



AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY AGENDA

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

Thursday 9:00 A.M., January 11, 2018

CHAIR
Rod Ballance
Riverside

VICE CHAIRMAN
Steve Manos
Lake Elsinore

COMMISSIONERS

Arthur Butler
Riverside

John Lyon
Riverside

Glen Holmes
Hemet

Russell Betts
Desert Hot Springs

Steven Stewart
Palm Springs

STAFF

Director
Simon A. Housman

John Guerin
Paul Rull
Barbara Santos

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

www.rcaluc.org

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

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

Live Streaming of the meeting will be available during the meeting on our website at 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@rivco.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

CHINO AIRPORT

- 3.1 ZAP1025CH17 – Chase Orbis Eastvale, LLC and City of Eastvale (Representatives: Grant Ross [Orbis], Malinda Lim [City]) – City of Eastvale Case No. PLN 17-20036 (Ordinance Amendment). A proposal to amend Table 3.3-1 of the City of Eastvale Zoning Code to add gasoline service stations (with or without the concurrent sale of beer and wine for off-premises consumption) and car and truck washes as permissible uses in the Industrial Park (I-P) zone, with approval of a Conditional Use Permit. Additionally, the City proposes that drive-in or drive-through operations or facilities, currently listed as a permitted use in the I-P zone, require approval of a Conditional Use Permit, as is required in the City's commercial zones (C-1/C-P, C-P-S, and C-O). (Airport Compatibility Zones C and D of the Chino Airport Influence Area, Ontario International Airport Influence Area). Staff Planner: John Guerin at (951) 955-0982, or e-mail at jguerin@rivco.org

Staff Recommendation: CONSISTENT

MARCH AIR RESERVE BASE

- 3.2 ZAP1295MA17 – Timothy Campbell, Campbell Properties/Chino Transporting, Inc. (Representatives: Mike Naggar & Associates) – City of Perris Case No. SPA 17-05242. The applicant proposes amending the Perris Valley Commerce Center Specific Plan land use designation on 16.13 acres (Assessor's Parcel Numbers 314-170-004 and 314-170-009 through 314-170-011) located westerly of Webster Avenue and southerly of Markham Street from Business Professional Office to Light Industrial. (Airport Compatibility Zones C1 and B1-APZ-I of the March Air Reserve Base/Inland Port Airport Influence Area). ALUC Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org

Staff Recommendation: CONSISTENT

- 3.3 ZAP1286MA17 – MS Van Buren II, LLC. (Representative: SDH & Associates, Rob Van Zanten) – March Joint Powers Authority Case Nos. GPA17-02 (General Plan Amendment), SP17-01 (Specific Plan Amendment), PP17-05 (Plot Plan), TPM17-02 (Tentative Parcel Map). Plot Plan No. PP17-05 is a proposal to construct eleven (11) “shell” buildings ranging from 7,180 square feet to 32,628 square feet to be used as industrial/flex/showroom/retail/office buildings, for a cumulative building area total of 162,041 square feet on 13.60 acres located on the northwest corner of Van Buren Boulevard and Meridian Parkway. The applicant proposes amending the designation of the 13.6-acre area (Units 4, Lots 8, 10, and 11, as delineated on the March JPA General Plan and Meridian Specific Plan SP-5) from Office to Mixed Use (Unit 4 Lot 9 will remain designated as Office). The applicant also proposes subdividing the 13.60 acre site into eleven (11) separate parcels so that each building will be on a separate parcel. (Airport Compatibility Zone C1 of the March Air Reserve Base/Inland Port Airport Influence Area). ALUC Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org

Staff Recommendation: CONSISTENT

4.0 **ADMINISTRATIVE ITEMS**

4.1 Director's Approvals

5.0 **APPROVAL OF MINUTES**

December 14, 2017

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

7.0 **COMMISSIONER'S COMMENTS**

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 3.1

HEARING DATE: January 11, 2018

CASE NUMBER: ZAP1025CH17 – Chase Orbis Eastvale, LLC and City of Eastvale (Representatives: Grant Ross [Orbis]; Malinda Lim [City])

APPROVING JURISDICTION: City of Eastvale

JURISDICTION CASE NO: PLN 17-20036 (Ordinance Amendment)

MAJOR ISSUES: None.

RECOMMENDATION: Staff recommends that the Commission find the Ordinance Amendment CONSISTENT with the 2008 Chino Airport Land Use Compatibility Plan.

PROJECT DESCRIPTION: Chase Orbis Eastvale, LLC proposes to amend Table 3.3-1 of the City of Eastvale Zoning Code to add gasoline service stations (with or without the concurrent sale of beer and wine for off-premises consumption) and car and truck washes as permissible uses in the Industrial Park (I-P) zone, with approval of a Conditional Use Permit. Additionally, the City proposes that drive-in or drive-through operations or facilities, currently listed as a permitted use in the I-P zone, require approval of a Conditional Use Permit, as is required in the City's commercial zones (C-1/C-P, C-P-S, and C-O).

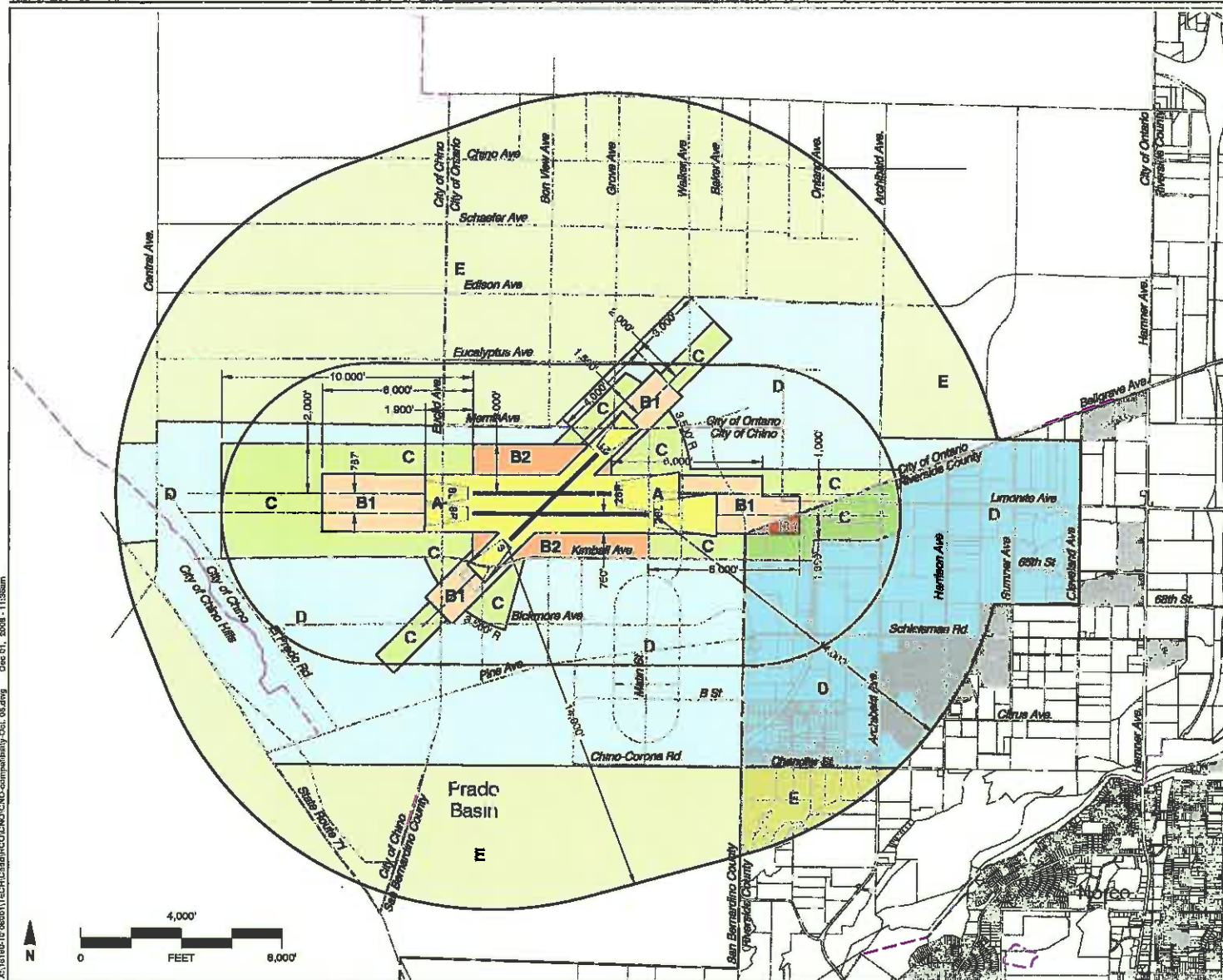
PROJECT LOCATION: All I-P zoned land within the City of Eastvale. Except for objects 200 feet or greater in height, the jurisdiction of the Airport Land Use Commission is confined to the portion of the City within the Airport Influence Area (AIA) of Chino Airport. Properties zoned I-P include lands in Compatibility Zones C and D of the Chino AIA.

LAND USE PLAN: 2008 Chino Airport Land Use Compatibility Plan.

BACKGROUND: While the uses proposed to be added to the list of potentially permissible uses in the City's Industrial Park zone may be considered intense uses in terms of environmental impacts such as traffic and use of hazardous materials, from the standpoint of airport land use compatibility, these uses would not be considered to result in a substantially greater level of human occupancy than other uses typically found in the I-P zone. The requirement for a Conditional Use Permit for these uses would provide an opportunity for City staff to evaluate any given project's consistency with the compatibility criteria of the 2008 Chino Airport Land Use Compatibility Plan.

Staff Report
Page 2 of 2

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Legend

Compatibility Zones

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

Boundary Lines

- Airport Property Line
- City Limits
- County Line

Note

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

See Chapter 2, Table 2A, and the Additional Compatibility Policies for Chino Airport for compatibility criteria associated with this map.

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

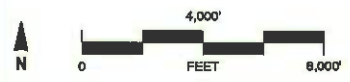
Riverside County
Airport Land Use Commission
Riverside County
Airport Land Use Compatibility Plan
Policy Document
(Adopted September 2008)

Map CH-1

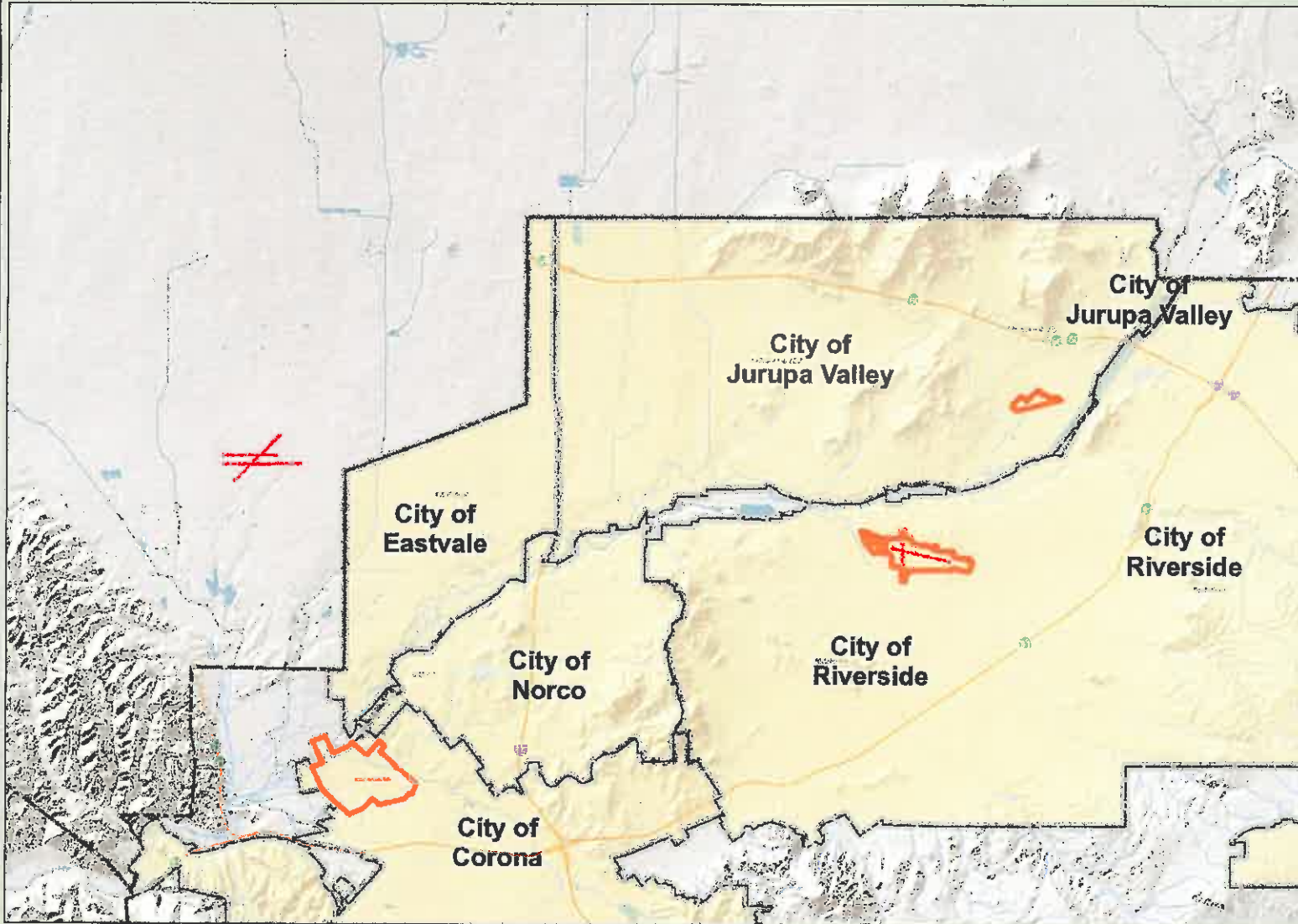
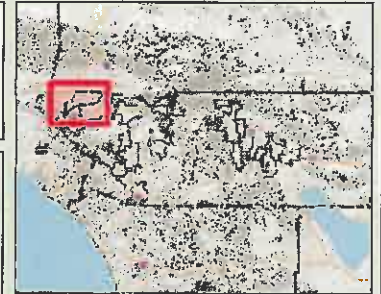
Compatibility Map
Chino Airport

X:\1818P-10\0805\1\TECH\Cadd\RCD\CNO\CNO-compatibility-Oct_08.dwg Dec 01, 2008 - 1:13:58pm

Source: Mead & Hunt (June 2008)



My Map



- Legend**
- Airports
 - Runways
 - Historic Preservation Districts
 - City Boundaries
 - Cities
 - adjacent_highways**
 - Interstate
 - Interstate 3
 - State Highways; 60
 - State Highways 3
 - US HWY
 - OUT
 - highways_large**
 - HWY
 - INTERCHANGE
 - INTERSTATE
 - USHWY
 - counties
 - cities



0 16,459 32,919 Feet



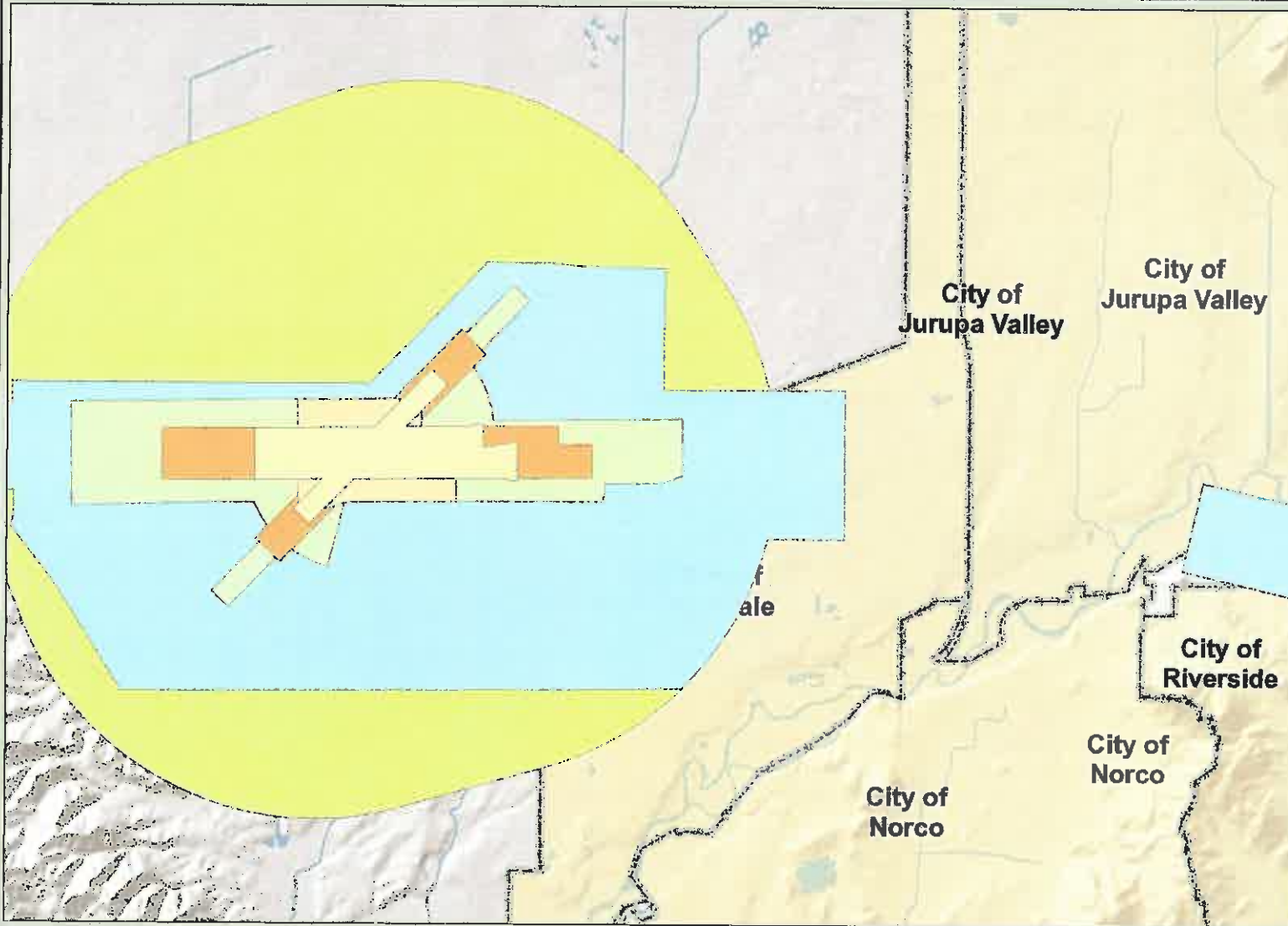
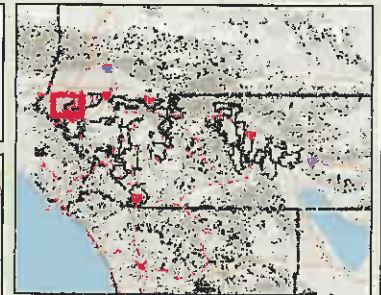
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Notes

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



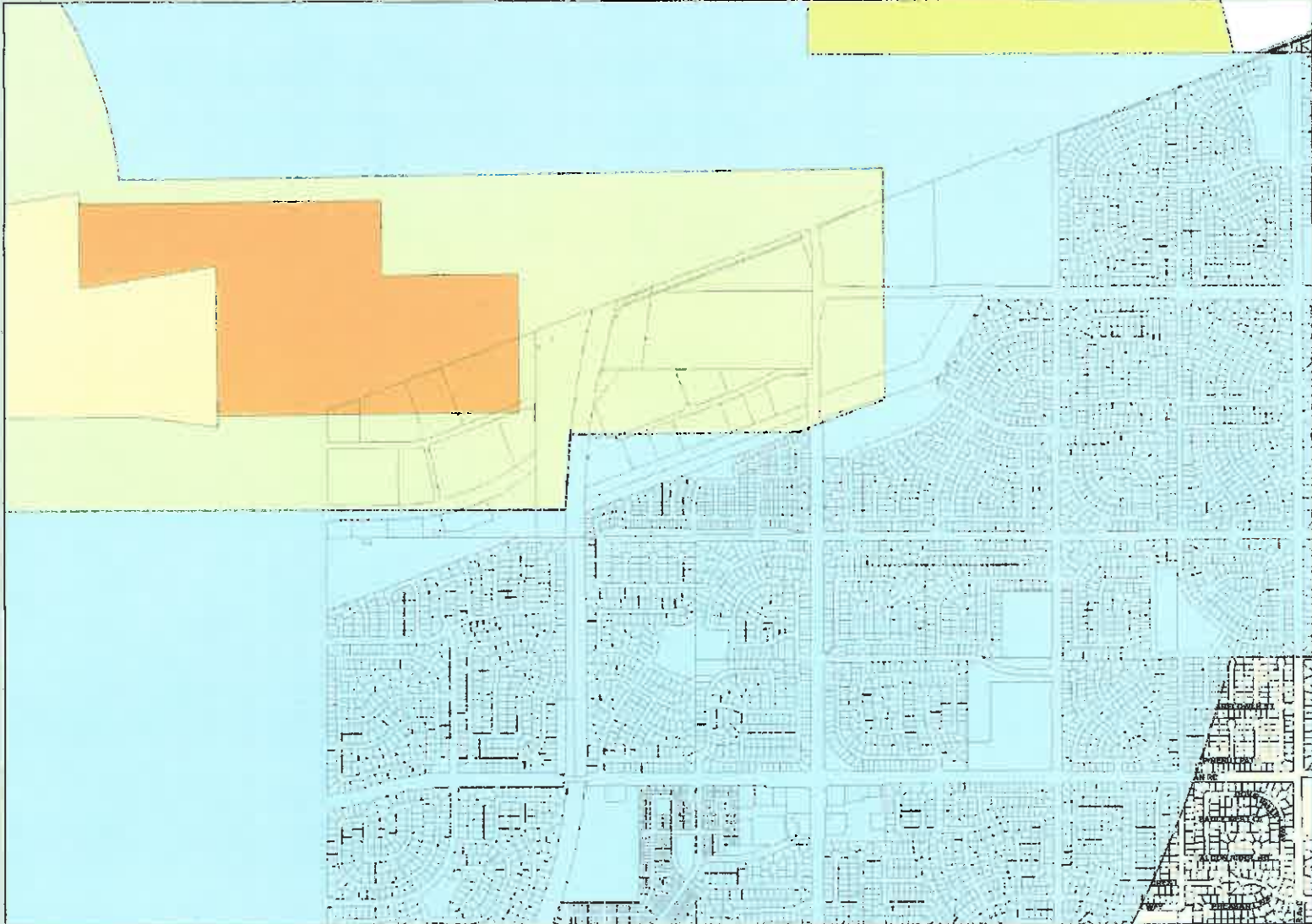
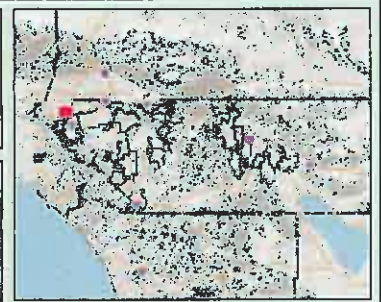
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Notes

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



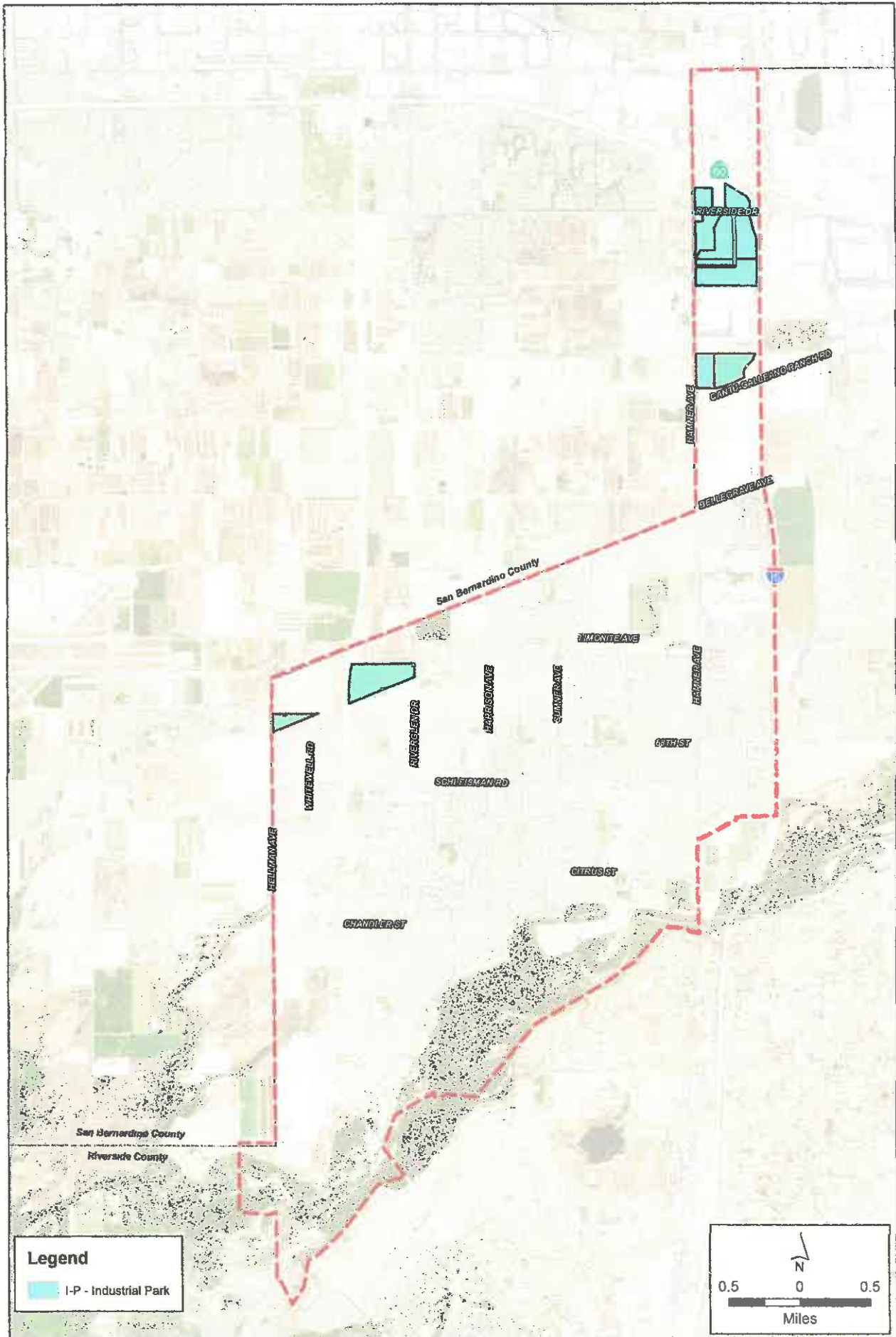
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Notes



Redline to Table 3.3-1 of the Zoning Code (Continued)

Land Use	C-1/C-P	C-P-S	C-O	I-P	M-SC	M-M	M-H	W-1	Special Provisions
Retail and Consumer Service Uses									
Alcohol Sales	All sales require a conditional use permit, regardless of primary use								Section 4.9
Banks and Financial Institutions	P	P	P	P	P	P	P		
Barber and Beauty Shops	P	P		P	P	P	P		
Bars and Cocktail Lounges	C	C	C						
Cigar, Cigarette and Tobacco Sales	C	C							
Cigar, Hookah, and Cigarette Lounges	C	C							
Clinics, including Medical, Dental, Chiropractic	P	P	C						
Day Care Centers	P	P	P	P	P	P	P		
Department Stores	P	P							
Drive-In or Drive-Through Operations or Facilities (any use)	C	C	C	PC					
Farmers Markets	C	C	C						Section 4.10
Fortune-Telling, Spiritualism, or similar activity	P				P				
Grocery Stores/Market/ Food Stores	P	P							
Hardware and Home Improvement Centers	P	P			P	P	P		
Hotels and Motels	P	P	C	P	P	P	P		
Liquor Stores	C	C							Section 4.9
Massage Parlors, Turkish Baths, or similar personal service establishments	C	C							
Medical Marijuana Dispensary ^a	Not permitted in any zone per the Eastvale Municipal Code								
Nurseries and Garden Supply Stores	P	P			P	P	P		

Redline to Table 3.3-1 of the Zoning Code

Land Use	C-1/C-P	C-P-S	C-O	I-P	M-SC	M-M	M-H	W-1	Special Provisions
Body and Fender Shops and Spray Painting					P	P	P		
Building Materials Sales Yards					P	P	P		
Building Movers Storage Yard					P	P	P		
Car and Truck Washes	P	C		C	P	P			
Employment Agencies	P	P	P						
Equipment Rental Services	P	C							
Equipment Sales and Storage				P					
Feed and Grain Sales	P	P			P	P	P		
Gasoline Service Stations, not including the concurrent sale of beer and wine for off-premises consumption	P	P		C		P	P		
Gasoline Service Stations, with concurrent sale of beer and wine	C	C		C	C				
Golf Cart Sales and Service	P	P							
Golf Courses, not including the construction of buildings								P	
Laboratories, Film, Dental, Medical, Research, or Testing	P	P	C	P	P	P	P		
Liquid Petroleum Service Stations ⁶	C	C							
Lumber Yards, including only incidental mill work				P	P	P			
Meteorological Towers								P	
Mini Storage	C			C	P	P	P		Section 4.12
Mobile Home Sales and Storage, Trailer Sales and Rental House Trailers	P								
Mobile Home Sales Lot					P	P	P		

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 and written comments may be submitted at the Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501, Monday through Friday (except December 25 and January 1) from 9:00 a.m. to 5:00 p.m.

ATTENTION: ALUC reviews a proposed plan or project solely to determine whether it is consistent with the applicable Airport Land Use Compatibility Plan. The City of Eastvale will hold hearings on this item and should be contacted on non-ALUC issues.

PLACE OF HEARING: Riverside County Administration Center
 4080 Lemon Street, 1st Floor Board Chambers
 Riverside California

DATE OF HEARING: January 11, 2018

TIME OF HEARING: 9:00 A.M.

CASE DESCRIPTION:

ZAP1025CH17 – Chase Orbis Eastvale, LLC and City of Eastvale (Representatives: Grant Ross [Orbis], Malinda Lim [City]) – City of Eastvale Case No. PLN 17-20036 (Ordinance Amendment). A proposal to amend Table 3.3-1 of the City of Eastvale Zoning Code to add gasoline service stations (with or without the concurrent sale of beer and wine for off-premises consumption) and car and truck washes as permissible uses in the Industrial Park (I-P) zone, with approval of a Conditional Use Permit. Additionally, the City proposes that drive-in or drive-through operations or facilities, currently listed as a permitted use in the I-P zone, require approval of a Conditional Use Permit, as is required in the City's commercial zones (C-1/C-P, C-P-S, and C-O). (Airport Compatibility Zones C and D of the Chino Airport Influence Area, Ontario International Airport Influence Area).

FURTHER INFORMATION: Contact John Guerin at (951) 955-0982. The ALUC holds hearings for local discretionary permits within the Airport Influence Areas, reviewing for aeronautical safety, noise and obstructions. All other concerns should be addressed to Ms. Malinda Lim of the City of Eastvale Planning Department at (951) 703-4460.



RIVERSIDE COUNTY

AIRPORT LAND USE COMMISSION

APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC CASE NUMBER: ZAP1025CH17 DATE SUBMITTED: December 12, 2017

APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

Applicant	Grant Ross	Phone Number 949-929-9973
Mailing Address	280 Newport Center Dr. Suite 240 Newport Beach, CA 92660	Email gross@orbisrep.com
Representative	Same as Applicant	Phone Number _____
Mailing Address	_____	Email _____
Property Owner	Various owners throughout the City	Phone Number _____
Mailing Address	Various locations in the City	Email _____

LOCAL JURISDICTION AGENCY

Local Agency Name	City of Eastvale	Phone Number 951-258-8300
Staff Contact	Kanika Kith	Email kkith@eastvaleca.gov
Mailing Address	12363 Limonite Avenue, Suite 910 Eastvale, CA 91752	Case Type
Local Agency Project No	Project No. PLN17-20036	<input type="checkbox"/> General Plan / Specific Plan Amendment <input checked="" type="checkbox"/> Zoning Ordinance Amendment <input type="checkbox"/> Subdivision Parcel Map / Tentative Tract <input type="checkbox"/> Use Permit <input type="checkbox"/> Site Plan Review/Plot Plan <input type="checkbox"/> Other

PROJECT LOCATION

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

Street Address	All properties in the City with Industrial Park (I-P) zoning district (see attached zoning map)	
Assessor's Parcel No.	Various parcels (see attached map and list)	Gross Parcel Size _____
Subdivision Name	n/a	Nearest Airport _____
Lot Number	n/a	and distance from Airport _____

PROJECT DESCRIPTION

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)	Amendment to the Zoning Code for permitted uses (Table 3.3-1) in the Industrial Park (I-P) zoning district follows: (1) To add "Car and Truck Washes" and "Gasoline Service Stations" to the uses which can take place in the I-P Zone, with approval of a Conditional Use Permit. This is the applicant's proposal. (2) To change "Drive-in or Drive-Through Operations or Facilities" from Permitted to Conditionally Permitted. This is City's staff recommendation.
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Proposed Land Use (describe)	_____		

For Residential Uses	Number of Parcels or Units on Site (exclude secondary units)	n/a	
For Other Land Uses (See Appendix C)	Hours of Operation	_____	
	Number of People on Site	Maximum Number	_____
	Method of Calculation	_____	

Height Data	Site Elevation (above mean sea level)	n/a	ft.
	Height of buildings or structures (from the ground)	_____	ft.
Flight Hazards	Does the project involve any characteristics which could create electrical interference, confusing lights, glare, smoke, or other electrical or visual hazards to aircraft flight?	<input type="checkbox"/> Yes	
		<input checked="" type="checkbox"/> No	
	If yes, describe	_____	

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. **REVIEW TIME:** Estimated time for "staff level review" is approximately 30 days from date of submittal. Estimated time for "commission level review" is approximately 45 days from date of submittal to the next available commission hearing meeting.

C. **SUBMISSION PACKAGE:**

1. Completed ALUC Application Form
1. ALUC fee payment
1. Plans Package (24x36 folded) (site plans, floor plans, building elevations, landscaping plans, grading plans, subdivision maps)
1. Plans Package (8.5x11) (site plans, floor plans, building elevations, landscaping plans, grading plans, subdivision maps, zoning ordinance/GPA/SPA text/map amendments)
1. CD with digital files of the plans (pdf)
1. Vicinity Map (8.5x11)
1. Detailed project description
1. Local jurisdiction project transmittal
3. Gummed address labels for applicant/representative/property owner/local jurisdiction planner
3. Gummed address labels of all surrounding property owners within a 300 foot radius of the project site (only required if the project is scheduled for a public hearing Commission meeting). If more than 100 property owners are involved, please provide pre-stamped envelopes (size #10) with ALUC return address. *

* Projects involving heliports/helicopter landing sites will require additional noticing procedures.

Guerin, John

From: Malinda Lim <mlim@eastvaleca.gov>
Sent: Tuesday, December 05, 2017 10:41 AM
To: Guerin, John
Cc: Kanika Kith
Subject: Eastvale Project PLN17-20036 Zoning Code Amendment for I-P Zoning
Attachments: The Campus Zoning Code Amendment Application and Check.pdf; I_P_Zoning.jpg

Good morning John,

The City of Eastvale received an application for a Zoning Code Amendment to change the following uses in the Industrial Park (I-P) zone:

- Permit gas stations and car washes with a Conditional Use Permit in I-P zoning.
- Change "drive-in or drive-through operations or facilities" from permitted by right to requiring a Conditional Use Permit.

A copy of the application received and a map showing locations of existing I-P zoning within Eastvale are attached for your reference.

My apology for the rush review. Could you please review this week or early next week and let me know if your agency has any comments by Wednesday, December 13th?

The proposed zoning code amendment is scheduled for Planning Commission meeting on December 20th for a recommendation to City Council. City Council meeting is scheduled for January 17th.

Thank you in advance for your assistance.

Malinda Lim

Planning Services provided
through Michael Baker International

City of Eastvale

12363 Limonite Ave., Suite 910
Eastvale, CA 91752

www.EastvaleCA.gov

951.703.4460 office

Please note, City Hall is closed on Fridays



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Community ~ Pride ~ Prosperity



CITY OF EASTVALE
 12363 Limonite Avenue, Suite 910
 Eastvale, CA 91752
 (951) 361-0900

For City Use Only	
Project No:	PLN 17-20036
Date submitted:	October 26, 2017
Rec'd by:	ML Fee: \$13,610.00

PLANNING PROJECT APPLICATION

APPLICATION TYPES (Please indicate all of the planning applications you wish to apply for.)

<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td><input type="checkbox"/> Major Development Review**</td><td style="text-align: right;">DR</td></tr> <tr><td><input type="checkbox"/> Minor Development Review</td><td style="text-align: right;">MDR</td></tr> <tr><td><input type="checkbox"/> Conditional Use Permit**</td><td style="text-align: right;">CUP</td></tr> <tr><td><input type="checkbox"/> Adjustment</td><td style="text-align: right;">AR</td></tr> <tr><td><input type="checkbox"/> Variance**</td><td style="text-align: right;">VAR</td></tr> <tr><td><input type="checkbox"/> Change of Zone</td><td style="text-align: right;">COZ</td></tr> <tr><td><input type="checkbox"/> General Plan Amendment</td><td style="text-align: right;">GPA</td></tr> <tr><td><input checked="" type="checkbox"/> Zoning Code Amendment</td><td style="text-align: right;">ZCA</td></tr> <tr><td><input type="checkbox"/> Specific Plan**</td><td style="text-align: right;">SP</td></tr> <tr><td><input type="checkbox"/> Specific Plan Amendment</td><td style="text-align: right;">SPA</td></tr> </table>	<input type="checkbox"/> Major Development Review**	DR	<input type="checkbox"/> Minor Development Review	MDR	<input type="checkbox"/> Conditional Use Permit**	CUP	<input type="checkbox"/> Adjustment	AR	<input type="checkbox"/> Variance**	VAR	<input type="checkbox"/> Change of Zone	COZ	<input type="checkbox"/> General Plan Amendment	GPA	<input checked="" type="checkbox"/> Zoning Code Amendment	ZCA	<input type="checkbox"/> Specific Plan**	SP	<input type="checkbox"/> Specific Plan Amendment	SPA	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td><input type="checkbox"/> Development Agreement</td><td style="text-align: right;">DA</td></tr> <tr><td><input type="checkbox"/> Tentative Tract Map**</td><td style="text-align: right;">TTM</td></tr> <tr><td><input type="checkbox"/> Tentative Parcel Map**</td><td style="text-align: right;">TPM</td></tr> <tr><td><input type="checkbox"/> Tentative Tract Map Modification</td><td style="text-align: right;">TTMM</td></tr> <tr><td><input type="checkbox"/> Tentative Parcel Map Modification</td><td style="text-align: right;">TPMM</td></tr> <tr><td><input type="checkbox"/> Amended Final Map</td><td style="text-align: right;">AFM</td></tr> <tr><td><input type="checkbox"/> Sign Program</td><td style="text-align: right;">SGNP</td></tr> <tr><td><input type="checkbox"/> Extension of Time</td><td style="text-align: right;">EOT</td></tr> <tr><td><input type="checkbox"/> Other: _____</td><td></td></tr> <tr><td><input type="checkbox"/> Other: _____</td><td></td></tr> </table>	<input type="checkbox"/> Development Agreement	DA	<input type="checkbox"/> Tentative Tract Map**	TTM	<input type="checkbox"/> Tentative Parcel Map**	TPM	<input type="checkbox"/> Tentative Tract Map Modification	TTMM	<input type="checkbox"/> Tentative Parcel Map Modification	TPMM	<input type="checkbox"/> Amended Final Map	AFM	<input type="checkbox"/> Sign Program	SGNP	<input type="checkbox"/> Extension of Time	EOT	<input type="checkbox"/> Other: _____		<input type="checkbox"/> Other: _____	
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<input type="checkbox"/> Other: _____																																									
<input type="checkbox"/> Other: _____																																									

**These applications must also submit a completed copy of the water quality management plan checklist.

PROJECT INFORMATION

Project Address/Location 6235 / 6225 / 6235 PROVIDENCE WAY, EASTVALE, CA 91752
Assessor Parcel Number(s) # 144 - 010 - 063
Description and Purpose of the Project
<p><i>Please see the Submittal Requirements (provided separately) for a list of the information that must be submitted with various application types.</i></p> <p>Was a Pre-Application Review done for this Project? <input type="checkbox"/> No <input type="checkbox"/> Yes</p>

CONTACT INFORMATION

**The applicant and property owner are considered jointly and severally liable for all project expenses. Please check the box indicating which address invoices should be sent to.*

Property Owner:
 Name: CAMPUS EASTVALE PROPERTY OWNER, LLC
 Contact: GRANT ROSS
 Address: 280 NEWPORT CENTER DR, #240
 City, Zip: NEWPORT BEACH, 92660
 Phone: (949) 330-7562
 Fax: _____
 E-mail: GROSS@ORBISREP.COM

Applicant:
 Name: _____
 Contact: _____
 Address: _____
 City, Zip: _____
 Phone: _____
 Fax: _____
 E-mail: _____

Check here if additional Property Owner Certifications are attached to this application.

Agent:
 Name: _____
 Contact: _____
 Address: _____
 City, Zip: _____
 Phone: _____
 Fax: _____
 E-mail: _____

Other:
 Name: _____
 Contact: _____
 Address: _____
 City, Zip: _____
 Phone: _____
 Fax: _____
 E-mail: _____

The Planning Department will notify the applicant and one other individual of all proceedings regarding this application. Please supply the name, address, and phone of the additional person to receive such notification.

Community Engagement Statement

The City of Eastvale encourages applicants to involve the community at all stages of the development process. Applicants are encouraged to notify and engage the community at the time of, or prior to, submitting an application for entitlement, as well as throughout the process. Community engagement includes, but is not limited to, community meetings and public workshops to encourage citizens to provide meaningful input. Please report any community engagement efforts to staff in writing, as these efforts will be reported to the Planning Commission and/or City Council as appropriate.

I have read and understand the above statement regarding Community Engagement.



 Applicant Signature

10-25-17


 Date

Hazardous Waste Affidavit

Government Code Sections 65962.5 requires the applicant applying for any development project (in most cases, major or minor development review per the Eastvale Zoning Code) to consult specified state-prepared lists of hazardous waste sites and submit a signed statement to the local agency indicating whether the project is located on or near an identified site. No application will be accepted as complete without this signed statement. Please research your project site and sign this affidavit.

I (we) certify that I (we) have investigated our project with respect to its location on or near an identified hazardous waste site and that my (our) answers are true and correct to the best of my (our) knowledge. My (Our) investigation has shown that:

- The project is not located on or near an identified hazardous waste site.
- The project is located on or near an identified hazardous waste site. Please list the location of the hazardous waste site(s) on an attached sheet.


Owner/Representative (1)




10-25-17
Date

Owner/Representative (2)

Date

Agreement and Representations of Applicant and Property Owner

This application is not complete, and processing of this application will not begin, until all initials and signatures are provided:

- 1) Applicant(s) acknowledge and agree that by making this application, and under the authority of Government Code Section 65105, that in the performance of their functions, City staff and its consultants may enter upon the subject property and make examinations and surveys, provided that the entries, examinations and surveys do not unreasonably interfere with the use of the land by those persons lawfully entitled to the possession thereof.  (Initial)
- 2) Applicant(s) certify under penalty of perjury that I am the legal owner(s) (all individual owners must sign as they appear on the deed to the land), Corporate Officer(s) empowered to sign for the corporation, Owner's Legal Agent having power of Attorney (a notarized Power of Attorney document must accompany this application), or the owner's authorized representative (include a notarized consent form from the owner).  (Initial)
- 3) Applicant(s) acknowledge and agree that I/we have included all of the required items and understand that missing items may result in delaying the processing of my application. I further acknowledge and agree that by signing this document I accept the posting of public notices regarding the proposed project at the project site, and agree to pay all related costs.  (Initial)
- 4) Applicant(s) agree to defend, indemnify and hold harmless the City of Eastvale ("City") and its agents, officers, consultants, independent contractors and employees ("City's Agents") from any and all claims, actions or proceedings against the City or the City's Agents to attack, set aside, void, or annul an approval by the City, or the City's Agents concerning the Project (collectively "Claim"). The City shall promptly notify the Applicant of any Claim and the City shall cooperate fully in the defense. If the City fails to promptly notify the Applicant of any Claim or if the City fails to cooperate fully in the defense, the Applicant shall not thereafter be responsible to defend, indemnify, or hold harmless the City. Nothing in this paragraph shall obligate the City to defend any Claim and the City shall not be required to pay or perform any settlement arising from any such Claim not defended by the City, unless the settlement is approved in writing by the City. Nothing contained in this paragraph shall prohibit the City from independently defending any Claim, and if the City does decide to independently defend a Claim, the City shall bear its own attorney's fees, expenses of

litigation and costs for that independent defense. The Applicant may agree to reimburse the City for attorney's fees, expenses of litigation and costs for that independent defense. Should the City decide to independently defend any Claim, the Applicant(s) shall not be required to pay or perform any settlement arising from any such Claim unless the settlement is approved by the Applicant. GL (Initial)

5) Applicant(s) acknowledges and certifies that with this application I am financially obligated to the City of Eastvale for all expenses related to the time and effort spent by the employees, agents, consultants, and legal representatives that are used to process this/these applications. I understand that once an application processing deposit has been depleted, additional deposits will be required prior to continuing work on this/these applications. Thus, I acknowledge and agree that the City will not notice this project for public hearing and/or consider the project if the project does not have a positive fund balance. GL (Initial)

6) Applicant(s) acknowledges and agrees that this application sets forth all covenants, promises, conditions and understandings between the parties regarding the advance of Funds and the uses thereof, and there are no promises, conditions or understandings either oral or in writing between the parties other than as set forth herein. No contemporary or subsequent alteration, amendment, change or addition to this application form shall be binding upon the City unless reduced to writing and signed by the City Manager or his/her designee. No course of conduct shall be binding upon the City and waiver of one or more provisions or violations shall not be construed as a course of conduct to be relied upon and may not be the basis for any expectation of future waiver or estoppel. GL (Initial)

7) No employee, agent, independent contractor or other representative of the City, other than the City Manager or the City Council, has the authority to alter the terms or effect of this application and Applicant(s) acknowledge and agree that it/they have not relied upon any promises, representations, conditions or understandings other than those set forth in this application. GL (Initial)

8) This Application shall be a public record. GL (Initial)

9) This Application is made under, and shall in all respects be interpreted, enforced, and governed by, the laws of the State of California. In the event of a dispute concerning the terms of this Application, the venue for any legal action shall be with the appropriate court in the County of Sacramento, State of California. Should legal proceedings of any type arise out of this Agreement, the prevailing party shall be entitled to costs, attorney's fees, and legal expenses, including but not limited to expert fees and costs. _____ (Initial)

IT IS SO AGREED:

GL
Applicant Signature

10-25-17
Date

GL
Property Owner Signature

10-25-17
Date

Attach additional signatures on a separate sheet.

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 3.2

HEARING DATE: January 11, 2018

CASE NUMBER: ZAP1295MA17 – Timothy Campbell, Campbell Properties/Chino Transporting, Inc. (Representatives: Mike Naggar & Associates)

APPROVING JURISDICTION: City of Perris

JURISDICTION CASE NOS: SPA 17-05242 (Specific Plan Amendment)

MAJOR ISSUES: None immediately known. However, Air Force/MARB representatives have not provided comments to date.

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

PROJECT DESCRIPTION: The applicant proposes amending the Perris Valley Commerce Center Specific Plan land use designation on 16.13 acres from Business Professional Office to Light Industrial.

PROJECT LOCATION: The site is located westerly of Webster Avenue and southerly of Markham Street, within the City of Perris, approximately 4,200 feet southerly of the southerly end of Runway 14-32 at March Air Reserve Base.

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

- a. Airport Influence Area: March Air Reserve Base
- b. Land Use Policy: Zones C1 and B1-APZ-I
- c. Noise Levels: 60 – 70 range CNEL from aircraft

BACKGROUND:

Specific Plan Amendment: The applicant proposes to change the Specific Plan land use designation of the site from Business Professional Office to Light Industrial. Both land uses are generally consistent with Compatibility Zones B1-APZ-I and C1 provided that underlying intensities are consistent with the criteria and that the proposed uses are not prohibited. There is no new

development proposed at this time. The Light Industrial designation would generally support uses that are less intensive than the Business Professional Office designation, in terms of number of persons per acre.

Non-Residential Land Use Intensity: Pursuant to the Airport Land Use Compatibility Plan for the March Air Reserve Base/Inland Port Airport, the site is located within Compatibility Zones C1 and B1-APZ-I. Zone C1 limits average intensity to 100 people per acre and single-acre intensity to 250 people in any given acre. While the site includes a small area within Zone B1-APZ-I, this area is located at the northeasterly edge of the southerly parcel and is not likely to emerge as a building location. Zone B1-APZ-I limits average intensity to 25 persons per acre. The Light Industrial designation would be more appropriate than the existing designation in that area, because it is less likely to provide for a more concentrated assemblage of people during business hours.

March Air Reserve Base/United States Air Force Input: Given that the project site is located in Zones B1-APZ-I and C1 southerly of the runway at March Air Reserve Base, the March Air Reserve Base staff was notified of the project and sent a package of plans for their review. As of the time this staff report was prepared, we were still awaiting comments from the Air Force regarding this project.

Prohibited and Discouraged Uses: The applicant does not propose any uses prohibited or discouraged in Compatibility Zones B1-APZ-I or C1.

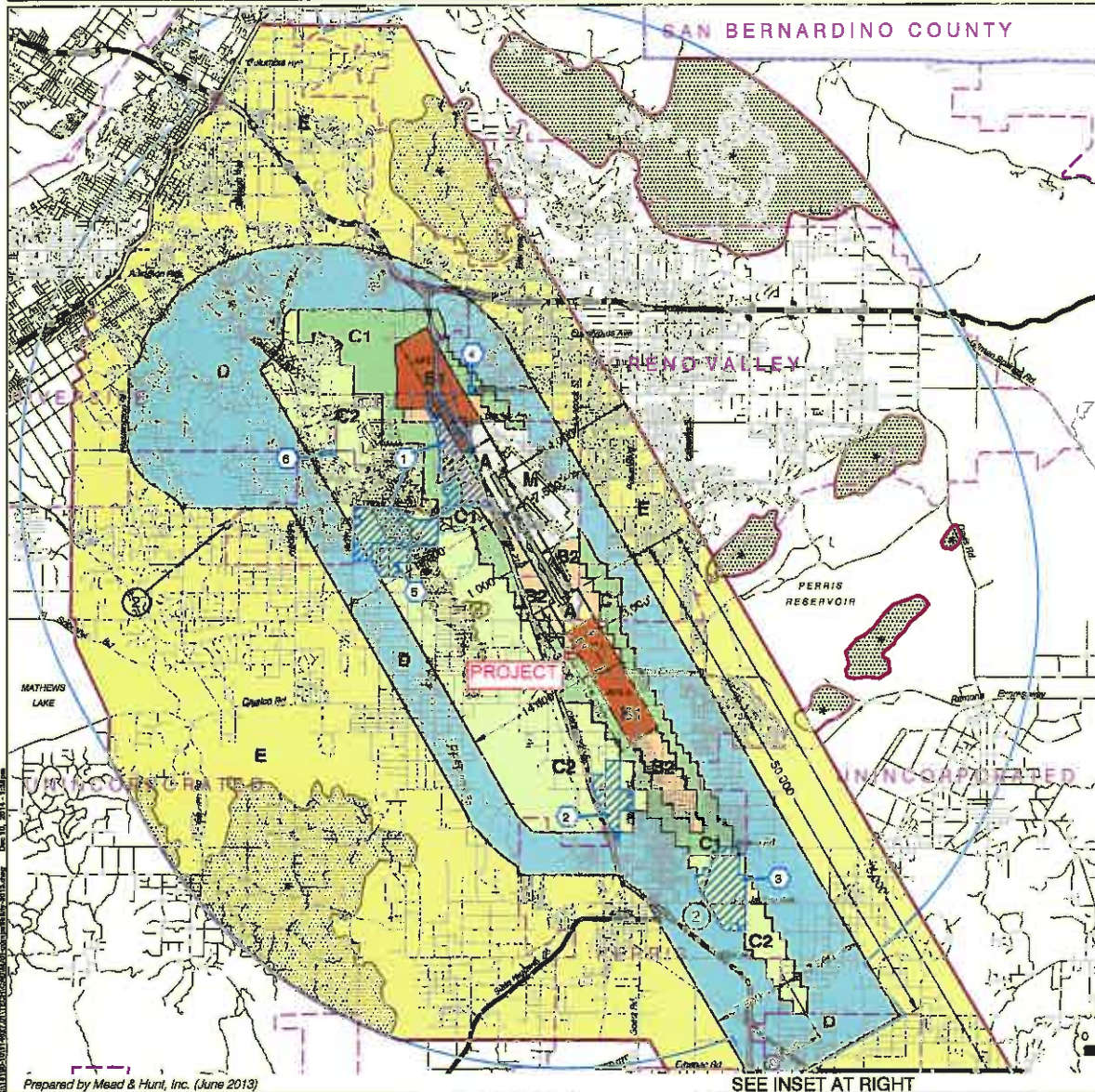
Noise: The March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan depicts the site as being in an area within the 60-70 CNEL range from aircraft noise. The project proposes no new development at this time, but future development of sensitive uses would likely require noise attenuation measures.

Part 77: The elevation of Runway 14-32 at its southerly terminus is 1,488 feet above mean sea level (1,488 feet AMSL). At a distance of approximately 4,200 feet from the runway to the closest parcel within the site, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 1,530 feet AMSL. The site elevation is approximately 1,485 feet AMSL. While no new buildings are proposed through this application at this time, future building structures with a top point elevation of 1,530 feet AMSL or greater would require notification to the Federal Aviation Administration Obstruction Evaluation Services (FAA OES).

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

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

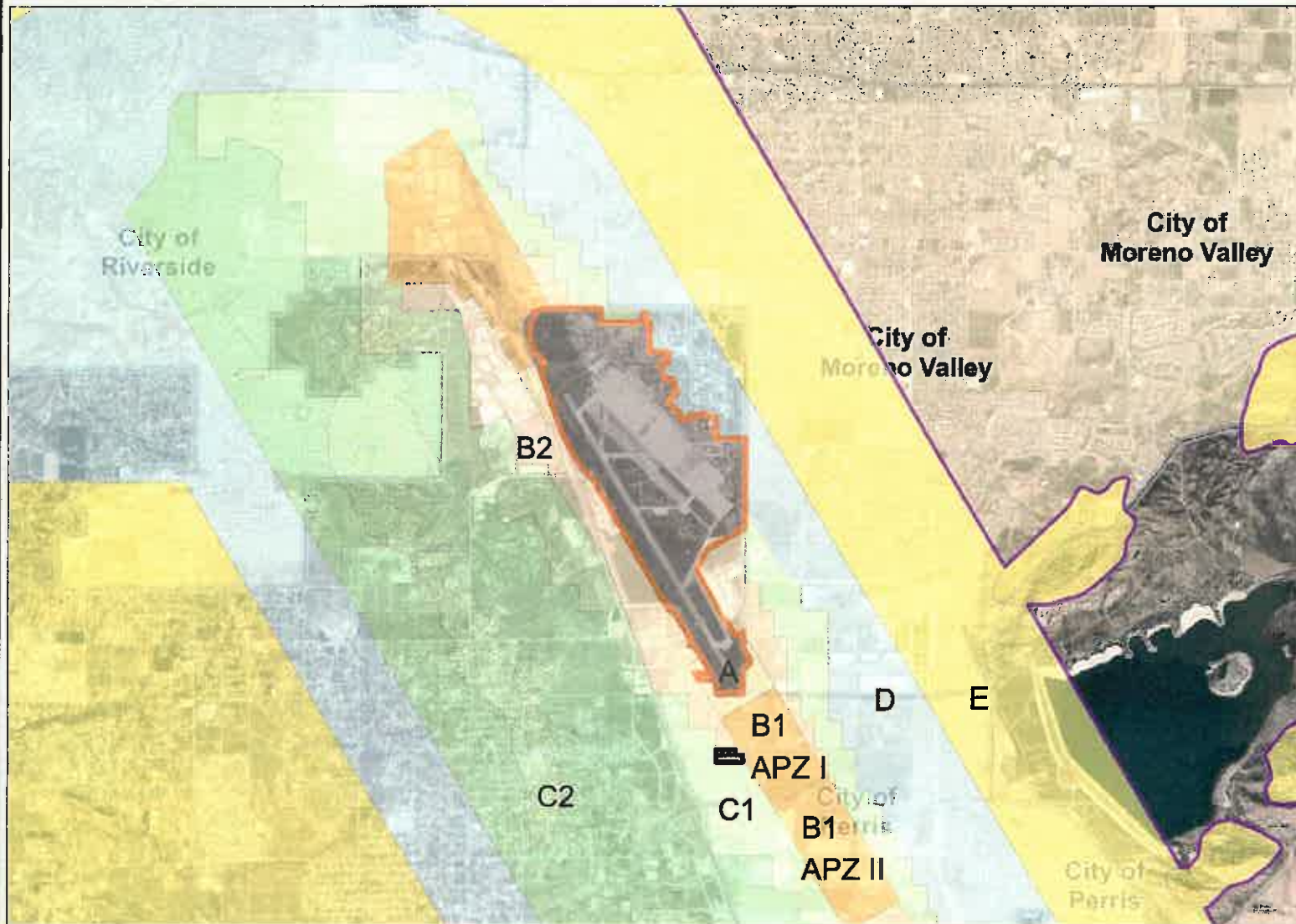
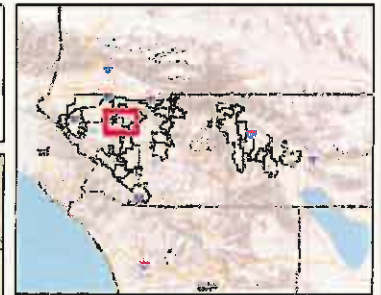
March Air Reserve Base / Inland Port Airport

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



Base map source: County of Riverside 2013

My Map



Legend

- Airports
- AIA
- 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



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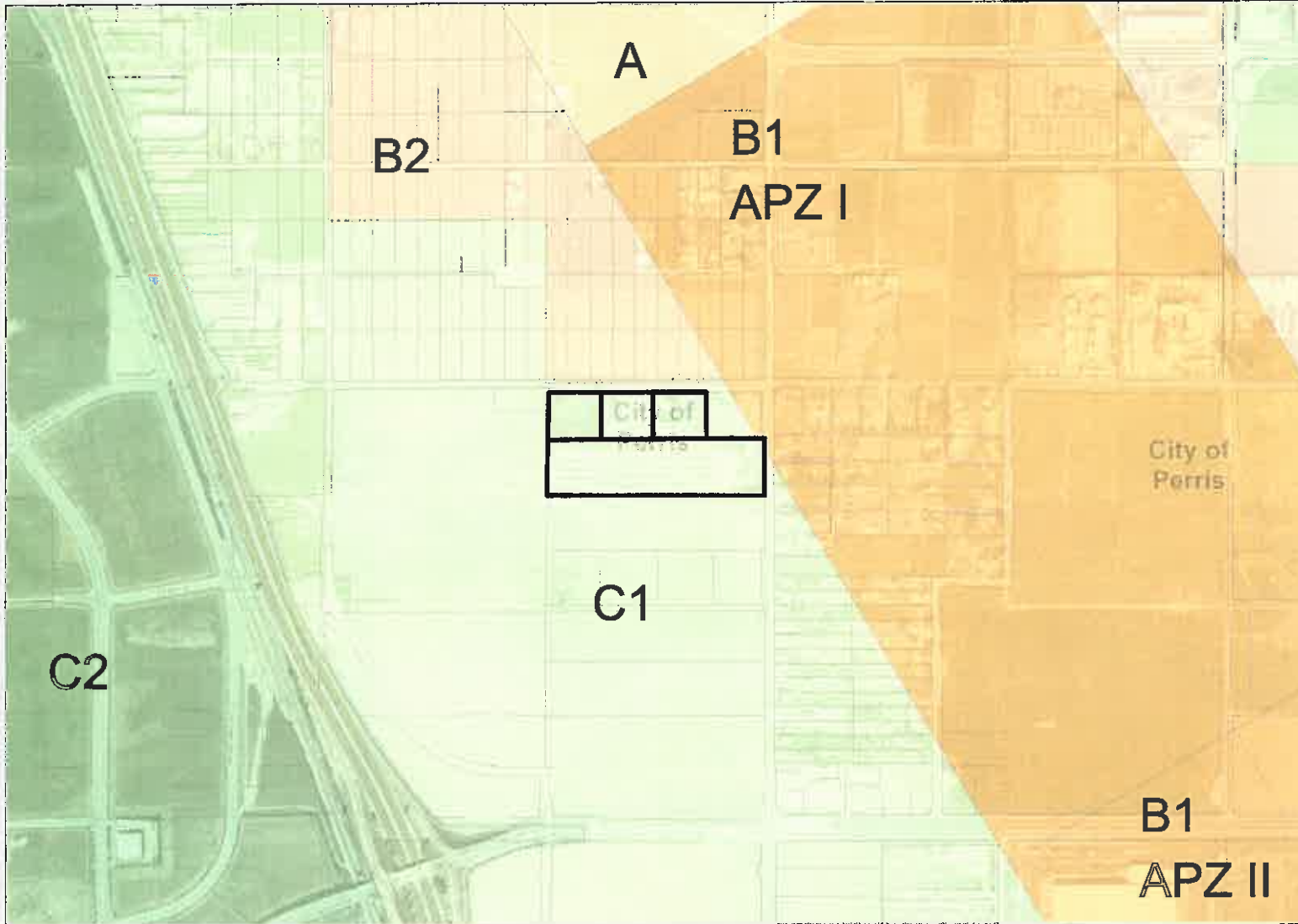
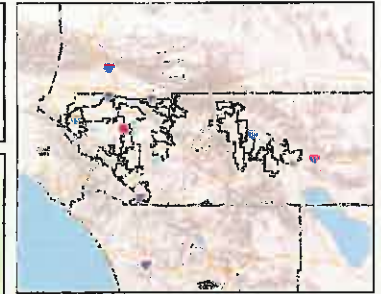
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Notes

My Map



Legend

- Airports
- AIA
- 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-EXC3
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- C2-EXC6
- C2-HIGHT



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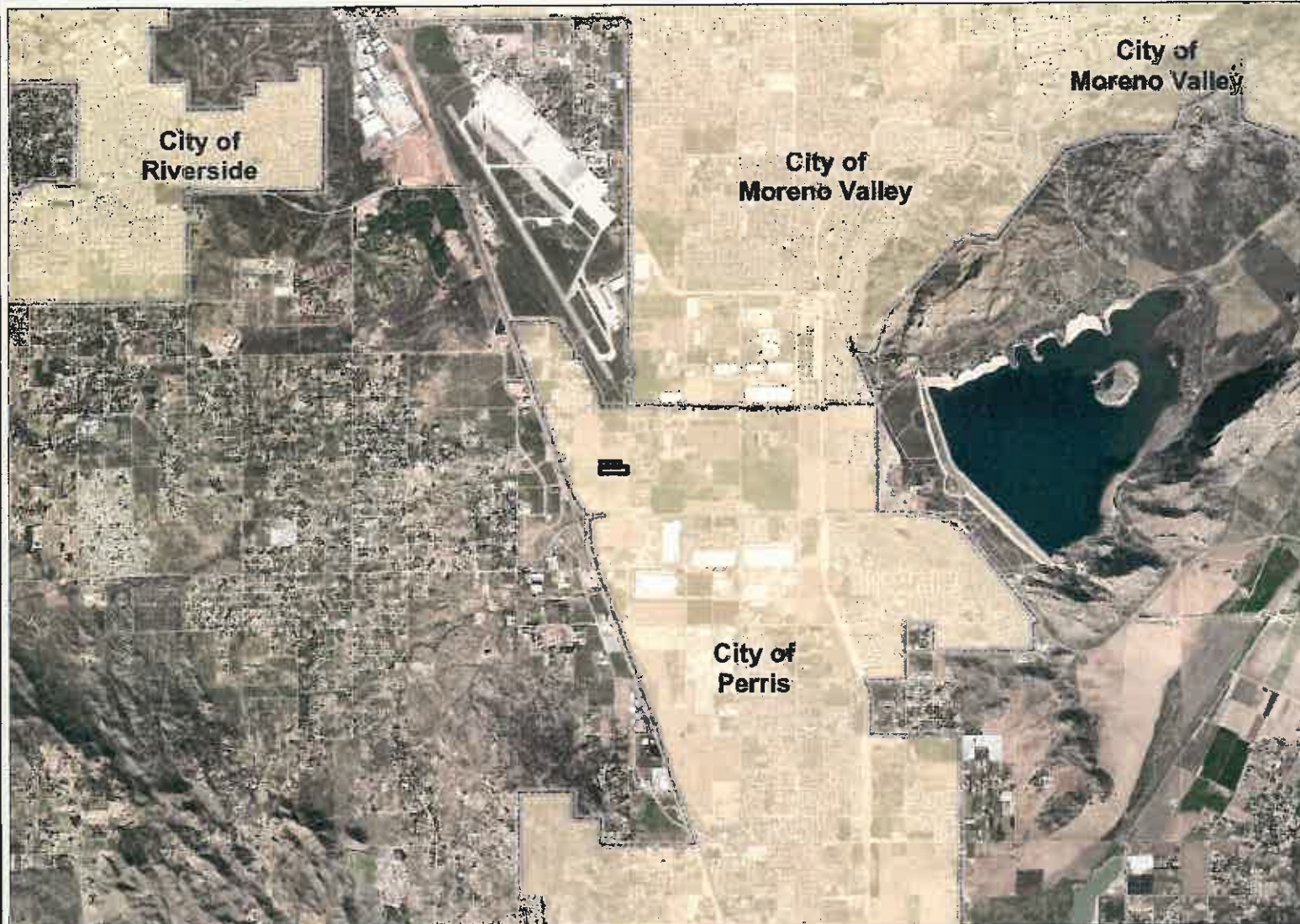
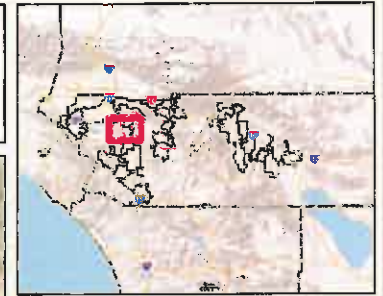
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Notes

My Map



Legend

- City Boundaries
- Cities
- 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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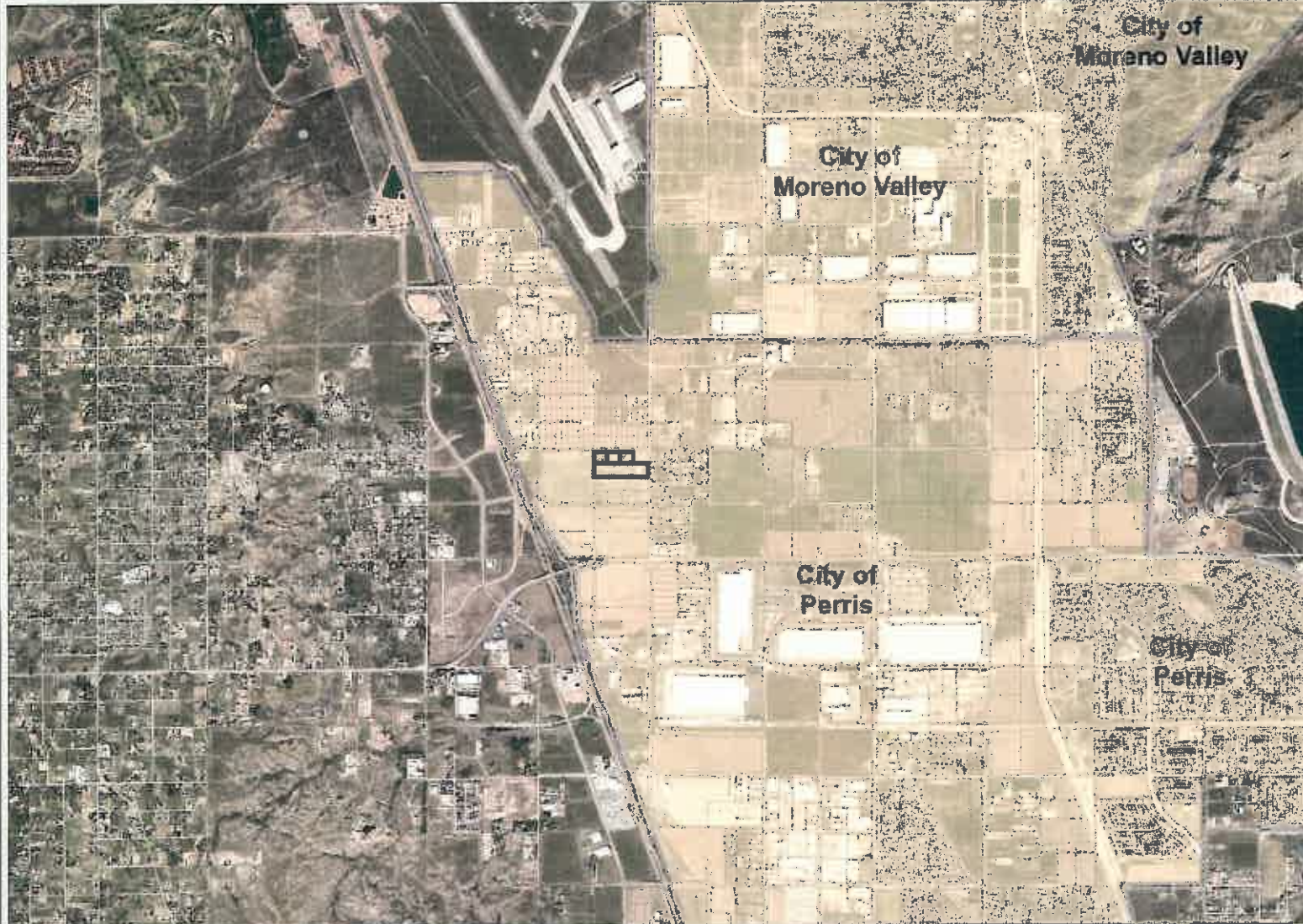
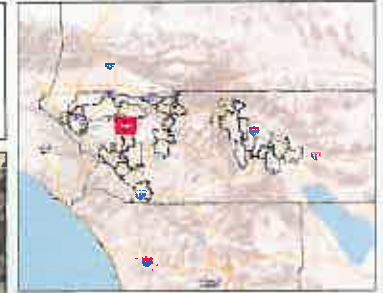
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Notes

My Map



Legend

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



0 4,497 8,994 Feet



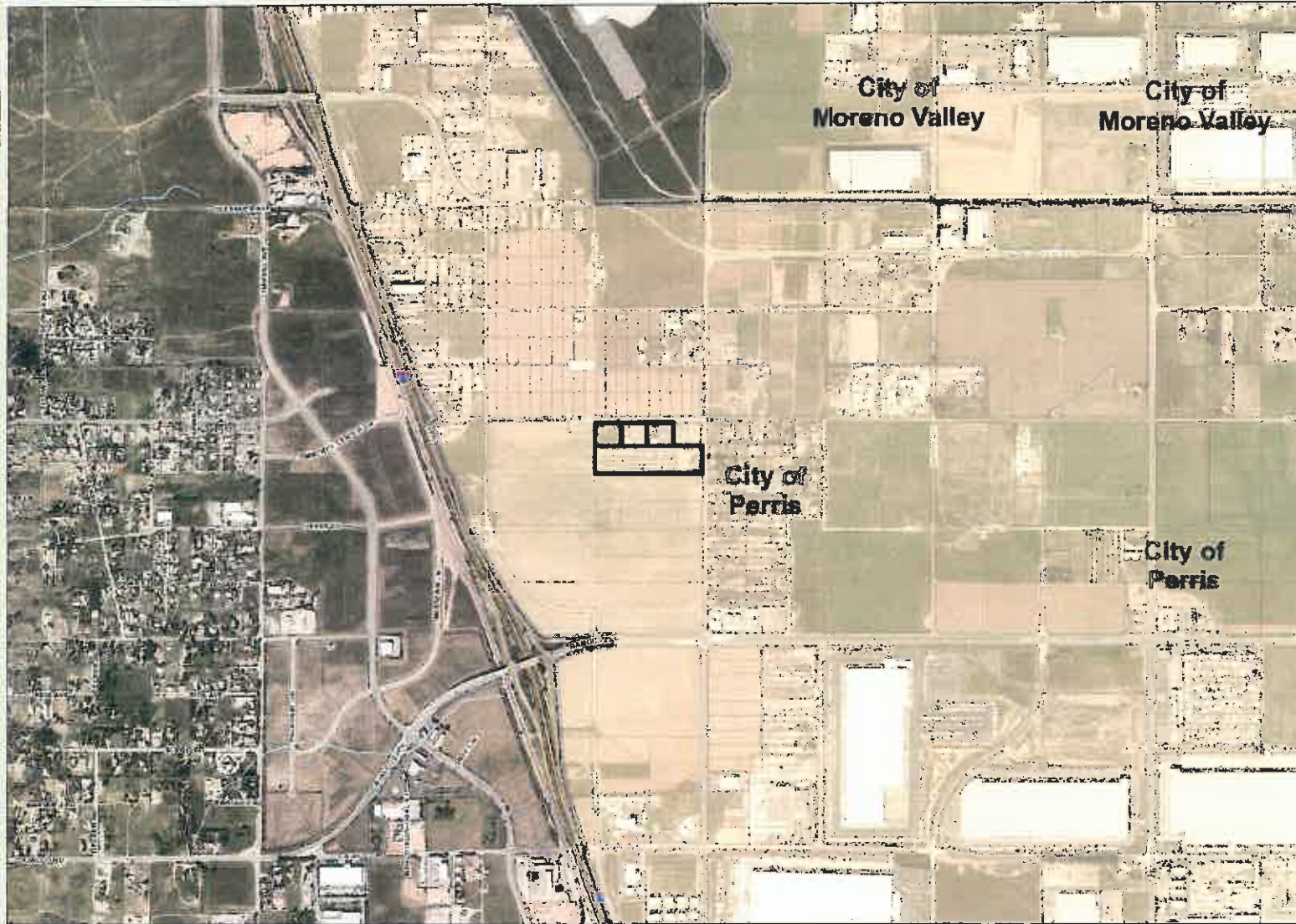
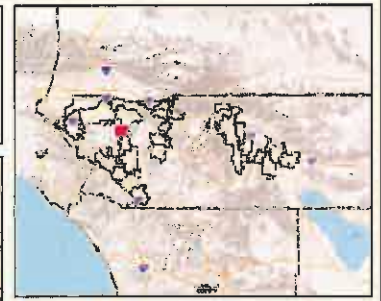
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Notes

My Map



Legend

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



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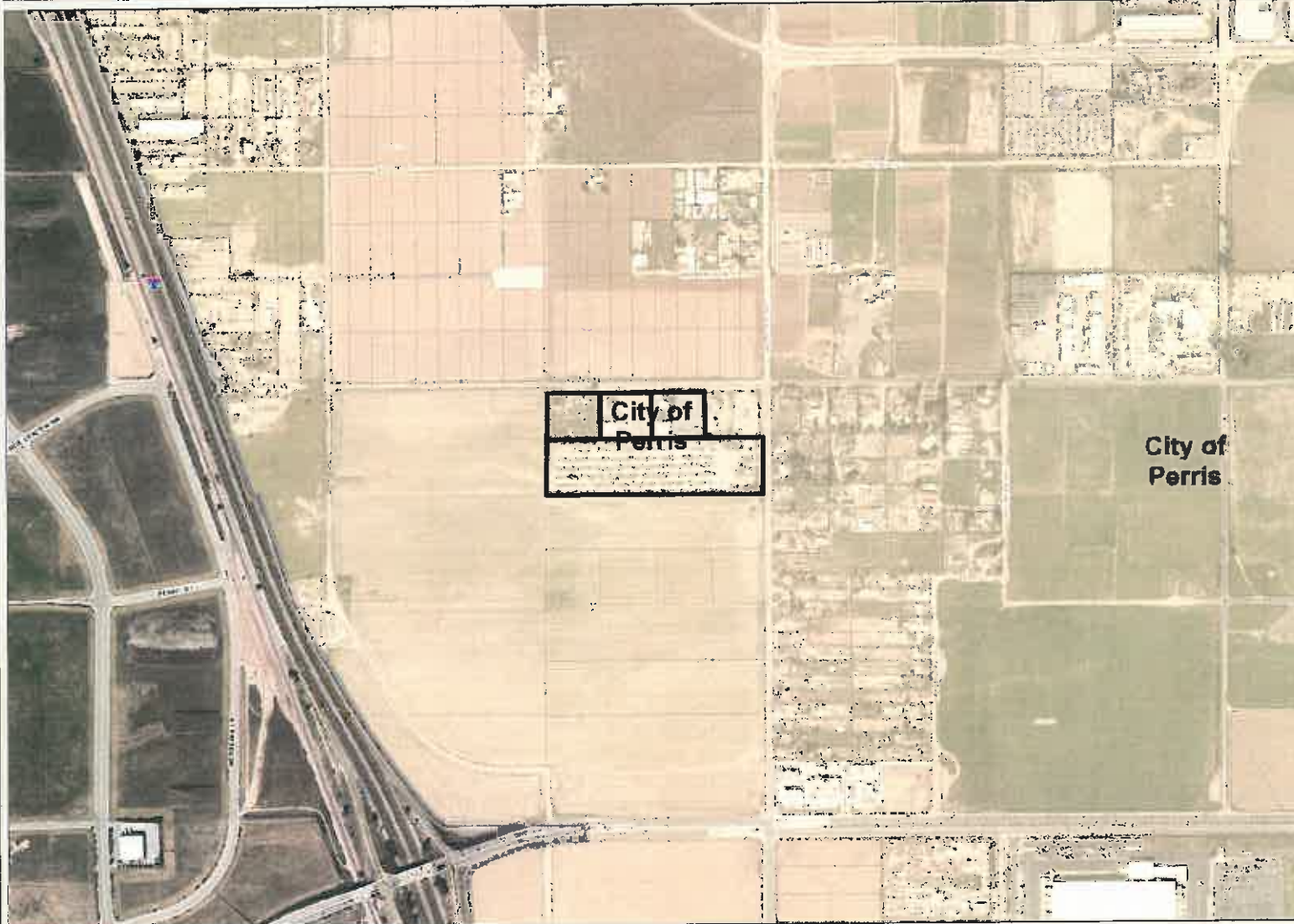
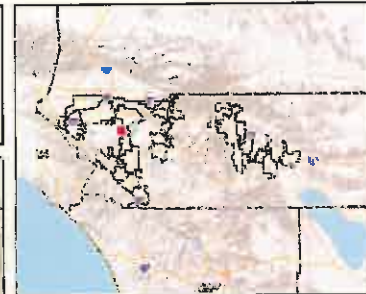
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Notes

My Map



Legend

- City Boundaries
- Cities
- roadsanno
- highways
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 - ONRAMP
 - USHWY
- counties
- cities
- hydrographylines
- waterbodies
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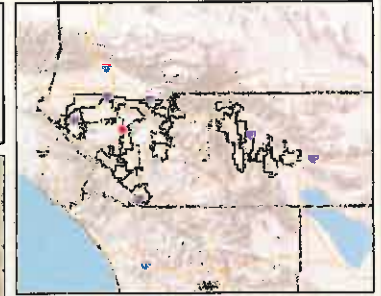


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Notes

My Map



Legend

- City Boundaries
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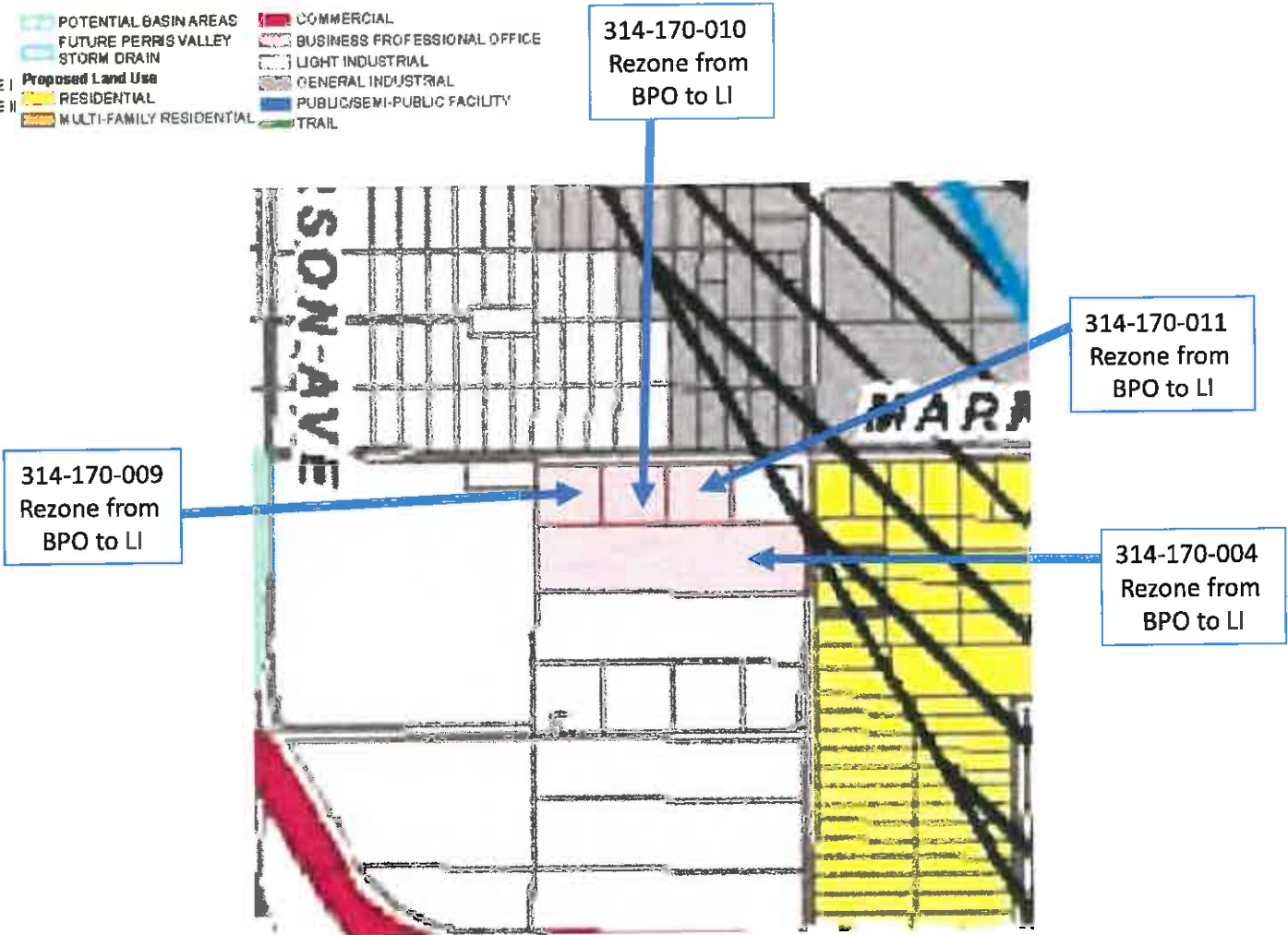
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Notes

LEGEND

- | | | |
|----------------------------|----------------------------------|------------------------------|
| SPECIFIC PLAN BOUNDARY | POTENTIAL BASIN AREAS | COMMERCIAL |
| AIRPORT SAFETY ZONES 2004 | FUTURE PERRIS VALLEY STORM DRAIN | BUSINESS PROFESSIONAL OFFICE |
| CLEAR ZONE | Proposed Land Use | LIGHT INDUSTRIAL |
| ACCIDENT POTENTIAL ZONE I | RESIDENTIAL | GENERAL INDUSTRIAL |
| ACCIDENT POTENTIAL ZONE II | MULTI-FAMILY RESIDENTIAL | PUBLIC/SEMI-PUBLIC FACILITY |
| | | TRAIL |



MN&A

Legend

- 314-170-004
- 314-170-009
- 314-170-010
- 314-170-011
- 4332 N Webster Ave



Google Earth

© 2017 Google



1000 ft

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 and written comments may be submitted at the Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501, Monday through Friday (except December 25 and January 1) from 9:00 a.m. to 5:00 p.m.

ATTENTION: ALUC reviews a proposed plan or project solely to determine whether it is consistent with the applicable Airport Land Use Compatibility Plan. The City of Perris will hold hearings on this item and should be contacted on non-ALUC issues.

PLACE OF HEARING: Riverside County Administration Center
4080 Lemon Street, 1st Floor Board Chambers
Riverside California

DATE OF HEARING: January 11, 2018

TIME OF HEARING: 9:00 A.M.

CASE DESCRIPTION:

ZAP1295MA17 – Timothy Campbell, Campbell Properties/Chino Transporting, Inc. (Representatives: Mike Naggar & Associates) – City of Perris Case No. SPA 17-05242. The applicant proposes amending the Perris Valley Commerce Center Specific Plan land use designation on 16.13 acres (Assessor's Parcel Numbers 314-170-004 and 314-170-009 through 314-170-011) located westerly of Webster Avenue and southerly of Markham Street from Business Professional Office to Light Industrial. (Airport Compatibility Zones C1 and B1-APZ-I of the March Air Reserve Base/Inland Port Airport Influence Area).

FURTHER INFORMATION: Contact ALUC Planner Paul Rull at (951) 955-6893 or John Guerin at (951) 955-0982. The ALUC holds hearings for local discretionary permits within the Airport Influence Areas, reviewing for aeronautical safety, noise and obstructions. All other concerns should be addressed to Mr. Nathan Perez of the City of Perris Planning Department at (951) 657-5257.



RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC CASE NUMBER: ZAP1295MA17 DATE SUBMITTED: December 5, 2017

APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

Applicant: Timothy Campbell / China Transp. Phone Number: 951-236-9641
 Mailing Address: 16821 Tava Lane Email: _____
Riverside CA 92504

Representative: Mike Naggar + Associates Phone Number: 951-437-4329
 Mailing Address: 445 S. D Street Email: Carissa@naggarinc.co
Perris, CA 92570

Property Owner: Timothy Campbell Phone Number: _____
 Mailing Address: _____ Email: timcro@me.com

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LOCAL JURISDICTION AGENCY

Local Agency Name: CITY OF PERRIS Phone Number: 951-651-5257
 Staff Contact: Nathan Perez Email: nperez@cityofperris.org
 Mailing Address: 101 N. D St Case Type:
Perris CA 92570
 General Plan / Specific Plan Amendment
 Zoning Ordinance Amendment
 Subdivision Parcel Map / Tentative Tract
 Use Permit
 Site Plan Review/Plot Plan
 Other

Local Agency Project No: SPA #17-05242

PROJECT LOCATION

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

Street Address: 4332 N. Webster Ave
Perris, CA 92571
 Assessor's Parcel No.: 314-170-004, -009, -010, -011 Gross Parcel Size: 16.13 AC
 Subdivision Name: _____ Nearest Airport: Marek ARB
 Lot Number: _____ and distance from Airport: 5.4 miles

PROJECT DESCRIPTION

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): Perris Valley Commerce Specific Plan.
Current zoning is Business Professional Office

Proposed Land Use (describe)	No change at this time. ^{Any} Future project to be submitted. Proposed: LIGHT Industrial.		
For Residential Uses	Number of Parcels or Units on Site (exclude secondary units)	NO	
For Other Land Uses (See Appendix C)	Hours of Operation	NA	
	Number of People on Site	Maximum Number	N/A
	Method of Calculation		
Height Data	Site Elevation (above mean sea level)	N/A ft.	
	Height of buildings or structures (from the ground)	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?	<input type="checkbox"/> Yes	
	If yes, describe	<input checked="" type="checkbox"/> No	

- 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. **REVIEW TIME:** Estimated time for "staff level review" is approximately 30 days from date of submittal. Estimated time for "commission level review" is approximately 45 days from date of submittal to the next available commission hearing meeting.
- C. **SUBMISSION PACKAGE:**
1. Completed ALUC Application Form
 1. ALUC fee payment
 1. Plans Package (24x36 folded) (site plans, floor plans, building elevations, landscaping plans, grading plans, subdivision maps)
 1. Plans Package (8.5x11) (site plans, floor plans, building elevations, landscaping plans, grading plans, subdivision maps, zoning ordinance/GPA/SPA text/map amendments)
 1. CD with digital files of the plans (pdf)
 1. Vicinity Map (8.5x11)
 1. Detailed project description
 1. Local jurisdiction project transmittal
 3. Gummed address labels for applicant/representative/property owner/local jurisdiction planner
 3. Gummed address labels of all surrounding property owners within a 300 foot radius of the project site (**only required if the project is scheduled for a public hearing Commission meeting**). If more than 100 property owners are involved, please provide pre-stamped envelopes (size #10) with ALUC return address. *

* Projects involving heliports/helicopter landing sites will require additional noticing procedures.

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 3.3

HEARING DATE: January 11, 2018

CASE NUMBER: ZAP1286MA17 – MS Van Buren II, LLC (Representative: SDH & Associates, Rob Van Zanten)

APPROVING JURISDICTION: March Joint Powers Authority

JURISDICTION CASE NO: GPA17-02 (General Plan Amendment), SP17-01 (Specific Plan Amendment), PP17-05 (Plot Plan)

MAJOR ISSUES: The site lies within the March Business Center/Meridian Specific Plan Exception Area, but this project was brought forward to ALUC because it involves a General Plan Amendment and a Specific Plan Amendment. Additionally, the exception is no longer valid due to the expiration of the Development Agreement for the portion including this site. The Plot Plan proposes one retail building, one two-story office building, and nine industrial buildings. If we assume that the retail building will be used for mercantile occupancies and apply the special retail occupancy assumptions used in the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, the Plot Plan is consistent with the compatibility criteria. However, the applicant is intent on providing for restaurant/dining uses in the retail building. While restaurants are not a prohibited use in Compatibility Zone C1, the potential occupancy of dining areas is more than seven times greater than the special retail occupancy assumptions. Pursuant to a concurrent lot line adjustment, the retail building will be located on a 1.56-acre parcel (gross). Based on this acreage, the total occupancy of the retail building should not exceed 156 persons. Using the special retail occupancy assumptions, the proposed 9,054 square foot retail building would accommodate 79 persons. However, the 156-person limit could be exceeded if a combined retail/restaurant scenario provided for more than 1,235 square feet of dining area. A split consisting of 4,527 square feet of retail, 2,263 square feet of dining area, and 2,263 square feet of restaurant kitchen area would accommodate an intensity of 202 persons. However, unrestricted restaurant allowances would accommodate 604 persons, which would be clearly inconsistent. According to the site plan, only 55 parking spaces are provided for the retail building. In the event that the Commission chooses to evaluate average intensity based on the Parking Space Method, this method would indicate an occupancy of up to 83 persons.

RECOMMENDATION: Staff recommends that the Commission find the proposed General Plan Amendment and Specific Plan Amendment CONSISTENT with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, and find the proposed Plot Plan CONSISTENT, subject to the conditions included herein, including restrictions on dining area square footage.

PROJECT DESCRIPTION: Plot Plan No. PP17-05 is a proposal to construct eleven (11) “shell” buildings ranging from 7,180 square feet to 32,628 square feet to be used as industrial/flex/showroom/retail/office buildings, for a cumulative building area total of 162,041 square feet on 13.60 acres. The applicant proposes amending the designation of the 13.6-acre area (Unit 4, Lots 8, 10, and 11, as delineated on the March JPA General Plan and Meridian Specific Plan SP-5) from Office to Mixed Use. (Unit 4 Lot 9 will remain designated as Office).

PROJECT LOCATION: The site is located on the northwest corner of Van Buren Boulevard and Meridian Parkway, within the jurisdiction of the March Joint Powers Authority, approximately 3,500 feet westerly 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 C1
- c. Noise Levels: 60-65 CNEL from aircraft

BACKGROUND:

Exception Area: The project is located within the March JPA: March Business Center/Meridian” site specific exception area. Policy #2.7 of the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan identifies this area as being exempted from the compatibility criteria as long as there are no changes to the underlying specific plan. Any changes to the specific plan must be reviewed by ALUC to ensure that increases in intensity would not result from the change. Since the project is proposing a General Plan Amendment and Specific Plan Amendment, the site-exception clause no longer applies; therefore, the project is subject to current compatibility criteria. Additionally, policy #2.7 states that if the underlying development agreements should expire, the criteria applicable to the property for which these exceptions apply shall revert to the underlying compatibility criteria of the March Airport Land Use Compatibility Plan (ALUCP). In this case, the development agreement has expired for portions of the Specific Plan, including this site, according to the March Joint Powers Authority, which means that the exception status for the Specific Plan does not apply to this site; therefore, the project is subject to the March ALUCP criteria.

Non-Residential Average Land Use Intensity: Pursuant to the Airport Land Use Compatibility Plan for the March Air Reserve Base/Inland Port Airport, the site is located within Compatibility Zone C1, which limits average intensity to 100 people per acre.

Pursuant to Appendix C, Table C-1, of the Riverside County Airport Land Use Compatibility Plan, the following rates were used to calculate the occupancy for the proposed building in Compatibility Zone C1:

- Office – 1 person per 200 square feet (with 50% reduction),
- Manufacturing – 1 person per 200 square feet,
- Restaurant – 1 person per 15 square feet (dining area), 1 person per 200 square feet (commercial kitchen),
- Retail – 1 person per 115 square feet

The project proposes a total of 162,041 square feet of building area, which includes 9,054 square feet of retail area, 32,628 square feet of standalone office area, 100,584 square feet of industrial/warehouse area and accompanying 19,775 square feet of associated office area. There are no tenants specified at this time.

If we calculated the retail building as entirely restaurant dining area, the project would accommodate a total occupancy of 1,369 people, and an average intensity of 101 people, which would be inconsistent with Compatibility Zone C1 average criterion of 100. However, restaurants also include a kitchen component. Limiting the dining area to 1,235 square feet (with 7,819 square feet of retail area) would reduce the total occupancy to 915 people, resulting in an average intensity of 67 people, which would be consistent with the Compatibility Zone C1 average criterion of 100. (The maximum 1,235 square feet limit of dining area is required in order to be consistent with the average intensity criterion when calculated on a lot-by-lot basis, which is discussed further below).

If the retail building were entirely occupied with retail uses (Type M occupancies) generating an occupancy of 79 people, the project would accommodate a total occupancy of 844 people, and an average intensity of 62 people, which would be consistent with the Compatibility Zone C1 average criterion of 100.

If we calculated the retail building as 50% retail (4,527 square feet), 25% dining (2,263 square feet), and 25% kitchen (2,263 square feet), the project would accommodate a total occupancy of 967 people, and an average intensity of 71 people, which would be consistent with the Compatibility Zone C1 average criterion of 100.

Considering average intensity on a lot-by-lot basis (based on the applicant's proposed lot line adjustment as indicated on the site plan), the retail building lot (1.56 acres) (if entirely for retail use) would accommodate an occupancy of 79 people, resulting in an average intensity of 51 people per acre, the office building lot (2.53 acres) would accommodate an occupancy of 163 people, resulting in an average intensity of 64 people per acre, Building 1 through 5 lot (4.36 acres) would accommodate an occupancy of 336 people, resulting in an average intensity of 77 people per acre, and Building 6 through 9 lot (5.15 acres) would accommodate an occupancy of 266 people, resulting in an average intensity of 52 people per acre.

All lots would be consistent with Compatibility Zone C1 average criteria of 100, provided that the retail building is not occupied by more intensive uses such as restaurants, gymnasiums, or places of assembly. As noted above, the Retail Building lot would accommodate an occupancy of 79 people,

resulting in an average intensity of 51 people per acre if the building were to be entirely used as retail. However, if the retail building consisted entirely of dining area, it would accommodate 604 people for an average intensity of 387 people per acre. Even if the dining area were to be limited to 3,250 square feet, the occupancy would be 246 people for an average intensity of 158 people per acre. If the building were split 50% retail, 25% dining area, and 25% kitchen, the occupancy would be 202 people for an average intensity of 129 people per acre. All of these scenarios, except for the retail only, would be inconsistent with Zone C1 average criteria on a lot-by-lot basis. However, if the dining area were limited to 1,235 square feet, this would accommodate 82 persons. The remaining 7,819 square feet of retail area would accommodate 68 persons for a total occupancy of 150 and an average intensity of 96 persons per acre, which would be consistent.

A second method for determining total occupancy involves multiplying the number of parking spaces provided or required (whichever is greater) by average vehicle occupancy (assumed to be 1.5 persons per vehicle in the absence of more precise data). Based on the number of parking spaces provided (593 spaces), the total occupancy would be estimated at 890 people for an average intensity of 65 people per acre, which is consistent with Compatibility Zone C1 average criterion of 100. The total number of parking spaces provided for the Retail Building lot is 55, which would indicate a total occupancy of 83 persons and an average intensity of 53 persons per acre.

Non-Residential Single-Acre Land Use Intensity: Compatibility Zone C1 limits maximum single-acre intensity to 250 people. There are no risk-reduction design bonuses available, as March Air Reserve Base/Inland Port Airport is primarily utilized by large aircraft weighing more than 12,500 pounds.

Based on the site plan provided and the occupancies as previously noted, the maximum single-acre area would include the entire 9,054 square foot retail building and 1,900 square feet of the office building. Based on standard retail, the single-acre intensity would be 89 people, which would be consistent with Compatibility Zone C1 single acre criterion of 250.

If we calculated the retail building as entirely restaurant dining area, the single acre area occupancy would be 614 people (604 people for restaurant use, 10 people for the office use), which is inconsistent with Compatibility Zone C1 single acre criterion of 250.

However, restaurants also include a kitchen component. Limiting the dining area of the restaurants in an all-restaurant building to a maximum of 3,150 square feet (with kitchen area of 5,904 square feet) would reduce the total occupancy of the single-acre area to 250 people (240 people for restaurant use, 10 people for the office use), which is consistent with the Compatibility Zone C1 single acre criterion of 250. However, in order to be consistent with the average intensity on a lot-by-lot basis, the retail building would have to be restricted to 1,235 square feet of dining area (82 persons) and 7,819 square feet of retail area (68 persons), for a total occupancy of 160 people (including 10 people for the office use), which is consistent with Compatibility Zone C1 single acre criterion of 250.

If we calculated the retail building having 50% retail (40 people), 25% dining area (151 people),

25% kitchen (11 people), the total occupancy (including 5 people for the office use, 4 people for the industrial use in Building 2) would be 211 people, which is consistent with the Compatibility Zone C1 single acre criterion of 250. However, unless the Commission is willing to utilize the Parking Space Method to evaluate average intensity, restaurant dining area will need to be limited to 1,235 square feet (and 7,819 square feet of retail) to comply with the individual lot average intensity criteria.

March Air Reserve Base/United States Air Force Input: Given that the project site is located in Zone C1 westerly of the runway at March Air Reserve Base, the March Air Reserve Base staff was notified of the project and sent a package of plans for their review. As of the time this staff report was prepared, we were still awaiting comments from the Air Force regarding this project.

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

Noise: The March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan depicts the site as being in an area within the 60-65 CNEL range from aircraft noise. As a primarily industrial and commercial use not sensitive to noise (and considering typical anticipated building construction noise attenuation of approximately 20 dBA), the industrial and commercial areas 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 buildings.

Part 77: The elevation of Runway 14-32 at its northerly terminus is 1,535 feet above mean sea level (1,535 feet AMSL). At a distance of approximately 3,500 feet from the runway to the closest parcel within the site, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 1,570 feet AMSL. The finished floor elevation for the site ranges from 1,570 feet to 1,583 feet AMSL. With a maximum building height of 36 feet, the top point elevation would be 1,606 feet AMSL. Therefore, review of buildings by the FAA Obstruction Evaluation Service would normally be required. The applicant had submitted Form 7460-1 for FAA OES review. Determinations of no hazard to air navigation were issued (Aeronautical Study Nos. 2017-AWP-8057 through 8067-OE), as the FAA OES determined that the project would not result in an impact to air navigation.

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 so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses/activities are not included in the 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. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
 - (e) Children's schools, day care centers, libraries, hospitals, skilled nursing and care facilities, congregate care facilities, places of assembly (including churches and theaters), noise sensitive outdoor nonresidential uses, and hazards to flight.
3. The attached notice shall be provided to all prospective purchasers of the property and tenants or lessees 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.
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. Noise attenuation measures shall be incorporated into the design of the office areas of the

proposed buildings, to the extent such measures are necessary to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.

7. The Federal Aviation Administration has conducted an aeronautical study of the proposed buildings (Aeronautical Study Nos. 2017-AWP-8057 through 8067-OE) and has determined that neither marking nor lighting of the structure(s) 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 L Change 1 and shall be maintained in accordance therewith for the life of the project.
8. The proposed buildings shall not exceed a height of 36 feet above ground level and a maximum elevation at top point of 1,607 feet above mean sea level.
9. The maximum height and top point elevation specified above 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.
10. Temporary construction equipment used during actual construction of the building shall not exceed 36 feet in height and a maximum elevation of 1,607 feet above mean sea level, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.
11. Within five (5) days after construction reaches its greatest height, FAA Form 7460-2 (Part II), Notice of Actual Construction or Alteration, shall be completed by the project proponent or his/her designee and e-filed with the Federal Aviation Administration. (Go to <https://oeaaa.faa.gov> for instructions.) This requirement is also applicable in the event the project is abandoned or a decision is made not to construct the applicable building.
12. Any roof-top equipment or change in height that exceeds a total height of 36 feet will require Form 7460-1 submittal, review, and issuance of a "Determination of No Hazard to Air Navigation" by the Federal Aviation Administration Obstruction Evaluation Service.
13. The project does not propose rooftop solar panels at this time. However, if the project were to propose solar rooftop panels in the future, the applicant/developer shall prepare a solar glare study that analyzes glare impacts, and this study shall be reviewed by the Airport Land Use Commission and March Air Reserve Base.
14. The maximum square footage of restaurant dining area permitted within the retail building is 1,235 square feet. No other Type A occupancies shall be permitted within the retail building or elsewhere on-site without subsequent evaluation as to consistency with the applicable ALUCP.

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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)



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

Aeronautical Study No.
2017-AWP-8057-OE

Issued Date: 08/16/2017

Moshe Silagi
MS Van Buren II, LLC
101 Hodencamp Road
Suite 200
Thousand Oaks, CA 91360

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

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

Structure: Building Site B Retail
Location: Riverside, CA
Latitude: 33-53-18.99N NAD 83
Longitude: 117-16-49.20W
Heights: 1573 feet site elevation (SE)
24 feet above ground level (AGL)
1597 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 in accordance with FAA Advisory circular 70/7460-1 L Change 1.

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

This determination expires on 02/16/2019 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, 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 includes all previously filed frequencies and power for this structure.

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.

If we can be of further assistance, please contact our office at (310) 725-6557, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-AWP-8057-OE.

Signature Control No: 339520456-341086723

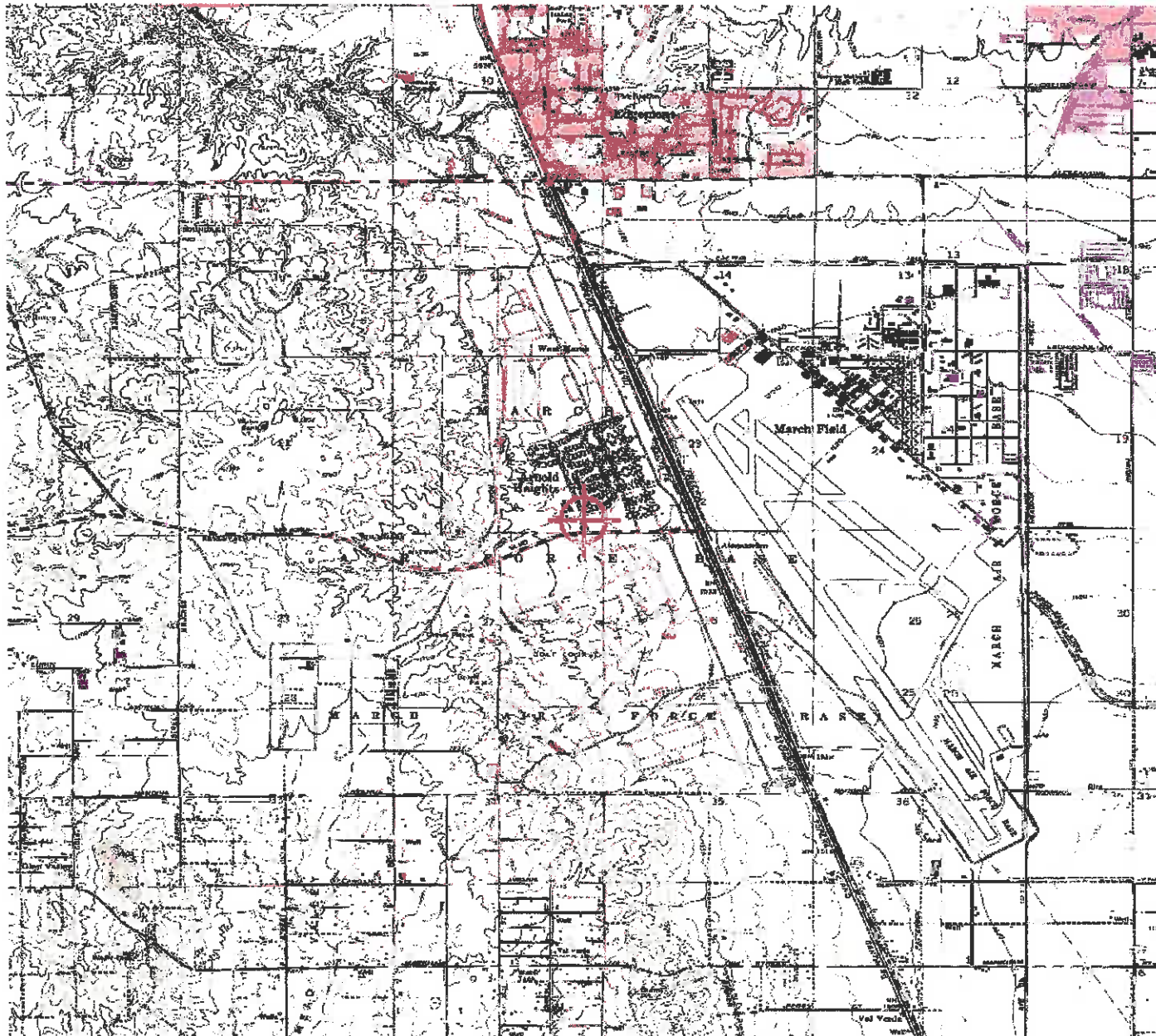
(DNE)

Karen McDonald
Specialist

Attachment(s)

Map(s)

TOPO Map for ASN 2017-AWP-8057-OE





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

Aeronautical Study No.
 2017-AWP-8058-OE

Issued Date: 08/16/2017

Moshe Silagi
 MS Van Buren II, LLC
 101 Hodencamp Road
 Suite 200
 Thousand Oaks, CA 91360

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

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

Structure: Building Site B Office
 Location: Riverside, CA
 Latitude: 33-53-21.58N NAD 83
 Longitude: 117-16-49.64W
 Heights: 1570 feet site elevation (SE)
 36 feet above ground level (AGL)
 1606 feet above mean sea level (AMSL)

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

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

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

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

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

This determination expires on 02/16/2019 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, 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 includes all previously filed frequencies and power for this structure.

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.

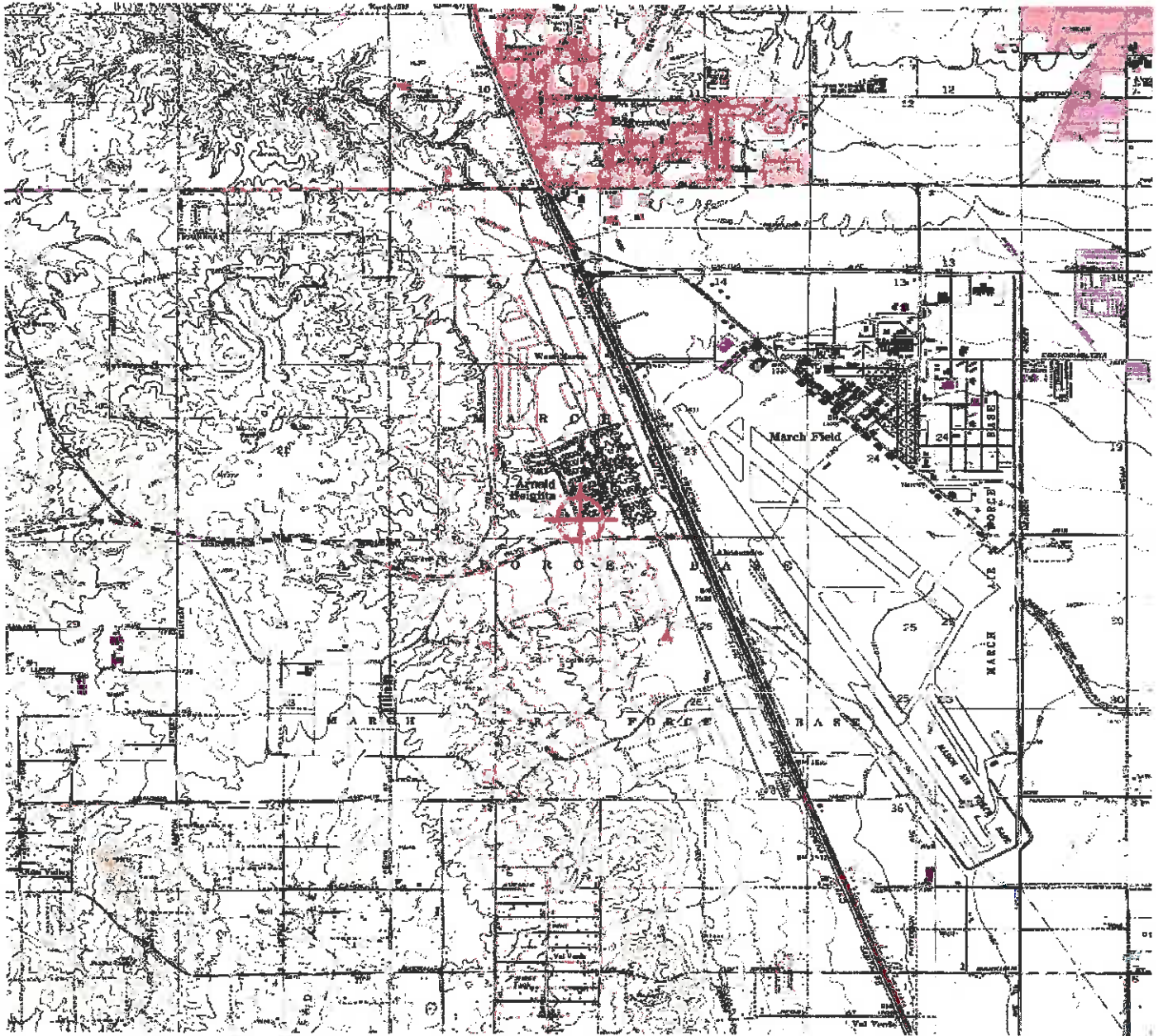
If we can be of further assistance, please contact our office at (310) 725-6557, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-AWP-8058-OE.

Signature Control No: 339520457-341086721
Karen McDonald
Specialist

(DNE)

Attachment(s)
Map(s)

TOPO Map for ASN 2017-AWP-8058-OE





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

Aeronautical Study No.
 2017-AWP-8059-OE

Issued Date: 08/16/2017

Moshe Silagi
 MS Van Buren II, LLC
 101 Hodencamp Road
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 Thousand Oaks, CA 91360

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

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

Structure: Building Site B Bldg. 1
 Location: Riverside, CA
 Latitude: 33-53-18.88N NAD 83
 Longitude: 117-16-51.81W
 Heights: 1579 feet site elevation (SE)
 24 feet above ground level (AGL)
 1603 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 in accordance with FAA Advisory circular 70/7460-1 L Change 1.

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

This determination expires on 02/16/2019 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, 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 includes all previously filed frequencies and power for this structure.

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.

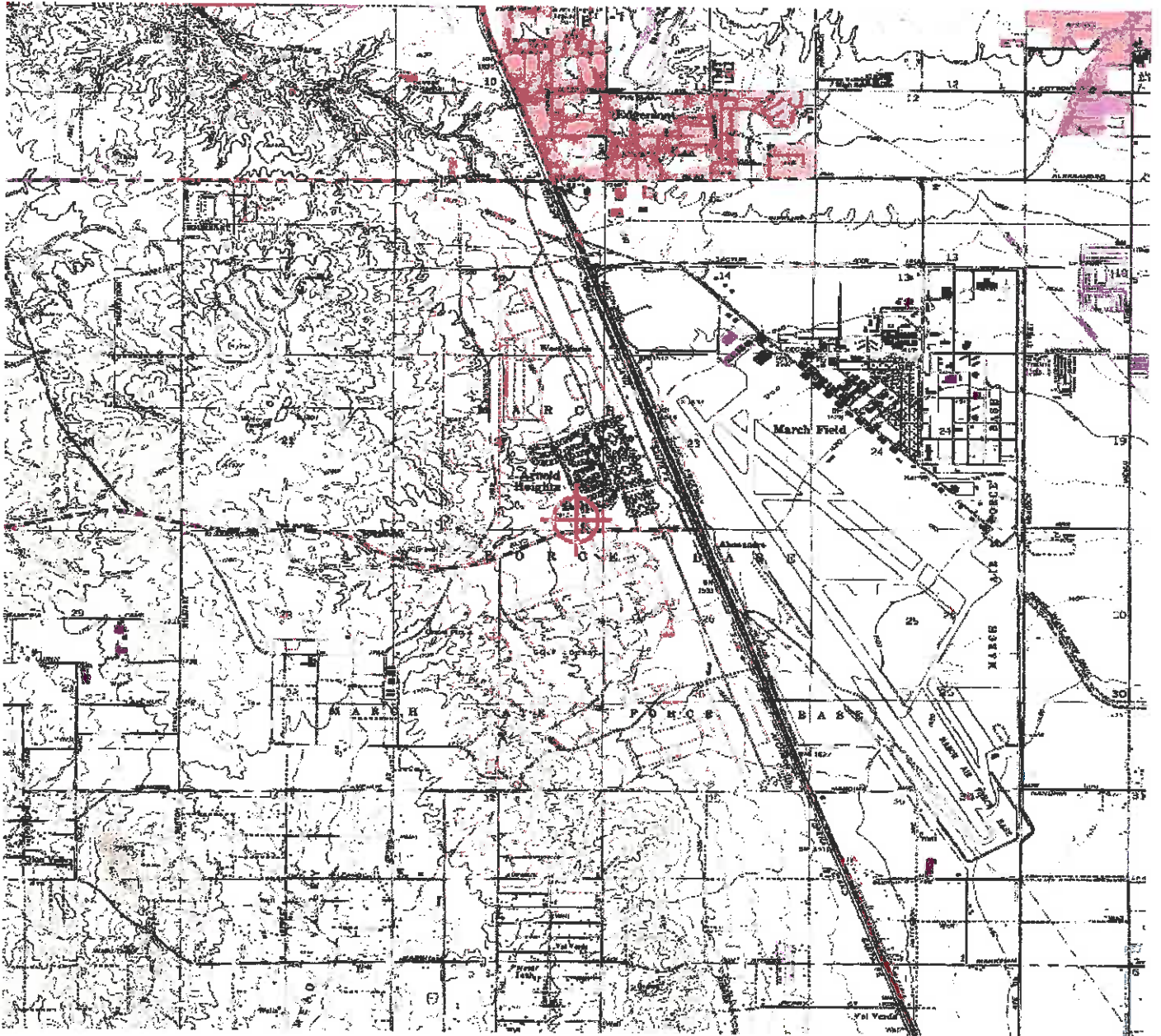
If we can be of further assistance, please contact our office at (310) 725-6557, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-AWP-8059-OE.

Signature Control No: 339520458-341086720
Karen McDonald
Specialist

(DNE)

Attachment(s)
Map(s)

TOPO Map for ASN 2017-AWP-8059-OE





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

Aeronautical Study No.
 2017-AWP-8060-OE

Issued Date: 08/16/2017

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 MS Van Buren II, LLC
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**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

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

Structure: Building Site B Bldg. 2
 Location: Riverside, CA
 Latitude: 33-53-20.25N NAD 83
 Longitude: 117-16-52.13W
 Heights: 1572 feet site elevation (SE)
 24 feet above ground level (AGL)
 1596 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 in accordance with FAA Advisory circular 70/7460-1 L Change 1.

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

This determination expires on 02/16/2019 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, 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 includes all previously filed frequencies and power for this structure.

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.

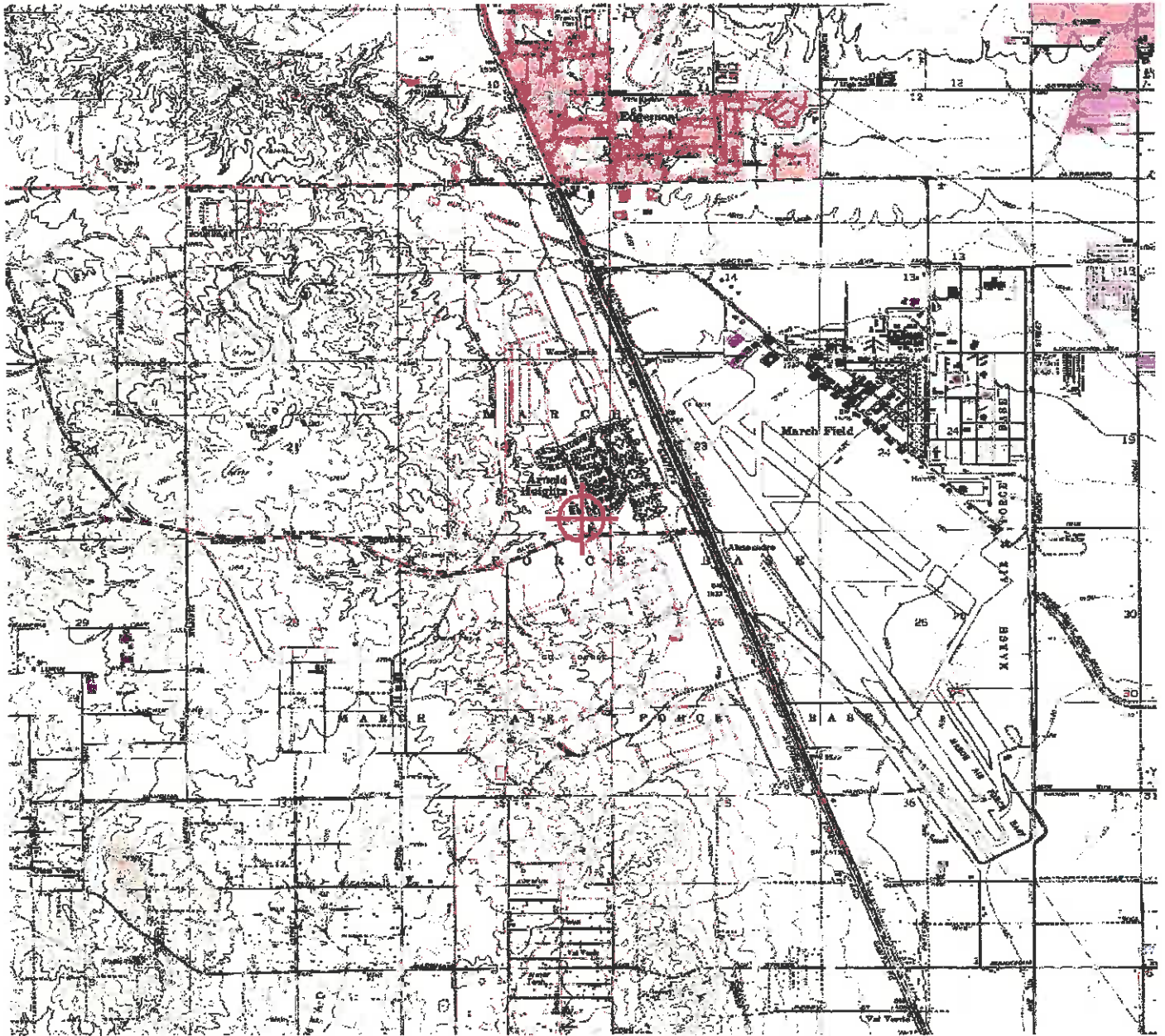
If we can be of further assistance, please contact our office at (310) 725-6557, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-AWP-8060-OE.

Signature Control No: 339520459-341086717
Karen McDonald
Specialist

(DNE)

Attachment(s)
Map(s)

TOPO Map for ASN 2017-AWP-8060-OE





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

Aeronautical Study No.
 2017-AWP-8061-OE

Issued Date: 08/16/2017

Moshe Silagi
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 Thousand Oaks, CA 91360

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

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

Structure: Building Site B Bldg. 3
 Location: Riverside, CA
 Latitude: 33-53-21.61N NAD 83
 Longitude: 117-16-52.68W
 Heights: 1572 feet site elevation (SE)
 24 feet above ground level (AGL)
 1596 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 in accordance with FAA Advisory circular 70/7460-1 L Change 1.

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

This determination expires on 02/16/2019 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, 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 includes all previously filed frequencies and power for this structure.

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.

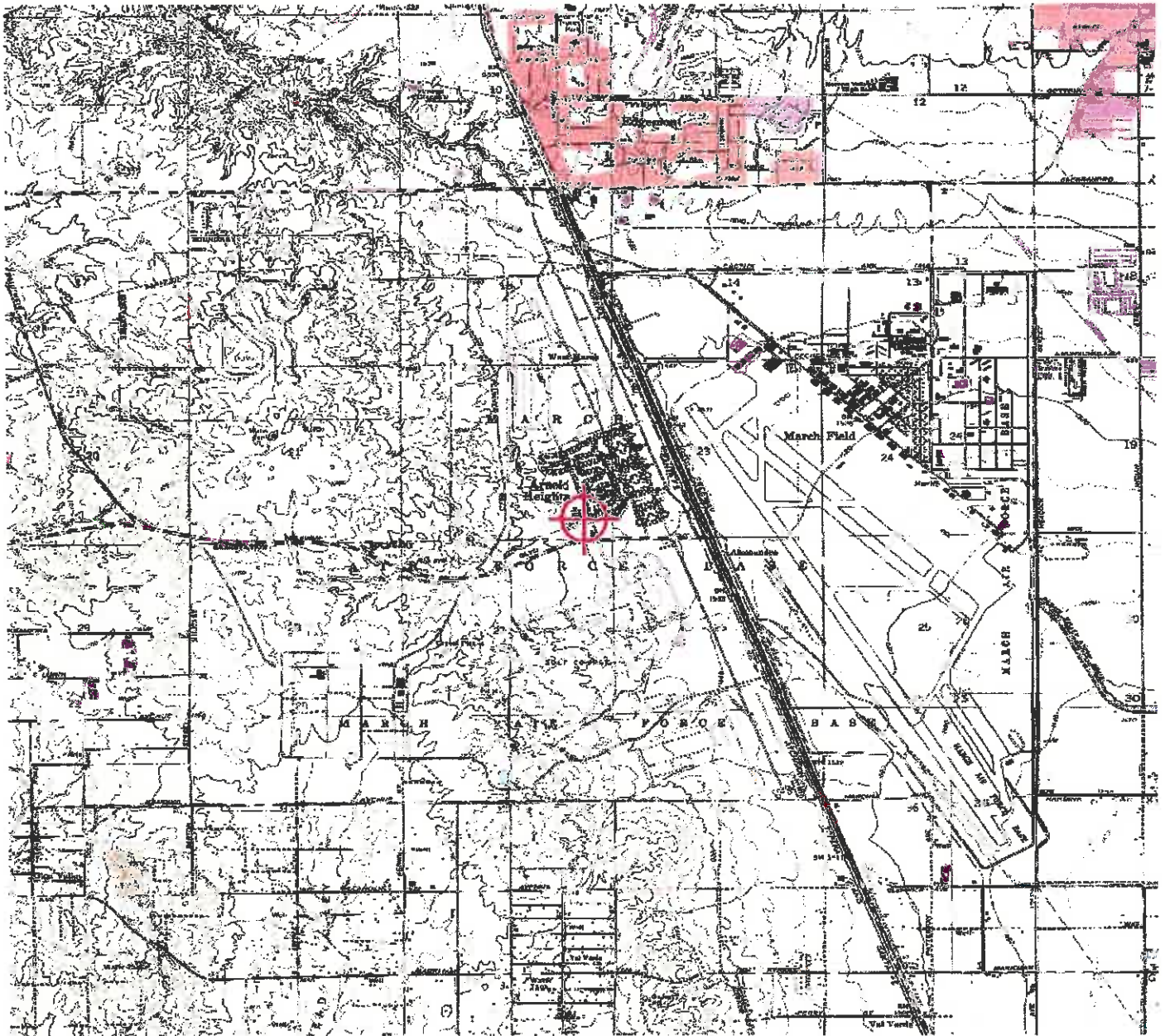
If we can be of further assistance, please contact our office at (310) 725-6557, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-AWP-8061-OE.

Signature Control No: 339520460-341086714
Karen McDonald
Specialist

(DNE)

Attachment(s)
Map(s)

TOPO Map for ASN 2017-AWP-8061-OE





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

Aeronautical Study No.
 2017-AWP-8062-OE

Issued Date: 08/16/2017

Moshe Silagi
 MS Van Buren II, LLC
 101 Hodencamp Road
 Suite 200
 Thousand Oaks, CA 91360

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

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

Structure: Building Site B Bldg. 4
 Location: Riverside, CA
 Latitude: 33-53-20.97N NAD 83
 Longitude: 117-16-55.30W
 Heights: 1577 feet site elevation (SE)
 24 feet above ground level (AGL)
 1601 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 in accordance with FAA Advisory circular 70/7460-1 L Change 1.

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

This determination expires on 02/16/2019 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
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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.

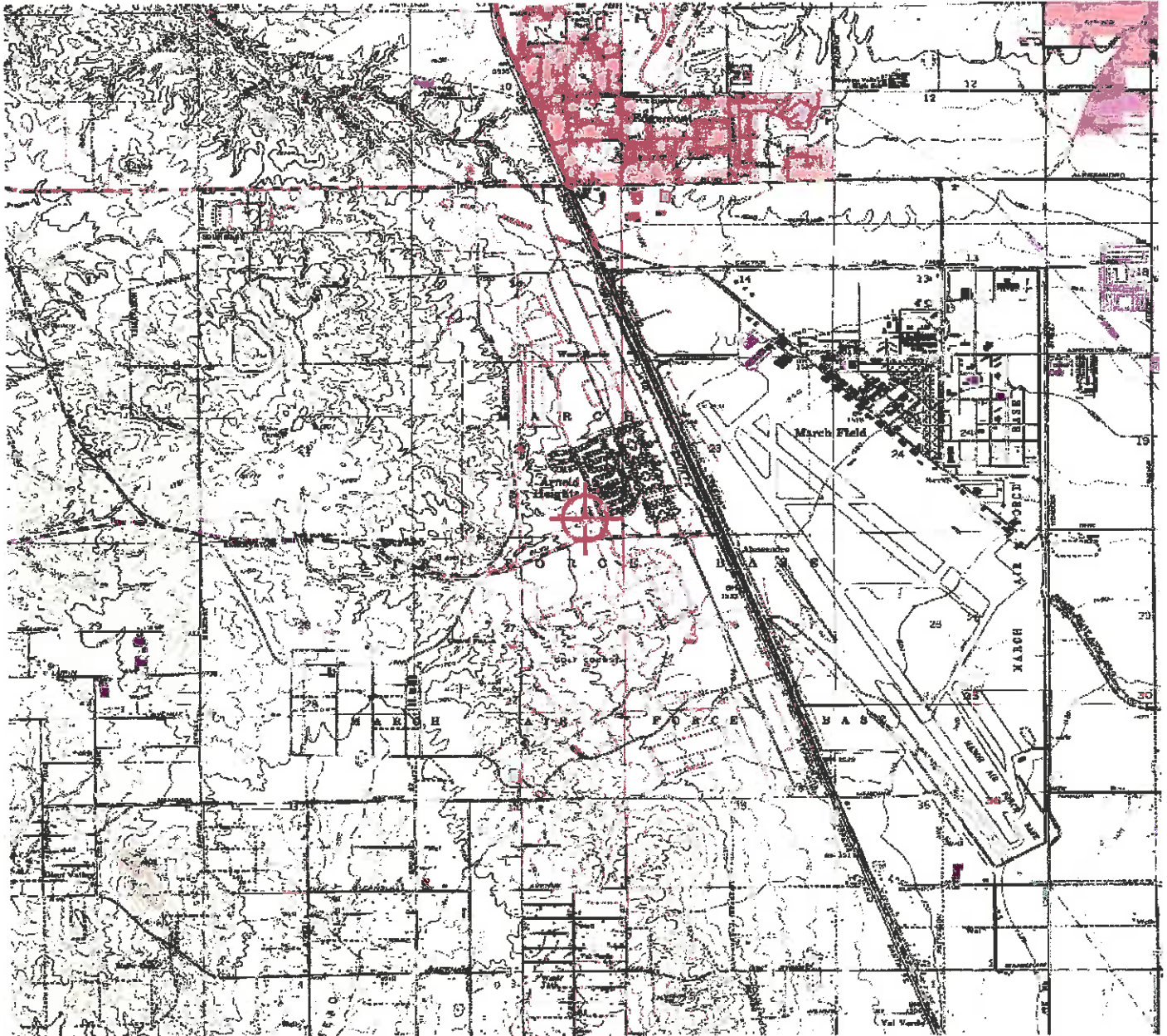
If we can be of further assistance, please contact our office at (310) 725-6557, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-AWP-8062-OE.

Signature Control No: 339520461-341086716
Karen McDonald
Specialist

(DNE)

Attachment(s)
Map(s)

TOPO Map for ASN 2017-AWP-8062-OE





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

Aeronautical Study No.
 2017-AWP-8063-OE

Issued Date: 08/16/2017

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 Thousand Oaks, CA 91360

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

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

Structure: Building Site B Bldg. 5
 Location: Riverside, CA
 Latitude: 33-53-19.49N NAD 83
 Longitude: 117-16-54.41W
 Heights: 1578 feet site elevation (SE)
 24 feet above ground level (AGL)
 1602 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 in accordance with FAA Advisory circular 70/7460-1 L Change 1.

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

This determination expires on 02/16/2019 unless:

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

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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.

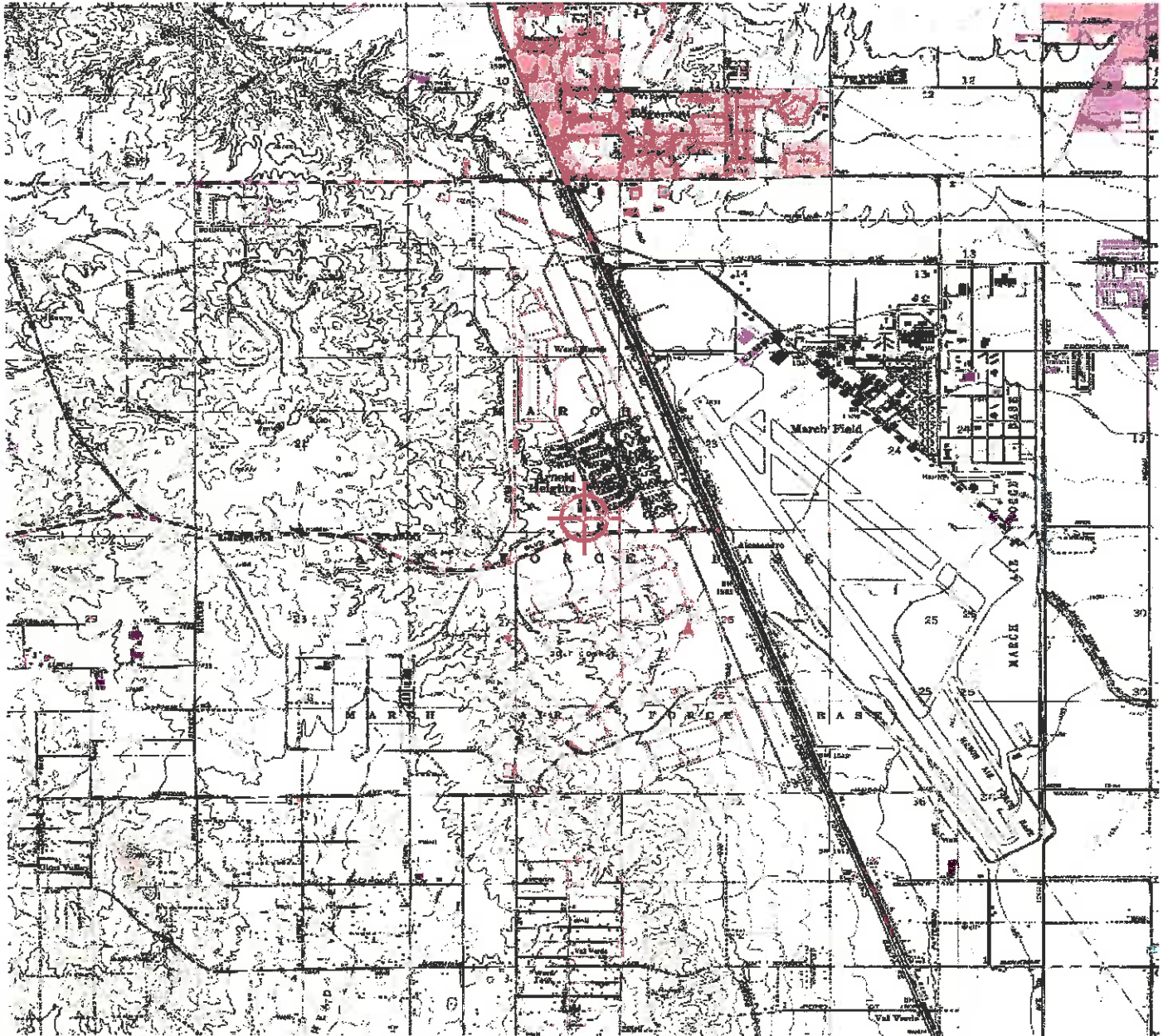
If we can be of further assistance, please contact our office at (310) 725-6557, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-AWP-8063-OE.

Signature Control No: 339520462-341086724
Karen McDonald
Specialist

(DNE)

Attachment(s)
Map(s)

TOPO Map for ASN 2017-AWP-8063-OE





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

Aeronautical Study No.
 2017-AWP-8064-OE

Issued Date: 08/16/2017

Moshe Silagi
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 Thousand Oaks, CA 91360

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

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

Structure: Building Site B Bldg. 6
 Location: Riverside, CA
 Latitude: 33-53-19.01N NAD 83
 Longitude: 117-16-56.20W
 Heights: 1578 feet site elevation (SE)
 24 feet above ground level (AGL)
 1602 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 in accordance with FAA Advisory circular 70/7460-1 L Change 1.

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

This determination expires on 02/16/2019 unless:

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

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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, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, 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 includes all previously filed frequencies and power for this structure.

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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.

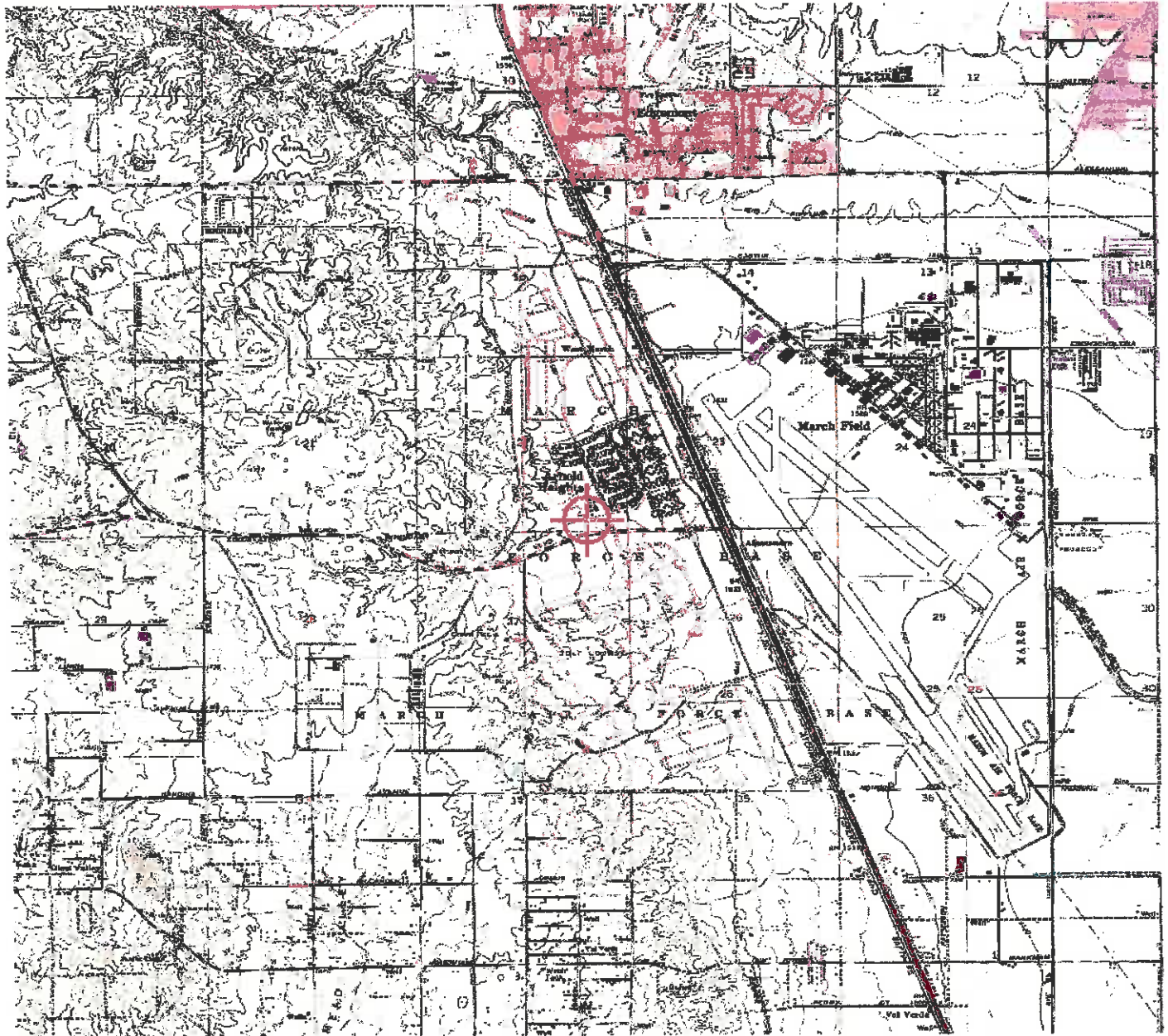
If we can be of further assistance, please contact our office at (310) 725-6557, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-AWP-8064-OE.

Signature Control No: 339520463-341086715
Karen McDonald
Specialist

(DNE)

Attachment(s)
Map(s)

TOPO Map for ASN 2017-AWP-8064-OE





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

Aeronautical Study No.
 2017-AWP-8065-OE

Issued Date: 08/16/2017

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

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

Structure: Building Site B Bldg. 7
 Location: Riverside, CA
 Latitude: 33-53-17.91N NAD 83
 Longitude: 117-16-55.64W
 Heights: 1581 feet site elevation (SE)
 24 feet above ground level (AGL)
 1605 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 in accordance with FAA Advisory circular 70/7460-1 L Change 1.

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

This determination expires on 02/16/2019 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
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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, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, 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 includes all previously filed frequencies and power for this structure.

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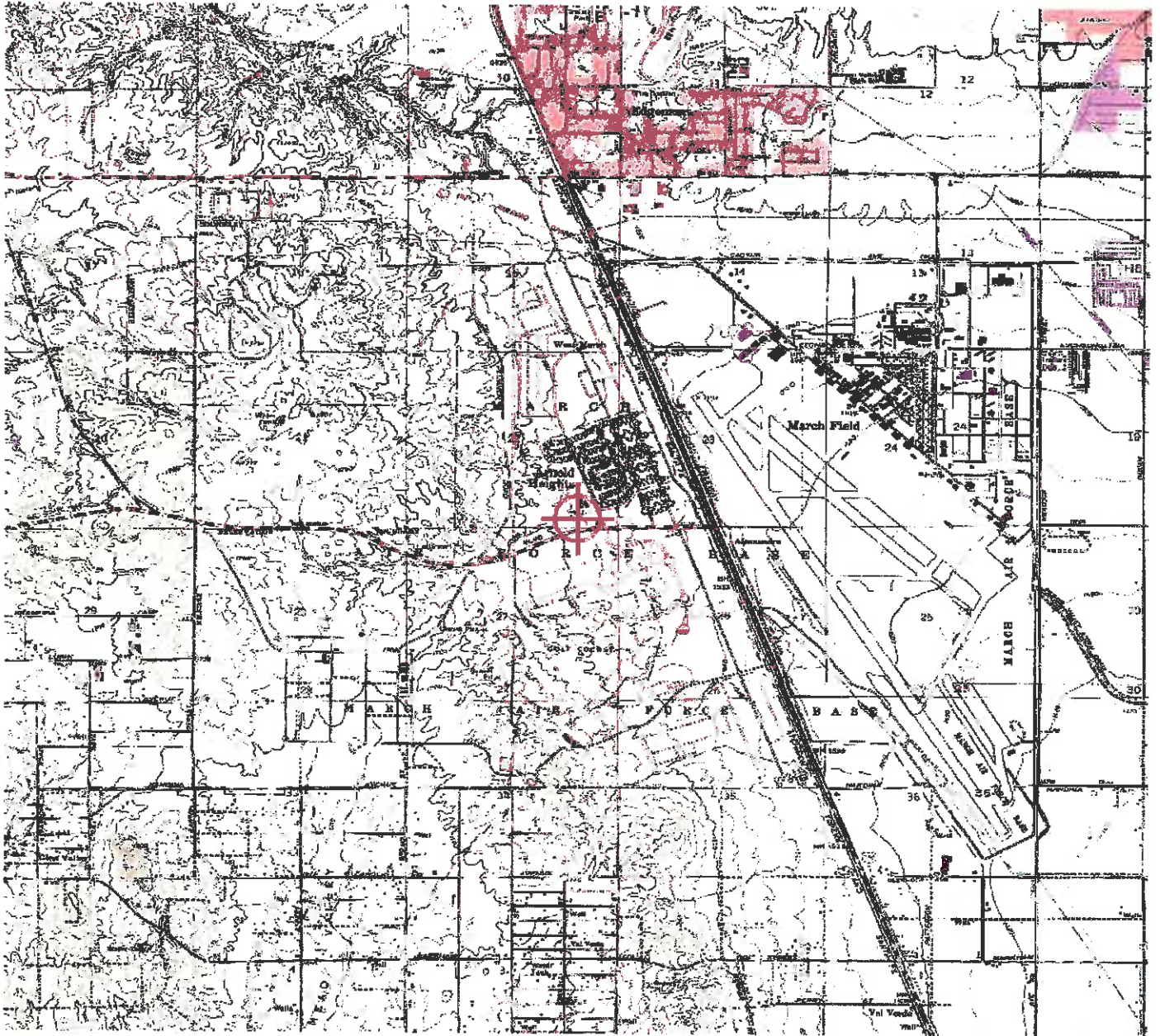
If we can be of further assistance, please contact our office at (310) 725-6557, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-AWP-8065-OE.

Signature Control No: 339520464-341086722
Karen McDonald
Specialist

(DNE)

Attachment(s)
Map(s)

TOPO Map for ASN 2017-AWP-8065-OE





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

Aeronautical Study No.
 2017-AWP-8066-OE

Issued Date: 08/16/2017

Moshe Silagi
 MS Van Buren II, LLC
 101 Hodencamp Road
 Suite 200
 Thousand Oaks, CA 91360

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

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

Structure: Building Site B Bldg. 8
 Location: Riverside, CA
 Latitude: 33-53-17.03N NAD 83
 Longitude: 117-16-58.24W
 Heights: 1583 feet site elevation (SE)
 24 feet above ground level (AGL)
 1607 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 in accordance with FAA Advisory circular 70/7460-1 L Change 1.

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

This determination expires on 02/16/2019 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

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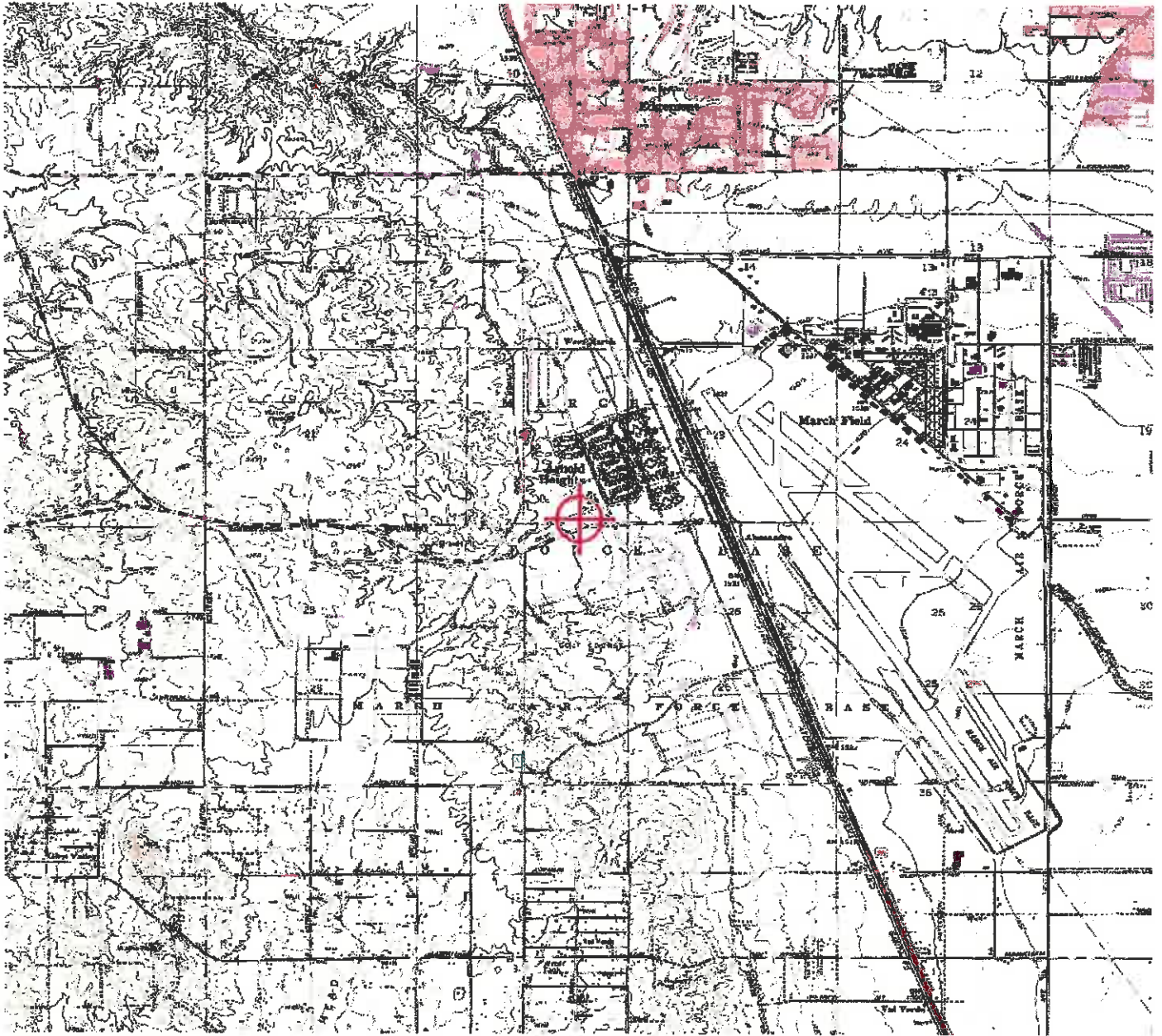
If we can be of further assistance, please contact our office at (310) 725-6557, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-AWP-8066-OE.

Signature Control No: 339520465-341086718
Karen McDonald
Specialist

(DNE)

Attachment(s)
Map(s)

TOPO Map for ASN 2017-AWP-8066-OE





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

Aeronautical Study No.
 2017-AWP-8067-OE

Issued Date: 08/16/2017

Moshe Silagi
 MS Van Buren II, LLC
 101 Hodencamp Road
 Suite 200
 Thousand Oaks, CA 91360

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

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

Structure: Building Site B Bldg. 9
 Location: Riverside, CA
 Latitude: 33-53-19.77N NAD 83
 Longitude: 117-16-58.03W
 Heights: 1580 feet site elevation (SE)
 24 feet above ground level (AGL)
 1604 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)

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Signature Control No: 339520466-341086719

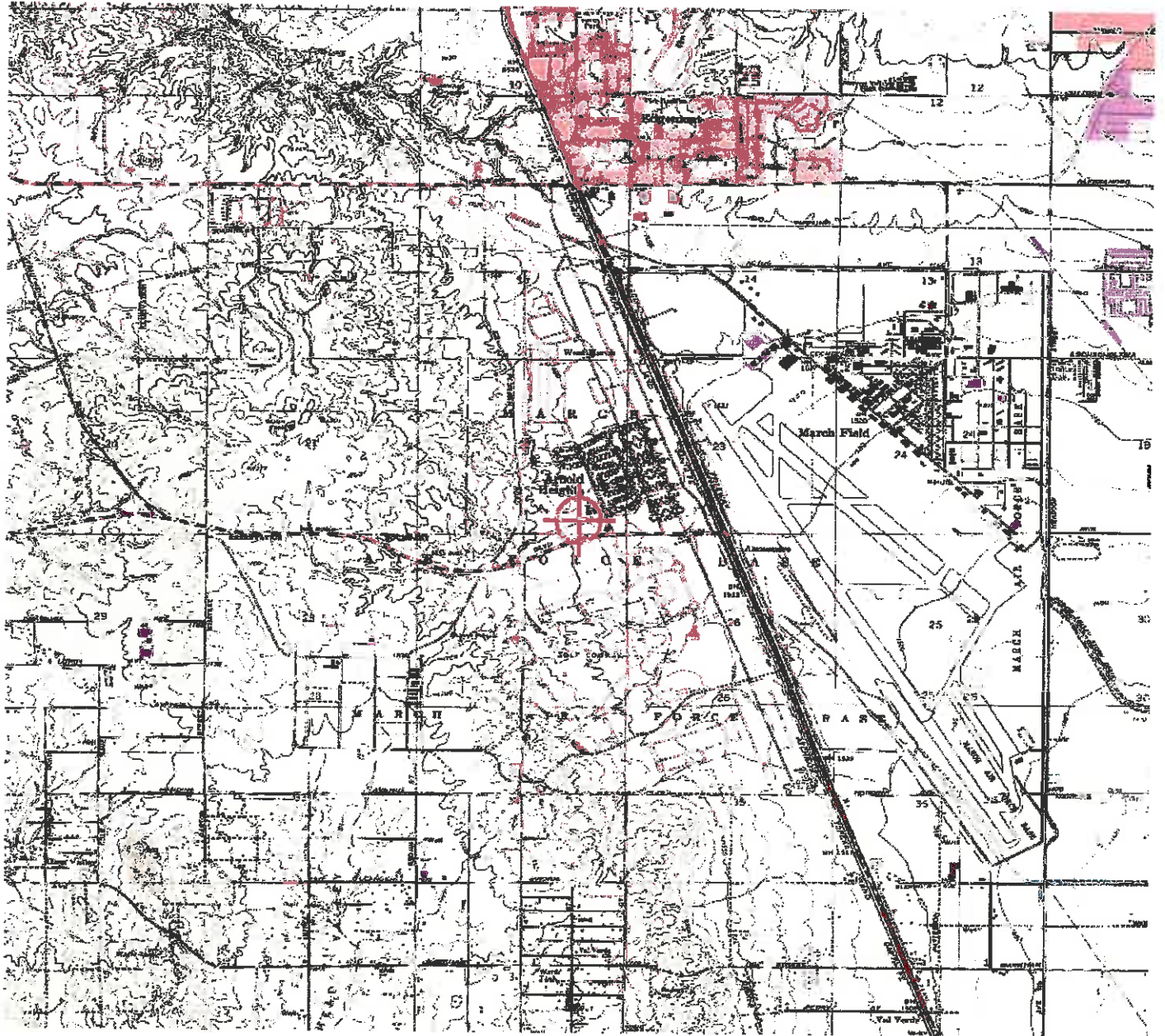
Karen McDonald
Specialist

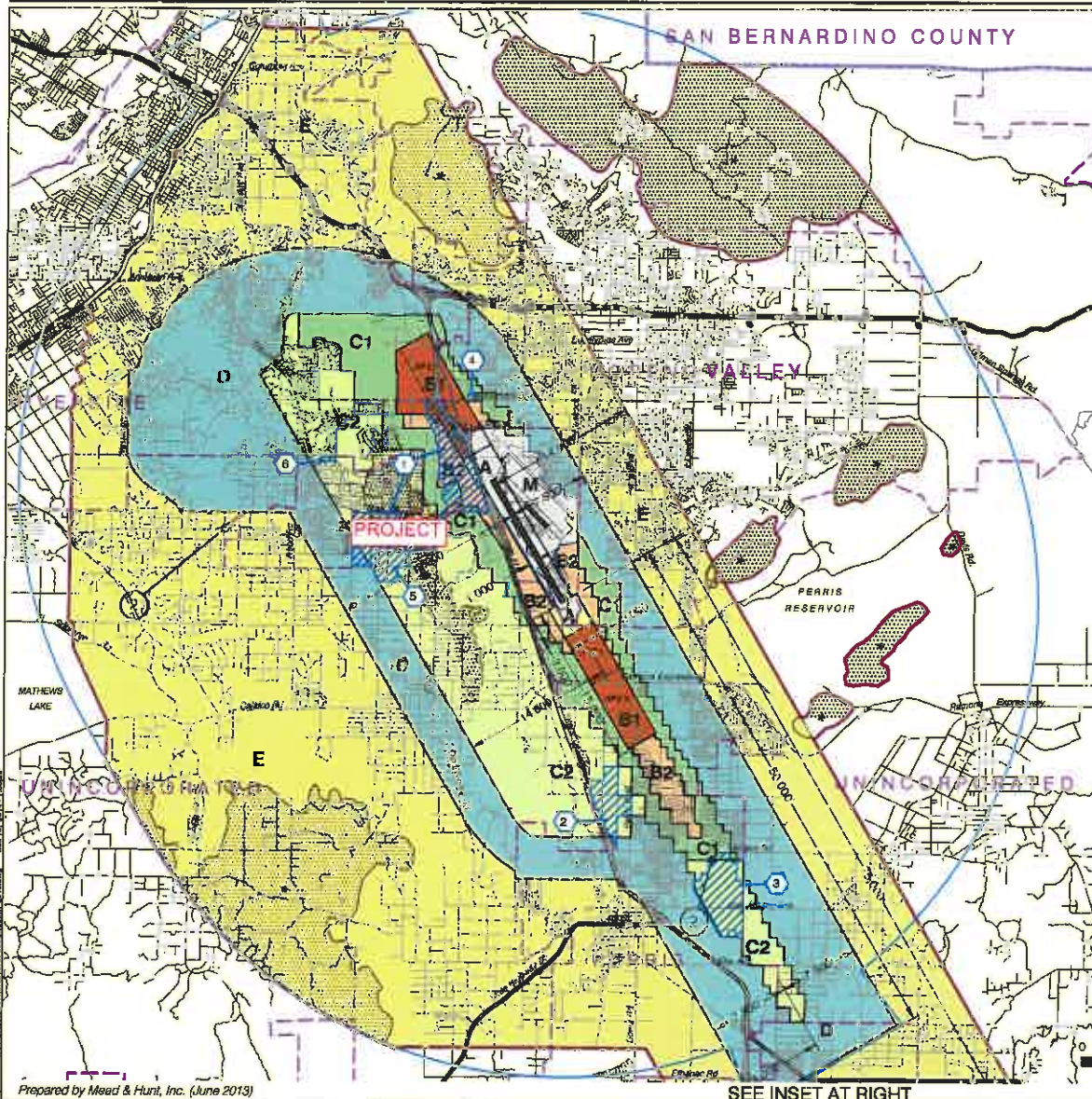
(DNE)

Attachment(s)

Map(s)

TOPO Map for ASN 2017-AWP-8067-OE





LEGEND

Compatibility Zones

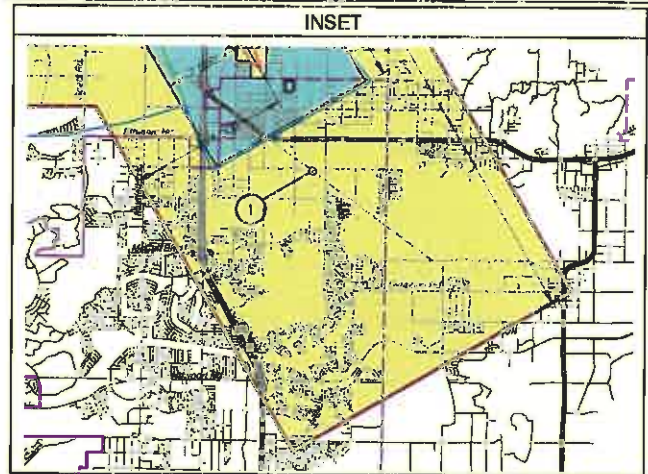
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

Boundary Lines

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

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

- ⑥ March JPA: March Business Center/Meridian
- ⑦ Perris: Harvest Landing
- ⑧ Perris: Park West
- ④ Moreno Valley: Affordable Housing
- ⑤ March JPA: Ben Clark Training Center
- ⑩ Riverside: Ridge Crest Subdivision



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



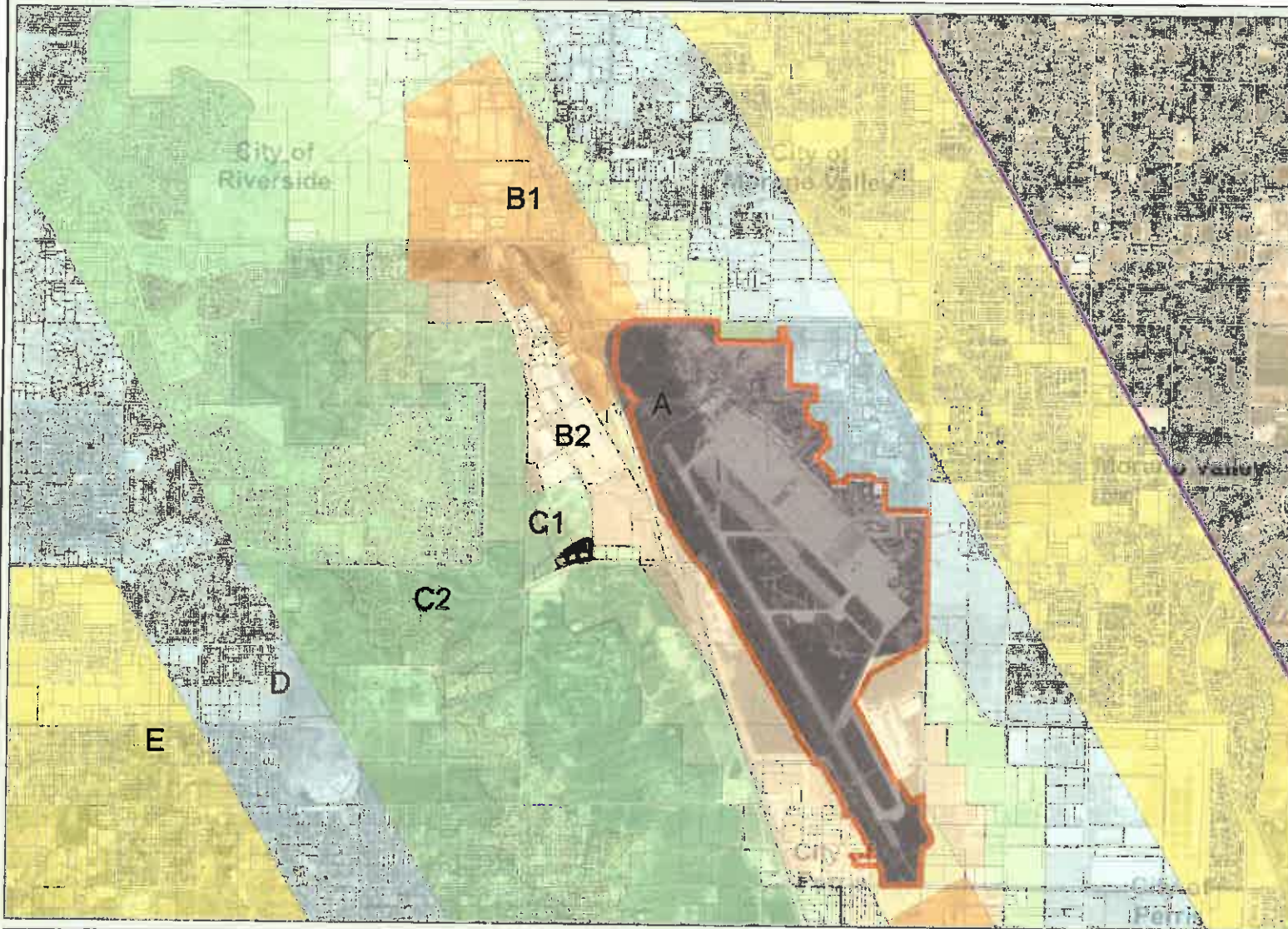
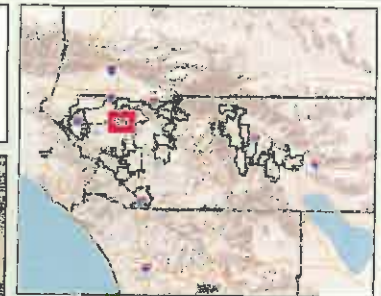
Base map source: County of Riverside 2013

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

Map MA-1

Compatibility Map
March Air Reserve Base / Inland Port Airport

My Map



Legend

- Airports
- AIA
- Airport Compatibility**
- OTHER_ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC6
- C2-HIGHT



0 6,105 12,211 Feet



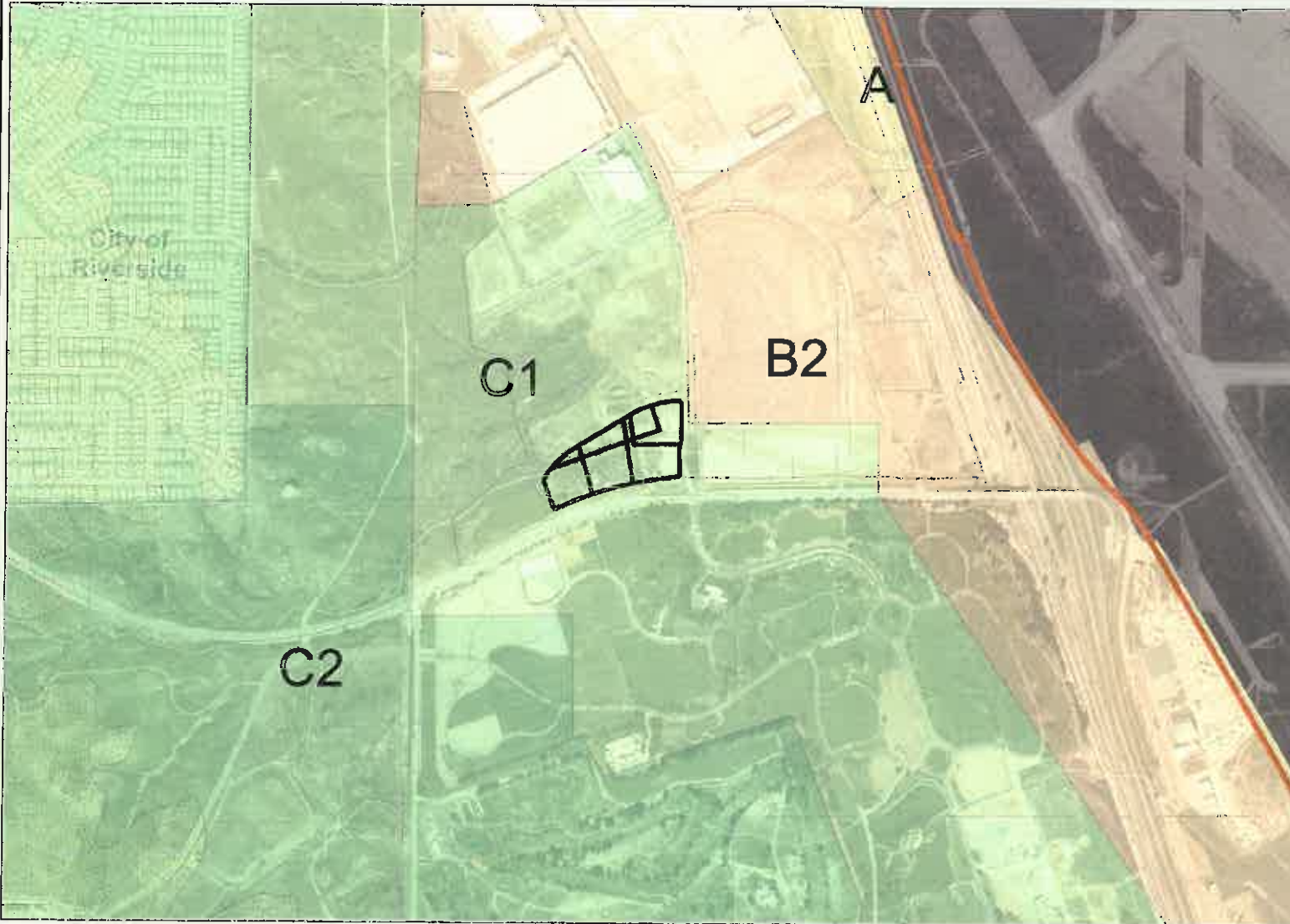
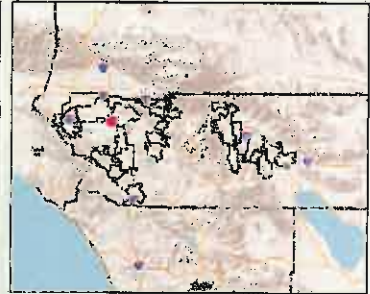
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or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

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Notes

My Map



Legend

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



0 1,526 3,053 Feet



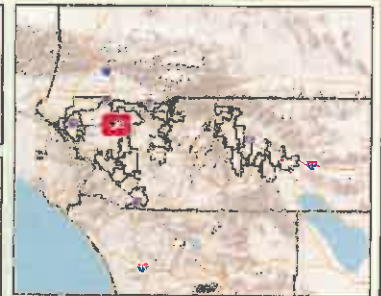
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Notes

My Map



Legend

- City Boundaries
- Cities
- highways_large**
 - HWY
 - INTERCHANGE
 - INTERSTATE
 - USHWY
- majorroads
- counties
- cities
- hydrographylines**
- waterbodies**
 - Lakes
 - Rivers



0 6,105 12,211 Feet



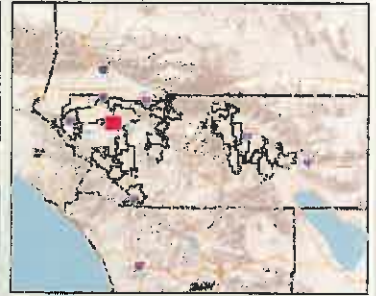
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Notes

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



0 3,053 6,105 Feet



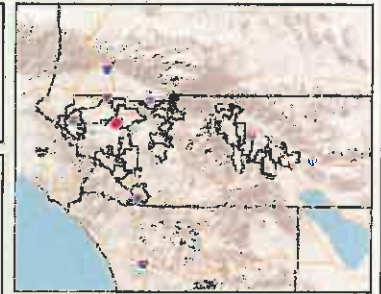
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Notes

My Map



Legend

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



0 1,526 3,053 Feet



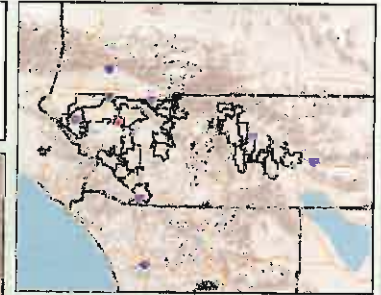
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Notes

My Map



Legend

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



0 382 763 Feet



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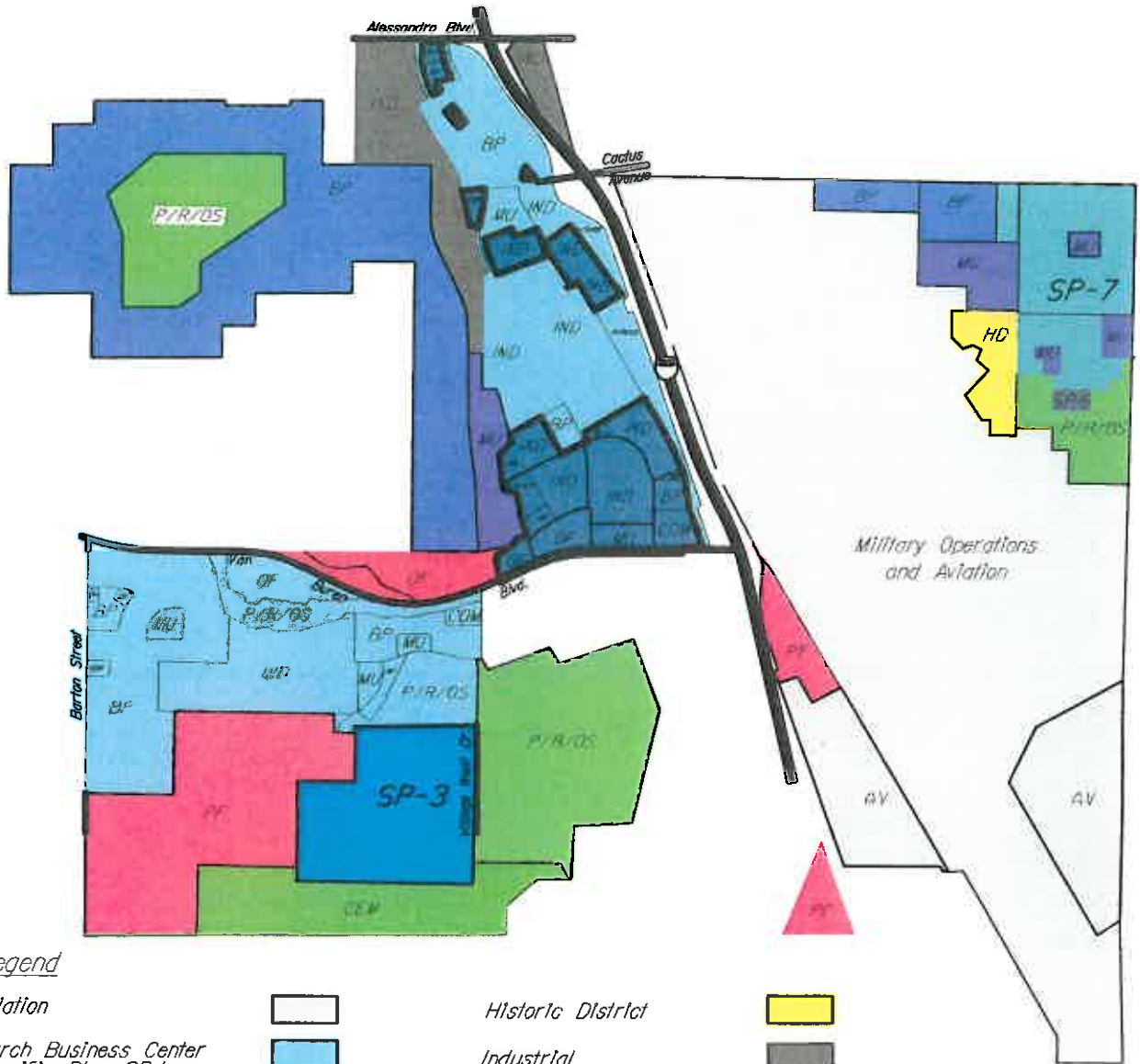
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Notes

MARCH BUSINESS CENTER - GENERAL PLAN AMENDMENT

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Legend

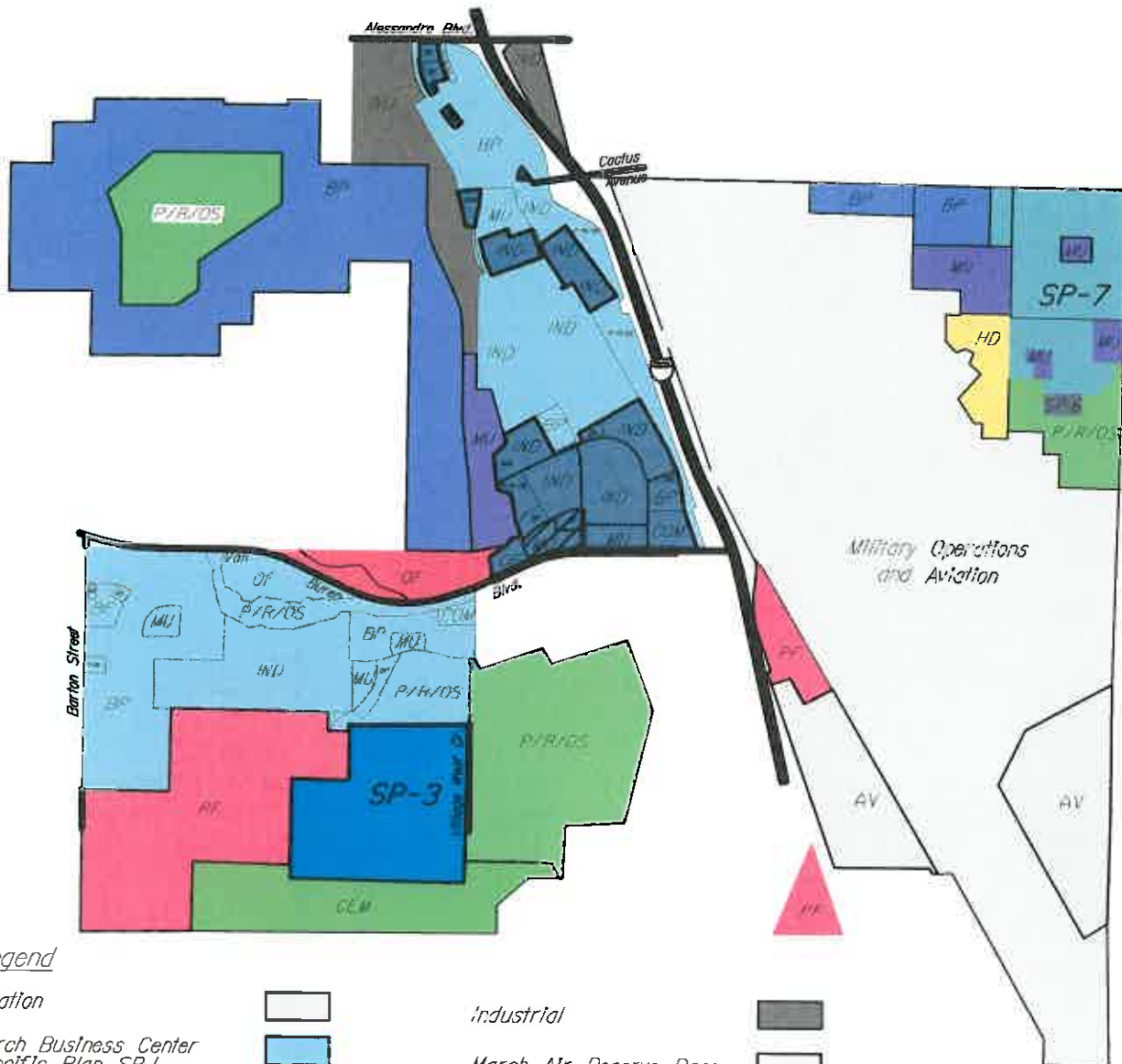
Aviation		Historic District	
March Business Center Specific Plan SP-1		Industrial	
Meridian Specific Plan Amendment SP-5		March Air Reserve Base	
Air Force Village West Specific Plan SP-3		Mixed Use	
US Vets Specific Plan SP-6		Office	
March LifeCare Campus Specific Plan SP-7		Park/Recreation/Open Space	
Business Park		Public Facility	
Cemetery		Meridian Specific Plan Amendment, SP-5 Ord 10-2	
		*NAP-Not a Part	

FIGURE II-3

EXISTING GENERAL PLAN LAND USES

MARCH BUSINESS CENTER - GENERAL PLAN AMENDMENT

K:\Meridian\South Campus\Specific Plan Amendment\Exhibits\Figures\Figures\2017.09.28 - Revisions\X-Fig1A-3-PROP_General_Plan_Land_Uses-GPA.dwg 10-06-17-12:56 PM



Legend

Aviation		Industrial	
March Business Center Specific Plan SP-1		March Air Reserve Base	
Meridian Specific Plan Amendment SP-5		Mixed Use	
Air Force Village West Specific Plan SP-3		Office	
US Vets Specific Plan SP-6		Park/Recreation/Open Space	
March LifeCare Campus Specific Plan SP-7		Public Facility	
Business Park		SP-5, A4	
Cemetery		Meridian Specific Plan Amendment, SP-5 Ord 10-2	
Historic District		*NAP=Not a Part	

FIGURE II-3A

PROPOSED GENERAL PLAN LAND USES

TABLE I-1
 BUILDOUT MARCH JPA PLANNING AREA
 PROPOSED WITH **SP-5, A4**

Land Use Designation	Intensity			Buildout Capacity* sf
	GROSS	MAX.	AVG	
INDUSTRY				
Business Park	1,313	0.75	0.20	11,115,000
Industrial	624	0.60	0.15	7,827,000
SUBTOTAL				18,942,000
COMMERCE				
Medical Campus (a)	236	1.25	0.39	4,000,000
Office	137 126.15	0.75	0.30	3,246,000 1,790,316
Mixed Use	88 98.85	0.60	0.27	1,048,000 1,162,595
Commercial	43	0.60	0.30	222,000
SUBTOTAL				6,516,000 7,174,911
PUBLIC				
Park/Recreation/Open Space	789	0.25	0.002	69,000
Public Facility	441	0.50	0.10	1,365,000
SUBTOTAL				1,434,000
SPECIAL				
Military Operations	2,102	n/a	n/a	2,500,000
Aviation	316	0.40	0.15	1,445,321
Historic District	58	2 du/ac	2 du/ac	111 units
AFVW	220	0.60	0.15	1,437,000
Cemetery Expansion	160	0.10	0.005	24,394
SUBTOTAL				5,406,715 sf 111 units
TOTAL				32,298,715 32,957,626 sf 111 units

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(a) Medical Campus capacity does not include square footage allocated to parking garage

ac - acre sf - square feet du/ac dwelling unit per acre

FAR floor area ratio based on ~~max~~ average intensity

Includes [GPA 02-01](#), [GPA 04-01](#), [GPA-14-01](#), [GPA- 15-02](#), & [GPA 17-02](#)



November 8, 2017

Mr. Paul Rull
Riverside County Airport Land Use Commission
4080 Lemon Avenue, 14th Floor
Riverside, CA 92501

Dear Mr. Rull,

On June 30, 2016, March JPA Executive Director confirmed receipt of and concurrence with Waypoint Property Group's request to extend the terms of both the Disposition and Development Agreement ("DDA") and Development Agreement ("DA") for the March Business Center/Meridian North Campus Business Park. Subsequent to the approval of the DDA and DA extensions by the March JPA Executive Director, the master developer has determined that the extended agreements should not apply to lots sold to third party developers in March Business Center/Meridian North Campus Business Park. Accordingly, the attached letter from Waypoint Property Group and Lewis Management Group (collectively Meridian Park, LLC) identifies that the properties that are subject to the extended DDA and DA are limited to the entire South Campus; North Campus Unit 2, Lot 8; the Meridian West Lower Plateau; and the unentitled Weapons Storage Area. Meridian Park, LLC., has provided a letter discussing the extension of the agreements. A detailed exhibit has been provided as an attachment referencing the lots in which the DA and DDA were extended. If you require additional information, please do not hesitate to contact me at (951) 656-7000.

Sincerely,

Dan Fairbanks, AICP

Attachment(s)

- 1) Letter from Master Developer dated November 6, 2017
- 2) DDA and DA applicable lots



November 6, 2017

Mr. Paul Rull
Riverside County Airport Land Use Commission
4080 Lemon Ave, 14th Floor
Riverside, CA 92501

RE: March Business Center/Meridian

Dear Paul:

Meridian Park, LLC is the successor Master Developer of the March Business Center, later referred to as Meridian. On June 30, 2016, the March Joint Powers Authority ("MJPA") consented to our request to extend the terms of both the Disposition and Development Agreement ("DDA") and Development Agreement ("DA") affecting the designated March properties. These extensions keep the terms of the agreements in place for an additional two, five-year terms.

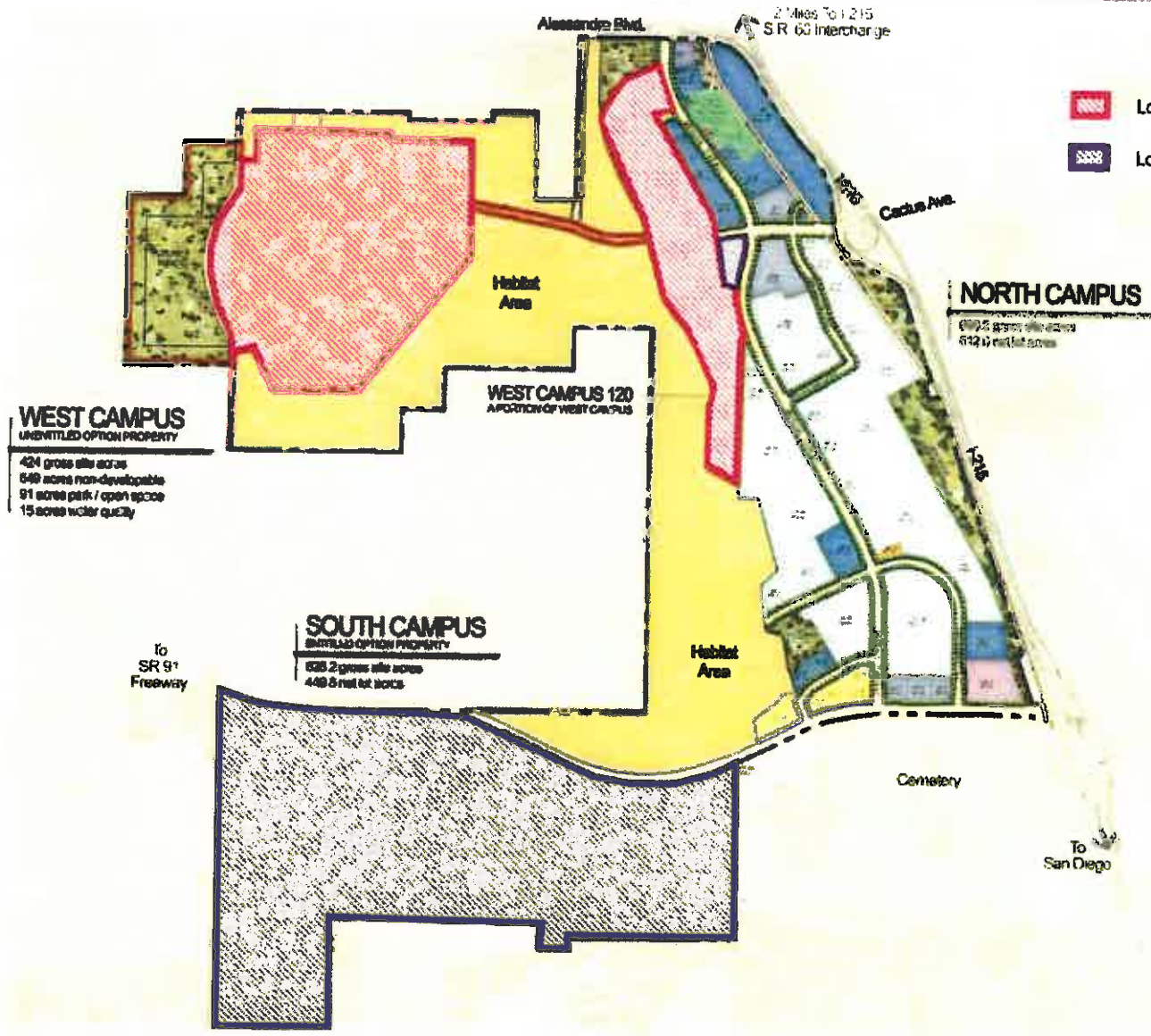
However, we agreed with the MJPA that it would not be necessary to extend these agreements to include properties within the park that have previously been "developed" with final maps, infrastructure, etc. and sold to third parties. Properties meeting these criteria no longer benefit from the advantages the documents provide (generally accruing to the Master Developer) and would only cloud otherwise clean title.



Please let me know should you have any further questions.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Jeff Gordon', written over a horizontal line.

Jeff Gordon, for Meridian Park, LLC



-  Lots applicable to "DDA" extension
-  Lots applicable to "DDA" and "DA" extension

WEST CAMPUS
UNDEVELOPED OPTION PROPERTY

424 gross site acres
549 acres non-developable
91 acres park / open space
15 acres water quality

SOUTH CAMPUS
BARRIAD OPTION PROPERTY

538.2 gross site acres
448.8 net lot acres

NORTH CAMPUS

619.5 gross site acres
612.0 net lot acres

WEST CAMPUS 120
A PORTION OF WEST CAMPUS

To
SR 91
Freeway

Cemetery

To
San Diego

Land Use Legend

- Office 
- Commercial 
- Mixed Use 
- Business Park 
- Industrial 
- Public Facility 
- Transit Dedication 
- Habitat Area 
- Park / Recreation / Open Space 
- Future Development 

FEBRUARY 24, 2016

MS VAN BUREN II

RIVERSIDE, CALIFORNIA

MERIDIAN SP-5 FSEIR

- D-2**
AIR QUALITY
PRIOR TO PLOT PLAN APPROVAL, PLEASE DETAIL IN SITE PLAN NOTES THAT DEVELOPER SHALL IMPLEMENT COMPRESSED WORK/BREAK SCHEDULE WHEN FEASIBLE.
- H-7**
UTILITIES AND SERVICES SYSTEMS
PLEASE DETAIL ON LANDSCAPE PLANS THAT THE PROJECT WILL PROVIDE A NON-POISSON WATER SYSTEM THAT WILL MEET "SURPLUS" FLOW STANDARDS FOR RECLAIMED WATER SYSTEMS.
- H-8**
UTILITIES AND SERVICE SYSTEMS
PLEASE DETAIL ON CONCEPTUAL DESIGN PLANS COMPLIANCE WITH MITIGATION MEASURE H-8 IN THAT 7A FIREFIGHT STANDARDS OF 5000 GALLONS PER MINUTE SHOULD BE USED FOR THE WATER DISTRIBUTION NETWORK.
- H-9**
CLIMATE CHANGE AND GHGS
PLEASE PROVIDE A SITE PLAN NOTE THAT ON-SITE TRASH ENCLOSURE SHALL PROVIDE THE FOLLOWING: GREEN WASTE ENCLOSURE, TRASH AND RECYCLABLE.
- N. L-1-14**
CLIMATE CHANGE AND GHGS
PRIOR TO PLOT PLAN APPROVAL, THE ARCHITECT MUST PROVIDE A SITE PLAN NOTE THAT THE PROJECT SHALL INSTALL ENERGY STAR RATED ROOFING MATERIALS.
- N. L-1-15**
CLIMATE CHANGE AND GHGS
PRIOR TO PLOT PLAN APPROVAL, THE ARCHITECT MUST PROVIDE A SITE PLAN NOTE THAT THE PROJECT WILL ENCOURAGE THE USE OF MATERIALS THAT ARE RESOURCE SUFFICIENT, RECYCLED WITH LONG LIFE CYCLES AND MANUFACTURED IN AN ENVIRONMENTALLY FRIENDLY MANNER.
- N. L-1-18**
CLIMATE CHANGE AND GHGS
PRIOR TO PLOT PLAN APPROVAL, THE PROJECT SPONSOR/ARCHITECT SHALL DETAIL AS A SITE PLAN NOTE THAT "AN INCREASE OF EXTERIOR WALL INSULATION OVER TITLE 24 REQUIREMENT WILL BE ENCOURAGED; HOWEVER, A SPECIFIC PERCENT INCREASE IS NOT REQUIRED."
- N. L-1-19**
CLIMATE CHANGE AND GHGS
PRIOR TO PLOT PLAN APPROVAL, THE PROJECT SPONSOR/ARCHITECT SHALL DETAIL AS A SITE PLAN NOTE THAT "AN INCREASE OF ROOF INSULATION OVER TITLE 24 REQUIREMENTS WILL BE ENCOURAGED; HOWEVER, A SPECIFIC PERCENT INCREASE IS NOT REQUIRED."
- N. L-1-20**
CLIMATE CHANGE AND GHGS
PLEASE DETAIL THE LANDSCAPE PLANS INCORPORATE THE FOLLOWING REQUIREMENT FOR ALL ON-SITE LANDSCAPE: TRASHING LOT AREAS SHALL INCLUDE 40% TREE COVERING (APPROXIMATELY ONE TREE PER EVERY FOURTEEN STALLS) FOR OFFICE USES AND 5% TREE COVERING (APPROXIMATELY ONE TREE FOR EVERY 20 STALLS FOR INDUSTRIAL AND BUSINESS PARK USES WITHIN 10 TO 15 YEARS OF CONSTRUCTION. PROJECT WILL USE TREES THAT MAINTAIN OVER A LONG TIME FRAME WITH LOWER WATER DEMAND. SPACE REQUIREMENTS WILL EXCLUDE TRUCK COURTS AND DRIVE AISLES.
- N. L-1-24**
CLIMATE CHANGE AND GHGS
PRIOR TO PLOT PLAN APPROVAL, PROVIDE DETAILS THAT ELECTRICAL OUTLETS WILL BE INSTALLED AT ALL BUILDING EXTERIOR AREAS AS PER MITIGATION MEASURE N. L-1-24.
- N. L-1-25**
CLIMATE CHANGE AND GHGS
PRIOR TO PLOT PLAN APPROVAL, PLEASE PROVIDE A SITE PLAN NOTE THAT THE PROJECT WILL PROVIDE ENERGY EFFICIENT APPLIANCES (E.G. ENERGY STAR) AND ENERGY-REDUCING PROGRAMMABLE THERMOSTATS THAT AUTOMATICALLY ADJUST TEMPERATURE SETTINGS.
- N. L-1-26**
CLIMATE CHANGE AND GHGS
PRIOR TO PLOT PLAN APPROVAL, THE PROJECT SPONSOR/ARCHITECT WILL PROVIDE A SITE PLAN NOTE THAT LOW FLOWS AND WATERLESS FIXTURES WILL BE INSTALLED IN ALL PROPOSED RESTROOM FACILITIES AS PER MITIGATION MEASURE N. L-1-26.

MARCH JPA STANDARD SITE PLAN NOTES

1. ALL NEW OR EXISTING UTILITY LINES LESS THAN 48 IN ON OR CONTIGUOUS TO THE SITE SHALL BE INSTALLED OR RELOCATED UNDERGROUND.
2. ALL OUTDOOR STORAGE AREAS FOR MATERIALS AND EQUIPMENT SHALL BE FULLY SCREENED FROM VIEW.
3. S.E.S. PANELS SHALL BE FULLY RECESSED INTO THE BUILDING ELEVATION OR SHALL BE SCREENED BY A DECORATIVE WALL OR LANDSCAPE EQUAL TO OR EXCEEDING THE HEIGHT OF THE S.E.S. PANEL DESIGN PLANS SHALL NOTE THE TENTATIVE LOCATION OF ELECTRICAL UTILITY WALLS. CONSTRUCTION PLANS SHALL IDENTIFY THE FINAL LOCATION OF UTILITY WALLS.
4. ROOF-MOUNTED MECHANICAL EQUIPMENT SHALL BE FULLY SCREENED BY A PARAPET WALL EQUAL TO OR EXCEEDING THE HEIGHT OF THE MECHANICAL UNITS. AT A MINIMUM, BUILDINGS SHALL INCORPORATE A PARAPET WALL MEASURING 24" AROUND ALL PORTIONS OF THE BUILDING TO THE EXTENT PERMITTED BY LAW. SATellite DISHES SHALL BE FULLY SCREENED BY A PARAPET WALL/GROUND MOUNTED MECHANICAL EQUIPMENT SHALL BE FULLY SCREENED FROM PUBLIC VIEW BY A COMBINATION OF DECORATIVE WALLS AND DENSE LANDSCAPING.
5. ALL WINDOW PREVENTERS 2" OR LARGER SHALL BE SCREENED WITH LANDSCAPE LOCATED WITHIN A 6' RADIUS OF THE WINDOW PREVENTER. ALL WINDOW PREVENTERS LESS THAN 2" SHALL BE PLACED IN A HOPE BUSH BEDDING AND PAINTED TO MATCH THE PRIMARY BUILDING COLOR.
6. SITE LIGHTING SHALL BE LOW OR HIGH PRESSURE SODIUM, MAXIMUM 750-WATT, FULL CUT-OFF FIXTURES, WITH THE MAXIMUM LIGHT FIXTURE HEIGHT OF 25' ABOVE FINISHED GRADE, AND A MAXIMUM LIGHTING LEVEL OF 3 CANDLE/FOOT AT THE PROPERTY LINE.
7. ALL FREESTANDING LIGHT POLES SHALL BE LOCATED WITHIN LANDSCAPED AREAS. SITE LIGHTING SHALL COMPLY WITH A MAXIMUM HEIGHT OF 25' FOR FREESTANDING OR BUILDING MOUNTED FIXTURES, AND SITE LIGHTING FIXTURES SHALL NOT EXCEED 750 WATTS AND SHALL BE FULLY CUT-OFF TYPE. HIGH PRESSURE SODIUM FIXTURE CONSTRUCTION PLANS SHALL INCLUDE A POINT-BY-POINT LIGHTING ANALYSIS AND CATALOG CUTS WILL BE REQUIRED. LIGHTING AT THE PERIMETER OF THE SITE IS RESTRICTED TO A MAXIMUM LIGHTING LEVEL OF 0.5 FOOT-CANDELES AT THE PROPERTY LINE.
8. CONCRETE LIGHT POLE BASES SHALL BE FINISHED TO MATCH THE PRIMARY BUILDING COLOR OR FINISHED TO MATCH PROGRAM SCREENING WALLS AND SHALL NOT EXCEED 24" ABOVE FINISHED GRADE.
9. FULL SCREENING OF ALL PARKING IS REQUIRED BY MOUNDING AND CONTOURING OF LANDSCAPED AREAS, BY LANDSCAPE SCREENS, BY SCREENING WALLS OR BY A COMBINATION OF THESE TECHNIQUES.
10. BUILDING DOWNSPOUTS SHALL BE INTERSPACED FOR OFFICE, COMMERCIAL AND MIXED USE DEVELOPMENTS, INDUSTRIAL AND BUSINESS PARK BUILDING ELEVATIONS WHICH ARE NOT VISIBLE FROM A PUBLIC RIGHT-OF-WAY MAY INCORPORATE EXPOSED DOWNSPOUTS.
11. ALL TRASH CONTAINERS SHALL BE ENCLOSED WITHIN A MASONRY SCREENING WALL WITH FULLY OPERABLE SCREENING GATES. SCREENING GATES SHALL NOT OPEN INTO VORTEXICAL DRIVE AISLES. TRASH ENCLOSURES SHALL PROVIDE A LOCATION FOR THE COLLECTION OF RECYCLEDS CONSISTENT WITH WASTE MANAGEMENT REQUIREMENTS. TRASH ENCLOSURES GATES SHALL INCORPORATE A MINIMUM OF 50% OPACITY.
12. WITHIN COMMERCIAL, OFFICE AND MIXED-USE DEVELOPMENTS, VEHICULAR ACCESS POINTS AND PEDESTRIAN ACCESS POINTS SHALL INCLUDE SPECIAL TREATMENT SUCH AS INTEGRAL COLORED STAMPED CONCRETE, TERRAZZO OR SIMILAR ALTERNATIVE. LOCATION AND MATERIAL SHALL BE REVIEWED AND APPROVED BY THE PLANNING DEPARTMENT STAFF PRIOR TO THE ISSUANCE OF A BUILDING PERMITS STAMP AND/OR CONCRETE APPROVAL IS NOT PROVIDED.
13. ALL EXTERIOR METAL MUST BE FINISHED OR PAINTED TO MATCH THE APPROVED PROJECT COLORS.
14. ALL USES SHALL OPERATE IN A MANNER WHICH IS COMPATIBLE WITH THE NEAREST MARCH AIR RESTRICTION BASE/MARCH ISLAND PORT. THE FOLLOWING ACTIVITIES 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 AIRPORT ENCLOSED IN AN INITIAL STRAIGHT CLIMB FOLLOWING TAKEOFF OR TOWARD AN AIRCRAFT ENGAGED IN A STRAIGHT FINAL APPROACH TOWARD A LANDING AT AN AIRPORT.
 - B. ANY USE WHICH WOULD CAUSE SUNLIGHT TO BE REFLECTED TOWARDS AN AIRPORT ENGAGED IN AN INITIAL STRAIGHT CLIMB FOLLOWING TAKEOFF OR TOWARD AN AIRCRAFT ENGAGED IN A STRAIGHT FINAL APPROACH TOWARD A LANDING AT AN AIRPORT.
 - C. ANY USE WHICH WOULD GENERATE SMOKE OR WATER VAPOR OR 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 AIRPORT INSTRUMENTATION.
15. BUILDINGS WITHIN THE 5500A NOISE CONTOUR WILL INCLUDE APPROPRIATE SOUND ATTENUATION.
16. PRIOR TO THE ISSUANCE OF A CERTIFICATE OF OCCUPANCY, THE TOWN SHALL RECEIVE APPROVAL OF A TRAFFIC DEMAND MANAGEMENT PLAN WHICH SHALL INCLUDE THE FOLLOWING ELEMENTS: IDENTIFICATION OF THE LOCATION OF A MINIMUM OF 30' X 42' BAY AREA FOR THE POSTING OF ALTERNATIVE TRANSPORTATION MODE INFORMATION INCLUDING FINANCIAL INCENTIVES BY RESPONSIBLE AGENCIES, TRAVEL SCHEDULES AND CARPOOLING INFORMATION.
17. PRIOR TO ISSUANCE OF THE PROJECT C O, EACH PROJECT SHALL PROVIDE A 6-50/77 SIGN IDENTIFYING THE APPROVED TRUCK ROUTE PLAN AT ALL SERVICE DRIVEWAY LOCATIONS.
18. ALL DESIGN AND CONSTRUCTION PLAN SUBMITTALS SHALL INCLUDE A DIAGRAMMATIC CALCULATION IDENTIFYING THE RELATIONSHIP OF SITE IMPROVEMENTS IN COMPLIANCE WITH FPM PART 77 AIRSPACE. ALL DEVELOPMENT REQUIREMENTS APPROVAL OF A FPM FORM 7460-1 PRIOR TO THE ISSUANCE OF BUILDING PERMITS.
19. ALL CONSTRUCTION EQUIPMENT USED FOR CONSTRUCTION ACTIVITIES SHALL BE FIED WITH EXHAUST MUFFLING AND NOISE CONTROL FILTER DEVICES TO REDUCE NOISE IMPACTS.
20. PRIOR TO THE ISSUANCE OF BUILDING PERMITS, ALL DEVELOPMENT IMPACT FEES SHALL BE PAID, INCLUSIVE OF TRAF, SCHOOL, FEES, AND FIRE AND PUBLIC FACILITIES FEES.
21. IF ARCHAEOLOGICAL OR PALEONTOLOGICAL RESOURCES ARE ENCOUNTERED AT THE TIME OF GRADING OR PROJECT CONSTRUCTION, ALL PROJECT WORK IN THE AREA OF THE RESOURCES SHALL CEASE UNTIL THE AREA HAS BEEN SURVEYED BY A QUALIFIED ARCHAEOLOGIST OR PALEONTOLOGIST IN CONFORMANCE WITH THE CULTURAL RESOURCE MANAGEMENT PLAN.



hpa, Inc.
18831 barder way - 36, #110
Irvine, ca
92612
tel: 949-863-1770
fax: 949-863-0551
email: hpa@hpa.com

Owner



101 HODDENCAMP ROAD, STE 200
THOUSAND OAKS, CA 91320
TEL: (805) 494-1222

Project:

Riverside
Meridian
Site B
Riverside, CA

Consultants:

Client:	SDM INC.
Architect:	-
Map of lot:	-
Planning:	-
Env. lead:	-
Landscaping:	HUNTER LANDSCAPE
Fire Protection:	-
Soils/Geology:	-

Title: COVER SHEET

Project Number: 16468
Drawn by: ML
Date: 07/25/17
Revision:

Sheet

A0.1

PROPERTY INFORMATION

Owner / Applicant
SLAG DEVELOPMENT
101 HODDENCAMP ROAD
THOUSAND OAKS, CA 91320
TEL: 805-492-4613
CONTACT: MOISIE SLAG

Project Address
MS VAN BUREN ROAD & MERCURY PARK
RIVERSIDE, CA 92506

Zoning
SP-5 (MARCH BUSINESS CENTER SPECIFIC PLAN)
OFF, OFFICE

Applicant Representative
HPA, INC.
18831 BARDER AVE - SUITE 100
IRVINE, CA 92612
PHONE: (949) 863-1770
FAX: (949) 863-0551
CONTACT: MATTHEW LEE

Construction Type
CONCRETE TILT-UP BUILDING OFFICE & WAREHOUSE
BUILDING OCCUPANCY: B-1/U
CONSTRUCTION TYPE: II-3

Code Analysis
2018 CALIFORNIA BUILDING CODE
2018 CALIFORNIA PLUMBING CODE
2018 CALIFORNIA MECHANICAL CODE
2018 CALIFORNIA ELECTRICAL CODE
2018 CALIFORNIA FIRE CODE
2018 CALIFORNIA ENERGY CODE
2018 CALIFORNIA GREEN BUILDING STANDARDS

CONSULTANTS

CIVIL
COH ASSOCIATES
3255 CANTON STREET DR.
RIVERSIDE, CA 92507
PHONE: (951) 983-3381
FAX: (951) 983-3381
CONTACT: STEVE SCHMIDTKE

LANDSCAPE
HUNTER LANDSCAPE
711 S. TELL AVENUE
PLACERVA, CA 92670
PHONE: (714) 896-3400
CONTACT: TOM WATKINS

UTILITY INFO

WATER
WESTERN MUNICIPAL WATER DISTRICT
14208 MERRIMAN PARK
RIVERSIDE, CA 92508
PHONE: (951) 571-7100

GAS
SOUTHERN CALIFORNIA GAS COMPANY
1801 LINDORFA AVENUE
RIVERSIDE, CA 92513-6305
PHONE: (951) 428-8401

TELEPHONE SERVICE
WESTERN COMMUNICATIONS
140 WEST ST.
NEW YORK 10037
PHONE: (800) 822-6204

ELECTRIC
SOUTHERN CALIFORNIA Edison
1301 E. FRANCIS AVENUE
RIVERSIDE, CA 92508
PHONE: (951) 357-6233

SEWER
WESTERN MUNICIPAL WATER DISTRICT
14208 MERRIMAN PARK
RIVERSIDE, CA 92508
PHONE: (951) 571-7100

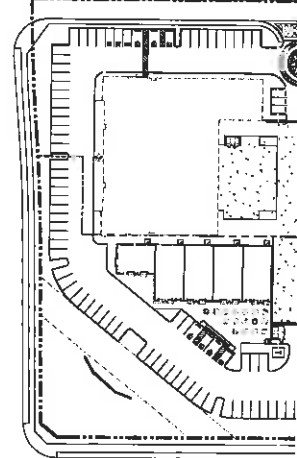
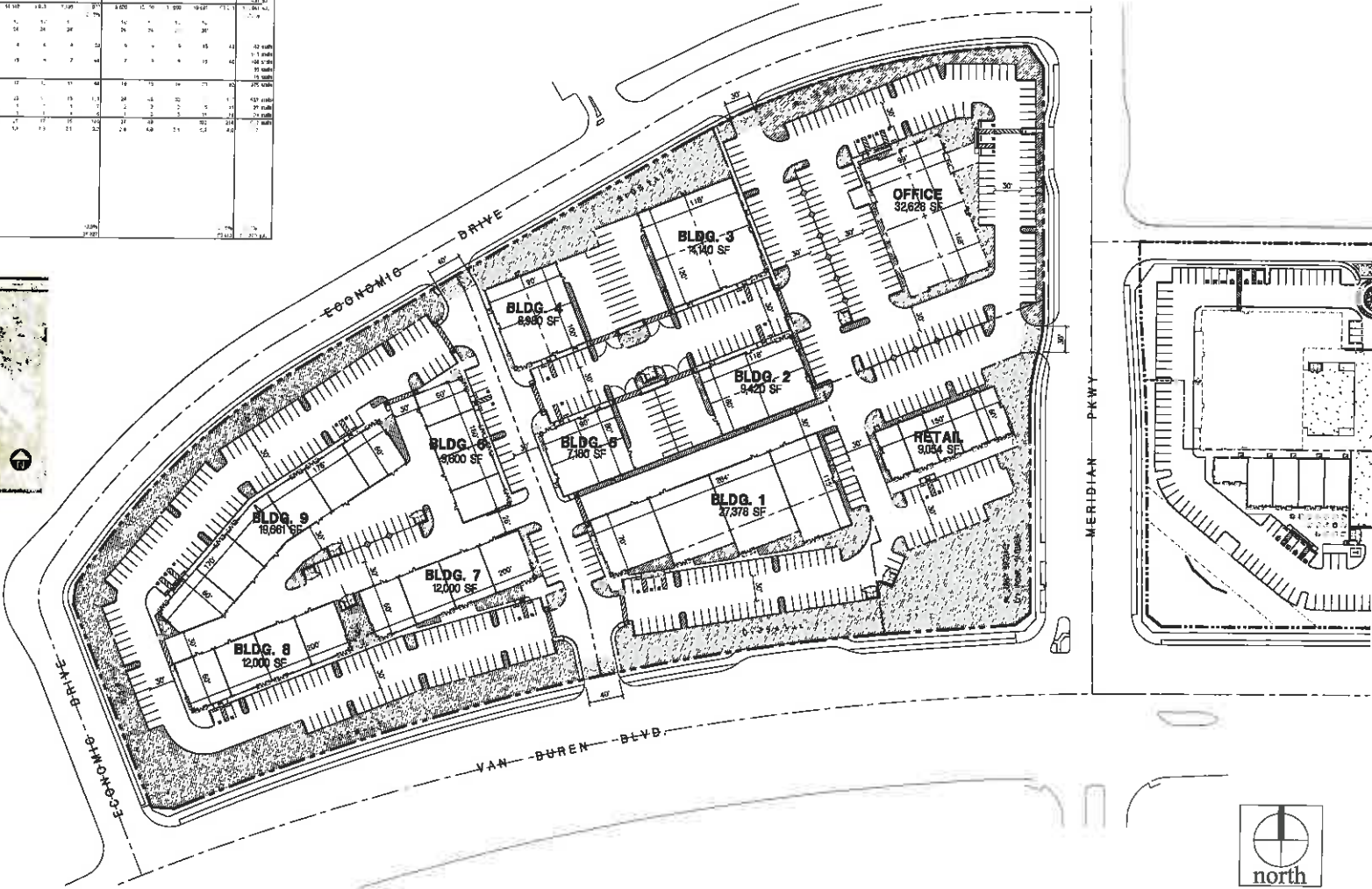
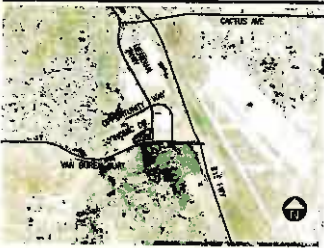
FIRE PROTECTION
RIVERSIDE COUNTY FIRE DEPARTMENT
210 N. SAN ANTONIO AVE.
RIVERSIDE, CA 92501
PHONE: (951) 940-8800

CAUTION : IF THIS SHEET IS NOT A 24" X 36" IT IS A REDUCED PRINT

Tabulation

Category	Area	BLDG. 1	BLDG. 2	BLDG. 3	BLDG. 4	BLDG. 5	BLDG. 6	BLDG. 7	BLDG. 8	BLDG. 9	Office	Retail	Other	TOTAL
BLDG. 1	27,978													27,978
BLDG. 2	9,420													9,420
BLDG. 3	7,740													7,740
BLDG. 4	8,940													8,940
BLDG. 5	18,661													18,661
BLDG. 6	4,600													4,600
BLDG. 7	12,000													12,000
BLDG. 8	12,000													12,000
Office	32,628													32,628
Retail	9,004													9,004
Other	100													100
TOTAL	136,000													136,000

Aerial Map



Note: This is a conceptual plan. It is based on preliminary information which is not fully verified and may be incomplete. It is meant as a comparative aid in examining alternate development strategies and any quantities indicated are subject to revision as more reliable information becomes available.



18831 Bardeen Ave., Ste. #100
 Irvine, CA 92612
 (949) 863-1770
 www.hparch.com

Conceptual Site Plan
M S Development B - 13.60 acres

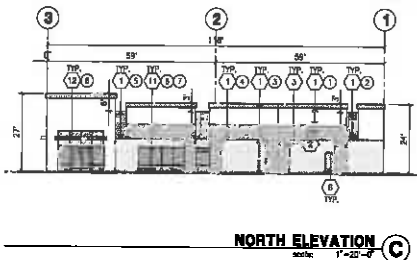
County of Riverside, CA



November 14, 2017 / Job #16488
Scheme 10

ELEVATION KEYNOTES

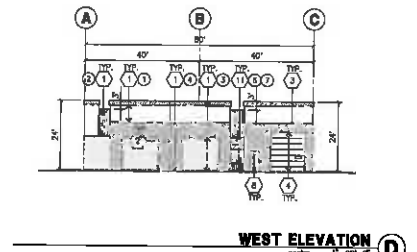
- CONCRETE TILT-UP PANEL.
- TRUSS BEAM, ALL ROOFING TO HAVE A MIN. OF 1/2" CHANGELINE.
- TRUSS BEAM, ALL ROOFING TO HAVE AN ANGLE BEARING INTO THE JOINT.
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NORTH ELEVATION

ELEVATION GENERAL NOTES

- ALL PAINT COLOR CHANGES TO OCCUR AT SPECIFIC CORNERS UNLESS NOTED OTHERWISE.
- ALL PAINT FINISHES ARE TO BE PAINT UNLESS NOTED OTHERWISE.
- TACK, BR - TOP OF FINISH ELIMINATE.
- FF - FINISH FLOOR FINISH.
- CONTRACTOR SHALL VERIFY THAT CONCRETE PANELS AND JOINTS ARE FINISHED WITH APPROPRIATE FINISHES.
- FOR SPERMALC LAMBS, ALLOW SPACE BENEATH SPERMALC TO VENTILATE.
- USE APPROPRIATE JACK BUCKS FOR ALL REVOL FORMS.
- USE PAINT FINISH TO BE MOLTEN-IN AND THE SECOND COAT TO BE SPRAYED-ON.



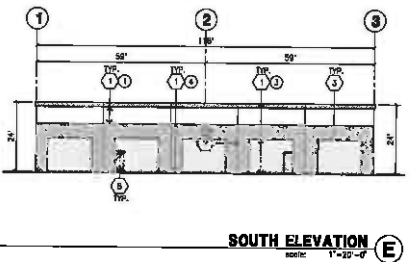
WEST ELEVATION

ELEVATION COLOR LEGEND/SCHDF.

- | | |
|----|--|
| 1 | TRUSS BEAM, ALL ROOFING TO HAVE A MIN. OF 1/2" CHANGELINE. |
| 2 | TRUSS BEAM, ALL ROOFING TO HAVE AN ANGLE BEARING INTO THE JOINT. |
| 3 | TRUSS BEAM, ALL ROOFING TO HAVE AN ANGLE BEARING INTO THE JOINT. |
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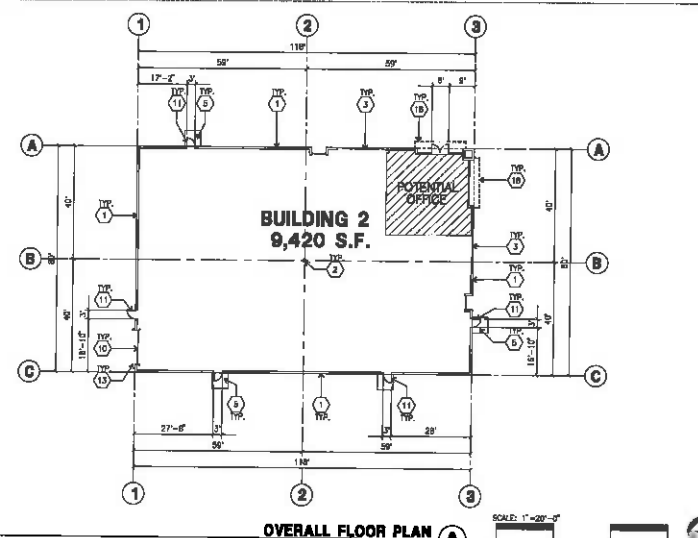
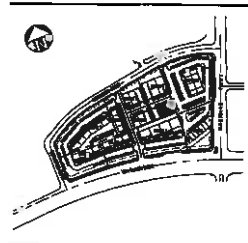
GLAZING LEGEND

- SPERMALC GLASS (S) VIKING GLASS (V)
- ALL GLAZING TO BE TYPED.
- GLAZING: 1 - TYPE S (S) VIKING GLASS (V) WITH 1/2" ANGLE AND 1/2" W/4 LITE.
 2 - TYPE S (S) VIKING GLASS (V) WITH 1/2" ANGLE AND 1/2" W/4 LITE.
 3 - TYPE S (S) VIKING GLASS (V) WITH 1/2" ANGLE AND 1/2" W/4 LITE.
- SPERMALC: 1 - TYPE S (S) VIKING GLASS (V) WITH 1/2" ANGLE AND 1/2" W/4 LITE.
 2 - TYPE S (S) VIKING GLASS (V) WITH 1/2" ANGLE AND 1/2" W/4 LITE.
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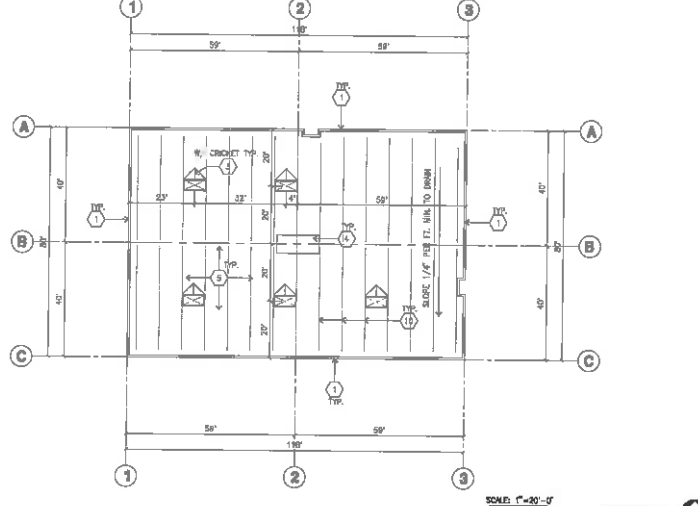
SOUTH ELEVATION

KEY MAP



BUILDING 2 9,420 S.F.

OVERALL FLOOR PLAN



OVERALL ROOF PLAN

ROOF PLAN GENERAL NOTES

- ALL DIMENSIONS ARE TO FACE OF CONCRETE WALL, CHIMNEY, OR FACE OF SLAB (EXC).
- VERIFY THAT ALL ROOF BEAMS HAVE POSITIVE BEARING (1/4" FT) FROM TO ROOF INSULATION INSTALLATION.
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- CONTRACTOR TO VERIFY AND CORRECTNESS IN REGARDS TO ROOF FINISH.
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FLOOR PLAN KEYNOTES

- CONCRETE TILT-UP PANEL.
- TRUSS BEAM, ALL ROOFING TO HAVE A MIN. OF 1/2" CHANGELINE.
- TRUSS BEAM, ALL ROOFING TO HAVE AN ANGLE BEARING INTO THE JOINT.
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FLOOR PLAN GENERAL NOTES

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- CONTRACTOR SHALL VERIFY THAT CONCRETE PANELS AND JOINTS ARE FINISHED WITH APPROPRIATE FINISHES.
- FOR SPERMALC LAMBS, ALLOW SPACE BENEATH SPERMALC TO VENTILATE.
- USE APPROPRIATE JACK BUCKS FOR ALL REVOL FORMS.
- USE PAINT FINISH TO BE MOLTEN-IN AND THE SECOND COAT TO BE SPRAYED-ON.

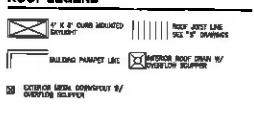
FLOOR SLAB & POUR STRIPS REQ.

- FLOOR CONSTRUCTION - SEE
- CONCRETE POUR STRIPS TO BE PLACED AT THE CORNER OF THE WALL.
- CONCRETE POUR STRIPS TO BE PLACED AT THE CORNER OF THE WALL.
- CONCRETE POUR STRIPS TO BE PLACED AT THE CORNER OF THE WALL.
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ROOF PLAN KEYNOTES

- CONCRETE PANELS, ALL 1/2" CHANGELINE FOR FINISHES.
- TRUSS BEAM, ALL ROOFING TO HAVE A MIN. OF 1/2" CHANGELINE.
- TRUSS BEAM, ALL ROOFING TO HAVE AN ANGLE BEARING INTO THE JOINT.
- TRUSS BEAM, ALL ROOFING TO HAVE AN ANGLE BEARING INTO THE JOINT.
- TRUSS BEAM, ALL ROOFING TO HAVE AN ANGLE BEARING INTO THE JOINT.
- TRUSS BEAM, ALL ROOFING TO HAVE AN ANGLE BEARING INTO THE JOINT.
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- TRUSS BEAM, ALL ROOFING TO HAVE AN ANGLE BEARING INTO THE JOINT.
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- TRUSS BEAM, ALL ROOFING TO HAVE AN ANGLE BEARING INTO THE JOINT.
- TRUSS BEAM, ALL ROOFING TO HAVE AN ANGLE BEARING INTO THE JOINT.

ROOF LEGEND



HPA
 HPA, Inc.
 18821 Bardonia Avenue, Ste. 6100
 Irvine, CA 92612
 Tel: 949-963-1770
 Fax: 949-963-0651
 Email: hpa@hpa.com

Owner:
SDM

101 HODDGENCAMP ROAD, STE 200
 THOUSAND OAKS, CA 91320
 TEL: (805) 484-1228

Project:
Riverside Meridian Site B
 Riverside, CA

Consultants:
 SDM INC.

Title: Overall Floor Plan

Project Number: 18488
 Drawn by: ML
 Date: 07/25/17

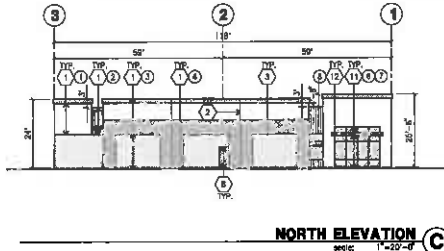
Revisions:

Sheet:
A2.2

CAUTION: IF THIS SHEET IS NOT A 24" X 36" IT IS A REDUCED PRINT LABEL

ELEVATION KEYNOTES

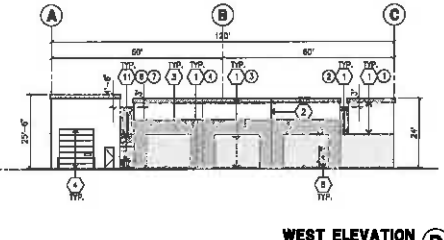
- 1. CONCRETE TILT-UP PANEL.
2. FINISH: EXTERIOR.
3. FINISH: INTERIOR.
4. FINISH: CEILING.
5. FINISH: FLOOR.
6. FINISH: WALL.
7. FINISH: ROOF.
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57. FINISH: DEPOSITION.
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NORTH ELEVATION

ELEVATION GENERAL NOTES

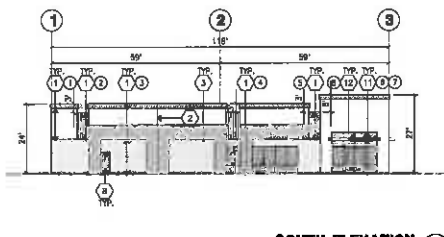
- 1. ALL PAINT FINISHES ARE TO BE PLAT UNLESS NOTED OTHERWISE.
2. EXTERIOR FINISHES ARE TO BE PLAT UNLESS NOTED OTHERWISE.
3. EXTERIOR FINISHES ARE TO BE PLAT UNLESS NOTED OTHERWISE.
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8. EXTERIOR FINISHES ARE TO BE PLAT UNLESS NOTED OTHERWISE.
9. EXTERIOR FINISHES ARE TO BE PLAT UNLESS NOTED OTHERWISE.
10. EXTERIOR FINISHES ARE TO BE PLAT UNLESS NOTED OTHERWISE.



WEST ELEVATION

ELEVATION COLOR LEGEND/SCHED.

- 1. PAINT COLOR: EXTERIOR BRICK BROWN.
2. PAINT COLOR: EXTERIOR BRICK BROWN.
3. PAINT COLOR: EXTERIOR BRICK BROWN.
4. PAINT COLOR: EXTERIOR BRICK BROWN.
5. PAINT COLOR: EXTERIOR BRICK BROWN.
6. PAINT COLOR: EXTERIOR BRICK BROWN.
7. PAINT COLOR: EXTERIOR BRICK BROWN.
8. PAINT COLOR: EXTERIOR BRICK BROWN.
9. PAINT COLOR: EXTERIOR BRICK BROWN.
10. PAINT COLOR: EXTERIOR BRICK BROWN.

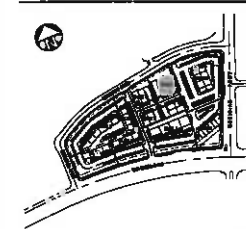


SOUTH ELEVATION

GLAZING LEGEND

- 1. GLAZING TYPE: DOUBLE GLAZING.
2. GLAZING TYPE: DOUBLE GLAZING.
3. GLAZING TYPE: DOUBLE GLAZING.
4. GLAZING TYPE: DOUBLE GLAZING.
5. GLAZING TYPE: DOUBLE GLAZING.
6. GLAZING TYPE: DOUBLE GLAZING.
7. GLAZING TYPE: DOUBLE GLAZING.
8. GLAZING TYPE: DOUBLE GLAZING.
9. GLAZING TYPE: DOUBLE GLAZING.
10. GLAZING TYPE: DOUBLE GLAZING.

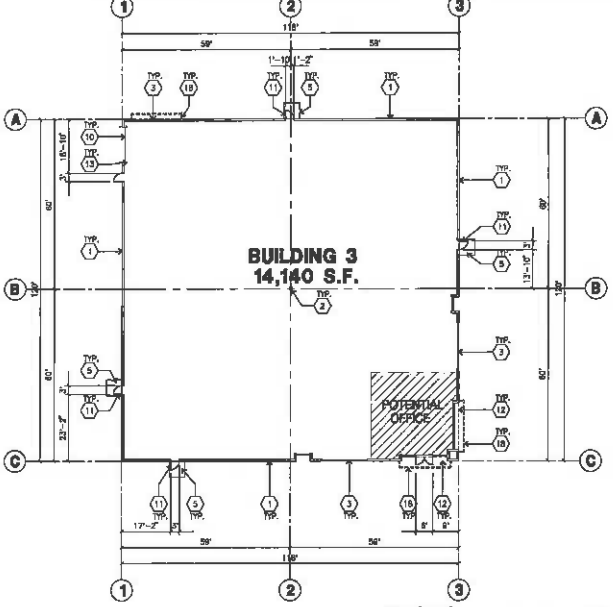
KEY MAP



ROOF PLAN GENERAL NOTES

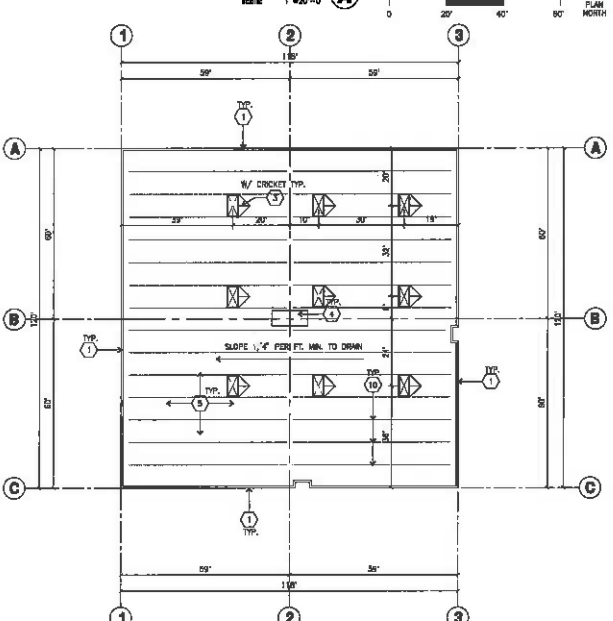
- 1. ALL ROOF AREAS ARE TO BE CONCRETE TILT-UP PANELS UNLESS NOTED OTHERWISE.
2. ALL ROOF AREAS ARE TO BE CONCRETE TILT-UP PANELS UNLESS NOTED OTHERWISE.
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- 6. ALL ROOF AREAS ARE TO BE CONCRETE TILT-UP PANELS UNLESS NOTED OTHERWISE.
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BUILDING 3 14,140 S.F.

OVERALL FLOOR PLAN



OVERALL ROOF PLAN

FLOOR PLAN KEYNOTES

- 1. CONCRETE TILT-UP PANEL.
2. FINISH: EXTERIOR.
3. FINISH: INTERIOR.
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FLOOR PLAN GENERAL NOTES

- 1. ALL ROOF AREAS ARE TO BE CONCRETE TILT-UP PANELS UNLESS NOTED OTHERWISE.
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3. ALL ROOF AREAS ARE TO BE CONCRETE TILT-UP PANELS UNLESS NOTED OTHERWISE.
4. ALL ROOF AREAS ARE TO BE CONCRETE TILT-UP PANELS UNLESS NOTED OTHERWISE.
5. ALL ROOF AREAS ARE TO BE CONCRETE TILT-UP PANELS UNLESS NOTED OTHERWISE.

FLOOR SLAB & POUR STRIPS REQ.

- 1. FLOOR CONSTRUCTION - SEE.
2. FLOOR CONSTRUCTION - SEE.
3. FLOOR CONSTRUCTION - SEE.
4. FLOOR CONSTRUCTION - SEE.
5. FLOOR CONSTRUCTION - SEE.
6. FLOOR CONSTRUCTION - SEE.
7. FLOOR CONSTRUCTION - SEE.
8. FLOOR CONSTRUCTION - SEE.
9. FLOOR CONSTRUCTION - SEE.
10. FLOOR CONSTRUCTION - SEE.

ROOF PLAN KEYNOTES

- 1. CONCRETE TILT-UP PANEL.
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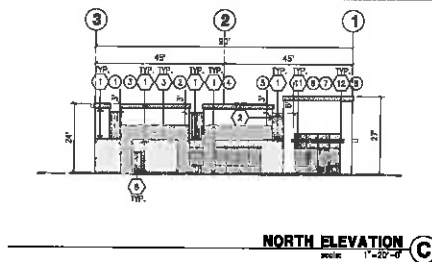
ROOF LEGEND

- 1. ROOF TYPE: DOUBLE GLAZING.
2. ROOF TYPE: DOUBLE GLAZING.
3. ROOF TYPE: DOUBLE GLAZING.
4. ROOF TYPE: DOUBLE GLAZING.
5. ROOF TYPE: DOUBLE GLAZING.
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7. ROOF TYPE: DOUBLE GLAZING.
8. ROOF TYPE: DOUBLE GLAZING.
9. ROOF TYPE: DOUBLE GLAZING.
10. ROOF TYPE: DOUBLE GLAZING.

Project information including client name (HIPA), project name (Riverside Meridan Site B), consultants (SDH INC.), and sheet number (A2.3).

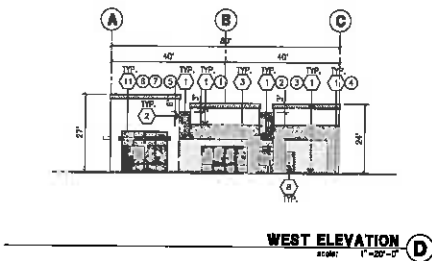
ELEVATION KEYNOTES

- 1. CONCRETE TILT-UP PANEL.
2. PANEL JOINT.
3. PANEL FINISH: ALL SURFACES TO HAVE A MAX. OF 3/4" SQUARE...



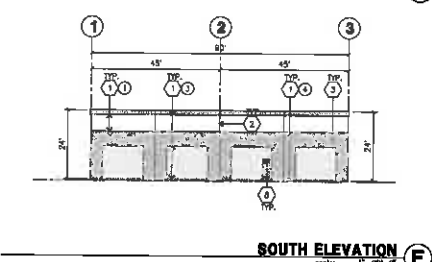
ELEVATION GENERAL NOTES

- 1. ALL PAINT COLORS CHANGES TO OCCUR AT JOINTS, CORNERS UNLESS NOTED OTHERWISE.
2. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE.
3. EX. CL. = TOP OF PARAPET ELEVATION.



ELEVATION COLOR LEGENDS/SCHED.

- 1. PAINT COLOR: SWISSALP WHITE
2. TERRAZZO TILE: BROWN PORTLAND TILE EXTRA - 12" x 12"
3. PAINT COLOR: 82 2666 UNCLESAM, GRAY

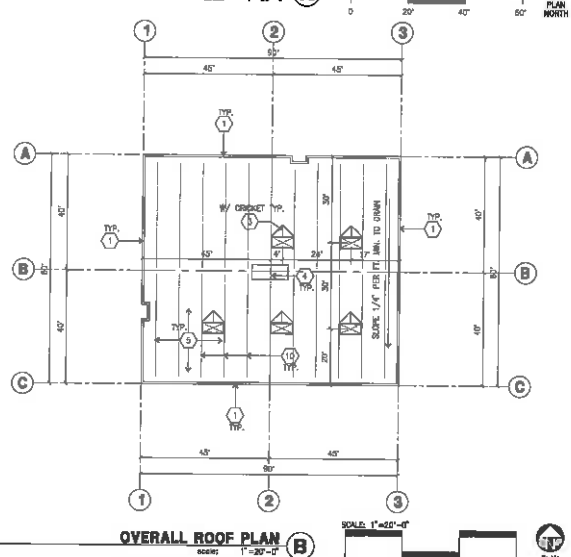
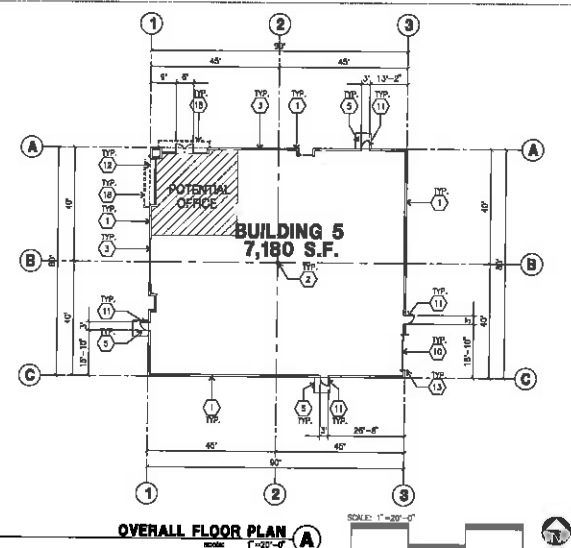
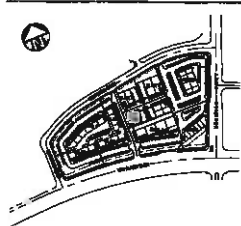


GLAZING LEGEND

- SPRINKLER GLASS
VIEW GLASS
GLAZING TO BE TYPED

GLAZING TO BE TYPED:
GLAZING TO BE TYPED:
GLAZING TO BE TYPED:
GLAZING TO BE TYPED:
GLAZING TO BE TYPED:

KEY MAP



FLOOR PLAN KEYNOTES

- 1. CONCRETE TILT-UP PANEL.
2. STRUCTURAL STEEL JOISTS.
3. FLOOR FINISHES: FLOOR FINISHES TO BE 2" MINIMUM OVER 1/2" THICK CONCRETE SLAB...

FLOOR PLAN GENERAL NOTES

- 1. THIS BUILDING IS DESIGNED FOR HIGH PILE FOUNDATION WITH FIVE ACCESS BAYS...
2. ALL ROOF FINISHES TO BE TYPED...
3. ALL ROOF FINISHES TO BE TYPED...

FLOOR SLAB & POUR STRIPS REQ.

- 1. FLOOR CONCRETE - SEE
2. TYPICAL CONCRETE - SEE
3. CONTINUATION TO SLAB FOR CLASS Y FLOOR PER ACI 308-84...

CONCRETE SLAB IN POTENTIAL OFFICE AREA SHALL BE 4" THICK...
CONCRETE SLAB IN POTENTIAL OFFICE AREA SHALL BE 4" THICK...

ROOF PLAN KEYNOTES

- 1. CONCRETE PARAPET, SEE 'F' DIMENSIONS FOR THICKNESS.
2. 1/2" MIN. SEE 'F' DIMENSIONS, PROVIDE SUPPORT TO ROOF AS REQUIRED.
3. 2" x 6" x 8" GIRDERS...
4. ROOF FINISHES TO BE TYPED...

ROOF LEGEND

- 1/2" x 6" x 8" GIRDERS
ROOF JOIST LATH
BUILDING FINISH LINE
VIEWER ROOF DRAIN W/ OVERFLOW SCUFFERS

ROOF PLAN GENERAL NOTES

- 1. ALL DIMENSIONS ARE TO FACE OF CONCRETE WALL, CURBS, OR FACE OF SIGN (N/A).
2. VERIFY THAT ALL ROOF AREAS HAVE POSITIVE DRAINAGE (1/4" PER FOOT) FROM TO ROOF DRAINAGE INSTRUCTIONS.
3. VERIFY 1/4" DRAINAGE FOR ROOF HEIGHT DIFFERENCES IN RELATION TO ROOF FINISH.

HPA logo and contact information for HPA, Inc. located at 18821 Bardonia Avenue, Ste. #100, Irvine, CA 92612.

Owner: SDM logo

101 HODGENCAMP ROAD, STE 200 THOUSAND OAKS, CA 90703 TEL: (805) 494-1238

Project: Riverside Maridian Site B, Riverside, CA

Consultants: SOH INC.

Client: HUNTER LANDSCAPE
Mechanical:
Electrical:
Architect:
Civil/Structural:
Landscape:
Foundation:
Soils/Geotechnical:
Sustainability:

Title: Overall Floor Plan

Project Number: 16488
Drawn by: ML
Date: 07/25/17

Sheet: A2.5

ELEVATION KEYNOTES

- 1. CONCRETE BUILT-UP PANEL.
2. PANEL JOINT.
3. PANEL FINISH: ALL FINISHES TO HAVE A LEAST 1/8" MIN. OFFSET...
4. INTERIOR FINISH: ALL FINISHES TO HAVE A LEAST 1/8" MIN. OFFSET...
5. INTERIOR FINISH: ALL FINISHES TO HAVE A LEAST 1/8" MIN. OFFSET...
6. INTERIOR FINISH: ALL FINISHES TO HAVE A LEAST 1/8" MIN. OFFSET...
7. INTERIOR FINISH: ALL FINISHES TO HAVE A LEAST 1/8" MIN. OFFSET...
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14. INTERIOR FINISH: ALL FINISHES TO HAVE A LEAST 1/8" MIN. OFFSET...
15. INTERIOR FINISH: ALL FINISHES TO HAVE A LEAST 1/8" MIN. OFFSET...

ELEVATION GENERAL NOTES

- 1. ALL PAINT COLORS CHANGED TO EXACT AS SHOWN UNLESS NOTED OTHERWISE.
2. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE.
3. T.A.P. CL. = TOP OF FINISH ELEVATION.
4. T.P. = FINISH FLOOR ELEVATION.
5. EXTERIOR FINISHES: CLASS, TYPE, APPROXIMATIONS AND DETAILS SHALL BE SUBJECT TO ARCHITECT'S APPROVAL. ALL FINISHES SHALL BE SUBJECT TO ARCHITECT'S APPROVAL. ALL FINISHES SHALL BE SUBJECT TO ARCHITECT'S APPROVAL.
6. CONTRACTOR SHALL VERIFY FROM THE CONCRETE DRAWING FOR FINISHES UNLESS OTHERWISE NOTED.
7. FINISHES TO BE PROVIDED TO MATCH EXISTING FINISH AND TO MATCH WITH ADJACENT FINISH.
8. THE SHOWERGLASS, GLASS, SPACER, GROUND SPRINGING, TO DESIGN.
9. FINISH FINISHES TO MATCH WITH ADJACENT FINISH.
10. THE FIRST COAT OF PAINT TO BE COLLED-IN AND THE SECOND COAT TO BE SPREAD-ON.

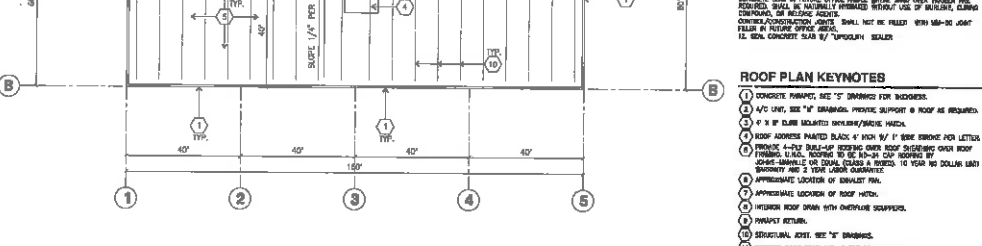
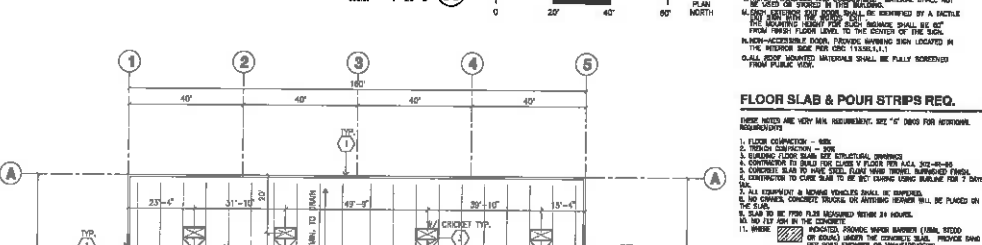
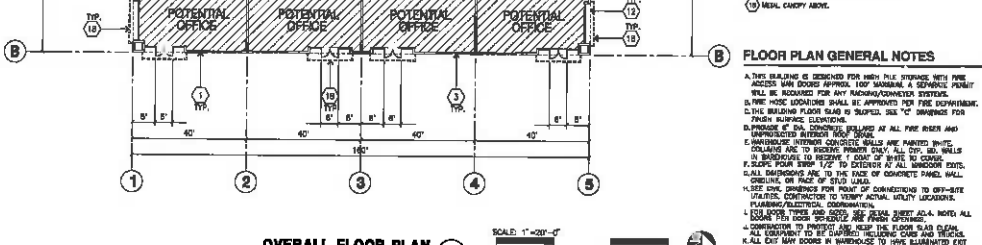
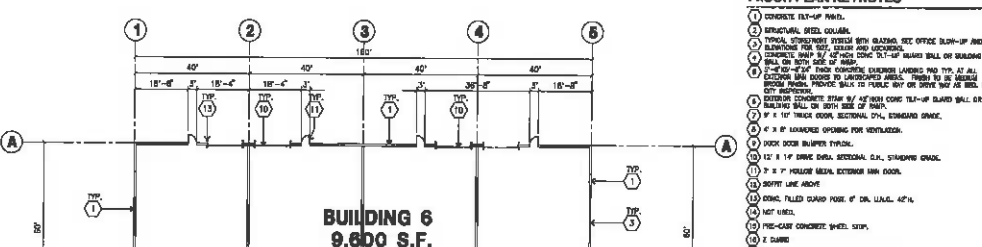
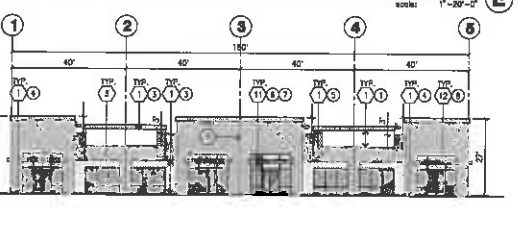
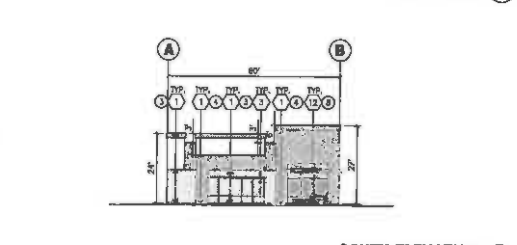
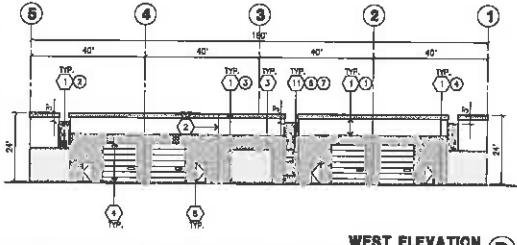
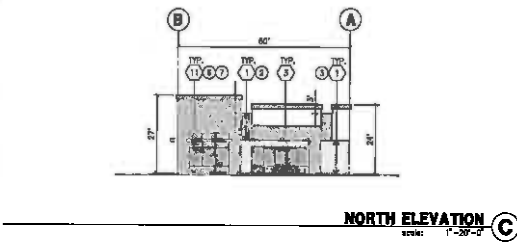
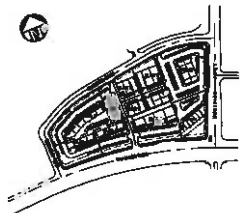
ELEVATION COLOR LEGEND/SCHED.

- 1. EXTERIOR WALL: WHITE.
2. EXTERIOR WALL: WHITE.
3. EXTERIOR WALL: WHITE.
4. EXTERIOR WALL: WHITE.
5. EXTERIOR WALL: WHITE.
6. EXTERIOR WALL: WHITE.
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12. EXTERIOR WALL: WHITE.
13. EXTERIOR WALL: WHITE.
14. EXTERIOR WALL: WHITE.
15. EXTERIOR WALL: WHITE.

GLAZING LEGEND

- 1. ALL GLAZING AND WINDOW FINISHES SHALL BE SHOWN.
2. SHOWERGLASS.
3. GLASS.
4. WINDOW FINISHES SHALL BE SHOWN.
5. WINDOW FINISHES SHALL BE SHOWN.
6. WINDOW FINISHES SHALL BE SHOWN.
7. WINDOW FINISHES SHALL BE SHOWN.
8. WINDOW FINISHES SHALL BE SHOWN.
9. WINDOW FINISHES SHALL BE SHOWN.
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14. WINDOW FINISHES SHALL BE SHOWN.
15. WINDOW FINISHES SHALL BE SHOWN.

KEY MAP



FLOOR PLAN KEYNOTES

- 1. CONCRETE BUILT-UP PANEL.
2. STRUCTURAL GRID COORDINATES.
3. TYPICAL STRUCTURAL SYSTEM WITH GLAZING, SEE SECTION BUILT-UP AND BUILT-UP OVERHEAD.
4. CONCRETE SLAB 1/4" OF HIGH CONG. BUILT-UP SLAB SHALL BE SHOWN.
5. FINISH FLOOR ELEVATION (T.F.P.).
6. EXTERIOR FINISH: ALL FINISHES TO HAVE A LEAST 1/8" MIN. OFFSET...
7. IF 1" 1/2" THICK CONCRETE ON 1" 1/2" THICK CONCRETE...
8. IF 1" 1/2" THICK CONCRETE ON 1" 1/2" THICK CONCRETE...
9. IF 1" 1/2" THICK CONCRETE ON 1" 1/2" THICK CONCRETE...
10. IF 1" 1/2" THICK CONCRETE ON 1" 1/2" THICK CONCRETE...
11. IF 1" 1/2" THICK CONCRETE ON 1" 1/2" THICK CONCRETE...
12. IF 1" 1/2" THICK CONCRETE ON 1" 1/2" THICK CONCRETE...
13. IF 1" 1/2" THICK CONCRETE ON 1" 1/2" THICK CONCRETE...
14. IF 1" 1/2" THICK CONCRETE ON 1" 1/2" THICK CONCRETE...
15. IF 1" 1/2" THICK CONCRETE ON 1" 1/2" THICK CONCRETE...

FLOOR PLAN GENERAL NOTES

- A. THIS BUILDING IS DESIGNED FOR A DESIGN LIFE OF 50 YEARS...
B. THE BUILDING IS DESIGNED FOR A DESIGN LIFE OF 50 YEARS...
C. THE BUILDING IS DESIGNED FOR A DESIGN LIFE OF 50 YEARS...
D. THE BUILDING IS DESIGNED FOR A DESIGN LIFE OF 50 YEARS...
E. THE BUILDING IS DESIGNED FOR A DESIGN LIFE OF 50 YEARS...
F. THE BUILDING IS DESIGNED FOR A DESIGN LIFE OF 50 YEARS...
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L. THE BUILDING IS DESIGNED FOR A DESIGN LIFE OF 50 YEARS...
M. THE BUILDING IS DESIGNED FOR A DESIGN LIFE OF 50 YEARS...
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O. THE BUILDING IS DESIGNED FOR A DESIGN LIFE OF 50 YEARS...
P. THE BUILDING IS DESIGNED FOR A DESIGN LIFE OF 50 YEARS...
Q. THE BUILDING IS DESIGNED FOR A DESIGN LIFE OF 50 YEARS...
R. THE BUILDING IS DESIGNED FOR A DESIGN LIFE OF 50 YEARS...
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T. THE BUILDING IS DESIGNED FOR A DESIGN LIFE OF 50 YEARS...
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V. THE BUILDING IS DESIGNED FOR A DESIGN LIFE OF 50 YEARS...
W. THE BUILDING IS DESIGNED FOR A DESIGN LIFE OF 50 YEARS...
X. THE BUILDING IS DESIGNED FOR A DESIGN LIFE OF 50 YEARS...
Y. THE BUILDING IS DESIGNED FOR A DESIGN LIFE OF 50 YEARS...
Z. THE BUILDING IS DESIGNED FOR A DESIGN LIFE OF 50 YEARS...

FLOOR SLAB & POUR STRIPS REQ.

- 1. FLOOR CONSTRUCTION - SEE.
2. FINISH FLOOR SLAB SHALL BE STRUCTURAL, FINISHES.
3. FINISH FLOOR SLAB SHALL BE STRUCTURAL, FINISHES.
4. FINISH FLOOR SLAB SHALL BE STRUCTURAL, FINISHES.
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14. FINISH FLOOR SLAB SHALL BE STRUCTURAL, FINISHES.
15. FINISH FLOOR SLAB SHALL BE STRUCTURAL, FINISHES.

ROOF PLAN KEYNOTES

- 1. CONCRETE FINISH: SEE 1/4" FINISH FOR FINISHES.
2. FINISH FLOOR SLAB SHALL BE STRUCTURAL, FINISHES.
3. FINISH FLOOR SLAB SHALL BE STRUCTURAL, FINISHES.
4. FINISH FLOOR SLAB SHALL BE STRUCTURAL, FINISHES.
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ROOF LEGEND

- 1. FINISH FLOOR SLAB SHALL BE STRUCTURAL, FINISHES.
2. FINISH FLOOR SLAB SHALL BE STRUCTURAL, FINISHES.
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10. FINISH FLOOR SLAB SHALL BE STRUCTURAL, FINISHES.

ROOF PLAN GENERAL NOTES

- 1. ALL FINISHES ARE TO BE FINISH FLOOR ELEVATION, OR FINISH FLOOR ELEVATION.
2. FINISH FLOOR SLAB SHALL BE STRUCTURAL, FINISHES.
3. FINISH FLOOR SLAB SHALL BE STRUCTURAL, FINISHES.
4. FINISH FLOOR SLAB SHALL BE STRUCTURAL, FINISHES.
5. FINISH FLOOR SLAB SHALL BE STRUCTURAL, FINISHES.
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14. FINISH FLOOR SLAB SHALL BE STRUCTURAL, FINISHES.
15. FINISH FLOOR SLAB SHALL BE STRUCTURAL, FINISHES.

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Project:
Riverside Meridian
Site B
Riverside, CA

Consultants:
SHI INC.
Structural
Mech - elect
Flooring
Civil - water
Landscape:
HUNTER LANDSCAPE
Title Project:
Civil - water

Title:
Overall Floor Plan

Project Number: 16488

Drawn by: ML

Date: 07/25/17

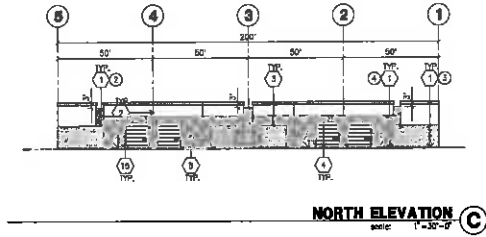
Revisions:

Sheet:

A2.6

ELEVATION KEYNOTES

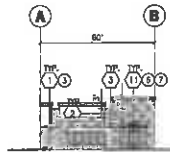
- CONCRETE TIE-UP PANEL.
- FRAME JOINT.
- FRAME MEMBER. ALL REVEALS TO HAVE A MIN. OF 2" OF CHAMFER. REVEALS SHALL BE FINISHED WITH A FINISH COORDINATE WITH THE FINISH OF THE ADJACENT WALL OR CEILING.
- FRAMES SHALL BE FINISHED WITH A FINISH COORDINATE WITH THE FINISH OF THE ADJACENT WALL OR CEILING.
- FRAMES SHALL BE FINISHED WITH A FINISH COORDINATE WITH THE FINISH OF THE ADJACENT WALL OR CEILING.
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- FRAMES SHALL BE FINISHED WITH A FINISH COORDINATE WITH THE FINISH OF THE ADJACENT WALL OR CEILING.
- FRAMES SHALL BE FINISHED WITH A FINISH COORDINATE WITH THE FINISH OF THE ADJACENT WALL OR CEILING.



NORTH ELEVATION
SCALE: 1"=30'-0"

ELEVATION GENERAL NOTES

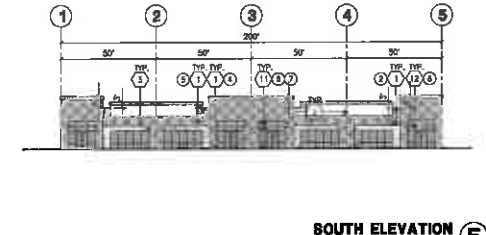
- ALL PAINT COLOR CHANGES TO OCCUR AT ROOF CORNERS UNLESS NOTED OTHERWISE.
- ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE.
- T.O.P. CL. = TOP OF FINISH FLOOR ELEVATION.
- F.F. = FINISH FLOOR ELEVATION.
- CONCRETE SHALL BE FINISHED WITH A FINISH COORDINATE WITH THE FINISH OF THE ADJACENT WALL OR CEILING.
- FRAMES SHALL BE FINISHED WITH A FINISH COORDINATE WITH THE FINISH OF THE ADJACENT WALL OR CEILING.
- FRAMES SHALL BE FINISHED WITH A FINISH COORDINATE WITH THE FINISH OF THE ADJACENT WALL OR CEILING.
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- FRAMES SHALL BE FINISHED WITH A FINISH COORDINATE WITH THE FINISH OF THE ADJACENT WALL OR CEILING.



WEST ELEVATION
SCALE: 1"=30'-0"

ELEVATION COLOR LEGEND/SCHED.

- PAINT, COLOR: SERRIS SILVER WHITE.
- PAINT, COLOR: SERRIS SANDSTONE TAN.
- PAINT, COLOR: SERRIS SANDSTONE TAN.
- PAINT, COLOR: SERRIS SANDSTONE TAN.
- PAINT, COLOR: SERRIS SANDSTONE TAN.
- PAINT, COLOR: SERRIS SANDSTONE TAN.
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- PAINT, COLOR: SERRIS SANDSTONE TAN.

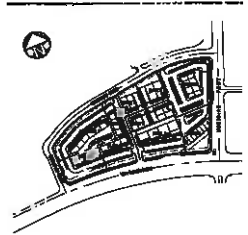


SOUTH ELEVATION
SCALE: 1"=30'-0"

GLAZING LEGEND

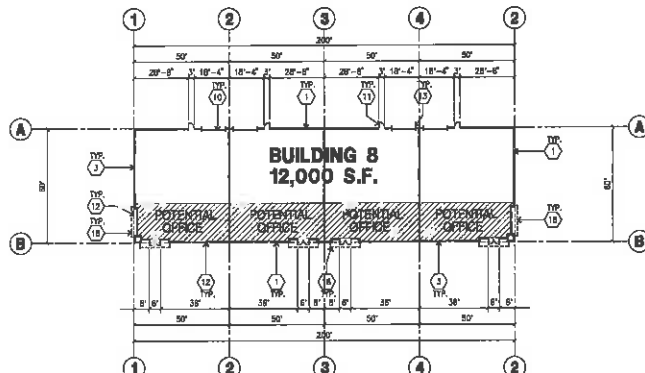
- NOTE: ALL EXTERIOR AND INTERIOR GLAZING SHALL BE TYPED.
- SPAGNET GLASS
 - VISION GLASS
- ALL GLAZING TO BE TYPED
- GLAZING: 1/2" POLYCARBONATE (PC) PANELS + SOLARWAX 80 (S) CLEAR OR LOW IRON (LL) OR 1/2" POLYCARBONATE GLASS UNIT WITH 1/2" AIRSPACE AND (S) 1/4" LITE SPACERS AND OVERLAY ON REDUCION.
- SPACERS: 1/4" SOLARWAX PANEL SPACERS BY HUNTER LUNDSCHAPE UNLESS OTHERWISE NOTED.

KEY MAP



FLOOR PLAN KEYNOTES

- CONCRETE TIE-UP PANEL.
- STRUCTURAL STEEL COLUMN.
- TYPICAL STRUCTURE SYSTEM WITH CLADDING. SEE OFFICE BLDG-10 FOR DETAILS ON BLDGING WALL OR ROOF EDGE FOR SEE COLOR AND LOCATION.
- CONCRETE TIE-UP PANEL TO BE FINISHED WITH A FINISH COORDINATE WITH THE FINISH OF THE ADJACENT WALL OR CEILING.
- FRAMES SHALL BE FINISHED WITH A FINISH COORDINATE WITH THE FINISH OF THE ADJACENT WALL OR CEILING.
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OVERALL FLOOR PLAN
SCALE: 1"=30'-0"

FLOOR PLAN GENERAL NOTES

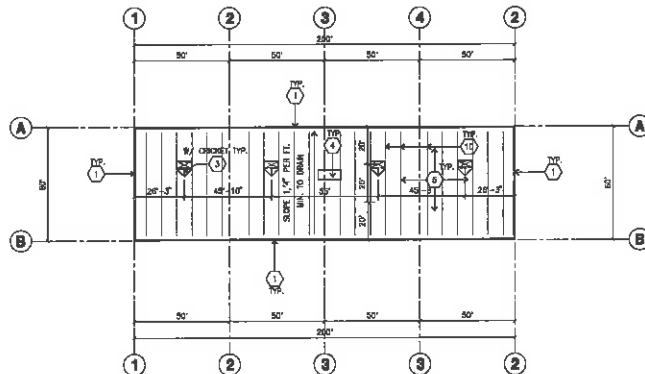
- THE BUILDING IS DESIGNED FOR HIGH RISE STRUCTURE WITH FLOOR ACCESS MAIN LEVELS APPROX. 120" MAXIMUM. A SEPARATE PERMIT WILL BE REQUIRED FOR ANY FLOORING OR CEILING SYSTEMS.
- ALL FLOOR LOCATIONS SHALL BE APPROVED PER FIRE DEPARTMENT. THE BUILDING FLOOR SLAB IS SUPPORTED BY 12" DIA. CONCRETE PILES.
- PROVIDE 2" DIA. CONCRETE BOUNDARY AT ALL FLOOR EDGES AND INTERSECTIONS BETWEEN FLOOR SLABS.
- CONCRETE SHALL BE FINISHED WITH A FINISH COORDINATE WITH THE FINISH OF THE ADJACENT WALL OR CEILING.
- FRAMES SHALL BE FINISHED WITH A FINISH COORDINATE WITH THE FINISH OF THE ADJACENT WALL OR CEILING.
- FRAMES SHALL BE FINISHED WITH A FINISH COORDINATE WITH THE FINISH OF THE ADJACENT WALL OR CEILING.
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- FRAMES SHALL BE FINISHED WITH A FINISH COORDINATE WITH THE FINISH OF THE ADJACENT WALL OR CEILING.

FLOOR SLAB & POUR STRIPS REQ.

- FLOOR CONSTRUCTION - SEE.
- CONCRETE SHALL BE FINISHED WITH A FINISH COORDINATE WITH THE FINISH OF THE ADJACENT WALL OR CEILING.
- FRAMES SHALL BE FINISHED WITH A FINISH COORDINATE WITH THE FINISH OF THE ADJACENT WALL OR CEILING.
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ROOF PLAN KEYNOTES

- CONCRETE FINISH: SEE "F" DRAWING FOR FINISHES.
- ALL ROOF FINISHES TO BE FINISHED WITH A FINISH COORDINATE WITH THE FINISH OF THE ADJACENT WALL OR CEILING.
- FRAMES SHALL BE FINISHED WITH A FINISH COORDINATE WITH THE FINISH OF THE ADJACENT WALL OR CEILING.
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OVERALL ROOF PLAN
SCALE: 1"=30'-0"

ROOF PLAN GENERAL NOTES

- ALL ROOF FINISHES TO BE FINISHED WITH A FINISH COORDINATE WITH THE FINISH OF THE ADJACENT WALL OR CEILING.
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ROOF LEGEND

- CONCRETE FINISH: SEE "F" DRAWING FOR FINISHES.
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- FRAMES SHALL BE FINISHED WITH A FINISH COORDINATE WITH THE FINISH OF THE ADJACENT WALL OR CEILING.

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Project:
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Riverside, CA

Consultants:
SDH INC.

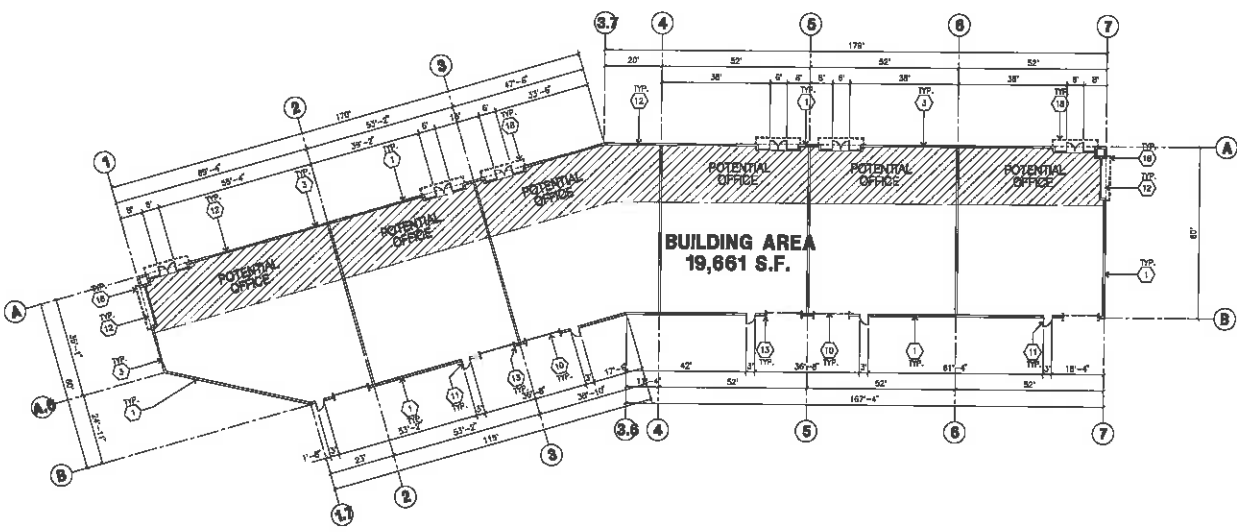
Title: Overall Floor Plan

Project Number: 16458
Drawn by: ML
Date: 07/25/17
Revised:

Sheet:
A2.8

ROOF PLAN GENERAL NOTES

1. ALL DIMENSIONS ARE TO FACE OF CONCRETE WALL OR CHASE ON FACE OF WALL (U.N.L.C.)
2. VERIFY THAT ALL ROOF JOISTS HAVE PROPER DIMENSIONS (A/F 1) PRIOR TO ROOF RIGORATION BEGAINING.
3. REFER TO "D" DIMENSIONS FOR ROOF HEIGHT ELEVATIONS IN REFERENCE TO ROOF FINISH.
4. CONTRACTOR TO VERIFY AND CORRECTIVE WITH ALL SUBCONTRACTORS, ALL LOCATIONS AND BESS OF ROOF OPENINGS.
5. FOR NEW ROOF MEMBRANE, SEE DETAIL A & B. NOTIFY CONTRACTOR TO VERIFY ALL LOCATIONS WITH MECHANICAL AND PLUMBING SERVICES.
6. CONTRACTOR TO VERIFY ALL ROOF DRAIN DEPRESSIONS BY "D" DIMENSIONS.
7. CONTRACTOR TO DETERMINE EXACT SLOUGH LOCATIONS BY THE SPRAWLER AND ROOF FINISH SUBCONTRACTOR. LOCATIONS OR DIMENSIONS ARE APPROXIMATE.
8. ALL DIMENSIONS TO BE OBTAINED FOR NEW ROOF DESIGN SYSTEM, W/ CONTRACTOR FRAMES, SUPPORTS AND DETAILS. MANUFACTURER TO CONTRIBUTE TO ROOF DESIGN.
9. ROOF DRAIN AND OVERFLOW DRAINS TO BE A MIN. 6" DIA. SEE "D" DIMENSIONS FOR EXACT SIZE.
10. FRAMED SHOWER DROUGHT AS REQUIRED FOR PROPER ROOF DRAINAGE OF 1/4" PER FOOT SLOPE.
11. BUILT UP ROOFING TO BE DESIGNATED FOR A 90 AND TO BE A CLASS A ROOF FINISHING BY TYPE TWO METHOD OF SHEET LAY TYPE 30 BAR.
12. ALL ROOFING MATERIALS SHALL MEET ALL CODE AND MANUFACTURER REQUIREMENTS. PROPER INSTALLATION AND PROTECTIVE JURISDICTION AND ALL FACTORY MANUALS FOR EACH TYPE OF PRODUCT.
13. ALL DROUGHTS TO BE PLACED A MIN. OF 18" FROM INSIDE FACE OF PARTIAL.
14. USE THE ROOFING POLY INSULATION IN THE SHOWERHOUSE AREA.
15. SHOWER HOUSE SHALL BE REQUIRED IF AIDS FOR POTENTIAL OFFICE WILL BE USED FOR HIGH POLY DIMENSIONAL SYSTEMS.
16. ROOF DRAIN, OVERFLOW DRAIN AND MANHOLE DRAIN SHALL BE LOCATED OUTSIDE OF THE BUILDING SHALL BE VERIFIED ACCORDING WITH THE REQUIREMENT OF THE PLUMBING CODE FOR TYPICAL SIZES, SLOPE AND ROOF SYSTEM.
17. ROOF DRAIN OVERFLOW DRAIN WITHIN THE BUILDING SHALL LITATE DRAINAGE THROUGH.
18. MANUFACTURED ROOF DRAIN AND OVERFLOW/STAIRS SHALL BE SHOWN TO THE



OVERALL FLOOR PLAN (A)
SCALE: 1" = 32'-0"

FLOOR PLAN KEYNOTES

1. CONCRETE TILT-UP PANEL.
2. STRUCTURAL STEEL COLUMN.
3. SPECIAL REINFORCING SYSTEM WITH CLASIFIC SEE DRAWING R-10 AND EXISTING FOR SLO. COLUMN AND LOCATIONS.
4. CONCRETE CHASE BY 1/2" CONC. TILT-UP CHASE WALL OR CHASING WALL ON BOTH SIDES OF WALL.
5. 2" X 4" TYP. TRUSS CONCRETE EXTERIOR FINISHING PAVE TOP. AT ALL EXTERIOR WALLS TO UNOBTAINED AREA. REFER TO THE MECHANICAL SERVICES DRAWING FOR EXACT SLOPE AND LOCATIONS.
6. 1" X 10" TRUSS DOOR, METALLIC OIL, SHOWERHOUSE DRAIN.
7. 4" X 8" LAMINATED OPENING FOR VENTILATION.
8. DOOR DOOR SWAYER TYPICAL.
9. 1/2" X 1/2" DRIVE TRUSS. EXTERIOR OIL, SHOWERHOUSE DRAIN.
10. 2" X 4" TYP. TRUSS WITH EXTERIOR SHY ROOF.
11. EXTERIOR LINE ABOVE.
12. CONC. FILL CHASE POST. # 3/4 DIA. WALL, 4" THK.
13. NOT USED.
14. PRE-CAST CONCRETE WHEEL STRAP.
15. Z-GUARD.
16. APPROXIMATE LOCATION OF ELECTRICAL ROOM.
17. MECH. SERVICE AREA.

FLOOR PLAN GENERAL NOTES

- A. THIS BUILDING IS DESIGNED FOR HIGH WIND. INCREASE WITH FIVE PERCENT WITH OVERHEAD APPROX. TOP WINDS. A SEPARATE REPORT WILL BE REQUIRED FOR ANY HIGH WIND/CONCRETE SYSTEM.
- THE ROOF LOCATIONS SHALL BE APPROVED FOR THE CONTRACTOR.
- THE BUILDING FLOOR SLAB IS SLOPED. SEE "D" DIMENSIONS FOR SLOPE SURFACE ELEVATIONS.
- FRAMED SHOWER DROUGHT SHALL BE AT ALL FIVE INCH AND SHOWERHOUSE INTERIOR CONCRETE WALLS ARE FINISHED WHITE. CONCRETE INTERIOR WALLS SHALL BE FINISHED WITH ALL CODE. WALLS IN SHOWERHOUSE TO RECEIVE 1" COAT OF WHITE TO COVER.
- ROOF FLOOR FINISH TO CONFORM TO ALL MANUFACTURER'S WALL CONSTRUCTION AND TO THE FACE OF CONCRETE PANEL SHALL CONFORM TO THE CODE.
- SEE CHASE DIMENSIONS FOR POINT OF CONNECTION TO OFF-SITE LITERARY CONTRACTOR TO VERIFY ACTUAL VENTILATION LOCATIONS. PLUMBING/ELECTRICAL COORDINATION.
- SEE FLOOR FINISH AND SLOPE. REFER TO SHEET AS A NOTED ALL DOORS FIVE INCH RECESSED AND FLOOR FINISH.
- CONNECTIONS TO STRUCTURE AND SLOPE THE FLOOR SLAB CHASE. ALL EQUIPMENT TO BE SHOWN INCLUDING CHASE AND TRUCKS. ALL EXISTING WALLS TO BE APPROVED TO HAVE ELIMINATED ONE SIDE SHOWERHOUSE.
- ONLY PLUMBING AND CONCRETE MATERIAL SHALL NOT BE USED OR STORED IN THIS BUILDING.
- FROM EXISTING LAY DOWN. SHALL BE IDENTIFIED BY A SINGLE WALL. THE ROOF FLOOR SHALL BE FINISHED WITH 1/2" CONC. TILT-UP CHASE WALL ON BOTH SIDES OF WALL. REFER TO THE MECHANICAL SERVICES DRAWING FOR EXACT SLOPE AND LOCATIONS. ALL ACCESSIBLE ROOF FINISHING SHALL BE LOCATED IN THE SHOWERHOUSE AREA. REFER TO SHEET A. ALL ROOF FINISHING MATERIALS SHALL BE FULLY WORKED FROM PUBLIC VIEW.

FLOOR SLAB & POUR STRIPS REQ.

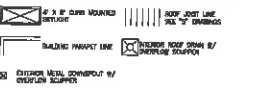
- THESE NOTES ARE VERY IMPORTANT. SEE "D" DIMS FOR ADDITIONAL REQUIREMENTS.
1. FLOOR CONTRACTOR - SEE
 2. FINISH CONTRACTOR - SEE
 3. EXISTING FLOOR FINISH SEE STRUCTURAL DIMENSIONS
 4. CONTRACTOR TO VERIFY THE CLASS OF FLOOR FOR ALL 300-80-81
 5. CONCRETE SLAB IS FINISHED WITH 1/2" CONC. TILT-UP CHASE WALL ON BOTH SIDES OF WALL TO BE SET CLASSING USING SURFACE FOR 7 DAYS MIN.
 6. ALL EQUIPMENT & SHOWER HOUSES SHALL BE SHOWN
 7. NO CONCRETE TRUCKS OR OTHER BEAVERS WILL BE PLACED ON THE SLAB.
 8. SLAB TO BE 1700 P.S.I. REINFORCED WITHIN 24 HOURS.
 9. NO 1/2" JOBS IN THE STRUCTURE.
 10. INSERT [Symbol] INDICATES FRESHWORK SHOWN DIMENSIONS (MIN. 2" DIA. STEEL OR 2" DIA. UNDER THE CONCRETE SLAB. PROVIDE SHAW FOR ROOF FINISHING IN MANUFACTURERS
 11. INSERT [Symbol] INDICATES FRESHWORK SHOWN DIMENSIONS (MIN. 2" DIA. STEEL OR 2" DIA. UNDER THE CONCRETE SLAB. PROVIDE SHAW FOR ROOF FINISHING IN MANUFACTURERS

CONCRETE SLAB & FLOOR FINISHING SHALL BE SHOWN AND SHOWN AND SHOWN. REFER TO SHEET A FOR EXACT SLOPE AND LOCATIONS. ALL ACCESSIBLE ROOF FINISHING SHALL BE LOCATED IN THE SHOWERHOUSE AREA. REFER TO SHEET A. ALL ROOF FINISHING MATERIALS SHALL BE FULLY WORKED FROM PUBLIC VIEW.

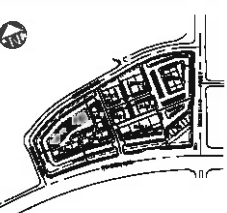
ROOF PLAN KEYNOTES

1. CONCRETE FINISH, SEE "D" DIMENSIONS FOR DIMENSIONS.
2. W/ DIM. SEE "D" DIMENSIONS. PROVIDE SUPPORT & ROOF AS REQUIRED.
3. 2" X 4" TYP. TRUSS CONCRETE EXTERIOR FINISHING PAVE TOP. AT ALL EXTERIOR WALLS TO UNOBTAINED AREA. REFER TO THE MECHANICAL SERVICES DRAWING FOR EXACT SLOPE AND LOCATIONS.
4. ROOF ADDRESS MARKED BLACK # 1/2" DIA. W/ 1" ROOF FINISH FOR LETTER.
5. FINISH ALL-PLY TILT-UP CHASE OVER ROOF DRAINAGE OVER ROOF FINISHING WALLS TO BE 1/2" X 1/2" OR MORE BY JOINT-BANDS OR CHASE. CHASE & BANDS. 18" NEW 3/4" DIA. WALL BARRIER AND 2" TYP. LINE DIMENSIONS.
6. APPROXIMATE LOCATION OF EXHAUST FAN.
7. APPROXIMATE LOCATION OF ROOF INTAKE.
8. EXTERIOR ROOF DRAIN WITH OVERFLOW SCOFFERS.
9. FINISH FINISH.
10. EXTERIOR ROOF DRAIN WITH OVERFLOW SCOFFERS.
11. EXTERIOR ROOF DRAIN WITH OVERFLOW SCOFFERS.

ROOF LEGEND



KEY MAP



OVERALL ROOF PLAN (B)
SCALE: 1" = 32'-0"

HIP
HUNTER INTERIOR PRODUCTS

hip, Inc.
10831 bardeen avenue, - ste. #100
Irving, CA 92612
tel: 949-833-1770
fax: 949-833-0951
email: hip@percotts.com

Owner:
EDM

101 HODENKAMP ROAD, STE 200
THOUSAND OAKS, CA 92073
TEL: (805) 494-1228

Project:
Riverside
Meridian
Site B
Riverside, CA

Consultants:
SDH INC.
Civil
Structural
Mechanical
Plumbing
Electrical
Landscape: HUNTER LANDSCAPE
Fire Protection
Scaffolding

Title: Overall Floor Plan

Project Number: 18488
Drawn by: ML
Date: 07/25/17
Revisions:

Sheet: **A2.9A**

CAUTION: IF THIS SHEET IS NOT A 24" X 36" IT IS A REDUCED PRINT

ELEVATION KEYNOTES

1. CONCRETE TILT-UP PANEL.
2. PANEL REVEAL. ALL REVEALS TO HAVE A MAX. OF 3/8" CHAMFER.
3. FINISH. EXTERIOR TO MATCH EXTERIOR FINISH. INTERIOR TO MATCH INTERIOR FINISH. ALL REVEALS TO BE FINISHED WITH 1/4" CHAMFER.
4. FINISH. INTERIOR TO MATCH INTERIOR FINISH. ALL REVEALS TO BE FINISHED WITH 1/4" CHAMFER.
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20. FINISH. INTERIOR TO MATCH INTERIOR FINISH. ALL REVEALS TO BE FINISHED WITH 1/4" CHAMFER.

ELEVATION GENERAL NOTES

1. ALL PAINT COLOR CHANGES TO OCCUR AT JOINTS UNLESS NOTED OTHERWISE.
2. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE.
3. TYP. IS TOP OF FINISH ELEVATION.
4. TYP. - FINISH FLOOR FINISH.
5. SURVEYOR'S CONSTRUCTION CLASS, METAL ATTACHMENTS AND LIMITS SHALL BE SHOWN TO BESET - WITH CONCRETE. ALL FINISH CONSTRUCTION SHALL BE SHOWN TO BESET - WITH CONCRETE.
6. CONTRACTOR SHALL VERIFY THAT THE CONCRETE PANELS, IF STRUCTURE, INDICATE THE CORRECT WALL THICKNESS AND FINISH ELEVATION OF BUILDING.
7. BACK SIDE OF FINISHES TO HAVE SMOOTH FINISH AND BE FINISHED WITH EXISTING PAINT.
8. FOR SPANGLER GLAZING, ALLOW SPACER BEAMS FRAMED TO BEHIND.
9. USE ANTI-REFLECTIVE GLASS SHEETS FOR ALL REVEALS, WINDOWS.
10. THE REAR CHASE OF FINISH TO BE REVEALED AND THE SECOND CHASE TO BE REVEALED.

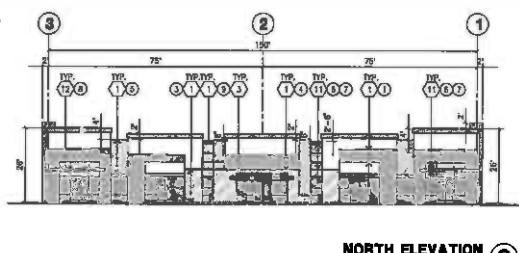
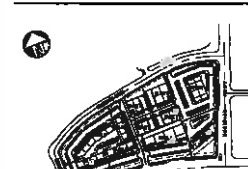
ELEVATION COLOR LEGEND/SCHED.

1. PAINT COLOR: SHERWIN WILLIAMS SW 6011
2. PAINT COLOR: SHERWIN WILLIAMS SW 6011
3. PAINT COLOR: SHERWIN WILLIAMS SW 6011
4. PAINT COLOR: SHERWIN WILLIAMS SW 6011
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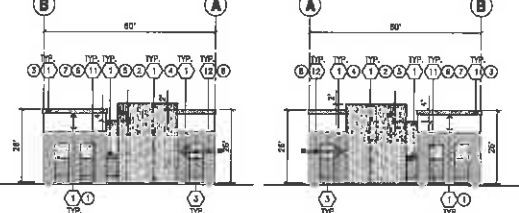
GLAZING LEGEND

- NOTE: ALL EXTERIOR AND INTERIOR GLAZING SHALL BE TINTED.
- SPANGLER GLAZING
 - TYPICAL GLAZING
- GLAZING: 1/4" SPANGLER, 20" INSIDE x 20" OUTSIDE OR (3) CLEAR 1/4" CLEAR, 1/4" CLEAR, 1/4" CLEAR.
- 1/4" TINTED GLAZING WITH 1/4" TINT AND 1/4" TINT.
- SPANGLER: 1/4" SPANGLER, FINISH FINISHED BY FINISH BLUE OPAQUE FINISH ON REVEALS.
- MULLIONS: ANODIZED ALUMINUM

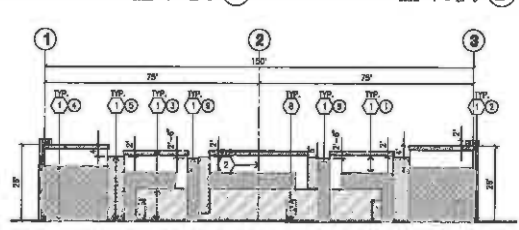
KEY MAP



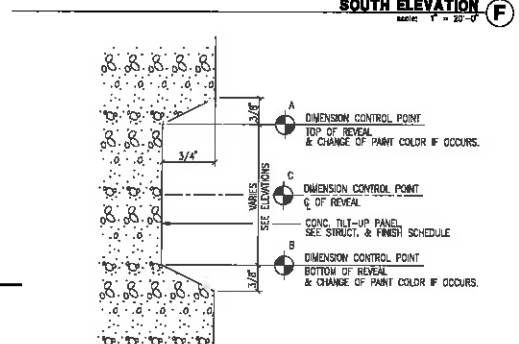
NORTH ELEVATION (C)
SCALE: 1" = 20'-0"



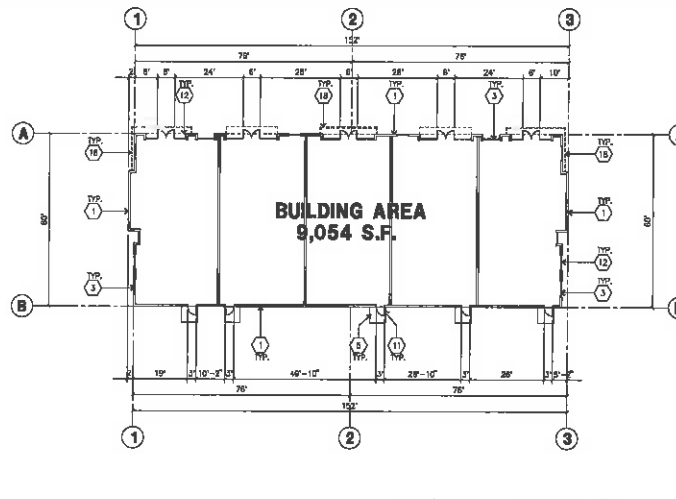
EAST ELEVATION (E) WEST ELEVATION (D)
SCALE: 1" = 20'-0"



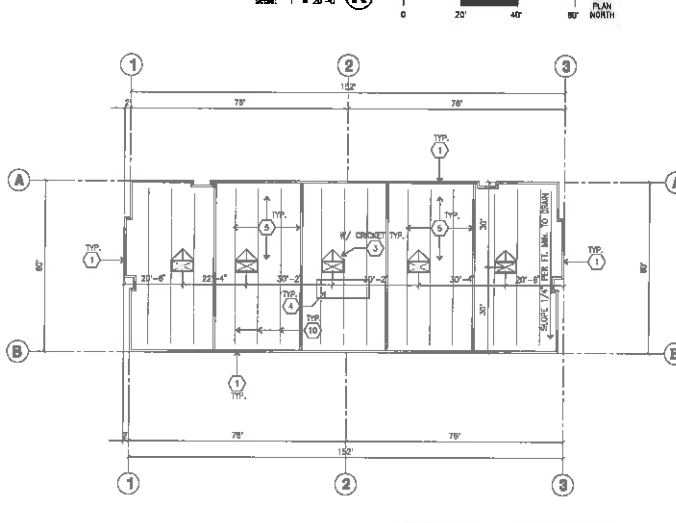
SOUTH ELEVATION (F)
SCALE: 1" = 20'-0"



TYP. CONCRETE REVEAL (G)
SCALE: N.T.S.



OVERALL FLOOR PLAN (A)
SCALE: 1" = 20'-0"



OVERALL ROOF PLAN (B)
SCALE: 1" = 20'-0"

ROOF PLAN GENERAL NOTES

1. ALL DIMENSIONS ARE TO FACE OF CONCRETE WALL, DRAINAGE, OR FACE OF TYPICAL (TYP.)
2. VERIFY THAT ALL ROOF AREAS HAVE PROPER DRAINAGE (1/4" MIN) FROM TO ROOF DRAINAGE/SCOURING LOCATIONS ON CHANGING SLOPE.
3. REFER TO "B" DIMENSIONS FOR ROOF RISE/CLIMB IN REVERSED TO ROOF DRAINAGE.
4. CONTRACTOR TO VERIFY AND COORDINATE WITH ALL SUBCONTRACTORS ALL LOCATIONS AND DIMS OF ROOF DRAINAGE.
5. FOR TYP. ROOF FINISHES, SEE DETAIL "B" & "C" TO ALL CONTRACTOR TO VERIFY ALL LOCATIONS WITH FINISHES AND FINISHES.
6. CONTRACTOR TO VERIFY ALL ROOF DRAIN DRAINAGES BY "B" DIMENSIONS AND ROOF FINISHES/SCOURING LOCATIONS ON CHANGING SLOPE.
7. CONTRACTOR TO VERIFY ALL ROOF DRAIN DRAINAGES BY "B" DIMENSIONS AND ROOF FINISHES/SCOURING LOCATIONS ON CHANGING SLOPE.
8. ALL DIMENSIONS TO BE SHOWN ARE AND SHOWN DIMS ON CHANGING SLOPE, SUPPORTS AND DIMS, MANUFACTURE TO CONFORM WITH DETAIL.
9. ROOF DRAIN AND OVERFLOW DRAIN TO BE A MAX. OF 1/4" DIA. 1/4" DIA. DOWN FOR EXACT SIZE.
10. PROVIDER SHOWN DIMENSIONS AS REQUIRED FOR PROPER ROOF FINISHES OF 1/4" PER FOOT (DIA.).
11. SHUT-UP ROOFING TO BE SHOWN FOR 1/4" DIA. TO BE A 1/4" DIA. CLASS A ROOF FINISHES BY TYP. FINISHES OF 1/4" DIA. ALL TYP. IS 1/4" DIA.
12. ALL ROOFING PARTS SHALL MEET ALL CODES AND REGULATIONS REQUIREMENTS, FINISHES/SCOURING LOCATIONS ON CHANGING SLOPE AND ALSO, FINISHES/SCOURING LOCATIONS ON CHANGING SLOPE.
13. ALL DIMENSIONS TO BE PLACED A MAX. OF 1/4" FROM EDGE FACE OF FINISHES.
14. USE WHITE SCUM FOR INSULATION IN THE BARRICADE AREAS.
15. FINISHES/SCOURING LOCATIONS TO BE SHOWN FOR "TYPICAL" FINISHES WILL BE USED FOR FINISHES/SCOURING LOCATIONS.
16. ROOF DRAIN, OVERFLOW DRAIN AND MANUFACTURE FINISHES/SCOURING LOCATIONS ON CHANGING SLOPE, SUPPORTS AND DIMS, MANUFACTURE TO CONFORM WITH DETAIL.
17. ROOF DRAIN, OVERFLOW DRAIN AND MANUFACTURE FINISHES/SCOURING LOCATIONS ON CHANGING SLOPE, SUPPORTS AND DIMS, MANUFACTURE TO CONFORM WITH DETAIL.
18. MANUFACTURE ROOF DRAIN AND OVERFLOW DRAIN SHALL BE APPRO CAUTION: IF THIS SHEET IS NOT A 24" X 36" IT IS A REDUCED PRINT.

FLOOR PLAN KEYNOTES

1. CONCRETE TILT-UP PANEL.
2. FINISH. EXTERIOR TO MATCH EXTERIOR FINISH. INTERIOR TO MATCH INTERIOR FINISH. ALL REVEALS TO BE FINISHED WITH 1/4" CHAMFER.
3. FINISH. EXTERIOR TO MATCH EXTERIOR FINISH. INTERIOR TO MATCH INTERIOR FINISH. ALL REVEALS TO BE FINISHED WITH 1/4" CHAMFER.
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FLOOR PLAN GENERAL NOTES

1. THIS BUILDING IS DESIGNED FOR HIGH WIND RESISTANCE WITH FIVE (5) MINUTE EXPOSURE APPROX. 150% MINIMUM A WINDSPEED. FINISHES WILL BE REQUIRED FOR ANY FINISHES/SCOURING LOCATIONS.
2. THE FINISHES/SCOURING LOCATIONS SHALL BE APPROVED FOR THE FINISHES/SCOURING LOCATIONS.
3. THE BUILDING FLOOR SLAB IS SLOPED, SEE "C" DIMENSIONS FOR FINISHES/SCOURING LOCATIONS.
4. FINISHES/SCOURING LOCATIONS SHALL BE APPROVED FOR THE FINISHES/SCOURING LOCATIONS.
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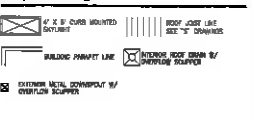
FLOOR SLAB & POUR STRIPS REQ.

1. THESE NOTES ARE VIEW FOR REFINISHES, SEE "B" DIMS FOR REFINISHES/SCOURING LOCATIONS.
2. FINISHES/SCOURING LOCATIONS SHALL BE APPROVED FOR THE FINISHES/SCOURING LOCATIONS.
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19. FINISHES/SCOURING LOCATIONS SHALL BE APPROVED FOR THE FINISHES/SCOURING LOCATIONS.
20. FINISHES/SCOURING LOCATIONS SHALL BE APPROVED FOR THE FINISHES/SCOURING LOCATIONS.

ROOF PLAN KEYNOTES

1. CONCRETE TILT-UP PANEL.
2. FINISH. EXTERIOR TO MATCH EXTERIOR FINISH. INTERIOR TO MATCH INTERIOR FINISH. ALL REVEALS TO BE FINISHED WITH 1/4" CHAMFER.
3. FINISH. EXTERIOR TO MATCH EXTERIOR FINISH. INTERIOR TO MATCH INTERIOR FINISH. ALL REVEALS TO BE FINISHED WITH 1/4" CHAMFER.
4. FINISH. EXTERIOR TO MATCH EXTERIOR FINISH. INTERIOR TO MATCH INTERIOR FINISH. ALL REVEALS TO BE FINISHED WITH 1/4" CHAMFER.
5. FINISH. EXTERIOR TO MATCH EXTERIOR FINISH. INTERIOR TO MATCH INTERIOR FINISH. ALL REVEALS TO BE FINISHED WITH 1/4" CHAMFER.
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20. FINISH. EXTERIOR TO MATCH EXTERIOR FINISH. INTERIOR TO MATCH INTERIOR FINISH. ALL REVEALS TO BE FINISHED WITH 1/4" CHAMFER.

ROOF LEGEND



HPA
HUNTER LANDSCAPE

hp, inc.
18851 bardonia avenue - sta. #100
irvine, ca
92612
tel: 949-853-1170
fax: 949-853-0851
email: hpa@hpa.com

Owned:
SDM

101 HODENKAMP ROAD, STE 200
THOUSAND OAKS, CA 90706
TEL: (805) 494-1228

Project:
Riverside
Meridian
Site B
Riverside, CA

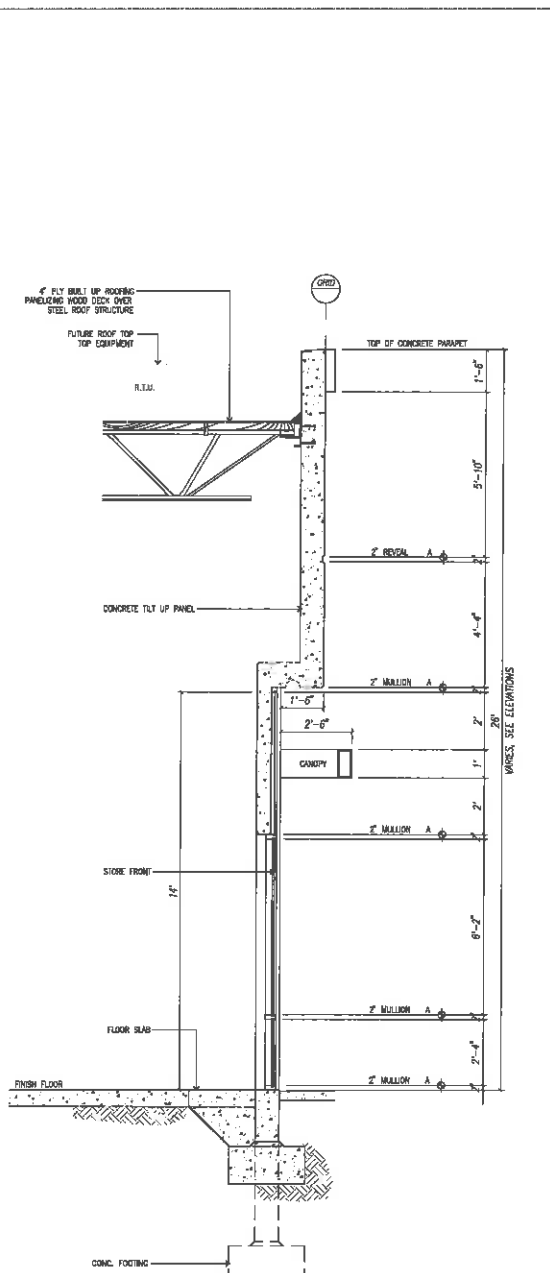
Consultants:
SDM INC.

Client:
HUNTER LANDSCAPE
The Meadows
Site #100

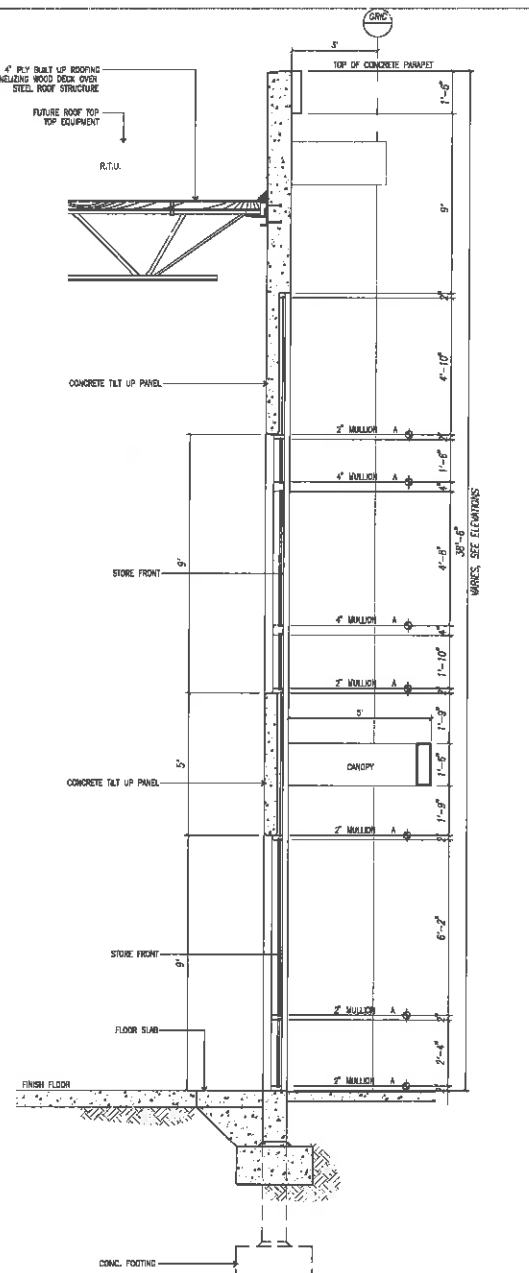
Title: Overall Floor Plan

Project Number: 19488
Drawn by: ML
Date: 07/25/17
Revised:

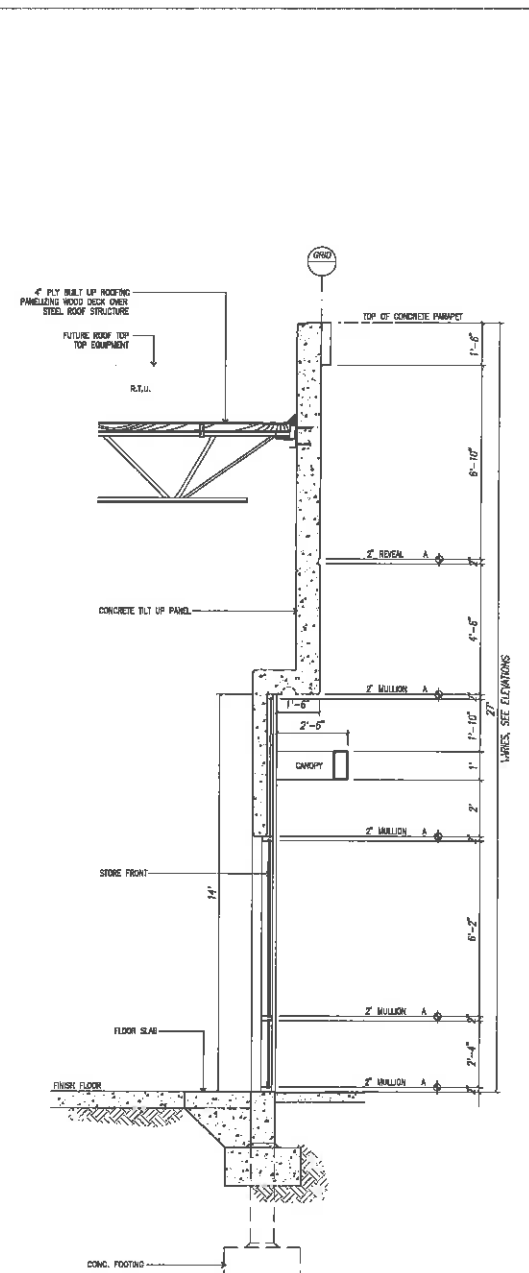
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A2.11



TYP. STOREFRONT ELEVATION AT BLDG. 12 **(C)**
scale: 1/2" = 1'-0"



TYP. STOREFRONT ELEVATION AT BLDG. 11 **(B)**
scale: 1/2" = 1'-0"



TYP. STOREFRONT ELEVATION AT BLDG. 1-9 **(A)**
scale: 1/2" = 1'-0"

CAUTION : IF THIS SHEET IS NOT A 24" X 36" IT IS A REDUCED PRINT

HPA
ARCHITECTURE

hpa, inc.
18831 barderly way, - ste. #100
irvine, ca
92612
tel: 949-863-1770
fax: 949-863-0551
email: hpa@hpaarch.com

Owner:
SDM

101 HIDDEN CAMP ROAD, STE 200
THOUSAND OAKS, CA 91320
TEL: (805) 484-1228

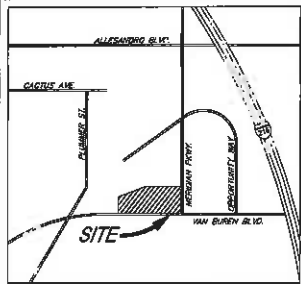
Project:
Riverside
Meridian
Site B
Riverside, CA

Consultants:
Civil: SCH INC.
Mechanical:
Electrical:
Landscape: HUNTER LANDSCAPE
Fire Protection:
Structural:

Title: Section
Project Number: 16466
Drawn by: ML
Date: 07/25/17
Revisions:

Sheet:
A4.1

COUNTY OF RIVERSIDE, CA
PRELIMINARY GRADING PLAN
 PORT. SEC. 22 & 27, T3S, R4W, SBM
 SEPTEMBER 2017



VICINITY MAP
 NOT TO SCALE
 THOMAS GUIDE PG. 716, PORT. GRID N-5 & N-6

OWNER/APPLICANT

MS ALESSANDRO, LLC
 101 ALEXANDER RD
 THOUSAND OAKS, CA 91320
 TEL: (805) 494-7704

ENGINEER

SDH & ASSOCIATES, INC.
 5325 CANYON CREST DRIVE 714-39
 RIVERSIDE, CA 92507
 VOICE: (951) 683-3691
 FAX: (951) 788-2314

ARCHITECT

SDH & ASSOCIATES, INC.
 5325 CANYON CREST DRIVE 714-39
 RIVERSIDE, CA 92507
 VOICE: (951) 683-3691
 FAX: (951) 788-2314

LEGAL DESCRIPTION

PARCELS 8-11 OF TRACT 30857-4
 40 433.69-14

PROJECT INFO

AREA OF SITE = 13.61 AC
 TOTAL BUILDING AREA = X S.F. (X AC)
 - OFFICE = X S.F.
 - MANUFACTURING = X S.F.
 - WAREHOUSE = X S.F.
 TOTAL PARKING REQUIRED = X STALLS
 - OFFICE = X STALLS
 - MANUFACTURING = X STALLS
 - WAREHOUSE = X STALLS
 TOTAL PARKING PROVIDED = X STALLS
 - STAMPERD = X STALLS
 - ACCESSIBLE = X STALLS

SURROUNDING ZONING

NORTH.....INDUSTRIAL AND BUSINESS PARK
 EAST.....MIXED USE (PROPOSED INDUSTRIAL, COMMERCIAL)
 SOUTH.....EX. VETERANS CEMETARY
 WEST.....OFFICE

ZONING AND LAND USE

EXISTING ZONING.....OFFICE
 PROPOSED ZONING.....MIXED USE, OFFICE, COMMERCIAL
 EXISTING LAND USE.....VACANT

SURROUNDING LAND USE

NORTH.....INDUSTRIAL
 EAST.....VACANT
 SOUTH.....EX. VETERANS CEMETARY
 WEST.....INDUWY

EARTHWORK

RAW CUT = X C.Y.
 RAW FILL = X C.Y.

SCHOOL DISTRICT

RIVERSIDE UNIFIED
 SCHOOL DISTRICT

UTILITY PURVEYORS

WATER.....MWD
 GAS.....SOCH GAS
 ELECTRICAL.....SD CAL Edison
 TELEPHONE.....PACIFIC BELL
 CABLE.....MWD
 CABLE.....CHARTER

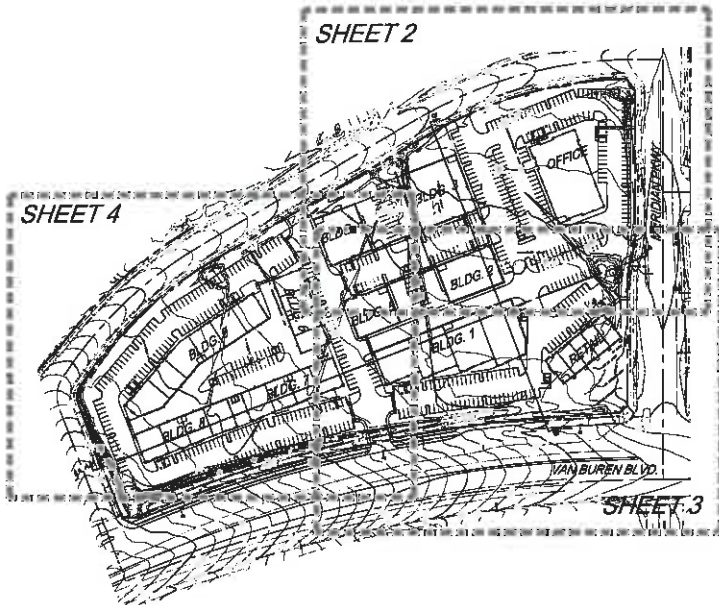
LEGEND

- T.C.B. - TOP CATCH BASIN
- F.G. - FINISHED GRADE
- FL - FLOW LINE
- H.P. - HIGH POINT
- EXST. - EXISTING
- P.E. - PAD ELEVATION
- G.B. - GRADE BREAK
- TRACT BOUNDARY
- CENTERLINE
- CURB AND CUTTER
- 1:200 --- EXISTING CONTOUR LINE
- LOT LINE
- SLOPE

SHEET 2

SHEET 4

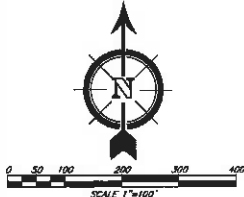
SHEET 3



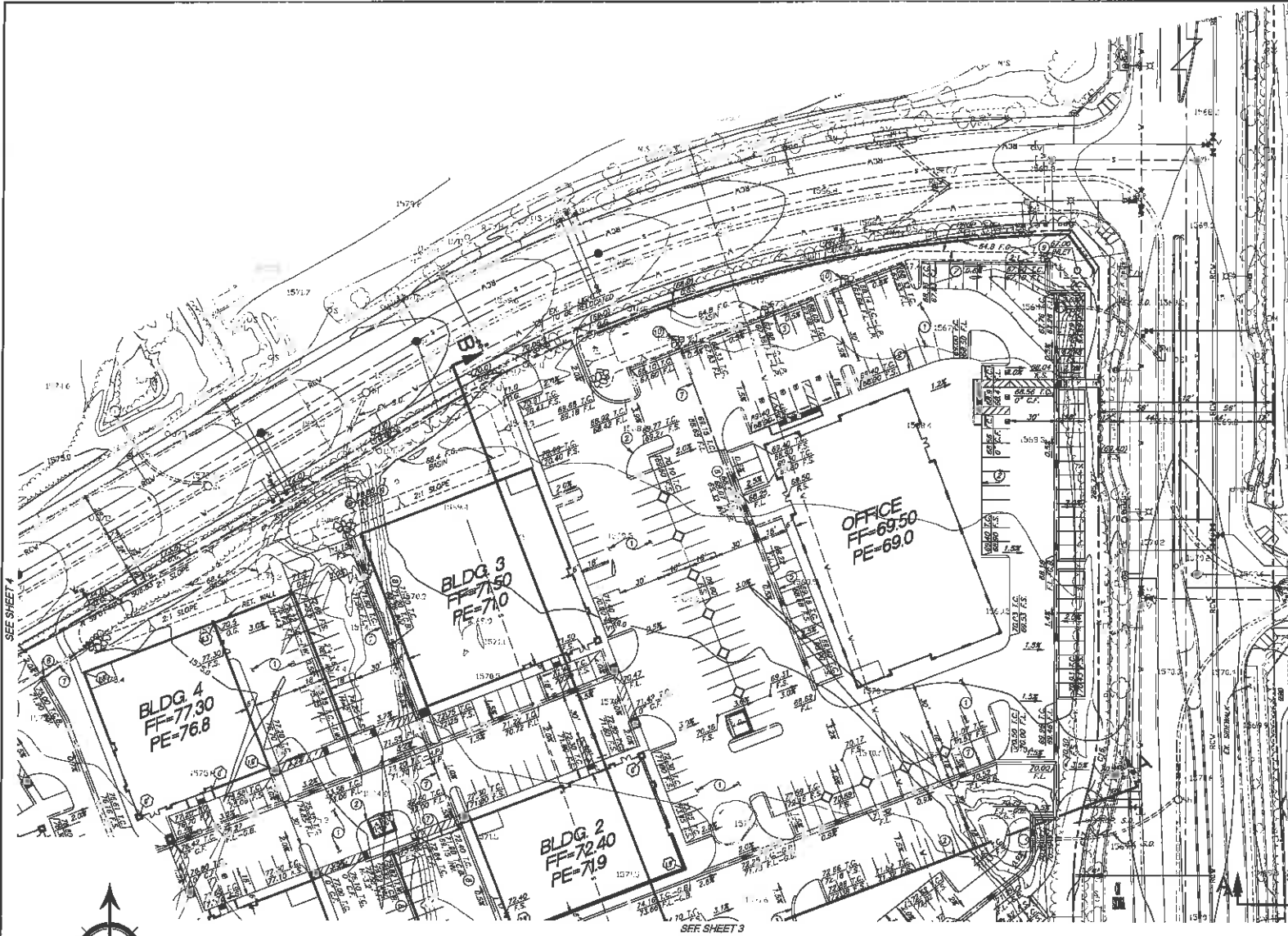
LINE	BEARING	DISTANCE	CURVE	BEGIN. ANGLE	RADIUS	LENGTH
1	N07°32'30"W	77.00'	1	18°14'43"	2687.01'	655.65'
2	N85°08'20"E	73.96'	2	05°30'11"	2687.01'	304.88'
3	N05°28'52"W	88.17'	3	07°14'45"	2687.01'	335.80'
4	N42°40'52"E	53.82'	4	04°22'47"	2687.01'	210.87'
5	N42°40'52"E	43.85'	5	04°28'46"	84.00'	80.45'
6	N42°40'52"E	7.67'	6	26°59'22"	850.00'	395.42'
7	N31°46'30"W	41.12'	7	26°59'22"	811.00'	377.31'
8	N21°49'01"E	34.64'	8	22°23'38"	8684.00'	347.48'
9	N87°08'23"W	26.88'	9	08°02'33"	105.00'	110.95'
10	N05°17'58"E	22.74'	10	74°25'53"	85.00'	114.31'
11	N06°37'34"W	28.48'	11	10°00'09"	100.00'	17.46'
12	N80°47'32"E	22.82'	12	00°30'01"	2478.00'	21.85'
13	N85°14'59"E	191.28'	13	38°02'07"	881.88'	428.61'
14	N89°45'25"E	96.12'	14	30°43'45"	850.00'	435.88'
15	N51°05'17"W	21.92'	15	89°28'57"	81.00'	412.58'
16	N63°44'26"E	27.45'	16	18°15'39"	1182.00'	51.85'
17	18°15'36"	218.00'	17	18°15'36"	218.00'	61.87'
18	18°15'36"	182.00'	18	18°15'36"	182.00'	48.25'
19	07°04'00"	182.00'	19	07°04'00"	182.00'	3.40'
20	07°50'50"	2100.00'	20	07°50'50"	2100.00'	141.01'
21	03°50'50"	1450.50'	21	03°50'50"	1450.50'	87.38'
22	12°50'22"	221.00'	22	12°50'22"	221.00'	49.52'
23	14°50'22"	175.00'	23	14°50'22"	175.00'	40.17'
24	14°04'12"	198.70'	24	14°04'12"	198.70'	45.11'
25	14°04'12"	211.00'	25	14°04'12"	211.00'	57.81'

CONSTRUCTION NOTES

- ① CONSTRUCT A.C. OVER A.B. DRIVE ISLE & PARKING AREAS
- ② CONSTRUCT 6" CURB ONLY
- ③ CONSTRUCT 6" CURB AND CUTTER
- ④ CONSTRUCT 12" CAP 11" CURB FOR DRAINAGE CONVEYANCE
- ⑤ CONSTRUCT 3" WIDE RIBBON CUTTER
- ⑥ CONSTRUCT 4" P.C.C. SIDEWALK (FINISHED SURFACE PER ARCH. PLANS)
- ⑦ CONSTRUCT 12" SMOOTH INNER-WALLED STORM DRAIN (N.C. .015)
- ⑧ CONSTRUCT 24" X 24" CATCH BASIN
- ⑨ CONSTRUCT RISER OVERFLOW W/LET
- ⑩ CONSTRUCT GOBBLE R/W/W/P PAD (1/2 CIRCLED)

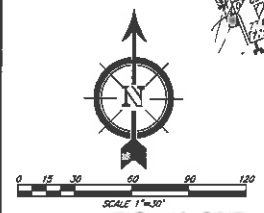


REVISIONS NO. DESCRIPTION BY DATE 1 2 3 4 5 6 7 8 9 10		DATE:	SEAL: 	PREPARED BY: SDH & ASSOCIATES, INC. 5325 CANYON CREST DRIVE 714-39 RIVERSIDE, CALIFORNIA 92507 TEL: (951) 683-3691 FAX: (951) 788-2314	MARCH - JPA
DESIGNED BY: SS CHECKED BY: R.V.Z.		DRAWN BY: S.S. PROJECT MANAGER: S.S.	PREPARED BY: ROBERT VAN ZANTEN R.C.E. NO.: 8028 EXP.: 1-30-18	SCALE: 1"=100' DATE: SEPT. 2017 BENCHMARK: 100 450 / 4=11, BEING IN 374'10" X 36" BEING AN UNBID. 3" BRASS DISK, EMBEDDED 1/4" TO 1/8" IN PLUMB ON TOP OF THE ADJACENT WALL, 1.5' EAST OF THE WEST END AND 3' ABOVE ROAD SURFACE NEAR THE INTERSECTION OF CACTUS AVE AND THE ASP. BRIDGE. 1890 1788 624X-1274.17	SILAGI DEVELOPMENT AND MANAGEMENT PRELIMINARY GRADING PLAN PLANNING AREA "B" LOTS 8-11 TRACT 30857-4



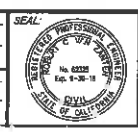
LINE	BEARING	DISTANCE	CURVE	DELT	ANGLE	RADIUS	LENGTH
1	N07°32'38"W	77.50'	7	18°14'43"	2687.01'	855.43'	
2	N52°04'20"W	73.54'	2	08°32'11"	2687.01'	304.58'	
3	N55°26'55"W	88.37'	3	07°14'45"	2687.01'	139.89'	
4	N42°40'53"E	53.82'	4	04°28'4"	2687.01'	210.07'	
5	N42°40'53"E	45.58'	5	54°08'45"	84.00'	60.48'	
6	N42°40'53"E	7.57'	6	26°30'25"	890.00'	395.45'	
7	N31°46'55"W	41.12'	7	24°30'22"	890.00'	377.31'	
8	N01°49'01"E	34.64'	8	32°53'58"	890.00'	347.26'	
9	N87°08'23"W	26.89'	9	06°00'53"	100.00'	10.56'	
10	N08°17'59"E	22.78'	10	74°29'37"	88.00'	114.31'	
11	N33°37'54"W	55.48'	11	10°00'09"	100.00'	17.46'	
12	N80°47'32"E	22.92'	12	03°10'19"	7479.00'	21.63'	
13	N83°34'39"E	151.29'	13	36°08'02"	88.165'	438.91'	
14	N89°45'25"E	56.12'	14	30°41'45"	850.00'	455.88'	
15	N51°05'17"W	21.82'	15	28°32'57"	811.00'	418.28'	
16	N53°44'22"E	27.43'	16	18°15'37"	182.00'	57.85'	
17			17	16°15'38"	218.00'	61.87'	
18			18	15°11'28"	182.00'	48.25'	
19			19	01°04'08"	182.00'	3.40'	
20			20	03°50'50"	2100.00'	141.01'	
21			21	03°50'50"	1430.00'	97.38'	
22			22	12°50'22"	221.00'	49.52'	
23			23	12°50'22"	176.00'	40.17'	
24			24	14°04'12"	180.00'	66.41'	
25			25	14°04'12"	211.00'	51.81'	

- CONSTRUCTION NOTES**
- 1 CONSTRUCT A.C. OVER A.B. DRIVE ISLE & PARKING AREAS
 - 2 CONSTRUCT 6" CURB ON RT
 - 3 CONSTRUCT 6" CURB ON L CURT
 - 4 CONSTRUCT 12" GAP IN CURB FOR DRAINAGE CONVEYANCE
 - 5 CONSTRUCT 3" WIDE RESSION CUTTER
 - 6 CONSTRUCT 4" P.C.C. SIDEWALK (FINISHED SURFACE PER APPL. PLANS)
 - 7 CONSTRUCT 12" SMOOTH INNER-WALLED STORM DRAIN (N < .015)
 - 8 CONSTRUCT 24" X 24" CATCH BASIN
 - 9 CONSTRUCT RISER OVERFLOW BALET
 - 10 CONSTRUCT COBBLE RIPRAP PAD (1/2 CROUDED)



NO.	DATE	BY	APPROVED

DATE: _____
 PREPARED BY: _____
 DATE: _____
 ROBERT VANZANTEN
 P.L.C. NO.: 65259
 EXP. 9-30-19



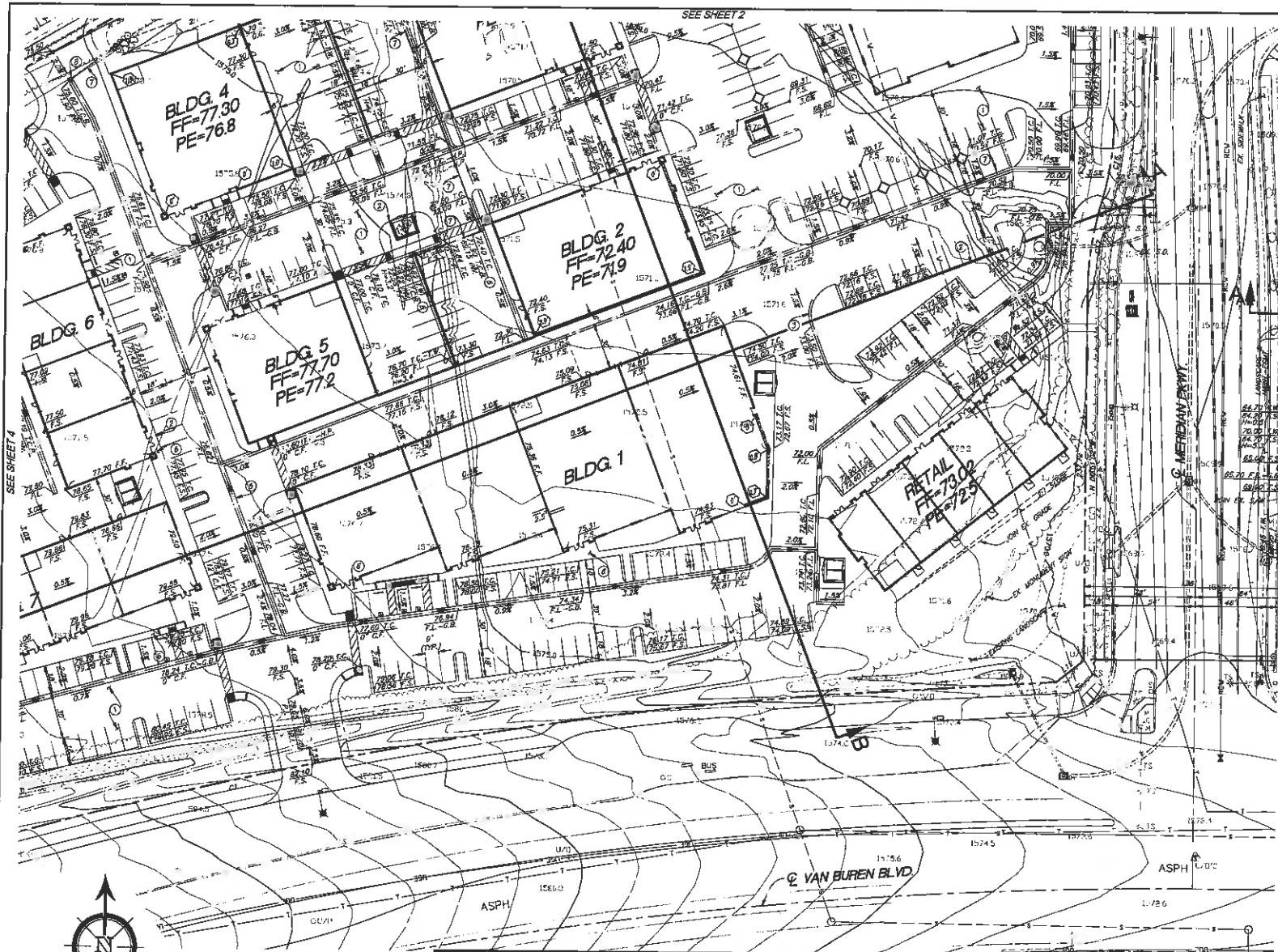
PREPARED BY: _____
 SCALE: 1"=50'
 DATE: SEPT. 2017

SDP
 SDP AND ASSOCIATES INC.
 3255 SANFORD STREET, SUITE 17439
 OAKLAND, CALIFORNIA 94612
 TEL: (916) 852-2001 FAX: (916) 742-2314

BENCHMARK: ME 432 / 4-11, BENCH N 37°41'15" W 86.44' W
 BENCH 44 W 32°1'15" E 88.50' S 104.15' W
 FLUSH ON TOP OF THE ANTIQUITY WALL, 3.5' EAST OF THE
 BENCH LINE AND 3' FROM BENCH NUMBER 44 N 104.15' W
 1989 DATE: 10/24/17

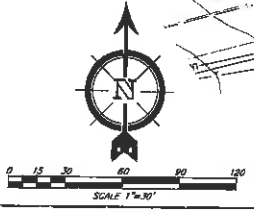
MARCH - JPA
SILAGI DEVELOPMENT AND MANAGEMENT
PRELIMINARY GRADING PLAN
PLANNING AREA "A"
LOTS 8-11 TRACT 30857-4

2 OF 4 SHEETS



LINE	BEARING	DISTANCE	CURVE	DELTA ANGLE	RADIUS	LENGTH
1	N07°32'38"W	77.00	1	18°14'43"	2687.01	855.65
2	N82°06'20"E	73.56	2	06°50'11"	2687.01	304.28
3	N55°26'58"W	88.37	3	07°14'43"	2687.01	330.80
4	N42°40'55"E	53.63	4	04°29'47"	2687.01	210.87
5	N48°40'32"E	43.82	5	5°10'05"	84.00	60.48
6	N42°40'55"E	7.87	6	26°33'22"	850.00	265.49
7	N31°48'55"W	41.12	7	28°36'22"	811.00	377.31
8	N71°49'01"E	34.64	8	22°23'38"	889.00	347.46
9	N87°02'13"W	26.89	9	08°02'53"	100.00	10.58
10	N55°12'56"E	22.78	10	74°25'57"	180.00	114.31
11	N30°37'34"W	26.40	11	10°02'09"	100.00	17.46
12	N50°47'32"E	22.62	12	00°30'01"	2470.00	21.85
13	N85°34'59"E	181.28	13	36°08'07"	681.86	429.91
14	N57°43'46"E	85.12	14	30°43'46"	850.00	455.80
15	N57°43'25"E	56.12	15	28°32'57"	811.50	418.28
16	N61°15'57"E	182.00	16	16°15'57"	182.00	57.65
17	S81°15'38"W	182.00	17	00°30'01"	2470.00	61.87
18	S91°11'28"W	182.00	18	19°11'28"	182.00	48.24
19	01°04'09"	182.00	19	01°04'09"	182.00	3.40
20	03°50'52"	2100.00	20	03°50'52"	2100.00	141.01
21	02°30'50"	1450.00	21	02°30'50"	1450.00	97.36
22	12°50'52"	221.00	22	12°50'52"	221.00	49.52
23	12°50'52"	179.00	23	12°50'52"	179.00	40.17
24	S40°41'12"W	186.00	24	S40°41'12"	186.00	46.41
25	N40°41'12"E	211.00	25	N40°41'12"	211.00	51.81

- CONSTRUCTION NOTES**
- CONSTRUCT A.C. OVER A.B. DRIVE ISLE & PARKING AREAS
 - CONSTRUCT 6" CURB ONLY
 - CONSTRUCT 6" CURB AND GUTTER
 - CONSTRUCT 12" GAP L.V. CURB FOR DRAINAGE COME-UP
 - CONSTRUCT 3" WIDE RIBBON GUTTER
 - CONSTRUCT 4" P.C.C. PAVEMENT (FINISHED SURFACE) REPT ARCS (PEANS)
 - CONSTRUCT 12" SMOOTH IN-SER-VALLED STORM DRAIN (N < .015)
 - CONSTRUCT 24" X 24" CATCH BASIN
 - CONSTRUCT RISER OVERFLOW INLET
 - CONSTRUCT COBBLE REPAIR PAD (1/2 GROUTED)



REVISIONS <table border="1"> <thead> <tr> <th>NO.</th> <th>DESCRIPTION</th> <th>DATE</th> </tr> </thead> <tbody> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> </tbody> </table>		NO.	DESCRIPTION	DATE										DATE: _____ SEAL: _____ PREPARED BY: _____	MARCH - JPA SILAGI DEVELOPMENT AND MANAGEMENT PRELIMINARY GRADING PLAN PLANNING AREA "A" LOTS 8-11 TRACT 30857-4	3 OF 4 SHEETS
NO.	DESCRIPTION	DATE														
DESIGNED BY: S.C. CHECKED BY: R.M.G.		DRAWN BY: S.J.S. PROJECT MANAGER: S.C.	PREPARED BY: _____ DATE: _____ ROBERT VAN ZANTEN P.C.E. NO.: 86585 EXP. 9-30-19		SCALE: 1"=30' DATE: SEPT. 2017 BENCH-MARK: 888 423 / 4-11, BEING IN 30°41'15" W BEING AN IRREG. 3" SQUARE DICH STAMPED TOP 104 1984-1. FOUND ON TOP OF THE ADJACENT WALL. 1/4" EAST OF THE WEST END AN. 3" ABOVE ROAD SURFACE NEAR THE INTERSECTION OF EACH A.C. AND THE ASP. DRIVE. NAD 1288 ELEV.=1574.17											

SEE SHEET 2

BLDG. 4
FF=77.30
PE=76.8

BLDG. 6

BLDG. 5
FF=77.70
PE=77.2

BLDG. 7

BLDG. 8

BLDG. 9

LINE	BEARING	DISTANCE
1	N07°32'28"W	77.00'
2	N88°04'10"W	73.50'
3	N55°26'55"W	88.37'
4	N42°40'28"E	83.82'
5	N42°40'28"E	45.95'
6	N42°40'28"E	7.67'
7	N37°42'36"W	41.72'
8	N01°42'01"E	34.64'
9	N87°08'23"W	78.80'
10	N05°12'58"E	22.75'
11	N38°37'34"W	28.48'
12	N50°47'52"E	52.82'
13	N88°34'38"E	151.22'
14	N89°45'22"E	58.12'
15	N81°08'17"W	21.82'
16	N83°44'29"E	27.45'

CURVE	DELTA ANGLE	RADIUS	LENGTH
1	18°14'43"	2697.01'	855.45'
2	09°30'11"	2697.01'	304.63'
3	07°14'46"	2697.01'	139.80'
4	04°29'47"	2697.01'	210.07'
5	54°08'45"	84.00'	60.48'
6	26°39'22"	850.00'	398.45'
7	28°39'22"	811.00'	379.31'
8	23°51'58"	865.00'	397.40'
9	04°02'53"	100.00'	10.58'
10	74°23'37"	88.00'	114.31'
11	10°00'09"	100.00'	17.49'
12	09°30'07"	2479.00'	21.85'
13	38°28'03"	821.00'	458.91'
14	30°43'45"	855.00'	455.88'
15	28°32'57"	811.00'	418.26'
16	18°12'57"	182.00'	51.83'
17	18°19'38"	218.00'	61.87'
18	18°11'28"	192.00'	46.23'
19	01°04'58"	182.00'	3.40'
20	03°30'50"	2100.00'	141.01'
21	03°30'30"	1450.00'	97.38'
22	12°30'29"	221.00'	48.52'
23	12°30'22"	179.00'	43.17'
24	14°04'13"	189.00'	48.41'
25	14°04'12"	211.00'	51.81'

CONSTRUCTION NOTES

- CONSTRUCT A.C. OVER A.B. DUNE ISLE & PARKING AREAS
- CONSTRUCT 6" CURB ONLY
- CONSTRUCT 6" CURB AND GUTTER
- CONSTRUCT 12" GAP IN CURB FOR DRAINAGE COMEPRANCE
- CONSTRUCT 3" WIDE HARBOR GUTTER
- CONSTRUCT 6" P.C.C. SIDEWALK (FINISHED SURFACE PER ARCH. PLANS)
- CONSTRUCT 12" SMOOTH BARRIER-WALLED STORM DRAIN (H < .015)
- CONSTRUCT 24" x 24" CATCH BASIN
- CONSTRUCT RISER OVERFLOW HOLET
- CONSTRUCT COBBLE RIPRAP PAD (1/2" GROUDED)



SCALE: 1"=30'

REV.	DESCRIPTION	DATE

DATE: _____

PREPARED BY: ROBERT VAN ZANTEN

DATE: _____

R.C.E. NO.: 92323

EXP: 9-30-19



PREPARED BY: SDH

SCALE: 1"=30'

DATE: SEPT. 2017

SDH SDH AND ASSOCIATES INC.
1220 CANYON CREEK DRIVE #1428
SANTA ANA, CALIFORNIA 92707
TEL: (949) 448-3100 FAX: (949) 348-0244

BENCHMARK: 441 441, BEING 3791.15' IN
SEWER AN UNDER 3" BRASS DISK STAMPED SEP 1994
PLUMB ON TOP OF THE ANTIQUITY HILL, 1.5' EAST OF THE
MILE 5.00 AND 5' ABOVE ROAD SURFACE NEAR THE
INTERSECTION OF 54TH AVE. AND THE ASP. BRIDGE. 4940
1988 ELEV.=1824.17

MARCH - JPA

SILAGI DEVELOPMENT AND MANAGEMENT
PRELIMINARY GRADING PLAN
PLANNING AREA "A"
LOTS 8-11 TRACT 30857-4

4 OF 4 SHEETS

SP-5 A4
AN AMENDMENT TO
THE NORTH CAMPUS OF THE
MERIDIAN SPECIFIC PLAN
(ALSO KNOWN AS MARCH BUSINESS CENTER SPECIFIC PLAN)



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I. PROJECT SUMMARY

A. BACKGROUND OF THE SPECIFIC PLAN AMENDMENT SP-5, A4

The March Business Center project was the subject of a Specific Plan and a Focused Environmental Impact Report (FEIR) certified by the March Joint Powers Commission in February 2003 (SCH# 2002071089). The March Business Center Specific Plan is here forward referred to the previously adopted Specific Plan. The previously adopted Specific Plan described an industrial business park to be developed on approximately 1,290 acres in the northwestern portion of Riverside County, California, on land that was formerly a part of the March Air Force Base (MAFB). **Figure I-1** depicts the location of the project in a regional context. The previously adopted Specific Plan area is shown in **Figure I-2**. Land use authority for the Specific Plan area resides with the March Joint Powers Authority (JPA). The March JPA General Plan was approved in 1999 and divided the MAFB property into planning subareas. The March Business Center is located in the northern portion of West March Planning Subarea. This Specific Plan guides the development of the March Business Center within the framework of the March JPA General Plan.

The previously adopted Specific Plan was divided into two elements. The northern portion, referred to as the North Campus, comprises approximately 662 acres, and is bounded by Alessandro Boulevard to the north, I-215 to the east, and Van Buren Boulevard to the south. In 2010, Meridian SP-5 was adopted which reconfigured a portion of North Campus' developable lots. The lots that were not included in SP-5 are still governed under the 2003 Specific Plan and subsequent amendments. This Specific Plan Amendment (SP-5, A4) consists of a zone change to Unit 4, Lots 8, 9, 10 and 11 of Planning Area 6 of Planning Region C in the Meridian SP-5 Planning Area. Unit 4, Lots 8, 9, 10 and 11 are located east and south of Economic Drive, west of Meridian Parkway and north of Van Buren Boulevard. Unit 4, Lots 8, 9, 10 and 11 are zoned Office (OF) in the Meridian SP-5 and would be rezoned to Mixed Use (MU) under this Specific Plan Amendment. The previously adopted Specific Plan was divided into two elements. The northern portion, referred to as the North Campus, comprised approximately 662 acres, and is bounded by Alessandro Boulevard to the north, I-215 to the east, and Van Buren Boulevard to the south. The South Campus, located south of Van Buren Boulevard and west of the existing General Old Golf Course and Riverside National Cemetery, encompassed about 617 acres.

Following FEIR certification and permitting, development commenced on the North Campus. Numerous parcels were developed and are now occupied. Others were in various stages of development at the time this Specific Plan Amendment was prepared. South Campus is currently under construction with mass graded lots, utilities, roadway improvements and traffic devices. No development activities have taken place on the South Campus. This Specific Plan Amendment, which is designated SP-5 A4 per March Joint Powers Authority (JPA) Development Code Section 9.13.040, changes the zone from office to mixed use for Unit 4, Lots 8, 9, 10 and 11 affects 41 lots comprising 257.7 acres within the North Campus. As discussed in Section II.E.2, this Specific Plan Amendment would redistribute the acreages among the land use designations identified in the previously adopted Specific Plan. This Specific Plan Amendment would not add any new acreage to the area identified in the previously-adopted Specific Plan. This Specific Plan Amendment is proposed to respond to changes in market conditions since certification of the 2003 FEIR and the 2010 Meridian SP-5 Subsequent EIR, and to accommodate a prospective industrial user who plans to develop lot 16.

The previously adopted Specific Plan, Design Guidelines, FEIR, Design Implementation Review Committee, Statutory Development Agreement, Settlement Agreement and other official Joint Powers Authority documents, ordinances and resolutions refer to the overall project as the "March Business Center" project. However, in the interim, the project has been marketed and branded promoted under the

name “Meridian” and has come to be known by that name over the past ~~several~~ years. References to existing approved plans and reports in this Specific Plan Amendment use the original name of the project (i.e., March Business Center), which is consistent with the titles of these reports and plans. In the interest of clarity, the following terminology is used to differentiate this Specific Plan Amendment from the previously adopted Specific Plan:

- “*the previously adopted Specific Plan*”: the 2003 March Business Center Specific Plan.
- “*this Specific Plan Amendment*”: the land use, development regulation and other amendments to the previously adopted Specific Plan contained in this document.

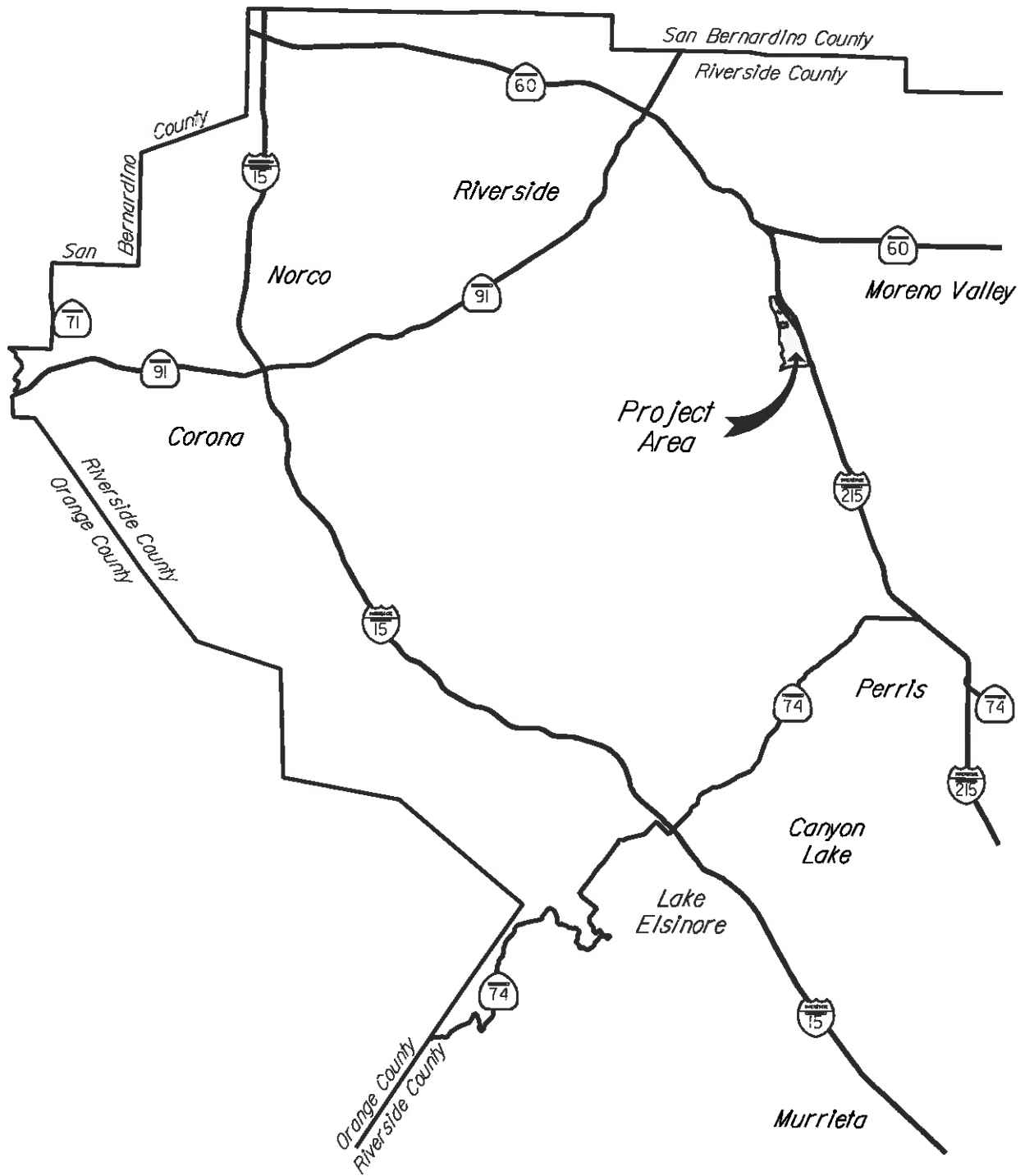
This Specific Plan Amendment presents all revisions in a strike-through/underline format so the reader can quickly identify all changes from the previously adopted Specific Plan and the Meridian SP-5 Amendment. In addition to changes resulting from this Specific Plan Amendment, other revisions have been incorporated to address changed circumstances or new information that has come about since the previously adopted Specific Plan was approved in 2003. For example, current street names have been incorporated (i.e., the former Street Z is now called Meridian Parkway and Street F is now called Economic Way). In addition, editorial changes (such as using consistent verb tenses) have been incorporated to improve the clarity of this Specific Plan Amendment document.

The following land use types specified in the March JPA General Plan are included in this Specific Plan Amendment:

- Business Park (BP): including administrative, financial, light manufacturing, and commercial services.
- Industrial (IND): including manufacturing, warehousing, and associated uses.
- Office (OF): commercial office building accommodating professional and/or administrative services.
- Mixed Use (MU): complementary uses, including commercial retail, office, research and development, industrial, and others.
- Commercial (COM): retail and service oriented land uses.
- Park/Recreation/Open Space (P/R/OS): primarily passive open spaces and recreational areas.
- Public Facility (PF): public, quasi-public and private uses, including a sewer system pump station and a fire station.

~~This Specific Plan Amendment is to be constructed in a single development phase, referred to as Phase II-A, as shown in Figure I-3.~~

Regional access to and from the Specific Plan area is provided via the I-215 freeway and interchanges with Alessandro Boulevard, Cactus Avenue and Van Buren Boulevard. This Specific Plan Amendment completes the internal street network of collector and arterial streets to facilitate access to and from the areas to be developed. A major component of this network involves the extension of Meridian Parkway to the south to provide a continuous linkage between Alessandro Boulevard and Van Buren Boulevard. This Specific Plan Amendment’s internal streets are public roadways to be maintained by the March JPA.



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Figure I-1

Regional Location Map

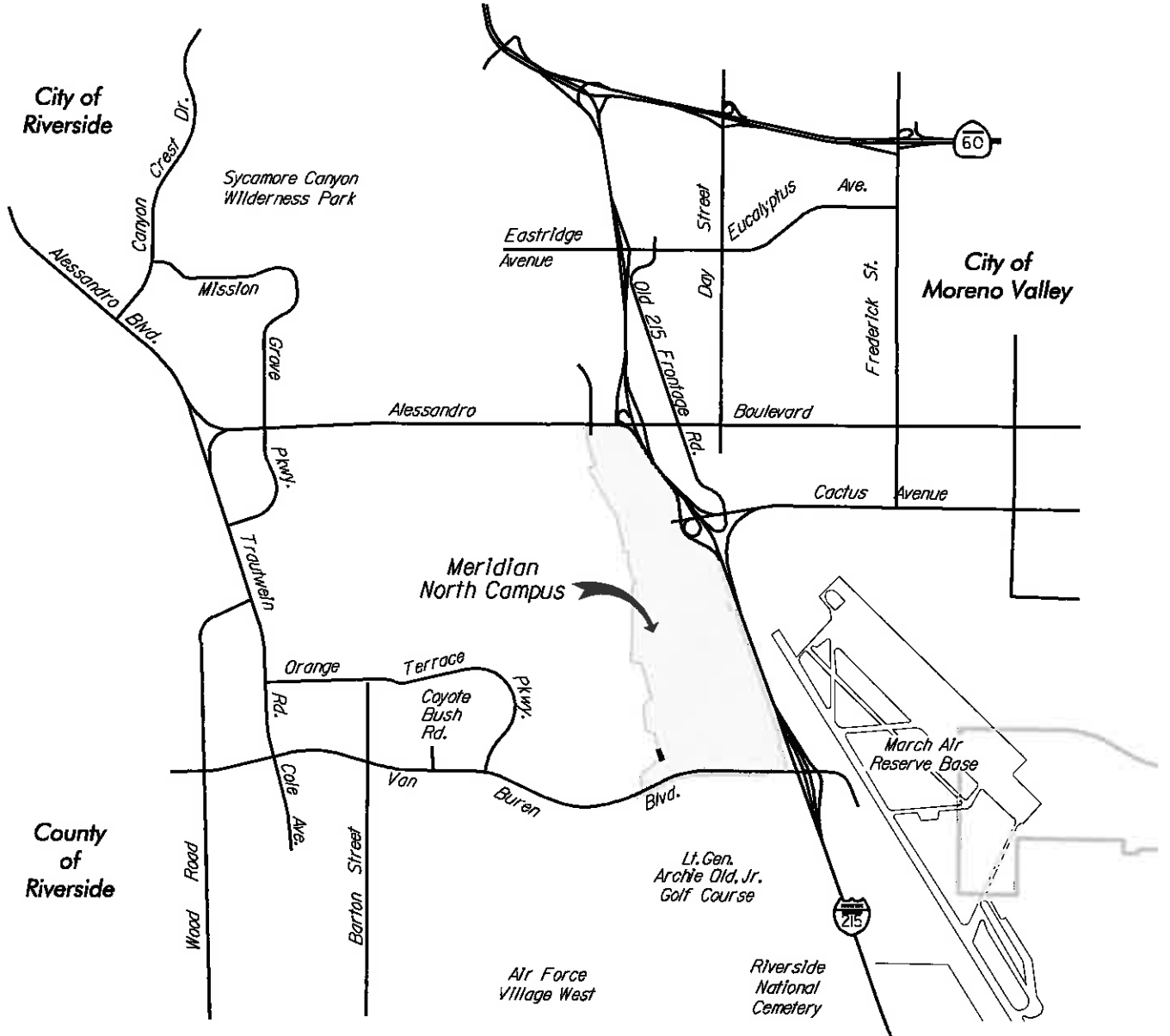


Figure I-2

Local Vicinity Map

II. INTRODUCTION

A. LAND USE OVERVIEW

This Specific Plan Amendment establishes guidelines for development accommodating Business Park, Industrial, Office, Mixed Use, Public Facility, and Commercial land uses. The objective of this Specific Plan Amendment is to guide and regulate the development of Meridian in accordance with the March JPA General Plan. This Specific Plan Amendment fulfills both planning and regulatory functions. As such, this document contains the regulations, procedures, and development standards necessary to accomplish both objectives.

This Specific Plan Amendment is prepared under the authority granted to the March JPA by California Government Code Title 7, Division 1, Article 8, Section 65450 et seq. The Notice of Preparation (NOP) for the Subsequent Environmental Impact Report (SEIR) was issued by the March JPA as the lead agency. The State of California encourages agencies to adopt Specific Plans whether by resolution (to establish a policy document) or by ordinance (to establish a regulatory document). This Specific Plan Amendment document is a regulatory document and is therefore subject to adoption by ordinance.

All future development plans, tentative parcel and/or tract map(s), or other similar entitlements for properties located within the boundaries of this Specific Plan Amendment shall be consistent with the regulations set forth in this document and with all other applicable March JPA policies and regulations. All regulations, conditions, and programs contained in this document shall be deemed separate, distinct and independent provisions of this Specific Plan Amendment. In the event that any such provision is held invalid or unconstitutional by a state or federal court of competent jurisdiction, the validity of all remaining provisions of this Specific Plan Amendment shall not be affected.

A Subsequent EIR (SEIR) was prepared for the 2010 Meridian SP-5 ~~concurrently with this Specific Plan Amendment~~, in accordance with the California Environmental Quality Act (CEQA). The SEIR evaluates the land use plan, circulation, and infrastructure improvements to be provided under this Specific Plan Amendment and the potential impacts associated with their implementation. The SEIR also identifies actions to mitigate potential impacts. Many mitigation measures are incorporated into this document. ~~This Specific Plan Amendment~~ Meridian SP-5 implements the policies of the General Plan.

~~A Master EIR (MEIR) for the entire March JPA General Plan area was certified in 1999.~~ The General Plan area encompasses the 6,500 acres of the former March Air Force Base, including 4,400 acres identified for disposal and reuse by the Department of Defense. The development intensity of the previously adopted Specific Plan and this Specific Plan Amendment are substantially less than what was assumed for the project in the MEIR. In terms of traffic generation, the General Plan EIR assumed 131,400 daily trips. The previously approved Specific Plan would generate 88,100 daily trips. This reflects a daily traffic reduction of more than 33 percent. ~~As proposed in this Specific Plan Amendment, the Meridian project would generate 20,800 total daily trips in excess of the approved 88,100 daily trips for the Specific Plan area. This reduction in traffic generation as compared to the General Plan is due in part to the lower Floor Area Ratios (FAR) used in the previously adopted Specific Plan and this Specific Plan Amendment. (See Chapter III for details.)~~

B. LOCATION AND ACCESS

The March Business Center Specific Plan approved on February 26, 2003 is located within the southern portion of the West March Planning Subarea. The March Business Center Specific Plan applies to both

~~the North and South Campuses; however, modifications proposed by Specific Plan Amendment SP-5 A4 are limited to the Unit 4, Lots 8, 9, 10 and 11 in North Campus. This Specific Plan Amendment is located within the northern portion of the West March Planning Subarea. This Specific Plan Amendment includes 257.7 acres within the North Campus, located between Alessandro Boulevard and Van Buren Boulevard. Figure II-1A illustrates the location of the North Campus. Figure II-2 is an aerial photograph showing the project location and the boundaries of adjacent developments.~~

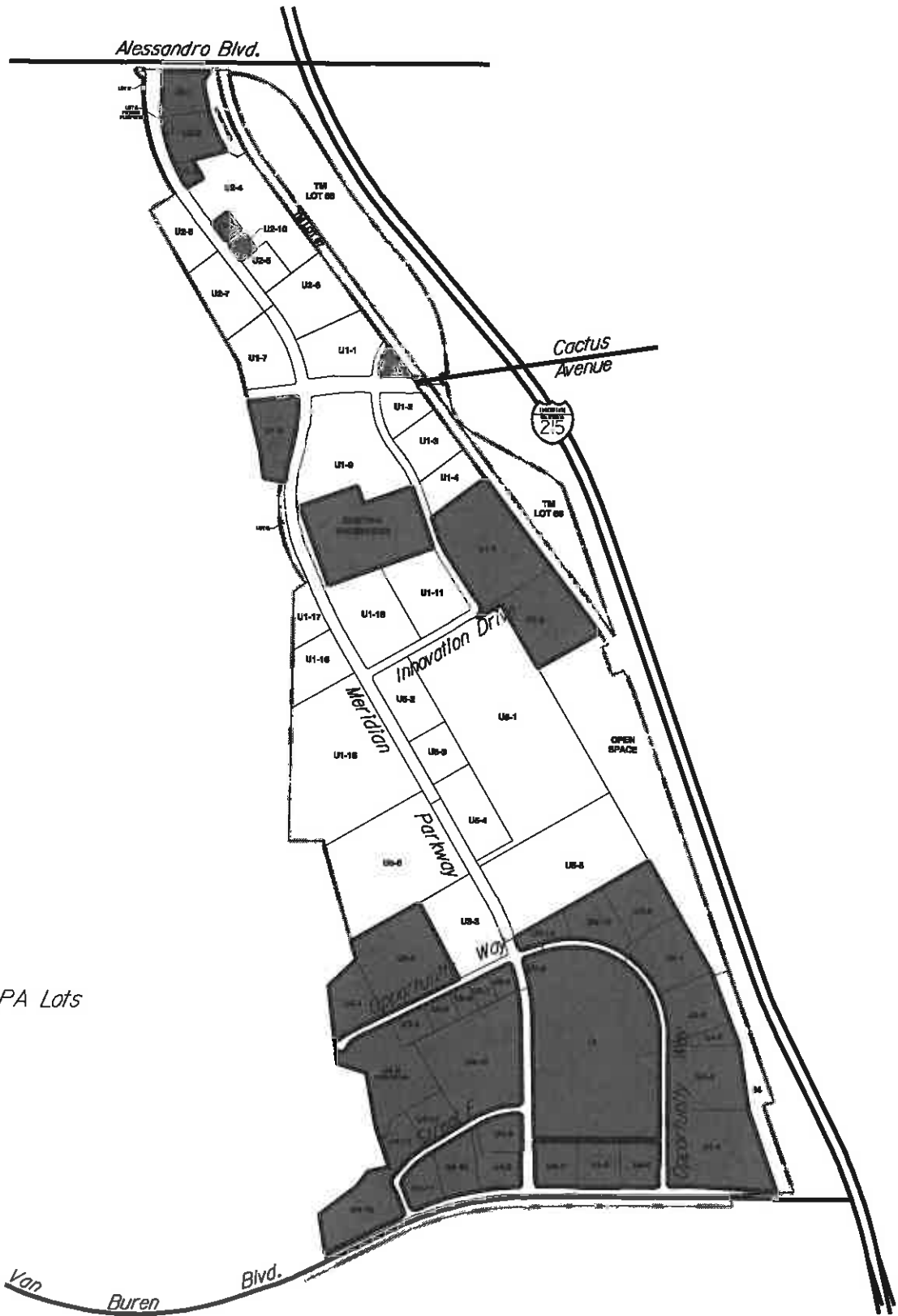
~~Portions of Meridian Parkway have been constructed since 2003. The completion of Meridian Parkway will provides a north/south connection between Alessandro Boulevard and Van Buren Boulevard. Cactus Avenue has been extended to the west to form a "T" intersection at Meridian Parkway. This Specific Plan Amendment provides three access points to and from Van Buren Boulevard. Meridian Parkway, Opportunity Way, and Street Economic Way provide access to/from the majority of parcels in the North Campus that would use Van Buren Boulevard. The roadway network in this Specific Plan Amendment consists of public roadways maintained by the March JPA. The project roadway network will be public roadways, to be maintained by the March Joint Powers Authority.~~

C. BACKGROUND AND HISTORY

Since 1988, the federal government has closed and realigned military bases throughout the United States. In order to limit the economic disruption caused by base closures, the California State Legislature authorized the formation of joint powers authorities to regulate the redevelopment of closed/realigned military installations. The joint powers authorities are empowered to activate a redevelopment agency for each base to be closed. In 1993 the federal government called for the realignment of MAFB and for a substantial reduction in its military use. In April 1996, March Air Force Base was re-designated as an Air Reserve Base (ARB). The communities of Moreno Valley, Perris, the City of Riverside, and the County of Riverside formed the March JPA pursuant to Article 1, Chapter 5, Division 7, Title 1 (commencing with Section 6500 et seq.). The JPA has prepared a number of planning, policy and regulatory documents to guide the redevelopment of the former MAFB. These documents include:

- Final Environmental Impact Statement: Disposal of Portions of March Air Force Base (February, 1996)
- Final Environmental Impact Report for the March Air Force Base Redevelopment Project (June, 1996)
- Redevelopment Plan for the March Air Force Base Redevelopment Project (June, 1996)
- General Plan of the March Joint Powers Authority (September, 1999)
- March Joint Powers Authority Development Code (July, 1997)
- Master Environmental Impact Report for the General Plan of the March Joint Powers Authority (September, 1999)
- March Business Center Statutory Development Agreement (2003)
- March Business Center Design Guidelines (2003)
- March Business Center Focused Environmental Impact Report (2003)
- Addenda to the certified 2003 FEIR, including:
 - Resolution #JPA 05-17: Determination regarding the buildable area within the March Business Center Accident Potential Zone Overlay Zoning Districts, located west of Interstate 215, east of Meridian Parkway, south of Alessandro Boulevard and north of Van Buren Boulevard (April 2006)
 - Tentative Tract Map 30857 Amendment (April 2007)
 - March Business Center Unit 2, Lots 5 and 6, Addendum to the FEIR (April 2007)
 - March Business Center Unit 1, Lot 5 (356,000 square feet of manufacturing and warehousing uses), Addendum to the FEIR (April 2007)

- Resolution #JPA 08-01: A minor redistribution of buildable area within Accident Potential Zone I for an area located west of Interstate 215, east of Meridian Parkway, south of Alessandro Boulevard and north of Van Buren Boulevard (February 2008)



Legend:

 SPA Lots

CONVERSION SOUTH ASPECT PLAN - 10/10/2004.DWG

DATE: 10/10/04

Figure II-1A

Specific Plan Amendment : North Campus



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02/18/18

Figure II-2
Aerial Photo

- Ordinance #JPA 08-01: An Ordinance of the March Joint Powers Commission of the March Joint Powers Authority Amending the Meridian Specific Plan to Remove the Arnold Heights School Overlay Zone (June 2008)
- March Business Center Unit 1, Lot 5 (272,418 square foot steel plate processing facility), Addendum to the FEIR (December 2008)
- March Business Center Unit 1, Lot 2, Addendum to the FEIR (January 2009)
- Addenda to the certified 2010 Meridian Specific Plan Amendment (SP-5) Final SEIR including:
 - Meridian North Campus Specific Plan (SP-5) Amendment #1 addendum to the Final SEIR to clarify the make-up of the March Business Center Design Implementation Committee (March 2011)
 - Meridian North Campus Specific Plan (SP-5) Amendment #2 addendum to the Final SEIR to rezone Unit 4, Lot F from Public Facility to Industrial (December 2014)
 - Meridian North Campus Specific Plan (SP-5) Amendment #3 addendum to the Final SEIR to make the Meridian North Campus Specific Plan (SP-5) consistent with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, as adopted by the Riverside County Airport Land Use Commission on November 13, 2014 (April 2017)

~~A vast majority of the 1,178-acre area situated along the western boundary of the North Campus has been placed into conservation easements. The portion of this area outside of the conservation easements could be developed in the future but is not the subject of any current development plans. The previously adopted Specific Plan infrastructure has been planned for the development within this area in accordance with the land uses identified in the General Plan. A Future Development Area is situated along the western boundary of the North Campus. This area, encompassing 1,178 acres, is not a part of the previously adopted Specific Plan or this Specific Plan Amendment. This area will likely be developed in the future but is not the subject of any current development plans. The previously adopted Specific Plan infrastructure has been planned to accommodate development within the Future Development Area in accordance with the land uses identified in the General Plan.~~

D. PLANNING CONTEXT

~~Figure II-3 depicts the previously adopted Specific Plan land use designations as shown in the 2003 General Plan Amendment. Figure II-4 illustrates land uses proposed under this Specific Plan Amendment. The March JPA General Plan has been amended concurrently with this Specific Plan Amendment to reflect land use and transportation network changes. Figure II-45 depicts zoning for the North Campus, including both the previously adopted Specific Plan and this Specific Plan Amendment.~~

E. DISCRETIONARY ACTIONS

The following discretionary actions will be required as part of the proposed Meridian Specific Plan Amendment:

1. Specific Plan Amendment

The Specific Plan No. 5, Amendment No. 4 revises the Meridian SP-5 to accomplish the following actions: a) rezone Unit 4, Lots 8, , 10 and 11 from Office (OF) to Mixed Use (MU) b) amend Specific Plan exhibits for land use and c) update land use designation tables within the SP to reflect revised acreages within the Office and Mixed Use land uses.

2. General Plan Amendment

A General Plan Amendment is proposed concurrently with this Specific Plan Amendment to modify the zoning of Unit 4, Lot 8, 10 and 11 within the SP-5 area from Office to Mixed Use zoning designations. The General Plan Amendment would be adopted by resolution.

12. Specific Plan Amendment

The Specific Plan No. 5, Amendment No. 4 revises the Meridian SP 5 to accomplish the following actions: a) rezone Unit 4, Lots 8, 9, 10 and 11 from Office (OF) to Mixed Use (MU) b) amend Specific Plan exhibits for land use and c) update land use designation tables within the SP to reflect revised acreages within the Office and Mixed Use land uses. This Specific Plan Amendment is a discretionary action subject to March JPA approval. Adopted by legislative action, this Specific Plan Amendment serves both planning and regulatory functions. This document contains the development standards and procedures necessary to fulfill these purposes with respect to the 257.7 acres comprising this Specific Plan Amendment.

3. Zoning Approval

Adopted by ordinance, this Specific Plan Amendment modifies the previously approved zoning, and adopts revised zoning in conformance with Figure II 5. The following acreage changes from the previously adopted Specific Plan are implemented:

- Business Park: reduce by 97.5 acres from 120.5 acres to 23.0 acres;
- Commercial: increase by 1.9 acres from 20.3 acres to 22.2 acres;
- Industrial: increase by 115.3 acres from 43.2 acres to 158.5 acres;
- Mixed Use: reduce by 20.2 acres from 37.0 acres to 16.8 acres;
- Office: increase by 3.2 acres from 18.3 acres to 21.5 acres;
- Public Facility: reduce by 7.5 acres from 12.1 acres to 4.6 acres; and
- Park/Recreation/Open Space: increase by 11.1 acres from 0 acres to 11.1 acres.

4. Subsequent Environmental Impact Report

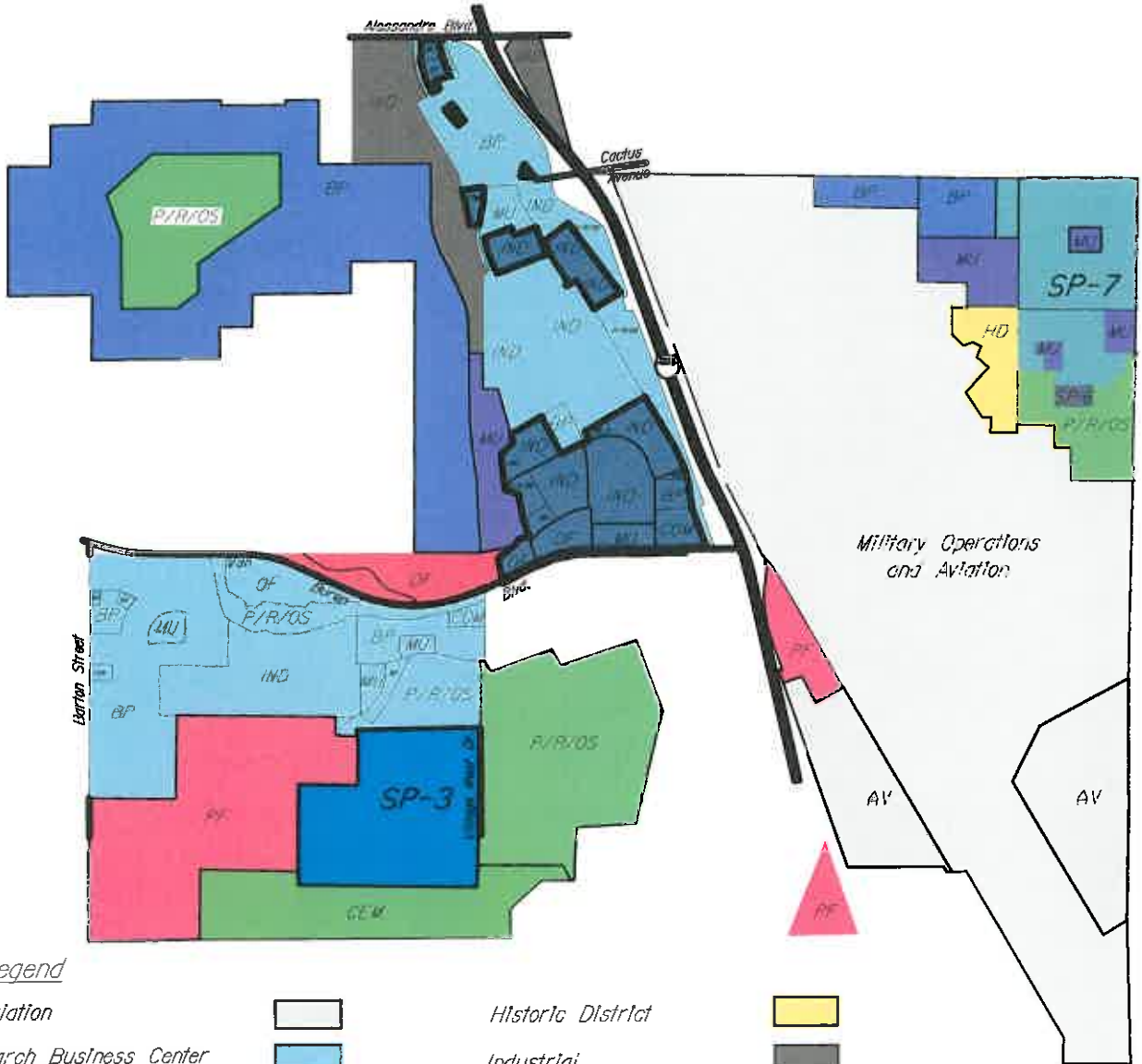
Concurrent with this Specific Plan Amendment and associated discretionary actions, a Subsequent EIR has been prepared in accordance with the provisions of CEQA. The SEIR evaluates the land use plan, circulation and infrastructure improvements associated with this Specific Plan Amendment and the potential environmental impacts that could result from their implementation. The SEIR serves as the project level environmental document for this Specific Plan Amendment. Review and issuance of project specific permits by the South Coast Air Quality Management District (SCAQMD) is required for all stationary source emissions associated with projects having the possibility to emit air pollutants. Also, any project which deviates from the Specific Plan Amendment or has impacts not considered in the SEIR shall require additional environmental documentation. Together, this Specific Plan Amendment, Tentative Map and SEIR provide a path to properly develop the project site, taking into account policies, goals, objectives and environmental considerations of the March JPA General Plan. The SEIR is certified by resolution.

5. Tentative Subdivision Map

The lot and street layout in this Specific Plan Amendment (i.e., 41 lots consisting of 257.7 acres) is specified in accordance with Amendment 3 to Tentative Map 30857. This amended Tentative Map details project land development, and is in accordance with guidelines and development intensities presented in this Specific Plan Amendment, the State Subdivision Map Act and March JPA requirements. The amended Tentative Map complies with Schedule "E" Parcel Map Division as per March Joint Powers Authority Development Code Section 9.14.100 (J). Amendment 3 to Tentative Map 30857 is to be reviewed and approved by the March Joint Powers Planning Commission.

MARCH BUSINESS CENTER - GENERAL PLAN AMENDMENT

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Legend

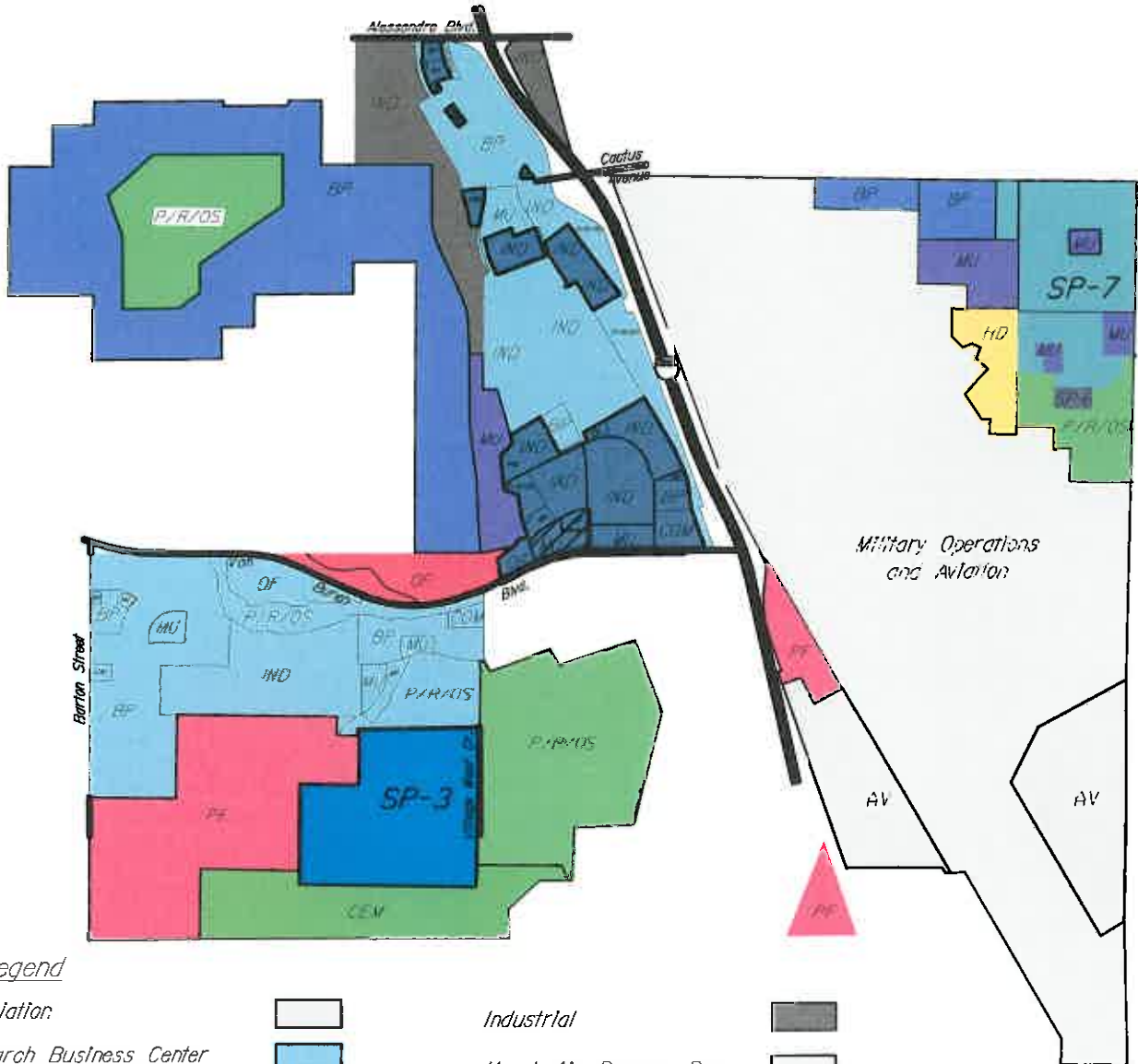
Aviation		Historic District	
March Business Center Specific Plan SP-1		Industrial	
Meridian Specific Plan Amendment SP-5		March Air Reserve Base	
Air Force Village West Specific Plan SP-3		Mixed Use	
US Vets Specific Plan SP-6		Office	
March LifeCare Campus Specific Plan SP-7		Park/Recreation/Open Space	
Business Park		Public Facility	
Cemetery		Meridian Specific Plan Amendment, SP-5 Ord 10-2	
		*NAP=Not a Part	

FIGURE II-3

EXISTING GENERAL PLAN LAND USES

MARCH BUSINESS CENTER - GENERAL PLAN AMENDMENT

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Legend

Aviation		Industrial	
March Business Center Specific Plan SP-1		March Air Reserve Base	
Meridian Specific Plan Amendment SP-5		Mixed Use	
Air Force Village West Specific Plan SP-3		Office	
US Vets Specific Plan SP-6		Park/Recreation/Open Space	
March LifeCare Campus Specific Plan SP-7		Public Facility	
Business Park		SP-5, A4	
Cemetery		Meridian Specific Plan Amendment, SP-5 Ord 10-2	
Historic District		*NAP=Not a Part	

FIGURE II-3A

PROPOSED GENERAL PLAN LAND USES

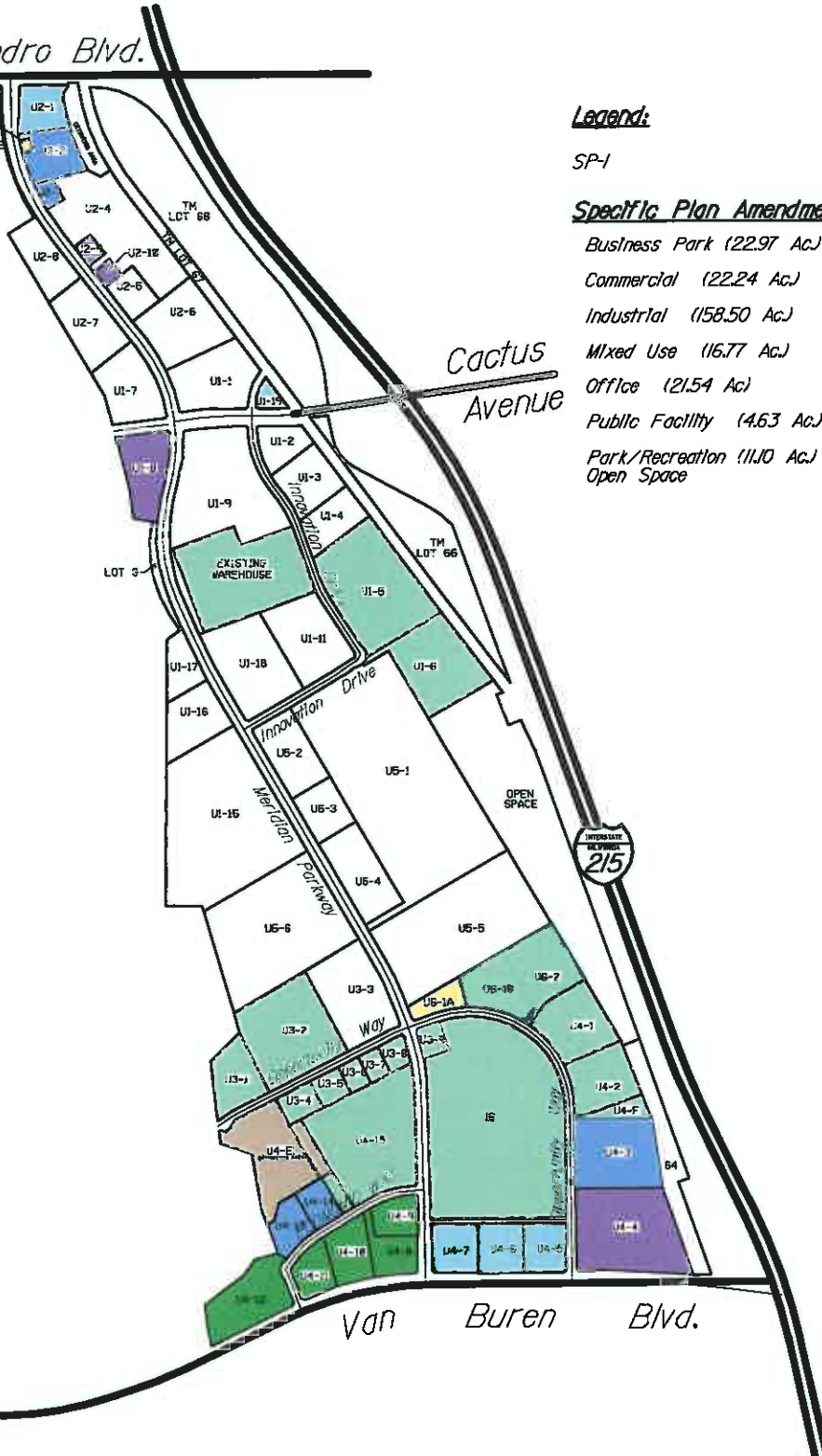
MARCH BUSINESS CENTER - SPECIFIC PLAN AMENDMENT

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Alessandro Blvd.

LOT B
LOT A
FUTURE
PUMP SITE



Legend:

SP-1



Specific Plan Amendment (SP-5)

Business Park (22.97 Ac.)



Commercial (22.24 Ac.)



Industrial (158.50 Ac.)



Mixed Use (16.77 Ac.)



Office (21.54 Ac.)



Public Facility (4.63 Ac.)



Park/Recreation (111.0 Ac.)
Open Space



FIGURE II-4

EXISTING ZONING MAP FOR NORTH CAMPUS

MARCH BUSINESS CENTER - SPECIFIC PLAN AMENDMENT

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FIGURE II-4A

PROPOSED ZONING MAP FOR NORTH CAMPUS

III. LAND USE

The previously adopted Specific Plan helped to implement some of the regional land use/transportation goals outlined in the General Plan. Specifically, the previously adopted Specific Plan facilitated development of a large employment center in a portion of the County that is largely residential. Improving the balance of housing and jobs in this area provides an opportunity for residents to work locally rather than commute to Los Angeles or Orange Counties. Jobs/housing balance provides a transportation capacity benefit reducing the concentration of work trips in the peak hour/peak direction of travel. ~~This Specific Plan Amendment would re-allocate acreage among the land use designations identified in the previously adopted Specific Plan and March JPA General Plan; no new land use types would be introduced. Accordingly, this Specific Plan Amendment facilitates the development of a large employment center, and supports implementation of General Plan land use/transportation goals.~~

A. Land Use Overview

This section identifies the types of land-uses to be allowed in this Specific Plan Amendment and provides regulations and standards to govern future development. In accordance with the General Plan, this Specific Plan Amendment accommodates land uses supporting future growth and development in the area. This Specific Plan Amendment's Land Use section references the following policies, regulations, and guidelines:

- March JPA General Plan
- March JPA Development Code
- March Business Center Design Guidelines

This section specifies broad land use categories that will guide the development of this Specific Plan Amendment. Within each broad category, specific land uses are identified together with an indication of whether such uses are permitted, subject to a conditional use permit, or not allowed. In addition, development regulations that govern the development of the individual projects comprising this Specific Plan Amendment are described.

B. Purpose and Applicability

The following items describe the relationship of this Specific Plan Amendment's land use regulations in the context of other land use documents developed by the JPA.

1. Terms used in these regulations and guidelines shall have the same definitions as given in the March JPA Development Code ("Development Code") and the General Plan of the March JPA ("General Plan") unless otherwise defined in this Specific Plan Amendment.
2. Any details or issues not specifically covered in these regulations shall be subject to the regulations of the Development Code.

This Specific Plan Amendment's Land Use regulations are adopted pursuant to Section 65450 of the State of California Government Code et seq.. It is specifically intended by such adoption that the development standards herein shall regulate all development within the project area.

3. ~~This Specific Plan Amendment is subject to the development restrictions of the March ARB/IPA Joint Land Use Study, Exhibit 3-3 (see discussion under Section III.E, below). In addition, this Specific Plan Amendment is subject to Resolution #JPA 08-01. This resolution requires strict~~

~~compliance with the 2005 Air Installation Compatible Use Zone (AICUZ) study, and implements limitations regarding lot coverage, building height, compatible land use, and building location for all lots located within the Accident Potential Zones emanating from the March ARB runway.~~

C. Land Use Compatibility

~~This Specific Plan Amendment~~ establishes development patterns to limit the potential for land use conflicts, both within this Specific Plan Amendment and in relation to other uses in the project vicinity. A key consideration guiding the development is the proximity of Air Reserve Base Runway 14/32. The Riverside County Airport Land Use Commission published an Airport Land Use Plan in 1984. This plan established land use restrictions within Airport Influenced Areas, which are imaginary surfaces extending outward from an airport's runway. In 2005, an Air Installation Compatible Use Zone (AICUZ) Study was completed to identify land use restrictions and height limitations within the airfield influence area in the context of ongoing military operations at MARB. In January 2008, a Draft March Air Reserve Base/Inland Port Airport Joint Land Use Study (described in subsequent paragraphs as the "Joint Land Use Study") was prepared by the March JPA and Riverside County Airport Land Use Commission. A copy of Chapter 3 of this document (Airport Land Use Compatibility) is included in Appendix B of this Specific Plan Amendment.

This Specific Plan creates an overlay zone to limit the types of uses within a quarter-mile radius of the Tomas Rivera Elementary (off-site) based on noise and hazardous materials. (See Section E of this chapter for additional discussion.). Additionally, Arnold Heights Elementary School was located in the North Campus at the time of the original March Business Center Specific Plan approval in 2003. The school has since been demolished; therefore, there are no compatibility issues with the Specific Plan and this school.¹

Another potential land use conflict involves the Commercial land uses proposed within the Specific Plan. The intent of these uses is to serve retail demand generated within the March Business Center only. They are not intended to attract customers or clientele from outside the Specific Plan area. This Specific Plan identifies land use types, intensities, and locations that will limit the potential competition between project Commercial uses and shopping centers and other retail uses in surrounding communities.

Additionally, on December 27, 2016, an existing Disposition and Development Agreement and Statutory Development Agreement expired on Meridian North Campus (SP-5) with the exception of Unit 1, Lot 8. Accordingly, all other developments in the Meridian North Campus (SP-5) is subject to airport compatibility review by the Riverside County Airport Land Use Commission.

~~This Specific Plan Amendment includes a 2-acre increase in the Commercial land uses proposed within this Specific Plan Amendment. The intent of these uses is to serve retail demand generated within this Specific Plan Amendment and portions of the previously adopted Specific Plan only. They are not intended to attract customers or clientele from surrounding jurisdictions. This Specific Plan Amendment identifies land use types, intensities, and locations that will limit the potential competition between Commercial uses and shopping centers and other retail uses in surrounding communities.~~

D. Objectives of Development Districts

This section of the Specific Plan identifies the following seven land use districts: Business Park, Industrial, Office, Mixed Use, Commercial, Public Facility, and Park/Recreation/Open Space.

¹ Arnold Heights Elementary School was removed from the Specific Plan in accordance with Ordinance #JPA 08-01.

The land use designations are summarized below:²

1. Business Park

Business Park uses include administrative, financial, governmental, and community support services; research and development centers; light manufacturing; vocational education and training facilities; business and trade schools; and emergency services. A 14.5-acre transportation center to accommodate commuter rail service is a permitted use in this district. Business Park areas are generally served by arterial roadways, providing automobile and transit access. These areas are characterized as major employment concentrations. Development in this category, except for warehousing, is generally within a campus-like setting or cluster development pattern. Outdoor storage is restricted.

² The land use descriptions are taken directly from the General Plan amended to apply to this Specific Plan.

2. Industrial

Industrial may support a wide range of manufacturing and non-manufacturing uses from warehouse and distribution facilities to industrial activities. Uses supported include warehousing/distribution and assemblage of non-hazardous products and materials or retailing related to manufacturing activity. Uses may include open storage, office/industrial park; light industry; manufacturing; research and development centers; maintenance shops; and emergency services centers. The area devoted to outdoor storage may not exceed the building area.

3. Office

Office uses include business activities associated with professional or administrative services. Activities can consist of corporate offices, cultural and community facilities, financial institutions, legal and medical offices, and other similar uses, which together represent major concentrations of community and employment activities. Uses may include office parks, office buildings, and educational and vocational training facilities. Development in this category is generally within a campus-like setting. Office development is typically located on arterial roadways for convenient automobile access and transit service.

4. Mixed-Use

Mixed uses include a variety of complementary land uses; including commercial, business park, office, medical, educational and vocational, research and development, services, and light and custom manufacturing. Industrial, warehousing, and outdoor storage is prohibited.

5. Commercial

Commercial/Service uses within the designation include retail and service oriented business serving the Planning Area. Commercial uses include retail establishments (shopping centers), administrative, financial, service and government offices. Development in this category generally occurs at key intersections of major arterial roads or at major off-ramps from Interstate 215. In addition to being accessible to automobiles and pedestrians, commercial developments may also be served by public transit. Commercial land uses within the Specific Plan are intended to serve the Specific Plan area only; they will not serve a regional demand.

6. Public Facility

This designation includes a wide range of public, quasi-public, and private uses, such as schools, public cultural and historical facilities, government administrative offices and facilities, public utilities, and major transportation corridors. However, land uses determined to be sensitive to, or incompatible with aviation operations shall be excluded. The Specific Plan Amendment area includes 4.6 acres of public facility. This land has been allocated to accommodate a planned fire station and a pump station.

7. Park/Recreation/Open Space

This land use designation includes detention basins, park land, and open space.

E. Overlay Districts

1. Joint Land Use Study

This Specific Plan Amendment is subject to the development restrictions of the March ARB/IPA Joint Land Use Study, Exhibit 3-3 (contained in Appendix B of this Specific Plan Amendment). The Joint Land Use Study includes nine land use compatibility zones. The aeronautical factors used to establish the compatibility zone boundaries are described below and summarized in Exhibit 3-2, *Compatibility Zone Factors* (see Appendix B). The *Compatibility Map* (Exhibit 3-3 in Appendix B) depicts the compatibility zones for March ARB and Inland Port Airport (IPA). Note that these compatibility zones and the factors upon which they are based are similar in concept to the compatibility zones adopted by the Riverside County ALUC for other airports in the county. However, the characteristics of aircraft activity at March ARB/IPA compared to primarily general aviation activity at the other airports in the county required the development of zones based upon somewhat different factors. The characteristics of the compatibility zones are summarized below:

- **Zone M** includes all lands owned by the U.S. Air Force. By law, neither local governments nor the Riverside County Airport Land Use Commission (ALUC) have jurisdiction over federal lands.
- **Zone A** contains lands within the Clear Zone (CZ) at each end of the runway, but not on the base property. As defined by the *AICUZ*, the clear zones are 3,000 feet wide and 3,000 feet long beginning at the runway pavement end. Zone A at the north end of the runway encompasses a detention basin located within the North Campus. Zone A at the south end of the runway includes privately owned land. The Air Force has acquired restrictive use easements preventing the development of this property.
- **Zone B1** encompasses areas of high noise and high risk within the inner portion of the runway approach and departure corridors. The zone is defined by the boundaries of Accident Potential Zones (APZs) I and II, adjusted on the north to take into account the turning departure flight tracks. The majority of the zone also is exposed to projected noise levels in excess of 65 (dB) decibels calculated using Community Noise Equivalent Level (CNEL) criteria.
- **Zone B2** is similar to Zone B1 in terms of noise impact, but is subject to less risk. The projected 65 decibel noise contour forms the basis for the zone boundary. The actual boundary follows roads, parcel lines or other geographic features that lie generally just beyond the contour line. Lands within the APZs are excluded from Zone B2. Most of the zone lies adjacent to the runway. To the north, portions extend along the sides of Zone B1. To the south, a small area borders the sides of Zones A and B1 and a larger area extends 2 miles beyond the south end of Zone B1
- **Zone C1** encompasses most of the projected 60 dB noise contour plus immediately adjoining areas. The zone boundary follows geographic features. Risks are moderate in that aircraft fly at low altitudes over or near the zone. To the south, an area beginning just beyond Nuevo Road—approximately 5 miles from the runway end—is excluded from the zone. Even though exposed to projected noise above 60 dB CNEL, the risks at this distance from the runway are reduced by the altitude at which aircraft fly over the area. On instrument approaches to Runway 14, aircraft are typically at about 2,000 feet above the runway on descent and departing aircraft are generally 3,000 feet or higher above the runway elevation. Single-event noise levels are nevertheless potentially disruptive in this zone.
- **Zone C2** contains the remainder of the lands within the 60 dB CNEL noise contour to the south. Although aircraft overflying this area are at 2,000 feet or more above the runway on descent and generally 3,000 feet or more on takeoff, single-event noises levels combined with the frequency of overflights, including at night, make noise a moderate compatibility concern. A larger portion of Zone C2 is situated to the west of the airport and includes locations above which most of the military closed-circuit flight training aircraft activity takes place. Aircraft overfly this area at

about the same or somewhat lower altitudes as in the south portion of Zone C2, but high terrain in some locations makes the flight altitude above ground level comparatively lower. Single-event noise levels in this area are high enough to be intrusive. However, at present, nearly all of the flight training activity takes place on weekdays during daylight hours; thus, reducing the significance of the noise impact on residential land uses. Risk levels in both portions of Zone C2 are judged to be moderate to low with the low altitudes and flight training aspect of the aircraft activity being the primary concerns.

- **Zone D** is intended to encompass other places where aircraft fly below about 3,000 feet above the airport elevation either on arrival or departure. Additionally, it includes locations near the primary flight paths where aircraft noise may regularly be loud enough to be disruptive. Direct overflights of these areas may occur occasionally. Risk levels in this zone are low.
- **Zone E** contains the remainder of the airport influence area. Airspace protection is the major concern in that aircraft sometimes pass over these areas while flying to, from, or around the airport.

Figure III-1 overlays the boundaries of the land use compatibility zones on the North Campus. **Appendix B** contains Chapter 3 of the Joint Land Use Study (JLUS). Proposed developments within this Specific Plan Amendment shall be consistent with the applicable land use compatibility criteria contained in this Appendix, with the following exceptions:

- The applicable airport land use compatibility provisions from the JLUS are found in JLUS Exhibit 3-4.
- In cases where this is a conflict between Table III-1 of this Specific Plan Amendment and Exhibit 3-7 of the JLUS, Table III-1 shall govern.
- Legislative projects, including general plan amendments, changes of zone, ordinance amendments, and subsequent Specific Plan Amendments shall be submitted to ALUC for review. Non-legislative development applications located outside the boundary of the B1 zone are not subject to mandatory ALUC review pursuant to the consistency determination for this Specific Plan Amendment.
- Although above-ground fuel storage in excess of 6,000 gallons is discouraged by the JLUS in compatibility zone B2, Lot 16 will provide two 10,000-gallon above-ground diesel fuel storage tanks in the northern portion of the lot. Above-ground bulk storage of fuel and hazardous materials in excess of 6,000 gallons shall continue to be discouraged in all other lots in compatibility zone B2, in accordance with the JLUS.

Additional Site Specific Exceptions found in section 2.7 of the 2014 March Air Reserve Base / Inland Port Airport Land Use Compatibility Plan as it pertains to (Exception Site 1) March Business Center (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 (Ord. #JPA 03-01, SP-1), subject to March JPA Resolution #JPA 11-17 limiting development within the Accident Potential Zones and vested through a development Agreement recorded on June 7, 2004.
3. Meridian, a 258-acre portion of the original March Business Center, consisting of a nonresidential 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 (Ord. #JPA 10-02, SP-5), subject to March JPA Resolution #JPA 11-17 limiting development within the Accident Potential Zones and vested through a development Agreement recorded on June 7, 2004

4. For the purpose of this Compatibility Plan, the Meridian exception area specifically allows development of a hotel or hotels on the 13-acre site situated within Compatibility Zone B2 and bordered by Interstate 215 on the east and Van Buren Boulevard on the south. Any such hotel or hotels shall be limited as follows: maximum of 100 people per acre; maximum of 250 people per single acre; maximum of 3 aboveground habitable floors; no conference facilities (however, small meeting room(s) for a total of up to 50 people is (are) acceptable). Sound attenuation as appropriate for the combined airport and freeway noise levels shall be provided.
5. The Development Agreement referenced in Paragraphs (2) and (3) above expires on December 27, 2016. After that, the agreement provides for two more 5-year automatic extensions. The developer must request the Development Agreement extensions and the Authority must make findings that the development is still in substantial conformance

F. Land Use Table

Table III-1 is a matrix indicating the status of specific land use types within the development districts described in preceding paragraphs. For each specific land use, a “P” indicates that it is permitted and a “C” indicates that a conditional use permit is required. All conditional use permits are subject to the findings found in Development Code Section 9.02.060 C. *A blank space indicates that the use is not allowed. Any use not allowed by federal, state or local law is prohibited. In addition, any use not specifically listed in this Specific Plan Amendment is also prohibited.*

Meridian - Specific Plan Amendment

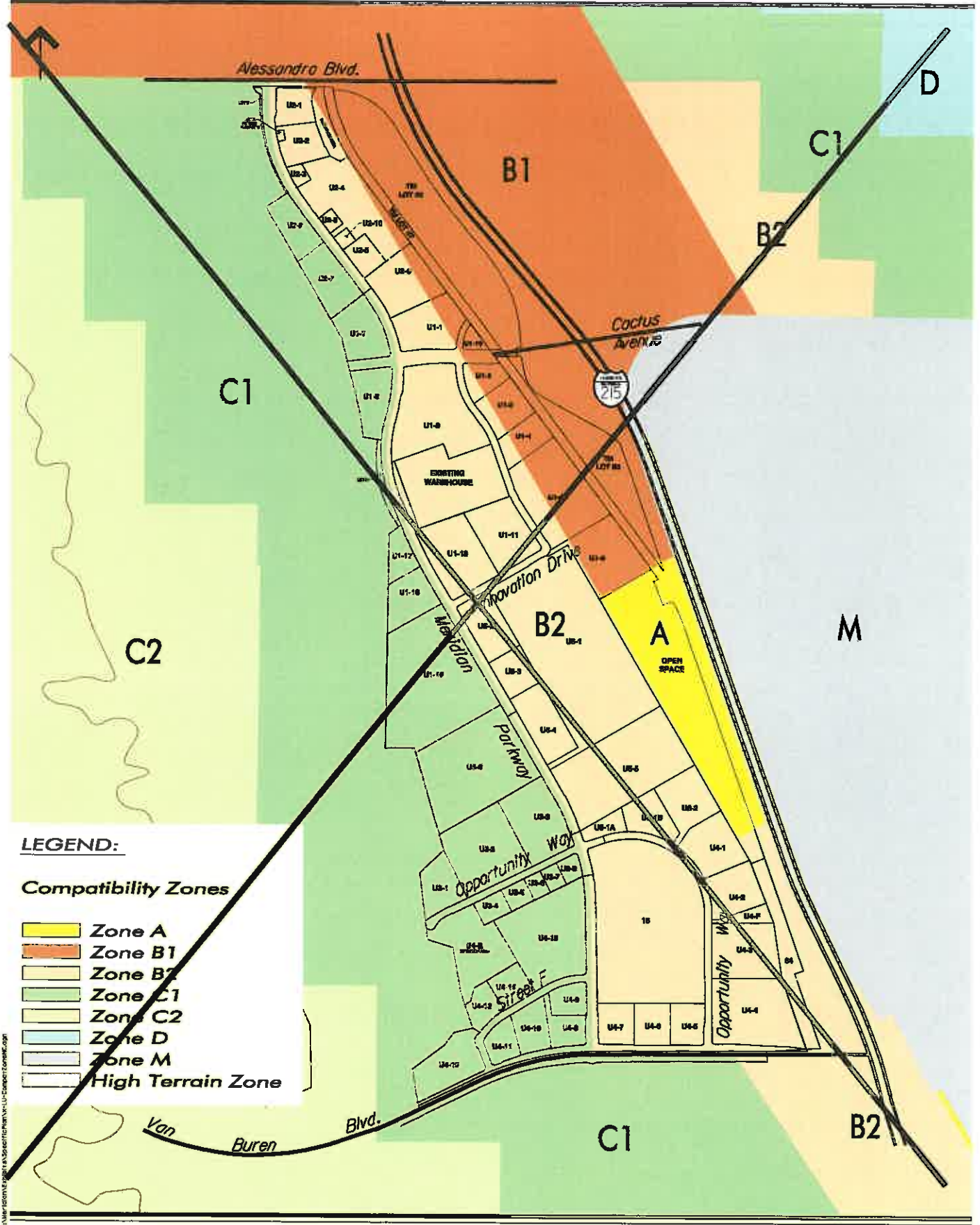


Figure III-1

Land Use Compatibility Zones : North Campus

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MARCH BUSINESS CENTER - SPECIFIC PLAN AMENDMENT

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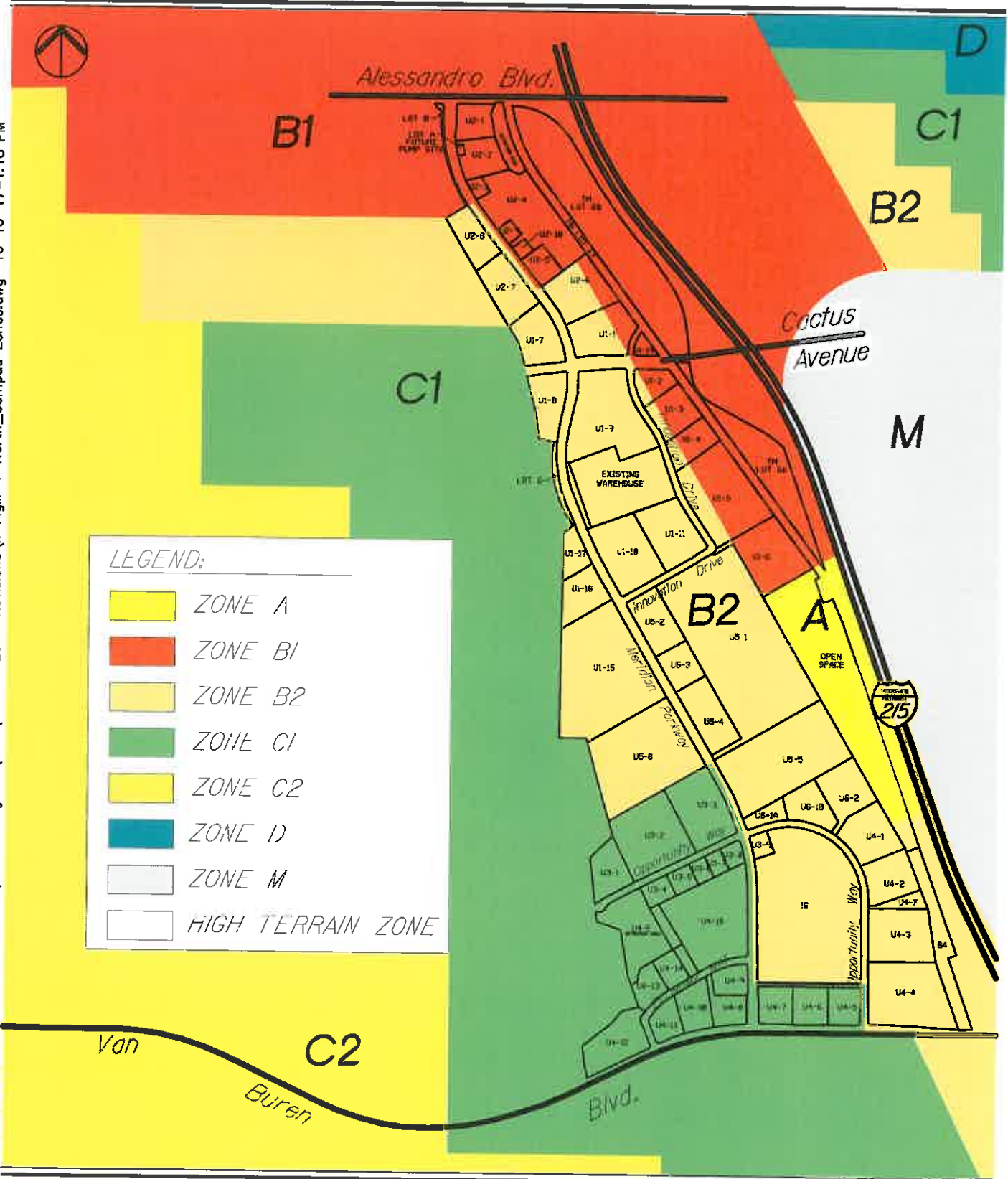


FIGURE III-1

LAND USE COMPATIBILITY ZONES: NORTH CAMPUS

TABLE III-1					
SPECIFIC PLAN AMENDMENT LAND USE TABLE					
USES	BUSINESS PARK ^{1,6}	INDUSTRIAL ^{2,5,6,7}	OFFICE	MIXED USE ³	COMMERCIAL ^{4,8,9}
INDUSTRIAL					
Hazardous Waste Treatment Facility					
Bio-Medical Waste Treatment Facility		C			
Manufacturing – Custom	P	P		C	
Manufacturing – Light	P	P			
Manufacturing – Medium		P			
Manufacturing – Heavy ⁷		C			
Mining & Extractive Industries					
Newspaper Publishing Plants	P	P			
Research & Development	P	P	C	P	
Trucking/Transportation Terminals		P			
Wrecking & Dismantling of Motor Vehicles					
WHOLESALE STORAGE/DISTRIBUTION					
Public storage/Mini-warehouse (indoor)	C	C			
Business Enterprise	P	P		C	
Warehouse, Storage & Distribution – Medium		P			
Warehouse, Storage & Distribution – Heavy		P			
OFFICE					
Financial Institutions	P		P	P	P
Government	P		P	P	P
Medical Clinics	P	P	P	P	
Offices, Business & Professional	P		P	P	P
Regional & Corporate Headquarters	P		P	P	P
COMMERCIAL					
Agricultural Equipment Repair Shops		P			
Agricultural/Nursery Supplies & Service	C	C			
Alcoholic Beverage Outlets					C
Animal Care/Pet Hotels	P	P			P
Assembly & Entertainment				C	
Automotive Parts and Accessory Sales					P
Automotive Fleet Storage		C			
Automotive Service Stations					C

TABLE III-1					
SPECIFIC PLAN AMENDMENT LAND USE TABLE					
USES	BUSINESS PARK ^{1,6}	INDUSTRIAL ^{2,5,6,7}	OFFICE	MIXED USE ³	COMMERCIAL ^{4,8,9}
Automotive/Truck Repair-major		P			
Automotive/Truck Repair-minor	C	P			
Building & Site Maintenance Services	P	P		P	
Building Contractor's Storage yard	C	P			
Building Material & Equipment Sales (limited to 25,000 square feet) ⁸	P				P
Business Supply/Equip Sales/Rentals	C	C			P
Business Support Services ²	P	P	P	P	
Child Care Facilities	C		C	C	C
Churches & Places of Religious Assembly				C	
Coffee Shop				P	P
Communication Facilities, Antennas & Satellite Dishes	C	C			
Consumer Goods, Furniture, Appliances, Equipment Sales				P	P
Convenience Sales					C
Energy Generation & Distribution Facilities		C			
Equestrian Show & Exhibition Facilities					
Exhibit Halls & Convention Facilities				C	
Fairgrounds					
Food and Beverage Sales				P	P
Funeral & Mortuary Services	C				
General Retail Establishments				P	P
Golf Courses, Driving Ranges and Pitch & Putt Courses					
Health Club				C	C
Heavy Equipment Sales and Rentals with outside merchandising	C	C			
Horticulture Nurseries & Greenhouses	C	P			
Hospitals, Intermediate Care Facilities & Nursing Facilities					
Hotel/Motel				C	C

TABLE III-1					
SPECIFIC PLAN AMENDMENT LAND USE TABLE					
USES	BUSINESS PARK ¹⁶	INDUSTRIAL ^{2,5,6,7}	OFFICE	MIXED USE ³	COMMERCIAL ^{4,8,9}
Instructional Studios	CP	CP	CP	CP	
Interpretive Centers	P	P	P	P	
Laundry Services	P	P			
Maintenance & Repair	P	P		P	
Major Transmission, Relay or Communications Switching Stations	P	P			
Museums			P	P	P
Bar & Grill			C	C	P
Open Air Markets for the Sale of Agriculture-related Products & Flowers	C			C	C
Outdoor Commercial		C			
Outpatient Medical Clinics	P		P	P	P
Parking Facilities as a <i>Primary Use</i>	CP	C			P
Personal Services				P	P
Petroleum Products Storage					
Pets & Pet Supplies				C	P
Private Clubs, Lodges & Fraternal Organizations				C	
Radio & Television Studios	P	P		P	
Recreational Facilities				C	C
Recycling Facilities (outdoor storage not to exceed building area)		C			
Repair Services	P	P		P	
Restaurant (fast food) ⁹				C	P
Restaurant (sit down)			C	P	P
Sidewalk Cafes				P	P
Social Service Institutions	P		P	P	
Sundries, Pharmaceutical & Convenience Sales					P
Swap Meets & Other Large Outdoor Retail Facilities		C			
Theaters					

TABLE III-1					
SPECIFIC PLAN AMENDMENT LAND USE TABLE					
USES	BUSINESS PARK ^{1,5}	INDUSTRIAL ^{2,5,6,7}	OFFICE	MIXED USE ³	COMMERCIAL ^{4,8,9}
Trade Schools	C				C
Vehicle, Boat and Trailer Sales	C			C	
Vehicle Storage		C			
Veterinary Clinics & Animal Hospitals	P			P	P
Zoological Parks					

¹ Within the Business Park zone, a use permit is required for uses that provide outdoor storage in excess of 10% of the building area

² Within the Industrial zone, a use permit is required for uses that provide outdoor storage in excess of the building area.

³ The Mixed Use designation shall have a maximum of 25 percent retail uses.

⁴ Within the Commercial zoning district, a use permit shall be required for single uses above 25,000 square feet of gross floor area

⁵ Ancillary on-site retail sales are allowed in areas comprising up to 5% of an industrial building area and 10% of the business park building area on a per lot basis. On-site retail sales may not be cumulatively applied.

⁶ Logistics warehousing uses or activities shall be prohibited in Industrial lots within the Specific Plan Amendment area, west of Meridian Parkway.

⁷ Special consideration shall be given to minimizing the aesthetic and visual impact to the I-215 Freeway, Van Buren Boulevard, Alessandro Boulevard, and other sensitive uses.

⁸ All activities shall be conducted within a completely enclosed building, unless approved through a Temporary Use Permit consistent with Development Code Section 9.02.150.C.

⁹ A master plot plan is required for each commercial development prior to development of any portion of the commercial lot and prior to selling any portion of the commercial lot.

Note: Development shall be subject to a cumulative traffic generation budget, as described in Section V.B.2.

G. Development Regulations

No building or portion thereof shall be erected, constructed, converted, established, altered, enlarged, nor shall any legal lot or premises be used unless the legal lot or premises and building comply with the regulations and standards described below in **Table III-2**. Development regulations and standards for the Business Park land use are applicable to the Public Facility land use designation.

(a) Lot Development

- (1) Two adjoining lots which have a common interior side lot line may be developed with zero side yard setbacks on the common lot line, provided that the opposite side yard setback is not less than 30 feet.
- (2) Any construction or alteration of greater height than an imaginary surface extending upward and outward at a 100 to 1 slope from the nearest point of the runway (see FAR §77.13.2.i) will require the preparation of FAA Notice of Proposed Construction or Alteration (form 7460-1).
- (3) Construction of objects taller than 35 feet in the High Terrain Zone (see Appendix B of this Specific Plan Amendment), will require review by the Airport Land Use Commission

DIMENSIONS	Business Park	Industrial	Office	Mixed Use	Commercial
Area (minimum)	30,000 sq. ft.	30,000 sq. ft.	30,000 sq. ft.	30,000 sq. ft.	30,000 sq. ft.
Street Frontage (minimum)	100 ft. ¹	100 ft. ¹	100 ft.	100 ft.	100 ft.
Lot Width (minimum)	100 ft.	100 ft.	100 ft.	100 ft.	100 ft.
Minimum Yards					
Front Yard Setback	20 ft.	20 ft.	25 ft.	20 ft.	25 ft.
Interior Side Yard Setback	0 ft.	0 ft.	0 ft.	0 ft.	0 ft.
(Abutting Residential Zone)	30 ft.	30 ft.	30 ft.	30 ft.	30 ft.
Street Side Yard Setback	20 ft.	20 ft.	15 ft.	15 ft.	15 ft.
Rear Yard Setback	25 ft.	25 ft.	10 ft.	10 ft.	10 ft.
(Abutting Residential Zone)	50 ft.	50 ft.	40 ft.	40 ^R ft.	40 ft.
Building Height ⁵	35'2 stories ²	35'2 stories ²	60'3stories ³	50'3 stories	50'3 stories
Floor Area Ratio	0.45	0.50 (0.55 is allowed for lots larger than 20 acres)	0.40	0.35 (0.40 is allowed for lots larger than five acres)	0.35
Site Landscaping	10%	10% ⁴	20% ⁴	20% ⁴	20% ⁴

¹ Any lot which fronts on a turnaround or curving street having a radius of curvature of less than 100 feet, the minimum frontage shall be 60 feet.

² Increased height up to 80 feet is permitted where all building setbacks meet or exceed the proposed building height.

³ Subject to FAA Part 77 clearance and consistency with the Joint Land Use Study.

⁴ May be reduced through the use of colored pavers or other decorative pavement treatments under certain conditions. See item (b)

below. ⁵ Incorporation of a basement to allow exceedance of the two-story limitation in Business Park and Industrial land uses, and the three-story limitation in Office, Mixed Use, and Commercial land uses shall not be allowed.

(b) Landscaping

Landscaping design for development in this Specific Plan Amendment shall be consistent with the March Business Center Design Guidelines. A 15-foot landscaped setback, measured from the public right-of-way, will be required for all front and side yards adjacent to public streets. The following two exceptions apply:

- The use of colored pavers or other decorative pavement treatments within the Specific Plan Amendment Area may reduce the site landscaping requirement for Office, Mixed Use, and Commercial land uses by up to a maximum of five percent.
- The use of colored pavers or other decorative pavement treatments within the Specific Plan Amendment Area may reduce the site landscaping requirement for Industrial land uses on lots or developments greater than 20 acres by up to a maximum of two percent.

(c) Driveway Widths and Locations

Driveway width and spacing shall be in conformance with Riverside County requirements as approved by the March JPA Civil Engineer.

(d) Off-street Loading Facilities

Loading or unloading facilities shall be so sized and located so that they do not require trucks to be located in required front or street side yards during loading and unloading activities.

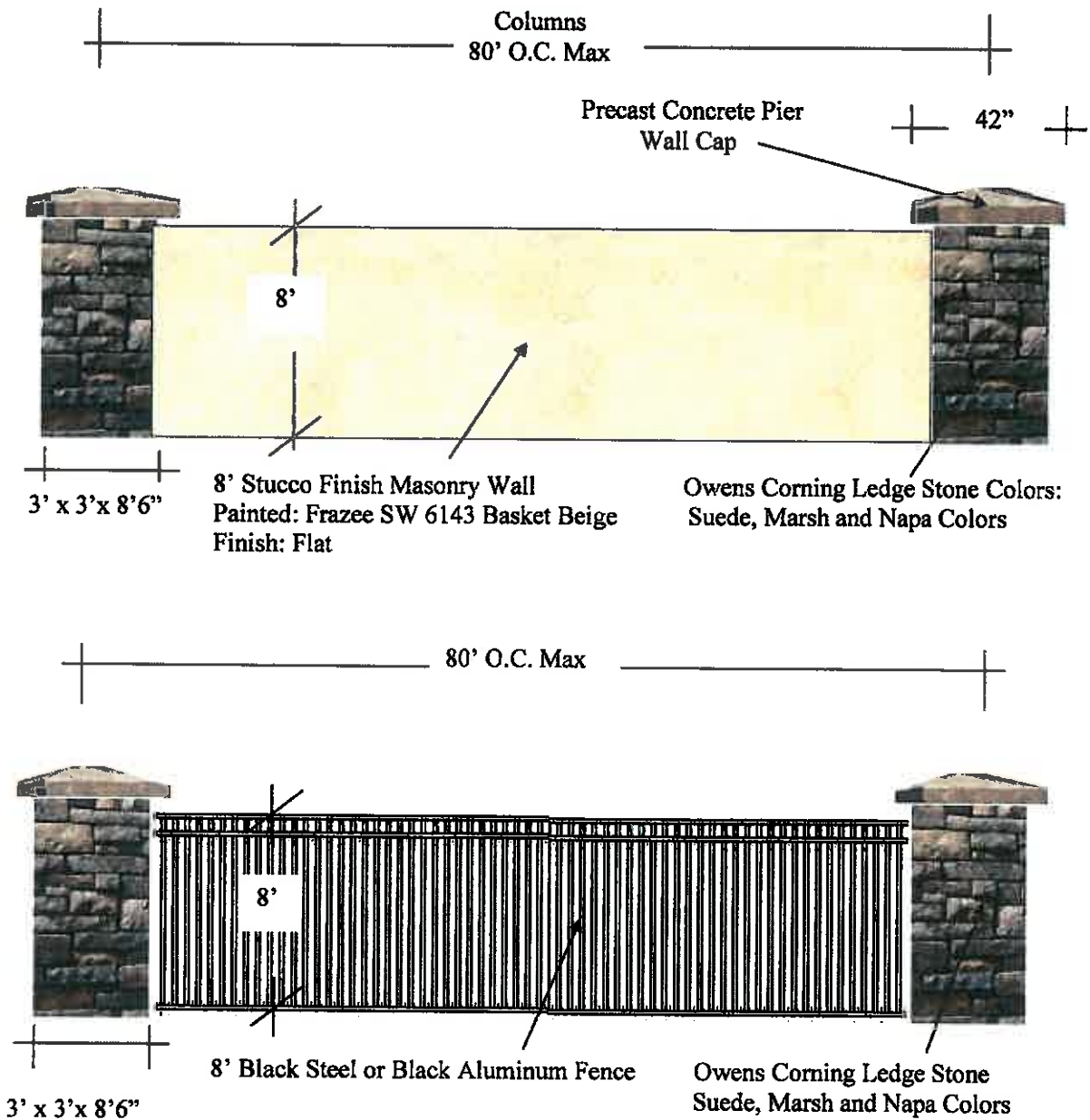
(e) Special Regulations

All uses, except storage, loading and outdoor work, shall be conducted entirely within an enclosed building. Outdoor work; storage of merchandise, material, and equipment is permitted in interior side or rear yards, provided the area is completely enclosed by sight obscuring walls, fences, or a combination thereof.

Fences and Walls: The design and location of fences and walls shall be the same as set forth in the March Business Center Design Guidelines.

In addition to the above, the following regulations apply:

- (1) Chain link fences shall not be used within 100 feet of a public right-of-way. Where used, chain link fences shall be vinyl coated.
- (2) Coiled, spiraled, or rolled fencing such as razor wire or concertina wire shall not be permitted.
- (3) All walls or fences within 100' of a public right-of-way, facing toward I-215, or visible from residential development shall match the following wall details (higher walls may be necessary to screen trucks and outdoor storage, consistent with the approved screening plan):



Accessory Structures: The design of accessory structures shall be in accordance with Development Code section 9.08.030B, with the following modifications:

- (1) Item 4: this regulation is applicable to *exterior* stairs.
- (2) Item 7: screening requirement is modified as follows: "...screened from adjacent street frontage views and immediately adjacent residential developments"
- (3) Item 8: screening requirement is modified as follows: "...screened from adjacent street frontage views"

(f) Off-street Parking Regulations

Transportation Element Policy 2.7 of the March JPA General Plan indicates that on-street parking should be de-emphasized in order to both increase vehicle capacity and to accommodate bicycle access. **Table III-3** summarizes Specific Plan parking ratios. It is acknowledged that certain land uses will have unique parking characteristics, based on building utilization, workforce composition, and other considerations. In these cases, the March Joint Powers Commission may review a use permit application to reduce required parking through a detailed parking analysis. All uses shall provide one bike rack space per 20 vehicle/employee parking spaces.

TABLE III-3 PARKING RATIOS BY LAND USE	
Use	Parking Spaces Per 1,000 Square Feet of Gross Floor Area (Unless Otherwise Noted)
INDUSTRIAL	
Light, Medium & Heavy Manufacturing	2.0
Research & Development	3.0
Other Industrial Uses	1.0
WHOLESALE STORAGE & DISTRIBUTION	
Public Storage/Mini-Warehouse	1 per 100 storage spaces & 2 per caretaker residence
Other Wholesale Storage/Distribution	
0 – 50,000 sq. ft.	1.0 per 1,000 sq. ft.
50,000 – 200,000 sq. ft.	50 spaces + (0.33 per ksf > 50,000 sq. ft.)
200,000 sq. ft. or greater	100 spaces + (0.20 per ksf > 200,000 sq. ft.)
OFFICE	
Medical Clinics, Hospitals, and Medical Offices	4.0
Other Office	3.3
COMMERCIAL	
Agricultural Equipment Repair Shops	2.5
Agricultural/Nursery Supplies	3.3
Alcoholic Beverage Outlets	2.5
Animal Care/Pet Hotels	2.5
Assembly and Entertainment	3.3
Automotive Parts and Accessory Sales	3.3
Automotive Service Stations	3/station + 2/service bay
Automotive/Truck Repair-Major	3/station + 2/service bay
Automotive/Truck Repair-Minor	3/station + 2/service bay
Business Support Services	4.0
Churches and Places of Religious Assembly	1/3 seats, 1/60 inches of pew, 30.0 if no seating
Energy Generation & Distribution Facilities	2.0
Equestrian Show & Exhibition Facilities	1/3 seats
Funeral & Mortuary Services	1/3 seats, 30.0 for assembly area if no fixed seating
Interpretive Centers	3.3
Major Transmission, Relay or Communications Switching Stations	2.0
Bar & Grill	8.0
Outdoor Recreation and Swap Meet Facilities	(to be determined through use permit)
Private Clubs, Lodges and Fraternal Organization	4.0
Radio and Television Studios	3.3
Restaurants (sit down)	8.0
Restaurants (fast food)	8.0
Theaters	1-3 screens: 1/3 seats 4+ screens: 1/3.3 seats Per assembly area if no fixed seating: 50
Vehicle & Vehicular Equipment Sales and Service	1 per each 20 display cars (minimum of 5 spaces)
Vehicle Storage	2.5
Veterinary Clinic & Animal Hospitals	2.5
Other Commercial	3.5

(g) Comparison to General Plan Zoning District Designations

In accordance with Section 9.13.050 of the March JPA Development Code, this Specific Plan Amendment includes a table indicating how this Specific Plan Amendment differs from the zoning

district designation most closely resembling the type and intensity of the proposal (i.e., the March JPA General Plan). **Table III-4** provides a comparison of Floor Area Ratios for this Specific Plan Amendment and the March JPA General Plan for each land use designation included in this Specific Plan Amendment. As shown in this table, this Specific Plan Amendment provides generally lower FARs than the March JPA General Plan. This characteristic improves the quality of this Specific Plan Amendment in the following ways:

- Reduced FAR would result in lower building square feet, which would result in reduced traffic generation, as compared to the March JPA General Plan
- A lower amount of building square feet would also facilitate additional on-site landscaping and the accommodation of parking demand within the site, rather than on adjacent public streets
- Lower building square footages would also reduce the concentration of workers within land use compatibility zones identified in the AICUZ and the JLUS.

LAND USE	GENERAL PLAN FAR	SPECIFIC PLAN AMENDMENT FAR
Business Park	0.75	0.45
Industrial	0.60	0.50 (a)
Office	0.75	0.40
Mixed Use	0.60	0.35 (b)
Commercial	0.60	0.35

(a) 0.55 on lots larger than 20 acres
(b) 0.40 on lots larger than five acres

(h) **Settlement Agreement Provisions**

A Settlement and General Release Agreement for Development of March Business Center within the March Joint Powers Authority was signed by the March JPA, the Master Developer and community groups in 2003 as the result of litigation following March JPA approval of the previously adopted Specific Plan. The Settlement Agreement contained a number of land use requirements and limitations related to “logistics”³ warehouse type facilities, including the prohibition of such facilities to the west of Meridian Parkway. This Specific Plan Amendment is consistent with this restriction.

H. Special Treatment Areas

1. Riparian Areas

Riparian areas found within this Specific Plan Amendment and the previously adopted Specific Plan are considered prime habitat for the endangered least Bell’s vireo (LBV). The riparian vegetation community is located along several of the intermittent drainages. These areas are concentrated in the south portion of the North Campus. A 15-foot setback is provided along the western boundary of the North Campus. In addition, storm water runoff from adjacent development is to be intercepted by applicable non-source pollution control best management practices (BMP) prior to discharging off-site.

As part of the ~~pending~~ Section 7 consultation with the USFWS on impacts to LBV associated with this Specific Plan Amendment and the previously adopted Specific Plan, ~~two~~one conservation easements totaling ~~175 acres~~ are to be was recorded to protect biological resources in perpetuity. Fencing is to be

³ Defined in the Settlement Agreement as any structure over 500,000 square feet that is designed to have more than 95% of its ground floor area dedicated to the storage of finished goods that are received at the facility specifically to be stored for a time and then shipped to various locales.

installed for all lots in the ~~previously adopted Specific Plan and this Specific Plan Amendment~~ that are adjacent to the conservation easement areas. In ~~addition~~addition, all lots adjacent to the conservation easement areas are to be landscaped with native, non-invasive plant materials (see Appendix E of the Compensatory Mitigation and Monitoring Plan dated ~~June 2009~~April 2010 for list of allowable plant materials). The conservation easements and mitigation for impacts to waters of the US and state waters are described in the next chapter of this Specific Plan Amendment.

2. Adjacent to SKR Management Area

As part of the on-going management within the Stephens' kangaroo rat (SKR) set-aside area, development of lots directly adjacent to this area will be subject to brush removal activities along their western boundary. Suitable SKR habitat requires minimal vegetation. This is provided with frequent controlled burns. No encroachment of grading or improvements within the SKR management area are allowed without March JPA or USF&WS approval. Projects which are adjacent to the SKR management area will be required to design their sites in such a way as to limit the potential for controlled burns crossing into the property. These measures may include placing parking along the western edge of the site and use of less-flammable plants for landscaping.

32. Alessandro Boulevard and Van Buren Boulevard Scenic Corridors

Landscaping easements are provided along this Specific Plan Amendment's frontages along segments of Van Buren Boulevard, Cactus Avenue, and Alessandro Boulevard. **Figure III-2** presents the landscape easements adjacent to the Van Buren Boulevard/Meridian Parkway intersection. Landscaping easements are 20 feet wide and the landscaping is to be maintained by a Landscaping and Lighting Assessment District. In addition, a nine-foot landscaping easement is provided along the entire length of Meridian Parkway. The March Business Center Design Guidelines establish the landscaping criteria. Building setbacks shall comply with these landscaping setbacks.

The following requirements are applicable to the *Van Buren Boulevard Scenic Corridor*:

- In addition to the 20-foot landscaping easement, six feet of landscaping is planned within the public right-of-way, together with an eight-foot-wide multi-use trail.
- A unified landscaping theme will be implemented along Van Buren Boulevard, both adjacent to the roadway and in the median, adjacent to this Specific Plan Amendment. Double-row street trees and detached sidewalks are recommended within these areas. Drought-tolerant species are preferred over turf within these areas.
- Consistent theme lighting, subject to review and approval by the March JPA, shall be provided within lots fronting Van Buren Boulevard.
- A recognizable design theme, subject to review and approval by the March JPA, shall be provided along Van Buren Boulevard.

The following requirements are applicable to the *Alessandro Boulevard Scenic Corridor*:

- A recognizable design theme, subject to review and approval by the March JPA, shall be provided within lots along Alessandro Boulevard.

43. Historic Landmark

~~Theis Specific Plan Amendment will construct~~ a landmark on the northeastern corner of Meridian Parkway and Opportunity Way. The design and location of this landmark ~~was~~ will be reviewed and approved by the March JPA, in consultation with the Air Force Village West community, March Field Air Museum, and March ARB.

IV. OPEN SPACE

A. Conservation Easements

The previously adopted Specific Plan and this Specific Plan Amendment include jurisdictional waters of the U.S. and State waters, which consist of unnamed ephemeral, intermittent and perennial channels, in-channel wetlands and wetlands. The previously adopted Specific Plan and this Specific Plan Amendment impact 4.06 acres that are waters of the U.S. and State waters under the jurisdiction of the U.S. Army Corps of Engineers (ACOE) and California Department of Fish and Game (CDFG). The total impact to waters of the U.S. is 2.36 acres, and the total impact to State waters is 1.70 acres.

The previously adopted Specific Plan and this Specific Plan Amendment will mitigate on-site and within the adjacent vacant land for impacts to jurisdictional waters of the U.S./State waters and LBV habitat. The purpose of the mitigation is to replace lost functional values of avian habitat, water quality and aesthetics. The mitigation will include the following:

- Create 4.2 acres of habitat (Riparian Woodland, Southern Willow Scrub and Mulefat Scrub) suitable for occupation by LBV in realigned and restored drainages.
- Create 1.9 acres and restore 1.4 acres of wetland waters of the U.S. and State waters.

All newly created and existing adjacent habitat and wetlands will be overlaid with a conservation easement for management and monitoring in perpetuity. The boundary of the easements will be extended past the limits of the habitat to include a “buffer” zone. This “buffer” will serve as additional protection of wetlands and riparian habitat. Also, this area provides the potential for wildlife to find refuge in a conserved and maintained habitat. The Conservation Easement is 185.9 acres and is located to the north and south of Van Buren Boulevard and west of the North Campus.

~~Conservation Easement 1 will be approximately 130 acres and is located within the future development area to the west of this Specific Plan Amendment. Conservation Easement 2 will consist of the approximately 45-acre open space area south of Van Buren Boulevard.~~

B. Drainage Basins

Drainage detention facilities are provided in the east and west portions of North Campus. The largest of these basins (i.e., the East Basin) is in the eastern portion of the North Campus, north of Van Buren Boulevard and has already been constructed and is currently serving the project. The East Basin is located within the Clear Zone (CZ) as designated by the AICUZ to accommodate aircraft operations at March ARB. A second detention basin ~~will be~~ was constructed on Unit 4 Lot E (U4-E) and ~~will~~ over detains to offset the impacts of Unit 4 which is downstream. The third basin ~~will be~~ is located south of Alessandro Boulevard, and west of the BNSF railroad tracks. This facility ~~will~~ drains the northern portion of Unit 1. All detention basins ~~shall have~~ a draw down within 24 hours with the exception of the East Basin. The East Basin ~~shall have~~ has a draw down period of 24 to 30 hours during the interim development of Unit 4. The East Basin will be designed in the ultimate condition to include a draw down period of 12 to 24 hours. Other local basins are to be maintained by the Landscape Lighting and Maintenance District (LLMD).

V. TRANSPORTATION

A. Existing Transportation Issues

Local and regional access to the project area is provided by I-215, Alessandro Boulevard, Cactus Avenue, Barton Street, and Van Buren Boulevard. A Burlington Northern and Santa Fe (BNSF) Railway line runs parallel to I-215, along the west side of the freeway. Existing transportation network issues are summarized below:

- ~~The I-215/Van Buren Boulevard interchange currently experiences congested Level of Service (LOS) E or F conditions during both peak commuting hours. The Van Buren Boulevard/Barton Street intersection is characterized by LOS F conditions during the morning peak.~~
- ~~The existing Van Buren Boulevard bridge over the railroad line has limited capacity and will need to be improved in order to accommodate future traffic.~~

While this Specific Plan Amendment requires a General Plan amendment due to land use changes, it should be noted that this Specific Plan Amendment's land uses, combined with those included in the previously adopted Specific Plan, have a substantially lower traffic generation than previously approved uses evaluated in the MEIR. In terms of traffic generation, the General Plan EIR assumed 131,400 daily trips. ~~Per the Specific Plan Amendment, the Meridian project would generate 20,800 total daily trips in excess of the approved 88,100 daily trips for the Specific Plan area. The lower traffic generation is in part attributable to the lower FARs implemented in this Specific Plan Amendment and the previously adopted Specific Plan, as compared to those included in the March JPA General Plan. As discussed in the *Traffic Circulation and Phasing Study*, the March Business Center will generate 88,100 total daily trips, including 74,900 external trips. This is a 33 percent reduction from approved General Plan land uses. The *Traffic Circulation and Phasing Study* was prepared to fulfill the following objectives:~~

1. To provide the baseline for future traffic monitoring updates
2. To specify the internal circulation network for the March Business Center Specific Plan
3. To determine the timing of off-site transportation improvements with respect to Specific Plan development phases
4. To confirm whether or not the transportation improvements identified in the 1998 Transportation Study are still needed, given updated land use information for the Specific Plan and the surrounding area

B. Traffic Circulation Plan

An internal roadway network, consisting of a hierarchy of local, collector and arterial streets, is being constructed to provide access to and from the lots ~~comprising this Specific Plan Amendment~~ comprising the March Business Center. The internal street network consists primarily of public roadways to be maintained by the March JPA, with the exception of an east/west private roadway located along the southern boundary of lot 16. This private street ~~will be~~ was built to March JPA standards in compliance with Development Code Section 9.14.020C.2, and maintained by adjacent property owners, through a recorded maintenance agreement approved by the March JPA. Off-site transportation improvements are provided to ensure there is sufficient capacity to accommodate future traffic. The improvements associated with each development phase are to be constructed or assured to the satisfaction of the March JPA Executive Director prior to the occupancy of that phase.

1. Project Development Phasing

~~This Specific Plan Amendment Meridian SP-5~~ is to be constructed in a single development phase, referred to as Phase II-A. Figure I-3 on page I-5 of this Specific Plan illustrates the boundaries of Phase II-A. The previously adopted Specific Plan was divided into smaller phases that deliver transportation facilities based on when these improvements are needed. **Figure V-1** illustrates the transportation improvements associated with Phase I, the initial phase of the previously adopted Specific Plan. Phase II includes the area formerly occupied by the demolished housing development. The improvements for Phase 2 are shown in **Figure V-2**. Phase II-A includes ~~this Specific Plan Amendment Area Meridian SP-5~~ (257.7 acres) in the North Campus; this phase is also shown in **Figure V-2A**.

2. Planning Areas and Planning Regions

Development within ~~this Specific Plan Amendment Meridian SP-5~~ is managed using a system of Planning Areas and Planning Regions. **Figure V-4** depicts the boundaries of seven Planning Areas, and their location within three larger Planning Regions. Each Planning Area is allocated a traffic generation “budget” based on assumed land uses, and the combined Planning Area budgets are equal to the total traffic generation of the entire Specific Plan Amendment Area. **Table V-1** summarizes the trip generation budgets. When a new development is proposed within ~~this Specific Plan Amendment the Meridian SP-5~~, its traffic generation⁴ shall be calculated based on the long term conditions, and a running total shall be kept for each of the Planning Areas as development proceeds. If all lots within a Planning Area are fully developed and the combined traffic generation is less than the budget, then three percent of excess trips may be reallocated to other Planning Areas within that Planning Region only. No trips may be transferred among Planning Regions. Appendix C contains a sample spreadsheet that can be used to track traffic generation.

2.3. Street Sizing and Landscaping

The internal street network will accommodate traffic from the previously adopted Specific Plan, traffic from ~~this Specific Plan Amendment Meridian SP-5~~, traffic generated by new development in the project vicinity, and existing trips diverted to internal streets from parallel routes. **Figure V-4A** illustrates the classifications of internal roadways and Van Buren Boulevard. **Figure V-5** depicts typical cross-sections for internal roadways based on the *Riverside County Road Improvement Standards and Specifications*. The project’s circulation network has been designed to be consistent with the Riverside County Integrated Plan (RCIP) recommended additional right-of-way allocated for landscaping. Secondary Highways will be consistent with RCIP guidelines. However, additional landscaping on Van Buren Boulevard in accordance with RCIP is not practical because existing improvements are provided adjacent to Riverside National Cemetery.

However, the design of Van Buren Boulevard is consistent with the intent of the RCIP because additional landscaping will be provided along this roadway adjacent to the project, including a 20-foot landscaping easement on the north side of Van Buren Boulevard, adjacent to the North Campus.

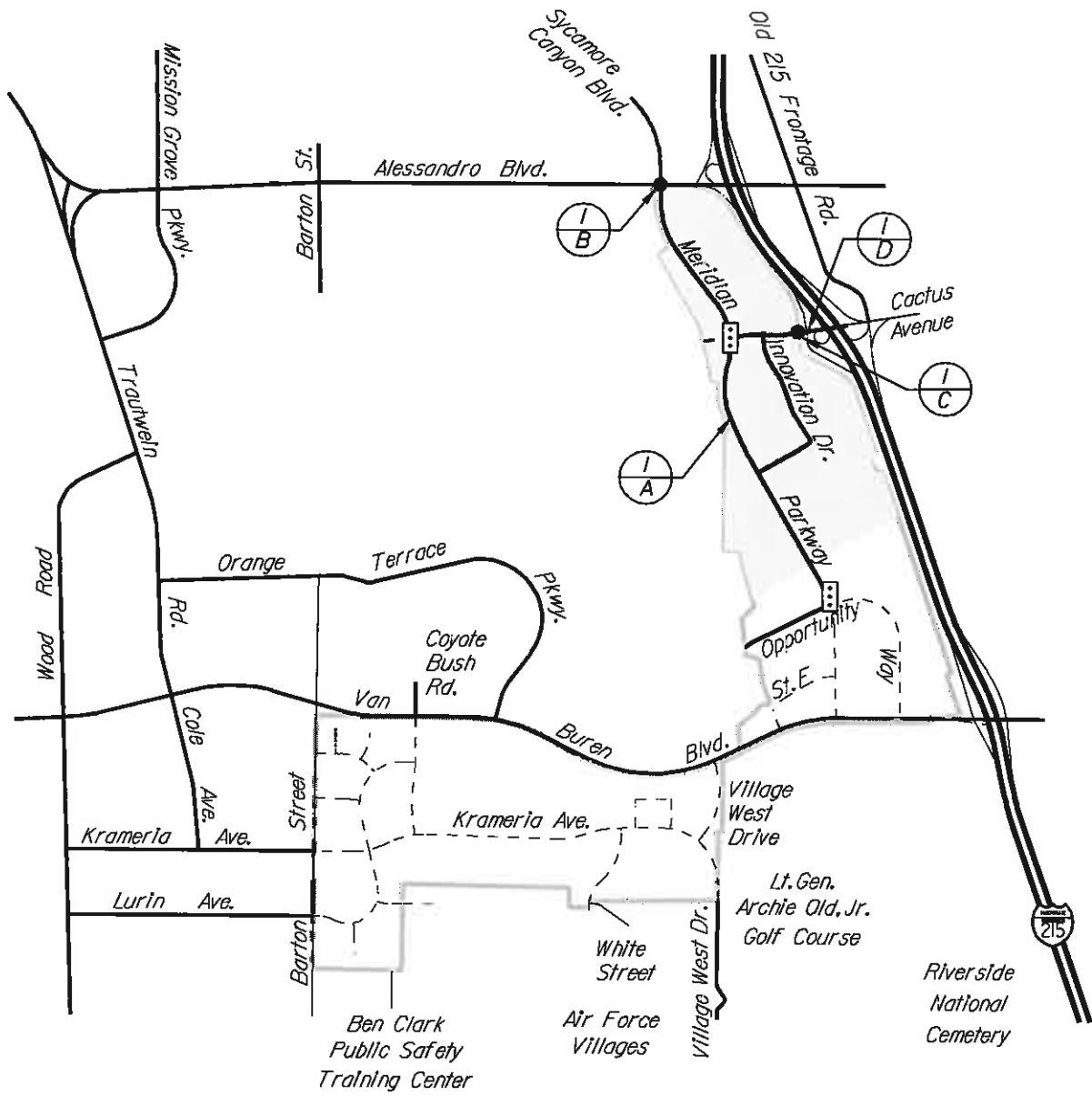
County standards typically provide 12-foot travel lanes and eight-foot shoulders. In cases where a Class II bike lane is recommended, the shoulder will be replaced by a six-foot striped bike lane, with the remaining two feet added to the outer travel lane (i.e., this lane would be 14 feet wide). This configuration is desirable to accommodate both bicyclists and trucks or other heavy vehicles.

⁴ Traffic generation shall be calculated using the trip generation rates included in the Traffic Impact Analysis, Meridian Specific Plan Amendment (2010), which is based on Institute of Transportation Engineers’ Trip Generation (8th Edition) rates, and the City of Fontana Truck Trip Generation Study (2003). The March JPA will also consider trip generation studies and/or data that are different from the above-listed rates for the purposes of trip generation calculations.

3.4. Traffic Monitoring

~~One of the MEIR mitigation measures requires traffic monitoring every five years. Because the Transportation Study prepared in support of the MEIR was published in 1998, updated traffic studies have been completed for the previously adopted Specific Plan in 2003 and this Specific Plan Amendment in 2010. These documents form the basis for future traffic monitoring updates. This document has established an external traffic generation "budget" to determine whether the transportation network has sufficient capacity to accommodate project traffic. Each Planning Area is allocated a traffic generation "budget" based on land uses. The combined Planning Area budget equals the additional traffic generation~~
One of the MEIR mitigation measures requires traffic monitoring every five years. Because the Transportation Study prepared in support of the MEIR was published in 1998, an updated *Transportation Circulation and Phasing Study* has been completed for March Business Center. This document forms the basis for future traffic monitoring updates. This document has established a traffic generation "budget" in order to ensure that the transportation network has sufficient capacity to accommodate project traffic. This budget is 74,900 daily external trips. Over the course of project buildout, the traffic generation characteristics of the site will be monitored and compared to the traffic generation assumed in the *Transportation Circulation and Phasing Study*. If future increases in density result in traffic generation in excess of the established budget, then the traffic impacts and mitigation identified in the study must be revisited as part of the traffic monitoring update process.

Meridian - Specific Plan Amendment



Legend:

- Complete Project Roadway
- Future Project Roadway
- Improvement Phase / Identifier
- Traffic Signal

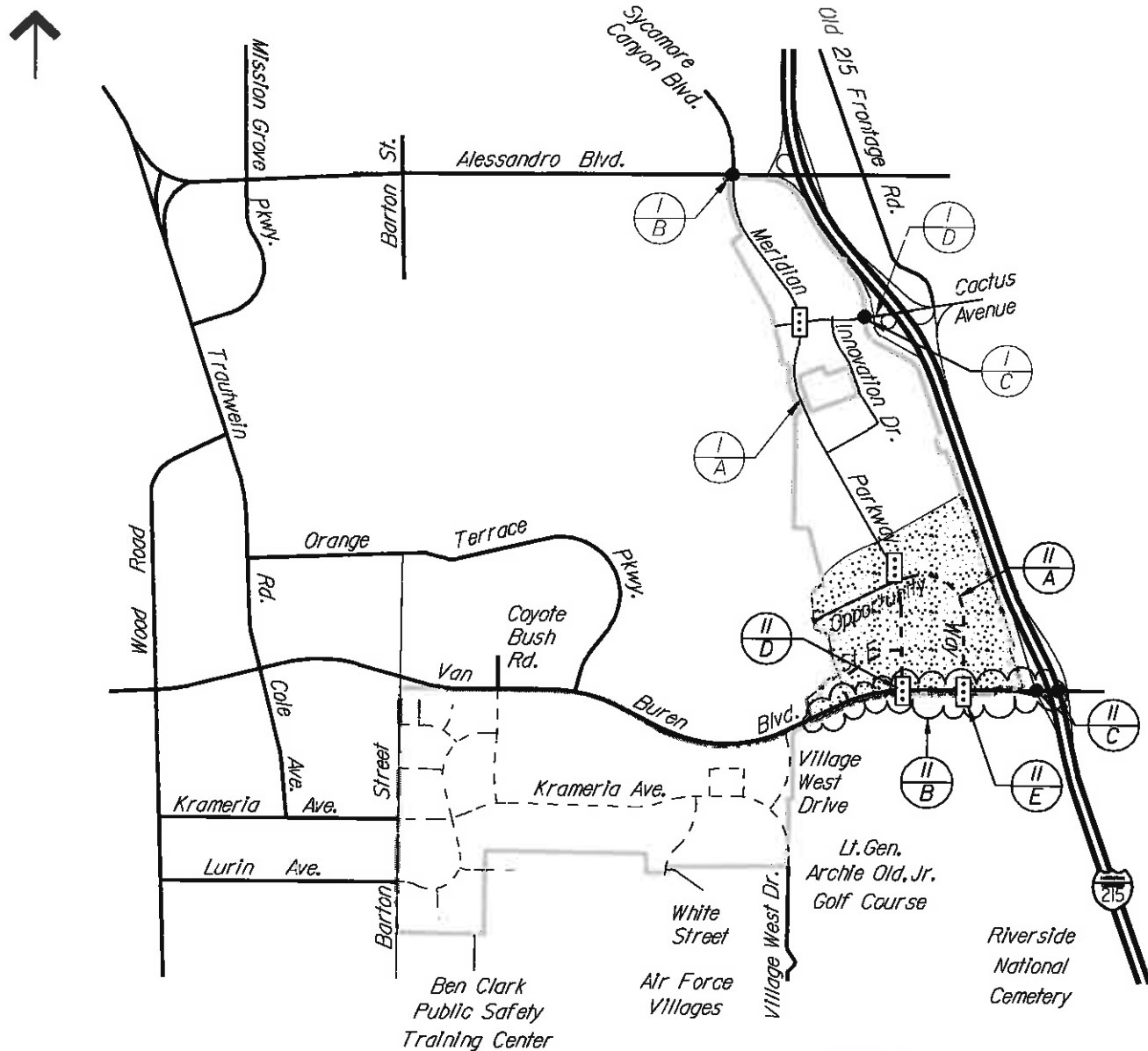
NOTE:
SPA Improvements Included In Phase II-A

Phase ID	Proposed Phase I Improvements	Status of Improvements
I-A	Construct Internal streets	Complete
I-B	Modify signal at Alessandro Blvd./Sycamore Canyon Blvd.	Complete
I-C	Widen Cactus Avenue railroad bridge	Complete
I-D	Improve Cactus Avenue/I-215 southbound ramps	Construction Expected To Be Complete By Mid-2010

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PLOTTEE 1 3/4/2010

Figure V-1
Transportation Improvements,
Development Phase I



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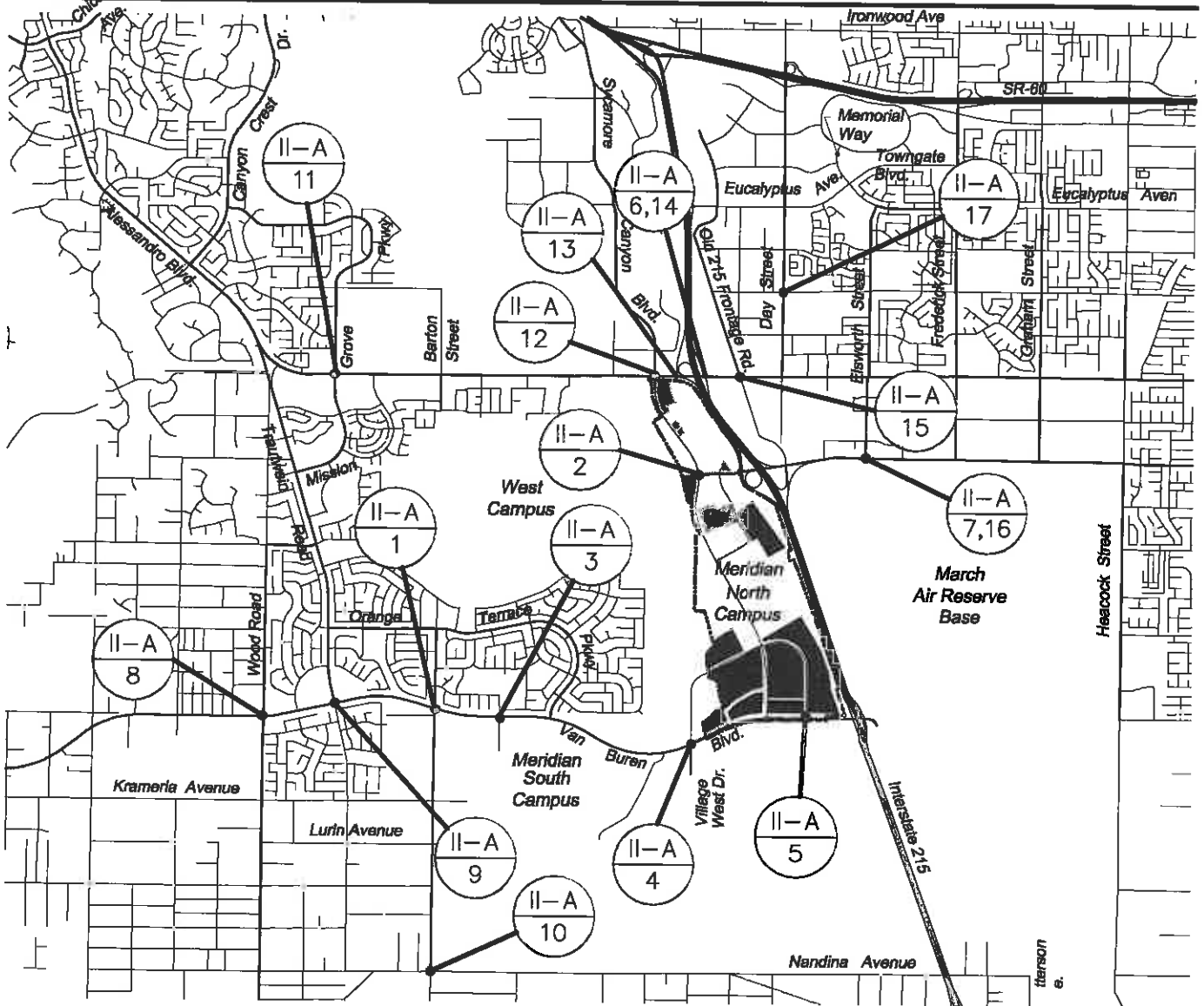
- - - - - Future Project Roadway
- (I / B) - Improvement Phase / Identifier
- [] - Traffic Signal
- [Stippled Area] - Phase II

Phase ID	Proposed Phase 2 Improvements	Status of Improvements *
II-A	Construct Internal streets	Partially Complete
II-B	Widen Van Buren Boulevard	To Be Completed
II-C	Improve Van Buren Blvd/ I-215 Interchange	In Plans, Specifications & Estimates (PS&E) Phase
II-D	Provide signal control	In Design
II-E	Provide signal control	In Design

NOTE:
 SPA Improvements Included In Phase II-A
 * Improvements to be Constructed or Assured upon Issuance of occupancy permit for any use within Phase I, 2, or 2-A after traffic generated by this use exceeds 44,966 ADT.

Figure V-2
Transportation Improvements,
Development Phase II

Meridian - Specific Plan Amendment



Phase ID	Proposed Phase II-A Improvements	Status of Improvements
II-A-1	Van Buren/Barton Improvements	To Be Completed
II-A-2	Meridian/Cactus Improvements	To Be Completed
II-A-3	Van Buren/Coyote Bush	To Be Completed
II-A-4	Van Buren/Village West	To Be Completed
II-A-5	Van Buren/Opportunity Way	To Be Completed
II-A-6 to II-A-7	Fair share contributions to mitigate cumulative impacts	To Be Collected and Distributed by JPA

Legend:

 Improvement Phase/Identification

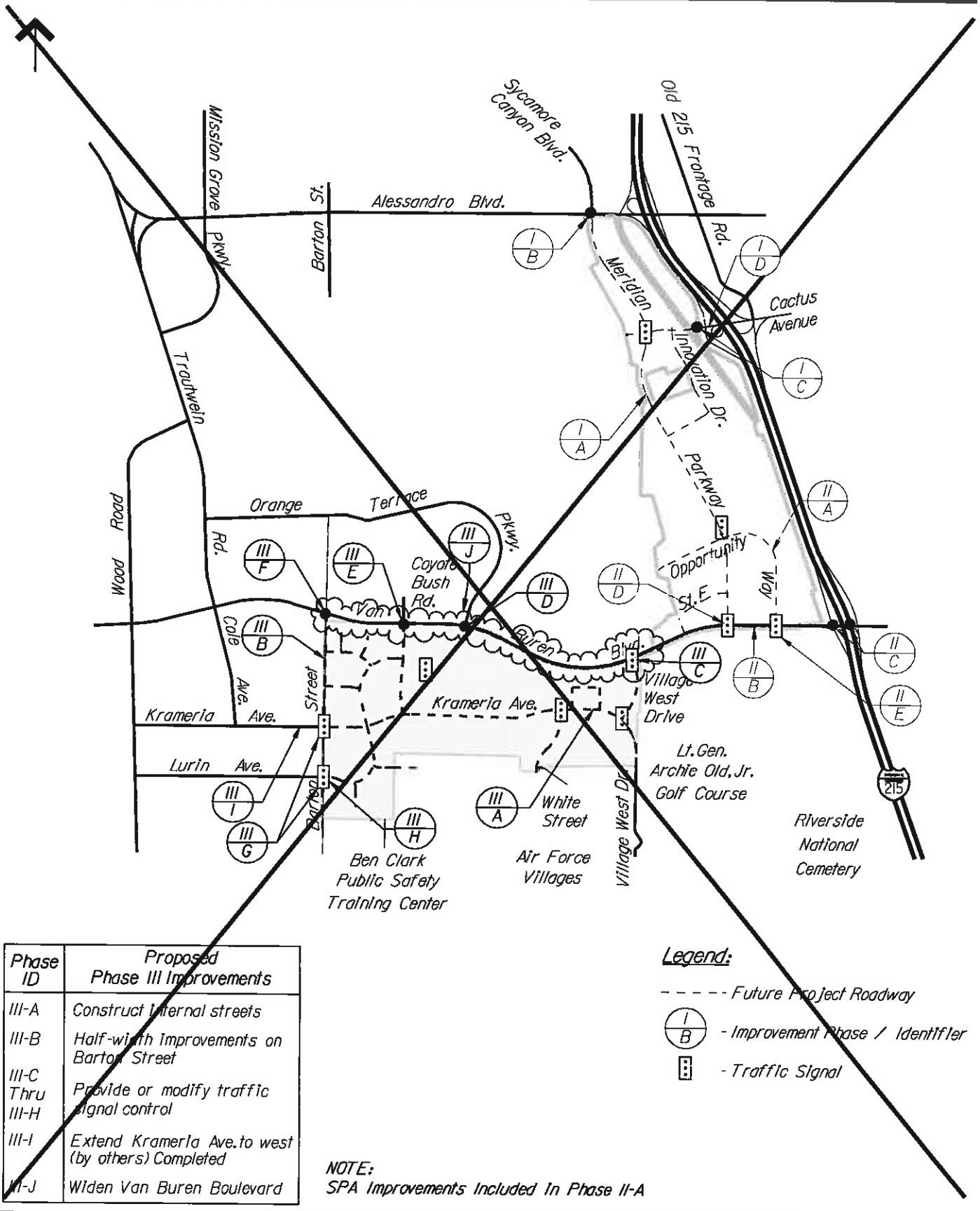
 Phase II-A

Note: Two Identification numbers at one Intersection indicate fair share contribution toward near term and 2030 improvement.



Figure V-2A
Additional Transportation Improvements,
Development Phase II-A

Meridian - Specific Plan Amendment



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Figure V-3
Transportation Improvements,
Development Phase III

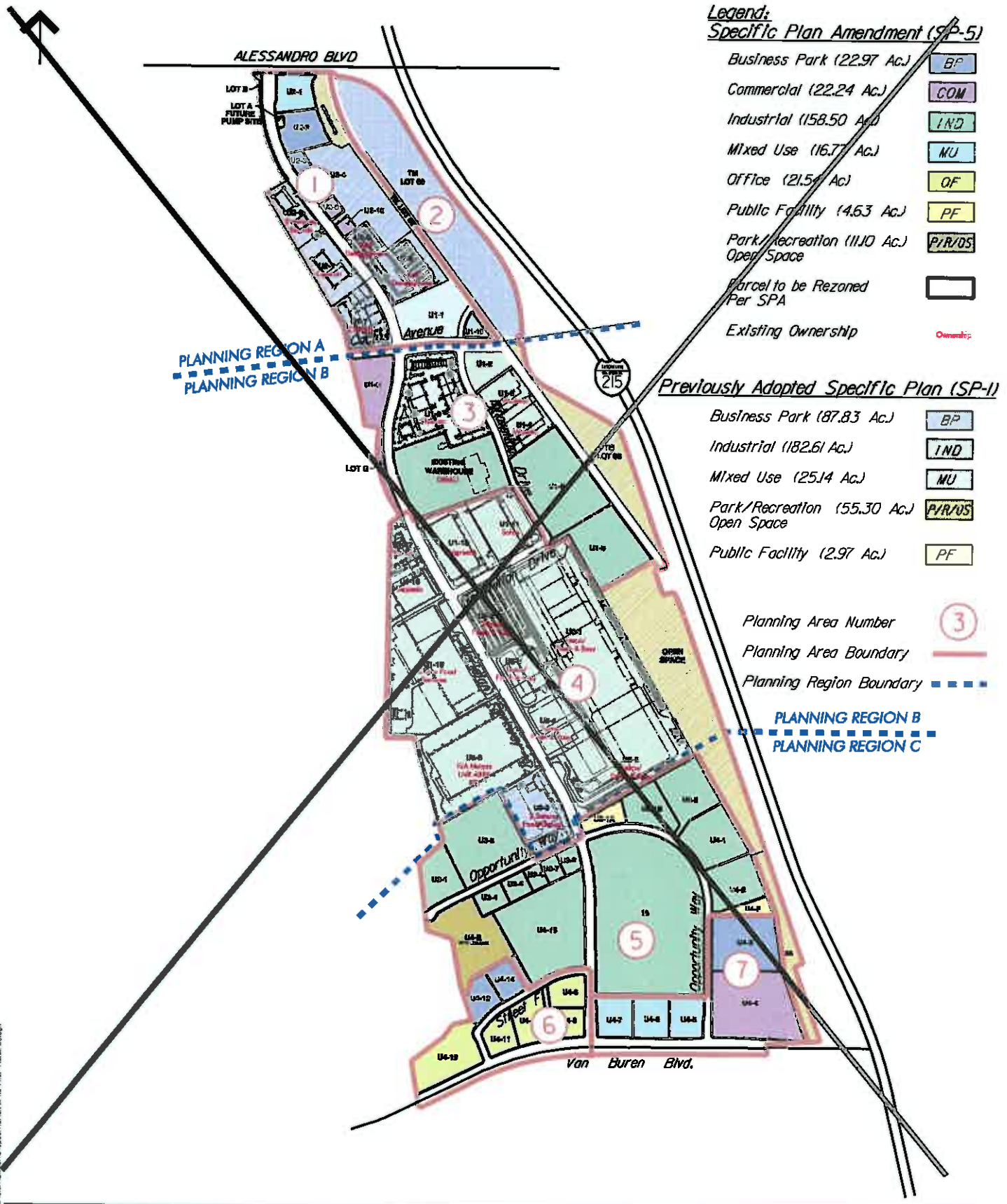


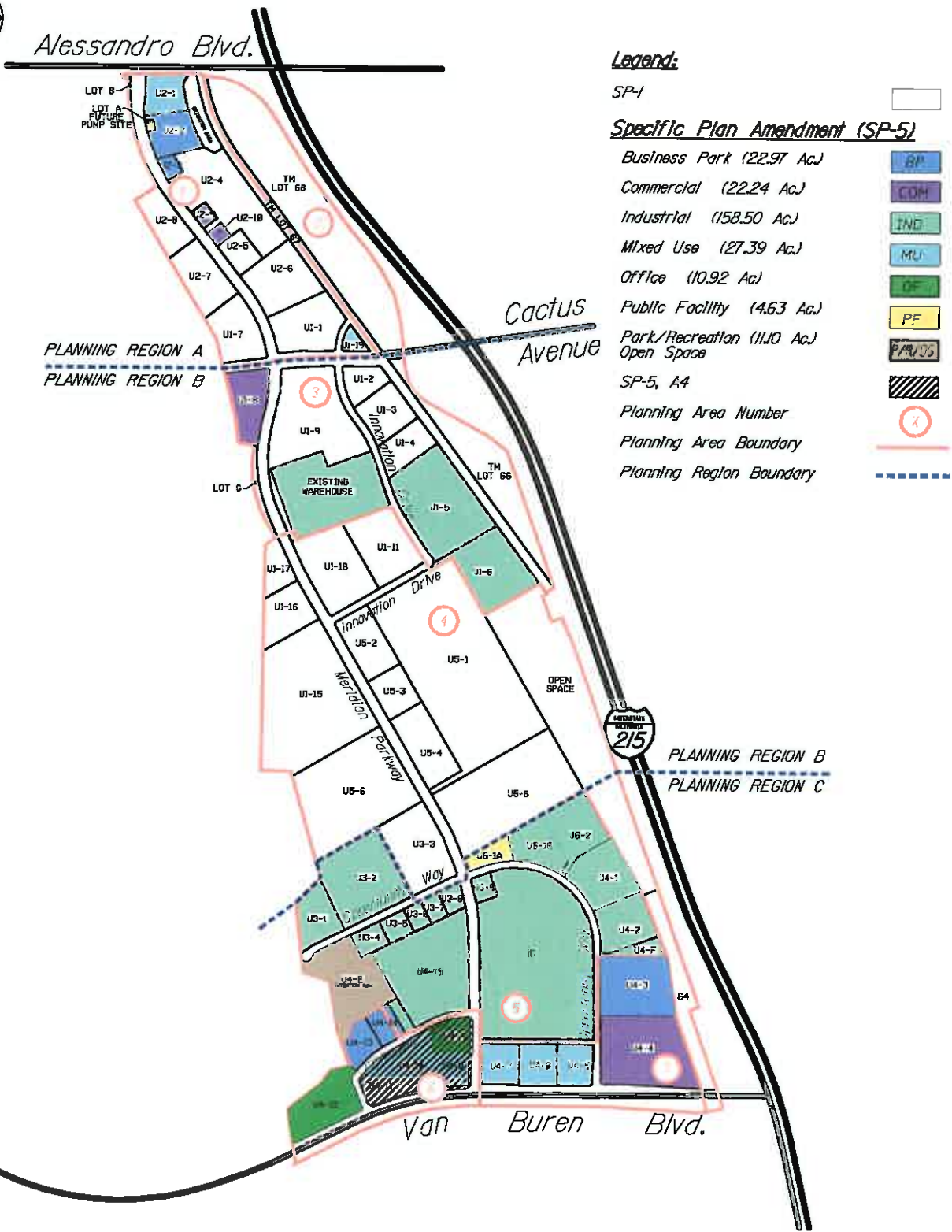
Figure V-4

Planning Areas and Regions

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 11/11/18

MARCH BUSINESS CENTER - SPECIFIC PLAN AMENDMENT

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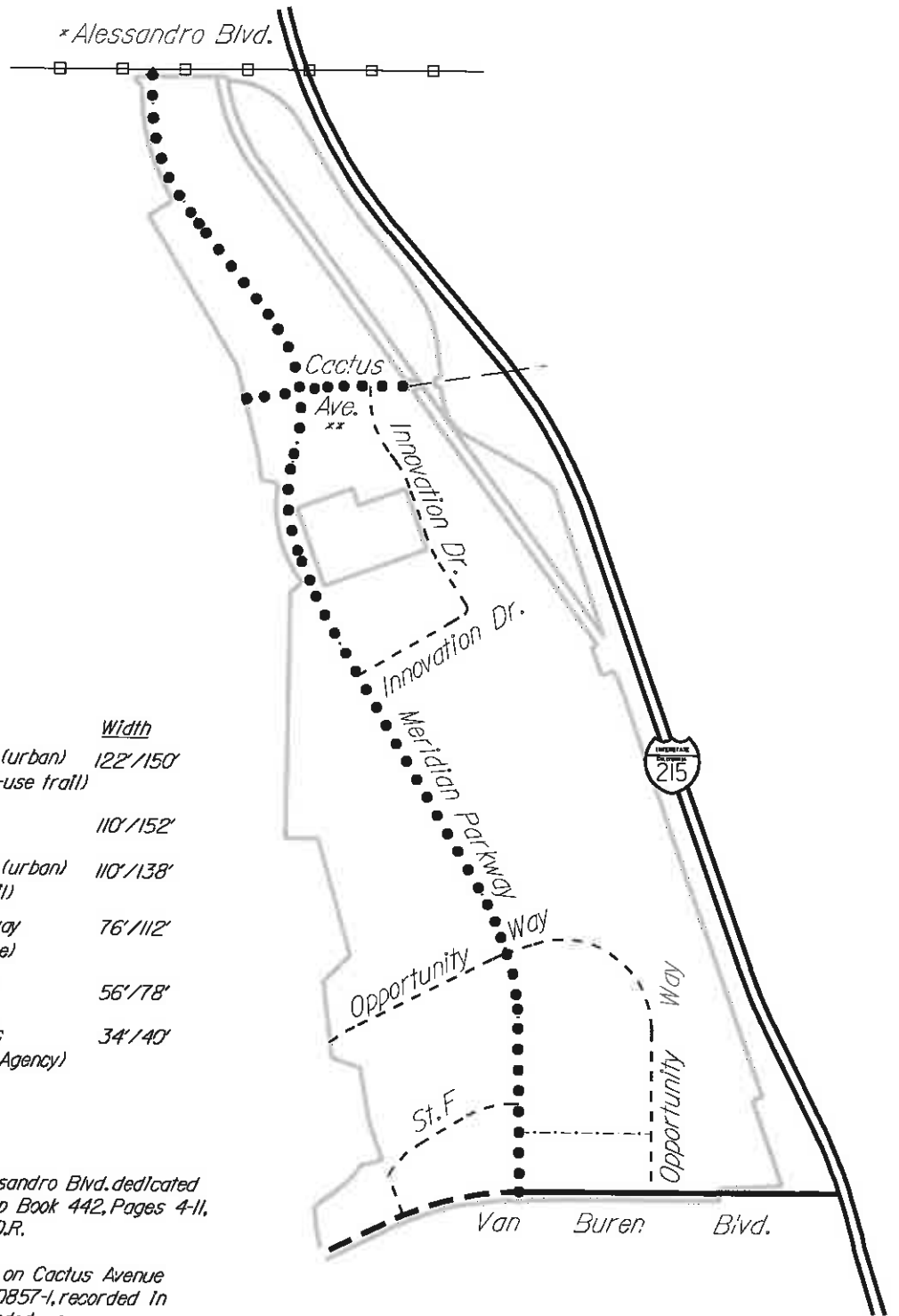
- SP-1
- Specific Plan Amendment (SP-5)**
 - Business Park (22.97 Ac.)
 - Commercial (22.24 Ac.)
 - Industrial (158.50 Ac.)
 - Mixed Use (27.39 Ac.)
 - Office (10.92 Ac.)
 - Public Facility (4.63 Ac.)
 - Park/Recreation (11.0 Ac.)
 - Open Space
- SP-5, A4
- Planning Area Number
- Planning Area Boundary
- Planning Region Boundary

FIGURE V-4

PROPOSED PLANNING AREAS AND REGIONS

**TABLE V-1
MERIDIAN SPA TRIP GENERATION SUMMARY BY PLANNING AREA
NORTH CAMPUS - TOTAL TRIPS (TRUCKS AND PASSENGER CARS)**

Planning Area Number	Total ADT	Truck ADT	Passenger Car ADT	Captured Trips	External Trips
Planning Region A ¹					
1	8,429	0	8,429	1,096	7,333
2	0	0	0	0	0
Subtotal	8,429	0	8,429	1,096	7,333
Planning Region B					
3	9,269	1,836	7,433	966	8,303
4	0	0	0	0	0
Subtotal	9,269	1,836	7,433	966	8,303
Planning Region C					
5	6,726	1,760	4,966	646	6,080
6	8,622	294	8,328	1,083	7,539
7	18,579	0	18,579	2,415	16,164
Subtotal	33,927	2,054	31,873	4,144	29,783
NET TRIP GENERATION =	51,625	3,890	47,735	6,206	45,419
Note:					
1. Because SPA land uses within Planning Region A include Mixed Use, Commercial, and Business Park land uses, there is no truck traffic, as defined in the Fontana Truck Trip Generation Study (2003) will be generated.					
Internal Capture is 13% for proposed uses.					



Legend

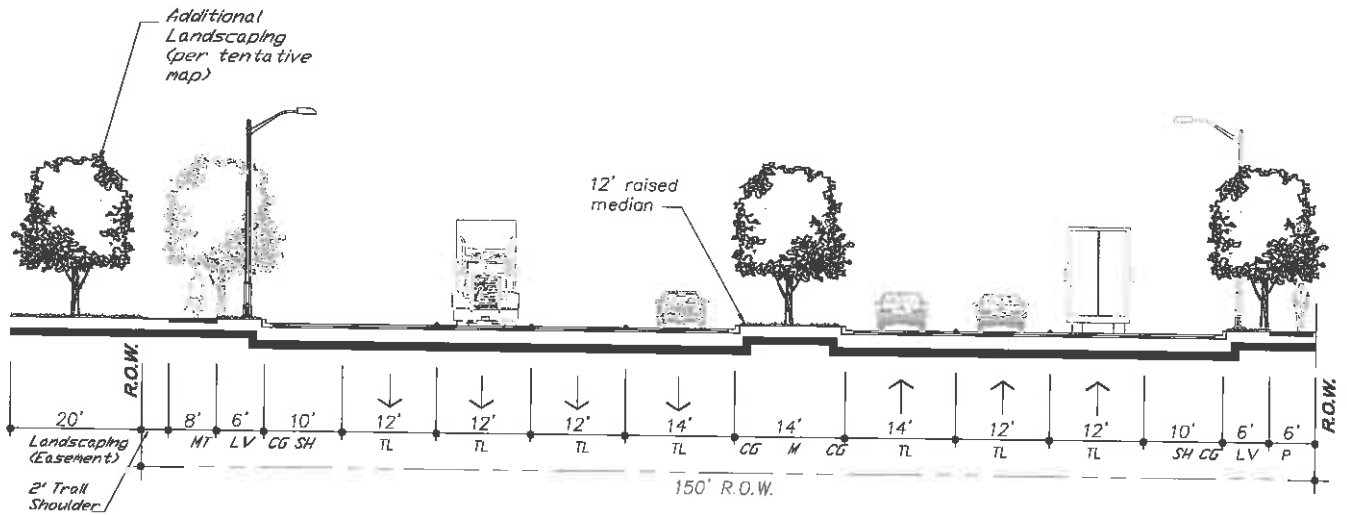
	Width
	Modified Arterial Highway (urban) 122' / 150' (7 lane) (with Class I multi-use trail)
	Urban Highway (Urban) 110' / 152'
	Modified Arterial Highway (urban) 110' / 138' (with Class I multi-use trail)
	Modified Secondary Highway 76' / 112' (with two-way left turn lane)
	Industrial Collector Street 56' / 78'
	Private Roadway or Public Roadway (If Approved By Agency) 34' / 40'
	Existing Roadway

* Half width dedication along Alessandro Blvd. dedicated on Map 30857-2, recorded in Map Book 442, Pages 4-11, recorded as Doc. 2007-0334147, O.R.

** Additional Right-of-Way dedication on Cactus Avenue to 110' / 152' dedicated on Map 30857-1, recorded in Map Book 371, Pages 28-38, recorded as Doc. 2004-1024402, O.R.

Figure V-4A

Roadway Classifications



Legend

- TL = Travel Lane
- M = Median
- LV = Landscape Verge
- P = Pedestrian Way
- CG = Curb/Gutter
- SH = Shoulder
- MT = Multi-use Trail

Notes:

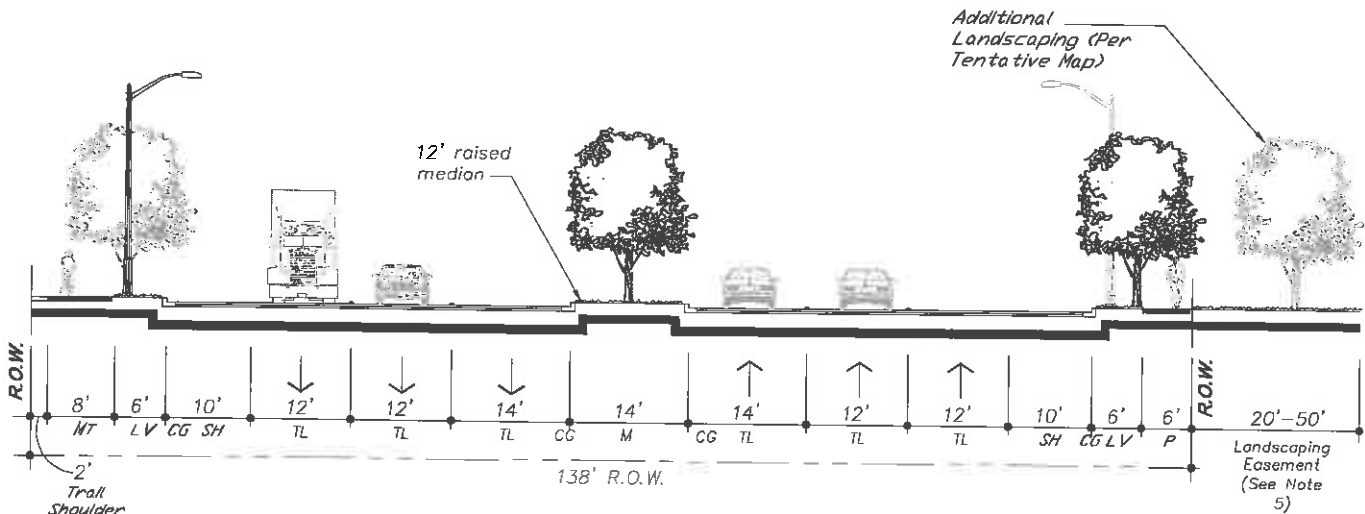
1. Combined thickness of base and surface to be determined by soil test.
2. Minimum paving thickness per Riverside County specifications.
3. Refer to Figure V-7 of the Specific Plan for the location of the Class I trail.
4. Design will match existing improvements where possible adjacent to Riverside National Cemetery.
5. In order to conform to the I-215/Van Buren interchange, two additional eastbound through lanes are added east improvements of Meridian Parkway.

Figure V-5A

Van Buren Boulevard (Meridian Parkway to I-215, facing East)
Modified Arterial (Urban) Highway, 7 Lanes (With Class I Multi-Use Trail)

Meridian - Specific Plan Amendment

Not to Scale



Legend

- TL = Travel Lane
- M = Median
- LV = Landscape Verge
- P = Pedestrian Way
- CG = Curb/Gutter
- SH = Shoulder
- MT = Class I Multi-Use Trail

Notes:

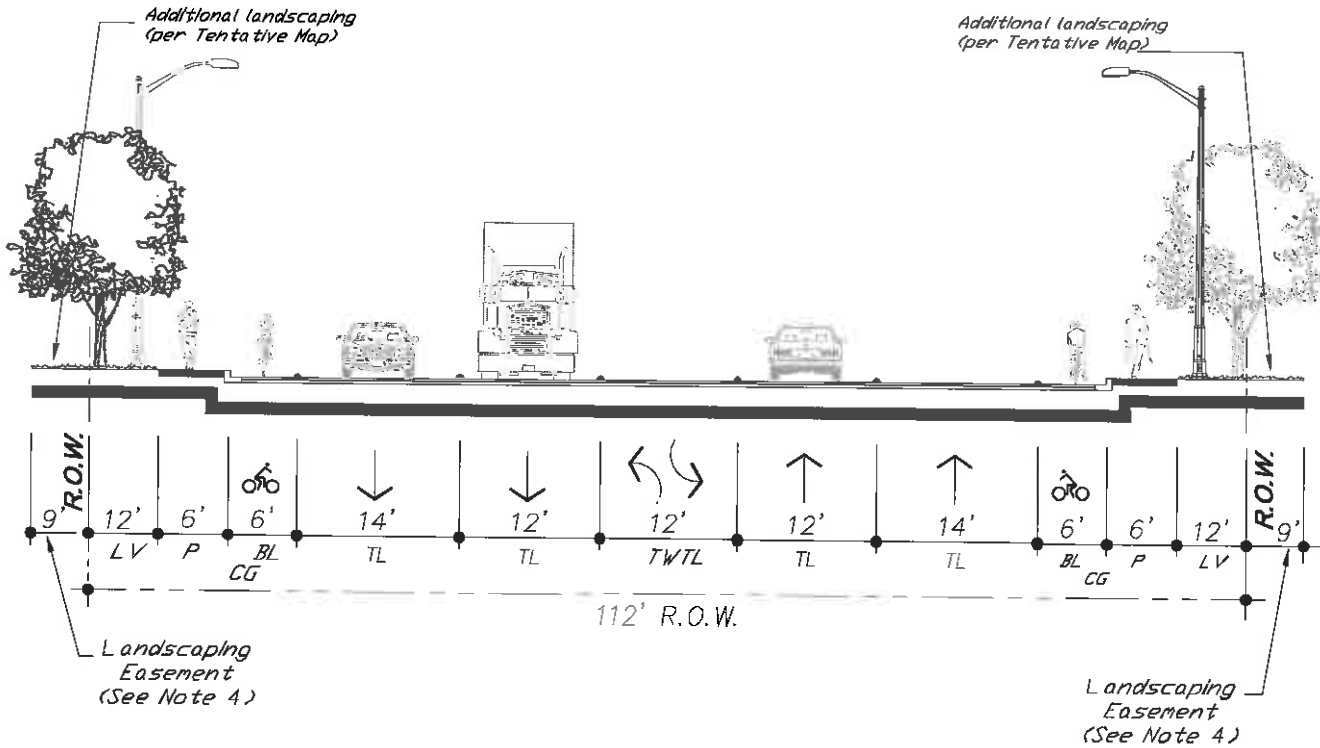
1. Combined thickness of base and surface to be determined by soil test.
2. Minimum paving thickness per Riverside County specifications.
3. Refer to Figure V-7 of the Specific Plan for the location of the Class I trail.
4. North side of Van Buren Boulevard to be constructed as proposed between Orange Terrace Parkway and Meridian Parkway only.
5. -50' landscape easement on Van Buren Boulevard from South edge of Lot 39 to the east edge of South Campus Lot 22.
 -20' landscape easement, in addition to landscape in the public ROW, will be provided on Van Buren Boulevard from West edge of North Campus Lot 23 to East edge of South Campus Lot 26.
 Unit 4, Lot 12 Unit 4, Lot 4
6. Design will match existing improvements where possible adjacent to Orangecrest.
7. Landscaping will not be provided adjacent to wildlife habitat.
8. Multi-use trail will transition from north side of Van Buren Blvd. to the south side at Orange Terrace Parkway.

Figure V-5B

Van Buren Boulevard (West of Meridian Parkway, facing East)
 Modified Arterial (Urban) Highway (With Class I Multi-Use Trail)

Meridian – Specific Plan Amendment

Not To Scale



Legend

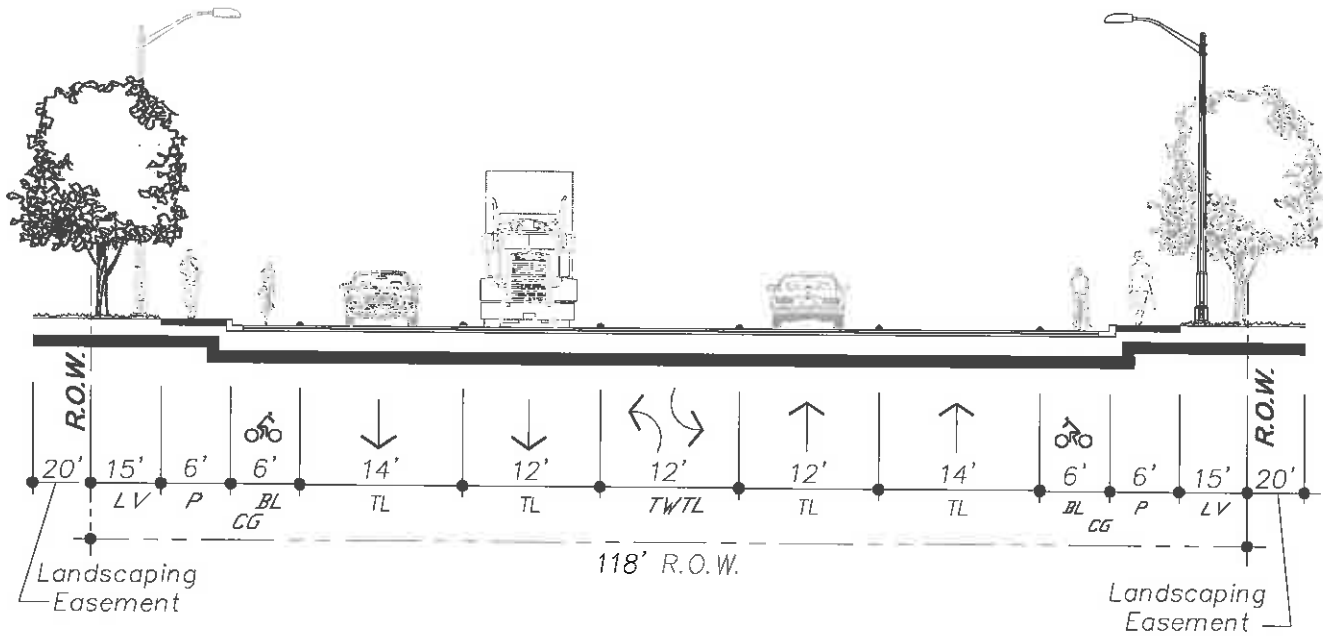
- TL = Travel Lane
- LV = Landscape Verge
- P = Pedestrian Way
- CG = Curb/Gutter
- BL = Class II Bike Lane
- TWTL = Two-Way Left Turn Lane

Notes:

1. Combined thickness of base and surface to be determined by soil test.
2. Minimum paving thickness per Riverside County specifications.
3. Refer to Figure V-7 of the Specific Plan for the location of the Class II bike lanes.
4. Provide 9' landscaping easement on Krameria Avenue and Meridian Parkway.
5. For Krameria Avenue and Meridian Parkway, the parkway slope from the back of sidewalk will be 6:1.
6. N/A
7. Assessment district will maintain all landscaping in public right-of-way.

Figure V-5C

**Meridian Parkway,
Modified Secondary Highway (With Two Way Left Turn Lane and Class II Bike Lanes)**



Legend

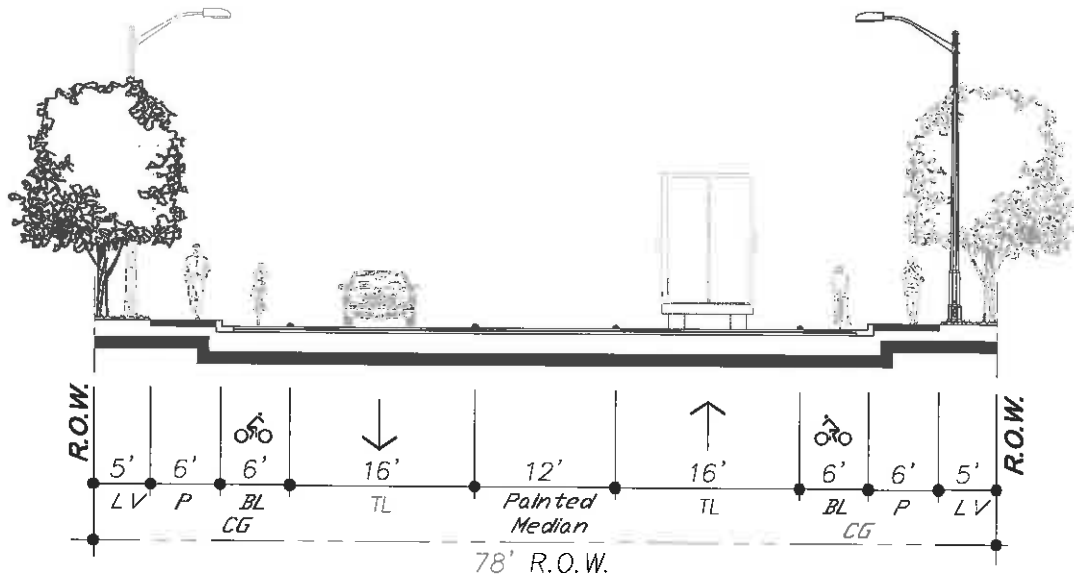
- TL = Travel Lane
- LV = Landscape Verge
- P = Pedestrian Way
- CG = Curb/Gutter
- BL = Class II Bike Lane
- TWTL = Two-Way Left Turn Lane

Notes:

1. Combined thickness of base and surface to be determined by soil test.
2. Minimum paving thickness per Riverside County specifications.
3. Refer to Figure V-7 of the Specific Plan for the location of the Class II bike lanes.
4. Assessment district will maintain all landscaping in public right-of-way.
5. Build Out of Future Development Area will necessitate widening of Cactus Avenue to Arterial (Urban) Highway Standards (110' pavement/152' right-of-way).

Figure V-5C1

**Cactus Avenue (Meridian Parkway to eastern edge of Specific Plan)
Modified Secondary Highway (With Two Way Left Turn Lane and Class II Bike Lanes)**



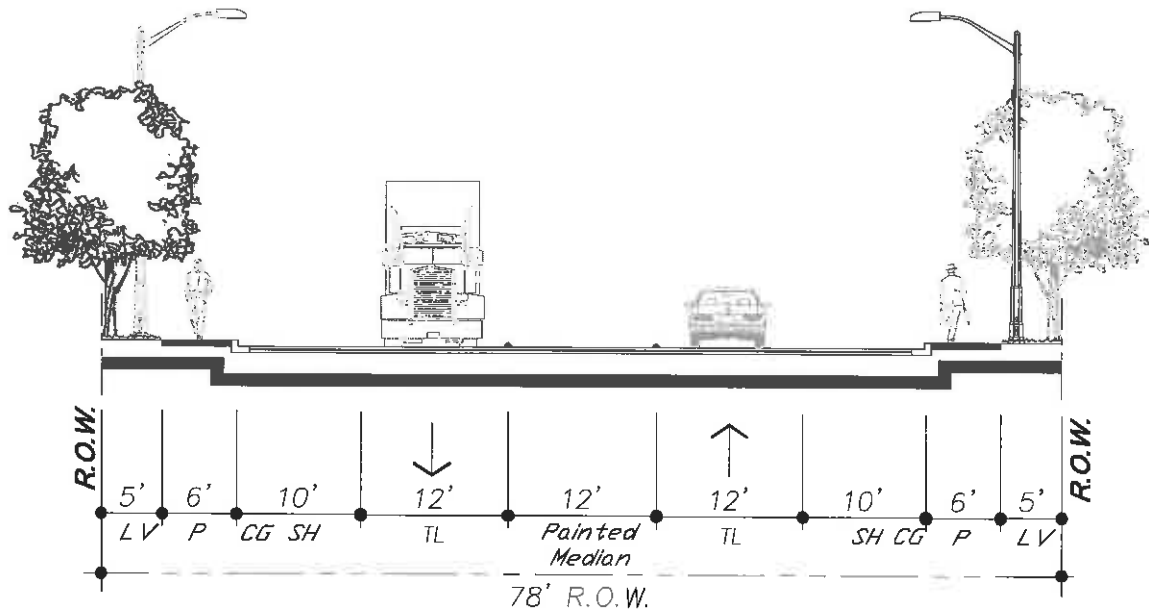
Legend

- TL = Travel Lane
- M = Median
- LV = Landscape Verge
- P = Pedestrian Way
- CG = Curb/Gutter
- BL = Class II Bike Lane

Notes:

1. Combined thickness of base and surface to be determined by soil test.
2. Minimum paving thickness per Riverside County specifications.
3. All curb and gutter to be type "A-6" unless otherwise specified.
4. Refer to Figure V-7 of the Specific Plan for the location of Class II bike lanes.

Figure V-5E
**Opportunity Way (East of Meridian Parkway), Street K,
 Village West Drive (South of Krameria Ave.) and Street Y
 Industrial Collector Street (With Class II Bike Lane)**



Legend

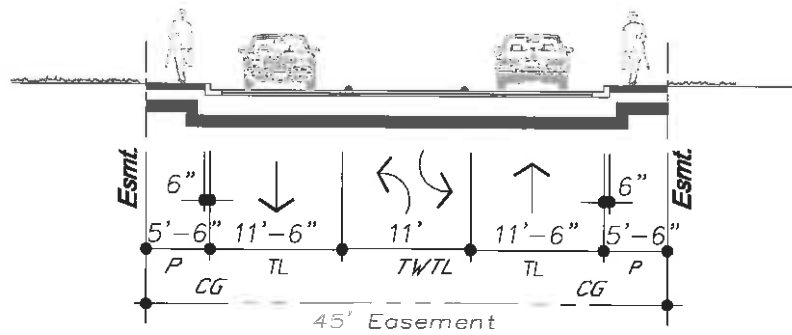
- TL = Travel Lane
- M = Median
- LV = Landscape Verge
- P = Pedestrian Way
- CG = Curb/Gutter
- SH = Shoulder

Notes:

1. Combined thickness of base and surface to be determined by soil test.
2. Minimum paving thickness per Riverside County specifications.
3. All curb and gutter to be type "A-6" unless otherwise specified.
4. Refer to Figure V-7 of the Specific Plan for the location of Class II bike lanes.

Figure V-5F

Innovation Drive, Street F,
Industrial Collector Street (No Class II Bike Lane)



Legend

- TL = Travel Lane
- LV = Landscape Verge
- P = Pedestrian Way
- CG = Curb/Gutter
- TWTL = Two-Way Left Turn Lane

Notes:

1. Combined thickness of base and surface to be determined by soil test.
2. Minimum paving thickness per Riverside County specifications.
3. All curb and gutter to be type "A-6" per Riverside County standards.

Figure V-5H

Private Roadway
(South Side of Lot 16)

~~of the proposed Project (e.g., 19,678 daily external trips) plus the original 2003 FEIR traffic budgeted for the 257.7-acre Project area. As shown in Appendix C of this Specific Plan Amendment, the total combined external traffic budget is 45,419 daily trips and 3,890 daily truck trips. If future increases in density result in traffic volumes that exceed the established budget, then the traffic impacts and mitigation identified in the study must be revisited as part of the traffic monitoring update process. The first trip monitoring update was prepared in September 2007, and the next one will be due five years after the approval of the traffic report prepared for this Specific Plan Amendment.~~

5. Employment Center Trip Capture

As discussed in Section III, ~~this Specific Plan Amendment~~ is a major employment center in a portion of the County that is characterized by primarily residential land uses. Development of new uses consistent with the Specific Plan Amendment is intended to improve the balance of population and employment in the project vicinity, providing an opportunity for residents to work locally, rather than commute to Los Angeles or Orange Counties. Jobs/housing balance will provide a transportation capacity benefit, reducing the concentration of work trips in the peak hour/peak direction of travel.

The benefits of matching jobs and housing can be illustrated in the context of typical peak hour commuting patterns. For example, people living in Perris or other locations to the south of the project area may work in Orange County. In the morning peak some of these motorists may choose to exit I-215 at Van Buren Boulevard and proceed westbound en route SR-91. ~~This Specific Plan Amendment~~ would “capture” some of the trips travelling along this path. This would provide the following benefits:

1. The magnitude of the future volume increase on Van Buren Boulevard west of the project, and at the Van Buren Boulevard/SR-91 interchange, would not be as high as compared to a no-project or residential type of development
2. The distance and duration of certain additional work trips will be substantially reduced,⁵ providing fuel consumption and air quality benefits

The congestion, air quality, and fuel consumption benefits associated with the “capture” of trips along the route described above would also apply to other commuting patterns, both in the immediate project vicinity and the surrounding region.

6. Transportation Demand Management

While ~~this Specific Plan Amendment~~ will provide a regional transportation benefit, much of the traffic accessing the site will be concentrated in peak commuting hours. This can cause regional and local problems, such as peak hour traffic congestion, increased air pollution, and extended periods of time spent commuting. Transportation Demand Management (TDM) strategies will be implemented to shift trips outside the standard commuting hours and/or to non-“drive alone” modes of travel. This is accomplished through various employer-initiated measures, such as flexible working hours, encouragement of carpooling, and facilitating access for non-motorized (i.e., bicycling or walking) modes of travel. The following TDM measures are recommended:

The March JPA shall coordinate with the RCTC as the project Transportation Management Agency (TMA). The purpose of the TMA will be to:

- Provide information on employee matching for carpools and van pools
- Identify park and ride lot locations

⁵ Transportation modeling done for the MEIR indicated the commuting trips out of Riverside County would be reduced by 32,000 vehicles per day with the implementation of the General Plan. Typical commuting distances would be reduced from 50 miles to 15 miles, reducing vehicle miles of travel by 350,000 per day (MEIR, page 3-69).

- Provide information on and encourage transit use
- Each employer shall submit a TDM plan to the JPA. The TDM plan shall address the following:
- Designate a TDM coordinator
 - Provide a space (e.g., kiosk, bulletin board, etc.) for rideshare information
 - Provide preferential parking for carpools
 - Identify bus routes and bicycle facilities in the vicinity
 - Provide flexible working hours and/or a telecommuting program (to the extent feasible)
 - Bicycle storage facilities
 - Showers and locker rooms⁶

C. Non-Automobile Circulation

1. Local Transit Service

As established in the March Business Center Design Guidelines, site design and building orientation will facilitate pedestrian access and transit service. Where appropriate, ~~this Specific Plan Amendment~~ requires the installation of bus improvements, such as bus turnouts, bus stops, and terminals as part of the conditions of development for land uses that have a large number of employees. ~~This Specific Plan Amendment~~ also requires dedication of appropriate transit routes, stations, and stops as part of new development. Bus stops shall provide shelters, route information, benches, and lighting. The master developer shall reimburse the March JPA for the construction and installation of three bus shelters at the time the certificate of occupancy is issued for Lot 16.

2. Truck Traffic

The industrial, business park, warehousing, and related uses typically generate a higher volume of truck traffic than other types of uses. The large size and acceleration/deceleration characteristics of trucks have a disproportionate impact on transportation capacity, as compared to passenger vehicles. In order to reduce the impacts of trucks on roadway and intersection capacity, trucks will be routed through ~~this Specific Plan Amendment's~~ roadways in accordance with the circulation routes depicted on **Figure V-6**. Also, master developer will cooperate with the City of Riverside to support measures to restrict the use of residential collector streets and secondary highways by trucks. All through streets within ~~this Specific Plan Amendment~~ are classified as Industrial Collectors (or higher classifications) in order to accommodate trucks. Design of pavement sections will provide a structural depth sufficient for anticipated truck traffic. Key access intersections shall be designed to accommodate truck turns.

3. Bicycle/Pedestrian Access

Bicycle and pedestrian linkages support implementation of the trip reduction strategies outlined in the Transportation Demand Management section. The proposed network will consist of Multi-Use Bicycle paths (i.e., Class I facilities physically separated from vehicular traffic), Bike Lanes (Class II facilities), which are striped lanes on the shoulders of roadways, and Bike Routes (Class III facilities), which are designated by signs and traverse the shoulder of the roadway. Class III routes are not striped. The linkages were identified based on the following criteria:

1. The network was defined based on likely routes between the previously adopted Specific Plan, ~~the Meridian SP-5 is Specific Plan Amendment~~, and existing and future residential development in the project area.
2. The proposed routes will provide linkages to bicycle and pedestrian facilities identified by adjacent jurisdictions. According to the City of Moreno Valley's Bikeway Plan, Cactus Avenue

⁶ In accordance with Mitigation Measure T-2 in Appendix B of the California Air Pollution Control Officers Association (CAPCOA) white paper, "CEQA and Climate Change," January 2008.

will accommodate a Class II facility east of I-215. According to the City of Riverside's General Plan, Alessandro Boulevard accommodates a Class II facility.

3. Bicyclists and pedestrians on Van Buren Boulevard should be physically separated from vehicular traffic due to the high-speed design and heavy volumes anticipated on this roadway.
4. Class II facilities should be provided on internal streets to facilitate access to project land uses and the Transportation Center.

Figure V-7 depicts the Class I, Class II, and Class III facilities on project streets and Van Buren Boulevard.



Legend

 Truck route

Notes:

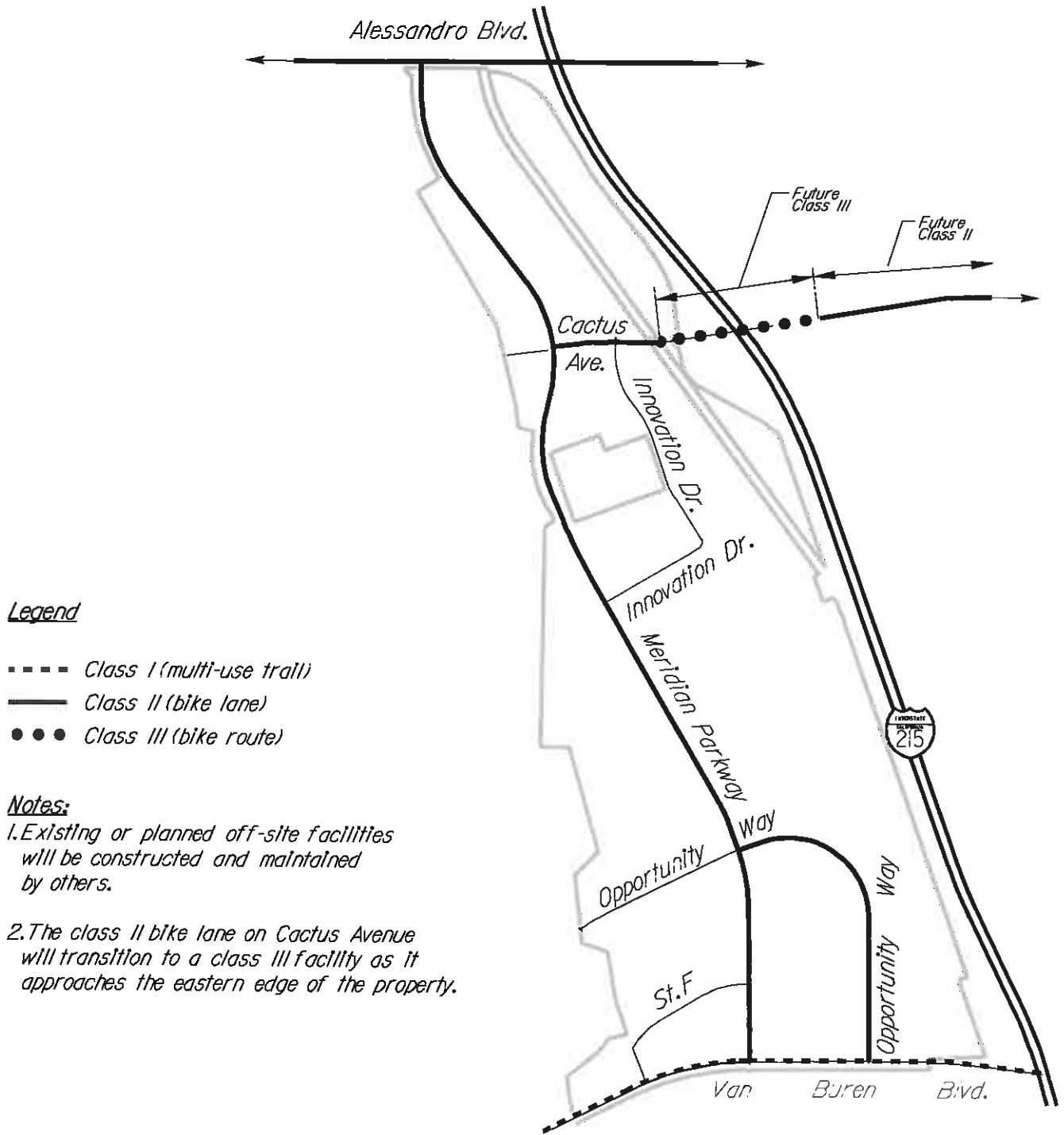
- ~~1. Intersections will be signed to prohibit trucks from Coyote Bush Road and Orange Terrace Parkway~~
- ~~2. A physical restriction will be installed to prohibit trucks from traveling east on Van Buren Blvd.~~
3. Route applies to commercial vehicles having a gross weight in excess of five tons.
4. Physical counter-measures to prevent southbound to westbound truck movements at Meridian Pkwy. and Opportunity Way Intersections with Van Buren Blvd.



NOTE:
SPA Applies to Portions of the North Campus Only

Figure V-6

Truck Routes



Legend

- Class I (multi-use trail)
- Class II (bike lane)
- Class III (bike route)

Notes:

1. Existing or planned off-site facilities will be constructed and maintained by others.
2. The class II bike lane on Cactus Avenue will transition to a class III facility as it approaches the eastern edge of the property.

NOTE:
SPA Applies to Portions of the North Campus Only

**Figure V-7
Bicycle and
Pedestrian Facilities**

VI. INFRASTRUCTURE AND GRADING

A. Existing Infrastructure Issues

On the North Campus infrastructure has been constructed to serve developments that have been constructed since the previously adopted Specific Plan was approved in 2003. Meridian Parkway from Alessandro Boulevard south to Opportunity Way has been constructed. Cactus Avenue from west of I-215 as well as Innovation Drive, have also been constructed. Potable water, reclaimed water, sewer, and storm drain infrastructure has been constructed north of Opportunity Way. A 96-inch water transmission line ~~is being~~ ~~was~~ constructed between Meridian and I-215 by Metropolitan Water District of Southern California (MWD), Eastern Municipal Water District (EMWD) and Western Municipal Water District (WMWD). ~~A lift station for this water transmission line will be installed in between Unit 4 Lots 2 and 3.~~ Additional public facilities, services and infrastructure will be provided concurrently with the appropriate phase of project development. Figures V-1 and V-2 show the development phase boundaries of both the previously adopted Specific Plan and ~~this Specific Plan Amendment~~ the Meridian SP-5 within the North Campus area.

B. Sewer Service and Facilities

Figure VI-1 shows sewer facilities in the project vicinity. Sewage is currently conveyed to an existing secondary treatment plant located west of I-215 and north of Nandina Avenue. The on-site sewer system has been transferred to the Western Municipal Water District (WMWD). The existing treatment plant has been expanded to provide a treatment capacity of ~~3.0~~ 3.0 million gallons per day (mgd), ~~with a further expansion to 3.0 mgd planned for completion in 2010.~~ The sewer lift station near Alessandro Boulevard has a capacity of 0.68 mgd, and may be expanded to 1.2 mgd with the diversion of a portion of the sewer flow from the adjacent Orangecrest system. The temporary lift station located near Van Buren Boulevard has a capacity of 1.1 mgd. This temporary facility will be removed after the gravity sewer is extended to the treatment plant. The costs associated with these expansions will be borne by future developments in ~~the~~ this Specific Plan Amendment and other areas served by the sewer system. WMWD will own and maintain all planned future sewer facilities, including lift stations.

C. Potable Water Service

When March Air Force Base was an active duty military installation, it consumed 2.14 million gallons of water a day for both domestic and irrigation uses. Potable water delivered to the General Plan area is supplied by the WMWD via a 54-inch distribution main operated by Eastern Municipal Water District. (Note: WMWD has taken over the share of this pipe's capacity that was formerly controlled by MAFB.) A 20-inch pipeline transports water from Lake Mathews to the Lt. Gen. Archie Old Golf Course and to Riverside National Cemetery.

~~This Specific Plan Amendment, together with the previously adopted Specific Plan,~~ will substantially increase water demand as compared to previous uses. Because of the location and capacity of existing facilities, an entirely new system is to be built to accommodate the project. Figure VI-2 illustrates project water supply facilities. All potable water facilities, including water mains, zone transitions, pressure pumps and reducers, storage facilities, will be operated and maintained by WMWD.

D. Reclaimed Water

~~The~~ this Specific Plan Amendment will use reclaimed water for landscape irrigation throughout the project area. The non-potable, reclaimed water system infrastructure has been installed north of Opportunity Way to serve the North Campus. The reclaimed water system is operational in the North Campus, although it currently contains potable water. Non-potable water will flow through the reclaimed water

infrastructure following the expansion of the Wastewater Treatment Facility (WWTF). ~~The WWTF is currently under expansion to increase capacity from 1 to 3 mgd and upgrade the facility to tertiary treatment. The expected completion date is August 2010. The expansion is anticipated to be complete prior to the construction of new development within the proposed Amendment area and therefore would have the capacity to treat the projected flows.~~ Once the WWTF is complete, reclaimed water will be supplied to Meridian and will meet the irrigation demands of the ~~proposed Amendment area~~ Specific Plan. **Figure VI-3** illustrates the reclaimed water system. The proposed reclaimed water system will supply reclaimed water for all landscaped areas, streetscape, and for other open space areas that require irrigation. The reclaimed water distribution system, including pumps and storage facilities, will be maintained by WMMD.

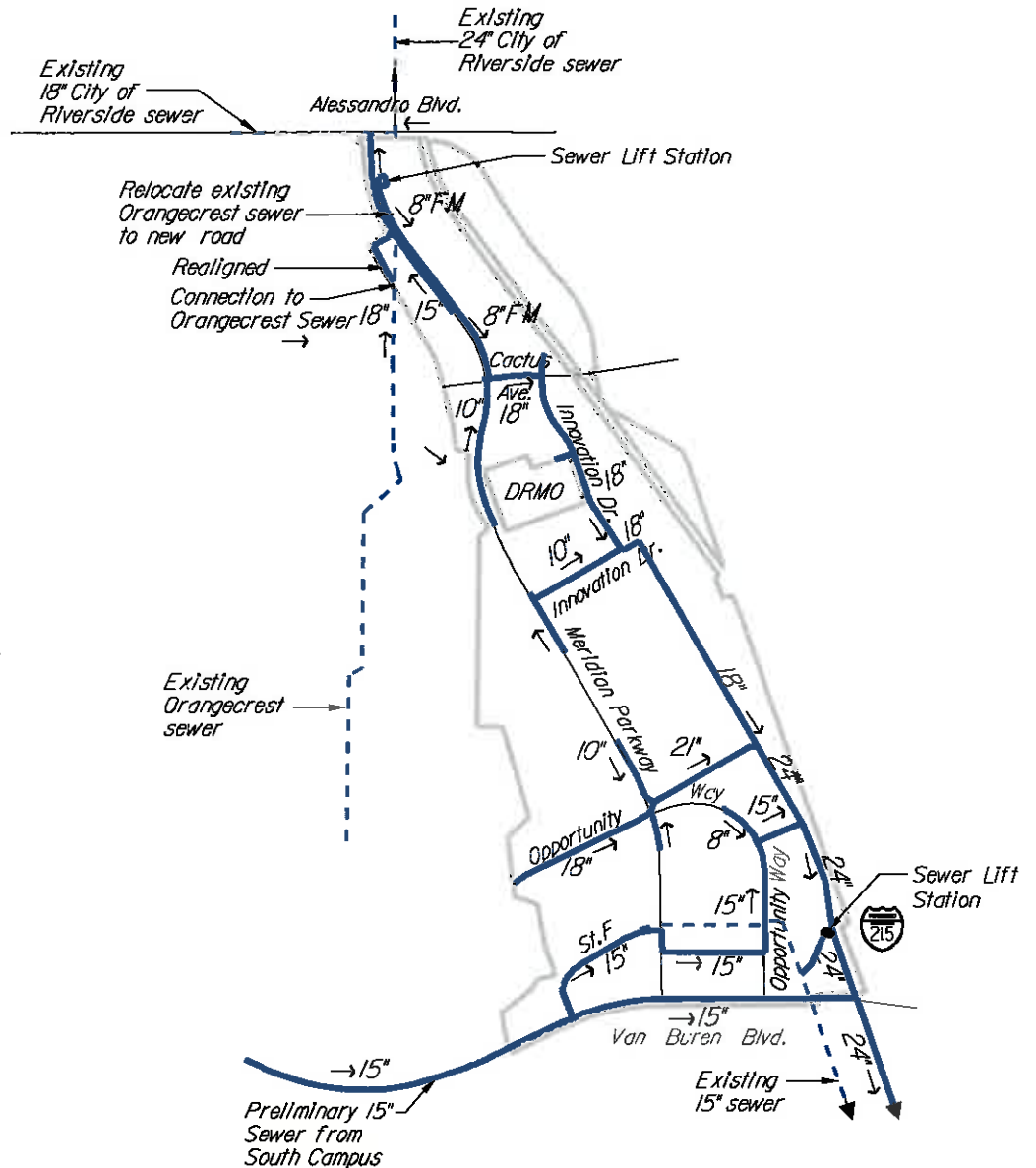
E. Storm Water Management

The existing watersheds that drain the ~~this Specific Plan Amendment and the previously adopted Specific Plan~~ flow into either the Santa Ana River Basin or the San Jacinto River Basin. The northern portion of Phase I (which flows to the north) drains into the Santa Ana River Basin. Phases II and II-A, plus the southern portion of Phase I, flow to the south into the San Jacinto River Basin. Soil types within ~~this Specific Plan Amendment~~ consist primarily of Monserate sandy loam and Fallbrook sandy loam. A Drainage Plan has been prepared to identify and size drainage facilities required to accommodate the runoff resulting from the additional impervious area created by ~~this Specific Plan Amendment~~. This Plan is a supplement to the *March Air Force Base Reuse Drainage Plan* prepared in ~~1995~~ for the Riverside County Flood Control and Water Conservation District (RCFCWCD) for the entire General Plan area.

Figure VI-4 depicts proposed on-site drainage facilities. As shown in this figure, three detention basins are provided onsite. The largest of these basins is in the eastern portion of the North Campus, north of Van Buren Boulevard and ~~has already been constructed~~ and is currently serving the project. This area is designated as a Clear Zone (CZ) to accommodate aircraft operations at March ARB. Drainage facilities will intercept storm water runoff, reducing peak hour flows substantially below existing levels. A second detention basin ~~will be was~~ constructed on Lot 49 and ~~will over~~ detains to offset the impacts of Unit 4 which is downstream. The third basin ~~will be is~~ located south of Alessandro Boulevard, and west of the BNSF railroad tracks. This facility ~~will drain~~ the northern portion of Unit 1. The drainage system ~~shall~~ employs Best Management Practices for drainage, water quality, using basins, erosion control, and urban pollution removal prior to the discharge of runoff into natural watersheds or wetlands. Water treatment, as required by the National Pollutant Discharge Elimination System (NPDES) will occur on individual lots, and the common detention basins are primarily for flood control purposes, and provide relatively minor water quality benefits. March JPA storm water quality requirements are addressed in "NPDES Guidelines for New Development & Redevelopment for Projects under the March Joint Powers Authority." Storm drain facilities shall be designed to the standards of the RCFCWCD. Public storm drains 36" and larger will be maintained by the RCFCWCD and private facilities shall be maintained by the property owner. The detention basins will be maintained by RCFCWCD or an assessment district.

F. Gas and Electrical Services

Southern California Edison (SCE) provides electrical power to the North Campus. SCE currently has a 12 kilovolt (kV) system in Meridian Parkway from Alessandro Boulevard to Opportunity Way. This system has been used for the individual buildings within the North Campus and will continue to be the source for future buildings within the ~~proposed Amendment area~~ Specific Plan. Southern California Gas Company (SCG) supplies natural gas service to the North Campus. SCG has a four-inch low pressure system in Meridian Parkway from Alessandro Boulevard to Opportunity Way. This system has been used for the individual buildings within the North Campus. There are plans to install a Gas Regulation Station on the south side of Van Buren Boulevard near Meridian Parkway to continue to serve the North Campus including the proposed Amendment area.



Legend

- Sewer system
- Existing sewer
- Proposed buildout size

Note:

1. Location and capacity of facilities are preliminary and subject to change based on additional studies and project development phasing.
2. Sizes assume no Orangecrest flow into system and Manning's n=0.013.

NOTE:
SPA Applies to Portions of the North Campus Only

Figure VI-1

Sewer System

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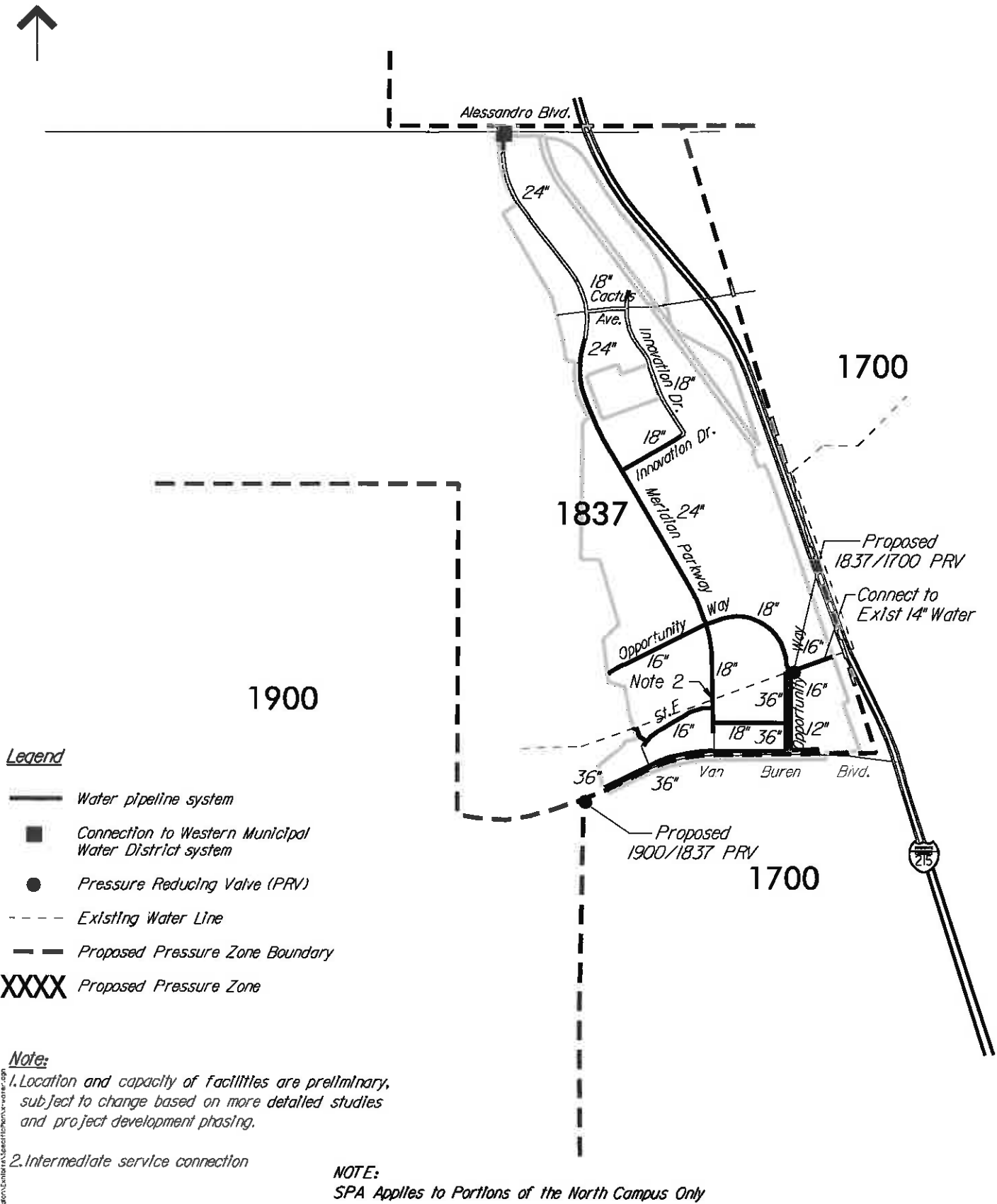
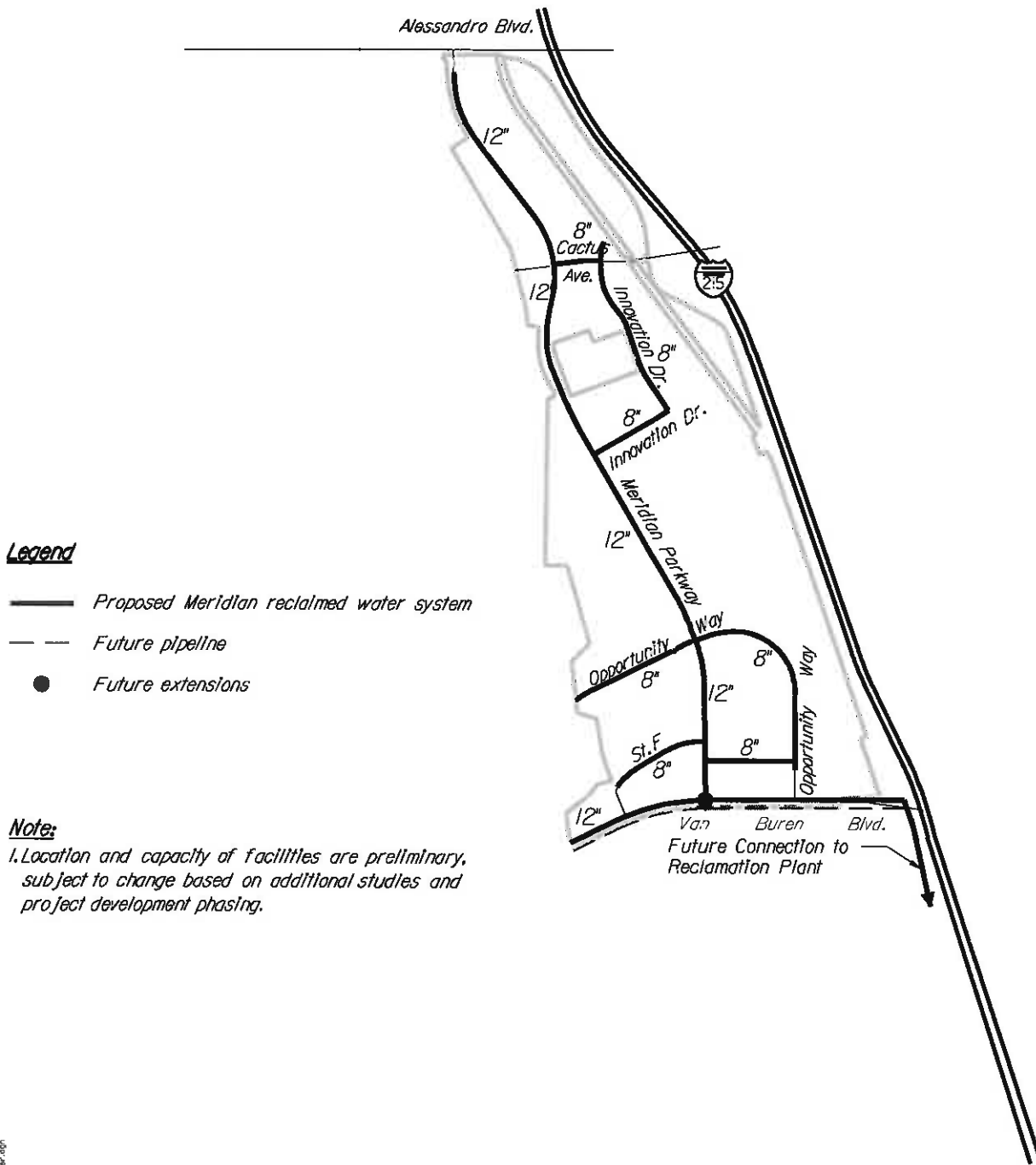


Figure VI-2

Potable Water System

Revision: 04/15/18
 Date: 04/15/18
 Project: Meridian - Specific Plan Amendment
 Drawing: Potable Water System
 Scale: As Shown
 Author: [illegible]
 Checker: [illegible]
 Approver: [illegible]



Legend

- Proposed Meridian reclaimed water system
- - - Future pipeline
- Future extensions

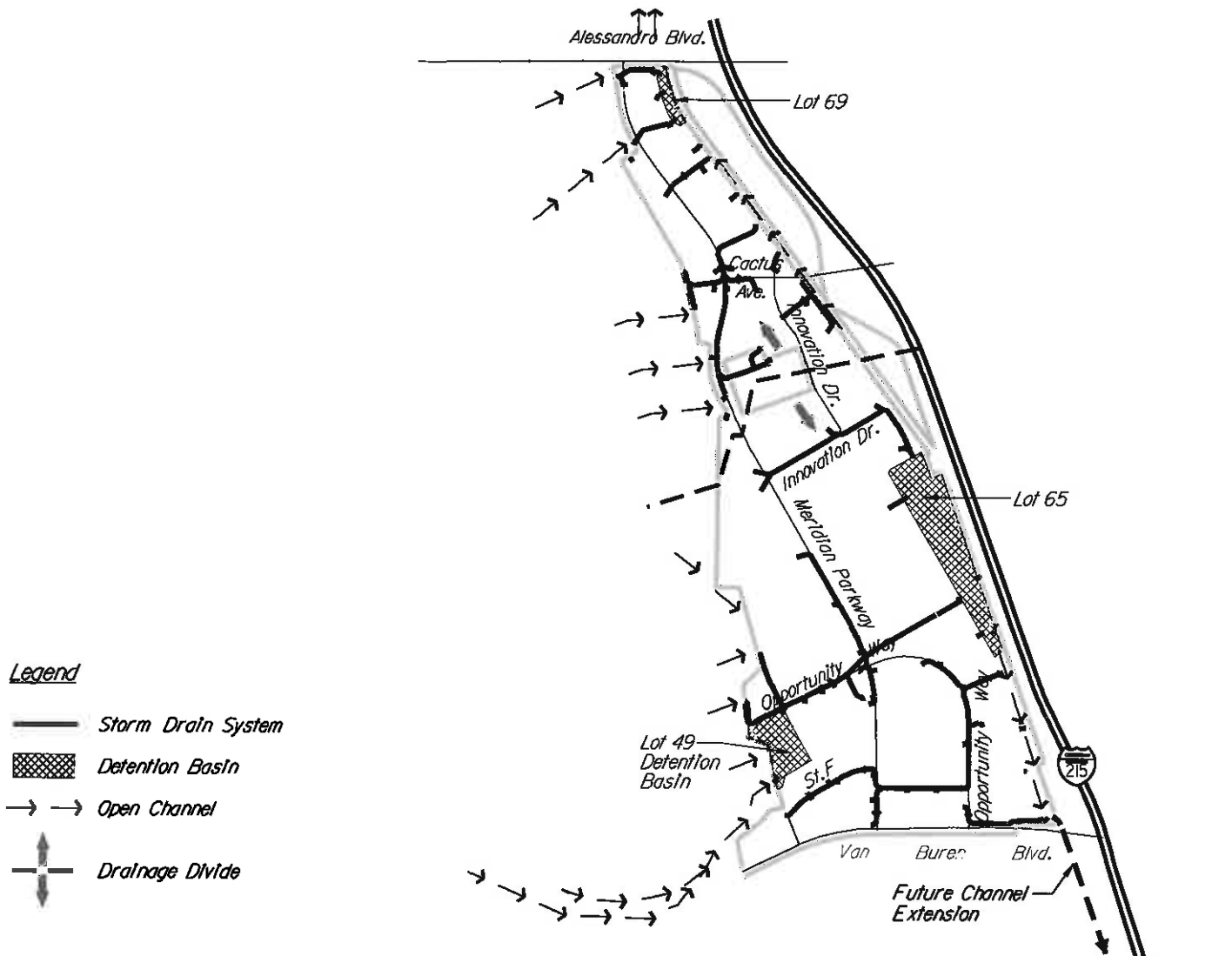
Note:

1. Location and capacity of facilities are preliminary, subject to change based on additional studies and project development phasing.

NOTE:
SPA Applies to Portions of the North Campus Only

Figure VI-3

Reclaimed Water System



Note:
 1. Lot 65 will be maintained by the Riverside County Flood District.
 All others will be maintained by the Landscape and Lighting District or owners of individual lots.

NOTE:
 SPA Applies to Portions of the North Campus Only

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PLOTED: 3/23/2010

Figure VI-4
Storm Drain System

G. Solid Waste

When MAFB was an active duty military base, it generated 13.1 tons per day of solid waste. When fully built out, the ~~previously adopted Specific Plan, combined with this Specific Plan Amendment~~, will generate about 87 tons per day. Solid waste in western Riverside County is disposed of at the El Sobrante, Lambs Canyon, and Badlands landfills. In order to reduce the amount of material generated by planned future development, ~~this the Specific Plan Amendment~~ will comply with the requirements of the County of Riverside's Source Reduction and Recycling Element (SRRE).

H. Grading

A conceptual grading design will be required for each Tentative Map Amendment consistent with the Development Code. Grading designs will implement the goals and policies of the March JPA General Plan.

1. Grading Plan Development Standards

- Prior to grading commencing, a burrowing owl survey and other required surveys shall be performed, consistent with applicable protocols.
- All grading activities shall be in substantial conformance with the approved tentative map or development permit and shall implement any grading-related mitigation measures outlined in the accompanying SEIR for ~~this Specific Plan Amendment~~ Meridian SP-5.
- Prior to any development within any area of ~~this Specific Plan Amendment~~, an overall grading plan for the portion in process shall be submitted for approval by the JPA. The grading plan for each area shall be used as a guideline for subsequent grading plans for individual stages of development.
- All streets shall have a gradient not exceeding use minimums and maximums established by the County of Riverside or as approved by the March JPA
- A precise grading plan shall be prepared prior to any on-site grading for individual projects.
- The project developer/applicant shall be responsible for installation and maintenance of all planting and irrigation systems on manufactured slopes until those responsibilities are assumed by the Landscape Maintenance District or other parties.
- To the extent that it is feasible, the overall shape, height, and gradient of any cut and fill slope shall be designed to be consistent with the existing natural contours and scale of the natural terrain.
- Potential brow ditches, terrace drains, or other minor swales, determined necessary at future stages of project review, shall be concealed, as feasible and possible, with landscape plantings, earth berms, and similar features.
- Graded but undeveloped pads shall be maintained weed-free, appropriate erosion control measures within ninety (90) days of completion of grading, unless building permits are obtained from the JPA. Appropriate desiltation basins are required for graded areas.
- Cut and fill slopes shall be constructed at inclinations of no steeper than two horizontal feet to one vertical foot, unless otherwise approved by the March JPA. Variable slope ratios will be used to avoid abrupt changes from the pads to the slopes.
- All newly created slopes exceeding 10 feet in vertical height shall be landscaped with a permanent irrigation system approved by the JPA prior to final acceptance. Landscaping shall be consistent with the Landscape Concept Plan and the March Business Center Design Guidelines.
- Grading shall not be permitted to commence prior to approval of grading permits for any proposed development. Mass grading will only occur for those areas undergoing development, or for those areas specifically identified as borrow or disposal sites.

Grading operations within the confines of the Specific Plan Area shall conform to all applicable March JPA Development Code standards.

- Project grading design shall make reasonable efforts to balance cut and fill on site to avoid the need for excessive importing or exporting of soil.

Manufactured slopes greater than 10 feet in vertical height, together with landscaping and irrigation systems, will be maintained by a LLMD. The LLMD will maintain slopes only within separate lots, or within easements conveyed to the JPA. The easement must be consistent with the LLMD engineer's report identifying slope maintenance areas. Irrigation systems maintained by the LLMD will be separate from private systems. All slopes less than 10 feet in vertical height will be maintained by each project consistent with the March JPA Development Code.

VII. IMPLEMENTATION

The procedures for filing applications for permits, variances, appeals, amendments, and approvals shall be in accordance with the Development Code unless otherwise defined in this Specific Plan Amendment.

A. Phasing Plan

The project will be constructed in planning phases, as illustrated in Figure I-3 of this Specific Plan. As shown in this figure, the first development phase encompasses the North Campus area between Alessandro Boulevard and the to-be-demolished military family housing development, known as Arnold Heights. Phase 2 includes the area occupied by the to-be-demolished Arnold Heights development. Phase 3 includes the South Campus. Each planning area may be implemented in smaller "sub-phases," with one or more Final Maps.

This Specific Plan Amendment will be constructed in a single development phase, as illustrated in Figure I-3 on page I-5 of this Specific Plan. Individual developers of this Specific Plan Amendment shall contribute on a "fair share" basis toward the mitigation of cumulative traffic impacts as follows:

1. Prior to the issuance of a certificate of occupancy for any lot in this Specific Plan Amendment, and II, the developer of that lot shall provide to the March JPA that lot's fair share contribution toward the mitigation of cumulative traffic impacts resulting from the 19,678 additional trips generated by this Specific Plan Amendment. The land use designation of each lot within the 257.7 acre area encompassing this Specific Plan Amendment as of July 2010 is included in Appendix C. Because future development may involve lot consolidation and/or lot line adjustments, the fair share costs were calculated based on the total external traffic generation by land use type by acre, rather than assessed to individual lots based on current information that is subject to change. This fair share contribution shall be assessed on a per-acre basis for each land use designation as described below:

<u>Business Park</u>	<u>\$532.73 per acre</u>
<u>Commercial</u>	<u>\$2,143.09 per acre</u>
<u>Industrial</u>	<u>\$220.26 per acre</u>
<u>Mixed Use</u>	<u>\$2,486.93 per acre</u>
<u>Office</u>	<u>\$1,115.52 per acre</u>
<u>Public Facility</u>	<u>\$35.23 per acre</u>

The Master Developer, in its sole discretion, may elect to provide the lot's fair share contribution directly to the JPA.

2. The March JPA will allocate collected fair share contributions to the City of Riverside, the City of Moreno Valley and the County of Riverside. The allocation will be in proportion to this Specific Plan Amendment's total fair share costs within each jurisdiction.
3. The master developer shall be responsible for fully funding improvements II A-1 through II A-4, as shown in Figure V-2A.

B. Financing Strategies

- (a) Financing of Public Facilities

(1) Purpose and Intent

The public health, safety, and welfare require that employees in newly developing areas be adequately served with access, parks, open space, fire and police protection, and other public facilities concurrent with the need.

(2) Financial Responsibility

All necessary public facilities shall be assured by the project developer, either directly or by other means such as a charge against the area within the Specific Plan that benefits from the public facility.

(3) Financial Programs for Municipal Facilities

The Municipal Facilities required for the March Business Center may be financed through any of these programs, either individually or in combination:

(A) Facilities Benefit Assessment or Development Impact Fee.

(i) For facilities that already exist outside of the March Business Center Specific Plan, but which require additions or expansions to existing facilities to meet the requirements of the Specific Plan: i.e., police and public works facilities.

(ii) For new facilities necessitated by the March Business Center: i.e., fire station and transportation facilities.

(iii) For facilities which extend beyond the limit of March Business Center, whose service area is also greater than the March Business Center and the need for which is not solely created by the March Business Center Specific Plan: costs for improvements so constructed may be partially offset by reimbursements from development in those service areas greater than the March Business Center.

(iv) For facilities within or without the community which are intended for the use of residents such as: street scene improvements (landscaping of the medians and right-of-way along major streets), traffic signals at the intersection of major streets, and other transportation facilities.

(B) Improvement District

An Improvement District under the provisions of State Law or local procedural ordinance may be created to create assessments against the land to generate funds to finance facilities which are related to each individual planned district area by amount of benefit received. The facilities to be provided by this improvement district may include, but not be limited to; major perimeter streets; transit improvements, both municipal and other public utilities and drainage facilities contained therein. The boundary of each improvement district will be the centerline of the bordering perimeter streets, or other applicable limit, of each

individual development plan area within the March Business Center as the JPA shall determine.

(C) On-Site Municipal Improvements

The on-site municipal facilities, those within the individual project and not provided by (i) or (ii) above, such as streets, storm drains, and sewer, water, gas, power, and telephone utilities, will be provided by the subdivided under the conventional bonded subdivision agreement.

(D) Off-Site Municipal Improvements

The off-site municipal improvements are those outside of an individual development plan area at the time of its development and not provided under the conventional subdivision process for off-site improvements. The off-site improvements so constructed may be subject to a reimbursement agreement between the persons who constructed the improvements and the March JPA. Reimbursement pursuant to that agreement will be generated by the subdivider(s) of the subsequent development plan areas, where adjacent, and will be paid to the appropriate subdivider(s) as and when such funds are generated within the subareas covered by the reimbursement agreement.

(E) Any other programs approved by the March JPA Board.

(F) Implementation

No final subdivision map for the development of the property shall be approved by the March JPA Civil Engineer unless and until the following have been accomplished or are in formation:

- (i) There has been established either a Facilities Benefit Assessment or a Development Impact Fee applicable to the property covered by the development plan, or a greater area, and the March JPA has by resolution, set the amount of such Facilities Benefit Assessment or Development Impact Fee. Streets, storm drains, and sewer, water, gas, power, and telephone utilities, will be provided by the subdivider under the conventional bonded subdivision agreement.

(b) Tax Increment Financing

In January, 1996, the March JPA established the March Joint Powers Redevelopment Agency. In June, 1996, the March Joint Powers Redevelopment Agency prepared a Redevelopment Plan, which established a process and framework for implementation of the redevelopment of the former MAFB. With the adoption of the Redevelopment Plan, the Redevelopment Agency was authorized to finance Redevelopment using various sources. The most important source from a redevelopment perspective is tax increment financing.

Tax increment financing is a redevelopment tool authorized by State statute and used by cities and development authorities, such as the March Joint Powers Redevelopment Agency, to finance certain public redevelopment costs. Projects financed with tax increment financing must serve a public purpose such as redeveloping blighted areas, constructing low- and moderate-income housing, providing employment opportunities and improving the tax base. When a tax increment financing district is established, the tax capacity of the properties located within the district are "frozen." For the district's duration, which varies depending on the type of district, the property taxes resulting from any increase in the tax capacity above the frozen level are available to the Redevelopment Agency to finance public project costs. This financing approach is a valuable tool for financing public facilities, and has partially funded the I-215/Van Buren Boulevard interchange project (see improvement II-C in Figure V-2). Because the properties comprising the Specific Plan had not as yet been subjected to taxation at the time of adoption, the tax capacity has been frozen at zero.

After pass-through of property tax receipts that are required to provide adequate levels of police and fire protection and reserves for the maintenance of public roadways, a significant amount of funds will be allocated back to the March Redevelopment Agency. The Agency will be in position to use this ever-increasing annual influx of funding to issue bonds that would provide the funding to build any number of designated projects within the Redevelopment area. These types of bonds (tax-increment secured) are of minimal risk to both the issues and holders as the annual payment of property taxes by owners/users is the source of bond debt service. Given that properties within the March Redevelopment Area have never previously been on tax rolls, a relatively high percentage of collected taxes will go directly to the Agency.

(c) Grants

The March JPA will apply for any number of federal, state and/or local grants that are available to it. The project area qualifies in many categories to be eligible for grants such as those administered by the federal

Economic Development Administration (EDA), the state Infrastructure Bank, California State Transportation Improvement Program (STIP), Community Development Block Grants (CDBG) and many others. The March JPA has retained the services of firms specializing in securing grants.

C. Project Review and Processing

1. March JPA staff and their consultants shall endeavor to review all development applications in an expeditious manner.
2. All proposals for new development shall proceed toward approval through the following process:
 - A. **Pre-application:** A pre-application meeting shall be scheduled with March JPA staff to assure that the use is permitted and that the development requirements are accurately conveyed to the applicant. The applicant shall provide a conceptual site plan at the time of the pre-application meeting.
 - B. **March Business Center Implementation Committee:** Development review shall proceed along either of the two tracks described below:
 - B.1 Design Plans consistent with ~~this Specific Plan Amendment Meridian SP-5~~ and the Subsequent EIR shall go through a ministerial review process before the March Business Center Implementation Committee.
 - B.2 Plot Plans subject to discretionary review (i.e., rezoning, conditional use permit, variance or ALUC review) or subject to subsequent environmental review shall go through Plot Plan public hearing process in compliance with Section 9.02.070 of the Development Code, with the exception that the sole public hearing shall be before the ~~M~~March Joint Powers Commission (i.e., no Planning Commission hearing is required).
 - C. **Construction Plan Submittal:** Upon approval of the project by the March Business Center Implementation Committee, the project developer shall submit completed construction plans, including a detailed site plan, landscape plan, irrigation plans, grading plans, foundation plans, building elevations, fire suppression plans, electrical plans, plumbing plans, structural plans, civil plans, and other plans, as required by the March JPA.

D. Roles of the JPA Staff and March Business Center Implementation Committee

- (a) General Provisions
 - (1) The March JPA Planning Manager shall administer the Meridian Specific Plan. The March JPA Planning Manager shall ensure compliance with the regulations and procedures of this section. The Meridian Specific Plan as presently adopted or as amended from time to time, shall be used in reviewing any development permit applied for under these regulations. Building permits shall be required as identified in the Uniform Building Code.
 - (2) Where not otherwise specified in this Specific Plan, the provisions of the March JPA Development Code apply.

Where there is a conflict between the Development Code and this Specific Plan, this Specific Plan applies.

- (3) The following projects may be approved or denied by the March JPA Planning Manager:
 - (A) Tenant improvements and minor building additions that qualify as exempt from CEQA.
 - (B) Other minor approvals adopted through a determination of substantial conformance.
 - (C) The project does not require any action that requires approval by the March Joint Powers Commission or March Business Center Implementation Committee.
 - (4) All other projects shall be approved or denied by the March JPA Planning Commission or the March Joint Powers Commission in accordance with the Specific Plan or Development Code:
- (b) March Business Center Implementation Committee
- (1) March Business Center Implementation Committee
 - (A) It is hereby created the March Business Center Implementation Committee (the "Committee") which shall be composed of three members who shall serve without compensation. The members shall be three at-large members appointed by the March JPA Commission. One of the three at-large members shall serve as the Committee Chair.
 - (B) The at large members shall be specifically qualified by reason of interest, training or experience in land development, landscape, architecture, planning, urban design or other relevant business or profession upon the property values, and development of surrounding areas.
 - (C) The Committee may adopt rules of procedure to supplement those contained within this Specific Plan. Two voting members shall constitute a quorum for the transaction of business and a majority vote; and not less than two affirmative votes shall be necessary to make any Committee decision.
 - (D) The March JPA Planning Manager or his designated representative shall serve as Secretary of the Committee and maintain records of all official actions of the Committee.
 - (E) All Commission Members of the March JPA shall endeavor to cooperate with the Committee and render reasonable assistance to it.
 - (F) The Committee shall render a report annually on March 31, or on request, to the March JPA Executive Director.

(2) Powers and Duties

It shall be the duty of the Committee to review Development Review Applications and comment on development plans, the Capital Improvement Plan implementation and on major public improvements. The Committee shall approve design applications of the site plan, landscape plan and building elevations which are determined to be fully compliant with ~~this the Specific Plan Amendment~~, the March Business Center Design Guidelines, and Subsequent EIR. Applications not consistent with these requirements shall be

denied. Appeals of committee denials shall be placed on the next available March JPA Commission agenda for final determination. The Committee shall submit its recommendations or comments on other items to the March JPA Executive Director. The Committee shall also recommend to the March JPA Executive Director any changes to the regulations, provided such changes are necessary for the proper execution of the adopted plan. The Committee may also consider items of broader scope that may affect ~~this~~ Specific Plan Amendment and, when appropriate, offer its recommendations on these matters to the March JPA Executive Director.

E. Maintenance

The March JPA has created a landscape lighting maintenance district to accommodate the maintenance of portions of the open space and landscaped areas within ~~this~~ Specific Plan Amendment and the ~~previously adopted Specific Plan~~. The district has been formed per the Landscape and Lighting Act of 1972 which allows for properties to be assessed via property tax billing for allocated maintenance items. The district is used exclusively for the ongoing maintenance of the improvements described below. The district is *not* used to fund capital expenditures and/or construction of the improvements. The improvements are to be constructed by the Master Developer or future developers as outlined in a particular subdivision's conditions of approval or otherwise mandated by approving jurisdiction(s). Subdivision conditions of approval require that all projects within the ~~previously adopted Specific Plan and this Specific Plan Amendment~~ be subject to the district, as well as all subsequent subdivisions/phases of the ~~previously adopted Specific Plan or this Specific Plan Amendment~~.

The district's maintenance responsibilities and budgeted items include, but are not be limited to, the following:

- Street lighting electricity, maintenance and replacement;
- Landscape maintenance of the parkways, medians within all public streets, and landscape easements shall be maintained by the landscape and lighting district.
- Irrigation water for the above;
- Tree trimming and/or color replacement;
- Maintenance of drainage structures not maintained by RCFCO or Riverside County;
- Project entry monumentation and cultural amenities/monumentation maintenance and repairs;
- Any insurance requirements;
- Slope maintenance (over 10 feet);
- Street sweeping;
- Graffiti control
- District management fee.

The district's engineer prepares the annual budget for the district and determines the budget amounts for new properties entering the district. All other terms of the district follow those dictated by the Act, including the methodology of interfacing with the Riverside County Tax Collector/auditor and other agencies involved in the collection and disbursement of the assessments.

The maintenance of major regional infrastructure components will be as follows:

- Water, sewer, reclaimed water: Western Municipal Water District
- Drainage facilities: Riverside County Flood Control & Water Conservation District
- Public Streets: March JPA

Other facilities will be maintained as described in the table below.

Table VII-1 summarizes the funding source for the initial capital expenditure and the responsibility for ongoing operations and maintenance for services and infrastructure to be provided for Meridian.

TABLE VII-1 INFRASTRUCTURE/SERVICE FUNDING RESPONSIBILITY		
SERVICE /INFRASTRUCTURE	CAPITAL EXPENSE	OPERATIONS AND MAINTENANCE
Street Lighting	Master Developer	Landscape and Lighting Maintenance District
Fire Protection	Impact Fee collected in permitting	Riverside County Fire Protection Property Tax and County General Fund
Reclaimed Water Delivery System	Master Developer	<u>Distribution system</u> : Western Municipal Water District <u>Irrigation system</u> : Landscape and Lighting Maintenance District (common areas)
Police	Impact Fee collected in permitting	Contract with County Sheriff by JPA
Storm Drains	Master Developer	<u>Public lines</u> : March JPA <u>Private line</u> : Landscape and Lighting District or Owners of Individual Lots
Detention Basins	Master Developer	<u>Large basin near I-215/Van Buren</u> : Riverside County Flood Control District <u>Other Basins</u> : Landscape and Lighting Maintenance District
Traffic Signals/Streets, sidewalk, curb and gutter	Master Developer	March JPA/Riverside County
Bus Stops	Master Developer	RTA
Bus Shelters	Master Developer	RTA
Landscaping	Master Developer	Public R/W "letter lots" and landscaping easements: Landscape and Lighting Maintenance District Other Landscaping: Owner of Individual Lots

F. Specific Plan Amendments

Specific Plan amendments will be subject to the Major Project Development Review Process, as identified in the March JPA Development Code.

VIII. Consistency with the General Plan

A. Overview

~~This Specific Plan Amendment Meridian SP-5~~ is consistent with the goals and policies set forth in the March JPA General Plan. This section addresses the conformance of ~~this Specific Plan Amendment Meridian SP-5~~ to the General Plan on a general or conceptual basis.

B. General Plan Elements

1. Land Use

Goal: *Land Use Plan provides for a balanced mix of land uses that contribute to the regional setting, can capitalize on the assets of the Planning Area, while insuring compatibility throughout the Planning Area and with regional plans.*

Consistency: Development of ~~this Specific Plan Amendment~~ will occur in a logical pattern of growth, compatible with adjacent land uses and regional plans. The project will provide a large employment center in a portion of the County that is largely residential. This will improve the balance of population and employment in the project vicinity, providing an opportunity for residents to work locally, rather than commute to surrounding areas throughout the region.

Goal: *Locate land uses to minimize land use conflict or creating competing land uses, and achieve maximum land use compatibility while improving or maintaining the desired integrity of the Planning Area and subregion.*

Consistency: The land use summary in Table III-1 provides a mixture of compatible land uses that may be developed in this Specific Plan Amendment area. Incompatible or competing land uses will not be allowed in ~~this Specific Plan Amendment area~~.

Goal: *Manage growth and development to avoid adverse environmental and fiscal effects.*

Consistency: Development of the project will be phased to the assurance of required infrastructure and services. ~~This Specific Plan Amendment~~ accommodates a number of financing strategies to fund public improvements.

Goal: *Develop an identity and foster quality development within the Planning Area.*

Consistency: The March Business Center Design Guidelines establishes architectural, signage, parking, and landscaping standards that will achieve the goals of both project identity and quality development.

Goal: *Maximize and enhance the tax base and generation of jobs through new, reuse and joint use opportunities.*

Consistency: The ~~proposed land uses~~ Specific Plan will be a major employment center. As such, it will provide a substantial enhancement to the tax base.

Goal: *Support the continued Military Mission of March Air Reserve Base, and preservation of the airfield from incompatible land use encroachment.*

Consistency: The project is designed to incorporate appropriate uses within the development-limited areas as defined in the Air Installation Compatible Use Zone (AICUZ) Study done in 2005, and is consistent with the Joint Land Use Study.

Goal: *Preserve the natural beauty, minimize degradation of the March JPA Planning Area, and provide enhancement of environmental resources and scenic vistas.*

Consistency: The ~~previously adopted Specific Plan and this Specific Plan Amendment~~ provides mitigation on-site and within the adjacent vacant land for impacts to jurisdictional waters of the U.S./State waters and LBV habitat. The mitigation ~~will~~ includes the creation of 2.3 acres of and the restoration of 1.9 acres of wetlands and related habitat. All newly created and existing adjacent habitat and wetlands ~~will be~~ overlaid with a conservation easement for management and monitoring in perpetuity, with a buffer area extending past the limits of the habitat.

Goal: *Preserve the integrity of the historic and cultural resources of the Planning Area and provide for their enhancement.*

Consistency: The project area does not impact significant historic or cultural resources.

Goal: *Avoid undue burdening of infrastructure, public facilities, and services by requiring new development to contribute to the improvement and development of the March JPA Planning Area.*

Consistency: This ~~Specific Plan Amendment~~ identifies a number of financing strategies, including tax increment financing, to pay for needed public facilities.

Goal: *Plan for the location of convenient and adequate public services to serve the existing and future development of March JPA Planning Area.*

Consistency: All public facility connections are located adjacent to the site, and adequate capacity has been deemed available by the responsive agencies. Service facility letters were obtained from these agencies and their comments/recommendation have been incorporated into the project accordingly.

Goal: *Ensure, plan, and provide adequate infrastructure for all facility reuse and new development, including but not limited to, integrated infrastructure planning, financing and implementation.*

Consistency: Development of the project will be phased to the assurance of required infrastructure and services. This ~~Specific Plan Amendment~~ identifies a number of financing strategies, including tax increment financing, to pay for needed public facilities.

Goal: *Secure adequate water supply system capable of meeting normal and emergency demands for existing and future land uses.*

Consistency: As described in Section VI, the water supply system will have sufficient capacity to accommodate projected normal and emergency needs.

Goal: *Establish, extend, maintain and finance a safe and efficient wastewater collection, treatment and disposal system, which maximizes treatment and water recharges, minimizes water use, and prevents groundwater contamination.*

Consistency: As described in Section VI, ~~this~~ Specific Plan ~~Amendment~~—will provide the necessary conveyance and treatment facilities to achieve this goal.

Goal: *In compliance with state law, ensure solid waste collection, siting and construction of transfer and/or disposal facilities, operation of waste reduction and recycling programs, and household hazardous waste disposal programs and education are consistent with the County Solid Waste Management Plan.*

Consistency: ~~This~~ Specific Plan ~~Amendment~~ will comply with the requirements of the County of Riverside’s Source Reduction and Recycling Element (SRRE).

Goal: *Adequate supplies of natural gas and electricity from utility purveyors and the availability of communications services shall be provided within the March JPA Planning Area.*

Consistency: All public facility connections are located adjacent to the site, and adequate capacity has been deemed available by the responsive agencies. Service facility letters were obtained from these agencies and their comments/recommendation have been incorporated into the project accordingly.

Goal: *Adequate flood control facilities shall be provided prior to, and concurrent with, development in order to protect the lives and property within the March JPA Planning Area.*

Consistency: As discussed in Section VI, ~~this~~ Specific Plan ~~Amendment~~ will provide drainage facilities to achieve this goal.

2. Transportation

Goal: *Establish and provide for a comprehensive transportation system that captures the assets and opportunities of the planning area, existing transportation facilities, and planned transportation facilities for the future growth and development of the planning area and sub-region.*

Consistency: Where feasible, existing transportation facilities, such as the Burlington Northern Santa Fe (BNSF) rail line, are incorporated into ~~this~~ Specific Plan ~~Amendment~~ transportation network. Unit 1, lots 5 and 6 would have connections to the BNSF main line.

Goal: *Build and maintain a transportation system which capitalizes on the multi-faceted elements of transportation planning and systems, designed to meet the needs of the planning area, while minimizing negative effects on air quality, the environment and adjacent land uses and jurisdictions.*

Consistency: This ~~Specific Plan Amendment~~ will accommodate local transit service, bicycle lanes, and pedestrian facilities. A Transportation Demand Management (TDM) plan will be implemented to limit peak hour traffic impacts.

Goal: *Develop a transportation system that is safe, convenient, efficient and provides adequate capacity to meet local and regional demands.*

Consistency: This ~~Specific Plan Amendment~~ will construct an internal street network and provide transportation capacity improvements to existing facilities off-site based on future demand. Transportation improvements will be constructed in phases based on planned development and projected background traffic growth.

Goal: *Provide a balanced transportation system that ensures the safe and efficient movement of people and goods throughout the planning area, while minimizing the use of land for transportation facilities.*

Consistency: Project internal streets are sized to accommodate projected future traffic in an efficient manner.

Goal: *Plan and encourage land use patterns and designs, which enhance opportunities for non-vehicular circulation and improve trip reduction strategies.*

Consistency: Site plans for individual buildings shall be reviewed to ensure that pedestrian, bicycle and transit access is facilitated. A bicycle and pedestrian circulation network is provided.

Goal: *Establish vehicular access control policies in order to maintain and insure the effectiveness and capacity of arterial roadways.*

Consistency: Project internal roadways will be designed in accordance with the “County Road Improvement Standards and Specifications,” published by the County of Riverside, and take into account additional landscaping requirements established in the Riverside County Integrated Plan County standards limit intersection intervals on arterial roadways.

Goal: *Facilitate and develop transportation demand management and transportation systems management programs, and use of alternate transportation modes.*

Consistency: Transportation Demand Management (TDM) strategies will be implemented to shift trips outside the standard commuting hours and/or to non-“drive alone” modes of travel. This is accomplished through various employer-initiated measures, such as flexible working hours, encouragement of carpooling, and facilitating access for non-motorized (i.e., bicycling or walking) modes of travel.

Goal: *Adequate, affordable, equitably distributed and energy efficient public and mass transit services which promote the mobility to, from, and within the planning area shall be provided.*

Consistency: The project will be designed to accommodate both local transit service and inter-city passenger rail service. The local transit system of bus stops and bus shelters will be approved by the Riverside Transit Agency (RTA).

Goal: *Develop measures which will reduce the number of vehicle-miles traveled during peak travel periods.*

Consistency: This Specific Plan Amendment improves the jobs/housing balance in western Riverside County by providing a large employment center in an area that is largely residential. This will provide an opportunity for residents to work locally, rather than commute to Los Angeles or Orange Counties. Jobs/housing balance will help reduce vehicle miles of travel.

Goal: *Regulate the travel of trucks on March JPA Planning Area streets.*

Consistency: The project is designed to accommodate truck traffic. In addition, trucks will be required to travel on designated routes as they traverse this Specific Plan Amendment's internal streets.

Goal: *Adequate off-street parking for all land uses shall be provided which requires adequate on-site parking to prevent spill over on the adjacent street system.*

Consistency: This Specific Plan Amendment provides parking ratios that will limit the potential for parking spillover.

Goal: *Plan for and seek to establish an area-wide system of bicycling trails, with linkages within the planning area and with adjacent jurisdictions, and in compliance with sub-regional plans.*

Consistency: The project will include bicycle and pedestrian linkages as defined in Section V of this Specific Plan Amendment. The network will consist of Multi-Use Bicycle paths and Bike Lanes.

Goal: *Goods movement through the San Jacinto Rail Branchline shall be capitalized.*

Consistency: The project includes the existing BNSF railway line is incorporated into the project design. Freight service to and from existing trains will be provided to Unit 1, lots 5 and 6.

Goal: *In accordance with state and federal law, promote and provide mobility for the disabled.*

Consistency: Development plans and public improvement plans shall take into account the accessibility requirements of the Americans with Disability Act (ADA).

3. Noise/Air Quality

Goal: *Ensure that land uses are protected from excessive and unwanted noise.*

Consistency: Project development shall be consistent with the land use limitations established in the AICUZ study and the Joint Land Use Study.

Goal: *Minimize incompatible noise level exposures throughout the Planning Area, and where possible, mitigate the effect of noise incompatibilities to provide a safe and healthy environment.*

Consistency: (see above)

Goal: *Work toward the reduction of noise impacts from vehicular traffic, and aviation and rail operations.*

Consistency: The project shall implement the noise related mitigation established in SEIR.

Goal: *Promote alternative modes of travel.*

Consistency: ~~This~~ Specific Plan Amendment will accommodate local transit service, bicycle lanes, and pedestrian facilities. A Transportation Demand Management (TDM) plan will be implemented to limit peak hour traffic impacts.

Goal: *Reduce emissions associated with vehicle miles traveled by enhancing the jobs/housing balance of the subregion of western Riverside County.*

Consistency: ~~This~~ Specific Plan Amendment improves the jobs/housing balance in western Riverside County by providing a large employment center in an area that is largely residential. This will provide an opportunity for residents to work locally, rather than commute to Los Angeles or Orange Counties. Jobs/housing balance will help reduce vehicle miles of travel, resulting in reduced emissions.

Goal: *Reduce air pollution through proper land use, transportation and energy use planning.*

Consistency: ~~This~~ — Specific Plan Amendment will provide access using a variety of transportation modes, including highways, local bus service, bicycles, and pedestrians. The project's Transportation Demand Management (TDM) strategy will accommodate the shift of some trips from "drive-alone" to transit or non-motorized modes of travel.

Goal: *Pursue reduced emissions for stationary and mobile sources through the use and implementation of new and advancing technologies.*

Consistency: Where feasible and appropriate, development of ~~this~~ Specific Plan Amendment shall accommodate the use of advancing technologies, such as alternate fueled vehicles and other innovations that would provide air quality benefits.

Goal: *Maximize the effectiveness of air quality control programs through coordination with other governmental entities.*

Consistency: Development in ~~this~~ Specific Plan Amendment will comply with the policies outlined in Air Quality Goal 5 of the March JPA General Plan.

Goal: *Reduce emissions associated with vehicle/engine use.*

Consistency: ~~This~~ Specific Plan Amendment improves the jobs/housing balance in western Riverside County by providing a large employment center in an area that is largely residential. This will provide an opportunity for residents to work locally, rather than commute to Los Angeles or Orange Counties. Jobs/housing balance will help reduce vehicle miles of travel.

Goal: *Reduce emissions associated with energy consumption.*

Consistency: Development in this ~~Specific Plan Amendment~~ will comply with the policies outlined in Air Quality Goal 7.

Goal: *Reduce air pollution emissions and impacts through siting and building design.*

Consistency: Development in this ~~Specific Plan Amendment~~ will comply with the policies outlined in Air Quality Goal 8.

Goal: *Reduce fugitive dust and particulate matter emissions.*

Consistency: Development in this ~~Specific Plan Amendment~~ will comply with the policies outlined in Air Quality Goal 9.

4. Housing

The General Plan does not allow for housing opportunities within the March JPA Planning Area due to incompatible uses with the airfield, the need to focus on the reestablishment of the numerous jobs lost due to base realignment, and the housing rich environment of Western Riverside County. This ~~Specific Plan Amendment~~ maintains consistency with the General Plan's absence of a residential land use designation within the Planning Area.

5. Resource Management

Goal: *Conserve and protect surface water, groundwater, and imported water resources.*

Consistency: The project will be constructed to minimize impacts to the existing drainage channels. The landscape plan includes drought tolerant plant materials. Irrigation will be moisture sensitive to limit irrigation during times of heavy rains.

Goal: *Control flooding to reduce major losses of life and property.*

Consistency: This ~~Specific Plan Amendment~~ will provide a number of drainage facilities, including culverts, open channels, and retention basins, to control flooding.

Goal: *Conserve and protect significant land forms, important watershed areas, mineral resources and soil conditions.*

Consistency: The SEIR has been prepared to assess and, if appropriate, mitigate project impacts on geology, soils, and hydrology.

Goal: *Conserve energy resources through use of available energy technology and conservation practices.*

Consistency: As appropriate, this ~~Specific Plan Amendment~~ shall comply with applicable regulations relating to energy conservation.

Goal: *Conserve and protect significant stands of mature trees, native vegetation, and habitat within the planning area.*

Consistency: The project will protect and preserve areas of riparian habitat. This preservation area will include associated drainage channels and wetlands.

Goal: *Provide an effective and efficient waste management system for solid and hazardous wastes that is financially and environmentally responsible.*

Consistency: This Specific Plan Amendment shall comply with appropriate and applicable regulations and standards with respect to the management of solid and hazardous wastes.

Goal: *Promote cultural awareness through preservation of the planning area's historic, archaeological and paleontological resources.*

Consistency: The project area does not impact significant historic, archaeological or paleontological resources.

Goal: *Create a network of open space areas and linkages throughout the Planning Area that serves to preserve natural resources, protect health and safety, contributes to the character of the community, provide active and passive recreational use, as well as visual and physical relief from urban development.*

Consistency: The project will accommodate a 142185.9-acre conservation easement within the West Campus, near Van Buren Boulevard.

Goal: *Establish standards for scenic corridors, trails and vistas that contribute to the quality of the planning area.*

Consistency: This Specific Plan Amendment will provide landscaped lots adjacent to major arterial roadways and will provide additional landscaping within easements along internal streets adjacent to large industrial lots. A Class I multi-use pedestrian/bicycle trail will be provided along Van Buren Boulevard between the western North Campus boundary and I-215.

6. Safety/Risk Management

Goal: *Minimize injury and loss of life, property damage, and other impacts caused by seismic shaking, fault rupture, ground failure, and landslides.*

Consistency: A geological reconnaissance has been conducted for the property. That study revealed that there are no active or inactive faults crossing the property and that the property is suitable for development.

Goal: *Minimize grading and otherwise changing the natural topography, while protecting the public safety and property from geologic hazards.*

Consistency: Grading within this Specific Plan Amendment area is designed to minimize impacts to the existing topography. The project will incorporate grading development standards

and recommendations, which will minimize any potential geotechnical and site development constraints that occur on-site.

Goal: *Minimize injury, loss of life, property damage, and economic and social disruption caused by flood hazards.*

Consistency: This ~~Specific Plan Amendment~~ will provide a number of drainage facilities, including culverts, open channels, and retention basins, to control flooding.

Goal: *Reduce threats to public safety and protect property from wildland and urban fire hazards.*

Consistency: As appropriate, this ~~Specific Plan Amendment~~ shall comply with applicable regulations and guidelines relating to brush management and fire protection services.

Goal: *Reduce the potential for hazardous material exposure or contamination in the Planning Area.*

Consistency: To the extent that it is appropriate, this ~~Specific Plan Amendment~~ shall comply with regulations and guidelines relating to hazardous material exposure/contamination.

Goal: *Ensure to the fullest extent practical that, in the event of a major disaster, critical structures and facilities remain safe and functional.*

Consistency: To the extent that it is appropriate, this ~~Specific Plan Amendment~~ shall comply with regulations and guidelines relating to the functionality of critical structures in the event of a major disaster.

Goal: *Reduce the possible risk of upset, injury and loss of life property damage, and other impacts associated with an aviation facility.*

Consistency: The project shall be consistent with the 2005 AICUZ Study and the Joint Land Use Study (see Appendix B of this ~~Specific Plan Adjustment~~).

Goal: *Plan for emergency response and recovery from natural and urban disasters.*

Consistency: The project shall comply with appropriate and applicable regulations and guidelines relating to emergency response and recovery from natural and urban disasters.

Appendix A Land Use Definitions

The following definitions are intended to provide a general description of each use category. Under each category, example uses are provided. These examples are not all-inclusive, but are intended to provide a sample of uses that would fit in a particular category. Uses not addressed in the Land Use Table (i.e., Table III-1) are prohibited. However, the March JPA Planning Manager has the discretion to make land use interpretations based upon the description of the proposed use and similarities with the listed uses.

INDUSTRIAL

Hazardous Waste Treatment Facility: Activities include the treatment, transfer, storage, resource recovery, disposal, or recycling of hazardous waste.

Bio-Medical Waste Treatment Facility: Activities include the treatment, transfer, storage, disposal or recycling of wastes generated during the diagnosis, treatment or immunization of patients.

Manufacturing - Custom: Activities typically include: manufacturing, processing, assembling, packaging, treatment, or fabrication of custom made products. These types of business establishments do not utilize raw materials for their finished products, but rather, may utilize semi-finished type of manufactured materials for their custom made-to-order products. The finished products from these business establishments are ready for use or consumption and may include incidental on-site display, wholesale and retail sale of the goods produced, not to exceed 25% of the building. Such uses may include: jewelry, household furniture, art objects, apparel products, small instruments (musical, electronic and photographic), stationary, signs, advertising displays, stained glass products, and leather products. The uses do not produce odors, noise, and vibration or particulate that would adversely affect uses in the same structure or on the same site.

Manufacturing - Light: Activities typically include: labor-intensive manufacturing, assembly, fabrication or repair processes which do not involve frequent large container truck traffic or the transport of large scale bulky products. The new products may be finished in the sense that it is ready for use or consumption or it may be semi-finished to become a component for further assembly and packaging. These types of business establishments are customarily directed to the wholesale market, inter-plant transfer rather than the direct sale to the consumer, however, may include incidental on-site display, wholesale and retail sale of the goods produced, not to exceed 25% of the building. Such uses may include: electronic microchip assembly, printing, publishing, food processing (such as bakeries), candy, confectionery products, canned/bottled soft drinks, bottles water, apparel, paper board containers, boxes, drugs, small fabricated metal products, such as hand tools, general hardware, architectural and ornamental metal; and, toys amusement, sports and athletic goods. The activities produce minimal odors, noise vibration, hazardous materials or particulates, and would have a limited impact on adjacent lots.

Manufacturing - Medium: Activities typically include: manufacturing, compounding of materials, processing, assembly, packaging, treatment or fabrication of materials and products which require frequent large container truck traffic or rail traffic, or the transport of heavy, bulky items. The new products are semi-finished to be a component for further manufacturing, fabrication and assembly. These types of business establishments are customarily directed to inter-plant transfer, or to order from industrial uses, rather than for direct sale to the domestic consumer. However, may include incidental on-site display, wholesale and retail sale of the goods products not to exceed 25% of the building. Such uses

may include, but not limited to: canned food, textile products; furniture and fixtures converted paper and paper board product; plastic products made from purchased rubber, plastic or resin; fabricated metal products made from sheet metals; electrical and electronic machinery, equipment and supplies; office, commuting and accounting machines. Activities may produce noise, odors, vibrations and illumination or particulate that affects the persons residing in or conducting business in the vicinity.

Manufacturing - Heavy: Activities typically include: manufacturing, compounding of material, processing, assembly, packaging, treatment or fabrication. Activities in this area may have frequent rail or truck traffic and the transportation of heavy large-scale products. Characteristics of use activities permitted within this area may include structures outside of buildings such as cranes, conveyor systems, cooling towers or open-air storage of large quantities of products including, but not limited to forge shops, metal fabricating facilities, open welding shop, lumber woodworking facilities, heavy machine shops, plastic, plants, light or vacuum casting facilities, vehicular assembly plants. All uses are subject to the screening requirements identified in Section 2.2 (Screening Plan) and Section 4.8 of the March Business Center Design Guidelines.

Mining and Extractive Industries: Activities typically include: prospecting for or exploration of minerals for commercial purposes, surface mining, and excavations or grading.

Newspaper Publishing Plants: Activities typically include the production and distribution of newspapers and related publications.

Research and Development: Activities typically include: research, design, analysis and development, and/or testing of a product. Uses typically include testing laboratories, acoustical chambers, wind tunnels, and computer services. Such uses do not promote odors, noise, vibration or particulate that would adversely affect uses in the same structure or on the same site.

Trucking/Transportation Terminals: Activities typically include the temporary storage and transfer of trailers not to include truck stops.

Wrecking and Dismantling of Motor Vehicles: Activities typically include: temporary storage and wrecking/dismantling of passenger cars and other vehicles and sales and/or distribution of salvaged parts and other materials.

WHOLESALE, STORAGE AND DISTRIBUTION

Public Storage/Mini-Warehouses: Activities include mini-warehouse or recreational vehicle storage facilities for the rental or lease of small scale enclosed storage units or parking spaces primarily to individuals rather than firms or organizations.

Business Enterprise: Activities typically include: wholesale, storage, and warehousing services and storage and wholesale to retailers from the premises of finished goods and food products. Activities under this classification are typically conducted in enclosed buildings and occupy 50,000 square feet or less of building space. May include incidental display and retail sales from the premises, not to exceed 25% of the building. Logistics warehousing uses or activities shall be prohibited in Industrial lots within the Specific Plan Amendment area, west of Meridian Parkway.

Wholesale, Storage and Distribution - Medium: Activities typically include: wholesale, storage and warehousing services, moving and storage services, storage and wholesaling to retailers from the premises of finished goods and food products, and distribution facilities for large scale retail firms. Activities under this classification are typically conducted in enclosed buildings and occupy greater than 50,000 square feet of building space. Logistics warehousing uses or activities shall be prohibited in Industrial lots within the Specific Plan Amendment area, west of Meridian Parkway.

Wholesale, Storage and Distribution - Heavy: Activities typically include: warehousing, storage, freight handling, shipping, trucking services and terminals; storage and wholesaling from the premises of unfinished, raw or semi-refined products requiring further processing fabrication or manufacturing. Typically uses include, but are not limited to, trucking firms, automotive storage or impound yards, and the wholesaling of metals, minerals and agricultural products. Logistics warehousing uses or activities shall be prohibited in Industrial lots within the Specific Plan Amendment area, west of Meridian Parkway.

OFFICE

Financial Institutions: Banks, savings and loan associations and similar establishments.

Government Offices: Offices to accommodate administrative and/or operational functions of local, county, state and federal agencies.

Medical Clinics: Activities include medical clinics, family planning, in-patient and out-patient health care, inclusive of hospitals and convalescent homes.

Offices, Business and Professional: Offices or firms or organizations providing professional, executive, management, or administrative services, such as architectural, engineering, real estate, insurance, investment, legal, and medical/dental offices. This classification includes medical/dental laboratories incidental to an office use, but excludes banks and savings and loan associations.

Regional and Corporate Headquarters: Office buildings solely occupied by a single business or entity for the purpose of managing or organizing other, affiliated units.

COMMERCIAL

Agricultural Equipment Repair Shops: Activities typically include: temporary storage and repair and maintenance of agricultural equipment, such as tractors, harvesters, irrigation equipment, etc.

Agricultural/Nursery Supplies and Services: Activities typically include: retail sale from the premises of feed and grain, fertilizers, pesticides, herbicides, and similar goods, feed and grain stores, well drilling, tree services and plant materials and nursery/landscape services.

Alcoholic Beverage Outlets: Activities typically include: retail sale from the premises of beer, wine, and other alcoholic beverages.

Animal Care/Pet Hotels: Activities typically include: provision of animal care treatment, and boarding services of large and small animals, animal clinics, large and small animal hospitals, kennels and catteries.

Assembly and Entertainment: Indoor or outdoor facilities to accommodate concerts and/or civic events. This land use will be restricted in capacity and ancillary services in order to limit potential noise and parking impacts.

Automotive Parts and Accessory Sales: Activities typically include: retail sale from the premises of automobile components, lubricants, specialized tools, and related accessories.

Automotive Fleet Storage: Activities typically include: storage of vehicles used regularly in business operations and not available for sale on-site. Such uses typically include: overnight storage of service vehicles, mobile catering trucks and taxicabs, inclusive of dispatching services.

Automotive Service Stations: Activities typically include: the sale of goods and the provision of service normally required in the day-to-day operation of motor vehicles, including the principal sale of petroleum products, the incidental sale of tires, batteries and replacement items, and the performance of minor repairs, such as tune-up, tire changes, part replacement, oil change and brake work. Activities include incidental convenience, food and beverage sales.

Automotive/Truck Repair – Major: Activities typically include: heavy automobile and truck repair such as transmission and engine repair, the painting of automobile vehicles, automotive body work, and the installation of major accessories.

Automotive/Truck Repair – Minor: Activities typically include: automotive and light truck repair, the retail sale of goods and services for vehicles, and the cleaning and washing of automotive vehicles, brake, muffler and tire shops and automotive drive-through car washes. Heavier automotive repair such as transmission and engine repair are not included.

Building and Site Maintenance Services: Activities include maintenance and custodial services, window cleaning services, disinfecting and exterminating services, pool and landscape services.

Building Contractor’s Storage Yards: Activities typically include: offices and storage of equipment materials, and vehicles for contractors who are in trades involving construction activities which include: plumbing, painting, electrical, roofing, carpentry, and other services.

Building Material and Equipment Sales: Activities typically include: retail sale or rental from the premises of goods and equipment, including paint, glass, hardware, fixtures, electrical supplies, rototillers, small trailers and lumber.

Business Supply/Equipment Sales/Rentals: Activities include retail sales, rental or repair from the premises of office equipment, office supplies and similar office goods primarily to firms and other organizations utilizing the goods rather than to individuals. The exclude the sale of materials used in construction industry.

Business Support Services: Activities include services that support the activity of other local businesses, such as clerical, employment, protective, personal services, or minor processing, including blueprint and copying services. Activities not included in this category are the printing of books.

Child Care Facilities: Any childcare facility licensed by the State of California; includes infant care centers, preschools and extended day care facilities. Excludes family day care homes.

Churches and Place of Religious Assembly: Structures and/or assembly areas to be used for worship, related meetings, ministerial residence, and/or religious education.

Coffee Shop: A specialty food and beverage retailer specializing in the sale of coffee products, pastries, bagels, and light fare. These shops could include drive-thru service.

Communication Facilities, Antennas & Satellite Dishes: Activities typically include: broadcasting and other information relay services accomplished primarily through use of electronic and telephonic mechanisms, inclusive of television and radio studios, telegraph offices, and cable, cellular and telecommunication facilities. The use of antennas, satellite dishes and similar communication facilities shall be regulated pursuant to AICUZ the Joint Land Use Study.

Consumer Goods, Furniture, Appliances, Equipment Sales: Typically a freestanding retail store where merchandise is sold to an end user, typically in small quantities.

Convenience Sales: Activities typically include: retail sales from the premises of frequently needed small personal convenience items and professional services that are used frequently. Uses include drug stores, stores selling toiletries, tobacco, and magazines, shoe repair and apparel laundering and dry cleaning.

Energy Generation and Distribution Facilities: Activities typically include: conversion of other forms of energy, such as water power (i.e., hydroelectric), fossil fuels, nuclear power, and solar power, into electrical energy. These facilities typically produce electric energy and provide electricity to transmission systems or to electric power distribution systems.

Equestrian Show and Exhibition Facilities: Activities typically include: training and competition of horses and riders in cross-country equestrian events and the exhibition of participating horses.

Exhibit Halls and Convention Facilities: Temporary display of materials and products associated with a specific trade group, recreational organization, or other affiliation.

Fairgrounds: Large display of agricultural products, such as livestock and produce, to consumers and the general public. Fairgrounds are typically associated with county or state agricultural agencies and are held on an annual basis.

Food and Beverage Sales: Activities include retail sale from the premises of food and beverages for off-premises consumption. Including mini-markets, liquor stores and retail bakeries, catering businesses except chain type grocery stores.

Funeral and Mortuary Services: Activities include services involving the care, preparation, and disposition of human or pet dead, inclusive funeral homes, crematories and mausoleums, inclusive of above ground and in-ground interment.

Golf Courses, Driving Ranges, and Pitch and Putt Courses: Activities typically include: recreational golfing, driving range, short game practice, and tournament competition.

Heavy Equipment Sales & Rentals: Activities typically include: the sale or rental from the premises of heavy construction equipment, farm equipment, trucks and aircraft together with maintenance, including aircraft, farm equipment, heavy truck, large boats and heavy construction equipment dealers.

Horticultural Nurseries and Greenhouses: Activities typically include the cultivation of various indoor and outdoor plants for sale to the public.

Hospitals, Intermediate Care Facilities and Nursing Facilities: A hospital is a freestanding institution where the sick or injured are given medical or surgical care. Emergency medical treatment is usually provided.

Hotel/Motel: Activities typically include: lodging services to transient guests on a less-than-monthly basis, other than in the case of uses classified as residential uses, including hotels, motels, boarding houses and resorts.

Instructional Studios: Instructional studios are establishments in which skills including dance, art, and martial arts are taught to individuals or groups. Instructional studios do not include educational facilities.

Interpretive Centers: Interpretive centers are structures or facilities designed to inform and educate the public about the surrounding environment.

Laundry Services: Activities typically include: institutional or commercial linen supply and laundry services, dry cleaning plants, rug cleaning and diaper service laundries.

Maintenance and Repair: Facilities to accomplish the repair and maintenance of non-automotive devices and other appliances.

Major Transmission, Relay or Communications Switching Stations: Telecommunications facilities accommodating fiber optics, Integrated Services Digital Network (ISDN) and digital switching infrastructure.

Museums: Activities typically include the display of items, materials, and media of historical and/or cultural significance.

Bars and Grill: A restaurant or pub where food is predominately sold.

Open Air Markets for the Sale of Agriculture-Related Products and Flowers: Typically informal outdoor facilities to accommodate the sale of agricultural materials to the general public and other buyers.

Outdoor Commercial: Activities typically include: those that produce or may produce a substantial impact upon the surrounding area. Including flea markets, outdoor auction sales or swap meet activities.

Outpatient Medical Clinics: Medical facilities providing limited treatment to patients not requiring an overnight stay.

Parking Facilities as Primary Use: Paved lots to accommodate the temporary storage of passenger cars and other vehicles.

Personal Services: Activities typically include: services of a personal nature, including photography studios and barber/beauty shops.

Petroleum Products Storage: Activities include bulk storage sale, and distribution of gasoline, liquefied petroleum gas, and other petroleum products.

Pets and Pet Supplies: Activities typically include: sale of mammals, fish, reptiles and birds as pets, sales of food, toys and other pet supplies, and related services, such as pet grooming.

Private Clubs, Lodges, and Fraternal Organizations: Private clubs, lodges, and fraternal organizations are associations of persons, whether incorporated or unincorporated, for the promotion of some common social, cultural, educational, religious, or recreational objective. This use does not include *churches* or any group whose primary objective is a business customarily carried on for a profit.

Radio and Television Studios: Activities typically include: production, taping, editing, distribution, and broadcasting of various programs and/or advertisements for radio, television and other media.

Recreational Facilities: Activities include sports performed either indoor or outdoors which require a facility for conducting the recreational activity, such as health clubs, exercise studios or classes, swimming centers, skating rinks, bowling alleys, tennis courts, sports fields, golf courses and amusement parks.

Recycling Facilities: Activities include: drop-off facilities, reverse vending machines, small and large collection facilities, green materials composting facilities, mixed organics composting facilities, and tire processing facilities

Repair Services: Activities include repair services involving articles such as upholstery, furniture and large electrical appliance repair services.

Restaurant (fast food): Activities typically include: the retail sale from the premises of unpackaged food or beverages generally prepared for immediate on-premises or off-site consumption, including restaurants and delicatessens, inclusive of drive-through facilities.

Restaurant (sit down): Activities typically include: the retail sale from the premises of unpackaged food or beverages generally prepared for immediate on-premises consumption, including restaurants and bars and delicatessens, exclusive of drive-through facilities.

Sidewalk Cafes: Eating and drinking establishments with outdoor dining facilities adjacent to public street sidewalks and other pedestrian-oriented areas.

Social Service Institutions: Activities typically include organizing and executing local, regional, and national service and charitable campaigns.

Sundries, Pharmaceutical and Convenience Sales: Freestanding establishment selling food items, beverages, and other items. Sales are typically in small quantities. This use may also provide up to four vehicle fueling spaces.

Swap Meets and Other Large Outdoor Retail Facilities: Activities typically include sales of a range of specialized products to the general public, usually from designated stalls.

Theaters: Activities typically include the performance of plays or music from a stage in an indoor or outdoor venue.

Trade Schools: Activities typically include: information, instruction and similar services, including computer training, driving schools, travel bureaus, photography studios, and vocational and trade schools.

Vehicle, Boat and Trailer Sales: Activities typically include: display, retail sale, leasing, rental of new and used vehicles, boats and trailers, with incidental minor repair, body work, and sale and installation of accessories. Vehicles include automobiles, motorcycles, boats, recreational vehicles and golf carts.

Vehicle Storage: Uses include the storage of operable and inoperative vehicles, including impound yards.

Veterinary Clinics and Animal Hospitals: Activities typically include: provision of routine and emergency medical attention to domestic pets and other animals.

Zoological Parks: Wilderness areas and freestanding facilities designed to house animals that are foreign to the surrounding area. Typical zoological parks also include aquariums, aviaries, and natural wildlife areas.

Appendix B Joint Land Use Study, Chapter 3

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

Adopted by

Riverside County Airport Land Use Commission

November 13, 2014

Prepared by



Santa Rosa, California

MARCH AIR RESERVE BASE / INLAND PORT AIRPORT LAND USE COMPATIBILITY PLAN

Adopted November 13, 2014

OVERVIEW

This *March Air Reserve Base / Inland Port Airport Land Use Compatibility Plan (March ARB/IPA ALUCP)* was prepared for and adopted by the Riverside County Airport Land Use Commission (RCALUC). In accordance with provisions of the California State Aeronautics Act (Public Utilities Code Section 21670 *et seq.*), the RCALUC has been assigned the lead responsibility for airport land use compatibility planning around each of the public-use and military airports in Riverside County, including the preparation of an ALUCP for each airport.

Beginning in 2004, the RCALUC began adopting new versions of the ALUCPs for most of these airports. Each of these individual ALUCPs is contained within a single, countywide document entitled *Riverside County Airport Land Use Compatibility Plan*. The ALUCP for each airport consists of the policies in Chapter 2 of that document that are applicable to all of the airports in the county together with airport-specific policies and maps in Chapter 3. This material plus an introductory chapter (Chapter 1) and a set of appendices comprise Volume I. Background data regarding each airport and its environs is included in Volumes 2 and 3.

This *March ARB/IPA ALUCP* maintains this established format. Thus, only the policies and maps specific to March ARB/IPA for insertion into Chapter 3 and the background data to be added to Volume 2 are presented here. All of the countywide policies in Chapter 2 of Volume 1 are considered to be part of the *March ARB/IPA ALUCP* unless explicitly modified or supplemented by the March-specific policies. The introductory and appendix content is also applicable although no ALUC policy is included therein.

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Insert for Riverside County ALUCP, Volume 1, Chapter 3, Individual Airport Policies and Compatibility Maps

MA. MARCH AIR RESERVE BASE/INLAND PORT AIRPORT

MA.1 Compatibility Map Delineation

- 1.1 *Airport Master Plan Status:* The *Compatibility Plan* for March ARB/IPA is primarily based upon the U.S. Air Force's *Air Installation Compatibility Use Zones Study* for March Air Reserve Base (AICUZ) dated August 2005. Noise contours included in the AICUZ have been supplemented by more recent contours prepared for the Air Force and March Joint Powers Authority. These contours reflect current and projected fleet mix changes as indicated in Policy MA.1.3 below. The compatibility zones and associated criteria set forth in the *March ARB/IPA Compatibility Plan* provide noise and safety compatibility protection equivalent to or greater than the Air Force recommended criteria presented in the AICUZ.
- 1.2 *Airfield Configuration:* The airfield consists of two runways. The primary runway (Runway 14-32)—oriented north-northwest/south-southwest—is 13,300 feet in length and is the longest runway open to civilian use in the state. The second smaller runway, Runway 12-30, is just over 3,000 feet; its use is and will continue to be restricted to military-related light aircraft (primarily Aero Club activity). The airport has straight-in instrument approach capabilities to Runway 32 and a non-precision approach to Runway 14. No changes in the existing configuration of the airport runways and approaches are anticipated.
- 1.3 *Airport Activity:* The *Compatibility Plan* reflects a composite of potential future military and civilian aircraft activity scenarios (see discussion in Chapter W7). The data primarily relied upon for future mission military activity is as indicated in the 2013 environmental study analyzing the impacts of a fleet mix conversion from F-16 to F-15 fighter aircraft [*F-15 Aircraft Conversion Environmental Impact Statement 144th Fighter Wing California Air National Guard Fresno-Yosemite International Airport* (National Guard Bureau, March 2013)]. This study indicates potential maximum mission activity as 54,104 annual operations by military transport, tanker, fighter, and helicopter aircraft, together with military contract air carrier and military Aero Club aircraft. Additionally, for the purposes of assessing land use noise compatibility, noise impacts reflected in three other studies are taken into account in the compatibility zones shown on Map MA-1, Compatibility Map, of this chapter: the 2005 *AICUZ Study* [*Air Installation Compatible Use Zone Study for March Air Reserve Base (AICUZ)* (Department of the Air Force, August 2005)]; the Total Force Integration study [*Environmental Assessment for Proposed Military Construction and Total Force Integration at March Air Reserve Base* (Air Force Reserve Command, June 2010)]; and a study of general aviation facility needs done for the March Joint Powers Authority [*Environmental Impact Report for March Inland Port General Aviation Facilities Development* (March Joint Powers Authority, August 2012)]. Future maximum civilian aircraft activity is limited by the joint use agreement and related air quality conformity determination to 21,000 annual operations. While the number of future aircraft operations indicated in each of these studies is similar, the mix of aircraft types and other factors that affect noise impacts differ.
- 1.4 *Airport Influence Area:* The factors used in defining the airport influence area for March ARB/IP and the individual compatibility zones within the airport influence area are

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.


Zone	Noise and Overflight Factors	Safety and Airspace Protection Factors
M (Military)	<i>Federal Lands</i> <ul style="list-style-type: none"> ▶ No ALUC authority 	<i>Federal Lands</i> <ul style="list-style-type: none"> ▶ No ALUC authority
A Clear Zone (if not on base)	<i>Noise Impact: Very High</i> <ul style="list-style-type: none"> ▶ High CNEL and single-event noise levels 	<i>Risk Level: Very High</i> <ul style="list-style-type: none"> ▶ Dimensions set to include Clear Zone as indicated in Air Installation Compatible Use Zone (AICUZ) study for airport ▶ Generally on air base property or controlled by easements
B1 Inner Approach/ Departure Zone	<i>Noise Impact: High</i> <ul style="list-style-type: none"> ▶ Within or near 65-CNEL contour ▶ Single-event noise sufficient to disrupt many land use activities including indoors if windows open 	<i>Risk Level: High</i> <ul style="list-style-type: none"> ▶ Within Accident Potential Zone I or II ▶ Additionally, zone boundary to north reflects turning flight tracks
B2 High Noise Zone	<i>Noise Impact: High</i> <ul style="list-style-type: none"> ▶ Within or near 65-CNEL contour ▶ Single-event noise sufficient to disrupt many land use activities including indoors if windows open 	<i>Risk Level: Moderate</i> <ul style="list-style-type: none"> ▶ Beneath or adjacent to final approach and initial departure flight corridors or adjacent to runway ▶ Not within Accident Potential Zones
C1 Primary Approach/ Departure Zone	<i>Noise Impact: Moderate to High</i> <ul style="list-style-type: none"> ▶ Within or near 60-CNEL contour ▶ Single-event noise may be disruptive to noise-sensitive land use activities; aircraft <2,000 feet above runway elevation on arrival and generally <3,000 feet above runway elevation on departure 	<i>Risk Level: Moderate</i> <ul style="list-style-type: none"> ▶ Beneath or adjacent to low altitude overflight corridors
C2 Flight Corridor Zone	<i>Noise Impact: Moderate</i> <ul style="list-style-type: none"> ▶ Within 60 CNEL contour, but more than 5 miles from runway end; or ▶ Outside 60-CNEL contour, but regularly overflowed in mostly daytime flight training ▶ Single-event noise may be disruptive to noise-sensitive land use activities; aircraft <3,000 feet above runway elevation on arrival 	<i>Risk Level: Moderate to Low</i> <ul style="list-style-type: none"> ▶ Distant (beyond 5 miles) portion of instrument arrival corridor; or ▶ Closed-circuit flight training activity corridors
D Flight Corridor Buffer	<i>Noise Impact: Moderate to Low</i> <ul style="list-style-type: none"> ▶ Mostly within 55-CNEL contour ▶ More concern with respect to individual loud events than with cumulative noise contours 	<i>Risk Level: Low</i> <ul style="list-style-type: none"> ▶ On periphery of flight corridors ▶ Risk concern primarily with uses for which potential consequences are severe (e.g. very-high-intensity activities in a confined area)
E Other Airport Environs	<i>Noise Impact: Low</i> <ul style="list-style-type: none"> ▶ Beyond 55-CNEL contour ▶ Occasional overflights intrusive to some outdoor activities 	<i>Risk Level: Low</i> <ul style="list-style-type: none"> ▶ Within outer or occasionally used portions of flight corridors
 High Terrain Zone	<i>Noise Impact: Low</i> <ul style="list-style-type: none"> ▶ Individual noise events slightly louder because high terrain reduces altitude of overflights 	<i>Risk Level: Moderate</i> <ul style="list-style-type: none"> ▶ Moderate risk because high terrain constitutes air-space obstruction ▶ Concern is tall single objects (e.g., antennas)

Table MA-1

Compatibility Zone Factors

March Air Reserve Base / Inland Port Airport

- (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

(Ord. #JPA 03-01, SP-1), subject to March JPA Resolution #JPA 11-17 limiting development within the Accident Potential Zones and vested through a development Agreement recorded on June 7, 2004.

- (3) Meridian, a 258-acre portion of the original March Business Center, consisting of a nonresidential 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 (Ord. #JPA 10-02, SP-5), subject to March JPA Resolution #JPA 11-17 limiting development within the Accident Potential Zones and vested through a development Agreement recorded on June 7, 2004.
 - (4) For the purpose of this *Compatibility Plan*, the Meridian exception area specifically allows development of a hotel or hotels on the 13-acre site situated within Compatibility Zone B2 and bordered by Interstate 215 on the east and Van Buren Boulevard on the south. Any such hotel or hotels shall be limited as follows: maximum of 100 people per acre; maximum of 250 people per single acre; maximum of 3 above-ground habitable floors; no conference facilities (however, small meeting room(s) for a total of up to 50 people is (are) acceptable). Sound attenuation as appropriate for the combined airport and freeway noise levels shall be provided.
 - (5) The Development Agreement referenced in Paragraphs (2) and (3) above expires on December 27, 2016. After that, the agreement provides for two more 5-year automatic extensions. The developer must request the Development Agreement extensions and the Authority must make findings that the development is still in substantial conformance.
- (b) *(Exception Site 2) Harvest Landing Specific Plan, City of Perris*
- (1) Situated in Compatibility Zone C2.
 - (2) A 341-acre mixed-use Specific Plan located south of Placentia Avenue and east of Interstate 215 within the City of Perris and authorizing 1,860 residential units and 1,306,582 square feet of business/commercial uses. The Specific Plan and associated Development Agreement were adopted in May 2011.
 - (3) Agreement will expire 15 years from the approval date plus extensions in 5-year increments subject to City Council approval.
- (c) *(Exception Site 3) Park West Specific Plan, City of Perris*
- (1) Situated in Compatibility Zones C1 and C2.
 - (2) A 534.3-acre residential Specific Plan located south of Nuevo Rd and east of the Perris Valley Storm Channel within the City of Perris and authorized for a maximum of 2,027 residential units as identified in the Specific Plan and Development Agreement approved by Council on January 30, 2007.
 - (3) Agreement for Phase I expires 10 years from the approval date. Phases II and III extend the agreement to 2027 or 10 years after the developer submits an application for approval of a tentative tract map for any portion of these phases.

(d) *(Exception Site 4) Day/ Alessandro Affordable Housing Site, City of Moreno Valley*

- (1) Situated in Compatibility Zone C1.
- (2) A planned 8.43-acre multifamily site located at the northeast corner of Day Street and Alessandro Boulevard within the City of Moreno Valley approved as a maximum 225 unit multifamily development through an existing Disposition and Development Agreement approved on May 26, 2009.
- (3) The city owns the site, thus an expiration date is not applicable.

(e) *(Exception Site 5) Ben Clark Training Center*

- (1) Situated in Compatibility Zones C2 and D. This site specific exception is applicable to the portion of the property located within Zone C2.
- (2) An approximately 375-acre property located within unincorporated Riverside County deeded to the County by the U.S. Department of Defense as part of the 1996 instrument of transfer. Provisions of the transfer explicitly restrict use of the property to training of law enforcement and public safety personnel.
- (3) Notwithstanding the criteria set forth in Table MA-2, the following provisions shall apply to future development of the portions of Ben Clark Training Center situated within Compatibility Zone C2:
 - Future development of the property shall be consistent with the deed restrictions.
 - Any overnight occupancy of facilities must pertain to and be in furtherance of the function and purpose of the property as dictated by the property's deed restrictions.
 - Use of part of the property as an educational facility operated by the Riverside Community College District, Moreno Valley College, is permitted and not considered to be a "general college" provided that this use continues to be related to law enforcement and public safety training purposes.
 - Use of the property shall adhere to the average-acre intensity limit of 200 people per acre as established in Table MA-2. However, the single-acre intensity limit of Table MA-2 shall not apply.
 - New buildings shall be restricted to three (3) floors except that training towers or similar structures used specifically for the purpose of training law enforcement and public safety personnel may exceed this limit.
 - All other requirements applicable to Zone C2 as set forth in Table MA-2 shall continue to apply, including those pertaining to airspace review, electromagnetic radiation notification, and deed notice and disclosure.

(f) *(Exception Site 6) Ridge Crest Cardinal Subdivision, City of Riverside*

- (1) Situated in Compatibility Zone C2.

- (2) A 13.54-acre proposed single-family residential subdivision located east of Trautwein Road and north of Grove Community Avenue within the City of Riverside.
- (3) Notwithstanding the criteria set forth in Table MA-2, the following provisions shall apply to future development of this property:
 - An average-acre density of up to 6.5 dwelling units per acre (a maximum of 87 dwelling units) shall be allowed in lieu of the 6.0 dwelling units per acre set by Table MA-2.
 - Exception Site 6 is a portion of an area covered by a Development Agreement between the City of Riverside and The Grove Community Church recorded on November 26, 2003 as Instrument No. 2003-934365. The Development Agreement provided for a senior housing facility, elementary school, and preschool within the area where the Ridge Crest Cardinal subdivision is now proposed. Development of the proposed single-family residential subdivision would utilize the area previously proposed for these facilities and thereby reduce the potential number of vulnerable occupants at this location, in comparison to these entitled but unbuilt uses. The above allowance for up to 6.5 dwelling units per acre on the property is only applicable if these previously entitled uses are not constructed within the boundaries of Exception Site 6.

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

Table MA-2

Basic Compatibility Criteria

March Air Reserve Base / Inland Port Airport

NOTES:

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

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

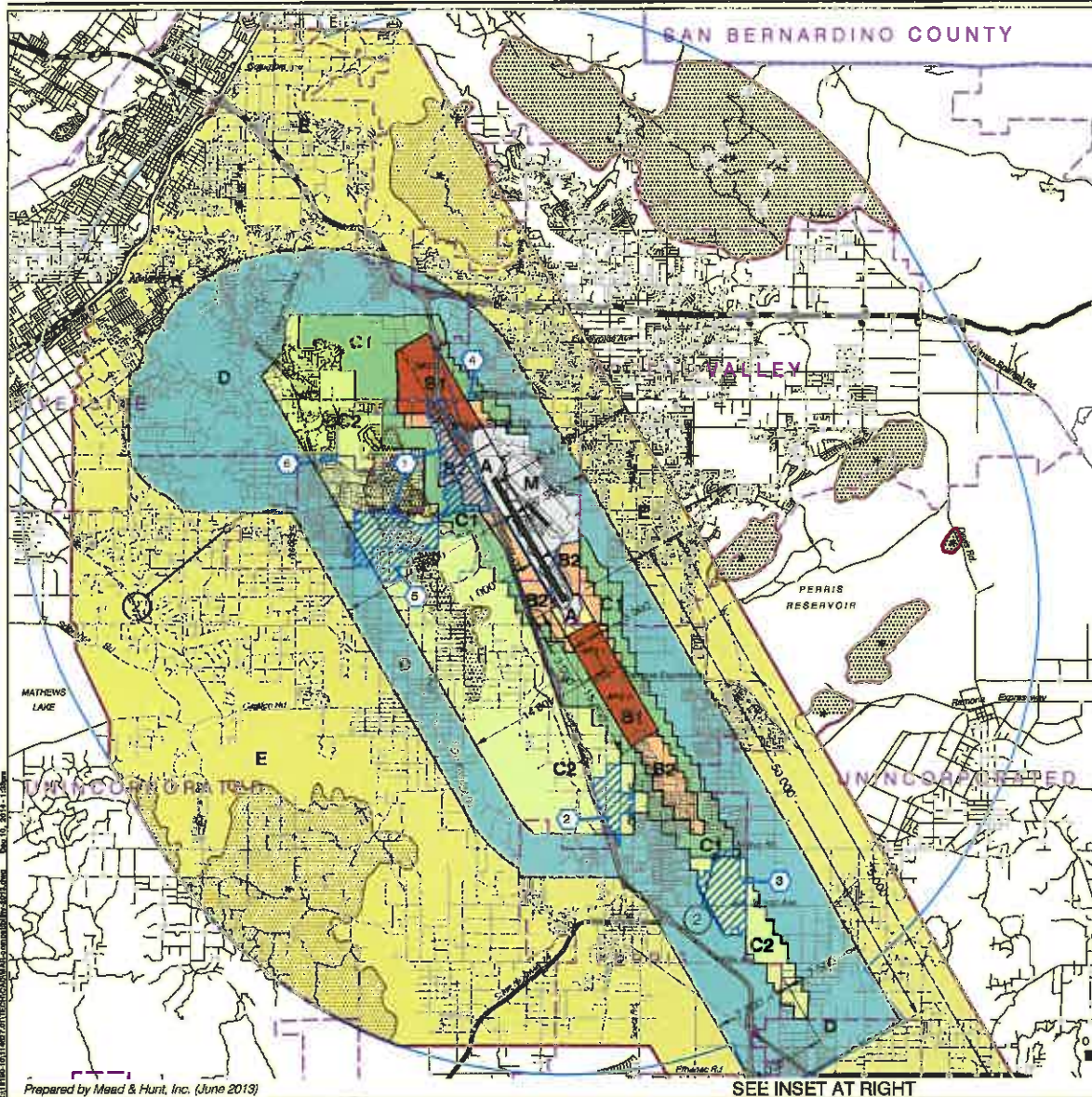
Table MA-2, continued

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

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

Table MA-2, continued

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LEGEND

Compatibility Zones

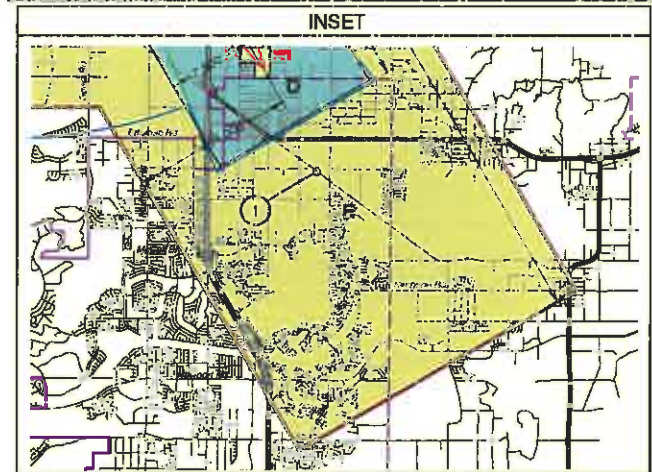
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

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

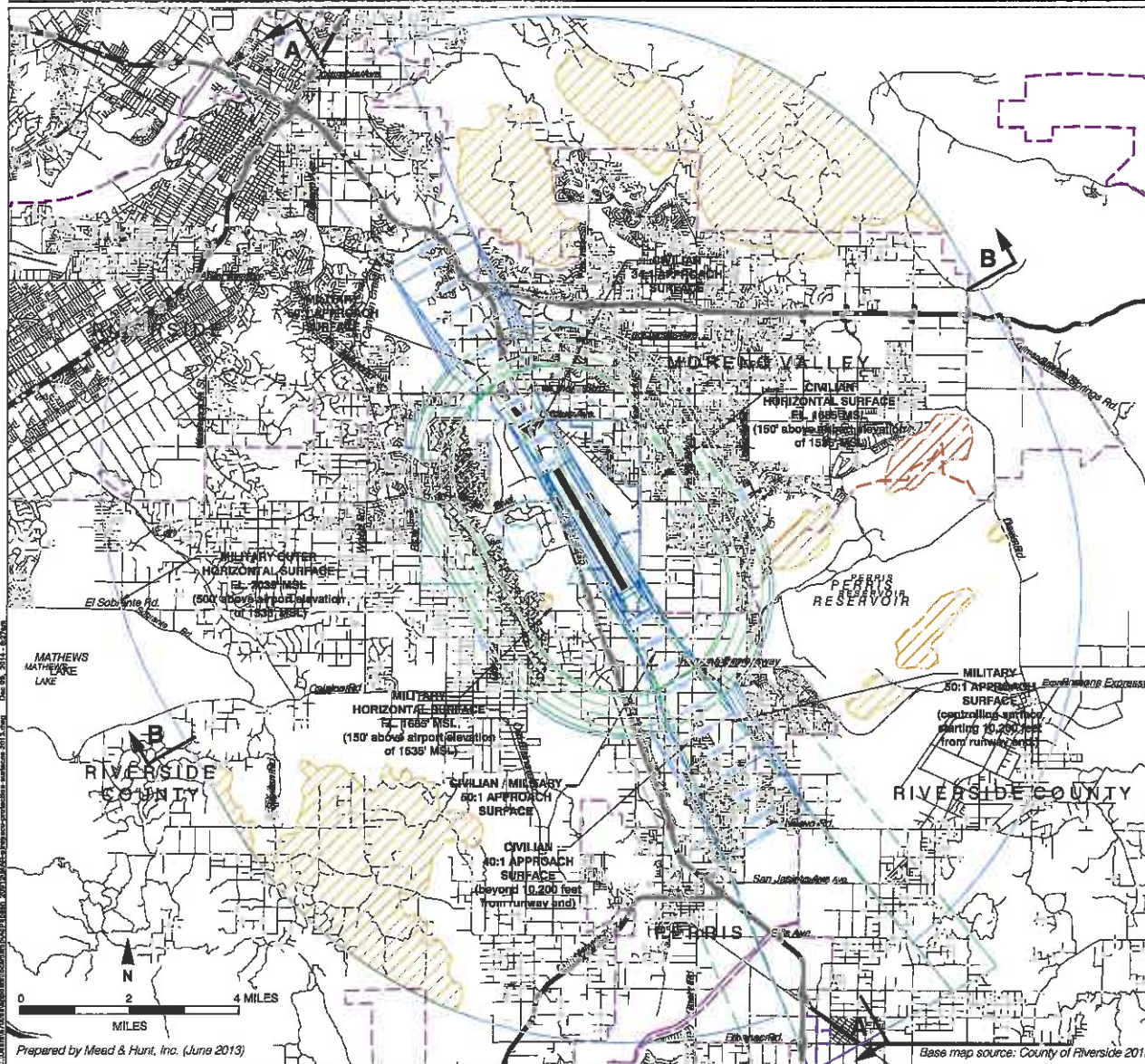
Note:
All dimensions are measured from
runway ends and centerlines.



Base map source: County of Riverside 2013

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

SEE INSET AT RIGHT



LEGEND

FAR Part 77

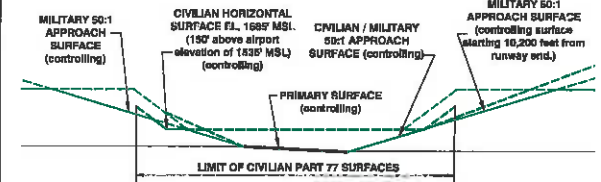
Military Surfaces } Dashed line indicates
Civilian Surfaces } other set of surfaces
is controlling

Terrain Penetration of FAR Part 77 Surfaces

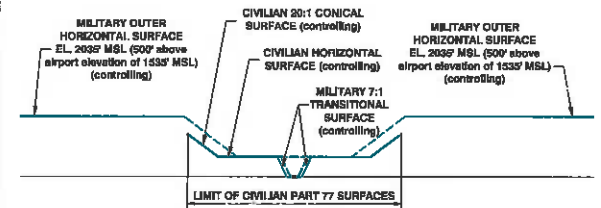


Boundary Lines

March Air Reserve Base /
Inland Port Airport
March Joint Powers Authority Property Line
City Limits



Profile A



Profile B

Source:

Civilian airspace protection surfaces from March Air Force Base Joint Use Feasibility Study (January 1997). Military airspace protection surfaces from Air Installation Compatible Use Zone Study for March Air Reserve Base (August 2005).

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

Map MA-2

**Airspace Protection Surfaces
March Air Reserve Base / Inland Port Airport**

Background Data: March Air Reserve Base / Inland Port Airport and Environs

INTRODUCTION

March Air Reserve Base/Inland Port Airport is located in northwestern Riverside County, approximately 70 miles east of Los Angeles. For most of the second half of the twentieth century, the base was known as March Air Force Base. The current March Air Reserve Base (ARB) name became official in 1996 as a result of recommendations of the 1993 Defense Base Realignment and Closure Commission (BRAC). Although the role of March ARB has evolved over time, the runway system and other basic aeronautical components of the base have existed in largely their present configuration since the World War II era. The airport's primary runway (Runway 14-32)—oriented north-northwest/south-southeast—is 13,300 feet in length, making it one of the longest in the state. The length, width, and pavement strength of Runway 14-32 enable it to accommodate nearly any type of military or civilian aircraft. The smaller secondary runway—Runway 12-30—was once the primary runway, but its length is now reduced to just over 3,000 feet and its use restricted to light military aircraft (helicopters and Aero Club airplanes). Civilian use of Runway 12-30 is not permitted. Exhibit MA-1 summarizes major airport features and Exhibit MA-2 depicts the overall layout of the airport.

Compared to the years when March operated as an Air Force Base, aircraft activity levels are substantially lower. Activity counts maintained by the Air Force air traffic control tower personnel at the base indicate a total of 34,230 aircraft operations took place during calendar year 2006, compared to approximately 125,000 during the peak years as an Air Force Base. Newer data for military aircraft operations is not available. As of calendar year 2012, fewer than 100 annual operations by civilian aircraft have occurred since discontinuation of commercial air cargo aircraft activity.

Two scenarios for future aircraft operations are taken into account in the *March Air Reserve Base / Inland Port Airport Land Use Compatibility Plan*. The first scenario is as documented in the 2005 *AICUZ Study [Air Installation Compatible Use Zone Study for March Air Reserve Base (AICUZ)]* (Department of the Air Force, August 2005). The AICUZ projects a total of up to 69,600 aircraft operations, including 44,860 by military aircraft, 3,740 by CalFire aircraft, and 21,000 by civilian aircraft. The second scenario is a composite of data from three more recent studies: the F-15 conversion study [*F-15 Aircraft Conversion Environmental Impact Statement 144th Fighter Wing California Air National Guard Fresno-Yosemite International Airport* (National Guard Bureau, March 2013)]; the Total Force Integration study [*Environmental Assessment for Proposed Military Construction and Total Force Integration at March Air Reserve Base* (Air Force Reserve Command, June 2010)]; and a study of general aviation facility needs done for the March Joint Powers

Authority [*Environmental Impact Report for March Inland Port General Aviation Facilities Development* (March Joint Powers Authority, August 2012)]. This scenario assumes a potential future mission of 54,104 annual military aircraft operations plus 21,000 civilian aircraft operations and no CalFire operations. Note that while both scenarios show civilian activity as limited to 21,000 annual aircraft operations in accordance with the joint use agreement and associated air quality conformance determination, the AICUZ scenario includes a much higher volume of evening and night air cargo activity than is included in the second scenario.

A summary of available data on current and both potential future activity scenarios is contained in Exhibit MA-3. Noise contours for the combined future military and civilian activity are depicted in Exhibit MA-4. The contours reflect a composite of the contours originally prepared as part of the four studies noted above. The noise contours and other compatibility factors contributing to the compatibility map delineation are depicted in Exhibit MA-5.

The March ARB/IPA facility is bordered by the City of Riverside to the northwest; the City of Moreno Valley to the northeast; the City of Perris to the south; and the County of Riverside to the west. The land uses in the vicinity of March ARB/IPA are generally compatible with base operations. Development continues to occur in the airport vicinity, however, and a potential for increased conflicts is apparent. Exhibit MA-6 provides a tabular summary of information about current and planned land uses in the airport vicinity. Exhibits MA-7A through MA-7F individually map the land use designations indicated in the current adopted general plans of each of the surrounding jurisdictions: Riverside County, March Joint Powers Authority, and the cities of Menifee, Moreno Valley, Perris, and Riverside.

GENERAL INFORMATION

- ▶ **Airport Ownership:** United States Air Force
 - › Airfield maintenance and usage shared with March Joint Powers Authority (JPA) by means of joint use agreement last amended June 2008
- ▶ **Year Opened:** 1918
- ▶ **Airport Property Size**
 - › Air Force property: 2,300 acres
 - › JPA property: 360 acres
- ▶ **Airport Classification:** Joint Use
- ▶ **Airport Elevation:** 1,538 feet MSL

RUNWAY/TAXIWAY DESIGN**Runway 14-32**

- ▶ **Critical Aircraft:** Military transport
- ▶ **Airport Reference Code:** D-VI
- ▶ **Dimensions:** 13,300 ft. long, 200 ft. wide
- ▶ **Pavement Strength (main landing gear configuration)**
 - › 65,000 lbs (single wheel)
 - › 260,000 lbs (dual wheel)
 - › 530,000 lbs (dual-tandem wheel)
- ▶ **Average Gradient:** 0.35%
- ▶ **Runway Lighting**
 - › High-intensity runway edge lights (HIRL)
 - › Rwy 32: standard 2,400-foot high-intensity approach lighting system with centerline sequenced flashers

Runway 12-30

- ▶ **Critical Aircraft:** Small single- and twin-engine piston
- ▶ **Airport Reference Code:** B-I (small)
- ▶ **Dimensions:** 3,010 ft. long, 100 ft. wide
- ▶ **Pavement Strength (main landing gear configuration)**
 - › 12,500 lbs (single wheel)
- ▶ **Average Gradient:** 0.44%
- ▶ **Runway Lighting:** None

APPROACH PROTECTION

- ▶ **Runway Clear Zones**
 - › Runways 14 and 32: 3,000-ft. long; mostly on-airport
 - › Runway 12 and 30: 1,000-ft. long; all on-airport
- ▶ **Approach Obstacles:** None

BUILDING AREA

- ▶ **Aircraft Parking Locations**
 - › Military: Northeast side of airport
 - › Civilian: Northeast of Runway 32 threshold
- ▶ **Other Major Facilities**
 - › Air Traffic Control Tower
 - › Extensive military facilities including military passenger terminal; aircraft maintenance facilities; alert aprons/hangars; munitions storage
 - › General aviation terminal (5,000 sq. ft.)
 - › Former DHL air cargo facility
- ▶ **Services**
 - › Civilian fuel farm at civilian airport

AIRPORT PLANNING DOCUMENTS

- ▶ **Joint Use Agreement**
 - › Between March JPA and U.S. Air Force
 - › Amended June 2008
- ▶ **Air Installation Compatible Use Zone (AICUZ) Study**
 - › Prepared by U.S. Air Force, 2005
 - › Prior versions: 1985, 1992, 1998
- ▶ **March Inland Port Air Cargo Development Plan**
 - › Prepared for March JPA, April 1997

TRAFFIC PATTERNS AND APPROACH PROCEDURES

- ▶ **Airplane Traffic Patterns**
 - › All runways: Left traffic
 - › Pattern altitude:
 - Rectangular 3,000 ft. MSL (1,465 ft. above runway elevation)
 - Overhead 3,500 ft. (1,965 ft. above runway elevation)
- ▶ **Instrument Approach Procedures (best minimums)**
 - › Runway 32 ILS (CAT II):
 - Straight-in (1,600 ft. visibility; 100 ft. descent height)
 - › Runway 32 ILS:
 - Straight-in (½ mi. visibility; 200 ft. descent height)
 - Circling (1 mi. visibility; 600 ft. descent height)
 - › Runway 32 TACAN:
 - Straight-in (½ mi. visibility; 400 ft. descent height)
 - Circling (1 mi. visibility; 600 ft. descent height)
 - › Runway 32 VOR:
 - Straight-in (½ mi. visibility; 400 ft. descent height)
 - Circling (1 mi. visibility; 600 ft. descent height)
 - › Runway 14 TACAN (offset 29° west of straight in):
 - Straight-in (1 mi. visibility; 700 ft. descent height)
 - Circling (1 mi. visibility; 700 ft. descent height)
 - › No circling northeast of runway on any procedure
- ▶ **Standard Instrument Departure Procedures (SKYES-TWO)**
 - › Rwy 14: straight out to 20 NM, then right turn
 - › Rwy 32: left turn to at 2.0± mile beyond runway end south to DIAMD intersection (south of Lake Elsinore)
- ▶ **Visual Approach Aids**
 - › Airport: Rotating beacon
 - › Runways 14 and 32: PAPI
- ▶ **Operational Restrictions / Noise Abatement Procedures**
 - › Prior permission required for all transient civilian aircraft

PLANNED FACILITY IMPROVEMENTS

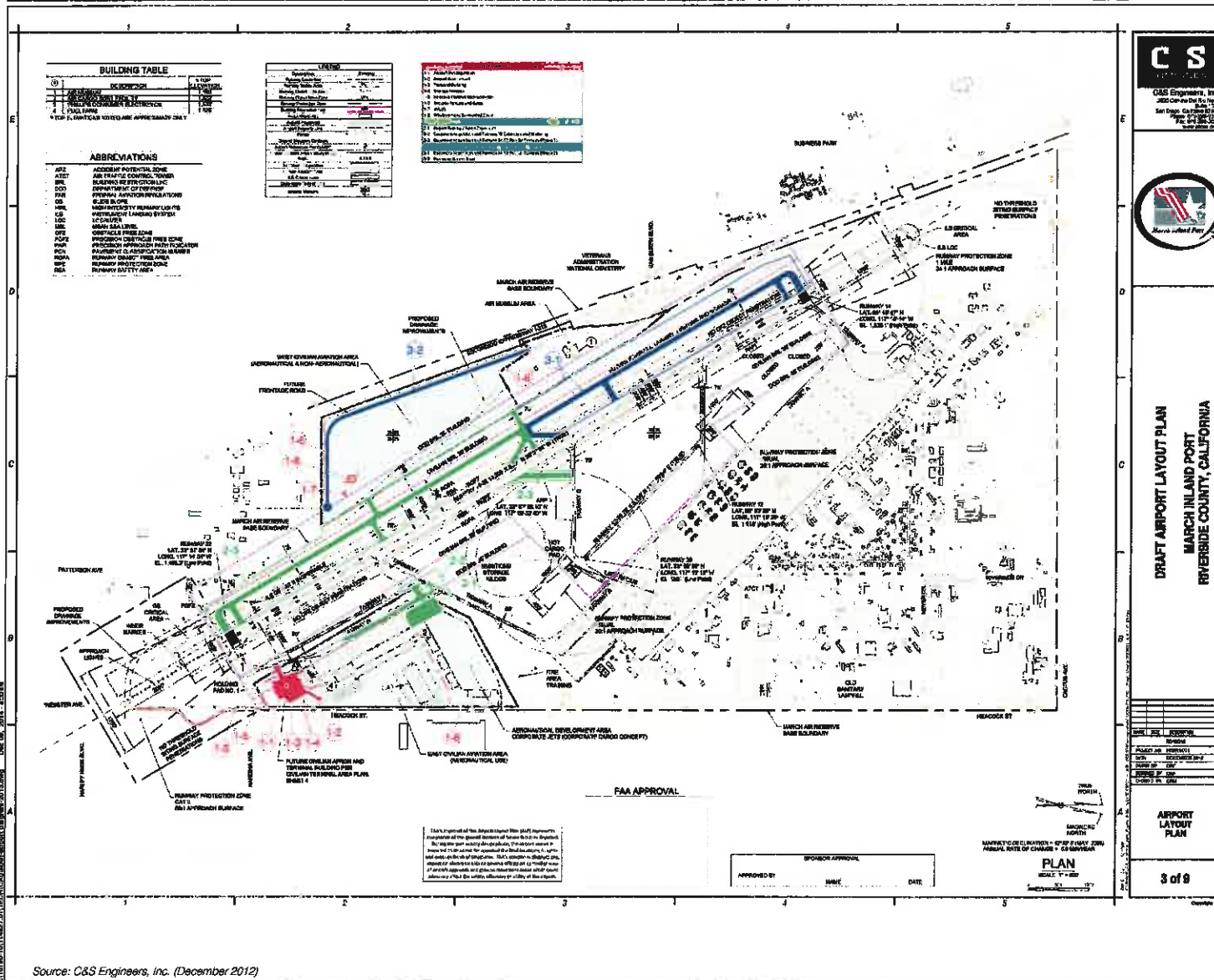
- ▶ **Airfield**
 - › Construct full-length west parallel taxiway for civilian use
- ▶ **Building Area**
 - › Air cargo facilities expansion northeast and northwest of Runway 32 approach end
- ▶ **Property**
 - › No fee acquisition planned

Exhibit MA-1

Airport Features Summary

March Air Reserve Base / Inland Port Airport

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**DRAFT AIRPORT LAYOUT PLAN
 MARCH INLAND PORT
 RIVERSIDE COUNTY, CALIFORNIA**

DATE	DESCRIPTION
12/11/12	ISSUED FOR REVIEW
12/11/12	ISSUED FOR REVIEW
12/11/12	ISSUED FOR REVIEW
12/11/12	ISSUED FOR REVIEW
12/11/12	ISSUED FOR REVIEW

3 of 9

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

Exhibit MA-2

Airport Diagram
 March Air Reserve Base / Inland Port Airport

Source: C&S Engineers, Inc. (December 2012)

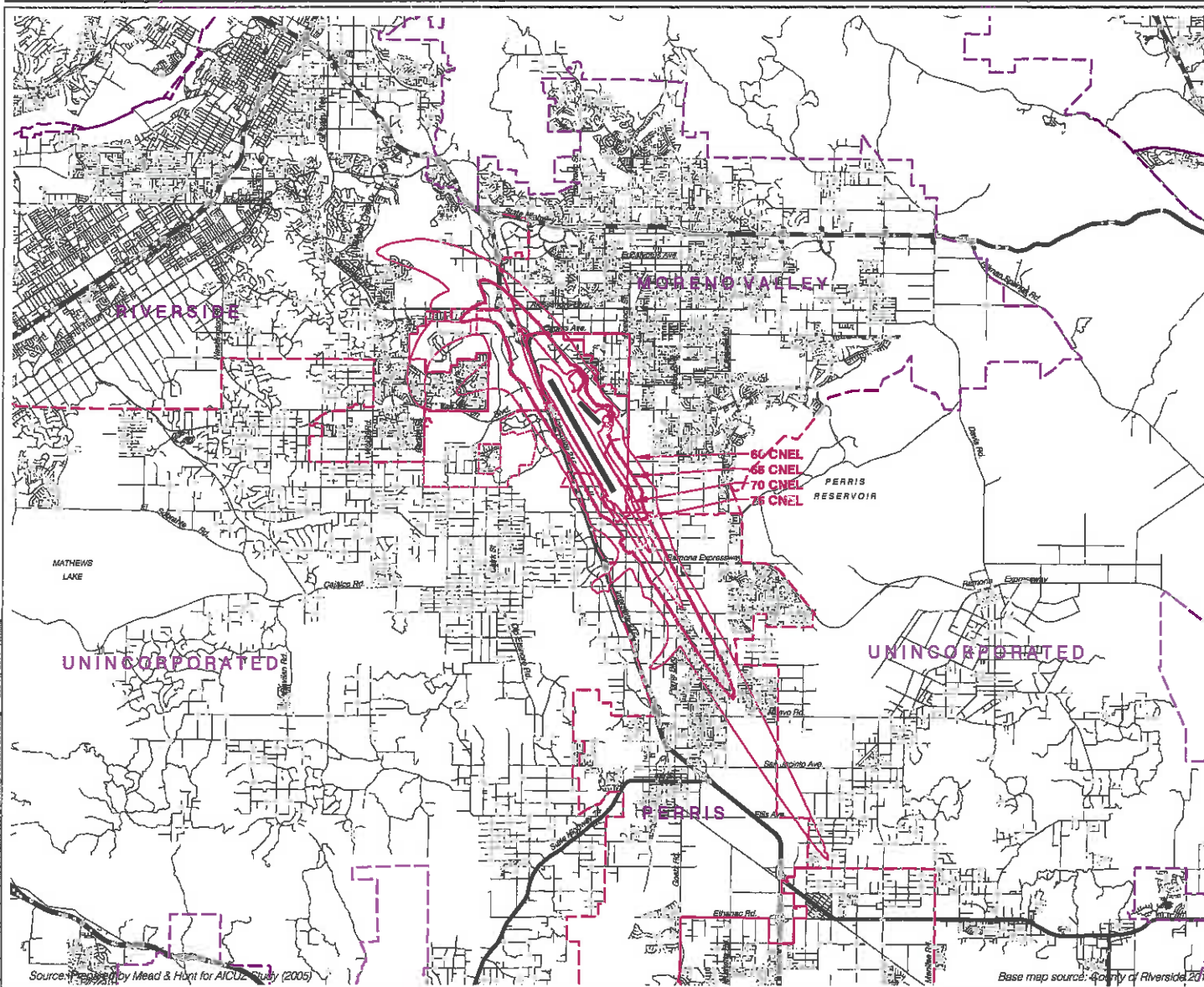
BASED AIRCRAFT				TIME OF DAY DISTRIBUTION			
<i>Data Not Available</i>	Current	Future	Future	Current	Future ^b	Future	
ANNUAL AIRCRAFT OPERATIONS				Fighter/Attack Aircraft			
	Current	Future ^b	Future ^c	Day (7:00 a.m. – 7:00 p.m.)	*	92%	91% ^d
Military	*	44,860	54,104 ^d	Evening (7:00 p.m. – 10:00 p.m.)	*	8%	7%
CalFire	0	3,740	0	Night (10:00 p.m. – 7:00 a.m.)	*	0%	2%
Civilian	66 ^a	21,000	21,000 ^c	Other Military Aircraft – Arrivals			
Total Annual Operations	*	69,600	75,104	Day	*	85%	66% ^c
Average Per Day	*	191	206	Evening	*	12%	17%
				Night	*	3%	17%
OPERATIONS BY AIRCRAFT TYPE				Other Military Aircraft – Departures			
	Current	Future ^b	Future ^c	Day	*	88%	71% ^c
Military		(69.4%)	(72.0%)	Evening	*	11%	4%
Transport	*	45.5%	37.7%	Night	*	1%	25%
Fighter/Attack	*	5.0%	2.4%	Other Military Aircraft – Closed Pattern			
Helicopter	*	4.7%	8.0%	Day	*	61%	86% ^c
Tanker	*	42.4%	46.2%	Evening	*	18%	9%
Contract Air Carrier	*	2.4%	1.1%	Night	*	21%	5%
Small Prop (Aero Club)	*	* ^e	4.6%	Civilian Aircraft			
Civilian		(30.2%)	(28.0%)	Day	*	37%	90% ^c
Commercial Jet	3% ^h	60.0%	60%	Evening	*	35%	5%
Business Jet	33%	9.2%	6%	Night	*	28%	5%
Prop (single & twin)	61%	30.8%	33%	FLIGHT TRACK USAGE			
Helicopter	3%	0.0%	1%	<i>Data Not Available</i>			
CalFire		(5.4%)	(0%)	NOTES			
TYPE OF OPERATION				<ul style="list-style-type: none"> > Future activity represents combination of projected military mission and maximum approved civilian aircraft operations for undetermined dates * Data not available ^a Source: March Inland Port Airport Authority CY 2012 data ^b Source: <i>Air Installation Compatible Use Zone Study for March Air Reserve Base (AICUZ)</i> (Department of the Air Force, August 2005) ^c Sources: <i>Environmental Assessment for Proposed Military Construction and Total Force Integration at March Air Reserve Base</i> (Air Force Reserve Command, June 2010); <i>Environmental Impact Report for March Inland Port General Aviation Facilities Development</i> (March Joint Powers Authority, August 2012) ^d Source: <i>F-15 Aircraft Conversion Environmental Impact Statement 144th Fighter Wing California Air National Guard Fresno-Yosemite International Airport</i> (National Guard Bureau, March 2013) ^e Air Force Aero Club operations on the secondary runway are not included in the AICUZ data ^f Activity on Runway 12-30 not included; use limited to military Aero Club 			
	Current	Future ^b	Future ^c				
Military							
Local	*	43%	21%				
Intinerant	*	57%	79%				
Civilian							
Local	0%	0%	0%				
Intinerant	100%	100%	100%				
RUNWAY USE DISTRIBUTION^f							
	Current	Future ^b	Future ^c				
Military Aircraft – Day/Evening/Night							
Arrivals							
Runway 14	*	10%	2%				
Runway 32	*	90%	98%				
Departures							
Runway 14	*	10%	48%				
Runway 32	*	90%	52%				
Closed Pattern							
Runway 14	*	10%	0%				
Runway 32	*	90%	100%				
Civilian Aircraft – Day/Evening/Night							
Arrivals & Departures							
Runway 14	*	10%	6%				
Runway 32	*	90%	94%				

Exhibit MA-3

Airport Activity Data Summary

March Air Reserve Base / Inland Port Airport

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LEGEND

Noise Contours

- 80 dB CNEL
- 65 dB CNEL
- 70 dB CNEL
- 75 dB CNEL

} Projected Activity Level
(75,104 operations)

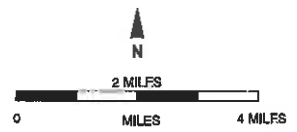
Boundary Lines

- March Air Reserve Base / Inland Port Airport
- March Joint Powers Authority Property Line
- City Limits

Projected Activity Level	
Annual Operations	75,104
Average Annual Day	206

Note:
Contours represent composite of noise contours from four sources:

- Forecasts and noise contours from Air Installation Compatible Use Study for March Air Reserve Base (August 2003).
- Environmental Assessment for Proposed Military Construction and Total Force Integration at March Air Reserve Base (Air Force Reserve Command, June 2010); Environmental Impact Report for March Inland Port General Aviation Facilities Development (March Joint Powers Authority, August 2012).
- F-15 Aircraft Conversion Environmental Impact Statement 144th Fighter Wing California Air National Guard Fresno-Yosemite International Airport (National Guard Bureau, March 2013).

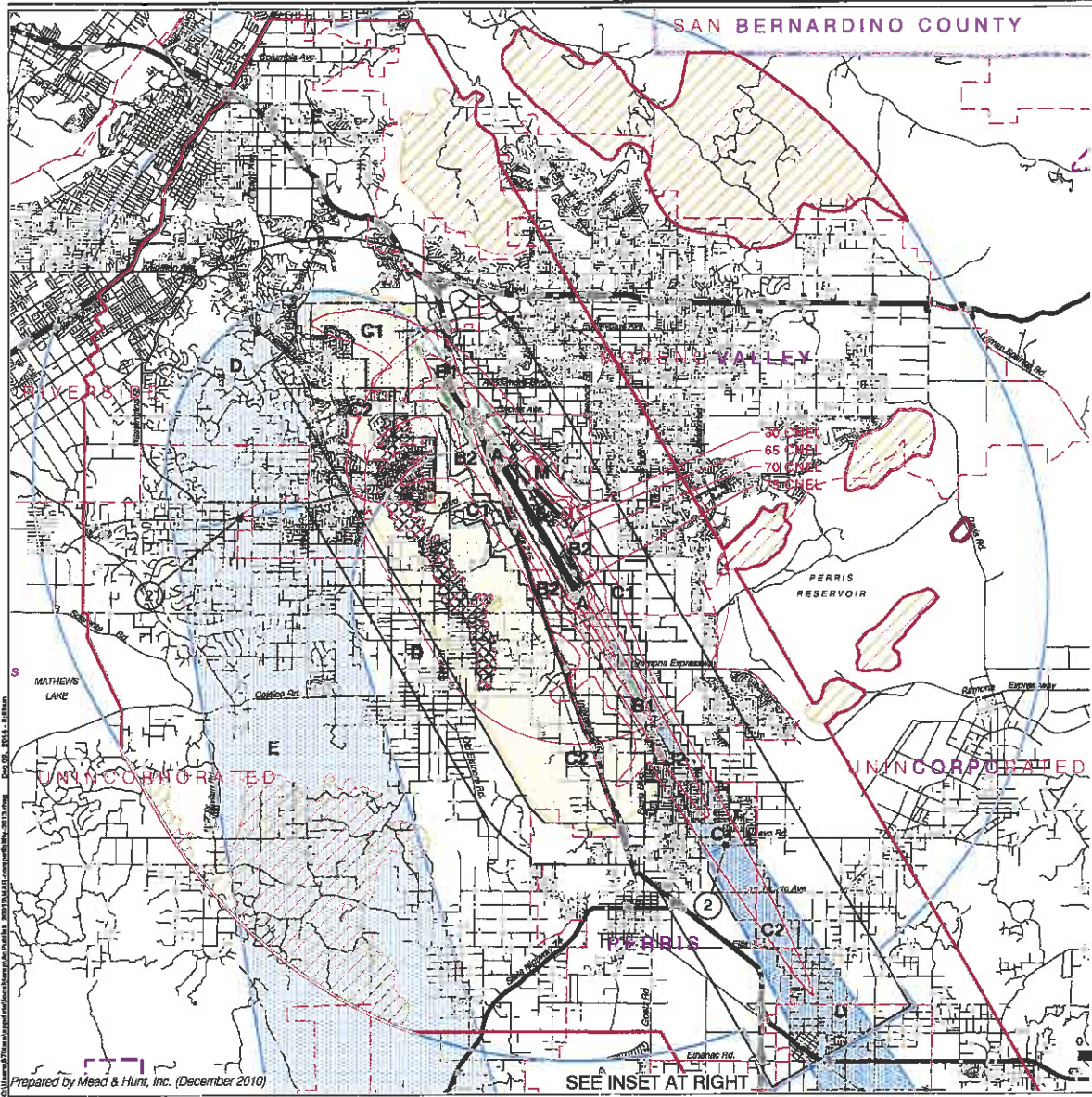


Riverside County
Airport Land Use Commission
March Air Reserve Base / Inland Port Airport
Land Use Compatibility Plan
(Adopted November 13, 2014)

Exhibit MA-4

Noise Impact Area
March Air Reserve Base / Inland Port Airport

Source: Prepared by Mead & Hunt for AICUZ Study (2005) Base map source: County of Riverside, 2013



LEGEND

Compatibility Zones

- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M

Noise and Overflight Compatibility Factors

- 75 dB CNEL
- 70 dB CNEL
- 65 dB CNEL
- 60 dB CNEL

Projected Activity Level (75,104 operations)

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

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

Safety and Airspace Compatibility Factors

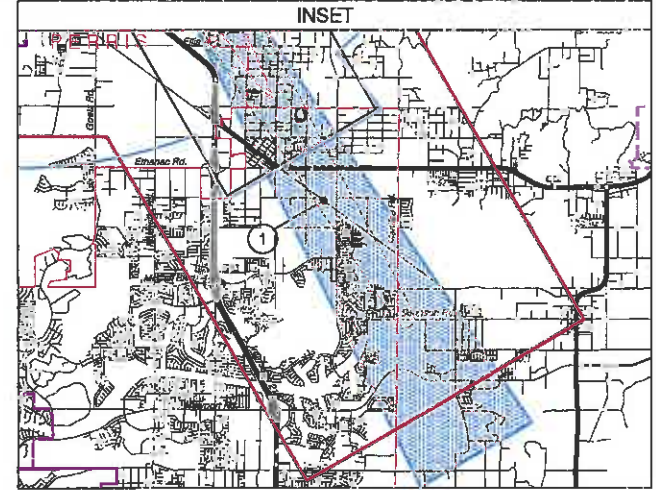
- Accident Potential Zones
- FAR Part 77 Surface Limits
- Military Outer Horizontal Surface
- Civilian Corical Surface
- Terrain Penetration of FAR Part 77 Surfaces
- Military
- Civilian

Boundary Lines

- March Air Reserve Base / Inland Port Airport
- March Joint Powers Authority Property Line
- City Limits

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

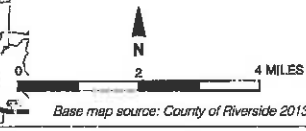
② Point at which departing aircraft typically reach 3,000 feet above runway end.



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

Exhibit MA-5

Compatibility Factors Map
 March Air Reserve Base / Inland Port Airport



Base map source: County of Riverside 2013

Prepared by Mead & Hunt, Inc. (December 2010)
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AIRPORT SITE

- ▶ *Location*
 - › Northwestern section of Riverside County
 - › 10 miles southeast of central Riverside
 - › Situated on high valley floor of Perris Valley
- ▶ *Nearby Terrain*
 - › Relatively flat in immediate vicinity
 - › Santa Ana and San Jacinto Mountain Ranges located to the west and east, respectively
 - › Terrain greater than 150 ft. above the airport elevation (1,538 ft. MSL) exists several miles to the northeast (Box Springs Mts.), southwest (Santa Ana Mts.) and southeast (Lakeview Mts.)

AIRPORT ENVIRONS LAND USE JURISDICTIONS

- ▶ *Riverside County*
 - › Airport lies entirely within unincorporated area
- ▶ *March Joint Powers Authority*
 - › Has land use authority over March JPA property
- ▶ *City of Menifee*
 - › City limits 8¼ miles from south end of runway
- ▶ *City of Moreno Valley*
 - › Borders airport to the east
- ▶ *City of Perris*
 - › Borders airport to the south and lies beneath primary airport approach routes
- ▶ *City of Riverside*
 - › Borders airport to the west-northwest and lies beneath primary airport departure routes

EXISTING AIRPORT AREA LAND USES

- ▶ *General Character*
 - › Immediate area lies within the March JPA boundary and is primarily developed to the northeast with development beginning west of Highway 215
 - › Areas west and northwest (City of Riverside), north and east (City of Moreno Valley) mostly suburban residential and commercial uses
 - › Southwest area (unincorporated) mostly low-density and semi-rural residential
 - › South and southeast (City of Perris) suburban residential with interspersed vacant land
- ▶ *Runway Approaches*
 - › Northwest (Runway 14): Mixed suburban residential and commercial/warehouse/light industrial uses
 - › Southeast (Runway 32): Commercial/warehouse/light industrial uses among vacant land and scattered rural residential and mobile home parks

STATUS OF COMMUNITY PLANS

- ▶ *Riverside County*
 - › General Plan adopted by Board of Supervisors October 2003
 - › Reche Canyon, Mead Valley and Lake Mathews Area Plans adopted October 2003
- ▶ *March Joint Powers Authority*
 - › General Plan adopted by March JPA 1999
 - › General Plan Land Use Map updated January 2012
 - › March Business Center Specific Plan adopted February 2003
 - › Meridian Specific Plan SP-5 adopted August 2010
 - › March LifeCare Campus Specific Plan SP-7 adopted June 2011
 - › Development Code updated April 2012
 - › Zoning Map adopted April 2012
- ▶ *City of Menifee*
 - › General Plan adopted by City Council December 2013
- ▶ *City of Moreno Valley*
 - › General Plan adopted by City Council July 2006
- ▶ *City of Perris*
 - › General Plan 2030 elements adopted by City Council on various dates 2005-2010
 - › Park West Specific Plan adopted February 2007
 - › Harvest Landing Specific Plan adopted May 2010
- ▶ *City of Riverside*
 - › General Plan 2025 adopted by City Council November 2007

PLANNED AIRPORT AREA LAND USES

- ▶ *Riverside County*
 - › Southwest: Very low density residential, Business Park and Light Industrial
- ▶ *March Joint Powers Authority*
 - › Northeast: Low Density Residential, Mixed Use, Business Park, Office and Recreational area
 - › West: Industrial, Business Park, Mixed Use and Commercial uses with scattered Recreational uses west of Highway 215
 - › South: Aviation-related uses
- ▶ *City of Moreno Valley*
 - › Northeast: Office, Commercial, Specific Plan areas and Residential uses
 - › East: Low density residential uses with scattered commercial uses and public facilities
- ▶ *City of Perris*
 - › South: Industrial and commercial uses
- ▶ *City of Riverside*
 - › Northwest: Industrial/Business Parks and Sycamore Canyon Park facility
 - › West: Medium residential uses with scattered commercial uses and parks

Exhibit MA-6

Airport Environs Information

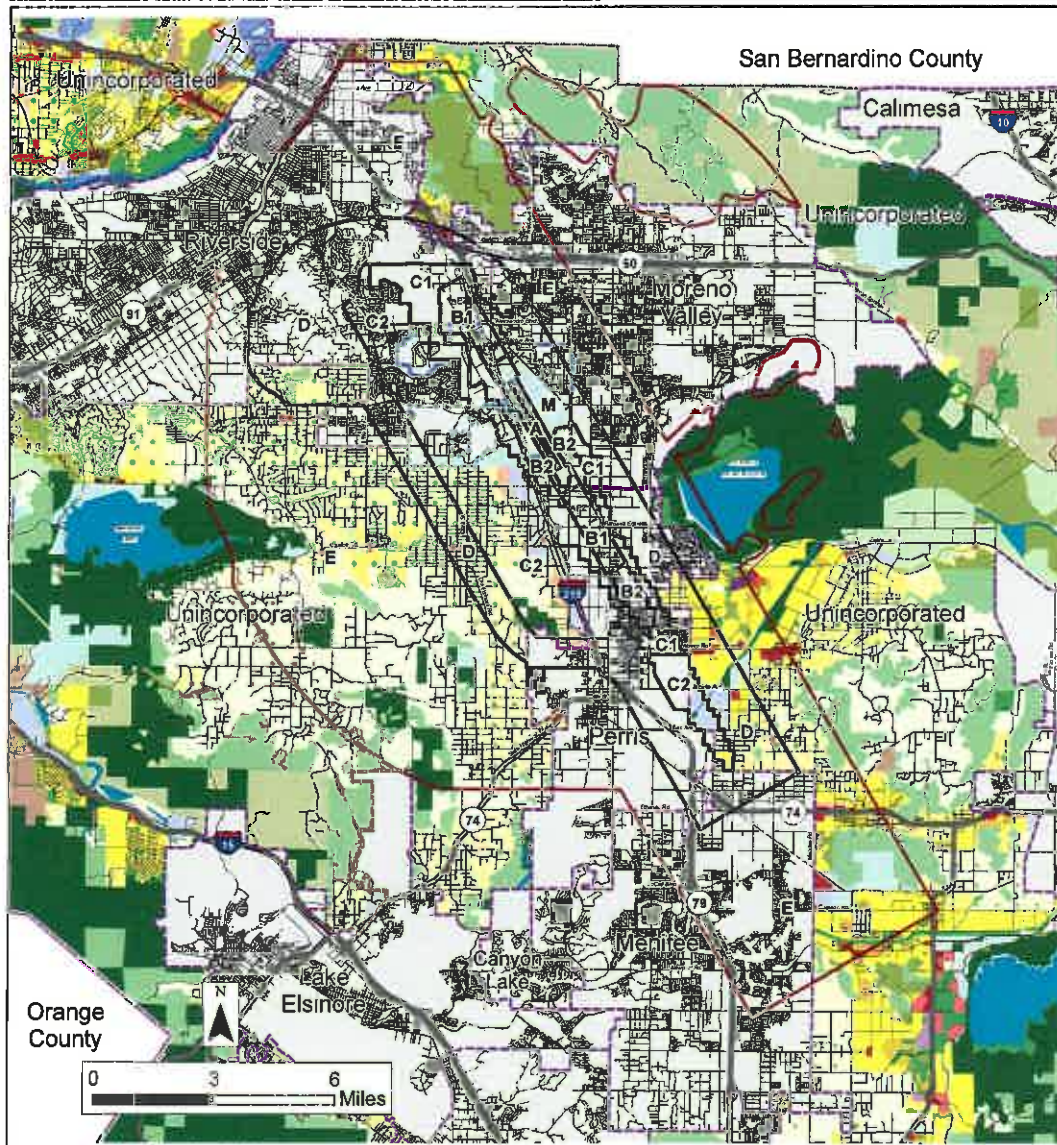
March Air Reserve Base / Inland Port Airport

ESTABLISHED AIRPORT COMPATIBILITY MEASURES

Policy wording not shown in quotes is condensed from original

- ▶ *Riverside County General Plan (October 2003)*
 - › Prohibit new residential uses, except single-family dwellings on legal residential lots of record, within airports' 60 dB CNEL contour as defined by ALUC (Noise Policy 7.3)
 - › Submit proposed actions to ALUC as required by state law; other actions and projects may be submitted on voluntary and advisory basis (Land Use Policies 1.8 and 14.8)
- ▶ *March Joint Powers Authority General Plan (1999)*
 - › "Ensure that plans and development conform to the draft Comprehensive Land Use Plan for March AFB/ March Inland Port." (Land Use Policy 6.5)
 - › "Ensure that sensitive land uses (i.e., schools, high occupancy land uses, etc.) are discouraged from locating and operating in areas determined to be incompatible with airport operations." (Land Use Policy 6.6)
 - › "Ensure that land uses adhere to both military and civilian Part 77 conical surface criteria, relative to height restrictions." (Land Use Policy 6.8)
 - › "Protect flight paths from inappropriate development encroachment." (Transportation Policy 13.6)
 - › "Noise sensitive uses ... shall be discouraged in areas where noise levels exceed acceptable limits." (Noise Policy 1.2)
- ▶ *City of Moreno Valley General Plan (2006)*
 - › "Discourage residential uses where current or projected exterior noise due to aircraft over flights will exceed 65 CNEL." (Policy 6.3.2)
 - › Buildings containing noise-sensitive uses require insulation where future noise environment is likely to exceed 70 CNEL (Policy 6.3.3)
 - › Residential uses not permitted in APZs and business uses restricted to low intensities in accordance with AICUZ guidelines (Policy 6.16.4)
- ▶ *City of Moreno Valley Zoning*
 - › Air Installation Compatibility Use Overlay District (AICUZ) limits types of uses within the airport's accident potential zones I and II
- ▶ *City of Perris General Plan (2005)*
 - › "Reduce or avoid the existing and potential future impacts from air traffic on new sensitive noise land uses in areas where air traffic noise is 60 dBA CNEL or higher." (Noise Policy IV.A)
 - › Consult AICUZ guidelines and ALUC policies when considering development project applications (Noise Policy I.D)
- ▶ *City of Perris Municipal Code*
 - › Noise insulation required for new residential development where exterior noise levels equal 60 dBA CNEL or greater (Section 16.22.030)
- ▶ *City of Riverside General Plan (2007)*
 - › "Work cooperatively with the Riverside County Airport Land Use Commission in developing, defining, implementing and protecting airport influence zones around the MARB/MIP ..." (Land Use Policy 22.2)
 - › "Protect flight paths from encroachment by inappropriate development using the Riverside County Airport Land Use Compatibility Plan to determine the consistency of proposed development" (Circulation Policy 11.1)
 - › Limit building heights and land use intensities beneath airport approach and departure paths to protect public safety (Circulation Policy 11.2)
 - › Utilize the Airport Protection Overlay Zone to advise landowners of special noise considerations associated with their development (Noise Policy 2.5)
 - › "Avoid placing noise-sensitive land uses ... within the high noise impact areas (over 65 dB CNEL) for March Air Reserve Base/March Inland Port ..." (Noise Policy 3.1)
 - › "Support the noise/land use policies for the area adjacent to the March Air Reserve Base/March Inland Port through the adoption of the March JLUS into the Riverside County Airport Land Use Compatibility Plan." (Noise Policy 3.4)
 - › "When planning for development near airports, anticipate possible increases in airport activity and expansion of airport facilities and services and the effects these changes may have on public safety." (Public Safety Policy 4.2)
 - › "Ensure that development within airport influence areas is consistent with the Airport Protection Overlay Zone development standards and the Riverside County Airport Land Use Compatibility Plan." (Public Safety Policy 4.6)
- ▶ *City of Riverside Zoning Codes*
 - › Airport zone (AIR) and airport industrial (AI) zone restrict types of uses and heights of structures on and near airports
 - › No FAR Part 77 height limit zoning

Exhibit MA-6, continued



Planned Land Use Designations

- Estate Residential
- RC-E DR
- Very Low Density Residential
- RC-VLDR
- Low Density Residential
- RC-LDR
- Medium Density Residential
- Medium High Density Residential
- High Density Residential
- Very High Density Residential
- Highest Density Residential
- Commercial Retail
- Commercial Tourist
- Commercial Office
- Community Center
- Light Industrial
- Heavy Industrial
- Business Park
- Public Facilities
- Mixed Use Policy Area
- Rural Residential
- Rural Mountainous
- Rural Desert
- Agriculture
- Conservation
- Conservation Habitat
- Open Space Recreation
- Open Space Rural
- Water
- Mineral Resources
- Indian Lands

Legend

- ▭ County Boundary
- ▭ City Boundary
- ▭ March ARB/Air Force Property
- ⋯ March Joint Powers Authority Property
- ▬ Runway
- ▬ Airport Influence Area Boundary
- ▬ Compatibility Zones

Notes

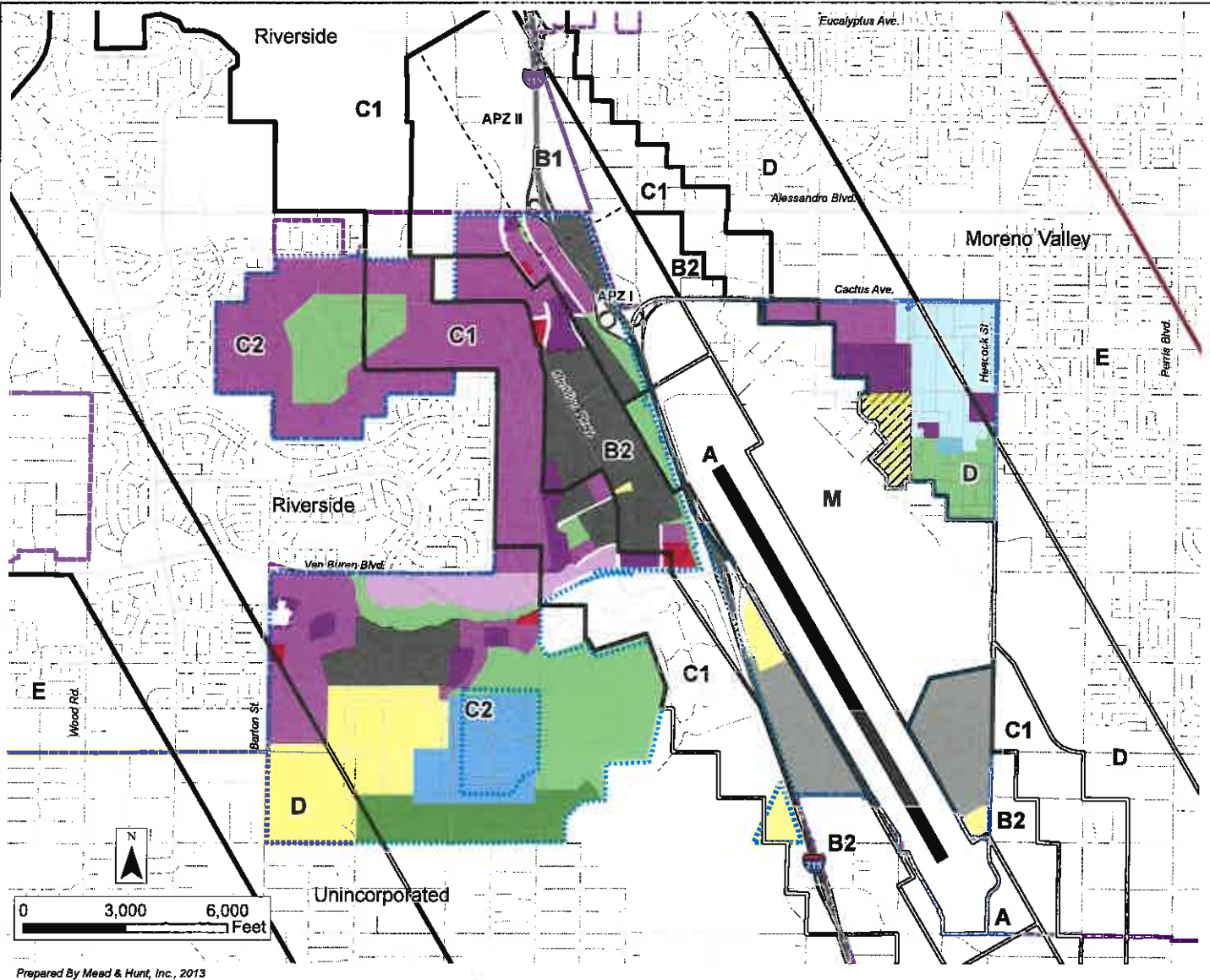
1. Land Use Source: County of Riverside, RCLMA GIS, 2013. The General Plan provides new land use designations for all parcels in the unincorporated area of Riverside County as adopted October 7, 2003, updated through January 2012.

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

Exhibit MA-7A

**Planned Land Uses:
County of Riverside**

Prepared By *mesa & Hunt, Inc.*, 2013



Legend

- City Boundary
- March ARB/Air Force Property
- March Joint Powers Authority Property
- Runway
- Airport Influence Area Boundary
- Compatibility Zones

Planned Land Use Designations

- Aviation
- Business Park
- Cemetery
- Historic District
- Industrial
- Mixed Use
- Office
- Park/Recreation/Open Space
- Public Facility
- Commercial
- SP-4 Air Force Village West
- SP-6 US Vets
- SP-7 March LifeCare Campus

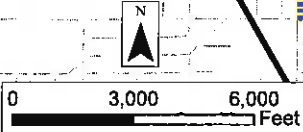
Notes

1. Land Use Source: March Joint Powers Authority, Zoning Map, April 18, 2012, and General Plan Land Use Map, January 11, 2012. Mead & Hunt digitized land use maps based on County GIS parcel data, June 2013.

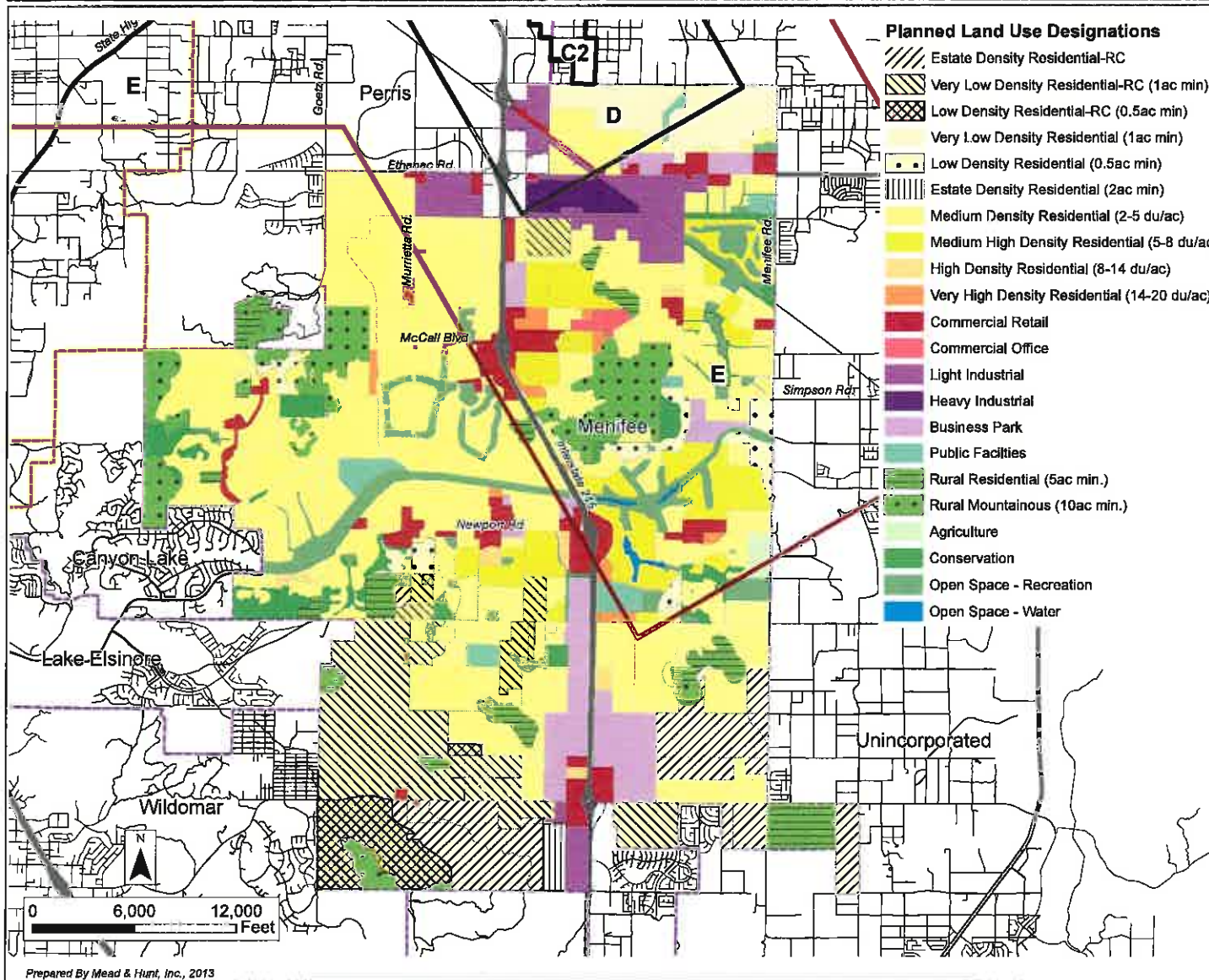
**Riverside County
Airport Land Use Commission**
**March Air Reserve Base / Inland Port Airport
Land Use Compatibility Plan**
Adopted November 13, 2014

Exhibit MA-7B

**Planned Land Uses:
March Joint Powers Authority**



Prepared By Mead & Hunt, Inc., 2013



- Planned Land Use Designations**
- Estate Density Residential-RC
 - Very Low Density Residential-RC (1ac min)
 - Low Density Residential-RC (0.5ac min)
 - Very Low Density Residential (1ac min)
 - Low Density Residential (0.5ac min)
 - Estate Density Residential (2ac min)
 - Medium Density Residential (2-5 du/ac)
 - Medium High Density Residential (5-8 du/ac)
 - High Density Residential (8-14 du/ac)
 - Very High Density Residential (14-20 du/ac)
 - Commercial Retail
 - Commercial Office
 - Light Industrial
 - Heavy Industrial
 - Business Park
 - Public Facilities
 - Rural Residential (5ac min.)
 - Rural Mountainous (10ac min.)
 - Agriculture
 - Conservation
 - Open Space - Recreation
 - Open Space - Water

- Legend**
- County Boundary
 - City Boundary
 - Runway
 - Airport Influence Area Boundary
 - Compatibility Zones

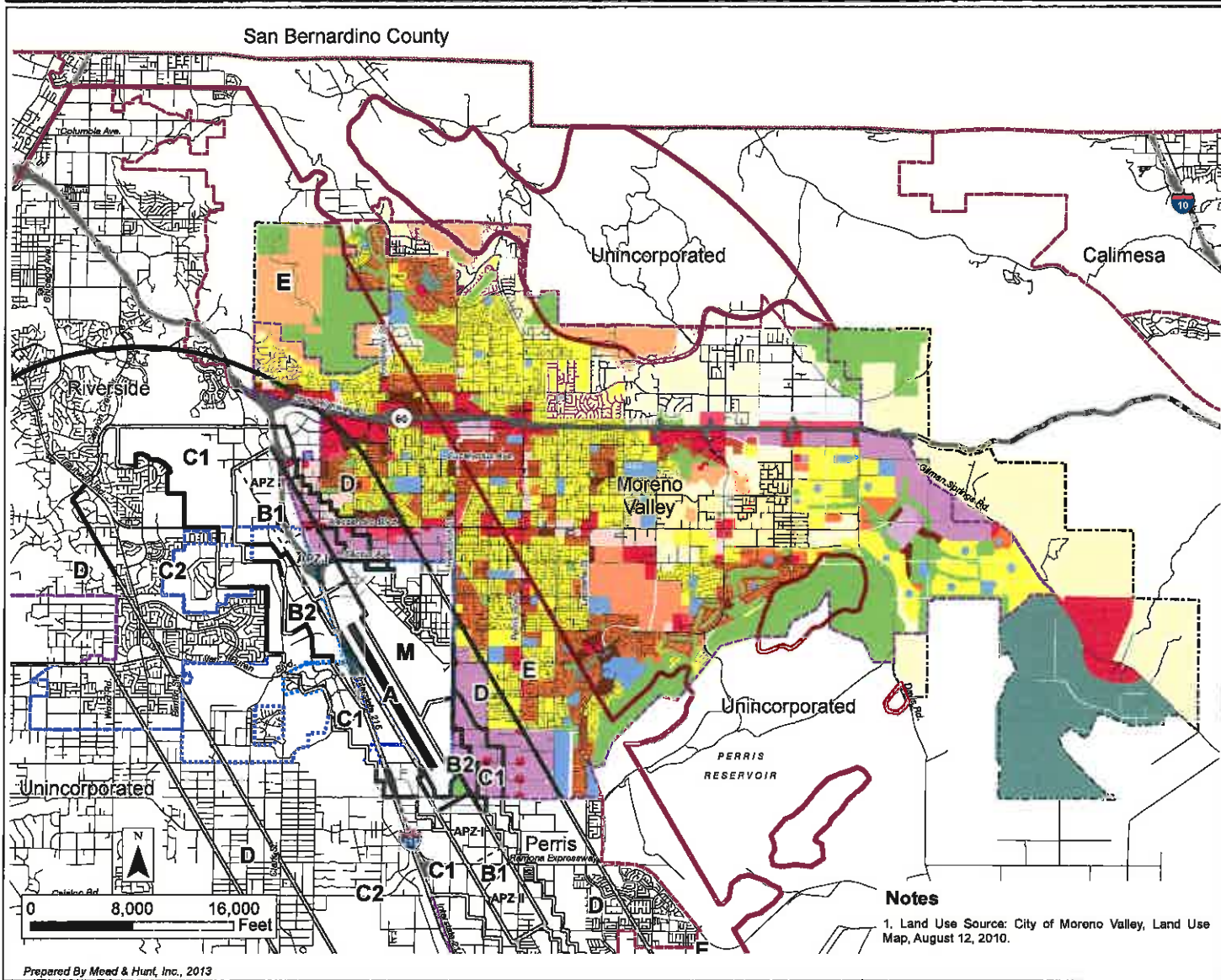
Notes
 1. Land Use Source: City of Menifee General Plan Map

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

Exhibit MA-7C

**Planned Land Uses:
 City of Menifee**

Prepared By Mead & Hunt, Inc., 2013



Prepared By Meed & Hunt, Inc., 2013

Legend

- County Boundary
- City Boundary
- Moreno Valley Sphere of Influence
- March ARB/Air Force Property
- March Joint Powers Authority Property
- Runway
- Airport Influence Area Boundary
- Compatibility Zones

Planned Land Use Designations

- Residential: Max. 1 du/ac
- Mixed Use
- Residential: Max. 2 du/ac
- Rural Residential: Max 2.5 du/ac
- Residential: Max. 3 du/ac
- Residential: Max. 5 du/ac
- Residential: Max. 5 or 15 du/ac
- Residential: Max. 10 du/ac
- Residential: Max. 15 du/ac
- Residential: Max. 20 du/ac
- Hillside Residential
- Planned Residential
- Residential/Office
- Office
- Commercial
- Business Park/Light Industrial
- Open Space
- Public Facilities
- Floodplain

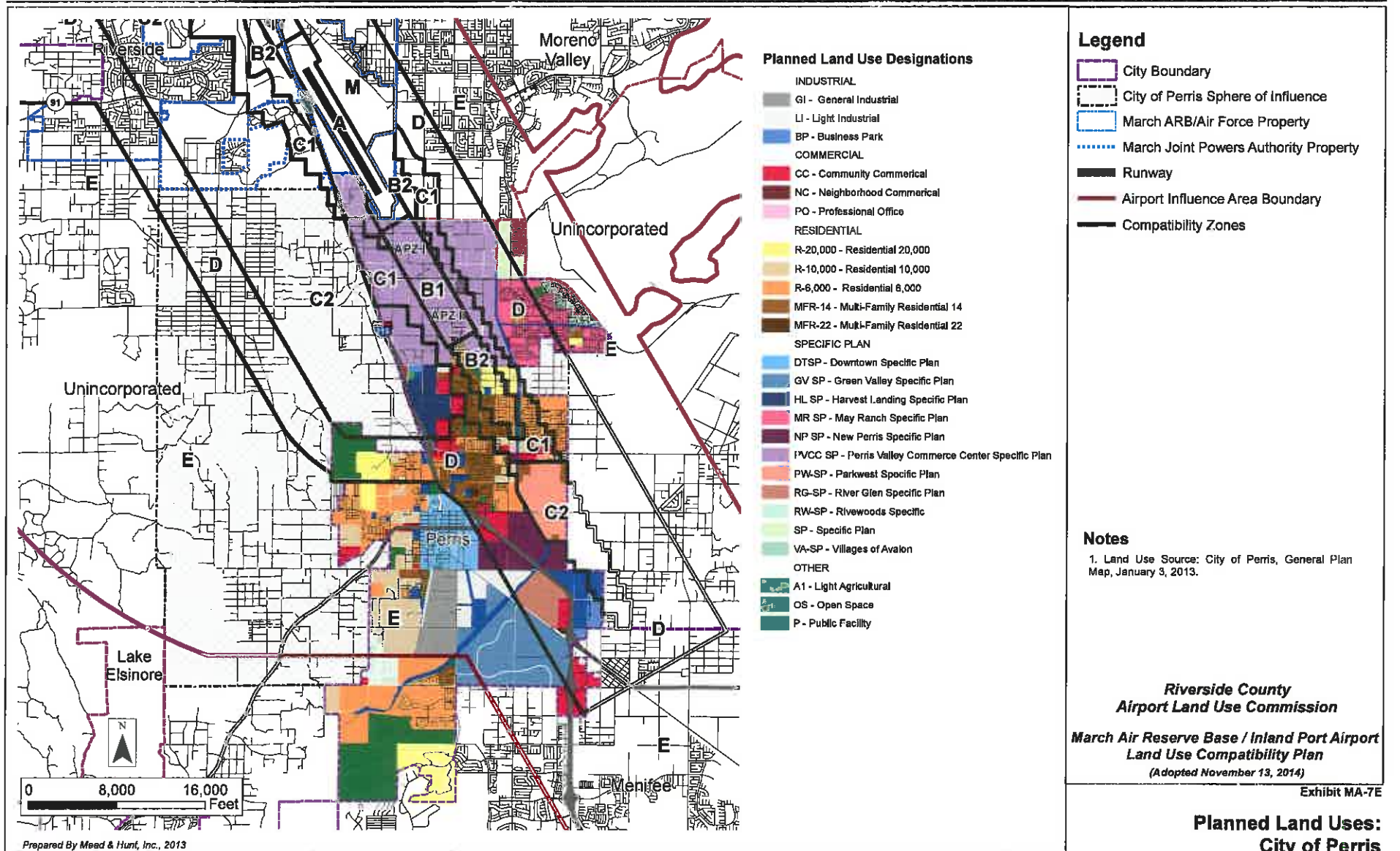
**Riverside County
Airport Land Use Commission**

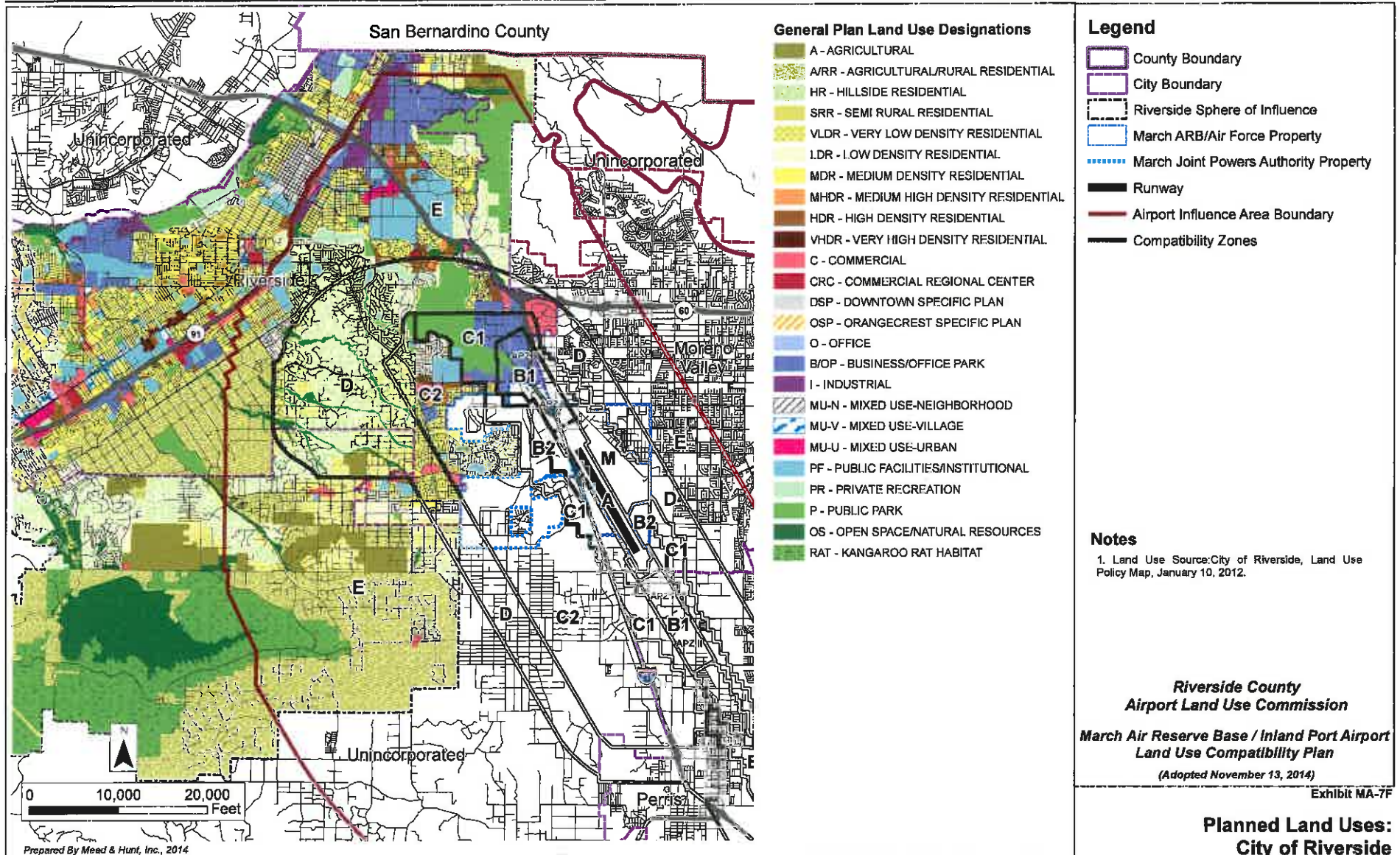
**March Air Reserve Base / Inland Port Airport
Land Use Compatibility Plan**
(Adopted November 13, 2014)

Notes
1. Land Use Source: City of Moreno Valley, Land Use Map, August 12, 2010.

**Planned Land Uses:
City of Moreno Valley**

Exhibit MA-7D





Appendix C Sample Traffic Monitoring Table

**Meridian SPA Traffic Monitoring Spreadsheet
With Proposed Unit 4 Lot 8/9/10/11**

Planning Area	Lot	Land Use Designation	User	External ADT	Truck Trips	Notes
Planning Region A						
1	U1-19	MU				
	U2-1	MU		317	127*	*converted truck trips to PCEs 50,576 sf general light industrial, 92,657 sf business park & 14,280 sf general office building
	U2-2	BP				
	U2-3	BP				
	U2-9	COM		1529	0	
U2-10	COM					
Calculated Trip Generation:				1,846	-	
Planning Area Allowance:				7,333	-	
Remaining Trips:				5,487	-	
Planning Region B						
3	U1-5	IND	New Castle	1914	432	
	U1-6	IND	New Castle	--	--	Combined with U1-5
	U1-8	COM				
	DRMO	IND		704	404	Classified as Truck Terminal
Calculated Trip Generation:				2,618	836	
Planning Area Allowance:				8,303	1,836	
Remaining Trips:				5,685	1,000	
Planning Region C						
5	U3-1	IND				
	U3-2	IND				
	U3-4	IND		--	--	Combined with U4-15
	U3-5	IND		--	--	Combined with U4-15
	U3-6	IND		--	--	Combined with U4-15
	U3-7	IND		--	--	Combined with U4-15
	U3-8	IND		--	--	Combined with U4-15
	U4-15	IND		1551	350	486,000 sf warehouse
	U6-1A	PF				
	U6-1B	IND		--	--	Combined with U4-2
	U6-2	IND		--	--	Combined with U4-2
	U4-1	IND		--	--	Combined with U4-2
	U4-2	IND		1627	367	510,000 sf warehouse
Lot 16	IND	Sysco	1644	371	515,223 sf warehouse	
Calculated Trip Generation:				4,822	1,088	
Planning Area Allowance:				6,080	1,760	
Remaining Trips:				1,258	672	
6	U4-8	OF		5736	0	32,652 sf office, 2,905 sf retail, 6,095 sf restaurant/café & 120,450 sf business park
	U4-9	OF				
	U4-10	OF				
	U4-11	OF				
	U4-12	OF		929	0	74,922 sf Office
	U4-13	BP				
Calculated Trip Generation:				6,665	-	
Planning Area Allowance:				7,539	294	
Remaining Trips:				874	294	
7	U4-3	BP		542		192,468 sf business park
	U4-4	COM		1043	401*	*converted truck trips to PCEs
	U4-5	MU		9468	0	Retail Site - variety of uses
	U4-6	MU		3886		162,660 sf warehouse & 8,000 sf retail
	U4-7	MU		1053	422*	*converted truck trips to PCEs
Calculated Trip Generation:				15,992	-	
Planning Area Allowance:				16,164	-	
Remaining Trips:				172	-	
GRAND TOTAL, ALL PLANNING AREAS						
Calculated Trip Generation:				29,530	2,874	*Truck trips from U4-3 and U4-5/6/7 are included in Grand Total for Truck Trips, not as PCEs
Planning Area Allowance:				45,419	3,890	
Remaining Trips:				15,889	1,016	

Appendix D Standard Development Conditions of Approval

Standard Conditions of Approval
Conditions for
Plot Plan and Design Plans

PLANNING DEPARTMENT, MARCH JOINT POWERS AUTHORITY

General Planning Conditions:

1. The site shall be developed in accordance with the approved Plot Plan XX-XX on file in the Planning Department, the Meridian Specific Plan (SP-5), the applicable portions of the March JPA Development Code, the General Plan, and the conditions contained herein. Prior to any use of the site or business activity being commenced thereon, all Conditions of Approval shall be completed to the satisfaction of the Planning Manager or designee. Building elevations shall comply with the color scheme and materials approved with the Plot plan. (MJPA 9.14.020)
2. The Applicant shall indemnify, protect, defend, and hold harmless March JPA and its constituent public agency members, officers, employees, attorneys, and agents from any and all actual or alleged claims, actions, proceedings, against March JPA to attack, set aside, void, annul, or seek monetary damages arising out of the approval of the Applicant's proposed development or related approval, including but not limited to CEQA approvals, permits, variances, design plans, plot plans, maps, licenses and amendments. March JPA shall promptly notify the Applicant of any and all claims, actions, and proceedings, covered by this Agreement. This indemnification shall include, but not be limited to, damages, fees, and/or costs awarded against March JPA, if any, and cost of suit, attorney's fees and other costs, liabilities and expenses incurred in connection with such claim, action, or proceeding whether incurred by Applicant, March JPA, and/or any parties bringing such forth.
3. This approval shall expire three years after the date of approval unless substantial construction contemplated by this approval has occurred within the three-year period, which is thereafter pursued to completion, or the March Joint Powers Authority has extended approval, otherwise the approval shall become null and void. (MJPA 9.02.230)
4. This development is located within Specific Plan SP-5. Requirements of the Meridian Specific Plan including the permitted uses, development standards, the March Business Center Design Guidelines, and the Conditions of Approval shall prevail unless modified herein. (MJPA 9.13)
5. Development within the Clear Zone and Accident Potential Zones I and II will abide by building standards and codes including height restrictions, restrictions on use, setbacks, population densities, and insulation and materials, as outlined in the approved 2005 Air Installation Compatible Use Zone (AICUZ).
6. As established in the Specific Plan, the project will comply with the policies and requirements of the Riverside County Airport Land Use Plan. Development plans will be submitted to the FAA for review in accordance with FAR 77.13.2.i. Additional ALUC review will be required for objects taller than 50 feet in the Height Caution Zone shown on Figure IV. A-4 [in the Focused EIR]. Other land use controls (relating to safety (both in the air and on the ground) and noise) have been

developed in consultation with the ALUC, and have been incorporated into the Specific Plan. (MMRP)

7. The development shall comply with the requirements of the Americans with Disabilities Act. All disabled parking spaces shall measure 14' wide to include a 9' stall and 5' loading area, by 20' length. One in every 8 disabled spaces, but in no case less than one, shall be van accessible with a minimum 9' wide space and 8' wide loading area. All signage, striping, ramps and slopes shall meet ADA requirements. Overhang of parking shall not encroach upon handicapped access routes. (MJPA 9.11.040)
8. The development shall incorporate 5% of parking spaces as preferential parking for car pools and vanpools in extremely convenient locations. (MMRP)
9. Any signs indicated on the submitted plans are not included with this approval. All signs proposed for this development shall comply with the requirements of the March JPA Development Code. If requirements differ, the proposed signage shall meet the stricter of the provisions. In a multiple tenant facility, all signage shall meet the approved Sign Program for the development. (MJPA 9.12.020)
10. All new and existing utilities located on the site shall be under grounded. (MJPA 9.13.130)
11. Buildings shall be designed to reduce energy usage by utilizing solar or low emission water heaters, double paned windows, using light colored roofing materials, using skylights in ambient warehouses, orienting buildings to the north for natural cooling to the extent practical, and increasing insulation beyond Title 24 requirements. (MEIR)
12. All development adjacent to the 175 acre Least Bell's Vireo conservation easement shall comply with the Biological mitigation measures pertaining to the Least Bell's Vireo habitat identified in the Meridian Subsequent EIR (SCH#2009071069). (MMRP)
13. Preconstruction surveys will be conducted for burrowing owls prior to grading. These surveys shall conform to the survey protocol established by the California Burrowing Owl Consortium (1993). Preconstruction surveys shall be conducted no more than 30 days prior to the initiation of construction activities and at a 30-day intervals if construction activities have not been initiated in an area. If Burrowing Owls are observed within the Project area then passive relocation measures will be implemented consistent with the survey protocol identified above. (MMRP)
14. The project applicant shall incorporate the following measures to help reduce the project's potential solid waste impacts and to help in the County's effort to comply with State law in diverting solid waste from landfill disposal. Green waste generated by the project should be kept separate from other waste types in order that it can be recycled through the practice of grass recycling (where lawn clippings from a mulching type mower are left on the lawn) or onsite composting or directed to local wood grinding and/or composting operations. All projects shall provide adequate area(s) for the collections and loading of recyclable materials. Prior to building permit issuance, the applicant shall submit a Recyclables Collection and Loading Area Plot Plan to the March JPA for review and approval. (MMRP)

15. Prior to individual lot development approval, the developer will coordinate with March JPA and shall contact WMWD to obtain the current flow reading and submit a sewer analysis demonstrating that the individual lot development projected sewer flows do not exceed the VBPS capacity (1.07 mgd). (MMRP)
16. Prior to individual lot development approval by the March JPA, the developer will coordinate with March JPA and WMWD to obtain the water demand for the proposed development to assure that the development is consistent with the water budget and Water Supply Assessment for the Project. (MMRP)
17. Uses located in proximity of noise sensitive uses shall comply with the noise mitigation measures identified in the Meridian Subsequent EIR (SCH#2009071069). (MMRP)
18. All uses shall comply with the noise emission criteria identified in the March JPA Development Code. (MMRP)

Planning Conditions to be Performed Prior to Issuance of Building Permits:

19. Prior to obtaining a building permit, a site/building-specific acoustical report shall be prepared by an acoustical engineer or professional acoustician showing that interior noise levels within all habitable rooms do not exceed 45dB Ldn or CNEL for all new noise sensitive receptors (inclusive or transient lodging, educational facilities, and childcare facilities) which are identified in Figure IV. H-3, State of California Noise Compatibility Chart. Normally Unacceptable Uses identified in Figure IV. H-3, State of California Noise Compatibility Chart shall not be allowed. The recommendations of the noise report shall be specific window treatments, such as dual glazing, and mechanical ventilation when the 45 dBA CNEL limit can only be achieved with a closed window condition. (MMRP)
20. Office areas and noise sensitive uses within the 65 dB CNEL noise contour shall provide noise attenuation to provide an interior noise level of 45 dB CNEL, as certified by an acoustical engineer or architect. (MMRP)
21. Facilities that store, handle or use regulated substances as defined in the California Health and Safety Code 25532 shall comply with the Hazards and Hazardous Materials Mitigation Measures identified in the Meridian Subsequent EIR (SCH#2009071069).
22. Prior to issuance of precise grading permits, all site plans, grading plans, landscape and irrigation plans, and street improvement plans shall be coordinated for consistency with this approval. Prior to issuance of building permits, final landscaping and irrigation plans shall be approved as a component of the construction plan review. (MJPA 9.02.030)
23. Prior to issuance of building permits, the developer or developer's successor-in-interest shall pay the applicable March JPA Development Impact Fee (DIF).
24. Individual lot developers shall contribute on a fair share basis toward the cumulative off-site impacts identified in Specific Plan Chapter IV. B-1-3. (MMRP)

25. Prior to issuance of building permits, the developer shall provide to the Planning Manager written certification by the affected school district that either: (1) the development has complied with the fee levied by the governing board of the District, pursuant to Government Code Section 65996; or (2) the fee or other requirement does not apply to the development.
26. Prior to issuance of building permits, screening details for roof top equipment shall be submitted for Planning Division review and approval as a component of the construction plan review. All equipment shall be completely screened so as not to be visible from public view, and the screening shall be an integral part of the building. (MJPA Design Guidelines)
27. Prior to issuance of building permits, the Planning Division shall review and approve a computer generated, point-by-point exterior lighting analysis plan as a component of the construction plan review. The lighting plan shall be generated on the site plan and shall be integrated with the final landscape plan. The plan shall indicate the manufacturer's specifications for fully shielded light fixtures and shall include fixture catalog cuts, light cut-off shielding details, wattage, illumination type (high or low pressure sodium only), location, and height. The lighting shall not exceed a 750 watt maximum, shall not be mounted more than 25' above finished grade, and site lighting of outdoor areas shall be limited to high pressure or low pressure sodium lighting. The lighting shall be designed in such a manner so that it does not exceed 0.5 candle/foot² illumination beyond the property line. (MJPA 9.08.100) The incorporation of LED lighting is permitted as long as the lighting does not exceed 2,700 Kelvin.
28. The project construction plan submittal shall contain an on-site traffic striping and signage plan which shall be reviewed and approved by the Planning Department prior to issuance of the building permits.
29. CEQA Review of stationary source emissions other than natural gas and electricity shall be done on all developments emitting stationary source air pollutants. In addition, all developments involving stationary source emissions shall obtain permits to construct and operate from the SCAQMD. (MMRP)

Planning Conditions to be Performed Prior to Issuance of Certificate of Occupancy:

30. Prior to the issuance of a Certificate of Occupancy and once a tenant is known, the tenant shall submit to March JPA and shall receive approval of a Traffic Demand Management Plan which shall include the following elements: 1) identification of alternative modes of transportation and incentives available to employees; 2) the location of a minimum of 30" x 42" wall area for the posting of alternative transportation mode information including financial incentives by responsible agencies, transit schedules and carpooling information; 3) feasibility of flexible work hours including compressed work week; 4) availability of on-site and off-site child care facilities; 5) feasibility of video conference facilities; and 6) feasibility of minimizing the use of fleet vehicles during smog alerts. (MMRP)
31. Prior to issuance of a Certificate of Occupancy, the developer or developer's successor in interest shall pay the applicable Transportation Uniform Mitigation Fee (TUMF). This provision does not prohibit paying the TUMF earlier at the time of building permit issuance. (MJPA Ord.)

32. Prior to Certificate of Occupancy, the developer shall demonstrate that all South Coast Air Quality Management District permits have been obtained. (MEIR)
33. Prior to Certificate of Occupancy, the Planning Division shall review and approve the location and method of enclosure or screening of transformer cabinets, commercial gas meters and back flow preventers as components of the construction plan review. Location and screening shall comply with the following criteria: All transformer cabinets and commercial gas meters shall not be located within driveway/street view triangles in such a way that they obscure traffic visibility. Service Electrical Systems shall be fully enclosed and incorporated into the overall architectural design of the building(s). Back-flow preventers and gas meters shall be screened by landscaping that will provide appropriate landscape screening upon maturity. (MJPA Design Guidelines)
34. Prior to Certificate of Occupancy, each development incorporating truck docks or roll-up doors shall provide a minimum 6-sq/ft sign identifying the approved truck route plan at all service driveway locations. (MMRP)
35. Prior to Certificate of Occupancy, each development incorporating truck docks shall install one a 6-sq/ft. sign for each four roll-up dock doors identifying the maximum 5-minute diesel idling time. All signs shall be installed on the building at eye level in a manner to clearly convey the maximum diesel idling time. (CARB)

Landscape Provisions (Timing Varies)

36. All landscape located adjacent to parking areas shall be protected by a raised 6" extruded curb. (MJPA Design Guidelines)
37. Each lot developer is to remove the temporary plastic border separating on site landscape from the LLMD area and install a 6" concrete mow curb.
38. Prior to the issuance of the Certificate of Occupancy, the applicant shall provide a letter from the landscape architect identifying that all landscape has been installed consistent with the approved landscape plan and that the landscape complies with the provisions of the March JPA Landscape Irrigation Efficiency Ordinance (MJPA 9.08.250).
39. The landscape irrigation schedule, identifying appropriate watering times, duration and quantities, for 1) initial landscaping and 2) established landscape, shall be continually available at the site in perpetuity, in a convenient location near the irrigation controlling unit. (MJPA 9.08.250).
40. All on site landscape irrigation shall be designed and constructed to meet non-potable "Purple Pipe" standards for reclaimed water systems. (MMRP)
41. All on-site parking shall be screened by one of the following methods: 1) 30" parking screen wall; 2) continuous landscape shrub; or 3) combination of shrub, wall and earthen berm. (MJPA Design Guidelines)
42. The facility shall incorporate an on-site green/landscape waste recycling/mulching area, or as an option the facility operator may identify in writing how green/landscape waste recycled off-site. (MMRP)

43. Prior to site grading, the grading contractor shall contact the March JPA Landscape and Lighting Maintenance District (LLMD) manager at (951) 656-7000 to coordinate all activity and impacts upon LLMD facilities within the public right-of-way and landscape easements. The coordination shall assure uninterrupted operation of the LLMD irrigation system and shall identify any impacts on LLMD mainlines, wires, laterals and irrigation components, inclusive of the need to move or sleeve LLMD facilities as determined by the LLMD manager.
44. All LLMD pressure main line and laterals crossing beneath paved areas shall be encased in schedule 40 PVC sleeves twice the diameter of the pipe. Sleeves shall be placed at a depth of 24" beneath finished surface, measured from the top of sleeve. Control wires shall be in separate sleeves with a minimum diameter of two inches. Wire sleeves shall be sized so that wire bundles may be pulled without binding. On each side of paved areas, a 10" round valve box with wire connections shall be installed. Pin tie connectors shall be used in wire connection box and must be branded on the valve box lid with "SW" for future identification.
45. All changes to the LLMD easement area shall be completed in accordance with the approved LLMD landscape plans and an "as built" drawing shall be submitted and approved upon completion and inspection of work. All repairs and/or installations in the LLMD right-of-way and easement areas must be inspected by the LLMD manager.
46. All LLMD irrigation damaged by construction activities shall be repaired by a qualified irrigation technician within twenty four (24) hours to ensure LLMD plant material does not incur additional damage or loss.
47. All damaged LLMD plant material shall be replaced with like sized material within three (3) business days unless an extension is approved, in writing, by the LLMD manager.
48. At no time shall any contractor store or place equipment, signs, temporary utilities or any other items within the public right-of-way or LLMD landscape easement areas.

NPDES Provisions (Timing Varies)

49. Consistent with the requirements of the NPDES Guidelines, the applicant/owner will record a NPDES Maintenance Covenant and Agreement verifying that the property owners or association will have maintenance responsibility for the on-site storm water treatment in perpetuity.
50. Prior to the issuance of grading or building permits, the developer shall submit evidence of an approved Storm Water Pollution Prevention Plan (SWPPP) approved by the State Water Resources Control Board.
51. At all times during construction, the approved Storm Water Pollution Prevention Plan (SWPPP) shall be located in the construction office, and available for review of development compliance.
52. During construction, the developer or designee shall be responsible for: 1) storm water sampling for all storm events where storm water leaves the site and 2) storm water reporting to the State Water Resources Control Board as required by applicable law.

53. Prior to the issuance of building permits, the developer or developer's successor-in-interest applicant shall submit and receive approval of a Storm Water Management Plan addressing long term development storm water mitigation measures.
54. The future site user is responsible for obtaining a NPDES General Industrial Activities Permit (Order No. 97-03-DWQ, CAS000001) for businesses that have applicable Standard Industrial Codes (SIC code).
55. Site specific design BMPs and Low Impact Development (LID) design strategies shall be implemented by the incorporation of dual-functioning site features that in addition to their primary purposes, also serve to reduce pollutant discharges and improve the quality of storm water discharges. Examples of such features include porous driveway material, porous landscape detention, and/or inverted medians also functioning as filtration, trenches or bioswales. Sites shall be designed to maximize pervious area to promote low flow filtration/infiltration. To minimize runoff, landscape buffers shall be incorporated into site plan designs. Perimeter landscape treatments, as well as landscape areas between buildings and the property lines shall be incorporated to address water quality. Curbs separating parking areas from landscaped areas shall have breaks to allow direct entrance and infiltration of storm waters. Native or drought-tolerant trees and shrubs should be used throughout the landscape design. A minimum twenty percent (20%) of surfaces within any development site shall be utilized for natural BMPs, and the use of impervious services and hardscape and/or watershedding features. Open-jointed paving materials and permeable surfaces may be employed in areas not subject to heavy loads. In order to minimize DCIAs, the majority of the landscaping within the SP area shall drain to bordering landscape areas, acting to capture and treat parking lot storm water runoff. Similarly, runoff from sidewalks and other paved surface areas shall be directed to, and allowed to enter, neighboring landscape features. All BMPs to be incorporated in the Project shall be consistent with the provisions of the SP as well as an approved WQMP.
56. The structural BMPs selected for this project have been approved in concept. The owner shall submit a final WQMP including plans and details providing the elevations, slopes, and other details for the proposed structural BMPs including the *grass lined bio-swales*. The Engineering Department shall review and approve the final WQMP text, plans and details.

Clean Air Provisions (Timing Varies)

57. Employers with 250 or more employees shall comply with SCAQMD Rule 2202 necessitating development of trip reduction plans, including peak commute trip reduction, ride share programs, and implementing compressed work week schedules. (SCAQMD)
58. Employers with over 250 employees shall provide on-site food vending machines, refrigerator, microwave oven and mail facilities and use reasonable effort to provide an ATM, on-site computer, internet connection, and other services to reduce the need for employees to leave for services during business hours. (MMRP)
59. All cold storage facilities shall install conduit to all loading dock doors accessing the cold storage warehouse in order to accommodate future use plug-in electrical outlets. Additionally, all cold storage facilities shall have a minimum of 20% of the loading dock doors activated for plug-in use

prior to the issuance of the certificate of occupancy. The trailer fleets of all cold storage warehouses shall be 100% plug-in ready within 10 years of the certificate of occupancy. (MMRP)

60. The operator shall cooperate with March JPA in pursuit of Carl Moyer clean air grants. Grants shall be used to pursue clean air technology inclusive of clean burning engines, alternate fuel vehicles, diesel particulate traps, alternate fuel refrigeration units, and electrification of dock ramp positions.
61. Projects shall provide short- and long-term bicycle facilities to meet peak season maximum demand (e.g., one bike rack space per 20 vehicle/employee parking spaces). Project shall also provide “end-of-trip” facilities including showers, lockers, and changing space (e.g., four clothes lockers and one shower provided for every 80 employee parking spaces, separate facilities for each gender for projects with 160 or more employee parking spaces). (MMRP)
62. Project shall provide a parking lot design that includes clearly marked and shaded pedestrian pathways between transit facilities and building entrances. (MMRP)
63. Project shall include permanent TMA membership per the Specific Plan Amendment. (MMRP)
64. Project shall be oriented towards existing transit, bicycle, or pedestrian corridor. Setback distance between the project and existing or planned adjacent uses shall be minimized. Setbacks between project buildings and planned or existing sidewalks shall be minimized. Buildings shall be oriented towards existing or planned street frontage. Primary entrances to buildings shall be located along planned or existing public street frontage. Project shall provide bicycle access to any planned bicycle corridor(s). Project shall provide pedestrian access to any planned pedestrian corridor(s). (MMRP)
65. Project shall install Energy Star labeled roof materials. (MMRP)
66. Developer is encouraged to use materials which are resource efficient, recycled, with long life cycles and manufactured in an environmentally friendly way. (MMRP)
67. Developer shall consider an increase of exterior wall insulation and roof insulation over Title 24 requirements; however, a specific percent increase is not required. (MMRP)
68. Prior to issuance of grading or building permit, the Construction Contractor shall submit a Construction Management Plan identifying compliance with all construction mitigation measures identified in the Meridian Subsequent EIR (SCH#2009071069). (MMRP)
69. All construction activities shall be limited to between 7:00 a.m. and 8:00 p.m. as feasible. (MEIR)

MJPA PUBLIC WORKS DEPARTMENT, TRILAKE ENGINEERING

With respect to the Conditions of Approval for the above referenced development, the MJPA requires that the applicant provide the following improvements and/or dedications in accordance with the March Joint Powers Authority requirements and Standards and pursuant to conditions of approval for Tract No. 30857 and the associated specific plan. It is understood that the site plan correctly shows all existing easements, traveled ways and drainage courses with appropriate Q's and that their omission may require the map to be

resubmitted for further consideration. The following conditions are essential parts and requirement occurring in ONE is as binding as though occurring in all. They are intended to be complimentary to the tract map and specific plan and to describe the conditions for a complete design of the improvements. All questions regarding the true meaning of the conditions shall be referred to the MJPA Public Works Engineer. The on and offsite improvements shall be installed pursuant to Riverside County Flood Control, Riverside County Transportation Department and Western Municipal Water District Standards and as approved by MJPA. Encroachment permit shall be obtained from all affected agencies.

70. Drainage and flood control facilities and improvements shall be provided in accordance with the specific plan, MJPA and Riverside County Flood Control requirements and standards. The following drainage related conditions are the requirements of this development:

- a. New onsite publicly maintained drainage facilities located outside road right-of-way, if any, shall be constructed within dedicated easements and connected to existing drainage facilities. Existing and proposed drainage easements shall be kept free of any building, structures, and obstructions.
- b. Drainage facilities outletting sump conditions shall be designed to convey the tributary 100-year on and offsite storm flows. Additional emergency escape shall also be provided pursuant to Flood Control requirements.
- c. The property's street and lot grading shall be designed in a manner that perpetuates the existing natural drainage patterns with respect to tributary drainage area. No ponding or concentration of water to upstream and downstream properties shall be permitted.
- d. The project site and building design shall consider the water table. The design of the site and the building shall be reviewed and approved by the Building Department.
- e. Final hydrology report and hydraulic calculation shall be submitted to the MJPA Public Works Engineer and Riverside County Flood Control for review and approval. The report shall address the offsite flow, accumulative onsite runoff, and the impact to adjacent downstream properties.
- f. All grading and drainage improvements shall comply with NPDES and Best Management Practices. Erosion control plans and submitted to Water Quality Board and the MJPA Public Works Engineer as part of the grading plans.
- g. The "first flush" basins shall be private and located onsite and properly landscaped and screened as determined by Planning Department. The parkway on and offsite landscaping may be utilized for this purpose. These facilities shall be connected to existing drainage with permits from the appropriate agency.
- h. Connection to drainage facilities maintained by RCFC will require their approval. Any onsite drainage facilities not maintained by RCFC and the JPA's maintenance district shall be privately maintained.

71. Additional streetlights or relocation of streetlights may be required per Riverside County and Southern California Edison standards and JPA.

72. The proposed development is in the service area of Western Municipal Water District for water and sewer services. Additional lateral connection, if required, shall comply with WMWD and Riverside County Fire Department requirements. Onsite sewer and water plans shall be submitted to WMWD for review and approval.
73. This project is part of the existing landscape, lighting, and drainage maintenance district established by MJPA. Owner(s) shall be responsible to pay towards maintenance of facilities as determined by the District. Additional landscaping and drainage improvements shall be maintained by owners.
74. On and offsite improvements including grading and paving plans along with hydrology shall be submitted to MJPA Public Works Engineer's office for review and approval.
75. Onsite striping, lighting, landscaping shall be reviewed and approved by Planning Department.

MJPA BUILDING AND SAFETY DEPARTMENT, WILLDAN

76. Provide four (4) sets of construction plans and documentation for plan review for each proposed building. Below you will find a list of the plans and documents Building & Safety will need for plan review on each building. The initial plan review will take approximately two weeks on most projects. Prior to submitting plans to Building & Safety, submit plans to the County of Riverside Fire Department for approvals. Provide one stamped approved copy of the plans from the Fire Department with the first submittal to Building and Safety.
77. Please provide the following sets of plans and documents. All conditions of approval from each department and agency shall be placed on the building plans.

Building and Safety submittal's required at first plan review:

- (4) Architectural Plans
- (4) Structural Plans
- (2) Structural Calculations
- (4) Plot/Site Plans
- (4) Electrical Plans
- (4) Electrical Load Calculations
- (4) Plumbing Plans/Isometrics, Water, Sewer and Gas
- (4) Mechanical Plans
- (4) Mechanical Duct Layout Plans
- (4) Disabled Access Improvement Plan for the Site.
- (2) Roof Truss Plans
- (2) Title 24 Energy Calculations
- (4) Copy of Approved Precise Grading Plans
- (1) Copy of Approved Fire Department Plans for the project.
- (2) Commissioning documents showing compliance with Section 5.410.2 of the 2016 California Green Code.
- (2) Copies of the Soils Reports

Building & Safety General Information:

78. All structures shall be designed in accordance with the 2016 California Building Code, 2016 California Mechanical Code, 2016 California Plumbing Code, and the 2016 California Electrical Code, and the 2016 California Green Buildings Standards adopted by the State of California.
79. The Developer/Owner is responsible for the coordination of the final occupancy. The Developer/Owner shall obtain clearances from each department, division, or agency prior to requesting a final building inspection from Building & Safety. Each agency shall sign the bottom of the Building & Safety job card.
80. Building & Safety inspection requests can be made twenty-four (24) hours in advance for next day inspection. Please contact (951) 656-7000. You may also request inspections at the Building & Safety public counter.
81. Temporary toilet facilities shall be provided for construction workers. The toilet facilities shall be maintained in a sanitary condition. Construction toilet facilities of the non sewer type shall conform to ANSI ZA.3.
82. The City enforces the State of California provisions of the California Building Code disabled access requirements. The Federal Americans with Disabilities Act (ADA) standards may differ in some cases from the California State requirements, therefore it is the building owner's responsibility to be aware of those differences and comply accordingly.
83. Pursuant to the California Business and Professions Code Section 6737, most projects are required to be designed by a California Licensed Architect or Engineer. The project owner or developer should review the section of the California Codes and comply with the regulation.
84. Building & Safety, (Willdan Engineering) will inspect all foundation work, structural work on the building to include plumbing, electrical, mechanical, title 24, green building code items. Building & Safety will also inspect the electrical conduit in the common areas for exterior light standards as well as disabled accessibility from the right of way to the building and the disabled parking stalls. Sewer installation outside the building and water supply line installation up to the property line at right of way, contact 909-963-8045. Please note that Western Municipal Water District will also need to inspect both on and off site water, contact (951) 571 7204. Signage will be inspected by Building & Safety as well as trash enclosures and other ornamental structures on the site.
85. Engineering, (Tri-Lake Engineering) will inspect the construction in the right of way as well as the on-site grading and precise grading. Storm drain construction will be inspected by Tri-Lake Engineering. Storm Water retention will be inspected by CG Recourse Management, contact (909) 455-8520.

Building & Safety Conditions:

86. Prior to the issuance of a building permit, the applicant shall pay all Development Improvement Fee's to March JPA; this also includes any school fees and outside agency fees such as sewer water and utilities. Copies of receipts shall be provided to Building & Safety prior to permit issuance.

87. All on site utilities shall be underground to the new proposed structure unless prior approval has been obtained by the utility company or March JPA.
88. Prior to issuance of Building Permits, on-site water service shall be installed and approved by the responsible agency. On-site fire hydrants shall be approved by the Fire Department. No flammable materials will be allowed on the site until the fire hydrants are established and approved.
89. Prior to issuance of building permits, site grading certification and pad certifications shall be submitted to Building & Safety. Prior to concrete placement, submit a certification for the finish floor elevation and set backs of the structures. The certification needs to reflect that the structure is in conformance with the Precise Grading Plans. Compaction reports shall accompany pad certifications. The certifications are required to be signed by the engineer of record.
90. Prior to issuance of building permits, provide Building & Safety with a will service letter from Western Municipal Water District.
91. All construction projects shall comply with the National Pollutant Discharge Elimination Systems (NPDES).
92. Special inspectors and structural observation inspectors that are required by the engineer of record shall register with Building & Safety. The special inspectors shall provide a copy of his or her certifications and a copy of their driver's license before the start of work as an inspector on the project. Special inspectors are to provide daily reports to Building & Safety by e-mail to the City inspector and to the permit technician. Special inspectors are also required to provide a hard copy of the reports in the construction office daily for the inspector's use. The special inspectors shall make all necessary and required inspections before the City provides periodic inspections.
93. A Certificate of Occupancy will be granted to the Developer/Owner when the building is 100 percent complete and all agencies have signed for permanent occupancy. If the Developer/Owner has a tenant that will be performing a tenant improvement, Building & Safety will issue a permit for the tenant improvement if all other agencies agree to allow the permit to be issued and the plans are approved. No temporary certificate of occupancy will be granted prior to the building and site being 100 percent complete.
94. Site development and grading shall be designed to provide access to all entrances and exterior ground floors exits and access to normal paths of travel, and where necessary to provide access. Paths of travel shall incorporate (but not limited to) exterior stairs, landings, walks and sidewalks, pedestrian ramps, curb ramps, warning curbs, detectable warning, signage, gates, lifts and walking surface materials. The accessible route(s) of travel, building to building, shall be the most practical direct route between accessible building entrances, site facilities, accessible parking, public sidewalks, and the accessible entrance(s) to the site, California Building Code, (CBC) Chapter 11B.
95. All unused construction materials shall be recycled using March JPA's Franchise Hauler. Prior to the certificate of occupancy, the building inspector will request copies of all recycling receipts. .
96. Prior to certificate occupancy, the Developer/Owner shall obtain a meter release from Building & Safety for testing the fire sprinkler system as well as the electrical systems in the building. If the

building has multiple electrical meters, only the house meter will be released until such time the entire project is complete and has approval for occupancy by all departments and divisions. Suite electrical meters will be released when the Developer/Owner applies for electrical meter release and a certificate of occupancy is issued for that suite. If the Developer/Owner applies for an electrical meter for an empty suite after the project is complete, a certificate of occupancy will be granted for the shell-only use with no tenant.

RIVERSIDE COUNTY FIRE DEPARTMENT, OFFICE OF THE FIRE MARSHALL

97. California Fire Code requirements to be provided by Riverside County Fire on an individual project basis.

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

98. Prior to the issuance of building permits, the landowner shall convey an aviation easement to the MARB/MIP Airport.
99. 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.
100. 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 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.
 - c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, livestock operations, production of cereal grains, sunflower, and row crops, artificial marshes, wastewater management facilities, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, incinerators, and landfills.)
 - d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
 - e) The following notice shall be provided to all potential purchasers and tenants of the buildings. While it is not required, the applicant and its successors-in-interest are

encouraged to provide a copy of said "Notice of Airport in Vicinity" to employees who would regularly be working therein:

**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 and Professional Code Section 11010 (b) (13) (A)

- f) Any retention basin shall be designed so as to provide a maximum 48-hour detention period for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the retention basin that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.
- g) Noise attenuation measures shall be incorporated into the design of office areas of structures, as necessary to ensure interior office noise levels from aircraft operations are at or below 45 CNEL.

WESTERN MUNICIPAL WATER DISTRICT

101. Western Municipal Water District Conditions of Approval will be provided on an individual project basis.

UNITED STATES POSTAL SERVICE

102. Prior to the issuance of building permits, the developer shall contact the U.S. Postal Service to determine the appropriate type and location of mailboxes.

Exhibit A

Standard March JPA Operation Mitigation Measures To be placed on the cover sheet of all construction plan submittals

1. Future uses shall comply with all applicable permitting requirements for new or modified emission sources subject to SCAQMD rules and regulations.
2. All internal combustion engine-driven equipment will be properly maintained and tuned according to manufactures specifications.
3. Hazardous materials certified handler and disposal service shall conduct the disposal and servicing of any hazardous materials.
4. All landscaped areas shall be maintained in a healthy and thriving condition, free from weeds, trash and debris by the developer or the developer's successor-in-interest. The developer, or the developer's successor-in-interest, shall be responsible for maintaining any undeveloped portion of the site in a manner that provides for the control of weeds, erosion and dust.
5. Green waste generated by the Development shall be kept separate from other waste types in order that it can be recycled for onsite composting or directed to local wood grinding and/or composting facility.
6. Any graffiti located onsite shall be removed within 72 hours. The site shall be maintained in a graffiti-free state at all times.

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 and written comments may be submitted at the Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501, Monday through Friday (except December 25 and January 1) from 9:00 a.m. to 5:00 p.m.

ATTENTION: ALUC reviews a proposed plan or project solely to determine whether it is consistent with the applicable Airport Land Use Compatibility Plan. The March Joint Powers Authority will hold hearings on this item and should be contacted on non-ALUC issues.

PLACE OF HEARING: Riverside County Administration Center
4080 Lemon Street, 1st Floor Board Chambers
Riverside California

DATE OF HEARING: January 11, 2018

TIME OF HEARING: 9:00 A.M.

CASE DESCRIPTION:

ZAP1286MA17 – MS Van Buren II, LLC, (Representative: SDH & Associates, Rob Van Zanten) – March Joint Powers Authority Case Nos. GPA17-02 (General Plan Amendment), SP17-01 (Specific Plan Amendment), PP17-05 (Plot Plan), TPM17-02 (Tentative Parcel Map). Plot Plan No. PP17-05 is a proposal to construct eleven (11) “shell” buildings ranging from 7,180 square feet to 32,628 square feet to be used as industrial/flex/showroom/retail/office buildings, for a cumulative building area total of 162,041 square feet on 13.60 acres located on the northwest corner of Van Buren Boulevard and Meridian Parkway. The applicant proposes amending the designation of the 13.6-acre area (Units 4, Lots 8, 10, and 11, as delineated on the March JPA General Plan and Meridian Specific Plan SP-5) from Office to Mixed Use (Unit 4 Lot 9 will remain designated as Office). The applicant also proposes subdividing the 13.60 acre site into eleven (11) separate parcels so that each building will be on a separate parcel. (Airport Compatibility Zone C1 of the March Air Reserve Base/Inland Port Airport Influence Area).

FURTHER INFORMATION: Contact ALUC Planner Paul Rull at (951) 955-6893 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. Lauren Sotelo of the March Joint Powers Authority at (951) 656-7000.

APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC CASE NUMBER: ZAF1286 MA17 DATE SUBMITTED: 9/27/17

APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

Applicant	Rob Van Zanten	Phone Number (951) 683-3691
Mailing Address	SDH & Associates, Inc 5225 Canyon Crest Drive, Ste. 71-439 Riverside, CA 92507	Email rob@sdhinc.net
Representative	Mario Calvillo	Phone Number (951) 276-3657
Mailing Address	Lee & Associates 3240 Mission Inn Avenue Riverside, CA 92507	Email mcalvillo@leeriverside.com
Property Owner	Moshe Silagi	Phone Number *805) 494-7704
Mailing Address	MS Van Buren II, LLC 101 Hodencamp Road Thousand Oaks, CA 91360	Email moshe@silagidevelopment.com

LOCAL JURISDICTION AGENCY

Local Agency Name	March Joint Powers Authority	Phone Number (951) 656-7000
Staff Contact		Email sotelo@marchjpa.com
Mailing Address	Lauren Sotelo 14205 Meridian Parkway, Ste. 140 Riverside, CA 92518	Case Type
Local Agency Project No	SPA 17-01, TPM 17-02, PP 17-05	<input checked="" type="checkbox"/> General Plan / Specific Plan Amendment <input type="checkbox"/> Zoning Ordinance Amendment <input checked="" type="checkbox"/> Subdivision Parcel Map / Tentative Tract <input type="checkbox"/> Use Permit <input checked="" type="checkbox"/> Site Plan Review/Plot Plan <input type="checkbox"/> Other

PROJECT LOCATION

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.	294-050-053, -054, -055, -056, -065, -066, -067, -068	Gross Parcel Size	18.01 AC
Subdivision Name	TM 30857-4 MB 435/6-14	Nearest Airport and distance from Airport	MARB- 3,755 FT
Lot Number	Lots 8-11		

PROJECT DESCRIPTION

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)	mass-graded, vacant land with minimal vegetation

MARCH
CI

Proposed Land Use (describe)	Proposed development includes 9 industrial buildings ranging in size from 7,180-27,378 SF, one 9,054 SF retail building and one 32,628 SF two-story office building, together with related parking lots and landscaping.		
For Residential Uses	Number of Parcels or Units on Site (exclude secondary units)		
For Other Land Uses (See Appendix C)	Hours of Operation	24 Hrs/day	
	Number of People on Site	Maximum Number	590
	Method of Calculation	Total Parking Spaces Provided	
Height Data	Site Elevation (above mean sea level)	1570	ft.
	Height of buildings or structures (from the ground)	36' max	ft.
Flight Hazards	Does the project involve any characteristics which could create electrical interference, confusing lights, glare, smoke, or other electrical or visual hazards to aircraft flight?		<input type="checkbox"/> Yes
			<input checked="" type="checkbox"/> No
	If yes, describe		

- 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. **REVIEW TIME:** Estimated time for "staff level review" is approximately 30 days from date of submittal. Estimated time for "commission level review" is approximately 45 days from date of submittal to the next available commission hearing meeting.
- C. **SUBMISSION PACKAGE:**
1. Completed ALUC Application Form
 1. ALUC fee payment
 1. Plans Package (24x36 folded) (site plans, floor plans, building elevations, landscaping plans, grading plans, subdivision maps)
 1. Plans Package (8.5x11) (site plans, floor plans, building elevations, landscaping plans, grading plans, subdivision maps, zoning ordinance/GPA/SPA text/map amendments)
 1. CD with digital files of the plans (pdf)
 1. Vicinity Map (8.5x11)
 1. Detailed project description
 1. Local jurisdiction project transmittal
 3. Gummed address labels for applicant/representative/property owner/local jurisdiction planner
 3. Gummed address labels of all surrounding property owners within a 300 foot radius of the project site (only required if the project is scheduled for a public hearing Commission meeting). If more than 100 property owners are involved, please provide pre-stamped envelopes (size #10) with ALUC return address. *

* Projects involving heliports/helicopter landing sites will require additional noticing procedures.

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

STAFF REPORT

ADMINISTRATIVE ITEMS

4.1 Director's Approvals.

- A. During the period of November 15, 2017 through December 14, 2017, as authorized pursuant to Section 1.5.2(d) of the 2004 Riverside County Airport Land Use Compatibility Plan, ALUC Director Simon Housman reviewed two non-legislative cases within Zone E of the March Air Reserve Base/Inland Port Airport Influence Area and one non-legislative case within Zone E of the Riverside Municipal Airport Influence Area and issued determinations of consistency.

ZAP1294MA17 (March, Zone E) pertains to City of Riverside Case Nos. P17-0588 (Design Review), a proposal to extend the height of an existing wireless monopalm communications facility located at 1710 University Avenue (on the southwest corner of Chicago Avenue and University Avenue) from its current height of 57 feet to a height of 72 feet. The site is located within Compatibility Zone E, where nonresidential intensity is not restricted. The elevation of the site is more than 500 feet lower than the elevation of March's Runway 14-32 at its northerly terminus (1,535 feet above mean sea level). The site is located more than 20,000 feet from the runways at Riverside Municipal Airport. While the site's distance from the northeasterly terminus of the runway at Flabob Airport is 17,425 feet, the notice radius for that airport is 10,000 feet and the notification slope is 50:1, since Flabob's runway does not exceed 3,200 feet in length. Therefore, Federal Aviation Administration Obstruction Evaluation Service (FAA OES) review was not required. ALUC Director Simon Housman issued a determination of consistency for this project on December 6, 2017.

ZAP1293MA17 (March, Zone E) pertains to County of Riverside Case Nos. PM37293 (Tentative Parcel Map), a proposal to divide 10 acres located at 20851 Kelly Lane (on the southerly side of Kelly Lane, westerly of Brown Street and easterly of a straight-line southerly extension of Mead Street) in the unincorporated community of Mead Valley into two parcels, and PP26257 (Plot Plan), a proposal to develop a 5,245 square foot church on the proposed easterly parcel. The site is located within Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Influence Area, where neither residential density nor nonresidential intensity is restricted. The elevation of Runway 14-32 at March Air Reserve Base/Inland Port Airport at its southerly terminus is approximately 1,488 feet above mean sea level (AMSL). At a distance of approximately 20,460 feet from the runway to the project, Federal Aviation Administration Obstruction Evaluation Service (FAA OES) review would be required for any structures with top of roof exceeding 1,692 feet AMSL. The finished floor elevation of the proposed church is 1,737 feet AMSL, and the proposed building height is 20 feet, for a top point elevation of 1,757 feet AMSL. Therefore, FAA OES review for height/elevation reasons was required. A "Determination of No Hazard to Air Navigation" letter was issued on December 12, 2017. The study revealed that the proposed structure would not exceed obstruction standards and would not be a hazard to air navigation provided conditions are met. These FAA OES conditions have been incorporated into ALUC's recommended conditions. ALUC Director Simon Housman issued a determination of consistency for this project on December 14, 2017.

ZAP1092RI17 (Riverside Municipal, Zone E) pertains to City of Jurupa Valley Case No. MA17236 (Tentative Tract Map No. 37212), a proposal to divide 11.04 gross acres (10.08 net acres, currently in three parcels) within the Spectrum (a.k.a. De Anza Plaza) shopping center located on the southerly side of Limonite Avenue, westerly of El Palomino Drive, and easterly of Clay Street into 8 commercial lots. The site includes existing buildings with addresses of 8042 through 8052 Limonite Avenue. The map is proposed so as to establish separate lots for six commercial buildings within the shopping center, one lot for future development, and one lot for shared/common parking and access. The site is located within Compatibility Zone E of the Riverside Municipal Airport Influence Area, where nonresidential intensity is not restricted. The nearest runway point is the northerly terminus of Runway 16-34 at a distance of 8,064 feet with a runway elevation of 771.8 feet above mean sea level (771.8 feet AMSL), but the site is also approximately 8,131 feet from the westerly terminus of Runway 9-27 with a runway elevation of 757.6 feet AMSL. Due to its lower elevation, Runway 9-27 is the applicable runway for determination of Part 77 noticing requirements. At a distance of 8,131 feet, Federal Aviation Administration Obstruction Evaluation Service (FAA OES) review would be required for any structures with top of roof exceeding 838.9 feet AMSL. No buildings or structures are proposed as part of this project, but it is likely that the top point of future structures/buildings on this site would exceed the FAA noticing threshold. Review by the FAA OES is not required for this land division, but may be required for future construction of buildings or structures, depending on their height. A condition has been included requiring the permittee to obtain a "Determination of No Hazard to Air Navigation" letter from the FAA OES prior to construction of any new buildings or structures with a top point elevation exceeding 838.9 feet AMSL. ALUC Director Simon Housman issued a determination of consistency for this project on December 14, 2017.

Y:\ALUC\ALUC Administrative Items\ADmin Item 01-11-18.doc



AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY

December 6, 2017

CHAIR
Rod Ballance
Riverside

VICE CHAIRMAN
Steve Manos
Lake Elsinore

Mr. Matthew Taylor, Assistant Planner
City of Riverside Community Development Department/Planning Division
3900 Main Street, Third Floor
Riverside, CA 92522

COMMISSIONERS

Arthur Butler
Riverside

File No.: ZAP1294MA17
Related File No.: P17-0588 (Design Review)
APN: 221-070-011

John Lyon
Riverside

Glen Holmes
Hemet

**RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW –
DIRECTOR'S DETERMINATION**

Dear Mr. Taylor:

Russell Betts
Desert Hot Springs

Under the delegation of the Riverside County Airport Land Use Commission (ALUC) pursuant to Policy 1.5.2(d) of the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan, staff reviewed City of Riverside Case No. P17-0588 (Design Review), a proposal to extend the height of an existing 57-foot tall wireless monopalm facility located at 1710 University Avenue (on the southwest corner of Chicago Avenue and University Avenue) to a height of 72 feet.

Steven Stewart
Palm Springs

STAFF

Director
Simon A. Housman

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.

John Guerin
Paul Rull
Barbara Santos

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

The elevation of the site is more than 500 feet lower than the elevation of March's Runway 14-32 at its northerly terminus (approximately 1,535 feet above mean sea level). The site is located more than 20,000 feet from the runways at Riverside Municipal Airport. The site is located 17,425 feet from the northeasterly terminus of the runway at Flabob Airport, but the notice radius for that airport is 10,000 feet and the notification slope is 50:1, since the runway length does not exceed 3,200 feet. Therefore, Federal Aviation Administration Obstruction Evaluation Service review for height/elevation reasons was not required.

www.rcaluc.org

As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, provided that the City of Riverside applies the following recommended 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.

AIRPORT LAND USE COMMISSION

2. The following uses shall be prohibited:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris centers, fly ash disposal, and incinerators.)
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
3. The attached notice shall be provided to all potential purchasers of the property and to tenants of the building(s) thereon.
4. No detention basins are depicted on the site plan. 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 Paul Rull, ALUC Urban Regional Planner IV, at (951) 955-6893 or John Guerin, ALUC Principal Planner, at (951) 955-0982.

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



Simon A. Housman, ALUC Director

Attachments: Notice of Airport in Vicinity

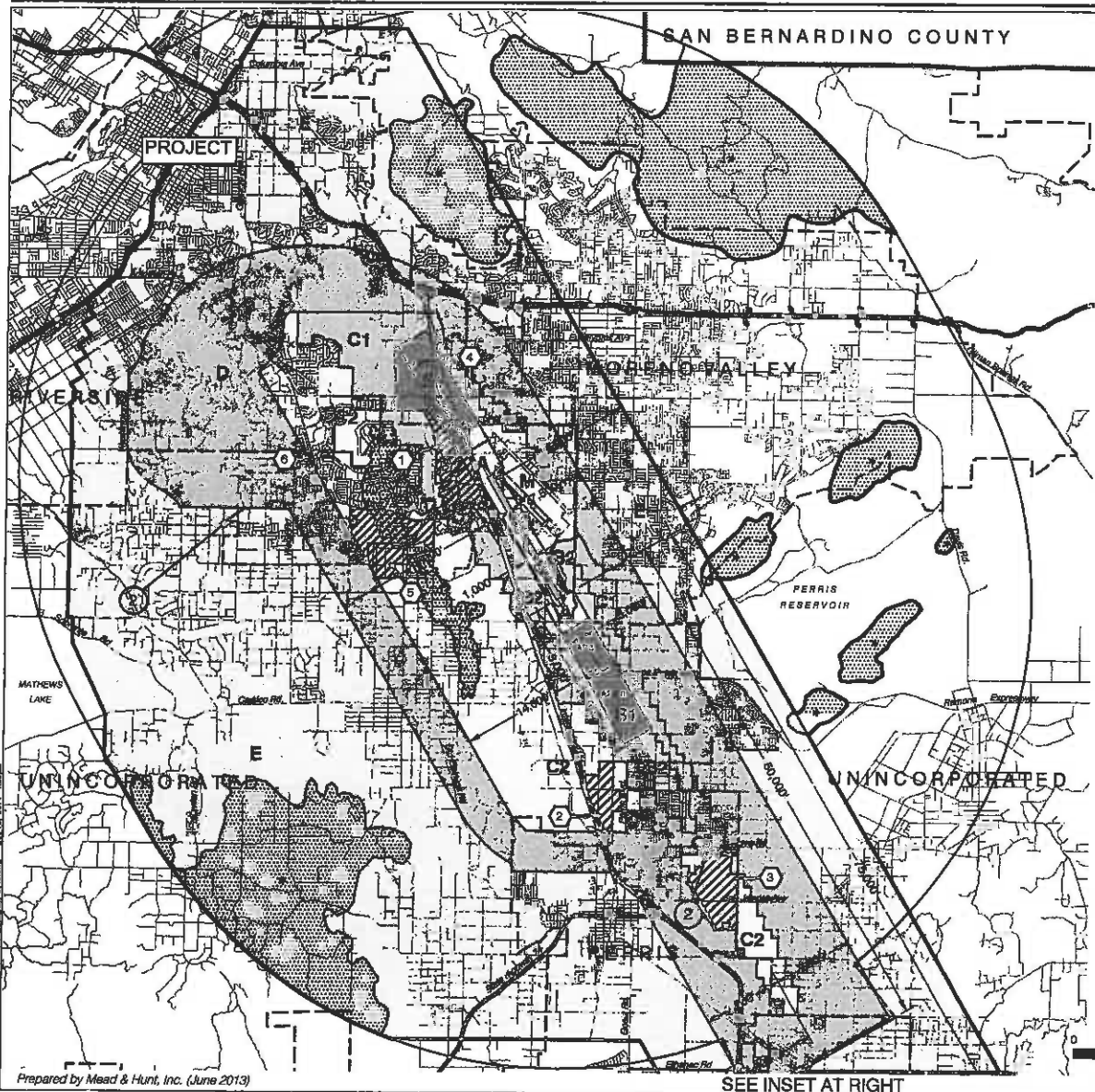
AIRPORT LAND USE COMMISSION

cc: Verizon Wireless, Robert Howell (applicant)
Smartlink, LLC, James Rogers (representative)
Sugarbrush Properties, Richard Alvarez (property owner)
Phoenix Towers Intl., Kyle Hargrave (tower owner)
Gary Gosliga, Airport Manager, March Inland Port Airport Authority
Denise Hauser or Daniel Rockholt, March Air Reserve Base
ALUC Case File

Y:\AIRPORT CASE FILES\March\ZAP1294MA17\ZAP1294MA17.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

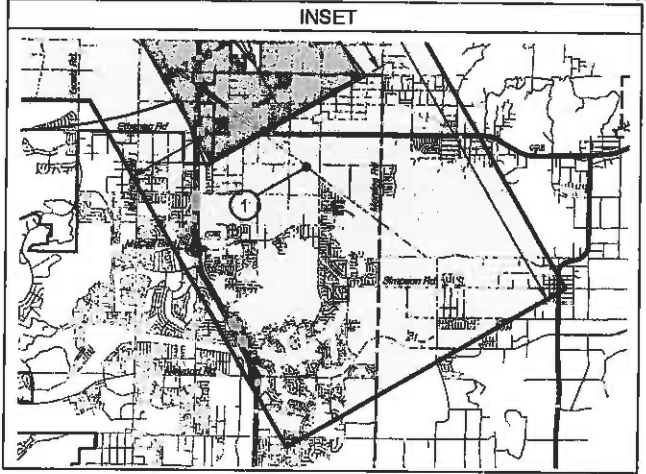
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

- 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



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



Base map source: County of Riverside 2013

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

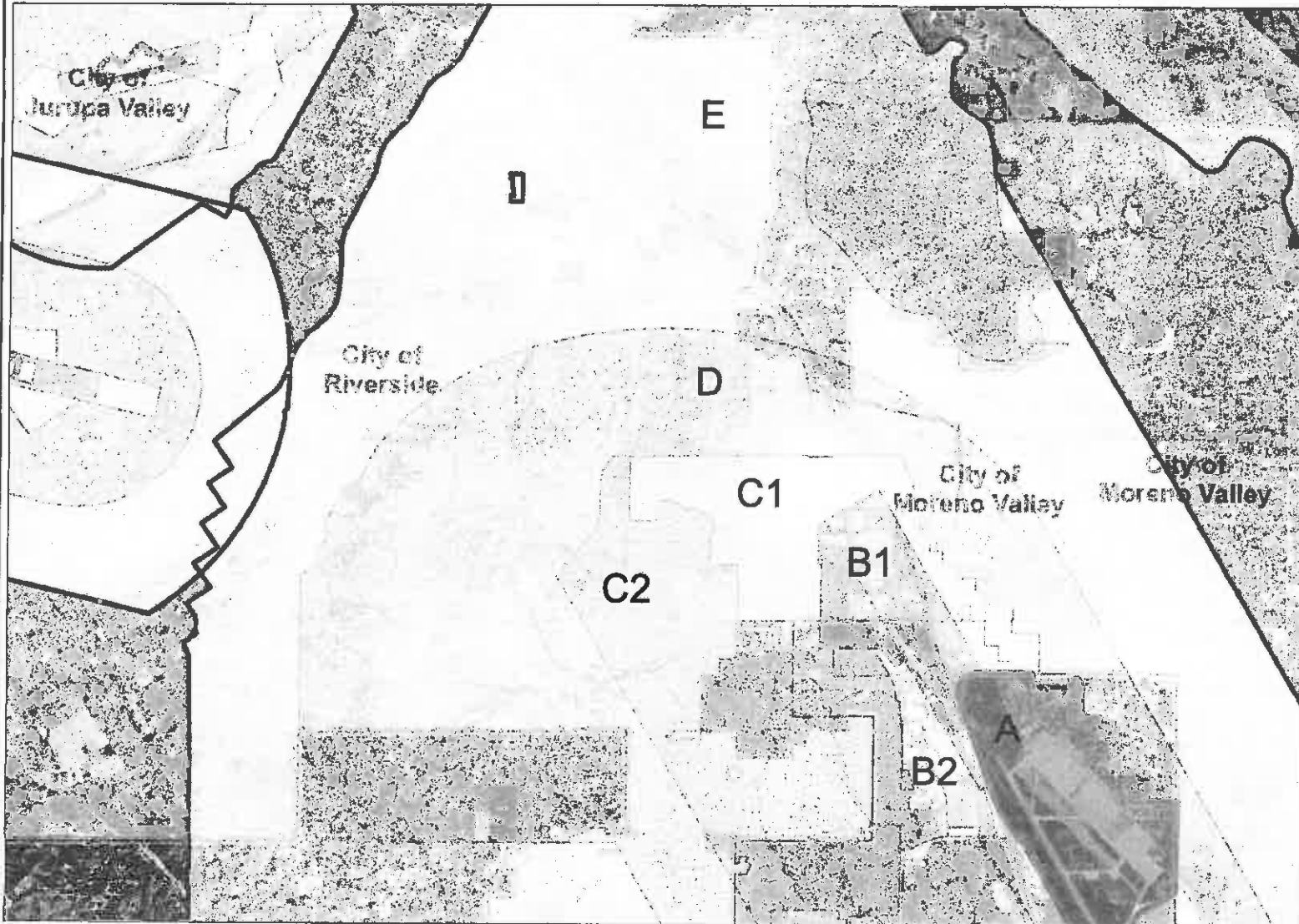
Map MA-1

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

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

SEE INSET AT RIGHT

My Map



Legend

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



0 8,995 17,990 Feet



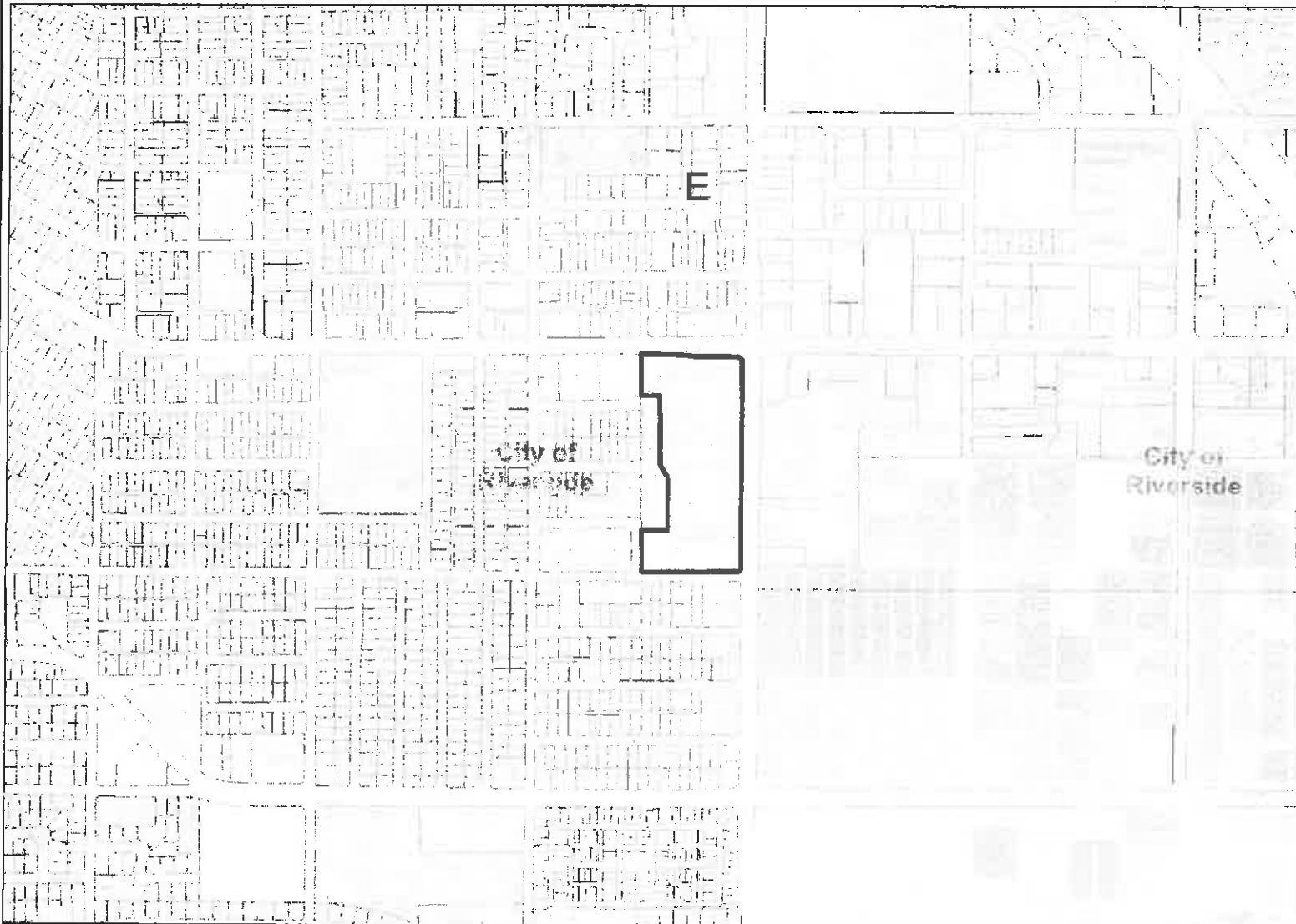
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Notes

My Map



Legend

-  Airports
-  AIA
- 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**



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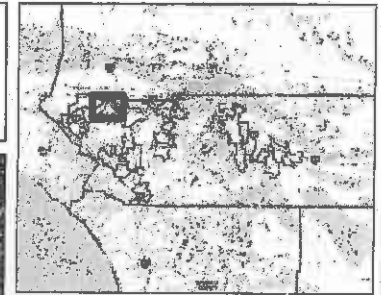
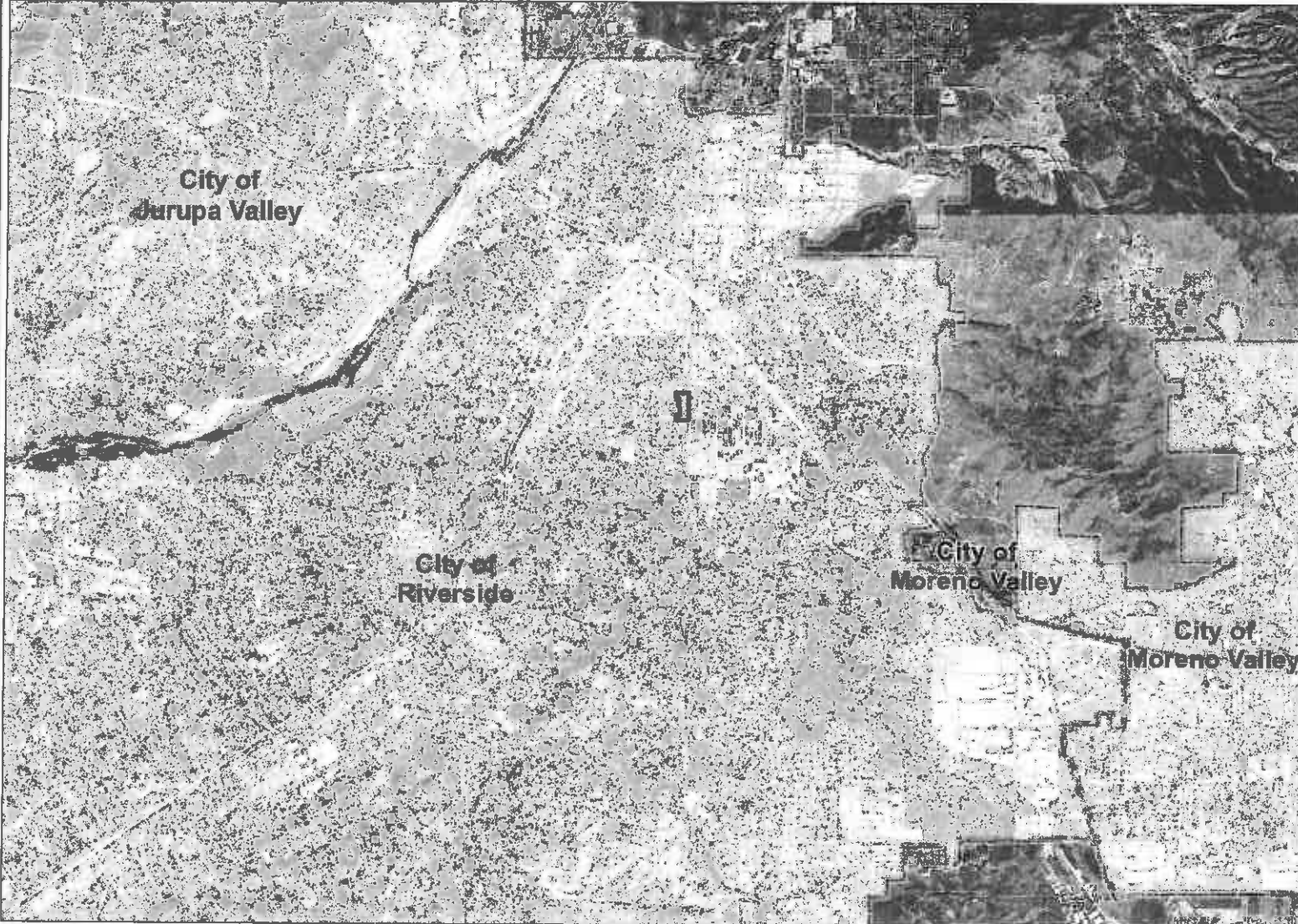
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Notes

My Map



Legend

- City Boundaries
- Cities
- adjacent_highways
 - Interstate
 - Interstate 3
 - State Highways: 60
 - State Highways 3
 - US HWY
 - OUT
- highways_large
 - HWY
 - INTERCHANGE
 - INTERSTATE
 - USHWY
- counties
- cities



0 8,995 17,990 Feet



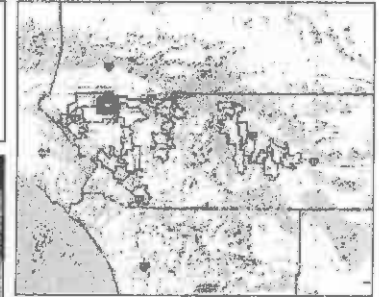
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or 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... 12/4/2017 7:59:45 AM













© Riverside County RCIT GIS

Notes

My Map



Legend

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



0 4,498 8,995 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



0 2,249 4,498 Feet



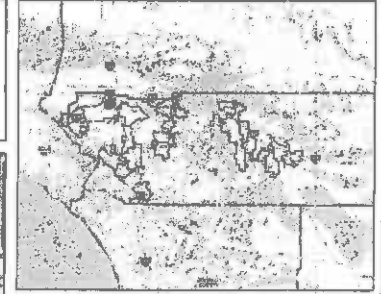
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or 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... 12/4/2017 8:01:44 AM












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Notes

My Map



Legend

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



0 1,124 2,249 Feet



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REPORT PRINTED ON... 12/4/2017 7:57:31 AM




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Notes

My Map



Legend

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



0 562 1,124 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



GATO

PTI TOWER # US-CA1185 RIVERSIDE III
 MTX 44 BSC 13
 OUTDOOR MCE 4X5 DESIGN
 1710 UNIVERSITY AVENUE
 RIVERSIDE, CA 92507

OVERALL HEIGHT
 72'-0"

PROJECT TEAM

SITE ACQUISITION
 SNAPE, INC. LLC
 1545 VON KARMAN BLVD #400
 IRVINE, CA 92614
 CONTACT: DANIEL VILDMAN
 PHONE: 714 836-1333
 EMAIL: dsnape@snapec.com

PLANNING
 SNAPE, INC. LLC
 1545 VON KARMAN BLVD #400
 IRVINE, CA 92614
 CONTACT: JAMES A. ROBERTS
 PHONE: 714 836-1333
 EMAIL: jroberts@snapec.com

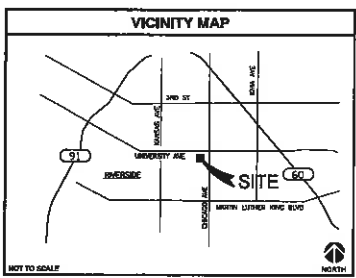
PROFESSIONAL ENGINEER
 SENEY
 DAN CONNELL, P.E.
 2558 RANCHO PARADISE SOUTH,
 TORRANCE, CA 90505
 CONTACT: DAN WARE
 (882) 235-3719
 www.danccpe.com

SURVEYOR
 FLYNN SURVEYING
 5400 GALLERON STREET
 TORRANCE, CA 90505
 CONTACT: DAVID FLYNN
 PHONE: 562 538-0589
 INFO@FLYNNPE.COM

VERIZON WIRELESS SIGNATURE BLOCK

DISCIPLINE:	SIGNATURE:	DATE:
RE VENDOR:		
AME VENDOR:		
AME COORDINATOR:		
UTILITY VENDOR:		
RF:		
RE:		
CE:		
EE:		
TRANSPORT:		

- PROJECT DESCRIPTION**
- THIS PROJECT IS A VERIZON WIRELESS OUTDOOR TELECOMMUNICATION WIRELESS FACILITY. IT WILL CONSIST OF THE FOLLOWING:
- INSTALLATION OF (1) 10'-0" CELL TOWER ON EXISTING 57 MONOPOLM FOR A TOTAL OF 72'-0" HIGH MONOPOLM
 - INSTALLATION OF (1) 30'-0" TALL PANEL ANTENNA
 - INSTALLATION OF (2) 30'-0" TALL PANEL ANTENNA
 - INSTALLATION OF (4) SERVO SUPPLEMENTS
 - INSTALLATION OF (1) MICROWAVE ANTENNA (FOR ZONING PURPOSES ONLY)
 - INSTALLATION OF (6) LMR EQUIPMENT CABINETS IN EXISTING EQUIPMENT AREA
 - INSTALLATION OF (1) SMALL POWERED CC COORDINATOR WITH 66 GALLON FUEL IN EXISTING EQUIPMENT AREA
 - INSTALLATION OF (1) 8'x8' ANTENNA
 - INSTALLATION OF (1) DISTRIBUTION PANEL AND (1) TELLER PANEL WITH WORK LIGHT MOUNTED ON EXISTING WALL
 - INSTALLATION OF (1) 1/2" HD FIBER OPTIC CABLE
 - INSTALLATION OF POWER AND TELEPHONE FROM EXISTING UTILITY P.O.C. TO PROPOSED WIRELESS EQUIPMENT



- DRIVING DIRECTIONS**
- FROM VERIZON OFFICE TO: 1710 UNIVERSITY AVENUE RIVERSIDE, CA 92507
- DEPART 3000 DANFORD AVENUE
 - TURN RIGHT ON 15TH ST
 - TAKE SOUTH & GO RT TO MILBURN ST IN RIVERSIDE
 - TAKE THE UNIVERSITY AVE EXIT FROM CA-91
 - TURN RIGHT ON UNIVERSITY AVE
 - THE SITE IS ON THE LEFT

PROJECT SUMMARY

APPLICANT/ISSUE:
 VERIZON WIRELESS
 1545 VON KARMAN AVENUE, D7
 IRVINE, CA 92618
 OFFICE: (949) 295-7300

ASSESSOR'S PARCEL NUMBER:
 APR: 224-074-011

APPLICANT'S REPRESENTATIVE:
 SNAPE, INC. LLC
 1545 VON KARMAN BLVD #400
 IRVINE, CA 92618
 CONTACT: JAMES A. ROBERTS
 PHONE: 714 836-1333
 jroberts@snapec.com

PROPERTY OWNER:
 SUNSHINE PROPERTIES I, LP
 8251 WILSHIRE BLVD., STE. 404
 LOS ANGELES, CA 90048
 CONTACT: RICHARD ALVAREZ
 PHONE: (213) 819-3204

TOWER OWNER:
 PHONE TOWER #71
 1001 YANATO ROAD, SUITE 113
 BOCA RATON, FL 33433
 CONTACT: STEVE HARRIS
 PHONE: 561 994-5218
 Steve.Harris@towers.com

PROPERTY INFORMATION:
 SITE NAME: GATO
 SITE ADDRESS: 1710 UNIVERSITY AVENUE
 CITY: RIVERSIDE, CA 92507
 JURISDICTION: CITY OF RIVERSIDE

CONSTRUCTION INFORMATION
 AREA OF CONSTRUCTION: 70 SQ FT
 OCCUPANCY: U
 TYPE OF CONSTRUCTION: V-8
 CURRENT ZONING: CR-4P (MINI USE) - UNIVERSITY AVENUE (PROCP PLAN)
 ADA COMPLIANCE: FACILITY IS UNIMPAIRED AND NOT FOR HUMAN OCCUPATION. MAJORITY SERVICES ARE DERIVED FROM ACCESSIBILITY REQUIREMENTS PER THE CBC SECTION 11B-206A.

GENERAL CONTRACTOR NOTES

CONTRACTOR SHALL VERIFY ALL PLANS AND EXISTING DIMENSIONS AND CONDITIONS ON THE JOB SITE AND SHALL IMMEDIATELY NOTIFY THE ARCHITECT IN WRITING OF ANY DISCREPANCIES BEFORE PROCEEDING WITH THE WORK OR BE RESPONSIBLE FOR THE SAME.

- CODE COMPLIANCE**
- 2016 CALIFORNIA ENERGY CODE
 - 2016 CALIFORNIA BUILDING CODE
 - 2016 CALIFORNIA ELECTRICAL CODE
 - 2016 CALIFORNIA FIRE CODE
 - 2016 CALIFORNIA GREEN BUILDING CODE
 - 2016 CALIFORNIA MECHANICAL CODE
 - 2016 CALIFORNIA PLUMBING CODE

SHEET	DESCRIPTION	REV
T-1	TITLE SHEET	1
L-1	SITE SURVEY GENERAL INFORMATION	1
L-2	SITE SURVEY GENERAL INFORMATION	1
A-1	SITE PLAN	1
A-1.1	ENLARGED AREA PLAN	1
A-2	EQUIPMENT & ANTENNA PLAN	1
A-3	EQUIPMENT & PROPOSED WIRE ELEVATION	1
A-4	EQUIPMENT & PROPOSED SOUTH ELEVATION	1



ISSUE STATUS

REV.	DATE	DESCRIPTION	BY
1	10/08/17	90% ZONING	PL
2	10/08/17	REVISED BSC 13	PL
3	10/08/17	90% ZONING	DC

INFINIGY8 Inc.
 2555 RANCHO POINT, SOUTH
 LAKEVIEW, IRVINE
 OFFICE # 949-261-8857
 FAX # 949-261-8858

PROPRIETARY INFORMATION
 THE INFORMATION CONTAINED IN THIS SET OF DRAWINGS IS THE PROPERTY OF INFINIGY8 AND IS TO BE USED ONLY FOR THE PROJECT AND SITE SPECIFICALLY IDENTIFIED.
 ANY USE OR DISCLOSURE OTHER THAN AS IT RELATES TO THE PROJECT SHALL BE PROHIBITED.

verizon
 1550 SAND CANYON AVENUE, D7
 IRVINE, CA 92618

GATO
 1710 UNIVERSITY AVENUE
 RIVERSIDE, CA 92507

SHEET TITLE:
T-1

OWNER'S NAME: SUGARBUSH PROPERTIES-1, LP
 ASSESSOR'S PARCEL NUMBER(S) 221-070-011

BASIS OF BEARINGS: (NAD 83; Epoch 2010)
 THE BEARINGS SHOWN HEREON ARE BASED ON NAD 1983 CALIFORNIA STATE PLANE COORDINATE SYSTEM - ZONE 6 AS DETERMINED BY C.P.S. OBSERVATIONS, USING TRIMBLE 5700/5800 RECEIVERS AND TRIMBLE GEODETIC OFFICE 1.60 SOFTWARE.

BASIS OF ELEVATIONS: NAD 1988
 ELEVATIONS ARE BASED ON GPS OBSERVATIONS FROM TWO NATIONAL GEODETIC SURVEY C.O.R.S. REFERENCE STATIONS: 1) PLOS, ELEVATION = 45.07' AND 2) BILL, ELEVATION = 1650.81' WITH GEOID 2012A CORRECTIONS APPLIED.

SITE DATA

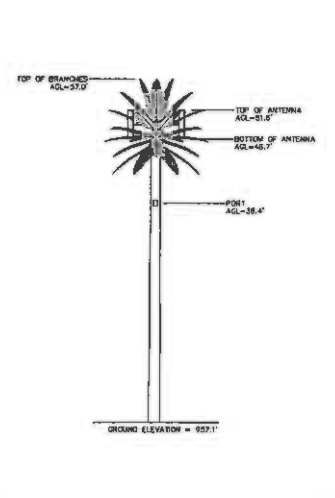
FEMA FLOOD ZONE DESIGNATION:
 County: RIVERSIDE Effective Date: 9/26/2009
 Map/Panel: 06060C0726
 The Flood Zone Designation for this site is: ZONE: X

FEMA FLOOD ZONE INFORMATION

THOSE PORTIONS OF LOTS 1 AND 8, IN THE CITY OF RIVERSIDE, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS SHOWN ON A MAP RECORDED IN BOOK 3, PAGE 18 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAN BERNARDINO COUNTY, CALIFORNIA, DESCRIBED AS FOLLOWS:
 PARCELS 1 AND 2 OF THAT CERTAIN CITY OF RIVERSIDE CERTIFICATE OF COMPLIANCE FOR LOT LINE ADJUSTMENT NO. 11-1910402, IN THE CITY OF RIVERSIDE, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, RECORDED DECEMBER 16, 2011 AS INSTRUMENT NO. 2011-0242671 OF OFFICIAL RECORDS.

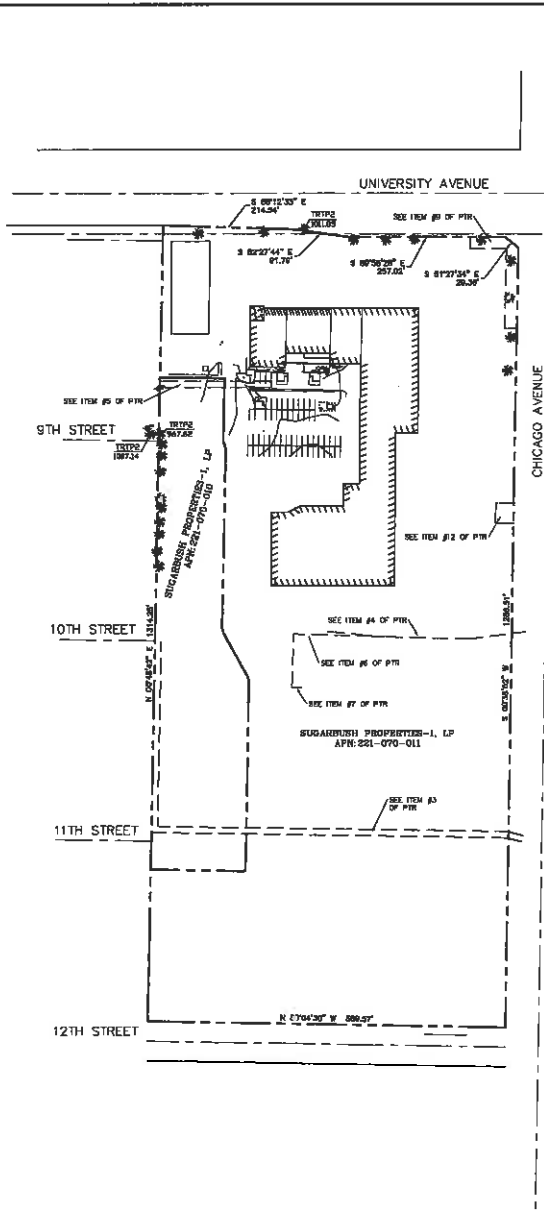
PROPERTY LEGAL DESCRIPTION

SUGARBUSH PROPERTIES-1, LP
 APR: 221-070-011



MONOPALM DETAIL

SCALE: 1"=10'



TITLE REPORT NOTES:

THE FOLLOWING EASEMENTS EFFECT SAID PARCEL AND ARE SHOWN HEREON. SEE PRELIMINARY TITLE REPORT NO. 997-2308458-ML3 PREPARED BY FIDUCIARY NATIONAL TITLE COMPANY AND DATED AUGUST 24, 2016 FOR OTHER DOCUMENTS (NON-EASEMENTS) EFFECTING SAID PROPERTY.

ITEM #2 - Easement(s) for the purpose(s) shown below and rights incidental thereto, as granted in a document. Granted to: Riverside Water Company, and its assigns
 Purpose: Construction and maintenance of all necessary water ditches, pipes, flumes and apparatus for the purpose of irrigation and domestic use
 Recording No: Book 53, Page 808 of Deeds, San Bernardino County, California

(EXACT LOCATION IS NOT DISCLOSED OF RECORD)
 ITEM #3 - Easement(s) for the purpose(s) shown below and rights incidental thereto, as granted in a document. Granted to: City of Riverside
 Purpose: Storm drain and incidental purposes
 Recording Date: January 30, 1934
 Recording No: Book 150, Page 569 of Official Records
 (AS SHOWN HEREON - DOES NOT CROSS PROJECT AREA)

ITEM #4 - Easement(s) for the purpose(s) shown below and rights incidental thereto, as granted in a document. Granted to: The City of Riverside
 Purpose: Pole lines, conduits or underground facilities and incidental purposes
 Recording Date: December 19, 1950
 Recording No: Book 1435, Page 306 of Official Records
 (AS SHOWN HEREON - DOES NOT CROSS PROJECT AREA)

ITEM #5 - Easement(s) for the purpose(s) shown below and rights incidental thereto, as granted in a document. Granted to: The City of Riverside
 Purpose: Pole lines, conduits or underground facilities and incidental purposes
 Recording Date: September 26, 1952
 Recording No: 91053 of Official Records
 (AS SHOWN HEREON - CROSSES PROJECT AREA)

ITEM #6 - Easement(s) for the purpose(s) shown below and rights incidental thereto, as granted in a document. Granted to: The City of Riverside
 Purpose: Public utilities and incidental purposes
 Recording Date: March 21, 1989
 Recording No: 27708 of Official Records
 (AS SHOWN HEREON - DOES NOT CROSS PROJECT AREA)

ITEM #7 - Easement(s) for the purpose(s) shown below and rights incidental thereto, as granted in a document.
 Granted to: The City of Riverside
 Purpose: Public utilities and incidental purposes
 Recording Date: July 2, 1988
 Recording No: 67477 of Official Records
 (AS SHOWN HEREON - DOES NOT CROSS PROJECT AREA)

ITEM #8 - Easement(s) for the purpose(s) shown below and rights incidental thereto, as granted in a document. Granted to: The City of Riverside
 Purpose: Public utilities and incidental purposes
 Recording Date: February 5, 1977
 Recording No: 11957 of Official Records
 (AS SHOWN HEREON - UNIVERSITY AVENUE)

ITEM #9 - Easement(s) for the purpose(s) shown below and rights incidental thereto, as granted in a document. Granted to: The City of Riverside
 Purpose: Public utilities
 Recording Date: January 10, 1973
 Recording No: 4186 of Official Records
 (AS SHOWN HEREON - DOES NOT CROSS PROJECT AREA)

ITEM #12 - Easement(s) for the purpose(s) shown below and rights incidental thereto, as granted in a document.
 Granted to: City of Riverside
 Purpose: Right of way for the construction, reconstruction, maintenance, operation, inspection, repair, replacement, relocation, removal and removal of traffic signals and related electrical facilities and incidental purposes
 Recording Date: November 4, 1988
 Recording No: 1231894 of Official Records
 (AS SHOWN HEREON - DOES NOT CROSS PROJECT AREA)

ITEM #15 - Mollers contained in that certain document

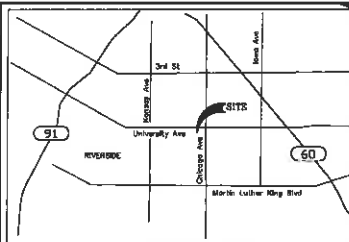
ENBLED: Agreement of Grant of Easements and Covenants
 Dated: September 23, 2011
 Executed by: Sugarbush Properties 1, L.P., a California limited partnership
 Recording Date: November 1, 2011
 Recording No: 2011-0482268 of Official Records

(BLANKET OVER PARKING AREA)

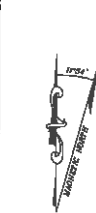
END OF EASEMENTS

OVERALL SITE PLAN

SCALE: 1"=100'



VICINITY MAP



LEGEND

- These standard symbols will be found in the drawing.
- FOUND MONUMENT
 - ⊕ ELECTRIC BOX
 - ⊙ LIGHT POLE
 - ⊖ TELEPHONE MANHOLE
 - ⊙ TOP OF ANTENNA
 - TREE DECIDUOUS
 - TREE PALM
 - UTILITY POLE
 - ⊙ BOLLARD
 - ▭ BUILDING
 - BC BOTTOM OF CURB
 - EC EDGE OF CONCRETE
 - ELCB ELECTRICAL CABINET
 - ELTR ELECTRICAL TRANSFORMER
 - LP LIGHT POLE TOP
 - PS PAINT STRAPPING
 - RTOP ROOF TOP
 - SW SIDEWALK
 - TC TOP OF CURB
 - TRF2 TREE TOP PALM
 - TW TOP OF WALL
 - V-V-DUTTER
 - BOUNDARY LINE
 - CENTER LINE
 - MISC. PROPERTY LINE
 - MISC. TIE LINE
 - RIGHT-OF-WAY LINE
 - EASEMENT LINE
 - X- FENCE LINE

LEGEND

- 1) This is not a boundary survey. This is a specialized topographic map. The property lines and easements shown hereon are from record information as noted hereon. Floyd Surveying translated the topographic survey to record information using the best found monuments shown hereon. No title research was performed by Floyd Surveying.
- 2) Any changes made to the information on this plan, without the written consent of Floyd Surveying relieves Floyd Surveying of any and all liability.
- 3) These drawings & specifications are the property & copyright of Floyd Surveying & shall not be used on any other work except by agreement with the Surveyor. Written dimensions shall take preference over scaled & shall be verified on the job site. Any discrepancy shall be brought to the notice of the Surveyor prior to commencement of any work.
- 4) Field survey completed on SEPTEMBER 7, 2016.

LEGEND

ISSUE STATUS

REV.	DATE	DESCRIPTION	BY
0	09/26/2016	SITE SURVEY	DF
1	10/25/2017	ADDITIONAL TOPG	DF

FLOYD SURVEYING
 3400S GALLERON STREET
 TOWNSHIP, CA 92582
 OFFICE: (949) 200-0626
 EMAIL: floyd@floydsurveying.com

PROPRIETARY INFORMATION
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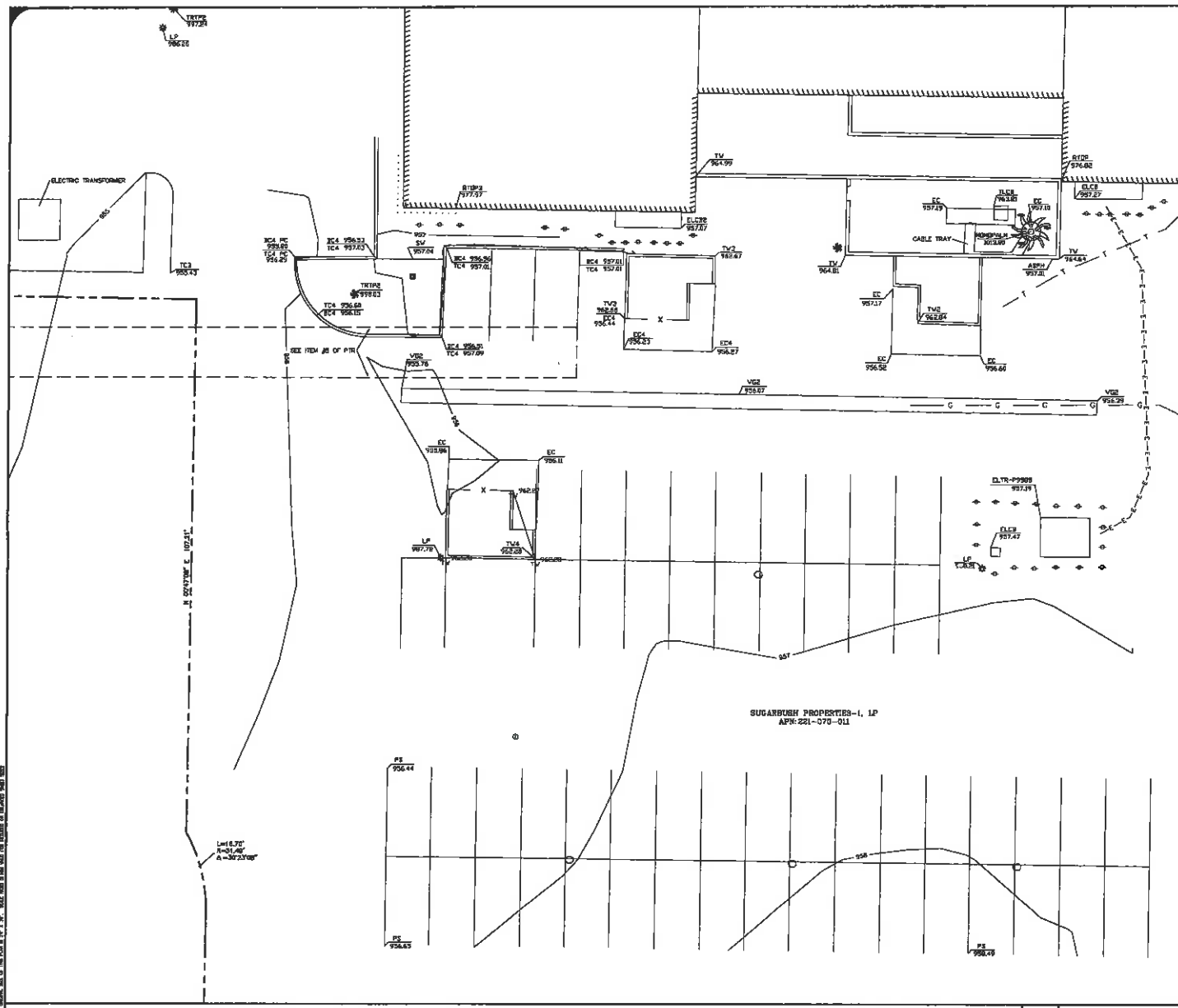
verizon
 15500 SAND CANYON AVENUE, 01
 IRVINE, CA 92618



GATO
 1710 UNIVERSITY AVENUE
 RIVERSIDE, CA 92507

SHEET TITLE:
**SITE SURVEY
 GENERAL INFORMATION**

LS1



LEGEND

These standard symbols will be found in the drawing.

- FOUND MONUMENT
- ELECTRIC BOX
- ⊕ LIGHT POLE
- ⊕ TELEPHONE MANHOLE
- ⊕ TOP OF ANTENNA
- TREE DECIDUOUS
- TREE PALM
- ⊕ UTILITY POLE
- ⊕ BOLLARD
- ▭ BUILDING
- BC BOTTOM OF CURB
- EC EDGE OF CONCRETE
- ELCB ELECTRICAL CABINET
- ELTR ELECTRICAL TRANSFORMER
- LP LIGHT POLE TOP
- PS PAINT STRIPING
- RTOP ROOF TOP
- SW SIDEWALK
- TC TOP OF CURB
- TRIP2 TREE TOP PALM
- TW TOP OF WALL
- VG V-GUTTER
- BOUNDARY LINE
- CENTER LINE
- MISC. PROPERTY LINE
- MISC. TIE LINE
- RIGHT-OF-WAY LINE
- EASEMENT LINE
- X- FENCE LINE

LEGEND

- This is not a boundary survey. This is a specialized topographic map. The property lines and easements shown herein are from record information as noted herein. Floyd Surveying translated the topographic survey to record information using the two found monuments shown herein. No title research was performed by Floyd Surveying.
- Any changes made to the information on this plan, without the written consent of Floyd Surveying relieves Floyd Surveying of any and all liability.
- These drawings & specifications are the property & copyright of Floyd Surveying & shall not be used on any other work except by agreement with the Surveyor. Written dimensions shall take preference over scales & shall be verified on the job site. Any discrepancy shall be brought to the notice of the Surveyor prior to commencement of any work.
- Field survey completed on SEPTEMBER 7, 2016.

ISSUE STATUS			
REV.	DATE	DESCRIPTION	BY
0	9/28/2016	SITE SURVEY	DF
1	4/25/2017	ADDITIONAL TOPO	DF

FLOYD SURVEYING

34008 GALLERON STREET
 TECHICHA, CA 92582
 OFFICE: (949) 200-0638
 EMAIL: info@floydsurveying.com

PROPRIETARY INFORMATION
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verizon

15505 SAND CANYON AVENUE, D1
 IRVINE, CA 92618



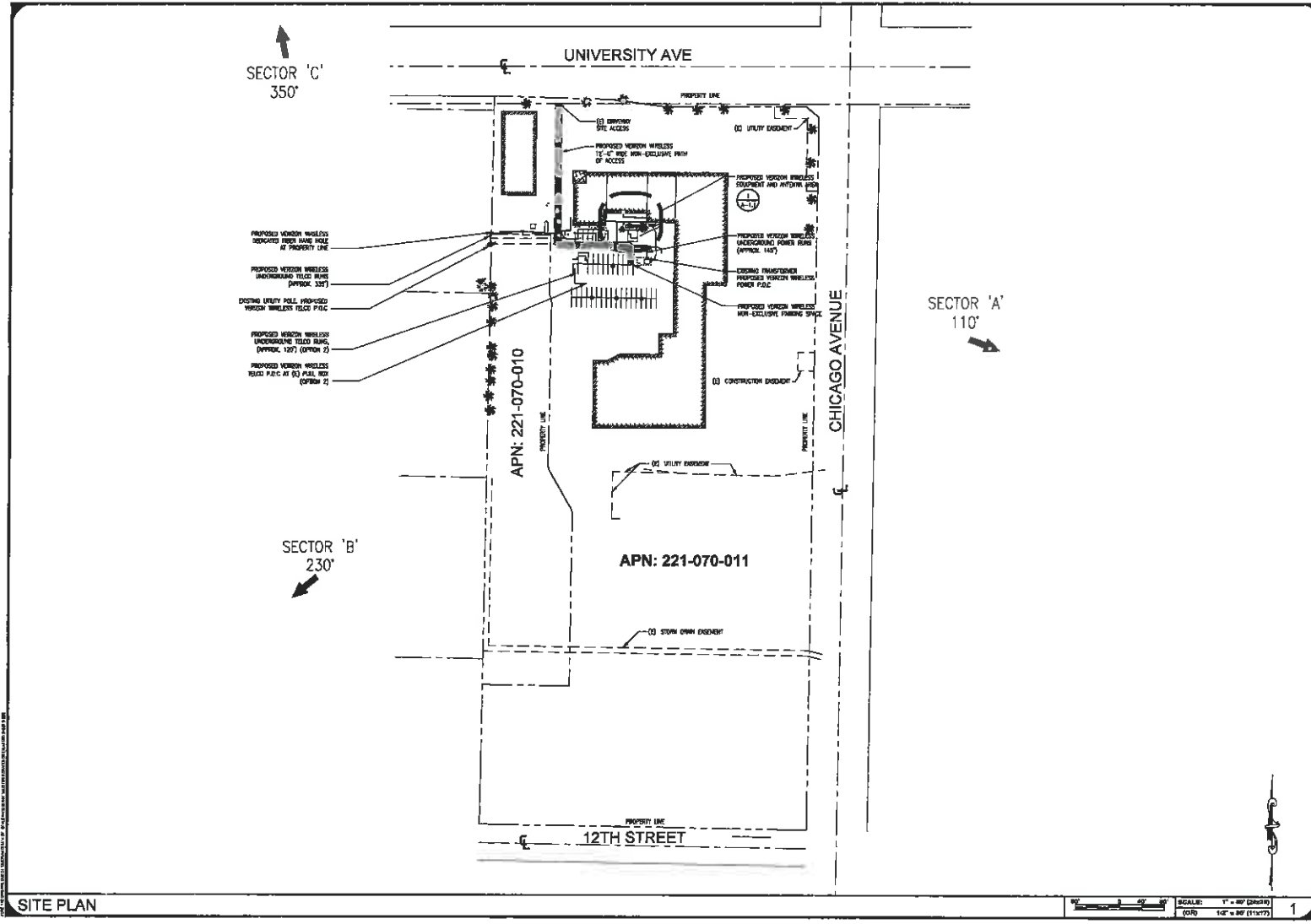
GATO

1710 UNIVERSITY AVENUE
 RIVERSIDE, CA 92507

SHEET TITLE:
**SITE SURVEY
 GENERAL INFORMATION**

LS2

OVERALL SITE PLAN SCALE: 1"=100' 100 50 0 100



ISSUE STATUS			
REV.	DATE	DESCRIPTION	BY
0	06/20/17	ISSUE DRAWING	DC
1	06/20/17	REVISED NON ED	PL
2	06/20/17	ISSUE DRAWING	DC

INFINIGY8 Small
Scale
System

25435 BANCROFT TRAVY, SOUTH
LIVERMORE, CA 94550
OFFICE PHONE: 925-254-1000
FAX: 925-254-1001

PROPRIETARY INFORMATION
THE INFORMATION CONTAINED IN THIS SET OF
DRAWINGS IS PROPRIETARY & CONFIDENTIAL TO
VERIZON WIRELESS.

ANY USE OR DISCLOSURE OTHER THAN AS SET FORTH
IN THIS AGREEMENT IS EXPRESSLY PROHIBITED.

verizon

15555 SAND CANYON AVENUE, D1
IRVINE, CA 92618

GATO

1740 UNIVERSITY AVENUE
RIVERSIDE, CA 92507

GATO

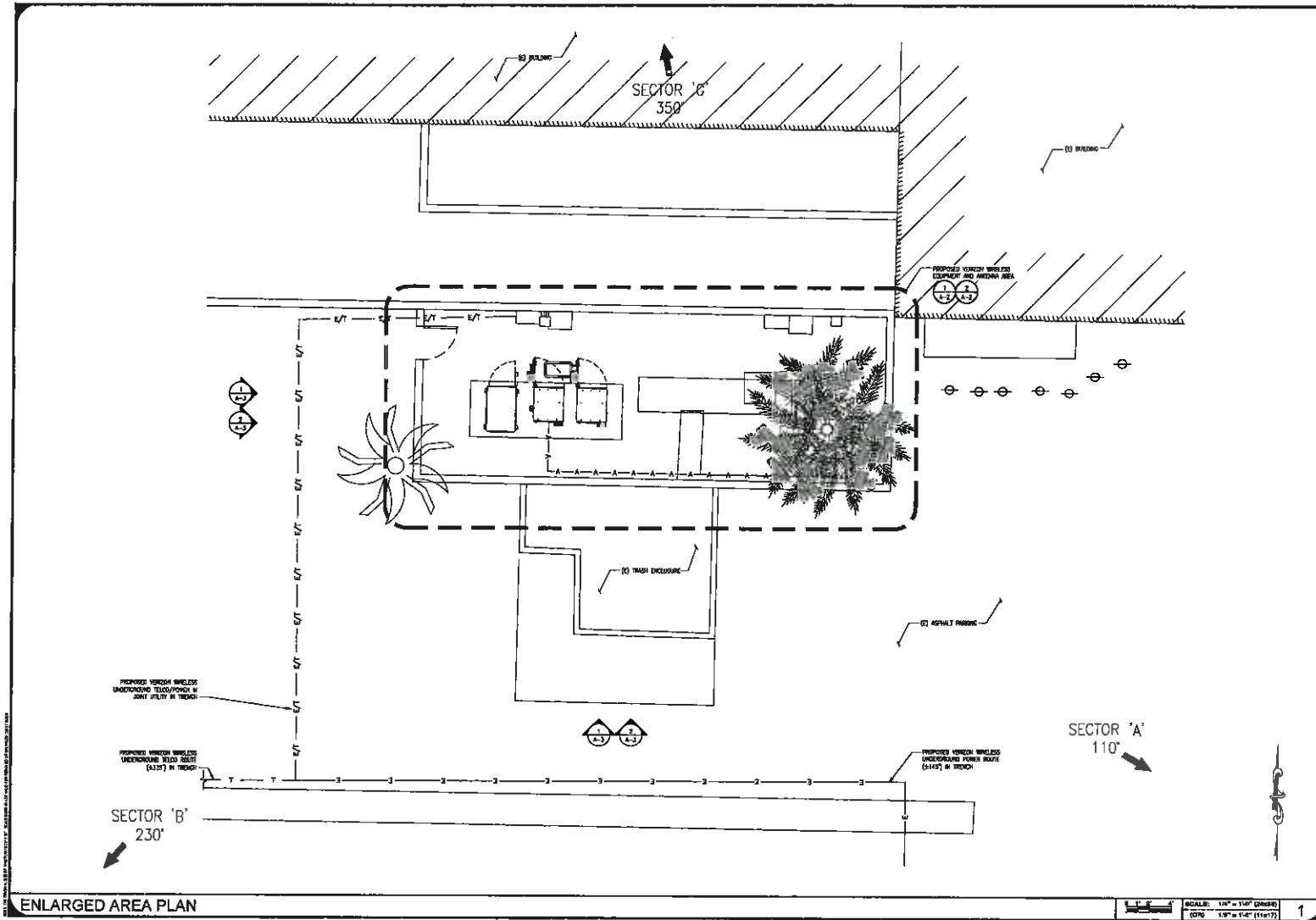
1740 UNIVERSITY AVENUE
RIVERSIDE, CA 92507

SHEET TITLE:
SITE PLAN

A-1

SITE PLAN





REV.	DATE	DESCRIPTION	BY
3	08/20/17	REV. 10/20/17	PL
1	08/20/17	REVISED PER 2/20	PL
2	08/20/17	10/26/2016 REV	DC

INFINIGY8 Inc.
 2888 RANCHO PRIMO, SOUTH
 LARK SPRING, CA 95660
 OFFICE & FIELD SUPPORT
 FAX: 916.436.2400

PROPRIETARY INFORMATION
 THE INFORMATION CONTAINED IN THIS SET OF
 DRAWINGS IS PROPRIETARY & CONFIDENTIAL TO
 VERIZON WIRELESS

NO USE OR RECREATION OTHER THAN AS IT RELATES
 TO VERIZON WIRELESS IS EXPRESSLY PROHIBITED

verizon
 1500 SAND CANYON AVENUE, D1
 IRVINE, CA 92618

GATO

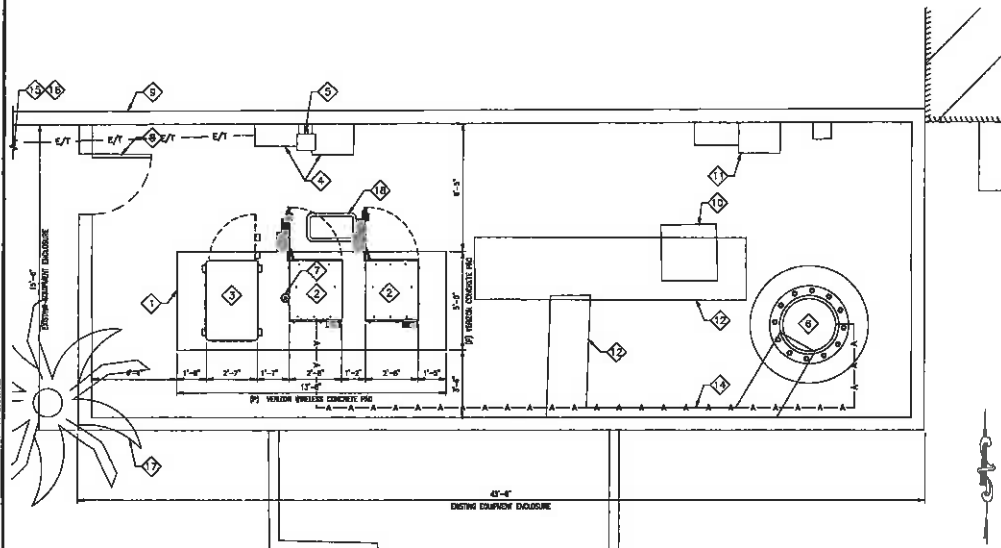
1710 UNIVERSITY AVENUE
 RIVERSIDE, CA 92507

SHEET TITLE:
**ENLARGED
 AREA PLAN**

A-1.1

EQUIPMENT KEYNOTES:

- 1. PROPOSED VERIZON WIRELESS EQUIPMENT CONCRETE PAD.
- 2. PROPOSED VERIZON WIRELESS (2) RACK EQUIPMENT CABINETS.
- 3. PROPOSED VERIZON WIRELESS DIESEL POWERED STAND BY GENERATOR.
- 4. PROPOSED VERIZON WIRELESS (ELEC AND INVERTER) LOAD CENTER PANEL TO BE MOUNTED ON EXISTING WALL.
- 5. PROPOSED VERIZON WIRELESS SERVICE LIGHT TO BE MOUNTED ON EXISTING WALL.
- 6. EXISTING 3" HIGH MONOPOLM WITH 15'-0" POLE EXTENSION FOR A TOTAL OF 72'-0" HIGH MONOPOLM.
- 7. PROPOSED VERIZON WIRELESS OPS ANTENNA.
- 8. EXISTING METAL ACCESS GATE.
- 9. EXISTING EQUIPMENT 7'-8" HIGH WALL ENCLOSURE.
- 10. EXISTING EQUIPMENT CABINETS BY OTHERS TO REMAIN.
- 11. EXISTING UTILITY PANELS BY OTHERS TO REMAIN.
- 12. EXISTING CABLE TRAY BY OTHERS TO REMAIN.
- 13. EXISTING EQUIPMENT CONCRETE PAD.
- 14. PROPOSED VERIZON WIRELESS UNDERGROUND CABLE ROUTE (1407) IN CABLE TRAY TO (3) POLE CABLE ENTRY.
- 15. PROPOSED VERIZON WIRELESS UNDERGROUND POWER ROUTE (1408) IN TRENCH.
- 16. PROPOSED VERIZON WIRELESS UNDERGROUND TOLLID ROUTE (1409) IN TRENCH.
- 17. EXISTING PUMP TANK.
- 18. PROPOSED VERIZON WIRELESS 17'00" PULL BOX.

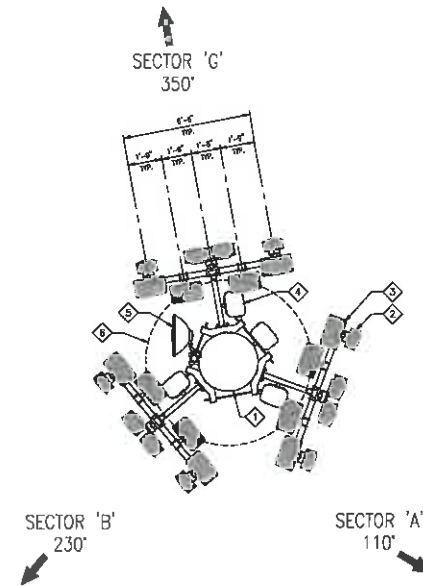


EQUIPMENT PLAN

SCALE: 3/8" = 1'-0" (24x36)
(OR) 5/16" = 1'-0" (14x17) 1

ANTENNA KEYNOTES:

- 1. PROPOSED VERIZON WIRELESS 15' EXTENSION ON EXISTING 37'-0" HIGH MONOPOLM.
- 2. PROPOSED VERIZON WIRELESS 8'-11" DUAL PANEL ANTENNAE, (4) PER SECTOR, (3) SECTORS, (12) TOTAL TO BE PAINTED TO MATCH TOWER.
- 3. PROPOSED VERIZON WIRELESS HANG/ROCKS (7) PER SECTOR, (3) SECTORS, (21) TOTAL, STACKED.
- 4. PROPOSED VERIZON WIRELESS SURGE SUPPRESSOR (3) TOTAL.
- 5. PROPOSED VERIZON WIRELESS 4" PARABOLIC ANTENNA, ADMIN = TO BE DETERMINED (FOR ZONING PURPOSES ONLY).
- 6. PROPOSED IRIDIUM PICO DOME TO SCREEN UNDERGROUND CABLE.



NOTE:
1. ANTENNA STEALTH BRANCHES ARE NOT SHOWN FOR CLARIFICATION.
2. EXISTING ANTENNAS BY OTHERS NOT SHOWN FOR CLARIFICATION.

ANTENNA PLAN

SCALE: 3/8" = 1'-0" (24x36)
(OR) 5/16" = 1'-0" (14x17) 2

ISSUE STATUS

REV.	DATE	DESCRIPTION	BY
1	05/07/17	ISSUE FOR SET	JL
2	05/07/17	ISSUE DRAWING	CS

INFINIGY8
28405 BANCROFT PKWY, SOUTH
LAKELAND, CA 92549
OFFICE # (951) 733-9887
FAX # (951) 733-9881

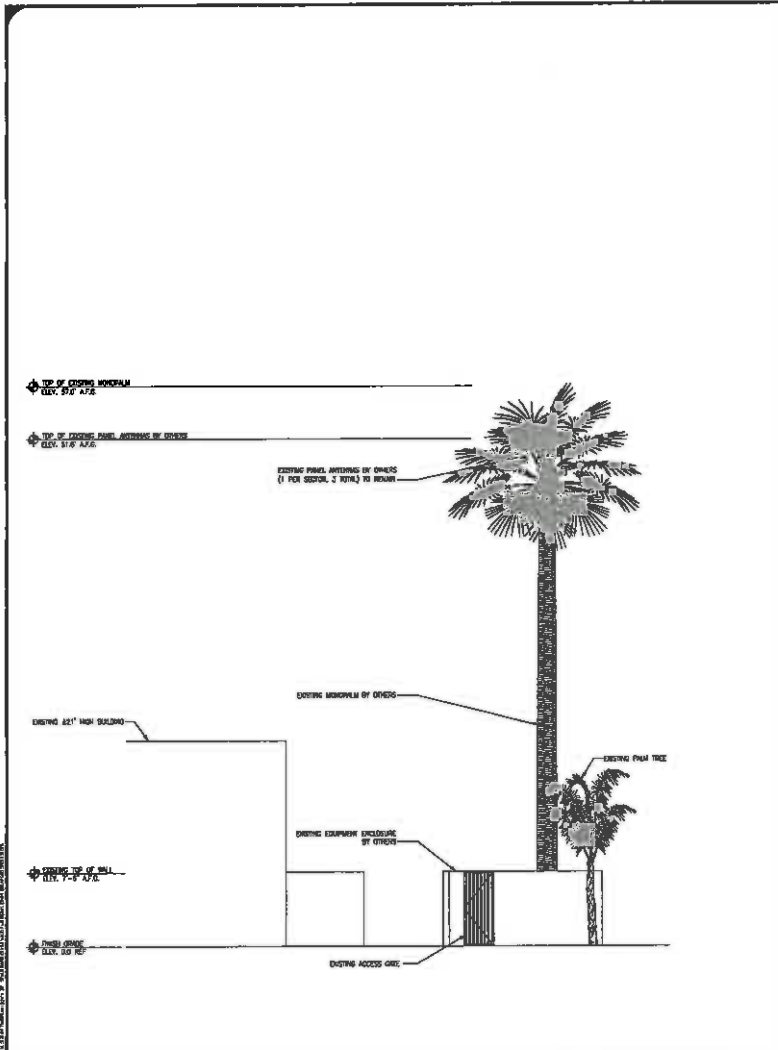
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NO PART OF THIS DRAWING IS TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF INFINIGY8.

verizon
1580 SAND CANYON AVENUE, D1
IRVINE, CA 92618

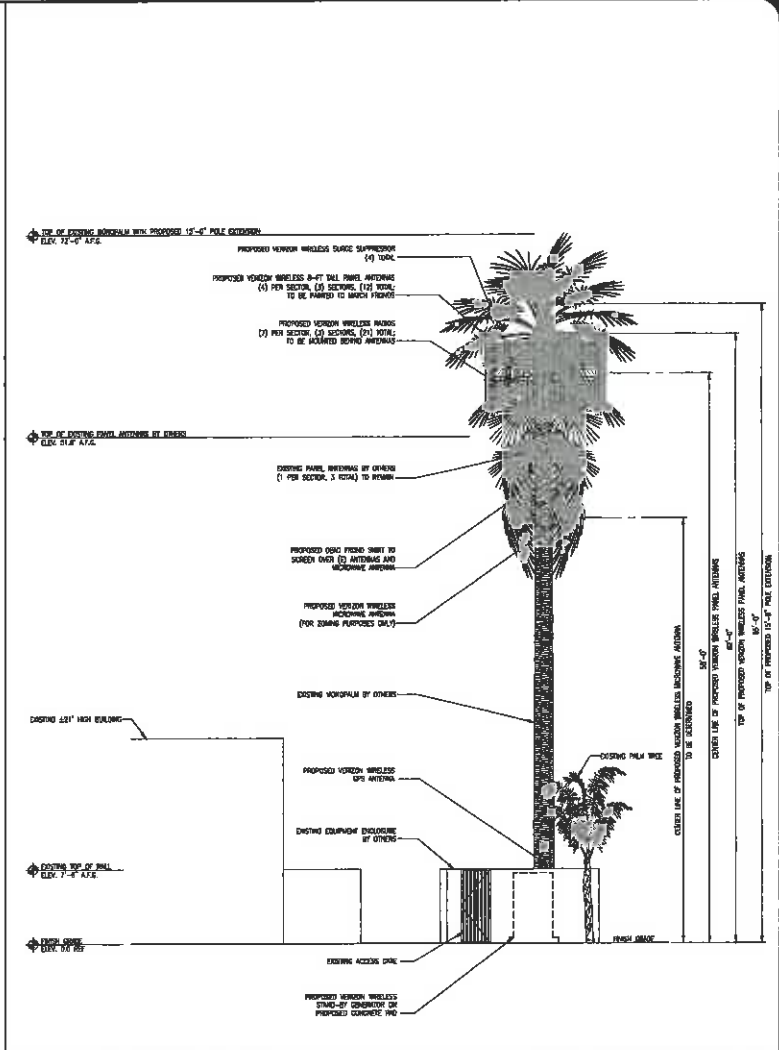
GATO
1710 UNIVERSITY AVENUE
RIVERSIDE, CA 92507

SHEET TITLE:
EQUIPMENT & ANTENNAS PLANS

A-2



EXISTING WEST ELEVATION



PROPOSED WEST ELEVATION

ISSUE STATUS			
NO.	DATE	DESCRIPTION	BY
0	08/22/17	ISSUE FORNO	PL
1	08/29/17	REVISIONS RUM/JO	PL
2	09/08/17	ISSUE FORNO	OC

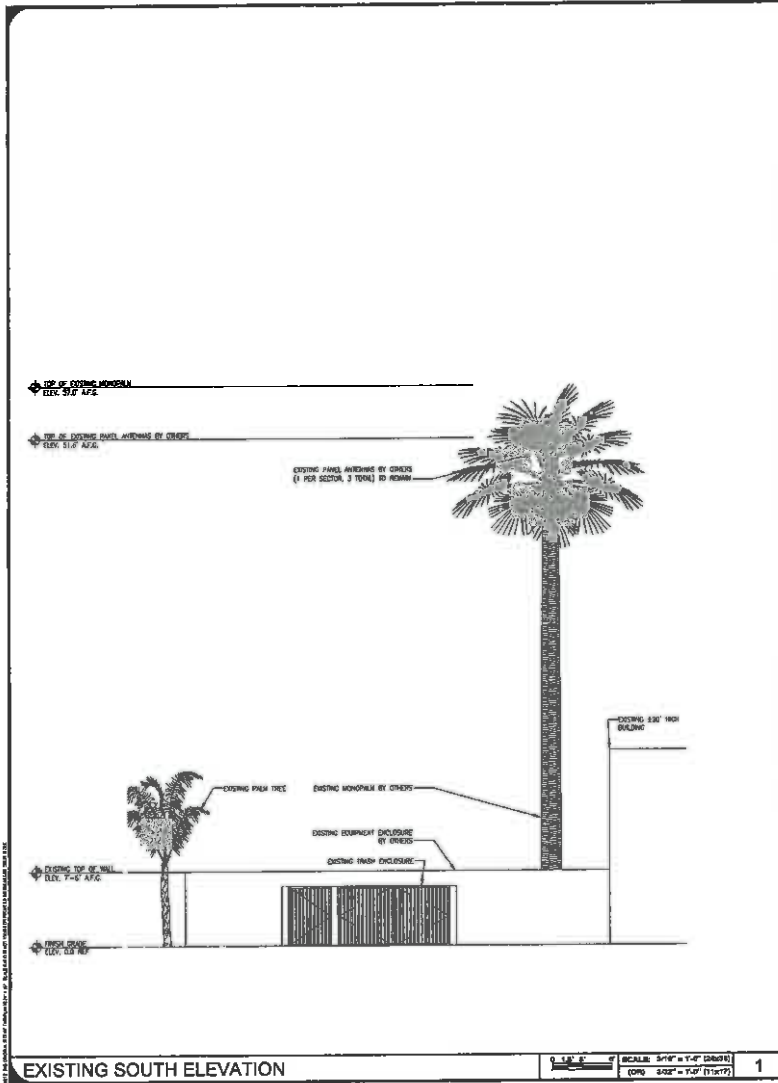
INFINIGY Engineering & Architecture
 26455 HANCOCK HWY., SUITE 107
 LAND PLEASANT, CA 95020
 OFFICE AND TRUCKS
 707.649.1348

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verizon
 15505 SAND CANYON AVENUE D1
 IRVINE, CA 92618

GATO
 1710 UNIVERSITY AVENUE
 RIVERSIDE, CA 92507

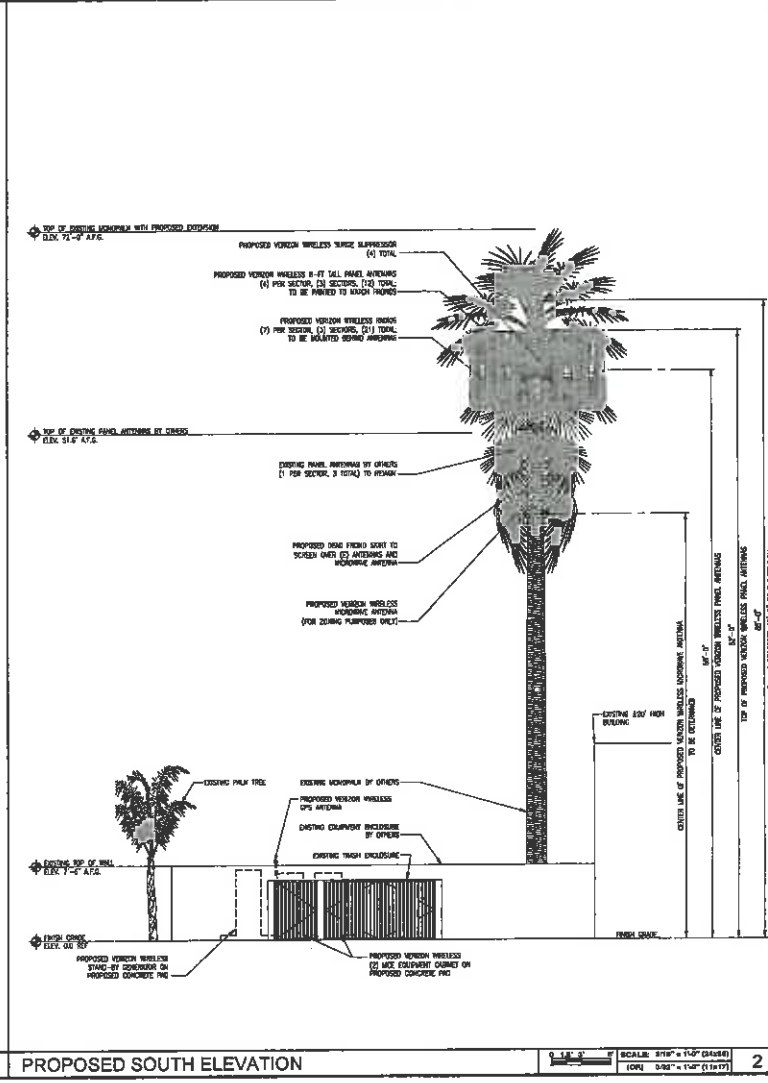
SHEET TITLE:
 EXISTING & PROPOSED
 WEST ELEVATIONS
A-3



EXISTING SOUTH ELEVATION

0 - 10' 0" SCALE: 3/16" = 1'-0" (24x36) (CON. 3/32" = 1'-0" (11x17))

1



PROPOSED SOUTH ELEVATION

0 - 10' 0" SCALE: 3/16" = 1'-0" (24x36) (CON. 3/32" = 1'-0" (11x17))

2

ISSUE STATUS				
REV.	DATE	DESCRIPTION	BY	CHK
1	08/08/17	REV. ZONING	PL	
1	09/07/17	REVERSED SOLID ZD	PL	
2	04/08/17	100% ZONING	DC	

INFINIGY INC.
 2845 BANCROFT TERRY SOUTH
 LANCASTER, CA 93532
 OFFICE 444-7846
 FAX 442-1648

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verizon

1505 SAND CANYON AVENUE, D1
 IRVINE, CA 92618

GATO

1710 UNIVERSITY AVENUE
 RIVERSIDE, CA 92507

SHEET TITLE:
EXISTING & PROPOSED SOUTH ELEVATIONS

A-4

PAGE BREAK





AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY

December 14, 2017

Ms. Desiree Bowie, Project Planner
County of Riverside Planning Department
4080 Lemon Street, 12th Floor
Riverside CA 92501
(VIA HAND DELIVERY)

CHAIR
Rod Ballance
Riverside

VICE CHAIRMAN
Steve Manos
Lake Elsinore

COMMISSIONERS

Arthur Butler
Riverside

File No.: ZAP1293MA17
Related File Nos.: PP26257 (Plot Plan), PM37293 (Tentative Parcel Map)
APN: 319-240-004

John Lyon
Riverside

Glen Holmes
Hemet

Dear Ms. Bowie:

Russell Betts
Desert Hot Springs

Steven Stewart
Palm Springs

STAFF

Director
Simon A. Housman

John Guerin
Paul Rull
Barbara Santos

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 County of Riverside Case Nos. PM37293 (Tentative Parcel Map), a proposal to divide the above-referenced 10-acre parcel located at 20851 Kelly Lane (on the southerly side of Kelly Lane, westerly of Brown Street and easterly of a straight-line southerly extension of Mead Street) in the unincorporated community of Mead Valley into two parcels, and PP26257 (Plot Plan), a proposal to develop a 5,245 square foot church on the proposed easterly parcel.

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, neither residential density nor non-residential intensity is restricted.

The elevation of Runway 14-32 at March Air Reserve Base/Inland Port Airport at its southerly terminus is approximately 1,488 feet above mean sea level (AMSL). At a distance of 20,460 feet from the runway to the project, Federal Aviation Administration Obstruction Evaluation Services (FAA OES) review would be required for any structures with a top of roof exceeding 1,692.6 feet AMSL. The finished floor elevation of the proposed church is 1,737 feet AMSL and the proposed building height is 20 feet, for a top point elevation of 1,757 feet AMSL. Therefore, FAA Obstruction Evaluation Service review for height/elevation reasons was required. The applicant submitted Form 7460-1 to the Federal Aviation Administration Obstruction Evaluation Service. A "Determination of No Hazard to Air Navigation" letter for Aeronautical Study No. 2017-AWP-12172-OE was issued on December 12, 2017. The study revealed that the proposed facility would not exceed obstruction standards and would not be a hazard to air navigation provided conditions are met. These FAA OES conditions have been incorporated into this finding.

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

www.rcaluc.org

AIRPORT LAND USE COMMISSION

As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, provided that the County of Riverside applies the following recommended conditions:

1. Any new outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses/activities are not included in the 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 provided to all potential purchasers of the property and tenants of any homes thereon.
4. Any new aboveground detention basins on the site shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basin(s) that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.
5. The following uses are specifically prohibited at this location: trash transfer stations that are open on one or more sides; commercial composting operations; recycling centers containing putrescible wastes; construction and demolition debris facilities; wastewater management facilities; aquaculture; incinerators.
6. The Federal Aviation Administration has conducted an aeronautical study of the proposed structure (Aeronautical Study No. 2017-AWP-12172-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

AIRPORT LAND USE COMMISSION

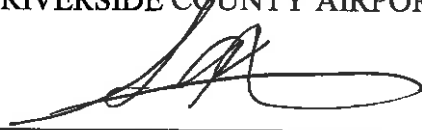
and/or lighting (if any) shall be installed in accordance with FAA Advisory Circular 70/7460-1 L Change 1 and shall be maintained in accordance therewith for the life of the project.

7. The maximum height of the proposed structure to top point shall not exceed 20 feet above ground level, and the maximum elevation at the top of the structure shall not exceed 1,757 feet above mean sea level.
8. The specific coordinates, height, and top point elevation of the proposed structure shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however, that reduction in structure height or elevation shall not require further review by the Airport Land Use Commission.
9. Temporary construction equipment used during actual construction of the structure(s) shall not exceed 20 feet in height and a maximum elevation of 1,757 feet above mean sea level, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.
10. Within five (5) days after construction of the structure reaches its greatest height, FAA Form 7460-2 (Part II), Notice of Actual Construction or Alteration, shall be completed by the project proponent or his/her designee and e-filed with the Federal Aviation Administration. (Go to <https://oeaaa.faa.gov> for instructions.) This requirement is also applicable in the event the project is abandoned or a decision is made not to construct the structure.

If you have any questions, please contact Paul Rull, ALUC Urban Regional Planner IV, at (951) 955-6893 or John Guerin, ALUC Principal Planner, at (951) 955-0982.

Sincerely,

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



Simon A. Housman, ALUC Director

Attachments: Notice of Airport in Vicinity
Aeronautical Study No. 2017-AWP-12172-OE

cc: Mounir R. Girguis/Grace & Mercy (applicant/property owner)
Matlock Design Building Inc. (representative)
Gary Gosliga, Airport Manager, March Inland Port Airport Authority
Daniel Rockholt or Denise Hauser, March Air Reserve Base
ALUC Case File

Y:\AIRPORT CASE FILES\March\ZAP1293MA17\ZAP1293MA17.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.
 2017-AWP-12172-OE

Issued Date: 12/12/2017

Mounir Grigus
 Mounir Girguis
 18030 Brookhurst Street, Space #6
 PMB #6
 FOUNTIAN VALLEY, CA 92708

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

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

Structure: Building The Gathering Place Church
 Location: Perris, CA
 Latitude: 33-49-32.00N NAD 83
 Longitude: 117-17-56.00W
 Heights: 1737 feet site elevation (SE)
 20 feet above ground level (AGL)
 1757 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 in accordance with FAA Advisory circular 70/7460-1 L Change 1.

This determination expires on 06/12/2019 unless:

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

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

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, 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 includes all previously filed frequencies and power for this structure.

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.

If we can be of further assistance, please contact our office at (310) 725-6558, or ladonna.james@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-AWP-12172-OE.

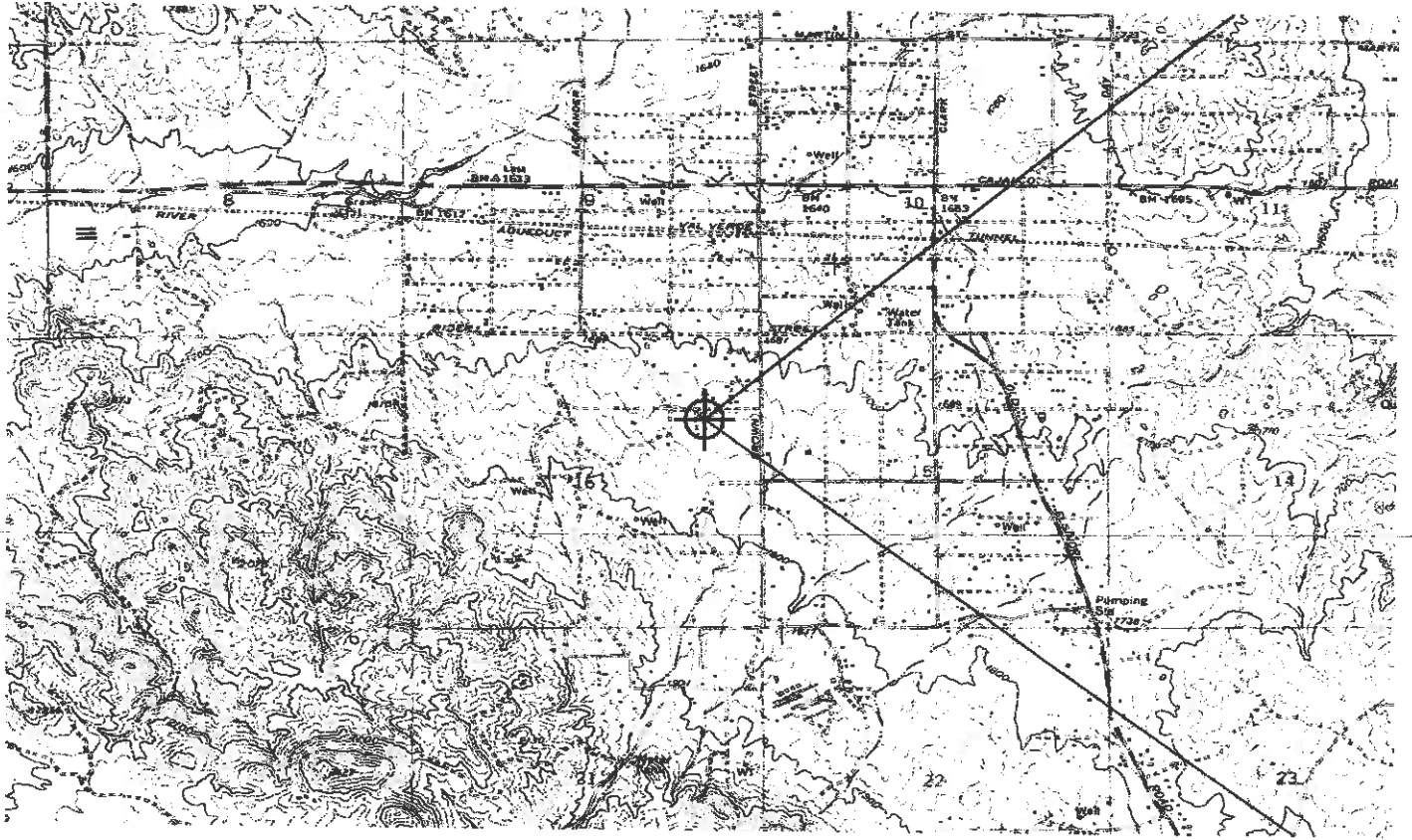
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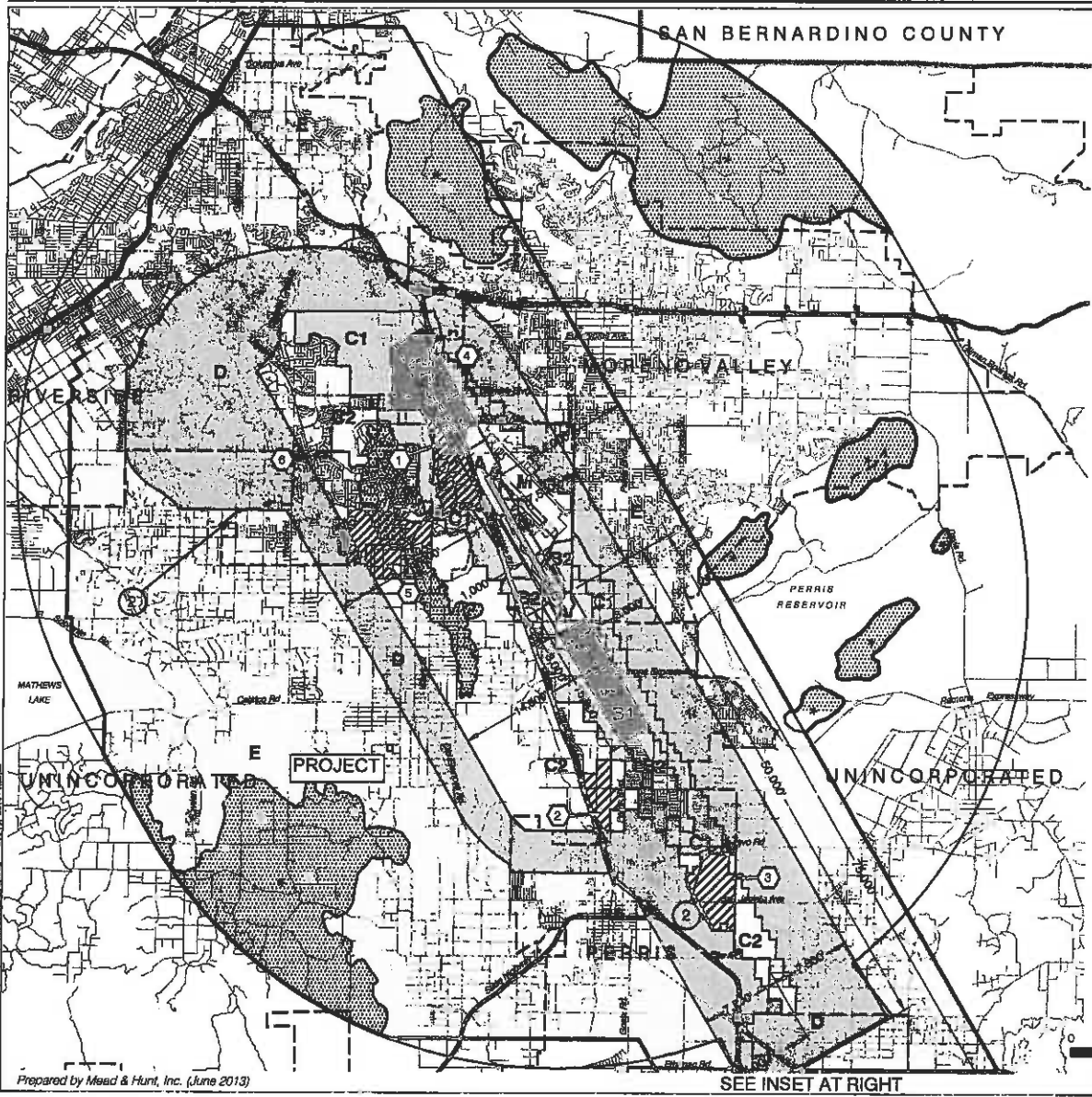
(DNE)

**LaDonna James
Technician**

**Attachment(s)
Map(s)**

Verified Map for ASN 2017-AWP-12172-OE





LEGEND

Compatibility Zones

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

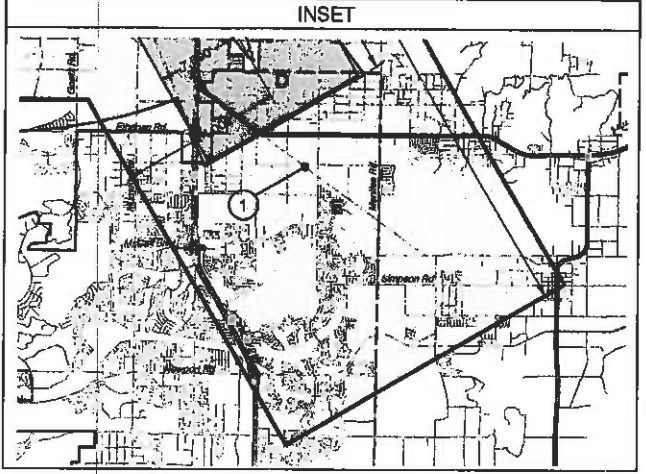
Boundary Lines

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

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

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

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



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

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



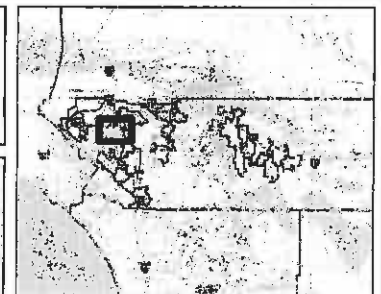
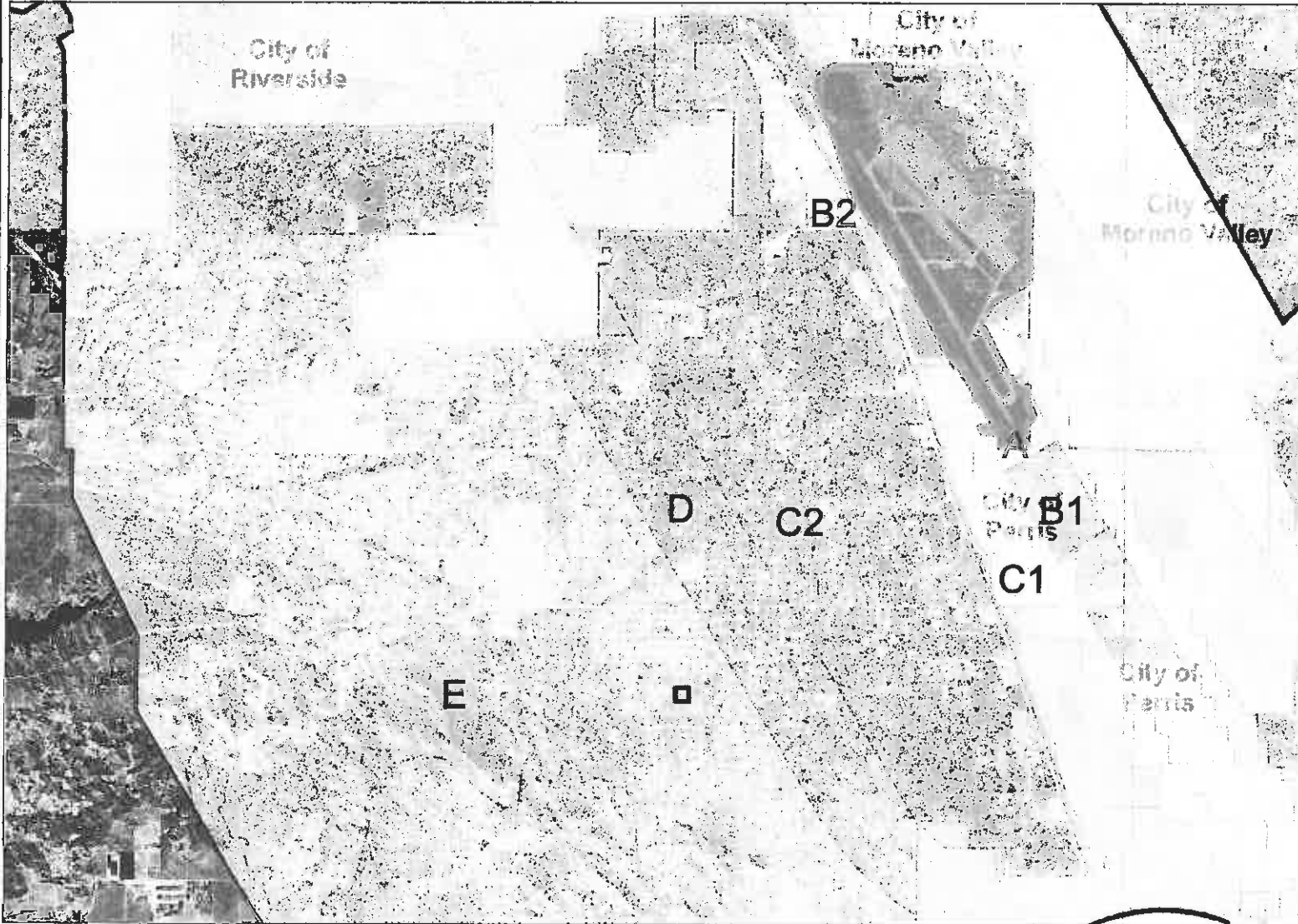
Base map source: County of Riverside 2013

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




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

SEE INSET AT RIGHT

My Map



Legend

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



0 9,205 18,410 Feet



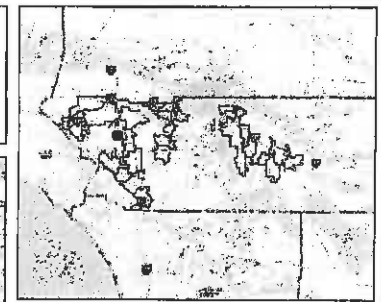
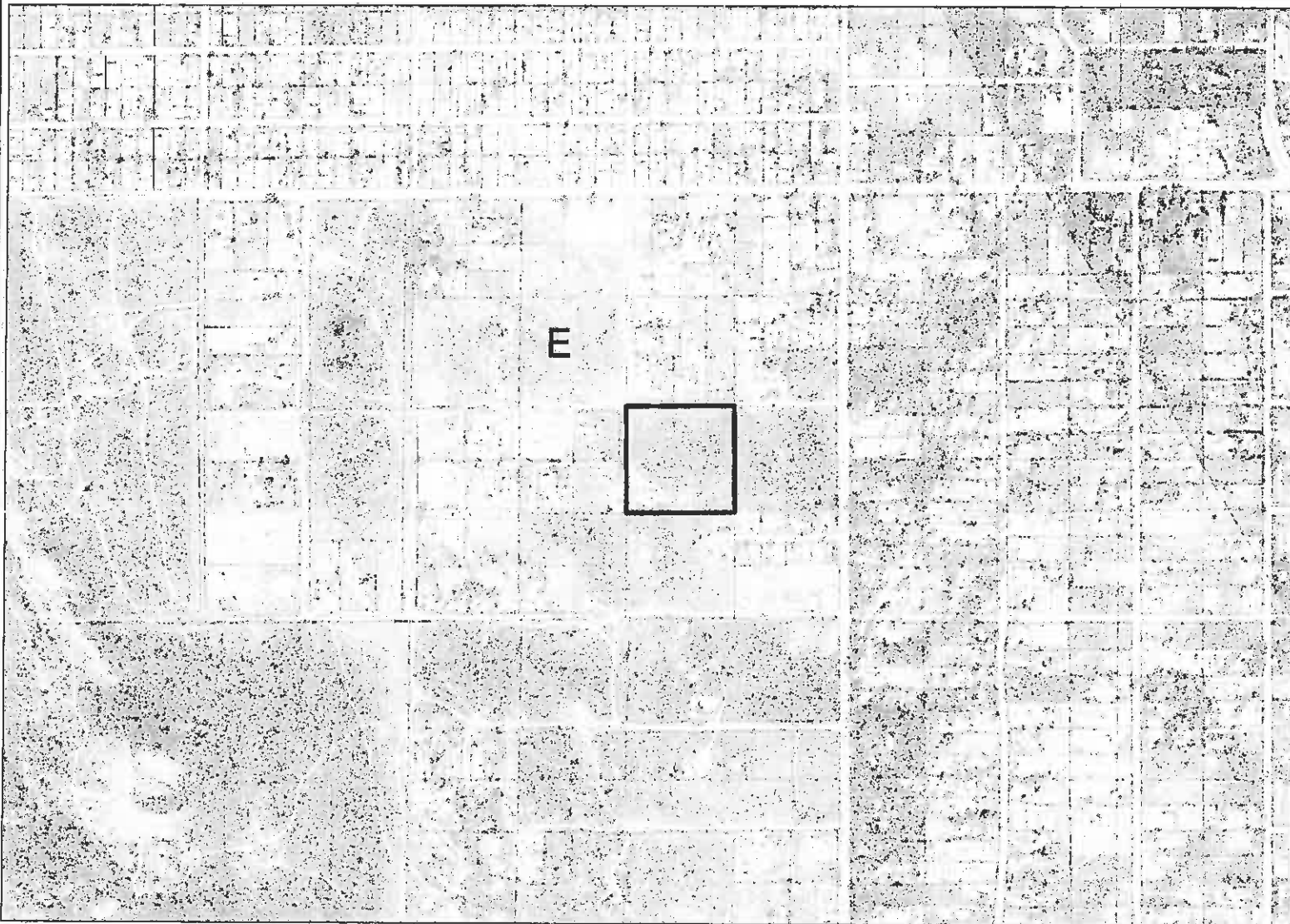
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Notes

My Map



Legend

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



0 1,151 2,301 Feet



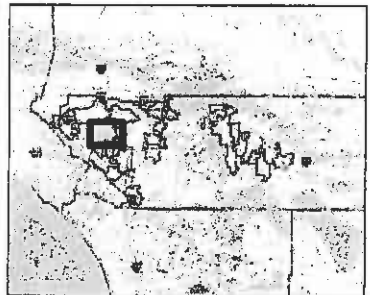
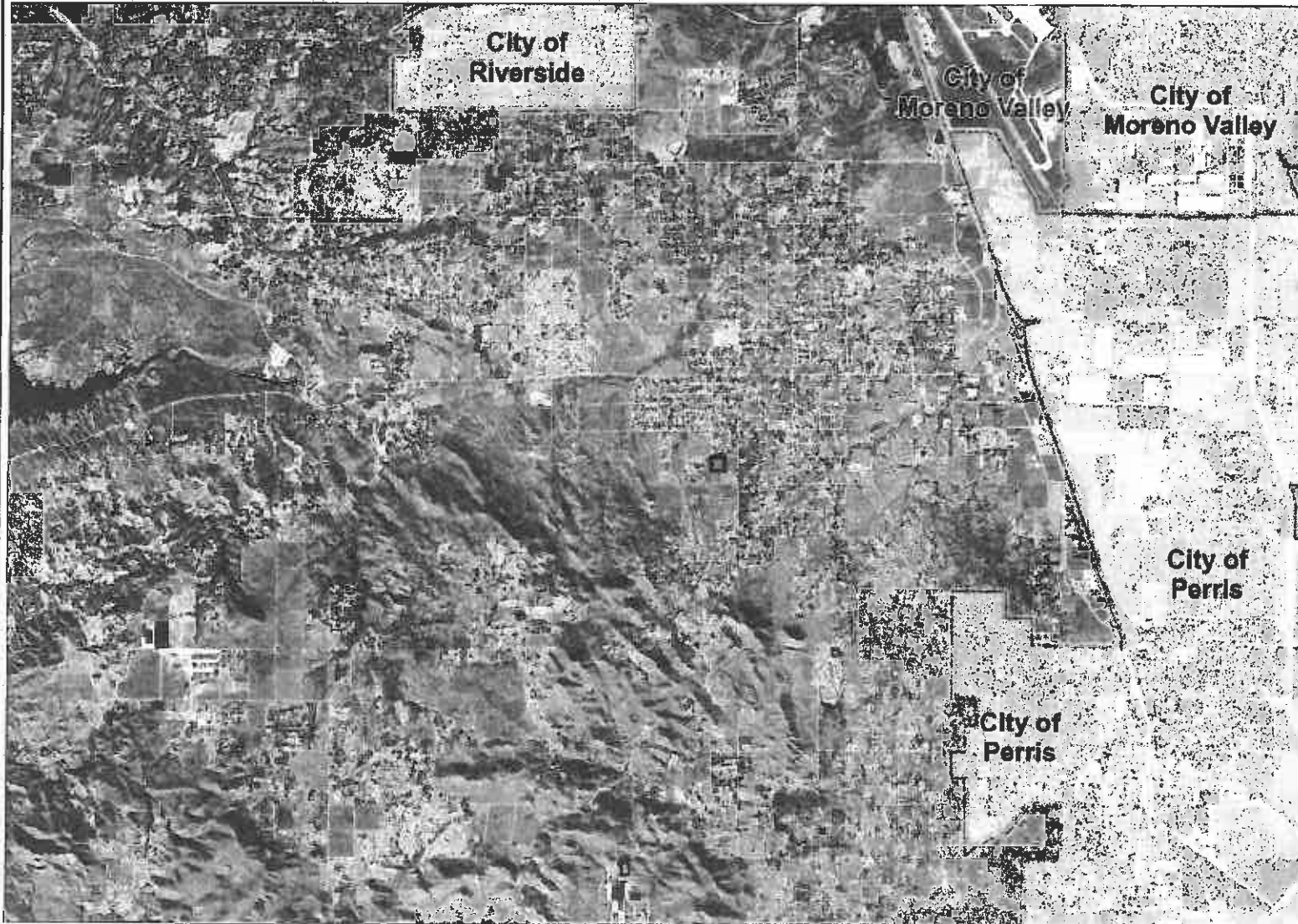
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Notes

My Map



Legend

- City Boundaries
- Cities**
- adjacent_highways**
- Interstate
- Interstate 3
- State Highways, 60
- State Highways 3
- US HWY
- OUT
- highways_large**
- HWY
- INTERCHANGE
- INTERSTATE
- USHWY
- counties
- cities



0 9,205 18,410 Feet



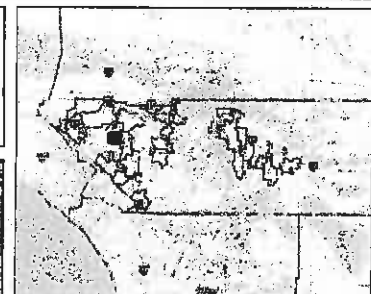
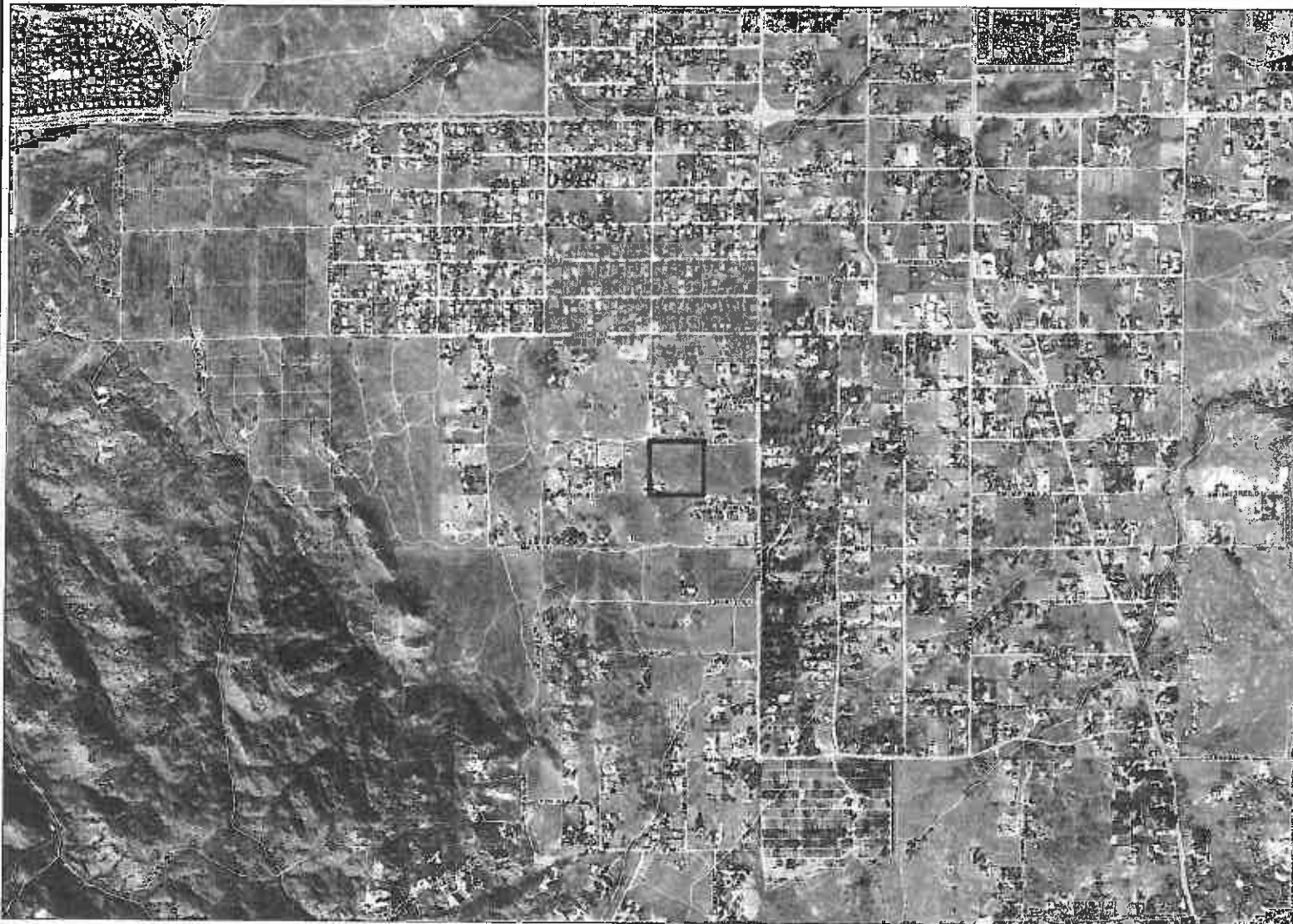
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Notes

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



0 2,301 4,603 Feet



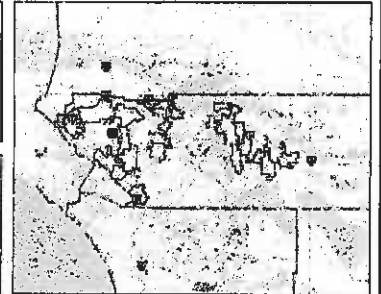
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Notes

My Map



Legend

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



0 1,151 2,301 Feet



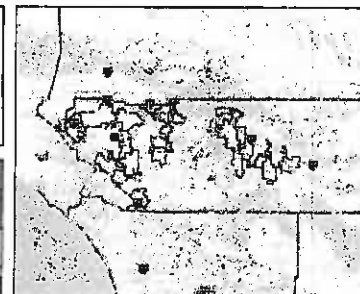
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or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

REPORT PRINTED ON... 11/16/2017 3:58:45 PM

© Riverside County RCIT GIS

Notes

My Map



Legend

- City Boundaries
- Cities**
- roads**anno
- highways**
- HWY
- INTERCHANGE
- INTERSTATE
- OFFRAMP
- ONRAMP
- USHWY
- counties
- cities
- hydrography**lines
- waterbodies**
- Lakes
- Rivers



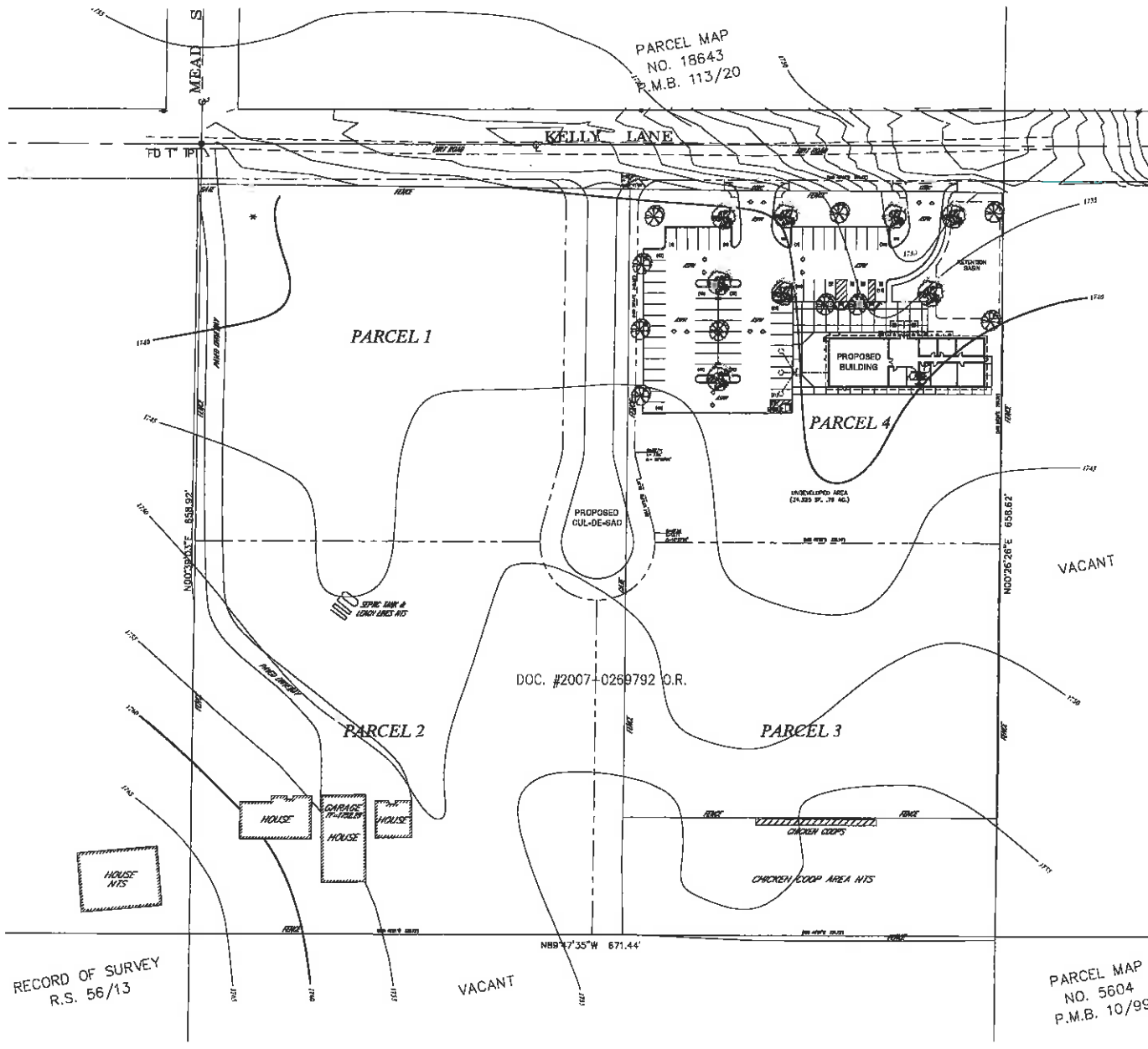
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or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



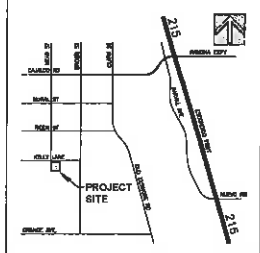
REPORT PRINTED ON... 11/16/2017 4:01:45 PM

© Riverside County RCIT GIS

Notes



Vicinity Map



UTILITY PURVEYORS
 WATER: EASTERN MUNICIPAL WATER DISTRICT
 SEWER: N.A. (ON-SITE SEPTIC SYSTEM)
 GAS: SOUTHERN CALIFORNIA GAS COMPANY
 ELECTRICITY: SOUTHERN CALIFORNIA EDISON
 TELEPHONE/CABLE: AT&T, DIRECT TV, TIME WARNER CABLE, HUGHES NET

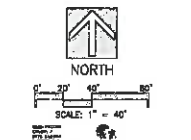
SCHOOL DISTRICT:
 PERRIS UNION HIGH VAL VERDE UNIFIED SCHOOL DISTRICT
 PERRIS ELEMENTARY SCHOOL DISTRICT

APN #: 319 240 004-5
 ZONING: W-2-M-12
 LAND USE: RURAL RESIDENTIAL (RR)
 PROJECT SITE AREA: 2.5 AC. (2.08 NET AC.)

LEGAL DESCRIPTION:
 THE NW 1/4 OF THE SE 1/4 OF THE SECTION 16, TOWNSHIP 4 SOUTH, RANGE 3 WEST, SAN BERNARDINO AND MERIDIAN, ACCORDING TO THE OFFICIAL GOVERNMENT SURVEY THEREOF, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

AREAS		
AREA	SF	%
TOTAL BUILDING	5,245	6
TOTAL HARDSCAPE	32,289	35
TOTAL LANDSCAPE	18,787	21
TOTAL UNDEVELOPED	34,325	39
TOTAL AREA	90,655 (NET)	100

Master Site Plan



DATE	REVISION	PROLOGRAM
11-11-99		SET PLAN
9-21-99		LANDSCAPE
		SEWER
		WATER
		UTILITY
		TOPOGRAPHY
		BOUNDARIES
		EXISTING
		PROPOSED

mallock ASSOCIATES
 ARCHITECTURE • DESIGN • BUILD
 1814 E. HOYT BLVD., STE. 105
 ORANGE CA 92667-7777

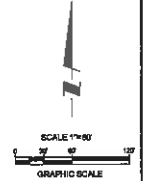
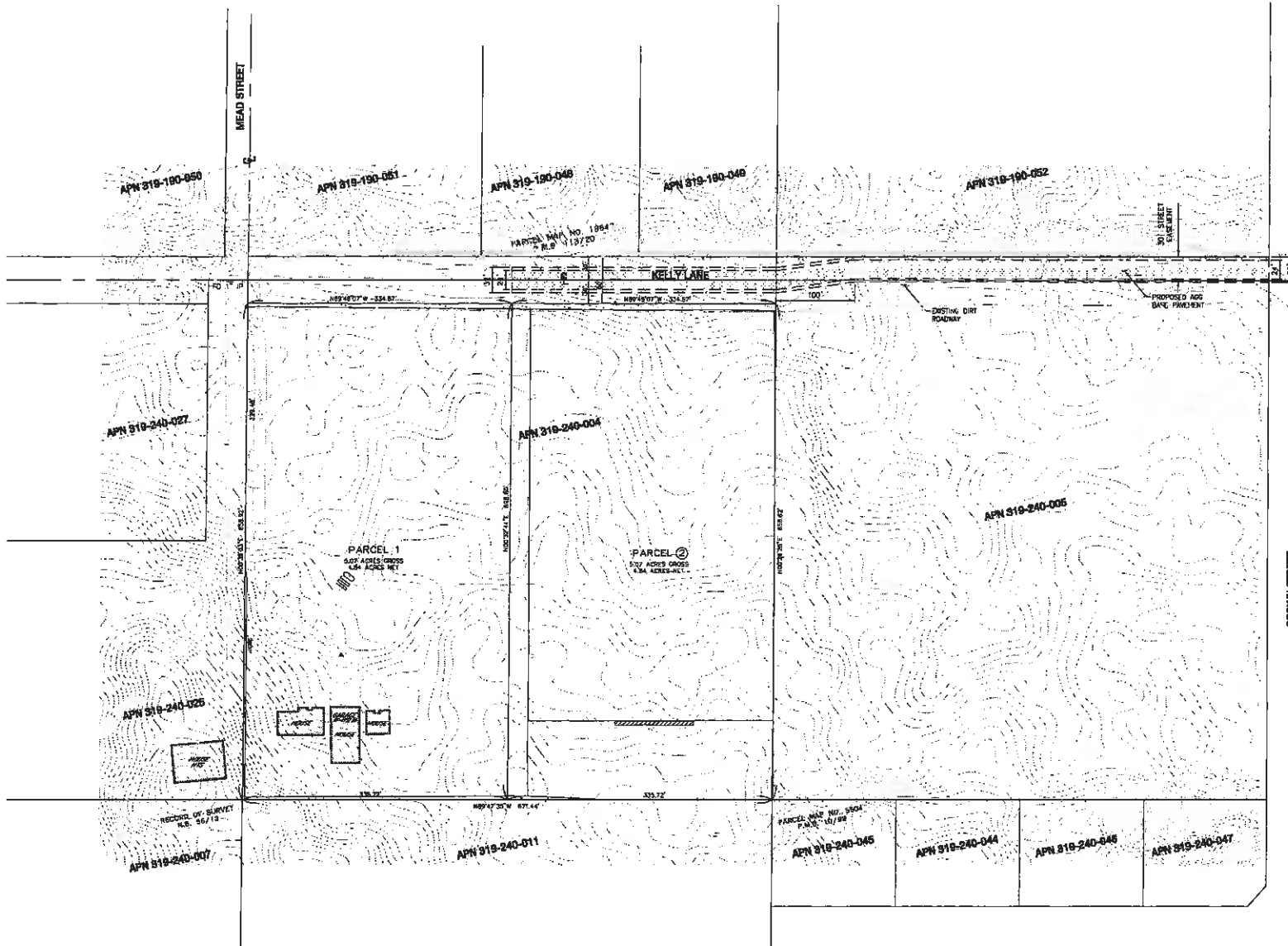
PROPERTY OWNER:
 MOUNTAIN GROUP
 GRACE & MERCY MINISTRIES
 2807 WARNER AVE., #203
 MOUNTAIN VALLEY, CA 92726
 (951) 251-0696

PLOT PLAN FOR:
The Gathering Place
 20851 KELLY LANE
 PERRIS, CALIFORNIA

DATE: 11/11/99
 DRAWN BY: [Signature]
 CHECKED BY: [Signature]
 APPROVED BY: [Signature]

A1
 MASTER SITE PLAN

PLOT PLAN



FOR MORE INFORMATION CONTACT:
 VALUED CONSULTANTS, INC.
 200 N. WASHINGTON AVE., SUITE 2102, PLANO, CA 94706
 PHONE: (909) 882-4801

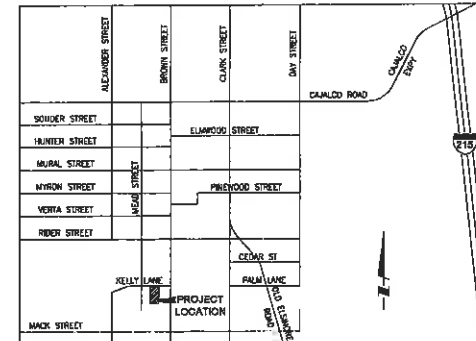
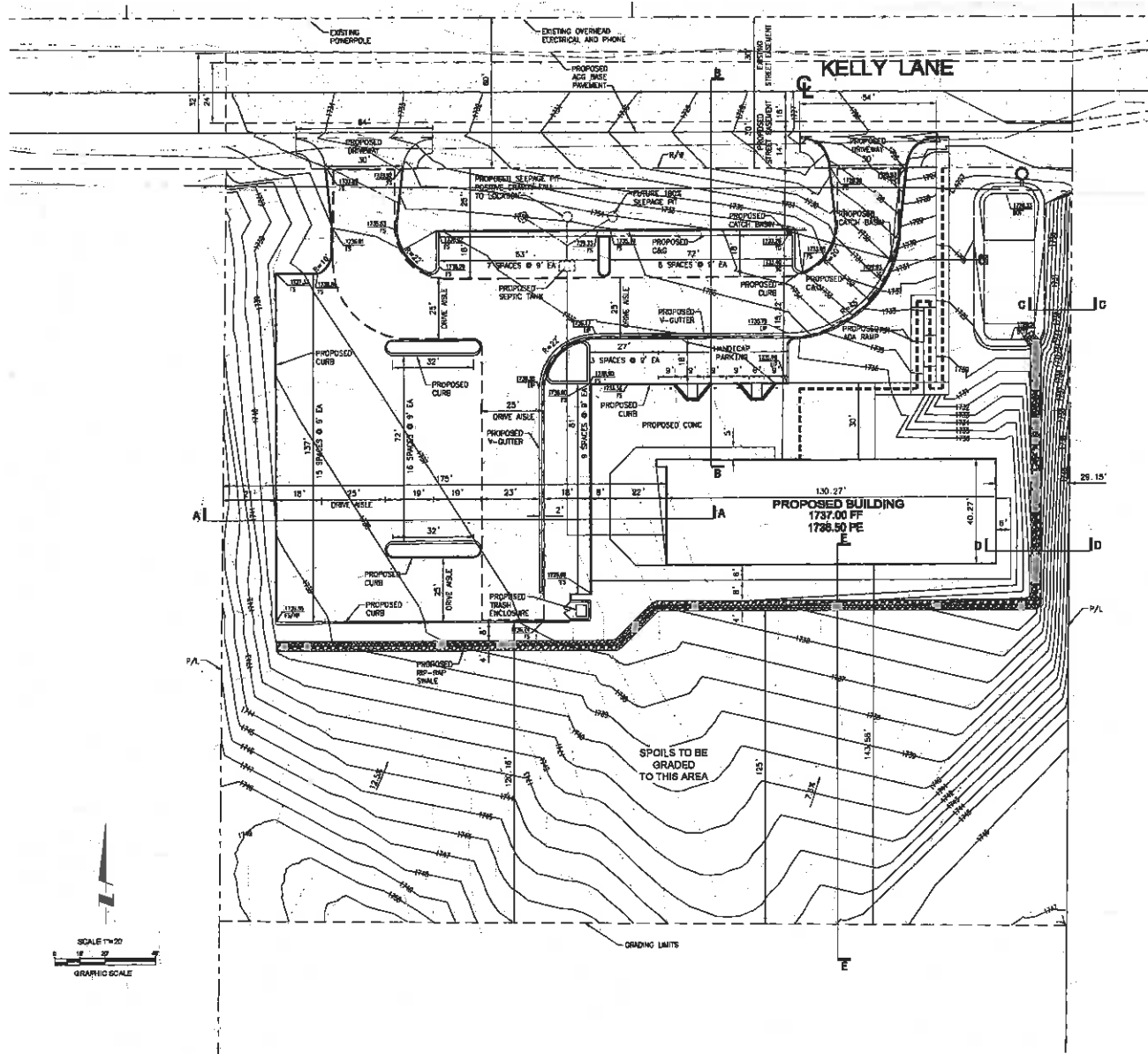
MASTER PLAN FOR:
The Gathering Place
 KELLY LANE & MEAD STREET
 PERRIS, CALIFORNIA

JOB NO.	301801
DRAWN BY	EMILY/CKM
DATE	08/28/2017
REVISIONS	
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	
OCT 28, 2017	PRINT DATE

C1
 SITE UTILIZATION

GRADING PLAN

NOTE: MINIMUM MINIMUM WIDTH ACCESS TO BROWN STREET



PROJECT LOCATION
20851 KELLY LANE
PERRIS, CA 92570

ASSESSOR PARCEL
313-245-001

SITE OWNER
DR. MOURAD GRIGAS
9307 WARNER AVENUE, SUITE 203
FOUNTAIN VALLEY, CA 92728
PHONE: (562) 201-6646
HANDOOFF@VALUED.COM

CIVIL ENGINEER
VALUED ENGINEERING, INC
160 N BENSON AVENUE, SUITE A
UPLAND, CA 91788
PHONE: (909) 982-4801
CONTACT: MR. JEFFREY D. MEYER, PE
EMAIL: JEFF@VALUED-ENG.COM

ARCHITECT
HATLOCK ASSOCIATES, INC
1514 EAST HOLY BOLLERWOOD, SUITE 106
ONTARIO, CA 91761
PHONE: (909) 383-7777
CONTACT: MR. ANDY HILGOSCH
EMAIL: ANDY.HILGOSCH@HATLOCKASSOCIATES.COM

LEGAL DESCRIPTION
THE SW 1/4 OF THE SE 1/4 OF THE 1 OF THE SECTION 16, TOWNSHIP 4 SOUTH, RANGE 3 WEST, SAN BERNARDINO AND MERRIDIAN, ACCORDING TO THE OFFICIAL GOVERNMENT SURVEY THEREOF, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA.

FEMA FLOOD ZONE
ZONE 'X' PER MAP NO. 08063C1410C

SITE GRADING NOTE
THE SOILS PERCOLATION ENGINEER'S REPORT WILL BE REFERRED TO FOR THE SOUND AND CONSTRUCTION OF THE ON-SITE SEWAGE DISPOSAL SYSTEM.

UTILITY PURVEYORS

ELECTRICITY
SOUTHERN CALIFORNIA Edison
PHONE: (800) 855-4555

GAS
SOUTHERN CALIFORNIA GAS COMPANY
PHONE: (800) 427-2000

SEWER/WATER
EASTERN MUNICIPAL WATER DISTRICT
PHONE: (800) 426-2683

TRASH
CHARR WASTE SERVICES - PERRIS
PHONE: (951) 943-1191

PHONE/CABLE/TV
AT&T
PHONE: (800) 310-2355 (RESIDENTIAL)

DIRECTV
PHONE: (877) 915-5137

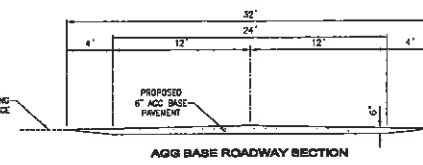
TIME WARNER CABLE/SPECTRUM
PHONE: (907) 475-3127

FRONTIER COMMUNICATIONS
PHONE: (855) 933-9564

HUGHES NET
PHONE: (866) 649-3626

SITE AREA	
GROSS AREA	1.0114 AC
NET AREA	0.878 AC
PARCEL 1 - NET	4.84 AC
PARCEL 2 - NET	4.84 AC

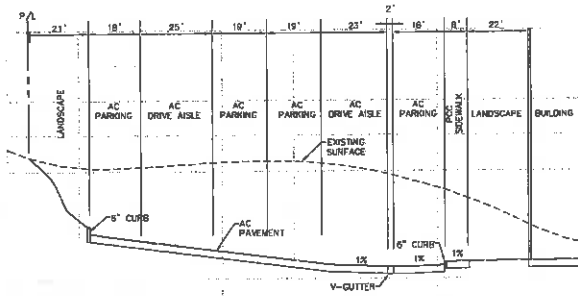
SITE PARKING	
CAR PARKING	58 EA
HANDICAP PARKING	4 EA
TOTAL PARKING	62 EA



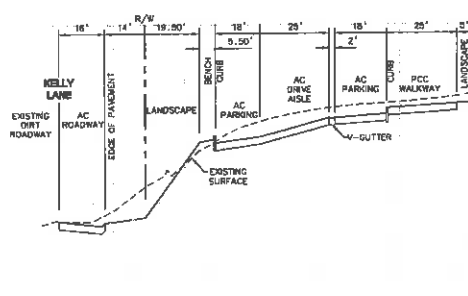
MASTER PLAN FOR:
The Gathering Place
KELLY LANE & MEAD STREET
PERRIS, CALIFORNIA

DATE	DESCRIPTION
07/26/2017	PRELIMINARY
07/26/2017	CONCEPTUAL GRADING PLAN

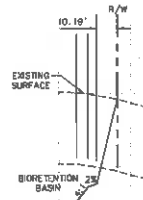
C2
CONCEPTUAL GRADING PLAN



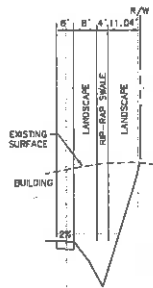
SECTION A-A



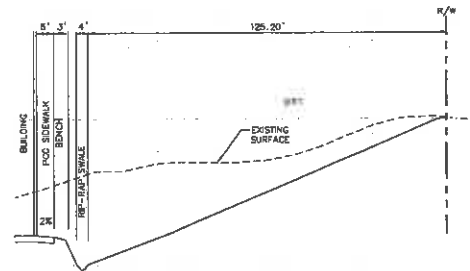
SECTION B-B



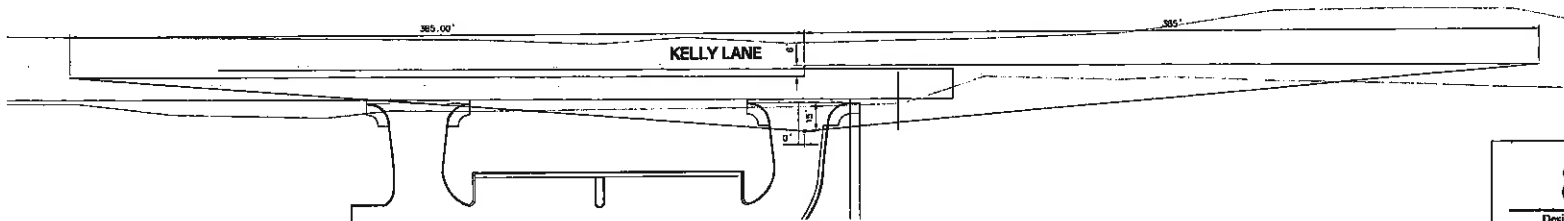
SECTION C-C



SECTION D-D



SECTION E-E



LINE OF SIGHT
KELLY LANE
35 MPH

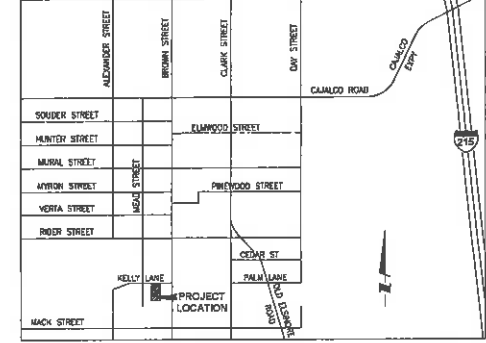
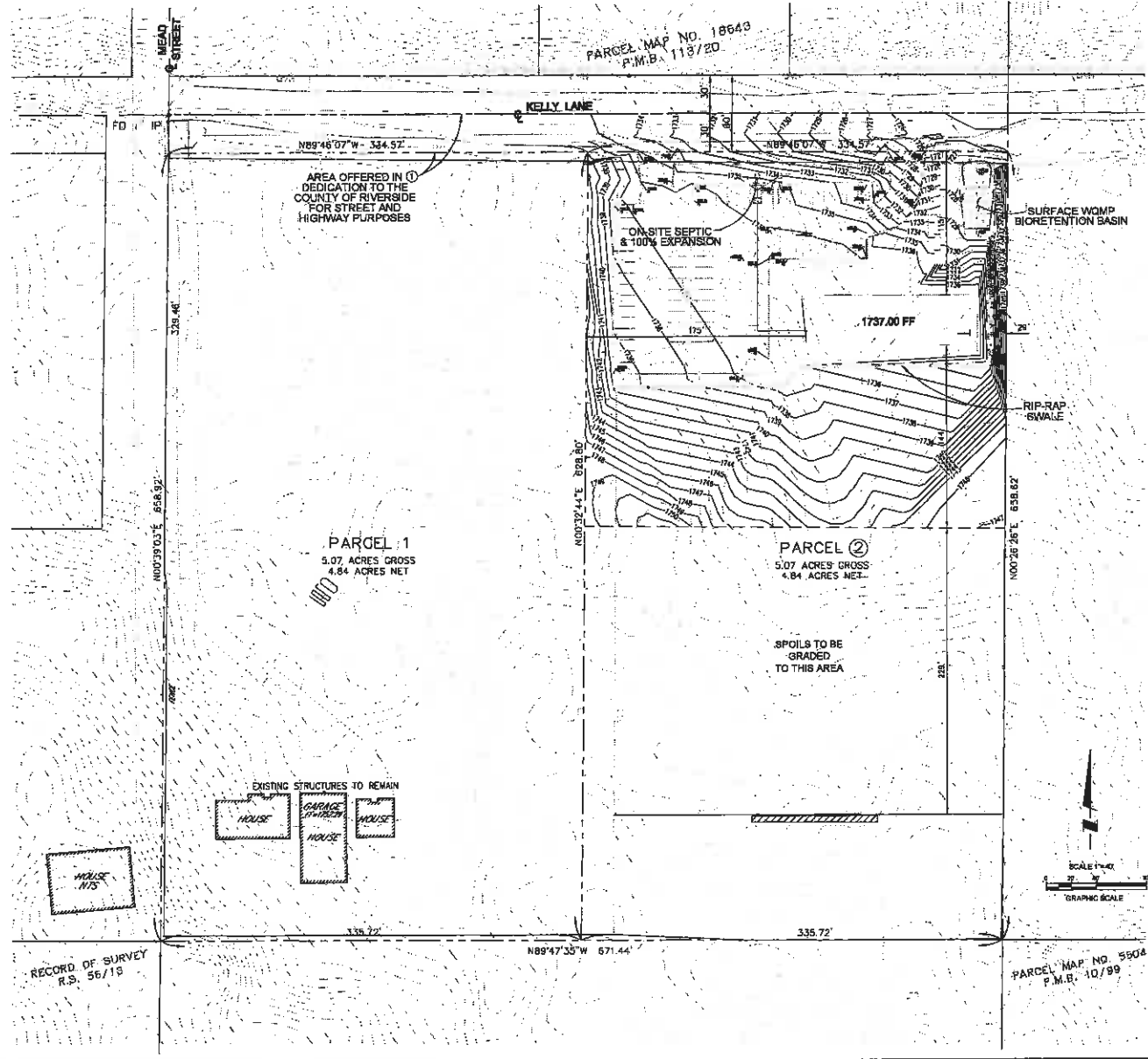
ALL SIGHT RESTRICTIONS TO BE CLEARED WITHIN SIGHT TRIANGLE. ANY OBJECTS (I.E. LANDSCAPING, WALLS, STRUCTURES) WITHIN THE SIGHT TRIANGLE SHOULD NOT BE OVER 30 INCHES IN HEIGHT. TREES SHALL BE TRIMMED TO EIGHT FEET ABOVE THE ADJOINING CURB WITH THE SIGHT TRIANGLE.

Table 405.1A
Corner Sight Distance
(7-1/2 Second Criteria)

Design Speed (mph)	Corner Sight Distance (ft)
25	275
30	330
35	385
40	440
45	495
50	550
55	605
60	660
65	715
70	770

JOB NO. 201601
DRAWING: RWK/HJL/UMJ
DATE: 08/18/17
REVISOR: []
DATE: 08/18/17
REVISOR: []
DATE: 08/18/17
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REVISOR: []
DATE: 08/18/17
REVISOR: []

TENTATIVE PARCEL MAP NO. 37293



PROJECT LOCATION
20851 KELLY LANE
PERRIS, CA 92570

SITE OWNER
DR. MOHAMMAD CIRIUS
8907 HANMER AVENUE, SUITE 203
FOUNTAIN VALLEY, CA 92705
PHONE: (562) 201-8640
HANDGONG@MYRICAL.COM

CIVIL ENGINEER
VALUED ENGINEERING, INC
100 W. WILSON AVENUE, SUITE A
MILPITAS, CA 95035
PHONE: (909) 953-4501
CONTACT: MR. JEFFREY D. WEITER, PE
EMAIL: JEFF@VALUED-ENG.COM

ASSESSOR PARCEL
319-249-004

GROSS ACREAGE
10.14

NET ACREAGE
9.68

LEGAL DESCRIPTION
THE PART OF THE SE 1/4 OF THE NE 1/4 OF THE SECTION 16, TOWNSHIP 4 SOUTH, RANGE 3 WEST, SAN BERNARDINO AND MERCED, ACCORDING TO THE OFFICIAL GOVERNMENT SURVEY HERETO, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA.

EXISTING EASEMENTS
① OFFER OF DEDICATION FOR ROAD AND UTILITY PURPOSES TO THE COUNTY OF RIVERSIDE, RECORDED 11/17/1989 AS INST. NO. 1565-117725, OR.

SURVEYOR NOTES
THIS SUBMISSION INCLUDES THE ENTIRE CONTIGUOUS OWNERSHIP OF THE LAND DIVIDER.

ZONING
R/W
W-2-M 1/2 (CONTROLLED AREA DEVELOPMENT)

LAND USE
RC-VLDR (RIVERSIDE COUNTY VERY LOW DENSITY RESIDENTIAL)

FLOOD ZONE
ZONE 7X PER FROM MAP#08088C141DD DATED 08/28/2008

COUNTY SERVICE AREA
THIS PROJECT SITE IS NOT LOCATED WITHIN A COUNTY SERVICE AREA OR COMMUNITY FACILITIES DISTRICT.

CONCEPT PLANTING
A CONCEPT PLANTING PLAN, ACCORDING TO ORDINANCE NO. 856 HAS BEEN SUBMITTED AS PART OF THIS PACKAGE.

GEOTECHNICAL
THE LAND AREA IS NOT SUBJECT TO LIQUEFACTION, GEOLIC HAZARDS OR IS LOCATED WITHIN A SPECIAL STUDIES ZONE. THE LAND IS NOT SUBJECT TO OVERFLOW, INUNDATION, OR FLOOD HAZARDS.

UTILITY PURVEYORS

ELECTRICITY
SOUTHERN CALIFORNIA EDISON
PHONE: (800) 655-4555

GAS
SOUTHERN CALIFORNIA GAS COMPANY
PHONE: (800) 427-2200

SEWER/WATER
EASTERN MUNICIPAL WATER DISTRICT
PHONE: (800) 426-5693

TERRA
COURT WASTE SERVICES - PERRIS
PHONE: (951) 543-1591

PHONE/CABLE/TV
AT&T
PHONE: (800) 310-2300 (RESIDENTIAL)

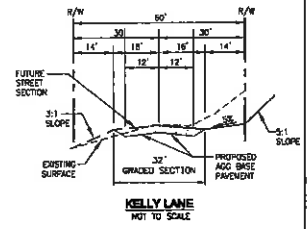
DIRECTV
PHONE: (877) 918-5137

TIME WARNER CABLE/SPECTRUM
PHONE: (637) 470-3127

FRONTIER COMMUNICATIONS
PHONE: (850) 933-8864

MICHES NET
PHONE: (866) 649-3826

SCHOOL DISTRICT
PERRIS ELEMENTARY SCHOOL DISTRICT
(951) 657-3118



VALUED ENGINEERING, INC
300 N. MONTEVIA AVE., STE. 200, MILPITAS, CA 95035
PHONE: (909) 953-4501

MASTER PLAN FOR:
The Gathering Place
KELLY LANE & MEAD STREET
PERRIS, CALIFORNIA

JOB NO. 301801
SUBMITTED BY: BVMCH-0.COM
DATE: 08/28/2017
REVISIONS:
DATE: 08/28/2017
DRAWN BY: JPM/DAW

C4
TENTATIVE PARCEL MAP NO.

PAGE BREAK





AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY

December 14, 2017

CHAIR

Rod Ballance
Riverside

Ms. Annette Tam, Senior Planner
City of Jurupa Valley Planning Department
8930 Limonite Avenue
Jurupa Valley CA 92509

VICE CHAIRMAN

Steve Manos
Lake Elsinore

COMMISSIONERS

Arthur Butler
Riverside

**RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW –
DIRECTOR’S DETERMINATION**

John Lyon
Riverside

File No.: ZAP1092RI17
Related File No.: MA17236 (Tentative Tract Map No. 37255)
APNs: 166-620-009, -011, thru -013, -033

Glen Holmes
Hemet

Russell Betts
Desert Hot Springs

Dear Ms. Tam:

Steven Stewart
Palm Springs

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 Jurupa Valley Case No. MA17236 (Tentative Tract Map No. 37212), a proposal to divide 11.04 gross acres (10.08 net acres) [three parcels] within the Spectrum (a.k.a. De Anza Plaza) shopping center located on the southerly side of Limonite Avenue, westerly of El Palomino Drive, and easterly of Clay Street (and including buildings with addresses of 8042 through 8052 Limonite Avenue), into 8 commercial lots.

STAFF

Director
Simon A. Housman

The site is located within Airport Compatibility Zone E of the 2005 Riverside Municipal Airport Compatibility Plan. Compatibility Zone E does not restrict non-residential intensity.

John Guerin
Paul Rull
Barbara Santos

The nearest runway point is the northerly terminus of Runway 16-34 at a distance of 8,064 feet with a runway elevation of 771.8 feet above mean sea level (AMSL), but the site is also approximately 8,131 feet from the westerly terminus of Runway 9-27 with a runway elevation of 757.6 feet AMSL. Due to its lower elevation, Runway 9-27 is the applicable runway for determination of Part 77 noticing requirements at the project location. At the distance cited above, structures with a top point elevation exceeding 838.9 feet AMSL would require notification to the Federal Aviation Administration Obstruction Evaluation Service (FAA OES). The site elevation is between 800 and 810 feet AMSL. There are no buildings or structures being proposed as part of this project. The map is proposed so as to establish separate lots for six commercial buildings within the shopping center, one lot for future development, and one lot for shared/common parking and access. However, it is likely that the top point of some future structures/buildings on this site would exceed the FAA threshold. Review by the FAA OES is not a requirement for this land division, but may be required prior to future construction of buildings or structures, depending upon their height. A condition has been included requiring the permittee

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

www.rcaluc.org

AIRPORT LAND USE COMMISSION

to obtain a "Determination of No Hazard to Air Navigation" letter from the FAA OES prior to construction of any new buildings or structures with a top point elevation exceeding 838.9 feet AMSL.

As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with the 2005 Riverside Municipal Airport Land Use Compatibility Plan, provided that the City of Jurupa Valley applies the following recommended 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, 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/lessees of any structures thereon.
4. All new aboveground detention basins on the site shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basins that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.
5. Prior to issuance of building permits for any new structure that would exceed an elevation at top point (pad elevation plus structure height, including all roof-mounted appurtenances) of 838.9 feet above mean sea level, the permittee shall provide to the City

AIRPORT LAND USE COMMISSION

of Jurupa Valley Department of Building and Safety a "Determination of No Hazard to Air Navigation" letter from the Federal Aviation Administration Obstruction Evaluation Service.

If you have any questions, please contact Paul Rull, ALUC Urban Regional Planner IV, at (951) 955-6893, or John Guerin, ALUC Principal Planner, at (951) 955-0982.

Sincerely,

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



Simon A. Housman, ALUC Director

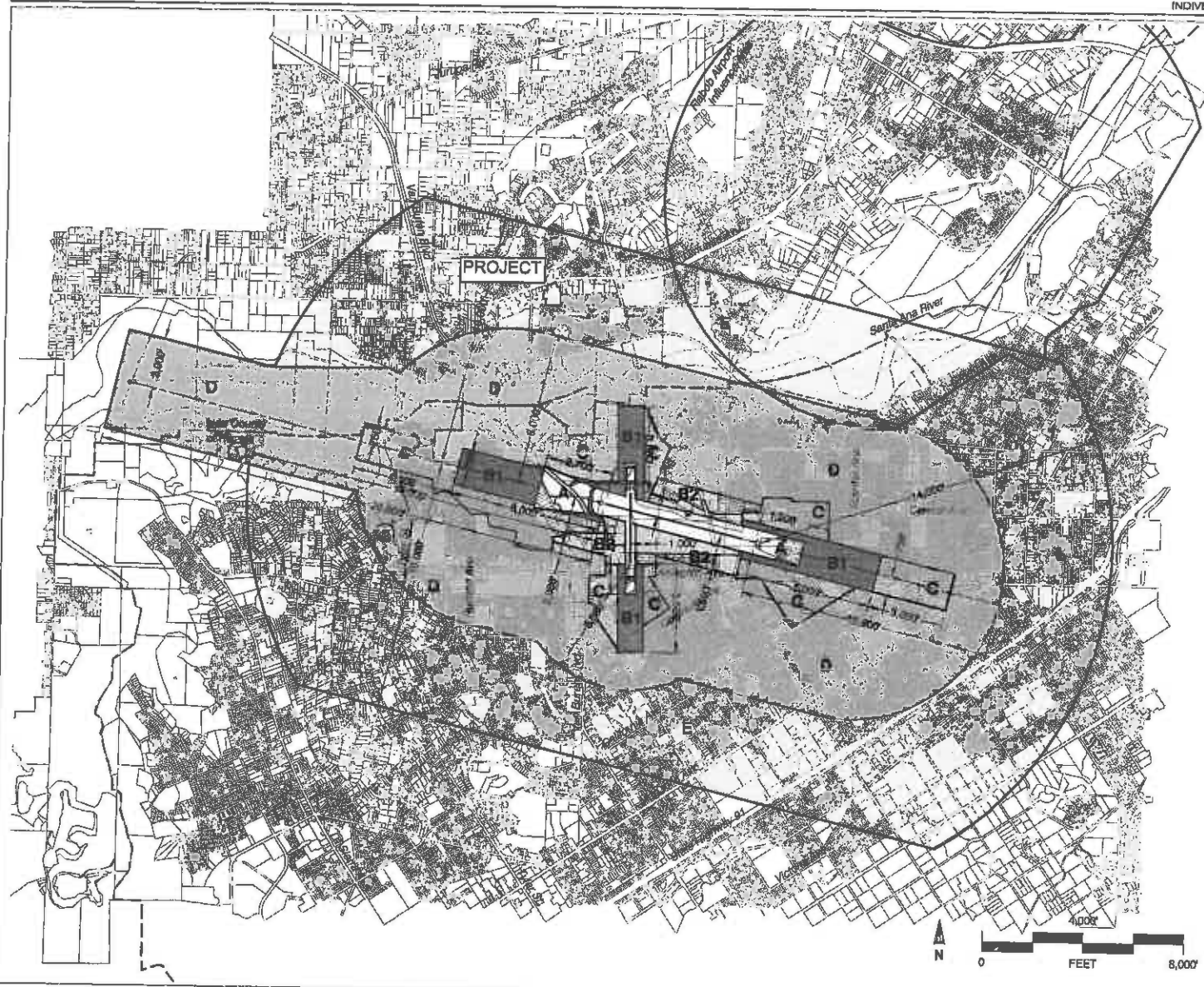
Attachments: Notice of Airport in Vicinity

cc: Kite Family Limited Partnership (applicant)
Trent Keenan, Diamondback Land Surveying (representative)
Kim Ellis, Airport Manager, Riverside Municipal Airport
ALUC Case File

Y:\AIRPORT CASE FILES\Riverside\ZAP1092RI17\ZAP1092RI17.LTR.doc

NOTICE OF AIRPORT IN VICINITY

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



Legend

Compatibility Zones

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

Boundary Lines

- Airport Property Line
- City Limits

Note

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

See Chapter 2, Table 2A for compatibility criteria associated with this map. See Section RI.2 for special exceptions to the Table 2A criteria.

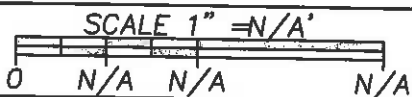
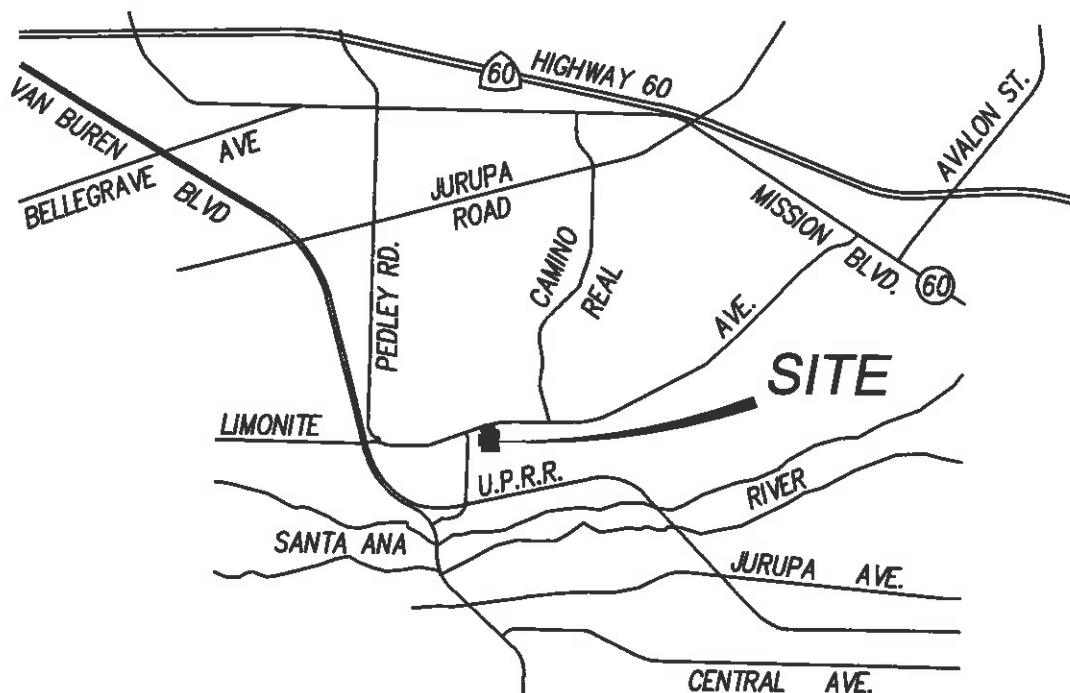
Riverside County
Airport Land Use Commission
Riverside County
Airport Land Use Compatibility Plan
Policy Document
(Adopted March 2005)

Map RI-1

Compatibility Map
Riverside Municipal Airport

P:\RCD\Design\AAL_compatibility.dwg Mar 23, 2005 - 12:47pm

VICINITY MAP



JOB NUMBER: 160953

DRAWN BY: DAW DATE: 11/29/2017

CHECKED BY: TJK DATE: 11/29/2017

PAGE 1 OF 1

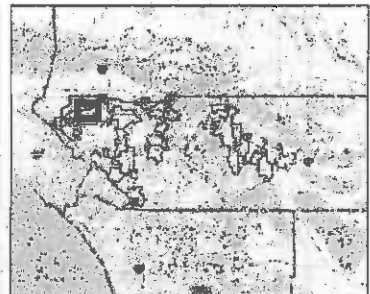
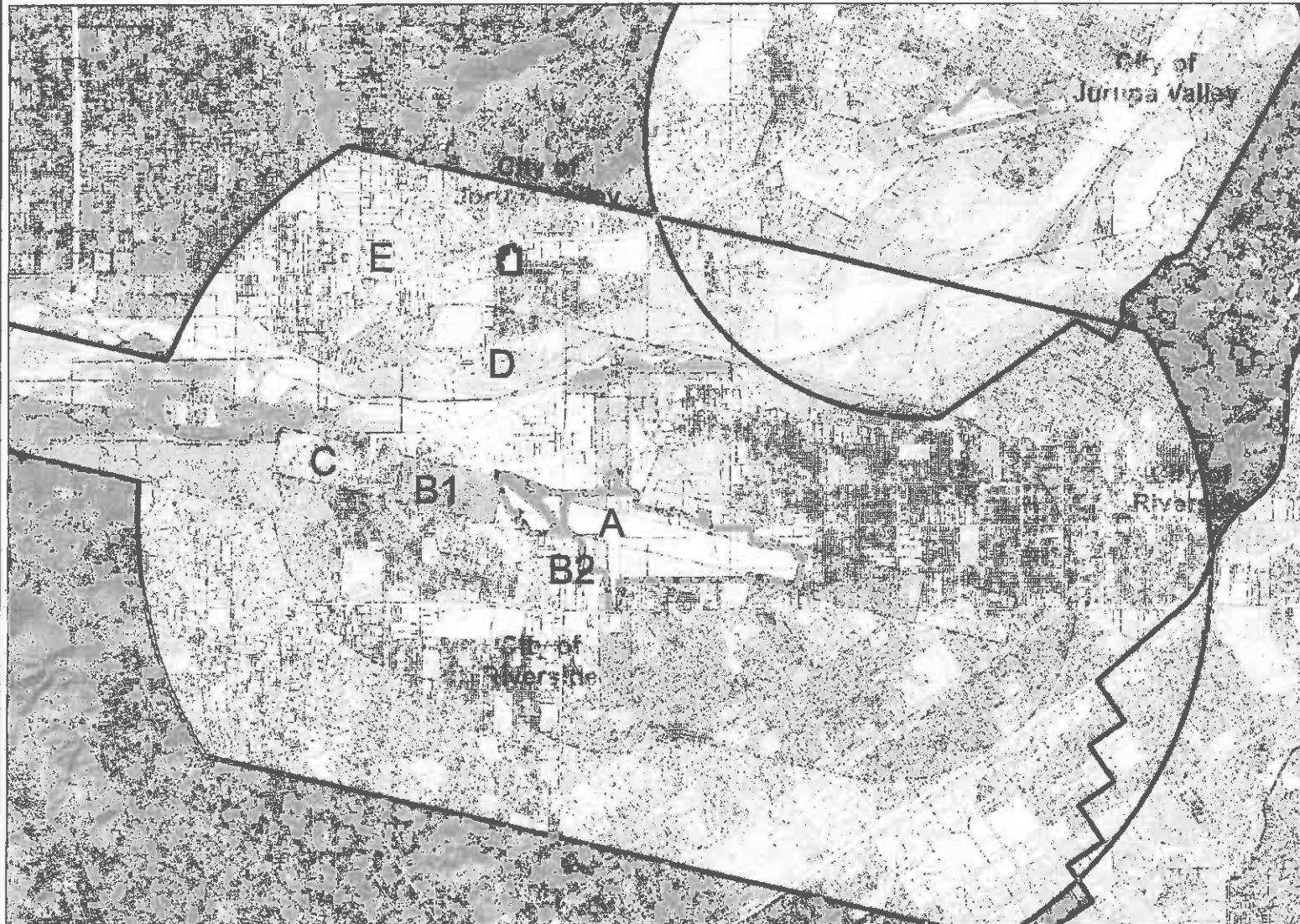


6140 BRENT THURMAN WAY, SUITE 230
LAS VEGAS, NEVADA 89148

(o) 702.823.DBLS (f) 702.933.9030

LICENSED IN:
NEVADA
CALIFORNIA
ARIZONA
UTAH
WASHINGTON

My Map



Legend

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



0 5,995 11,990 Feet



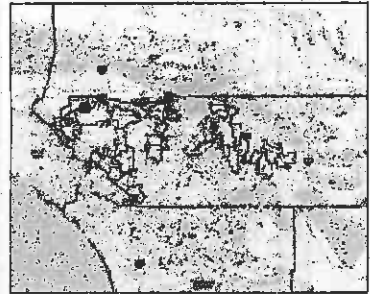
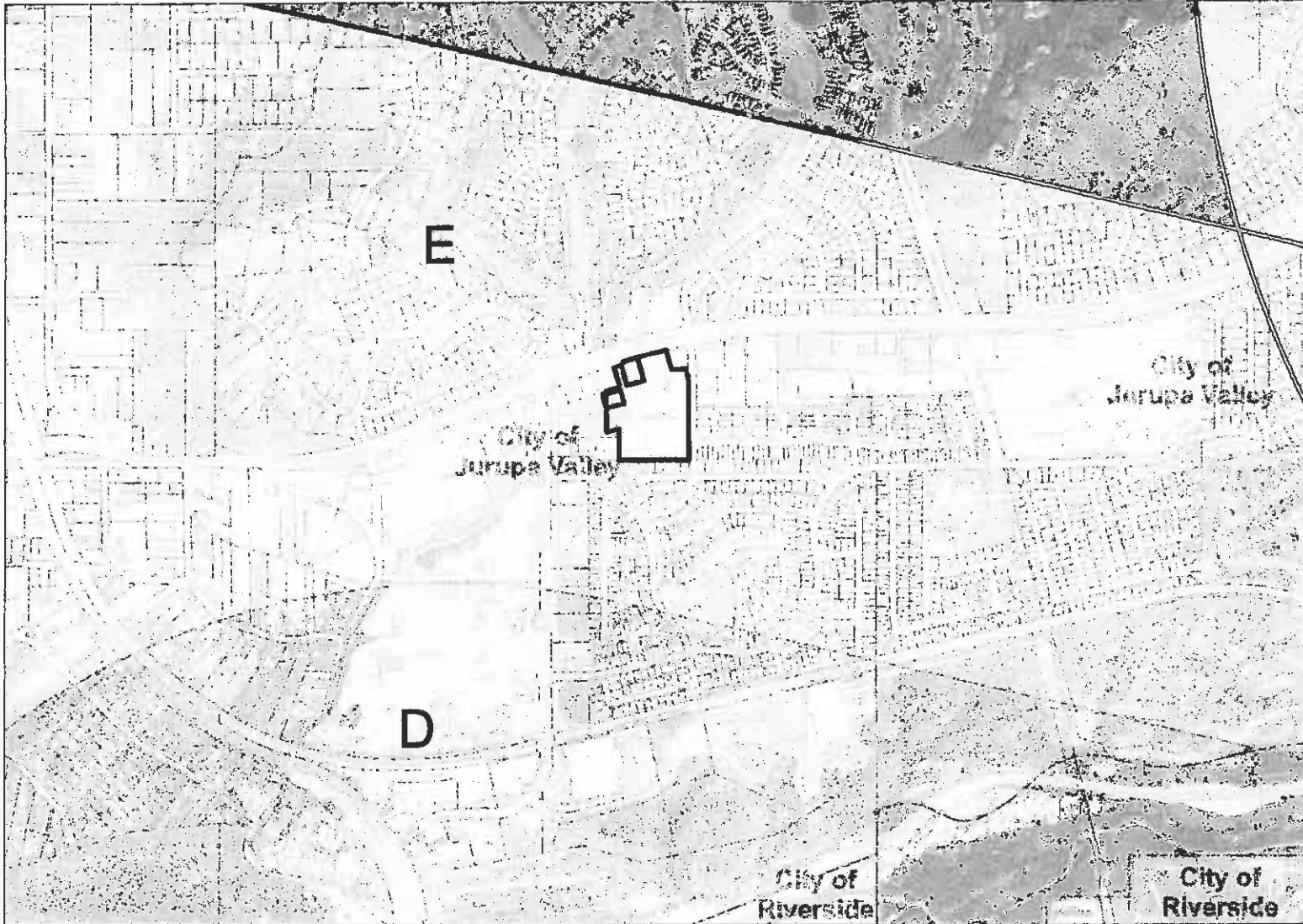
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Notes

My Map



Legend

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



0 1,499 2,998 Feet



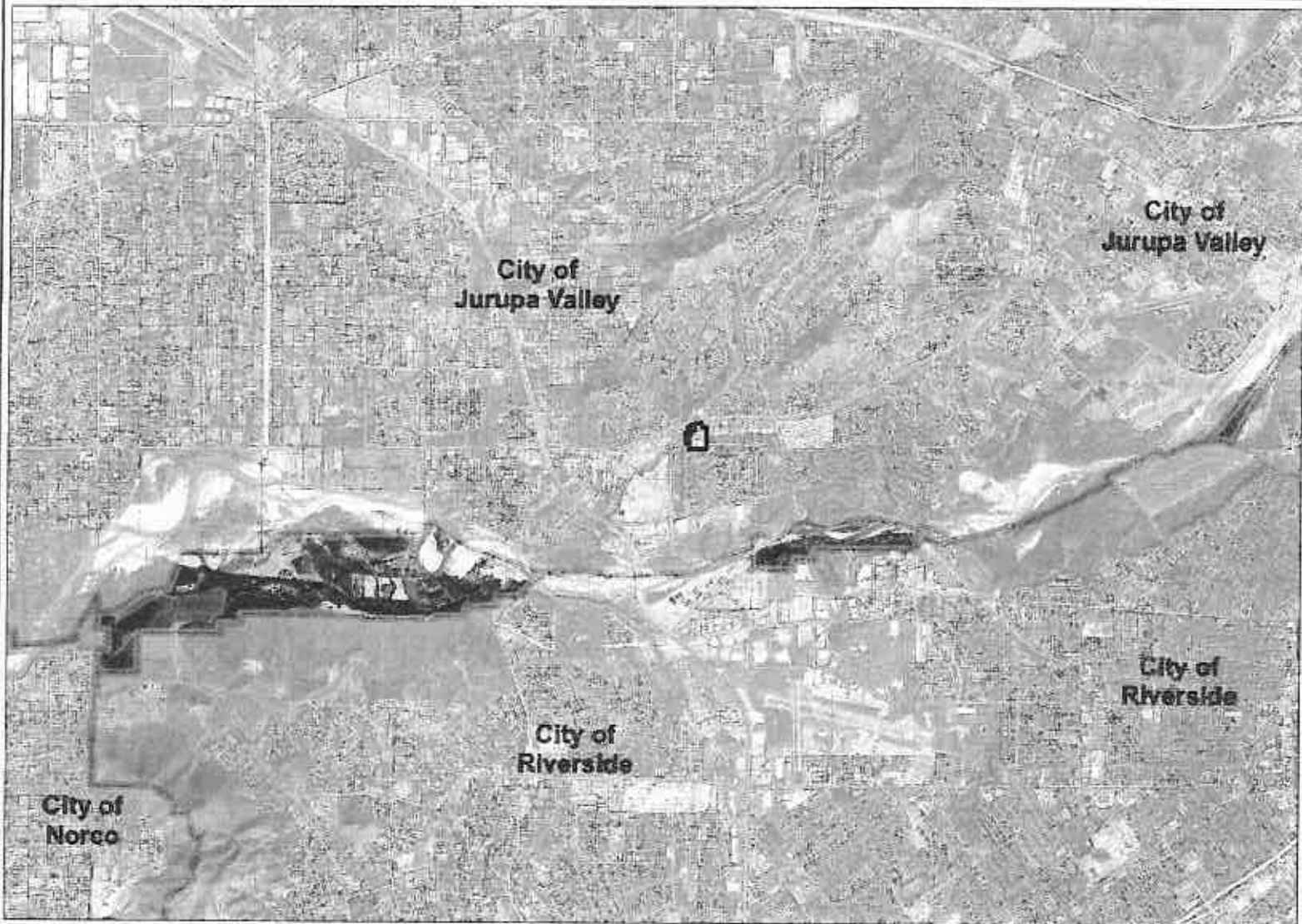
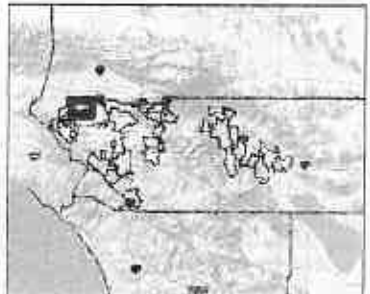
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Legend

- City Boundaries
- Cities
- highways_large
 - HWY
 - INTERCHANGE
 - INTERSTATE
 - USHWY
- majorroads
- counties
- cities
- hydrographylines
- waterbodies
 - Lakes
 - Rivers



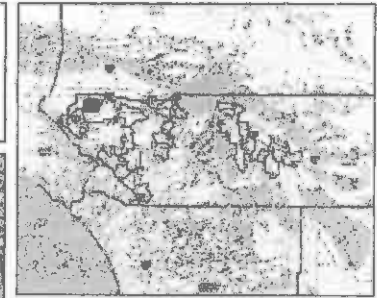
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- Cities
- roads
- highways
- HWY
- INTERCHANGE
- INTERSTATE
- OFFRAMP
- ONRAMP
- USHWY
- roads
- Major Roads
- Arterial
- Collector
- Residential
- counties
- cities
- hydrography
- lines
- waterbodies
- Lakes
- Rivers



0 2,998 5,995 Feet



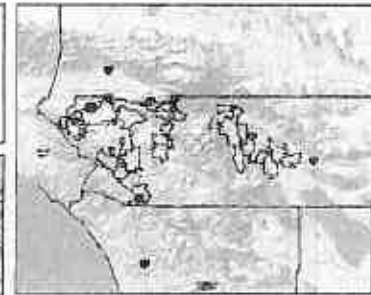
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Legend

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



0 1,499 2,998 Feet



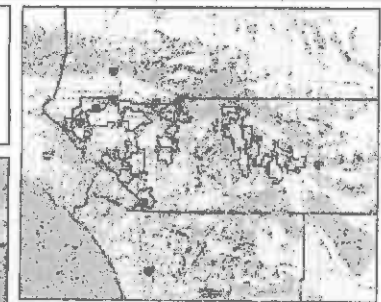
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- Cities
- roadsanno**
- highways**
- HWY
- INTERCHANGE
- INTERSTATE
- OFFRAMP
- ONRAMP
- USHWY
- counties
- cities
- hydrographylines**
- waterbodies**
- Lakes
- Rivers



0 749 1,499 Feet



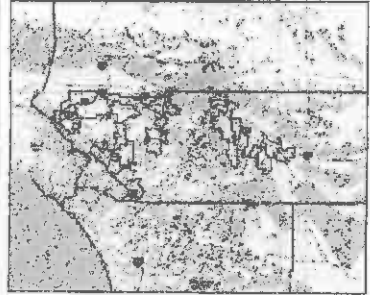
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
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Notes

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Legend

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



0 375 749 Feet



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Notes

TENTATIVE TRACT MAP NO. 37255

CITY OF JURUPA VALLEY, RIVERSIDE COUNTY, CALIFORNIA

PARCEL INFORMATION

OWNER
 HOE FAMILY LIMITED PARTNERSHIP
 2 RENATA COURT
 NEWPORT COAST, CA 92657

APPLICANT:
 TRENT J. KEEMAN
 DIAMONDBACK LAND SURVEYING
 6140 BRYANT BARBAM WAY, SUITE 230
 LAS VEGAS, NV 89148
 PH: (702) 823-3257

DESCRIPTION:
 PARCELS 1, 3 AND 4 OF PARCEL MAP NO. 28889-1 AS SHOWN BY PARCEL MAP BOOK NO. 183, PAGES 74-77, RIVERSIDE COUNTY RECORDS.

ASSESSOR PARCEL NO.:
 PARCEL 1: 186-620-008 AND 186-620-012
 PARCEL 3: 186-620-013
 PARCEL 4: 186-620-011 AND 186-620-033

ACREAGE:
 LOT 1: 282,764 SQUARE FEET / 6.4912 ACRES (NET)
 LOT 2: 18,899 SQUARE FEET / 0.3804 ACRES (NET)
 LOT 3: 3,780 SQUARE FEET / 0.1334 ACRES (NET)
 LOT 4: 63,348 SQUARE FEET / 1.4544 ACRES (NET)
 LOT 5: 72,479 SQUARE FEET / 0.9884 ACRES (NET)
 LOT 6: 16,029 SQUARE FEET / 0.3703 ACRES (NET)
 LOT 7: 26,580 SQUARE FEET / 0.6104 ACRES (NET)
 LOT 8: 16,300 SQUARE FEET / 0.3782 ACRES (NET)
 TOTAL: 439,158 SQUARE FEET / 10.0634 ACRES (NET)

NUMBER OF LOTS:
 8

EXISTING & PROPOSED ZONE:
 EXISTING: APN 186-620-008, C-P-S
 APN 186-620-011, C-P-S
 APN 186-620-012, C-P-S
 APN 186-620-013, C-P-S
 APN 186-620-033, C-P-S
 PROPOSED: C-P-S

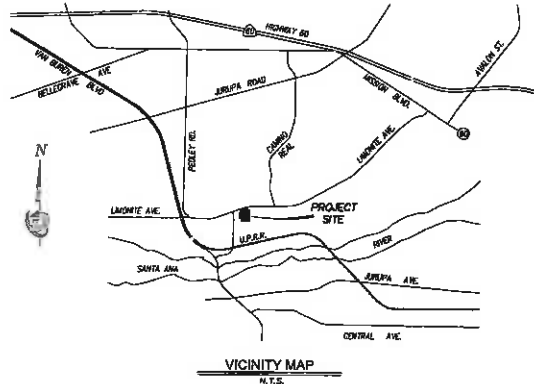
PROPOSED LAND USE:
 COMMERCIAL

ADJACENT LAND USE:
 NORTH: LIMONITE AVENUE, COMMERCIAL
 SOUTH: RESIDENTIAL
 EAST: COMMERCIAL, RESIDENTIAL
 WEST: EL PALMONT DRIVE, COMMERCIAL

PUBLIC UTILITIES:
 WATER: JURUPA COMMUNITY SERVICES DEPARTMENT
 SEWER: JURUPA COMMUNITY SERVICES DEPARTMENT
 GAS: SOUTHERN CALIFORNIA GAS COMPANY
 ELECTRIC: SOUTHERN CALIFORNIA EDISON COMPANY
 TELEPHONES: CTE, WESZON, AT&T
 CABLE TELEVISION: TIME WARNER CABLE, CHARTER COMMUNICATIONS
 DISPOSAL SERVICE: BURNIEE

FLOOD ZONE:
 ZONE 4 PER F.E.M.A. FLOOD INSURANCE RATE MAP (FIRM) NUMBER 06050C026, EFFECTIVE DATE OF AUGUST 28, 2008.

SCHOOL DISTRICT:
 JURUPA UNIFIED SCHOOL DISTRICT



LEGAL DESCRIPTION

PARCELS 1, 3 AND 4 OF PARCEL MAP NO. 28889-1, IN THE CITY OF JURUPA VALLEY, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS SHOWN BY MAP ON FILE IN BOOK 192, PAGES 74 TO 77, INCLUSIVE, OF PARCEL MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA

EASEMENT NOTES:

- [E1] AN EASEMENT FOR DITCHES, CANALS OR PIPELINES PURPOSES RECORDED IN BOOK 104, PAGE 332 OF DEEDS RECORDS OF SAN DIEGO COUNTY, CALIFORNIA, AND RECORDED JULY 1897 IN BOOK 31 OF DEEDS, PAGE 337, MARCH 02, 1898 IN BOOK 99, PAGE 280, APRIL 1902 IN BOOK 142, PAGE 191 AND JANUARY 01, 1903 IN BOOK 218, PAGE 4 ALL OF DEEDS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA. NOT LOCATABLE PER DESCRIPTION CONTAINED IN SAID INSTRUMENT.
- [E2] ACCESS TO STREET, HIGHWAY OR FREEWAY (LIMONITE AVENUE) RELINQUISHED BY DOCUMENT RECORDED FEBRUARY 8, 1991 AS DOCUMENT NO. 10427.
- [E3] ACCESS TO STREET, HIGHWAY OR FREEWAY (LIMONITE AVENUE) RELINQUISHED BY DOCUMENT RECORDED APRIL 17, 1991 AS DOCUMENT NO. 32391.
- [E4] ACCESS TO LIMONITE RELINQUISHED BY PARCEL MAP NO. 28658-1, PARCEL MAP BOOK 153, PAGES 74-77
- [E5] A DECLARATION OF DEDICATION IN FAVOR OF THE PUBLIC FOR SLOPE & DRAINAGE PURPOSES RECORDED JANUARY 22, 1987 AS INSTRUMENT NO. 13359.
- [E6] AN EASEMENT IN FAVOR OF PACIFIC BELL FOR FACILITIES RECORDED JUNE 3, 1987 AS INSTRUMENT NO. 104848.
- [E7] ACCESS RIGHTS THROUGH PROPERTY TO PARCELS 2, 3 AND 4 OF PARCEL MAP 28889-1, PAR 192/74-77 PER CCARS RECORDED MARCH 25, 1998 AS INSTRUMENT NO. 124294 AND IS BLANKEET IN NATURE OVER THIS PROPERTY.
 MODIFIED BY INSTRUMENT NO. 99-192285 RECORDED MAY 27, 1999.
 MODIFIED BY INSTRUMENT NO. 99-054031 RECORDED DECEMBER 23, 1999.
 MODIFIED BY INSTRUMENT NO. 00-374657 RECORDED SEPTEMBER 21, 2000.
 MODIFIED BY INSTRUMENT NO. 01-048818 RECORDED JANUARY 23, 2001.
 MODIFIED BY INSTRUMENT NO. 03-060006 RECORDED JANUARY 30, 2003.
- [E8] AN EASEMENT IN FAVOR OF PACIFIC BELL FOR PUBLIC UTILITIES RECORDED MAY 27, 1999 AS INSTRUMENT NO. 99-232944.
- [E9] AN EASEMENT IN FAVOR OF OEL, THIS RESTAURANT PROPERTIES 1 FOR VEHICULAR AND PEDESTRIAN ACCESS AND EGRESS RECORDED FEBRUARY 15, 1998 AS INSTRUMENT NO. 99-471110.
- [E10] AN EASEMENT IN FAVOR OF SOUTHERN CALIFORNIA EDISON COMPANY FOR PUBLIC UTILITIES RECORDED 5/ 18/ 2010 AS INSTRUMENT NO. 2010-023299.

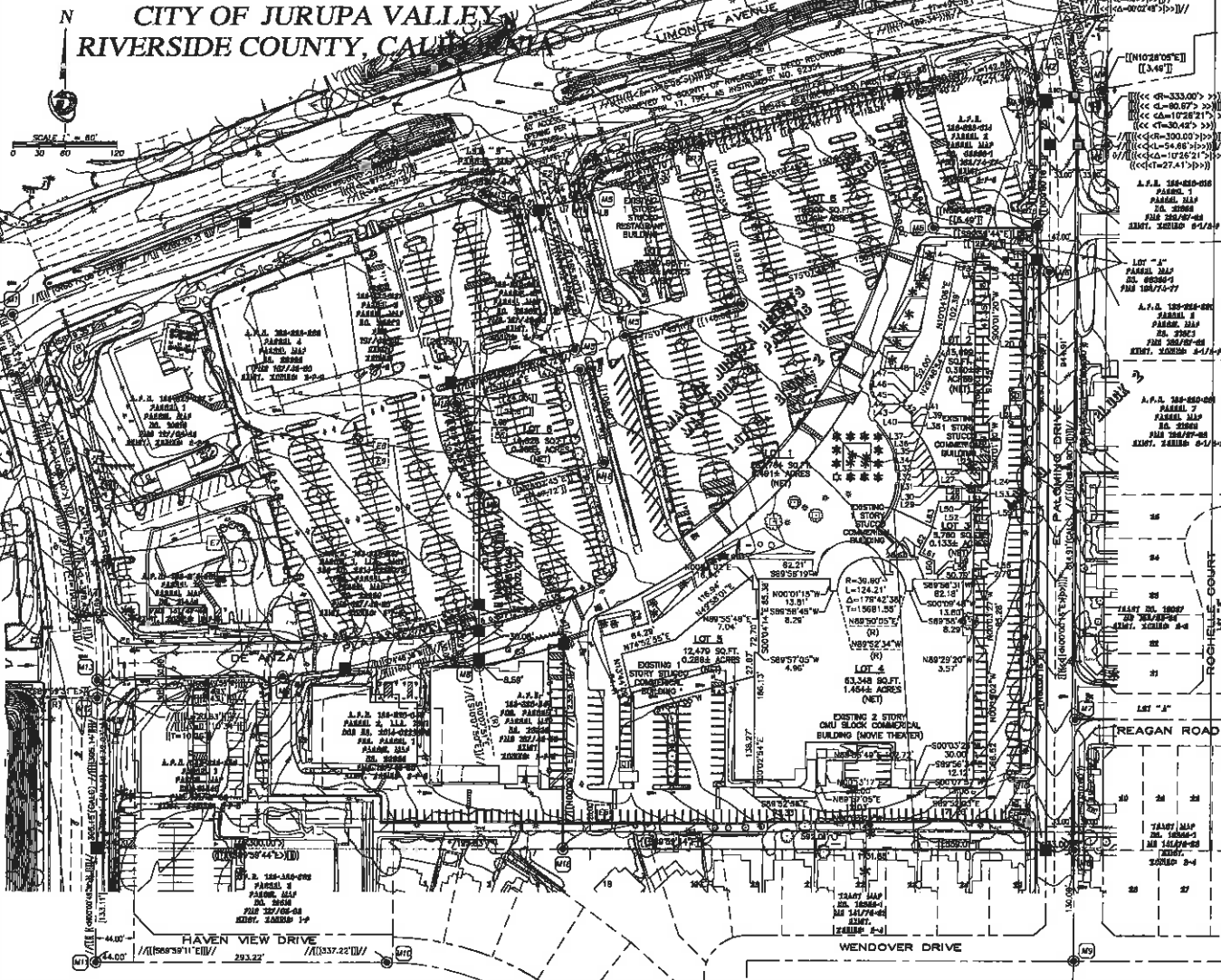
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 227-2600
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<p>NOTE: WORK CONTAINED WITHIN THESE PLANS SHALL NOT COMMENCE UNTIL AN ENCROACHMENT PERMIT AND/OR A GRADING PERMIT HAS BEEN ISSUED.</p> <p><small>The planner or engineer who files a map with the authority and is responsible for the accuracy, date and content of the map and is responsible for the accuracy of the information contained therein. The planner or engineer who files a map with the authority and is responsible for the accuracy of the information contained therein. The planner or engineer who files a map with the authority and is responsible for the accuracy of the information contained therein.</small></p>	CITY OF JURUPA VALLEY CITY ENGINEER APPROVED BY: DATE: _____	SEAL ENGINEER PREPARED BY: _____ L.S. NO. _____ DATE: _____	BENCHMARK CITY OF JURUPA VALLEY TENTATIVE TRACT MAP NO. 37255 DATE PREPARED: 11/17/2016 SCALE: 1" = 60' x 1/4"	SHEET NO. 1 OF 2 SHEETS FOR: HOE FAMILY L.P. VOL. 160953 CITY FILE NO.
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TENTATIVE TRACT MAP NO. 37255

CITY OF JURUPA VALLEY
RIVERSIDE COUNTY, CALIFORNIA



FOUND MONUMENTATION TABLE:

M1	FOUND 1 1/4" IRON PIPE 1.5' BELOW SURFACE, NO TAG OR CAP, PA 10/26/37	M4	FOUND 1" IRON ROD WITH PLASTIC CAP - ALLEGIBLE, PA 10/26/37	M7	FOUND 1" IRON ROD WITH PLASTIC CAP - ALLEGIBLE, PA 10/26/37
M2	FOUND IRON ROD WITH 1" PLASTIC CAP, 0.4' BELOW SURFACE, NO TAG OR CAP, PA 10/26/37	M5	FOUND IRON ROD WITH PLASTIC CAP - ALLEGIBLE	M8	FOUND IRON PIPE WITH PLASTIC CAP, LS 3016
M3	FOUND IRON ROD WITH 1" PLASTIC CAP, 0.2' BELOW SURFACE, NO TAG OR CAP, PCE 3351	M6	FOUND 1" IRON ROD WITH PLASTIC CAP - ALLEGIBLE	M9	FOUND PUNCH MARK IN CONCRETE
M4	FOUND 1" IRON PIPE FLUSH WITH SURFACE, NO TAG OR CAP, PA 10/26/37	M10	FOUND 1" IRON PIPE WITH INVERSE COUNTY TRANSPORTATION DEPARTMENT PLASTIC CAP PER CORNER RECORD 09-182	M11	FOUND NAIL & TAG, SEE STORY
M5	FOUND IRON ROD WITH 1" PLASTIC CAP, PCE 3351	M11	FOUND 600 AIN WITH FLAVOR, 0.5' BELOW SURFACE	M12	FOUND IRON ROD WITH 1" PLASTIC CAP, PCE 3351, 2.5' BELOW SURFACE
M6	FOUND IRON PIPE FLUSH WITH SURFACE, NO TAG OR CAP, PA 10/26/37	M12	FOUND IRON PIPE WITH INVERSE COUNTY TRANSPORTATION DEPARTMENT PLASTIC CAP PER CORNER RECORD 09-182		

REFERENCE MAP TABLE:

<	INDICATES RECORD AND MEASURED DATA PER PARCEL MAP NO. 11380, P.A.M. 10/26/37, UNLESS OTHERWISE NOTED.		INDICATES RECORD AND MEASURED DATA PER RECORD OF SURVEY, R.S.S. 76/5, UNLESS OTHERWISE NOTED.
<<	INDICATES RECORD AND MEASURED DATA PER PARCEL MAP NO. 10856-1, M.S. 141/79-83, UNLESS OTHERWISE NOTED.		INDICATES RECORD AND MEASURED DATA PER PARCEL MAP NO. 18516, P.A.M. 12/75-85, UNLESS OTHERWISE NOTED.
[INDICATES RECORD AND MEASURED DATA PER PARCEL MAP NO. 19067, M.S. 135/89-95, UNLESS OTHERWISE NOTED.		INDICATES RECORD AND MEASURED DATA PER PARCEL MAP NO. 20386-1, P.A.M. 183/74-77, UNLESS OTHERWISE NOTED.
<<<	INDICATES RECORD AND MEASURED DATA PER PARCEL MAP NO. 21895, P.A.M. 139/77-80, UNLESS OTHERWISE NOTED.		INDICATES RECORD AND MEASURED DATA PER PARCEL MAP NO. 20386, P.A.M. 187/48-50, UNLESS OTHERWISE NOTED.

EASEMENT NOTES:

SEE PAGE 1

CURVE TABLE:

CURVE	RADIUS	LENGTH	DELTA	TANGENT
C1	14286.00'	119.73'	100.7434°	9.907'
C2	267.00'	148.35'	107.2821°	24.36'
C3	680.00'	101.81'	06.4918°	50.91'
C4	14800.00'	106.20'	111.449°	53.10'
C5	1300.00'	113.41'	114.49°	63.10'

LINE TABLE:

LINE	BEARING	LENGTH
L1	S87°02'32" W	4.97'
L2	S15°02'16" W	30.70'
L3	S50°28'59" E	3.48'
L4	S70°07'42" W	11.32'
L5	N66°30'10" W	18.47'
L6	S75°07'22" W	86.00'
L7	N02°07'49" E	110.00'
L8	N75°07'45" E	11.60'
L9	N01°42'59" W	13.84'
L10	N12°02'56" W	115.45'
L11	N03°00'19" E	58.33'
L12	N14°42'58" W	113.80'

LEGEND:

—	CENTERLINE	—	ADJOINING PROPERTY
—	SUBJECT PROPERTY	—	EASEMENT LINE
—	RIGHT-OF-WAY LINE	—	VEGETATION LINE
—	ADJOINING PROPERTY	—	VEGETATION LINE
—	ADJOINING PROPERTY	—	VEGETATION LINE

EASEMENT LINE:

—	DIRCTIONAL ARROWS	—	TRAFFIC PAINT
—	HANDICAP	—	CANOPY
—	TRAFFIC PAINT	—	TRAFFIC LINE PAINT
—	CANOPY	—	PARKING STRIPES
—	TRAFFIC LINE PAINT	—	ROAD / PAVENMENT
—	PARKING STRIPES	—	DIRT ROAD / TRAIL
—	ROAD / PAVENMENT	—	CURB / CUTTER
—	DIRT ROAD / TRAIL	—	CONCRETE
—	CURB / CUTTER	—	FENCE
—	CONCRETE	—	RETAINING WALL
—	FENCE	—	GUARD RAIL
—	RETAINING WALL	—	MOCK CONTOUR / TEXT
—	GUARD RAIL	—	WATER CONTOUR
—	MOCK CONTOUR / TEXT	—	VEGETATION LINE
—	WATER CONTOUR	—	VEGETATION LINE
—	VEGETATION LINE	—	VEGETATION LINE

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<p>NOTE: WORK CONTAINED WITHIN THESE PLANS SHALL NOT COMMENCE UNTIL AN ENCROACHMENT PERMIT AND/OR A GRADING PERMIT HAS BEEN ISSUED.</p> <p>The City Engineer's approval of these plans does not constitute an approval for the necessary and appropriate engineering, geotechnical, or other services as set forth in the applicable codes and regulations. The City Engineer's approval of these plans does not constitute an approval for the necessary and appropriate engineering, geotechnical, or other services as set forth in the applicable codes and regulations.</p>	<p>CITY OF JURUPA VALLEY CITY ENGINEER APPROVED BY:</p>	<p>SEAL ENGINEER</p> <p>PREPARED BY: TRENT J. KEENAN</p>	<p>6140 S. BENT HANMAN WAY, SUITE 230 LAS VEGAS, NEVADA 89148 (702) 822-8228 www.dynacoreland.com</p> <p>LAND SURVEYING</p>	<p>BENCHMARK</p> <p>DATE PREPARED: 11/17/2016</p> <p>SCALE: 1" = 60' ± N/A</p>	<p>CITY OF JURUPA VALLEY TENTATIVE TRACT MAP NO. 37255</p> <p>DATE PREPARED: 11/17/2016</p> <p>SCALE: 1" = 60' ± N/A</p>	<p>SHEET NO. 2 OF 2 SHEETS</p>							
	<table border="1"> <thead> <tr> <th>DATE</th> <th>BY</th> <th>REVISIONS</th> <th>CITY</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>	DATE	BY	REVISIONS	CITY					<p>DATE</p>	<p>DATE</p>	<p>DATE</p>	<p>DATE</p>
DATE	BY	REVISIONS	CITY										

**AIRPORT LAND USE COMMISSION
MINUTE ORDER DECEMBER 14, 2017
RIVERSIDE MEETING**

A regular scheduled meeting of the Airport Land Use Commission was held on December 14, 2017 at the Riverside County Administrative Center, Board Chambers.

COMMISSIONERS PRESENT: Rod Ballance, Chairman
Steve Manos, Vice Chairman
Russell Betts
Arthur Butler
Glen Holmes
John Lyon
Steven Stewart

COMMISSIONERS ABSENT:

STAFF PRESENT: Simon Housman, ALUC Director
John Guerin, Principal Planner
Paul Rull, Urban Regional Planner IV
Barbara Santos, ALUC Commission Secretary
Raymond Mistica, ALUC Counsel

OTHERS PRESENT: Bruce Davis, Albert A. Webb Associates
Tim Rogers, The Thermal Club
Oscar Romero, Other Interested Person
Larry Vesely, PV Indio, LLC
Emily Webb, The Thermal Club
Richard Welsh, Other Interested Person
Rowdy Williamson, Applicant

**AIRPORT LAND USE COMMISSION
MINUTE ORDER DECEMBER 14, 2017
RIVERSIDE MEETING**

I. **AGENDA ITEM 3.1:** ZAP1091R117 – Pelican Communities, Richard Hamm – City of Riverside Planning Case Nos. P17-0467 (General Plan Amendment), P17-0466 (Specific Plan Amendment), P17-0468 (Rezone), P17-0469 (Site Plan Review). P17-0469 is a proposal to construct four three-story buildings with a total floor area of 98,608 square feet providing 108 apartment units (with clubhouse, fitness center, and leasing office) and 1,200 square feet of commercial floor area on 3.14 acres located northerly of Merrill Avenue, westerly of Riverside Avenue and easterly of De Anza Avenue, on the opposite side of Merrill Avenue from Riverside Plaza. The applicant also proposes to: (1) amend the Magnolia Avenue Specific Plan to include Mixed Use Urban (MU-U) as a General Plan land use designation in the Magnolia Center District (P17-0466); (2) amend the City's General Plan land use map designation of the site from Commercial (C) to Mixed Use Urban (MU-U) (P17-0467), and (3) rezone the site from Commercial General with Specific Plan (Magnolia Avenue) Overlay (CG-SP) to Mixed Use Urban with Specific Plan (Magnolia Avenue) Overlay Zone (MU-U-SP) (P17-0468). (Compatibility Zone E of the Riverside Municipal Airport Influence Area). ALUC Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org

II. **MAJOR ISSUES**
None

III. **STAFF RECOMMENDATION**
Staff recommends that the General Plan Amendment, Specific Plan Amendment and Rezone be found CONSISTENT with the 2005 Riverside Municipal Airport Land Use Compatibility Plan, and that the Site Plan Review be found CONSISTENT, subject to the conditions included herein.

IV. **PROJECT DESCRIPTION**
P17-0469 is a proposal to construct four three-story buildings with a total floor area of 98,608 square feet providing 108 apartment units (with clubhouse, fitness center, and leasing office) and 1,200 square feet of commercial floor area on 3.14 acres. The applicant also proposes to: (1) amend the Magnolia Avenue Specific Plan to include Mixed Use Urban (MU-U) as a General Plan land use designation in the Magnolia Center District (P17-0466); (2) amend the City's General Plan land use map designation of the site from Commercial (C) to Mixed Use Urban (MU-U) (P17-0467); and (3) rezone the site from Commercial General with Specific Plan (Magnolia Avenue) Overlay (CG-SP) to Mixed Use Urban with Specific Plan (Magnolia Avenue) Overlay (MU-U-SP) (P17-0468).

CONDITIONS:

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

**AIRPORT LAND USE COMMISSION
MINUTE ORDER DECEMBER 14, 2017
RIVERSIDE MEETING**

approach towards a landing at an airport.

- (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
- 3. The attached notice shall be given to all prospective purchasers of the property and tenants of the dwelling units to be built thereon.
 - 4. 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.

V. MEETING SUMMARY

The following staff presented the subject proposal:

ALUC Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org

No one spoke in favor, neutral or opposition to the project.

VI. ALUC COMMISSION ACTION

The ALUC Commission by a unanimous vote of 7-0 found the project **CONSISTENT**.

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@rivco.org.

ITEM 3.1: TIME: 9:04 A.M.

**AIRPORT LAND USE COMMISSION
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RIVERSIDE MEETING**

I. **AGENDA ITEM 3.2:** ZAP1008CO17 – Rowdy Williamson – City of Corona Planning Case Nos. GPA17-001 (General Plan Amendment), CZ17-002 (Change of Zone), CUP17-004 (Conditional Use Permit). The applicant proposes to establish a 64-unit, three-story senior apartment complex on 2.2 acres located at 159 and 205 Buena Vista Avenue, southerly of Railroad Street, northerly of 91 Freeway, and westerly of Vicentia Avenue. The applicant also proposes to amend the General Plan land use designation for this site from Medium Density Residential (MDR) to High Density Residential (HDR) and to change the site's zoning classification from Single Family Residential (R-1-7.2) and Low Density Multi-Family Residential (R-2) to High Density Multi-Family Residential (R-3). (Airport Compatibility Zone D of the Corona Municipal Airport Influence Area). ALUC Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org

II. **MAJOR ISSUES**
None

III. **STAFF RECOMMENDATION**
Staff recommends that the Commission find the proposed General Plan Amendment and Change of Zone CONSISTENT with the 2004 Corona Municipal Airport Land Use Compatibility Plan, and find the Conditional Use Permit CONDITIONALLY CONSISTENT, subject to the conditions included herein, and such additional conditions as may be required by the Federal Aviation Administration Obstruction Evaluation Service.

STAFF RECOMMENDED AT HEARING

CONSISTENT, subject to conditions updated at the meeting to include FAA conditions.

IV. **PROJECT DESCRIPTION**

The applicant proposes to establish a 64-unit, three-story senior apartment complex on 2.2 acres. The applicant also proposes to amend the General Plan land use designation for this site from Medium Density Residential (MDR) to High Density Residential (HDR) and to change the site's zoning classification from Single Family Residential (R-1-7.2) and Low Density Residential (R-2) to High Density Multi-Family Residential (R-3).

CONDITIONS: (new conditions, as added pursuant to the FAA letter at the hearing, shown in **bold type**).

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/activities are not included in the proposed project and shall be prohibited at this site:
 - (a) Any use/activity which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.

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- (b) Any use/activity which would cause sunlight to be reflected toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use/activity which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, composting operations, production of cereal grains, sunflower, and row crops, 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/activity which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
 - (e) Highly noise-sensitive outdoor nonresidential uses.
3. The attached disclosure notice shall be provided to all potential purchasers and tenants of the proposed dwelling units, and shall be recorded as a deed notice.
 4. Any ground-level or aboveground water detention basin or facilities shall be designed so as to provide for a detention period for the design storm that does not exceed 48 hours and to remain totally dry between rainfalls. Vegetation in and around such facilities that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.
 5. Prior to issuance of building permits for any structures, the permittee (or its successor-in-interest) shall submit evidence to the City of Corona Development Services Department that the Federal Aviation Administration (FAA) has issued a determination of "Not a Hazard to Air Navigation" for such structure. **[This condition shall be considered as having been MET.]**
 6. **The Federal Aviation Administration has conducted an aeronautical study of the proposed *parking lot light pole* [sic] [should read: "structure"] (Aeronautical Study No. 2017-AWP-11657-OE) and has determined that neither marking nor lighting of the structure(s) 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 L Change 1 and shall be maintained in accordance therewith for the life of the project.**
 7. **The proposed structure(s) shall not exceed a height of 39 feet above ground level and a maximum elevation at top point of 651 feet above mean sea level.**
 8. **The maximum height and top point elevation specified above 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.**

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9. **Temporary construction equipment used during actual construction of the *parking lot light pole* [sic] [should read: “structure”] shall not exceed 39 feet in height and a maximum elevation of 651 feet above mean sea level, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.**
10. **Within five (5) days after construction reaches its greatest height, FAA Form 7460-2 (Part II), Notice of Actual Construction or Alteration, shall be completed by the project proponent or his/her designee and e-filed with the Federal Aviation Administration. (Go to <https://oeaaa.faa.gov> for instructions.) This requirement is also applicable in the event the project is abandoned or a decision is made not to construct the *parking lot light pole* [sic] [should read “structure”].**

V. MEETING SUMMARY

The following staff presented the subject proposal:

ALUC Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org

The following spoke in favor of the project:

Rowdy Williamson, Applicant, 2279 Eagle Glen Pkwy, Corona, CA 92883

The following spoke in opposition to the project:

Oscar Romero, Other Interested Person, 809 De Anza Circle, Corona, CA

No one spoke in neutral of the project.

VI. ALUC COMMISSION ACTION

The ALUC Commission by a unanimous vote of 7-0 found the project **CONSISTENT** subject to conditions updated at the meeting to include FAA conditions.

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@rivco.org.

ITEM 3.2: TIME: 9:05 A.M.

**AIRPORT LAND USE COMMISSION
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I. **AGENDA ITEM 3.3:** ZAP1072BD17 – PV Indio, LLC (Representative: Larry Vesely) – City of Indio Planning Case No. DR 17-09-420 (Design Review). The applicant proposes installing canopies over most of the recreational vehicle (RV)/boat storage parking spaces at an existing 4.5 acre self-storage/RV/boat storage facility located at 42925 Madison Street, westerly of Madison Street, southerly of Indio Boulevard and the southerly terminus of Madio Street, and northerly of Fox Glove Lane. The applicant also proposes installing a photovoltaic solar panel system on the roof of two of the proposed canopies. (Airport Compatibility Zones B1 and C of the Bermuda Dunes Airport Influence Area). ALUC Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org

II. **MAJOR ISSUES**
None

III. **STAFF RECOMMENDATION**
Staff recommends that the Commission find the Design Review CONSISTENT, subject to the conditions included herein.

IV. **PROJECT DESCRIPTION**
A proposal to install canopies over most of the recreational vehicle (RV)/boat storage parking spaces at an existing 4.5 acre self-storage/RV/boat storage facility. The applicant also proposes installing a 110.76 kW photovoltaic solar panel system on the roof of two proposed canopies.

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. All outdoor lighting plans shall be subject to review by airport management.
2. The following uses/activities are not included in the proposed project and shall be prohibited at this site:
 - (a) Any use or activity which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use or activity which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use or activity which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, composting operations, production of cereal grains, sunflower, and row crops, 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.)

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- (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 6,000 gallons or more of flammable or hazardous materials, and hazards to flight.
3. The attached notice shall be given to all prospective purchasers of the property.
 4. Prior to issuance of a building permit, the property owner shall convey an avigation easement to Bermuda Dunes Airport or provide documentation that such easement was previously conveyed. Copies of the recorded avigation easement shall be forwarded to the Airport Land Use Commission and to the City of Indio.
 5. 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. Any revisions to the solar panels will require a new solar glare analysis to ensure that the project does not create significant amounts of glare, and require ALUC review.

V. MEETING SUMMARY

The following staff presented the subject proposal:

ALUC Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org

The following spoke in favor of the project:

Larry Vesely, PV Indio, LLC, 1420 Basel PL, Riverside, CA 92506

No one spoke in neutral or opposition to the project.

VI. ALUC COMMISSION ACTION

The ALUC Commission by a unanimous vote of 7-0 found the project **CONSISTENT**.

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@rivco.org.

ITEM 3.3: TIME: 9:28 A.M.

**AIRPORT LAND USE COMMISSION
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I. **AGENDA ITEM 3.4:** ZAP1040TH17 – Coachella Green, LLC (Representative: The Altum Group) – City of Coachella Planning Case Nos. CZ 17-01 (Change of Zone), CUP 279 (Conditional Use Permit), AR 17-03 (Architectural Review). The applicant proposes to change the zoning of 49.19 acres located southerly of Industrial Way, easterly of Enterprise Way, northerly of Avenue 54 and westerly of the Whitewater River Storm Channel from M-H-IP (Heavy Industrial – Industrial Park Overlay) to M-S-IP (Manufacturing Service - Industrial Park Overlay). AR17-03 is a proposal to build a fourteen-building industrial complex on this site with a total building area of 644,567 square feet, anticipated to be built in five phases. CUP 279 is a proposal to allow cannabis cultivation, processing, testing, manufacturing, and distribution uses within the proposed buildings on this property. (Currently Buildings A, J, and K are proposed to be utilized for cannabis cultivation and related uses as described above. Tenants/uses for the remaining buildings have not been identified.) No dispensaries are proposed. (Airport Compatibility Zones C and D of the Jacqueline Cochran Regional Airport Influence Area). ALUC Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org

II. **MAJOR ISSUES**
None

III. **STAFF RECOMMENDATION**
Staff recommends that the Commission find the proposed Change of Zone CONSISTENT with the 2005 Jacqueline Cochran Regional Airport Land Use Compatibility Plan as amended in 2006, and find the proposed Conditional Use Permit and Architectural Review CONSISTENT, subject to the conditions included herein.

IV. **PROJECT DESCRIPTION**
The applicant proposes to change the zoning of 49.19 acres from M-H-IP (Heavy Industrial – Industrial Park Overlay) to M-S-IP (Manufacturing Service - Industrial Park Overlay). AR17-03 is a proposal to build a fourteen-building industrial complex on this site with a total building area of 644,567 square feet, anticipated to be built in five phases. CUP 279 is a proposal to allow cannabis cultivation, processing, testing, manufacturing, and distribution uses within the proposed buildings on this property. (Currently Buildings A, J, and K are proposed to be utilized for cannabis cultivation and related uses as described above. Tenants/uses for the remaining buildings have not been identified.) No dispensaries are proposed.

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 plans, if any, shall be transmitted to Riverside County Economic Development Agency – Aviation Division personnel and to the Jacqueline Cochran Regional Airport for review and comment. (Failure to comment within thirty days shall be considered to constitute acceptability on the part of the airport manager.)
2. The following uses shall be prohibited:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations, or any type of strobe light, toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-

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approved navigational signal light or visual approach slope indicator.

- (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, livestock operations, production of cereal grains, sunflower, and row crops, artificial marshes, wastewater management facilities, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
 - (e) Children's schools, day care centers, libraries, hospitals, nursing homes, places of worship, highly noise-sensitive outdoor non-residential uses, and hazards to flight.
3. The attached notice shall be provided to all prospective purchasers of the property and tenants of the buildings thereon, and shall be recorded as a deed notice.
 4. Any new detention basin(s) shall be designed so as to provide a maximum 48-hour detention period for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basin that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.
 5. The proposed buildings were evaluated on the basis of office, manufacturing, storage, and warehousing uses. (Storage includes indoor cultivation areas not requiring constant attention.) Within Buildings J and K, not more than 7,000 square feet of each building may be utilized for offices and manufacturing uses (other than cultivation). No dispensaries, retail uses, restaurants, or other uses with Building Code occupancy levels greater than one person per 100 square feet are authorized without subsequent airport land use compatibility evaluation.
 6. The ALUC eligible open areas shown on the open space exhibit (minimum 5.65 acres) shall be kept obstacle and obstruction free per ALUC open area definition.

V. MEETING SUMMARY

The following staff presented the subject proposal:

ALUC Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org

No one spoke in favor, neutral or opposition to the project.

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VI. ALUC COMMISSION ACTION

The ALUC Commission by a vote of 6-1 found the project **CONSISTENT**. Commissioner Holmes dissenting

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@rivco.org.

ITEM 3.4: TIME: 9:33 A.M.

**AIRPORT LAND USE COMMISSION
MINUTE ORDER DECEMBER 14, 2017
RIVERSIDE MEETING**

I. **AGENDA ITEM 3.5:** ZAP1039TH17 – Thermal Operating Company, LLC, dba The Thermal Club (Representative: Melissa Perez, Albert A. Webb and Associates) - County of Riverside Planning Case Nos. SP00303A4 (Specific Plan Amendment) and CZ07952 (Change of Zone). SP00303A4 is a proposal to amend the Kohl Ranch Specific Plan (most notably the Executive Summary, Project-Wide Planning Standards, and Land Use Planning & Development Standards sections) by defining and establishing a new use category, “racetrack recreational units,” as a permitted land use within Planning Area E-2 located in the portion of the Specific Plan northerly of Avenue 62, easterly of Tyler Street, and westerly of Polk Street within the “Thermal Club.” If approved, this amendment would allow overnight stays at all of the potential development sites on the Thermal Club “founders’ lots.” CZ07952 is a proposal to revise the Specific Plan Zoning Ordinance text in accordance with this proposed Specific Plan Amendment. (Airport Compatibility Zones C and D of the Jacqueline Cochran Regional Airport Influence Area). ALUC Staff Planner: John Guerin at (951) 955-0982, or e-mail at jguerin@rivco.org

II. **MAJOR ISSUES**

The applicant had previously been granted a consistency finding to permit utilization of “founders’ lots” located in Zone D, plus 39 units in Zone C, as residences. The allowance in Zone C is based on applying the one dwelling unit per five acre maximum residential allowance pursuant to Table 2A of the Countywide Policies to the entire area northerly of Avenue 62 located in Zone C originally included in the overall Thermal Club project. This Specific Plan Amendment proposes to allow overnight stays at the remaining 110 to 116 “founders’ lots” in Zone C by creating a new category, “racetrack recreational units.”

The applicant contends that these “racetrack recreational units” would be distinguished from residences, and should not be counted as such, because these units would be subject to a project limitation within its covenants, conditions, and restrictions on the number of consecutive nights that they would be in use. If developed pursuant to the applicant’s “villas” model, however, these units would actually be detached structures with multiple bedrooms, similar to the residential developments oriented around golf courses, but with super-sized ground floor garages pushing living areas up to second and third floors. If counted as residences, ALUC’s density limitations in Airport Compatibility Zone C (one dwelling unit per five acres) would be exceeded, based on the amount of acreage originally included in the “Club.” The dwelling unit count for the Kohl Ranch Specific Plan as a whole (as established through Specific Plan No. 303 and its adopted amendments to date) would also be exceeded, absent reductions elsewhere within the boundaries of that Specific Plan. Additionally, at least 45 of the lots are located within the 60 dB(A) CNEL aircraft noise contour and some are within the 65 dB(A) CNEL aircraft noise contour, where new residential subdivisions are not permissible, pursuant to Policy N 7.3 of the Noise Element of the Riverside County General Plan. The recorded lots were originally established as nonresidential “members’ garage” lots.

III. **STAFF RECOMMENDATION**

Staff recommends a finding of INCONSISTENCY for the Specific Plan Amendment and Change of Zone for the reasons stated herein.

IV. **PROJECT DESCRIPTION**

The Specific Plan Amendment proposes to amend the Kohl Ranch Specific Plan (most notably the Executive Summary, Project-Wide Planning Standards, and Land Use, Planning & Development Standards sections) by defining and establishing a new use category, “racetrack recreational units,” as a permitted land use within Planning Area E-2 located in the portion of the Specific Plan northerly of Avenue 62 within the “Thermal Club.” The Change of Zone proposes to revise the Specific Plan zoning ordinance text in accordance with this proposal.

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V. MEETING SUMMARY

The following staff presented the subject proposal:

ALUC Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org

The following spoke in favor of the project:

Tim Rogers, The Thermal Club

Emily Webb, The Thermal Club

Bruce Davis, Albert A. Webb Associates, 3788 McCray Street, Riverside, CA

The following spoke in opposition to the project:

Richard Welsh, Other Interested Person, 50505 Grand Traverse, La Quinta, CA

No one spoke in neutral of the project.

VI. ALUC COMMISSION ACTION

The ALUC Commission by a unanimous vote of 7-0 found the project **INCONSISTENT**.

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@rivco.org.

ITEM 3.5: TIME: 9:41 A.M.

**AIRPORT LAND USE COMMISSION
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RIVERSIDE MEETING**

I. **4.0 ADMINISTRATIVE ITEMS**

4.1 Director's Approvals – Information Only

II. **5.0 APPROVAL OF MINUTES**

The ALUC Commission by a vote of 6-0 approved the November 9, 2017 minutes. Abstain: Commissioner Betts

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

None

IV. **7.0 COMMISSIONER'S COMMENTS**

Commissioner Lyon commented that he appreciated the candor of the applicant regarding the Thermal Club case. Chairman Ballance wished everyone a safe Holiday Season.

V. **8.0 ADJOURNMENT**

Chairman Ballance adjourned the meeting at 11:28 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@rivco.org.

ITEM 4.0: TIME IS: 11:25 A.M.