111  
San Diego, CA 92111  
(619) 232-9220 (619) 232-9215 Fax  
**REC**  
Consultants, Inc.

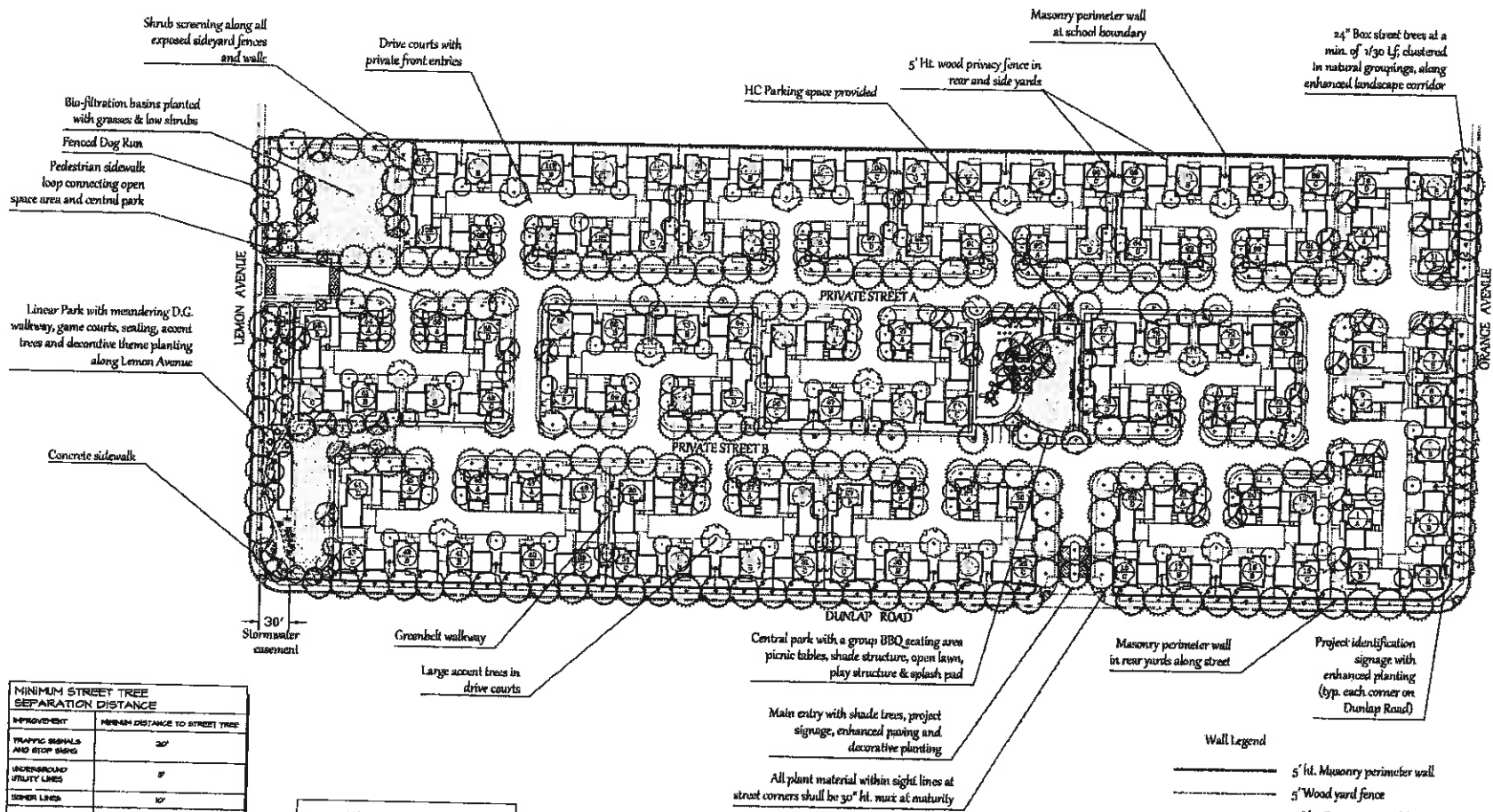
**PRELIMINARY GRADING & UTILITY PLAN**  
**CITRUS COURT (TM 37038)**

DATE:	11-4-2015
SCALE:	1" = 20'
PROJECT:	CITRUS COURT SINGLE FAMILY (MOTOR COURT) PERRIS, CALIFORNIA
SHEET TITLE:	DETAILS
PROJECT:	G-3

**PRELIMINARY LANDSCAPE PLAN**  
**CITRUS COURT**

DATE:	SCALE:	DRAWN:	CHECKED:
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SHEET TITLE: **CITRUS COURT**  
 PROJECT: **SINGLE FAMILY (ACTOR COURT)**  
 PERRIS, CALIFORNIA

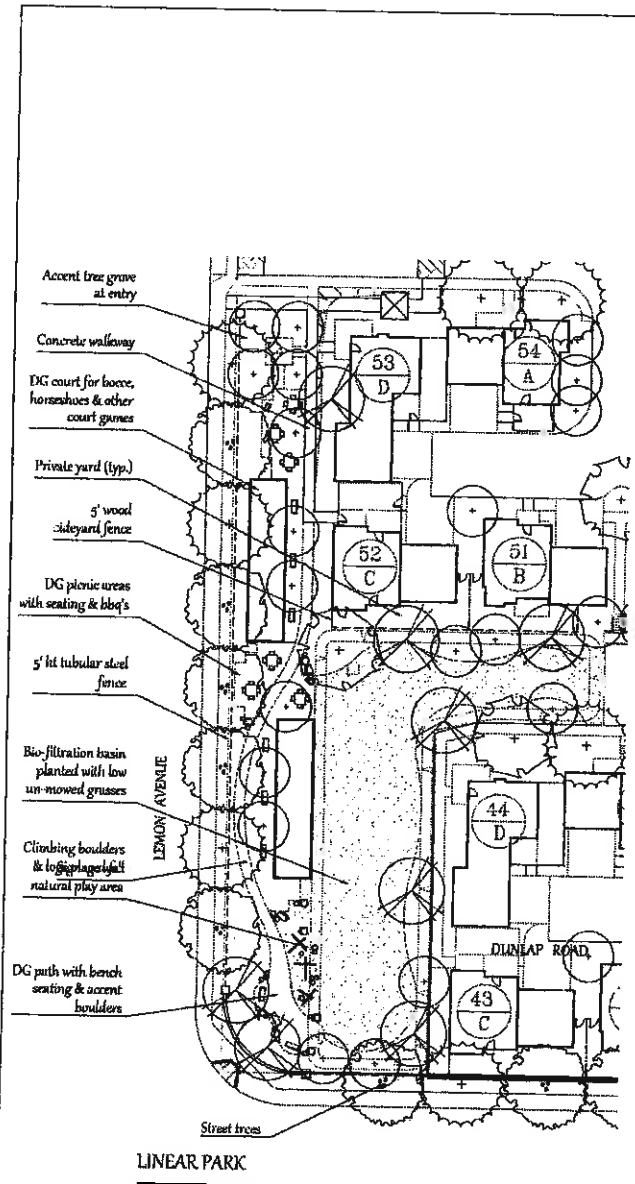


IMPROVEMENT	MINIMUM DISTANCE TO STREET TREE
TRAFFIC SIGNALS AND STOP SIGNS	20'
UNDERGROUND UTILITY LINES	8'
SEWER LINES	10'
PROPOSED/EXISTING UTILITY STRUCTURES	10'
DEVELOPER EXISTENCES	10'
INTERSECTIONS	25'

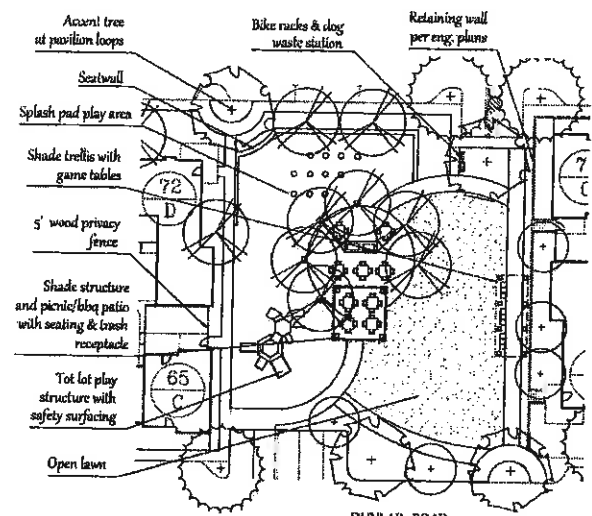
**Water Use Summary**  
 Maximum Water Allowance 2,778,687 gallons/year  
 Estimated Total Water Use 2,405,800 gallons/year

- Wall Legend
- 5' ht. Masonry perimeter wall
  - 5' Wood yard fence
  - - - - - 42" ht. Entry courtyard fence
  - - - - - 5' ht. Tubular steel view fence

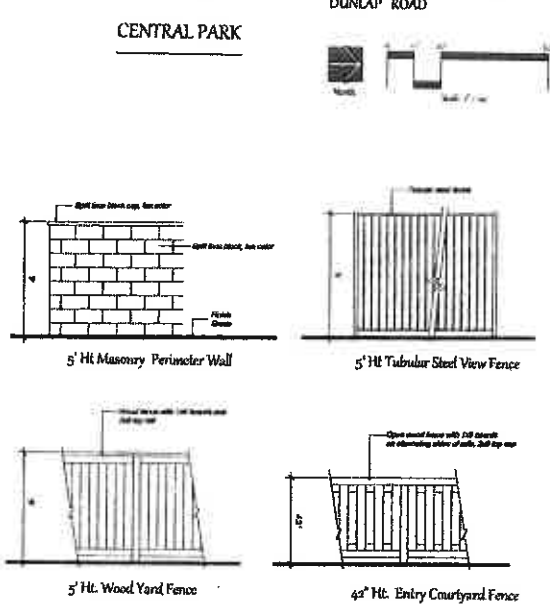




LINEAR PARK



CENTRAL PARK



WALL & FENCE ELEVATIONS

PLANT LEGEND

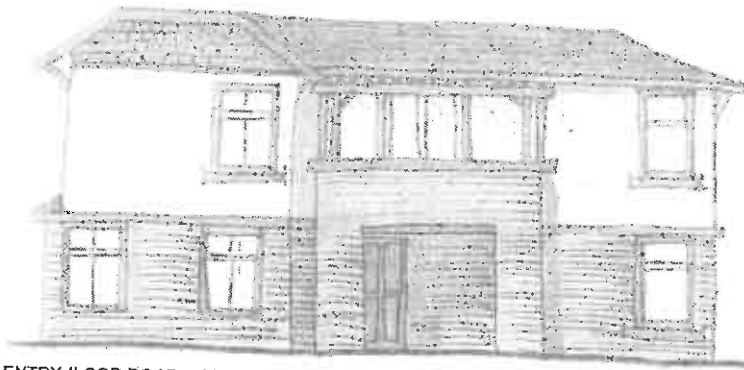
SYMBOL	BOTANICAL NAME	COMMON NAME	MICOLS IV
(Symbol)	LEMON STREET TREES (24" BOW)		
(Symbol)	LAURESTROBILA ANATYFANO	GRAPE MYRTLE	N
(Symbol)	GELEBA PARVIFLORA	AUSTRALIAN MYRTLE	N
(Symbol)	DUNLAP ROAD TREES (24" BOW)		
(Symbol)	MANGOLIA S. 'SANGEL' SOMMER	SANGEL SOMMER MANGOLIA	N
(Symbol)	COMAROSTERNA CANADENSIS	CANADIAN TREE	N
(Symbol)	GRANITE AVENUE TREES (24" BOW)		
(Symbol)	PLATANUS ACERIFOLIA 'BLOODGOOD'	LONDON PLANE TREE	N
(Symbol)	TABERNAE IFE	TRUMPET TREE	N
(Symbol)	INTERIOR STREET TREES (8 GAL - 24" BOW)		
(Symbol)	SHALBERGIA SIBBOD	SIBBOD TREE	L
(Symbol)	ULMUS P. 'TRIE SPREIT'	TRUE GREEN ELM	L
(Symbol)	ICOLEUCOSTERNA PARVILATA	ICOLEUCOSTERNA TREE	L
(Symbol)	SCREENING, YEWEE TREES (8 GAL - 24" BOW)		
(Symbol)	OLEA 'VELSONI'	OLIVE TREE	L
(Symbol)	FINIS HALEPENSIS	ALPINE PINE	L
(Symbol)	RUSS LONGEA	AFRICAN SIKKAC	L
(Symbol)	SMALL ACCENT TREES (8 GAL)		
(Symbol)	CYRTALPA TACHICENTESIS	PINK DAWN MORNING CLOUD	L
(Symbol)	LAUREL 'SANTONIA'	SAVY LAUREL	L
(Symbol)	PARKINSONIA 'DESERT MUSEUM'	DESERT MUSEUM	L
(Symbol)	GENCIS OCCIDENTALIS	WESTERN REDWOOD	L
(Symbol)	LARGE ACCENT TREES (24" BOW)		
(Symbol)	QUERCUS RUBER	COOK OAK	L
(Symbol)	PROSOPIS ALBA 'COLORADO'	ARGENTINE MESQUITE	L
(Symbol)	SCAMMUS HOLLE	CALIFORNIA PEPPER TREE	L
(Symbol)	LARGE ACCENT SHRUBS (8 GAL)		
(Symbol)	ALOE ARBORESCENS	TREE ALOE	L
(Symbol)	ARCTOSTAPHYLOS DR. HURST	MANzanITA	L
(Symbol)	CASUALPINA 'PULGABORRUM'	PRICK-OF-THORN	L
(Symbol)	GALLANNOVA CALIFORNICA	ROSE HART'S DWIGHT	L
(Symbol)	ARVUTUS UNEDO	STRAWBERRY TREE	L
(Symbol)	FOUNDATION SHRUBS (1 GAL - 6 GAL)		
(Symbol)	CALLISTEMON BERTON JOHN	SHARP BOTTLEBRUSH	L
(Symbol)	GRANOTER LILIA PHILIP	CALIFORNIA LILAC	L
(Symbol)	EPILYBIUM CALIFORNIA	CALIFORNIA PICHIA	L
(Symbol)	ARISTIDA PURPLE	PURPLE THREASHER	L
(Symbol)	BACCHARIS 'CENTINALE'	COYOTE BUSH	L
(Symbol)	CESTRUM 'SUNSET'	ROSEGEESE	L
(Symbol)	HELEBRARIA CAPILLARIS	PINK HILLY	L
(Symbol)	OSTIOSPERMUM 'ORANGE SYMPHONY'	FREEDAY DASHY	L
(Symbol)	POINSETTIA 'S. YUBERT'	POINSETTIA GRAND	L
(Symbol)	ROSEMARINUS OFFICINALIS	ROSEMARY	L
(Symbol)	SOLIDUM 'HEX. GOLD MOUND'	GOLD MOUND STONECROP	L
(Symbol)	SELEGIO 'HARDYALLEGAS'	BLUE GRASS PONSERS	L
(Symbol)	LEPTOSPERMUM 'SUNNY GLOW'	HEX. TEA TREE	L
(Symbol)	GABREA 'ARTIST-TOILES'	GABREA	L
(Symbol)	MARGINE SHRUBS (1 GAL)		
(Symbol)	FREDERICKSONSONSON 'DARK'S GOLD'	CALIFORNIA GLOWY	L
(Symbol)	LEUCOPHYLLUM 'F. WINDEN CLOUD'	GREEN CLOUD TEXAS RANGER	L
(Symbol)	PHLOMIS 'B. BONLEP'	JERUSALEM SAGE	L
(Symbol)	SALVIA S. 'FORMANTS RED'	YUJEN SAGE	L
(Symbol)	SALVIA 'N. TOT LIPP'	SAGE	L
(Symbol)	SALVIA 'N. GELMAN'	SAGE	L
(Symbol)	TARGETS 'LEB-KON'	COPPER CANYON DASHY	L
(Symbol)	COCTUS 'BASKET'	ROCK ROSE	L
(Symbol)	DIETES 'VIBETA'	PORTLAND LILY	L
(Symbol)	PITTOCOBURN 'T. FREEDAY'S DWAMP'	DWARF PITTOCOBURN	L
(Symbol)	SMALL ACCENT SHRUBS (1 GAL)		
(Symbol)	AGAVE 'BLUE SLUSH'	AGAVE	L
(Symbol)	ALOE 'ORBITA'	ALOE	L
(Symbol)	ANIGONANTHUS 'OFF.'	KANABAND PARK	L
(Symbol)	ESCHERBERIA 'PATERALOW'	RED YUCCA	L
(Symbol)	HEPERALLOS 'PARVIFLORA'	LAVENDER	L
(Symbol)	LAVANDULA 'OTTO SANGST'	LAVENDER	L
(Symbol)	LIPARIS 'EUCURTUS'	HONEYBLY FLOWER	L
(Symbol)	PHILLIS 'AUK'	DWARF LILY	L
(Symbol)	HEPEROCALLIS 'HYBRID'	LAVENDER	L
(Symbol)	LAVANDULA 'MUNSTEAD'	SOCIETY GARLIC	L
(Symbol)	TILARBERIA 'VIOLEACEA'		L
(Symbol)	SHADING COVERS (PLANTED)		
(Symbol)	ROSEMARINUS 'PROGNATUS'	ROSEMARY	L
(Symbol)	HYDRONEMA 'PULCH. CRISPA'	HYDRONEMA	L
(Symbol)	VINES (8 GAL) FOR PERIMETER WALLS		
(Symbol)	PARKINSONIA 'SANGEL'	BOSTON IVY	L
(Symbol)	FIGUS 'PANELA'	CREEPING FIG	L

**HOWARD ASSOCIATES**  
2442 Second Avenue  
San Diego, CA 92101 (619) 716-9660

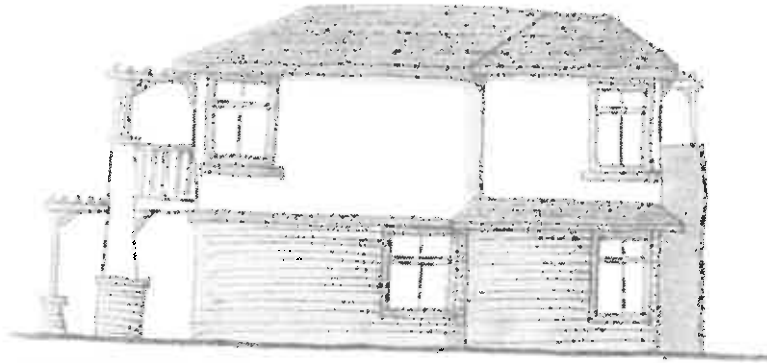
**PRELIMINARY LANDSCAPE PLAN  
CITRUS COURT**

SHEET TITLE	TITLE SHEET
PROJECT	CITRUS COURT SINGLE FAMILY (INDIOR COURT) PERRIS, CALIFORNIA

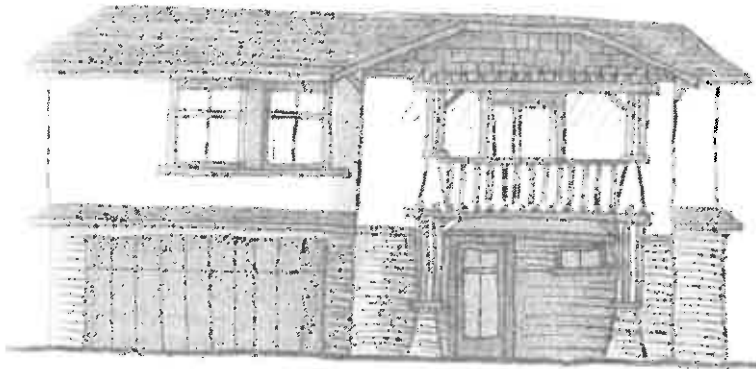
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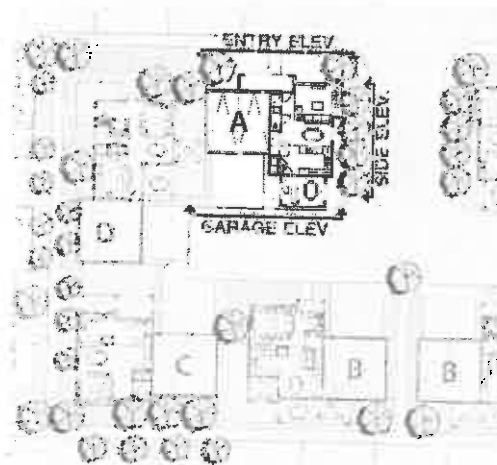
ENTRY (LOOP ROAD) ELEVATION



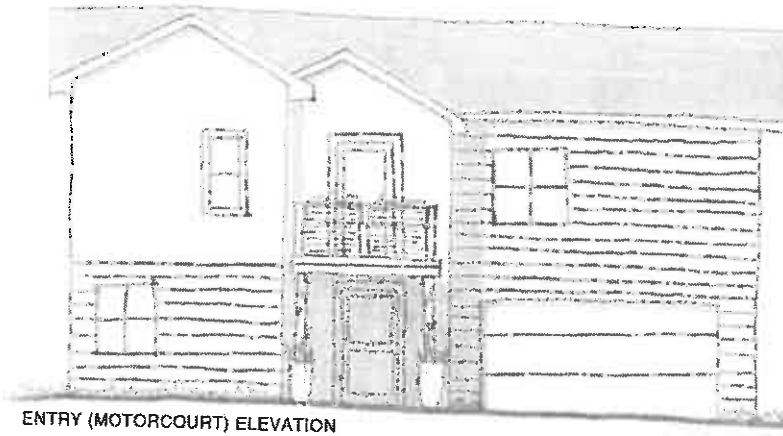
SIDE (MOTORCOURT DRIVE) ELEVATION



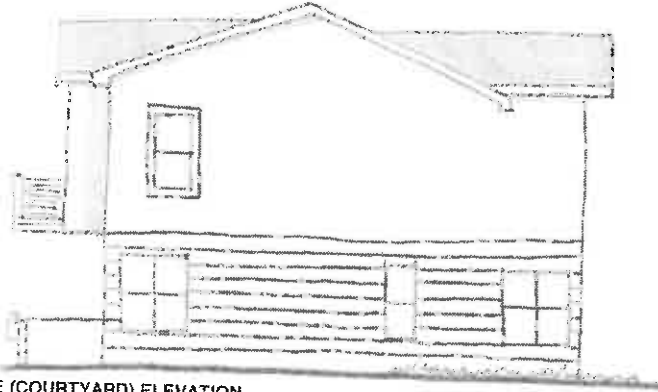
GARAGE ELEVATION



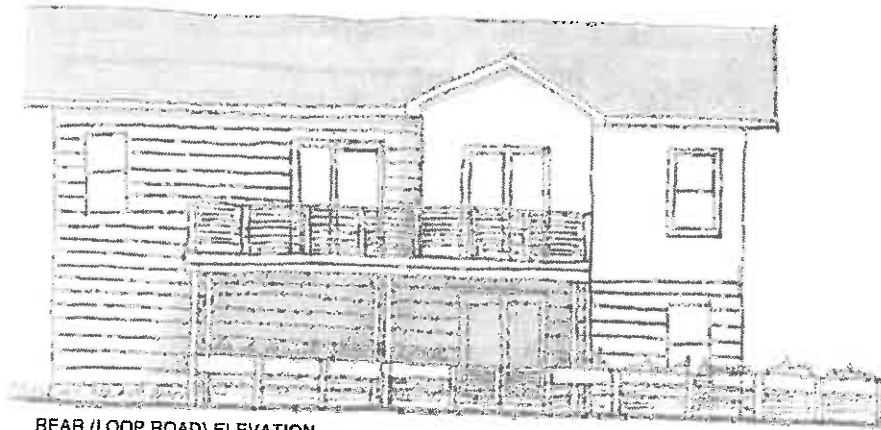
KEY PLAN



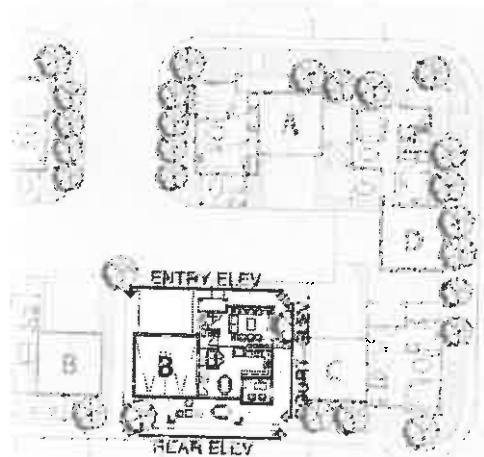
ENTRY (MOTORCOURT) ELEVATION



SIDE (COURTYARD) ELEVATION



REAR (LOOP ROAD) ELEVATION

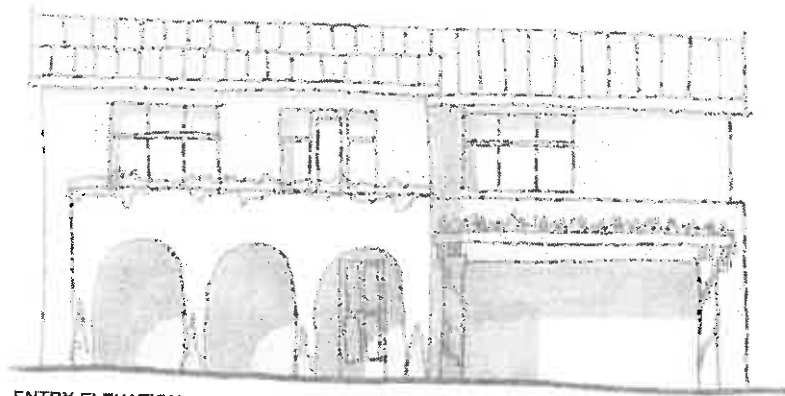


KEY PLAN

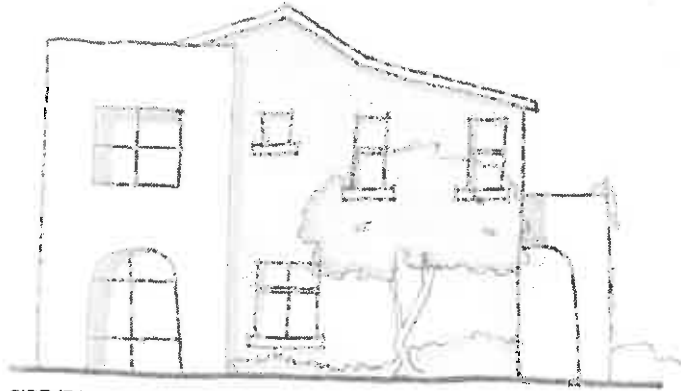
**CITRUS COURT**  
 ELEVATION CONCEPT - BUILDING TYPE B

M.W. STEELE GROUP  
 ARCHITECTURE | PLANNING  
 1805 NEWTON AVE | SUITE A  
 SAN DIEGO | CA | 92113  
 www.mwsteele.com

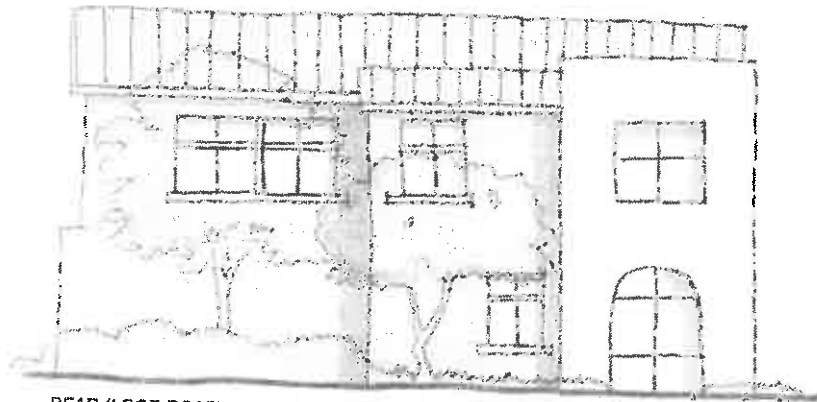
DECEMBER 2, 2015



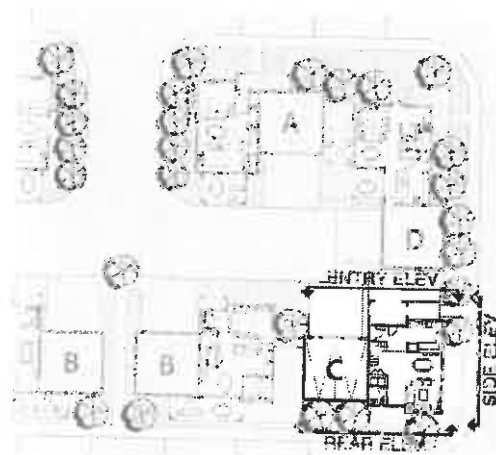
ENTRY ELEVATION



SIDE (PASEO) ELEVATION



REAR (LOOP ROAD) ELEVATION



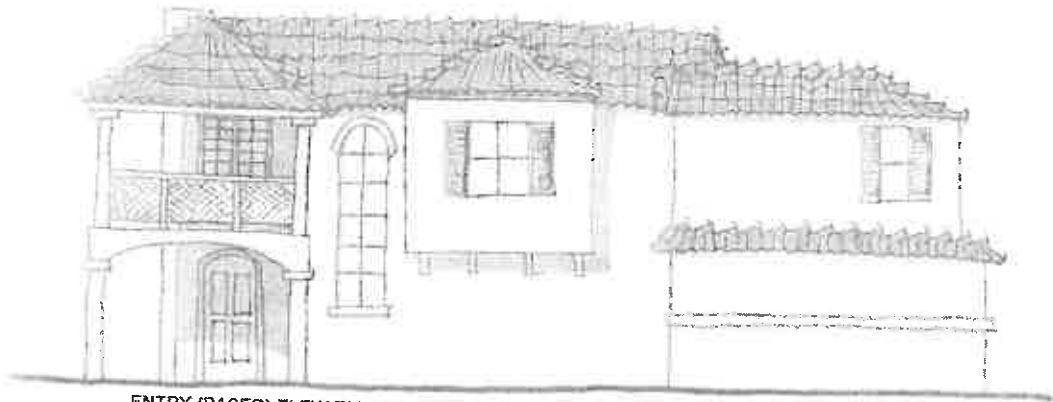
KEY PLAN

**CITRUS COURT**  
ELEVATION CONCEPT - BUILDING TYPE C

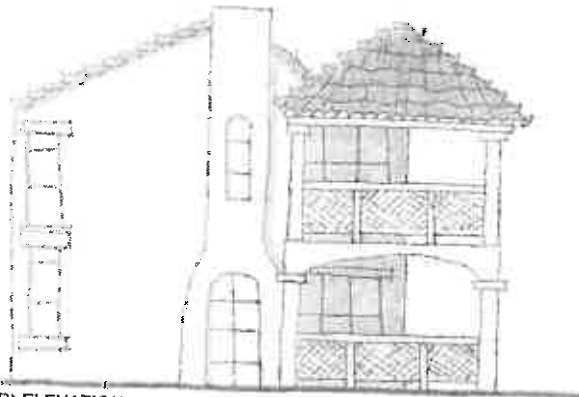
M.W. STEELE GROUP  
ARCHITECTURE | PLANNING  
1805 NEWTON AVE | SUITE A  
SAN DIEGO | CA | 92113  
www.mwsteele.com

DECEMBER 2, 2015

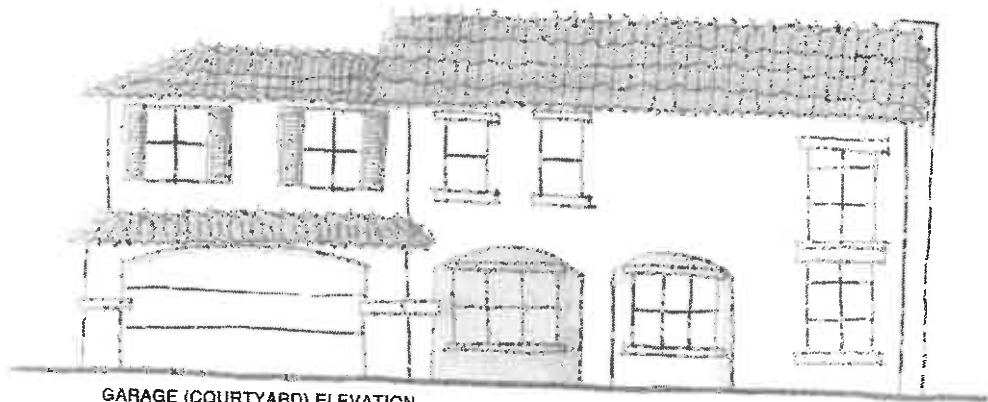




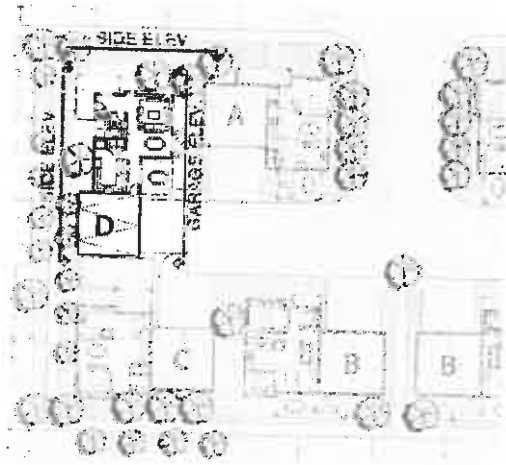
ENTRY (PASEO) ELEVATION



SIDE (LOOP ROAD) ELEVATION



GARAGE (COURTYARD) ELEVATION



KEY PLAN

# NOTICE OF PUBLIC HEARING

## RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

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

Any person may submit written comments to the ALUC before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. The proposed project application may be viewed at the Riverside County Administrative Center, 4080 Lemon Street, 14<sup>th</sup> Floor, Riverside, California 92501, Monday through Thursday from 8:00 a.m. to 5:00 p.m., and by prescheduled appointment on Fridays, from 9:00 a.m. to 5:00 p.m.

PLACE OF HEARING: Riverside County Administration Center  
4080 Lemon St., 1<sup>st</sup> Floor Board Chambers  
Riverside, California

DATE OF HEARING: March 10, 2016

TIME OF HEARING: 9:00 A.M.

### CASE DESCRIPTION:

ZAP1172MA16 – Kyle Investment Trust – Representative: Robert Furey, Groundwork, Inc.  
– City of Perris Planning Case Nos. GPA 14-0094 (General Plan Amendment), ZC 14-0095 (Zone Change), PUD 14-0093 (Planned Unit Development), and TTM 14-0091 Tentative Tract Map No. 37038. The applicant proposes to develop 114 detached residential condominium units (“Citrus Court”) on 14.5 gross (13.17 net) acres located westerly of Dunlap Road, northerly of Lemon Avenue and southerly of Orange Avenue, in the City of Perris. In order to attain the requested density, the applicant proposes to amend the General Plan designation and zoning of the project site from R-6,000 (Single-Family Residential, 6,000 square foot minimum lot size) to MFR-14 (Multi-Family Residential, up to 14 dwelling units per acre), with a Planned Unit Development (PUD) Overlay. Tentative Tract Map No. 37038 provides for the subdivision that allows each unit to be purchased, while the Planned Unit Development provides the site layout and allows for variation from the lot size, dimension, coverage, setback and other requirements of the MFR-14 zone. The project would include a recreation area, two water quality management basins, and use of private streets. (Airport Compatibility Zone D of the March Air Reserve Base/Inland Port Airport Influence Area)

FURTHER INFORMATION: Contact Russell Brady at (951) 955-0549 or John Guerin at (951) 955-0982. The ALUC holds hearings for local discretionary permits within the Airport Influence Areas, reviewing for aeronautical safety, noise and obstructions. All other concerns should be addressed to Mr. Kenneth Phung of the City of Perris Planning Department at (951) 943-5003.

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

ALUC Identification No.

ZAP1172MA16

**PROJECT PROPONENT (TO BE COMPLETED BY APPLICANT)**

Date of Application 1-3-16  
 Property Owner KILE INVESTMENT TRUST Phone Number 858 395 9228  
 Mailing Address PO Box 7128  
RANCHO SANTA FE, CA 92067

Agent (if any) GROUNDWORK INC Phone Number 619 921 9452  
 Mailing Address ATTN: Robert FUREY  
2442 7th Ave  
SAN DIEGO CA 92108 email: FUREY.ROB@GMAIL.COM

**PROJECT LOCATION (TO BE COMPLETED BY APPLICANT)**

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

Street Address VACANT LAND - LOCATED ON DUNLAP ROAD  
SW CORNER DUNLAP ROAD / ORANGE AVE  
 Assessor's Parcel No. 320-360-13 Parcel Size 14.5 AC  
 Subdivision Name "CITRUS COURT"  
 Lot Number PARCEL 8 - of CRT COMPLIANCE 05-0397 Zoning Classification RESIDENTIAL

Muni  
D

**PROJECT DESCRIPTION (TO BE COMPLETED BY APPLICANT)**

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

Existing Land Use (describe) VACANT - RESIDENTIALLY Zoned

Proposed Land Use (describe) 114 UNIT RESIDENTIAL - SINGLE FAMILY HOMES  
• 2 STORY - 30' MAX HEIGHT  
• BLDG SIZE 1700 SF - 1900 SF

For Residential Uses Number of Parcels or Units on Site (exclude secondary units) 114 PROPOSED  
 For Other Land Uses Hours of Use N/A  
 (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) 30 FT BLDG HEIGHT ft.  
 Highest Elevation (above sea level) of Any Object or Terrain on Site 1498 MST-GROUND 1498 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 STANDARD Sub division Lighting

**REFERRING AGENCY (APPLICANT OR JURISDICTION TO COMPLETE)**

Date Received		Type of Project
Agency Name	<u>City of Perris</u>	<input checked="" type="checkbox"/> General Plan Amendment
Staff Contact	<u>Kenneth Phung</u>	<input checked="" type="checkbox"/> Zoning Amendment or Variance
Phone Number	<u>(951) 943-5003 X257</u>	<input checked="" type="checkbox"/> Subdivision Approval
Agency's Project No.	<u>PLN 14-0045, TTM <del>14-0045</del> 32041-1</u> <u>GPA 14-0094, PUD-140093, TTM 14-0091</u>	<input type="checkbox"/> Use Permit
		<input type="checkbox"/> Public Facility
		<input type="checkbox"/> Other

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

**B. SUBMISSION PACKAGE:**

**ALUC REVIEW**

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

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

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

03729

**COUNTY OF RIVERSIDE  
AIRPORT LAND USE COMMISSION**

**STAFF REPORT**

**AGENDA ITEM:** 3.3

**HEARING DATE:** March 10, 2016

**CASE NUMBER:** ZAP1177MA16 – AFG LLC (Representative: Jim Guthrie)

**APPROVING JURISDICTION:** County of Riverside

**JURISDICTION CASE NO:** CZ07884 (Change of Zone), TR36763 (Tentative Tract Map)

**MAJOR ISSUES:** None

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

**PROJECT DESCRIPTION:** Change of Zone No. 7884 is a proposal to change the zoning classification of 24.86 acres from R-A-2½ (Residential Agricultural – 2½-acre minimum) to R-A-1 (Residential Agricultural – 1-acre minimum). Tentative Tract Map No. 36763 is a proposal to subdivide the 24.86 acres into 24 single-family residential lots with a minimum lot size of 1 acre, 1 common area lot for drainage/retention, 5 private street lots, and 1 public street lot.

**PROJECT LOCATION:** The site is located southerly of a westerly extension of John F Kennedy Drive, westerly of Chicago Avenue, and northerly of a westerly extension of Kross Road in the unincorporated community of Woodcrest, approximately 25,000 feet westerly of the northwesterly terminus of Runway 14-32 at March Air Reserve Base.

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

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

**BACKGROUND:**

Residential Density: The site is located within Airport Compatibility Zone D. The adopted Compatibility Plan for March Air Reserve Base/Inland Port Airport does not limit residential density

in Zone D.

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

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

**Part 77:** The elevation of Runway 14-32 at its northwesterly terminus is approximately 1,535 feet above mean sea level (1535 feet AMSL). The project site is located more than 20,000 feet from the runway at March Air Reserve Base at a distance of approximately 25,000 feet. At this distance, structures exceeding a top point elevation of 1785 feet AMSL would require notice pursuant to the online Form 7460-1 process. The highest building pad elevation is 1580.0 feet AMSL, and the proposed R-A-1 zone would allow residential buildings with heights up to 40 feet, for a total maximum elevation of 1620. Therefore, review of the proposed project by the FAA Obstruction Evaluation Service is not required for height/elevation reasons.

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

**CONDITIONS (applicable to the proposed Tentative Tract Map):**

1. Any outdoor lighting installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. This determination of consistency for the proposed Tentative Tract Map is based on the permissible uses within the proposed R-A-1 zone. The following uses/activities are not included in the proposed project and shall be prohibited at this site, in accordance with Note 1 on Table 4 of the Lake Mathews/Woodcrest Area Plan:
  - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.

- (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
  - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.
  - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
3. The attached disclosure notice shall be provided to all potential purchasers of the proposed lots and to tenants of the homes thereon, and shall be recorded as a deed notice.
  4. The proposed water detention and/or infiltration basins or facilities shall be designed so as to provide for a detention period for the design storm that does not exceed 48 hours and to remain totally dry between rainfalls. Vegetation in and around such facilities that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.
  5. The following uses/activities are specifically prohibited: wastewater management facilities; trash transfer stations that are open on one or more sides; recycling centers containing putrescible wastes; incinerators.
  6. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.

# **NOTICE OF AIRPORT IN VICINITY**

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



**LEGEND**

**Compatibility Zones**

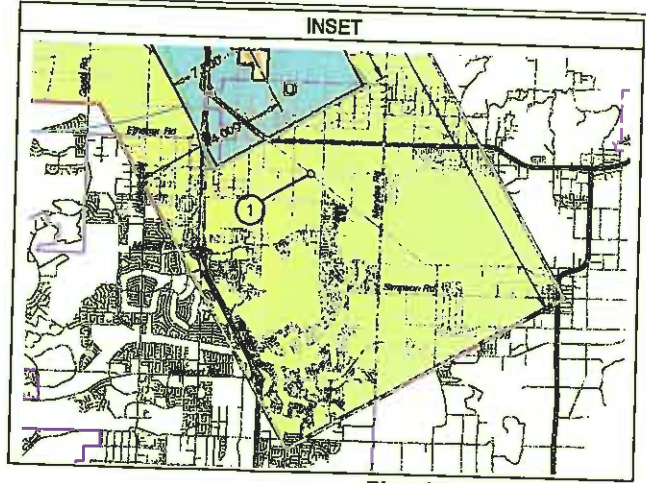
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

**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 1,635 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.

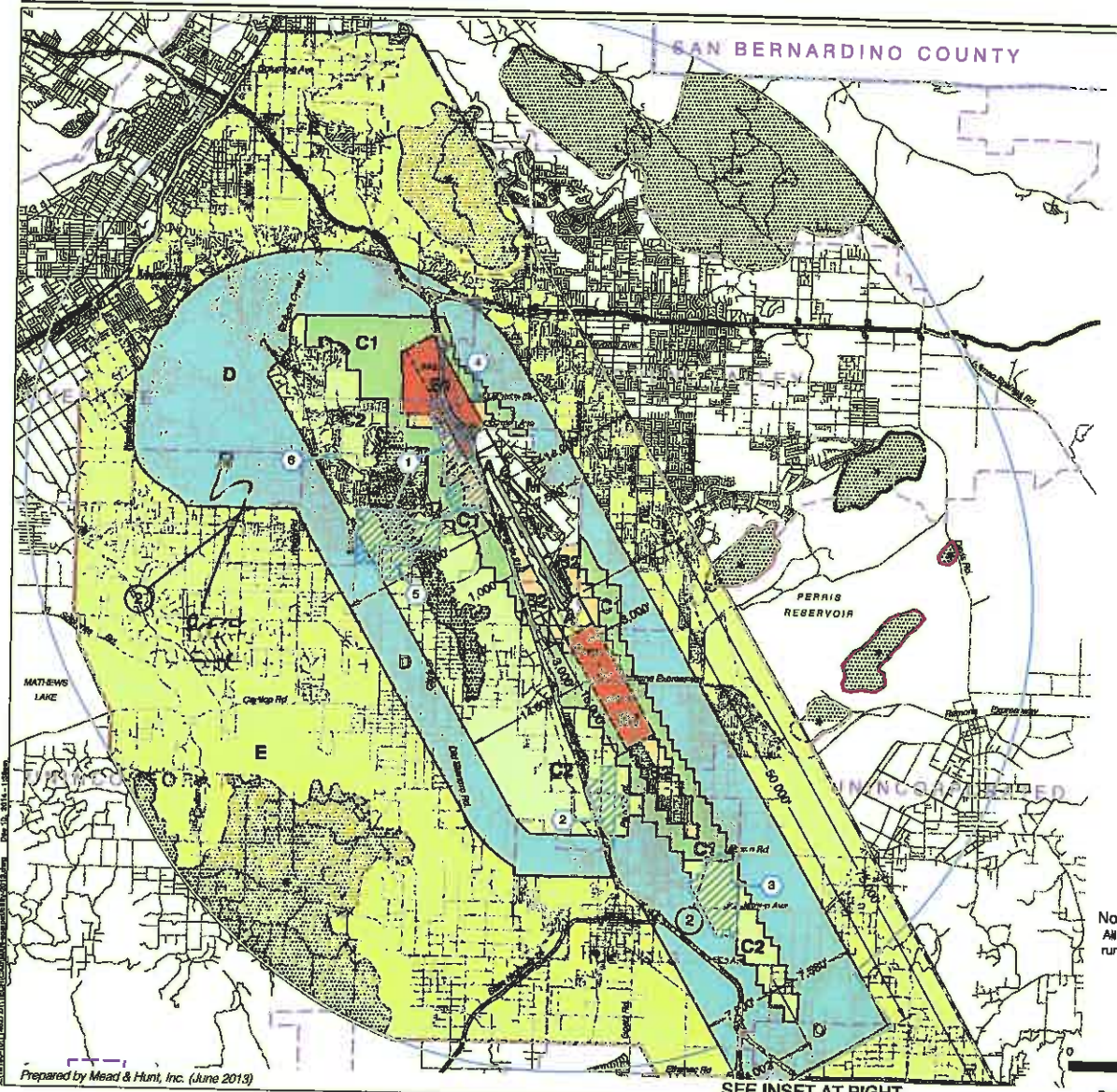


Base map source: County of Riverside 2013

**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**



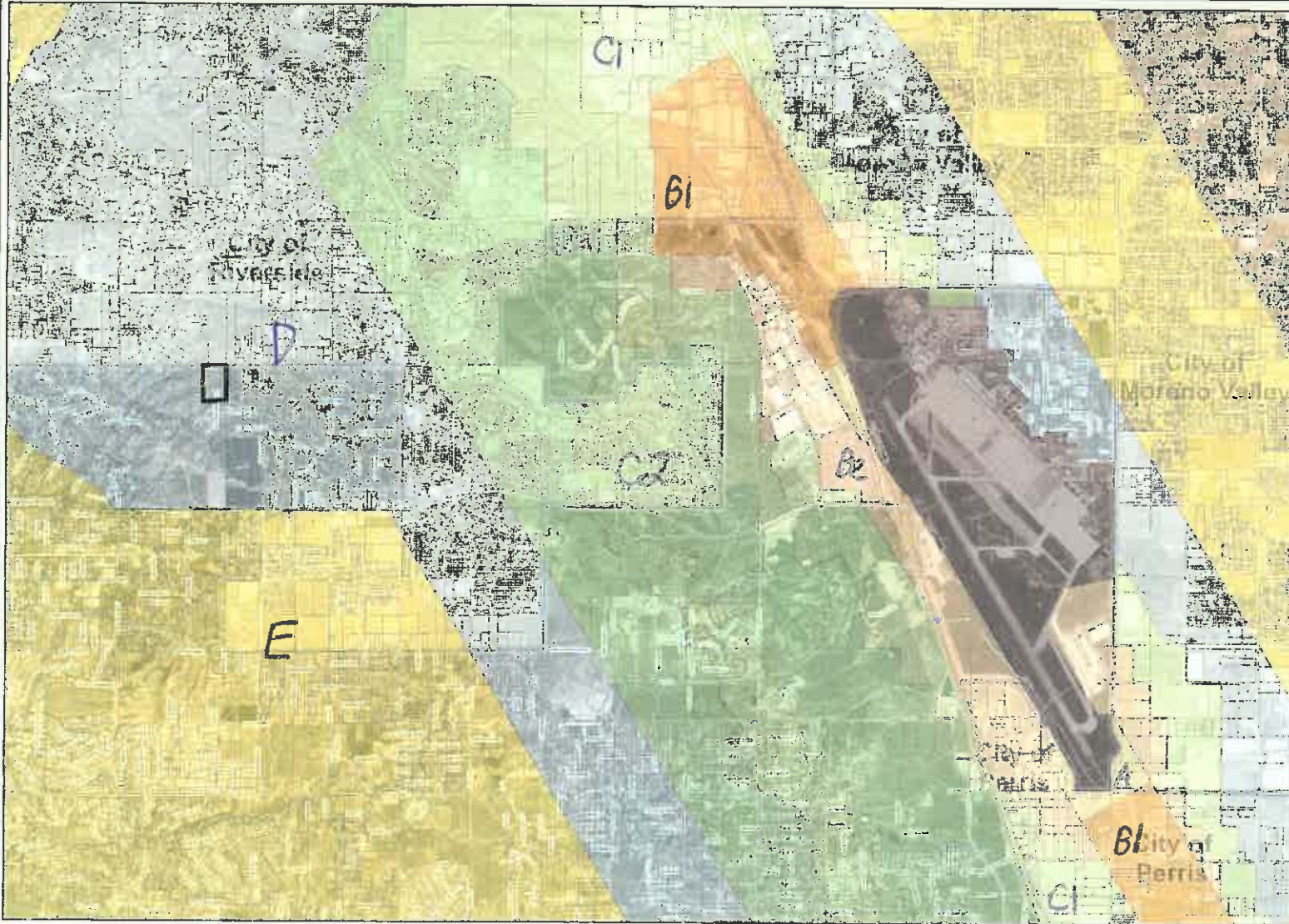
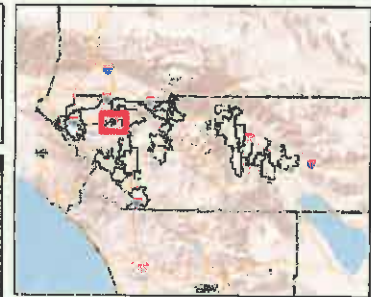
SEE INSET AT RIGHT

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

# TENTATIVE TRACT 36763



# 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 6,892 13,784 Feet



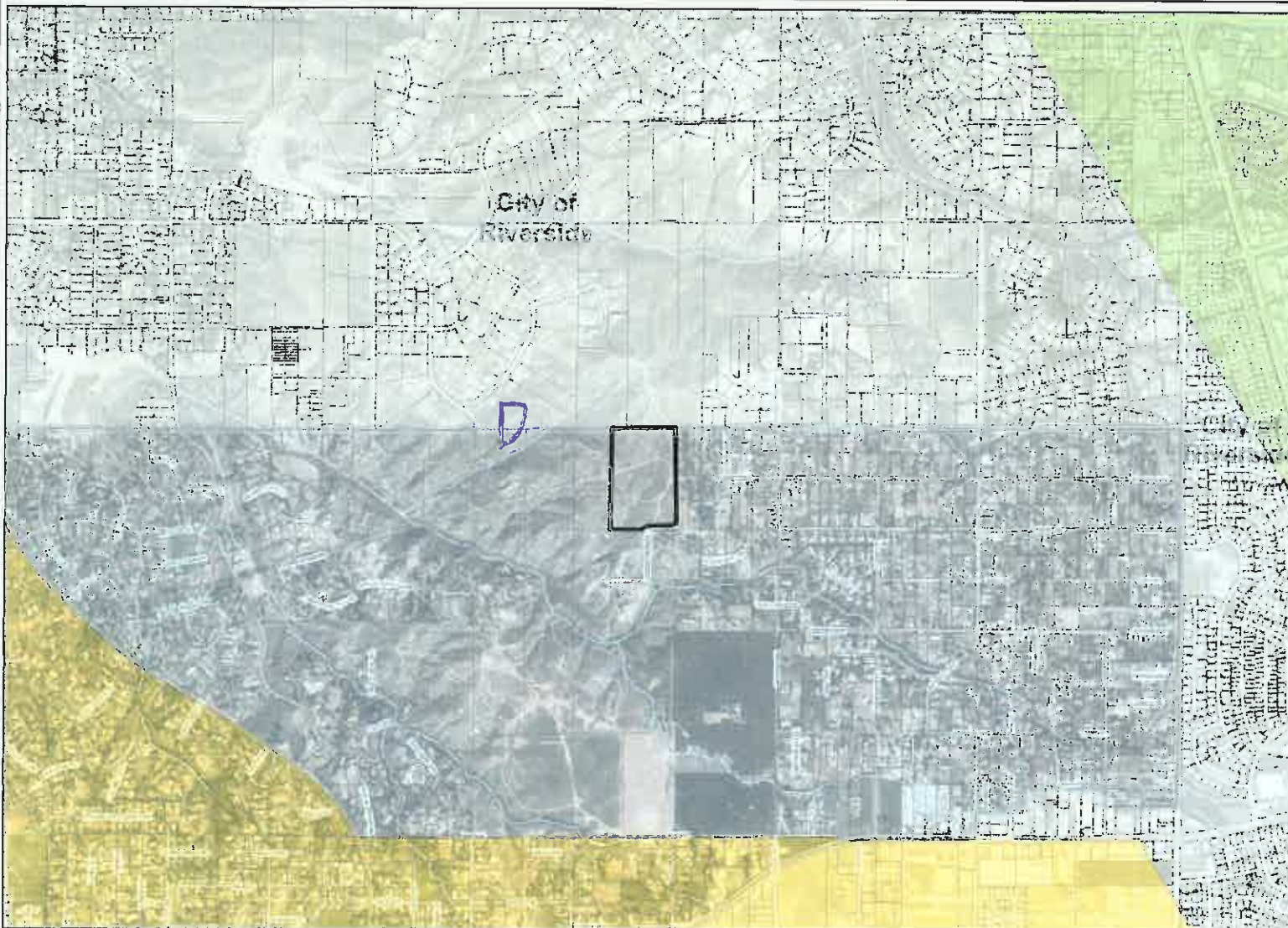
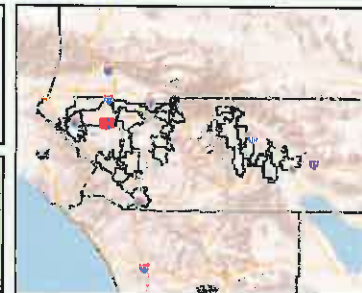
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### Notes

# 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



0 2,435 4,869 Feet



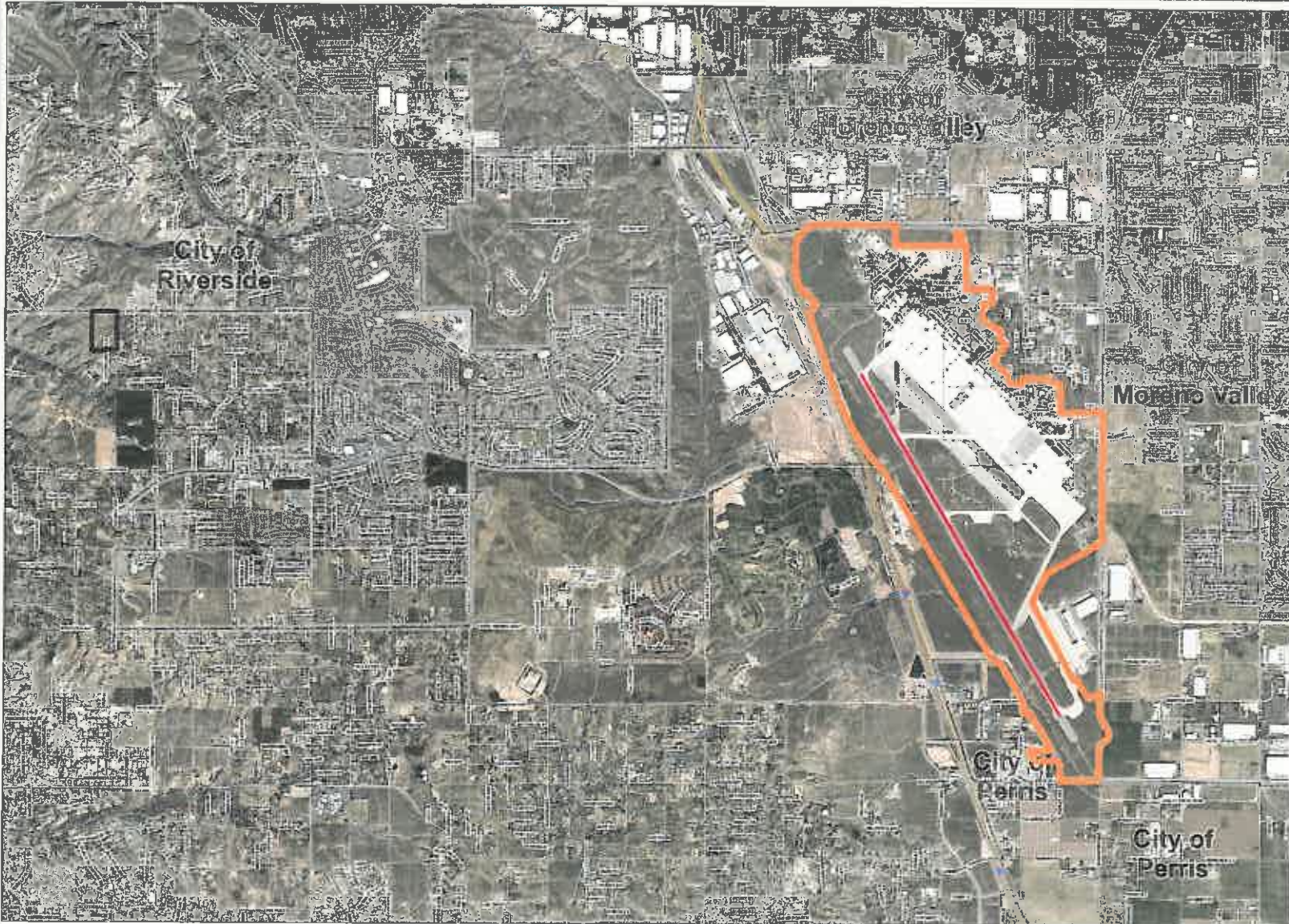
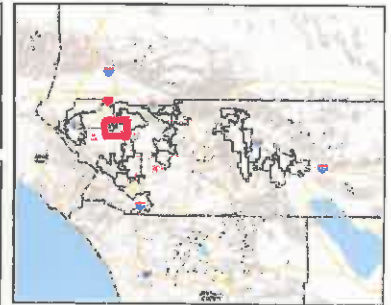
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### Notes

# My Map



### Legend

- Airports
- Runways
- City Boundaries
- highways\_large
  - HWY
  - INTERCHANGE
  - INTERSTATE
  - USHWY
- majorroads
- counties
- cities
- hydrographylines
- waterbodies
  - Lakes
  - Rivers



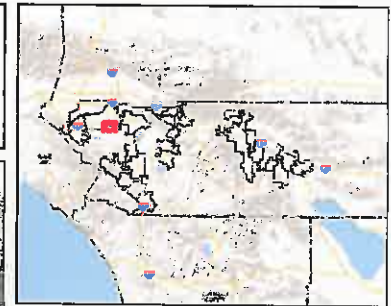
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### Notes

# My Map



## Legend

-  Airports
-  Runways
-  City Boundaries
- roadsanno
- highways
-  HWY
-  INTERCHANGE
-  INTERSTATE
-  OFFRAMP
-  ONRAMP
-  USHWY
- roads
-  Major Roads
-  Arterial
-  Collector
-  Residential
-  counties
-  cities
- hydrographylines
- waterbodies
-  Lakes
-  Rivers



0 3,115 6,231 Feet



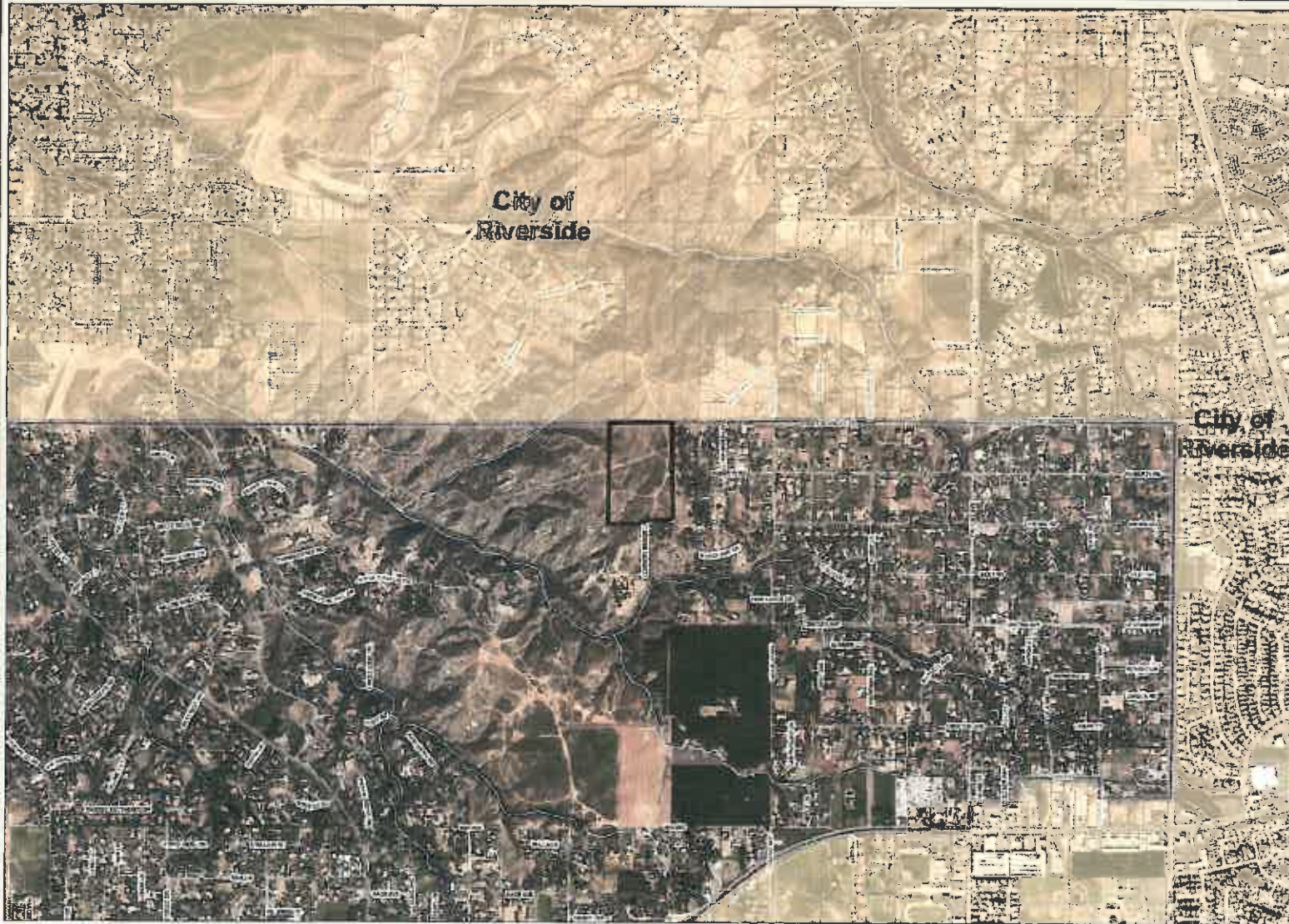
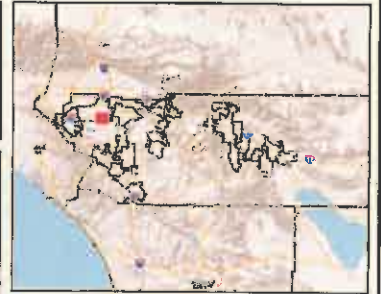
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## Notes

# My Map



### Legend

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



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0 2,435 4,869 Feet

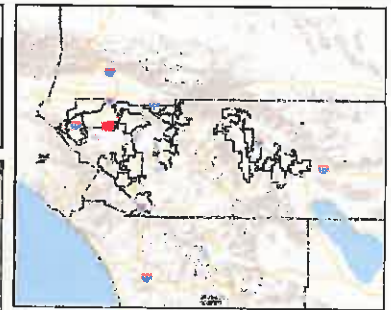


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### Notes

# My Map



- Legend**
- Airports
  - Runways
  - City Boundaries
  - roadsanno
  - highways
  - HWY
  - INTERCHANGE
  - INTERSTATE
  - OFFRAMP
  - ONRAMP
  - USHWY
  - counties
  - cities
  - hydrography
  - lines
  - waterbodies
  - Lakes
  - Rivers



0 1,558 3,115 Feet



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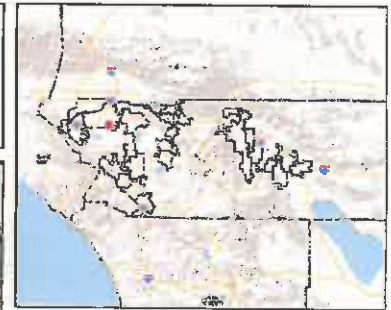
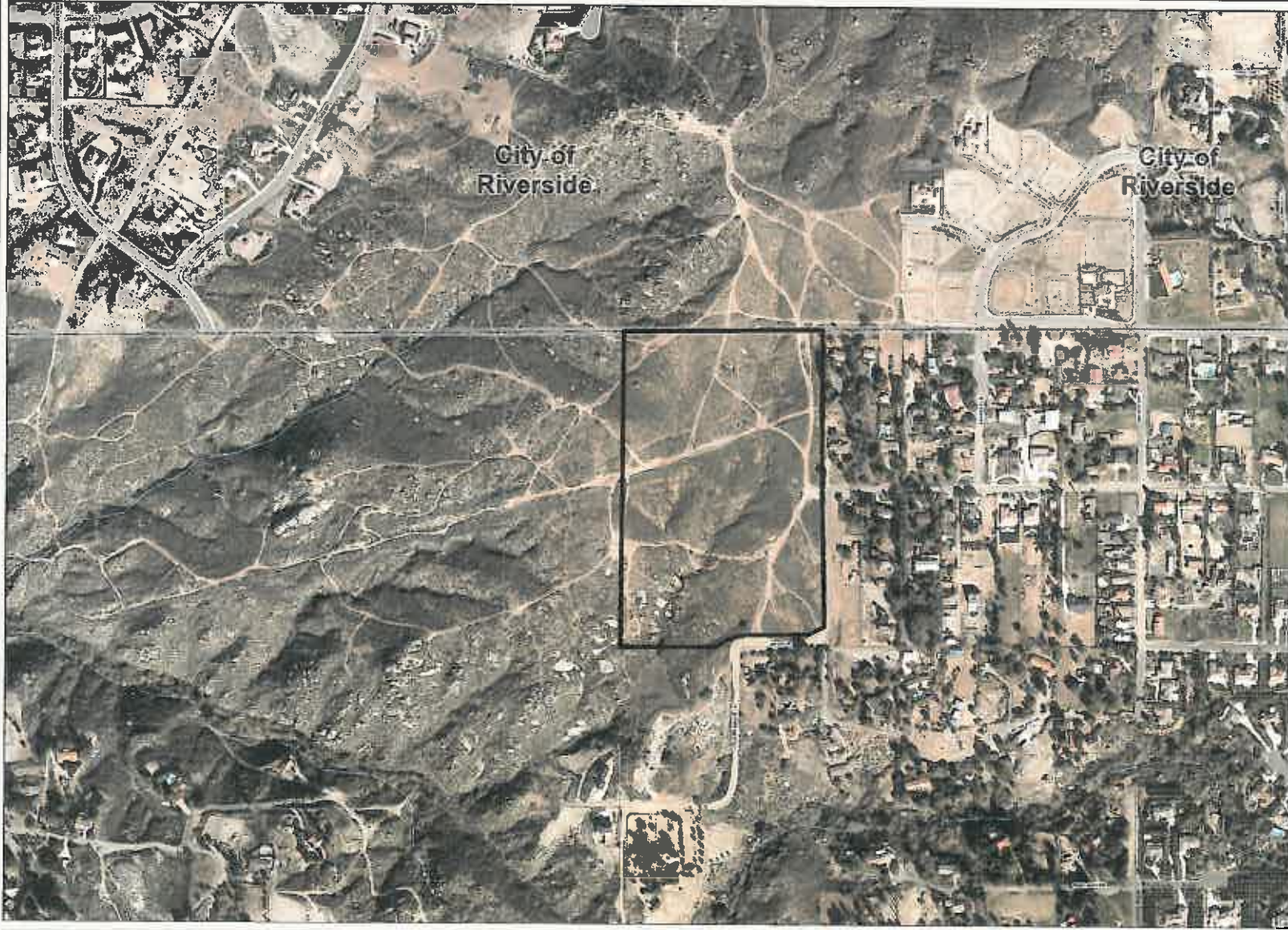
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## Notes



# My Map



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



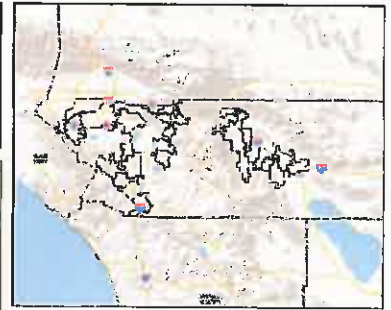
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### Notes

# My Map




**Legend**

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



0      389      779 Feet



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**Notes**

IN THE UNINCORPORATED TERRITORY OF RIVERSIDE COUNTY, CALIFORNIA  
**TENTATIVE TRACT MAP NO. 36763**

Please refer to Civil Code Section 122 regarding primary and secondary active requirements.  
 For the parcel along the project's boundary line, please indicate how legal access is currently provided.  
 The project may be required to provide access to adjacent parcels that are identified.

Subdivisions created by this tentative map shall conform to the provisions of the Subdivided Lands Act, Civil Code Section 122, and the provisions of the California Real Estate Law, Civil Code Section 122.010, and the provisions of the California Real Estate Law, Civil Code Section 122.015.

PROPOSED PROJECT INFORMATION  
 PROJECT NO. 100-100-0000  
 SHEET NO. 1 OF 1

REVISION NO.	DESCRIPTION	DATE



**OWNER AND DEVELOPER:**  
 AN DEVELOPMENT - CALIFORNIA LIMITED LIABILITY COMPANY  
 1401 RESEARCH PARK DRIVE, SUITE 400  
 COSTA MESA, CA 92627  
 949-441-1000

**ADJACENT PARCEL NUMBER:**  
 248-230-000

**LEGAL DESCRIPTION:**  
 A PORTION OF THE EAST 28 ACRES OF THE NORTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 34, T. 3 S., R. 8 W., S.B. 24263.

**ACREAGE:**  
 TOTAL PROJECT AREA: 84.81 ACRES  
 29 RESIDENTIAL LOTS  
 1 COMMON AREA LOT  
 1 PRIVATE STREET LOTS  
 1 PUBLIC STREET LOTS

**ZONING AND LAND USE:**  
 EXISTING LAND USE: RESIDENTIAL DEVELOPMENT  
 PROPOSED LAND USE: SINGLE FAMILY RESIDENTIAL  
 EXISTING ZONING: R-1  
 PROPOSED ZONING: R-1

**UTILITIES:**  
 ELECTRIC: SOUTHERN CALIFORNIA Edison  
 GAS: SOUTHERN CALIFORNIA GAS COMPANY  
 WATER: WESTERN MUNICIPAL WATER DISTRICT, INC.  
 SEWER: REGIONAL SAN-SITE WASTE WATER TREATMENT SYSTEMS  
 TELEPHONE: AT&T  
 SCHOOL DISTRICT: RIVERSIDE UNIFIED SCHOOL DISTRICT

**ENGINEER & ARCHITECTS:**  
 GAREL, COOK & ASSOCIATES, INC.  
 CIVIL ENGINEERS  
 7177 BROADWAY, SUITE 100  
 RIVERSIDE, CALIFORNIA 92504  
 951-799-0099

**NOTES:**  
 Please note, the City has advised a letter to the City of Riverside asking for review and approval of the proposed project. The project is subject to the City of Riverside's review and approval. The project is subject to the City of Riverside's review and approval. The project is subject to the City of Riverside's review and approval.

**STORMWATER:**  
 THERE ARE LOCAL OFF-SITE TRIBUTARY FLOODS ENTERING THE SITE. DEVELOPMENT WILL PERTAIN TO EXISTING DRAINAGE PATTERNS. SEE THE "STORMWATER" SECTION OF THIS TENTATIVE TRACT MAP FOR FURTHER INFORMATION. ALL ON-SITE STORMWATER MANAGEMENT SHALL BE TREATED AND MANAGED AS SHOWN IN THE PROJECT SPECIFIC P-PLAN PRIOR TO LEAVING THE PROJECT SITE.

**STAIRING:**  
 STAIRING WILL SUBSTANTIALLY CONFORM TO THAT SHOWN ON THIS TENTATIVE TRACT MAP. ALL CITY AND T&E SURVEY ARE 2"11, UNLESS OTHERWISE SHOWN.

**CONTIGUOUS OWNERSHIP:**  
 CONTIGUOUS OWNERSHIP EXISTS; APN 248-230-000 AND 248-230-001.

**STREETS:**  
 ROBERTS ROAD WILL BE A PUBLIC ROAD, MAINTAINED BY THE COUNTY OF RIVERSIDE. STREETS "A", "B", "C", "D", "E" AND "F" WILL BE PRIVATE. ALL ROADS AND STREETS WILL BE CONSTRUCTED PER RIVERSIDE COUNTY STANDARDS.

**PREPARED:** SEPTEMBER 2015

**FLOODED ZONE:**  
 ZONE 17X AND 18X WHICH FLOOD HAZARD ARE IDENTIFIED, BUT POSSIBLE, PER FEMA MAP NUMBER DR00000000, DATED AUGUST 20, 2006.

**TOPO SOURCE:**  
 DEMOGRAPHIC AND 2"11 T&E SURVEY ARE A FLIGHT WIRE BY GAIL, COOK AND ASSOCIATES, INC. ON 13 MARCH 2014.

**COUNTY SERVICE AREA:**  
 PROPERTY IS NOT WITHIN A COUNTY SERVICE AREA.

**FAULT ZONE:**  
 PROPERTY IS NOT LOCATED WITHIN A SEISMIC HAZARD ZONE, OR IN A LOCALIZED SEISMIC HAZARD ZONE OF A SEISMIC HAZARD ZONE.

**LIQUIFICATION:**  
 NO POTENTIAL FOR LIQUIFICATION EXISTS WITHIN PROPERTY LIMITS.

**EASEMENT NOTES**

1. AN EASEMENT OF 10 FEET IN WIDTH, IN FAVOR OF THE FOUR CORNERS FIRE, LIFE, AND RESCUE COMPANY, FOR FIRE, LIFE, AND RESCUE PURPOSES PER DEED RECORDED IN BOOK 1382, PAGE 182, AS INSTRUMENT NO. 82876 OF OFFICIAL RECORDS, RIVERSIDE COUNTY, CA.

2. AN EASEMENT OF 10 FEET IN WIDTH, IN FAVOR OF THE DELTA COUNTY FIRE COMPANY, A CORPORATION, AND THE DELTA COUNTY FIRE COMPANY OF CALIFORNIA, A CORPORATION, FOR FIRE, LIFE, AND RESCUE PURPOSES PER DEED RECORDED IN BOOK 1382, PAGE 182, AS INSTRUMENT NO. 82876 OF OFFICIAL RECORDS, RIVERSIDE COUNTY, CA.

3. AN EASEMENT OF 10 FEET IN WIDTH, IN FAVOR OF THE SOUTHERN CALIFORNIA GAS COMPANY, A CORPORATION, FOR GAS AND RESCUE PURPOSES PER DEED RECORDED IN BOOK 1382, PAGE 182, AS INSTRUMENT NO. 82876 OF OFFICIAL RECORDS, RIVERSIDE COUNTY, CA.

4. A NON-EXCLUSIVE EASEMENT IN FAVOR OF THE PUBLIC FOR INTERFERE, BARRER, ROAD, PUBLIC UTILITIES AND RESCUE, PURSUED PER DEED RECORDED IN BOOK 1382, PAGE 182, AS INSTRUMENT NO. 115797 OF OFFICIAL RECORDS, RIVERSIDE COUNTY, CA.

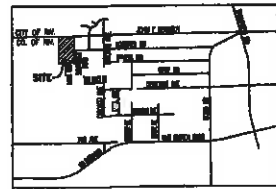
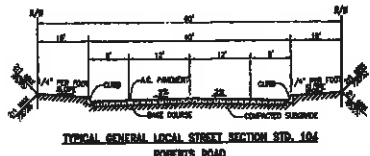
5. AN EASEMENT IN FAVOR OF THE COUNTY OF RIVERSIDE FOR PUBLIC ROAD, INTERFERE, BARRER, PUBLIC UTILITIES, PUBLIC SERVICES AND RESCUE, PURSUED PER DEED RECORDED IN BOOK 1382, AS INSTRUMENT NO. 116161 OF OFFICIAL RECORDS, RIVERSIDE COUNTY, CA.

6. AN EASEMENT IN FAVOR OF THE COUNTY OF RIVERSIDE FOR PUBLIC ROAD, INTERFERE, BARRER, PUBLIC UTILITIES, PUBLIC SERVICES AND RESCUE, PURSUED PER DEED RECORDED IN BOOK 1382, AS INSTRUMENT NO. 128179 OF OFFICIAL RECORDS, RIVERSIDE COUNTY, CA.

7. A NON-EXCLUSIVE EASEMENT IN FAVOR OF THE PUBLIC FOR INTERFERE, BARRER, ROAD, PUBLIC UTILITIES AND RESCUE, PURSUED PER DEED RECORDED IN BOOK 1382, PAGE 182, AS INSTRUMENT NO. 128179 OF OFFICIAL RECORDS, RIVERSIDE COUNTY, CA.

8. AN EASEMENT IN FAVOR OF THE CITY OF RIVERSIDE FOR PUBLIC ROAD, INTERFERE, BARRER, PUBLIC UTILITIES, PUBLIC SERVICES AND RESCUE, PURSUED PER DEED RECORDED IN BOOK 1382, AS INSTRUMENT NO. 128179 OF OFFICIAL RECORDS, RIVERSIDE COUNTY, CA.

9. A NON-EXCLUSIVE EASEMENT IN FAVOR OF THE COUNTY OF RIVERSIDE FOR PUBLIC ROAD, INTERFERE, BARRER, PUBLIC UTILITIES AND RESCUE, PURSUED PER DEED RECORDED IN BOOK 1382, AS INSTRUMENT NO. 128179 OF OFFICIAL RECORDS, RIVERSIDE COUNTY, CA.



UNINCORPORATED TERRITORY  
 RIVERSIDE COUNTY, CALIFORNIA

PROPOSED PROJECT INFORMATION  
 PROJECT NO. 100-100-0000  
 SHEET NO. 1 OF 1



**GAREL, COOK & ASSOCIATES, INC.**  
 CIVIL ENGINEERS LAND SURVEYORS  
 7177 BROADWAY, SUITE 100, RIVERSIDE, CA 92504  
 Telephone: (951) 799-0099 Fax: (951) 799-1000

IN THE UNINCORPORATED TERRITORY  
 RIVERSIDE COUNTY, CALIFORNIA  
**TENTATIVE TRACT MAP NO. 36763**  
 SCHEDULE "B"

SEPTEMBER 2015 FOR AN DEVELOPMENT, LLC

SHEET 1 OF 1

NO. 2510

# 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, 14<sup>th</sup> Floor, Riverside, California 92501, Monday through Thursday from 8:00 a.m. to 5:00 p.m., and by prescheduled appointment on Fridays, from 9:00 a.m. to 5:00 p.m.

PLACE OF HEARING: Riverside County Administration Center  
4080 Lemon St., 1<sup>st</sup> Floor Board Chambers  
Riverside, California

DATE OF HEARING: March 10, 2016

TIME OF HEARING: 9:00 A.M.

### CASE DESCRIPTION:

ZAP1177MA16 – AFG, LLC (Representative: Jim Guthrie) – County Case Nos. CZ 07884 (Change of Zone) and TR 36763 (Tentative Tract Map No. 36763). The applicant proposes to change the zoning of a 24.86-acre lot (Assessor's Parcel Number 245-220-008) located at the westerly end of Roberts Road (also westerly of Samaniego Road, Pauls Lane, and Broaden Lane), northerly of Kross Road, and southerly of a westerly straight-line extension of John F. Kennedy Drive from R-A-2 1/2 (Residential Agricultural, 2 1/2 acre minimum lot size) to R-A-1 (Residential Agricultural, one acre minimum lot size), in order to allow for the subdivision of this parcel into one-acre lots. Tentative Tract Map No. 36763 is a proposal to divide this parcel into 24 single family residential lots with a minimum lot size of 0.51 acre, one common lot that would include an infiltration basin, several private streets, and a westerly extension of Roberts Road. (Airport Compatibility Zone D of the March Air Reserve Base/Inland Port Airport Influence Area).

FURTHER INFORMATION: Contact Russell Brady at (951) 955-0549 or John Guerin at (951) 955-0982. The ALUC holds hearings for local discretionary permits within the Airport Influence Areas, reviewing for aeronautical safety, noise and obstructions. All other concerns should be addressed to Ms. Judy Equez of the Riverside County Planning Department at [jequez@rctlma.org](mailto:jequez@rctlma.org) or (951) 955-3200.

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

ALUC Identification No.

ZAP1177MA16

**PROJECT PROPONENT (TO BE COMPLETED BY APPLICANT)**

Date of Application 1-26-2016  
 Property Owner APG LLC Phone Number 951-784-7038  
 Mailing Address 1451 RESEARCH PARK DR.  
SUITE 200  
RIVERSIDE, CA 92507

Agent (if any) JIM GUTHRIE Phone Number 951-334-9003  
 Mailing Address SAME AS ABOVE

**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 Roberts Road + Samaniego Rd.  
 Assessor's Parcel No. 245-220-008 Parcel Size 24.8 ACRES  
 Subdivision Name TM 36763 Zoning Classification 2.5AC  
 Lot Number \_\_\_\_\_

March  
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) EXISTING LAND IS UNDEVELOPED 24.8 ACRES AT THE END OF ROBERTS ROAD.

Proposed Land Use (describe) THE PROPOSED USE IS TO BUILD 23 SINGLE FAMILY HOMES WITH EACH LOT HAVING 1 ACRE GROSS SIZE

For Residential Uses Number of Parcels or Units on Site (exclude secondary units) 23  
 For Other Land Uses Hours of Use \_\_\_\_\_  
 (See Appendix C) Number of People on Site \_\_\_\_\_ Maximum Number \_\_\_\_\_  
 Method of Calculation \_\_\_\_\_

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

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

REFERRING AGENCY (APPLICANT OR JURISDICTION TO COMPLETE)	
Date Received	_____
Agency Name	<u>County of Riverside</u>
Staff Contact	<u>Judy EgucZ</u>
Phone Number	_____
Agency's Project No.	<u>Tm36763/C2</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)

BG  
BG  
BG

FATED  
FATED

FATED  
JIM.

**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

Judy EgucZ -  
CLEAN VER

**COUNTY OF RIVERSIDE  
AIRPORT LAND USE COMMISSION**

**STAFF REPORT**

**AGENDA ITEM:** 3.4

**HEARING DATE:** March 10, 2016

**CASE NUMBER:** ZAP1175MA16 – Trammell Crow Company (Representative:  
Albert A. Webb Associates – Nicole Torstvet)

**APPROVING JURISDICTION:** County of Riverside

**JURISDICTION CASE NO:** PP25954 (Plot Plan), PM37054 (Tentative Parcel Map)

**MAJOR ISSUES:** At the time of writing of this staff report, no proof of submittal to FAA Obstruction Evaluation Service for review of the buildings proposed by the Plot Plan has been provided to staff.

**RECOMMENDATION:** Staff recommends that consideration of the Plot Plan be CONTINUED to ALUC's April 14, 2016 hearing to provide additional time for submittal to the FAA Obstruction Evaluation Service; however, if, prior to the March 10 hearing, proof of FAA submittal is provided and the submittal is in a "Work in Progress" status, staff will recommend that the Plot Plan be found CONDITIONALLY CONSISTENT, subject to the conditions included herein and such additional conditions as may be required by the Federal Aviation Administration Obstruction Evaluation Service.

**PROJECT DESCRIPTION:** The Plot Plan is a proposal to develop an industrial (predominantly warehouse) building totaling 767,410 square feet, on 35.12 gross acres. An associated case, Tentative Parcel Map No. 37054, proposes to consolidate the thirteen existing parcels into one parcel to develop the proposed industrial building.

**PROJECT LOCATION:** The site is located southerly of Nandina Avenue, easterly of Decker Road, northerly of Oleander Avenue and a westerly extension of Harley Knox Boulevard, and westerly of Harvill Avenue, within the unincorporated community of Mead Valley, approximately 5,000 feet westerly of the southerly end of Runway 14-32 at March Air Reserve Base.

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

a. Airport Influence Area: March Air Reserve Base

b. Land Use Policy: Zone C2

c. Noise Levels: 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 Zone C2. Zone C2 limits average intensity to 200 people per acre.

Pursuant to Appendix C, Table C-1, of the Riverside County Airport Land Use Compatibility Plan, and March Air Reserve Base/Inland Port Airport Compatibility Plan Policy 2.4, the following rates were used to calculate the occupancy for the proposed buildings in Compatibility Zone C2:

- 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)

The proposed building would include a total of 742,410 square feet of warehouse area, 10,000 square feet of first floor office space, and 15,000 square feet of second floor mezzanine (assumed as office space), resulting in a total occupancy of 645 people and an average intensity of 18 people per acre, which is consistent with the Zone C2 average acre criterion of 200.

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 would accommodate a total occupancy of 867 people, resulting in an average intensity of 25 people per acre, which is also compatible with the Zone C2 average acre criterion of 200.

A second method for determining total occupancy involves multiplying the number of parking spaces provided or required (whichever is greater) by average vehicle occupancy (assumed to be 1.5 persons per standard vehicle and 1.0 persons per truck trailer parking/dock space in the absence of more precise data). Based on the number of standard parking spaces provided of 433 and truck dock and spaces of 95 and trailer spaces of 137, the total occupancy would be estimated at 882 people. This total occupancy within the 35.12 acre area results in an average intensity of 25 people per acre, which is also consistent with the Zone C2 average acre criterion of 200.

If the entire building were utilized as office space (with the 50 percent reduction) or for manufacturing (at 1 person per 200 square feet), the average intensity of 110 persons per acre would still be consistent with the average intensity limit of 200 persons.

Non-Residential Single-Acre Land Use Intensity: Compatibility Zone C2 limits maximum single-acre intensity to 500 people. There are no risk-reduction design bonuses available, as March Air Reserve Base/Inland Port Airport is primarily utilized by large aircraft weighing more than 12,500



pounds.

Based on the site plan provided and the occupancies as previously noted, the maximum single-acre area for either building would consist of 10,000 square feet of first floor office area, 15,000 square feet of second floor mezzanine/office area, and 33,560 square feet of warehouse area. This would result in a single-acre occupancy of 149, which would be consistent with the Zone C2 single-acre criterion of 500.

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 ground floor office area, 15,000 square feet mezzanine/office, and 33,560 square feet as fulfillment center would total 159 people, which would also be consistent with the Zone C2 single-acre criterion.

If the entire building were utilized as office space (with the 50 percent reduction) or for manufacturing uses (at 1 person per 200 square feet), the single-acre intensity would be 293 persons, which is consistent with the single-acre intensity limit of 500 persons.

Prohibited and Discouraged Uses: The applicant does not propose any uses prohibited or discouraged in Compatibility Zone C2.

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

Part 77: The elevation of Runway 14-32 at its southerly terminus is 1,488 feet above mean sea level (1488 AMSL). At a distance of approximately 5,000 feet from the runway to the closest parcel within the site, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 1538 feet AMSL. The maximum finished floor elevation is 1562.6 feet AMSL. With a maximum building height of 46 feet 6 inches, the top point elevation would be 1609.1 feet AMSL. Therefore, review by the Federal Aviation Administration Obstruction Evaluation Service is required. At the time of writing of this staff report, no evidence of submittal to FAA has been provided.

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/activities are not included in the proposed project and shall be prohibited

at this site, in accordance with Note 1 on Table 4 of the Mead Valley 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 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.
  5. The following uses/activities are specifically prohibited: wastewater management facilities; trash transfer stations that are open on one or more sides; recycling centers containing putrescible wastes; and incinerators.
  6. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.
  7. Prior to issuance of building permits, the applicant shall have received a "Determination of No Hazard to Air Navigation" from the Federal Aviation Administration Obstruction Evaluation Service.

**Staff Report**

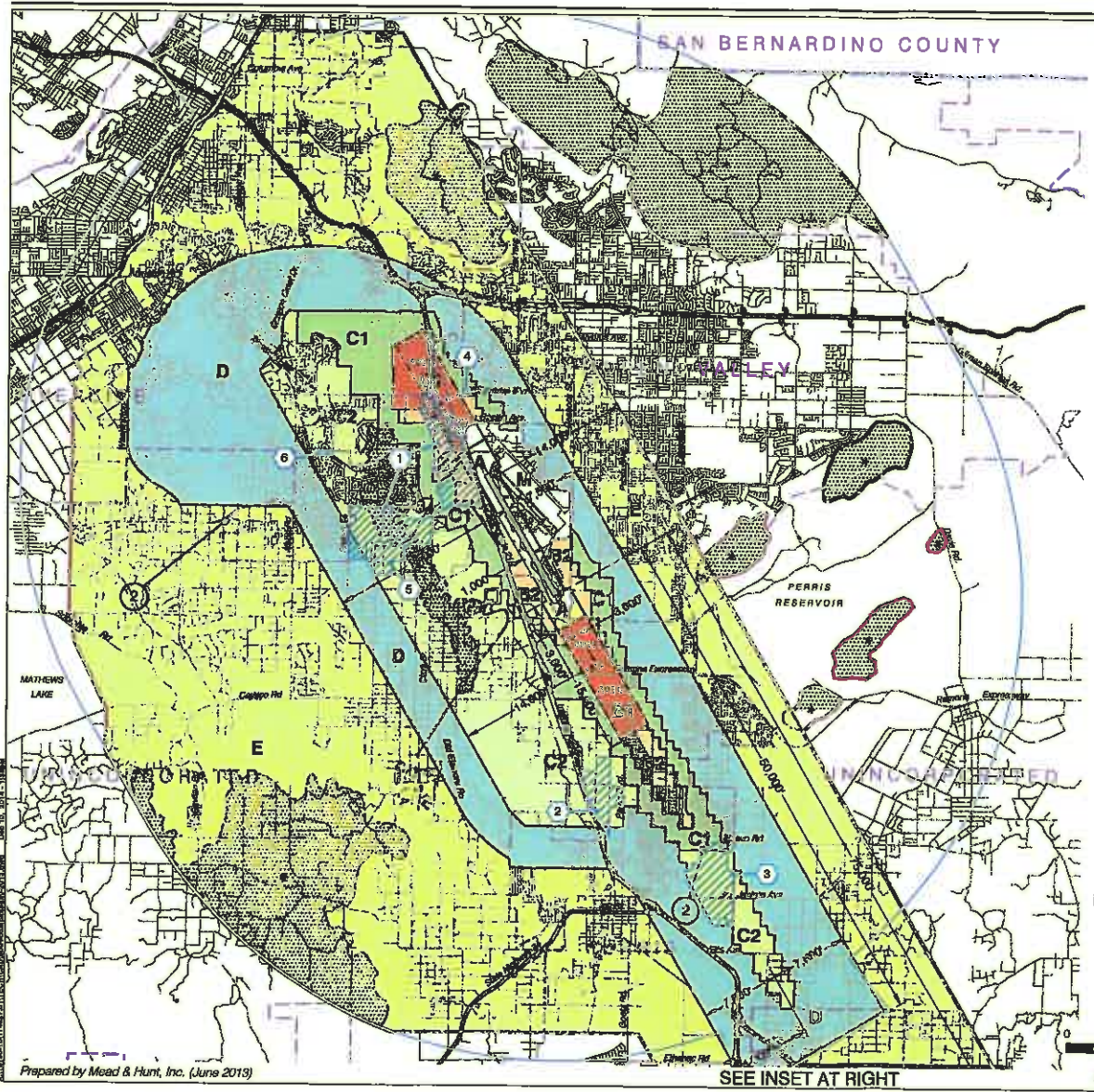
Page 5 of 5

8. This determination and these conditions of approval are based on the building being used for warehousing, manufacturing, and/or office uses. No authorization for uses designated as mercantile or assembly uses pursuant to the Uniform Building Code is granted by this determination.

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# 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**

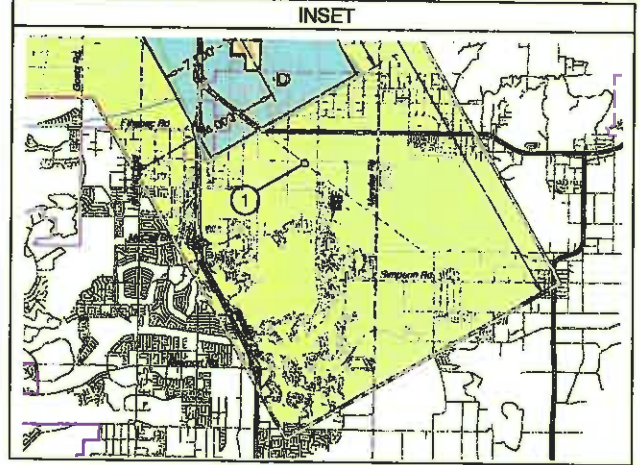
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

**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 Morano Valley: Affordable Housing
- 5 March JPA: Ben Clark Training Center
- 6 Riverside: Rldge 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**

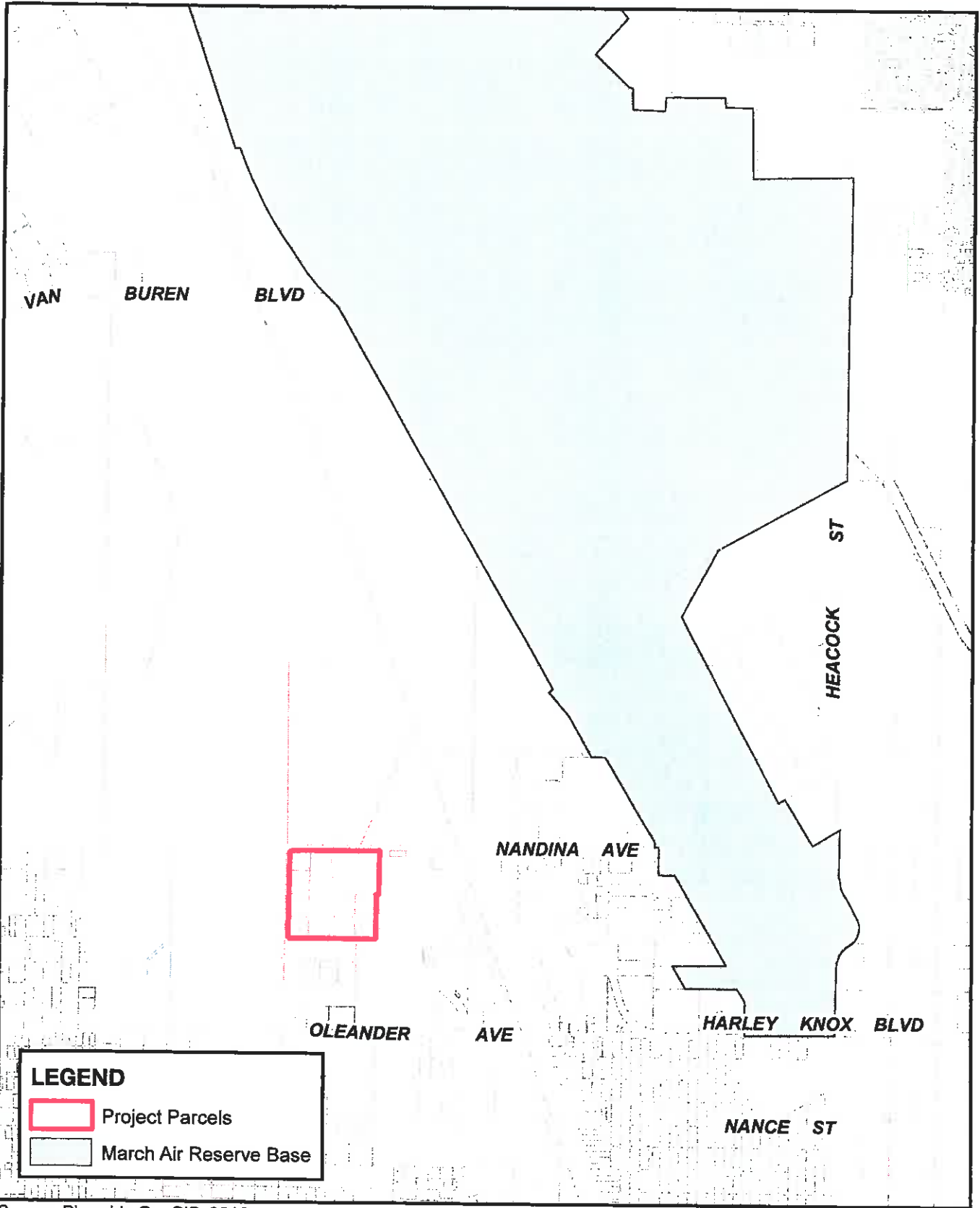
**Note:**  
All dimensions are measured from runway ends and centerlines.



Base map source: County of Riverside 2013

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

SEE INSET AT RIGHT



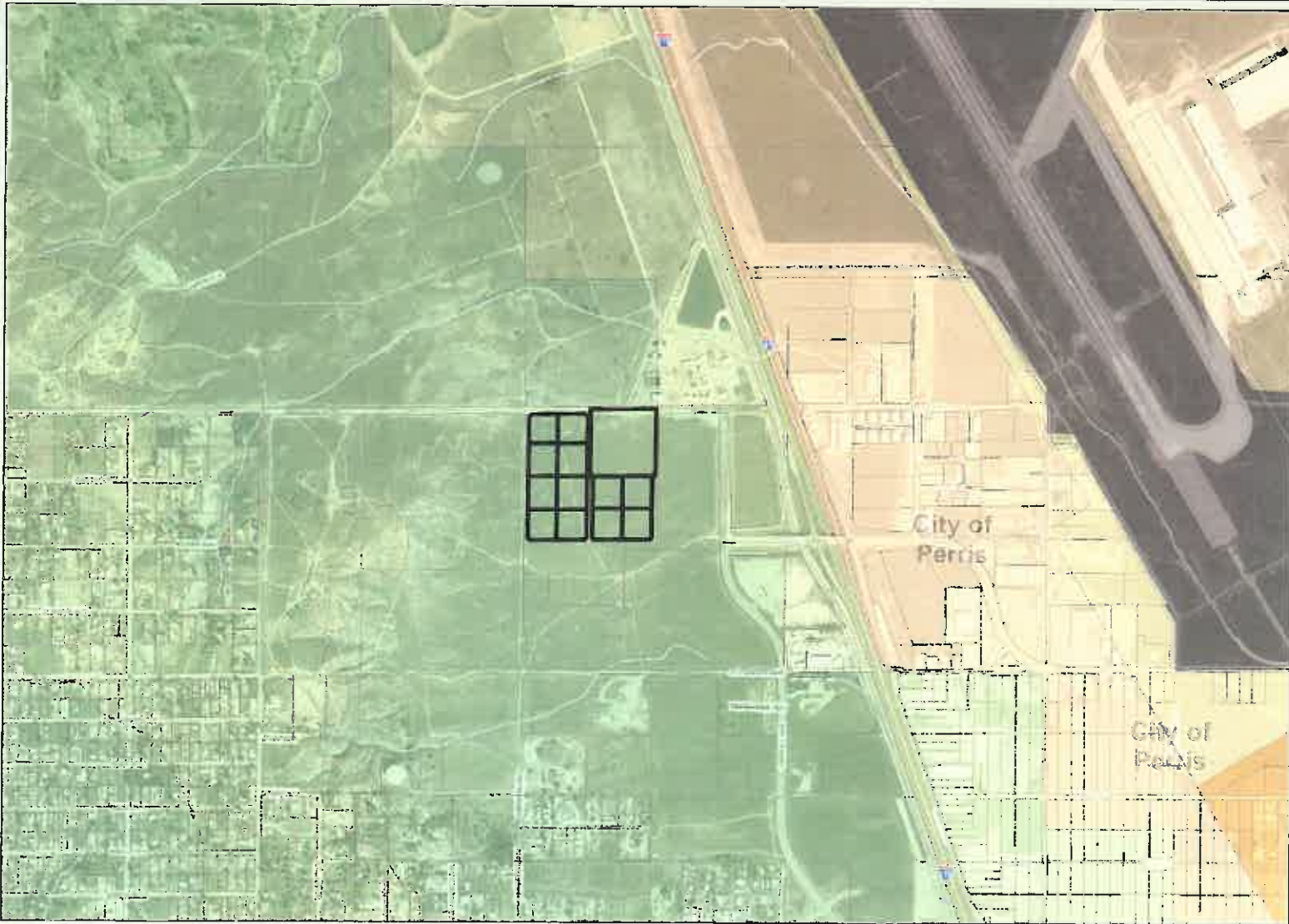
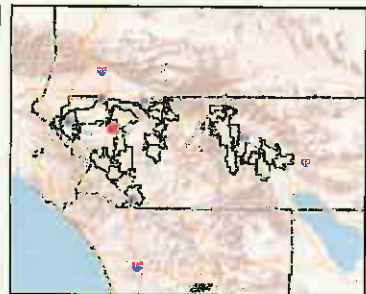
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Source: Riverside Co. GIS, 2016.

**Project Site and March Air Reserve Base**  
 Blanding Industrial Center



# 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



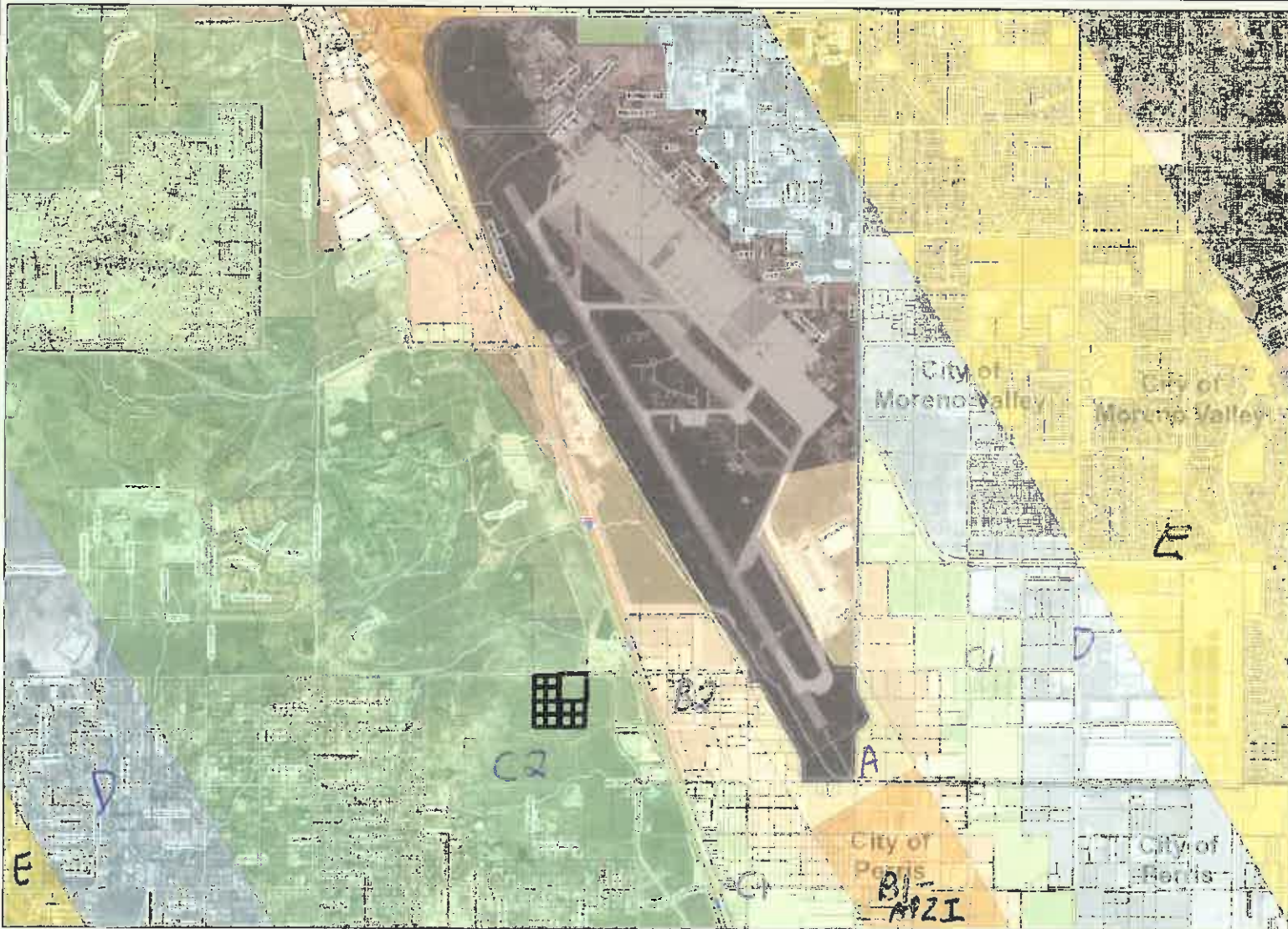
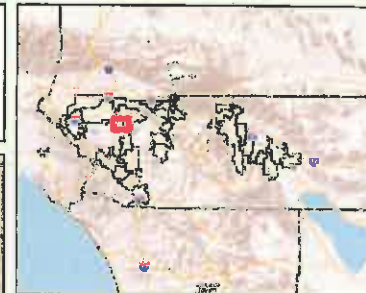
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**Notes**

# My Map



### Legend

**Airport Compatibility**

- OTHER ZONE
- A
- A-EXC1
- B1
- B1-APZI
- B1-APZI I-EXC1
- B1-APZI II
- B1-APZI 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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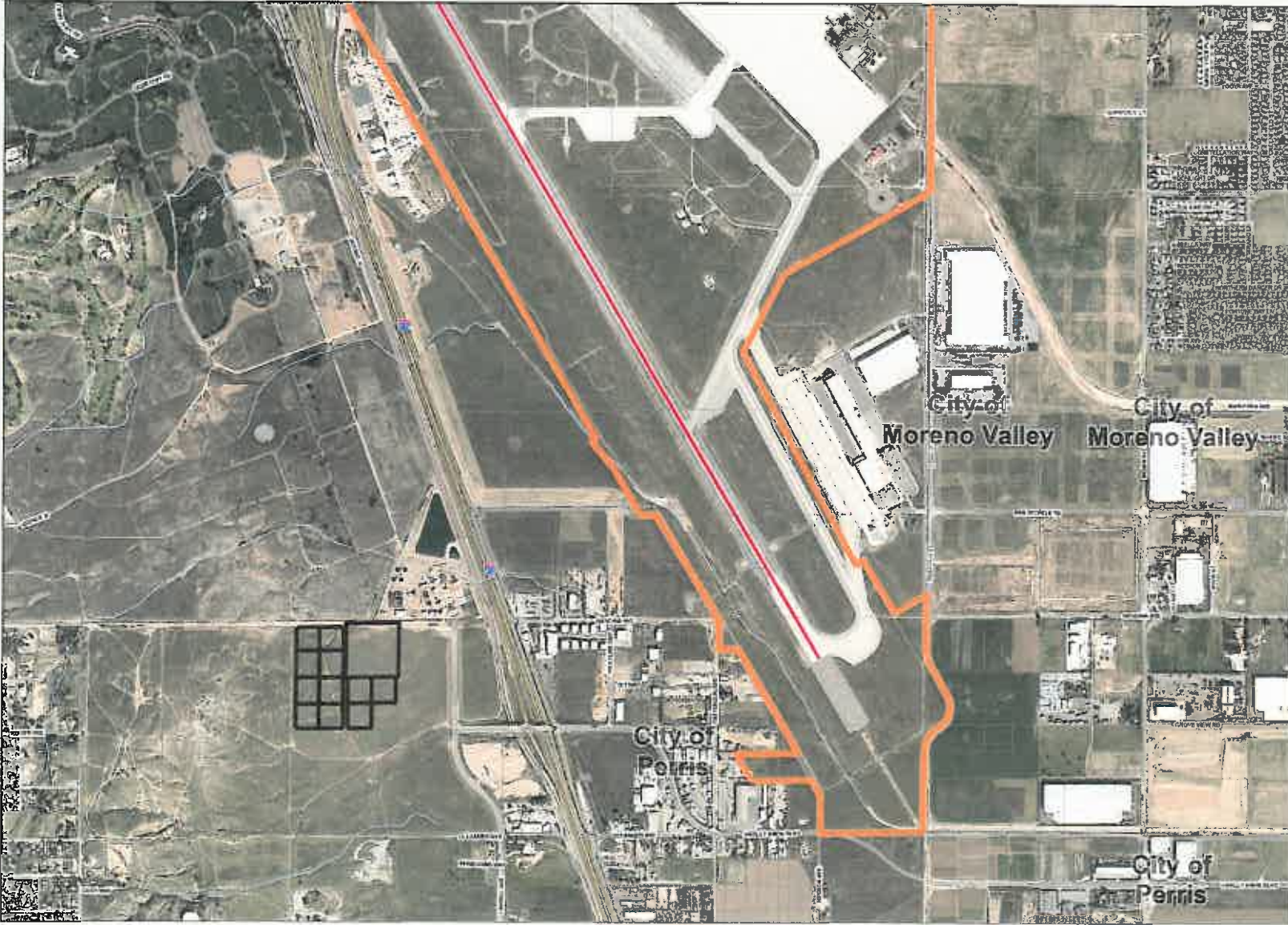
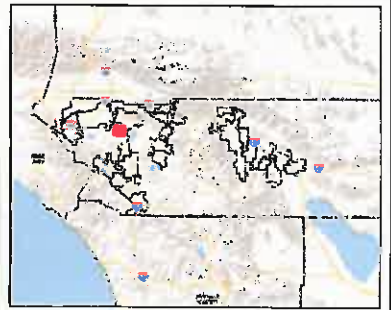
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**Notes**



# My Map



### Legend

- Airports
- Runways
- City Boundaries
- roadsanno
- highways
- HWY
- INTERCHANGE
- INTERSTATE
- OFFRAMP
- ONRAMP
- USHWY
- roads
- Major Roads
- Arterial
- Collector
- Residential
- counties
- cities
- hydrographylines
- waterbodies
- Lakes
- Rivers



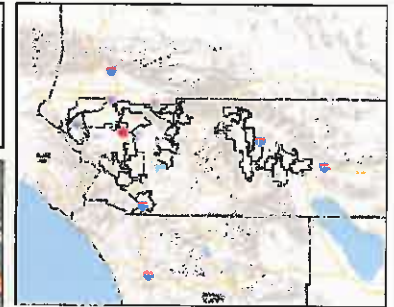
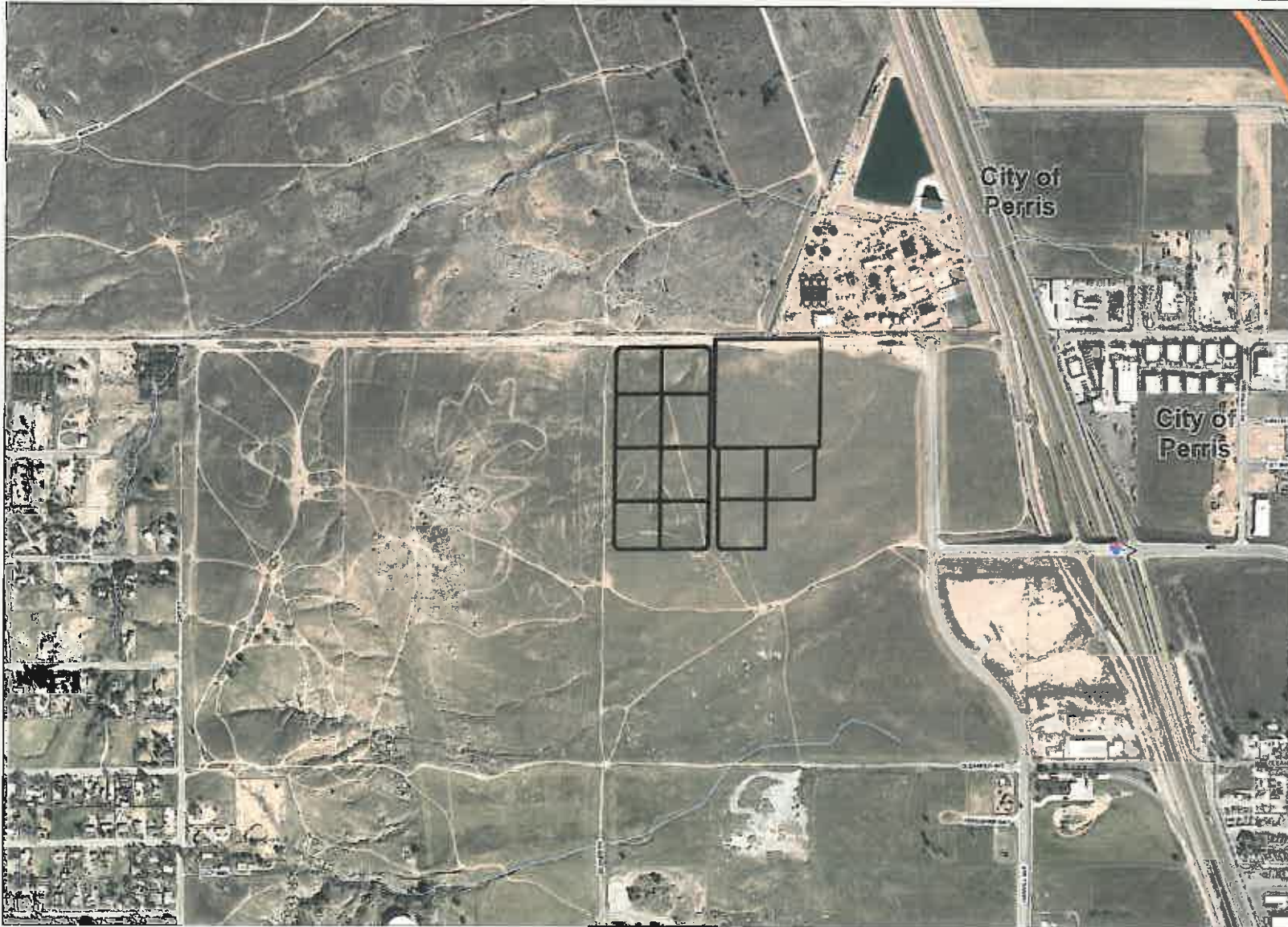
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### Notes

# My Map



## Legend

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



0 1,163 2,326 Feet



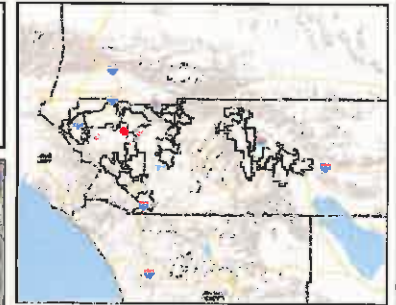
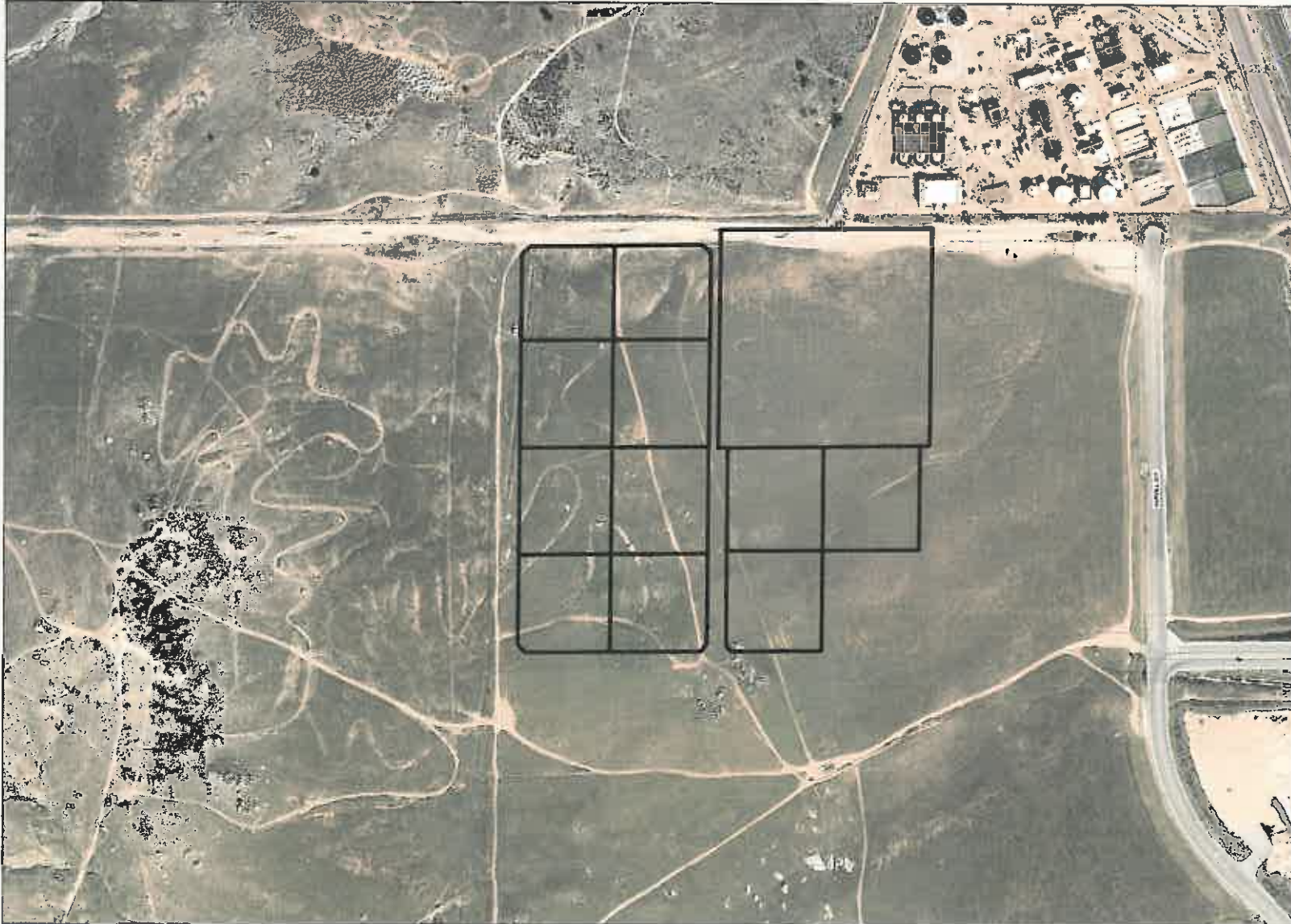
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## Notes

# My Map



## Legend

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



0 582 1,163 Feet



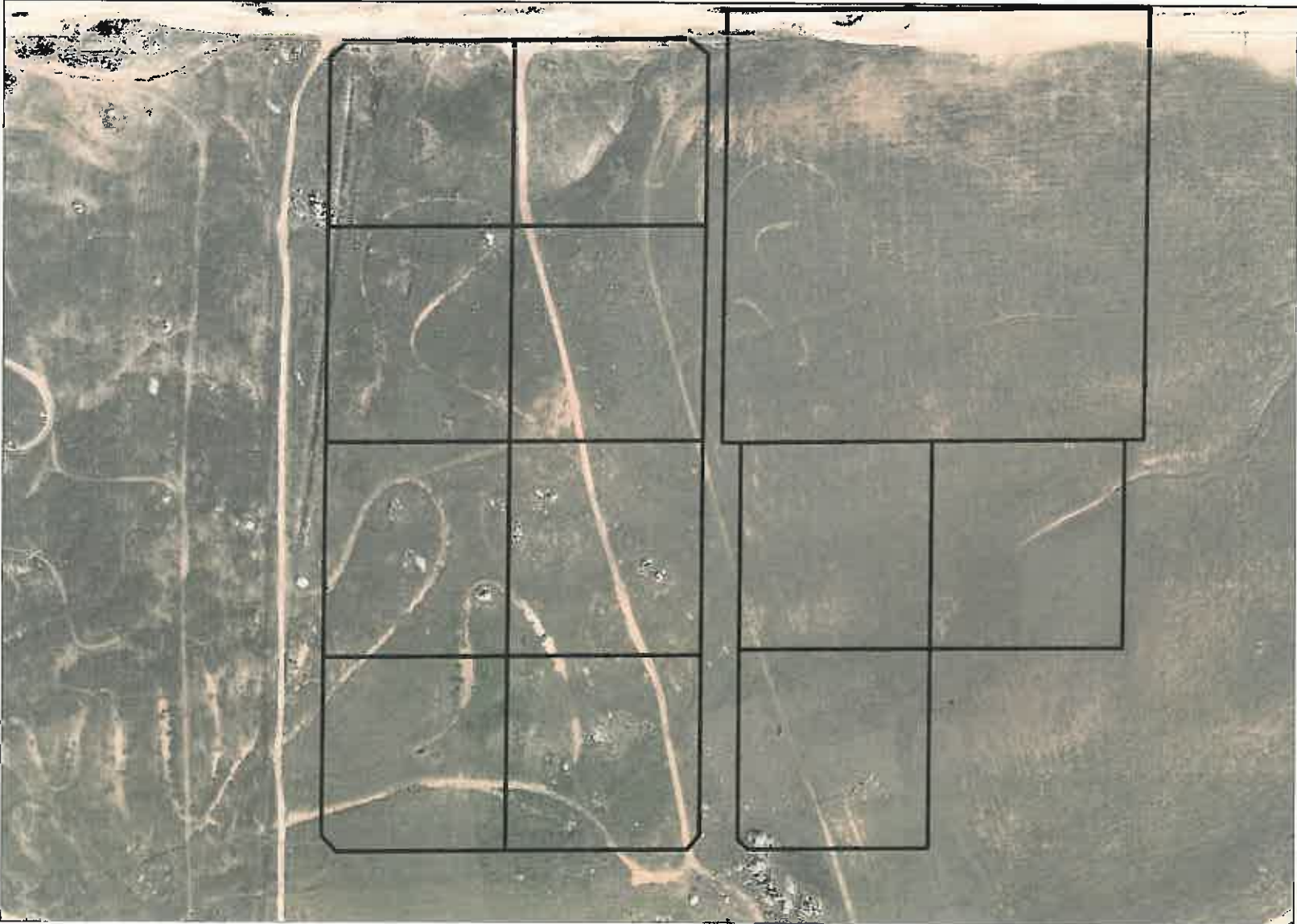
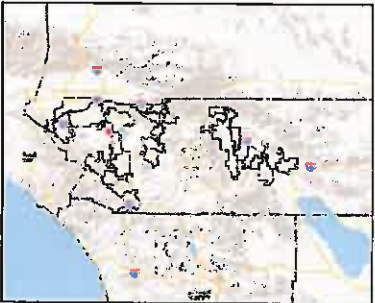
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## Notes

# My Map



### Legend

-  Airports
-  Runways
-  City Boundaries
- roadsanno
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-  INTERSTATE
-  OFFRAMP
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-  counties
-  cities
- hydrographylines
- waterbodies
-  Lakes
-  Rivers



0 291 582 Feet



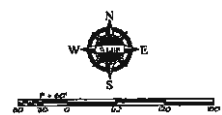
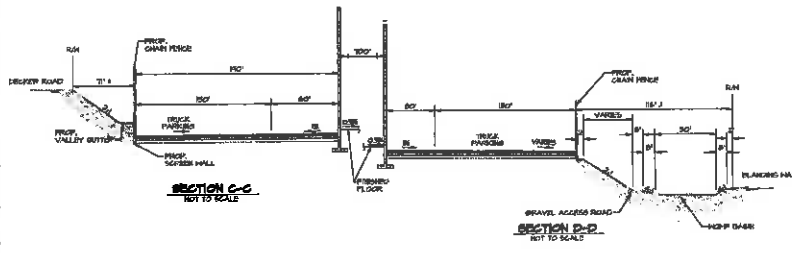
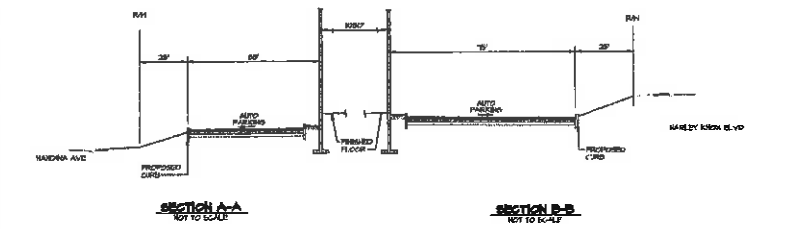
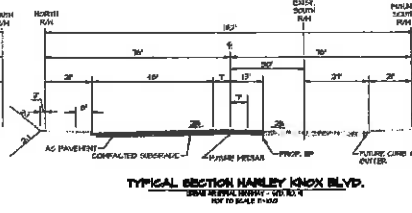
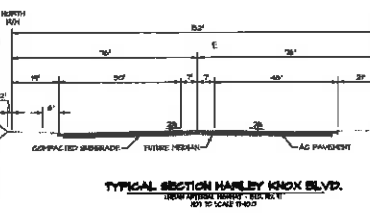
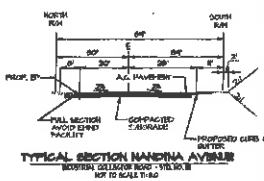
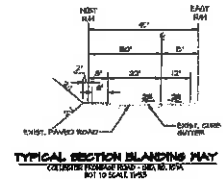
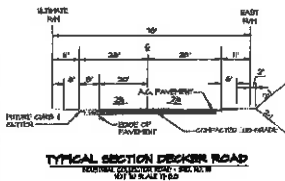
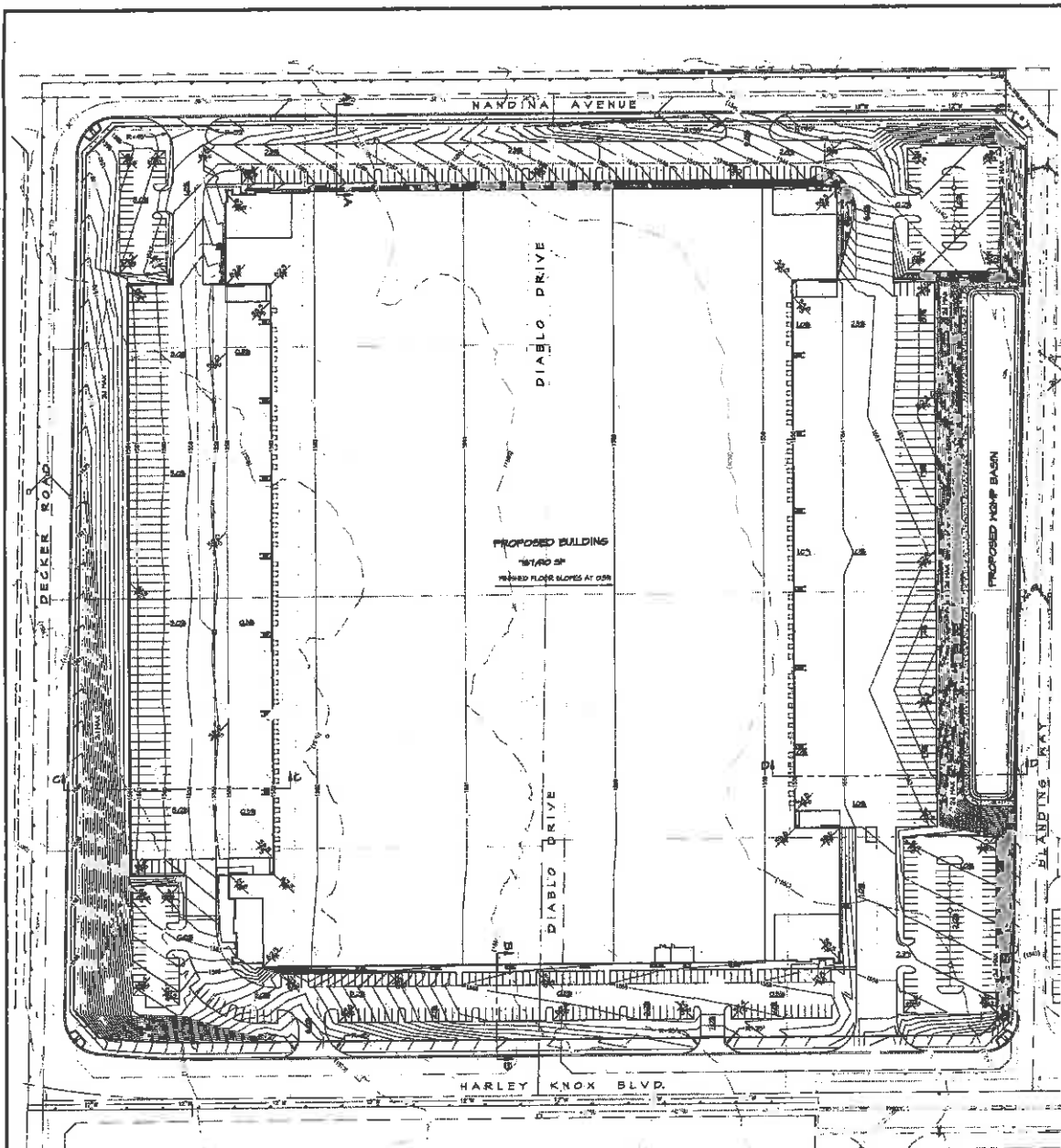
**\*IMPORTANT\*** Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, 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... 2/22/2016 4:38:07 PM

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### Notes

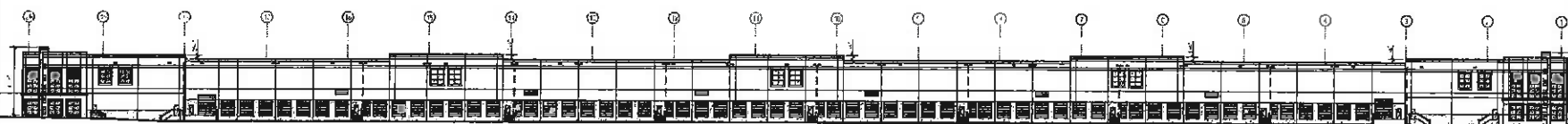




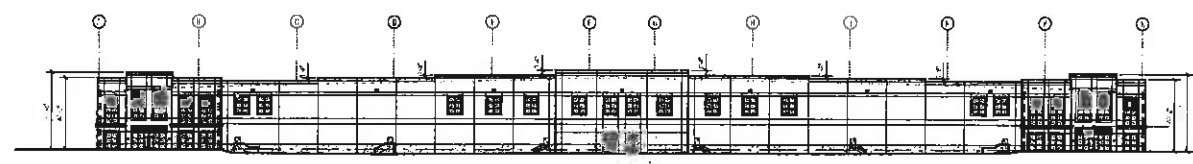
COUNTY OF RIVERSIDE			
TRAMMELL GROM COMPANY			
NANDINA BUSINESS CENTER			
CONCEPTUAL GRADING PLAN			
SCALE: 1" = 20'	DATE: 02/22/2020	PROJECT: NANDINA BUSINESS CENTER	NO. 200-28324
DRAWN BY: DJ	CHECKED BY: DJ	DESIGNED BY: DJ	SHEET NO. 2
DATE: 02/22/20	PROJECT: NANDINA BUSINESS CENTER	NO. 200-28324	SHEET NO. 2

**FINISH SCHEDULE**

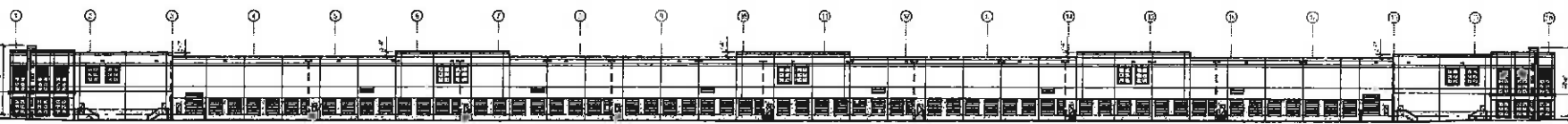
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2	PAINT	PAINT
3	GLASS	GLASS
4	WOOD	WOOD
5	CEILING	CEILING
6	FLOOR	FLOOR
7	MECHANICAL	MECHANICAL
8	ELECTRICAL	ELECTRICAL
9	PLUMBING	PLUMBING
10	FINISH	FINISH



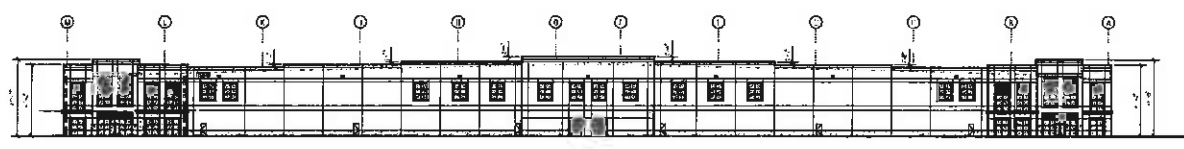
WEST ELEVATION  
SHEET 001



SOUTH ELEVATION  
SHEET 002



EAST ELEVATION  
SHEET 003



NORTH ELEVATION  
SHEET 004

**KNOX BUSINESS PARK BUILDING V**

6000 HARLEY KNOX BLVD.  
COUNTY OF RIVERSIDE, CA

500 ANAHOPE ROAD  
WESTPORT, CA 92391

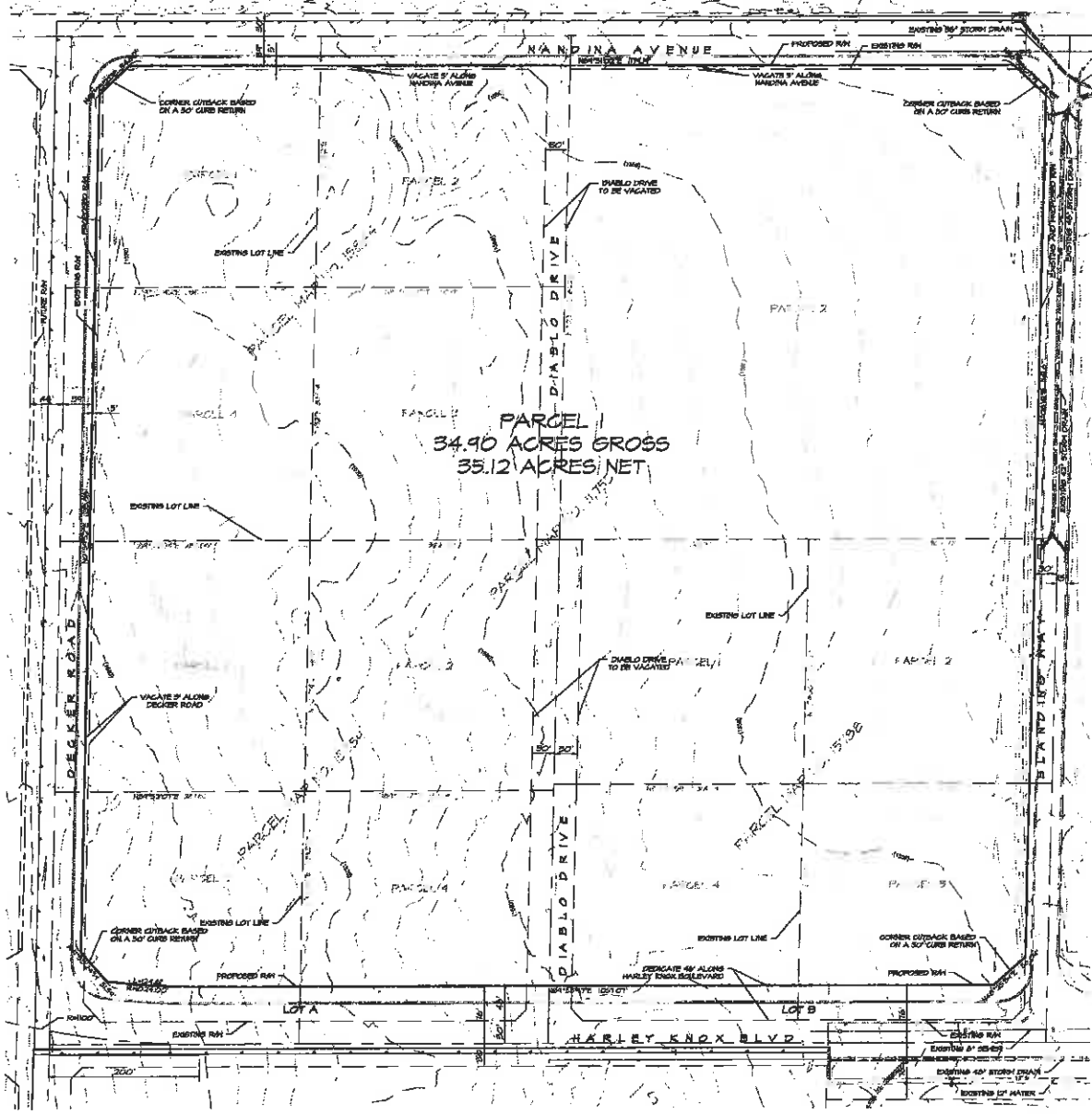
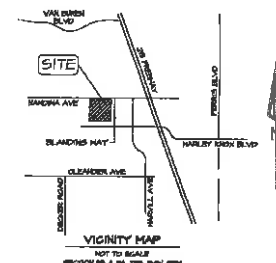
NO.	DESCRIPTION	DATE
1	ISSUED FOR PERMITS	10/15/10
2	ISSUED FOR CONSTRUCTION	11/15/10
3	ISSUED FOR OCCUPANCY	01/15/11
4	ISSUED FOR RECORD	02/15/11
5	ISSUED FOR AS-BUILT	03/15/11
6	ISSUED FOR FINAL REVIEW	04/15/11
7	ISSUED FOR ARCHIVE	05/15/11

8/10/2010  
RIVERSIDE COUNTY





# IN THE COUNTY OF RIVERSIDE - TENTATIVE PARCEL MAP NO. 37054 TRAMMELL CROW COMPANY - NANDINA BUSINESS CENTER



**OWNER:**  
TRAMMELL CROW COMPANY  
1800 JENNIFER ROAD, SUITE 200  
POWELL, CALIFORNIA 92406  
PHONE: (951) 486-9700  
FAX: (951) 486-9700

**APPLICANT:**  
TRAMMELL CROW COMPANY  
1800 JENNIFER ROAD, SUITE 200  
POWELL, CALIFORNIA 92406  
PHONE: (951) 486-9700  
FAX: (951) 486-9700

**PREPARED BY:**  
ALBERT A. HERR ASSOCIATES  
ROBERT BERRY  
2700 ROCKY HOLLOW  
RIVERSIDE, CALIFORNIA 92506  
PHONE: (951) 486-9700  
FAX: (951) 486-9700

**APPLICANT'S PARCEL NUMBER(S):**  
20-00-000-000 (PART) 000  
20-00-000-000 (PART) 000  
20-00-000-000 (PART) 000

**ACRES:**  
GROSS AREA: 34.90 ACRES  
NET AREA: 35.12 ACRES

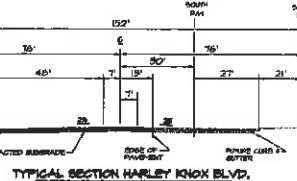
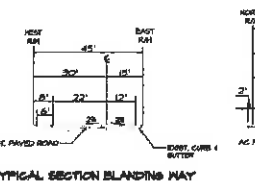
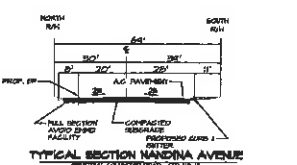
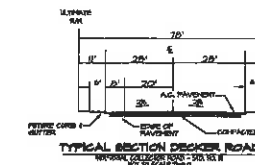
**TOPOGRAPHY:**  
SOUTH ANGLE SURVEY, INC.  
2514 ANTELOPE AVENUE, SUITE A  
RIVERSIDE, CALIFORNIA 92506  
TEL: (951) 486-9700  
DATED: DECEMBER 30, 2009

**UTILITY COMPANIES:**  
WATER: EASTERN MUNICIPAL WATER DISTRICT  
SEWER: SOUTHERN CALIFORNIA WATER DISTRICT  
ELECTRIC: SOUTHERN CALIFORNIA Edison  
TELEPHONE: VERIZON  
GAS: SOUTHERN CALIFORNIA GAS COMPANY

**PROJECT DESCRIPTION:**  
CONVERT 35 PARCELS INTO A SINGLE PARCEL, ALONG WITH VACATING OF DIABLO DRIVE AND PORTIONS OF DECKER ROAD AND NANDINA AVENUE WITH DEDICATION OF HARLEY KNOX BOULEVARD.

**LEGAL DESCRIPTION:**  
THE LAND REFERRED TO HEREIN IS SITUATED IN THE STATE OF CALIFORNIA, COUNTY OF RIVERSIDE, PARCEL MAP NO. 11900, PARCELS 1, 2, 3, AND 4 OF PARCEL MAP NUMBER PARCELS 1 OF PARCEL MAP NO. 37054, PARCELS 1, 2, 3, AND 4 OF PARCEL MAP NO. 37054, FOR A MORE DETAILED DESCRIPTION REFER TO TITLE REPORT.

- NOTES:**
- 2008 TOPOG MAP, MAP PAGE 241, GRID CA
  - THIS AREA IS NOT SUBJECT TO LULUSING OR OTHER REGULATORY AGENCIES NOTED WITHIN ANY SPECIAL STUDY ZONE.
  - TRAMMELL CROW COMPANY HAS OBTAINED, DOES & WARRANTS THE 0.25% ANNUAL CHANGE IN ELEVATION QUANTITY OF SURFACE.
  - THIS PROJECT IS UNDER A SPECIFIC PLAN.
  - THIS PROJECT IS LOCATED WITHIN VALLEY WIND HAZARD ZONES, OF WHICH THIS PROPERTY IS NOT SUBJECT TO OVERLOOK, INADDITION, OR FLOOD HAZARD.
  - ADJACENT AREAS TO THIS SITE ARE NOT BLENDED FOR THIS SITE.
  - EXISTING AND PROPOSED BARRIERS ARE AS SHOWN ON THIS SITE.
  - ALL EXISTING UTILITIES ON THIS PLAN ARE APPROXIMATE LOCATION AND DEPTH.
  - PROTECT COVERING A PORTION OF THE APPLICANT'S EASEMENT.
  - THERE ARE NO OPEN CHANNELS PROPOSED ON THIS SITE.
  - THERE ARE NO EXISTING OR PROPOSED BRIDGES ON THIS SITE.
  - THERE ARE NO HOV-3 OR HOV-4 VEHICLES ON THIS SITE.



COUNTY OF RIVERSIDE	
TRAMMELL CROW COMPANY NANDINA BUSINESS CENTER TENTATIVE PARCEL MAP NO. 37054	
SCALE: 1/8"=1'-0" DATE: 12/30/09 DESIGNED BY: [Signature] CHECKED BY: [Signature] DATE OF REV. 02 BY: [Signature]	REGISTERED CIVIL ENGINEER 2700 ROCKY HOLLOW RIVERSIDE, CALIFORNIA 92506 PHONE: (951) 486-9700 FAX: (951) 486-9700 NO. 37-054 NET 02 01 02

# 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, 14<sup>th</sup> Floor, Riverside, California 92501, Monday through Thursday from 8:00 a.m. to 5:00 p.m., and by prescheduled appointment on Fridays, from 9:00 a.m. to 5:00 p.m.

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

DATE OF HEARING: March 10, 2016





TIME OF HEARING: 9:00 A.M.

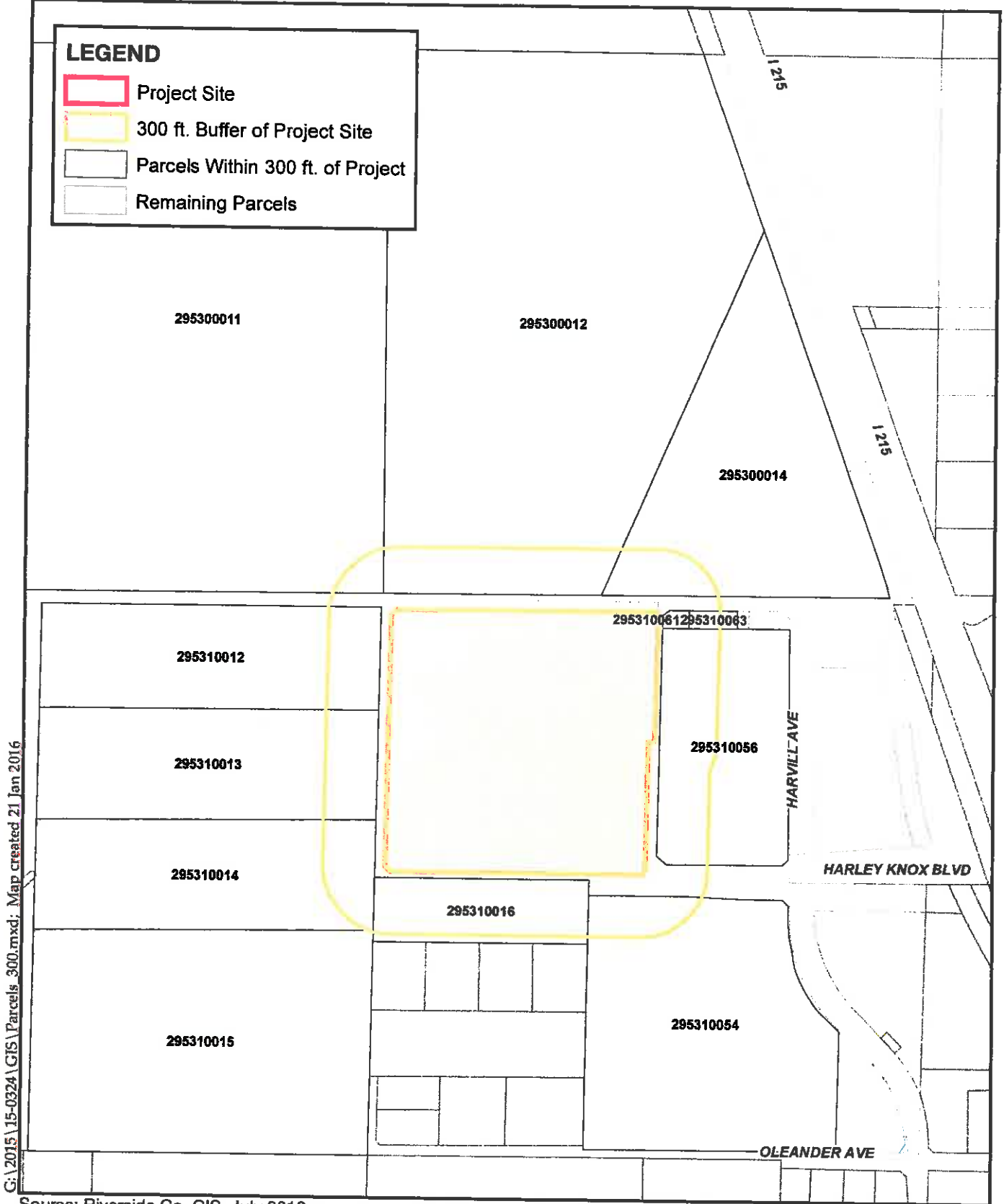
### CASE DESCRIPTION:

ZAP1175MA16 – Trammell Crow Company, c/o David Drake –  
(Representative: Albert A. Webb and Associates) – County of Riverside Case No.: PP25954 (Plot Plan). The applicant proposes to construct a 767,410 square foot industrial warehouse (logistics/distribution center) building (including 15,000 square feet of mezzanine area and 10,000 square feet of office area) on 35.12 net acres located northerly of Harley Knox Boulevard, southerly of Nandina Avenue, easterly of Decker Road, and westerly of Blanding Way and Harvill Avenue in the unincorporated Riverside County community of Mead Valley. The project is associated with Tentative Parcel Map No. 37054, which would consolidate 13 existing Assessor's parcels into one legal lot and vacate the segment of Diablo Drive extending from Nandina Avenue on the north to Harley Knox Boulevard on the south. (Airport Compatibility Zone C2 of the March Air Reserve Base/Inland Port Airport Influence Area)

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

**LEGEND**

-  Project Site
-  300 ft. Buffer of Project Site
-  Parcels Within 300 ft. of Project
-  Remaining Parcels



**Parcels Within 300 ft. of Project**  
Blanding Industrial Center



# APPLICATION FOR MAJOR LAND USE ACTION REVIEW

## RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

ALUC Identification No.

ZAP1175MA16

**PROJECT PROPONENT (TO BE COMPLETED BY APPLICANT)**

Date of Application 01/25/2016

Property Owner See attached sheets Phone Number \_\_\_\_\_

Mailing Address \_\_\_\_\_

\_\_\_\_\_

Agent (if any) Trammell Crow Company c/o Dave Drake Phone Number 949-477-4731

Mailing Address 3501 Jamboree Road, Suite 230, Newport Beach, CA 92660

\_\_\_\_\_

**PROJECT LOCATION (TO BE COMPLETED BY APPLICANT)**

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

Street Address \_\_\_\_\_

Assessor's Parcel No. 295-310-022, -025 thru -034, -036 Parcel Size 35.77

Subdivision Name PM87/84 Parcel Map No. 15659, PM89/16 Parcel Map No. 15844,

Lot Number PM65/65 Parcel Map No. 11755, PM89/85 Parcel Map No. 15788 Zoning Classification M-M

Lots A thru F

Munch  
Zone  
C2

**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) Plot Plan and Tentative Parcel Map 37054 to develop a 767,980 S.E. industrial warehouse building located at the northwest corner of Blanding Way and Harley Knox Blvd. in the Majestic Freeway Business Center Specific Plan (No. 341) on one proposed parcel (per TPM 37054)

\_\_\_\_\_

For Residential Uses Number of Parcels or Units on Site (exclude secondary units) N/A

For Other Land Uses Hours of Use Spec Building - To be determined

(See Appendix C) Number of People on Site Maximum Number Spec Building - TBD

Method of Calculation \_\_\_\_\_

Height Data Height above Ground or Tallest Object (including antennas and trees) 46' 6" ft.

Highest Elevation (above sea level) of Any Object or Terrain on Site 1588 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	County of Riverside Planning Department
Staff Contact	_____
Phone Number	_____
Agency's Project No.	P.m. 37054 AP 25964
Type of Project	<input type="checkbox"/> General Plan Amendment <input type="checkbox"/> Zoning Amendment or Variance <input type="checkbox"/> Subdivision Approval <input type="checkbox"/> Use Permit <input type="checkbox"/> Public Facility <input checked="" type="checkbox"/> Other <u>TPM 37054, Plot Plan</u>

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

**B. SUBMISSION PACKAGE:**

**ALUC REVIEW**

- 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

Property Owners Name: **Majestic Freeway Business Center, LLC**

Address: 13191 Crossroads North, 6<sup>th</sup> FL; City of Industry, CA 91746

Property Owners Name: ***VIR. PRABHU DHALLA AND PRABHA DHALLA TRUSTEE OF THE DHALLA FAMILY TRUST***

Address: 4343 Market Street, Riverside, CA 92501

Property Owners Name: ***JANAK R.CHOPRA AND RAMAN CHOPRA, JAGDISH R. CHOPRA AND NEELAM P.CHOPRA, TILAK R. CHOPRA AND SANTOSH CHOPRA***

Address: 19871 Yorba Linda Blvd. Suite 102, Yorba Linda, CA 92886

**COUNTY OF RIVERSIDE  
AIRPORT LAND USE COMMISSION**

**STAFF REPORT**

**AGENDA ITEM:** 3.5

**HEARING DATE:** March 10, 2016

**CASE NUMBER:** ZAP1179MA16 – Amstar-Kaliber, LLC (Representative: Blackridge, Tom Simmons)

**APPROVING JURISDICTION:** County of Riverside

**JURISDICTION CASE NO:** PP25422 (Plot Plan)

**MAJOR ISSUES:** None

**RECOMMENDATION:** Staff recommends that Plot Plan be found **CONDITIONALLY CONSISTENT**, subject to the conditions included herein and such additional conditions as may be required by the Federal Aviation Administration Obstruction Evaluation Service.

**PROJECT DESCRIPTION:** The Plot Plan proposes development of two industrial (predominantly warehouse) buildings totaling 814,630 square feet, on 54.4 gross acres. Building 1 proposes a total of 598,190 square feet gross floor area, including 5,720 square feet of office space, on 35.7 gross acres. Building 2 proposes a total of 216,440 square feet gross floor area, including 4,500 square feet of office space, on 18.7 gross acres.

**PROJECT LOCATION:** The site is located southerly of Alessandro Boulevard, easterly of Gem Lane, westerly of a southerly extension of San Gorgonio Drive, northerly of a westerly extension of Cactus Avenue, within unincorporated Riverside County, approximately 9,100 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: Zone B1 (outside Accident Potential Zone) and Zone B2
- c. Noise Levels: 65-70 CNEL from aircraft

**BACKGROUND:**

Non-Residential Average Land Use Intensity: Pursuant to the Airport Land Use Compatibility Plan for the March Air Reserve Base/Inland Port Airport, the northern portion of the site including

Building 1 is located within Compatibility Zone B1 outside either Accident Potential Zone (APZ) and the southern portion of the site including Building 2 is located within Compatibility Zone B2. Zone B1 outside the APZ limits average intensity to 50 people per acre and Zone B2 limits average intensity to 100 people per acre.

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

- Warehouse – 1 person per 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)

Building 1 would include a maximum of 5,720 square feet of office area and 592,470 square feet of warehouse area, which would result in a total building occupancy of 415 people. Based on the 35.7 acres located within Compatibility Zone B1, this total site occupancy results in an average intensity of 12 people per acre, which would be compatible with the Zone B1 average acre criterion of 50. Building 2 would include a maximum of 4,500 square feet of office area and 211,940 square feet of warehouse area, which would result in a total building occupancy of 171 people. Based on the 18.7 acres located within Compatibility Zone B2, this total site occupancy results in an average intensity of 9 people per acre, which would be compatible with the Zone B2 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 an e-commerce/fulfillment center pursuant to March Air Reserve Base/Inland Port Airport Compatibility Plan Policy 2.4 (50% of 1 person per 500 square feet), Building 1 would total 621 people and Building 2 would total 234 people. Based on the acreage for each building and Compatibility Zone, this results in average intensities of 17 and 13 people per acre, respectively, which are also compatible with the Zones B1 and B2 average acre criteria.

If the proposed buildings were to be used entirely as office (which is unlikely), Building 1 would result in a total occupancy of 2,990 people and Building 2 would result in a total occupancy of 1,082 people. Based on the Compatibility Zone acreage for each, this would result in an average intensity of 84 for Building 1 within Compatibility Zone B1 and 58 for Building 2 within Compatibility Zone B2, which would be inconsistent with the criteria for Compatibility Zone B1 and consistent with the criteria for Compatibility Zone B2. Due to this, the amount of office area for Building 1 has been conditioned to be limited to a certain amount without further ALUC review.

A second method for determining total occupancy involves multiplying the number of parking spaces provided or required (whichever is greater) by average vehicle occupancy (assumed to be 1.5 persons per standard vehicle and 1.0 persons per truck trailer parking/dock space in the absence of more precise data). Based on the number of standard parking spaces provided of 337 and truck parking of 177 for Building 1, the total occupancy would be estimated at 683 people. Based on the 35.7 Zone



B1 gross acres, this results in an average intensity of 19 people per acre, which is compatible with the Zone B1 average acre criterion of 50. Based on the number of standard parking spaces provided of 239 and truck parking of 49 for Building 2, the total occupancy would be estimated at 408 people. Based on the 18.7 Zone B2 gross acres, this results in an average intensity of 22 people per acre, which is compatible with the Zone B2 average acre criterion of 100.

Non-Residential Single-Acre Land Use Intensity: Compatibility Zone B1 limits maximum single-acre intensity to 100 people and Compatibility Zone B2 limits single-acre intensity to 250 people. There are no risk-reduction design bonuses available, as March Air Reserve Base/Inland Port Airport is primarily utilized by large aircraft weighing more than 12,500 pounds.

Based on the site plan provided and the occupancies as previously noted, the maximum single-acre area within either Building 1 or Building 2 would consist of all the office area and the remaining area warehouse. For Building 1 this would be a total occupancy of 55 people and for Building 2 this would be a total occupancy of 50, which would be consistent with the respective Compatibility Zone B1 and B2 single-acre criteria. If the warehouse areas were assumed to operate as e-commerce/fulfillment, this would result in occupancies of 66 and 62 people for Buildings 1 and 2 respectively, which would also be consistent with the Compatibility Zone B1 and B2 single-acre criteria. If the entire-single acre area for either building were entirely office, this would result in an occupancy of 218, which would be consistent with the Zone B2 single-acre criteria, but not the Zone B1 single-acre criteria. Therefore, a limitation on the amount of office for Building 1 located in Compatibility Zone B1 has been included to comply with the single-acre criteria.

Prohibited and Discouraged Uses: The applicant does not propose any uses prohibited or discouraged in Compatibility Zone B1 outside the APZ or Compatibility Zone B2.

Projects within Compatibility Zone B1 are required to locate structures a maximum distance from the extended runway centerline. The project site is located on the edge of Compatibility Zone B1 and the extended runway centerline is located approximately 3,000 feet northeast of the project site, with the proposed building located approximately 3,300 feet from the extended runway centerline.

Noise: The March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan depicts the site as being in an area between 65-70 CNEL range from aircraft noise. As a primarily industrial use not sensitive to noise (and considering typical anticipated building construction noise attenuation of approximately 20 dBA), the warehouse area would not require special measures to mitigate aircraft-generated noise. However, a condition is included to ensure adequate noise attenuation is provided for office uses within the buildings.

Part 77: The elevation of Runway 14-32 at its northerly terminus is approximately 1535 feet above mean sea level (1535 feet AMSL). At a distance of approximately 9,100 feet from the runway to the project boundaries, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 1626 feet AMSL. The project proposes a maximum finished floor elevation of 1591.7 feet AMSL for Building 1 and 1637.2 feet AMSL for Building 2. Building

1 proposes a maximum height of 47 feet and Building 2 proposes a maximum height of 45 feet for maximum total elevations of 1644.7 and 1682.2 feet AMSL, respectively. Therefore, review of both buildings by the FAA Obstruction Evaluation Service is required for height/elevation reasons. Submittals to FAA Obstruction Evaluation have been made for each building and have been assigned Aeronautical Study Numbers (ASNs) of 2016-AWP-1130-OE and 2016-AWP-1133-OE. At the time of writing of this staff report, no determination has been made for either, but are in a “Work in Progress” status.

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

**CONDITIONS:**

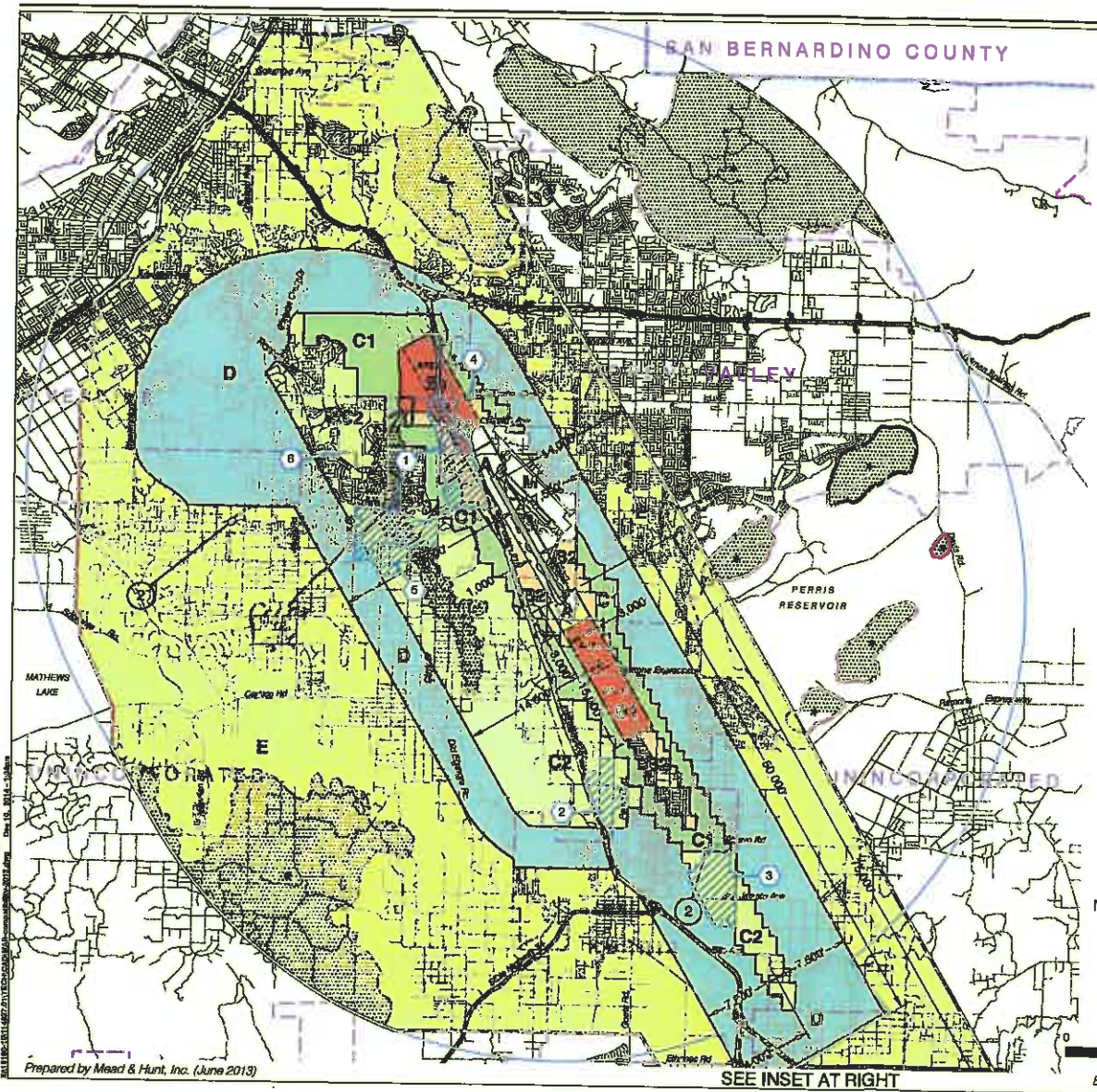
1. Any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses/activities are not included in the proposed project and shall be prohibited at this site:
  - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
  - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
  - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.
  - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
  - (e) Wastewater management facilities, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, incinerators, and other hazards to flight.
  - (f) Children’s schools, day care centers, libraries, hospitals, skilled nursing and care facilities, congregate care facilities, hotels/motels, places of assembly, restaurants, aboveground storage or manufacturing of hazardous or flammable materials, and

noise sensitive outdoor nonresidential uses.

3. Prior to issuance of any building permits, the landowner shall convey and have recorded an aviation easement to the March Inland Port Airport Authority. Contact March Joint Powers Authority at (951) 656-7000 for additional information.
4. The attached notice shall be given to all prospective purchasers of the property and tenants of the buildings. While not required, the applicant and its successors-in-interest are encouraged to provide a copy of said notice to employees who would regularly be working at this location.
5. The proposed detention basin(s) on the site shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basin(s) that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the detention basin(s) shall not include trees that produce seeds, fruits, or berries.
6. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.
7. Office area within Building 1 shall be limited to no more than 15,000 square feet in any single-acre (210' x 210') area. Further ALUC review is required if proposed office area through any initial or subsequent tenant improvements result in more than 15,000 square feet. ALUC would review the amount and location of the office area and other use areas within the building to determine whether such future proposals comply with the Compatibility Zone B1 average and single-acre criteria.
8. Zoned fire sprinkler systems shall be required throughout Building 1 located within Compatibility Zone B1.
9. Office space must have sound attenuation features sufficient to reduce interior noise levels from exterior aviation-related sources to no more than CNEL 45 dB. The County of Riverside shall require an acoustical study to ensure compliance with this requirement.

# **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

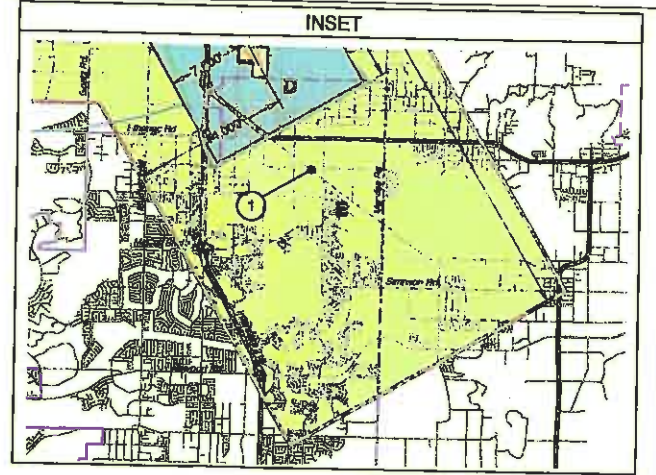
**Boundary Lines**

- 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 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

1 Point at which aircraft on Runway 32 ILS approach descend below 3,000 feet above runway end. Airport Elevation is 1,595 feet MSL.

2 Point at which departing aircraft typically reach 3,000 feet above runway end.



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



Base map source: County of Riverside 2013

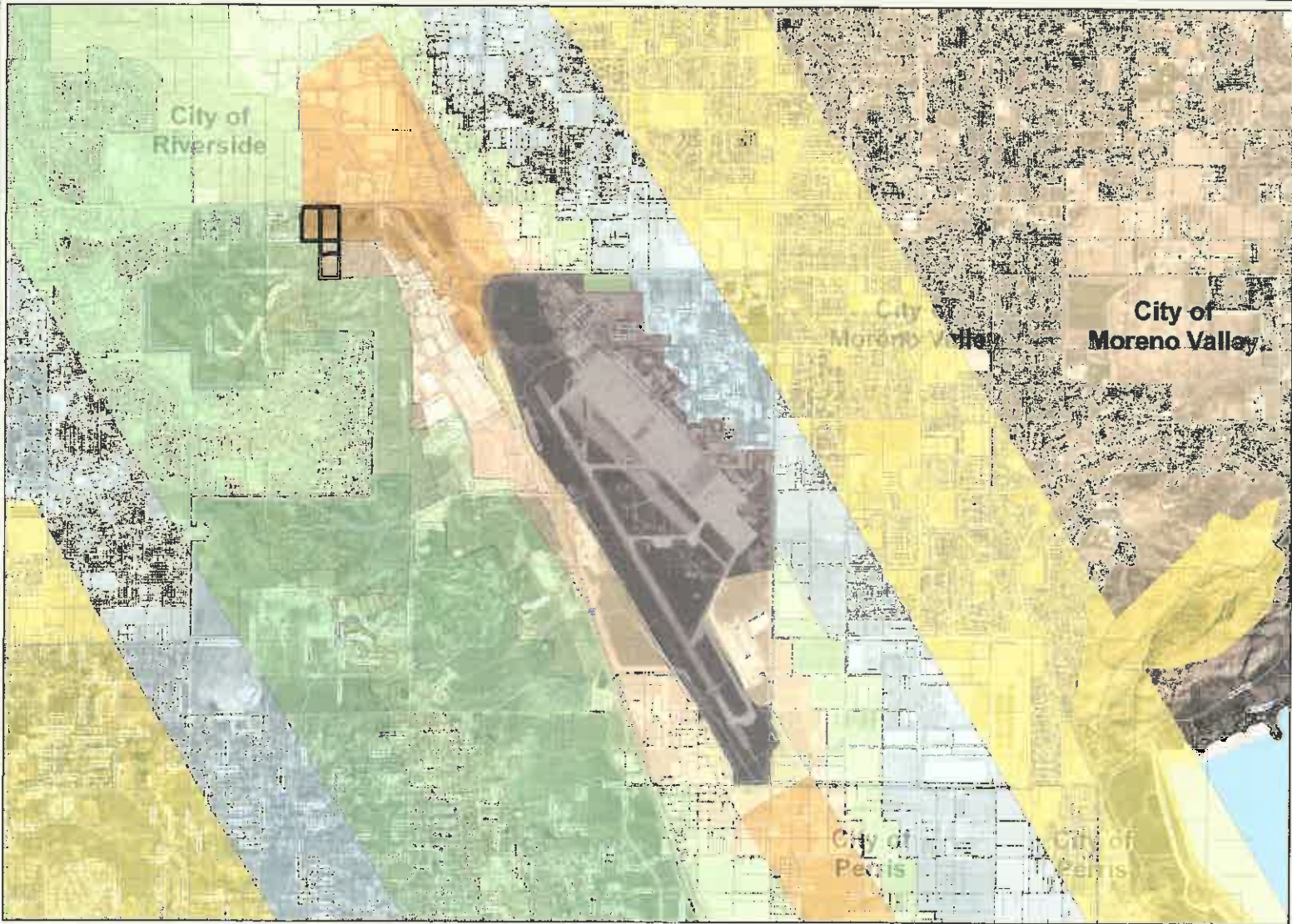
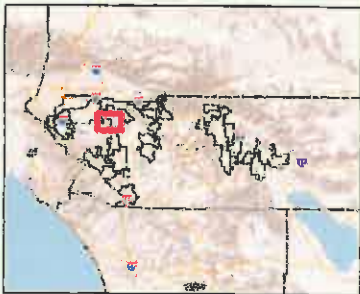
**Riverside County  
Airport Land Use Commission  
March Air Reserve Base / Inland Port Airport  
Land Use Compatibility Plan  
(Adopted November 13, 2014)**

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

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

SEE INSET AT RIGHT

# My Map



## Legend

### Airport Compatibility

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



0 6,759 13,519 Feet



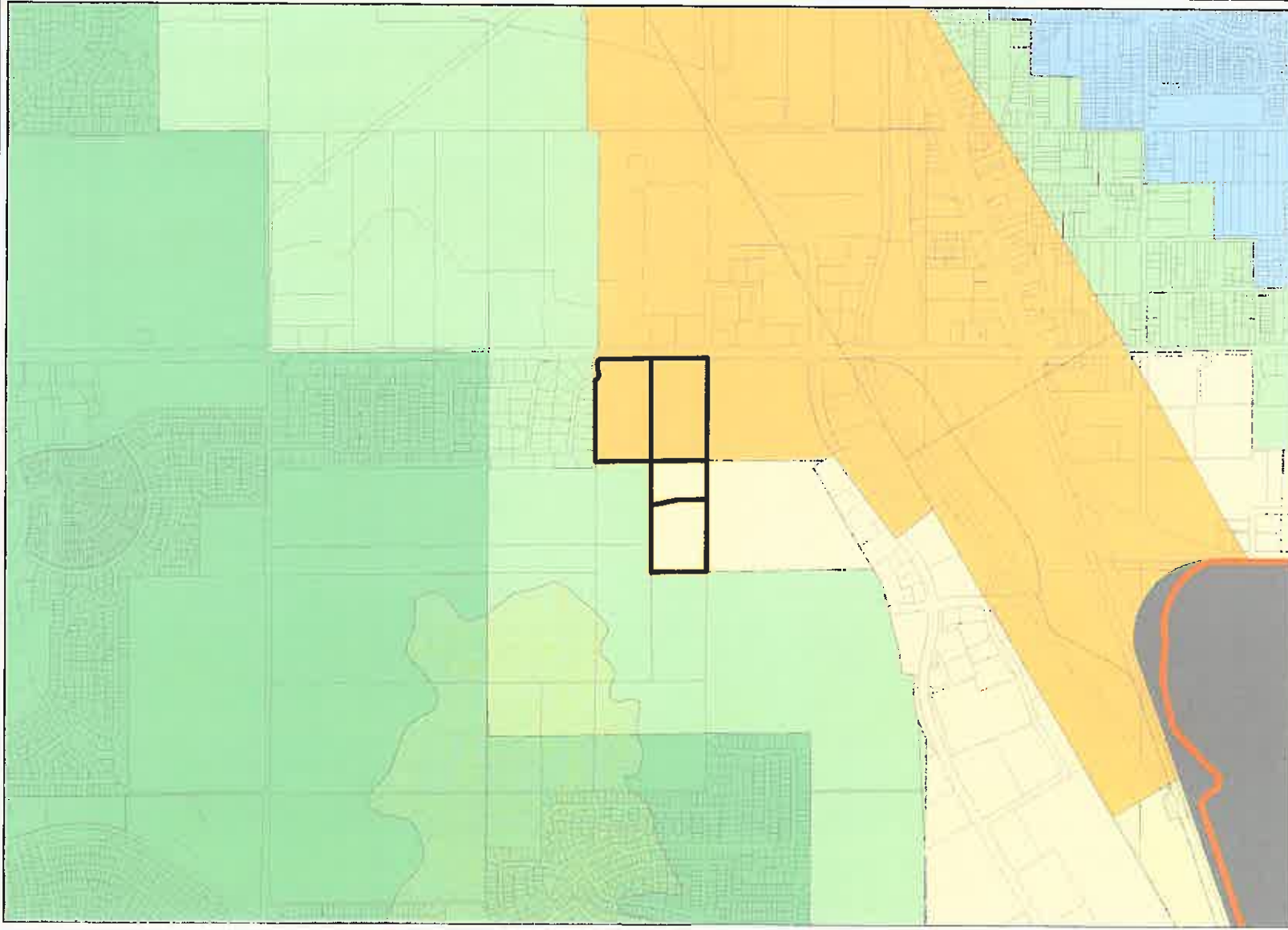
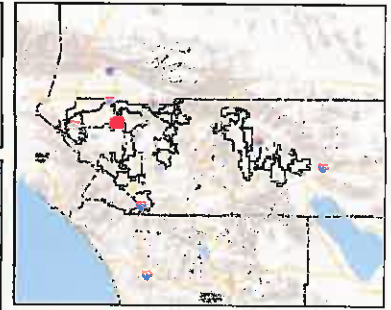
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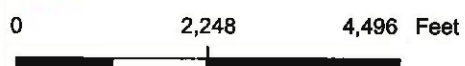
## Notes

# 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
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- C2-EXC5
- C2-EXC6
- C2-HIGHT
- C2-HIGHT-EXC1



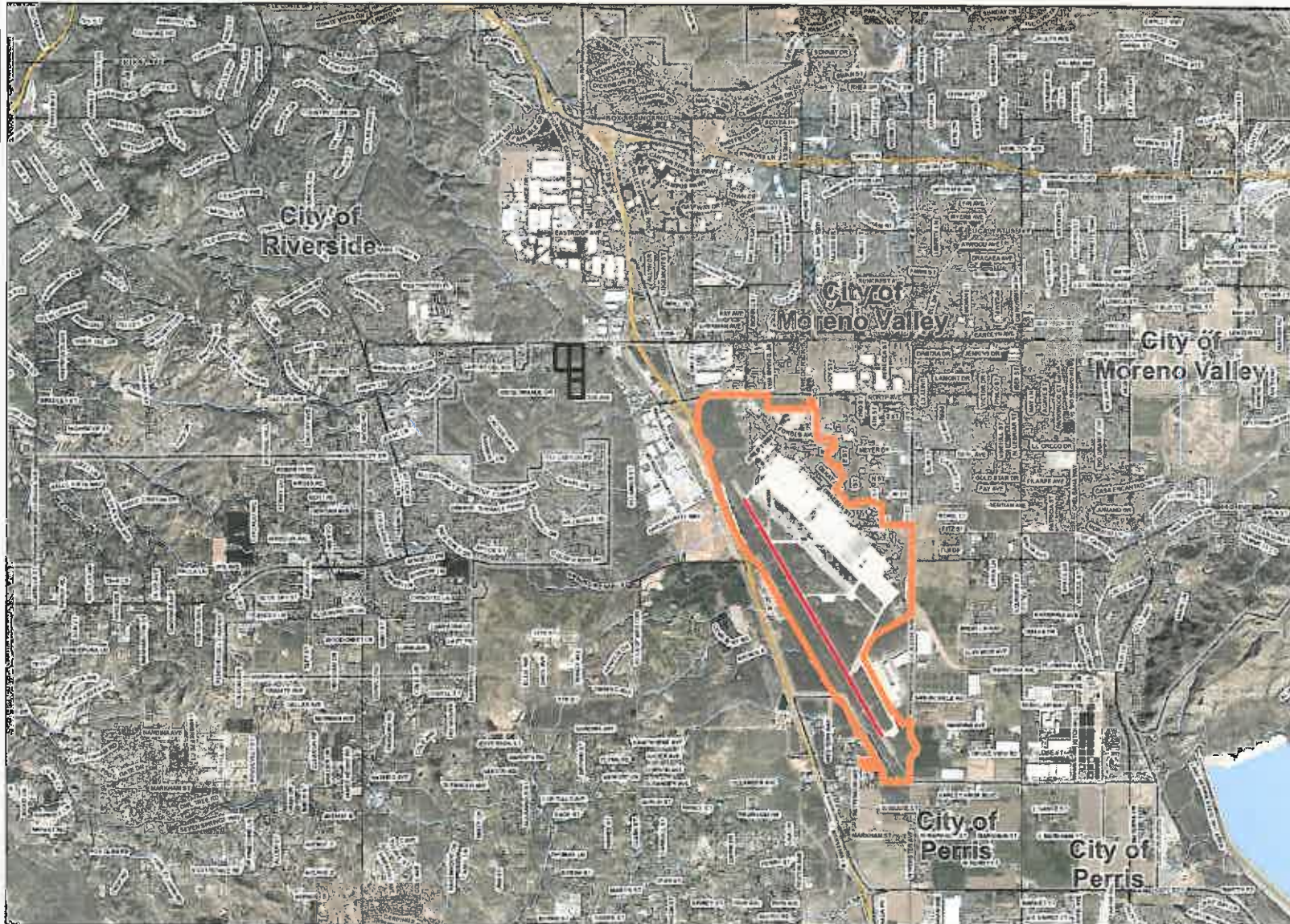
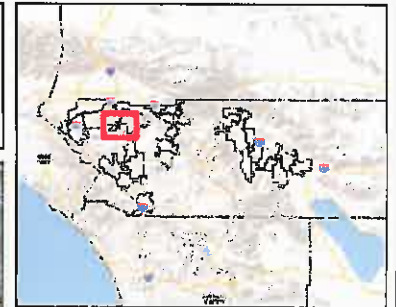
**\*IMPORTANT\*** Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness,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

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**Notes**

# My Map



## Legend

-  Airports
-  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 8,992 17,984 Feet



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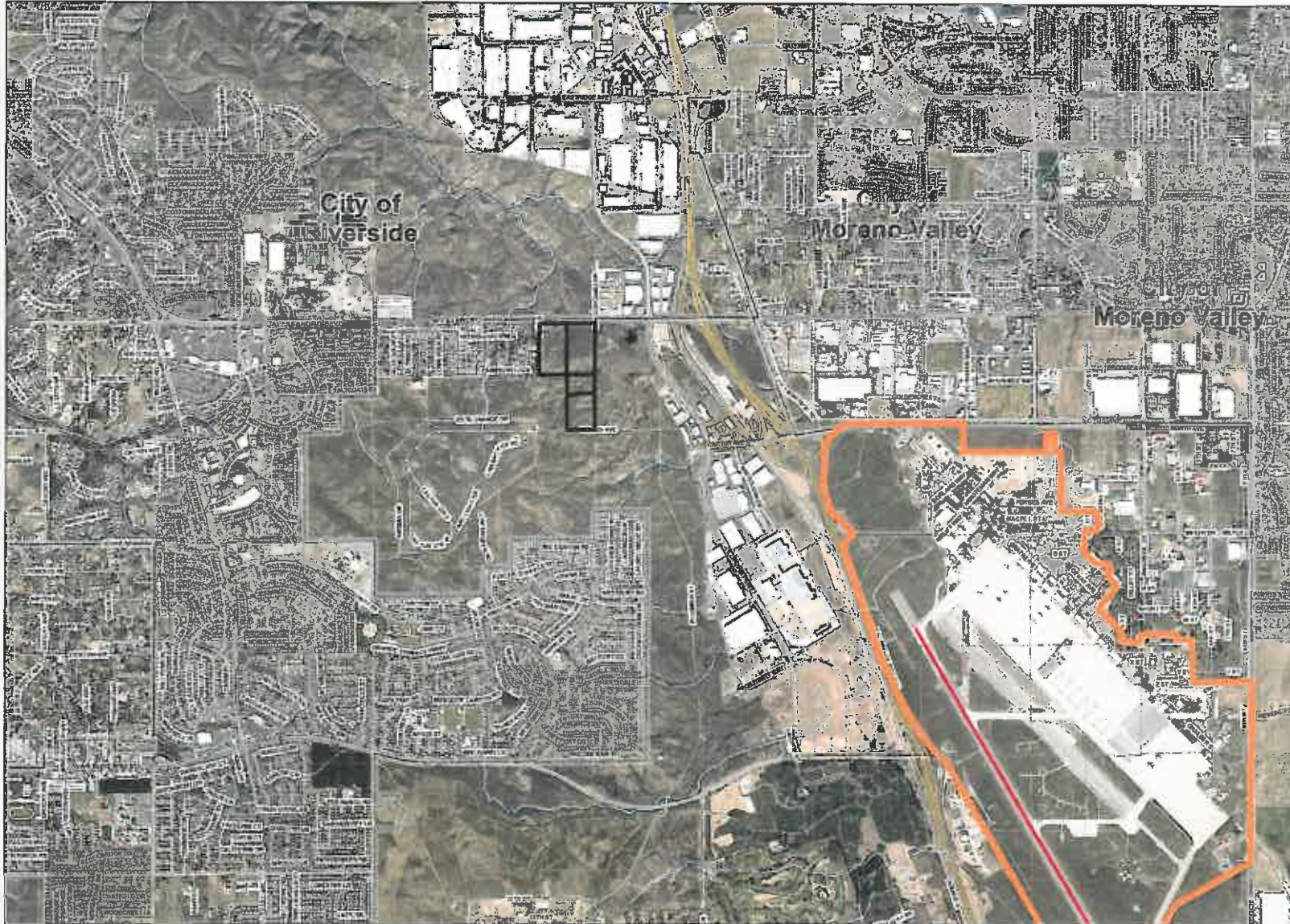
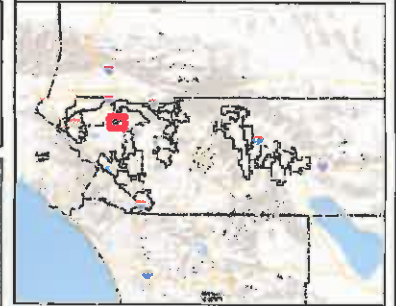
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## Notes



# My Map



## Legend

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



0 4,496 8,992 Feet



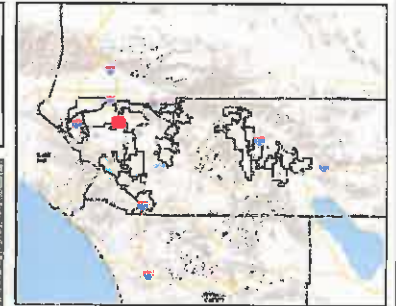
**\*IMPORTANT\*** Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, 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
- roadsanno
- highways
- HWY
- INTERCHANGE
- INTERSTATE
- OFFRAMP
- ONRAMP
- USHWY
- roads
- Major Roads
- Arterial
- Collector
- Residential
- counties
- cities
- hydrographylines
- waterbodies
- Lakes
- Rivers



0 2,248 4,496 Feet



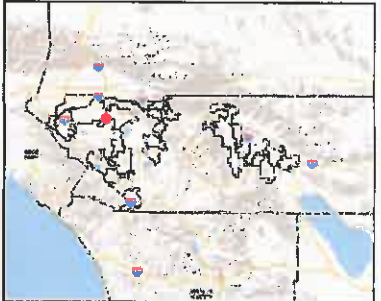
**\*IMPORTANT\*** Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness,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

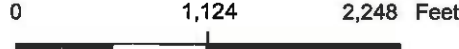


## Legend

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



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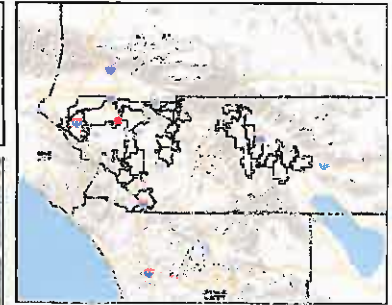


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





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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



0 562 1,124 Feet



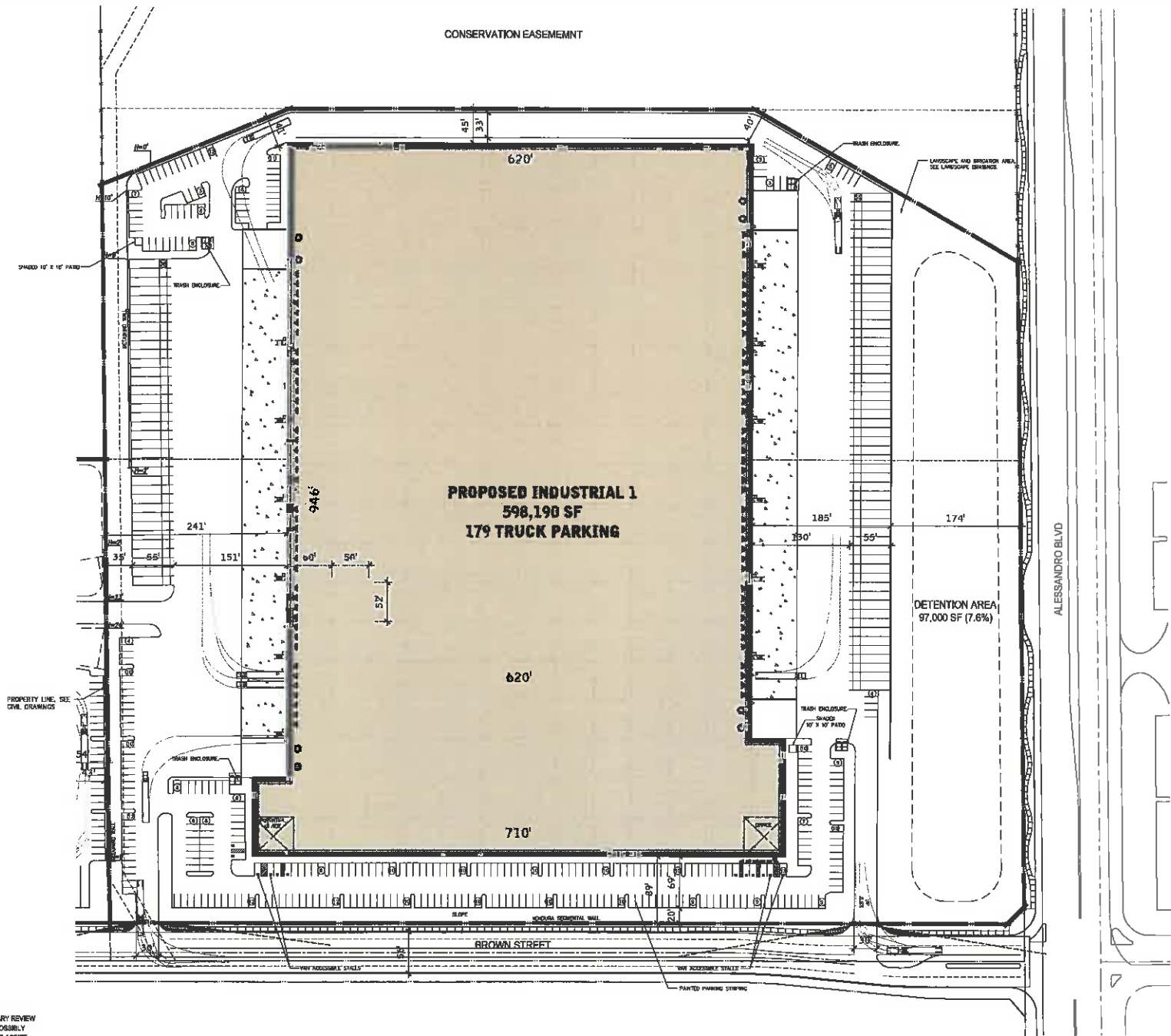
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## Notes





NOTE:  
THIS CONCEPTUAL DESIGN PLAN IS BASED UPON A PRELIMINARY REVIEW  
OF PERMIT REQUIREMENTS AND ON UNVERIFIED AND POSSIBLY  
INCOMPLETE SITE INFORMATION, AND IS INTENDED MERELY TO ASSIST  
IN EXPLORING HOW THE SITE MIGHT BE DEVELOPED.

ENLARGED SITE PLAN  
SCALE: 1"=40'-0"

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PP254522  
2 INDUSTRIAL BUILDINGS  
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RIVERSIDE, CALIFORNIA



ENLARGED SITE PLAN	
DATE	COMMENTS

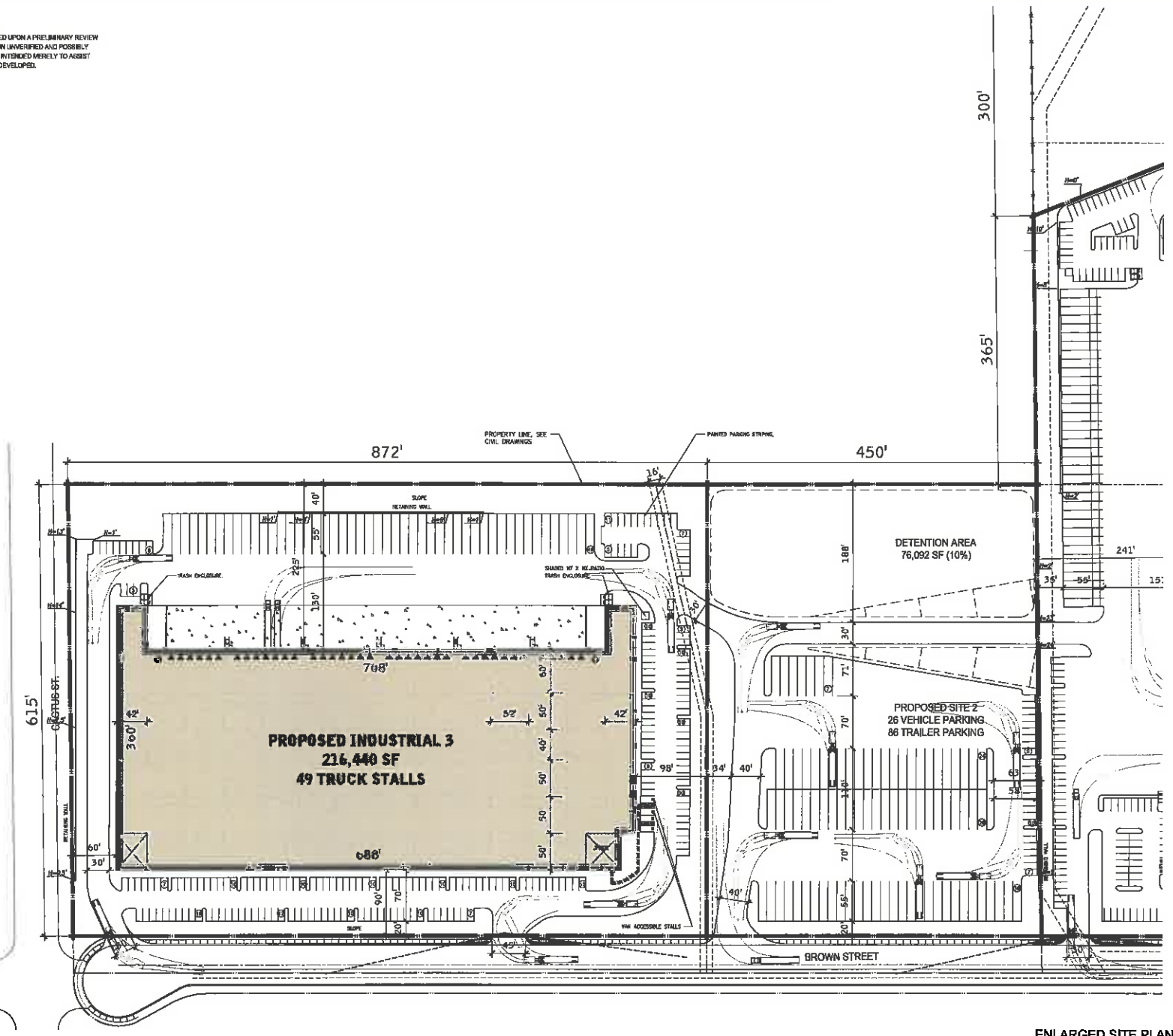
DATE: 08/15/14  
DRAWN BY: AJS/TM  
JOB NO: 0815-0137-00

SHEET  
**A1.1a**

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12-18-2014 - PLANNING RE-SUBMITTAL

NOTE:  
THIS CONCEPTUAL DESIGN PLAN IS BASED UPON A PRELIMINARY REVIEW OF ENTITLEMENT REQUIREMENTS AND UNVERIFIED AND POSSIBLY INCOMPLETE SITE INFORMATION, AND IS INTENDED MERELY TO ASSIST IN EXPLORING HOW THE SITE MIGHT BE DEVELOPED.



P:\Projects\Knowledge Road Etc etc.dwg L:\Projects\2013-00\_2013\04\_2013\Amstar\01\01\01\01.dwg

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2 INDUSTRIAL BUILDINGS  
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RIVERSIDE, CALIFORNIA

ENLARGED SITE PLAN	
DATE	REVISIONS

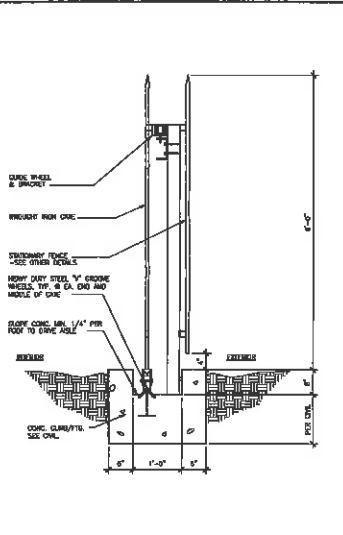
PAI/PBA FOR W/MS  
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**A1.1b**

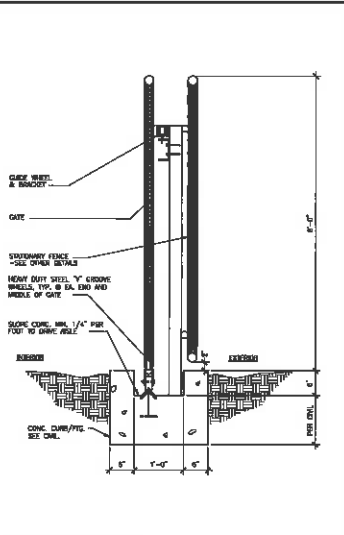
ENLARGED SITE PLAN  
SCALE: 1"=40'-0"



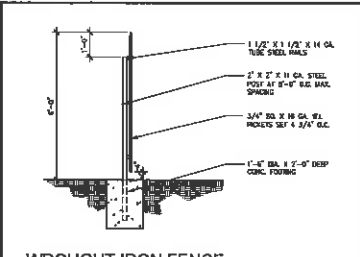




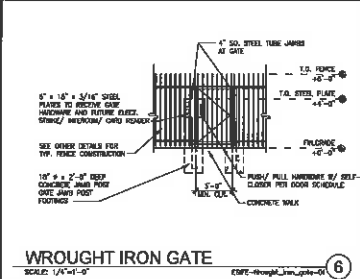
**WROUGHT IRON ROLLING GATE**  
SCALE: 1/4"=1'-0"  
ESPE-Wrought\_Rolling\_Gate-01



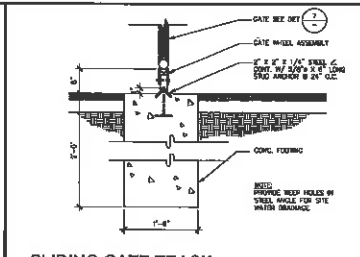
**ROLLING GATE**  
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ESPE-Rolling\_Gate-02



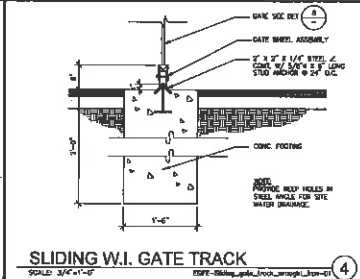
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ESPE-Wrought\_Iron\_Gate-03



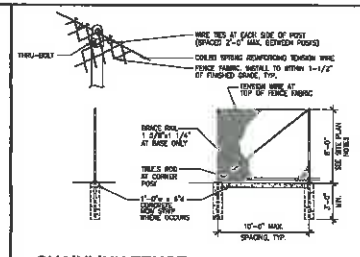
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ESPE-Wrought\_Iron\_Gate-04



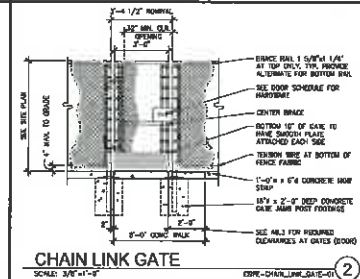
**SLIDING GATE TRACK**  
SCALE: 3/4"=1'-0"  
ESPE-Sliding\_Gate\_Track-01



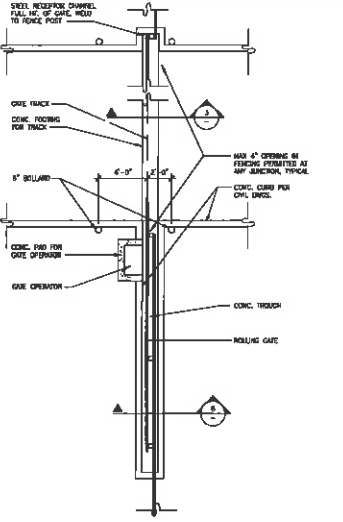
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SCALE: 3/4"=1'-0"  
ESPE-Sliding\_W.I.\_Gate\_Track-02



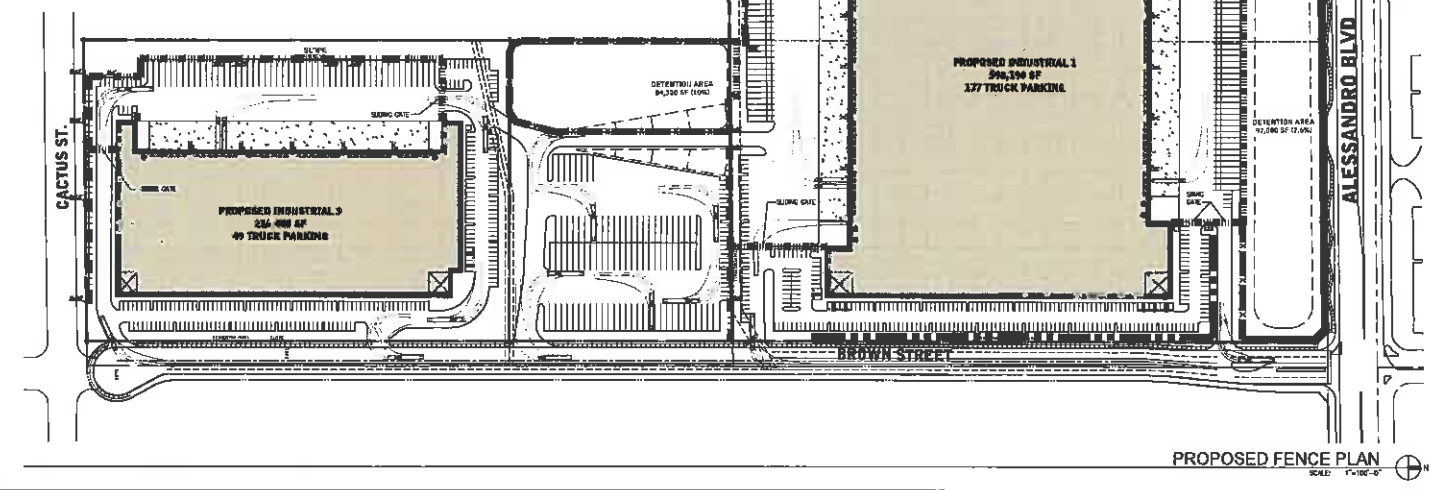
**CHAINLINK FENCE**  
SCALE: 1/4"=1'-0"  
ESPE-Chainlink\_Fence-01



**CHAINLINK GATE**  
SCALE: 3/4"=1'-0"  
ESPE-Chainlink\_Gate-02



**ROLLING GATE - PLAN**  
SCALE: 1/4"=1'-0"  
ESPE-Rolling\_Gate-03



**PROPOSED FENCE PLAN**  
SCALE: 1/4"=1'-0"

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**AMSTAR**

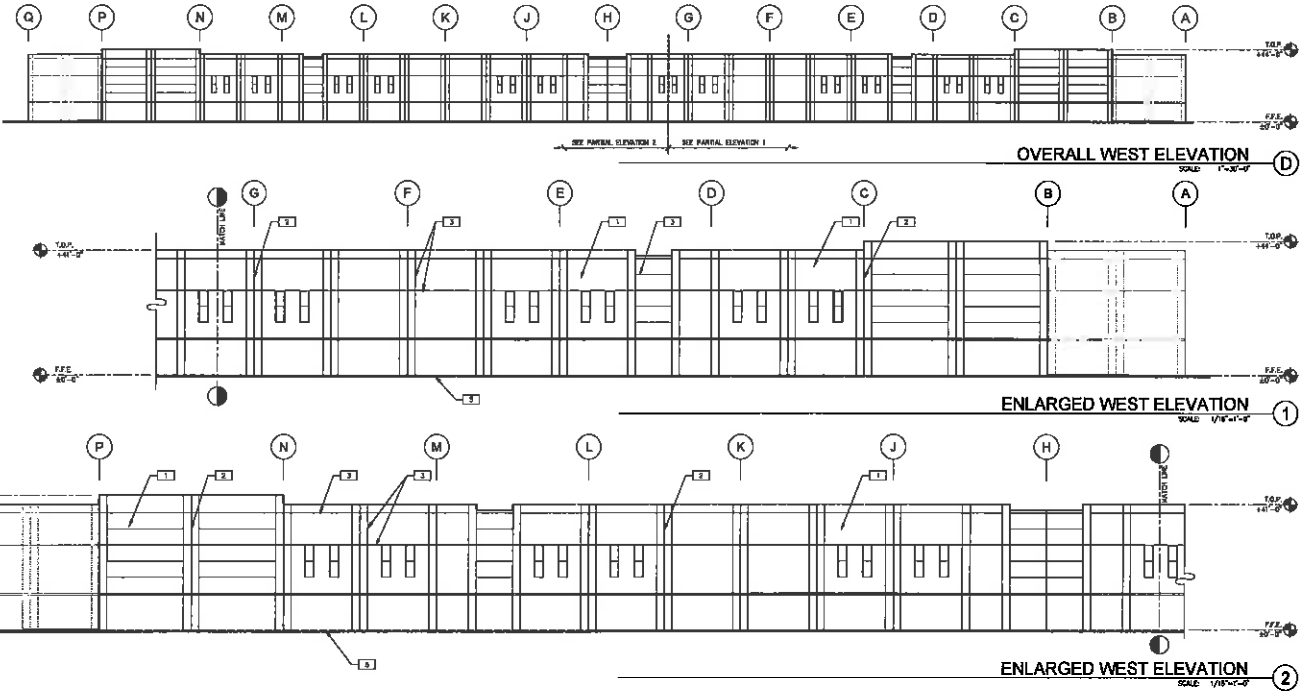
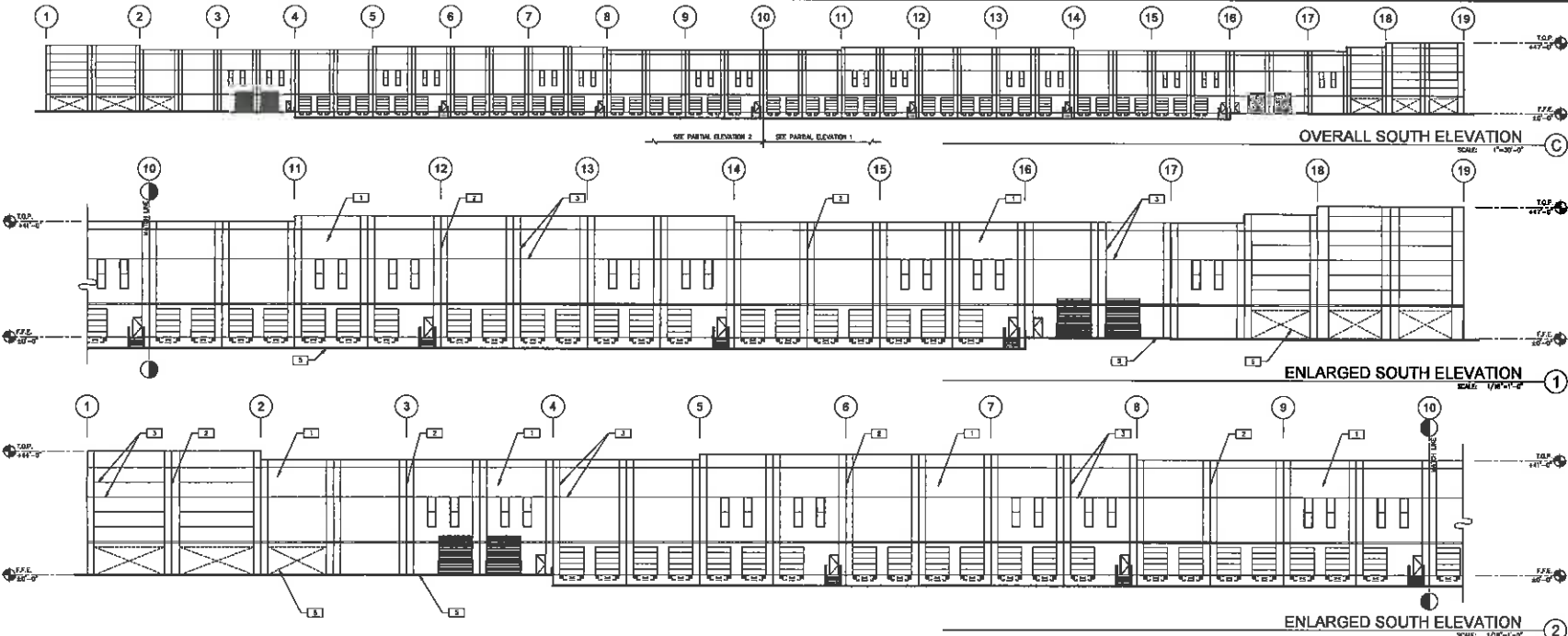
DATE	REVISION

PA/PL: TOM WILSON  
DESIGN BY: A.B./M  
JOB NO.: 0915-097-02

**A1.4**

1:\projects\warehouse\hard\Drawings\0915-097-02\0915-097-02.dwg, Alessandro Commerce Center\0915-097-02.dwg





**COLOR LEGEND**

PROVIDE 6"-0" WIDE PAINT COLOR LOOK-UP PANEL HEIGHT OF BUILDING FOR OWNER/ARCHITECT REVIEW

- 1 BASE COLOR: FRAZEE - WHITE SHADOW - P15
- 2 SECONDARY COLOR: FRAZEE - SONG BEACH - JEL 3190
- 3 ACCENT COLOR: FRAZEE - SHORED OYSTER - JEL 3143H
- 4 ACCENT COLOR: FRAZEE - HAZEL - JEL 2257H

**LEGEND**

- 1 MIRROR GLASS (BLUE REFLECTIVE)
- 2 SPANDREL GLASS (BLUE REFLECTIVE)
- 3 TINTED GLASS (BLUE REFLECTIVE)

**ELEVATION NOTES**

- 1 CONCRETE WALL PANEL
- 2 CONCRETE WALL JOINT
- 3 3/4" V-RECAL
- 4 ALUMINUM STRIPLIGHT SYSTEM (WALL PANEL)
- 5 PAINT GRADE WARES, SEE CIVIL DRAWINGS
- 6 HATCH OUT PANEL FOR FUTURE WINDOWS OR DOORS
- 7 METAL CANOPY - PAINTED

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Mechanical  
Electrical  
Civil Engineering  
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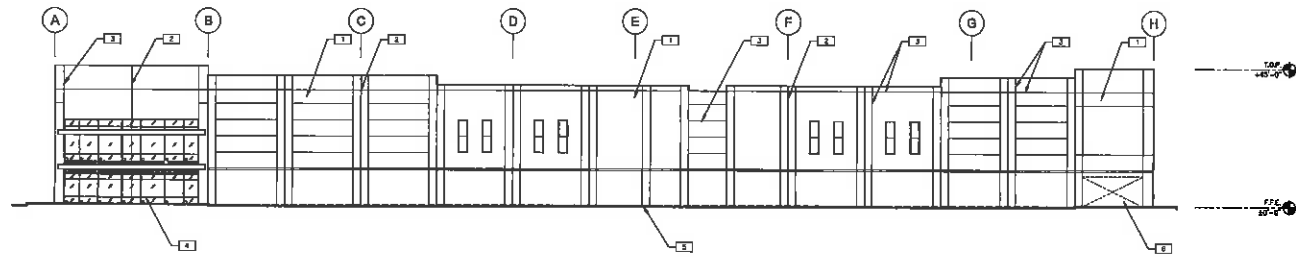
**ALESSANDRO COMMERCE CENTER**  
PP25422  
2 INDUSTRIAL BUILDINGS  
E. ALESSANDRO BLVD.,  
RIVERSIDE, CALIFORNIA



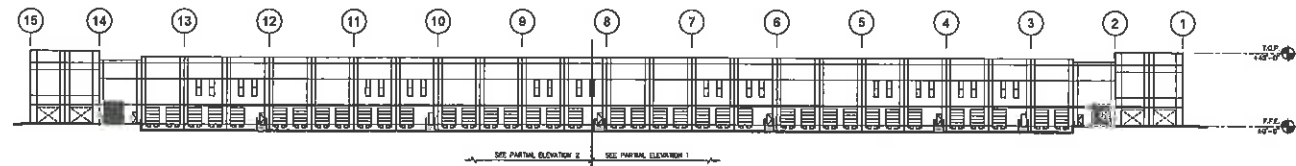
EXTERIOR ELEVATIONS	
DATE	REVISION

PL/PR:	TON BYERS
DESIGNER:	F.L.M./A.B.
JOB NO.:	0072-0517-00
SHEET:	

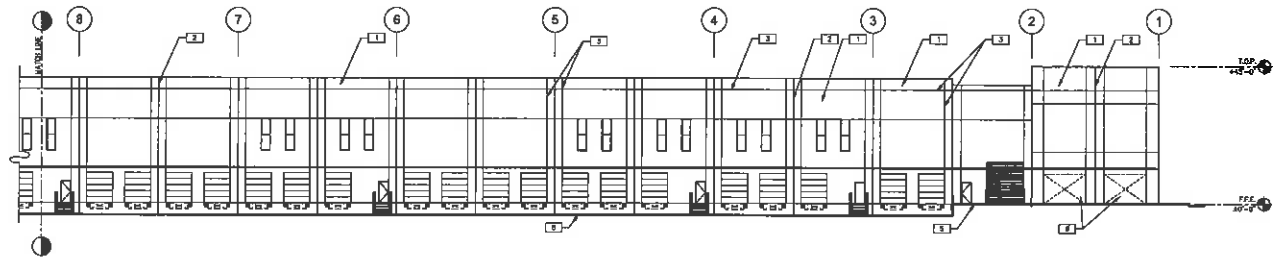
**A4.1a**  
Building 1



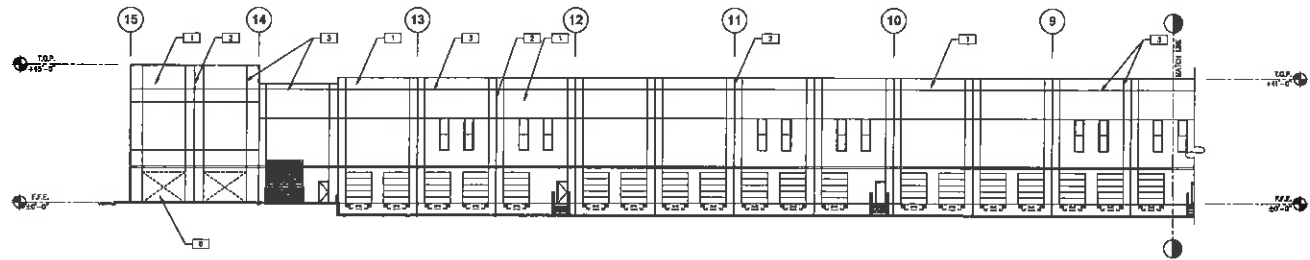
**NORTH ELEVATION**  
SCALE: 1/4"=1'-0" (A)



**WEST ELEVATION**  
SCALE: 1/4"=1'-0" (B)



**ENLARGED WEST ELEVATION**  
SCALE: 1/8"=1'-0" (1)



**ENLARGED WEST ELEVATION**  
SCALE: 1/8"=1'-0" (2)

**COLOR LEGEND**

INDICATE 6" OF WIDE PAINT COLOR HOOD-UP FULL HEIGHT OF BUILDING FOR OWNER/ARCHITECT REVIEW.

- BASE COLOR: FRAISE - WHITE SHADY - #161
- SECONDARY COLOR: FRAISE - SONG BOOK - #1120D
- ACCENT COLOR: FRAISE - SHAKED OYSTER - #112147F
- MODIFY COLOR: FRAISE - HAZEL - #112227H

**LEGEND**

- WIPER GLASS (GLAZ REFLECTING)
- SPANDREL GLASS (GLAZ REFLECTING)
- TINTED GLASS (GLAZ REFLECTING)

**ELEVATION NOTES**

- CONCRETE WALL, PAINTED
- CONCRETE WALL, JOINT
- 3/4" W-REINER
- ALUMINUM STRONGFLEX SYSTEM (WALL FINISH)
- FINISH GRADE VARIOUS, SEE CIVIL DRAWINGS
- HATCH OUT PANEL FOR FUTURE WINDOWS OR DOORS
- METAL CLAMPY - PAINTED

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Architect  
Interior  
and Engineering  
1000 Main Street  
Riverside, CA 92507  
951.514.1000

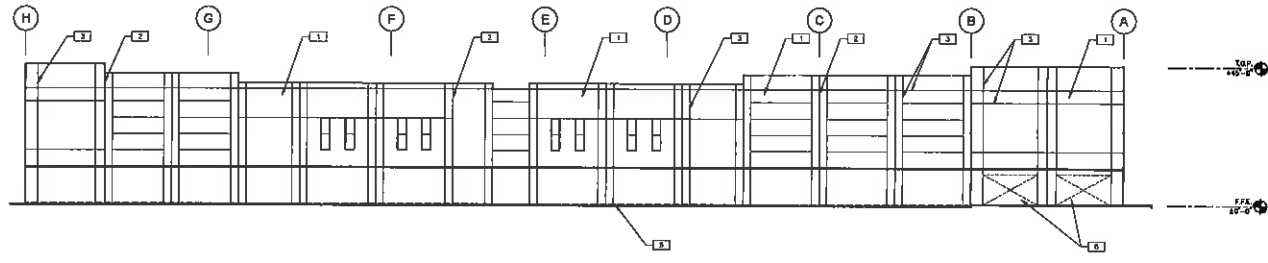
**ALESSANDRO COMMERCE CENTER**  
PP25422  
2 INDUSTRIAL BUILDINGS  
E. ALESSANDRO BLVD.,  
RIVERSIDE, CALIFORNIA

**AMSTAR**

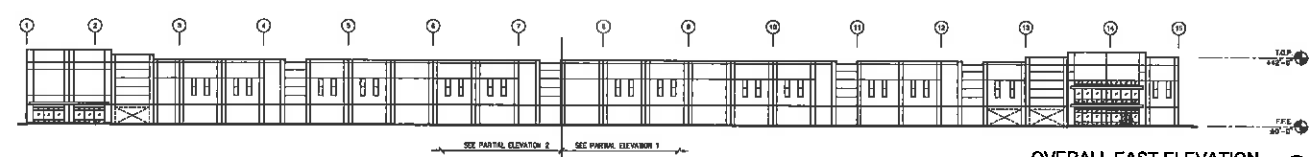
EXTERIOR ELEVATIONS	DATE

PL/PR:	TM/WRP
DRAWN BY:	F.T.M./A.L.B.
JOB NO.:	0102-0157-00

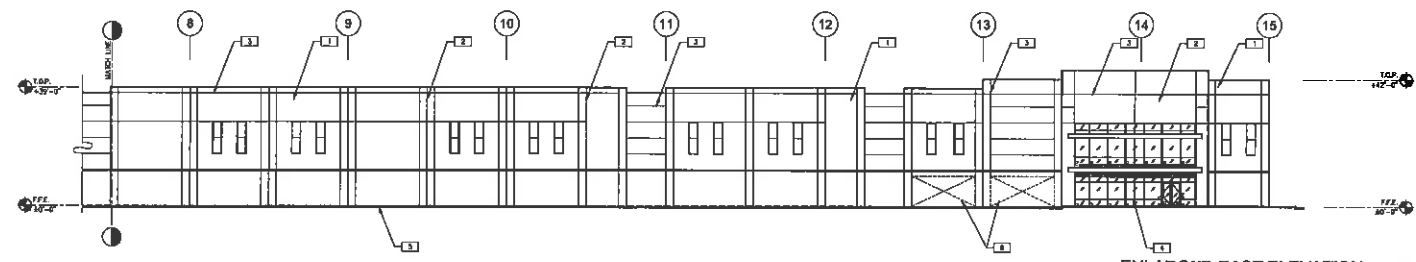
9827  
**A4.3**  
Building 3



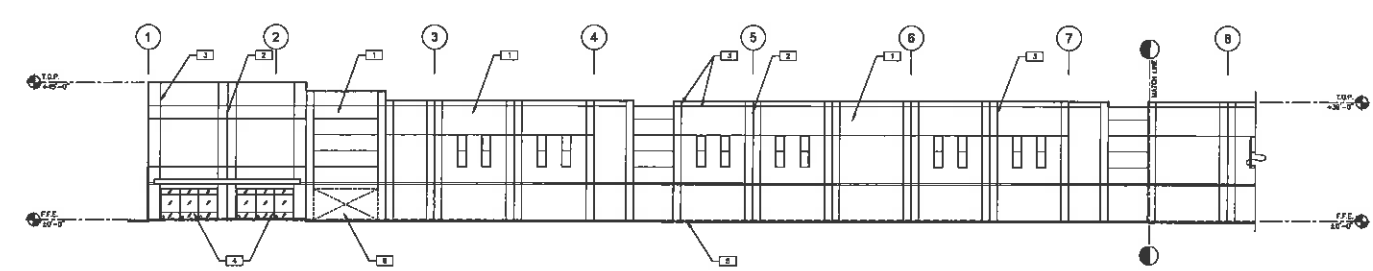
**SOUTH ELEVATION**  
SCALE: 1/8"=1'-0" (C)



**OVERALL EAST ELEVATION**  
SCALE: 1/8"=1'-0" (D)



**ENLARGED EAST ELEVATION**  
SCALE: 1/16"=1'-0" (1)



**ENLARGED EAST ELEVATION**  
SCALE: 1/16"=1'-0" (2)

**COLOR LEGEND**  
FINISH 6" OF WIDE PAINT GOLD MOON-UP FILL HEIGHT OF BUILDING FOR OWNED/ANCHORED FINISH.

[Symbol]	BASE COLOR: FRAMES - WHITE SMOOK - #181
[Symbol]	SECONDARY COLOR: FRAMES - SMOOK BROWN - #13 3100
[Symbol]	ACCENT COLOR: FRAMES - SMOOK OYSTON - #13 3148
[Symbol]	ACCENT COLOR: FRAMES - MAGIE - #13 2258

**LEGEND**

[Symbol]	VISION GLASS (BLUE REFLECTIVE)
[Symbol]	SPANDREL GLASS (BLUE REFLECTIVE)
[Symbol]	TAPERED GLASS (BLUE REFLECTIVE)

- ELEVATION NOTES**
- CONCRETE WALL FINISH.
  - CONCRETE WALL GYPSUM.
  - 3/4" W-ROCK.
  - ALUMINUM STOREFRONT SYSTEM (GILL FINISH).
  - FINISH GRADE FINISHES, SEE CIVIL DRAWINGS.
  - LOOK OUT PANEL FOR FUTURE WINDOWS OR DOORS.
  - METAL CANOPY - FINISH.

**WARE MALCOMB**  
Leading Design for Commercial and Public

Architect  
Planning  
Interior  
Civil Engineering  
10-11-11  
1000 W. MAIN ST.  
SAN FRANCISCO  
CALIFORNIA 94102

**ALESSANDRO COMMERCE CENTER**  
PP25422  
2 INDUSTRIAL BUILDINGS  
E. ALESSANDRO BLVD.,  
RIVERSIDE, CALIFORNIA

**AMSTAR**

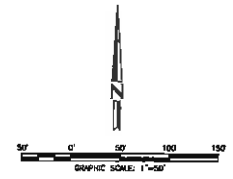
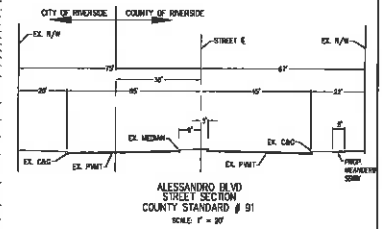
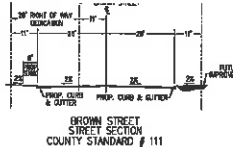
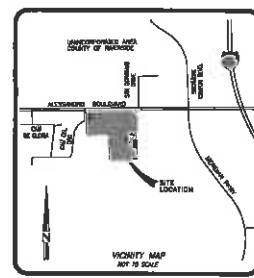
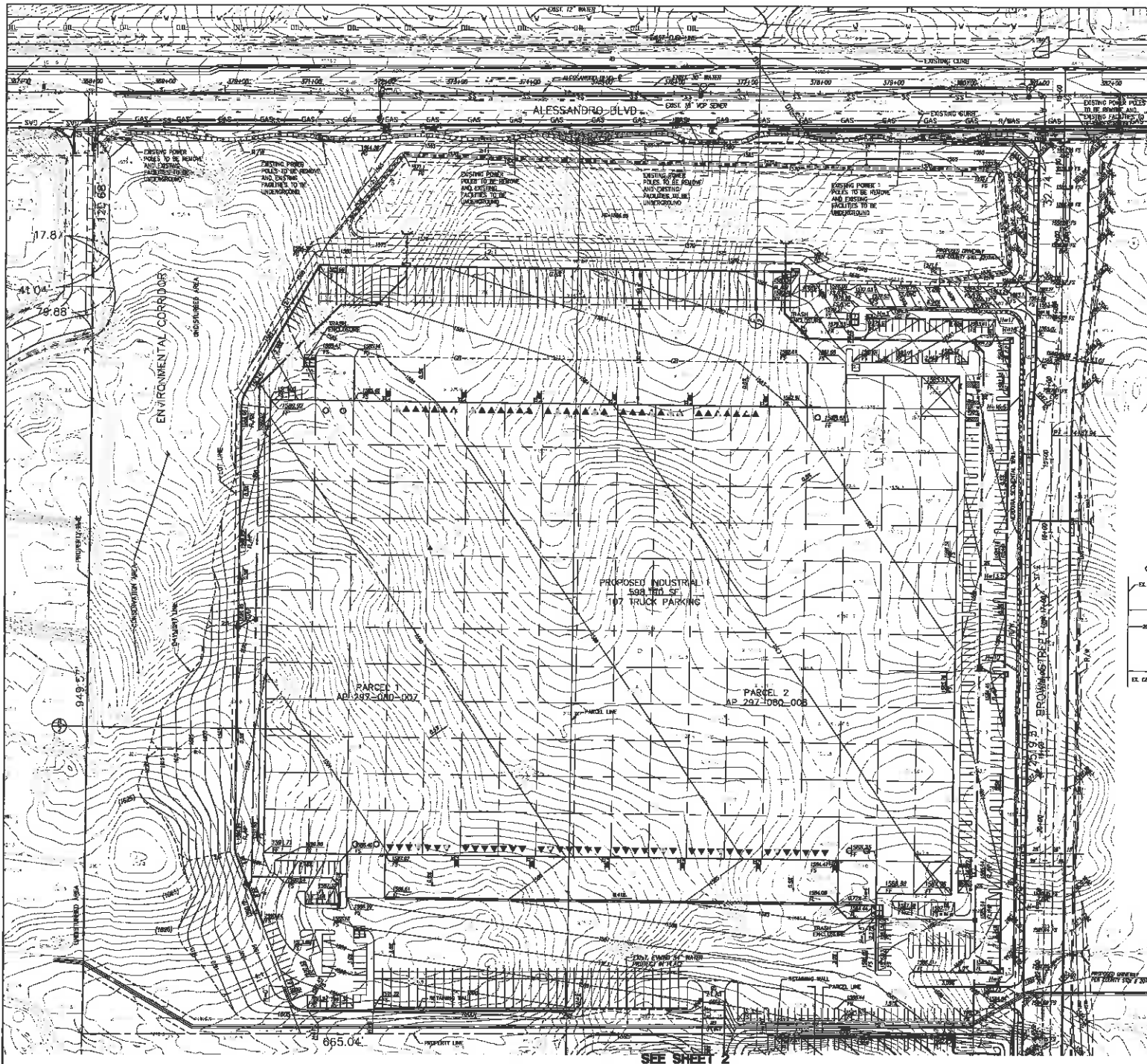
**EXTERIOR ELEVATIONS**

DATE	REVISION	DATE

PA/PR: TOM SPERS  
DRAWN BY: F.J.M./JED  
JOB NO.: 0702-0107-00

**A4.3a**  
Building 3

I:\Projects\Warehousing\Bldg Data\comp.LIC\0702-0107-00\BldgData\Architecture\04\01\01\01\01\01.dwg



NOT FOR CONSTRUCTION

PREPARED BY:  
  
 J. R. Engineering, Inc.  
 CIVIL ENGINEERING/PLANNING/ARCHITECTURE/INTERIORS  
 104 E. 10th Street, Suite 212  
 Anaheim Hills, CA 92883  
 PHONE: 714-945-1800  
 FAX: 714-945-1800  
 DATE: 05/17/16



DATE:	
SCALE:	
PROJECT:	
DRAWN BY:	
CHECKED BY:	
DATE:	

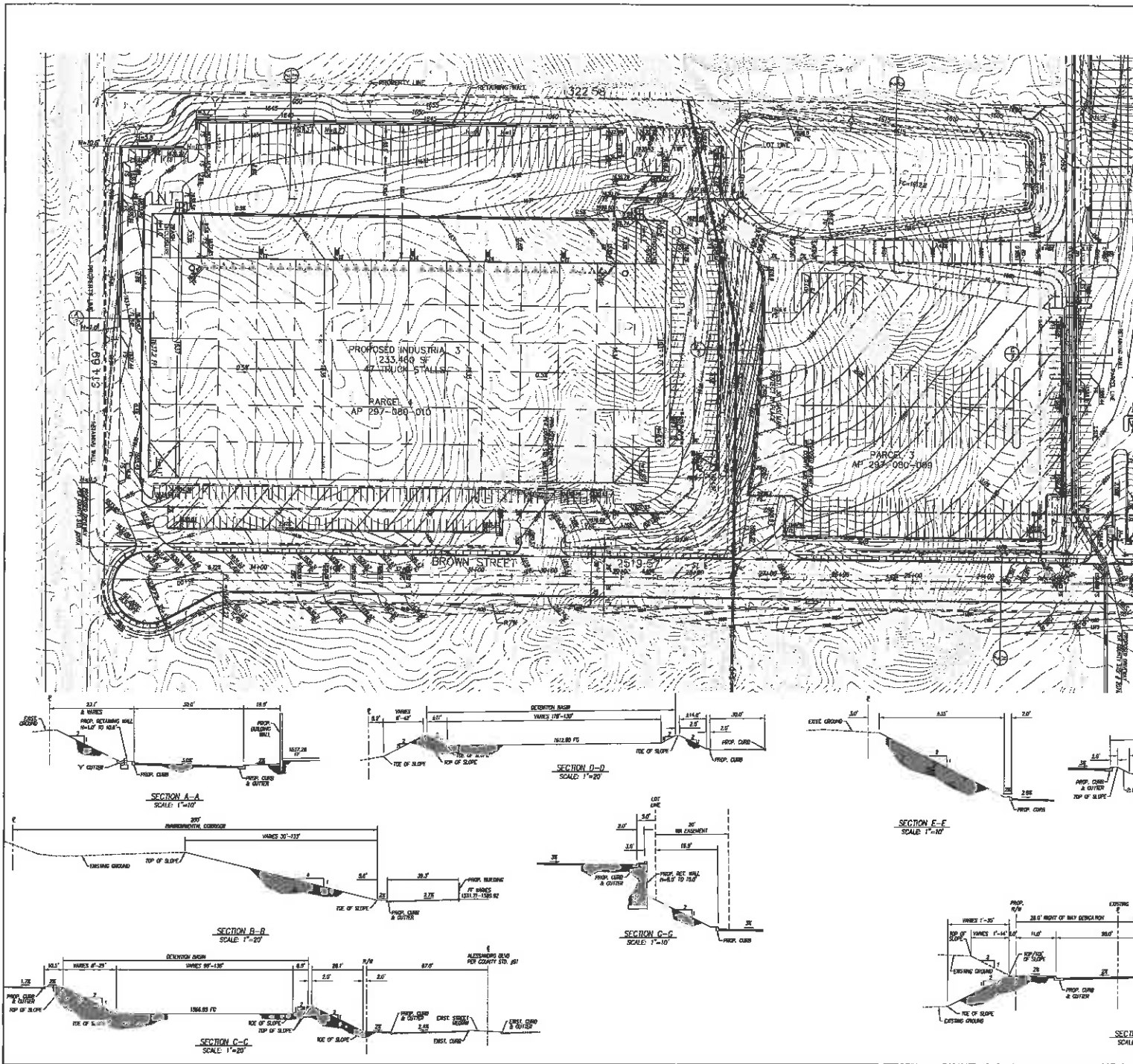
PROJECT: AMSTAR  
 ALESSANDRO COMMERCE CENTRE  
 RIVERSIDE, CALIFORNIA  
 DRAWING NO: CONCEPTUAL GRADING  
 SHEET NO: 1  
 OF 4 SHEETS  
 SCALE: AS SHOWN

RECORD OWNER/APPLICANT:  
  
 AMSTAR-20, LLC  
 1025 LYON STREET, 2ND FLOOR  
 BEAUNE, CA 95705  
 CONTACT: THE GENERAL  
 CONTRACTOR: BLACKWOOD REAL ESTATE GROUP, LLC  
 4000 MCKENNA ROAD, SUITE 200  
 HERNDON, VA 20186  
 TEL: (703) 533-1153

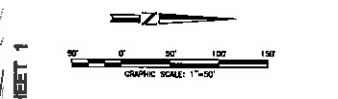
PROJECT: AMSTAR-20, LLC  
 DATE: 05/17/16  
 CHECKED BY: JRM  
 DRAWING NO: CONCEPTUAL GRADING  
 SHEET NO: 1  
 OF 4 SHEETS  
 SCALE: AS SHOWN

SEE SHEET 2

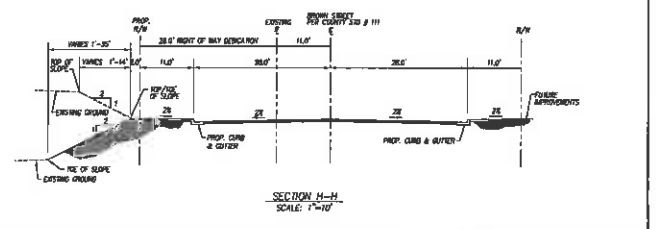
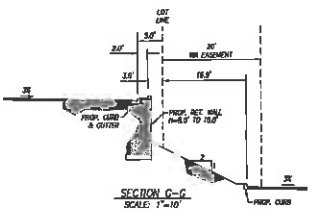
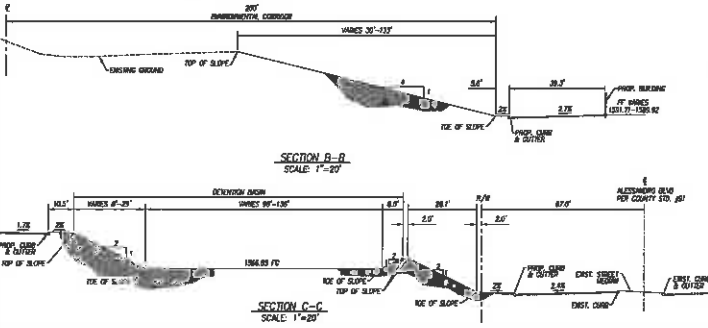
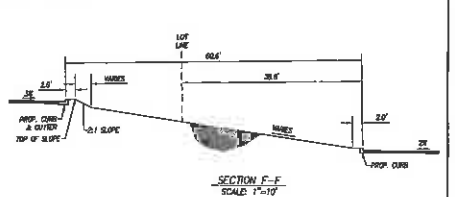
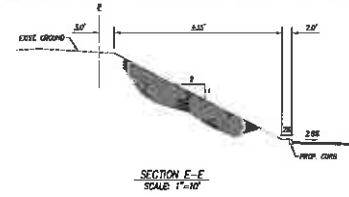
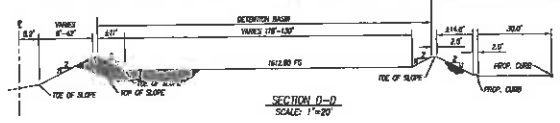
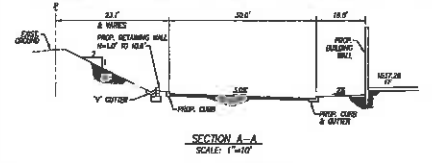
PROJECT NO: P22422



LEGEND AND ABBREVIATIONS	
SYMBOL DESCRIPTION	SYMBOL DESCRIPTION
— FLOOD ZONE LINE	FF FINISHED FLOOR
- FLOORING	FF FINISHED SURFACE (AT SOL.)
- LOT LINE	FS FINISHED SURFACE (AT CONC. 4" TH)
- EASEMENT	EST. AL. EASEMENT
- RIGHT OF WAY	TOP. TYPICAL
- CONC. CURB	BLIC. BULKHEAD
- EXISTING CONTOUR	FL FLOORLINE
- PROPOSED CONTOUR	HP HIGH POINT
- PROPOSED ELEVATION	RFN RIGHT OF WAY
- EXISTING BUILDING	TC TOP OF CURB
- EASEMENT	TS TOP OF GRADE
- STRAIGHT LINE	LA LANDSCAPE AREA
- F.I.C.C. (ASB)	SGR. BREAK
- F.I.C.C. (ASB)	CUT
- CURB & GUTTER	PL PROPERTY LINE
	CE CENTER LINE
	PP. PROPOSED



SEE SHEET 1



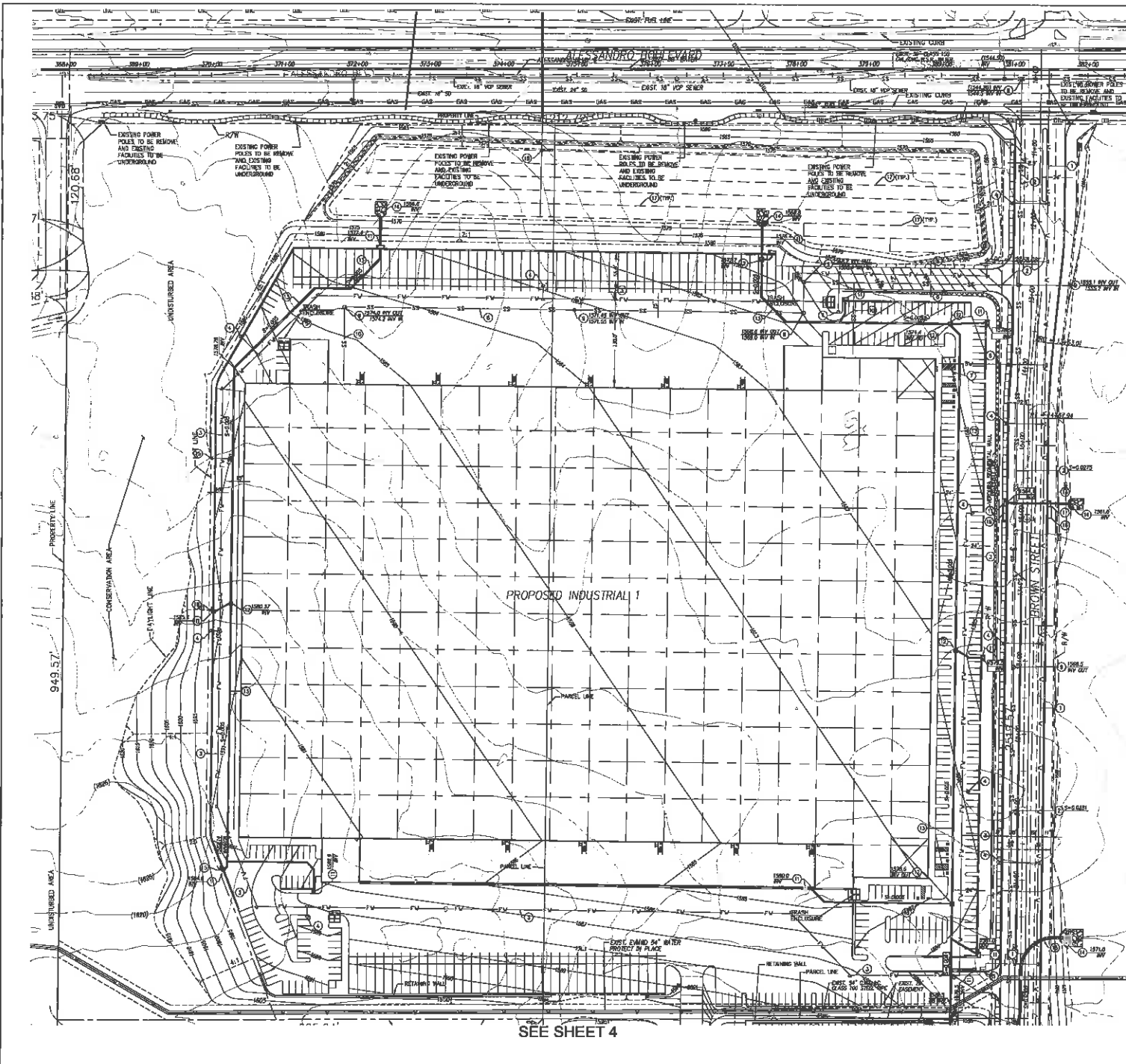
NOT FOR CONSTRUCTION

190 S. 4th Street  
 Suite 210  
 Livermore, CA 94550  
 (925) 462-4888  
 FAX (925) 462-4889  
 Prepared by: **ibac**  
 Engineers, Inc.  
 Civil Engineering & Surveying  
 License No. CE 31888  
 License No. SS 10799  
 License No. LS 10799  
 License No. PS 10799



NO.	DATE	DESCRIPTION

PROJECT: **AMSTAR ALESSANDRO COMMERCE CENTRE RIVERSIDE, CALIFORNIA CONCEPTUAL GRADING**  
 ISSUE: CONCEPTUAL  
 DATE: 03/17/13  
 CHECKED BY: [Signature]  
 DRAWING FILE: 13-000  
 SHEET NUMBER: **2**  
 OF 4 SHEETS  
 SCALE: AS SHOWN  
 PROJECT NO.: PP24242



**LEGEND**

PF	FRENCH FLOW
PS	FRENCH GRADE (AT SOIL)
FS	FRENCH SURFACE (AT CONC. #904)
GF	GARAGE FRENCH FLOOR
ES/SL/DR	EXISTING
TRP	TYPICAL
EDC	EXISTING BUILDING
SL	SEAWALL
FL	FLORIDE
HP	HIGH POINT
MP	MID POINT
SP	SPOT
ST	STORM DRAIN
AV	AUGER
SA	SEWER
TE	TELEPHONE
W	WATER
LD	LANDSCAPE AREA
RCB	REINFORCED CONCRETE BOX
LA	LANDSCAPE AREA
STW	STREET
W	WATER
TR	TOP OF PIPE
CP	GRADE BREAK
SC	THE SEPARATE CONCRETE
SP	DEEPENED FURNISH
SW	SEWER
W	WATER
EL	ELEVATION
PT	PROPERT LINE
CL	CENTER LINE
P	PROPOSED
W	WATER LINE
G	GAS LINE
SA	SEWER LINE
ST	STORM DRAIN LINE

- CONSTRUCTION NOTES**
- 1 PROPOSED PUBLIC WATER
  - 2 PROPOSED PUBLIC SEWER
  - 3 PROPOSED FIRE WATER
  - 4 PROPOSED FIRE HYDRANT
  - 5 PROPOSED BACKFLOW PREVENTER (BWP)
  - 6 PROPOSED BACKFLOW PREVENTER (BWP/SS)
  - 7 PROPOSED CONCRETE MANHOLE
  - 8 PROPOSED FIREMAN'S HYDRANT
  - 9 PROPOSED SEWER MANHOLE
  - 10 PROPOSED SEWER LASSHO
  - 11 PROPOSED CATCH BASIN/DRAIN HOLE
  - 12 PROPOSED STORM DRAIN INJECTION STRUCTURE/MANHOLE
  - 13 PROPOSED STORM DRAIN
  - 14 PROPOSED STORM DRAIN HEADWALL WITH APPROX
  - 15 PROPOSED GRATE HOLE
  - 16 PROPOSED STORM WATER TREATMENT UNIT
  - 17 PROPOSED PERFORATED PVC UNDERDRAIN
  - 18 PROPOSED POLE

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187 S. Mt. Spring Ave  
 Suite 210  
 Anaheim Hills, CA 92808  
 AMSTAR  
 CONSULTING ENGINEERS & ARCHITECTS  
 714-955-4838  
 PROJECT # 2024



DATE	REVISION

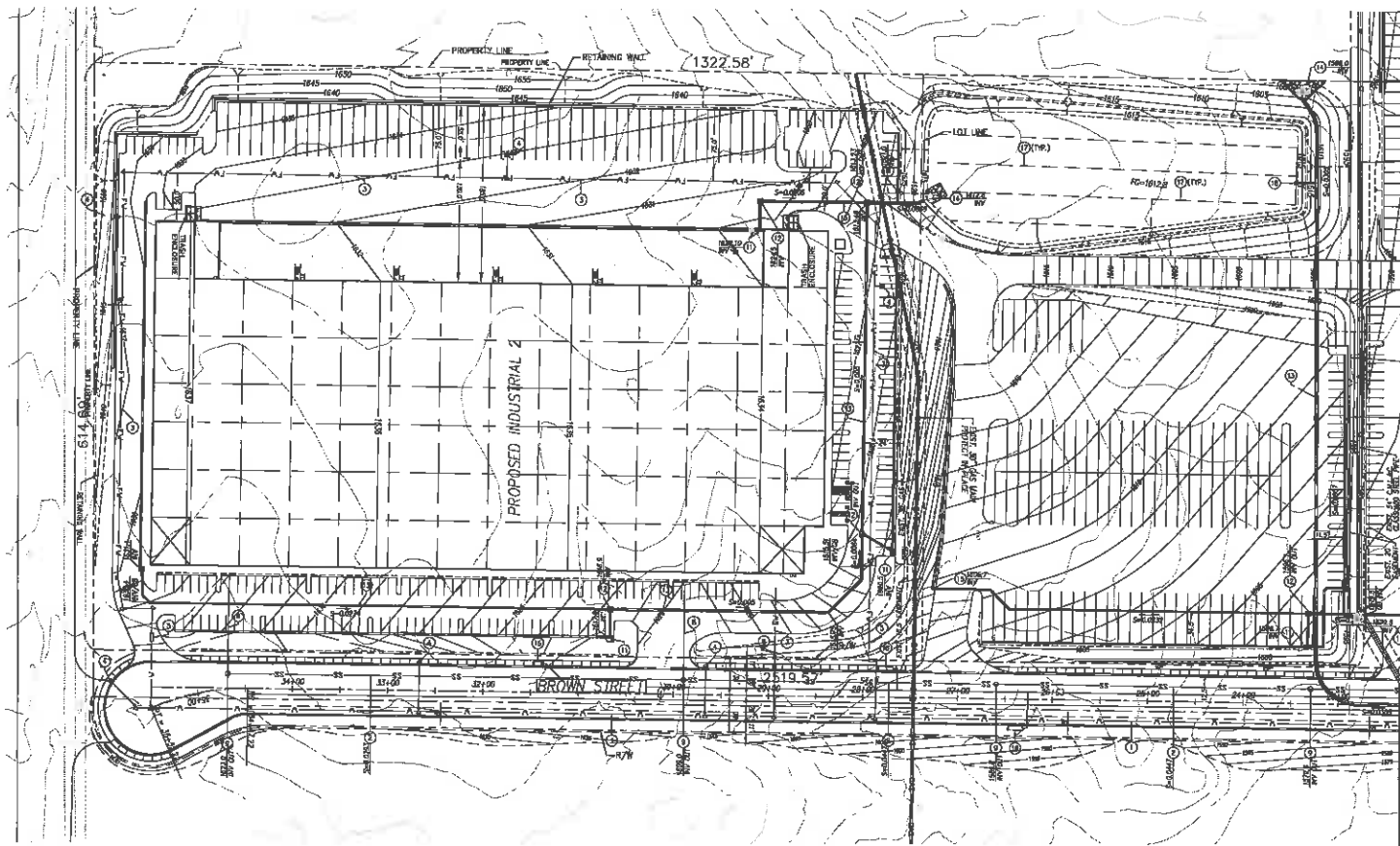
PROJECT: **AMSTAR ALESSANDRO COMMERCE CENTRE RIVERSIDE, CALIFORNIA CONCEPTUAL UTILITY PLAN**

ISSUE: CONCEPTUAL  
 DATE: 05/17/15  
 CHECKED BY: C.MARR  
 DRAWING FILE: 15-008  
 SHEET NUMBER: **3**  
 OF 4 SHEETS  
 SCALE: AS SHOWN

PROJECT NO: PP2542

SEE SHEET 4



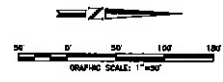


SEE SHEET 3

**LEGEND**

FF	FINISHED FLOOR
FD	FINISHED DRIVE (AT 20%)
FS	FINISHED SURFACE (AT CONC ASPH)
DFP	GARAGE FINISHED FLOOR
CS/MS/CS	CONCRETE
TK	TYPICAL
BLDG	BUILDING
SK	SKYLINE
FL	FLOORLINE
HP	HIGH POINT
R/W	RIGHT OF WAY
TC	TOP OF CURB
SD	STORM DRAIN
RY	REVERT
SL	SECTION
TS	TOP OF GRADE
RCR	REINFORCED CONCRETE RCP
LA	LANDSCAPE AREA
SR	SEWER
BN	WATER
TP	TOP OF PIPE
OB	ORIGIN BREAK
PC	PIPE REPAIRMENT CONNECTION
DF	DEFERRED FINISHING
WF	WALL
SC	SOIL
PL	PROPERTY LINE
EL/PROP	PROPOSED
W	WATER LINE
SC	SEWER LINE
SL	STORM DRAIN LINE
FM	FIRE MAIN LINE
DR	DRYDITCH MAIN LINE

- CONSTRUCTION NOTES**
- 1 PROPOSED PUBLIC WALKER
  - 2 PROPOSED PUBLIC SEWER
  - 3 PROPOSED FIRE WALKER
  - 4 PROPOSED FIRE HYDRANT
  - 5 PROPOSED BACKFLOW PREVENTER (PWP)
  - 6 PROPOSED BACKFLOW PREVENTER (DOMESTIC)
  - 7 PROPOSED DOMESTIC WALKER
  - 8 PROPOSED PRIVATE SEWER MAIN
  - 9 PROPOSED SEWER MANHOLE
  - 10 PROPOSED SEWER LATERAL
  - 11 PROPOSED CATCH BASIN/RAIN INLET
  - 12 PROPOSED STORM DRAIN JUNCTION STRUCTURE/MANHOLE
  - 13 PROPOSED STORM DRAIN
  - 14 PROPOSED STORM DRAIN MANHOLE WITH INLET
  - 15 PROPOSED GRATE INLET
  - 16 PROPOSED STORM WALKER TREATMENT UNIT
  - 17 PROPOSED PERFORATED PVC UNDERDRAIN
  - 18 PROPOSED ROSE



NOT FOR CONSTRUCTION

PROPOSED BY:  
  
 JDR Engineering, Inc.  
 Civil Engineering/Construction Planning (714) 951-4400  
 WALTER F. BEAUNE  
 6522 1079 DATE



DATE:	
SCALE:	
PROJECT NO.:	
PROJECT NAME:	
PROJECT LOCATION:	
PROJECT OWNER:	
PROJECT ARCHITECT:	
PROJECT ENGINEER:	
PROJECT SURVEYOR:	
PROJECT GEOLOGIST:	
PROJECT HYDROLOGIST:	
PROJECT ENVIRONMENTAL:	
PROJECT TRANSPORTATION:	
PROJECT UTILITIES:	
PROJECT OTHER:	

PROJECT: **AMSTAR ALESSANDRO COMMERCE CENTRE RIVERSIDE, CALIFORNIA**  
 DRAWING TITLE: **CONCEPTUAL UTILITY PLAN**  
 DRAWING NO.:  
 SHEET NO.:  
 DATE: 05/17/18  
 CHECKED BY: JDR  
 DRAWING FILE:  
 SHEET NUMBER: 00-000  
 OF 4 SHEETS  
 SCALE: AS SHOWN

PROJECT NO.: PP25432

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- (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

# **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, 14<sup>th</sup> Floor, Riverside, California 92501, Monday through Thursday from 8:00 a.m. to 5:00 p.m., and by prescheduled appointment on Fridays, from 9:00 a.m. to 5:00 p.m.

**PLACE OF HEARING:** Riverside County Administration Center  
4080 Lemon St., 1<sup>st</sup> Floor Hearing Room  
Riverside, California

**DATE OF HEARING:** March 10, 2016

**TIME OF HEARING:** 9:00 A.M.

**CASE DESCRIPTION:**

ZAP1179MA16 – Brian Cornell and Amstar-Kaliber, LLC (Representative: Tom Simmons, Black Ridge) – County Case No.: PP25422 (Plot Plan) – The applicant proposes to develop two industrial (predominantly warehousing/distribution) buildings on 54.4 acres (Assessor's Parcel Nos. 297-080-007 through 297-080-010) located southerly of Alessandro Boulevard, easterly of Gem Lane and Camino Del Sol, westerly of a straight-line southerly extension of San Gorgonio Drive, and westerly of Meridian Parkway in an unincorporated area south of the City of Riverside. The northerly building will have a gross floor area of 598,190 square feet and will be separated from the residences to the west by a 200-foot-wide conservation easement. The southerly building will have a gross floor area of 216,440 square feet. (Airport Compatibility Zones B1 and B2 of the March Air Reserve Base/Inland Port Airport Influence Area)

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

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

ALUC Identification No.

ZAPV79MAlb

**PROJECT PROPONENT (TO BE COMPLETED BY APPLICANT)**

Date of Application February 4 2015  
 Property Owner Amstar - Kaliber, LLC Phone Number 303 573-4124  
 Mailing Address 1050 17<sup>th</sup> Street, 23<sup>rd</sup> floor  
Denver, CO 80265

Agent (if any) Tom Simmons / Black Ridge Phone Number 949 246 7706  
 Mailing Address 16901 Millikan  
Irvine CA 92606

**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 Alessandro Blvd  
 Assessor's Parcel No. 297-080-007-3/008-4/009-5/010-5 Parcel Size 54 AC/US  
 Subdivision Name N/A  
 Lot Number Parcels 1,2,3,4 of Parcel Map 17572 Zoning Classification L.I.

**PROJECT DESCRIPTION (TO BE COMPLETED BY APPLICANT)**

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

Existing Land Use (describe) Vacant land  
 Proposed Land Use (describe) Light industrial, warehousing and distribution

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 534  
 Method of Calculation 814,030 SF = 1 employee per 1500 SF

Height Data Height above Ground or Tallest Object (including antennas and trees) 47' ft.  
 Highest Elevation (above sea level) of Any Object or Terrain on Site 1678 ft.

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

March  
 31

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

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

B. **SUBMISSION PACKAGE:**

**ALUC REVIEW**

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

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

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



LSA ASSOCIATES, INC.  
 1500 IOWA AVENUE, SUITE 200  
 RIVERSIDE, CALIFORNIA 92507

951.781.9310 TEL  
 951.781.4277 FAX

BERKELEY  
 CARLSBAD  
 FRESNO

IRVINE  
 PALM SPRINGS  
 PT. RICHMOND

ROCKLIN  
 SAN LUIS OBISPO

**TRANSMITTAL**

TO: **Russell Brady**  
**Riverside County ALUC**  
**4080 Lemon St, 14<sup>th</sup> Floor**  
**Riverside, CA 92501**

DATE: February 4, 2016

- FOR YOUR REVIEW       FOR YOUR FILES
- AT YOUR REQUEST       FOR YOUR INFORMATION
- FOR YOUR APPROVAL       DISTRIBUTION

SUBJECT: ALUC Review Application

PROJECT: Alessandro Commerce Centre

Plot Plan 25422

PROJECT NUMBER: WDG1101

ITEMS BELOW ARE TRANSMITTED:  HERewith  UNDER SEPARATE COVER  VIA: courier

<u>DATE</u>	<u>COPIES</u>	<u>DESCRIPTION</u>
2/4/16	1	ALUC Application with reduced plans and \$1,188 check

**GENERAL REMARKS:**

Per your direction, here is the review application for the Alessandro warehouse project, thank you...

**COPIES TO:**

**BY:** Kent Norton, AICP *KN*

**COUNTY OF RIVERSIDE  
AIRPORT LAND USE COMMISSION**

**STAFF REPORT**

**AGENDA ITEM:** 3.6

**HEARING DATE:** March 10, 2016

**CASE NUMBER:** ZAP1178MA16 – Broncs, Inc., dba WesCoast Textiles  
(Representative: Joel Chun)

**APPROVING JURISDICTION:** City of Perris

**JURISDICTION CASE NO:** PLN 16-00001 (Development Plan Review)

**MAJOR ISSUES:** The applicant is proposing to construct and operate a textile manufacturing facility on a site located predominantly within the portion of Airport Compatibility Zone B1 that lies within Accident Potential Zone I, as delineated by the United States Air Force in the 2005 Air Installation Compatible Use Zone (AICUZ) study. The manufacturing of textiles is a generally incompatible use within Accident Potential Zone I, pursuant to the 2005 AICUZ and an incompatible use pursuant to subsequent (2011) Department of Defense Instruction (DODI) No. 4165.57. The 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (March ALUCP) further specifies in Table MA-2 that uses listed in the AICUZ as not compatible in APZ I or APZ II are prohibited uses within those zones.

The proposed building design provides for a 150-foot separation between areas for dyeing tanks and areas for knitting machinery. However, the information provided is not sufficient to distinguish manufacturing/fabrication areas from storage areas. The building could conceivably include a single-acre area that would be entirely in use for manufacturing/fabrication activity. Such a single-acre area would have a potential occupancy of 218 persons using the Building Code method. If manufacturing is limited to the areas not depicted as warehouse or shipping warehouse, the single-acre intensity drops to 132, but this would still exceed allowable levels in Compatibility Zone B1, where single-acre intensity is limited to a maximum of 100 persons. The applicant is the proposed end user and advises that the maximum number of occupants would be 65 persons or less at any given time.

Although staff understands and appreciates the Air Force's input and findings regarding the proposed project being generally prohibited per the AICUZ and DODI 4165.57, the rationale underlying the prohibition of this use is not clear to ALUC staff. Certain manufacturing sectors are listed as acceptable, but others are not. Textile manufacturing generally does not involve activities that would pose a hazard to flight, so the logical assumption is that the determination of incompatibility is based on intensity. However, nationwide averages of employees per establishment (in 2013 County Business Patterns) indicate that textile manufacturing plants are among the lowest in employment numbers per establishment. Is it



possible that intensity assumptions regarding textile manufacturing based on outdated images of sweatshops and labor union commercials form the basis of the incompatible use determination in the DODI? The applicant anticipates that the largest shift would have not more than 65 employees and that three shifts would be used for round-the-clock production. There is some breathing room in this situation, as a maximum single-acre occupancy of 100 is permitted pursuant to the March ALUCP.

The applicant has further indicated a willingness to accept a maximum occupancy level as a project condition that would be applicable to successors-in-interest or the inclusion of a requirement that future changes in tenancy be subject to ALUC review.

There do not appear to be any hazards present such as explosives, chemicals, glare, emissions, electronic interference, tall structures or other apparent features that could result in a hazard to flight, and the largely automated nature of the operations planned by the applicant indicate that both average and single-acre intensity limits will be observed. However, it should be noted that a future occupant could potentially employ a larger number of persons in the structure.

The project does include a second floor office area. In order to comply, the second floor area must be limited to the portion of the property in Airport Compatibility Zone B2.

**RECOMMENDATION:** Staff must recommend a finding of INCONSISTENCY based on the project proposing a textile manufacturing facility which is prohibited within APZ I pursuant to the Airport Installation Compatible Use Zone (AICUZ) and Department of Defense Instruction (DODI) 4165.57 and the project exceeding the Compatibility Zone B1 APZ I average and single-acre criteria based on the Building Code Method. However, provided that second floor area is limited to the portion of the property in Compatibility Zone B2 and that an occupancy cap is included as a condition of approval, the only remaining rationale for an inconsistency determination is the inconsistency with DODI 4165.57. If the Commission is willing to accept the applicant's anticipated maximum occupancy for the building as not exceeding a total of 100 at any given time and the Commission determines that the specific proposed project would not present a substantial hazard to flight, the Commission may make a finding of CONSISTENCY pursuant to Policy 3.3.6 of the Countywide Policies, based on the applicant's need to locate this facility at a site with availability of reclaimed water, subject to the attached conditions, if it accepts the concept that the "incompatible use" classification was based on intensity assumptions that do not apply to this particular facility – a concept that is allowable pursuant to the superscript and note included in the 2005 AICUZ.

**PROJECT DESCRIPTION:** The applicant proposes to construct a 185,500 square foot industrial building on a 9.11-acre (net area) site and establish a textile manufacturing facility therein. The majority of the floor area would be for warehousing and storage of materials to be used in the manufacturing process and of the manufactured product in preparation for shipping. The building would include 15,200 square feet of office space, of which 5,800 square feet would be on a second

story level. The ground floor would include 5,000 square feet of knitting machinery, 5,000 square feet of dyeing tanks, 9,400 square feet of office areas, and a recreation room for employees, 63,500 square feet of materials storage, and almost 100,000 square feet of warehouse space. The applicant is the projected end user, and the building design has been customized for the specific use.

**PROJECT LOCATION:** The site is located at the southwest corner of Nance Street and Indian Avenue, within the City of Perris, approximately 4,890 feet southeasterly of the southeasterly terminus of Runway 14-32 at March Air Reserve Base.

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

- a. Airport Influence Area: March Air Reserve Base
- b. Land Use Policy: Zone B1, Accident Potential Zone I and Zone B2
- c. Noise Levels: 65-70 CNEL from aircraft

**BACKGROUND:**

Non-Residential Average Land Use Intensity: Pursuant to the Airport Land Use Compatibility Plan for the March Air Reserve Base/Inland Port Airport, most of the site, including almost all of the building, is located within the portion of Compatibility Zone B1 lying within Accident Potential Zone I (APZ I), while a smaller portion of the site is located within Compatibility Zone B2. Zone B1 within APZ I limits average intensity to 25 people per acre and Zone B2 limits average intensity to 100 people per acre.

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

- Warehouse – 1 person per 500 square feet
- Manufacturing – 1 person per 200 square feet
- Office – 1 person per 200 square feet (with 50% reduction)

If the entire building were utilized for manufacturing, the potential total occupancy would be 928 people, which would result in an average intensity of 91 persons per gross acre – well above the criterion of 25 persons per acre in Compatibility Zone B1/APZ I. If utilized for warehousing (except for the 15,200 square feet of office space), the combined occupancy of the office and warehouse areas would be 418 persons, which would result in an average intensity of 41 persons per acre – acceptable in APZ II, but not in APZ I.

However, the applicant is the projected end user of the site and has noted that the building would be utilized for textile storage and manufacturing and would be occupied by a maximum of 65 people at

peak times. Based on the gross acreage within Zone B1, this would result in an average intensity of 6 persons per acre, which would be consistent with the Zone B1 APZ I average acre criterion.

A second method for determining total occupancy involves multiplying the number of parking spaces provided or required (whichever is greater) by average vehicle occupancy (assumed to be 1.5 persons per standard vehicle in the absence of more precise data). Based on the number of standard parking spaces provided of 169, the total occupancy would be estimated at 254 people. Based on the 10.22 total gross acres, this results in an average intensity of 25 people per acre, which meets the Zone B1 APZ I average acre criterion of 25.

Non-Residential Single-Acre Land Use Intensity: Compatibility Zone B1 within APZ I limits maximum single-acre intensity to 100 people and Compatibility Zone B2 limits single-acre intensity to 250 people. There are no risk-reduction design bonuses available, as March Air Reserve Base/Inland Port Airport is primarily utilized by large aircraft weighing more than 12,500 pounds.

The proposed building design provides for five distinct areas within the interior of the building: two labeled “warehouse,” one labeled “shipping warehouse,” one “dyeing warehouse,” and one “materials storage and knitting machinery.” The “dyeing warehouse” would include 5,000 square feet of dyeing tanks, and the “materials storage and knitting machinery” area would include 5,000 square feet of knitting machinery. The floor plan is not sufficiently detailed to distinguish manufacturing/fabrication areas from storage areas. The building could conceivably include a single-acre area that would be entirely in use for manufacturing/fabrication activity. Such a single-acre area would have a potential occupancy of 218 persons using the Building Code method.

The proposed design does provide for a 150-foot separation between the sector including the dyeing tanks and the sector including the knitting machinery. If manufacturing is limited to those two sectors with warehousing in between, the single-acre intensity drops to 132, but this would still exceed allowable levels in Compatibility Zone B1.

The greatest concentration of office areas is in the northeastern portion of the building. This portion includes 8,000 square feet of office area, including second floor office area, but the 8,000 square foot office area is located entirely within Compatibility Zone B2, so that area does not present intensity issues.

As previously noted the applicant/end user anticipates that at peak time, a maximum of 65 people would occupy the manufacturing/warehouse building. This would be within the single-acre intensity limit of 100 persons.

Prohibited and Discouraged Uses: The applicant is proposing to construct and operate a textile manufacturing facility. The manufacturing of textiles is a generally incompatible use within Accident Potential Zone I, pursuant to the 2005 Air Installation Compatible Use Zone (AICUZ) study disseminated by the United States Air Force and an incompatible use pursuant to subsequent (2011) Department of Defense Instruction (DODI) No. 4165.57.

The project site is located in the Perris Valley Commerce Center Specific Plan. The Specific Plan received a determination of consistency from ALUC. Manufacturing of textiles was not prohibited in the Specific Plan because the 2005 AICUZ included a superscript along with the “N” for not compatible referring the reader to Note 2, which read as follows: “Within each land use category, uses exist where further deliberating by local authorities might be needed due to the variation of densities in people and structures. Shopping malls and shopping centers are considered incompatible use in any accident potential zone (CZ, APZ I, or APZ II).” This Note was not included in DODI No. 4165.57, which now indicates “N” (not compatible) for textile mill products.

The 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (March ALUCP) further specifies in Table MA-2 that uses listed in the AICUZ as not compatible in APZ I or APZ II are prohibited uses within those zones. ALUC staff has discussed the prohibition with Air Force staff and they have noted that the use is not recommended in APZ I per the AICUZ and DODI 4165.57.

Development within Accident Potential Zone I is limited to single-story construction. While the primary office area is located in Compatibility Zone B2 and not subject to this restriction, two of the other office areas (5,600 square feet) are entirely located within Accident Potential Zone I, and a third area (1,600 square feet) is split by the boundary between B1/APZ I and B2.

Projects within Compatibility Zone B1 are required to locate structures a maximum distance from the extended runway centerline. The extended runway centerline does not intersect this parcel, which is located east and northeast of that centerline.

Noise: The March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan depicts the site as being in an area between 65-70 CNEL range from aircraft noise. As a primarily industrial use not sensitive to noise (and considering typical anticipated building construction noise attenuation of approximately 20 dBA), the manufacturing/warehouse area would not require special measures to mitigate aircraft-generated noise. However, a condition is included to provide for adequate noise attenuation within office areas of the building.

Part 77: The elevation of Runway 14-32 at its southerly terminus is approximately 1488 feet above mean sea level (1488 feet AMSL). At a distance of approximately 4,890 feet from the runway to the project boundaries, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 1536.9 feet AMSL. The approximate elevation of this site is 1,468 feet AMSL, and the maximum building height is 41 feet. This indicates a maximum elevation at top point of 1,509 feet AMSL. Therefore, review of the proposed building by the FAA Obstruction Evaluation Service is not required for height/elevation reasons.

Open Area: None of the Compatibility Zones for the March Air Reserve Base/Inland Port ALUCP require open area specifically. However, development within Compatibility Zone B1 APZ I is limited to a maximum lot coverage of 50%. The net lot area for the Design Review is 396,949

square feet. The proposed 179,700 square foot building footprint would result in a lot coverage of 45.27%, which is consistent with the lot coverage limit. The AICUZ had originally limited lot coverage to 20%, but the DODI allows the higher lot coverage where intensity limits are applied in accordance with its recommendations.

Policy 3.3.6 and Special Geographic Characteristics: Policy 3.3.6 of the 2004 Riverside County Airport Land Use Compatibility Plan allows the Commission to find a normally incompatible use compatible because of “terrain, specific location, or other extraordinary factors or circumstances related to the site.” The applicant asserts that the project must be located here in order to utilize reclaimed water in the manufacturing (dyeing) process. A 16-inch tertiary force Eastern Municipal Water District recycled water line extends along Nance Street from Redlands Avenue on the east to Heacock Street on the west.

### **CONDITIONS:**

1. This determination and these conditions of approval are predicated on the representation made by the applicant that no more than 100 persons will ever be in this structure at any one time.
2. Any outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
3. The following uses shall be prohibited:
  - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
  - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
  - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)

- (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
  - (e) Children's schools, day care centers, libraries, hospitals, skilled nursing and care facilities, congregate care facilities, hotels/motels, places of assembly, restaurants, aboveground storage or manufacturing of hazardous or flammable materials, noise sensitive outdoor nonresidential uses and hazards to flight.
  - (f) Medical services, child development centers, nurseries, and educational services
  - (g) Commercial/service uses: civic uses; churches, chapels, and other places of worship or religious activities; classrooms; gymnasiums; eating and drinking establishments; theaters; auditoriums; bowling alleys; conference or convention halls; fraternal lodges; auction rooms; gaming.
  - (h) Manufacture of: apparel; products made from fabrics or leather; chemicals and allied products; rubber and plastic products; professional, scientific, and controlling instruments; photographic and optical goods; watches and clocks.
4. Prior to issuance of any building permits, the landowner shall convey and have recorded an avigation easement to the March Inland Port Airport Authority. Contact March Joint Powers Authority at (951) 656-7000 for additional information.
  5. The attached notice shall be given to all prospective purchasers of the property and tenants of the building. While not required, the applicant and any successors-in-interest are encouraged to provide a copy of said notice to employees who would regularly be working at this location.
  6. Any new detention basin(s) on the site (including aboveground infiltration areas) shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around infiltration areas 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 infiltration areas shall not include trees that produce seeds, fruits, or berries.
  7. 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.

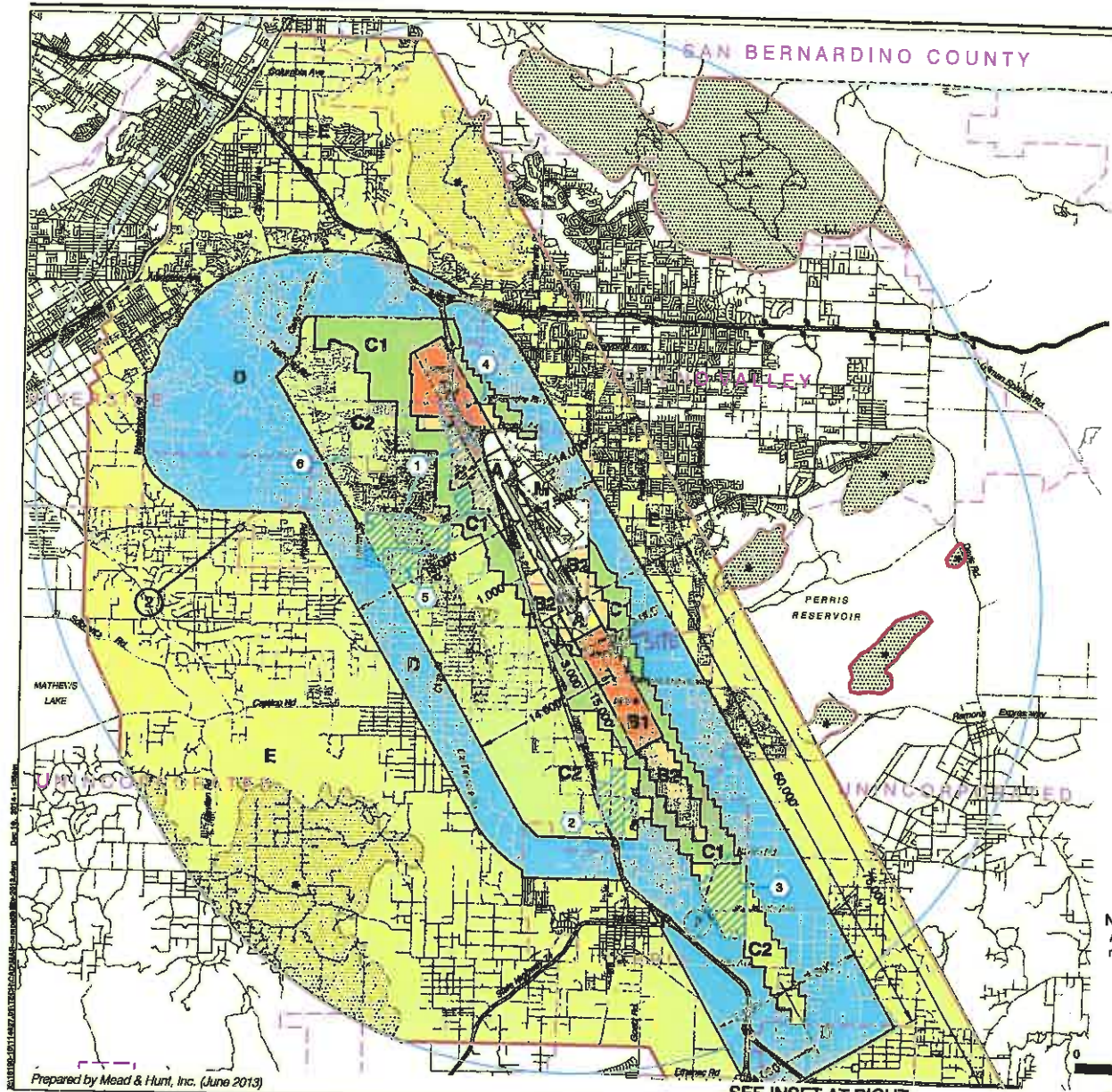
8. The proposed project shall comply with the Compatibility Zone B1 Accident Potential Zone I single-acre criterion of 100 people (i.e. no more than 100 people in any single-acre [210' x 210'] area). Pursuant to the currently proposed building design and uses, to comply with this criterion, the manufacturing/warehouse building occupancy should not exceed 100 people. The applicant shall comply with this maximum occupancy restriction through such means as applicant may select, which may include hiring practices, hours of operation, and work schedules. Any successor to or future tenant of the applicant desiring to change the proposed land use or convert the building to more occupant-intensive uses than 100 persons in total shall be subject to subsequent ALUC review of the specific tenant improvements/floor plans to determine consistency with the applicable intensity criterion.
9. Zoned fire sprinkler systems shall be required throughout the building.
10. No on-site sales to the general public are permitted from this location.
11. Second-story floor area shall be limited to those portions of the site located in Compatibility Zone B2.
12. Office space must have sound attenuation features sufficient to reduce interior noise levels from exterior aviation-related sources to no more than CNEL 45 dB. The City of Perris shall require an acoustical study to ensure compliance with this requirement.
13. In order to ensure proper functioning of the project drain system to avoid potential hazards to March Air Reserve Base flights, an additional Best Management Practice (BMP) shall be added to the project Water Quality Management Plan (WQMP). The applicant shall enter into a covenant and agreement with the City of Perris similar to the Water Quality Management Plan and Urban Runoff BMP Transfer, Access and Maintenance Agreement between March Joint Powers Authority and Sun Life Assurance Company of Canada (Document No. 2014-0030862), which shall be recorded prior to issuance of a certificate of occupancy. A copy of the recorded agreement and BMP shall be provided to the Riverside County Airport Land Use Commission. The BMP shall include the following program:
  - (a) The property owner (PSG Perris or its successor(s)-in-interest, hereinafter "Owner") or its designated representative shall monitor the conditions of the infiltration areas and promptly inspect such areas following the completion of each "significant" rain event and the 48-hour period thereafter.
  - (b) If any standing water remains in an infiltration area that is not beneath a rock, gravel, or other layer following the completion of the "significant" rain event and the 48 hour period thereafter, Owner or its designated representative shall arrange to have such standing water either removed or covered within the next two business days following the conclusion of the 48 hour period.

- (c) In the event that the standing water situation recurs on a regular basis following the 48-hour detention period, the infiltration area may no longer be draining as originally designed to prevent standing water from rising above a rock, gravel or other layer (for example, due to a rise in groundwater levels or other circumstance beyond Owner's ability to control). In that situation, Owner or its designated representative shall promptly engage a licensed civil engineer to prepare a design plan to assure that such condition does not persist for more than 48 hours following the conclusion of a "significant" rain event. The required engineering design solution shall be implemented promptly, but no later than 180 days following its approval by all applicable authorities, providing that, until such time as the engineered design solution is implemented, Owner or its designated representative will maintain water levels below the rock, gravel, or other layer.



# NOTICE OF AIRPORT IN VICINITY

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



**LEGEND**

**Compatibility Zones**

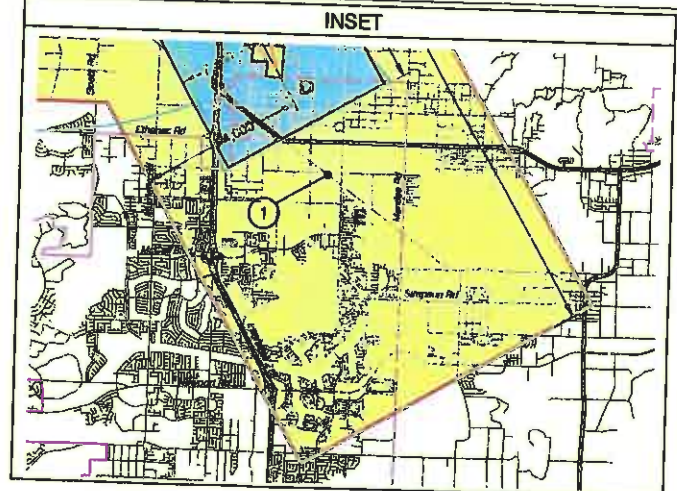
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

**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

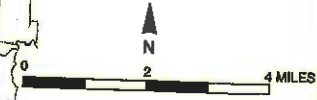
March Air Reserve Base / Inland Port Airport  
Land Use Compatibility Plan

(Adopted November 13, 2014)

Map MA-1

Compatibility Map  
March Air Reserve Base / Inland Port Airport

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

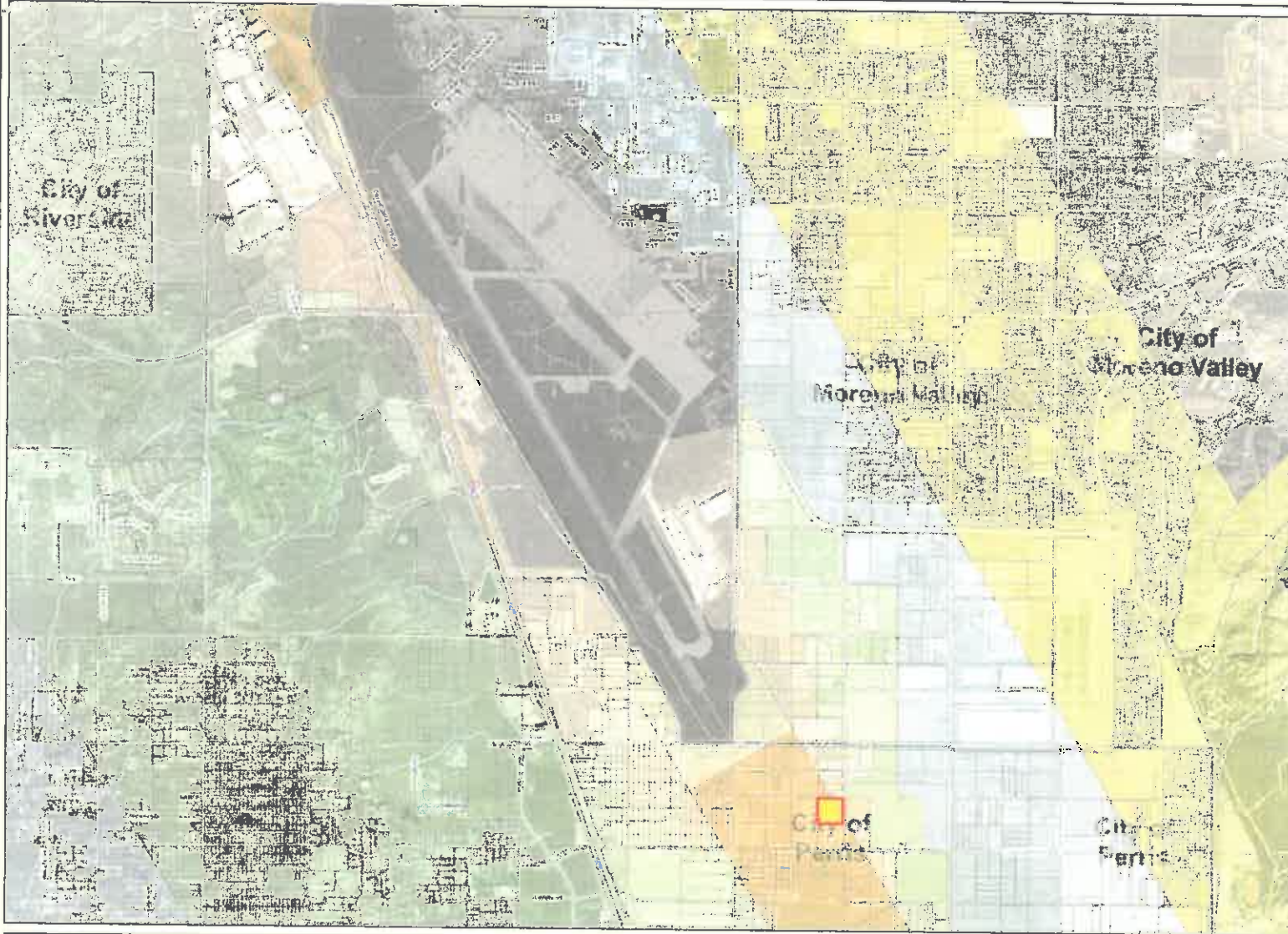
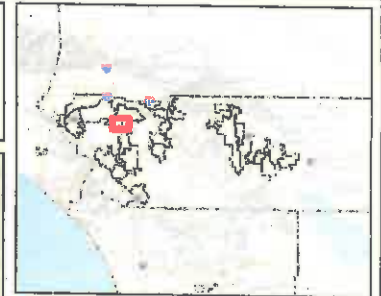


Base map source: County of Riverside 2013

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



0 4,636 9,272 Feet



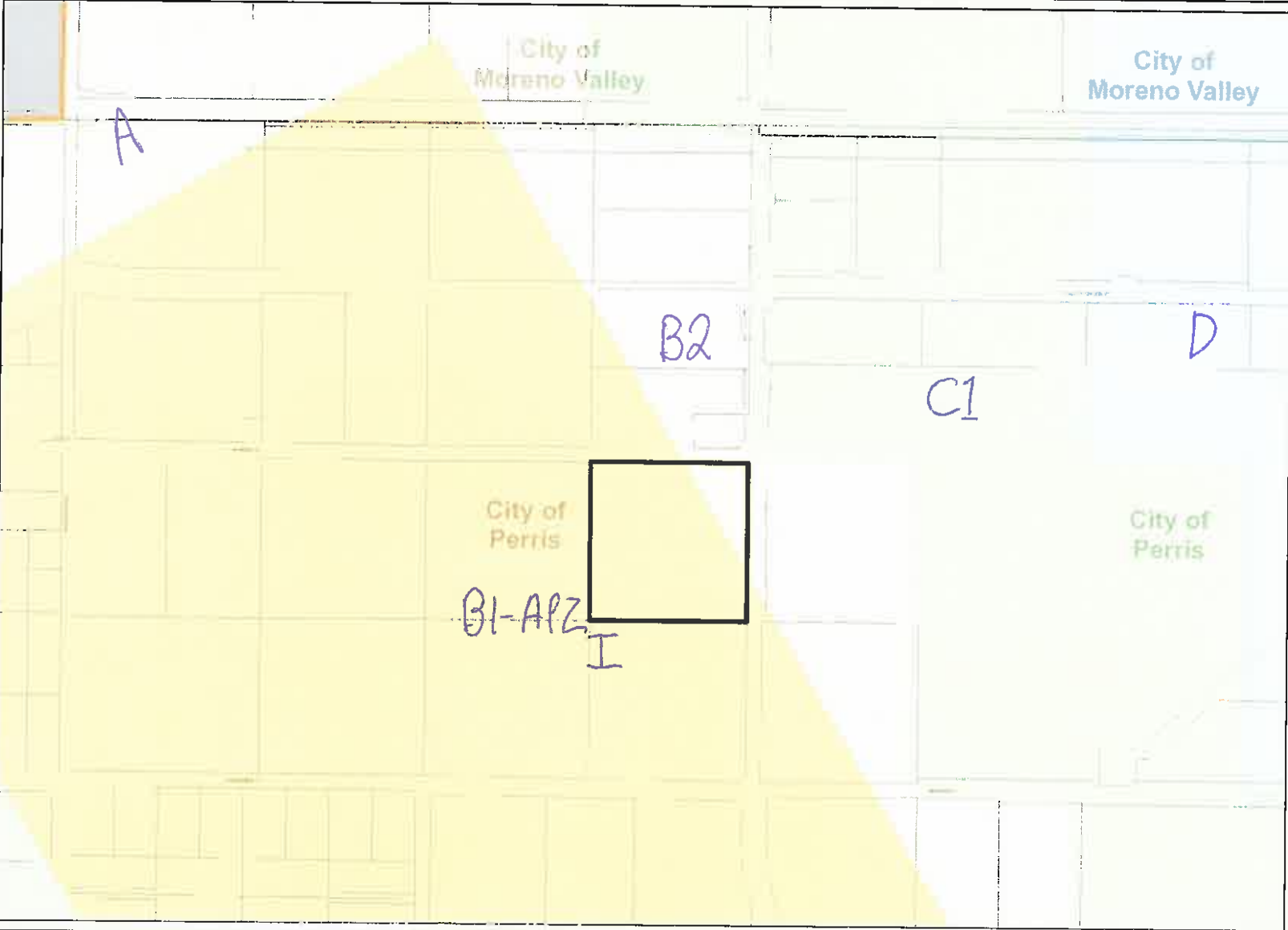
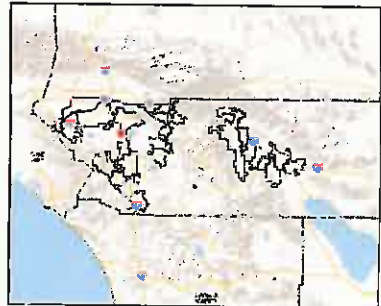
**\*IMPORTANT\*** Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness,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

REPORT PRINTED ON... 9/15/2015 3:02:03 PM

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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
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- C2-EXC5
- C2-EXC6
- C2-HIGHT
- C2-HIGHT-EXC1



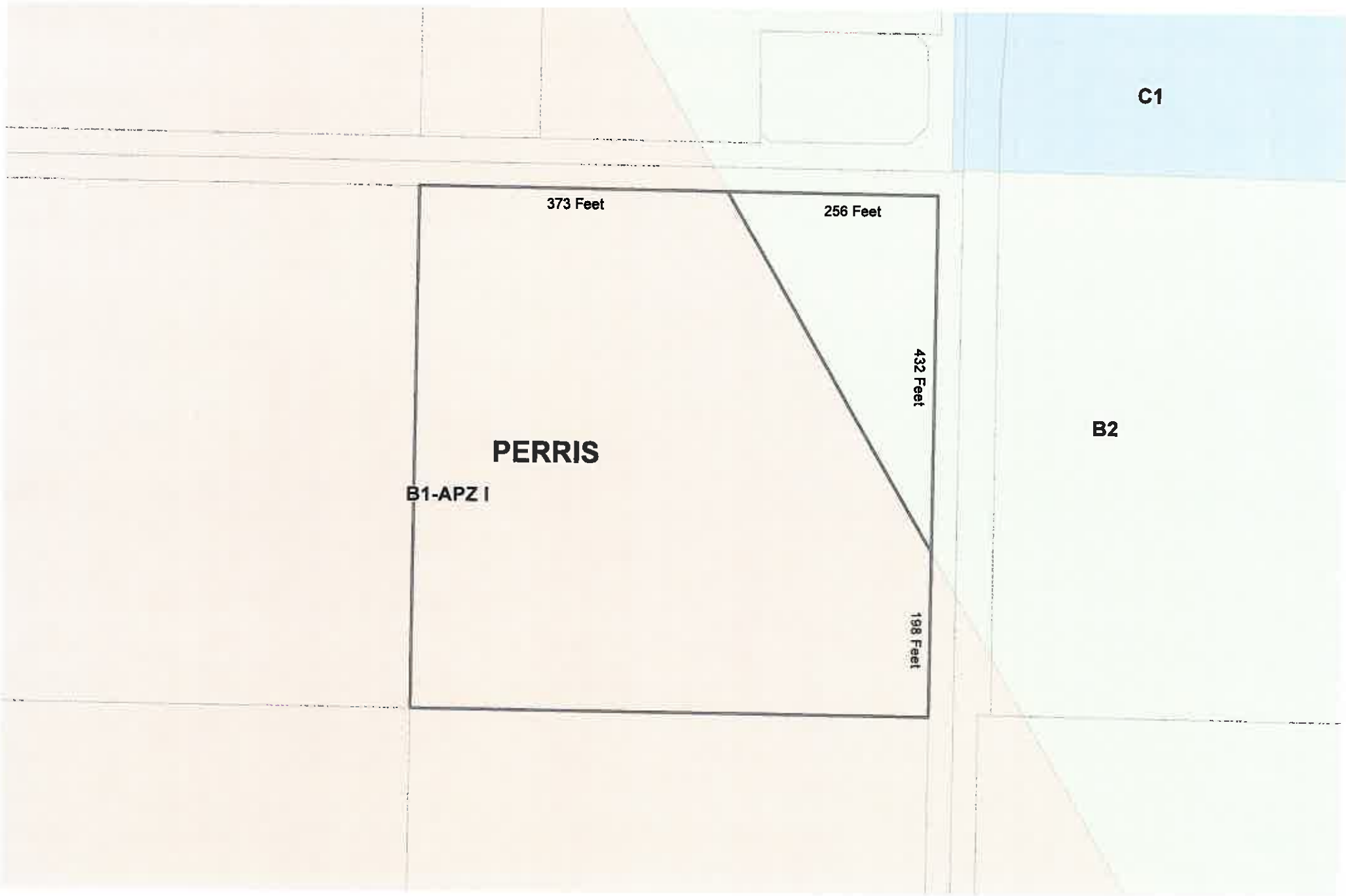
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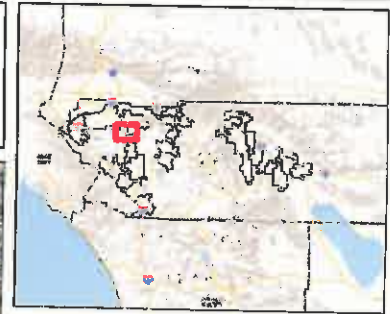
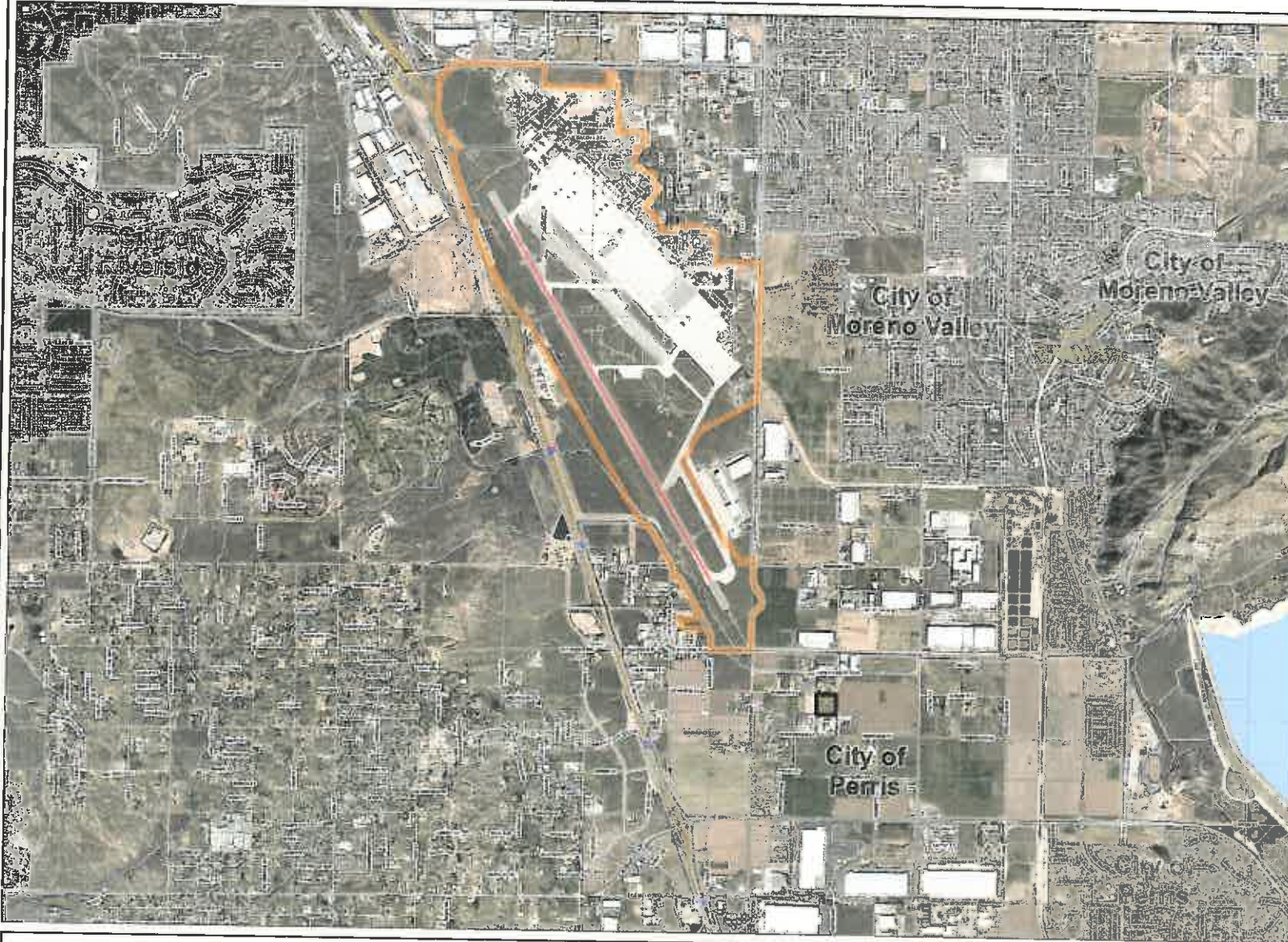
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## Notes



# My Map



## Legend

-  Airports
-  Runways
-  City Boundaries
- highways\_large
  -  HWY
  -  INTERCHANGE
  -  INTERSTATE
  -  USHWY
-  majorroads
-  counties
-  cities
- hydrographylines
- waterbodies
  -  Lakes
  -  Rivers



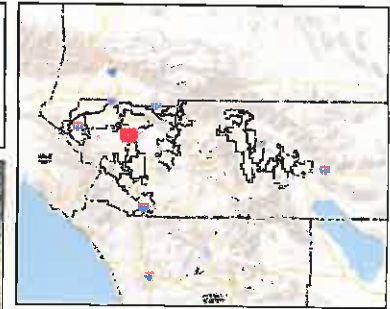
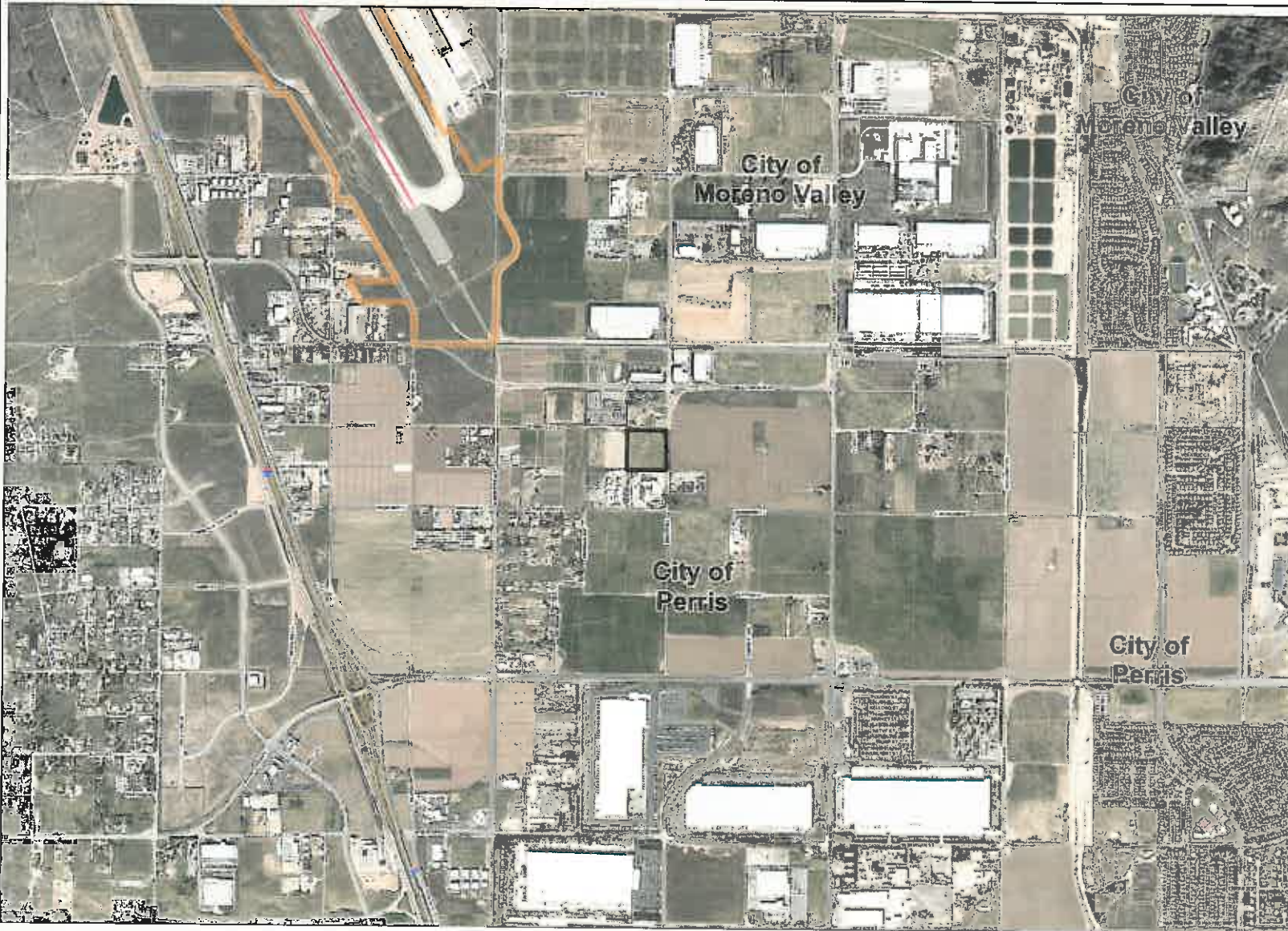
**\*IMPORTANT\*** Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness,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

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




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## Notes

# My Map



## Legend

-  Airports
-  Runways
-  City Boundaries
- roadsanno
- highways
-  HWY
-  INTERCHANGE
-  INTERSTATE
-  OFFRAMP
-  ONRAMP
-  USHWY
- roads
-  Major Roads
-  Arterial
-  Collector
-  Residential
-  counties
-  cities
- hydrographylines
- waterbodies
-  Lakes
-  Rivers



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0 2,966 5,932 Feet

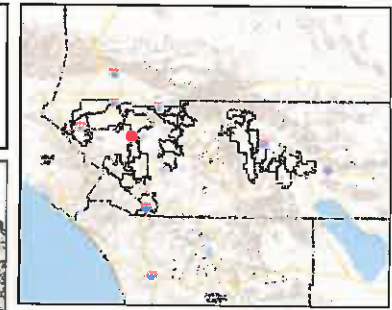


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## Notes

# My Map




### Legend

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



0 1,483 2,966 Feet



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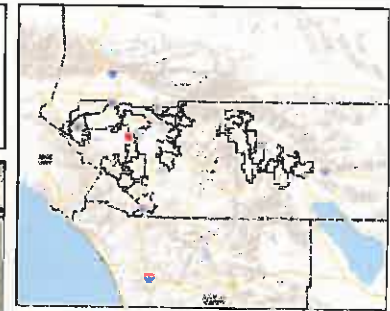
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### Notes



# 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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## Notes

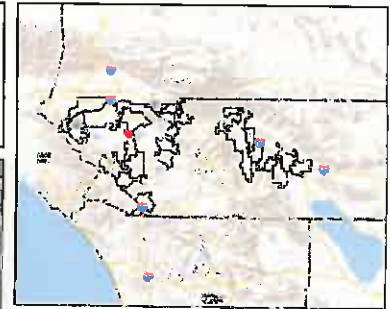
0 742 1,483 Feet
















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# My Map



## Legend

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

City of  
Perris

City of  
Perris



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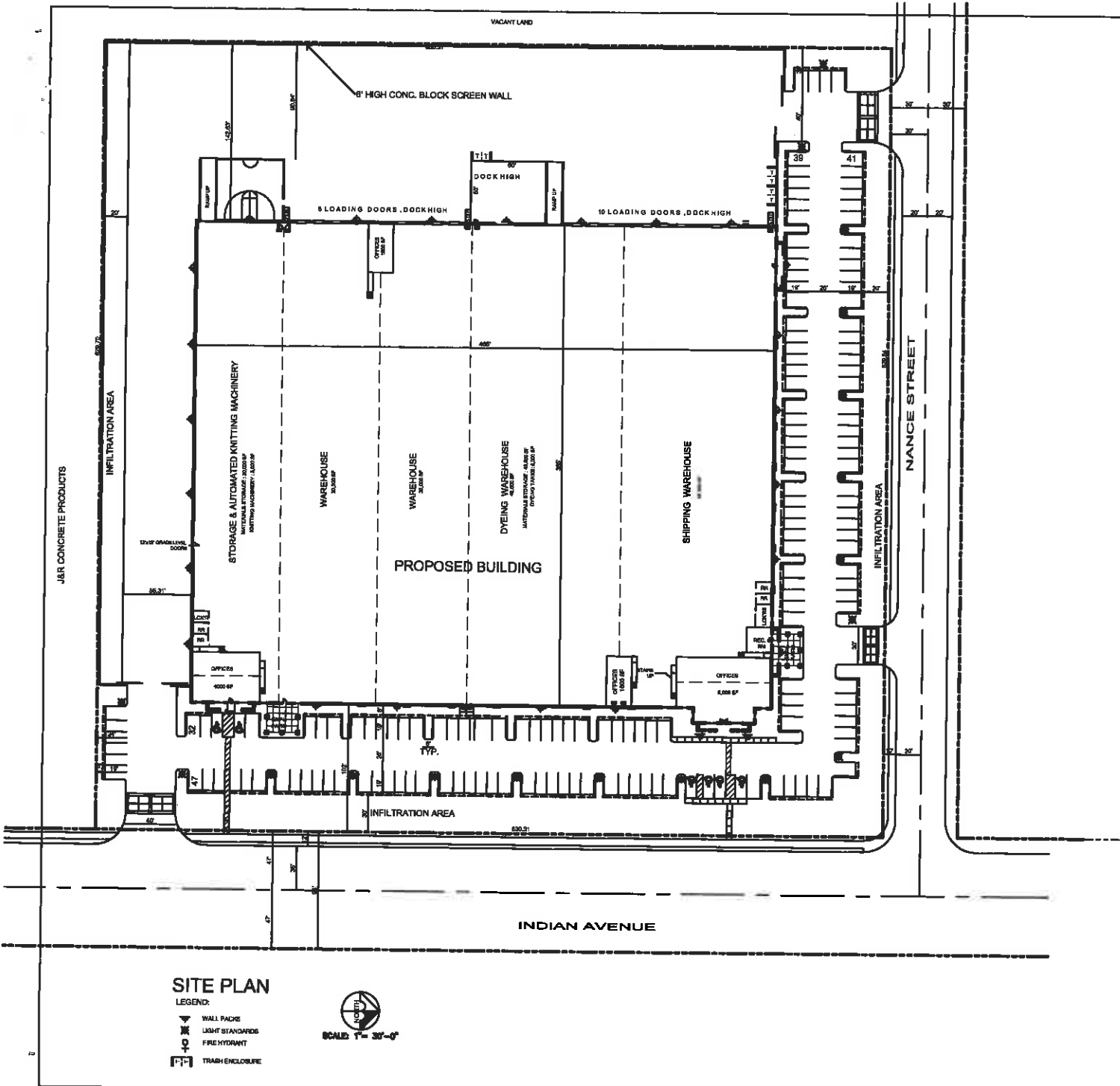
0 371 742 Feet



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## Notes



**SITE PLAN**  
 LEGEND:  
 WALL PACES  
 LIGHT STANDARDS  
 FIRE HYDRANT  
 TRASH ENCLOSURE

SCALE 1" = 30'-0"

**SUMMARY**

OWNER: WCT WESTCOAST TEXTILE  
 3111 S. ADACIA AVENUE  
 COMPTON, CA 90230

ADDRESS: 3448 NANCE STREET, PERRIS CA 92371

LEGAL DESCRIPTION:  
 LOT 1 IN BLOCK 4 OF PAVENIDE TRACT IN THE CITY OF PERRIS

APN NUMBER: 263-039-001  
 TOTAL NET / GROSS LOT AREA: 8,113 AC, 288,049 SF

DESCRIPTION OF USE: WAREHOUSE, MANUFACTURING  
 1 STORY WAREHOUSING  
 2 STORY OFFICES

CLEAR HEIGHT, MIN: 25'-0"  
 EXTERIOR HEIGHT: 35'-0"

TOTAL BUILDING FOOTPRINT AREA: 179,708 SF  
 TOTAL BUILDING COVERAGE: 45.25%

SECOND FLOOR AREA: 6,800 SF  
 TOTAL BUILDING FLOOR AREA: 186,508 SF  
 TOTAL FLOOR AREA RATIO: 46.7%

TOTAL PAVING AREA: 153,800 SF  
 TOTAL PAVING COVERAGE: 41.26%

TOTAL LANDSCAPING AREA: 66,000 SF +/-  
 TOTAL LANDSCAPING COVERAGE: 13.44%

EXISTING ZONING: O1  
 PROPOSED ZONING: O1

TYPE OF CONSTRUCTION: VS  
 SPRINKLERED OCCUPANCY CLASS: II, S2, F2

TOTAL PARKING REQUIRED:  
 NOTE: DUE TO MANUFACTURING AND WAREHOUSING EFFICIENCIES, THE DAYTIME EMPLOYEE COUNT WILL BE 80 EMPLOYEES MAX. OTHER SHIFTS WILL BE 30 EMPLOYEES MAX. MOST PARKING SPACES WILL BE EMPTY AT ALL TIMES.

PARKING COUNT PER CHAPTER 90.6:  
 TOTAL PARKING REQUIRED, WAREHOUSING: 30 SPACES  
 TOTAL PARKING REQUIRED, WAREHOUSING OVER 25,000 SF: 71 SPACES  
 TOTAL PARKING REQUIRED, MANUFACTURING: 20 SPACES  
 TOTAL PARKING REQUIRED, OFFICES: 48 SPACES

TOTAL PARKING SPACES REQUIRED: 169 SPACES  
 TOTAL PARKING SHOWN: 169 SPACES

TOTAL HC ACCESSIBLE PARKING REQUIRED: 6 SPACES  
 TOTAL HC ACCESSIBLE PARKING SHOWN: 6 SPACES

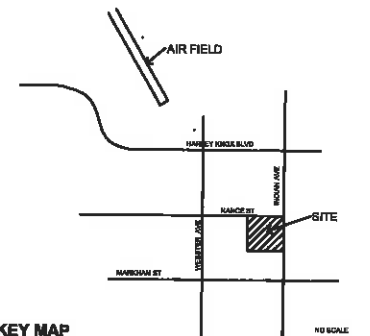
ALLOWABLE BUILDING AREA:  
 PER CBC 697.1: UNLIMITED AREA SPRINKLERED BUILDING

SCHOOL DISTRICT: ROMOLAND SCHOOL DISTRICT

UTILITY SERVICES:  
 WATER: EASTERN MUNICIPAL WATER DISTRICT, 2270 TRUMBULL ROAD, PERRIS, CA 92370 (951) 958-3777  
 SEWER: EASTERN MUNICIPAL WATER DISTRICT, 2270 TRUMBULL ROAD, PERRIS, CA 92370 (951) 958-3777  
 GAS: SOUTHERN CALIFORNIA GAS COMPANY, P.O. BOX 3003 REDLANDS, CA 92373, (800) 338-7828  
 TELEPHONE: VERIZON, 120 E. THIRD STREET PERRIS, CA 92375 (951) 957-7612  
 ELECTRIC: SOUTHERN CALIFORNIA EDISON COMPANY, 26100 MENEFEE RD. ROMOLAND, CA 92360, (951) 929-9292

GOVERNING CODES:  
 ALL CODE REFERENCES ARE TO BE IN COMPLIANCE WITH TITLE 24, 2019 EDITION:  
 O PART 1, CALIFORNIA ADMINISTRATIVE CODE (CACD)  
 O PART 2, CALIFORNIA BUILDING CODE (CBC)  
 O PART 3, CALIFORNIA ELECTRICAL CODE (CEC)  
 O PART 4, CALIFORNIA MECHANICAL CODE (CMC)  
 O PART 5, CALIFORNIA PLUMBING CODE (CPC)  
 O PART 6, CALIFORNIA ENERGY EFFICIENCY STANDARDS (CES)  
 O PART 8, CALIFORNIA FIRE CODE (CFC)

ALL CODES SHALL INCLUDE LOCAL AMENDMENTS



ISSUED

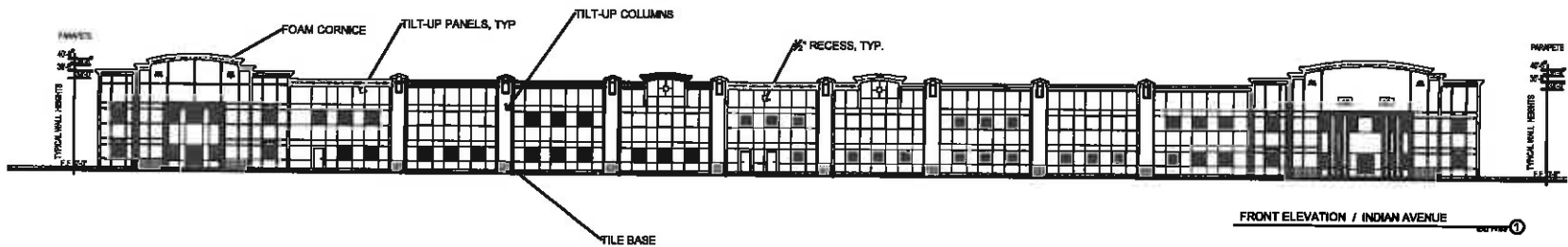
WCT WEST COAST TEXTILE  
 3448 NANCE STREET  
 PERRIS, CALIFORNIA 92371

Preger associates  
 architects, engineers  
 4040 Central Expressway  
 Fremont, CA 94538  
 Phone: 510-475-9700

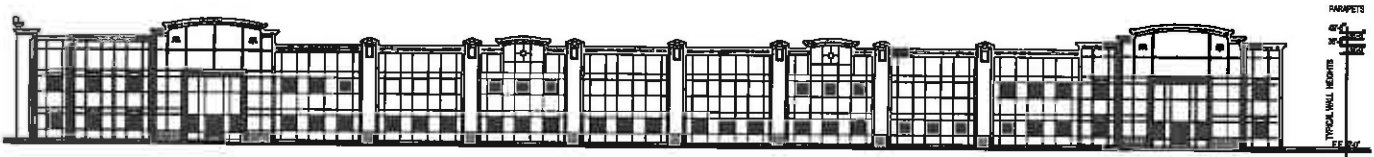
SITE PLAN  
 PROJECT NAME: PERRIS INDUSTRIAL BUILDING  
 3448 NANCE STREET  
 PERRIS, CALIFORNIA

DATE: 01 JAN 16  
 SCALE: 1" = 30'-0"  
 DRAWN:  
 CHECK:  
 JOB NO.: 1605

C1



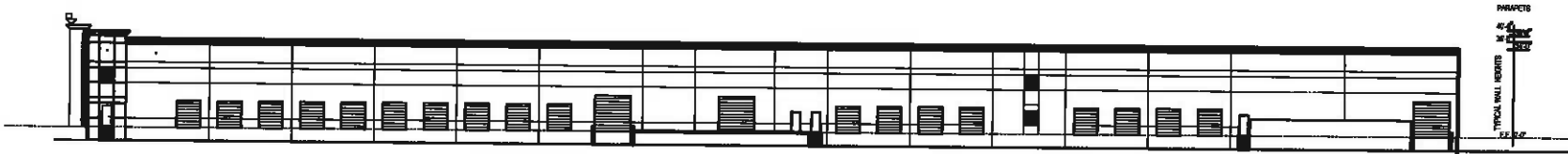
FRONT ELEVATION / INDIAN AVENUE SECTION 1



FRONT ELEVATIONS / NANCE STREET SECTION 2



SIDE ELEVATIONS / SOUTH SECTION 3



REAR ELEVATIONS SECTION 4

ISSUED	▲

PROJECT  
**WCT WEST COAST TEXTILE**  
 3948 NANCE STREET  
 PERRIS, CALIFORNIA 92507

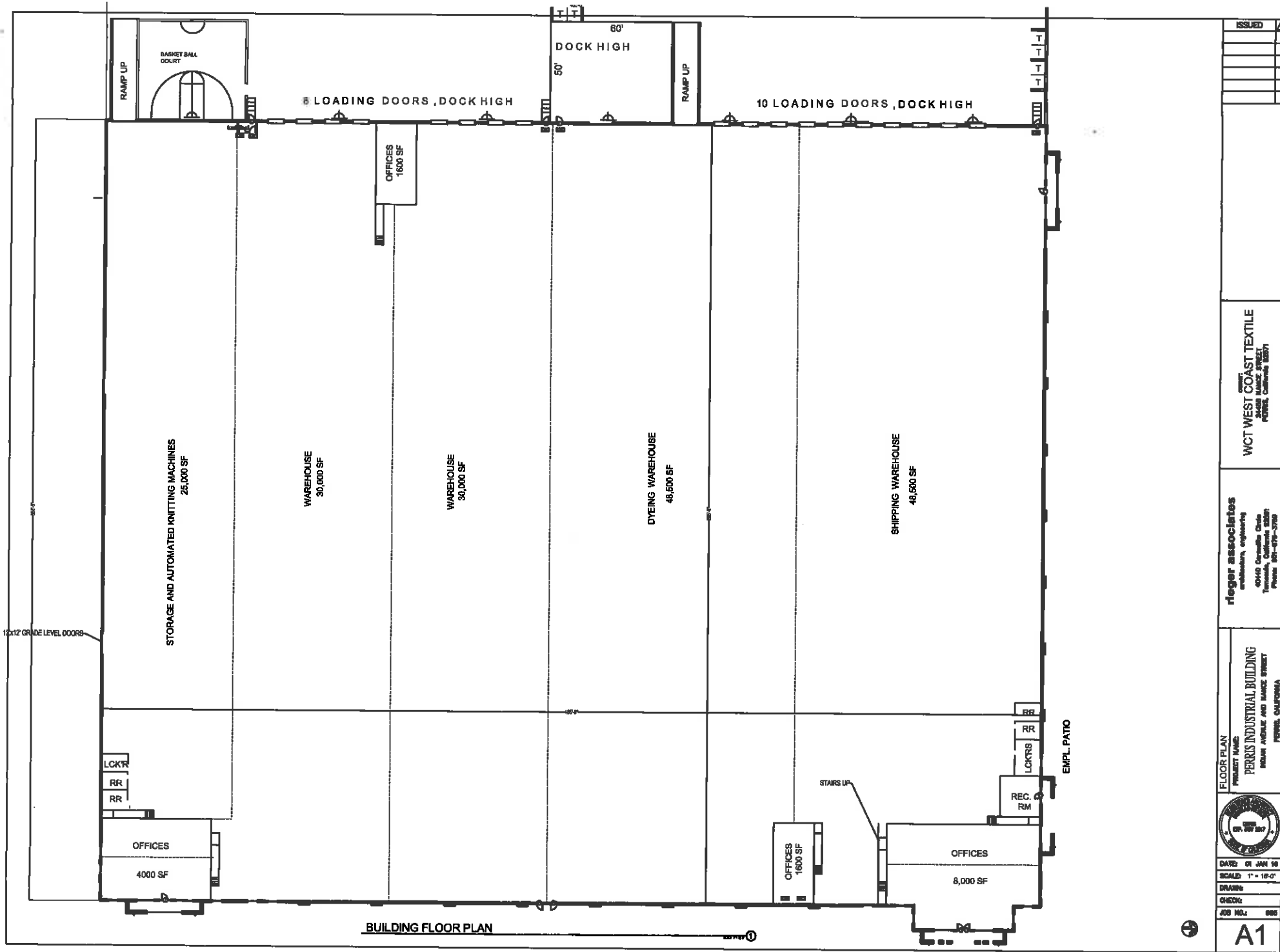
**riejger associates**  
 architects, engineers  
 4040 Corporate Circle  
 San Diego, California 92121  
 Phone: 619-477-3328

ELEVATIONS  
 PROJECT NAME  
**PERRIS INDUSTRIAL BUILDING**  
 INDIAN AVENUE AND NANCE STREET  
 PERRIS, CALIFORNIA



DATE: 01 JAN 10  
 SCALE: 1" = 10'-0"  
 DRAWN:  
 CHECKED:  
 JOB NO.: 999

**A2**



ISSUED	

PROJECT  
**WCT WEST COAST TEXTILE**  
 3402 MARCE STREET  
 PERRIS, CALIFORNIA 92571

**riegler associates**  
 architects, engineers  
 4940 Corporate Circle  
 Tustin, California 92680  
 Phone: 714-837-3700

FLOOR PLAN  
 PROJECT NAME:  
**PERRIS INDUSTRIAL BUILDING**  
 3402 MARCE AND MARCE STREET  
 PERRIS, CALIFORNIA



DATE: 01 JAN 80  
 SCALE: 1" = 10'-0"  
 DRAWN:  
 CHECK:  
 JOB NO.: 888

**A1**

Zone	Locations	Density / Intensity Standards				Additional Criteria	
		Residential (d.u./ac) <sup>1</sup>	Other Uses (people/ac) <sup>2</sup>		Req'd Open Land	Prohibited Uses <sup>3</sup>	Other Development Conditions <sup>4</sup>
			Average <sup>5</sup>	Single Acre <sup>6</sup>			
<b>M</b>	Military					> No ALUC authority	
<b>A</b>	Clear Zone <sup>7</sup>	No new dwellings allowed	0	0	All Remaining	> All non-aeronautical structures > Assemblages of people > Objects exceeding FAR Part 77 height limits > All storage of hazardous materials > Hazards to flight <sup>8</sup>	> Electromagnetic radiation notification <sup>9</sup> > Avigation easement dedication and disclosure <sup>4,7</sup>
<b>B1</b>	Inner Approach/Departure Zone	No new dwellings allowed <sup>10</sup>	25 (APZ I) 50 (APZ II and outside APZs) <sup>11</sup>	100 100	Max. 50% lot coverage within APZs <sup>12</sup>	> Children's schools, day care centers, libraries > Hospitals, congregate care facilities, hotels/motels, restaurants, places of assembly > Bldgs with >1 aboveground habitable floor in APZ I or >2 floors in APZ II and outside of APZs <sup>13</sup> > Hazardous materials manufacture/storage <sup>14</sup> > Noise sensitive outdoor nonresidential uses <sup>15</sup> > Critical community infrastructure facilities <sup>16</sup> > Hazards to flight <sup>8</sup> > Uses listed in AICUZ as not compatible in APZ I or APZ II <sup>17</sup>	> Locate structures maximum distance from extended runway centerline > Sound attenuation as necessary to meet interior noise level criteria <sup>18</sup> > Zoned fire sprinkler systems required > Airspace review req'd for objects >35 ft. tall <sup>19</sup> > Electromagnetic radiation notification <sup>9</sup> > Avigation easement dedication and disclosure <sup>4</sup>
<b>B2</b>	High Noise Zone	No new dwellings allowed <sup>10</sup>	100	250	No Req't	> Children's schools, day care centers, libraries > Hospitals, congregate care facilities, hotels/motels, places of assembly > Bldgs with >3 aboveground habitable floors > Noise-sensitive outdoor nonresidential uses <sup>15</sup> > Critical community infrastructure facilities <sup>16</sup> > Hazards to flight <sup>8</sup>	> Locate structures max. distance from runway > Sound attenuation as necessary to meet interior noise level criteria <sup>18</sup> > Aboveground bulk storage of hazardous materials discouraged <sup>14,20</sup> > Airspace review req'd for objects >35 ft. tall <sup>19</sup> > Electromagnetic radiation notification <sup>9</sup> > Avigation easement dedication and disclosure <sup>4</sup>
<b>C1</b>	Primary Approach/Departure Zone	≤3.0	100	250	No Req't	> Children's schools, day care centers, libraries > Hospitals, congregate care facilities, places of assembly > Noise-sensitive outdoor nonresidential uses <sup>15</sup> > Hazards to flight <sup>8</sup>	> Critical community infrastructure facilities discouraged <sup>16,20</sup> > Aboveground bulk storage of hazardous materials discouraged <sup>14,20</sup> > Sound attenuation as necessary to meet interior noise level criteria <sup>18</sup> > Airspace review req'd for objects >70 ft. tall <sup>19</sup> > Electromagnetic radiation notification <sup>9</sup> > Deed notice and disclosure <sup>4</sup>
<b>C2</b>	Flight Corridor Zone	≤ 6.0	200	500	No Req't	> Highly noise-sensitive outdoor nonresidential uses <sup>15</sup> > Hazards to flight <sup>8</sup>	> Children's schools discouraged <sup>20</sup> > Airspace review req'd for objects >70 ft. tall <sup>19</sup> > Electromagnetic radiation notification <sup>9</sup> > Deed notice and disclosure <sup>4</sup>
<b>D</b>	Flight Corridor Buffer	No Limit	No restriction <sup>21</sup>	No	No Req't	> Hazards to flight <sup>8</sup>	> Major spectator-oriented sports stadium, amphitheaters, concert halls discouraged <sup>21</sup> > Electromagnetic radiation notification <sup>9</sup> > Deed notice and disclosure <sup>4</sup>
<b>E</b>	Other Airport Environs	No Limit	No Restriction <sup>21</sup>	No	No Req't	> Hazards to flight <sup>8</sup>	> Disclosure only <sup>4</sup>
<b>*</b>	High Terrain	Same as Underlying Compatibility Zone			Not Applicable	> Hazards to flight <sup>8</sup> > Other uses restricted in accordance with criteria for underlying zone	> Airspace review req'd for objects >35 ft. tall <sup>19</sup> > Avigation easement dedication and disclosure <sup>4</sup>

Table MA-2

## Basic Compatibility Criteria

### March Air Reserve Base / Inland Port Airport

## Attachment 2

## LAND USE COMPATIBILITY RECOMMENDATIONS FOR APZS

**A2.1. Suggested land use compatibility guidelines in the Clear Zone and APZs are shown in Table A2.1.** Additions to some land use categories have been incorporated into Table A2.1 subsequent to issuance of the SLUCM to reflect additional land uses and to clarify the categorization of certain uses. The compatible land use recommendations for the Clear Zone and APZ are provided for local governments as well as AF personnel for on-base planning.

Table A2.1. Land Use Compatibility in APZs.

LAND USE		SUGGESTED LAND USE COMPATIBILITY <sup>1</sup>			
SLUCM NO.	LAND USE NAME	CLEAR ZONE	APZ-I	APZ-II	DENSITY
10	Residential				
11	Household Units				
11.11	Single units: detached	N	N	Y <sup>2</sup>	Maximum density of 2 Du/Ac
11.12	Single units: semi-detached	N	N	N	
11.13	Single units: attached row	N	N	N	
11.21	Two units: side-by-side	N	N	N	
11.22	Two units: one above the other	N	N	N	
11.31	Apartments: walk-up	N	N	N	
11.32	Apartment: elevator	N	N	N	
12	Group quarters	N	N	N	
13	Residential hotels	N	N	N	
14	Mobile home parks or courts	N	N	N	
15	Transient lodgings	N	N	N	
16	Other residential	N	N	N	
20	Manufacturing <sup>3</sup>				
21	Food and kindred products; manufacturing	N	N	Y	Maximum FAR of 0.56 in APZ II
22	Textile mill products; manufacturing	N	N	Y	Maximum FAR of 0.56 in APZ II
23	Apparel and other finished products; products made from fabrics, leather and similar materials; manufacturing	N	N	N	
24	Lumber and wood products (except furniture); manufacturing	N	Y	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
25	Furniture and fixtures; manufacturing	N	Y	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
26	Paper and allied products; manufacturing	N	Y	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
27	Printing, publishing, and allied industries	N	Y	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
28	Chemicals and allied	N	N	N	

## Guerin, John

---

**From:** Kenneth Phung <Kphung@cityofperris.org>  
**Sent:** Friday, February 26, 2016 8:30 AM  
**To:** Guerin, John  
**Cc:** Clara Miramontes; Cooper, Ed; Brady, Russell  
**Subject:** RE: Maximum Number of People for proposed Westcoast Textile located at SW corner of Indian Av and Nance St (DPR 16-00001)

Hi John,

Below is the draft condition prepared in conjunction with feedback from legal counsel. Feel free to provide additional input for our consideration:

“The property is located near the runway of March Air Reserve Base and the land use is therefore subject to the Airport Land Use Plan and Air Force land use compatibility plan, and to review by the Airport Land Use Commission. The Airport Land Use Plan limits the number of people allowed to occupy the project at any one time. For the proposed Project, the number of people allowed to occupy the Project is \_\_\_\_\_. Applicant shall comply with the maximum occupancy restriction by means selected by the Applicant, which may include hiring practices, hours of operation, and work schedules. Any successor to or future tenant of Applicant desiring to change the proposed land use shall have such use reviewed by the Airport Land Use Commission if the proposed use is inconsistent with the Airport Land Use Plan or Air Force land use compatibility plan.”

FYI. Staff does not anticipate this project being ready for public hearing until at least May 2016, as the applicant still has several environmental studies to prepare.

Kenneth

**From:** Kenneth Phung  
**Sent:** Thursday, February 25, 2016 5:22 PM  
**To:** Guerin, John <[JGUERIN@rctlma.org](mailto:JGUERIN@rctlma.org)>  
**Cc:** Clara Miramontes <[CMiramontes@cityofperris.org](mailto:CMiramontes@cityofperris.org)>; Cooper, Ed <[ECOOPER@rctlma.org](mailto:ECOOPER@rctlma.org)>; Brady, Russell <[rbrady@rctlma.org](mailto:rbrady@rctlma.org)>  
**Subject:** Re: Maximum Number of People for proposed Westcoast Textile located at SW corner of Indian Av and Nance St (DPR 16-00001)

Hi John,

I will send the draft condition tomorrow for your review.

Kenneth

On Feb 25, 2016, at 5:18 PM, Guerin, John <[JGUERIN@rctlma.org](mailto:JGUERIN@rctlma.org)> wrote:

At our most recent meeting regarding this project, ALUC staff had suggested that, should the Commission utilize Section 3.3.6 and find the project consistent, there would be a need to assure that



future occupants would not increase the total occupancy of the building in such a manner as to exceed the intensity limits for APZ I (25 per acre average, maximum 100 in any given acre). Possibilities for this were to either include a provision in the City's approval that any change in occupant would require a Conditional Use Permit with mandatory ALUC Commission review or Development Agreement or other covenant with City restricting total occupancy for the life of the structure.

Has the City drafted potential text for such a condition? Please advise.

---

**From:** Kenneth Phung [<mailto:Kphung@cityofperris.org>]

**Sent:** Tuesday, January 26, 2016 8:58 AM

**To:** Guerin, John; Brady, Russell

**Cc:** Clara Miramontes

**Subject:** Maximum Number of People for proposed Westcoast Textile located at SW corner of Indian Av and Nance St (DPR 16-00001)

Hi John and Russell,

What is the maximum number of people allowed/recommended for the proposed Westcoast Textile project at the southwest corner of Indian Avenue and Nance Street (see attached Site Plan)?

The City met with the applicant and his real estate broker yesterday and they are willing to place a condition and a covenant on the property to limit the number of people and to require all future tenants to go ALUC review board if the landuse is inconsistent with the ALUP and Air Force landuse compatibility plan.

If you have any suggestions for the language to restrict density/number of people and landuse please let us know. Staff will work with our legal counsel to find language that accomplish this goal.

FYI. Our understanding is the applicant intends to submit their proposed project with your office in the next few days.

Kenneth

# 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, 14<sup>th</sup> Floor, Riverside, California 92501, Monday through Thursday from 8:00 a.m. to 5:00 p.m., and by prescheduled appointment on Fridays, from 9:00 a.m. to 5:00 p.m.

PLACE OF HEARING: Riverside County Administration Center  
4080 Lemon St., 1<sup>st</sup> Floor Board Chambers  
Riverside, California

DATE OF HEARING: March 10, 2016

TIME OF HEARING: 9:00 A.M.

### CASE DESCRIPTION:

ZAP1178MA16 – Broncs, Inc., dba WesCoast Textiles (Representative: Joel Chun) – City of Perris Planning Case No. PLN16-00001 (Development Plan Review). The applicant proposes to construct a 185,500 square foot industrial building and establish a textile manufacturing facility therein. The 9.11 (net) acre project site (Assessor's Parcel Number 302-030-001) is located at 24455 Nance Street, at the southwesterly corner of Nance Street and Indian Avenue in the City of Perris. The applicant is the project end user and has indicated that the majority of the interior floor area would be for warehousing. The project includes 15,200 square feet of office space, of which 5,800 square feet would be on a second story level. The ground floor would include 5,000 square feet of knitting machinery, 5,000 square feet of dyeing tanks, 9,400 square feet of office areas, a recreation room for employees, 63,500 square feet of materials storage and almost 100,000 square feet of warehouse area. (Airport Compatibility Zones B1-APZ I and B2 of the March Air Reserve Base/Inland Port Airport Influence Area)

FURTHER INFORMATION: Contact John Guerin at (951) 955-0982. The ALUC holds hearings for local discretionary permits within the Airport Influence Areas, reviewing for aeronautical safety, noise and obstructions. All other concerns should be addressed to Mr. Kenneth Phung of the City of Perris Planning Division at (951) 943-5003.

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

ALUC Identification No.

ZAPU78MALL

**PROJECT PROPONENT (TO BE COMPLETED BY APPLICANT)**

Date of Application 01/26/2016  
 Property Owner SIO, LLC Phone Number (310)637-9100  
 Mailing Address 140 N. Orange Ave.  
City of Industry, CA 91744

Agent (if any) WesCoast Textile, Inc. Phone Number (310)637-9100  
 Mailing Address Joel Chun  
2111 S. Acacia Ave.  
Compton, CA 90220

**PROJECT LOCATION (TO BE COMPLETED BY APPLICANT)**

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

Street Address 24455 Nance Street Perris, CA 92571  
 Assessor's Parcel No. 302-030-001 Parcel Size 9.113 AC  
 Subdivision Name \_\_\_\_\_ Zoning Classification General Industrial  
 Lot Number Lot 1 in block 4 of Riverside tract in the city of Perris

*March  
21, 62  
1P21*

**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) RAW LAND. NONE

Proposed Land Use (describe) Proposal to construct a 187,000 sq. ft. high bay industrial building for the purpose of manufacturing textiles located within the General Industrial (GI) zone of the PVCC Specific Plan.

For Residential Uses Number of Parcels or Units on Site (exclude secondary units) 1  
 For Other Land Uses Hours of Use 24 hours  
 (See Appendix C) Number of People on Site Maximum Number 170  
 Method of Calculation three 8 hours shifts; 56 people per shift

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 22 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

F-26-15

Agency Name

City of Perris

Staff Contact

Clara Miramantes

Phone Number

951-943-5003

Agency's Project No.

16-0001 - Design Review

Type of Project

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

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

**B. SUBMISSION PACKAGE:**

**ALUC REVIEW**

- 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

To whom it may concern,

My name is Joel Chun from Wescoast Textile, Inc. knitting, dyeing and finishing. I would like to take this opportunity to first of all thank you for allowing me to share our company's business plan. I have over 25 years of experience in the textile industry and I always wanted to build a dye house that no one can set up. A dye house that is one of a kind and the only one in California, the U.S.A, and worldwide. My business site address is on 24455 Nance St, Perris, CA 92571. My mission is to build a 185k sq. ft. building that includes setting up knitting, dyeing and finishing of the textile fabrics with a full range of earth-friendly production and business practices that reduce waste and save natural resources. Recycling water is the most important factor of our dye house to achieve this mission. I firmly believe that the city of Perris is the best place in the world to start and grow a business. The construction starts in March 2016. I will be forecasting around the beginning of November 2016 and will be able to start the production but it's only possible with the support from city of Perris and Eastern Municipal Water District.

Wescoast textile dyeing and finishing Inc. adheres to a strict environmental policy, operating to the green principles of energy and resource savings. When the textile industry was strong 15 years ago, many knitting and dyeing companies existed. But when majority of production had to go over sea, due to cost relations for the past 10 years, our textile market had been reduced tremendously. As the eco-friendly fashion market continues to grow, I can assure that our new dye house will bring a whole new different concept in the dyeing and finishing industry and it will become only one of a kind in the world. With the special infrastructure of the dye house, we can even compete with the price with the over sea market and still become an eco-friendly dye house. Our company will create a minimum of 150 jobs just to start this operation. Other textile related companies will be coming back and setting up in the city of Perris. The city of Perris will be the heart of the textile industry in the near future. An attraction in the city of Perris is that the housing market is very affordable. Also, the city of Perris has unlimited potential with the weather, so we can put up solar panels to save energy. Another attraction is having easy access to major freeways for outer state containers and containers from the ports.

I have included the business plan of Wescoast Textile, Inc, which is a eco-friendly knitting, dyeing and finishing.

### **Executive summary:**

Wescoast Textiles is created and built to be a leader in every aspect of high technology. It is built to be a full high range eco-friendly dye house. Not only proudly to be the largest dye house in California, our dye house will be expert in novelty fabrics with all the advanced dyeing and finishing machines. Wescoast Textile will be the first dye house in the world to be using recycled water to dye our fabrics. Our dye house will be the most efficient to lead in the textile industry.

## **Introduction:**

### **A) Mission**

Wescoast Textile will become a partner with Global Brand to support with high quality fabric and a large volume of production. With knowledge of Wescoast Textiles many decades of experience in developing the fabric, local market can expand the division of sports active wear and luxury high end quality of garments. Wescoast Textile can cater exclusive special items to our consumers in the textile industry which will lead us to bring most influential dye house, not only to California, but to the United States and globally.

### **B) Location**

The land site on 24455 Nance Street Perris, CA 92571 in the county of Riverside to be the most favorable location to build the dye house reasons are as follows:

- 1.) Living cost is so high in Los Angeles and Orange County. We are facing shortage more and more in machine operators.
- 2.) The population of Riverside County has been growing every year. We can create hundreds of jobs to support our economy and reduce the unemployment rate.
- 3.) Eastern Municipal Water District can help us to connect the water line to recycle the water. We will be the first dye house to use 100% recycled water.

## **TOTAL INVESTMENT \$30 MILLION**

### **\$15 million will be used for land and building.**

Reasons why we have to buy the land and build the dye house:

- 1.) Building must be the right infrastructure
- 2.) Building next to water refinery for recycled water
- 3.) First dye house in the U.S. to recycle water
- 4.) Investment is too risky to move company to any other location if the lease contract ends.

**Land:** 9 acres (estimated \$3 million) 2,450,000 per sq. ft.

**Building:** 187,000 sq. ft. (estimated \$12 million) \$80 per sq. ft.

**\$15 million will be used in machines and equipment inside the dye house.**

### **Sales Forecast**

**3 containers/day = 3000 rolls = 120,000 lbs. /day**

**80% color = 96,000 lbs. /day**

**20% white = 24,000 lbs. /day**

**Color- 96,000 lbs. x \$1.15/lb. = \$110,400/day**

**White- 24,000 lbs. x \$0.55/lb. = \$13,200/day**

**Fleece & sanding = \$9,600/day**

**Daily sales amount = \$133,200**

**\$133,200 x 7 days = \$932,400/week**

**\$932,400 x 52 weeks = \$48,484,800/year**

**12% profit net margin of \$48,484,800 is \$5,818,176/year**

**COUNTY OF RIVERSIDE  
AIRPORT LAND USE COMMISSION**

**STAFF REPORT**

**AGENDA ITEM:** 3.7

**HEARING DATE:** March 10, 2016

**CASE NUMBER:** ZAP1176MA16 – Perris Group LLC (Representative: Peter Kulmaticki, J. D. Pierce Co.)

**APPROVING JURISDICTION:** City of Perris

**JURISDICTION CASE NO.:** General Plan Amendment: GPA 15-05207; Zone Change: ZC 15-05206; Development Plan Review: DPR 15-00014; Tentative Parcel Map: TPM 15-05205 (Tentative Parcel Map No. 37014)

**MAJOR ISSUES:** The site is located within Compatibility Zone C2, where residential densities are limited to a maximum of six dwelling units per acre. However, it is adjacent on one side to land within the Heritage Landing Specific Plan designated for high density and acknowledged as an Exception Area in the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan and on two other sides by commercial and industrial designated land. Pursuant to the 1984 Riverside County Airport Land Use Plan, residential development in this area was restricted to one dwelling unit per 2 ½ acres, and the Harvest Landing Specific Plan was adopted by the City through an overrule process. This new project proposes a density of almost fourteen dwelling units per acre. The applicant proposes consideration pursuant to Section 3.3.1 (Infill). If the Commission agrees that this site meets the infill standard, a density of up to 12 dwelling units per acre could be determined to be consistent. The location of commercial and industrial uses to the north and south makes this situation different from the “textbook example,” but the densities of the surrounding residential areas (if approved vested projects are included) are sufficient to allow the 12 dwelling units per acre (192 units). The applicant also is requesting that the Commission consider allowance for the full density proposed via Section 3.3.6 (Other Special Conditions).

Additionally, clustering of dwelling units is limited to four times the allowable average density. Staff interprets this provision as limiting the maximum number of dwelling units in any given acre of this site to 24 units. Some individual acres include all of three buildings and portions of three other buildings.

**RECOMMENDATION:** Unless the Commission grants a Section 3.3.6 finding, staff must recommend a finding of INCONSISTENCY with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, based on the proposed density exceeding double the allowable density of six dwelling units per acre in Compatibility Zone C2.



**PROJECT DESCRIPTION:** The project applicant proposes development of a 228-unit apartment complex (consisting of 38 residential buildings, each with six units, along with a 4,813 square foot recreation building, maintenance building, automobile garages, swimming pool, soccer field, playground, and detention basin) on a 15.95-16.9-acre site. Additional City of Perris approvals that would be required to implement the project include an amendment to the General Plan designation and zoning on 0.92 acres within the project site from CC (Community Commercial) to MFR-14 (Multi-Family Residential 14, up to 14 dwelling units per acre), so as to match the existing General Plan designation and zoning of the remainder of this site. The associated Tentative Parcel Map No. 37014 would consolidate the existing parcels comprising the site into one lot.

**PROJECT LOCATION:** The site is located on the easterly side of Barrett Street, westerly of Perris Boulevard, southerly of Placentia Street, and northerly of Orange Avenue in the City of Perris, approximately 16,735 feet southeasterly of the southerly terminus of Runway 14-32 at March Air Reserve Base.

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

- a. Airport Influence Area: March Air Reserve Base/Inland Port Airport
- b. Land Use Policy: Airport Compatibility Zone C2
- c. Noise Levels: 60-65 CNEL from aircraft

**ANALYSIS:**

Residential Density: The site is located in Airport Compatibility Zone C2 of the March Air Reserve Base/Inland Port Airport Influence Area. Compatibility Zone C2 allows residential densities up to six dwelling units per acre. The applicant is proposing a density that is more than double the allowable density under normal circumstances.

The project is located easterly of the Heritage Landing Specific Plan, which is acknowledged as an Exception Area in the March ALUCP. The Specific Plan was initially approved by the City via an overrule, and the land therein is the subject of a Development Agreement. The Planning Area directly west of this site is approved for 78 dwelling units at a density of 9.4 dwelling units per acre. The Planning Area to the northwest is approved for 345 dwelling units at a density of 22.4 dwelling units per acre. A 16.5-acre sports park is planned to the southwest.

A community shopping center (with over 300,000 square feet of building floor area) is located to the south of the project site. The center includes three anchor stores with a cumulative total of over 250,000 square feet: a former Wal-Mart, a Dollar Tree (originally a Mervyn's), and a Cardenas Supermarket (originally an Albertson's).

The site was originally included in the planned shopping center, and there are two commercial uses along the west side of Perris Boulevard that are not a part of this proposal – lots occupied by a fast food restaurant and an auto parts store.

The area to the north of the project site is occupied by industrial uses.

To the east of Perris Boulevard is a residential tract of 712 dwelling units on 150 acres for a density of 4.75 dwelling units per acre.

Ideally, one would determine the surrounding density by looking solely at the residential density of areas within 300 feet of the outer boundaries of the project site, but this type of analysis does not work well in this situation in that the areas within Harvest Landing are not within recorded maps. One method of resolving this would be to simply average the density levels of each of the three residential areas. This results in a density of slightly over 12 dwelling units per acre. Using this method, the site would qualify for consideration as an infill site.

Another possibility would be to sum the number of dwelling units and acreages of each of these areas and then determine the combined overall density. This would be 6.5 dwelling units per acre. However, this would be giving a much greater weight to the existing subdivision due to its larger size. In fact, not more than thirty of the lots in that subdivision lie within 300 feet of the project site. (Of course, it could also be stated that only portions of the Planning Areas cited would be within 300 feet of the project site.)

A second issue relates to the internal layout of the project. Clustering of dwelling units is encouraged, but the density within any single acre is to be limited to four times the allowable average density for the [Compatibility] zone in which the development is proposed. As noted, Compatibility Zone C2 limits residential density to six dwelling units per acre. Accordingly, staff interprets this provision as limiting the maximum number of dwelling units in any given acre of this site to 24 units. Some individual acres include all of three buildings (18 units) and portions of three other buildings. It is likely that such acres would include potentially 27 to 30 units.

Noise: The site is located within an area that is projected to be subject to average noise levels in excess of 60 dB(A) CNEL from aircraft operations once the F-15s are placed into operation at March Air Reserve Base. It is also within the activity corridor utilized for closed-circuit flight training (which occurs primarily during daylight hours) and may be overflown by turning aircraft. Single-event noise may be disruptive to outdoor and noise-sensitive activities.

Part 77: The site is located 16,735 feet from the southerly terminus of the runway at March Air Reserve Base. The maximum elevation on-site is 1,456 feet above mean sea level. The maximum height of the proposed buildings is 40 feet, bringing the top point elevation to a maximum of 1,498 feet above mean sea level. The elevation of the runway at its nearest point (the southerly terminus) is 1,488 feet above mean sea level. At a distance of 16,735 feet from the runway, objects at an

elevation of 1,655 feet and above would require Federal Aviation Administration (FAA) obstruction evaluation review. Such review for height reasons is not required in this case, since the top elevation would be only a few feet higher than the runway elevation.

Open Area: There is no open area requirement in the March ALUCP for properties located in Compatibility Zone C2.

Other Special Conditions (Policy 3.3.6): The applicant requests consideration of the additional density above 12 dwelling units per acre pursuant to Countywide Policy 3.3.6, which allows the Commission to find a normally incompatible use to be acceptable “because of terrain, specific location, or other extraordinary factors or circumstances related to the site.” The Commission would need to make findings that the land use would not create a safety hazard nor expose people to excessive noise. Potential factors that could be considered include the following:

- The proposed project is located across Barrett Street from the Heritage Landing Specific Plan, which includes a 16-acre sports park on the westerly side of Barrett Street and southwesterly of the project site. It is anticipated that the sports park will include soccer and baseball fields, which could provide open areas that would serve in the event a pilot needed to make an emergency landing in the vicinity.
- The project site was originally planned to be part of the shopping center to the south, and the City had approved plans that would have permitted a 2,200-seat multiplex movie theater, 36-lane bowling center, and health/fitness club on this property. Therefore, the current proposal could be considered less intensive than previous plans for the property.
- Since the closed circuit flight training occurs primarily during daylight hours, complaints regarding sleep interruption as a result of aircraft noise would be less likely to occur than complaints from locations underlying the itinerant traffic pattern.

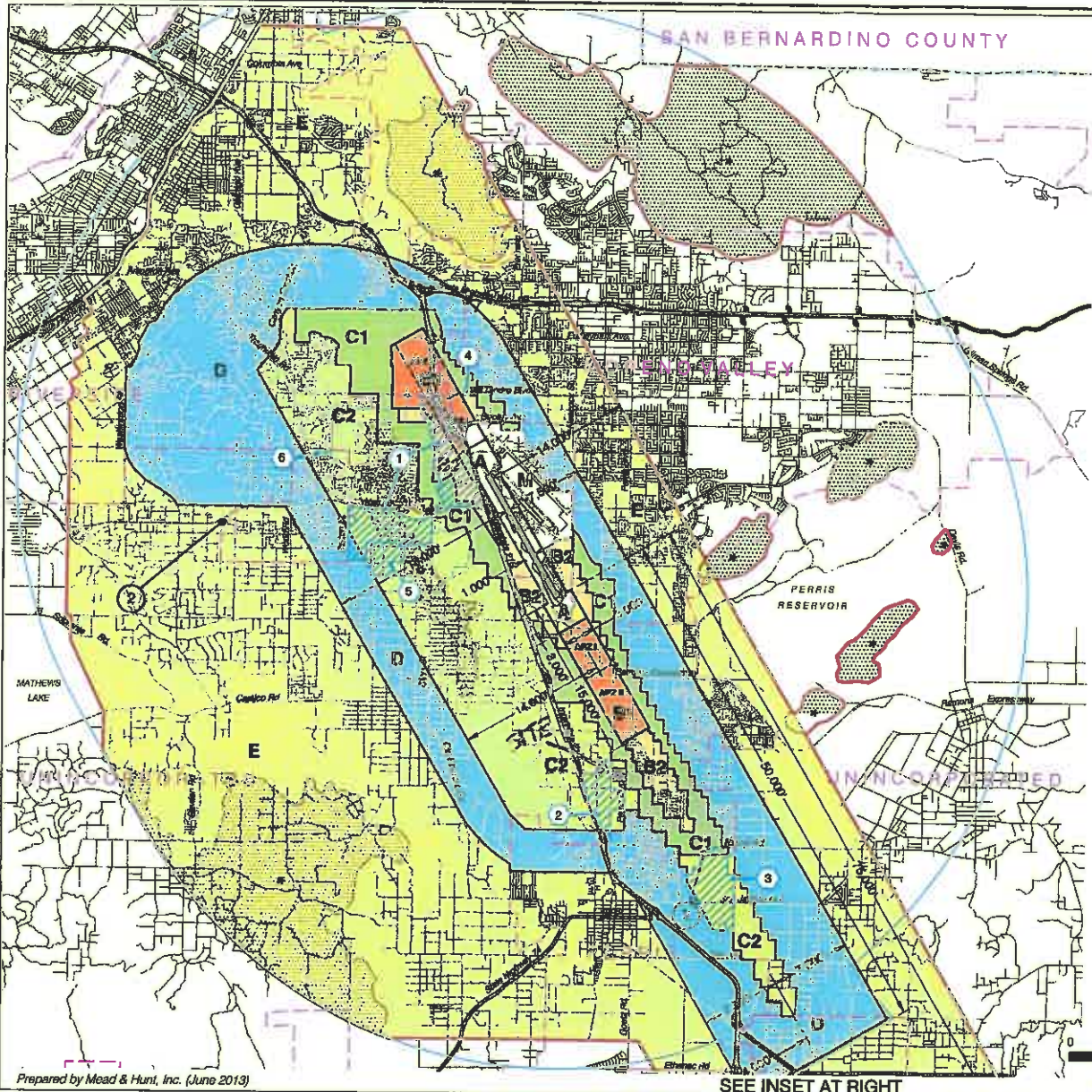
**CONDITIONS (in the event that this project is found consistent):**

1. Any outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky.
2. The following uses shall be prohibited:
  - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
  - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.

- (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area, including landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, artificial marshes, wastewater management facilities, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.
  - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
- 3. The attached notice shall be provided to all prospective purchasers of the property and tenants of the proposed dwelling units, and shall be recorded as a deed notice.
- 4. Any new detention basin(s) on the site 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 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.
- 5. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.
- 6. The proposed dwelling units must have sound attenuation features sufficient to reduce interior noise levels from exterior aviation-related sources to no more than CNEL 40dB (a noise level reduction of up to 25dB). The City of Perris shall require an acoustical study to ensure compliance with this requirement.

# 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**

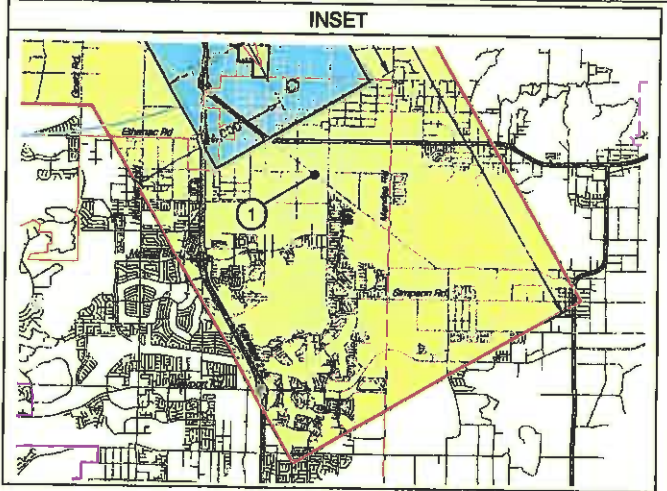
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

**Boundary Lines**

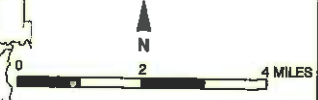
- March Air Reserve Base / Air Force Property
- March Joint Powers Authority Property Line
- County Boundary
- City Limits
- Site-Specific Exceptions (existing local agency commitments to development projects)

- 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.

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



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

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

Google Maps Perris, CA

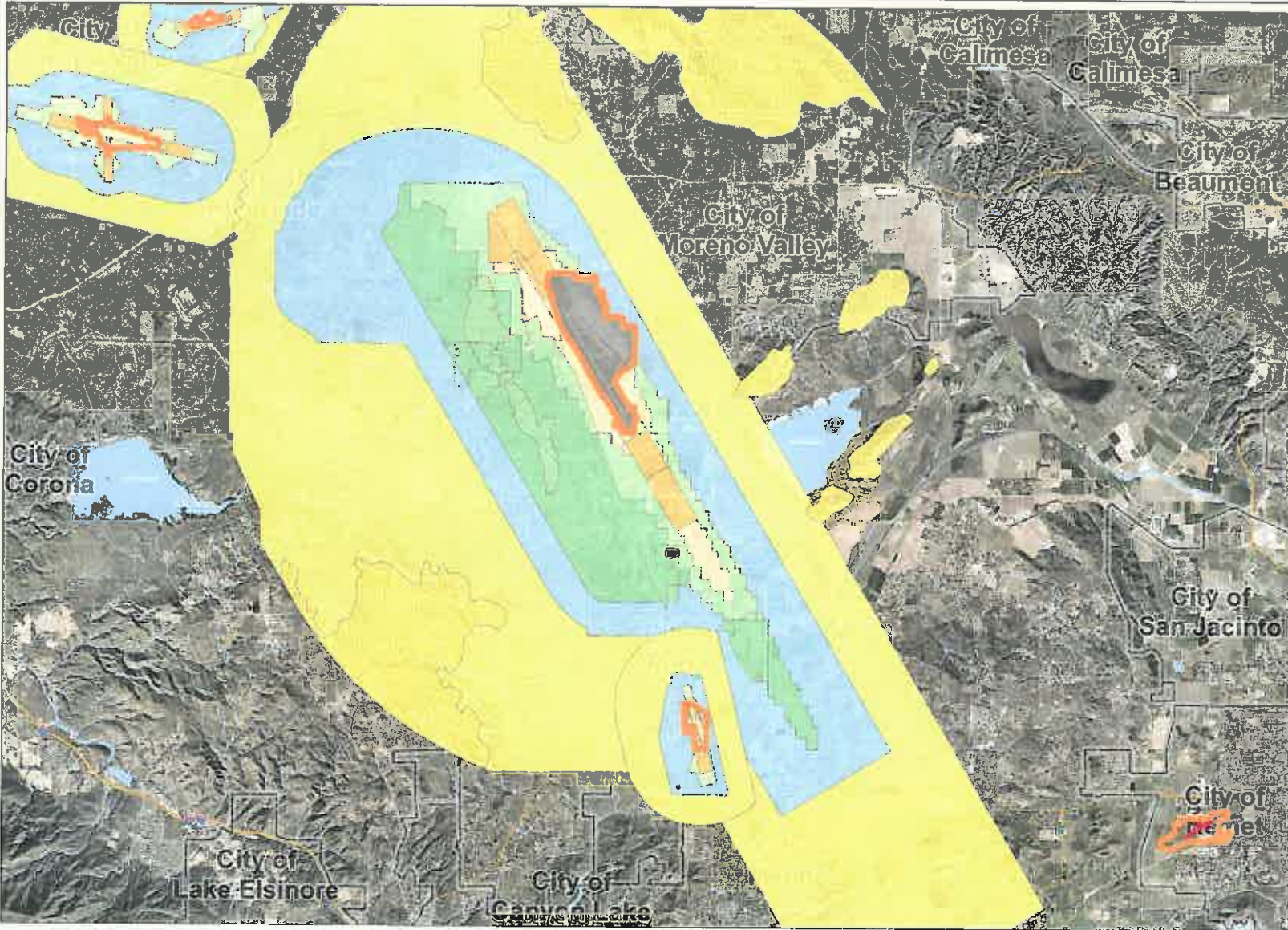
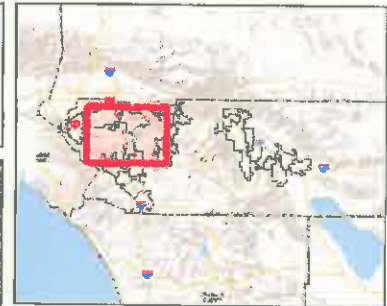


Imagery ©2015 County of San Bernardino, Data CSUMB SFML, CA OPC, DigiT!Globe, Landsat, U.S. Geological Survey, USDA 2000 ft Farm Service Agency, Map data ©2015 Google

Measure distance


Total distance: 3.10 mi (4.99 km)

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



0      21,785      43,570 Feet



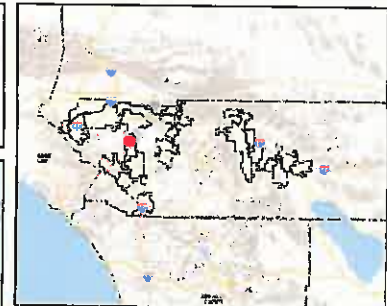
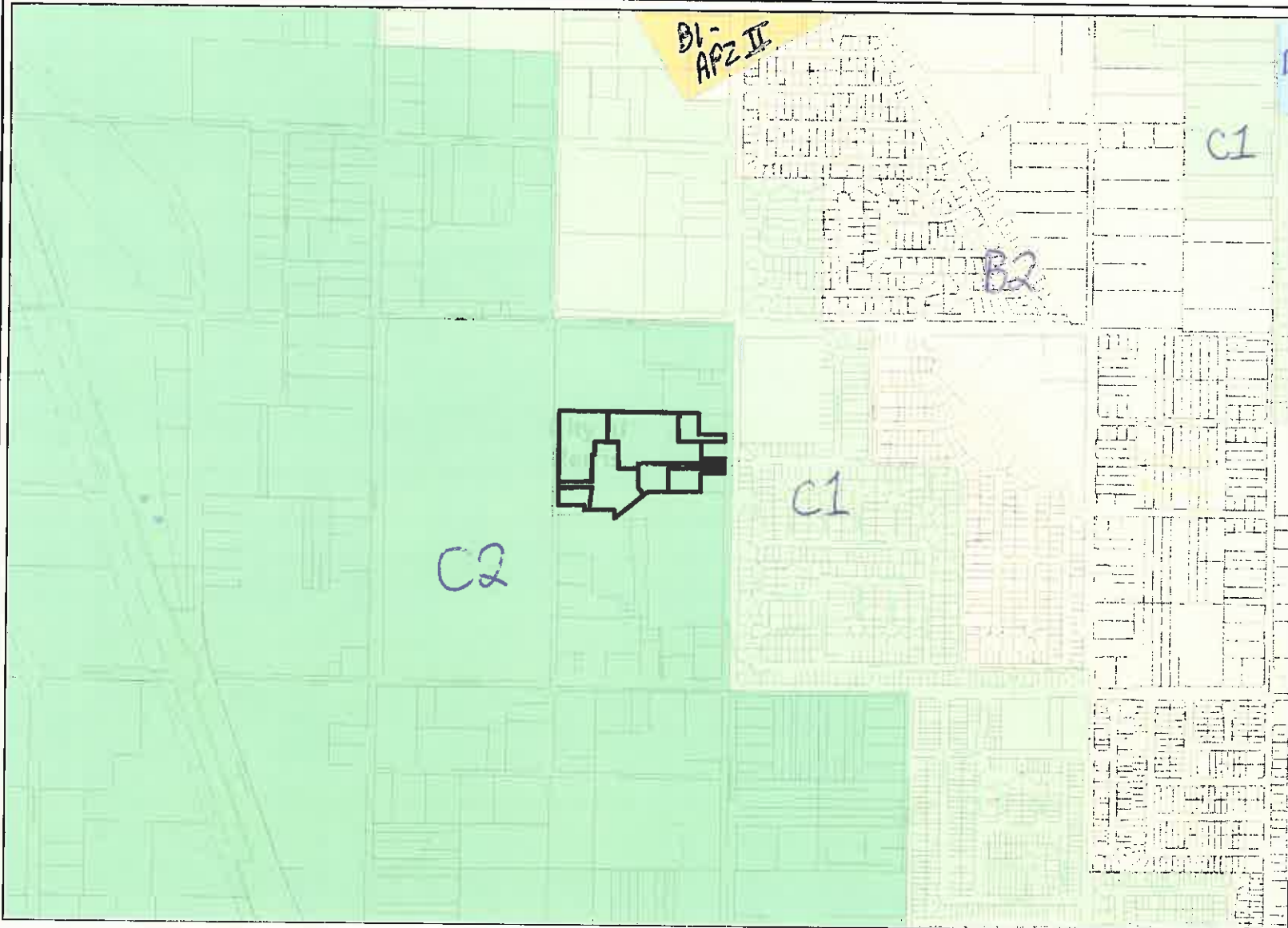
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**Notes**



# 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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0 1,362 2,723 Feet

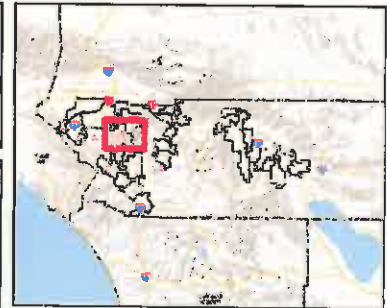
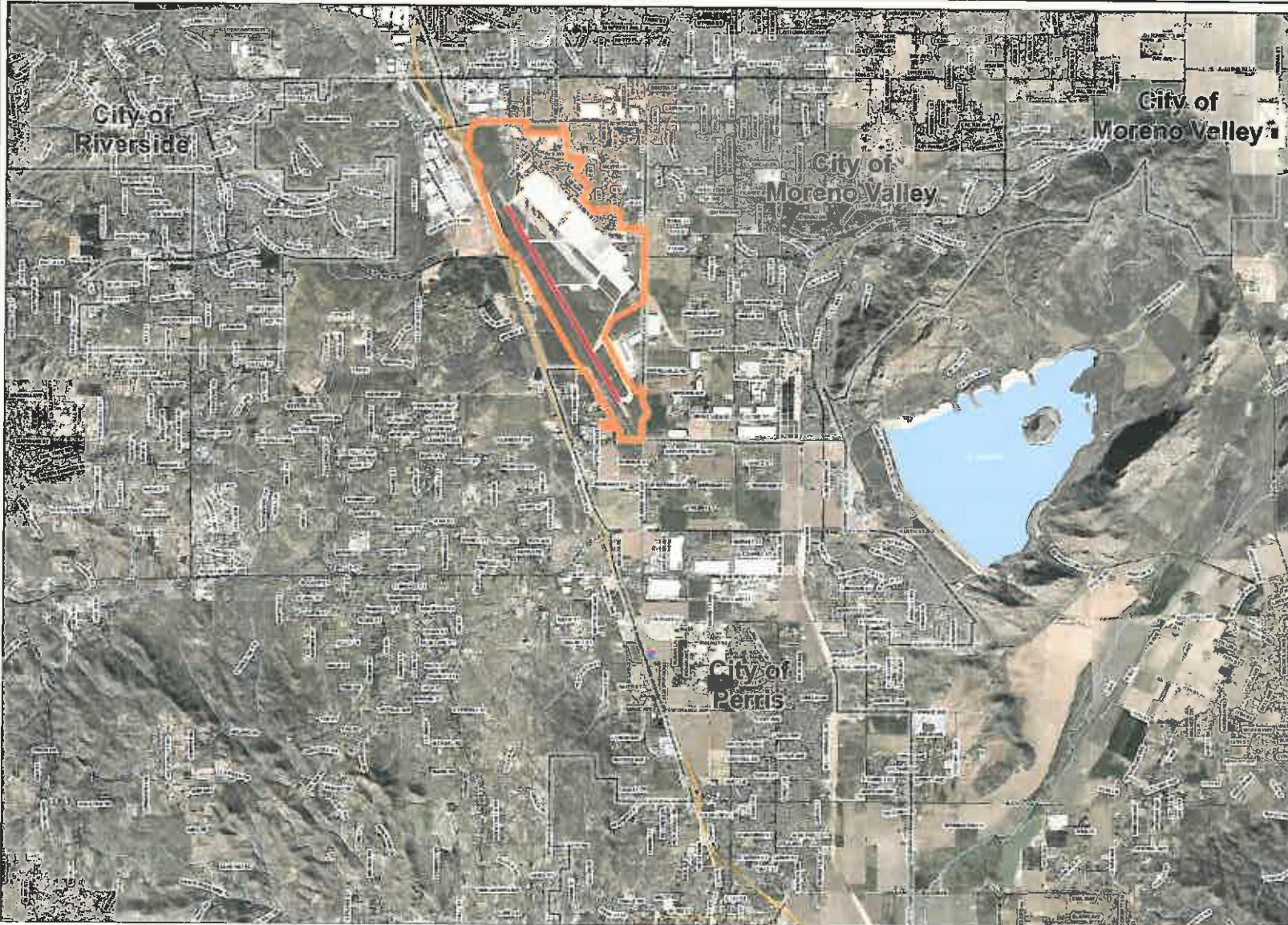


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






© Riverside County TLMA GIS

## Notes

# My Map



## Legend

-  Airports
-  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



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0 10,892 21,785 Feet

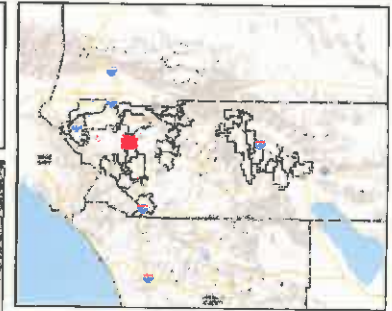


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## Notes

# My Map



## Legend

- Airports
- Runways
- City Boundaries
- roadsanno
- highways
- HWY
- INTERCHANGE
- INTERSTATE
- OFFRAMP
- ONRAMP
- USHWY
- roads
- Major Roads
- Arterial
- Collector
- Residential
- counties
- cities
- hydrographylines
- waterbodies
- Lakes
- Rivers



0 2,723 5,446 Feet



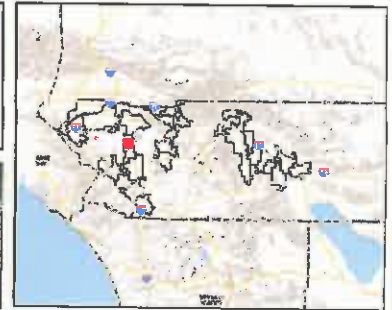
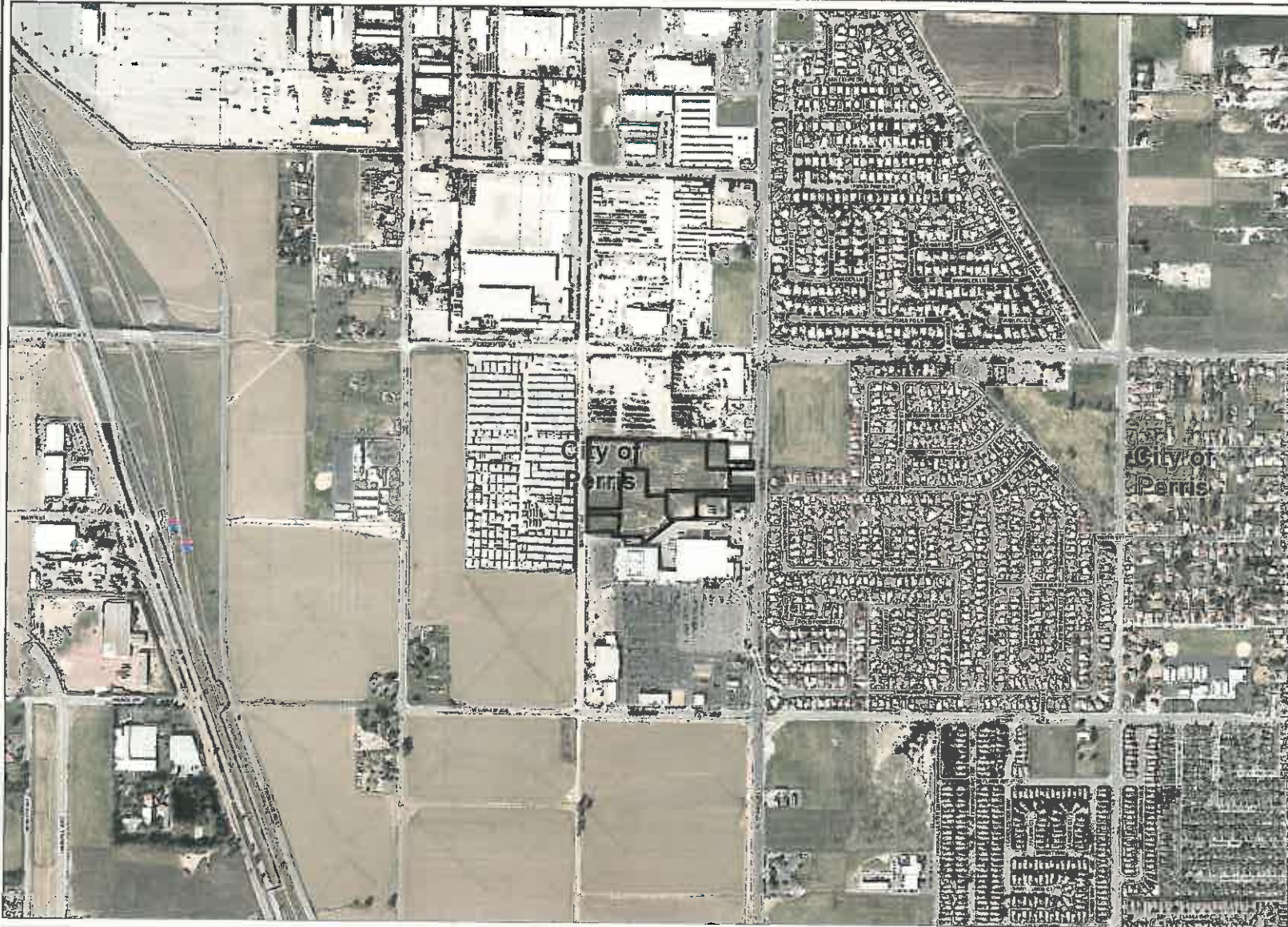
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## Notes

# My Map



## Legend

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



0 1,362 2,723 Feet



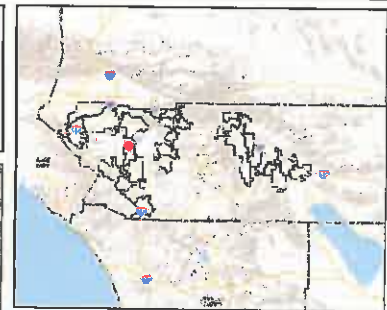
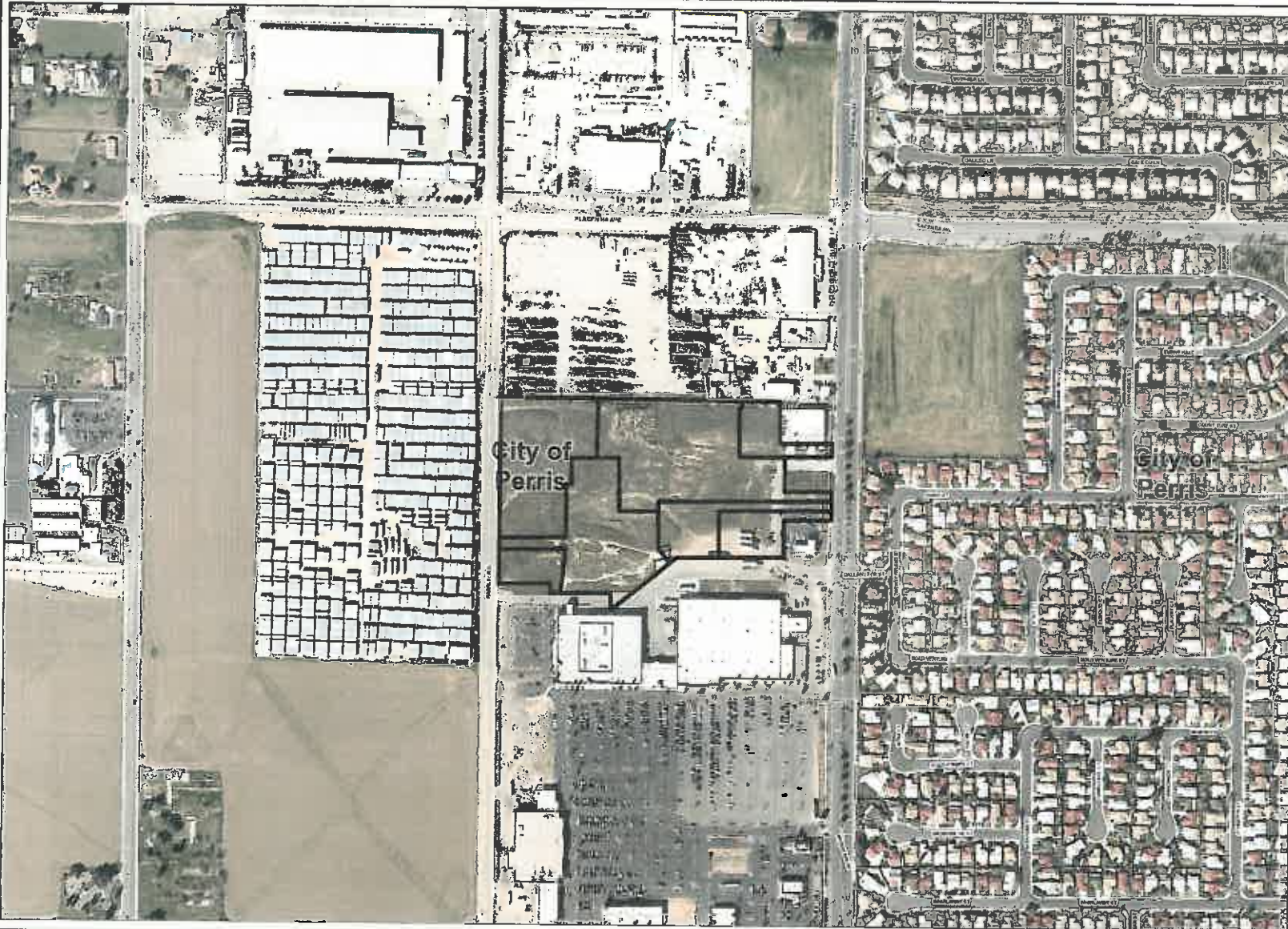
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## Notes

# My Map



## Legend

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



0 681 1,362 Feet

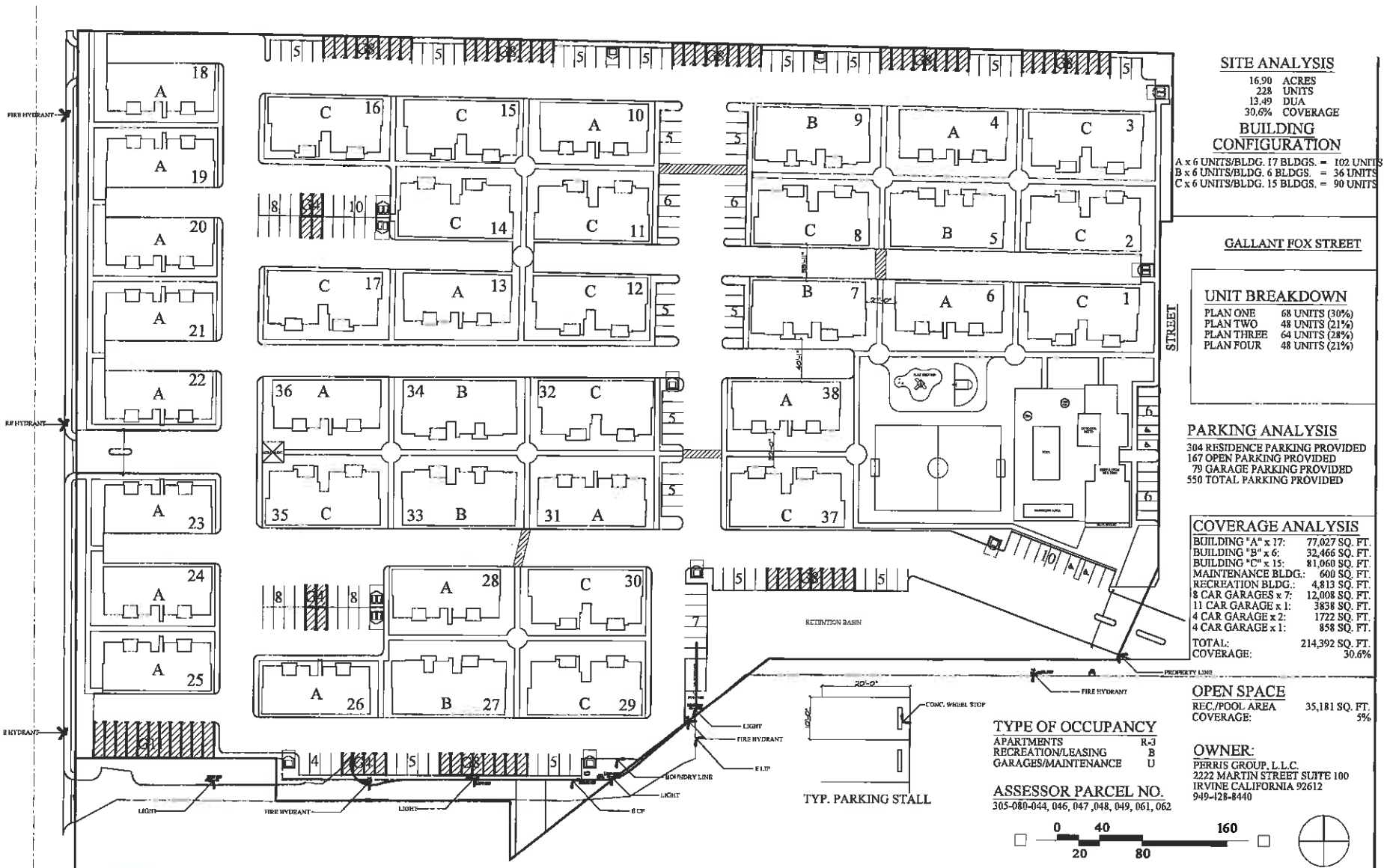


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## Notes



**SITE ANALYSIS**

16.90 ACRES  
 228 UNITS  
 13.49 DUA  
 30.6% COVERAGE

**BUILDING CONFIGURATION**

A x 6 UNITS/BLDG. 17 BLDGS. = 102 UNITS  
 B x 6 UNITS/BLDG. 6 BLDGS. = 36 UNITS  
 C x 6 UNITS/BLDG. 15 BLDGS. = 90 UNITS

**UNIT BREAKDOWN**

PLAN ONE 68 UNITS (30%)  
 PLAN TWO 48 UNITS (21%)  
 PLAN THREE 64 UNITS (28%)  
 PLAN FOUR 48 UNITS (21%)

**PARKING ANALYSIS**

304 RESIDENCE PARKING PROVIDED  
 167 OPEN PARKING PROVIDED  
 79 GARAGE PARKING PROVIDED  
 550 TOTAL PARKING PROVIDED

**COVERAGE ANALYSIS**

BUILDING "A" x 17: 77,027 SQ. FT.  
 BUILDING "B" x 6: 32,466 SQ. FT.  
 BUILDING "C" x 15: 81,060 SQ. FT.  
 MAINTENANCE BLDG.: 600 SQ. FT.  
 RECREATION BLDG.: 4,813 SQ. FT.  
 8 CAR GARAGES x 7: 12,008 SQ. FT.  
 11 CAR GARAGE x 1: 3,838 SQ. FT.  
 4 CAR GARAGE x 2: 1,722 SQ. FT.  
 4 CAR GARAGE x 1: 858 SQ. FT.  
 TOTAL: 214,392 SQ. FT.  
 COVERAGE: 30.6%

**OPEN SPACE**

REC./POOL AREA 35,181 SQ. FT.  
 COVERAGE: 5%

**TYPE OF OCCUPANCY**

APARTMENTS R-3  
 RECREATION/LEASING B  
 GARAGES/MAINTENANCE U

**ASSESSOR PARCEL NO.**

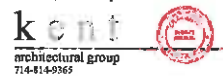
305-080-044, 046, 047, 048, 049, 061, 062

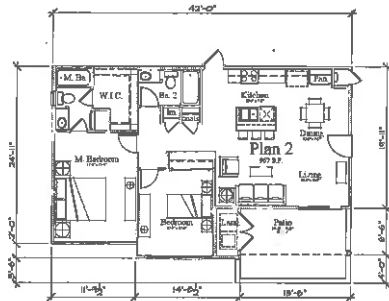
**OWNER:**

PERRIS GROUP, L.L.C.  
 2222 MARTIN STREET SUITE 100  
 IRVINE CALIFORNIA 92612  
 949-428-8440

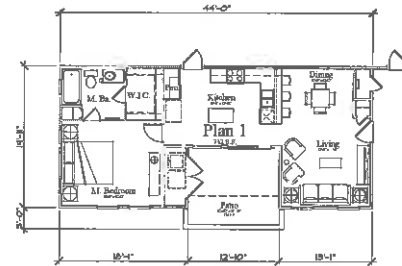


**SITE PLAN**

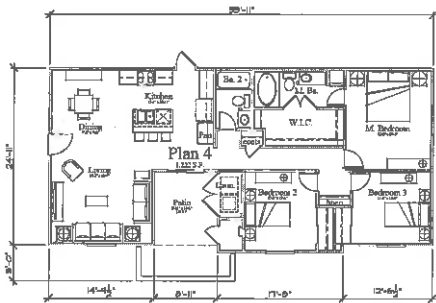




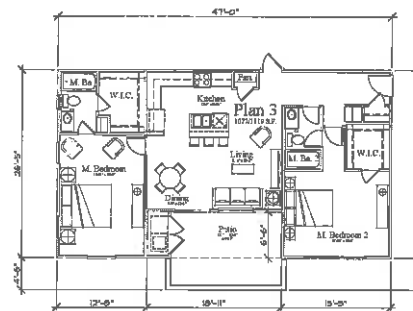
PLAN 2



PLAN 1



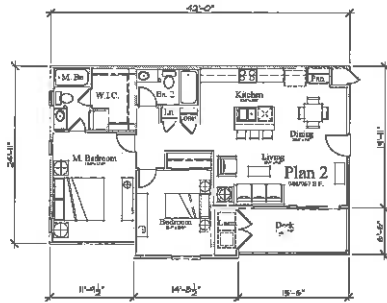
PLAN 4



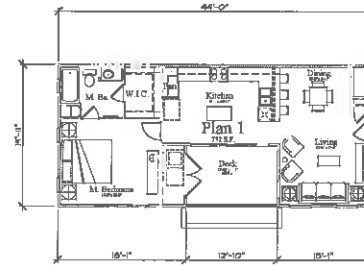
PLAN 3

UNIT PLANS GROUND FLOOR PLAN

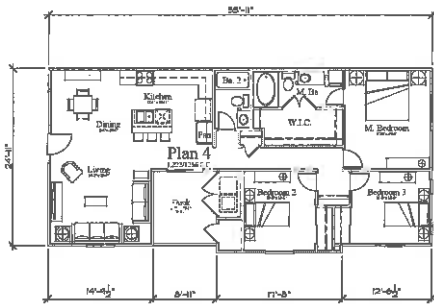
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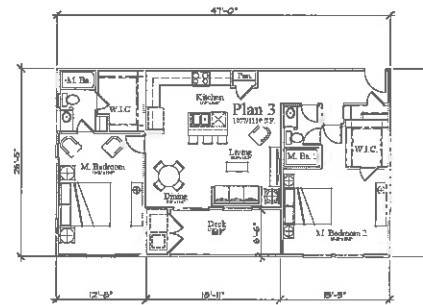
PLAN 2



PLAN 1



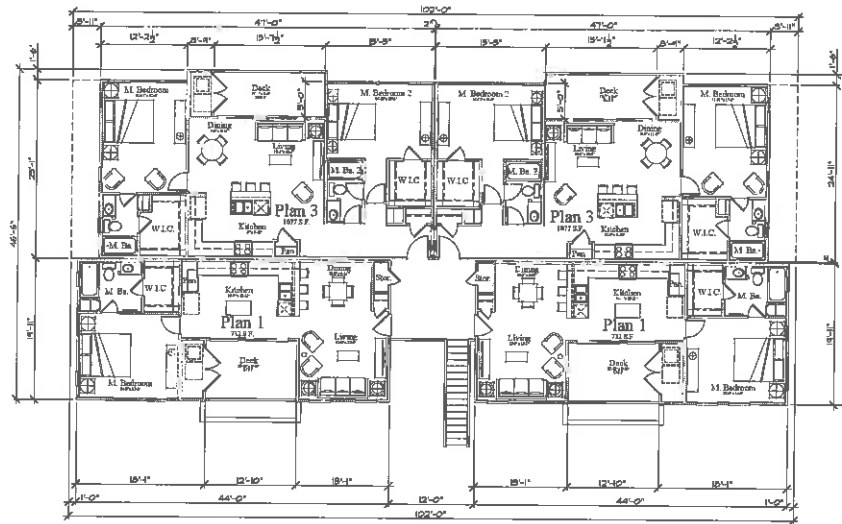
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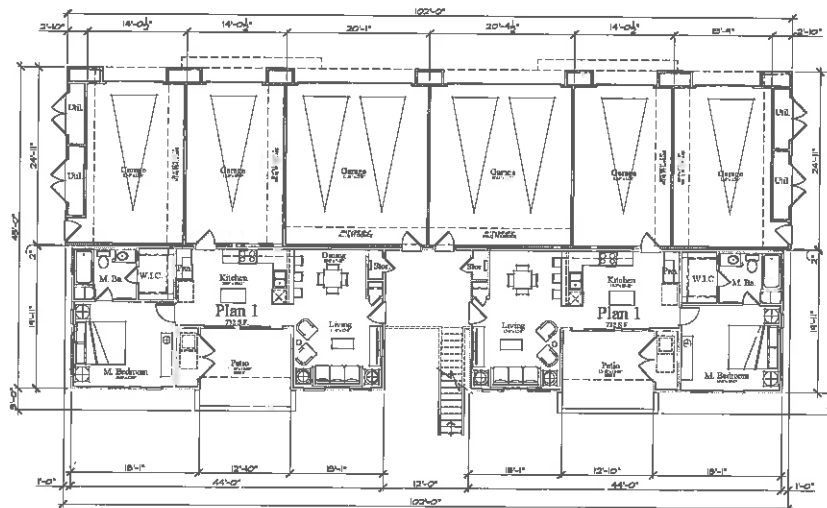
PLAN 3

UNIT PLANS LEVEL 2  
SCALE: 1/4"=1'-0"



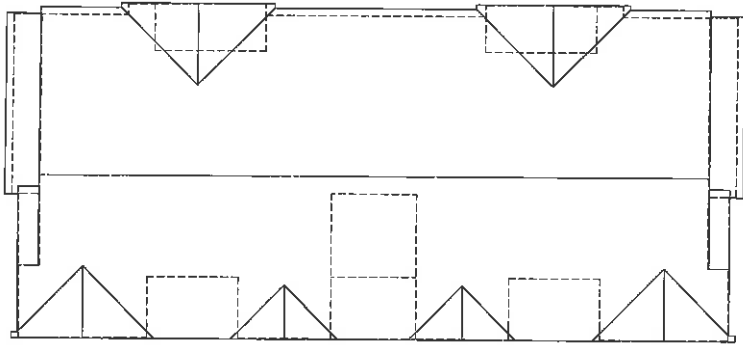


SECOND FLOOR PLAN



GROUND FLOOR PLAN

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



ROOF PLAN



REAR



RIGHT

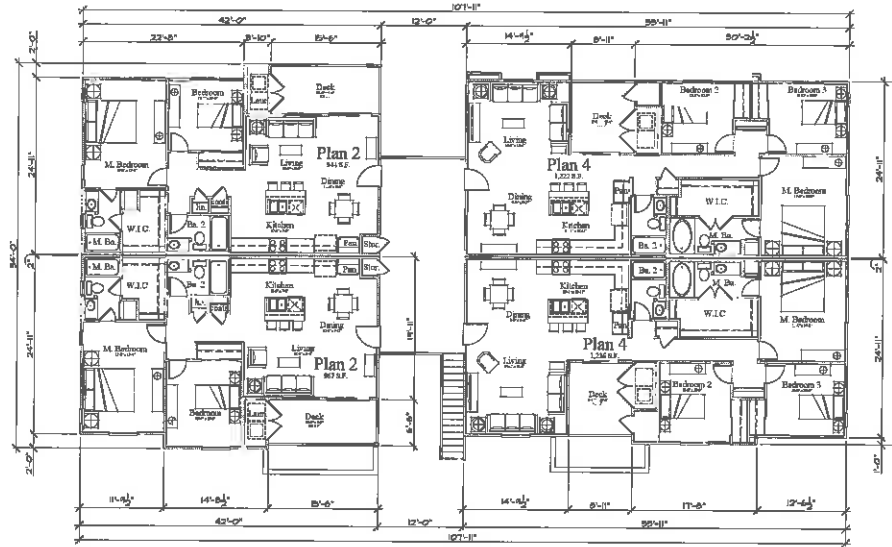
LEFT



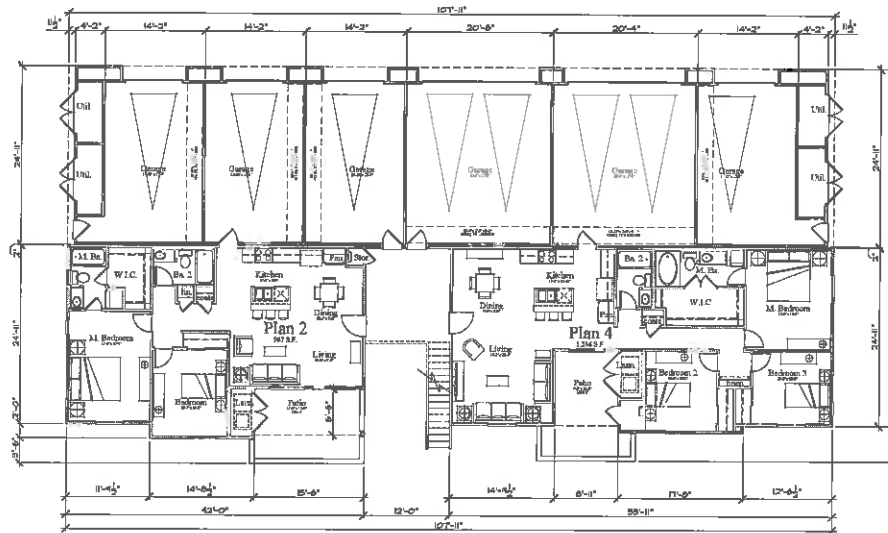
FRONT

CONCEPTUAL ELEVATIONS

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

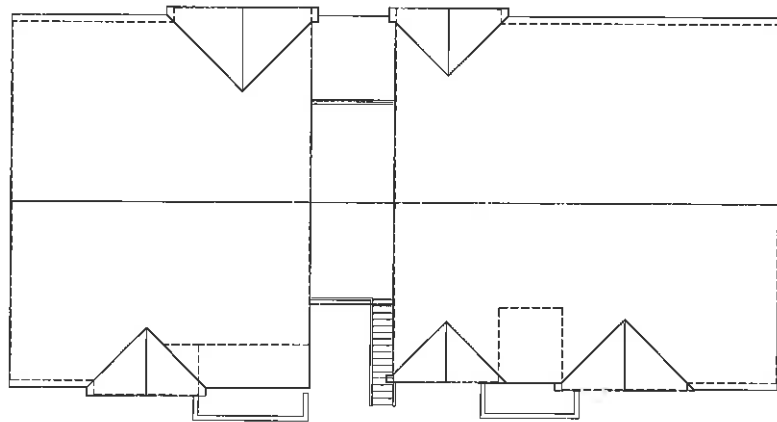


SECOND FLOOR PLAN



GROUND FLOOR PLAN

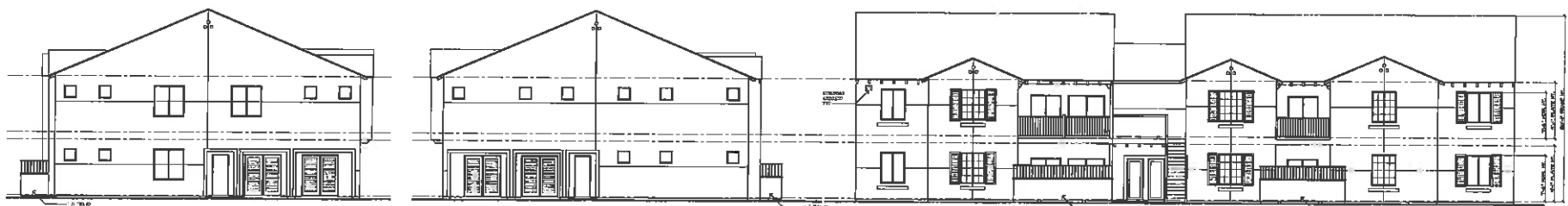
BUILDING B  
SCALE: 1/8"=1'-0"



ROOF PLAN



REAR



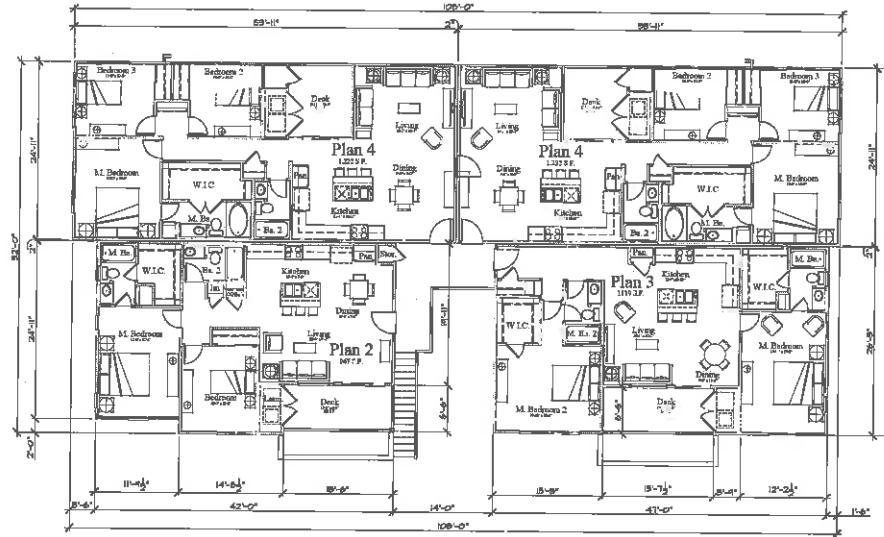
RIGHT

LEFT

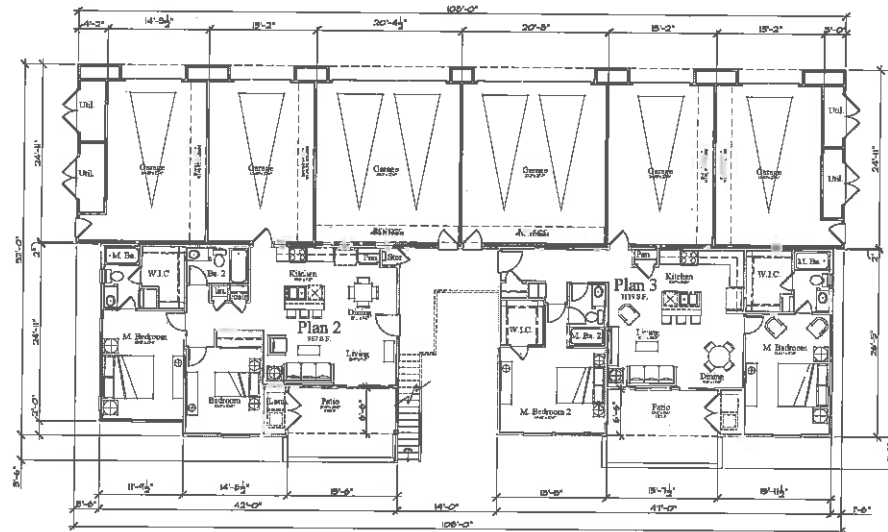
FRONT

CONCEPTUAL ELEVATIONS

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

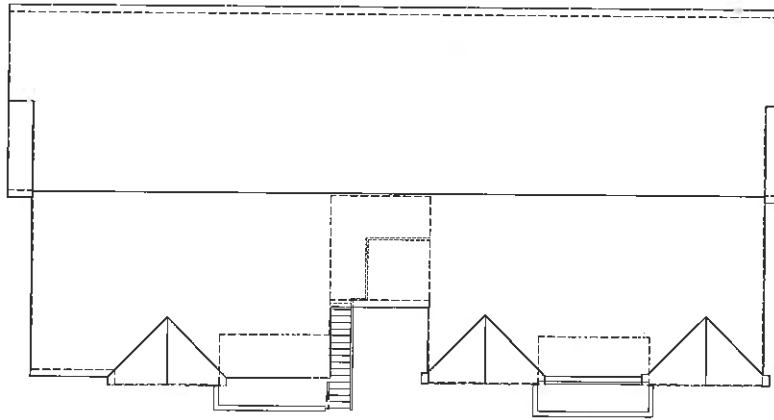


SECOND FLOOR PLAN

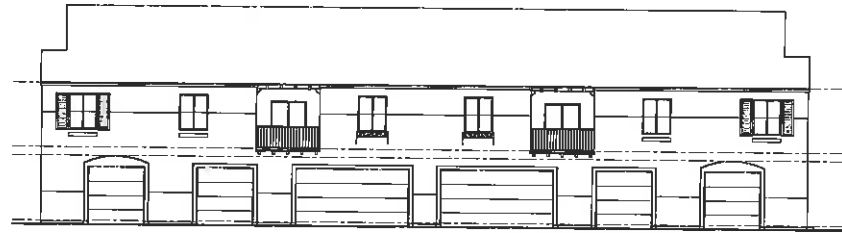


GROUND FLOOR PLAN

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



ROOF PLAN



REAR



RIGHT



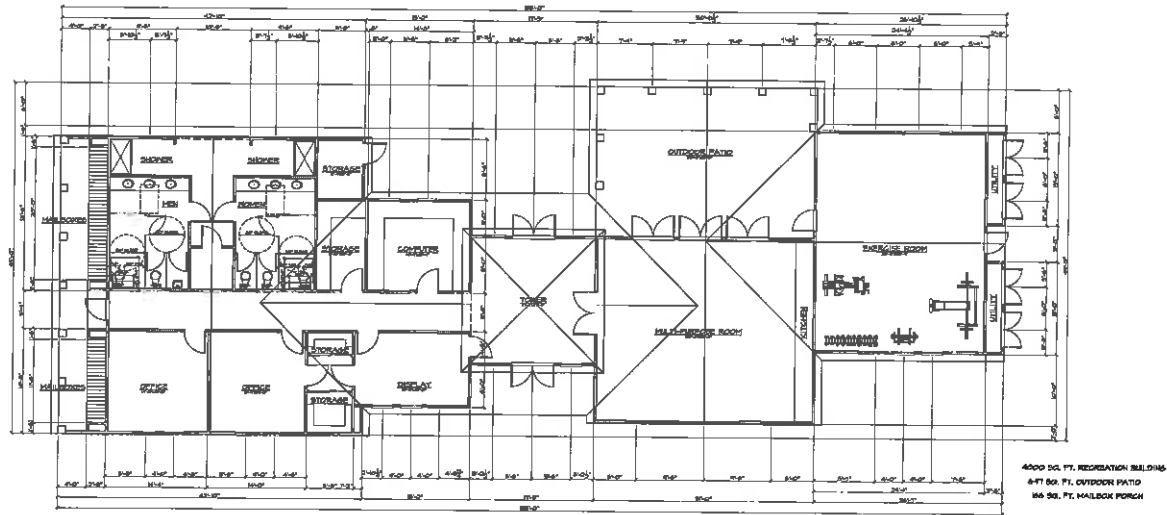
LEFT



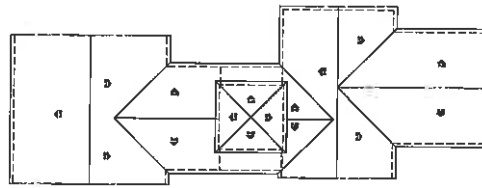
FRONT

CONCEPTUAL ELEVATIONS

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



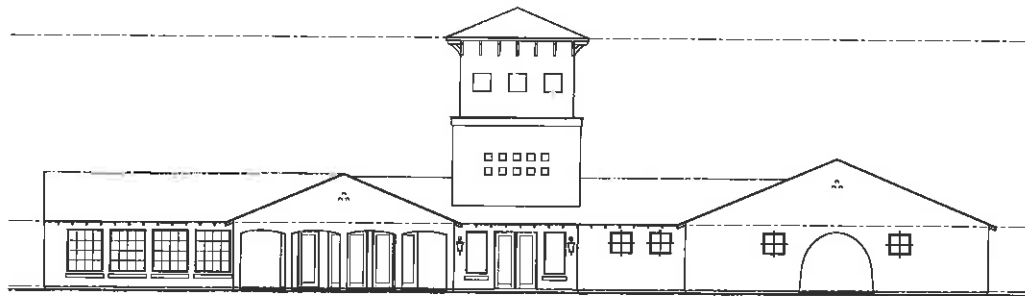
Recreation and Leasing Center  
SCALE: 1/8"=1'-0"



ROOF PLAN



RIGHT



REAR



LEFT



FRONT

Recreation and Leasing Center

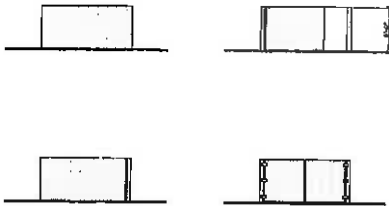
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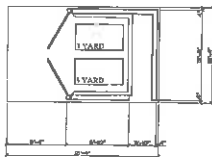
## Sheet Index

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Second Floor Unit Plans	4
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Building "A" Exterior Elevations	6
Building "B" Floor Plans	7
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Recreation Building Floor Plan	11
Recreation Building Elevations	12
Garages & Trash Enclosure	13
Entry Tower & Maintenance Build.	14





Trash Enclosure Elevations



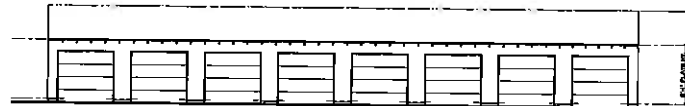
Trash Enclosure Plan



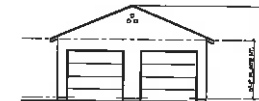
8 Bay Garage Side Elevation



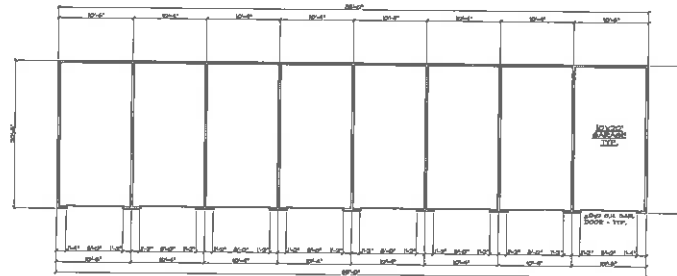
4 Bay Garage Side Elevation



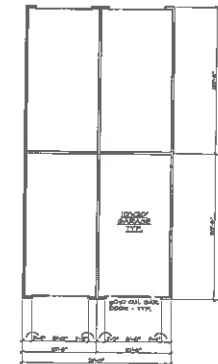
8 Bay Garage Front Elevation  
4 and 11 Bay Garages Similar



4 Bay Garage Front Elevation



8 Bay Garage Floor Plan  
4 and 11 Bay Garages Similar



4 Bay Garage Floor Plan

## 8 and 4 Bay Garages and Trash Enclosure

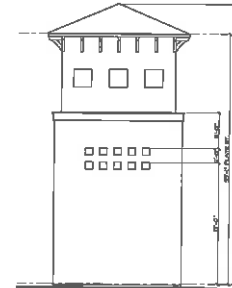
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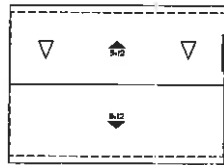
SIDE ELEVATION



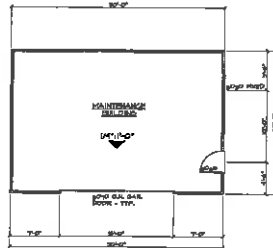
FRONT ELEVATION



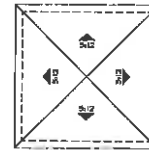
ELEVATION - TYPICAL OF 4



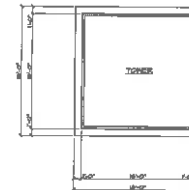
ROOF PLAN



FLOOR PLAN



ROOF PLAN



FLOOR PLAN

Zone	Locations	Density / Intensity Standards			Req'd Open Land	Additional Criteria	
		Residential (d.u./ac) <sup>1</sup>	Other Uses (people/ac) <sup>2</sup>			Prohibited Uses <sup>3</sup>	Other Development Conditions <sup>4</sup>
			Average <sup>5</sup>	Single Acre <sup>6</sup>			
<b>M</b>	Military						<ul style="list-style-type: none"> <li>› No ALUC authority</li> </ul>
<b>A</b>	Clear Zone <sup>7</sup>	No new dwellings allowed	0	0	All Remaining	<ul style="list-style-type: none"> <li>› All non-aeronautical structures</li> <li>› Assemblages of people</li> <li>› Objects exceeding FAR Part 77 height limits</li> <li>› All storage of hazardous materials</li> <li>› Hazards to flight <sup>8</sup></li> </ul>	<ul style="list-style-type: none"> <li>› Electromagnetic radiation notification <sup>9</sup></li> <li>› Avigation easement dedication and disclosure <sup>4,7</sup></li> </ul>
<b>B1</b>	Inner Approach/Departure Zone	No new dwellings allowed <sup>10</sup>	25 (APZ I) 50 (APZ II and outside APZs) <sup>11</sup>	100 100	Max. 50% lot coverage within APZs <sup>12</sup>	<ul style="list-style-type: none"> <li>› Children's schools, day care centers, libraries</li> <li>› Hospitals, congregate care facilities, hotels/motels, restaurants, places of assembly</li> <li>› Bldgs with &gt;1 aboveground habitable floor in APZ I or &gt;2 floors in APZ II and outside of APZs <sup>13</sup></li> <li>› Hazardous materials manufacture/storage <sup>14</sup></li> <li>› Noise sensitive outdoor nonresidential uses <sup>15</sup></li> <li>› Critical community infrastructure facilities <sup>16</sup></li> <li>› Hazards to flight <sup>8</sup></li> <li>› Uses listed in AIGUZ as not compatible in APZ I or APZ II <sup>17</sup></li> </ul>	<ul style="list-style-type: none"> <li>› Locate structures maximum distance from extended runway centerline</li> <li>› Sound attenuation as necessary to meet interior noise level criteria <sup>18</sup></li> <li>› Zoned fire sprinkler systems required</li> <li>› Airspace review req'd for objects &gt; 35 ft. tall <sup>19</sup></li> <li>› Electromagnetic radiation notification <sup>9</sup></li> <li>› Avigation easement dedication and disclosure <sup>4</sup></li> </ul>
<b>B2</b>	High Noise Zone	No new dwellings allowed <sup>10</sup>	100	250	No Req't	<ul style="list-style-type: none"> <li>› Children's schools, day care centers, libraries</li> <li>› Hospitals, congregate care facilities, hotels/motels, places of assembly</li> <li>› Bldgs with &gt;3 aboveground habitable floors</li> <li>› Noise-sensitive outdoor nonresidential uses <sup>15</sup></li> <li>› Critical community infrastructure facilities <sup>16</sup></li> <li>› Hazards to flight <sup>8</sup></li> </ul>	<ul style="list-style-type: none"> <li>› Locate structures max. distance from runway</li> <li>› Sound attenuation as necessary to meet interior noise level criteria <sup>18</sup></li> <li>› Aboveground bulk storage of hazardous materials discouraged <sup>14,20</sup></li> <li>› Airspace review req'd for objects &gt; 35 ft. tall <sup>19</sup></li> <li>› Electromagnetic radiation notification <sup>9</sup></li> <li>› Avigation easement dedication and disclosure <sup>4</sup></li> </ul>
<b>C1</b>	Primary Approach/Departure Zone	≤3.0	100	250	No Req't	<ul style="list-style-type: none"> <li>› Children's schools, day care centers, libraries</li> <li>› Hospitals, congregate care facilities, places of assembly</li> <li>› Noise-sensitive outdoor nonresidential uses <sup>15</sup></li> <li>› Hazards to flight <sup>8</sup></li> </ul>	<ul style="list-style-type: none"> <li>› Critical community infrastructure facilities discouraged <sup>16,20</sup></li> <li>› Aboveground bulk storage of hazardous materials discouraged <sup>14,20</sup></li> <li>› Sound attenuation as necessary to meet interior noise level criteria <sup>18</sup></li> <li>› Airspace review req'd for objects &gt; 70 ft. tall <sup>19</sup></li> <li>› Electromagnetic radiation notification <sup>9</sup></li> <li>› Deed notice and disclosure <sup>4</sup></li> </ul>
<b>C2</b>	Flight Corridor Zone	≤ 6.0	200	500	No Req't	<ul style="list-style-type: none"> <li>› Highly noise-sensitive outdoor nonresidential uses <sup>15</sup></li> <li>› Hazards to flight <sup>8</sup></li> </ul>	<ul style="list-style-type: none"> <li>› Children's schools discouraged <sup>20</sup></li> <li>› Airspace review req'd for objects &gt; 70 ft. tall <sup>19</sup></li> <li>› Electromagnetic radiation notification <sup>9</sup></li> <li>› Deed notice and disclosure <sup>4</sup></li> </ul>
<b>D</b>	Flight Corridor Buffer	No Limit	No restriction <sup>21</sup>	No Restriction	No Req't	<ul style="list-style-type: none"> <li>› Hazards to flight <sup>8</sup></li> </ul>	<ul style="list-style-type: none"> <li>› Major spectator-oriented sports stadium, amphitheaters, concert halls discouraged <sup>21</sup></li> <li>› Electromagnetic radiation notification <sup>9</sup></li> <li>› Deed notice and disclosure <sup>4</sup></li> </ul>
<b>E</b>	Other Airport Environs	No Limit	No Restriction <sup>21</sup>	No Restriction	No Req't	<ul style="list-style-type: none"> <li>› Hazards to flight <sup>8</sup></li> </ul>	<ul style="list-style-type: none"> <li>› Disclosure only <sup>4</sup></li> </ul>
<b>*</b>	High Terrain	Same as Underlying Compatibility Zone			Not Applicable	<ul style="list-style-type: none"> <li>› Hazards to flight <sup>8</sup></li> <li>› Other uses restricted in accordance with criteria for underlying zone</li> </ul>	<ul style="list-style-type: none"> <li>› Airspace review req'd for objects &gt; 35 ft. tall <sup>19</sup></li> <li>› Avigation easement dedication and disclosure <sup>4</sup></li> </ul>

**Table MA-2**

**Basic Compatibility Criteria**  
**March Air Reserve Base / Inland Port Airport**

## NOTES:

Policies referenced here are from the *Riverside County Airport Land Use Compatibility Plan* adopted by the Riverside County ALUC for other airports beginning in October 2004. The countywide policies are hereby incorporated into the *March ARB/IPA ALUCP* except as modified or supplemented by the policies in Section MA.2 of this chapter. A complete copy of the *Riverside County Airport Land Use Compatibility Plan* is available on the Riverside County Airport Land Use Commission website at [www.rcaluc.org](http://www.rcaluc.org).

- <sup>1</sup> Residential development must not contain more than the indicated number of dwelling units (excluding secondary units) per gross acre. Clustering of units is encouraged provided that the density is limited to no more than 4.0 times the allowable average density for the zone in which the development is proposed. Gross acreage includes the property at issue plus a share of adjacent roads and any adjacent, permanently dedicated, open lands. Mixed-use development in which residential uses are proposed to be located in conjunction with nonresidential uses in the same or adjoining buildings on the same site shall be treated as nonresidential development for the purposes of usage intensity calculations; that is, the occupants of the residential component must be included in calculating the overall number of occupants on the site. A residential component shall not be permitted as part of a mixed use development in zones where residential uses are indicated as incompatible. See Countywide Policy 3.1.3(d). All existing residential development, regardless of densities, is not subject to ALUC authority.
- <sup>2</sup> Usage intensity calculations shall include all people (e.g., employees, customers/visitors, etc.) who may be on the property at a single point in time, whether indoors or outside.
- <sup>3</sup> The uses listed here are ones that are explicitly prohibited regardless of whether they meet the intensity criteria. In addition to these explicitly prohibited uses, other uses will normally not be permitted in the respective compatibility zones because they do not meet the usage intensity criteria. See *Riverside County Airport Land Use Compatibility Plan*, Volume 1, Appendix D for a full list of compatibility designations for specific land uses.
- <sup>4</sup> As part of certain real estate transactions involving residential property within any compatibility zone (that is, anywhere within an airport influence area), information regarding airport proximity and the existence of aircraft overflights must be disclosed. This requirement is set by state law. See Countywide Policy 4.4.2 for details. Easement dedication and deed notice requirements indicated for specific compatibility zones apply only to new development and to reuse if discretionary approval is required. Except within Zone A (Clear Zone), aviation easements are to be dedicated to the March Inland Port Airport Authority. See sample language in [www.marchipa.com/docs\\_forms/aviationeasement.pdf](http://www.marchipa.com/docs_forms/aviationeasement.pdf). Any aviation easements required within Zone A shall be dedicated to the United States of America.
- <sup>5</sup> The total number of people permitted on a project site at any time, except rare special events, must not exceed the indicated usage intensity times the gross acreage of the site. Rare special events are ones (such as an air show at the airport) for which a facility is not designed and normally not used and for which extra safety precautions can be taken as appropriate.
- <sup>6</sup> Clustering of nonresidential development is permitted. However, no single acre of a project site shall exceed the indicated number of people per acre. See Countywide Policy 4.2.5 for details.
- <sup>7</sup> Clear zone (equivalent to runway protection zone at civilian airports) limits that delineate Zone A are derived from locations indicated in the March Air Reserve Base AICUZ study. See Note 4 for aviation easement dedication requirements in this zone.
- <sup>8</sup> Hazards to flight include physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations. Land use development that may cause the attraction of birds to increase is also prohibited. Man-made features must be designed to avoid heightened attraction of birds. In Zones A, B1, and B2, flood control facilities should be designed to hold water for no more than 48 hours following a storm and be completely dry between storms (see FAA Advisory Circular 150/5200-33B). Additionally, certain farm crops and farming practices that tend to attract birds are strongly discouraged. These include: certain crops (e.g., rice, barley, oats, wheat – particularly durum – corn, sunflower, clover, berries, cherries, grapes, and apples); farming activities (e.g., tilling and harvesting); confined livestock operations (i.e., feedlots, dairy operations, hog or chicken production facilities, or egg-laying operations); and various farming practices (e.g., livestock feed, water, and manure). Fish production (i.e., catfish, trout) conducted outside of fully enclosed buildings may require mitigation measures (e.g., netting of outdoor ponds, providing covered structures) to prevent bird attraction. Also see Countywide Policy 4.3.7.
- <sup>9</sup> March ARB must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include microwave transmission in conjunction with a cellular tower, radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers and other similar EMR emissions.
- <sup>10</sup> Other than in Zone A, construction of a single-family home, including a second unit as defined by state law, on a legal lot of record is exempted from this restriction where such use is permitted by local land use regulations. Interior noise level standards and aviation easement requirements for the compatibility zone in which the dwelling is to be located are to be applied.
- <sup>11</sup> Non-residential uses are limited to 25 people per gross acre in Accident Potential Zone (APZ) I and 50 people per acre in APZ II and elsewhere in Zone B1. Single-acre intensity limits are 100 people/acre throughout Zone B1.
- <sup>12</sup> In APZ I, any proposed development having more than 20% lot coverage must not provide on-site services to the public. Zoned fire sprinklers are required. Also, in APZ I, site design of proposed development should to the extent possible avoid placement of buildings within 100 feet of the ex-

Table MA-2, continued

tended runway centerline; this center strip should be devoted to parking, landscaping, and outdoor storage. Maximum lot coverage is not limited outside the APZs.

- <sup>13</sup> Within APZ II and outside APZs, two-story buildings are allowed.
- <sup>14</sup> Storage of aviation fuel and other aviation-related flammable materials on the airport is exempted from this criterion. In APZ I, manufacture or bulk storage of hazardous materials (toxic, explosive, corrosive) is prohibited unless storage is underground; small quantities of materials may be stored for use on site. In APZ II and elsewhere within Zone B1, aboveground storage of more than 6,000 gallons of nonaviation flammable materials per tank is prohibited. In Zones B2 and C1, aboveground storage of more than 6,000 gallons of hazardous or flammable materials per tank is discouraged.
- <sup>15</sup> Examples of noise-sensitive outdoor nonresidential uses that should be prohibited include major spectator-oriented sports stadiums, amphitheatres, concert halls and drive-in theaters. Caution should be exercised with respect to uses such as poultry farms and nature preserves.
- <sup>16</sup> Critical community facilities include power plants, electrical substations, and public communications facilities. See Countywide Policy 4.2.3(d).
- <sup>17</sup> For properties in either APZ I or II, any use listed as "N – not compatible" for that particular APZ in Table 3-1 of the 2005 *Air Installation Compatible Use Zone Study for March Air Reserve Base*. Beyond the boundaries of the APZs in Zone B1, such uses are discouraged, but not necessarily prohibited unless otherwise specified herein.
- <sup>18</sup> All new residences, schools, libraries, museums, hotels and motels, hospitals and nursing homes, places of worship, and other noise-sensitive uses must have sound attenuation features incorporated into the structures sufficient to reduce interior noise levels from exterior aviation-related sources to no more than CNEL 40 dB. This requirement is intended to reduce the disruptiveness of loud individual aircraft noise events upon uses in this zone and represents a higher standard than the CNEL 45 dB standard set by state and local regulations and countywide ALUC policy. Office space must have sound attenuation features sufficient to reduce the exterior aviation-related noise level to no more than CNEL 45 dB. To ensure compliance with these criteria, an acoustical study shall be required to be completed for any development proposed to be situated where the aviation-related noise exposure is more than 20 dB above the interior standard (e.g., within the CNEL 60 dB contour where the interior standard is CNEL 40 dB). Standard building construction is presumed to provide adequate sound attenuation where the difference between the exterior noise exposure and the interior standard is 20 dB or less.
- <sup>19</sup> This height criterion is for general guidance. Airspace review requirements are determined on a site-specific basis in accordance with Part 77 of the Federal Aviation Regulations. Shorter objects normally will not be airspace obstructions unless situated at a ground elevation well above that of the airport. Taller objects may be acceptable if determined not to be obstructions. The Federal Aviation Administration or California Department of Transportation Division of Aeronautics may require marking and/or lighting of certain objects. See Countywide Policies 4.3.4 and 4.3.6 for additional information.
- <sup>20</sup> Discouraged uses should generally not be permitted unless no feasible alternative is available.
- <sup>21</sup> Although no explicit upper limit on usage intensity is defined for *Zone D and E*, land uses of the types listed—uses that attract very high concentrations of people in confined areas—are discouraged in locations below or near the principal arrival and departure flight tracks.

Table MA-2, continued

- (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.

indicated in Table MA-1. Table 3A which is applicable to other airports in the county does not apply to March ARB/IPA. Table MA-1 makes adjustments to Table 3A that take into account the comparatively large geographic extent of the airport's impacts. Also, Compatibility Zone C is divided into two separate zones, C1 and C2.

The outer limits of *Zone E* and the areas within the *High Terrain Zone* define the airport influence area for March ARB/IPA. On the east side of the airfield, Zone E is established at 14,000 feet from the runway centerline. This distance is equivalent to the outer limits of the civilian airport conical surface, as established by FAR Part 77. The compatibility zones on the west side of the airport are more extensive because those areas are routinely overflown by both military and civilian aircraft.

## MA.2 Additional/Specific Compatibility Policies

Policies set forth in Chapter 2, Countywide Policies, shall be modified or supplemented for the *March ARB/IPA ALUCP* as follows.

### 2.1 *Basic Land Use Compatibility Criteria:*

- (a) Countywide Table 2A: The basic compatibility criteria listed in Table 2A do not apply to the environs of March ARB/IPA. The compatibility criteria that shall be applicable to the March ARB/IPA influence area are set forth in Table MA-2. For the purposes of land use compatibility matters involving the March ARB/IPA influence area, any reference to Table 2A in the policies of Chapter 2 shall instead be taken as a reference to Table MA-2.
- (b) Countywide Policy 3.1.3(b): The policy concerning residential densities in Compatibility Zone D is not applicable to March ARB/IPA.
- (c) Countywide Policy 3.1.4(b): The reference to special risk-reduction building design measures is not applicable to March ARB/IPA.

2.2 *Infill:* Countywide Policy 3.3.1(a)(2) notwithstanding, infill residential development in the vicinity of March ARB/IPA need only be 50% bounded by similar uses to qualify as infill. All other provisions of Countywide Policy 3.3.1 apply.

### 2.3 *Supporting Compatibility Criteria for Noise:*

- (a) Countywide Policy 4.1.5: The CNEL considered normally acceptable for new residential land uses in the vicinity of March ARB/IPA is 65 dB. Table 2B is not applicable.
- (b) Countywide Policy 4.1.6: Single-event noise levels from aircraft operations can be particularly intrusive at night. Compared to other airports in the county, current and projected nighttime activity by large aircraft at March ARB/IPA warrants a greater degree of sound attenuation for the interiors of buildings housing certain uses as cited below.
  - (1) The maximum, aircraft-related, interior noise level that shall be considered acceptable shall be CNEL 40 dB for all new residences, schools, libraries, museums, hotels and motels, hospitals and nursing homes, places of worship, and other noise-sensitive uses. For office uses, the interior standard shall be CNEL 45 dB, the same as the countywide criterion.



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

### 3.3. Special Conditions

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

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

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

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

## 4. SUPPORTING COMPATIBILITY CRITERIA

### 4.1. Noise

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

# **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, 14<sup>th</sup> Floor, Riverside, California 92501, Monday through Thursday from 8:00 a.m. to 5:00 p.m., and by prescheduled appointment on Fridays, from 9:00 a.m. to 5:00 p.m.

**PLACE OF HEARING:** Riverside County Administration Center  
4080 Lemon St., 1<sup>st</sup> Floor Board Chambers  
Riverside, California

**DATE OF HEARING:** March 10, 2016

**TIME OF HEARING:** 9:00 A.M.

### **CASE DESCRIPTION:**

ZAP1176MA16 – Perris Group LLC – Representative: Peter Kulmaticki, J. D. Pierce Co. – City of Perris Planning Case Nos. 15-05207 (General Plan Amendment), 15-05206 (Zone Change), 15-00014 (Development Plan Review), and 15-05205 PM 37014 (Tentative Parcel Map). The applicant proposes development of a 228-unit apartment project on 15.95-16.9 acres located on the easterly side of Barrett Street, westerly of Perris Boulevard, southerly of Placentia Street, and northerly of Orange Avenue in the City of Perris. The apartments will be in 38 buildings, each with six units. The project will also include a 4,813 square foot recreation building, maintenance building, automobile garages, swimming pool, soccer field, playground, and detention basin. PLN Case Nos. 15-05207 and 15-05206 propose to change the General Plan land use designation and zoning on 0.92 acres within the project site from CC (Community Commercial) to MFR-14 (Multi-Family Residential 14) so as to match the existing General Plan designation and zoning of the majority of the site. The associated Tentative Parcel Map No. 37014 would consolidate the existing parcels into a single lot. (Airport Compatibility Zone C2 of the March Air Reserve Base/Inland Port Airport Influence Area)

**FURTHER INFORMATION:** Contact John Guerin at (951) 955-0982. The ALUC holds hearings for local discretionary permits within the Airport Influence Areas, reviewing for aeronautical safety, noise and obstructions. All other concerns should be addressed to Ms. Diane Sbardellati of the City of Perris Planning Division at (951) 943-5003, ext. 252.

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

ALUC Identification No.

ZAP1176MA16

**PROJECT PROPONENT (TO BE COMPLETED BY APPLICANT)**

Date of Application January 19, 2016  
 Property Owner Perris Group LLC Phone Number 949-428-8456  
 Mailing Address 2222 Martin Street, Ste 100  
Irvine, CA 92612

Agent (if any) Project Manager: Peter Kulmaticki Phone Number 949-428-8456  
 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 N/A  
 Assessor's Parcel No. 305-080-044, 046, 047, 048, 049, 061, 062 Parcel Size 16.90 Acres  
 Subdivision Name N/A Zoning Classification MFR-14, CC as to APN  
 Lot Number N/A -046

**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) Unimproved vacant land.

Proposed Land Use (describe) A 228 unit apartment project with on site recreational center and outdoor amenities including: pool, tot lot, soccer field, and dog park.  
SEE ATTACHMENT

For Residential Uses Number of Parcels or Units on Site (exclude secondary units) 228 Units  
 For Other Land Uses Hours of Use N/A  
 (See Appendix C) Number of People on Site Maximum Number N/A  
 Method of Calculation N/A

Height Data Height above Ground or Tallest Object (including antennas and trees) 39'3" ft.  
 Highest Elevation (above sea level) of Any Object or Terrain on Site N/A ft.

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

*March 02*

REFERRING AGENCY (APPLICANT OR JURISDICTION TO COMPLETE)	
Date Received	
Agency Name	City of Perris
Staff Contact	Diane Sbardellati
Phone Number	(951) 943-5003 ext. 252
Agency's Project No.	PLN15-00014, PLN15-05207, PLN15-05205 PLN15-05206
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>Parcel Map, Development 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



January 19, 2016

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

Re: Perris Apartment Site

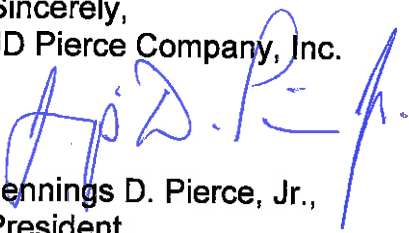
Dear Mr. John Guerin:

Enclosed is the application for our infill project in the City of Perris for review by the Riverside County Airport Land Use Commission. It is extremely important to us for the project to be approved by the commission.

We have outlined a number of reasons supporting an approval of the project, including compatibility with Land Use Compatibility document as well as a number of community benefits for the City of Perris and the County of Riverside. We expect to receive support from representatives of the City of Perris prior to and at your commission hearing.

We are hoping that the staff will recommend approval of our project to the commission, and appreciate any assistance that you provide to that end. Of course, anything we can do assist you or others at your agency will be acted upon immediately. Please let us know if you need additional information. Thank you again for your efforts.

Sincerely,  
JD Pierce Company, Inc.



Jennings D. Pierce, Jr.,  
President

CC: Ron Carr, Diane Sbardellati

Riverside County Airport Land Use Commission



## Application Attachment

Below you will find supplemental information to the application regarding our apartment project.

This apartment project from inception has been a collaborative effort worked on by Perris Group, LLC and the City of Perris. The Perris Spectrum shopping center which encompasses the subject property was apart of a non performing Community Facilities District administered by the City of Perris. Through joint efforts, the City of Perris and Perris Group LLC were instrumental in refinancing a Community Facilities District in the amount of \$3,900,000. In addition, Perris Group LLC was successful in paying \$426,000 in delinquent property taxes to Riverside County. All of these efforts have ensured the viability of the Perris Spectrum shopping center as well as laid the groundwork for a successful proposed apartment project.

Our property assessor parcel numbers are as follows: 305-080-044, 305-080-046, 305-080-047, 305-080-048, 305-080-049, 305-080-061, 305-080-062. Except for parcel 305-080-046 (zoned community commercial) all parcels are zoned MFR-14 (14 Units per Acre) under City of Perris General Plan and Zoning. We are currently in process to rezone parcel 046 to be compatible with all other parcels.

According to the airport land use commission March Air Reserve base land use compatibility plan our project lies under the C2 Flight Corridor designation. Our development site does not fall under any of the prohibited uses.

Highly noise-sensitive outdoor non residential use - NO  
Hazard to flight- NO

In addition, the other development conditions for C2 do not apply for our site.

Children's School – N/A

Airspace Review Required Objects > 70ft – N/A

Electromagnetic Radiation Devices – N/A

Deed Notice & Disclosure – N/A

I would like to point out some key facts about our infill project and the surrounding uses.

For reference the following are surrounding property uses.

North- Commercial/Industrial.

East- Community shopping center.

South- Community shopping center

West- City of Perris Harvest Landing Specific Plan. Within that specific plan directly to our West there is a plan to have a residential project with 22.4 Units/Acre directly West of our site.

Section 3.3.1 of the Airport Land Use Commission Compatibility plan specifically states the following:

**“Where development not in conformance with the criteria set for in the Compatibility plan already exists, additional infill development of similar land uses may be allowed to occur even if such land uses are to be prohibited elsewhere in the zone.”**

Due to the below facts our project qualifies as an infill project according to Countywide Policies section 3.3.1 sub section (a).

- Parcel size is 16.9 Gross Acres less than 20 acres required.
- 50% of the surrounding uses are more intense than our project.
- Proposed project does not extend boundaries into neighboring projects
- No further increases in residential density has been requested
- Area to be developed has never been set aside as open space

After qualifying as an infill site we believe the site meets or at least comes within a threshold of the criteria for approval based on either intensity/density allowed. The land use compatibility plan does not have a method of calculation to compare residential project density when surrounded by more intensive commercial spaces. Countywide policies allow for increased density based on the lesser of two methods found in section 3.1.1.

The first method uses average density of the existing lots that lie fully or partially within 300 feet. Setting aside the more intensive surrounding commercial uses on three sides of the project, on the western boundary an approved project in the Compatibility Plan contains residential development. Two projects have a density of 22.4 d/u per acre and 9.4 d/u per acre. Taking the average of those two residential projects we get 15.9 d/u acre which exceeds our proposed 13.49. Clearly, there is higher density residential adjacent to the project.

The second approach would be to double the density found in the March Air Base plan from 6 units per acre to 12 units per acre. Taking this simple approach and not factoring our respective location we exceed the d/u per acre by 1.49 (16.9 acre site total of 228 units is 13.49du/ac.) Such a marginal amount considering the intensive nature of our surrounding properties should not constitute an incompatible use.

Furthermore in the event that we do not meet the technical definitions in the Compatibility Plan as will be determined by the staff and commission, Section 3.3.6 of the Countywide Policies states

**“The compatibility criteria set forth in this Plan are intended to be applicable to all locations within each airport’s influence area. However, it is recognized that there may be specific situations where a normally incompatible use can be**

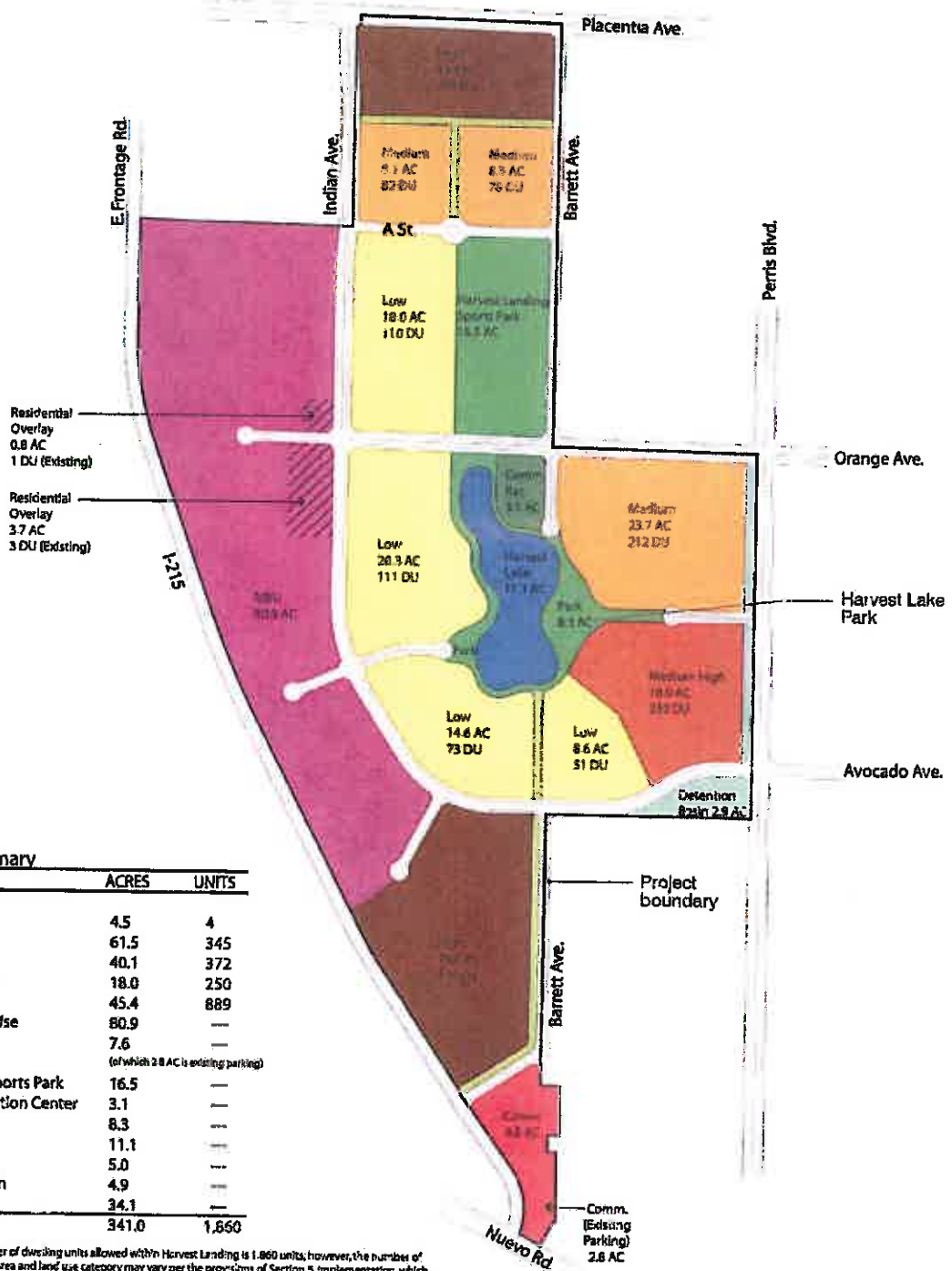
**considered compatible because of terrain, specific location, or other extraordinary factors or circumstances related to the site.”**

Joint work between the City of Perris, the County of Riverside and Perris Group, LLC on this particular property, its specific location, and circumstances related to the site lend reason for a small increase to the density to be allowed. The project has been organized and developed beginning in the summer of 2014 considering the existing City General Plan and Zoning with the idea that it would be a benefit to the community at large, the City of Perris, and the County of Riverside. Some of those benefits have already accrued to the County and the City through the payment of delinquent property taxes and the refinancing of the troubled CFD.

We would like the Commission to take into account that the City of Perris and Perris Group LLC has worked jointly on this project from early on in the process. The City and Perris Group LLC signed a Development/CFD agreement on April 17<sup>th</sup> 2015 which would qualify the development site under the definition of an existing land use (section 1.2.10 of the County Wide Policies).

From inception this site has been analyzed, budgeted, and remained economically feasible at 13.49 d/u per acre. Any deviation from the density we have planned jeopardizes the development of this project for the foreseeable future. We respectfully request that the commission approve our request of compatibility for our plan. Thank you.

# LAND USE PLAN



### Statistical Summary

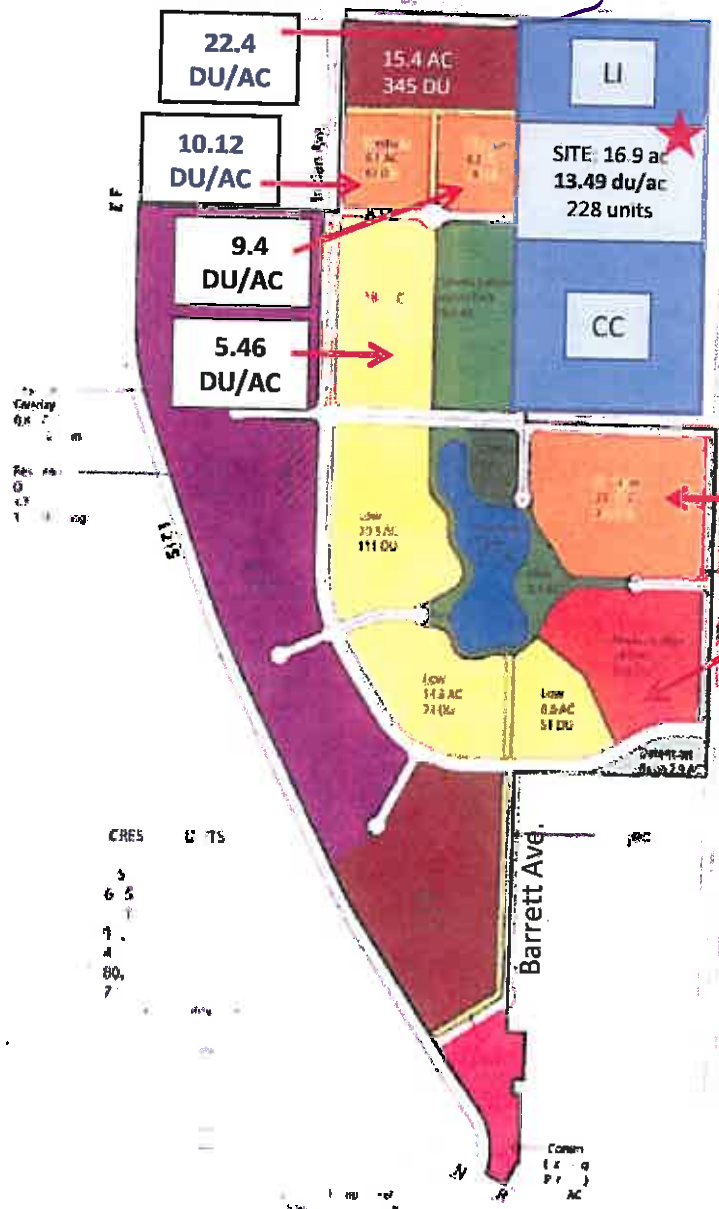
LAND USE	ACRES	UNITS
<b>Residential</b>		
Existing	4.5	4
Low	61.5	345
Medium	40.1	372
Medium High	18.0	250
High	45.4	889
<b>Multiple Business Use</b>	80.9	—
<b>Commercial</b>	7.6	—
	(of which 2.8 AC is existing parking)	
Harvest Landing Sports Park	16.5	—
Community Recreation Center	3.1	—
Harvest Lake Park	8.3	—
Harvest Lake	11.1	—
Paseo	5.0	—
Drainage/Detention	4.9	—
Street ROW	34.1	—
<b>TOTAL</b>	<b>341.0</b>	<b>1,860</b>

Notes: The maximum number of dwelling units allowed within Harvest Landing is 1,860 units; however, the number of units within each planning area and land use category may vary per the provisions of Section 5, Implementation, which allows for the transfer of residential density. Therefore, this land use plan depicts the intended development pattern and subsequent transfers of units may result in the minor shifting of the residential land use categories and/or residential units shown in each planning area. The units depicted on this plan are used to determine total units not the maximum density of each land use category.





Placentia Ave.



TRACT 20538  
 150 acres  
 713 units  
 5.2 du/ac  
 (incl. 14-acre park)

CRE5 0 TS  
 5  
 6 5  
 7  
 4  
 80,  
 7

Barrett Ave.

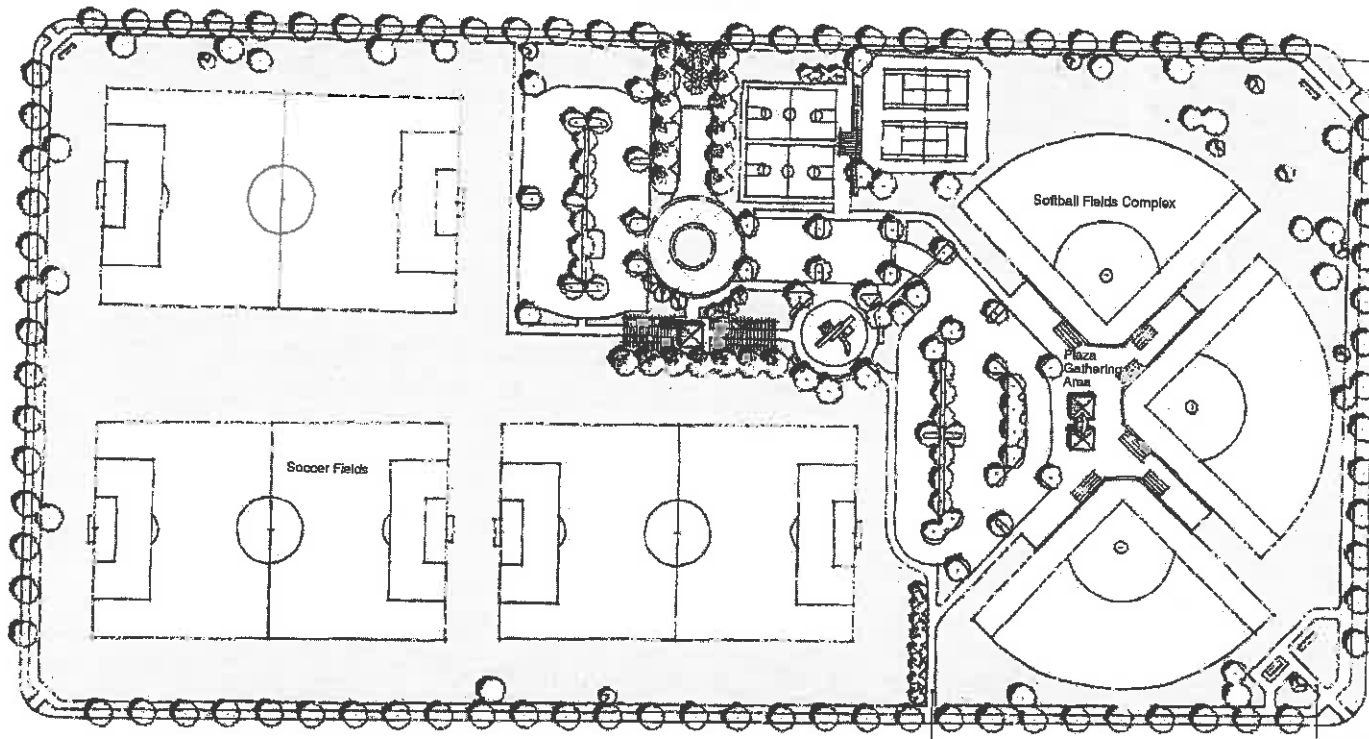
ALUC Surrounding Property Density

	Dwelling Units	Acres
Harvest Landing High Density	345	15.4
Harvest Landing Medium Density	78	8.3
Tract West of Perris Blvd	19	2.27
Total	442	25.97
	Dwelling Units/Acre	17.02

ALUC Acre Calculation including Park

	Dwelling Units	Acres
Subject Property	228	16.9
Sports Park	0	16.5
Total	228	33.40
	Dwelling Units/Acre	6.83

HARVEST LANDING SPORTS PARK CONCEPTUAL SITE PLAN



Pedestrian connection to Community Recreation Center with special paving.

- Harvest Landing Sports Park May Include:
- Baseball/Softball Fields Complex
  - Soccer Fields
  - Basketball and Volleyball Courts
  - Tennis Courts
  - Community Gardens or Fountains
  - Outdoor Gathering Areas with Trellis/Decking
  - Barbecue and Picnic Areas
  - Playground Equipment
  - Outdoor Play Areas
  - Multipurpose Trail

**Conceptual Illustration:**  
Does not account for grading or drainage.  
Illustration is intended to show range of facilities envisioned and not layout or arrangement.

Encourage connectivity with walkways and trails to adjacent neighborhoods.

Frame corners of park facility with monumentation, ornamental landscaping, and pedestrian orientation into the recreation areas.

Note: Illustration is conceptual in nature and subject to change. Park features and field orientation to be determined at the time of detailed park design.

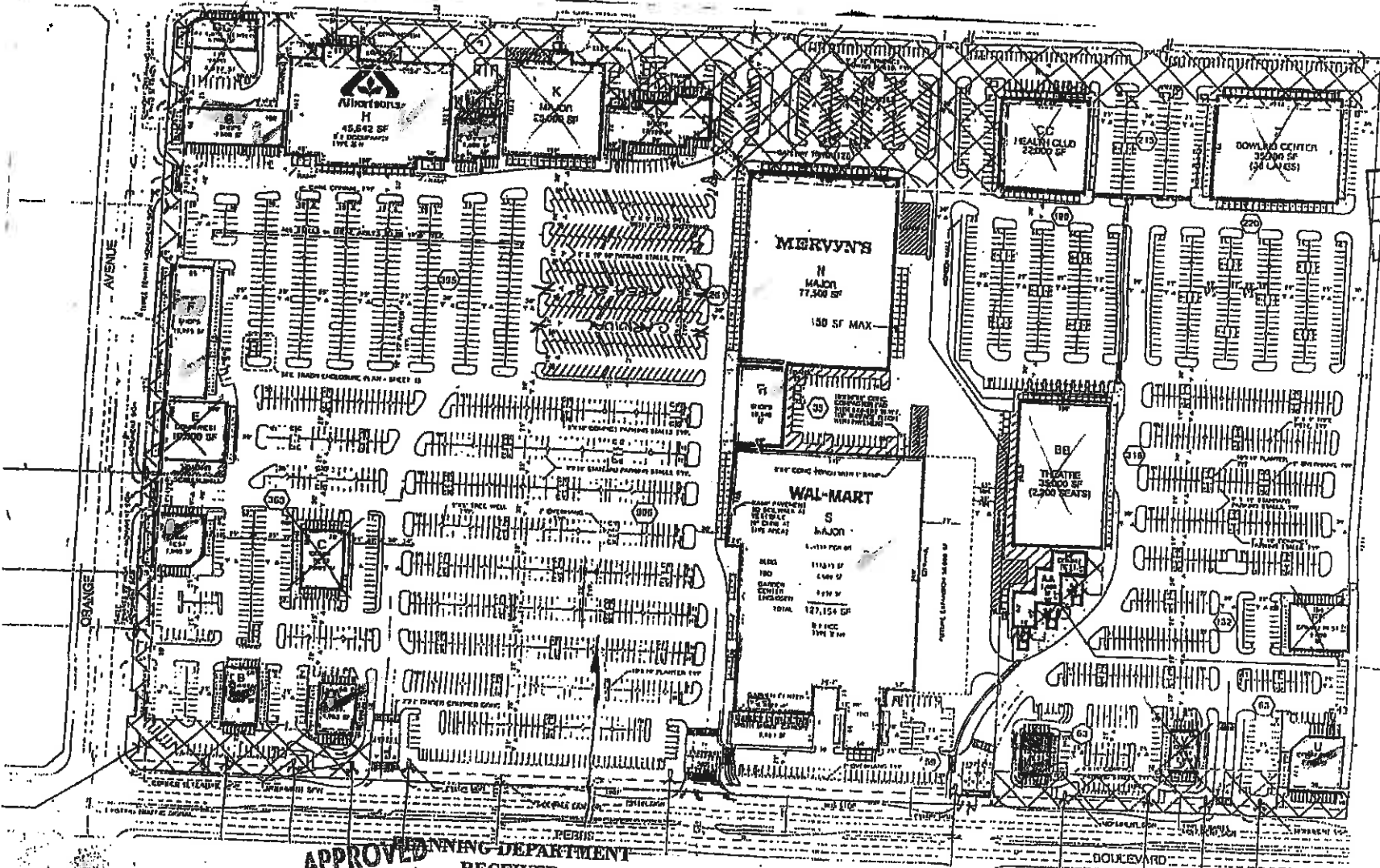
**Perris Spectrum Shopping Center**

	<b>Sq Footage</b>	<b>1/115 sq ft People</b>
<b>Napa Auto Parts</b>	<b>7,920</b>	<b>69</b>
<b>Cardenas Supermarket</b>	<b>45,642</b>	<b>397</b>
<b>Jack in the Box</b>	<b>2,850</b>	<b>25</b>
<b>Taco Bell</b>	<b>1,989</b>	<b>17</b>
<b>Dollar Tree</b>	<b>77,500</b>	<b>674</b>
<b>Domino's Pizza</b>	<b>9,600</b>	<b>83</b>
<b>Sprint Reseller, Dry Cleaners</b>	<b>5,706</b>	<b>50</b>
<b>Gentle Dental, Metro PCS</b>	<b>13,975</b>	<b>122</b>
<b>Payless Shoes, Fashion Today</b>	<b>10,746</b>	<b>93</b>
<b>Aarons Rentals</b>	<b>7,040</b>	<b>61</b>
<b>Wells Fargo Bank</b>	<b>4,472</b>	<b>39</b>
<b>Former Wal-Mart</b>	<b>127,154</b>	<b>1106</b>
<b>Total</b>	<b>314,594</b>	<b>2,736</b>



X BARCLADE

EXHIBIT  
CASE NO.



CAFE COURT MARQUEE

APPROVED PLANNING DEPARTMENT  
RECEIVED

108.45

CITY OF PERRIS  
PLANNING DEPT.

FEB 18 2003

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EXHIBIT  
CASE NO. **A**  
**P03-0059**

**P03-0057**

**COUNTY OF RIVERSIDE  
AIRPORT LAND USE COMMISSION**

**STAFF REPORT**

**AGENDA ITEM:** 3.8

**HEARING DATE:** March 10, 2016

**CASE NUMBER:** ZAP1073RI16 – Arlington PDRC LP (Representative: GK Pierce Architects, Inc., Glen Pierce)

**APPROVING JURISDICTION:** City of Riverside

**JURISDICTION CASE NO:** P15-0979 (Rezoning), P15-0980 (Conditional Use Permit), P15-0981 (Design Review)

**MAJOR ISSUES:** Pursuant to the Building Code Method, the proposed Design Review would result in an occupancy and an average intensity that would exceed the average acre criterion of 75 people per acre for Compatibility Zone C. Staff did analyze the applicability of Countywide Policy 3.3.1 for Infill, but the existing surrounding land uses (fast food and office) result in a lower average intensity. The surrounding land uses do have higher occupancies, but due to their larger lot sizes result in lower average intensity; therefore, the infill provisions for the proposed project would not apply since the surrounding uses would not strictly be defined as similar to or more intense than the proposed project.

The proposed Rezoning to General Commercial (CG) could allow for a variety of land uses that are prohibited uses within either Compatibility Zones B1 or C. However, these are all already permitted or conditionally permitted in the current Office zone, so if the Rezoning were not proposed these would continue to be conditionally permitted. The recommended Airport Protection Overlay Zone to apply to the Rezoning would assist in identifying the site's location within Compatibility Zone B1 and C and that these are not allowed uses within these Compatibility Zones. Without the Rezoning the Airport Protection Overlay Zone would not apply. Therefore, the Rezoning with the overlay would be better than the zoning remaining as is without the overlay.

**RECOMMENDATION:** Staff recommends that the proposed Rezoning be found CONSISTENT with the Riverside Municipal Airport Land Use Compatibility Plan provided that the new zoning incorporates the appropriate Airport Protection Overlay Zone suffix (-AP-B1 and -AP-C), which refers to the site's location within the Riverside Municipal Airport Influence Area. Staff must recommend that the Design Review be found INCONSISTENT, based on the proposed project exceeding the average acre criterion of Compatibility Zone C; however, based on the relatively small size of the project site, the split Compatibility Zones, and other findings included in the staff report, the Commission may consider making special circumstance findings pursuant to Countywide Policy 3.3.6 and determine the Design Review CONSISTENT subject to the conditions included herein.

**PROJECT DESCRIPTION:** The Rezoning proposes to change the zoning of the 0.55-net acre site from Office (O) to General Commercial (CG). The Conditional Use Permit proposes to allow a drive-thru restaurant use. The Design Review proposes to develop a 2,200 square foot drive-thru restaurant.

**PROJECT LOCATION:** The site is located northerly of Arlington Avenue, easterly of Phoenix Avenue, southerly of Pasadena Way, and westerly of Streeter Avenue, approximately 3,320 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 Zones B1 and C
- c. Noise Levels: Between 55-60 CNEL contour

**BACKGROUND:**

Non-Residential Average Intensity: The project is located within Airport Compatibility Zones B1 and C, with the proposed building located entirely within Compatibility Zone C. Non-residential intensity in Airport Compatibility Zone B1 is restricted to 25 people per average acre and in Airport Compatibility Zone C is restricted to 75 people per average acre. The site has a net area of 0.55 acres and an approximate gross area of 0.66 acres. Approximately 0.34 gross acres are located within Zone B1 and the remaining 0.32 gross acres are located within Zone C. Based on the Zone C acreage and allowable average intensity, a maximum Zone C occupancy of 24 people could be allowed. Based on the allowable average intensity for each zone and the gross acreage within each zone, a maximum total site occupancy of 32 people could be allowed.

Utilizing the Building Code Method for calculating occupancy, the project would result in a total building occupancy of 45 people (39 people for the dining/serving area and 6 for the kitchen). The number of fixed seats within the dining area is 34, which supports the building code assumption of 39 for the dining area. Additionally, there are two vehicle spaces within the drive-thru located within Zone C. Assuming 1.5 persons per vehicle, this would result in an additional 3 people for a total Zone C occupancy of 48 people. Based on this occupancy and the site area within Zone C, the project would result in an average intensity of 150 people per acre, which would not be consistent with the Compatibility Zone C average acre criterion. Looking at the entire site, the project's drive-thru has space for 12 vehicles which could result in an occupancy of 18 for the drive-thru. This would result in a total site occupancy of 63 people. Based on the total gross acreage, the project would result in an average intensity of 95 people per acre across the entire site, which would also not be consistent with the Compatibility Zones B1 and C average acre criteria.

An alternative calculation for intensity is based on the number of parking spaces for a project. While the project will increase the amount of parking it will also share parking with the adjacent existing fast food restaurant to the west. In total the two fast food restaurants would provide just one space above the minimum required per City of Riverside requirements. The required parking for the proposed fast food restaurant is 22 spaces. Assuming an occupancy of 1.5 persons per vehicle for all required parking spaces, this would equate to a total of 33 people. Based on the Zone C gross acreage, this would result in an average intensity of 103 people which would not be consistent with the Zone C criterion. Looking at the entire site, the 22 parking spaces and 18 drive-thru spaces would result in a total occupancy of 60. Based on the total site gross acreage, this would result in an average intensity of 91 people, which would also not be consistent with the Compatibility Zones B1 and C average acre criteria. Even if the drive-thru spaces were disregarded, the 22 parking space occupancy of 33 people and the total site acreage would result in an average intensity of 50 people, which would not be consistent with the Compatibility Zone B1 average acre criteria.

Since the proposed project would share parking with the adjacent fast food restaurant site to the west (Taco Bell), staff analyzed whether as a whole the two parcels and developments on them would be consistent with the average intensity criteria. The two parcels together would have a total gross area of approximately 1.76 acres, with approximately 0.8 gross acres in Compatibility Zone B1 and 1.0 gross acres in Compatibility Zone C. Based on the allowable average intensity for each zone and the gross acreage within each zone, a maximum total site occupancy of 95 people could be allowed. The fast food restaurant to the west is 2,914 square feet total and would be anticipated to have a maximum building occupancy of 76 people (assuming a proportional occupancy to the proposed fast food restaurant) and a drive-thru occupancy of 12 for a total site occupancy of 88 people. With the proposed project this would result in a total occupancy of 151 people, which would not be consistent with the Compatibility Zone B1 or C average acre criteria maximum occupancy of 95 people.

The parking space method could also apply to the two parcels together. Combined there are 52 parking spaces and 20 drive-thru spaces for a total of 72 vehicles. Assuming an occupancy of 1.5 persons per vehicle results in a total site occupancy of 108 people, which would not be consistent with the Compatibility Zone B1 or C average acre criteria maximum occupancy of 95 people.

Non-Residential Single-Acre Intensity: Non-residential intensity in Airport Compatibility Zone C is restricted to 150 people per single-acre. However, due to the total site acreage being less than two acres, the average intensity criterion is the governing factor. The calculated building occupancy of 45 and total site occupancy of 63 would comply with the single-acre criterion.

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. To qualify for consideration, at least 65% of the project site's perimeter must be surrounded by uses similar to or more intense than the proposed project, and the project site must be less than 20 acres in area. If qualified, a higher average intensity level - the lesser of either the equivalent intensity to surrounding land uses or double the normally allowable intensity - may be consistent. This site is located partially within Airport Compatibility Zone B1, but

the proposed building would be located within Compatibility Zone C, so the policy may apply if qualified.

The area to west is developed with a fast food restaurant (Taco Bell). The area further to the west across Phoenix Avenue (located partially within a 300 foot radius) is developed with a church. The area to the north is developed with two-story multi-family residential. The area to the east is developed with a two-story office administration building (Riverside County Housing Authority). The area to the south across Arlington Avenue is single-family residential.

The two adjacent non-residential uses to the east and west have frontage of 240 feet each relative to the total project site perimeter of 680 to make up 70.5% of the site's perimeter. The fast food restaurant to the west is 2,914 square feet total and would be anticipated to have a maximum site occupancy of 88 people as previously noted. The site has an approximate gross area of 1.10 acres, which would result in an average intensity of 80 people. The office to the east is approximately 25,200 square feet total and would be anticipated to have a maximum occupancy of 126 people. The site has an approximate gross area of 3.03 acres, which would result in an average intensity of 42. While the total occupancies of each building would be higher than the proposed project, the average intensity would not be greater than the project's calculated average intensity of 95 to 150 people due to the relatively small size of the project site compared to the larger adjacent sites.

Utilizing the parking space method for the adjacent sites, the fast food restaurant would be anticipated to have an occupancy of 56 (29 parking spaces required and 8 drive-thru spaces) and the office would be anticipated to have an occupancy of 179 (approximately 119 parking spaces total). Based on the acreages for each adjacent site, this would result in average intensities of 51 and 59, respectively. These would not be greater than or be similar to the proposed project's parking space calculated average intensity of 91 to 103 people.

Prohibited and Discouraged Uses: The project does not propose any children's schools, day care centers, libraries, hospitals, nursing homes, highly noise-sensitive outdoor nonresidential uses, or hazards to flight, which are all prohibited uses within Compatibility Zone C or any places of worship, aboveground bulk storage of hazardous materials, or critical community infrastructure facilities which are additional prohibited uses within Compatibility Zone B1. Places of worship, assisted living facilities, day care centers, hospitals, and children's schools are all conditionally permitted uses within the General Commercial zone. However, these are all already permitted or conditionally permitted in the current Office zone, so if the Rezoning were not proposed these would continue to be conditionally permitted. The recommended Airport Protection Overlay Zone to apply to the Rezoning would assist in identifying the site's location within Compatibility Zone B1 and C and that these are not allowed uses within these Compatibility Zones. Without the Rezoning the Airport Protection Overlay Zone would not apply.

Noise: The site is located within the 55-60 dB(A) CNEL contour from Riverside Municipal Airport. Pursuant to Countywide Policy 4.1.4 and Table 2B, service commercial uses are clearly acceptable within the 55-60 dB(A) CNEL range. Therefore, no special measures to mitigate aircraft noise are

required for this project.

Part 77: The project is located approximately 3,320 feet southeasterly of the southeasterly end of Runway 9-27 at Riverside Municipal Airport. The elevation of Runway 9-27 at its southeasterly terminus is 816 feet above mean sea level (AMSL). At the closest point of the site, structures with a top point elevation of 849.2 feet AMSL or greater would require notification to the Federal Aviation Administration (FAA) Obstruction Evaluation Service. Additionally, although the southerly end of Runway 16-34 is further from the site at approximately 7,220 feet, due to the substantially lower elevation of the southerly end of Runway 16-34 at 747.5 feet AMSL, this is analyzed as well. Based on the site distance and runway elevation, structures with a top point elevation of 819.7 feet AMSL or greater would require notification to the FAA Obstruction Evaluation Service. The project proposes a maximum pad elevation of 772.5 feet AMSL and a maximum building height of 24 feet 4 inches for a maximum elevation of 796.83 feet AMSL. Therefore, review by the Federal Aviation Administration Obstruction Evaluation Service was not required for either Runway 9-27 or 16-34.

Open Area: Compatibility Zones B1 and C require that 30% and 20% respectively 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.

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. The proposed Rezoning from Office (O) to General Commercial (CG) allows for a wider variety of land uses, in particular restaurant and retail uses that have a relatively higher potential for exceeding the applicable intensity criteria. As previously noted, certain conditionally permitted land uses of the CG zone are prohibited uses in Compatibility Zones B1 or C. Additionally, for uses that are not expressly prohibited, there is potential for certain land use types to exceed the applicable intensity criteria. Therefore, to find the Rezoning consistent, it is recommended that the Airport Protection Overlay Zone suffix be applied to the site in order to assure that the ultimate development will comply with Compatibility Zones B1 and C criteria. 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 Zones B1 and C should be applied to this parcel (CG-AP-B1 and CG-AP-C).

Alternative Uses: As noted above, a total occupancy of 32 persons would be permitted on this site. If there were no interior dining area, this proposed use could be accommodated. Due to the provisions that allow occupancy of office uses to be calculated on the bases of 50 percent of maximum Building Code allowances, a 6,400 square foot office building or a 1,920 square foot retail building could be accommodated on this site, both of which would be allowed by the proposed rezoning to General Commercial.

Other Special Conditions: Countywide Policy 3.3.6 allows the Commission to find a normally incompatible use to be acceptable “because of terrain, specific location, or other extraordinary factors or circumstances related to the site.” In such a situation, the Commission would need to make findings that the land use would not create a safety hazard nor expose people to excessive noise. In some cases, projects that did not quite meet the exacting standards for consideration as infill have been judged consistent through use of Policy 3.3.6. The potential factors to be considered in this case are as follows:

- Although the project does not strictly qualify as infill based on the comparable average intensities, the total occupancy of the proposed restaurant and drive-thru would be less than the total occupancy of the adjacent fast food and office uses, which are also split between Compatibility Zones B1 and C.
- The site’s calculated average intensity compared to adjacent sites is due primarily to the fact that the parcel is less than 1 acre and split by two zones (Compatibility Zones B1 and C), resulting in a higher calculated average intensity, which is an unusual situation given specific location on the Compatibility Zone boundary.
- The City is considering allowing for shared parking with the fast food restaurant to the west. Using the Parking Space Method, the average intensity of the two lots combined is 61 persons per acre, which would be consistent if the two lots were entirely in Compatibility Zone C.
- The noise level of 55-60 CNEL from aircraft noise is listed as clearly acceptable for service commercial uses in Table 2B; therefore, the project would not expose people to excessive noise.

**CONDITIONS (to be applied to the Conditional Use Permit and Design Review):**

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

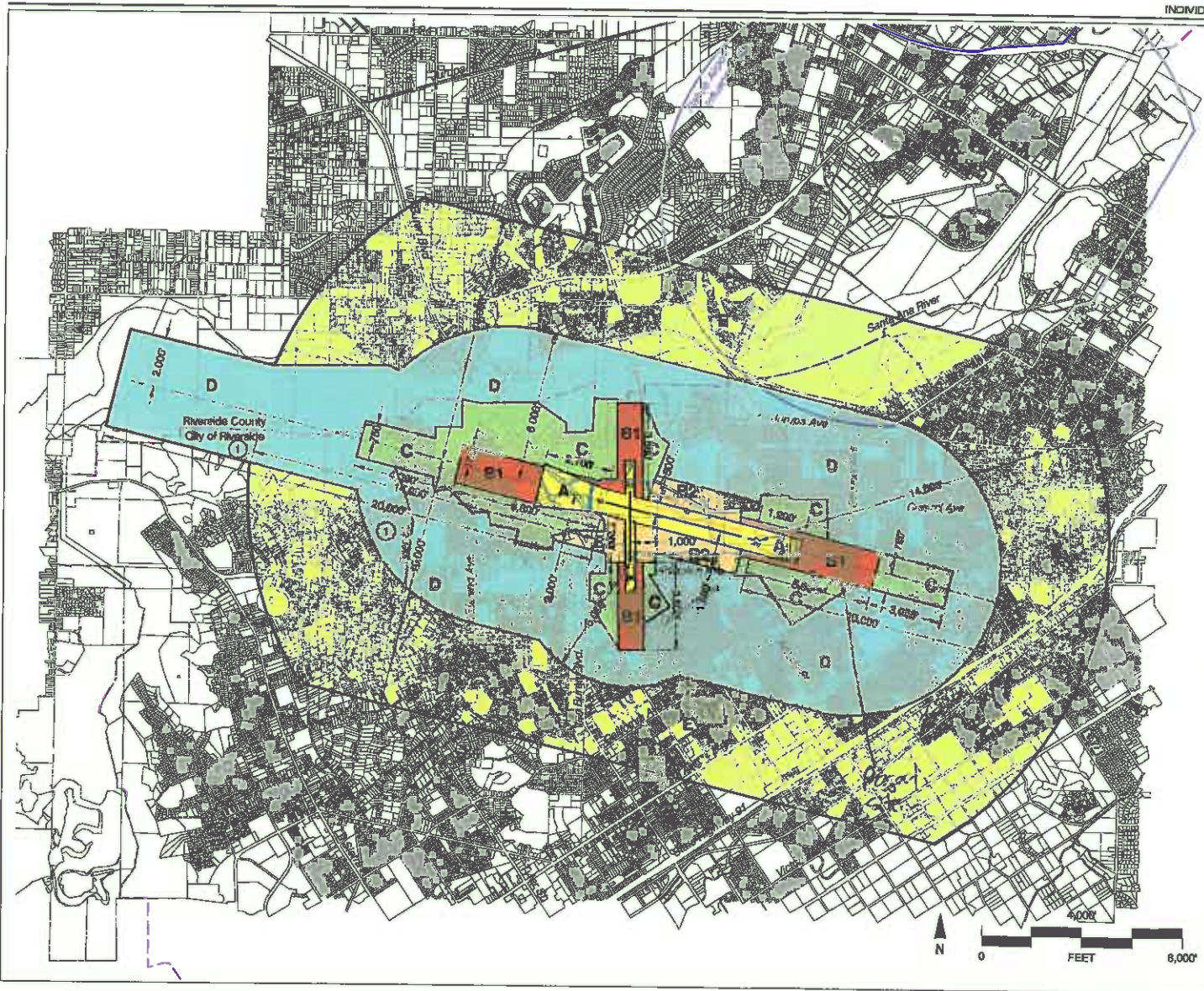
area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, 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.
  - (e) Children's schools, day care centers, libraries, hospitals, nursing homes, highly noise-sensitive outdoor nonresidential uses, places of worship, aboveground bulk storage of hazardous materials, and hazards to flight.
3. The attached notice shall be given to all prospective purchasers and tenants of the property.
  4. Prior to issuance of a building permit, the property owner shall convey an avigation easement to the City of Riverside as owner-operator of Riverside Municipal Airport.
  5. 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.
  6. Prior to issuance of a building permit, the City of Riverside shall apply zoning incorporating the Airport Protection Overlay Zone (CG-AP-B1 and CG-AP-C) to the site.
  7. Any subsequent Design Review, Conditional Use Permit, Tenant Improvement, or other permitting that would alter the use and occupancy of the currently proposed building shall require ALUC review.



# 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 RL2 for special exceptions to the Table 2A criteria.

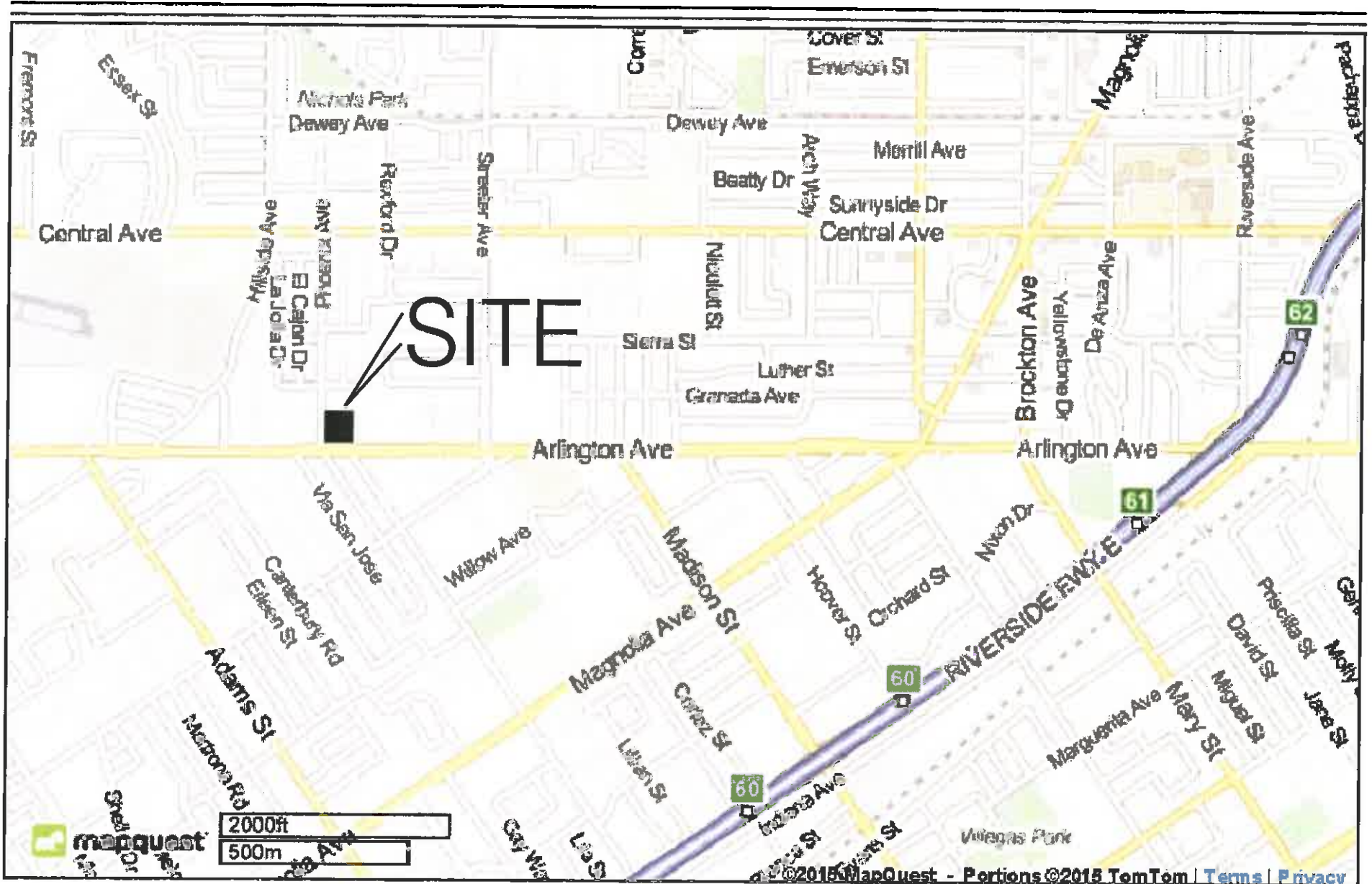
**Riverside County  
 Airport Land Use Commission  
 Riverside County  
 Airport Land Use Compatibility Plan  
 Policy Document  
 (Adopted March 2005)**

Map RI-1

**Compatibility Map  
 Riverside Municipal Airport**

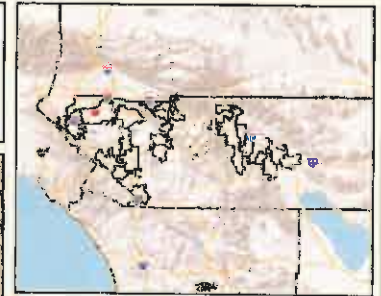
P:\RFD\Drawings\RAL-compatibility.dwg Mar 02, 2005 - 12:27:04

# VICINITY



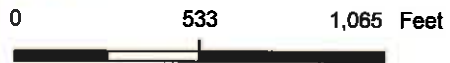


# My Map



## Legend

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



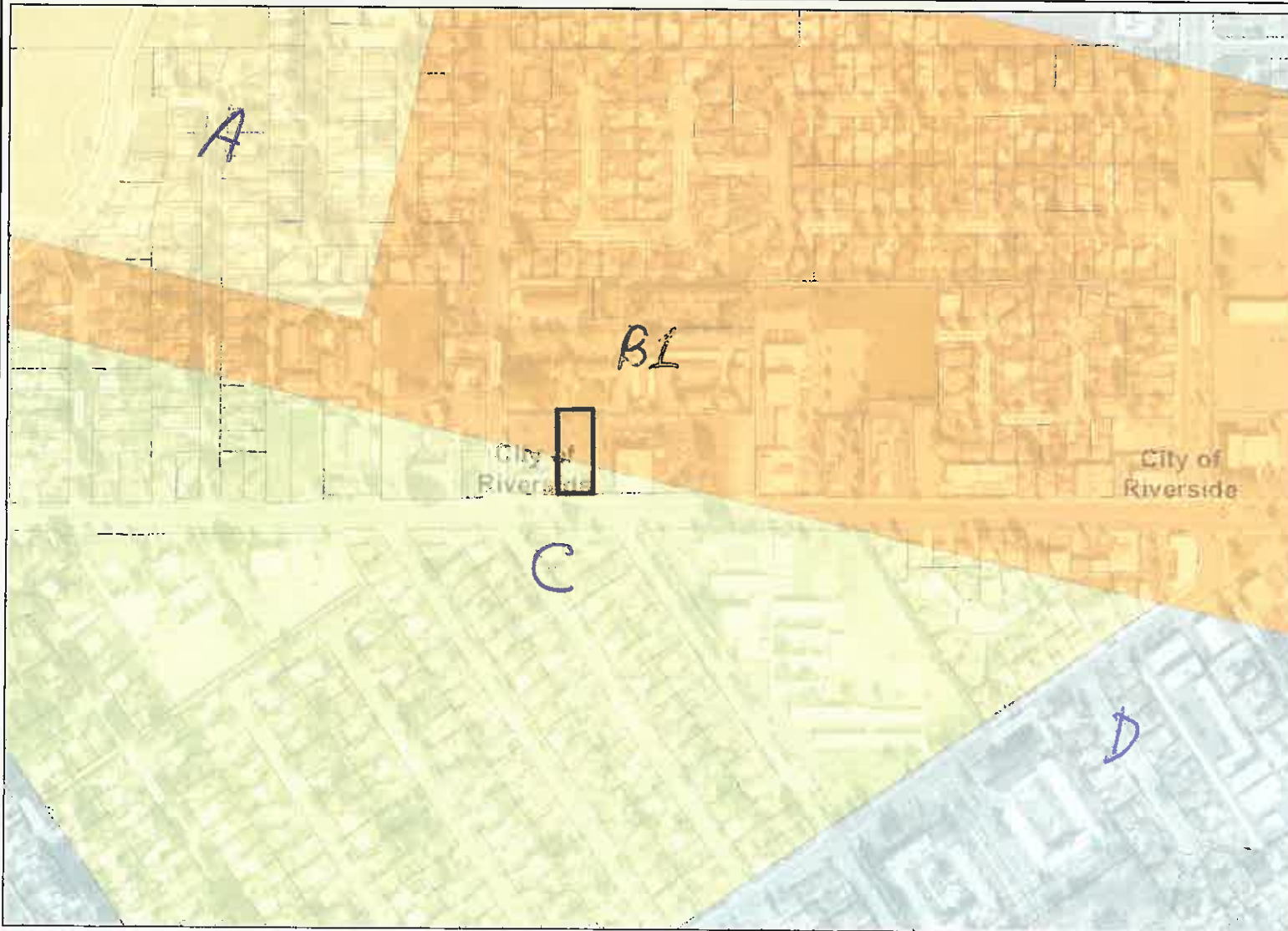
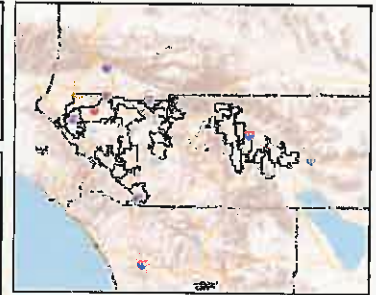
**\*IMPORTANT\*** Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness,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

REPORT PRINTED ON... 1/26/2016 11:50:57 AM

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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



0 533 1,065 Feet



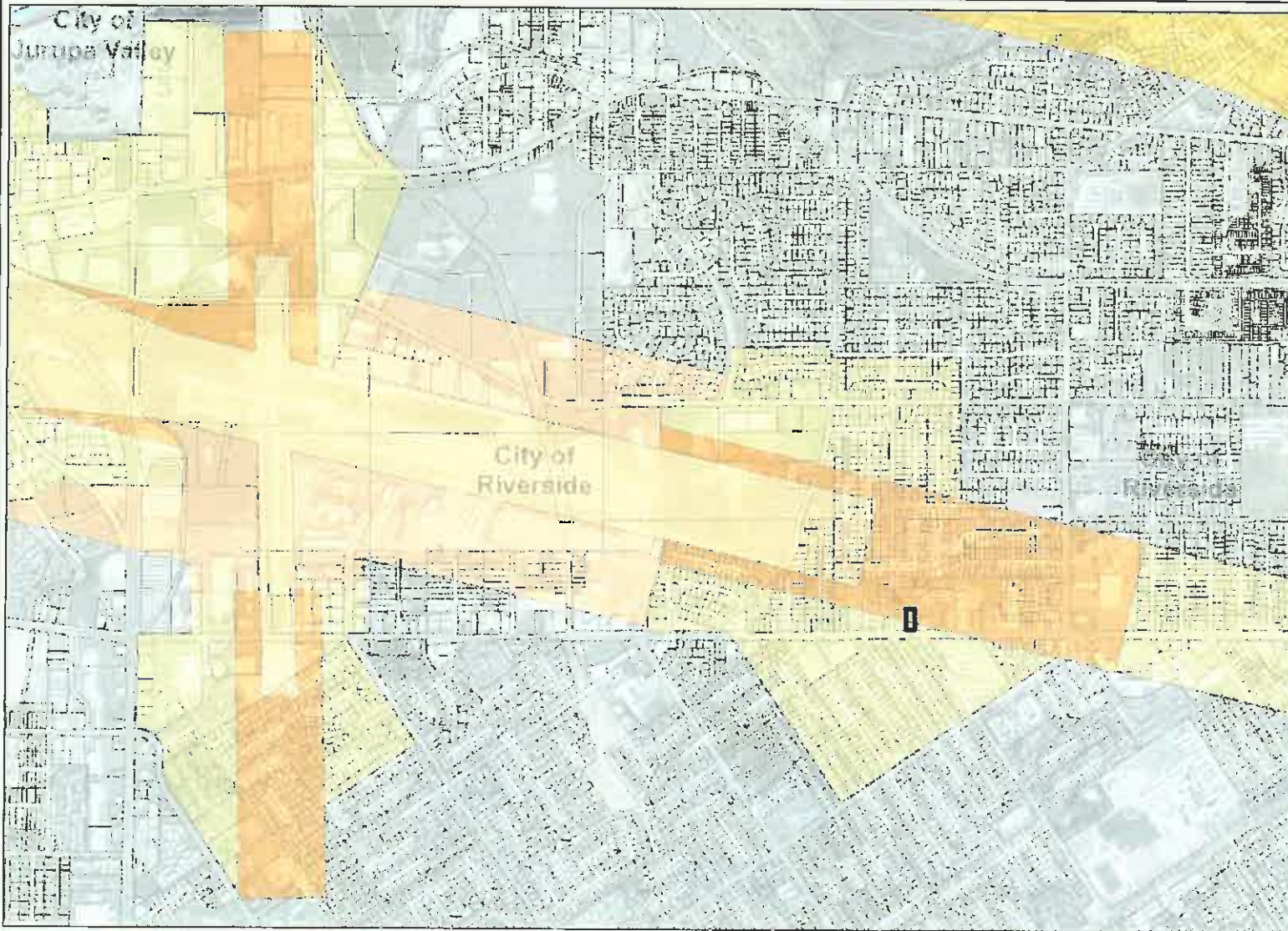
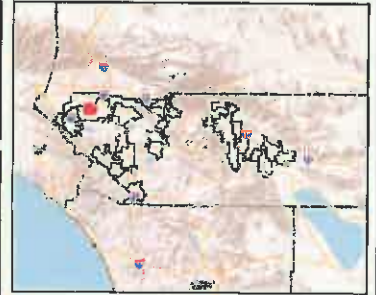
**\*IMPORTANT\*** Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness,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

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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
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-  C2-EXC6
-  C2-HIGHT
-  C2-HIGHT-EXC1
-  C2-HIGHT-EXC5



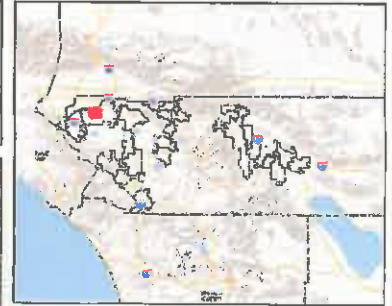
**\*IMPORTANT\*** Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, 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
- roadsanno
- highways
- HWY
- INTERCHANGE
- INTERSTATE
- OFFRAMP
- ONRAMP
- USHWY
- roads
- Major Roads
- Arterial
- Collector
- Residential
- counties
- cities
- hydrographylines
- waterbodies
- Lakes
- Rivers



0 2,242 4,483 Feet



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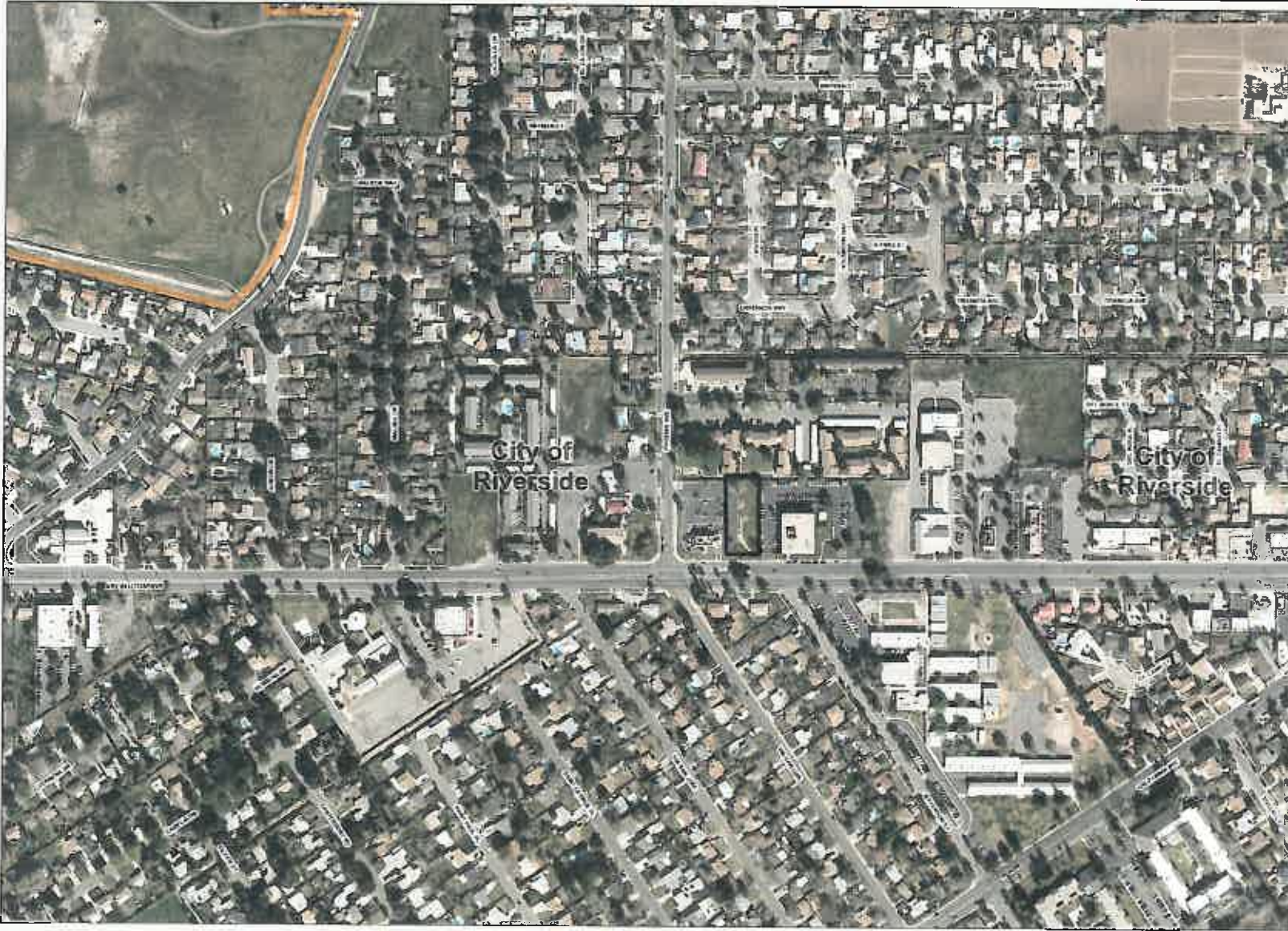
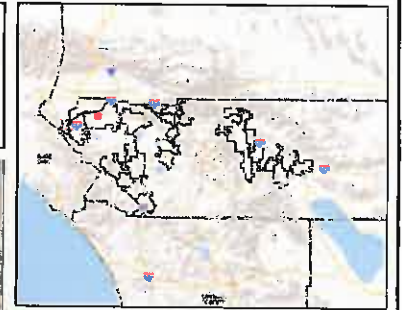
REPORT PRINTED ON...2/23/2016 4:19:20 PM

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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



0 560 1,121 Feet



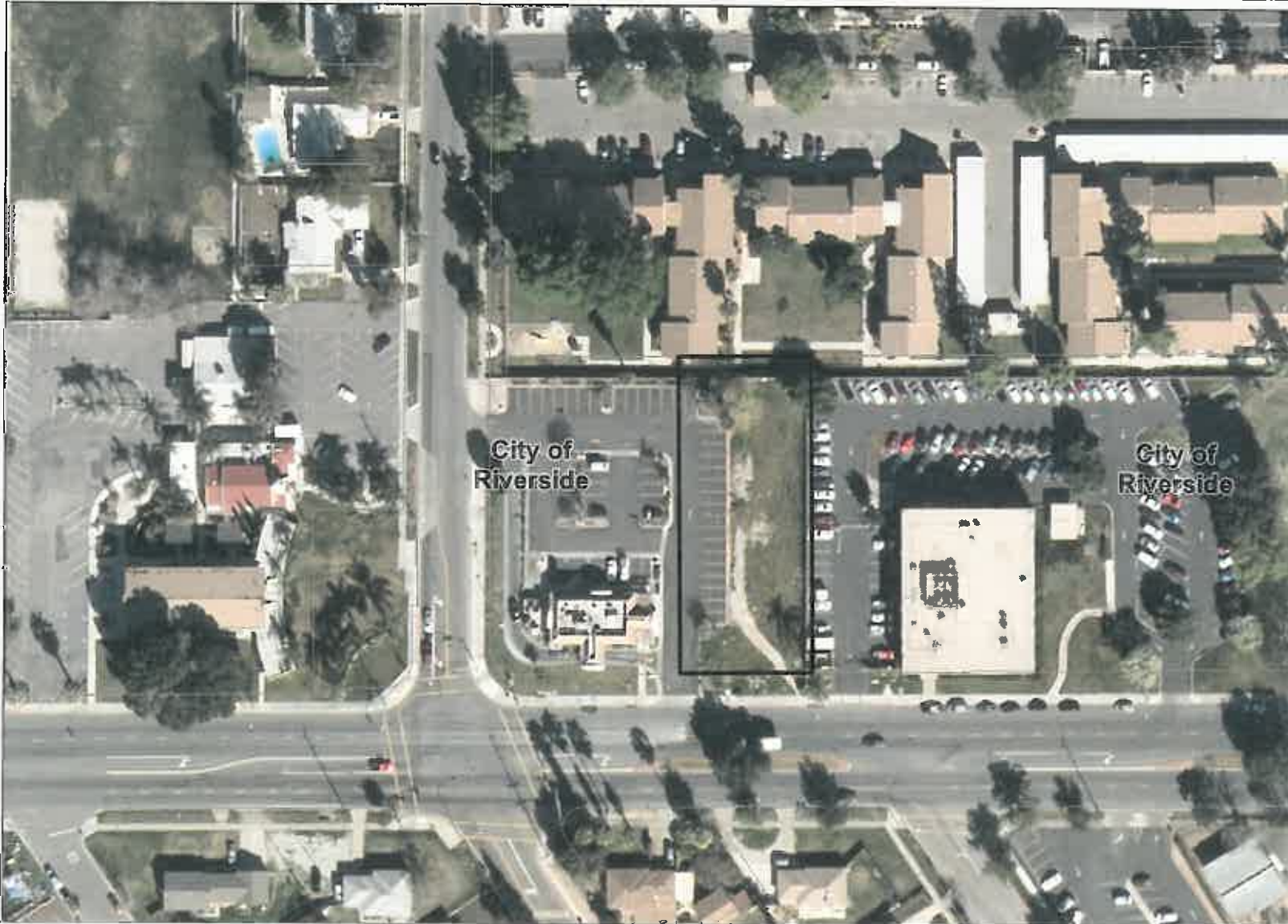
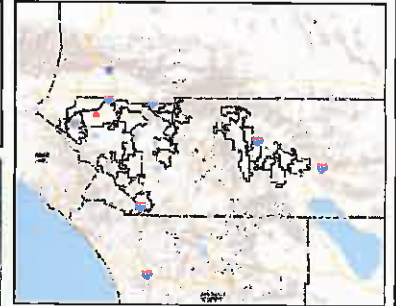
**\*IMPORTANT\*** Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, 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
- roadsanno
- highways
-  HWY
-  INTERCHANGE
-  INTERSTATE
-  OFFRAMP
-  ONRAMP
-  USHWY
-  counties
-  cities
- hydrographylines
- waterbodies
-  Lakes
-  Rivers



0 140 280 Feet



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## Notes

VICINITY



LEGAL

ADDRESS: 5573 ARLINGTON AVENUE  
 ASSESSORS PARCEL NUMBER: 190-322-01  
 PROPERTY OWNER: ARLINGTON PDRC LP  
 3502 HART STREET  
 ROSEMEAD, CA 91770  
 851.840.370

ZONING

GENERAL PLAN: C-COMMERCIAL  
 ZONING: O (OR PROPOSED)  
 DEVELOPMENT STANDARDS (TABLE 19.110.030)  
 BUILDING SETBACKS:  
 FRONT:  
 INTERIOR SIDE:  
 REAR (ADJACENT TO RESIDENTIAL):  
 LANDSCAPE SETBACKS:  
 FRONT (SEC. 19.475.040 C.1): 1'  
 INTERIOR (SEC. 19.475.040 C.2): 1'  
 MAXIMUM BUILDING HEIGHT: 7'  
 DRIVE-THRU (SEC. 19.475.040 D.): 3'  
 MAXIMUM BUILDING COVERAGE: 60%

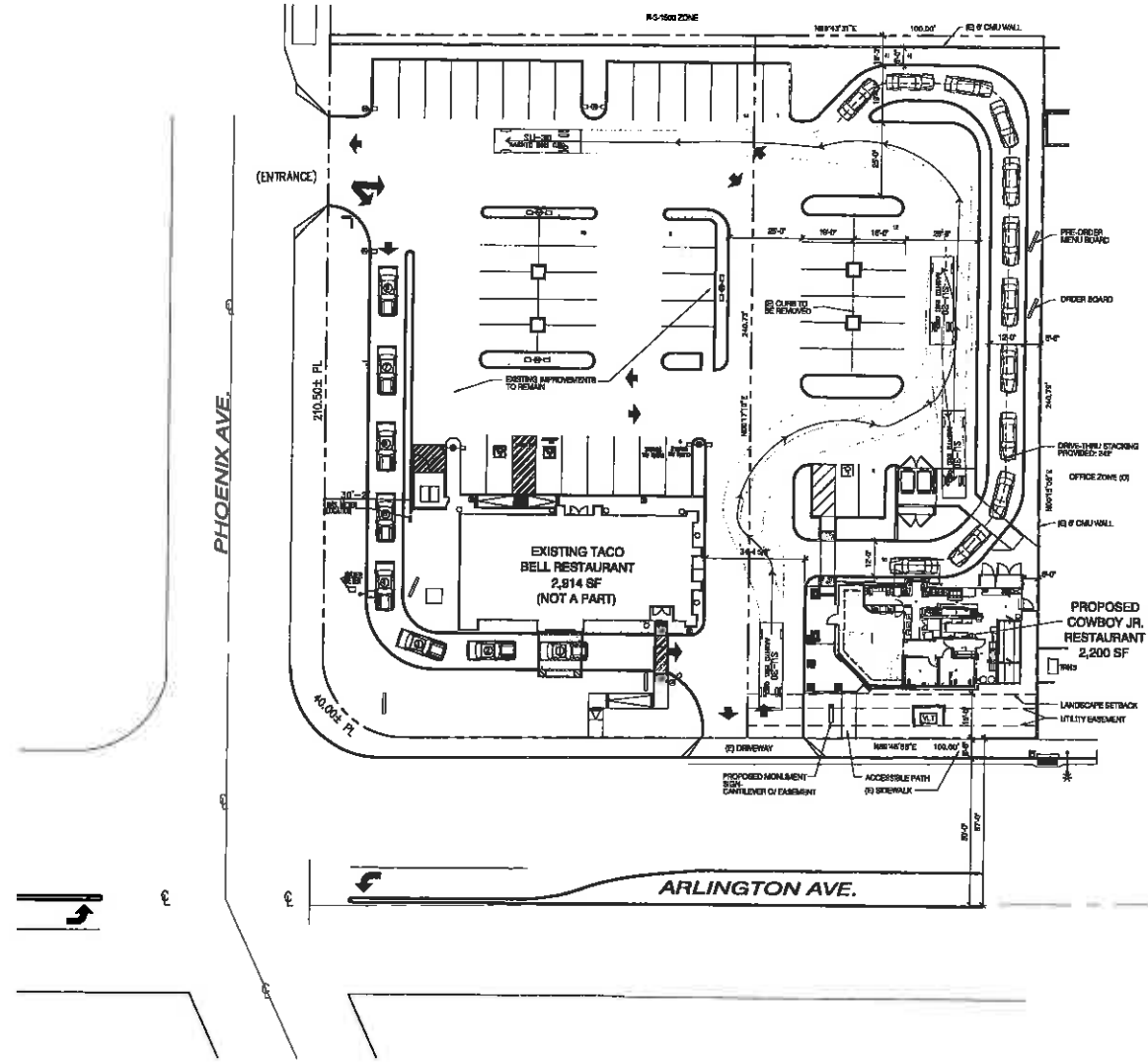
PROJECT SUMMARY

LAND AREA: 0.55 AC (24,874 SF)  
 (E) TACO BELL DRIVE-THRU (A.A.P.): 2,914 SF  
 NEW COWBOY JR. DRIVE-THRU: 2,200 SF  
 TOTAL RESTAURANT AREA: 5,114 SF  
 BUILDING COVERAGE (F.A.P.): 9.1%

PARKING

REQUIRED PARKING (SEC. 19.080.000):  
 DRIVE-THRU RESTAURANT (1:100): 51 STALLS  
 TOTAL PARKING PROVIDED: 52 STALLS  
 DRIVE-THRU STACKING REQUIRED: 18  
 DRIVE-THRU STACKING PROVIDED: 242-C

NOTES:  
 THIS SITE PLAN IS THE DEVELOPER'S PLAN FOR THE  
 CONSTRUCTION OF THE PROJECT AS OF THE DATE OF THE  
 2017 PLAN REVIEW. IT IS A PRELIMINARY PLAN AND SHALL NOT BE  
 RELIED UPON FOR CONSTRUCTION AS TO:  
 ALL THE SIZE OF ANY PARTICULAR BUILDING OR SPACE  
 DEPICTED HEREON OR  
 THE LOCATION OR PLACEMENT OF ANY PARTICULAR BUILDING OR SPACE DEPICTED HEREON OR  
 THE LOCATION OR PLACEMENT OF ANY PARTICULAR BUILDING OR SPACE DEPICTED HEREON.  
 THESE LINES AND DIMENSIONS ARE PRELIMINARY AND SHALL BE SUBJECT TO THE FINAL PHASES OF THE PROJECT.  
 THE SEQUENCE OF THE PHASES MAY NOT NECESSARILY FOLLOW  
 THE NUMERICAL SEQUENCE OF THE PHASES DEPICTED  
 HEREON. ALL AT THE SOLE DISCRETION OF DEVELOPER.  
 BUILDING AREA AND LAND COVERAGE ARE PRELIMINARY AND  
 SUBJECT TO ADJUSTMENT. ANY PROPOSED DEVELOPMENT IS  
 SUBJECT TO APPROVAL OF GOVERNMENT OR OTHER  
 AGENCIES. THE ARCHITECT ASSURES THAT THE PHASES AND SITE  
 CONDITIONS ARE SUBJECT TO VERIFICATION.



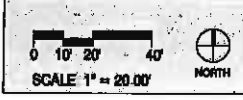
SITE PLAN SCHEME B VERSION 7

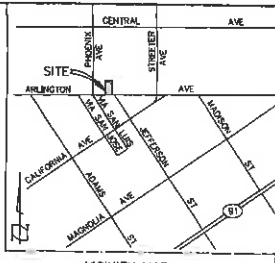
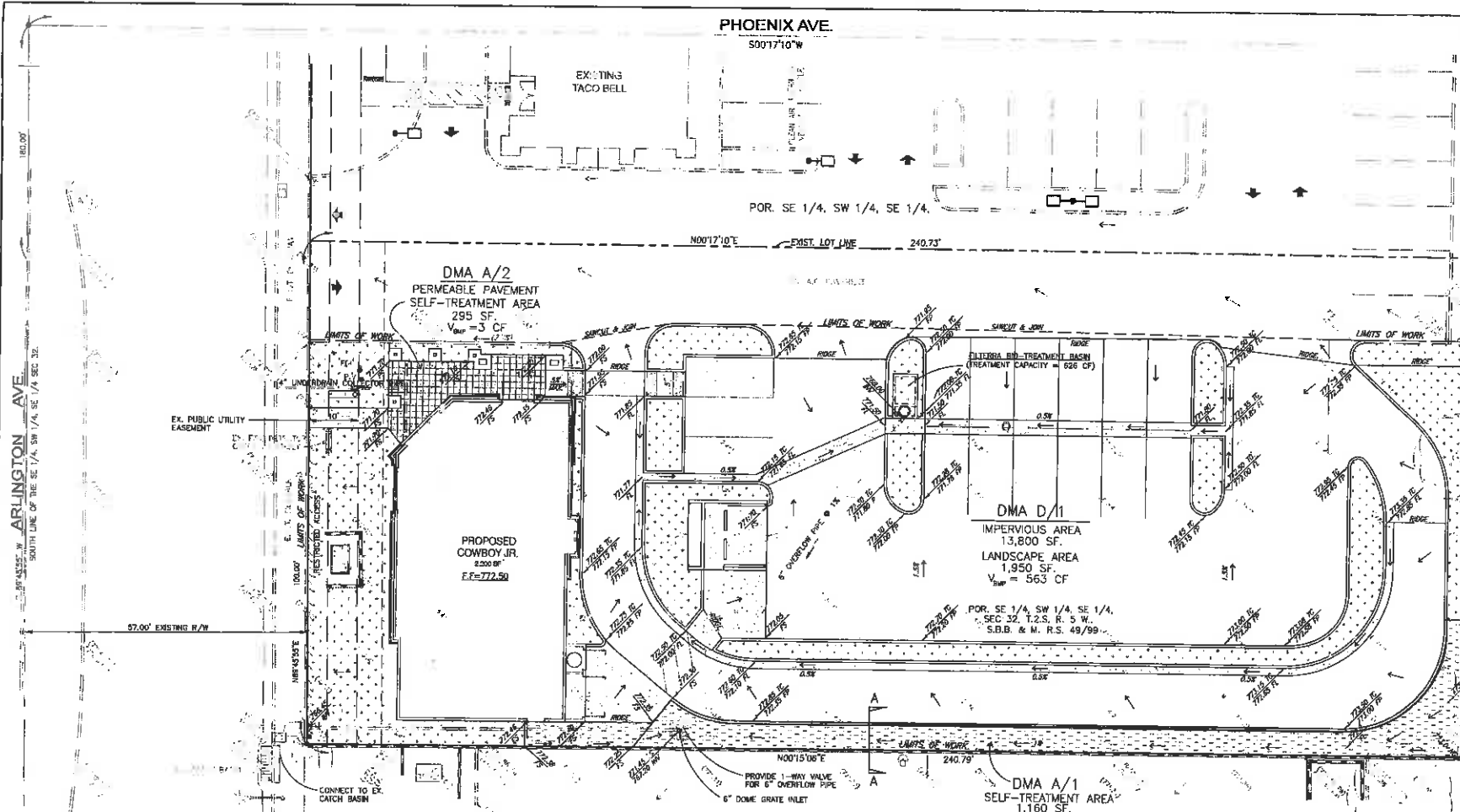
COWBOY JR. ARLINGTON 08/24/2016 PROJECT # 18-1101  
 REVISION: CA 2 JANUARY 2018



COWBOY JR- ARLINGTON  
 RIVERSIDE, CALIFORNIA

ARLINGTON PDRC LP  
 3501 HART STREET  
 ROSEMEAD, CA 91770  
 851.840.3708

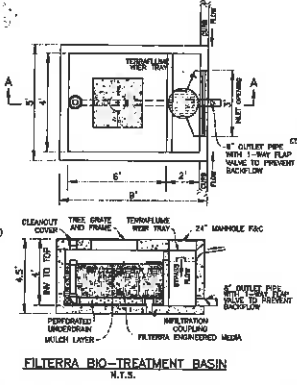
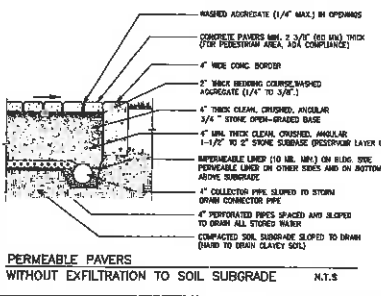




VICINITY MAP  
NO SCALE

**DRAINAGE MAP LEGEND**

DESCRIPTION	SYMBOL
SURFACE FLOW DIRECTION	→
A.C. PAVEMENT	[Symbol]
CONC. PAVEMENT	[Symbol]
LANDSCAPE AREA	[Symbol]
DMA A/1	[Symbol]
DMA A/2	[Symbol]
DMA D/1	[Symbol]
RUN-ON AREA	[Symbol]
ROOF DRAIN DOWNSPOUT	[Symbol]



PLAN PREPARED FOR:  
**OWNER**  
**WESTMORELAND DYNASTY LP**  
3501 HART AVENUE  
ROSEMEAD, CA 91770  
(626) 673-6700  
Contact: Maria Cheng

**ENGINEER**  
**LN CIVIL ENGINEERS**  
Consulting Civil Engineers  
12188 Humboldt Place  
Chino, CA 91710  
(909) 465-0470  
Long.Lnco@Verizon.net  
Plan prepared under supervision of:  
**10/28/15**  
Date  
Long Nguyen, RCE # 48771 Date



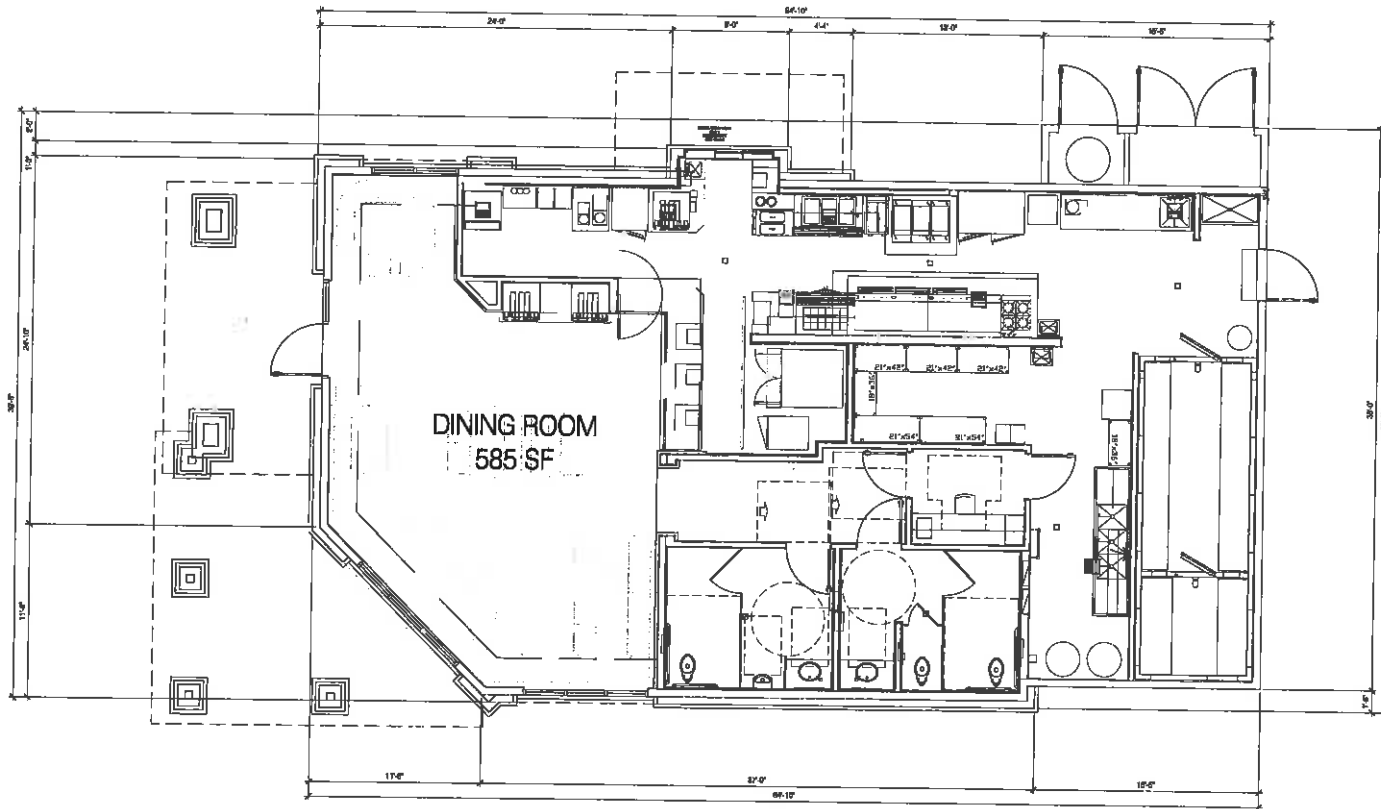
**CITY OF RIVERSIDE**  
PUBLIC WORKS DEPARTMENT  
**PRELIMINARY GRADING/DRAINAGE AND BMP SITE PLAN**  
**COWBOY JR.**  
ADDRESS: 5573 ARLINGTON AVENUE  
RIVERSIDE, CA 92570

REVISIONS		DATE	APPR

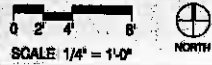
APPROVED: \_\_\_\_\_  
DATE: \_\_\_\_\_  
NAME: \_\_\_\_\_  
TITLE: \_\_\_\_\_

PLAN NO. \_\_\_\_\_





2,200 SF TOTAL



**COWBOY JR. DRIVE-THRU**  
 RIVERSIDE, CALIFORNIA

ARLINGTON PDRC LP

2801 HART STREET  
 ROSEMEAD, CA 91770  
 651.640.5708

**FLOOR PLAN**

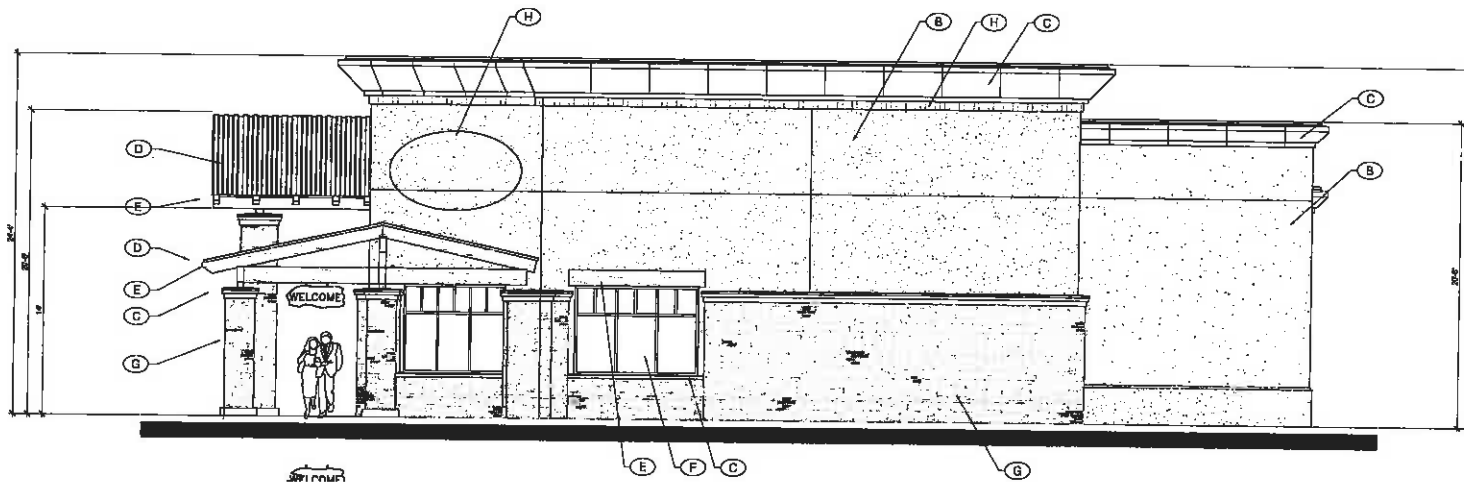
LONDON JR  
 RIVERSIDE CA

ORCA PROJECT # 181 010  
 6/20/18/19/20

**PIERCE**  
 ARCHITECTS

3 COURTYARD  
 AUTOVEED, CA 92506  
 714.234.5713  
 P 949.344.9755

PIERCE ARCHITECTS, INC. 010

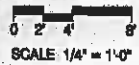


**MATERIALS & FINISHES  
LEGEND**

- (A)** EXTERIOR CEMENT PLASTER SYSTEM (STUCCO)  
FINE SAND ACRYLIC FINISH  
COLOR: TO MATCH OLIVIA EDWARDS DECOR  
"MOJOBY"
- (B)** EXTERIOR CEMENT PLASTER SYSTEM (STUCCO)  
FINE SAND ACRYLIC FINISH  
COLOR: TO MATCH OLIVIA EDWARDS DECOR  
"MOJOBY"
- (C)** VERO SLIGHT GAST CONCRETE CORNICE / TRIM  
CUSTOM SHAPES  
COLOR & FINISH: MILK DRY CONCRETE
- (D)** CORRUGATED METAL ROOF  
GREENWASH
- (E)** WOOD CORNICE / BRACKET TRIM  
COLOR: CEILING # 11 COPPER  
MATERIAL: BSA-TRANSPARENT STAIN
- (F)** ALUMINUM SIDEPANTRY SYSTEM  
COLOR: ANODIZED MEDIUM BRONZE
- (G)** MANUFACTURED STONE VENEER  
AFTER BLOOMING  
COLOR: VENETO FIELD LEDGE GRANITE  
SEE NOTE 1.
- (H)** MANUFACTURED BRICK VENEER  
AFTER BLOOMING  
COLOR: HARTFORD TUNDRA BRICK
- (J)** METAL DOOR & FRAME-PAINTED  
COLOR: TO MATCH ITEM B
- (K)** BRONZE LATCH, REINSTATE PERMIT

**NOTES**

- 1. INSTALL BR BRANCONI BRICK SYSTEM WITHIN STONE VENEER PATTERN



**COWBOY JR. DRIVE-THRU**  
RIVERSIDE, CALIFORNIA

**ARLINGTON PDRC LP**

3601 HART STREET  
ROSEMead, CA 91770  
951 840.5708

**EXTERIOR  
ELEVATIONS**

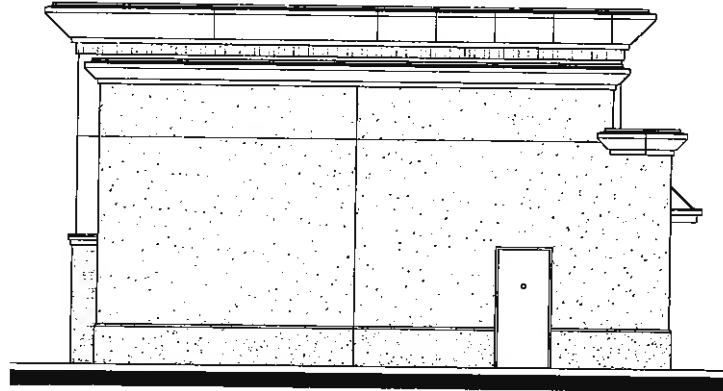
CONNEY JR  
RIVERSIDE, CA

CONWAY PRODUCTIONS  
RIVERSIDE, CA

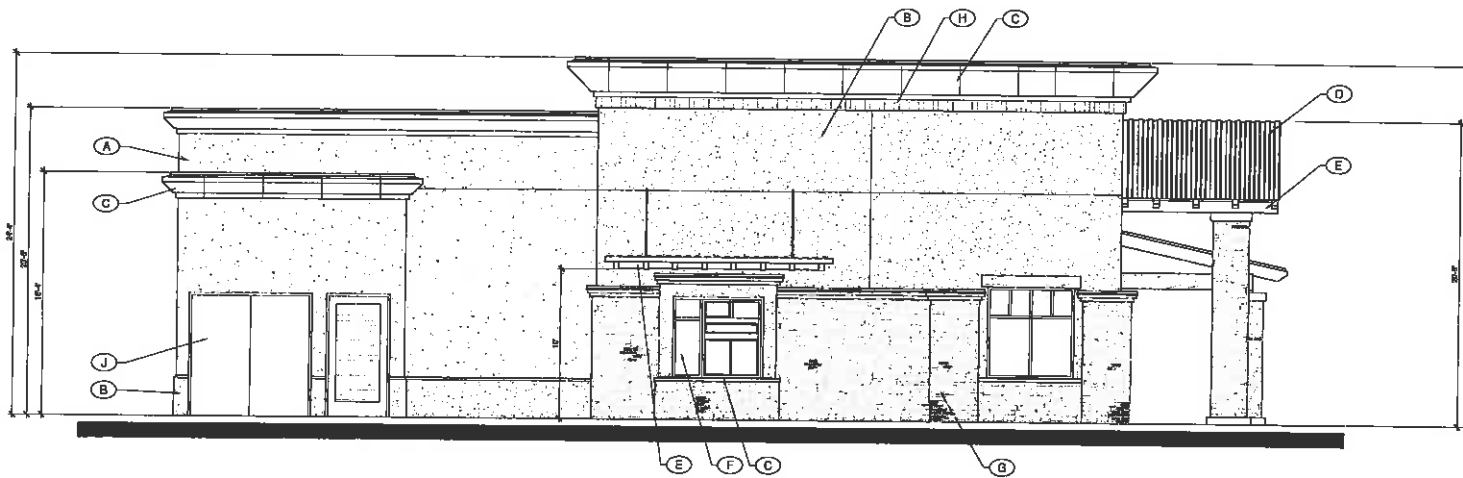
**PIERCE**  
ARCHITECTS

3 OVERLOOK  
ALSO VENTURA, CA 93025  
805.344.2710  
F 805.344.2700

WWW.PIERCEARCHITECTS.COM



EAST ELEVATION



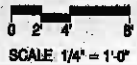
NORTH ELEVATION

**MATERIALS & FINISHES  
LEGEND**

- (A) EXTERIOR CEMENT PLASTER SYSTEM (STUCCO)  
FINE SAND ACRYLIC FINISH  
COLOR TO MATCH DAWN EDWARDS DECATAS  
RENOVATION
- (B) EXTERIOR CEMENT PLASTER SYSTEM (STUCCO)  
FINE SAND ACRYLIC FINISH  
COLOR TO MATCH DAWN EDWARDS DECATAS  
RED RENOVATION
- (C) VERY LIGHT DASH CONCRETE CORNICE / FINE-  
CUSTOM BRICKS  
COLOR & FINISH MULL GRAY CONCRETE
- (D) CORRUGATED METAL ROOF-  
GALVANIZED
- (E) WOOD CORNICE / BRACKS TRUSS TRIM  
COLOR: CLAMPED T11 COVER  
MAXIMUM 60% TRANSPARENT STAIN
- (F) ALUMINUM STOREFRONT SYSTEM-  
COLOR: ANODIZED MEDIUM BRONZE
- (G) MANUFACTURED STONE VENEER  
MFR: BLOXPADO  
COLOR: WINDYFIELD LEDES (PRINTED)  
SEE NOTE 1.
- (H) MANUFACTURED BRICK VENEER  
MFR: BLOXPADO  
COLOR: HARTFORD TUNDRA BRICK
- (J) METAL DOOR & FRAME- PAINTED  
COLOR TO MATCH ITEM B
- (K) BRONZE LAMER SEPARATE PERMIT

**NOTES**

1. INSTALL SIX HORIZONTAL BRICKS PER 14" WITHIN STONE VENEER SYSTEM.



**COWBOY JR. DRIVE-THRU**  
RIVERSIDE, CALIFORNIA

**ARLINGTON PDRC LP**

3401 HART STREET  
ROSEMead, CA 91770  
951-648-3706

**EXTERIOR ELEVATIONS**

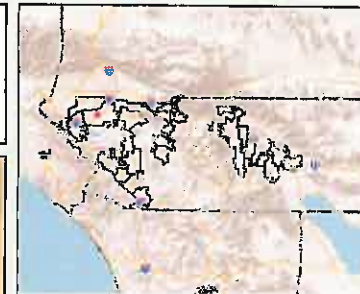
COWBOY JR.  
RIVERSIDE, CA

02/04/2015 PROJECT #181125  
1 JANUARY 2015

**GK** **PIERCE ARCHITECTS**

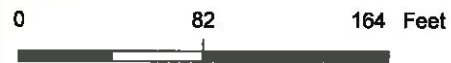
3 COVER SHEETS  
ALSO VISIT US ONLINE  
WWW.PIERCEARCHITECTS.COM  
P 949.344.3770  
F 949.344.3720

# 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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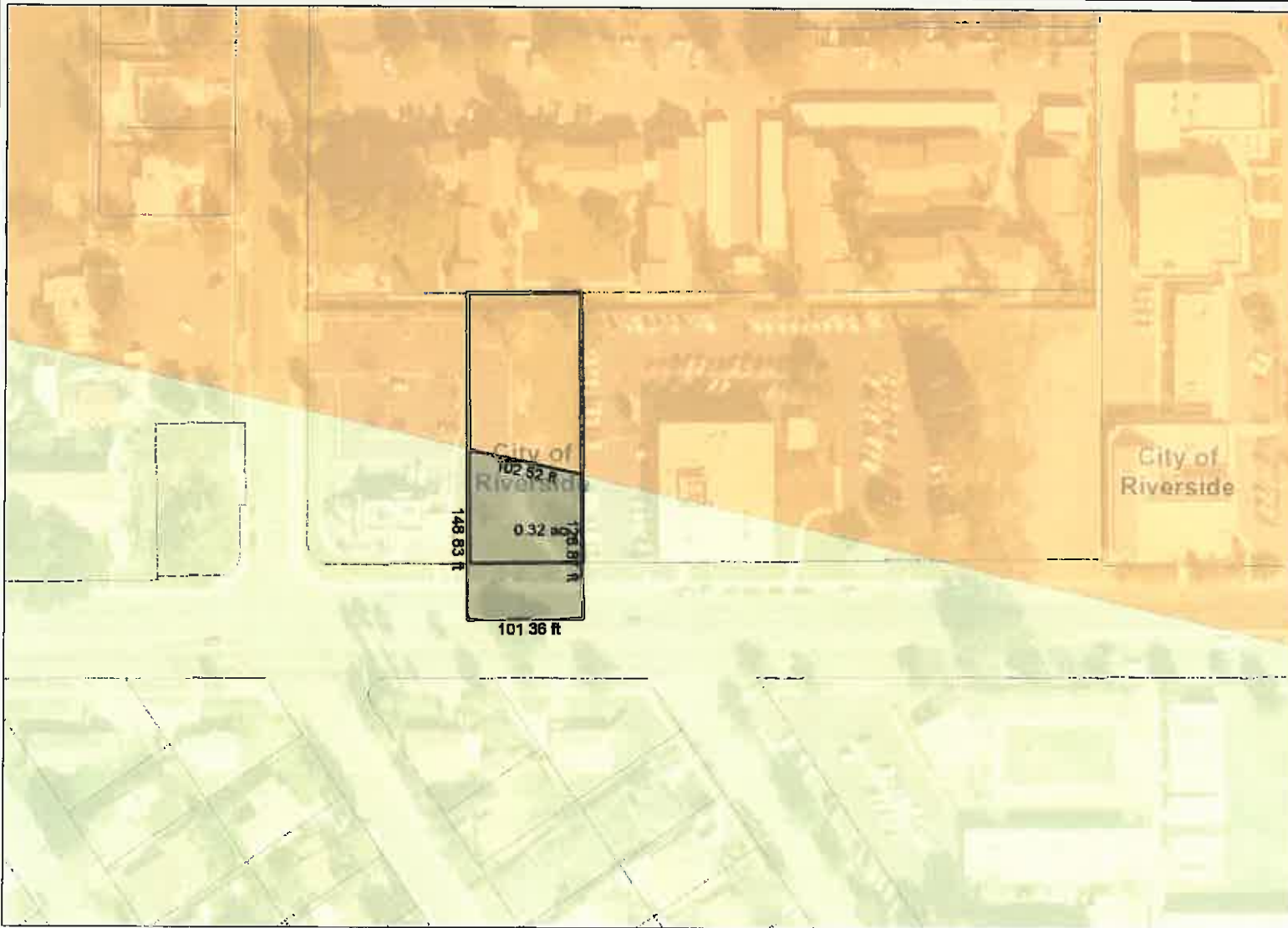
REPORT PRINTED ON... 1/26/2016 8:31:31 AM

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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



0 164 328 Feet



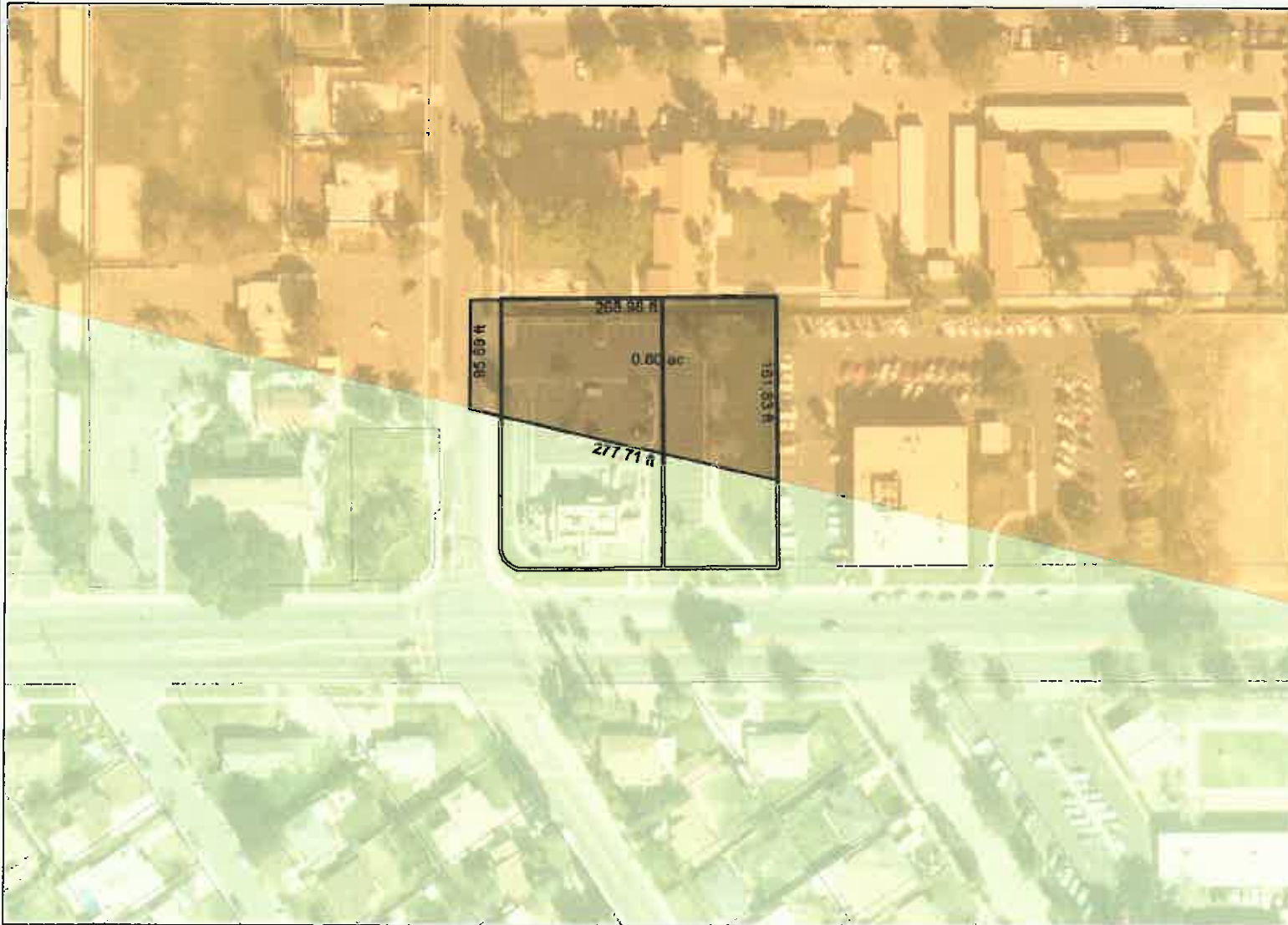
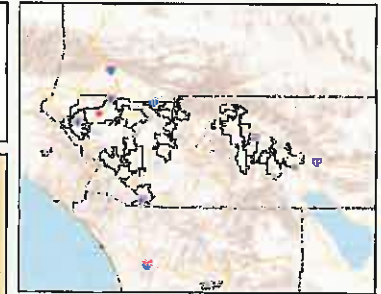
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## Notes

# 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



0 164 328 Feet



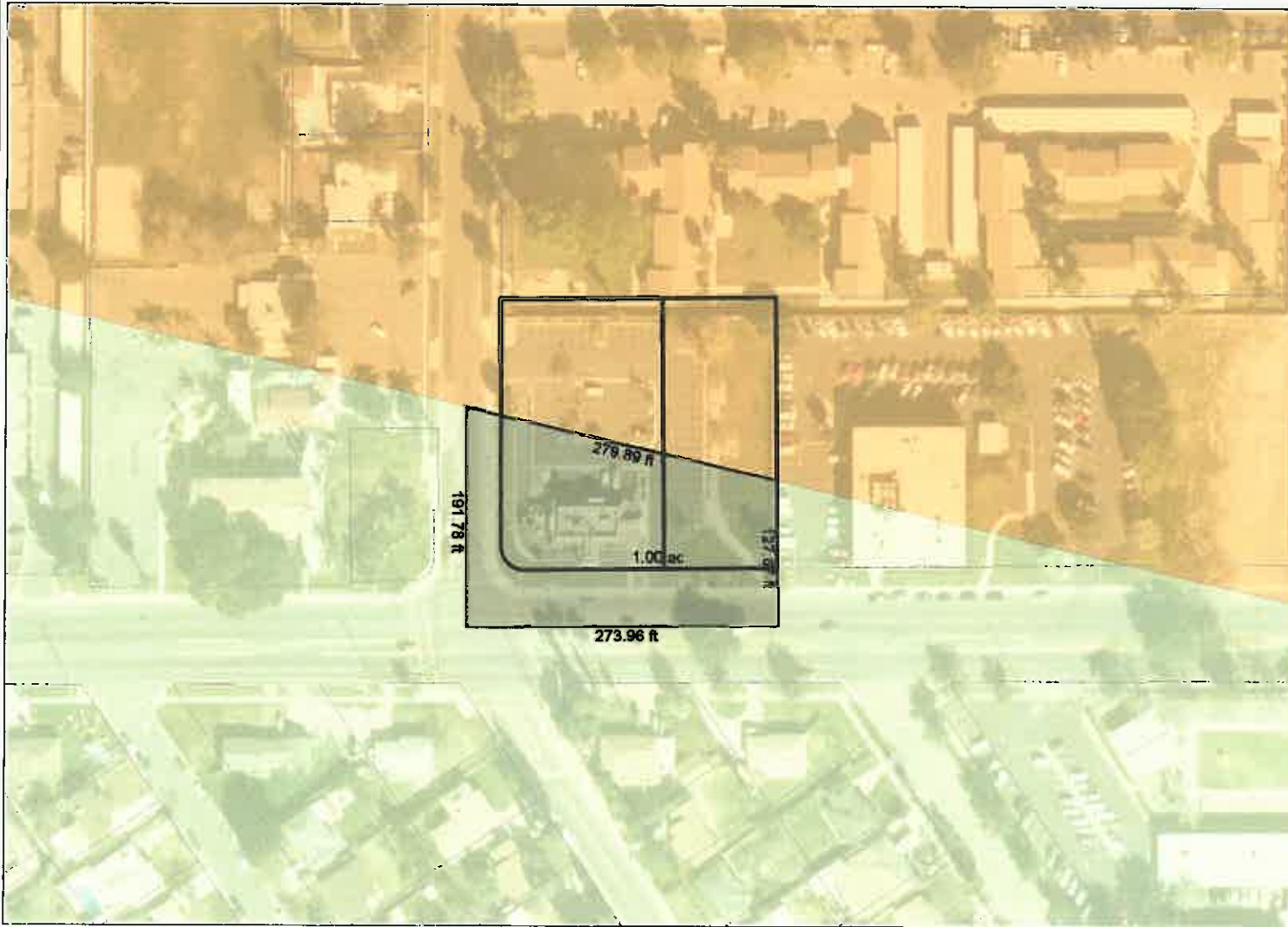
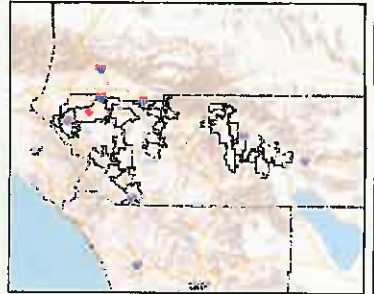
**\*IMPORTANT\*** Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness,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

- 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



0 164 328 Feet



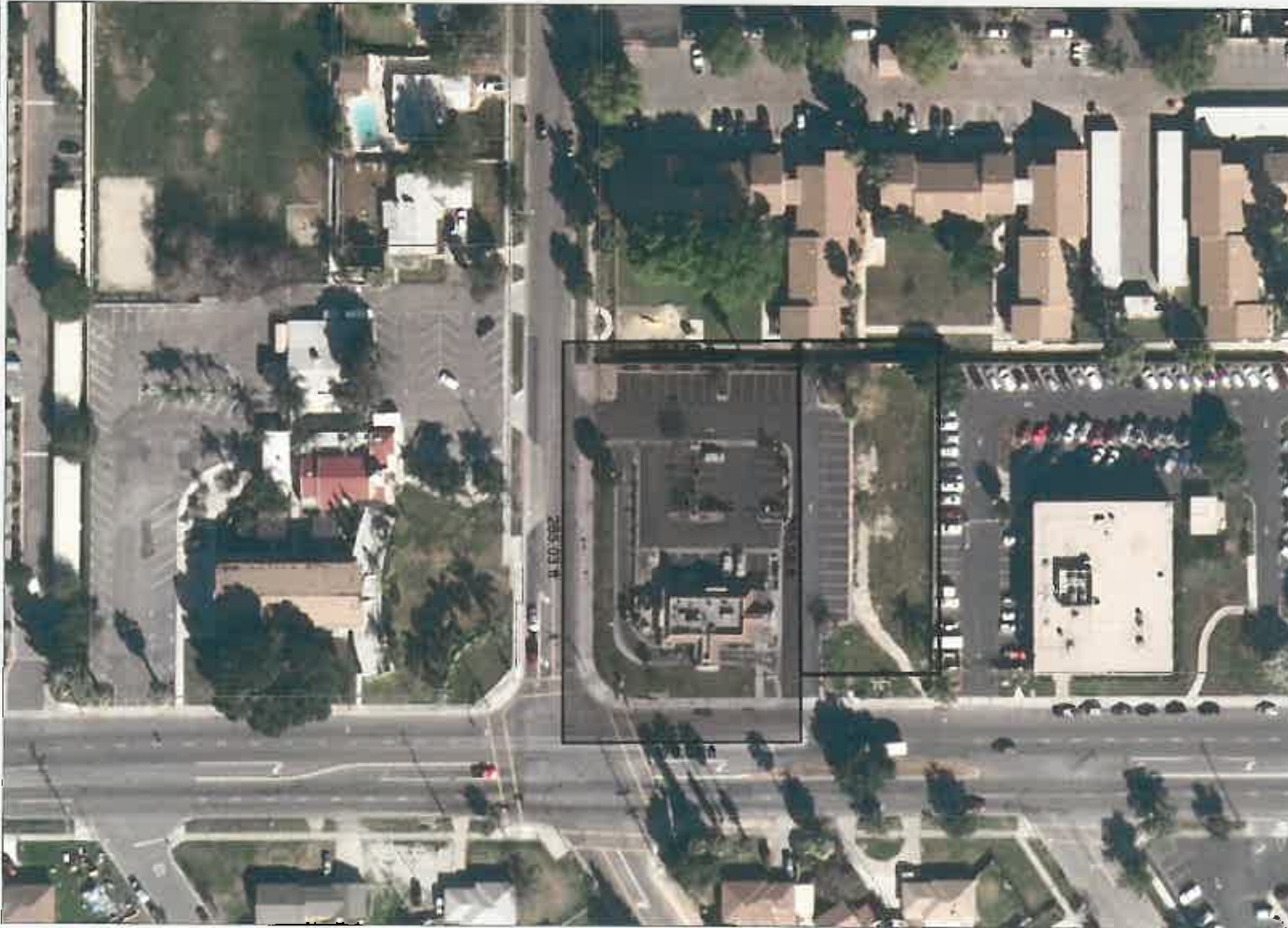
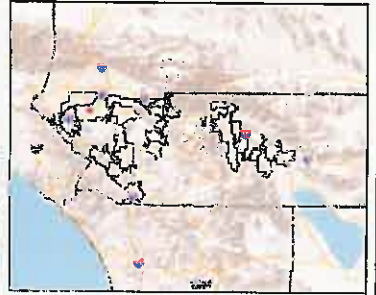
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## Notes

# My Map



## Legend

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



0 133 266 Feet



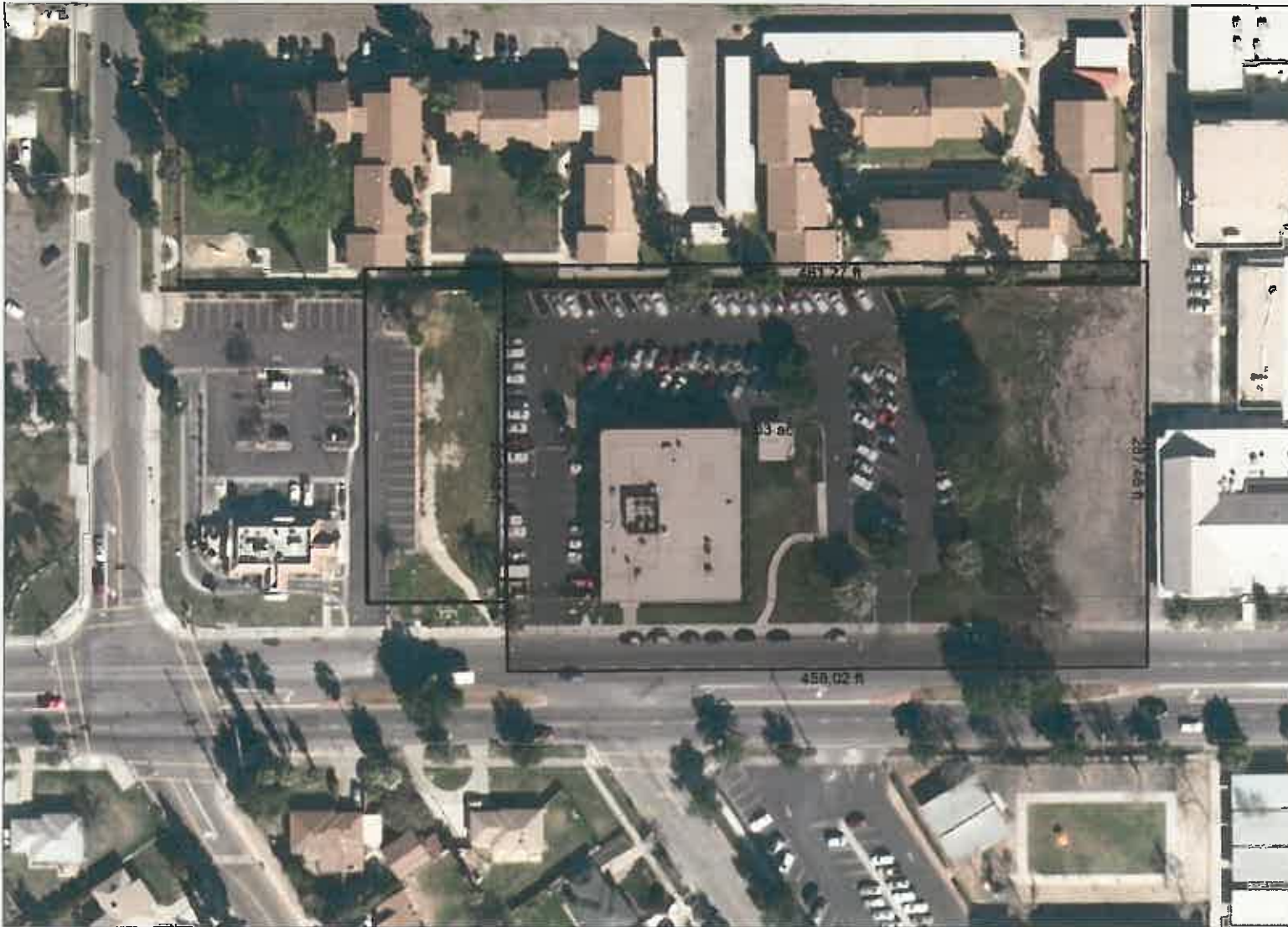
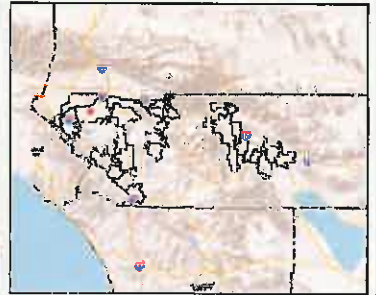
**\*IMPORTANT\*** Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness,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

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## Legend

- Display Parcels
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  - INTERCHANGE
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  - USHWY
- counties
- cities
- hydrographylines
- waterbodies
  - Lakes
  - Rivers



0 133 266 Feet



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## Notes

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

### 3.3. Special Conditions

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

- (1) The average density represented by all existing lots that lie fully or partially within a distance of 300 feet from the boundary of the parcel to be divided; or
  - (2) Double the density permitted in accordance with the criteria for that location as indicated in the Compatibility Criteria matrix, Table 2A.
- (c) For nonresidential development, the average usage intensity (the number of people per gross acre) of the site's proposed use shall not exceed the lesser of:
- (1) The average intensity of all existing uses that lie fully or partially within a distance of 300 feet from the boundary of the proposed development; or
  - (2) Double the intensity permitted in accordance with the criteria for that location as indicated in the Compatibility Criteria matrix, Table 2A.
- (d) The single-acre and risk-reduction design density and intensity multipliers described in Policies 4.2.5 and 4.2.6 and listed in Table 2A are applicable to infill development.
- (e) Infill development on some parcels should not enable additional parcels to then meet the qualifications for infill. The ALUC's intent is that parcels eligible for infill be determined just once. Thus, in order for the ALUC to consider proposed development under these infill criteria, the entity having land use authority (Riverside County or affected cities) must first identify the qualifying locations in its general plan or other adopted planning document approved by the ALUC. This action may take place in conjunction with the process of amending a general plan for consistency with the ALUC plan or may be submitted by the local agency for consideration by the ALUC at the time of initial adoption of this *Compatibility Plan*. In either case, the burden for demonstrating that a proposed development qualifies as infill rests with the affected land use jurisdiction and/or project proponent.

3.3.2. *Nonconforming Uses:* Existing uses (including a parcel or building) not in conformance with this *Compatibility Plan* may only be expanded as follows:

- (a) Nonconforming residential uses may be expanded in building size provided that the expansion does not result in more dwelling units than currently exist on the parcel (a bedroom could be added, for example, but a separate dwelling unit could not be built). No ALUC review of such improvements is required.
- (b) A nonconforming nonresidential development may be continued, leased, or sold and the facilities may be maintained or altered (including potentially enlarged), provided that the portion of the site devoted to the nonconforming use is not expanded and the usage intensity (the number of people per acre) is not increased above the levels existing at the time of adoption of this *Compatibility Plan*. No ALUC review of such changes is required.
- (c) ALUC review is required for any proposed expansion of a nonconforming use (in terms of the site size or the number of dwelling units or people on the site). Factors to be considered in such reviews include whether the development qualifies as infill (Policy 3.3.1) or warrants approval because of other special conditions (Policy 3.3.6).



CITY OF RIVERSIDE

COMMUNITY & ECONOMIC DEVELOPMENT DEPARTMENT

PLANNING DIVISION

SHF J-2  
Airport Land Use Commission  
Received  
JAN 04 2016

TRANSMITTAL SHEET

TRANSMITTAL OF MATERIALS

December 31, 2015

- TO: Margaret Albanese, Fire Department  RUSD, Ken Mueller  
 Jeff Hart, Public Works  RUSD, Janet Dixon  
 Matthew Bates, PU-W  AUSD, Sheryl Calhoun  
 Robert Filiar, PW-Street Trees  Other: See Attached List  
 Chris Christopoulos or Paul Hamilton, B&S  
 Randy McDaniel, PRCS  
 Archie Washington, PW-Solid Waste

TRANSMITTED HEREWITH ARE THE FOLLOWING ITEMS:

1. Site Plan, Floor Plan, and Building Elevations for reference purposes

We have received the following application to be reviewed by the City Planning Commission once it is deemed complete. The project consists of a request to rezone the subject parcel from O - Office to CG – General Commercial to allow for the construction of a new 2,200 square foot drive through restaurant.

The following applications have been submitted:

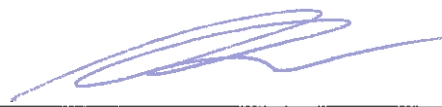
- P15-0979 – Rezoning from O - Office to CG – General Commercial
- P15-0980 - Conditional Use Permit for Drive Through Restaurant
- P15-0981 – Design Review for Drive Through Restaurant

Please see attached project plans and additional information.

Please return your comments to: Sean P. Kelleher, MBA  
 City of Riverside  
 Community Development Department  
 Planning Division  
 3900 Main Street, 3rd Floor  
 Riverside, CA 92522

All comments should be received by January 15, 2016.

Should you have any questions regarding this case, please do not hesitate to contact me at (951) 826-5712.

  
 Sean P. Kelleher, MBA  
 Associate Planner



# **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, 14<sup>th</sup> Floor, Riverside, California 92501, Monday through Thursday from 8:00 a.m. to 5:00 p.m., and by prescheduled appointment on Fridays, from 9:00 a.m. to 5:00 p.m.

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

DATE OF HEARING: March 10, 2016

TIME OF HEARING: 9:00 A.M.

### **CASE DESCRIPTION:**

ZAP1073RI16 – Arlington PDRC LP (Representative: Glen Pierce, G.K. Pierce Architects, Inc.) – City of Riverside Case Nos. P15-0979 (Rezoning), P15-0980 (Conditional Use Permit), and P15-0981 (Design Review). The applicant proposes to establish a 2,200 square foot restaurant (“Cowboy, Jr.”) with drive-thru (including 585 square feet of interior dining area) on a 0.54 (net) acre (0.61 gross) parcel (Assessor’s Parcel Number 190-322-015) located at 5573 Arlington Avenue, on the northerly side of Arlington Avenue, easterly of Phoenix Avenue (easterly of the Taco Bell and westerly of the Housing Authority offices). In order to allow for the “restaurant with drive-thru” use, the applicant proposes that the site be rezoned for O-Office to GC-General Commercial. The Commission may further recommend that the project site be rezoned to GC-AP-B1 and GC-AP-C, as the site is split between Airport Compatibility Zones B1 and C, or to O-AP-B1 and O-AP-C, in the event that the change to General Commercial is not supported. (Airport Compatibility Zones B1 and C 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. Sean Kelleher of the City of Riverside Planning Department at (951) 826-5712.

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

ALUC Identification No.

ZAP1073 RIL6

**PROJECT PROPONENT (TO BE COMPLETED BY APPLICANT)**

Date of Application January 5, 2016  
 Property Owner Arlington PDRC LP Phone Number 951.640.3708  
 Mailing Address PO Box 7399  
Redlands, CA 92375  
Attn: Al Steward

Agent (if any) GK Pierce Architects, Inc. Phone Number 949.344.2709  
 Mailing Address 3 Overture  
Aliso Viejo, CA 92650

**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 5573 Arlington Avenue  
Riverside, CA  
 Assessor's Parcel No. 190-322-015 Parcel Size .55 AC (24,068 SF)  
 Subdivision Name \_\_\_\_\_ Zoning  
 Lot Number \_\_\_\_\_ Classification CR

**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 pad adjacent to an existing Taco Bell Drive-thru Restaurant

Proposed Land Use (describe) New, 2,200SF Drive-thru Restaurant  
City of Riverside Case No's P15-0979, P15-0980 & P15-0981 (Attn: Sean Kelleher)

For Residential Uses Number of Parcels or Units on Site (exclude secondary units) \_\_\_\_\_  
 For Other Land Uses Hours of Use 8AM- 12AM  
 (See Appendix C) Number of People on Site Maximum Number 47  
 Method of Calculation 2013 CBC Table 1004.1.2 Max Floor Area Allowances per Occupant  
585SF Dining @ 15SF per Occ/ 1,615 SF Kitchen @ 200SFper Occ)

Height Data Height above Ground or Tallest Object (including antennas and trees) 24'-4" ft.  
 Highest Elevation (above sea level) of Any Object or Terrain on Site EI. 772.50' 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 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

*R-2  
Zone  
B1, C*

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

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

**B. SUBMISSION PACKAGE:**

**ALUC REVIEW**

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

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

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

COUNTY OF RIVERSIDE  
AIRPORT LAND USE COMMISSION  
STAFF REPORT

**AGENDA ITEM:** 3.9

**HEARING DATE:** March 10, 2016

**CASE NUMBER:** ZAP1026FL16 – Lamb Energy WRL LLC and Stronghold Engineering (Representative: Gresham, Savage, Nolan & Tilden, Jonathan Shardlow)

**APPROVING JURISDICTION:** City of Jurupa Valley

**JURISDICTION CASE NO.:** MA No. 15148 (Master Application), SDP No. 31534 (Site Development Permit)

**MAJOR ISSUES:** The proposed photovoltaic solar facility could present potential glare hazards for pilots using the curved approach to runway 24 from the north and within the northeasterly traffic pattern north of the airport. The Solar Glare Hazard Analysis Tool (SGHAT) based analyses concluded that potential for temporary after image could occur in certain times of the year generally in the morning for these flight paths. This is the “yellow” level that exceeds the “low potential for temporary after-image” that Federal Aviation Administration (FAA) Interim Policy deems an acceptable level of glare on final approach (within 2 miles from end of runway) for solar facilities located on airport property. Therefore, the potential for temporary after-image engendered by the project potentially represents a hazard to flight.

Staff has discussed these results with the applicant and suggested additional analysis be provided to indicate whether alternative angles to the solar panels and/or removal of certain panel areas from the project could reduce the potential for temporary after image to the low “green” level. Additionally, a more comprehensive glare analysis beyond the basic SGHAT could be justified to provide more detail in terms of where glare is experienced and at what intensity. Although staff is recommending continuance, the applicant would like to present and discuss the project and the glare analysis and receive feedback from the Commission and whether a determination of Consistency could be made at this time with additional conditions applied to the project.

**RECOMMENDATION:** Staff recommends that consideration of the project be CONTINUED to ALUC’s April 14, 2016 hearing to provide additional time for additional analysis to be provided regarding potential glare experienced in the pattern and curved approaches; however, if, prior to the March 10 hearing, such

**additional analysis is provided to staff and deemed adequate, staff may recommend that the project be found CONSISTENT, subject to the conditions included herein.**

**PROJECT DESCRIPTION:**

The project proposes to construct an 8.1685 megawatt solar photovoltaic electric generating facility and associated facilities on 74 acres.

**PROJECT LOCATION:**

The project site is located on the site of the former West Riverside Landfill northerly of State Route 60, westerly of the Santa Ana River, and southeasterly of Hall Avenue within the City of Jurupa Valley. The closest portion of the project's boundaries is located approximately 7,000 feet northeasterly from the easterly end 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 Zone E and outside the Airport Influence Area
- c. Noise Levels: Outside the 55 CNEL noise contour from aircraft noise

**BACKGROUND:**

Flight Hazard Issues: Structure height, electrical interference, and reflectivity/glare are among the issues that renewable energy facilities in the airport influence area must address. The project's photovoltaic (PV) panel structures would be located within Zone E and partially outside the Airport Influence Area within the project's northeastern area. Sixteen 60 foot tall power poles are proposed along the westerly and northerly boundaries of the project site. These power poles are not anticipated to present any substantial increased hazard since as noted below in the Part 77 analysis, these do not require review by the Federal Aviation Administration for Obstruction Evaluation.

*Electrical and Communications Interference*

The applicant has indicated that they do not plan to utilize equipment that would interfere with aircraft communications. The PV panels themselves present little risk of interfering with radar transmissions due to their low profiles. In addition, solar panels do not emit electromagnetic waves over distances that could interfere with radar signal transmissions, and any electrical facilities that do carry concentrated current will be buried beneath the ground and away from any signal transmission. There are no radar transmission or receiving facilities within the site.

*Glint and Glare/Reflectivity*

The project proposes to collect solar energy via photovoltaic (PV) panels. PV panels are designed to absorb approximately 70% of solar energy and convert it directly to electricity, resulting in reflectance levels much lower than that of other common reflective surfaces. A technical report prepared by SunPower Corporation, dated September 29, 2009, determined that “the glare and reflectance levels from a given PV system are decisively lower than the glare and reflectance generated by standard glass and other common reflective surfaces.”

The applicant has prepared a glare analysis utilizing the web based Solar Glare Hazard Analysis Tool (SGHAT) and provided a report, a copy of which is attached hereto. The analysis was based on straight in approach patterns to both runways 6 and 24 as well as the curved approach from the south and north for runway 24 and the traffic pattern heading northeasterly north of the airport. The analysis utilized a glide slope approach of 3.0 degrees for the straight in and curved approaches, a 0.0 degrees for the traffic pattern with an altitude of between 595 feet and 620 feet above ground level (approximately 1400 feet AMSL), and a 17 degree tilt southerly to the solar panels with fixed, non-tracking positions.

The straight in approach analyses concluded that some glare would occur on the straight in approach to runway 6 and no glare on the straight in approach to runway 24. The analysis notes that the glare experienced at each of the distances and times noted for the straight in approaches to runway 6 would result in a low potential for temporary after-image (“green” level). No glare would occur closer than 1 mile from the runway for the straight in approach. 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 glare on final approach (within 2 miles from end of runway) for solar facilities located on airport property. The glare that is projected to occur on the approach to runway 6 would be generally limited to less than 35 minutes a day during the times of year at the selected distances from the runway:

1 ¼ mile

- Early June to Early July – 5:45 a.m. to 6:10 a.m. standard time (6:45 to 7:10 PDT)

1 ½ mile

- Early June to Mid July – 5:45 a.m. to 6:15 a.m. standard time (6:45 to 7:15 PDT)

1 ¾ mile

- Late May to Mid July – 5:45 a.m. to 6:20 a.m. standard time (6:45 to 7:20 PDT)

2 mile

- Mid May to Late July – 5:45 a.m. to 6:20 a.m. standard time (6:45 to 7:20 PDT)

The curved approach analyses concluded that some glare would occur on the curved approach from the north to runway 24 and no glare on the curved approach from the south to runway 24. The analysis notes that the glare experienced at each of the distances and times noted for the straight in approaches would result in a potential for temporary after-image (“yellow” level). The glare that is projected to occur on the approach to runway 24 would be generally limited to 45 minutes or less a day during the times of year at the selected distances from the runway:

Point 6 (approximately 1 ¼ mile)

- Mid May to Late July – 5:45 a.m. to 6:20 a.m. standard time (6:45 to 7:20 PDT)

Point 7 (approximately 1 ½ mile)

- Early May to Early August – 5:45 a.m. to 6:30 a.m. standard time (6:45 to 7:30 PDT)

Point 8 (approximately 1 ¾ mile)

- Late April to Mid August – 5:45 a.m. to 6:30 a.m. standard time (6:45 to 7:30 PDT)

The analysis of the traffic pattern path north of the airport concluded that some glare would occur. The analysis notes that the glare experienced at each of the distances and times noted for the traffic pattern path would result in a potential for temporary after-image (“yellow” level). Glare at the approximate 1½ mile distance would be approximately 90% potential for temporary after image with 10% with low potential for temporary after-image and as the distance increases to approximately 2¼ mile would be entirely low potential for temporary after image. The glare that is projected to occur in the pattern would be generally limited to 60 minutes or less a day during the times of year at the selected distances from the runway:

Approximately ¾ mile (labeled as ½ mile in analysis)

- Early June to Early July – 6:15 a.m. to 6:50 a.m. standard time (7:15 to 7:50 PDT)

Approximately 1 mile (labeled as ¾ mile in analysis)

- Mid May to Late July – 6:00 a.m. to 6:50 a.m. standard time (7:00 to 7:50 PDT)

Approximately 1¼ mile (labeled as 1 mile in analysis)

- Early May to Early August – 5:55 a.m. to 6:45 a.m. standard time (6:55 to 7:45 PDT)

Approximately 1½ mile (labeled as 1¼ mile in analysis)

- Early May to Early August – 5:50 a.m. to 6:40 a.m. standard time (6:50 to 7:40 PDT)

Approximately 1¾ mile (labeled as 1½ mile in analysis)

- Early May to Early August – 5:45 a.m. to 6:35 a.m. standard time (6:45 to 7:35 PDT)

Approximately 2 miles (labeled as 1¾ mile in analysis)

- Early May to Early August – 5:45 a.m. to 6:35 a.m. standard time (6:45 to 7:35 PDT)

Approximately 2 ¼ miles (labeled as 2 mile in analysis)

- Early May to Early August – 5:45 a.m. to 6:35 a.m. standard time (6:45 to 7:35 PDT)

The memo accompanying the SGHAT analyses noted that the airport is not open until 8:30 a.m.; however, this incorrectly refers to when the airport's offices are open. The airport is open 24 hours a day to flights based on comment received from the Flabob Airport Manager.

Prohibited Uses: The proposed facility could constitute a prohibited use, as defined by the 2004 Flabob Airport Land Use Compatibility Plan. Within Zone E, only hazards to flight are prohibited. As shown above by the glare analysis, the proposed project could represent a hazard to flight based on the potential glare.

Part 77: The elevation of Runway 6-24 at its easterly terminus is approximately 766.8 feet above mean sea level (766.8 feet AMSL). As the runway length does not exceed 3,200 feet, the relevant slope for purposes of determining Federal Aviation Administration notice requirements is 50:1. At a distance of approximately 7,000 feet from the runway, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 906.8 feet AMSL. The project site's existing elevation ranges from approximately 795.8 to 847.7 feet AMSL. The project does not propose substantial grading due to the landfill underneath and proposes to cap the existing ground with a maximum 4 inches of base. This would increase the maximum elevation to 848.0 feet AMSL. The proposed solar panels have a maximum height of 8' and the proposed inverter structures have a maximum height of 10' for a potential maximum elevation of 858.0 feet AMSL at the highest existing elevation, which would indicate review by the FAA Obstruction Evaluation Service would not be required for these structures. The project also proposes sixteen (16) 60 foot tall riser poles along the project's westerly and northerly boundary to connect to existing electrical lines. These poles would be located in areas with a maximum existing elevation of 831.0 feet AMSL, for a potential maximum elevation of 891.3 feet AMSL (including the potential 4 inch of base), which would indicate review by the FAA Obstruction Evaluation Service would not be required for these structures, either.

Noise: The site is located within areas subject to average noise levels from aircraft operations below 55 CNEL. As a non-noise sensitive use, no noise mitigation measures are necessary.

#### **CONDITIONS:**

1. 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.

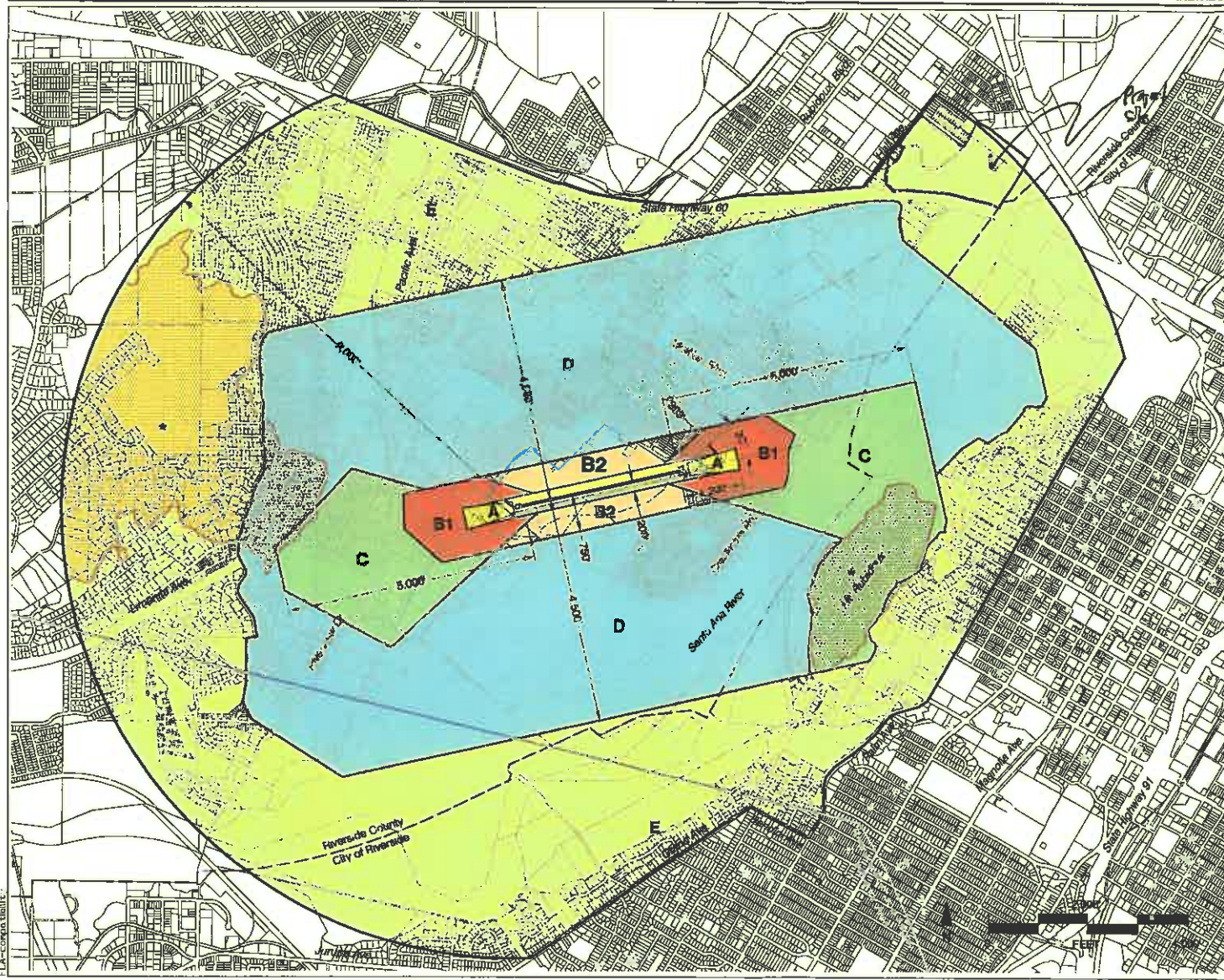
- (b) Any use which would cause sunlight to be reflected in focused view towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
  - (c) Any use which would generate smoke or water vapor or 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.
2. Any outdoor lighting installed shall be hooded and shielded to prevent either the spillage of lumens or reflection into the sky.
3. If the panels are mounted on a framework, said framework shall have a flat or matte finish so as to minimize reflection of sunlight.
4. The landowner shall provide the attached notice to all purchasers of the property.
5. All photovoltaic panels installed on the project site shall have received an anti-reflective coating to minimize the potential for hazardous glare to occur to aircraft.
6. 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, covering them at the time of day when incidences of glare occur, or wholly removing panels 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.
7. 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.

8. Structures' location and height shall comply with those as noted in the site plan as prepared by Stronghold Engineering Inc. and dated 7/31/15. If location and height shall change, this table shall be updated to confirm whether review by the FAA Obstruction Evaluation Service is required.
9. No detention basins are shown on the site plan, but if any detention basins are constructed, such 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 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.

# **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.

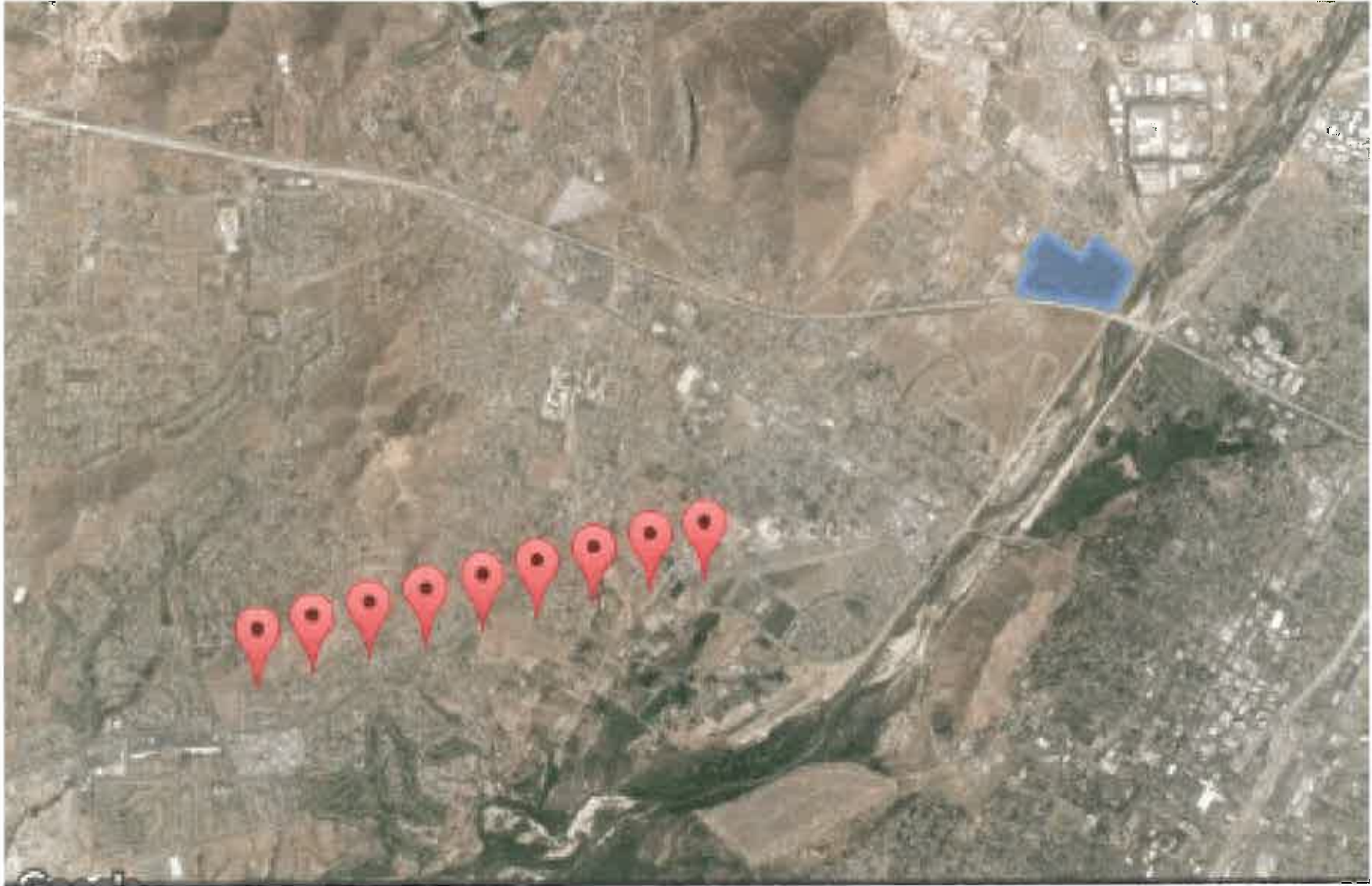
See Chapter 2, Table 2A for compatibility criteria associated with this map.

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

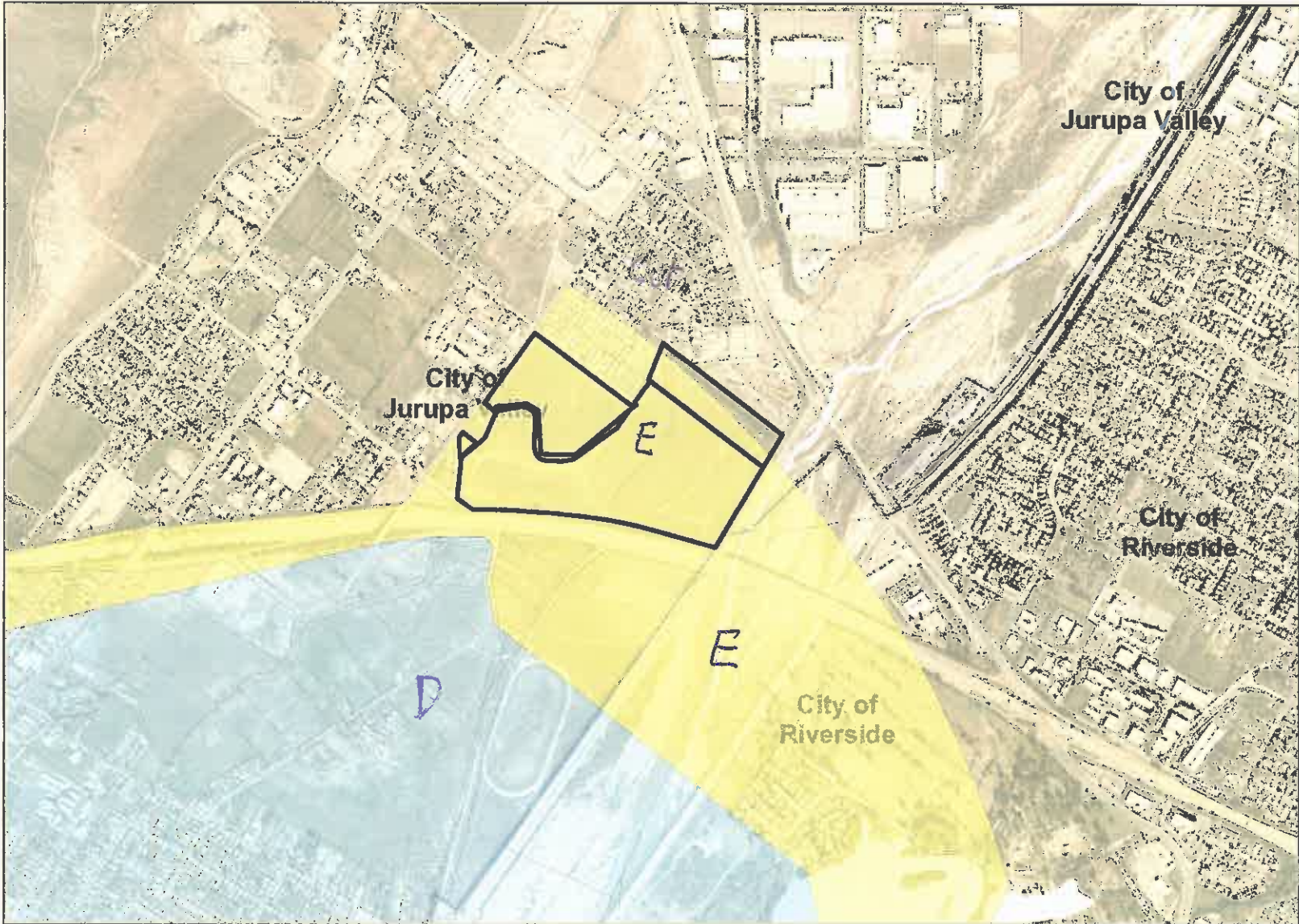
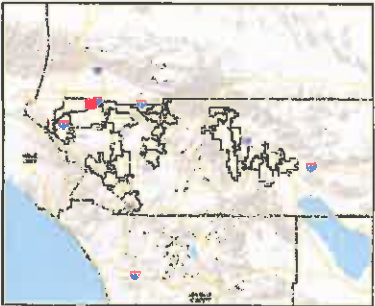
Map FL-1

**Compatibility Map**  
 Flabob Airport

**Location of Project in Relationship to Airport**



# 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



0 1,619 3,238 Feet



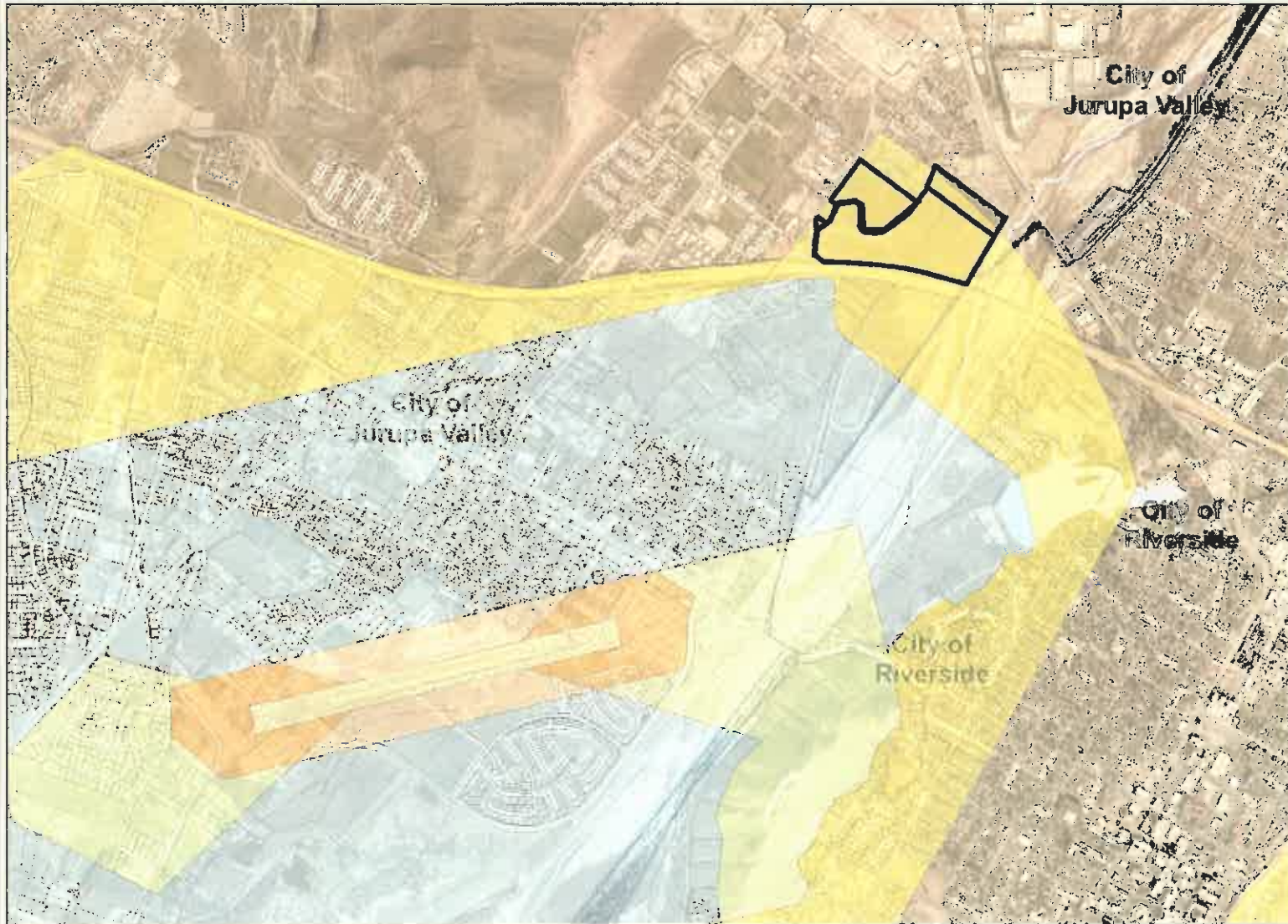
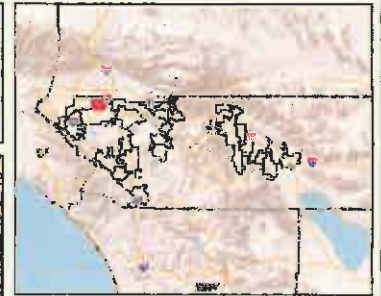
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## Notes

# 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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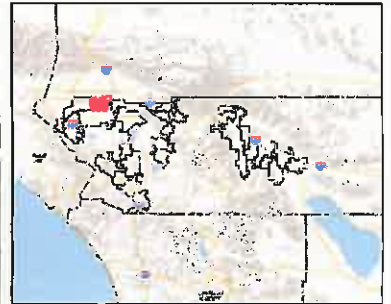
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## Notes

# My Map



## Legend

-  Airports
-  Runways
-  City Boundaries
- roadsanno
- highways
-  HWY
-  INTERCHANGE
-  INTERSTATE
-  OFFRAMP
-  ONRAMP
-  USHWY
- roads
-  Major Roads
-  Arterial
-  Collector
-  Residential
-  counties
-  cities
- hydrographylines
- waterbodies
-  Lakes
-  Rivers



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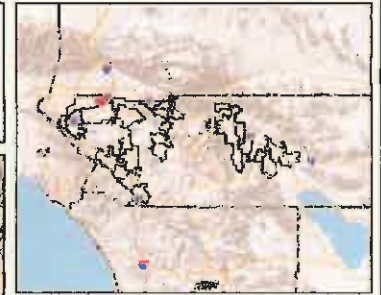
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## Notes



# My Map



## Legend

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



0 1,379 2,759 Feet



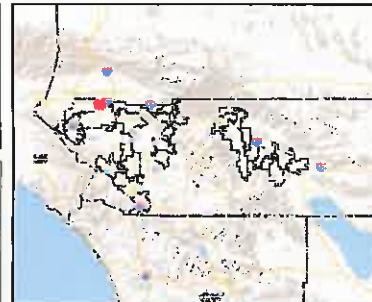
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## Notes

# 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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0 1,619 3,238 Feet

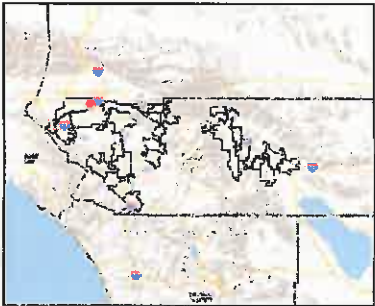


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### Notes

# 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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0 809 1,619 Feet

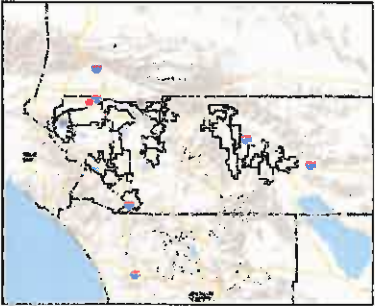


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### Notes

# 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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## Notes

## 2 PROPOSED PROJECT DESCRIPTION

### 2.1 PROPOSED PROJECT

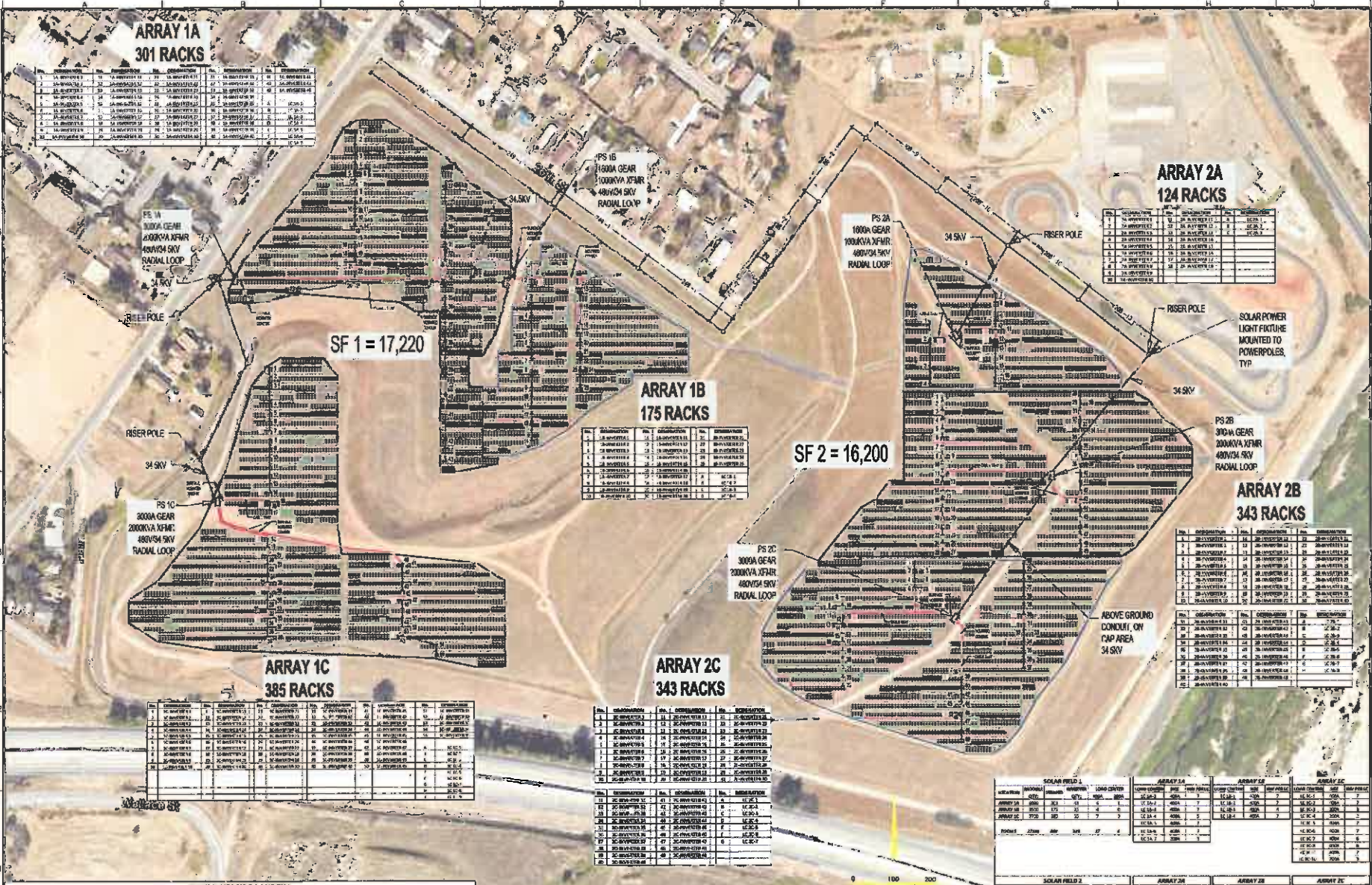
The Proposed Project includes the construction of an 8.1685 megawatt (MW) alternating current (AC), grid-tied, fixed-tilt solar project on the former West Riverside Landfill (landfill) site (Figures 2 and 3). The landfill was operated by the Riverside County Department of Waste Management as a Class III solid waste disposal site from January 1964 until its closure in November 1983. The project site is comprised of four separate parcels, totaling approximately 74 acres with the closed landfill encompassing most of the site.

The Proposed Project would consist of installing a solar panel racking system using weighted ballasts to avoid penetrating or damaging the landfill cover system. The racking system would be a Unirac supplied system or its equivalent and would provide the solar panel a support structure. All medium voltage wire and conduit would be surface mounted and run within and near the array field and would include explosion resistant couplings and connections. Medium voltage wire and the associated conduit outside of the landfill cover footprint may be routed underground at a bury depth of 18 to 36 inches, consistent with the applicable electrical code.

The project proposes to install approximately 31,872 REC 300 Watt modules or equivalent. In addition, there would be four (4) 2 MW AC stations located near the vicinity of the arrays. The AC stations would consist of four (4) Advanced Energy 2 MW PowerStations with two (2) 1 MW inverters and transformers located on concrete foundations. There would be eighty (80) 20 circuit combiner boxes located within the arrays supported by the racking systems or independently held on individual ballasted structures. The system would tie into an existing Southern California Edison (SCE) substation located in close proximity and adjacent to the project site. The project point of connection would occur at the Limonite 33 kilovolt (kV) line associated with the SCE Vista substation.

The solar panels would have a 17 degree tilt oriented toward the south set at a height of approximately 3.5 feet on the low end and approximately 8 feet on the high end of the array. The service life of the panels is approximately 25 years. At the end of the service life of the panels, the system may be dismantled and removed or the panels may be replaced and operation extended for another 25 years, if approved by SCE. To connect to the electrical grid, specific upgrades to the existing system would be necessary. The upgrades include the installation of a dead-end structure near the site property line, installation of a 33 kV tie in, installation of a breaker within the property line, installation of a secure equipment building with environmental controls, installation of a T1 circuit for communications and energy management, installation of ISO-approved metering equipment, installation of disconnect facilities, installation of a SCADA system (ability to automatically regulate the power factor to a schedules VAR), installation of equipment necessary to comply with generation output rates, installation of a remote automatic recloser (RAR) switch, tap the existing Limonite 33kV line and install approximately 750 feet of 336 ACSR 33kV primary overhead line to interconnection, install equipment to support the RTU or alternate, install one (1) 33kV pole top revenue meter and associated equipment and cabinets, install one (1) RTU, replace 5 60 foot distribution poles, and install a 33 kV 3-phase transducer.)

Upon completion of the project, Stronghold Engineering Inc., would own, operate, and maintain the solar system and would maintain the landfill site consistent with the approved PostClosure Land Use Proposal.



**ARRAY 1A  
301 RACKS**

NO.	DESCRIPTION	NO.	DESCRIPTION	NO.	DESCRIPTION	NO.	DESCRIPTION	NO.	DESCRIPTION
1	LA-300V-15-1	15	LA-300V-15-15	29	LA-300V-15-15	43	LA-300V-15-15	57	LA-300V-15-15
2	LA-300V-15-2	16	LA-300V-15-16	30	LA-300V-15-16	44	LA-300V-15-16	58	LA-300V-15-16
3	LA-300V-15-3	17	LA-300V-15-17	31	LA-300V-15-17	45	LA-300V-15-17	59	LA-300V-15-17
4	LA-300V-15-4	18	LA-300V-15-18	32	LA-300V-15-18	46	LA-300V-15-18	60	LA-300V-15-18
5	LA-300V-15-5	19	LA-300V-15-19	33	LA-300V-15-19	47	LA-300V-15-19	61	LA-300V-15-19
6	LA-300V-15-6	20	LA-300V-15-20	34	LA-300V-15-20	48	LA-300V-15-20	62	LA-300V-15-20
7	LA-300V-15-7	21	LA-300V-15-21	35	LA-300V-15-21	49	LA-300V-15-21	63	LA-300V-15-21
8	LA-300V-15-8	22	LA-300V-15-22	36	LA-300V-15-22	50	LA-300V-15-22	64	LA-300V-15-22
9	LA-300V-15-9	23	LA-300V-15-23	37	LA-300V-15-23	51	LA-300V-15-23	65	LA-300V-15-23
10	LA-300V-15-10	24	LA-300V-15-24	38	LA-300V-15-24	52	LA-300V-15-24	66	LA-300V-15-24
11	LA-300V-15-11	25	LA-300V-15-25	39	LA-300V-15-25	53	LA-300V-15-25	67	LA-300V-15-25
12	LA-300V-15-12	26	LA-300V-15-26	40	LA-300V-15-26	54	LA-300V-15-26	68	LA-300V-15-26
13	LA-300V-15-13	27	LA-300V-15-27	41	LA-300V-15-27	55	LA-300V-15-27	69	LA-300V-15-27
14	LA-300V-15-14	28	LA-300V-15-28	42	LA-300V-15-28	56	LA-300V-15-28	70	LA-300V-15-28

**ARRAY 2A  
124 RACKS**

NO.	DESCRIPTION	NO.	DESCRIPTION	NO.	DESCRIPTION	NO.	DESCRIPTION
1	LA-300V-20-1	11	LA-300V-20-11	21	LA-300V-20-21	31	LA-300V-20-31
2	LA-300V-20-2	12	LA-300V-20-12	22	LA-300V-20-22	32	LA-300V-20-32
3	LA-300V-20-3	13	LA-300V-20-13	23	LA-300V-20-23	33	LA-300V-20-33
4	LA-300V-20-4	14	LA-300V-20-14	24	LA-300V-20-24	34	LA-300V-20-34
5	LA-300V-20-5	15	LA-300V-20-15	25	LA-300V-20-25	35	LA-300V-20-35
6	LA-300V-20-6	16	LA-300V-20-16	26	LA-300V-20-26	36	LA-300V-20-36
7	LA-300V-20-7	17	LA-300V-20-17	27	LA-300V-20-27	37	LA-300V-20-37
8	LA-300V-20-8	18	LA-300V-20-18	28	LA-300V-20-28	38	LA-300V-20-38
9	LA-300V-20-9	19	LA-300V-20-19	29	LA-300V-20-29	39	LA-300V-20-39
10	LA-300V-20-10	20	LA-300V-20-20	30	LA-300V-20-30	40	LA-300V-20-40

**ARRAY 1B  
175 RACKS**

NO.	DESCRIPTION	NO.	DESCRIPTION	NO.	DESCRIPTION	NO.	DESCRIPTION
1	LA-300V-10-1	11	LA-300V-10-11	21	LA-300V-10-21	31	LA-300V-10-31
2	LA-300V-10-2	12	LA-300V-10-12	22	LA-300V-10-22	32	LA-300V-10-32
3	LA-300V-10-3	13	LA-300V-10-13	23	LA-300V-10-23	33	LA-300V-10-33
4	LA-300V-10-4	14	LA-300V-10-14	24	LA-300V-10-24	34	LA-300V-10-34
5	LA-300V-10-5	15	LA-300V-10-15	25	LA-300V-10-25	35	LA-300V-10-35
6	LA-300V-10-6	16	LA-300V-10-16	26	LA-300V-10-26	36	LA-300V-10-36
7	LA-300V-10-7	17	LA-300V-10-17	27	LA-300V-10-27	37	LA-300V-10-37
8	LA-300V-10-8	18	LA-300V-10-18	28	LA-300V-10-28	38	LA-300V-10-38
9	LA-300V-10-9	19	LA-300V-10-19	29	LA-300V-10-29	39	LA-300V-10-39
10	LA-300V-10-10	20	LA-300V-10-20	30	LA-300V-10-30	40	LA-300V-10-40

**ARRAY 2B  
343 RACKS**

NO.	DESCRIPTION	NO.	DESCRIPTION	NO.	DESCRIPTION	NO.	DESCRIPTION
1	LA-300V-25-1	11	LA-300V-25-11	21	LA-300V-25-21	31	LA-300V-25-31
2	LA-300V-25-2	12	LA-300V-25-12	22	LA-300V-25-22	32	LA-300V-25-32
3	LA-300V-25-3	13	LA-300V-25-13	23	LA-300V-25-23	33	LA-300V-25-33
4	LA-300V-25-4	14	LA-300V-25-14	24	LA-300V-25-24	34	LA-300V-25-34
5	LA-300V-25-5	15	LA-300V-25-15	25	LA-300V-25-25	35	LA-300V-25-35
6	LA-300V-25-6	16	LA-300V-25-16	26	LA-300V-25-26	36	LA-300V-25-36
7	LA-300V-25-7	17	LA-300V-25-17	27	LA-300V-25-27	37	LA-300V-25-37
8	LA-300V-25-8	18	LA-300V-25-18	28	LA-300V-25-28	38	LA-300V-25-38
9	LA-300V-25-9	19	LA-300V-25-19	29	LA-300V-25-29	39	LA-300V-25-39
10	LA-300V-25-10	20	LA-300V-25-20	30	LA-300V-25-30	40	LA-300V-25-40

**ARRAY 2C  
343 RACKS**

NO.	DESCRIPTION	NO.	DESCRIPTION	NO.	DESCRIPTION	NO.	DESCRIPTION
1	LA-300V-25-1	11	LA-300V-25-11	21	LA-300V-25-21	31	LA-300V-25-31
2	LA-300V-25-2	12	LA-300V-25-12	22	LA-300V-25-22	32	LA-300V-25-32
3	LA-300V-25-3	13	LA-300V-25-13	23	LA-300V-25-23	33	LA-300V-25-33
4	LA-300V-25-4	14	LA-300V-25-14	24	LA-300V-25-24	34	LA-300V-25-34
5	LA-300V-25-5	15	LA-300V-25-15	25	LA-300V-25-25	35	LA-300V-25-35
6	LA-300V-25-6	16	LA-300V-25-16	26	LA-300V-25-26	36	LA-300V-25-36
7	LA-300V-25-7	17	LA-300V-25-17	27	LA-300V-25-27	37	LA-300V-25-37
8	LA-300V-25-8	18	LA-300V-25-18	28	LA-300V-25-28	38	LA-300V-25-38
9	LA-300V-25-9	19	LA-300V-25-19	29	LA-300V-25-29	39	LA-300V-25-39
10	LA-300V-25-10	20	LA-300V-25-20	30	LA-300V-25-30	40	LA-300V-25-40

LOCATION	MODULES	NO. OF ROWS	ROW SPACING	ARRAY 2A			ARRAY 2B			ARRAY 2C		
				NO. OF RACKS	AREA (SQ. FT.)	NO. OF PILES	NO. OF RACKS	AREA (SQ. FT.)	NO. OF PILES	NO. OF RACKS	AREA (SQ. FT.)	NO. OF PILES
ARRAY 2A	124	4	11.00	13,624	124	13,624	124	13,624	124	13,624	124	13,624
ARRAY 2B	343	7	11.00	41,824	343	41,824	343	41,824	343	41,824	343	41,824
ARRAY 2C	343	7	11.00	41,824	343	41,824	343	41,824	343	41,824	343	41,824
<b>TOTAL</b>	<b>810</b>	<b>18</b>	<b>11.00</b>	<b>97,272</b>	<b>810</b>	<b>97,272</b>	<b>810</b>	<b>97,272</b>	<b>810</b>	<b>97,272</b>	<b>810</b>	<b>97,272</b>

**WEST RIVERSIDE LANDFILL**

LOCATION	MODULES	NO. OF ROWS	ROW SPACING	NO. OF RACKS	AREA (SQ. FT.)	NO. OF PILES
SOLAR FIELD 1	1720	4	11.00	1720	1720	1720
SOLAR FIELD 2	1500	5	11.00	1500	1500	1500
<b>TOTALS</b>	<b>3220</b>	<b>9</b>	<b>11.00</b>	<b>3220</b>	<b>3220</b>	<b>3220</b>

**WEST RIVERSIDE PV LAYOUT**

LOCATION	MODULES	NO. OF ROWS	ROW SPACING	NO. OF RACKS	AREA (SQ. FT.)	NO. OF PILES
SOLAR FIELD 1	1720	4	11.00	1720	1720	1720
SOLAR FIELD 2	1500	5	11.00	1500	1500	1500
<b>TOTALS</b>	<b>3220</b>	<b>9</b>	<b>11.00</b>	<b>3220</b>	<b>3220</b>	<b>3220</b>

**STRONGHOLD ENGINEERING INC**  
 ENGINEERING • CONSTRUCTION • DESIGN  
 3900 MARKET STREET, BURGESS, CA 94502  
 TEL. NO. (925) 948-5000 FAX. NO. (925) 948-9313

**PV LAYOUT - SITE MAP**

Sheet Number: **FIG. 01**



a Valley  
LIMIT





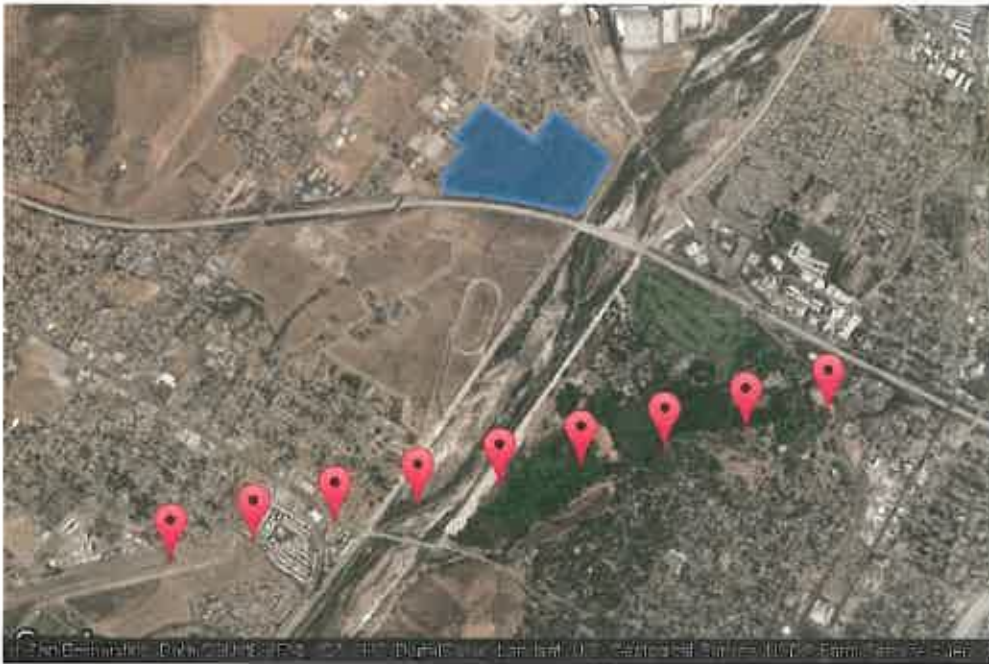
# Solar Glare Hazard Analysis Flight Path Report

Generated Jan. 9, 2016, 3:55 p.m.

Flight path: 1

No glare found

Print



## Analysis & PV array parameters

Analysis name	West 3
PV array axis tracking	none
Orientation of array (deg)	180.0
Tilt of solar panels (deg)	17.0
Rated power (kW)	8168.0
Vary reflectivity	True
PV surface material	Smooth glass without ARC
Timezone offset	-8.0
Subtended angle of sun (mrad)	9.3
Peak DNI (W/m <sup>2</sup> )	1000.0
Ocular transmission coefficient	0.5
Pupil diameter (m)	0.002
Eye focal length (m)	0.017
Time interval (min)	1
Correlate slope error with material	False
Slope error (mrad)	10.0

## Flight path parameters

Direction (deg)	257.09
Glide slope (deg)	3.0
Consider pilot visibility from cockpit	False

## PV array vertices

<b>id</b>	<b>Latitude (deg)</b>	<b>Longitude (deg)</b>	<b>Ground Elevation (ft)</b>	<b>Height of panels above ground (ft)</b>	<b>Total elevation (ft)</b>
1	34.0094630896	-117.389066219	823.59	6.0	829.59
2	34.0078622234	-117.386394739	817.23	6.0	823.23
3	34.0091251315	-117.385359406	813.05	6.0	819.05
4	34.0071685054	-117.382500172	815.68	6.0	821.68
5	34.0048738591	-117.384088039	803.9	6.0	809.9
6	34.0054075033	-117.387639284	799.05	6.0	805.05
7	34.0057988403	-117.391104698	812.15	6.0	818.15
8	34.0066081905	-117.391099334	814.0	6.0	820.0
9	34.0075954094	-117.38997817	819.6	6.0	825.6
10	34.0080312052	-117.390573621	820.41	6.0	826.41

## Flight Path Observation Points

	<b>Latitude (deg)</b>	<b>Longitude (deg)</b>	<b>Ground Elevation (ft)</b>	<b>Eye-level height above ground (ft)</b>	<b>Glare?</b>
Threshold	33.9897210565	-117.405197024	766.05	50.0	No
1/4 mi	33.9905284399	-117.400943791	766.76	118.46	No
1/2 mi	33.9913358234	-117.396690558	774.5	179.91	No
3/4 mi	33.9921432068	-117.392437326	779.12	244.46	No
1 mi	33.9929505903	-117.388184093	781.37	311.39	No
1 1/4 mi	33.9937579737	-117.38393086	789.15	372.79	No
1 1/2 mi	33.9945653572	-117.379677627	801.46	429.66	No

	<b>Latitude (deg)</b>	<b>Longitude (deg)</b>	<b>Ground Elevation (ft)</b>	<b>Eye-level height above ground (ft)</b>	<b>Glare?</b>
1 3/4 mi	33.9953727406	-117.375424394	801.57	498.74	No
2 mi	33.9961801241	-117.371171161	806.37	563.11	No

No glare found.

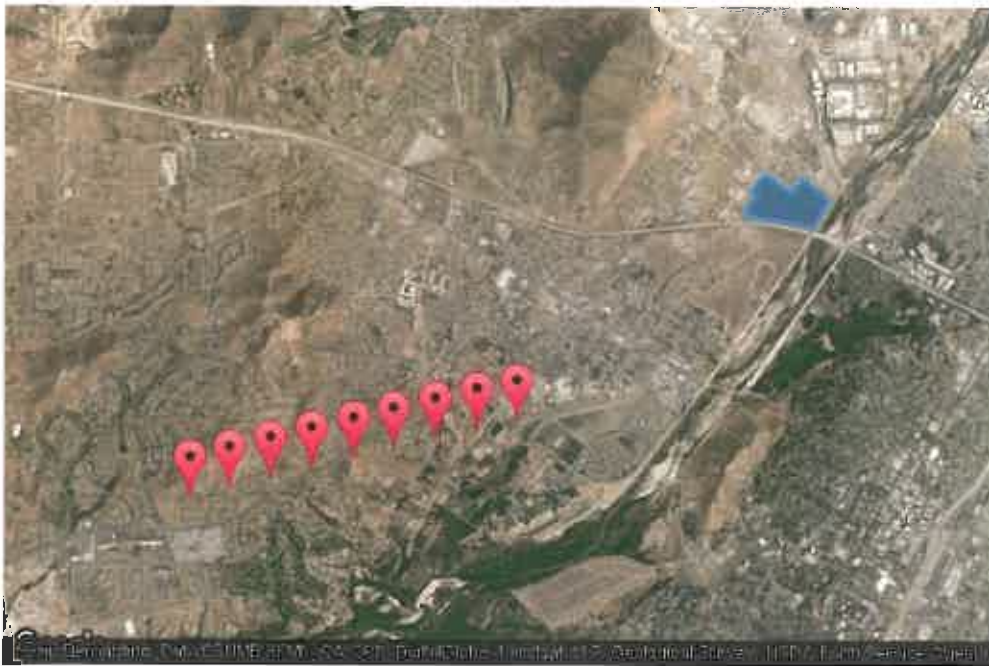
# Solar Glare Hazard Analysis Flight Path Report

Generated Jan. 9, 2016, 4:06 p.m.

Flight path: 1

Glare found

Print



## Analysis & PV array parameters

Analysis name	West 3
PV array axis tracking	none
Orientation of array (deg)	180.0
Tilt of solar panels (deg)	17.0
Rated power (kW)	8168.0
Vary reflectivity	True
PV surface material	Smooth glass without ARC
Timezone offset	-8.0
Subtended angle of sun (mrad)	9.3
Peak DNI (W/m <sup>2</sup> )	1000.0
Ocular transmission coefficient	0.5
Pupil diameter (m)	0.002
Eye focal length (m)	0.017
Time interval (min)	1
Correlate slope error with material	False
Slope error (mrad)	10.0

## Flight path parameters

Direction (deg)	76.6
Glide slope (deg)	3.0
Consider pilot visibility from cockpit	False

## PV array vertices

id	Latitude (deg)	Longitude (deg)	Ground Elevation (ft)	Height of panels above ground (ft)	Total elevation (ft)
1	34.0094630896	-117.389066219	823.59	6.0	829.59
2	34.0078622234	-117.386394739	817.23	6.0	823.23
3	34.0091251315	-117.385359406	813.05	6.0	819.05
4	34.0071685054	-117.382500172	815.68	6.0	821.68
5	34.0048738591	-117.384088039	803.9	6.0	809.9
6	34.0054075033	-117.387639284	799.05	6.0	805.05
7	34.0057988403	-117.391104698	812.15	6.0	818.15
8	34.0066081905	-117.391099334	814.0	6.0	820.0
9	34.0075954094	-117.38997817	819.6	6.0	825.6
10	34.0080312052	-117.390573621	820.41	6.0	826.41

## Flight Path Observation Points

	Latitude (deg)	Longitude (deg)	Ground Elevation (ft)	Eye-level height above ground (ft)	Glare?
Threshold	33.9878386196	-117.414753735	751.72	50.0	No
1/4 mi	33.9870011421	-117.418998381	751.42	119.47	No
1/2 mi	33.9861636646	-117.423243027	778.21	161.88	No
3/4 mi	33.9853261871	-117.427487673	851.43	157.83	No
1 mi	33.9844887096	-117.431732319	908.81	169.62	No
1 1/4 mi	33.9836512321	-117.435976965	921.31	226.31	Yes
1 1/2 mi	33.9828137546	-117.440221611	934.8	281.99	Yes

	<b>Latitude (deg)</b>	<b>Longitude (deg)</b>	<b>Ground Elevation (ft)</b>	<b>Eye-level height above ground (ft)</b>	<b>Glare?</b>
1 3/4 mi	33.9819762772	-117.444466257	996.26	289.72	Yes
2 mi	33.9811387997	-117.448710903	962.11	393.05	Yes

## Glare occurrence plots

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



# Threshold

No glare

1/4 mi

No glare

1/2 mi

No glare

3/4 mi

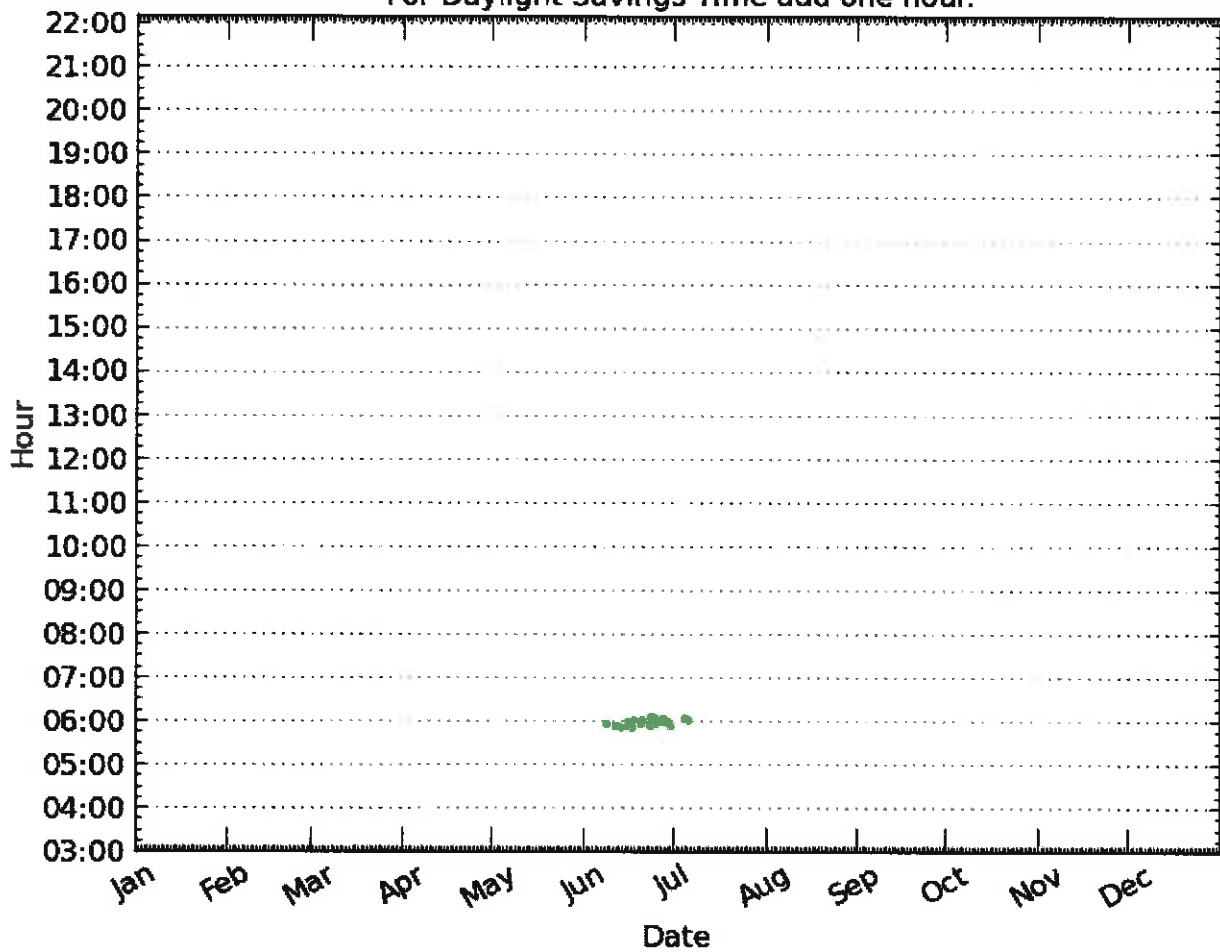
No glare

1 mi

No glare

1 1/4 mi

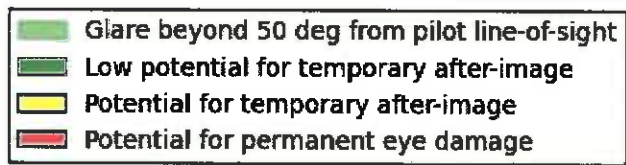
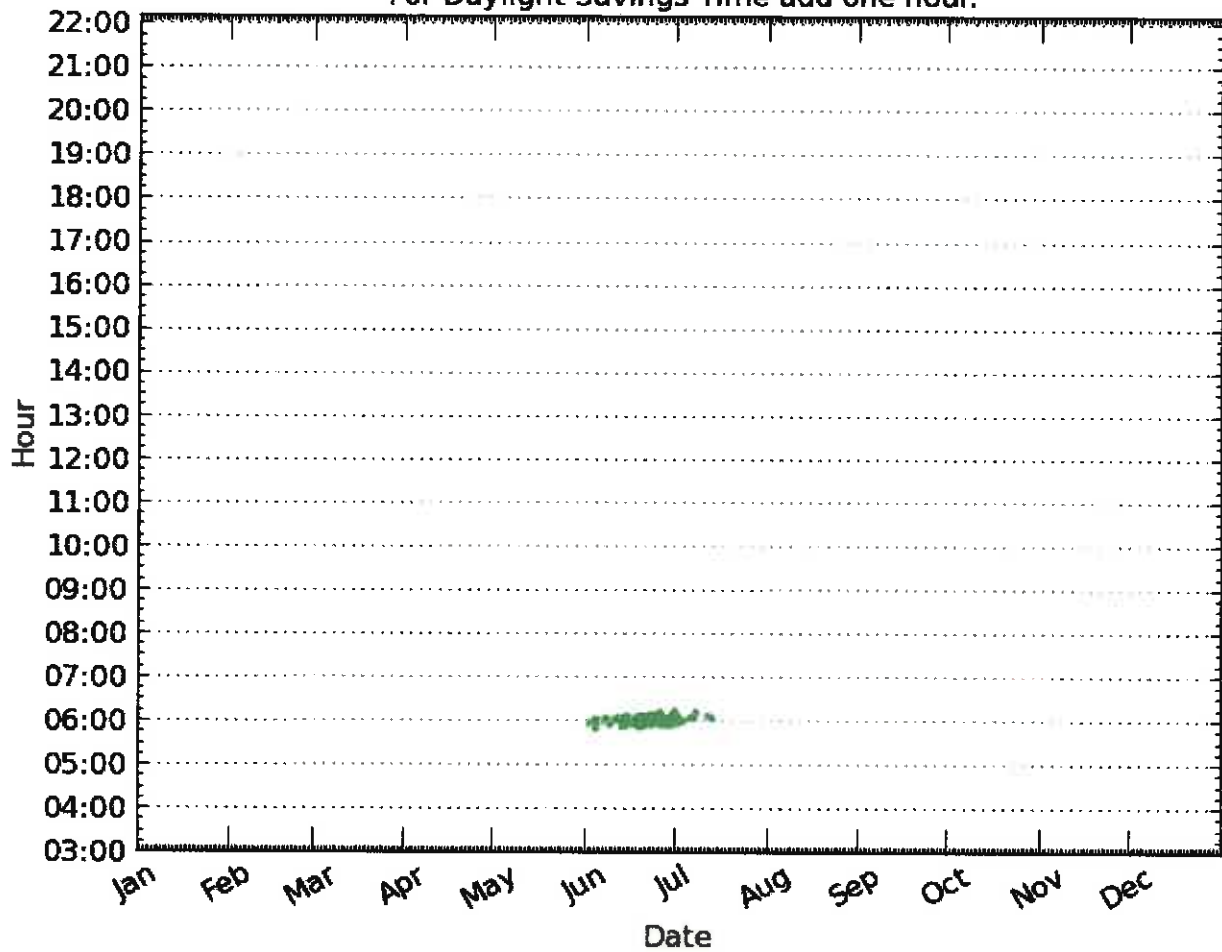
1-minute time interval.  
All times are in standard time.  
For Daylight Savings Time add one hour.



- 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

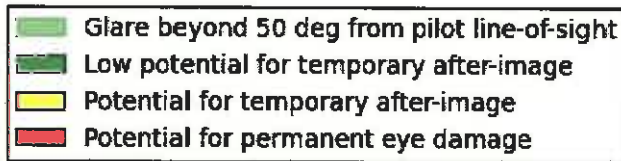
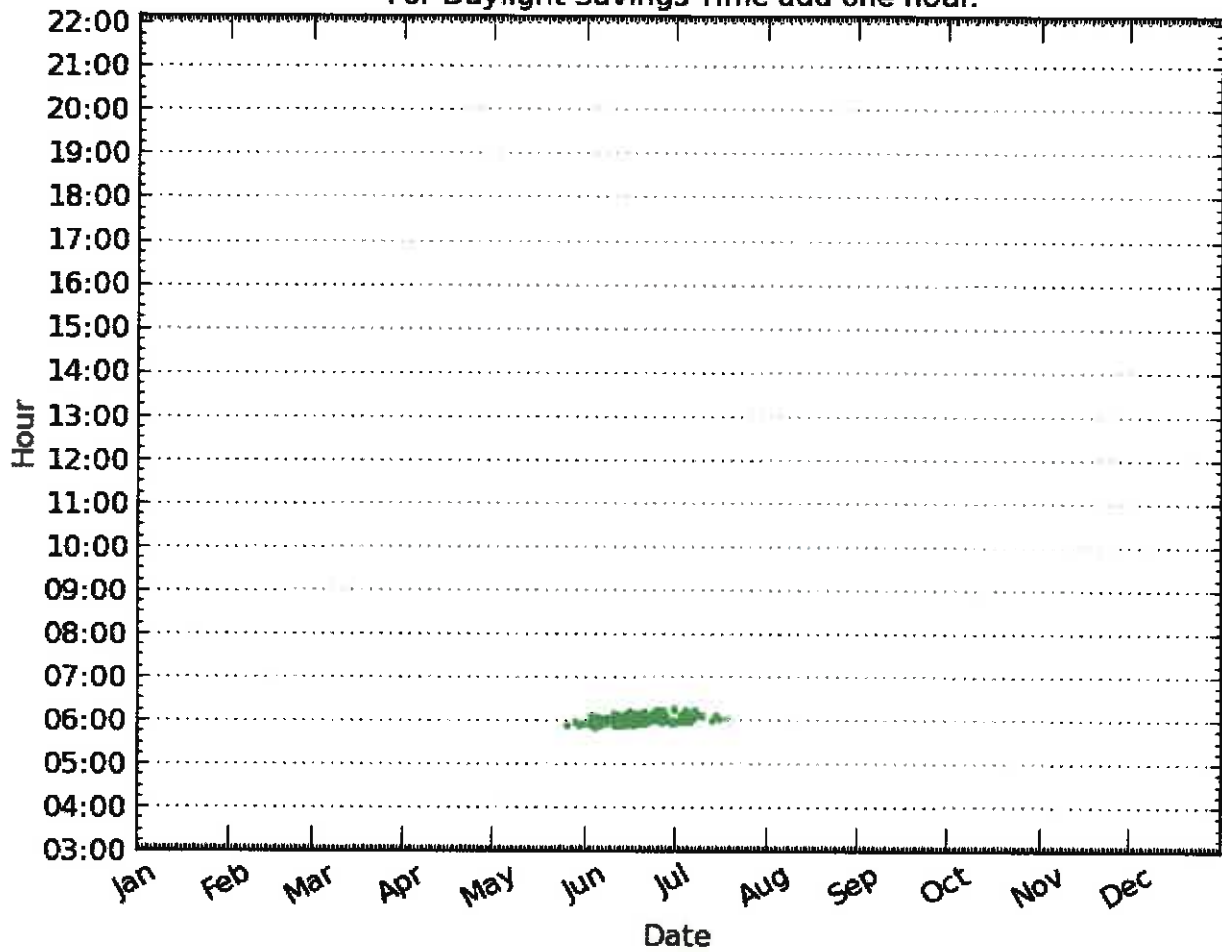
1 1/2 mi

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



1 3/4 mi

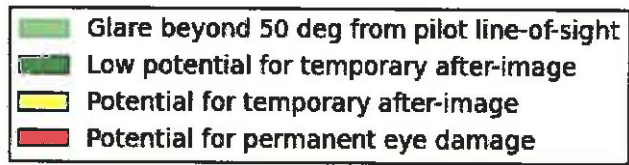
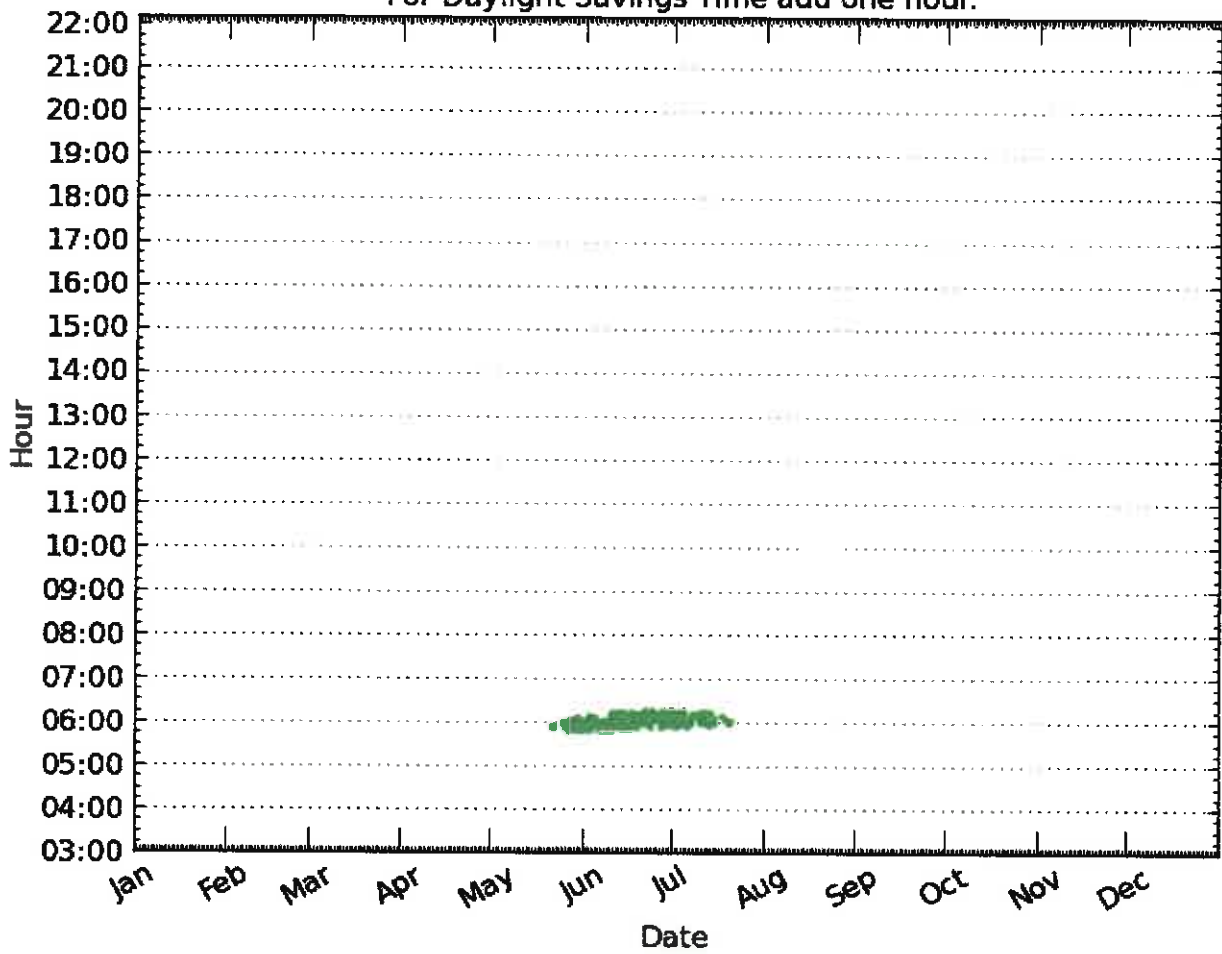
1-minute time interval.  
All times are in standard time.  
For Daylight Savings Time add one hour.





2 mi

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



1517 28<sup>TH</sup> STREET  
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916.739.8407  
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February 16, 2016

Mr. Ambrose McCready  
SCS Engineers  
3117 Fite Circle  
Suite 108  
Sacramento, CA 95827

**RE: West Riverside Landfill Solar Project - Curved Flight Path and Pattern Flight Path Solar Glare Analysis**

Dear Mr. McCready,

Douglas Environmental is pleased to present the results of the curved flight path and pattern flight path solar glare analysis conducted for the West Riverside Solar Project. This analysis was prepared at the request of Russell Brady, ALUC Planner with the Riverside County Airport Land Use Commission, following the submittal of a glare analysis of straight approaches to Runway 6 and Runway 24 at Flabob Airport.

### **Analysis Approach**

The Solar Glare Hazard Analysis Tool developed by Sandia National Laboratories was used to conduct the glare analysis. This tool is not designed to conduct an analysis of a curved flight path approach to airport runways. However, the tool does include the ability to identify individual observation points that can be located along a typical curved flight path approach. For the two curved flight paths included in the analysis, observation points were located ¼ mile apart with elevations reflective of a 3 percent glide approach. The analysis was conducted solely on Runway 24 based on the northeastern approach to this runway and the project's location to the northeast. Curved flight paths approaching Runway 6 would be facing away from the project site for the majority of the approach and would not observe any glare from the project's solar panels.

The analysis concluded that no glare would be experienced for the curved flight path approaching Runway 24 from the southwest. For the curved flight path approaching Runway 24 from the northwest, some glare would be experienced during the summer months but it would occur more than one mile from the runway. Also, the glare would occur during hours when the Flabob Airport is not open for business (i.e., between 6:00 and 7:00 am). The airport opens for business at 8:30 am. This would also be true during daylight savings time (i.e., between 7:00 and 8:00 am). Therefore, the glare is not expected to be a hazard for pilots approaching Flabob Airport on a curved approach.

Mr. Brady also requested an additional analysis of a theoretical flight path north of Runway 24. This analysis is intended to identify the glare experienced by pilots flying at approximately 1,400 feet (the typical flight pattern elevation) in a slightly northeasterly direction (primarily east) if they were flying a straight route approximately

2/3 of a mile (i.e., 3,500 feet) north of the runway. Pilots flying along this trajectory would experience glare between 6:00 and 7:00 am during the summer months, as depicted in the analysis graphs. However, because these pilots would be flying primarily in an eastern direction, the dominant visual observation at the time this glare would be experienced would be the sun rising on the eastern horizon. Because the glare from the solar panels would be a reflected source of light, it would be less intense than the direct light from the sun.

We appreciate the opportunity to prepare this solar analysis and would be happy to discuss any questions you may have regarding our conclusions.

Sincerely,

A handwritten signature in blue ink that reads "Douglas H. Brown". The signature is fluid and cursive, with a long horizontal flourish extending to the right.

Douglas Brown  
Principal

**Observation Points for a Curved Flight Path Approaching Flabob Airport Runway 24 from the Southwest**



**Observation Point 1 – No Glare**

**Observation Point 2 – No Glare**

**Observation Point 3 – No Glare**

**Observation Point 4 – No Glare**

**Observation Point 5 – No Glare**

**Observation Point 6 – No Glare**

# Solar Glare Hazard Analysis Report

Generated Feb. 7, 2016, 2:44 p.m.

## No glare found

Print



## Inputs

Analysis name	Curved Flight Path Runway 24 - 1
PV array axis tracking	none
Orientation of array (deg)	180.0
Tilt of solar panels (deg)	17.0
Rated power (kW)	8168.0
Vary reflectivity	True
PV surface material	Smooth glass with ARC
Timezone offset	-8.0

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

## PV array vertices

id	Latitude (deg)	Longitude (deg)	Ground Elevation (ft)	Height of panels above ground (ft)	Total elevation (ft)
1	34.0058265895	-117.391126156	812.42	6.0	818.42
2	34.0076409457	-117.389838696	819.9	6.0	825.9
3	34.0081034225	-117.390224934	821.27	6.0	827.27
4	34.0093485397	-117.389109135	825.78	6.0	831.78
5	34.0079255471	-117.386491299	817.12	6.0	823.12
6	34.0087437707	-117.38546133	814.83	6.0	820.83
7	34.007142891	-117.382113934	801.07	6.0	807.07
8	34.0047237266	-117.384045124	795.22	6.0	801.22

## Observation Points

Latitude (deg)	Longitude (deg)	Ground Elevation (ft)	Eye-level height above ground (ft)
----------------	-----------------	-----------------------	------------------------------------

	<b>Latitude (deg)</b>	<b>Longitude (deg)</b>	<b>Ground Elevation (ft)</b>	<b>Eye-level height above ground (ft)</b>
1	33.989709136	-117.404966354	766.31	50.0

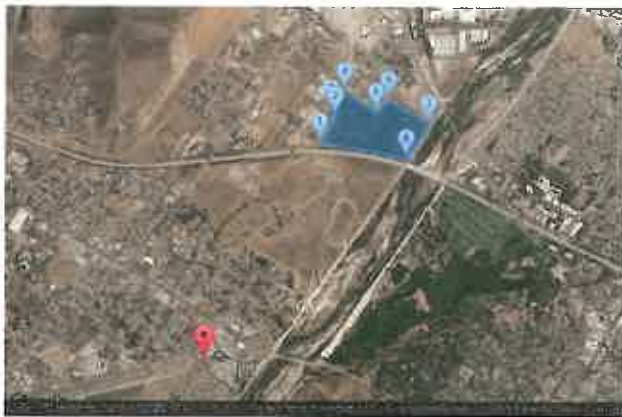
No glare found.

# Solar Glare Hazard Analysis Report

Generated Feb. 7, 2016, 2:45 p.m.

## No glare found

Print



## Inputs

Analysis name	Curved Flight Path Runway 24 - 1
PV array axis tracking	none
Orientation of array (deg)	180.0
Tilt of solar panels (deg)	17.0
Rated power (kW)	8168.0
Vary reflectivity	True
PV surface material	Smooth glass with ARC
Timezone offset	-8.0



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

## PV array vertices

id	Latitude (deg)	Longitude (deg)	Ground Elevation (ft)	Height of panels above ground (ft)	Total elevation (ft)
1	34.0058265895	-117.391126156	812.42	6.0	818.42
2	34.0076409457	-117.389838696	819.9	6.0	825.9
3	34.0081034225	-117.390224934	821.27	6.0	827.27
4	34.0093485397	-117.389109135	825.78	6.0	831.78
5	34.0079255471	-117.386491299	817.12	6.0	823.12
6	34.0087437707	-117.38546133	814.83	6.0	820.83
7	34.007142891	-117.382113934	801.07	6.0	807.07
8	34.0047237266	-117.384045124	795.22	6.0	801.22

## Observation Points

Latitude (deg)	Longitude (deg)	Ground Elevation (ft)	Eye-level height above ground (ft)
----------------	-----------------	-----------------------	------------------------------------

	<b>Latitude (deg)</b>	<b>Longitude (deg)</b>	<b>Ground Elevation (ft)</b>	<b>Eye-level height above ground (ft)</b>
2	33.9905986999	-117.400760651	768.71	116.77

No glare found.

# Solar Glare Hazard Analysis Report

Generated Feb. 7, 2016, 2:45 p.m.

## No glare found

Print



## Inputs

Analysis name	Curved Flight Path Runway 24 - 1
PV array axis tracking	none
Orientation of array (deg)	180.0
Tilt of solar panels (deg)	17.0
Rated power (kW)	8168.0
Vary reflectivity	True
PV surface material	Smooth glass with ARC
Timezone offset	-8.0

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

## PV array vertices

id	Latitude (deg)	Longitude (deg)	Ground Elevation (ft)	Height of panels above ground (ft)	Total elevation (ft)
1	34.0058265895	-117.391126156	812.42	6.0	818.42
2	34.0076409457	-117.389838696	819.9	6.0	825.9
3	34.0081034225	-117.390224934	821.27	6.0	827.27
4	34.0093485397	-117.389109135	825.78	6.0	831.78
5	34.0079255471	-117.386491299	817.12	6.0	823.12
6	34.0087437707	-117.38546133	814.83	6.0	820.83
7	34.007142891	-117.382113934	801.07	6.0	807.07
8	34.0047237266	-117.384045124	795.22	6.0	801.22

## Observation Points

Latitude (deg)	Longitude (deg)	Ground Elevation (ft)	Eye-level height above ground (ft)
----------------	-----------------	-----------------------	------------------------------------

	<b>Latitude (deg)</b>	<b>Longitude (deg)</b>	<b>Ground Elevation (ft)</b>	<b>Eye-level height above ground (ft)</b>
3	33.9901361279	-117.396512032	774.75	179.9

No glare found.

# Solar Glare Hazard Analysis Report

Generated Feb. 7, 2016, 2:46 p.m.

## No glare found

Print



## Inputs

Analysis name	Curved Flight Path Runway 24 - 1
PV array axis tracking	none
Orientation of array (deg)	180.0
Tilt of solar panels (deg)	17.0
Rated power (kW)	8168.0
Vary reflectivity	True
PV surface material	Smooth glass with ARC
Timezone offset	-8.0

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

## PV array vertices

id	Latitude (deg)	Longitude (deg)	Ground Elevation (ft)	Height of panels above ground (ft)	Total elevation (ft)
1	34.0058265895	-117.391126156	812.42	6.0	818.42
2	34.0076409457	-117.389838696	819.9	6.0	825.9
3	34.0081034225	-117.390224934	821.27	6.0	827.27
4	34.0093485397	-117.389109135	825.78	6.0	831.78
5	34.0079255471	-117.386491299	817.12	6.0	823.12
6	34.0087437707	-117.38546133	814.83	6.0	820.83
7	34.007142891	-117.382113934	801.07	6.0	807.07
8	34.0047237266	-117.384045124	795.22	6.0	801.22

## Observation Points

Latitude (deg)	Longitude (deg)	Ground Elevation (ft)	Eye-level height above ground (ft)
----------------	-----------------	-----------------------	------------------------------------

	<b>Latitude (deg)</b>	<b>Longitude (deg)</b>	<b>Ground Elevation (ft)</b>	<b>Eye-level height above ground (ft)</b>
4	33.9866133808	-117.397112846	769.06	254.76

No glare found.

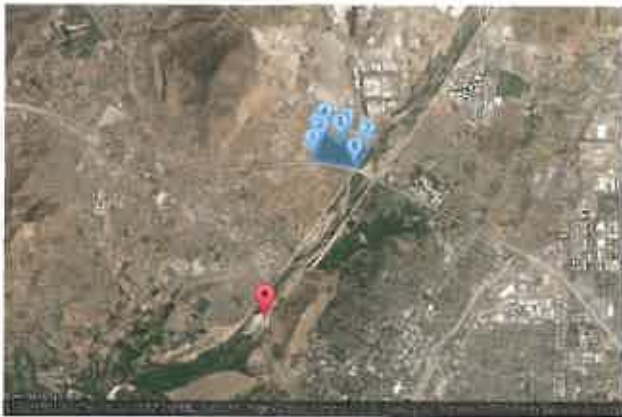


# Solar Glare Hazard Analysis Report

Generated Feb. 7, 2016, 2:46 p.m.

## No glare found

Print



## Inputs

Analysis name	Curved Flight Path Runway 24 - 1
PV array axis tracking	none
Orientation of array (deg)	180.0
Tilt of solar panels (deg)	17.0
Rated power (kW)	8168.0
Vary reflectivity	True
PV surface material	Smooth glass with ARC
Timezone offset	-8.0

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

## PV array vertices

<b>id</b>	<b>Latitude (deg)</b>	<b>Longitude (deg)</b>	<b>Ground Elevation (ft)</b>	<b>Height of panels above ground (ft)</b>	<b>Total elevation (ft)</b>
1	34.0058265895	-117.391126156	812.42	6.0	818.42
2	34.0076409457	-117.389838696	819.9	6.0	825.9
3	34.0081034225	-117.390224934	821.27	6.0	827.27
4	34.0093485397	-117.389109135	825.78	6.0	831.78
5	34.0079255471	-117.386491299	817.12	6.0	823.12
6	34.0087437707	-117.38546133	814.83	6.0	820.83
7	34.007142891	-117.382113934	801.07	6.0	807.07
8	34.0047237266	-117.384045124	795.22	6.0	801.22

## Observation Points

<b>Latitude (deg)</b>	<b>Longitude (deg)</b>	<b>Ground Elevation (ft)</b>	<b>Eye-level height above ground (ft)</b>
-----------------------	------------------------	------------------------------	---

	<b>Latitude (deg)</b>	<b>Longitude (deg)</b>	<b>Ground Elevation (ft)</b>	<b>Eye-level height above ground (ft)</b>
5	33.9833395862	-117.398872375	757.28	335.71

No glare found.

# Solar Glare Hazard Analysis Report

Generated Feb. 7, 2016, 2:46 p.m.

## No glare found

Print



## Inputs

Analysis name	Curved Flight Path Runway 24 - 1
PV array axis tracking	none
Orientation of array (deg)	180.0
Tilt of solar panels (deg)	17.0
Rated power (kW)	8168.0
Vary reflectivity	True
PV surface material	Smooth glass with ARC
Timezone offset	-8.0

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

## PV array vertices

id	Latitude (deg)	Longitude (deg)	Ground Elevation (ft)	Height of panels above ground (ft)	Total elevation (ft)
1	34.0058265895	-117.391126156	812.42	6.0	818.42
2	34.0076409457	-117.389838696	819.9	6.0	825.9
3	34.0081034225	-117.390224934	821.27	6.0	827.27
4	34.0093485397	-117.389109135	825.78	6.0	831.78
5	34.0079255471	-117.386491299	817.12	6.0	823.12
6	34.0087437707	-117.38546133	814.83	6.0	820.83
7	34.007142891	-117.382113934	801.07	6.0	807.07
8	34.0047237266	-117.384045124	795.22	6.0	801.22

## Observation Points

Latitude (deg)	Longitude (deg)	Ground Elevation (ft)	Eye-level height above ground (ft)
----------------	-----------------	-----------------------	------------------------------------

	<b>Latitude (deg)</b>	<b>Longitude (deg)</b>	<b>Ground Elevation (ft)</b>	<b>Eye-level height above ground (ft)</b>
6	33.9806350521	-117.401790619	759.66	402.5

No glare found.

**Observation Points for a Curved Flight Path Approaching Flabob Airport Runway 24 from the Northwest**



Observation Point 1 – No Glare

Observation Point 2 – No Glare

Observation Point 3 – No Glare

Observation Point 4 – No Glare

Observation Point 5 – No Glare

Observation Point 6 – Glare Found: Potential for Temporary After-Image

Observation Point 7 – Glare Found: Potential for Temporary After-Image

Observation Point 8 – Glare Found: Potential for Temporary After-Image

# Solar Glare Hazard Analysis Report

Generated Feb. 7, 2016, 3:12 p.m.

## No glare found

Print



## Inputs

Analysis name	Curved Flight Path Runway 24 - 2
PV array axis tracking	none
Orientation of array (deg)	180.0
Tilt of solar panels (deg)	17.0
Rated power (kW)	8168.0
Vary reflectivity	True
PV surface material	Smooth glass with ARC
Timezone offset	-8.0



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

## PV array vertices

id	Latitude (deg)	Longitude (deg)	Ground Elevation (ft)	Height of panels above ground (ft)	Total elevation (ft)
1	34.0058265895	-117.391126156	812.42	6.0	818.42
2	34.0076409457	-117.389838696	819.9	6.0	825.9
3	34.0081034225	-117.390224934	821.27	6.0	827.27
4	34.0093485397	-117.389109135	825.78	6.0	831.78
5	34.0079255471	-117.386491299	817.12	6.0	823.12
6	34.0087437707	-117.38546133	814.83	6.0	820.83
7	34.007142891	-117.382113934	801.07	6.0	807.07
8	34.0047237266	-117.384045124	795.22	6.0	801.22

## Observation Points

Latitude (deg)	Longitude (deg)	Ground Elevation (ft)	Eye-level height above ground (ft)
----------------	-----------------	-----------------------	------------------------------------

	<b>Latitude (deg)</b>	<b>Longitude (deg)</b>	<b>Ground Elevation (ft)</b>	<b>Eye-level height above ground (ft)</b>
1	33.989709136	-117.404966354	766.31	50.0

No glare found.

# Solar Glare Hazard Analysis Report

Generated Feb. 7, 2016, 3:12 p.m.

## No glare found

Print



## Inputs

Analysis name	Curved Flight Path Runway 24 - 2
PV array axis tracking	none
Orientation of array (deg)	180.0
Tilt of solar panels (deg)	17.0
Rated power (kW)	8168.0
Vary reflectivity	True
PV surface material	Smooth glass with ARC
Timezone offset	-8.0

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

## PV array vertices

<b>id</b>	<b>Latitude (deg)</b>	<b>Longitude (deg)</b>	<b>Ground Elevation (ft)</b>	<b>Height of panels above ground (ft)</b>	<b>Total elevation (ft)</b>
1	34.0058265895	-117.391126156	812.42	6.0	818.42
2	34.0076409457	-117.389838696	819.9	6.0	825.9
3	34.0081034225	-117.390224934	821.27	6.0	827.27
4	34.0093485397	-117.389109135	825.78	6.0	831.78
5	34.0079255471	-117.386491299	817.12	6.0	823.12
6	34.0087437707	-117.38546133	814.83	6.0	820.83
7	34.007142891	-117.382113934	801.07	6.0	807.07
8	34.0047237266	-117.384045124	795.22	6.0	801.22

## Observation Points

<b>Latitude (deg)</b>	<b>Longitude (deg)</b>	<b>Ground Elevation (ft)</b>	<b>Eye-level height above ground (ft)</b>
-----------------------	------------------------	------------------------------	---

	<b>Latitude (deg)</b>	<b>Longitude (deg)</b>	<b>Ground Elevation (ft)</b>	<b>Eye-level height above ground (ft)</b>
2	33.9905986999	-117.400760651	768.71	116.77

No glare found.

# Solar Glare Hazard Analysis Report

Generated Feb. 7, 2016, 3:12 p.m.

## No glare found

Print



## Inputs

Analysis name	Curved Flight Path Runway 24 - 2
PV array axis tracking	none
Orientation of array (deg)	180.0
Tilt of solar panels (deg)	17.0
Rated power (kW)	8168.0
Vary reflectivity	True
PV surface material	Smooth glass with ARC
Timezone offset	-8.0

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

## PV array vertices

id	Latitude (deg)	Longitude (deg)	Ground Elevation (ft)	Height of panels above ground (ft)	Total elevation (ft)
1	34.0058265895	-117.391126156	812.42	6.0	818.42
2	34.0076409457	-117.389838696	819.9	6.0	825.9
3	34.0081034225	-117.390224934	821.27	6.0	827.27
4	34.0093485397	-117.389109135	825.78	6.0	831.78
5	34.0079255471	-117.386491299	817.12	6.0	823.12
6	34.0087437707	-117.38546133	814.83	6.0	820.83
7	34.007142891	-117.382113934	801.07	6.0	807.07
8	34.0047237266	-117.384045124	795.22	6.0	801.22

## Observation Points

Latitude (deg)	Longitude (deg)	Ground Elevation (ft)	Eye-level height above ground (ft)
----------------	-----------------	-----------------------	------------------------------------

	<b>Latitude (deg)</b>	<b>Longitude (deg)</b>	<b>Ground Elevation (ft)</b>	<b>Eye-level height above ground (ft)</b>
3	33.99177291	-117.396683693	778.36	176.29

No glare found.



# Solar Glare Hazard Analysis Report

Generated Feb. 7, 2016, 3:13 p.m.

## No glare found

Print



## Inputs

Analysis name	Curved Flight Path Runway 24 - 2
PV array axis tracking	none
Orientation of array (deg)	180.0
Tilt of solar panels (deg)	17.0
Rated power (kW)	8168.0
Vary reflectivity	True
PV surface material	Smooth glass with ARC
Timezone offset	-8.0

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

## PV array vertices

id	Latitude (deg)	Longitude (deg)	Ground Elevation (ft)	Height of panels above ground (ft)	Total elevation (ft)
1	34.0058265895	-117.391126156	812.42	6.0	818.42
2	34.0076409457	-117.389838696	819.9	6.0	825.9
3	34.0081034225	-117.390224934	821.27	6.0	827.27
4	34.0093485397	-117.389109135	825.78	6.0	831.78
5	34.0079255471	-117.386491299	817.12	6.0	823.12
6	34.0087437707	-117.38546133	814.83	6.0	820.83
7	34.007142891	-117.382113934	801.07	6.0	807.07
8	34.0047237266	-117.384045124	795.22	6.0	801.22

## Observation Points

Latitude (deg)	Longitude (deg)	Ground Elevation (ft)	Eye-level height above ground (ft)
----------------	-----------------	-----------------------	------------------------------------

	<b>Latitude (deg)</b>	<b>Longitude (deg)</b>	<b>Ground Elevation (ft)</b>	<b>Eye-level height above ground (ft)</b>
4	33.9951175408	-117.395267487	784.54	239.28

No glare found.

# Solar Glare Hazard Analysis Report

Generated Feb. 7, 2016, 3:13 p.m.

## No glare found

Print



## Inputs

Analysis name	Curved Flight Path Runway 24 - 2
PV array axis tracking	none
Orientation of array (deg)	180.0
Tilt of solar panels (deg)	17.0
Rated power (kW)	8168.0
Vary reflectivity	True
PV surface material	Smooth glass with ARC
Timezone offset	-8.0

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

## PV array vertices

<b>id</b>	<b>Latitude (deg)</b>	<b>Longitude (deg)</b>	<b>Ground Elevation (ft)</b>	<b>Height of panels above ground (ft)</b>	<b>Total elevation (ft)</b>
1	34.0058265895	-117.391126156	812.42	6.0	818.42
2	34.0076409457	-117.389838696	819.9	6.0	825.9
3	34.0081034225	-117.390224934	821.27	6.0	827.27
4	34.0093485397	-117.389109135	825.78	6.0	831.78
5	34.0079255471	-117.386491299	817.12	6.0	823.12
6	34.0087437707	-117.38546133	814.83	6.0	820.83
7	34.007142891	-117.382113934	801.07	6.0	807.07
8	34.0047237266	-117.384045124	795.22	6.0	801.22

## Observation Points

<b>Latitude (deg)</b>	<b>Longitude (deg)</b>	<b>Ground Elevation (ft)</b>	<b>Eye-level height above ground (ft)</b>
-----------------------	------------------------	------------------------------	---

	<b>Latitude (deg)</b>	<b>Longitude (deg)</b>	<b>Ground Elevation (ft)</b>	<b>Eye-level height above ground (ft)</b>
5	33.9979639313	-117.397885323	784.8	308.19

No glare found.

# Solar Glare Hazard Analysis Report

Generated Feb. 7, 2016, 3:14 p.m.

## Glare found

Print



## Inputs

Analysis name	Curved Flight Path Runway 24 - 2
PV array axis tracking	none
Orientation of array (deg)	180.0
Tilt of solar panels (deg)	17.0
Rated power (kW)	8168.0
Vary reflectivity	True
PV surface material	Smooth glass with ARC
Timezone offset	-8.0

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

## PV array vertices

id	Latitude (deg)	Longitude (deg)	Ground Elevation (ft)	Height of panels above ground (ft)	Total elevation (ft)
1	34.0058265895	-117.391126156	812.42	6.0	818.42
2	34.0076409457	-117.389838696	819.9	6.0	825.9
3	34.0081034225	-117.390224934	821.27	6.0	827.27
4	34.0093485397	-117.389109135	825.78	6.0	831.78
5	34.0079255471	-117.386491299	817.12	6.0	823.12
6	34.0087437707	-117.38546133	814.83	6.0	820.83
7	34.007142891	-117.382113934	801.07	6.0	807.07
8	34.0047237266	-117.384045124	795.22	6.0	801.22

## Observation Points

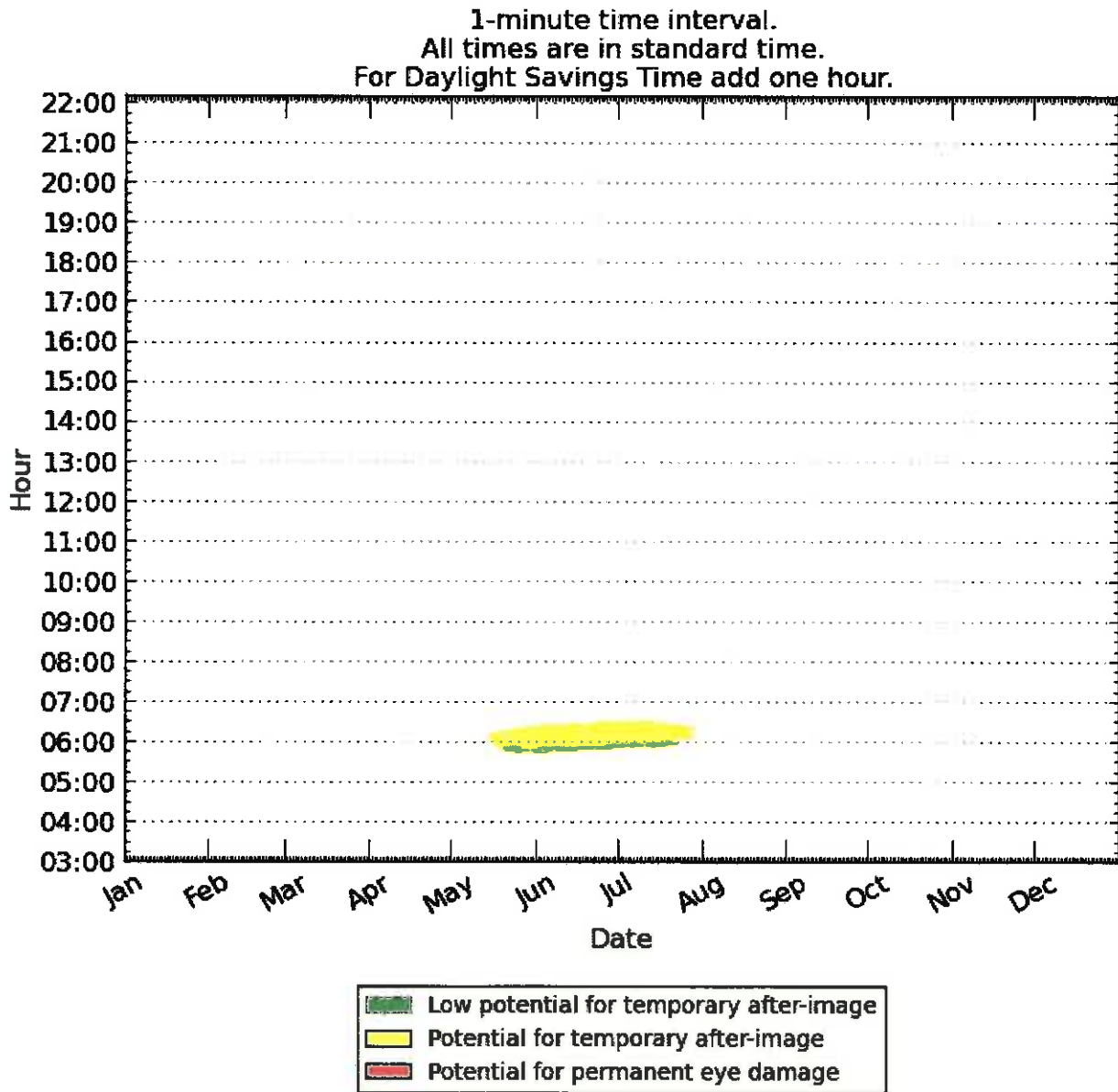
Latitude (deg)	Longitude (deg)	Ground Elevation (ft)	Eye-level height above ground (ft)
----------------	-----------------	-----------------------	------------------------------------



	Latitude (deg)	Longitude (deg)	Ground Elevation (ft)	Eye-level height above ground (ft)
6	33.998568777	-117.402133942	779.35	382.81

## Glare Occurrence Plot

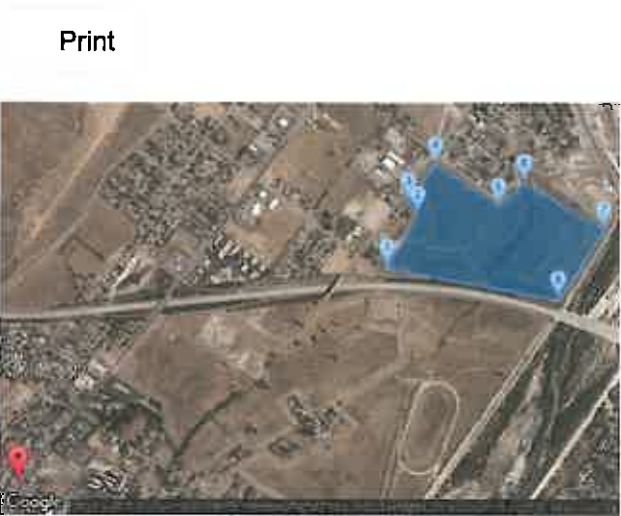
All times are in standard time. For Daylight Savings Time add one hour.



# Solar Glare Hazard Analysis Report

Generated Feb. 7, 2016, 3:16 p.m.

## Glare found



## Inputs

Analysis name	Curved Flight Path Runway 24 - 2
PV array axis tracking	none
Orientation of array (deg)	180.0
Tilt of solar panels (deg)	17.0
Rated power (kW)	8168.0
Vary reflectivity	True
PV surface material	Smooth glass with ARC
Timezone offset	-8.0

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

## PV array vertices

<b>id</b>	<b>Latitude (deg)</b>	<b>Longitude (deg)</b>	<b>Ground Elevation (ft)</b>	<b>Height of panels above ground (ft)</b>	<b>Total elevation (ft)</b>
1	34.0058265895	-117.391126156	812.42	6.0	818.42
2	34.0076409457	-117.389838696	819.9	6.0	825.9
3	34.0081034225	-117.390224934	821.27	6.0	827.27
4	34.0093485397	-117.389109135	825.78	6.0	831.78
5	34.0079255471	-117.386491299	817.12	6.0	823.12
6	34.0087437707	-117.38546133	814.83	6.0	820.83
7	34.007142891	-117.382113934	801.07	6.0	807.07
8	34.0047237266	-117.384045124	795.22	6.0	801.22

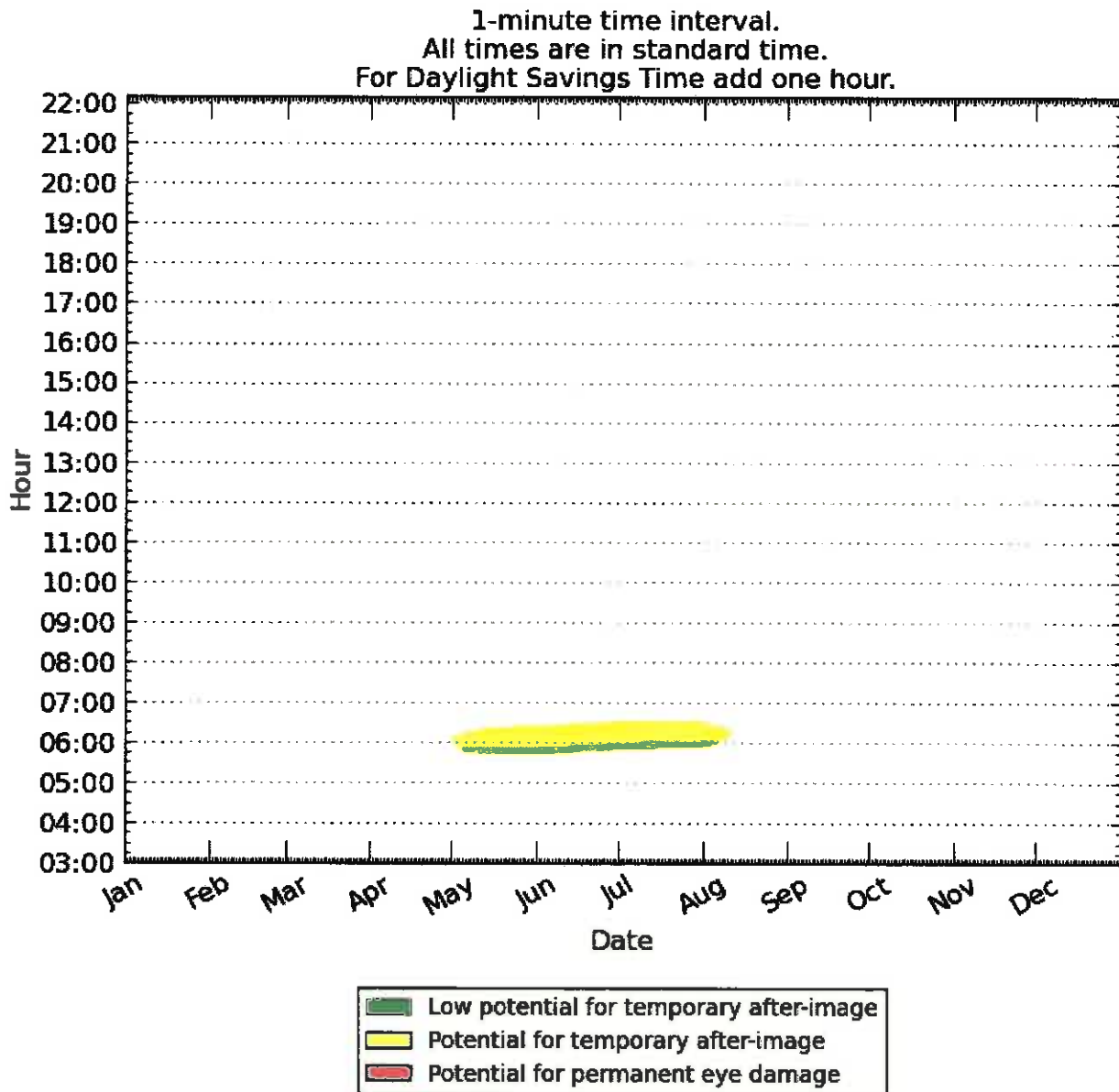
## Observation Points

<b>Latitude (deg)</b>	<b>Longitude (deg)</b>	<b>Ground Elevation (ft)</b>	<b>Eye-level height above ground (ft)</b>
-----------------------	------------------------	------------------------------	---

	Latitude (deg)	Longitude (deg)	Ground Elevation (ft)	Eye-level height above ground (ft)
7	33.9983908816	-117.406425476	775.84	455.49

## Glare Occurrence Plot

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



# Solar Glare Hazard Analysis Report

Generated Feb. 7, 2016, 3:16 p.m.

## Glare found

Print



## Inputs

Analysis name	Curved Flight Path Runway 24 - 2
PV array axis tracking	none
Orientation of array (deg)	180.0
Tilt of solar panels (deg)	17.0
Rated power (kW)	8168.0
Vary reflectivity	True
PV surface material	Smooth glass with ARC
Timezone offset	-8.0

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

## PV array vertices

id	Latitude (deg)	Longitude (deg)	Ground Elevation (ft)	Height of panels above ground (ft)	Total elevation (ft)
1	34.0058265895	-117.391126156	812.42	6.0	818.42
2	34.0076409457	-117.389838696	819.9	6.0	825.9
3	34.0081034225	-117.390224934	821.27	6.0	827.27
4	34.0093485397	-117.389109135	825.78	6.0	831.78
5	34.0079255471	-117.386491299	817.12	6.0	823.12
6	34.0087437707	-117.38546133	814.83	6.0	820.83
7	34.007142891	-117.382113934	801.07	6.0	807.07
8	34.0047237266	-117.384045124	795.22	6.0	801.22

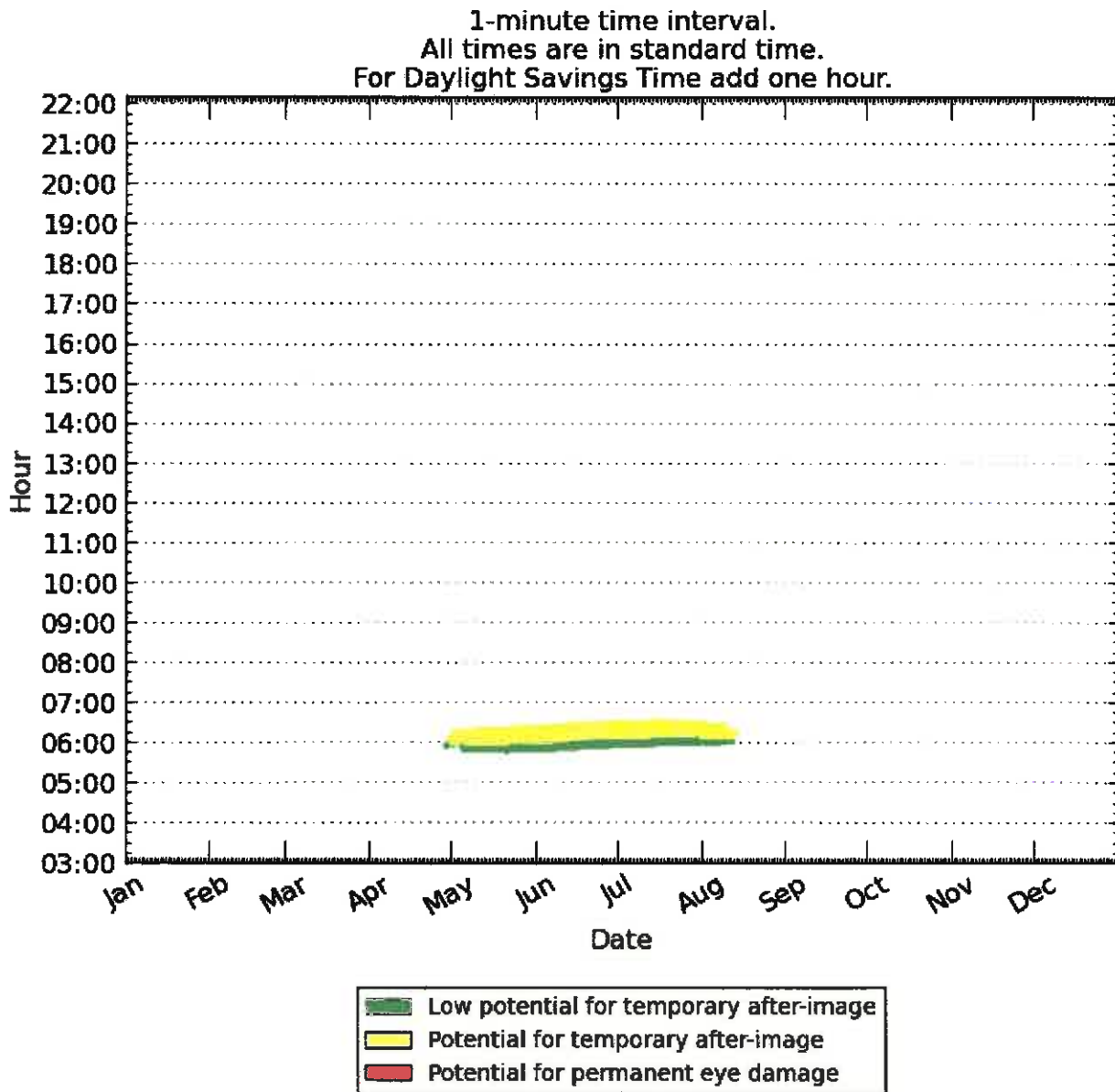
## Observation Points

Latitude (deg)	Longitude (deg)	Ground Elevation (ft)	Eye-level height above ground (ft)
----------------	-----------------	-----------------------	------------------------------------

	Latitude (deg)	Longitude (deg)	Ground Elevation (ft)	Eye-level height above ground (ft)
8	33.9978571934	-117.41071701	771.25	529.25

## Glare Occurrence Plot

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



# Solar Glare Hazard Analysis Flight Path Report

Generated Feb. 11, 2016, 3:32 p.m.

Flight path: 1

Glare found

Print





## Analysis & PV array parameters

Analysis name	Parallel Flight Path - North
PV array axis tracking	none
Orientation of array (deg)	180.0
Tilt of solar panels (deg)	17.0
Rated power (kW)	8168.0
Vary reflectivity	True
PV surface material	Smooth glass with ARC
Timezone offset	-8.0
Subtended angle of sun (mrad)	9.3
Peak DNI (W/m <sup>2</sup> )	1000.0
Ocular transmission coefficient	0.5
Pupil diameter (m)	0.002
Eye focal length (m)	0.017
Time interval (min)	1
Correlate slope error with material	False
Slope error (mrad)	10.0

## Flight path parameters

Direction (deg)	76.0
Glide slope (deg)	0.0
Consider pilot visibility from cockpit	False

## PV array vertices

<b>id</b>	<b>Latitude (deg)</b>	<b>Longitude (deg)</b>	<b>Ground Elevation (ft)</b>	<b>Height of panels above ground (ft)</b>	<b>Total elevation (ft)</b>
1	34.0058265895	-117.391126156	812.42	6.0	818.42
2	34.0076409457	-117.389838696	819.9	6.0	825.9
3	34.0081034225	-117.390224934	821.27	6.0	827.27
4	34.0093485397	-117.389109135	825.78	6.0	831.78
5	34.0079255471	-117.386491299	817.12	6.0	823.12
6	34.0087437707	-117.38546133	814.83	6.0	820.83
7	34.007142891	-117.382113934	801.07	6.0	807.07
8	34.0047237266	-117.384045124	795.22	6.0	801.22

## Flight Path Observation Points

	<b>Latitude (deg)</b>	<b>Longitude (deg)</b>	<b>Ground Elevation (ft)</b>	<b>Eye-level height above ground (ft)</b>	<b>Glare?</b>
Threshold	34.0021700103	-117.386255264	789.36	600.0	No
1/4 mi	34.0012957667	-117.390489803	792.99	596.37	No
1/2 mi	34.000421523	-117.394724341	786.85	602.51	Yes
3/4 mi	33.9995472793	-117.398958879	782.53	606.83	Yes
1 mi	33.9986730356	-117.403193417	783.94	605.42	Yes
1 1/4 mi	33.9977987919	-117.407427956	777.41	611.95	Yes
1 1/2 mi	33.9969245482	-117.411662494	768.95	620.42	Yes
1 3/4 mi	33.9960503045	-117.415897032	788.48	600.89	Yes
2 mi	33.9951760608	-117.42013157	793.76	595.61	Yes

# Glare occurrence plots

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

# Threshold

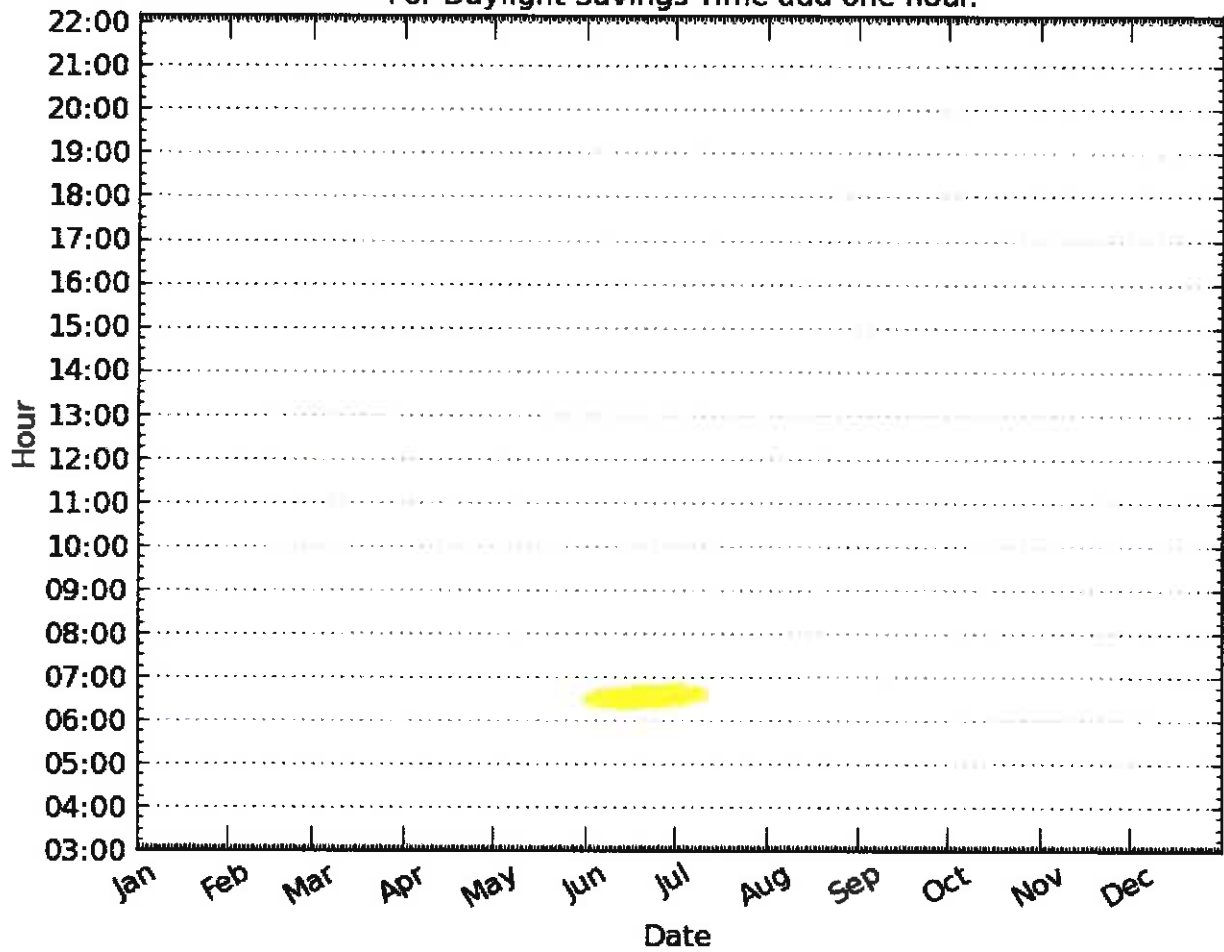
No glare

1/4 mi

No glare

1/2 mi

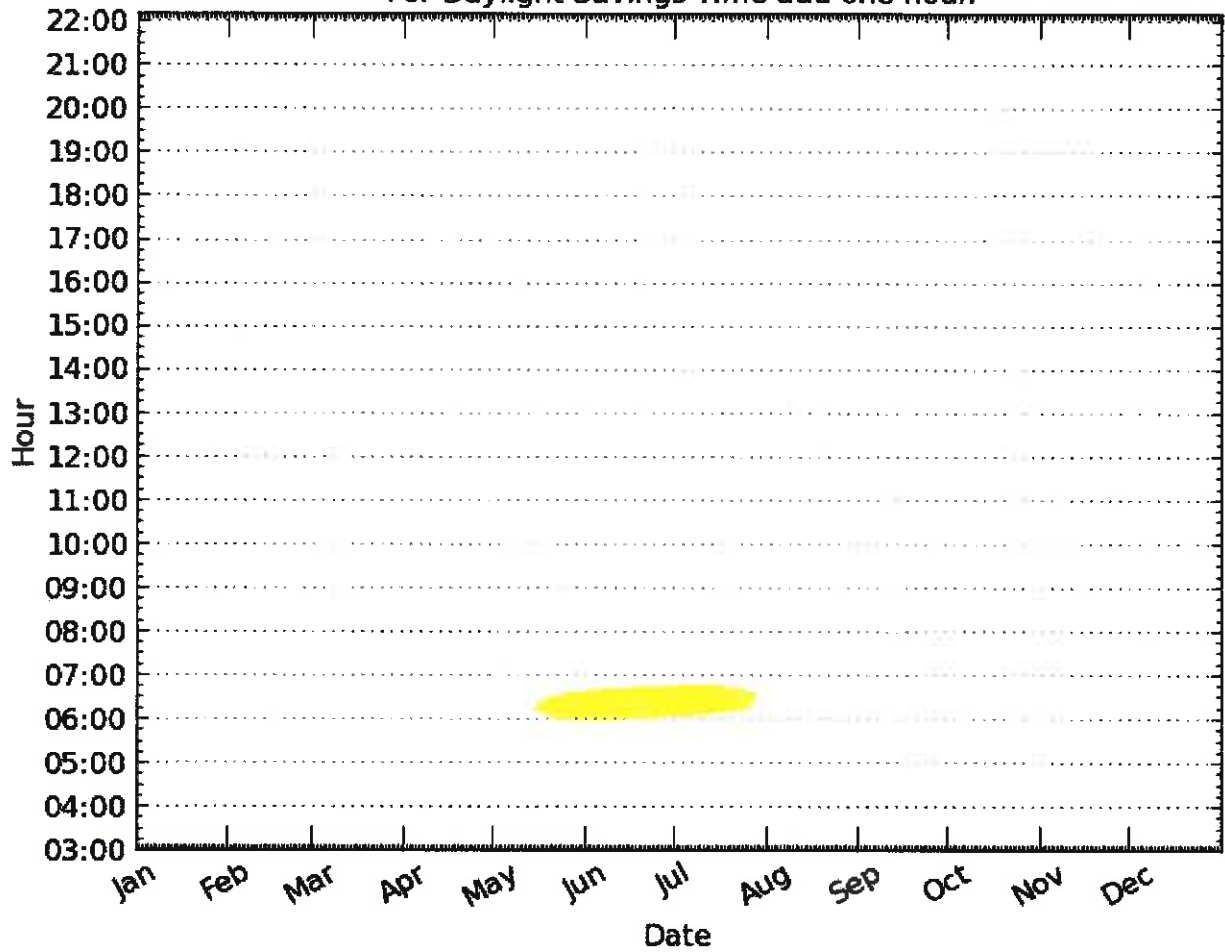
1-minute time interval.  
All times are in standard time.  
For Daylight Savings Time add one hour.



- 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

3/4 mi

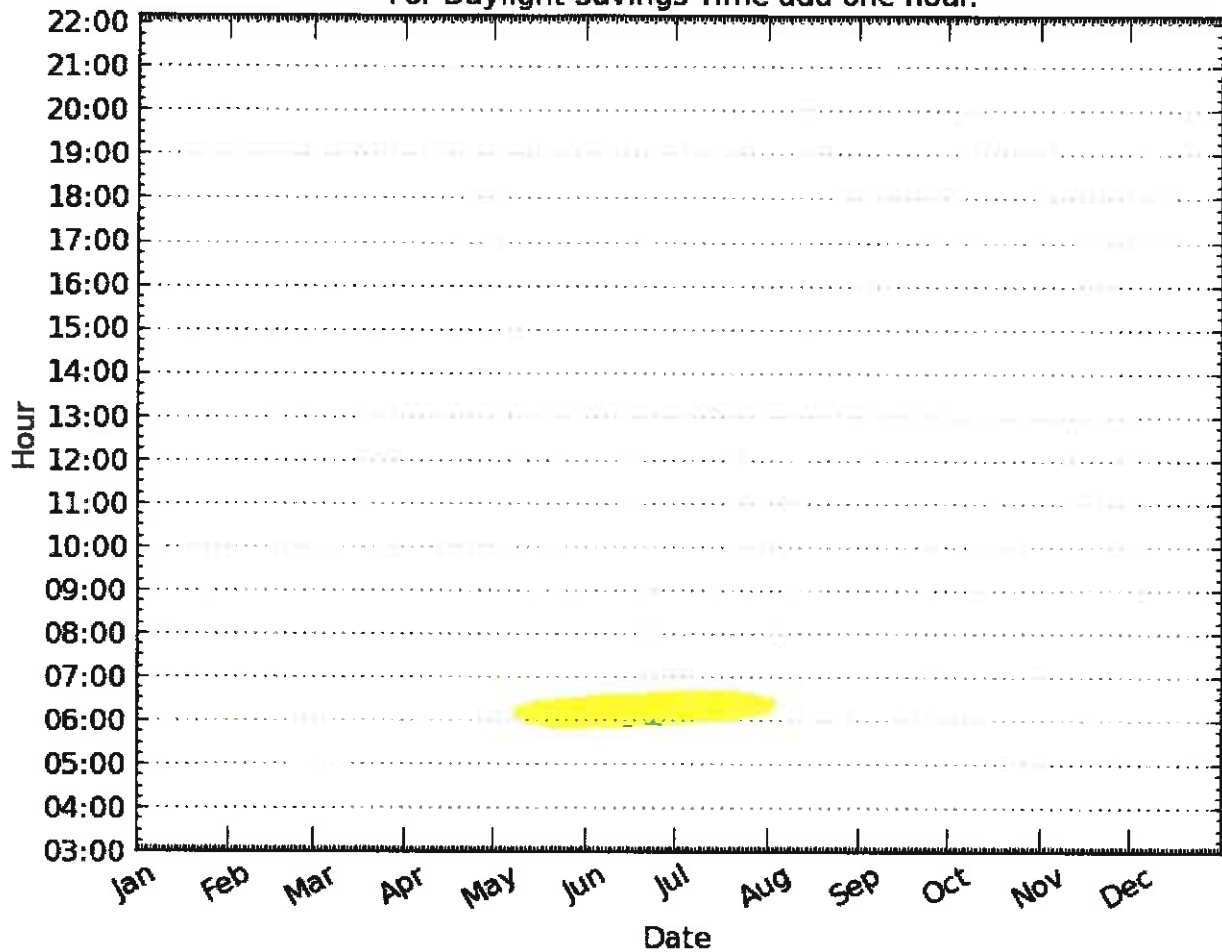
1-minute time interval.  
All times are in standard time.  
For Daylight Savings Time add one hour.



- 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

1 mi

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

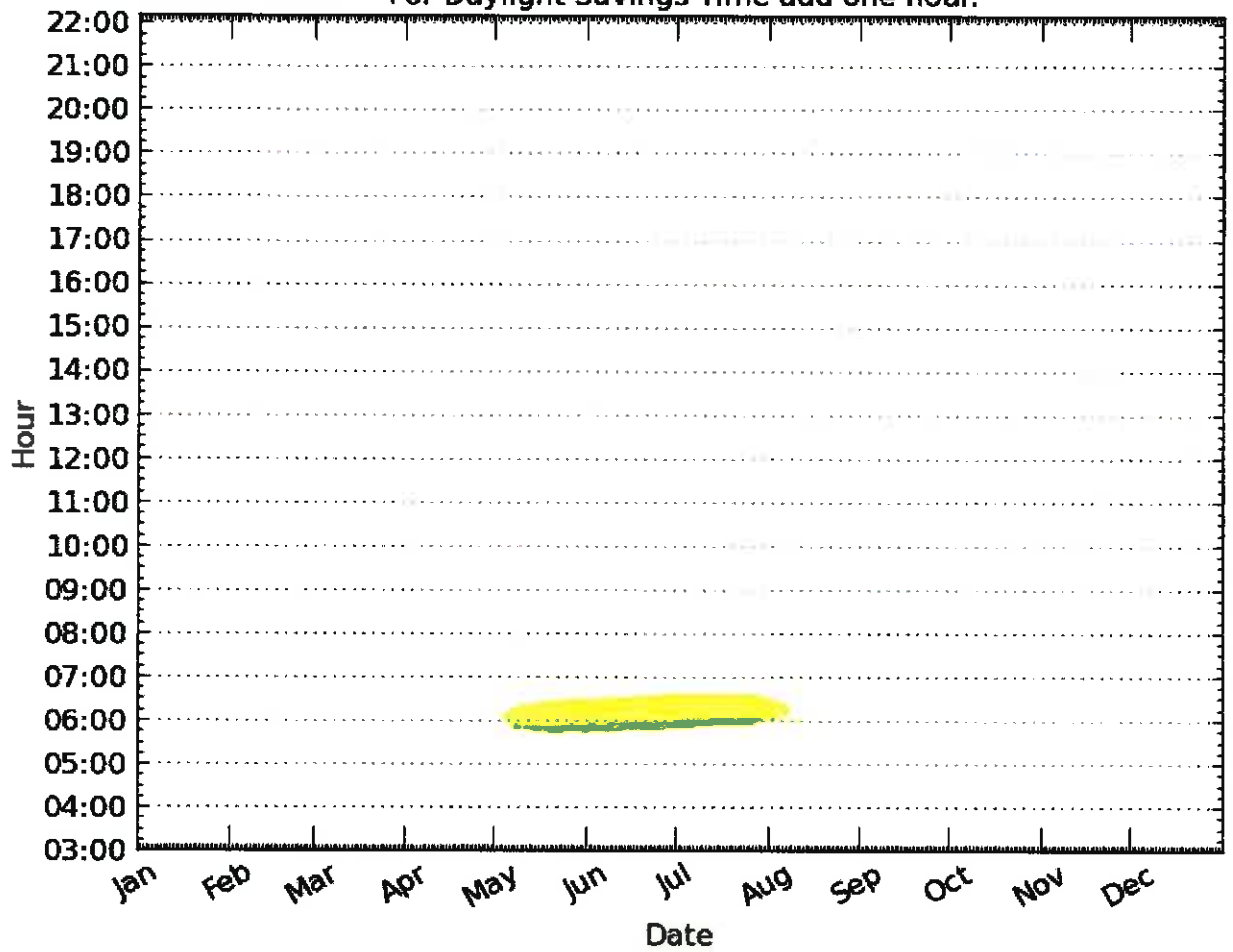






- Glare beyond 50 deg from pilot line-of-sight
- Low potential for temporary after-image
- Potential for temporary after-image
- Potential for permanent eye damage



1 1/4 mi

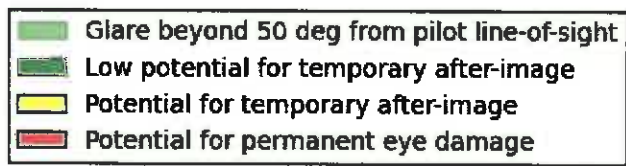
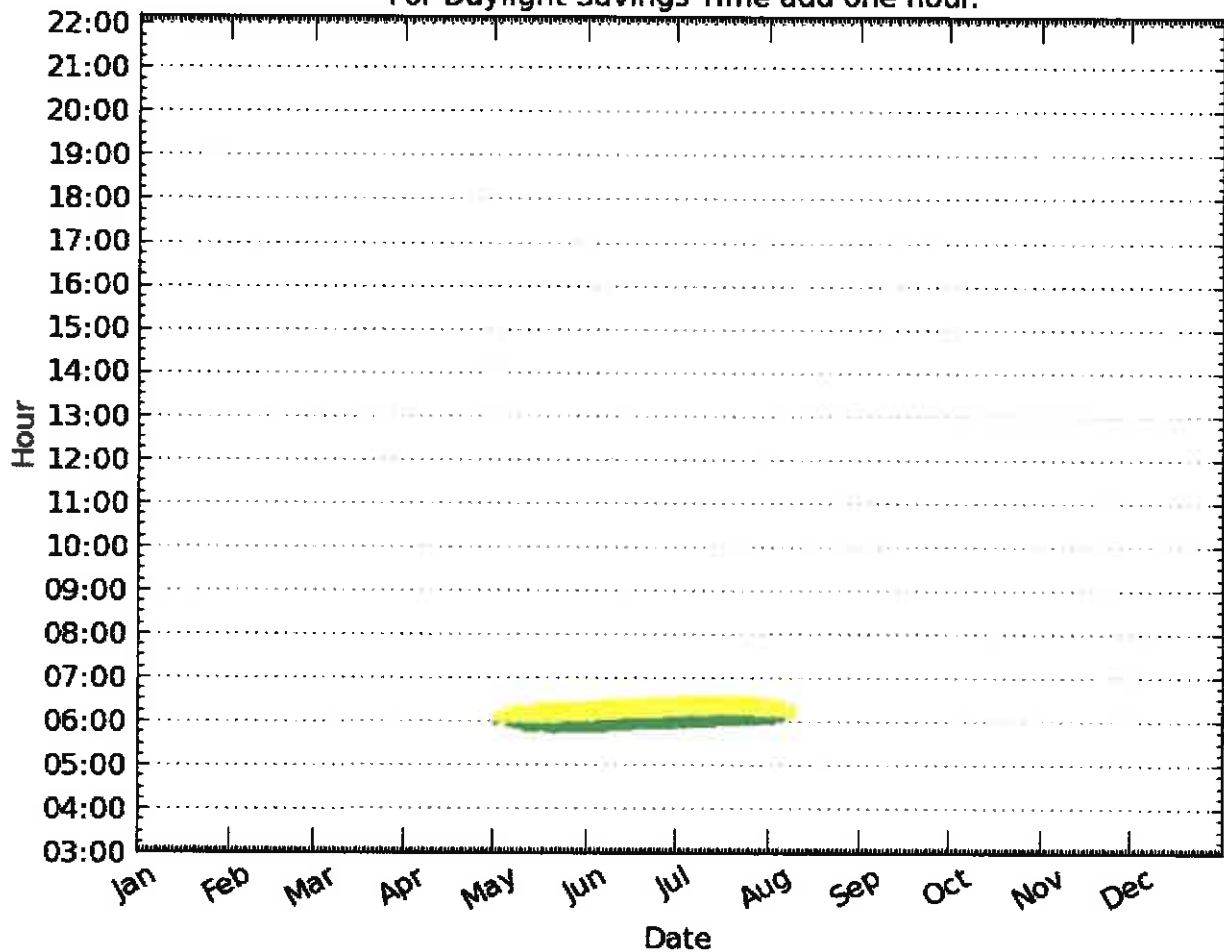
1-minute time interval.  
All times are in standard time.  
For Daylight Savings Time add one hour.



- |   |  |
|---|--|
|  | 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           |

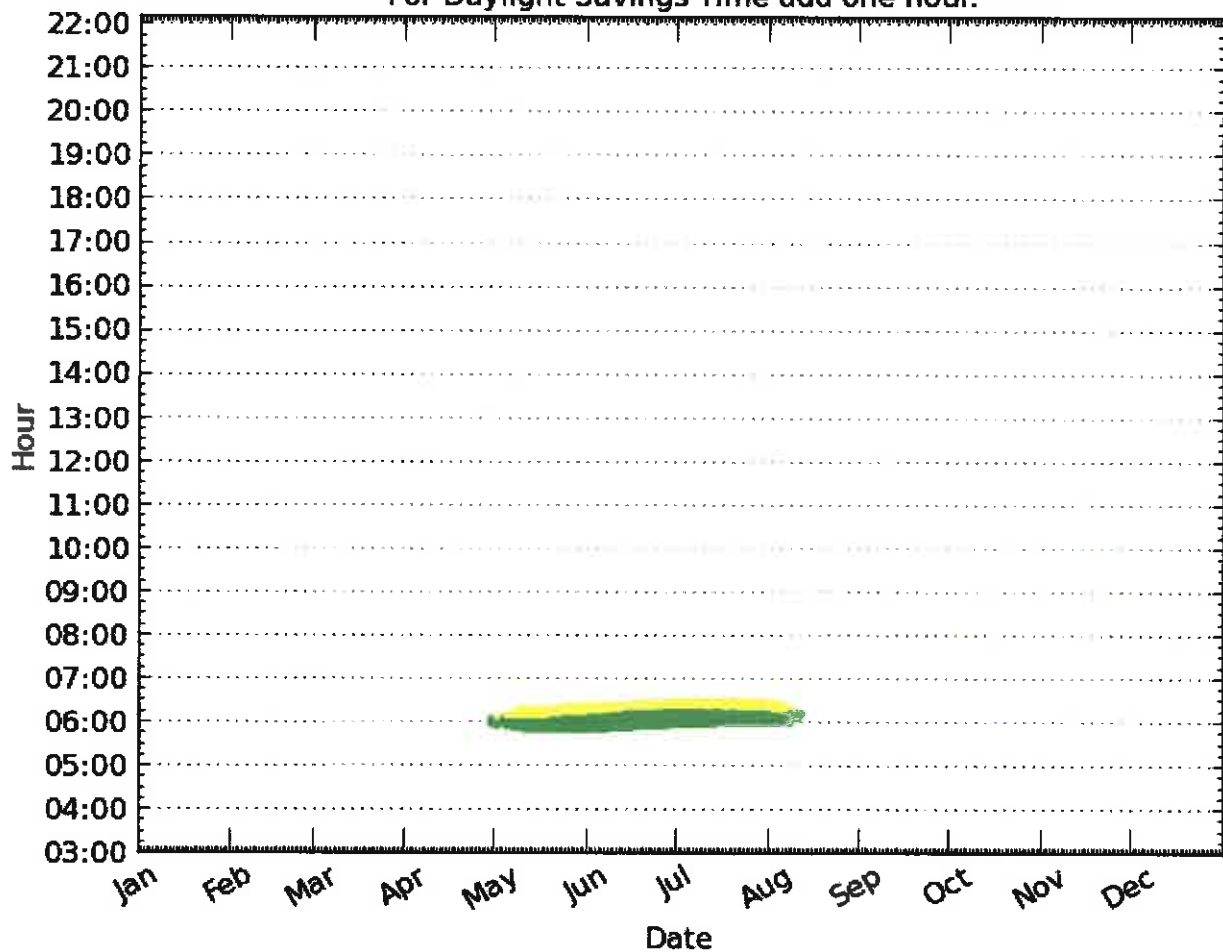
1 1/2 mi

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



1 3/4 mi

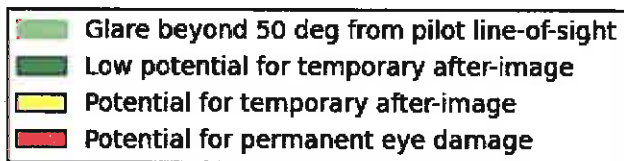
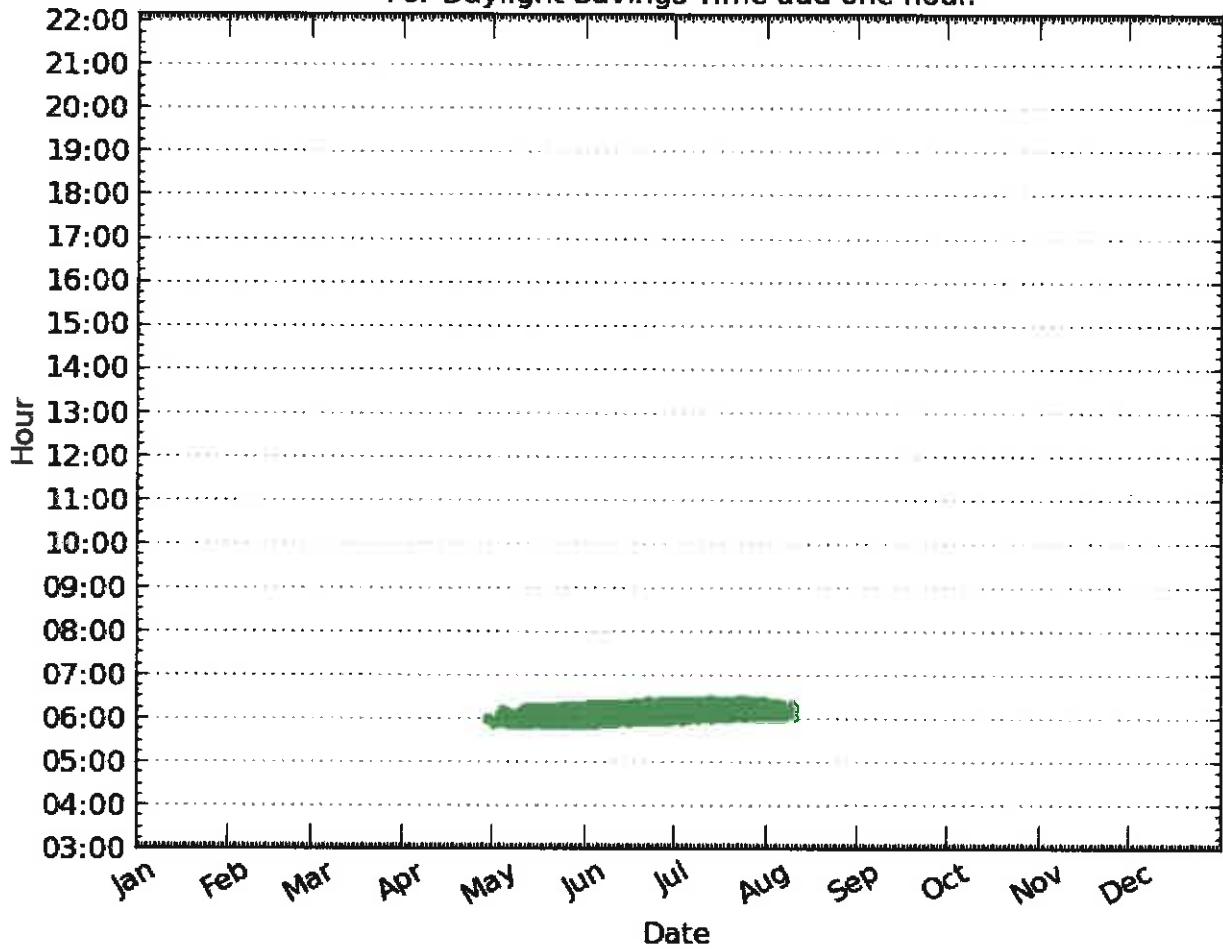
1-minute time interval.  
All times are in standard time.  
For Daylight Savings Time add one hour.



- 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

2 mi

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



**Research and Innovative Technology Administration**

Aylward, Anne D.; Brecht-Clark, Jan M.; Farley, Audrey L.; Hu, Patricia S.; Ishihara, David S.; Johns, Robert C.; Lang, Steven R.; Partridge, Ellen L.; Schmitt, Rolf R.; Womack, Kevin C.

**Saint Lawrence Seaway Development Corporation**

Middlebrook, Craig H.; Pisani, Salvatore L.

[FR Doc. 2013-24813 Filed 10-22-13; 8:45 am]  
 BILLING CODE 4910-9X-P

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**Interim Policy, FAA Review of Solar Energy System Projects on Federally Obligated Airports**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of interim policy; opportunity to comment.

**SUMMARY:** This notice establishes interim FAA policy for proposals by sponsors of federally obligated airports to construct solar energy systems on airport property. FAA is adopting an interim policy because it is in the public interest to enhance safety by clarifying and adding standards for measuring ocular impact of proposed solar energy systems which are effective upon publication. FAA will consider comments and make appropriate modifications before issuing a final policy. The policy applies to any proposed on-airport solar energy system that has not received from the FAA either an unconditional airport layout plan approval or a "no objection" finding on a Notice of Proposed Construction or Alteration Form 7460-1.

**DATES:** The effective date of this interim policy is October 23, 2013.

Comments must be received by November 22, 2013.

**ADDRESSES:** You can get an electronic copy of the interim policy and the comment form on the FAA Airports Web site at <http://www.faa.gov/airports/environmental/>.

You can submit comments using the Comments Matrix, using any of the following methods:

**Electronic Submittal to the FAA:** Go to <http://www.faa.gov/airports/environmental/> and follow the instructions for sending your comments electronically.

**Mail:** FAA Office of Airports, Office of Airport Planning and Programming,

Routing Symbol APP-400, 800 Independence Avenue SW., Room 615, Washington, DC 20591. Please send two copies.

**Fax:** 1-202-267-5302.

**Hand Delivery:** To FAA Office of Airports, Office of Airport Planning and Programming, Routing Symbol APP-400, 800 Independence Avenue SW., Room 615, Washington, DC 20591; between 9 a.m. and 4 p.m., Monday through Friday, except Federal holidays. Please provide two copies.

For more information on the notice and comment process, see the **SUPPLEMENTARY INFORMATION** section of this document.

**Privacy:** We will post all comments we receive, without change, to <http://www.faa.gov/airports/environmental/>, including any personal information you provide.

**Comments Received:** To read comments received, go to <http://www.faa.gov/airports/environmental/> at any time.

**FOR FURTHER INFORMATION CONTACT:** Ralph Thompson, Manager, Airport Planning and Environmental Division, APP-400, Federal Aviation Administration, 800 Independence Ave. SW., Washington, DC 20591, telephone (202) 267-3263; facsimile (202) 267-5257; email: [ralph.thompson@faa.gov](mailto:ralph.thompson@faa.gov).  
**SUPPLEMENTARY INFORMATION:** The FAA invites interested persons to join in this notice and comment process by filing written comments, data, or views. The most helpful comments reference a specific portion of the proposal, explain the reason for any recommended change, and include supporting data.

**Availability of Documents**

You can get an electronic copy of this interim policy by visiting the FAA's Airports Web page at <http://www.faa.gov/airports/environmental/>.

**Authority for the Policy**

This notice is published under the authority described in Subtitle VII, part B, chapter 471, section 47122 of title 49 United States Code.

**Background**

There is growing interest in installing solar photovoltaic (PV) and solar hot water (SHW) systems on airports. While solar PV or SHW systems (henceforth referred to as solar energy systems) are designed to absorb solar energy to maximize electrical energy production or the heating of water, in certain situations the glass surfaces of the solar energy systems can reflect sunlight and produce glint (a momentary flash of bright light) and glare (a continuous source of bright light). In conjunction

with the United States Department of Energy (DOE), the FAA has determined that glint and glare from solar energy systems could result in an ocular impact to pilots and/or air traffic control (ATC) facilities and compromise the safety of the air transportation system. While the FAA supports solar energy systems on airports, the FAA seeks to ensure safety by eliminating the potential for ocular impact to pilots and/or air traffic control facilities due to glare from such projects.

The FAA established a cross-organizational working group in 2012, to establish a standard for measuring glint and glare, and clear thresholds for when glint and glare would impact aviation safety. The standards that this working group developed are set forth in this notice.

A sponsor of a federally-obligated airport must request FAA review and approval to depict certain proposed solar installations (e.g., ground-based installations and collocated installations that increase the footprint of the collocated building or structure) on its airport layout plan (ALP), before construction begins.<sup>1</sup> A sponsor of a federally-obligated airport must notify the FAA of its intent to construct any solar installation<sup>2</sup> by filing FAA Form 7460-1, "Notice of Proposed Construction or Alteration" under 14 CFR Part 77 for a Non-Rulemaking case (NRA)<sup>3,4</sup>. This includes the intent to permit airport tenants, including Federal agencies, to build such

<sup>1</sup> FAA Technical Guidance for Evaluating Selected Solar Technologies on Airports, Section 2.3.5, states that "solar installations of any size, located on an airport, that are not collocated on an existing structure (i.e., roof of an existing building) and require a new footprint, need to be shown on the Airport Layout Plan (ALP). Collocated solar installations need to be shown on the ALP only if these installations substantially change the footprint of the collocated building or structure. Available at: [http://www.faa.gov/airports/environmental/policy\\_guidance/media/airport\\_solar\\_guide\\_print.pdf](http://www.faa.gov/airports/environmental/policy_guidance/media/airport_solar_guide_print.pdf). Title 49 of the United States Code (USC), sec. 47107(a), requires, in part, a current ALP approved by the FAA prior to the approval of an airport development project. See Grant Assurance No. 29, AC No. 150/5070-6B, and FAA Order No. 5100.38.

<sup>2</sup> Any solar installation means any ground-based solar energy installation and those solar energy installations collocated with a building or structure (i.e., rooftop installations).

<sup>3</sup> FAA Technical Guidance for Evaluating Selected Solar Technologies on Airports Section 3.1 reads in part "All solar projects at airports must submit to FAA a Notice of Proposed Construction Form 7460 . . .". This section further states "Even if the project will be roof mounted . . . the sponsor must still submit a case" [i.e., file a Form 7460-1].

<sup>4</sup> The requirements of this policy are not mandatory for a proposed solar installation that is not on an airport and for which a form 7460-1 is filed under part 77 and is studied under the Obstruction Evaluation Program. However, the FAA urges proponents of off-airport solar-installations to voluntarily implement the provisions in this policy.

installations. The sponsor's obligation to obtain FAA review and approval to depict certain proposed solar energy installation projects at an airport is found in 49 U.S.C. 47107(a)(16) and Sponsor Grant Assurance 29, "Airport Layout Plan." Under these latter provisions, the sponsor may not make or permit any changes or alterations in the airport or any of its facilities which are not in conformity with the ALP as approved by the FAA and which might, in the opinion of the FAA, adversely affect the safety, utility or efficiency of the airport.

Airport sponsors and project proponents must comply with the policies and procedures in this notice to demonstrate to the FAA that a proposed solar energy system will not result in an ocular impact that compromises the safety of the air transportation system. This process enables the FAA to approve amendment of the ALP to depict certain solar energy projects or issue a "no objection" finding to a filed 7460-1 form. The FAA expects to continue to update these policies and procedures as part of an iterative process as new information and technologies become available.

Solar energy systems located on an airport that is not federally-obligated or located outside the property of a federally-obligated airport are not subject to this policy. Proponents of solar energy systems located off-airport property or on non-federally-obligated airports are strongly encouraged to consider the requirements of this policy when siting such systems.

This interim policy clarifies and adds standards for measurement of glint or glare presented in the 2010 Technical Guidance document. Later this year the FAA plans to publish an update to the "Technical Guidance for Evaluating Selected Solar Technologies on Airports," (hereinafter referred to as "Technical Guidance") dated November 2010. This update to the technical guidance will include the standards for measuring glint and glare outlined in this notice. It will also provide enhanced criteria to ensure the proper siting of a solar energy installation to eliminate the potential for harmful glare to pilots or air traffic control facilities.

In advance of the planned update, as part of this Notice, we are clarifying one aspect of the Technical Guidance relating to airport sponsor and FAA responsibilities for evaluating the potential for solar energy systems installed on airports to either block, reflect, or disrupt radar signals, NAVAIDS, and other equipment required for safe aviation operations. Section 3.1 of the Technical Guidance, entitled "Airspace Review," correctly states that this role is exclusively the responsibility of FAA Technical Operations (Tech Ops). However subsection 3.1.3, "System Interference," states: "[s]tudies conducted during project siting should identify the location of radar transmission and receiving facilities and other NAVAIDS, and determine locations that would not be suitable for structures based on their potential to either block, reflect, or disrupt radar signals."

Reading the two sections together, what is meant is that the airport sponsor, in siting a proposed solar energy system, is responsible for limiting the potential for inference with communication, navigation, and surveillance (CNS) facilities. The sponsor should do so by ensuring that solar energy systems remain clear of the critical areas surrounding CNS facilities. FAA Advisory Circular (AC) 5300-13, "Airport Design," Chapter 6, defines the critical areas for common CNS facilities located on an airport. Sponsors may need to coordinate with FAA Technical Operations concerning CNS facilities not in AC 5300-13. As stated in Section 3.1, the FAA is responsible for evaluating if there are any impacts to CNS facilities. The FAA will conduct this review after the Form 7460-1 is filed for the construction of a new solar energy system installation on an airport. In summary, airport sponsors do not need to conduct studies on their own to determine impacts to CNS facilities when siting a solar energy system on airport. Section 3.1.3 will be revised accordingly in the next version of the Technical Guidance.

#### *Interim Policy Statement*

The following sets forth the standards for measuring ocular impact, the

required analysis tool, and the obligations of the Airport Sponsor when a solar energy system is proposed for development on a federally-obligated airport.

The FAA is adopting an interim policy because it is in the public interest to enhance safety by clarifying and adding standards for measuring ocular impact of proposed solar energy systems. FAA will consider comments and make appropriate modifications before issuing a final policy in a future **Federal Register** Notice. The policy applies to any proposed solar energy system that has not received unconditional airport layout plan approval (ALP) or a "no objection" from the FAA on a filed 7460-1, Notice of Proposed Construction or Alteration.

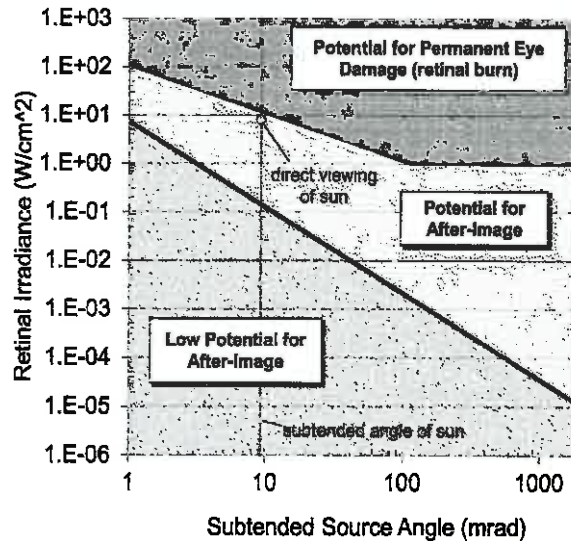
#### **Standard for Measuring Ocular Impact**

FAA adopts the *Solar Glare Hazard Analysis Plot* shown in Figure 1 below as the standard for measuring the ocular impact of any proposed solar energy system on a federally-obligated airport. To obtain FAA approval to revise an airport layout plan to depict a solar installation and/or a "no objection" to a Notice of Proposed Construction Form 7460-1, the airport sponsor will be required to demonstrate that the proposed solar energy system meets the following standards:

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" (shown in green in Figure 1) 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.

Figure 1



Solar Glare Ocular Hazard Plot: The potential ocular hazard from solar glare is a function of retinal irradiance and the subtended angle (size/distance) of the glare source. It should be noted that the ratio of spectrally weighted solar illuminance to solar irradiance at the earth's surface yields a conversion factor of ~100 lumens/W. Plot adapted from Ho et al., 2011.

Chart References: Ho, C.K., C.M. Ghanbari, and R.B. Diver, 2011, Methodology to Assess Potential Glint and Glare Hazards from Concentrating Solar Power Plants: Analytical Models and Experimental Validation, *J. Solar Energy Engineering*, August 2011, Vol. 133, 031021-1 – 031021-9.

### Tool To Assess Ocular Impact

In cooperation with the DOE, the FAA is making available free-of-charge the *Solar Glare Hazard Analysis Tool* (SGHAT). The SGHAT was designed to determine whether a proposed solar energy project would result in the potential for ocular impact as depicted on the *Solar Glare Hazard Analysis Plot* shown above.

The SGHAT employs an interactive Google map where the user can quickly locate a site, draw an outline of the proposed solar energy system, and specify observer locations (Airport Traffic Control Tower cab) and final approach paths. Latitude, longitude, and elevation are automatically recorded through the Google interface, providing necessary information for sun position and vector calculations. Additional information regarding the orientation and tilt of the solar energy panels, reflectance, environment, and ocular factors are entered by the user.

If glare is found, the tool calculates the retinal irradiance and subtended source angle (size/distance) of the glare source to predict potential ocular hazards ranging from temporary after-image to retinal burn. The results are presented in a simple, easy-to-interpret plot that specifies when glare will occur

throughout the year, with color codes indicating the potential ocular hazard. The tool can also predict relative energy production while evaluating alternative designs, layouts, and locations to identify configurations that maximize energy production while mitigating the impacts of glare.

Users must first register for the use of the tool at this web address: [www.sandia.gov/glare](http://www.sandia.gov/glare).

### Required Use of the SGHAT

As of the date of publication of this interim policy, the FAA requires the use of the SGHAT to demonstrate compliance with the standards for measuring ocular impact stated above for any proposed solar energy system located on a federally-obligated airport. The SGHAT is a validated tool specifically designed to measure glare according to the *Solar Glare Hazard Analysis Plot*. All sponsors of federally-obligated airports who propose to install or to permit others to install solar energy systems on the airport must attach the SGHAT report, outlining solar panel glare and ocular impact, for each point of measurement to the Notice of Proposed Construction Form 7460-1. The FAA will consider the use of alternative tools or methods on a case-

by-case basis. However, the FAA must approve the use of an alternative tool or method prior to an airport sponsor seeking approval for any proposed on-airport solar energy system. The alternative tool or method must evaluate ocular impact in accordance with the *Solar Glare Hazard Analysis Plot*.

Please contact the Office of Airport Planning and Programming, Airport Planning and Environmental Division, APP-400, for more information on the validation process for alternative tools or methods.

Airport sponsor obligations have been discussed above under Background. We caution airport sponsors that under preexisting airport grant compliance policy, failure to seek FAA review of a solar installation prior to construction could trigger possible compliance action under 14 CFR Part 16, "Rules of Practice for Federally-Assisted Airport Enforcement Proceedings." Moreover, if a solar installation creates glare that interferes with aviation safety, the FAA could require the airport to pay for the elimination of solar glare by removing or relocating the solar facility.

Issued in Washington, DC, on September 27, 2013.

**Benito De Leon,**

*Director, Office of Airport Planning and Programming.*

[FR Doc. 2013-24729 Filed 10-22-13; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Third Meeting: RTCA Tactical Operations Committee (TOC)

**AGENCY:** Federal Aviation Administration (FAA), U.S. Department of Transportation (DOT)

**ACTION:** Third Meeting Notice of RTCA Tactical Operations Committee.

**SUMMARY:** The FAA is issuing this notice to advise the public of the third meeting of the RTCA Tactical Operations Committee.

**DATES:** The meeting will be held November 7, 2013 from 9 a.m.–3 p.m.

**ADDRESSES:** The meeting will be held at RTCA Headquarters, 1150 18th Street NW., Suite 910, Washington, DC 20036.

**FOR FURTHER INFORMATION CONTACT:** The RTCA Secretariat, 1150 18th Street NW., Suite 910, Washington, DC 20036, or by telephone at (202) 833-9339, fax at (202) 833-9434, or Web site <http://www.rtca.org>. Andy Cebula, NAC Secretary can also be contacted at [acebula@rtca.org](mailto:acebula@rtca.org) or 202-330-0652.

**SUPPLEMENTARY INFORMATION:** Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. No. 92-463, 5 U.S.C., App.), notice is hereby given for a meeting of the Tactical Operations Committee (TOC). The agenda will include the following:

**November 19, 2013**

- Opening of Meeting/Introduction of TOC Members
- Official Statement of Designated Federal Official
- Approval of July 23, 2013 Meeting Summary
- FAA Report
- Notice to Airmen (NOTAM) Activity Prioritization
- Regional Task Groups (RTGs)
- Reports on current activities underway by Regional Task Groups: Eastern, Central, Western
- VHF Omni-directional Range (VOR) Minimum Operating Network
- New Tasking: Obstacle Clearance
- Anticipated Issues for TOC consideration and action at the next meeting
- Other Business
- Adjourn

Attendance is open to the interested public but limited to space availability. With the approval of the chairman, members of the public may present oral statements at the meeting. Persons wishing to present statements or obtain information should contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section. Members of the public may present a written statement to the committee at any time.

Issued in Washington, DC, on October 18, 2013.

**Edith V. Parish,**

*Senior Advisor, Mission Support Services, Air Traffic Organization, Federal Aviation Administration.*

[FR Doc. 2013-24968 Filed 10-22-13; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Public Notice for Waiver of Aeronautical Land-Use Assurance

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of intent of waiver with respect to land; French Lick Airport; French Lick, Indiana.

**SUMMARY:** The FAA is considering a proposal to change a portion of airport land from aeronautical use to non-aeronautical use and to authorize the sale of airport property located at French Lick Airport, French Lick, Indiana. The aforementioned land is not needed for aeronautical use. The proposal consists of 18.606 acres located in the southern section of airport property which is not being used by the airport presently. The land is to be sold to Commissioners of Orange County for the construction of County Road CR 300 South/Airport Road to facilitate access to the airport.

**DATES:** Comments must be received on or before November 22, 2013.

**ADDRESSES:** Documents are available for review by appointment at the FAA Airports District Office, Azra Hussain, Program Manager, 2300 E. Devon Avenue, Des Plaines, Illinois 60018 Telephone: (847) 294-8252/Fax: (847) 294-7046 and Zachary D. Brown, French Lick Municipal Airport, 9764 West County Road 375 South, French Lick, Indiana, 47933.

Written comments on the Sponsor's request must be delivered or mailed to: Azra Hussain, Program Manager, Federal Aviation Administration, Airports District Office, 2300 E. Devon Avenue, Des Plaines, Illinois (847) 294-7046.

**FOR FURTHER INFORMATION CONTACT:** Azra Hussain, Program Manager, Federal Aviation Administration, Airports District Office, 2300 E. Devon Avenue, Des Plaines, Illinois 60018. Telephone Number: (847) 294-8252/FAX Number: (847) 294-7046.

**SUPPLEMENTARY INFORMATION:** In accordance with section 47107(h) of Title 49, United States Code, this notice is required to be published in the **Federal Register** 30 days before modifying the land-use assurance that requires the property to be used for an aeronautical purpose.

The subject land consists of two parcels. Parcel 1 (approx. 16.667 acres) was acquired through the Federal Aid to Airport Program dated July 28, 1963 and Parcel 2 (approx. 1.939 acres) was acquired by the sponsor as part of a larger parcel (approx. 9.97 acres) for the nominal sum of One Dollar and zero cents (\$1.00) on April 19, 2010. The Commissioners of Orange County intend to purchase the property for a nominal sum of One Dollar and zero cents (\$1.00) for the construction of County Road CR 300 South/Airport Road. Construction of the road will facilitate access to the airport. The aforementioned land is not needed for aeronautical use, as shown on the Airport Layout Plan. There are no impacts to the airport by allowing the airport to dispose of the property.

This notice announces that the FAA is considering the release of the subject airport property at French Lick Airport, French Lick, Indiana, subject to easements and covenants running with the land. Approval does not constitute a commitment by the FAA to financially assist in the disposal of the subject airport property nor a determination that all measures covered by the program are eligible for grant-in-aid funding from the FAA. The disposition of proceeds from the sale of the airport property will be in accordance with FAA's Policy and Procedures Concerning the Use of Airport Revenue, published in the **Federal Register** on February 16, 1999 (64 FR 7696).

Issued in Des Plaines, Illinois on September 30, 2013.

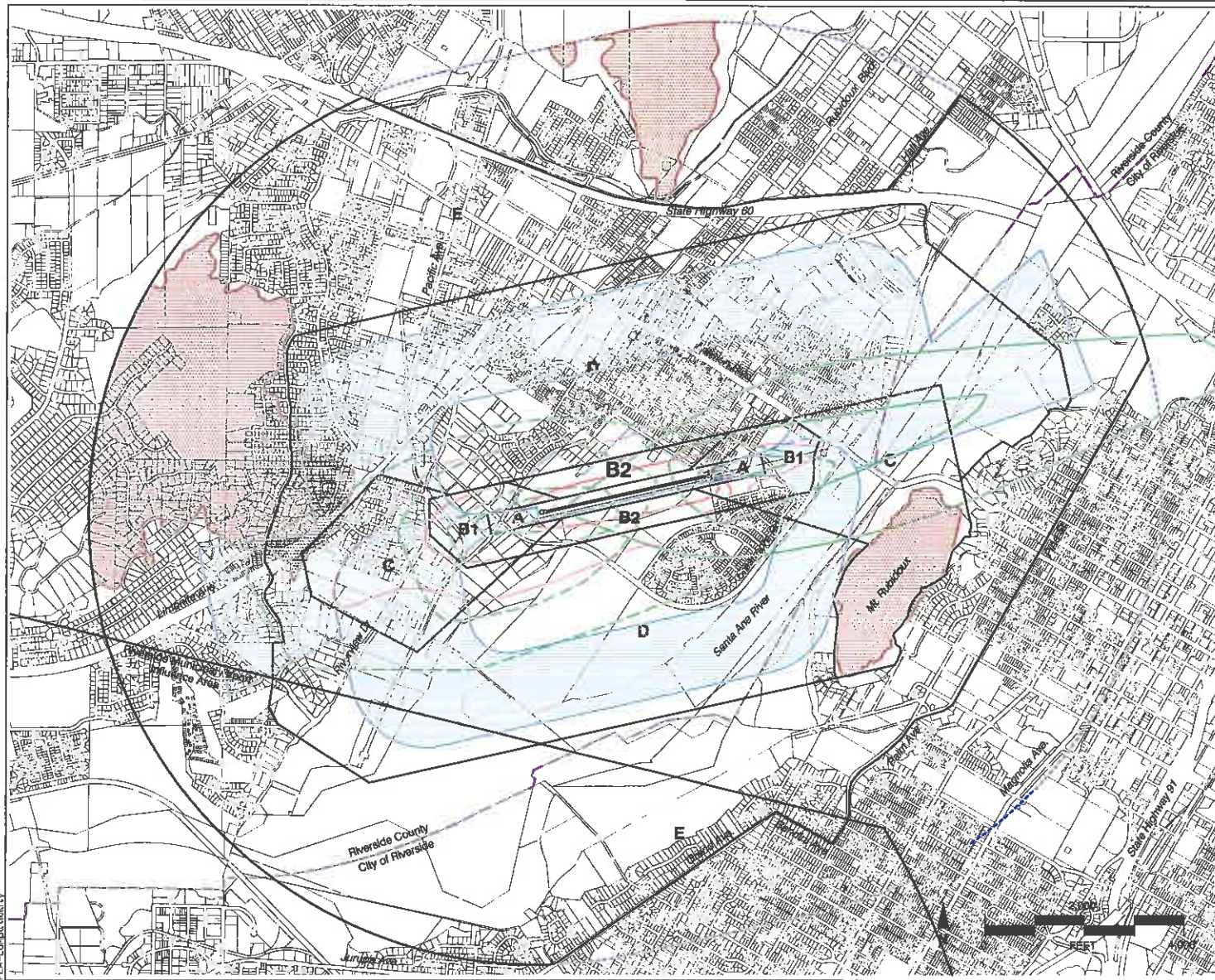
**James Keefe,**

*Manager, Chicago Airports District Office, FAA, Great Lakes Region.*

[FR Doc. 2013-24738 Filed 10-22-13; 8:45 am]

**BILLING CODE 4910-13-P**





**Legend**

**Compatibility Zones**

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

**Noise and Overflight Compatibility Factors**

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

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

**Safety and Airspace Compatibility Factors**

- Aircraft Departure Accident Risk Intensity Contours\* (Shown only for Takeoffs to the West)
- Aircraft Approach Accident Risk Intensity Contours\* (Shown only for Landings from the East)
- FAR Part 77 Conical Surface Limits
- Terrain Penetration on FAR Part 77 Surfaces

**Boundary Lines**

- Airport Property Line
- City Limits

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

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

Exhibit FL-6

**Compatibility Factors Map  
Flabob Airport**

FL-Compatibility

# **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, 14<sup>th</sup> Floor, Riverside, California 92501, Monday through Thursday from 8:00 a.m. to 5:00 p.m., and by prescheduled appointment on Fridays, from 9:00 a.m. to 5:00 p.m.

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

DATE OF HEARING: March 10, 2016

TIME OF HEARING: 9:00 A.M.

### **CASE DESCRIPTION:**

ZAP1026FL16 – Lamb Energy WRL, LLC and Stronghold Engineering (Representative: Jonathan Shardlow, Gresham Savage Nolan & Tilden) – City of Jurupa Valley Case Nos. MA 15148 (Major Application) and SDP 31534 (Site Development Permit). A proposal to construct and operate an 8.1685 to 9.67 megawatt solar photovoltaic energy generation facility on 74 acres located on the site of the former West Riverside Landfill, northerly of State Highway Route 60, easterly of Hall Avenue, and westerly of the Santa Ana River in the City of Jurupa Valley. (Airport Compatibility Zone 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. Tamara Campbell 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.

ZAP 1026FL16

**PROJECT PROPONENT (TO BE COMPLETED BY APPLICANT)**

Date of Application January 26, 2016  
 Property Owner County of Riverside Phone Number (951) 955-8916  
 Mailing Address 3403 10th Street  
Riverside, CA 92501

Agent (if any) Lamb Energy WRL LLC Phone Number (951) 906-9865  
 Mailing Address 3421 Gato Court  
Riverside, CA 92507

**PROJECT LOCATION (TO BE COMPLETED BY APPLICANT)**

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

Street Address 2700 Hall Avenue  
Jurupa Valley, CA 92509  
 Assessor's Parcel No. 178-281-06, -11 and 178-290-03, -06, and -013 Parcel Size 71 Acres  
 Subdivision Name West Riverside Subdivision and Indian Hill Tract  
 Lot Number Portions of Lots 2, "A", and "C" Zoning Classification Natural Assets (N-A)

*Flabob  
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) Capped and closed West Riverside Landfill.

Proposed Land Use (describe) 9.67 megawatt (MW) alternating current (AC), grid-tied, fixed-tilt solar project consisting of solar panel racking systems using weighted ballasts.

For Residential Uses Number of Parcels or Units on Site (exclude secondary units) N/A  
 For Other Land Uses Hours of Use 24 hours per day  
 (See Appendix C) Number of People on Site Maximum Number Maintenance crew is on site as necessary. Not occupied.  
 Method of Calculation N/A

Height Data Height above Ground or Tallest Object (including antennas and trees) Approximately 8 ft.  
 Highest Elevation (above sea level) of Any Object or Terrain on Site Approximately 830 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 N/A

REFERRING AGENCY (APPLICANT OR JURISDICTION TO COMPLETE)		
Date Received	January 27, 2016	Type of Project
Agency Name	City of Jurupa Valley	<input type="checkbox"/> General Plan Amendment
Staff Contact	Tamara Campbell	<input type="checkbox"/> Zoning Amendment or Variance
Phone Number	(951) 332-6464	<input type="checkbox"/> Subdivision Approval
Agency's Project No.	MA 15148 and SDP 31534	<input type="checkbox"/> Use Permit
		<input type="checkbox"/> Public Facility
		<input checked="" type="checkbox"/> Other <u>Site Development Permit</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

January 26, 2016

VIA HAND DELIVERY

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

Re: West Riverside Landfill Solar Project  
Application for Land Use Review

Dear Mr. Guerin:

In response to your email on January 21, 2016, please find the completed Application for Land Use Action Review related to the West Riverside Landfill Solar Project ("Project"). Specifically, the submittal package includes the following for your use:

1. Completed Application for Land Use Action Review;
2. Submittal fee in the amount of \$1,188.00 for Development Plan Review;
3. Project Site Plan in 24"x36" and 8.5"x11" formats;
4. Photographic color elevations in 8.5" x 11" format;
5. An aerial showing the Project in relationship to the airport in 8.5"x11" format;  
and
6. Noticing package, including gummed address labels, 300' radius map, and Certification of Preparation.

January 26, 2016

John Guerin

Page 2

I look forward to hearing from you regarding the Project. Please let me know if you have any questions or need anything further.

Very truly yours,



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

JES:ld

Enclosures

**COUNTY OF RIVERSIDE  
AIRPORT LAND USE COMMISSION**

**STAFF REPORT**

**AGENDA ITEM:** 3.10

**HEARING DATE:** March 10, 2016

**CASE NUMBER:** ZAP1038PS16 – Palm Springs Unified School District –  
(Representative: John Vega)

**APPROVING JURISDICTION:** Palm Springs Unified School District

**JURISDICTION CASE NO:** EIR-State Clearinghouse No. 2015031105

**MAJOR ISSUES:** The capacity of the proposed elementary school exceeds the maximum allowable average acre criterion of 100 and single-acre criterion of 300 people for Compatibility Zone D based on the Building Code Method. Additionally, children's school uses are a discouraged use within Compatibility Zone D. The proposed elementary school would replace the existing elementary school on the site, but is anticipated to increase enrollment from 599 to an enrollment capacity of 828 and so would not be subject to the provisions for continuing to operate an existing nonconforming use pursuant to Countywide Policy 3.3.2.(b).

The applicant has stated that based on School District and State requirements, total occupancy for the site would comply with the average acre criterion of 100, but Building B occupancy would exceed the single-acre criterion on its own and other single-acre areas exceed the single-acre criterion as well. Additionally, the maximum occupancy of Building E, which is primarily for assembly purposes and does not increase the permissible total enrollment, would substantially exceed the single-acre criterion.

**RECOMMENDATION:** At the request of the applicant, staff recommends that consideration of the project be CONTINUED to ALUC's April 14, 2016 hearing to provide staff and the applicant additional time to review site design, including measures to mitigate potential hazards from aircraft.

**PROJECT DESCRIPTION:** Palm Springs Unified School District proposes to replace existing buildings at Agua Caliente Elementary School with five new buildings at different areas within the school's existing campus. Outdoor recreation areas would also be provided. The project would facilitate an increase in the capacity of the school to allow for the enrollment of up to 828 students (originally estimated at 850-875). The project description in the Draft EIR referenced the addition of up to 120 students and associated faculty at the pre-kindergarten level (included among the 875).

**PROJECT LOCATION:** The site is located at 30-800 San Luis Rey Drive inside San Gabriel Drive

Circle, easterly of San Antonio Drive, westerly of San Diego Drive, northerly of Santa Barbara Drive, and southerly of Asistencia Drive within the City of Cathedral City, approximately 2,730 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 Zone D
- c. Noise Levels: Below 60 CNEL from aircraft noise

**BACKGROUND:**

Non-Residential Average Land Use Intensity: The proposed project is located within Compatibility Zone D. Average intensity in Compatibility Zone D is limited to 100 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 buildings:

- Classrooms – 1 person per 20 square feet
- Assembly – 1 person per 15 square feet
- Office – 1 person per 100 square feet
- Utility – 1 person per 200 square feet
- Storage – 1 person per 300 square feet

Based on the floor plan provided and the occupancy calculations included within them, proposed Building A would accommodate 91 people, Building B would accommodate 634 people, Building C would accommodate 501 people, Building D would accommodate 468 people, and Building E would accommodate 747 people. Building E would include the vast majority due to its use as an assembly area. This would result in a total site occupancy of 2,441 people. Given the site area of 12 net acres, this results in an average intensity of 203 people per acre, which is not compatible with the Zone D average acre criterion of 100.

A second method for determining total occupancy involves multiplying the number of parking spaces provided or required by average vehicle occupancy. However, in the case of a school serving under-age pupils, the number of occupants cannot be reasonably projected utilizing the parking space method.

The applicant has stated that use of the building code method is not appropriate in this situation since School District and State enrollment allowances are based on facility resources and not simply size and use of individual rooms. Non-classroom spaces such as multipurpose rooms, libraries, and other specialty spaces are considered support spaces and do not have dedicated occupant load requirements



pursuant to School District or State requirements. Based on the School District and State requirements, the applicant has stated that the actual maximum student loading is 828 and projected staff is 65 for a total of 893 persons. Below are the applicant's maximum occupancies for each building based on this approach. With a site of 12 net acres, this results in an average intensity of 74 persons per acre, which would comply with the average acre criterion of 100 persons per acre.

Building A – 0 students, 10 staff, 10 total  
Building B – 288 students, 19 staff, 307 total  
Building C – 270 students, 14 staff, 284 total  
Building D – 270 students, 11 staff, 281 total  
Building E – 0 students, 11 staff, 11 total

Non-Residential Single-Acre Land Use Intensity: Compatibility Zone D limits maximum single-acre intensity to 300 people. Most of each building is located within a single-acre area (210' x 210'), with Buildings C and D not located entirely within a single-acre area. Additionally, a single-acre area may overlap between buildings. However, per the building occupancies noted previously, each of the buildings alone (except Building A) would exceed the single-acre criterion of 300 based on the Building Code Method.

Based on the applicant's stated maximum number of students and staff for each building as noted previously, the maximum single building occupancy would be 307 for Building B, which would exceed the single-acre criterion. Other single building occupancies would be below 300. However, additional portions of buildings would be located within a single-acre area for another building. A variety of combinations of whole and portions of buildings could be calculated, but for instance a single-acre area of all of Building A, the approximate eastern half of Building D, the westerly approximate third of Building C and northwesterly quarter of Building B could result in a total approximate occupancy of 317 applying each building's occupancy proportionally, which would also exceed the single-acre criterion of 300.

Additionally, although the applicant's calculated occupancies assume a typical use based on School District and State requirements, Building E would have a capacity of 747 people, 477 of which would be in an assembly seating area.

Prohibited and Discouraged Uses: The applicant does not propose any uses prohibited in Compatibility Zone D. However, children's schools are a discouraged use within Compatibility Zone D. While there may be other potentially viable sites to locate a new elementary school, the existing school on the project site is centrally located within, and serves the surrounding community, and redeveloping this site is less costly than acquiring and developing a new site. The applicant has provided some information noting that there are no other viable sites of residential fee land located outside a flood zone which could accommodate 600 students within the service area for this elementary school.

Noise: The Palm Springs Airport Land Use Compatibility Plan depicts the site as being in an area

below 60 CNEL from aircraft. Therefore, special measures to mitigate aircraft-generated noise would not be required.

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 2,730 feet from the runway to the property line, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 431.7 feet AMSL. The highest proposed finished floor elevation is 394.87 feet above mean sea level. With a maximum building height of 34 feet 2 inches, the top point elevation would be 429.04 feet AMSL. Therefore, review by the Federal Aviation Administration Obstruction Evaluation Service was not required.

Open Area: Compatibility Zone D requires a minimum of 10% open area. The project site's total gross acreage is approximately 12 acres. This would result in a total minimum open area requirement of 1.2 acres.

The proposed school includes a soccer and baseball field area in the northern portion of the site. By excluding areas not meeting the minimum 75' x 300' dimensions for qualifying area and area within the southern portion of the fields with trees and likely a backstop/fence for the baseball field, this results in an approximate qualifying open area of 1.45 acres. This would meet the minimum 10% required open space area for Compatibility Zone D.

Countywide Policy 3.3.2(b): Pursuant to Countywide Policy 3.3.2.(b), "a nonconforming nonresidential development may be continued, leased, or sold and the facilities may be maintained or altered (including potentially enlarged), provided that the portion of the site devoted to the nonconforming use is not expanded and the usage intensity (the number of people per acre) is not increased above the levels existing at the time of adoption of this Compatibility Plan." While the existing elementary school could be considered a nonconforming use, since the proposed school would increase the capacity compared to the existing school enrollment, this policy would not be applicable to find the proposed project consistent.

However, the proposed enrollment capacity of 828 is less than the actual enrollment of 845 reached during the 2005-06 school year. That level was accommodated through the addition of portable/modular classroom facilities.

Countywide Policy 3.3.6: While the project does not strictly comply with Zone D intensity criteria or the criteria for existing nonconforming uses, 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.

- There are no other viable sites of residential fee land located outside a flood zone which could accommodate 600 students within the service area for this elementary school.
- The Cathedral City Fire Department has prepared a letter that notes that the proposed new school would include automatic fire sprinklers, integrated fire alarms, and additional fire access lanes and fire hydrants which do not exist at the current school, thus making the newer school less hazardous to students and staff from potential fire hazards.
- The nearby golf course and Whitewater Wash east of the project site could provide an alternative emergency landing location to minimize potential aircraft hazards to the proposed project.
- The proposed capacity of the school would not exceed the peak number of students accommodated at the facility at or slightly after the time of Plan adoption.

#### **CONDITIONS:**

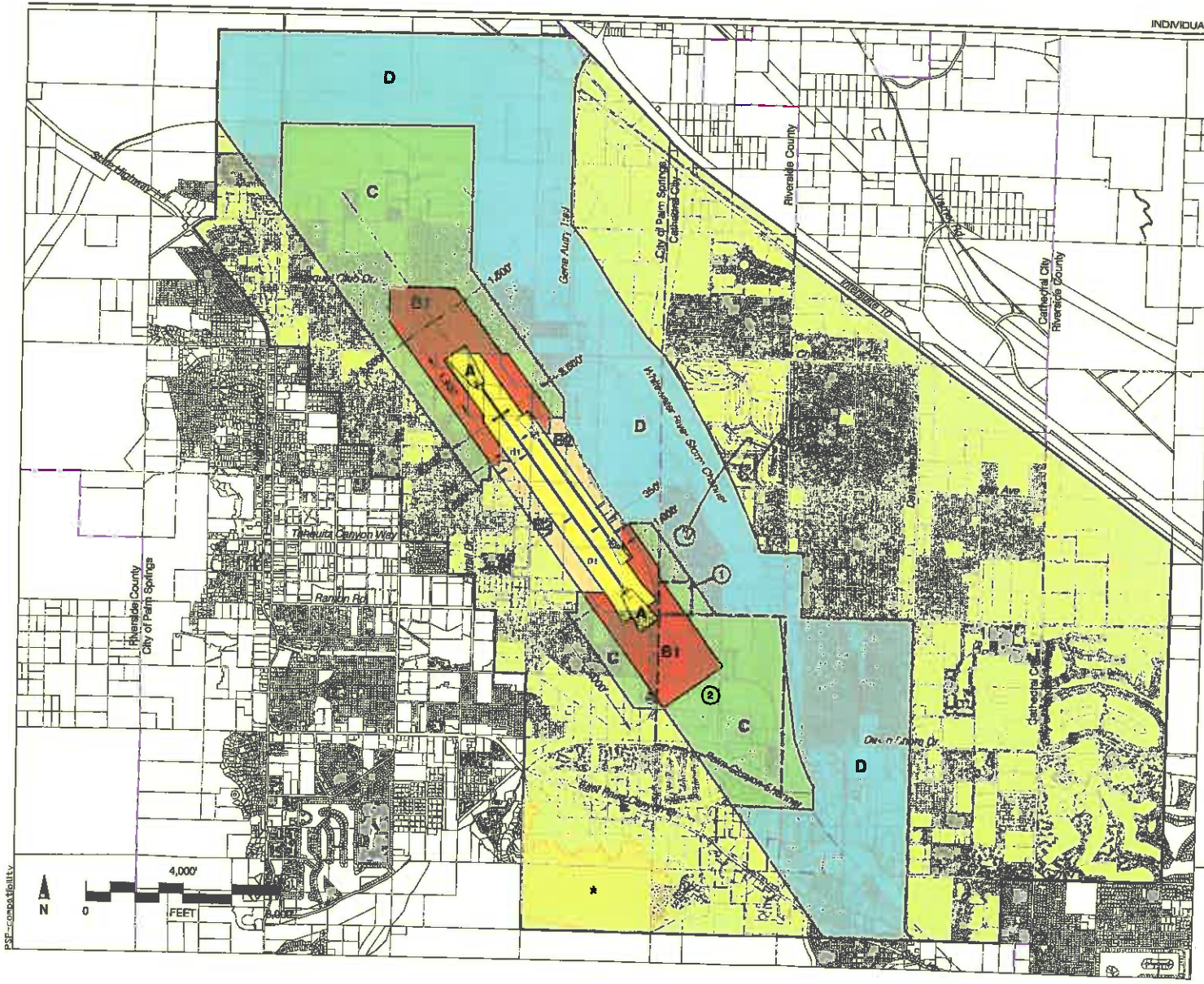
1. Any new outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses shall be prohibited:
  - (a) Any use which would direct a steady light or flashing light of red, white, 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) Hospitals, skilled nursing and care facilities, noise sensitive outdoor nonresidential

uses and hazards to flight.

3. Building E shall not be made available to outside entities unless restricted to a maximum of 300 persons, until such time as the Riverside County Airport Land Use Compatibility Plan is amended to potentially allow for single-acre intensities exceeding 450 persons in Compatibility Zone D.
4. The attached notice shall be given to all prospective purchasers of the property and shall be recorded as a deed notice.
5. No detention basins are depicted on the site plan. 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.
6. The recreation/field areas including a soccer field and baseball field as generally shown in the northern portion of the site titled Overall Site Plan, dated 10/05/2015 and Planting Plan dated 10/05/15 shall be kept free of structures and other major obstacles such as walls, large trees or poles (greater than 4 inches in diameter, measured 4 feet above the ground), and overhead wires excluding those trees shown on the Planting Plan and a backstop/fence for the baseball field. Small trees and shrubs that exceed 4 feet in height and/or thickness of 4 inches may be allowed along the edge of open space areas where the area abuts a wall or other similar feature, provided that they are planted within 4 feet of the wall.

# 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.

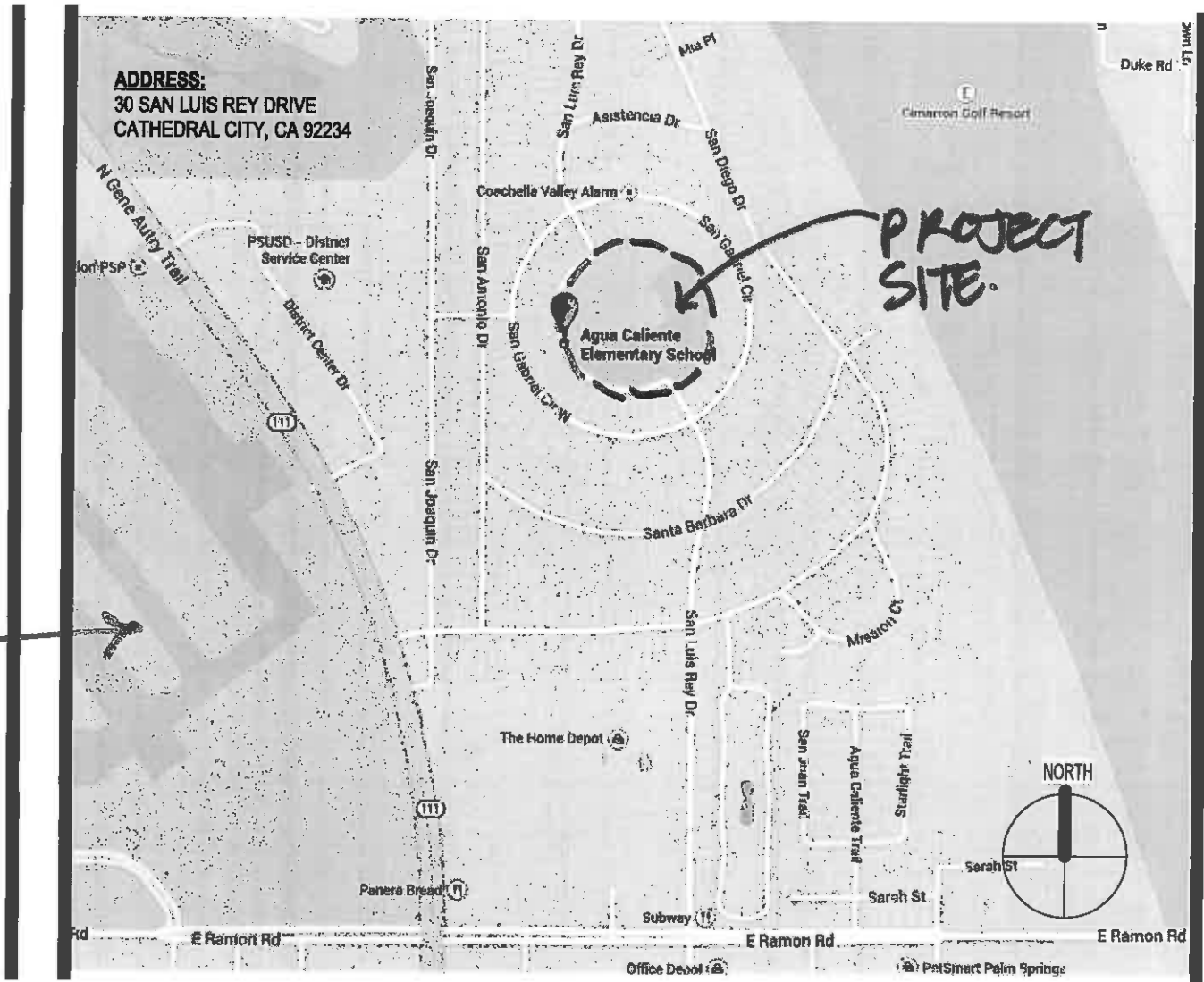
⊛ See Policy PS.2.1.

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

Map PS-1

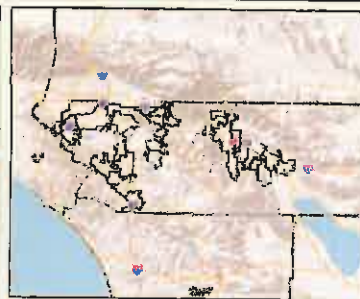
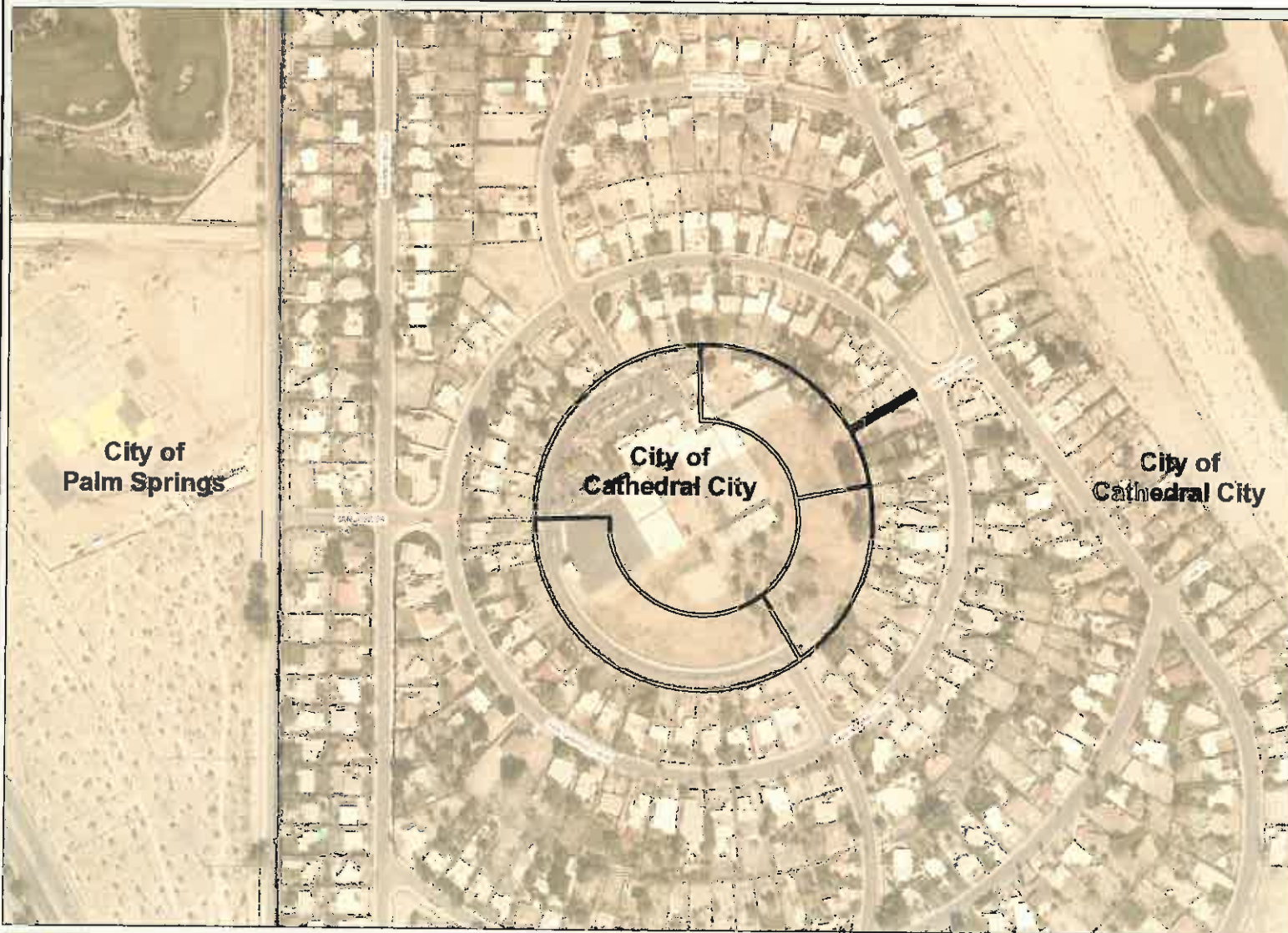
**Compatibility Map**  
**Palm Springs International Airport**

PSP-compatibility



PROJECT IN RELATION TO AIRPORT.

# My Map



### Legend

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



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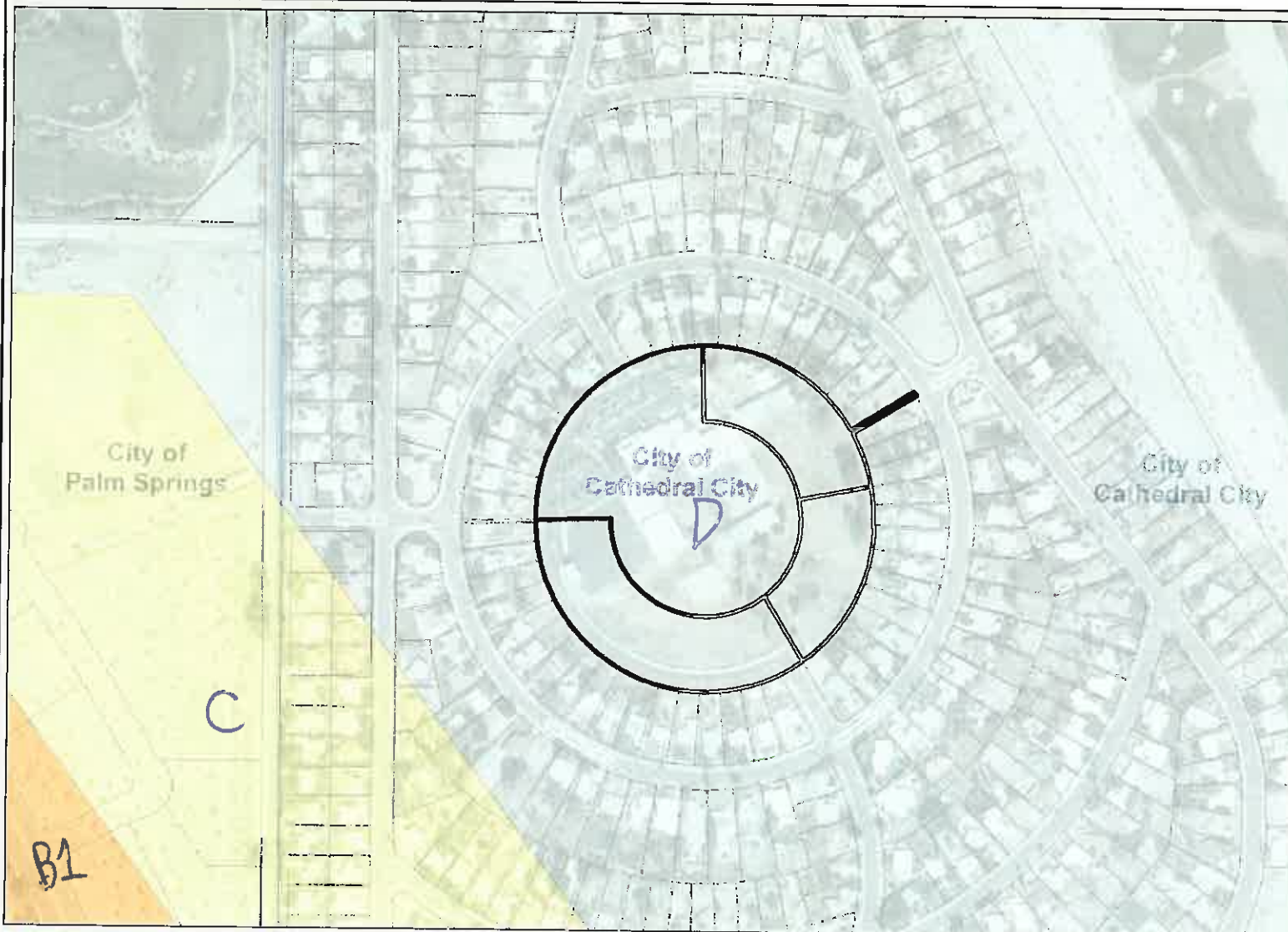
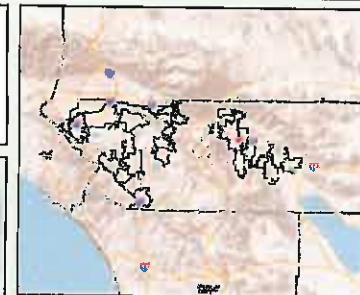
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### Notes



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



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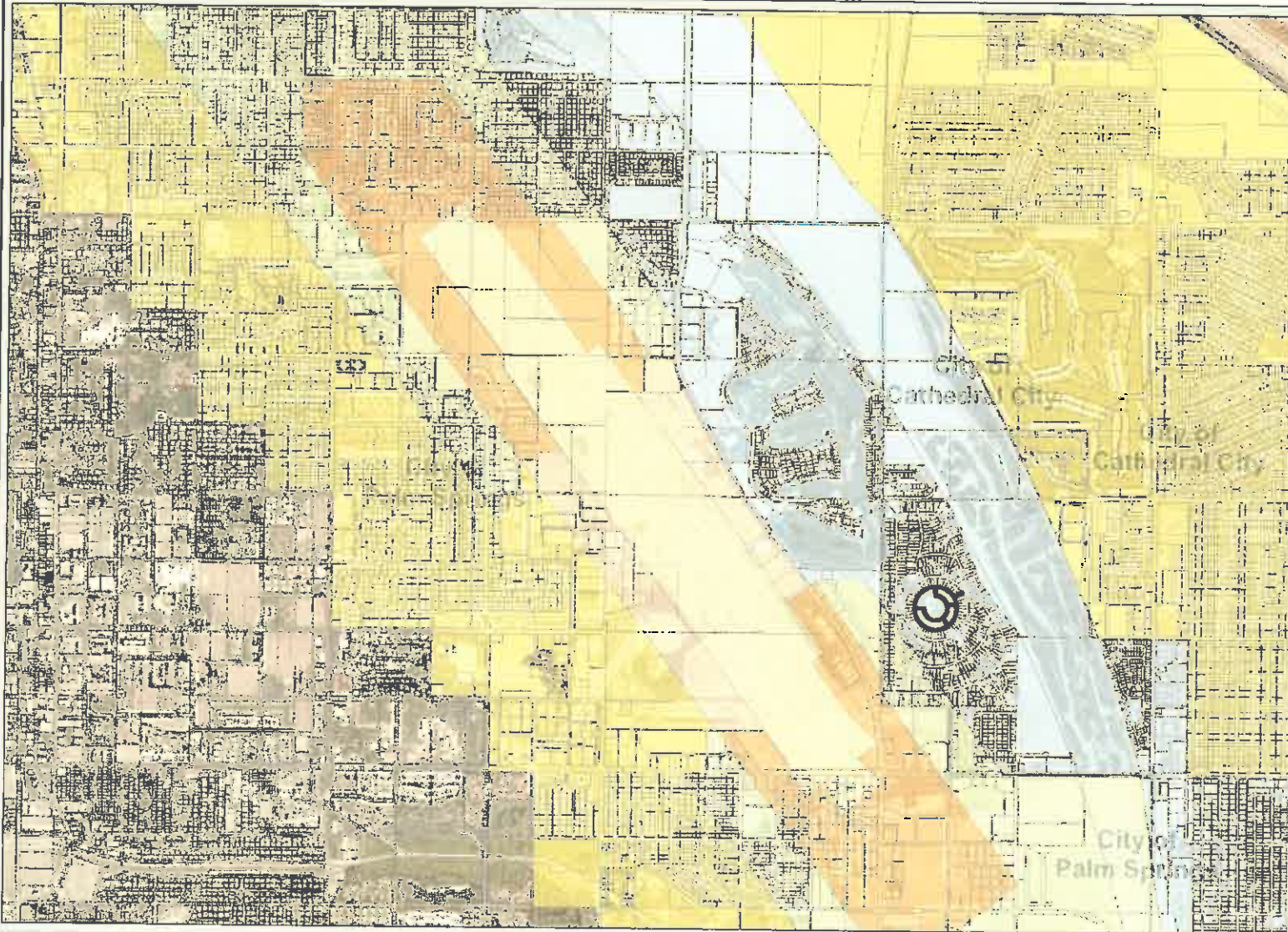
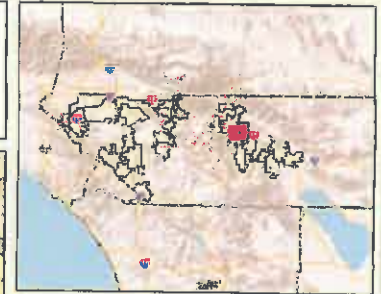
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
## Notes

# My Map



## Legend

### Airport Compatibility

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-  A-EXC1
-  B1
-  B1-APZ I
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-  B1-APZ II
-  B1-APZ II-EXC1
-  B1-EXC1
-  B2
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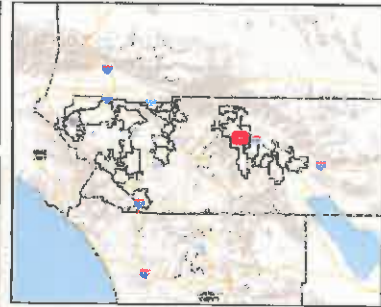
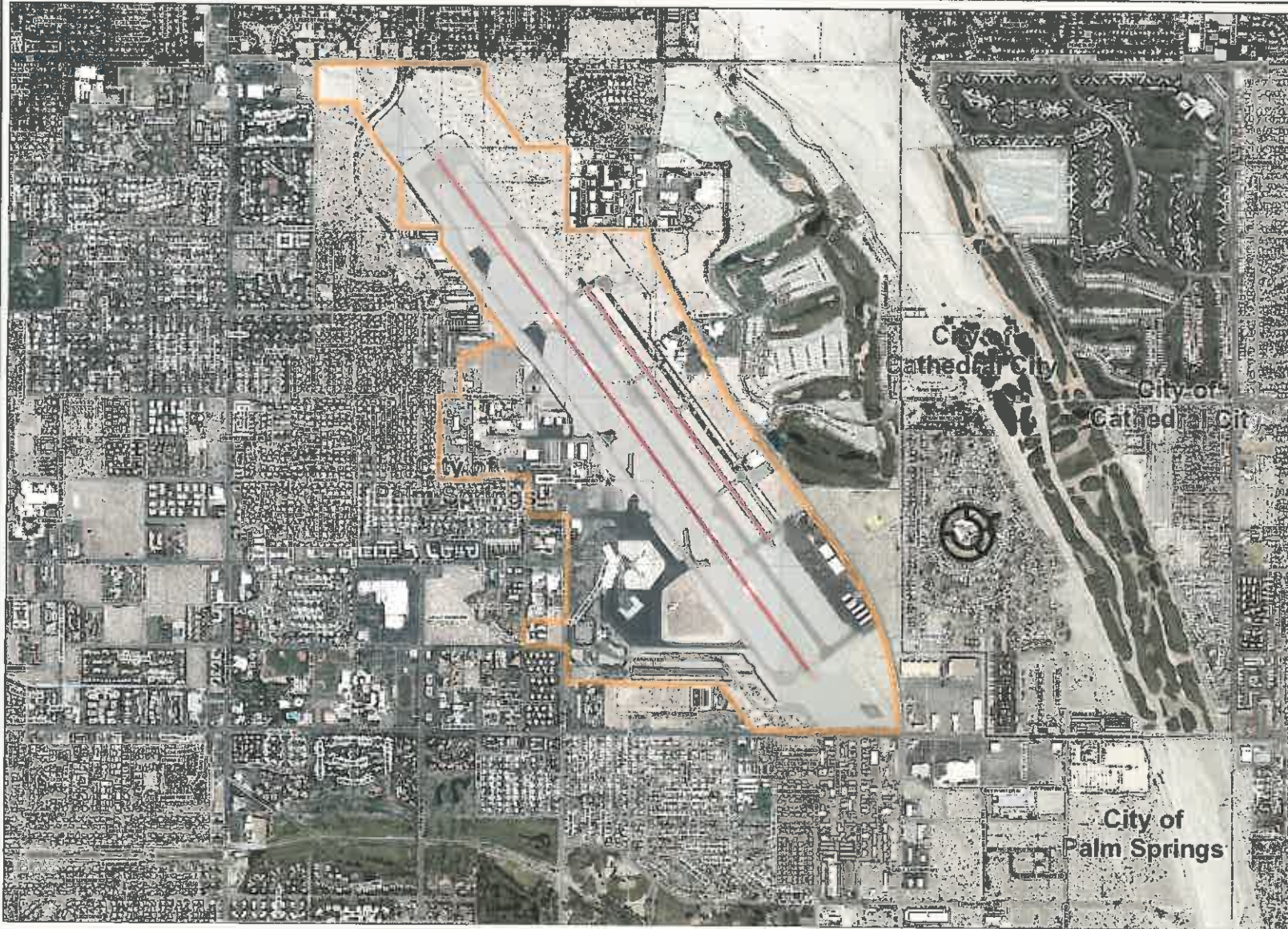
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## Notes

# My Map



## Legend

- Airports
- Runways
- City Boundaries
- roadsanno
- highways
- HWY
- INTERCHANGE
- INTERSTATE
- OFFRAMP
- ONRAMP
- USHWY
- roads
- Major Roads
- Arterial
- Collector
- Residential
- counties
- cities
- hydrographylines
- waterbodies
- Lakes
- Rivers



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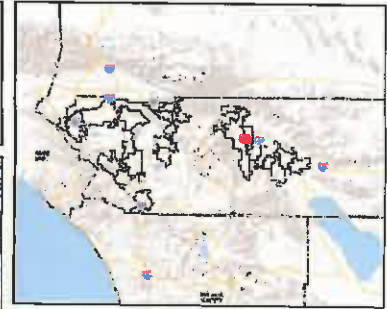
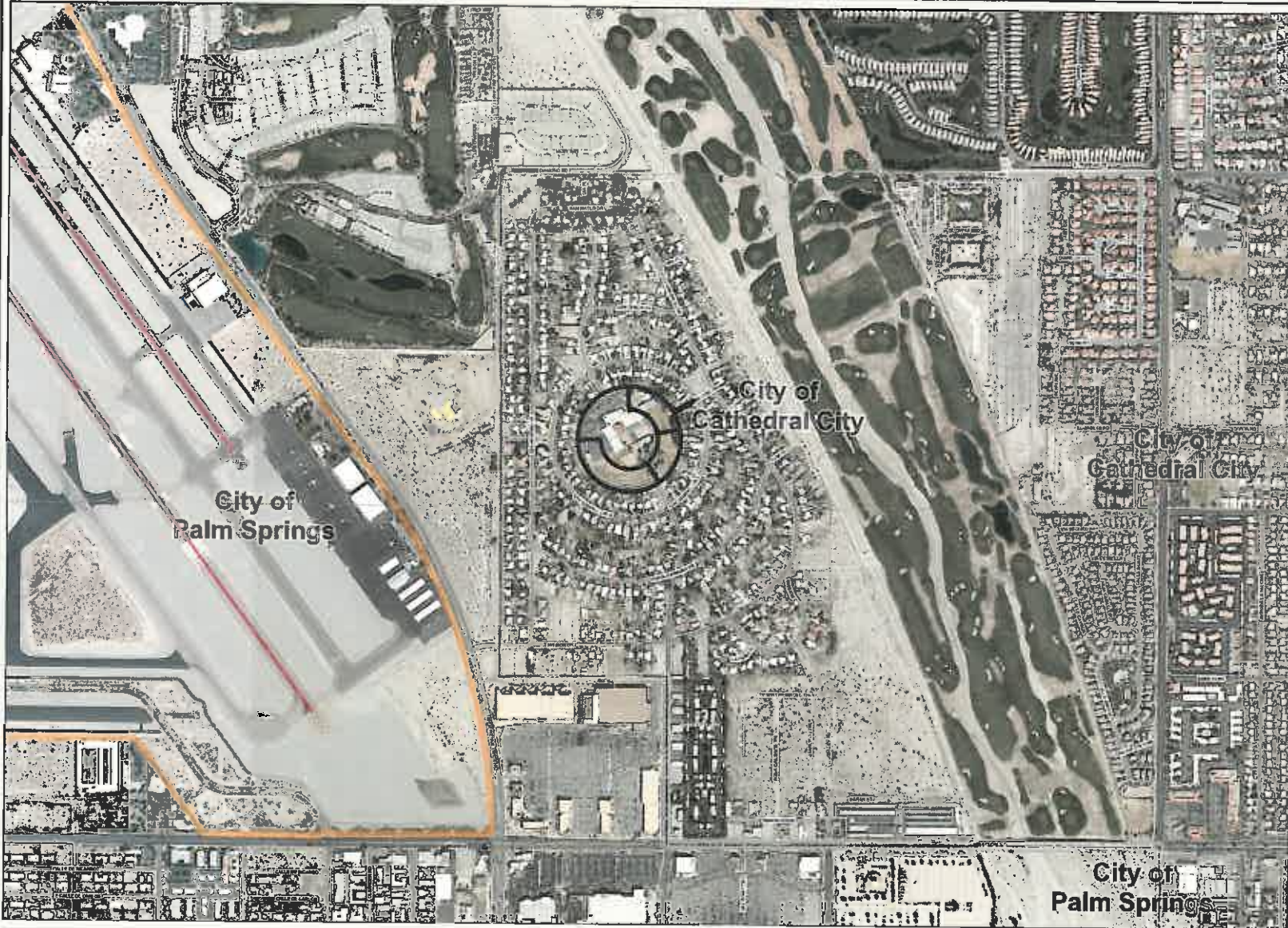


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









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## Notes

# My Map



## Legend

-  Airports
-  Runways
-  City Boundaries
- roadsanno
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-  INTERSTATE
-  OFFRAMP
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-  counties
-  cities
- hydrographylines
- waterbodies
-  Lakes
-  Rivers

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## Notes



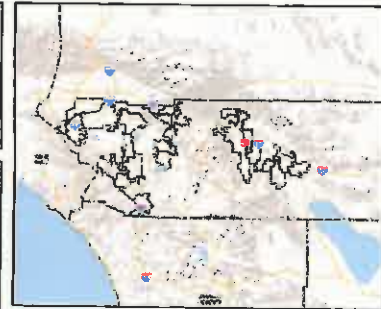
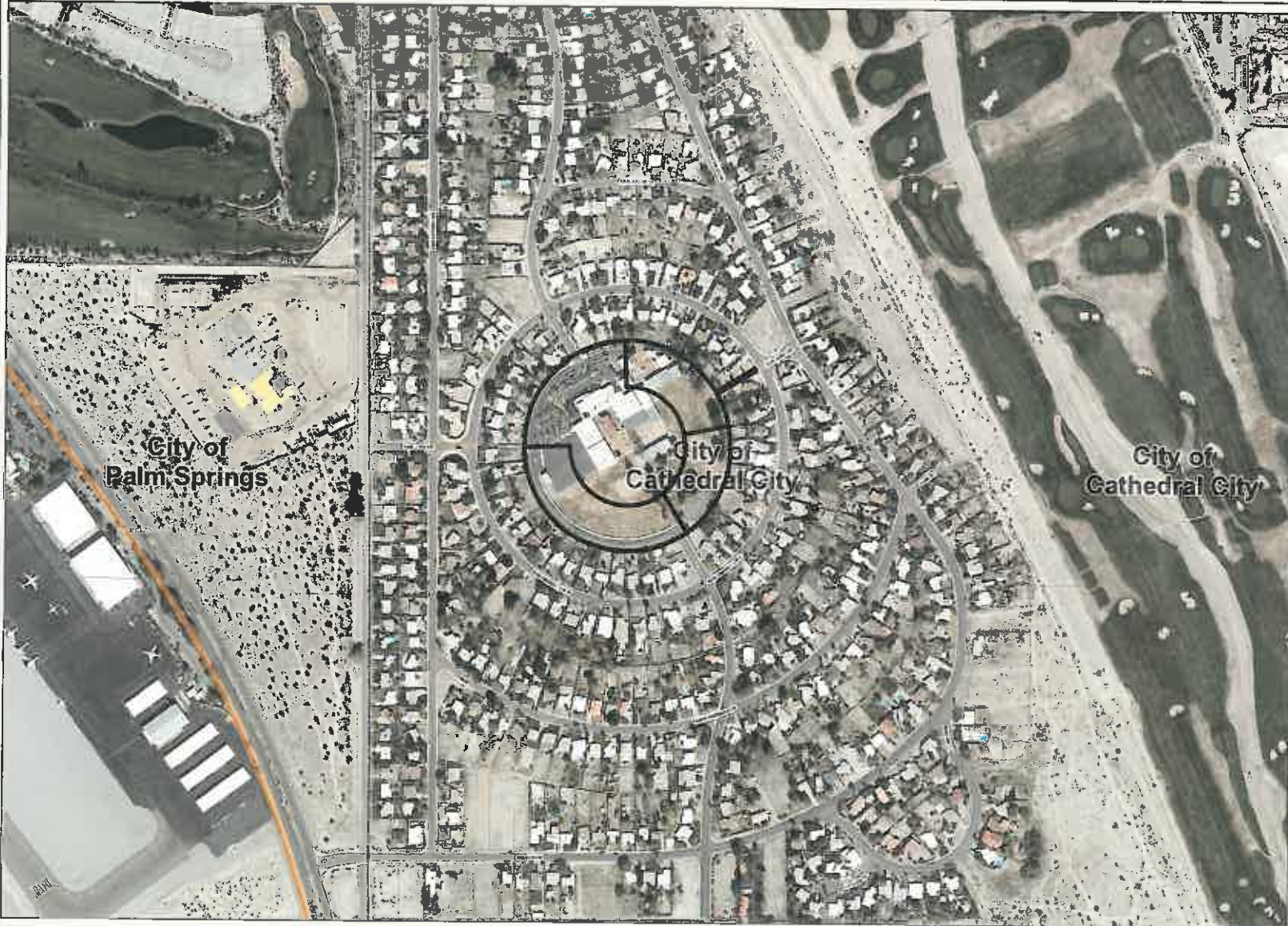
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# My Map



## Legend

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

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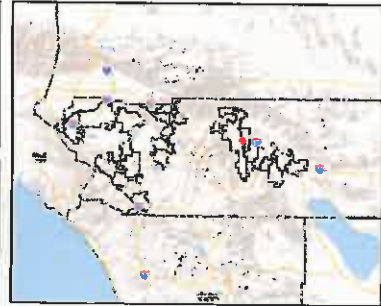


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## Notes

# My Map



## Legend

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

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## Notes

# My Map



## Legend

- Airports
- Runways
- City Boundaries
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- INTERSTATE
- OFFRAMP
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## Notes

# AGUA CALIENTE ELEMENTARY SCHOOL

PALM SPRINGS UNIFIED SCHOOL DISTRICT



CONSTRUCTION DOCUMENTS

10/05/2015

VOLUME 1

**BakerNowicki**  
design studio  
731 Ninth Avenue, Suite A  
San Diego, California 92101  
619.795.2450





# AGUA CALIENTE ELEMENTARY SCHOOL

## PALM SPRINGS UNIFIED SCHOOL DISTRICT



171 10th Ave., Suite A, Red Dye, California, 91155  
www.blakernewmark.com

PALM SPRINGS UNIFIED SCHOOL DISTRICT  
AGUA CALIENTE ELEMENTARY SCHOOL

### SYMBOLS

**SYMBOLS**

- NORTH ARROW
- FOOT ELEVATION
- FINISH FLOOR LEVEL
- STRUCTURAL GRID LINES
- NOTCH LINE
- DETAIL REFERENCE TAG
- SECTION ELEVATION TAG
- ROOM NAME TAG
- INTERIOR ELEVATION TAG
- WELLYTYPE TAG
- FINISH NUMBER TAG
- DOOR FINISH TAG
- CONSTRUCTION ELEVATION TAG
- RESOLUTION REFERENCE TAG

### COLOR CODE LEGEND

Electrical - ELEVATION	MECHANICAL - EXHAUST
MECHANICAL - EXHAUST	MECHANICAL - RETURN
MECHANICAL - RETURN	MECHANICAL - SUPPLY
MECHANICAL - SUPPLY	MECHANICAL - EQUIPMENT
FIRE SPRINKLER	ATRACTUAL COMPONENTS
FLOORING - STAIR/DORM	FLOORING - STAIR
FLOORING - MATERIAL USE	FLOORING - STAIRWAY/VINT
FLOORING - COOL/WATER	FLOORING - HOT/WATER

### APPLICABLE CODES

1. ALL CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH:

- 2013 CALIFORNIA BUILDING CODE (CBC), PART 2, CBC
- 2013 INTERNATIONAL BUILDING CODE (IBC), CALIFORNIA AMENDMENTS
- 2013 CALIFORNIA MECHANICAL CODE (CMC), PART 4, CMC
- 2013 CALIFORNIA MECHANICAL CODE (CMC), PART 6, CMC
- 2013 CALIFORNIA PLUMBING CODE (CPC), PART 4, CPC
- 2013 CALIFORNIA PLUMBING CODE (CPC), PART 6, CPC
- 2013 CALIFORNIA FIRE CODE (FC), PART 1, FC
- 2013 CALIFORNIA FIRE CODE (FC), PART 4, FC
- 2013 CALIFORNIA FIRE CODE (FC), PART 5, FC
- 2013 CALIFORNIA FIRE CODE (FC), PART 6, FC
- 2013 CALIFORNIA FIRE CODE (FC), PART 7, FC
- 2013 CALIFORNIA FIRE CODE (FC), PART 8, FC
- 2013 CALIFORNIA FIRE CODE (FC), PART 9, FC
- 2013 CALIFORNIA FIRE CODE (FC), PART 10, FC
- 2013 CALIFORNIA FIRE CODE (FC), PART 11, FC
- 2013 CALIFORNIA FIRE CODE (FC), PART 12, FC
- 2013 CALIFORNIA FIRE CODE (FC), PART 13, FC
- 2013 CALIFORNIA FIRE CODE (FC), PART 14, FC
- 2013 CALIFORNIA FIRE CODE (FC), PART 15, FC
- 2013 CALIFORNIA FIRE CODE (FC), PART 16, FC
- 2013 CALIFORNIA FIRE CODE (FC), PART 17, FC
- 2013 CALIFORNIA FIRE CODE (FC), PART 18, FC
- 2013 CALIFORNIA FIRE CODE (FC), PART 19, FC
- 2013 CALIFORNIA FIRE CODE (FC), PART 20, FC
- 2013 CALIFORNIA FIRE CODE (FC), PART 21, FC
- 2013 CALIFORNIA FIRE CODE (FC), PART 22, FC
- 2013 CALIFORNIA FIRE CODE (FC), PART 23, FC
- 2013 CALIFORNIA FIRE CODE (FC), PART 24, FC
- 2013 CALIFORNIA FIRE CODE (FC), PART 25, FC
- 2013 CALIFORNIA FIRE CODE (FC), PART 26, FC
- 2013 CALIFORNIA FIRE CODE (FC), PART 27, FC
- 2013 CALIFORNIA FIRE CODE (FC), PART 28, FC
- 2013 CALIFORNIA FIRE CODE (FC), PART 29, FC
- 2013 CALIFORNIA FIRE CODE (FC), PART 30, FC
- 2013 CALIFORNIA FIRE CODE (FC), PART 31, FC
- 2013 CALIFORNIA FIRE CODE (FC), PART 32, FC
- 2013 CALIFORNIA FIRE CODE (FC), PART 33, FC
- 2013 CALIFORNIA FIRE CODE (FC), PART 34, FC
- 2013 CALIFORNIA FIRE CODE (FC), PART 35, FC
- 2013 CALIFORNIA FIRE CODE (FC), PART 36, FC
- 2013 CALIFORNIA FIRE CODE (FC), PART 37, FC
- 2013 CALIFORNIA FIRE CODE (FC), PART 38, FC
- 2013 CALIFORNIA FIRE CODE (FC), PART 39, FC
- 2013 CALIFORNIA FIRE CODE (FC), PART 40, FC
- 2013 CALIFORNIA FIRE CODE (FC), PART 41, FC
- 2013 CALIFORNIA FIRE CODE (FC), PART 42, FC
- 2013 CALIFORNIA FIRE CODE (FC), PART 43, FC
- 2013 CALIFORNIA FIRE CODE (FC), PART 44, FC
- 2013 CALIFORNIA FIRE CODE (FC), PART 45, FC
- 2013 CALIFORNIA FIRE CODE (FC), PART 46, FC
- 2013 CALIFORNIA FIRE CODE (FC), PART 47, FC
- 2013 CALIFORNIA FIRE CODE (FC), PART 48, FC
- 2013 CALIFORNIA FIRE CODE (FC), PART 49, FC
- 2013 CALIFORNIA FIRE CODE (FC), PART 50, FC

### APPLICABLE STANDARDS

ASPE 12 AUTOMATIC FIREWORK SYSTEMS  
ASPE 13 AUTOMATIC FIREWORK SYSTEMS  
ASPE 14 AUTOMATIC FIREWORK SYSTEMS  
ASPE 15 AUTOMATIC FIREWORK SYSTEMS  
ASPE 16 AUTOMATIC FIREWORK SYSTEMS  
ASPE 17 AUTOMATIC FIREWORK SYSTEMS  
ASPE 18 AUTOMATIC FIREWORK SYSTEMS  
ASPE 19 AUTOMATIC FIREWORK SYSTEMS  
ASPE 20 AUTOMATIC FIREWORK SYSTEMS  
ASPE 21 AUTOMATIC FIREWORK SYSTEMS  
ASPE 22 AUTOMATIC FIREWORK SYSTEMS  
ASPE 23 AUTOMATIC FIREWORK SYSTEMS  
ASPE 24 AUTOMATIC FIREWORK SYSTEMS  
ASPE 25 AUTOMATIC FIREWORK SYSTEMS  
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ASPE 27 AUTOMATIC FIREWORK SYSTEMS  
ASPE 28 AUTOMATIC FIREWORK SYSTEMS  
ASPE 29 AUTOMATIC FIREWORK SYSTEMS  
ASPE 30 AUTOMATIC FIREWORK SYSTEMS  
ASPE 31 AUTOMATIC FIREWORK SYSTEMS  
ASPE 32 AUTOMATIC FIREWORK SYSTEMS  
ASPE 33 AUTOMATIC FIREWORK SYSTEMS  
ASPE 34 AUTOMATIC FIREWORK SYSTEMS  
ASPE 35 AUTOMATIC FIREWORK SYSTEMS  
ASPE 36 AUTOMATIC FIREWORK SYSTEMS  
ASPE 37 AUTOMATIC FIREWORK SYSTEMS  
ASPE 38 AUTOMATIC FIREWORK SYSTEMS  
ASPE 39 AUTOMATIC FIREWORK SYSTEMS  
ASPE 40 AUTOMATIC FIREWORK SYSTEMS  
ASPE 41 AUTOMATIC FIREWORK SYSTEMS  
ASPE 42 AUTOMATIC FIREWORK SYSTEMS  
ASPE 43 AUTOMATIC FIREWORK SYSTEMS  
ASPE 44 AUTOMATIC FIREWORK SYSTEMS  
ASPE 45 AUTOMATIC FIREWORK SYSTEMS  
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ASPE 49 AUTOMATIC FIREWORK SYSTEMS  
ASPE 50 AUTOMATIC FIREWORK SYSTEMS

### VICINITY MAP

### PROJECT DESCRIPTION

CONSTRUCTION OF AGUA CALIENTE ELEMENTARY SCHOOL CAMPUS, CONSISTING OF ALL EXISTING BUILDINGS AND REMOVAL OF EXISTING SITE UTILITIES.

NEWLY CONSTRUCTED BUILDINGS INCLUDING:

- BUILDING A - JAZZ
- BUILDING B - CLASSROOMS
- BUILDING C - CLASSROOMS, INFO CENTER, OFFICE
- BUILDING D - CLASSROOMS, JUDO CLASSROOM
- BUILDING E - MUSIC, FOOD SERVICE
- ITE IMPROVEMENTS

APP # 18-000000  
PL# NUMBER: 18-000000

### LEGAL DESCRIPTION

35 SAN LUIS AVENUE  
PALM SPRINGS, CALIFORNIA, CA 92262

THAT PORTION OF THE WEST HALF OF SECTION 11, T. 4S., R. 9E., S. 4E.

### DEFERRED APPROVAL ITEMS

INSTALLATION OF DEFERRED APPROVAL ITEMS SHALL NOT BE SETBACK UNTIL DETAILED PLANS, SPECIFICATIONS AND CALCULATIONS HAVE BEEN ACCEPTED AND APPROVED BY THE CITY ENGINEER OR ENGINEER IN CHARGE. THE FOLLOWING IS A SUMMARY OF THE DEFERRED APPROVAL ITEMS. THE RESPONSIBILITY OF COMPLETING THESE DEFERRED APPROVAL ITEMS SHALL BE THE RESPONSIBILITY OF THE OWNER. THE CITY ENGINEER OR ENGINEER IN CHARGE SHALL NOT BE RESPONSIBLE FOR THE COMPLETION OF THESE DEFERRED APPROVAL ITEMS. THE CITY ENGINEER OR ENGINEER IN CHARGE SHALL NOT BE RESPONSIBLE FOR THE COMPLETION OF THESE DEFERRED APPROVAL ITEMS.

ALL OTHER SMALL COVERS TO TITLE 24, CALIFORNIA CODE OF REGULATIONS (CCR).

### DEFERRED APPROVAL ITEMS ARE AS FOLLOWS:

- WINDBORNE SYSTEMS ON STONY POINT WITH SPANS OVER 10'-0"
- ELEVATOR GUIDEWAYS AND SUPPORT BRACKETS

THE PLANS AND SPECIFICATIONS SHALL BE EXAMINED AND SIGNED BY THE ARCHITECT AND ENGINEER OF RECORD BEFORE SUBMITTAL TO THE CITY.

### GENERAL NOTES

CHANGES TO THE APPROVED DRAWINGS AND SPECIFICATIONS SHALL BE MADE BY AN ADDENDUM OR A CITY APPROVED BY THE CITY OF PALM SPRINGS, AS REQUIRED BY SECTION 4-36, PART 1, TITLE 24, C.C.R.

### INSPECTOR OF RECORD

PORTION OF RECORD BOOK OF RECORD SHALL BE EMPLOYED BY THE OWNER AND APPROVED BY THE CITY OF PALM SPRINGS. THE CITY ENGINEER OR ENGINEER IN CHARGE SHALL NOT BE RESPONSIBLE FOR THE COMPLETION OF THESE DEFERRED APPROVAL ITEMS. THE CITY ENGINEER OR ENGINEER IN CHARGE SHALL NOT BE RESPONSIBLE FOR THE COMPLETION OF THESE DEFERRED APPROVAL ITEMS.

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G2.0.1	TITLE SHEET / SHEET INDEX
G2.0	GENERAL NOTES
G3.1	CGI GREEN REQUIREMENTS
G4.0	BUILDING CODE ANALYSIS
G5.1	EXIT ANALYSIS
G5.2	EXIT ANALYSIS
G5.3	EXIT ANALYSIS
G7.0	ACCESSIBILITY / FINISH SCHEDULE
G8.0	FIRE ACCESS AND HOSE REACH SCHEDULE
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C1.2	PRECISE GRADING PLAN DEMOLITION SHEET
C1.3	PRECISE GRADING PLAN DEMOLITION SHEET
C1.4	PRECISE GRADING PLAN DETAIL SHEET
C1.5	PRECISE GRADING PLAN SHEET
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C1.9	PRECISE GRADING PLAN STORM DRAIN SHEET
C2.0	PRIVATE WATER AND SEWER PLAN COVER SHEET
C2.1	PRIVATE WATER PLAN SHEET
C2.2	PRIVATE SEWER PLAN SHEET
C2.3	PHASE 1 PRIVATE FIRE SERVICE PLAN COVER SHEET
C2.4	PHASE 1 PRIVATE FIRE SERVICE PLAN
C2.5	PHASE 1 PRIVATE FIRE SERVICE PLAN
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C2.11	IRRIGATION PLAN
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C2.22	CONSTRUCTION DETAILS
C2.23	CONSTRUCTION DETAILS
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A3.5.2	BUILDING SECTIONS
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F86	FOODSERVICE EQUIPMENT ELEVATIONS
F87.1	FOODSERVICE EQUIPMENT SECTIONS & DETAILS
F87.2	FOODSERVICE EQUIPMENT SECTIONS & DETAILS
F87.3	FOODSERVICE EQUIPMENT SECTIONS & DETAILS
F87.4	FOODSERVICE EQUIPMENT SECTIONS & DETAILS
F88	FOODSERVICE EQUIPMENT EXHAUST HOOD
F89	FOODSERVICE EQUIPMENT REFRIGERATION RACK

### PROJECT DIRECTORY

<b>ARCHITECT:</b> Blaker Newmark, LLC 200 STATE STREET SAN DIEGO, CA 92101 WWW.BLAKERNEWMARK.COM	<b>LANDSCAPE:</b> Blaker Newmark, LLC 200 STATE STREET SAN DIEGO, CA 92101 WWW.BLAKERNEWMARK.COM	<b>STRUCTURE:</b> JAN CAMPBELL CONSULTANTS 2001 WILSON AVENUE BUNN, CA 92008 (619) 434-3300	<b>CIVIL ENGINEER:</b> JAN CAMPBELL CONSULTANTS 2001 WILSON AVENUE BUNN, CA 92008 (619) 434-3300	<b>MECHANICAL / PLUMBING / FIRE PROTECTION:</b> JAN CAMPBELL CONSULTANTS 2001 WILSON AVENUE BUNN, CA 92008 (619) 434-3300	<b>ELECTRICAL ENGINEER:</b> JAN CAMPBELL CONSULTANTS 2001 WILSON AVENUE BUNN, CA 92008 (619) 434-3300	<b>FIRE PROTECTION:</b> JAN CAMPBELL CONSULTANTS 2001 WILSON AVENUE BUNN, CA 92008 (619) 434-3300	<b>OWNER:</b> PALM SPRINGS UNIFIED SCHOOL DISTRICT 100 EAST THURSTON CANYON WAY PALM SPRINGS, CA 92262 (951) 425-9000
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VOLUME 1  
TITLE SHEET / SHEET INDEX

NO. DATE 1999 PROJECT NO. 14012-00  
DATE 10/09/2015

DRAWING  
G2.0.1





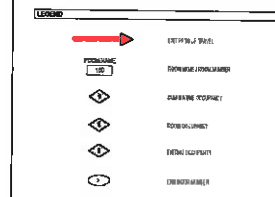




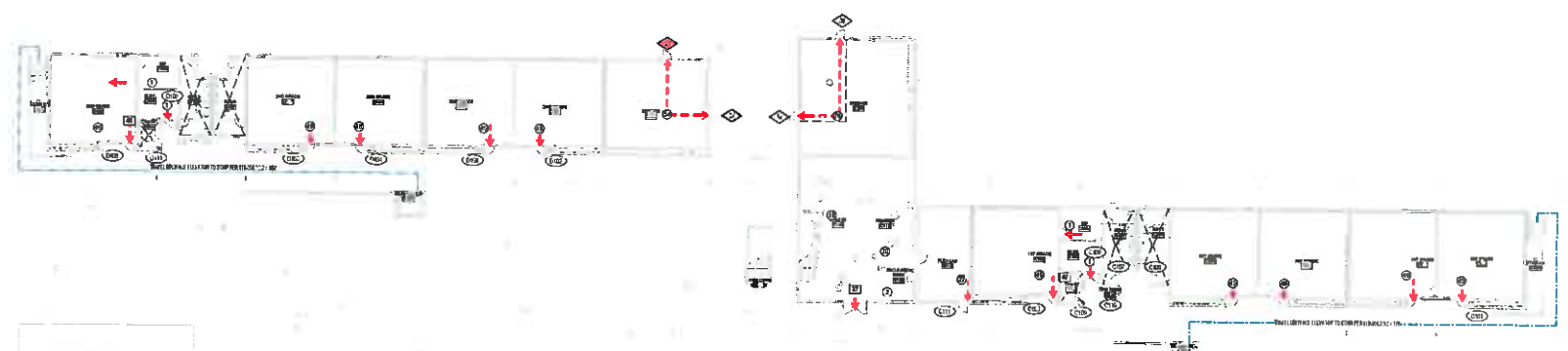
Schedule-Exit Analysis - BLDG A									
NO.	ROOM NAME	AREA	LOAD FACTOR	OCCUPANT LOAD	NUMBER OF EXITS	EXIT WIDTH FACTOR	EXIT WIDTH REQUIRED	EXIT WIDTH PROVIDED	Building ID
001	CAFETERIA	200	2	10	1	10	10	10	1
002	CLASSROOM	100	1	5	1	5	5	5	1
003	OFFICE	50	1	5	1	5	5	5	1
004	STORAGE	20	1	5	1	5	5	5	1
005	RESTROOM	10	1	5	1	5	5	5	1
006	LABORATORY	150	2	10	1	10	10	10	1
007	MEETING ROOM	50	1	5	1	5	5	5	1
008	RECEPTION	30	1	5	1	5	5	5	1
009	SERVER ROOM	20	1	5	1	5	5	5	1
010	STAIR	10	1	5	1	5	5	5	1
011	HALL	10	1	5	1	5	5	5	1
012	TOILET	10	1	5	1	5	5	5	1
013	OFFICE	50	1	5	1	5	5	5	1
014	OFFICE	50	1	5	1	5	5	5	1
015	OFFICE	50	1	5	1	5	5	5	1
016	OFFICE	50	1	5	1	5	5	5	1
017	OFFICE	50	1	5	1	5	5	5	1
018	OFFICE	50	1	5	1	5	5	5	1
019	OFFICE	50	1	5	1	5	5	5	1
020	OFFICE	50	1	5	1	5	5	5	1
021	OFFICE	50	1	5	1	5	5	5	1
022	OFFICE	50	1	5	1	5	5	5	1
023	OFFICE	50	1	5	1	5	5	5	1
024	OFFICE	50	1	5	1	5	5	5	1
025	OFFICE	50	1	5	1	5	5	5	1
026	OFFICE	50	1	5	1	5	5	5	1
027	OFFICE	50	1	5	1	5	5	5	1
028	OFFICE	50	1	5	1	5	5	5	1
029	OFFICE	50	1	5	1	5	5	5	1
030	OFFICE	50	1	5	1	5	5	5	1
031	OFFICE	50	1	5	1	5	5	5	1
032	OFFICE	50	1	5	1	5	5	5	1
033	OFFICE	50	1	5	1	5	5	5	1
034	OFFICE	50	1	5	1	5	5	5	1
035	OFFICE	50	1	5	1	5	5	5	1
036	OFFICE	50	1	5	1	5	5	5	1
037	OFFICE	50	1	5	1	5	5	5	1
038	OFFICE	50	1	5	1	5	5	5	1
039	OFFICE	50	1	5	1	5	5	5	1
040	OFFICE	50	1	5	1	5	5	5	1
041	OFFICE	50	1	5	1	5	5	5	1
042	OFFICE	50	1	5	1	5	5	5	1
043	OFFICE	50	1	5	1	5	5	5	1
044	OFFICE	50	1	5	1	5	5	5	1
045	OFFICE	50	1	5	1	5	5	5	1
046	OFFICE	50	1	5	1	5	5	5	1
047	OFFICE	50	1	5	1	5	5	5	1
048	OFFICE	50	1	5	1	5	5	5	1
049	OFFICE	50	1	5	1	5	5	5	1
050	OFFICE	50	1	5	1	5	5	5	1
051	OFFICE	50	1	5	1	5	5	5	1
052	OFFICE	50	1	5	1	5	5	5	1
053	OFFICE	50	1	5	1	5	5	5	1
054	OFFICE	50	1	5	1	5	5	5	1
055	OFFICE	50	1	5	1	5	5	5	1
056	OFFICE	50	1	5	1	5	5	5	1
057	OFFICE	50	1	5	1	5	5	5	1
058	OFFICE	50	1	5	1	5	5	5	1
059	OFFICE	50	1	5	1	5	5	5	1
060	OFFICE	50	1	5	1	5	5	5	1
061	OFFICE	50	1	5	1	5	5	5	1
062	OFFICE	50	1	5	1	5	5	5	1
063	OFFICE	50	1	5	1	5	5	5	1
064	OFFICE	50	1	5	1	5	5	5	1
065	OFFICE	50	1	5	1	5	5	5	1
066	OFFICE	50	1	5	1	5	5	5	1
067	OFFICE	50	1	5	1	5	5	5	1
068	OFFICE	50	1	5	1	5	5	5	1
069	OFFICE	50	1	5	1	5	5	5	1
070	OFFICE	50	1	5	1	5	5	5	1
071	OFFICE	50	1	5	1	5	5	5	1
072	OFFICE	50	1	5	1	5	5	5	1
073	OFFICE	50	1	5	1	5	5	5	1
074	OFFICE	50	1	5	1	5	5	5	1
075	OFFICE	50	1	5	1	5	5	5	1
076	OFFICE	50	1	5	1	5	5	5	1
077	OFFICE	50	1	5	1	5	5	5	1
078	OFFICE	50	1	5	1	5	5	5	1
079	OFFICE	50	1	5	1	5	5	5	1
080	OFFICE	50	1	5	1	5	5	5	1
081	OFFICE	50	1	5	1	5	5	5	1
082	OFFICE	50	1	5	1	5	5	5	1
083	OFFICE	50	1	5	1	5	5	5	1
084	OFFICE	50	1	5	1	5	5	5	1
085	OFFICE	50	1	5	1	5	5	5	1
086	OFFICE	50	1	5	1	5	5	5	1
087	OFFICE	50	1	5	1	5	5	5	1
088	OFFICE	50	1	5	1	5	5	5	1
089	OFFICE	50	1	5	1	5	5	5	1
090	OFFICE	50	1	5	1	5	5	5	1
091	OFFICE	50	1	5	1	5	5	5	1
092	OFFICE	50	1	5	1	5	5	5	1
093	OFFICE	50	1	5	1	5	5	5	1
094	OFFICE	50	1	5	1	5	5	5	1
095	OFFICE	50	1	5	1	5	5	5	1
096	OFFICE	50	1	5	1	5	5	5	1
097	OFFICE	50	1	5	1	5	5	5	1
098	OFFICE	50	1	5	1	5	5	5	1
099	OFFICE	50	1	5	1	5	5	5	1
100	OFFICE	50	1	5	1	5	5	5	1

Schedule-Exit Door - BLDG A						
NO.	SERVING ROOM	OCCUPANT LOAD	EXIT WIDTH FACTOR	EXIT WIDTH REQUIRED	EXIT WIDTH PROVIDED	Exit Door
1	CAFETERIA	10	1	10	10	1
2	CLASSROOM	5	1	5	5	1
3	OFFICE	5	1	5	5	1
4	STORAGE	5	1	5	5	1
5	RESTROOM	5	1	5	5	1
6	LABORATORY	10	2	10	10	1
7	MEETING ROOM	5	1	5	5	1
8	RECEPTION	3	1	5	5	1
9	SERVER ROOM	2	1	5	5	1
10	STAIR	5	1	5	5	1
11	HALL	5	1	5	5	1
12	TOILET	5	1	5	5	1
13	OFFICE	5	1	5	5	1
14	OFFICE	5	1	5	5	1
15	OFFICE	5	1	5	5	1
16	OFFICE	5	1	5	5	1
17	OFFICE	5	1	5	5	1
18	OFFICE	5	1	5	5	1
19	OFFICE	5	1	5	5	1
20	OFFICE	5	1	5	5	1
21	OFFICE	5	1	5	5	1
22	OFFICE	5	1	5	5	1
23	OFFICE	5	1	5	5	1
24	OFFICE	5	1	5	5	1
25	OFFICE	5	1	5	5	1
26	OFFICE	5	1	5	5	1
27	OFFICE	5	1	5	5	1
28	OFFICE	5	1	5	5	1
29	OFFICE	5	1	5	5	1
30	OFFICE	5	1	5	5	1
31	OFFICE	5	1	5	5	1
32	OFFICE	5	1	5	5	1
33	OFFICE	5	1	5	5	1
34	OFFICE	5	1	5	5	1
35	OFFICE	5	1	5	5	1
36	OFFICE	5	1	5	5	1
37	OFFICE	5	1	5	5	1
38	OFFICE	5	1	5	5	1
39	OFFICE	5	1	5	5	1
40	OFFICE	5	1	5	5	1
41	OFFICE	5	1	5	5	1
42	OFFICE	5	1	5	5	1
43	OFFICE	5	1	5	5	1
44	OFFICE	5	1	5	5	1
45	OFFICE	5	1	5	5	1
46	OFFICE	5	1	5	5	1
47	OFFICE	5	1	5	5	1
48	OFFICE	5	1	5	5	1
49	OFFICE	5	1	5	5	1
50	OFFICE	5	1	5	5	1
51	OFFICE	5	1	5	5	1
52	OFFICE	5	1	5	5	1
53	OFFICE	5	1	5	5	1
54	OFFICE	5	1	5	5	1
55	OFFICE	5	1	5	5	1
56	OFFICE	5	1	5	5	1
57	OFFICE	5	1	5	5	1
58	OFFICE	5	1	5	5	1
59	OFFICE	5	1	5	5	1
60	OFFICE	5	1	5	5	1
61	OFFICE	5	1	5	5	1
62	OFFICE	5	1	5	5	1
63	OFFICE	5	1	5	5	1
64	OFFICE	5	1	5	5	1
65	OFFICE	5	1	5	5	1
66	OFFICE	5	1	5	5	1
67	OFFICE	5	1	5	5	1
68	OFFICE	5	1	5	5	1
69	OFFICE	5	1	5	5	1
70	OFFICE	5	1	5	5	1
71	OFFICE	5	1	5	5	1
72	OFFICE	5	1	5	5	1
73	OFFICE	5	1	5	5	1
74	OFFICE	5	1	5	5	1
75	OFFICE	5	1	5	5	1
76	OFFICE	5	1	5	5	1
77	OFFICE	5	1	5	5	1
78	OFFICE	5	1	5	5	1
79	OFFICE	5	1	5	5	1
80	OFFICE	5	1	5	5	1
81	OFFICE	5	1	5	5	1
82	OFFICE	5	1	5	5	1
83	OFFICE	5	1	5	5	1
84	OFFICE	5	1	5	5	1
85	OFFICE	5	1	5	5	1
86	OFFICE	5	1	5	5	1
87	OFFICE	5	1	5	5	1
88	OFFICE	5	1	5	5	1
89	OFFICE	5	1	5	5	1
90	OFFICE	5	1	5	5	1
91	OFFICE	5	1	5	5	1
92	OFFICE	5	1	5	5	1
93	OFFICE	5	1	5	5	1
94	OFFICE	5	1	5	5	1
95	OFFICE	5	1	5	5	1
96	OFFICE	5	1	5	5	1
97	OFFICE	5	1	5	5	1
98	OFFICE	5	1	5	5	1
99	OFFICE	5	1	5	5	1
100	OFFICE	5	1	5	5	1

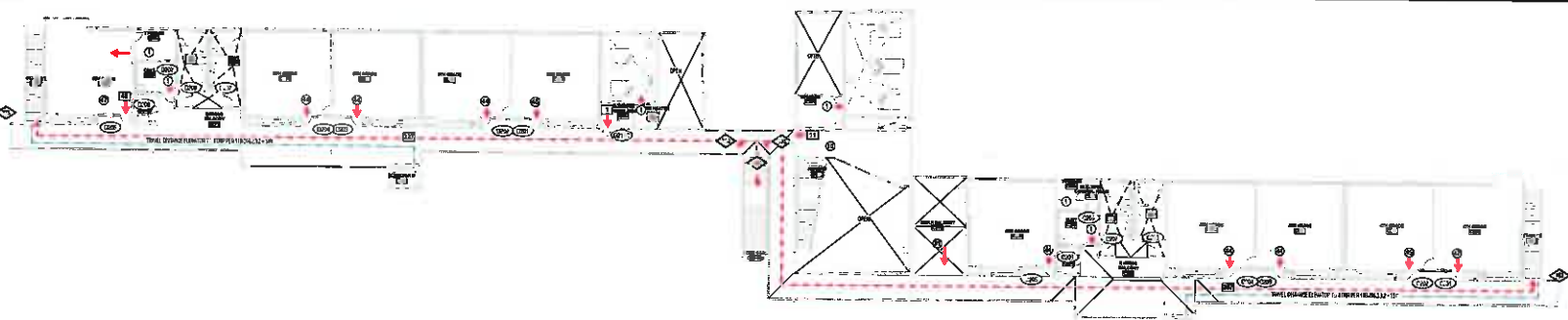
Schedule-Exit Analysis - BLDG B									
NO.	ROOM NAME	AREA	LOAD FACTOR	OCCUPANT LOAD	NUMBER OF EXITS	EXIT WIDTH FACTOR	EXIT WIDTH REQUIRED	EXIT WIDTH PROVIDED	Building ID
001	CLASSROOM	100	1	5	1	5	5	5	1
002									



1 EXIT ANALYSIS - BLDG. C AND BLDG. D - 1ST FLOOR PLAN  
VIEW # 1-1'



2 EXIT ANALYSIS - BLDG. C & BLDG. D - 2ND FLOOR PLAN  
VIEW # 1-1'



**Schedule-Exit Analysis - BLDG C**

NO.	ROOM NAME	AREA	LOAD FACTOR	OCCUPANT LOAD	NUMBER OF EXITS REQUIRED	EXIT WIDTH FACTOR	EXIT WIDTH REQUIRED	EXIT WIDTH PROVIDED	Building ID
001	OFFICE	100 SF	1.0	10	1	0.2	20	20	C
002	CLASSROOM	300 SF	1.0	30	1	0.2	60	60	C
003	OFFICE	100 SF	1.0	10	1	0.2	20	20	C
004	CLASSROOM	300 SF	1.0	30	1	0.2	60	60	C
005	OFFICE	100 SF	1.0	10	1	0.2	20	20	C
006	CLASSROOM	300 SF	1.0	30	1	0.2	60	60	C
007	OFFICE	100 SF	1.0	10	1	0.2	20	20	C
008	CLASSROOM	300 SF	1.0	30	1	0.2	60	60	C
009	OFFICE	100 SF	1.0	10	1	0.2	20	20	C
010	CLASSROOM	300 SF	1.0	30	1	0.2	60	60	C
011	OFFICE	100 SF	1.0	10	1	0.2	20	20	C
012	CLASSROOM	300 SF	1.0	30	1	0.2	60	60	C
013	OFFICE	100 SF	1.0	10	1	0.2	20	20	C
014	CLASSROOM	300 SF	1.0	30	1	0.2	60	60	C
015	OFFICE	100 SF	1.0	10	1	0.2	20	20	C
016	CLASSROOM	300 SF	1.0	30	1	0.2	60	60	C
017	OFFICE	100 SF	1.0	10	1	0.2	20	20	C
018	CLASSROOM	300 SF	1.0	30	1	0.2	60	60	C
019	OFFICE	100 SF	1.0	10	1	0.2	20	20	C
020	CLASSROOM	300 SF	1.0	30	1	0.2	60	60	C
021	OFFICE	100 SF	1.0	10	1	0.2	20	20	C
022	CLASSROOM	300 SF	1.0	30	1	0.2	60	60	C
023	OFFICE	100 SF	1.0	10	1	0.2	20	20	C
024	CLASSROOM	300 SF	1.0	30	1	0.2	60	60	C
025	OFFICE	100 SF	1.0	10	1	0.2	20	20	C
026	CLASSROOM	300 SF	1.0	30	1	0.2	60	60	C
027	OFFICE	100 SF	1.0	10	1	0.2	20	20	C
028	CLASSROOM	300 SF	1.0	30	1	0.2	60	60	C
029	OFFICE	100 SF	1.0	10	1	0.2	20	20	C
030	CLASSROOM	300 SF	1.0	30	1	0.2	60	60	C
031	OFFICE	100 SF	1.0	10	1	0.2	20	20	C
032	CLASSROOM	300 SF	1.0	30	1	0.2	60	60	C
033	OFFICE	100 SF	1.0	10	1	0.2	20	20	C
034	CLASSROOM	300 SF	1.0	30	1	0.2	60	60	C
035	OFFICE	100 SF	1.0	10	1	0.2	20	20	C
036	CLASSROOM	300 SF	1.0	30	1	0.2	60	60	C
037	OFFICE	100 SF	1.0	10	1	0.2	20	20	C
038	CLASSROOM	300 SF	1.0	30	1	0.2	60	60	C
039	OFFICE	100 SF	1.0	10	1	0.2	20	20	C
040	CLASSROOM	300 SF	1.0	30	1	0.2	60	60	C
041	OFFICE	100 SF	1.0	10	1	0.2	20	20	C
042	CLASSROOM	300 SF	1.0	30	1	0.2	60	60	C
043	OFFICE	100 SF	1.0	10	1	0.2	20	20	C
044	CLASSROOM	300 SF	1.0	30	1	0.2	60	60	C
045	OFFICE	100 SF	1.0	10	1	0.2	20	20	C
046	CLASSROOM	300 SF	1.0	30	1	0.2	60	60	C
047	OFFICE	100 SF	1.0	10	1	0.2	20	20	C
048	CLASSROOM	300 SF	1.0	30	1	0.2	60	60	C
049	OFFICE	100 SF	1.0	10	1	0.2	20	20	C
050	CLASSROOM	300 SF	1.0	30	1	0.2	60	60	C
051	OFFICE	100 SF	1.0	10	1	0.2	20	20	C
052	CLASSROOM	300 SF	1.0	30	1	0.2	60	60	C
053	OFFICE	100 SF	1.0	10	1	0.2	20	20	C
054	CLASSROOM	300 SF	1.0	30	1	0.2	60	60	C
055	OFFICE	100 SF	1.0	10	1	0.2	20	20	C
056	CLASSROOM	300 SF	1.0	30	1	0.2	60	60	C
057	OFFICE	100 SF	1.0	10	1	0.2	20	20	C
058	CLASSROOM	300 SF	1.0	30	1	0.2	60	60	C
059	OFFICE	100 SF	1.0	10	1	0.2	20	20	C
060	CLASSROOM	300 SF	1.0	30	1	0.2	60	60	C
061	OFFICE	100 SF	1.0	10	1	0.2	20	20	C
062	CLASSROOM	300 SF	1.0	30	1	0.2	60	60	C
063	OFFICE	100 SF	1.0	10	1	0.2	20	20	C
064	CLASSROOM	300 SF	1.0	30	1	0.2	60	60	C
065	OFFICE	100 SF	1.0	10	1	0.2	20	20	C
066	CLASSROOM	300 SF	1.0	30	1	0.2	60	60	C
067	OFFICE	100 SF	1.0	10	1	0.2	20	20	C
068	CLASSROOM	300 SF	1.0	30	1	0.2	60	60	C
069	OFFICE	100 SF	1.0	10	1	0.2	20	20	C
070	CLASSROOM	300 SF	1.0	30	1	0.2	60	60	C

**Schedule-Exit Analysis - BLDG D**

NO.	ROOM NAME	AREA	LOAD FACTOR	OCCUPANT LOAD	NUMBER OF EXITS REQUIRED	EXIT WIDTH FACTOR	EXIT WIDTH REQUIRED	EXIT WIDTH PROVIDED	Building ID
001	OFFICE	100 SF	1.0	10	1	0.2	20	20	D
002	CLASSROOM	300 SF	1.0	30	1	0.2	60	60	D
003	OFFICE	100 SF	1.0	10	1	0.2	20	20	D
004	CLASSROOM	300 SF	1.0	30	1	0.2	60	60	D
005	OFFICE	100 SF	1.0	10	1	0.2	20	20	D
006	CLASSROOM	300 SF	1.0	30	1	0.2	60	60	D
007	OFFICE	100 SF	1.0	10	1	0.2	20	20	D
008	CLASSROOM	300 SF	1.0	30	1	0.2	60	60	D
009	OFFICE	100 SF	1.0	10	1	0.2	20	20	D
010	CLASSROOM	300 SF	1.0	30	1	0.2	60	60	D
011	OFFICE	100 SF	1.0	10	1	0.2	20	20	D
012	CLASSROOM	300 SF	1.0	30	1	0.2	60	60	D
013	OFFICE	100 SF	1.0	10	1	0.2	20	20	D
014	CLASSROOM	300 SF	1.0	30	1	0.2	60	60	D
015	OFFICE	100 SF	1.0	10	1	0.2	20	20	D
016	CLASSROOM	300 SF	1.0	30	1	0.2	60	60	D
017	OFFICE	100 SF	1.0	10	1	0.2	20	20	D
018	CLASSROOM	300 SF	1.0	30	1	0.2	60	60	D
019	OFFICE	100 SF	1.0	10	1	0.2	20	20	D
020	CLASSROOM	300 SF	1.0	30	1	0.2	60	60	D
021	OFFICE	100 SF	1.0	10	1	0.2	20	20	D
022	CLASSROOM	300 SF	1.0	30	1	0.2	60	60	D
023	OFFICE	100 SF	1.0	10	1	0.2	20	20	D
024	CLASSROOM	300 SF	1.0	30	1	0.2	60	60	D
025	OFFICE	100 SF	1.0	10	1	0.2	20	20	D
026	CLASSROOM	300 SF	1.0	30	1	0.2	60	60	D
027	OFFICE	100 SF	1.0	10	1	0.2	20	20	D
028	CLASSROOM	300 SF	1.0	30	1	0.2	60	60	D
029	OFFICE	100 SF	1.0	10	1	0.2	20	20	D
030	CLASSROOM	300 SF	1.0	30	1	0.2	60	60	D
031	OFFICE	100 SF	1.0	10	1	0.2	20	20	D
032	CLASSROOM	300 SF	1.0	30	1	0.2	60	60	D
033	OFFICE	100 SF	1.0	10	1	0.2	20	20	D
034	CLASSROOM	300 SF	1.0	30	1	0.2	60	60	D
035	OFFICE	100 SF	1.0	10	1	0.2	20	20	D
036	CLASSROOM	300 SF	1.0	30	1	0.2	60	60	D
037	OFFICE	100 SF	1.0	10	1	0.2	20	20	D
038	CLASSROOM	300 SF	1.0	30	1	0.2	60	60	D
039	OFFICE	100 SF	1.0	10	1	0.2	20	20	D
040	CLASSROOM	300 SF	1.0	30	1	0.2	60	60	D
041	OFFICE	100 SF	1.0	10	1	0.2	20	20	D
042	CLASSROOM	300 SF	1.0	30	1	0.2	60	60	D
043	OFFICE	100 SF	1.0	10	1	0.2	20	20	D
044	CLASSROOM	300 SF	1.0	30	1	0.2	60	60	D
045	OFFICE	100 SF	1.0	10	1	0.2	20	20	D
046	CLASSROOM	300 SF	1.0	30	1	0.2	60	60	D
047	OFFICE	100 SF	1.0	10	1	0.2	20	20	D
048	CLASSROOM	300 SF	1.0	30	1	0.2	60	60	D
049	OFFICE	100 SF	1.0	10	1	0.2	20	20	D
050	CLASSROOM	300 SF	1.0	30	1	0.2	60	60	D
051	OFFICE	100 SF	1.0	10	1	0.2	20	20	D
052	CLASSROOM	300 SF	1.0	30	1	0.2	60	60	D
053	OFFICE	100 SF	1.0	10	1	0.2	20	20	D
054	CLASSROOM	300 SF	1.0	30	1	0.2	60	60	D
055	OFFICE	100 SF	1.0	10	1	0.2	20	20	D
056	CLASSROOM	300 SF	1.0	30	1	0.2	60	60	D
057	OFFICE	100 SF	1.0	10	1	0.2	20	20	D
058	CLASSROOM	300 SF	1.0	30	1	0.2	60	60	D
059	OFFICE	100 SF	1.0	10	1	0.2	20	20	D
060	CLASSROOM	300 SF	1.0	30	1	0.2	60	60	D
061	OFFICE	100 SF	1.0	10	1	0.2	20	20	D
062	CLASSROOM	300 SF	1.0	30	1	0.2	60	60	D
063	OFFICE	100 SF	1.0	10	1	0.2	20	20	D
064	CLASSROOM	300 SF	1.0	30	1	0.2	60	60	D
065	OFFICE	100 SF	1.0	10	1	0.2	20	20	D
066	CLASSROOM	300 SF	1.0	30	1	0.2	60	60	D
067	OFFICE	100 SF	1.0	10	1	0.2	20	20	D
068	CLASSROOM	300 SF	1.0	30	1	0.2	60	60	D
069	OFFICE	100 SF	1.0	10	1	0.2	20	20	D
070	CLASSROOM	300 SF	1.0	30	1	0.2	60	60	D

**Schedule-Exit Door - BLDG C**

NO.	SERVING ROOM	OCCUPANT LOAD	EXIT WIDTH FACTOR	EXIT WIDTH REQUIRED	EXIT WIDTH PROVIDED	Exit Door	Building ID
001	OFFICE	10	0.2	20	20	1	C
002	CLASSROOM	30	0.2	60	60	1	C
003	OFFICE	10	0.2	20	20	1	C
004	CLASSROOM	30	0.2	60	60	1	C
005	OFFICE	10	0.2	20	20	1	C
006	CLASSROOM	30	0.2	60	60	1	C
007	OFFICE	10	0.2	20	20	1	C
008	CLASSROOM	30	0.2	60	60	1	C

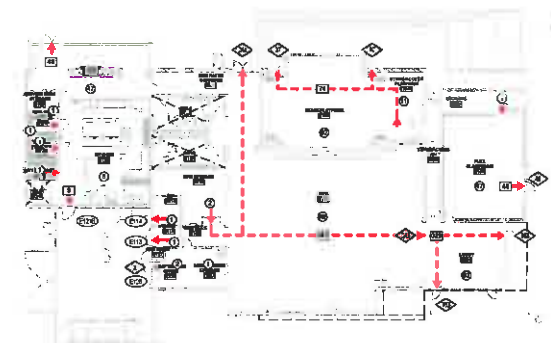


**Schedule-Room Analysis - BLDG E**

NO.	ROOM NAME	AREA	LOAD FACTOR	OCCUPANT LOAD	NUMBER OF EXITS REQUIRED	EXIT WIDTH FACTOR	EXIT WIDTH REQUIRED	EXIT WIDTH PROVIDED	Building ID
01	LOBBY	1337	2	26	2	0.5	13	13	1
02	OFFICE	1247	2	27	2	0.5	13	13	1
03	OFFICE	1248	2	26	2	0.5	13	13	1
04	OFFICE	1249	2	26	2	0.5	13	13	1
05	OFFICE	1250	2	26	2	0.5	13	13	1
06	OFFICE	1251	2	26	2	0.5	13	13	1
07	OFFICE	1252	2	26	2	0.5	13	13	1
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**Schedule-Exit Door - BLDG E**

NO.	SERVING ROOM	OCCUPANT LOAD	EXIT WIDTH FACTOR	EXIT WIDTH REQUIRED	EXIT WIDTH PROVIDED	Exit Door	Building ID
01	01	1	0.5	2	2	01	1
02	02	1	0.5	2	2	02	1
03	03	1	0.5	2	2	03	1



KEYWORKS

ACCESSIBILITY NOTES

1. ALL NEW WORK SHALL BE IN ACCORDANCE WITH THE 2010 ADA STANDARDS FOR ACCESSIBLE AND USEABLE BUILDINGS (2010 ADA STANDARDS) AND THE 2010 ADA STANDARDS FOR ACCESSIBLE TRANSPORTATION (2010 ADA STANDARDS FOR TRANSPORTATION).
2. THE DESIGN SHALL BE IN ACCORDANCE WITH THE 2010 ADA STANDARDS FOR ACCESSIBLE AND USEABLE BUILDINGS (2010 ADA STANDARDS) AND THE 2010 ADA STANDARDS FOR ACCESSIBLE TRANSPORTATION (2010 ADA STANDARDS FOR TRANSPORTATION).
3. THE DESIGN SHALL BE IN ACCORDANCE WITH THE 2010 ADA STANDARDS FOR ACCESSIBLE AND USEABLE BUILDINGS (2010 ADA STANDARDS) AND THE 2010 ADA STANDARDS FOR ACCESSIBLE TRANSPORTATION (2010 ADA STANDARDS FOR TRANSPORTATION).
4. THE DESIGN SHALL BE IN ACCORDANCE WITH THE 2010 ADA STANDARDS FOR ACCESSIBLE AND USEABLE BUILDINGS (2010 ADA STANDARDS) AND THE 2010 ADA STANDARDS FOR ACCESSIBLE TRANSPORTATION (2010 ADA STANDARDS FOR TRANSPORTATION).

LEGEND

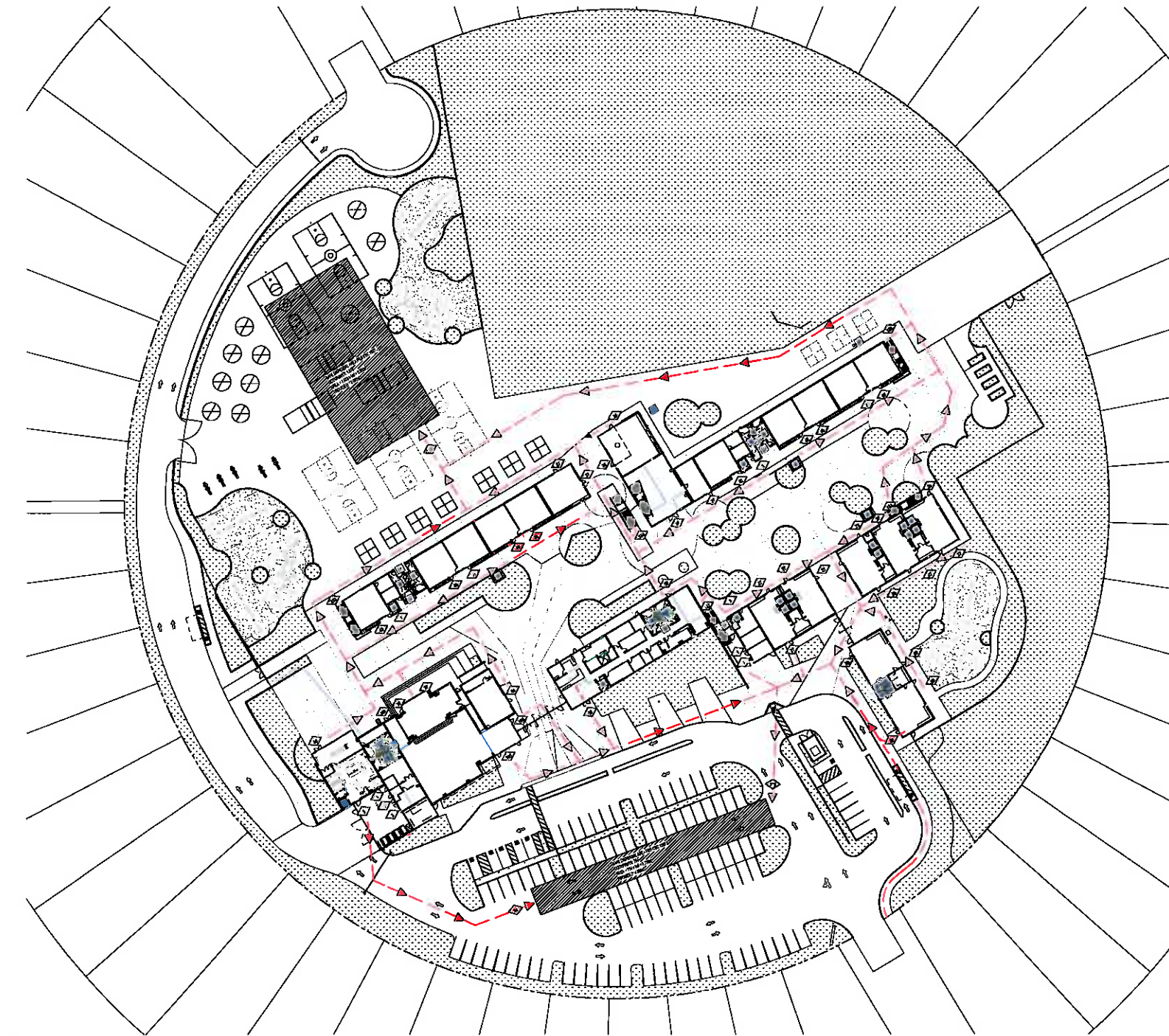
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- 100. ACCESSIBLE ROUTE WITH CURB CUT

PROFESSIONAL SEAL  
OFFICE OF THE ARCHITECT  
OFFICE OF THE ARCHITECT  
AG 04-000000  
DATE: \_\_\_\_\_

ACCESSIBILITY / SIGNAGE  
SITE PLAN

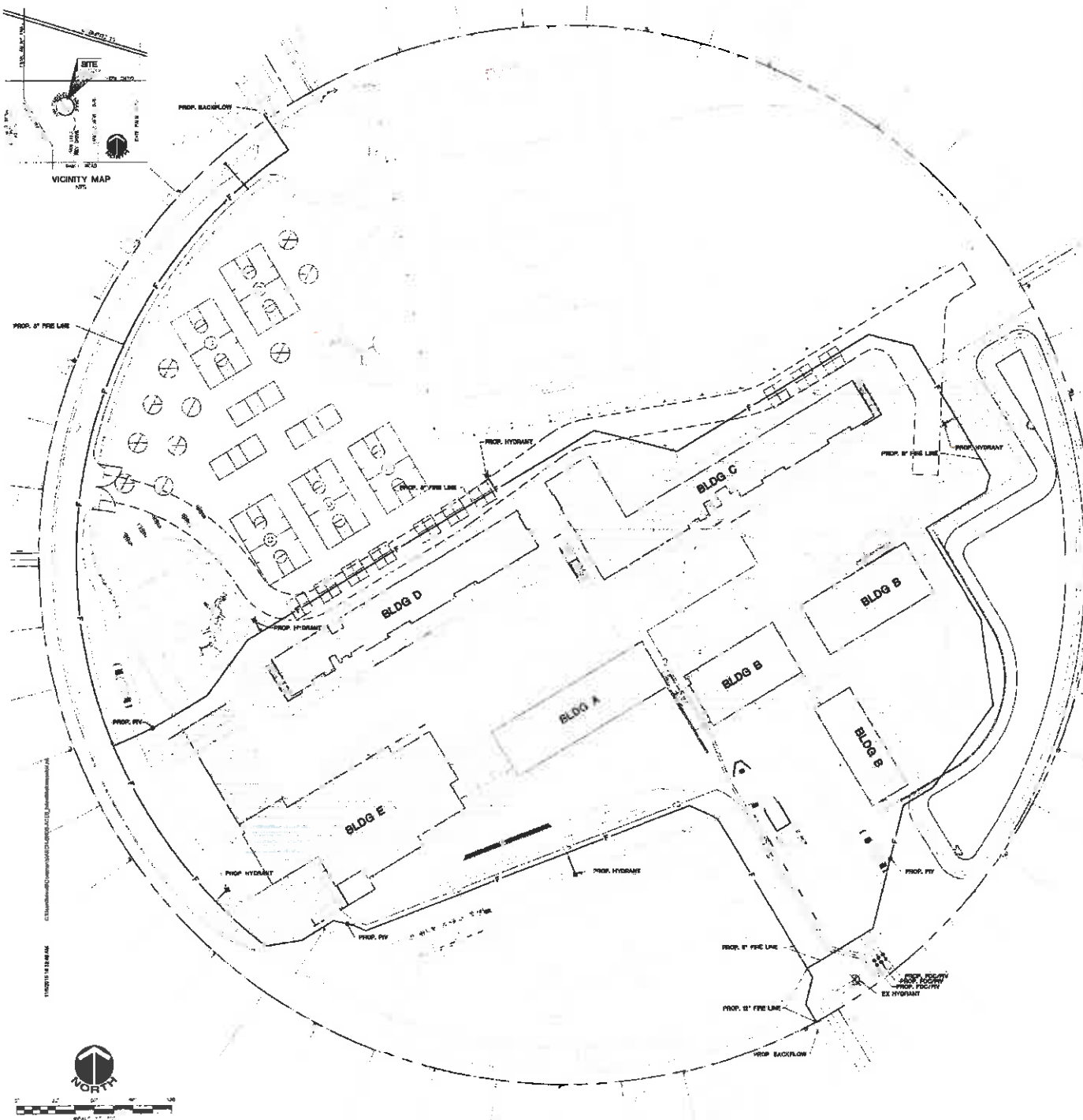
PROJECT NO: 14012-00  
DATE: 10/26/2015

DRAWING  
G7.0



1 SITE PLAN-ACCESS/SIGNAGE  
A1.63 1"=30'-0"





**MSA**  
**LOCAL FIRE AUTHORITY REVIEW**

810

**BakerNowicki**  
 design studio

For the State Fire Marshal of the State of California, and for approval of the Fire Department of the City of San Diego, California, the undersigned hereby certifies that the attached drawings and specifications for the proposed fire protection system have been prepared in accordance with the California Fire Protection Code, and that the same comply with the requirements of the California Fire Protection Code, and that the same are in accordance with the California Fire Protection Code, and that the same are in accordance with the California Fire Protection Code.

**PROJECT INFORMATION**  
 Client: PALM SPRINGS UNIFIED SCHOOL DISTRICT  
 Project Name: AGUA CALIENTE ELEMENTARY  
 Project Address: 31 801 SAN LUIS REY DRIVE, CARLSBAD, CA 92008

**DESIGNER INFORMATION**  
 Design Firm: BakerNowicki  
 Design Date: 06/26/2015  
 Design Scale: 1/8" = 1'-0"

**REVISIONS**

1	Issue for review and approval of the Fire Department of the City of San Diego, California.
2	Issue for review and approval of the Fire Department of the City of San Diego, California.
3	Issue for review and approval of the Fire Department of the City of San Diego, California.
4	Issue for review and approval of the Fire Department of the City of San Diego, California.

DESIGNED BY: [Signature]  
 CHECKED BY: [Signature]  
 DATE: 06/26/2015

PALM SPRINGS UNIFIED SCHOOL DISTRICT  
 AGUA CALIENTE ELEMENTARY  
 SCHOOL

DATE: 06/26/2015

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**MSA CONSULTING, INC.**  
 PROJECT NAME: AGUA CALIENTE ELEMENTARY SCHOOL  
 MAP NUMBER: DESIGN DEVELOPMENT  
 PLAN: PRIVATE FIRE SERVICE DESIGN  
 EXHIBIT DATE: JUNE 26, 2015

**LEGEND**

- PROPOSED FIRE LINE
- PROPOSED FIRE HYDRANT
- PROPOSED FIRE PUMP
- PROPOSED FIRE PUMP ELECTRICAL
- PROPOSED BACKFLOW

**FIRE ACCESS AND HOSE REACH EXHIBIT**

PROJECT NO: 14012  
 DATE: 06/26/2015  
 DRAWING: G8.0







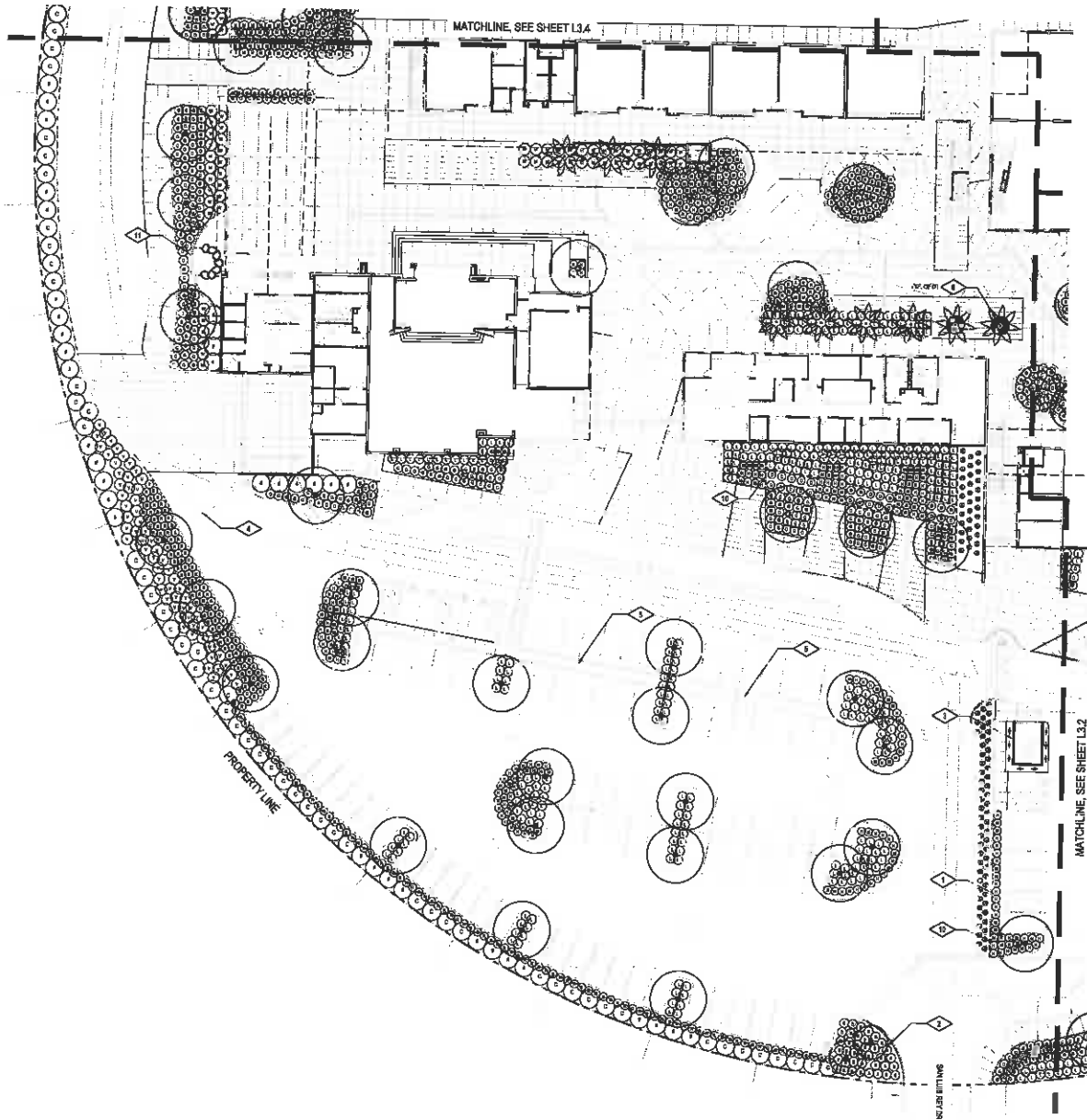












**PLANT MATERIAL LEGEND**

ALL TREES ARE STANDARD FORM UNLESS NOTED  
REFER TO DETAILS ON SHEET L3.1 FOR TREE PLANTING AND FINISHES

SYMBOL	SIZE	BOTANICAL NAME	COMMON NAME
+		EXISTING TREES - VARIOUS SPECIES	
○	24" BOX	ACACIA SALICINA	YELLOW ACACIA
○	30" BOX	CERODINIA 'DESSERT MUSEUM'	D. MUSEUM PALO VERDE
△	30" BOX	LAGERSTRÖMIA NATCHEZ'	NATCHEZ CRANE MYRTLE
△	30" BOX	PROSTORUM CLAUDIA ORA 'MAYSHACK'	MAYSHACK MESQUITE
○	18" DIA	QUERCUS VESICINANA	SOUTHERN LIVE OAK
○	18" DIA	LELAEUS PARVIFLORA	CHINESE ELM
○	20" DIA	WASHINGTONIA FILIFERA	CALIFORNIA FAN PALM

REFER TO DETAILS ON SHEET L3.1 FOR BUSH PLANTING AND ORIENTER FINISHES

SYMBOL	SIZE	BOTANICAL NAME	COMMON NAME
A	5 GAL.	AGAVE PARVIFLORA TRIMCATA	ARTICHOKE AGAVE
○	5 GAL.	BOUGAINVILLEA ROSEANA	ROSEANA BOUGAINVILLEA
C	15 GAL.	CASALPINDIA PULCHERRIMA	BARBADOS PRIDE
D	15 GAL.	DASYLIRION WHEELERII	DESSERT SPOON
○	5 GAL.	DASYLIRION WHEELERII	DESSERT SPOON
F	15 GAL.	DODONAEA VIRESCENS 'PILGRIMAGE'	PILGRIMAGE HO-HO-BUSH
○	5 GAL.	HEPESALICE PARVIFLORA 'BRUNNENLIGHT'	RED YUCCA
○	5 GAL.	LEUCOPHYLLUM CAND. 'THUNDER CLOUD'	T. CLOUD TEXAS SAGE
○	1 GAL.	MULLENBERGIA DUBIA	PIRE MILLY
○	6 GAL.	SENNA ARTEMISSIOIDES	FEATHERY CASABA
○	5 GAL.	SINNONDUM CHINENSIS 'YSLAY'	COMPACT YUCCA

REFER TO DETAILS ON SHEET L3.1 FOR VINE PLANTING

SYMBOL	SIZE	BOTANICAL NAME	COMMON NAME
+	5 GAL.	MACADYENA UNDOUS-CACTI	CAT'S CLAW VINE

REFER TO DETAILS ON SHEET L3.1 FOR GRASS/POUCH PLANTING AND ORIENTER FINISHES

SYMBOL	SIZE	BOTANICAL NAME	COMMON NAME
○	5 GAL.	LANTANA X. NEW BOLD	NEW BOLD LANTANA
○	5 GAL.	ROSEMARINUS OFF. 'HUNTINGTON CARPET'	H. CARPET ROSEMARY
○	500	ARTIFICIAL TURF - PER ARCH. PLANS	
○		HYBRID TURF - SPECIES TYPED	

**PLANTING NOTES**

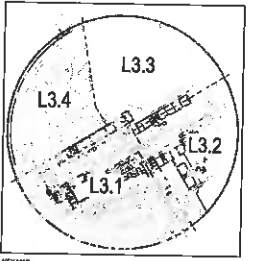
- 1 TREES ARE STANDARD FORM UNLESS NOTED OTHERWISE.
- 2 ALL TREES WITHIN 5 FEET OF HARDSCAPE SHALL RECEIVE ROOT BARRIERS PER SPECIFICATIONS.
- 3 TRIPLE STAKE TREES & LIMBS NOTED OTHERWISE.
- 4 ALL PLANTER AREAS TO RECEIVE MULCH. REFER TO PLAN SHEET L3.1 - L3.4 FOR TYPE, SIZE, AND DEPTH.
- 5 WHERE ROSEMARY OR LANTANA IS PLANTED NEXT TO A CURB OR SIDEWALK, HOLD CENTER OF PLANT 30" FROM EDGE OF HARD SURFACE.
- 6 WHERE ORNAMENTAL GRASSES ARE PLANTED NEXT TO A CURB OR SIDEWALK, HOLD CENTER OF PLANT 30" FROM EDGE OF HARD SURFACE.

**PLANTING KEYTAGS**

- | SYMBOL | DESCRIPTION   |
|--------|---|
| ◇      | CMU ACCENT WALL, PER ARCHITECTURAL PLANS  |
| ◇      | SIGN WALL, PER ARCHITECTURAL PLANS  |
| ◇      | UTILITY ENCLOSURE WALL, PER ARCHITECTURAL PLANS                                     |
| ◇      | VEHICULAR GATE, PER ARCHITECTURAL PLANS   |
| ◇      | NO PLANTING SHOWN INTENTIONALLY, AREA TO BE DECOMPOSED GRANITE ONLY PER MULCH PLANS |
| ◇      | FENCE, PER ARCHITECTURE PLANS   |
| ◇      | FINISHED STUDENT GARDEN PLANTER - SEE DETAIL T, SHEET L3.2                          |
| ◇      | TREE GRATE - SEE DETAILS A-3, SHEET L3.2  |
| ◇      | RESIDENT SURFACING, PER ARCHITECTURAL PLANS   |
| ◇      | HEADER, PER MULCH PLANS   |
| ◇      | CONCRETE MOWCURE, PER MULCH PLANS   |

**GROUNDLEVEL**

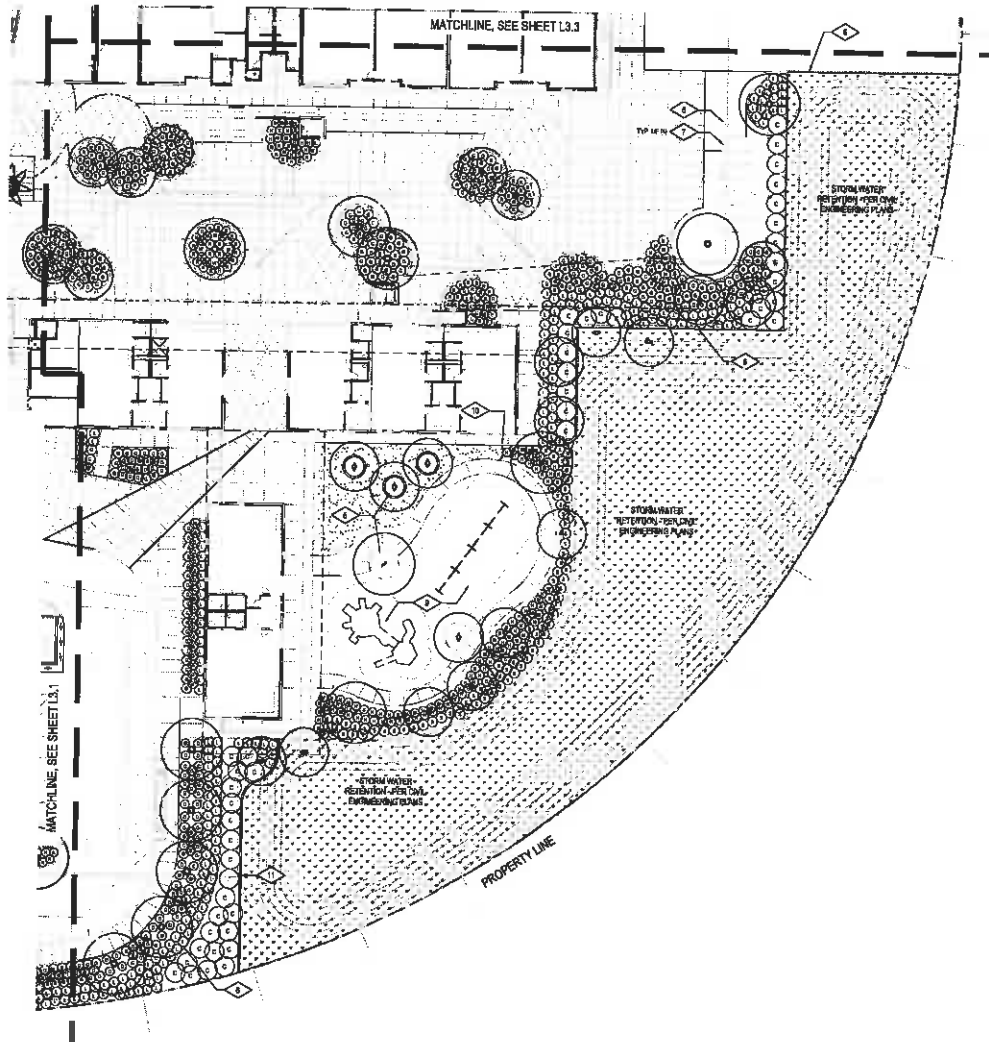
Landscape Architecture  
2883 State Street, Suite B  
San Diego, CA 92101  
619.535.1960  
bakernowicki.com



**PLANTING PLAN**

NO. DATE REV. PROJECT NO: 14103  
DATE: 10/06/16





**PLANT MATERIAL LEGEND**

TREES: ALL TREES ARE STANDARD FORM UNLESS NOTED. REFER TO DETAILS ON SHEET L3.1 FOR TREE PLANTING AND SIZING.

SYMBOL	SIZE	BOTANICAL NAME	COMMON NAME
+	-	EXISTING TREES - VARIOUS SPECIES	
+	24" BOX	ACACIA SALICARIA	WILLOW ACACIA
+	24" BOX	CERCIDIPHA x DESERT MUSEUM	D. MUSEUM PALO VERDE
+	30" BOX	LADBERGODSIA WATCHEZ	WATCHEZ CHAPEL BRYTTLE
+	30" BOX	PROSOPIS GLANDULOSA WAKENICK	WAKENICK MESQUITE
+	30" BOX	QUERCUS VIRGINIANA	SOUTHERN LIVE OAK
+	30" BOX	ULMUS PARVIFOLIA	CHINESE ELM
+	27" DT	WASHINGTONIA FILIFERA	CALIFORNIA FAN PALM

SHRUBS: REFER TO DETAILS ON SHEET L3.1 FOR SHRUB PLANTING AND ON CENTER FINISHING

SYMBOL	SIZE	BOTANICAL NAME	COMMON NAME
A	5 GAL.	AGAVE PARVIF. VAR. TIRUCACATA	ARTICHOKE AGAVE
⊙	5 GAL.	BOUGAMBILLA ROSENA	ROSENA BOUGAMBILLA
C	15 GAL.	CASALPINA PULCHERRIMA	BARBADOS PRICK
D	15 GAL.	DARYLSON WHEELER	DESERT SPOON
⊙	5 GAL.	DARYLSON WHEELER	DESERT SPOON
#	15 GAL.	DOCKWHA VASCOSA FRANKFURT	PIRRELLA SAFED HOR-AUSH
⊙	5 GAL.	HESPERALOE PARVIFLOR WAKENICK	RED YUCCA
⊙	5 GAL.	LEUCOPHYLLUM CANB. 'TRUNKER CLOUD'	T. CLOUD TEXAS SAGE
⊙	1 GAL.	MULLENBERGIA DUBIA	POLE MERRY
⊙	5 GAL.	SENNA ARTEMISIOIDES	FEATHERY CASSIA
⊙	5 GAL.	SIBIMONDISIA CHINESE 'NITA'	COMPACT ACACIA

VINES: REFER TO DETAILS OF SHEET L3.1 FOR VINE PLANTING

SYMBOL	SIZE	BOTANICAL NAME	COMMON NAME
-	5 GAL.	MACADYEMA LINDAU-CACTI	CAT'S CLAW VINE

GROUND COVER: REFER TO DETAILS ON SHEET L3.2 FOR GROUND COVER PLANTING AND ON CENTER FINISHING

SYMBOL	SIZE	BOTANICAL NAME	COMMON NAME
⊙	5 GAL.	LANTANA 'NEW GOLD'	NEW GOLD LANTANA
⊙	6 GAL.	ROSMARINUS DPT. 'HUNTINGTON CARPET'	H. CARPET ROSEMARY
⊙	800	ARTIFICIAL TURF - PER ARCH. PLANS	
⊙	HYDRO SEED	TURF - SPECIES TBD	

**PLANTING NOTES**

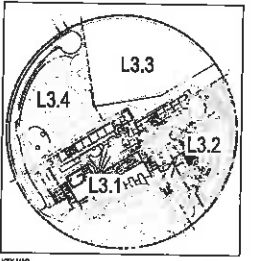
- ① TREES ARE STANDARD FORM UNLESS NOTED OTHERWISE.
- ② ALL TREES WITHIN 5 FEET OF HANDSCAPE SHALL RECEIVE ROOT BARRIERS PER SPECIFICATIONS.
- ③ TRIPLE STAKE TREES, UNLESS NOTED OTHERWISE, ALL PLANTER AREAS TO RECEIVE MULCH, REFER TO PLAN SHEET L3.1 - L3.4 FOR TYPE, SIZE, AND DEPTH.
- ④ WHERE ROSEMARY OR LANTANA IS PLANTED NEXT TO A CURB OR SIDEWALK, HOLD CENTER OF PLANT 30" FROM EDGE OF HARD SURFACE.
- ⑤ WHERE ORNAMENTAL GRASSES ARE PLANTED NEXT TO A CURB OR SIDEWALK, HOLD CENTER OF PLANT 30" FROM EDGE OF HARD SURFACE.

**PLANTING KEYS**

- ◊ DMV ACCENT WALL, PER ARCHITECTURAL PLANS
- ◊ SIGN WALL - PER ARCHITECTURAL PLANS
- ◊ UTILITY ENCLOSURE WALL PER ARCHITECTURAL PLANS
- ◊ VENTILATOR GATE PER ARCHITECTURAL PLANS
- ◊ NO PLANTING SHOWN INTENTIONALLY, AREA TO BE DECOMPOSED GRANITE ONLY PER MATCH PLANS
- ◊ FENCE, PER ARCHITECTURE PLANS
- ◊ RAISED STUDENT GARDEN PLANTER - SEE DETAIL 1, SHEET L3.2
- ◊ TREE GRATE - SEE DETAILS 4-5, SHEET L3.2
- ◊ RESILIENT SURFACING, PER ARCHITECTURAL PLANS
- ◊ HEADER, PER MULCH PLANS
- ◊ CONCRETE MOUNDING, PER MULCH PLANS

**GROUNDLEVEL**  
Landscape  
Architectural

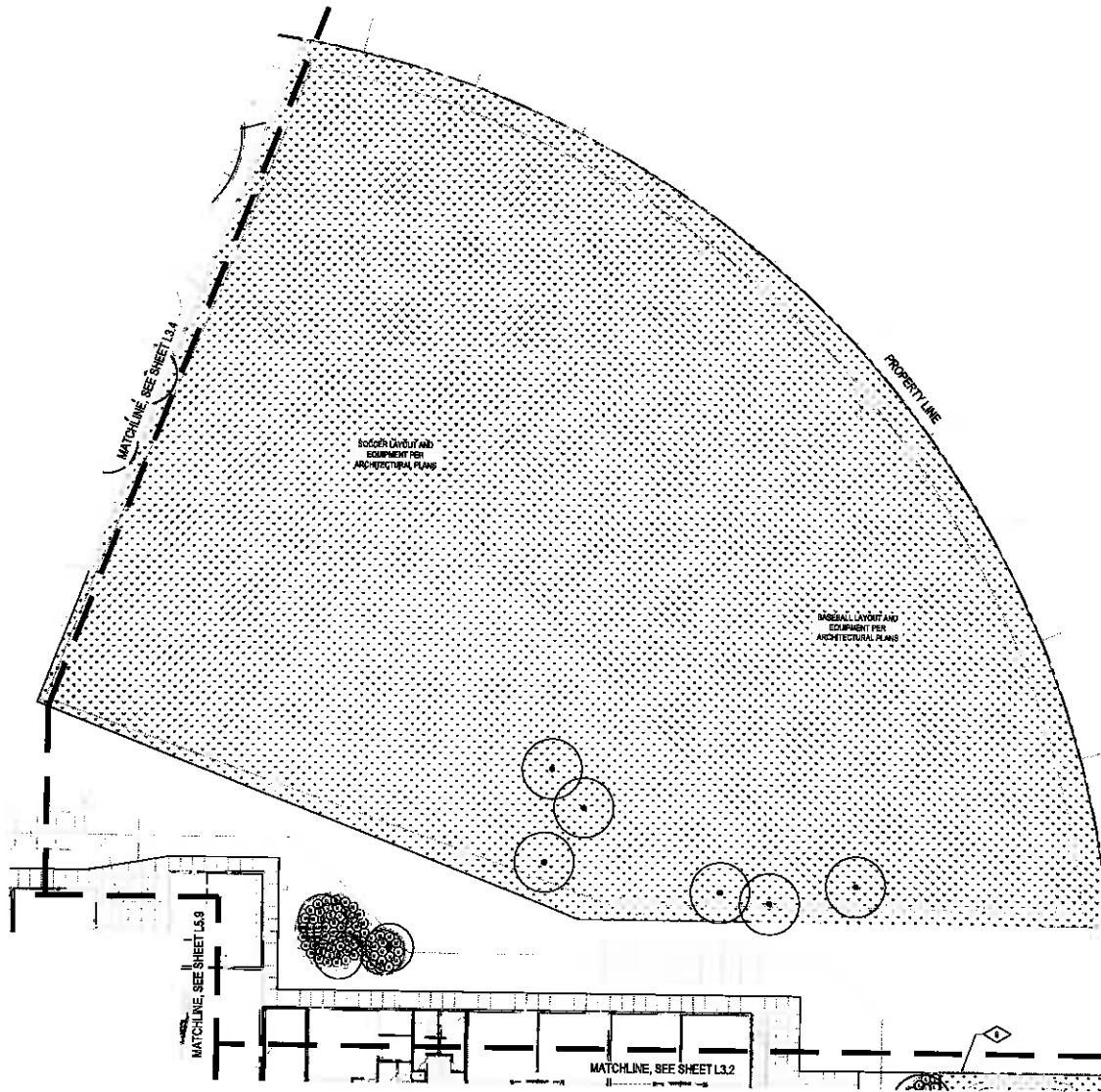
2500 Vista Street, Suite 9  
San Diego, CA 92101  
619.452.1010  
groundlevel.com



REGISTERED PROFESSIONAL LANDSCAPE ARCHITECT  
STATE OF CALIFORNIA  
NO. 04-000000  
DATE: \_\_\_\_\_  
BY: \_\_\_\_\_

**PLANTING PLAN**

SCALE: 1"=20'  
PROJECT NO: 14100  
DATE: 12/02/15



**PLANT MATERIAL LEGEND**

ALL TREES ARE STANDARD FORM UNLESS NOTED. REFER TO DETAILS ON SHEET L3.1 FOR TREE PLANTING AND SIZES.

SYMBOL	SIZE	SCIENTIFIC NAME	COMMON NAME
+	-	EXISTING TREES - VARIOUS SPECIES	
○	24" BCK	ACACIA GALLICIA	WILLOW ACACIA
○	30" BCK	CERCIDILM A. DESERT MUSEUM	D. MUSEUM PALM VERDE
▲	50" BCK	LAGERSTROMIA MATCHEZ	MATCHEZ DRAPE NYCTILE
◆	50" BCK	PROSOPIS GLANDULOSA "NAVEROCK"	NAVEROCK MESQUITE
◆	30" BCK	QUERCUS VIRGINIANA	SOUTHERN LIVE OAK
●	30" BCK	ULMUS PARVIFOLIA	CHINESE ELM
●	24" BCK	WASHINGTONIA FILIFERA	CALIFORNIA FAN PALM

REFER TO DETAILS ON SHEET L3.1 FOR GROUND COVER PLANTING AND ON COVER SAVING.

SYMBOL	SIZE	SCIENTIFIC NAME	COMMON NAME
A	5 GAL.	AGAVE PARVIFLOR. TRUNGKATA	ARTICHOKE AGAVE
○	5 GAL.	BOUGAINVILLEA ROSEBOWA	ROSEBOWA BOUGAINVILLEA
C	15 GAL.	CASALPANHIA PULCHERRIMA	BARBADOS PRIDE
D	15 GAL.	DASYLIRION WHEELERI	DESERT SPOON
○	5 GAL.	DASYLIRION WHEELERI	DESERT SPOON
F	15 GAL.	DODONAEA VISCOSA "PINK PINEAPPLE"	PINK LEAFED HOPE-BUSH
○	5 GAL.	HESPERALOE PARVIFLOR. "SUNSHINE LIGHT"	RED YUCCA
○	5 GAL.	LEUCOPHYLLUM CAND. "THUNDER CLOUD"	T. CLOUD TEXAS SAGE
○	1 GAL.	MURDERBERGIA DUBIA	PINE MURKY
○	5 GAL.	SENAI ARTEMISIODICE	FEATHERY CASSIA
○	5 GAL.	SIMMONDSIA CHENSISSE "VITIC"	COMPACT AGAVE

REFER TO DETAILS ON SHEET L3.1 FOR VINE PLANTING.

SYMBOL	SIZE	SCIENTIFIC NAME	COMMON NAME
—	5 GAL.	MACADRYENA UNGUIS-CACTI	CAT'S CLAW VINE

REFER TO DETAILS ON SHEET L3.2 FOR GROUND COVER PLANTING AND ON COVER SAVING.

SYMBOL	SIZE	SCIENTIFIC NAME	COMMON NAME
○	5 GAL.	LANTANA X NEW BOLD	NEW GOLD LANTANA
○	5 GAL.	ROSMARINUS OFF. "MUNTINGTON CARPET"	N. CARPET ROSEMARY
■	800	ARTIFICIAL TURF - PER ARCH. PLANS	
■		HYDRD TURF - SPECIES TBD	

**PLANTING NOTES**

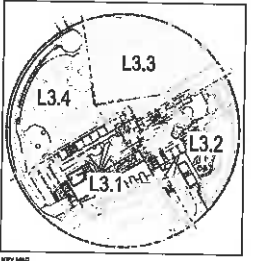
- ① TREES ARE STANDARD FORM UNLESS NOTED OTHERWISE.
- ② ALL TREES WITHIN 5 FEET OF HARDSCAPE SHALL RECEIVE ROOT BARRIERS PER SPECIFICATIONS.
- ③ TRIPLE STAKE TREES, UNLESS NOTED OTHERWISE.
- ④ ALL PLANTER AREAS TO RECEIVE MULCH. REFER TO PLANT SHEET L3.1 - 1.5M FOR TYPE, SIZE, AND DEPTH.
- ⑤ WHERE ROSEMARY OR LANTANA IS PLANTED NEXT TO A CURB OR SIDEWALK, HOLD CENTER OF PLANT 30" FROM EDGE OF HARD SURFACE.
- ⑥ TRIPLE ORNAMENTAL GRASSES ARE PLANTED NEXT TO A CURB OR SIDEWALK, HOLD CENTER OF PLANT 30" FROM EDGE OF HARD SURFACE.

**PLANTING KEYTAGES**

- | SYMBOL | DESCRIPTION   |
|--------|---|
| ◇      | GAU ACCENT WALL, PER ARCHITECTURAL PLANS  |
| ◇      | IRON WALL - PER ARCHITECTURAL PLANS   |
| ◇      | UTILITY ENCLOSURE WALL PER ARCHITECTURAL PLANS                                      |
| ◇      | VEHICULAR GATE PER ARCHITECTURAL PLANS  |
| ◇      | NO PLANTING SHOWN INTENTIONALLY. AREA TO BE DECOMPOSED GRANITE ONLY PER MULCH PLANS |
| ◇      | FENCE, PER ARCHITECTURAL PLANS  |
| ◇      | RAISED STRIPED GARDEN PLANTER - SEE DETAIL 1, SHEET L3.2                            |
| ◇      | TREE GRATE - SEE DETAILS 4-5, SHEET L3.2  |
| ◇      | RESIDENT SURFACING, PER ARCHITECTURAL PLANS   |
| ◇      | HEADER, PER MULCH PLANS   |
| ◇      | CONCRETE MOUNDING, PER MULCH PLANS  |

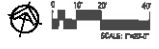
**GROUNDLEVEL**

Landscape  
Architect  
2405 Olive Street, Suite B  
San Diego, CA 92101  
619.755.3790  
groundlevel.com



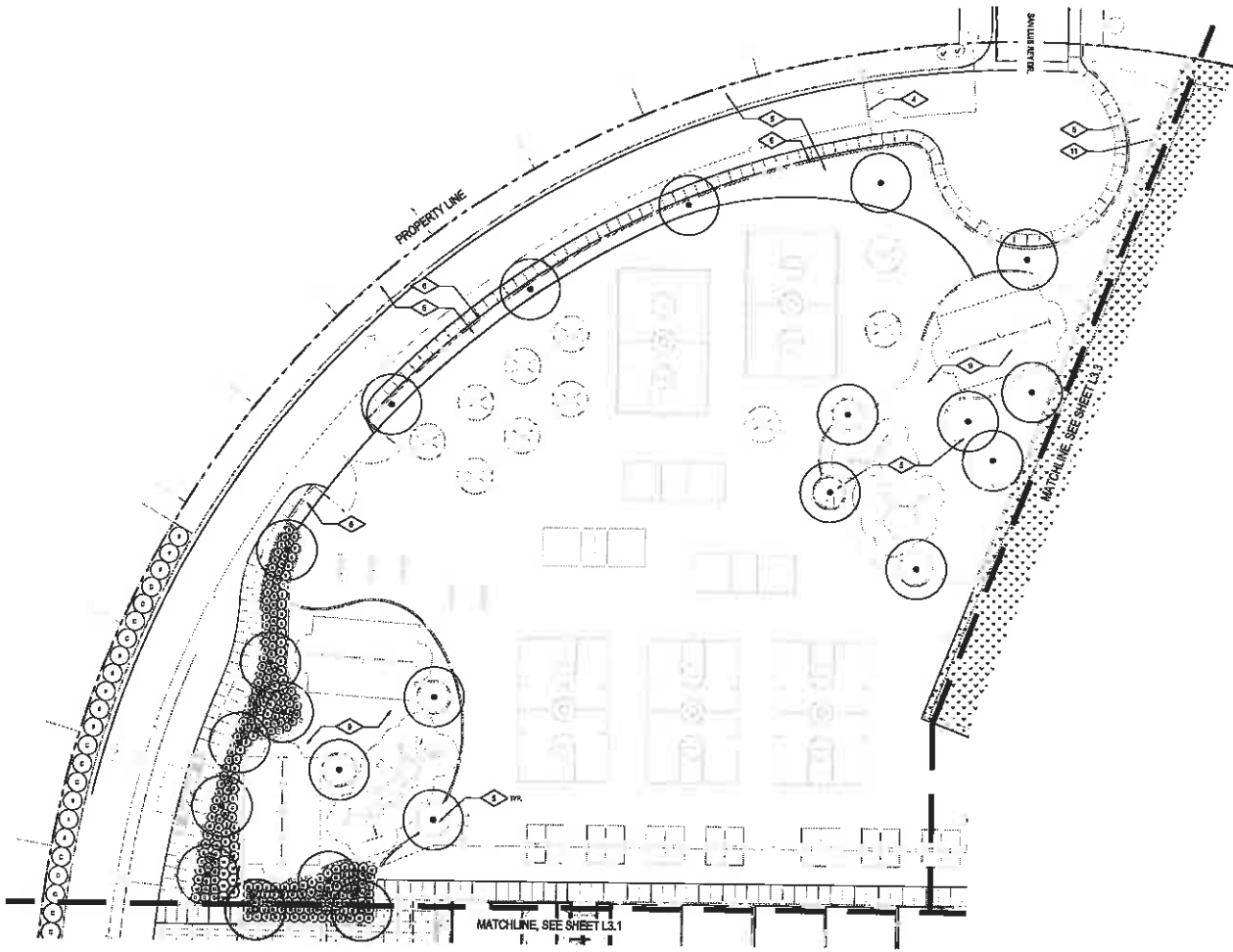
**PLANTING PLAN**

NO. DATE: \_\_\_\_\_ PROJECT NO.: 14100  
DATE: 10/05/16



**GROUNDLEVEL**  
Landscape Architecture

2425 State Street, Suite 8  
San Diego, CA 92101  
(619) 532-1390  
groundlevel@com



**PLANT MATERIAL LEGEND**

TREES ALL TREES ARE STANDARD FORM UNLESS NOTED. REFER TO DETAILS OR SHEET L4.1 FOR TREE PLANTING AND DETAILING.

SYMBOL	SIZE	BOTANICAL NAME	COMMON NAME
+	-	EXISTING TREES - VARIOUS SPECIES	
○	24" DB	ACACIA SALICINA	WILLOW ACACIA
○	30" DB	CERISEUM x DESERT MUSEUM	D. MUSEUM PALM VERDE
▲	30" DB	LAGROSTROGNA NATIVAEZ	NATIVEZ CRAFT MYRTLE
○	30" DB	PROKOPIS GLANDULOSA MAVERICK	MAVERICK AGAVE/DATE
○	30" DB	QUERCUS VIRGINIANA	SOUTHERN LIVE OAK
○	50" DB	ULMUS PARVIFOLIA	CHINA ELM
○	27" DB	WASHINGTONIA FILIFERA	CALIFORNIA FAN PALM

SHRUBS REFER TO DETAILS ON SHEET L4.1 FOR SHRUB PLANTING AND ON CENTER BRACING

SYMBOL	SIZE	BOTANICAL NAME	COMMON NAME
A	5 GAL	AGAVE PARVIT VAR. TRIANGATA	ARTICHOKE AGAVE
⊕	5 GAL	BOUTANIVILLA ROSEANA	ROSEHAKA BOUTANIVILLA
C	15 GAL	CAESALPINIA PULCHERRIMA	BARBADOS PIBE
D	15 GAL	DASYLIRION WHEELERII	DESERT SPOON
⊕	5 GAL	DASYLIRION WHEELERII	DESERT SPOON
F	5 GAL	DODONAEA VISCOSA VIRENLUKER	PURPLE LEAFED HOP-SUGH
⊕	5 GAL	HEPITALORHIN PANDURATA BRANDELLECHTII	RED TUCCA
⊕	5 GAL	LEUCOPHYLLUM CAND. TRIMMER CLOUD	T. CLOUD TRIMMER GAGE
⊕	1 GAL	MULLENBERGIA DUBIA	PINE MIMBLY
⊕	5 GAL	SENA ARTEMISIODOS	FEATHERY CASSIA
⊕	5 GAL	SMYRNONDIA CHINEENSIS VISTA	COMPACT JOUBA

VINES REFER TO DETAILS ON SHEET L4.1 FOR VINE PLANTING

SYMBOL	SIZE	BOTANICAL NAME	COMMON NAME
-	5 GAL	MACADYRANA UNICUS-CACTI	CAT'S CLAM VINE

GROUNDCOVER REFER TO DETAILS ON SHEET L4.1 FOR GROUNDCOVER PLANTING AND ON CENTER BRACING

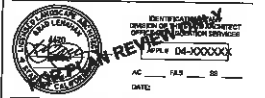
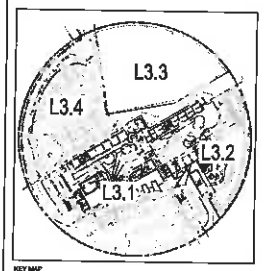
SYMBOL	SIZE	BOTANICAL NAME	COMMON NAME
⊕	5 GAL	LANTANA X NEW GOLD	NEW GOLD LANTANA
⊕	5 GAL	ROSMARINUS DFT. 'MANTINGTON CARPET'	K. CARPET ROSEMARY
⊕	---	ARTIFICIAL TURF - PER ARCH. PLANS	-
⊕	---	HYDRO TURF - SPECIES TRD	-

**PLANTING NOTES**

- NUMBER DESCRIPTION
- TREES ARE STANDARD FORM UNLESS NOTED OTHERWISE.
  - ALL TREES WITH 5 FEET OF HANDBRACE SHALL RECEIVE ROOT BARRIERS PER SPECIFICATIONS.
  - TRIPLE STAKE TREES, UNLESS NOTED OTHERWISE.
  - ALL PLANTER AREAS TO RECEIVE MULCH REFER TO PLAN SHEET L5.1 - L5.4 FOR TYPE, SIZE, AND DEPTH.
  - WHERE ROSEMARY OR LANTANA IS PLANTED NEXT TO A CURB OR SIDEWALK, HOLD CENTER OF PLANT 30" FROM EDGE OF HARD SURFACE.
  - WHERE ORNAMENTAL GRASSES ARE PLANTED NEXT TO A CURB OR SIDEWALK, HOLD CENTER OF PLANT 30" FROM EDGE OF HARD SURFACE.

**PLANTING KEYS**

SYMBOL	DESCRIPTION
◊	CHAIN ACCENT WALL, PER ARCHITECTURAL PLANS
◊	IRON WALL - PER ARCHITECTURAL PLANS
◊	UTILITY ENCLOSURE WALL PER ARCHITECTURAL PLANS
◊	VEHICULAR GATE PER ARCHITECTURAL PLANS
◊	NO PLANTING GROWN INTENTIONALLY, AREA TO BE DECORATED GRANITE ONLY PER MULCH PLANS
◊	FENCE, PER ARCHITECTURE PLANS
◊	RAISED SHROUD GARDEN PLANTER - SEE DETAIL 1, SHEET L4.2
◊	TREE GRATE - SEE DETAILS 4-6, SHEET L4.2
◊	RESILIENT SURFACING, PER ARCHITECTURAL PLANS
◊	HEADER, PER MULCH PLANS
◊	CONCRETE MONUMENT, PER MULCH PLANS



**PLANTING PLAN**

NO. DATE MADE PROJECT NO: 14100 GATE: 1002415



**L 3.4**

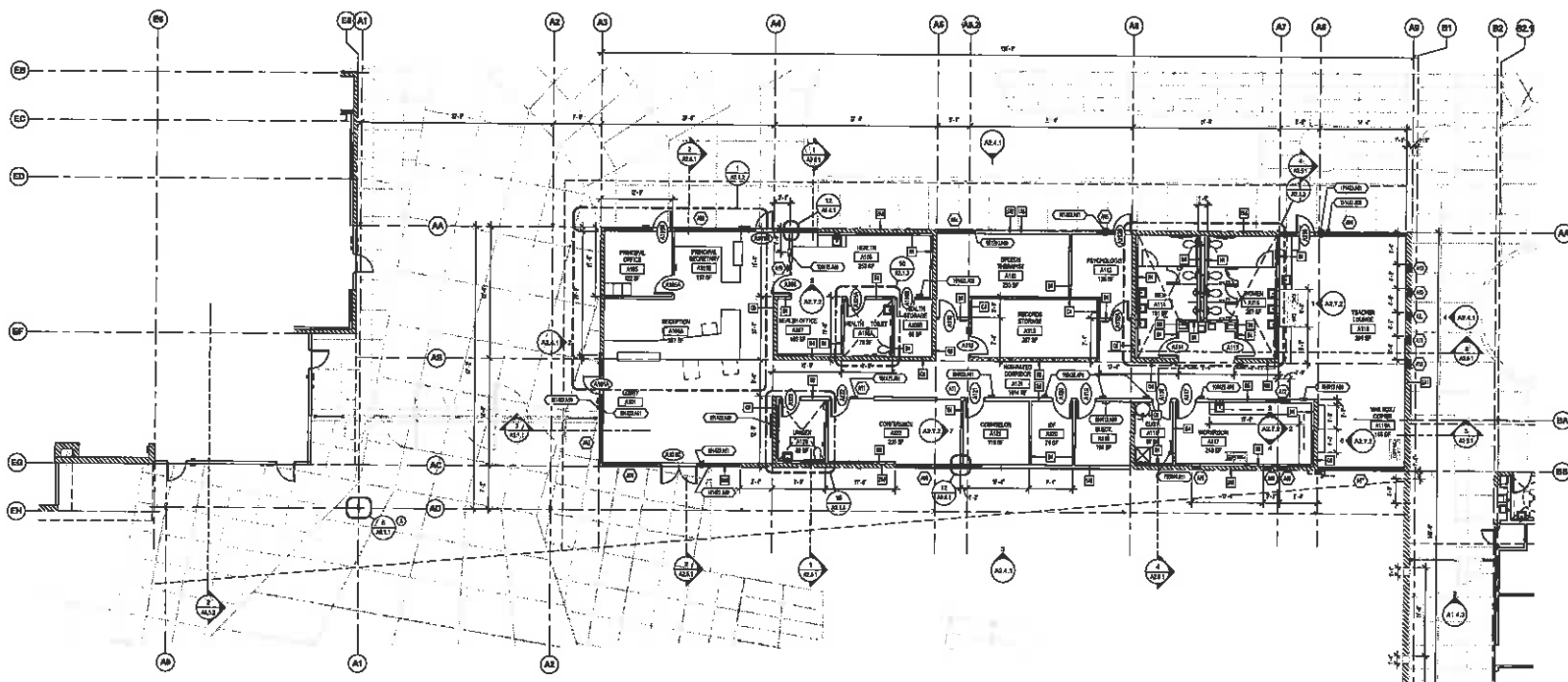
**PALM SPRINGS UNIFIED SCHOOL DISTRICT  
AGUA CALIENTE ELEMENTARY SCHOOL**

051200.A00	STRUCTURAL STEEL FRAMING
052000.A11	PRE-FABRICATED ALUMINUM ACCESS LADDER - (TYPE 4 WALL MOUNTED)
101423.A00	PANEL STORAGE
101423.A01	NS-1 ROOM IDENTIFICATION SIGN
101423.A09	BUILDING DIRECTORY
104413.A00	FIRE EXTINGUISHER CABINET

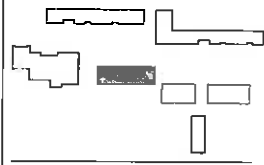
**WALL LEGEND**

	TYPE 1 WALL (PER SBC 04.2)
	FIRE RATED PARTITION PER WALL TYPE
	FIRE RATED WALL PER SBC 04.2 PER WALL TYPE - SEE NOTES
	FIRE RATED WALL PER SBC 04.2 PER WALL TYPE - SEE NOTES
	FIRE RATED WALL PER SBC 04.2 PER WALL TYPE - SEE NOTES
	CONCRETE MASONRY WALL PER WALL TYPE
	CORE OF REINFORCED CONCRETE

- GENERAL NOTES**
1. REFER TO SBC 04.2 FOR ALL
  2. CONFORM TO ALL APPLICABLE CODES AND REGULATIONS
  3. PROVIDE AND INSTALL ALL NECESSARY MATERIALS AND LABOR
  4. PROVIDE AND INSTALL ALL NECESSARY MATERIALS AND LABOR
  5. PROVIDE AND INSTALL ALL NECESSARY MATERIALS AND LABOR
  6. PROVIDE AND INSTALL ALL NECESSARY MATERIALS AND LABOR
  7. PROVIDE AND INSTALL ALL NECESSARY MATERIALS AND LABOR
  8. PROVIDE AND INSTALL ALL NECESSARY MATERIALS AND LABOR
  9. PROVIDE AND INSTALL ALL NECESSARY MATERIALS AND LABOR
  10. PROVIDE AND INSTALL ALL NECESSARY MATERIALS AND LABOR



**6 BLDG. A - 1ST FLOOR PLAN**  
UP - P.P.

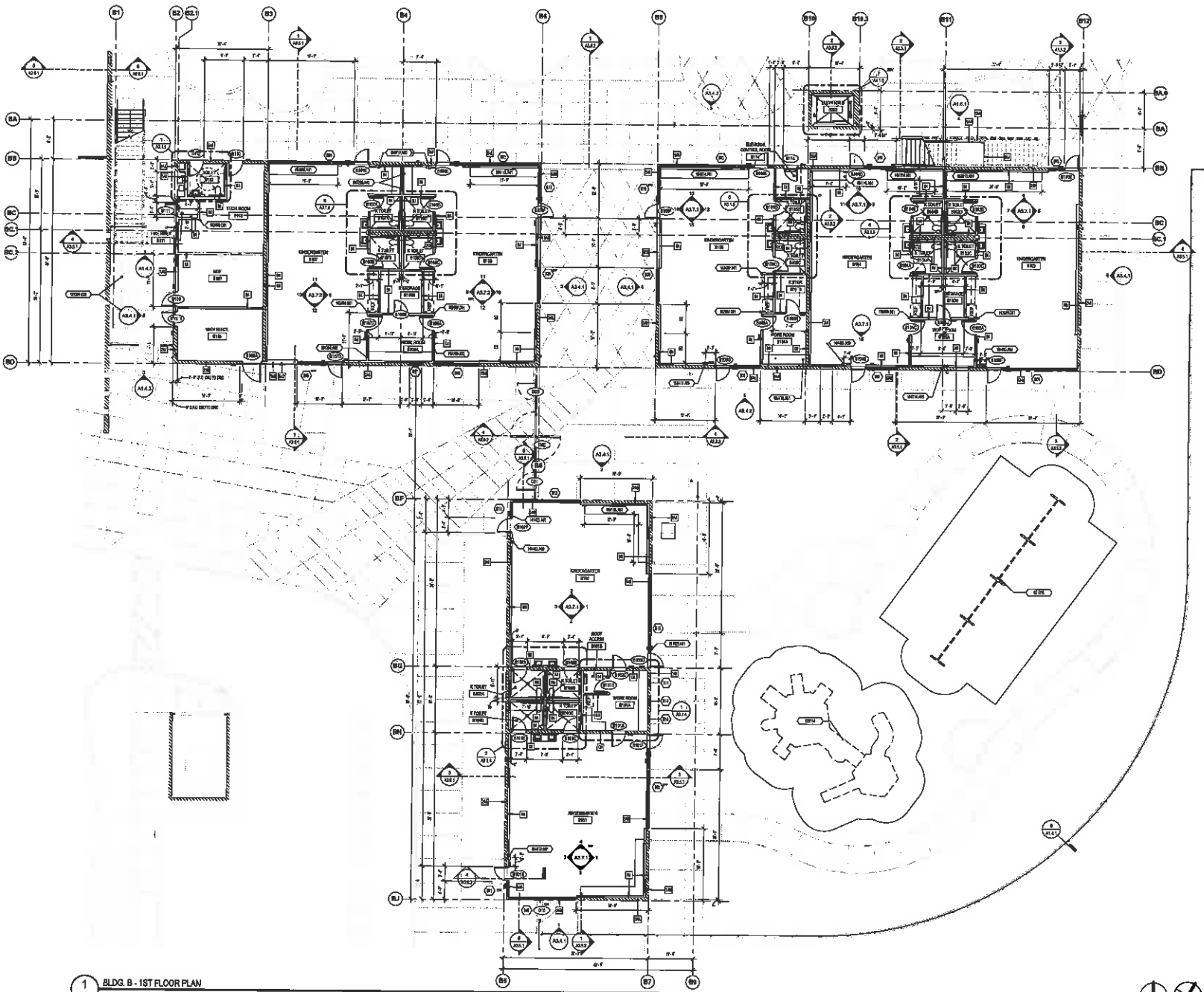


**BLDG. A  
FLOOR PLAN - 1ST FLOOR**

NO. DATE ISSUE PROJECT NO: 14012-00  
DATE: 10/06/2016  
DRAWING  
**A2.1.1**

REVISED

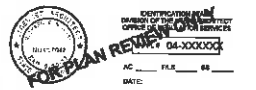
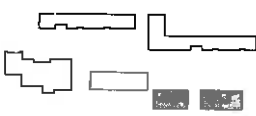
- 024110 SECTION 04-110 - STRUCTURE DEMOLITION
- 044116.A01 FLOOR TO LAMINATE FACED CONCRETE TOP
- 097200.A02 VINYL COVERED TACKABLE WALL PANEL MCTVP
- 107423.A01 RB-1 ROOM IDENTIFICATION SIGN
- 123000.D01 CORNER GLASS
- 134413.A02 FIRE EXTINGUISHER CABINET
- 128300.D01 BICYCLE RACK



**CHALLENGE**

[Symbol]	WALL TYPES PER 04-110
[Symbol]	PERMANENT PARTITION - PER 04-110
[Symbol]	PERMANENT PARTITION - PERMANENT PARTITION - PER 04-110
[Symbol]	PERMANENT PARTITION - PERMANENT PARTITION - PER 04-110
[Symbol]	PERMANENT PARTITION - PERMANENT PARTITION - PER 04-110
[Symbol]	PERMANENT PARTITION - PERMANENT PARTITION - PER 04-110
[Symbol]	PERMANENT PARTITION - PERMANENT PARTITION - PER 04-110
[Symbol]	PERMANENT PARTITION - PERMANENT PARTITION - PER 04-110
[Symbol]	PERMANENT PARTITION - PERMANENT PARTITION - PER 04-110
[Symbol]	PERMANENT PARTITION - PERMANENT PARTITION - PER 04-110

- GENERAL NOTES**
1. DEMOLITION WORK
  2. DEMOLITION WORK SHALL BE ACCORDING TO THE DEMOLITION PLAN AND THE DEMOLITION SPECIFICATIONS.
  3. DEMOLITION WORK SHALL BE ACCORDING TO THE DEMOLITION PLAN AND THE DEMOLITION SPECIFICATIONS.
  4. FOR TYPICAL WALL TYPES PER 04-110 SEE SECTION 04-110.
  5. DEMOLITION WORK SHALL BE ACCORDING TO THE DEMOLITION PLAN AND THE DEMOLITION SPECIFICATIONS.
  6. DEMOLITION WORK SHALL BE ACCORDING TO THE DEMOLITION PLAN AND THE DEMOLITION SPECIFICATIONS.
  7. DEMOLITION WORK SHALL BE ACCORDING TO THE DEMOLITION PLAN AND THE DEMOLITION SPECIFICATIONS.
  8. DEMOLITION WORK SHALL BE ACCORDING TO THE DEMOLITION PLAN AND THE DEMOLITION SPECIFICATIONS.
  9. DEMOLITION WORK SHALL BE ACCORDING TO THE DEMOLITION PLAN AND THE DEMOLITION SPECIFICATIONS.
  10. DEMOLITION WORK SHALL BE ACCORDING TO THE DEMOLITION PLAN AND THE DEMOLITION SPECIFICATIONS.



**BLDG. B**  
**FLOOR PLAN - 1ST FLOOR**

DATE: 10/06/2015  
ISSUE: 14012-00  
PROJECT NO: 14012-00  
DATE: 10/06/2015

DRAWING  
**A3.1.1**

**1** BLDG. B - 1ST FLOOR PLAN  
W/P - T/P

11/06/2015 11:46:03 AM C:\Users\jnowicki\Documents\111062015\111062015\_A3.1.1.dwg

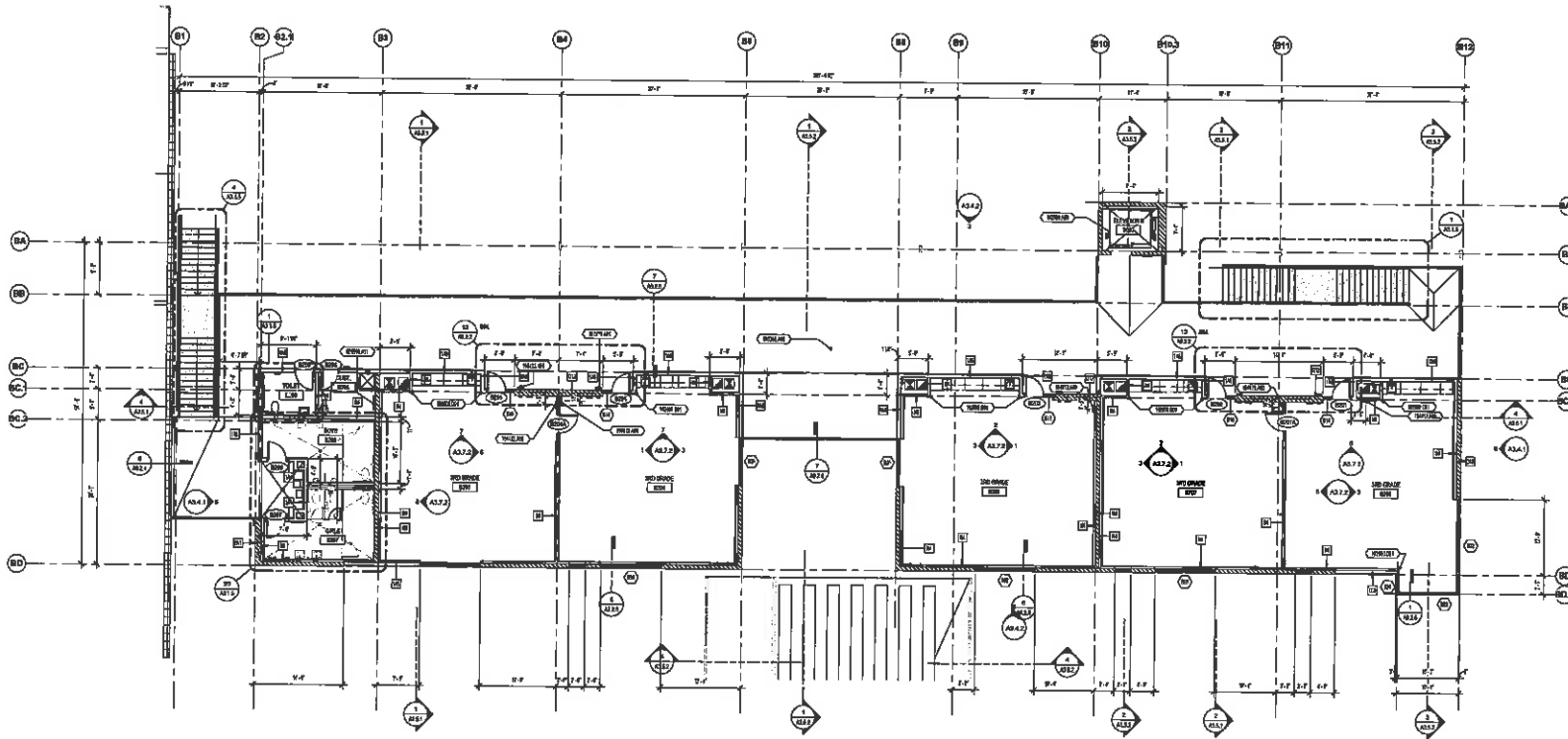


032500.A00	CONCRETE TOPPING
053000.A1T	PREFABRICATED ALUMINUM ACCESS LADDER - (TYPE 4 WALL MOUNTED)
101813.A61	RED-1 ROOM IDENTIFICATION SIGN
102800.D01	CORNER GUARD
104413.A00	FIRE EXTINGUISHER CABINET
142100.A00	ELECTRIC TRACTION ELEVATOR

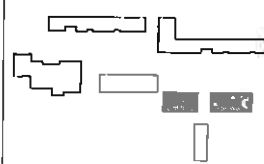
**WALL LEGEND**

	WALL TYPE 1 PER SHEET 1.1
	BRICK WITH FINISH - PER SHEET 1.1
	1" INSULATED CONCRETE PER SHEET 1.1 - SEE NOTE 1
	1" INSULATED CONCRETE PER SHEET 1.1 - SEE NOTE 1
	1" INSULATED CONCRETE PER SHEET 1.1 - SEE NOTE 1
	CONCRETE UNFINISHED - PER SHEET 1.1
	USE OF DIMENSION ABOVE

- GENERAL NOTES**
1. REFER TO SHEET 1.1 FOR ELEVATION.
  2. REFER TO SHEET 1.1 FOR ELEVATION OF ALL WALLS OR CURBS. REFER TO SHEET 1.1 FOR ELEVATION OF ALL WALLS.
  3. REFER TO SHEET 1.1 FOR ELEVATION OF ALL WALLS.
  4. THE FINISH WALL ELEVATION SHALL BE AS SHOWN IN ALL ELEVATIONS.
  5. REFER TO SHEET 1.1 FOR ELEVATION OF ALL WALLS.
  6. REFER TO SHEET 1.1 FOR ELEVATION OF ALL WALLS.
  7. REFER TO SHEET 1.1 FOR ELEVATION OF ALL WALLS.
  8. REFER TO SHEET 1.1 FOR ELEVATION OF ALL WALLS.
  9. REFER TO SHEET 1.1 FOR ELEVATION OF ALL WALLS.
  10. REFER TO SHEET 1.1 FOR ELEVATION OF ALL WALLS.
  11. REFER TO SHEET 1.1 FOR ELEVATION OF ALL WALLS.



**1** BLDG. B - 2ND FLOOR PLAN  
1/15/11



DATE: 04/30/2011  
PROJECT NO: 04-300000  
DATE: 10/09/2015

**BLDG. B  
FLOOR PLAN - 2ND FLOOR**

NO. DATE: 000 PROJECT NO: 14210-00  
DATE: 10/09/2015

DRAWING  
**A3.1.2**



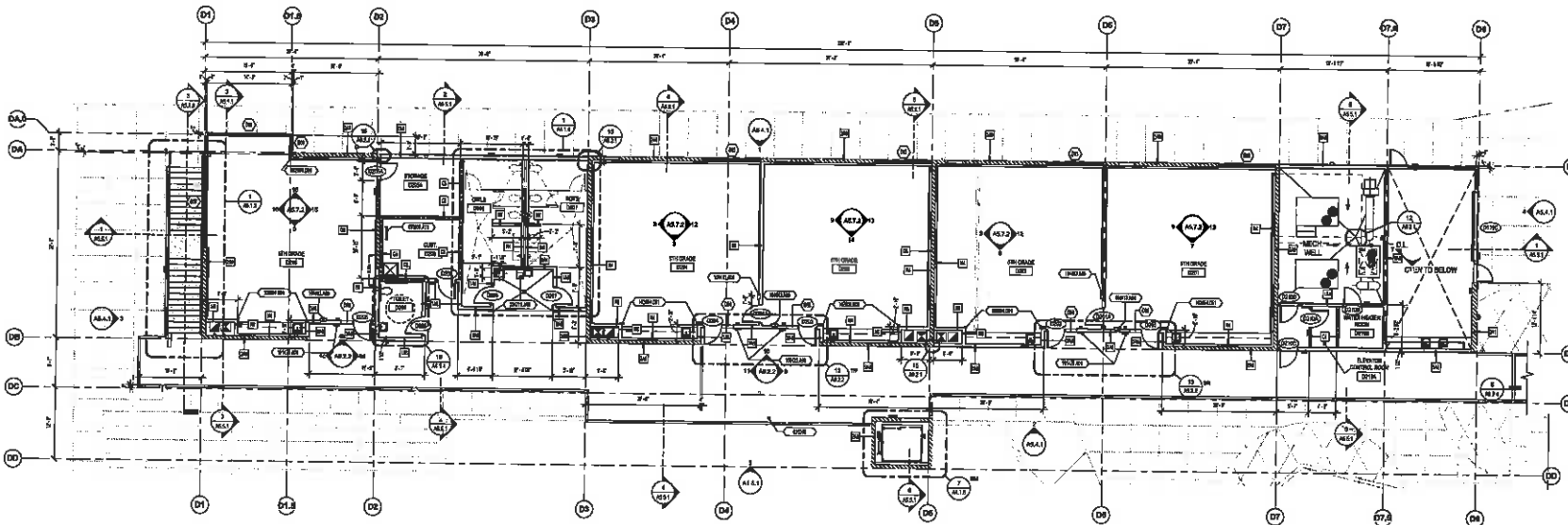


- KEYNOTES
- 085900 SECTION 085900 - CONCRETE TOPPING
  - 090900.011 PREFABRICATED ALUMINUM ACCESS LADDER - (TYPE 4 WALL MOUNTED)
  - 101403.A01 RS-1 ROOM IDENTIFICATION SIGN
  - 102000.001 CORNER GUARD
  - 104413.A00 FIRE EXTINGUISHER CABINET
  - 143100.A00 ELECTRIC TRACTION ELEVATOR
  - 224713.A01 DRINKING FOUNTAIN
  - 224713.A02 DRINKING FOUNTAINS DF-1

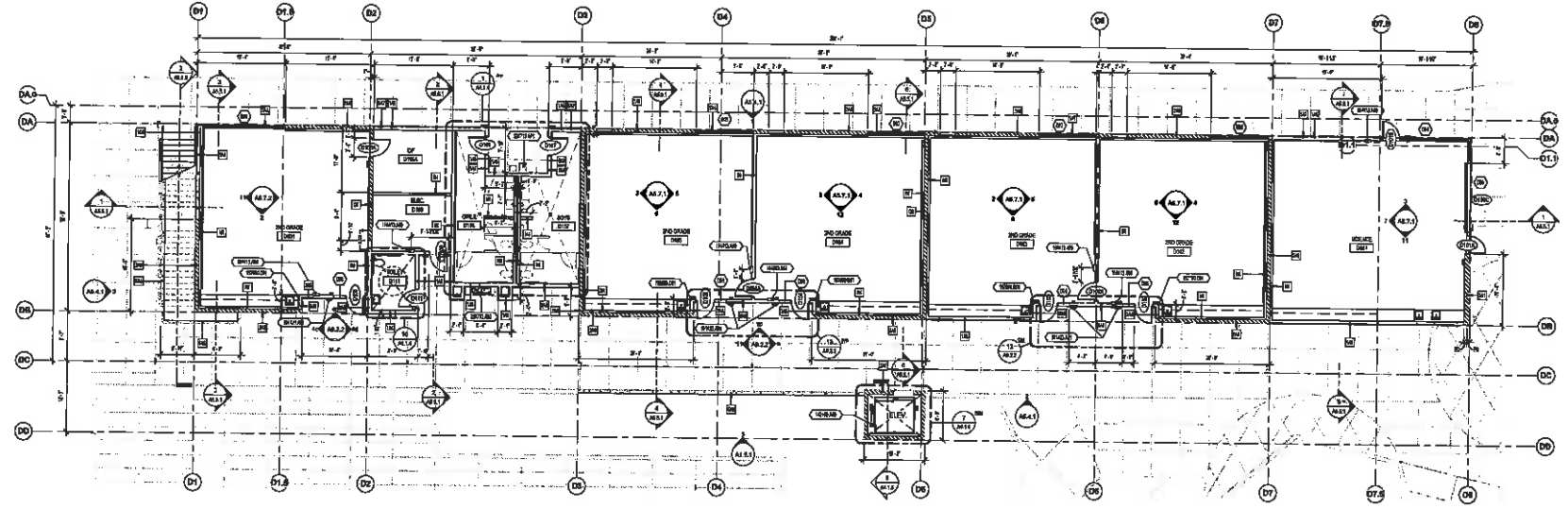
GENERAL NOTES

	WALL TYPE A&A.1
	WALL TYPE A&A.2
	WALL TYPE A&A.3
	WALL TYPE A&A.4
	WALL TYPE A&A.5
	WALL TYPE A&A.6
	WALL TYPE A&A.7
	WALL TYPE A&A.8
	WALL TYPE A&A.9
	WALL TYPE A&A.10

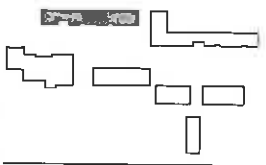
- GENERAL NOTES (continued)
1. PROVIDE FINISHES AS SHOWN.
  2. CONCRETE TOPPING SHALL BE 4" THICK WITH REINFORCING BARS AS SHOWN.
  3. CONCRETE TOPPING SHALL BE FINISHED WITH A BROOM FINISH.
  4. CONCRETE TOPPING SHALL BE CURED FOR A MINIMUM OF 7 DAYS.
  5. CONCRETE TOPPING SHALL BE PROTECTED FROM DAMAGE DURING CONSTRUCTION.
  6. CONCRETE TOPPING SHALL BE PROTECTED FROM DAMAGE DURING CONSTRUCTION.
  7. CONCRETE TOPPING SHALL BE PROTECTED FROM DAMAGE DURING CONSTRUCTION.
  8. CONCRETE TOPPING SHALL BE PROTECTED FROM DAMAGE DURING CONSTRUCTION.
  9. CONCRETE TOPPING SHALL BE PROTECTED FROM DAMAGE DURING CONSTRUCTION.
  10. CONCRETE TOPPING SHALL BE PROTECTED FROM DAMAGE DURING CONSTRUCTION.
  11. CONCRETE TOPPING SHALL BE PROTECTED FROM DAMAGE DURING CONSTRUCTION.



**2** BLDG. D - 2ND FLOOR PLAN  
SCALE: 1/8" = 1'-0"



**1** BLDG. D - 1ST FLOOR PLAN  
SCALE: 1/8" = 1'-0"



BLDG. D  
FLOOR PLANS - 1ST/2ND  
FLOOR

NO. DATE ISSUE PROJECT NO. 14013-00  
DATE 10/05/2016

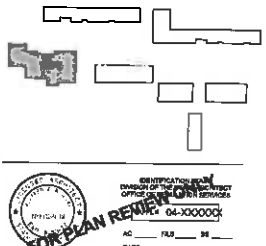
DRAWING  
A5.1.1

958002.A11	PREFABRICATED ALUMINUM ACCESS LADDER (TYPE 4 WALL MOUNTED)
060213.A00	STEEL PIPE HANDRAIL
105020.A01	CORNER GUARD
104412.A00	FIRE EXTINGUISHER CABINET
118143.A01	STAGE CURTAIN FRONT - POLYESTER
224713.A01	SYNTHETIC VULCANIZING FLOOR
224713.A03	DRINKING FOUNTAIN

**TYPICAL FINISHES**

[Symbol]	WALL SYSTEM TYPE 011
[Symbol]	BOARDWALK FINISH - METAL TYLE
[Symbol]	1/2" THICK FINE SAND - PER WALL TYP. SEE NOTES
[Symbol]	EXPOSED REINFORCING BARS PER WALL TYP. SEE NOTES
[Symbol]	1" POLYURETHANE INSUL. - PER WALL TYP. SEE NOTES
[Symbol]	CORNER FINISHING WALL - PER WALL TYP.
[Symbol]	TYPE OF EXTERIOR LAWN

- GENERAL NOTES**
- PROVIDE FLOOR FINISH.
  - DOOR FINISH: LIGHT OAK VENEER WOOD WALLS OF CORNER. 2" X 4" FLOOR JOIST CORNER BLDG.
  - CONCRETE AND GYP-SUMMER LATH SYSTEMS IN ALL FLOOR AREAS PER SECTION 05200-0100-0100-0100-0100.
  - FOR FINISH WALL FINISHING SEE SECTION 05200-0100-0100-0100.
  - ALL WALL FINISHES ON EXTERIOR WALLS SHALL BE AS SHOWN UNLESS NOTED OTHERWISE.
  - FLOOR FINISH SHALL BE AS SHOWN UNLESS NOTED OTHERWISE.
  - FOR FLOOR FINISHING SEE SECTION 05200-0100-0100-0100-0100.
  - FOR FINISH WALL FINISHING SEE SECTION 05200-0100-0100-0100-0100.
  - FOR FINISH WALL FINISHING SEE SECTION 05200-0100-0100-0100-0100.
  - FOR FINISH WALL FINISHING SEE SECTION 05200-0100-0100-0100-0100.
  - FOR FINISH WALL FINISHING SEE SECTION 05200-0100-0100-0100-0100.
  - FOR FINISH WALL FINISHING SEE SECTION 05200-0100-0100-0100-0100.
  - FOR FINISH WALL FINISHING SEE SECTION 05200-0100-0100-0100-0100.
  - FOR FINISH WALL FINISHING SEE SECTION 05200-0100-0100-0100-0100.
  - FOR FINISH WALL FINISHING SEE SECTION 05200-0100-0100-0100-0100.

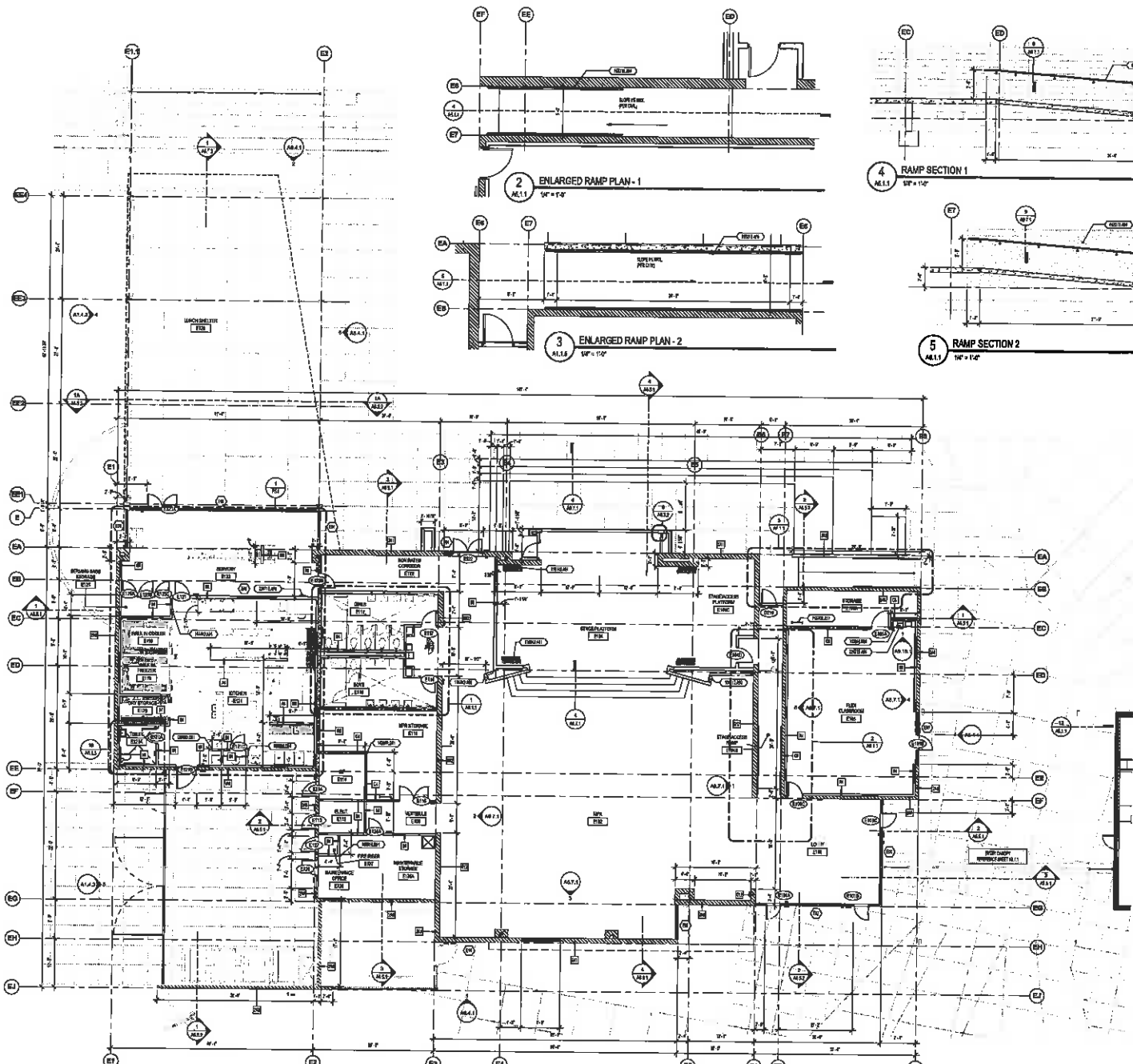


VERIFICATION FROM  
DIVISION OF PUBLIC WORKS  
OFFICE OF CONSTRUCTION SERVICES  
04-XXXXXX  
FOR PLAN REVIEW  
AC: PLS: MS  
DATE:

**BLDG. E  
FLOOR PLAN - 1ST FLOOR**

NO. DATE: PROJECT NO. 14013-00  
DATE: 10/05/2015

DRAWING  
**A6.1.1**



**1 BLDG. E - 1ST FLOOR PLAN**  
A6.1  
1/8" = 1'-0"



11/20/2015 11:11:27 AM C:\Users\jnowicki\Documents\BNS\BNS-A6.1.1.dwg

**Schedule-Exit Analysis - BLDG A**

NO.	ROOM NAME	AREA	LOAD FACTOR	OCCUPANT LOAD	NUMBER OF EXITS REQUIRED	EXIT WIDTH FACTOR	EXIT WIDTH REQUIRED	EXIT WIDTH PROVIDED	Building ID
A101	LOBBY	466 SF	15	32	1	0.2	8.4	144"	A
A101A	RECEPTION	207 SF	100	3	1	0.2	0.6	72"	A
A101B	PRINCIPAL SECRETARY	112 SF	100	2	1	0.2	0.4	72"	A
A105	PRINCIPAL OFFICE	122 SF	100	2	1	0.2	0.4	36"	A
A106	HEALTH	253 SF	100	3	1	0.2	0.6	36"	A
A106B	HEALTH STORAGE	60 SF	300	1	1	0.2	0.2	36"	A
A107	HEALTH OFFICE	105 SF	100	2	1	0.2	0.4	36"	A
A110	SPEECH THERAPIST	253 SF	100	3	1	0.2	0.4	36"	A
A112	PSYCHOLOGIST	125 SF	100	2	1	0.2	0.4	72"	A
A113	RECORDS STORAGE	207 SF	300	1	1	0.2	0.2	36"	A
A114	MEN	191 SF	0		1	0.2	0	36"	A
A115	WOMEN	207 SF	0		1	0.2	0	36"	A
A116	TEACHER LOUNGE	396 SF	15	27	1	0.2	5.4	36"	A
A116A	MAILBOX / COPIER	165 SF	100	2	1	0.2	0.4	36"	A
A117	WORKROOM	248 SF	100	3	1	0.2	0.6	36"	A
A118	CUST.	67 SF	300	1	1	0.2	0.2	36"	A
A119	ELECT.	100 SF	300	1	1	0.2	0.2	36"	A
A120	IDF	74 SF	300	1	1	0.2	0.2	36"	A
A121	COUNSELOR	119 SF	100	2	1	0.2	0.4	36"	A
A122	CONFERENCE	235 SF	100	3	1	0.2	0.6	36"	A
A123	UNISEX	89 SF	0		1	0.2	0	36"	A
A124	NON-RATED CORRIDOR	1014 SF	0		1	0.2	0	144"	A

**Schedule-Exit Door - BLDG A**

NO.	SERVING ROOM	OCCUPANT LOAD	EXIT WIDTH FACTOR	EXIT WIDTH REQUIRED	EXIT WIDTH PROVIDED	Exit Door	Building ID
A101A					36"	Yes	A
A101B					36"	Yes	A
A101C	A101	50	0.2	10	72"	Yes	A
A116					36"	Yes	A

**Schedule-Exit Analysis - BLDG B**

NO.	ROOM NAME	AREA	LOAD FACTOR	OCCUPANT LOAD	NUMBER OF EXITS REQUIRED	EXIT WIDTH FACTOR	EXIT WIDTH REQUIRED	EXIT WIDTH PROVIDED	Building ID
B003	ELEVATOR B	66 SF							B
B101	KINDERGARTEN	1102 SF	20	56	2	0.2	11.2	72"	B
B101A	WORK ROOM	159 SF	100	2	1	0.2	0.4	72"	B
B101B	ROOF ACCESS	27 SF	300	1	1	0.2	0.2	36"	B
B101C	K TOILET	48 SF	0		1	0.2		36"	B
B101D	K TOILET	48 SF	0		1	0.2		36"	B
B102	KINDERGARTEN	1102 SF	20	56	2	0.2	11.2	72"	B
B102A	K TOILET	48 SF	0		1	0.2		36"	B
B102B	K TOILET	48 SF	0		1	0.2		36"	B
B103	KINDERGARTEN	1034 SF	20	52	2	0.2	10.4	72"	B
B103A	WORK ROOM	145 SF	100	2	1	0.2	0.4	72"	B
B103B	K STORAGE	84 SF	300	1	1	0.2	0.2	36"	B
B103C	K TOILET	48 SF	0		1	0.2		36"	B
B103D	K TOILET	48 SF	0		1	0.2		36"	B
B104	KINDERGARTEN	1036 SF	20	52	2	0.2	10.4	72"	B
B104A	K TOILET	48 SF	0		1	0.2		36"	B
B104B	K TOILET	48 SF	0		1	0.2		36"	B
B105	KINDERGARTEN	1063 SF	20	54	2	0.2	10.8	72"	B
B105A	WORK ROOM	108 SF	100	2	1	0.2	0.4	36"	B
B105B	K STOR.	57 SF	300	1	1	0.2	0.2	36"	B
B105C	K TOILET	53 SF	0		1	0.2		36"	B
B105D	K TOILET	52 SF	0		1	0.2		36"	B
B106	KINDERGARTEN	1049 SF	20	53	2	0.2	10.6	72"	B
B106A	WORK ROOM	140 SF	100	2	1	0.2	0.4	72"	B
B106B	K STORAGE	84 SF	300	1	1	0.2	0.2	36"	B
B106C	K TOILET	48 SF	0		1	0.2		36"	B
B106D	K TOILET	48 SF	0		1	0.2		36"	B
B107	KINDERGARTEN	1029 SF	20	52	2	0.2	10.4	72"	B
B107A	K TOILET	48 SF	0		1	0.2		36"	B
B107B	K TOILET	48 SF	0		1	0.2		36"	B
B108	MAIN ELECT.	213 SF	300	1	1	0.2	0.2	36"	B
B109	MDF	215 SF	300	1	1	0.2	0.2	36"	B
B110	TECH. ROOM	261 SF	100	3	1	0.2	0.6	36"	B
B111	FIRE RISER	16 SF	0		1	0.2		36"	B
B112	TOILET	60 SF	0		1	0.2		36"	B
B114	ELEVATOR CONTROL ROOM	45 SF	300	1	1	0.2	0.2	36"	B
B201	3RD GRADE	884 SF	20	45	1	0.2	9	36"	B
B202	3RD GRADE	898 SF	20	45	1	0.2	9.2	36"	B
B203	3RD GRADE	951 SF	20	46	1	0.2	9.6	36"	B
B204	3RD GRADE	877 SF	20	44	1	0.2	9	36"	B
B205	3RD GRADE	879 SF	20	44	1	0.2	9	36"	B
B206	CUST.	67 SF	300	1	1	0.2	0.2	36"	B
B207	GIRLS	184 SF	0		1	0.2		36"	B
B208	BOYS	167 SF	0		1	0.2		36"	B
B209	TOILET	62 SF	0		1	0.2		36"	B
B210	BALCONY	277 SF	20	14	1	0.2	2.8		B
B211	EGRESS BALCONY	3162 SF							B

Schedule-Exit Door - BLDG C							
NO.	SERVING ROOM	OCCUPANT LOAD	EXIT WIDTH FACTOR	EXIT WIDTH REQUIRED	EXIT WIDTH PROVIDED	Exit Door	Building ID
C101	C101	47	0.2	9.4	36"	Yes	C
C102	C101	47	0.2	9.4	36"	Yes	C
C103	C101	47	0.2	9.4	36"	Yes	C
C104	C101	47	0.2	9.4	36"	Yes	C
C105	C105	47	0.2	9.4	36"	Yes	C
C106	C106				36"	Yes	C
C107	C107				36"	Yes	C
C108	C108	1	0.2	0.2	36"	Yes	C
C109	C109				36"	Yes	C
C110	C110				30"	Yes	C
C111	C111	30	0.2	6	36"	Yes	C
C201	C201	49	0.2	9.8	36"	Yes	C
C202	C202	46	0.2	9.2	36"	Yes	C
C203	C203	46	0.2	9.2	36"	Yes	C
C204	C204	46	0.2	9.2	36"	Yes	C
C205	C205	47	0.2	9.4	36"	Yes	C
C206	C206				36"	Yes	C
C207	C207				36"	Yes	C
C208	C208				36"	Yes	C
C209	C209	1	0.2	0.2	36"	Yes	C

Schedule-Exit Door - BLDG D							
NO.	SERVING ROOM	OCCUPANT LOAD	EXIT WIDTH FACTOR	EXIT WIDTH REQUIRED	EXIT WIDTH PROVIDED	Exit Door	Building ID
D102	D102	47	0.2	9.4	36"	Yes	D
D103	D103	47	0.2	9.4	36"	Yes	D
D104	D104	47	0.2	9.4	36"	Yes	D
D105	D105	47	0.2	9.4	36"	Yes	D
D106	D106	46	0.2	9.2	36"	Yes	D
D107	D107				36"	Yes	D
D108	D108				36"	Yes	D
D109	D109	1	0.2	0.2	36"	Yes	D
D111	D111				36"	Yes	D
D201	D201	47	0.2	9.4	36"	Yes	D
D202	D202	46	0.2	9.2	36"	Yes	D
D203	D203	46	0.2	9.2	36"	Yes	D
D204	D204	46	0.2	9.2	36"	Yes	D
D205	D205	46	0.2	9.2	36"	Yes	D



C105	C105	47	0.2	9.4	36"	Yes	C
C106	C106				36"	Yes	C
C107	C107				36"	Yes	C
C108	C108	1	0.2	0.2	36"	Yes	C
C109	C109				36"	Yes	C
C110	C110				30"	Yes	C
C111	C111	30	0.2	6	36"	Yes	C
C201	C201	49	0.2	9.8	36"	Yes	C
C202	C202	46	0.2	9.2	36"	Yes	C
C203	C203	46	0.2	9.2	36"	Yes	C
C204	C204	46	0.2	9.2	36"	Yes	C
C205	C205	47	0.2	9.4	36"	Yes	C
C206	C206				36"	Yes	C
C207	C207				36"	Yes	C
C208	C208				36"	Yes	C
C209	C209	1	0.2	0.2	36"	Yes	C

**Schedule-Exit Door - BLDG D**

NO.	SERVING ROOM	OCCUPANT LOAD	EXIT WIDTH FACTOR	EXIT WIDTH REQUIRED	EXIT WIDTH PROVIDED	Exit Door	Building ID
D102	D102	47	0.2	9.4	36"	Yes	D
D103	D103	47	0.2	9.4	36"	Yes	D
D104	D104	47	0.2	9.4	36"	Yes	D
D105	D105	47	0.2	9.4	36"	Yes	D
D106	D106	46	0.2	9.2	36"	Yes	D
D107	D107				36"	Yes	D
D108	D108				36"	Yes	D
D109	D109	1	0.2	0.2	36"	Yes	D
D111	D111				36"	Yes	D
D201	D201	47	0.2	9.4	36"	Yes	D
D202	D202	46	0.2	9.2	36"	Yes	D
D203	D203	46	0.2	9.2	36"	Yes	D
D204	D204	46	0.2	9.2	36"	Yes	D
D205	D205	46	0.2	9.2	36"	Yes	D
D206	D206				36"	Yes	D
D207	D207				36"	Yes	D
D208	D208				36"	Yes	D
D209	D209	1	0.2	0.2	36"	Yes	D
D210C	D210	1	0.2	0.2	36"	Yes	D

**Schedule-Exit Stair-BLDG C & D**

NO.	ROOM NAME	OCCUPANT LOAD	EXIT WIDTH FACTOR	EXIT WIDTH REQUIRED	EXIT WIDTH PROVIDED	Building ID
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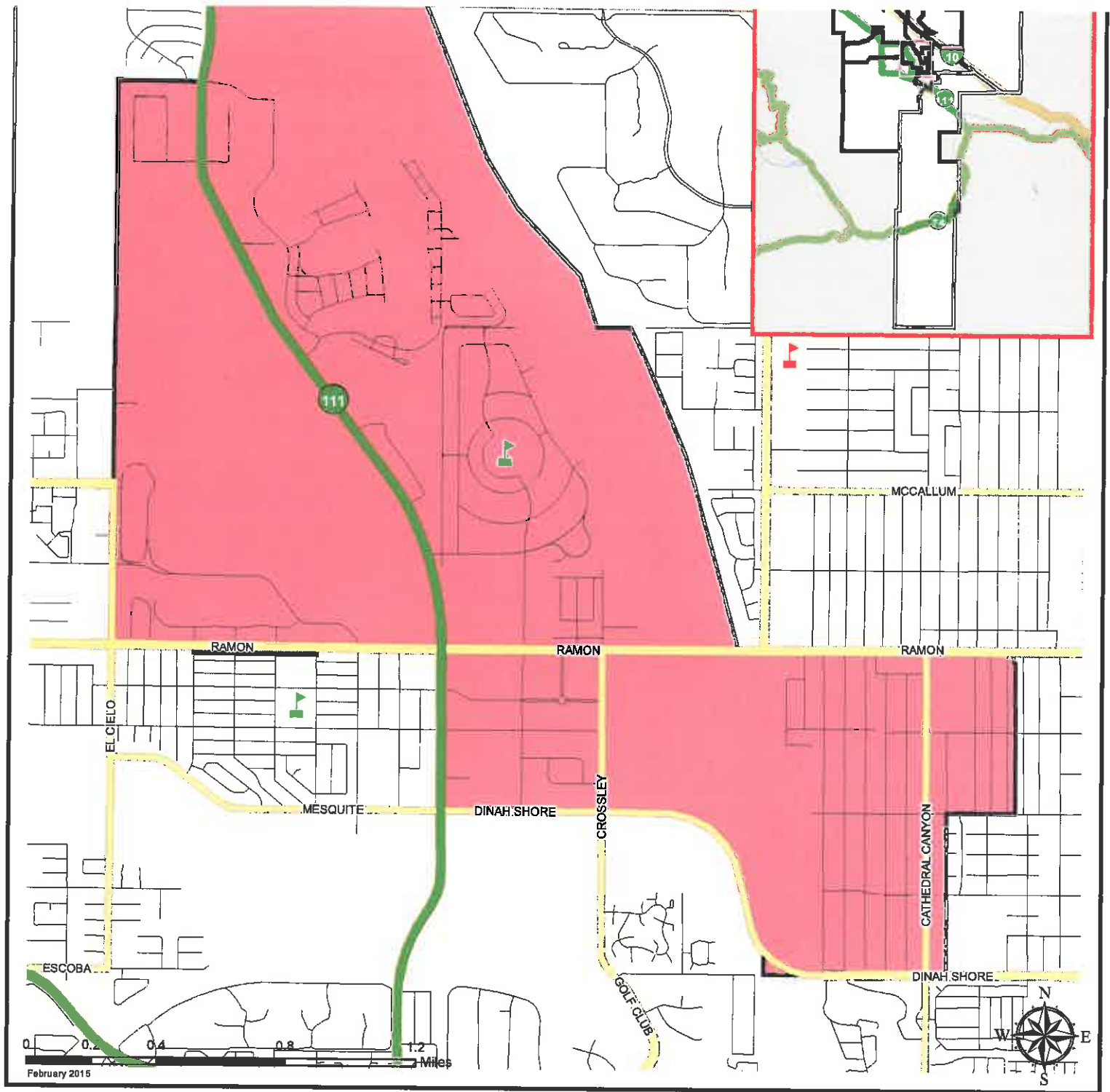
**Schedule-Exit Analysis - BLDG E**

<b>NO.</b>	<b>ROOM NAME</b>	<b>AREA</b>	<b>LOAD FACTOR</b>	<b>OCCUPANT LOAD</b>	<b>NUMBER OF EXITS REQUIRED</b>	<b>EXIT WIDTH FACTOR</b>	<b>EXIT WIDTH REQUIRED</b>	<b>EXIT WIDTH PROVIDED</b>	<b>Building ID</b>
E101	LOBBY	558 SF	7	80	1	0.2	16.6		E
E102	MPR	3337 SF	7	477	2	0.2	97		E
E104	STAGE/PLATFORM	900 SF	15	60	2	0.2	12.4		E
E104B	STAGE/ACCESS RAMP	197 SF							E
E104C	STAGE/ACCESS PLATFORM	291 SF	15	20					E
E105	FLEX CLASSROOM	929 SF	20	47	1	0.2	9.4		E
E105A	STORAGE	188 SF	300	1	1	0.2	0.2		E
E108	VESTIBULE	96 SF							E
E113	ELECT.	59 SF	300	1	1	0.2	0.2		E
E114	IDF	86 SF	300	1	1	0.2	0.2		E
E115	MPR STORAGE	343 SF	300	2	1	0.2	0.4		E
E116	BOYS	214 SF							E
E117	GIRLS	240 SF							E
E118	WALK IN COOLER	82 SF	300	1	1	0.2	0.2		E
E119	WALK IN FREEZER	82 SF	300	1	1	0.2	0.2		E
E120	DRY STORAGE	57 SF	300	1	1	0.2	0.2		E
E121	KITCHEN	1023 SF	200	6	1	0.2	1.2		E
E121A	TOILET	66 SF							E
E122	NON RATED CORRIDOR	513 SF							E
E123	SERVERY	682 SF	15	46	1	0.2	9.4		E
E125	SERVING BAGS STORAGE	39 SF	300	1	1	0.2	0.2		E
E126	MAINTENANCE OFFICE	105 SF	100	1	1	0.2	0.4		E
E126A	MAINTENANCE STORAGE	189 SF	300	1	1	0.2	0.2		E
E127	FIRE RISER	15 SF							E
E128	LUNCH SHELTER	2543 SF							E

**PALM SPRINGS UNIFIED SCHOOL DISTRICT  
PRELIMINARY ENROLLMENT PROJECTIONS - FALL 2016**

	Sub-Total						SDC	TOTAL	2015/2016	1/15/2016	
<b>ELEMENTARY</b>	K	1	2	3	4	5			CBEDS [1]	Enrollment	
Agua Caliente ES	110	90	81	91	88	124	584	0	584	592	599
Bella Vista ES	129	112	131	135	136	150	793	8	801	782	809
Bubbling Wells ES	148	136	114	90	133	121	742	33	775	798	819
Cabot Yerxa ES	144	137	127	126	135	124	793	11	804	779	774
Cahuilla ES	93	83	70	91	72	79	488	44	532	571	579
Cathedral City ES	115	109	125	122	131	150	752	26	778	744	749
Della Lindley ES	115	92	93	105	119	97	621	11	632	662	657
Julius Corsini ES	81	75	64	67	63	82	432	27	459	479	488
Katherine Finchy ES	99	97	100	115	99	115	625	27	652	676	663
Landau ES	148	128	99	130	106	108	719	34	753	708	712
Rancho Mirage ES	92	95	54	68	59	77	445	0	445	424	425
Rio Vista ES	114	110	102	135	127	125	713	24	737	745	739
Sunny Sands ES	130	123	114	121	149	150	787	24	811	868	860
Two Bunch Palms ES	153	130	143	139	136	142	843	20	863	859	879
Vista del Monte ES	120	116	68	70	83	66	523	6	529	477	465
Desert Learning Academy	0	0	0	0	0	0	0	0	0	31	0
<b>TOTAL K-5</b>	<b>1,791</b>	<b>1,633</b>	<b>1,485</b>	<b>1,605</b>	<b>1,636</b>	<b>1,710</b>	<b>9,860</b>	<b>295</b>	<b>10,155</b>	<b>10,185</b>	<b>10,217</b>
<b>MIDDLE</b>	<b>6</b>	<b>7</b>	<b>8</b>								
Desert Springs MS	291	299	278				868	45	913	882	881
James Workman MS	421	491	425				1,337	33	1,370	1,428	1,425
Nellie Coffman MS	340	329	344				1,013	23	1,036	1,094	1,096
Painted Hills MS	266	279	275				820	18	838	837	835
Raymond Cree MS	282	239	284				805	50	855	889	888
Desert Learning Academy	0	3	5				8	0	8	44	12
<b>TOTAL 6-8</b>	<b>1,600</b>	<b>1,637</b>	<b>1,606</b>				<b>4,843</b>	<b>169</b>	<b>5,020</b>	<b>5,174</b>	<b>5,117</b>
<b>HIGH</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>							
Cathedral City HS	473	408	388	272			1,541	97	1,638	1,624	1,637
Desert Hot Springs HS	500	437	424	309			1,670	91	1,761	1,729	1,715
Palm Springs HS	425	477	464	356			1,722	41	1,763	1,781	1,752
Rancho Mirage HS	407	378	423	408			1,616	22	1,638	1,564	1,553
Desert Learning Academy	0	0	0	0			0	0	0	77	0
Mt. San Jacinto	0	0	138	302			440	0	440	432	372
<b>TOTAL 9-12</b>	<b>1,805</b>	<b>1,700</b>	<b>1,837</b>	<b>1,647</b>			<b>6,989</b>	<b>251</b>	<b>7,240</b>	<b>7,207</b>	<b>7,029</b>
<b>TOTAL K-12</b>							<b>21,692</b>	<b>715</b>	<b>22,415</b>	<b>22,566</b>	<b>22,383</b>
<b>INDEPENDENT STUDY/H&amp;H/HOME ISP/CFL</b>									162	0	173
<b>DISTRICT TOTAL</b>									<b>22,577</b>	<b>22,566</b>	<b>22,536</b>

Note: Projections assume current school attendance boundaries and are based on 2015/2016 student enrollment as of November 6, 2015.  
[1] 2015/2016 CBEDS Based on Enrollment on October 2, 2015.



**Boundary Description:**

The area north of Ramon Road, east of El Cielo Road for that portion north of Ramon Road and south of Chia Road, east of Gene Autry Trail for that portion north of Chia Road and south of Vista Chino, west of the Whitewater River for that portion south of Vista Chino and north of Ramon Road. The boundary also includes the area south of Ramon Road, east of the Gene Autry Trail and north of Mesquite Avenue/Dinah Shore Drive for that portion west of Wishing Well Trail and north of 33rd Avenue for that portion east of Wishing Well Trail and west of a line approximately 125 feet east of and parallel to Aurora Vista Road (the lot line between homes located on Aurora Vista Road and Desert Vista Road).



Airport Land Use Commission  
Received  
JAN 29 2016

January 26, 2016

Mr. Simon A. Housman, Chairman  
Riverside County  
Airport Land Use Commission  
Riverside County Administrative Center  
4080 Lemon Street, 14th Floor  
Riverside, CA 92501

Dear Chairman Housman,

The Cathedral City Fire Department has reviewed the Palm Springs Unified School District plans to replace the 1960 era Agua Caliente Elementary School at 30-800 San Luis Rey in Cathedral City.

The fire department supports the replacement of the school to provide a safer facility for the seven-hundred kindergarten through fifth grade students. The new school will include automatic fire sprinklers, integrated fire alarms, and additional fire access lanes and fire hydrants which do not exist at the current school.

The fire department applauds the Palm Springs Unified School District initiative to replace an outdated facility, with a new school which will include built-in life safety and fire protection features.

The construction of the new Agua Caliente Elementary School will improve the neighborhood and provide a point of pride for community members and their students.

Respectfully,

Paul S. Wilson, Fire Chief

C.c. ~~Paul S. Wilson, Fire Chief~~ Airport Land Use Commission, Director  
Julie Arthur, Palm Springs Unified School District -  
Executive Director of Facilities Planning  
Christine J. Anderson, Ed. D, Palm Springs Unified School District -  
Superintendent of Schools  
Charles McClendon, City of Cathedral City - City Manager

32100 DESERT VISTA RD., CATHEDRAL CITY, CA 92234  
Phone: 760-770-8200 Fax: 760-328-3902 [www.cathedralcityfire.org](http://www.cathedralcityfire.org)



## Cathedral City

Airport Land Use Commission  
Received

FEB 04 2016

February 1, 2016

Mr. Simon A. Housman, Chairman  
Riverside County  
Airport Land Use Commission  
Riverside County Administration Center  
4080 Lemon Street, 14<sup>th</sup> Floor  
Riverside, CA 92501

Dear Chairman Housman,

The Cathedral City Community Development Department supports the Palm Springs Unified School District in their endeavor to build a new facility at the current location of the Aqua Caliente Elementary School.

There are many benefits related to the construction of a New School Building both seen and unseen. Upon review of the proposed project it becomes obvious that the School District has exercised due diligence in the consideration of the alternatives of new construction versus retrofitting the current facility.

The current facility has served the public well since 1962 but much has changed over the past fifty years, this includes the scope of the building code which, in addition to employing the latest construction methods and materials also addresses many of society's most important concerns, including public health, safety and site security, environmental protection and air quality, use and sustainability as well as cost efficiency and investment value.

Building equipment and other components may be replaceable and upgradeable, but many aspects of building performance are "designed in" at conception, and are too expensive and difficult to retrofit, modify or change. Some new requirements such as fire safety codes and structural and seismic standards were only in the infancy at the time of the original construction. Others, such as lighting quality, acoustics and air quality which have major effects on health and productivity have undergone major advancements. In large part, building codes establish a building's quality, safety and energy performance for the future.

Sincerely,

Pat Milos, Community Development Director

C.c. Ed Cooper, Riverside County Airport Land Use Commission, Director  
Julie Arthur, Palm Springs Unified School District,  
Executive Director of Facilities Planning  
Christine J. Anderson, Ed. D, Palm Springs Unified School District,  
Superintendent of Schools  
Charles McClendon, City of Cathedral City, City Manager

# 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, 14<sup>th</sup> Floor, Riverside, California 92501, Monday through Thursday from 8:00 a.m. to 5:00 p.m., and by prescheduled appointment on Fridays, from 9:00 a.m. to 5:00 p.m.

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

DATE OF HEARING: March 10, 2016

TIME OF HEARING: 9:00 A.M.

### CASE DESCRIPTION:

ZAP1038PS16 – Palm Springs Unified School District (Representative: John Vega) - Environmental Impact Report State Clearinghouse No. 2015031105. Palm Springs Unified School District proposes to replace existing buildings at Agua Caliente Elementary School located at 30-800 San Luis Rey Drive inside San Gabriel Drive Circle in Cathedral City with five new buildings at different areas within the school's existing campus. The project would facilitate an increase in the capacity of the school so as to allow for an enrollment of up to 850 students, specifically including the addition of 120 pre-kindergarten students. (Airport Compatibility Zone 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) 416-6117.

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

ALUC Identification No.  
 SCH#2015031105  
 ZAP 1038 PS 16

**PROJECT PROPONENT (TO BE COMPLETED BY APPLICANT)**

Date of Application 11-2-15  
 Property Owner PALM SPRINGS USD Phone Number 760-416-6117  
 Mailing Address 980 E. TANQUITZ CANYON WAY, STE. 202  
PALM SPRINGS, CA 92262

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 30-800 SAN LUIS KEY  
CATHEDRAL CITY, CA 92234  
 Assessor's Parcel No. 677323013, 677333014, 677343018, 677351001 Parcel Size (Collective) 12 ACRES  
 Subdivision Name PALM SPRINGS COUNTRY CLUB ESTATES  
 Lot Number 9999 Zoning Classification SCHOOL

P.S.  
 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) ELEMENTARY SCHOOL

Proposed Land Use (describe) ELEMENTARY SCHOOL

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) 35 FT ft.  
 Highest Elevation (above sea level) of Any Object or Terrain on Site 35 FT ft.

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



**REFERRING AGENCY (APPLICANT OR JURISDICTION TO COMPLETE)**

Date Received	<u>11-16-15</u>	Type of Project	<u>PUBLIC SCHOOL (Knock down. REBUILD)</u>
Agency Name	<u>PALM SPRINGS USD</u>	<input type="checkbox"/> General Plan Amendment	
Staff Contact	<u>JOHN VEGA</u>	<input type="checkbox"/> Zoning Amendment or Variance	
Phone Number	<u>760-416-6117</u>	<input type="checkbox"/> Subdivision Approval	
Agency's Project No.	<u>67173-181</u>	<input type="checkbox"/> Use Permit	
		<input checked="" 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

## Brady, Russell

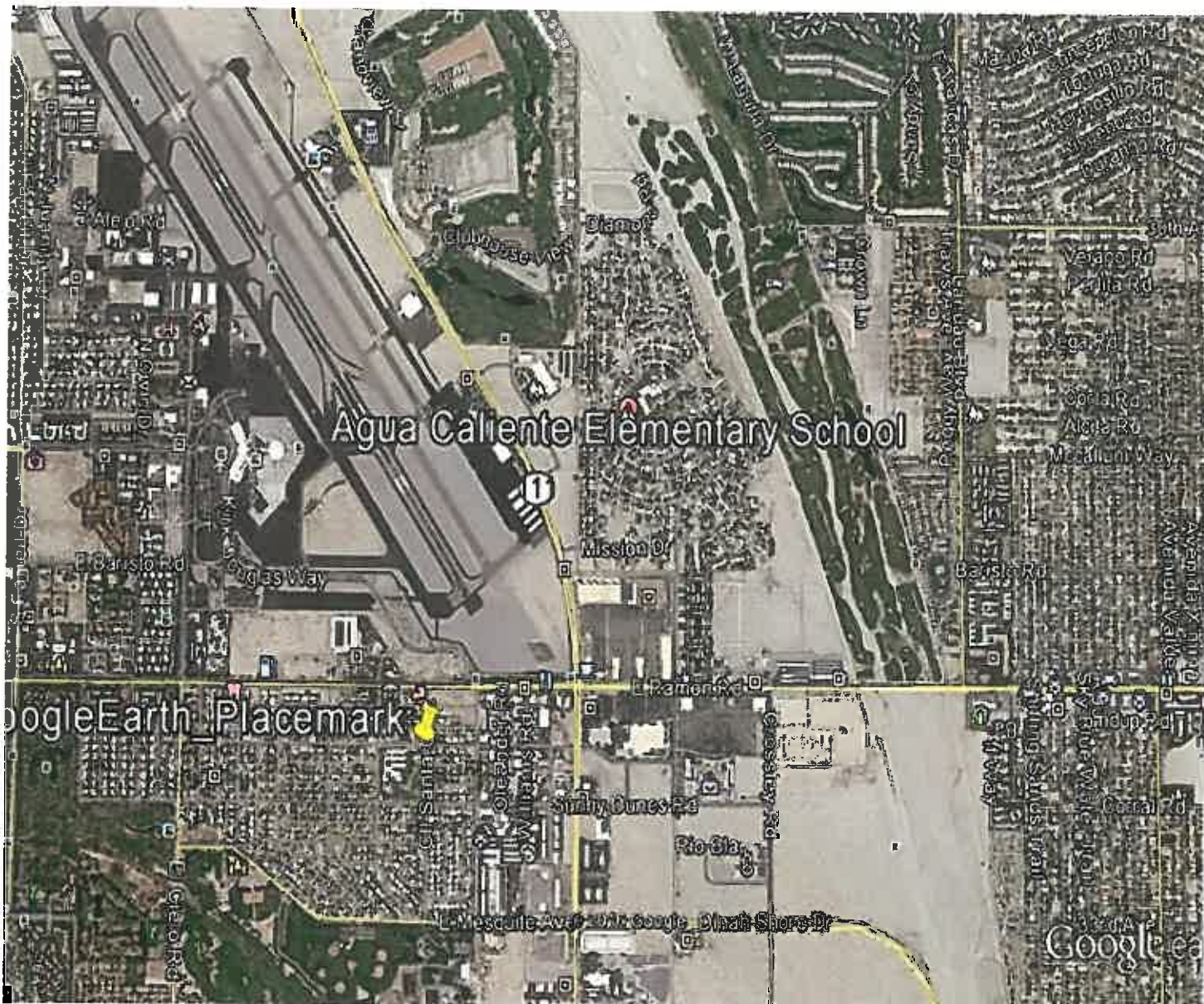
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**From:** Arthur, Julie (jarthur@psusd.us) <jarthur@psusd.us>  
**Sent:** Thursday, February 18, 2016 1:32 PM  
**To:** Brady, Russell  
**Cc:** Guerin, John; Vega, John (jvega@psusd.us)  
**Subject:** RE: ALUC and Agua Caliente Elementary School  
**Attachments:** Agua Caliente ES.pdf; Elementary Enrollment 2016.pdf

**Importance:** High

Hi Russell,

It seems that the review of Agua Caliente is being looked at using new school criteria. This is an existing school with 600 students and has been operating as a public school in its current location since 1962. The school is integral to the community known as the Dream Homes. Agua Caliente was built and continues to be a neighborhood walking school. To answer your question, "since children's schools are a discouraged use within Zone D, did the district consider any alternative sites?"



Attached is a copy of the Agua Caliente boundaries and a map of the surrounding area. As you can see there is no other area of 12 acres of residential fee land, not in the flood zone, which can accommodate 600 students of this neighborhood. I specify fee land as California Department of Education does not allow the district's to build schools on land they do not own nor do they allow schools to be built in flood zones. The nearby schools do not have the ability to absorb 600 more students. Busing students out of the neighborhood to other locations (potential legal challenge) would cost the district roughly \$350,000 a year in addition to adding classroom to other schools to absorb the students which would impact these schools greatly and cost taxpayers roughly \$10 million dollars. The Elementary enrollment number file is attached as well. So moving the school to another location is not an option as it has well serviced the Dream Home Community for 54 years.

Again, this is an existing school site which has been in place since 1962 servicing an economically challenged neighborhood. Closing of this school could potentially bring legal challenges by a number of private and public agencies, including the City of Cathedral City. The PSUSD board of education members have voted to spend district capital dollars to build new buildings on the same site and in doing so solve some of the ingress/egress challenges on the existing school site. The new buildings would meet all new building codes for fire, life and security as well as bring in a new fire line and hydrant to the school. The District had the option to renovate the existing buildings but did not feel this was economically efficient as the same cost would be necessary and the buildings would still be over 50-years-old and

under the 1960s building code. The same number of students exist on the school site now as they will exist in the future.

The District is requesting an approval of incompatible use by using the ALUC Plan 3.3.6 Other Special Conditions due to terrain, specific location or extraordinary factors requesting an exemption due to the natural use of Whitewater River Channel and Cimarron Golf course to the east of the school site, Gene Autry/Highway 111 to the west and the Whitewater River Channel to the north, and the existing shopping center to the south, all within 1000 feet of the Agua Caliente Elementary school.

I am available to meet on Thursday afternoon (2/25) or Friday morning (2/26). Please let me know if either of these times work for your schedule.

Thank you.

*Julie Arthur*

Executive Director  
of Facilities Planning  
760.416.6117



Do you really need to print this e-mail?

---

**From:** Brady, Russell [mailto:rbrady@rctlma.org]  
**Sent:** Thursday, February 18, 2016 11:10 AM  
**To:** Vega, John (jvega@psusd.us)  
**Cc:** Guerin, John; Arthur, Julie (jarthur@psusd.us)  
**Subject:** RE: You have received a Files2U package from John Vega

John, I just wanted to follow up on my prior two emails to see if you have any information regarding this and I also wanted to encourage again to meet to go over the project and our analysis and what the District's intentions are if a determination of Inconsistency is made by the Commission.

Thanks

**Russell Brady**  
Riverside County Airport Land Use Commission  
ALUC Planner

4080 Lemon Street, 14<sup>th</sup> Floor  
Riverside, CA 92501  
(951) 955-0549  
(951) 955-0923 (fax)  
[rbrady@rctlma.org](mailto:rbrady@rctlma.org)

---

**From:** Brady, Russell  
**Sent:** Tuesday, February 16, 2016 8:48 AM  
**To:** 'Vega, John (jvega@psusd.us)'  
**Cc:** Guerin, John  
**Subject:** RE: You have received a Files2U package from John Vega

Also, forgot to note again, is there anything that prevents the school district from locating the school elsewhere or at least something that makes this site far more viable and favorable than relocating?



# PALM SPRINGS UNIFIED SCHOOL DISTRICT

980 EAST TAHQUITZ CANYON WAY  
PALM SPRINGS, CALIFORNIA 92262-0119  
(760) 416-6000

**CHRISTINE J. ANDERSON, Ed.D, Superintendent of Schools**

**BOARD OF EDUCATION:** SHARI STEWART, *President* – JOHN GERARDI, *Clerk*  
RICHARD CLAPP, *Member* – KAREN CORNETT, *Member* – JAMES WILLIAMSON, *MEMBER*

January 6, 2016

**Sent Overnight Federal Express mail**

John Guerin, Principal Planner  
Riverside County Airport Land Use Commission  
4080 Lemon Street, 14<sup>th</sup> Floor  
Riverside, CA 92501

RE: Agua Caliente Elementary School Relocation project

Dear Mr. Guerin:

Attached is the following to complete PSUSD's ALUC submission package reviews items:

- Warrant in the amount of \$2,723
- 1 gummed address label of the PSUSD
- 1 set gummed address labels of all property owners within 300 foot radius of school site

The project is only referred by the school district itself, so county or city address labels are not relevant. If further items are needed, please contact me directly at 760.416.6117. Once staff has reviewed the application and if the application is deemed complete, the district would like to meet and discuss the project prior to a findings letter being sent. I can be reached at [jarthur@psusd.us](mailto:jarthur@psusd.us). Thank you.

Sincerely,

  
Julie Arthur  
Executive Director  
Facilities Planning and Development

JA:dd

Enclosures

**Document Details Report  
State Clearinghouse Data Base**

**SCH#** 2015031105  
**Project Title** Agua Caliente Elementary School  
**Lead Agency** Palm Springs Unified School District

**Type** EIR Draft EIR

**Description** The project involves the phased relocation of existing Agua Caliente Elementary School (ACES) campus facilities. The PSUSD also proposes to add up to 120 students and associated faculty for a Pre-Kindergarten level at the ACES campus. The project would construct up to 82,544 sf of building space throughout six new facilities, a playground, fields, hardcourts, and parking and bus drop-off access. Construction of the new campus facilities and demolition of the existing campus facilities would occur concurrently on the ACES campus throughout an 18-month phased development. The ACES campus would remain in operation and would incrementally vacate and relocate students and faculty into the new buildings. The PSUSD anticipates that all ACES operations would be moved into the new campus facilities by 2018.

**Lead Agency Contact**

**Name** Julie Arthur  
**Agency** Palm Springs Unified School District  
**Phone** (760) 416-6114  
**email**  
**Address** 980 E. Tahquitz Canyon Way, Suite 202  
**City** Palm Springs  
**State** CA **Zip** 92262  
**Fax**

**Project Location**

**County** Riverside  
**City** Cathedral City  
**Region**  
**Lat / Long** 33° 49' 29.36" N / 116° 29' 22.32" W  
**Cross Streets** San Luis Rey Drive and Plaza Circle  
**Parcel No.** 677-929-013  
**Township** 4S **Range** 5E **Section** 17 **Base** SBB&M

**Proximity to:**

**Highways** SR 111  
**Airports** PSP  
**Railways**  
**Waterways** Whitewater River  
**Schools** Agua Caliente  
**Land Use** School Uses

**Project Issues** Noise; Public Services; Toxic/Hazardous; Traffic/Circulation; Water Quality; Cumulative Effects; Other Issues; Air Quality

**Reviewing Agencies** Resources Agency; Department of Fish and Wildlife, Region 6; Department of Parks and Recreation; Department of Water Resources; Caltrans, Division of Aeronautics; California Highway Patrol; Caltrans, District 8; Air Resources Board; Regional Water Quality Control Board, Region 7; Department of Toxic Substances Control; Native American Heritage Commission

**Date Received** 09/04/2015 **Start of Review** 09/04/2015 **End of Review** 10/19/2015



# AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY

**CHAIR**  
Simon Housman  
Rancho Mirage

**VICE CHAIRMAN**  
Rod Ballance  
Riverside

**COMMISSIONERS**  
Arthur Butler  
Riverside

John Lyon  
Riverside

Glen Holmes  
Hemet

Greg Pettis  
Cathedral City

Steve Manos  
Lake Elsinore

**STAFF**

Director  
Ed Cooper

John Guerin  
Russell Brady  
Barbara Santos

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

[www.rcaluc.org](http://www.rcaluc.org)

October 19, 2015

Ms. Julie Arthur, Executive Director of Facilities Planning  
Palm Springs Unified School District  
980 East Tahquitz Canyon Way, Suite 202  
Palm Springs CA 92262

**RE: Agua Caliente Elementary School Relocation Project – Draft Environmental Impact Report**

Dear Ms. Arthur:

Thank you for providing the Riverside County Airport Land Use Commission (ALUC) with a CD copy of the Public Draft Environmental Impact Report for the proposed Agua Caliente Elementary School (relocation/expansion) Project (SCH#2015031105). The proposed facilities will be relocated within the overall boundaries of the existing campus. However, the project would facilitate an increased capacity of the site so as to allow for an enrollment of up to 850 students, specifically including the addition of 120 pre-kindergarten students.

The project site is located within Airport Compatibility Zone D of the Palm Springs International Airport Influence Area. The Draft Environmental Impact Report acknowledges on page 4.3-21 that the allowable intensity within Compatibility Zone D is limited to an average of 100 persons per acre, with a maximum intensity of 300 persons, and proceeds to indicate that total site occupancy would be 925 people, resulting in an average intensity of 83 persons per acre, which would be within the allowable intensity limits. However, the statement that the project “would not exceed the maximum intensity of 300 persons per acre” is not substantiated. The statement seems to rely on the assertion that the 61,503 square feet of new buildings “would span across approximately half of the 12-acre Project Site.” The authors may not have appreciated that the single-acre intensity standard of 300 persons relates to the maximum allowable number of people in the most intensely occupied one-acre area of the site (measured as a 210-foot-by-210-foot area).

Sub-section (f) of Section 21670 of the California Public Utilities Code (CPUC) specifies that “special districts, school districts, and community college districts are included among the local agencies that are subject to airport land use laws and other requirements of this article.” ALUC review is required for all projects within an Airport Influence Area unless the approving jurisdiction has received a determination of consistency with the presently applicable Compatibility Plan for its General Plan (or the equivalent Facilities Master Plan, in the case of a school district), or has taken action to overrule the Compatibility Plan in accordance with the process specified in the California Public Utilities Code.

In our letter of April 23, 2015 submitted in response to the Notice of Preparation and Initial Study, we advised that this project should be submitted to ALUC for official review and noted the online location at which ALUC application forms could be accessed. Had prompt action been taken, the ALUC process could have been completed this summer. The process is still a requirement of the CPUC, as referenced above.

As noted in our April 23, 2015 letter, we would need to review full-size site plans and floor

2-1

**AIRPORT LAND USE COMMISSION**

**October 19, 2015**

plans in order to fully evaluate the potential single-acre intensity levels that would be generated by this project.

2-1

In addition to project intensity, concerns that ALUC would address include open land and structure height. The site includes 12 acres of land. Pursuant to Table 2A of the 2004 Riverside County Airport Land Use Compatibility Plan, projects 10 acres or larger in size in Compatibility Zone D must set aside at least ten percent of site area as ALUC-qualifying open area, consisting of areas not less than 75 feet in width and 300 feet in length that are free of obstructions such as poles, trees larger than 4 inches in diameter at any height four or more feet above the ground, overhead wires, trash enclosures, and carport overhangs.

2-2

Notification to the Federal Aviation Administration Obstruction Evaluation Service through online Form 7460-1 (<https://oeaaa.faa.gov>) is required for projects when the elevation at the highest point (top of structures) would exceed the elevation of the nearest runway greater than 3,200 feet in length by more than one foot for every 100 feet of distance from the runway to that structure.

The elevation of the primary runway at Palm Springs International Airport at its southerly terminus is 395.5 feet above mean sea level. If we assume that the project site is approximately 2,400 feet from the runway, then any structure whose top point exceeds 419.5 feet in elevation above mean sea level would require such notice to the FAA. Based on the on-site elevation of 392 feet above mean sea level, new structures at least 27.5 feet in height (including any roof-mounted appurtenances such as elevator shafts) would require FAA notice.

2-3

Please be advised that the FAA notification requirement is independent of ALUC action and whether or not an Airport Influence Area has been established pursuant to California state law.

Thank you for the opportunity to provide comments. ALUC staff would welcome an opportunity to meet with you and the project team (as you may see fit) to evaluate the proposed project in relation to applicable airport land use compatibility criteria pursuant to the 2004 Riverside County Airport Land Use Compatibility Plan and the 2005 Palm Springs International Airport Land Use Compatibility Plan. If you have any questions, please contact John Guerin of ALUC staff at (951) 955-0982.

2-4

Sincerely,  
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

  
Edward C. Cooper, Director

JJGJG

cc: Phillip Crimmins, California Division of Aeronautics  
Thomas Nolan, Executive Director, Palm Springs International Airport  
Simon A. Housman, Chairman, Riverside County ALUC  
ALUC Staff



## COMMENT LETTER NO. 2

Riverside County Airport Land Use Commission  
Edward C. Cooper, Director  
4080 Lemon Street, 14th Floor  
Riverside, California 92501

### Response to Comment 2-1

As stated in **Section 2.0, Project Description**, the Project involves the relocation of school facilities on the existing Agua Caliente Elementary School (ACES) campus with the construction of up to 61,503 square feet of new building space across the 12-acre site. The existing structures, which are currently located on the northwestern portion of the Project Site, would be demolished upon completion of the new structures and the area would be converted for recreational and playground use. The campus would be relocated to the southern half of the existing site and simply be reconfigured to accommodate the new buildings. The campus would maintain approximately 6 acres of open and recreational play area, albeit now on the northern half of the campus.

The relocated elementary school would have a maximum capacity of 875 students. The ACES campus has been in operation since 1962 with historic enrollments over the last decade ranging from a peak enrollment of 845 students during the 2005/2006 school year to an enrollment of 621 students during the 2014/2015 school year.<sup>1</sup> The Project's proposed enrollment of 875 students does not substantially exceed (30 more than the peak enrollment in 2005/2006) this range of students that have historically occupied the Project Site in recent years. As the school has existed on the Project Site for over 50 years with enrollments similar to those proposed after the site has been reconfigured, any change in site density would be considered insignificant. Furthermore, the Riverside County Airport Land Use Commission (ALUC) has been aware of the ACES campus since it was built in 1962 and has not raised any issues of concern related to its location or operations during that time.

It should be noted that other existing uses within proximity to the Palm Springs International Airport have similar or higher population densities than those on the Project Site. Such uses include the Springs Shopping Center and the Gene Autry Plaza, which are located approximately 0.25 and 0.50 miles south of the Project Site, respectively.

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1 California Department of Education, Data Reporting Office, "K-12 Public School Enrollment" <http://data1.cde.ca.gov/dataquest/DQ/EnrTimeRptSch.aspx?cYear=2014-15&Level=School&cName=Agua+Caliente+Elemen&cCode=6032387&dCode=3367173>, accessed October 2015.

The District is aware of and acknowledges the requirement to coordinate with the ALUC to ensure that the Project complies with the appropriate requirements. As such, the District will submit an application with the ALUC pursuant to Section 21670(f) of the California Public Utilities Code.

### **Response to Comment 2-2**

As previously noted, the proposed Project would relocate existing structures across the 12-acre Project Site and would retain approximately 50 percent of the site for playground and recreational space. The relocated campus would exceed the ALUC requirements for dedicated open space. The tallest structure on the Project Site would be a maximum of 35 feet, which would not exceed the ALUC's structure height requirements of 70 feet within Airport Compatibility Zone D. The reconfigured campus would remain compliant with the ALUC's open land and structure height requirements. However, District will coordinate with the ALUC to ensure that the proposed Project complies with these requirements.

### **Response to Comment 2-3**

As indicated by the ALUC, pursuant to Title 14, Part 77 of the Code of Federal Regulations, any structures on the Project Site exceeding 27.5 feet in height would require FAA notice. The proposed library building would be the tallest structure on the Project Site at a maximum of 35 feet above grade. As required, the District has notified the Federal Aviation Administration (FAA) and is currently participating in the FAA's aeronautical study filing procedures. The pending application was filed with the FAA on October 27th, 2015 and is identified by the Aeronautical Study Number (ASN) 2015-AWP-10625-OE.

### **Response to Comment 2-4**

The District is open to the opportunity to meet with the ALUC to discuss the Project in relation to applicable airport land use compatibility criteria. The comment is acknowledged.

# RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

## STAFF REPORT

### ADMINISTRATIVE ITEMS

- 4.1 Director's Approvals. During the period of January 23, 2016 through February 10, 2016, as authorized pursuant to Section 1.5.2(d) of the 2004 Riverside County Airport Land Use Compatibility Plan, ALUC Director Ed Cooper reviewed two non-legislative cases within Compatibility Zones D and E of Airport Influence Areas and issued determinations of consistency.

ZAP1174MA16 (March, Zone E) pertains to Tentative Parcel Map No. 37009, a proposal to subdivide 4.35 acres located northerly of University Avenue, westerly of Cranford Avenue, southerly of 7<sup>th</sup> Street, and easterly of Chicago Avenue in the City of Riverside into two lots. The site is more than 500 feet lower than the elevation of Runway 14-32 at March Air Reserve Base/Inland Port Airport, but it is located approximately 18,200 feet from Flabob Airport. The elevation of Flabob's Runway 6-24 at its northeasterly terminus is approximately 766.8 feet above mean sea level. The project site elevation is approximately 972 feet above mean sea level. If Flabob's runway were longer than 3,200 feet, any development at this site would require notification to the Federal Aviation Administration (FAA) Obstruction Evaluation Service. However, as Flabob's runway does not exceed a length of 3,200 feet, the applicable slope ratio is 50:1, rather than 100:1, allowing top point elevations up to 1,130 feet above mean sea level at this distance without notification. Therefore, FAA review for height/elevation reasons was not required. ALUC Director Ed Cooper issued a determination of consistency for this project on January 27, 2016.

ZAP1074RI16 (Riverside Municipal, Zone D) pertains to City of Riverside Case No. P15-0827 (Variance), a proposal to construct a 55 foot tall monopine wireless communication facility within a 267 square foot construction area on a 5.21-acre site located at the northeasterly corner of California Avenue and Adams Street in the City of Riverside. The elevation of Runway 16-34 at its southerly terminus is 747 feet above mean sea level. At a distance of 6,143 feet from Runway 16-34, structures with a top point elevation exceeding 808 feet above mean sea level require notification to the FAA Obstruction Evaluation Service. The site has an elevation of 771 feet above mean sea level, and the top point of the proposed monopine would exceed 808 by 18 to 23 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 November 12, 2015. ALUC Director Ed Cooper issued a determination of consistency for this Variance on February 10, 2016.

Additionally, as authorized pursuant to ALUC Resolution No. 2011-02, ALUC Director Ed Cooper reviewed a text amendment to the City of Riverside General Plan and issued a consistency letter based on the project having no possibility of being inconsistent with the land use planning guidelines contained in the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (March ALUCP). ZAP1173MA16 pertains to City of Riverside Case No. P12-0220 (General Plan Amendment), a proposal to delete Policy CCM-4.4 within the Circulation and Community Mobility Element of the City's General Plan, which prohibited "the removal of the Crystal View Terrace barrier prior to the connection of Overlook Parkway across the Alessandro Arroyo." The deletion of this policy would not increase the density or intensity of development and, therefore, has no potential impact on airport land use compatibility, no

possibility of being inconsistent with the March ALUCP, and no possibility of impacting the safety of air navigation or the long-term viability of airport operations. ALUC Director Ed Cooper issued a determination of consistency for this General Plan Amendment on January 29, 2016.

Finally, as authorized pursuant to the Commission's specific delegation of authority at its February 11, 2016 meeting, ALUC Director Ed Cooper reviewed an amendment to the March Business Center/Meridian Specific Plan (South Campus) that would realign three road segments southerly of Van Buren Boulevard (Krameria Avenue, Street M, and Village West Drive) within the jurisdictional boundaries of March Joint Powers Authority. The realignments result in changes in acreages of Planning Areas and land use jurisdictions, necessitating a General Plan Amendment. Acreages designated for Office, Mixed Use, Business Park, and Industrial uses would decrease by 6.9, 6.7, 6.1, and 1.7 acres, respectively, while acreage designated for Parks, Recreation, and Open Space would increase by 15.1 acres and Commercial acreage would increase by 0.3 acres. The Specific Plan is in the March Business Center Exception Area of the March ALUCP. The amendments do not increase the overall intensity of development, have no potential impact on airport land use compatibility, and have no impact on the safety of air navigation. ALUC Director Ed Cooper issued a determination of consistency for these amendments on February 25, 2016.

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

Y:\ALUC\ALUC Administrative Items\Admin. 2016\ADmin Item 03-10-16.doc



# AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY

January 27, 2016

**CHAIR**  
Simon Housman  
Rancho Mirage

**VICE CHAIRMAN**  
Rod Ballance  
Riverside

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**Director**  
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Russell Brady  
Barbara Santos

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

[www.rcaluc.org](http://www.rcaluc.org)

Ms. Candice Assadzadeh, 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.: ZAP1174MA16  
Related File No.: PM 37009 (Tentative Parcel Map)  
APN: 250-170-036

Dear Ms. Assadzadeh:

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 Tentative Parcel Map No. 37009, a proposal to subdivide 4.35 acres located northerly of University Avenue, westerly of Cranford Avenue, southerly of 7<sup>th</sup> Street, and easterly of Chicago Avenue in the City of Riverside into two lots.

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.

The elevation of the site is more than 500 feet lower than the elevation of Runway 14-32 (1535 feet above mean sea level) at March Air Reserve Base/Inland Port Airport (March ARB/IP). The site is located approximately 18,200 feet from Flabob Airport. The elevation of Runway 6-24 at its northeasterly terminus is approximately 766.8 feet AMSL. However, as Flabob's runway does not exceed a length of 3,200 feet, the applicable slope ratio is 50:1. Therefore, at this distance, FAA review for height/elevation reasons would not be required for any structures with peak elevations less than 1130.8 feet AMSL. The project site has an existing maximum elevation of approximately 972 feet AMSL and a maximum allowable building height of 75 feet (pursuant to CR zone) for a total maximum potential elevation of 1047 feet AMSL. Therefore, review by the Federal Aviation Administration Obstruction Evaluation Service for height/elevation reasons is not required.

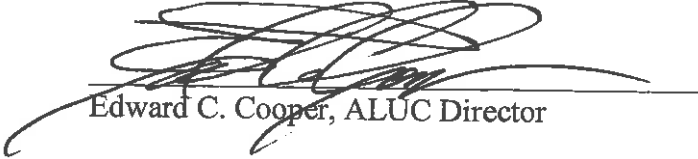
As ALUC Director, I hereby find the above-referenced Tentative Parcel Map **CONSISTENT** with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, subject to the following conditions:

**CONDITIONS:**

1. Any new outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses 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 proposed lots and to tenants of structures on those lots.
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



Edward C. Cooper, ALUC Director

Attachments: Notice of Airport in Vicinity

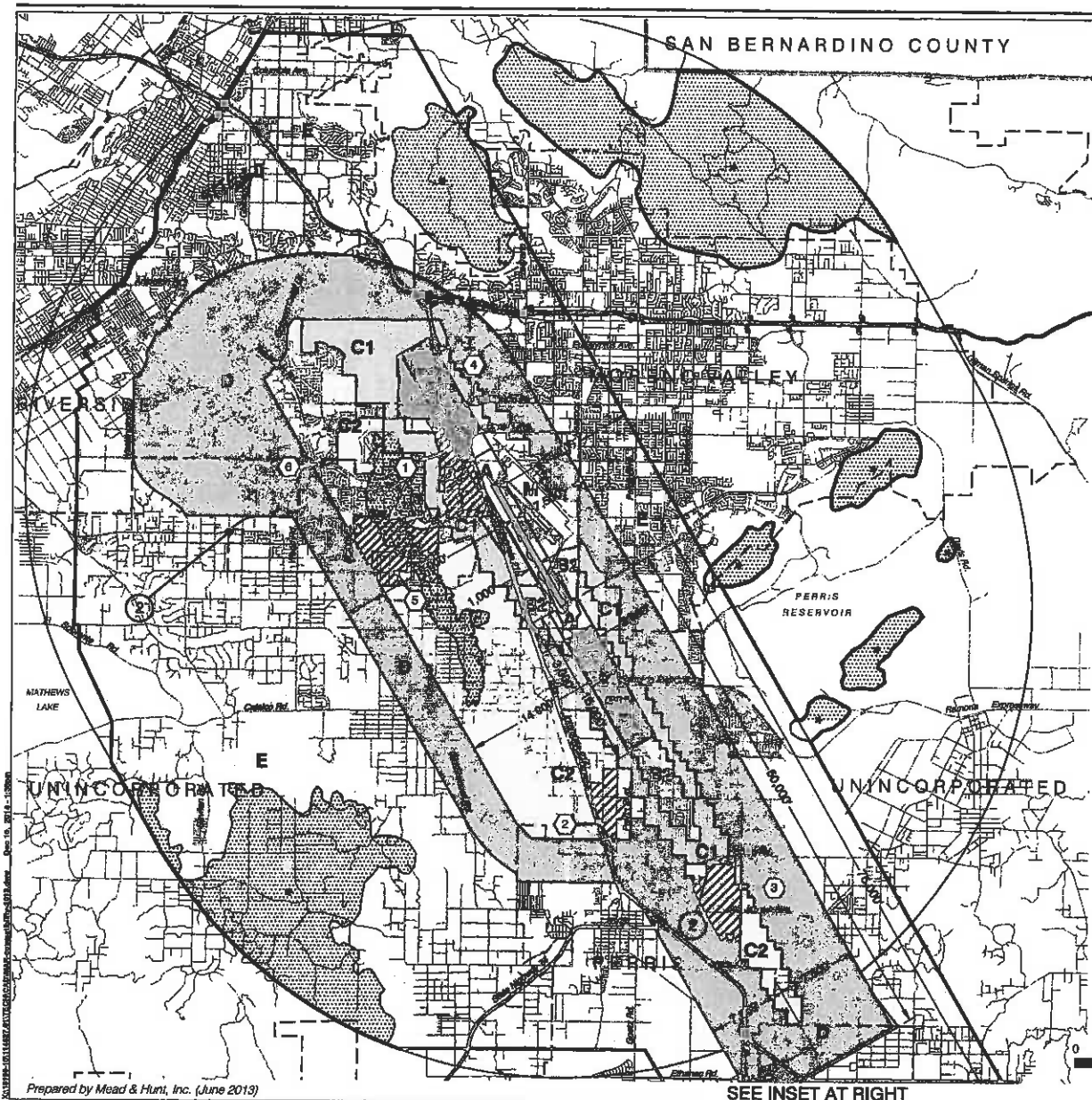
cc: Meiberlee International (applicant/representative/payee)  
Psomas (representative)  
Gary Gosliga, Airport Manager, March Inland Port Airport Authority  
Denise Hauser or Sonia Pierce, March Air Reserve Base  
ALUC Case File

Y:\AIRPORT CASE FILES\March\ZAP1174MA16\ZAP1174MA16.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**

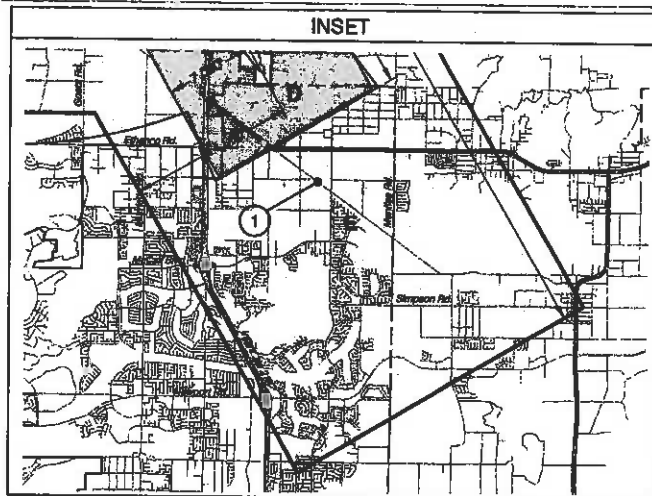
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

- 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)**

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



Base map source: County of Riverside 2013

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

SEE INSET AT RIGHT

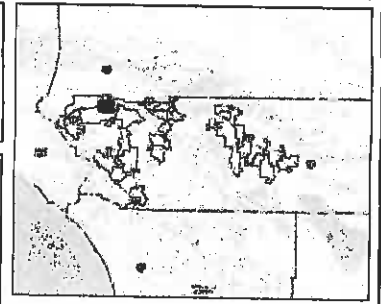
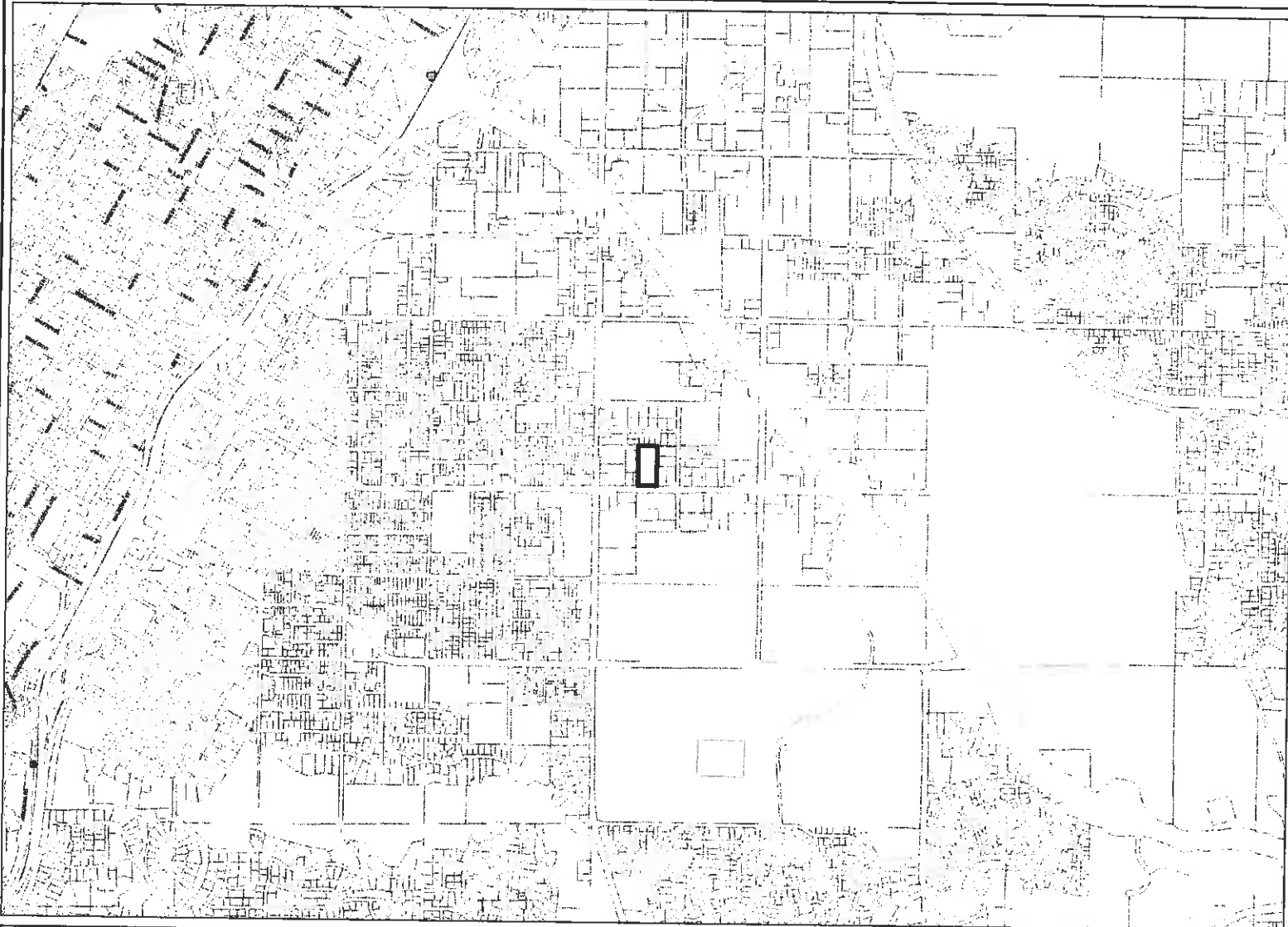
Map MA-1

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

# TPM 37009 VICINITY MAP



# 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



0 2,925 5,849 Feet



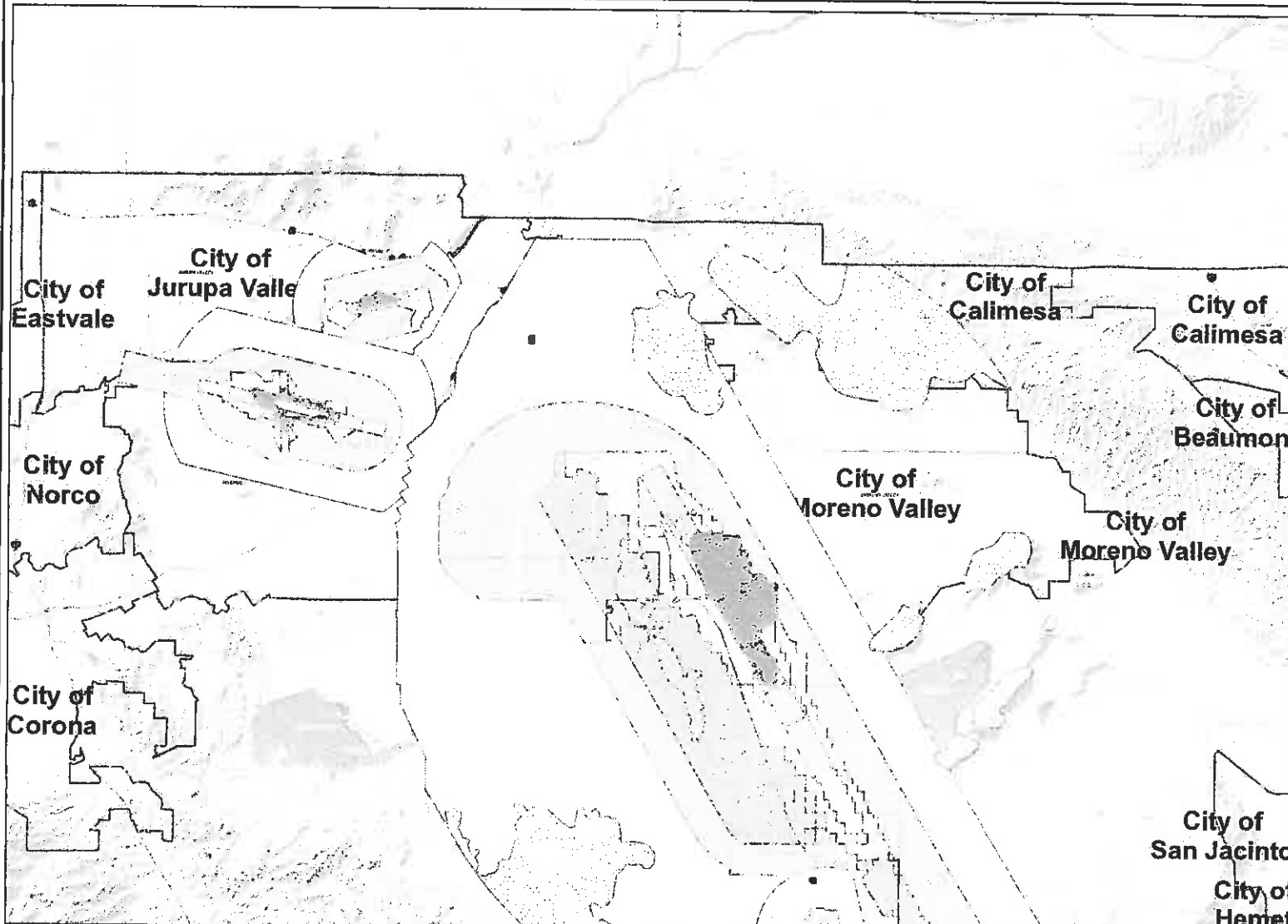
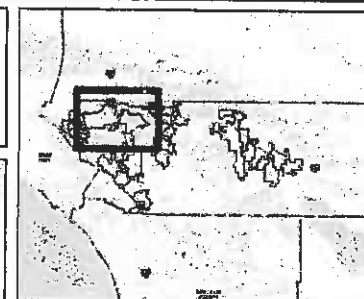
**\*IMPORTANT\*** Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, 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
- 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-EXC6
- C2-HIGHT
- C2-HIGHT-EXC1



0 23,398 46,796 Feet



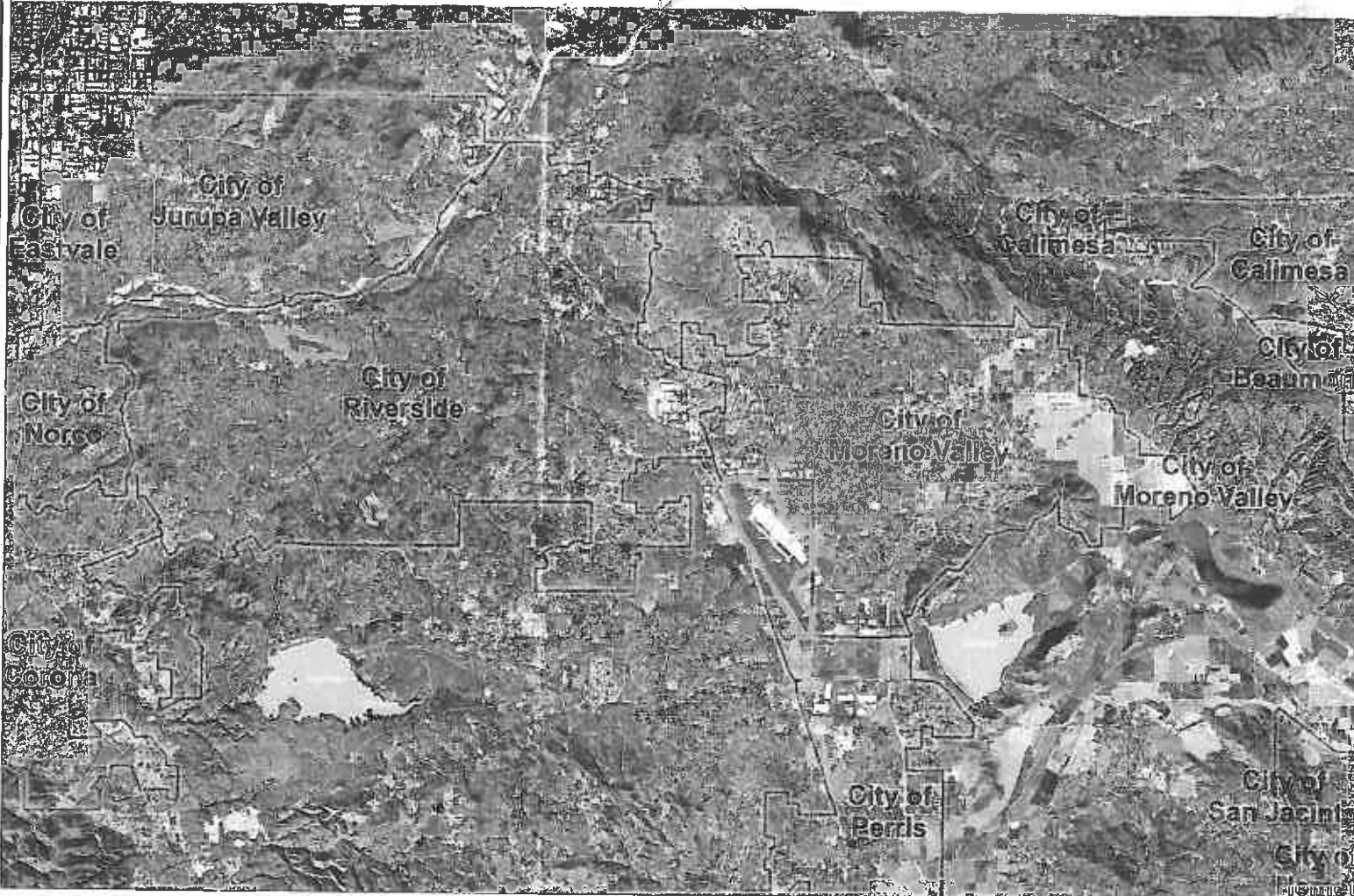
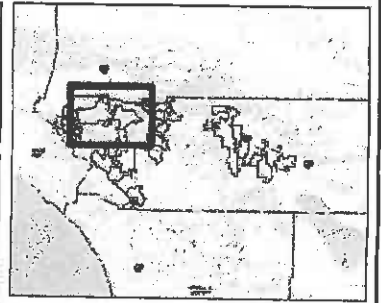
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## Notes

# My Map



**Legend**

- Airports
- 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



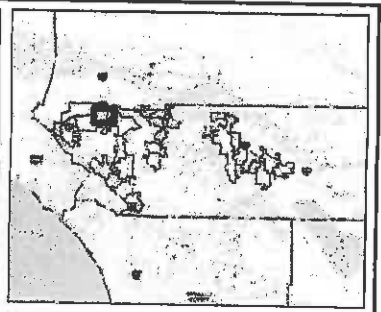
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**Notes**

# My Map



**Legend**

-  Airports
-  Runways
-  City Boundaries



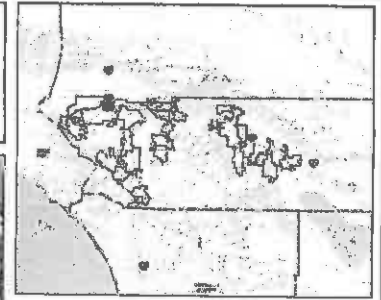
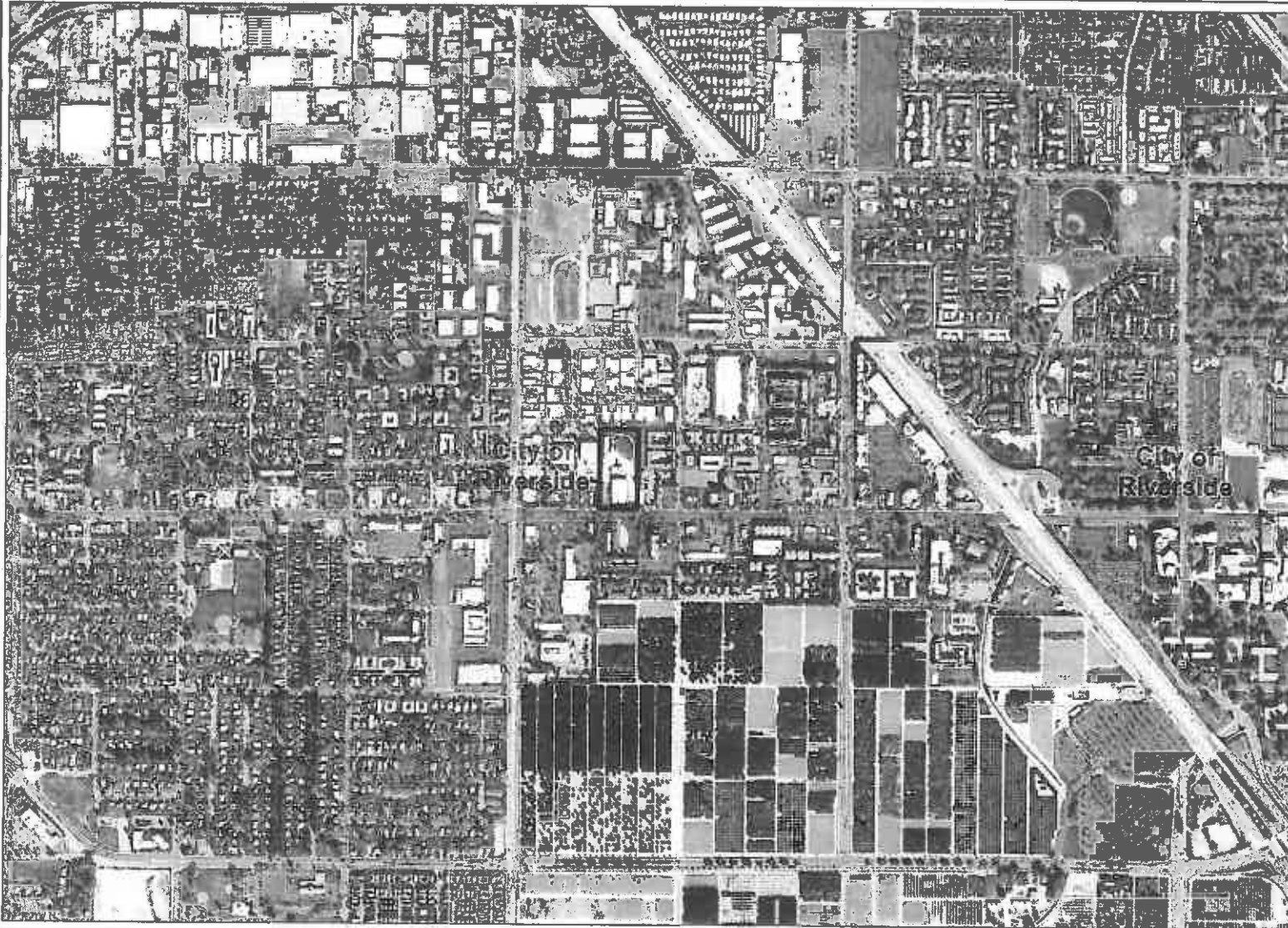
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## Notes

# My Map



## Legend

-  Airports
-  Runways
-  City Boundaries



0 1,462 2,925 Feet



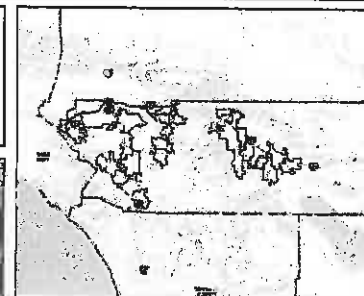
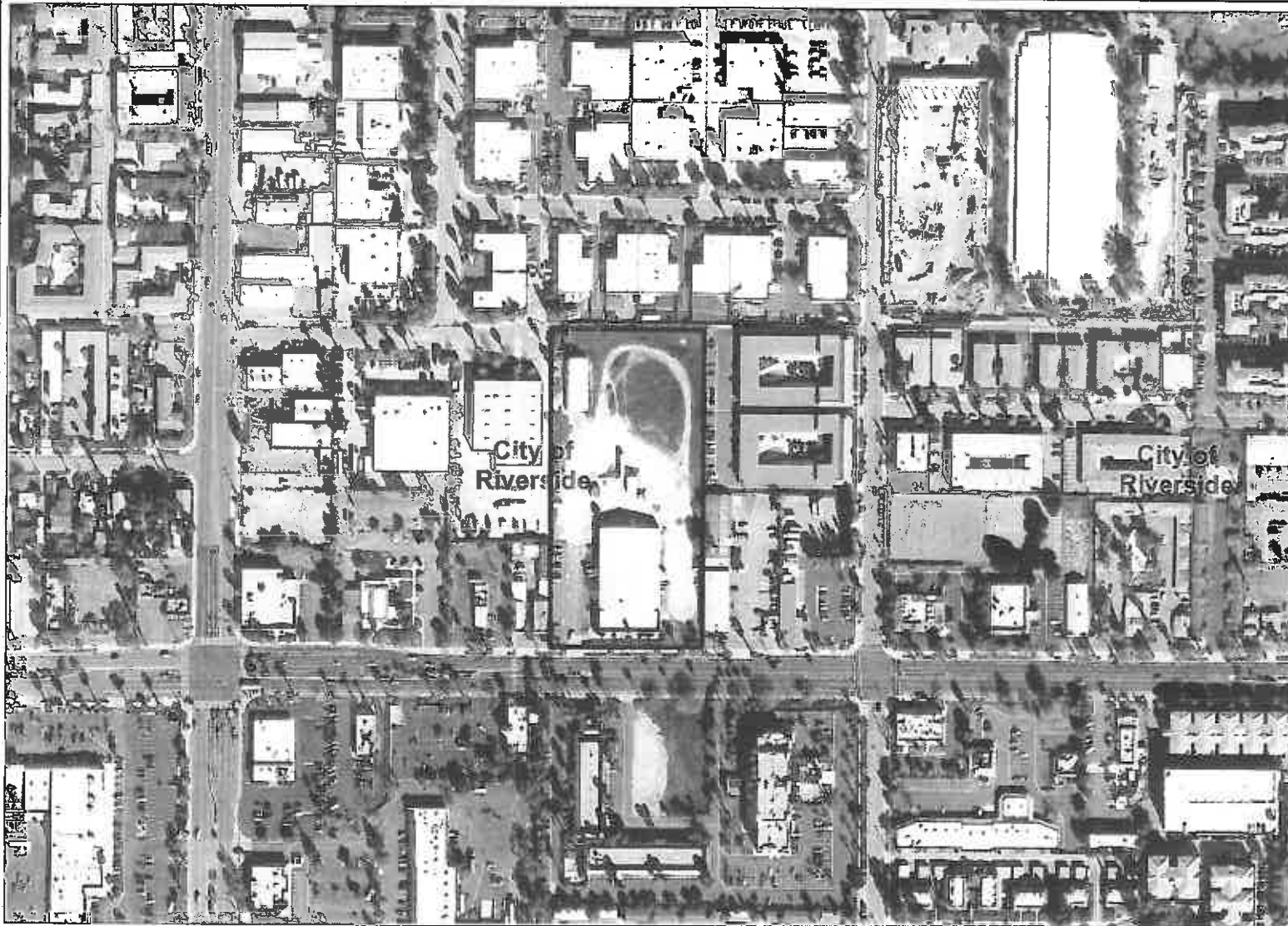
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## Notes

# My Map



## Legend

-  Airports
-  Runways
-  City Boundaries



0 366 731 Feet



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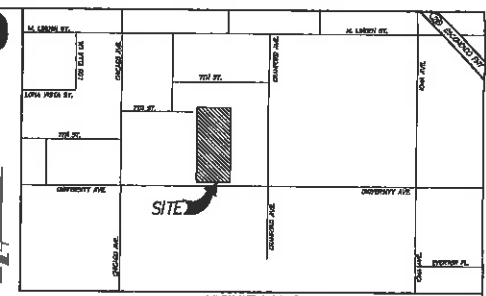
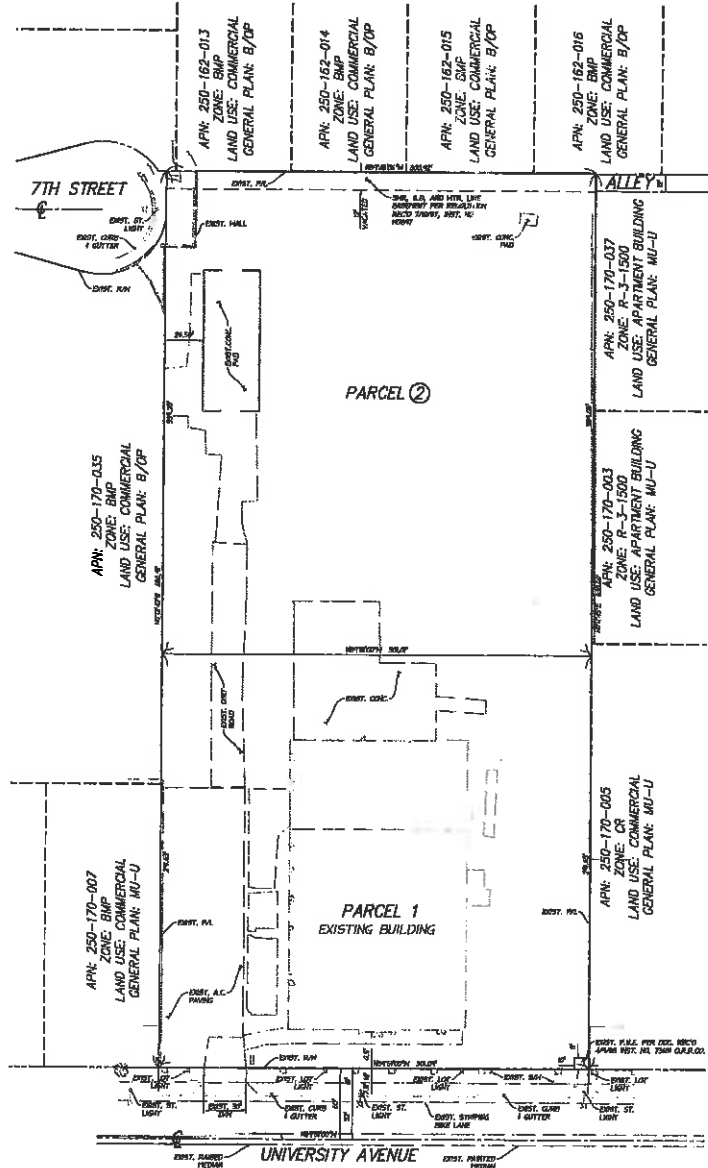
## Notes



# TENTATIVE PARCEL MAP 37009

## CITY OF RIVERSIDE

### SEPTEMBER 2015



#### SUBDIVISION INFORMATION

**PRELIMINARY INFORMATION:**  
PARCEL 2 THIS SITE IS A 2 LOT SUB-DIVISION ON THE NORTH SIDE OF UNIVERSITY AVENUE IN BETWEEN CHICAGO AVENUE AND CHICAGO AVENUE. THE EXISTING PARCEL IS ZONED CR AND THE EXISTING GENERAL PLAN IS PG-AL. THE PROPOSED NAMING IS THE SAME AND THE PROPOSED GENERAL PLAN IS THE SAME. PROPOSED PARCEL 1 CONSISTS OF AN EXISTING BUILDING AND PARKING LOT.

**WATER SERVICE INFORMATION:**  
THE PROPOSED 2 LOT SUB-DIVISION WILL BE SERVED BY CONNECTING TO THE EXISTING 12" WATER MAIN IN UNIVERSITY AVENUE. PROPOSED PARCEL 1 EXISTING BUILDING IS CONNECTED TO THE 12" WATER MAIN IN UNIVERSITY AVENUE. IT IS ASSUMED THAT FUTURE DEVELOPMENT ON PARCEL 2 WILL ALSO CONNECT TO THE WATER MAIN IN UNIVERSITY.

**SEWER SERVICE INFORMATION:**  
THE PROPOSED PROPOSED 2 LOT SUB-DIVISION WILL BE SERVED BY CONNECTING TO THE EXISTING 8" SEWER MAIN IN 7TH STREET. PARCEL 1 EXISTING BUILDING IS CONNECTED TO THE 8" SEWER MAIN IN UNIVERSITY AVENUE. IT IS ASSUMED THAT FUTURE DEVELOPMENT ON PARCEL 2 WILL CONNECT TO THE 8" SEWER MAIN ON 7TH STREET.

**STREET LIGHT SYSTEMS:**  
THERE ARE NO OFF-SITE TRIBUTARY PLANS PROPOSED AT THIS SITE. THIS SITE IS BOUNDED BY DEVELOPMENT AND STREETS ON ALL SIDES. ALL ON-SITE PLANS WILL BE TREATED BY THE PROJECT SPECIFIC WATER QUALITY MANAGEMENT PLAN PRIOR TO RELEASING PLANS INTO THE PUBLIC RIGHT-OF-WAY OF 7TH STREET.

**STREET IMPROVEMENTS:**  
THERE ARE NO PROPOSED STREET IMPROVEMENTS ASSOCIATED WITH THIS PROJECT.

**DESTRUCTIVE COMMENTS AND ASSOCIATIONS:**  
A COPY WILL BE REQUIRED TO ADDRESS SUCH ISSUES AS:

**PLANS:**  
THERE IS NO PROPOSED PHASING OF THIS SITE AT THE PRESENT TIME. PARCEL 1 IS CURRENTLY DEVELOPED AND PARCEL 2 WILL PROPOSE A DEVELOPMENT AT A FUTURE TIME.

#### INGRESS/EGRESS AND UTILITIES

ADDRESS AND EGRESS BOTH PARCELS 1 AND 2 CROSS LOT UTILITY LINES AND DRAINAGE SHALL BE ADDRESSED BY COMMENTS, CONDITIONS AND RESTRICTIONS WHICH WILL RECORD CONCURRENTLY WITH THE FINAL PLANS. MAP AND SHALL COME WITH THE LOTS.

#### LEGEND

- CL EXISTING LOT LINE
- SOH EXISTING RIGHT OF WAY
- PA EXISTING EXISTING
- SOH EXISTING CURB
- SOH EXISTING SIDEWALK
- SOH CENTERLINE
- SOH RIGHT OF WAY
- SOH PROPERTY LINE
- SOH DRIVEWAY
- SOH SIDEWALK

#### OWNER/DEVELOPER

PRESERVE INTERNATIONAL, INC.  
675 UNIVERSITY AVENUE, SUITE B  
RIVERSIDE, CA 92507  
PHONE: (951) 508-6445

#### ENGINEER

1500 IOWA AVENUE, SUITE 210  
RIVERSIDE, CA 92507  
PHONE: (951) 787-8421

#### TOPOGRAPHY SOURCE

PSOMAS  
1500 IOWA AVENUE, SUITE 210  
RIVERSIDE, CA 92507  
PHONE: (951) 787-8421  
FAX: (951) 488-3076  
SURVEY CONTACTED: JULY, 2006

#### LEGAL DESCRIPTION

BEING A DIVISION OF A PORTION OF LOT 67, EAST RIVERSIDE LAND COMPANY, IN SECTION 14, T. 2 S. R. 4 N. S. 18, AS RECORDED IN BOOK 4 OF PLATS PAGE 24, RECORDS OF THE COUNTY OF SAN BERNARDINO.

#### UTILITY PURVEYORS

WATER ..... RIVERSIDE PUBLIC UTILITIES  
GAS ..... THE GAS COMPANY  
ELECTRICAL ..... RIVERSIDE PUBLIC UTILITIES  
TELEPHONE ..... VERIZON  
SEWER ..... CITY OF RIVERSIDE  
CABLE ..... CHARTER COMMUNICATIONS

#### ASSESSOR'S PARCEL NO.

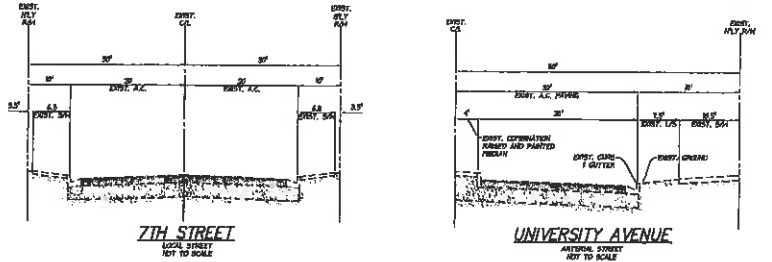
BOOK	PAGE	PARCEL	ACRES
000	000	000	4.35

#### ZONING/LAND USE/GENERAL PLAN

EXISTING ZONING ..... CR  
EXISTING LAND USE ..... COMMERCIAL  
EXISTING GENERAL PLAN ..... PG-AL  
PROPOSED ZONING ..... SAME NO CHANGE  
PROPOSED LAND USE ..... SAME NO CHANGE  
PROPOSED GENERAL PLAN ..... SAME NO CHANGE

#### PROPOSED PARCELS

PARCEL	AREA	ACRES
PARCEL 1	1.4 PULX3	0.32
PARCEL 2	1.4 334.0	3.03



NO.	REVISIONS	DATE	BY

CITY OF RIVERSIDE  
**TENTATIVE PARCEL MAP 37009**

FOR: PRESERVE INTERNATIONAL, INC.  
SCALE: 1/2" = 1'-0"  
DATE: 8/20/15  
DESIGNED BY: VBS  
CHECKED BY: JST  
D.L. CR. REF. C.B.

1500 IOWA AVENUE, SUITE 210  
RIVERSIDE, CA 92507  
(951) 787-8421 WWW.PSOMAS.COM

NO. 7883  
STATE OF CALIFORNIA

NO. 7883  
STATE OF CALIFORNIA

NO. 7883  
STATE OF CALIFORNIA

PAGE BREAK



**AIRPORT LAND USE COMMISSION  
RIVERSIDE COUNTY**



February 10, 2016

**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](http://www.rcaluc.org)

Mr. Brian Norton, Associate 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.: ZAP1074RI16  
Related File No.: P15-0827 (Variance)  
APN: 227-071-033

Dear Mr. Norton:

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. P15-0827 (Variance), a proposal to construct a 55 foot tall monopine wireless communications facility within a 267 square foot construction area on a 5.21-acre site located at 8223 California Avenue, at the northeasterly corner of California Avenue and Adams Street, in the City of Riverside. A Variance is required by the City because the height of the structure exceeds the height limit of the site’s R-1-7,000 zoning. The site is occupied by a church.

The site is located within Airport Compatibility Zone D of the Riverside Municipal Airport Influence Area (AIA), approximately 3,879 feet from the easterly terminus of Runway 9-27 and 6,143 feet from the southerly terminus of Runway 16-34 at that airport. However, the elevation of Runway 16-34 at its southerly terminus (747 feet AMSL) is 68 feet lower than the elevation of Runway 9-27 at its easterly terminus (815 feet AMSL). At a distance of 6,143 feet from Runway 16-34, structures with a top point elevation exceeding 808 feet AMSL require notification to the Federal Aviation Administration Obstruction Evaluation Service through the online Form 7460-1 review process (<https://oeaaa.faa.gov>). The site has an elevation of 771 feet AMSL, and the top point of the proposed monopine would exceed 808 feet AMSL by 18 to 23 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-10096-OE was issued on November 12, 2015.

As ALUC Director, I hereby find the above-referenced Variance **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 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 such 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. The Federal Aviation Administration has conducted an aeronautical study of the proposed structure (Aeronautical Study No. 2015-AWP-10096-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 to top point shall not exceed 60 feet above ground level, and the maximum elevation at the top of the structure shall not exceed 831 feet above mean sea level.
7. The specific coordinates, height, top point elevation, frequencies, and power 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.
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 John Guerin, ALUC Principal Planner, at (951) 955-0982.

Sincerely,

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



Edward C. Cooper, ALUC Director

Attachments: Notice of Airport in Vicinity  
Aeronautical Study No. 2015-AWP-10096-OE

cc: Sunnshine Schupp, Spectrum Services, Inc. (applicant/representative/payee)  
Wes Flory, First Free Methodist Church of Riverside (landowner)  
Kim Ellis, Airport Manager, Riverside Municipal Airport  
ALUC Case File

Y:\AIRPORT CASE FILES\Riverside\ZAP1074RI16\ZAP1074RI16.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-10096-OE

Issued Date: 11/12/2015

**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 CBU
Location:	Riverside, CA
Latitude:	33-56-25.48N NAD 83
Longitude:	117-25-43.61W
Heights:	771 feet site elevation (SE) 60 feet above ground level (AGL) 831 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 05/12/2017 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.

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-10096-OE.

**Signature Control No: 268414571-272275287**  
Paul Holmquist  
Technician

( DNE )

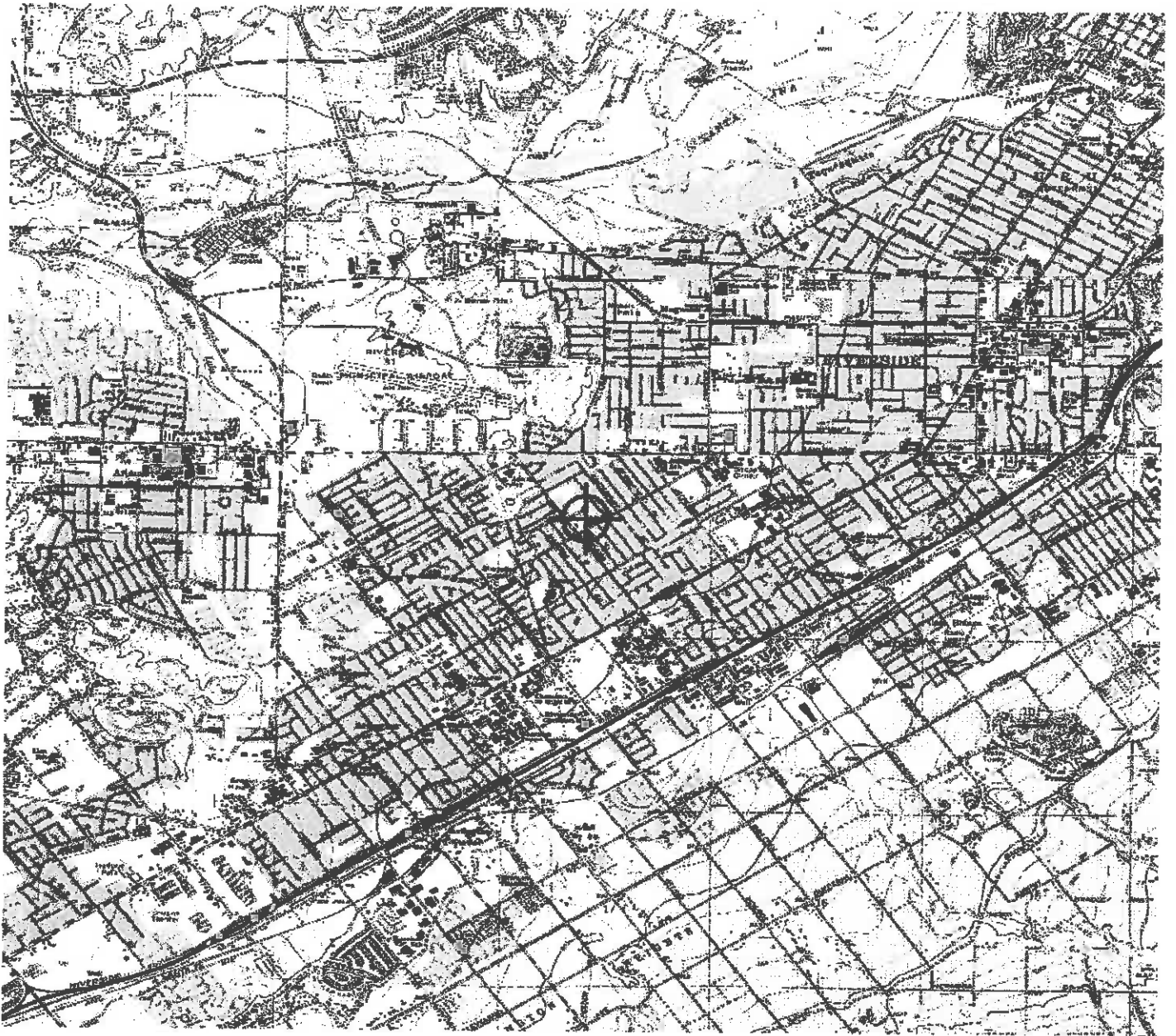
Attachment(s)  
Frequency Data  
Map(s)

cc: FCC

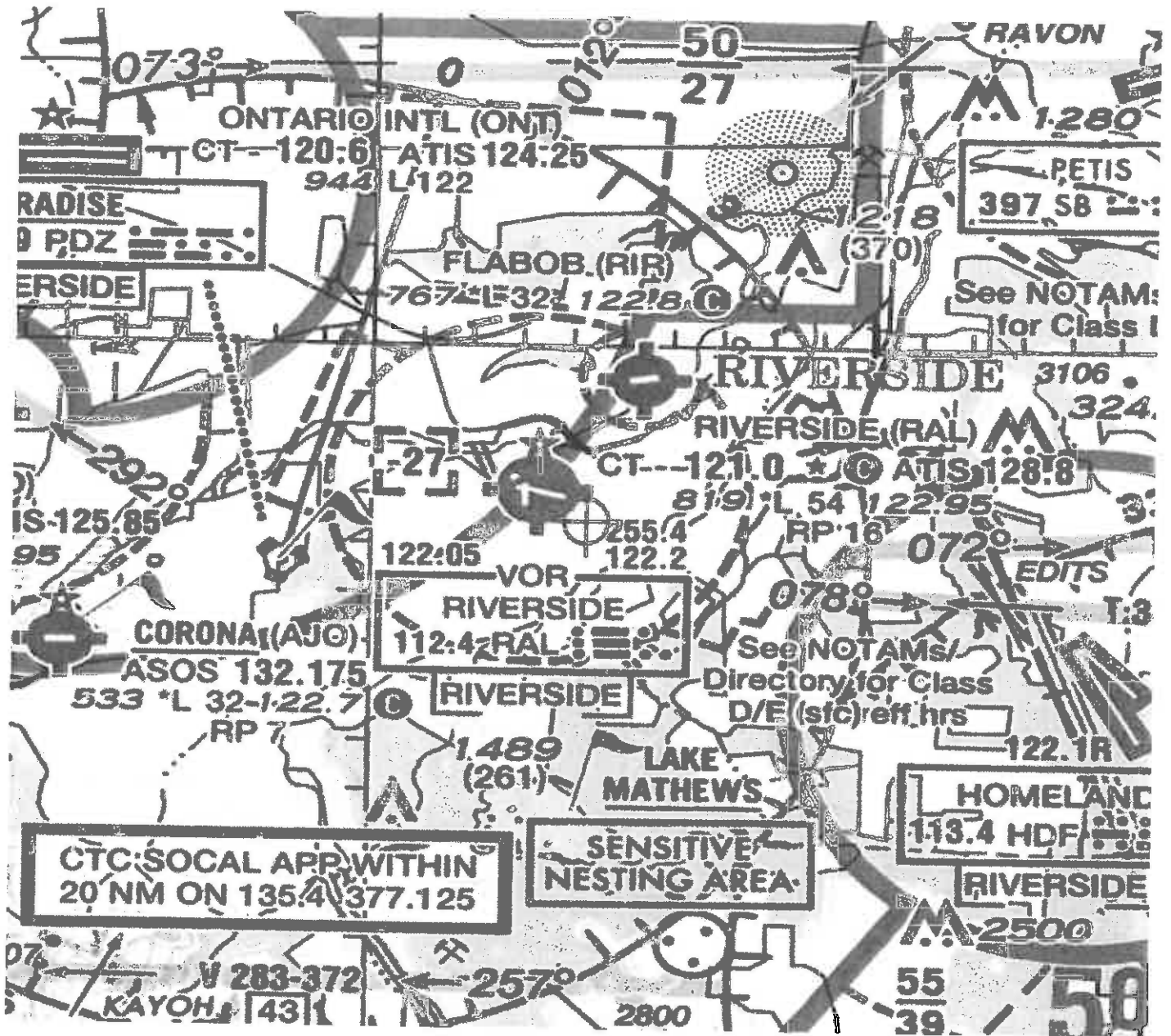


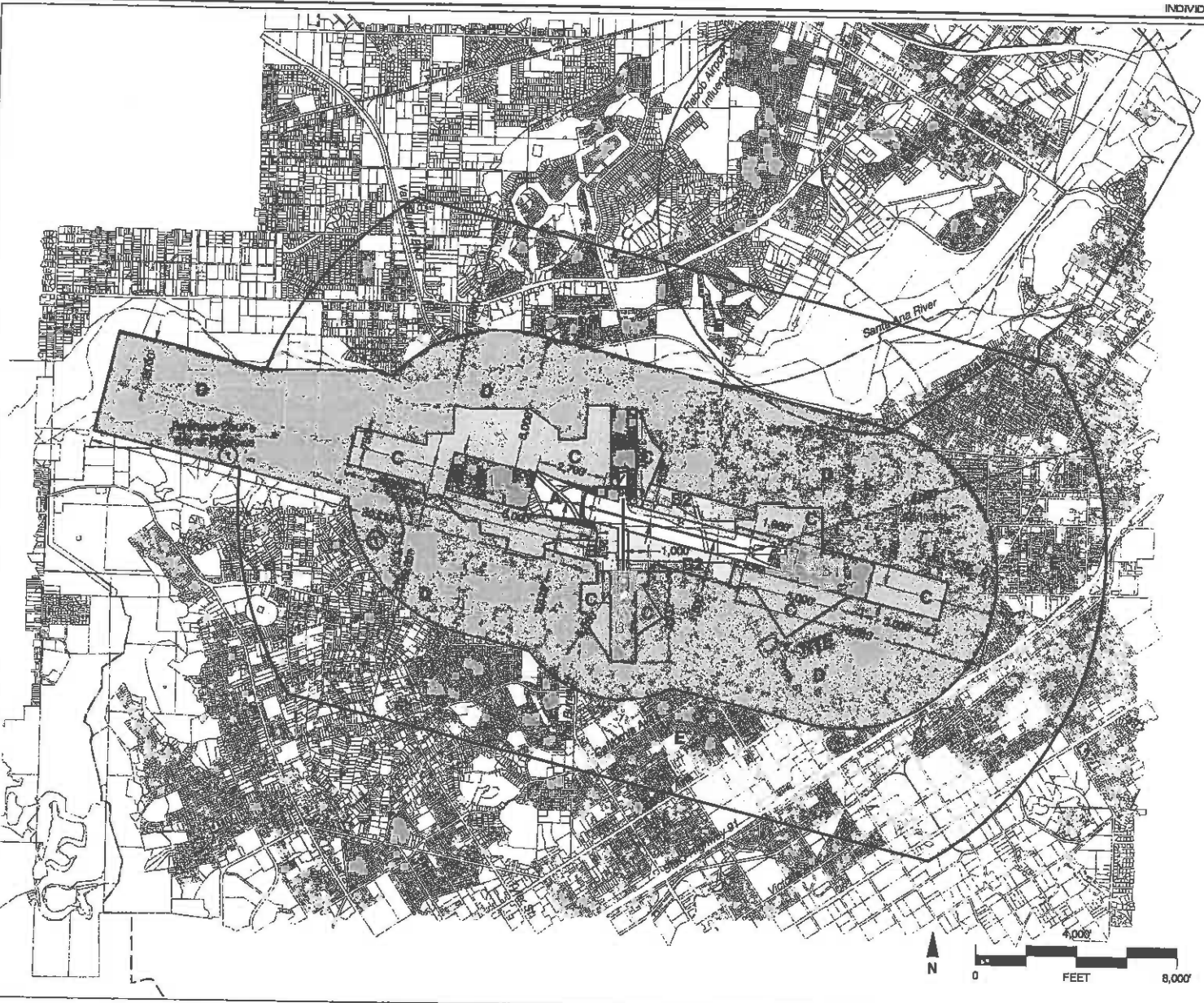
Frequency Data for ASN 2015-AWP-10096-OE

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



Sectional Map for ASN 2015-AWP-10096-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

**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 RL2 for special exceptions to the Table 2A criteria.

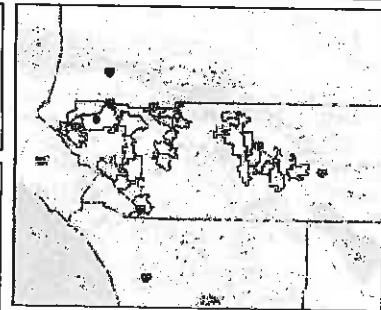
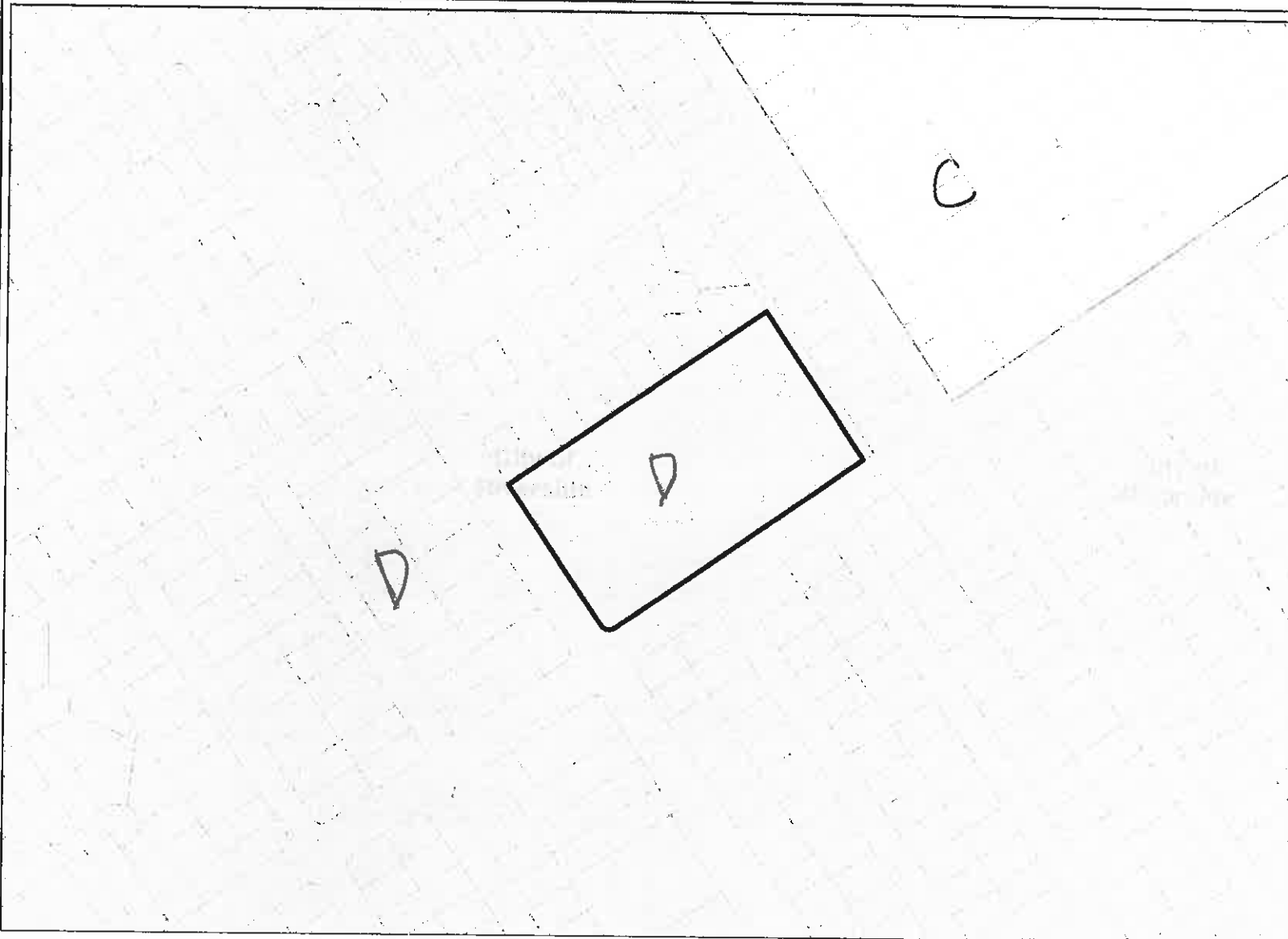
**Riverside County**  
**Airport Land Use Commission**  
**Riverside County**  
**Airport Land Use Compatibility Plan**  
**Policy Document**  
*(Adopted March 2005)*

Map RL-1

**Compatibility Map**  
**Riverside Municipal Airport**

P:\RCD\Digital\AL-compatibility.dwg Mar 22, 2005 - 12:47pm

# My Map



### Legend

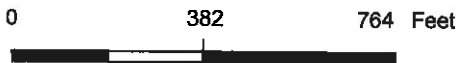
Airports

#### 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.

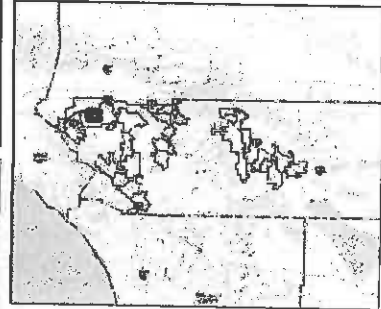


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### Notes

# My Map



## Legend

- Airports
- Runways
- City Boundaries
- roadsanno
- highways
- HWY
- INTERCHANGE
- INTERSTATE
- OFFRAMP
- ONRAMP
- USHWY
- roads
- Major Roads
- Arterial
- Collector
- Residential
- counties
- cities
- hydrographylines
- waterbodies
- Lakes
- Rivers



0 3,054 6,109 Feet



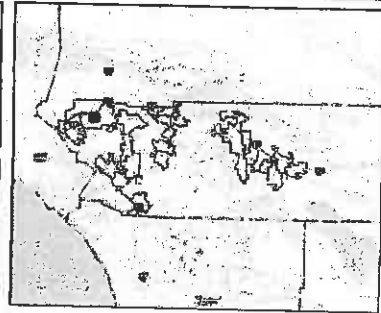
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## Notes

# My Map



## Legend

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



0 1,527 3,054 Feet



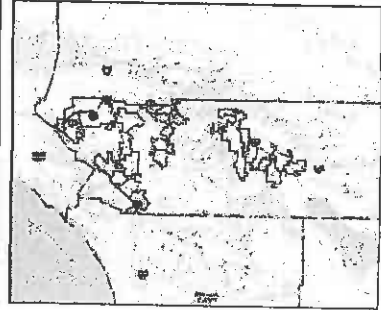
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
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## Notes

# My Map



## Legend

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



0 764 1,527 Feet



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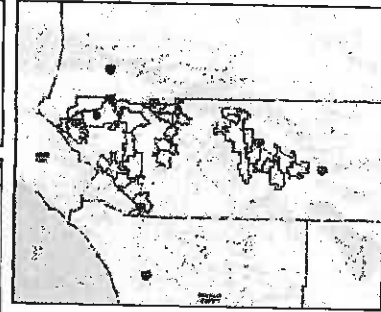
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## Notes



# My Map



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



0 382 764 Feet



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### Notes

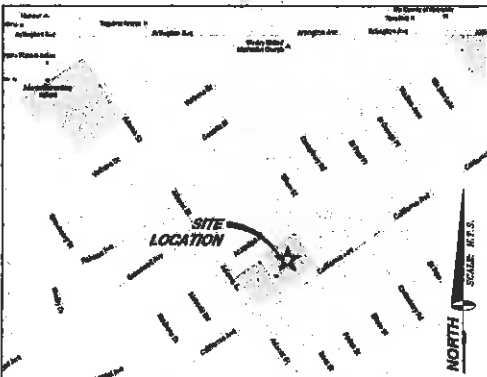


15505 SAND CANYON AVENUE  
BUILDING D, 1ST FLOOR  
IRVINE, CALIFORNIA 92618

OVERALL HEIGHT  
55'-0"

- THE PROPOSED PROJECT INCLUDES:
- INSTALLATION OF A 207 SQ. FT. VERIZON WIRELESS TELECOMMUNICATIONS FACILITY
  - INSTALLATION OF (12) VERIZON WIRELESS PANEL ANTENNAS AT A 44' CENTERLINE MOUNTED ON A NEW 55' ANTENNA STRUCTURE
  - INSTALLATION OF (2) VERIZON WIRELESS PARABOLIC ANTENNAS
  - INSTALLATION OF (12) VERIZON WIRELESS REMOTE RADIO UNITS (RRUs) WITH EXPANSION MODULES (4) PER SECTOR
  - INSTALLATION OF (2) VERIZON WIRELESS TOWER MOUNTED JUNCTION BOXES
  - INSTALLATION OF (2) VERIZON WIRELESS MACRO CELL EQUIPMENT CABINET
  - INSTALLATION OF (2) VERIZON WIRELESS GPS ANTENNAS
  - INSTALLATION OF A VERIZON WIRELESS 8' SPLIT FACE BLOCK WALL WITH DECORATIVE CAP
  - INSTALLATION OF A VERIZON WIRELESS 4' WIDE SOLID METAL GATE
  - INSTALLATION OF (2) 6" WIDE SOLID METAL GATES
  - INSTALLATION OF A VERIZON WIRELESS 15KW DC GENERATOR WITH A 54 GALLON DIESEL TANK MOUNTED ON A NEW CONCRETE PAD
  - HYBRIFLEX CABLE RUNS FROM RADIOS TO ANTENNAS
  - NEW FIBER CONDUIT RUN TO CABINETS
  - NEW 100A DEDICATED ELECTRICAL SERVICE TO METER

PROJECT DESCRIPTION



VICINITY MAP

**APPLICANT/LESSEE**  
VERIZON WIRELESS  
15505 SAND CANYON AVENUE  
BUILDING D, 1ST FLOOR  
IRVINE, CALIFORNIA 92618  
(949) 255-7000

**PROPERTY INFORMATION**  
OWNER: FIRST FREE METHODIST CHURCH OF RIVERSIDE, A CALIFORNIA NON-PROFIT RELIGIOUS CORPORATION  
8223 CALIFORNIA AVENUE  
RIVERSIDE, CALIFORNIA 92504

CONTACT: WES FLORY  
PHONE: (951) 508-3178

AREA OF CONSTRUCTION: ~267 SQ. FT.

OCCUPANCY TYPE: S-2

CONSTRUCTION TYPE: V-B

CURRENT ZONING: SINGLE-FAMILY RESIDENTIAL (R-1-7000)

JURISDICTION: CITY OF RIVERSIDE

APN: 227-071-033-7

HANDICAP REQUIREMENTS: FACILITY IS UNMANNED AND NOT FOR HUMAN HABITATION. HANDICAPPED ACCESS NOT REQUIRED.

PROJECT SUMMARY

ALL WORK AND MATERIALS SHALL BE PERFORMED AND INSTALLED IN ACCORDANCE WITH THE CURRENT EDITIONS OF THE FOLLOWING CODES AS ADOPTED BY THE LOCAL GOVERNING AUTHORITIES. NOTHING IN THESE PLANS IS TO BE CONSIDERED TO PERMIT WORK NOT CONFORMING TO THESE CODES.

- 2013 CALIFORNIA ADMINISTRATIVE CODE
- 2013 CALIFORNIA BUILDING STANDARDS CODE
- 2013 CALIFORNIA ELECTRICAL CODE
- 2013 CALIFORNIA MECHANICAL CODE
- 2013 CALIFORNIA PLUMBING CODE
- 2013 CALIFORNIA ENERGY CODE
- 2013 CALIFORNIA FIRE CODE
- 2013 CALIFORNIA GREEN BUILDING STANDARDS CODE

CODE COMPLIANCE

**SITE ACQUISITION / PLANNING**  
SPECTRUM SERVICES, INC.  
4405 E. AIRPORT DRIVE, SUITE 100  
ONTARIO, CALIFORNIA 91761  
TEFFANY HACKETT  
PHONE: (909) 456-8401  
FAX: (909) 456-8408

**CIVIL ENGINEER**  
SPECTRUM SERVICES, INC.  
4405 E. AIRPORT DRIVE, SUITE 100  
ONTARIO, CALIFORNIA 91761  
CHRIS WENER  
PHONE: (909) 456-8401  
FAX: (909) 456-8408

**STRUCTURAL ENGINEER**  
T.B.D.

**ELECTRICAL ENGINEER:**  
DGS CONSULTING ENGINEERING SERVICES LLC  
9811 W. CHARLESTON BOULEVARD, SUITE 2539  
LAS VEGAS, NEVADA 89117  
DEREK S. STEFUREAC  
PHONE: (702) 885-1552

**SURVEYOR:**  
DIAMONDBACK LAND SURVEYING  
3508 SOUTH FORT APACHE ROAD, SUITE 110  
LAS VEGAS, NEVADA 89148  
TRENT J. KEENAN  
PHONE: (702) 823-3257

PROJECT TEAM

CBU  
(MACRO CELL EVOLUTION)

8223 CALIFORNIA AVENUE  
RIVERSIDE, CALIFORNIA 92504

SHEET	DESCRIPTION	REV.
T1	TITLE SHEET	2
A1	SITE PLAN	2
A1.1	ENLARGED SITE PLAN	2
A2	SITE DETAIL, ANTENNA & CABLE SCHEDULE AND ANTENNA LAYOUT	2
A3	SITE DETAIL WITH DIMENSIONS	2
A4	NORTHWEST & NORTHEAST ELEVATIONS	2
A5	SOUTHEAST & SOUTHWEST ELEVATIONS	2
L1	LANDSCAPE PLAN	2
L2	IRRIGATION PLAN	2
L3	LANDSCAPE DETAILS	2
ISSUED FOR:		
SHEET INDEX		ZONING

TITLE	SIGNATURE	DATE
RF ENGINEER		
REAL ESTATE		
PROPERTY OWNER		
ZONING APPROVAL		
CONSTRUCTION DIRECTOR		
ADDITIONAL APPROVAL		
APPROVAL LIST		



15505 SAND CANYON AVENUE  
BUILDING D, 1ST FLOOR  
IRVINE, CALIFORNIA 92618

PROJECT INFORMATION:  
CBU  
(MACRO CELL EVOLUTION)  
8223 CALIFORNIA AVENUE  
RIVERSIDE, CALIFORNIA 92504

CURRENT ISSUE DATE:  
12/30/15

ISSUED FOR:  
ZONING

REV.: DATE: DESCRIPTION: BY:

REV.	DATE	DESCRIPTION	BY
12/30/15		PLANNING REVISION	R.C.
08/11/15		100K ZONING	T.R.
08/05/15		BOX ZONING	R.C.

PLANS PREPARED BY:  
**SPECTRUM**  
SPECTRUM SERVICES, INC.  
4405 E. AIRPORT DRIVE, SUITE 100  
ONTARIO, CALIFORNIA 91761  
PH: (909) 456-8401  
FAX: (909) 456-8408

LICENSURE:

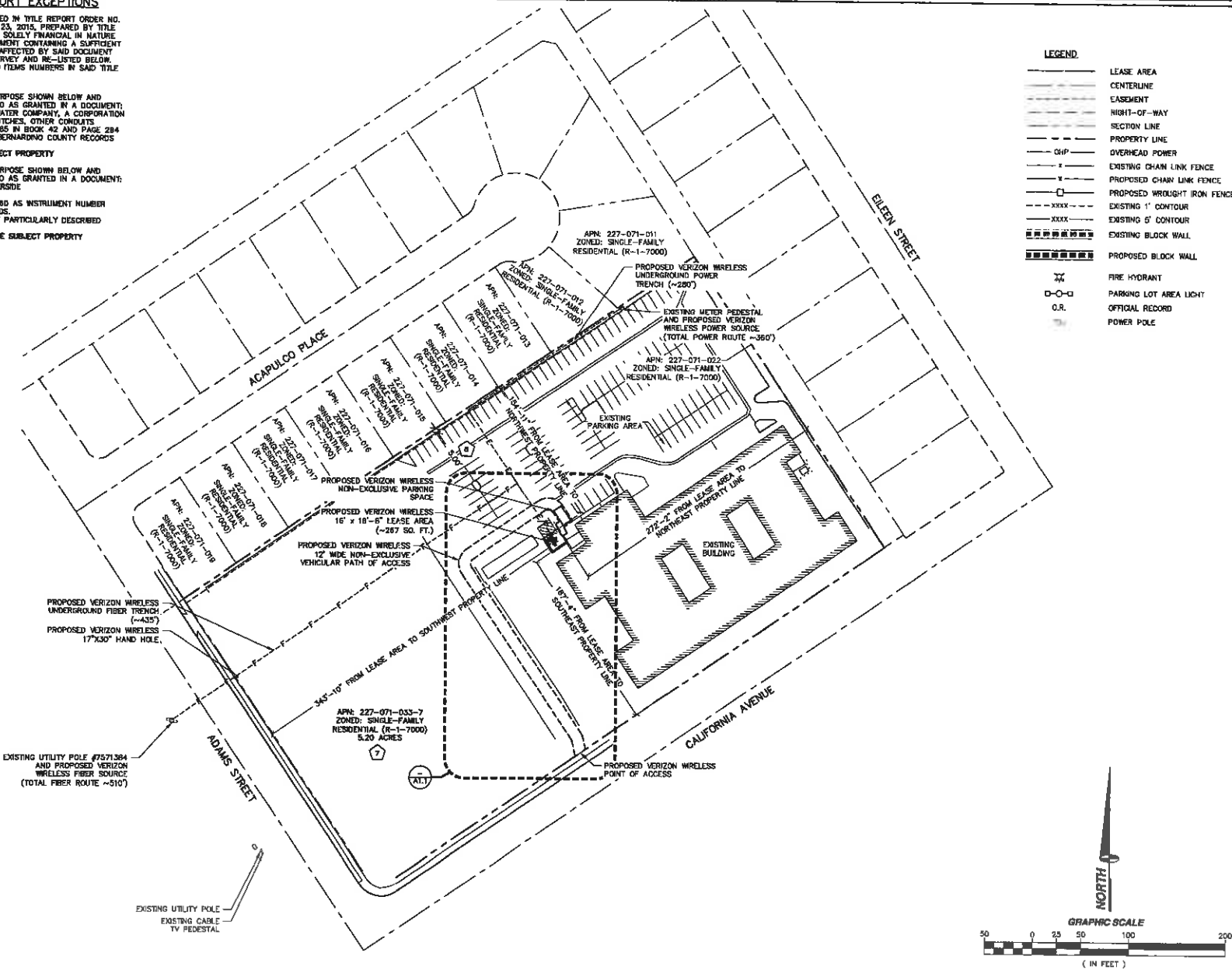
SHEET TITLE:  
TITLE SHEET

SHEET NUMBER: REVISION:  
T1 2  
LAX-150005

**NOTES & TITLE REPORT EXCEPTIONS**

ONLY THOSE EXCEPTION(S) LISTED IN TITLE REPORT ORDER NO. SID-1503286-51, DATED JUNE 23, 2015, PREPARED BY TITLE SSS COMPANY, WHICH ARE NOT SOLELY FINANCIAL IN NATURE AND WHICH REFERENCE A DOCUMENT CONTAINING A SUFFICIENT LEGAL DESCRIPTION OF AREAS AFFECTED BY SAID DOCUMENT WERE CONSIDERED FOR THIS SURVEY AND RE-LISTED BELOW. ITEM NUMBERS CORRESPOND TO ITEM NUMBERS IN SAID TITLE REPORT.

- 7 AN EASEMENT FOR THE PURPOSE SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS GRANTED IN A DOCUMENT, IN FAVOR OF RIVERSIDE WATER COMPANY, A CORPORATION PURPOSE: WATER PIPES, DITCHES, OTHER CONDUITS RECORDED: AUGUST 14, 1985 IN BOOK 42 AND PAGE 284 AND 285 OF DEEDS, SAN BERNARDINO COUNTY RECORDS AFFECTS: SAID LAND AFFECTS: THE ENTIRE SUBJECT PROPERTY
- 8 AN EASEMENT FOR THE PURPOSE SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS GRANTED IN A DOCUMENT, GRANTED TO: CITY OF RIVERSIDE PURPOSE: UTILITIES RECORDED: AUGUST 12, 1980 AS INSTRUMENT NUMBER 71484, OF OFFICIAL RECORDS. AFFECTS: SAID LAND MORE PARTICULARLY DESCRIBED THEREIN AFFECTS: A PORTION OF THE SUBJECT PROPERTY



**LEGEND**

- LEASE AREA
- CENTERLINE
- EASEMENT
- NIGHT-OF-WAY
- SECTION LINE
- PROPERTY LINE
- OVERHEAD POWER
- CHP
- EXISTING CHAIN LINK FENCE
- PROPOSED CHAIN LINK FENCE
- PROPOSED WROUGHT IRON FENCE
- XXXX EXISTING 1' CONTOUR
- XXXX EXISTING 5' CONTOUR
- EXISTING BLOCK WALL
- PROPOSED BLOCK WALL
- FIRE HYDRANT
- O-O-O PARKING LOT AREA LIGHT
- O.R. OFFICIAL RECORD
- POWER POLE

**verizon**  
 15505 SAND CANYON AVENUE  
 BUILDING D, 1ST FLOOR  
 IRVINE, CALIFORNIA 92618

**PROJECT INFORMATION:**  
 CBU  
 (MACRO CELL EVOLUTION)  
 8223 CALIFORNIA AVENUE  
 RIVERSIDE, CALIFORNIA 92504

**CURRENT ISSUE DATE:**  
 12/30/15

**ISSUED FOR:**  
 ZONING

REV.	DATE	DESCRIPTION	BY
12/30/15		PLANNING REVIEW	R.C.
08/11/15		100% ZONING	T.R.
06/05/15		BOX ZONING	R.C.

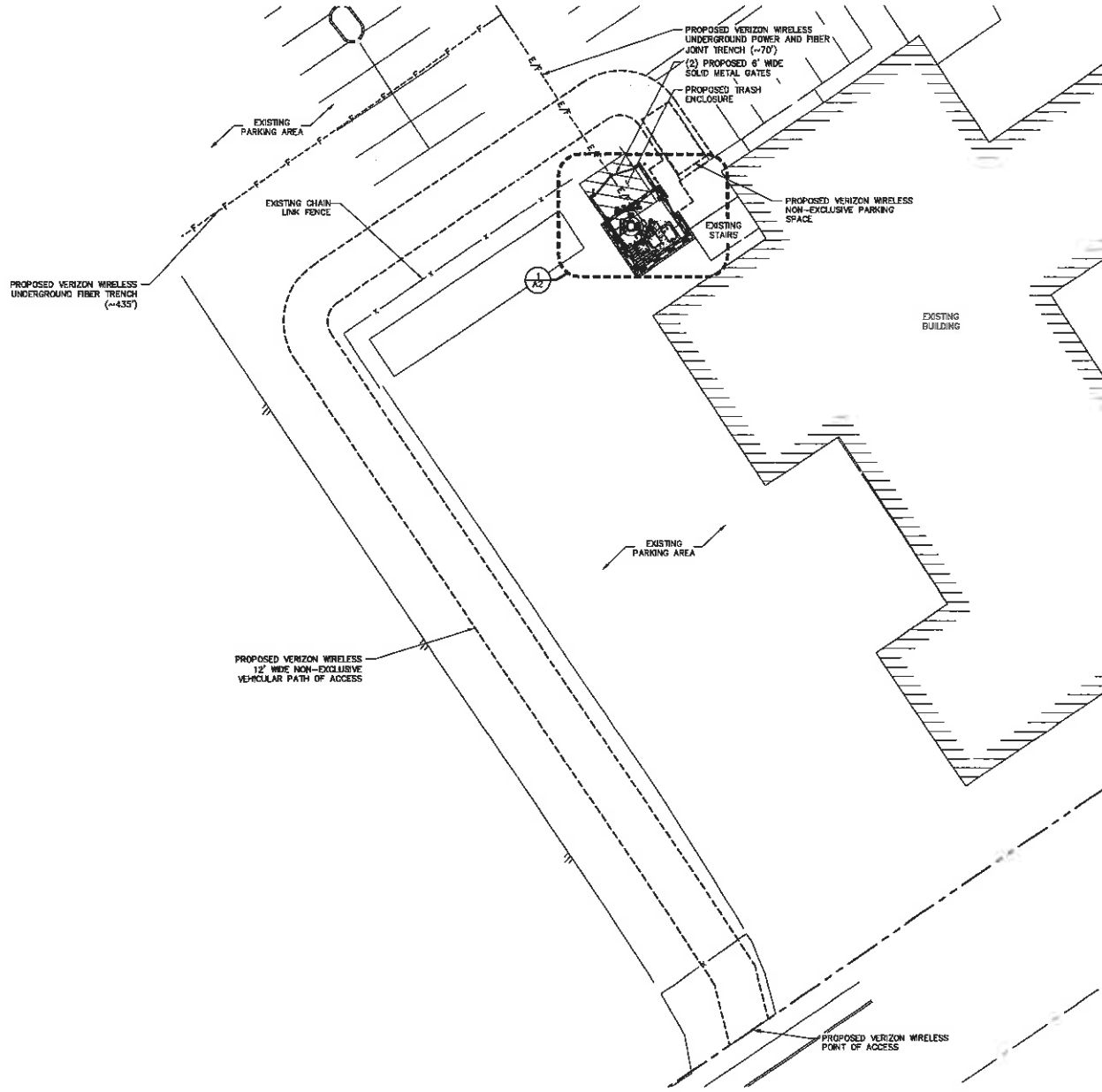
**PLANS PREPARED BY:**  
**SPECTRUM**  
 SPECTRUM SERVICES, INC.  
 4405 E. AIRPORT DRIVE, SUITE 100  
 ONTARIO, CALIFORNIA 91761  
 PH: (909) 456-8401  
 FAX: (909) 456-8408

**LICENSURE:**

**SHEET TITLE:**  
 SITE PLAN

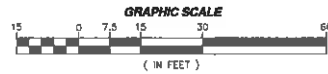
**SHEET NUMBER:** A1 **REVISION:** 2  
 LAX-150005

**SITE PLAN** 11" X 17" SCALE 24" X 36" SCALE  
 1" = 100' 1" = 80'



**LEGEND**

- LEASE AREA
- - - CENTERLINE
- - - EASEMENT
- - - RIGHT-OF-WAY
- - - SECTION LINE
- - - PROPERTY LINE
- OHP --- OVERHEAD POWER
- x --- EXISTING CHAIN LINK FENCE
- x --- PROPOSED CHAIN LINK FENCE
- --- PROPOSED WROUGHT IRON FENCE
- - - XXXX - - - EXISTING 1' CONTOUR
- - - XXXX - - - EXISTING 5' CONTOUR
- ▒▒▒▒▒▒▒ EXISTING BLOCK WALL
- ▒▒▒▒▒▒▒ PROPOSED BLOCK WALL
- ⊕ --- FIRE HYDRANT
- --- PARKING LOT AREA LIGHT
- O.R. --- OFFICIAL RECORD
- ⊕ --- POWER POLE



**verizon**  
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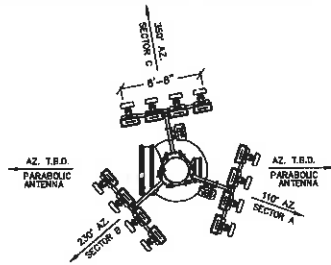
REV.	DATE	DESCRIPTION	BY
12/30/15		PLANNING REVISION	R.C.
08/11/15		100X ZONING	T.R.
08/05/15		800X ZONING	R.C.

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 PH: (909) 456-8401  
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**LICENSURE:**

**SHEET TITLE:**  
 ENLARGED SITE PLAN

**SHEET NUMBER:** **A1.1** **2**  
**REVISION:**  
 LAX-150005



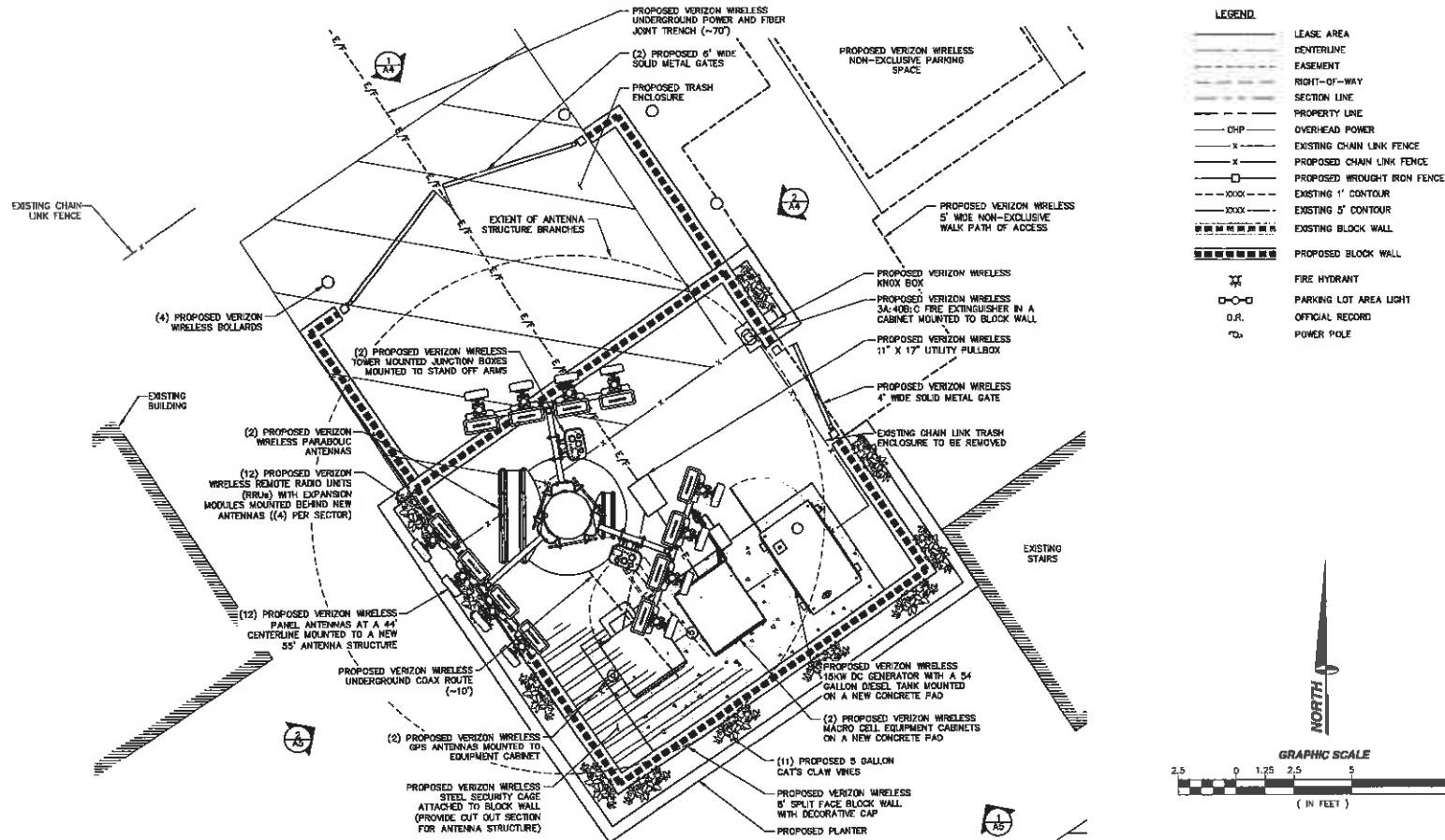
ANTENNA SECTOR	AZIMUTH	# OF ANTENNAS	# OF RRUs	CENTERLINE	CABLE LENGTH	CABLE SIZE	COLOR CODE	TOP JUMPER LENGTH	BOTTOM JUMPER LENGTH	COMMENTS
SECTOR A	110°	4	4	44'	65'	(2) 1-5/8" HYBRIFLEX	RED/GREEN RED/RED	5'	15'	
SECTOR B	230°	4	4	44'			BLUE/GREEN BLUE/RED	5'	15'	
SECTOR C	350°	4	4	44'			YELLOW/GREEN YELLOW/RED	5'	15'	
MISC.	N/A	-	-	-	-	-	-	-	-	-
PARABOLIC ANTENNA	T.B.D.	2	-	T.B.D.	-	-	-	-	-	-
GPS	N/A	2	-	-	-	1/2" COAX	GRAY	-	-	-

NOTE: CONTRACTOR TO FIELD VERIFY CABLE LENGTHS PRIOR TO ORDERING, FABRICATION, OR INSTALLATION OF CABLES.

ANTENNA LAYOUT

3 ANTENNA AND CABLE SCHEDULE

SCALE: NONE 2



SITE DETAIL

11" X 17" SCALE (24" X 36" SCALE)  
1" = 5' 1" = 2'-0" 1

**verizon**

15505 SAND CANYON AVENUE  
BUILDING D, 1ST FLOOR  
IRVINE, CALIFORNIA 92618

PROJECT INFORMATION

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(MACRO CELL EVOLUTION)  
8223 CALIFORNIA AVENUE  
RIVERSIDE, CALIFORNIA 92504

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REV.	DATE	DESCRIPTION	BY:
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1	06/11/15	100K ZONING	T.R.
1	06/05/15	100K ZONING	R.C.

PLANS PREPARED BY:

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FAX: (909) 456-8408

LICENSURE:

SHEET TITLE:

SITE DETAIL, ANTENNA &  
CABLE SCHEDULE AND  
ANTENNA LAYOUT

SHEET NUMBER: REVISION:

A2

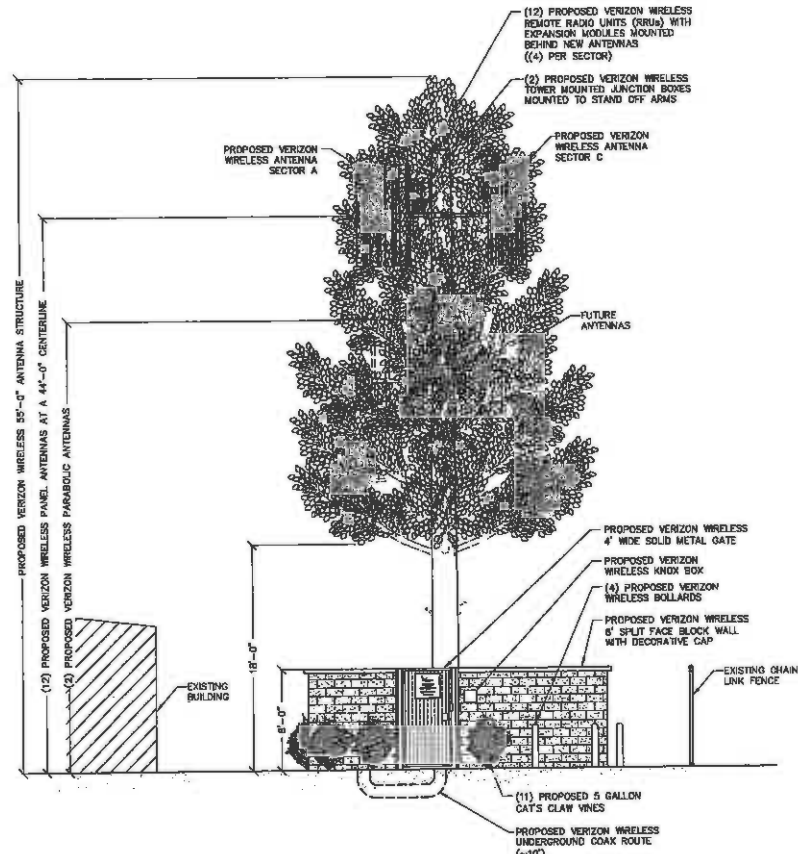
2

LAX-150005



- NOTES:
1. ALL PROPOSED ANTENNAS AND APPURTENANCES TO BE PAINTED TO MATCH THE ANTENNA STRUCTURE AND COVERED WITH RF FRIENDLY LEAF SOCKS
  2. 70% OF THE BRANCHES SHALL BE EIGHT (8) FEET OR LARGER
  3. BRANCHES TO BE INSTALLED AT A DENSITY OF 3 PER FOOT
  4. BRANCHES SHALL EXTEND SEVEN (7) FEET ABOVE THE TOP OF THE ANTENNA STRUCTURE
  5. BRANCHES SHALL EXCEED THE ANTENNA ARRAYS BY A MINIMUM OF EIGHTEEN (18) INCHES
  6. THE ANTENNA ARRAY FACE SHALL BE A MAXIMUM SIX-FEET SIX INCHES (6'-6") IN WIDTH
  7. THE "BARK" ON THE ANTENNA STRUCTURE SHALL EXTEND FIVE (5) FEET INTO THE BRANCH LINE; THE REMAINING PORTION OF THE ANTENNA STRUCTURE SHALL BE PAINTED IN A SIMILAR COLOR TO THE "BARK"

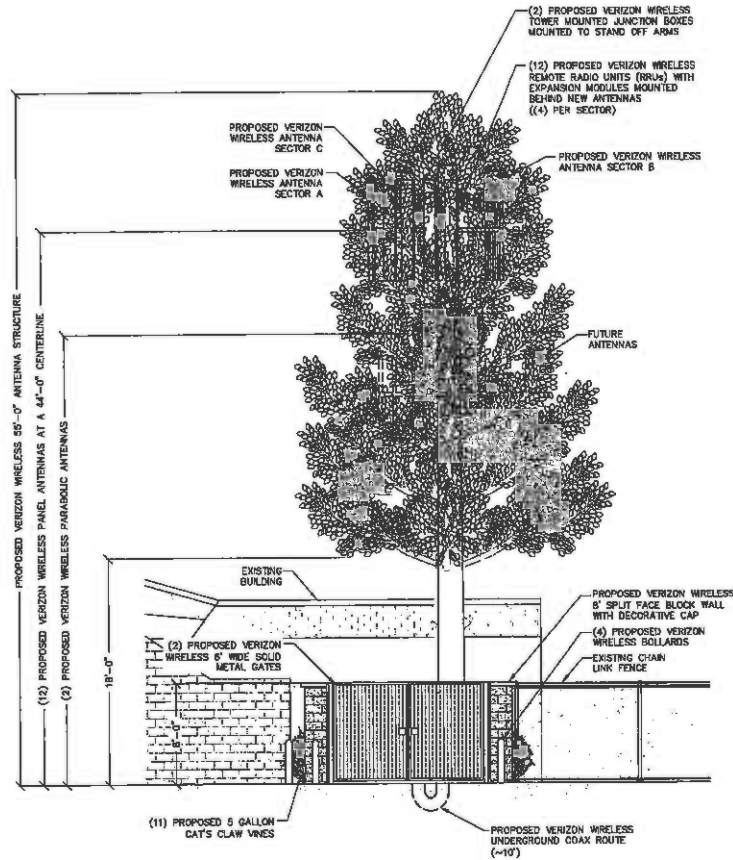
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NORTHEAST ELEVATION

11" x 17" SCALE 24" x 36" SCALE  
1" = 10' 1" = 5'

2



NORTHWEST ELEVATION

11" x 17" SCALE 24" x 36" SCALE  
1" = 10' 1" = 5'

1

**verizon**

15505 S. NO CANYON AVENUE  
BUILDING 0, 1ST FLOOR  
IRVINE, CALIFORNIA 92618

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CBU  
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REV. #	DATE	DESCRIPTION	BY:
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1	06/11/15	100% ZONING	T.R.
1	06/05/15	90% ZONING	R.C.

PLANS PREPARED BY:

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FAX: (909) 456-8406

LICENSURE:

SHEET TITLE:

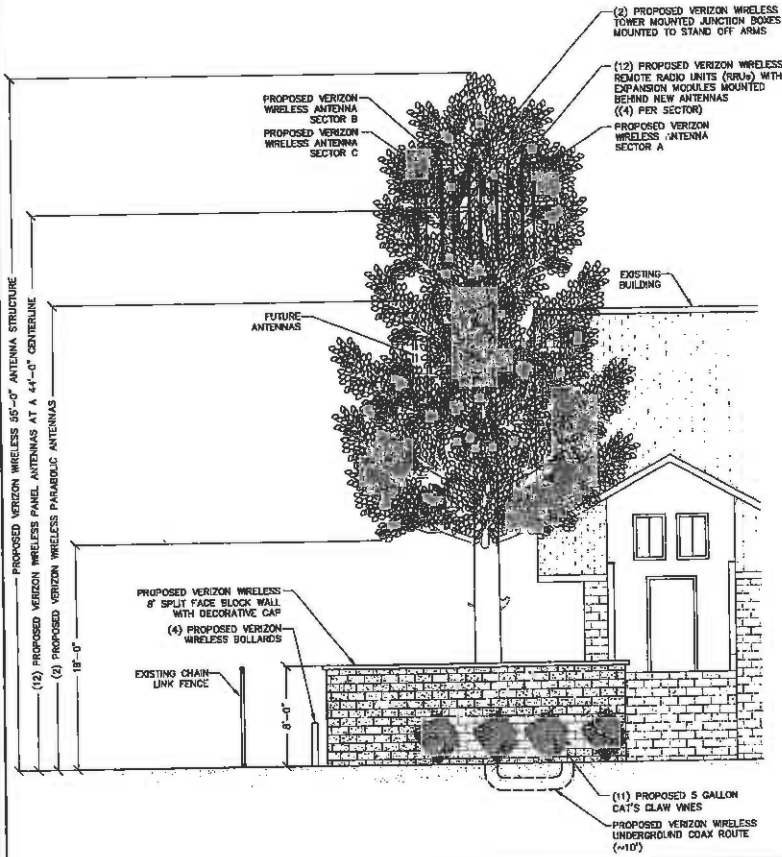
NORTHWEST &  
NORTHEAST ELEVATIONS

SHEET NUMBER: REVISION:

**A4** **2**  
LAX-150005

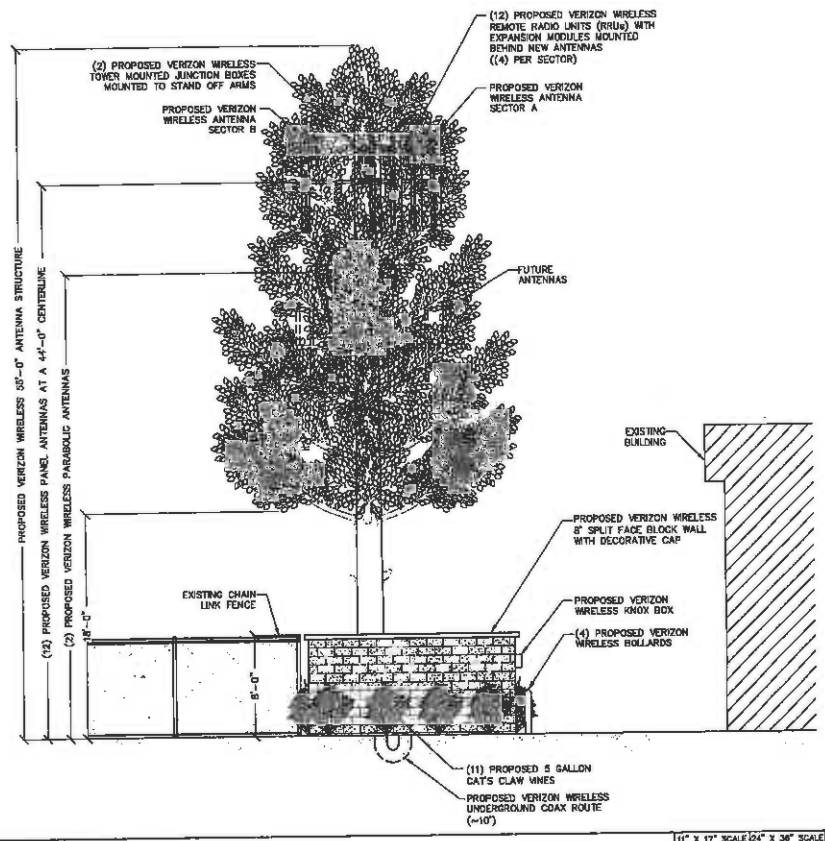
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SOUTHWEST ELEVATION

11" X 17" SCALE 24" X 36" SCALE  
1" = 10' 1" = 5'



SOUTHEAST ELEVATION

11" X 17" SCALE 24" X 36" SCALE  
1" = 10' 1" = 5'

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	06/11/15	100% ZONING	T.R.
	08/05/15	80% ZONING	R.C.

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LICENSE:  
  
SHEET TITLE:  
SOUTHEAST & SOUTHWEST ELEVATIONS

SHEET NUMBER: REVISION:  
**A5** **2**  
LAX-150005



PLANT MATERIAL LEGEND						
SYMBOL	BOTANICAL NAME	COMMON NAME	PLANT SPACING	PLANT SIZE	QUANTITIES	PLANT FACTOR Kc
	MACADEMYA LINGUIS-CAT	CAT'S CLAW VINE	AS SHOWN	5 GAL	11	.2 (LOW)

**SOIL PREPARATION**  
1. BACKFILL MIX FOR USE OF PLANTING ALL VINES

- 8 PARTS BY VOLUME ON SITE SOIL
  - 4 PARTS BY VOLUME ORGANIC AMENDMENT
  - 1 LB. 12-12-12 COMMERCIAL FERTILIZER PER CUBIC YARD
  - 1 LB. IRON SULFATE PER CU. YD. OF MIX
- (NOTE: THIS BACKFILL MIX IS FOR EROSION PURPOSES ONLY. THE CONTRACTOR SHALL PROVIDE SOIL SAMPLES TO BE TESTED BY A SOIL AND PLANT LAB FOR ACTUAL BACKFILL AND SOIL AMENDMENT REQUIREMENTS.)

2. PLANT TABLE FOR ALL VINES

- 3-21 GRAM AGRIFORM FERTILIZER TABLETS PER 5 GALLON STOCK
- 4-21 GRAM AGRIFORM FERTILIZER TABLETS PER 15 GALLON STOCK

**PLANTING NOTES AND PLANT MATERIAL LEGEND**

SCALE: NONE 3

**SCOPE OF WORK**

THE WORK INCLUDED IN THESE SPECIFICATIONS SHALL CONSIST OF ALL LABOR, TOOLS, MATERIALS, PERMITS, TAXES, AND ALL OTHER COSTS, FORESEEABLE AND UNFORESEEABLE AT THE TIME OF CONTRACTING, NECESSARY AND APPROPRIATE FOR THE INSTALLATION OF THE LANDSCAPING AS HEREIN SPECIFIED ON THE ACCOMPANY DRAWINGS.

**GENERAL CONDITIONS**

- INTERPRETATION OF PLANS AND SPECIFICATIONS:** THE LANDSCAPE ARCHITECT WILL INTERPRET THE MEANING OF ANY PART OF THE PLANS AND SPECIFICATIONS ABOUT WHICH ANY MISUNDERSTANDING MAY ARISE, AND THE DECISION WILL BE FINAL.
- LICENSE REQUIREMENTS:** THE CONTRACTOR SHALL CARRY NECESSARY CALIFORNIA STATE CONTRACTORS LICENSE OR CERTIFICATE FOR TYPE OF WORK LISTED, SUCH AS C-27.
- INSURANCE COVERAGE:** THE CONTRACTOR SHALL CARRY ALL NECESSARY COMPENSATION AND LIABILITY INSURANCE TO COVER THE WORKMEN AND WORK TO FULLY PROTECT THE OWNER FROM ANY POSSIBLE SUIT OR LIEN.
- KNOWLEDGE OF SITE:** IT IS ASSUMED THAT THE CONTRACTORS HAVE VISITED THE SITE AND FAMILIARIZED THEMSELVES WITH SITE CONDITIONS, AND SHALL HAVE VERIFIED ALL DIMENSIONS AND OTHER FACTORS AFFECTING THE WORK.
- INCREASED COSTS:** IF EXTRA WORK OR CHANGES WILL RESULT IN ANY INCREASED COSTS OVER THE CONTRACT FEE, THE OWNER SHALL SIGN THE CONTRACTOR'S WRITTEN REQUEST FOR SUCH ADDITIONAL FUNDS PRIOR TO ACTUALLY DOING THE WORK.
- CHANGES:** THE OWNER SHALL HAVE THE RIGHT TO MAKE MINOR CHANGES IN THE LANDSCAPE DESIGN AND INSTALLATION TO INSURE PRACTICALITY AND FOR AESTHETIC REASONS, AT NO ADDITIONAL COSTS.
- GRADING:** GRADE ALL AREAS BY FILLING AND/OR REMOVING SURPLUS SOIL AS NEEDED TO ENSURE PROPER GRADING AND DRAINAGE AS INDICATED ON THE PLANS. UNLESS OTHERWISE NOTED, FINISHED GRADES SHALL BE BELOW HARDSCAPE AS FOLLOWS: 2" IN GROUND COVER, 1" IN LAWN AREAS.

**PLANTING**

- CONTAINER GROWN PLANTS TO BE PLANTED IN PLANT PITS TWO TIMES WIDER THAN PLANT CONTAINER AND A DEPTH EQUAL TO THE HEIGHT OF THE PLANT ROOTBALL. PLANT GROWN TO BE SLIGHTLY HIGHER THAN ITS NATURAL GROWING HEIGHT AFTER SETTLEMENT. (SHRUBS ONLY)
- ALL PLANTS SHALL BE WATERED IMMEDIATELY, PRIOR TO BACKFILLING PLANTING PITS.
- USE AGRIFORM 20-10-5, 21 GRAM TABLETS PER MAKER'S SPECIFICATIONS, WITH ALL SHRUBS AND TREES. 1 PER 1 GAL. 2 PER 5 GAL. 3 PER 15 GAL. AND 4 PER FOOT OF BOX WIDTH.
- PROVIDE A WATERING BASIN AROUND ALL 5 GALLON AND LARGER SIZE MATERIAL APPROX AS FOLLOWS:  
5 GAL. 2" DEPTH X 1-1/2 TIMES CONTAINER
- SCARIFY THE SIDES OF EACH ROOT BALL PRIOR TO PLANTING IF CIRCULAR ROOT GROWTH IS EVIDENT. IF CIRCULAR ROOTS EXIST, PLANTS WILL BE REJECTED

**CLEAN UP**

- UPON COMPLETION OF THE WORK, THE CONTRACTOR SHALL PROPERLY CLEAN AND TIDY ALL WORK AND THE SURROUNDING AREAS USED BY THEM, AND REMOVE ANY OR ALL EXCESS MATERIALS, DIRT, DEBRIS FROM THE SITE, OR DISPOSE OF SAME AS DIRECTED BY OWNER, ARCHITECT OR LANDSCAPE ARCH.

**MAINTENANCE**

- MAINTENANCE PERIOD SHALL NOT BEGIN UNTIL ENTIRE INSTALLATION IS ACCEPTED BY THE OWNER/INSPECTOR FOLLOWING THE WALK-THRU.
- MAINTENANCE PERIOD SHALL BE FOR THE FOLLOWING DURATION: 90 DAYS.
- THE CONTRACTOR SHALL KEEP SITE WEED FREE, CLEAR OF DEBRIS, AND ADJUST IRRIGATION SYSTEM AS REQUIRED. LAWN SHALL BE PROPERLY CUT AND ALL CUTTINGS REMOVED FROM SITE. DEAD FOLIAGE REMOVED FROM PLANTS AND STAKING OF TREES SHALL BE ADJUSTED IF NECESSARY. IT IS THE OWNER'S RESPONSIBILITY TO MAINTAIN PLANTING AFTER ONE YEAR.

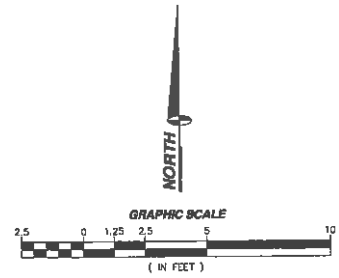
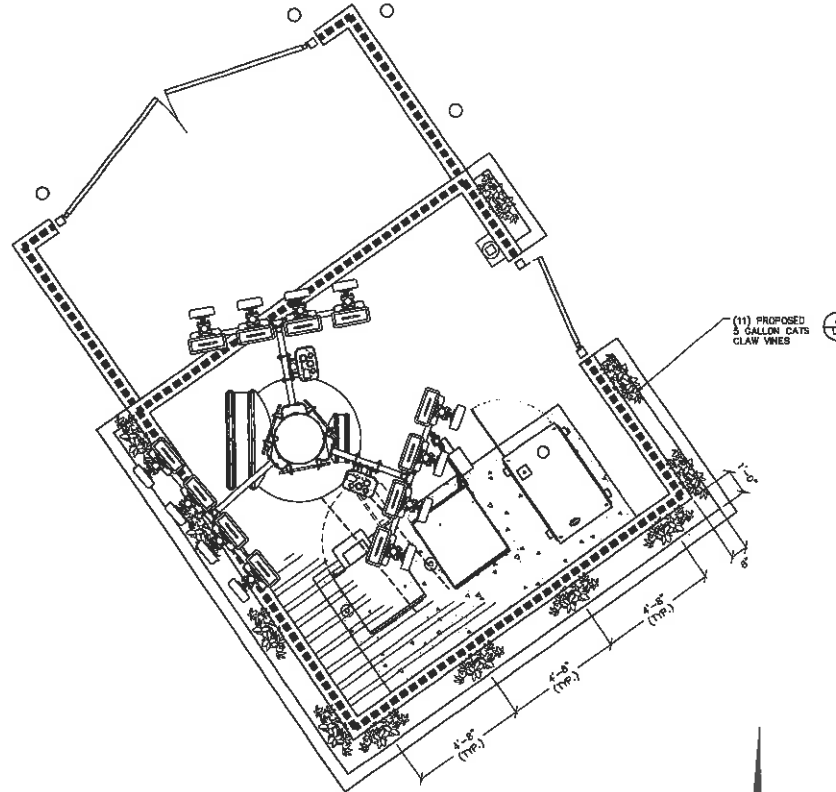
**GUARANTEE AND REPLACEMENTS**

- CONTRACTOR SHALL GUARANTEE HEALTHY PLANT ESTABLISHMENT FOR A PERIOD OF 12 MONTHS AND SHALL NOT BE RESPONSIBLE FOR DAMAGE DUE TO EXTREME WIND OR EXCESSIVE RAIN RUN-OFF ON NEW PLANTED GROUND COVER AREAS. SUCH "NATURAL DAMAGE" SHALL BE REPAIRED ON A TIME AND MATERIAL BASIS.
- ANY PLANT MATERIAL FAILING TO SURVIVE DUE TO CONTRACTOR'S IMPROPER INSTALLATION SHALL BE REPLACED BY CONTRACTOR AT NO ADDITIONAL COST TO OWNER.

**LANDSCAPE NOTES**

SCALE: NONE 2

**LANDSCAPE PLAN**



- NOTE:**
- IRRIGATION FOR NEW VINES TO BE INTO EXISTING IRRIGATION.
  - CONTRACTOR TO COORDINATE WATER TIMES WITH EXISTING WATER TIMES ON EXISTING IRRIGATION MAIN.
  - CONTRACTOR TO VERIFY PSI AT THE TAP TO THE MAIN IRRIGATION LINE.
  - STATIC LINE PRESSURE APPROXIMATELY 60 PSI (CONTRACTOR TO VERIFY)

11" x 17" SCALE 24" x 36" SCALE  
1" = 5' 1" = 2'-6"

**verizon**  
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LICENSEURE:  
  
SHEET TITLE:  
LANDSCAPE PLAN

SHEET NUMBER:  
L1

REVISION:  
2  
LAX-150005

**IRRIGATION LEGEND**

☐	WATER METER
☐	NIBCO T-500 BALL VALVE
☐	1" ANTI-SIPHON CONTROL ZONE KIT, 12" ABOVE HIGHEST HEAD PER PLAN
☐	ESP-LX MODULAR CONTROLLER WITH CT MANAGER CARTRIDGE
---	LATERAL LINE SCH. 40 SIZE AS SHOWN 18" BELOW GRADE
☐	POP UP BUBBLER - RAINBIRD 1404 GPM PSI
	.07 25

PROJECT LANDSCAPE AREA:	= 99 SQUARE FEET
MAXIMUM WATER BUDGET:	= $[(E_t) (0.62) ((0.7 \times LA) + (0.3 \times SLA))]$ $[(58.7) (0.62) ((0.7 \times 99) + (0.3 \times 0))]$ = 2,437 (GALLONS/YEAR)
ESTIMATED WATER USE VINES:	= $[(E_t) (0.62) ((PF \times HA/6) + SLA)]$ $[(58.7) (0.62) ((0.2 \times 99/0.85) + 0)]$ = 819 (GALLONS/YEAR)
TOTAL ESTIMATED WATER USE:	= 1,617 (GALLONS/YEAR)

TOTAL LANDSCAPE AREA	= 99
SQ. FT. OF VINES	= 0
TOTAL AREA	= 99

**IRRIGATION LEGEND**

**SCOPE OF WORK**

- CONTRACTOR SHALL PROVIDE ALL MATERIALS, LABOR, ETC., TO COMPLETE THE PROJECT "PER PLAN"
- CONTRACTOR SHALL CONFIRM WATER PRESSURE PRIOR TO INSTALLATION AND REQUEST PLAN CHANGES, IF NECESSARY TO PROVIDE 100% COVER AT MAXIMUM EFFICIENCY.
- CONTRACTOR SHALL OBTAIN AND PAY FOR ALL NECESSARY PERMITS.

**CODES**

- ALL INSTALLATION AND MATERIALS SHALL BE AS PER LOCAL CODES AND ORDINANCES. PLANS AND SPECIFICATIONS SHALL NOT BE CONSTRUED AS WAIVING ANY SUCH REQUIREMENTS.

**DRAWINGS AND VERIFICATION OF DIMENSIONS**

- ALL IRRIGATION SHALL BE IN ACCORDANCE WITH PLANS AND SPECS.
- THE CONTRACTOR SHALL CHECK AND VERIFY ALL DIMENSIONS INDICATED ON THE PLOT PLAN. THE CONTRACTOR SHALL ACKNOWLEDGE THAT THEY HAVE VERIFIED ALL DIMENSIONS AND SHALL INDICATE ALL DISCREPANCIES IN PLOT PLAN, IF ANY. ANY INDICATED DISCREPANCIES WILL BE CHECKED IMMEDIATELY BY THE OWNER BY IN FIELD MEASUREMENTS AND IF ANY DISCREPANCY BE FOUND, THE OWNER WILL AUTHORIZE IN WRITING ALL NECESSARY ADDITIONS OR DELETIONS. IF ANY, THE CONTRACTOR SHOULD FAIL TO NOTIFY THE OWNER, HE SHALL, IN ALL EVENTS, SUPPLY ALL ITEMS INDICATED BY THE PLOT PLAN WITHOUT RIGHT TO COMPENSATION FOR ANY NECESSARY ADDITIONS.

**MATERIALS**

- ALL LATERAL LINES SHALL BE SCH 40
- A RAIN SWITCH MUST BE INSTALLED PER MANUFACTURER'S INSTRUCTIONS.
- ALL DIRECT BURIAL CONTROL WIRE SHALL BE 24V, SINGLE CONDUCTOR SOLID COPPER, U.L. APPROVED, 14 GA. MIN. PILOT WIRE PER MAKER'S RECOMMENDATIONS, 12 GA. MIN FOR COMMON GROUND WIRE.

**INSTALLATION**

- PLANS ARE DIAGRAMMATIC, ALL LINES SHALL BE IN PLANTING AREAS WHENEVER POSSIBLE.
- MAINLINE INSTALLATION SHALL BE AS FOLLOWS: LATERAL LINES SHALL BE FLUSHED PRIOR TO INSTALLATION OF HEADS.
- SCH. 40 AT 18" DEEP

**TESTING**

- SHOW OWNER THAT SYSTEM WORKS AND CLOCK CONTROLS SYSTEM.
- THE ABOVE TESTING SHALL BE COMPLETE PRIOR TO PLANTING OF ANY LANDSCAPING.

\*CONTRACTOR MUST SHOW THAT EACH VALVE IS CONTROLLED BY THE CLOCK

**COVERAGE TEST**

- WHEN THE SPRINKLER SYSTEM IS COMPLETED, THE CONTRACTOR SHALL PERFORM A COVERAGE TEST IN THE PRESENCE OF THE OWNER/INSPECTOR TO DETERMINE IF THE COVERAGE IS COMPLETE AND ADEQUATE.
- CONTRACTOR SHALL MAKE ALL NECESSARY ADJUSTMENTS TO THE SATISFACTION OF THE OWNER AND PRIOR TO FINALIZING THE PROJECT.

**GUARANTEE**

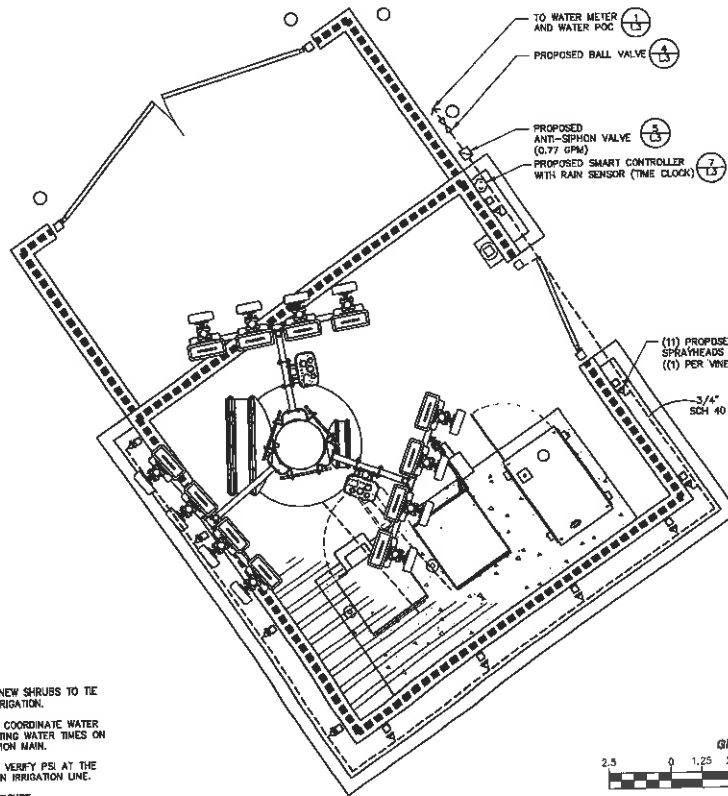
- THE CONTRACTOR SHALL GUARANTEE SYSTEM AGAINST DEFECTIVE INSTALLATION FOR A PERIOD OF 12 MONTHS, AND AGAINST DEFECTIVE MATERIALS FOR A PERIOD OF ONE YEAR, PARTS ONLY. DURING THIS TIME, REPAIRS AND/OR REPLACEMENTS SHALL BE MADE BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER.
- CONTRACTOR SHALL FURNISH THE OWNER WITH THE FOLLOWING:
  - MANUAL VALVE KEYS FOR EACH CONTROLLER
  - OPERATION MANUALS FOR AUTOMATIC CONTROLLER AND VALVES

**IRRIGATION SPECIFICATIONS**

- 120 V. ELECTRICAL POWER OUTLET FOR CONTROLLER TO BE PROVIDED BY OTHERS. IRRIGATION CONTRACTOR SHALL BE RESPONSIBLE FOR MAKING HOOKUP FROM OUTLET TO CONTROLLER.
- ALL WIRE FROM CONTROLLER TO ELECTRICAL CONTROL VALVES TO BE COPPER UGH #14 DIRECT BURIAL INSTALL IN COMMON TRENCH WITH MAIN LINE WHERE POSSIBLE. PROVIDE 18" COVER.
- PROVIDE MINIMUM 18" COVER OVER ALL PRESSURE MAIN LINE AND 18" OVER ALL NON-PRESSURE LATERAL LINE PIPE. ALL PIPE UNDER PAVED AREAS TO HAVE SCH. 40 PVC SLEEVES INSTALLED PRIOR TO PAVING.
- FINAL LOCATION OF AUTOMATIC CONTROLLER TO BE DETERMINED BY OWNER'S REP. AND/OR LANDSCAPE ARCHITECT.
- THIS DESIGN IS DIAGRAMMATIC. EQUIPMENT SHOWN IN PAVED AREAS IS FOR DESIGN CLARIFICATION ONLY AND IS TO BE INSTALLED WITHIN PLANTED AREAS WHERE POSSIBLE.
- IRRIGATION CONTRACTOR SHALL FLUSH ALL LINES AND ADJUST ALL HEADS FOR MAX PERFORMANCE AND TO PREVENT OVER SPRAY ONTO WALKS, DRIVES, AND BUILDINGS AS MUCH AS POSSIBLE. THIS SHALL INCLUDE SELECTING THE BEST DEGREE OF ARC TO FIT EXISTING SITE CONDITIONS.
- DO NOT WILLFULLY INSTALL THE SYSTEM AS DESIGNED WHEN IT IS OBVIOUS IN THE FIELD THAT UNKNOWN OBSTRUCTIONS OR GRADE DIFFERENCES EXIST THAT WERE NOT KNOWN DURING DESIGNING. SUCH CONDITIONS SHALL BE BROUGHT TO THE ATTENTION OF THE OWNER'S REPRESENTATIVE; OTHERWISE, THE IRRIGATION CONTRACTOR MUST ASSUME FULL RESPONSIBILITY FOR ANY AND ALL NECESSARY REVISIONS.
- INSTALL ALL EQUIPMENT AS SHOWN IN DETAILS.
- SYSTEM DESIGN IS BASED ON MINIMUM OPERATING PRESSURE SHOWN AT EACH POINT OF CONNECTION. MAXIMUM GPM DEMAND SPECIFIED. IRRIGATION CONTRACTOR SHALL VERIFY ALL PRESSURES AT SITE PRIOR TO CONSTRUCTION.
- UPON COMPLETION OF JOB, PROVIDE OWNER WITH A REPRODUCIBLE SET OF "AS BUILT DRAWINGS".
- THE SYSTEM SHALL BE FULLY GUARANTEED FOR A PERIOD OF ONE YEAR. ANY DEFECTIVE MATERIAL OR POOR WORKMANSHIP SHALL BE REPLACED OR CORRECTED BY THE IRRIGATION CONTRACTOR AT NO COST TO THE OWNER.

**IRRIGATION NOTES**

- NOTE:
- IRRIGATION FOR NEW SHRUBS TO TIE INTO EXISTING IRRIGATION.
  - CONTRACTOR TO COORDINATE WATER TIMES WITH EXISTING WATER TIMES ON EXISTING IRRIGATION MAIN.
  - CONTRACTOR TO VERIFY PSI AT THE TAP TO THE MAIN IRRIGATION LINE.
  - STATIC LINE PRESSURE APPROXIMATELY 88 PSI (CONTRACTOR TO VERIFY)
  - NO LOW HEAD DRAINAGE ALLOWED.



11" x 17" SCALE (24" x 36" SCALE)  
 1" = 8'    1" = 2'-0"

SCALE: NONE 5      SCALE: NONE 2

SCALE: NONE 4

SCALE: NONE 3

**IRRIGATION PLAN**

**verizon**  
 15505 SAND CANYON AVENUE  
 BUILDING D, 1ST FLOOR  
 IRVINE, CALIFORNIA 92618

PROJECT INFORMATION:  
 CBU  
 (MACRO CELL EVOLUTION)  
 8223 CALIFORNIA AVENUE  
 RIVERSIDE, CALIFORNIA 92504

CURRENT ISSUE DATE:  
 12/30/15

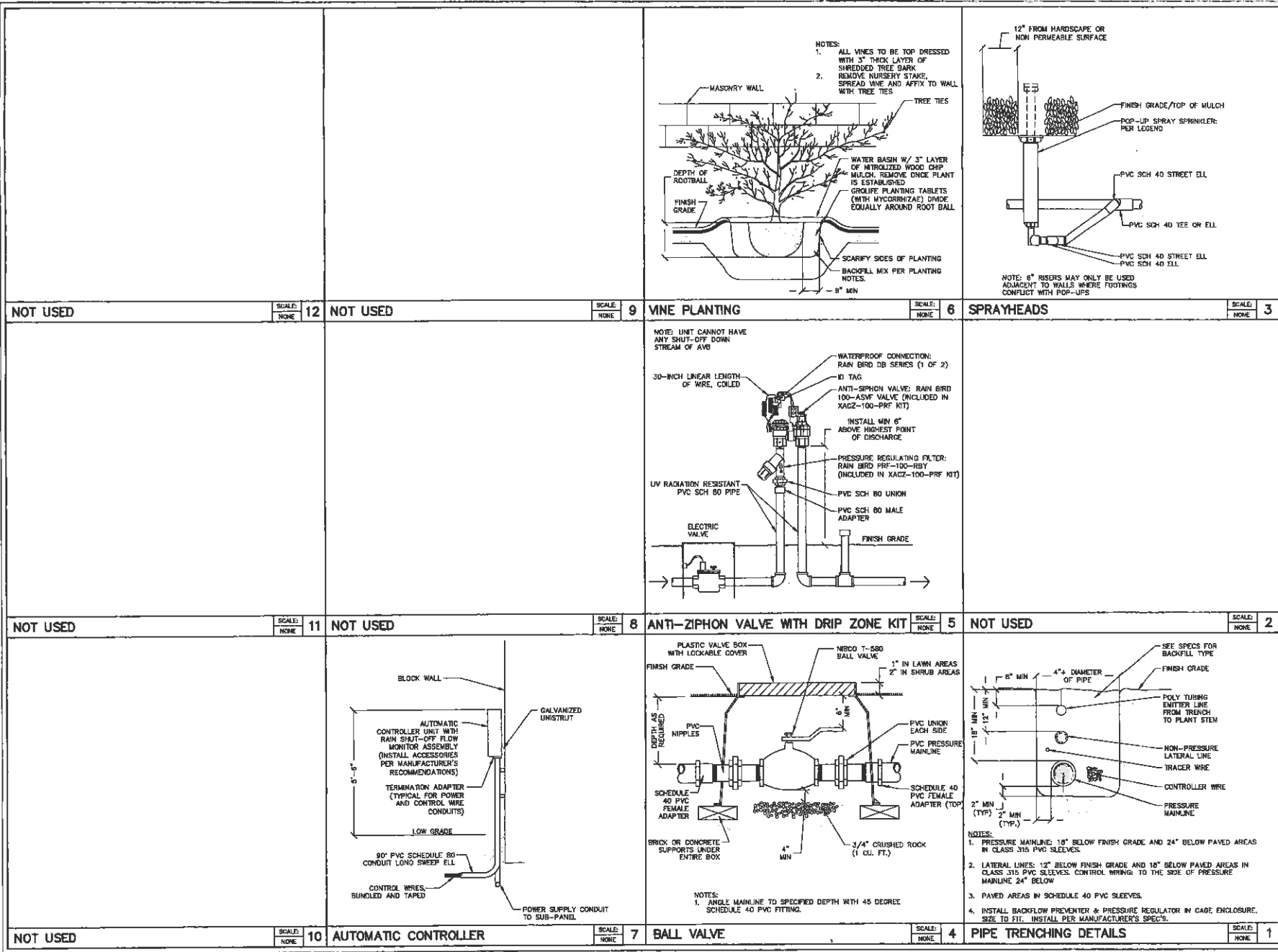
ISSUED FOR:  
 ZONING

REV.	DATE	DESCRIPTION	BY
△	12/30/15	PLANNING REVISION	R.C.
△	08/11/15	100% ZONING	T.R.
△	08/05/15	BOX ZONING	R.C.

**SPECTRUM**  
 SPECTRUM SERVICES, INC.  
 4405 E. AIRPORT DRIVE, SUITE 100  
 ONTARIO, CALIFORNIA 91761  
 PH: (909) 456-8401  
 FAX: (909) 456-8408

LICENSE:  
 SHEET TITLE:  
 IRRIGATION PLAN

SHEET NUMBER:  
**L2**  
 REVISION:  
**2**  
 LAX-150005



NOT USED SCALE: NONE 12 NOT USED SCALE: NONE 9 VINE PLANTING SCALE: NONE 6 SPRAYHEADS SCALE: NONE 3

NOT USED SCALE: NONE 11 NOT USED SCALE: NONE 8 ANTI-ZIPHON VALVE WITH DRIP ZONE KIT SCALE: NONE 5 NOT USED SCALE: NONE 2

NOT USED SCALE: NONE 10 AUTOMATIC CONTROLLER SCALE: NONE 7 BALL VALVE SCALE: NONE 4 PIPE TRENCHING DETAILS SCALE: NONE 1

**verizon**  
 15505 SAND CANYON AVENUE  
 BUILDING D, 1ST FLOOR  
 IRVINE, CALIFORNIA 92618

PROJECT INFORMATION:  
 CBU  
 (MACRO CELL EVOLUTION)  
 8223 CALIFORNIA AVENUE  
 RIVERSIDE, CALIFORNIA 92504

CURRENT ISSUE DATE:  
 12/30/15

ISSUED FOR:  
 ZONING

REV.: DATE DESCRIPTION BY:

12/30/15	PLANNING REVISION	R.C.
08/11/15	100% ZONING	T.R.
08/05/15	80% ZONING	R.C.

PLANS PREPARED BY:  
**SPECTRUM**  
 SPECTRUM SERVICES, INC.  
 4405 E. AIRPORT DRIVE, SUITE 100  
 ONTARIO, CALIFORNIA 91761  
 PH: (909) 456-8401  
 FAX: (909) 456-8408

LICENSEURE:

SHEET TITLE:

SHEET NUMBER: L3 REVISION: 2

LAX-150005

PAGE BREAK



**AIRPORT LAND USE COMMISSION  
RIVERSIDE COUNTY**



January 29, 2016

**CHAIR**

**Simon Housman**  
Rancho Mirage

Mr. Steve Hayes, Business Ready Riverside Program Manager  
City of Riverside Office of Economic Development

**VICE CHAIRMAN**

**Rod Ballance**  
Riverside

3900 Main Street, Second Floor  
Riverside, CA 92522

**COMMISSIONERS**

**Arthur Butler**  
Riverside

**RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW –  
DIRECTOR’S DETERMINATION**

**John Lyon**  
Riverside

File No.: ZAP1173MA16  
Related File No.: P12-0220 (General Plan Amendment) (associated case: P11-0050 - Environmental Impact Report)

**Glen Holmes**  
Hemet

APN: N/A – applies to land within rights-of-way (March AIA)

**Greg Pettis**  
Cathedral City

**Steve Manos**  
Lake Elsinore

Dear Mr. Hayes:

**STAFF**

**Director**  
Ed Cooper

John Guerin  
Russell Brady  
Barbara Santos

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

As authorized by the Riverside County Airport Land Use Commission (ALUC) pursuant to its Resolution No. 2011-02, as ALUC Director, I have reviewed City of Riverside Case No. P12-0220, a General Plan Amendment that would delete Policy CCM-4.4 within the Circulation and Community Mobility Element of the City’s General Plan, which prohibits “the removal of the Crystal View Terrace barrier prior to the connection of Overlook Parkway across the Alessandro Arroyo,” and have determined that the amendment (which does not increase the density or intensity of development): (1) has no possibility for having an impact on airport land use compatibility within the March Air Reserve Base/Inland Port Airport Influence Areas (AIA) or any other AIA; (2) has no potential for being inconsistent with the compatibility criteria and policies of the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan or any other Airport Land Use Compatibility Plan adopted by this Commission; and, (3) has no possibility for having an impact on the safety of air navigation within this AIA or on the long-term viability of operations at this joint use facility.

[www.rcaluc.org](http://www.rcaluc.org)

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

It is understood that deletion of this policy will allow the City of Riverside to remove vehicular gates on Crystal View Terrace and Green Orchard Place that were installed in conjunction with Tract Maps 29515 and 29628.

**RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION    January 29, 2016**

If you have any questions, please contact John Guerin, ALUC Principal Planner, at (951) 955-0982.

Sincerely,

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



Edward C. Cooper, ALUC Director

JJGJG

cc:    Gary Gosliga, Airport Manager, March Inland Port Airport Authority  
      Denise Hauser or Sonia Pierce, March Air Reserve Base  
      ALUC Case File

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## CIRCULATION AND COMMUNITY MOBILITY ELEMENT



Policy CCM-3.4: Seek opportunities to enhance mobility on parallel and connecting Arterial and Collector Streets in the Magnolia/Market corridor to relieve congestion and to allow for implementation of the mixed-use corridor plan. These could include changes to traffic control (stop signs and traffic signals), elimination of cross-gutters, parking removal, driveway consolidation or limited roadway widening where feasible.

Policy CCM-3.5: Apply neighborhood traffic control measures as warranted on the parallel local residential streets to limit cut-through, non-local traffic.

**Objective CCM-4: Provide a connection between Washington Street and SR-91 via an extension of Overlook Parkway.**


See the Land Use and Urban Design Element under "Arroyos" and "The Built Environment - Parkways" for more information on Overlook Parkway.

Policy CCM-4.1: Limit the Overlook Parkway completion over the arroyo to a two-lane roadway within a one-hundred-foot right-of-way.

In particular, review Objective LU-17, and Policies LU-13.2 and LU-5.6.

Policy CCM-4.2: The connection of Overlook Parkway across the Alessandro Arroyo shall not be completed until a detailed specific plan analyzing potential connection routes between Washington Street and the SR-91 has been adopted. Analysis of the fore mentioned connection route should, at a minimum include the area bounded by Mary Street, Adams Street, Dufferin Street, and SR-91. See Figure CCM-3 for a map of the study area.

Policy CCM-4.3: Ensure that LOS D or better is maintained along Victoria Avenue for intersections related to the Overlook Parkway extension. For more information on Victoria Avenue see LU-13 and CCM-2.14.

 Policy CCM-4.4: Prohibit the removal of the Crystal View Terrace barrier prior to the connection of Overlook Parkway across the Alessandro Arroyo.

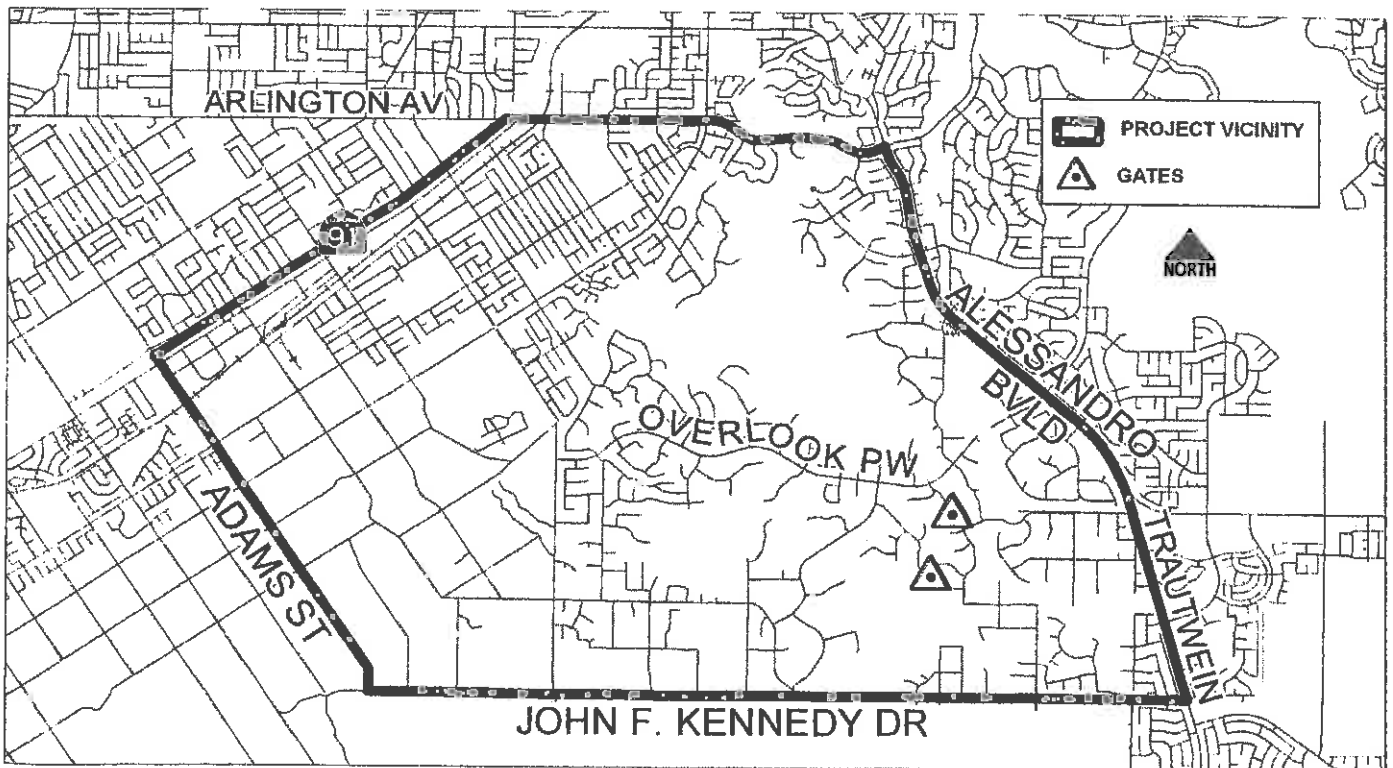


Victoria Avenue functions as more than a roadway. This proposed linear park has a well-maintained Class I bikeway that allows people to experience the beauty and heritage of Riverside at a comfortable pace.

### COOPERATIVE IMPLEMENTATION

Mobility and traffic conditions in Riverside are directly related to the regional transportation network. City infrastructure accommodates regional through traffic originating from other communities via the I-

**LOCATION:** The Environmental Impact Report (EIR) and General Plan Amendment (GPA) serve as the analysis required by General Plan 2025 Policies CCM-4.2, LU-5.6 and LU-13.2. The project study area of the EIR is generally bounded by John F. Kennedy Drive and Hermosa Drive to the south, Adams Street and the Riverside (91) Freeway to the west, Arlington Avenue to the north, and Alessandro Boulevard and Trautwein Road to the east and is approximately 7,500 acres in size. The General Plan land uses in the project vicinity primarily consist of agricultural, rural residential, hillside residential, and very low density residential development. The residential land uses near Crystal View Terrace and Green Orchard Place are categorized as hillside residential and very low density. A greater variety and intensity of land uses occur between Victoria Avenue and the Riverside Freeway, including commercial and higher density residential uses. Alessandro Boulevard, Arlington Avenue, Adams Street, Trautwein Road, and the Riverside Freeway border the project vicinity. The project vicinity also includes Victoria Avenue, a historic corridor (National Register Landmark) and designated "Scenic Boulevard," "Special Boulevard" and "Parkway" on the Circulation and Community Mobility Element for the General Plan 2025. The project vicinity includes all or portions of seven neighborhoods: Alessandro Heights, Canyon Crest, Casa Blanca, Arlington Heights, Hawarden Hills, Presidential Park, and Victoria and within Wards, 3, 4 and 5





## CITY OF RIVERSIDE PLANNING CASES P11-0050 (EIR) & P12-0220 (GPA)

**PROJECT DESCRIPTION:** To consider certification of an Environmental Impact Report (EIR) and a General Plan Amendment (GPA) related to a proposal to remove vehicular gates on Crystal View Terrace and Green Orchard Place that were installed in conjunction with Tract Maps 29515 and 29628 for traffic mitigation and as required by the City's Long Range Plan, the General Plan 2025. The specific proposal recommended by the City Council is as follows:

**Scenario 2 - Gates removed, no connection of Overlook Parkway:** Under Scenario 2, the gates at both Crystal View Terrace and Green Orchard Place would be removed, and there would be no connection of Overlook Parkway across the Alessandro Arroyo at this time. Overlook Parkway would remain on the Master Plan of Roadways – Figure CCM-4 in the Circulation and Community Mobility Element of the General Plan 2025 for future buildout.

In conjunction with the above recommendation, an amendment to the City's General Plan 2025 would be required to facilitate the City Council recommendation. Specifically, Policy CCM-4.3 would be required to be removed, which reads as follows:

*"Prohibit the removal of the Crystal View Terrace barrier prior to the connection of Overlook Parkway across the Alessandro Arroyo"*\*\*

\*Page CCM-19 is from the General Plan 2025 is attached for your convenience.

The project EIR analyzes a total of four potential circulation scenarios (alternatives), each of which represents an alternative set of actions intended to help resolve potential vehicular circulation issues in the study area, as described below. In addition to the above scenario, the other three scenarios analyzed in the EIR and described in detail in Section 2.6 of the EIR are summarized as follows:

1. **Scenario 1 - Gates closed to through traffic, no connection of Overlook Parkway:** Under Scenario 1, both the Crystal View Terrace and Green Orchard Place gates would remain in place and be closed until Overlook Parkway is constructed across the Alessandro Arroyo and a connection westerly of Washington Street is constructed in the future. Overlook Parkway would remain on the Master Plan of Roadways – Figure CCM-4 in the Circulation and Community Mobility Element of the General Plan 2025 for future buildout.
2. **Scenario 3 - Gates removed, Overlook Parkway connected:** Under Scenario 3, the gates at Crystal View Terrace and Green Orchard Place would be removed and Overlook Parkway would be connected over the Alessandro Arroyo, but without a westerly extension of Overlook Parkway to connect to the Riverside (91) Freeway.

3. **Scenario 4 - Gates removed, Overlook Parkway connected, and Overlook Parkway extended westerly:** Under Scenario 4, the gates at Crystal View Terrace and Green Orchard Place would be removed and Overlook Parkway would be connected over the Alessandro Arroyo. In addition, a new road (Proposed "C" Street) would be constructed west of Washington Street to provide a connection to the Riverside (91) Freeway. The Proposed "C" Street would extend approximately one mile from Washington Street to the north and west ending at the intersection of Madison Street and Victoria Avenue, with all roadways aligned to create a four-way intersection.

**PAGE BREAK**





# AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY

February 25, 2016

**CHAIR**

Simon Housman  
Rancho Mirage

Mr. Dan Fairbanks, AICP, Planning Director

**VICE CHAIRMAN**

Rod Ballance  
Riverside

March Joint Powers Authority

23555 Meyer Drive  
Riverside, CA 92518

**COMMISSIONERS**

Arthur Butler  
Riverside

**RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW –  
DIRECTOR'S DETERMINATION**

John Lyon  
Riverside

File No.: ZAP1180MA16

Glen Holmes  
Hemet

Related File No.: SP-1, A5 (Specific Plan Amendment) and GP 15-02 (associated  
General Plan Amendment)

Greg Pettis  
Cathedral City

APN: 294-100-005; 294-110-006; 294-110-007; 294-120-011; 294-  
120-012; 294-130-010; 294-130-011

Steve Manos  
Lake Elsinore

Dear Mr. Fairbanks:

**STAFF**

Director  
Ed Cooper

John Guerin  
Russell Brady  
Barbara Santos

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

[www.rcaluc.org](http://www.rcaluc.org)

As authorized by the Riverside County Airport Land Use Commission (ALUC) pursuant to a specific delegation of authority issued at its February 11, 2016 regular meeting, as ALUC Director, I have reviewed March Joint Powers Authority Case No. SP-1, A5 (Specific Plan No. 1, March Business Center, Amendment No. 5), a proposal to realign three road segments (Krameria Avenue, Street M, and Village West Drive) located within the South Campus of the March Business Center Specific Plan. Specifically, the alignment of Village West Drive would be shifted to the east and its intersection with Krameria Avenue would be changed from a curved intersection to a conventional T-intersection. The alignment of Krameria Avenue would be shifted to the north to avoid placement on a closed landfill site and to facilitate the T-intersection, and the alignment of Street M would be shifted to the west as requested by Ben Clark Training Center. The realignments result in changes in acreages of Planning Areas and land use designations, as acknowledged in March Joint Powers Authority Case No. GP 15-02 (General Plan Amendment). Acreages designated for Office, Mixed Use, Business Park, and Industrial uses would decrease by 6.9, 6.7, 6.1, and 1.7 acres, respectively, while acreage designated for Parks, Recreation, and Open Space would increase by 15.1 acres and Commercial acreage would increase by 0.3 acres. I have determined that the proposed amendments: (1) have no possibility for having an impact on airport land use compatibility within the March Air Reserve Base/Inland Port Airport Influence Areas (AIA) or any other AIA; (2) have no potential for being inconsistent with the compatibility criteria and policies of the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan or any other Airport Land Use Compatibility Plan adopted by this Commission; and, (3) have no possibility for having an impact on the safety of air navigation within this AIA or on the long-term viability of operations at this joint use facility.

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

**RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION February 25, 2016**

If you have any questions, please contact John Guerin, ALUC Principal Planner, at (951) 955-0982.

Sincerely,

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



Edward C. Cooper, ALUC Director

JJGJG

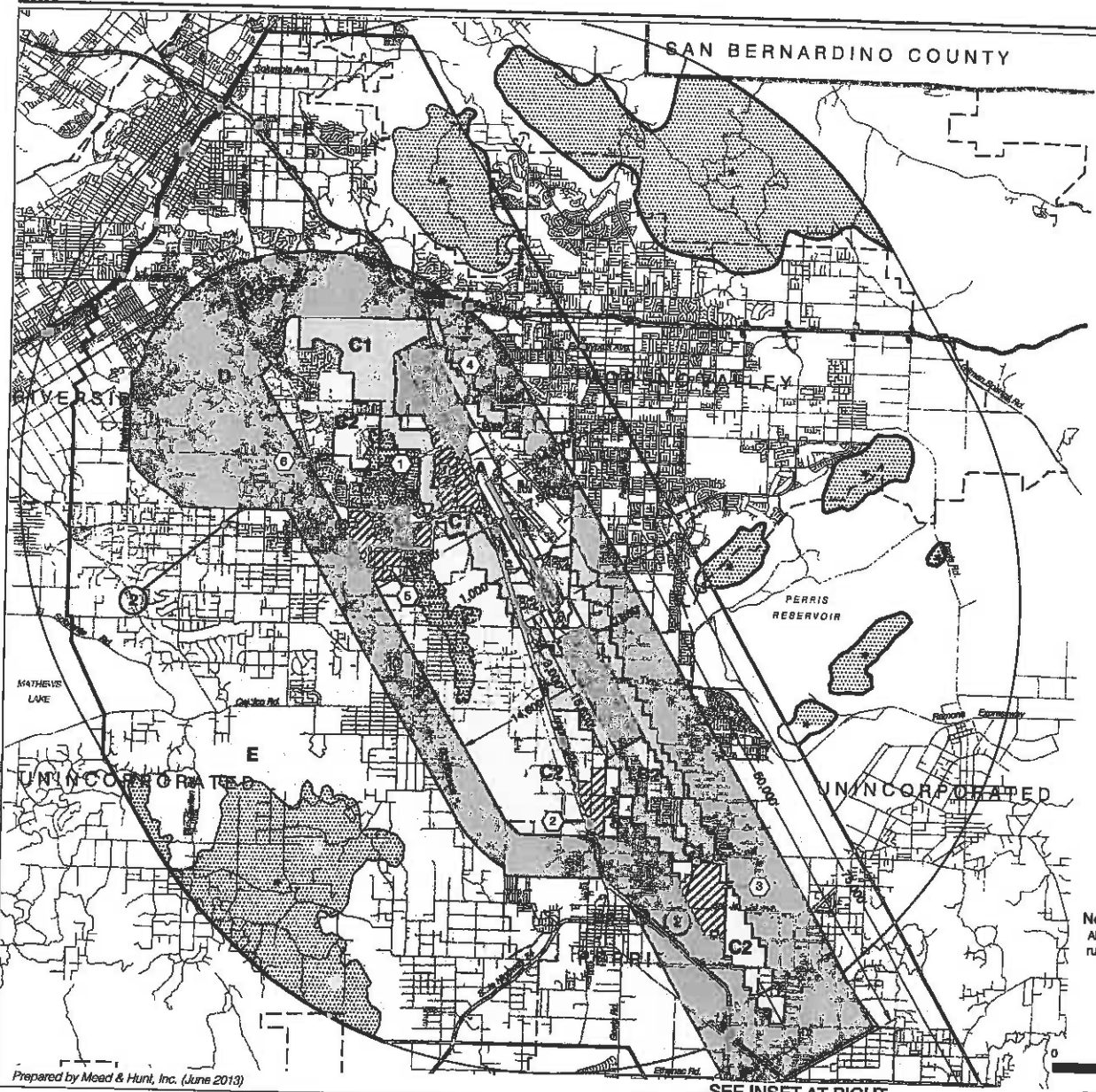
cc: Gary Gosliga, Airport Manager, March Inland Port Airport Authority  
Denise Hauser or Sonia Pierce, March Air Reserve Base  
Meridian Park, LLC (master applicant)  
Jeffrey Gordon (payee)  
Adam Corral, Kimley-Horn and Associates (representative)

Y:\AIRPORT CASE FILES\March\ZAP1180MA16.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)

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

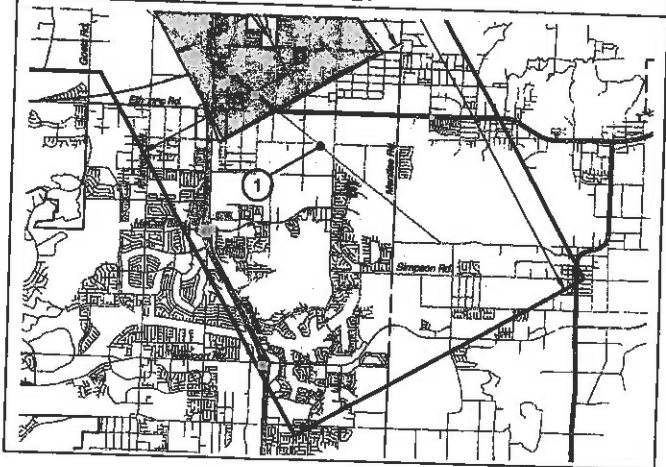
**Boundary Lines**

- 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 1,635 feet MSL.
- ② Point at which departing aircraft typically reach 3,000 feet above runway end.
- ③ March JPA: March Business Center/Meridian
- ④ Perris: Harvest Landing
- ⑤ Perris: Park West
- ⑥ Moreno Valley: Affordable Housing
- ⑦ March JPA: Ben Clark Training Center
- ⑧ Riverside: Ridge Crest Subdivision

**INSET**



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



Base map source: County of Riverside 2013

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

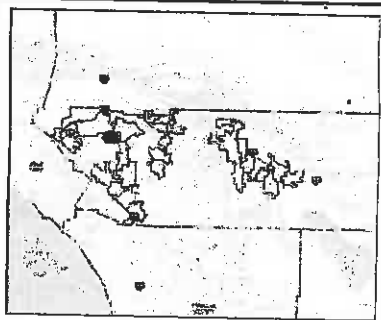
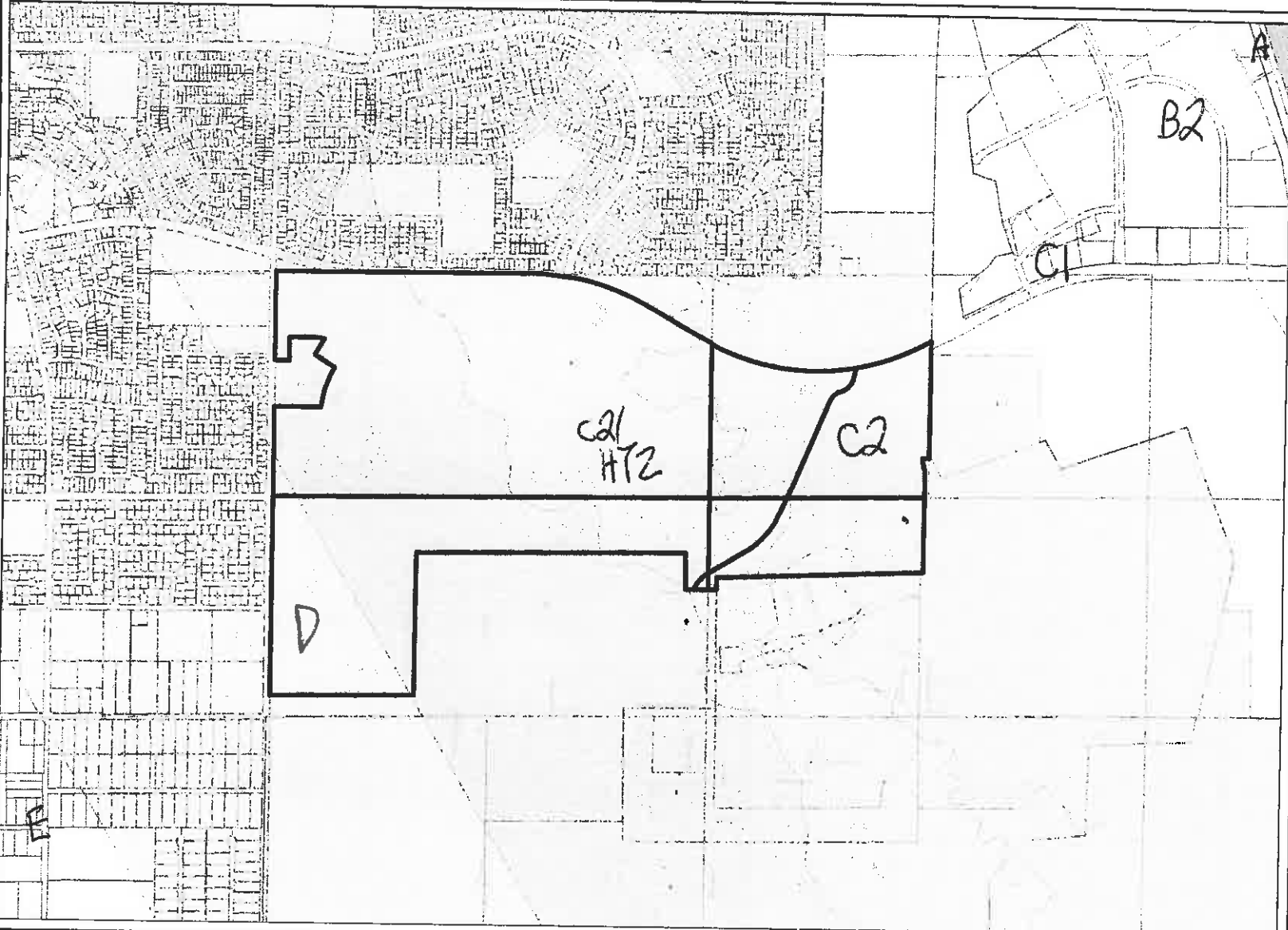
SEE INSET AT RIGHT

**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
- 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 2,229 4,457 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.

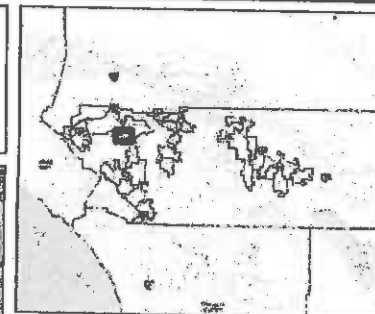
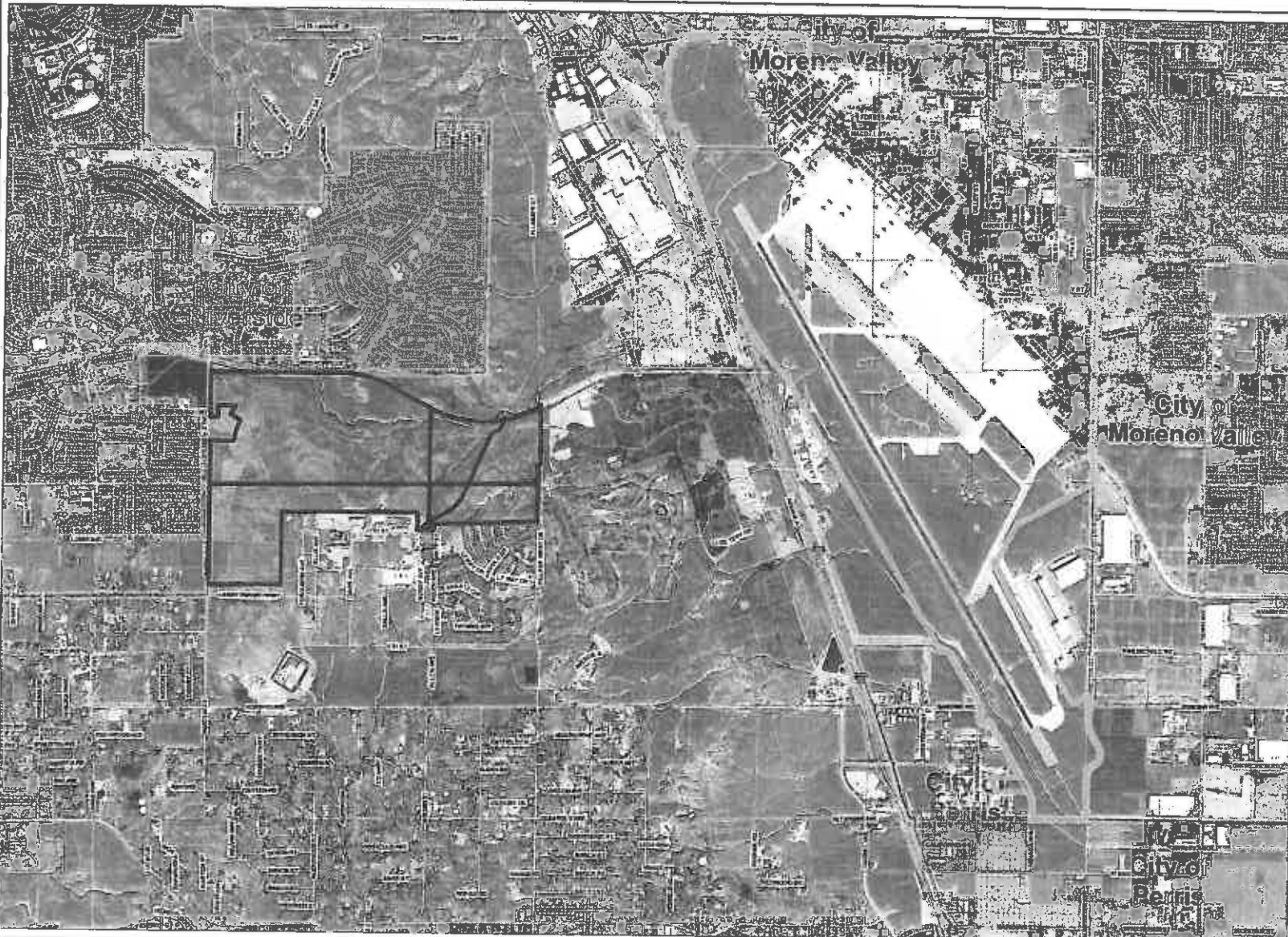
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**Notes**



# My Map



## Legend

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



0 4,457 8,915 Feet



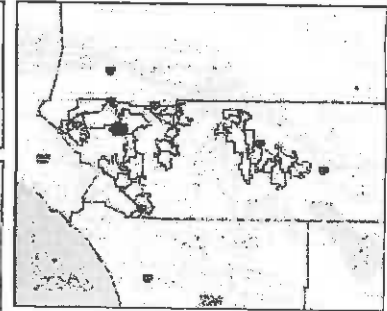
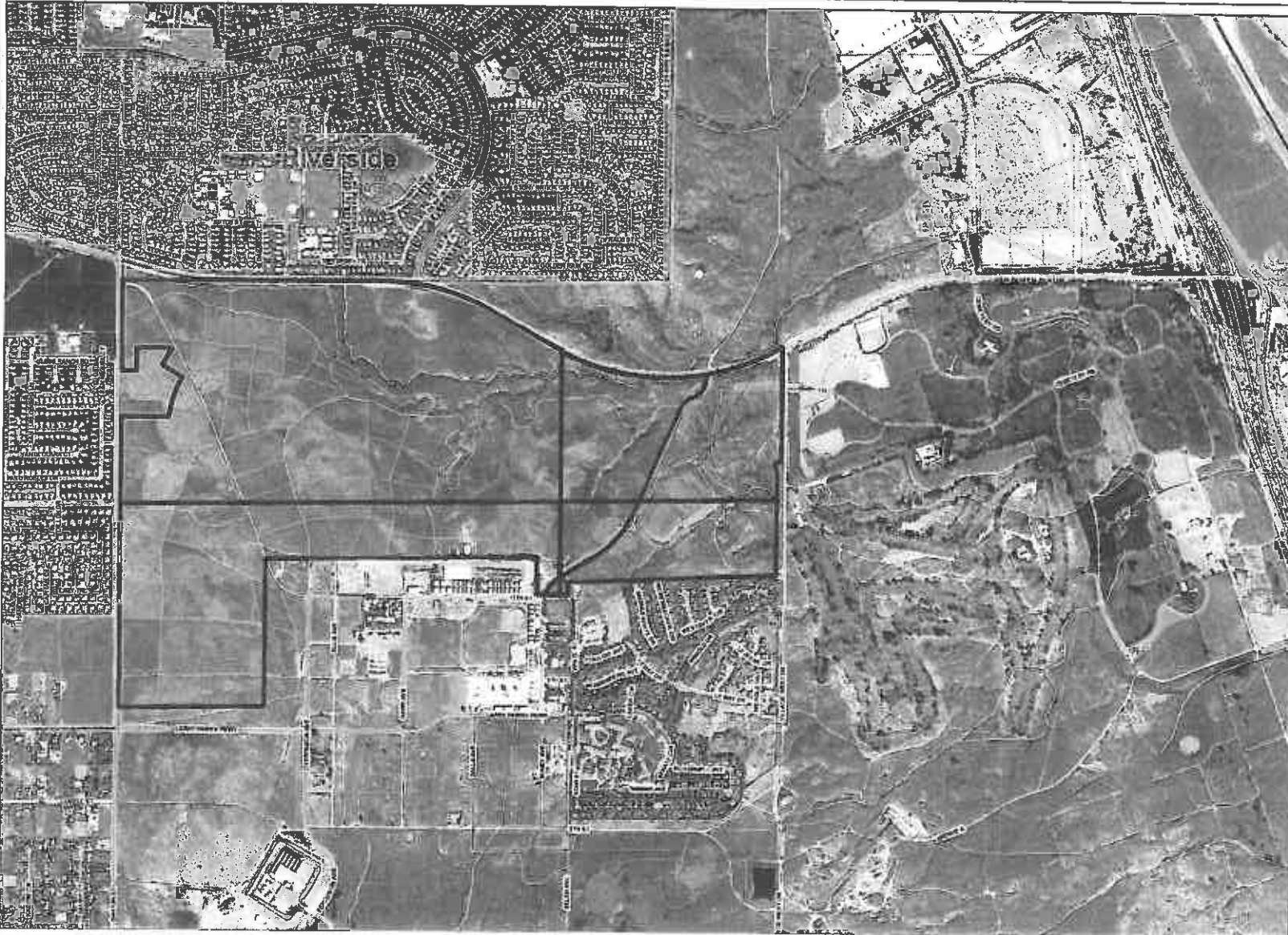
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## Notes

# My Map



## Legend

- Airports
- Runways
- City Boundaries
- roadsanno
- highways
- HWY
- INTERCHANGE
- INTERSTATE
- OFFRAMP
- ONRAMP
- USHWY
- roads
- Major Roads
- Arterial
- Collector
- Residential
- counties
- cities
- hydrographylines
- waterbodies
- Lakes
- Rivers



0 2,229 4,457 Feet



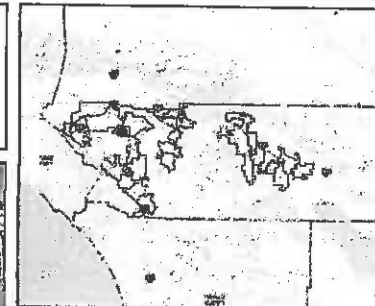
**\*IMPORTANT\*** Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness,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















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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



0 1,114 2,229 Feet



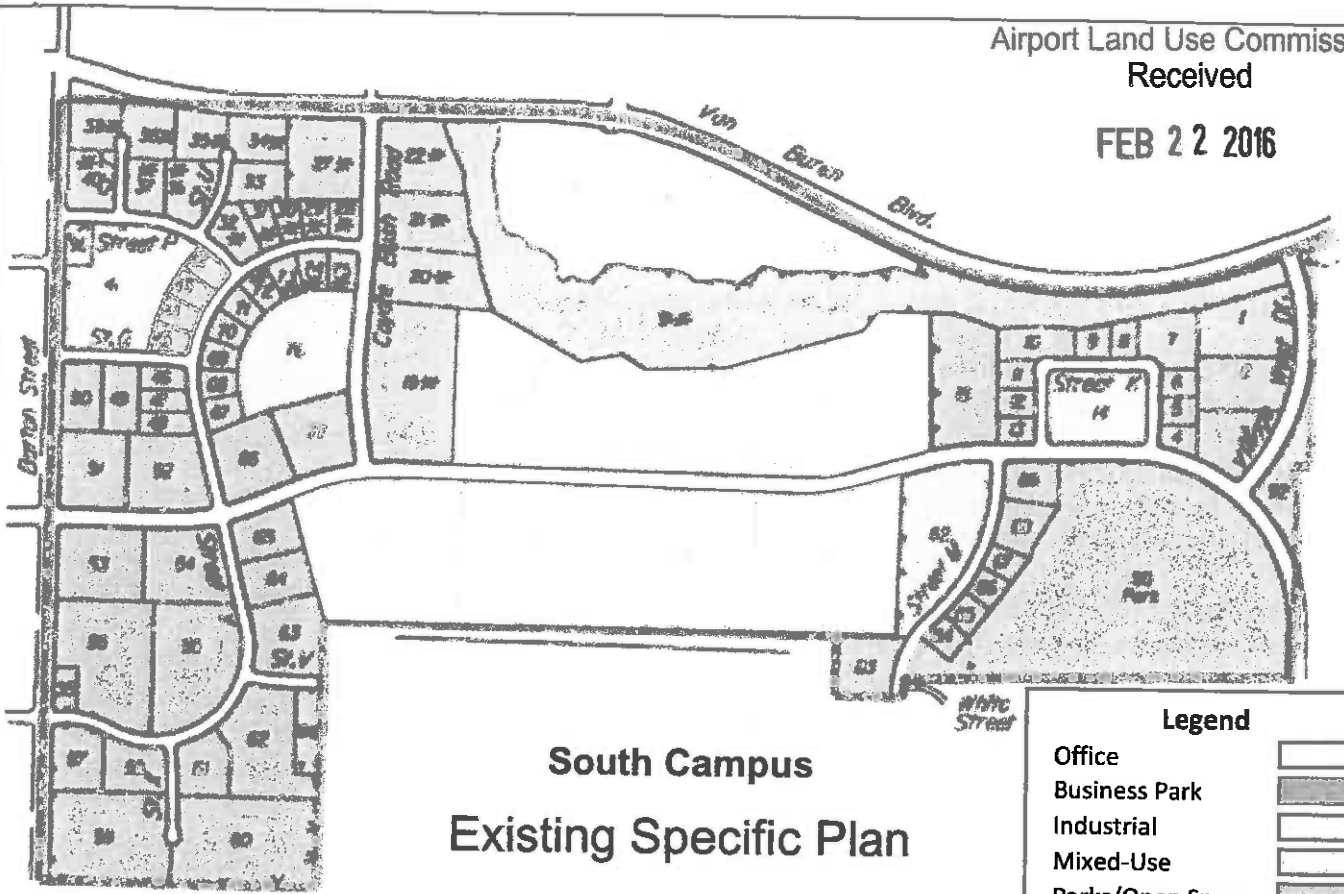
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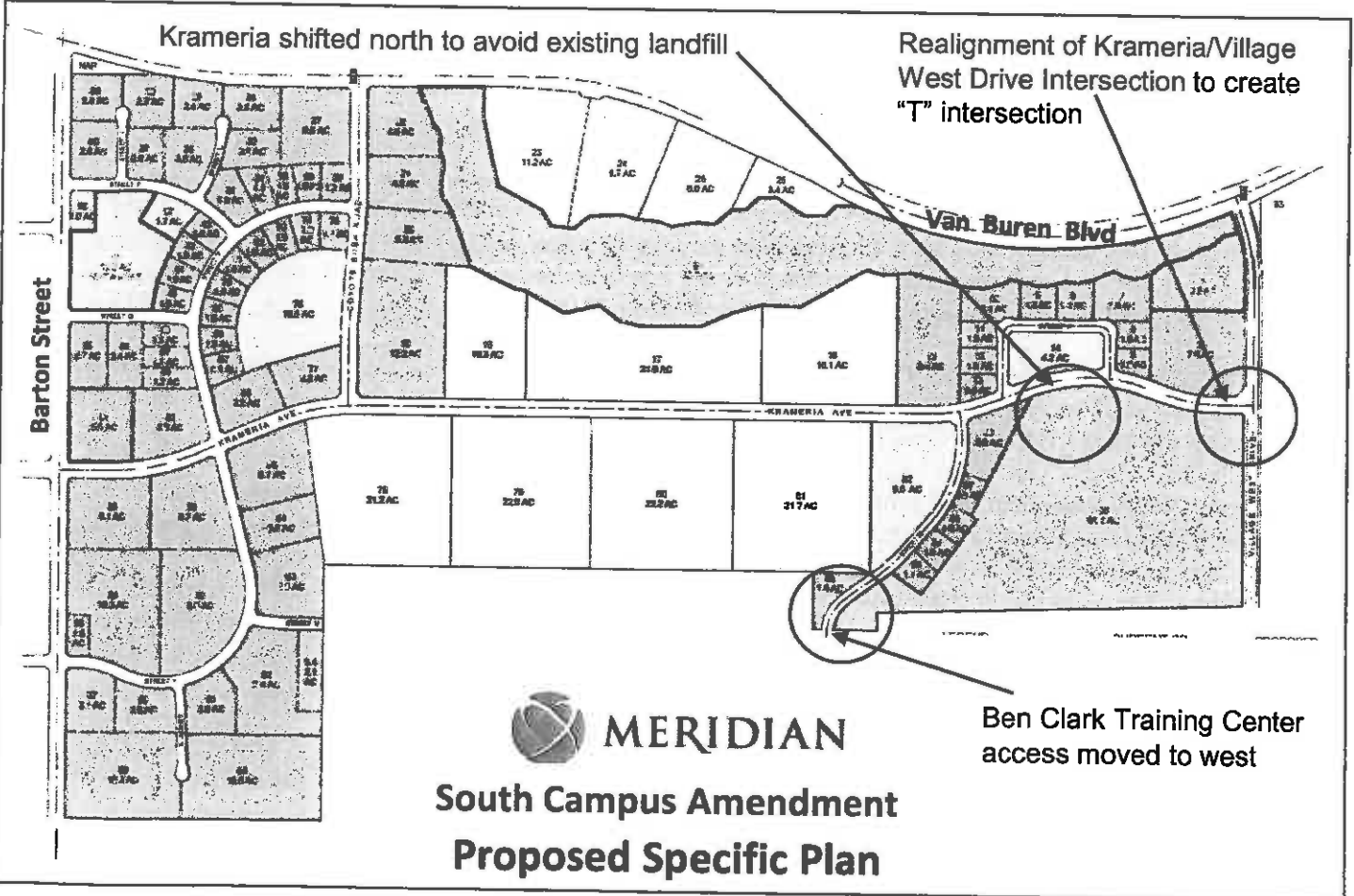
## Notes

FEB 22 2016



### South Campus Existing Specific Plan

Legend	
Office	[White box]
Business Park	[Light gray box]
Industrial	[Medium gray box]
Mixed-Use	[Dark gray box]
Parks/Open Space	[Stippled box]
Commercial	[Dark gray box]



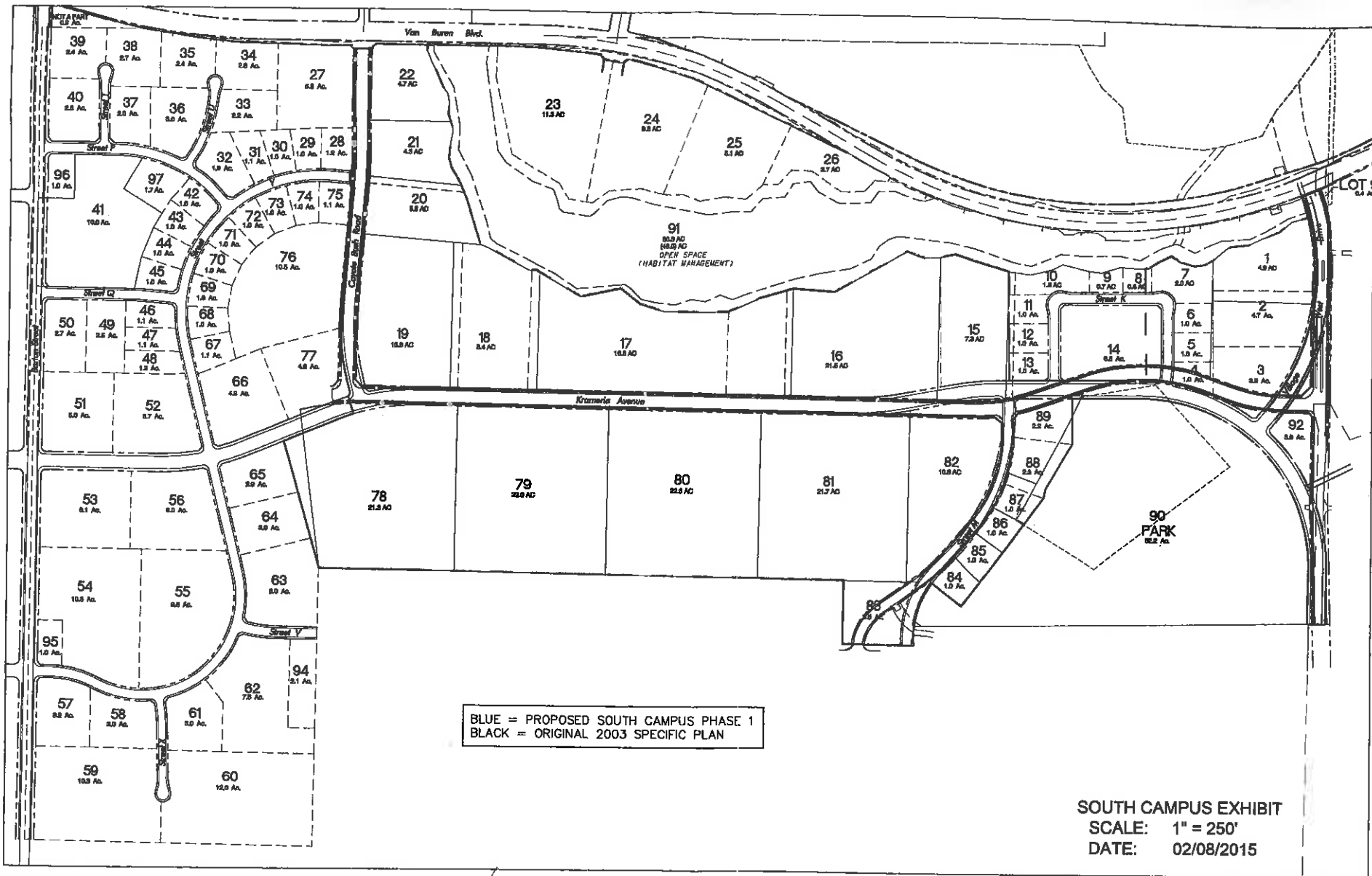
Krameria shifted north to avoid existing landfill

Realignment of Krameria/Village West Drive Intersection to create "T" intersection

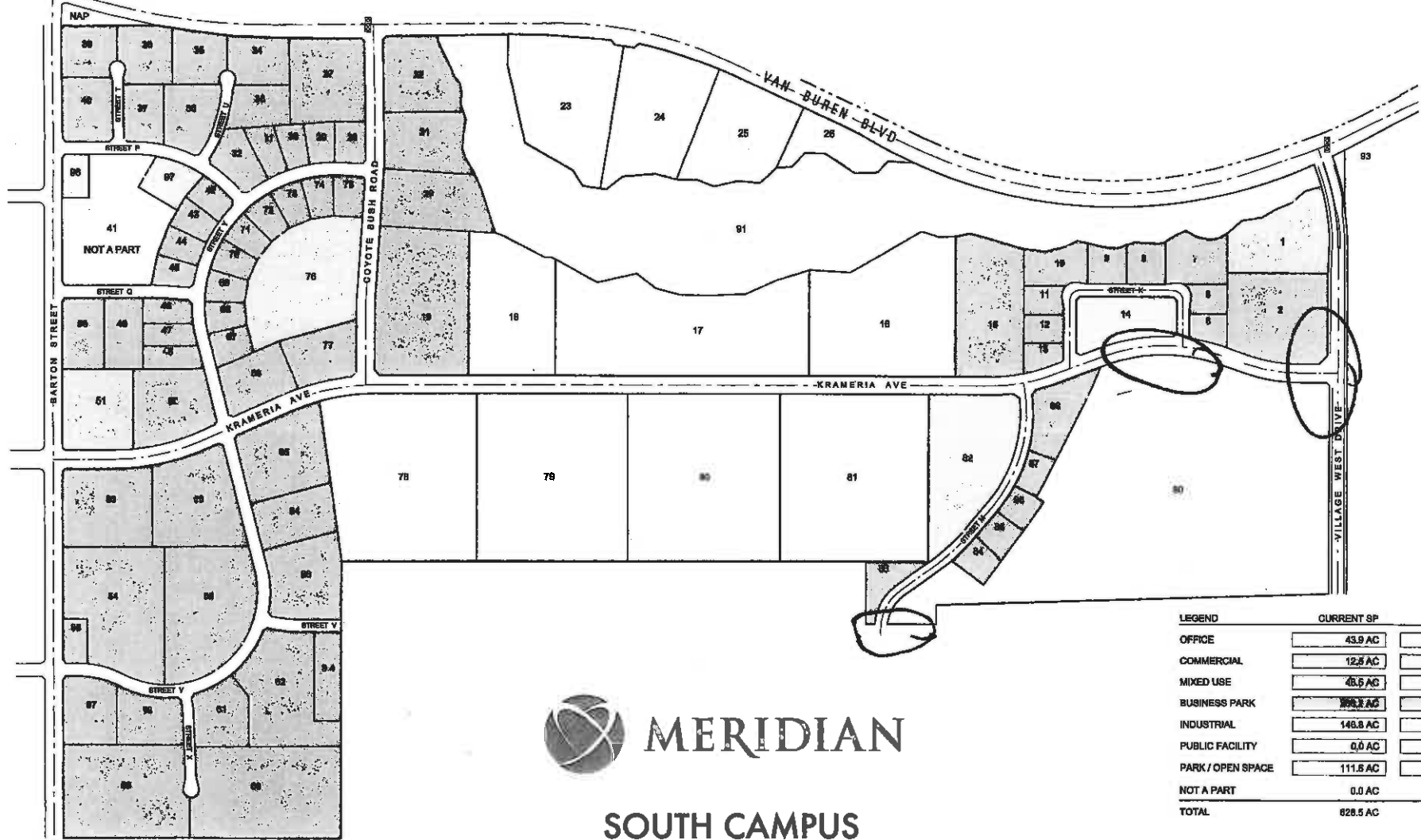
Ben Clark Training Center access moved to west



### South Campus Amendment Proposed Specific Plan



**SOUTH CAMPUS EXHIBIT**  
 SCALE: 1" = 250'  
 DATE: 02/08/2015



**MERIDIAN**

**SOUTH CAMPUS  
PROPOSED SPECIFIC PLAN AMENDMENT  
MERIDIAN PARK LLC**

LEGEND	CURRENT SP	PROPOSED
OFFICE	43.9 AC	37.5 AC
COMMERCIAL	12.8 AC	137.7 AC
MIXED USE	48.5 AC	32.8 AC
BUSINESS PARK	393.3 AC	232.1 AC
INDUSTRIAL	146.8 AC	143.4 AC
PUBLIC FACILITY	0.0 AC	0.0 AC
PARK / OPEN SPACE	111.8 AC	128.8 AC
NOT A PART	0.0 AC	11.8 AC
<b>TOTAL</b>	<b>828.5 AC</b>	<b>626.5 AC</b>



# MARCH JOINT POWERS AUTHORITY

## NOTICE OF PUBLIC HEARING BEFORE THE COMMISSION OF THE MARCH JOINT POWERS AUTHORITY

**NOTICE IS HEREBY GIVEN** that at **8:30 A.M.** on **Wednesday, March 2, 2016**, or as soon thereafter as possible, in the March Joint Powers Authority Conference Center, located at 23533 Meyer Drive, Riverside, California 92518, a public hearing will be held by the Commission of the March Joint Powers Authority. This meeting is scheduled to discuss and take action on the following items:

The following applications involve requests for minor changes to the approved March Business Center Specific Plan (SP-1) South Campus, located on approximately 626.5 gross acres south of Van Buren Boulevard, east of Barton Street, west of Village West Drive and north of the Ben Clark Public Safety Training Center:

**GP 15-02:** A request by Meridian Park, LLC to approve minor amendments to the General Plan Land Use Element and Transportation Element, as follows: 1) modifying the General Plan Transportation Plan Exhibit 2-1 to identify minor street alignment changes southwest of Van Buren Blvd/Village West Drive; 2) incorporating decreases in acreages of the Industrial, Business Park, Mixed Use and Office land use designations, and increases in the Parks/Recreation and Open Space land use and Commercial land use designations; 3) modifying General Plan Buildout Table 1-1 to reduce future development within March JPA; 4) and modifying General Plan Table 2-2 to identify greater use of Class II Bike Lanes.

**SP-1, A5:** A request by Meridian Park, LLC to amend the approved March Business Center Specific Plan (SP1) to: 1) realign the intersection of Krameria Ave/Village West Drive to a conventional T-intersection as opposed to a curved intersection; 2) shifting the alignment of Krameria Ave 100' north to avoid a closed Air Force landfill; and 3) shifting access to Ben Clark Public Safety Training Facility (BCTC) approximately 320' to the west to Bundy Avenue, at the request of the BCTC. This request would reduce developable acreage in the Industrial district (-1.7 acres), Business Park district (-6.1 acres), Mixed Use district (-6.7 acres) and Office district (-6.9 acres), and increase land in the Parks, Recreation and Open Space district (+15.1 acres) and the commercial district (+3 acres). Additionally, this item would modify the approved March Business Center Design Guidelines to incorporate greater use of drought tolerant landscape plants. Maps depicting the existing, approved March Business Center land use plan and the proposed, amended land use plan are provided on the reverse side of this notice.

**Tentative Map 30857, Amendment 3.** A request by Meridian Park, LLC to amend approved Tentative Tract Map 30857 to provide minor changes to the approved street alignments in conformance with the requested General Plan and Specific Plan amendments. The request includes a phasing plan to develop areas west of Coyote Bush as later phases of the development. The requested Tentative Map provides two less lots than the existing approved Tentative Map, to account for greater acreage being provided for a conservation easement and park area.

**Environmental Determination:** The Commission of the March Joint Powers Authority will also consider a recommendation by staff regarding the adoption of an addendum to the previously certified Focused Environmental Impact Report for the March Business Center Specific Plan Amendment (SP-1) (2002071089).

The staff report, CEQA addendum, and project file are available for review, Monday through Friday, from 8:00 AM to 5:00 PM at the March Joint Powers Authority office, located at 23555 Meyer Drive, Riverside, 92518. In accordance with Government Code section 65009, anyone wishing to challenge an action taken by the March Joint Powers Commission in court may be limited to raising only those issues raised at the public hearings described in the notice, or raised in written correspondence delivered to the hearing body, at or prior to the public hearing. Any written correspondence submitted to one or more of the March JPA Commissioners regarding this matter must also be copied to the Commission Clerk and the project planner, prior to the meeting date first referenced above.

Please contact Dan Fairbanks, March JPA Planning Director at (951) 656-7000, should you have any questions regarding this notice. If special accommodations are needed to participate in this meeting, please contact Carey Allen, Office Manager, at (951) 656-7000 during regular business hours (M-F 8:00 AM – 5:00 PM). (2/18/16)

CC: JOHN GUERIN

4.3

February 2, 2016

Airport Land Use Commission  
Received  
FEB 08 2016

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

**Subject: Specific Delegation of Authority to the ALUC Executive Director for Administrative Review of the March Business Center South Campus Amendments**

Dear Mr. Cooper:

This letter pertains the Riverside County Airport Land Use Commission's review of minor modifications to the south campus of the March Business Center Specific Plan. The request by Meridian Park, LLC includes the following modifications to the south campus of the March Business Center Development:

- Replace the curvilinear intersection of Village West Drive and Krameria Avenue with a conventional "T" intersection.
- Adjust the alignment of Krameria Avenue slightly north to avoid an existing closed military landfill.
- Move the southerly terminus of "M" Street (access to Ben Clark Training Center) approximately 305' to the west at the request of County EDA/BCTC.
- Update the March Business Center Design Guidelines to provide a more drought tolerant landscape palette.

The aforementioned modifications are relatively minor. However as the curvilinear configuration of the Village West Drive/Krameria intersection is specifically identified in the General Plan and Specific Plan, amendments to those documents are required in addition to an amendment of the Tentative Map.

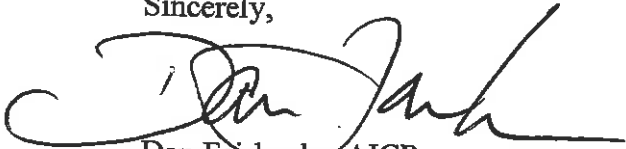
Because the March Business Center Specific Plan (SP-1) has a site specific exemption to the March Air Reserve Base / Inland Port Airport Land Use Compatibility Plan (Section 2.7), and because the scope of the requests by Meridian Park, LLC incorporate no change in land use, but rather are limited changes to street alignments and incorporation of drought tolerant landscaping, March JPA



supports the request by Meridian Park, LLC for Delegation of Authority for Administrative Review to the Director of the Riverside County Airport Land Use Commission. Furthermore, March JPA supports approval of the Administrative Review, by the RCALUC Executive Director for the aforementioned minor street alignment and draught tolerant landscape modifications.

If I may provide further information, please contact me at (951) 656-7000.

Sincerely,

A handwritten signature in black ink, appearing to read "Dan Fairbanks". The signature is fluid and cursive, with a large initial "D" and "F".

Dan Fairbanks, AICP

cc: Danielle Wheeler, March JPA  
John Guerin, Riverside County Airport Land Use Commission

**AIRPORT LAND USE COMMISSION  
MINUTE ORDER FEBRUARY 11, 2016  
RIVERSIDE MEETING**

*DRAFT*

A regular scheduled meeting of the Airport Land Use Commission was held on February 11, 2016 at the Riverside County Administrative Center, Board Chambers.

**COMMISSIONERS PRESENT:** Simon Housman, Chairman  
Rod Ballance, Vice Chairman  
Arthur Butler  
Glen Holmes  
John Lyon  
Steve Manos  
Russell Betts, Alternate for Greg Pettis

**COMMISSIONERS ABSENT:** Greg Pettis

**STAFF PRESENT:** Ed Cooper, ALUC Director  
John Guerin, Principal Planner  
Russell Brady, Contract Planner  
Barbara Santos, ALUC Commission Secretary  
Raymond Mistica, ALUC Counsel

**OTHERS PRESENT:** Jeff Gordon, Other Interested Person  
Jack Kenton, California Pilots Association  
Sonia Pierce, March Air Reserve Base

**AIRPORT LAND USE COMMISSION  
MINUTE ORDER FEBRUARY 11, 2016  
RIVERSIDE MEETING**

I. **AGENDA ITEM 3.1:** ZAP1037PS15 – Jennifer Guglielmo – City of Palm Springs Case No. CUP 5.1386 (Conditional Use Permit). A proposal to operate a kennel (dog day care, boarding, and training) within a 2,345 square foot suite with an address of 752 Vella Road in an existing building located on the easterly side of Vella Road, southerly of Sunny Dunes Road in the City of Palm Springs. (Airport Compatibility Zone B1 of the Palm Springs International Airport Influence Area). ALUC Staff Planner: Russell Brady at (951) 955-0549, or e-mail at [rbrady@rctlma.org](mailto:rbrady@rctlma.org)

II. **MAJOR ISSUES**

The building in which the proposed facility would be located is in Airport Compatibility Zone B1. An evaluation of the site as a whole using the Building Code Method indicates that average and single-acre criteria may be exceeded at this location, especially if a suite leased by a church is used for weekend church services. The applicant has noted that the proposed dog boarding facility would likely accommodate a maximum of 6 employees and customers at a given time, compared to an office use which would potentially accommodate 11 people in the same area. Although the proposed dog boarding facility would increase existing intensity (in comparison to the suite's continued vacancy), this use would be less intense than office uses which likely previously occupied the space. Based on this, pursuant to Countywide Policy 3.3.2(b), the proposed project would not increase usage intensity beyond the existing or previous use of the space as office.

III. **STAFF RECOMMENDATION**

Staff recommends that the Commission find the proposed project CONSISTENT with the 2005 Palm Springs International Airport Land Use Compatibility Plan, pursuant to Countywide Policy 3.3.2(b), in that the proposed project would not increase intensity above the levels that would occur if the suite were used as an office, subject to the attached conditions.

IV. **PROJECT DESCRIPTION**

The applicant proposes to establish a 2,345 square foot dog boarding and dog day care business within an existing industrial building (developed prior to 2005) on an approximately 1.22 acre (gross) parcel. The facility would include dog kennel and play areas, as well as a reception area.

**CONDITIONS:**

1. This Consistency determination and these conditions of approval are based on the representation made by the applicant that no more than 6 people will occupy this facility at a given time.
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, visual approach slope indicator, or FAA-approved obstruction lighting.
  - (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.

**AIRPORT LAND USE COMMISSION  
MINUTE ORDER FEBRUARY 11, 2016  
RIVERSIDE MEETING**

- (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
  - (e) Children's schools, day care centers, libraries, hospitals, nursing homes, places of worship established after the date of this approval, aboveground bulk storage of hazardous materials, highly noise-sensitive outdoor nonresidential uses, critical community infrastructure facilities, and hazards to flight.
3. The attached notice shall be provided to all potential purchasers of the property and tenants of the on-site buildings.
  4. 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. All new outdoor lighting shall be downward facing.
  5. Prior to the issuance of occupancy permits, the landowner shall convey an avigation easement to Palm Springs International Airport, which shall be recorded, or shall provide evidence that such an easement covering the property has already been recorded, unless such easement is prohibited by law or waived by the Airport. Copies of the avigation easement, upon recordation, shall be forwarded to the City of Palm Springs Planning Department and to the Riverside County Airport Land Use Commission.
  6. The City of Palm Springs shall either prohibit the following uses or shall require additional review by the Airport Land Use Commission prior to the establishment of any of the following uses in the buildings on this property:

Auction rooms, assemblies of people, auditoriums, classrooms, conference rooms with a capacity of 20 or more persons, community care facilities, court rooms, dance floors, exhibit rooms, gaming (including bingo), restaurants, drinking establishments, gymnasiums, homeless shelters, lounges, retail sales facilities, reviewing stands, skating rinks, stages, swimming pools, vocational and technical schools, and other uses that would be considered to have an occupancy level greater than one person per 100 square feet (minimum square feet per occupant less than 100) pursuant to California Building Code (1998) Table 10-A.

This prohibition or requirement for review does not apply to uses that were established in these buildings prior to 2005 and have been in continuous operation since their establishment.

**V. MEETING SUMMARY**

The following staff presented the subject proposal:

ALUC Staff Planner: Russell Brady at (951) 955-0549, or e-mail at [rbrady@rctlma.org](mailto:rbrady@rctlma.org)

No one spoke in favor, neutral or opposition to the project.

**VI. ALUC COMMISSION ACTION**

The ALUC Commission by a unanimous vote of 6-0 found the project **CONSISTENT**. Absent: Commissioner Manos

**AIRPORT LAND USE COMMISSION  
MINUTE ORDER FEBRUARY 11, 2016  
RIVERSIDE MEETING**

**VII. CD**

The entire discussion of this agenda item can be found on CD and referenced by the meeting time listed below. For a copy of the CD, please contact Barbara Santos, ALUC Commission Secretary, at (951) 955-5132 or E-mail at [basantos@rctlma.org](mailto:basantos@rctlma.org).

ITEM 3.1: TIME 9:02 A.M.

**AIRPORT LAND USE COMMISSION  
MINUTE ORDER FEBRUARY 11, 2016  
RIVERSIDE MEETING**

**I. 4.0 ADMINISTRATIVE ITEMS**

4.1 Director's Approvals - Information only

4.2 Completion of Current Terms of Office

Commissioner Butler expressed his interest in re-appointment. Commissioner Manos was not present for Item 4.2, but later expressed his interest to continue serving during Commissioners' comments.

4.3 Specific Delegation of Authority: Amendment to March Business Center/Meridian Specific Plan (South Campus)

John Guerin, ALUC staff, recommended that the Commission consider the applicant's request for a specific delegation of authority to the ALUC Director to render a no impact consistency finding for the project. Jeff Gordon, Meridian Project representative, came forward requesting delegation to allow Director's approval for the project. The ALUC Commission by a vote of 6-0 approved the delegation of authority to the ALUC Director for this project. Absent: Manos

4.4 Status of Compatibility Plan Amendment Proposals

John Guerin advised that staff is currently working towards three additional amendments to the Compatibility Plans:

- 1) Banning Municipal Airport ALUCP - allowing for an increase in intensity of land use in Compatibility Zone D consistent with the provisions in the State Handbook. The firm MIG is working on the Environmental Assessment Initial Study for that project. ALUC staff is expecting the initial study to be provided shortly and hopes to present the project to the Commission in April.
- 2) Hemet Ryan Airport ALUCP – on hold for quite a while due to issues regarding the airport layout plan. These issues have been addressed, and the compatibility plan process is now proceeding. There will likely be a meeting with the stakeholders sometime in the next 60 days.

Commissioner Holmes asked about the approach to runway extension that had been discussed by an ad hoc subcommittee that met with City of Hemet officials and ALUC's consultant a few years ago. Staff confirmed that the easterly extension with declared distances was still the basis for the new Compatibility Plan.

Chairman Housman commented that moving the Cal Fire operations to the portion of the airport grounds northerly of the runway would likely raise objections from residents of the mobile home park to the north regarding ground-based noise.

- 3) The Countywide Policies and Jacqueline Cochran/Vista Santa Rosa amendment – Looking at the release of the RFP within the next 30 days.

**II. 5.0 APPROVAL OF MINUTES**

Sonia Pierce, March Air Reserve Base Planner, advised staff regarding a correction to the January 14, 2016 minutes. Ms. Pierce noted on page 4, Item 5, that Denise Hauser was in support of the staff recommendation that the project was inconsistent and not in favor of the project as indicated in the minutes. John Guerin also noted that Mr. Mungari, applicant- representative, spoke in support of the project and in opposition to the recommendation.

Vice Chairman Ballance suggested that a sign be placed at the entrance advising persons wishing to speak to fill out a speaker slip. ALUC Director Ed Cooper agreed that this could be

**AIRPORT LAND USE COMMISSION  
MINUTE ORDER FEBRUARY 11, 2016  
RIVERSIDE MEETING**

accomplished. Commissioner Manos suggested that an announcement be made prior to, or at the start of, the meeting. It was agreed that staff would either make an announcement prior to the meeting, or, if the Chair does not make the announcement at the beginning of the meeting, staff would make the announcement prior to presenting the first agenda item.

The ALUC Commission by a vote of 6-0 approved the January 14, 2016 minutes with revised corrections. Abstained: Chairman Housman

**III. 6.0 ORAL COMMUNICATION ON ANY MATTER NOT ON THE AGENDA**

Jack Kenton, a local resident and member of the California Pilots Association, came forward to express concerns regarding a forthcoming proposal within the jurisdiction of the March Joint Powers Authority (March JPA) to replace the existing General Old Golf Course with housing. He indicated that this could increase noise complaints and endanger the future of the Air Base due to potential BRAC (Base Realignment and Closure) Commission actions. If housing is to be approved, sound proofing would be needed and aviation easements should be required, unless the Base is to be written off.

Chairman Housman reiterated the Commission's intent to protect the long-term viability of the Base. Vice Chairman Ballance stated that he had seen Mr. Kenton at March JPA meetings. He noted that the golf course has, unfortunately, been a losing proposition, but that March is an economic engine for the area. Commissioner Holmes suggested caution, citing the recent closure of Rialto Airport.

Ed Cooper, ALUC Director, advised that the California Energy Commission (CEC) has released its Preliminary Staff Assessment (PSM) regarding the Sonoran Energy Project east of Blythe Airport. March 1 is the deadline for comments, and staff intends to respond. John Guerin clarified that Sonoran is the new name for what was originally called Blythe II, and the new applicant is proposing changes in the project. ALUC had reviewed Blythe II more than a decade ago and found the project inconsistent.

**IV. 7.0 COMMISSIONER'S COMMENTS**

**7.1 March Joint Powers Authority TAC Report Update by Commissioner Ballance**

Commissioner Ballance reported that he met with General Muncy, Commander of the 452<sup>nd</sup> Air Mobility Wing at March Air Reserve Base, regarding the proposed textile products facility in the City of Perris.

**V. 8.0 ADJOURNMENT**

Chairman Housman adjourned the meeting at 9:39 a.m.

**VI. CD**

The entire discussion of this agenda item can be found on CD and referenced by the meeting time listed below. For a copy of the CD, please contact Barbara Santos, ALUC Commission Secretary, at (951) 955-5132 or E-mail at [basantos@rctlma.org](mailto:basantos@rctlma.org).

ITEM 4.0: TIME IS 9:12 A.M.