

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

STAFF REPORT

AGENDA ITEM: 3.1

HEARING DATE: April 14, 2022

CASE NUMBER: ZAP1510MA22 – Martin Oropeza (Representative: A.K.A. & Associates, Inc)

APPROVING JURISDICTION: County of Riverside

JURISDICTION CASE NO: TPM38067 (Tentative Parcel Map)

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

Airport Influence Area: March Air Reserve Base

Land Use Policy: Zone C2

Noise Levels: Below 60 CNEL contour

MAJOR ISSUES: None

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

PROJECT DESCRIPTION: A proposal to subdivide approximately 2.51 gross acres into 2 single family residential lots.

PROJECT LOCATION: The site is located northerly of Alviso Road, easterly of Day Street, and southerly of Kinney Street, approximately 12,099 feet southwest of the southerly end of Runway 14-32 at March Air Reserve Base.

BACKGROUND:

Residential Density: The site is located in Compatibility Zone C2 of the March Air Reserve Base/Inland Port Airport Influence Area. Compatibility Zone C2 restricts residential density to a maximum 6.0 dwelling units per acre. The project proposes dividing 2.51 acres into 2 residential lots, resulting in a density of 0.80 dwelling units per acre, which is consistent with the Compatibility Zone C2 residential criterion.

Prohibited and Discouraged Uses: The applicant does not propose any uses prohibited or discouraged in Compatibility Zone C2 (highly noise-sensitive outdoor nonresidential uses and hazards to flight).

Noise: The March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan depicts the site as being below the 60 CNEL range from aircraft noise. Therefore, no special measures are required to mitigate aircraft-generated noise.

Part 77: 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 12,099 feet from the runway to the project, Federal Aviation Administration Obstruction Evaluation Services (FAA OES) review could be required for any structures with a top of roof exceeding 1,609 feet AMSL. The project site elevation is 1,740 feet AMSL. No building permits for new structures are in process at this time, and review by the Federal Aviation Administration Obstruction Evaluation Services (FAA OES) is not a prerequisite to land division. Therefore, FAA OES review for height/elevation reasons was not required. However, a condition has been included that any future buildings will require FAA OES review before permit issuance.

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

CONDITIONS:

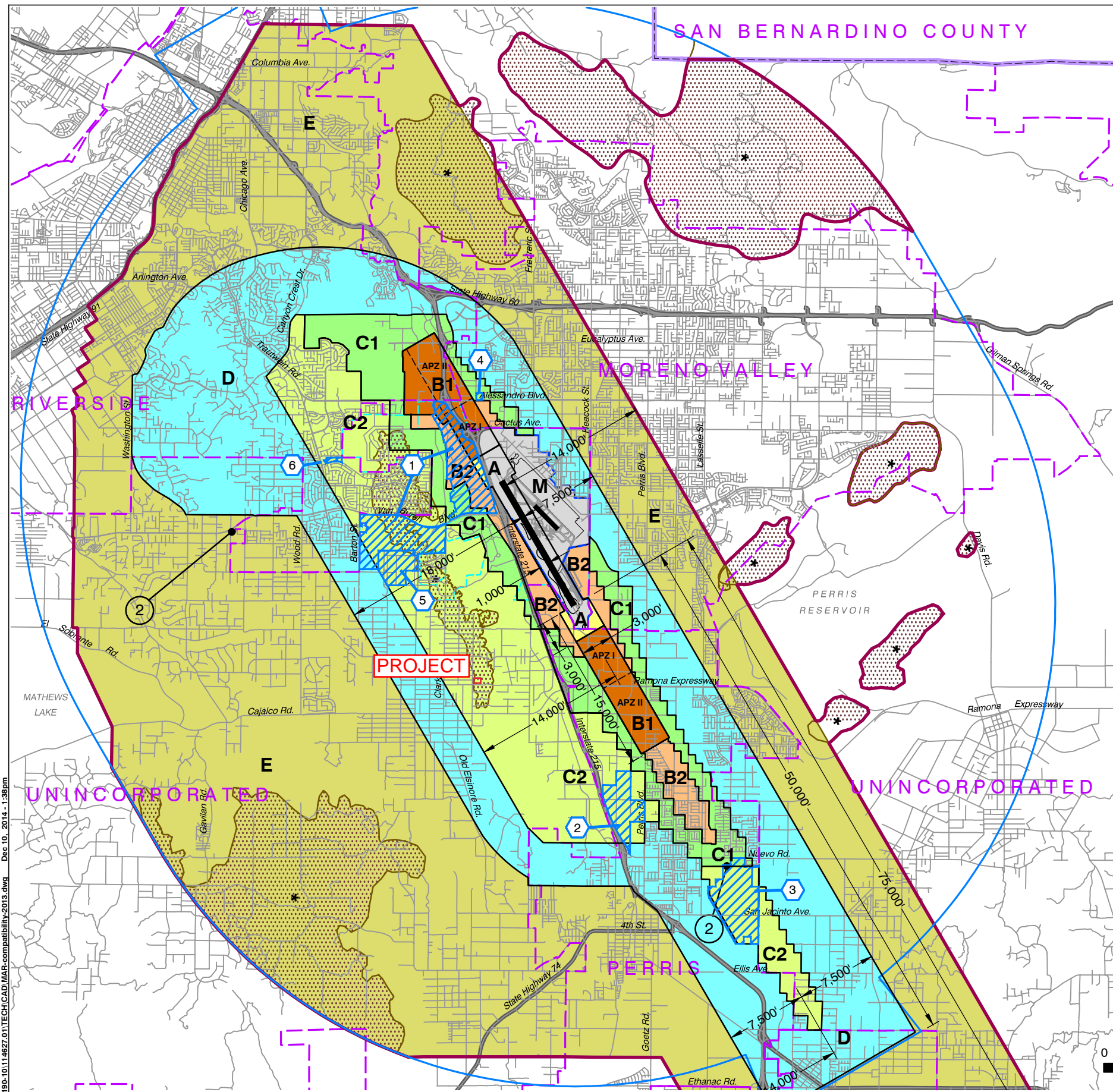
1. Any new outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses/activities are not included in the proposed project and shall be prohibited at this site:
 - (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 a DoD or 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 to the extent as to result in a potential for temporary after-image greater than the low ("green") level.
 - (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, production of cereal grains, sunflower, and row crops, composting operations, wastewater management facilities, artificial marshes, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
 - (e) Highly noise-sensitive outdoor nonresidential uses. Examples of noise-sensitive

outdoor nonresidential uses that are prohibited include, but are not limited to, major spectator-oriented sports stadiums, amphitheaters, concert halls and drive-in theaters.

- (f) Other Hazards to flight.
3. The attached "Notice of Airport in Vicinity" shall be provided to all prospective purchasers and occupants of the property and be recorded as a deed notice.
 4. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.
 5. The project has been evaluated for a subdivision of approximately 2.51 gross acres into 2 single family residential lots. The subdivision is for the division of land only, any changes will require an amended review to evaluate consistency with the ALUCP compatibility criteria, at the discretion of the ALUC Director.
 6. The maximum height of the building(s), including all roof-mounted equipment, if any, shall be limited to a maximum top point elevation of 1,609 feet above mean sea level, unless a "Determination of No Hazard to Air Navigation" letter authorizing a higher top point elevation has been issued by the Federal Aviation Administration Obstruction Evaluation Service.

NOTICE OF AIRPORT IN VICINITY

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



LEGEND

Compatibility Zones

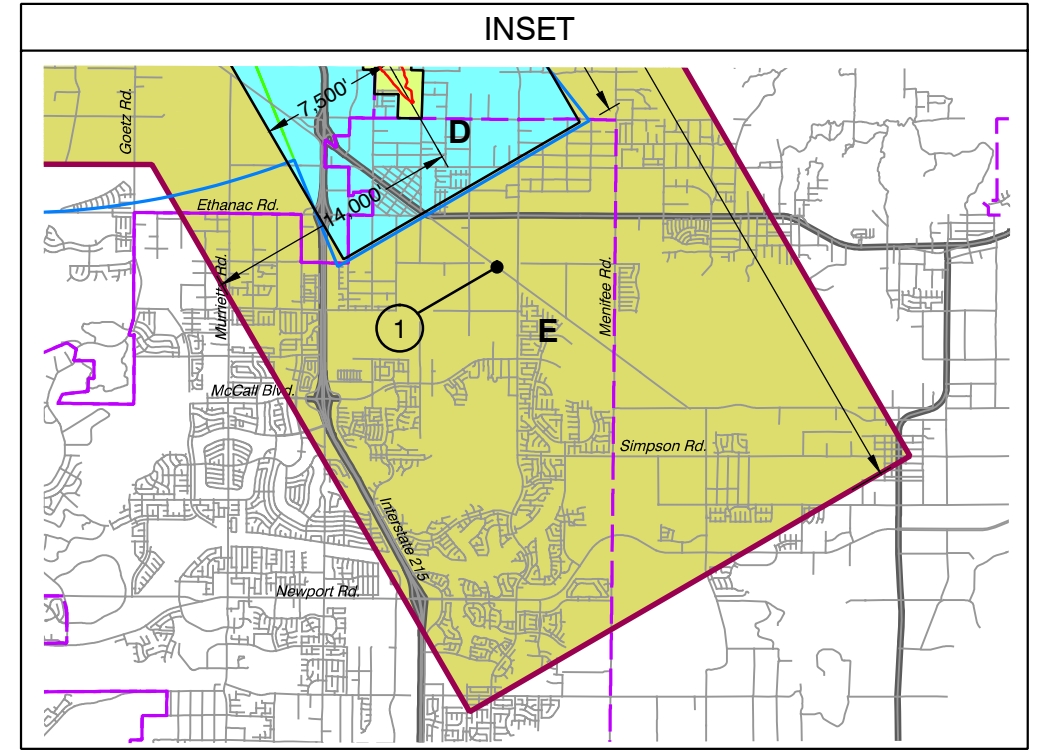
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

Boundary Lines

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

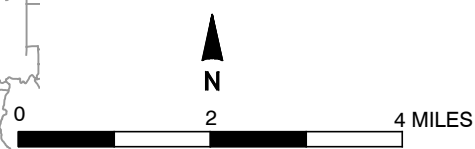
- ① Point at which aircraft on Runway 32 ILS approach descend below 3,000 feet above runway end. Airport Elevation is 1,535 feet MSL.
- ② Point at which departing aircraft typically reach 3,000 feet above runway end.

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



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

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



Base map source: County of Riverside 2013

SEE INSET AT RIGHT

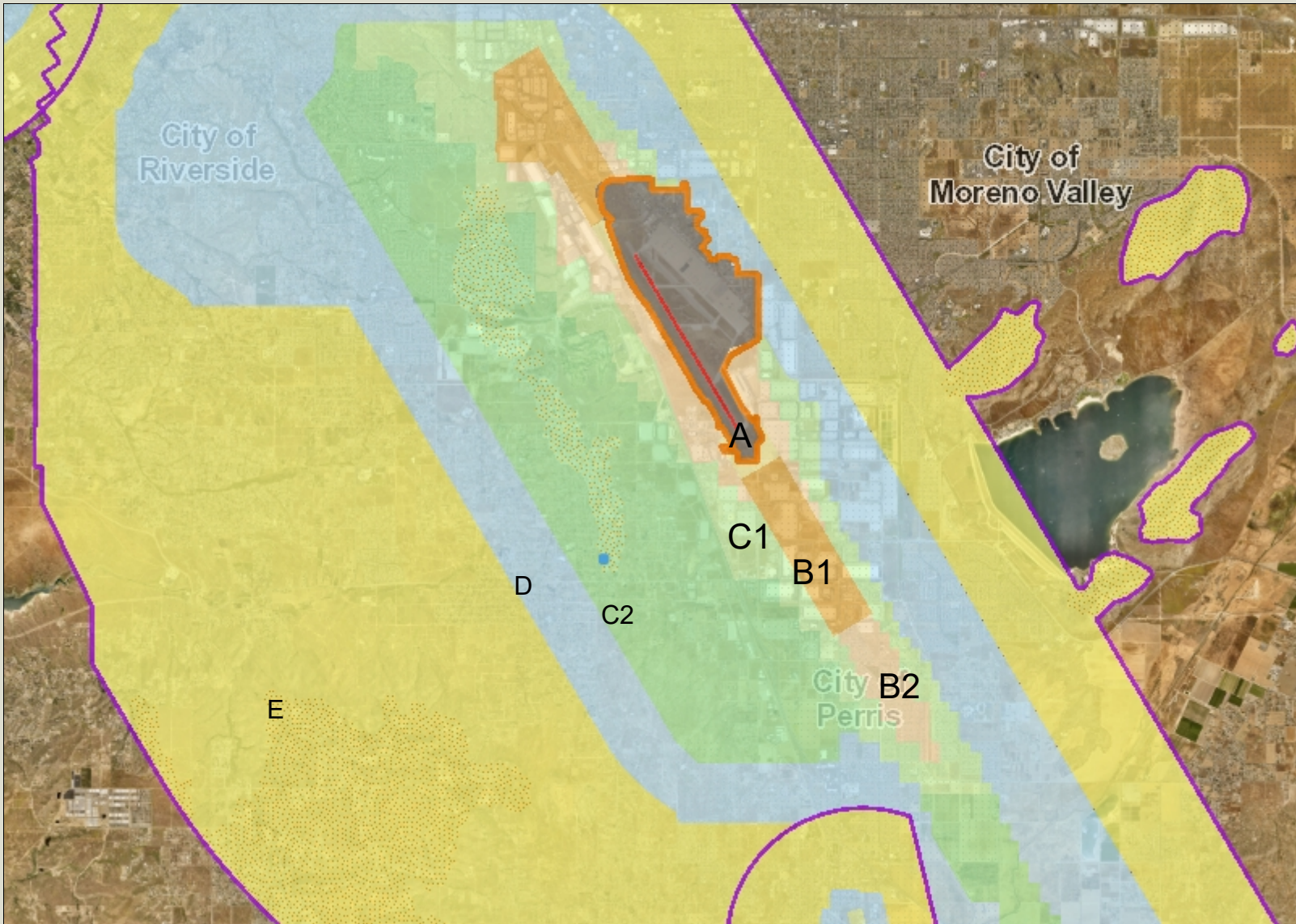
X:\18190-10\114627\01\TECH\CAD\MAR-compatibility\2013.dwg Dec 10, 2014 - 1:38pm

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

Map MA-1

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

Map My County Map



Legend

- Runways
- Airports
- Airport Influence Areas

Airport Compatibility Zones

- OTHER COMPATIBILITY 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



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.

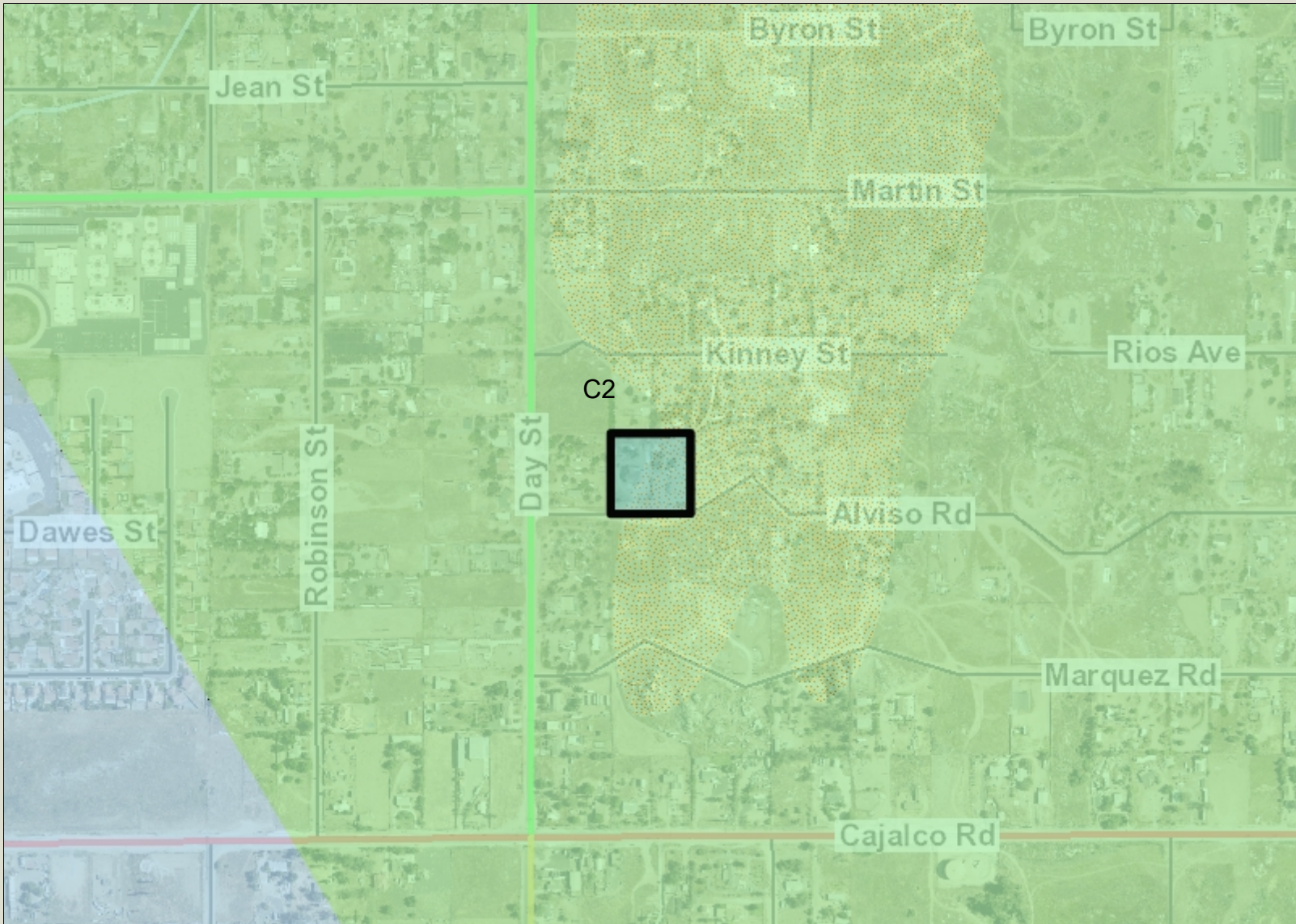


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Notes

Map My County Map



Legend

- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones**
- OTHER COMPATIBILITY 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



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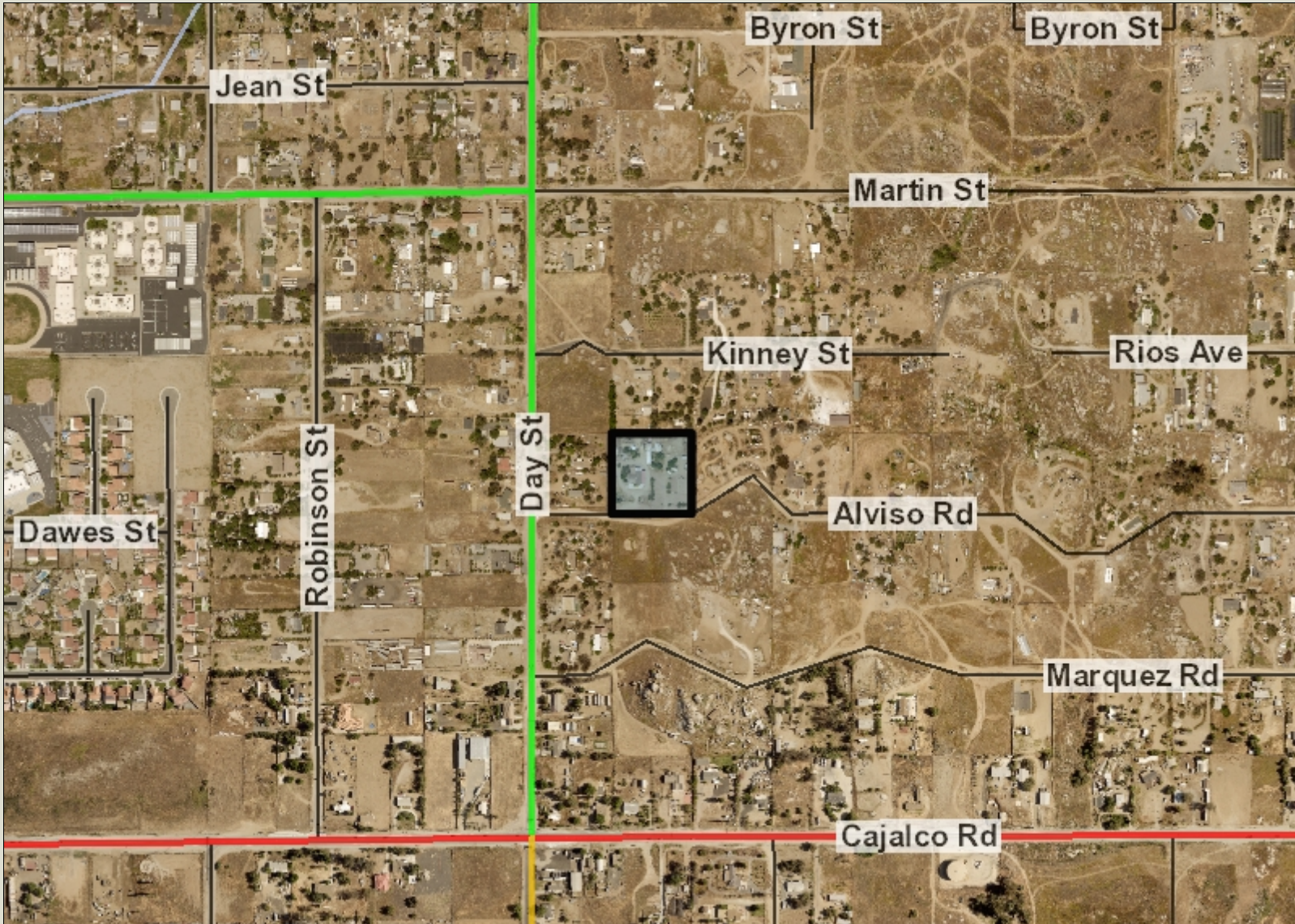
0 770 1,539 Feet

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Notes

Map My County Map



Legend

- Circulation Element**
- ARTERIAL (128ft ROW)
 - COLLECTOR (74ft ROW)
 - EXPRESSWAY (184ft TO 220ft RC)
 - HIGHWAY (VARIABLE ROW)
 - INTERSTATE (VARIABLE ROW)
 - MAJOR (118ft ROW)
 - MOUNTAIN ARTERIAL (110ft ROV)
 - SECONDARY (100ft ROW)
 - URBAN ARTERIAL (152ft ROW)

County Centerline Names

- County Centerlines
- Blueline Streams
- ⋮ City Areas
- World Street Map



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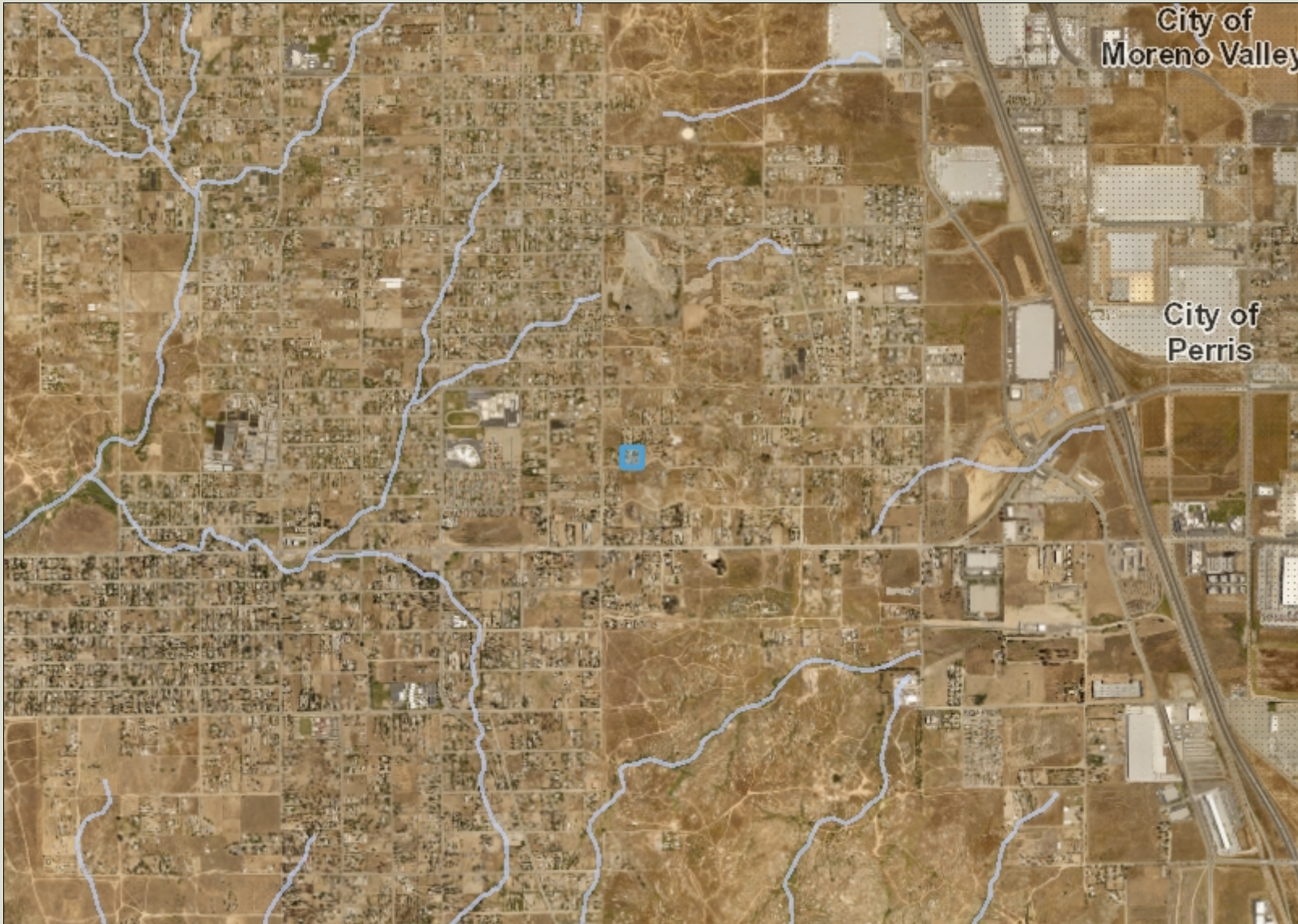
0 770 1,539 Feet

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Notes

Map My County Map



Legend

-  Blueline Streams
-  City Areas
-  World Street Map



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Notes

Map My County Map



Legend

- County Centerline Names
- County Centerlines
- Blueline Streams
- City Areas
- World Street Map

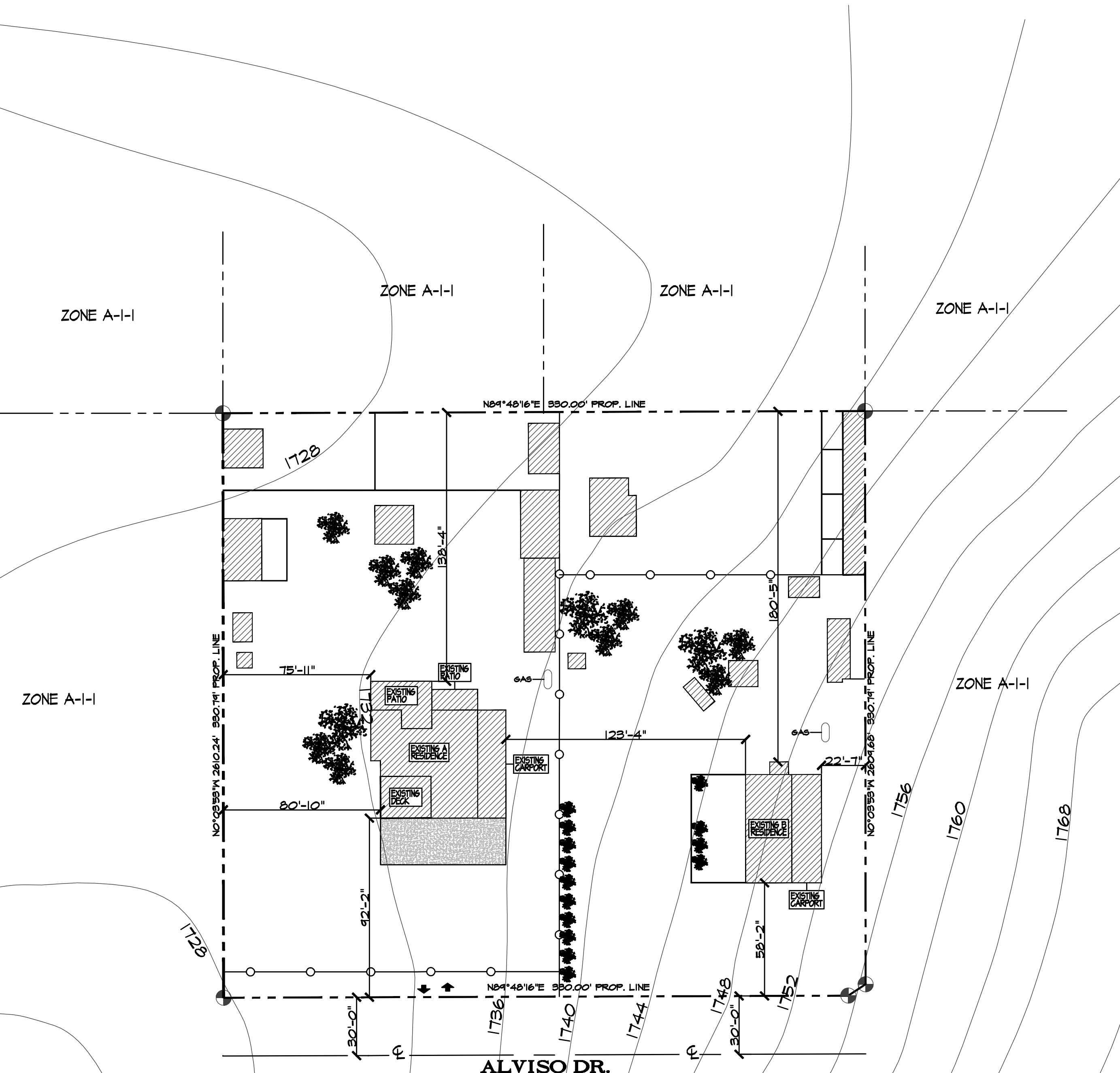


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Notes



IN THE CITY OF PERRIS, STATE OF CALIFORNIA TENTATIVE PARCEL MAP



EASEMENTS:
XXXXXX

AVIGATION EASEMENT
XXXX

CONSTRUCTION TYPE
(E) RESIDENCE R-3
(E) GARAGE U

BUILDING CODE
2019 CALIFORNIA BUILDING CODE
2019 CALIFORNIA MECHANICAL CODE
2019 CALIFORNIA PLUMBING CODE
2019 CALIFORNIA ELECTRICAL CODE
2019 CALIFORNIA RESIDENTIAL CODE
2019 CALIFORNIA GREEN BUILDING STANDARD CODE
2019 ENERGY CODE
ASCE-7-16
NDS 2018
ACI-318-18

BUILDING "A" AREA
(E) RESIDENCE AREA = 2203 SqFt
(E) CARPORT AREA = 806 SqFt
(E) DECK AREA = 559 SqFt
(E) PATIO AREA = 614 SqFt
(E) COVERED PATIO = 252 SqFt

BUILDING "B" AREA
(E) RESIDENCE AREA = 1386 SqFt
(E) CARPORT = 855 SqFt

LEGAL DESCRIPTION
LOT: 12 ABBREVIATED DESCRIPTION: LOT: 12
2.51 ACRES M/L IN PAR T2 RS 031/034

OWNER & APPLICANT
MARTIN OROPEZA
22100 ALVISO DR.
PERRIS, CA 92570
TEL :

REPRESENTATIVE & MAP MAKER
AL AGUIRRE, A.A. & ASSOCIATES INC.
2222 KANSAS AVENUE SUITE "K"
RIVERSIDE, CA, 92507
(951) 684-4222

ASSESSORS PARCEL NO.
317-020-040

TOTAL NUMBER OF LOTS (1 EXISTING) 2 LOTS TOTAL (AFTER MAP RECORDS)

TOTAL AREA OF MAP 2.51 AC. ± GROSS

THE AREA SURROUNDING THIS TENTATIVE PARCEL MAP IS RESIDENTIAL - SINGLE FAMILY DWELLINGS

THE PROPOSED USE OF THIS TENTATIVE PARCEL MAP IS RESIDENTIAL - SINGLE FAMILY DWELLING

NO DRAINAGE FACILITIES ARE PROPOSED FOR THIS DIVISION - WATER TO DRAIN ALONG NATURAL COURSES.

NO GRADING IS PROPOSED

NO SUBJECT TO LIQUEFACTION OR OTHER GEOLOGIC HAZARDS

NO SPECIAL STUDIES ZONE

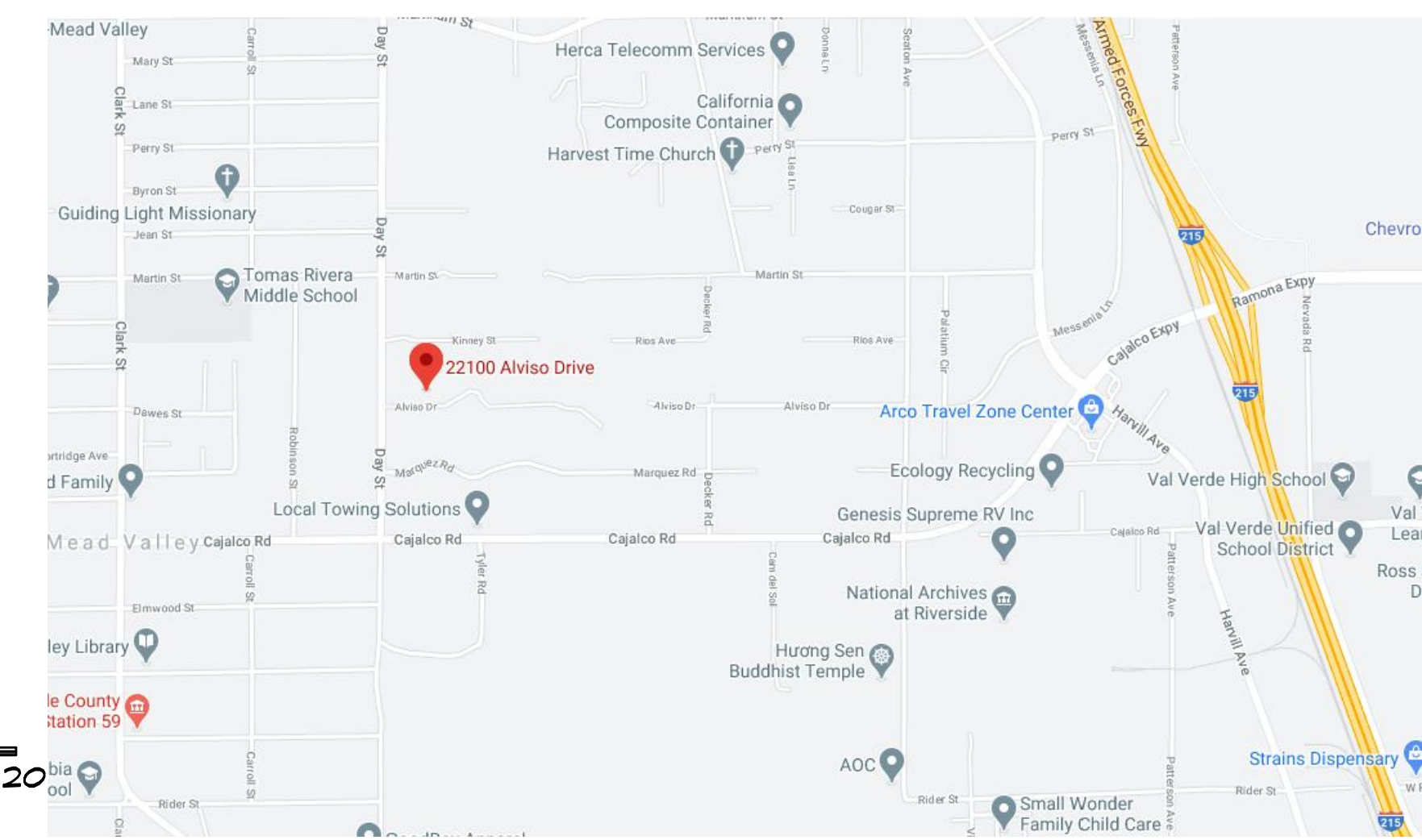
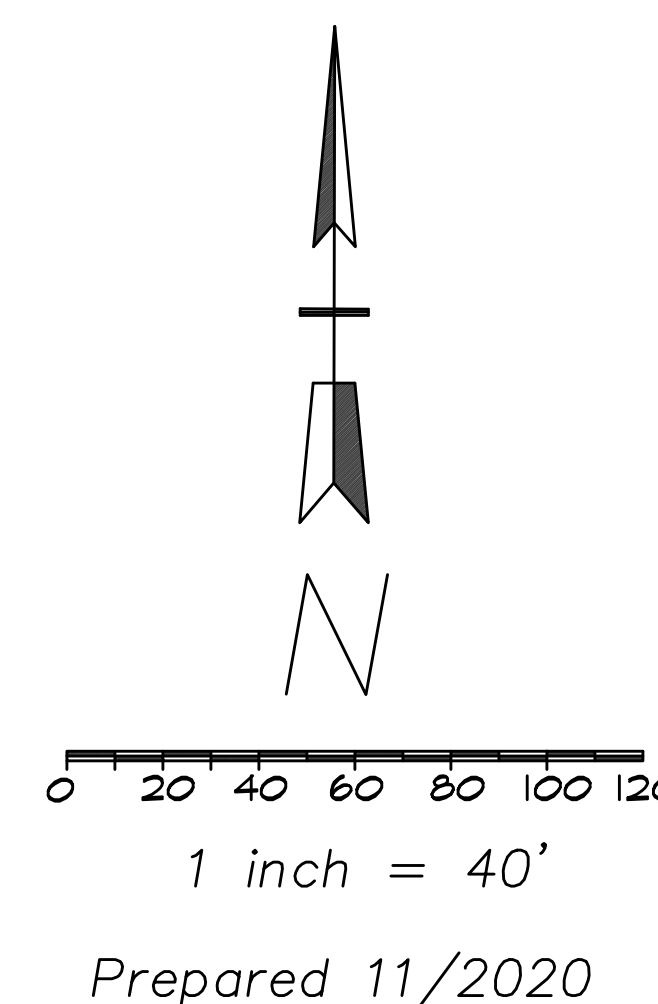
NO OVERFLOW INUNDATION OR FLOOD HAZARDS

UTILITIES

ELECT. Southern California Edison (800) 684-8123 (turn on/off) www.sce.com	CABLE AT&T (800) 310-2355 (residential) www.att.com
GAS The Gas Company (800) 427-2200 www.socalgas.com	WATER Eastern Municipal Water District 2270 Trumble Rd, Perris (951) 928-3777
PHONE -SBC 500 S. MAIN, STE. 500 ORANGE, CA. (951) 359-2527	SCHOOL Perris Union High School District 155 E 4th St, Perris (951) 943-6369
SEWER Eastern Municipal Water District 2270 Trumble Rd, Perris (951) 928-3777	TRASH CR&R Waste Services - Perris (951) 943-1991 www.CR&R.com

PROPOSED 1 LOT DIVISION OF 2.51 ACRE PARCEL

G.M. = GAS METER
F.H. = FIRE HYDRANT
W.M. = WATER METER
P.P. = POWER POLE
DATE OF SURVEY 09/28/2020



VICINITY MAP

(NOT TO SCALE)

NOTICE OF PUBLIC HEARING
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION
www.rcaluc.org

A PUBLIC HEARING has been scheduled before the Riverside County Airport Land Use Commission (ALUC) to consider the applications 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. **Information on how to participate in the hearing will be available on the ALUC website at www.rcaluc.org.** The ALUC holds hearings for local discretionary permits within the Airport Influence Area, reviewing for aeronautical safety, noise and obstructions. ALUC reviews a proposed plan or project solely to determine whether it is consistent with the applicable Airport Land Use Compatibility Plan. For more information please contact **ALUC Planner Paul Rull at (951) 955-6893.**

The County of Riverside Planning Department should be contacted on non-ALUC issues. For more information, please contact County of Riverside Planner Calora Boyd at 951-955-6035.

The proposed project application may be viewed by a prescheduled appointment and on the ALUC website www.rcaluc.org. Written comments may be submitted at the Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501, Monday through Friday from 8:00 a.m. to 3:30 p.m., or by e-mail to prull@rivco.org. Individuals with disabilities requiring reasonable modifications or accommodations, please contact Barbara Santos at (951) 955-5132.

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

DATE OF HEARING: April 14, 2022

TIME OF HEARING: 9:30 A.M.

CASE DESCRIPTION:

ZAP1510MA22 – Martin Oropeza (Representative: A.K.A. & Associates, Inc) – County of Riverside Case No. TPM 38067 (Tentative Parcel Map). A proposal to subdivide approximately 2.51 gross acres into 2 single family residential lots, located northerly of Alviso Road, easterly of Day Street, and southerly of Kinney Street (Airport Compatibility Zone C2 of the March Air Reserve Base/Inland Port Airport Influence Area).



RIVERSIDE COUNTY

AIRPORT LAND USE COMMISSION

APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC CASE NUMBER: ZAP1516mA22 DATE SUBMITTED: 2/10/2022

March CA

APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

Applicant	<u>Martin Oropeza</u>	Phone Number	
Mailing Address	<u>22100 Alviso Drive</u>	Email	<u>ELIZABETHOROEZA@GMAIL</u>
	<u>Perris, CA 92570</u>		

Representative	<u>A. K. A. & Associates, Inc.</u> <i>Ah</i>	Phone Number	<u>951-684-4222</u>
Mailing Address	<u>2222 Kansas Avenue, Suite K</u>	Email	<u>plansbyaa@gmail.com</u>
	<u>Riverside, CA 92507</u>		

Property Owner	<u>Martin Oropeza</u>	Phone Number	
Mailing Address	<u>22100 Alviso Drive</u>	Email	
	<u>Perris, CA 92570</u>		

LOCAL JURISDICTION AGENCY

Local Agency Name	<u>County of Riverside</u>	Phone Number	
Staff Contact	<u>Calora Boyd</u>	Email	
Mailing Address		Case Type	
		<input 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 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	<u>22100 Alviso Drive</u>	Gross Parcel Size	<u>2.5 AC</u>
	<u>Perris, CA 92570</u>	Nearest Airport and distance from Airport	
Assessor's Parcel No.	<u>317-020-040</u>		
Subdivision Name			
Lot Number			

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)	<u>Tentative Parcel Map</u>
	<u>TMP 38067</u>

Proposed Land Use (describe)	SFD		
For Residential Uses	Number of Parcels or Units on Site (exclude secondary units)	2	
For Other Land Uses (See Appendix C)	Hours of Operation	NA	
	Number of People on Site	Maximum Number	6
	Method of Calculation		
Height Data	Site Elevation (above mean sea level)		ft.
	Height of buildings or structures (from the ground)	15	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, grading plans, subdivision maps)
 1. Plans Package (8.5x11) (site plans, floor plans, building elevations, 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)**

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

STAFF REPORT

AGENDA ITEM: 3.2

HEARING DATE: April 14, 2022

CASE NUMBER: ZAP1512MA22 – IPT Riverside Logistics Center II, LLC
(Representative: Ares Management, LLC)

APPROVING JURISDICTION: County of Riverside

JURISDICTION CASE NO: PPT200002R01 (Plot Plan)

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

Airport Influence Area: March Air Reserve Base

Land Use Policy: Zone C2

Noise Levels: Below 60 CNEL contour

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

PROJECT DESCRIPTION: A proposal to establish a 307-space truck trailer parking yard on 11.80 acres.

On May 21, 2020, a proposal on this site (ZAP1400MA20) to construct a 259,127 square foot industrial manufacturing building with second floor mezzanine, and 37,500 square feet of rooftop solar panels, was found consistent by ALUC.

PROJECT LOCATION: The site is located on the northwest corner of Placentia Avenue and Harvill Avenue approximately 14,601 feet southwesterly of the southerly end of Runway 14-32 at March Air Reserve Base.

BACKGROUND:

Non-Residential Average Intensity: Pursuant to the Airport Land Use Compatibility Plan for the March Air Reserve Base/Inland Port Airport, the site is located within Compatibility Zone C2, which limits average intensity to 200 people per acre. The project does not propose any buildings; therefore no intensity would be generated (as calculated using the building code method).

A second method for determining total occupancy involves multiplying the number of parking spaces provided or required (whichever is greater) by average vehicle occupancy (and 1.0 per truck trailer parking). Based on the number of parking spaces provided (307 truck), the total occupancy

would be estimated at 307 for an average intensity of 26 people per acre, which is consistent with the Compatibility Zone C2 average criterion of 200.

Non-Residential Single-Acre Intensity: Compatibility Zone C2 limits maximum single-acre intensity to 500 people. There are no risk-reduction design bonuses available, as March Air Reserve Base/Inland Port Airport is primarily utilized by large aircraft weighing more than 12,500 pounds. Since there are no buildings proposed, there would be no intensity as calculated by the single acre criterion.

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

Noise: The March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan depicts the site as being below the 60 CNEL range from aircraft noise. Therefore, no special measures are required to mitigate aircraft-generated noise.

Part 77: The elevation of Runway 14-32 at its southerly terminus is 1,488 feet above mean sea level (AMSL). At a distance of approximately 14,601 feet from the project to the nearest point on the runway, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 1,634 feet AMSL. The site elevation is 1,522 feet AMSL, and the project does not propose any buildings. Therefore, review of the buildings for height/elevation by the FAA Obstruction Evaluation Service (FAAOES) is not required.

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

CONDITIONS:

1. Any 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:
 - (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 a DoD or 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 to the extent as to result in a potential for temporary after-image greater than the low ("green") level.
 - (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, production of cereal grains, sunflower, and row crops, composting

operations, wastewater management facilities, artificial marshes, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)

- (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
 - (e) Highly noise sensitive outdoor nonresidential uses.
 - (f) Other Hazards to flight.
3. The attached "Notice of Airport in Vicinity" shall be provided to all prospective purchasers and occupants of the property and be recorded as a deed notice.
 4. Any proposed stormwater basins or facilities shall be designed and maintained to provide for a maximum 48-hour detention period following the design storm, and remain totally dry between rainfalls. Vegetation in and around the stormwater basins that would provide food or cover for birds would be incompatible with airport operations and shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the stormwater basin(s) shall not include trees or shrubs that produce seeds, fruits, or berries.

Landscaping in the stormwater basin, if not rip-rap, should be in accordance with the guidance provided in ALUC "LANDSCAPING NEAR AIRPORTS" brochure, and the "AIRPORTS, WILDLIFE AND STORMWATER MANAGEMENT" brochure available at RCALUC.ORG which list acceptable plants from Riverside County Landscaping Guide or other alternative landscaping as may be recommended by a qualified wildlife hazard biologist.

A notice sign, in a form similar to that attached hereto, shall be permanently affixed to the stormwater basin with the following language: "There is an airport nearby. This stormwater basin is designed to hold stormwater for only 48 hours and not attract birds. Proper maintenance is necessary to avoid bird strikes". The sign will also include the name, telephone number or other contact information of the person or entity responsible to monitor the stormwater basin

5. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.
6. The project has been evaluated for 307- space truck trailer parking yard. Any change in use to any higher intensity use, change in building location, or modification of the tentative parcel map lot lines and areas will require an amended review to evaluate consistency with the ALUCP compatibility criteria, at the discretion of the ALUC Director.

7. 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.

X:\AIRPORT CASE FILES\March\ZAP1512MA22\ZAP1512MA22sr.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)

NOTICE

**THERE IS AN AIRPORT NEARBY.
THIS STORM WATER BASIN IS DESIGNED TO HOLD
STORM WATER FOR ONLY 48 HOURS AND
NOT TO ATTRACT BIRDS**

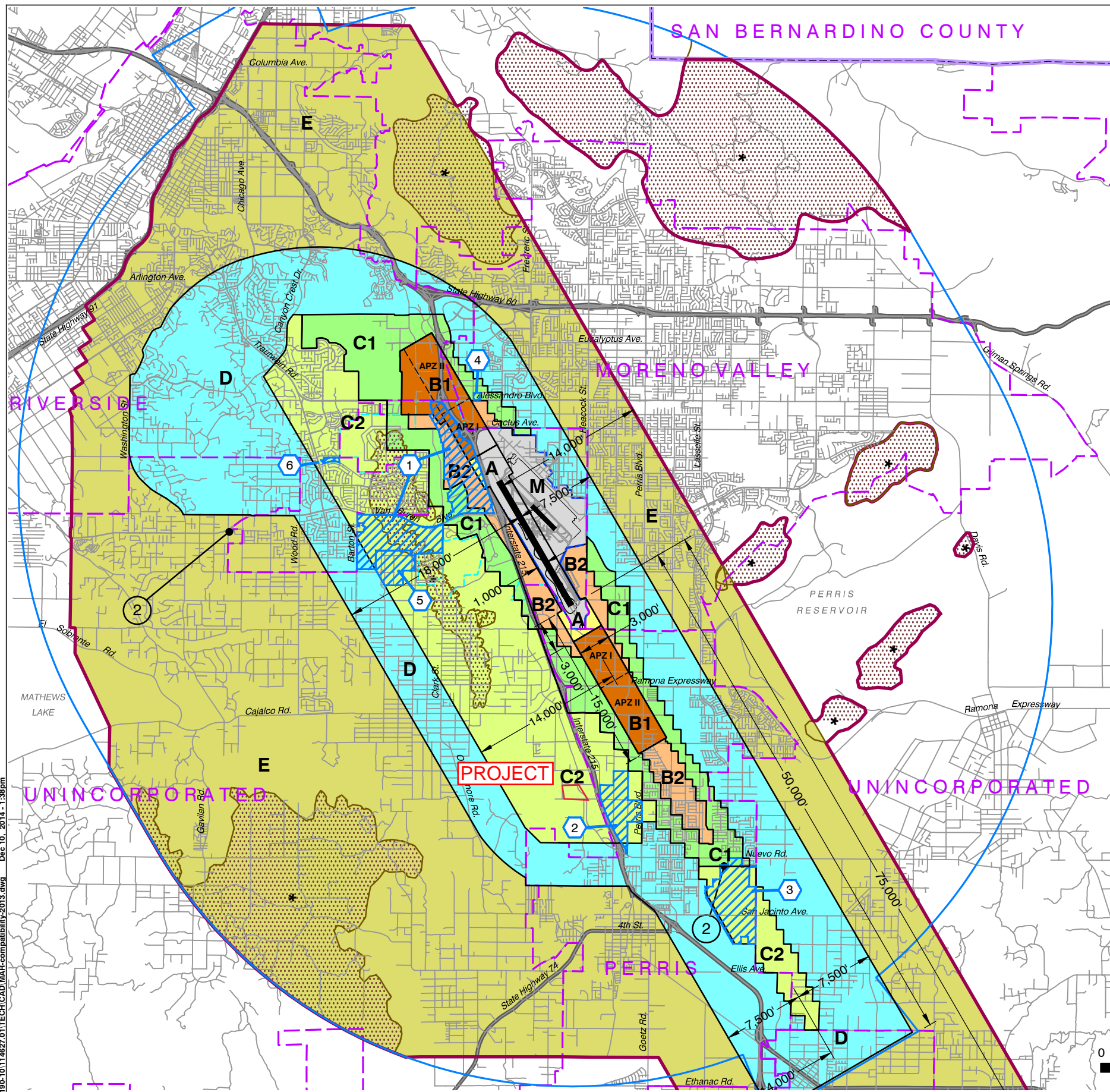
**PROPER MAINTENANCE IS NECESSARY TO AVOID
BIRD STRIKES**



IF THIS BASIN IS OVERGROWN, PLEASE CONTACT:

Name: _____

Phone: _____



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

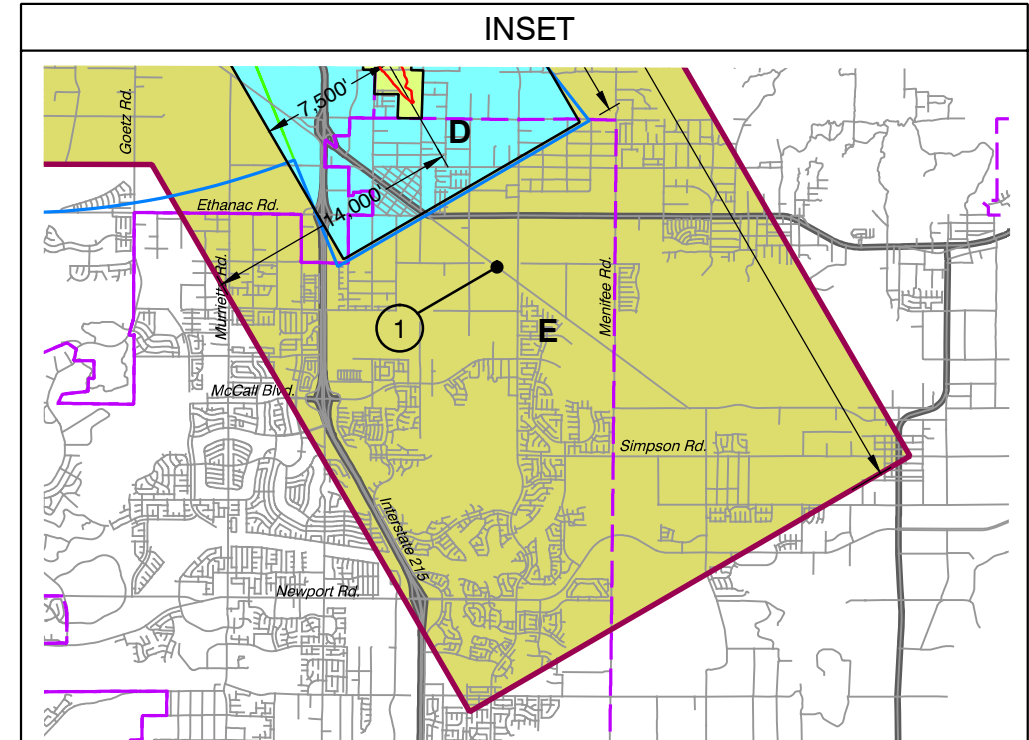
Boundary Lines

- 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.

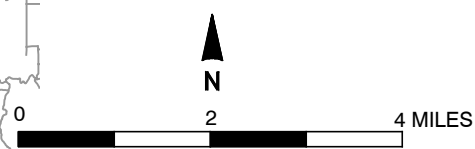
② Point at which departing aircraft typically reach 3,000 feet above runway end.

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

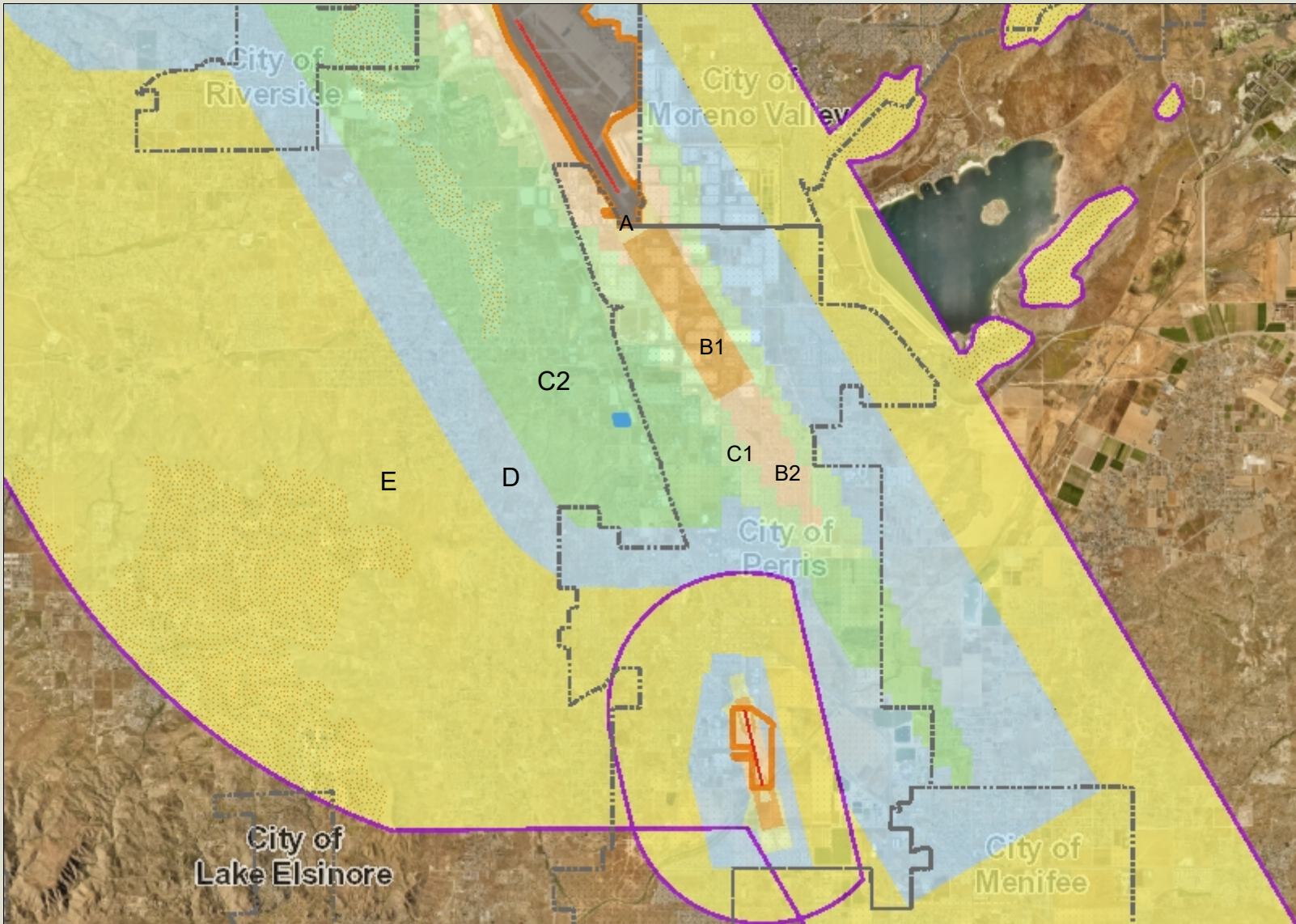
Map MA-1
Compatibility Map
 March Air Reserve Base / Inland Port Airport

X:\18190-10\114627\01\TECH\CAD\MAR-compatibility\2013.dwg Dec 10, 2014 - 1:38pm

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

SEE INSET AT RIGHT

Map My County Map



Legend

- Runways
- Airports
- Airport Influence Areas

Airport Compatibility Zones

- OTHER COMPATIBILITY 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



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Notes

Map My County Map



Legend

- Parcels
- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones**
- OTHER COMPATIBILITY 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



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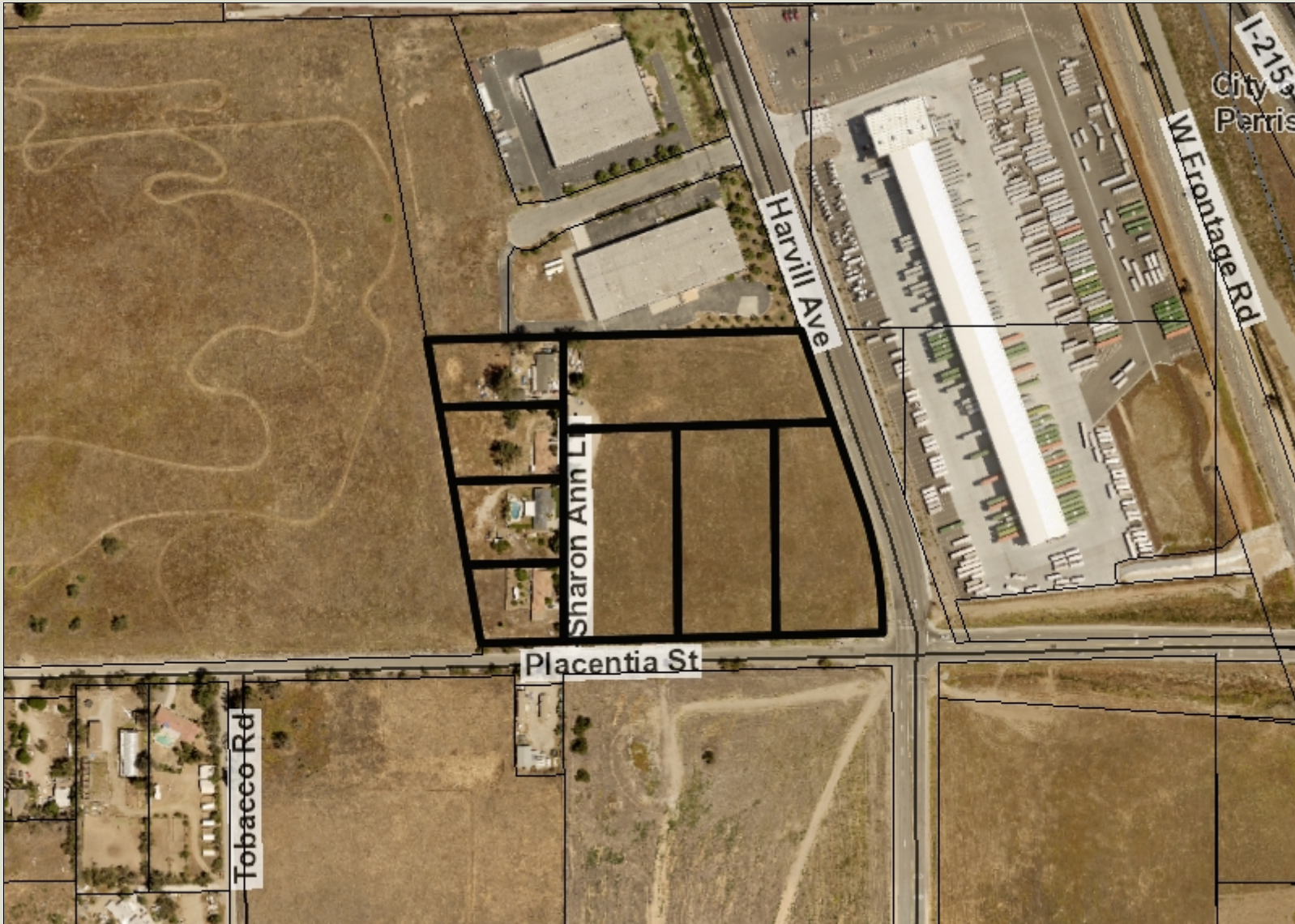
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Notes

Map My County Map



- Legend**
- Parcels
 - County Centerline Names
 - County Centerlines
 - Blueline Streams
 - City Areas
 - World Street Map



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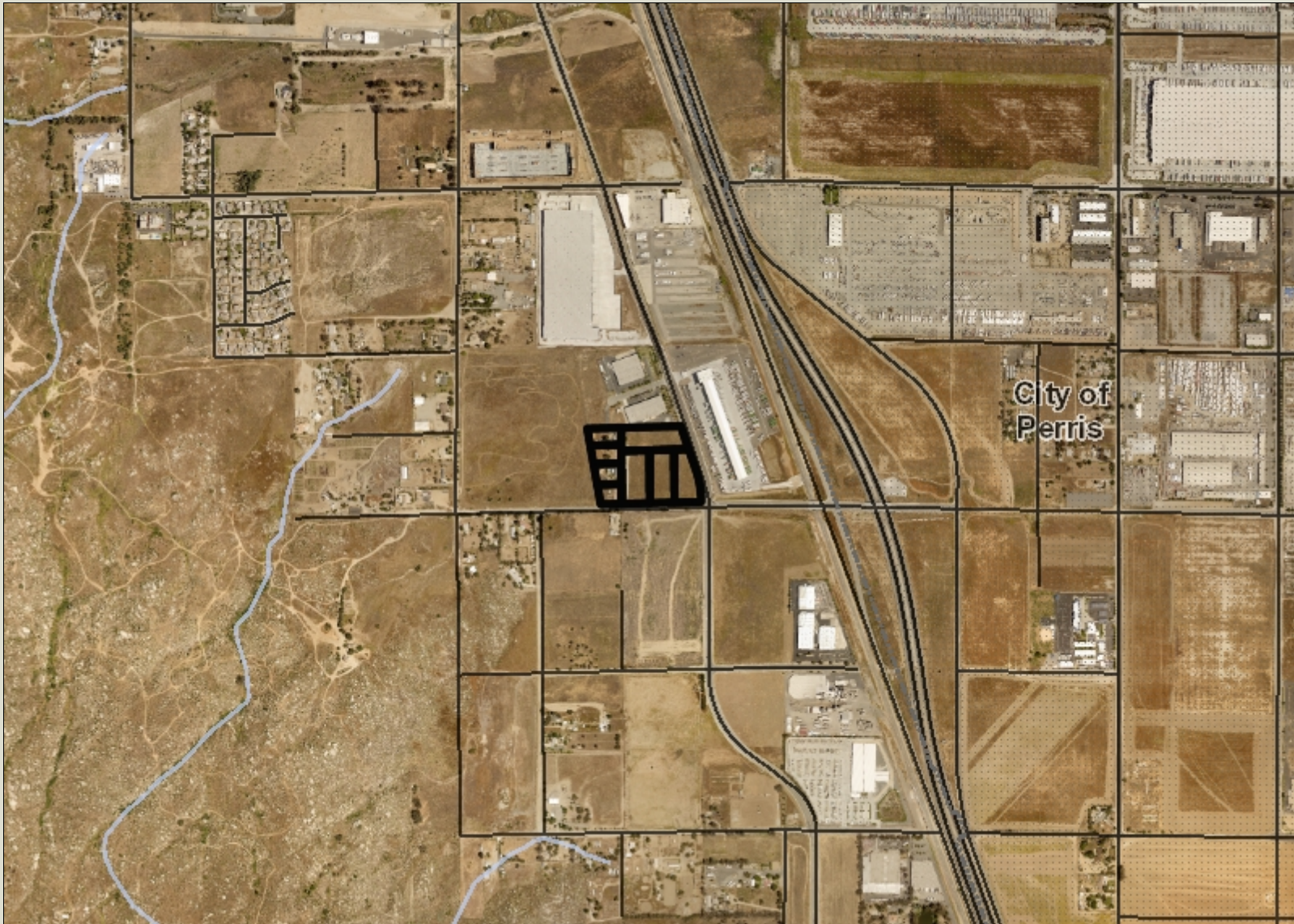


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Notes

Map My County Map



Legend

- County Centerline Names
- County Centerlines
- Blueline Streams
- City Areas
- World Street Map



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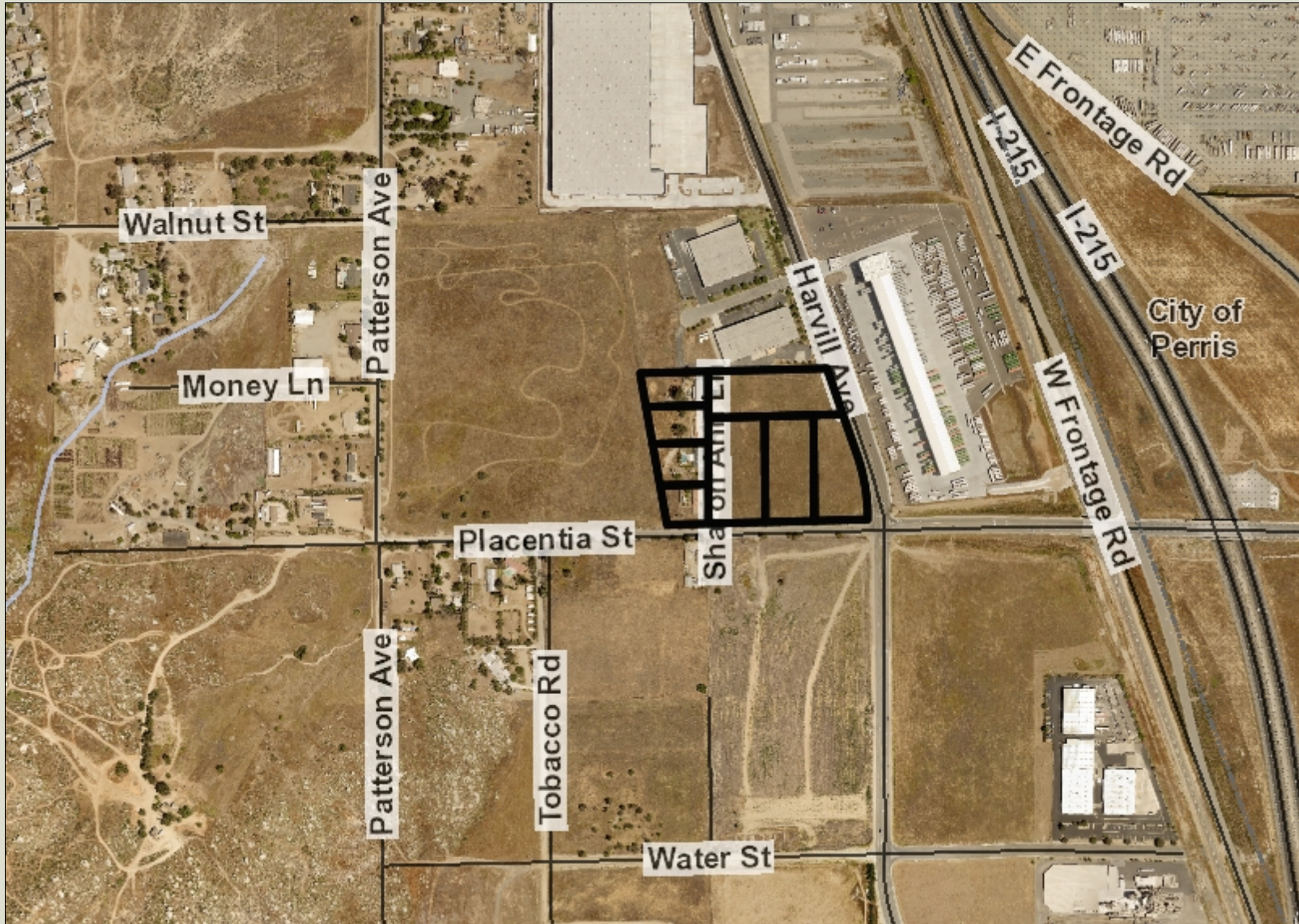


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Notes

Map My County Map



Legend

- County Centerline Names
- County Centerlines
- Blueline Streams
- City Areas
- World Street Map

Notes



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0 770 1,539 Feet

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Map My County Map



Legend

-  Parcels
-  County Centerline Names
-  County Centerlines
-  Blueline Streams
-  City Areas
-  World Street Map



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Notes



Property Owners and APNs

IPT RIVERSIDE LOGISTICS CENTER II LLC	317-240-017
IPT RIVERSIDE LOGISTICS CENTER II LLC	317-240-019
IPT RIVERSIDE LOGISTICS CENTER II LLC	317-240-020
IPT RIVERSIDE LOGISTICS CENTER II LLC	317-240-021
IPT RIVERSIDE LOGISTICS CENTER II LLC	317-240-028, 029, 039
IPT RIVERSIDE LOGISTICS CENTER II LLC	317-240-041

Zoning
M-SC

Applicant's representative
PETER SCHAFER
IPT RIVERSIDE LOGISTICS CENTER II LLC
4675 MACARTHUR COURT, STE 625
NEWPORT BEACH, CA 92660
OFFICE: (949) 892-4900 CELL: (310) 592-2752

Tabulation

SITE AREA	
In s.f.	491,335 s.f.
In acres	11.28 ac
TRAILER PARKING PROVIDED	
Trailer (12' x 55')	307 stalls
TOTAL PARKING	307 stalls
ZONING ORDINANCE FOR CITY	
M-SC	
Mead Valley Plan	
LANDSCAPE REQUIREMENT	
Percentage - 10%	
LANDSCAPE PROVIDED	
In percentage -	13.7%
In s.f. -	67,294 s.f.

hpa, inc.
18831 bardeen avenue - ste. #100
irvine, ca
92612
tel: 949-863-1770
fax: 949-863-0851
email: hpa@hparchs.com

Owner:

4675 MacArthur Court, Suite 625
Newport Beach, CA 92660
tel: 949-892-4900

Project:
PLACENTIA LOGISTICS TRAILER PARKING

23812 Placentia Ave
Perris, CA 92570
COUNTY OF RIVERSIDE

Consultants:

CIVIL	SDH & ASSOCIATES
STRUCTURAL	HSA
MECHANICAL	
PLUMBING	
ELECTRICAL	
LANDSCAPE	SPLA, Inc
FIRE PROTECTION	
SOILS ENGINEER	

Title: OVERALL SITE PLAN

Project Number: 19309
Drawn by: AW/AC
Date: 09/13/21
Revision:

Sheet:

OVERALL SITE PLAN
scale: 1" = 40'-0"
SCALE: 1" = 40'-0"
0 40' 80' 120'
TRUE NORTH

SITE PLAN GENERAL NOTES

- THE SOILS REPORT PREPARED BY GEOCON ON 11/27/2019 AND PROJECT NO. T2891-22-01 SHOULD BE A PART OF THESE CONTRACT DOCUMENTS.
- IF SOILS ARE EXPANSIVE IN NATURE, USE STEEL REINFORCING FOR ALL SITE CONCRETE.
- NOT USED
- SEE "C" PLANS FOR ALL CONCRETE CURBS, GUTTERS AND SWALES. DETAILS ON SHEET AD.1 ARE MINIMUM STANDARDS.
- THE ENTIRE PROJECT SHALL BE PERMANENTLY MAINTAINED WITH AN AUTOMATIC IRRIGATION SYSTEM, PRIOR TO INSTALLATION & AT LEAST 60 DAYS BEFORE BLDG. COMPLETION.
- SEE "C" DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR SHALL VERIFY ACTUAL UTILITY CONTRACTOR SHALL VERIFY ACTUAL UTILITY LOCATIONS.
- PROVIDE POSITIVE DRAINAGE AWAY FROM BLDG. SEE "C" DRAWINGS.
- CONTRACTOR TO REFER TO "C" DRAWINGS FOR ALL HORIZONTAL CONTROL DIMENSIONS. SITE PLANS ARE FOR GUIDANCE AND STARTING LAYOUT POINTS.
- SEE "C" DRAWINGS FOR FINISH GRADE ELEVATIONS.
- CONCRETE SIDEWALKS TO BE A MINIMUM OF 4" THICK W/ TOOLED JOINTS AT 6' O.C. EXPANSION/CONSTRUCTION JOINTS SHALL BE A MAXIMUM 12' EA. WAY W/ 1:20 MAX. SLOPE. EXPANSION JOINTS TO HAVE COMPRESSIVE EXPANSION FILLER MATERIAL OF 1/4". SEE "L" DRAWINGS FOR FINISH.
- FOR TRUCK TURNING TEMPLATE SEE TRUCK TURNING EXHIBIT.
- PAINT CURBS AND PROVIDE SIGNS TO INFORM OF FIRE LANES AS REQUIRED BY FIRE DEPARTMENT.
- CONSTRUCTION DOCUMENTS PERTAINING TO THE LANDSCAPE AND IRRIGATION OF THE ENTIRE PROJECT SITE SHALL BE SUBMITTED TO THE BUILDING DEPARTMENT AND APPROVED BY PUBLIC FACILITIES DEVELOPMENT PRIOR TO ISSUANCE OF BUILDING PERMITS.
- PRIOR TO FINAL COUNTY INSPECTION, THE LANDSCAPE ARCHITECT SHALL SUBMIT A CERTIFICATE OF COMPLETION TO PUBLIC FACILITIES DEVELOPMENT.
- ALL LANDSCAPE AND IRRIGATION DESIGNS SHALL MEET CURRENT COUNTY STANDARDS AS LISTED IN GUIDELINES OR AS OBTAINED FROM PUBLIC FACILITIES DEVELOPMENT.
- LANDSCAPED AREAS SHALL BE DELINEATED WITH A MINIMUM SIX INCHES (6") HIGH CURB
- APPROVED CONCEPTUAL LANDSCAPE PLAN PRIOR TO GRADING PERMIT

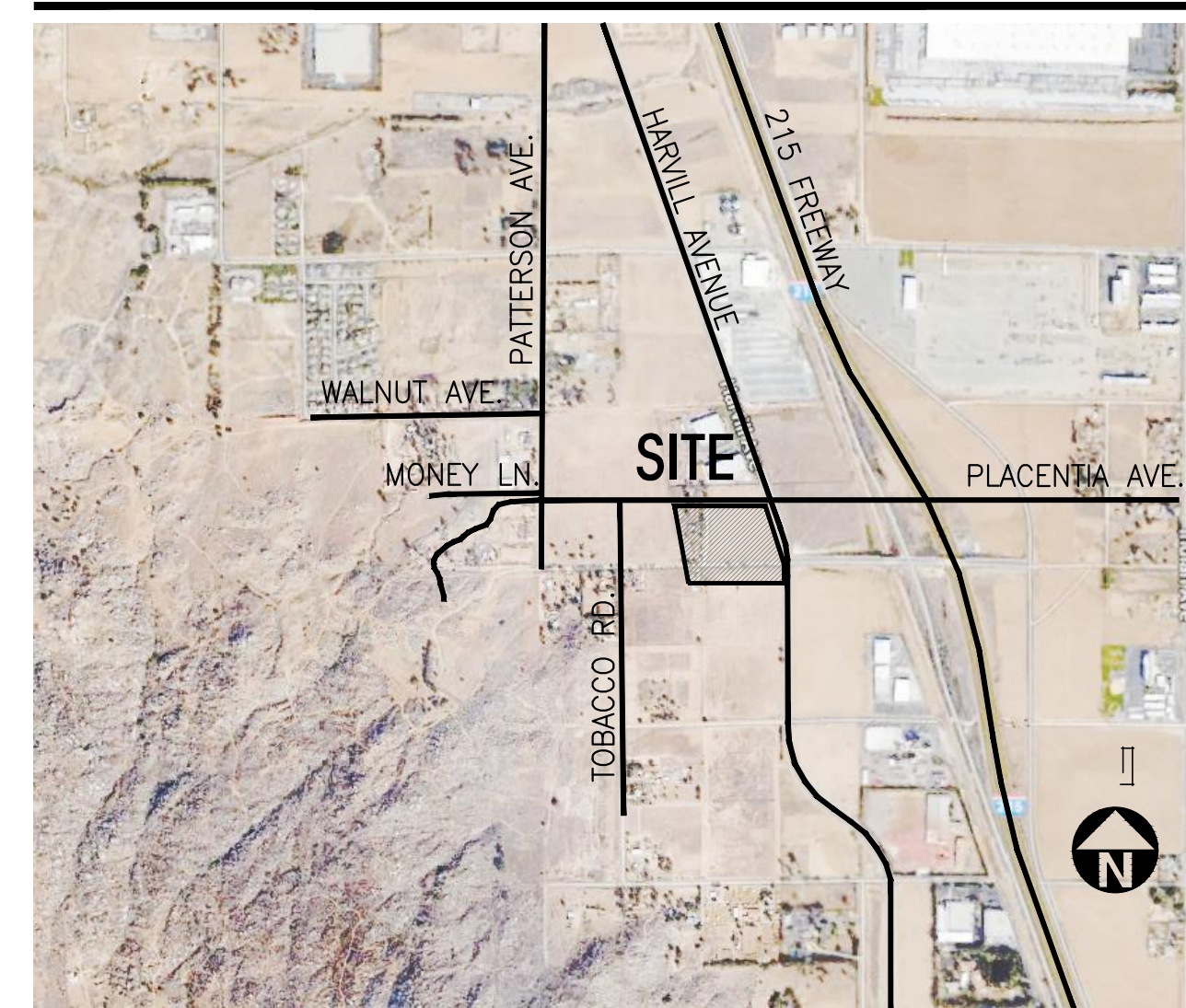
SITE PLAN KEYNOTES

- HEAVY BROOM FINISH PORTLAND CONC. CEMENT PAVEMENT
- ASPHALT CONCRETE (AC) PAVING
- CONCRETE WALKWAY
- DRIVEWAY APRONS TO BE CONSTRUCTED PER "L" DRAWINGS.
- NOT USED
- PROVIDE METAL MANUAL OPERATED SWING GATES W/ KNOX-PAD LOCK PER FIRE DEPARTMENT STANDARDS. SEE 8/DAB-A4.2
- PROVIDE METAL MANUAL OPERATED ROLLING GATES W/ KNOX-PAD LOCK PER FIRE DEPARTMENT STANDARDS. SEE 3/DAB-A4.2
- NOT USED
- NOT USED
- LANDSCAPE. SEE "L" DWGS. LANDSCAPE AREAS INDICATED BY SHADED PATTERN.
- 12'X55' TRAILER STALLS.
- 8'-0" H TUBULAR STEEL FENCE. SEE J/DAB-A4.2

SITE LEGEND

- LANDSCAPED AREA
- AC. PAVING - SEE "C" DWGS. FOR THICKNESS
- TRAILER PARKING STALL (12' X 55')
- TUBE STEEL FENCING
- LIGHT STANDARD
- PRIVATE FIRE HYDRANT - APPROXIMATE LOCATION

VICINITY MAP



OFFICIAL USE ONLY

DAB-A1.1T

NOTICE OF PUBLIC HEARING
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION
www.rcaluc.org

A PUBLIC HEARING has been scheduled before the Riverside County Airport Land Use Commission (ALUC) to consider the applications 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. **Information on how to participate in the hearing will be available on the ALUC website at www.rcaluc.org.** The ALUC holds hearings for local discretionary permits within the Airport Influence Area, reviewing for aeronautical safety, noise and obstructions. ALUC reviews a proposed plan or project solely to determine whether it is consistent with the applicable Airport Land Use Compatibility Plan. For more information please contact **ALUC Planner Paul Rull at (951) 955-6893.**

The County of Riverside Planning Department should be contacted on non-ALUC issues. For more information please contact County of Riverside Planner Deborah Bradford at (951) 922-6645.

The proposed project application may be viewed by a prescheduled appointment and on the ALUC website www.rcaluc.org. Written comments may be submitted at the Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501, Monday through Friday from 8:00 a.m. to 3:30 p.m., or by e-mail to prull@rivco.org. Individuals with disabilities requiring reasonable modifications or accommodations, please contact Barbara Santos at (951) 955-5132.

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

DATE OF HEARING: **April 14, 2022**

TIME OF HEARING: **9:30 A.M.**

CASE DESCRIPTION:

ZAP1512MA22 – IPT Riverside Logistics Center II, LLC (Representative: Ares Management, LLC) – County of Riverside Case No. PPT200002R01 (Plot Plan). A proposal to establish a 307-space truck trailer parking yard on 11.80 acres located on the northwest corner of Placentia Avenue and Harvill Avenue (A proposal to establish an industrial manufacturing building with second floor mezzanine, change of zone, and subsequent plot plan had been previously found consistent by the ALUC) (Airport Compatibility Zones C2 of the March Air Reserve Base/Inland Port Airport Influence Area).



RIVERSIDE COUNTY

AIRPORT LAND USE COMMISSION

APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC CASE NUMBER: _____ DATE SUBMITTED: _____

APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

Applicant _____	Phone Number _____
Mailing Address _____	Email _____
_____	_____

Representative _____	Phone Number _____
Mailing Address _____	Email _____
_____	_____

Property Owner _____	Phone Number _____
Mailing Address _____	Email _____
_____	_____

LOCAL JURISDICTION AGENCY

Local Agency Name _____	Phone Number _____
Staff Contact _____	Email _____
Mailing Address _____	Case Type _____
_____	<input type="checkbox"/> General Plan / Specific Plan Amendment
_____	<input type="checkbox"/> Zoning Ordinance Amendment
_____	<input type="checkbox"/> Subdivision Parcel Map / Tentative Tract
Local Agency Project No _____	<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 _____	_____
Assessor's Parcel No. _____	Gross Parcel Size _____
Subdivision Name _____	Nearest Airport and _____
Lot Number _____	distance from Air- _____
_____	port _____

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) _____

Proposed Land Use (describe)	_____	

For Residential Uses	Number of Parcels or Units on Site (exclude secondary units)	_____
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)	_____ 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 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, grading plans, subdivision maps)
 - 1. Plans Package (8.5x11) (site plans, floor plans, building elevations, 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)**

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

STAFF REPORT

AGENDA ITEM: 3.3

HEARING DATE: April 14, 2022

CASE NUMBER: ZAP1511MA22 – Senior Living Riverside, LLC
(Representative: Kimley-Horn)

APPROVING JURISDICTION: March Joint Powers Authority

JURISDICTION CASE NO: GPA20-03 (General Plan Amendment), SP20-03 (Specific Plan Amendment), PP21-07, PP21-08, PP21-09, PP21-10 (Plot Plans), TTM21-02 (Tentative Tract Map No. 38234)

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

Airport Influence Area: March Air Reserve Base

Land Use Policy: Zone C2 High Terrain Zone

Noise Levels: Below 60 CNEL contour

MAJOR ISSUES: None

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 also find the proposed Plot Plans and Tentative Tract Map CONSISTENT, subject to the conditions included herein.

PROJECT DESCRIPTION: A proposal to construct 4 industrial manufacturing buildings with mezzanines on separate parcels totaling 1,203,759 square feet on 64.1 acres. The applicant also proposes amending the site's general plan land use designation from Residential to Industrial. The applicant also proposes amending the Air Force Village West Specific Plan to approve a zone change on the site's 64.1 acres from R10 Residential to Industrial, and adopting development standards, design criteria, and master infrastructure plans for the proposed industrial development. The applicant also proposes a tentative tract map to divide 68.83 acres into 4 industrial lots and 1 residential lot (no residential entitlements are proposed at this time)

PROJECT LOCATION: The site is located northerly of Nandina Avenue, southerly of 8th Street, easterly of Dalla Avenue, and westerly of Village West Drive, approximately 8,900 feet westerly of the southerly end of Runway 14-32 at March Air Reserve Base.

BACKGROUND:

Non-Residential Average Intensity: Pursuant to the Airport Land Use Compatibility Plan for the March Air Reserve Base/Inland Port Airport, the site is located within Compatibility Zone C2, which limits average intensity to 200 people per acre.

Pursuant to Appendix C, Table C-1, of the Riverside County Airport Land Use Compatibility Plan and the Additional Compatibility Policies included in the March ALUCP, the following rates were used to calculate the occupancy for the proposed project:

- Manufacturing – 1 person per 200 square feet, and
- Office – 1 person per 200 square feet.

The project proposes to construct 4 industrial manufacturing buildings with mezzanines on separate proposed parcels totaling 1,203,759 square feet. An individual lot-by-lot analysis is included below:

- Building 1. Lot A 49.90 acres. 986,250 square feet of manufacturing area and 13,750 square feet of office area, accommodating an occupancy of 5,000 people resulting in an average intensity of 100 people per acre.
- Building 2. Lot B 2.68 acres. 38,322 square feet of manufacturing area, 2,500 square feet of first floor office area, and 2,500 square feet of second floor office mezzanine area, accommodating an occupancy of 217 people resulting in an average intensity of 81 people per acre.
- Building 3. Lot C 5.61 acres. 71,886 square feet of manufacturing area, 2,500 square feet of office area, and 2,500 square feet of second floor office mezzanine area, accommodating an occupancy of 384 people resulting in an average intensity of 68 people per acre.
- Building 4. Lot D 5.88 acres. 78,551 square feet of manufacturing area, 2,500 square feet of office area, and 2,500 square feet of second floor office mezzanine area, accommodating an occupancy of 418 resulting in an average intensity of 71 people per acre.
- Lot E 4.76 acres. No development proposed at this time.

All buildings are consistent with the Compatibility Zone C2 average intensity criterion of 200 people per acre.

A second method for determining total occupancy involves multiplying the number of parking spaces provided or required (whichever is greater) by average vehicle occupancy (assumed to be 1.5 persons per vehicle and 1.0 persons per trailer truck space). An individual lot-by-lot analysis is included below:

- Building 1. 339 standard vehicles and 166 trailer spaces, accommodating a total occupancy of 675 people, resulting in an average intensity of 14 people per acre.
- Building 2. 60 standard vehicles and 8 trailer spaces, accommodating a total occupancy of 98 people, resulting in an average intensity of 37 people per acre.
- Building 3. 85 standard vehicles and 21 trailer spaces, accommodating a total occupancy of

149 people, resulting in an average intensity of 27 people per acre.

- Building 4. 85 standard vehicles and 21 trailer spaces, accommodating a total occupancy of 149 people, resulting in an average intensity of 27 people per acre.

All buildings are consistent with the Compatibility Zone C2 average intensity criterion of 200 people per acre.

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

Based on the site plan provided and the occupancies as previously noted, the maximum single-acre area for each of the buildings are as follows:

- Building 1. 29,810 square feet of manufacturing area and 13,750 square feet of office area, resulting in a single acre intensity of 218 people.
- Building 2. 38,322 square feet of manufacturing area, 2,500 square feet of first floor office area, and 2,500 square feet of second floor office mezzanine area, resulting in a single acre intensity of 216 people.
- Building 3. 27,073 square feet of manufacturing area, 2,500 square feet of first floor office area, and 2,500 square feet of second floor office mezzanine area, resulting in a single acre intensity of 160 people (approximately 14,000 square feet of the single acre area is located outside the building, thus not generating any occupancy).
- Building 4. 29,244 square feet of manufacturing area, 2,500 square feet of first floor office area, and 2,500 square feet of second floor office mezzanine area, resulting in a single acre intensity of 171 people (approximately 11,816 square feet of the single acre area is located outside the building, thus not generating any occupancy).

All buildings are consistent with the Compatibility Zone C2 single acre intensity criterion maximum of 500 people.

Prohibited and Discouraged Uses: The applicant does not propose any uses prohibited or discouraged in Compatibility Zone C2 (highly noise-sensitive outdoor nonresidential uses and hazards to flight).

Noise: The March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan depicts the site as being below the 60 CNEL range from aircraft noise. Therefore, no special measures are required to mitigate aircraft-generated noise.

Part 77: The elevation of Runway 14-32 at its southerly terminus is 1,488 feet above mean sea level (AMSL). At a distance of approximately 8,900 feet from the project to the nearest point on the runway, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 1,577 feet AMSL. The site's finished floor elevation is 1,725 feet AMSL and proposed building height is 45 feet, resulting in a top point elevation of 1,770 feet AMSL. Therefore, review of the buildings for height/elevation reasons by the FAA Obstruction Evaluation Service

(FAAOES) was required (the project is located within the High Terrain Zone [HTZ], which automatically requires FAA OES review).

The applicant has submitted Form 7460-1, and FAA OES has assigned Aeronautical Study Nos. 2021-AWP-15222-OE thru 2021-AWP-15225-OE (Building 1), 2021-AWP-15226-OE thru 2021-AWP-15229-OE (Building 2), 2021-AWP-15230-OE thru 2021-AWP-15233-OE (Building 3), 2021-AWP-15234-OE thru 2021-AWP-15237-OE (Building 4) to this project. Determination of No Hazard to Air Navigation letters were issued (Aeronautical Study Nos. 2021-AWP-15222-OE thru 2021-AWP-15237-OE), as the FAA OES determined that the project would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities, and therefore would not result in an impact to air navigation. The FAA OES conditions have been incorporated into ALUC's conditions listed below.

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

Hazards to Flight: Land use practices that attract or sustain hazardous wildlife populations on or near airports significantly increase the potential of Bird Aircraft Strike Hazards (BASH). The FAA strongly recommends that storm water management systems located within 5,000 or 10,000 feet of the Airport Operations Area, depending on the type of aircraft, be designed and operated so as not to create above-ground standing water. To facilitate the control of hazardous wildlife, the FAA recommends the use of steep-sided, rip-rap lined, narrow, linearly shaped water detention basins. All vegetation in and around detention basins that provide food or cover for hazardous wildlife should be eliminated. (FAA Advisory Circular 5200-33C). The nearest portion of the project is located 8,900 feet from the runway, and therefore would be subject to the above requirement.

The project utilizes a combination of underground detention basins (which would not contain any surface water to attract wildlife hazards), vegetated swales (which usually does not involve the ponding of water), and bioretention basins, which are to be limited in Zone C2 due to the potential that such areas could provide food, water, and shelter for hazardous wildlife. Pursuant to the study "Wildlife Hazard Management at Riverside County Airports: Background and Policy", October 2018, by Mead & Hunt, which is the basis of the brochure titled "Airports, Wildlife and Stormwater Management", such basins are potentially suitable within 10,000 feet of the airport only with appropriate criteria: the basin is used in conjunction with appropriate landscaping for such uses as adjacent to structures, parking islands, medians, site entrances, planter boxes; and vegetation is carefully selected so as not to provide food, shelter, nesting, roosting, or water for wildlife. The project has been conditioned to be consistent with the basin criteria (as well as providing 48-hour draw down of the basin).

General Plan Amendment/Specific Plan Amendment: The applicant proposes amending the site's general plan land use designation from Residential to Industrial, and also amending the Air Force Village West Specific Plan to approve a zone change on the site's 64.1 acres from R10 Residential to Industrial, and adopting development standards, design criteria, and master infrastructure plans for the proposed industrial development. The proposed amendments would be consistent with the Compatibility Plan as long as the underlying development's intensity is consistent with the compatibility criteria.

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:
 - (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 or circling climb following takeoff or toward an aircraft engaged in a straight or circling final approach toward a landing at an airport, other than a DoD or 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 or circling climb following takeoff or towards an aircraft engaged in a straight or circling final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, wastewater management facilities, artificial marshes, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
 - (e) Highly noise-sensitive outdoor nonresidential uses. Examples of noise-sensitive outdoor nonresidential uses that are prohibited include, but are not limited to, major spectator-oriented sports stadiums, amphitheaters, concert halls and drive-in theaters.
 - (f) Other Hazards to flight.
3. The attached "Notice of Airport in Vicinity" shall be provided to all prospective purchasers and occupants of the property, and be recorded as a deed notice.
4. The project has been conditioned to utilize underground detention systems, which shall not contain surface water or attract wildlife. Any proposed stormwater basins or facilities shall be designed and maintained to provide for a maximum 48-hour detention period following the design storm, and remain totally dry between rainfalls. Vegetation in and around the basins that would provide food or cover for birds would be incompatible with airport operations and shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the basin(s) shall not include trees or shrubs that produce seeds, fruits, or berries.

Landscaping in the detention basin, if not rip-rap, should be in accordance with the

guidance provided in ALUC “LANDSCAPING NEAR AIRPORTS” brochure, and the “AIRPORTS, WILDLIFE AND STORMWATER MANAGEMENT” brochure available at RCALUC.ORG which list acceptable plants from Riverside County Landscaping Guide or other alternative landscaping as may be recommended by a qualified wildlife hazard biologist.

A notice sign, in a form similar to that attached hereto, shall be permanently affixed to the stormwater basin with the following language: “There is an airport nearby. This stormwater basin is designed to hold stormwater for only 48 hours and not attract birds. Proper maintenance is necessary to avoid bird strikes”. The sign will also include the name, telephone number or other contact information of the person or entity responsible to monitor the stormwater basin.

5. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.
6. The project has been evaluated to construct 4 industrial buildings with mezzanines on separate parcels totaling 1,203,759 square feet. Any increase in building area, change in use to any higher intensity use, change in building location, or modification of the tentative parcel map lot lines and areas will require an amended review to evaluate consistency with the ALUCP compatibility criteria, at the discretion of the ALUC Director.
7. 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.
8. The Federal Aviation Administration has conducted an aeronautical studies of the proposed project (Aeronautical Study Nos. Aeronautical Study No. 2021-AWP-15222-OE thru 2021-AWP-15237-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 M and shall be maintained in accordance therewith for the life of the project.
9. The proposed structures shall not exceed the prescribed heights as identified in the aeronautical studies.
10. 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. The specific coordinates, frequencies, and power shall not be amended without further review by the Federal Aviation Administration
11. Temporary construction equipment used during actual construction of the structure(s) shall not exceed the prescribed heights as identified in the aeronautical studies, unless separate

notice is provided to the Federal Aviation Administration through the Form 7460-1 process.

12. Within five (5) days after construction of the structure reaches its greatest height, FAA Form 7460-2 (Part II), Notice of Actual Construction or Alteration, shall be completed by the project proponent or his/her designee and e-filed with the Federal Aviation Administration. (Go to <https://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 structure.

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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)

NOTICE

**THERE IS AN AIRPORT NEARBY.
THIS STORM WATER BASIN IS DESIGNED TO HOLD
STORM WATER FOR ONLY 48 HOURS AND
NOT TO ATTRACT BIRDS**

**PROPER MAINTENANCE IS NECESSARY TO AVOID
BIRD STRIKES**



IF THIS BASIN IS OVERGROWN, PLEASE CONTACT:

Name: _____

Phone: _____



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

Aeronautical Study No.
 2021-AWP-15222-OE

Issued Date: 01/28/2022

Senior Living Riverside, LP
 Andrew Plant
 7660 Fay Ave, Suite N
 La Jolla, CA 92037

**** 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 1 NW Corner
 Location: Riverside, CA
 Latitude: 33-52-23.49N NAD 83
 Longitude: 117-17-56.01W
 Heights: 1702 feet site elevation (SE)
 53 feet above ground level (AGL)
 1755 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 M.

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 07/28/2023 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.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

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 (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2021-AWP-15222-OE.

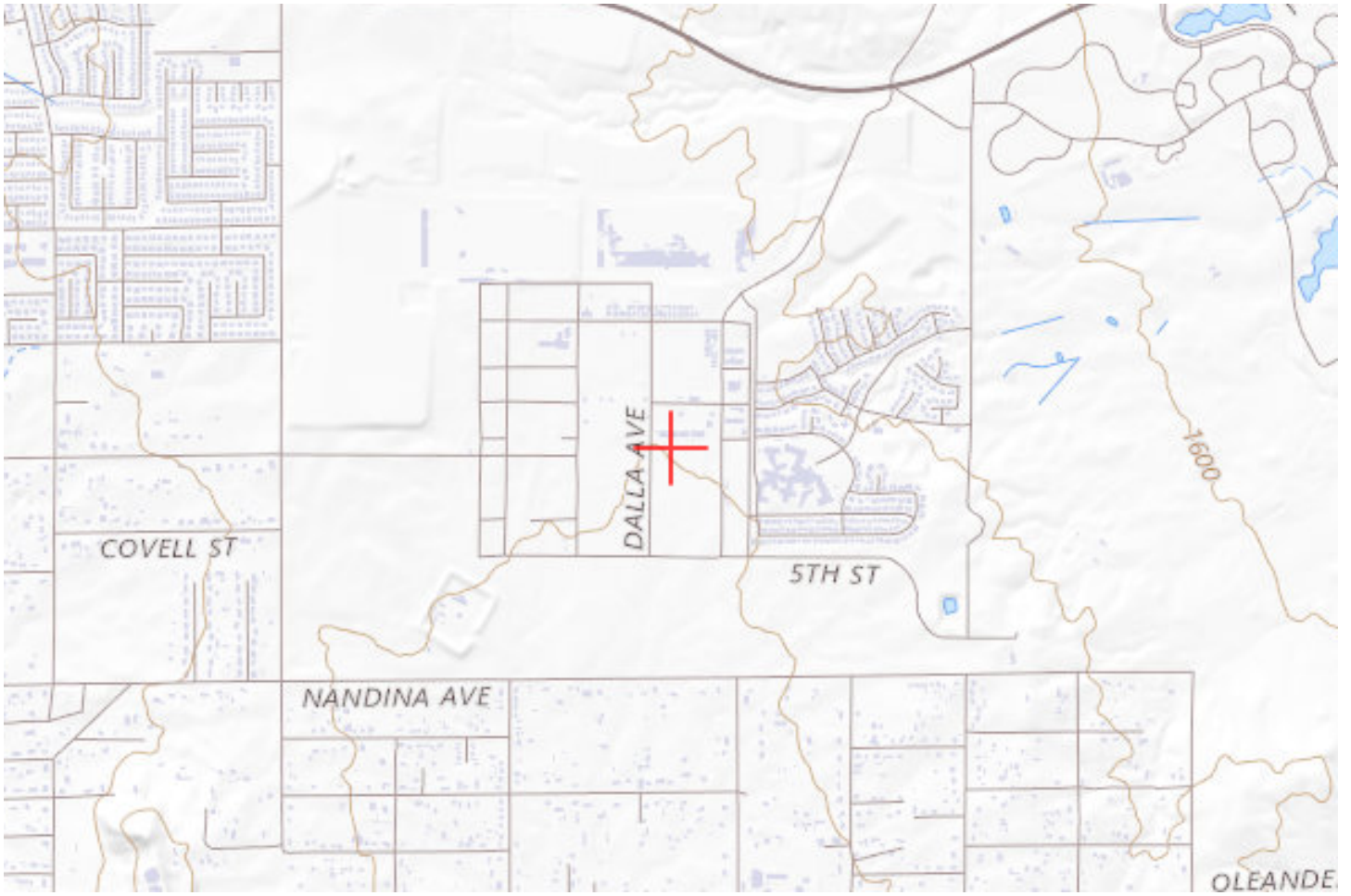
Signature Control No: 496716173-509768415

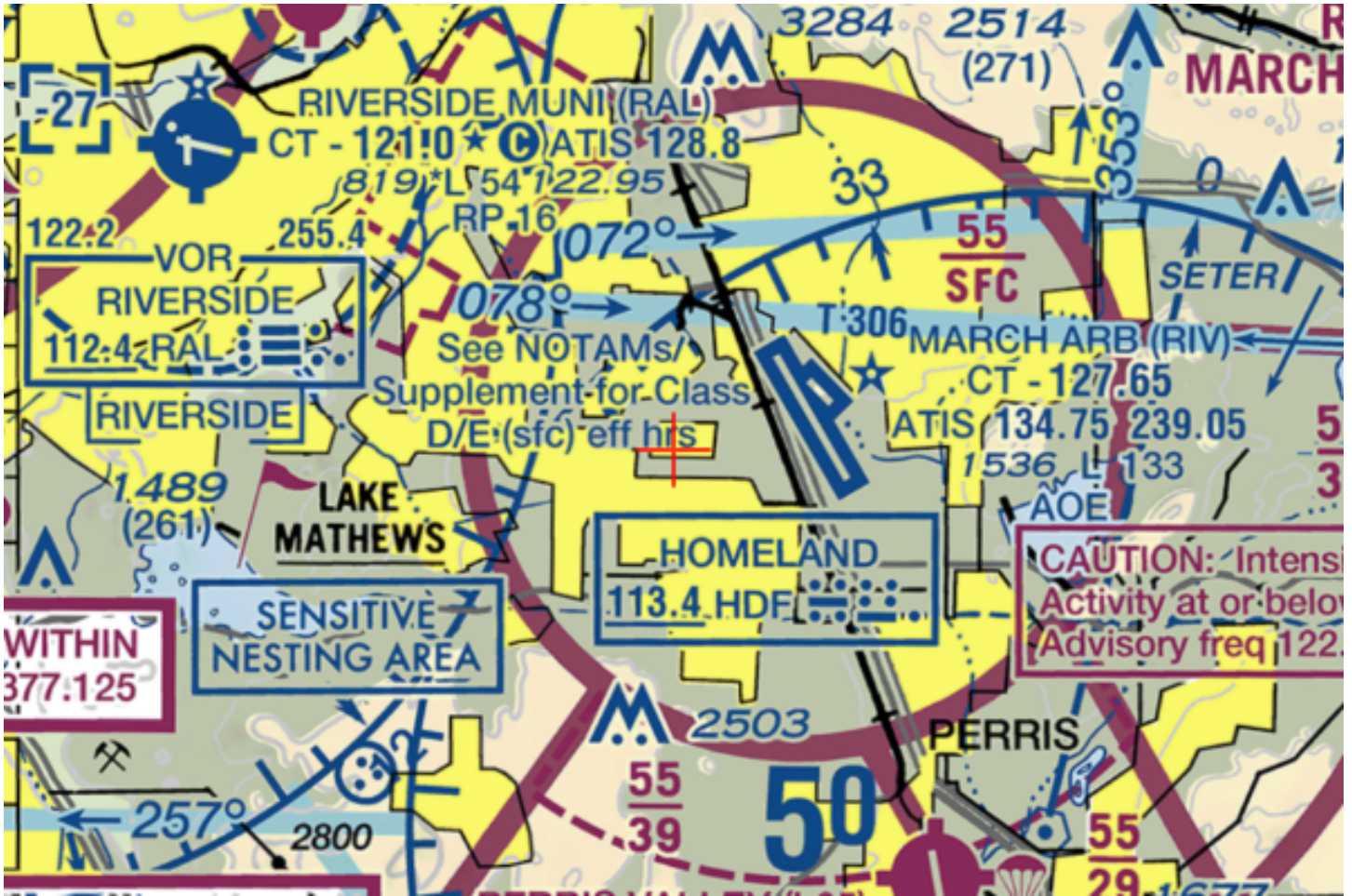
(DNE)

Vivian Vilaro
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2021-AWP-15222-OE







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

Aeronautical Study No.
2021-AWP-15223-OE

Issued Date: 01/28/2022

Senior Living Riverside, LP
Andrew Plant
7660 Fay Ave, Suite N
La Jolla, CA 92037

**** 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 1 NE Corner
Location:	Riverside, CA
Latitude:	33-52-23.45N NAD 83
Longitude:	117-17-47.83W
Heights:	1702 feet site elevation (SE) 53 feet above ground level (AGL) 1755 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the structure would not be a hazard to air navigation provided the following condition(s) 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)

See attachment for additional condition(s) or information.

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 M.

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 07/28/2023 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 subject to review if an interested party files a petition that is received by the FAA on or before February 27, 2022. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted to the Manager of the Rules and Regulations Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on March 09, 2022 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Rules and Regulations Group via telephone – 202-267-8783.

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.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

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.

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed

structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

An account of the study findings, aeronautical objections received by the FAA during the study (if any), and the basis for the FAA's decision in this matter can be found on the following page(s).

If we can be of further assistance, please contact Vivian Vilaro, at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2021-AWP-15223-OE.

Signature Control No: 496716174-509765315

(DNH)

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Additional information for ASN 2021-AWP-15223-OE

AERONAUTICAL STUDY NO. 2021-AWP-15223-15226-Through-15237-OE

Abbreviations

VFR - Visual Flight Rules

AGL - Above Ground Level

RWY - Runway

IFR - Instrument Flight Rules

MSL - Mean Sea Level

NM - Nautical Mile

AMSL - Above Mean Sea Level

Part 77 - Title 14 Code of Federal Regulations (CFR) Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace

1. LOCATION OF PROPOSED CONSTRUCTION

Senior Living Riverside, LP is proposing to construct several Buildings that have been identified as an obstruction under Part 77 standards. The proposed buildings would be located west the March ARB Airport (RIV) airport reference point (ARP) in Riverside, CA. RIV elevation is 1536 feet MSL.

Aeronautical Study Numbers	AGL/AMSL	RIV ARP	Coordinates	BLDG
2021-AWP-15223-OE	53/1755	1.95 nm	33-52-23.45/117-17-47.83	1-NE
2021-AWP-15226-OE	46/1754	1.90 nm	33-52-12.05/117-17-39.25	2-NW
2021-AWP-15227-OE	46/1754	1.85 nm	33-52-12.03/117-17-35.48	2-NE
2021-AWP-15228-OE	46/1754	1.91 nm	33-52-10.47/117-17-39.26	2-SW
2021-AWP-15229-OE	46/1754	1.86 nm	33-52-10.92/117-17-35.49	2-SE
2021-AWP-15230-OE	45/1761	1.83 nm	33-52-12.08/117-17-33.94	3-NW
2021-AWP-15231-OE	45/1761	1.74 nm	33-52-12.04/117-17-27.01	3-NE
2021-AWP-15232-OE	45/1761	1.84 nm	33-52-10.44/117-17-33.95	3-SW
2021-AWP-15233-OE	45/1761	1.75 nm	33-52-10.87/117-17-27.02	3-SE
2021-AWP-15234-OE	45/1770	1.71 nm	33-52-12.14/117-17-24.24	4-NW
2021-AWP-15235-OE	45/1770	1.62 nm	33-52-12.10/117-17-17.42	4-NE
2021-AWP-15236-OE	45/1770	1.72 nm	33-52-10.82/117-17-24.25	4-SW
2021-AWP-15237-OE	45/1770	1.64 nm	33-52-10.35/117-17-17.44	4-SE

2. OBSTRUCTION STANDARDS EXCEEDED

Section 77.19(a) - A horizontal plane 150 feet above established airport elevation, the perimeter of which is constructed by swinging arcs of a specified radii from the center of each end of the primary surface of each runway of each airport and connecting the adjacent arcs by lines tangent to those arcs. The proposed structures would exceed RIV horizontal surface by the values shown below:

Aeronautical Study Numbers	Exceeds Horizontal Surface by
2021-AWP-15234-OE	84 feet
2021-AWP-15235-OE	84 feet
2021-AWP-15237-OE	84 feet

Section 77.19(b) - A surface extending outward and upward from the periphery of the horizontal surface at a slope of 20 to 1 for a horizontal distance of 4,000 feet. The proposed structures would exceed the RIV conical surface by the values shown below:

Aeronautical Study Numbers	Exceeds the Conical Surface by
2021-AWP-15223-OE	15 feet
2021-AWP-15226-OE	15 feet
2021-AWP-15227-OE	29 feet
2021-AWP-15228-OE	11 feet
2021-AWP-15229-OE	26 feet
2021-AWP-15230-OE	42 feet
2021-AWP-15231-OE	67 feet
2021-AWP-15232-OE	37 feet
2021-AWP-15233-OE	64 feet
2021-AWP-15236-OE	82 feet

3. EFFECT ON AERONAUTICAL OPERATIONS

a. The impact on arrival, departure, and en route procedures for aircraft operating under VFR follows: The VFR traffic pattern airspace (TPA) is not penetrated.

FAA Findings

There are no effects on any existing or proposed arrival, departure, or en route IFR operations or procedures. There are no effects on any existing or proposed arrival, departure, or en route IFR/VFR minimum flight altitudes.

There is no penetration into the VFR traffic pattern airspace.

There are no physical or electromagnetic effects on the operation of air navigation and communications facilities.

There are no effects on any airspace and routes used by the military.

b. The impact on arrival, departure, and en route procedures for aircraft operating under IFR follows: Aeronautical study disclosed that the proposed structure would have no effect on any existing or proposed arrival, departure, or en route IFR operations or procedures.

c. The impact on all planned public-use airports and aeronautical facilities follows: Study did not disclose any adverse effect on existing or proposed public-use or military airports or navigational facilities, nor would the proposed structures affect the capacity of any known existing or planned public-use or military airport.

d. The cumulative impact resulting from the proposed construction or alteration of a structure when combined with the impact of other existing or proposed structures is not considered to be significant.

4. CIRCULATION AND COMMENTS RECEIVED

As a result of the negotiation process the sponsor requested circularization of the proposed structure. The proposal was circularized for public comments on December 10, 2021. No comments were received as a result of the circularization.

5. DETERMINATION - NO HAZARD TO AIR NAVIGATION

It is determined that the proposed structures would not have a substantial adverse effect on the safe and efficient use of navigable airspace by aircraft.

6. BASIS FOR DECISION

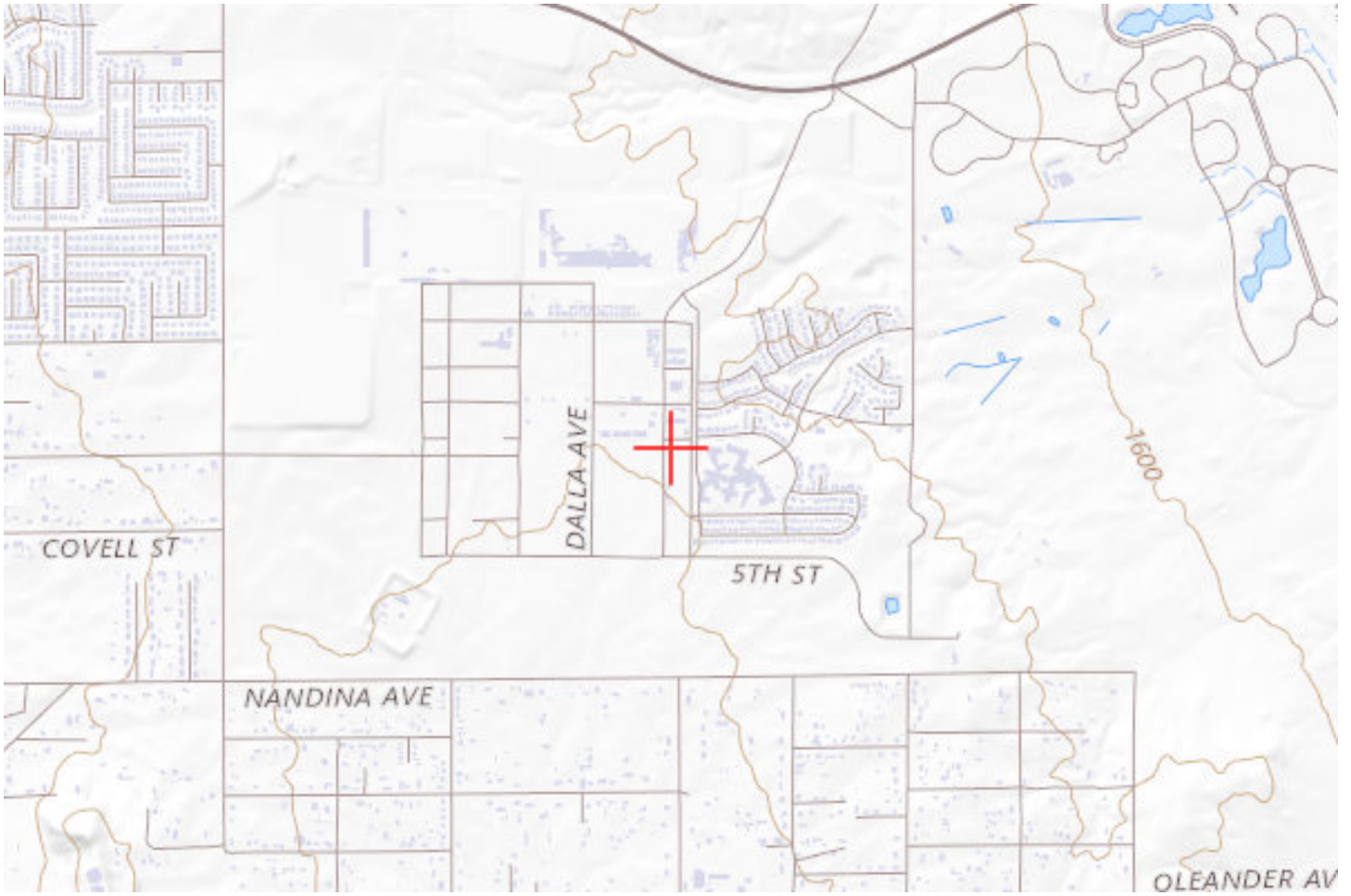
Part 77 establishes standards for determining obstructions to air navigation. A structure that exceeds one or more of these standards is presumed to be a hazard to air navigation unless the obstruction evaluation study determines otherwise. Just because a proposed structure exceeds a Part 77 surface does not automatically

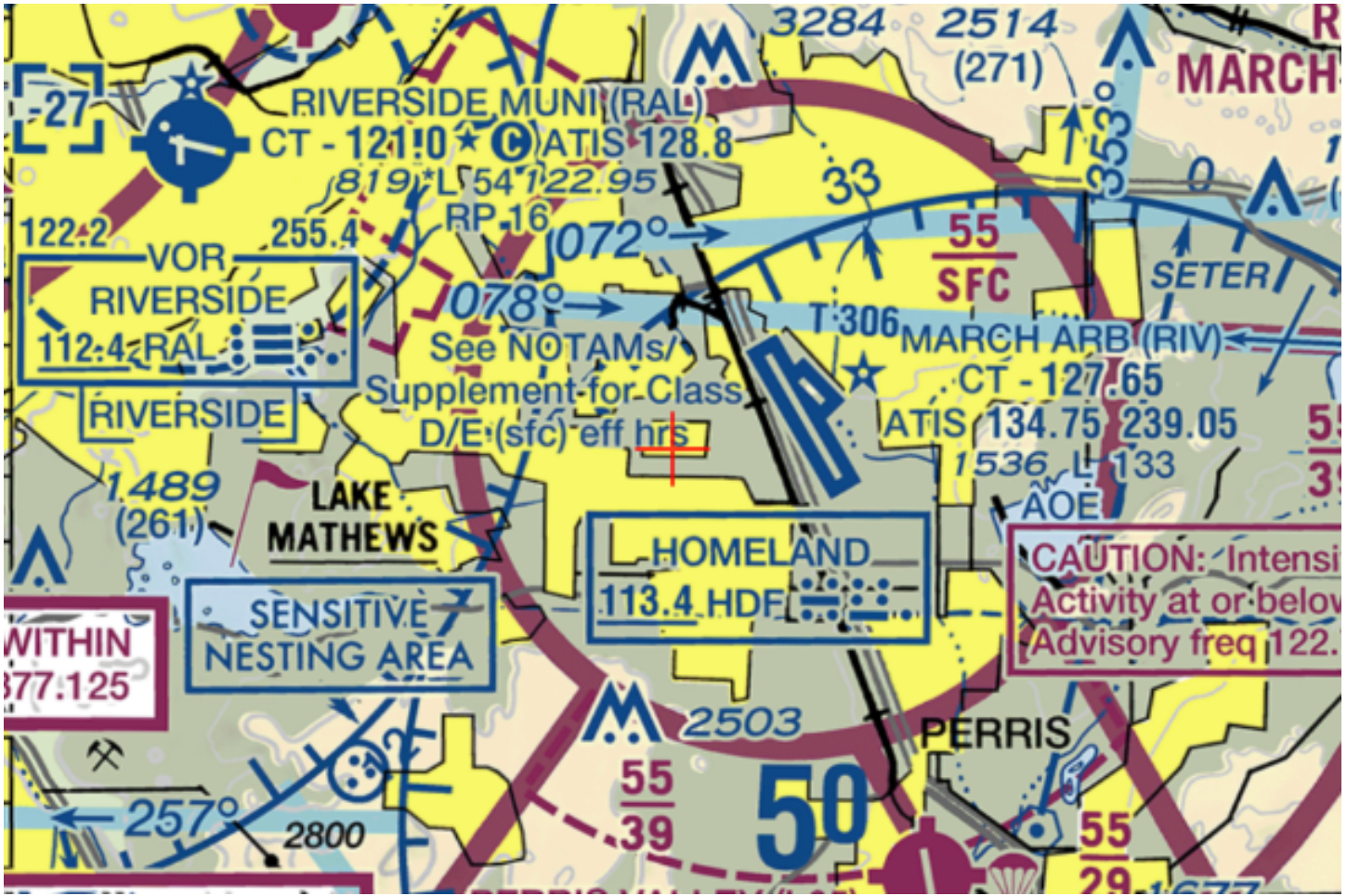
make it a hazard. In this case the proposal would exceed Section 77.19(a) and Section 77.19(b) - horizontal and conical surfaces by the values shown above; however, it would not conflict with airspace require to conduct normal VFR traffic pattern operations. There are no IFR impacts and the VFR traffic pattern airspace is not impacted. Marking and lighting was considered but deemed unnecessary

7. CONDITIONS

Within five days after the structure reaches its greatest height, the proponent is required to file on line the Supplemental Notice, FAA form 7460-2, with actual construction details, at the OE/AAA website (<https://oeaaaa.faa.gov/oeaaa>). Detailed instructions are available under the Instructions link. This Supplemental Notice notification will be the source document detailing the site location, site elevation, structure height, and date structure was built for the FAA to map the structure on aeronautical charts and update the national database.

TOPO Map for ASN 2021-AWP-15223-OE







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

Aeronautical Study No.
 2021-AWP-15224-OE

Issued Date: 01/28/2022

Senior Living Riverside, LP
 Andrew Plant
 7660 Fay Ave, Suite N
 La Jolla, CA 92037

**** 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 1 SW Corner
 Location: Riverside, CA
 Latitude: 33-52-09.72N NAD 83
 Longitude: 117-17-56.77W
 Heights: 1702 feet site elevation (SE)
 53 feet above ground level (AGL)
 1755 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 M.

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 07/28/2023 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.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

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 (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2021-AWP-15224-OE.

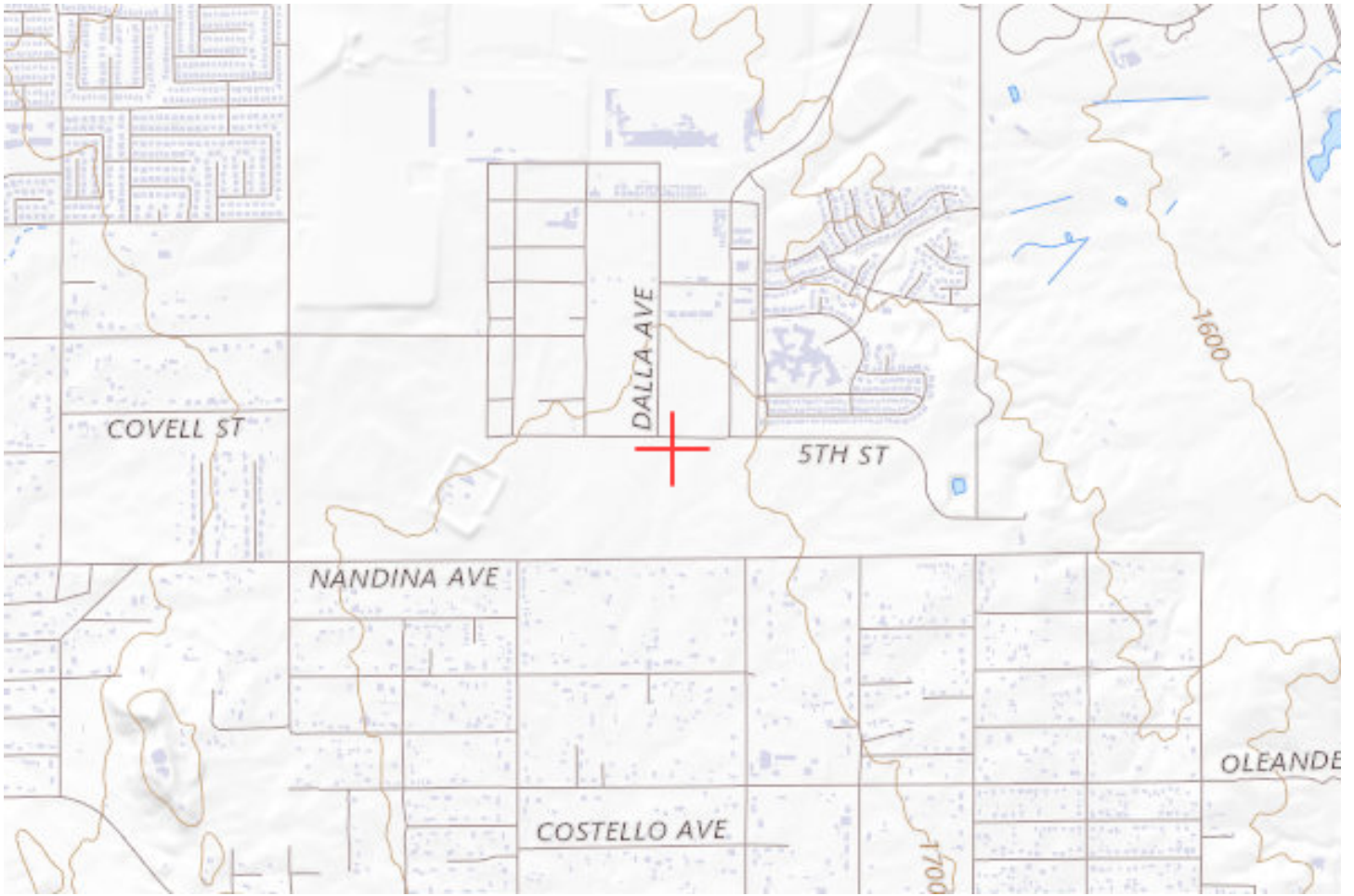
Signature Control No: 496716175-509768414

(DNE)

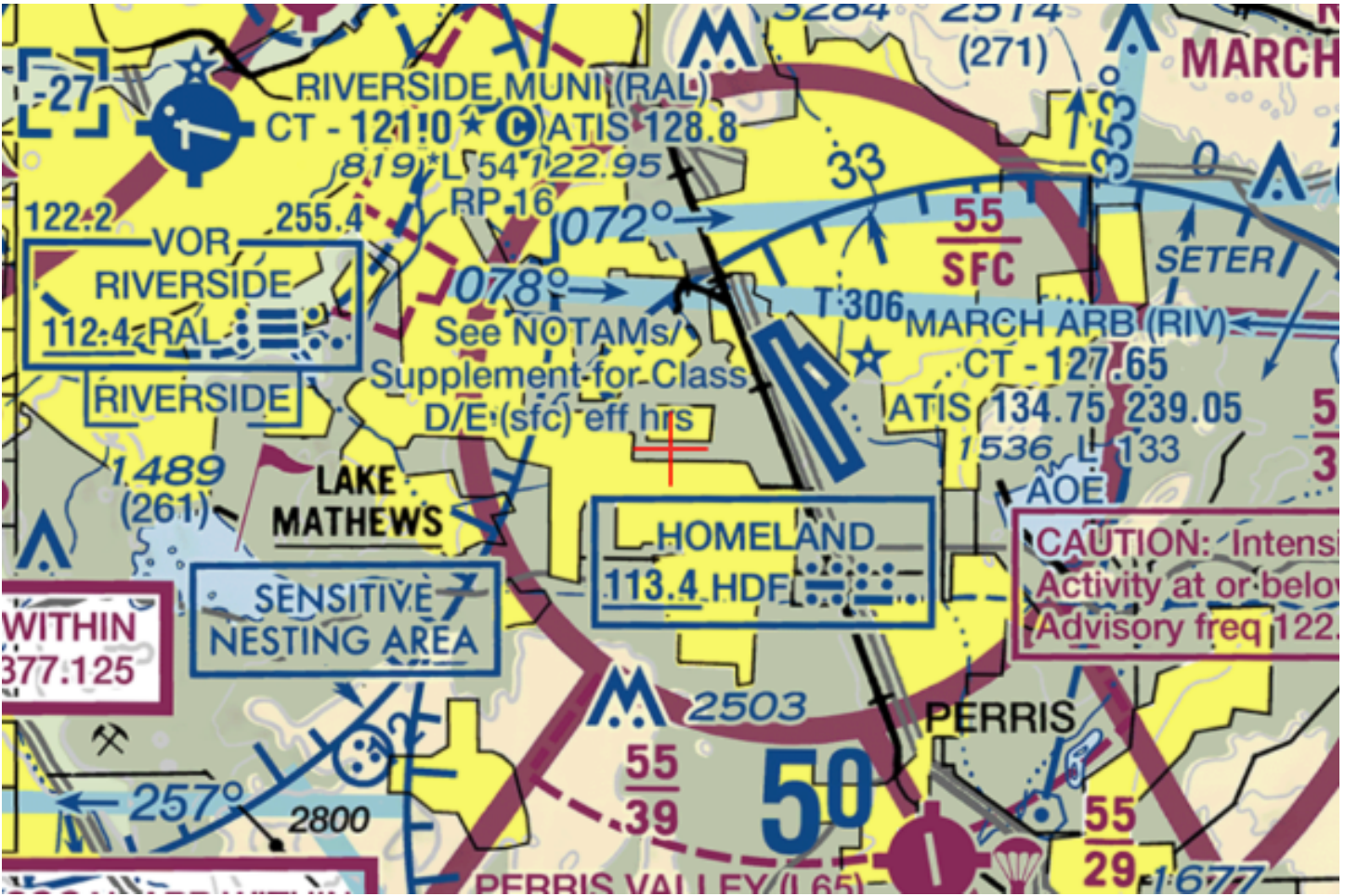
Vivian Vilaro
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2021-AWP-15224-OE



Sectional Map for ASN 2021-AWP-15224-OE





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

Aeronautical Study No.
 2021-AWP-15225-OE

Issued Date: 01/28/2022

Senior Living Riverside, LP
 Andrew Plant
 7660 Fay Ave, Suite N
 La Jolla, CA 92037

**** 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 1 SE Corner
 Location: Riverside, CA
 Latitude: 33-52-09.66N NAD 83
 Longitude: 117-17-47.28W
 Heights: 1702 feet site elevation (SE)
 53 feet above ground level (AGL)
 1755 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 M.

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 07/28/2023 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.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

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 (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2021-AWP-15225-OE.

Signature Control No: 496716176-509768416

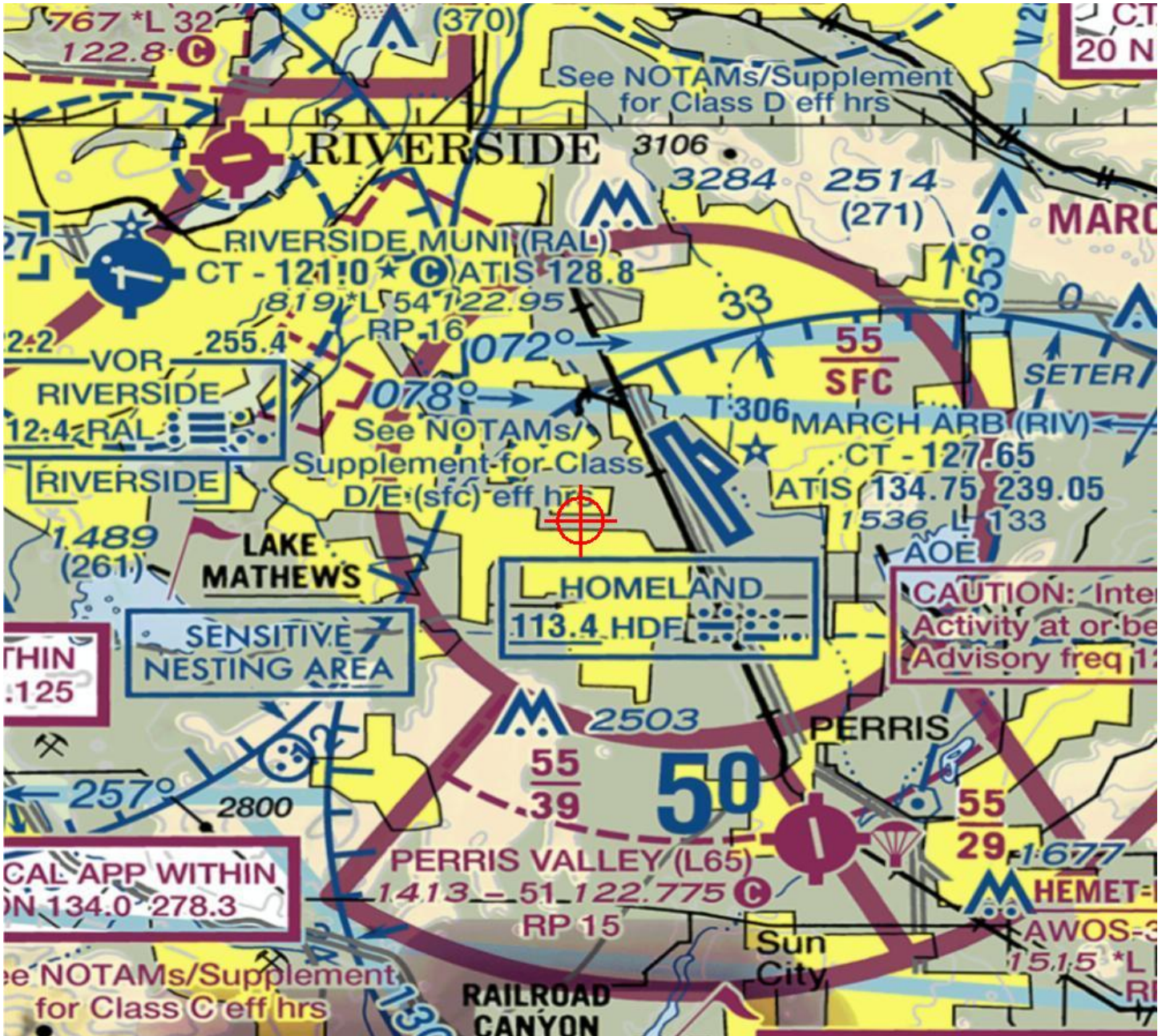
(DNE)

Vivian Vilaro
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2021-AWP-15225-OE







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

Aeronautical Study No.
 2021-AWP-15226-OE

Issued Date: 01/28/2022

Senior Living Riverside, LP
 Andrew Plant
 7660 Fay Ave, Suite N
 La Jolla, CA 92037

**** 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 2 NW Corner
 Location: Riverside, CA
 Latitude: 33-52-12.05N NAD 83
 Longitude: 117-17-39.25W
 Heights: 1708 feet site elevation (SE)
 46 feet above ground level (AGL)
 1754 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the structure would not be a hazard to air navigation provided the following condition(s) 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)

See attachment for additional condition(s) or information.

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 M.

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 07/28/2023 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 subject to review if an interested party files a petition that is received by the FAA on or before February 27, 2022. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted to the Manager of the Rules and Regulations Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on March 09, 2022 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Rules and Regulations Group via telephone – 202-267-8783.

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.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

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.

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed

structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

An account of the study findings, aeronautical objections received by the FAA during the study (if any), and the basis for the FAA's decision in this matter can be found on the following page(s).

If we can be of further assistance, please contact Vivian Vilaro, at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2021-AWP-15226-OE.

Signature Control No: 496717477-509765324

(DNH)

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Additional information for ASN 2021-AWP-15226-OE

AERONAUTICAL STUDY NO. 2021-AWP-15223-15226-Through-15237-OE

Abbreviations

VFR - Visual Flight Rules

AGL - Above Ground Level

RWY - Runway

IFR - Instrument Flight Rules

MSL - Mean Sea Level

NM - Nautical Mile

AMSL - Above Mean Sea Level

Part 77 - Title 14 Code of Federal Regulations (CFR) Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace

1. LOCATION OF PROPOSED CONSTRUCTION

Senior Living Riverside, LP is proposing to construct several Buildings that have been identified as an obstruction under Part 77 standards. The proposed buildings would be located west the March ARB Airport (RIV) airport reference point (ARP) in Riverside, CA. RIV elevation is 1536 feet MSL.

Aeronautical Study Numbers	AGL/AMSL	RIV ARP	Coordinates	BLDG
2021-AWP-15223-OE	53/1755	1.95 nm	33-52-23.45/117-17-47.83	1-NE
2021-AWP-15226-OE	46/1754	1.90 nm	33-52-12.05/117-17-39.25	2-NW
2021-AWP-15227-OE	46/1754	1.85 nm	33-52-12.03/117-17-35.48	2-NE
2021-AWP-15228-OE	46/1754	1.91 nm	33-52-10.47/117-17-39.26	2-SW
2021-AWP-15229-OE	46/1754	1.86 nm	33-52-10.92/117-17-35.49	2-SE
2021-AWP-15230-OE	45/1761	1.83 nm	33-52-12.08/117-17-33.94	3-NW
2021-AWP-15231-OE	45/1761	1.74 nm	33-52-12.04/117-17-27.01	3-NE
2021-AWP-15232-OE	45/1761	1.84 nm	33-52-10.44/117-17-33.95	3-SW
2021-AWP-15233-OE	45/1761	1.75 nm	33-52-10.87/117-17-27.02	3-SE
2021-AWP-15234-OE	45/1770	1.71 nm	33-52-12.14/117-17-24.24	4-NW
2021-AWP-15235-OE	45/1770	1.62 nm	33-52-12.10/117-17-17.42	4-NE
2021-AWP-15236-OE	45/1770	1.72 nm	33-52-10.82/117-17-24.25	4-SW
2021-AWP-15237-OE	45/1770	1.64 nm	33-52-10.35/117-17-17.44	4-SE

2. OBSTRUCTION STANDARDS EXCEEDED

Section 77.19(a) - A horizontal plane 150 feet above established airport elevation, the perimeter of which is constructed by swinging arcs of a specified radii from the center of each end of the primary surface of each runway of each airport and connecting the adjacent arcs by lines tangent to those arcs. The proposed structures would exceed RIV horizontal surface by the values shown below:

Aeronautical Study Numbers	Exceeds Horizontal Surface by
2021-AWP-15234-OE	84 feet
2021-AWP-15235-OE	84 feet
2021-AWP-15237-OE	84 feet

Section 77.19(b) - A surface extending outward and upward from the periphery of the horizontal surface at a slope of 20 to 1 for a horizontal distance of 4,000 feet. The proposed structures would exceed the RIV conical surface by the values shown below:

Aeronautical Study Numbers	Exceeds the Conical Surface by
2021-AWP-15223-OE	15 feet
2021-AWP-15226-OE	15 feet
2021-AWP-15227-OE	29 feet
2021-AWP-15228-OE	11 feet
2021-AWP-15229-OE	26 feet
2021-AWP-15230-OE	42 feet
2021-AWP-15231-OE	67 feet
2021-AWP-15232-OE	37 feet
2021-AWP-15233-OE	64 feet
2021-AWP-15236-OE	82 feet

3. EFFECT ON AERONAUTICAL OPERATIONS

a. The impact on arrival, departure, and en route procedures for aircraft operating under VFR follows: The VFR traffic pattern airspace (TPA) is not penetrated.

FAA Findings

There are no effects on any existing or proposed arrival, departure, or en route IFR operations or procedures. There are no effects on any existing or proposed arrival, departure, or en route IFR/VFR minimum flight altitudes.

There is no penetration into the VFR traffic pattern airspace.

There are no physical or electromagnetic effects on the operation of air navigation and communications facilities.

There are no effects on any airspace and routes used by the military.

b. The impact on arrival, departure, and en route procedures for aircraft operating under IFR follows: Aeronautical study disclosed that the proposed structure would have no effect on any existing or proposed arrival, departure, or en route IFR operations or procedures.

c. The impact on all planned public-use airports and aeronautical facilities follows: Study did not disclose any adverse effect on existing or proposed public-use or military airports or navigational facilities, nor would the proposed structures affect the capacity of any known existing or planned public-use or military airport.

d. The cumulative impact resulting from the proposed construction or alteration of a structure when combined with the impact of other existing or proposed structures is not considered to be significant.

4. CIRCULATION AND COMMENTS RECEIVED

As a result of the negotiation process the sponsor requested circularization of the proposed structure. The proposal was circularized for public comments on December 10, 2021. No comments were received as a result of the circularization.

5. DETERMINATION - NO HAZARD TO AIR NAVIGATION

It is determined that the proposed structures would not have a substantial adverse effect on the safe and efficient use of navigable airspace by aircraft.

6. BASIS FOR DECISION

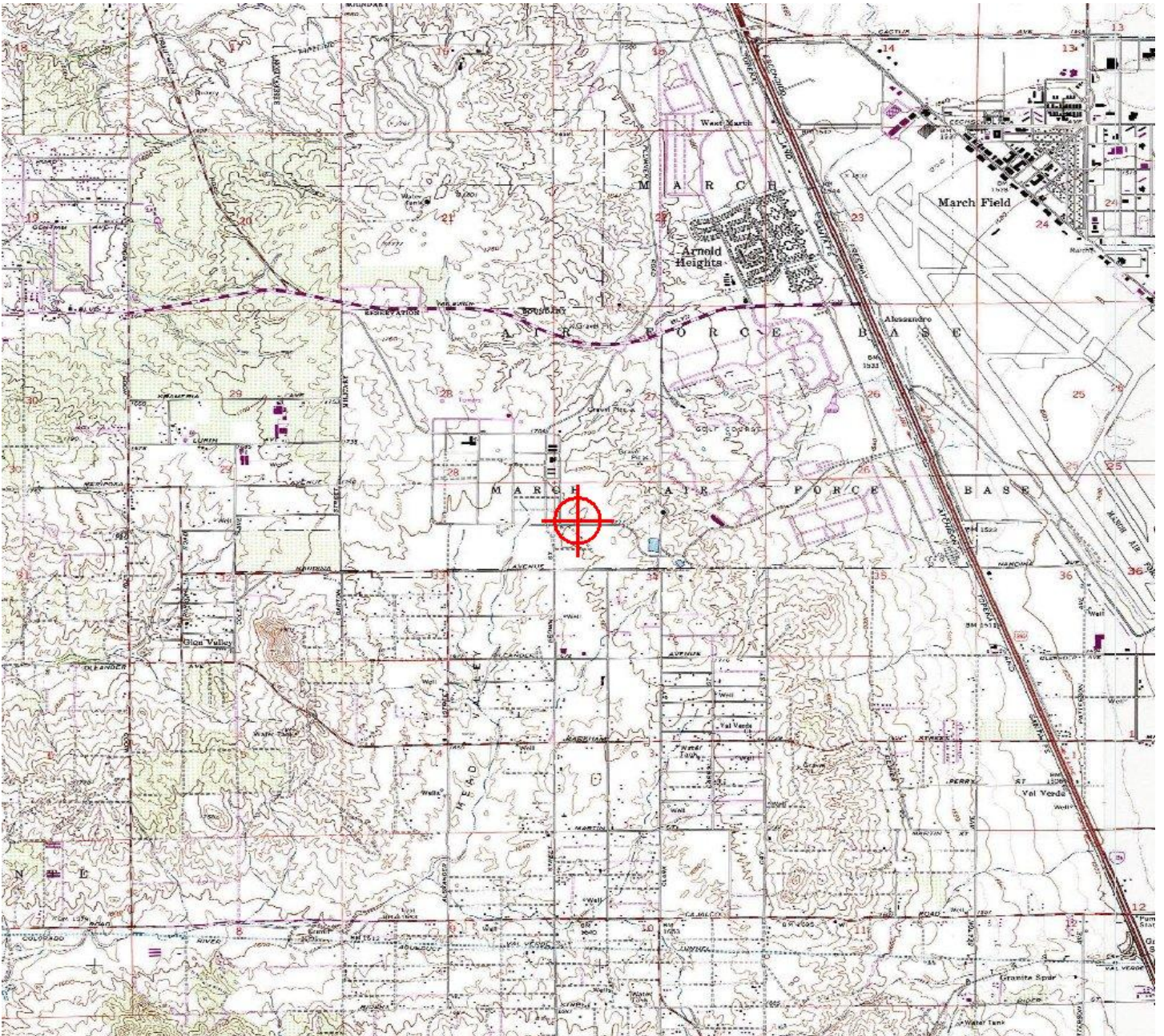
Part 77 establishes standards for determining obstructions to air navigation. A structure that exceeds one or more of these standards is presumed to be a hazard to air navigation unless the obstruction evaluation study determines otherwise. Just because a proposed structure exceeds a Part 77 surface does not automatically

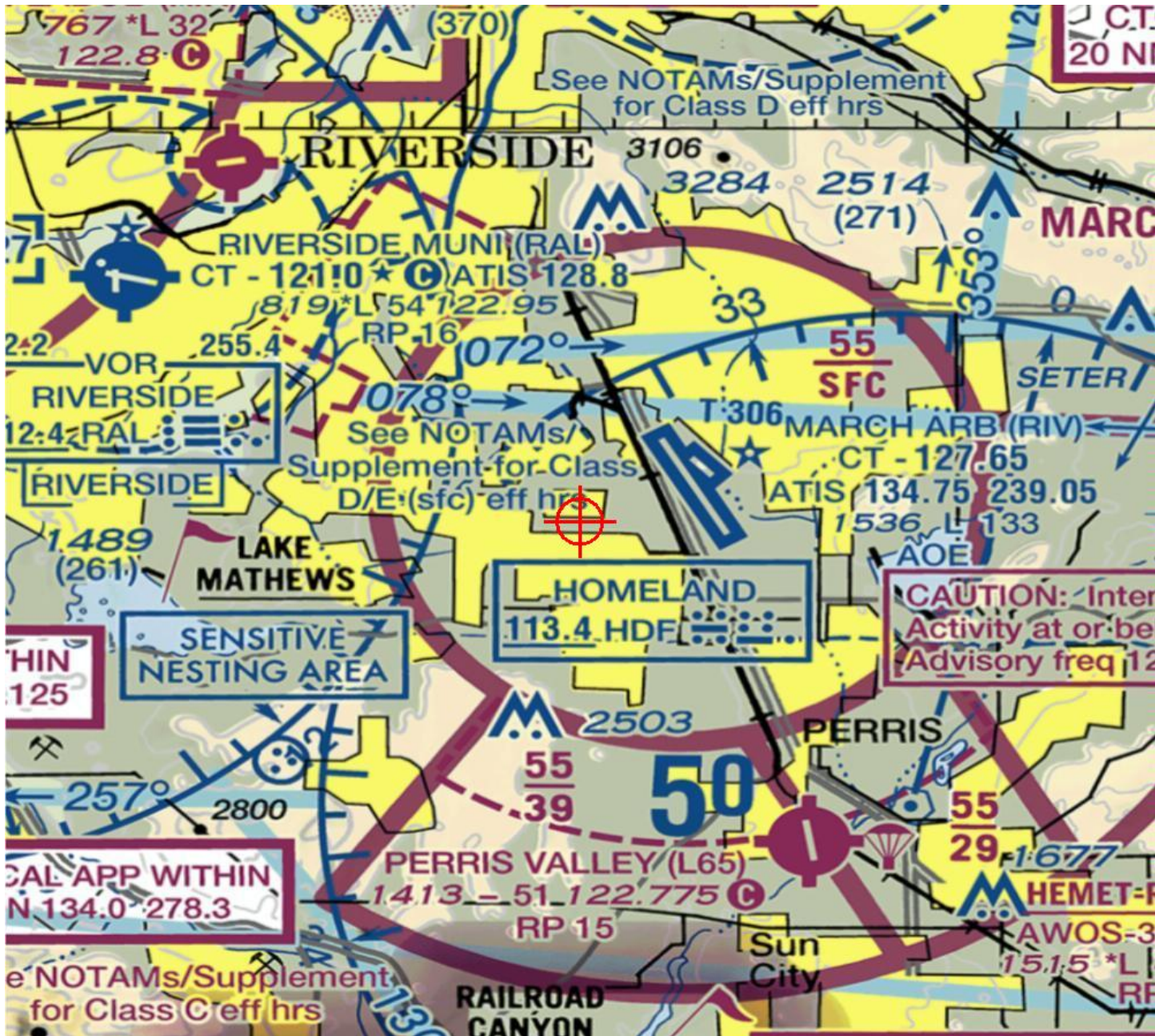
make it a hazard. In this case the proposal would exceed Section 77.19(a) and Section 77.19(b) - horizontal and conical surfaces by the values shown above; however, it would not conflict with airspace require to conduct normal VFR traffic pattern operations. There are no IFR impacts and the VFR traffic pattern airspace is not impacted. Marking and lighting was considered but deemed unnecessary

7. CONDITIONS

Within five days after the structure reaches its greatest height, the proponent is required to file on line the Supplemental Notice, FAA form 7460-2, with actual construction details, at the OE/AAA website (<https://oeaaaa.faa.gov/oeaaa>). Detailed instructions are available under the Instructions link. This Supplemental Notice notification will be the source document detailing the site location, site elevation, structure height, and date structure was built for the FAA to map the structure on aeronautical charts and update the national database.

TOPO Map for ASN 2021-AWP-15226-OE







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

Aeronautical Study No.
 2021-AWP-15227-OE

Issued Date: 01/28/2022

Senior Living Riverside, LP
 Andrew Plant
 7660 Fay Ave, Suite N
 La Jolla, CA 92037

**** 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 2 NE Corner
Location:	Riverside, CA
Latitude:	33-52-12.03N NAD 83
Longitude:	117-17-35.48W
Heights:	1708 feet site elevation (SE)
	46 feet above ground level (AGL)
	1754 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the structure would not be a hazard to air navigation provided the following condition(s) 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)

See attachment for additional condition(s) or information.

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 M.

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 07/28/2023 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 subject to review if an interested party files a petition that is received by the FAA on or before February 27, 2022. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted to the Manager of the Rules and Regulations Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on March 09, 2022 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Rules and Regulations Group via telephone – 202-267-8783.

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.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

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.

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed

structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

An account of the study findings, aeronautical objections received by the FAA during the study (if any), and the basis for the FAA's decision in this matter can be found on the following page(s).

If we can be of further assistance, please contact Vivian Vilaro, at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2021-AWP-15227-OE.

Signature Control No: 496717480-509765312

(DNH)

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Additional information for ASN 2021-AWP-15227-OE

AERONAUTICAL STUDY NO. 2021-AWP-15223-15226-Through-15237-OE

Abbreviations

VFR - Visual Flight Rules

AGL - Above Ground Level

RWY - Runway

IFR - Instrument Flight Rules

MSL - Mean Sea Level

NM - Nautical Mile

AMSL - Above Mean Sea Level

Part 77 - Title 14 Code of Federal Regulations (CFR) Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace

1. LOCATION OF PROPOSED CONSTRUCTION

Senior Living Riverside, LP is proposing to construct several Buildings that have been identified as an obstruction under Part 77 standards. The proposed buildings would be located west the March ARB Airport (RIV) airport reference point (ARP) in Riverside, CA. RIV elevation is 1536 feet MSL.

Aeronautical Study Numbers	AGL/AMSL	RIV ARP	Coordinates	BLDG
2021-AWP-15223-OE	53/1755	1.95 nm	33-52-23.45/117-17-47.83	1-NE
2021-AWP-15226-OE	46/1754	1.90 nm	33-52-12.05/117-17-39.25	2-NW
2021-AWP-15227-OE	46/1754	1.85 nm	33-52-12.03/117-17-35.48	2-NE
2021-AWP-15228-OE	46/1754	1.91 nm	33-52-10.47/117-17-39.26	2-SW
2021-AWP-15229-OE	46/1754	1.86 nm	33-52-10.92/117-17-35.49	2-SE
2021-AWP-15230-OE	45/1761	1.83 nm	33-52-12.08/117-17-33.94	3-NW
2021-AWP-15231-OE	45/1761	1.74 nm	33-52-12.04/117-17-27.01	3-NE
2021-AWP-15232-OE	45/1761	1.84 nm	33-52-10.44/117-17-33.95	3-SW
2021-AWP-15233-OE	45/1761	1.75 nm	33-52-10.87/117-17-27.02	3-SE
2021-AWP-15234-OE	45/1770	1.71 nm	33-52-12.14/117-17-24.24	4-NW
2021-AWP-15235-OE	45/1770	1.62 nm	33-52-12.10/117-17-17.42	4-NE
2021-AWP-15236-OE	45/1770	1.72 nm	33-52-10.82/117-17-24.25	4-SW
2021-AWP-15237-OE	45/1770	1.64 nm	33-52-10.35/117-17-17.44	4-SE

2. OBSTRUCTION STANDARDS EXCEEDED

Section 77.19(a) - A horizontal plane 150 feet above established airport elevation, the perimeter of which is constructed by swinging arcs of a specified radii from the center of each end of the primary surface of each runway of each airport and connecting the adjacent arcs by lines tangent to those arcs. The proposed structures would exceed RIV horizontal surface by the values shown below:

Aeronautical Study Numbers	Exceeds Horizontal Surface by
2021-AWP-15234-OE	84 feet
2021-AWP-15235-OE	84 feet
2021-AWP-15237-OE	84 feet

Section 77.19(b) - A surface extending outward and upward from the periphery of the horizontal surface at a slope of 20 to 1 for a horizontal distance of 4,000 feet. The proposed structures would exceed the RIV conical surface by the values shown below:

Aeronautical Study Numbers	Exceeds the Conical Surface by
2021-AWP-15223-OE	15 feet
2021-AWP-15226-OE	15 feet
2021-AWP-15227-OE	29 feet
2021-AWP-15228-OE	11 feet
2021-AWP-15229-OE	26 feet
2021-AWP-15230-OE	42 feet
2021-AWP-15231-OE	67 feet
2021-AWP-15232-OE	37 feet
2021-AWP-15233-OE	64 feet
2021-AWP-15236-OE	82 feet

3. EFFECT ON AERONAUTICAL OPERATIONS

a. The impact on arrival, departure, and en route procedures for aircraft operating under VFR follows: The VFR traffic pattern airspace (TPA) is not penetrated.

FAA Findings

There are no effects on any existing or proposed arrival, departure, or en route IFR operations or procedures. There are no effects on any existing or proposed arrival, departure, or en route IFR/VFR minimum flight altitudes.

There is no penetration into the VFR traffic pattern airspace.

There are no physical or electromagnetic effects on the operation of air navigation and communications facilities.

There are no effects on any airspace and routes used by the military.

b. The impact on arrival, departure, and en route procedures for aircraft operating under IFR follows: Aeronautical study disclosed that the proposed structure would have no effect on any existing or proposed arrival, departure, or en route IFR operations or procedures.

c. The impact on all planned public-use airports and aeronautical facilities follows: Study did not disclose any adverse effect on existing or proposed public-use or military airports or navigational facilities, nor would the proposed structures affect the capacity of any known existing or planned public-use or military airport.

d. The cumulative impact resulting from the proposed construction or alteration of a structure when combined with the impact of other existing or proposed structures is not considered to be significant.

4. CIRCULATION AND COMMENTS RECEIVED

As a result of the negotiation process the sponsor requested circularization of the proposed structure. The proposal was circularized for public comments on December 10, 2021. No comments were received as a result of the circularization.

5. DETERMINATION - NO HAZARD TO AIR NAVIGATION

It is determined that the proposed structures would not have a substantial adverse effect on the safe and efficient use of navigable airspace by aircraft.

6. BASIS FOR DECISION

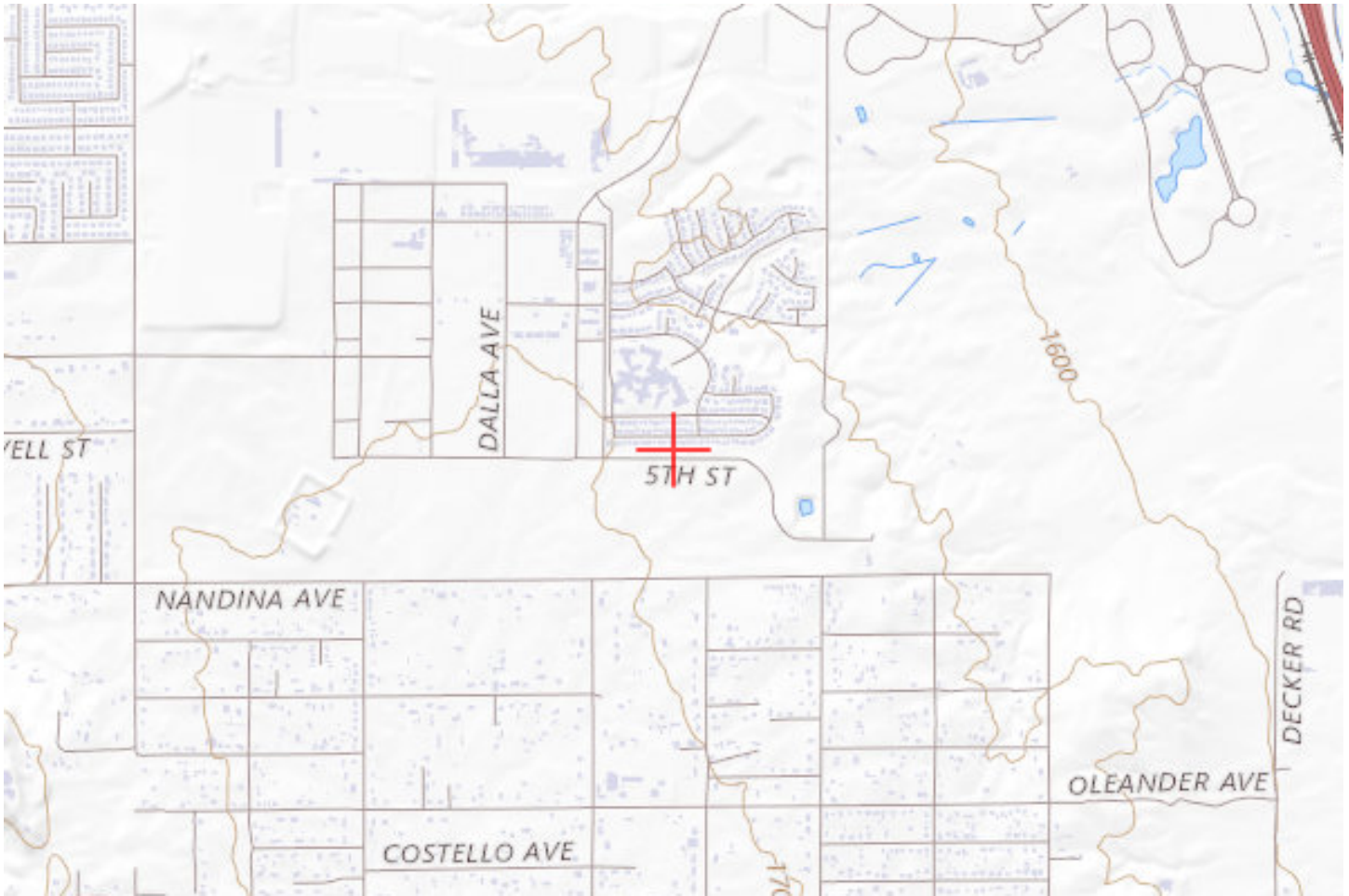
Part 77 establishes standards for determining obstructions to air navigation. A structure that exceeds one or more of these standards is presumed to be a hazard to air navigation unless the obstruction evaluation study determines otherwise. Just because a proposed structure exceeds a Part 77 surface does not automatically

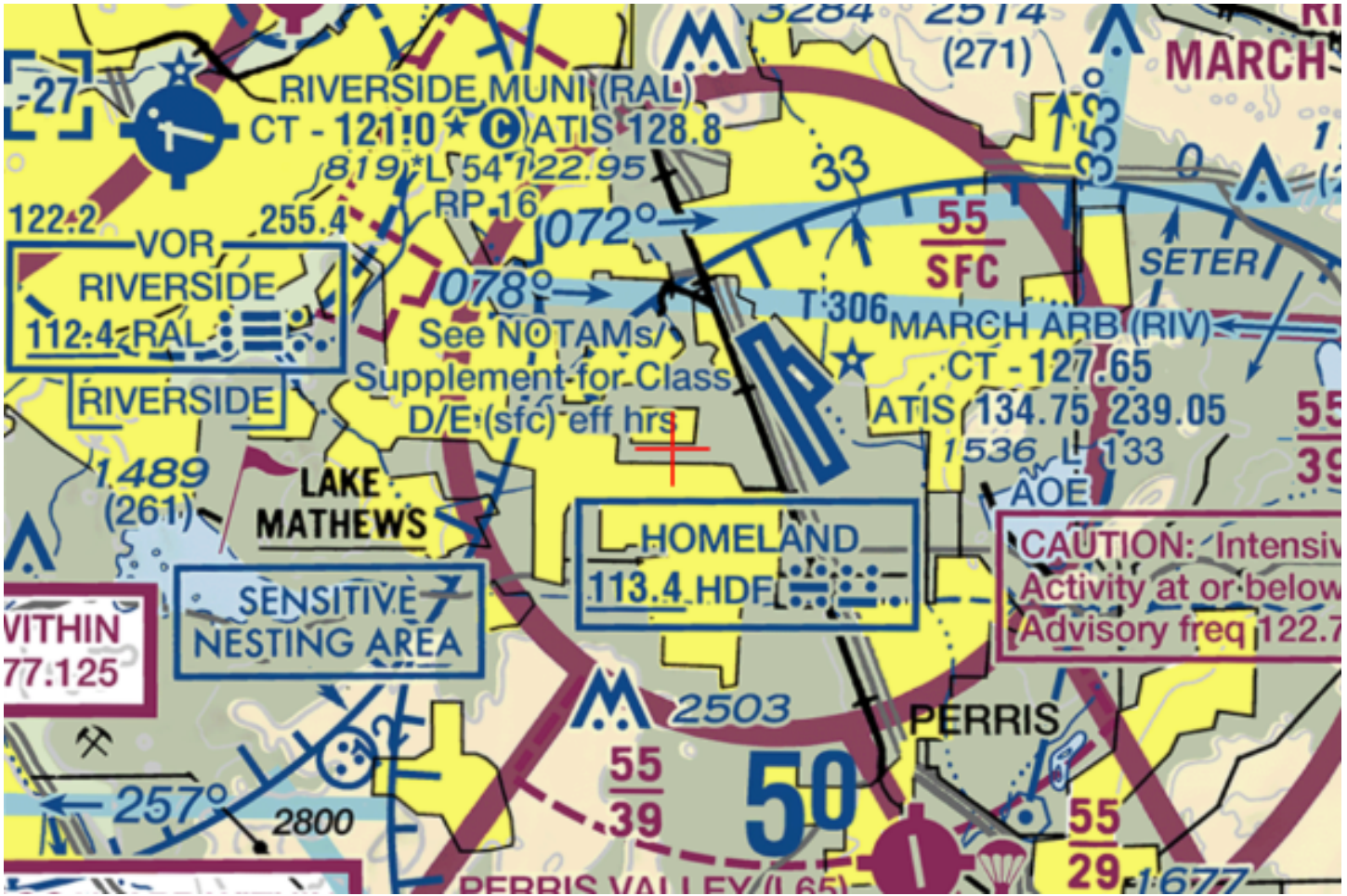
make it a hazard. In this case the proposal would exceed Section 77.19(a) and Section 77.19(b) - horizontal and conical surfaces by the values shown above; however, it would not conflict with airspace require to conduct normal VFR traffic pattern operations. There are no IFR impacts and the VFR traffic pattern airspace is not impacted. Marking and lighting was considered but deemed unnecessary

7. CONDITIONS

Within five days after the structure reaches its greatest height, the proponent is required to file on line the Supplemental Notice, FAA form 7460-2, with actual construction details, at the OE/AAA website (<https://oeaaaa.faa.gov/oeaaa>). Detailed instructions are available under the Instructions link. This Supplemental Notice notification will be the source document detailing the site location, site elevation, structure height, and date structure was built for the FAA to map the structure on aeronautical charts and update the national database.

TOPO Map for ASN 2021-AWP-15227-OE







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

Aeronautical Study No.
 2021-AWP-15228-OE

Issued Date: 01/28/2022

Senior Living Riverside, LP
 Andrew Plant
 7660 Fay Ave, Suite N
 La Jolla, CA 92037

**** 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 2 SW Corner
 Location: Riverside, CA
 Latitude: 33-52-10.47N NAD 83
 Longitude: 117-17-39.26W
 Heights: 1708 feet site elevation (SE)
 46 feet above ground level (AGL)
 1754 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the structure would not be a hazard to air navigation provided the following condition(s) 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)

See attachment for additional condition(s) or information.

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 M.

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 07/28/2023 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 subject to review if an interested party files a petition that is received by the FAA on or before February 27, 2022. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted to the Manager of the Rules and Regulations Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on March 09, 2022 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Rules and Regulations Group via telephone – 202-267-8783.

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.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

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.

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed

structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

An account of the study findings, aeronautical objections received by the FAA during the study (if any), and the basis for the FAA's decision in this matter can be found on the following page(s).

If we can be of further assistance, please contact Vivian Vilaro, at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2021-AWP-15228-OE.

Signature Control No: 496717482-509765325

(DNH)

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Additional information for ASN 2021-AWP-15228-OE

AERONAUTICAL STUDY NO. 2021-AWP-15223-15226-Through-15237-OE

Abbreviations

VFR - Visual Flight Rules

AGL - Above Ground Level

RWY - Runway

IFR - Instrument Flight Rules

MSL - Mean Sea Level

NM - Nautical Mile

AMSL - Above Mean Sea Level

Part 77 - Title 14 Code of Federal Regulations (CFR) Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace

1. LOCATION OF PROPOSED CONSTRUCTION

Senior Living Riverside, LP is proposing to construct several Buildings that have been identified as an obstruction under Part 77 standards. The proposed buildings would be located west the March ARB Airport (RIV) airport reference point (ARP) in Riverside, CA. RIV elevation is 1536 feet MSL.

Aeronautical Study Numbers	AGL/AMSL	RIV ARP	Coordinates	BLDG
2021-AWP-15223-OE	53/1755	1.95 nm	33-52-23.45/117-17-47.83	1-NE
2021-AWP-15226-OE	46/1754	1.90 nm	33-52-12.05/117-17-39.25	2-NW
2021-AWP-15227-OE	46/1754	1.85 nm	33-52-12.03/117-17-35.48	2-NE
2021-AWP-15228-OE	46/1754	1.91 nm	33-52-10.47/117-17-39.26	2-SW
2021-AWP-15229-OE	46/1754	1.86 nm	33-52-10.92/117-17-35.49	2-SE
2021-AWP-15230-OE	45/1761	1.83 nm	33-52-12.08/117-17-33.94	3-NW
2021-AWP-15231-OE	45/1761	1.74 nm	33-52-12.04/117-17-27.01	3-NE
2021-AWP-15232-OE	45/1761	1.84 nm	33-52-10.44/117-17-33.95	3-SW
2021-AWP-15233-OE	45/1761	1.75 nm	33-52-10.87/117-17-27.02	3-SE
2021-AWP-15234-OE	45/1770	1.71 nm	33-52-12.14/117-17-24.24	4-NW
2021-AWP-15235-OE	45/1770	1.62 nm	33-52-12.10/117-17-17.42	4-NE
2021-AWP-15236-OE	45/1770	1.72 nm	33-52-10.82/117-17-24.25	4-SW
2021-AWP-15237-OE	45/1770	1.64 nm	33-52-10.35/117-17-17.44	4-SE

2. OBSTRUCTION STANDARDS EXCEEDED

Section 77.19(a) - A horizontal plane 150 feet above established airport elevation, the perimeter of which is constructed by swinging arcs of a specified radii from the center of each end of the primary surface of each runway of each airport and connecting the adjacent arcs by lines tangent to those arcs. The proposed structures would exceed RIV horizontal surface by the values shown below:

Aeronautical Study Numbers	Exceeds Horizontal Surface by
2021-AWP-15234-OE	84 feet
2021-AWP-15235-OE	84 feet
2021-AWP-15237-OE	84 feet

Section 77.19(b) - A surface extending outward and upward from the periphery of the horizontal surface at a slope of 20 to 1 for a horizontal distance of 4,000 feet. The proposed structures would exceed the RIV conical surface by the values shown below:

Aeronautical Study Numbers	Exceeds the Conical Surface by
2021-AWP-15223-OE	15 feet
2021-AWP-15226-OE	15 feet
2021-AWP-15227-OE	29 feet
2021-AWP-15228-OE	11 feet
2021-AWP-15229-OE	26 feet
2021-AWP-15230-OE	42 feet
2021-AWP-15231-OE	67 feet
2021-AWP-15232-OE	37 feet
2021-AWP-15233-OE	64 feet
2021-AWP-15236-OE	82 feet

3. EFFECT ON AERONAUTICAL OPERATIONS

a. The impact on arrival, departure, and en route procedures for aircraft operating under VFR follows: The VFR traffic pattern airspace (TPA) is not penetrated.

FAA Findings

There are no effects on any existing or proposed arrival, departure, or en route IFR operations or procedures. There are no effects on any existing or proposed arrival, departure, or en route IFR/VFR minimum flight altitudes.

There is no penetration into the VFR traffic pattern airspace.

There are no physical or electromagnetic effects on the operation of air navigation and communications facilities.

There are no effects on any airspace and routes used by the military.

b. The impact on arrival, departure, and en route procedures for aircraft operating under IFR follows: Aeronautical study disclosed that the proposed structure would have no effect on any existing or proposed arrival, departure, or en route IFR operations or procedures.

c. The impact on all planned public-use airports and aeronautical facilities follows: Study did not disclose any adverse effect on existing or proposed public-use or military airports or navigational facilities, nor would the proposed structures affect the capacity of any known existing or planned public-use or military airport.

d. The cumulative impact resulting from the proposed construction or alteration of a structure when combined with the impact of other existing or proposed structures is not considered to be significant.

4. CIRCULATION AND COMMENTS RECEIVED

As a result of the negotiation process the sponsor requested circularization of the proposed structure. The proposal was circularized for public comments on December 10, 2021. No comments were received as a result of the circularization.

5. DETERMINATION - NO HAZARD TO AIR NAVIGATION

It is determined that the proposed structures would not have a substantial adverse effect on the safe and efficient use of navigable airspace by aircraft.

6. BASIS FOR DECISION

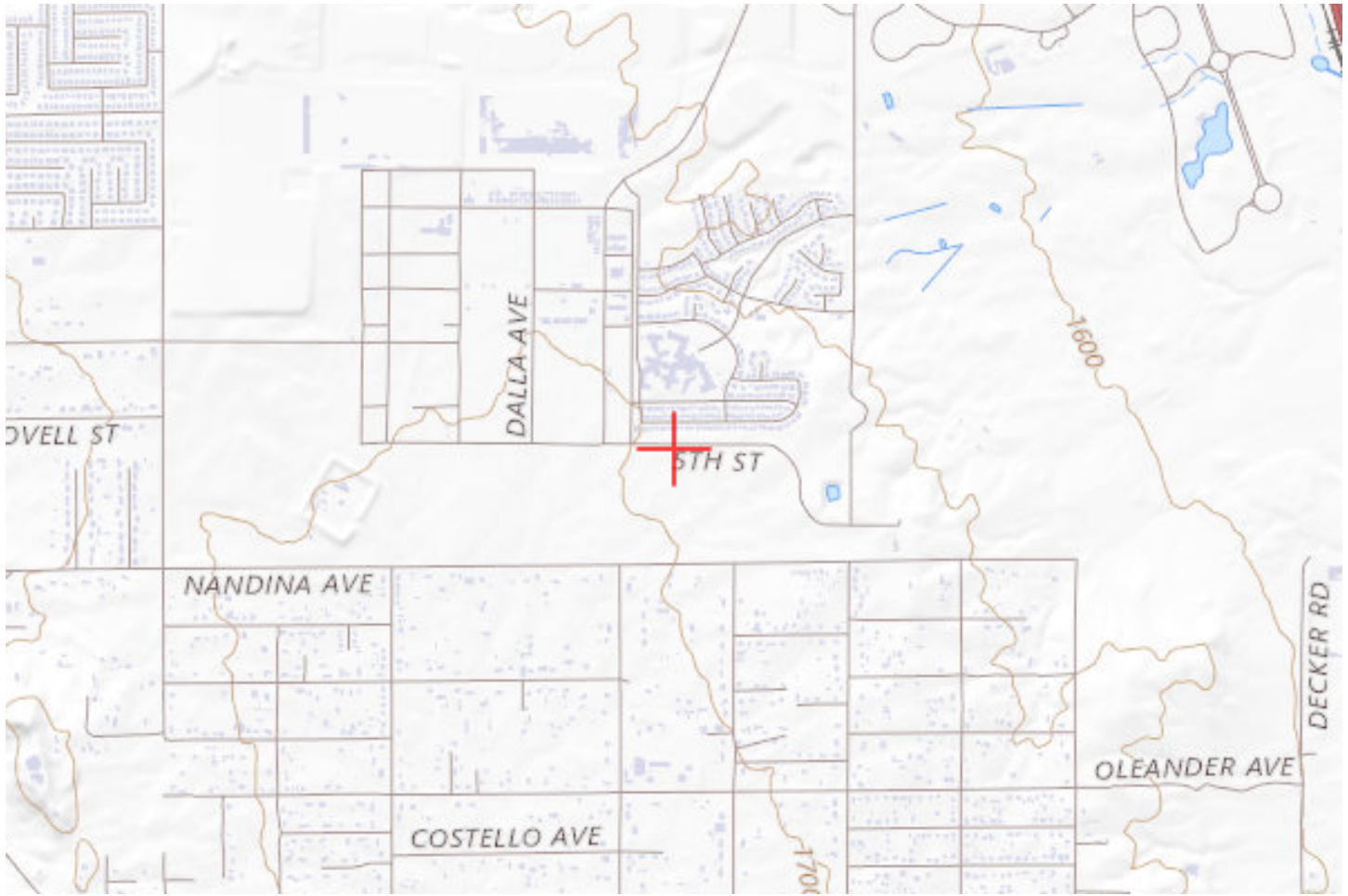
Part 77 establishes standards for determining obstructions to air navigation. A structure that exceeds one or more of these standards is presumed to be a hazard to air navigation unless the obstruction evaluation study determines otherwise. Just because a proposed structure exceeds a Part 77 surface does not automatically

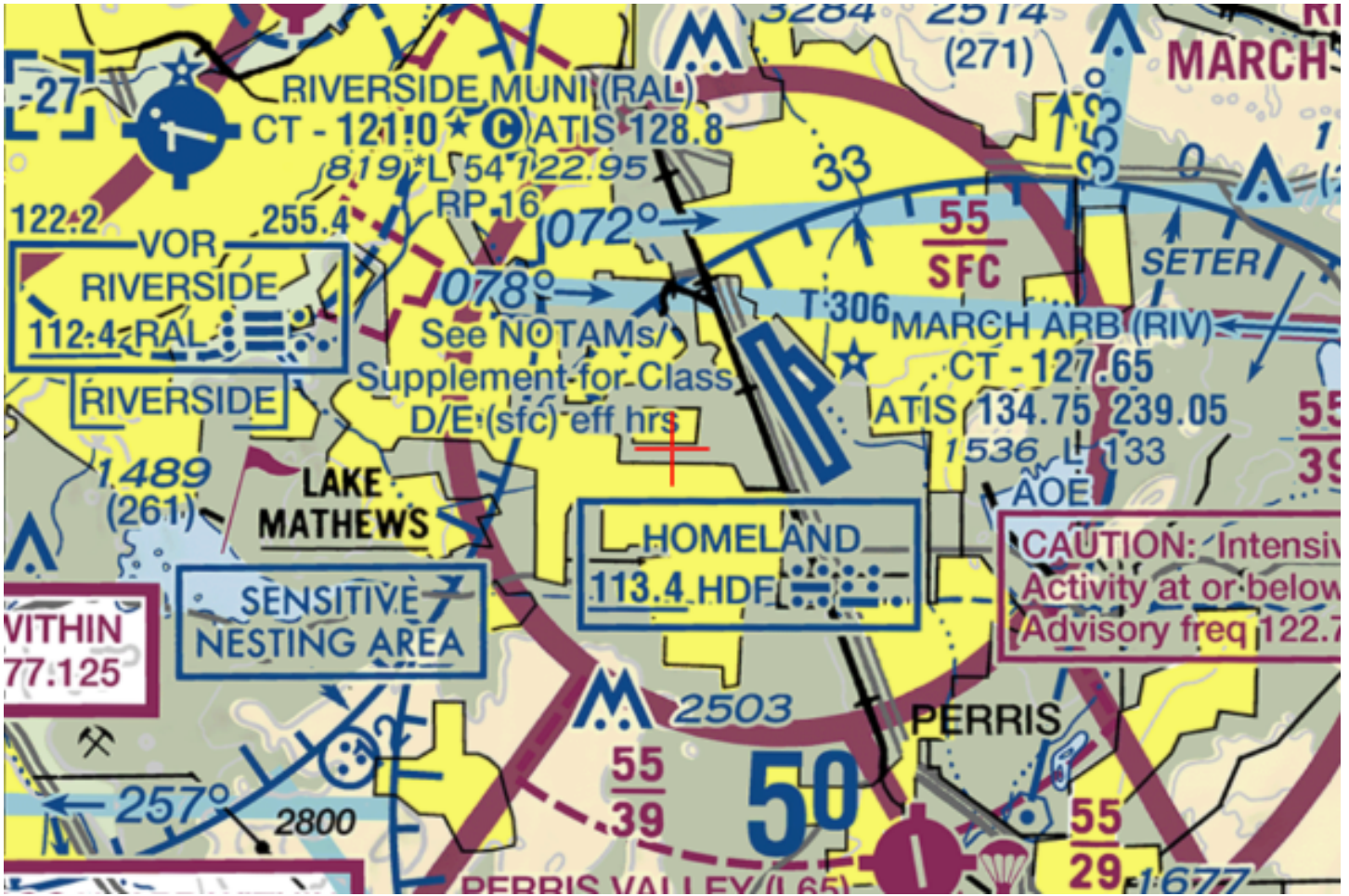
make it a hazard. In this case the proposal would exceed Section 77.19(a) and Section 77.19(b) - horizontal and conical surfaces by the values shown above; however, it would not conflict with airspace require to conduct normal VFR traffic pattern operations. There are no IFR impacts and the VFR traffic pattern airspace is not impacted. Marking and lighting was considered but deemed unnecessary

7. CONDITIONS

Within five days after the structure reaches its greatest height, the proponent is required to file on line the Supplemental Notice, FAA form 7460-2, with actual construction details, at the OE/AAA website (<https://oeaaaa.faa.gov/oeaaa>). Detailed instructions are available under the Instructions link. This Supplemental Notice notification will be the source document detailing the site location, site elevation, structure height, and date structure was built for the FAA to map the structure on aeronautical charts and update the national database.

TOPO Map for ASN 2021-AWP-15228-OE







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

Aeronautical Study No.
 2021-AWP-15229-OE

Issued Date: 01/28/2022

Senior Living Riverside, LP
 Andrew Plant
 7660 Fay Ave, Suite N
 La Jolla, CA 92037

**** 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 2 SE Corner
Location:	Riverside, CA
Latitude:	33-52-10.92N NAD 83
Longitude:	117-17-35.49W
Heights:	1708 feet site elevation (SE)
	46 feet above ground level (AGL)
	1754 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the structure would not be a hazard to air navigation provided the following condition(s) 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)

See attachment for additional condition(s) or information.

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 M.

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 07/28/2023 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 subject to review if an interested party files a petition that is received by the FAA on or before February 27, 2022. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted to the Manager of the Rules and Regulations Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on March 09, 2022 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Rules and Regulations Group via telephone – 202-267-8783.

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.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

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.

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed

structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

An account of the study findings, aeronautical objections received by the FAA during the study (if any), and the basis for the FAA's decision in this matter can be found on the following page(s).

If we can be of further assistance, please contact Vivian Vilaro, at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2021-AWP-15229-OE.

Signature Control No: 496717484-509765316

(DNH)

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Additional information for ASN 2021-AWP-15229-OE

AERONAUTICAL STUDY NO. 2021-AWP-15223-15226-Through-15237-OE

Abbreviations

VFR - Visual Flight Rules

AGL - Above Ground Level

RWY - Runway

IFR - Instrument Flight Rules

MSL - Mean Sea Level

NM - Nautical Mile

AMSL - Above Mean Sea Level

Part 77 - Title 14 Code of Federal Regulations (CFR) Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace

1. LOCATION OF PROPOSED CONSTRUCTION

Senior Living Riverside, LP is proposing to construct several Buildings that have been identified as an obstruction under Part 77 standards. The proposed buildings would be located west the March ARB Airport (RIV) airport reference point (ARP) in Riverside, CA. RIV elevation is 1536 feet MSL.

Aeronautical Study Numbers	AGL/AMSL	RIV ARP	Coordinates	BLDG
2021-AWP-15223-OE	53/1755	1.95 nm	33-52-23.45/117-17-47.83	1-NE
2021-AWP-15226-OE	46/1754	1.90 nm	33-52-12.05/117-17-39.25	2-NW
2021-AWP-15227-OE	46/1754	1.85 nm	33-52-12.03/117-17-35.48	2-NE
2021-AWP-15228-OE	46/1754	1.91 nm	33-52-10.47/117-17-39.26	2-SW
2021-AWP-15229-OE	46/1754	1.86 nm	33-52-10.92/117-17-35.49	2-SE
2021-AWP-15230-OE	45/1761	1.83 nm	33-52-12.08/117-17-33.94	3-NW
2021-AWP-15231-OE	45/1761	1.74 nm	33-52-12.04/117-17-27.01	3-NE
2021-AWP-15232-OE	45/1761	1.84 nm	33-52-10.44/117-17-33.95	3-SW
2021-AWP-15233-OE	45/1761	1.75 nm	33-52-10.87/117-17-27.02	3-SE
2021-AWP-15234-OE	45/1770	1.71 nm	33-52-12.14/117-17-24.24	4-NW
2021-AWP-15235-OE	45/1770	1.62 nm	33-52-12.10/117-17-17.42	4-NE
2021-AWP-15236-OE	45/1770	1.72 nm	33-52-10.82/117-17-24.25	4-SW
2021-AWP-15237-OE	45/1770	1.64 nm	33-52-10.35/117-17-17.44	4-SE

2. OBSTRUCTION STANDARDS EXCEEDED

Section 77.19(a) - A horizontal plane 150 feet above established airport elevation, the perimeter of which is constructed by swinging arcs of a specified radii from the center of each end of the primary surface of each runway of each airport and connecting the adjacent arcs by lines tangent to those arcs. The proposed structures would exceed RIV horizontal surface by the values shown below:

Aeronautical Study Numbers	Exceeds Horizontal Surface by
2021-AWP-15234-OE	84 feet
2021-AWP-15235-OE	84 feet
2021-AWP-15237-OE	84 feet

Section 77.19(b) - A surface extending outward and upward from the periphery of the horizontal surface at a slope of 20 to 1 for a horizontal distance of 4,000 feet. The proposed structures would exceed the RIV conical surface by the values shown below:

Aeronautical Study Numbers	Exceeds the Conical Surface by
2021-AWP-15223-OE	15 feet
2021-AWP-15226-OE	15 feet
2021-AWP-15227-OE	29 feet
2021-AWP-15228-OE	11 feet
2021-AWP-15229-OE	26 feet
2021-AWP-15230-OE	42 feet
2021-AWP-15231-OE	67 feet
2021-AWP-15232-OE	37 feet
2021-AWP-15233-OE	64 feet
2021-AWP-15236-OE	82 feet

3. EFFECT ON AERONAUTICAL OPERATIONS

a. The impact on arrival, departure, and en route procedures for aircraft operating under VFR follows: The VFR traffic pattern airspace (TPA) is not penetrated.

FAA Findings

There are no effects on any existing or proposed arrival, departure, or en route IFR operations or procedures. There are no effects on any existing or proposed arrival, departure, or en route IFR/VFR minimum flight altitudes.

There is no penetration into the VFR traffic pattern airspace.

There are no physical or electromagnetic effects on the operation of air navigation and communications facilities.

There are no effects on any airspace and routes used by the military.

b. The impact on arrival, departure, and en route procedures for aircraft operating under IFR follows: Aeronautical study disclosed that the proposed structure would have no effect on any existing or proposed arrival, departure, or en route IFR operations or procedures.

c. The impact on all planned public-use airports and aeronautical facilities follows: Study did not disclose any adverse effect on existing or proposed public-use or military airports or navigational facilities, nor would the proposed structures affect the capacity of any known existing or planned public-use or military airport.

d. The cumulative impact resulting from the proposed construction or alteration of a structure when combined with the impact of other existing or proposed structures is not considered to be significant.

4. CIRCULATION AND COMMENTS RECEIVED

As a result of the negotiation process the sponsor requested circularization of the proposed structure. The proposal was circularized for public comments on December 10, 2021. No comments were received as a result of the circularization.

5. DETERMINATION - NO HAZARD TO AIR NAVIGATION

It is determined that the proposed structures would not have a substantial adverse effect on the safe and efficient use of navigable airspace by aircraft.

6. BASIS FOR DECISION

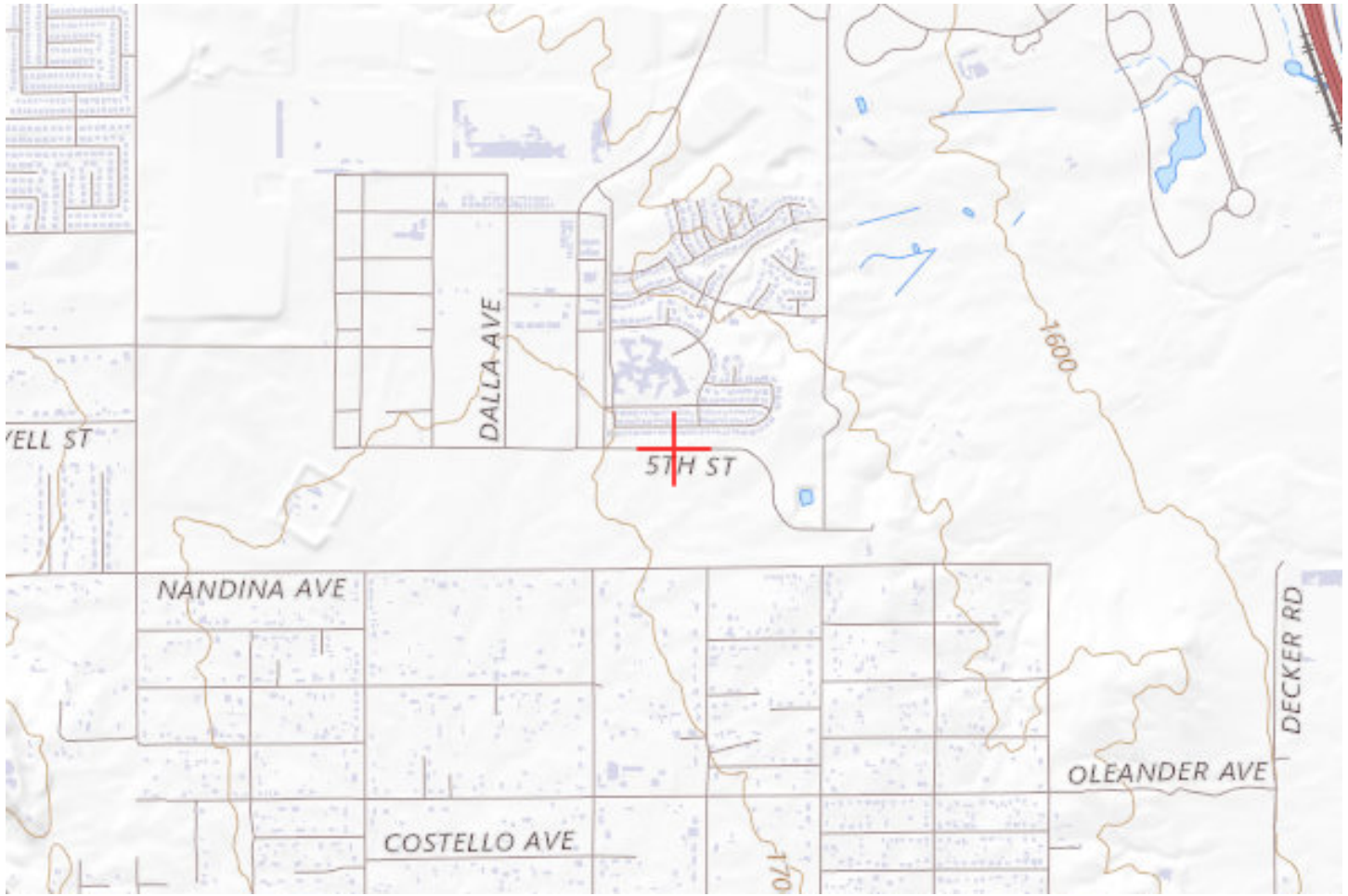
Part 77 establishes standards for determining obstructions to air navigation. A structure that exceeds one or more of these standards is presumed to be a hazard to air navigation unless the obstruction evaluation study determines otherwise. Just because a proposed structure exceeds a Part 77 surface does not automatically

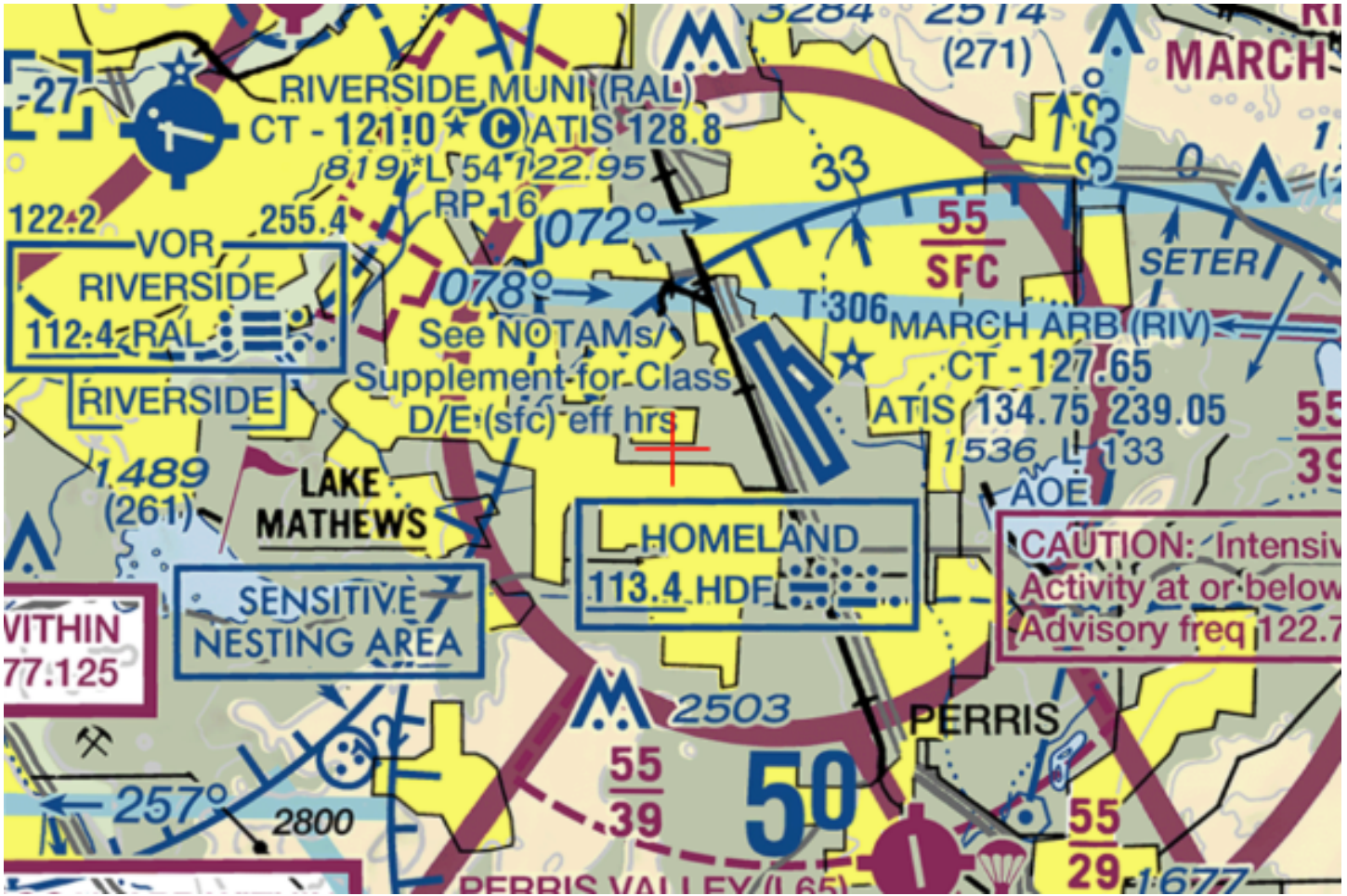
make it a hazard. In this case the proposal would exceed Section 77.19(a) and Section 77.19(b) - horizontal and conical surfaces by the values shown above; however, it would not conflict with airspace require to conduct normal VFR traffic pattern operations. There are no IFR impacts and the VFR traffic pattern airspace is not impacted. Marking and lighting was considered but deemed unnecessary

7. CONDITIONS

Within five days after the structure reaches its greatest height, the proponent is required to file on line the Supplemental Notice, FAA form 7460-2, with actual construction details, at the OE/AAA website (<https://oeaaaa.faa.gov/oeaaa>). Detailed instructions are available under the Instructions link. This Supplemental Notice notification will be the source document detailing the site location, site elevation, structure height, and date structure was built for the FAA to map the structure on aeronautical charts and update the national database.

TOPO Map for ASN 2021-AWP-15229-OE







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

Aeronautical Study No.
 2021-AWP-15230-OE

Issued Date: 01/28/2022

Senior Living Riverside, LP
 Andrew Plant
 7660 Fay Ave, Suite N
 La Jolla, CA 92037

**** 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 3 NW Corner
 Location: Riverside, CA
 Latitude: 33-52-12.08N NAD 83
 Longitude: 117-17-33.94W
 Heights: 1716 feet site elevation (SE)
 45 feet above ground level (AGL)
 1761 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the structure would not be a hazard to air navigation provided the following condition(s) 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)

See attachment for additional condition(s) or information.

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 M.

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 07/28/2023 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 subject to review if an interested party files a petition that is received by the FAA on or before February 27, 2022. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted to the Manager of the Rules and Regulations Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on March 09, 2022 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Rules and Regulations Group via telephone – 202-267-8783.

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.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

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.

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed

structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

An account of the study findings, aeronautical objections received by the FAA during the study (if any), and the basis for the FAA's decision in this matter can be found on the following page(s).

If we can be of further assistance, please contact Vivian Vilaro, at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2021-AWP-15230-OE.

Signature Control No: 496718795-509765323

(DNH)

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Additional information for ASN 2021-AWP-15230-OE

AERONAUTICAL STUDY NO. 2021-AWP-15223-15226-Through-15237-OE

Abbreviations

VFR - Visual Flight Rules

AGL - Above Ground Level

RWY - Runway

IFR - Instrument Flight Rules

MSL - Mean Sea Level

NM - Nautical Mile

AMSL - Above Mean Sea Level

Part 77 - Title 14 Code of Federal Regulations (CFR) Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace

1. LOCATION OF PROPOSED CONSTRUCTION

Senior Living Riverside, LP is proposing to construct several Buildings that have been identified as an obstruction under Part 77 standards. The proposed buildings would be located west the March ARB Airport (RIV) airport reference point (ARP) in Riverside, CA. RIV elevation is 1536 feet MSL.

Aeronautical Study Numbers	AGL/AMSL	RIV ARP	Coordinates	BLDG
2021-AWP-15223-OE	53/1755	1.95 nm	33-52-23.45/117-17-47.83	1-NE
2021-AWP-15226-OE	46/1754	1.90 nm	33-52-12.05/117-17-39.25	2-NW
2021-AWP-15227-OE	46/1754	1.85 nm	33-52-12.03/117-17-35.48	2-NE
2021-AWP-15228-OE	46/1754	1.91 nm	33-52-10.47/117-17-39.26	2-SW
2021-AWP-15229-OE	46/1754	1.86 nm	33-52-10.92/117-17-35.49	2-SE
2021-AWP-15230-OE	45/1761	1.83 nm	33-52-12.08/117-17-33.94	3-NW
2021-AWP-15231-OE	45/1761	1.74 nm	33-52-12.04/117-17-27.01	3-NE
2021-AWP-15232-OE	45/1761	1.84 nm	33-52-10.44/117-17-33.95	3-SW
2021-AWP-15233-OE	45/1761	1.75 nm	33-52-10.87/117-17-27.02	3-SE
2021-AWP-15234-OE	45/1770	1.71 nm	33-52-12.14/117-17-24.24	4-NW
2021-AWP-15235-OE	45/1770	1.62 nm	33-52-12.10/117-17-17.42	4-NE
2021-AWP-15236-OE	45/1770	1.72 nm	33-52-10.82/117-17-24.25	4-SW
2021-AWP-15237-OE	45/1770	1.64 nm	33-52-10.35/117-17-17.44	4-SE

2. OBSTRUCTION STANDARDS EXCEEDED

Section 77.19(a) - A horizontal plane 150 feet above established airport elevation, the perimeter of which is constructed by swinging arcs of a specified radii from the center of each end of the primary surface of each runway of each airport and connecting the adjacent arcs by lines tangent to those arcs. The proposed structures would exceed RIV horizontal surface by the values shown below:

Aeronautical Study Numbers	Exceeds Horizontal Surface by
2021-AWP-15234-OE	84 feet
2021-AWP-15235-OE	84 feet
2021-AWP-15237-OE	84 feet

Section 77.19(b) - A surface extending outward and upward from the periphery of the horizontal surface at a slope of 20 to 1 for a horizontal distance of 4,000 feet. The proposed structures would exceed the RIV conical surface by the values shown below:

Aeronautical Study Numbers	Exceeds the Conical Surface by
2021-AWP-15223-OE	15 feet
2021-AWP-15226-OE	15 feet
2021-AWP-15227-OE	29 feet
2021-AWP-15228-OE	11 feet
2021-AWP-15229-OE	26 feet
2021-AWP-15230-OE	42 feet
2021-AWP-15231-OE	67 feet
2021-AWP-15232-OE	37 feet
2021-AWP-15233-OE	64 feet
2021-AWP-15236-OE	82 feet

3. EFFECT ON AERONAUTICAL OPERATIONS

a. The impact on arrival, departure, and en route procedures for aircraft operating under VFR follows: The VFR traffic pattern airspace (TPA) is not penetrated.

FAA Findings

There are no effects on any existing or proposed arrival, departure, or en route IFR operations or procedures. There are no effects on any existing or proposed arrival, departure, or en route IFR/VFR minimum flight altitudes.

There is no penetration into the VFR traffic pattern airspace.

There are no physical or electromagnetic effects on the operation of air navigation and communications facilities.

There are no effects on any airspace and routes used by the military.

b. The impact on arrival, departure, and en route procedures for aircraft operating under IFR follows: Aeronautical study disclosed that the proposed structure would have no effect on any existing or proposed arrival, departure, or en route IFR operations or procedures.

c. The impact on all planned public-use airports and aeronautical facilities follows: Study did not disclose any adverse effect on existing or proposed public-use or military airports or navigational facilities, nor would the proposed structures affect the capacity of any known existing or planned public-use or military airport.

d. The cumulative impact resulting from the proposed construction or alteration of a structure when combined with the impact of other existing or proposed structures is not considered to be significant.

4. CIRCULATION AND COMMENTS RECEIVED

As a result of the negotiation process the sponsor requested circularization of the proposed structure. The proposal was circularized for public comments on December 10, 2021. No comments were received as a result of the circularization.

5. DETERMINATION - NO HAZARD TO AIR NAVIGATION

It is determined that the proposed structures would not have a substantial adverse effect on the safe and efficient use of navigable airspace by aircraft.

6. BASIS FOR DECISION

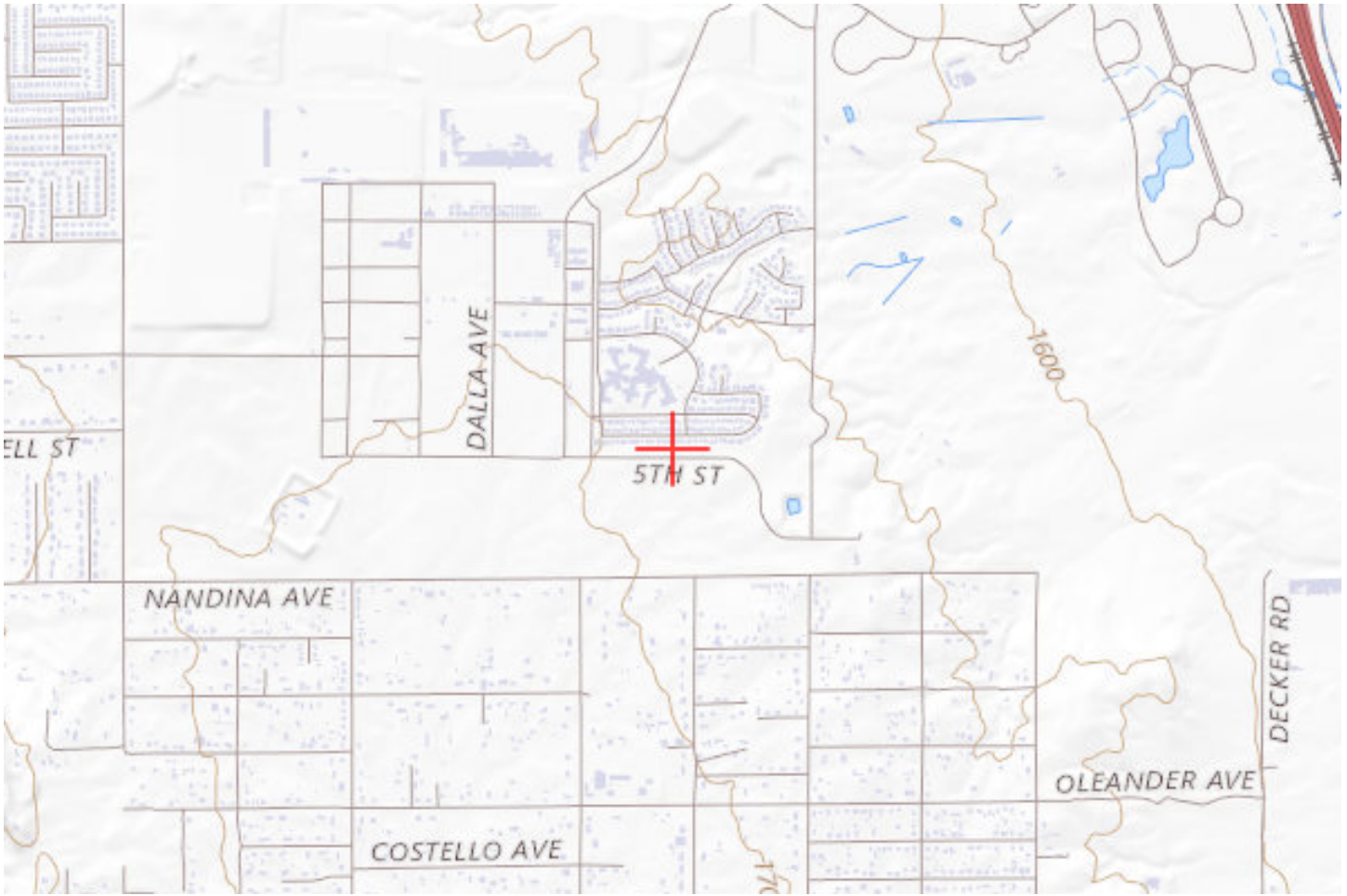
Part 77 establishes standards for determining obstructions to air navigation. A structure that exceeds one or more of these standards is presumed to be a hazard to air navigation unless the obstruction evaluation study determines otherwise. Just because a proposed structure exceeds a Part 77 surface does not automatically

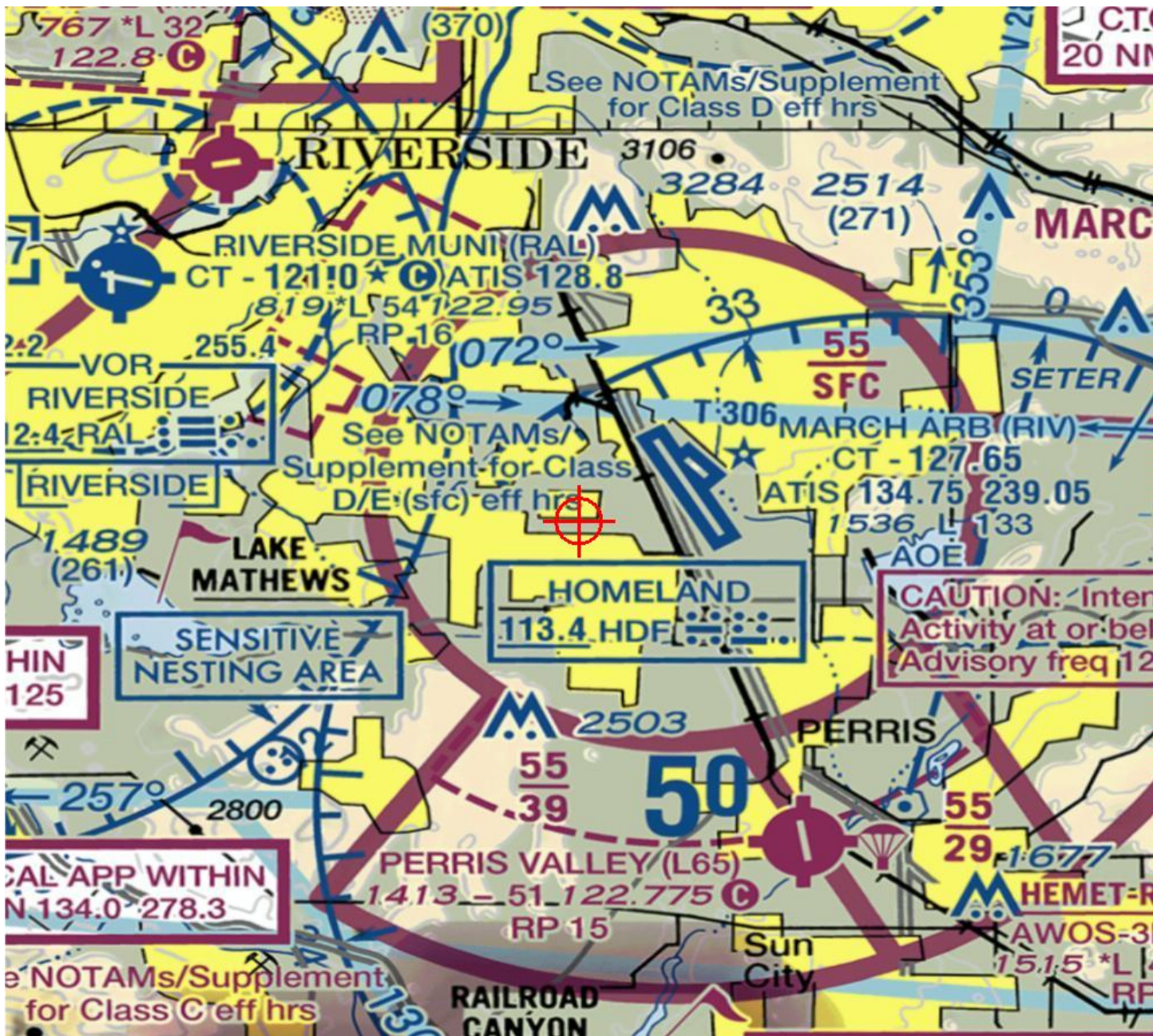
make it a hazard. In this case the proposal would exceed Section 77.19(a) and Section 77.19(b) - horizontal and conical surfaces by the values shown above; however, it would not conflict with airspace require to conduct normal VFR traffic pattern operations. There are no IFR impacts and the VFR traffic pattern airspace is not impacted. Marking and lighting was considered but deemed unnecessary

7. CONDITIONS

Within five days after the structure reaches its greatest height, the proponent is required to file on line the Supplemental Notice, FAA form 7460-2, with actual construction details, at the OE/AAA website (<https://oeaaaa.faa.gov/oeaaa>). Detailed instructions are available under the Instructions link. This Supplemental Notice notification will be the source document detailing the site location, site elevation, structure height, and date structure was built for the FAA to map the structure on aeronautical charts and update the national database.

TOPO Map for ASN 2021-AWP-15230-OE







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

Aeronautical Study No.
 2021-AWP-15231-OE

Issued Date: 01/28/2022

Senior Living Riverside, LP
 Andrew Plant
 7660 Fay Ave, Suite N
 La Jolla, CA 92037

**** 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 3 NE Corner
 Location: Riverside, CA
 Latitude: 33-52-12.04N NAD 83
 Longitude: 117-17-27.01W
 Heights: 1716 feet site elevation (SE)
 45 feet above ground level (AGL)
 1761 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the structure would not be a hazard to air navigation provided the following condition(s) 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)

See attachment for additional condition(s) or information.

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 M.

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 07/28/2023 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 subject to review if an interested party files a petition that is received by the FAA on or before February 27, 2022. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted to the Manager of the Rules and Regulations Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on March 09, 2022 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Rules and Regulations Group via telephone – 202-267-8783.

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.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

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.

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed

structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

An account of the study findings, aeronautical objections received by the FAA during the study (if any), and the basis for the FAA's decision in this matter can be found on the following page(s).

If we can be of further assistance, please contact Vivian Vilaro, at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2021-AWP-15231-OE.

Signature Control No: 496718796-509765313

(DNH)

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Additional information for ASN 2021-AWP-15231-OE

AERONAUTICAL STUDY NO. 2021-AWP-15223-15226-Through-15237-OE

Abbreviations

VFR - Visual Flight Rules AGL - Above Ground Level RWY - Runway
IFR - Instrument Flight Rules MSL - Mean Sea Level NM - Nautical Mile
AMSL - Above Mean Sea Level

Part 77 - Title 14 Code of Federal Regulations (CFR) Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace

1. LOCATION OF PROPOSED CONSTRUCTION

Senior Living Riverside, LP is proposing to construct several Buildings that have been identified as an obstruction under Part 77 standards. The proposed buildings would be located west the March ARB Airport (RIV) airport reference point (ARP) in Riverside, CA. RIV elevation is 1536 feet MSL.

Aeronautical Study Numbers	AGL/AMSL	RIV ARP	Coordinates	BLDG
2021-AWP-15223-OE	53/1755	1.95 nm	33-52-23.45/117-17-47.83	1-NE
2021-AWP-15226-OE	46/1754	1.90 nm	33-52-12.05/117-17-39.25	2-NW
2021-AWP-15227-OE	46/1754	1.85 nm	33-52-12.03/117-17-35.48	2-NE
2021-AWP-15228-OE	46/1754	1.91 nm	33-52-10.47/117-17-39.26	2-SW
2021-AWP-15229-OE	46/1754	1.86 nm	33-52-10.92/117-17-35.49	2-SE
2021-AWP-15230-OE	45/1761	1.83 nm	33-52-12.08/117-17-33.94	3-NW
2021-AWP-15231-OE	45/1761	1.74 nm	33-52-12.04/117-17-27.01	3-NE
2021-AWP-15232-OE	45/1761	1.84 nm	33-52-10.44/117-17-33.95	3-SW
2021-AWP-15233-OE	45/1761	1.75 nm	33-52-10.87/117-17-27.02	3-SE
2021-AWP-15234-OE	45/1770	1.71 nm	33-52-12.14/117-17-24.24	4-NW
2021-AWP-15235-OE	45/1770	1.62 nm	33-52-12.10/117-17-17.42	4-NE
2021-AWP-15236-OE	45/1770	1.72 nm	33-52-10.82/117-17-24.25	4-SW
2021-AWP-15237-OE	45/1770	1.64 nm	33-52-10.35/117-17-17.44	4-SE

2. OBSTRUCTION STANDARDS EXCEEDED

Section 77.19(a) - A horizontal plane 150 feet above established airport elevation, the perimeter of which is constructed by swinging arcs of a specified radii from the center of each end of the primary surface of each runway of each airport and connecting the adjacent arcs by lines tangent to those arcs. The proposed structures would exceed RIV horizontal surface by the values shown below:

Aeronautical Study Numbers	Exceeds Horizontal Surface by
2021-AWP-15234-OE	84 feet
2021-AWP-15235-OE	84 feet
2021-AWP-15237-OE	84 feet

Section 77.19(b) - A surface extending outward and upward from the periphery of the horizontal surface at a slope of 20 to 1 for a horizontal distance of 4,000 feet. The proposed structures would exceed the RIV conical surface by the values shown below:

Aeronautical Study Numbers	Exceeds the Conical Surface by
2021-AWP-15223-OE	15 feet
2021-AWP-15226-OE	15 feet
2021-AWP-15227-OE	29 feet
2021-AWP-15228-OE	11 feet
2021-AWP-15229-OE	26 feet
2021-AWP-15230-OE	42 feet
2021-AWP-15231-OE	67 feet
2021-AWP-15232-OE	37 feet
2021-AWP-15233-OE	64 feet
2021-AWP-15236-OE	82 feet

3. EFFECT ON AERONAUTICAL OPERATIONS

a. The impact on arrival, departure, and en route procedures for aircraft operating under VFR follows: The VFR traffic pattern airspace (TPA) is not penetrated.

FAA Findings

There are no effects on any existing or proposed arrival, departure, or en route IFR operations or procedures.

There are no effects on any existing or proposed arrival, departure, or en route IFR/VFR minimum flight altitudes.

There is no penetration into the VFR traffic pattern airspace.

There are no physical or electromagnetic effects on the operation of air navigation and communications facilities.

There are no effects on any airspace and routes used by the military.

b. The impact on arrival, departure, and en route procedures for aircraft operating under IFR follows:

Aeronautical study disclosed that the proposed structure would have no effect on any existing or proposed arrival, departure, or en route IFR operations or procedures.

c. The impact on all planned public-use airports and aeronautical facilities follows: Study did not disclose any adverse effect on existing or proposed public-use or military airports or navigational facilities, nor would the proposed structures affect the capacity of any known existing or planned public-use or military airport.

d. The cumulative impact resulting from the proposed construction or alteration of a structure when combined with the impact of other existing or proposed structures is not considered to be significant.

4. CIRCULATION AND COMMENTS RECEIVED

As a result of the negotiation process the sponsor requested circularization of the proposed structure. The proposal was circularized for public comments on December 10, 2021. No comments were received as a result of the circularization.

5. DETERMINATION - NO HAZARD TO AIR NAVIGATION

It is determined that the proposed structures would not have a substantial adverse effect on the safe and efficient use of navigable airspace by aircraft.

6. BASIS FOR DECISION

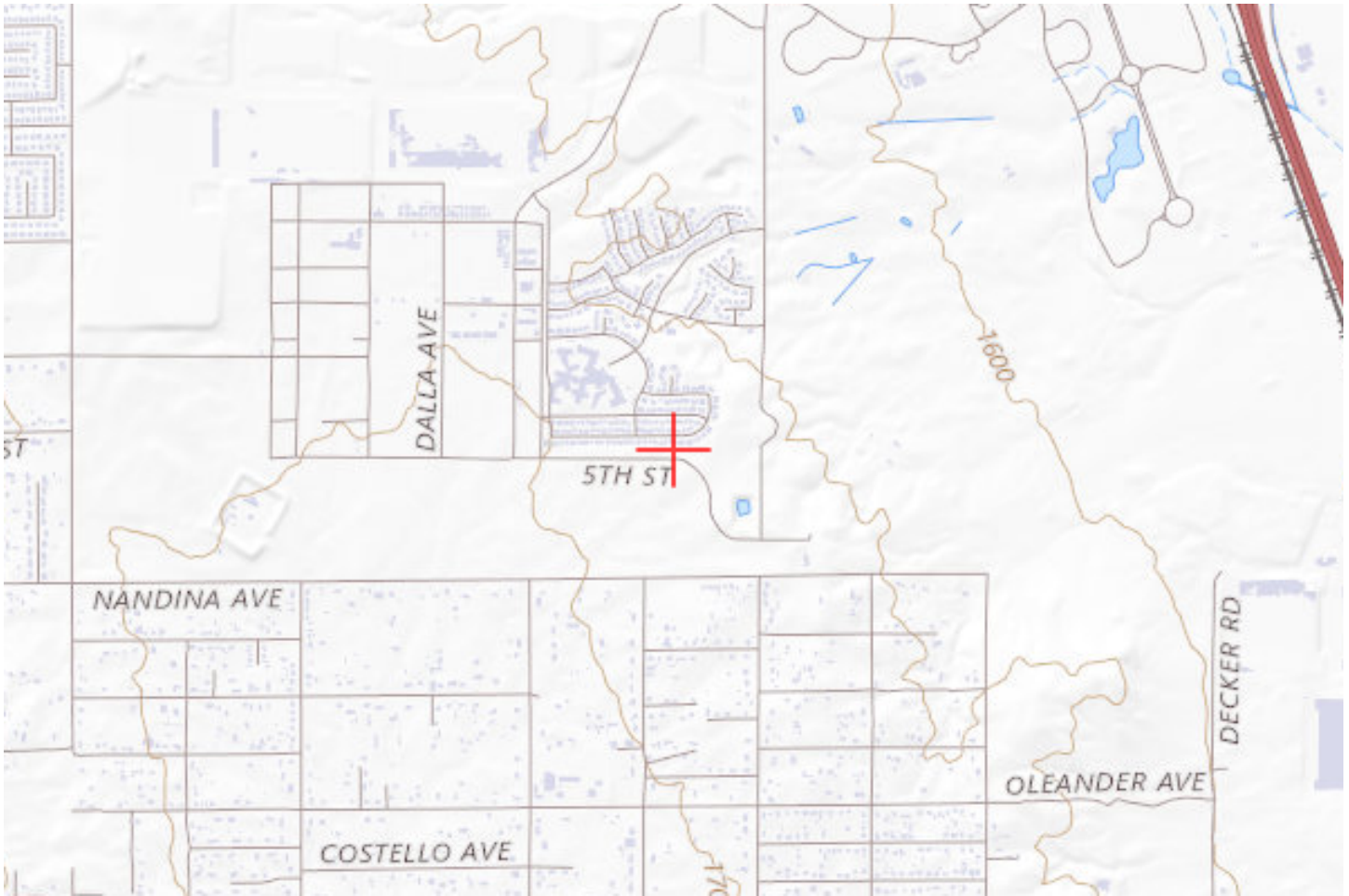
Part 77 establishes standards for determining obstructions to air navigation. A structure that exceeds one or more of these standards is presumed to be a hazard to air navigation unless the obstruction evaluation study determines otherwise. Just because a proposed structure exceeds a Part 77 surface does not automatically

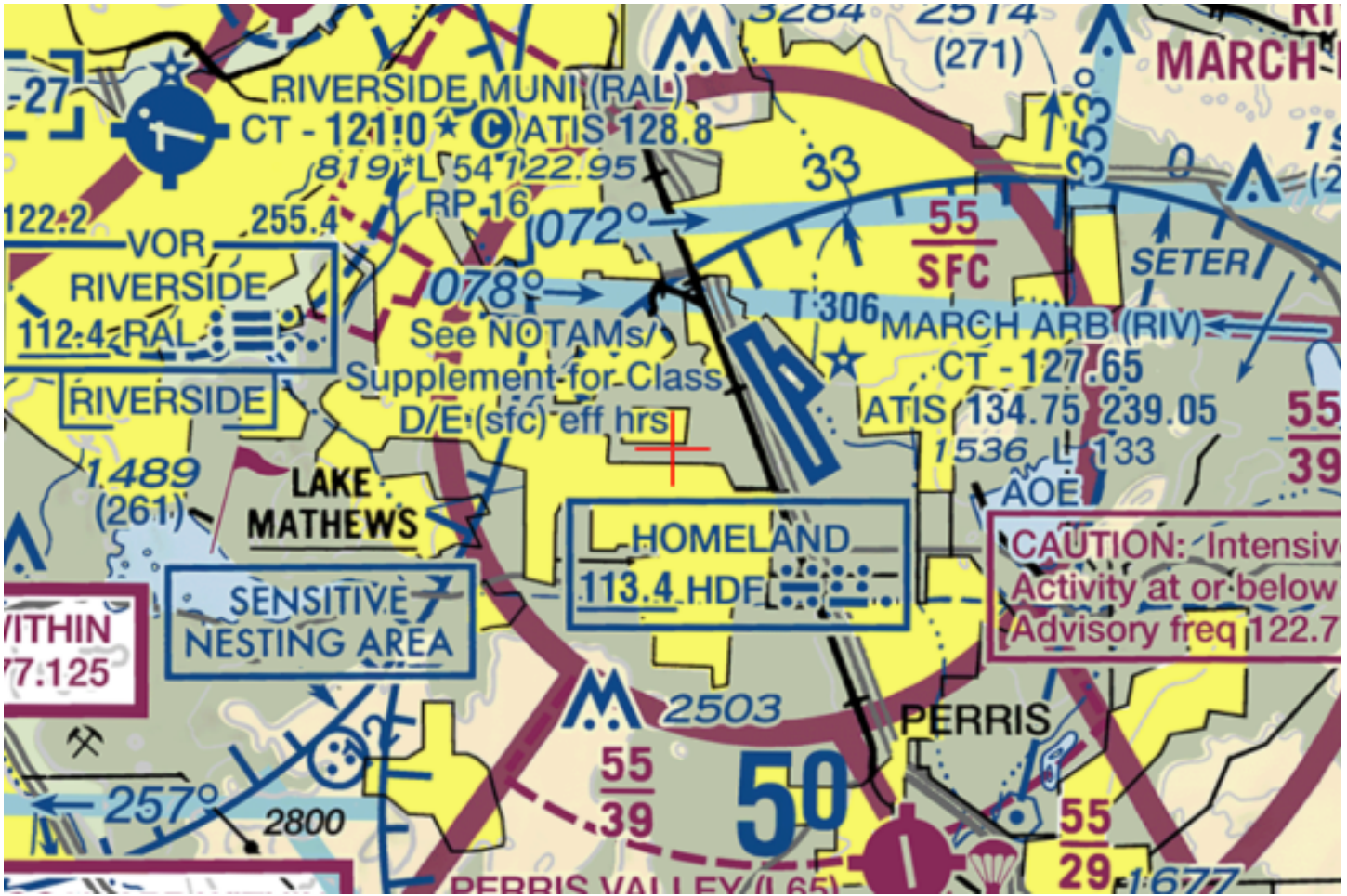
make it a hazard. In this case the proposal would exceed Section 77.19(a) and Section 77.19(b) - horizontal and conical surfaces by the values shown above; however, it would not conflict with airspace require to conduct normal VFR traffic pattern operations. There are no IFR impacts and the VFR traffic pattern airspace is not impacted. Marking and lighting was considered but deemed unnecessary

7. CONDITIONS

Within five days after the structure reaches its greatest height, the proponent is required to file on line the Supplemental Notice, FAA form 7460-2, with actual construction details, at the OE/AAA website (<https://oeaaaa.faa.gov/oeaaa>). Detailed instructions are available under the Instructions link. This Supplemental Notice notification will be the source document detailing the site location, site elevation, structure height, and date structure was built for the FAA to map the structure on aeronautical charts and update the national database.

TOPO Map for ASN 2021-AWP-15231-OE







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

Aeronautical Study No.
 2021-AWP-15232-OE

Issued Date: 01/28/2022

Senior Living Riverside, LP
 Andrew Plant
 7660 Fay Ave, Suite N
 La Jolla, CA 92037

**** 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 3 SW Corner
Location:	Riverside, CA
Latitude:	33-52-10.44N NAD 83
Longitude:	117-17-33.95W
Heights:	1716 feet site elevation (SE)
	45 feet above ground level (AGL)
	1761 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the structure would not be a hazard to air navigation provided the following condition(s) 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)

See attachment for additional condition(s) or information.

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 M.

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 07/28/2023 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.

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If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

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.

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed

structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

An account of the study findings, aeronautical objections received by the FAA during the study (if any), and the basis for the FAA's decision in this matter can be found on the following page(s).

If we can be of further assistance, please contact Vivian Vilaro, at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2021-AWP-15232-OE.

Signature Control No: 496718799-509765317

(DNH)

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Additional information for ASN 2021-AWP-15232-OE

AERONAUTICAL STUDY NO. 2021-AWP-15223-15226-Through-15237-OE

Abbreviations

VFR - Visual Flight Rules

AGL - Above Ground Level

RWY - Runway

IFR - Instrument Flight Rules

MSL - Mean Sea Level

NM - Nautical Mile

AMSL - Above Mean Sea Level

Part 77 - Title 14 Code of Federal Regulations (CFR) Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace

1. LOCATION OF PROPOSED CONSTRUCTION

Senior Living Riverside, LP is proposing to construct several Buildings that have been identified as an obstruction under Part 77 standards. The proposed buildings would be located west the March ARB Airport (RIV) airport reference point (ARP) in Riverside, CA. RIV elevation is 1536 feet MSL.

Aeronautical Study Numbers	AGL/AMSL	RIV ARP	Coordinates	BLDG
2021-AWP-15223-OE	53/1755	1.95 nm	33-52-23.45/117-17-47.83	1-NE
2021-AWP-15226-OE	46/1754	1.90 nm	33-52-12.05/117-17-39.25	2-NW
2021-AWP-15227-OE	46/1754	1.85 nm	33-52-12.03/117-17-35.48	2-NE
2021-AWP-15228-OE	46/1754	1.91 nm	33-52-10.47/117-17-39.26	2-SW
2021-AWP-15229-OE	46/1754	1.86 nm	33-52-10.92/117-17-35.49	2-SE
2021-AWP-15230-OE	45/1761	1.83 nm	33-52-12.08/117-17-33.94	3-NW
2021-AWP-15231-OE	45/1761	1.74 nm	33-52-12.04/117-17-27.01	3-NE
2021-AWP-15232-OE	45/1761	1.84 nm	33-52-10.44/117-17-33.95	3-SW
2021-AWP-15233-OE	45/1761	1.75 nm	33-52-10.87/117-17-27.02	3-SE
2021-AWP-15234-OE	45/1770	1.71 nm	33-52-12.14/117-17-24.24	4-NW
2021-AWP-15235-OE	45/1770	1.62 nm	33-52-12.10/117-17-17.42	4-NE
2021-AWP-15236-OE	45/1770	1.72 nm	33-52-10.82/117-17-24.25	4-SW
2021-AWP-15237-OE	45/1770	1.64 nm	33-52-10.35/117-17-17.44	4-SE

2. OBSTRUCTION STANDARDS EXCEEDED

Section 77.19(a) - A horizontal plane 150 feet above established airport elevation, the perimeter of which is constructed by swinging arcs of a specified radii from the center of each end of the primary surface of each runway of each airport and connecting the adjacent arcs by lines tangent to those arcs. The proposed structures would exceed RIV horizontal surface by the values shown below:

Aeronautical Study Numbers	Exceeds Horizontal Surface by
2021-AWP-15234-OE	84 feet
2021-AWP-15235-OE	84 feet
2021-AWP-15237-OE	84 feet

Section 77.19(b) - A surface extending outward and upward from the periphery of the horizontal surface at a slope of 20 to 1 for a horizontal distance of 4,000 feet. The proposed structures would exceed the RIV conical surface by the values shown below:

Aeronautical Study Numbers	Exceeds the Conical Surface by
2021-AWP-15223-OE	15 feet
2021-AWP-15226-OE	15 feet
2021-AWP-15227-OE	29 feet
2021-AWP-15228-OE	11 feet
2021-AWP-15229-OE	26 feet
2021-AWP-15230-OE	42 feet
2021-AWP-15231-OE	67 feet
2021-AWP-15232-OE	37 feet
2021-AWP-15233-OE	64 feet
2021-AWP-15236-OE	82 feet

3. EFFECT ON AERONAUTICAL OPERATIONS

a. The impact on arrival, departure, and en route procedures for aircraft operating under VFR follows: The VFR traffic pattern airspace (TPA) is not penetrated.

FAA Findings

There are no effects on any existing or proposed arrival, departure, or en route IFR operations or procedures. There are no effects on any existing or proposed arrival, departure, or en route IFR/VFR minimum flight altitudes.

There is no penetration into the VFR traffic pattern airspace.

There are no physical or electromagnetic effects on the operation of air navigation and communications facilities.

There are no effects on any airspace and routes used by the military.

b. The impact on arrival, departure, and en route procedures for aircraft operating under IFR follows: Aeronautical study disclosed that the proposed structure would have no effect on any existing or proposed arrival, departure, or en route IFR operations or procedures.

c. The impact on all planned public-use airports and aeronautical facilities follows: Study did not disclose any adverse effect on existing or proposed public-use or military airports or navigational facilities, nor would the proposed structures affect the capacity of any known existing or planned public-use or military airport.

d. The cumulative impact resulting from the proposed construction or alteration of a structure when combined with the impact of other existing or proposed structures is not considered to be significant.

4. CIRCULATION AND COMMENTS RECEIVED

As a result of the negotiation process the sponsor requested circularization of the proposed structure. The proposal was circularized for public comments on December 10, 2021. No comments were received as a result of the circularization.

5. DETERMINATION - NO HAZARD TO AIR NAVIGATION

It is determined that the proposed structures would not have a substantial adverse effect on the safe and efficient use of navigable airspace by aircraft.

6. BASIS FOR DECISION

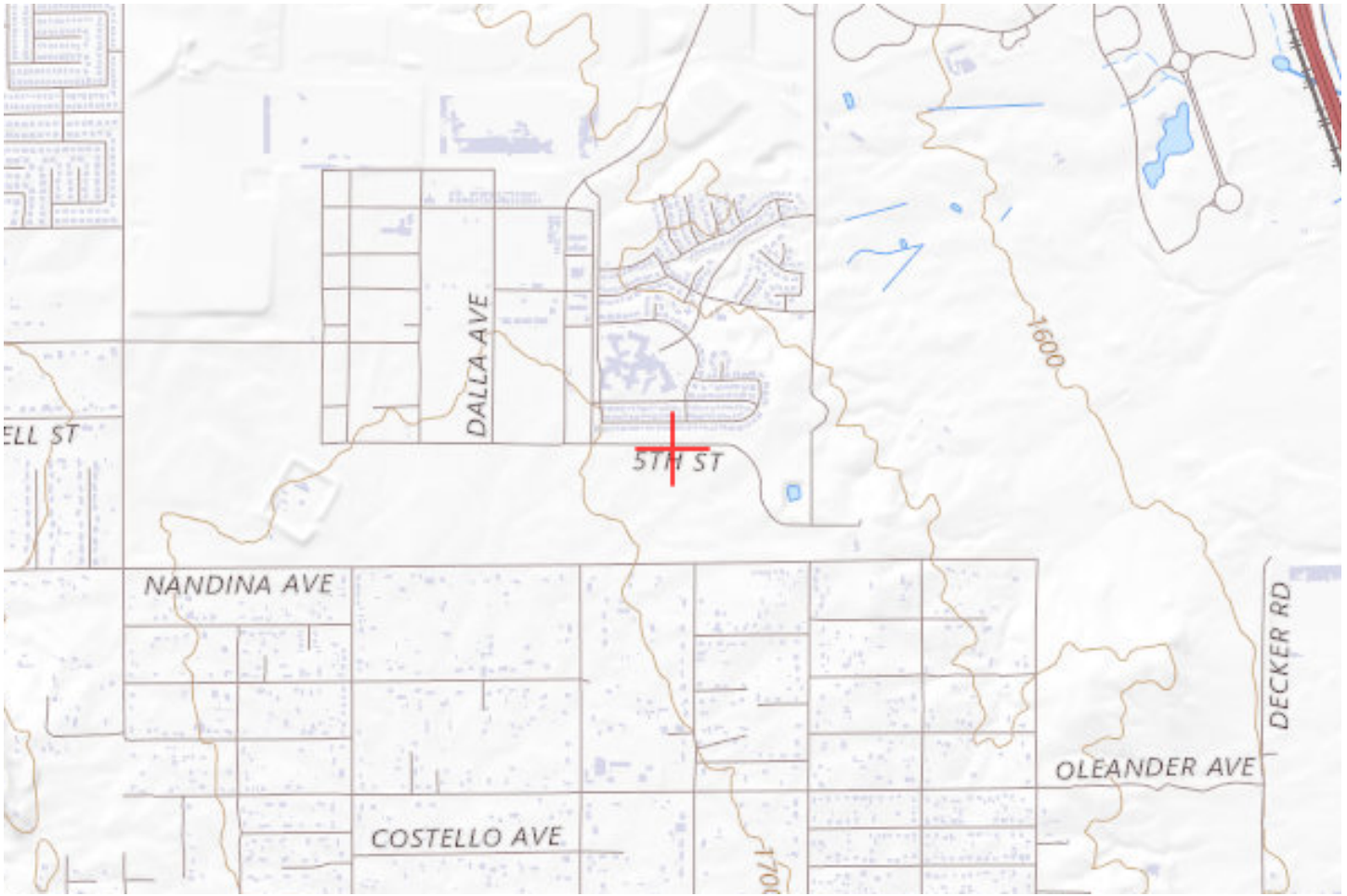
Part 77 establishes standards for determining obstructions to air navigation. A structure that exceeds one or more of these standards is presumed to be a hazard to air navigation unless the obstruction evaluation study determines otherwise. Just because a proposed structure exceeds a Part 77 surface does not automatically

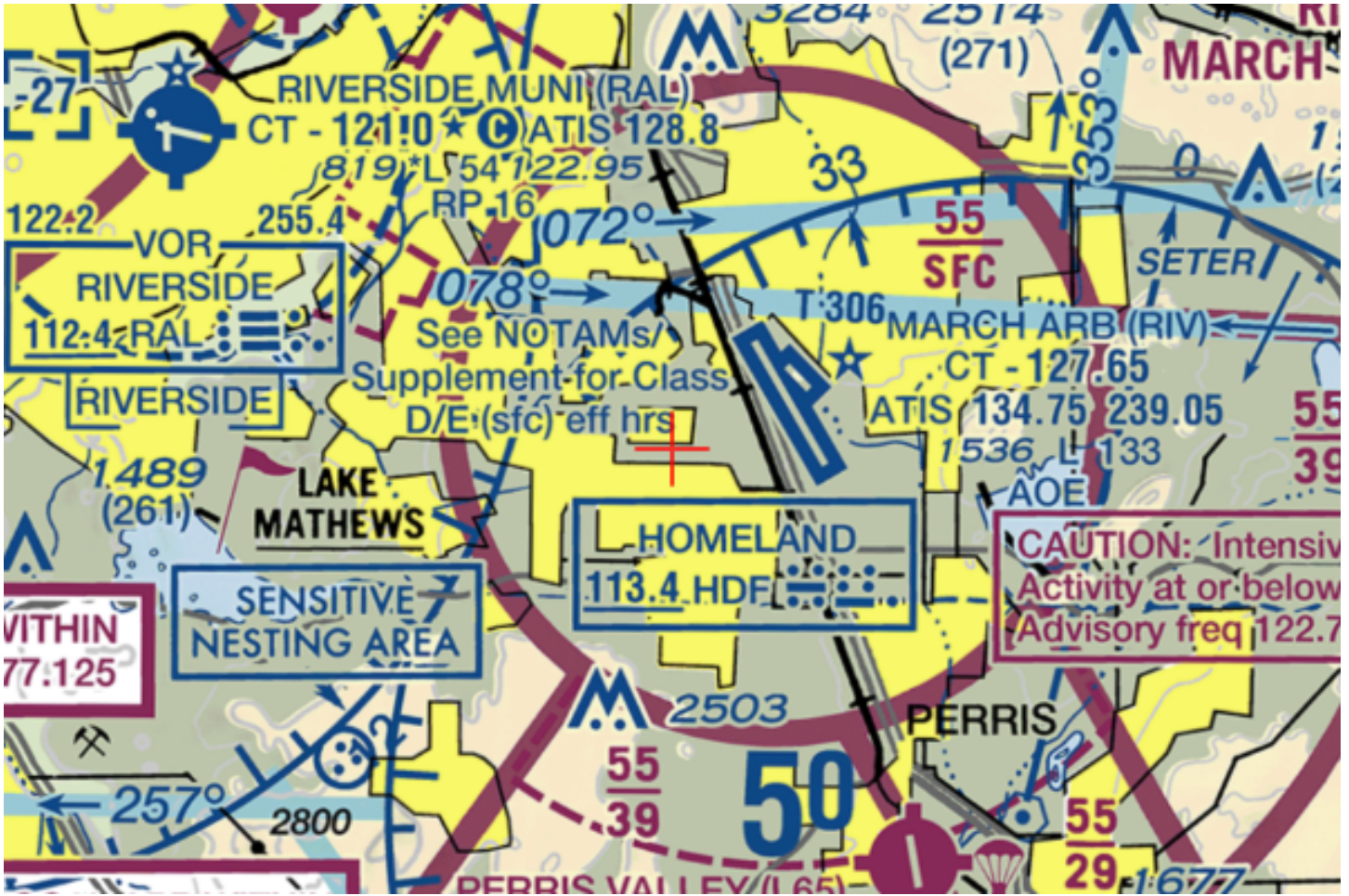
make it a hazard. In this case the proposal would exceed Section 77.19(a) and Section 77.19(b) - horizontal and conical surfaces by the values shown above; however, it would not conflict with airspace require to conduct normal VFR traffic pattern operations. There are no IFR impacts and the VFR traffic pattern airspace is not impacted. Marking and lighting was considered but deemed unnecessary

7. CONDITIONS

Within five days after the structure reaches its greatest height, the proponent is required to file on line the Supplemental Notice, FAA form 7460-2, with actual construction details, at the OE/AAA website (<https://oeaaaa.faa.gov/oeaaa>). Detailed instructions are available under the Instructions link. This Supplemental Notice notification will be the source document detailing the site location, site elevation, structure height, and date structure was built for the FAA to map the structure on aeronautical charts and update the national database.

TOPO Map for ASN 2021-AWP-15232-OE







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

Aeronautical Study No.
 2021-AWP-15233-OE

Issued Date: 01/28/2022

Senior Living Riverside, LP
 Andrew Plant
 7660 Fay Ave, Suite N
 La Jolla, CA 92037

**** 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 3 SE Corner
 Location: Riverside, CA
 Latitude: 33-52-10.87N NAD 83
 Longitude: 117-17-27.02W
 Heights: 1716 feet site elevation (SE)
 45 feet above ground level (AGL)
 1761 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the structure would not be a hazard to air navigation provided the following condition(s) 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)

See attachment for additional condition(s) or information.

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 M.

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 07/28/2023 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 subject to review if an interested party files a petition that is received by the FAA on or before February 27, 2022. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted to the Manager of the Rules and Regulations Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on March 09, 2022 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Rules and Regulations Group via telephone – 202-267-8783.

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.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

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.

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed

structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

An account of the study findings, aeronautical objections received by the FAA during the study (if any), and the basis for the FAA's decision in this matter can be found on the following page(s).

If we can be of further assistance, please contact Vivian Vilaro, at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2021-AWP-15233-OE.

Signature Control No: 496718801-509765314

(DNH)

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Additional information for ASN 2021-AWP-15233-OE

AERONAUTICAL STUDY NO. 2021-AWP-15223-15226-Through-15237-OE

Abbreviations

VFR - Visual Flight Rules

AGL - Above Ground Level

RWY - Runway

IFR - Instrument Flight Rules

MSL - Mean Sea Level

NM - Nautical Mile

AMSL - Above Mean Sea Level

Part 77 - Title 14 Code of Federal Regulations (CFR) Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace

1. LOCATION OF PROPOSED CONSTRUCTION

Senior Living Riverside, LP is proposing to construct several Buildings that have been identified as an obstruction under Part 77 standards. The proposed buildings would be located west the March ARB Airport (RIV) airport reference point (ARP) in Riverside, CA. RIV elevation is 1536 feet MSL.

Aeronautical Study Numbers	AGL/AMSL	RIV ARP	Coordinates	BLDG
2021-AWP-15223-OE	53/1755	1.95 nm	33-52-23.45/117-17-47.83	1-NE
2021-AWP-15226-OE	46/1754	1.90 nm	33-52-12.05/117-17-39.25	2-NW
2021-AWP-15227-OE	46/1754	1.85 nm	33-52-12.03/117-17-35.48	2-NE
2021-AWP-15228-OE	46/1754	1.91 nm	33-52-10.47/117-17-39.26	2-SW
2021-AWP-15229-OE	46/1754	1.86 nm	33-52-10.92/117-17-35.49	2-SE
2021-AWP-15230-OE	45/1761	1.83 nm	33-52-12.08/117-17-33.94	3-NW
2021-AWP-15231-OE	45/1761	1.74 nm	33-52-12.04/117-17-27.01	3-NE
2021-AWP-15232-OE	45/1761	1.84 nm	33-52-10.44/117-17-33.95	3-SW
2021-AWP-15233-OE	45/1761	1.75 nm	33-52-10.87/117-17-27.02	3-SE
2021-AWP-15234-OE	45/1770	1.71 nm	33-52-12.14/117-17-24.24	4-NW
2021-AWP-15235-OE	45/1770	1.62 nm	33-52-12.10/117-17-17.42	4-NE
2021-AWP-15236-OE	45/1770	1.72 nm	33-52-10.82/117-17-24.25	4-SW
2021-AWP-15237-OE	45/1770	1.64 nm	33-52-10.35/117-17-17.44	4-SE

2. OBSTRUCTION STANDARDS EXCEEDED

Section 77.19(a) - A horizontal plane 150 feet above established airport elevation, the perimeter of which is constructed by swinging arcs of a specified radii from the center of each end of the primary surface of each runway of each airport and connecting the adjacent arcs by lines tangent to those arcs. The proposed structures would exceed RIV horizontal surface by the values shown below:

Aeronautical Study Numbers	Exceeds Horizontal Surface by
2021-AWP-15234-OE	84 feet
2021-AWP-15235-OE	84 feet
2021-AWP-15237-OE	84 feet

Section 77.19(b) - A surface extending outward and upward from the periphery of the horizontal surface at a slope of 20 to 1 for a horizontal distance of 4,000 feet. The proposed structures would exceed the RIV conical surface by the values shown below:

Aeronautical Study Numbers	Exceeds the Conical Surface by
2021-AWP-15223-OE	15 feet
2021-AWP-15226-OE	15 feet
2021-AWP-15227-OE	29 feet
2021-AWP-15228-OE	11 feet
2021-AWP-15229-OE	26 feet
2021-AWP-15230-OE	42 feet
2021-AWP-15231-OE	67 feet
2021-AWP-15232-OE	37 feet
2021-AWP-15233-OE	64 feet
2021-AWP-15236-OE	82 feet

3. EFFECT ON AERONAUTICAL OPERATIONS

a. The impact on arrival, departure, and en route procedures for aircraft operating under VFR follows: The VFR traffic pattern airspace (TPA) is not penetrated.

FAA Findings

There are no effects on any existing or proposed arrival, departure, or en route IFR operations or procedures. There are no effects on any existing or proposed arrival, departure, or en route IFR/VFR minimum flight altitudes.

There is no penetration into the VFR traffic pattern airspace.

There are no physical or electromagnetic effects on the operation of air navigation and communications facilities.

There are no effects on any airspace and routes used by the military.

b. The impact on arrival, departure, and en route procedures for aircraft operating under IFR follows: Aeronautical study disclosed that the proposed structure would have no effect on any existing or proposed arrival, departure, or en route IFR operations or procedures.

c. The impact on all planned public-use airports and aeronautical facilities follows: Study did not disclose any adverse effect on existing or proposed public-use or military airports or navigational facilities, nor would the proposed structures affect the capacity of any known existing or planned public-use or military airport.

d. The cumulative impact resulting from the proposed construction or alteration of a structure when combined with the impact of other existing or proposed structures is not considered to be significant.

4. CIRCULATION AND COMMENTS RECEIVED

As a result of the negotiation process the sponsor requested circularization of the proposed structure. The proposal was circularized for public comments on December 10, 2021. No comments were received as a result of the circularization.

5. DETERMINATION - NO HAZARD TO AIR NAVIGATION

It is determined that the proposed structures would not have a substantial adverse effect on the safe and efficient use of navigable airspace by aircraft.

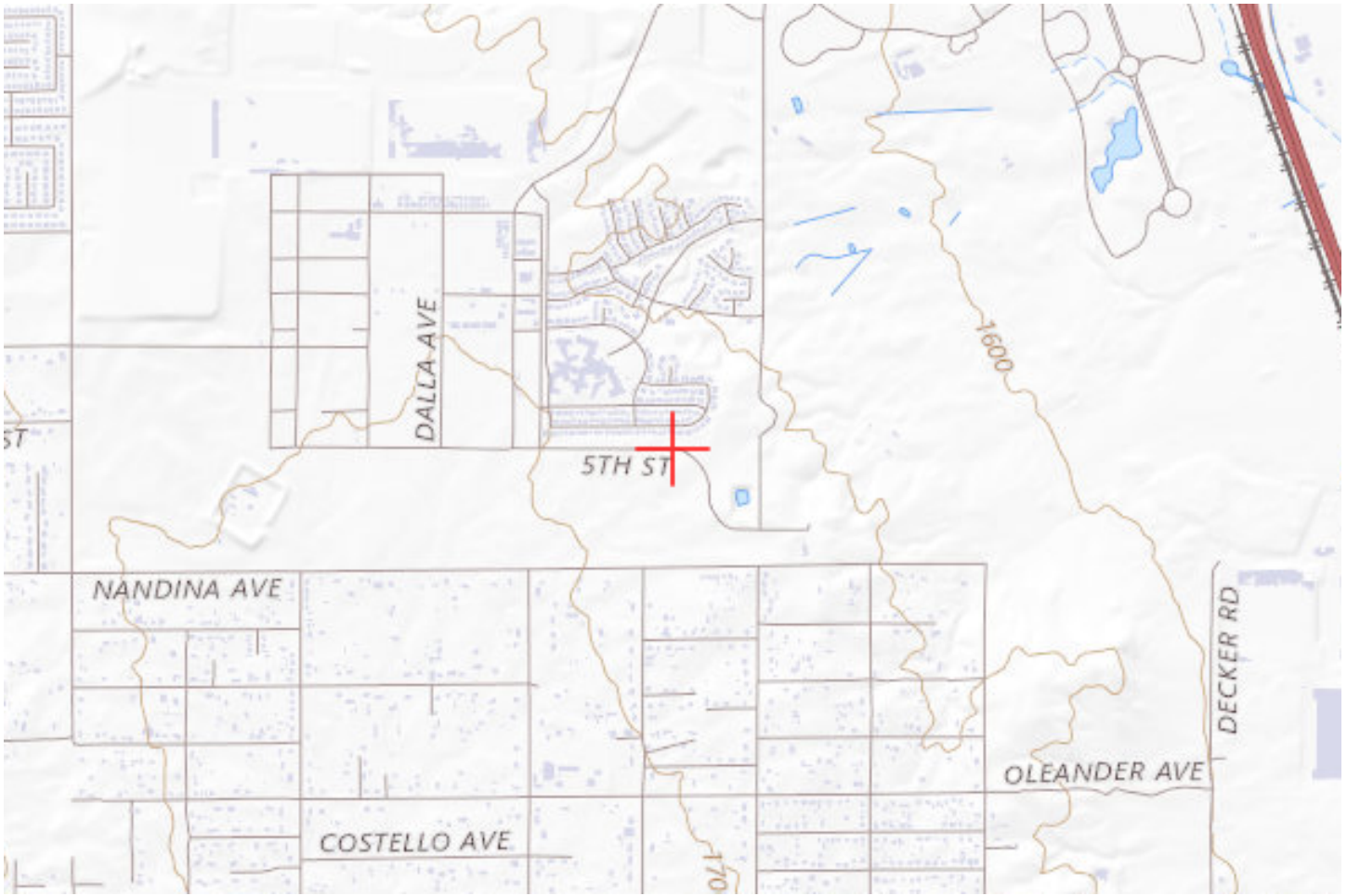
6. BASIS FOR DECISION

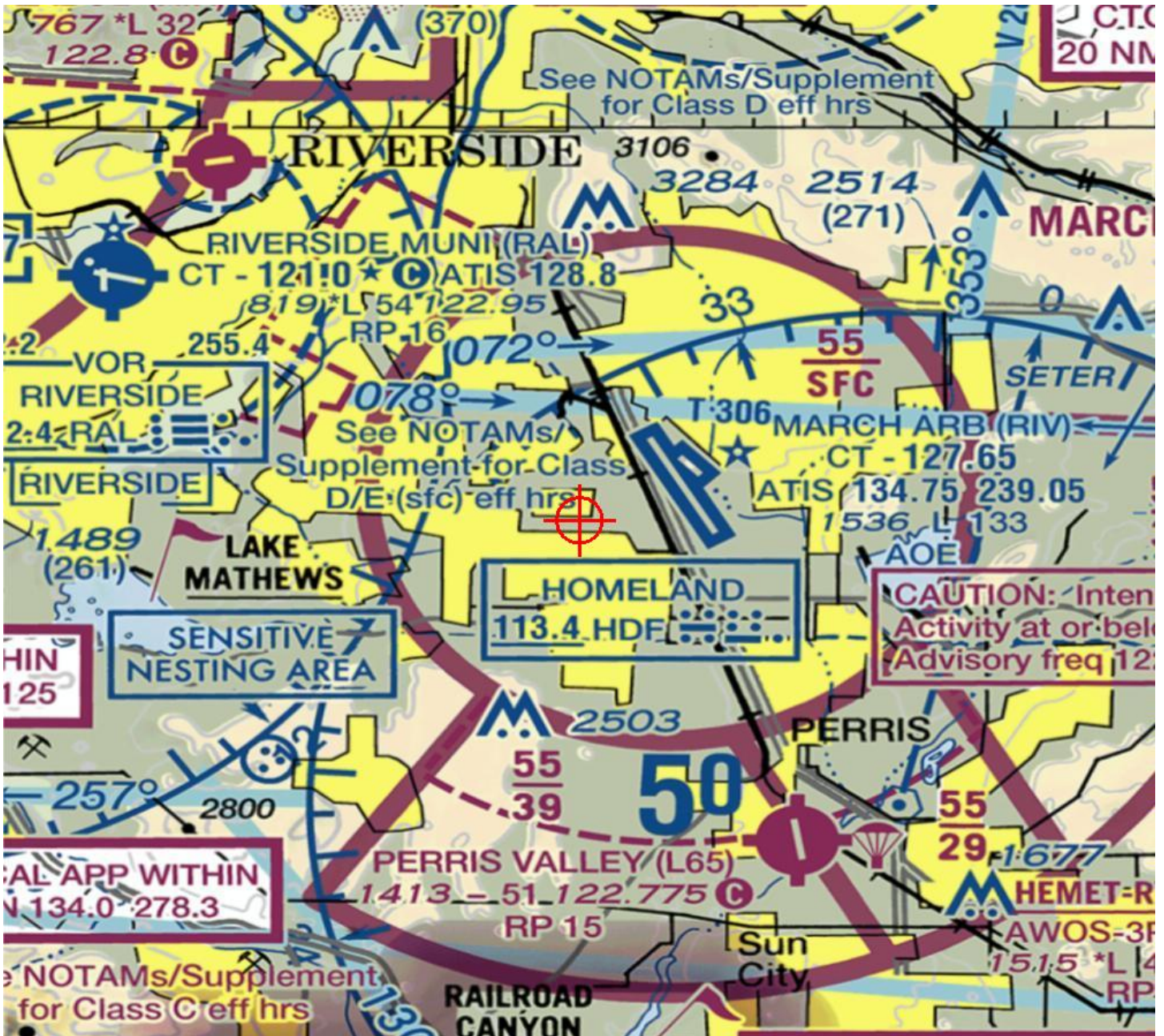
Part 77 establishes standards for determining obstructions to air navigation. A structure that exceeds one or more of these standards is presumed to be a hazard to air navigation unless the obstruction evaluation study determines otherwise. Just because a proposed structure exceeds a Part 77 surface does not automatically

make it a hazard. In this case the proposal would exceed Section 77.19(a) and Section 77.19(b) - horizontal and conical surfaces by the values shown above; however, it would not conflict with airspace require to conduct normal VFR traffic pattern operations. There are no IFR impacts and the VFR traffic pattern airspace is not impacted. Marking and lighting was considered but deemed unnecessary

7. CONDITIONS

Within five days after the structure reaches its greatest height, the proponent is required to file on line the Supplemental Notice, FAA form 7460-2, with actual construction details, at the OE/AAA website (<https://oeaaaa.faa.gov/oeaaa>). Detailed instructions are available under the Instructions link. This Supplemental Notice notification will be the source document detailing the site location, site elevation, structure height, and date structure was built for the FAA to map the structure on aeronautical charts and update the national database.







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

Aeronautical Study No.
 2021-AWP-15234-OE

Issued Date: 01/28/2022

Senior Living Riverside, LP
 Andrew Plant
 7660 Fay Ave, Suite N
 La Jolla, CA 92037

**** 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 4 NW Corner
 Location: Riverside, CA
 Latitude: 33-52-12.14N NAD 83
 Longitude: 117-17-24.24W
 Heights: 1725 feet site elevation (SE)
 45 feet above ground level (AGL)
 1770 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the structure would not be a hazard to air navigation provided the following condition(s) 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)

See attachment for additional condition(s) or information.

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 M.

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 07/28/2023 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 subject to review if an interested party files a petition that is received by the FAA on or before February 27, 2022. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted to the Manager of the Rules and Regulations Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on March 09, 2022 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Rules and Regulations Group via telephone – 202-267-8783.

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 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.

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed

structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

An account of the study findings, aeronautical objections received by the FAA during the study (if any), and the basis for the FAA's decision in this matter can be found on the following page(s).

If we can be of further assistance, please contact Vivian Vilaro, at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2021-AWP-15234-OE.

Signature Control No: 496721099-509765319

(DNH)

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Additional information for ASN 2021-AWP-15234-OE

AERONAUTICAL STUDY NO. 2021-AWP-15223-15226-Through-15237-OE

Abbreviations

VFR - Visual Flight Rules

AGL - Above Ground Level

RWY - Runway

IFR - Instrument Flight Rules

MSL - Mean Sea Level

NM - Nautical Mile

AMSL - Above Mean Sea Level

Part 77 - Title 14 Code of Federal Regulations (CFR) Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace

1. LOCATION OF PROPOSED CONSTRUCTION

Senior Living Riverside, LP is proposing to construct several Buildings that have been identified as an obstruction under Part 77 standards. The proposed buildings would be located west the March ARB Airport (RIV) airport reference point (ARP) in Riverside, CA. RIV elevation is 1536 feet MSL.

Aeronautical Study Numbers	AGL/AMSL	RIV ARP	Coordinates	BLDG
2021-AWP-15223-OE	53/1755	1.95 nm	33-52-23.45/117-17-47.83	1-NE
2021-AWP-15226-OE	46/1754	1.90 nm	33-52-12.05/117-17-39.25	2-NW
2021-AWP-15227-OE	46/1754	1.85 nm	33-52-12.03/117-17-35.48	2-NE
2021-AWP-15228-OE	46/1754	1.91 nm	33-52-10.47/117-17-39.26	2-SW
2021-AWP-15229-OE	46/1754	1.86 nm	33-52-10.92/117-17-35.49	2-SE
2021-AWP-15230-OE	45/1761	1.83 nm	33-52-12.08/117-17-33.94	3-NW
2021-AWP-15231-OE	45/1761	1.74 nm	33-52-12.04/117-17-27.01	3-NE
2021-AWP-15232-OE	45/1761	1.84 nm	33-52-10.44/117-17-33.95	3-SW
2021-AWP-15233-OE	45/1761	1.75 nm	33-52-10.87/117-17-27.02	3-SE
2021-AWP-15234-OE	45/1770	1.71 nm	33-52-12.14/117-17-24.24	4-NW
2021-AWP-15235-OE	45/1770	1.62 nm	33-52-12.10/117-17-17.42	4-NE
2021-AWP-15236-OE	45/1770	1.72 nm	33-52-10.82/117-17-24.25	4-SW
2021-AWP-15237-OE	45/1770	1.64 nm	33-52-10.35/117-17-17.44	4-SE

2. OBSTRUCTION STANDARDS EXCEEDED

Section 77.19(a) - A horizontal plane 150 feet above established airport elevation, the perimeter of which is constructed by swinging arcs of a specified radii from the center of each end of the primary surface of each runway of each airport and connecting the adjacent arcs by lines tangent to those arcs. The proposed structures would exceed RIV horizontal surface by the values shown below:

Aeronautical Study Numbers	Exceeds Horizontal Surface by
2021-AWP-15234-OE	84 feet
2021-AWP-15235-OE	84 feet
2021-AWP-15237-OE	84 feet

Section 77.19(b) - A surface extending outward and upward from the periphery of the horizontal surface at a slope of 20 to 1 for a horizontal distance of 4,000 feet. The proposed structures would exceed the RIV conical surface by the values shown below:

Aeronautical Study Numbers	Exceeds the Conical Surface by
2021-AWP-15223-OE	15 feet
2021-AWP-15226-OE	15 feet
2021-AWP-15227-OE	29 feet
2021-AWP-15228-OE	11 feet
2021-AWP-15229-OE	26 feet
2021-AWP-15230-OE	42 feet
2021-AWP-15231-OE	67 feet
2021-AWP-15232-OE	37 feet
2021-AWP-15233-OE	64 feet
2021-AWP-15236-OE	82 feet

3. EFFECT ON AERONAUTICAL OPERATIONS

a. The impact on arrival, departure, and en route procedures for aircraft operating under VFR follows: The VFR traffic pattern airspace (TPA) is not penetrated.

FAA Findings

There are no effects on any existing or proposed arrival, departure, or en route IFR operations or procedures. There are no effects on any existing or proposed arrival, departure, or en route IFR/VFR minimum flight altitudes.

There is no penetration into the VFR traffic pattern airspace.

There are no physical or electromagnetic effects on the operation of air navigation and communications facilities.

There are no effects on any airspace and routes used by the military.

b. The impact on arrival, departure, and en route procedures for aircraft operating under IFR follows: Aeronautical study disclosed that the proposed structure would have no effect on any existing or proposed arrival, departure, or en route IFR operations or procedures.

c. The impact on all planned public-use airports and aeronautical facilities follows: Study did not disclose any adverse effect on existing or proposed public-use or military airports or navigational facilities, nor would the proposed structures affect the capacity of any known existing or planned public-use or military airport.

d. The cumulative impact resulting from the proposed construction or alteration of a structure when combined with the impact of other existing or proposed structures is not considered to be significant.

4. CIRCULATION AND COMMENTS RECEIVED

As a result of the negotiation process the sponsor requested circularization of the proposed structure. The proposal was circularized for public comments on December 10, 2021. No comments were received as a result of the circularization.

5. DETERMINATION - NO HAZARD TO AIR NAVIGATION

It is determined that the proposed structures would not have a substantial adverse effect on the safe and efficient use of navigable airspace by aircraft.

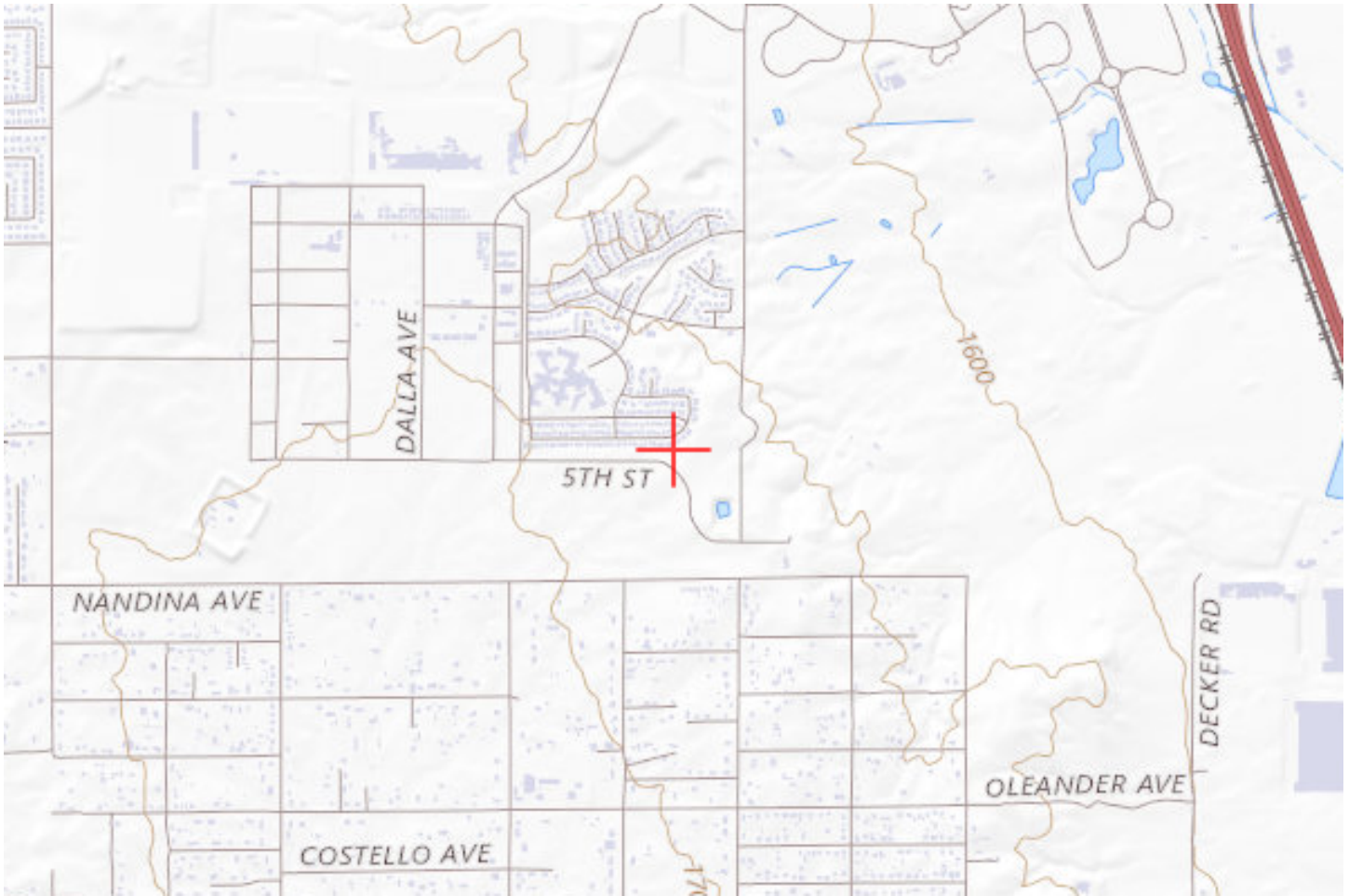
6. BASIS FOR DECISION

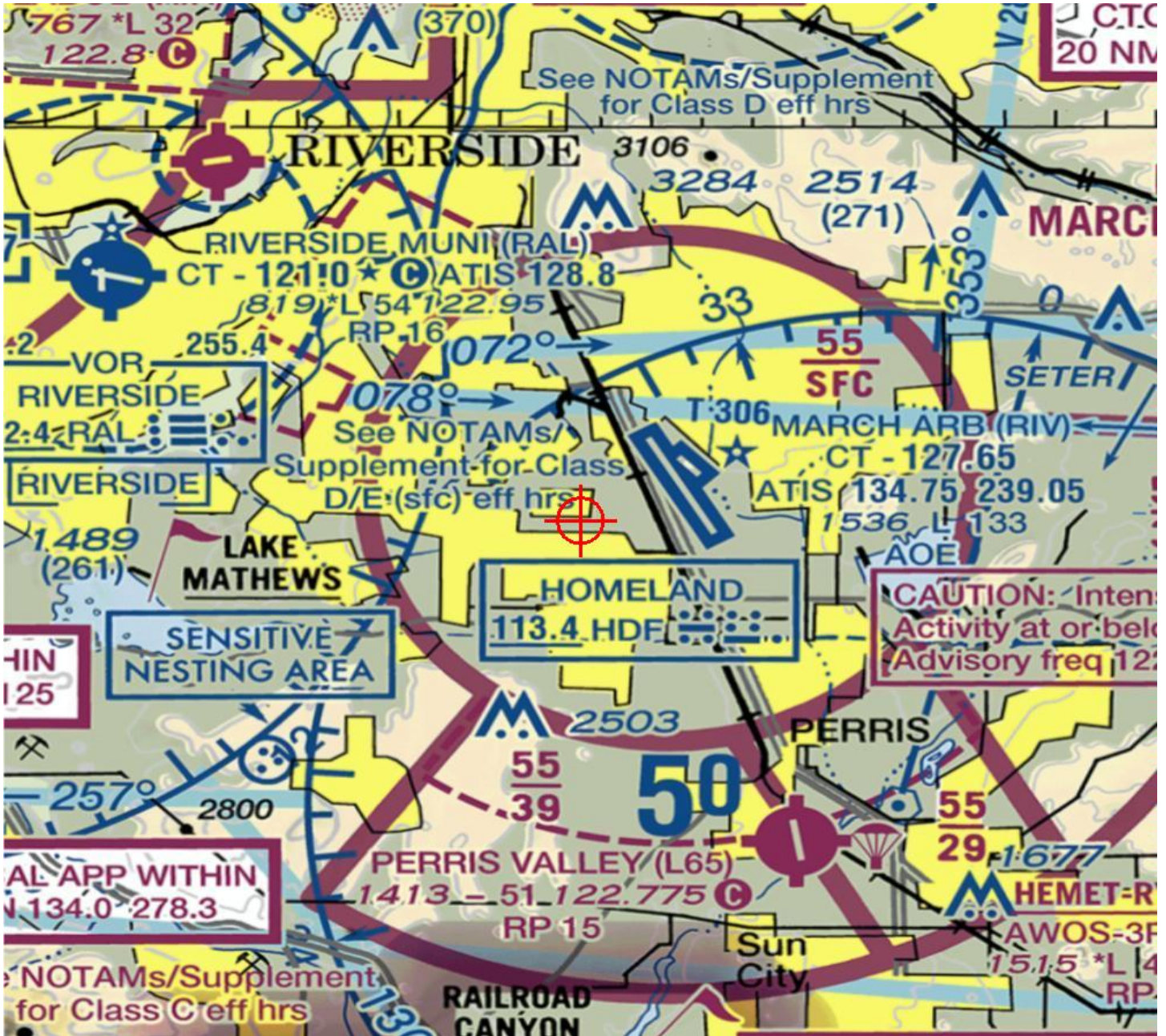
Part 77 establishes standards for determining obstructions to air navigation. A structure that exceeds one or more of these standards is presumed to be a hazard to air navigation unless the obstruction evaluation study determines otherwise. Just because a proposed structure exceeds a Part 77 surface does not automatically

make it a hazard. In this case the proposal would exceed Section 77.19(a) and Section 77.19(b) - horizontal and conical surfaces by the values shown above; however, it would not conflict with airspace require to conduct normal VFR traffic pattern operations. There are no IFR impacts and the VFR traffic pattern airspace is not impacted. Marking and lighting was considered but deemed unnecessary

7. CONDITIONS

Within five days after the structure reaches its greatest height, the proponent is required to file on line the Supplemental Notice, FAA form 7460-2, with actual construction details, at the OE/AAA website (<https://oeaaaa.faa.gov/oeaaa>). Detailed instructions are available under the Instructions link. This Supplemental Notice notification will be the source document detailing the site location, site elevation, structure height, and date structure was built for the FAA to map the structure on aeronautical charts and update the national database.







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

Aeronautical Study No.
 2021-AWP-15235-OE

Issued Date: 01/28/2022

Senior Living Riverside, LP
 Andrew Plant
 7660 Fay Ave, Suite N
 La Jolla, CA 92037

**** 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 4 NE Corner
 Location: Riverside, CA
 Latitude: 33-52-12.10N NAD 83
 Longitude: 117-17-17.42W
 Heights: 1725 feet site elevation (SE)
 45 feet above ground level (AGL)
 1770 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the structure would not be a hazard to air navigation provided the following condition(s) 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)

See attachment for additional condition(s) or information.

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 M.

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 07/28/2023 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 subject to review if an interested party files a petition that is received by the FAA on or before February 27, 2022. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted to the Manager of the Rules and Regulations Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on March 09, 2022 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Rules and Regulations Group via telephone – 202-267-8783.

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.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

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.

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed

structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

An account of the study findings, aeronautical objections received by the FAA during the study (if any), and the basis for the FAA's decision in this matter can be found on the following page(s).

If we can be of further assistance, please contact Vivian Vilaro, at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2021-AWP-15235-OE.

Signature Control No: 496721100-509765320

(DNH)

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Additional information for ASN 2021-AWP-15235-OE

AERONAUTICAL STUDY NO. 2021-AWP-15223-15226-Through-15237-OE

Abbreviations

VFR - Visual Flight Rules

AGL - Above Ground Level

RWY - Runway

IFR - Instrument Flight Rules

MSL - Mean Sea Level

NM - Nautical Mile

AMSL - Above Mean Sea Level

Part 77 - Title 14 Code of Federal Regulations (CFR) Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace

1. LOCATION OF PROPOSED CONSTRUCTION

Senior Living Riverside, LP is proposing to construct several Buildings that have been identified as an obstruction under Part 77 standards. The proposed buildings would be located west the March ARB Airport (RIV) airport reference point (ARP) in Riverside, CA. RIV elevation is 1536 feet MSL.

Aeronautical Study Numbers	AGL/AMSL	RIV ARP	Coordinates	BLDG
2021-AWP-15223-OE	53/1755	1.95 nm	33-52-23.45/117-17-47.83	1-NE
2021-AWP-15226-OE	46/1754	1.90 nm	33-52-12.05/117-17-39.25	2-NW
2021-AWP-15227-OE	46/1754	1.85 nm	33-52-12.03/117-17-35.48	2-NE
2021-AWP-15228-OE	46/1754	1.91 nm	33-52-10.47/117-17-39.26	2-SW
2021-AWP-15229-OE	46/1754	1.86 nm	33-52-10.92/117-17-35.49	2-SE
2021-AWP-15230-OE	45/1761	1.83 nm	33-52-12.08/117-17-33.94	3-NW
2021-AWP-15231-OE	45/1761	1.74 nm	33-52-12.04/117-17-27.01	3-NE
2021-AWP-15232-OE	45/1761	1.84 nm	33-52-10.44/117-17-33.95	3-SW
2021-AWP-15233-OE	45/1761	1.75 nm	33-52-10.87/117-17-27.02	3-SE
2021-AWP-15234-OE	45/1770	1.71 nm	33-52-12.14/117-17-24.24	4-NW
2021-AWP-15235-OE	45/1770	1.62 nm	33-52-12.10/117-17-17.42	4-NE
2021-AWP-15236-OE	45/1770	1.72 nm	33-52-10.82/117-17-24.25	4-SW
2021-AWP-15237-OE	45/1770	1.64 nm	33-52-10.35/117-17-17.44	4-SE

2. OBSTRUCTION STANDARDS EXCEEDED

Section 77.19(a) - A horizontal plane 150 feet above established airport elevation, the perimeter of which is constructed by swinging arcs of a specified radii from the center of each end of the primary surface of each runway of each airport and connecting the adjacent arcs by lines tangent to those arcs. The proposed structures would exceed RIV horizontal surface by the values shown below:

Aeronautical Study Numbers	Exceeds Horizontal Surface by
2021-AWP-15234-OE	84 feet
2021-AWP-15235-OE	84 feet
2021-AWP-15237-OE	84 feet

Section 77.19(b) - A surface extending outward and upward from the periphery of the horizontal surface at a slope of 20 to 1 for a horizontal distance of 4,000 feet. The proposed structures would exceed the RIV conical surface by the values shown below:

Aeronautical Study Numbers	Exceeds the Conical Surface by
2021-AWP-15223-OE	15 feet
2021-AWP-15226-OE	15 feet
2021-AWP-15227-OE	29 feet
2021-AWP-15228-OE	11 feet
2021-AWP-15229-OE	26 feet
2021-AWP-15230-OE	42 feet
2021-AWP-15231-OE	67 feet
2021-AWP-15232-OE	37 feet
2021-AWP-15233-OE	64 feet
2021-AWP-15236-OE	82 feet

3. EFFECT ON AERONAUTICAL OPERATIONS

a. The impact on arrival, departure, and en route procedures for aircraft operating under VFR follows: The VFR traffic pattern airspace (TPA) is not penetrated.

FAA Findings

There are no effects on any existing or proposed arrival, departure, or en route IFR operations or procedures. There are no effects on any existing or proposed arrival, departure, or en route IFR/VFR minimum flight altitudes.

There is no penetration into the VFR traffic pattern airspace.

There are no physical or electromagnetic effects on the operation of air navigation and communications facilities.

There are no effects on any airspace and routes used by the military.

b. The impact on arrival, departure, and en route procedures for aircraft operating under IFR follows: Aeronautical study disclosed that the proposed structure would have no effect on any existing or proposed arrival, departure, or en route IFR operations or procedures.

c. The impact on all planned public-use airports and aeronautical facilities follows: Study did not disclose any adverse effect on existing or proposed public-use or military airports or navigational facilities, nor would the proposed structures affect the capacity of any known existing or planned public-use or military airport.

d. The cumulative impact resulting from the proposed construction or alteration of a structure when combined with the impact of other existing or proposed structures is not considered to be significant.

4. CIRCULATION AND COMMENTS RECEIVED

As a result of the negotiation process the sponsor requested circularization of the proposed structure. The proposal was circularized for public comments on December 10, 2021. No comments were received as a result of the circularization.

5. DETERMINATION - NO HAZARD TO AIR NAVIGATION

It is determined that the proposed structures would not have a substantial adverse effect on the safe and efficient use of navigable airspace by aircraft.

6. BASIS FOR DECISION

Part 77 establishes standards for determining obstructions to air navigation. A structure that exceeds one or more of these standards is presumed to be a hazard to air navigation unless the obstruction evaluation study determines otherwise. Just because a proposed structure exceeds a Part 77 surface does not automatically

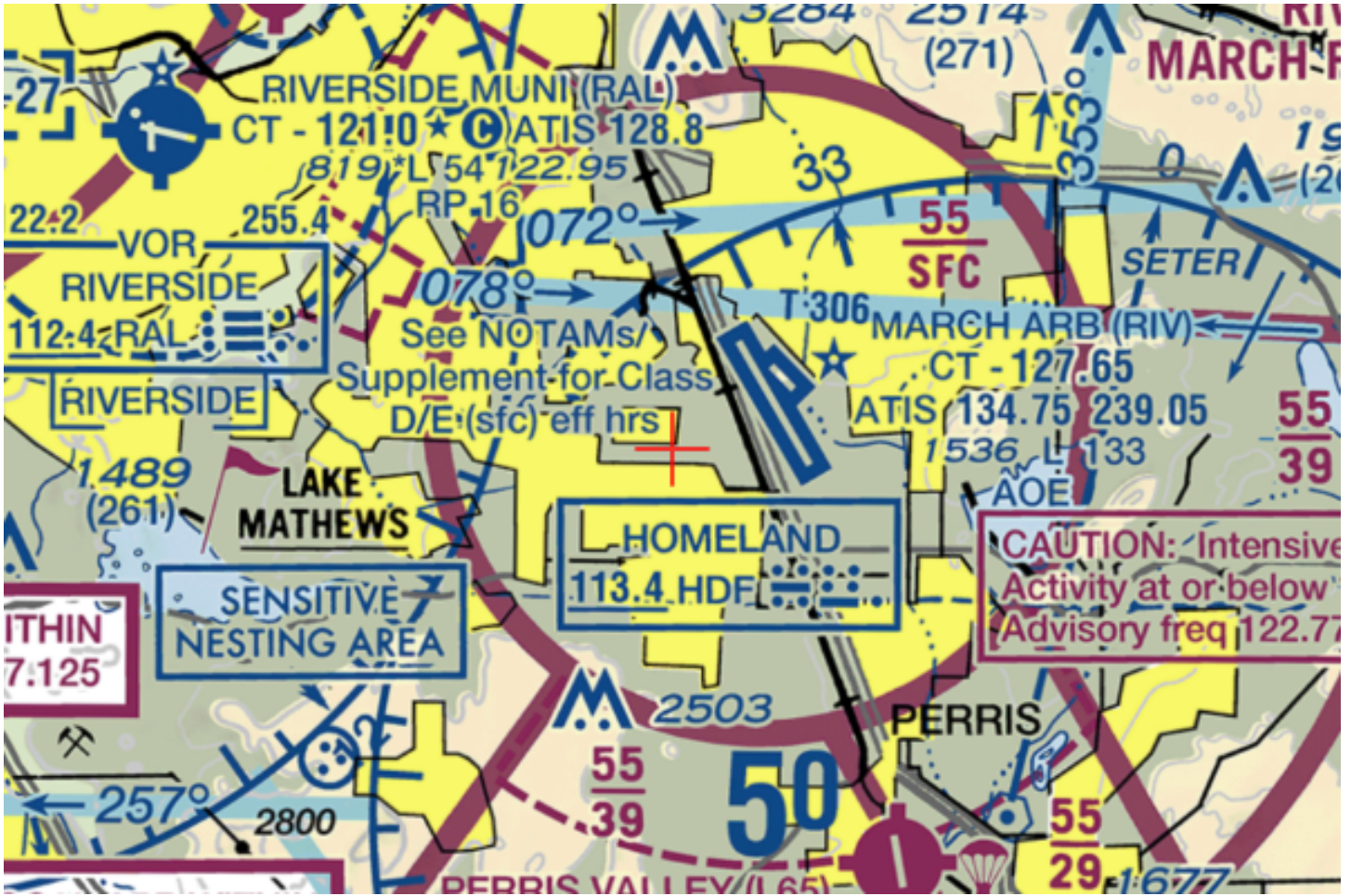
make it a hazard. In this case the proposal would exceed Section 77.19(a) and Section 77.19(b) - horizontal and conical surfaces by the values shown above; however, it would not conflict with airspace require to conduct normal VFR traffic pattern operations. There are no IFR impacts and the VFR traffic pattern airspace is not impacted. Marking and lighting was considered but deemed unnecessary

7. CONDITIONS

Within five days after the structure reaches its greatest height, the proponent is required to file on line the Supplemental Notice, FAA form 7460-2, with actual construction details, at the OE/AAA website (<https://oeaaaa.faa.gov/oeaaa>). Detailed instructions are available under the Instructions link. This Supplemental Notice notification will be the source document detailing the site location, site elevation, structure height, and date structure was built for the FAA to map the structure on aeronautical charts and update the national database.

TOPO Map for ASN 2021-AWP-15235-OE







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

Aeronautical Study No.
 2021-AWP-15236-OE

Issued Date: 01/28/2022

Senior Living Riverside, LP
 Andrew Plant
 7660 Fay Ave, Suite N
 La Jolla, CA 92037

**** 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 4 SW Corner
Location:	Riverside, CA
Latitude:	33-52-10.82N NAD 83
Longitude:	117-17-24.25W
Heights:	1725 feet site elevation (SE)
	45 feet above ground level (AGL)
	1770 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the structure would not be a hazard to air navigation provided the following condition(s) 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)

See attachment for additional condition(s) or information.

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 M.

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 07/28/2023 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 subject to review if an interested party files a petition that is received by the FAA on or before February 27, 2022. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted to the Manager of the Rules and Regulations Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on March 09, 2022 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Rules and Regulations Group via telephone – 202-267-8783.

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.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

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.

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed

structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

An account of the study findings, aeronautical objections received by the FAA during the study (if any), and the basis for the FAA's decision in this matter can be found on the following page(s).

If we can be of further assistance, please contact Vivian Vilaro, at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2021-AWP-15236-OE.

Signature Control No: 496721101-509765318

(DNH)

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Additional information for ASN 2021-AWP-15236-OE

AERONAUTICAL STUDY NO. 2021-AWP-15223-15226-Through-15237-OE

Abbreviations

VFR - Visual Flight Rules

AGL - Above Ground Level

RWY - Runway

IFR - Instrument Flight Rules

MSL - Mean Sea Level

NM - Nautical Mile

AMSL - Above Mean Sea Level

Part 77 - Title 14 Code of Federal Regulations (CFR) Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace

1. LOCATION OF PROPOSED CONSTRUCTION

Senior Living Riverside, LP is proposing to construct several Buildings that have been identified as an obstruction under Part 77 standards. The proposed buildings would be located west the March ARB Airport (RIV) airport reference point (ARP) in Riverside, CA. RIV elevation is 1536 feet MSL.

Aeronautical Study Numbers	AGL/AMSL	RIV ARP	Coordinates	BLDG
2021-AWP-15223-OE	53/1755	1.95 nm	33-52-23.45/117-17-47.83	1-NE
2021-AWP-15226-OE	46/1754	1.90 nm	33-52-12.05/117-17-39.25	2-NW
2021-AWP-15227-OE	46/1754	1.85 nm	33-52-12.03/117-17-35.48	2-NE
2021-AWP-15228-OE	46/1754	1.91 nm	33-52-10.47/117-17-39.26	2-SW
2021-AWP-15229-OE	46/1754	1.86 nm	33-52-10.92/117-17-35.49	2-SE
2021-AWP-15230-OE	45/1761	1.83 nm	33-52-12.08/117-17-33.94	3-NW
2021-AWP-15231-OE	45/1761	1.74 nm	33-52-12.04/117-17-27.01	3-NE
2021-AWP-15232-OE	45/1761	1.84 nm	33-52-10.44/117-17-33.95	3-SW
2021-AWP-15233-OE	45/1761	1.75 nm	33-52-10.87/117-17-27.02	3-SE
2021-AWP-15234-OE	45/1770	1.71 nm	33-52-12.14/117-17-24.24	4-NW
2021-AWP-15235-OE	45/1770	1.62 nm	33-52-12.10/117-17-17.42	4-NE
2021-AWP-15236-OE	45/1770	1.72 nm	33-52-10.82/117-17-24.25	4-SW
2021-AWP-15237-OE	45/1770	1.64 nm	33-52-10.35/117-17-17.44	4-SE

2. OBSTRUCTION STANDARDS EXCEEDED

Section 77.19(a) - A horizontal plane 150 feet above established airport elevation, the perimeter of which is constructed by swinging arcs of a specified radii from the center of each end of the primary surface of each runway of each airport and connecting the adjacent arcs by lines tangent to those arcs. The proposed structures would exceed RIV horizontal surface by the values shown below:

Aeronautical Study Numbers	Exceeds Horizontal Surface by
2021-AWP-15234-OE	84 feet
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2021-AWP-15237-OE	84 feet

Section 77.19(b) - A surface extending outward and upward from the periphery of the horizontal surface at a slope of 20 to 1 for a horizontal distance of 4,000 feet. The proposed structures would exceed the RIV conical surface by the values shown below:

Aeronautical Study Numbers	Exceeds the Conical Surface by
2021-AWP-15223-OE	15 feet
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2021-AWP-15230-OE	42 feet
2021-AWP-15231-OE	67 feet
2021-AWP-15232-OE	37 feet
2021-AWP-15233-OE	64 feet
2021-AWP-15236-OE	82 feet

3. EFFECT ON AERONAUTICAL OPERATIONS

a. The impact on arrival, departure, and en route procedures for aircraft operating under VFR follows: The VFR traffic pattern airspace (TPA) is not penetrated.

FAA Findings

There are no effects on any existing or proposed arrival, departure, or en route IFR operations or procedures. There are no effects on any existing or proposed arrival, departure, or en route IFR/VFR minimum flight altitudes.

There is no penetration into the VFR traffic pattern airspace.

There are no physical or electromagnetic effects on the operation of air navigation and communications facilities.

There are no effects on any airspace and routes used by the military.

b. The impact on arrival, departure, and en route procedures for aircraft operating under IFR follows: Aeronautical study disclosed that the proposed structure would have no effect on any existing or proposed arrival, departure, or en route IFR operations or procedures.

c. The impact on all planned public-use airports and aeronautical facilities follows: Study did not disclose any adverse effect on existing or proposed public-use or military airports or navigational facilities, nor would the proposed structures affect the capacity of any known existing or planned public-use or military airport.

d. The cumulative impact resulting from the proposed construction or alteration of a structure when combined with the impact of other existing or proposed structures is not considered to be significant.

4. CIRCULATION AND COMMENTS RECEIVED

As a result of the negotiation process the sponsor requested circularization of the proposed structure. The proposal was circularized for public comments on December 10, 2021. No comments were received as a result of the circularization.

5. DETERMINATION - NO HAZARD TO AIR NAVIGATION

It is determined that the proposed structures would not have a substantial adverse effect on the safe and efficient use of navigable airspace by aircraft.

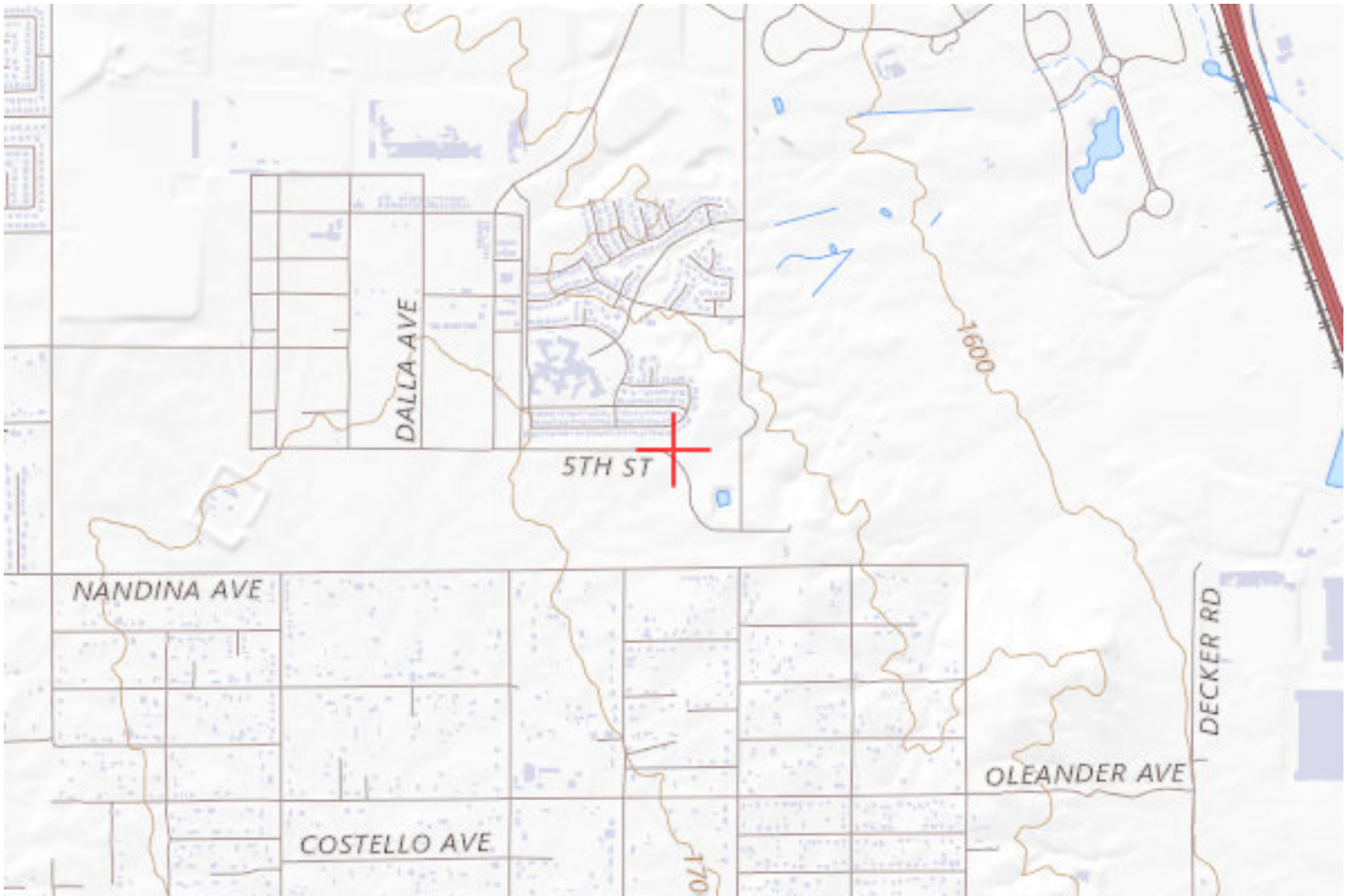
6. BASIS FOR DECISION

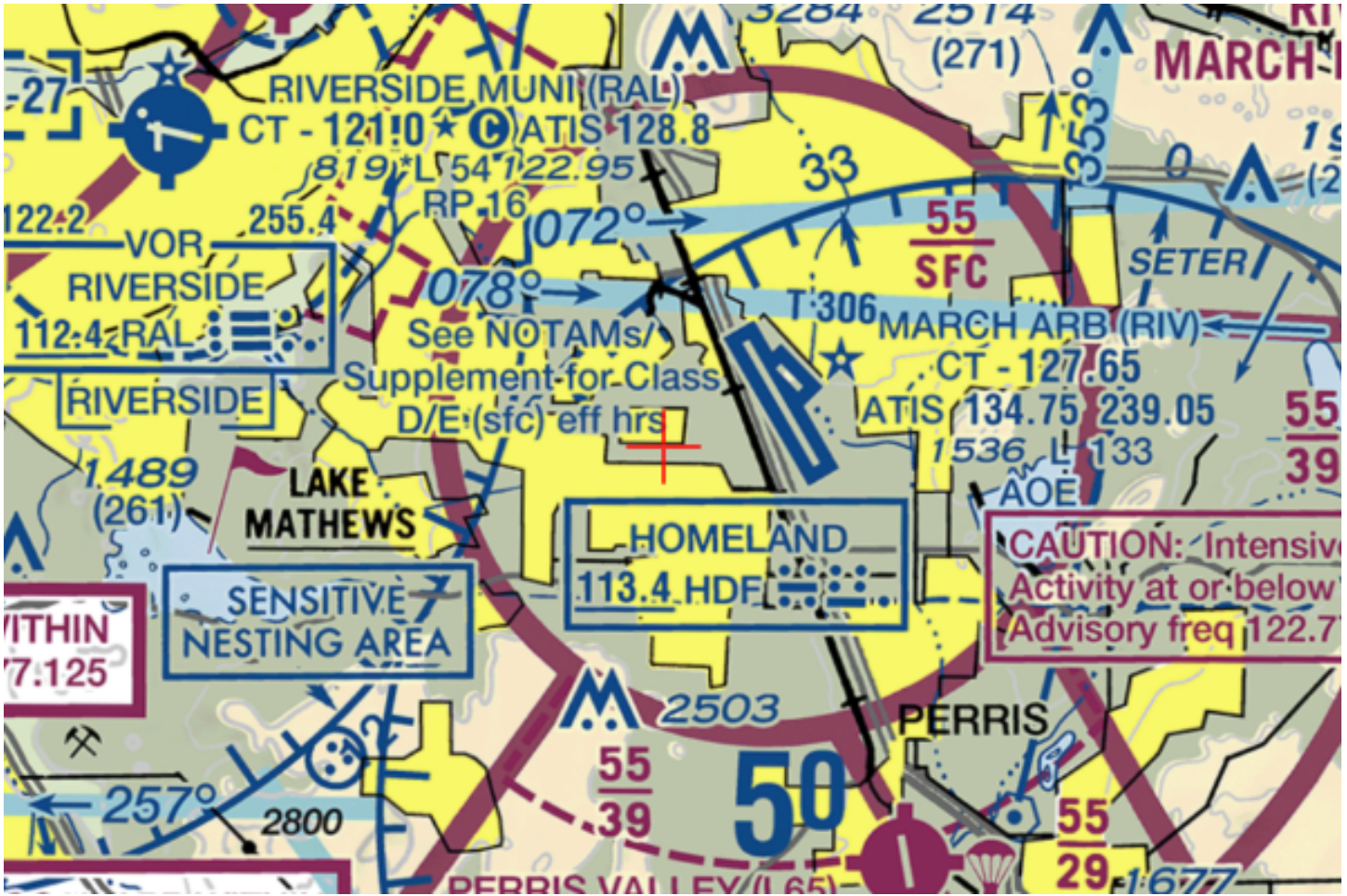
Part 77 establishes standards for determining obstructions to air navigation. A structure that exceeds one or more of these standards is presumed to be a hazard to air navigation unless the obstruction evaluation study determines otherwise. Just because a proposed structure exceeds a Part 77 surface does not automatically

make it a hazard. In this case the proposal would exceed Section 77.19(a) and Section 77.19(b) - horizontal and conical surfaces by the values shown above; however, it would not conflict with airspace require to conduct normal VFR traffic pattern operations. There are no IFR impacts and the VFR traffic pattern airspace is not impacted. Marking and lighting was considered but deemed unnecessary

7. CONDITIONS

Within five days after the structure reaches its greatest height, the proponent is required to file on line the Supplemental Notice, FAA form 7460-2, with actual construction details, at the OE/AAA website (<https://oeaaaa.faa.gov/oeaaa>). Detailed instructions are available under the Instructions link. This Supplemental Notice notification will be the source document detailing the site location, site elevation, structure height, and date structure was built for the FAA to map the structure on aeronautical charts and update the national database.







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

Aeronautical Study No.
 2021-AWP-15237-OE

Issued Date: 01/28/2022

Senior Living Riverside, LP
 Andrew Plant
 7660 Fay Ave, Suite N
 La Jolla, CA 92037

**** 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 4 SE Corner
Location:	Riverside, CA
Latitude:	33-52-10.35N NAD 83
Longitude:	117-17-17.44W
Heights:	1725 feet site elevation (SE)
	45 feet above ground level (AGL)
	1770 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the structure would not be a hazard to air navigation provided the following condition(s) 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)

See attachment for additional condition(s) or information.

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 M.

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 07/28/2023 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 subject to review if an interested party files a petition that is received by the FAA on or before February 27, 2022. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted to the Manager of the Rules and Regulations Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on March 09, 2022 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Rules and Regulations Group via telephone – 202-267-8783.

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.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

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.

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed

structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

An account of the study findings, aeronautical objections received by the FAA during the study (if any), and the basis for the FAA's decision in this matter can be found on the following page(s).

If we can be of further assistance, please contact Vivian Vilaro, at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2021-AWP-15237-OE.

Signature Control No: 496721102-509765321

(DNH)

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Additional information for ASN 2021-AWP-15237-OE

AERONAUTICAL STUDY NO. 2021-AWP-15223-15226-Through-15237-OE

Abbreviations

VFR - Visual Flight Rules AGL - Above Ground Level RWY - Runway
IFR - Instrument Flight Rules MSL - Mean Sea Level NM - Nautical Mile
AMSL - Above Mean Sea Level

Part 77 - Title 14 Code of Federal Regulations (CFR) Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace

1. LOCATION OF PROPOSED CONSTRUCTION

Senior Living Riverside, LP is proposing to construct several Buildings that have been identified as an obstruction under Part 77 standards. The proposed buildings would be located west the March ARB Airport (RIV) airport reference point (ARP) in Riverside, CA. RIV elevation is 1536 feet MSL.

Aeronautical Study Numbers	AGL/AMSL	RIV ARP	Coordinates	BLDG
2021-AWP-15223-OE	53/1755	1.95 nm	33-52-23.45/117-17-47.83	1-NE
2021-AWP-15226-OE	46/1754	1.90 nm	33-52-12.05/117-17-39.25	2-NW
2021-AWP-15227-OE	46/1754	1.85 nm	33-52-12.03/117-17-35.48	2-NE
2021-AWP-15228-OE	46/1754	1.91 nm	33-52-10.47/117-17-39.26	2-SW
2021-AWP-15229-OE	46/1754	1.86 nm	33-52-10.92/117-17-35.49	2-SE
2021-AWP-15230-OE	45/1761	1.83 nm	33-52-12.08/117-17-33.94	3-NW
2021-AWP-15231-OE	45/1761	1.74 nm	33-52-12.04/117-17-27.01	3-NE
2021-AWP-15232-OE	45/1761	1.84 nm	33-52-10.44/117-17-33.95	3-SW
2021-AWP-15233-OE	45/1761	1.75 nm	33-52-10.87/117-17-27.02	3-SE
2021-AWP-15234-OE	45/1770	1.71 nm	33-52-12.14/117-17-24.24	4-NW
2021-AWP-15235-OE	45/1770	1.62 nm	33-52-12.10/117-17-17.42	4-NE
2021-AWP-15236-OE	45/1770	1.72 nm	33-52-10.82/117-17-24.25	4-SW
2021-AWP-15237-OE	45/1770	1.64 nm	33-52-10.35/117-17-17.44	4-SE

2. OBSTRUCTION STANDARDS EXCEEDED

Section 77.19(a) - A horizontal plane 150 feet above established airport elevation, the perimeter of which is constructed by swinging arcs of a specified radii from the center of each end of the primary surface of each runway of each airport and connecting the adjacent arcs by lines tangent to those arcs. The proposed structures would exceed RIV horizontal surface by the values shown below:

Aeronautical Study Numbers	Exceeds Horizontal Surface by
2021-AWP-15234-OE	84 feet
2021-AWP-15235-OE	84 feet
2021-AWP-15237-OE	84 feet

Section 77.19(b) - A surface extending outward and upward from the periphery of the horizontal surface at a slope of 20 to 1 for a horizontal distance of 4,000 feet. The proposed structures would exceed the RIV conical surface by the values shown below:

Aeronautical Study Numbers	Exceeds the Conical Surface by
2021-AWP-15223-OE	15 feet
2021-AWP-15226-OE	15 feet
2021-AWP-15227-OE	29 feet
2021-AWP-15228-OE	11 feet
2021-AWP-15229-OE	26 feet
2021-AWP-15230-OE	42 feet
2021-AWP-15231-OE	67 feet
2021-AWP-15232-OE	37 feet
2021-AWP-15233-OE	64 feet
2021-AWP-15236-OE	82 feet

3. EFFECT ON AERONAUTICAL OPERATIONS

a. The impact on arrival, departure, and en route procedures for aircraft operating under VFR follows: The VFR traffic pattern airspace (TPA) is not penetrated.

FAA Findings

There are no effects on any existing or proposed arrival, departure, or en route IFR operations or procedures. There are no effects on any existing or proposed arrival, departure, or en route IFR/VFR minimum flight altitudes.

There is no penetration into the VFR traffic pattern airspace.

There are no physical or electromagnetic effects on the operation of air navigation and communications facilities.

There are no effects on any airspace and routes used by the military.

b. The impact on arrival, departure, and en route procedures for aircraft operating under IFR follows: Aeronautical study disclosed that the proposed structure would have no effect on any existing or proposed arrival, departure, or en route IFR operations or procedures.

c. The impact on all planned public-use airports and aeronautical facilities follows: Study did not disclose any adverse effect on existing or proposed public-use or military airports or navigational facilities, nor would the proposed structures affect the capacity of any known existing or planned public-use or military airport.

d. The cumulative impact resulting from the proposed construction or alteration of a structure when combined with the impact of other existing or proposed structures is not considered to be significant.

4. CIRCULATION AND COMMENTS RECEIVED

As a result of the negotiation process the sponsor requested circularization of the proposed structure. The proposal was circularized for public comments on December 10, 2021. No comments were received as a result of the circularization.

5. DETERMINATION - NO HAZARD TO AIR NAVIGATION

It is determined that the proposed structures would not have a substantial adverse effect on the safe and efficient use of navigable airspace by aircraft.

6. BASIS FOR DECISION

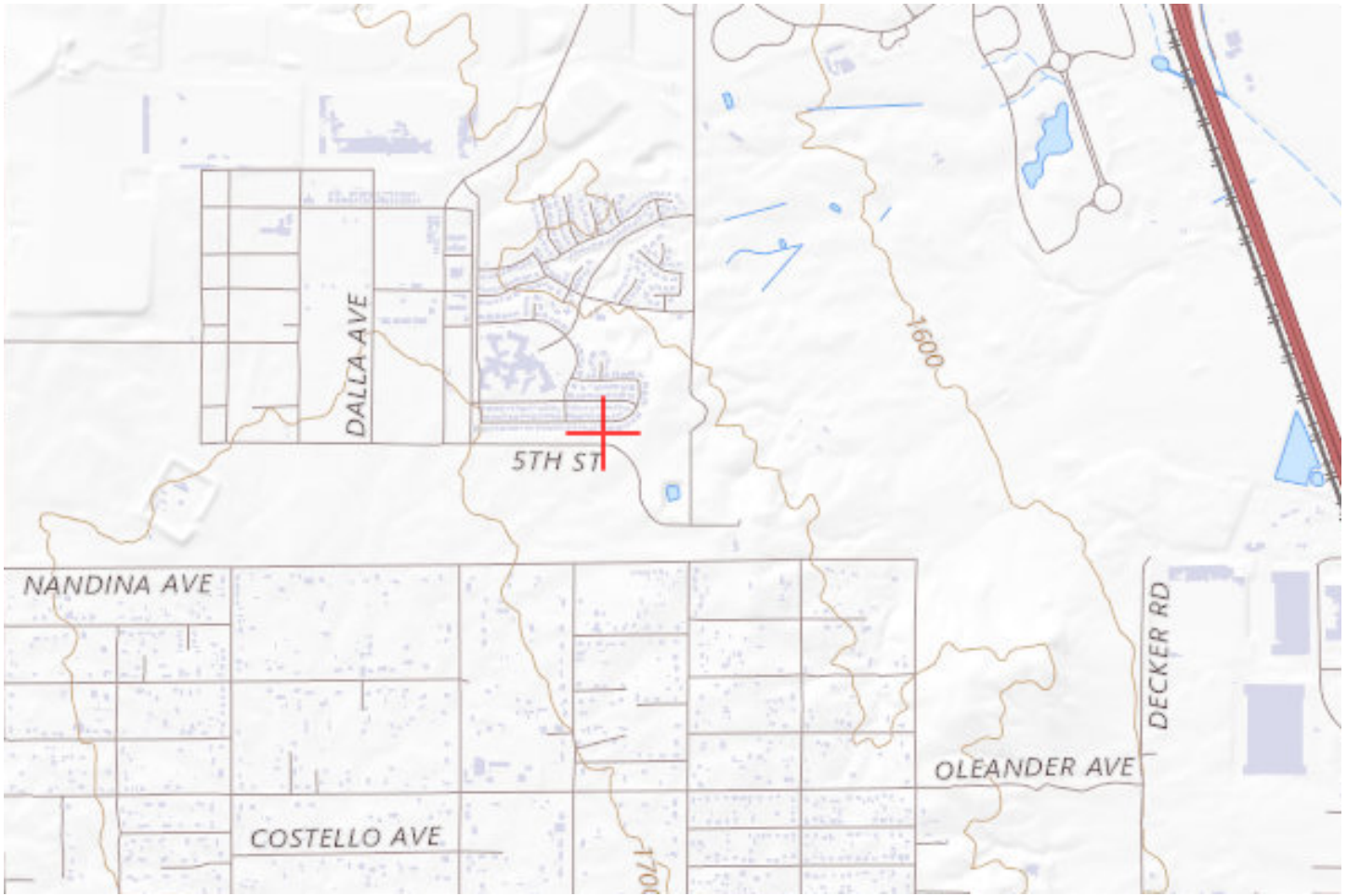
Part 77 establishes standards for determining obstructions to air navigation. A structure that exceeds one or more of these standards is presumed to be a hazard to air navigation unless the obstruction evaluation study determines otherwise. Just because a proposed structure exceeds a Part 77 surface does not automatically

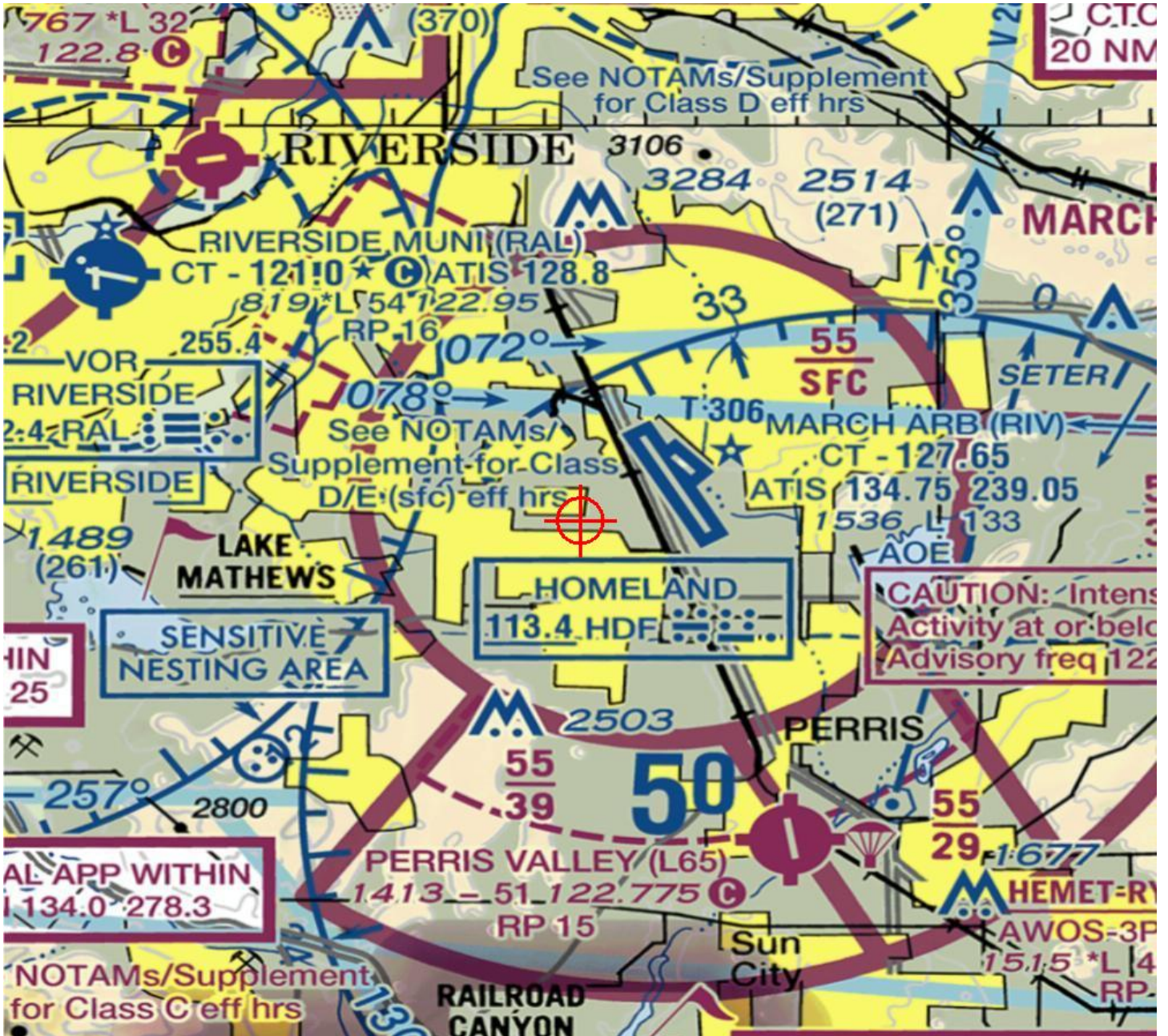
make it a hazard. In this case the proposal would exceed Section 77.19(a) and Section 77.19(b) - horizontal and conical surfaces by the values shown above; however, it would not conflict with airspace require to conduct normal VFR traffic pattern operations. There are no IFR impacts and the VFR traffic pattern airspace is not impacted. Marking and lighting was considered but deemed unnecessary

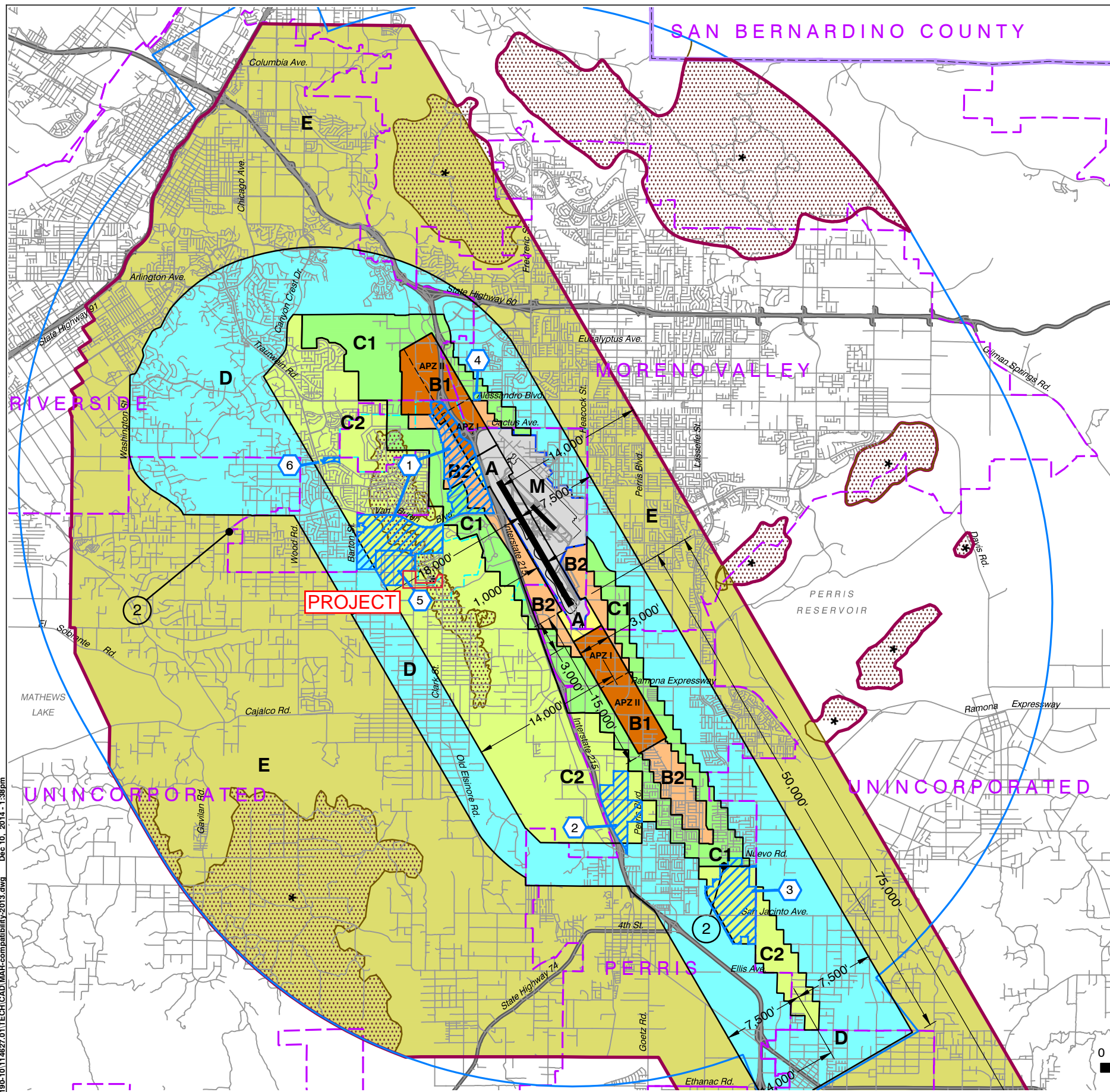
7. CONDITIONS

Within five days after the structure reaches its greatest height, the proponent is required to file on line the Supplemental Notice, FAA form 7460-2, with actual construction details, at the OE/AAA website (<https://oeaaaa.faa.gov/oeaaa>). Detailed instructions are available under the Instructions link. This Supplemental Notice notification will be the source document detailing the site location, site elevation, structure height, and date structure was built for the FAA to map the structure on aeronautical charts and update the national database.

TOPO Map for ASN 2021-AWP-15237-OE







LEGEND

Compatibility Zones

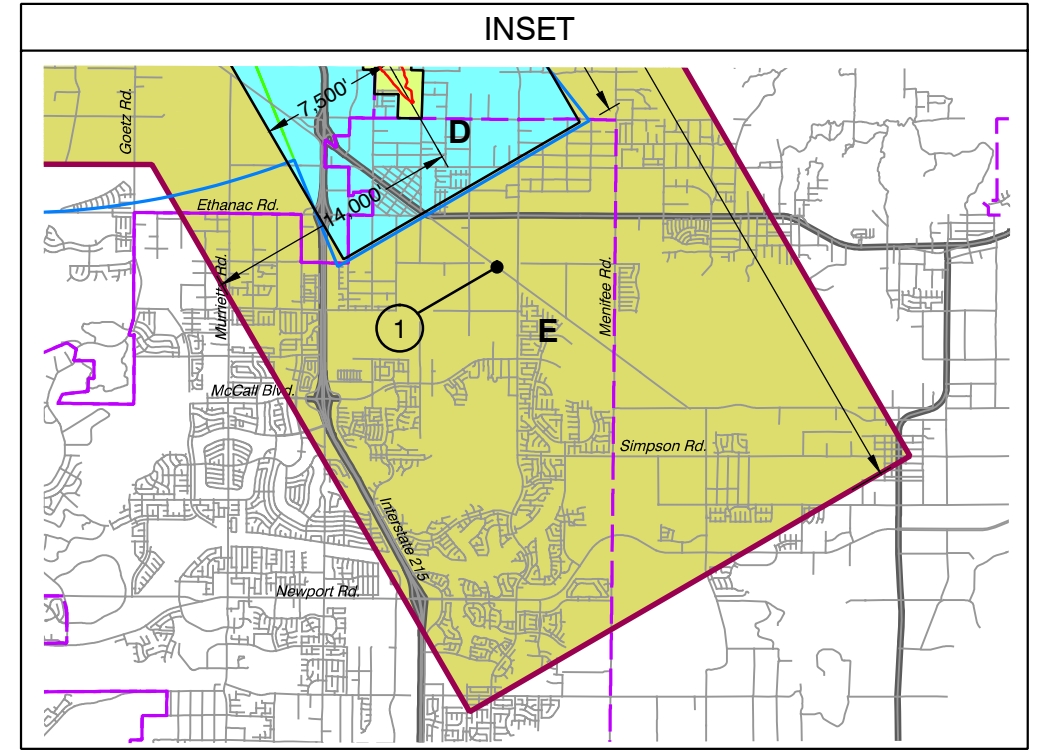
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

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)

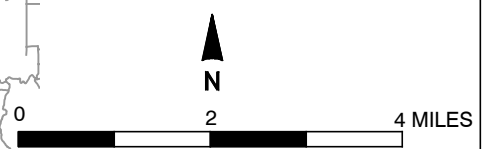
- ① Point at which aircraft on Runway 32 ILS approach descend below 3,000 feet above runway end. Airport Elevation is 1,535 feet MSL.
- ② Point at which departing aircraft typically reach 3,000 feet above runway end.

- 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

SEE INSET AT RIGHT

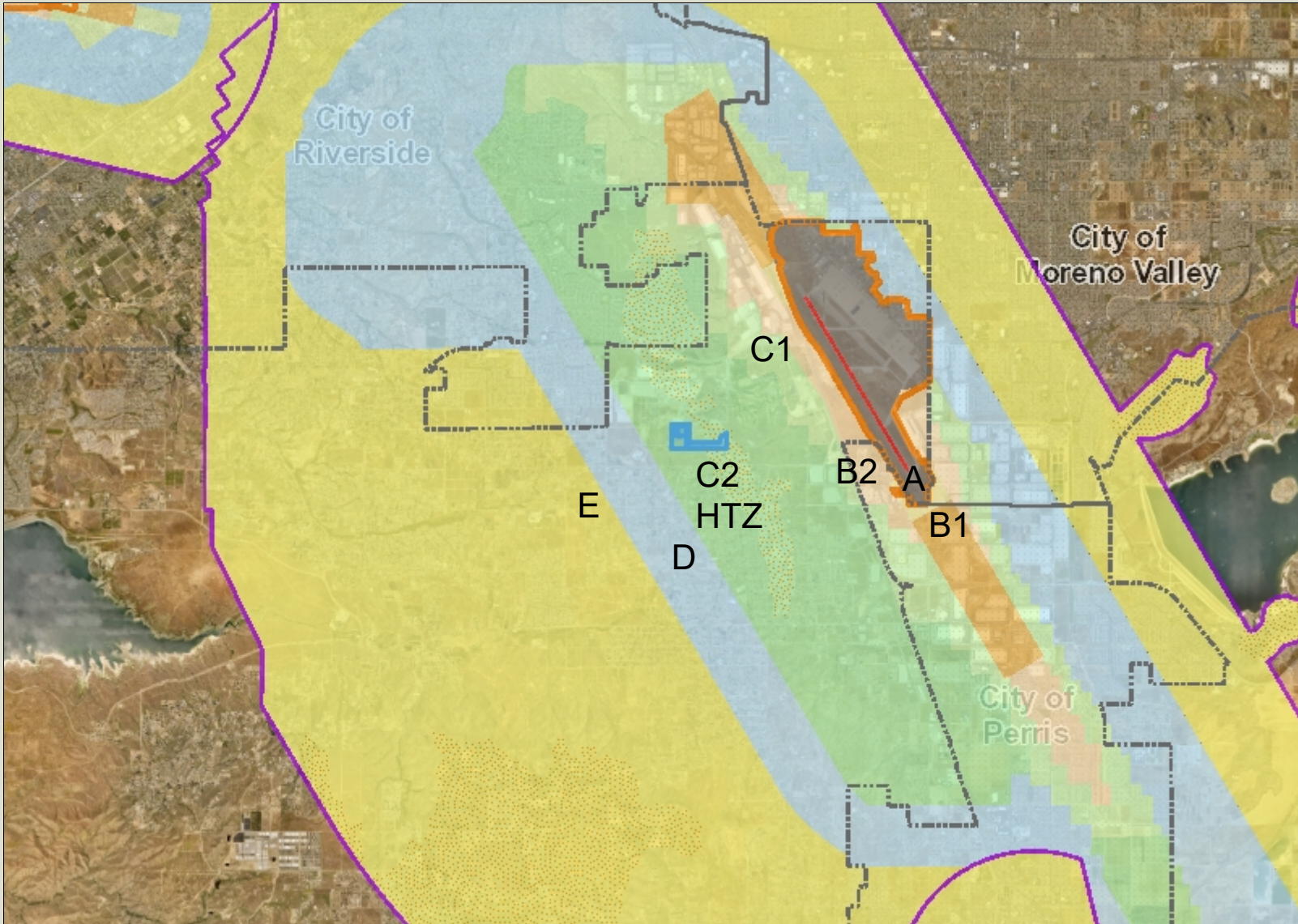
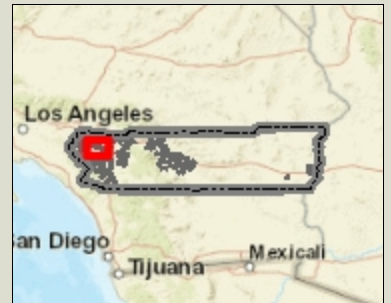
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Prepared by Mead & Hunt, Inc. (June 2013)

Map MA-1

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

Map My County Map



Legend

- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones
- OTHER COMPATIBILITY 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



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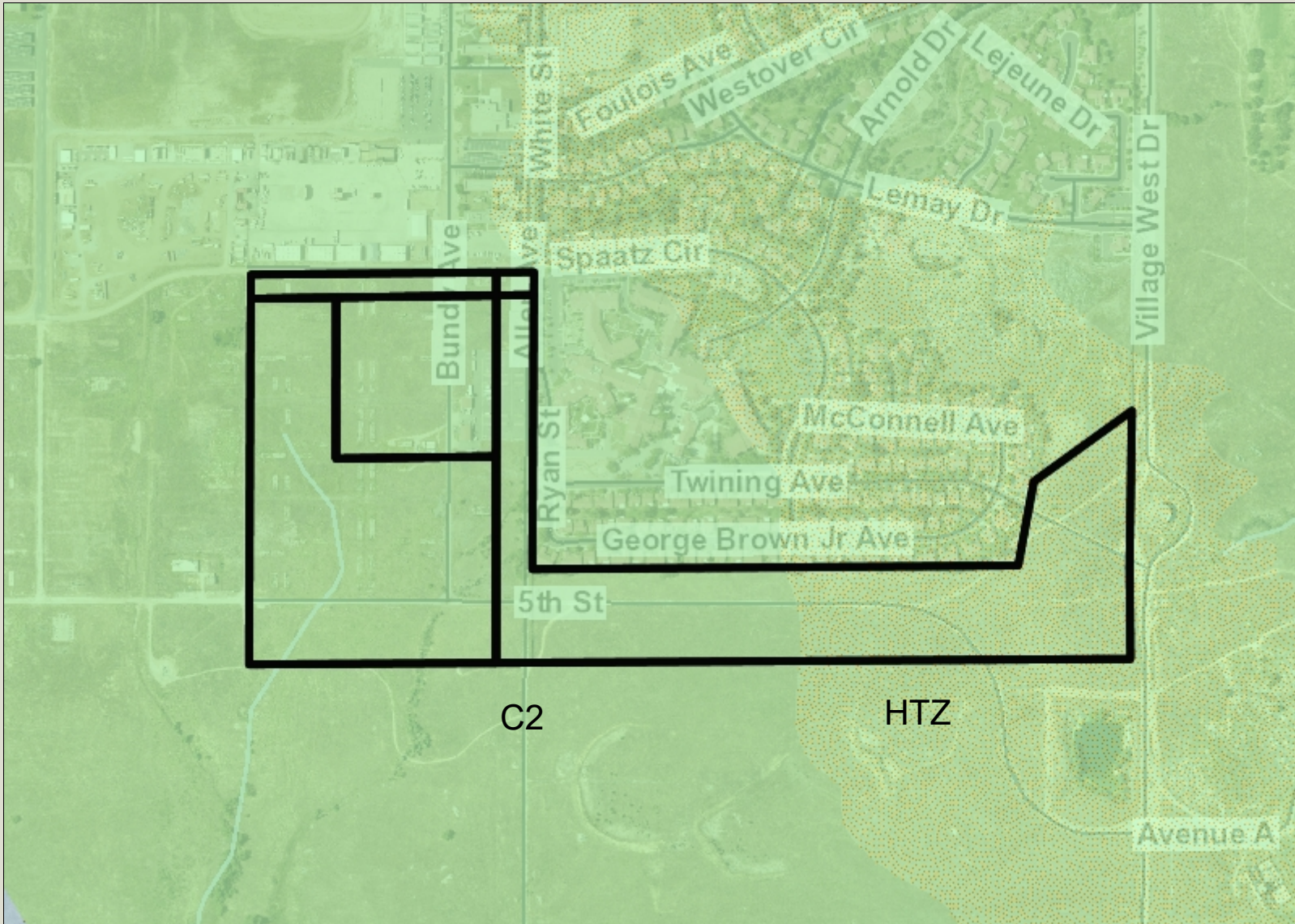


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Notes

Map My County Map



Legend

- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones
- OTHER COMPATIBILITY 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



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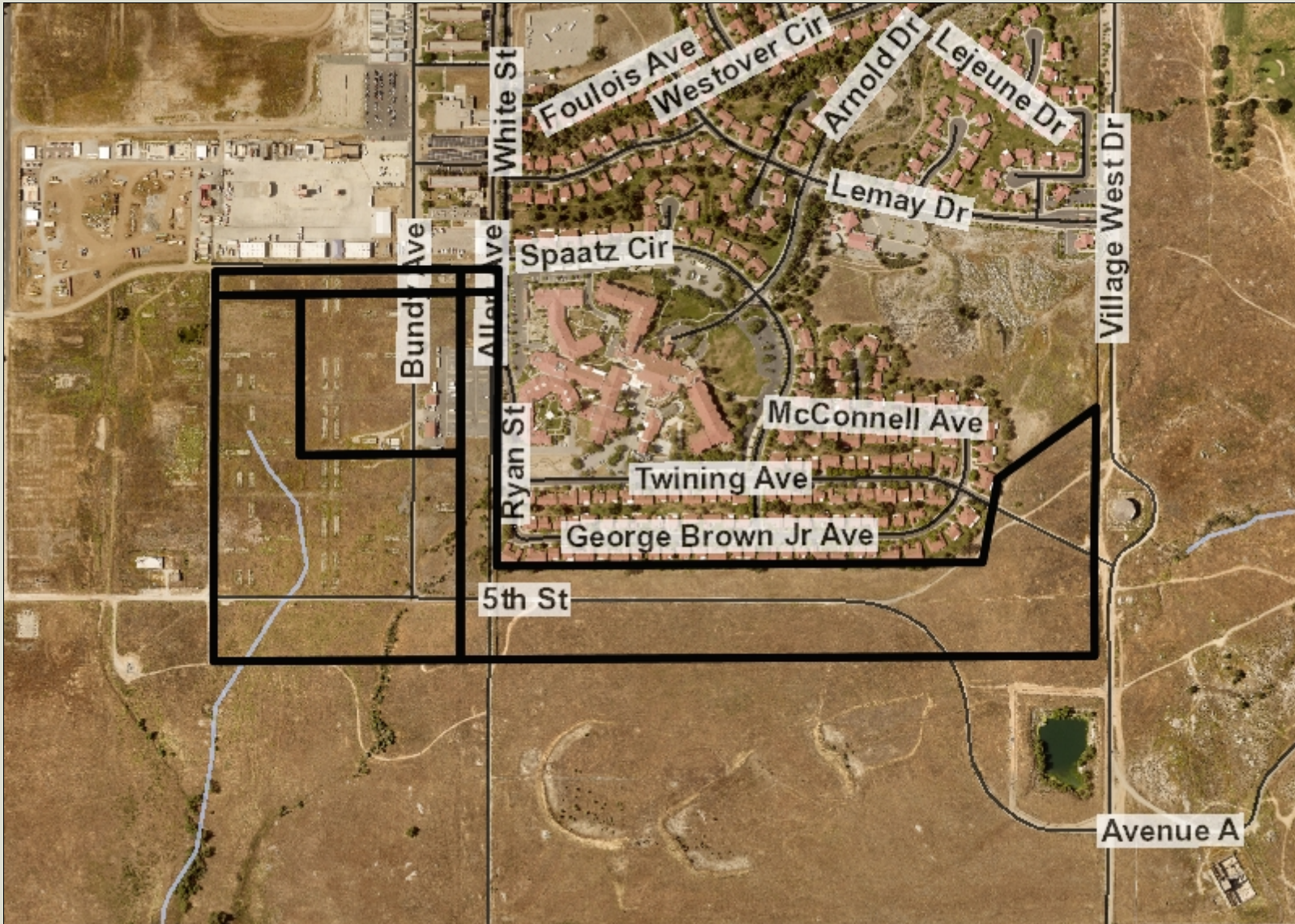
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Notes

Map My County Map



Legend

-  County Centerline Names
-  County Centerlines
-  Blueline Streams
-  City Areas
-  World Street Map



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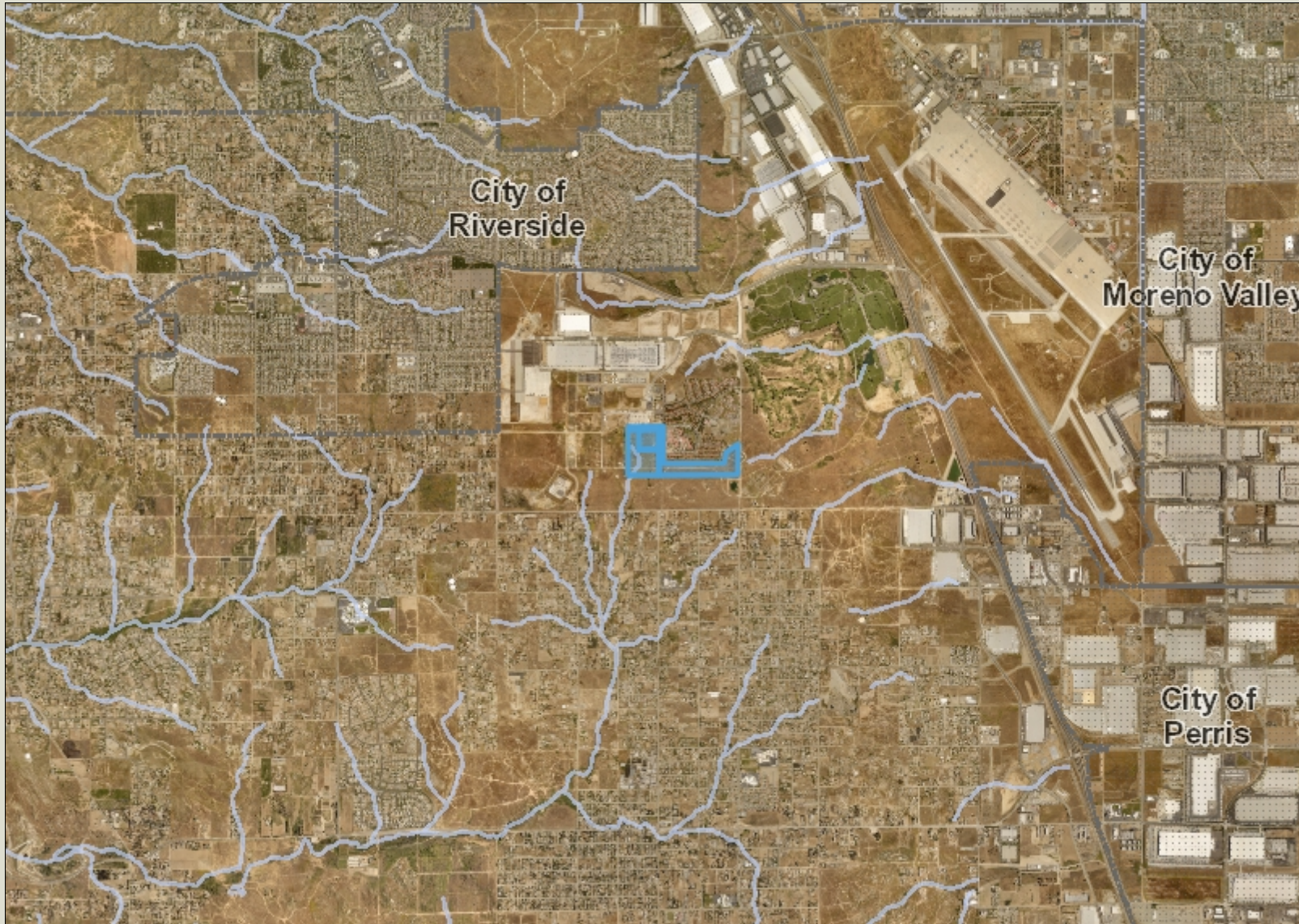
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Map My County Map



Legend

-  Blueline Streams
-  City Areas
-  World Street Map



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Notes




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Map My County Map



Legend

-  Blueline Streams
-  City Areas
-  World Street Map



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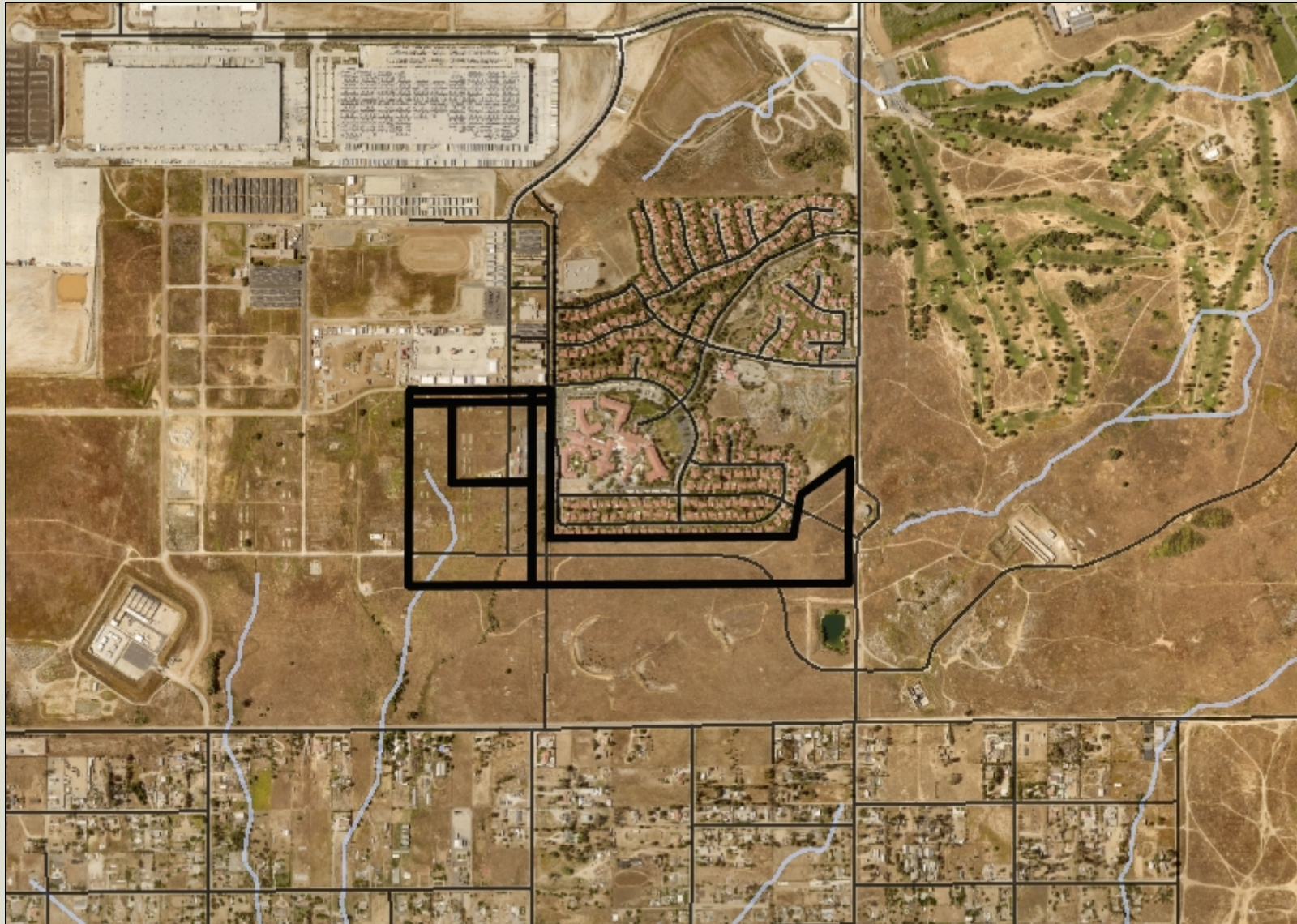


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Notes

Map My County Map



Legend

- County Centerline Names
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Notes



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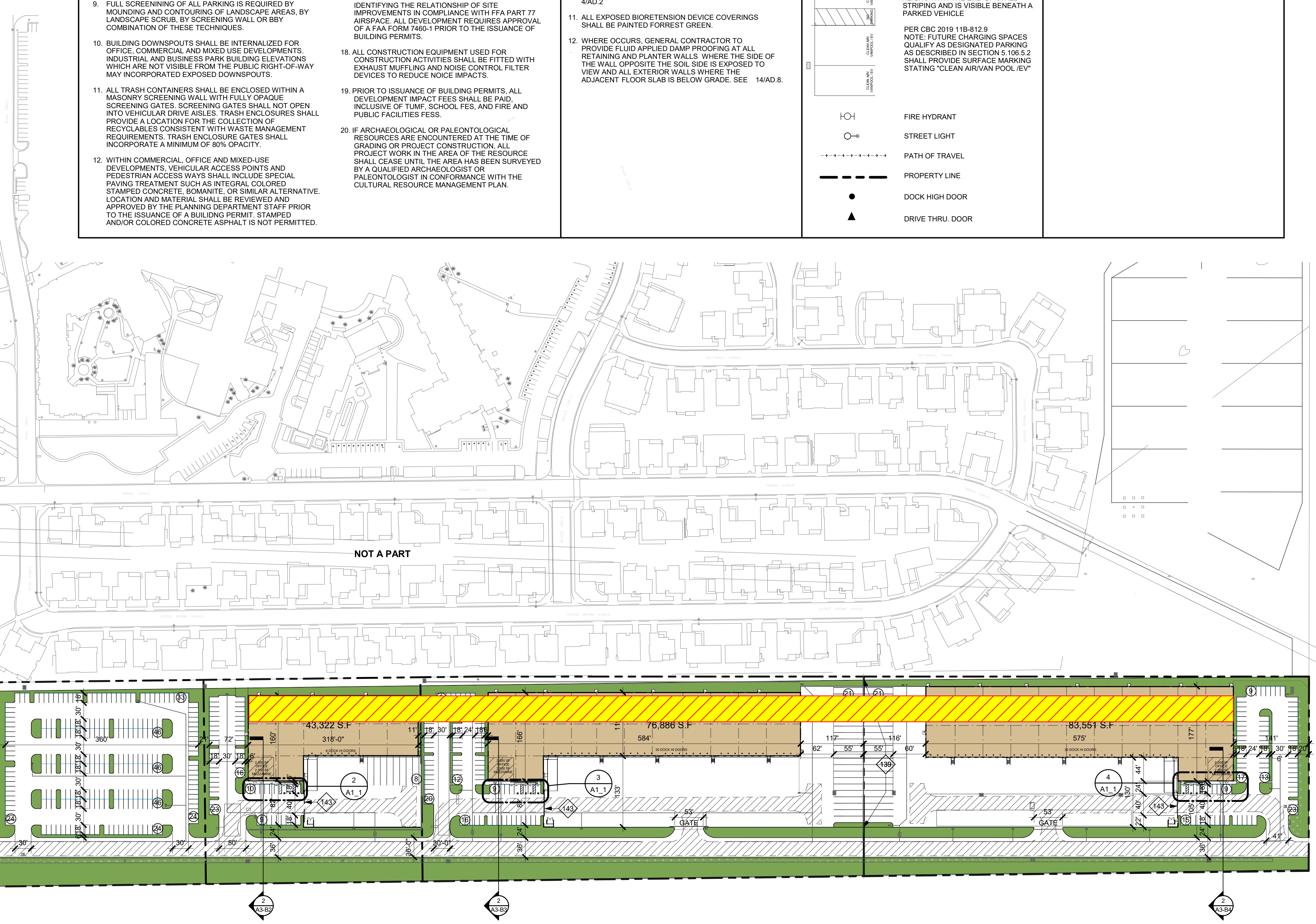
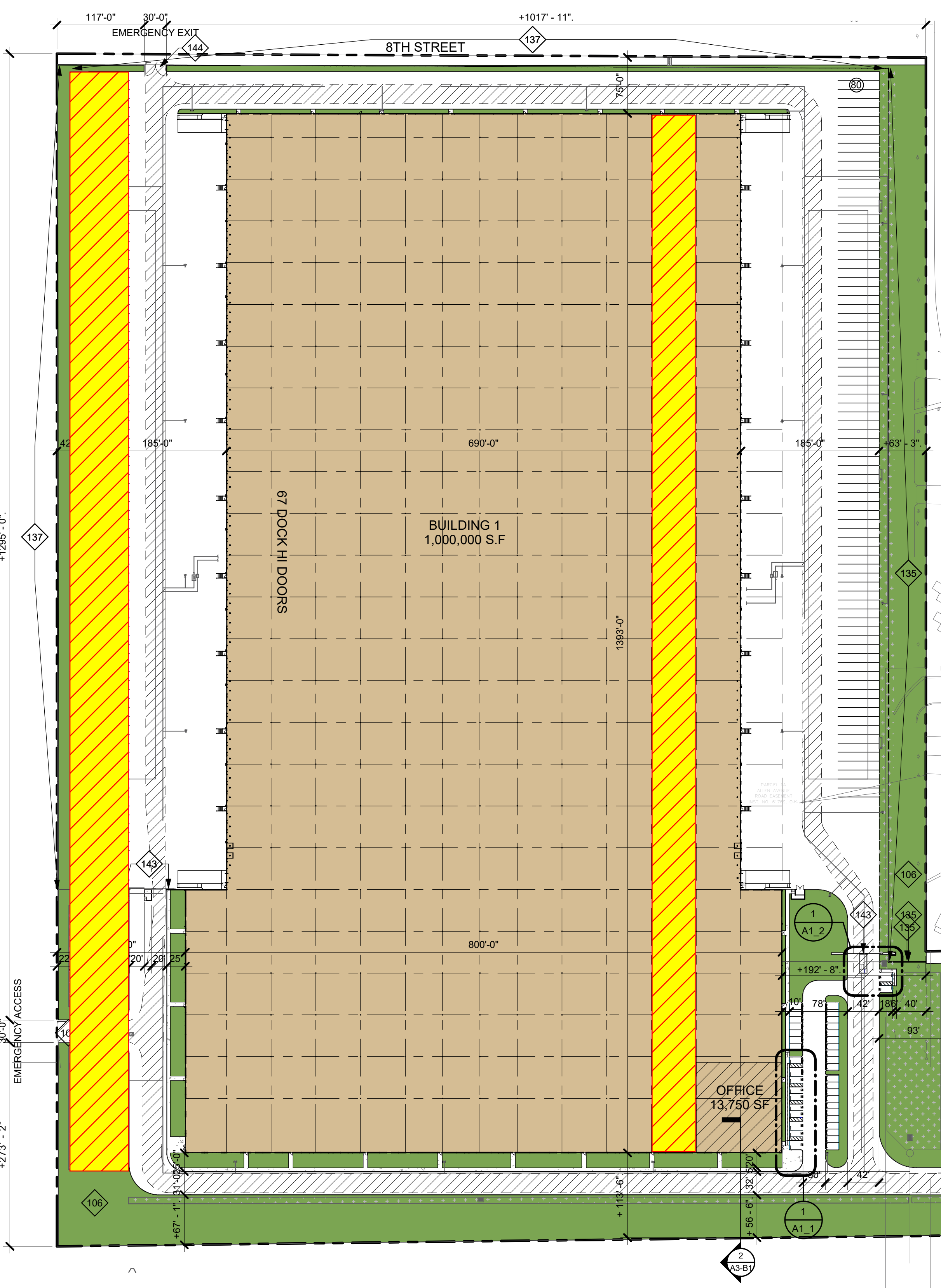
AIR FORCE VILLAGE WEST SPECIFIC PLAN AMENDMENT

RIVERSIDE, CA 92518

DEVELOPER/OWNER	LEGAL DESCRIPTION	PROJECT INFORMATION																																																																						
DEVELOPER/OWNER: SENIOR LIVING RIVERSIDE, LP ADDRESS: 7750 FAY AVENUE, SUITE N, LA JOLLA, CA 92037 PROJECT CONTACT: DAVIE COWAN PHONE: 619-744-0144 EMAIL: DAVIE.COWAN@KIMLEY-HORN.COM	APN : 295-020-004 & 010, 294-270-007 SEE CIVIL DRAWINGS FOR ADDITIONAL INFORMATION.	<table border="1" style="width: 100%; border-collapse: collapse; font-size: 8px;"> <thead> <tr> <th>PROJECT INFORMATION</th> <th>ENTITLEMENT</th> <th>1. PROJECT NO.</th> <th>08-24-2020</th> </tr> </thead> <tbody> <tr> <td>NET FAR</td> <td>37.4%</td> <td></td> <td></td> </tr> <tr> <td>MAX FAR</td> <td>NONE</td> <td></td> <td></td> </tr> <tr> <td colspan="4">STRENGTHENINGS</td> </tr> <tr> <td>STREET FRONT BLDG. STRACK (DALLA AVE)</td> <td>20'</td> <td></td> <td></td> </tr> <tr> <td>STREET FRONT BLDG. STRACK (EVANS ST)</td> <td>20'</td> <td></td> <td></td> </tr> <tr> <td>STREET FRONT PARKING STRACK</td> <td>20'</td> <td></td> <td></td> </tr> <tr> <td>STREET SIDE PARKING STRACK</td> <td>10'</td> <td></td> <td></td> </tr> <tr> <td>INTERIOR BLDG. YARD STRACK</td> <td>0'</td> <td></td> <td></td> </tr> <tr> <td>BACK YARD RESIDENTIAL STRACK</td> <td>0'</td> <td></td> <td></td> </tr> <tr> <td>BACK YARD STRACK (MULTI-FAMILY RESIDENTIAL ZONE)</td> <td>20'</td> <td></td> <td></td> </tr> </tbody> </table>		PROJECT INFORMATION	ENTITLEMENT	1. PROJECT NO.	08-24-2020	NET FAR	37.4%			MAX FAR	NONE			STRENGTHENINGS				STREET FRONT BLDG. STRACK (DALLA AVE)	20'			STREET FRONT BLDG. STRACK (EVANS ST)	20'			STREET FRONT PARKING STRACK	20'			STREET SIDE PARKING STRACK	10'			INTERIOR BLDG. YARD STRACK	0'			BACK YARD RESIDENTIAL STRACK	0'			BACK YARD STRACK (MULTI-FAMILY RESIDENTIAL ZONE)	20'																											
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APPLICANT'S REPRESENTATIVE/ARCHITECT HERDMAN ARCHITECTURE & DESIGN, INC. 16201 SCIENTIFIC WAY IRVINE, CA 92618 CONTACT: BRIDGET HERDMAN PHONE: 714.389.2800 EMAIL: BRIDGET@HERDMAN-AD.COM	SCOPE OF WORK FOUR NEW SPECULATIVE CONCRETE TILT-UP BUILDINGS FOR WAREHOUSE & OFFICE USE. INCLUDES SITE IMPROVEMENTS AS SHOWN.	<table border="1" style="width: 100%; border-collapse: collapse; font-size: 8px;"> <thead> <tr> <th>BUILDING 1 AREA</th> <th>5.51 AC</th> <th>74,286 SF</th> </tr> </thead> <tbody> <tr> <td>NET FAR</td> <td>32.0%</td> <td>24,186 SF</td> </tr> <tr> <td>MAX FAR</td> <td>NONE</td> <td>74,286 SF</td> </tr> <tr> <td>ROOFPIECE</td> <td>WAREHOUSE</td> <td>2,000</td> </tr> <tr> <td></td> <td>OFFICE</td> <td>2,000</td> </tr> <tr> <td></td> <td>MEZZANINE</td> <td>2,000</td> </tr> <tr> <td colspan="3">PARKING REQUIRED BY A.P.S.</td> </tr> <tr> <td>WH @ 12,000 SF = 0.0000 SF</td> <td></td> <td>77</td> </tr> <tr> <td>WH @ 14,000 SF = 0.0000 SF</td> <td></td> <td>89</td> </tr> <tr> <td>WH @ 14,000 SF = 0.0000 SF</td> <td></td> <td>7</td> </tr> <tr> <td>OFFICE @ 1,000 SF</td> <td></td> <td>20</td> </tr> <tr> <td colspan="3">PARKING PROVIDED</td> </tr> <tr> <td>STANDARD</td> <td></td> <td>81</td> </tr> <tr> <td>VAN ADA</td> <td></td> <td>2</td> </tr> <tr> <td>EV ADA</td> <td></td> <td>1</td> </tr> <tr> <td>EV ADA</td> <td></td> <td>0</td> </tr> <tr> <td>EV</td> <td></td> <td>0</td> </tr> <tr> <td>CLEAN AIR</td> <td></td> <td>0</td> </tr> <tr> <td>TRAILER PARKING PROVIDED</td> <td></td> <td>77</td> </tr> <tr> <td colspan="3">LANDSCAPE PROVIDED</td> </tr> <tr> <td>NONE</td> <td></td> <td>0</td> </tr> <tr> <td>LANDSCAPE PROVIDED</td> <td></td> <td>18,816</td> </tr> <tr> <td></td> <td></td> <td>38,632 SF</td> </tr> </tbody> </table>		BUILDING 1 AREA	5.51 AC	74,286 SF	NET FAR	32.0%	24,186 SF	MAX FAR	NONE	74,286 SF	ROOFPIECE	WAREHOUSE	2,000		OFFICE	2,000		MEZZANINE	2,000	PARKING REQUIRED BY A.P.S.			WH @ 12,000 SF = 0.0000 SF		77	WH @ 14,000 SF = 0.0000 SF		89	WH @ 14,000 SF = 0.0000 SF		7	OFFICE @ 1,000 SF		20	PARKING PROVIDED			STANDARD		81	VAN ADA		2	EV ADA		1	EV ADA		0	EV		0	CLEAN AIR		0	TRAILER PARKING PROVIDED		77	LANDSCAPE PROVIDED			NONE		0	LANDSCAPE PROVIDED		18,816			38,632 SF
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MJPA PLAN NOTES	SITE PLAN GENERAL NOTES	SITE LEGEND	KEYNOTES
<p>1. ALL NEW OR EXISTING UTILITY LINES LESS THAN 69 KV ON OR CONTIGUOUS TO THE SITE SHALL BE INSTALLED OR RELOCATED UNDERGROUND.</p> <p>2. ALL OUTDOOR STORAGE AREAS FOR MATERIALS AND EQUIPMENT SHALL BE FULLY SCREENED FROM VIEW.</p> <p>3. ELECTRICAL 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 VAULTS. CONSTRUCTION PLANS SHALL IDENTIFY THE FINAL LOCATION OF UTILITY VAULTS.</p> <p>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.</p> <p>5. ALL BACKFLOW PREVENTERS 2" OR LARGER SHALL BE SCREENED WITH LANDSCAPE LOCATED WITHIN A 6' RADIUS OF THE BACKFLOW PREVENTER. ALL BACKFLOW PREVENTERS LESS THAN 2" SHALL BE PLACED IN A WIRE MESH BASKET AND PAINTED TO MATCH PRIMARY BUILDING COLOR.</p> <p>6. SITE LIGHTING SHALL BE LOW AND HIGH PRESSURE SODIUM, MAXIMUM 750-WATT, FULL CUT-OFF FIXTURES, WITH THE MAXIMUM LIGHT FIXTURE HEIGHT AT 32' ABOVE FINISHED GRADE, AND A MAXIMUM LIGHTING LEVEL OF 5' CANDLE-FOOT AT THE PROPERTY LINE. AS AN OPTION, LIGHT EMITTING DIODES (LED) SITE LIGHTING MAY BE USED, WITH LIGHTING BELOW 3,000 KELVIN.</p> <p>7. ALL FREESTANDING LIGHT POLES SHALL BE LOCATED WITHIN LANDSCAPE AREAS. SITE LIGHTING SHALL COMPLY WITH A MAXIMUM HEIGHT OF 28' FOR FREESTANDING OR BUILDING MOUNTED FIXTURES, AND SITE LIGHTING FIXTURES SHALL NOT EXCEED 750 WATTS AND SHALL BE FULL CUT-OFF TYPE HIGH PRESSURE SODIUM. FUTURE CONSTRUCTION PLANS SHALL INCLUDE A POINT-BY-POINT LIGHTING ANALYSIS AND CATEGORICAL CUTS WILL BE REQUIRED. LIGHTING AT THE PERIMETER OF THE SITE IS RESTRICTED TO A MAXIMUM LIGHTING LEVEL OF 0.5 FOOT-CANDLES AT THE PROPERTY LINE.</p> <p>8. CONCRETE LIGHT POLE BASES SHALL BE LOCATED WITHIN LANDSCAPE AREAS OR PAINTED TO MATCH THE PRIMARY BUILDING COLOR/FINISHED TO MATCH PARKING SCREENING WALLS AND SHALL NOT EXCEED 24" ABOVE FINISHED GRADE.</p> <p>9. FULL SCREENING OF ALL PARKING IS REQUIRED BY MOUNDING AND CONTOURING OF LANDSCAPE AREAS, BY LANDSCAPE SCRUB, BY SCREENING WALL OR BY COMBINATION OF THESE TECHNIQUES.</p> <p>10. BUILDING DOWNSPOUTS SHALL BE INTERNALIZED FOR OFFICE, COMMERCIAL, AND MIXED USE DEVELOPMENTS. INDUSTRIAL AND BUSINESS PARK BUILDING ELEVATIONS WHICH ARE NOT VISIBLE FROM THE PUBLIC RIGHT-OF-WAY MAY INCORPORATE EXPOSED DOWNSPOUTS.</p> <p>11. ALL TRASH CONTAINERS SHALL BE ENCLOSED WITHIN A MASONRY SCREENING WALL WITH FULLY OPAQUE SCREENING GATES. SCREENING GATES SHALL NOT OPEN INTO VEHICULAR DRIVE AISLES. TRASH ENCLOSURES SHALL PROVIDE A LOCATION FOR THE COLLECTION OF RECYCLABLES CONSISTENT WITH WASTE MANAGEMENT REQUIREMENTS. TRASH ENCLOSURE GATES SHALL INCORPORATE A MINIMUM OF 80% OPACITY.</p> <p>12. WITHIN COMMERCIAL, OFFICE AND MIXED-USE DEVELOPMENTS, VEHICULAR ACCESS POINTS AND PEDESTRIAN ACCESS WAYS SHALL INCLUDE SPECIAL PAVING TREATMENT SUCH AS INTEGRAL COLORED STAMPED CONCRETE, BOMANITE, OR SIMILAR ALTERNATIVE. LOCATION AND MATERIAL SHALL BE REVIEWED AND APPROVED BY THE PLANNING DEPARTMENT STAFF PRIOR TO THE ISSUANCE OF A BUILDING PERMIT. STAMPED AND/OR COLORED CONCRETE ASPHALT IS NOT PERMITTED.</p>	<p>13. ALL EXTERIOR METAL MUST BE FINISHED OR PAINTED TO MATCH THE APPROVED PROJECT COLORS.</p> <p>14. ALL USES SHALL OPERATE IN A MANNER WHICH IS COMPATIBLE WITH THE NEARBY MARCH AIR RESERVE BASE/MARCH INLAND PORT. THE FOLLOWING ACTIVITIES SHALL BE PROHIBITED:</p> <p>A. ANY USE WHICH WOULD DIRECT A STEADY LIGHT OR FLASHING LIGHT OF RED, WHITE, GREEN, OR OTHER COLORS ASSOCIATED WITH AIRPORT OPERATIONS TOWARDS 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 FAA-APPROVED NAVIGATIONAL SIGNAL LIGHT OR VISUAL APPROACH SLOPE INDICATOR.</p> <p>B. ANY USE WHICH WOULD CAUSE SUNLIGHT TO BE REFLECTED TOWARDS 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.</p> <p>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.</p> <p>D. ANY USE WHICH WOULD GENERATE ELECTRICAL INTERFERENCE THAT MAY BE DETRIMENTAL TO THE OPERATION OF AIRCRAFT AND/OR AIRCRAFT INSTRUMENTATION.</p> <p>E. BUILDINGS WITHING THE 65DBA NOISE CONTOUR WILL INCLUDE APPROPRIATE SOUND ATTENUATION.</p> <p>15. PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY, THE TENANT 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' WALL AREA FOR THE POSTING OF ALTERNATIVE TRANSPORTATION MODE INFORMATION INCLUDING FINANCIAL INCENTIVES BY RESPONSIBLE AGENCIES, TRANSIT SCHEDULES AND CARPOOLING INFORMATION.</p> <p>16. PRIOR TO ISSUANCE OF THE PROJECT C OF O, EACH INDUSTRIAL, BUSINESS PARK AND MIXED USE PROJECT SHALL PROVIDE A 6-SOFT SIGN IDENTIFYING THE APPROVED TRUCK ROUTE PLAN AT ALL SERVICE DRIVEWAY LOCATIONS.</p> <p>17. ALL DESIGN AND CONSTRUCTION PLAN SUBMITTALS SHALL INCLUDE A DIAGRAMMATIC CALCULATION IDENTIFYING THE RELATIONSHIP OF SITE IMPROVEMENTS IN COMPLIANCE WITH FFA PART 77 AIRSPACE. ALL DEVELOPMENT REQUIREMENTS OF A FAA FORM 7460-1 PRIOR TO THE ISSUANCE OF BUILDING PERMITS.</p> <p>18. ALL CONSTRUCTION EQUIPMENT USED FOR CONSTRUCTION ACTIVITIES SHALL BE FITTED WITH EXHAUST MUFFLING AND NOISE CONTROL FILTER DEVICES TO REDUCE NOISE IMPACTS.</p> <p>19. PRIOR TO ISSUANCE OF BUILDING PERMITS, ALL DEVELOPMENT IMPACT FEES SHALL BE PAID, INCLUSIVE OF TUMF, SCHOOL FEES, AND FIRE AND PUBLIC FACILITIES FEES.</p> <p>20. IF ARCHAEOLOGICAL OR PALEONTOLOGICAL RESOURCES ARE ENCOUNTERED AT THE TIME OF GRADING OR PROJECT CONSTRUCTION, ALL PROJECT WORK IN THE AREA OF THE RESOURCE SHALL CEASE UNTIL THE AREA HAS BEEN SURVEYED BY A QUALIFIED ARCHAEOLOGIST OR PALEONTOLOGIST IN CONFORMANCE WITH THE CULTURAL RESOURCE MANAGEMENT PLAN.</p>	<p>LANDSCAPE AREA</p> <p>CONCRETE PAVING</p> <p>PROPOSED BUILDING</p> <p>STANDARD PARKING STALL PER CITY REQUIREMENT</p> <p>TYP. ACCESSIBLE PARKING STALL WITH 5' ACCESS AISLE PER CBC 2019 11B 502.2</p> <p>TYP. VAN ACCESSIBLE PARKING STALL WITH 5' ACCESS AISLE PER CBC 2019 11B 502.2</p> <p>CLEAN AIR PARKING STALL: PAINT IN THE PAINT USED FOR STALL STRIPING. THE FOLLOWING CHARACTERS SUCH THAT THE LOWER EDGE OF THE LAST WORD ALIGNS WITH THE END OF STALL STRIPING AND IS VISIBLE BENEATH A PARKED VEHICLE.</p> <p>CLEAN AIR VAN/POUL EV PER CALGREEN 5.106.5.2.1</p> <p>ELECTRIC VEHICLE CHARGING STATION: EVCS STALL SHALL PROVIDE SURFACE MARKING STATING "EV CHARGING ONLY" IN LETTERS 2" HIGH MINIMUM. THE LOWER EDGE OF THE LAST WORD ALIGNS WITH THE END OF STALL STRIPING AND IS VISIBLE BENEATH A PARKED VEHICLE.</p> <p>PER CBC 2019 11B-812.9 NOTE: FUTURE CHARGING SPACES QUALITY AS DESIGNATED PARKING AS DESCRIBED IN SECTION 5.106.5.2 SHALL PROVIDE SURFACE MARKING STATING "CLEAN AIR/VAN POOL EV"</p> <p>FIRE HYDRANT</p> <p>STREET LIGHT</p> <p>PATH OF TRAVEL</p> <p>PROPERTY LINE</p> <p>DOCK HIGH DOOR</p> <p>DRIVE THRU DOOR</p>	<p>102 PROPOSED DRIVEWAY, PER JURISDICTIONAL STANDARDS.</p> <p>106 PROPOSED LANDSCAPED AREA. SEE LANDSCAPING PLANS FOR ADDITIONAL INFORMATION.</p> <p>135 PAINTED CONCRETE TILT-UP SCREEN WALL OR TRASH ENCLOSURE WALL. PAINT BOTH SIDES AND TOP OF WALL. SEE ARCHITECTURAL DRAWINGS FOR COLOR SCHEDULE.</p> <p>137 8'-0" HIGH TUBE STEEL FENCE.</p> <p>139 RETAINING WALL.</p> <p>143 PAINTED STEEL ROLLING GATE(S). PROVIDE CONDUIT TO GATE FOR FUTURE MOTOR & OFFICE AREA FOR FUTURE INTERCOM CONTROL. PROVIDE KNOX BOX AS REQUIRED BY FIRE AUTHORITY.</p> <p>144 PAINTED STEEL SWINGING GATE(S). PROVIDE CONDUIT TO GATE FOR FUTURE MOTOR & OFFICE AREA FOR FUTURE INTERCOM CONTROL. PROVIDE KNOX BOX AS REQUIRED BY FIRE AUTHORITY.</p>



1 PROPOSED OVERALL SITE PLAN
1" = 100'-0"

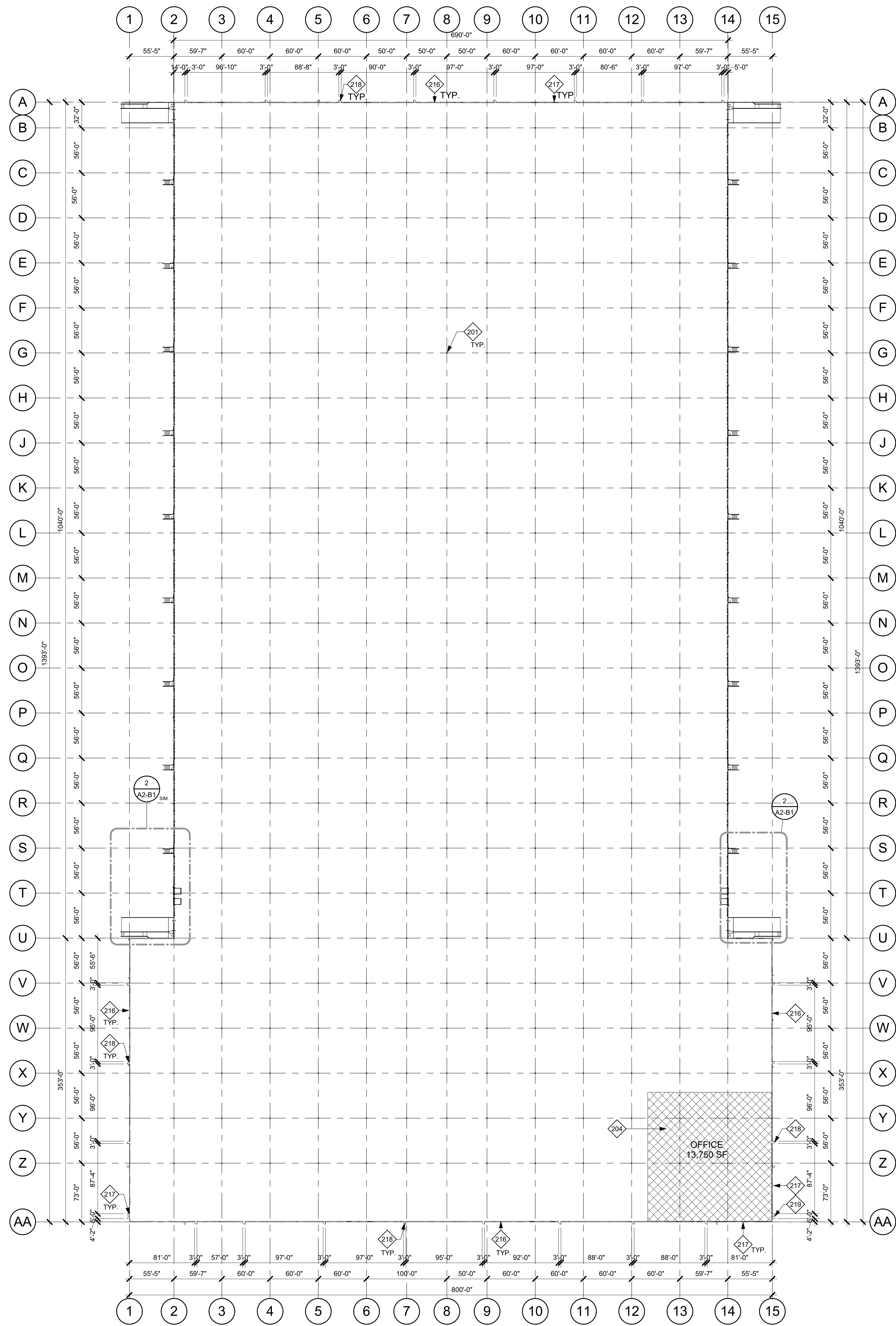


HERDMAN
ARCHITECTURE + DESIGN
A20-2023
08.06.2021

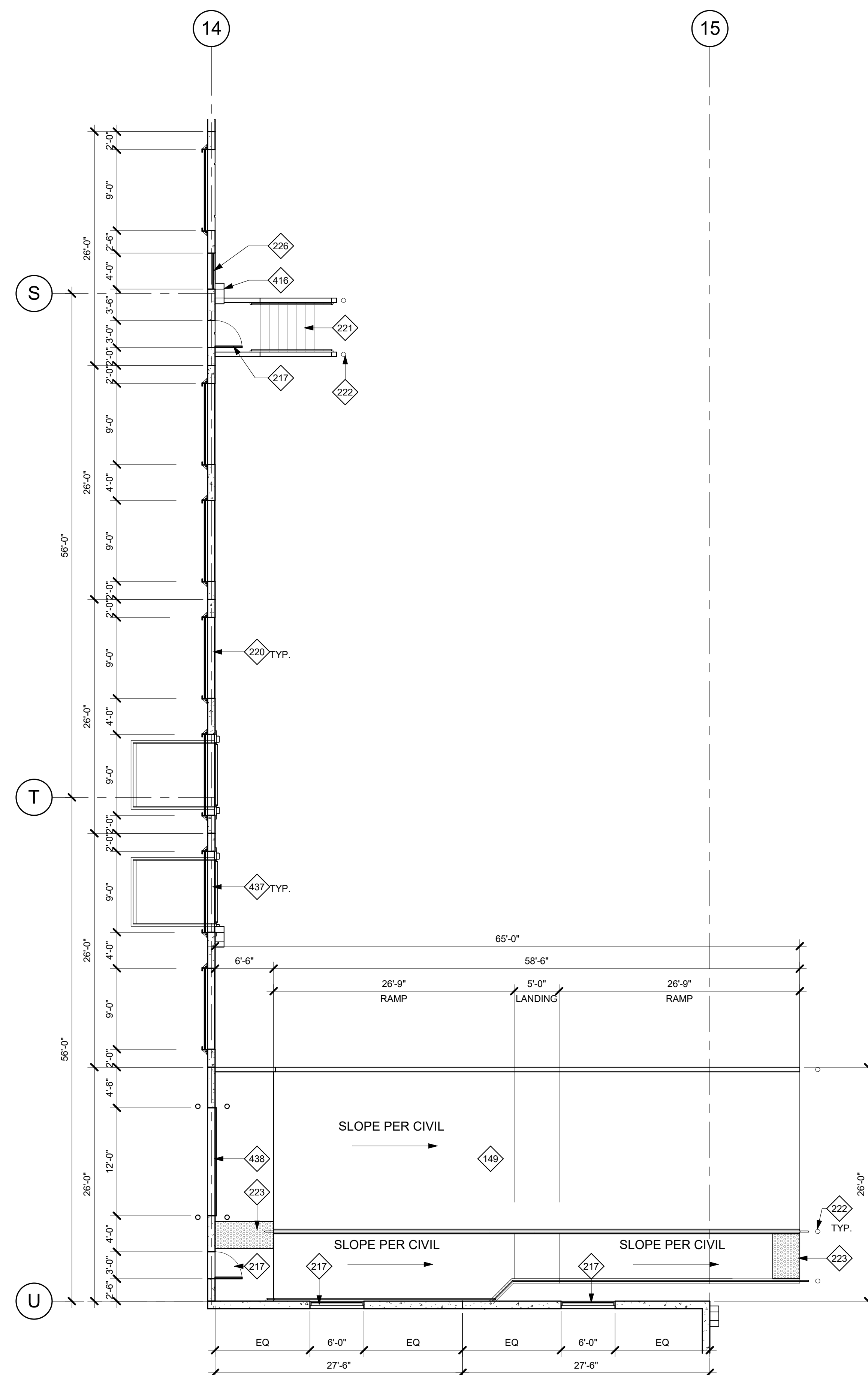


SITE PLAN

A1



1 PROPOSED BUILDING 1 FLOOR PLAN
1/64" = 1'-0"



2 TYPICAL DOCK DOOR SPACING PLAN
1/8" = 1'-0"

KEYNOTES

- 149 CONCRETE TRUCK RAMP w/ 42" HIGH CONCRETE TILT-UP GUARD ON OPEN SIDE(S). PAINT ALL SIDES OF GUARD WALLS & HANDRAILS. SEE ARCHITECTURAL DRAWINGS FOR COLOR SCHEDULE.
- 201 STRUCTURAL BUILDING COLUMN
- 204 HATCHING INDICATES BELOW SLAB MOISTURE BARRIER.
- 216 PAINTED CONCRETE TILT-UP WALL PANEL.
- 217 ALUMINUM FRAMED STOREFRONT SYSTEM.
- 218 PAINTED HOLLOW METAL PEDESTRIAN DOOR.
- 219 ACCESSIBLE BUILDING ENTRANCE.
- 220 PRE FINISHED STEEL SECTIONAL OVERHEAD DOOR.
- 221 CONCRETE STAIR ON GRADE TYPE "C".
- 222 STEEL PIPE BOLLARD PROTECTION POST.
- 223 TRUNCATED DOME DETECTABLE WARNING SURFACE.
- 226 4'-0" x 8'-0" PAINTED STEEL WALL LOUVER. TOP @ +10'-0". SEE ELEVATIONS.
- 416 PAINTED STEEL DOWNSPOUT w/ 1 OR 2 PAINTED OVERFLOW SCUPPERS AS SHOWN ON ELEVATIONS.
- 437 DOCK-HI LOADING DOOR, 9'x10', WITH VISION GLAZING PRE FINISHED BY MANUFACTURER PER COLOR SCHEDULE.
- 438 DRIVE THRU LOADING DOOR 12'x14' WITH VISION GLAZING, PRE FINISHED BY MANUFACTURER PER COLOR SCHEDULE.

FLOOR PLAN LEGEND

- EXTERIOR CONCRETE TILT-UP WALL PANEL OR INTERIOR CONCRETE TILT-UP MEZZANINE SHEAR WALL PANEL. SEE STRUCTURAL DRAWINGS FOR ADDITIONAL INFORMATION.
- STOREFRONT GLAZING SYSTEM. SEE ENLARGED FLOOR PLANS AND EXTERIOR ELEVATIONS FOR ADDITIONAL INFORMATION.
- METAL STUD NON BEARING PARTITION WALL. SEE ENLARGED FLOOR PLANS & WALL TYPE SCHEDULE FOR ADDITIONAL INFORMATION.
- WOOD STUD BEARING WALL. SEE ENLARGED FLOOR PLANS & WALL TYPE SCHEDULE FOR ADDITIONAL INFORMATION.
- STRUCTURAL BUILDING COLUMNS
- PROVIDE STEGO WRAP VAPOR BARRIER UNDER PROPOSED OFFICE AREA FLOOR SLAB. SEE 4/AD.1

FLOOR PLAN GENERAL NOTES

1. PROVIDE FIRE EXTINGUISHERS AS REQUIRED BY THE FIRE DEPARTMENT AND THE CBC/CFC. REQUIREMENTS AND LOCATIONS TO BE DETERMINED IN THE FIELD BY THE FIRE DEPARTMENT INSPECTOR.
2. ALL PENETRATIONS THROUGH FIRE RATED PARTITIONS SHALL BE SEALED WITH APPROVED FIRE CAULKING.
3. U.O.N., ALL DIMENSIONS TO CONCRETE WALLS ARE EITHER TO THE CENTER (SHOWN WITH A CENTERLINE) OR FACE OF THE WALL. ALL DIMENSIONS TO FRAMED WALLS ARE EITHER TO THE CENTER OF THE WALL FRAMING (SHOWN WITH A CENTERLINE) OR FACE OF THE WALL FINISH.
4. PROVIDE ILLUMINATED AND TACTILE EXIT SIGNAGE.
5. SEE CIVIL DRAWINGS FOR ALL UTILITY POINTS OF CONNECTION. GENERAL CONTRACTOR TO VERIFY LOCATIONS.
6. PROVIDE PIPE BOLLARD PROTECTION POSTS @ FIRE RISERS & ELECTRICAL GEAR AS REQUIRED BY THE ELECTRICAL AND FIRE PROTECTION PLANS.
7. FOR REQUIRED LANDINGS @ ACCESSIBLE DOORS.
8. NO SMOKING IS ALLOWED WITHIN 25' OF ALL BUILDING ENTRANCES, PER GREEN BUILDING STANDARD CODE DIVISION 5.504.7. POST REQUIRED SIGNAGE.
9. ALL GYP BD WORK SHALL CONFORM TO THE FOLLOWING:
 - a. U.O.N. ON THE FINISH PLANS, ALL DRYWALL FINISHING SHALL BE MIN. LEVEL 4.
 - b. ALL EXPOSED GYP BD EDGES SHALL HAVE "L" METAL TRIM.
 - c. PROVIDE GYP BD EXPANSION JOINTS AT 30'-0" O.C. MIN WHEREVER UNINTERRUPTED GYP BD WALL SURFACES OCCUR MORE THAN 30'-0" IN ANY DIRECTION. IF EXPANSION JOINTS ARE REQUIRED, THE GENERAL CONTRACTOR SHALL PROVIDE A SHOP DRAWING SHOWING THE LOCATIONS.

FLOOR SLAB GENERAL NOTES

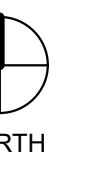
1. SLOPE POUR STRIP @ EXTERIOR PEDESTRIAN AND OVERHEAD DOORS. SEE DOOR DETAILS.
2. DO NOT USE CURING COMPOUND OR RELEASE AGENTS TO CURE THE FLOOR SLAB.
3. CRANES, CONCRETE TRUCKS, AND SIMILAR HEAVY EQUIPMENT ARE PROHIBITED ON THE FLOOR SLAB DURING CONSTRUCTION.
4. THE USE OF FLY-ASH IS PROHIBITED IN THE CONCRETE SLAB MIX.
5. THE FLOOR SLAB TO BE CLASS V PER ACI 302-1R-04 TABLE 21.
6. BELOW FLOOR SLAB SOIL COMPACTION TO BE 95% MIN.
7. TRENCH SOIL COMPACTION TO BE 90% MIN.
8. SLAB FINISH TO BE STEEL FLOAT HARD TROWEL BURNISHED FINISH.
9. THE GENERAL CONTRACTOR TO MAINTAIN A CLEAN FLOOR SLAB. ALL TRUCKS AND EQUIPMENT TO BE DIAPERED.
10. ALL CONSTRUCTION MARKINGS SHALL BE REMOVED FROM THE FLOOR SLAB PRIOR TO SEALING.

PROJECT AIR FORCE VILLAGE WEST SPECIFIC PLAN AMENDMENT
 ENTITLEMENT MARCH JOINT POWERS AUTHORITY (M/JPA), COUNTY OF RIVERSIDE



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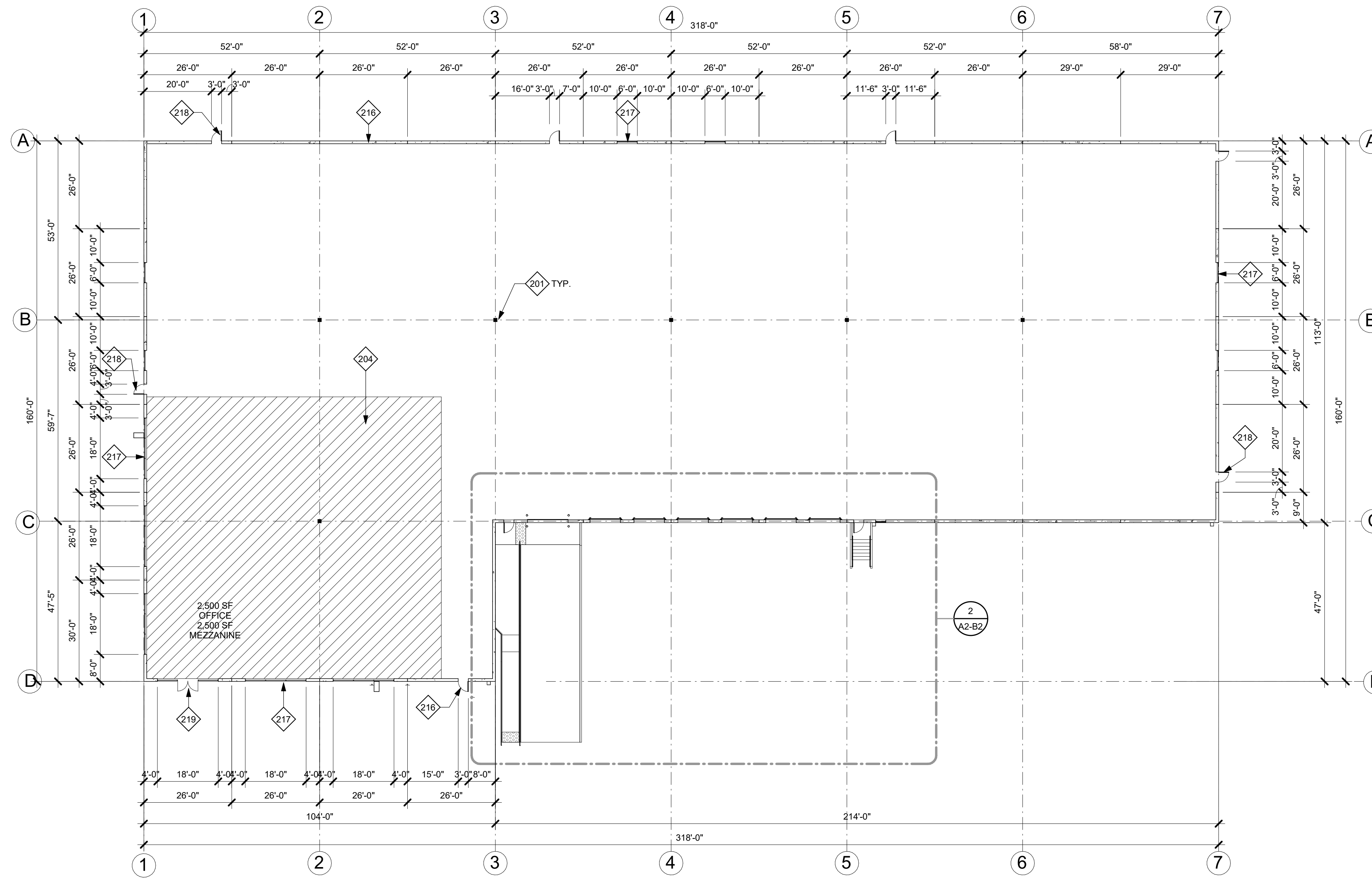
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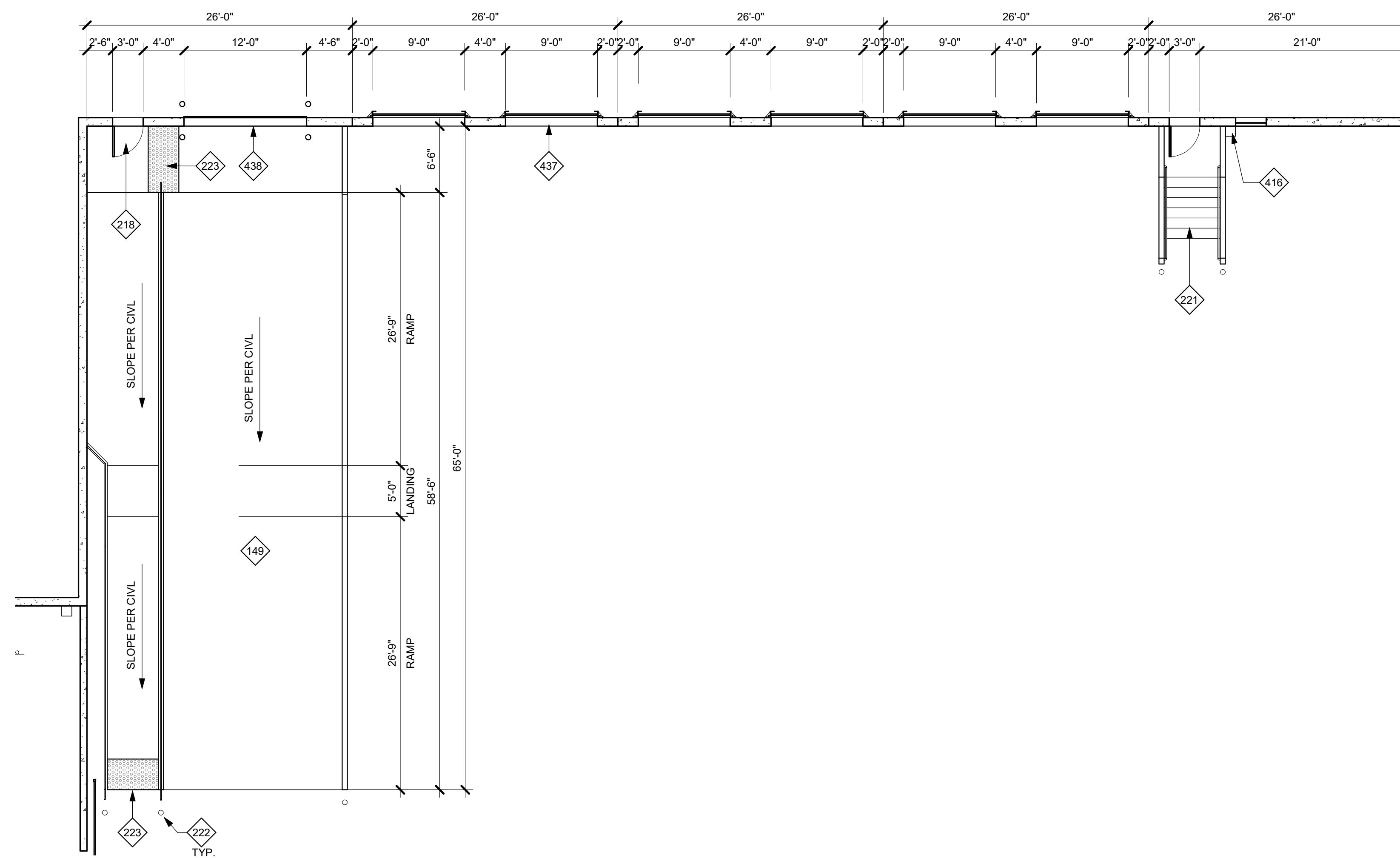
NORTH

FLOOR PLAN

A2-B1



1 PROPOSED BUILDING 2 FLOOR PLAN
1" = 20'-0"



2 TYPICAL DOCK DOOR SPACING PLAN
1/8" = 1'-0"

KEYNOTES

- 149 CONCRETE TRUCK RAMP w/ 42" HIGH CONCRETE TILT-UP GUARD ON OPEN SIDE(S). PAINT ALL SIDES OF GUARD WALLS AND HANDRAILS. SEE ARCHITECTURAL DRAWINGS FOR COLOR SCHEDULE.
- 201 STRUCTURAL BUILDING COLUMN
- 204 HATCHING INDICATES BELOW SLAB MOISTURE BARRIER.
- 216 PAINTED CONCRETE TILT-UP WALL PANEL
- 217 ALUMINUM FRAMED STOREFRONT SYSTEM
- 218 PAINTED HOLLOW METAL PEDESTRIAN DOOR
- 219 ACCESSIBLE BUILDING ENTRANCE
- 221 CONCRETE STAIR ON GRADE TYPE 'C'
- 222 STEEL PIPE BOLLARD PROTECTION POST
- 223 TRUNCATED DOME DETECTABLE WARNING SURFACE
- 416 PAINTED STEEL DOWNSPOUT w/ 1 OR 2 PAINTED OVERFLOW SCUPPERS AS SHOWN ON ELEVATIONS
- 437 DOCK-HILL LOADING DOOR, 9'X17', WITH VISION GLAZING PRE FINISHED BY MANUFACTURER PER COLOR SCHEDULE
- 438 DRIVE THRU LOADING DOOR 12'X14' WITH VISION GLAZING, PRE FINISHED BY MANUFACTURER PER COLOR SCHEDULE

FLOOR PLAN LEGEND

- EXTERIOR CONCRETE TILT-UP WALL PANEL OR INTERIOR CONCRETE TILT-UP MEZZANINE SHEAR WALL PANEL. SEE STRUCTURAL DRAWINGS FOR ADDITIONAL INFORMATION
- STOREFRONT GLAZING SYSTEM. SEE ENLARGED FLOOR PLANS AND EXTERIOR ELEVATIONS FOR ADDITIONAL INFORMATION
- METAL STUD NON BEARING PARTITION WALL. SEE ENLARGED FLOOR PLANS & WALL TYPE SCHEDULE FOR ADDITIONAL INFORMATION
- WOOD STUD BEARING WALL. SEE ENLARGED FLOOR PLANS & WALL TYPE SCHEDULE FOR ADDITIONAL INFORMATION
- STRUCTURAL BUILDING COLUMNS
- PROVIDE STEGO WRAP VAPOR BARRIER UNDER PROPOSED OFFICE AREA FLOOR SLAB. SEE 4/A-D.1

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9. ALL GYP BD WORK SHALL CONFORM TO THE FOLLOWING:
 - a) U.O.N. ON THE FINISH PLANS. ALL DRYWALL FINISHING SHALL BE MIN. LEVEL 4.
 - b) ALL EXPOSED GYP BD EDGES SHALL HAVE "L" METAL TRIM.
 - c) PROVIDE GYP BD EXPANSION JOINTS AT 30'-0" O.C. MIN WHEREVER UNINTERRUPTED GYP BD WALL SURFACES OCCUR MORE THAN 30'-0" IN ANY DIRECTION. IF EXPANSION JOINTS ARE REQUIRED, THE GENERAL CONTRACTOR SHALL PROVIDE A SHOP DRAWING SHOWING THE LOCATIONS.

FLOOR SLAB GENERAL NOTES

1. SLOPE POUR STRIP @ EXTERIOR PEDESTRIAN AND OVERHEAD DOORS. SEE DOOR DETAILS.
2. DO NOT USE CURING COMPOUND OR RELEASE AGENTS TO CURE THE FLOOR SLAB.
3. CRANES, CONCRETE TRUCKS, AND SIMILAR HEAVY EQUIPMENT ARE PROHIBITED ON THE FLOOR SLAB DURING CONSTRUCTION.
4. THE USE OF FLY-ASH IS PROHIBITED IN THE CONCRETE SLAB MIX.
5. THE FLOOR SLAB TO BE CLASS V PER ACI 302-1R-04 TABLE 21.
6. BELOW FLOOR SLAB SOIL COMPACTION TO BE 95% MIN.
7. TRENCH SOIL COMPACTION TO BE 90% MIN.
8. SLAB FINISH TO BE STEEL FLOAT HARD TROWEL BURNISHED FINISH.
9. THE GENERAL CONTRACTOR TO MAINTAIN A CLEAN FLOOR SLAB. ALL TRUCKS AND EQUIPMENT TO BE DIAPERED.
10. ALL CONSTRUCTION MARKINGS SHALL BE REMOVED FROM THE FLOOR SLAB PRIOR TO SEALING.



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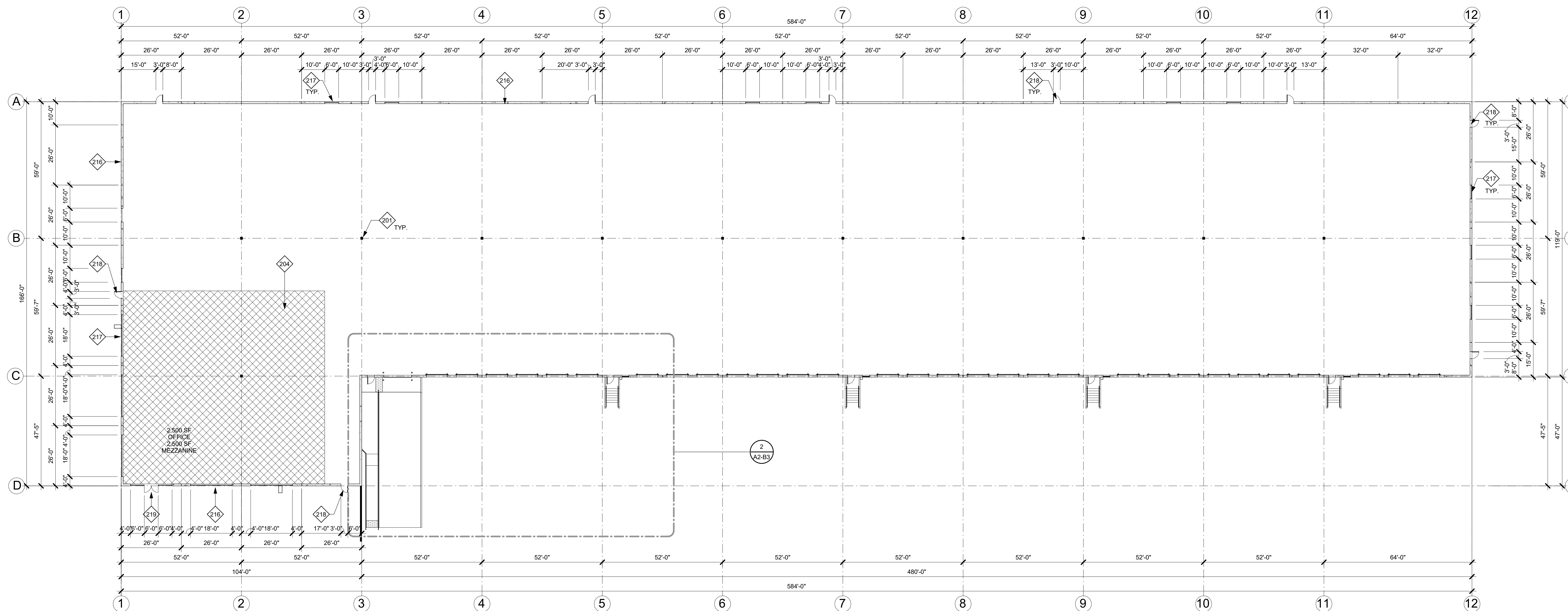
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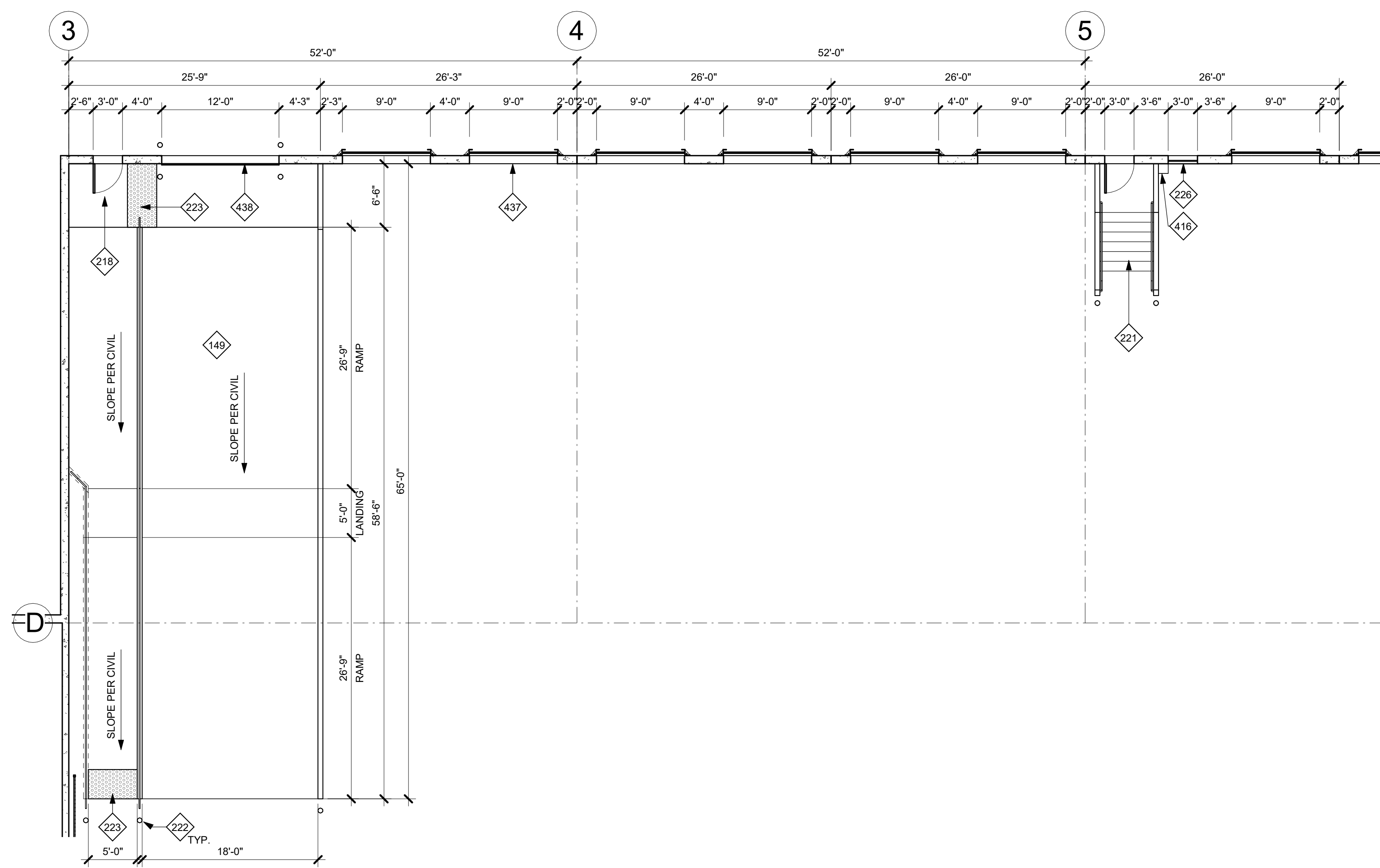
NORTH

FLOOR PLAN

A2-B2



1 PROPOSED BUILDING 3 FLOOR PLAN
1" = 20'-0"



2 TYPICAL DOCK DOOR SPACING PLAN
1/8" = 1'-0"

KEYNOTES	
149	CONCRETE TRUCK RAMP w/ 42" HIGH CONCRETE TILT-UP GUARD ON OPEN SIDE(S). PAINT ALL SIDES OF GUARD WALLS AND HANDRAILS. SEE ARCHITECTURAL DRAWINGS FOR COLOR SCHEDULE.
201	STRUCTURAL BUILDING COLUMN.
204	HATCHING INDICATES BELOW SLAB MOISTURE BARRIER.
216	PAINTED CONCRETE TILT-UP WALL PANEL.
217	ALUMINUM FRAMED STOREFRONT SYSTEM.
218	PAINTED HOLLOW METAL PEDESTRIAN DOOR.
219	ACCESSIBLE BUILDING ENTRANCE.
221	CONCRETE STAIR ON GRADE TYPE "C".
222	STEEL PIPE BOLLARD PROTECTION POST.
223	TRUNCATED DOME DETECTABLE WARNING SURFACE.
226	4'-0" x 8'-0" PAINTED STEEL WALL LOUVER, TOP @ +10'-0". SEE ELEVATIONS.
416	PAINTED STEEL DOWNSPOUT w/ 1 OR 2 PAINTED OVERFLOW SCOPPERS AS SHOWN ON ELEVATIONS.
437	DOCK-HI LOADING DOOR, 9'X10', WITH VISION GLAZING. PRE-FINISHED BY MANUFACTURER PER COLOR SCHEDULE.

- FLOOR PLAN GENERAL NOTES**
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FLOOR PLAN LEGEND	
	DOCK-HI LOADING DOOR 12'X14' WITH VISION GLAZING. PRE-FINISHED BY MANUFACTURER PER COLOR SCHEDULE.
	STOREFRONT GLAZING SYSTEM. SEE ENLARGED FLOOR PLANS AND EXTERIOR ELEVATIONS FOR ADDITIONAL INFORMATION.
	METAL STUD NON-BEARING PARTITION WALL. SEE ENLARGED FLOOR PLANS & WALL TYPE SCHEDULE FOR ADDITIONAL INFORMATION.
	WOOD STUD BEARING WALL. SEE ENLARGED FLOOR PLANS & WALL TYPE SCHEDULE FOR ADDITIONAL INFORMATION.
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	PROVIDE STEGO WRAP VAPOR BARRIER UNDER PROPOSED OFFICE AREA FLOOR SLAB. SEE 4/AD.1

- FLOOR SLAB GENERAL NOTES**
- SLOPE POUR STRIP @ EXTERIOR PEDESTRIAN AND OVERHEAD DOORS. SEE DOOR DETAILS.
 - DO NOT USE CURING COMPOUND OR RELEASE AGENTS TO CURE THE FLOOR SLAB.
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 - THE USE OF FLASH IS PROHIBITED IN THE CONCRETE SLAB MIX.
 - THE FLOOR SLAB TO BE CLASS V PER ACI 302-1R-04 TABLE 21.
 - BELOW FLOOR SLAB SOIL COMPACTION TO BE 95% MIN.
 - TRENCH SOIL COMPACTION TO BE 90% MIN.
 - SLAB FINISH TO BE STEEL FLOAT HARD TROWEL BURNISHED FINISH.
 - THE GENERAL CONTRACTOR TO MAINTAIN A CLEAN FLOOR SLAB. ALL TRUCKS AND EQUIPMENT TO BE DUMPED.
 - ALL CONSTRUCTION MARKINGS SHALL BE REMOVED FROM THE FLOOR SLAB PRIOR TO SEALING.



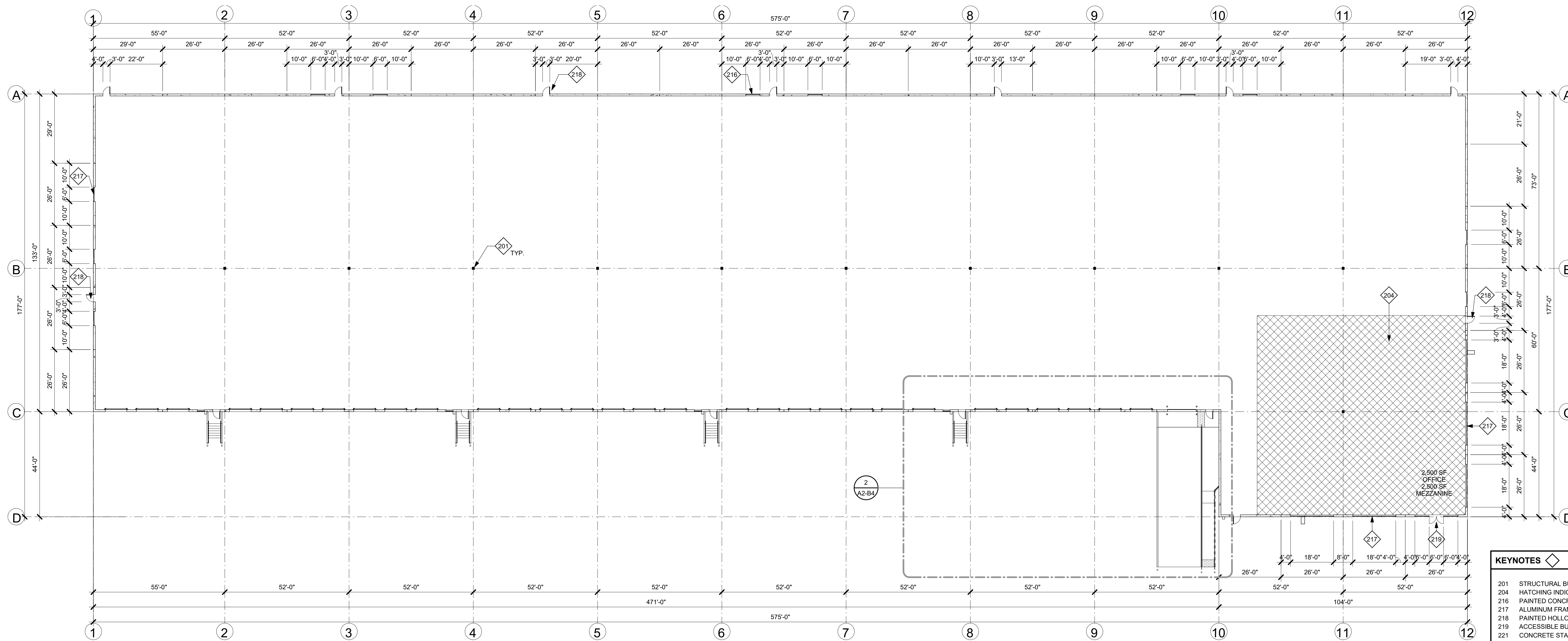
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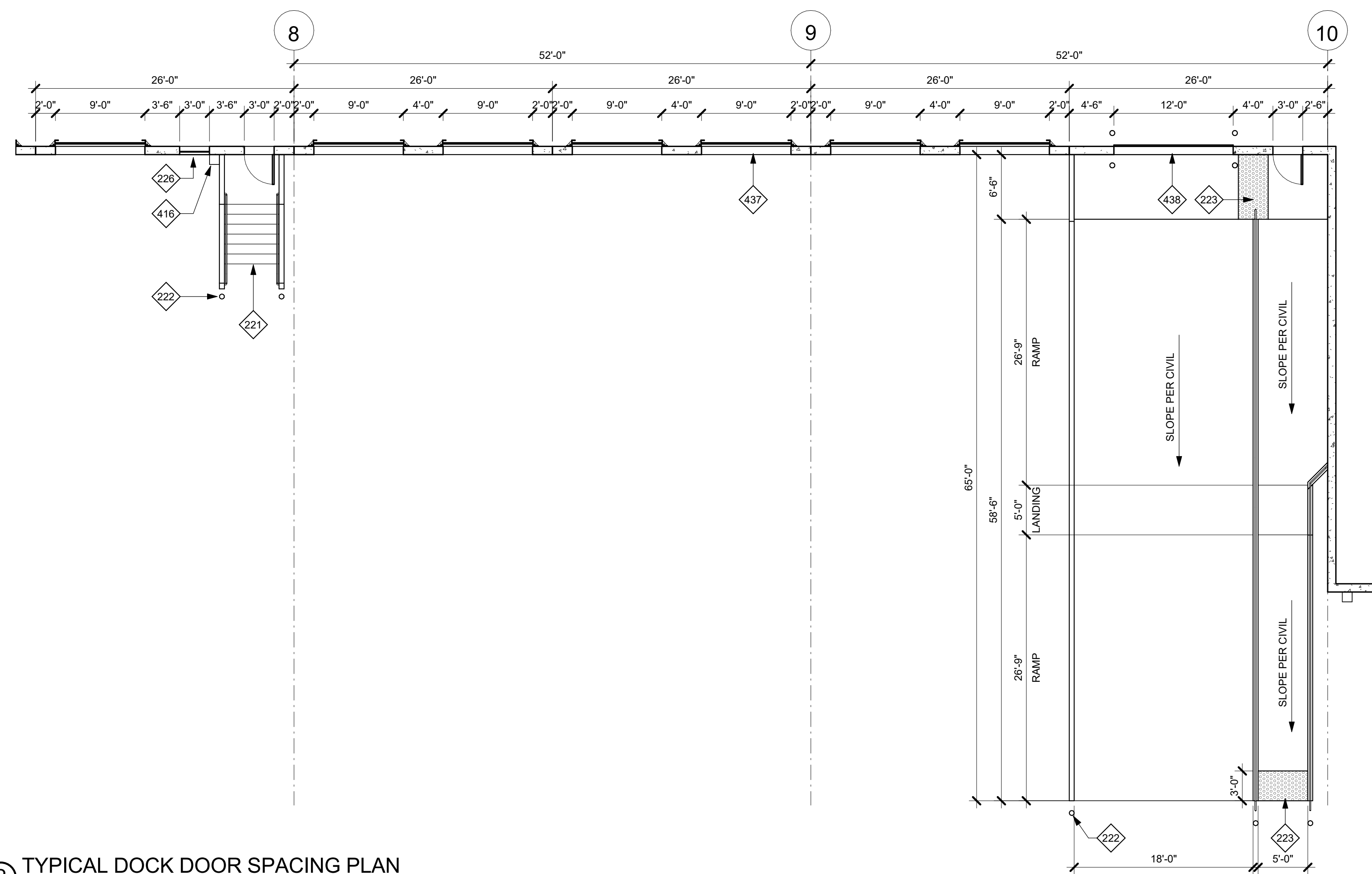
FLOOR PLAN

A2-B3



1 PROPOSED BUILDING 4 FLOOR PLAN
1" = 20'-0"

KEYNOTES	
201	STRUCTURAL BUILDING COLUMN.
204	HATCHING INDICATES BELOW SLAB MOISTURE BARRIER.
216	PAINTED CONCRETE TILT-UP WALL PANEL.
217	ALUMINUM FRAMED STOREFRONT SYSTEM.
218	PAINTED HOLLOW METAL PEDESTRIAN DOOR.
219	ACCESSIBLE BUILDING ENTRANCE.
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438	DRIVE THRU LOADING DOOR 12'x14' WITH VISION GLAZING, PRE FINISHED BY MANUFACTURER PER COLOR SCHEDULE.



2 TYPICAL DOCK DOOR SPACING PLAN
1/8" = 1'-0"

FLOOR PLAN GENERAL NOTES

1. PROVIDE FIRE EXTINGUISHERS AS REQUIRED BY THE FIRE DEPARTMENT AND THE CBC/CFC. REQUIREMENTS AND LOCATIONS TO BE DETERMINED IN THE FIELD BY THE FIRE DEPARTMENT INSPECTOR.
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4. PROVIDE ILLUMINATED AND TACTILE EXIT SIGNAGE.
5. SEE CIVIL DRAWINGS FOR ALL UTILITY POINTS OF CONNECTION. GENERAL CONTRACTOR TO VERIFY LOCATIONS.
6. PROVIDE PIPE BOLLARD PROTECTION POSTS @ FIRE RISERS & ELECTRICAL GEAR AS REQUIRED BY THE ELECTRICAL AND FIRE PROTECTION PLANS.
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 - b) ALL EXPOSED GYP BD EDGES SHALL HAVE "L" METAL TRIM.
 - c) PROVIDE GYP BD EXPANSION JOINTS AT 30'-0" O.C. MIN WHEREVER UNINTERRUPTED GYP BD WALL SURFACES OCCUR MORE THAN 30'-0" IN ANY DIRECTION. IF EXPANSION JOINTS ARE REQUIRED, THE GENERAL CONTRACTOR SHALL PROVIDE A SHOP DRAWING SHOWING THE LOCATIONS.

FLOOR PLAN LEGEND

	EXTERIOR CONCRETE TILT-UP WALL PANEL OR INTERIOR CONCRETE TILT-UP MEZZANINE SHEAR WALL PANEL. SEE STRUCTURAL DRAWINGS FOR ADDITIONAL INFORMATION.
	STOREFRONT GLAZING SYSTEM. SEE ENLARGED FLOOR PLANS AND EXTERIOR ELEVATIONS FOR ADDITIONAL INFORMATION.
	METAL STUD NON BEARING PARTITION WALL. SEE ENLARGED FLOOR PLANS & WALL TYPE SCHEDULE FOR ADDITIONAL INFORMATION.
	WOOD STUD BEARING WALL. SEE ENLARGED FLOOR PLANS & WALL TYPE SCHEDULE FOR ADDITIONAL INFORMATION.
	STRUCTURAL BUILDING COLUMNS
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FLOOR SLAB GENERAL NOTES

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2. DO NOT USE CURING COMPOUND OR RELEASE AGENTS TO CURE THE FLOOR SLAB.
3. CRANES, CONCRETE TRUCKS, AND SIMILAR HEAVY EQUIPMENT ARE PROHIBITED ON THE FLOOR SLAB DURING CONSTRUCTION.
4. THE USE OF FLY-ASH IS PROHIBITED IN THE CONCRETE SLAB MIX.
5. THE FLOOR SLAB TO BE CLASS V PER ACI 302-1R-04 TABLE 21.
6. BELOW FLOOR SLAB SOIL COMPACTION TO BE 95% MIN.
7. TRENCH SOIL COMPACTION TO BE 90% MIN.
8. SLAB FINISH TO BE STEEL FLOAT HARD TROWEL BURNISHED FINISH.
9. THE GENERAL CONTRACTOR TO MAINTAIN A CLEAN FLOOR SLAB. ALL TRUCKS AND EQUIPMENT TO BE DAPPELLED.
10. ALL CONSTRUCTION MARKINGS SHALL BE REMOVED FROM THE FLOOR SLAB PRIOR TO SEALING.



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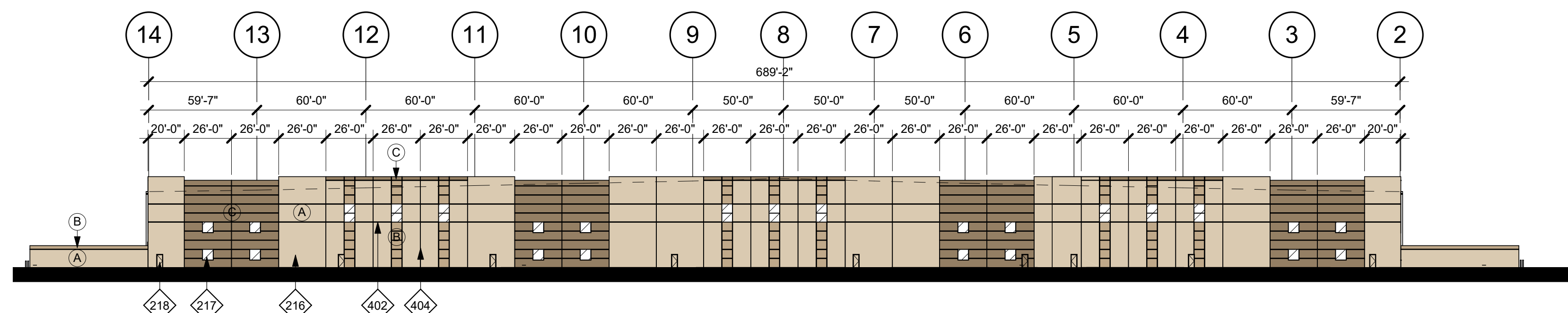
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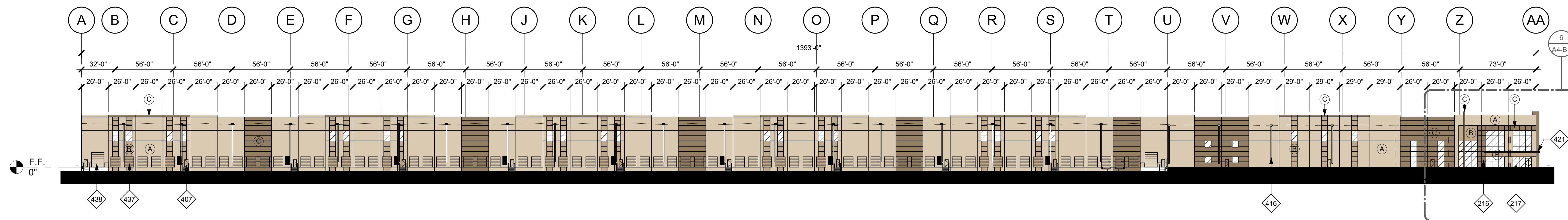
NORTH

FLOOR PLAN

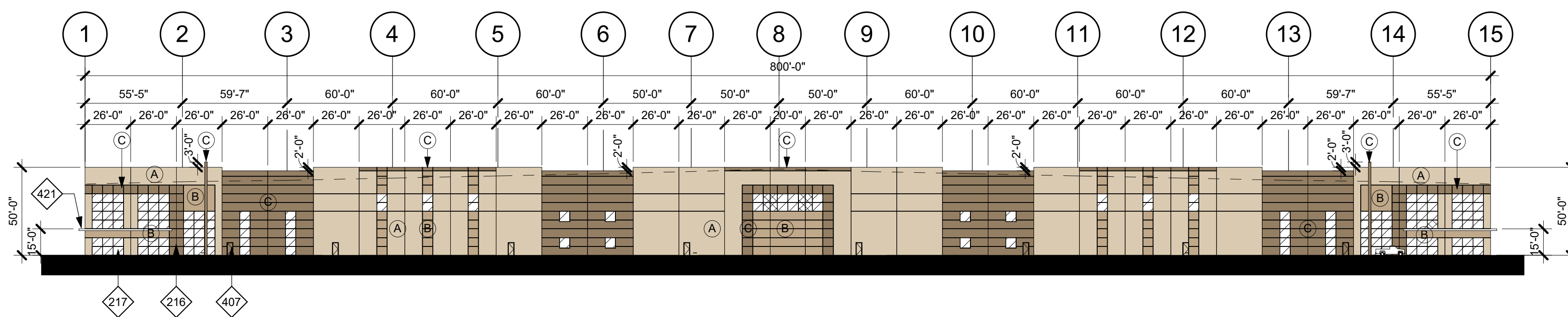
A2-B4



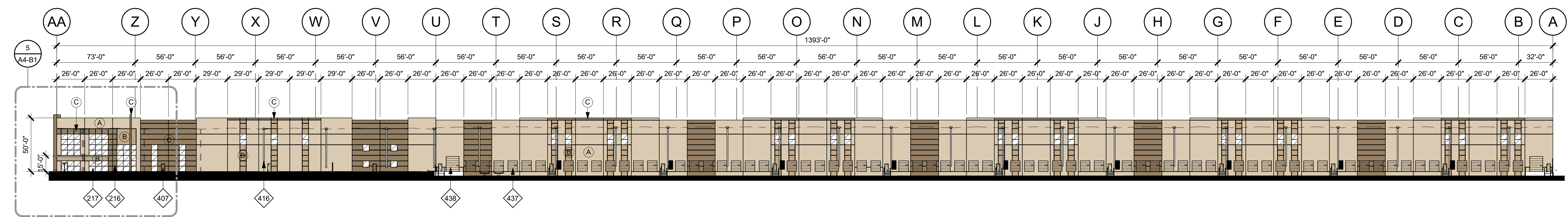
1 BUILDING 1 - NORTH ELEVATION
1" = 50'-0"



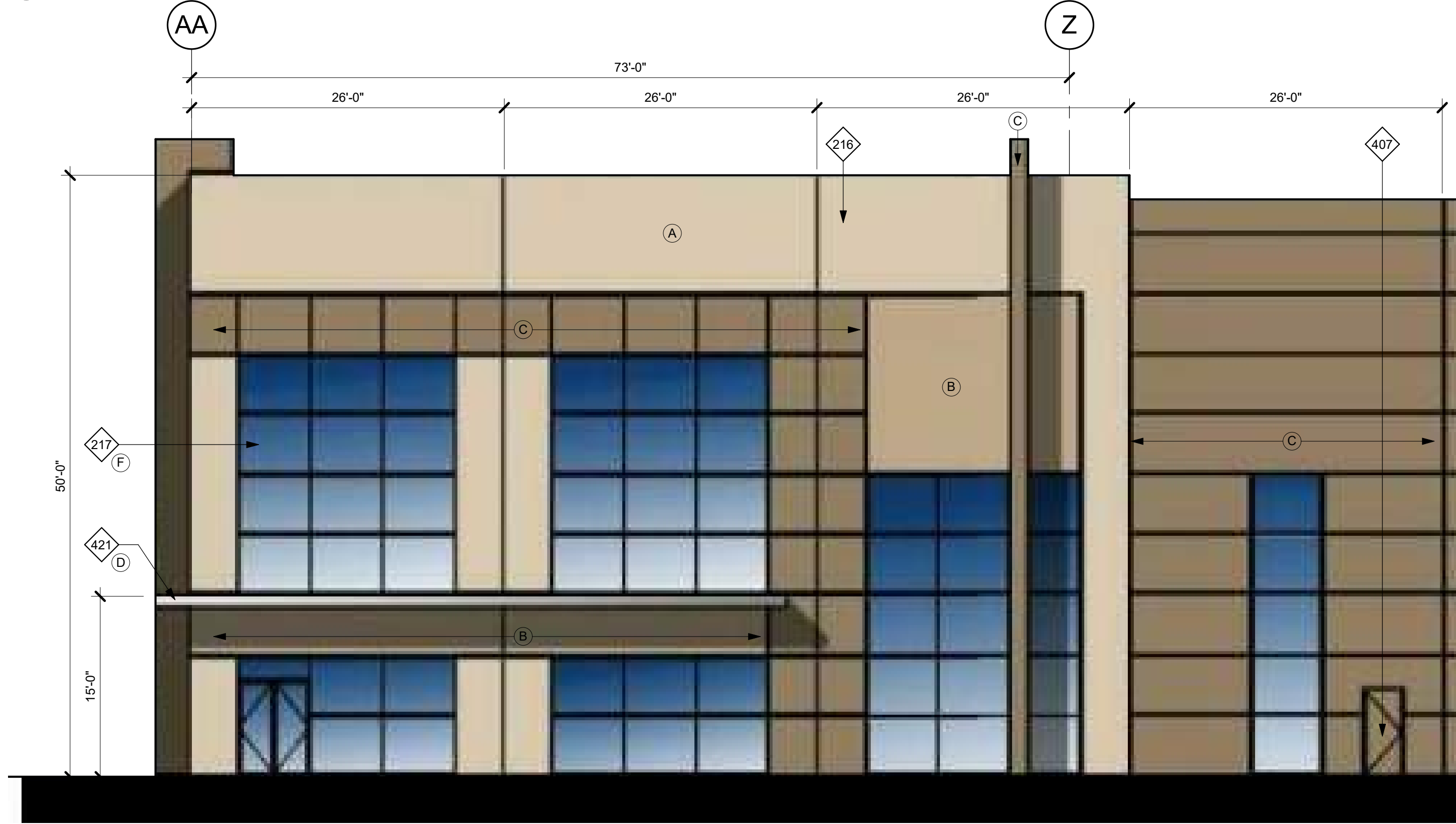
2 BUILDING 1 - WEST ELEVATION
1" = 50'-0"



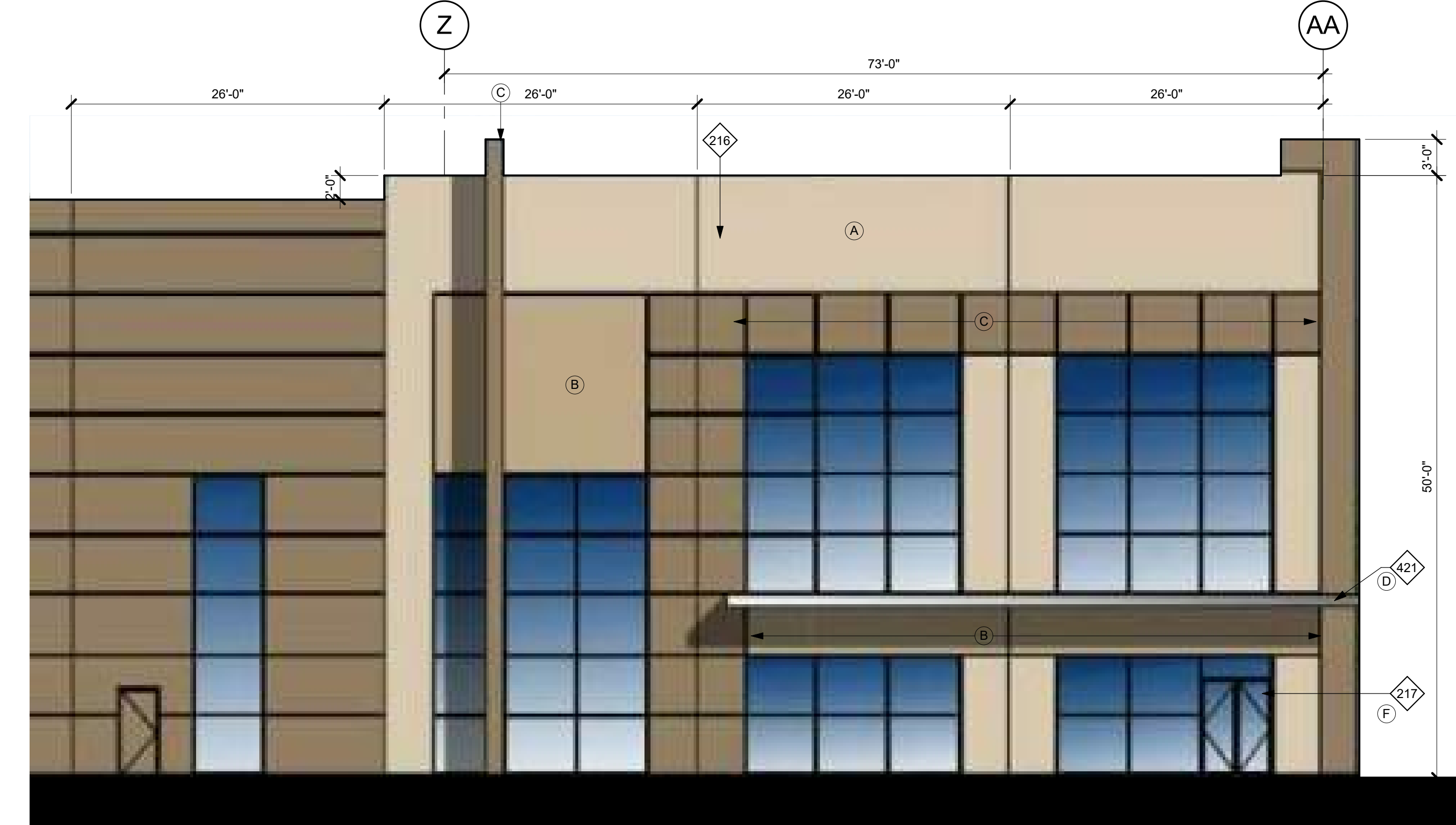
3 BUILDING 1 - SOUTH ELEVATION
1" = 50'-0"



4 BUILDING 1 - EAST ELEVATION
1" = 50'-0"



5 BUILDING 1 - ENLARGED EAST ELEVATION
1/8" = 1'-0"



6 BUILDING 1 - ENLARGED WEST ELEVATION
1/8" = 1'-0"

KEYNOTES

- 216 PAINTED CONCRETE TILT-UP WALL PANEL.
- 217 ALUMINUM FRAMED STOREFRONT SYSTEM.
- 218 PAINTED HOLLOW METAL PEDESTRIAN DOOR.
- 402 WALL REVEAL.
- 404 PANEL JOINT.
- 407 PAINTED HOLLOW METAL PEDESTRIAN DOOR.
- 416 PAINTED STEEL DOWNSPOUT w/ 1 OR 2 PAINTED OVERFLOW SCUPPERS AS SHOWN ON ELEVATIONS.
- 421 DECORATIVE SOLID CANOPY.
- 437 DOCK-HI LOADING DOOR, 9'X10', WITH VISION GLAZING PRE FINISHED BY MANUFACTURER PER COLOR SCHEDULE.
- 438 DRIVE THRU LOADING DOOR 12'X14' WITH VISION GLAZING, PRE FINISHED BY MANUFACTURER PER COLOR SCHEDULE.

GLAZING LEGEND & NOTES

STOREFRONT FRAMING:
 @ VISION GLAZING, MIN 2"x1 1/2" OFFSET SYSTEM U.N.O. @ NON VISION GLAZING, 2"x1 3/4" OFFSET SYSTEM U.N.O. STOREFRONT SYSTEM TO BE DESIGN BUILT BY THE GENERAL CONTRACTOR AND A DEFERRED SUBMITTAL FOR THIS PERMIT. DESIGN SHALL COMPLY WITH CODE WIND LOADING REQUIREMENTS.

VISION GLAZING:
 @ CONDITIONED AREAS USE 1" INSULATED GLASS
 @ NONCONDITIONED AREAS USE 1/4" GLASS

NON VISION GLAZING:
 USE 1/4" VISION GLASS.
 BACK PAINTING OF GLASS NOT REQUIRED. PAINT CONCRETE PANEL BEHIND GLASS BLACK OR DARK BLUE. COLOR TO BE DETERMINED BY ARCH.
 CONTRACTOR TO ENSURE SMOOTH CONCRETE FINISH BEHIND GLAZING.

NOTES:

1. ALL GLASS ADJACENT TO WALKING SURFACE OR OPERABLE DOOR OR WINDOW TO BE TEMPERED.
2. @ NON VISION SPANDREL GLAZING IN FRONT OF CONCRETE WALL PANEL, PAINT CONCRETE BEHIND GLASS BLACK AND PROVIDE 1" DIA. VENTILATION HOLES IN THE CONCRETE A MAX OF 4'-0" O.C.
3. @ NON VISION GLAZING NOT IN FRONT OF CONCRETE WALL PANEL, PROVIDE TENKATE MIRAFI 140N FILTER FABRIC SHADE CLOTH.

EXTERIOR COLOR LEGEND & NOTES

- (A) EXTERIOR PAINT COLOR: SW 6141 SOFT TAN
- (B) EXTERIOR PAINT COLOR: SW 6143 BASKET BEIGE
- (C) MEDIUM GRAY EXTERIOR PAINT COLOR: SW 6144 DAPPER TAN
- (D) METALLIC SILVER DECORATIVE BROW
- (E) METALLIC BLACK DECORATIVE BROW
- (F) STOREFRONT MEDIUM PERFORMANCE BLUE REFLECTIVE GLAZING & CLEAR ANODIZED MULLIONS

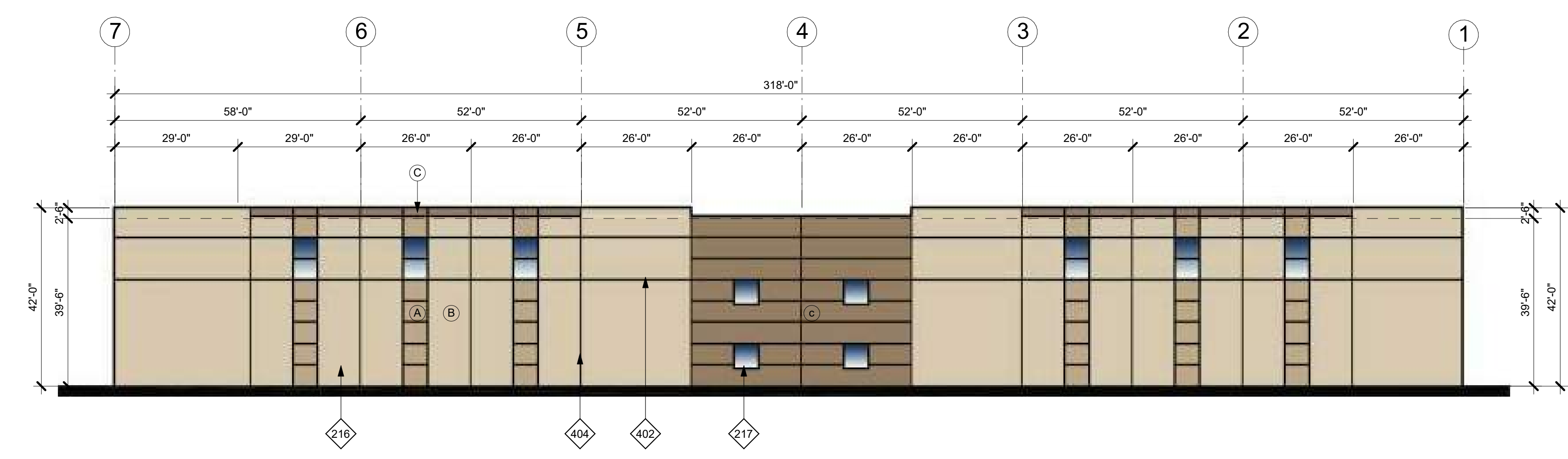
NOTES:

1. PAINT MAN DOORS, STAIR & RAMP GUARD WALLS, GUARD RAILS, DOWN SPOUTS, & LOUVERS TO MATCH ADJACENT BUILDING WALL COLOR. U.O.N.
2. TRUCK DOORS TO BE PRE-FINISHED WITH MANUFACTURER'S WHITE.

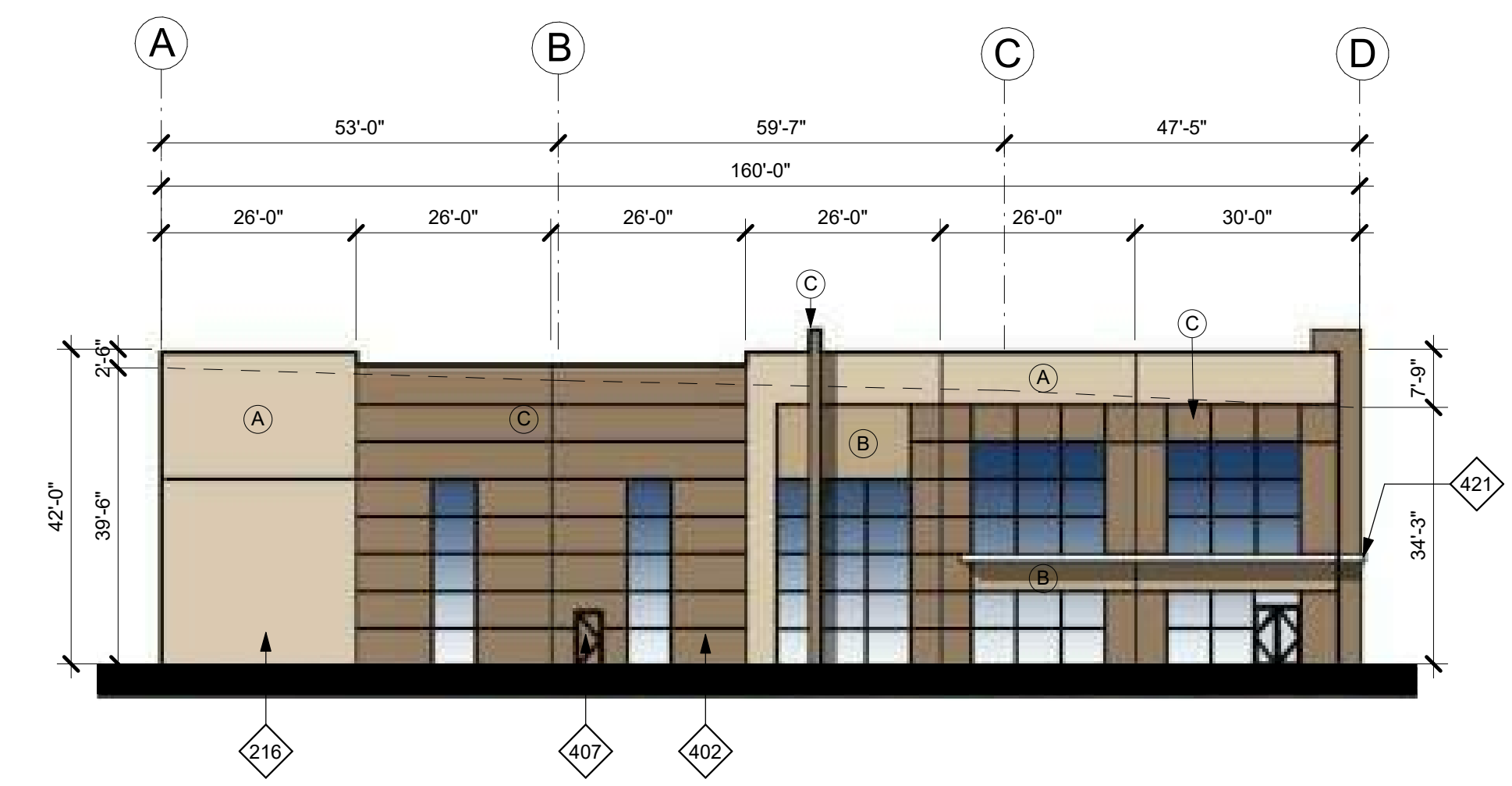


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ARCHITECTURE + DESIGN
A20-2023
08.06.2021

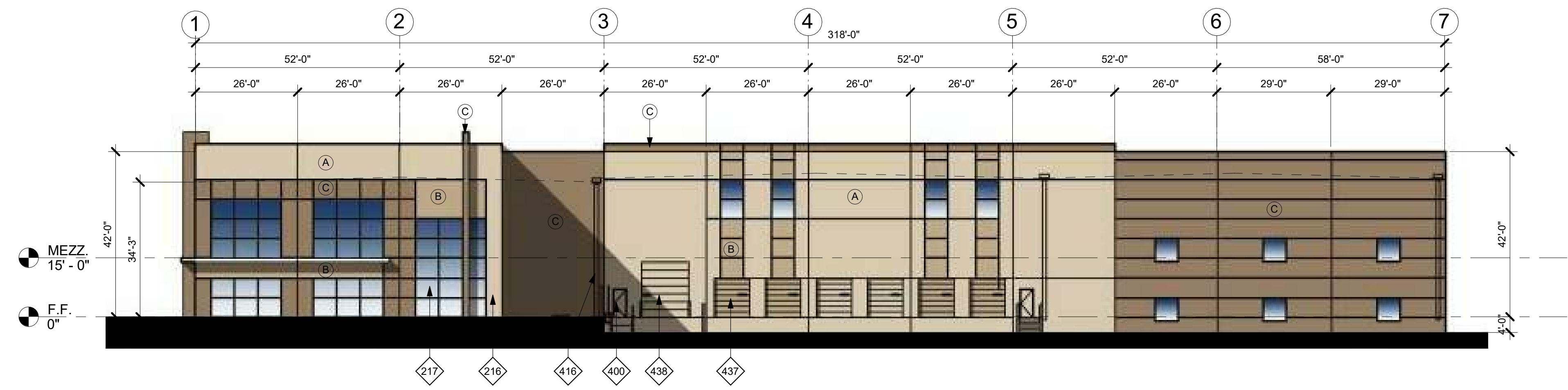
EXTERIOR ELEVATIONS
A4-B1



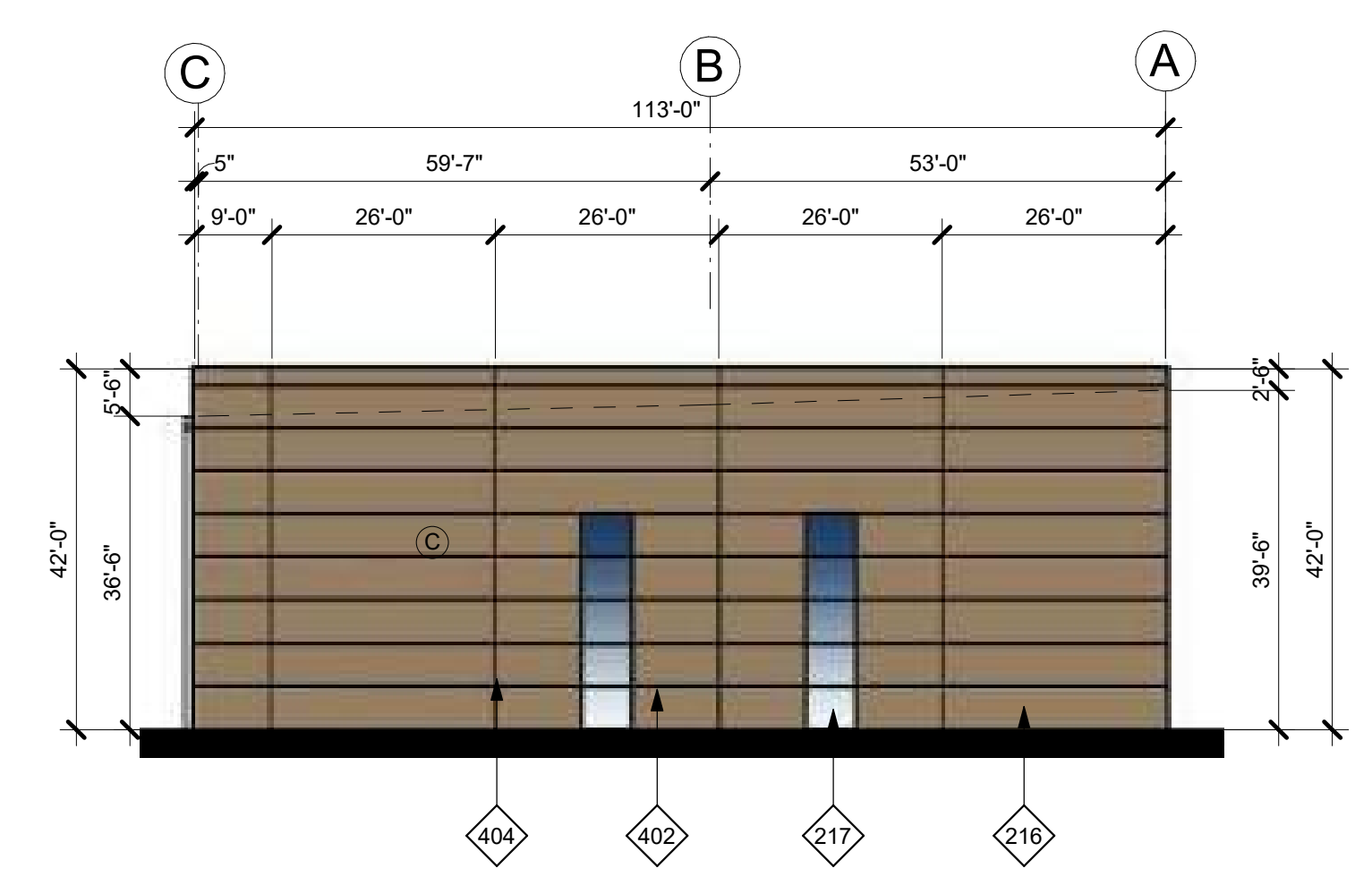
1 BUILDING 2 - NORTH ELEVATION
 1" = 20'-0"



2 BUILDING 2 - WEST ELEVATION
 1" = 20'-0"



3 BUILDING 2 - SOUTH ELEVATION
 1" = 20'-0"



4 BUILDING 2 - EAST ELEVATION
 1" = 20'-0"

KEYNOTES	
216	PAINTED CONCRETE TILT-UP WALL PANEL.
217	ALUMINUM FRAMED STOREFRONT SYSTEM.
400	EXTERIOR WALL NOTES INCLUDING ROOF DRAINAGE AND ROOF ACCESS (FOR FLOOR PLANS, EXTERIOR ELEVATIONS, AND WALL SECTIONS).
402	WALL REVEAL.
404	PANEL JOINT.
407	PAINTED HOLLOW METAL PEDESTRIAN DOOR.
416	PAINTED STEEL DOWNSPOUT #1 OR 2 PAINTED OVERFLOW SCUPPERS AS SHOWN ON ELEVATIONS.
421	DECORATIVE SOLID CANOPY.
437	DOCK-HI LOADING DOOR, 9'X17', WITH VISION GLAZING PRE FINISHED BY MANUFACTURER PER COLOR SCHEDULE.
438	DRIVE THRU LOADING DOOR 12'X14' WITH VISION GLAZING, PRE FINISHED BY MANUFACTURER PER COLOR SCHEDULE.

GLAZING LEGEND & NOTES	
	STOREFRONT FRAMING: @ VISION GLAZING, MIN 2"x4 1/2" OFFSET SYSTEM U.O.N. @ NON VISION GLAZING, 2"x1 3/4" OFFSET SYSTEM U.O.N. STOREFRONT SYSTEM TO BE DESIGN BUILT BY THE GENERAL CONTRACTOR AND A DEFERRED SUBMITTAL FOR THIS PERMIT. DESIGN SHALL COMPLY WITH CODE WIND LOADING REQUIREMENTS.
	VISION GLAZING: @ CONDITIONED AREAS USE 1" INSULATED GLASS @ NONCONDITIONED AREAS USE 1/4" GLASS
	NON VISION GLAZING: USE 1/4" VISION GLASS. BACK PAINTING OF GLASS NOT REQUIRED. PAINT CONCRETE PANEL BEHIND GLASS BLACK OR DARK BLUE. COLOR TO BE DETERMINED BY ARCH. CONTRACTOR TO ENSURE SMOOTH CONCRETE FINISH BEHIND GLAZING.
NOTES: 1. ALL GLASS ADJACENT TO WALKING SURFACE OR OPERABLE DOOR OR WINDOW TO BE TEMPERED. 2. @ NON VISION SPANDREL GLAZING IN FRONT OF CONCRETE WALL PANEL, PAINT CONCRETE BEHIND GLASS BLACK AND PROVIDE 1" DIA. VENTILATION HOLES IN THE CONCRETE A MAX OF 4'-0" O.C. 3. @ NON VISION GLAZING NOT IN FRONT OF CONCRETE WALL PANEL, PROVIDE TENCATE MIRAFI 140N FILTER FABRIC SHADE CLOTH.	

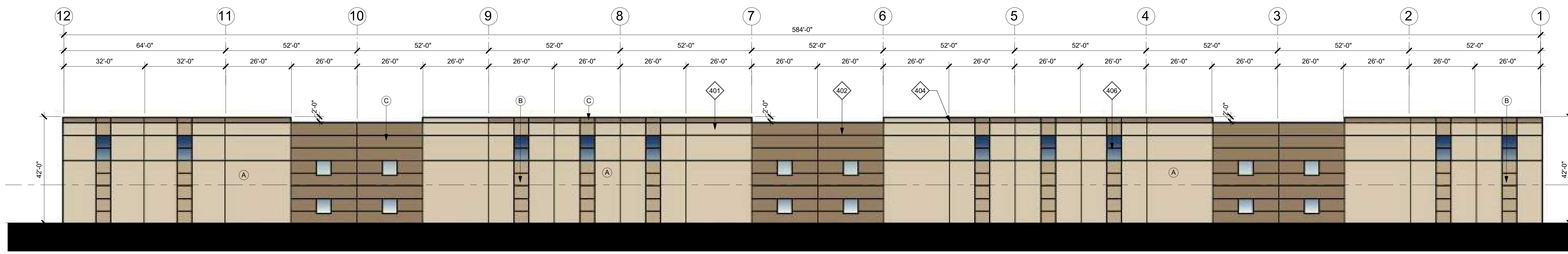
EXTERIOR COLOR LEGEND & NOTES	
	A EXTERIOR PAINT COLOR: SW 6141 SOFT TAN
	B EXTERIOR PAINT COLOR: SW 6143 BASKET BEIGE
	C MEDIUM GRAY EXTERIOR PAINT COLOR: SW 6144 DAPPER TAN
	D METALLIC SILVER DECORATIVE BROW
	E METALLIC BLACK DECORATIVE BROW
	F STOREFRONT MEDIUM PERFORMANCE BLUE REFLECTIVE GLAZING & CLEAR ANODIZED MULLIONS
NOTES: 1. PAINT MAN DOORS, STAIR & RAMP GUARD WALLS, GUARD RAILS, DOWN SPOUTS, & LOUVERS TO MATCH ADJACENT BUILDING WALL COLOR, U.O.N. 2. TRUCK DOORS TO BE PRE-FINISHED WITH MANUFACTURER'S WHITE.	



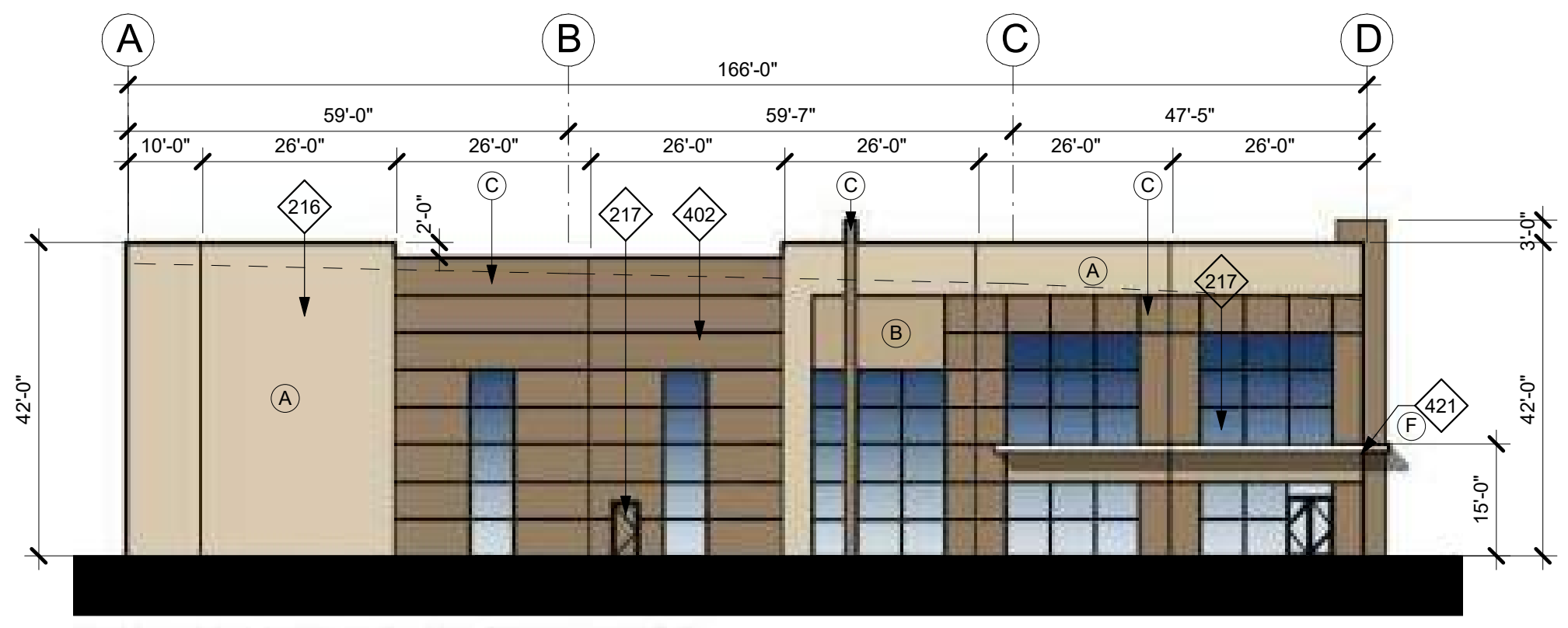
HERDMAN
 ARCHITECTURE + DESIGN

A20-2023
 08.06.2021

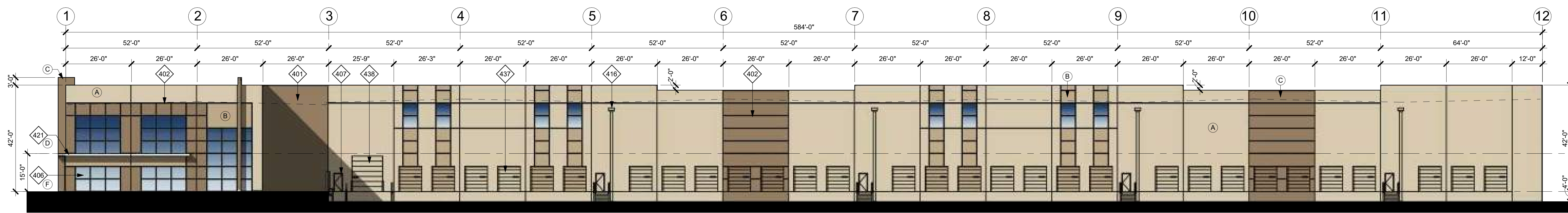
EXTERIOR
 ELEVATIONS
A4-B2



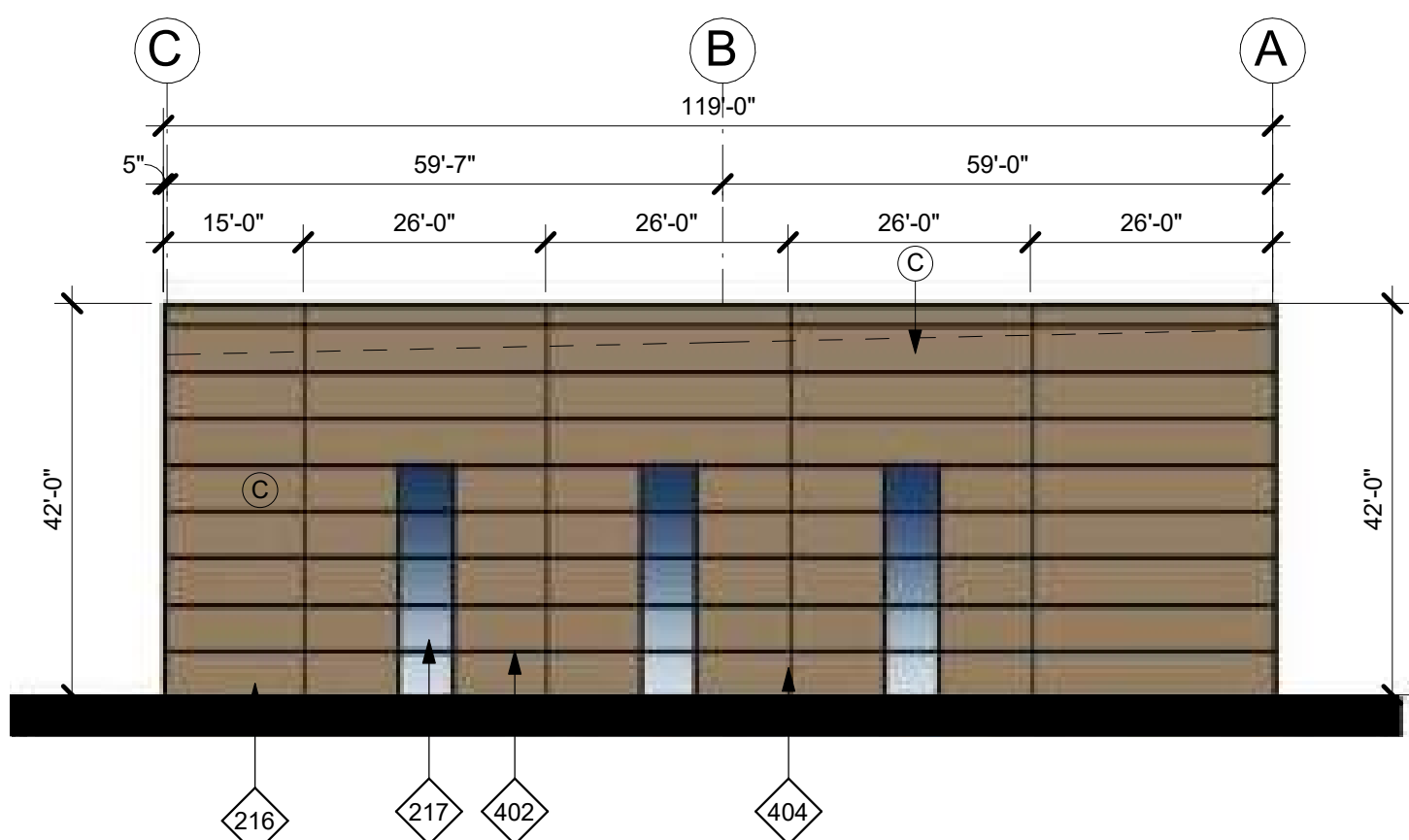
1 BUILDING 3 - NORTH ELEVATION
1" = 20'-0"



2 BUILDING 3 - WEST ELEVATION
1" = 20'-0"



3 BUILDING 3 - SOUTH ELEVATION
1" = 20'-0"



4 BUILDING 3 - EAST ELEVATION
1" = 20'-0"

KEYNOTES

- 216 PAINTED CONCRETE TILT-UP WALL PANEL
- 217 ALUMINUM FRAMED STOREFRONT SYSTEM
- 401 PAINTED CONCRETE TILT-UP WALL PANEL
- 402 WALL REVEAL
- 404 PANEL JOINT
- 406 ALUMINUM FRAMED STOREFRONT SYSTEM
- 407 PAINTED HOLLOW METAL PEDESTRIAN DOOR
- 416 PAINTED STEEL DOWNSPOUT w/ 1 OR 2 PAINTED OVERFLOW SCUPPERS AS SHOWN ON ELEVATIONS
- 421 DECORATIVE SOLID CANOPY
- 437 DOCK-HI LOADING DOOR, 9X10', WITH VISION GLAZING PRE FINISHED BY MANUFACTURER PER COLOR SCHEDULE
- 438 DRIVE THRU LOADING DOOR 12X14' WITH VISION GLAZING, PRE FINISHED BY MANUFACTURER PER COLOR SCHEDULE

GLAZING LEGEND & NOTES

- STOREFRONT FRAMING:**
 @ VISION GLAZING, MIN 2"x4 1/2" OFFSET SYSTEM U.N.O. @ NON VISION GLAZING, 2"x1 3/4" OFFSET SYSTEM U.N.O. STOREFRONT SYSTEM TO BE DESIGN BUILT BY THE GENERAL CONTRACTOR AND A DEFERRED SUBMITTAL FOR THIS PERMIT. DESIGN SHALL COMPLY WITH CODE WIND LOADING REQUIREMENTS.
- VISION GLAZING:**
 @ CONDITIONED AREAS USE 1" INSULATED GLASS
 @ NONCONDITIONED AREAS USE 1/4" GLASS
- NON VISION GLAZING:**
 USE 1/4" VISION GLASS
 BACK PAINTING OF GLASS NOT REQUIRED. PAINT CONCRETE PANEL BEHIND GLASS BLACK OR DARK BLUE. COLOR TO BE DETERMINED BY ARCH. CONTRACTOR TO ENSURE SMOOTH CONCRETE FINISH BEHIND GLAZING.
- NOTES:**
 1. ALL GLASS ADJACENT TO WALKING SURFACE OR OPERABLE DOOR OR WINDOW TO BE TEMPERED.
 2. @ NON VISION SPANDREL GLAZING IN FRONT OF CONCRETE WALL PANEL, PAINT CONCRETE BEHIND GLASS BLACK AND PROVIDE 1" DIA. VENTILLATION HOLES IN THE CONCRETE A MAX OF 4" O.C.
 3. @ NON VISION GLAZING NOT IN FRONT OF CONCRETE WALL PANEL, PROVIDE TENCATE MIRAFI 140N FILTER FABRIC SHADE CLOTH.

EXTERIOR COLOR LEGEND & NOTES

- (A) EXTERIOR PAINT COLOR: SW 6141 SOFT TAN
 - (B) EXTERIOR PAINT COLOR: SW 6143 BASKET BEIGE
 - (C) MEDIUM GRAY EXTERIOR PAINT COLOR: SW 6144 DAPPER TAN
 - (D) METALLIC SILVER DECORATIVE BROW
 - (E) METALLIC BLACK DECORATIVE BROW
 - (F) STOREFRONT MEDIUM PERFORMANCE BLUE REFLECTIVE GLAZING & CLEAR ANODIZED MULLIONS
- NOTES:**
 1. PAINT MAN DOORS, STAIR & RAMP GUARD WALLS, GUARD RAILS, DOWN SPOUTS, & LOUVERS TO MATCH ADJACENT BUILDING WALL COLOR, U.O.N.
 2. TRUCK DOORS TO BE PRE-FINISHED WITH MANUFACTURER'S WHITE.

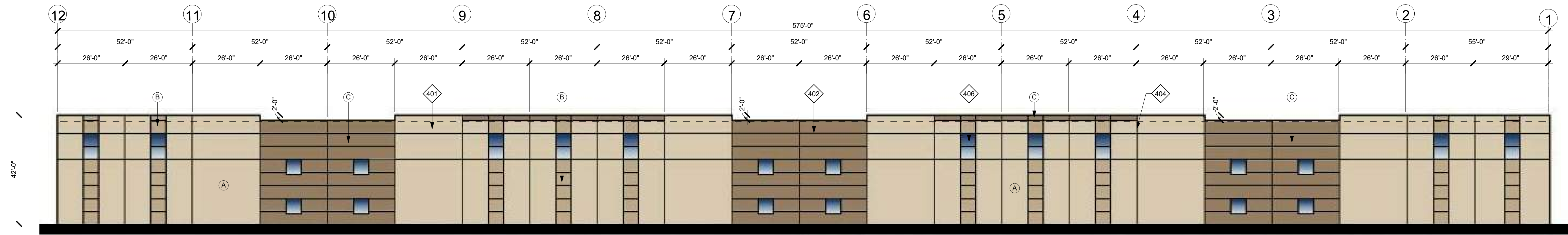
PROJECT ENTITLEMENT
 AIR FORCE VILLAGE WEST SPECIFIC PLAN AMENDMENT
 MARCH JOINT POWERS AUTHORITY (M/JPA), COUNTY OF RIVERSIDE



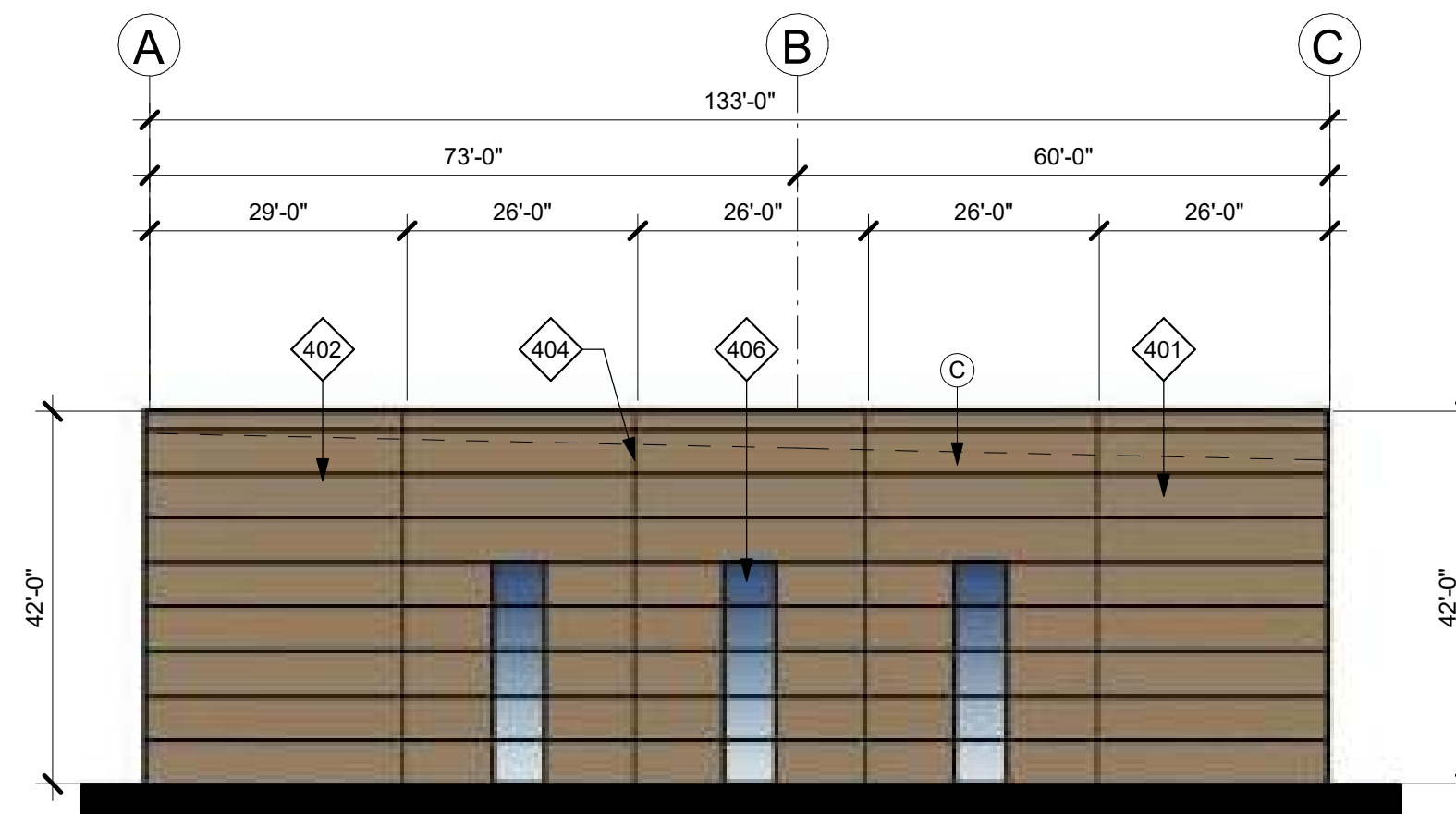
HERDMAN
ARCHITECTURE + DESIGN

A20-2023
08.06.2021

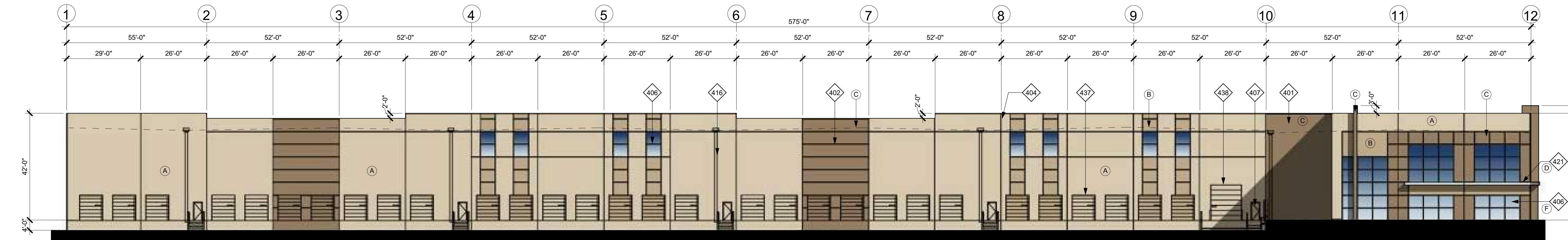
EXTERIOR ELEVATIONS
A4-B3



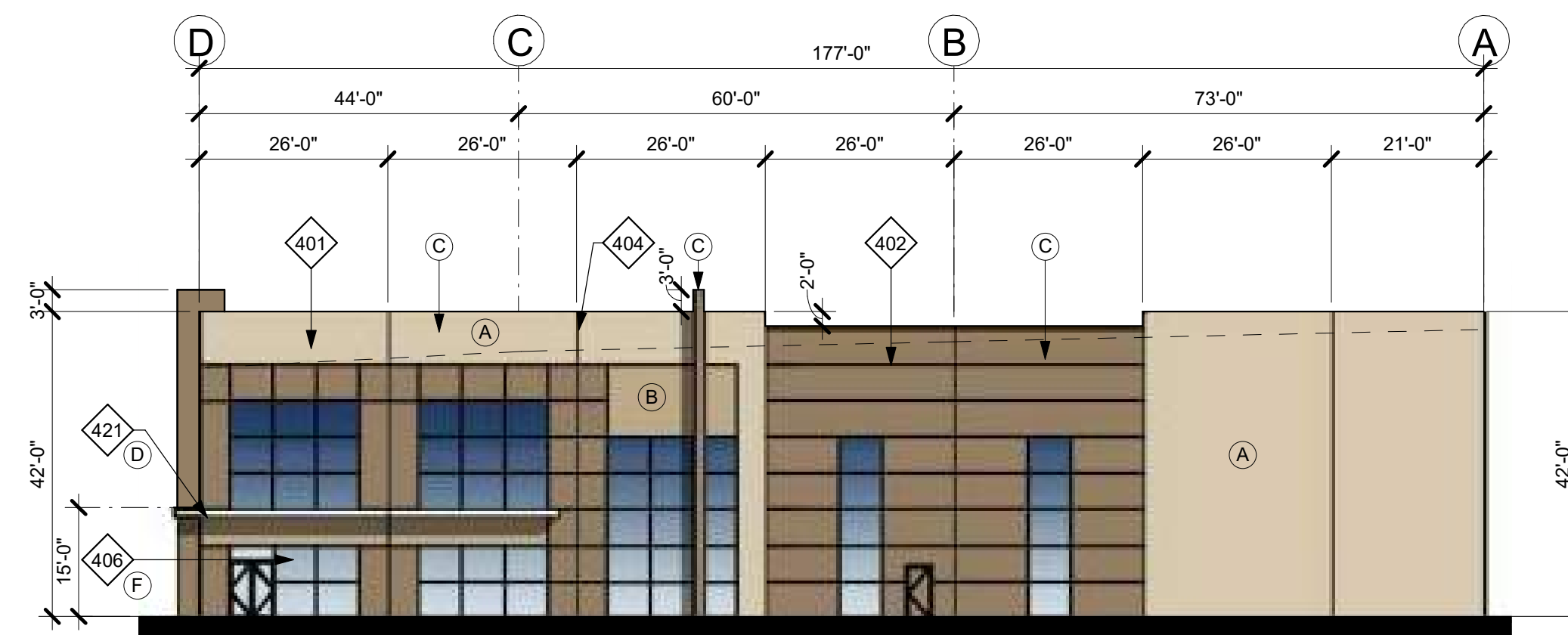
1 BUILDING 4 - NORTH ELEVATION
1" = 20'-0"



2 BUILDING 4 - WEST ELEVATION
1" = 20'-0"



3 BUILDING 4 - SOUTH ELEVATION
1" = 20'-0"



4 BUILDING 4 - EAST ELEVATION
1" = 20'-0"

KEYNOTES	
401	PAINTED CONCRETE TILT-UP WALL PANEL.
402	WALL REVEAL.
404	PANEL JOINT.
406	ALUMINUM FRAMED STOREFRONT SYSTEM.
407	PAINTED HOLLOW METAL PEDESTRIAN DOOR.
416	PAINTED STEEL DOWNSPOUT w/ 1 OR 2 PAINTED OVERFLOW SCUPPERS AS SHOWN ON ELEVATIONS.
421	DECORATIVE SOLID CANOPY.
437	DOCK-HI LOADING DOOR 8'X10' WITH VISION GLAZING PRE FINISHED BY MANUFACTURER PER COLOR SCHEDULE.
438	DRIVE THRU LOADING DOOR 12'X14' WITH VISION GLAZING, PRE FINISHED BY MANUFACTURER PER COLOR SCHEDULE.

GLAZING LEGEND & NOTES

STOREFRONT FRAMING:
@ VISION GLAZING, MIN 2"x4 1/2" OFFSET SYSTEM U.I.O. @ NON VISION GLAZING, 2"x1 3/4" OFFSET SYSTEM U.I.O. STOREFRONT SYSTEM TO BE DESIGN BUILT BY THE GENERAL CONTRACTOR AND A DEFERRED SUBMITTAL FOR THIS PERMIT. DESIGN SHALL COMPLY WITH CODE WIND LOADING REQUIREMENTS.

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 - @ NON VISION GLAZING NOT IN FRONT OF CONCRETE WALL PANEL, PROVIDE TENCATE MIRAF1 140N FILTER FABRIC SHADE CLOTH.

EXTERIOR COLOR LEGEND & NOTES

- | | |
|--|---|
| | A EXTERIOR PAINT
COLOR: SW 6141 SOFT TAN |
| | B EXTERIOR PAINT
COLOR: SW 6143 BASKET BEIGE |
| | C MEDIUM GRAY EXTERIOR PAINT
COLOR: SW 6144 DAPPER TAN |

- D METALLIC SILVER DECORATIVE BROW
E METALLIC BLACK DECORATIVE BROW
F STOREFRONT
MEDIUM PERFORMANCE BLUE REFLECTIVE GLAZING & CLEAR ANODIZED MULLIONS

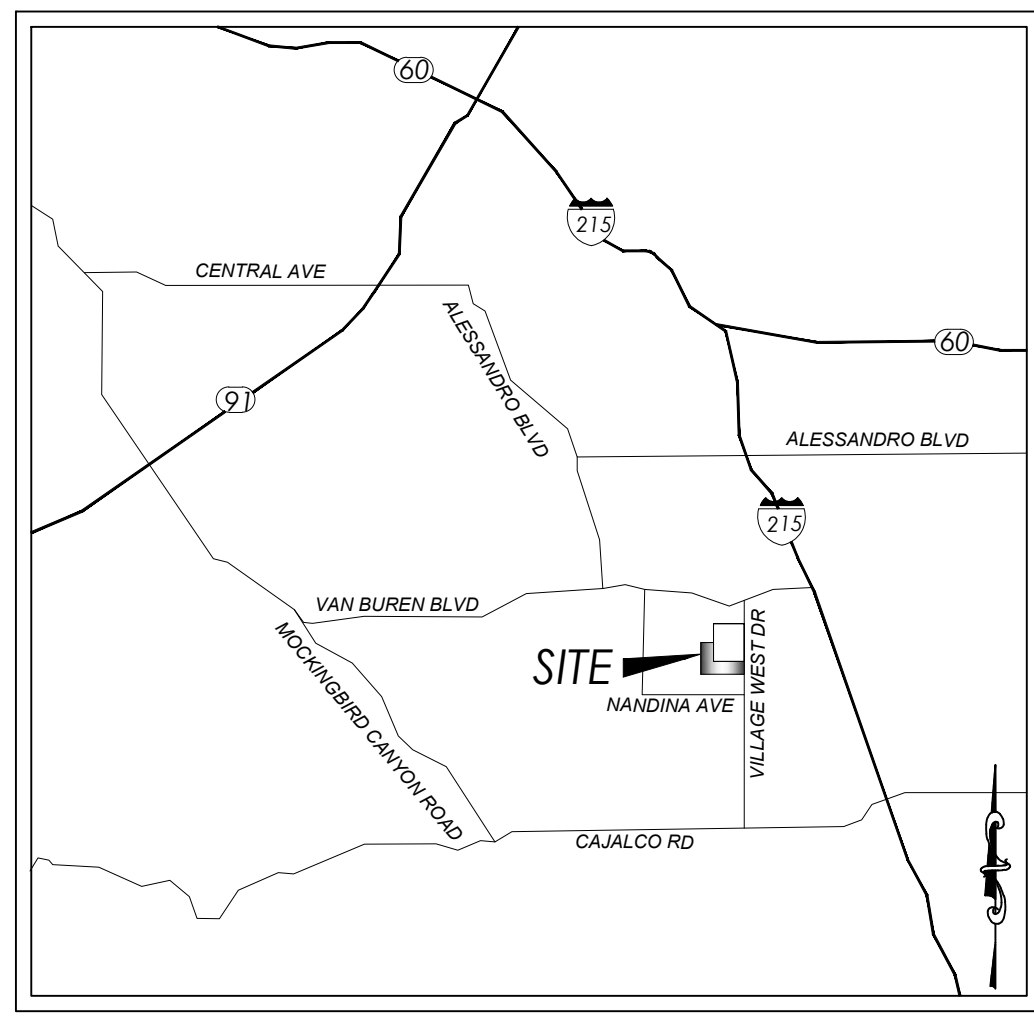
- NOTES:**
- PAINT MAN DOORS, STAIR & RAMP GUARD WALLS, GUARD RAILS, DOWN SPOUTS, & LOUVERS TO MATCH ADJACENT BUILDING WALL COLOR, U.O.N.
 - TRUCK DOORS TO BE PRE-FINISHED WITH MANUFACTURER'S WHITE.

TENTATIVE TRACT MAP NO. 38234

APN: 295-020-004, 295-020-010, & 294-270-007

GROSS ACREAGE: 68.83

AIR FORCE VILLAGE WEST SPECIFIC PLAN AMENDMENT COUNTY OF RIVERSIDE, CA



VICINITY MAP
NOT TO SCALE

- LEGEND AND ABBREVIATIONS:**
- SUBDIVISION BOUNDARY
 - LOT LINE
 - EASEMENT LINES
 - CENTERLINE
 - ⊕ EXISTING TREES TO BE REMOVED (12 TOTAL)
 - ⊙ EXISTING TREES TO REMAIN / PROTECT IN PLACE (85 TOTAL)

PROPOSED EASEMENTS:

RIGHT OF INGRESS AND EGRESS OVER ALL PRIVATE STREETS.
SHARED SITE UTILITY EASEMENT

UTILITY PURVEYORS

GAS: SOUTHERN CALIFORNIA GAS COMPANY
ELECTRICITY: SOUTHERN CALIFORNIA EDISON
WATER: WESTERN MUNICIPAL WATER DISTRICT
SEWER: WESTERN MUNICIPAL WATER DISTRICT
STORM: MARCH JOINT POWERS AUTHORITY

FLOOD INFORMATION

BASED ON FEMA FLOOD INSURANCE RATE MAP NUMBER 06065C1410G, THIS PROPERTY IS LOCATED IN ZONE "D" AND IS NOT IN A SPECIAL FLOOD HAZARD AREA.
ZONE "D" DENOTES AREAS IN WHICH FLOOD HAZARDS ARE UNDETERMINED, BUT POSSIBLE.

ZONING INFORMATION

EXISTING ZONE: AIR FORCE VILLAGE WEST SPECIFIC PLAN, INSTITUTIONAL RESIDENTIAL
EXISTING LAND USE: INSTITUTIONAL RESIDENTIAL
PROPOSED ZONE: INDUSTRIAL
PROPOSED LAND USE: INDUSTRIAL

PROJECT NARRATIVE:

THE EXISTING SITE COMPRISES A DIRT LOT WITH ONE PARCEL. THE PROJECT PROPOSES TO SUBDIVIDE THE EXISTING PARCEL INTO FIVE LOTS INCLUDING FOUR BUILDINGS.

BASIS OF BEARINGS:

THE BASIS OF BEARING IS THE NORTH LINE OF PARCEL 1 AS DEPICTED ON TRACT MAP NO. 22504 FILED IN BOOK 151, PAGES 63 AND 64, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA.

BEARING BEING NORTH 88° 25' 16" EAST

EXISTING EASEMENTS:

SEE PRELIMINARY TITLE REPORT BY FIRST AMERICAN TITLE INSURANCE COMPANY, ORDER NO. NCS-1079418-CONT1 DATED JULY 28, 2021. ITEMS LISTED BELOW ARE SHOWN IN THE PRELIMINARY TITLE REPORT AND AFFECT PARCEL 1 AND 2. THEY ARE DENOTED THUS: [] WITH LOCATIONS KEYS THE SAME HEREON.

3. AN EASEMENT FOR PIPELINES AND INCIDENTAL PURPOSES, RECORDED MARCH 24, 1989 AS INSTRUMENT NO. 2007-07728 OF OFFICIAL RECORDS.
IN FAVOR OF: SOUTHERN CALIFORNIA GAS COMPANY
AFFECTS: AS DESCRIBED THEREIN
THE LOCATION OF THE EASEMENT CANNOT BE DETERMINED FROM RECORD INFORMATION.

4. EASEMENTS, COVENANTS AND CONDITIONS CONTAINED IN THE DEED FROM UNITED STATES OF AMERICA, ACTING BY AND THROUGH THE SECRETARY OF THE AIR FORCE, AS GRANTEE, TO AIR FORCE VILLAGE WEST, INC., A CALIFORNIA CORPORATION, AS GRANTEE, RECORDED JUNE 17, 1999 AS INSTRUMENT NO. 1999-269407 OF OFFICIAL RECORDS. REFERENCE BEING MADE TO THE DOCUMENT FOR FULL PARTICULARS.

DOCUMENT(S) DECLARING MODIFICATIONS THEREOF RECORDED MAY 6, 2019 AS INSTRUMENT NO. 2019-0155789 AND RECORDED FEBRUARY 18, 2020 AS INSTRUMENT NO. 2020-0073174, BOTH OF OFFICIAL RECORDS.

5. EASEMENTS, COVENANTS AND CONDITIONS CONTAINED IN THE DEED FROM UNITED STATES OF AMERICA, ACTING BY AND THROUGH ITS SECRETARY OF THE AIR FORCE, AS GRANTEE, TO AIR FORCE VILLAGE WEST, A CORPORATION ORGANIZED UNDER THE LAWS OF THE STATE OF CALIFORNIA, AS GRANTEE, RECORDED OCTOBER 17, 2002 AS INSTRUMENT NO. 2002-580863 OF OFFICIAL RECORDS. REFERENCE BEING MADE TO THE DOCUMENT FOR FULL PARTICULARS.

6. AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED OCTOBER 3, 2007 AS INSTRUMENT NO. 2007-07728 OF OFFICIAL RECORDS.
IN FAVOR OF: SOUTHERN CALIFORNIA EDISON COMPANY, A CORPORATION
AFFECTS: AS DESCRIBED THEREIN
THE LOCATION OF THE EASEMENT CANNOT BE DETERMINED FROM RECORD INFORMATION.

7. AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED JANUARY 15, 2008 AS INSTRUMENT NO. 2008-0021769 OF OFFICIAL RECORDS.
IN FAVOR OF: SOUTHERN CALIFORNIA GAS COMPANY, A CALIFORNIA CORPORATION
AFFECTS: AS DESCRIBED THEREIN

LEGAL DESCRIPTION:

TENTATIVE TRACT MAP NO. 38234, BEING A SUBDIVISION OF THE FOLLOWING:
A PORTION OF LAND LYING IN SECTIONS 27, 28, 33 AND 34, TOWNSHIP 3 SOUTH, RANGE 4 WEST, SAN BERNARDINO BASE AND MERIDIAN; LOTS 8, 9, 25 THROUGH 30, AND PORTIONS OF LOTS 7, 10, 24, 31, 45 THROUGH 48, "A", "B", "C", AND "D" OF UPTON ACRES NO. 2, FILED IN BOOK 14, PAGE 14 OF MAPS, RECORDS OF THE RECORDER OF RIVERSIDE COUNTY; AND PORTIONS OF LOT 4, BLOCK 104 AND LOT 1, BLOCK 105 OF MAP OF THE ALESSANDRO TRACT FILED IN BOOK 6, PAGE 13 OF MAPS, RECORDS OF THE RECORDER OF SAN BERNARDINO COUNTY; ALL LYING IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF THE SOUTHEAST ONE-QUARTER OF SAID SECTION 33, SAID POINT ALSO BEING THE CENTERLINE INTERSECTION OF NANDINA AVENUE (60.00 FEET WIDE) AND BROWN STREET (60.00 FEET WIDE) AS SHOWN ON MAP OF UPTON ACRES NO. 2, FILED IN BOOK 14, PAGE 14 OF MAPS, RECORDS OF THE RECORDER OF RIVERSIDE COUNTY, CALIFORNIA; THENCE ALONG SAID CENTERLINE OF NANDINA AVENUE, NORTH 89° 42' 58" WEST, A DISTANCE OF 2662.74 FEET TO THE CENTERLINE INTERSECTION OF NANDINA AVENUE AND ALEXANDER STREET (60.00 FEET WIDE); THENCE NORTH 00° 57' 39" EAST, A DISTANCE OF 1447.44 FEET; THENCE SOUTH 89° 02' 21" EAST, A DISTANCE OF 1637.31 FEET TO THE TRUE POINT OF BEGINNING; THENCE NORTH 00° 53' 25" EAST, A DISTANCE OF 1351.88 FEET; THENCE SOUTH 88° 51' 43" EAST, A DISTANCE OF 1164.98 FEET TO THE WEST BOUNDARY LINE OF PARCEL 1 OF PARCEL MAP 22504, FILED IN BOOK 151, PAGES 63 AND 64 OF PARCEL MAPS, RECORDS OF THE RECORDER OF RIVERSIDE COUNTY, CALIFORNIA; THENCE ALONG SAID WEST BOUNDARY LINE, SOUTH 00° 53' 58" WEST, A DISTANCE OF 1197.80 FEET TO THE SOUTHWEST CORNER OF SAID PARCEL MAP 22504; THENCE ALONG THE SOUTH BOUNDARY LINE OF SAID PARCEL MAP 22504, SOUTH 89° 47' 52" EAST, A DISTANCE OF 1999.96 FEET TO AN ANGLE POINT IN SAID BOUNDARY LINE; THENCE CONTINUING ALONG SAID BOUNDARY LINE, NORTH 11° 15' 01" EAST, A DISTANCE OF 350.00 FEET TO AN ANGLE POINT IN SAID BOUNDARY LINE; THENCE CONTINUING ALONG SAID BOUNDARY LINE, NORTH 54° 24' 52" EAST, A DISTANCE OF 500.00 FEET TO THE SOUTHERLY CORNER OF THE MOST EASTERLY BOUNDARY LINE OF SAID PARCEL MAP 22504; THENCE LEAVING SAID BOUNDARY LINE, SOUTH 00° 57' 33" WEST, A DISTANCE OF 1017.53 FEET; THENCE NORTH 89° 47' 43" WEST, A DISTANCE OF 3658.53 FEET; THENCE NORTH 00° 53' 25" EAST, A DISTANCE OF 246.35 FEET TO THE TRUE POINT OF BEGINNING.

EXCEPTING THEREFROM ALL OIL, GAS, AND OTHER MINERAL RESOURCES OF ANY KIND OR NATURE IN THE MINERAL ESTATE OF THE PROPERTY; PROVIDED, HOWEVER, THAT SUCH RESERVATION SHALL NOT INCLUDE THE RIGHT OF ACCESS TO OR ANY RIGHT TO USE ANY PORTION OF THE SURFACE OF THE PROPERTY, AS RESERVED BY THE UNITED STATES OF AMERICA, ACTING BY AND THROUGH THE SECRETARY OF THE AIR FORCE, IN A DEED RECORDED OCTOBER 17, 2002 AS INSTRUMENT NO. 2002-580863 OF OFFICIAL RECORDS.

APN: 294-110-004, 294-130-007, 295-020-004, 295-020-010, 295-270-007 (REFERENCED FOR INFORMATIONAL PURPOSES ONLY)

APPLICANT/SUBDIVIDER/OWNER

SENIOR LIVING RIVERSIDE, LP

7660 FAY AVE, SUITE N
LA JOLLA, CA 92037

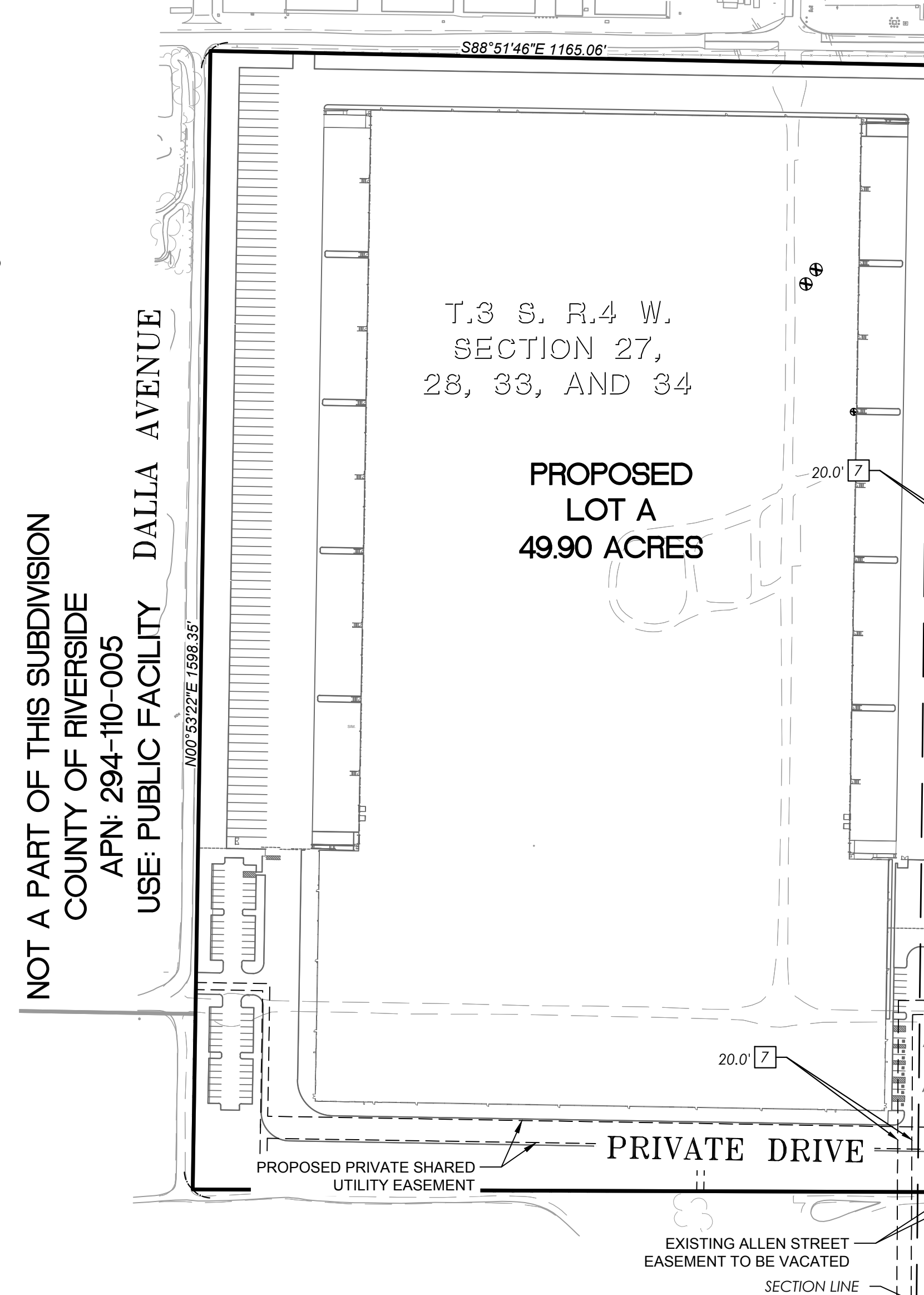
ANDY PLANT
CONTACT: (858) 729-6720

ENGINEER OF RECORD:

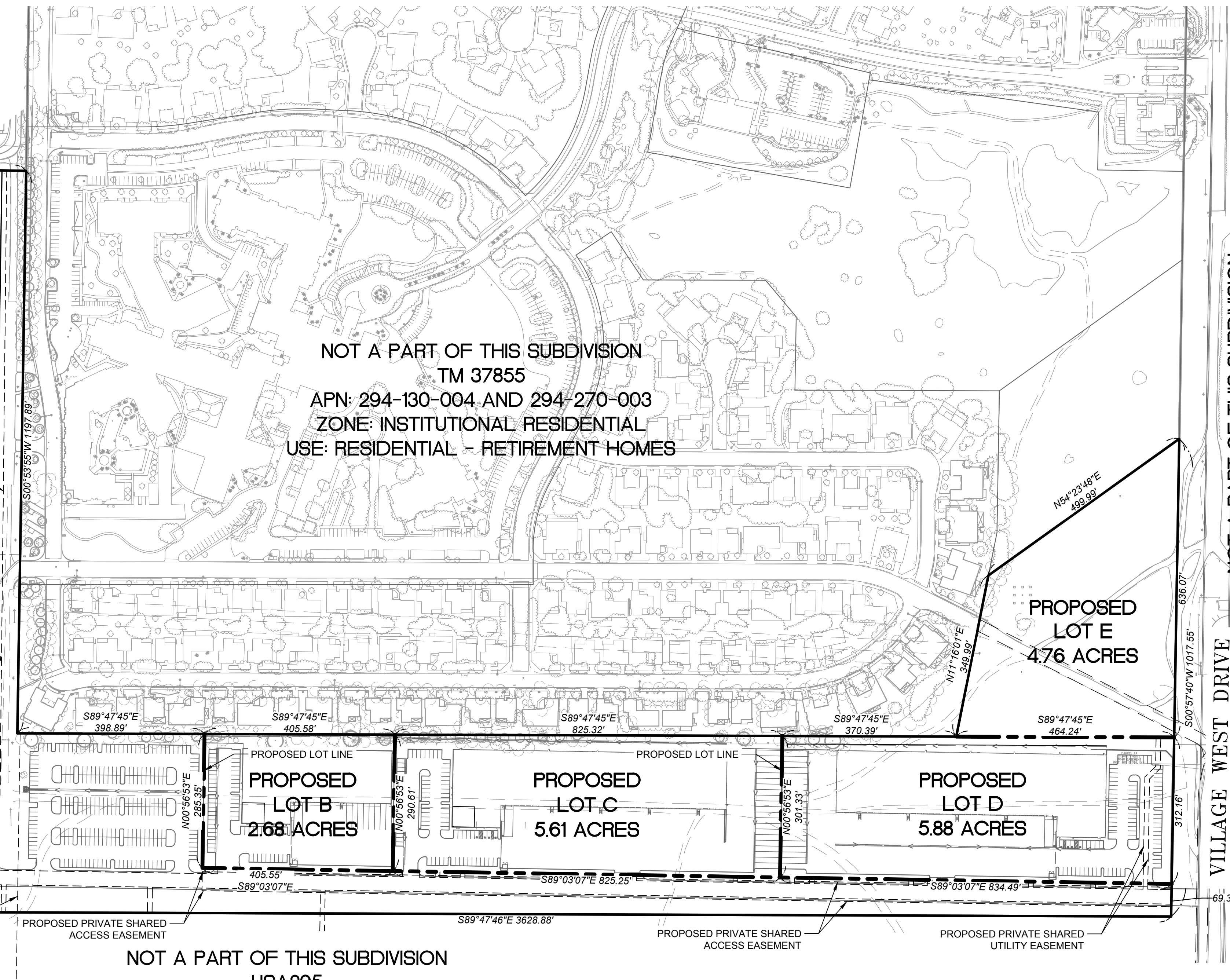
KIMLEY-HORN AND ASSOCIATES
401 B STREET SUITE 600
SAN DIEGO, CA 92101-4218
TELEPHONE: (619) 744-0144
EMAIL: DAVIE.COWAN@KIMLEY-HORN.COM

EUGENE DAVIS COWAN III, PE 86803
8/9/2021
DATE

NOT A PART OF THIS SUBDIVISION
COUNTY OF RIVERSIDE
APN: 294-020-008
USE: PUBLIC FACILITY
8TH STREET

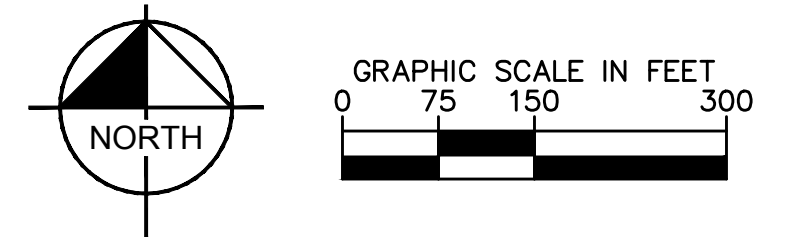
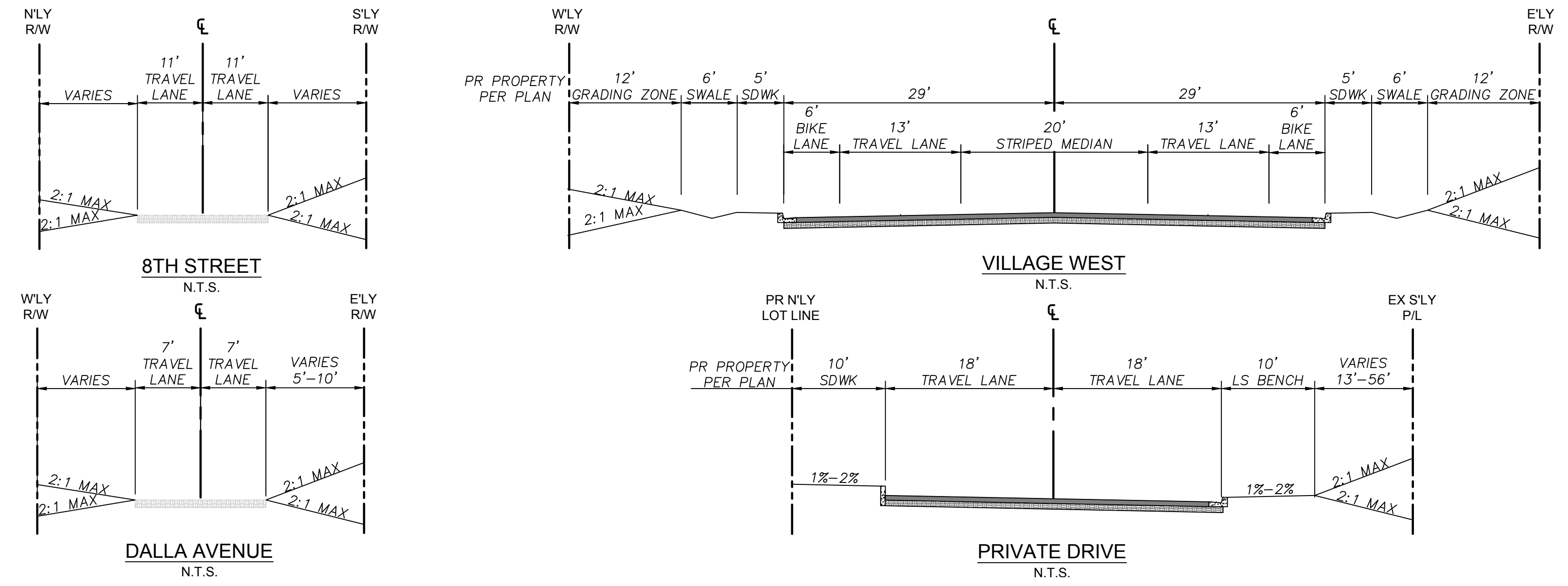


NOT A PART OF THIS SUBDIVISION
USA295
APN: 295-020-009
USE: CEMETERY



NOT A PART OF THIS SUBDIVISION
USA295
APN: 294-270-008
USE: CEMETERY

SITE INFORMATION			
ASSESSOR'S PARCEL NUMBER (APN)	294-110-004, 294-130-007, 295-020-004, 295-020-004 & 010, 294-270-007		
NUMBER OF EXISTING LOTS	1		
NUMBER OF PROPOSED LOTS	5		
PARCEL SUMMARY	SF	ACRES	INTENDED USE
LOT "A"	2,173,860	49.90	INDUSTRIAL
LOT "B"	116,789	2.68	INDUSTRIAL
LOT "C"	244,249	5.61	INDUSTRIAL
LOT "D"	265,987	6.88	INDUSTRIAL
LOT "E"	207,450	4.76	R-2
TOTAL AREA	2,998,333	68.83	



ISSUE	DATE	DESCRIPTION

Y/L
DRAWN BY
KPS
CHECKED BY
DC
APPROVED BY

Kimley-Horn
401 B STREET, SUITE 600
SAN DIEGO, CA 92101
(619) 234-9411

MARCH JOINT POWERS AUTHORITY
PLANNING DEPARTMENT
APPROVED BY: _____
DATE: _____
REVIEWED AND RECOMMENDED BY: _____
DATE: _____

MARCH JOINT POWERS AUTHORITY
TENTATIVE TRACT MAP NO. 38234
AIR FORCE VILLAGE WEST SPECIFIC PLAN AMENDMENT
COUNTY OF RIVERSIDE, CA

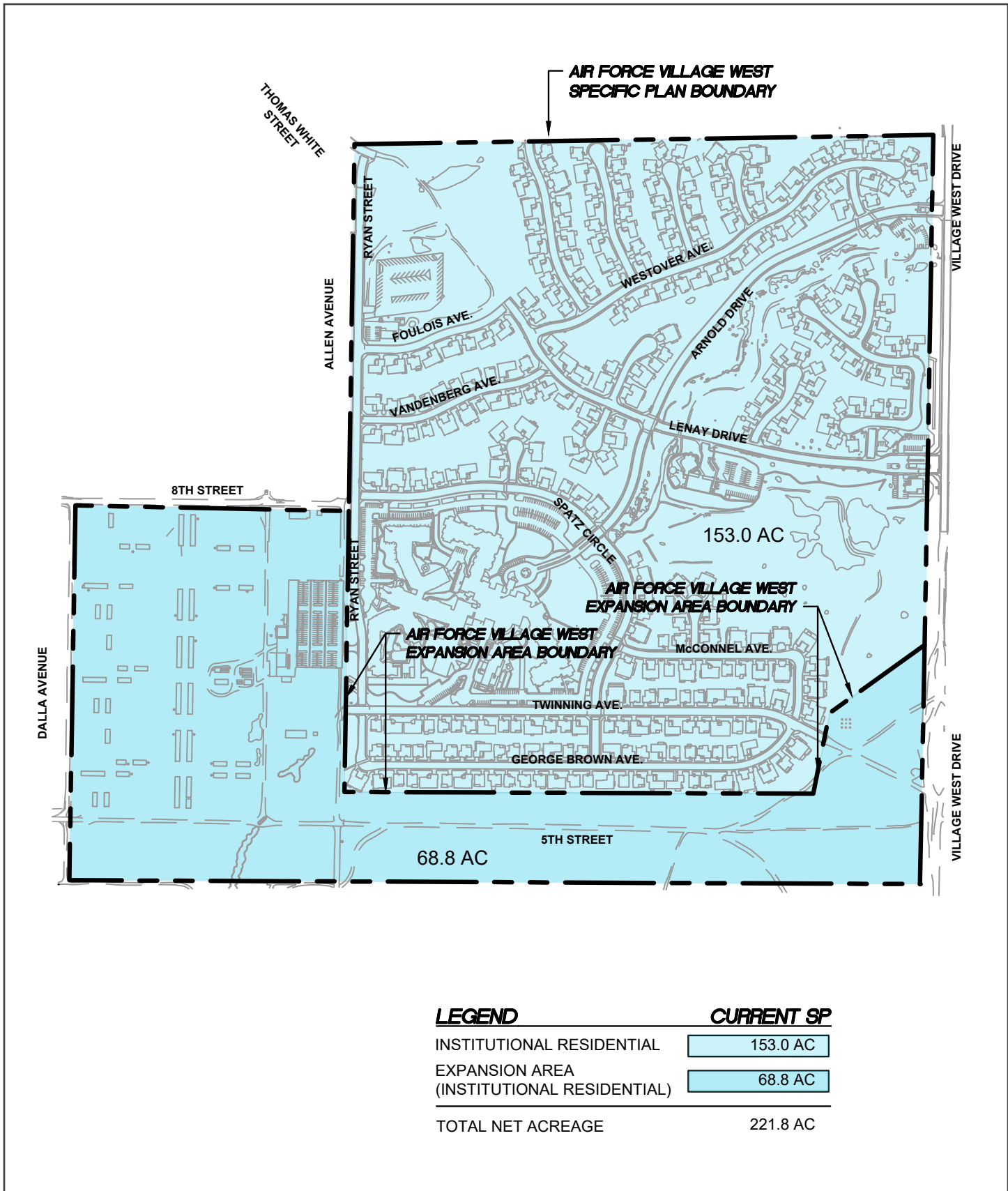
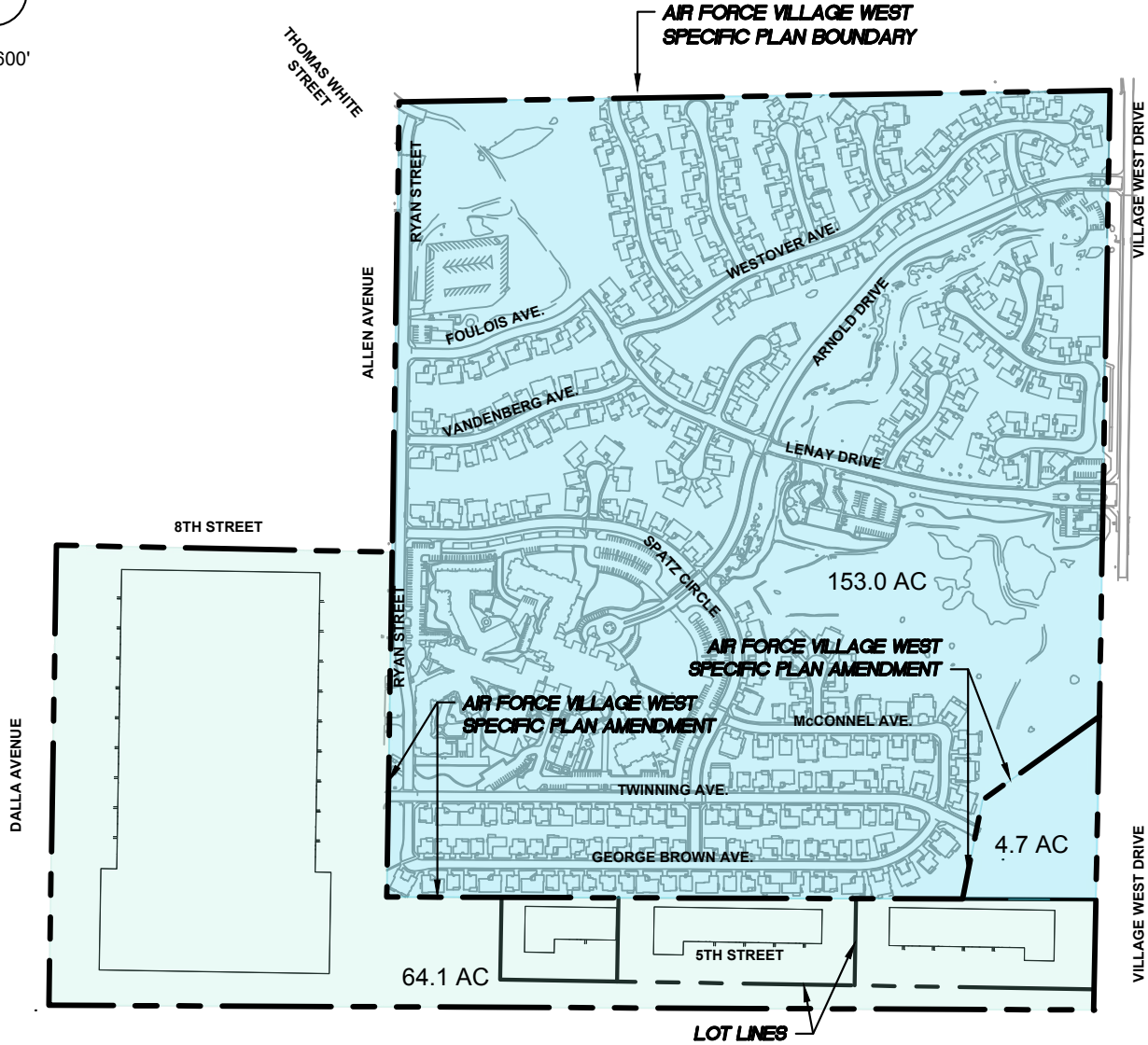


FIGURE 2-4: Existing Zoning



1" = 600'



LEGEND	CURRENT SP	SP AMENDMENT
INSTITUTIONAL RESIDENTIAL	153.0 AC	153.0 AC
EXPANSION AREA (R-10)	68.8 AC	4.7 AC
EXPANSION AREA (INDUSTRIAL)	0 AC	64.1 AC
TOTAL NET ACREAGE	221.8 AC	221.8 AC

FIGURE 2-5: Proposed Zoning

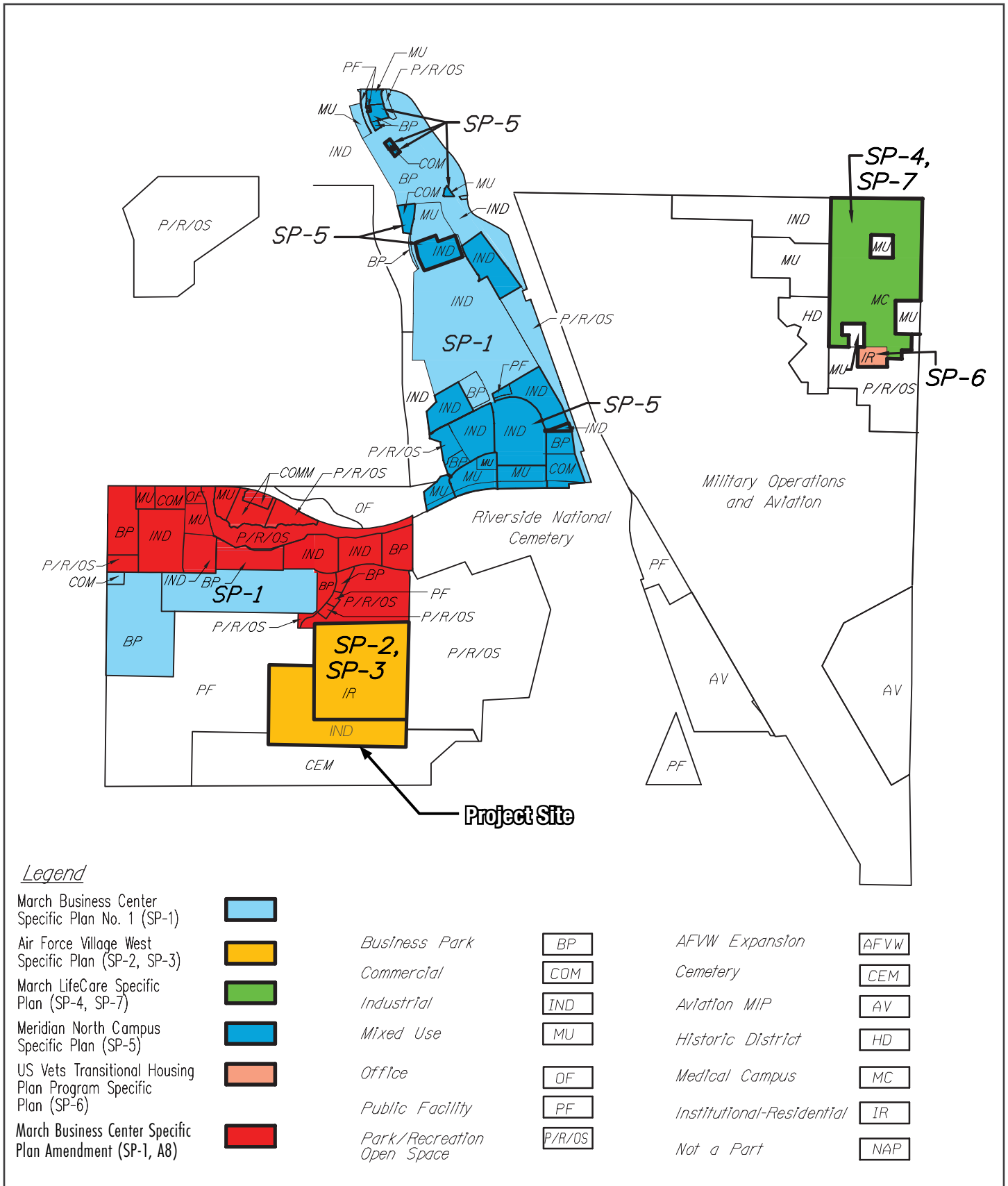


FIGURE 2-3: Proposed General Plan Land Uses

AIR FORCE VILLAGE WEST

SPECIFIC PLAN AMENDMENT SP-3, A1

Prepared For:

March Joint Powers Authority

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August 2021

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APPENDICES

Appendix A Land Use Definitions

Appendix B Airport Land Use Plan Exhibits

1 Project Summary

The existing Air Force Village West (AFVW), 221.8 acres, was purchased by Senior Living Riverside, LP, in September 2019, and was renamed “Westmont Village.” Westmont Village, located in the northwest portion of Riverside County (County), consists of approximately 153 acres of mostly developed land, and 68.8 acres of undeveloped expansion area. Westmont Village is a for-profit, month to month rental community for those over 55 years of age. Westmont Village includes Independent Living, Assisted Living, Memory Care, and Skilled Nursing. The Assisted Living and Memory Care are licensed by California Communicate Care Licensing, Department of Social Services as a Residential Care Facility for the Elderly (RCFE). The Skilled Nursing Facility is licensed by the California Department of Health Services.

The Air Force Village West Specific Plan (AFVW SP) area is in the southern portion of West March Planning Subarea of the March Joint Powers Authority (JPA) General Plan, situated west of Interstate 215 (I-215), south of Van Buren Boulevard, and north of Nandina Avenue on land that was formerly a part of the March Air Force Base (March AFB). The AFVW SP Amendment area is located on 64.1 acres in the southern portion of the AFVW SP area, south and west of Westmont Village. **Figure 1-1** depicts the location of the project in a regional context. The immediate project area is shown in **Figure 1-2**. The project site is bound to the north by the existing Ben Clark Public Safety Training Center, Westmont Village, and vacant land zoned as Residential 10 (R-10) in the AFVW SP. Immediately south of the project site is vacant land planned for Veterans Administration cemetery expansion, with residential areas further south, beyond Nandina Avenue. The project site is bound to the east by Westmont Village, with the General Old Golf Course beyond to the northeast. Vacant land designated for public facilities is to the west.

The AFVW SP was augmented by a General Plan Amendment application to incorporate the project area into the authority of the March JPA. This previously adopted General Plan Amendment added an Institutional Residential Care designation to the March JPA General Plan to provide policy level direction for land use approvals within AFVW. This Specific Plan Amendment will guide the development of approximately 64.1 acres of the expansion area of the AFVW SP area within the framework of the March JPA General Plan. The following land use specified in the March JPA General Plan would be developed as part of the proposed AFVW SP Amendment:

- Industrial (IND): including manufacturing, warehousing, and associated uses.

Table 1-1, Land Uses Originally Approved by the County of Riverside, outlines the number and type of units and facilities for AFVW originally approved by the County of Riverside on January 26, 1988 under Plot Plan 9777 with a Negative Declaration for Environmental Assessment No. 31600:

Table 1-1: Land Uses Originally Approved by the County of Riverside

Description	Phase I	Phase II	Total
Apartments	204 units	305 units	509 units
Skilled Nursing Unit	59 beds	59 beds	118 beds
Personal Care	20 beds	20 beds	40 beds
Duplex Units	66 units	96 units	162 units
Cottages	130 units	141 units	271 units
Total	400 units/beds	542 units/beds	942 units/beds

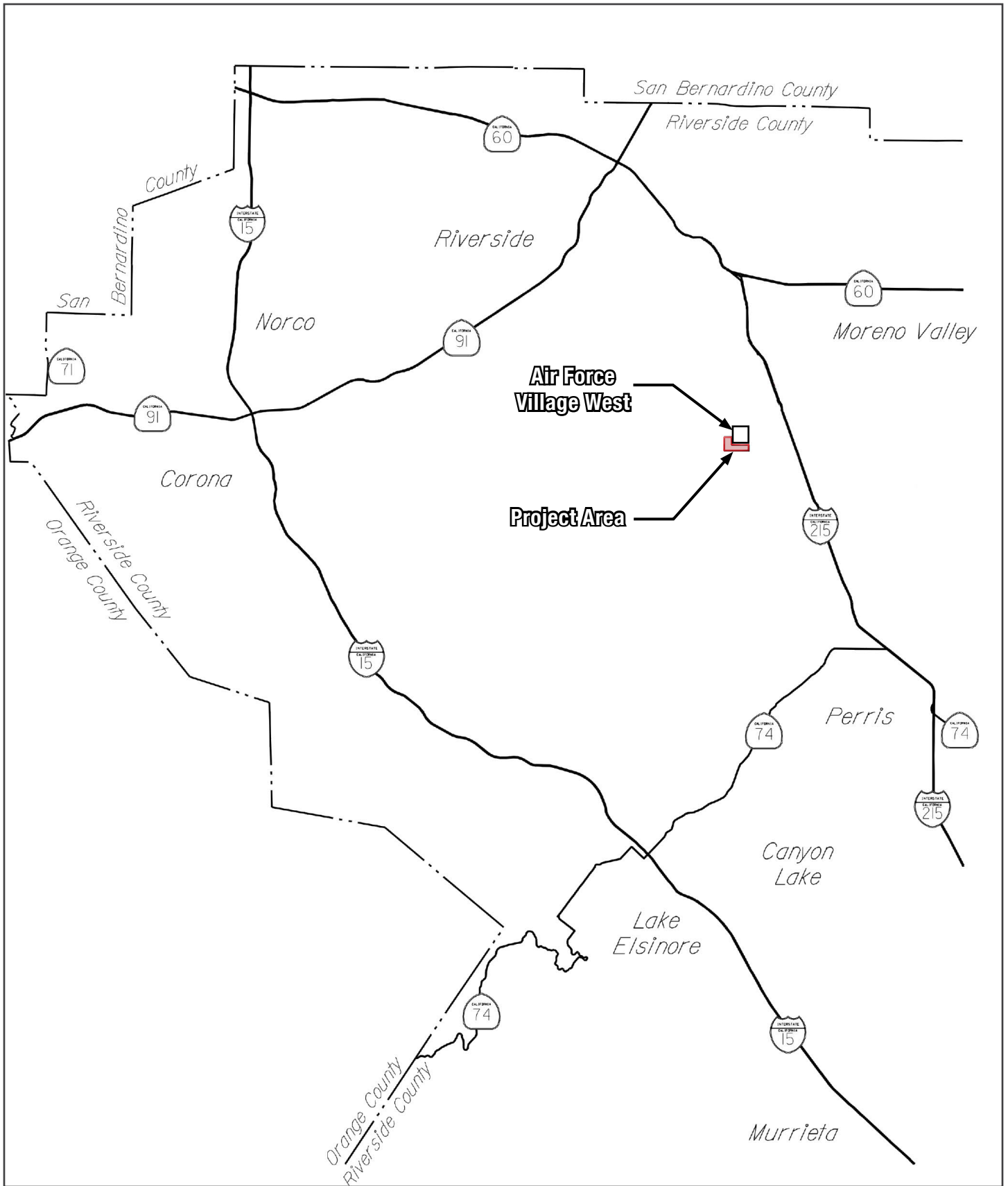


FIGURE 1-1: Regional Location Map



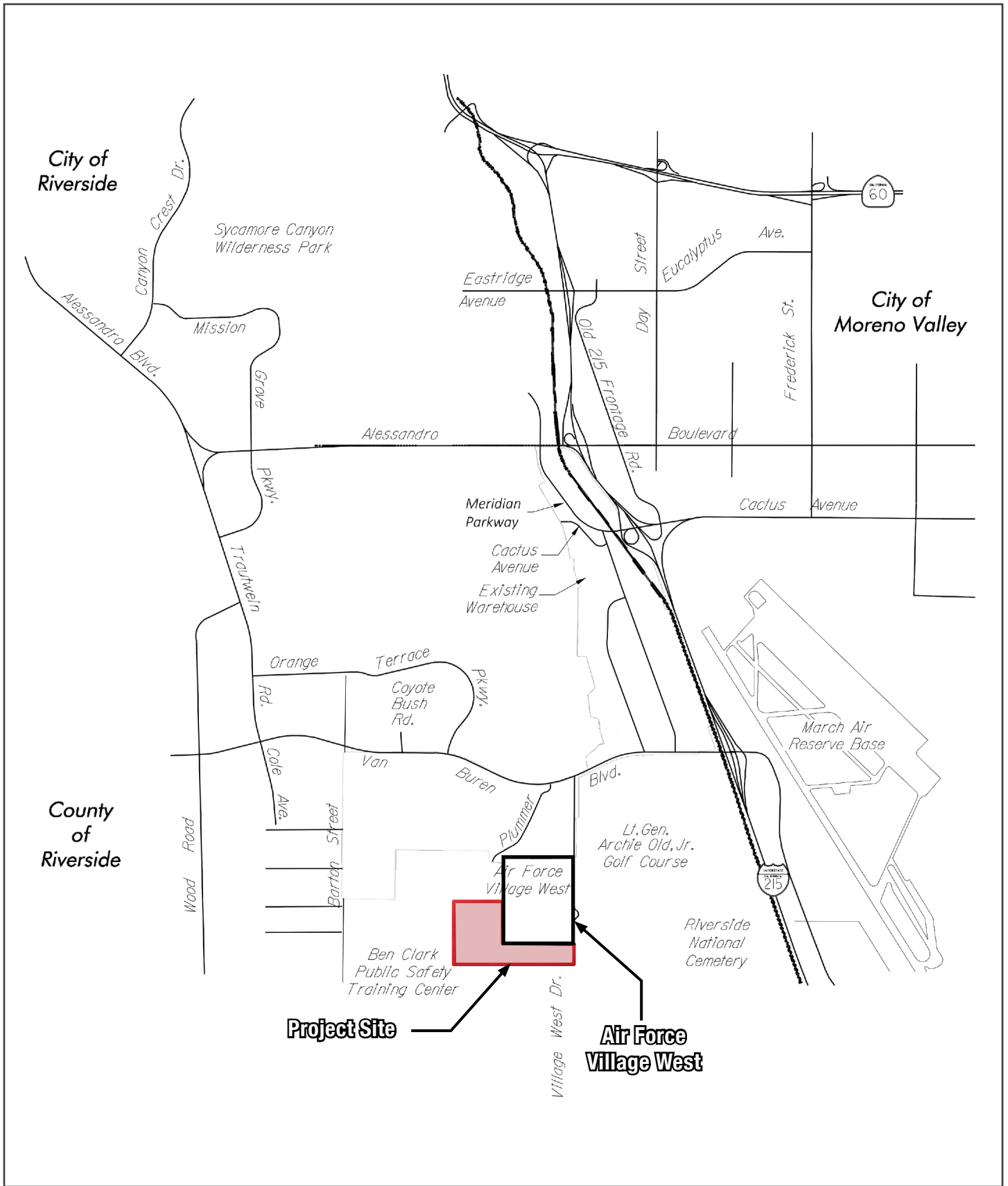


FIGURE 1-2: Local Vicinity Map

The development of the 64.1-acre AFVW SP Amendment area will follow the discretionary actions indicated in the Specific Plan 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 2004. In addition, editorial changes (such as using consistent verb tenses) have been incorporated to improve the clarity of this Specific Plan Amendment document.

AFVW opened in 1989 and was expanded in 1993 and 1997 with uses shown as "Existing" in **Table 1-2, Existing and Planned Land Uses within AFVW SP**. As shown in **Table 1-2**, the residential component of the existing AFVW SP area, known as Westmont Village, consists of 405 existing residential units. An additional 235 residential units are planned in future phases for a total of 640 units. The Health Services component of the RCFE includes 44 Assisted Living beds and 20 Special Care Units beds, for a total 64 bed facility. An additional 60 Assisted Living beds and 20 Special Care Units beds are planned in future phases for a total of 144 beds. The existing Skilled Nursing Facility has 59 beds and an additional 40 Skilled Nursing beds are planned in a future phase for a total of 99 beds. A tabulation of these uses is shown in **Table 1-3, Proposed Land Uses within AFVW SP Amendment Area**.

Table 1-2: Existing and Planned Land Uses within AFVW SP

Institutional Residential Care	Existing	Future Development Phases	Total
Single Family	232	75	307
Duplexes	70	0	70
Apartments	103	160	263
Total Units	405	235	640
Assisted Living	44	60	104
Special Care Unit	20	20	40
Total Beds	64	80	144
Skilled Nursing	59	40	99
Total Beds	59	40	99

Table 1-3: Proposed Land Uses within AFVW SP Amendment Area

Land Use	Existing (AC)	Proposed (AC)	Total (AC)
Industrial	0	64.1	64.1

In addition to the AFVW SP primary mission facilities identified above, there are various support and recreational facilities that may be added to existing support and recreational facilities. The type of facilities anticipated may include:

Support Facilities:

- Covered bus parking
- Drivers lounge
- Area maintenance and grounds-keeping shops
- Warehouses

- Open storage
- Offices
- Chapel

Recreational Facilities:

- Recreational courts
- Putting courses
- Gazebos
- Parking areas
- Walking trails
- Parks

Regional access to and from the AFVW SP area is provided via Van Buren Boulevard at the I-215 freeway. Village West Drive was previously constructed by AFVW from Van Buren Boulevard to serve as the primary access into the AFVW SP area and will be maintained by the County when the March JPA dissolves. Internal streets within the AFVW SP area are private roadways and will be maintained by Senior Living Riverside, LP. Access to the AFVW SP Amendment area will require construction of a private roadway and will be maintained by Senior Living Riverside, LP.

2 Introduction

2.1 Background and History

Since 1988, the federal government has closed and realigned military bases throughout the United States. 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 March AFB 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). The March JPA has prepared many planning, policy and regulatory documents to guide the redevelopment of the former March AFB. 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)
- Department of Defense Instructions
- Air Force Instructions
- Redevelopment Plan for the March Air Force Base Redevelopment Project (June 1996)
- March Joint Powers Authority Development Code (July 1997)
- General Plan of the March Joint Powers Authority (September 1999)
- Master Environmental Impact Report for the General Plan of the March Joint Powers Authority (September 1999)
- March Business Center Specific Plan (February 2003)
- March JPA General Plan Amendment (February 2003)
- March Business Center Focused Environmental Impact Report (February 2003)
- March Business Center Design Guidelines (November 2003)
- Air Installation Compatible Use Zone Study for March Air Reserve Base (2018)
- March Air Reserve Base/Inland Port Airport Joint Land Use Study (December 2010)
- March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (November 2014)
- Airport Layout Plan (September 2013)

In addition, documents have been prepared for specific development projects that implement the provisions of the March JPA General Plan. These include the following:

- Master Development Plan for the Ben Clark Public Safety Training Center (June 2002)
- March Business Center General Plan Amendment and Specific Plan (February 2003)

- Meridian Specific Plan Amendment, SP-5, An Amendment to the North Campus of the Meridian Specific Plan, (also known as the March Business Center Specific Plan), March JPA, July 2010
- General Plan Amendment GP 15-01 (2016)
- Specific Plan Amendment SP-1, A5 (2016)
- Tentative Tract Map 30857, Amendment #3 (2016)
- The Subsequent Environmental Impact Report for the Meridian Specific Plan (SP-5), (State Clearinghouse #2009071069)
- Addendum to the Certified FEIR (2016)
- Specific Plan Amendment SP-1, A6 (2017)
- General Plan Amendment GP 18-01 (2017)
- Tentative Tract Map 30857, Amendment #4 (2017)
- Addendum to the Certified FEIR (2017)
- Specific Plan Amendment SP-1, A7 (2018)
- Specific Plan Amendment SP-1, A8 (2020)

The AFVW SP Amendment follows the same procedural guidelines used for the above projects to implement the March JPA General Plan. In addition, there are many U.S. Air Force and AFVW planning, policy, and regulatory documents, applicable to the AFVW redevelopment of the former March AFB. Some of these documents were prepared before AFVW was placed within the jurisdiction of the March JPA. The Amendment would follow the procedural guidelines used for the above projects to implement the March JPA General Plan.

2.2 Planning Context

Figure 2-1 is an aerial view of the AFVW Specific Plan Amendment Area and vicinity. **Figure 2-2** depicts the existing March General Plan land use designation for the project area. **Figure 2-3** depicts the proposed land use designation to be shown in the March JPA General Plan. The March JPA General Plan has been amended concurrently with this Specific Plan Amendment to reflect the change in land use designation to Industrial. As the boundary of the AFVW SP Amendment planning area will remain the same, and the land use of Industrial is established in the March JPA General Plan, **Figure 2-2** and **Figure 2-3** have been updated to clarify the latest General Plan figure and Industrial land use designation, respectively.

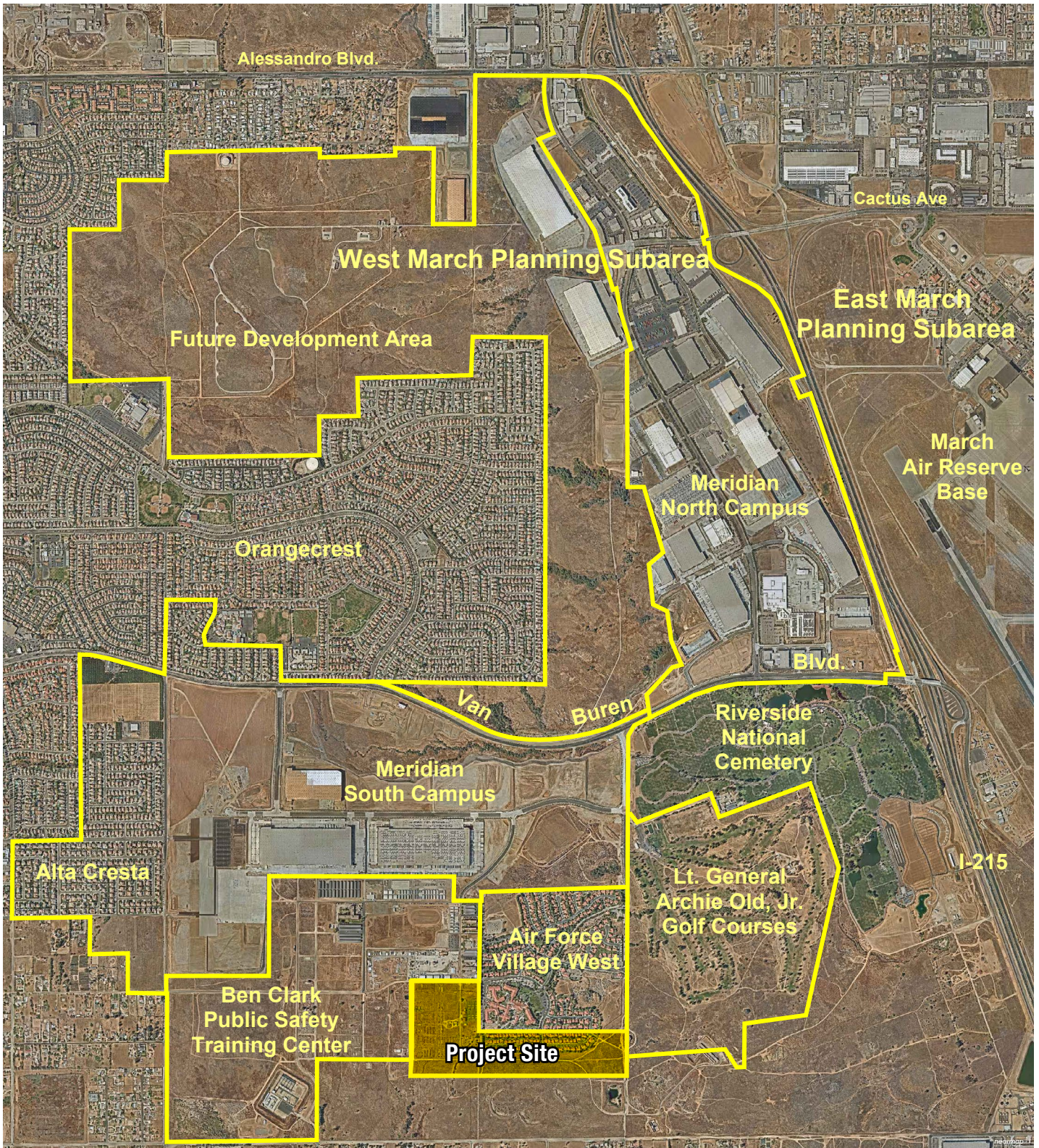


FIGURE 2-1: Aerial Photograph

Air Force Village West
Specific Plan Amendment SP-3, A1

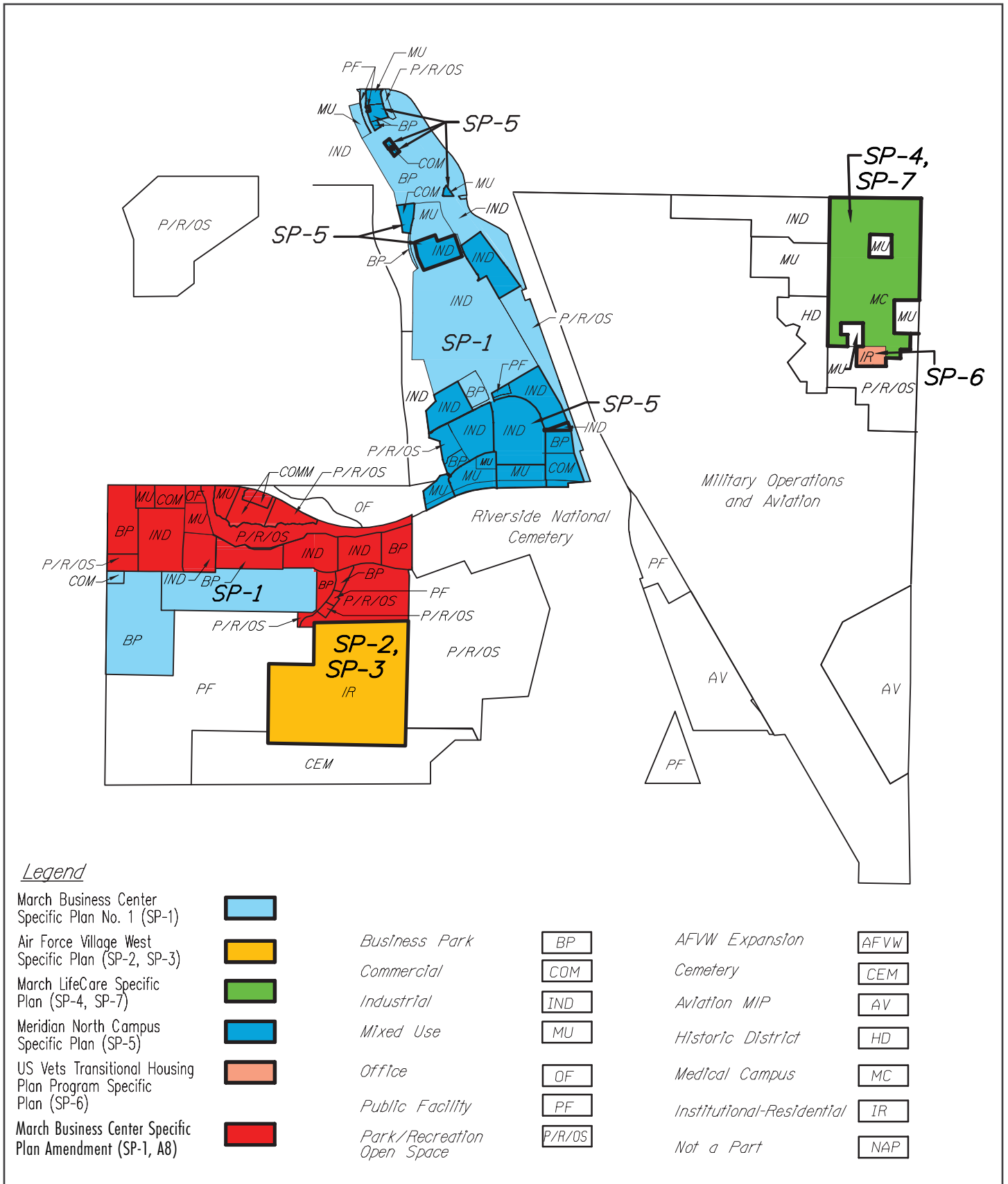


FIGURE 2-2: Existing General Plan Land Uses

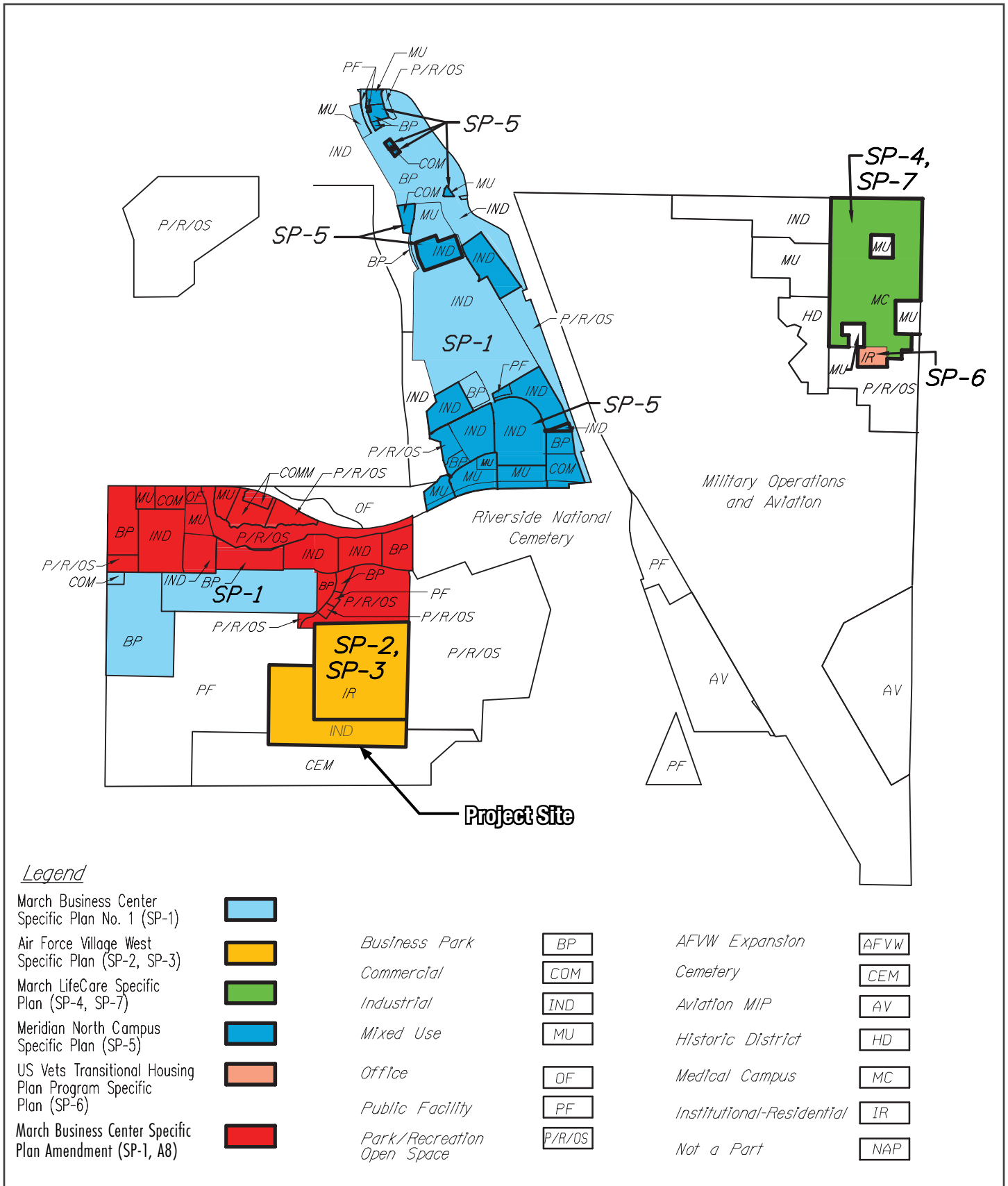


FIGURE 2-3: Proposed General Plan Land Uses

2.3 Discretionary Actions

The following discretionary actions will be required as part of the AFVW SP Amendment project:

2.3.1 General Plan Amendment

A General Plan Amendment will be processed concurrently with this Specific Plan Amendment to change a portion of the property from Institutional Residential (IR) to Industrial (Ind). The General Plan Amendment will be adopted by resolution.

2.3.2 Specific Plan Amendment

This Specific Plan Amendment document is a discretionary action and is subject to March JPA approval. When adopted by legislative action, the Specific Plan Amendment will serve both planning and regulatory functions. The AFVW SP Amendment contains the development standards and procedures necessary to fulfill these purposes.

2.3.3 Plot Plan

The Project requires approval of a plot plan which includes the site development plan for four buildings, parking, landscaping, drainage facilities, and new streets and driveways.

2.3.4 Tentative Tract Map

The proposed Project includes a Tentative Tract Map to create five legal development parcels, four of which are a part of the proposed Project, to dedicate rights-of-way for the Private Drive, and to identify required utility easements.

2.3.5 Zone Change Approval

When adopted by ordinance, this Specific Plan Amendment will change the zone designation of a portion of the property from Residential (R-10) to Industrial (IND). The zone will be Industrial within the Specific Plan. The Industrial zoning district is established within the March JPA Development Code and is appropriate for the development zoning. **Figure 2-4** illustrates the existing zoning district and **Figure 2-5** depicts the proposed zoning district.

2.3.6 Design Guidelines

The design of the 64.1-acre Industrial zone will be designed in accordance with the March Business Center Design Guidelines, and March JPA Development Code.

2.3.7 Environmental Documentation

An Environmental Impact Report for this Specific Plan Amendment is subject to certification by the March JPA.

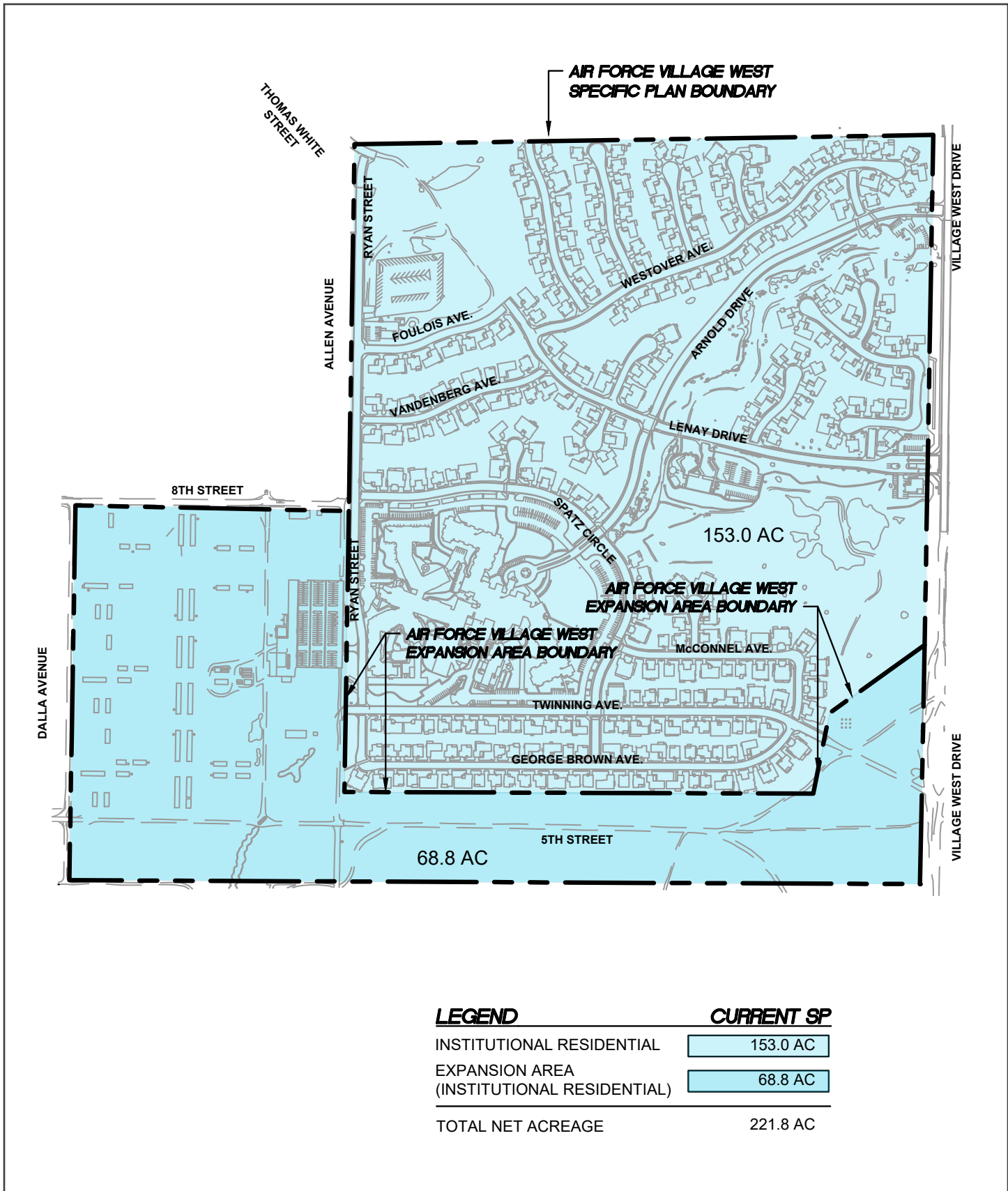
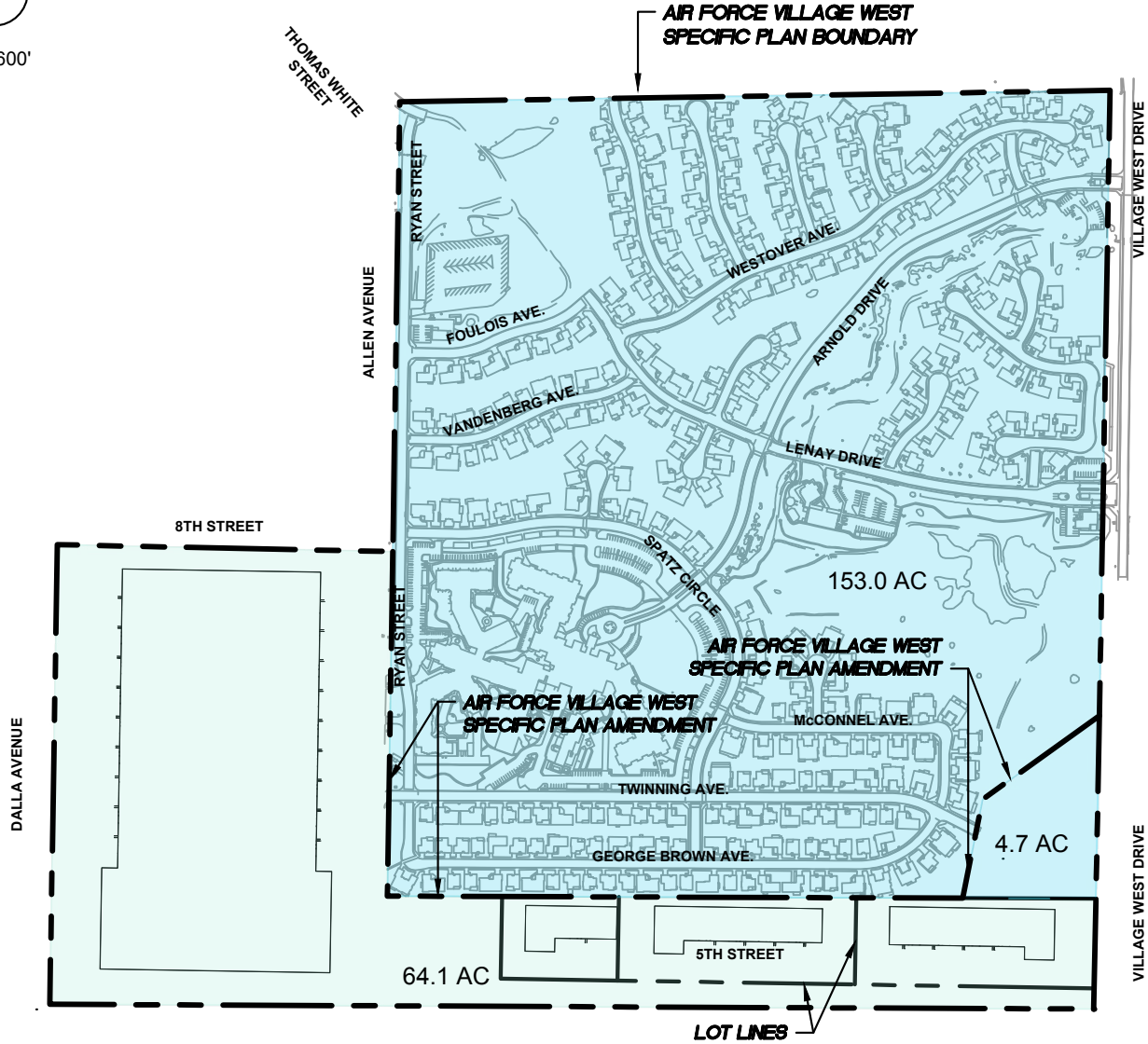


FIGURE 2-4: Existing Zoning



1" = 600'



LEGEND	CURRENT SP	SP AMENDMENT
INSTITUTIONAL RESIDENTIAL	153.0 AC	153.0 AC
EXPANSION AREA (R-10)	68.8 AC	4.7 AC
EXPANSION AREA (INDUSTRIAL)	0 AC	64.1 AC
TOTAL NET ACREAGE	221.8 AC	221.8 AC

FIGURE 2-5: Proposed Zoning

2.4 AFVW Environmental Compliance

Prior to development of this Specific Plan Amendment, Air Force Village West and the U.S. Air Force (AF) developed many studies, plans, etc. that addressed various issues normally included in a specific plan. Examples of such documentation are listed below:

1. "Installation Restoration Program Records Search" CH2M-Hill 04/84 (AF)
2. "Installation Restoration Program" (AF). "Phase II - Confirmation Quantification Volume III" Engineering - Science 03/87
3. "Traffic Report for Air Force Village West." J.F. Davidson Associates, 06/87
4. Riverside County Planning Department Staff Report for Plot Plan 9777, Parcel Map 22504, and Change of Zone Case No. 4918 with Negative Declaration. 01/28/88
5. County of Riverside Board of Supervisors adoption of "Negative Declaration for Environmental Assessment No. 31600 and Zone Changes, Tentative Parcel Map and Plot Plan Approval" 10/08/87
6. Final Environmental Assessment of the Land Conveyance for the proposed Air Force Village West Project. Niehaus & Associates 10/28/87
7. Riverside County Negative Declaration Under CEQA 10/06/87
8. "Finding of No Significant Impact" (FONSI). March Air Force Base Environmental Protection Committee (AF) 11/03/87
9. MOU Base Commander 1 AFVW 01/25/88
10. "Installation Restoration Program" (AF). "Remedial Investigation/Feasibility Study. Draft Basewide Work Plan." Earth Tech 07/91
11. "Remedial Investigation and Feasibility Study Work Plan." Converse Consultants 06/29/92
12. Riverside County Planning Department Staff Report for Tentative Tract Map 27155, 06/10/92
13. Riverside County Board of Supervisors Approval of Tentative Tract Map 27155, Amended No. 1, 06/30/92
14. "Remedial Investigation - Volume I, II, III" Converse Consultants 08/20/92
15. "Assessment of Environmental Data. Baseline Risk Assessment." Converse Consultants 09/08/92
16. "Draft Baseline Risk Assessment." Converse Consultants 2/12/93
17. "Baseline Risk Assessment" 06/04/93
18. "Final Environmental Impact Statement (EIS) Disposal of Portions of March AFB, California Volume I & Volume II" (AF) (AFCEV) 02/96
19. "AICUZ Study" (USAF) 1998, updated in 2018.
20. "Complete Appraisal Assignment 68.45 Acres" 09/05/00

The original Environmental Assessment (EA) completed by the Air Force in 1987 was based on the proposed build out of all units proposed for the ultimate development of Air Force Village West, Inc. This assessment considered the impact of 942 residential living units housing 1,431 residents, plus health care facilities. This action was predicated on the NEPA requirement that the Air Force should evaluate the environmental effects to the extent that can reasonably be predicted. The following issue areas were covered: land use, growth and housing, public services and finance, public health and safety traffic, air quality, noise, earth resources, biological resources, and cultural resources.

Examples of specific actions were the traffic study developed by J.A. Davidson in 1987 and all mitigation items were fulfilled. In fact, all mitigation requirements of all issue areas have been completed. The proposed AFVW project was found to be compatible with Air Force operations on base and outside the 65dB noise boundary of the March AFB airfield AICUZ in effect in 1987. The project is still compatible with the current AICUZ Study published in 2018.

All this special effort resulted in a FONSI by the March AFB Environmental Protection Committee on November 3, 1987 and a Negative Declaration for Environmental Assessment by the Riverside Board of Supervisors on October 18, 1987.

2.4.1 Tentative Subdivision Map

Zoning for the site, building sites, and street layout in Air Force Village West were originally established by Zoning Case No. 4918, Parcel Map 22504, and Plot Plan 9777 approved by the County of Riverside in 1987, and amended as Plot Plan 11679 in 1990. The Riverside County Planning Department recommended approval to the Board of Supervisors of an overall density of 6.15 dwelling units per acre at build-out of the project. In 1992, The Planning Department recommended approval of a second phase of construction for 106 dwelling units on 31.6 acres for a density of 3.35 dwelling per acre. The Board of Supervisors approved Tentative Tract Map No. 27155 Amended no. 1 on June 30, 1992. Future and concurrent applications to implement Air Force Village West shall be prepared in accordance with guidelines and development intensities presented in this Specific Plan Amendment, the State Subdivision Map Act, and March JPA requirements, and will be reviewed and approved by the March Joint Powers Planning Commission.

2.4.2 Specific Plan Amendment

The following Specific Plan changes would result in a revised Air Force Village West Specific Plan (Amendment No.1) through modification of the land use designation and zoning of the AFVW SP Amendment area, and would specifically modify **Figure 2-2, Figure 2-3, and Figure 2-4.**

- Change of zone of approximately 64.1-acres of the AFVW SP Amendment area. This area is bound to the north by 8th Street, AFVW SP Institutional Residential land uses, and vacant land zoned as Residential 10 (R-10) in the AFVW Specific Plan; to the south by vacant land planned for Veterans Administration Cemetery expansion, to the west by Dalla Avenue, and to the east by Village West Drive.

2.4.3 Plot Plan Application

Upon approval of this Specific Plan Amendment, a Plot Plan Application would be submitted for the development of an industrial building within the 64.1-acre Industrial zone. The Plot Plan Application intends for development of a maximum Floor Area Ratio (FAR) of 0.50, consistent with the March JPA General Plan. This FAR would allow for the development of an approximately 1,000,000 square foot

industrial building, associated parking, private drive, and landscaping within the proposed Industrial zone. Additional development within the 64.1-acre Industrial zone is depicted in **Figure 2-6** and landscaping and elevations of the proposed industrial building are shown in **Figure 2-7, Figure 2-8, and Figure 2-9.**



1" = 600'

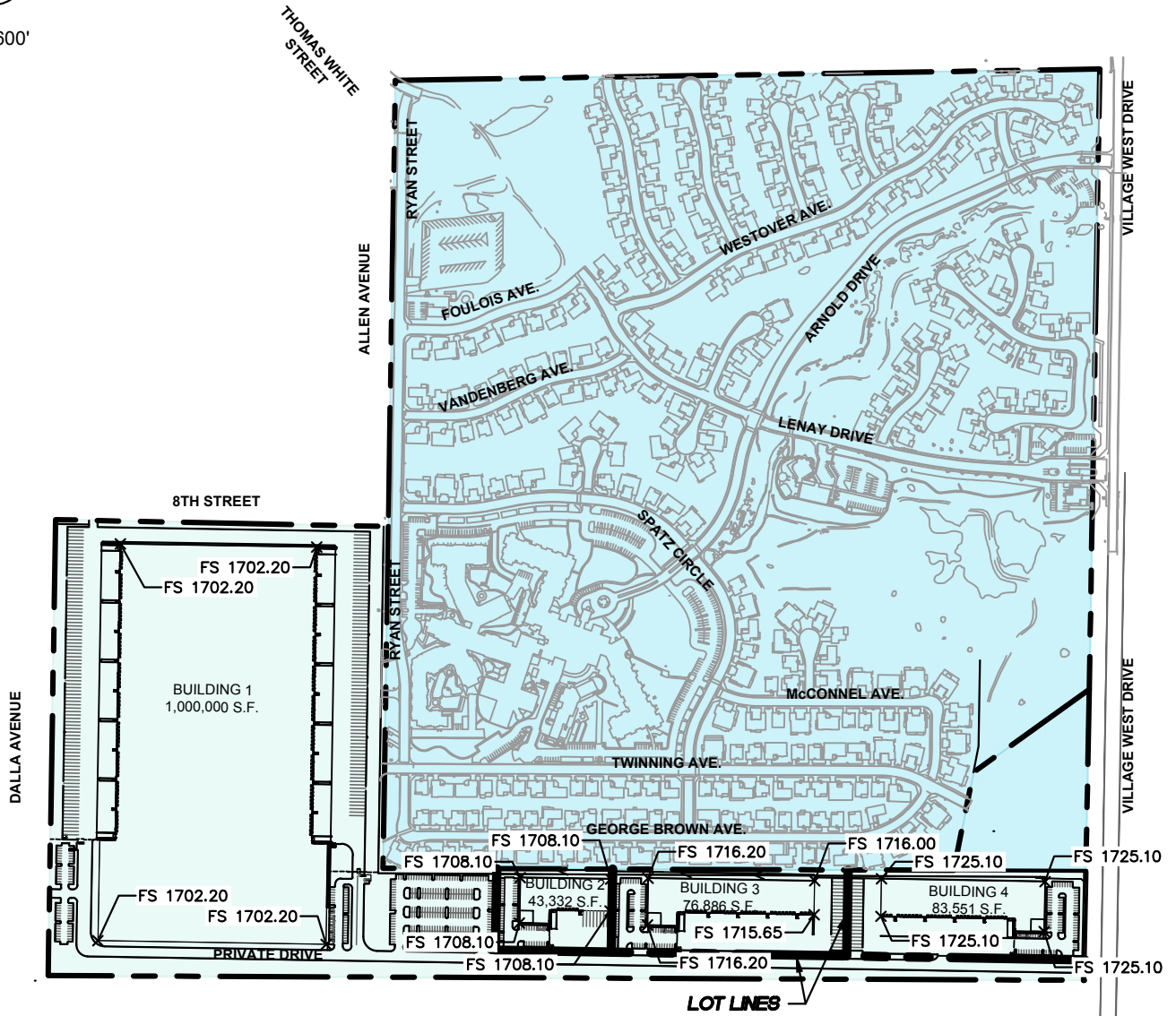


FIGURE 2-6: Site Plan

Air Force Village West
Specific Plan Amendment SP-3, A1

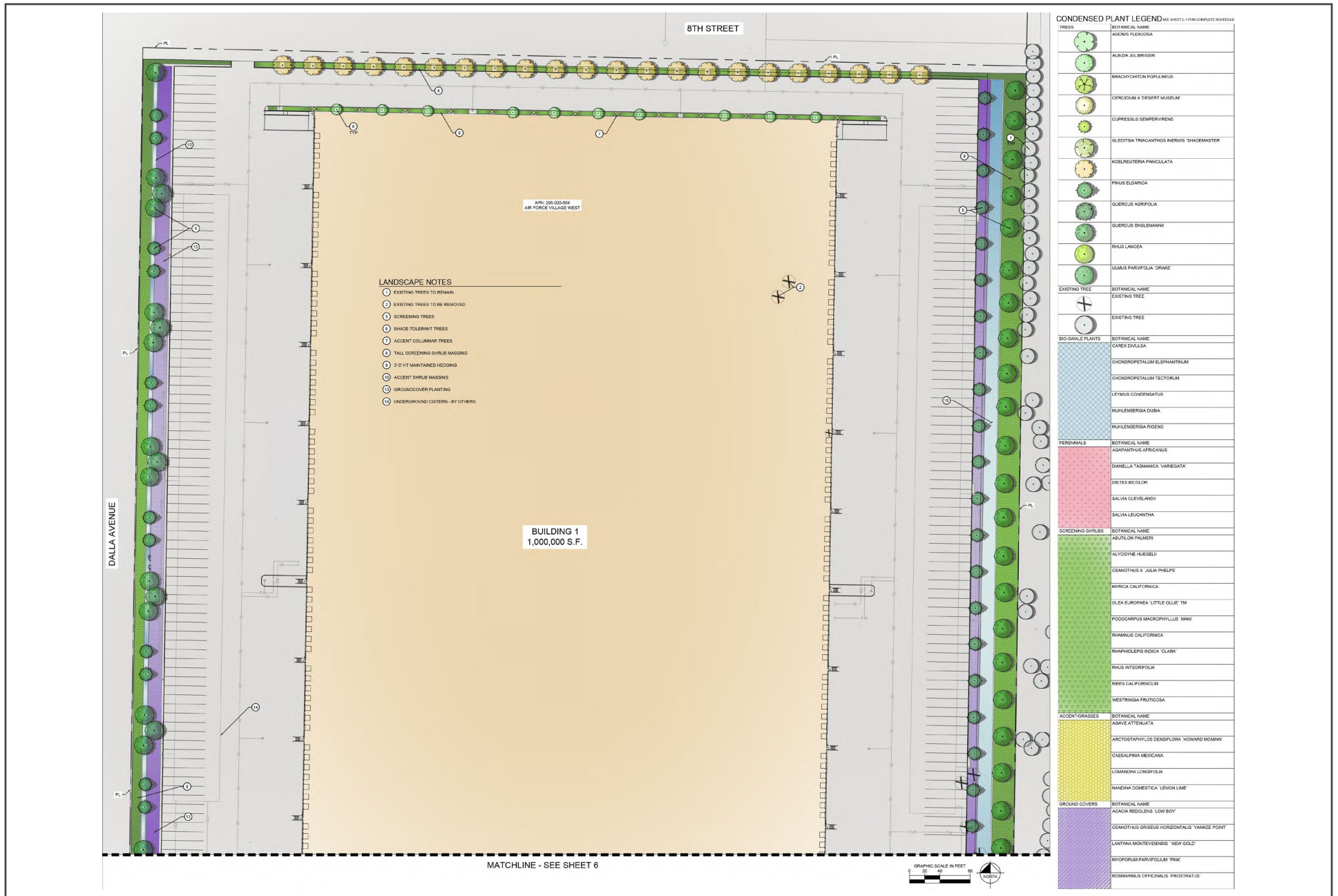
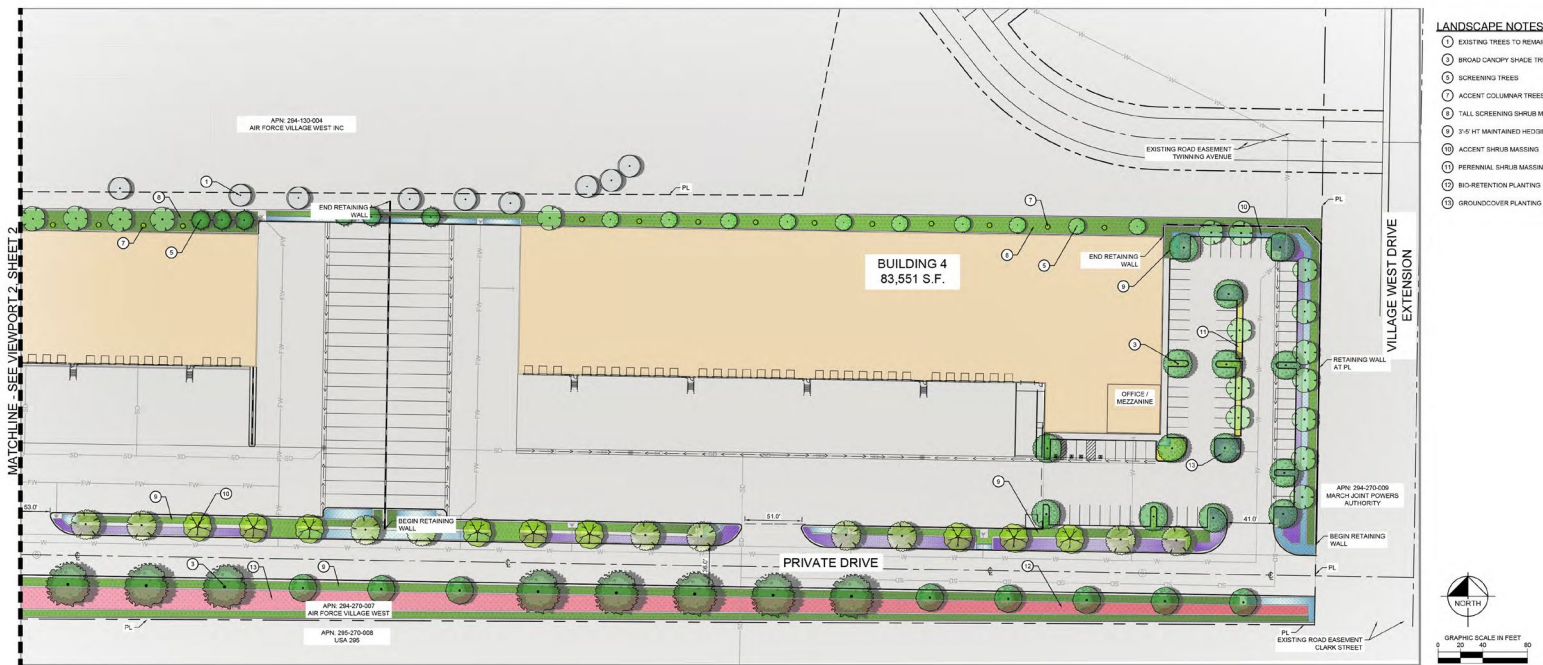


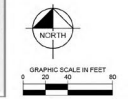
FIGURE 2-7a: Conceptual Landscape Plans



FIGURE 2-7b: Conceptual Landscape Plans



- LANDSCAPE NOTES**
- ① EXISTING TREES TO REMAIN
 - ② BROAD CANOPY SHADE TREE
 - ③ SCREENING TREES
 - ④ ACCENT COLUMNAR TREES
 - ⑤ TALL SCREENING SHRUB MASSING
 - ⑥ 3-5 FT MANTAINED HEDGING
 - ⑦ ACCENT SHRUB MASSING
 - ⑧ PERENNIAL SHRUB MASSING
 - ⑨ BIO-RETENTION PLANTING
 - ⑩ GROUND COVER PLANTING



CONCEPTUAL LANDSCAPE SCHEDULE

TREES	CODE	BOTANICAL / COMMON NAME	CONT	WUCCLS	BI-DIRALE PLANTS	CODE	BOTANICAL / COMMON NAME	CONT	WUCCLS	SPACING	ACCENT GRASSES	CODE	BOTANICAL / COMMON NAME	CONT	WUCCLS	SPACING
	AF	ADONIS FLEUGOSA / POPPYBERRY TREE	24" BOX	LOW		CCD	CAREX DRYOLAK / EUROPEAN GREY SEDGE	5 GAL	LOW	24" o.c.		AAC	ACONITUM ATROPURPUREUM / FORTAL AGAVE	5 GAL	LOW	36" o.c.
	AJ	ALBIDA JULIBRISIN / SILK TREE	24" BOX	LOW		CE	CHONDRPETALUM ELEPHANTINUM / LARGE CAPE RUSH	5 GAL	LOW	60" o.c.		AH2	ARCTOSTAPHYLOS DENSFLOA / HOWARD MCMINNY / HOWARD MCMINNY VINE HILL MANZANTIA	15 GAL	LOW	60" o.c.
	BP	BRACHYCHITON POPALNEUS / KURRAJONG EVERGREEN	24" BOX	LOW		CT	CHONDRPETALUM TECTORUM / SMALL CAPE RUSH	5 GAL	LOW	36" o.c.		CM	CASALPINA MEXICANA / MEXICAN BIRD OF PARADISE	5 GAL	LOW	60" o.c.
	CD	CERODOLIA X DESERT MUSEUM / DESERT MUSEUM PALO VERDE	24" BOX	LOW		LC	LEYMUS CONDENSATUS / GIANT WILD RYE	5 GAL	LOW	24" o.c.		LL	LOMANDRA LONGIFOLIA / MAT RUSH	5 GAL	LOW	36" o.c.
	CS	CUPRESSUS SEMPERVIRENS / ITALIAN CYPRESS	24" BOX	LOW		MD	MUHLENBERGIA DUBIA / PINE MULPLY	1 GAL	LOW	36" o.c.		NL	NANDINA DOMESTICA / LEMON LIME / LEMON LIME NANDINA	5 GAL	MODERATE	36" o.c.
	GS	SLEDITIA TRICANTHOS INERMIS / SHADEMASTER / SHADEMASTER HONEY LOCUST DECIDUOUS	24" BOX	LOW		MR	MUHLENBERGIA ROGENS / DEER GRASS	5 GAL	LOW	48" o.c.		CCD	BOTANICAL / COMMON NAME	CONT	WUCCLS	SPACING
	KP	KOELNUTERIA PANICULATA / GOLDEN RAIN TREE DECIDUOUS	24" BOX	LOW		AA	ADAPANTHUS AFRICANUS / LILY OF THE NILE	1 GAL	MODERATE	24" o.c.		AL	ADACIA REDOLENS / LOW BOY / LOW BOY BANK CATALAW	1 GAL	LOW	48" o.c.
	PE	PINUS ELIADARICA / AFRIHAN PINE	24" BOX	LOW		DV	DIANELLA TASMANICA / VARIEGATA / VARIEGATED FLAX LILY	1 GAL	LOW	24" o.c.		CY	CELANOTHUS GRISBUS HORIZONTALIS / YANKEE POINT / CALIFORNIA LILAC	1 GAL	LOW	48" o.c.
	QA	QUERCUS AGRIADARICA / COAST LIVE OAK	24" BOX	LOW		DB	DIETES BICOLOR / FORTNIGHT LILY	1 GAL	MODERATE	24" o.c.		LP	LANTANA MONTEVIDENSIS / NEW GOLD / GOLD LANTANA	1 GAL	LOW	36" o.c.
	QE	QUERCUS ENGLEMANNI / ENGELMANN OAK	24" BOX	LOW		SC	SALVA CLEVELANDI / CLEVELAND SAGE	5 GAL	LOW	48" o.c.		MP	MYOPORUM PARVIFOLIUM / PINK / TRAILING MYOPORUM	1 GAL	LOW	36" o.c.
	RS	RHUS LANICATA / AFRICAN SUMAC	24" BOX	LOW	SL	SALVA LEUCANTHA / MEXICAN BUSH SAGE	5 GAL	LOW	36" o.c.	RD	ROSMARINUS OFFICINALIS PROSTRATUS / DWARF ROSEMARY	1 GAL	LOW	36" o.c.		
	UD	ULMUS PARVIFOLIUM / DRAKE / DRAKE LACEBARK ELM	24" BOX	LOW	CCD	BOTANICAL / COMMON NAME	CONT	WUCCLS	SPACING							
	AP	ABUTILON PALMERI / INDIAN MALLOW	5 GAL	LOW	60" o.c.	AH	ALYODINE RUDELI / BLUE HIBISCUS	15 GAL	LOW	72" o.c.						
	CJ	CELANOTHUS X JULIA PHELPS / CALIFORNIA LILAC	5 GAL	LOW	60" o.c.	CJ	CELANOTHUS X JULIA PHELPS / CALIFORNIA LILAC	5 GAL	LOW	60" o.c.						
	MC	MYRTICA CALIFORNICA / PACIFIC WAX MYRTLE	5 GAL	LOW	96" o.c.	OL	OLEA EUROPAEA / LITTLE OLIVE / LITTLE OLIVE	5 GAL	LOW	48" o.c.						
	PM	PODOCARPUS MACROPHYLUS / MAUI / MAUI SHRUBBY YEW PODOCARPUS	5 GAL	MODERATE	48" o.c.	RC	RHAMNUS CALIFORNICA / COFFEEBERRY	5 GAL	LOW	60" o.c.						
	RI	RHAPHOLEPS INDICA / CLARA / INDIAN HAWTHORNE	5 GAL	LOW	36" o.c.	R1	RHAMNUS CALIFORNICA / COFFEEBERRY	5 GAL	LOW	60" o.c.						
	R2	RHUS INTEGRIFOLIA / LEMONADE BERRY	15 GAL	LOW	96" o.c.	R2	RHUS INTEGRIFOLIA / LEMONADE BERRY	15 GAL	LOW	96" o.c.						
	RC2	RIBES CALIFORNICUM / HILLSIDE GOOSEBERRY	5 GAL	LOW	60" o.c.	WF	WESTRINGIA FRUTICOSA / COAST ROSEMARY	5 GAL	LOW	48" o.c.						
	ER	EXISTING TREE TO BE REMOVED (4" DIA REPLACEMENT 2")	EXISTING													
	EP	EXISTING TREE TO REMAIN PROTECT IN PLACE	EXISTING													

FIGURE 2-7c: Conceptual Landscape Plans



LANDSCAPE NOTES

- ① EXISTING TREES TO REMAIN
- ② BROAD CANOPY SHADE TREE
- ③ SCREENING TREES
- ④ ACCENT COLUMNAR TREES
- ⑤ TALL SCREENING SHRUB MASSING
- ⑥ 3'-6" HT MAINTAINED HEDGING
- ⑦ ACCENT SHRUB MASSING
- ⑧ PERENNIAL SHRUB MASSING
- ⑨ BIO-RETENTION PLANTING
- ⑩ GROUNDCOVER PLANTING

ENLARGEMENT A

ENLARGEMENT B

CONCEPTUAL LANDSCAPE SCHEDULE

TREE:	CODE	BOTANICAL / COMMON NAME	CONT.	WUCOLS	SPACING	ACCENT/GRASSES	CODE	BOTANICAL / COMMON NAME	CONT.	WUCOLS	SPACING
AF	ASONIS FLEXUOSA / PEPPERMINT TREE	24" BOX	LOW				AA	ADSPANTHUS AFRICANUS / LILY OF THE NILE	1 GAL	MODERATE	24" o.c.
AJ	ALBIDA JULIBRISIN / SILK TREE	24" BOX	LOW			DV	DIANELLA TASMANICA / VARIEGATA / VARIEGATED FLAX LILY	1 GAL	LOW	24" o.c.	
BP	BRACHYCHTON POPULNEUS / KUMRAJONG EVERGREEN	24" BOX	LOW			DB	DIETES BICOLOR / FORTNIGHT LILY	1 GAL	MODERATE	24" o.c.	
CO	CERODALIX DESERT MUSEUM / DESERT MUSEUM PALO VERDE	24" BOX	LOW			BC	SALVIA CLEVELANDI / CLEVELAND SAGE	5 GAL	LOW	48" o.c.	
CS	CUPRESSUS SEMPERVIRENS / ITALIAN CYPRESS	24" BOX	LOW			SL	SALVIA LESUCANTHA / MEXICAN BUSH SAGE	5 GAL	LOW	36" o.c.	
GS	GLEDITSIA TRACANTHOS INERMIS / SHADEMASTER / SHADEMASTER HONEY LOCUST	24" BOX	LOW								
KP	KOELERIA FERRA PANICULATA / GOLDEN RAIN TREE	24" BOX	LOW								
PE	PINUS ELDARICA / AFGHAN PINE	24" BOX	LOW								
QA	QUERCUS AGRIFOLIA / COAST LIVE OAK	24" BOX	LOW								
QE	QUERCUS ENCLEMANNI / ENGELMANN OAK	24" BOX	LOW								
RS	RHUS LANCEOLA / AFRICAN SUIAC	24" BOX	LOW								
UD	ULMUS PARVIFOLIA / DRAKE / DRAKE LACEBARK ELM	24" BOX	LOW								
EXISTING TREE:											
ER	EXISTING TREE TO BE REMOVED 4" DBH REPLACEMENT 2:1	EXISTING	EXISTING								
EP	EXISTING TREE TO REMAIN PROTECT IN PLACE	EXISTING	EXISTING								

FIGURE 2-7d: Conceptual Landscape Plans

TREES



SHRUBS



SHRUBS



ACCENTS / ORNAMENTAL GRASSES



GROUNDCOVER



WESTMONT INDUSTRIAL | PLANT PALETTE
RIVERSIDE, CA | 2021

FIGURE 2-7e: Conceptual Landscape Plans



SOUTHEAST OFFICE CORNER

SOURCE: Herdman Architecture + Design

FIGURE 2-8: Rendering of Industrial Building

Air Force Village West
Specific Plan Amendment SP-3, A1



EAST ELEVATION



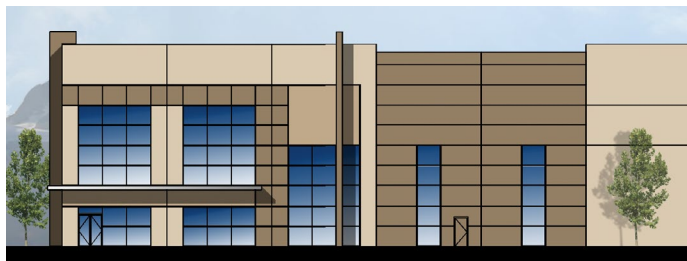
WEST ELEVATION



SOUTH ELEVATION



NORTH ELEVATION



ENLARGED EAST ELEVATION



ENLARGED WEST ELEVATION

SOURCE: Herdman Architecture + Design

FIGURE 2-9: Elevations

Air Force Village West
Specific Plan Amendment SP-3, A1

3 Land Use

Air Force Village West was established by act of the United States Congress to permit the Secretary of the Air Force to sell portions of March AFB to AFVW to provide housing and continuing care for retired members of the seven Uniformed Services, and/or their widows or widowers. The community has flourished over the years as residents could transition from Independent Living to Assisted Living and Skilled Nursing in the same location. Since the time AFVW was established, the March facility has converted from an Air Force Base to a Reserve Base and many of the services intended for the residents of AFVW have been eliminated or relocated to other facilities. In the meantime, the administration of the base facility has been transferred to the March JPA, leaving AFVW as a donut hole surrounded by March JPA lands. The previously adopted General Plan Amendment shifted the land use authority from the County of Riverside to the March JPA, while the previously adopted Specific Plan and this Specific Plan Amendment will provide policies and regulations to guide future land use decisions within the AFVW SP area and AFVW SP Amendment area.

3.1 Land Use Overview

This section identifies the types of land uses to be allowed in the AFVW SP Amendment project area and provides regulations and standards to govern future development. In accordance with the General Plan, the AFVW SP and AFVW SP Amendment will accommodate land uses that will support future growth and development in the project area. The AFVW SP Land Use Element references the following policies, regulations, and guidelines:

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

This section specifies broad land use categories that will guide the development of the AFVW SP and AFVW SP Amendment project area. 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.

3.2 Purpose and Applicability

The following items describe the relationship of the AFVW SP and AFVW SP Amendment land use regulations in the context of other land use documents developed by the March 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 the AFVW SP and AFVW Specific Plan Amendment.
2. Any details or issues not specifically covered in these regulations shall be subject to the regulations of the Development Code.
3. The AFVW SP and AFVW SP Amendment land use regulations are adopted pursuant to Section 65450 of the State of California Government Code. It is specifically intended by such adoption that the development standards herein shall regulate all development within the project area.

3.3 Land Use Compatibility

This Specific Plan Amendment establishes development patterns to limit the potential for land use conflicts, both within the AFVW SP Amendment area and in relation to other uses in the project vicinity.

A key consideration guiding the development of the AFVW SP area and the AFVW SP Amendment area are the provisions of the Air Installation Compatible Use Zone (AICUZ) Study in effect in 1987, and as republished in 2018. The study was completed to identify land use restrictions and height limitations within the Airport Influenced Areas. All development within the Airport Influenced Areas established by the Airport Land Use Commission (ALUC) shall be consistent with the Airport Land Use Plan and the Accident Potential Zones (APZs) published in the AICUZ Study. Uses within the AFVW SP Amendment area will be reviewed as Industrial uses under the AICUZ criteria.

The AFVW SP Amendment area does not include or propose land uses that would be considered sensitive receptors. The AFVW SP Amendment area is outside of the area defined for noise levels exceeding 65dBa; therefore, the uses within AFVW SP Amendment area are compatible with the AICUZ. There are no existing uses or planned uses in the AFVW SP Amendment area that would generate significant noise.

The AFVW SP Amendment will be consistent with the Land Use Compatibility items described above. Plot plan(s) and construction within the 64.1-acre Industrial zone will be subject to review by ALUC and March JPA for consistency.

3.4 Objectives of Institutional Development Districts

This section of the Specific Plan Amendment identifies the Industrial land use district supporting an industrial building, summarized below:

1. Industrial (IND) district

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.

3.5 Aviation Considerations

The following documents affect development near military airports:

3.5.1 Air Installation Compatible Use Zones (AICUZ)

Figure 3-1 depicts the Riverside County Airport Land Use Commission Influence Areas. **Figure 3-2** illustrates the location of the AFVW SP Amendment area in relation to the March ARB runway Clear Zone (CZ), Accident Potential Zones (APZ), and the Elementary School Buffer zone. The standards for military operations are as follows:

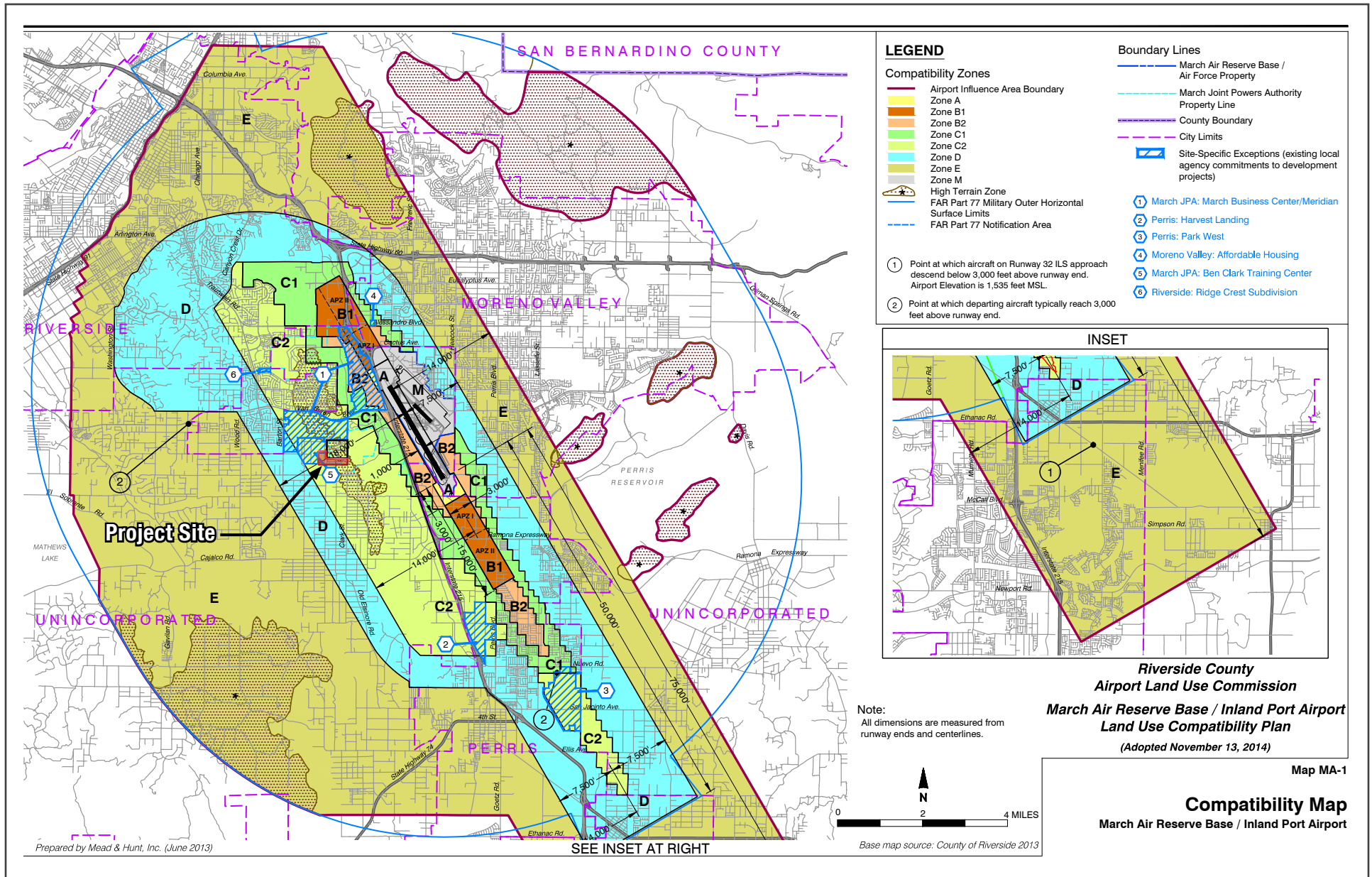


FIGURE 3-1: ALUC Airport Influence Area

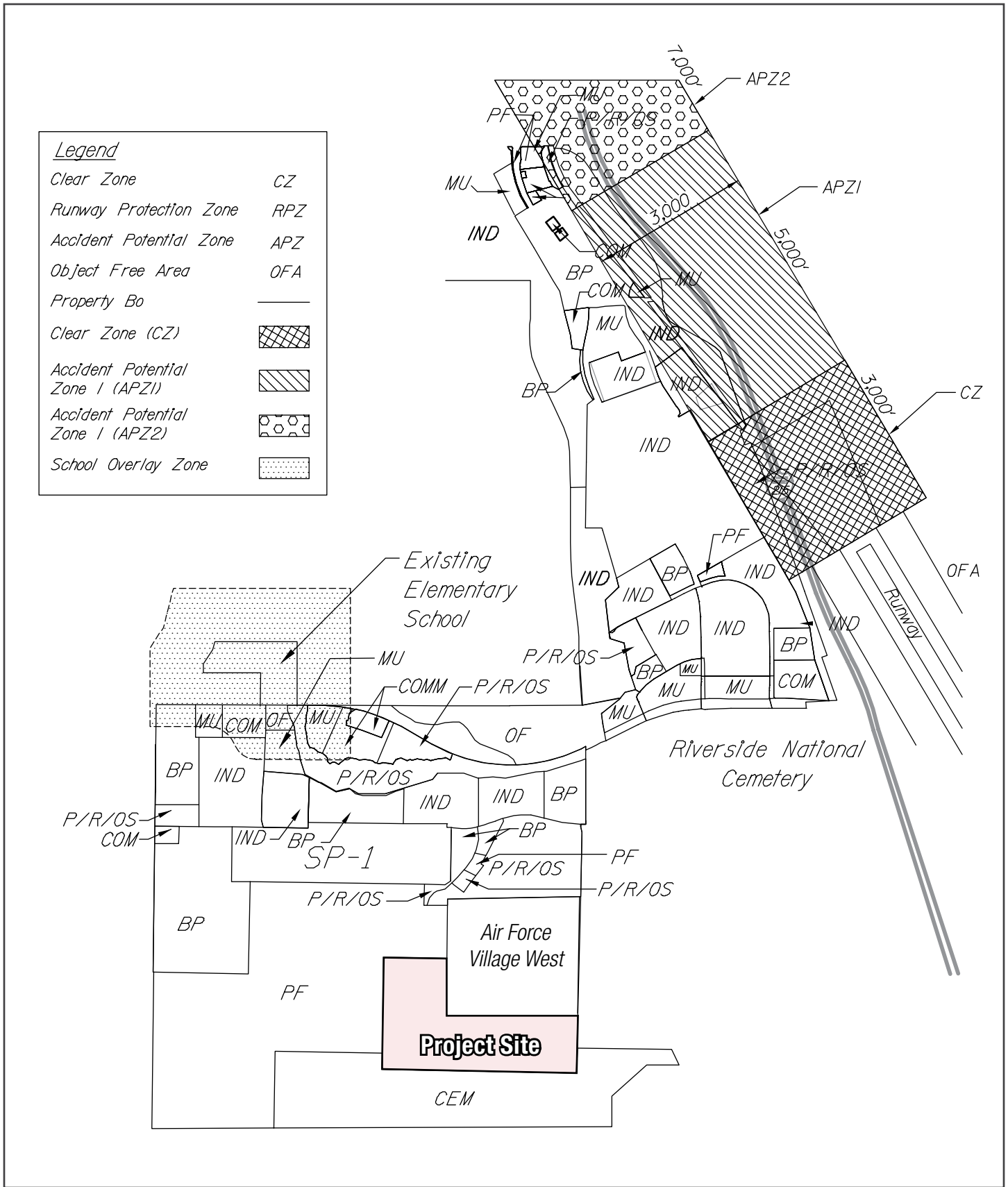


FIGURE 3-2: Area Overlay Zones

- **Clear Zone (CZ):** The clear zone (CZ) is a 3,000 foot by 3,000-foot area closest to the end of each runway and along the approach and departure flight path. These areas must remain clear and free of any infrangible obstacles.
- **Accident Potential Zone (APZ) I:** The accident potential zones (APZs) are areas beyond the CZ, which possess a significant potential for accidents. APZ I extends from the outer edge of the CZ for an additional 5,000 feet.
- **Accident Potential Zone (APZ) II:** This APZ extends from APZ I for an additional 7,000 feet in length. The potential for accidents in this zone is lower than APZ I.

3.5.2 Aviation Building Height Federal Aviation Regulations

Development of the site must comply with federal guidelines addressing the height of structures in the vicinity of the runway. Federal Aviation Regulations (FAR) Part 77 defines a variety of imaginary surfaces around aprons, including a horizontal surface and a conical surface. FAR Part 77 is not an absolute height limit. Instead, it is a guideline used by the FAA to identify structures that may constitute a hazard to air navigation. 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 March ARB runway (see FAR Part 77), will require the preparation of FAA Notice of Proposed Construction or Alteration (form 7460-1). If a hazard to air navigation is identified, then the FAA will issue a determination of hazard to air navigation. However, the FAA does not have the authority to prevent encroachment; it is up to the local land use authority to enforce the recommendation. The project does not contain structures that would penetrate the 100 to 1 slope. Additionally, FAR 577.15. (a) does not require notification to FAA for the following construction of alteration:

"(a) Any object that would be shielded by existing structures of a permanent and substantial character, or by natural terrain or topographic features of equal or greater height and would be located in the congested area of a city, town, or settlement where it is evident beyond all reasonable doubt that the structure so shielded will not adversely affect safety air navigation."

Figure B-2 in Appendix B is a conceptual land use compatibility map that shows FAR Part 77 surfaces adjacent to March ARB that may be applicable to the project. As shown in this figure, terrain elevations (without structures) may not penetrate the conical surface. Depending on the elevation of the finished grade and height of the proposed structure, future development in Air Force Village West may penetrate the Part 77 surfaces if required. Development proposals in Air Force Village West may file form 7460-1 if appropriate based on either 577.13.2.i or 577.15 (a). A final determination of FAR Part 77 requirements shall be made at the time of grading plan approval.

Figure B-1 in Appendix B also shows the conceptual location of the Height Caution Zone. This zone is defined as the area within Airport Influenced Area II where the maximum allowable building height plus the rough grading plan elevation penetrates the Part 77 surface. Within the Height Caution Zone, objects up to 50 feet tall are acceptable, and do not require ALUC review for the purposes of height factors. ALUC review will be required for any proposed object taller than 50 feet within the Height Caution Zone. Conformity with the Height Caution Zone shall be determined prior to grading plan approval.

In order to conform to the Riverside County Airport Land Use Plan (ALUP), this Specific Plan Amendment provides land use regulations relating to safety (both for air navigation and for people residing within Westmont Village), noise impacts, and building heights. The following paragraphs summarize these regulations.

3.5.3 Riverside County Airport Land Use Plan

Figure 3-1 shows the location of Airport Influenced Areas I and II.

ALUC policies related to project land uses are discussed below:

Policy 1: Area I shall be kept free of all high-risk land uses.

The AFVW SP Amendment area is not located within Area I.

Policy 2: The AFVW SP Amendment area is located within Airport Influenced Area II. Within this area, a number of land uses are prohibited or discouraged because of their proximity to the airport.

Discouraged uses must demonstrate to the satisfaction of the March JPA Commission that development outside the Airport Influence Area II is not feasible.

Requirements relating to the safety of air navigation, typically conditioned on projects, are as follows:

- The Final Map shall confirm an aviation easement to the March JPA from the United States Air Force. Said easement was granted under the Quit Claim deed from the USAF to AFVW.
- Lighting Plans for any development shall be reviewed and approved by the Airport Authority and the Air Force Reserve Base.
- Uses that would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft during initial climb or final approach shall be prohibited.
- Uses that would cause sunlight to be reflected toward an aircraft during initial climb or final approach shall be prohibited.
- Uses that generate smoke or water vapor which would affect safe air navigation shall be prohibited.
- Uses that generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation shall be prohibited.
- Detention facilities within the AFVW SP Amendment area will be designed to drain within six to 12 hours. These basins shall be monitored on a regular basis to identify if waterfowl and other birds are attracted to the basins. If such birds begin to be attracted to the basins, a plan to harass or exclude potential hazardous wildlife shall be developed and implemented.

The AFVW SP Amendment project will not violate these safety requirements.

The ALUP was adopted on April 26, 1984. The public law that authorized the original purchase and the Quitclaim Deed in 1988 restricted the use of the land to a lifetime care facility. The 1987 Air Force Environmental Assessment supporting the sale of the land was based on a full build-out analysis of the total project. The basic 1988 MOU with March AFB also recognized full build-out of AFVW. The Riverside County Board of Supervisors approved the zoning, parcel map, and plot plan in 1987 based on a Riverside County Planning Department analysis of full build-out of the project at an overall density of 6.15 dwelling

units per acre. This Specific Plan Amendment does not exceed the total build-out intensity identified with the original. In addition, all mitigation measures and conditions of approval, specified in the above documents, have been complied with. All actions to date support the feasibility of completing the build-out within Airport Influence Area II.

3.5.4 Aviation Noise Regulations

The AICUZ Study reflects both CNEL and DNL noise contours. As shown in **Figure 3-3**, the AFVW SP Amendment area lies outside of the 60 dBa contours as reflected in the 2018 AICUZ plan. This noise environment does not hinder the ability to achieve an interior noise level that does not exceed 45 dBa.

The ALUP also addresses noise standards. Policy 4 specifies that construction of new housing shall achieve interior noise levels not to exceed 45 dBa. Appendix C of the ALUP further suggests that reductions to standards can be made within areas of considerable noise where good relations exist between a community and noise sources. A positive relationship has existed over the past 15 years between residents of the AFVW project area and flight operations at March ARB. All residents of AFVW are veterans who have long relationships with the military and continue to support military operations. Accordingly, no further sound attenuation measures are required for this project.

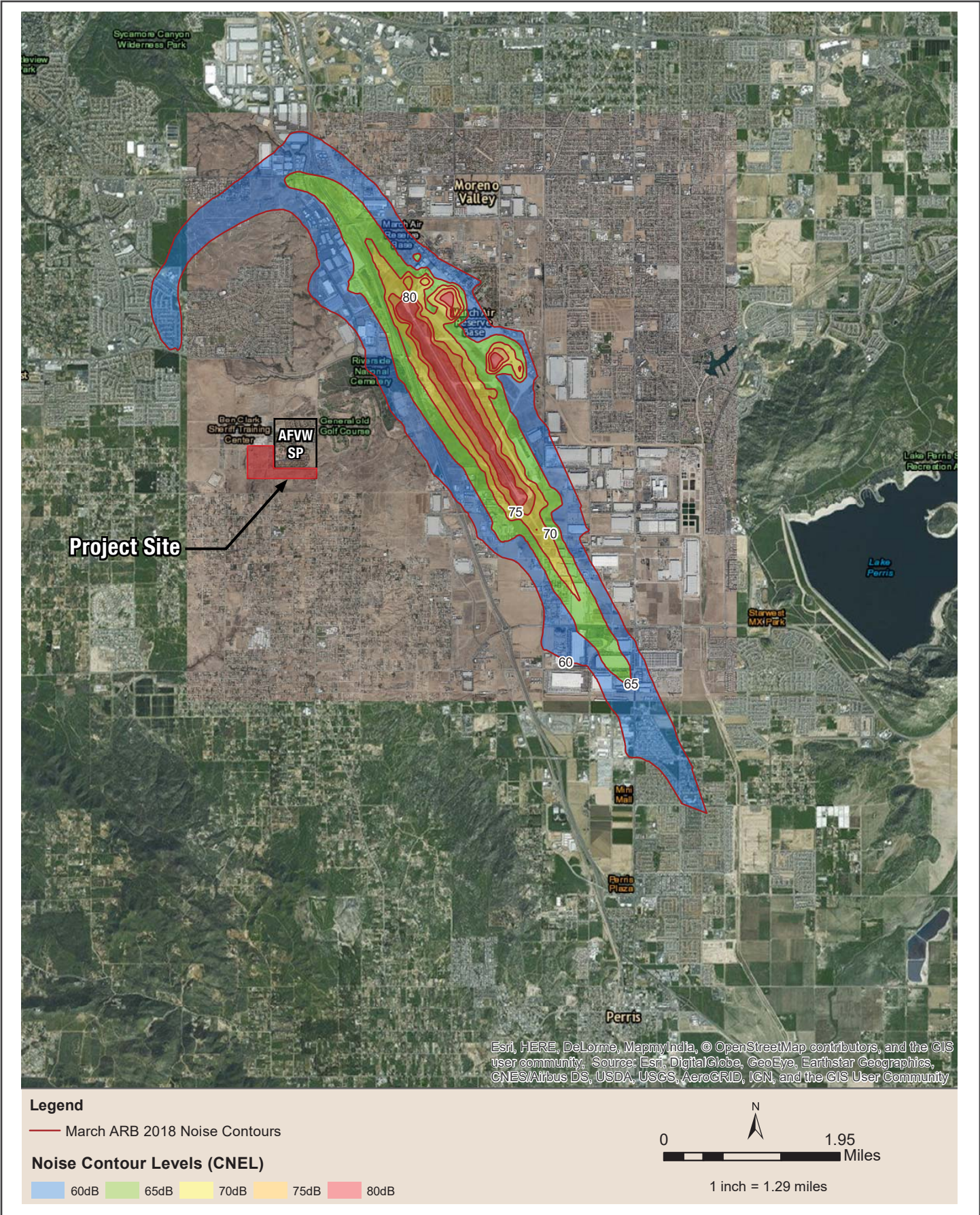


FIGURE 3-3: AICUZ Noise Contour Map

3.6 Land Use Table

Table 3-1, Land Use Status, 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. A blank space indicates that the use is not allowed.

Table 3-1: Land Use Status

Land Use Category	Permitted (P)/Conditionally Permitted (C ¹)
Industrial Uses	
Hazardous Waste Treatment Facility	
Bio-Medical Waste Treatment Facility	C
Manufacturing – Custom	P
Manufacturing – Light	P
Manufacturing – Medium	P
Manufacturing – Heavy	C
Mining & Extractive Industries	
Newspaper Publishing Plants	P
Parcel Delivery Terminal	P
Research & Development	P
Trucking/Transportation Terminals	P
Wrecking & Dismantling of Motor Vehicles	
Wholesale Storage/Distribution	
Public storage/Mini warehouse (indoor)	C
Business Enterprise	P
Warehouse, Storage & Distribution – Medium	P
Warehouse, Storage & Distribution – Heavy	P
Office Uses	
Financial Institutions	
Government	
Medical Clinics	P
Offices, Business & Professional	
Regional & Corporate Headquarters	
Commercial Uses	
Agricultural Equipment Repair Shops	P
Agricultural/Nursery Supplies & Service	C
Alcoholic Beverage Outlets	
Animal Care/Pet Hotels	P
Assembly & Entertainment	
Automotive Parts and Accessory Sales	
Automotive Fleet Storage	C
Automotive Service Stations	
Automotive/Truck Repair-major	P
Automotive/Truck Repair-minor	P
Building & Site Maintenance Services	P
Building Contractor's Storage yard	P
Building Material & Equipment Sales	
Business Supply/Equip Sales/Rentals	C

Land Use Category	Permitted (P)/Conditionally Permitted (C ¹)
Business Support Services ²	P
Child Care Facilities	
Churches & Places of Religious Assembly	
Communication, Facilities, Antennas, and Satellite Dishes	C
Consumer Goods, Furniture, Appliances, Equipment Sales	
Convenience Sales	
Energy Generation & Distribution Facilities	C
Equestrian Show & Exhibition Facilities	
Exhibit Halls & Convention Facilities	
Fairgrounds	
Food and Beverage Sales	
Funeral & Mortuary Services	
General Retail Establishments	
Golf Courses, Driving Ranges and Pitch & Putt Courses	
Health Club	
Heavy Equipment Sales and Rentals with outside merchandising	C
Horticulture Nurseries & Greenhouses	P
Hospitals, Intermediate Care Facilities & Nursing Facilities	
Hotel/Motel	
Instructional Studios	P
Interpretive Centers	P
Laundry Services	P
Maintenance & Repair	P
Major Transmission, Relay or Communications Switching Stations	P
Museums	
Bar & Grill	
Open Air Markets for the Sale of Agriculture related Products & Flowers	
Outdoor Commercial	C
Outpatient Medical Clinics	
Parking Facilities as a <i>Primary Use</i>	
Personal Services	
Petroleum Products Storage	
Pets & Pet Supplies	
Private Clubs, Lodges, and Fraternal Organizations	
Radio & Television Studios	P
Recreational Facilities	
Recycling Facilities (outdoor storage not to exceed building area)	P
Repair Services	P
Restaurant (fast food)	
Restaurant (sit down)	
Sidewalk Cafes	
Social Service Institutions	
Sundries, Pharmaceutical & Convenience Sales	
Swap Meets & Other Large Outdoor Retail Facilities	C
Theaters	
Trade Schools	
Vehicle, Boat and Trailer Sales	
Vehicle Storage	C

Land Use Category	Permitted (P)/Conditionally Permitted (C ¹)
Veterinary Clinics & Animal Hospitals	
Zoological Parks	
Notes: 1) Within the Industrial zone, a conditional use permit is required for uses that provide outdoor storage in excess of the building area.	

3.7 Development Regulations

No building or portion thereof shall be erected, constructed, converted, established, altered, enlarged, nor shall any premises be used unless the premises and building comply with the following regulations and standards:

3.7.1 Lot Development

Any adjoining lots that share a common side or rear space may be developed with zero side yard setbacks on the common area, provided that the opposite side yard setback is not less than 30 feet.

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).

Construction of objects taller than 50 feet in the Height Caution Zone (see **Figure B-1**) will require review by ALUC.

Table 3-2: Lot and Yard Dimensions by Land Use Category

Dimensions	Industrial
Area (minimum)	30,000 sq. ft.
Street Frontage (minimum)	100 ft. *
Lot Width (minimum)	100 ft.
Minimum Yards	
Front Yard Setback	20 ft.
Interior Side Yard Setback	0 ft.
(Abutting Residential Zone)	50 ft.***
Street Side Yard Setback	20 ft.
Rear Yard Setback	15 ft.
(Abutting Residential Zone)	20 ft.***
Building Height	55' ² /2 stories**
Floor Area Ratio	0.50
Site Landscaping ²	10%
Notes: * 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. ** Increased height up to 80 feet is permitted where all building setbacks meet or exceed the proposed building height. Height of buildings is subject to the March Air Reserve Base/Inland Airport Land Use Compatibility Plan (November 13, 2014). ***Combination of landscape and screen will be required along property lines that abut existing residential property lines.	

3.7.2 Landscaping

Landscaping design for development in the AFVW SP Amendment area shall be consistent with the existing planting plan within Air Force Village West, whereby landscape/open space areas shall consist of the gross area. A 15-foot landscaped setback area will be required for along Village West Drive.

3.7.3 Driveway Widths and Locations

Minimum driveway width and spacing shall be in conformance with the AFVW Development Guidelines.

3.7.4 Off-street Loading Facilities

Loading or unloading facilities shall be designed to avoid encroachment into required front or street side yards during loading and unloading activities.

3.7.5 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 AFVW Design Guidelines. A decorative masonry wall shall be maintained along Village West Drive. Solid fencing shall be provided along the north and west boundaries. Screening of truck courts will be required when visible from the existing residential structures with the Air Force Village West Specific Plan.

In addition to the above, the following regulations apply:

- (a) Chain link fences shall be discouraged and shall not be used within 100 feet of a public right-of-way. Where used, chain link fences shall be vinyl coated.

Coiled, spiraled, or rolled fencing such as razor wire or concertina wire shall not be permitted.

3.7.6 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 3-3** summarizes parking ratios.

Table 3-3: 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 – 1.5
Wholesale Storage & Distribution	
Public Storage/Mini-Warehouse	1 per 100 storage spaces & 2 per caretaker residence
Other Wholesale Storage/Distribution	1.0 per 1,000 sq. ft.
0 – 50,000 sq. ft.	50 spaces + (0.33 per ksf > 50,000 sq. ft.)
50,000 – 200,000 sq. ft.	100 spaces + (0.20 per ksf > 200,000 sq. ft.)
200,000 sq. ft. or greater	
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

3.7.7 Special Treatment Areas

There are no Special Treatment Areas designated within the AFVWSP Amendment area. Previous Special Treatment mitigation for impacts relating to the Stephens Kangaroo Rat have since been mitigated with the purchase of four acres of habitat land.

4 Open Space

4.1 Recreation

Senior Living Riverside, LP, provides the following amenities to serve project residents and their guests:

- Activities Coordinator to administer planned social events
- RV parking with wash and dump area (fee based)
- Walking trails
- Library
- Multi-purpose room (with dance floor and stage)
- Club room
- Meditation room
- Craft and activities room
- Indoor/outdoor swimming pool and spa
- Fitness center
- Horseshoe and shuffle areas
- Billiards room
- Scheduled transportation
- Ice cream parlor
- Large screen TV for group viewing

Additional recreational amenities will be developed as appropriate.

4.2 Drainage Basins

Drainage detention facilities are provided south of the existing gate at Village West Drive and collect runoff from the Ben Clark Public Safety Training Center and the northwestern portion of the site. A reservoir is located south of the project area, along Arnold Drive. The detention facility is maintained by the Western Municipal Water District (WMWD).

Construction of drainage basins within the 64.1-acre Industrial zone will be subject to the March JPA and March ARB requirements for detention basin design.

5 Transportation

5.1 Existing Transportation Issues

Local and regional access to the AFVW SP Amendment area is provided by I-215 and Van Buren Boulevard. Development within the 64.1-acre Industrial zone will require a focused traffic study for approval of the plot plan.

5.2 Traffic Circulation Plan

As shown in **Figure 5-1, Circulation Plan**, the internal street network for the AFVW SP Amendment area will be private roadways to be maintained by Senior Living Riverside, LP. Off-site transportation improvements are conditions of approval for adjoining developments to ensure there is sufficient capacity to accommodate future traffic. Village West Drive provides access from Van Buren Boulevard to the AFVW SP area and will be maintained as a public street by the County of Riverside.

5.2.1 Project Development Phasing

The project proposes two phases for construction. The first phase proposes to construct the improvements identified as Lot A from the Tentative Tract Map. This will consist of the construction of the building, utility infrastructure (water, sewer, storm), private drive, grading, landscaping, irrigation, and driveway connection to Village West Drive. Phase 2 will consist of the construction on Lot B, C, D from the Tentative Tract Map. This will consist of construction of the buildings, utility infrastructure (water, sewer, storm), driveway connections to the private drive, grading, landscaping, and irrigation.

5.2.2 Street Sizing and Landscaping

The existing street network will accommodate traffic from Westmont Village, traffic generated by the AFVW SP Amendment area, traffic generated by new development in the project vicinity, and existing trips diverted to internal streets from parallel routes. **Figure 5-3** depicts typical cross-section for the private drive that will provide access to the industrial buildings in the AFVW SP Amendment area. The area circulation network has been designed to be consistent with the Riverside County Integrated Plan (RCIP) recommended additional right-of-way allocated for landscaping.

5.3 Non-Automobile Circulation

5.3.1 Local Transit Service

As established in the Air Force Village West Design Guidelines, site design and building orientation will facilitate pedestrian access and transit service. An RTA bus stop presently exists at the intersection of Village West Drive and Van Buren Boulevard.

5.4 Truck Traffic

Truck traffic from area industrial, business park, warehousing, and related uses shall be prohibited from using the internal private street circulation system of Westmont Village without prior approval by Senior Living Riverside, LP. Truck traffic associated with the 64.1-acre Industrial zone will be restricted to access (ingress/egress) at Village West Drive. Emergency access will be accessible at 8th Street and 5th Street.

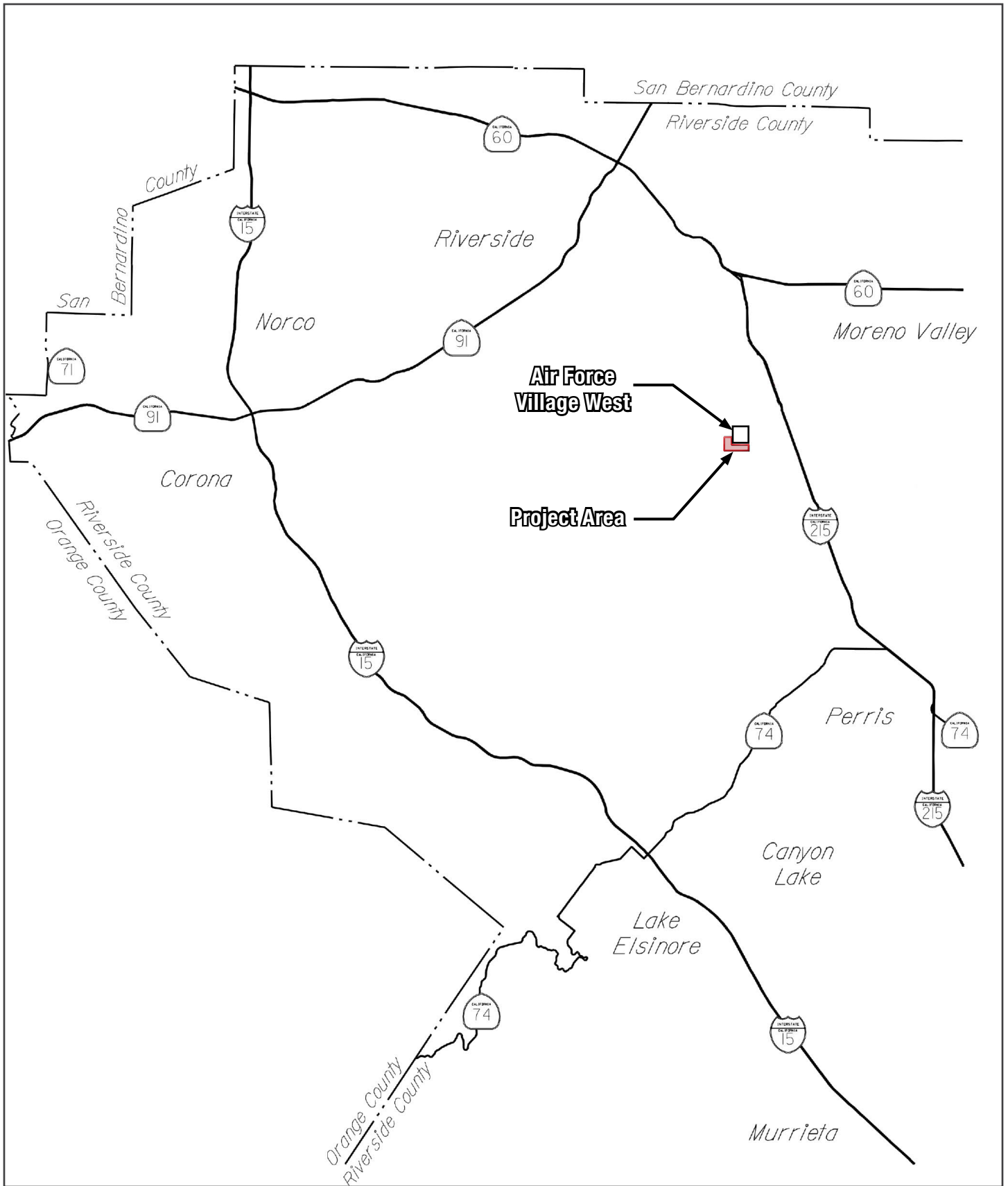
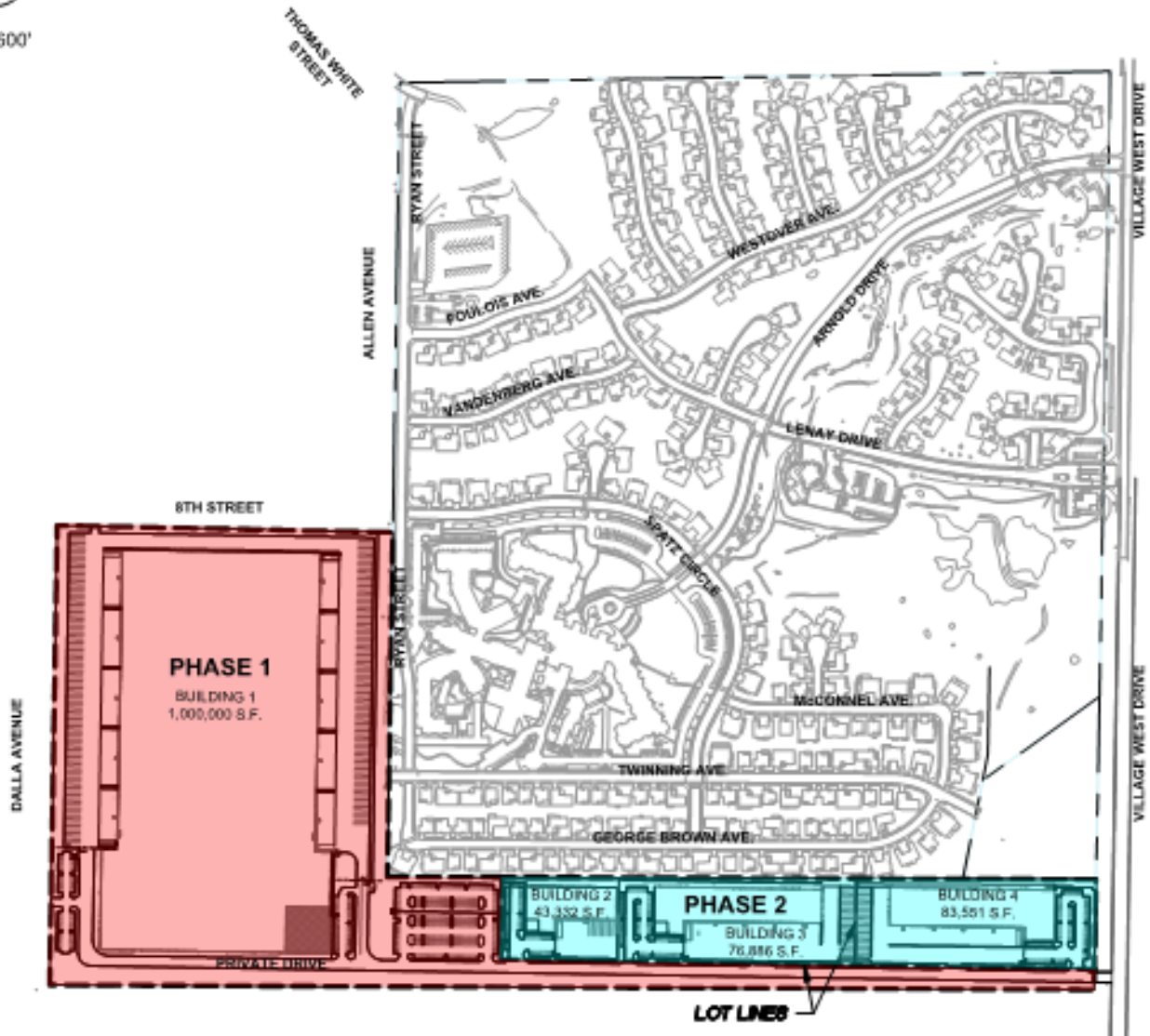


FIGURE 1-1: Regional Location Map





1" = 600'



LEGEND

- PHASE 1
- PHASE 2

FIGURE 5-2: Phasing Plan



1" = 600'

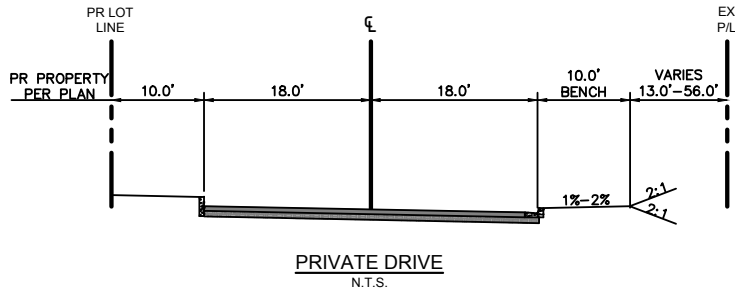
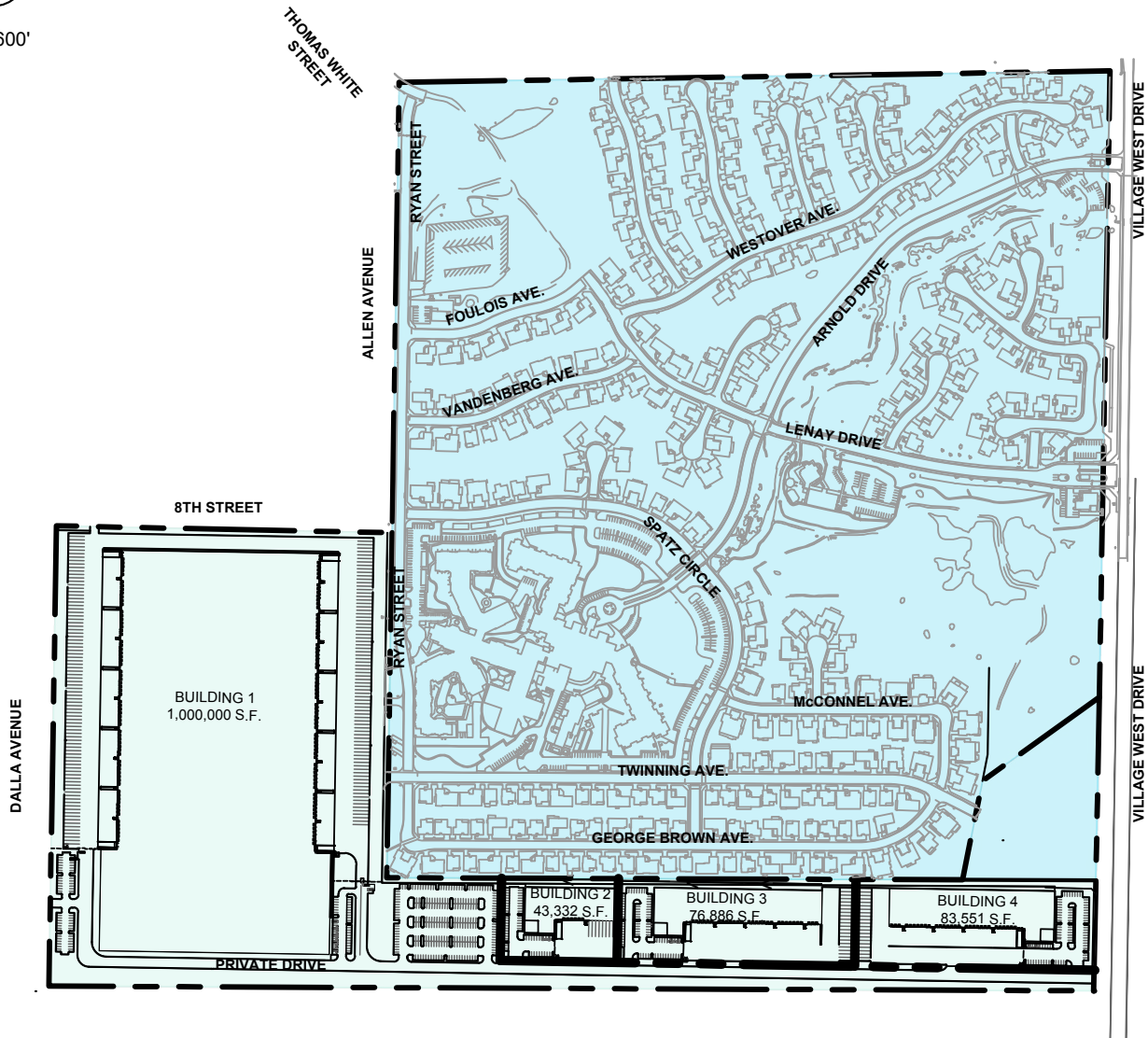


FIGURE 5-3: Private Drive Cross Section



1" = 600'

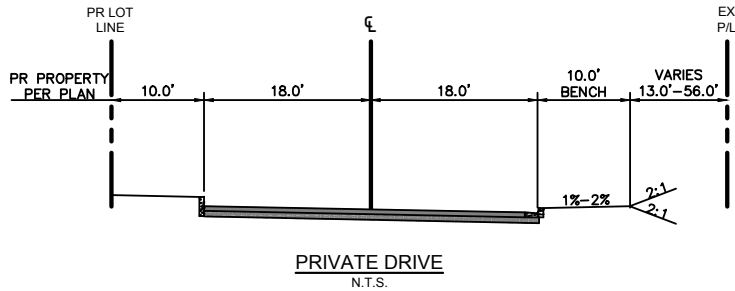
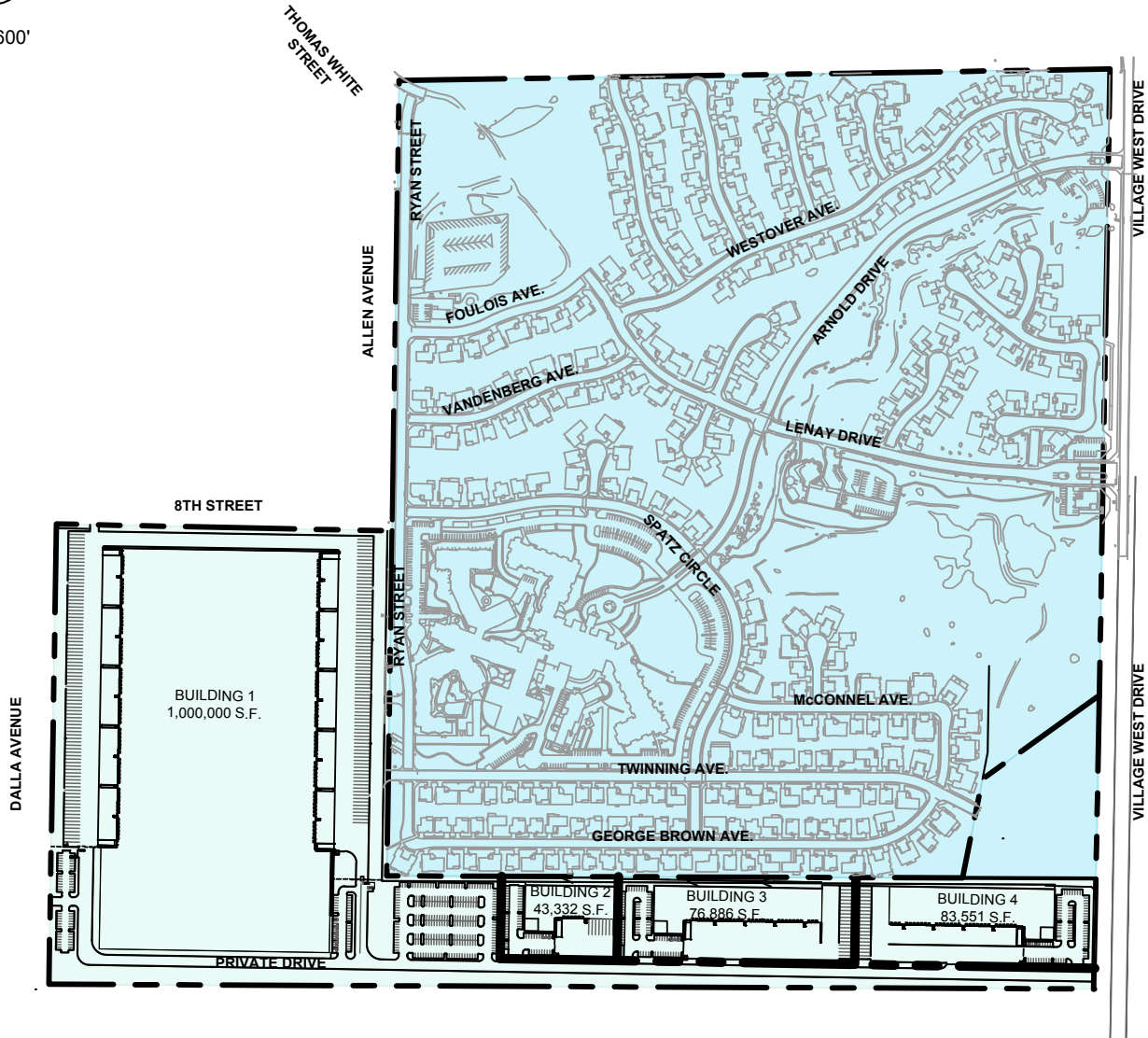


FIGURE 5-3: Private Drive Cross Section

5.5 Bicycle/Pedestrian Access

Bicycle and pedestrian linkages will help implement the trip reduction within the AFVW SP area. The proposed network will consist of walking trails and bike routes (Class facilities), which traverse the shoulder of the roadway. Class III routes are not striped. In addition, electric golf carts are used within the AFV SP area and for travel to and from the adjoining General Old Golf Course.

The linkages were identified based on the following criteria:

1. The network will offer an alternate from of travel to the automobile within AFVW.
2. The network will provide a means of exercise and recreation for AFVW residents.

Pedestrian access will be restricted between the existing institutional residential area and the industrial uses within the proposed AFVW SP Amendment area. Bicycle access will be restricted within the AFVW SP Amendment area.

6 Infrastructure and Grading

6.1 Existing Infrastructure Issues

The AFVW SP Amendment area will continue to be served by the public facilities, services, and infrastructure that presently serve the AFVW SP area.

6.1.1 Existing Sewer Service and Facilities

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 is owned by Senior Living Riverside, LP, as well as off-site sewer system conveyances extending to a lift station located in the northeast corner of the AFVW SP area. Flows are pumped southerly across Village West Drive to a manhole. From there, flows are conveyed by gravity through Senior Living Riverside, LP lines within an easement, that parallels sewer conveyances owned by the US Air Force, to the existing treatment plant (March ATP).

6.1.2 Existing Potable Water Service

Potable water delivered to the AFVW SP 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 March AFB.) A 20-inch pipeline transports water from Lake Mathews to the General Old Golf Course and to Riverside National Cemetery.

6.1.3 Existing Reclaimed Water

Currently, no Title 22 reclaimed water is available to the project site. Other developments in the area are required to connect to a reclaimed water system, if available, due to the extent of irrigation needed for landscaped areas. The March ATP along I-215 at Nandina Avenue provides secondary effluent through a 12-inch force main to a holding reservoir at the golf course (0.33 million gallons (mg)). This effluent is used to irrigate the cemetery and golf course. The effluent does not meet state or federal treatment requirements for use as irrigation water.

6.1.4 Existing Storm Water Management

The existing watersheds drain the AFVW SP Amendment area flow into the San Jacinto River Basin watershed. Soil types within the AFVW SP Amendment area consist primarily of Monserrate sandy loam and Fallbrook sandy loam. The March Air Force Base Reuse Drainage Plan has been prepared for the Riverside County Flood Control and Water Conservation District (RCFC & WCD) for the entire area. This plan identifies the drainage facilities required to accommodate the runoff resulting from the additional impervious area created by all developments.

Drainage detention facilities are provided south of the existing gate at Village West Drive and collect runoff from the Ben Clark Public Safety Training Center and the northwestern portion of the site. A reservoir is located south of the project area, along Arnold Drive. The detention facility is maintained by WMWD. The AFVW SP Amendment area only consists of natural drainage features that receive waters from existing impervious features.

6.1.5 Existing Gas and Electrical Services

The AFVW SP Amendment area has been incorporated into a "Municipal Utilities District" that has been formed to provide electrical power to the area. This District's members include Cities of Riverside, Moreno Valley and Perris. (Riverside County is prohibited by state law from participating). This district is working to procure electric power directly from the City of Riverside, which has distribution facilities adjacent to March Business Center.

AFVW SP Amendment area presently receives power from the Edison Company via a single line service extending from the south. An alternate source is desired from the north. Senior Living Riverside, LP is investigating options for alternative service by either the March JPA or by Edison.

6.1.6 Existing Telephone Service

Senior Living Riverside, LP, has purchased its own Mitel 2000SX telephone switch. The telephone switch is maintained on the premises that not only generates significant cost savings to the residents but allows Senior Living Riverside, LP, to maintain internal dialing capabilities in the event of external downed phone lines. Individual phone service for local and long-distance services is under contract with PacWest Telecom, Inc. under a fixed rate plan.

6.1.7 Existing Solid Waste Management

Senior Living Riverside, LP, contracts with Waste Management of the Inland Empire for all residential and commercial solid waste removal. Costs of waste removal are charged to residents as part of their monthly service fee paid to Senior Living Riverside, LP. When March AFB was an active duty military base, it generated 13.1 tons per day of solid waste. When fully built out, the entire General Plan will generate about 49.1 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 Air Force Village West, the community complies with the requirements of the County of Riverside's Source Reduction and Recycling Element (SRRE), as required under the existing contract with County Waste Management.

6.1.8 Grading

A conceptual grading design will be required for each phase of construction. Grading designs will implement the goals and policies of the March JPA General Plan.

6.1.9 Grading Plan Development Standards

- 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 referenced Initial Study for Air Force Village West.
- Prior to any development within any area of the AFVW SP Amendment area, an overall grading plan for the portion in process shall be submitted for approval by the March 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 March JPA. Appropriate desilting 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 March JPA prior to final acceptance. Landscaping shall be consistent with the Air Force Village West 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 AFVW SP Amendment 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 Senior Living, LP. These slope areas will be entirely within a separate lot or easement. All slopes less than 10 feet in vertical height will be maintained by each project consistent with the March JPA Development Code.

6.2 Proposed Infrastructure

6.2.1 Proposed Sewer Service and Facilities

No additional conveyance facilities and treatment capacity are required in order to accommodate the sewage to be generated by AFVW SP Amendment land uses. Substantial upgrades are planned by adjacent developments within the March JPA area to provide adequate conveyances and capacity to serve those developments. Western Municipal Water District is constructing a replacement tertiary reclamation plant that will expand and upgrade the treatment capacity of the existing plant to 1.0 MGD. Future expansions will increase the treatment capacity to 5.0 MGD. Senior Living Riverside, LP will pay infrastructure development fees to WMWD to assure the availability of water and sewer facilities. WMWD will own and maintain all planned future sewer facilities, including lift stations. Facility upgrades required as conditions of approval of adjoining developments will also serve the AFVW SP Amendment area. The proposed sewer system for the AFVW SP Amendment area is shown **Figure 6-1**.

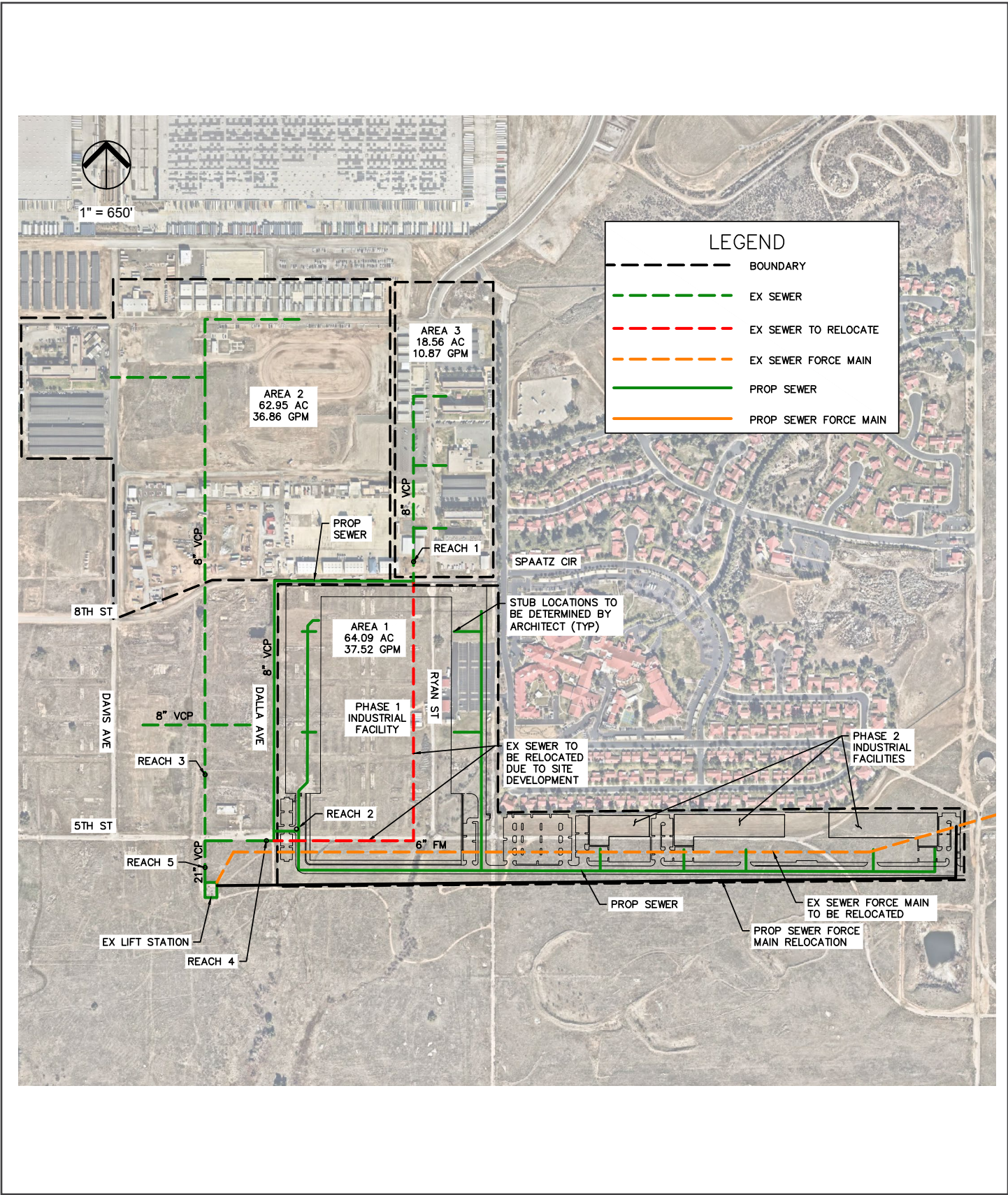


FIGURE 6-1: Sewer System

6.2.2 Proposed Potable Water Service

The AFVW SP Amendment will not substantially increase water demand over existing conditions. All potable water facilities, including water mains, zone transitions, pressure pumps and reducers, storage facilities, will be operated and maintained by WMWD.

The Project's proposed water facilities would be extended underground from existing water infrastructure and be located within existing or future road rights-of-way, as shown in **Figure 6-2**.

6.2.3 Proposed Reclaimed Water

Reclaimed water supply will not be available for landscape irrigation or other purposes within the AFVW SP Amendment area. The improvements to the existing treatment plant described above will provide a treatment capability that meets the requirements (i.e., Title 22) of the Regional Water Quality Control Board. Once operational, the expanded plant will treat wastewater generated by the AFVW SP Amendment area and supply it to the reclaimed water system. The reclaimed water distribution system, including pumps and storage facilities, will be maintained by WMWD.

6.2.4 Proposed Storm Water Management

The onsite drainage system will continue to employ Best Management Practices for drainage and water quality, using basins, erosion control, and urban pollution removal prior to the discharge of runoff into natural watersheds or wetlands. Any new storm drain facilities will continue to be designed to the standards of the RCFC & WCD. Public storm drains 36" and larger will be maintained by the RCFC & WCD and private facilities will be maintained by the property owner. The detention basins will be maintained by RCFC & WCD or an assessment district.

The AFVW SP Amendment site is currently in a roughly graded condition with six discharge locations to the south and east of the property. The existing topography of the site generally slopes from north to south and runoff is captured from north and northwest to the south and southwest of the property in the existing discharge locations. As shown in **Figure 6-3**, the onsite drainage system will mimic the existing drainage pattern by implementing a storm drain system that collects water, then treats it and discharges it to the southwest side of the property in the existing discharge locations.

6.2.5 Proposed Gas and Electrical Services

Southern California Gas Company will provide natural gas to the AFVW SP Amendment area. A 10-inch transmission main located west of I-215 traverses the AFVW SP area, and Senior Living Riverside, LP will install distribution from this line to individual structures at the time that other land improvements and utilities are constructed.

Southern California Edison will provide electricity to the AFVW SP Amendment area via a single line service extending from the south.

6.2.6 Proposed Telephone Service

The AFVW SP Amendment will continue to use the Mitel 2000SX telephone switch owned and maintained by Senior Living Riverside, LP. Local and long-distance services are planned to remain under contract with PacWest Telecom, Inc. under a fixed rate plan.



1" = 600'

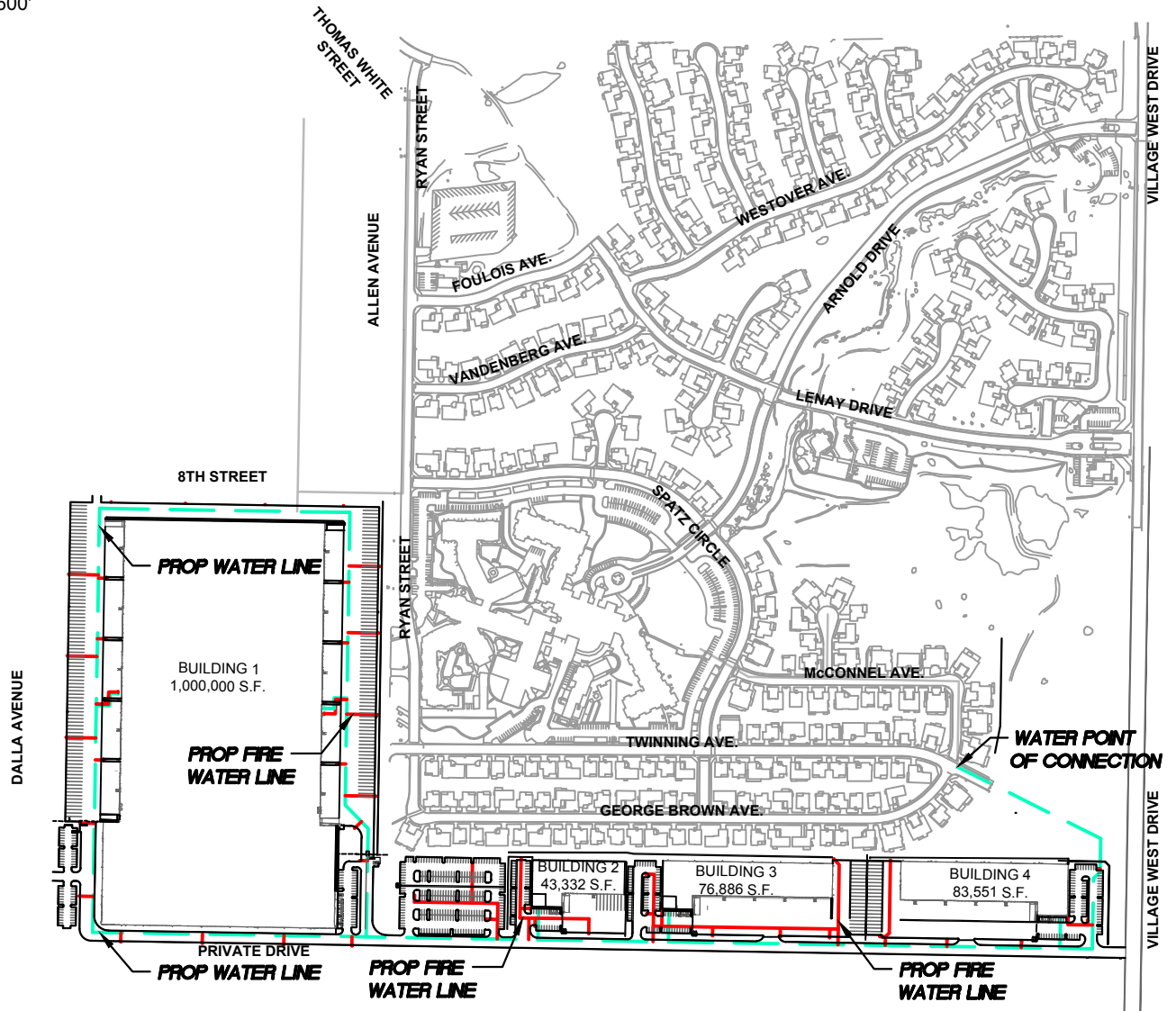


FIGURE 6-2: Potable Water System



1" = 600'

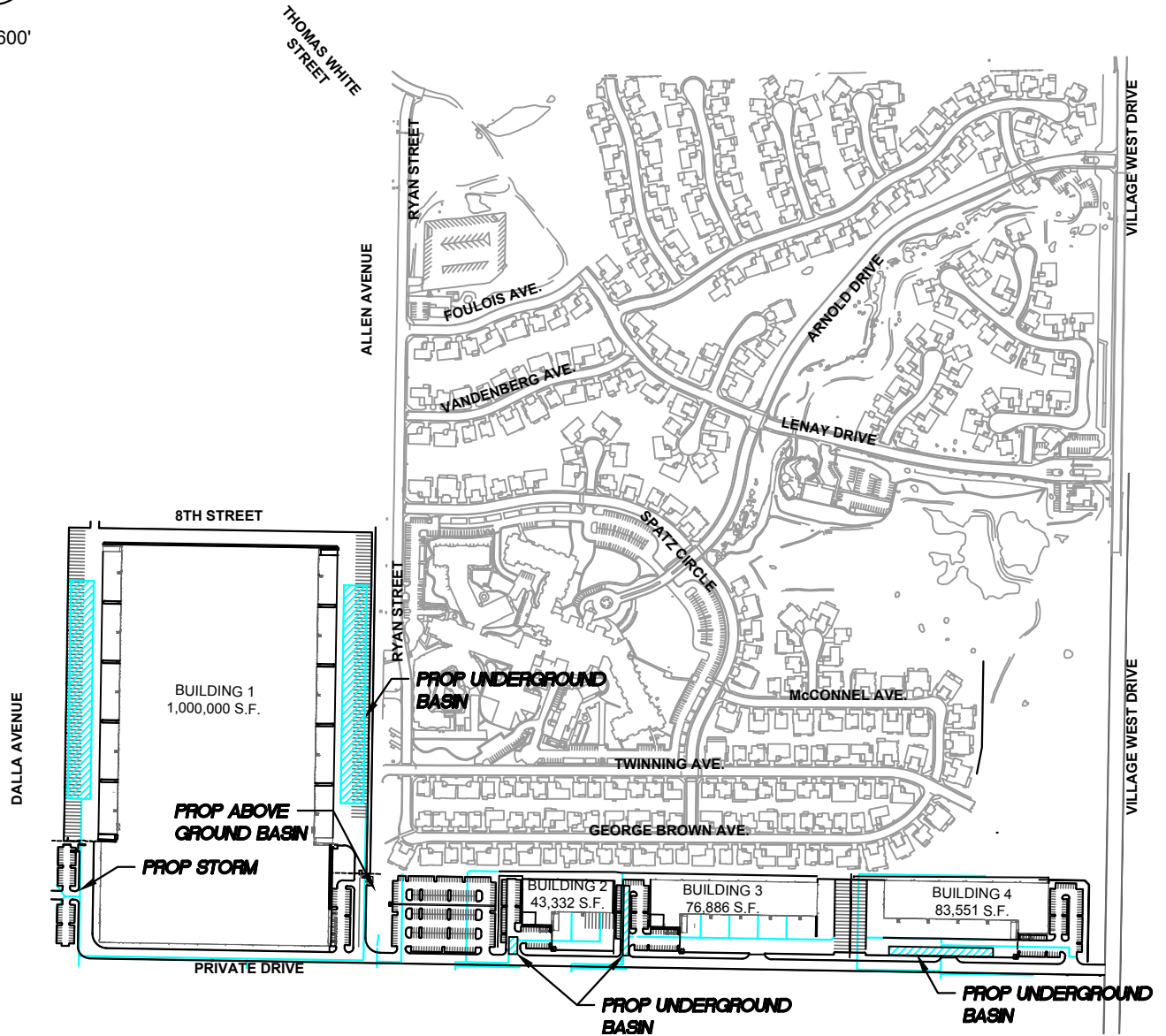


FIGURE 6-3: Storm Drain System

6.2.7 Proposed Solid Waste Management

The AFVW SP Amendment area will continue to obtain waste removal services from Waste Management of the Inland Empire for all residential and commercial solid waste removal. The AFVW SP Amendment area would continue to comply with the requirements of the County of Riverside's SRRE, as required under the existing contract with County Waste Management.

7 Design Guidelines

7.1 Objective

The objective of design guidelines is to ensure that the long-term quality of the project through architectural guidelines is maintained. The design guidelines will further promote the unique character of the Air Force Village West community.

The Design Guidelines have been updated to establish architectural, signing, parking, and landscaping objectives for the Industrial land use and zoning. The Design Guidelines have been updated for Industrial Land Use requirements to match the March Business Center Design Guidelines (MBC) to provide consistency with the overall March JPA area. The MBC Design Guidelines have been included with the Specific Plan Amendment.

7.2 Purpose and Intent

The purpose of design guidelines is to define architectural elements that collectively reflect the image and character of Air Force Village West to be carried forward through future development within the community. The intent of design guidelines is to unify the quality and appearance of the community. The primary goals are:

- Quality Assurance for the community and March JPA that the AFVW SP and AFVW SP Amendment will develop in accordance with the expectations as proposed.
- Compatibility with adjacent land uses by design standards, in addition to AFVW SP and AFVW SP Amendment zoning standards and March JPA Development Code requirements.
- Design Criteria for developers, builders, engineers, architects, landscape architects, and other design professionals involved in planning, designing, and construction.
- Review Reference by Senior Living Riverside, LP ("Owner") and March JPA staff.

7.3 Industrial Design Guidelines

The design of the 64.1-acre Industrial zone will be designed in accordance with the March Business Center Design Guidelines, and March JPA Development Code.

8 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.

8.1 Phasing Plan

The project will be constructed in planning phases, as illustrated on **Figure 5-2** of this Specific Plan Amendment. Phasing for the AFVW SP Amendment is as follows:

1. The development of an approximately 1,000,000 square foot industrial building, associated parking, private drive, and landscaping within the Industrial zone. Mass grading of undeveloped areas of remaining land within the 64.1-acre area.
2. Future industrial development within remaining land of 64.1-acre area.

8.2 Project Review and Processing

1. March JPA staff and their consultants shall endeavor to review all development applications expeditiously.
2. All proposals for new development shall proceed toward approval through the following process:
 - (a) Pre-application: A series of pre-application meetings 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.

8.3 Construction Plan Submittal

Upon approval, 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.

1. Roles of the March JPA Staff and Air Force Village West Specific Plan and Specific Plan Amendment
 - (a) General Provisions
 - (1) The March JPA Planning Manager shall administer the AFVW SP and AFVW SP Amendment. The March JPA Planning Manager shall ensure compliance with the regulations and procedures of this section. The Air Force Village West 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 Amendment, the provisions of the March JPA Development Code and AFVW Design Guidelines apply. Where there is a conflict between the Development Code and this Specific Plan Amendment, this Specific Plan Amendment applies.
 - (3) The projects may be denied by the March JPA Planning Manager if:
 - (A) The proposed use is not consistent with the land use

(B) The proposal is not in compliance with the Air Force Village West Specific Plan, particularly with respect to permitted uses, and property development regulations.

(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.

2. Specific Plan Amendments

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

9 Consistency with the General Plan

9.1 Overview

The AFVW SP and Specific Plan Amendment are consistent with the goals and policies set forth in the March JPA General Plan that relate to the existing and planned uses within this development. This section discusses how the AFVW SP Amendment conforms with these goals and policies in the context of the various Elements of the March JPA General Plan.

9.2 General Plan Elements

9.2.1 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: The Industrial designation will produce jobs that serve the population residing in the community. This will help improve the balance of population and employment.

Policies Considerations:

- The specific plan process is utilized to coordinate development of the large AFVW property to ensure cohesive and comprehensive development.
- The AFVW SP offers active and passive open space areas that offer community recreational opportunities and open land for public enjoyment.
- The project represents land uses that will be compatible with the General Old Golf Course.
- The project offers land uses that are compatible with the aircraft noise contours depicted on the AICUZ Report.

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 design of the AFVW SP Amendment planning area assures compatibility with surrounding uses by separation by terrain, open space buffers, and building orientation to assure land use compatibility.

Policy Considerations:

- The project uses separation by space, provision of open space, building orientation, grade separations, and access controls.
- The above efforts collective serve to protect competing interests among property owners and uses in the Planning Subarea.

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

Consistency: The specific plan amendment process creates an opportunity to review the progression of development involving a large area of land in order to address potential adverse impacts.

Goal: *Develop an identity and foster quality development within the planning area.*

Policy Considerations:

- The project has established a distinct land use district.
- The AFVW SP area has preserved drainage courses and prominent rock outcrops as open space for the enjoyment of project residents.
- The project has established cohesive architectural standards and controls that define the community and assure high quality.
- Development is clustered in a campus-like setting for ease and convenience of travel.

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 in compliance with the Air Installation Compatible Use Zone (AICUZ) Study done in 2018.

Goal: *Preserve the natural beauty. Minimize degradation of the March JPA planning area and provide enhancement of environmental resources and scenic vistas.*

Consistency: The AFVW SP has retained prominent natural features and open space along a riparian corridor within the community.

Policy Considerations:

- Graded slopes have been planted and are maintained by a professional staff.
- The project must comply with all federal, state, regional, and local requirements that apply to water air quality, and other environmental considerations.

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: The project either owns its own utilities or will pay required fees for facilities and services to maintain adequate infrastructure and services.

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

Consistency: The existing water supply system has sufficient capacity to accommodate normal and emergency needs.

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

Consistency: Senior Living Riverside, LP, has the necessary conveyances 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: Senior Living Riverside, LP, will comply with the requirements of the County of Riverside's Source Reduction and Recycling Element.

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: Public facility connections are located on and adjacent to the site and have adequate capacity as deemed available by the responsive agencies.

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: The project has drainage facilities to achieve this goal.

9.2.2 Transportation

Goal: Build and maintain a transportation system which capitalizes on the multifaceted 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: The AFVW SP area already provides local transit service, bicycle lanes, and golf cart facilities. Senior Living Riverside, LP, has funded the construction of traffic signals at the intersection of Van Buren Boulevard and Village West Drive, and has funded upgrades to Plummer Road and Village West Drive.

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

Consistency: The AFVW SP area has constructed its own internal private street network. Additional street improvements will be constructed based on the provisions of the AFVW SP Amendment.

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 existing and 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 non-residential buildings shall be reviewed to ensure that pedestrian, bicycle and transit access is facilitated. A bicycle, pedestrian, and golf cart circulation network is provided.

Goal: *Establish vehicular access control policies in order to maintain and ensure 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 consider additional landscaping requirements established in the Riverside County Integrated Plan County standards limit intersection intervals on arterial roadways.

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 already provides shuttle service for project residents and an RTA bus shelter exists at Van Buren Boulevard at Village West Road.

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 assure adequate parking throughout the project area.

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 AFVW SP includes bicycle and pedestrian linkages as defined in Section 5 of this Specific Plan Amendment. The network will consist of Class III bike routes.

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

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

9.2.3 Noise and 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 Riverside County Airport Land Use Plan.

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: *Promote alternative modes of travel.*

Consistency: Senior Living Riverside, LP, has accommodated a transportation center, local transit service, bicycle lanes, pedestrian, and golf cart facilities.

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

Consistency: The AFVW SP provides access using a variety of transportation modes, including shuttle service, local bus service, bicycle, and pedestrian facilities.

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

Consistency: Where feasible and appropriate, transport vehicles used by Senior Living Riverside, LP, should accommodate the use of advancing technologies, such as alternate fueled vehicles and other innovations that would provide air quality benefits.

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

Consistency: The Westmont Village community contributes toward a reduction in vehicle emissions by sponsoring group tours and outings.

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

Consistency: A geotechnical evaluation has been performed to establish grading and pad design standards for future development.

Goal: *Reduce emissions associated with energy consumption.*

Consistency: Development in the AFVW SP Amendment area 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 the AFVW SP Amendment area will comply with the policies outlined in Air Quality Goal 8.

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

Consistency: Development in the AFVW SP Amendment area will comply with the policies outlined in Air Quality Goal 9.

9.2.4 Housing

The AFVW SP Amendment does not include housing; but allows for a zone change from Institutional-Residential to Industrial. The Industrial designation will produce jobs that serve the population residing in the community. This will help improve the balance of population and employment.

Resource Management

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

Consistency: The project has been 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: AFVW SP has provided several drainage facilities, including drop inlet culverts, open channels, and retention basins, to control flooding.

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

Consistency: The AFVW SP has protected and preserved areas of riparian habitat. This preservation area includes associated drainage channels and wetlands.

Goal: *Develop and maintain recreational facilities as economically feasible, that meet the needs of the community for recreational activities, relaxation and social interaction.*

Consistency: The project already provides recreational opportunities to serve community residents.

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 abuts a former Stephens' kangaroo rat (SKR) management area. The US Fish and Wildlife Service issued a letter of no impact in 1996 that allowed the property to be used for AFVW activities after AFVW provided mitigation four acres of land to mitigate the impact.

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

Consistency: The AFVW SP has retained natural drainage courses as passive recreational use.

9.2.5 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: Geological reconnaissance of adjoining lands has been conducted that 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 the project area is being 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: The AFVW SP and the AFVW SP Amendment have provided several drainage facilities, including drop inlet 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, the AFVW SP Amendment area and the AFVW SP Amendment area 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, the AFVW SP Amendment area and the AFVW SP Amendment area shall comply with regulations and guidelines relating to hazardous material exposure and contamination.

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 definition is intended to provide a general description of the industrial use. Uses not addressed in the Land Use Table (i.e., **Table 3-1**) 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 District (I):

The primary purpose of the Industrial (I) District is to provide for manufacturing, research and development, warehousing and distribution, and multi-tenant industrial uses, as well as certain supporting administrative and professional offices and commercial activities on a limited basis. This district is intended as an area for light industrial and limited service commercial uses that can meet high performance standards but that frequently do not meet site development standards appropriate to planned research and development parks.

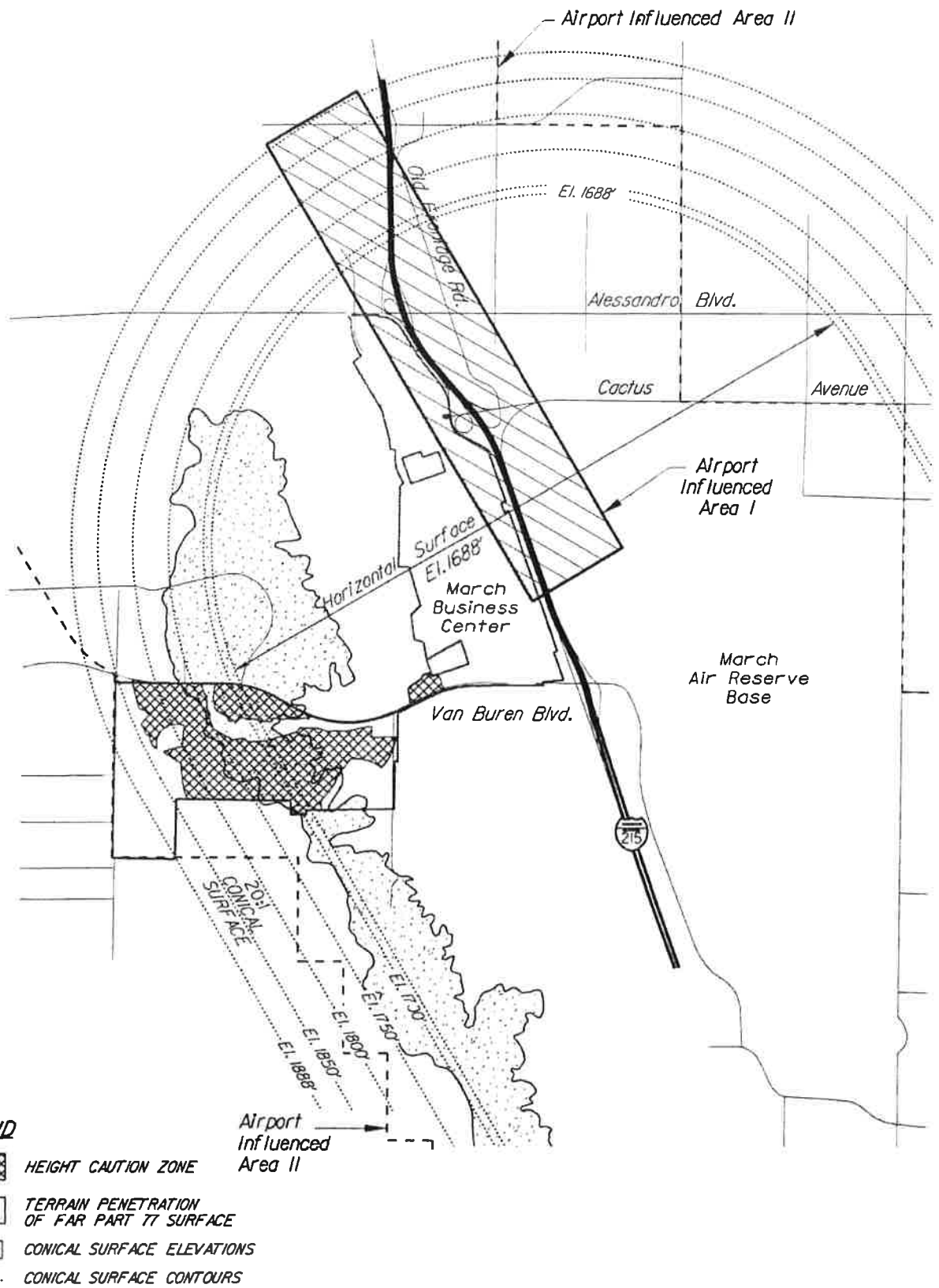


Figure B-1

Land Use Compatibility and FAR Part 77 Surfaces

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NOTICE OF PUBLIC HEARING
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION
www.rcaluc.org

A PUBLIC HEARING has been scheduled before the Riverside County Airport Land Use Commission (ALUC) to consider the applications 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. **Information on how to participate in the hearing will be available on the ALUC website at www.rcaluc.org.** The ALUC holds hearings for local discretionary permits within the Airport Influence Area, reviewing for aeronautical safety, noise and obstructions. ALUC reviews a proposed plan or project solely to determine whether it is consistent with the applicable Airport Land Use Compatibility Plan. For more information please contact **ALUC Planner Paul Rull at (951) 955-6893.**

The March Joint Powers Authority Planning Department should be contacted on non-ALUC issues. For more information, please contact March Joint Powers Authority Planner Mr. Dan Fairbanks at 951-656-7000.

The proposed project application may be viewed by a prescheduled appointment and on the ALUC website www.rcaluc.org. Written comments may be submitted at the Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501, Monday through Friday from 8:00 a.m. to 3:30 p.m., or by e-mail to prull@rivco.org. Individuals with disabilities requiring reasonable modifications or accommodations, please contact Barbara Santos at (951) 955-5132.

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

DATE OF HEARING: **April 14, 2022**

TIME OF HEARING: **9:30 A.M.**

CASE DESCRIPTION:

ZAP1511MA22 – Senior Living Riverside, LLC (Representative: Kimley-Horn) – March Joint Powers Authority Case Nos. GPA20-03 (General Plan Amendment), SP20-03 (Specific Plan Amendment), PP21-07, PP21-08, PP21-09, PP21-10 (Plot Plans), TTM21-02 (Tentative Tract Map No. 38234). A proposal to construct 4 industrial manufacturing buildings with mezzanines on separate parcels totaling 1,203,759 square feet on 64.1 acres located northerly of Nandina Avenue, southerly of 8th Street, easterly of Dalla Avenue, and westerly of Village West Drive. The applicant also proposes amending the site's general plan land use designation from Residential to Industrial. The applicant also proposes amending the Air Force Village West Specific Plan to approve a zone change on the site's 64.1 acres from R10 Residential to Industrial, and adopting development standards, design criteria, and master infrastructure plans for the proposed industrial development. The applicant also proposes a tentative tract map to divide 68.83 acres into 4 industrial lots and 1 residential lot (no residential entitlements are proposed at this time) (Airport Compatibility Zone C2 High Terrain Zone of the March Air Reserve Base/Inland Port Airport Influence Area).



RIVERSIDE COUNTY

AIRPORT LAND USE COMMISSION

APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC CASE NUMBER: ZAP15611MA22 DATE SUBMITTED: 2/14/22

APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

Applicant	Senior Living Riverside, LP	Phone Number	619-486-2900
Mailing Address	7660 Fay Avenue, Suite N La Jolla, CA 92037	Email	aplant@westmontliving.com
Representative	Davie Cowan	Phone Number	619-744-0144
Mailing Address	3880 Lemon Street, Suite 420 Riverside, CA 92501	Email	davie.cowan@kimley-horn.com
Property Owner	Senior Living Riverside, LP	Phone Number	619-486-2900
Mailing Address	7660 Fay Avenue, Suite N La Jolla, CA 92037	Email	aplant@westmontliving.com

LOCAL JURISDICTION AGENCY

Local Agency Name	March Joint Powers Authority	Phone Number	951-821-1436
Staff Contact	Dan Fairbanks	Email	fairbanks@marchjpa.com
Mailing Address	14205 Meridian Parkway, #140 Riverside, CA 92518	Case Type	SP20-03 Westmont Village SPA-4-AM1
Local Agency Project No	SP20-03, CZ20-02, GPA20-03, TTM21-02, PP21-07, PP21-08, PP21-09 PP-21-10, ENV21-01, ENV21-02	<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	10750 Arnold Drive Riverside, CA 92518	Gross Parcel Size	68.80
Assessor's Parcel No.	295-270-007, 295-020-010, 295-020-004, 294-110-004, 294-130-007	Nearest Airport and distance from Airport	9693
Subdivision Name	N/A		
Lot Number	M/L IN POR NE 1/4 OF SEC 33 T3S R4W, M/L IN POR NW 1/4 OF SEC 34 T3S R4W, M/L IN LOTS 25, 26, 27 & 28 MB 014/014		

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)	The existing 68.83 acres is generally undeveloped besides three (3) maintenance buildings located on the western side of the project. The existing land use is Air Force Village West Specific Plan, R-20.

Proposed Land Use (describe)	The existing 68.83-acre subdivision is proposing a Tentative Tract Map for four (4) lots for industrial purposes, and one (1) lot for residential land use. A Specific Plan Amendment, Zone Change, and a Plot Plan has been prepared for the 68.83-acre subdivision area.	
For Residential Uses	Number of Parcels or Units on Site (exclude secondary units)	1 - No units are being sought for entitlements
For Other Land Uses (See Appendix C)	Hours of Operation	24/7
	Number of People on Site	Maximum Number
	Method of Calculation	64.07 acres*500 people/acre = 32,035 people. 64.07 acres*200 people/acre=12,814 people
Height Data	Site Elevation (above mean sea level)	BLDG1-1702.20, BLDG2-1708.10, BLDG3-1716.20, BLDG4-1725.10 ft.
	Height of buildings or structures (from the ground)	BLDG1-53, BLDG2-46, BLDG3-45, BLDG4-45 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, grading plans, subdivision maps)
 - 1. Plans Package (8.5x11) (site plans, floor plans, building elevations, 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)**

SCHEDULE OF DEVELOPMENT REVIEW FEES (effective 3/1/19)

CASE TYPE	ALL OTHERS		MARCH ZONE E	
	INITIAL REVIEW FEE	AMENDED REVIEW FEE	INITIAL REVIEW FEE	AMENDED REVIEW FEE
General Plan or General Plan Element (County or City)	\$3,696	\$2,458	\$2,310	\$1,537
Community Plan or Area Plan (County or City)	\$3,696	\$2,402	\$2,310	\$1,502
(New) Specific Plan or Master Plan	\$3,261	N/A	\$2,038	N/A
Specific Plan Amendment	N/A	\$2,181	N/A	\$1,363
General Plan Amendment	\$1,331	N/A	\$832	N/A
Change of Zone or Ordinance Amendment	\$1,331	\$887	\$832	\$554
Non-Impact Legislative Project (as determined by staff)	\$420	N/A	\$375	N/A
Tract Map	\$1,515	\$1,017	\$947	\$636
Conditional Use Permit or Public Use Permit	\$1,331	\$887	\$832	\$554
Plot Plan, Development Review Plan or Design Review	\$1,331	\$887	\$832	\$554
Parcel Map	\$1,331	\$887	\$832	\$554
Environmental Impact Report*	\$3,050	\$2,033	\$1,906	\$1,271
Other Environmental Assessments*	\$1,671	\$1,109	\$1,044	\$693
Building Permit or Tenant Improvement	\$573	\$389	\$359	\$243

Effective March 1, 2019, an additional fee of \$190.00 will be charged to projects requiring ALUC public hearings (no additional fee for staff review cases).

ADDITIONAL PROJECT SPECIFIC FEES (in addition to the above fees)				
Location in APZ I or II of March	\$2,500	\$2,500	N/A	N/A
AIA Large Commercial Solar Project (Energy Generation Facility)	\$3,000	\$3,000	\$3,000	\$3,000
Heliports/Helicopter Landing Sites	\$1,000	\$1,000	\$1,000	\$1,000
Speculative Nonresidential Multiple Buildings (4 or more)	\$8,210	\$8,210	N/A	N/A

NOTE: * THIS FEE IS COLLECTED ONLY FOR PROJECTS THAT ARE NOT CLASSIFIED UNDER ONE OF THE ABOVE CATEGORIES.

Checks should be made payable to: Riverside County Airport Land Use Commission

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

STAFF REPORT

AGENDA ITEM: 3.4

HEARING DATE: April 14, 2022

CASE NUMBER: ZAP1471MA21 – Coudure Family Limited Partnership
(Representative: Johnson Aviaiton, Inc.)

APPROVING JURISDICTION: City of Perris

JURISDICTION CASE NO: SPA21-05193 (Specific Plan Amendment), DPR21-00011 (Development Plan Review), PLN22-05078 (Tentative Parcel Map No. 38393)

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

Airport Influence Area: March Air Reserve Base

Land Use Policy: Zones B1-APZ-II and C1

Noise Levels: 60-70 CNEL

MAJOR ISSUES: A breakdown of use indicates that the proposed project's average and single acre intensities are consistent with the Compatibility Zones B1-APZ-II and C1 intensity criteria. However, the resulting project single acre intensity exceeds the Air Force's interpretation of Air Force Instruction 32-7063 dated December 18, 2015, which addresses Air Force policies on Land Use Compatibility in accordance with Department of Defense Instruction (DoDI) No. 4165.57, for APZ-I and APZ-II. The Air Force understands the DoDI as limiting intensity to a maximum of 25 people in any given acre in APZ-I, and a maximum of 50 people in any given acre in APZ-II.

In order to address this issue, the applicant has agreed to a condition requiring the recording of a Covenant on the title of the property, restricting actual occupancy of the building to a maximum of 50 people in any given acre in APZ-II. Operation in compliance with this covenant will be necessary to satisfy Air Force and City of Perris concerns regarding project intensity.

RECOMMENDATION: Staff recommends that the Commission CONTINUE the matter to the May 12, 2022, meeting, pending completion of the Air Force review of the project.

PROJECT DESCRIPTION: The applicant proposes to construct a 231,935 square foot industrial warehouse building with mezzanines on 14.93 acres. The applicant also proposes amending the Perris Valley Commerce Center Specific Plan rezoning 17.7 acres from Commercial to Light Industrial. The applicant also proposes a tentative parcel map to divide 14.93 acres into 1 industrial lot and 1 commercial lot (no commercial entitlements are proposed at this time)

PROJECT LOCATION: The site is located on the northeast corner of Ramona Expressway and Indian Avenue, within the City of Perris, approximately 8,680 feet southeasterly of the southerly end of Runway 14-32 at March Air Reserve Base.

BACKGROUND:

Non-Residential Average Land Use Intensity: Pursuant to the Airport Land Use Compatibility Plan for the March Air Reserve Base/Inland Port Airport (March ALUCP), the site is located within Compatibility Zones B1-APZ-II (6.22 acres) and C1 (6.56 acres). Zone B1-APZ-II limits average intensity to 50 people per acre, and Zone C1 limits average intensity to 100 people per acre.

Pursuant to Appendix C, Table C-1, of the Riverside County Airport Land Use Compatibility Plan and the Additional Compatibility Policies included in the March ALUCP, the following rates were used to calculate the occupancy for the proposed project:

- E-commerce – 1 person per 1,000 square feet, and
- Office – 1 person per 200 square feet.

The proposed project would include a total of 221,935 square feet of e-commerce warehouse area, 5,209 square feet of first floor office area, and 4,791 square feet of second floor office mezzanine area, accommodating an occupancy of 272 people for the entire site, resulting in an average intensity of 18 people per acre, which is consistent with the average criterion for Zone B1-APZ-II of 50 people per acre and Zone C1 of 100 people per acre.

A breakdown of use by Compatibility Zone indicates that 116,088 square feet of e-commerce warehouse area, 2,604 square feet of first floor office area, and 2,395 square feet of second floor office mezzanine area, would be located within Zone B1-APZ-II portion of the building, accommodating 141 people, resulting in an average intensity of 23 people per acre, which is consistent with the Compatibility Zone B1-APZ-II average criterion of 50 people per acre. Approximately 105,849 square feet of e-commerce warehouse area, 2,604 square feet of first floor office area, and 2,395 square feet of second floor office mezzanine area, would be located within Zone C1 portion of the building, accommodating 131 people, resulting in an average intensity of 20 people per acre, which is consistent with the Compatibility Zone C1 criterion of 100.

A second method for determining total occupancy involves multiplying the number of parking spaces provided or required (whichever is greater) by average vehicle occupancy (assumed to be 1.5 persons per standard vehicle and 1.0 persons per trailer truck in the absence of more precise data). Based on the number of parking spaces provided (407 standard vehicles, 52 truck trailer), accommodating a total occupancy of 663 people, resulting in an average intensity of 44 people per acre, which is consistent with the average criterion for Zone B1-APZ-II of 50 people per acre and Zone C1 of 100 people per acre.

Non-Residential Single-Acre Land Use Intensity: Compatibility Zone B1-APZ-II limit maximum single-acre intensity to 100 people, and Zone C1 limit 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

intensity in Zone B1-APZ-II and Zone C1 includes 40,956 square feet of e-commerce warehouse area, 2,604 square feet of first floor office area, and 2,395 square feet of second floor office mezzanine area, accommodating 66 people, which is consistent with the Compatibility Zone B1-APZ-II single acre intensity criterion of 100 people and with the Zone C1 single acre intensity criterion of 250 people.

Although the abovementioned single acre intensity (66 people) in Zone B1-APZ-II is consistent with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, it is inconsistent with the Air Force Department of Defense Instruction No. 4165.57 with regards to intensity, which is limited to a maximum of 25 people in any given acre in APZ-I, and 50 people in APZ-II. A more detailed analysis is provided below in the March Air Reserve Base section of the staff report.

March Air Reserve Base/United States Air Force Input: Given that the project a portion of the site is located in Zone B1-APZ-II of the primary 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.

The 2018 Airport Installation Compatible Use Zones (AICUZ) study identifies the project site as located within Accident Potential Zone II (APZ-II). Appendix A of the AICUZ provides Land Use Compatibility Tables for the APZs, which cite “warehousing” as permitted uses in APZ-II (and prohibited use in the Clear Zone [CZ]).

However, March Air Reserve Base officials maintain that the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan is not consistent with current Air Force guidance found in Air Force Instruction 32-7063 dated December 18, 2015, which addresses Air Force policies on Land Use Compatibility in accordance with Department of Defense Instruction (DoDI) No. 4165.57. These inconsistencies include conflicts with regard to lot coverage, intensity, and permitted use definitions.

The proposed project complies with the restrictions on permitted uses and lot coverage, but not with the intensity limits. The Air Force understands the DoDI criteria as limiting intensity to a maximum of 25 people in any given acre in APZ-I and to a maximum of 50 people in any given acre in APZ-II. As noted above, the project would be expected to result in a single acre occupancy of 66 people in APZ-II.

The projected occupancy intensities would be inconsistent with the Air Force intensity understanding.

One method of bringing the project into consistency with both the Air Force Instruction (AFI) is for the applicant to agree to a condition including a Covenant, recorded on the title of the property, restricting the actual occupancy of the building to the limits of the AFI.

The applicant has agreed to this condition, which limits actual occupancy of the building to 25 persons in any given acre within APZ-I and to 50 people persons in any given acre within APZ-II. Specifically, the Covenant states:

E. Covenanter has agreed to comply with the Density Restrictions and a Density Cap (both terms are defined below), by limiting occupancy of the Project to (i) one hundred thirty nine (139) occupants (“Density Cap”) **[THE DENSITY CAP WILL DECREASE IF THE SQUARE**

FOOTAGE OF THE BUILDING DECREASES.]; (ii) twenty-five (25) occupants in any square area measuring 208 feet by 208 feet (“Square Area”) for all Square Areas within portions of the building of the Project within APZ I, and (iii) fifty (50) occupants in any Square Area within portions of the building of the Project within APZ II. Requirement (ii) and (iii) are collectively the “Density Restrictions”, and are depicted in Exhibit B, attached hereto and incorporated herein by reference. Accordingly, any building expansion is prohibited, including an increase in building area, without further review by the City and MARB representatives, and consent and approval provided through an amendment to this covenant.

Prohibited and Discouraged Uses: The applicant does not propose any prohibited or discouraged uses in Compatibility Zones B1-APZ-II and C1. Industrial warehouse buildings are compatible within Accident Potential Zones I and II pursuant to the 2018 Air Installation Compatible Use Zone (AICUZ) study disseminated by the United States Air Force. Use as an industrial warehouse is also compatible pursuant to Department of Defense Instruction (DoDI) No. 4165.57, but the intensity levels of this project in the absence of the Covenant would exceed DoDI allowances, as understood by the Air Force.

Noise: The March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan depicts the site as being within the 60-70 CNEL range. While the proposed warehouse is not a noise-sensitive use and would not require special measures to mitigate aircraft-generated noise, such measures may be required to achieve reduced interior noise levels of 45 dBA CNEL in office areas as required pursuant to the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan.

Part 77: The elevation of Runway 14-32 at its southerly terminus is approximately 1,488 feet above mean sea level (AMSL). At a distance of approximately 8,680 feet from the runway, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 1,575 feet AMSL. The project proposes a finish floor elevation of 1,460 feet AMSL. With a maximum building height of 43 feet, the top point elevation would be 1,503 feet AMSL. Therefore, review of this building by the FAA Obstruction Evaluation Service (FAA OES) is not required.

Open Area: None of the Compatibility Zones for the March ALUCP require open area specifically. However, Compatibility Zone B1 within either APZ limits lot coverage to a maximum of 50%. Based on the site and building sizes noted previously, the project proposes lot coverage of approximately 42%, which is consistent with the maximum 50% criterion.

Hazards to Flight: Land use practices that attract or sustain hazardous wildlife populations on or near airports significantly increase the potential of Bird Aircraft Strike Hazards (BASH). The FAA strongly recommends that storm water management systems located within 5,000 or 10,000 feet of the Airport Operations Area, depending on the type of aircraft, be designed and operated so as not to create above-ground standing water. To facilitate the control of hazardous wildlife, the FAA recommends the use of steep-sided, rip-rap lined, narrow, linearly shaped water detention basins. All vegetation in and around detention basins that provide food or cover for hazardous wildlife should be eliminated (Section 2.3.2 of FAA Advisory Circular 5200-33C).

Although the nearest portion of the proposed project is located within 10,000 feet of the runway (approximately 8,680 feet), the project utilizes underground detention basins which will not contain surface water or attract wildlife and, therefore, would not constitute a hazard to flight. Additionally, as part of the project’s commitments to the City of Perris, it will be constructing an underground reinforced concrete box storm drain section of Line E. This underground storm drain will manage all

the on-site storm water runoff along with future runoff from upstream storm drain facilities, improving drainage throughout the vicinity.

Specific Plan Amendment: The applicant also proposes amending the Perris Valley Commerce Center Specific Plan rezoning 17.7 acres from Commercial to Light Industrial. The proposed amendments would be as, or more, consistent with the Compatibility Plan as long as the underlying development's intensity is consistent with the compatibility criteria.

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:
 - (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 or circling climb following takeoff or toward an aircraft engaged in a straight or circling final approach toward a landing at an airport, other than a DoD or 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 or circling climb following takeoff or towards an aircraft engaged in a straight or circling final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, wastewater management facilities, artificial marshes, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
 - (e) Children's schools, day care centers, libraries, hospitals, skilled nursing and care facilities, congregate care facilities, hotels/motels, places of assembly (including, but not limited to places of worship and theaters), buildings with more than 2 aboveground habitable floors, hazardous materials and critical community infrastructure facilities.
 - (f) Highly noise-sensitive outdoor non-residential uses. Examples of noise-sensitive outdoor nonresidential uses that are prohibited include, but are not limited to, major spectator-oriented sports stadiums, amphitheaters, concert halls, and drive-in theaters.
 - (g) Any other uses not permitted in Accident Potential Zone II pursuant to DoDI 4165.57

Appendix 2, Table 1.

- (h) Other hazards to flight.
3. Prior to issuance of any building permits, the landowner shall convey and have recorded an avigation easement to the March Inland Port Airport Authority or its successor in interested, or provide evidence that such easement has previously conveyed. The Airport Authority may waive this requirement in the event that the Authority determines that pre-existing avigation easements dedicated to the United States of America are sufficient to address its needs. Contact the March Joint Powers Authority at (951) 656-7000 for additional information.
 4. The attached notice shall be given to all prospective purchasers and/or tenants of the property.
 5. The project has been conditioned to utilize underground detention systems, which shall not contain surface water or attract wildlife. Any other proposed basin would require review and approval by the ALUC. Any new detention basins or facilities shall be designed and maintained to provide for a maximum 48-hour detention period following the design storm, and remain totally dry between rainfalls. Vegetation in and around the detention basins that would provide food or cover for birds would be incompatible with airport operations and shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the detention basin(s) shall not include trees or shrubs that produce seeds, fruits, or berries.

Landscaping in the detention basin, if not rip-rap, should be in accordance with the guidance provided in ALUC "LANDSCAPING NEAR AIRPORTS" brochure, and the "AIRPORTS, WILDLIFE AND STORMWATER MANAGEMENT" brochure available at RCALUC.ORG which list acceptable plants from Riverside County Landscaping Guide or other alternative landscaping as may be recommended by a qualified wildlife hazard biologist.

A notice sign, in a form similar to that attached hereto, shall be permanently affixed to the stormwater basin with the following language: "There is an airport nearby. This stormwater basin is designed to hold stormwater for only 48 hours and not attract birds. Proper maintenance is necessary to avoid bird strikes". The sign will also include the name, telephone number or other contact information of the person or entity responsible to monitor the stormwater basin.

6. Noise attenuation measures shall be incorporated into the design of the office areas of the structure, to the extent such measures are necessary to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.
7. This project has been evaluated for 221,935 square feet of e-commerce warehouse area, 5,209 square feet of first floor office area, and 4,791 square feet of second floor office mezzanine area. Any increase in building area, change in use to any higher intensity use, change in building location, or modification of the tentative parcel map lot lines and areas will require an amended review to evaluate consistency with the ALUCP compatibility criteria, at the discretion of the ALUC Director.

8. Zoned fire sprinkler systems shall be required throughout the building.
9. 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.
10. 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.
11. The applicant has agreed to accept a Covenant which will be recorded on the title of the property restricting the actual occupancy of the buildings to the limits of the Air Force Instruction. The project shall be in compliance with the recorded and executed Covenant, which limits building occupancy to a maximum of 25 people in any given acre in APZ-I, and 50 people in any given acre in APZ-II. The Covenant shall include the following language:

“Covenanter has agreed to comply with the Density Restrictions and a Density Cap (both terms are defined below), by limiting occupancy of the Project to (i) one hundred thirty nine (139) occupants (“Density Cap”) **[THE DENSITY CAP WILL DECREASE IF THE SQUARE FOOTAGE OF THE BUILDING DECREASES.]**; (ii) twenty-five (25) occupants in any square area measuring 208 feet by 208 feet (“Square Area”) for all Square Areas within portions of the building of the Project within APZ I, and (iii) fifty (50) occupants in any Square Area within portions of the building of the Project within APZ II. Requirement (ii) and (iii) are collectively the “Density Restrictions”, and are depicted in Exhibit B, attached hereto and incorporated herein by reference. Accordingly, any building expansion is prohibited, including an increase in building area, without further review by the City and MARB representatives, and consent and approval provided through an amendment to this covenant.”

Compliance shall be verified by City or third-party inspections and reports on a schedule agreed upon by the applicant/project operator, the City, and MARB representatives.

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)

NOTICE

**THERE IS AN AIRPORT NEARBY.
THIS STORM WATER BASIN IS DESIGNED TO HOLD
STORM WATER FOR ONLY 48 HOURS AND
NOT TO ATTRACT BIRDS**

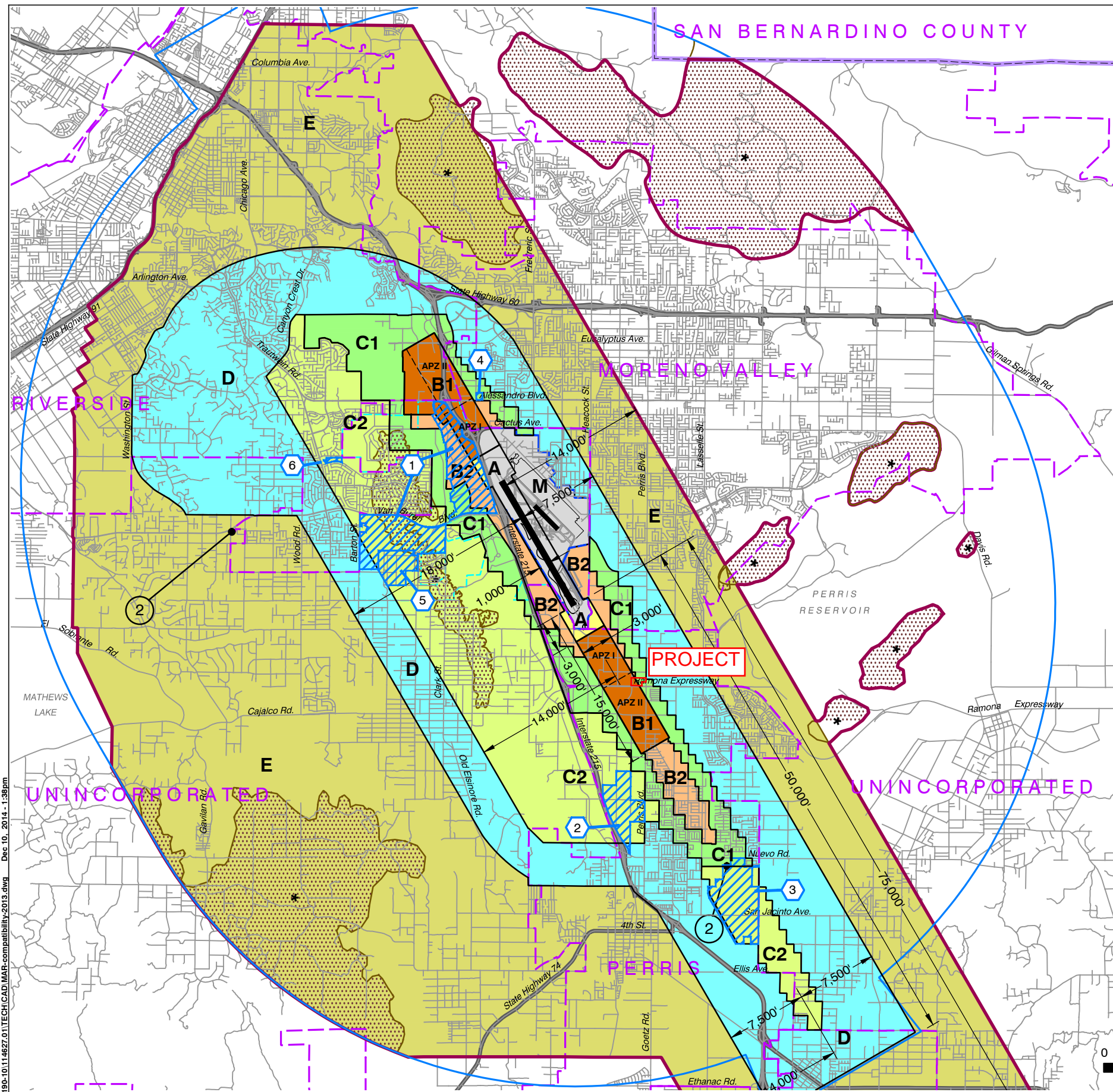
**PROPER MAINTENANCE IS NECESSARY TO AVOID
BIRD STRIKES**



IF THIS BASIN IS OVERGROWN, PLEASE CONTACT:

Name: _____

Phone: _____



LEGEND

Compatibility Zones

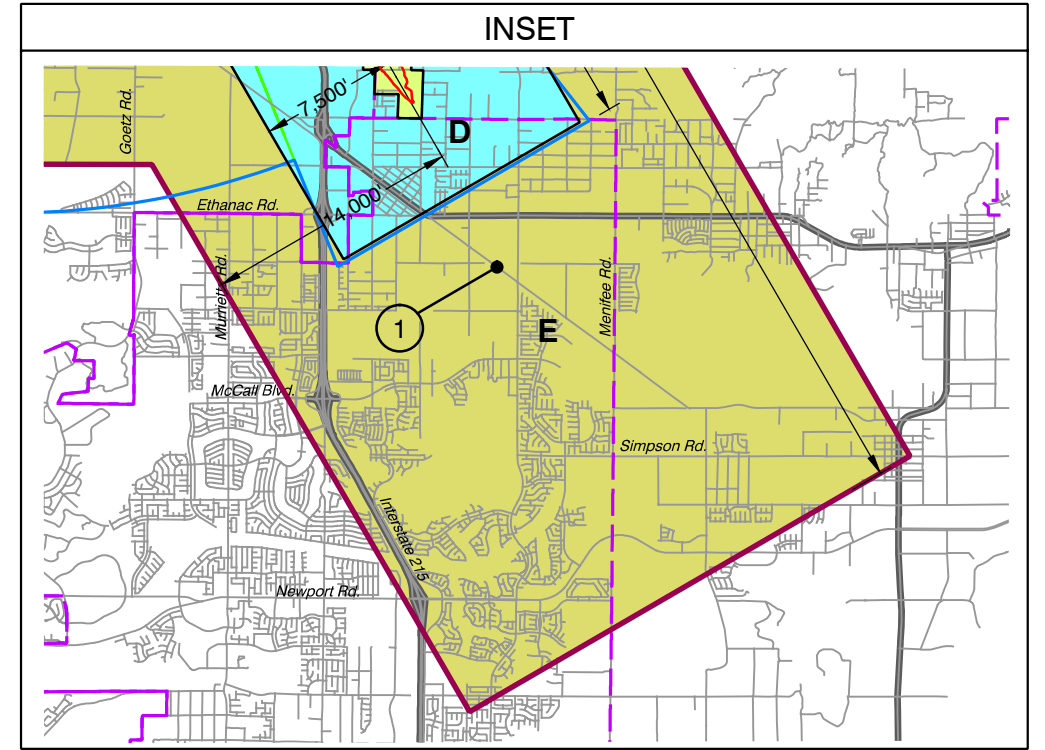
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

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)

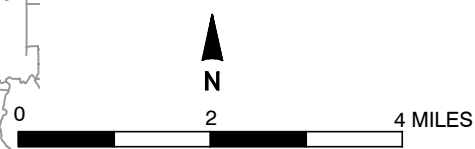
- ① Point at which aircraft on Runway 32 ILS approach descend below 3,000 feet above runway end. Airport Elevation is 1,535 feet MSL.
- ② Point at which departing aircraft typically reach 3,000 feet above runway end.

- 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

X:\18190-10\114627\01\TECH\CAD\MAR-compatibility\2013.dwg Dec 10, 2014 - 1:38pm

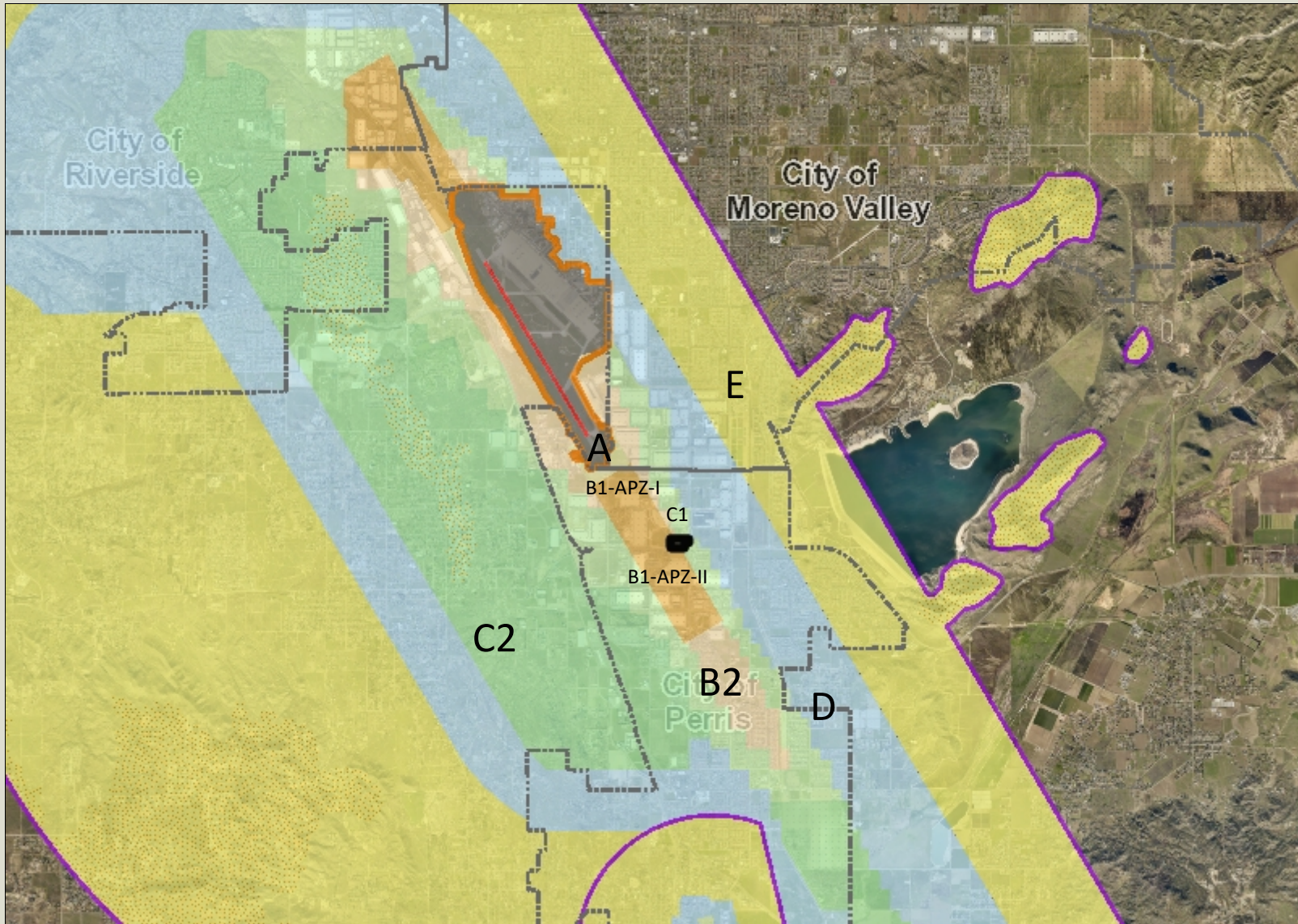
Prepared by Mead & Hunt, Inc. (June 2013)

SEE INSET AT RIGHT

Map MA-1

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

Map My County Map



Legend

- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones**
- OTHER COMPATIBILITY 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



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.

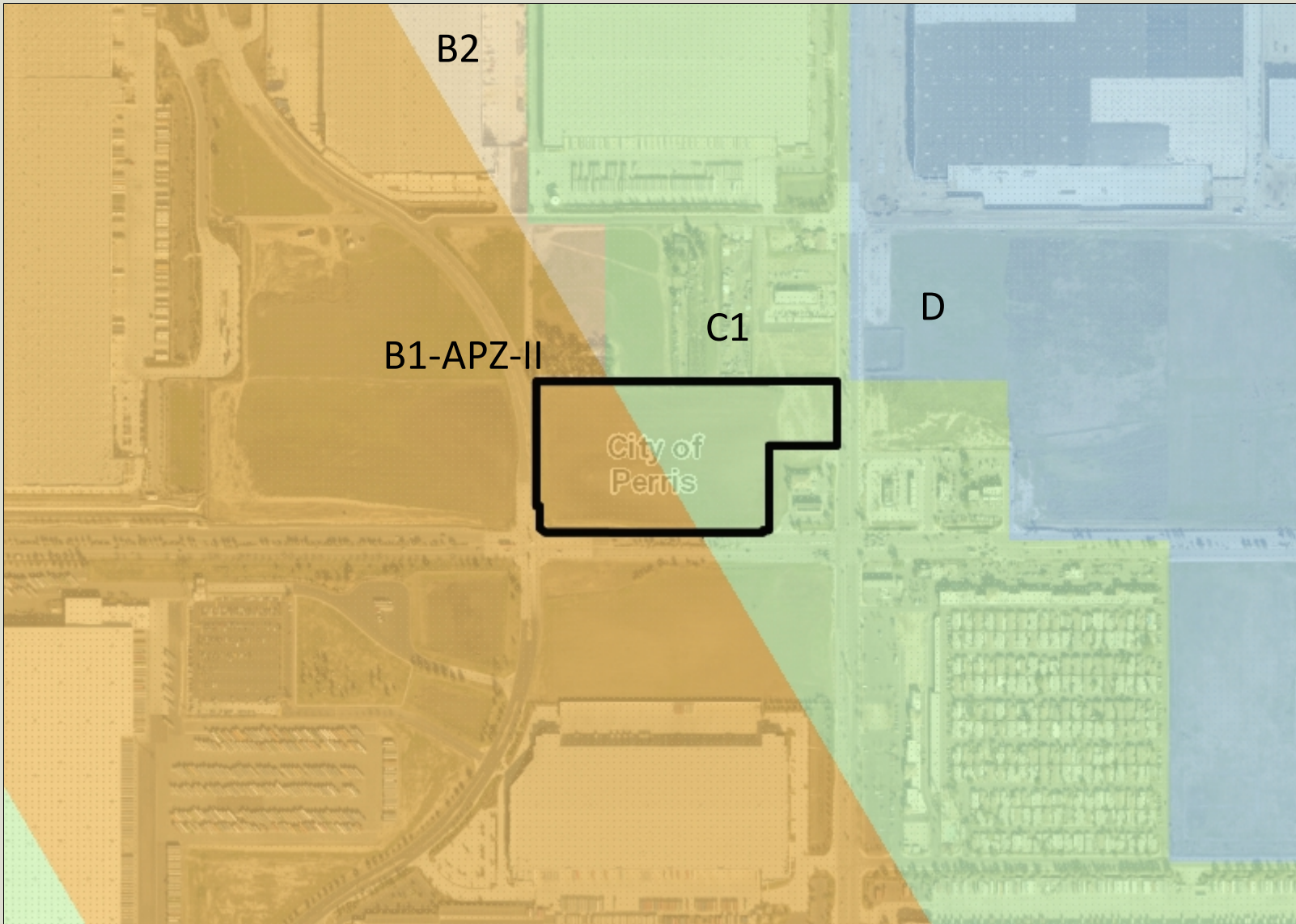


REPORT PRINTED ON... 5/11/2021 9:32:05 AM

© Riverside County GIS

Notes

Map My County Map



Legend

- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones**
- OTHER COMPATIBILITY 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



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Notes

Map My County Map



Legend

- Blueline Streams
- City Areas
- World Street Map



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Notes

0 770 1,539 Feet

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Map My County Map



Legend

- City Areas
- World Street Map



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Notes



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Map My County Map



Legend

-  Blueline Streams
-  City Areas
-  World Street Map



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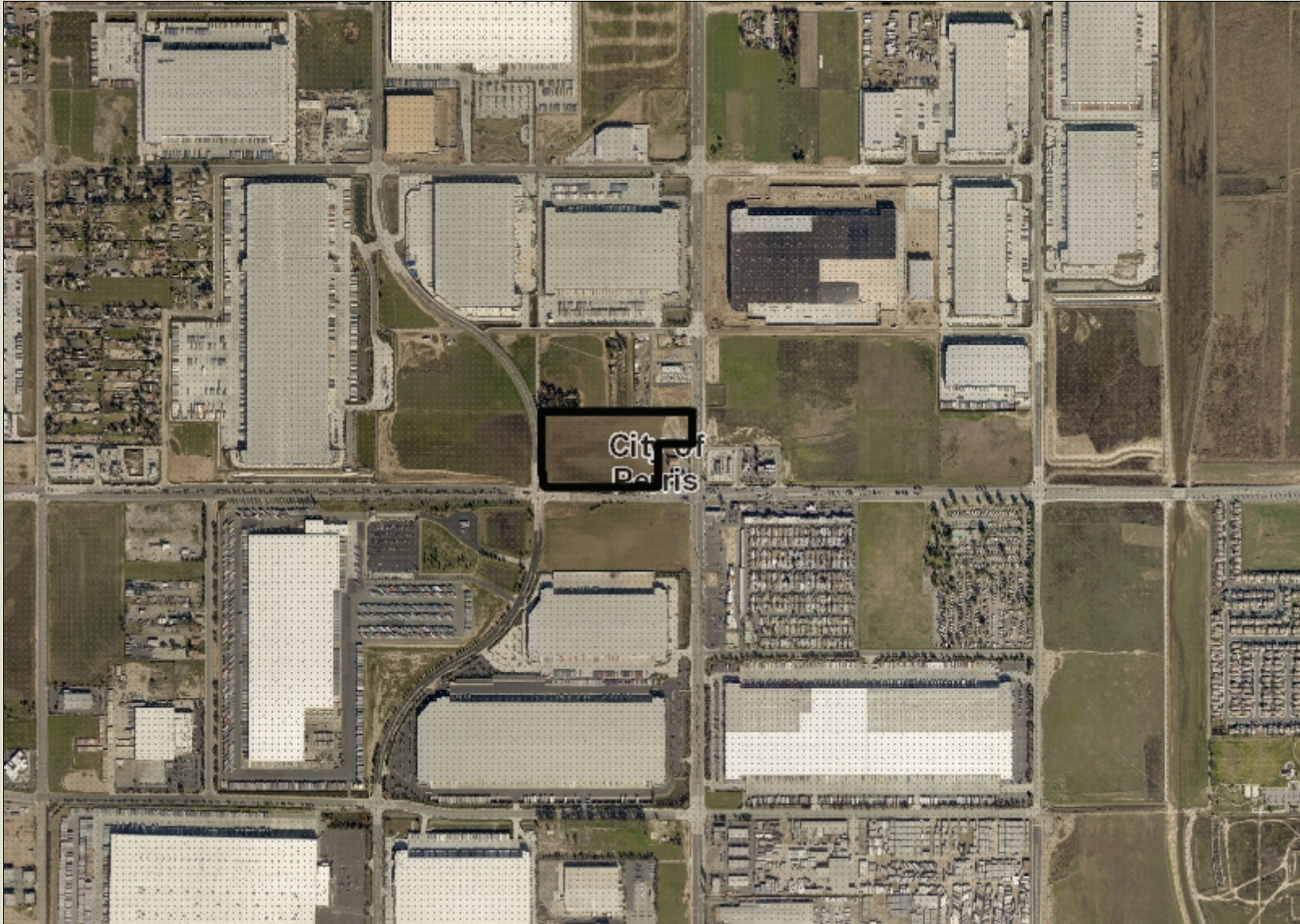
Notes




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Map My County Map



Legend

-  Blueline Streams
-  City Areas
-  World Street Map



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

Notes

0 1, 3,079 Feet
539

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CONSULTANT

PROFESSIONAL SEALS

RAMONA EXPRESSWAY / INDIAN AVENUE E-COMMERCE PARK
0000 RAMONA EXPRESSWAY CITY OF PERRIS, CA

JM REALTY
3535 INLAND EMPIRE BLVD.
ONTARIO, CA 91764
OWNER: JOE MCKAY

MARK	DATE	DESCRIPTION
CD		
BID		
FC		
DD		
SD	2/18/22	SCHEMATIC DESIGN

RG PROJECT NO:	2076.00
OWNER PROJECT NO:	00000.00
CAD FILE NAME:	2076.00-A1-1P
DRAWN BY:	MG
CHK'D BY:	CS
COPYRIGHT:	RG, OFFICE OF ARCHITECTURAL DESIGN
SHEET TITLE:	SITE PLAN

PROJECT DATA

SITE AREA:
GROSS SITE AREA: 650,560 SF / 14.93 AC
COMMERCIAL SITE AREA: 73,997 SF / 1.69 SF
STREET DEDICATION: 19,117 SF / 0.45 AC
NET SITE AREA: 557,446 SF / 12.79 AC

BUILDING AREA:
FOOTPRINT: 227,144 SF
FIRE PUMP HOUSE: 00 SF
MEZZANINE: 4,791 SF
GUARD HOUSE: 00 SF
TOTAL: 231,935 SF

TOTAL INCLUDED PLANNED OFFICE AREA: 10,000 SF

LOT COVERAGE: (50% MAX): 41.60 %

AUTO PARKING REQUIRED:
10,000 OFFICE PARKING (LESS THAN 10%): 00 STALLS
WAREHOUSE (HIGH CUBE):
0-20,000 SF (1/1000 SF): 20 STALLS
20,000 SF TO 40,000 SF (1/2,000 SF): 10 STALLS
40K + SF (1/4,000 SF): 46 STALLS
TOTAL: 76 STALLS

AUTO PARKING PROVIDED:
ACCESSIBLE STALLS: 8 STALLS
STANDARD STALLS: 207 STALLS
FUTURE STALLS: 192 STALLS
TOTAL PROVIDED: 407 STALLS

REQUIRED BICYCLE PARKING (5% OF REQUIRED AUTO PARKING): 20 BIKE LOCATIONS

TRUCK DOCK POSITIONS: 39 DOCKS

TRAILER PARKING PROVIDED: 52 TRAILERS

GRADE DOORS PROVIDED: 2 DOOR

LANDSCAPE AREA PROVIDED ON DEVELOPED SITE (REQUIRED 10% MIN. ON CITY OF PERRIS PROPERTY): 75,450 SF / 13.53 %

AVIATION DATA

LAND AREA:
WITHIN APZ II: 271,046 SF / 6.22 AC
OUTSIDE APZ II: 286,181 SF / 6.56 SF
TOTAL SITE AREA: 557,446 SF / 12.79 AC

BUILDING AREA:
WITHIN APZ II: 121,087 SF
OUTSIDE APZ II: 110,848 SF
TOTAL AREA: 231,935 SF

ASSESSOR'S PARCEL NUMBERS
APN # 302-060-041

APPLICATION TYPE
DEVELOPMENT PLAN REVIEW: PLN21-00011
SPECIFIC PLAN AMENDMENT: PLAN21-05193
ZONING: L1 - LIGHT INDUSTRIAL - PVCS-SP - PERRIS VALLEY COMMERCE CENTER
PERMITTED LAND USE: WAREHOUSE, OFFICE AS PERMITTED

PROJECT DESCRIPTION
NEW INDUSTRIAL WAREHOUSE BUILDING WITH AUTO AND TRAILER PARKING AREAS, PROVIDING A FUTURE GUARD SHACK LOCATION ON THE NORTH WEST SIDE.

LAND OWNER
JOE MCKAY
C/O COUDRES FAMILY LIMITED PARTNERSHIP
3535 INLAND EMPIRE BLVD.
ONTARIO, CA 91764
ATTN: JOE MCKAY

APPLICANT
JM REALTY GROUP
3535 INLAND EMPIRE BLVD.
ONTARIO, CA 91764
ATTN: JOE MCKAY

PLAN PREPARER
RG, OFFICE OF ARCHITECTURAL DESIGN, INC.
15231 ALTON PARKWAY, SUITE 100
IRVINE, CA 92618
CONTACT: MIKE GILL

UTILITIES & SERVICES
SEE CIVIL DRAWINGS

LEGAL DESCRIPTION
THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF PERRIS, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:
BLOCKS 5 THRU 10, INCLUSIVE OF FIGAROTA FARMS NO. 17, IN THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS SHOWN BY MAP ON FILE IN BOOK 17, PAGE 32 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.
EXCEPTING THEREFROM THAT PORTION CONVEYED TO THE COUNTY OF RIVERSIDE BY DEED RECORDED OCTOBER 17, 1998 IN BOOK 2343, PAGE 437, OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.
ALSO EXCEPT THEREFROM THAT PORTION CONVEYED TO BARRAM TOMAH AND MAHNOUKHT K. TOMAH, HUSBAND AND WIFE AS JOINT TENANTS BY DOCUMENT RECORDED JUNE 3, 1999 AS INSTRUMENT NO. 1999-244155, OF OFFICIAL RECORDS.

KEYNOTES

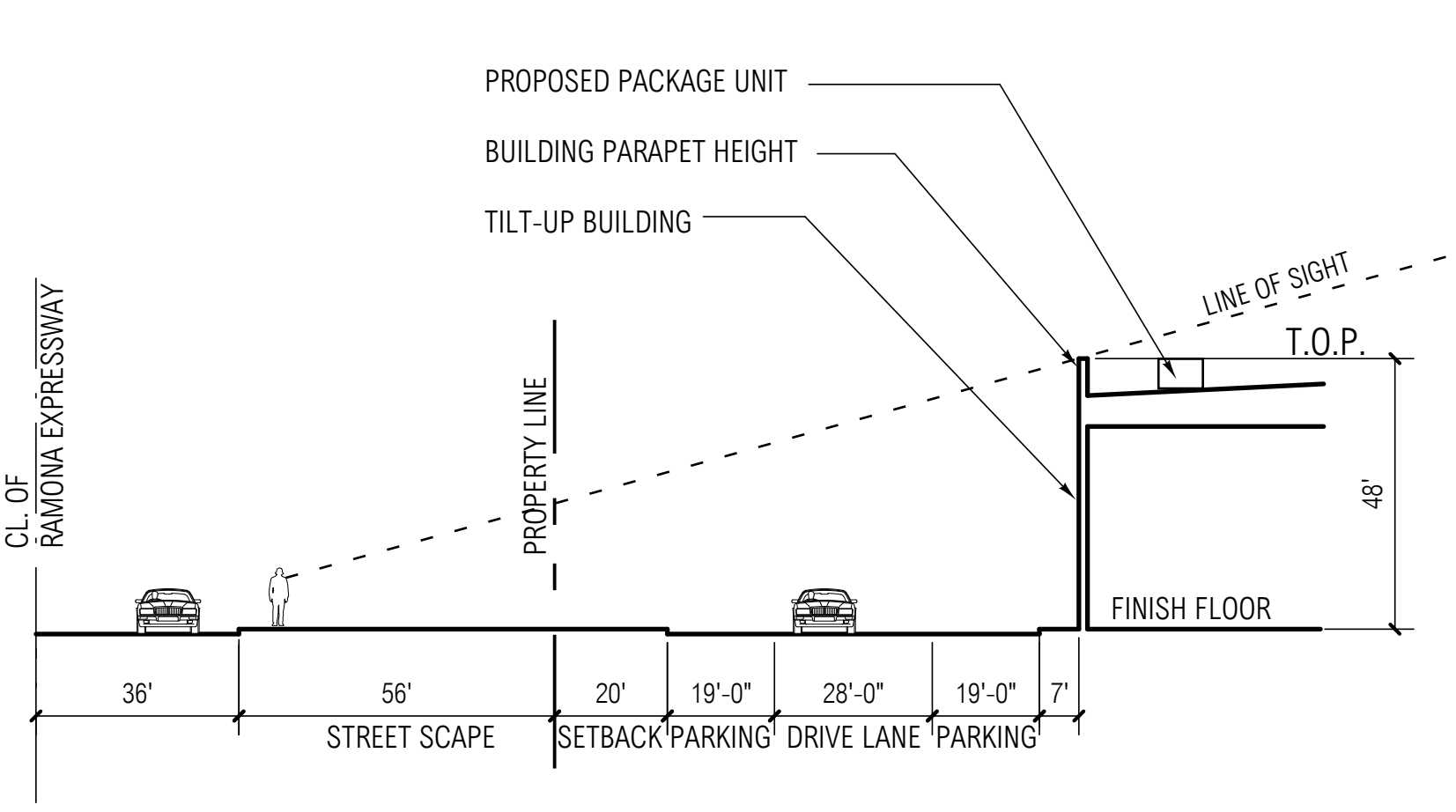
1. PAINTED CONCRETE TILT-UP WAREHOUSE / OFFICE / MANUFACTURING FACILITY.
2. SHADED AREA: PROPOSED IRRIGATED LANDSCAPING PER CC&R GUIDELINES WITH MIN 6" CONCRETE CURBS AT ALL PERIMETERS.
3. PAINTED CONCRETE TRASH ENCLOSURE. SCREEN WALLS SHALL BE MIN. 6'-0" HIGH WITH CANOPY TOP. SEE SHEET A2-1P FOR ELEVATIONS AND SECTIONS.
4. TYPICAL STANDARD PARKING STALL, MIN. 9' X 19' - STRIPE PER CITY STANDARDS.
5. E-COMMERCE AUTO PARKING OR TRUCK TRAILER PARKING.
6. NEW 14'-0" CONCRETE TILT-UP SCREEN WALLS AT TRUCK YARD. SEE PLAN FOR MINIMUM HEIGHTS AS MEASURED FROM INSIDE THE TRUCK YARD.
7. ROLLING 8'-0" HIGH WROUGHT IRON FENCE INTO THE TRUCK COURT.
8. TRANSFORMER PAD LOCATION.
9. ACCESSIBLE PRIMARY ENTRANCE TO THE BUILDING WITH BIKE RACKS.
10. HORSESHOE SAND PITS, 1 LOCATIONS.
11. CONCRETE COVERED LUNCH PATIO WITH LANDSCAPE FURNITURE, SEE SHEET A3-1P
12. CALGREEN REQUIRED BIKE RACKS. SEE TABULATIONS FOR NUMBER OF BIKE RACKS
13. DECORATIVE PAVING AT ENTRY DRIVEWAY.
14. COURT BASKET BALL HALF COURT



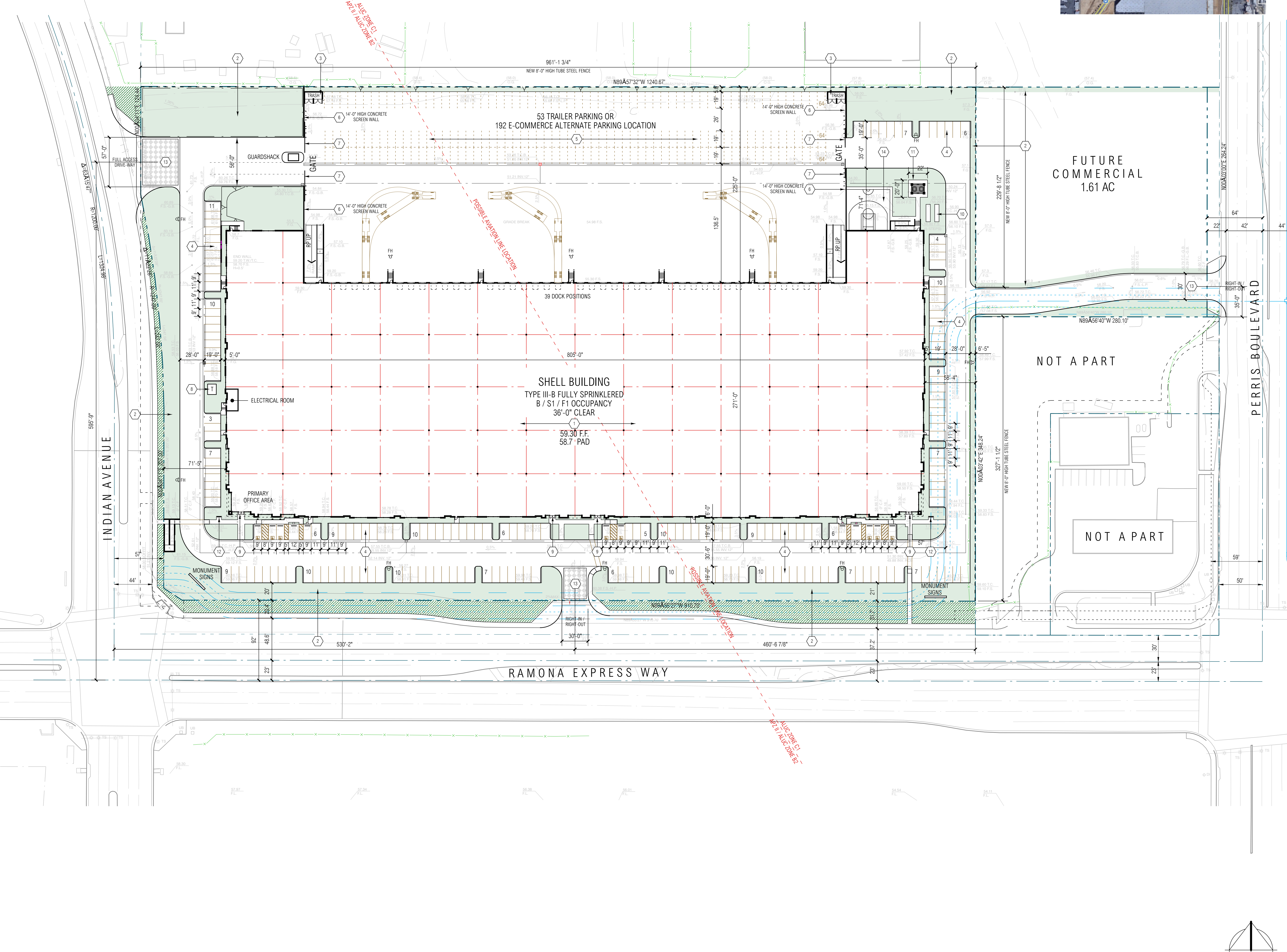
- SUBSTAINABILITY FEATURES**
11. PROVIDE LIGHT COLORED ROOFING OVER THE OFFICE AREAS.
 12. BUILDING WILL BE DESIGN TO ACHIEVE LEED POTENTIAL CERTIFICATION.
 13. PROVIDE UP TO (2) ELECTRIC VEHICLE CHARGING FACILITIES
 14. PROVIDE "TURN-OFF ENGINE" SIGNS WITHIN THE TRUCK COURT.
 15. FORKLIFTS WITHIN THE BUILDING SHALL BE ELECTRIC OR COMPRESSED NATURAL GAS-POWERED.

- GENERAL NOTES**
1. THE PROPOSED PROJECT SHALL COMPLY WITH THE PROVISIONS OF THE COUNTY RIVERSIDE, CITY OF PERRIS PLANNING PLAN
 2. A LANDSCAPING PLAN SHALL BE SUBMITTED TO THE PLANNING DEPARTMENT FOR APPROVAL PRIOR TO ISSUANCE OF BUILDING PERMITS AND SHALL BE IMPLEMENTED PRIOR TO OCCUPANCY.
 3. THE PROJECT DOES NOT PROPOSE ANY TENANT SIGNAGE AT THIS TIME.
 4. THERE ARE NO PROTECTED PLANTS ON SITE.
 5. ALL ROOF DRAINS AT STREET FRONTS SHALL BE IN THE INTERIOR OF THE BUILDING ENVELOPE.
 6. ALL LANDSCAPE SHALL BE BOUND BY A 6" HIGH CONCRETE CURB.
 7. A LIGHT PLAN SHALL BE SUBMITTED SHOWING CONFORMANCE WITH MINIMUM FOOTCANDLE LEVELS AND MARCH AIR BASE STANDARDS. FIXTURES SHALL BE SHIELDED HIGH PRESSURE SODIUM.
 8. A SIGN PROGRAM SHALL BE DEVELOPED IN ACCORDANCE WITH MUNICIPAL CODE 19.75.190 FOR APPROVAL BY THE PLANNING DIVISION. THE SIGN PROGRAM SHALL BE INCLUDED AS PART OF THE CC&R'S.
 9. FUTURE TENANT OFFICE BUILD-OUTS TO INCLUDE INDOOR EMPLOYEE AMENITY AREAS PER CITY GUIDELINES.
 10. PROJECT WILL BE DESIGNED WITH LEED IN MIND, BUT WILL NOT REQUIRED CERTIFICATION.

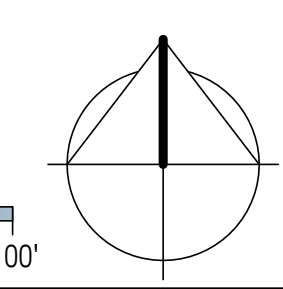
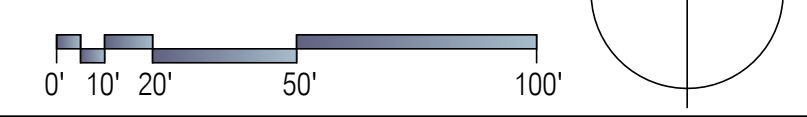
- SITE LEGEND:**
- ON-SITE LANDSCAPED AREA
 - OFF-SITE LANDSCAPED AREA
 - DECORATIVE AUTO / TRUCK DRIVEWAYS
 - SITE PROPERTY LINES
 - CITY CURB AND GUTTER LINES
 - STREET CENTERLINES
 - ON-SITE CURB LINES
 - ON-SITE PARKING AND TRAILER STRIPPING

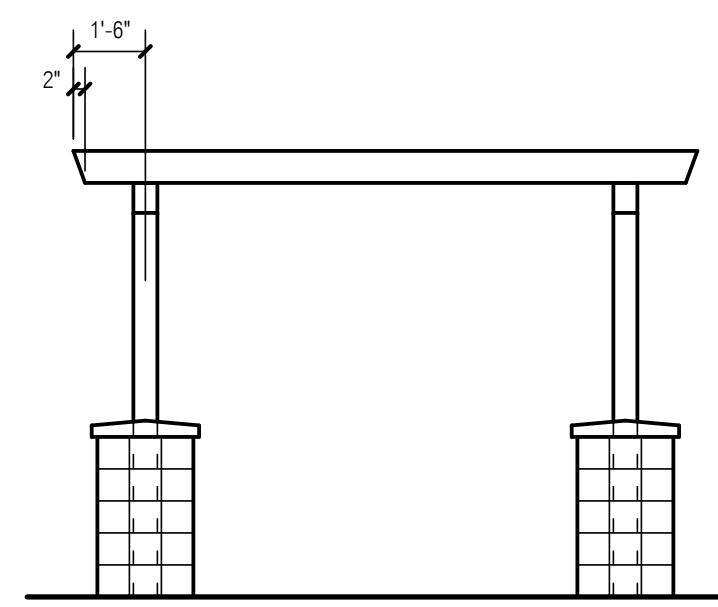


TYPICAL EQUIPMENT SCREEN LINE OF SIGHT
SCALE: 1" = 30'-0"
NOTE: LINE OF SIGHT TAKEN FROM 6'-0" ABOVE FINISH GRADE

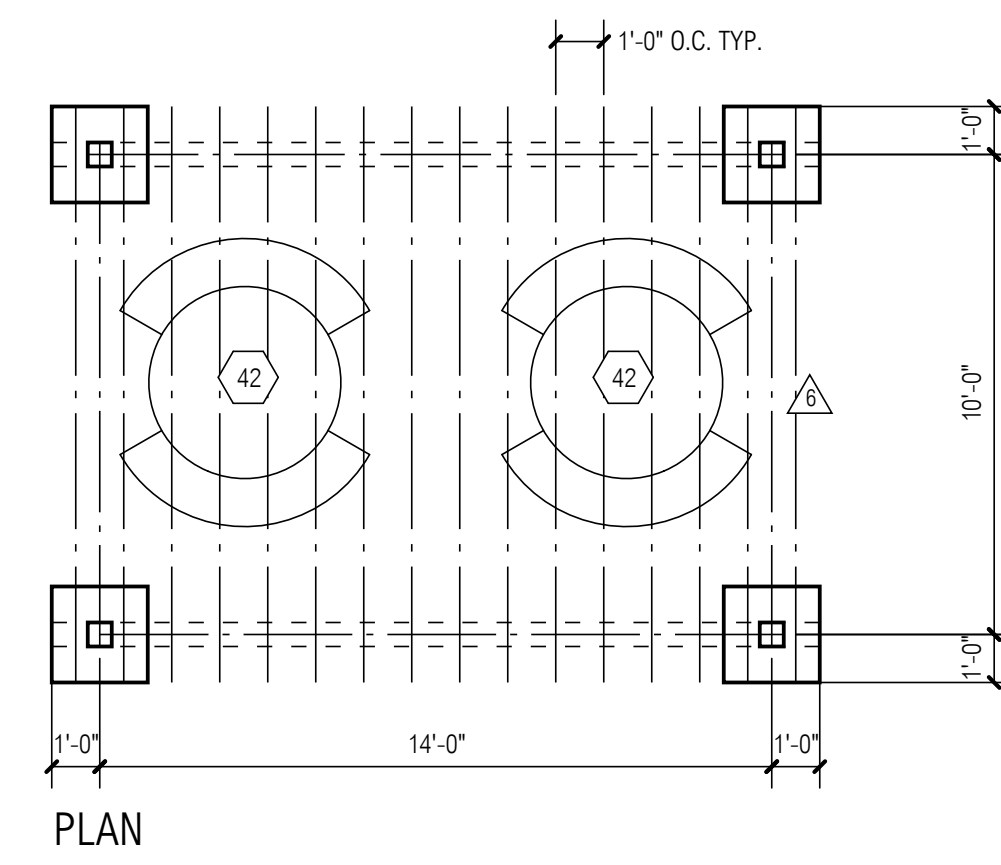
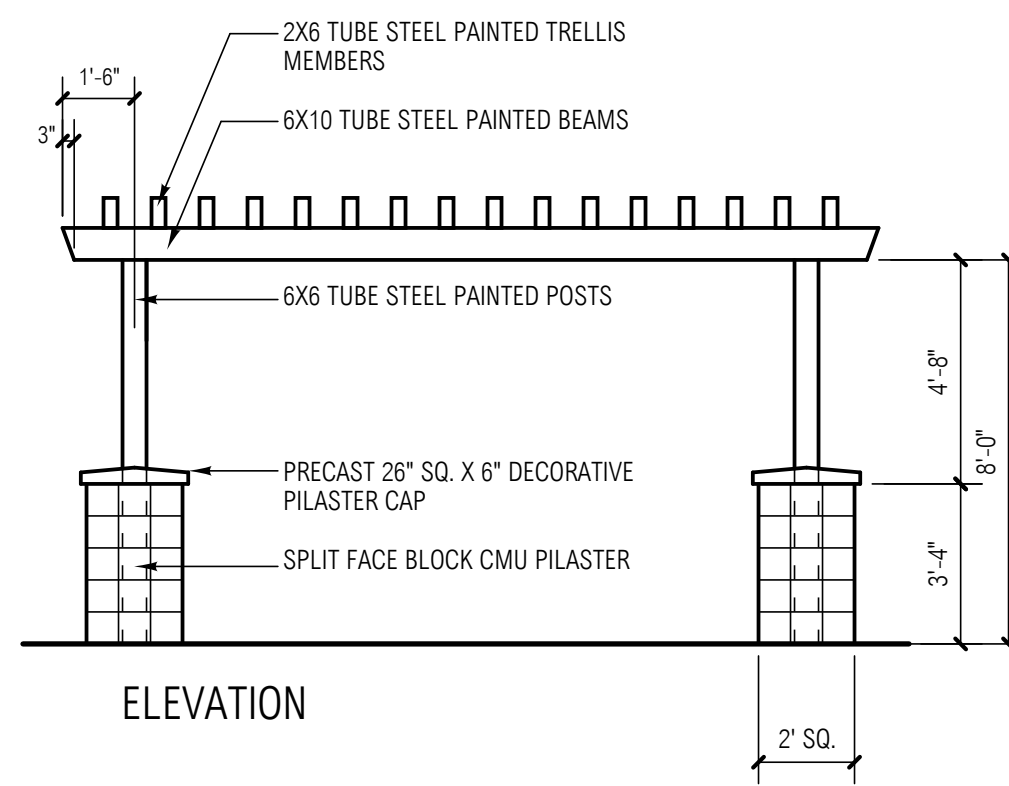


SITE PLAN
SCALE: 1" = 50'-0"





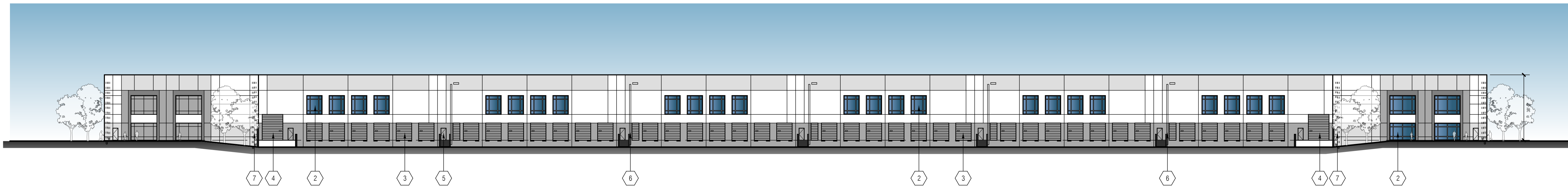
ELEVATION
TYPICAL LUNCH PATIO TRELLIS
SCALE: 1/4" = 1'-0"



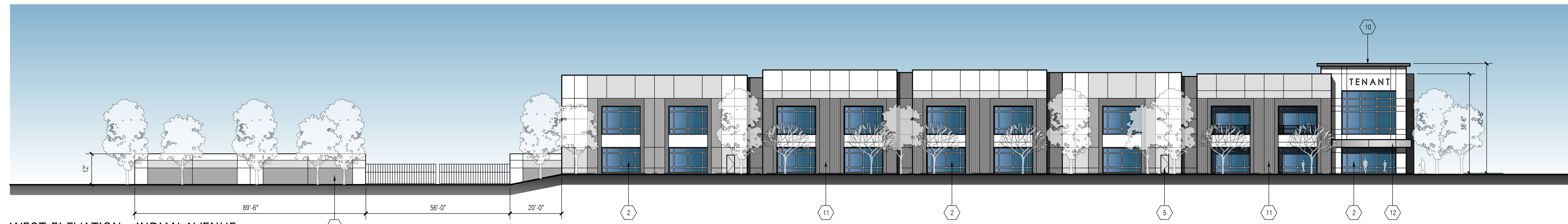
PLAN

KEYNOTES

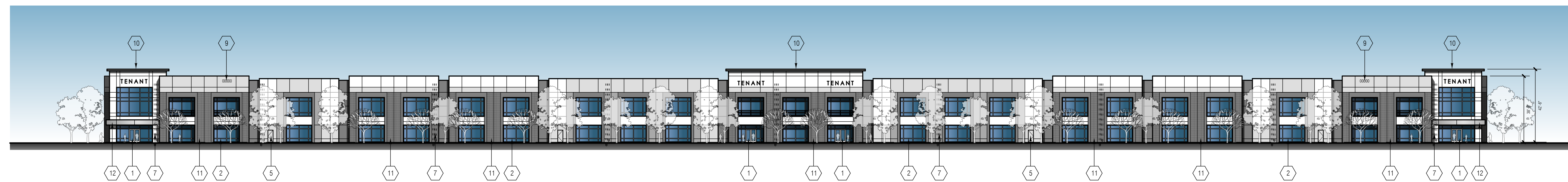
1. PRIMARY ACCESSIBLE BUILDING ENTRY
2. BLUE GLAZING IN CLEAR ANODIZED ALUMINUM STOREFRONT. ALL GLASS TO BE AS NON-REFLECTIVE AS POSSIBLE TO ALLOW FOR INTERIOR NATURAL LIGHT. THE BUILDING ENVELOPE WITH CONFORM TO CALGREEN AND TITLE 24 REQUIREMENTS.
3. PAINTED DOCK HIGH TRUCK LOADING DOOR.
4. GRADE LEVEL ACCESS DOOR.
5. 3' X 7' PAINTED METAL MAN DOOR.
6. DOWNSPOUTS ON NORTH ELEVATION SHALL BE EXTERNAL PAINTED TO MATCH BUILDING. PAINTED OVERFLOW SCUPPERS ARE ACCEPTABLE.
7. ROOF DRAINS AT THE OFFICE CORNERS AND SOUTH SIDE SHALL BE INTERNAL. BOTH ROOF AND OVERFLOW DRAINS.
8. NEW 12" HIGH MINIMUM CONCRETE TILT-UP SCREEN WALLS AT TRUCK YARD WITH AN 9'-0" TUBE STEEL SLIDING GATE WITH 80% SCREENING. WALLS TO BE PAINTED WITH ANTI-GRAFFITI PAINT.
9. BUILDING ADDRESS: 18" HIGH ADDRESS NUMBERS FIXED TO FACE OF CONCRETE WALL PANEL. MANUF. SIGNATURE SIGNS, PLASTIC FACE NUMBERS WITH CONTINUOUS ALUMINUM RETAINER. SIGN TO BE EXTERNALLY ILLUMINATED DURING THE HOURS OF DARKNESS.
10. 18" HIGH CORNICE DETAIL AT PARAPETS, PAINTED TO MATCH BUILDING
11. BRICK FACADE AT BUILDING ENTRIES AND EAST SIDE SET INTO CONCRETE PANEL.
12. PROVIDE 12' X 18'-0" ALUM CANOPY OVER PRIMARY ENTRY DOORS.



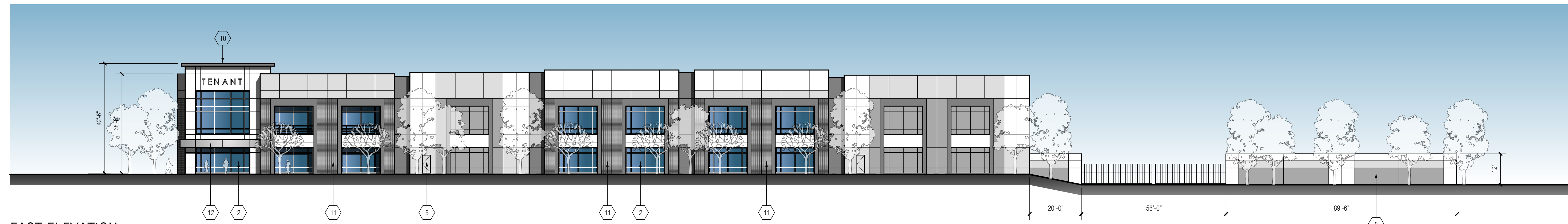
SOUTH ELEVATION
SCALE: 1/4" = 30'-0"



WEST ELEVATION - INDIAN AVENUE
SCALE: 1" = 20'-0"

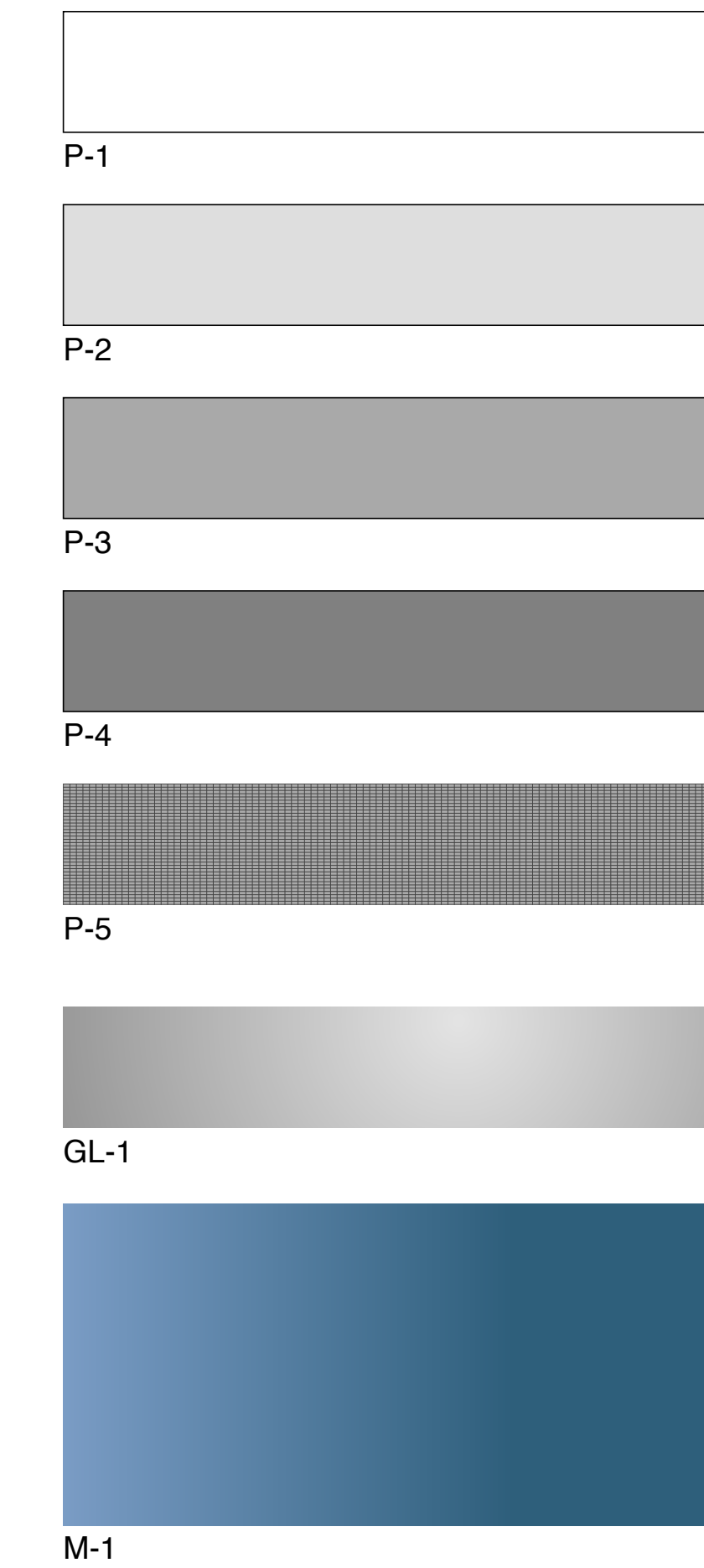


SOUTH ELEVATION - RAMONA EXPRESSWAY
SCALE: 1/4" = 30'-0"



EAST ELEVATION
SCALE: 1" = 20'-0"

FINISH SCHEDULE



CODE	MATERIAL	DESCRIPTION
P-1	BASE ACCENT COLOR	SW 7085 - HERBALOUS WHITE
P-2	ACCENT COLOR	SW 7650 - ELLIE GRAY
P-3	ACCENT COLOR	SW 7087 - CITYSCAPE
P-4	ACCENT COLOR - BASE COLOR	SW 7089 - GRIZZLE GRAY
P-5	STONE - BRICK MATERIAL	STONE - BRICK MATERIAL
GL-1	GLAZING	PIPS SOLARCOSL PACIFICA
M-1	MULLIONS	CLEAR ANODIZED

RG A
Office of Architectural Design
15231 Alton Parkway, Suite 100
Irvine, CA 92618
T 949-341-0920
FX 949-341-0922

CONSULTANT

PROFESSIONAL SEALS

RAMONA EXPRESSWAY / INDIAN AVENUE E-COMMERCE PARK
0000 RAMONA EXPRESSWAY CITY OF PERRIS, CA

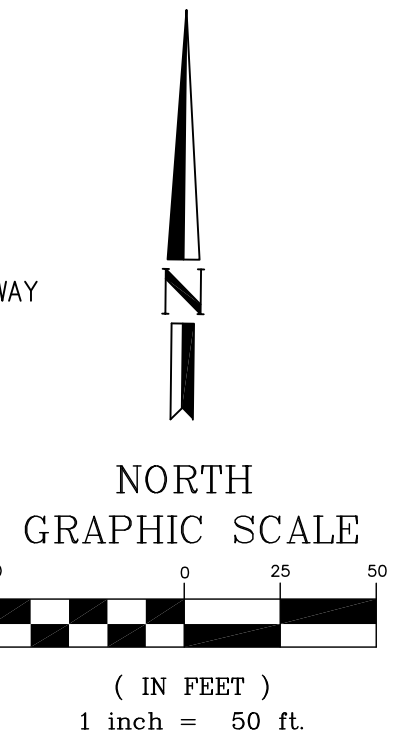
JM REALTY
3535 INLAND EMPIRE BLVD.
ONTARIO, CA 91764
OWNER: JOE MCKAY

MARK	DATE	DESCRIPTION
SD	4/30/21	SCHEMATIC DESIGN

RG A PROJECT NO.: 20076-00
OWNER PROJECT NO.: 00000.00
CAD FILE NAME: 20076-00-A3-1P
DRAWN BY: MG
CHK'D BY: CS
COPYRIGHT
RG A, OFFICE OF ARCHITECTURAL DESIGN
SHEET TITLE
EXTERIOR ELEVATION

BASIS OF BEARINGS:
 BASIS OF BEARINGS FOR THIS SURVEY IS THE CENTERLINE OF RAMONA EXPRESSWAY
 BEING N 89°55'27" W PER PARCEL MAP NO. 36010 BOOK 236, PAGES 89-94 OF
 PARCEL MAPS.

DATE OF SURVEY: APRIL 29, 2020
ADDRESS: APN #302-060-041, PERRIS, CA



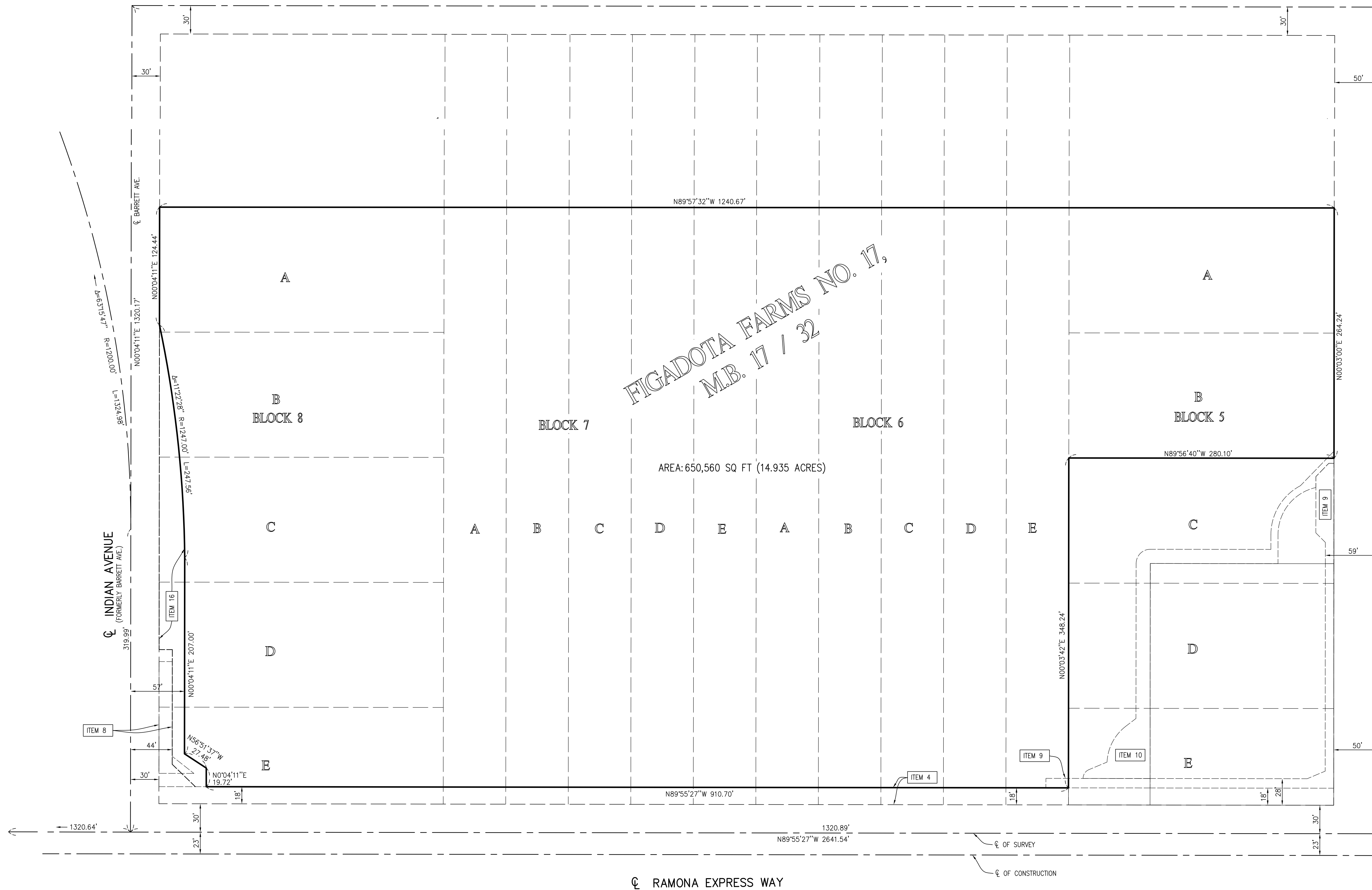
☉ PERRY STREET

LEGAL DESCRIPTION PRELIMINARY REPORT: ORDER NO.: 00127576-002-LB-K27

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF PERRIS, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:
 BLOCKS 5 THROUGH 8, INCLUSIVE OF FIGADOTA FARMS NO. 17, IN THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS SHOWN BY MAP ON FILE IN BOOK 17, PAGE 32 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.
 EXCEPTING THEREFROM THAT PORTION CONVEYED TO THE COUNTY OF RIVERSIDE BY DEED RECORDED OCTOBER 17, 1958 IN BOOK 2343, PAGE 437, OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.
 ALSO EXCEPT THEREFROM THAT PORTION CONVEYED TO BAHRAM TCHAMI AND MAHINDOKHT K. TCHAMI, HUSBAND AND WIFE AS JOINT TENANTS BY DOCUMENT RECORDED JUNE 3, 1999 AS INSTRUMENT NO. 1999-244155, OF OFFICIAL RECORDS.
 APN: 302-060-041

TITLE INFORMATION
 THE FOLLOWING TITLE INFORMATION WAS DERIVED FROM A PRELIMINARY TITLE REPORT, PREPARED BY CHICAGO TITLE COMPANY NORRDER NO.: 00127576-002-LB-K27 EFFECTIVE DATE: MARCH 3, 2020 AT 7:30 A.M.

- 1 WATER RIGHTS
- 2 EASEMENT(S) IN FAVOR OF THE PUBLIC OVER ANY EXISTING ROADS LYING WITHIN SAID LAND.
- 3 EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS DELINEATED ON OR AS OFFERED FOR DEDICATION ON FIGADOTA FARMS NO. 17, BOOK 17, PAGE 32, OF MAPS, *BARRETT AVENUE & MARTIN STREET* ACCEPTED BY INSTRUMENT NO. 153468, OF OFFICIAL RECORDS.
- 4 THE OWNERSHIP OF SAID LAND DOES NOT INCLUDE RIGHTS OF ACCESS TO OR FROM THE STREET, HIGHWAY, OR FREEWAY ABUTTING SAID LAND, SUCH RIGHTS HAVING BEEN RELINQUISHED BY THE DOCUMENT RECORDED OCTOBER 17, 1958 IN BOOK 2343, PAGE 437, OF OFFICIAL RECORDS, EXCEPT FOR DRIVEWAYS AS SHOWN ON SAID DOCUMENT. *PLOTTED*
- 5 AN EASEMENT FOR GAS AND WATER PIPELINE PURPOSES, RECORDED OCTOBER 17, 1958 BOOK 2343, PAGE 437, OF OFFICIAL RECORDS. *THE EXACT LOCATION AND EXTENT OF SAID EASEMENT IS NOT DISCLOSED OF RECORD.*
- 6 EASEMENT(S) FOR PUBLIC UTILITY PURPOSES RECORDED OCTOBER 17, 1958 BOOK 2343, PAGE 437, FEBRUARY 17, 1984, INST. 32383, FEBRUARY 17, 1984, INST. 32384, OF OFFICIAL RECORDS *BLANKET, AFFECTS BLOCKS 5-8*
- 7 THE LAND IS INCLUDED WITHIN A PROJECT AREA OF THE REDEVELOPMENT AGENCY RECORDED JULY 16, 1987, INST 204394, OF OFFICIAL RECORDS. *NOT A SURVEY MATTER*
- 8 AN IRREVOCABLE OFFER TO DEDICATE CITY OF PERRIS, A MUNICIPAL CORPORATION, AN EASEMENT FOR PUBLIC STREET AND HIGHWAY PURPOSES AND MAINTAIN UTILITIES, SEWERS, DRAINS, AND OTHER IMPROVEMENTS RECORDED DECEMBER 16, 1999, INST. NO. 1999-544997, OF OFFICIAL RECORDS. *PLOTTED*
- 9 AN IRREVOCABLE OFFER TO DEDICATE CITY OF PERRIS, A MUNICIPAL CORPORATION, AN EASEMENT FOR PUBLIC STREET AND HIGHWAY PURPOSES AND MAINTAIN UTILITIES, SEWERS, DRAINS, AND OTHER IMPROVEMENTS RECORDED SEPTEMBER 19, 2000, INST. NO. 2000-366865, OF OFFICIAL RECORDS. *PLOTTED*
- 10 EASEMENT(S) GRANTED TO: BAHRAM TCHAMI AND MAHINDOKHT K. TCHAMI FOR INGRESS AND EGRESS AND SURFACE DRAINAGE RECORDED SEPTEMBER 19, 2000, INST. NO. 2000-366866, OF OFFICIAL RECORDS. *PLOTTED*
- 11 A GRANT DEED RECORDED DECEMBER 26, 2008, INST. NO. 2008-067369, OF OFFICIAL RECORDS. *NOT A SURVEY MATTER*
- 12 A GRANT DEED RECORDED DECEMBER 26, 2008, INST. NO. 2008-0672371, OF OFFICIAL RECORDS. *NOT A SURVEY MATTER*
- 13 A GRANT DEED RECORDED JANUARY 14, 2009, INST. NO. 2009-0018288, OF OFFICIAL RECORDS. *NOT A SURVEY MATTER*
- 14 A QUITCLAIM DEED RECORDED MARCH 24, 2009, INST. NO. 2009-0140877, OF OFFICIAL RECORDS. *NOT A SURVEY MATTER*
- 15 A QUITCLAIM DEED RECORDED MARCH 24, 2009, INST. NO. 2009-0140878, OF OFFICIAL RECORDS. *NOT A SURVEY MATTER*
- 16 AN IRREVOCABLE OFFER TO DEDICATE AN EASEMENT PUBLIC STREET AND HIGHWAY PURPOSES, TOGETHER WITH ALL RIGHT TO CONSTRUCT AND MAINTAIN UTILITIES, SEWERS, DRAINS AND OTHER IMPROVEMENTS CONSISTENT WITH THE USE AS A PUBLIC STREET AND HIGHWAY RECORDED APRIL 21, INST. NO. 20092009-0195380, DECEMBER 18, 2009, 2009-0652278, OF OFFICIAL RECORDS. *PLOTTED*
- 17 A QUITCLAIM DEED RECORDED DECEMBER 20, 2012, INST. NO. 2012-0621869, OF OFFICIAL RECORDS. *NOT A SURVEY MATTER*
- 18 A QUITCLAIM DEED RECORDED DECEMBER 20, 2012, INST. NO. 2012-0621872, OF OFFICIAL RECORDS. *NOT A SURVEY MATTER*
- 19 A QUITCLAIM DEED RECORDED APRIL 16, 2013, INST. NO. 2013-0178366 OF OFFICIAL RECORDS. *NOT A SURVEY MATTER*
- 20 A QUITCLAIM DEED RECORDED APRIL 16, 2013, INST. NO. 2013-0178368 OF OFFICIAL RECORDS. *NOT A SURVEY MATTER*
- 21 A QUITCLAIM DEED RECORDED APRIL 16, 2013, INST. NO. 2013-0178370 OF OFFICIAL RECORDS. *NOT A SURVEY MATTER*
- 22 A QUITCLAIM DEED RECORDED DECEMBER 21, 2015, INST. NO. 2015-0551036, OF OFFICIAL RECORDS. *NOT A SURVEY MATTER*
- 23-29 TITLE ISSUES



SURVEYOR'S NOTES:
 1. DISTANCES SHOWN ARE IN FEET AND DECIMALS THEREOF.
 2. NO DISTANCES OR ANGLES SHOWN HEREON MAY BE ASSUMED BY SCALING.

SURVEYOR'S CERTIFICATE:
 PREPARED BY OR UNDER THE DIRECTION OF

DRAFT

TY E. THOMAS
 P.L.S. 9309 EXP. 09/30/2018



REVISIONS		
REV	DATE	DESCRIPTION

PREPARED BY:
T&M SURVEYING
 SR E TRENTON AVE
 ORANGE, CA
 714-960-871
 WWW.TMSURVEYING.COM



ENTITLEMENT SURVEY

VACANT LAND, PERRIS CA.

PROJECT NO. -702
 SHEET 1 OF 1

CONSULTANT

PROFESSIONAL SEALS

**RAMONA EXPRESSWAY /
INDIAN AVENUE
E-COMMERCE PARK**

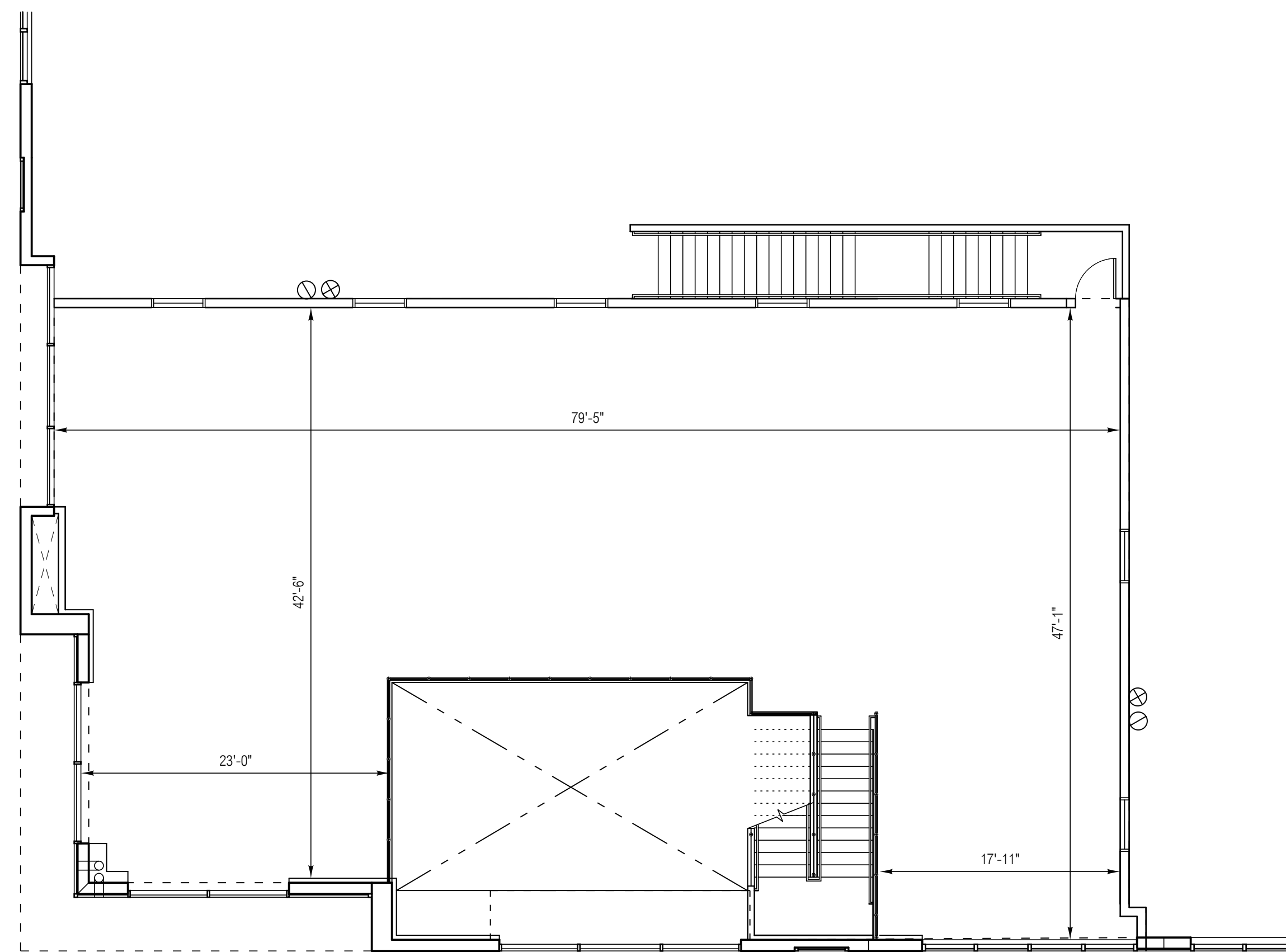
0000 RAMONA EXPRESSWAY
CITY OF PERRIS, CA

JM REALTY
3535 INLAND EMPIRE BLVD.
ONTARIO, CA 91764
OWNER: JOE MCKAY

MARK	DATE	DESCRIPTION
CD		
BID		
FC		
DD		
SD	4/30/21	SCHEMATIC DESIGN

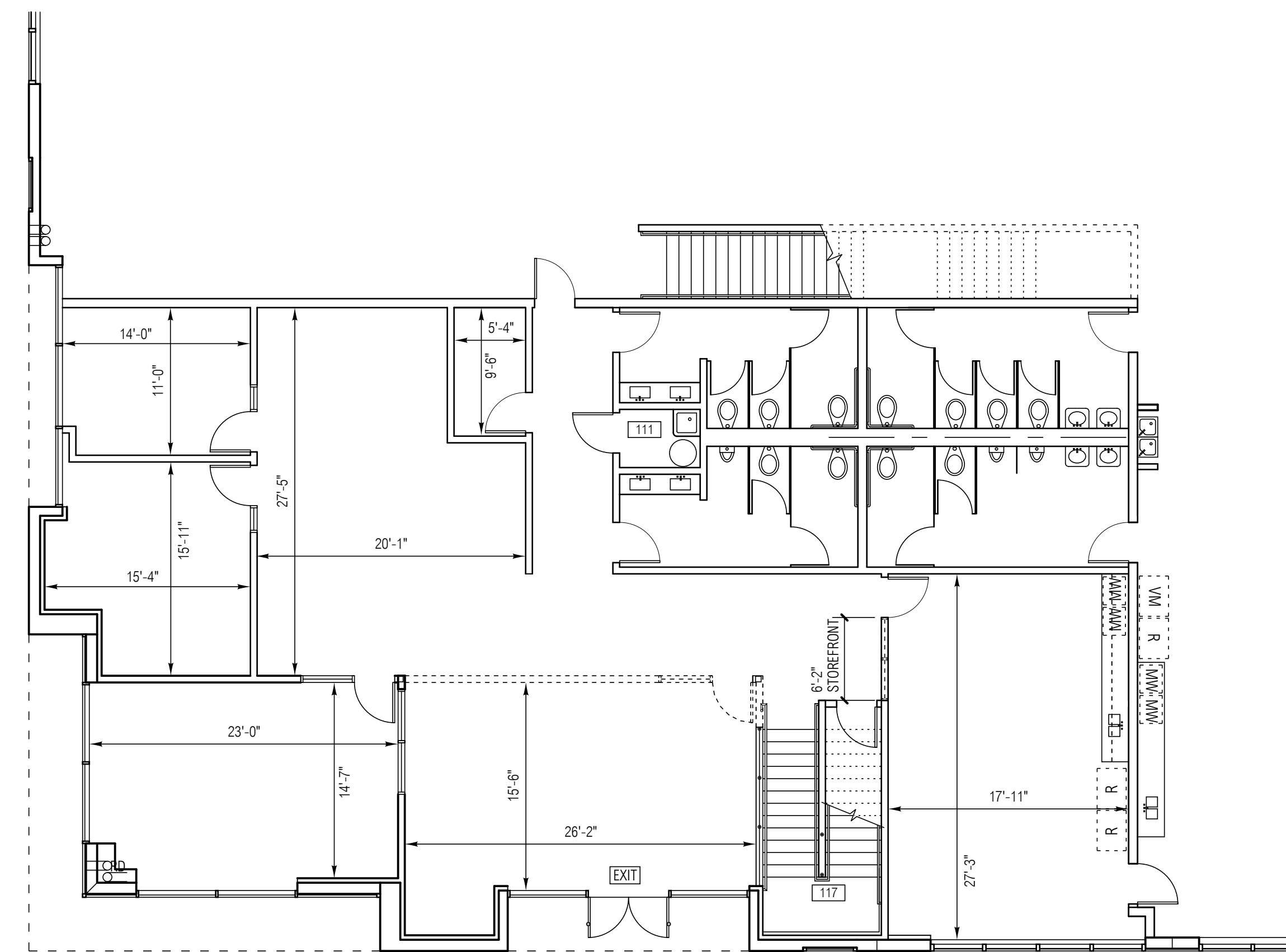
RG A PROJECT NO:	20076.01
OWNER PROJECT NO:	00000.00
CAD FILE NAME:	20076-01-A2-2P
DRAWN BY:	MG
CHK'D BY:	CS
COPYRIGHT:	RG A, OFFICE OF ARCHITECTURAL DESIGN

SHEET TITLE
OFFICE FLOOR PLANS



POSSIBLE ENLARGED MEZZANINE PLAN

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

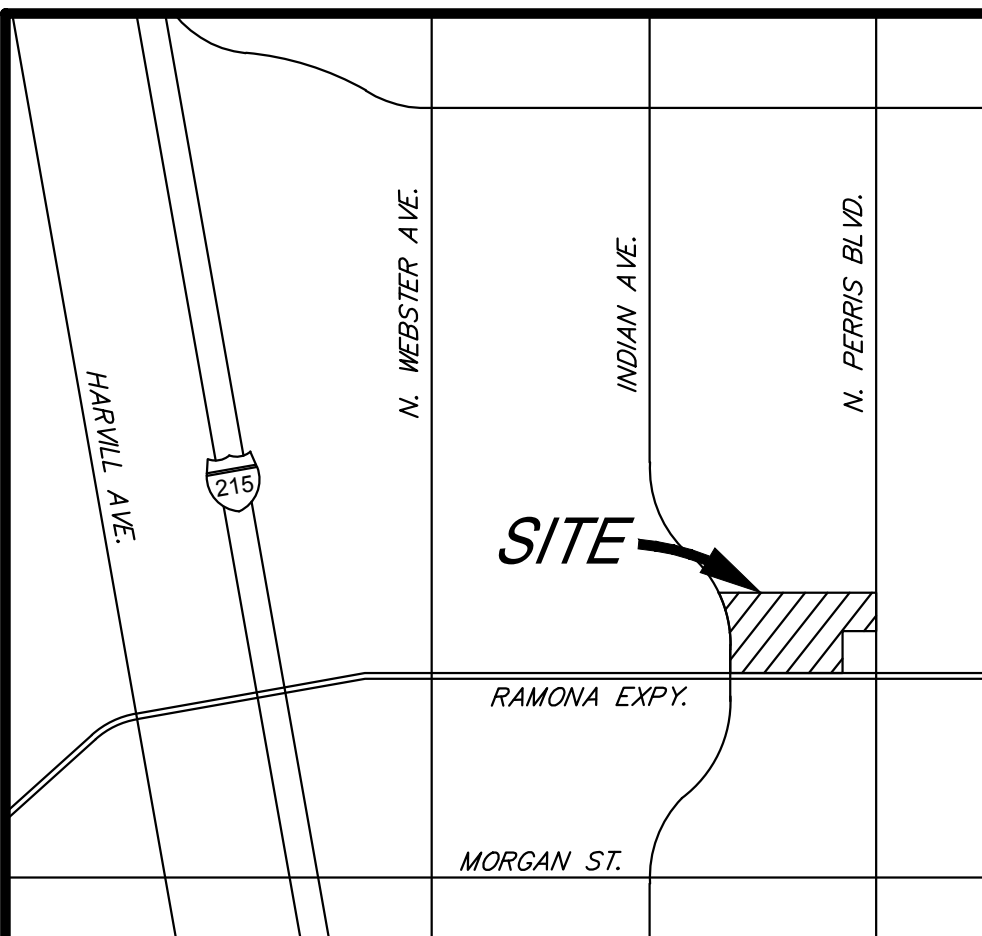


POSSIBLE ENLARGED GROUND FLOOR PLAN

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

IN THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA.
TENTATIVE PARCEL MAP 38393
RAMONA E-COMMERCE PARK

T.4S, R.3W, SEC. 6
 SDH & ASSOCIATES, INC.
 MARCH 2022



VICINITY MAP
 NOT TO SCALE

OWNER/APPLICANT
 JOE MCKAY
 3535 INLAND EMPIRE BLVD.
 ONTARIO, CA, 91764
 (714) 313-1452

APN
 302-060-041

ENGINEER
 SDH & ASSOCIATES, INC.
 27363 VIA INDUSTRIA
 TEMECULA, CA 92590
 VOICE: (951) 683-3691
 FAX: (951) 788-2314

TOPOGRAPHY SOURCE
 AERIAL PHOTOGRAMMETRY PERFORMED BY:
 ARROWHEAD MAPPING
 PHONE - (909) 889-2420

PARCEL INFO

GROSS EXISTING PARCEL:	650,560 S.F.	(14.93 AC.)
NET EXISTING PARCEL:	629,859 S.F.	(14.43 AC.)
GROSS PROPOSED PARCEL 1:	576,563 S.F.	(13.23 AC.)
NET PROPOSED PARCEL 1:	559,564 S.F.	(12.85 AC.)
GROSS PROPOSED PARCEL 2:	73,997 S.F.	(1.70 AC.)
NET PROPOSED PARCEL 2:	70,295 S.F.	(1.61 AC.)

LEGAL DESCRIPTION

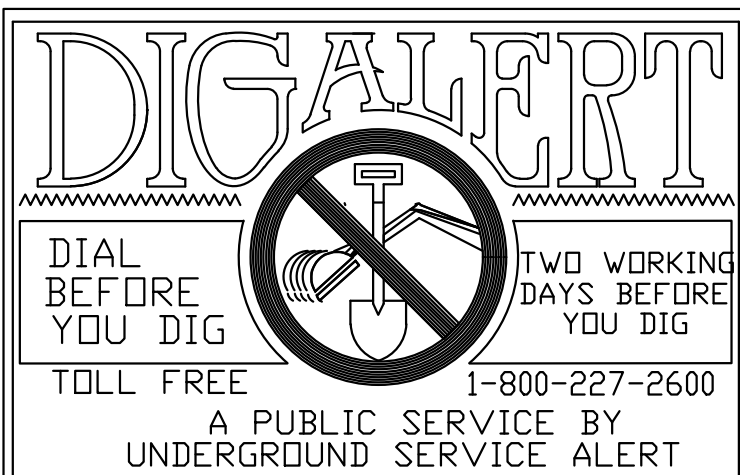
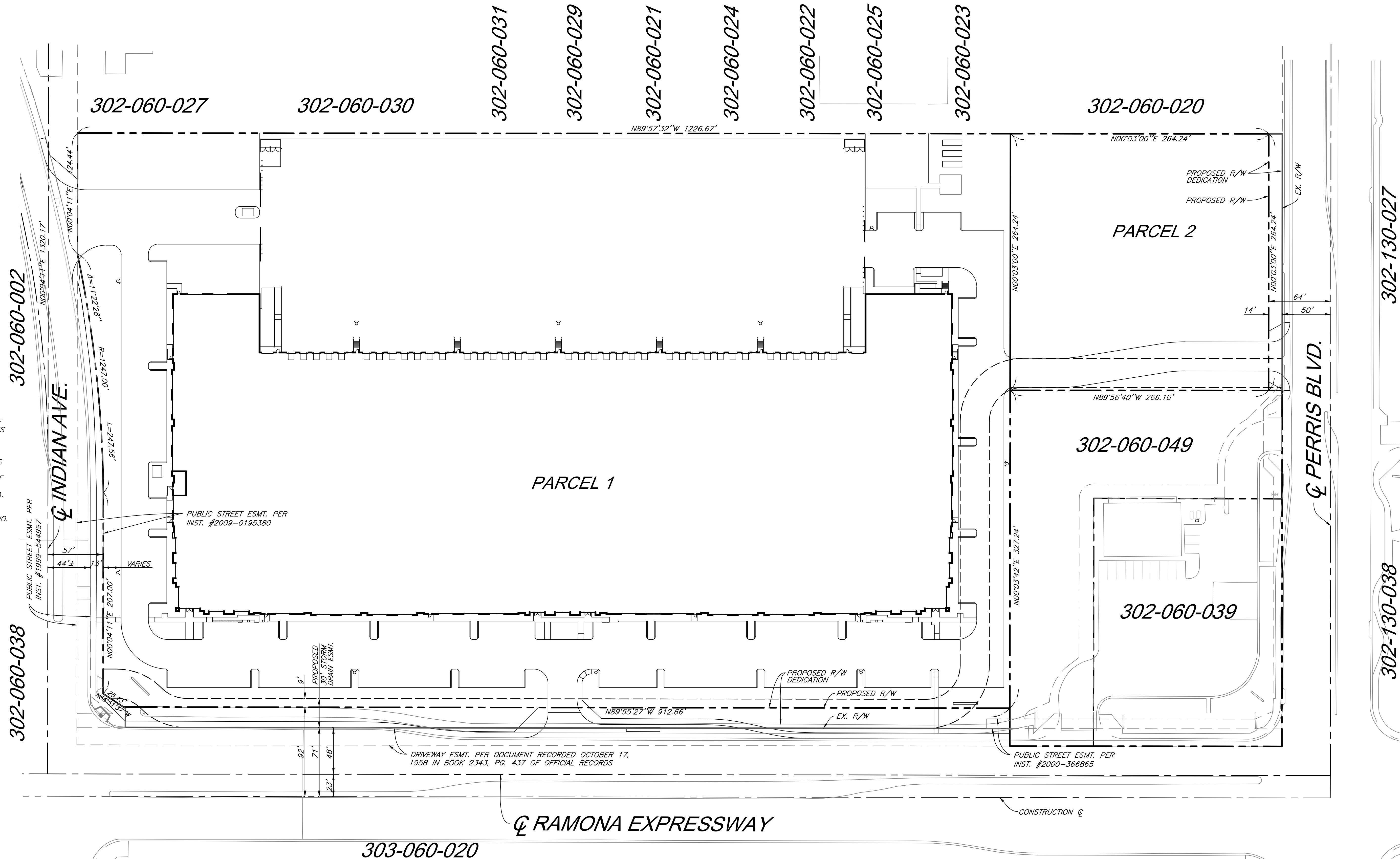
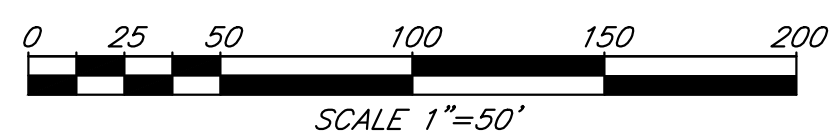
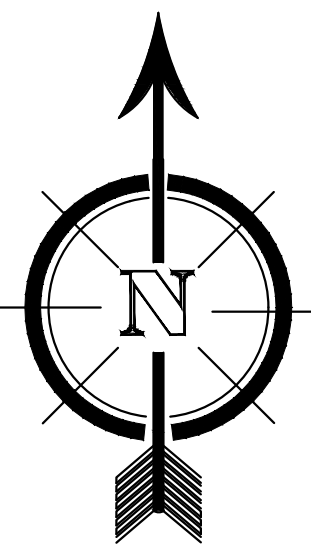
THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF PERRIS, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

BLOCK 5 THROUGH 8, INCLUSIVE OF FIGOTA FARMS NO. 17, IN THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS SHOWN BY MAP ON FILE IN BOOK 17, PAGE 32 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.

EXCEPTING THEREFROM THAT PORTION CONVEYED TO THE COUNTY OF RIVERSIDE BY DEED RECORDED OCTOBER 17, 1958 IN BOOK 2343, PAGE 437, OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA. ALSO EXCEPT THEREFROM THAT PORTION CONVEYED TO BAHRAM TCHAMI AND MAHINDOKHT K. TCHAMI, HUSBAND AND WIFE AS JOINT TENANTS BY DOCUMENT RECORDED JUNE 3, 1999 AS INSTRUMENT NO. 1999-244155, OF OFFICIAL RECORDS. APN: 302-060-041

LEGEND

- PROPOSED R/W
- - - EXISTING R/W
- PROPOSED PROPERTY LINE
- - - PROPOSED EASEMENT
- - - EXISTING EASEMENT
- - - CENTERLINE
- CURB AND GUTTER



NOTE:
 WORK CONTAINED WITHIN THESE PLANS SHALL NOT COMMENCE UNTIL AN ENCROACHMENT PERMIT AND/OR A GRADING PERMIT HAS BEEN ISSUED.

The private engineer signing these plans is responsible for assuring the occupancy and acceptability of the design hereon. In the event of discrepancies arising after county approval or during construction, the private engineer shall be responsible for determining an acceptable solution and revising the plans for approval by the county.

MARK	BY	DATE	REVISIONS	APPR.	DATE



ENGINEERING COMPANY

SDH ASSOCIATES INCORPORATED

SDH AND ASSOCIATES INC.
 27363 VIA INDUSTRIA
 TEMECULA, CA 92590
 TEL: (951) 683-3691 FAX: (951) 788-2314

PREPARED BY: DANE SOMMERS
 R.C.E. NO. 90433
 DATE 9-30-23

BENCHMARK:

SCALE: H: 1"=50' V: _____

TITLE SHEET
 TENTATIVE PARCEL MAP 38393
 RAMONA E-COMMERCE PARK

SHEET NO. 1
 1 OF 1 SHTS

FOR: _____ W.O. _____ COUNTY FILE NO. _____

Perris Valley Commerce Center Amendment No. 12



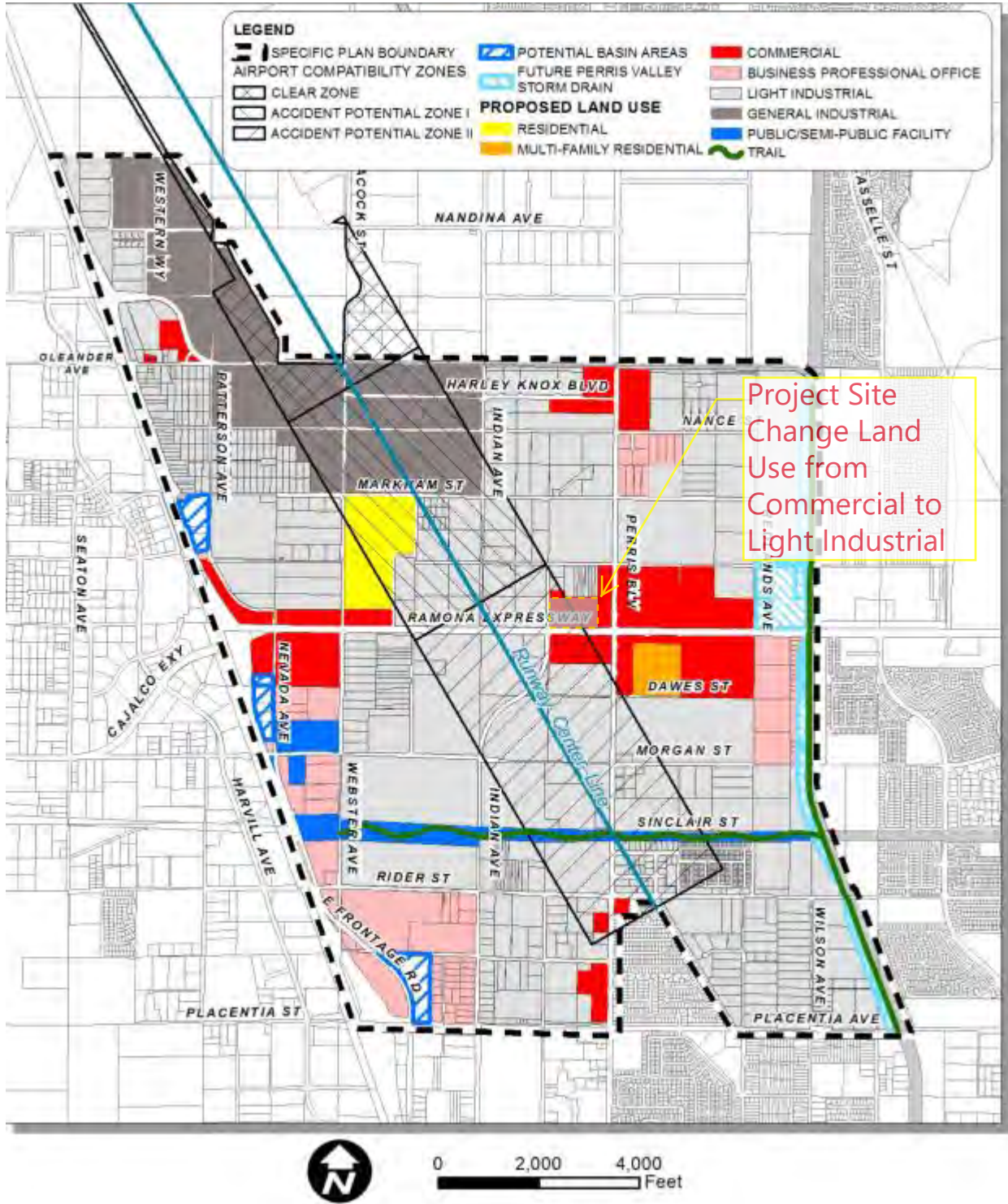
SPECIFIC PLAN



City of Perris, California
February 2022



Figure 2.0-1, Specific Plan Land Use Designation





new residential development, schools or churches. It should be noted that there is some existing residential development in this area.

Accident Potential Zone II (APZ-II): This zone prohibits many uses that involve hazardous materials (such as gas stations), and those uses that have higher densities of people per acre. Non-residential development will be limited to those uses that have not more than 50 persons per acre at any time, including hotels and motels. This zone prohibits new residential development, schools or churches.

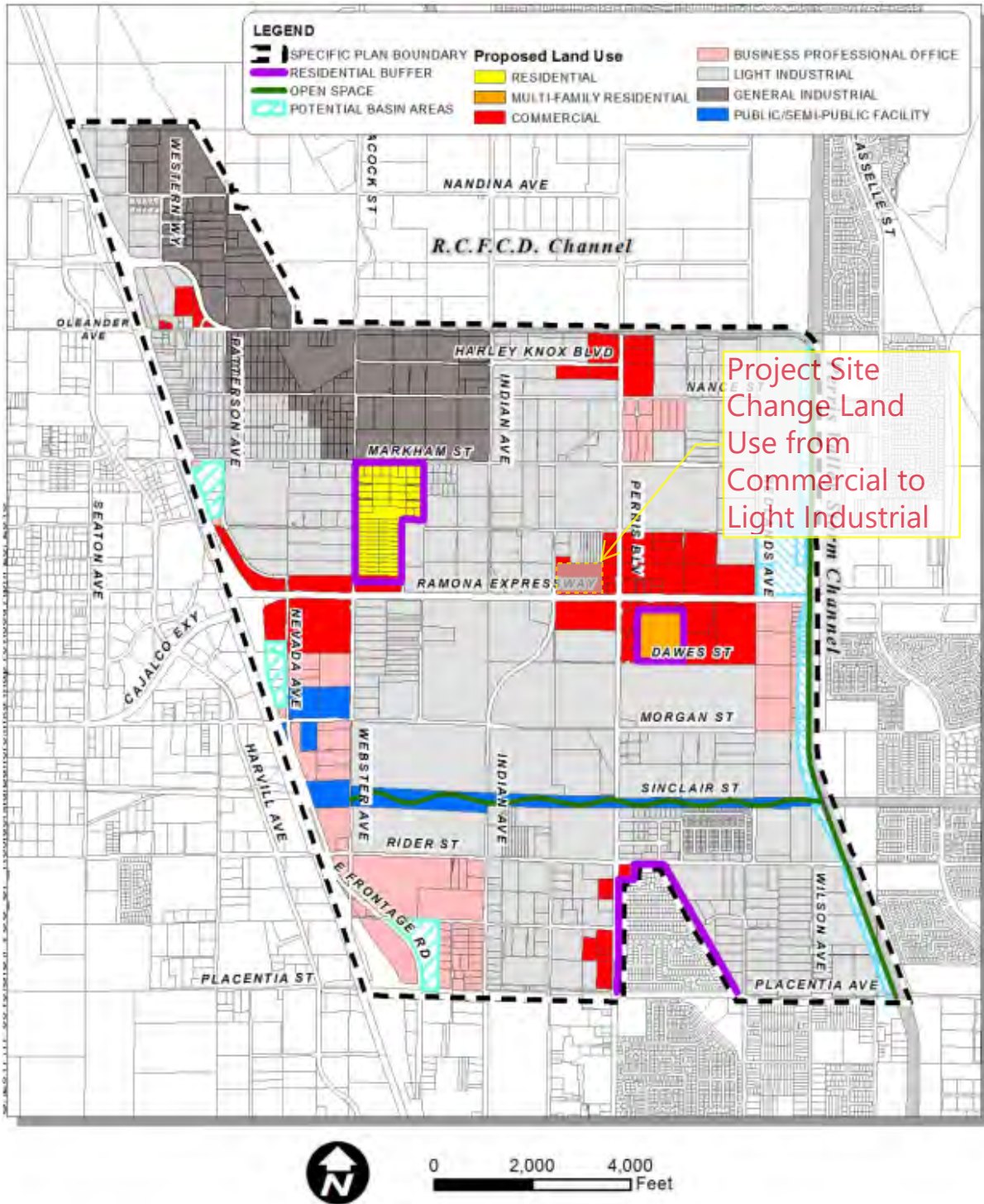
2.2 Summary of Perris Valley Commerce Center Land Use Comparison

Generally, the City of Perris General Plan Land Use designations correspond with the Perris Valley Commerce Center Specific Plan land use designations with the following exceptions. The Community Commercial (CC) and Neighborhood Commercial (NC) have been combined into one designation – Commercial (C). Business Park (BP) and Professional Office (PO) have been combined to form one designation – Business/Professional Office (BPO). Public/Semi-Public/Utilities (P) and Park, Recreational, and Natural Open Space (OS) have been combined to Public (P). Table 2.0-1 as shown below, provides a comparison of the land use between the City of Perris existing General Plan designations and the Perris Valley Commerce Center Specific Plan designations.

Table 2.0-1, Land Use Comparison

General Plan Land Use	Existing Acres Prior to PVCC SP	Acres Adopted by 2012 PVCCSP	Proposed Acres (SPA1-SPA11)
Business Park/Professional Office (BPO) Professional Office (PO) Business Park (BP)	317	343	263
Commercial (C) Community Commercial (CC) Neighborhood Commercial (NC)	462	349	258 274
General Industrial (GI)	423	408	392
Light Industrial (LI)	1,620	1,866	2,053 2,040
Multi-Family Residential Residential (Multi-Family) (MFR-14)	22	22	22
Public (P) Public/Semi-Public/Utilities Park, Recreational and Natural Open Space (OS)	120	194	194
Residential (R) Residential (Single-Family) (R-6,000)	59	0	0
Residential (R) Residential (Single-Family)(R-20,000)	63	60	60
Specific Plan (SP)	190	0	0
Other (ROW, Basin, etc.)	307	341	341
Total Acres	3,583	3,583	3,583

Figure 4.0-16, Residential Buffer



REVISED Submission Package

To: Paul Rull, Riverside County ALUC

From: Nick Johnson, Johnson Aviation, Inc.

Applicant: Coudure Family, LP

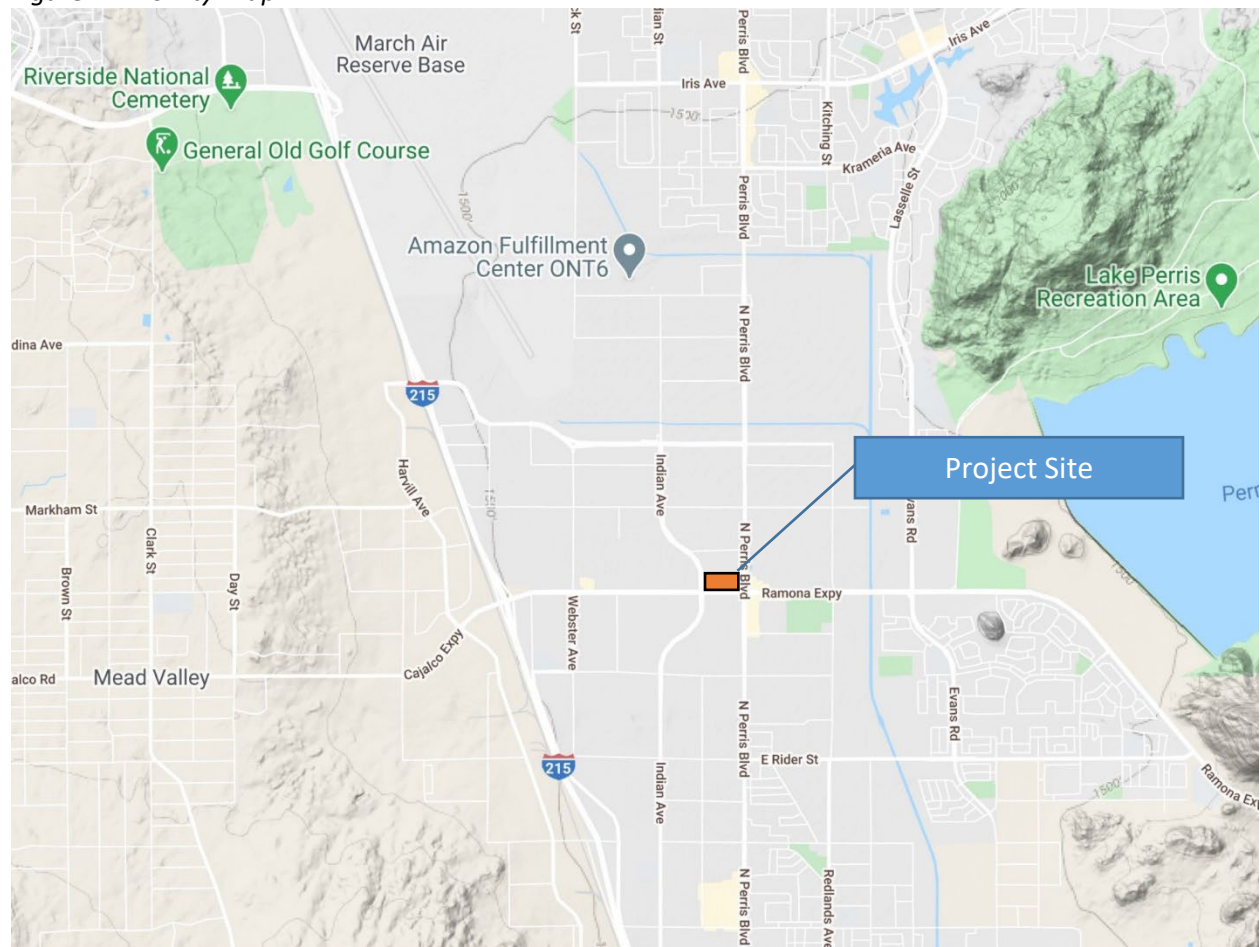
Date: **REVISED March 8, 2022** (Original Submittal on April 28, 2021)

Subject: **ZAP1471MA21** - Application for Major Land Use Action Review, Perris Development Project – Indian Avenue and Ramona Expressway – DPR 21-00011; PVCC SPA 21-05193

Detailed Project Description

Coudure Family, LP proposes to develop a project on approximately 14.93 gross acre parcel located at the northeast corner of Indian Avenue and Ramona Expressway in the City of Perris (See Figure 1). After applying required street right-of-way dedications, and removing an adjacent Commercial parcel, the developable land is approximately 12.79 net acres. The site is located within the Perris Valley Commerce Center Specific Plan (PVCC-SP) area and within the limits of the March Air Reserve Base (ARB), Airport Overlay Zone and Airport Land Use Compatibility Plan (ALUCP) airport influence area (AIA).

Figure 1: Vicinity Map



The property is bisected by the March ARB ALUCP safety zones with approximately 6.22 net acres within Accident Potential Zone II (APZ II) and approximately 6.56 net acres within Zone C1. The entire parcel is currently zoned Commercial within the PVCC-SP. The proposed Project would change approximately 12.79 net acres of the existing zoning designation in the PVCC-SP from Commercial to Light Industrial to better align its compatibility with the March ARB ALUCP (Figure 2 and 3).

Approximately 1.69 net acres of the property within Zone C1 would maintain its Commercial zone designation (Figure 2 and 3). The Project will develop a small-scale e-commerce warehouse within the Light Industrial zone to accommodate small businesses. The Commercial Parcel 2 will remain zoned as Commercial and will be developed in the future when a user is identified. ***The Commercial Parcel 2 is not a part of the current ALUC Case.*** The Project would also accommodate the design, off-site construction staging, and on-site construction of an underground, trunk-line segment (Line E) of the Perris Valley Storm Drain System along Ramona Expressway that will alleviate severe flooding throughout the central section of the PVCC-SP area.

Specific Plan Amendment

Section 8.1 of the PVCC-SP defines Light Industrial uses as being related to manufacturing, research, warehouse and distribution, assembly of non-hazardous products/materials, and retail related to manufacturing. These uses are consistent with the uses allowed within APZ II.

Figure 2.0-1, Table 2.0-1, and Figure 4.0-16 in the PVCC-SP will be updated to reflect the change from Commercial to Light Industrial.

Development Plan Review

The Project includes a development plan for a 231,935 square foot e-commerce warehouse that will accommodate showroom and office uses with a design that incorporates full articulation, storefront glazing and enhancements on all building facades visible to the public. This e-commerce warehouse would be located on the rezoned Light Industrial parcel (approximately 12.79 net acres).

Figure 2: Site Plan – March ARB ALUCP Safety Zones

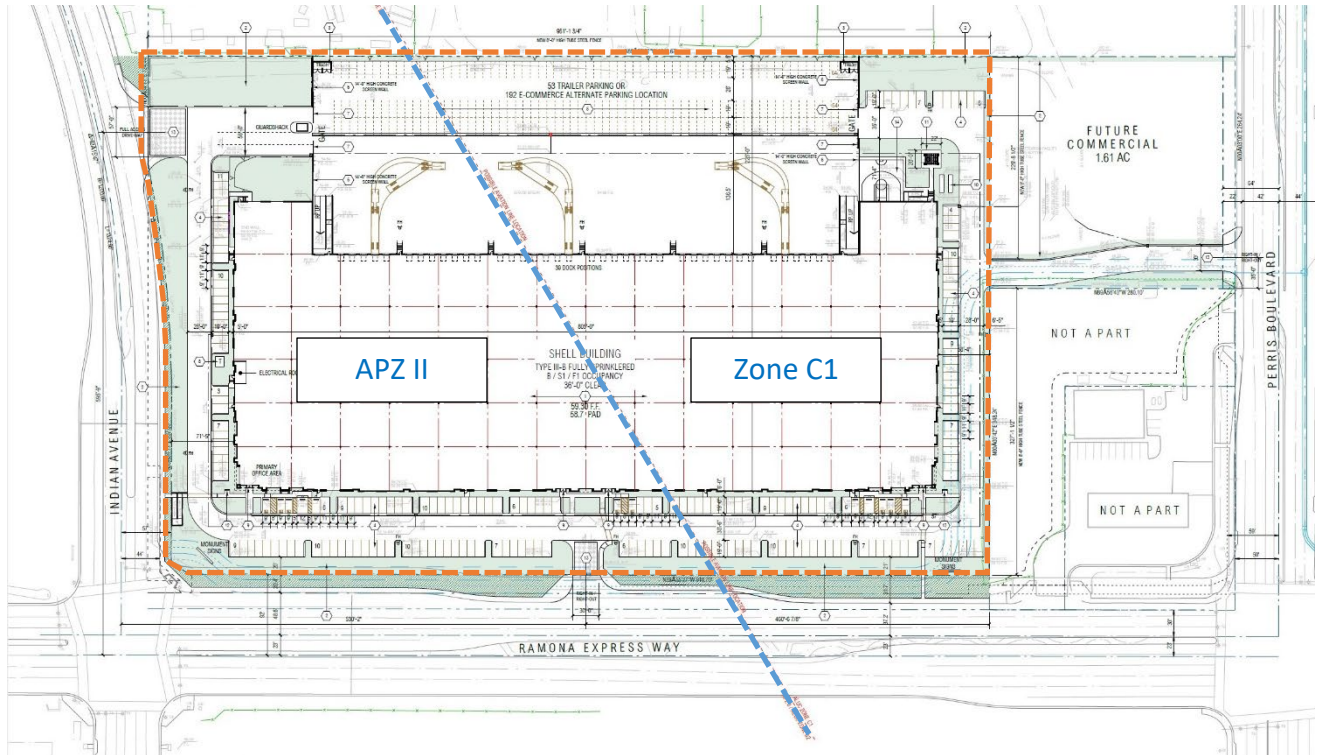
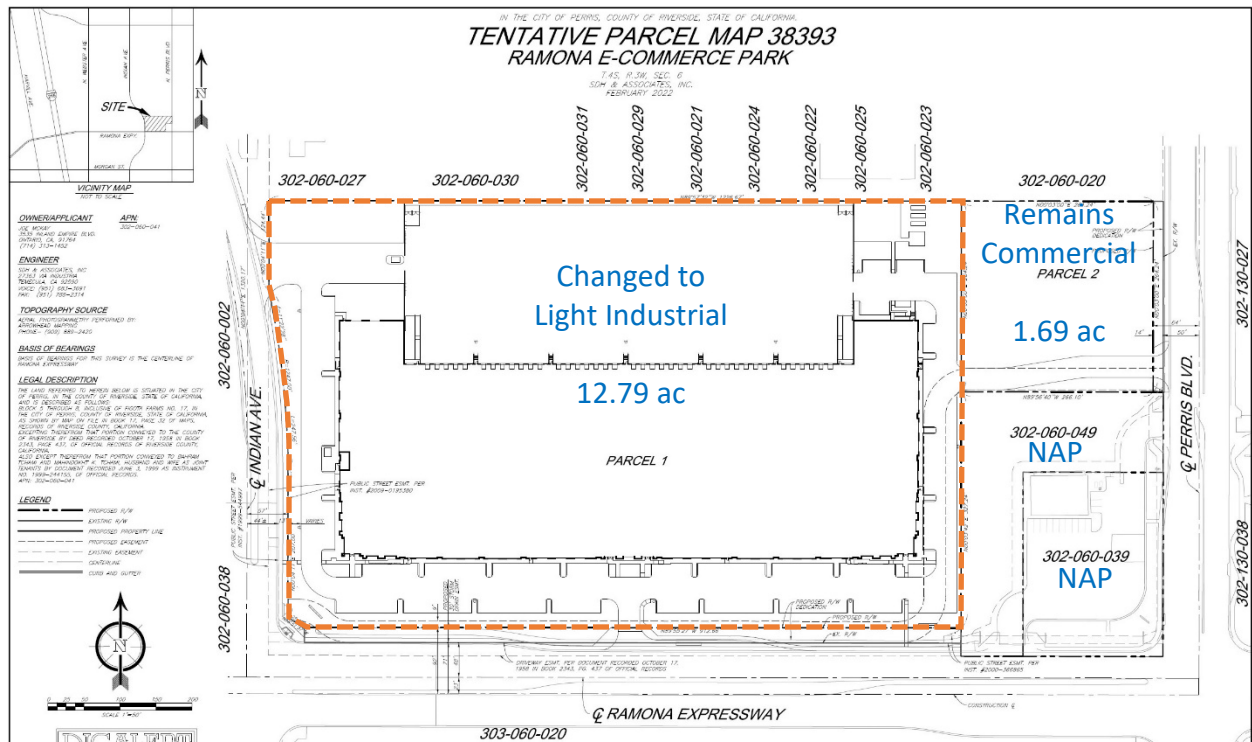


Figure 3: Tentative Parcel Map 38393



A screen wall, accented with landscaping, will be provided to the rear of the sites where much of the loading and unloading of materials will occur for future tenants. Landscaped treatments will be provided along the Indian Avenue, Ramona Expressway, and Perris Boulevard corridors with enhanced paving to the site. All lighting fixtures on the site will be shielded and aimed to avoid light pollution on neighboring properties and to protect aircraft from glint and glare on final approach to March ARB.

The Light Industrial zoned parcel will provide an approximate 42 percent lot coverage, with 407 parking stalls to be shared among multiple users. The Project is designed to focus truck access on Indian Avenue and prohibit truck traffic movement along Ramona Expressway. A Project rendering and elevations are shown on Figures 4 and 5.

Figure 4: Project Rendering – View Looking Northeast at Indian Avenue and Ramona Expressway



Figure 5: Project Elevations



March Air Reserve Base Accident Potential Zones (APZs)

The Project site is a unique location that requires site-specific consideration. The property is located in the heart of the PVCC-SP area and is impacted by the March ARB Accident Potential Zone (APZ) II land use restrictions (Figure 6). This safety area is intended to reduce the risk of aircraft accidents on people and property near a military air installation, like March ARB. The Riverside County Airport Land Use Commission (ALUC) adopted the March ARB Airport Land Use Compatibility Plan (ALUCP) in 2014. Since this adoption, the U.S. Air Force issued the Final Air Installations Compatible Use Zones (AICUZ) Study in 2018. These documents, along with the City of Perris Airport Overlay Zone (AOZ), combine to limit and restrict allowable land uses on the property.

Generally, concentrations of people on the property are limited to 50 people per acre and floor area ratios (FAR) are limited to 50 percent (warehouses and wholesale trade are encouraged at FARs of 2.0 and 0.56, respectively). Allowable land uses encourage less dense concentrations of people like warehouses, low occupancy offices, and limited retail uses. Commercial uses are allowed, but maximum FARs are

recommended at very low levels (between 0.16 and 0.24¹). These limits make traditional commercial uses practically infeasible on the APZ II portion of the site.

Using the California Building Code method for calculating intensity of use on the site, the following estimate is provided:

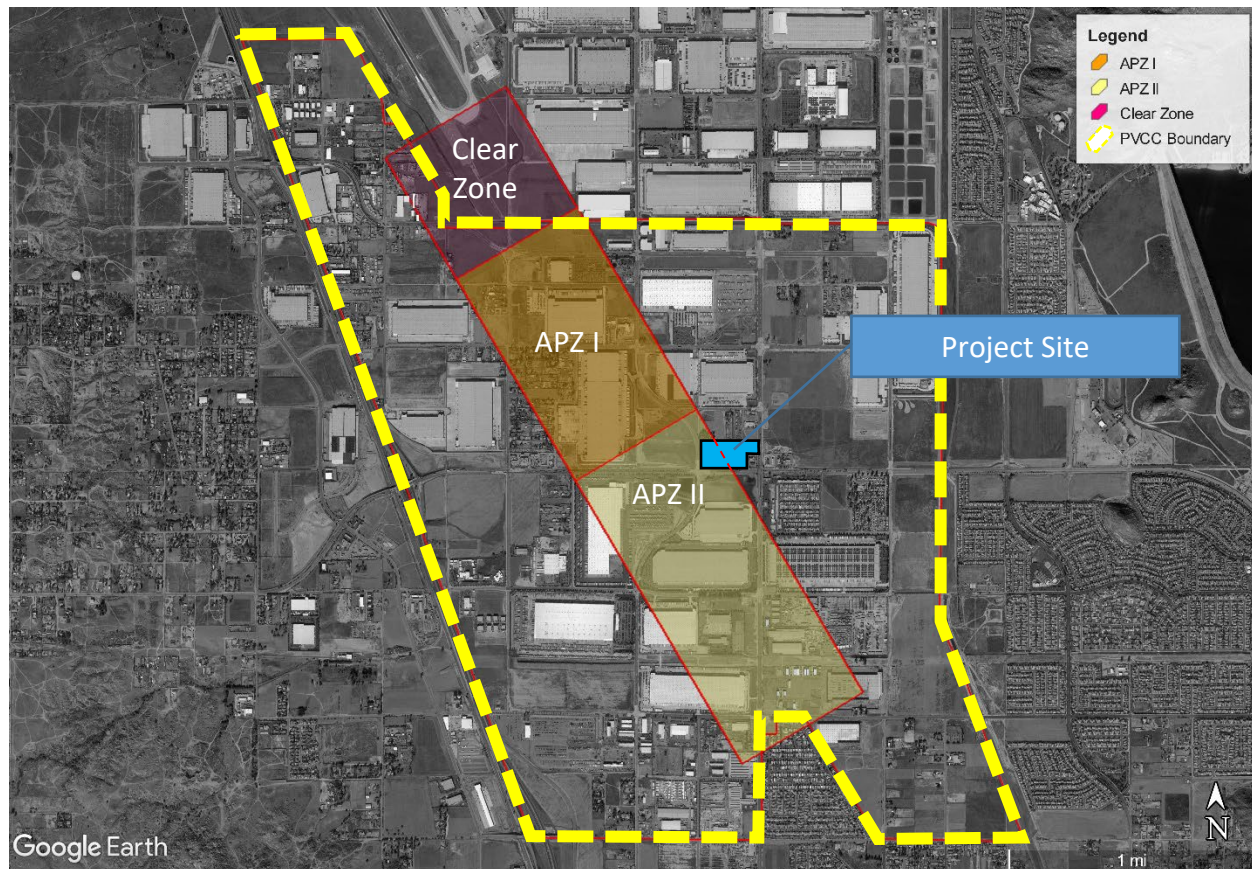
Table 1 Courdure Family, LP - Perris Development Project Average Land Use Intensity Calculations					
Land Use	CBC Occupancy Rate* (person/sf)	Building Size (sf)	Adjustment Factor**	Total Occupancy	Calculated Occupancy
APZ II Land Use (Restricted to 50 people/ac average - 100 people/single ac) - 6.22 gross acres					
E-commerce Warehouse	1/500	111,087	50%	111	17.8
Office	1/100	10,000	50%	50	8.0
Total APZ II		121,087		161	25.9
C1 Land Use (Restricted to 100 people/ac average - 250 people/single ac) - 6.56 gross acres					
E-commerce Warehouse	1/500	105,848	50%	106	16.2
Office	1/100	-	50%	-	-
Total C1		105,848		106	16.2

*California Building Code, Section 1004 Occupant Load, Table 1004.1.2 (also cited in Riverside County Airport Land Use Compatibility Plan, Appendix C. Determining Concentrations of People (Adopted, October 14, 2004)

**Adjustment Factor based on March ARB ALUCP, Section 2.4(f)(2)

¹ U.S. Air Force Reserve Command, *Final Air Installations Compatible Use Zones Study, March Air Reserve Base, Riverside, California, 2018.*

Figure 6: Project Location in March ARB, Accident Potential Zone II



The March ARB AICUZ Study also identifies noise and overflight operational corridors for the base near local communities. The Project site is directly under two of the military jet aircraft, low-altitude overflight corridors, as identified in Figure 7. Noise contours from the 2018 AICUZ Study show that the Project site is within the 60 to 65 dB CNEL noise contours (See Figure 8).

Other March Air Reserve Base Areas of Concern

Department of the Air Force, 452nd Air Mobility Wing, March Air Reserve Base staff have previously raised land use planning areas of concern for projects within the March ARB influence area. The following are the issues that have been raised and responses regarding the compatibility of this Project with each point.

- 1. Site Location Relative to Airfield Safety Zones:** As noted previously and depicted in Figures 2 and 6, the Project is bisected by the APZ II Zone and ALUCP Zone C1. The closest points of the site to March ARB Runway 32 is approximately 8,700 feet to the southeast and approximately 1,100 feet northeast of the extended runway centerline. The light industrial, e-commerce warehouse use is consistent with both Department of Defense and ALUC land use guidelines for both the APZ II and C1 Zones.
- 2. Temporary Construction Crane Heights:** Temporary cranes used to place tilt-up concrete walls and roof structures will be on site for a limited period of time. The owner and contractor will request temporary Determinations of No Hazard to Air Navigation from the FAA during the time

of temporary crane use on the site. As noted above, the site is approximately 8,700 feet to the southeast of Runway 32 threshold and is below the Part 77 and Terminal Instrument Procedures (TERPS) obstacle clearing surfaces. When temporary FAA Form 7460-1 crane cases are submitted to the FAA, 1A accuracy survey information (20 feet horizontally and three feet vertically) will be submitted to ensure the accuracy of the case information.

3. **Bird Airstrike Hazard (BASH) Risks:** The Project has incorporated an underground water quality basin to meet its storm water quality management planning requirements. By placing the water quality facilities underground, the Project eliminates above ground standing water and the associated bird attraction. Likewise, all the landscape materials planned for the site are designed to be low attractants to birds and wildlife.
4. **Site Drainage:** The Project is constructing an underground, reinforced concrete box storm drain section of Line E through the Project site on behalf of the City of Perris. This underground storm drain will manage all the on-site storm water runoff along with future runoff from upstream storm drain facilities improving drainage throughout the central portion of the PVCCSP area.
5. **Glint/Glare Impacts from Potential Future Solar Panels:** Rooftop solar photovoltaic (PV) panel systems are not planned for this Project. If future solar PV installations were ever considered for the building, the owner agrees to provide a solar PV glint/glare study meeting the FAA and March ARB requirements glare reduction.

Figure 7: March ARB Runway 14/32 Arrivals (Figure 3-2, March ARB AICUZ Study)

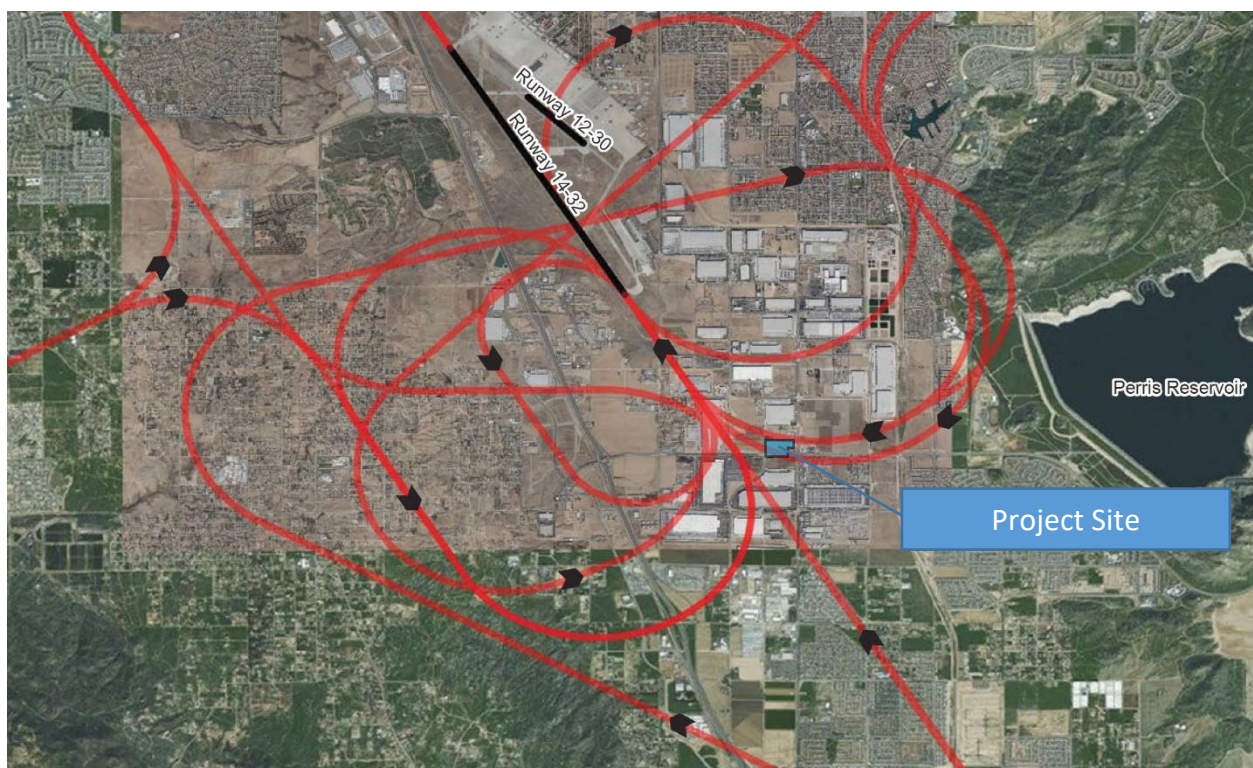
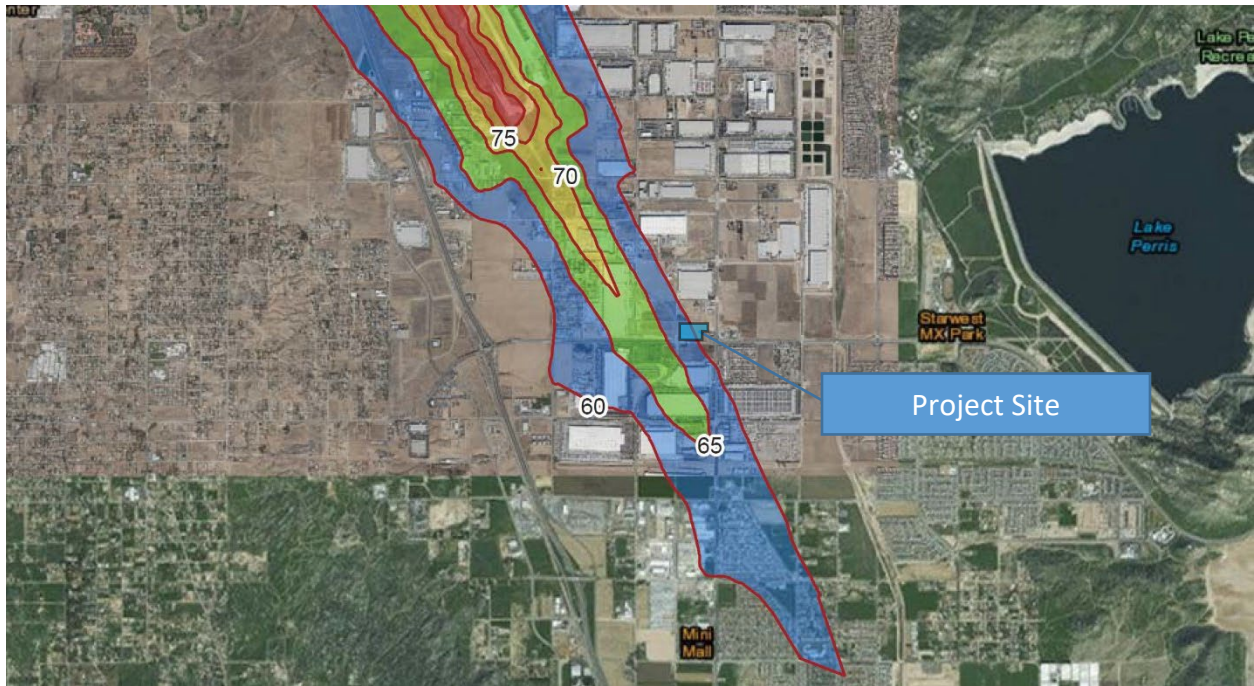


Figure 8: March ARB Noise Contours (Figure 4-2, March ARB AICUZ Study)



NOTICE OF PUBLIC HEARING
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION
www.rcaluc.org

A PUBLIC HEARING has been scheduled before the Riverside County Airport Land Use Commission (ALUC) to consider the applications 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. **Information on how to participate in the hearing will be available on the ALUC website at www.rcaluc.org.** The ALUC holds hearings for local discretionary permits within the Airport Influence Area, reviewing for aeronautical safety, noise and obstructions. ALUC reviews a proposed plan or project solely to determine whether it is consistent with the applicable Airport Land Use Compatibility Plan. For more information please contact **ALUC Planner Paul Rull at (951) 955-6893.**

The City of Perris Planning Department should be contacted on non-ALUC issues. For more information please contact City of Perris Planner Mr. Mathew Evans at (951) 943-5003 #115.

The proposed project application may be viewed by a prescheduled appointment and on the ALUC website www.rcaluc.org. Written comments may be submitted at the Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501, Monday through Friday from 8:00 a.m. to 3:30 p.m., or by e-mail to prull@rivco.org. Individuals with disabilities requiring reasonable modifications or accommodations, please contact Barbara Santos at (951) 955-5132.

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

DATE OF HEARING: April 14, 2022

TIME OF HEARING: 9:30 A.M.

CASE DESCRIPTION:

ZAP1471MA21 – Coudure Family Limited Partnership (Representative: Johnson Aviation, Inc.) – City of Perris Case Nos. SPA21-05193 (Specific Plan Amendment), DPR21-00011 (Development Plan Review), PLN22-05078 (Tentative Parcel Map No. 38393). A proposal to construct a 231,935 square foot industrial warehouse building with mezzanines on 14.93 acres, located on the northeast corner of Ramona Expressway and Indian Avenue. The applicant also proposes amending the Perris Valley Commerce Center Specific Plan rezoning 17.7 acres from Commercial to Light Industrial. The applicant also proposes a tentative parcel map to divide 14.93 acres into 1 industrial lot and 1 commercial lot (no commercial entitlements are proposed at this time) (Airport Compatibility Zones B1-APZ-II and C1 of the March Air Reserve Base/Inland Port Airport Influence Area).



RIVERSIDE COUNTY

AIRPORT LAND USE COMMISSION

APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC CASE NUMBER: ZAP1471MA21 DATE SUBMITTED: 4/28/2021

APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

Applicant	<u>Joe McKay c/o Coudure Family Limited Partnership</u>	Phone Number	<u>714-313-1452</u>
Mailing Address		Email	<u>jmckay@jmrealtygroup.com</u>
	<u>3535 Inland Empre Blvd. Ontario CA 91764</u>		

Representative	<u>Nick Johnson</u>	Phone Number	<u>818-606-3560</u>
Mailing Address	<u>Johnson Aviation, Inc.</u>	Email	<u>nick@jacair.com</u>
	<u>6524 Deerbrook Rd. Oak Park CA 91377</u>		

Property Owner	<u>Coudure Family Limited Partnership</u>	Phone Number	<u>714-313-1452</u>
Mailing Address		Email	<u>jmckay@jmrealtygroup.com</u>
	<u>3535 Inland Empre Blvd. Ontario CA 91764</u>		

LOCAL JURISDICTION AGENCY

Local Agency Name	<u>City of Perris Planning Division</u>	Phone Number	<u>951-943-5003</u>
Staff Contact	<u>Kenneth Phung</u>	Email	<u>kphung@cityofperris.org</u>
Mailing Address		Case Type	
	<u>135 N. 'D' Street, Perris CA 92570</u>	<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
Local Agency Project No	<u>SPA21-05193, DPR21-00011</u>	<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	<u>NEC Indian Street & Ramona Expressway</u>		
Assessor's Parcel No.	<u>302-060-041</u>	Gross Parcel Size	<u>17.71 ac (gross) 14.48 ac (net)</u>
Subdivision Name		Nearest Airport and distance from Airport	<u>March Air Reserve Base - 1.7 miles</u>
Lot Number			

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)	<u>The site is located within the Perris Valley Commerce Center Specific Plan (PVCC-SP) area and is designated for Commercial use. The existing site is currently vacant . In vicinity are a gas station, convenience store, and warehouses.</u>

Proposed Land Use (describe)	The proposed Project would change a portion of the existing zoning designation in the PVCC-SP from Commercial to Light Industrial (LI). The Project includes a 232,637 square foot, single or multi-tenant small-scale warehouse that will accommodate showroom and office uses. The Project includes a commercial site on approximately 1.69 acres directly west of Perris Boulevard.	
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	warehouse 24 hours; commercial use hours may also be 24 hours
	Number of People on Site	Maximum Number Warehouse = 273 (17.4 ppl/ac - APZ II); Commercial = 100 (50.0 ppl/ac - Zn C1)
	Method of Calculation	California Building Code Maximum Occupancy for warehouses
Height Data	Site Elevation (above mean sea level)	1,460 ft.
	Height of buildings or structures (from the ground)	42'-6" (FAA Form 7460-1 to be provided) 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	N/A

- 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, grading plans, subdivision maps)
 1. Plans Package (8.5x11) (site plans, floor plans, building elevations, 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)**

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

STAFF REPORT

AGENDA ITEM: 3.5

HEARING DATE: April 14, 2022

CASE NUMBER: ZAP1099PS22 – Farrell Drive, LLC (Representative: Red Rock Realty, LLC)

APPROVING JURISDICTION: City of Palm Springs

JURISDICTION CASE NO: 3.4313 (Major Architectural Review)

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

Airport Influence Area: Palm Springs International Airport

Land Use Policy: Compatibility Zone B1

Noise Levels: Between 60 - 65 CNEL from aircraft noise

MAJOR ISSUES: The project's average acre intensity is inconsistent with the Compatibility Zone B1 intensity criteria when the occupancy is calculated using the State's Building Code for storage and stock rooms.

The applicant has provided a survey study of similar self-storage facilities, revealing the most realistic conservative occupancy of 17 people for the site, significantly lower than the occupancy calculated for the site using the Building Code method (225 people).

If we were to use this survey data of 17 people, and apply it to the proposed project, it would result in an average intensity of 4 people per acre, and a single acre intensity of 17 people, both of which are consistent with the Compatibility Zone B1 average and single acre criterion of 25 and 50 respectively.

RECOMMENDATION: Staff recommends that the Commission find the Major Architectural Review CONSISTENT, based on the applicant's provided survey study of existing facilities, and subject to the conditions included herein.

PROJECT DESCRIPTION: A proposal to construct a 64,583 square foot self-storage facility on 4.20 acres.

PROJECT LOCATION: The site is located northerly of Computer Way, westerly of Research Drive, easterly of Farrell Drive, within the City of Palm Springs, approximately 1,626 feet westerly of the northerly end of Runway 13L-31R at Palm Springs International Airport.

BACKGROUND:

Non-Residential Average Intensity: The site is located within Compatibility Zone B1 of Palm Springs International Airport Influence Area, which limits average intensity to 25 people per acre.

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

- Storage – 1 person per 300 square feet,
- Office – 1 person per 200 square feet, and
- Break room/lobby - 1 person per 15 square feet.

The project proposes to construct a 64,583 square foot self-storage facility including 64,337 square feet of storage area, 112 square feet of office area, 50 square feet of break room area, and 84 square feet of lobby area, accommodating a total occupancy of 225 people, resulting in an average intensity of 54 people per acre, which is inconsistent with the Compatibility Zone B1 average acre criterion of 25.

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). Based on the number of parking spaces provided for RV vehicles (28) and standard vehicles (11), the total occupancy would be estimated at 45 for an average intensity of 10 people per acre, which is consistent with the Compatibility Zone B1 average criterion of 25.

It should be noted that the Commission has previously reviewed, and found consistent, several self-storage facility projects utilizing the Building Code occupancy ratio of 1 person per 300 square feet for storage areas. They were found consistent because those projects were located in a Compatibility Zone with a low intensity criteria, and they proposed building areas that resulted in occupancies that were consistent with the intensity criteria.

Non-Residential Single-Acre Intensity: The site is located within Compatibility Zone B1 of Palm Springs International Airport Influence Area, which limits single acre criteria to 50 people per acre.

Based on the site plan provided and the occupancies as previously noted, the maximum single-acre area would include 1,238 square feet of storage area (over 2 buildings), 50 square feet of break room, 84 square feet of lobby are, and 112 square feet of office area, resulting in a single acre occupancy of 14 people, which is consistent with the Compatibility Zone B1 single acre criterion of 50 people.

Self Storage Survey of Similar Uses: In light of the project's inconsistent average acre intensity (per the Building Code Method) as described above, the applicant prepared a study examining the occupancies of similar self-storage facilities.

The study highlights the fact that the building code method used for determining site intensity is a conservative approach in calculating project intensity. As such, the study examines four similar existing self-storage facilities as case studies for a more realistic occupancy generation calculation.

Facility	Square Footage	# of Units	Occupancy
Riverside – Tyler Mall	91,226 SF	716	95%
Riverside – Orange Crest	79,976 SF	725	98%
Corona – Dos Lagos	69,768 SF	614	92%
Corona – Knabe Road	60,314 SF	558	96%

The study provides data from these facilities showing the total number of vehicle trips entering these facilities between the dates of January 30, 2022, through February 28, 2022. Table C (below) identifies the daily total occupancy of 98 people on February 26 at the Riverside facility, which is significantly lower than what was calculated using the Building Code method of 245 people for the proposed self-storage facility, but inconsistent with Zone B1 single acre criterion maximum of 50 people.

Date	Total Vehicles per Facility per Day			
	Riverside – Tyler Mall	Riverside – Orange Crest	Corona – Knabe Road	Corona – Dos Lagos
Sunday, January 30, 2022	42	22	48	48
Monday, January 31, 2022	32	16	40	40
Tuesday, February 1, 2022	38	15	36	36
Wednesday, February 2, 2022	44	19	24	24
Thursday, February 3, 2022	45	14	36	36
Friday, February 4, 2022	33	18	32	32
Saturday, February 5, 2022	42	28	30	30
Sunday, February 6, 2022	36	17	19	19
Monday, February 7, 2022	46	8	39	39
Tuesday, February 8, 2022	31	11	28	28
Wednesday, February 9, 2022	32	12	29	29
Thursday, February 10, 2022	29	16	35	35
Friday, February 11, 2022	39	10	30	30
Saturday, February 12, 2022	31	15	32	32
Sunday, February 13, 2022	26	15	18	18
Monday, February 14, 2022	39	9	23	23
Tuesday, February 15, 2022	38	9	23	23
Wednesday, February 16, 2022	27	17	26	26
Thursday, February 17, 2022	22	13	35	35
Friday, February 18, 2022	27	21	44	44
Saturday, February 19, 2022	39	29	41	41
Sunday, February 20, 2022	40	14	28	28
Monday, February 21, 2022	38	28	34	34
Tuesday, February 22, 2022	35	9	35	35
Wednesday, February 23, 2022	31	12	30	30
Thursday, February 24, 2022	26	21	25	25
Friday, February 25, 2022	13	7	36	36
Saturday, February 26, 2022	65	23	30	30
Sunday, February 27, 2022	46	27	19	19
Monday, February 28, 2022	47	13	36	36
Average Vehicles Per Day¹	36	17	32	32

TOTAL PEOPLE PER AVERAGE DAY²	54	26	48	48
Max Vehicles Per Day	65	29	48	48
TOTAL MAX PEOPLE PER DAY²	98	44	72	72
1. Average does not include days with no vehicle data.				
2. Assumes 1.5 people per automobile.				

In light of this information, the applicant provided the hourly breakdown data for February 26 in Table D (below), revealing a maximum generated occupancy of 17 people occurring between 5:00 p.m. to 5:59 p.m.

Hour	Vehicles Per Hour	People Per Hour ¹
7:00 AM to 7:59 AM	1	1.5
8:00 AM to 8:59 AM	1	1.5
9:00 AM to 9:59 AM	6	9
10:00 AM to 10:59 AM	7	10.5
11:00 AM to 11:59 AM	5	7.5
12:00 PM to 12:59 PM	7	10.5
1:00 PM to 1:59 PM	4	6
2:00 PM to 2:59 PM	8	12
3:00 PM to 3:59 PM	5	7.5
4:00 PM to 4:59 PM	6	9
5:00 PM to 5:59 PM (Peak)	11	16.5
6:00 PM to 6:59 PM	3	4.5
7:00 PM to 7:59 PM	1	1.5
Total	65	97.5
AVERAGE (HOUR) ²	5	7.5
MAX OCCUPANCY (HOUR)¹	11	17
1. Assumes 1.5 people per automobile.		
2. Average over 13 Hours (operational/accessible hours)		

If we applied the most conservative (highest) occupancy number in the survey (17 persons) to the proposed project, it would result in an average intensity of 4 people per acre, and a single acre intensity of 17 people, both of which are consistent with the Compatibility Zone B1 average and single acre intensity criterion of 25 and 50 respectively.

Prohibited and Discouraged Uses: The applicant does not propose any new use specifically prohibited or discouraged in Compatibility Zone B1 of the Palm Springs International Airport Influence Area.

Noise: The Palm Springs Airport Land Use Compatibility Plan depicts the site as being in an area between 60 - 65 CNEL from aircraft. Office uses are identified as marginally acceptable within this range; however, staff is recommending a condition to incorporate noise attenuation measures into the design of the proposed buildings to such extent as may be required to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.

Part 77: The elevation of Runway 13L-31R at its northerly terminus is 474.4 feet above mean sea level (AMSL). At a distance of approximately 1,626 feet from the runway to the project, Federal Aviation Administration (FAA) review would be required for any structures with a top point elevation

exceeding 490.4 feet AMSL. The project's site elevation is 465 feet AMSL and the proposed maximum structure height is 21 feet, for a top point elevation of 486 feet AMSL. Therefore, review by the FAA Obstruction Evaluation Service for height/elevation reasons is not required.

Open Area: Compatibility Zone B1 requires 30% of the land area within major projects (10 acres or larger) be set aside as open area that could potentially serve as emergency landing areas. The proposed project is on 4.20 acres in area, so open area is not required.

Hazards to Flight: Land use practices that attract or sustain hazardous wildlife populations on or near airports significantly increase the potential of Bird Aircraft Strike Hazards (BASH). The FAA strongly recommends that storm water management systems located within 5,000 or 10,000 feet of the Airport Operations Area, depending on the type of aircraft, be designed and operated so as not to create above-ground standing water. To facilitate the control of hazardous wildlife, the FAA recommends the use of steep-sided, rip-rap lined, narrow, linearly shaped water detention basins. All vegetation in and around detention basins that provide food or cover for hazardous wildlife should be eliminated. (FAA Advisory Circular 5200-33C). The nearest portion of the project is located 1,626 feet from the runway, and therefore would be subject to the above requirement.

The project would utilize bioinfiltration basins, which are to be avoided in Zone B1 due to the potential that such areas could provide food, water, and shelter for hazardous wildlife. Pursuant to the study "Wildlife Hazard Management at Riverside County Airports: Background and Policy", October 2018, by Mead & Hunt, which is the basis of the brochure titled "Airports, Wildlife and Stormwater Management", such basins are potentially suitable within 10,000 feet of the airport only with appropriate criteria: provide 48-hour drawdown, modify design to avoid landscaping or provide appropriate landscaping that will not attract hazardous wildlife, allow steep slopes of up to 1:1, 2:1 or 3:1, consider use of cover. The project has been conditioned to be consistent with the basin criteria (as well as providing 48-hour draw down of the basin).

CONDITIONS:

1. Any new outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses shall be prohibited:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, outdoor production of cereal grains, sunflower, and row crops, composting operations,

wastewater management facilities, artificial marshes, 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, buildings with more than two aboveground habitable floors, critical community infrastructure facilities, and aboveground bulk storage of 6,000 gallons or more of flammable or hazardous materials.
 - (f) Highly noise-sensitive outdoor nonresidential uses.
 - (g) Any use which results in a hazard to flight, including physical (e.g. tall objects), visual, and electronic forms of interference with the safety of aircraft operations.
3. The attached "Notice of Airport in Vicinity" shall be provided to all prospective purchasers and occupants of the property.
 4. Prior to issuance of a building permit, the property owner shall convey an avigation easement to Palm Springs International Airport. Copies of the recorded avigation easement shall be forwarded to the Airport Land Use Commission and to the City of Palm Springs.
 5. Any proposed stormwater basins or facilities shall be designed and maintained to provide for a maximum 48-hour detention period following the design storm, and remain totally dry between rainfalls. Vegetation in and around the basins that would provide food or cover for birds would be incompatible with airport operations and shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the basin(s) shall not include trees or shrubs that produce seeds, fruits, or berries.

Landscaping in the stormwater basin, if not rip-rap, should be in accordance with the guidance provided in ALUC "LANDSCAPING NEAR AIRPORTS" brochure, and the "AIRPORTS, WILDLIFE AND STORMWATER MANAGEMENT" brochure available at RCALUC.ORG which list acceptable plants from Riverside County Landscaping Guide or other alternative landscaping as may be recommended by a qualified wildlife hazard biologist.

A notice sign, in a form similar to that attached hereto, shall be permanently affixed to the stormwater basin with the following language: "There is an airport nearby. This stormwater basin is designed to hold stormwater for only 48 hours and not attract birds. Proper maintenance is necessary to avoid bird strikes". The sign will also include the name, telephone number or other contact information of the person or entity responsible to monitor the stormwater basin.

6. This project has been evaluated as a self-storage facility totaling 64,583 square feet, including 64,337 square feet of storage area, 112 square feet office area, 50 square feet of break room area, and 84 square feet of lobby area. Any increase in building area, change in

use to any higher intensity use, change in building location, or modification of the project's proposed single parcel area will require an amended review to evaluate consistency with the ALUCP compatibility criteria, at the discretion of the ALUC Director.

7. Noise attenuation measures shall be incorporated into the design of the office areas, to the extent such measures are necessary to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.
8. 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 Palm Springs Airport Manager.

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)

NOTICE

**THERE IS AN AIRPORT NEARBY.
THIS STORM WATER BASIN IS DESIGNED TO HOLD
STORM WATER FOR ONLY 48 HOURS AND
NOT TO ATTRACT BIRDS**

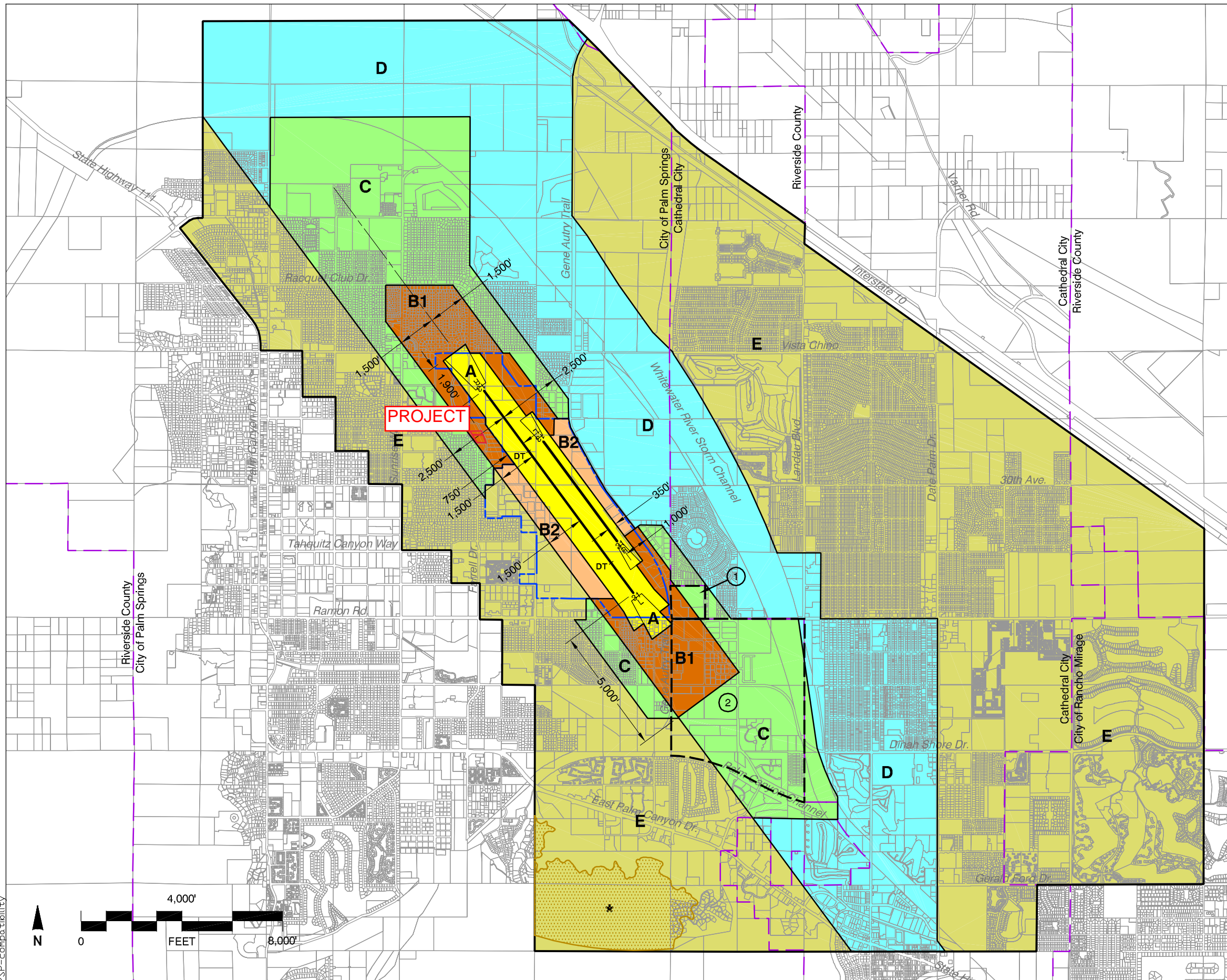
**PROPER MAINTENANCE IS NECESSARY TO AVOID
BIRD STRIKES**



IF THIS BASIN IS OVERGROWN, PLEASE CONTACT:

Name: _____

Phone: _____



Legend

Compatibility Zones

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

Boundary Lines

- Airport Property Line
- City Limits

Notes

All dimensions measured from runway ends and centerlines.

DT = Displaced Threshold

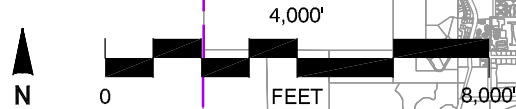
See Chapter 2, Table 2A for compatibility criteria associated with this map.

See Policy PS.2.1.

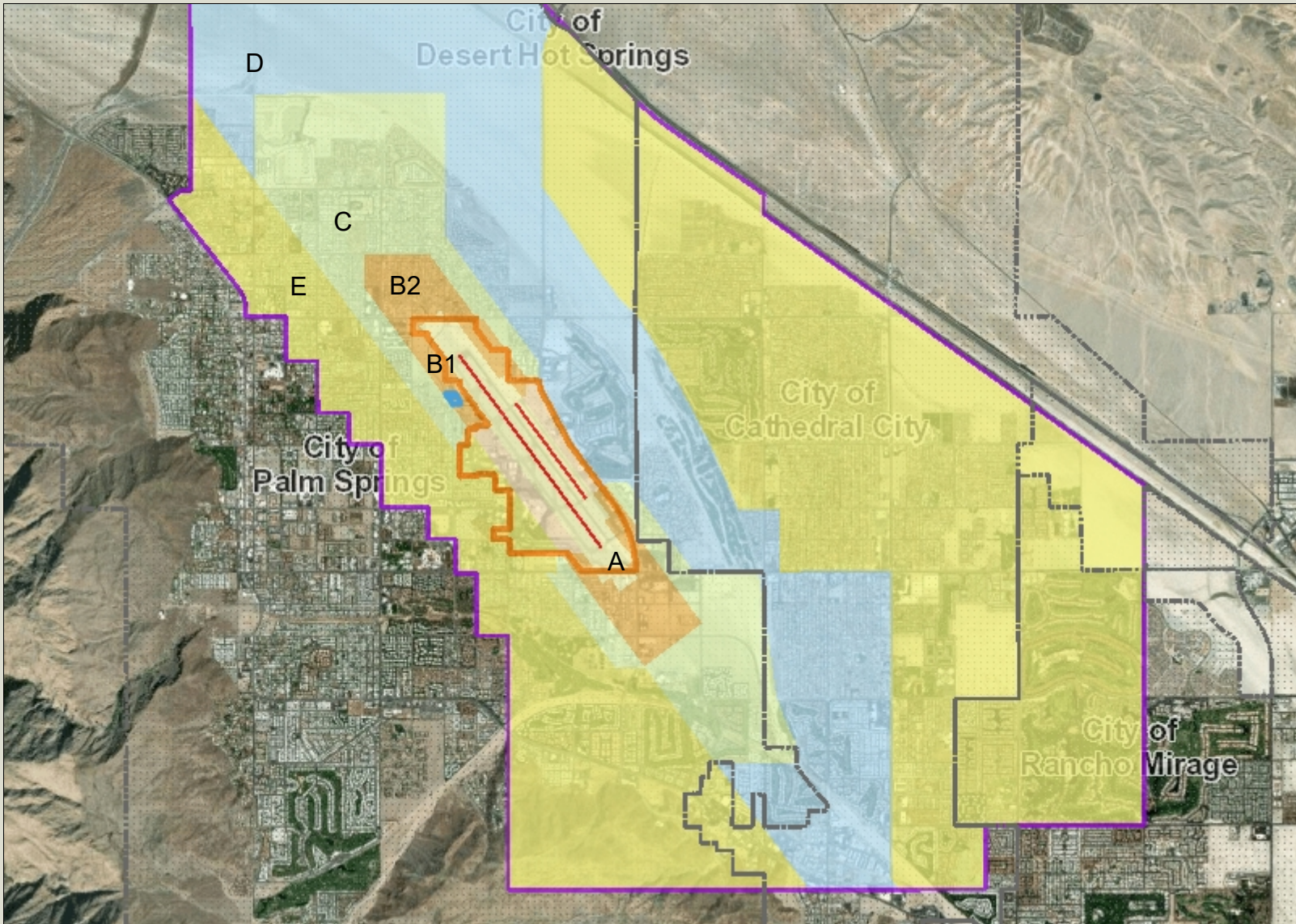
Riverside County
Airport Land Use Commission
Riverside County
Airport Land Use Compatibility Plan
Policy Document
 (Adopted March 2005)

Map PS-1

Compatibility Map
Palm Springs International Airport



Map My County Map



Legend

- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones**
- OTHER COMPATIBILITY 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



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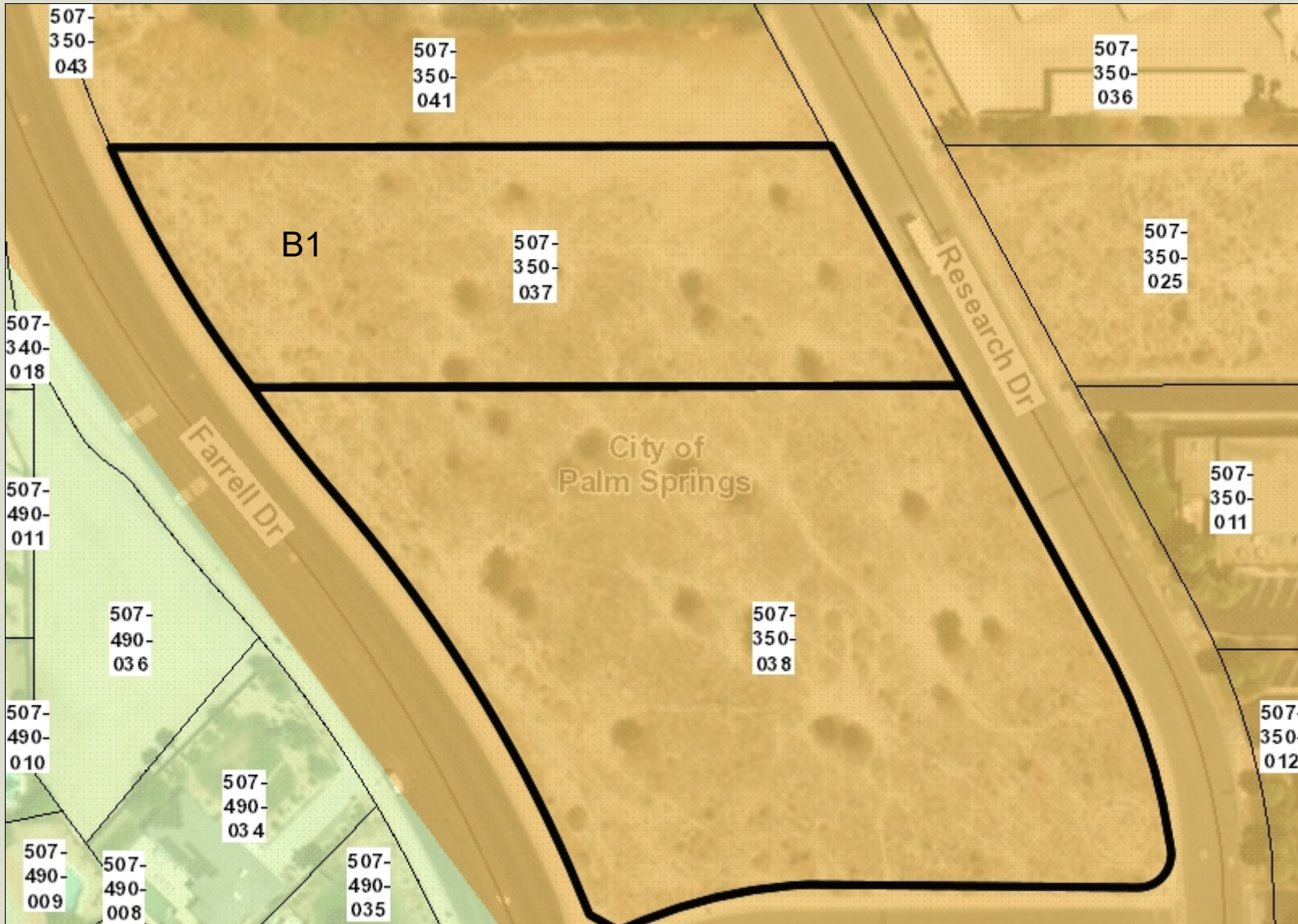


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Notes

Map My County Map



Legend

- Parcel APNs
- Parcels
- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones
 - OTHER COMPATIBILITY ZONE
 - A
 - A-EXC1
 - B1
 - B1-APZ I
 - B1-APZ I-EXC1
 - B1-APZ II
 - B1-APZ II-EXC1
 - B1-EXC1
 - B2
 - B2-EXC1
 - C
 - C1
 - C1-EXC1
 - C1-EXC3
 - C1-EXC4
 - C1-HIGHT
 - C2
 - C2-EXC1
 - C2-EXC2
 - C2-EXC3



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Notes

Map My County Map



Legend

- Parcel APNs
- Parcels
- County Centerline Names
- County Centerlines
- Blueline Streams
- City Areas
- World Street Map



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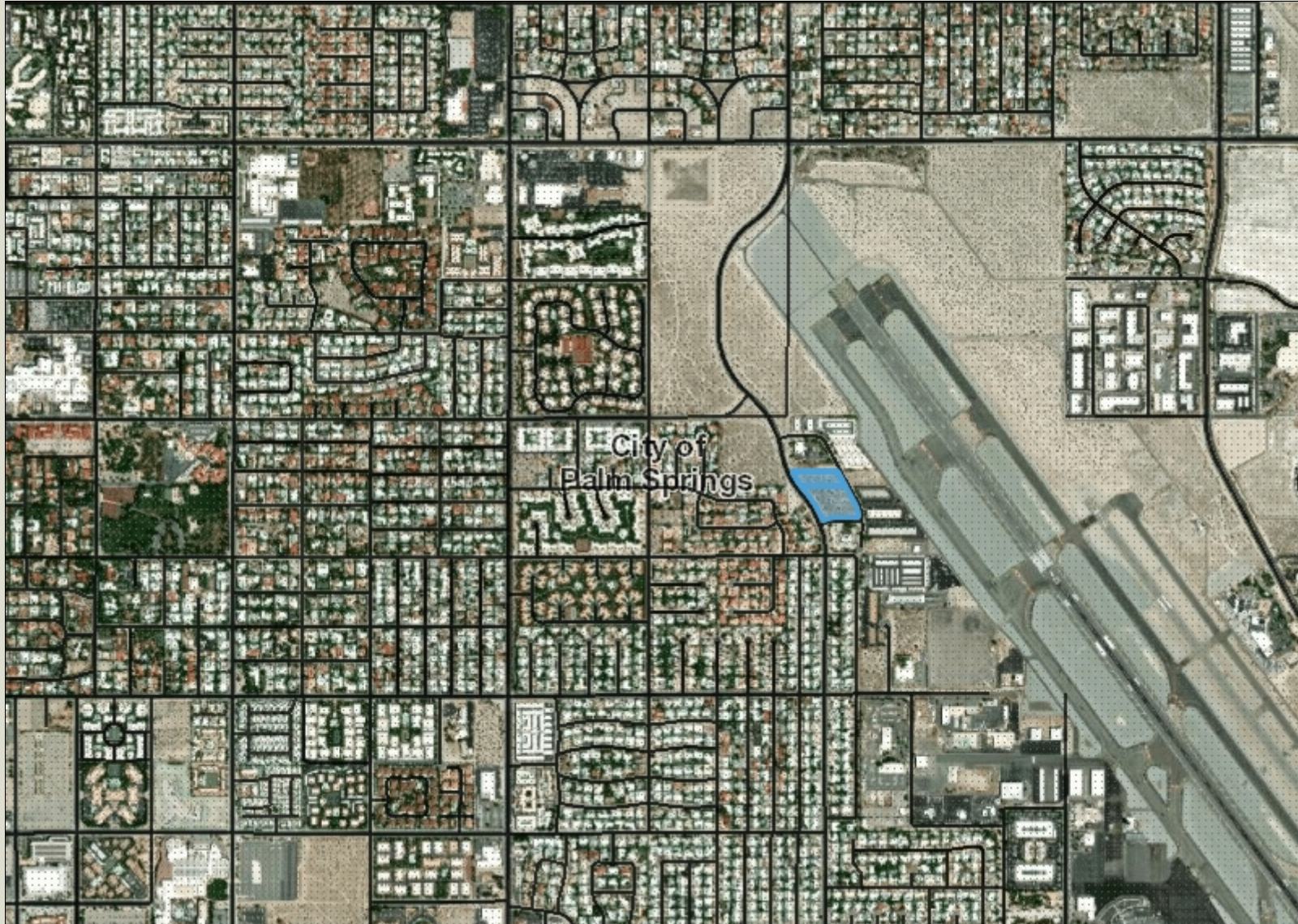


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Notes

Map My County Map



Legend

- County Centerline Names
- County Centerlines
- Blueline Streams
- City Areas
- World Street Map



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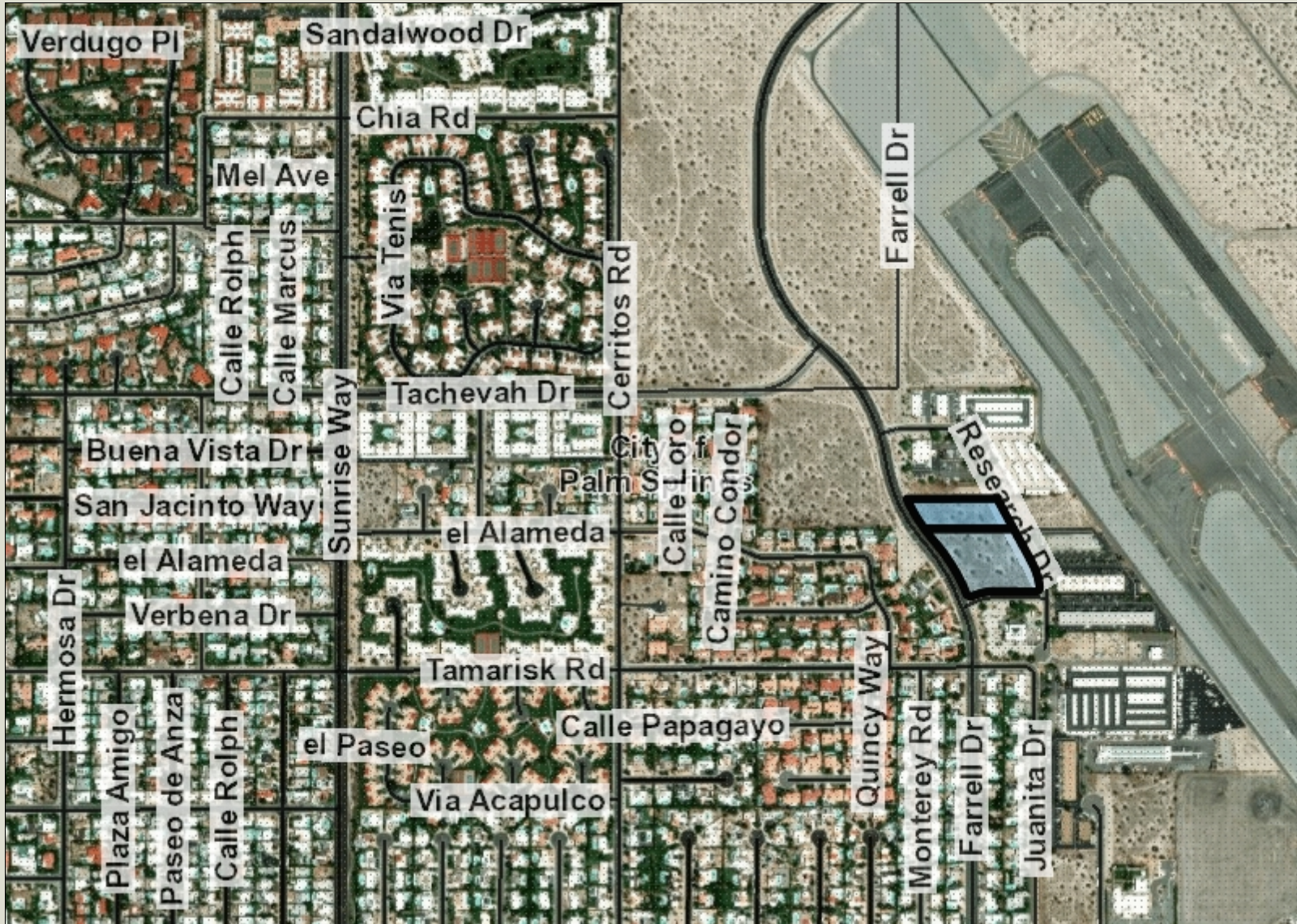
Notes








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Map My County Map



Legend

-  County Centerline Names
-  County Centerlines
-  Blueline Streams
-  City Areas
-  World Street Map



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Notes

0 896 1,792 Feet

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Map My County Map



Legend

-  Parcels
-  County Centerline Names
-  County Centerlines
-  Blueline Streams
-  City Areas
-  World Street Map



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Notes

MEMORANDUM

TO Paul Rull, Principal Planner
Jackie Vega, Urban Regional Planner 1
Riverside County Airport Land Use Commission (ALUC)

FROM Eric Higuchi, Project Applicant, Farrell Drive PS, LLC
949.290.7510; eric.higuchi@redrockri.com

DATE March 11, 2022

RE **ALUC Case ZAP1099PS22**
Farrell Drive Mini-Warehouse
Survey of Similar Uses

Proposed Development

Farrell Drive PS, LLC (the “Applicant”) is proposing a single-story, mini-warehouse facility on a 4.20-acre, vacant parcel located at 950 N. Farrell Drive in the City of Palm Springs, County of Riverside, California (APNs 507-350-037 & 507-350-038) (the “Project”). The proposed Project will result in 611 storage units and 28 RV storage stalls within 64,337 square feet of storage space. A development application has been filed with the City of Palm Springs. The City’s project planner is Alex Perez (alex.perez@palmspringsca.gov).

The Project is situated within the Palm Springs International Airport Influence Area Boundary and is subject to oversight by the Riverside County Airport Land Use Commission (“ALUC”). Specifically, the Project is located within Compatibility Zone B1. The Zone B1 intensity criteria allows for a maximum of 25 people per average acre and 50 people per single acre.

Site Intensity

Determining site intensity for ALUC purposes is typically calculated pursuant to *Appendix C, Table C-1* of the Riverside County Airport Land Use Compatibility Plan. However, utilization of the building code method may in some cases overestimate potential site intensity levels. Alternative methods for determining site intensity include calculations based on the local parking ordinance and a survey of similar uses.

Parking Ordinance

Determining intensity by parking ordinance involves multiplying the number of parking spaces provided or required (whichever is greater) by average vehicle occupancy. In accordance with the City of Palm Springs Zoning Code Chapter 93.06.00 Off-street Parking, public storage/mini-warehouse uses are required to provide a minimum of 6 parking spaces for each complex, plus 2 parking spaces per caretaker residence. The Project contemplates providing 11, publicly accessible parking spaces (or 5 above the City’s requirement). **Table A, Intensity Calculations Based on Parking Space Requirements**, identifies the number of parking spaces to be provided by the Applicant and maximum intensity level of site.

Table A, Intensity Calculations Based on Parking Space Requirements	
Parking Calculation	Parking Spaces Provided
Minimum 6 Spaces per Complex	11
1 Caretaker Residence x 2 parking spaces	0
Total Parking Spaces Provided	11
Intensity Calculation	Maximum People
6 parking spaces x 1.5 people per space	16.5
Maximum Projected Site Intensity	17
Assumptions:	
<ul style="list-style-type: none"> • 639 Storage Units (611 Units; 28 RV Stalls) • 6 parking spaces for every complex required • 2 parking spaces per caretaker’s residence required • 1.5 people per automobile 	

Survey of Similar Uses

The building code method of determining site intensity can provide an extremely conservative approach to estimating potential future intensity of a particular use, especially in cases where a tenant is unknown. However, in the case of the Project, the use, a mini-warehouse, and a likely end user of this facility are known. As such, US Storage Centers, the contemplated operator of the facility, provided vehicle entry count data from four facilities within the County of Riverside. **Table B, Similar Use Facilities**, provides basic information about each facility.

Table B, Similar Use Facilities			
Facility	Square Footage	# of Units	Occupancy
Riverside – Tyler Mall	91,226 SF	716	95%
Riverside – Orange Crest	79,976 SF	725	98%
Corona – Dos Lagos	69,768 SF	614	92%
Corona – Knabe Road	60,314 SF	558	96%

Table C, Existing Facility Data identifies the total number of vehicles entering each of the four facilities above per day over a period of 30 days from January 30th through February 28th, 2022. The only Federal Holiday during this time period was Washington’s Birthday. The totals below provide a worse-case analysis as the total number of visits occur over the course of a day during normal operating hours and not at a single point in time.

Table C, Existing Facility Data				
Date	Total Vehicles per Facility per Day			
	Riverside – Tyler Mall	Riverside – Orange Crest	Corona – Knabe Road	Corona – Dos Lagos
Sunday, January 30, 2022	42	22	48	48
Monday, January 31, 2022	32	16	40	40
Tuesday, February 1, 2022	38	15	36	36
Wednesday, February 2, 2022	44	19	24	24
Thursday, February 3, 2022	45	14	36	36
Friday, February 4, 2022	33	18	32	32
Saturday, February 5, 2022	42	28	30	30
Sunday, February 6, 2022	36	17	19	19
Monday, February 7, 2022	46	8	39	39
Tuesday, February 8, 2022	31	11	28	28
Wednesday, February 9, 2022	32	12	29	29
Thursday, February 10, 2022	29	16	35	35
Friday, February 11, 2022	39	10	30	30
Saturday, February 12, 2022	31	15	32	32
Sunday, February 13, 2022	26	15	18	18
Monday, February 14, 2022	39	9	23	23
Tuesday, February 15, 2022	38	9	23	23
Wednesday, February 16, 2022	27	17	26	26
Thursday, February 17, 2022	22	13	35	35
Friday, February 18, 2022	27	21	44	44
Saturday, February 19, 2022	39	29	41	41
Sunday, February 20, 2022	40	14	28	28
Monday, February 21, 2022	38	28	34	34
Tuesday, February 22, 2022	35	9	35	35
Wednesday, February 23, 2022	31	12	30	30
Thursday, February 24, 2022	26	21	25	25
Friday, February 25, 2022	13	7	36	36
Saturday, February 26, 2022	65	23	30	30
Sunday, February 27, 2022	46	27	19	19
Monday, February 28, 2022	47	13	36	36
Average Vehicles Per Day¹	36	17	32	32
TOTAL PEOPLE PER AVERAGE DAY²	54	26	48	48
Max Vehicles Per Day	65	29	48	48
TOTAL MAX PEOPLE PER DAY²	98	44	72	72
1. Average does not include days with no vehicle data.				
2. Assumes 1.5 people per automobile.				

Table D, Existing Facility Data: Riverside – Tyler Mall, Peak Occupancy Date (Feb 26, 2022) By Hour Survey, is a survey of the occupancy intensity of the existing, Riverside – Tyler Mall Self-Storage Facility on a per hour basis during publicly accessible and operational hours (7:30 AM to 7:00PM). This table identifies the Riverside – Tyler Mall’s peak hourly occupancy on the date where the peak vehicle entries were recorded during the 30 day period encompassing January 30, 2022 through February 28, 2022.

Table D, Existing Facility Data: Riverside – Tyler Mall, Peak Occupancy Date (Feb 26, 2022) By Hour Survey		
Hour	Vehicles Per Hour	People Per Hour ¹
7:00 AM to 7:59 AM	1	1.5
8:00 AM to 8:59 AM	1	1.5
9:00 AM to 9:59 AM	6	9
10:00 AM to 10:59 AM	7	10.5
11:00 AM to 11:59 AM	5	7.5
12:00 PM to 12:59 PM	7	10.5
1:00 PM to 1:59 PM	4	6
2:00 PM to 2:59 PM	8	12
3:00 PM to 3:59 PM	5	7.5
4:00 PM to 4:59 PM	6	9
5:00 PM to 5:59 PM (Peak)	11	16.5
6:00 PM to 6:59 PM	3	4.5
7:00 PM to 7:59 PM	1	1.5
Total	65	97.5
AVERAGE (HOUR) ²	5	7.5
MAX OCCUPANCY (HOUR)¹	11	17
1. Assumes 1.5 people per automobile. 2. Average over 13 Hours (operational/accessible hours)		

Table E, Existing Occupancy, identifies the total number of storage units occupied at each of the existing facilities based on occupancy rate.

Table E, Existing Occupancy				
Factor	Riverside – Tyler Mall	Riverside – Orange Crest	Corona – Dos Lagos	Corona – Knabe Road
Total Number of Units	716	725	614	558
Percentage Occupied	95%	98%	92%	96%
Existing Occupancy¹	681	711	565	536
1. Total Number of Units x Percentage Occupied = Existing Occupancy				

Table F, Rate of Visits – Existing Facilities at Existing Occupancy, identifies the existing rate of visits established by the average number of people per day based upon existing occupancy.

Table F, Rate of Visits – Existing Facilities at Existing Occupancy				
Factor	Riverside – Tyler Mall	Riverside – Orange Crest	Corona – Dos Lagos	Corona – Knabe Road
Existing Occupancy	681	711	565	536
Average Vehicles Per Day	36	17	32	32
Average People Per Day	54	26	48	48
Rate of Visits¹	7.93%	3.66%	8.50%	8.96%
1. Average People Per Day ÷ Existing Occupancy x 100 = Rate of Visits				

Table G, Rate of Visits – Existing Facilities at Maximum Occupancy, identifies the existing rate of visits established by the maximum number of people per day based upon maximum occupancy.

Table G, Rate of Visits – Existing Facilities at Max Occupancy				
Factor	Riverside – Tyler Mall	Riverside – Orange Crest	Corona – Dos Lagos	Corona – Knabe Road
Max Occupancy	716	725	614	558
Max Vehicles Per Day	65	29	48	48
Max People Per Day	98	44	72	72
Rate of Visits¹	13.69%	6.07%	11.73%	12.90%
1. Max People Per Day ÷ Max Occupancy x 100 = Rate of Visits				

Table H, Maximum Number of People on Average Day – Proposed Facility, applies the highest rate of visits to the proposed storage facility to project the maximum number of people on-site for an average day, assuming 100 percent occupancy in order to provide a worst-case analysis.

Table H, Maximum Number of People on Average Day - Proposed Facility	
Factor	Proposed Facility
Number of Units	639
Rate of Visits	8.96%
Projected Number of People on an Average Day¹	58
1. Number of Units x Rate of Visits = Maximum Projected Number of People Assumes 100% occupancy. Based on highest rate of visits to analyze worse-case scenario.	

Table I, Maximum Number of People On-Site – Proposed Facility, utilizes highest number of vehicular trips to project the maximum number of people on-site throughout the day

Table I, Maximum Number of People On-Site – Proposed Facility								
	Vehicles per Facility per Day at Max Occu. ¹				Vehicles			
	Riverside – Tyler Mall	Riverside – Orange Crest	Corona – Dos Lagos	Corona – Knabe Road	Average ¹	Maximum ¹	Rate ²	Maximum Projected
Highest Number of Vehicles per Day ³	65	29	48	48	48	65	13.69%	88
Maximum Number of People⁴	132							
1. At 100 percent occupancy. 2. Maximum rate with no averaging. 3. Based on 639 Units and data in Table C above. 4. Assumes 1.5 people per automobile.								

Utilizing existing facility data, **Table H** indicates a total of 58 people may visit the site in an average day while **Table I** indicates a total of 132 maximum would be projected to visit the site. However, both numbers reflect the total number of people per day and is not representative of the fact that visits occur throughout the day, rather than all at one time. Assuming the maximum number of people projected to utilize the site (132 people) or maximum number of people on an average day (58 people), utilizing a worse-case scenario that 50 percent visited the site at the same time would result in a total of 66 and 29 people, respectively. Results of existing data reflect that people on-site will be below both the Average and Single Acre intensity requirements.

Table J, Occupancy Intensity Per Acre		
	Average	Maximum
Total Number of People per Day	58	132
Periodic Occupancy ¹	29	66
Project Gross Acres	4.20-Acres	
Periodic Occupancy per Acre	7	16
1. Assumes a worst-case scenario, periodic occupancy of 50% of the average or maximum total people in a single day.		

Conclusion

Both the Parking Ordinance and Survey of Similar Uses Methods reflect that the maximum number of people on-site will be significantly lower, than that estimated by utilizing the Building Code method. Additionally, the ITE Trip Generation Manual, 10th Edition, establishes the common trip generation rates (PM Peak Hour) for this type of use at 11 trips (0.17 Trips per 1,000 SF GFA), which would be consistent with the parking needs for this facility. Accordingly, the data from existing facilities is also consistent with the number of traffic trips numbers projected for this type of facility, further justifying the appropriateness of this Use.

Sources of Data

Surveyed vehicular entry information was collected digitally, based upon actual tenant key card access data. The information was provided by Jorge Saca, Vice President of Client Relations, US Storage Centers (949.428.7070; jorges@westportproperties.net) and Ramiro Ochoa, Director of Business Development, US Storage Centers (949.748.5957; ramiro@westportproperties.net).

MAJOR ARCHITECTURAL SUBMITTAL PACKAGE

950 N. FARRELL DRIVE

SELF-STORAGE / MINI-WAREHOUSE DEVELOPMENT



OWNER
 SP INDUSTRIAL, LLC
 3121 MICHELSON DRIVE, SUITE 200
 IRVINE, CA 92618
 CONTACT: JOHN CHEN
 TEL: (949) 354-8989
 EMAIL: JOHN.CHEN@REDROCKRI.COM

PROJECT MANAGER
 RED ROCK REALTY INVESTMENT, LLC
 3121 MICHELSON DRIVE, SUITE 200
 IRVINE, CA 92618
 CONTACT: ERIC HIGUCHI
 TEL: (949) 290-7510
 EMAIL: ERIC.HIGUCHI@REDROCKRI.COM

ARCHITECT
 KSP STUDIO
 23 ORCHARD ROAD SUITE 200
 LAKE FOREST, CA 92630
 CONTACT: SHABNAM VAKILI
 TEL: (949) 380-3970
 EMAIL: SHAB@KSPSTUDIO.COM

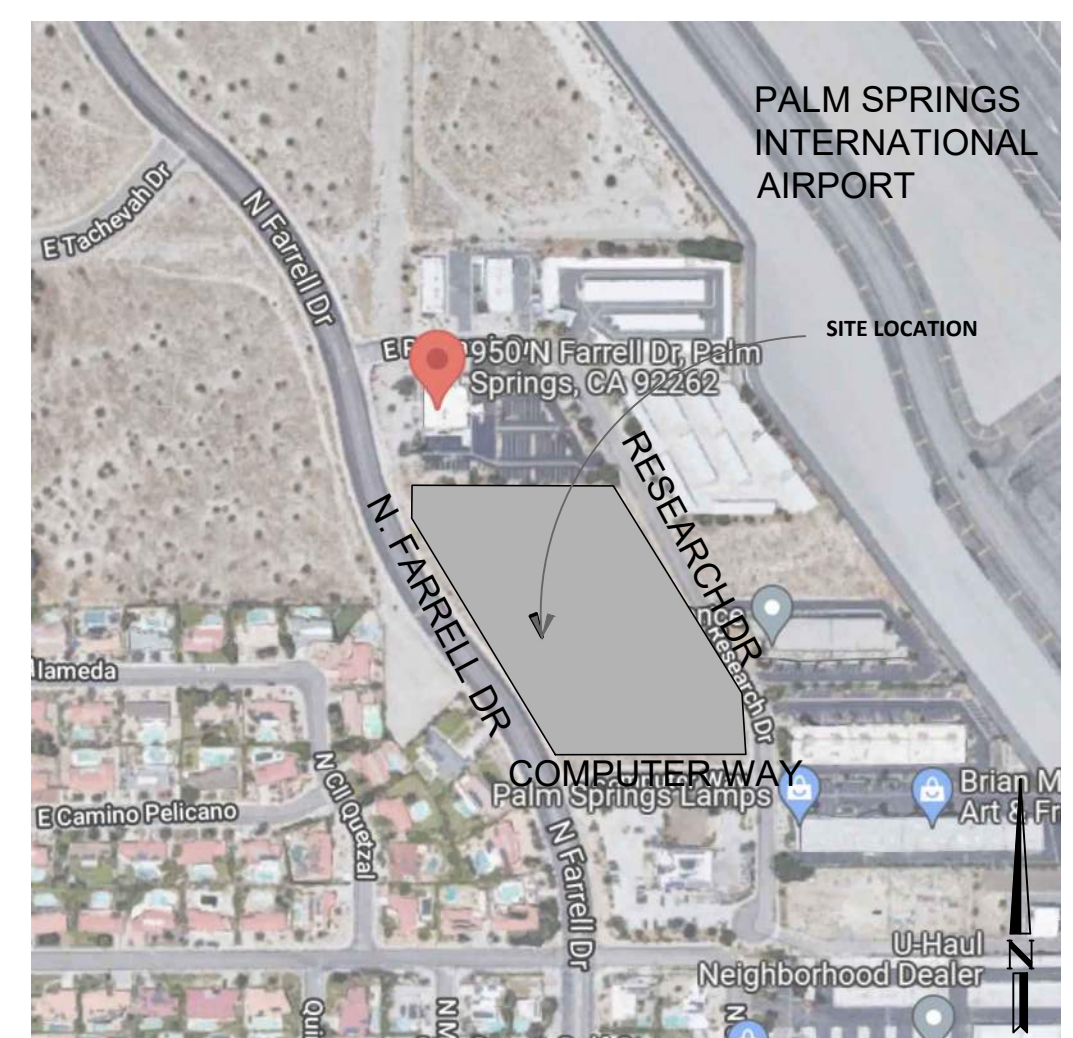
CIVIL ENGINEER
 MSA CONSULTING, INC.
 34200 BOB HOPE DRIVE
 RANCHO MIRAGE, CA 92270
 CONTACT: BRAD EICHENAUER
 TEL: (760) 320-9811
 EMAIL: BEICHENAUER@MSACONSULTINGINC.COM

LANDSCAPE ARCHITECT
 EMERALD DESIGN
 305 N. HARBOR BLVD SUITE 222
 FULLERTON, CA 92832
 CONTACT: RYAN MARTIN
 TEL: (714) 680-0417
 EMAIL: RYAN@EMERALDLADESIGN.COM

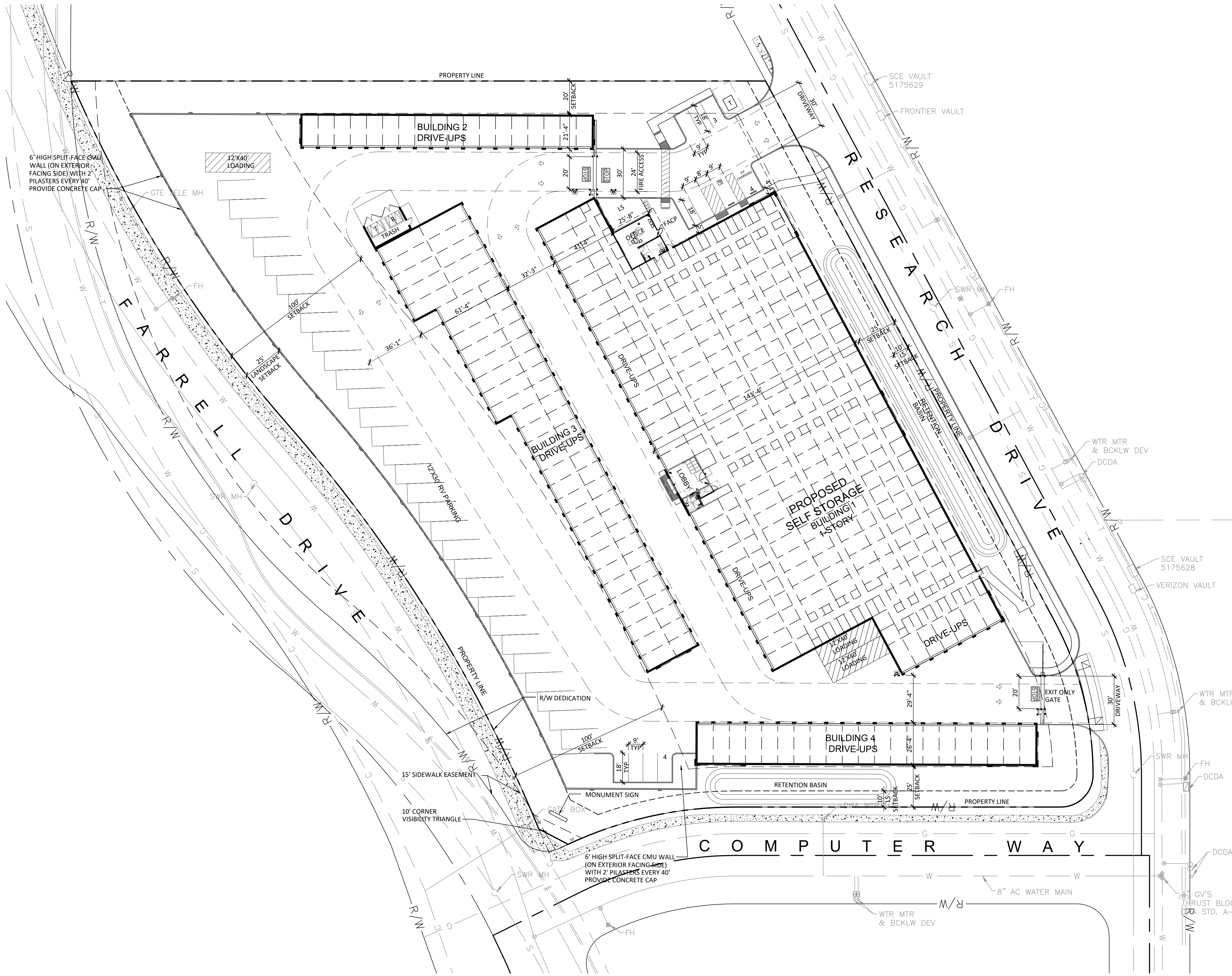
ELECTRICAL ENGINEER
 RICHARDSON ENGINEERING
 345 JACOBSON ROAD
 SANDPOINT, ID 83864
 CONTACT: MIKE RICHARDSON
 TEL: (208) 255-1600
 EMAIL: MJRICHPE@GMAIL.COM

- SHEET INDEX**
- ARCHITECTURAL
- 1) COVER SHEET
 - 2) CONCEPTUAL SITE PLAN
 - 2.1) SITE SECTIONS
 - 3) CONCEPT FLOOR PLAN - BUILDING 1
 - 3.1) CONCEPT ROOF PLAN - BUILDING 1
 - 4) CONCEPT FLOOR PLANS - DRIVE-UP BUILDINGS 2,3,4
 - 4.1) CONCEPT ROOF PLAN - DRIVE-UP BUILDINGS 2, 3, 4
 - 5) CONCEPT ELEVATIONS - BUILDING 1
 - 6) CONCEPT ELEVATIONS - BUILDINGS 2 & 4
 - 7) CONCEPT ELEVATIONS - BUILDING 3
 - 8) CONCEPT VIEWS
 - 9) CONCEPTUAL LANDSCAPE PLAN
 - 10) LANDSCAPE IMAGE BOARD
 - 11) SITE LIGHTING PHOTOMETRIC PLAN
 - 12) SITE LIGHTING - LUMINAIRE CUT SHEETS
 - 13) SITE LIGHTING - TITLE 24 & GREEN CODE COMPLIANCE

VICINITY MAP



NOT TO SCALE



PROJECT DESCRIPTION

PROPOSED ONE-STORY SELF-STORAGE BUILDING WITH THREE DRIVE-UP STORAGE BUILDINGS AND RV PARKING.

PROJECT INFORMATION

PROJECT ADDRESS:	950 N. FARRELL DRIVE, PALM SPRINGS, CA	
SITE APN:	507-350-037, 507-350-038	
SITE AREA GROSS:	183,122 S.F.	OR 4.20 ACRES
EXISTING ZONE:	M-1 PLANNED RESEARCH & DEVELOPMENT PARK ZONE (R-1C ZONE ACROSS FARRELL DRIVE)	
OVERLAY:	60 CNEL (AIRPORT)	
TRIBAL LAND STATUS:	FEE - NO TRIBAL REVIEW REQUIRED	
GENERAL PLAN LAND USE DESIGNATION:	INDUSTRIAL	
AIRPORT COMPATIBILITY PLAN:	B-1 ZONE INNER APPROACH / DEPARTURE ZONE	
SELF-STORAGE ALLOWED:	YES	
LOT COVERAGE:	NO REQUIREMENTS	
MAX FAR ALLOWED:	0.5	(PER GP INDUSTRIAL DESIGNATION) (183,122 S.F. X 0.5 = 91,561 S.F.)
FAR PROPOSED:	0.36	(65,284 S.F. / 183,122 S.F.)
USE (PROPOSED):	MINI-WAREHOUSE, SELF-STORAGE	

SETBACKS: FRONT: (FARRELL) WHERE PROPERTY IN THE M-1-P ZONE ABUTS PROPERTY IN A RESIDENTIAL ZONE, THERE SHALL BE A YARD NOT LESS THAN 100 FT. THE 25 FT NEAREST THE PROPERTY LINE SHALL BE LANDSCAPED.

INTERIOR SIDE (NORTH): WHERE PROPERTY IN THE M-1-P ZONE ABUTS PROPERTY IN A NON-RESIDENTIAL ZONE, THERE SHALL BE A YARD OF NOT LESS THAN 20 FT. SUCH YARD MAY BE USED FOR PARKING OR LOADING. A 5 FT LANDSCAPE STRIP IS REQUIRED AT PROPERTY LINE.

STREET SIDE AND REAR (AT COMPUTER WAY & E. RESEARCH DR.): 25 FT, WITH 10 FT NEAREST THE STREET MUST BE LANDSCAPED.

BUILDING HEIGHT MAX: 40' MAX. PORTIONS OF BUILDINGS OVER 30' MUST BE SETBACK FROM ANY PROPERTY LINE 1 FT FOR EVERY 1 FT IN HEIGHT. BUILDINGS OVER 40' MAY BE ALLOWED WITH ADDITIONAL ENTITLEMENTS.

BUILDING HEIGHT PROPOSED: 15'

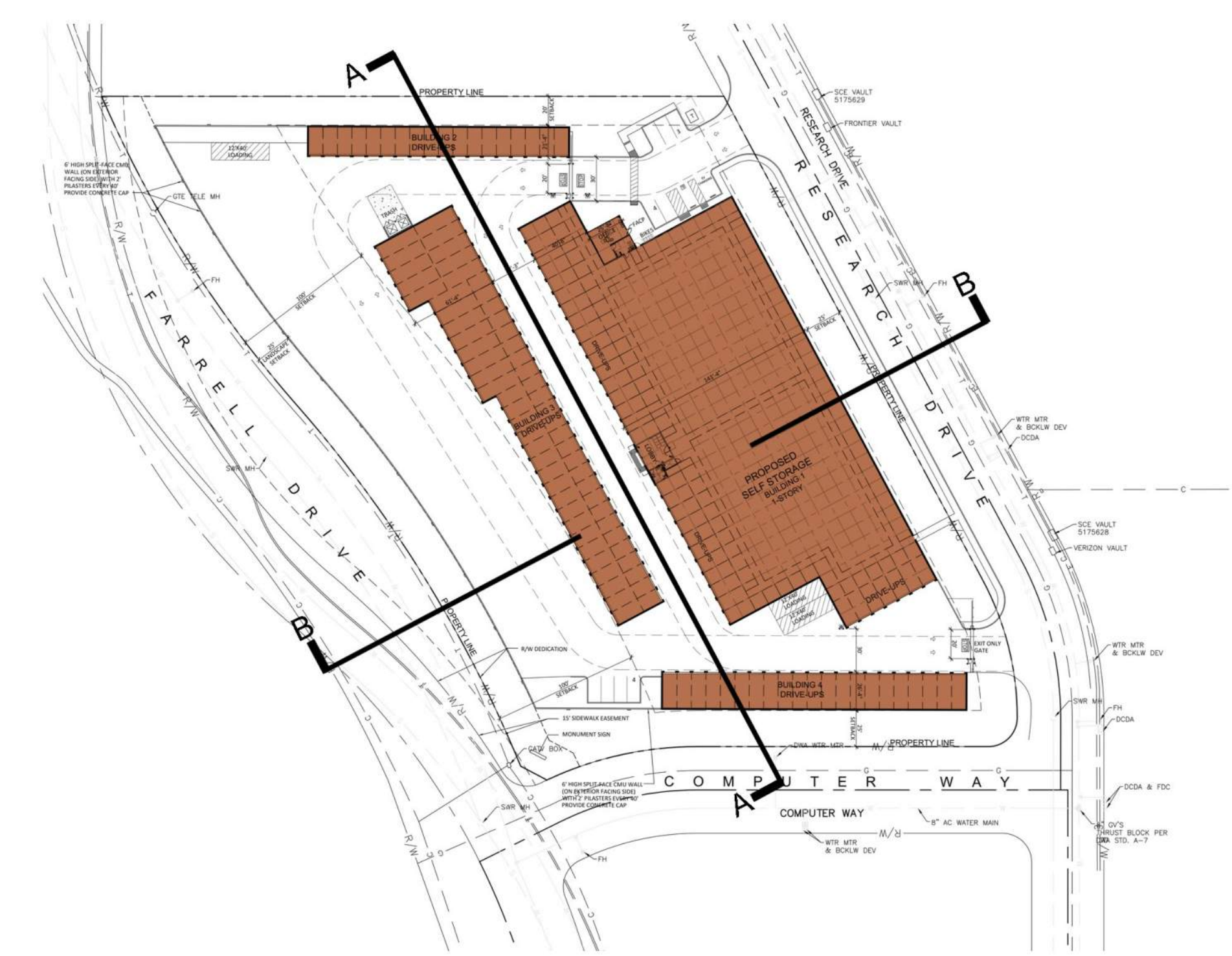
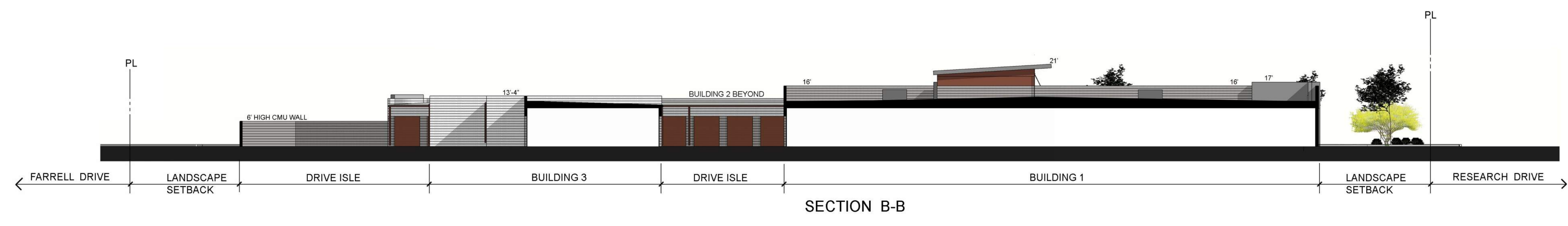
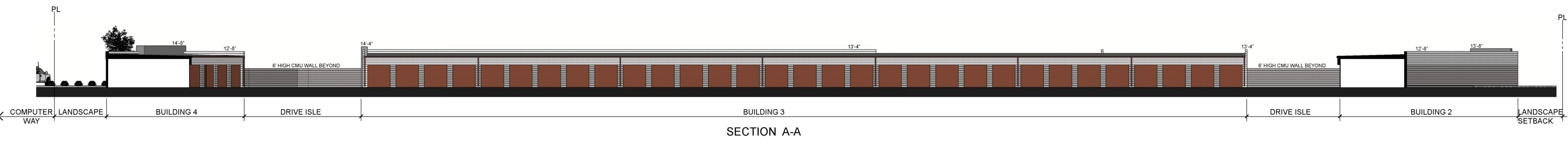
BUILDING AREA

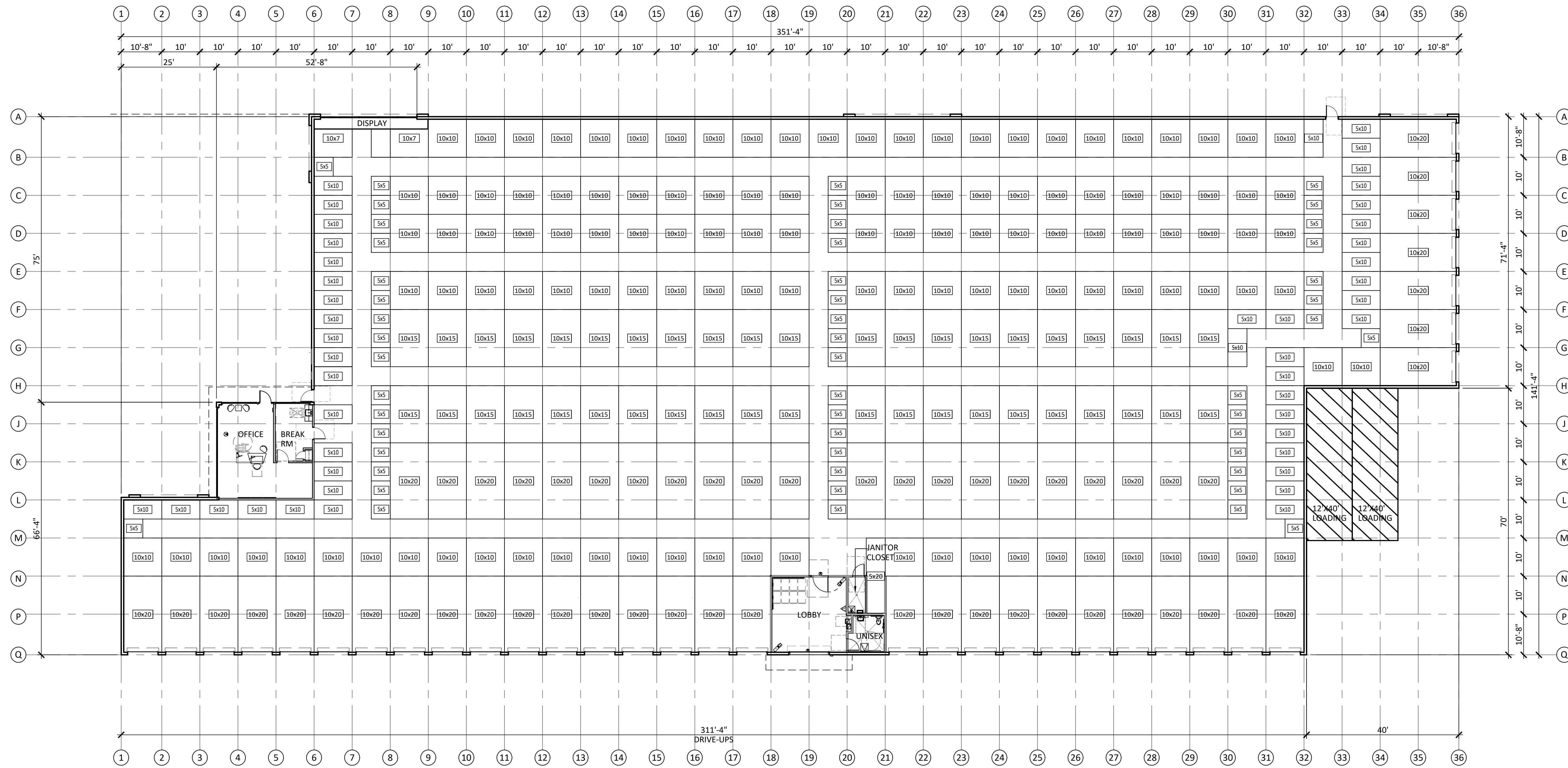
BUILDING 1 : 1-STORY MINI-WAREHOUSE (GROSS SQUARE FOOTAGE):	42,455 S.F.
BUILDING 2 : DRIVE-UP STORAGE (GROSS SQUARE FOOTAGE):	3,869 S.F.
BUILDING 3 : DRIVE-UP STORAGE (GROSS SQUARE FOOTAGE):	13,395 S.F.
BUILDING 4 : DRIVE-UP STORAGE (GROSS SQUARE FOOTAGE):	5,565 S.F.
TOTAL:	65,284 S.F.
	65,284 S.F. < 91,561 S.F.

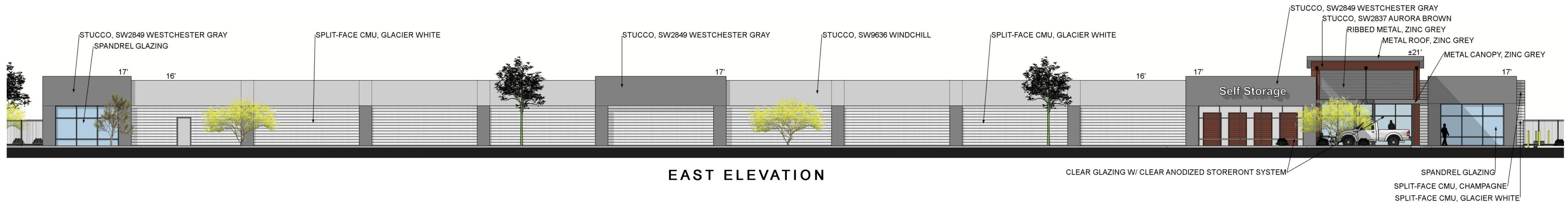
PARKING/ LOADING & BIKE REQUIREMENTS

* PARKING REQUIREMENTS:	6 SP	MINIMUM
TOTAL REQUIRED:	6 SP	
PARKING PROVIDED:		
STANDARD 9'X18':	9 SP	
COMPACT 8'X16' (UP TO 40%):	0 SP	
ADA VAN:	1 SP	
ADA STANDARD:	0 SP	
EV/ CARPOOL/ VANPOOL:	1 SP	
TOTAL PROVIDED:	11 SP	
LOADING:	(3) 12'X40' SPACES FOR INDUSTRIAL BUILDINGS > 40,000 S.F.	
BIKE PARKING REQUIREMENTS:	1 SHORT TERM/ 10,000 S.F. & 1 LONG TERM/ 10,000 S.F.	
BIKE PARKING REQUIRED:	7 SP	SHORT TERM
	7 SP	LONG TERM
	14 SP	TOTAL MINIMUM
* PARKING LANDSCAPE:	9' WIDE LANDSCAPED AREA EVERY 5 PARKING SPACES	

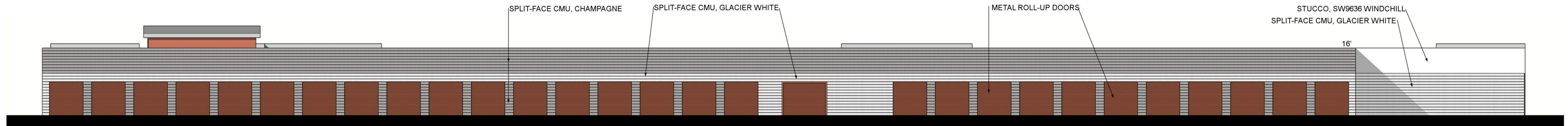




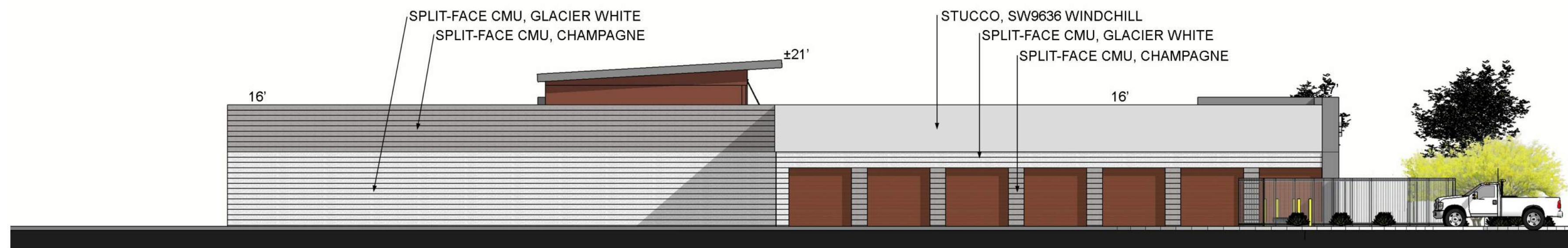




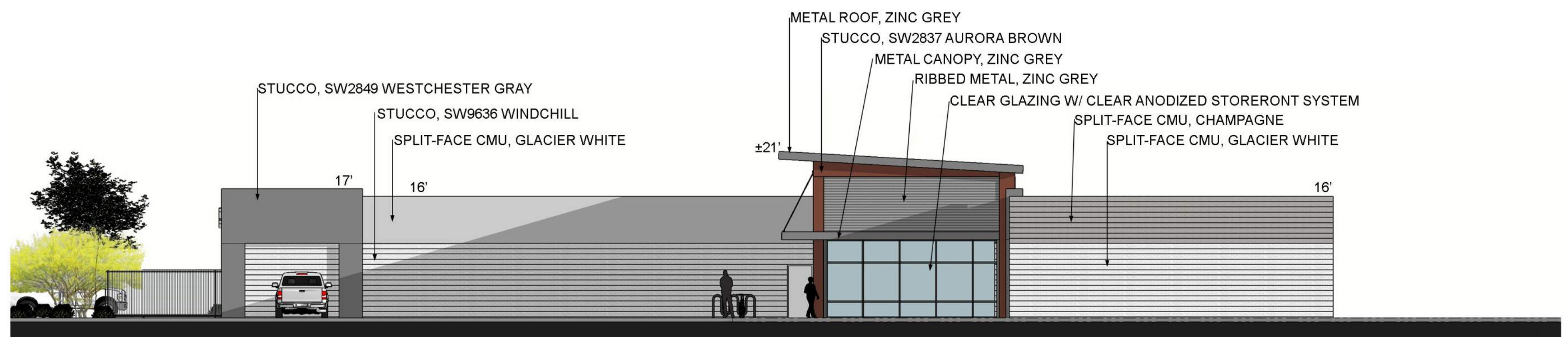
EAST ELEVATION



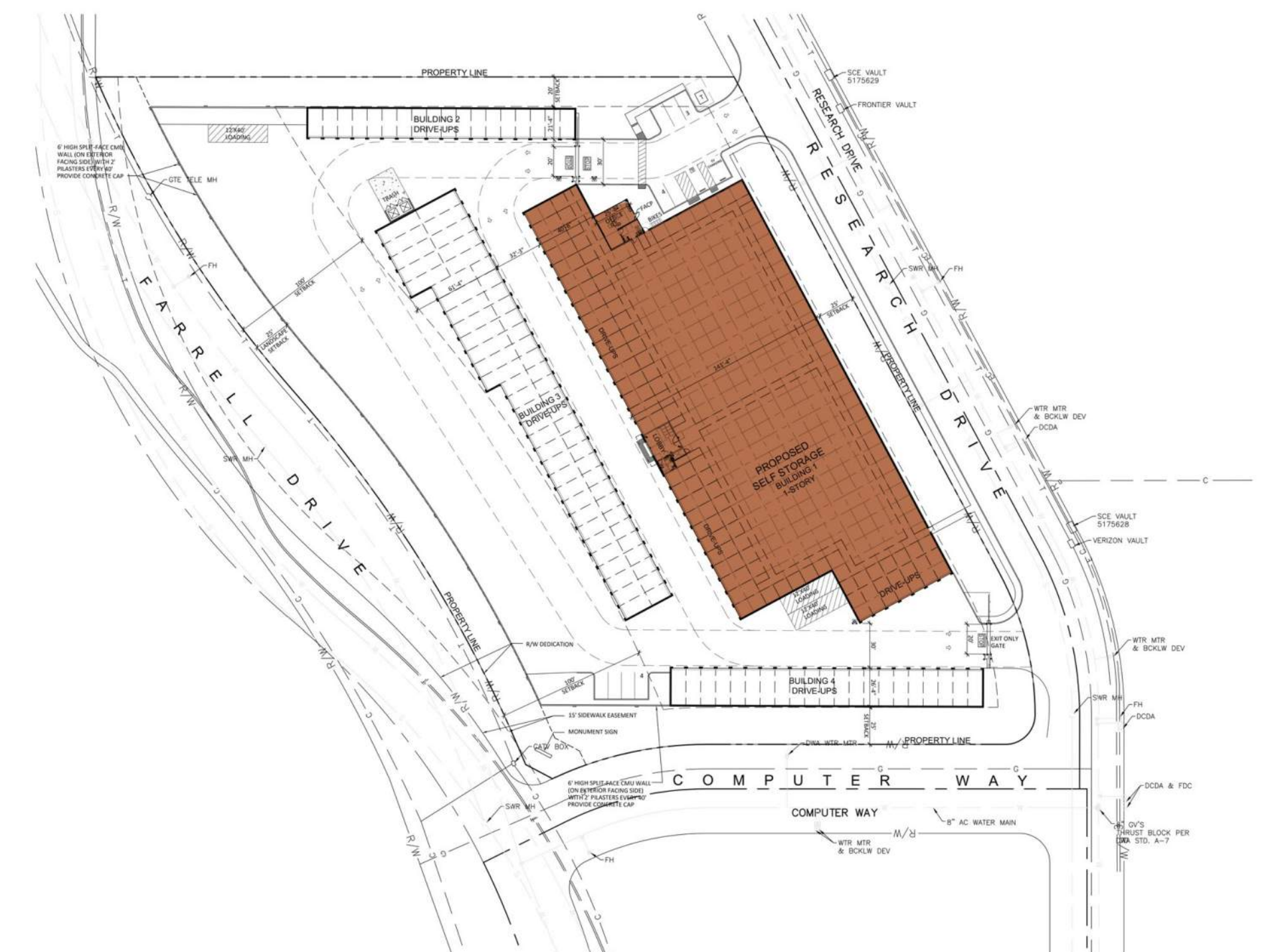
WEST ELEVATION

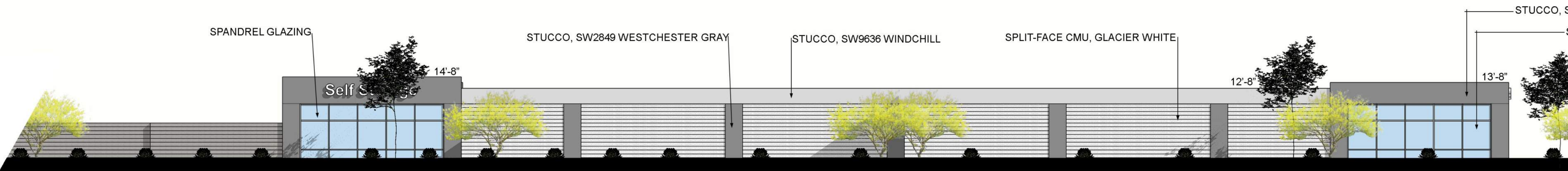


SOUTH ELEVATION

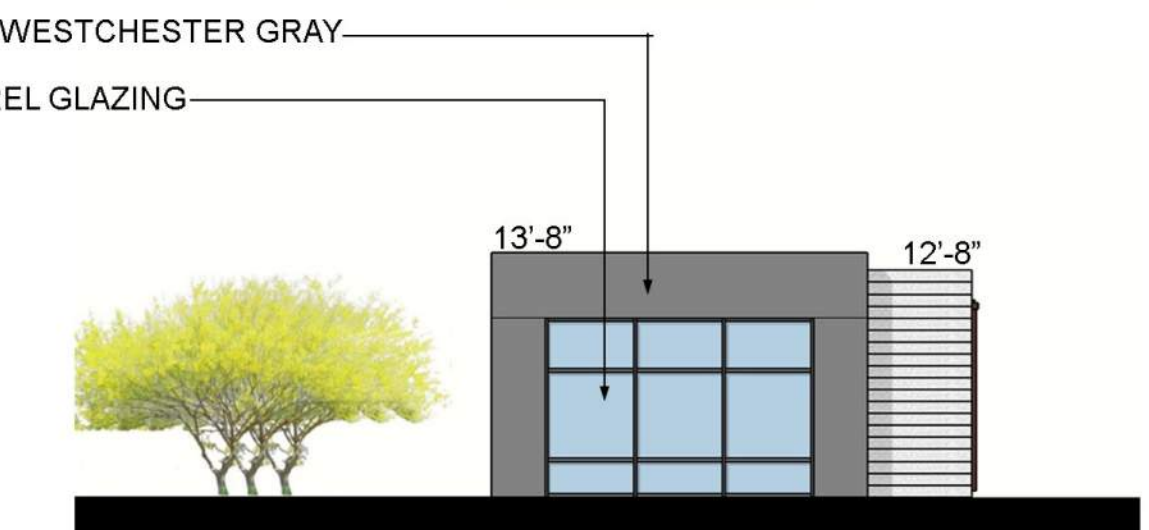


NORTH ELEVATION





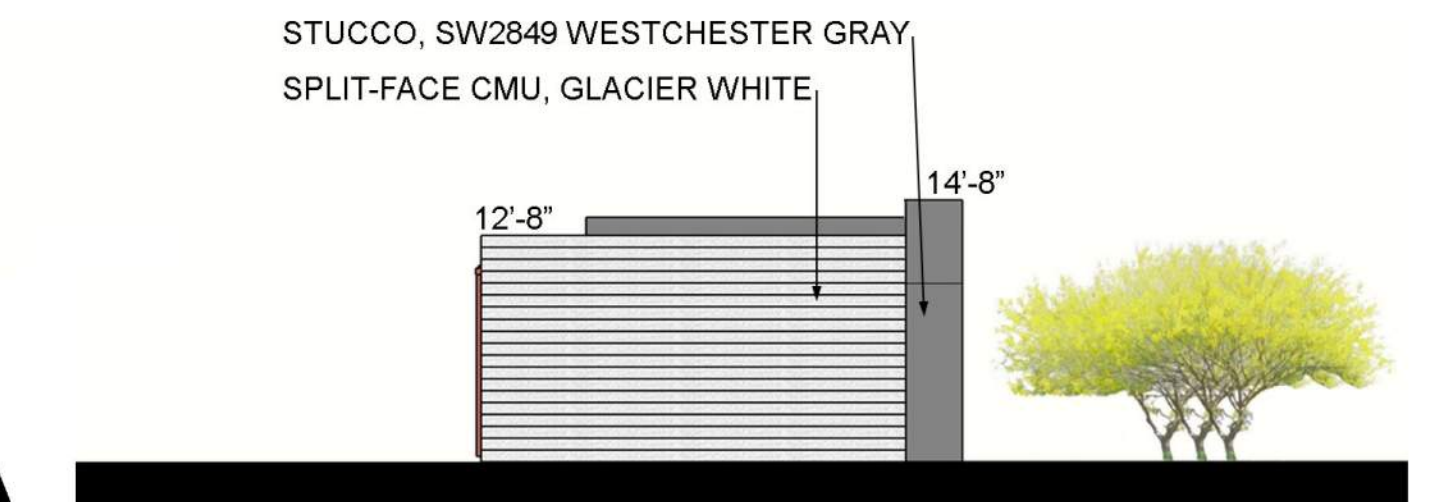
BLDG 4 - SOUTH ELEVATION



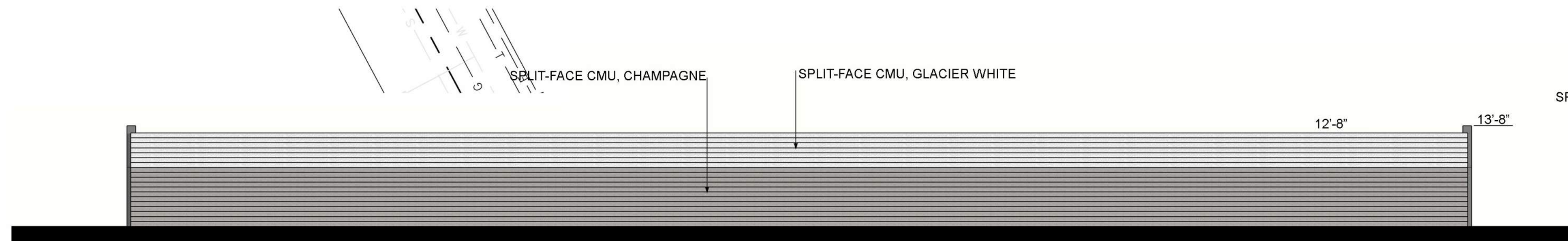
BLDG 4 - EAST ELEVATION



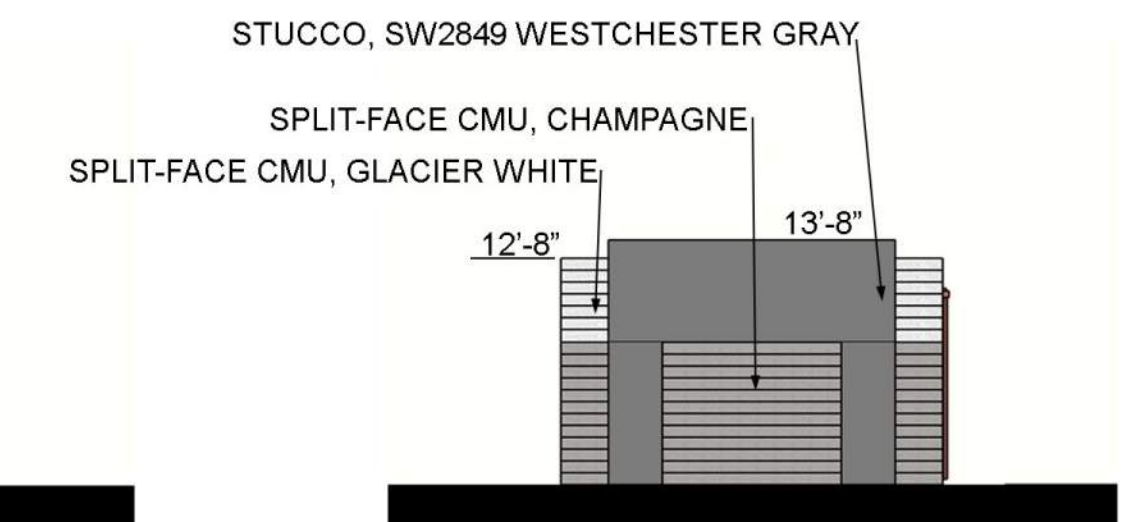
BLDG 4 - NORTH ELEVATION



BLDG 4 - WEST ELEVATION



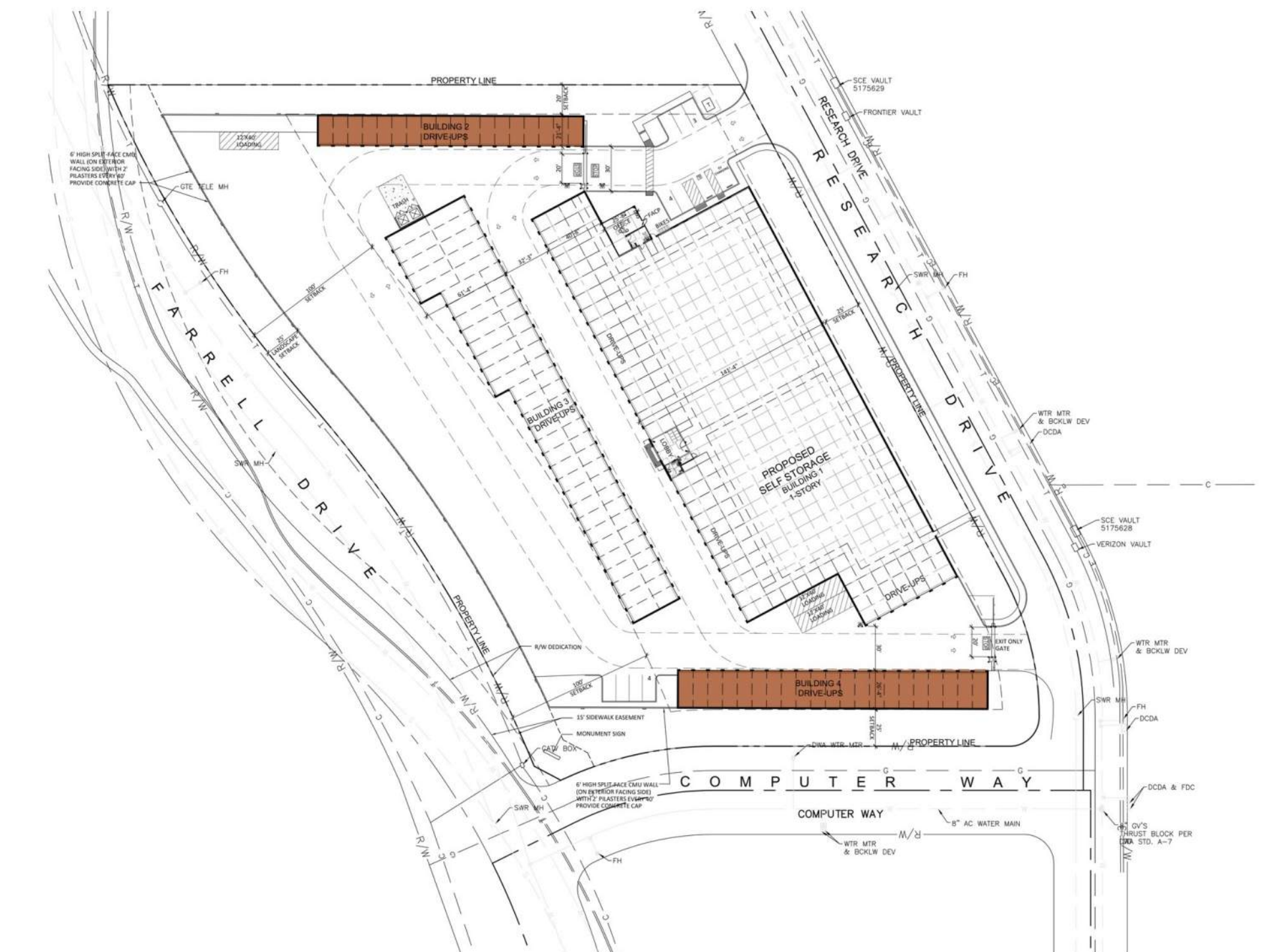
BLDG 2 - NORTH ELEVATION

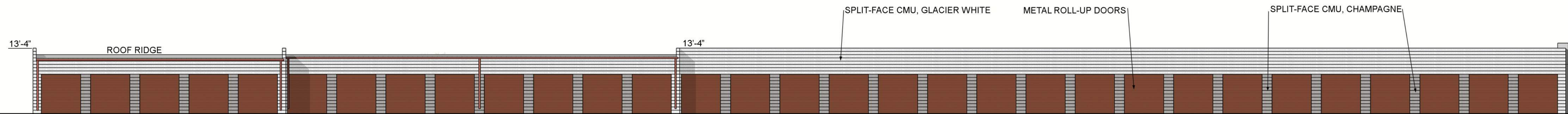


BLDG 2 - EAST/WEST ELEVATION

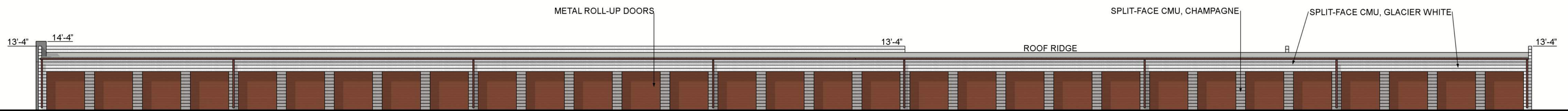


BLDG 2 - SOUTH ELEVATION

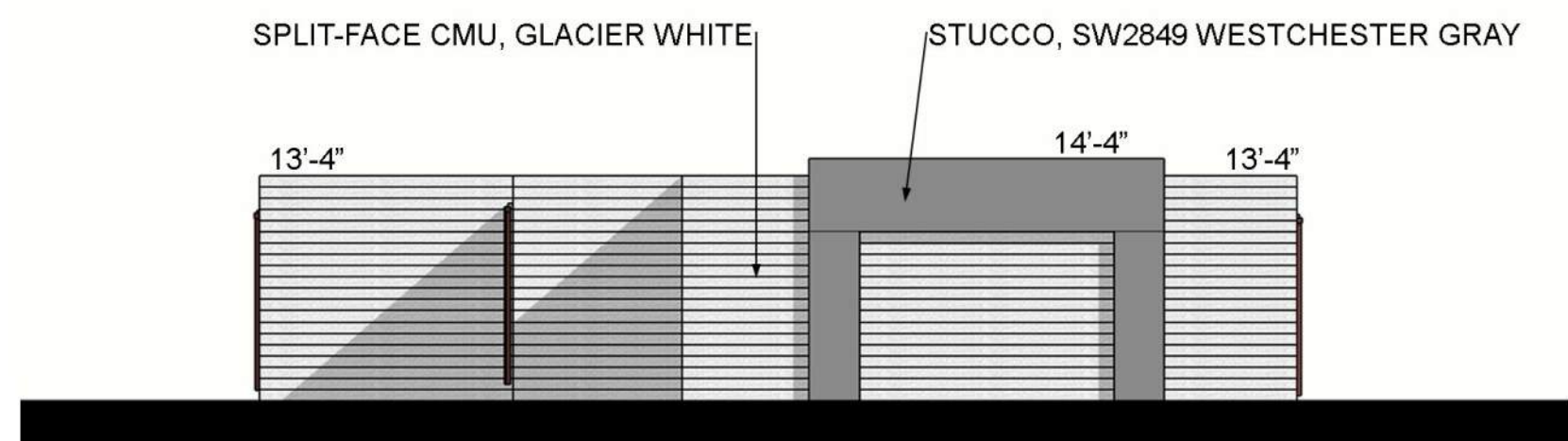




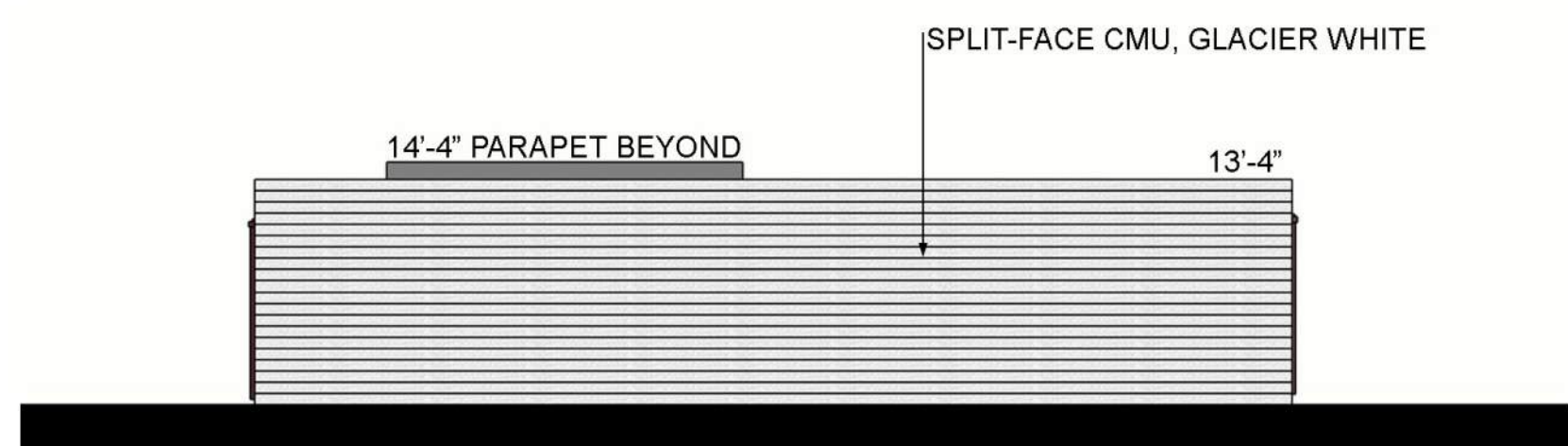
BLDG 4 - WEST ELEVATION



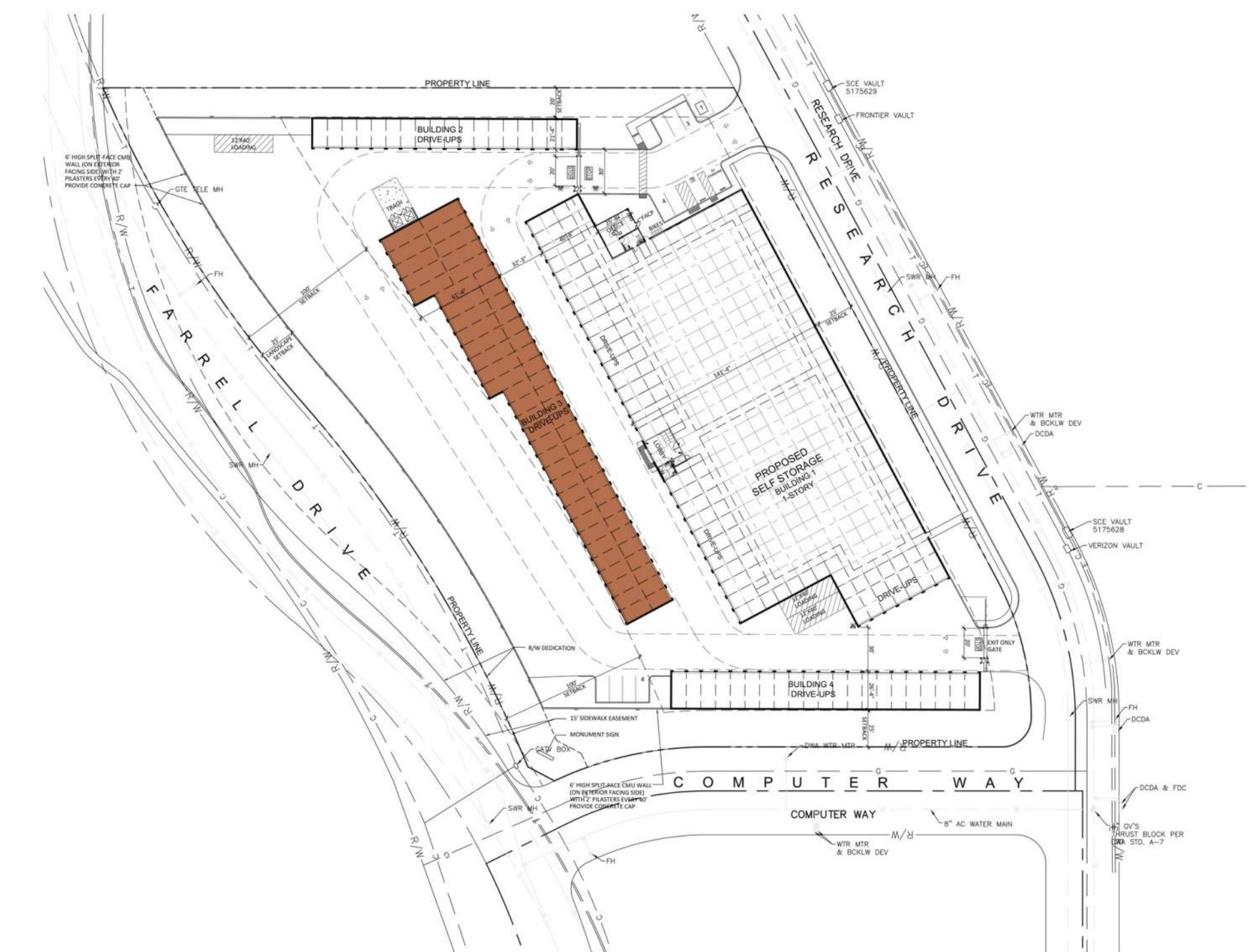
BLDG 4 - EAST ELEVATION



BLDG 2 - SOUTH ELEVATION



BLDG 2 - NORTH ELEVATION





RIVERSIDE COUNTY

AIRPORT LAND USE COMMISSION

P.S. International B1

APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC CASE NUMBER: ZAP1099PS22 DATE SUBMITTED: 2/25/2022

APPLICANT / REPRESENTATIVE / PROPERTY OWNER CONTACT INFORMATION

Applicant	<u>Farrell Drive PS LLC c/o John Chen</u>	Phone Number	<u>949.354.8989</u>
Mailing Address	<u>3121 Michelson Drive, Suite 200</u>	Email	<u>john.chen@redrockri.com</u>
	<u>Irvine, CA 92612</u>		

Representative	<u>Red Rock Realty Investment, LLC / Eric Higuchi</u>	Phone Number	<u>949.290.7510</u>
Mailing Address	<u>3121 Michelson Drive, Suite 200</u>	Email	<u>eric.higuchi@redrockri.com</u>
	<u>Irvine, CA 92612</u>		

Property Owner	<u>SAME AS APPLICANT</u>	Phone Number	
Mailing Address		Email	

LOCAL JURISDICTION AGENCY

Local Agency Name	<u>City of Palm Springs</u>	Phone Number	<u>(760) 323-8245</u>
Staff Contact		Email	
Mailing Address	<u>3200 E Tahquitz Canyon Way</u>	Case Type	<u>Major Architecture and Development Permit</u>
	<u>Palm Springs, CA 92262</u>	<input type="checkbox"/>	General Plan / Specific Plan Amendment
		<input 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 checked="" 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	<u>950 Farrell Drive</u>		
	<u>Palm Springs CA, 92262</u>		
Assessor's Parcel No.	<u>507-350-037, -038</u>	Gross Parcel Size	<u>4.20 acres</u>
Subdivision Name	<u>N/A</u>	Nearest Airport and distance from Airport	<u>Approx: 325 ft</u>
Lot Number	<u>N/A</u>		

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)	<u>Vacant desert land</u>

Proposed Land Use (describe)	The Project proposes to develop an approximately 65,284 square foot, mini-warehouse facility and ancillary office space on 4.20-acres of vacant land.	
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	Office - 8:30 AM to 5:00 PM Mon-Sat (closed Sundays). Access hours will be 6:00 AM to 10:00 PM Sunday through Saturday.
	Number of People on Site	2
	Maximum Number	NA
	Method of Calculation	N/A
Height Data	Site Elevation (above mean sea level)	459.3 ft.
	Height of buildings or structures (from the ground)	20ft 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, grading plans, subdivision maps)
- 1. Plans Package (8.5x11) (site plans, floor plans, building elevations, 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)**

NOTICE OF PUBLIC HEARING
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION
www.rcaluc.org

A PUBLIC HEARING has been scheduled before the Riverside County Airport Land Use Commission (ALUC) to consider the applications 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. **Information on how to participate in the hearing will be available on the ALUC website at www.rcaluc.org.** The ALUC holds hearings for local discretionary permits within the Airport Influence Area, reviewing for aeronautical safety, noise and obstructions. ALUC reviews a proposed plan or project solely to determine whether it is consistent with the applicable Airport Land Use Compatibility Plan. For more information please contact **ALUC Planner Paul Rull at (951) 955-6893.**

The City of Palm Springs Planning Department should be contacted on non-ALUC issues. For more information please contact City of Palm Springs Planner Ms. Alex Perez at (760) 323-8245.

The proposed project application may be viewed by a prescheduled appointment and on the ALUC website www.rcaluc.org. Written comments may be submitted at the Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501, Monday through Friday from 8:00 a.m. to 3:30 p.m., or by e-mail to prull@rivco.org. Individuals with disabilities requiring reasonable modifications or accommodations, please contact Barbara Santos at (951) 955-5132.

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

DATE OF HEARING: April 14, 2022

TIME OF HEARING: 9:30 A.M.

CASE DESCRIPTION:

ZAP1099PS22 – Farrell Drive, LLC (Representative: Red Rock Realty Investment, LLC) – City of Palm Springs Case No. 3.4313 (Major Architectural Review). A proposal to construct a 64,583 square foot self-storage facility on 4.20 acres, located northerly of Computer Way, westerly of Research Drive, easterly of Farrell Drive (Airport Compatibility Zone B1 of the Palm Springs International Airport Influence Area).

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

STAFF REPORT

ADMINISTRATIVE ITEMS

5.1 Director's Approvals

- A. During the period of February 16, 2022, through March 15, 2022, as authorized pursuant to Section 1.5.2(d) of the 2004 Riverside County Airport Land Use Compatibility Plan, ALUC Director Paul Rull reviewed six non-legislative cases within the March Air Reserve Base/Inland Port Airport, Palm Springs International Airport, and Jacqueline Cochran Regional Airport Influence Areas.

ZAP1508MA22 (Zone D March AIA) pertains to County of Riverside Case No. PPT210010 (Plot Plan), a proposal to construct a 3,000 square foot restaurant with drive-thru on 0.92 acres, located on the northwest corner of Van Buren Boulevard and Dauchy Avenue. The site is located within Airport Compatibility Zone D of the March Air Reserve Base/Inland Port Airport Influence Area (AIA). Within Compatibility Zone D of the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, non-residential intensity is not restricted. The elevation of Runway 14-32 at its northerly terminus is 1,535 feet above mean sea level (AMSL). At a distance of approximately 21,354 feet from the project to the nearest point on the runway, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 1,748 feet AMSL. The site's finished floor elevation is 1,599 feet AMSL and proposed building height is 24 feet, resulting in a top point elevation of 1,623 feet AMSL. Therefore, review of the building for height/elevation reasons by the FAA Obstruction Evaluation Service (FAAOES) is not required.

ALUC Director Paul Rull issued a determination of consistency for this project on February 16, 2022.

ZAP1098PS22 (Zone D Palm Springs AIA) pertains to City of Palm Springs case No. 3.2802 MAJ (Major Architectural Review), a proposal to construct a 61,704 square foot self-storage building on 3.55 acres, located at 890 N. Gene Autry Trail. The site is located within Airport Compatibility Zone D of the Palm Springs Airport Influence Area (AIA). Zone D restricts nonresidential intensity to 100 people per average acre and 300 people per single acre. The project proposes to construct a self-storage facility consisting of 60,204 square feet of storage area and 1,500 square feet of office area on 3.55 acres, accommodating an occupancy of 209 people, resulting in an average acre intensity of 59 people per acre and a single acre intensity of 147 people, both of which are consistent with the Zone D intensity criteria. The elevation of Runway 8-26 at its northerly terminus is 474.4 feet above mean sea level (AMSL). At a distance of approximately 1,500 feet from the runway to the site, Federal Aviation Administration Obstruction Evaluation Service (FAA OES) review would be required for any structures with top of roof exceeding 489 feet AMSL. The site's finished floor elevation is 465 feet AMSL and the proposed building height is 20 feet, for a top point elevation of 485 feet AMSL. Therefore, FAA Obstruction Evaluation Service review for height/elevation was not required. Land use practices that attract or sustain hazardous wildlife populations on or near airports significantly increase the potential of Bird Aircraft Strike Hazards (BASH). The FAA strongly recommends that storm water management systems located within 5,000 or 10,000 feet of the Airport Operations Area, depending on the type of aircraft, be designed and operated so as not to create above-ground standing water. To facilitate the control of hazardous wildlife, the FAA recommends the use of steep-sided, rip-rap lined, narrow, linearly shaped water detention basins. All vegetation in and around detention basins that provide food or cover for hazardous wildlife should be eliminated. (FAA Advisory Circular 5200-33C). The nearest portion of the project is located 485 feet from the runway, and therefore would be subject to the above requirement. The project would use infiltration basins, which are to be

avoided in Zone D due to the potential that such areas could provide food, water, and shelter for hazardous wildlife. Pursuant to the study “Wildlife Hazard Management at Riverside County Airports: Background and Policy”, October 2018, by Mead & Hunt, which is the basis of the brochure titled “Airports, Wildlife and Stormwater Management”, such basins are potentially suitable within 10,000 feet of the airport only with appropriate criteria: that the basin provides a 48-hour drawdown time, and that landscaping is not attractive to hazardous wildlife. The project has been conditioned to be consistent with the basin criteria.

ALUC Director Paul Rull issued a determination of consistency for this project on February 24, 2022.

ZAP1060TH22 (Zone D Jacqueline Cochran AIA) pertains to Riverside County Building and Safety Case No. BRS2200182 (Building Permit), a proposal to construct a 602.1 square foot rooftop solar panel system on a proposed residence located at 61993 Fullerton Drive within the Thermal Motorclub. The site is located within Airport Compatibility Zone D of the Jacqueline Cochran Regional Airport Influence Area (AIA). Within Compatibility Zone D of the Jacqueline Cochran Regional Airport Land Use Compatibility Plan, residential density is restricted to either 0.2 dwelling units per acre, or above 5 dwelling units per acre. The proposed rooftop solar panels will not generate any density. The elevation at the southerly end of Runway 17-35 at Jacqueline Cochran Regional Airport is 137.5 feet below mean sea level (-137.5 feet above mean sea level [AMSL]). At a distance of 5,098 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 -87 feet above mean sea level. The site’s elevation is -149 feet AMSL and the proposed building height (with rooftop solar panels) is 42 feet, resulting in a top point elevation of -107 feet AMSL. Therefore, review by the FAA Obstruction Evaluation Service was not required. The height of the proposed solar panels will not significantly increase the overall height of the building. Based on the Federal Aviation Administration’s Interim Policy for Review of Solar Energy System Projects on Federally Obligated Airports, no glare potential or low potential for temporary after-image (“green” level) are acceptable levels of glare on final approach (within 2 miles from end of runway) for solar facilities located on airport property and is the recommended standard for properties near airports. However, potential for temporary after-image (“yellow” level) and potential for permanent eye damage (“red” level) are not acceptable levels of glare on final approach. No glare is permitted at air traffic control towers. The project proposes 602.1 square feet of solar panels on a proposed residence rooftop with a fixed tilt of 5 degrees with no rotation, and an orientation of 193 degrees. The solar glare study completed by Forge Solar was based on a 2 mile straight in approach (as per FAA Interim Policy Standards) to runways 17 and 35, and runways 12 and 30. Jacqueline Cochran Regional Airport does not have an air traffic control tower. All times are in standard time. The analysis concluded that some potential glare would occur within the 2 mile approach to runway 30. (No glare is expected to occur within the 2 mile approach to runway 17-35). Evaluation of the approach at Runway 30 indicates that the panels would result in low potential for temporary after-image (“green” level glare), totaling annually 94 minutes of “green” level glare, lasting up to 5 minutes a day from March to April and from September to October from 5.00 p.m. to 5:30 p.m. Overall, less than one percent of annual daylight time would be affected. Glare from solar panels could potentially constitute a hazard to flight. However, based on the solar glare hazard analysis provided, the glare experienced would be an acceptable level for solar facilities on airports. Therefore, the hazard potential is low. The applicant has indicated that they do not plan to utilize equipment that would interfere with aircraft communications. The PV panels themselves present little risk of interfering with radar transmission due to their low profiles. In addition, solar panels do not emit electromagnetic waves over distances that could interfere with radar signal transmissions, and any electrical facilities that do carry concentrated current will be buried beneath the ground and away from any signal transmission. There are no radar transmission or receiving facilities within the site. Conclusion: This approval applies to the installation of solar panels as submitted. Any change to the solar array would require ALUC review. All previously applied conditions of approval from the original Thermal Motorclub project (ZAP1017TH10) remain applicable.

ALUC Director Paul Rull issued a determination of consistency for this project on March 2, 2022.

ZAP1513MA22 (Zone E March AIA) pertains Riverside County Case No. PPW210110 (Plot Plan), a proposal to establish a 70 foot tall mono-eucalyptus wireless communications facility with a 740 square foot equipment shelter area located northerly of Van Buren Boulevard, easterly of King Avenue, southerly of Palomino Place, and westerly of Washington State. The site is located within Airport Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Influence Area (AIA). Within Compatibility Zone E, non-residential intensity is not restricted. The elevation of Runway 14-32 at March Air Reserve Base/Inland Port Airport at its northerly terminus is approximately 1,535 feet above mean sea level (AMSL). At a distance of 29,973 feet from the runway to the project, Federal Aviation Administration Obstruction Evaluation Services (FAA OES) review could be required for any structures with a top of roof exceeding 1,834 feet AMSL. The project site elevation is 1,486 feet AMSL and proposed building height is 70 feet, resulting in a top point elevation of 1,556 feet AMSL. Therefore, review by the FAA Obstruction Evaluation Service was not required.

ALUC Director Paul Rull issued a determination of consistency for this project on March 9, 2022.

ZAP1514MA22 (Zones C1 and D March AIA) pertains to County of Riverside Case No. PPW210109 (Plot Plan), a proposal to establish a 50-foot-tall mono-eucalyptus wireless communications facility with a 900 square foot equipment shelter area located northerly of Orange Avenue, easterly of Center Street, southerly of Emerett Lane, and westerly of Evans Road. Although the parcel boundary is located within Compatibility Zones C1 and D of the March Air Reserve Base/Inland Port Airport Influence Area, the actual footprint of the wireless facility is located entirely within Zone D. Zone D does not restrict non-residential intensity. The project does not propose any buildings that would generate intensity. 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 22,519 feet from the runway to the project, Federal Aviation Administration Obstruction Evaluation Services (FAA OES) review could be required for any structures with a top of roof exceeding 1,713 feet AMSL. The project site elevation is 1,432 feet AMSL and proposed building height is 50 feet, resulting in a top point elevation of 1,482 feet AMSL. Therefore, review by the FAA Obstruction Evaluation Service was not required.

ALUC Director Paul Rull issued a determination of consistency for this project on March 9, 2022.

ZAP1061TH22 (Zone D Jacqueline Cochran AIA) pertains to Riverside County Case No. PPW210107 (Plot Plan), a proposal to establish a 70-foot-tall mono-palm tree wireless communications facility with a 55 square foot equipment shelter area located at 56027 Grapefruit Boulevard. The site is located within Airport Compatibility Zone D of the Jacqueline Cochran Regional Airport Influence Area (AIA). Within Compatibility Zone D of the Jacqueline Cochran Regional Airport Land Use Compatibility Plan, non-residential density is restricted to a 100 people per average acre and 300 people per single acre. The proposed mono-palm tree will not generate any intensity. The elevation at the northerly end of Runway 17-35 at Jacqueline Cochran Regional Airport is -114 feet below mean sea level (AMSL). At a distance of 4,760 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 -66 feet above mean sea level. The site's elevation is -120 feet AMSL and the proposed building height is 70 feet, resulting in a top point elevation of -50 feet AMSL. Therefore, review by the FAA Obstruction Evaluation Service was required. The applicant submitted Form 7460-1 to the FAA OES. A "Determination of No Hazard to Air Navigation" letter for Aeronautical Study No. 2021-AWP-13107-OE was issued on October 5, 2021. 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.

ALUC Director Paul Rull issued a determination of consistency for this project on March 10, 2022.

- B. Additionally, ALUC Director Paul Rull reviewed three local jurisdiction non-impact legislative cases pursuant to ALUC Resolution No. 2011-02, and issued determinations of consistency.

ZAP1060RG22 (Regional) pertains to a County of Riverside Ordinance Amendment (CZ2200005), a proposal to modify Ordinance No. 348 Temporary Special Events, by extending the ending time for some events from 2:00 a.m. to 4:00 a.m. within unincorporated areas of County of Riverside. The proposed amendments do not involve changes in development standards or allowable land uses that would increase residential density or non-residential intensity. Therefore, these amendments have no possibility for having an impact on the safety of air navigation within airport influence areas located within the County of Riverside.

ALUC Director Paul Rull issued a determination of consistency for this project on February 16, 2022.

ZAP1061RG22 (Regional) pertains to a County of Riverside Ordinance Amendment (CZ2100129), a proposal to amend Ordinance No. 348, to modify certain provisions within the existing Article XIXm, Industrial Hemp Activities. The proposed amendments do not involve changes in development standards or allowable land uses that would increase residential density or non-residential intensity. Therefore, these amendments have no possibility for having an impact on the safety of air navigation within airport influence areas located within the County of Riverside.

ALUC Director Paul Rull issued a determination of consistency for this project on February 17, 2022.

ZAP1062RG22 (Regional) pertains to County of Riverside Ordinance Amendment (CZ2100000), a proposal to amend Ordinance No. 927(Short Term Rentals), to amend definitions. Operations, enforcement, and application processing. The proposed amendments do not involve changes in development standards or allowable land uses that would increase residential density or non-residential intensity. Therefore, these amendments have no possibility for having an impact on the safety of air navigation within airport influence areas located within the County of Riverside.

ALUC Director Paul Rull issued a determination of consistency for this project on March 10, 2022.

- 5.2 Update March Air Reserve Base Compatibility Use Study (CUS)
Presentation by Project Director Simon Housman or his designee.
- 5.3 Chair and Vice Chair Election of Officers for the April meeting
Presentation by ALUC Director Paul Rull or his designee.
- 5.4 Commissioners Teleconferencing (Zoom) Requirements
Presentation by ALUC Director Paul Rull or his designee.



RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

February 16, 2022

Kathleen Mitchell, Project Planner
County of Riverside Planning Department
4080 Lemon Street, 12th Floor
Riverside CA 92501

CHAIR
Steven Stewart
Palm Springs

VICE CHAIR
Steve Manos
Lake Elsinore

COMMISSIONERS
Arthur Butler
Riverside

John Lyon
Riverside

Russell Betts
Desert Hot Springs

Richard Stewart
Moreno Valley

Michael Geller
Riverside

STAFF
Director
Paul Rull

Simon A. Housman
Jackie Vega
Barbara Santos

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

www.rcaluc.org

RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW – DIRECTOR’S DETERMINATION

File No.: ZAP1508MA22
Related File No.: PPT210010 (Plot Plan)
APN: 280-110-013 & 280-110-014
Airport Zone: Compatibility Zone D

Dear Ms. Mitchell:

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 No. PPT210010 (Plot Plan), a proposal to construct a 3,000 square foot restaurant with drive-thru on 0.92 acres, located on the northwest corner of Van Buren Boulevard and Dauchy Avenue.

The site is located within Airport Compatibility Zone D of the March Air Reserve Base/Inland Port Airport Influence Area (AIA). Within Compatibility Zone D of the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, non-residential intensity is not restricted.

The elevation of Runway 14-32 at its northerly terminus is 1,535 feet above mean sea level (AMSL). At a distance of approximately 21,354 feet from the project to the nearest point on the runway, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 1,748 feet AMSL. The site’s finished floor elevation is 1,599 feet AMSL and proposed building height is 24 feet, resulting in a top point elevation of 1,623 feet AMSL. Therefore, review of the building for height/elevation reasons by the FAA Obstruction Evaluation Service (FAAOES) is not required.

As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, provided that the County 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.
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, wastewater management facilities, artificial marshes, 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) Hazards to flight.
3. The attached "Notice of Airport in Vicinity" shall be provided to all prospective purchasers and occupants of the property, and shall be recorded as a deed notice.
 4. Prior to issuance of building permits for any new buildings, the permittee shall provide to the Building and Safety a "Determination of No Hazard to Air Navigation" letter from the Federal Aviation Administration Obstruction Evaluation Service.
 5. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.

If you have any questions, please contact me at (951) 955-6893.

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



Paul Rull, ALUC Director

Attachments: Notice of Airport in Vicinity

cc: ATC Design Group (applicant/ representative)
18494 Van Buren, LLC, Scott Beard (property owner)
Gary Gosliga, Airport Manager, March Inland Port Airport Authority
Major David Shaw, Base Civil Engineer, March Air Reserve Base
ALUC Case File

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NOTICE

**THERE IS AN AIRPORT NEARBY.
THIS STORM WATER BASIN IS DESIGNED TO HOLD
STORM WATER FOR ONLY 48 HOURS AND
NOT TO ATTRACT BIRDS**

**PROPER MAINTENANCE IS NECESSARY TO AVOID
BIRD STRIKES**



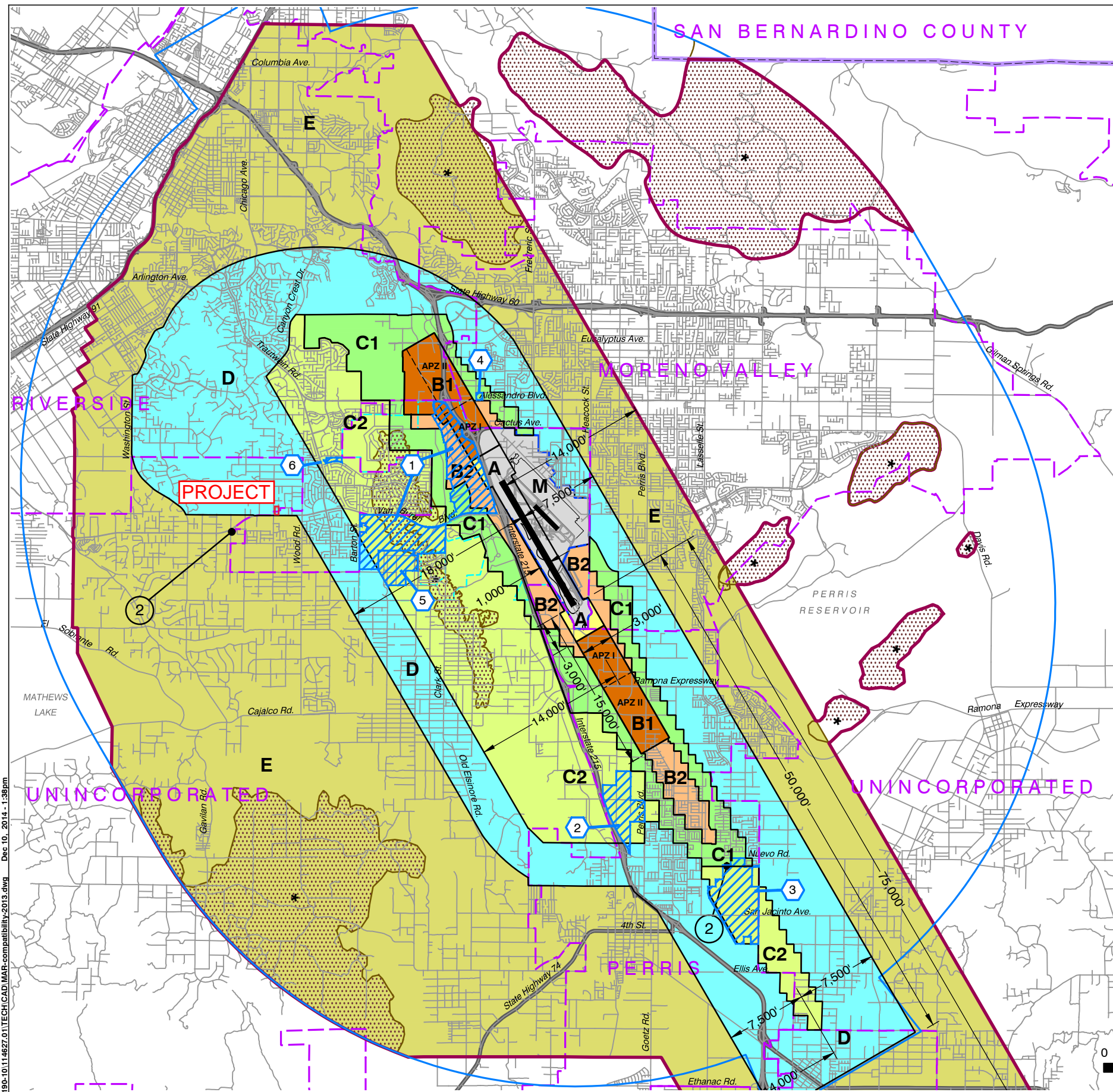
IF THIS BASIN IS OVERGROWN, PLEASE CONTACT:

Name: _____

Phone: _____

NOTICE OF AIRPORT IN VICINITY

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



LEGEND

Compatibility Zones

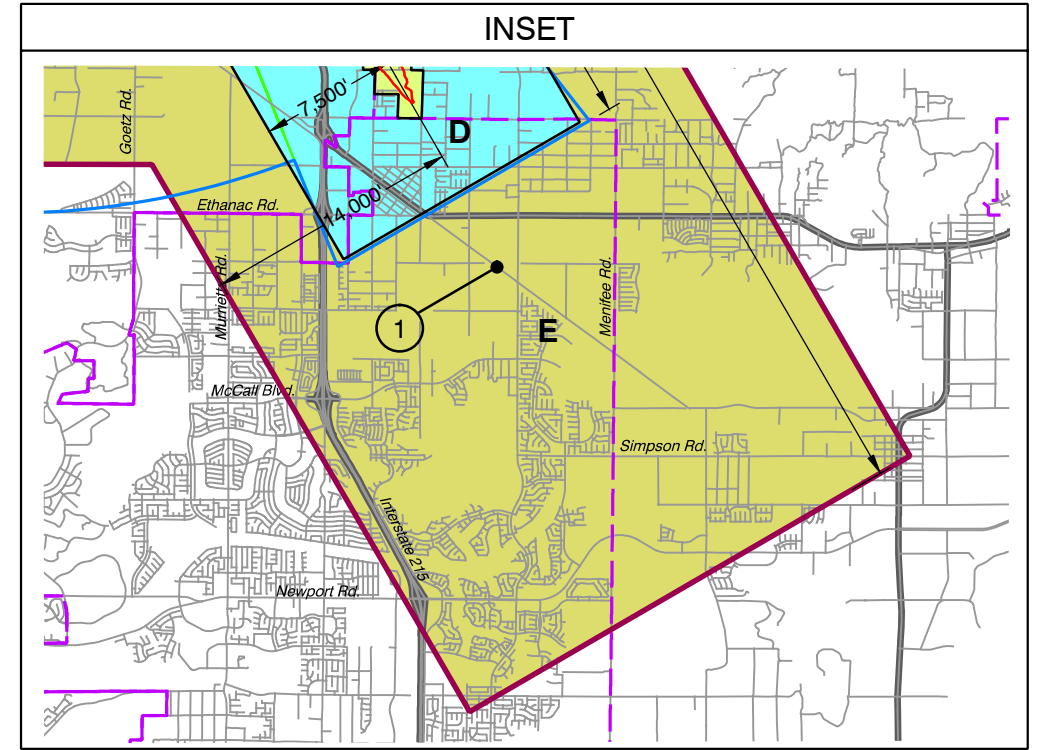
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

Boundary Lines

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

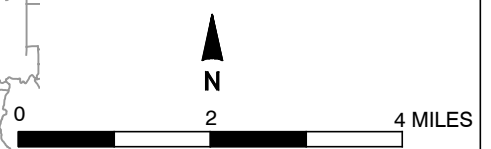
- ① Point at which aircraft on Runway 32 ILS approach descend below 3,000 feet above runway end. Airport Elevation is 1,535 feet MSL.
- ② Point at which departing aircraft typically reach 3,000 feet above runway end.

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



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

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



Base map source: County of Riverside 2013

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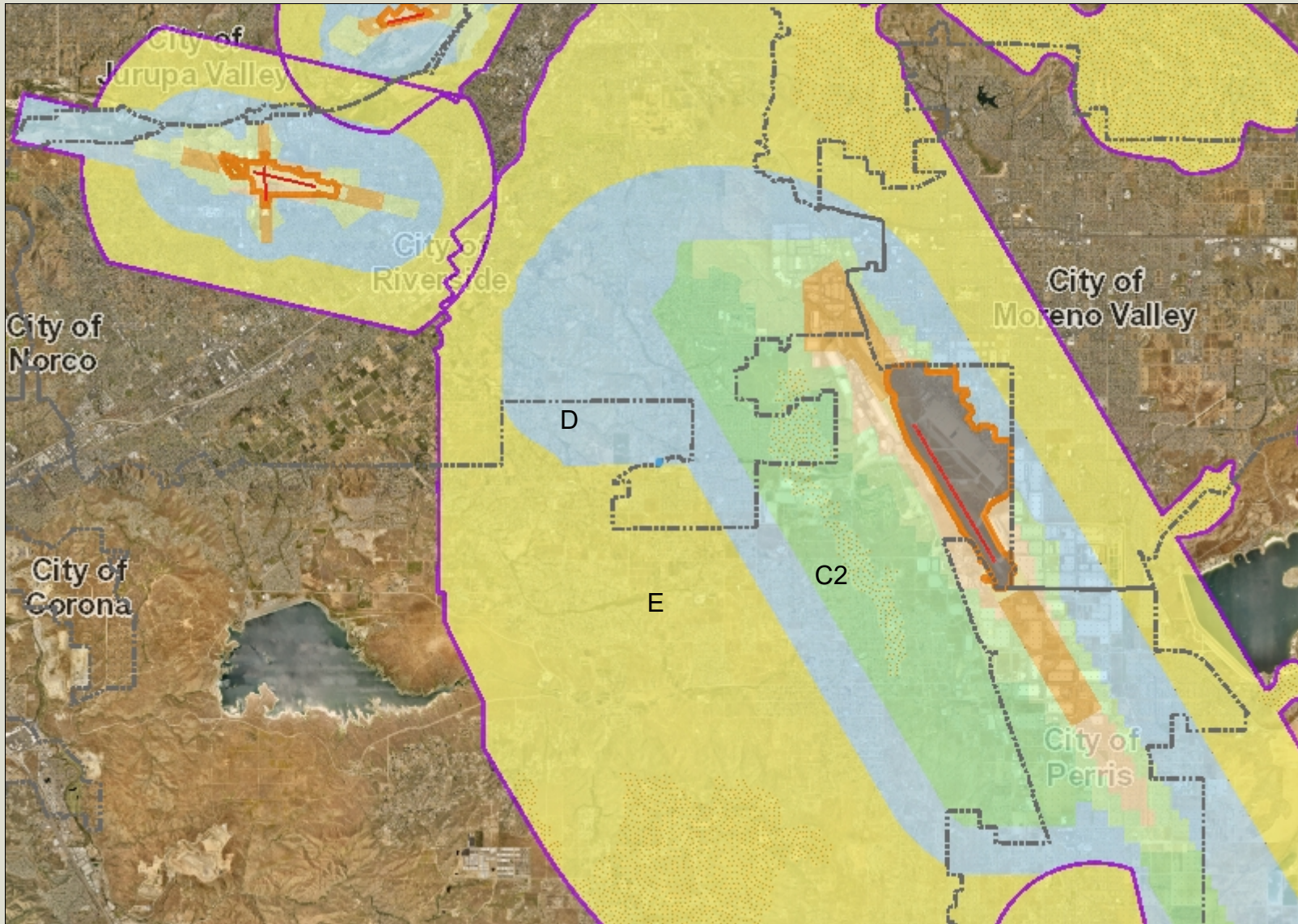
Prepared by Mead & Hunt, Inc. (June 2013)

SEE INSET AT RIGHT

Map MA-1

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

Map My County Map



Legend

- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones**
- OTHER COMPATIBILITY 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



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.

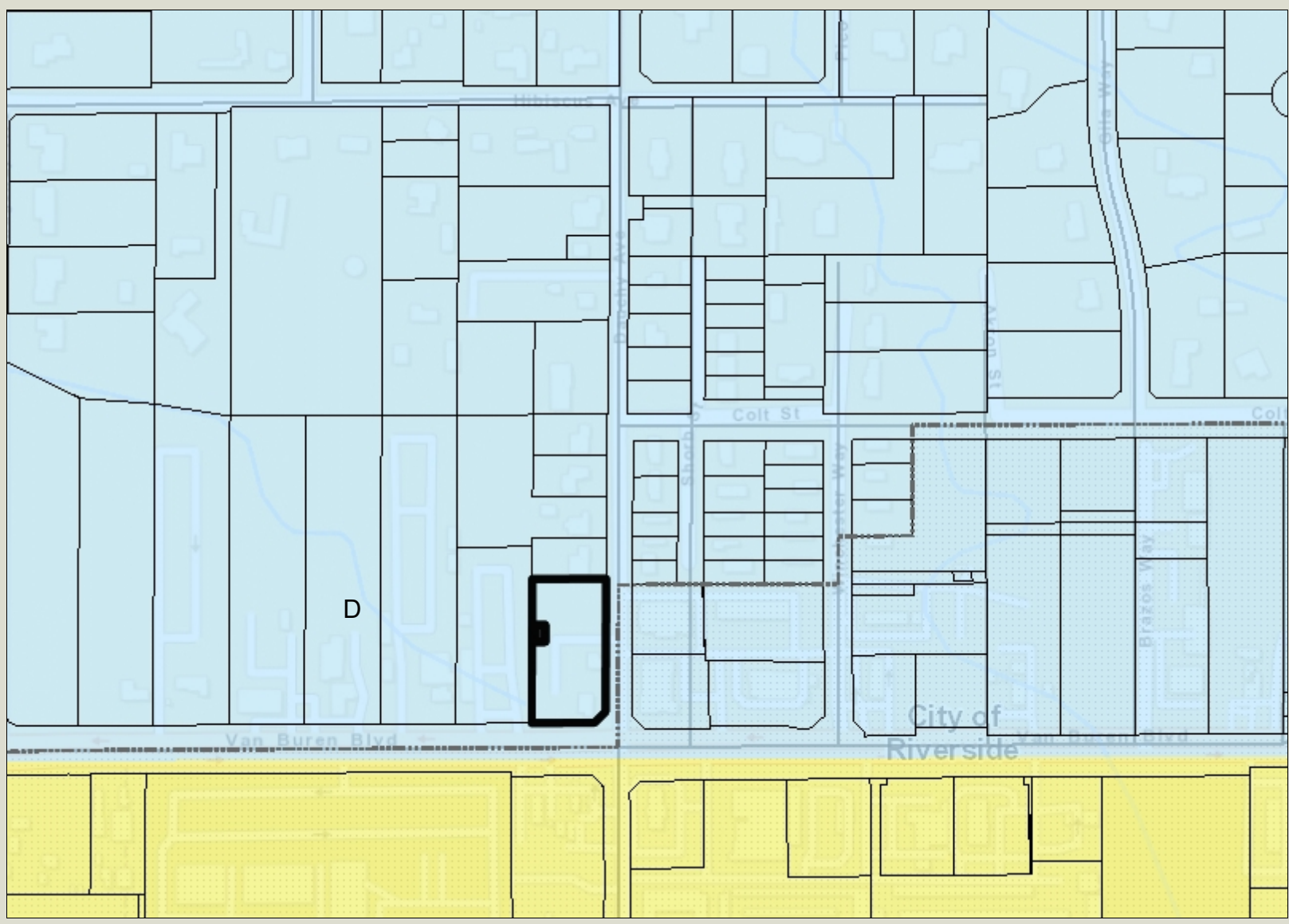


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Notes

Map My County Map



Legend

- Parcels
- Runways
- Airports
- Airport Influence Areas

Airport Compatibility Zones

- OTHER COMPATIBILITY 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



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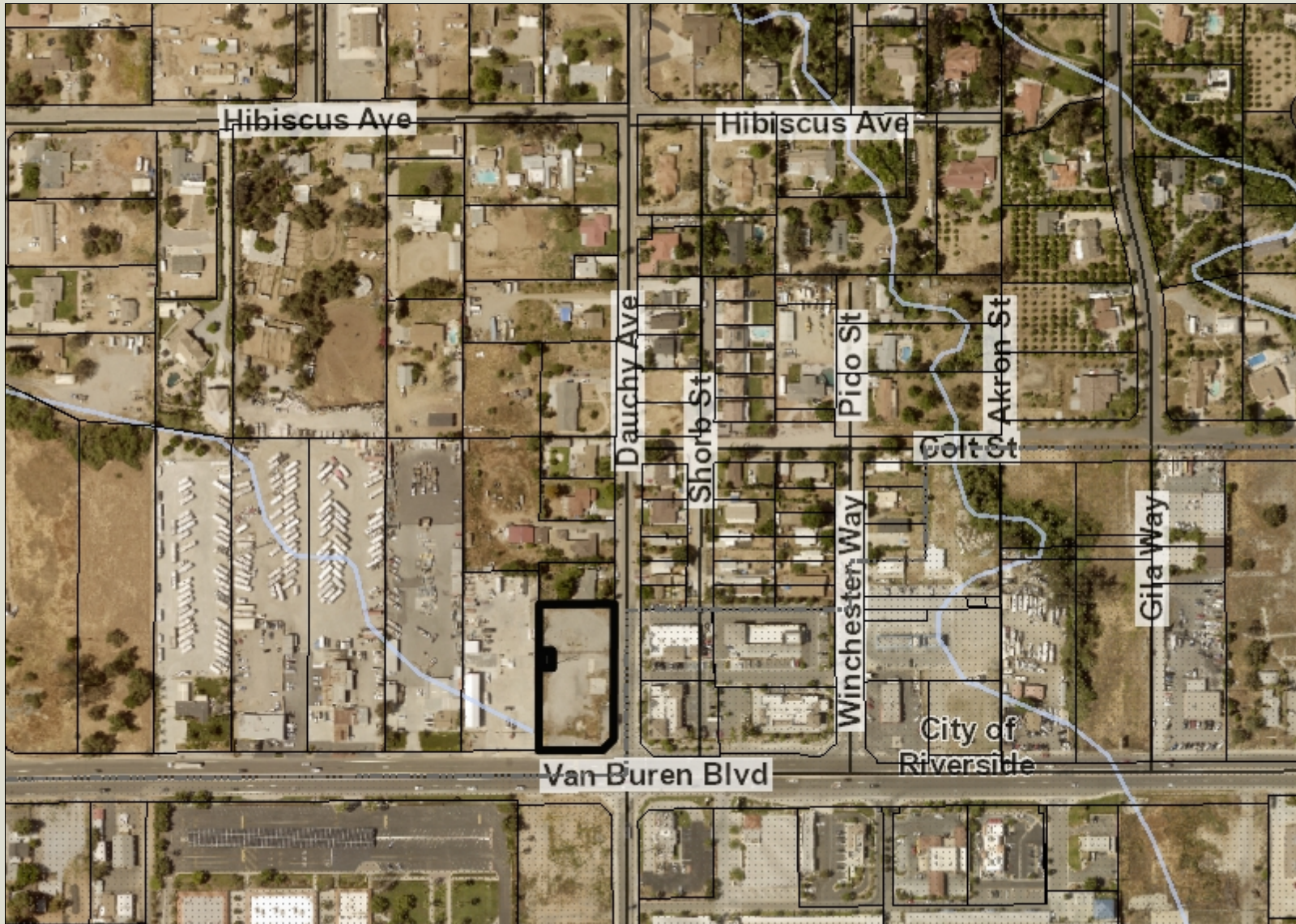


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Notes

Map My County Map



Legend

-  Parcels
-  County Centerline Names
-  County Centerlines
-  Blueline Streams
-  City Areas
-  World Street Map



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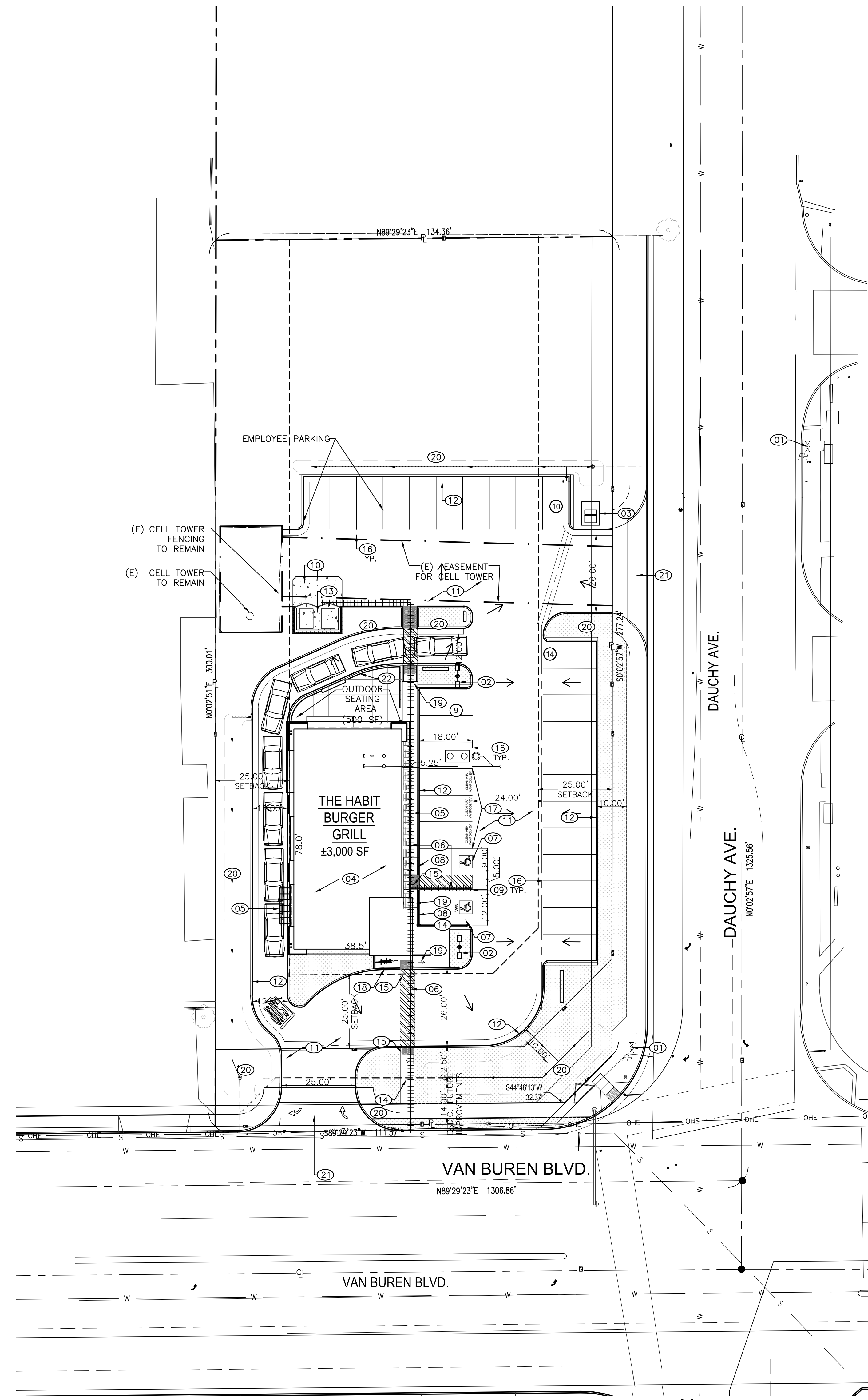
Notes

0 385 770 Feet

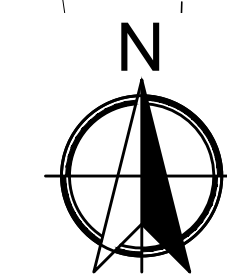
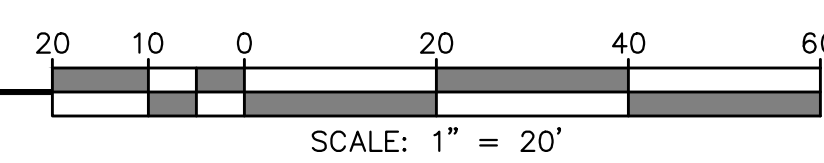
REPORT PRINTED ON... 2/8/2022 2:24:54 PM

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DATE: 12/13/2021 -- FILE_NAME: P:\20-4115 Habit Burger - WMC Von Buren Blvd & Dauchy Ave. Riverside Architecture\03_ConDraw\4115-03-AS.1.dwg



01 SITE PLAN



KEYNOTES		
REF #	#	DESCRIPTION
	01	(E) FIRE HYDRANT
	02	(N) SITE LIGHTING
	03	(N) TRANSFORMER
	04	(N) PROPOSED BUILDING
	05	(N) AWNING
	06	ACCESSIBLE PATH OF TRAVEL, MAXIMUM 5% SLOPE IN DIRECTION OF TRAVEL AND MAXIMUM 2% CROSS SLOPE
	07	LOCATION OF ACCESSIBLE PARKING STALL
	08	LOCATION OF ACCESSIBLE PARKING SIGNAGE
	09	ACCESS AISLE STRIPPING AREA
	10	CONCRETE PAVING
	11	ASPHALT PAVING
	12	CONCRETE CURB
	13	TRASH ENCLOSURE, SEE AS.2
	14	CONCRETE SIDEWALK, SEE 09/A0.2
	15	TRUNCATED DOMES, SEE A0.2
	16	PARKING LOT STRIPPING, SEE A0.2
	17	DESIGNATED PARKING SPACE TO BE MARKED AS "CLEAN AIR/ VAN POOL/EV"
	18	BIKE RACK, DERO HOOP RACK (2-BIKE) HR-FT MODEL OR EQUAL
	19	CURB RAMP, SEE A0.2
	20	LANDSCAPE AREA
	21	DRIVEWAY APPROACH PER RIVERSIDE COUNTY STANDARDS
	22	PATIO RAILING, SEE DETAIL 01/A5.2

REVISIONS		
REV#	DESCRIPTION	DATE
	PLAN CHECK SUBMITAL	XX/XX/XX

STAMP

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THE HABIT BURGER GRILL-RIVERSIDE
18494 VAN BUREN BLVD.
RIVERSIDE, CA 92508

SITE LEGEND

- PROPERTY LINE
- ⊙-⊙ EXISTING FIRE HYDRANT
- +++++ ACCESSIBLE PATH OF TRAVEL
- 25' BUILDING SETBACK

APN: 280-110-013 & 280-110-014
ZONING: MANUFACTURING-SERVICE COMMERCIAL (M-SC)
LEGAL JURISDICTION: COUNTY OF RIVERSIDE
SETBACK: FRONT YARD- 25' SIDE YARD- 25'
REAR YARD- 25'

SITE SUMMARY:

TOTAL LAND AREA GROSS	= ±40,031 SF (0.919AC.)
TOTAL BUILDING AREA	= ±3,000 SF
TOTAL SERVING AREA	= ±1000 SF
LAND/BUILDING RATIO	= 13.3:1 = 13.3%
LANDSCAPE AREA	= ±17,955 SF

PARKING SUMMARY:

REQUIRED SPACES: -1/45 SF OF SERVING AREA (1500 SF) PLUS 1/2 EMPLOYEES (4 PEOPLE).
-DRIVE-THRU MUST HAVE SPACE TO STACK 6 CARS BEFORE THE MENU BOARD.
-3 SURPLUS BIKE PARKING SPACES COUNT AS 1 PRKG SPACE. (7 EXTRA BIKE STALLS = 2 CAR STALLS) - END -STALLS SHALL BE 11'X18' PER COUNTY CODE.

TOTAL REQUIRED:	23 SPACES
TOTAL PROVIDED:	33 SPACES

STANDARD STALLS:	28 SPACES
ACCESSIBLE STALLS:	2 SPACES

CLEAN AIR/CARPOOL/EV PARKING:	3 SPACES
PER CAL GREEN 5.106.5.2	

BICYCLE PARKING:	2 SPACES
PER CAL GREEN 5.106.4.1	

PROJECT NO: 20-4115

DATE: 12/13/2021

DESCRIPTION OF ISSUANCE: PLAN CHECK SET

PREPARED BY:

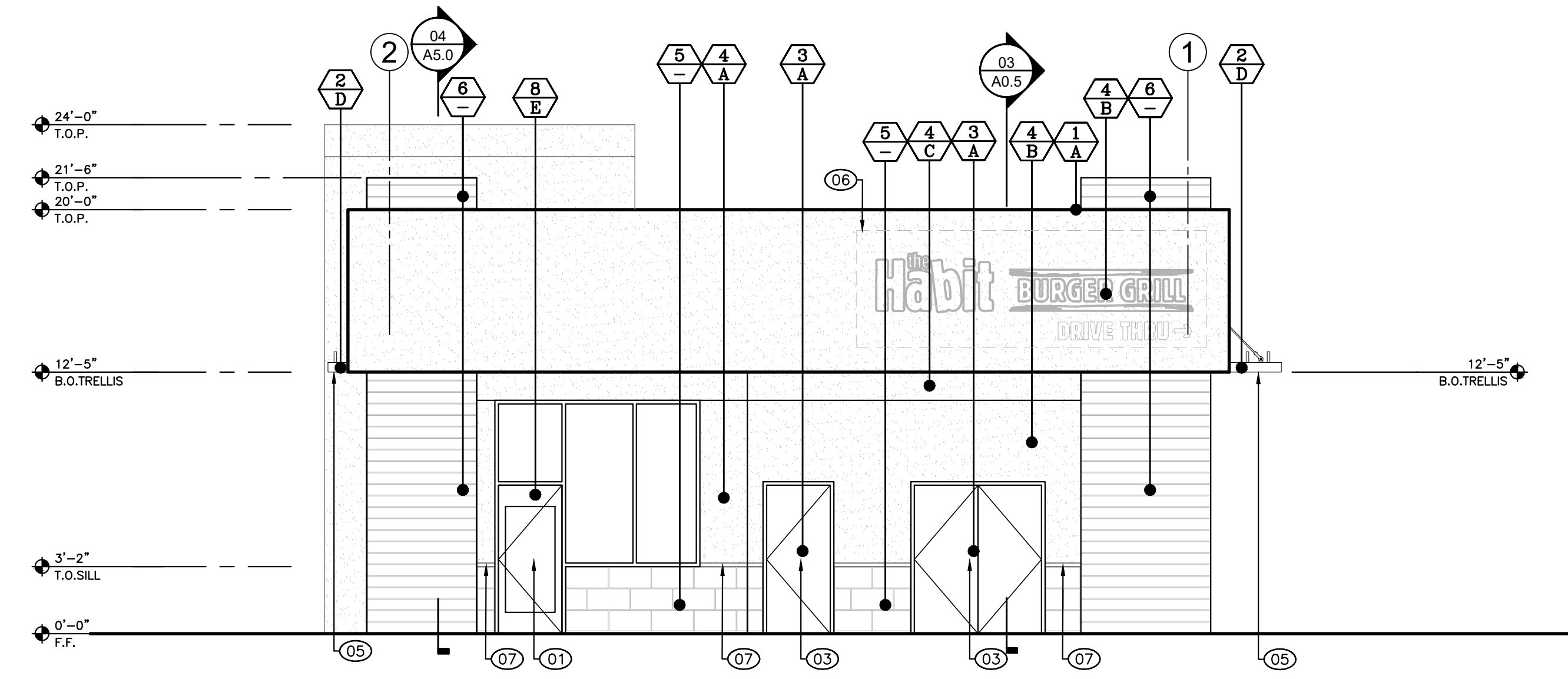
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SITE PLAN

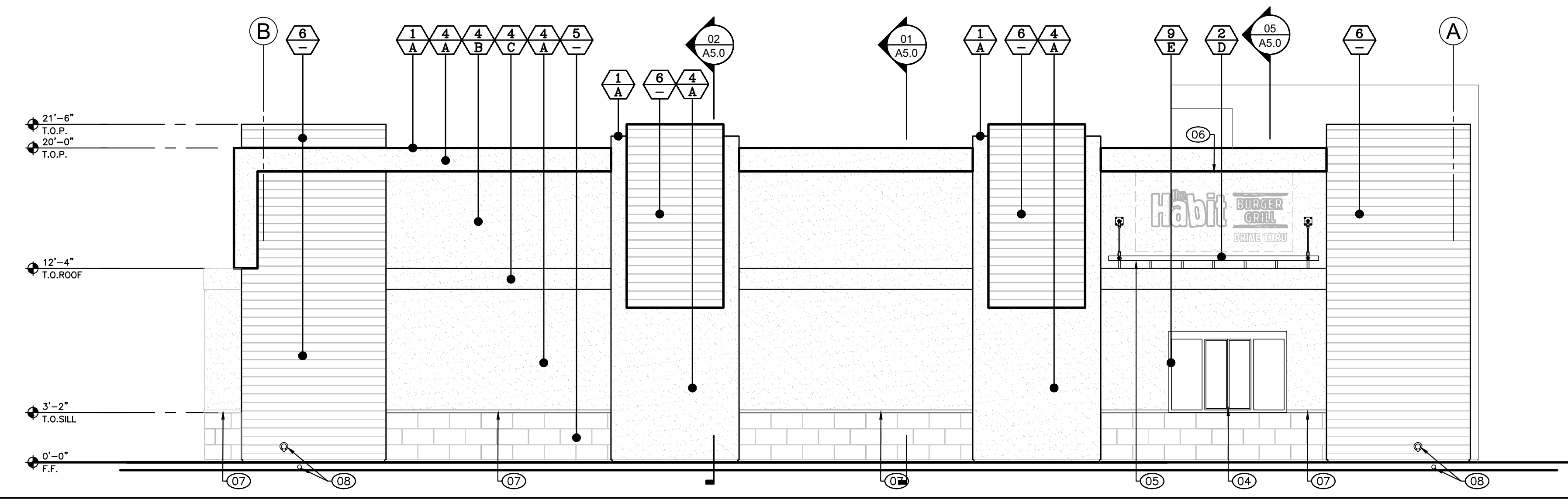
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AS.1

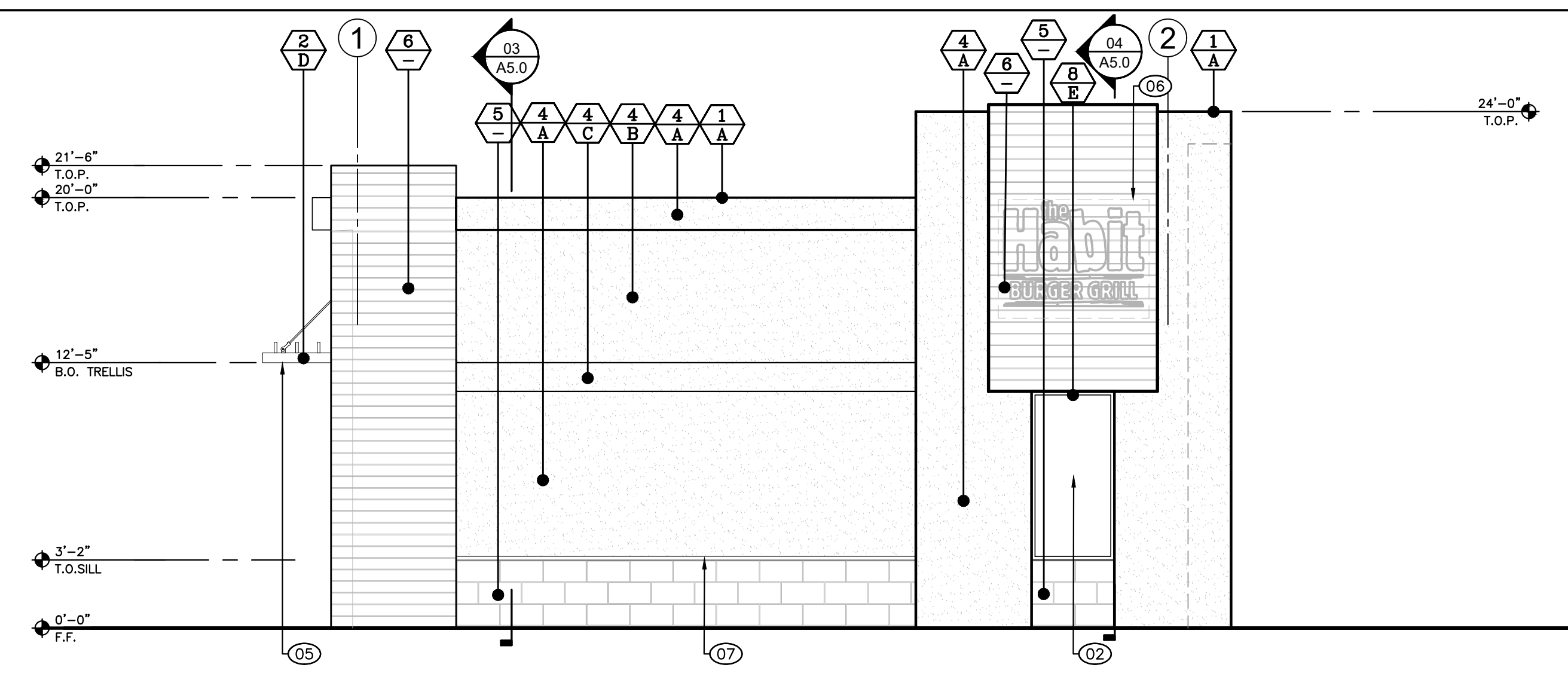
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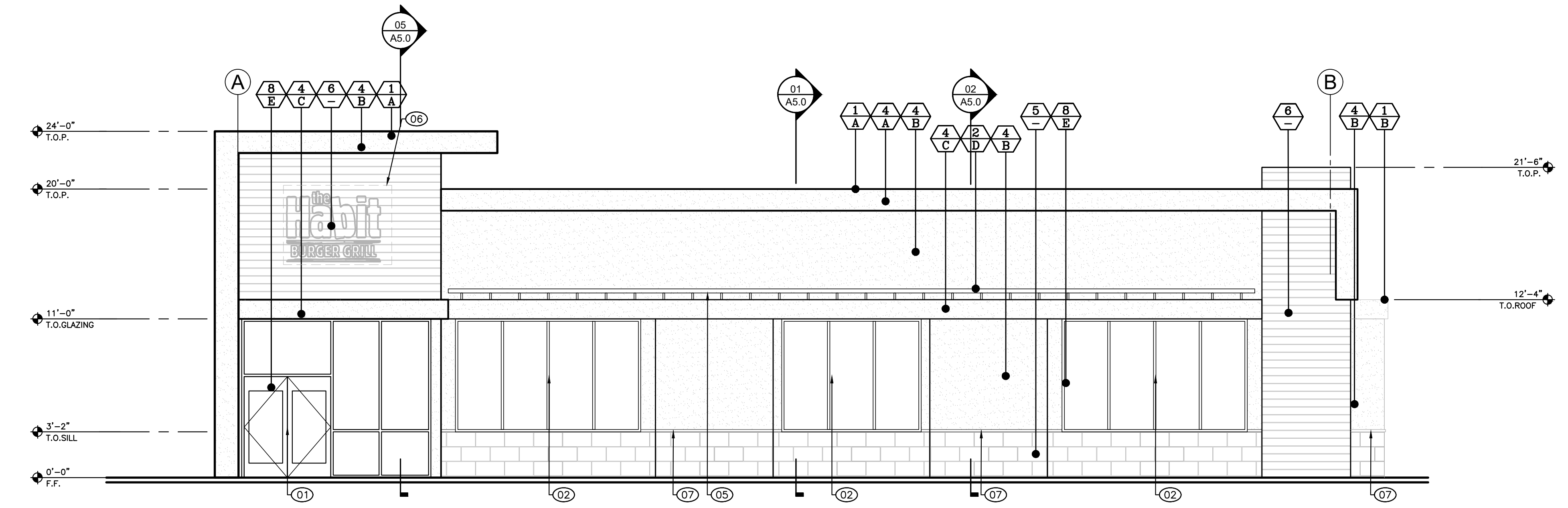
01 NORTH ELEVATION
SCALE: 3/16" = 1'-0"



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



03 SOUTH ELEVATION (REAR)
SCALE: 3/16" = 1'-0"



04 EAST ELEVATION
SCALE: 3/16" = 1'-0"

EXTERIOR ELEVATION KEYNOTES

REV #	#	DESCRIPTION	DATE
	01	ALUMINUM STOREFRONT ENTRY	
	02	STOREFRONT GLAZING SYSTEM	
	03	EXTERIOR DOOR	
	04	DRIVE-THRU WINDOW	
	05	WOOD AWNING 09/AB.1	
	06	(N) INTERNALLY ILLUMINATED SIGNAGE, PROVIDED UNDER SEPARATE PERMIT	
	07	8"x2" PLASTER CHANNEL SCREED, SEE 19/AB.1	
	08	ROOF AND OVERFLOW DRAIN, SEE DET. 17/AB.1	

REVISIONS

REV	DESCRIPTION	DATE
PLAN CHECK		XX/XX/XX
SUBMITAL		

EXTERIOR FINISH SCHEDULE

MATERIALS
1 METAL PARAPET COPING
2 WOOD AWNING
3 HOLLOW METAL DOOR
4 3-COAT CEMENT PLASTER SYSTEM
5 DALTILE: CONSULATE PREMIER GREY FIELD TILE
6 TREX: TRANSCENT COMPOSITE DECKING "TIKI TORCH"
7 NOT USED
8 ALUMINUM STOREFRONT

FINISH COLOR

A PAINT: DUNN EDWARDS DEC793 "CHALKY"
B PAINT: DUNN EDWARDS DET620 "BARNWOOD GRAY"
C PAINT: DUNN EDWARDS DET423 "RED CRAFT"
D PAINT: DUNN EDWARDS DE6370 "CHARCOAL SMUDGE"
E CLEAR ANODIZED ALUMINUM

STAMP

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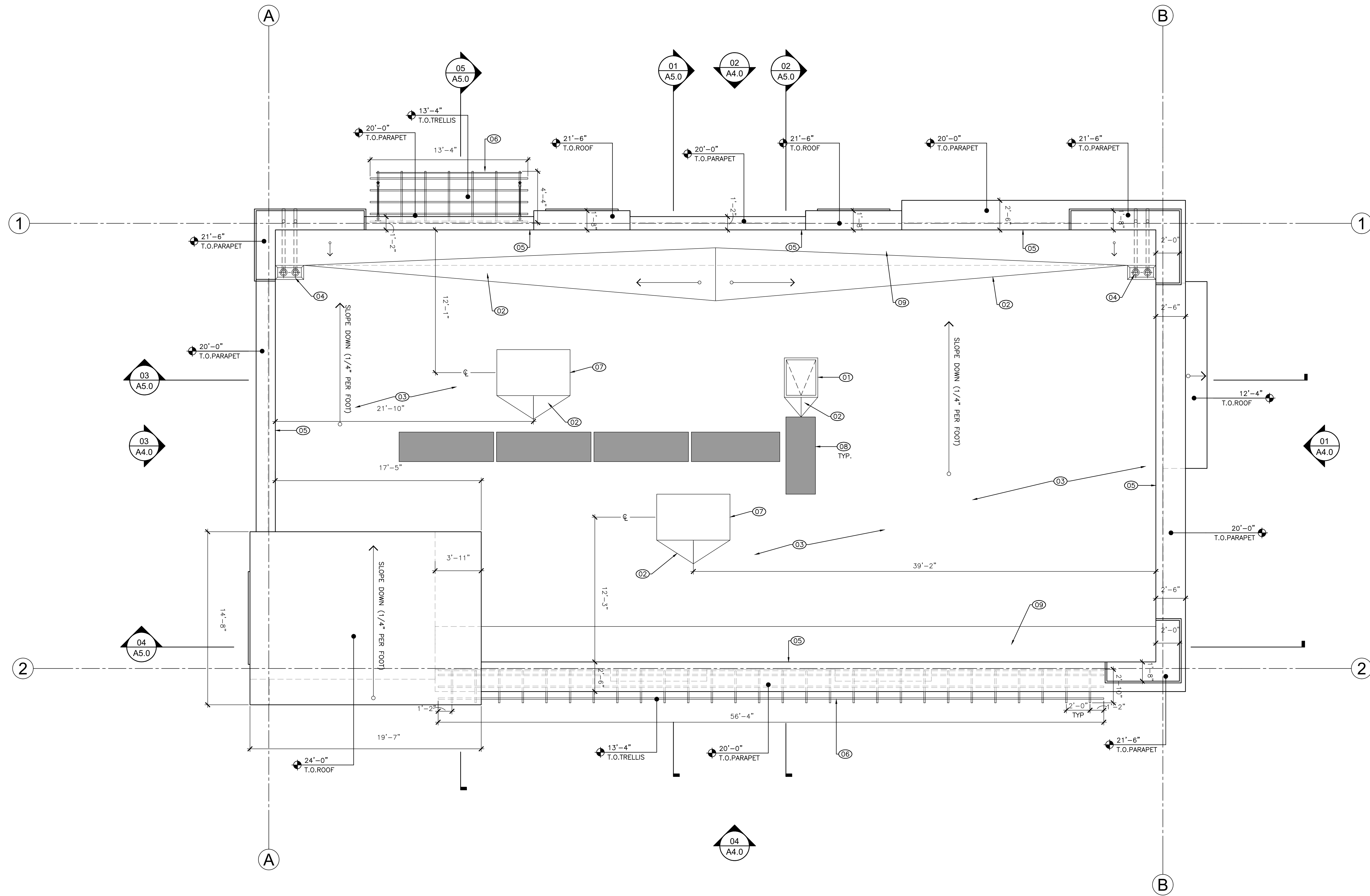
THE HABIT BURGER GRILL-RIVERSIDE
18494 VAN BUREN BLVD.
RIVERSIDE, CA 92508

PROJECT NO: 20-4115
DATE: 12/15/2021
DESCRIPTION OF ISSUANCE: PLAN CHECK SET
PREPARED BY:

EXTERIOR ELEVATIONS

A4.0

DATE: 12/15/2021 -- FILE NAME: P:\20-4115 Habit Burger -- NMC Von Buren Blvd & Douchy Ave, Riverside\Architecture\03_ConDraw\4115-05-A3.0.dwg



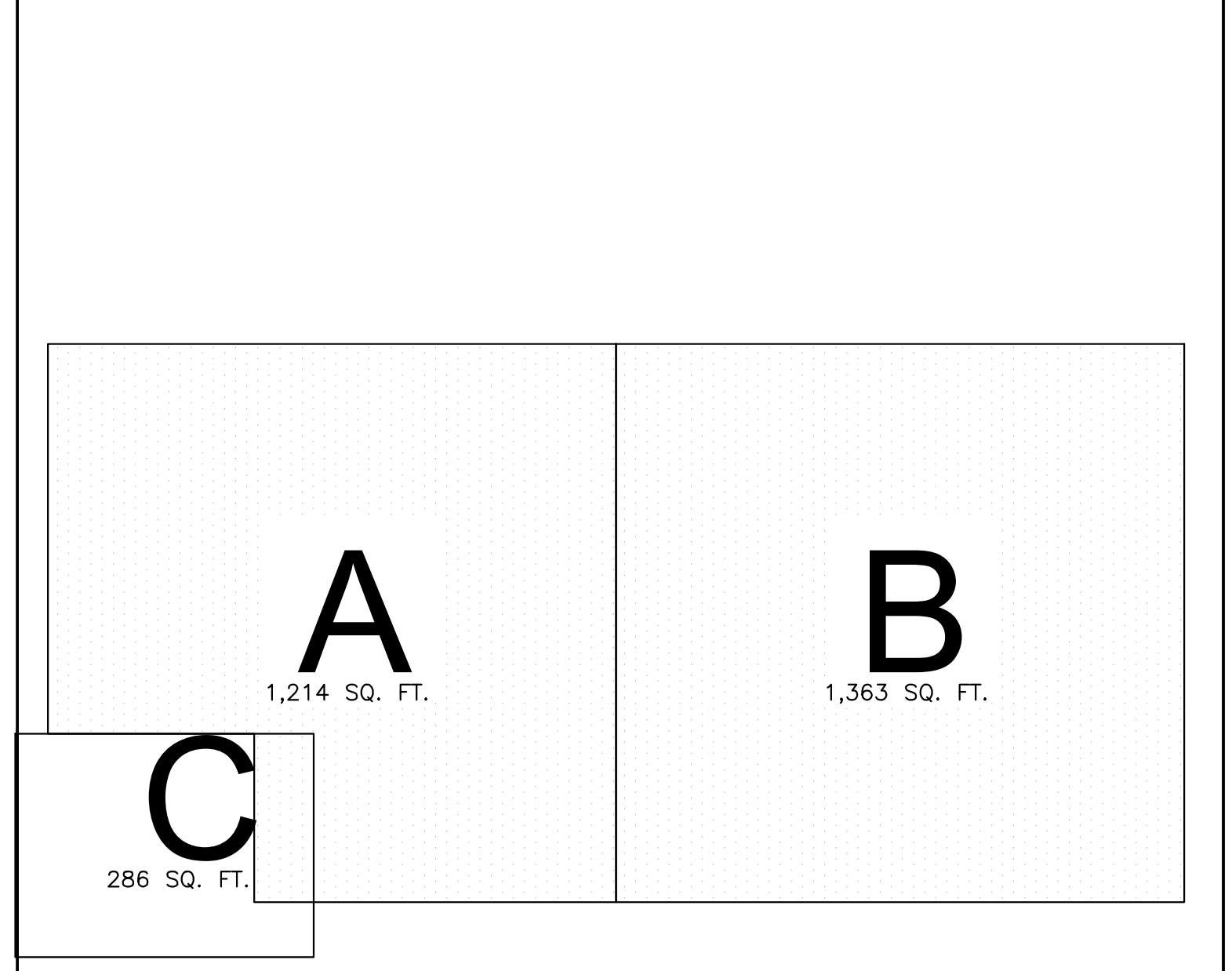
REV #	#	ROOF PLAN NOTES
01		ROOF ACCESS HATCH, SEE DET. 12/AB.0
02		TAPERED RIGID INSULATION FORMED CRICKET UNDER ROOFING MEMBRANE, SLOPE TO ROOF DRAIN.
03		ROOF ASSEMBLY: TPO LOW SLOPE ROOF MEMBRANE 0/ R-30 RIGID INSULATION 0/ ROOF SHEATHING, SEE DET. 6/AB.0
04		LOCATION OF ROOF & OVERFLOW DRAINS & LINES, SEE DET. 15/AB.0
05		PARAPET; PAINT PER EXTERIOR FINISH SCHEDULE A4.0
06		WOOD AWNINGS. SEE ELEVATIONS, SEE 09/AB.0 & 09/AB.1
07		LOCATION OF ROOFTOP EQUIPMENT PAD. MECHANICAL EQUIP PER TENANT, SEE 14/AB.0
08		ROOF WALK-WAY PADS, SEE 11/AB.0
09		WOOD FRAMED PARAPET BRACE, SEE STRUCTURAL, SEE DET. 13 & 17/AB.0

REV#	DESCRIPTION	DATE
PLAN CHECK		XX/XX/XX
SUBMITAL		

GENERAL NOTES	
1.	PROVIDE CRICKETS AT NEW MECHANICAL PADS, AND ROOF HATCH AS NEEDED TO MAINTAIN POSITIVE ROOF DRAINAGE

ROOFING NOTE	
1.	PROVIDE LOW SLOPE TPO ROOFING WITH THE FOLLOWING SPECIFICATIONS A. TPO ROOFING TO BE "CRRC CERTIFIED WITH A MIN. REFLECTANCE OF .63". B. TPO ROOFING TO HAVE "U" FACTOR OF .039 (AGED SOLAR REFLECTANCE).

SYMBOLS LEGEND	
##	SHEET KEY NOTE.
#	EXTERIOR ELEVATION CALLOUT



ROOF DRAIN CALCULATION		
ROOF AREA A	1,214 SF.	(1)-2"ø DRAIN
ROOF AREA B	1,363 SF.	(1)-2"ø DRAIN

PER CPC 2019 TABLE 1103.1 2" DRAIN FOR 2 INCH PER HOUR RAIN FALL DESIGN IS OK UP TO 1,440 S.F.

STAMP

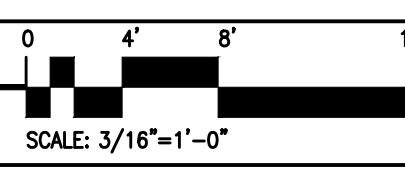
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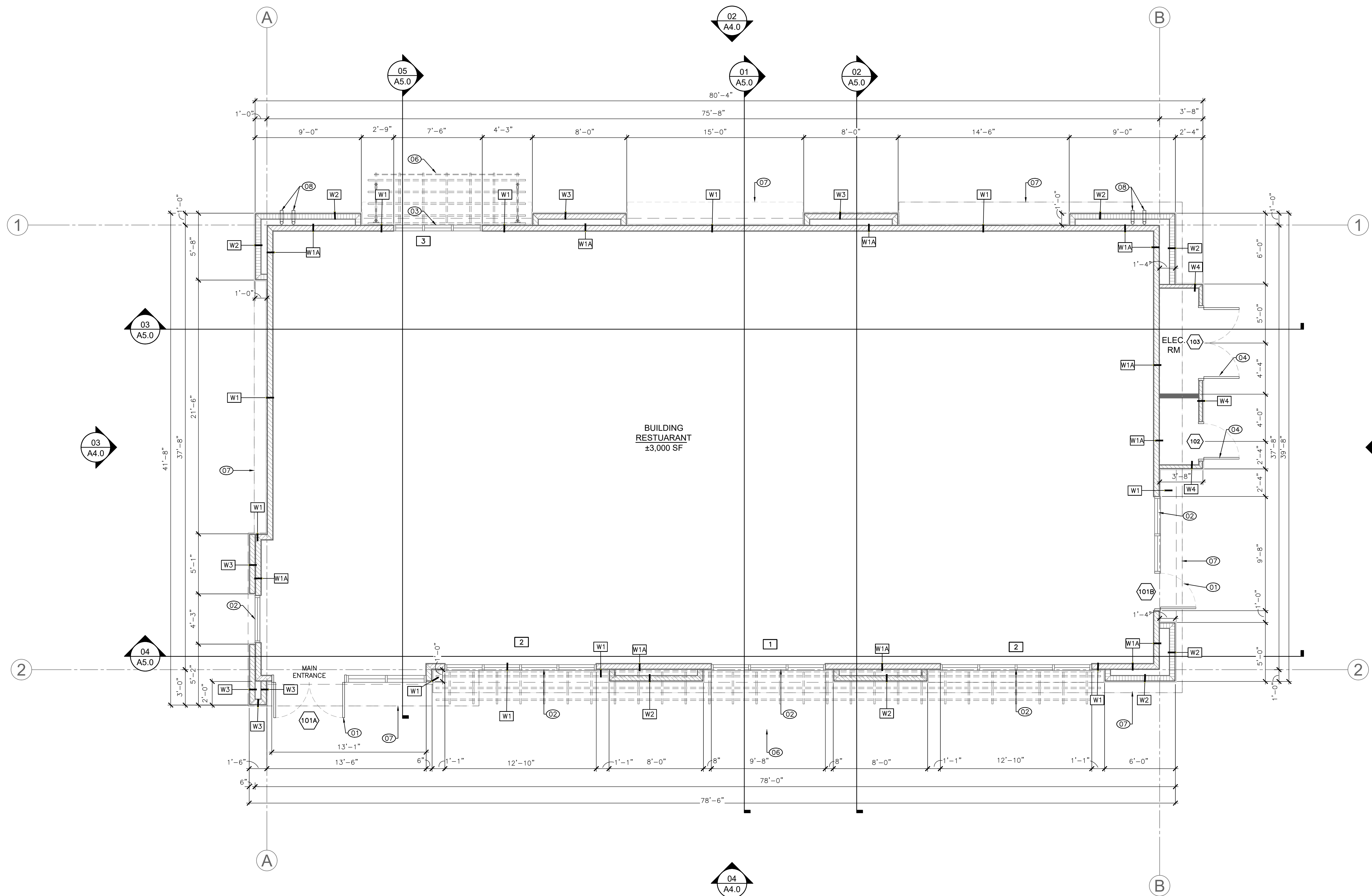
PROJECT NO:	20-4115
DATE:	12/15/2021
DESCRIPTION OF ISSUANCE:	PLAN CHECK SET
PREPARED BY:	

ROOF PLAN

A3.0

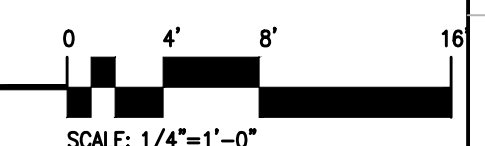


DATE: 12/15/2021 -- FILE_NAME: P:\20-4115 Habit Burger - NMC Von Buren Blvd & Douchy Ave, Riverside\Architecture\03_ConDocs\4115-05-A1.0.dwg



BUILDING RESTUARANT
±3,000 SF

01 FLOOR PLAN
SCALE: 3/16" = 1'-0"



REV #	#	FLOOR PLAN KEYNOTES
01	A4.0	ALUMINUM STOREFRONT ENTRY PER DOOR SCHEDULE, SEE EXTERIOR ELEVATIONS A4.0
02	A4.0	ALUMINUM STOREFRONT GLAZING SYSTEM PER WINDOW SCHEDULE, SEE EXTERIOR ELEVATIONS A4.0
03	A4.0	ALUMINUM DRIVE-THRU WINDOW GLAZING SYSTEM PER WINDOW SCHEDULE, SEE EXTERIOR ELEVATIONS A4.0
04	A4.0	EXTERIOR DOOR, PER DOOR SCHEDULE
05	A4.0	NOT USED
06	A4.0	WOOD AWNING
07	A4.0	OVERHANG OUTLINE
08	A4.0	ROOF DRAIN OUTLET, SEE DET. 17/A8.1

REV #	DESCRIPTION	DATE
01	PLAN CHECK SUBMITTAL	XX/XX/XX

GENERAL NOTES

- ALL BATHROOMS SHALL BE MECHANICALLY VENTILATED PER CBC SECTION 1203.5.2.1
- INTERIOR DIMENSIONS ARE TAKEN FROM FACE OF STUD &/OR C.M.U. UNLESS OTHERWISE NOTED.
- PROVIDE SUPPORT AND BLOCKING FOR ALL WALL MOUNTED MERCHANDISE FIXTURES, RESTROOM FIXTURES, SHELVING, AND COUNTERS PER ARCHITECTURAL DETAILS OR MANUFACTURERS SPECIFICATIONS.
- PROVIDE FIRE BLOCKING IN CONCEALED SPACES OF STUD WALLS AND PORTIONS INCLUDING FURRED SPACES AND PARALLEL ROWS OR STAGGERED STUDS AS FOLLOWS:
A. VERTICALLY AT CEILING & FLOOR LEVELS
B. HORIZONTALLY NOT EXCEEDING INTERVALS OF 10'-0".
- ALL FIXTURES SHOWN ARE FOR ILLUSTRATIVE PURPOSES AND ARE UNDER A SEPARATE SUBMITTAL

WALL SCHEDULE

TAG	GRAPHIC	DESCRIPTION	DETAIL
W1		EXTERIOR WOOD STUD WALL WITH 2x6'S @ 16" O.C WITH 3" WAINSCOT MANUFACTURED PORCELAIN TILE 0/ 1" MORTAR 0/ 1" EXTERIOR CEMENT PLASTER SCRATCH COAT & MTL LATH, 0/ 2 LAYERS BLDG. PAPER 0/ 2" EXT. GRADE PLYWD. SHEATHING @ EXTERIOR SIDE. SEE SHEET A4.0 AT INTERIOR 1/2" TYPE X GYP BD. SANDED AND READY FOR PAINT (LEVEL 4 FINISH) WITH R-19 BATT INSULATION AT CAVITIES	
W1A		WOOD STUD WALL WITH 2x6'S @ 16" O.C WITH 1/2" EXT. GRADE PLYWD. SHEATHING @ EXTERIOR SIDE. AT INTERIOR 1/2" TYPE X GYP BD. SANDED AND READY FOR PAINT (LEVEL 4 FINISH) WITH R-19 BATT INSULATION AT CAVITIES	
W2		EXTERIOR WOOD STUD FURRED WALL WITH 2x6'S @ 16" O.C WITH MANUFACTURED COMPOSITE SIDING 0/ 1/2" EXTERIOR CEMENT PLASTER SYSTEM & MTL LATH, 0/ 2 LAYERS BLDG. PAPER 0/ 2" EXT. GRADE PLYWD. SHEATHING @ EXTERIOR SIDE. SEE SHEET A4.0	
W3		EXTERIOR WOOD STUD WALL WITH 2x6'S @ 16" O.C 7/8" EXTERIOR CEMENT PLASTER SYSTEM OVER MTL LATH, 0/ 2 LAYERS BLDG. PAPER 0/ 2" EXT. GRADE PLYWD. SHEATHING @ EXTERIOR SIDE. SEE SHEET A4.0	
W4		EXTERIOR WOOD STUD WALL WITH 2x4'S @ 16" O.C WITH 3" WAINSCOT MANUFACTURED PORCELAIN TILE 0/ 1" MORTAR 0/ 1" EXTERIOR CEMENT PLASTER SCRATCH COAT & MTL LATH, 0/ 2 LAYERS BLDG. PAPER 0/ 2" EXT. GRADE PLYWD. SHEATHING @ EXTERIOR SIDE. SEE SHEET A4.0 AT INTERIOR 1/2" TYPE X GYP BD. SANDED AND READY FOR PAINT (LEVEL 4 FINISH) WITH R-19 BATT INSULATION AT CAVITIES	

SYMBOL LEGEND

	WINDOW NUMBER DESIGNATIONS, SEE WINDOW SCHEDULE ON SHEET A7.0		
	DOOR NUMBER DESIGNATIONS, SEE DOOR SCHEDULE ON SHEET A7.0		
	SHEET KEY NOTE.		
	WALL TYPE CALL-OUT		EXTERIOR ELEVATION CALLOUT

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THE HABIT BURGER GRILL-RIVERSIDE
18494 VAN BUREN BLVD.
RIVERSIDE, CA 92508

PROJECT NO: 20-4115
DATE: 12/15/2021
DESCRIPTION OF ISSUANCE: PLAN CHECK SET
PREPARED BY:

FLOOR PLAN

SHEET NUMBER:
A1.0

GENERAL NOTE

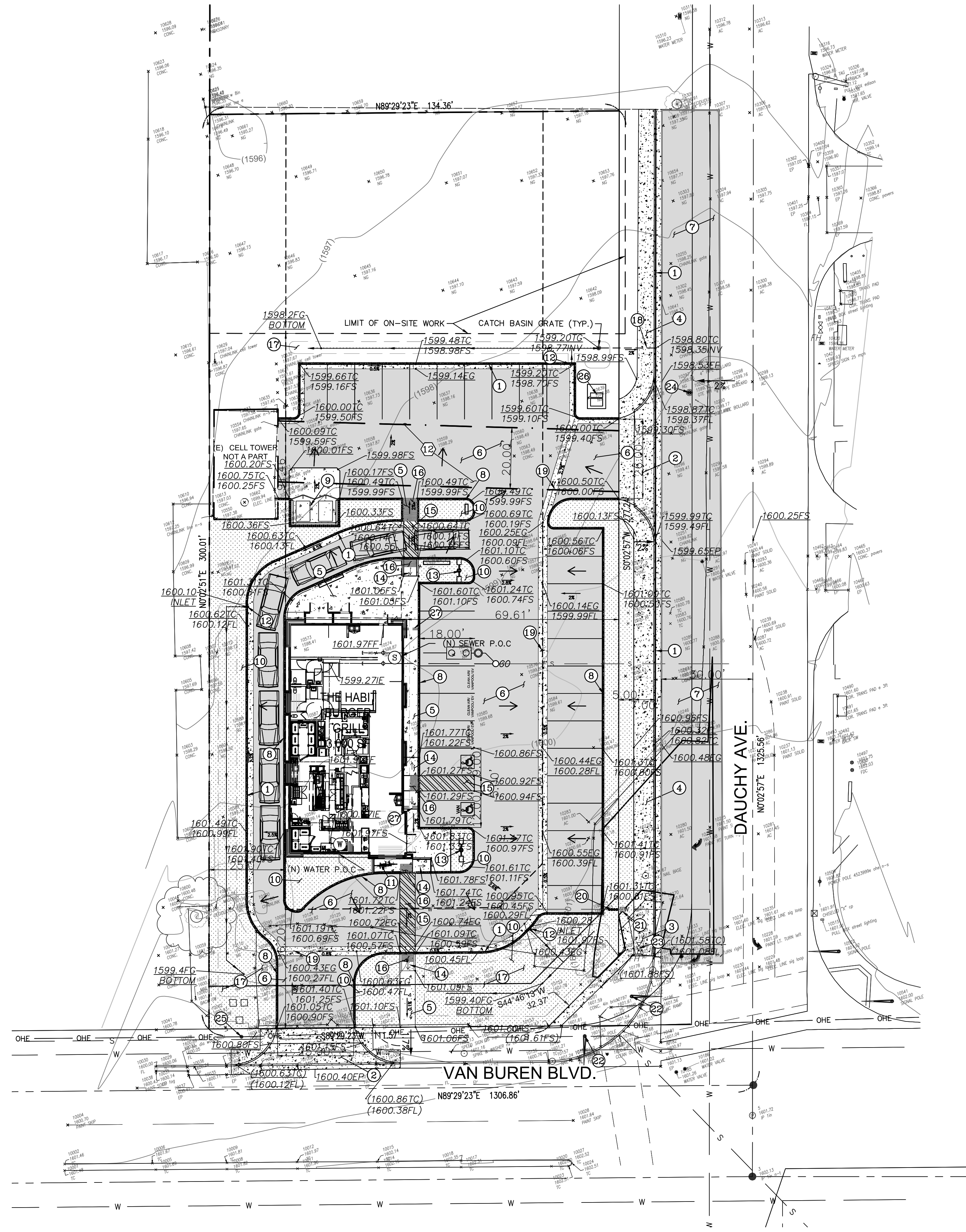
1. ALL CONSTRUCTION AND MATERIALS SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE COUNTY OF RIVERSIDE IMPROVEMENT STANDARDS.
2. THIS PROJECT COMPLIES WITH THE 2019 CBC, APPENDIX J.
3. INVERT ELEVATIONS AT SEWER MAIN TO BE DETERMINED IN FIELD BY CONTRACTOR
4. LANDSCAPING, IRRIGATION, AND/OR BLOCK WALL PLANS ARE BEING PREPARED BY OTHERS, AND ARE NOT INCLUDED WITH THESE PLANS. THE CONTRACTOR SHALL VERIFY WITH THE LANDSCAPING AND IRRIGATION PLANS THE EXACT WIDTH AND LOCATION OF SIDEWALKS, AS WELL AS WALL DETAILS, PRIOR TO PROCEEDING WITH CONSTRUCTION IN THIS AREA.

PUBLIC RIGHT-OF-WAY NOTE

ALL WORK WITHIN THE PUBLIC RIGHT-OF-WAY, INCLUDING DEMOLITION AND PROPOSED IMPROVEMENTS TO BE DONE UNDER SEPARATE PLAN AND PERMIT THROUGH THE REVIEWING AGENCIES.

EASEMENT LEGEND

- 12 THE TERMS, PROVISIONS AND EASEMENT(S) CONTAINED IN THE DOCUMENT ENTITLED THE TERMS, PROVISIONS AND EASEMENT(S) CONTAINED IN THE DOCUMENT ENTITLED "TELECOMMUNICATION EASEMENT AND LEASE ASSIGNMENT AGREEMENT" RECORDED FEBRUARY 23, 2016 AS INSTRUMENT NO. 2016-0070066 OF OFFICIAL RECORDS. A DOCUMENT ENTITLED "MEMORANDUM OF ASSIGNMENT" RECORDED APRIL 20, 2016 AS INSTRUMENT NO. 2016-0156132 OF OFFICIAL RECORDS.



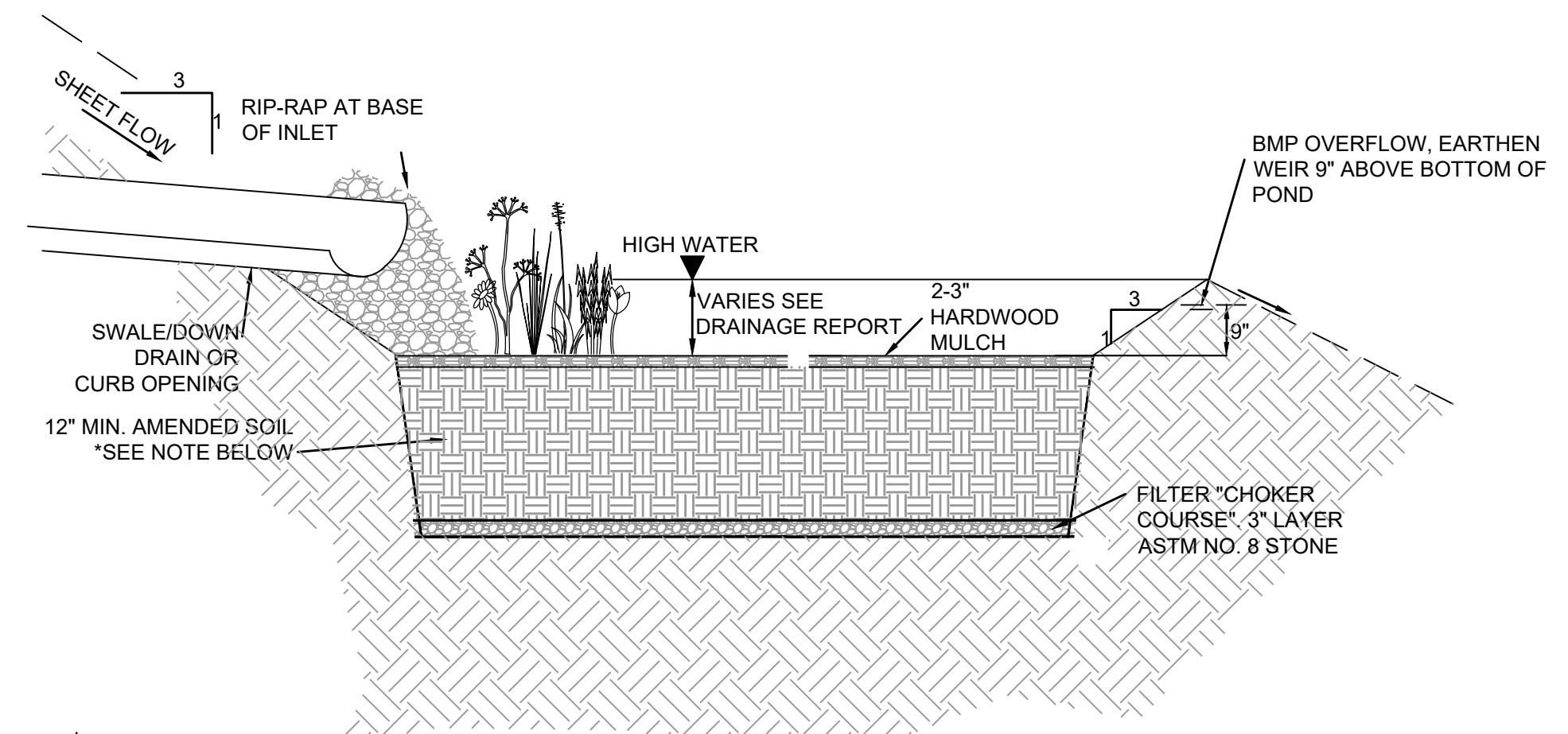
CONSTRUCTION NOTES

NO.	SYMBOL	QTY
1	(N) 6" CONCRETE CURB & GUTTER PER COUNTY OF RIVERSIDE TYPE A-6 NO. 200	
2	(N) COMMERCIAL TYPE DRIVEWAY PER COUNTY OF RIVERSIDE STANDARD NO. 207A	2 EA
3	(N) CONCRETE SIDEWALK AROUND (E) HYDRANT PER COUNTY OF RIVERSIDE STANDARD NO. 400	
4	(N) CONCRETE SIDEWALK PER COUNTY OF RIVERSIDE STANDARD NO. 401	
5	CONSTRUCT CONCRETE FLATWORK WITH MAX 2% CROSS SLOPE.	1,335 S.F.
6	(N) AC PAVING (ON-SITE)	14,578 S.F.
7	(N) AC PAVING (OFF-SITE)	5,453 S.F.
8	(N) 6" CONCRETE CURB PER COUNTY OF RIVERSIDE 'TYPE D' NO. 204	
9	TRASH ENCLOSURE (TWO BIN)	1 EA
10	LANDSCAPE AREA (SWALE AREA INCLUDED)	7,017 S.F.
11	BICYCLE RACK	
12	24" CURB INLET	3 EA
13	NEW LED LIGHT POLE	2 EA
14	INSTALL ADA COMPLIANT CURB RAMP CASE "C" PER DETAIL 3, SHEET 5	4 EA
15	INSTALL ACCESSIBLE PATH OF TRAVEL STRIPING PER DETAIL 7, SHEET 5	3 EA
16	INSTALL ADA COMPLIANT DETECTABLE SURFACE PER DETAIL 3, SHEET 5	5 EA
17	LANDSCAPE SWALE AREA. SEE DETAIL A HEREON	2,611 S.F.
18	3" PVC PRIVATE DRAIN THROUGH CURB PER COUNTY OF RIVERSIDE NO. 310	
19	CONCRETE RIBBON GUTTER. SEE DETAIL 6, SHEET 5	
20	(N) 1 1/2" BACKFLOW PREVENTION DETECTOR ASSEMBLY PER COUNTY OF RIVERSIDE WATER STANDARD	
21	(N) 1 1/2" WATER METER WITH 1 1/4" SERVICE TO BUILDING	
22	(E) LOCATION OF TRAFFIC SIGNAL. P.I.P	
23	(E) LOCATION OF FIRE HYDRANT. P.I.P	
24	(E) AT&T MANHOLE. P.I.P	
25	(E) POWER POLE. P.I.P	
26	(N) TRANSFORMER. SEE ELECTRICAL	
27	(N) DRAIN THROUGH CURB FROM ROOF	

REVISIONS

NO.	REVISION	DATE

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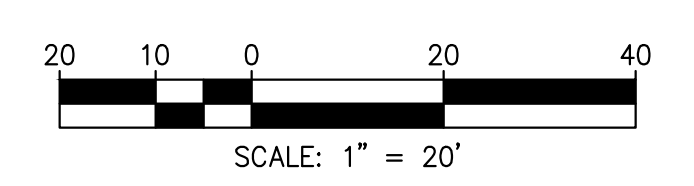


*BIORETENTION "AMENDED SOIL" LAYER SHALL BE MINIMUM 12" DEEP CONSISTING OF 3-5% ORGANIC MATTER, 8-12% FINES (SILT & CLAY), AND 85-88% ON-SITE SOIL.

DETAIL A - BMP BASIN

PRELIMINARY

Underground Service Alert
 Call: TOLL FREE
 1-800-227-2660
 (OR 811)
 TWO WORKING DAYS BEFORE YOU DIG



THE HABIT BURGER GRILL-RIVERSIDE
 18494 VAN BUREN BLVD.
 RIVERSIDE, CA 92508

PROJECT NO: _____
 CLIENT: _____
 SUBMITTED DATE: _____
 PREPARED BY: AR

GRADING PLAN

SHEET NUMBER
3
 OF 4 SHEETS

PAGE BREAK





RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

February 24, 2022

Noriko Kikuchi, Project Planner
City of Palm Springs Planning Department
3200 East Tahquitz Canyon Way
Palm Springs, CA 92262

CHAIR
Steven Stewart
Palm Springs

VICE CHAIR
Steve Manos
Lake Elsinore

COMMISSIONERS

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Riverside

John Lyon
Riverside

Russell Betts
Desert Hot Springs

Richard Stewart
Moreno Valley

Michael Geller
Riverside

STAFF

Director
Paul Rull

Simon A. Housman
Jackie Vega
Barbara Santos

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

www.rcaluc.org

RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW – DIRECTOR'S DETERMINATION

File No.: ZAP1098PS22
Related File No.: 3.2802 MAJ (Major Architectural Review)
APN: 677-260-055

Dear Mr. Kikuchi:

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 Palm Springs case No. 3.2802 MAJ (Major Architectural Review), a proposal to construct a 61,704 square foot self-storage building on 3.55 acres, located at 890 N. Gene Autry Trail.

The site is located within Airport Compatibility Zone D of the Palm Springs Airport Influence Area (AIA). Zone D restricts nonresidential intensity to 100 people per average acre and 300 people per single acre. The project proposes to construct a self-storage facility consisting of 60,204 square feet of storage area and 1,500 square feet of office area on 3.55 acres, accommodating an occupancy of 209 people, resulting in an average acre intensity of 59 people per acre and a single acre intensity of 147 people, both of which are consistent with the Zone D intensity criteria.

The elevation of Runway 8-26 at its northerly terminus is 474.4 feet above mean sea level (AMSL). At a distance of approximately 1,500 feet from the runway to the site, Federal Aviation Administration Obstruction Evaluation Service (FAA OES) review would be required for any structures with top of roof exceeding 489 feet AMSL. The site's finished floor elevation is 465 feet AMSL and the proposed building height is 20 feet, for a top point elevation of 485 feet AMSL. Therefore, FAA Obstruction Evaluation Service review for height/elevation was not required.

Land use practices that attract or sustain hazardous wildlife populations on or near airports significantly increase the potential of Bird Aircraft Strike Hazards (BASH). The FAA strongly recommends that storm water management systems located within 5,000 or 10,000 feet of the Airport Operations Area, depending on the type of aircraft, be designed and operated so as not to create above-ground standing water. To facilitate the control of hazardous wildlife, the FAA recommends the use of steep-sided, rip-rap lined, narrow, linearly shaped water detention basins. All vegetation in and around detention basins that provide food or cover for hazardous wildlife should be eliminated. (FAA Advisory Circular 5200-33C). The nearest portion of the project is located 485 feet from the runway, and therefore would be subject to the above requirement. The project would use infiltration basins, which are to be avoided in Zone D due to the potential that such areas could provide food, water, and shelter for hazardous wildlife. Pursuant to the study "Wildlife Hazard Management at Riverside County Airports: Background

and Policy”, October 2018, by Mead & Hunt, which is the basis of the brochure titled “Airports, Wildlife and Stormwater Management”, such basins are potentially suitable within 10,000 feet of the airport only with appropriate criteria: that the basin provides a 48-hour drawdown time, and that landscaping is not attractive to hazardous wildlife. The project has been conditioned to be consistent with the basin criteria.

As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with the 2005 Palm Springs International Airport Land Use Compatibility Plan, provided that the City of Palm Springs 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.
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, outdoor production of cereal grains, sunflower, and row crops, composting operations, wastewater management facilities, artificial marshes, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
 - (e) Highly noise-sensitive outdoor nonresidential uses and hazards to flight.
3. The attached “Notice of Airport in Vicinity” shall be provided to all prospective purchasers and occupants of the property and be recorded as a deed notice.
4. Any proposed stormwater basins or facilities shall be designed and maintained to provide for a maximum 48-hour detention period following the design storm, and remain totally dry between rainfalls. Vegetation in and around the basins that would provide food or cover for birds would be incompatible with airport operations and shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the basin(s) shall not include trees or shrubs that produce seeds, fruits, or berries.

Landscaping in the stormwater basin, if not rip-rap, should be in accordance with the guidance provided in ALUC “LANDSCAPING NEAR AIRPORTS” brochure, and the “AIRPORTS, WILDLIFE AND STORMWATER MANAGEMENT” brochure available at RCALUC.ORG which list acceptable plants from Riverside County Landscaping Guide

or other alternative landscaping as may be recommended by a qualified wildlife hazard biologist.

A notice sign, in a form similar to that attached hereto, shall be permanently affixed to the stormwater basin with the following language: "There is an airport nearby. This stormwater basin is designed to hold stormwater for only 48 hours and not attract birds. Proper maintenance is necessary to avoid bird strikes". The sign will also include the name, telephone number or other contact information of the person or entity responsible to monitor the stormwater basin.

5. This project has been evaluated as consisting of 60,204 square feet of storage area and 1,500 square feet of office area. Any increase in building area, change in use to any higher intensity use, change in building location, or modification of the tentative parcel map lot lines and areas will require an amended review to evaluate consistency with the ALUCP criteria, at the discretion of the ALUC Director.
6. Buildings shall be limited to a maximum height of 20 feet and a maximum top point elevation of 485 feet above mean sea level unless a "Determination of No Hazard to Air Navigation" letter authorizing a higher top point elevation has been issued by the Federal Aviation Administration Obstruction Evaluation Service.

If you have any questions, please contact me at (951) 955-6893.

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



Paul Rull, ALUC Director

Attachment: Notice of Airport in Vicinity

cc: West Coast Self Storage (applicant)
Jackson Main Architecture (representative)
NWB Palm Springs, LLC (property owner)
Ulises Aguirre, Interim Airport Manager, Palm Springs International Airport
ALUC Case File

X:\AIRPORT CASE FILES\Palm Springs\ZAP1098PS22\ZAP1098PS22.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)

NOTICE

**THERE IS AN AIRPORT NEARBY.
THIS STORM WATER BASIN IS DESIGNED TO HOLD
STORM WATER FOR ONLY 48 HOURS AND
NOT TO ATTRACT BIRDS**

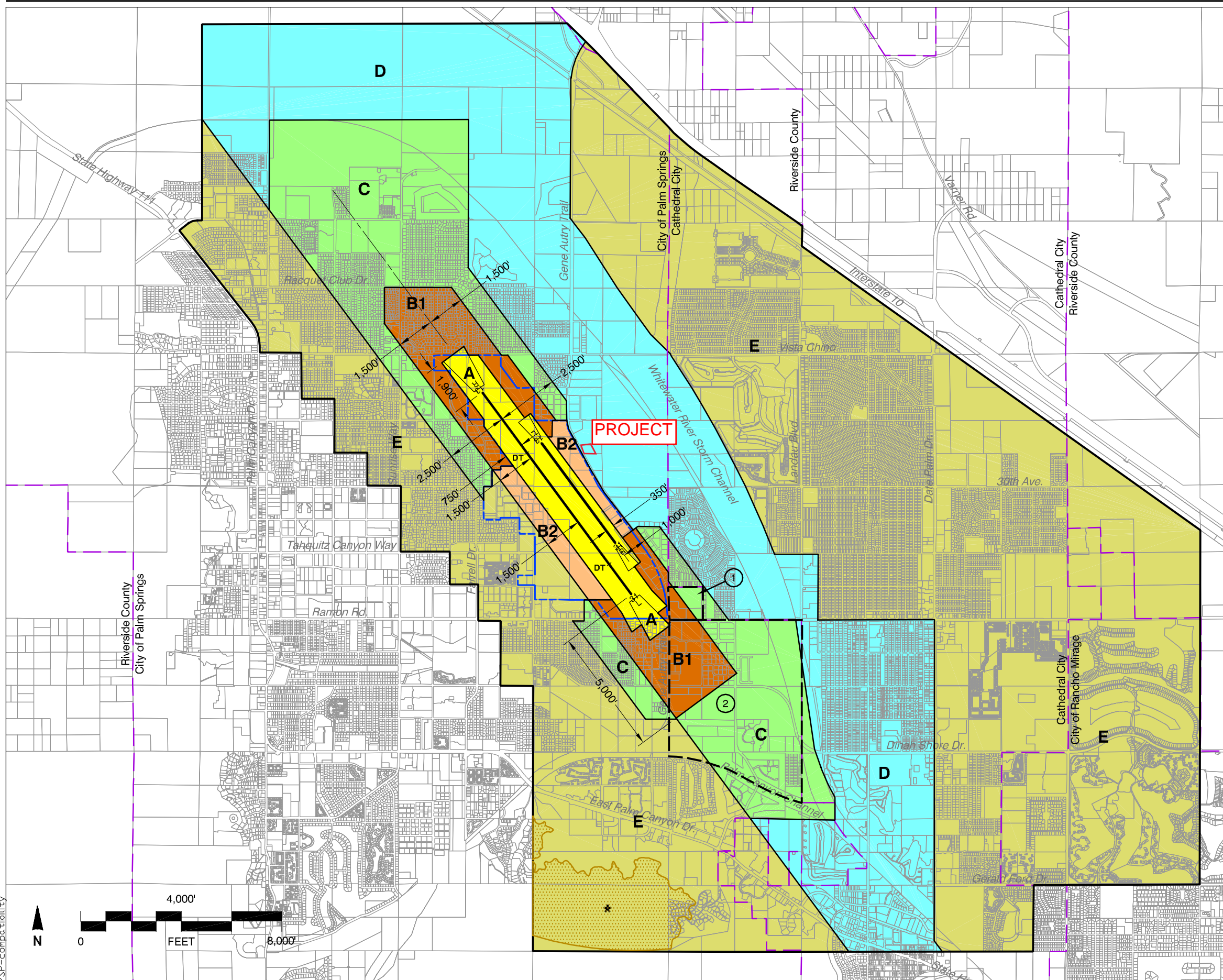
**PROPER MAINTENANCE IS NECESSARY TO AVOID
BIRD STRIKES**



IF THIS BASIN IS OVERGROWN, PLEASE CONTACT:

Name: _____

Phone: _____



Legend

Compatibility Zones

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

Boundary Lines

- Airport Property Line
- City Limits

Notes

All dimensions measured from runway ends and centerlines.

DT = Displaced Threshold

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

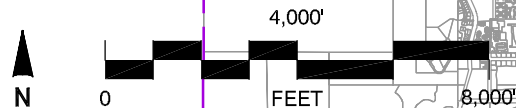
See Policy PS.2.1.

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

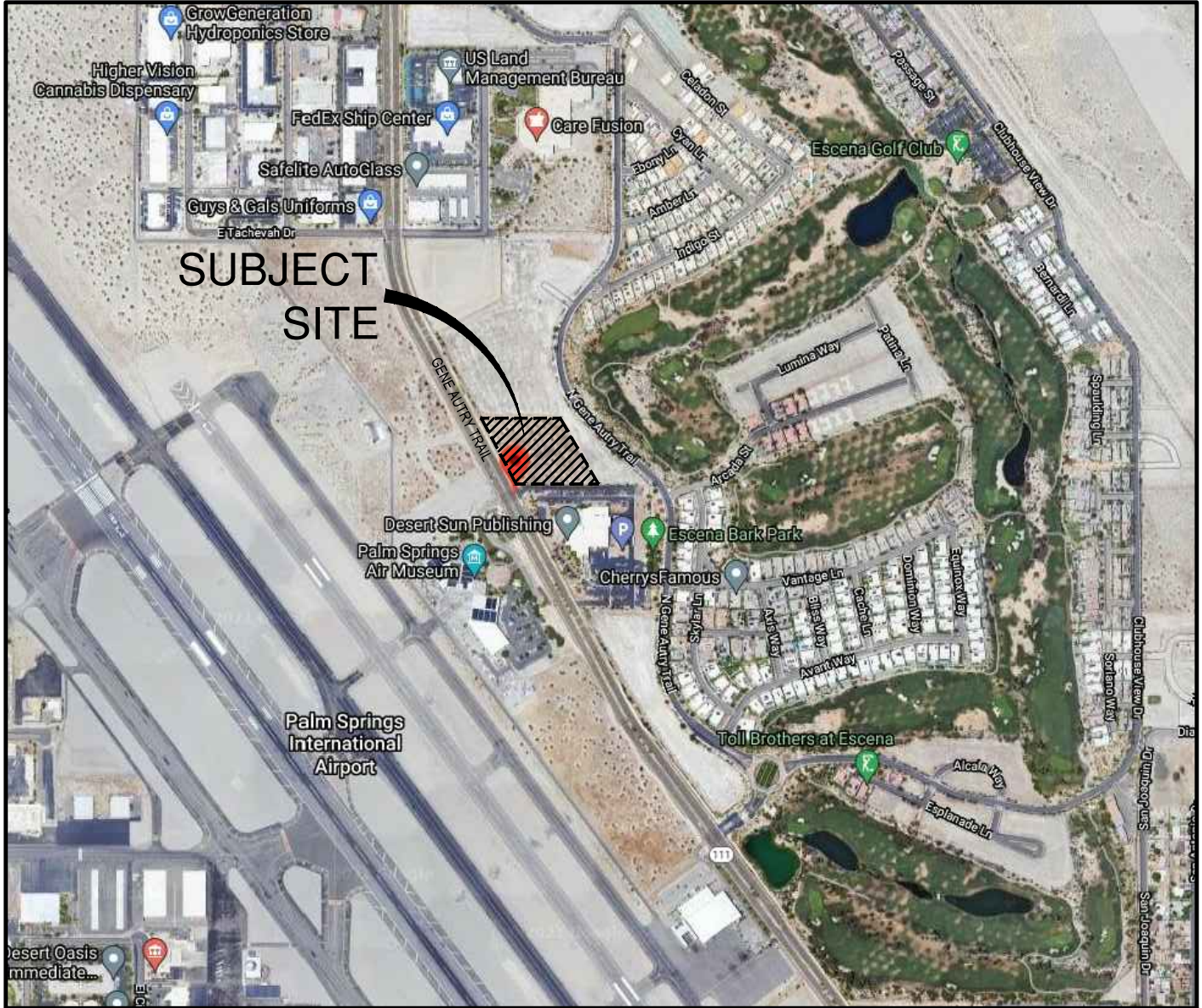
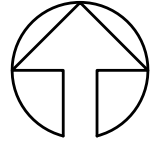
Map PS-1

Compatibility Map
 Palm Springs International Airport

PSP-compatibility



VICINITY MAP

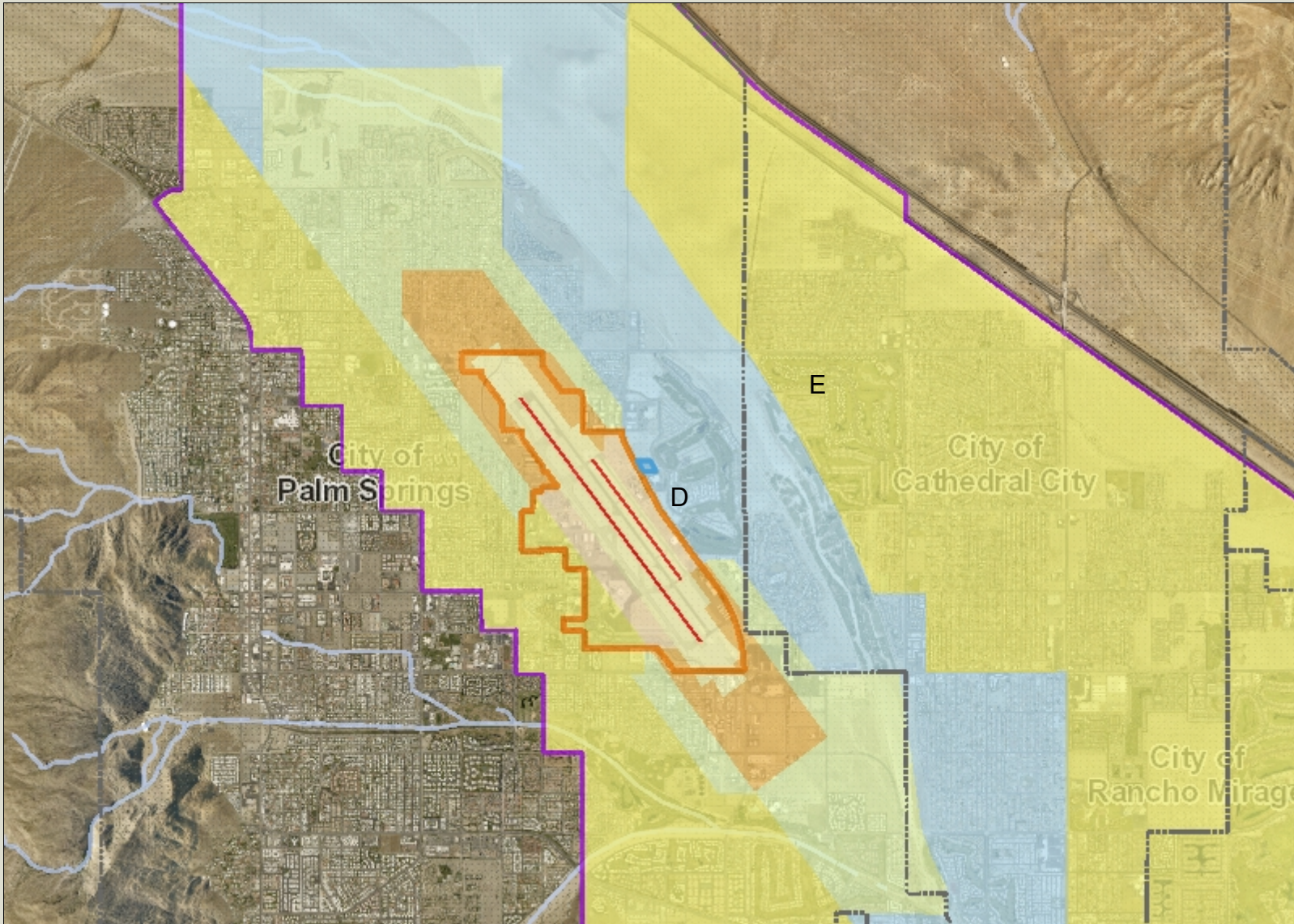


WEST COAST SELF STORAGE PALM SPRINGS

890 NORTH GENE AUTRY TRAIL
PALM SPRINGS, CALIFORNIA 92262



Map My County Map



Legend

- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones**
- OTHER COMPATIBILITY 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



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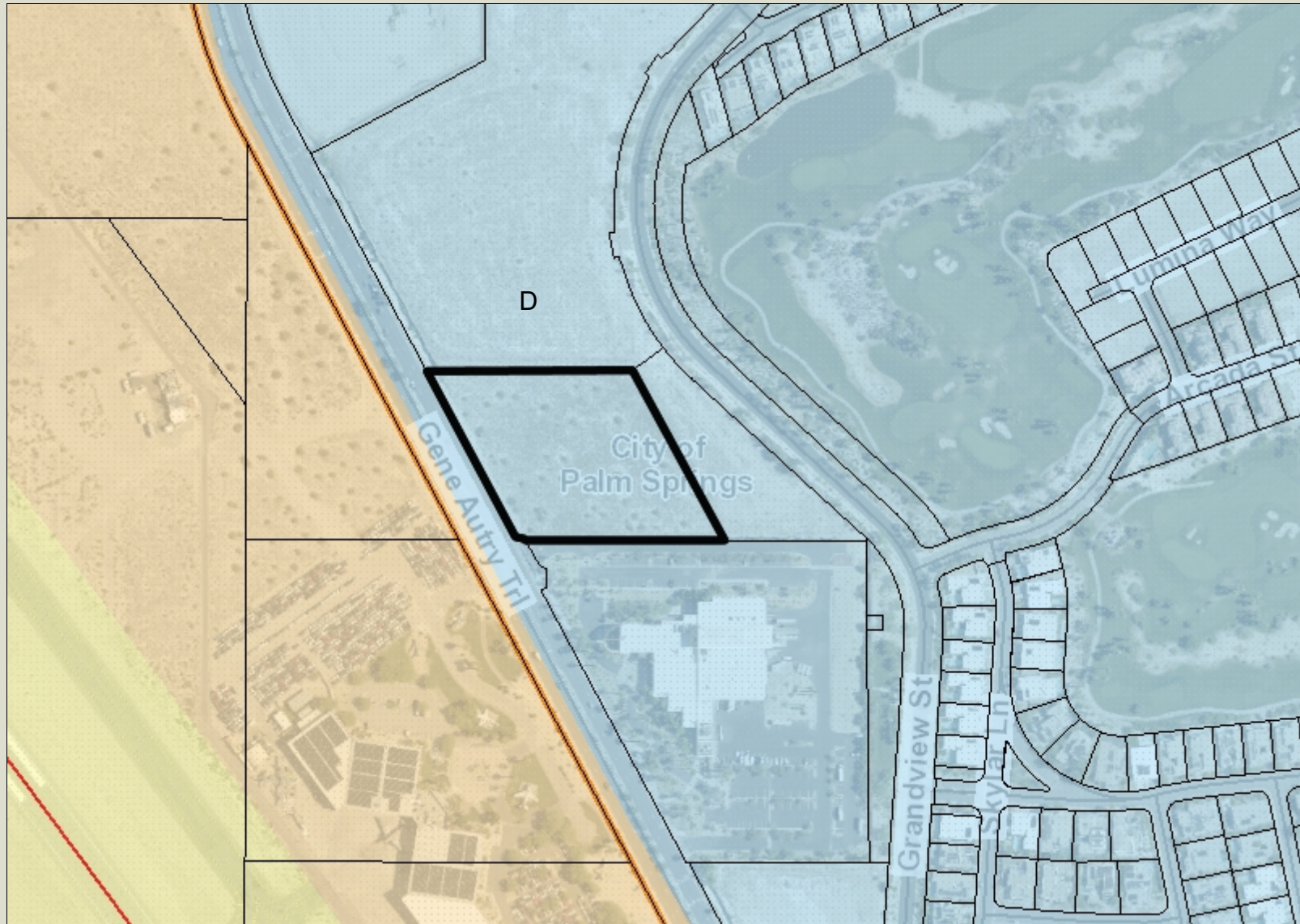
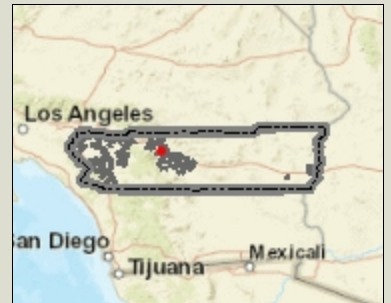


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Notes

Map My County Map



Legend

- Parcels
- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones**
- OTHER COMPATIBILITY 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



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Notes

Map My County Map



Legend

-  Parcels
-  County Centerline Names
-  County Centerlines
-  Blueline Streams
-  City Areas
-  World Street Map



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0 385 770 Feet

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Notes

Map My County Map



Legend

- County Centerline Names
- County Centerlines
- Blueline Streams
- City Areas
- World Street Map



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Notes








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Map My County Map



Legend

-  County Centerline Names
-  County Centerlines
-  Blueline Streams
-  City Areas
-  World Street Map



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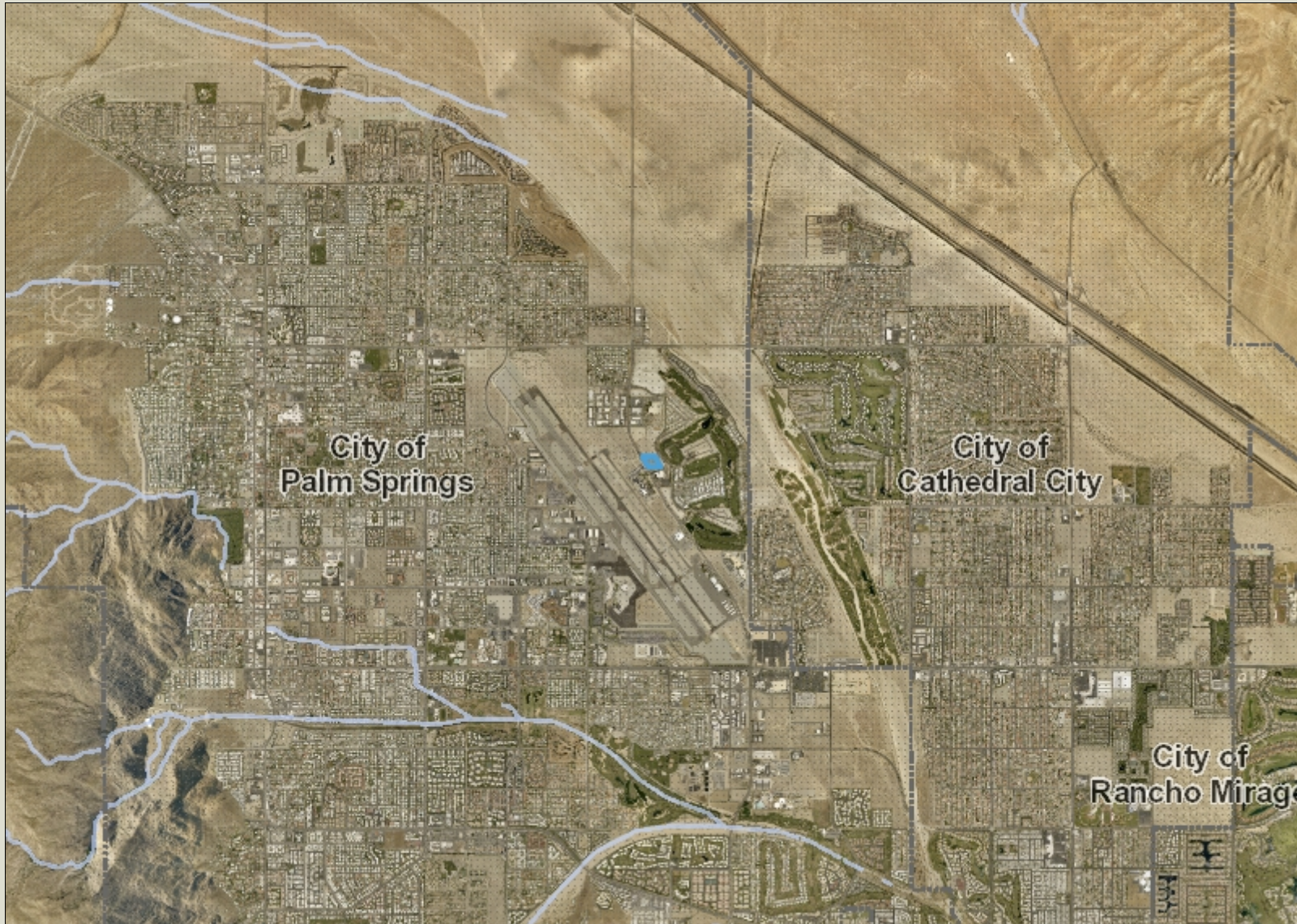
0 770 1,539 Feet

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Notes

Map My County Map



Legend

-  Blueline Streams
-  City Areas
-  World Street Map



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Notes



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WEST COAST SELF STORAGE - PALM SPRINGS

890 NORTH GENE AUTRY TRAIL

PALM SPRINGS, CALIFORNIA



JACKSON | MAIN
ARCHITECTURE
311 FIRST AVENUE SOUTH
SEATTLE, WA 98104
T 206.324.4800
WWW.JACKSONMAIN.COM

PROJECT DATA

PROJECT NAME	WEST COAST SELF STORAGE - PALM SPRINGS		
PARCEL #	677-260-027 (Per City of Palm Springs) 677-260-055-0 (Per Riverside County)		
LEGAL DESCRIPTION	PARCEL 2 OF PARCEL MAP NO. 27912, IN THE CITY OF PALM SPRINGS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS PER MAP ON FILE IN BOOK 183, PAGES 35 TO 37 INCLUSIVE OF PARCEL MAPS, RIVERSIDE COUNTY RECORDS.		
SITE ADDRESS	890 NORTH GENE AUTRY TRAIL PALM SPRINGS, CA		
APPLICANT	WEST COAST SELF STORAGE		
CONTACT	JIM FITZPATRICK		
EMAIL	JFITZPATRICK@WCSELFSTORAGE.COM		
TELEPHONE	818-749-8846		
ADDRESS	808 134th ST SW, BLDG B, SUITE 211 EVERETT, WA 98204		

SITE ZONING	M1-P		
GENERAL PLAN DESIGNATION	INDUSTRIAL		
FLOOR AREA RATIO (F.A.R.)	ALLOWED	0.50	= 77,229 sf MAX. BLDG AREA
	PROPOSED	61,704 sf	= 10.399
HEIGHT/STORIES	ALLOWED		40- FEET
	PROPOSED		20- FEET

TOTAL SITE AREA	SQUARE FEET	ACRES
	154,457	3.55

DEVELOPMENT AREAS			
MAX. ALLOWABLE LOT COVERAGE	NO LIMIT		
LOT COVERAGE			
BUILDING FOOTPRINT	61,704		39.9%
PARKING CANOPY	5,177 sf		3.4%
SIDEWALKS, PAVING & HARDSCAPE	55,383 sf		35.8%
TOTAL IMPERVIOUS AREA	122,244 sf		79.1%
LANDSCAPE & BIO-INFILTRATION AREA	32,213 sf		20.9%

BUILDING SETBACKS			
	REQUIRED	PROPOSED	
STREET / FRONT YARD	25-FOOT FULLY LANDSCAPED BUFFER	25'-1"	
SIDE YARD - NORTH	100- FEET	100' 0-3/4" to 100' 2" (VARIES)	
SIDE YARD - SOUTH	20- FEET	30'-9" MIN.(VARIES)	
REAR YARD - EAST	100- FEET	100' 0-3/4"	

PARKING SUMMARY			
REQUIRED OFF-STREET PARKING AND LOADING AREAS (per PSZC 93.06.00.D.19) FOR SELF-STORAGE FACILITIES			

PASSENGER VEHICLE PARKING			
SELF-STORAGE OR DEAD STORAGE	A MINIMUM OF SIX (6) SPACES PER COMPLEX. ADDITIONAL PARKING TO BE AS REQUIRED BY THE DIRECTOR.	6	
1 SPACE PER	200 SF OFFICE x 870	4.4	
*A MIN. OF (1) PASSENGER SPACE SHALL BE DESIGNATED FOR ELECTRICAL VEHICLE USE. REFER TO SITE PLAN FOR PROPOSED LOCATIONS.		10	PASSENGER SPACES REQUIRED

OFF STREET LOADING SPACES (PSZC 93.07.01)			
GROSS FLOOR AREA 40,001 - AND OVER		3	LOADING SPACES REQUIRED

BICYCLE PARKING (PSZC 93.06.00.C.5)			
NONE REQUIRED			

PROPOSED PARKING				
Dimensions	Stall Type	Use Type	Qty Proposed	
9'0" WIDE x 17'0", 18'0" (or) 20'0" DEEP	STANDARD SIZE	SELF STORAGE	4	
8'0" x 25'0"	STANDARD SIZE	SELF STORAGE	6	
9'0" x 20'0" + 8' ACCESS AISLE	VAN ACCESSIBLE ADA	SELF STORAGE	2	
9'0" x 20'0"	ELECTRIC VEHICLE	SELF STORAGE	1	
TOTAL PASSENGER VEHICLE PARKING STALLS			13	
12'0" x 40'0" x 14'0" H	LOADING	SELF STORAGE	3	
BICYCLE PARKING	N/A	N/A	NOT REQ'D	

BUILDING DATA			
CONSTRUCTION TYPE	II-B, SPRINKLERED		
NO. OF STORIES	1-STORY		
OCCUPANCY GROUP	S-1 (STORAGE) w/ ACCESSORY 'B' (OFFICE); S-2 (COVERED PARKING AREA);		

PROPOSED STRUCTURE AREAS (GROSS SF)			
EXISTING USE	NONE / VACANT SITE		
PROPOSED USE	OCC.	AREA (sf)	
SELF-STORAGE	S-1	60,204	
ACCESSORY OFFICE & SERVICES	B	1,500	
	TOTAL	61,704	

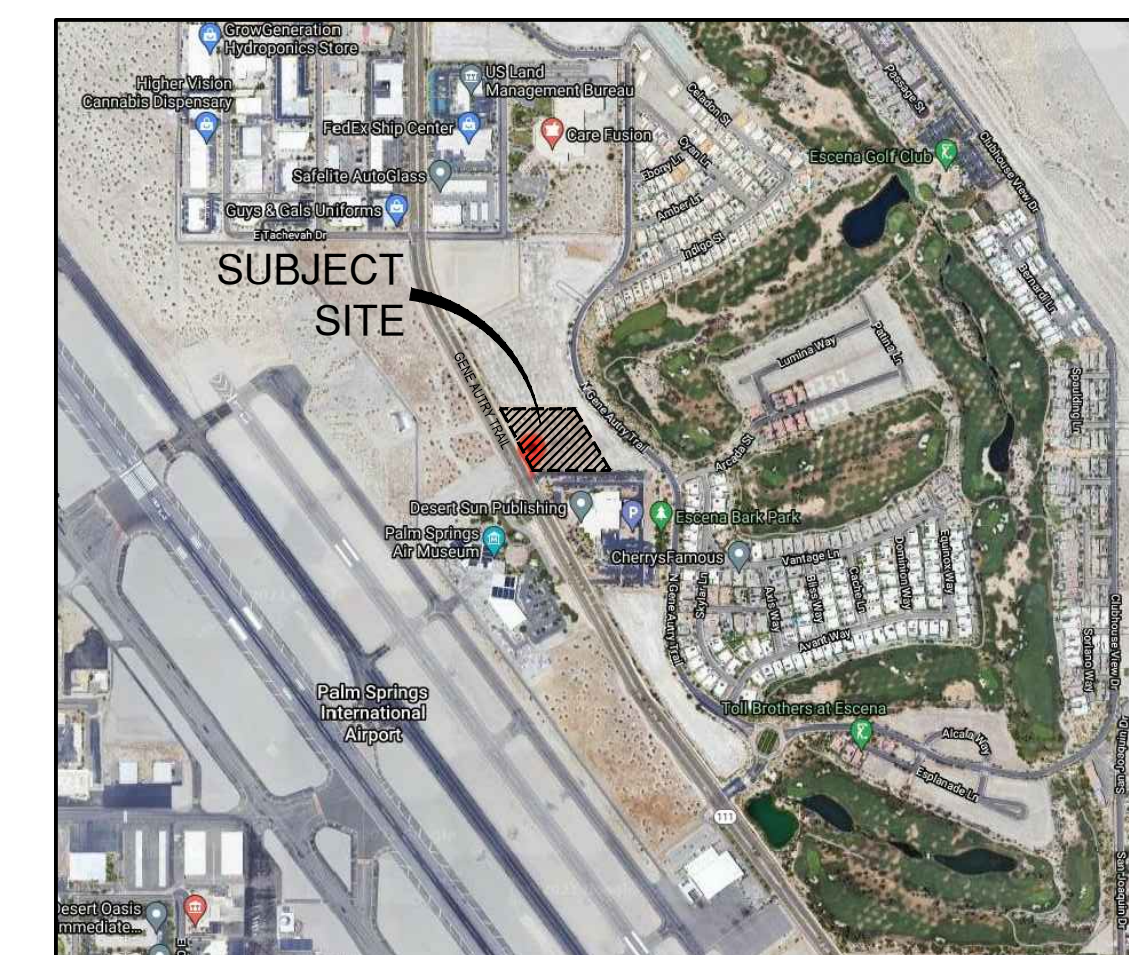
SUBMITTAL FOR:

MAJOR ARCHITECTURAL PLAN APPROVAL

SHEET INDEX

GENERAL	
G0.00	COVER SHEET
1 of 1	ALTA / NSPS LAND TITLE SURVEY
CIVIL	
C-1	CONCEPTUAL GRADING PLAN
C-2	CONCEPTUAL UTILITY PLAN
C-3	CONCEPTUAL SITE SECTIONS
C-4	ON SITE HYDROLOGY PLAN
LANDSCAPE	
L1.1	PRELIMINARY LANDSCAPE PLAN
L1.2	PLANT PHOTOS
L1.3	PARKING LOT SHADING PLAN
ARCHITECTURAL	
A1.10	ARCHITECTURAL SITE PLAN
A2.10	FLOOR PLAN
A2.20	ROOF PLAN
A3.01	EXTERIOR ELEVATIONS
A3.02	EXTERIOR ELEVATIONS
A3.10	RENDERINGS & SCHEMATIC BUILDING SECTION
A3.11	RENDERINGS
A3.20	COLOR & MATERIALS BOARD
ELECTRICAL	
EP3.01	PHOTOMETRIC SITE LIGHTING PLAN
EP3.02	PHOTOMETRIC RENDERINGS

VICINITY MAP



PROJECT TEAM

APPLICANT
WEST COAST SELF STORAGE
808 134th ST SW, BLDG. B, SUITE 211
EVERETT, WA 98204
TEL.: 818-749-8846
CONTACT: JIM FITZPATRICK
EMAIL: JFITZPATRICK@WCSELFSTORAGE.COM

CIVIL ENGINEER
LARS ANDERSEN & ASSOCIATES, INC
4694 W. JACQUELYN AVENUE
FRESNO, CA 93722
TEL.: 559.276.2790
CONTACT: MICHAEL AVEDIAN
EMAIL: MAVEDIAN@LARSANDERSEN.COM

ARCHITECT
JACKSON | MAIN ARCHITECTURE
311 FIRST AVENUE S.
SEATTLE, WA 98104
TEL.: 206.324.4800
DIRECT: 206-617-3718
CONTACT: DIRK McCULLOCH
EMAIL: DIRK.MCULLOCH@JACKSONMAIN.COM
ARCH. OF RECORD: TIMOTHY BLACK, AIA

LANDSCAPE ARCHITECT
COLLEEN M. NOLAN LANDSCAPE ARCHITECT
13355 SILVERADO COURT
CORONA, CA 92633
TEL.: 714.743.7915
CONTACT: COLLEEN NOLAN
EMAIL: CNOLAN@COX.NET

PHOTOMETRIC STUDY
SEATAC ELECTRIC, INC.
7056 SOUTH 220th STREET
KENT, WA 98032
TEL.: 253.872.5553
CONTACT: COREY MCKINNON
EMAIL: COREY.MCKINNON@SEATACELECTRIC.COM



WEST COAST SELF STORAGE
PALM SPRINGS
890 NORTH GENE AUTRY TRAIL
PALM SPRINGS, CALIFORNIA 92262

DESCRIPTION	
NO.	
DATE	



12/06/2021
PROJECT NO.: 21059.00
PROJECT MGR.: DYM
DRAWN BY: DYM
CHECKED BY: TB

COVER SHEET

G0.00

DESIGN CODES

- 2019 CALIFORNIA BUILDING CODE (CBC)
- 2019 CALIFORNIA MECHANICAL CODE
- 2019 CALIFORNIA FIRE CODE
- 2019 CALIFORNIA ENERGY CODE - TITLE 24, PART 6
- 2019 CALIFORNIA ELECTRICAL CODE
- 2019 CALIFORNIA PLUMBING CODE
- 2010 ADA STANDARDS (AS REFERENCED IN 2019 CBC)

PALM SPRINGS ZONING CODE
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION
AIRPORTS, WILDLIFE & STORMWATER MANAGEMENT GUIDE
LANDSCAPING NEAR AIRPORTS GUIDE

PROJECT SCOPE OF WORK

THE PROJECT CONSISTS OF THE CONSTRUCTION A NEW, SINGLE STORY, CLIMATE-CONTROLLED SELF-STORAGE BUILDING APPROXIMATELY 69,700 SQUARE FEET AND A LOADING AND PARKING AREA CANOPY ALONG THE NORTH FACADE OF THE BUILDING. ALL STRUCTURES WILL HAVE FIRE SPRINKLERS.

ASSOCIATED PARKING, LOADING AREAS, BOAT & RV PARKING, SITE AND FRONTAGE IMPROVEMENTS AND LANDSCAPING ARE PROPOSED AS PART OF THE PROJECT.

AN EXISTING PERIMETER MASONRY WALL ALONG THE NORTH AND EAST PROPERTY LINES IS PROPOSED TO REMAIN AND WILL BE EXTENDED TO 8-FEET IN HEIGHT (ABOVE FINISHED GRADE) WHERE NECESSARY.

LEGAL DESCRIPTION:

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF PALM SPRINGS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

PARCEL 2 OF PARCEL MAP NO. 27912, IN THE CITY OF PALM SPRINGS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS PER MAP ON FILE IN BOOK 183, PAGES 35 TO 37 INCLUSIVE OF PARCEL MAPS, RIVERSIDE COUNTY RECORDS.

FOR CONVEYANCING PURPOSES ONLY: APN 677-260-027

SURVEY DATA:

AREA OF EXISTING PARCEL (TOTAL):
154,457 sqft/ 3.55 Acres (Gross)
152,334 sqft/ 3.50 Acres (Net)

BENCHMARK:

2" BRONZE DISC STAMPED "CPS GEMINI RESET 1984" IN W.S.W. RETURN 1" SOUTH OF FACE OF CURB AT THE INTERSECTION OF VISTA CHINO AND VIA ROBERTO MIGUEL.

ELEVATION: 465.272FT (NGVD29)

BASIS OF BEARINGS:

THE BEARING ALONG THE CENTERLINE OF GENE AUTRY TRAIL AS SHOWN ON PARCEL MAP FILED IN BOOK 183 OF PARCEL MAPS, AT PAGES 35 TO 37, RIVERSIDE COUNTY RECORDS, WITH A BEARING OF N28°01'38"W, WAS TAKEN AS THE BASIS OF BEARINGS SHOWN HEREON.

Flood Zone Information

This property lies in Zone "X" as shown on Federal Emergency Management Agency (FEMA) Alameda County and Incorporated Areas, California, Map No. 06065C1559G Map Revised: August 28, 2008.

Flood Zone "X" is described as "Area with reduced flood risk due to levee."

General Site Information

- A Title Report was supplied by First American Title Company, order number NCS-1053742-HHLV dated April 22, 2021.
- The Title to said estate of interest at the date hereof is vested in:
Knollwood Partnership / Palm Springs, LLC, a California Limited Liability Company
- The property consists of Assessor Parcel Number 677-260-027.
- The site address is 890 N Gene Autry Trail, Palm Springs, CA 92262.
- The property contains: 154,457 sqft/ 3.55 Acres (Gross)

Zoning Information

Source: City of Palm Springs, CA, Municipal Codes
Status:
Zone District: PD - Planned Development

Minimum Setbacks (ft.):

Front: Per PD APPROVALS
Interior Side: Per PD APPROVALS
Street Side: Per PD APPROVALS
Rear: Per PD APPROVALS
Floor Space Area Restrictions (%): Per PD APPROVALS
Maximum Building Height: Per PD APPROVALS

Surveyor's Notes

- There are no buildings on the property.
- The property consists of 1 Assessor's parcel number.
- The property abuts the following street:
N. Gene Autry Trail.

SCHEDULE B EXCEPTIONS FROM COVERAGE

- Any defect, lien, encumbrance, adverse claim, or other matter that appears for the first time in the Public Records or is created, attaches, or is disclosed between the Commitment Date and the date on which all of the Schedule B, Part I-Requirements are met.
- (a) Taxes or assessments that are not shown as existing liens by the records of any taxing authority that levies taxes or assessments on real property or by the Public Records; (b) proceedings by a public agency that may result in taxes or assessments, or notices of such proceedings, whether or not shown by the records of such agency or by the Public Records.
- Any facts, rights, interests, or claims that are not shown by the Public Records but that could be ascertained by an inspection of the Land or that may be asserted by persons in possession of the Land.
- Easements, liens or encumbrances, or claims thereof, not shown by the Public Records.
- Any encroachment, encumbrance, violation, variation, or adverse circumstance affecting the Title that would be disclosed by an accurate and complete land survey of the Land and not shown by the Public Records.
- (a) Unpatented mining claims; (b) reservations or exceptions in patents or in Acts authorizing the issuance thereof; (c) water rights, claims or title to water, whether or not the matters excepted under (a), (b), or (c) are shown by the Public Records.
- General and special taxes and assessments for the fiscal year 2021-2022, a lien not yet due or payable.
- This item has been intentionally deleted.
- This item has been intentionally deleted.
- This item has been intentionally deleted.
- The lien of supplemental taxes, if any, assessed pursuant to Chapter 3.5 commencing with Section 75 of the California Revenue and Taxation Code.
- This item has been intentionally deleted.
- This item has been intentionally deleted.
- This item has been intentionally deleted.
- A deed of trust to secure an original indebtedness of \$713,516.00 recorded November 12, 2004 as Instrument No. 2004-0901570 of Official Records.

Dated: November 04, 2004
Trustor: A.D.B. Exchange Accomodator, L.L.C., a California limited liability company
Trustee: Chicago Title Company, a California corporation
Beneficiary: Fon Partners

A document recorded February 03, 2005 as Instrument No. 2005-0097510 of Official Records, provides that the obligation secured by the deed of trust was assumed by Arnold Familian and Edith Familian, Co-Trustees of the Arnold and Edith Familian Family Trust dated July 10, 1992.
- An easement for right of way and incidents thereto for a public highway and incidental purposes, recorded November 12, 2020 as Instrument No. 2020-0562571 of Official Records.

In Favor of: the State of California, Department of Transportation
Affects: as described therein
- Water rights, claims or title to water, whether or not shown by the Public Records.
- This item has been intentionally deleted.
- Rights of parties in possession.

Title Legend:

- (B) Indicates Preliminary Title Report Item is BLANKET in nature and affects entire subject parcel and/or other properties.
- (P) Indicates Preliminary Title Report Schedule B Item is PLOTTABLE and is plotted hereon.
- (U) Indicates Preliminary Title Report Schedule B Item is NOT PLOTTABLE due to the nature of its affect.
- (D) Indicates that the Preliminary Title Report Item DOES NOT AFFECT the subject property.
- (C) Indicates that the affect of Preliminary Title Report Item CANNOT BE DETERMINED due to erroneous information or undocumented recording.
- (T) Indicates that the Preliminary Title Report Item is a TAX item or TITLE reference only.



TOPOGRAPHIC LEGEND & ABBREVIATIONS

EXISTING GROUND CONTOUR	---	533.00	BSW	BACK OF WALK
EXISTING ELEVATION	---	533.00	C	CONCRETE
SIGN	---		DRVWY	DRIVEWAY
PROPERTY LINE	---		P	PAVEMENT
EASEMENT LINE	---		EMCS	EMERGENCY FLOWLINE
CURB & GUTTER	---		FL	FLOWLINE
CONCRETE CURB	---		MH	MANHOLE
FLOWLINE	---		SDMH	STORM DRAIN MAN HOLE
UNDERGROUND WATERLINE	---		SSMH	SANITARY SEWER MAN HOLE
UNDERGROUND TELEPHONE LINE	---		TC	TOP OF CURB
UNKNOWN UNDERGROUND UTILITY	---		SIG BOX	TRAFFIC SIGNAL BOX
UNDERGROUND ELECTRIC LINE	---		W	WALL
NATURAL GAS	---		WM	WATER METER
CONCRETE BLOCK WALL	---		WV	WATER VALVE
CHAIN LINK FENCE	---			CONCRETE
WOOD FENCE	---			BUILDING
STORM DRAIN LINE	---			BUILDING OVERHANG
SANITARY SEWER MAIN	---			TREE
BOLLARD	---			STORM DRAIN MANHOLE
WATER VALVE	---			EXISTING FIREHYDRANT
GUY	---			POWER POLE
SANITARY SEWER MANHOLE	---			TRAFFIC SIGNAL
				DOOR
				PARKING LIGHT

FOUND MONUMENT NOTES

- FOUND 2" BRASS DISK DOWN 0.5' IN MONITORING WELL, PER BOOK 183 OF PARCEL MAPS, AT PAGES 35 TO 37, RIVERSIDE COUNTY RECORDS.
- 2" BRASS DISK DOWN 0.5' IN MONITORING WELL, PER BOOK 183 OF PARCEL MAPS, AT PAGES 35 TO 37, RIVERSIDE COUNTY RECORDS.

BOUNDARY LEGEND:

- MONUMENT FOUND AND ACCEPTED AS NOTED
- # EXCEPTIONS TO COVERAGE

SURVEYOR'S CERTIFICATE

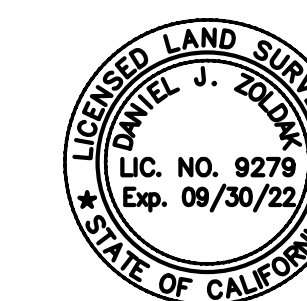
This Survey is made for the benefit of :

Knollwood Partnership / Palm Springs, LLC

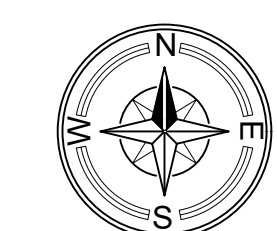
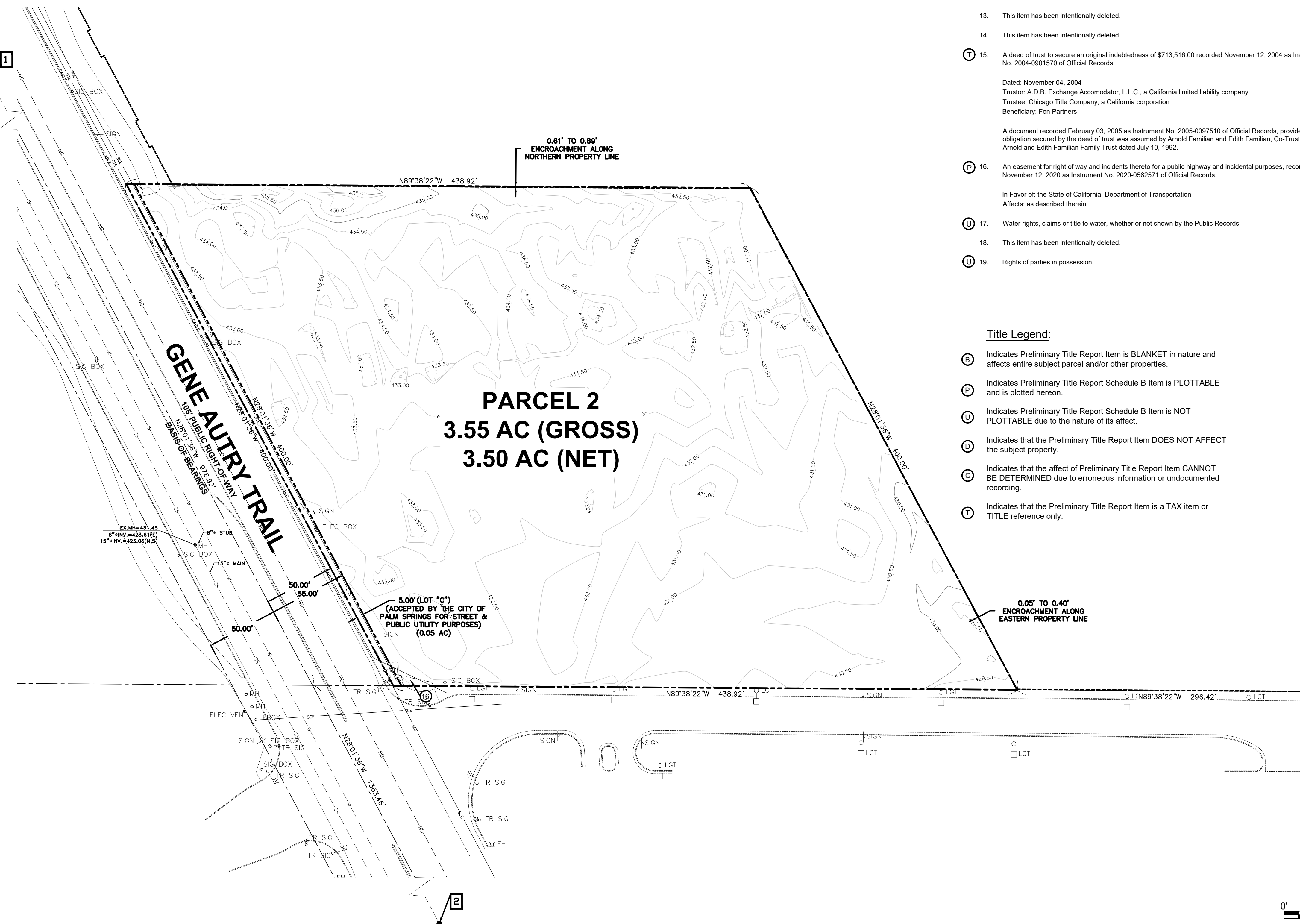
This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2016 Minimum Standard Detail Requirements for ALTA / NSPS Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes Items 2, 3, 4, 5, 6, 7(a), 7(b1), 8, 9, 10, 11(a), 11(b), 13, and 19 of Table A, thereof.

Date of Plat or Map: June 6, 2021.

By: _____
Name: DANIEL J. ZOLDAK
Registered Professional Land Surveyor No. 9279
Date: _____



According to Section 8770.6 of the Business and Professions Code, State of California, Professional Surveyors Act, as amended January 1, 2011, the use of the word "certify" or "certification" by a Licensed Land Surveyor or Registered Civil Engineer in the practice of professional engineering or land surveying or the preparation of maps, plats, reports, descriptions, or other surveying documents only constitutes an expression of professional opinion regarding those facts or findings which are the subject of the certification, and does not constitute a warranty or guarantee, either expressed or implied.



SCALE 1"=40'

ALTA/NSPS LAND TITLE SURVEY

For
Knollwood Partnership / Palm Springs, LLC
890 N. Gene Autry Trail
City of Palm Springs, County of Riverside, State of California

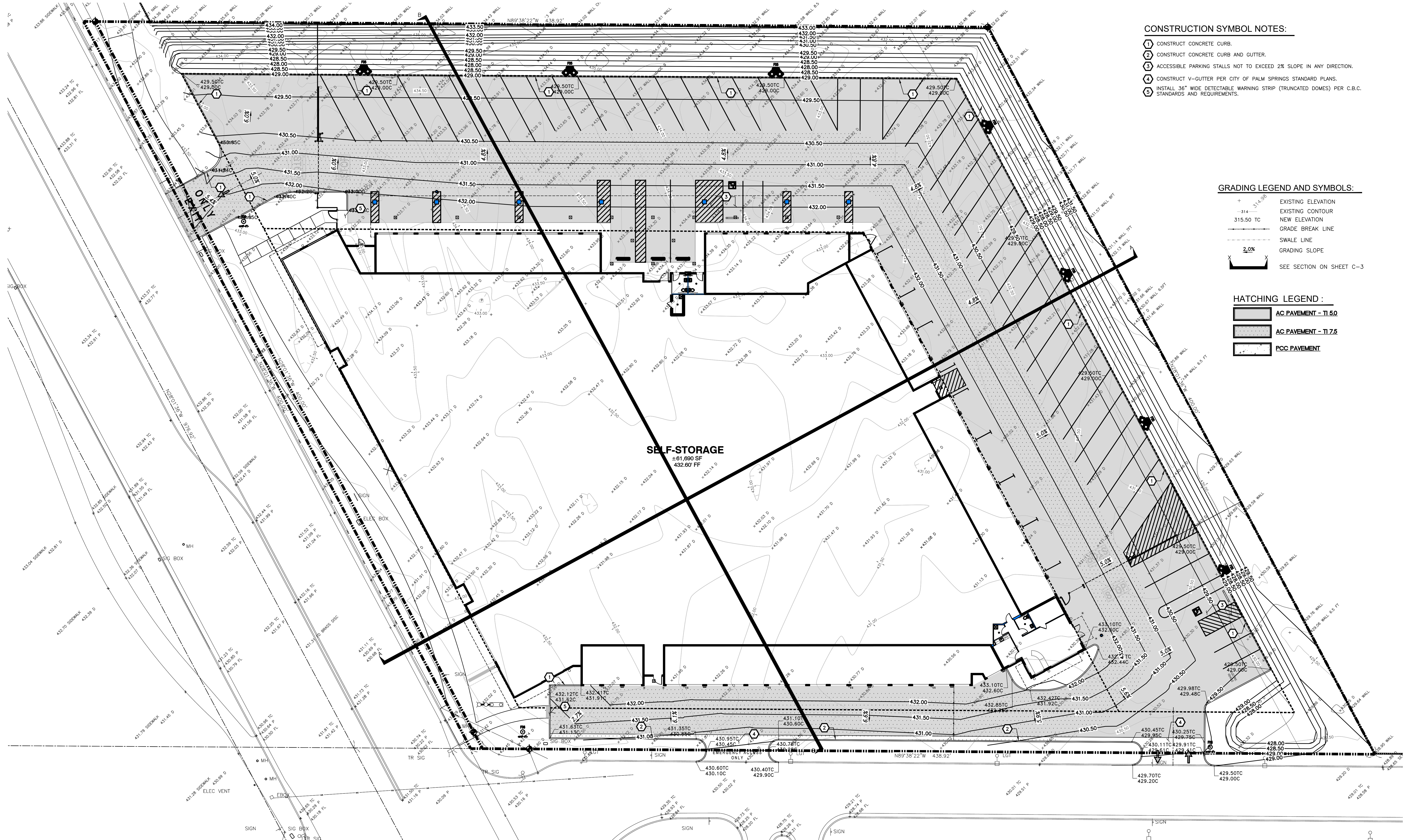
LARS ANDERSEN & ASSOCIATES, INC.
CIVIL ENGINEERS - LAND SURVEYORS - PLANNERS
4694 WEST JACQUELYN AVENUE FRESNO CALIFORNIA 93722
TEL: 569 276-2790 FAX: 569 276-0850 WWW.LARSANDERSEN.COM

REVISIONS

DATE:	DWG. BY:
06/08/2021	1 OF 1
SCALE:	JOB NO.
1"=40'	999999.00
DRAWN BY:	CHECKED BY:
DF	DZ

PREPARED FOR:
West Coast Self-Storage
PALM SPRINGS, CA

L.A. PROJECT NO. 096989.00

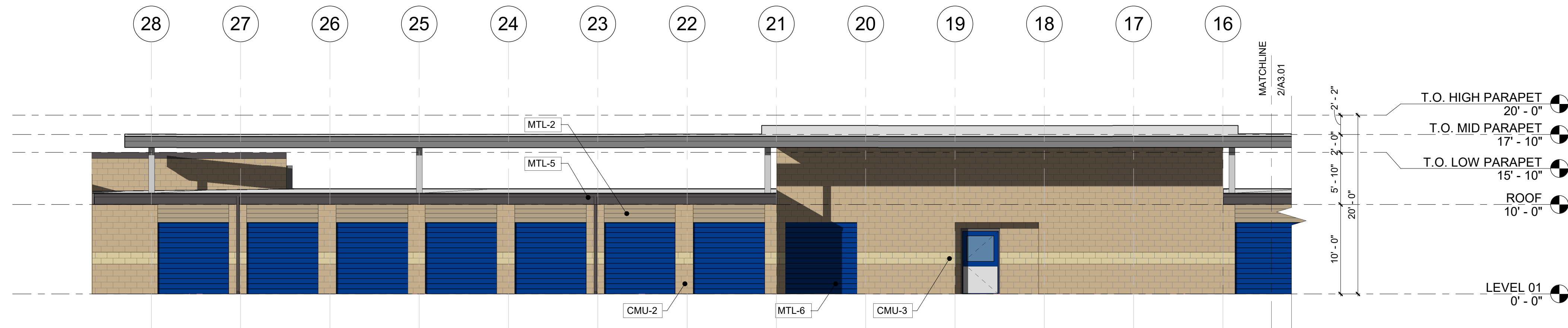


- CONSTRUCTION SYMBOL NOTES:**
- 1 CONSTRUCT CONCRETE CURB.
 - 2 CONSTRUCT CONCRETE CURB AND GUTTER.
 - 3 ACCESSIBLE PARKING STALLS NOT TO EXCEED 2% SLOPE IN ANY DIRECTION.
 - 4 CONSTRUCT V-GUTTER PER CITY OF PALM SPRINGS STANDARD PLANS.
 - 5 INSTALL 36" WIDE DETECTABLE WARNING STRIP (TRUNCATED DOMES) PER C.B.C. STANDARDS AND REQUIREMENTS.

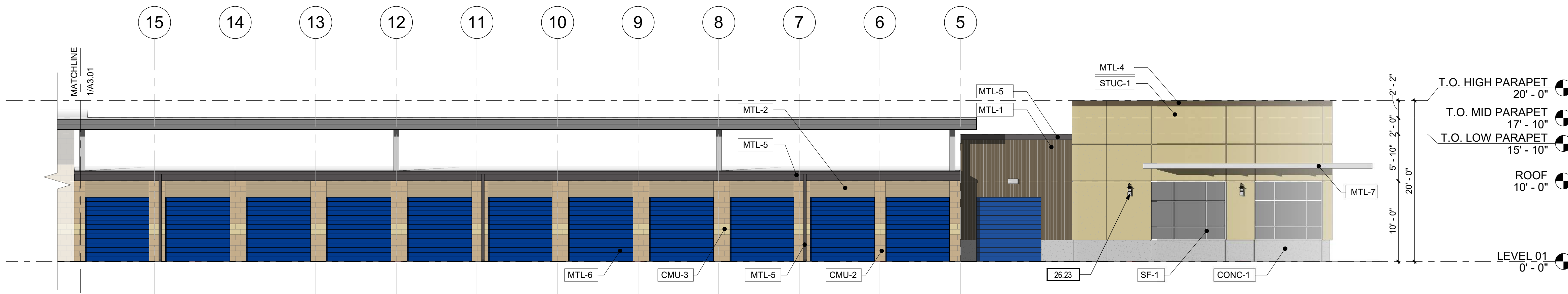
- GRADING LEGEND AND SYMBOLS:**
- + 314.285 EXISTING ELEVATION
 - 314 EXISTING CONTOUR
 - 315.50 TC NEW ELEVATION
 - GRADE BREAK LINE
 - SWALE LINE
 - 2.0% GRADING SLOPE
 - SEE SECTION ON SHEET C-3

- HATCHING LEGEND:**
- AC PAVEMENT - TI 5.0
 - AC PAVEMENT - TI 7.5
 - PCC PAVEMENT

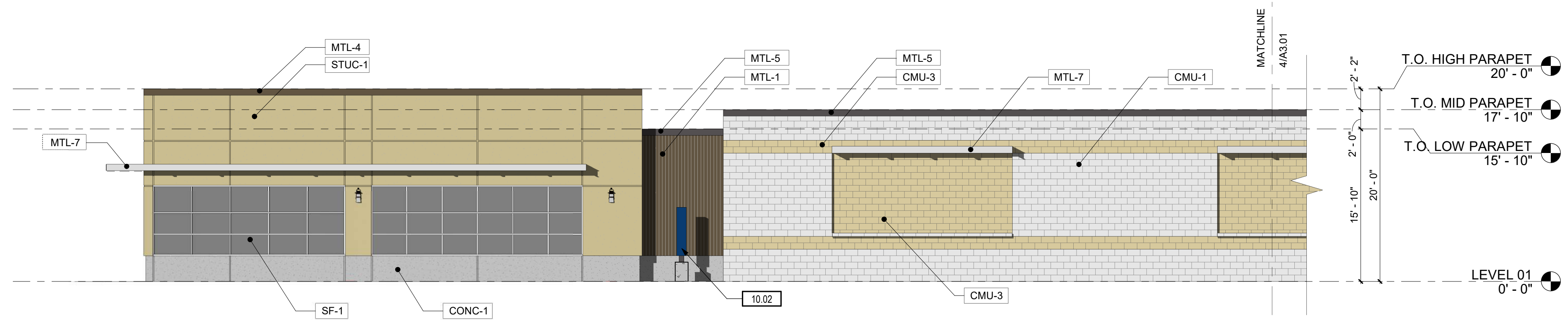
CONCEPTUAL GRADING PLAN



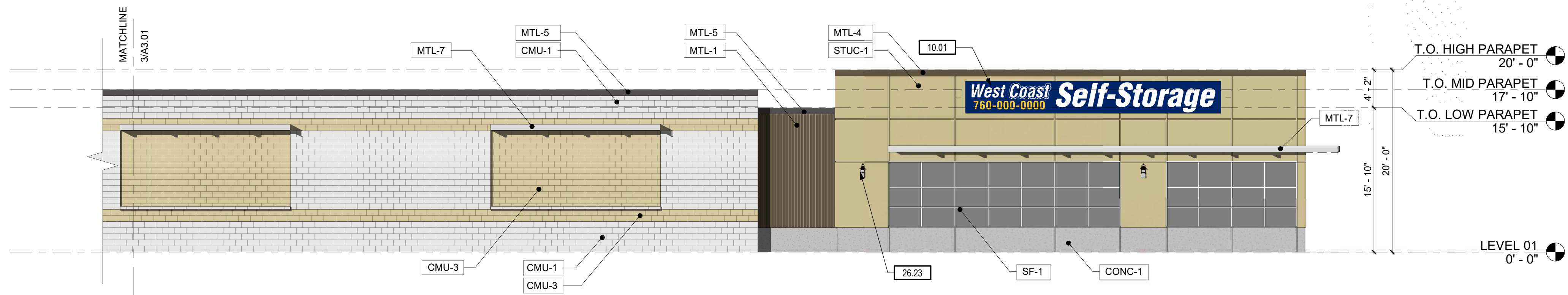
1 NORTH ELEVATION 1
1/8" = 1'-0"



2 NORTH ELEVATION 2
1/8" = 1'-0"



3 WEST ELEVATION 1 - N. GENE AUTRY TRAIL
1/8" = 1'-0"



4 WEST ELEVATION 2 - N. GENE AUTRY TRAIL
1/8" = 1'-0"

MATERIAL LEGEND:

EXTERIOR FINISH SCHEDULE				
I.D.	DESCRIPTION	COLOR (MANUF.)	PATTERN or ORIENTATION	FINISH
CMU-1	SPLIT FACE CMU BLOCK	WILLOW (MUTUAL MATERIALS)	RUNNING BOND	CLEAR BLOCK SEALER
CMU-2	SPLIT FACE CMU BLOCK	MESA TAN (MUTUAL MATERIALS)	RUNNING BOND	CLEAR BLOCK SEALER
CMU-3	GROUND FACE CMU BLOCK	KHAKI (MUTUAL MATERIALS)	RUNNING BOND	CLEAR BLOCK SEALER
STUC-1	CEMENT PLASTER STUCCO	SUN GLOW (SENERGY)	FINE TEXTURE	---
CONC-1	CAST-IN-PLACE CONCRETE WALL	NATURAL	SMOOTH FINISH; REVEALS PER ELEVATIONS	CTS WUNDERFIX SMOOTHING & PATCHING COMPOUND
MTL-1	4-INCH BOX RIB ARCHITECTURAL METAL PANEL (CORRUGATED METALS, INC.)	MEDIUM BRONZE (CM)	VERTICAL	FACTORY APPLIED
MTL-2	COR-RIB ARCHITECTURAL METAL PANEL (CORRUGATED METALS, INC.)	SIERRA TAN (CM)	HORIZONTAL	FACTORY APPLIED
MTL-3	METAL ARCHITECTURAL ELEMENTS & TRIM: CANOPY, GUTTERS & DOWNSPOUTS, ETC.	DARK BRONZE	---	FACTORY APPLIED (or) PRIMED & PAINTED
MTL-4	COPINGS	MEDIUM BRONZE (CM OR PAC-CLAD)	---	FACTORY APPLIED
MTL-5	COPINGS	GRAPHITE (PAC-CLAD)	---	FACTORY APPLIED
MTL-6	COILING METAL STORAGE DOORS; STORAGE AREA ENTRY DOORS	JANUS ROYAL BLUE	---	FACTORY APPLIED (or) PRIMED & PAINTED
MTL-7	SUNSHADES	WHITE	---	POWDER COATED
SF-1	STOREFRONT FRAMES w/ CLEAR GLAZING	MEDIUM BRONZE (KAWNEER)	---	ANODIZED
RF-1	24 GA. STANDING SEAM METAL ROOFING w/ STIFFENER RIBS	PARCHMENT (AEP SPAN)	PER PLANS	PVDF
RF-2	60 MIL. FULLY ADHERED TPO SINGLE-PLY ROOF MEMBRANE	WHITE	---	---

KEYNOTES:

10.01	INTERNALLY ILLUMINATED, 2-SIDED, 3-COLOR WALL SIGN; 28' W X 3.5' H; 98 SF PROPOSED (104 SF MAX. ALLOWED).
10.02	INTERNALLY ILLUMINATED, 2-SIDED, 3-COLOR MONUMENT SIGN ON CMU BASE; SIGN FACE: 14' W X 5' H; 70 SF PROPOSED PER FACE (74 SF MAX. ALLOWED PER FACE); 7'-8" OVERALL HEIGHT. REFER TO SITE PLAN FOR LOCATION RELATIVE TO BUILDING FACADE.
26.23	EXTERIOR LIGHTING. REF. ELECTRICAL



**WEST COAST SELF STORAGE
PALM SPRINGS**
890 NORTH GENE AUTRY TRAIL
PALM SPRINGS, CALIFORNIA 92262

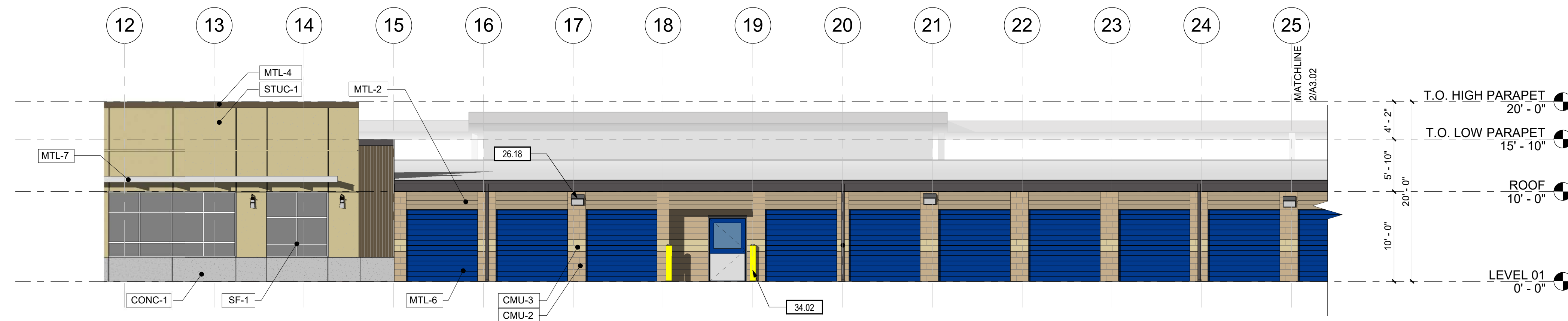
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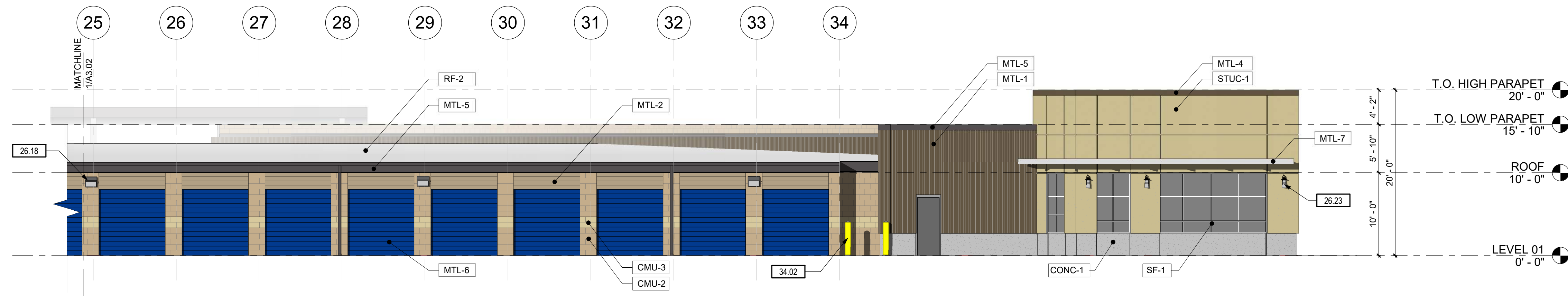
PROJECT NO.: 21059.00
PROJECT MGR.: DYM
DRAWN BY: DYM / MT
CHECKED BY: ---

EXTERIOR
ELEVATIONS

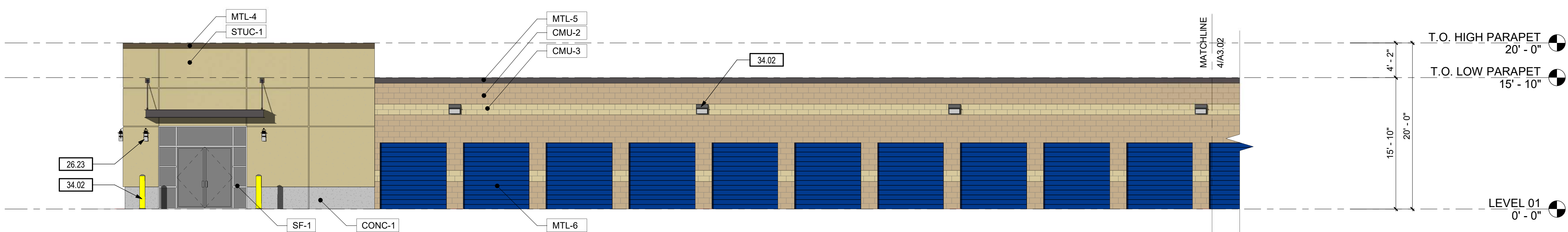
A3.01



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



2 SOUTH ELEVATION 2 - TAMARISK ROAD
1/8" = 1'-0"



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



4 EAST ELEVATION 2
1/8" = 1'-0"

MATERIAL LEGEND:

EXTERIOR FINISH SCHEDULE				
I.D.	DESCRIPTION	COLOR (MANUF.)	PATTERN or ORIENTATION	FINISH
CMU-1	SPLIT FACE CMU BLOCK	WILLOW (MUTUAL MATERIALS)	RUNNING BOND	CLEAR BLOCK SEALER
CMU-2	SPLIT FACE CMU BLOCK	MESA TAN (MUTUAL MATERIALS)	RUNNING BOND	CLEAR BLOCK SEALER
CMU-3	GROUND FACE CMU BLOCK	KHAKI (MUTUAL MATERIALS)	RUNNING BOND	CLEAR BLOCK SEALER
STUC-1	CEMENT PLASTER STUCCO	SUN GLOW (SENERGY)	FINE TEXTURE	---
CONC-1	CAST-IN-PLACE CONCRETE WALL	NATURAL	SMOOTH FINISH; REVEALS PER ELEVATIONS	CTS WUNDERFAX SMOOTHING & PATCHING COMPOUND
MTL-1	4-INCH BOX RIB ARCHITECTURAL METAL PANEL (CORRUGATED METALS, INC.)	MEDIUM BRONZE (CM)	VERTICAL	FACTORY APPLIED
MTL-2	COR-RIB ARCHITECTURAL METAL PANEL (CORRUGATED METALS, INC.)	SIERRA TAN (CM)	HORIZONTAL	FACTORY APPLIED
MTL-3	METAL ARCHITECTURAL ELEMENTS & TRIM; CANOPY, GUTTERS & DOWNSPOUTS, ETC.	DARK BRONZE	---	FACTORY APPLIED (or) PRIMED & PAINTED
MTL-4	COPINGS	MEDIUM BRONZE (CM OR PAC-CLAD)	---	FACTORY APPLIED
MTL-5	COPINGS	GRAPHITE (PAC-CLAD)	---	FACTORY APPLIED
MTL-6	COILING METAL STORAGE DOORS; STORAGE AREA ENTRY DOORS	JANUS ROYAL BLUE	---	FACTORY APPLIED (or) PRIMED & PAINTED
MTL-7	SUNSHADES	WHITE	---	POWDER COATED
SF-1	STOREFRONT FRAMES w/ CLEAR GLAZING	MEDIUM BRONZE (KAWNEER)	---	ANODIZED
RF-1	24 GA. STANDING SEAM METAL ROOFING w/ STIFFENER RIBS	PARCHMENT (AEP SPAN)	PER PLANS	PVDF
RF-2	60 MIL. FULLY ADHERED TPO SINGLE-PLY ROOF MEMBRANE	WHITE	---	---

KEYNOTES:

26.18	LED WALL PACK REF ELECTRICAL, TYP.
26.23	EXTERIOR LIGHTING, REF. ELECTRICAL
34.02	BOLLARD, REF. CIVIL TYP.



WEST COAST SELF STORAGE
PALM SPRINGS
890 NORTH GENE AUTRY TRAIL
PALM SPRINGS, CALIFORNIA 92262

DESCRIPTION	NO.	DATE



PROJECT NO.: 21059.00
PROJECT MGR.: DYM
DRAWN BY: DYM / MT
CHECKED BY: ---

EXTERIOR ELEVATIONS

A3.02

PAGE BREAK





RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

March 2, 2022

CHAIR
Steven Stewart
Palm Springs

VICE CHAIR
Steve Manos
Lake Elsinore

COMMISSIONERS

Arthur Butler
Riverside

John Lyon
Riverside

Russell Betts
Desert Hot Springs

Richard Stewart
Moreno Valley

Michael Geller
Riverside

STAFF

Director
Paul Rull

Simon A. Housman
Jackie Vega
Barbara Santos

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

www.rcaluc.org

Sam Shahrouri, Deputy Director TLMA/Building Official
County of Riverside Building and Safety Department
4080 Lemon Street, 12th Floor
Riverside CA 92501

RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW – DIRECTOR’S DETERMINATION

File No.: ZAP1060TH22
Related File No.: BRS2200182 (Building Permit)
APN: 759-210-012

Dear Mr. Shahrouri:

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 Riverside County Building and Safety Case No. BRS2200182 (Building Permit), a proposal to construct a 602.1 square foot rooftop solar panel system on a proposed residence located at 61993 Fullerton Drive within the Thermal Motorclub.

The site is located within Airport Compatibility Zone D of the Jacqueline Cochran Regional Airport Influence Area (AIA). Within Compatibility Zone D of the Jacqueline Cochran Regional Airport Land Use Compatibility Plan, residential density is restricted to either 0.2 dwelling units per acre, or above 5 dwelling units per acre. The proposed rooftop solar panels will not generate any density.

The elevation at the southerly end of Runway 17-35 at Jacqueline Cochran Regional Airport is 137.5 feet below mean sea level (-137.5 feet above mean sea level [AMSL]). At a distance of 5,098 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 -87 feet above mean sea level. The site’s elevation is -149 feet AMSL and the proposed building height (with rooftop solar panels) is 42 feet, resulting in a top point elevation of -107 feet AMSL. Therefore, review by the FAA Obstruction Evaluation Service was not required. The height of the proposed solar panels will not significantly increase the overall height of the building.

Based on the Federal Aviation Administration’s Interim Policy for Review of Solar Energy System Projects on Federally Obligated Airports, no glare potential or low potential for temporary after-image (“green” level) are acceptable levels of glare on final approach (within 2 miles from end of runway) for solar facilities located on airport property and is the recommended standard for properties near airports. However, potential for temporary after-image (“yellow” level) and potential for permanent eye damage (“red” level) are not acceptable levels of glare on final approach. No glare is permitted at air traffic control towers.

The project proposes 602.1 square feet of solar panels on a proposed residence rooftop with a fixed tilt of 5 degrees with no rotation, and an orientation of 193 degrees. The solar glare study completed by Forge Solar was based on a 2 mile straight in approach (as per FAA Interim Policy

AIRPORT LAND USE COMMISSION

Standards) to runways 17 and 35, and runways 12 and 30. Jacqueline Cochran Regional Airport does not have an air traffic control tower. All times are in standard time.

The analysis concluded that some potential glare would occur within the 2 mile approach to runway 30. (No glare is expected to occur within the 2 mile approach to runway 17-35). Evaluation of the approach at Runway 30 indicates that the panels would result in low potential for temporary after-image ("green" level glare), totaling annually 94 minutes of "green" level glare, lasting up to 5 minutes a day from March to April and from September to October from 5.00 p.m. to 5:30 p.m. Overall, less than one percent of annual daylight time would be affected. Glare from solar panels could potentially constitute a hazard to flight. However, based on the solar glare hazard analysis provided, the glare experienced would be an acceptable level for solar facilities on airports. Therefore, the hazard potential is low.

The applicant has indicated that they do not plan to utilize equipment that would interfere with aircraft communications. The PV panels themselves present little risk of interfering with radar transmission due to their low profiles. In addition, solar panels do not emit electromagnetic waves over distances that could interfere with radar signal transmissions, and any electrical facilities that do carry concentrated current will be buried beneath the ground and away from any signal transmission. There are no radar transmission or receiving facilities within the site.

Conclusion: This approval applies to the installation of solar panels as submitted. Any change to the solar array would require ALUC review. All previously applied conditions of approval from the original Thermal Motorclub project (ZAP1017TH10) remain applicable.

As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with the 2005 Jacqueline Cochran Regional Airport Land Use Compatibility Plan, as amended in 2006, provided that the County of Riverside applies the following recommended conditions:

1. The following uses shall be prohibited:
 - (a) Any use or activity which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use or activity which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use or activity which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.
 - (d) Any use or activity which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
2. All solar arrays installed on the project site shall consist of smooth glass with anti-reflective coating, a fixed tilt of 5.0 degrees and orientation of 193 degrees. Solar panels shall be limited to a total of 602.1 square feet, and the locations and coordinates shall be as specified in the glare study. Any deviation from these specifications (other than reduction in square footage of panels), including change in tilt or orientation, shall require a new solar glare analysis to ensure that the amended project does not result in any glare impacting the air traffic control tower or creation of any "yellow" or "red" level

AIRPORT LAND USE COMMISSION

glare in the flight paths, and shall require review by the Airport Land Use Commission.

3. In the event that any electrical interference affecting the safety of air navigation occurs as a result of project operation, upon notification to the airport operator of an event, the airport operator shall notify the project operator in writing. Within 30 days of written notice, the project operator shall be required to promptly take all measures necessary to eliminate such interference. An "event" includes any situation that results in an accident, incident, "near-miss," report by airport personnel, or specific safety complaint to the airport operator or to federal, state, or county authorities responsible for the safety of air navigation. The project operator shall work with the airport operator to prevent recurrence of the event. For each such event made known to the project operator, the necessary remediation shall only be considered to have been fulfilled when the airport operator states in writing that the situation has been remediated to the airport operator's satisfaction.

4. In the event that any glint, glare, or flash affecting the safety of air navigation occurs as a result of project operation, upon notification to the airport operator of an event, the airport operator shall notify the project operator in writing. Within 30 days of written notice, the project operator shall be required to promptly take all measures necessary to eliminate such glint, glare, or flash. An "event" includes any situation that results in an accident, incident, "near-miss," or specific safety complaint regarding an in-flight experience to the airport operator or to federal, state, or county authorities responsible for the safety of air navigation. The project operator shall work with the airport operator to prevent recurrence of the incidence. Suggested measures may include, but are not limited to, changing the orientation and/or tilt of the source, covering the source at the time of day when events of glare occur, or wholly removing the source to diminish or eliminate the cause of the glint, glare, or flash. For each such event made known to the project operator, the necessary remediation shall only be considered to have been fulfilled when the airport operator states in writing that the situation has been remediated to the airport operator's satisfaction.

If you have any questions, please contact me at (951) 955-6893.

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



Paul Rull, ALUC Director

Attachments: Notice of Airport in Vicinity

cc: Fullerton Architects, P.C. (applicant/representative)
Lee Minshull (property owner)
Angela Jamison, County Airports Manager
ALUC Case File

X:\AIRPORT CASE FILES\JCRA\ZAP1060TH22\ZAP1060TH22.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)

NOTICE

**THERE IS AN AIRPORT NEARBY.
THIS STORM WATER BASIN IS DESIGNED TO HOLD
STORM WATER FOR ONLY 48 HOURS AND
NOT TO ATTRACT BIRDS**

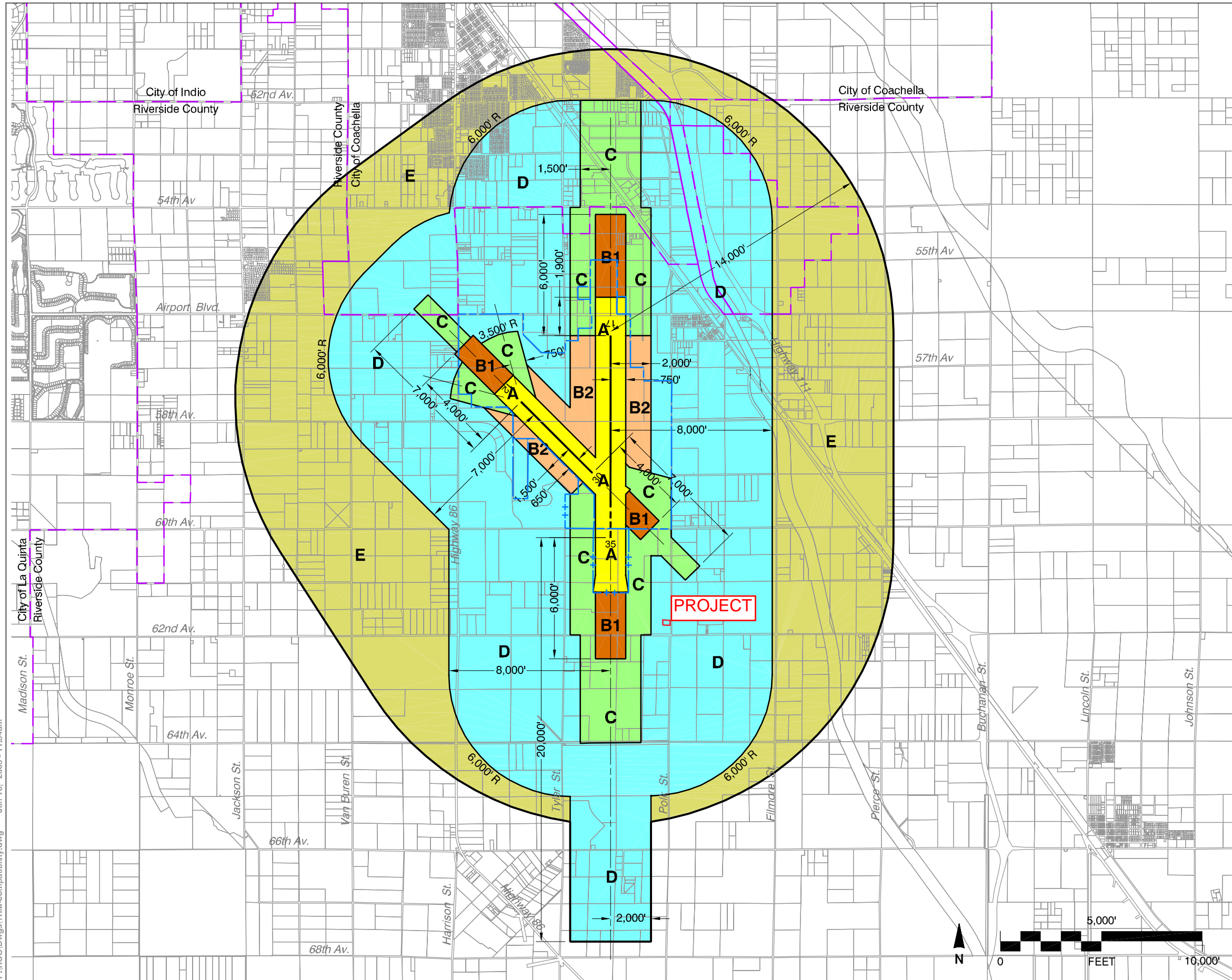
**PROPER MAINTENANCE IS NECESSARY TO AVOID
BIRD STRIKES**



IF THIS BASIN IS OVERGROWN, PLEASE CONTACT:

Name: _____

Phone: _____



Legend

Compatibility Zones

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

Boundary Lines

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

Note

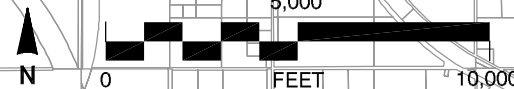
Except for southern extension, Airport Influence Area boundary measured from a point 200 feet beyond runway ends in accordance with FAA airspace protection criteria (FAR Part 77). All other dimensions measured from runway ends and centerlines.

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

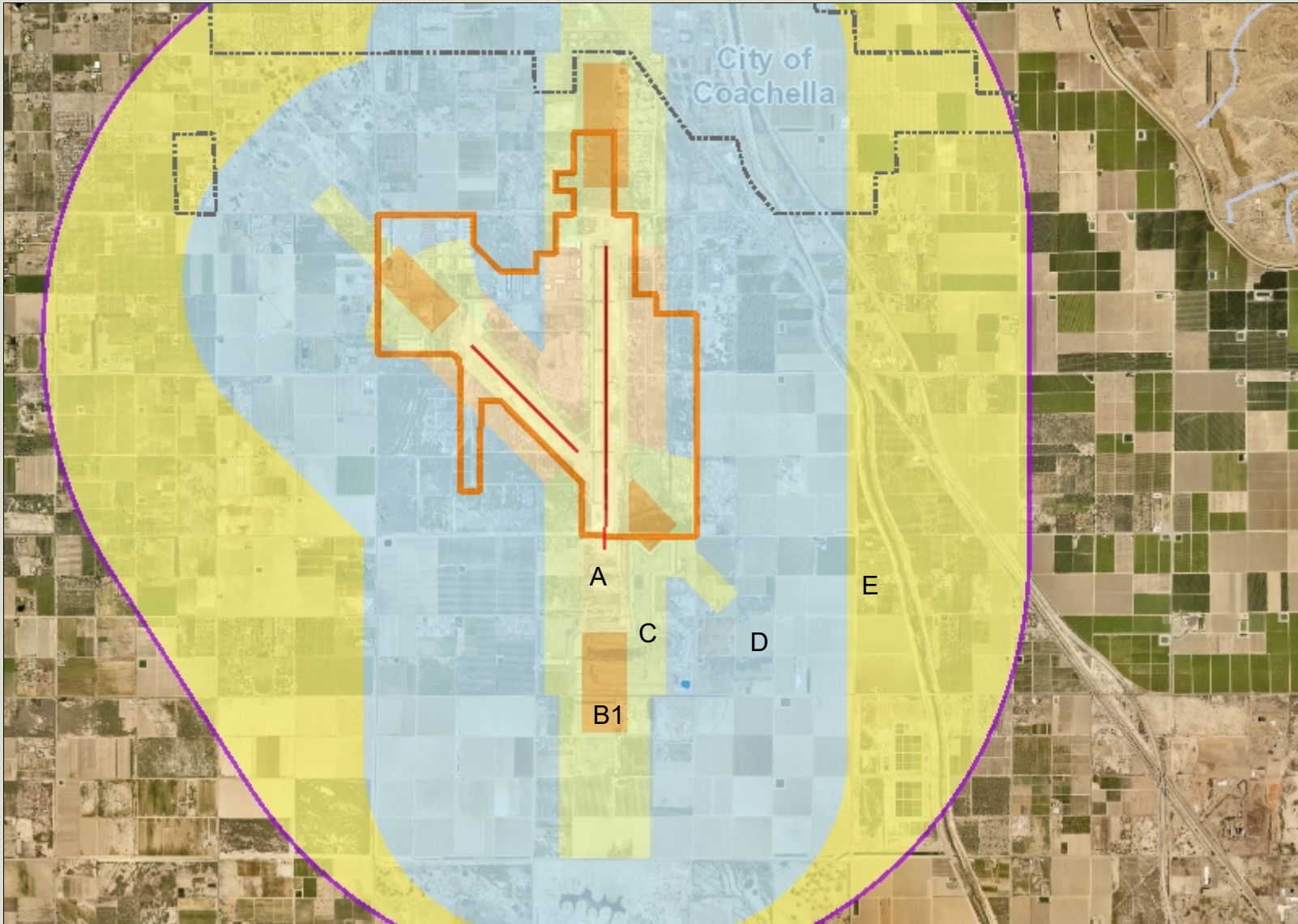
Riverside County
Airport Land Use Commission
Riverside County
Airport Land Use Compatibility Plan
Policy Document
(Adopted June 2005)

Map JC-1

Compatibility Map
Jacquellne Cochran Regional Airport



Map My County Map



Legend

- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones**
- OTHER COMPATIBILITY 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



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

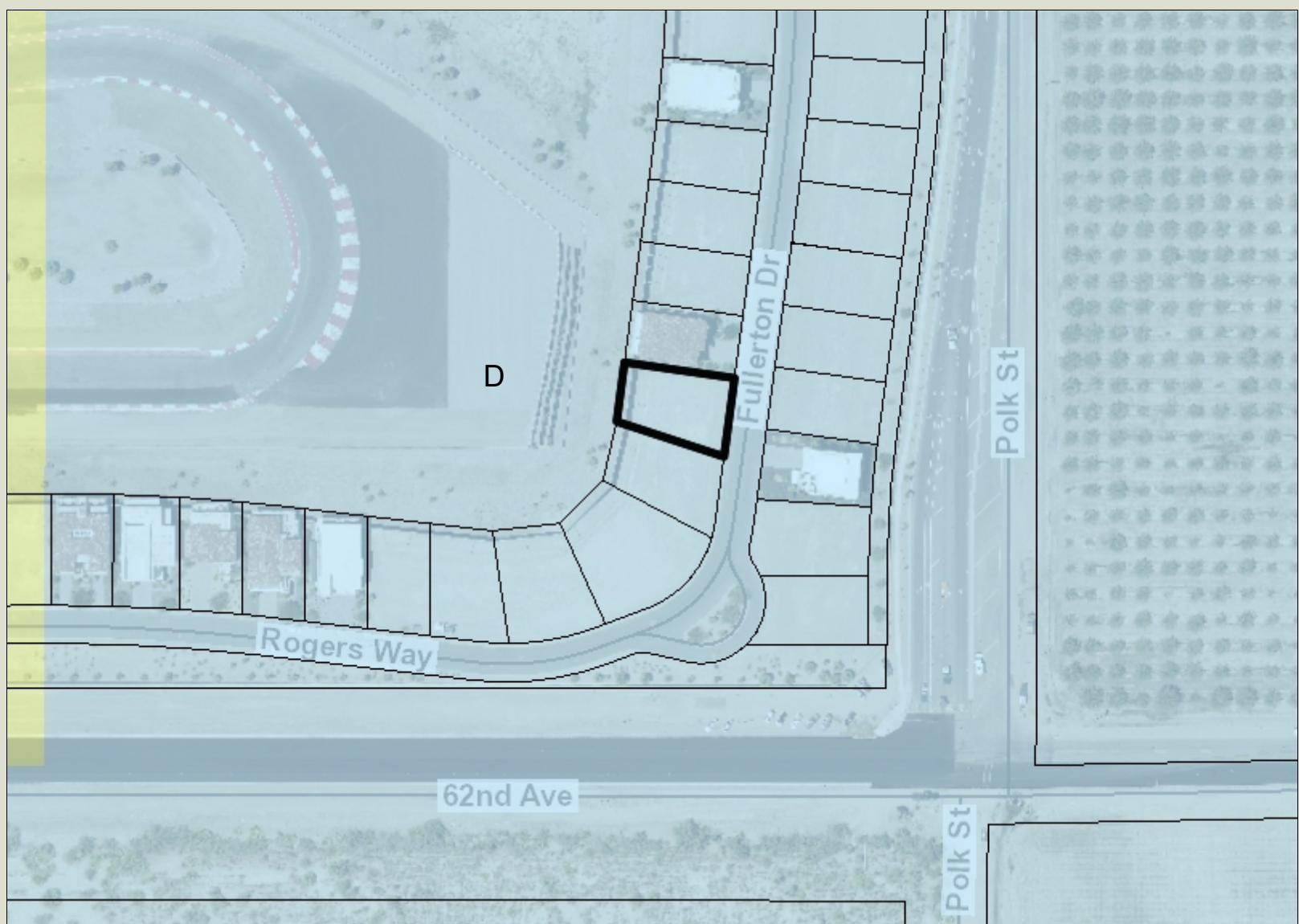


REPORT PRINTED ON... 2/25/2022 10:37:47 AM

© Riverside County GIS

Notes

Map My County Map



Legend

- Parcels
- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones**
- OTHER COMPATIBILITY 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



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.

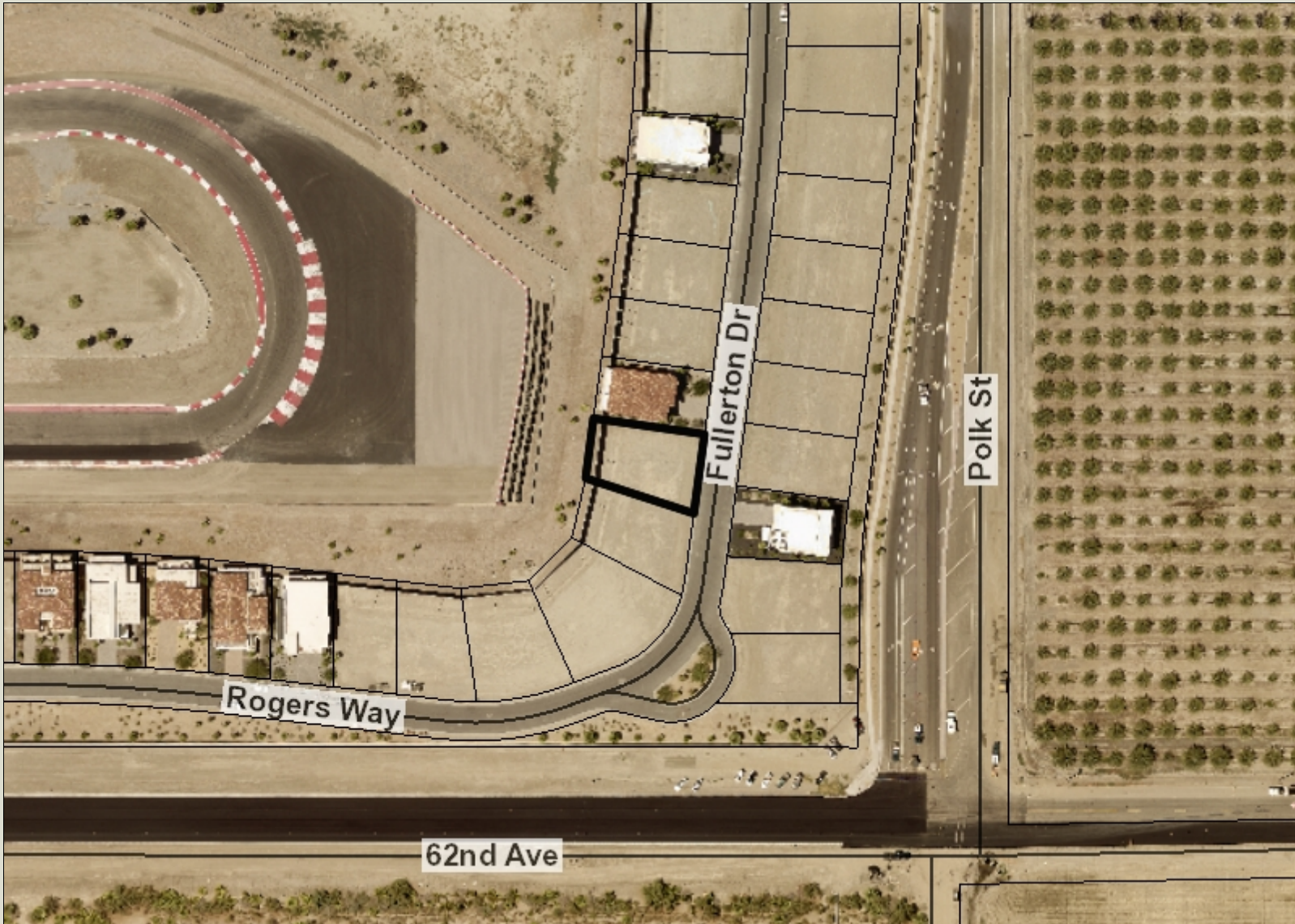


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Notes

Map My County Map



Legend

-  Parcels
-  County Centerline Names
-  County Centerlines
-  Blueline Streams
-  City Areas
-  World Street Map



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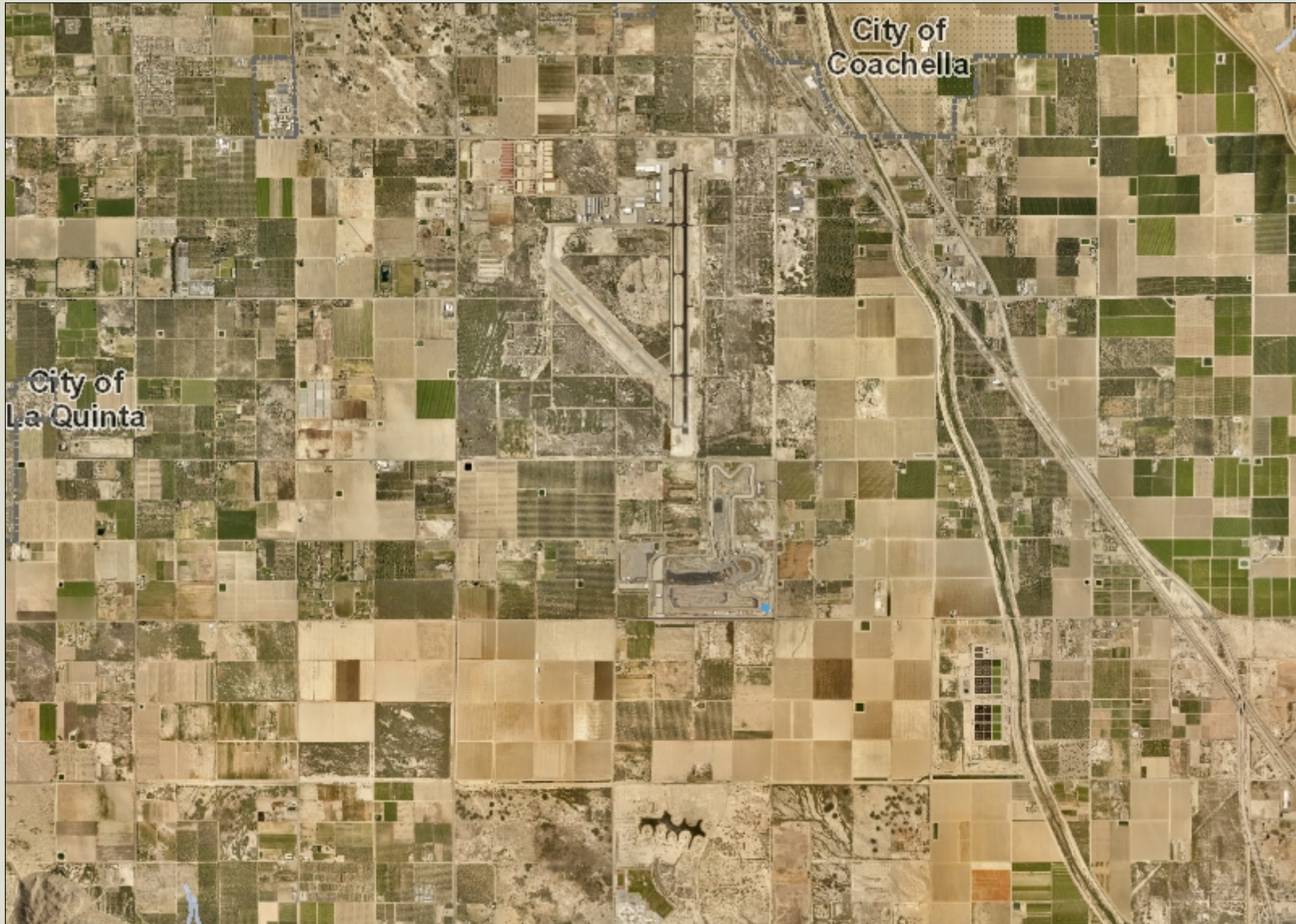
0 192 385 Feet

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Notes

Map My County Map



Legend

-  Blueline Streams
-  City Areas
-  World Street Map



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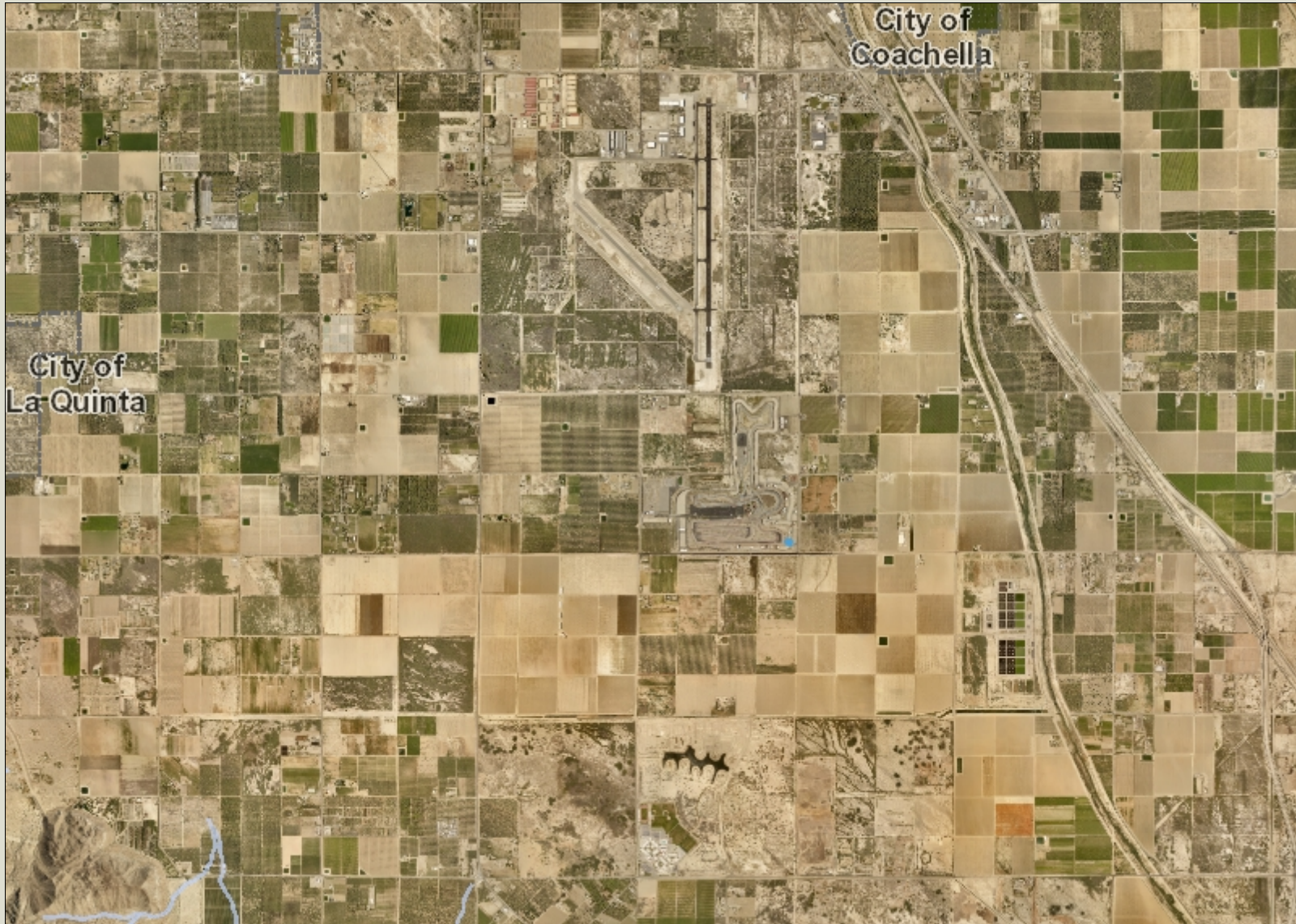


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Notes

Map My County Map



Legend

-  Blueline Streams
-  City Areas
-  World Street Map



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Notes



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Map My County Map



Legend

- County Centerline Names
- County Centerlines
- Blueline Streams
- City Areas
- World Street Map



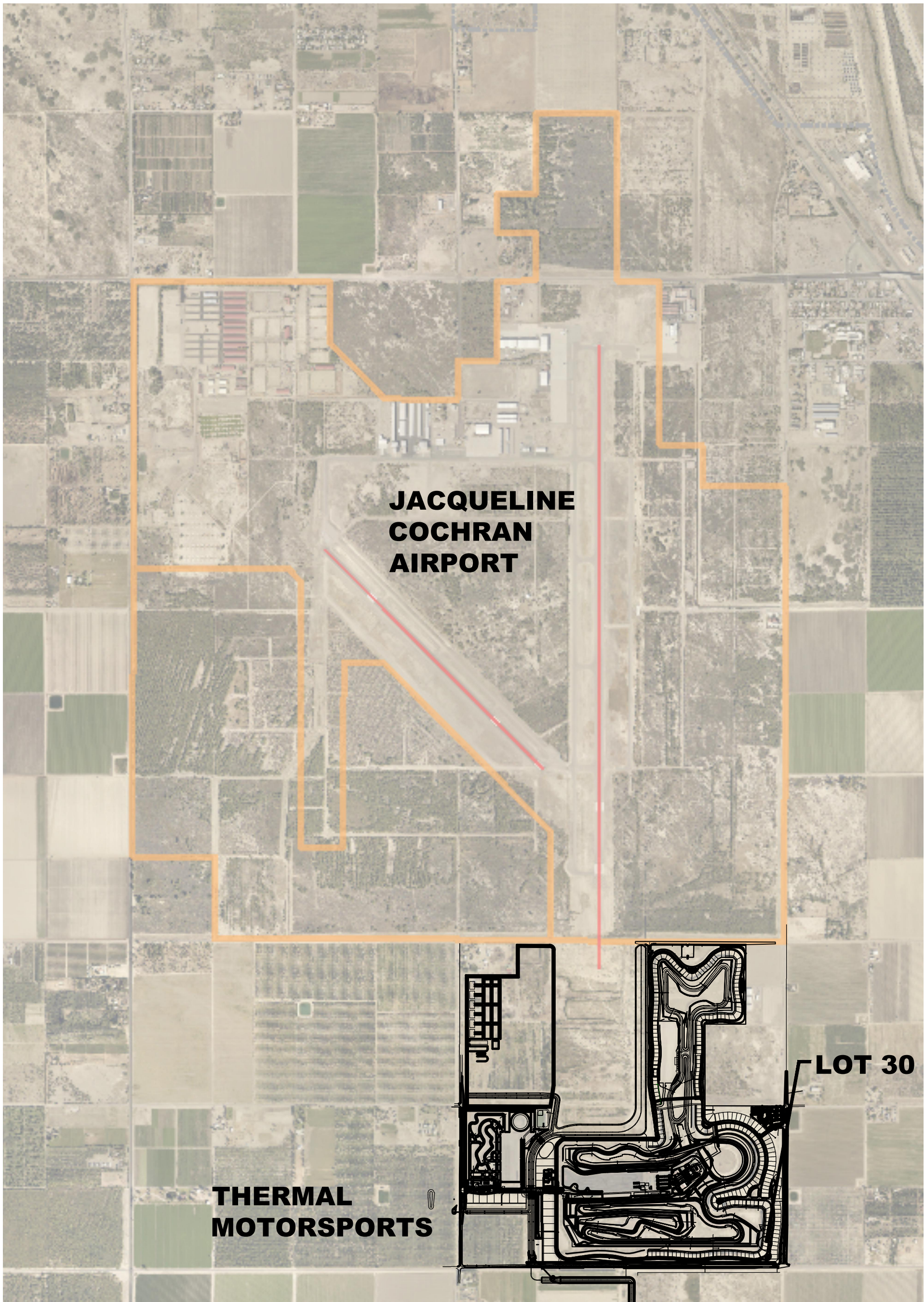
IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or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

0 1, 3,079 Feet
539

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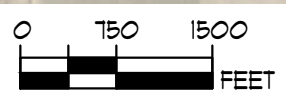
Notes



**JACQUELINE
COCHRAN
AIRPORT**

**THERMAL
MOTORSPORTS**

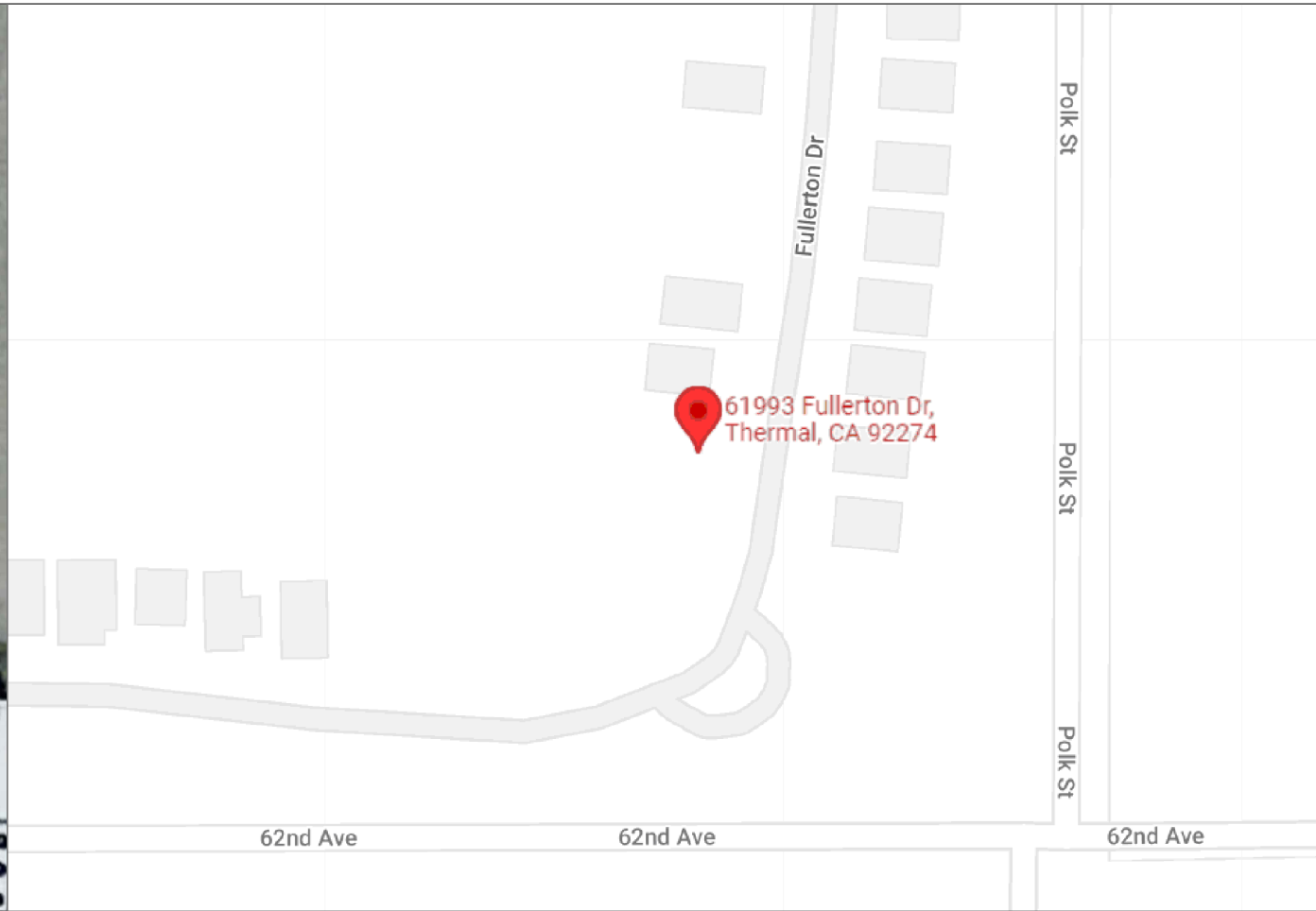
LOT 30



PLAN NORTH



1 SITE PLAN
SCALE: 1" = 1,500'



Revisions:	Date:

Michael Rango *Michael Rango*
760.322.4433 Lic. No. 940550

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info@HotPurpleEnergy.com
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INTEGRATOR:



HP E
Hot Purple Energy

GENERAL NOTES:

1. ALL ELECTRICAL WORK TO BE INSTALLED BY A QUALIFIED LICENSED ELECTRICIAN AND APPRENTICES WORKING UNDER THE DIRECT SUPERVISION OF A LICENSED ELECTRICIAN.
2. ALL SOLAR MODULES SHALL BE UL LISTED 1703 AND CEC APPROVED. ALL INVERTERS SHALL BE UL LISTED 1741SA CERTIFIED AND CEC APPROVED. ALL ELECTRICAL COMPONENTS AND MATERIALS SHALL BE LISTED AND APPROVED FOR ITS PURPOSE AND INSTALLED IN A WORKMAN LIKE MANNER. ALL OUTDOOR EQUIPMENT SHALL MEET APPROPRIATE NEMA STANDARDS.
3. THIS SYSTEM IS INTENDED TO BE OPERATED IN PARALLEL WITH THE UTILITY SERVICE PROVIDER. ANTI-ISLANDING PROTECTION IS A REQUIREMENT OF UL1741 AND IS INTENDED TO PREVENT THE OPERATION OF THE PHOTOVOLTAIC SYSTEM WHEN THE UTILITY GRID IS NOT IN OPERATION.
4. PERMISSION TO OPERATE THE SYSTEM IS NOT AUTHORIZED UNTIL FINAL INSPECTIONS AND APPROVALS BY THE LOCAL AUTHORITY HAVING JURISDICTION AND THE LOCAL UTILITY SERVICE PROVIDER.
5. THE METHOD OF MOUNTING SHALL BE DONE IN ACCORDANCE WITH THE RACKING MANUFACTURER TO MEET DEAD LOAD, WIND LOAD, AND SEISMIC REQUIREMENTS. PHOTOVOLTAIC MODULES WILL BE SECURED AND MOUNTED ON THE ROOF AS SPECIFIED ON THE STRUCTURAL SHEETS. EXISTING ROOF EQUIPMENT WILL NOT BE EFFECTED BY THE PHOTOVOLTAIC SYSTEM OR INSTALLATION.
6. ALL FASTENERS SHALL BE CORROSION RESISTANT APPROPRIATE FOR THE SITE CONDITIONS.
7. ALL ROOFING REPAIRS MUST MAINTAIN EXISTING CLASS AND TYPE OF ROOF AND ALL WORK SHALL BE IN ACCORDANCE WITH THE ROOFING MANUFACTURERS INSTALLATION REQUIREMENTS.
8. TO BE INSTALLED IN SUCH A MANNER THAT IS DISCREET AND DOES NOT DETRACT FROM THE HOMES ARCHITECTURE

DESCRIPTION OF WORK:

ROOF MOUNTED PHOTOVOLTAIC (SOLAR ELECTRIC) INSTALLATION TILT MOUNTED @ 5° FACING AN AZIMUTH OF 193° CONSISTING OF (32) PANASONIC EVPV370 - 370 WATT MODULES (11.84Kw).

RACK MOUNTING SYSTEM IS UNIRAC SOLARMOUNT ALUMINUM SUPPORT RAILS AND FAST JACK SOLAR STANCHIONS.

INSTALLATION SHALL COMPLY WITH THE FOLLOWING CODES:

CEC 2019 - ARTICLE 690, 705,706 AND OTHERS NEC 2020 705.13
CPC 2019
CBC 2019
CMC 2019
CFC 2019

DRAWING SHEETS:

COVER SHEET	PV-0.0
OPTIMIZER STRINGING NOTES (NOT FOR PERMITTING)	PV-0.0 (2)
SITE PLAN	PV-1.0
SYSTEM PERFORMANCE NOTES (NOT FOR PERMITTING)	PV-1.0 (2)
ROOF PLAN	PV-2.0
SINGLE LINE DIAGRAM	PV-3.0
MOUNTING DETAIL	PV-4.0
WARNING LABELING	PV-5.0

SPECIFICATION SHEETS:

EVPV370 MODULE
SE11400H-US HD WAVE INVERTER
PROFESSIONAL SOLAR FAST JACK
UNIRAC CERTIFICATION

Title:
**Thermal Motorsports
COVER SHEET**
61993 Fullerton D -- Lot 30
Thermal, CA 92274

Drawn by:
MJR

Checked by:
CR

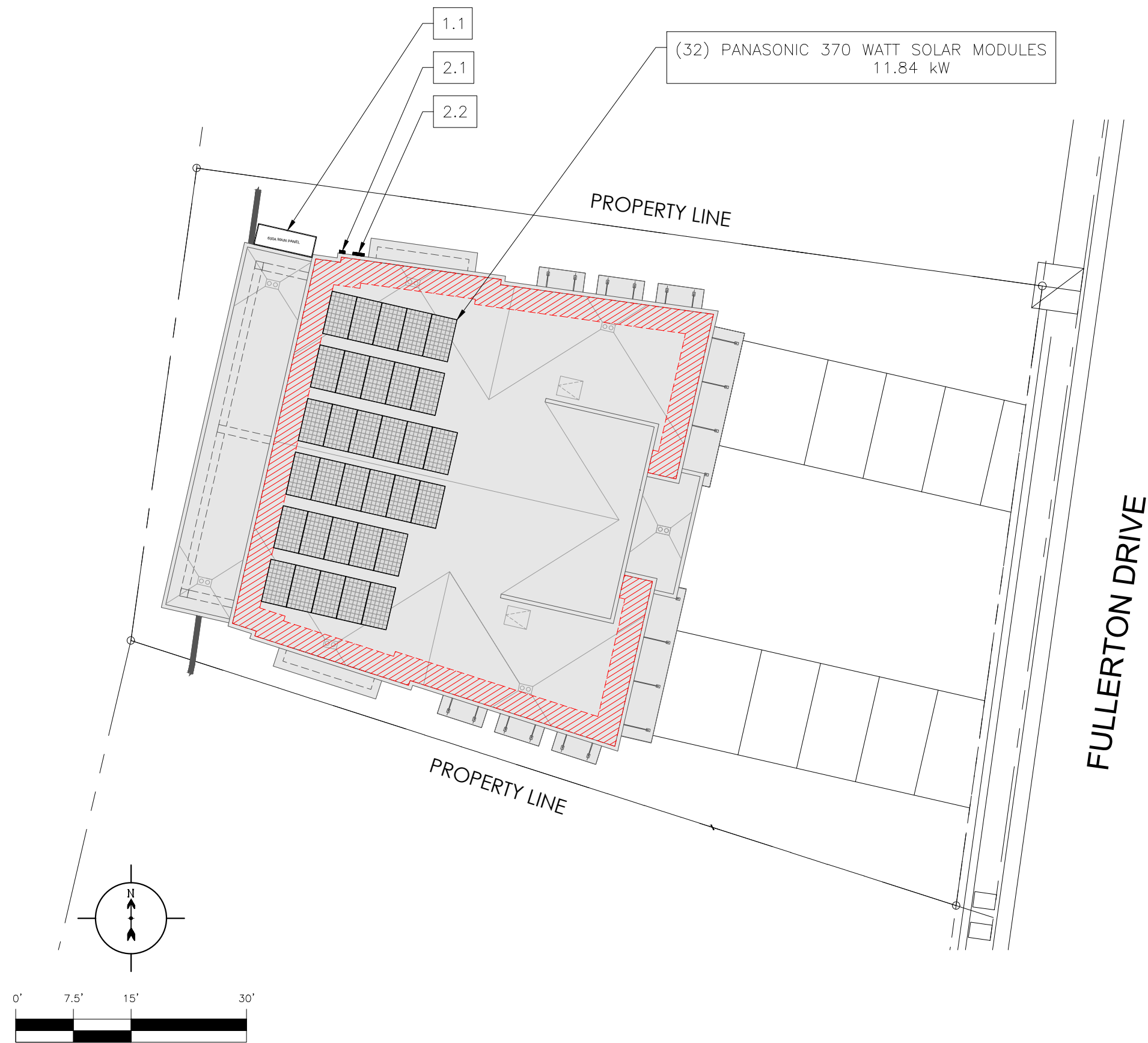
Date:
11/19/21

Scale:
NTS

Job Number:
21230

Sheet Number:
PV-0.0

Sheet



SITE PLAN KEYNOTE:

EXISTING ELECTRICAL

1.1 600A MAIN ELECTRICAL PANEL

NEW ELECTRICAL
(ADJACENT TO MSP)

2.1 SYSTEM AC DISCONNECT
2.2 SE11400H-US PV INVERTER

SITE LEGEND

FIRE EASEMENT/ACCESS

Revisions:	Date:

Michael Rango *Michael Rango*
760.322.4433 Lic. No. 940550

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Palm Springs, CA 92262
(760) 322 - 4433 office
License No. 940550
info@HotPurpleEnergy.com
www.HotPurpleEnergy.com



Title:
Thermal Motorsports
SITE PLAN
61993 Fullerton D -- Lot 30
Thermal, CA 92274

Drawn by:
MJR

Checked by:
CR

Date:
11/19/21

Scale:
1" = 15'

Job Number:
21230

Sheet Number:

PV-1.0

Sheet

MOUNT PLAN KEYNOTE:

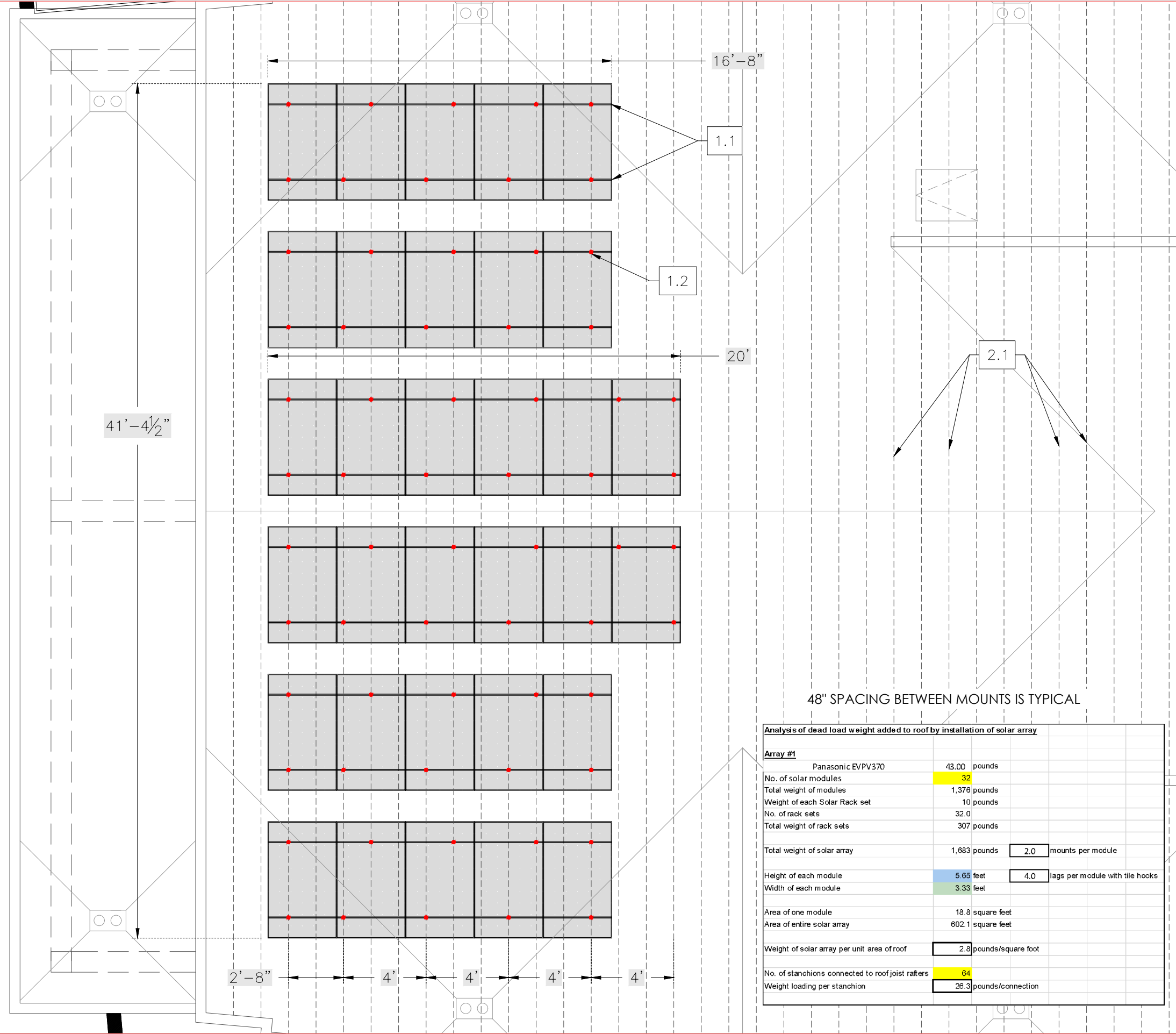
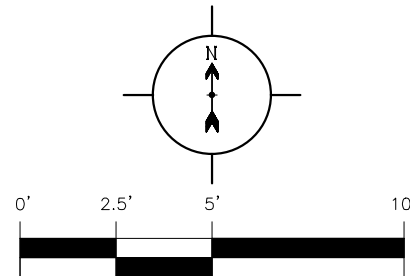
RACK MOUNT COMPONENTS

- 1.1 UNIRAC ALUMINUM SUPPORT RAIL
- 1.2 FAST JACK SOLAR STANCHIONS

STRUCTURAL

- 2.1 ROOF SUPPORTS 2x10 ENGINEERED TRUSS/JOIST (16" O.C.)

1. VERIFY RAFTER SPACING IN THE FIELD BEFORE ATTACHING MOUNTS ROOF.
2. ENSURE THAT MOUNTING LAGS PENETRATE CENTER OF RAFTERS AND MAKE STRUCTURAL CONNECTION TO THE RAFTERS.
3. STRUCTURAL CONNECTION TO ENGINEERED TRUSS SHALL BE MADE BY 3-1/2" X 5/16" STAINLESS STEEL LAG SCREWS 3" MIN. EMBEDMENT.
4. ALL MOUNTS SHALL BE 20" FROM ALL VALLEYS.
5. PHOTOVOLTAIC MODULES SHALL HAVE 2.0 MOUNTS (LAG SCREWS) PER PANEL.
6. (E) ROOF STRUCTURE IS FLAT 2X10 ENGINEERED TRUSS/JOIST 16" O.C TYP.
7. (E) ROOFING MATERIAL IS 1 LAYER OF TPO OVER 1 LAYER OF 30LB. FELT PAPER AND 1/2" OSB PLYWOOD DECKING.
8. MODULE DIMENSIONS 67.75" x 40.0"



48" SPACING BETWEEN MOUNTS IS TYPICAL

Analysis of dead load weight added to roof by installation of solar array		
Array #1		
Panasonic EVPV370	43.00 pounds	
No. of solar modules	32	
Total weight of modules	1,376 pounds	
Weight of each Solar Rack set	10 pounds	
No. of rack sets	32.0	
Total weight of rack sets	307 pounds	
Total weight of solar array	1,683 pounds	2.0 mounts per module
Height of each module	5.65 feet	4.0 lags per module with tile hooks
Width of each module	3.33 feet	
Area of one module	18.8 square feet	
Area of entire solar array	602.1 square feet	
Weight of solar array per unit area of roof	2.8 pounds/square foot	
No. of stanchions connected to roof joist rafters	64	
Weight loading per stanchion	28.3 pounds/connection	

Revisions:	Date:

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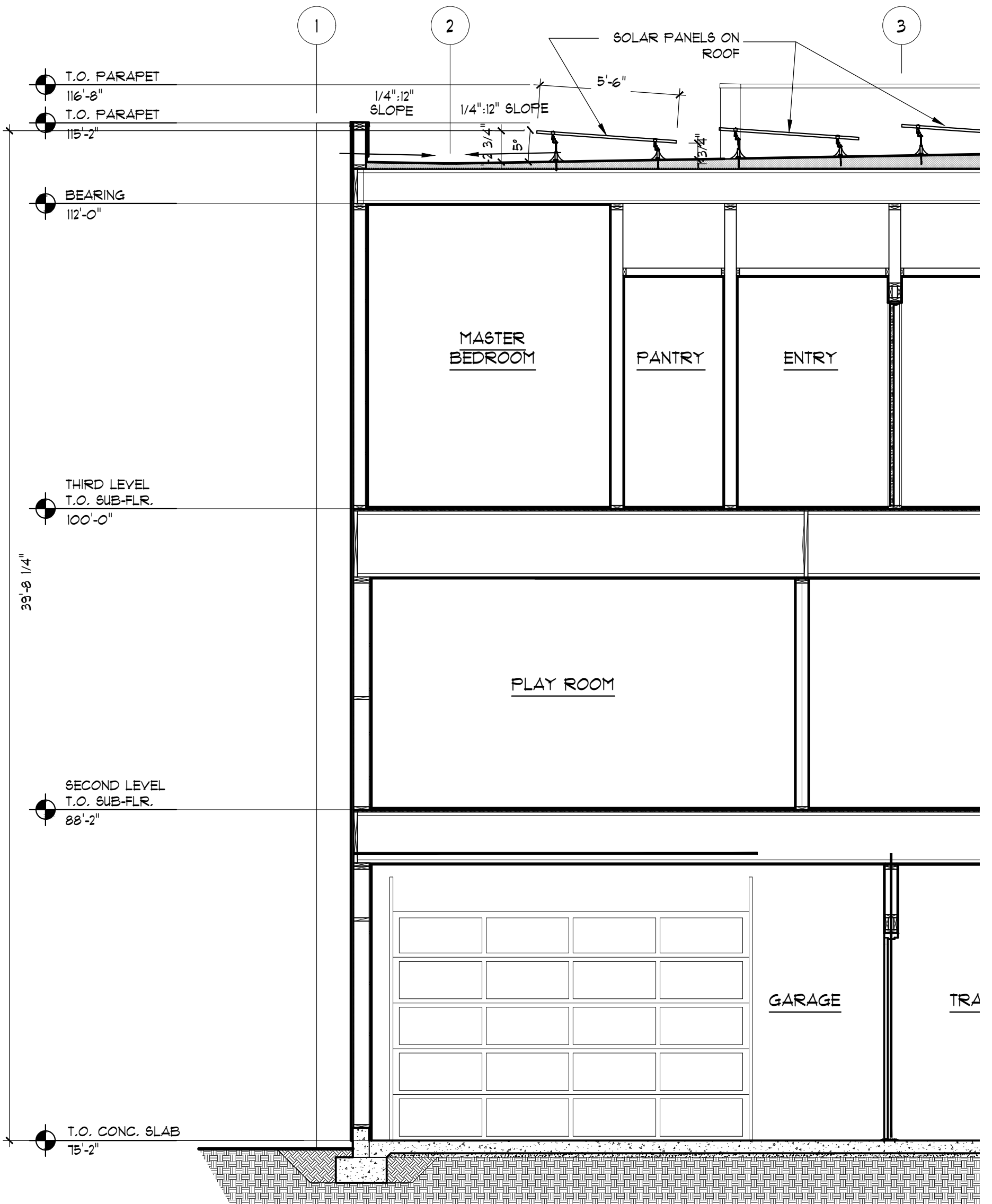
810 N. Farrell Drive
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(760) 322 - 4433 office
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www.HotPurpleEnergy.com



INTEGRATOR:
Thermal Motorsports
ROOF PLAN
61993 Fullerton D -- Lot 30
Thermal, CA 92274

Title:
Drawn by: **MJR**
Checked by: **CR**
Date: **11/19/21**
Scale: **1" = 5'**
Job Number: **21230**
Sheet Number:

PV-2.0
Sheet



1

PARTIAL BUILDING SECTION

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

THERMAL MOTORSPORTS - LOT 82



FORGESOLAR GLARE ANALYSIS

Project: **Riverside Co Residential**

rooftop PV arrays near KTRM airport, Thermal CA

Site configuration: **13 homes - incl proposed tower - added 61993 Fullerton Dr**

Analysis conducted by Dave Belote (dave@darestrategies.com) at 11:08 on 02 Dec, 2021.

U.S. FAA 2013 Policy Adherence

The following table summarizes the policy adherence of the glare analysis based on the 2013 U.S. Federal Aviation Administration Interim Policy 78 FR 63276. This policy requires the following criteria be met for solar energy systems on airport property:

- No "yellow" glare (potential for after-image) for any flight path from threshold to 2 miles
- No glare of any kind for Air Traffic Control Tower(s) ("ATCT") at cab height.
- Default analysis and observer characteristics (see list below)

ForgeSolar does not represent or speak officially for the FAA and cannot approve or deny projects. Results are informational only.

COMPONENT	STATUS	DESCRIPTION
Analysis parameters	PASS	Analysis time interval and eye characteristics used are acceptable
2-mile flight path(s)	PASS	Flight path receptor(s) do not receive yellow glare
ATCT(s)	PASS	Receptor(s) marked as ATCT do not receive glare

Default glare analysis parameters and observer eye characteristics (for reference only):

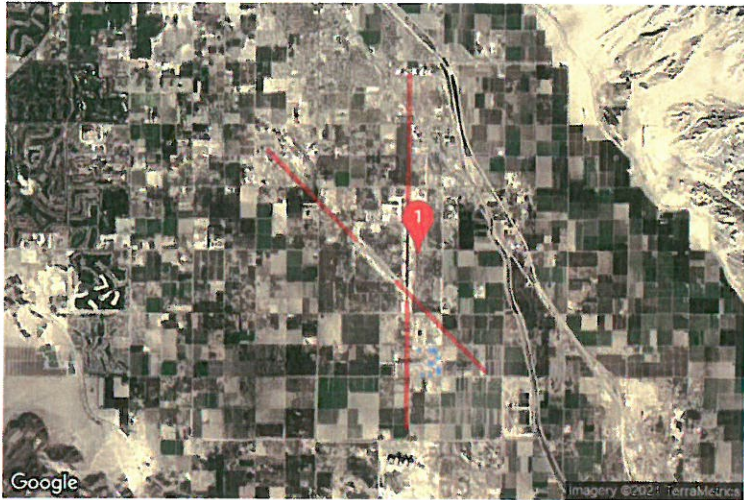
- Analysis time interval: 1 minute
- Ocular transmission coefficient: 0.5
- Pupil diameter: 0.002 meters
- Eye focal length: 0.017 meters
- Sun subtended angle: 9.3 milliradians

FAA Policy 78 FR 63276 can be read at <https://www.federalregister.gov/d/2013-24729>

SITE CONFIGURATION

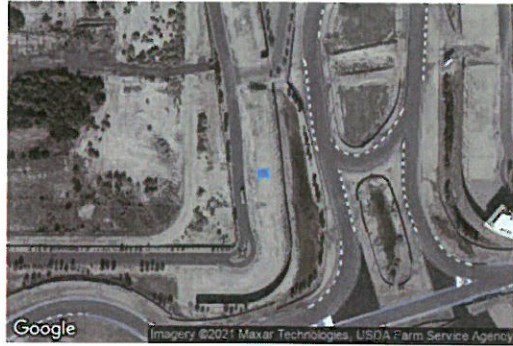
Analysis Parameters

DNI: peaks at 1,000.0 W/m²
 Time interval: 1 min
 Ocular transmission coefficient: 0.5
 Pupil diameter: 0.002 m
 Eye focal length: 0.017 m
 Sun subtended angle: 9.3 mrad
 Site Config ID: 59077.8001



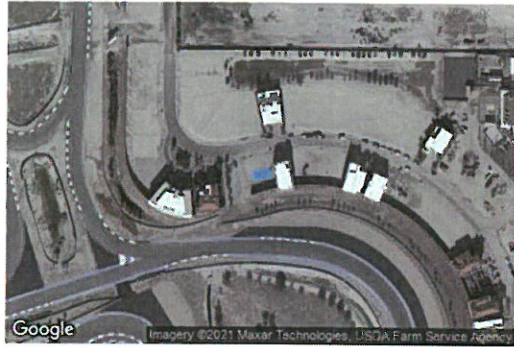
PV Array(s)

Name: 60984 Monza St
Axis tracking: Fixed (no rotation)
Tilt: 5.0°
Orientation: 262.0°
Rated power: 13.0 kW
Panel material: Smooth glass with AR coating
Reflectivity: Vary with sun
Slope error: correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.604841	-116.153370	-147.81	36.60	-111.21
2	33.604851	-116.153270	-148.23	38.70	-109.53
3	33.604794	-116.153265	-148.22	38.70	-109.52
4	33.604786	-116.153360	-147.77	36.60	-111.17

Name: 61197 Goodwood
Axis tracking: Fixed (no rotation)
Tilt: 7.0°
Orientation: 168.0°
Rated power: 11.5 kW
Panel material: Smooth glass with AR coating
Reflectivity: Vary with sun
Slope error: correlate with material



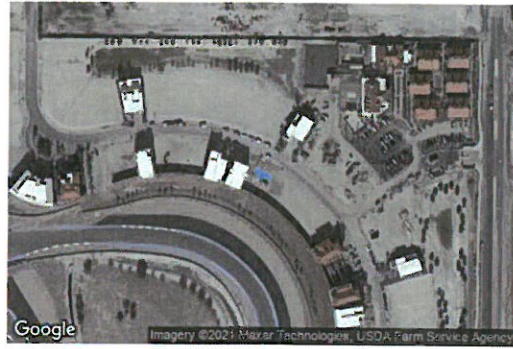
Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.604671	-116.150223	-146.89	33.98	-112.91
2	33.604697	-116.150088	-145.49	33.98	-111.51
3	33.604640	-116.150073	-144.68	33.98	-110.70
4	33.604617	-116.150217	-146.61	33.98	-112.63

Name: 61198 Goodwood
Axis tracking: Fixed (no rotation)
Tilt: 7.0°
Orientation: 186.0°
Rated power: 14.4 kW
Panel material: Smooth glass with AR coating
Reflectivity: Vary with sun
Slope error: correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.605040	-116.149252	-145.53	30.81	-114.72
2	33.605130	-116.149232	-146.16	30.81	-115.35
3	33.605116	-116.149150	-147.62	30.81	-116.81
4	33.605024	-116.149169	-146.80	30.81	-115.98

Name: 61341 Goodwood Dr
Axis tracking: Fixed (no rotation)
Tilt: 6.0°
Orientation: 209.0°
Rated power: 10.7 kW
Panel material: Smooth glass with AR coating
Reflectivity: Vary with sun
Slope error: correlate with material



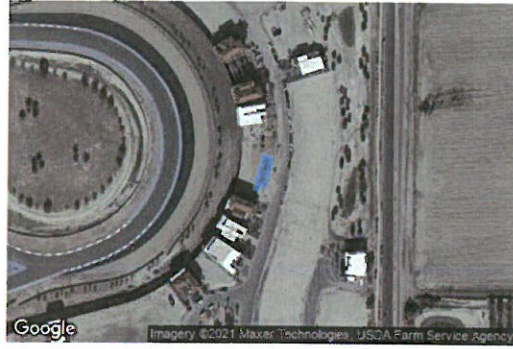
Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.604604	-116.148860	-148.46	35.50	-112.96
2	33.604575	-116.148879	-148.52	35.50	-113.02
3	33.604562	-116.148843	-148.34	35.50	-112.83
4	33.604540	-116.148855	-148.32	35.50	-112.82
5	33.604531	-116.148827	-148.22	35.50	-112.72
6	33.604550	-116.148819	-148.17	35.50	-112.66
7	33.604525	-116.148756	-147.60	35.50	-112.10
8	33.604549	-116.148741	-147.46	35.50	-111.95

Name: 61365 Goodwood Dr
Axis tracking: Fixed (no rotation)
Tilt: 5.0°
Orientation: 228.0°
Rated power: 8.03 kW
Panel material: Smooth glass with AR coating
Reflectivity: Vary with sun
Slope error: correlate with material



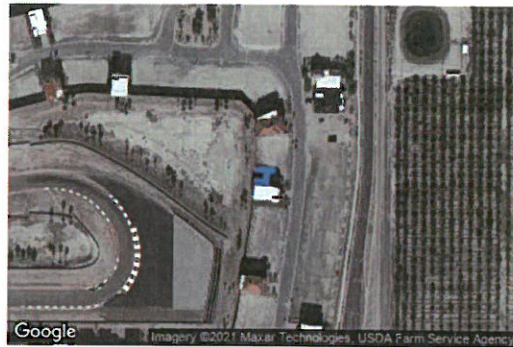
Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.604424	-116.148509	-146.23	40.00	-106.23
2	33.604401	-116.148529	-145.79	39.50	-106.29
3	33.604449	-116.148599	-145.73	39.50	-106.22
4	33.604469	-116.148580	-145.92	40.00	-105.92

Name: 61557 Goodwood
Axis tracking: Fixed (no rotation)
Tilt: 5.0°
Orientation: 190.0°
Rated power: 24.0 kW
Panel material: Smooth glass with AR coating
Reflectivity: Vary with sun
Slope error: correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.602871	-116.147958	-153.54	40.40	-113.14
2	33.603135	-116.147868	-151.44	40.40	-111.04
3	33.603113	-116.147781	-151.36	39.20	-112.16
4	33.602886	-116.147855	-152.35	39.20	-113.15
5	33.602899	-116.147903	-152.89	39.80	-113.09
6	33.602858	-116.147917	-153.20	39.80	-113.40

Name: 61849 Fullerton Dr
Axis tracking: Fixed (no rotation)
Tilt: 5.0°
Orientation: 183.0°
Rated power: 13.3 kW
Panel material: Smooth glass with AR coating
Reflectivity: Vary with sun
Slope error: correlate with material



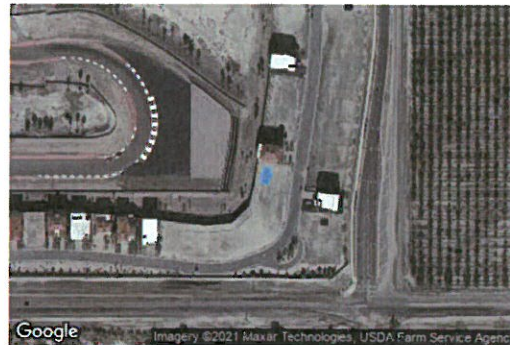
Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.600594	-116.147742	-149.68	43.42	-106.26
2	33.600569	-116.147742	-149.67	43.42	-106.25
3	33.600566	-116.147658	-148.64	43.42	-105.22
4	33.600496	-116.147663	-148.52	43.42	-105.10
5	33.600501	-116.147746	-149.74	43.42	-106.32
6	33.600475	-116.147748	-149.66	43.42	-106.24
7	33.600467	-116.147631	-148.64	43.42	-105.21
8	33.600565	-116.147623	-148.94	43.42	-105.52
9	33.600562	-116.147575	-149.23	43.42	-105.81
10	33.600591	-116.147576	-149.20	43.42	-105.78

Name: 61921 Fullerton
Axis tracking: Fixed (no rotation)
Tilt: 5.0°
Orientation: 98.0°
Rated power: 11.0 kW
Panel material: Smooth glass with AR coating
Reflectivity: Vary with sun
Slope error: correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.600080	-116.147616	-150.00	37.38	-112.62
2	33.600079	-116.147596	-149.77	35.46	-114.31
3	33.600063	-116.147597	-149.65	37.38	-112.27
4	33.600062	-116.147576	-149.34	35.46	-113.88
5	33.600047	-116.147577	-149.29	37.38	-111.91
6	33.600045	-116.147557	-148.91	35.46	-113.45
7	33.599972	-116.147567	-148.83	35.46	-113.37
8	33.599979	-116.147630	-149.21	37.38	-111.83

Name: 61993 Fullerton Dr
Axis tracking: Fixed (no rotation)
Tilt: 5.0°
Orientation: 193.0°
Rated power: 11.315 kW
Panel material: Smooth glass with AR coating
Reflectivity: Vary with sun
Slope error: correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.599450	-116.147856	-145.79	40.48	-105.30
2	33.599566	-116.147828	-147.03	40.48	-106.55
3	33.599559	-116.147770	-147.90	40.48	-107.42
4	33.599519	-116.147778	-148.10	40.48	-107.62
5	33.599517	-116.147761	-148.15	40.48	-107.66
6	33.599476	-116.147772	-148.37	40.48	-107.89
7	33.599479	-116.147788	-148.27	40.48	-107.79
8	33.599442	-116.147796	-148.55	40.48	-108.07

Name: 86684 Rogers Way

Axis tracking: Fixed (no rotation)

Tilt: 5.0°

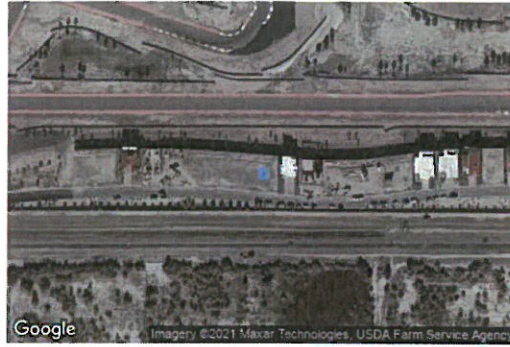
Orientation: 180.0°

Rated power: 9.1 kW

Panel material: Smooth glass with AR coating

Reflectivity: Vary with sun

Slope error: correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.599045	-116.152212	-147.49	38.80	-108.69
2	33.599046	-116.152187	-147.35	38.80	-108.54
3	33.599032	-116.152187	-147.36	38.60	-108.75
4	33.599031	-116.152139	-147.47	38.60	-108.87
5	33.598970	-116.152139	-147.58	36.60	-110.98
6	33.598972	-116.152210	-147.64	36.60	-111.04

Name: 86804 Rogers Way

Axis tracking: Fixed (no rotation)

Tilt: 7.0°

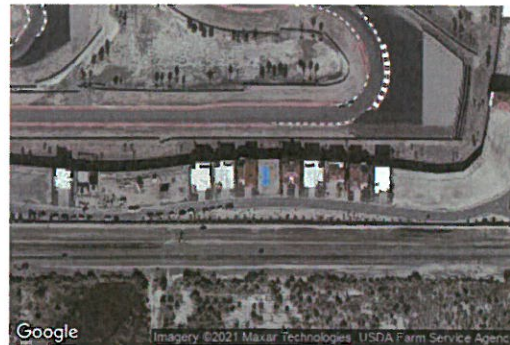
Orientation: 270.0°

Rated power: 8.7 kW

Panel material: Smooth glass with AR coating

Reflectivity: Vary with sun

Slope error: correlate with material



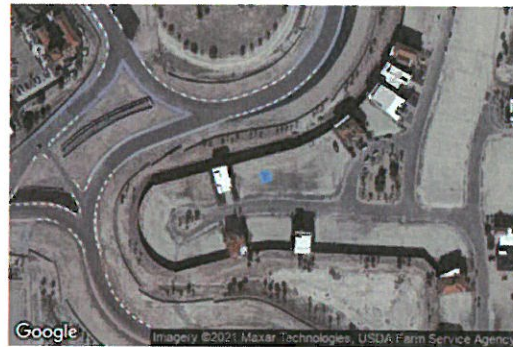
Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.599143	-116.150041	-146.57	36.25	-110.31
2	33.599019	-116.150041	-147.30	36.25	-111.05
3	33.599020	-116.149994	-146.97	36.25	-110.72
4	33.599049	-116.149994	-146.59	36.25	-110.33
5	33.599048	-116.150009	-146.82	36.25	-110.56
6	33.599144	-116.150010	-145.99	36.25	-109.74

Name: 86814 Newton Way
Axis tracking: Fixed (no rotation)
Tilt: 8.0°
Orientation: 165.0°
Rated power: 9.6 kW
Panel material: Smooth glass with AR coating
Reflectivity: Vary with sun
Slope error: correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.601662	-116.150329	-148.16	38.65	-109.51
2	33.601700	-116.150146	-148.42	38.65	-109.77
3	33.601666	-116.150136	-149.52	38.65	-110.87
4	33.601627	-116.150317	-149.15	38.65	-110.50

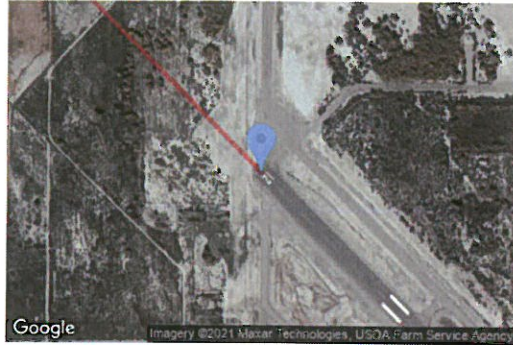
Name: 86862 Newton Way
Axis tracking: Fixed (no rotation)
Tilt: 5.0°
Orientation: 165.0°
Rated power: 9.1 kW
Panel material: Smooth glass with AR coating
Reflectivity: Vary with sun
Slope error: correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.601783	-116.149455	-152.03	39.80	-112.23
2	33.601788	-116.149433	-152.01	39.80	-112.21
3	33.601776	-116.149429	-151.97	39.50	-112.47
4	33.601789	-116.149369	-151.80	39.50	-112.29
5	33.601725	-116.149352	-151.15	36.60	-114.54
6	33.601708	-116.149432	-151.55	36.60	-114.95

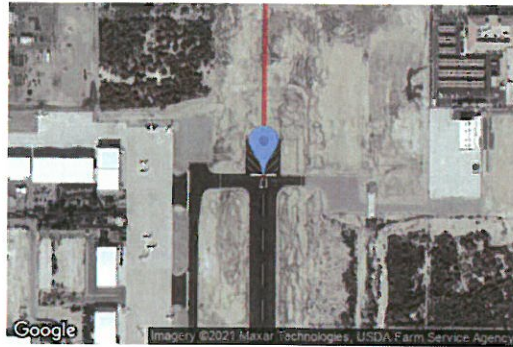
Flight Path Receptor(s)

Name: Rwy 12
Description:
Threshold height: 50 ft
Direction: 135.0°
Glide slope: 3.0°
Pilot view restricted? Yes
Vertical view: 30.0°
Azimuthal view: 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.630183	-116.171005	-117.94	50.00	-67.94
Two-mile	33.650628	-116.195587	-80.78	566.30	485.52

Name: Rwy 17
Description:
Threshold height: 50 ft
Direction: 180.2°
Glide slope: 3.0°
Pilot view restricted? Yes
Vertical view: 30.0°
Azimuthal view: 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.639142	-116.156425	-115.33	50.00	-65.33
Two-mile	33.668054	-116.156286	-91.22	579.35	488.12

Name: Rwy 30
Description:
Threshold height: 50 ft
Direction: 315.0°
Glide slope: 3.0°
Pilot view restricted? Yes
Vertical view: 30.0°
Azimuthal view: 50.0°



Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.620459	-116.159390	-132.30	50.00	-82.29
Two-mile	33.600014	-116.134810	-157.22	628.39	471.16

Name: Rwy 35
Description:
Threshold height: 50 ft
Direction: 0.2°
Glide slope: 3.0°
Pilot view restricted? Yes
Vertical view: 30.0°
Azimuthal view: 50.0°

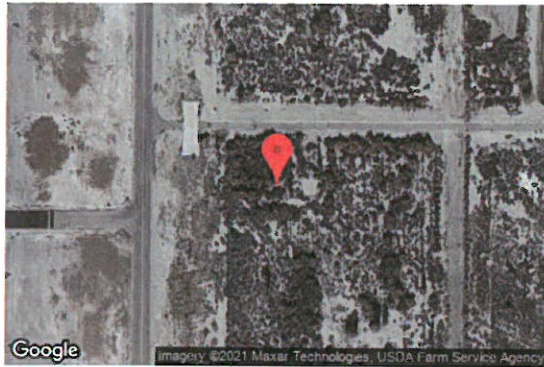


Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.615802	-116.156431	-139.07	50.00	-89.06
Two-mile	33.586890	-116.156552	-156.01	620.40	464.39

Discrete Observation Receptors

Name	ID	Latitude (°)	Longitude (°)	Elevation (ft)	Height (ft)
1-ATCT	1	33.627040	-116.153590	-130.00	50.00

Map image of 1-ATCT



GLARE ANALYSIS RESULTS

Summary of Glare

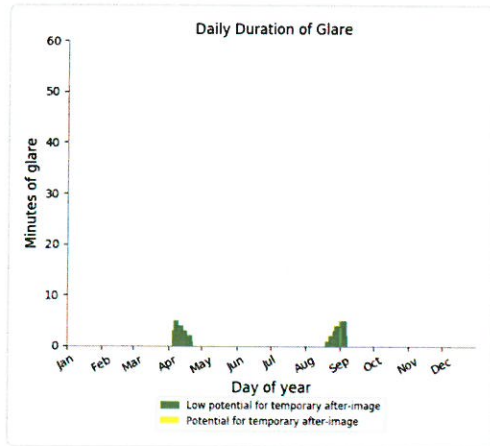
PV Array Name	Tilt	Orient	"Green" Glare	"Yellow" Glare	Energy
	(°)	(°)	min	min	kWh
60984 Monza St	5.0	262.0	477	0	26,950.0
61197 Goodwood	7.0	168.0	1,690	0	25,210.0
61198 Goodwood	7.0	186.0	1,704	0	31,590.0
61341 Goodwood Dr	6.0	209.0	1,480	0	23,140.0
61365 Goodwood Dr	5.0	228.0	1,948	0	17,070.0
61557 Goodwood	5.0	190.0	592	0	51,790.0
61849 Fullerton Dr	5.0	183.0	223	0	28,740.0
61921 Fullerton	5.0	98.0	131	0	22,790.0
61993 Fullerton Dr	5.0	193.0	94	0	24,400.0
86684 Rogers Way	5.0	180.0	32	0	19,640.0
86804 Rogers Way	7.0	270.0	0	0	17,850.0
86814 Newton Way	8.0	165.0	764	0	21,180.0
86862 Newton Way	5.0	165.0	421	0	19,620.0

Total annual glare received by each receptor

Receptor	Annual Green Glare (min)	Annual Yellow Glare (min)
Rwy 12	568	0
Rwy 17	0	0
Rwy 30	8988	0
Rwy 35	0	0
1-ATCT	0	0

Results for: 60984 Monza St

Receptor	Green Glare (min)	Yellow Glare (min)
Rwy 12	477	0
Rwy 17	0	0
Rwy 30	0	0
Rwy 35	0	0
1-ATCT	0	0



Flight Path: Rwy 35

0 minutes of yellow glare
 0 minutes of green glare

Point Receptor: 1-ATCT

0 minutes of yellow glare
 0 minutes of green glare

Results for: 61993 Fullerton Dr

Receptor	Green Glare (min)	Yellow Glare (min)
Rwy 12	0	0
Rwy 17	0	0
Rwy 30	94	0
Rwy 35	0	0
1-ATCT	0	0

Flight Path: Rwy 12

0 minutes of yellow glare
 0 minutes of green glare

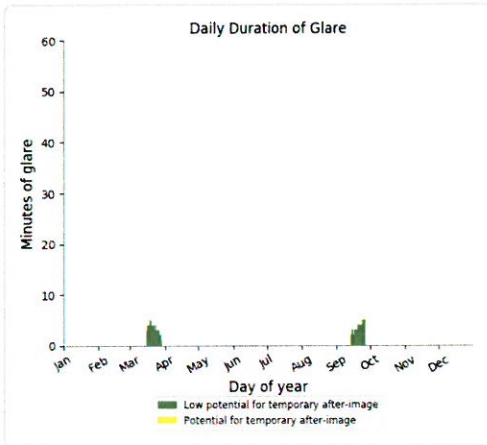
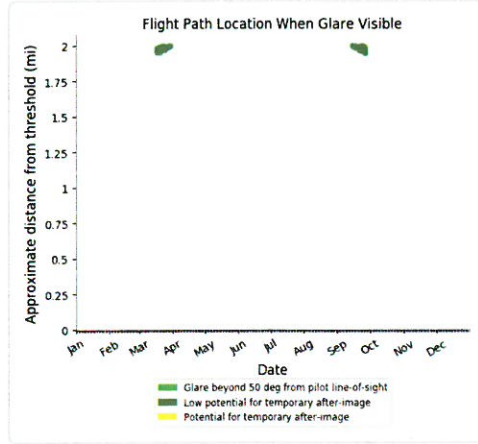
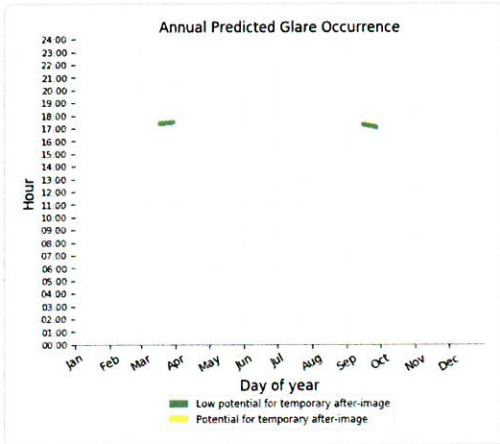
Flight Path: Rwy 17

0 minutes of yellow glare
 0 minutes of green glare

Flight Path: Rwy 30

0 minutes of yellow glare

94 minutes of green glare



Flight Path: Rwy 35

0 minutes of yellow glare
0 minutes of green glare

Point Receptor: 1-ATCT

0 minutes of yellow glare
0 minutes of green glare

Results for: 86684 Rogers Way

Receptor	Green Glare (min)	Yellow Glare (min)
Rwy 12	0	0
Rwy 17	0	0
Rwy 30	32	0
Rwy 35	0	0

Assumptions

"Green" glare is glare with low potential to cause an after-image (flash blindness) when observed prior to a typical blink response time.

"Yellow" glare is glare with potential to cause an after-image (flash blindness) when observed prior to a typical blink response time.

Times associated with glare are denoted in Standard time. For Daylight Savings, add one hour.

Glare analyses do not account for physical obstructions between reflectors and receptors. This includes buildings, tree cover and geographic obstructions.

Several calculations utilize the PV array centroid, rather than the actual glare spot location, due to V1 algorithm limitations. This may affect results for large PV footprints. Additional analyses of array sub-sections can provide additional information on expected glare.

The subtended source angle (glare spot size) is constrained by the PV array footprint size. Partitioning large arrays into smaller sections will reduce the maximum potential subtended angle, potentially impacting results if actual glare spots are larger than the sub-array size.

Additional analyses of the combined area of adjacent sub-arrays can provide more information on potential glare hazards. (See previous point on related limitations.)

Glare locations displayed on receptor plots are approximate. Actual glare-spot locations may differ.

Glare vector plots are simplified representations of analysis data. Actual glare emanations and results may differ.

The glare hazard determination relies on several approximations including observer eye characteristics, angle of view, and typical blink response time. Actual results and glare occurrence may differ.

Hazard zone boundaries shown in the Glare Hazard plot are an approximation and visual aid based on aggregated research data. Actual ocular impact outcomes encompass a continuous, not discrete, spectrum.

Refer to the Help page at www.forgesolar.com/help/ for assumptions and limitations not listed here.

PAGE BREAK



RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



March 9, 2022

Calora Boyd, Project Planner
County of Riverside Planning Department
4080 Lemon Street, 12th Floor
Riverside CA 92502

CHAIR
Steven Stewart
Palm Springs

VICE CHAIR
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COMMISSIONERS

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Russell Betts
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STAFF

Director
Paul Rull

Simon A. Housman
Jackie Vega
Barbara Santos

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

www.rcaluc.org

RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW – DIRECTOR'S DETERMINATION

File No.: ZAP1513MA22
Related File No.: PPW210110 (Plot Plan)
APNs: 273-414-006

Dear Ms. Boyd:

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 Riverside County Case No. PPW210110 (Plot Plan), a proposal to establish a 70 foot tall mono-eucalyptus wireless communications facility with a 740 square foot equipment shelter area located northerly of Van Buren Boulevard, easterly of King Avenue, southerly of Palomino Place, and westerly of Washington State.

The site is located within Airport Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Influence Area (AIA). Within Compatibility Zone E, non-residential intensity is not restricted. The project does not propose any buildings that would generate intensity.

The elevation of Runway 14-32 at March Air Reserve Base/Inland Port Airport at its northerly terminus is approximately 1,535 feet above mean sea level (AMSL). At a distance of 29,973 feet from the runway to the project, Federal Aviation Administration Obstruction Evaluation Services (FAA OES) review could be required for any structures with a top of roof exceeding 1,834 feet AMSL. The project site elevation is 1,486 feet AMSL and proposed building height is 70 feet, resulting in a top point elevation of 1,556 feet AMSL. Therefore, review by the FAA Obstruction Evaluation Service was not required.

As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, provided that County 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.
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 or circling climb following takeoff or toward an aircraft engaged in a straight or circling final approach toward a landing at an airport, other than a DoD or 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 or circling climb following takeoff or towards an aircraft engaged in a straight or circling final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, wastewater management facilities, artificial marshes, 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) Other hazards to flight.
3. The attached "Notice of Airport in Vicinity" shall be provided to all prospective purchasers and occupants of the property.

If you have any questions, please contact me at (951) 955-6893.

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



Paul Rull, ALUC Director

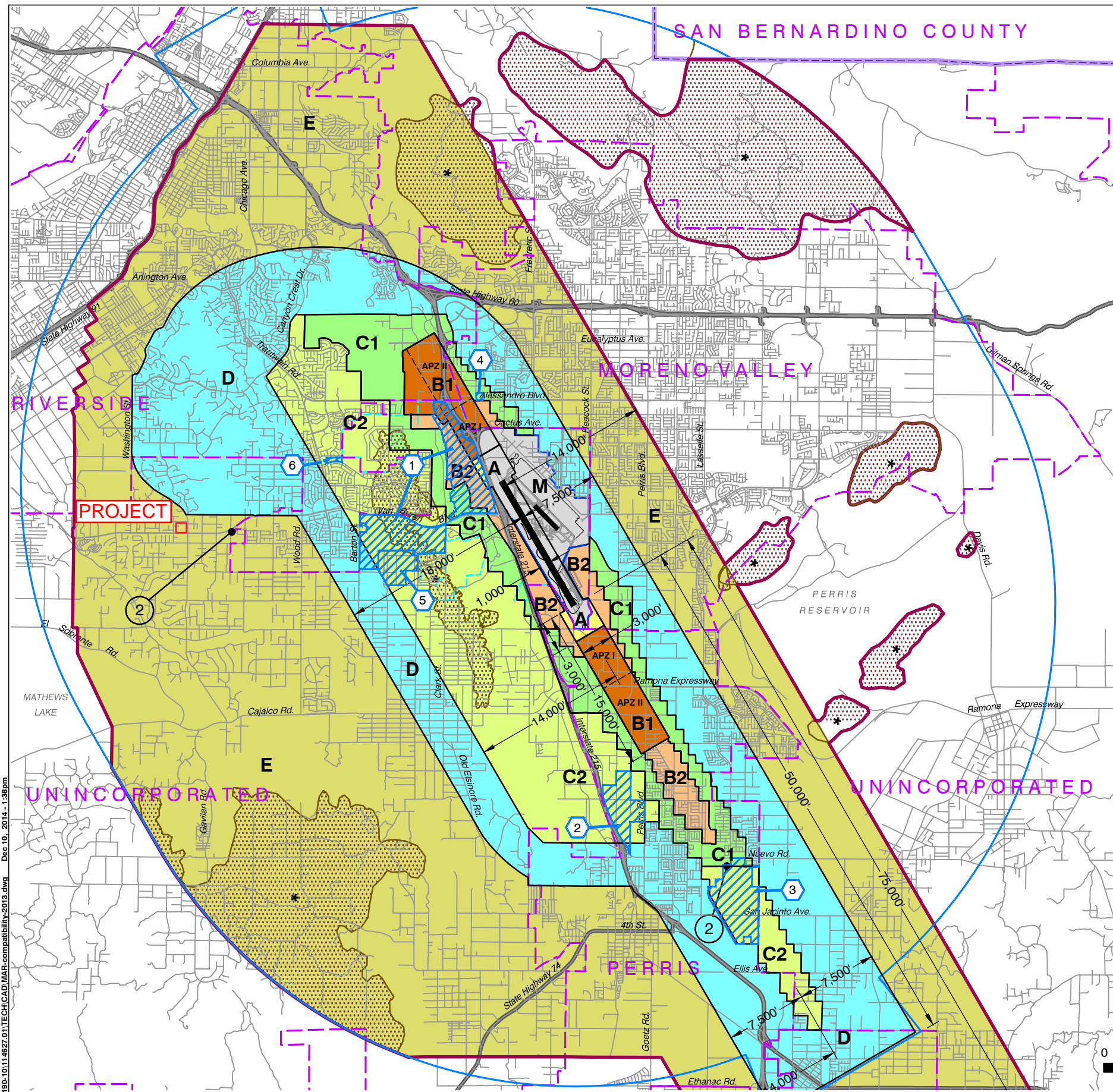
Attachments: Notice of Airport in Vicinity

cc: AT&T (applicant)
Smartlink (representative)
HHI Riverside (property owner)
Gary Gosliga, Airport Manager, March Inland Port Airport Authority
Major David Shaw, Base Civil Engineer, March Air Reserve Base
ALUC Case File

X:\AIRPORT CASE FILES\March\ZAP1513MA22\ZAP1513MA22.LTR.doc

NOTICE OF AIRPORT IN VICINITY

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



LEGEND

Compatibility Zones

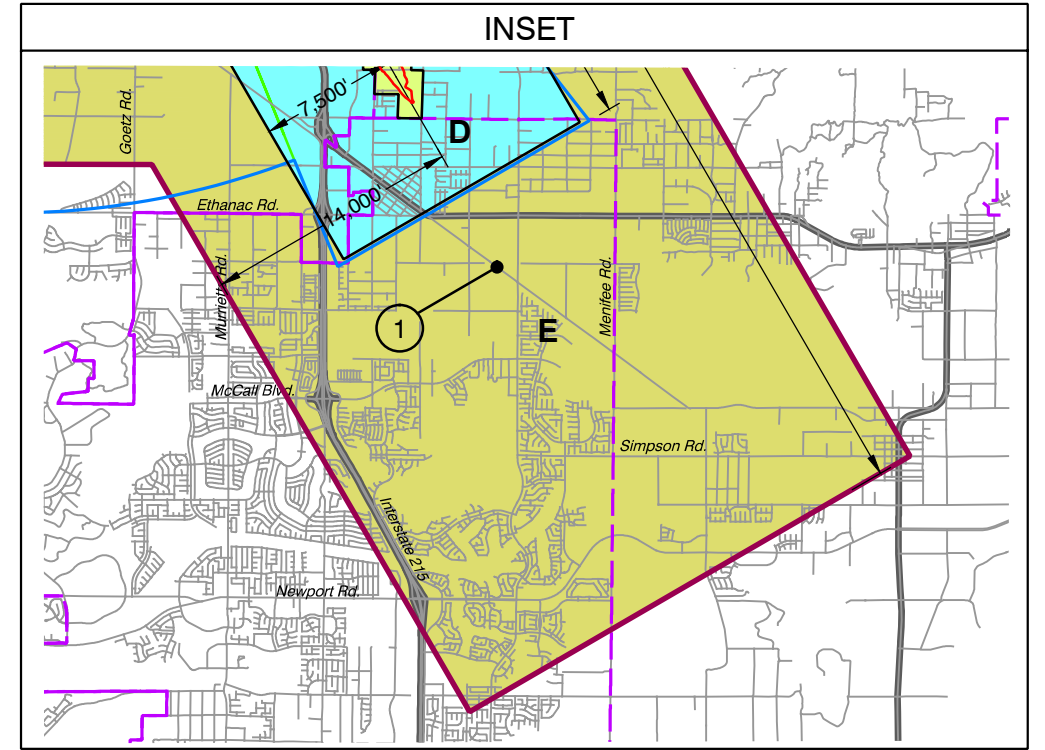
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

Boundary Lines

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

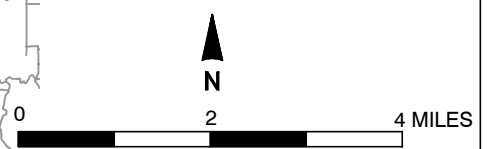
- ① Point at which aircraft on Runway 32 ILS approach descend below 3,000 feet above runway end. Airport Elevation is 1,535 feet MSL.
- ② Point at which departing aircraft typically reach 3,000 feet above runway end.

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



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

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



Base map source: County of Riverside 2013

SEE INSET AT RIGHT

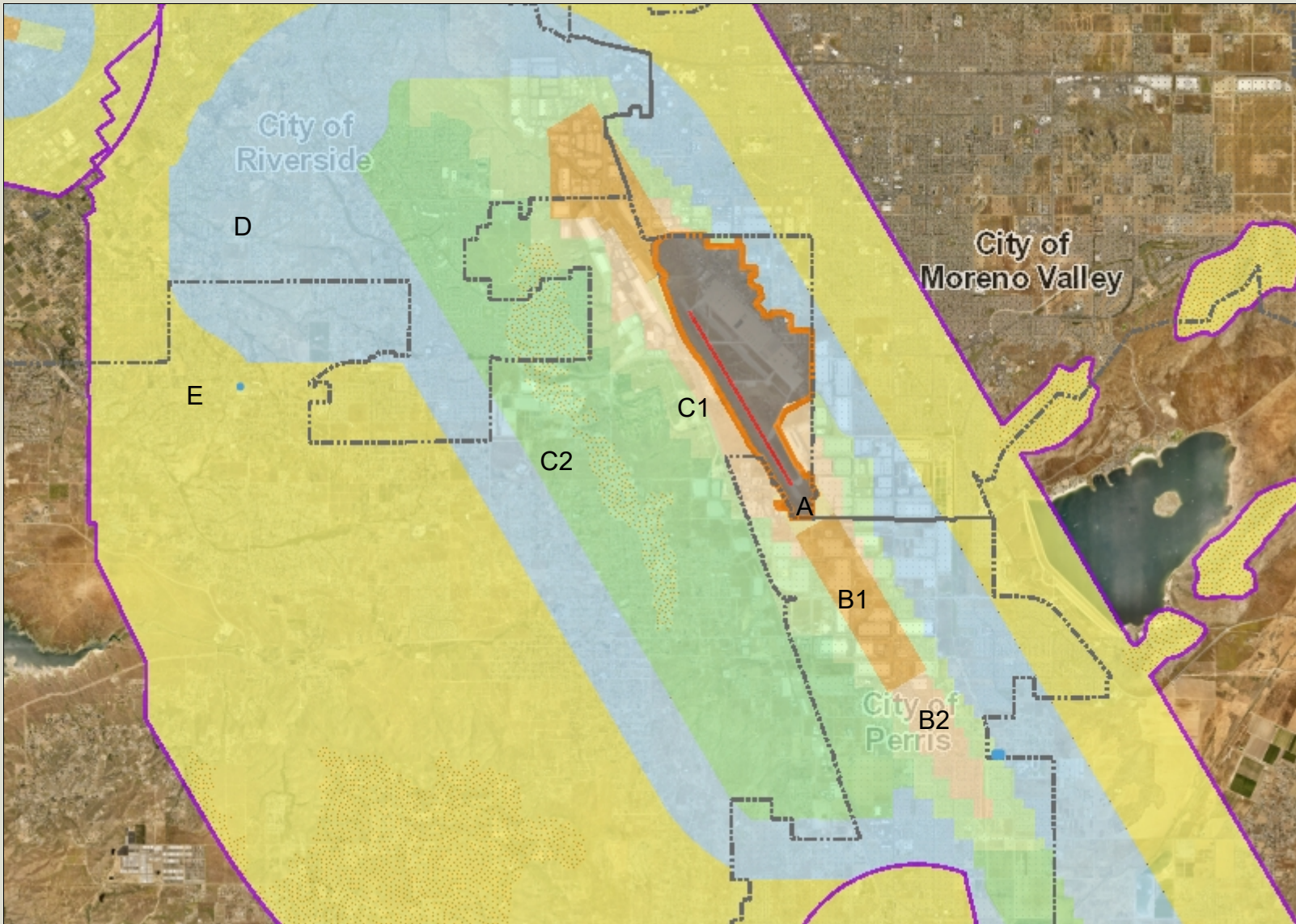
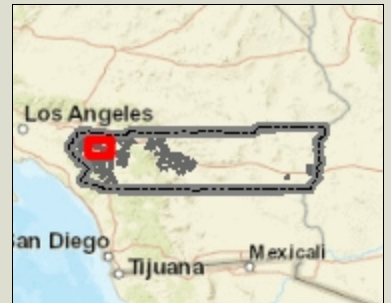
X:\18190-10\114627\01\TECH\CAD\MAR-compatibility\2013.dwg Dec 10, 2014 - 1:38pm

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

Map MA-1

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

Map My County Map



Legend

- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones**
- OTHER COMPATIBILITY 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



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Notes

Map My County Map



Legend

- Parcel APNs
- Parcels
- Runways
- ▭ Airports
- ▭ Airport Influence Areas
- Airport Compatibility Zones
 - ▨ OTHER COMPATIBILITY ZONE
 - A
 - A-EXC1
 - B1
 - B1-APZ I
 - B1-APZ I-EXC1
 - B1-APZ II
 - B1-APZ II-EXC1
 - B1-EXC1
 - B2
 - B2-EXC1
 - C
 - C1
 - C1-EXC1
 - C1-EXC3
 - C1-EXC4
 - C1-HIGHT
 - C2
 - C2-EXC1
 - C2-EXC2
 - C2-EXC3



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Notes

Map My County Map



Legend

- Parcel APNs
- Parcels
- County Centerline Names
- County Centerlines
- Blueline Streams
- City Areas
- World Street Map



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Notes

0 96 192 Feet






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-  County Centerline Names
-  County Centerlines
-  Blueline Streams
-  City Areas
-  World Street Map



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Notes

0 770 1,539 Feet

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Map My County Map



Legend

-  Parcels
-  County Centerline Names
-  County Centerlines
-  Blueline Streams
-  City Areas
-  World Street Map



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Notes

0 385 770 Feet

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Map My County Map

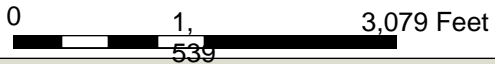


Legend

- County Centerline Names
- County Centerlines
- Blueline Streams
- City Areas
- World Street Map



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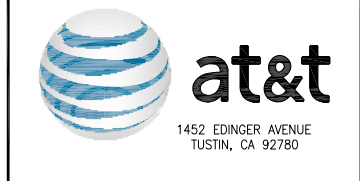
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Notes



SITE NUMBER: CSL04548
SITE NAME: FARMER BROTHERS
16822 VAN BUREN BLVD., RIVERSIDE, CA 92504
MONOBROADLEAF (INDOOR - WIC)

PACE #: MRLOS079034, USID: 307898, CASPR #: 3551A0YKZA, FA #: 11682122



SITE INFORMATION	
PROPERTY OWNER: ADDRESS:	HHI RIVERSIDE 16822 VAN BUREN BLVD., RIVERSIDE, CA 92504
APPLICANT ADDRESS:	AT&T MOBILITY 1452 EDINGER AVE. TUSTIN, CA 92780
APPLICANT REPRESENTATIVE: ADDRESS:	SMARTLINK 3300 IRVINE AVENUE, SUITE 300 NEWPORT BEACH, CA 92660
LATITUDE (NAD 83):	N 33° 52' 59.64" N (33.883233)
LONGITUDE (NAD 83):	W 117° 22' 05.80" W (-117.368278)
GROUND ELEVATION:	1486.84' AMSL
OCCUPANCY:	U
APN #:	273-414-006
ZONING JURISDICTION:	COUNTY OF RIVERSIDE
CURRENT ZONING:	CPS - SCENIC HIGHWAY COMMERCIAL
PROPOSED USE:	UNMANNED TELECOMMUNICATIONS FACILITY
EQUIPMENT LEASE AREA:	±600 SQ. FT.
AERIAL LEASE AREA:	±36 SQ. FT.

LOCATION MAPS	
VICINITY MAP	LOCAL MAP

PROJECT DESCRIPTION	
AT&T MOBILITY PROPOSES TO CONSTRUCT A WIRELESS COMMUNICATION FACILITY. THE SCOPE WILL CONSIST OF THE FOLLOWING:	
<ul style="list-style-type: none"> • PROPOSED (1) 70'-0" HIGH MONOBROADLEAF. • PROPOSED 10'-8" HIGH CMU RETAINING WALL ENCLOSURE WITH CHAIN LINK TOPPER WITH ANTI-GRAFFITI PAINT. • PROPOSED (9) 8' PANEL ANTENNAS MOUNTED ON PROPOSED MONOBROADLEAF (3 PER SECTOR). • PROPOSED UPTILT BRACKETS WITH 4° ANGLE FOR SECTOR "A" ANTENNAS. • PROPOSED (3) AIR 6449 N77 ANTENNA MOUNTED ON PROPOSED MONOBROADLEAF. (1 PER SECTOR) • PROPOSED (36) RRUS MOUNTED BEHIND PANEL ANTENNAS. (12 PER SECTOR). • PROPOSED (1) 4 1/2 MICROWAVE ANTENNA MOUNTED ON PROPOSED MONOBROADLEAF. • PROPOSED (4) DC9 SURGE SUPPRESSION UNITS MOUNTED NEAR RRUS. • PROPOSED (12) DC POWER TRUNKS ROUTED INSIDE PROPOSED MONOBROADLEAF. • PROPOSED (4) FIBER TRUNKS ROUTED INSIDE PROPOSED MONOBROADLEAF. • PROPOSED (1) CONCRETE WIC (WALK-IN CABINET) MOUNTED ON PROPOSED CONCRETE PAD. • PROPOSED (1) PROPOSED AT&T 20KW AC GENERAC GENERATOR WITH 138 GALLON FUEL TANK ON CONCRETE PAD. • PROPOSED (3) DC12 SURGE SUPPRESSION UNITS MOUNTED ON CONCRETE WIC SHELTER. • PROPOSED (3) FIBER WINDER BOXES MOUNTED ON CONCRETE WIC SHELTER. • PROPOSED (1) GPS ANTENNA MOUNTED ON CONCRETE WIC SHELTER. • PROPOSED (1) TELCO BOX AND CIENA BOX MOUNTED ON PROPOSED CMU WALL ENCLOSURE. • PROPOSED (1) ELEC. METER MOUNTED ON PROPOSED CMU WALL ENCLOSURE. • PROPOSED CABLE SHROUD AT BASE OF MONOBROADLEAF. • PROPOSED CABLE TRAY FOR DC AND FIBER TRUNKS.. • PROPOSED (1) FIBER MEET-ME-POINT. 	

PROJECT TEAM	
PROJECT MANAGER: SMARTLINK CONTACT: TYLER KENT PHONE: (949) 701-2444 EMAIL: tyler.kent@smartlinkgroup.com	A/E MANAGER: CELLSITE CONCEPTS 16885 VIA DEL CAMPO CT., SUITE 318 SAN DIEGO, CA 92127 CONTACT: SEV FRANCISCO PHONE: (858) 432-4112 / (858) 432-4257 EMAIL: sfrancisco@cellsitesite.net
LAND USE PLANNER: SMARTLINK CONTACT: ALISHA STRASHEIM PHONE: (925) 440-0669 EMAIL: alisha.strasheim@smartlinkgroup.com	SITE ACQUISITION: SMARTLINK CONTACT: WILL KAZIMI PHONE: (925)699-2227 EMAIL: will.kazimi@smartlinkgroup.com
CONSTRUCTION MANAGER: AT&T MOBILITY SERVICES LLC CONTACT: GREG EATON PHONE: (310) 753-0691 EMAIL: ge2767@att.com	

DRIVING DIRECTIONS
DIRECTION FROM AT&T OFFICE (1452 EDINGER AVE., TUSTIN, CA 92780):
<ol style="list-style-type: none"> 1. START OUT GOING SOUTHEAST ON EDINGER AVE TOWARD RED HILL AVE. 2. MAKE A U-TURN AT RED HILL AVE ONTO EDINGER AVE. 3. TURN LEFT ONTO DEL AMO AVE. 4. MERGE ONTO CA-55 N. 5. MERGE ONTO CA-91 (EXPRESS) E VIA THE EXIT ON THE LEFT (PORTIONS TOLL) (ELECTRONIC TOLL COLLECTION ONLY). 6. CA-91 (EXPRESS) E BECOMES CA-91 E. 7. TAKE EXIT 58 TOWARD VAN BUREN BLVD/ARLINGTON. 8. TURN LEFT ONTO INDIANA AVE. 9. TURN RIGHT ONTO VAN BUREN BLVD. 10. MAKE A U-TURN AT WASHINGTON ST ONTO VAN BUREN BLVD. 11. 16822 VAN BUREN BLVD, RIVERSIDE, CA 92504-5827, 16822 VAN BUREN BLVD.

CODE COMPLIANCE
ALL WORK AND MATERIALS SHALL BE PERFORMED AND INSTALLED IN ACCORDANCE WITH THE CURRENT EDITIONS OF THE FOLLOWING CODES AS ADOPTED BY THE LOCAL GOVERNING AUTHORITIES.
<ul style="list-style-type: none"> • CALIFORNIA ADMINISTRATIVE CODE (INCL TITLE 24 & 25) • 2019 CALIFORNIA BUILDING CODE • CITY/COUNTY ORDINANCES • BUILDING OFFICIALS & CODE ADMINISTRATORS (BOCA) • 2019 CALIFORNIA MECHANICAL CODE • ANSI/EIA-222-G LIFE SAFETY CODE NFPA-101 • 2019 CALIFORNIA PLUMBING CODE • 2019 CALIFORNIA ELECTRICAL CODE • 2019 LOCAL BUILDING CODE

DRAWING INDEX	
SHEET NO:	SHEET TITLE
T-1	TITLE SHEET
LS-1	TOPOGRAPHIC SURVEY
LS-2	TOPOGRAPHIC SURVEY
A-1	SITE PLAN
A-2	ENLARGED SITE PLAN
A-3	EQUIPMENT LAYOUT AND ANTENNA PLAN
A-4	ELEVATIONS
A-5	ELEVATIONS

DO NOT SCALE DRAWINGS

SUBCONTRACTOR SHALL VERIFY ALL PLANS, EXISTING DIMENSIONS & FIELD CONDITIONS ON THE JOB SITE & SHALL IMMEDIATELY NOTIFY THE ENGINEER IN WRITING OF ANY DISCREPANCIES BEFORE PROCEEDING WITH THE WORK OR BE RESPONSIBLE FOR SAME.



GENERAL NOTES
THE FACILITY IS UNMANNED AND NOT FOR HUMAN HABITATION. HANDICAPPED ACCESS REQUIREMENTS ARE NOT REQUIRED IN ACCORDANCE WITH THE 2019 CALIFORNIA BUILDING CODE. A TECHNICIAN WILL VISIT THE SITE AS REQUIRED FOR ROUTINE MAINTENANCE. THE PROJECT WILL NOT RESULT IN ANY SIGNIFICANT DISTURBANCE OR EFFECT ON DRAINAGE; NO SANITARY SEWER SERVICE, POTABLE WATER, OR TRASH DISPOSAL IS REQUIRED AND NO COMMERCIAL SIGNAGE IS NEW.

ACCESSIBILITY NOTE
THE TELECOMMUNICATIONS EQUIPMENT SPACE SHOWN ON THESE PLANS IS NOT CUSTOMARILY OCCUPIED. WORK TO BE PERFORMED IN THIS FACILITY CANNOT REASONABLY BE PERFORMED BY PERSONS WITH A SEVERE IMPAIRMENT: MOBILITY, SIGHT, AND/OR HEARING. THEREFORE, PER 2019 CALIFORNIA BUILDING CODE SECTION 1105B.3.4, AND/OR 11B-203.5 OF 2019 CALIFORNIA BUILDING CODE, EXCEPTION 1, THIS FACILITY SHALL BE EXEMPTED FROM ALL TITLE 24 ACCESS REQUIREMENTS.

SIGNATURE BLOCK		
PRINT NAME	SIGNATURE	DATE
AT&T RF:	_____	_____
AT&T PM:	_____	_____
AT&T CM:	_____	_____
SMARTLINK PM:	_____	_____
SMARTLINK ZM:	_____	_____
SMARTLINK SAQ:	_____	_____
SMARTLINK CM:	_____	_____

REV	DATE	DESCRIPTION
0	08/22/2021	100% ZD
A	07/16/2021	90% ZD's FOR REVIEW

ISSUED DATE: 08/22/2021

ISSUED FOR: PLANNING SUBMITTAL

PROJECT INFORMATION:
CSL04548
FARMER BROTHERS
16822 VAN BUREN BLVD., RIVERSIDE, CA 92504

DRAWN BY:	CBR
CHECKED BY:	SVF

SHEET TITLE: TITLE SHEET

SHEET NUMBER: T-1



APN
273-414-005, 273-414-006 & 273-414-007

SITE ADDRESS
16822 VAN BUREN BLVD., RIVERSIDE, CA 92504

TITLE REPORT
TITLE REPORT WAS PREPARED BY COMMONWEALTH LAND TITLE INSURANCE COMPANY WITH ORDER NUMBER 92015492-920-CMM-CMB AND GUARANTEE NUMBER CA-SFXFC-IMP-81G28-1-21-92015492 DATED JULY 06, 2021

BASIS OF BEARING
BEARINGS SHOWN HEREON ARE BASED UPON U.S. STATE PLANE NAD83 COORDINATE SYSTEM CALIFORNIA STATE PLANE COORDINATE ZONE SIX, DETERMINED BY GPS OBSERVATIONS.

BENCHMARK
ELEVATIONS ARE BASED ON CRTN (CSRC) NETWORK BROADCAST COORDINATES.

FLOODZONE
SITE IS LOCATED IN FLOOD ZONE "D" AS PER F.I.R.M. MAP NO. 06065C0740G EFFECTIVE DATE 08/28/2008

- NOTES:
- 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. CELLSITE CONCEPTS TRANSLATED THE TOPOGRAPHIC SURVEY TO RECORD INFORMATION USING FOUND MONUMENTS SHOWN HEREON. THE LOCATION OF PROPERTY LINES SHOWN HEREON ARE APPROXIMATE AND FOR INFORMATIONAL PURPOSES ONLY. THEY ARE NOT TO BE RELIED UPON AS THE ACTUAL BOUNDARY LINES.
 - ANY CHANGES MADE TO THE INFORMATION ON THIS PLAN, WITHOUT THE WRITTEN CONSENT OF CELLSITE CONCEPTS, RELIEVES CELLSITE CONCEPTS OF ANY AND ALL LIABILITY.
 - THE HEIGHTS AND ELEVATIONS FOR THE TREES, BUSHES AND OTHER LIVING PLANTS SHOWN HEREON, SHOULD BE CONSIDERED APPROXIMATE (+/-) AND ONLY FOR THE DATE OF THIS SURVEY. THEY ARE PROVIDED AS A GENERAL REFERENCE AND SHOULD NOT BE USED FOR DESIGN PURPOSES.
 - 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.
 - FIELD SURVEY COMPLETED ON JULY 06, 2021

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

PARCEL A:
PARCELS 1, 2 AND 3 OF PARCEL MAP 6029, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS SHOWN BY MAP ON FILE IN BOOK 14, PAGE 55, OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL B:
NON-EXCLUSIVE EASEMENTS FOR INGRESS, EGRESS, ACCESS AND MAINTENANCE ON, OVER AND ACROSS THE PORTION OF LAND DESCRIBED THEREIN, AND PROVIDED FOR AND SUBJECT TO THE TERMS AND CONDITIONS SET FORTH IN THAT CERTAIN INSTRUMENT ENTITLED "RECIPROCAL ACCESS AND PARKING AGREEMENT" RECORDED JULY 6, 2007 AS INSTRUMENT NO. 2007-440878 OF OFFICIAL RECORDS.

APN: 273-141-005, 273-141-006, 273-141-007

SCHEDULE B (EXCEPTIONS)

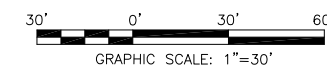
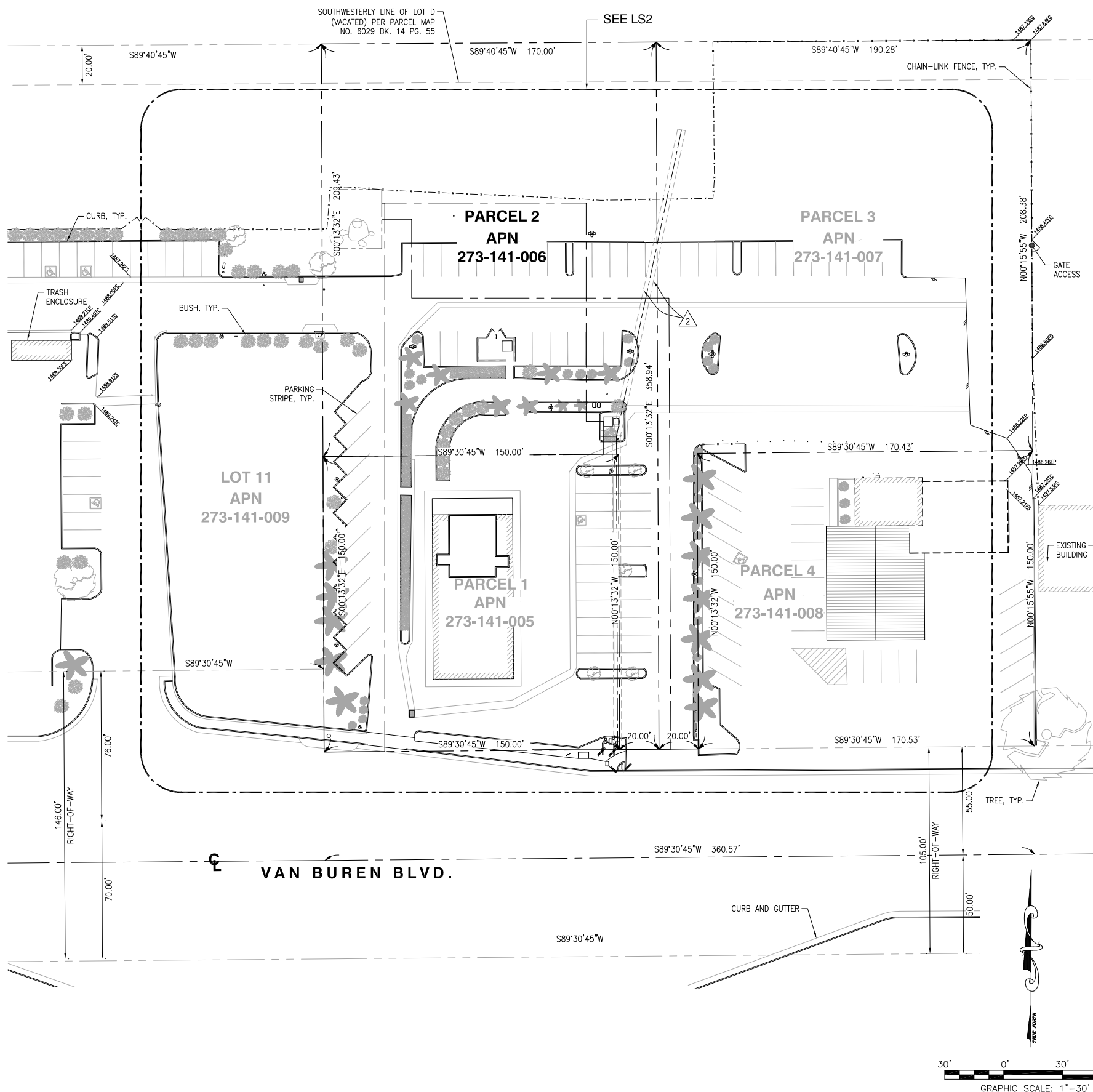
- | | |
|--|---|
| <p>ITEMS A,B,C,D ARE TAXES RELATED
ITEMS E,F ARE LIENS RELATED
ITEMS 1,7,9 ARE RIGHTS RELATED
ITEMS 3,6 ARE AGREEMENT RELATED
ITEMS 4,5 ARE DEED RELATED
ITEM 8 IS REQUIREMENT RELATED</p> | <p>2 EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
GRANTED TO: SOUTHERN CALIFORNIA EDISON COMPANY
PURPOSE: UNDERGROUND ELECTRICAL SUPPLY SYSTEMS AND COMMUNICATION SYSTEMS
RECORDING DATE: FEBRUARY 6, 1976
RECORDING NO: 16679 OF OFFICIAL RECORDS
AFFECTS: A PORTION OF SAID LAND</p> |
|--|---|

PROPERTY LINES DERIVED FROM
PARCEL MAP NO. 6029 BK. 14 PG. 55
ASSESSOR'S MAP BK. 273 PG. 14

DATED AUGUST 22, 1974
DATED NOVEMBER 2008

LEGEND

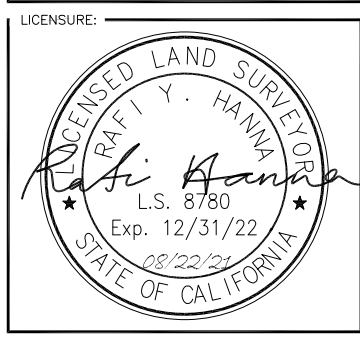
- CENTER LINE
- PROPERTY LINE
- x - x - CHAIN-LINK FENCE
- - - EASEMENT LINE
- /// EDGE OF PAVEMENT
- EDGE OF PAVEMENT
- EP EXISTING GRADE
- EG FINISH SURFACE
- FS TOP OF CURB
- TC LIP OF GUTTER
- LP
- ☺ TREE
- ☘ BUSH



REV	DATE	DESCRIPTION
2	08/22/2021	FINAL SURVEY
1	07/16/2021	PRELIMINARY SURVEY

ISSUED DATE:
AUGUST 22, 2021

ISSUED FOR:
FINAL SURVEY



PROJECT INFORMATION:
CSL04548
FARMER BROTHERS
16810 VAN BUREN BOULEVARD,
RIVERSIDE, CA 92504

DRAWN BY: KF
CHECKED BY: RH

SHEET TITLE:
TOPOGRAPHIC SURVEY

SHEET NUMBER:
LS-1

LEGEND

	CENTER LINE		EXISTING STREET LIGHT
	PROPERTY LINE		EXISTING SIGNAGE
	CHAIN-LINK FENCE		GUY WIRE
	WOOD FENCE		CATCH BASIN
	WROUGHT IRON FENCE		UTILITY POLE
	EASEMENT LINE		FIRE HYDRANT
	EDGE OF PAVEMENT		PALM TREE
	CMU WALL		TREE
	EDGE OF PAVEMENT		BUSH
	EXISTING GRADE		
	FINISH SURFACE		
	FLOW LINE		
	LIP OF GUTTER		
	TOP OF CURB		
	TOP OF FENCE		
	TOP OF POLE		
	TOP OF ROOF		
	TOP OF TREE		

MONUMENTS

	FD. MONUMENT
	FD. L&T/NAIL

COORDINATES

LATITUDE: 33°52'59.64"N
(33.883233)
LONGITUDE: 117°22'05.80"W
(-117.368278)

ACCESS ROUTE LINE TABLE

NO.	LENGTH	BEARING
A1	6.00'	S89°30'48"W
A2	228.98'	N00°13'32"W
A3	130.65'	N90°00'00"W
A4	40.00'	N00°00'00"W
A5	15.16'	N90°00'00"W

UTILITY ROUTE LINE TABLE (STRIP #2)

NO.	LENGTH	BEARING
C1	150.00'	N00°13'32"W
C2	142.46'	N89°30'45"E
C3	16.66'	N00°00'00"W
C4	8.85'	N90°00'00"W
C5	110.83'	N00°00'00"W
C6	103.73'	S90°00'00"W

UTILITY ROUTE LINE TABLE (STRIP #1)

NO.	LENGTH	BEARING
B1	30.78'	N89°30'45"E
B2	278.44'	N00°00'00"W
B3	1.50'	N90°00'00"W

LEASE AREA LINE TABLE

NO.	LENGTH	BEARING
D1	6.77'	N00°00'00"E
D2	25.00'	N90°00'00"W
D3	30.00'	S00°00'00"E
D4	25.00'	S90°00'00"E
D5	23.23'	N00°00'00"W

12 FEET WIDE NON-EXCLUSIVE ACCESS EASEMENT CENTERLINE DESCRIPTION:

PARCELS 1, 2 AND 3 OF PARCEL MAP 6029, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS SHOWN BY MAP ON FILE IN BOOK 14, PAGE 55, OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

A STRIP OF LAND FOR THE PURPOSES OF ACCESS EASEMENT FOR THE LAND REFERRED TO HEREIN SITUATED IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

AN ACCESS EASEMENT BEING TWELVE (12.00) FEET IN WIDTH AND LYING SIX (6.00) FEET ON EACH SIDE OF THE FOLLOWING DESCRIBED CENTERLINE:

COMMENCING AT THE SOUTHEASTERLY CORNER OF SAID PARCEL NO. 2; THENCE SOUTH 89°30'45" WEST A LONG THE SOUTHERLY LINE OF SAID PARCEL NO. 2 A DISTANCE OF 6.00 FEET TO THE TRUE POINT OF BEGINNING.

THENCE NORTH 00°13'32" WEST A DISTANCE OF 228.98 FEET;
THENCE NORTH 90°00'00" WEST A DISTANCE OF 130.65 FEET;
THENCE NORTH 00°00'00" WEST A DISTANCE OF 40.00 FEET;
THENCE NORTH 90°00'00" WEST A DISTANCE OF 15.16 FEET TO THE POINT OF TERMINUS;

THE SIDE LINES OF SAID EASEMENT TO BE PROLONGED OR SHORTENED TO MEET AT ANGLE-POINT INTERSECTIONS.

CONTAINING 4980 SQUARE FEET MORE OR LESS.

3 FEET WIDE UTILITY EASEMENT CENTERLINE DESCRIPTION (STRIP #1):

PARCELS 1, 2 AND 3 OF PARCEL MAP 6029, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS SHOWN BY MAP ON FILE IN BOOK 14, PAGE 55, OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

A STRIP OF LAND FOR THE PURPOSES OF UTILITY EASEMENT FOR THE LAND REFERRED TO HEREIN SITUATED IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

AN UTILITY EASEMENT BEING THREE (3.00) FEET IN WIDTH AND LYING EIGHTEEN (18.00) INCHES ON EACH SIDE OF THE FOLLOWING DESCRIBED CENTERLINE:

COMMENCING AT THE SOUTHWESTERLY CORNER OF SAID PARCEL NO. 1; THENCE NORTH 89°30'45" EAST A LONG THE SOUTHERLY LINE OF SAID PARCEL NO. 2 A DISTANCE OF 30.87 FEET TO THE TRUE POINT OF BEGINNING.

THENCE NORTH 00°00'00" WEST A DISTANCE OF 278.44 FEET;
THENCE NORTH 90°00'00" WEST A DISTANCE OF 1.50 FEET TO POINT HEREIN REFERRED TO AS "POINT A", ALSO SAID POINT BEING THE POINT OF TERMINUS;

THE SIDE LINES OF SAID EASEMENT TO BE PROLONGED OR SHORTENED TO MEET AT ANGLE-POINT INTERSECTIONS.

CONTAINING 870 SQUARE FEET MORE OR LESS.

3 FEET WIDE UTILITY EASEMENT CENTERLINE DESCRIPTION (STRIP #2):

PARCELS 1, 2 AND 3 OF PARCEL MAP 6029, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS SHOWN BY MAP ON FILE IN BOOK 14, PAGE 55, OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

A STRIP OF LAND FOR THE PURPOSES OF UTILITY EASEMENT FOR THE LAND REFERRED TO HEREIN SITUATED IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

AN UTILITY EASEMENT BEING THREE (3.00) FEET IN WIDTH AND LYING EIGHTEEN (18.00) INCHES ON EACH SIDE OF THE FOLLOWING DESCRIBED CENTERLINE:

COMMENCING AT THE SOUTHWESTERLY CORNER OF SAID PARCEL NO. 1; THENCE NORTH 00°13'32" WEST A LONG THE WESTERLY LINE OF SAID PARCEL NO. 1 A DISTANCE OF 150.00 FEET; THENCE NORTH 89°30'45" EAST A DISTANCE OF 142.46 FEET; THENCE NORTH 00°00'00" WEST A DISTANCE OF 16.66 FEET TO THE TRUE POINT OF BEGINNING.

THENCE NORTH 90°00'00" WEST A DISTANCE OF 8.85 FEET;
THENCE NORTH 00°00'00" WEST A DISTANCE OF 110.83 FEET;
THENCE SOUTH 90°00'00" WEST A DISTANCE OF 103.73 FEET TO THE POINT OF TERMINUS;

THE SIDE LINES OF SAID EASEMENT TO BE PROLONGED OR SHORTENED TO MEET AT ANGLE-POINT INTERSECTIONS.

CONTAINING 705 SQUARE FEET MORE OR LESS.

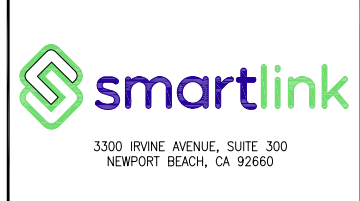
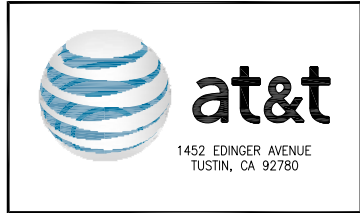
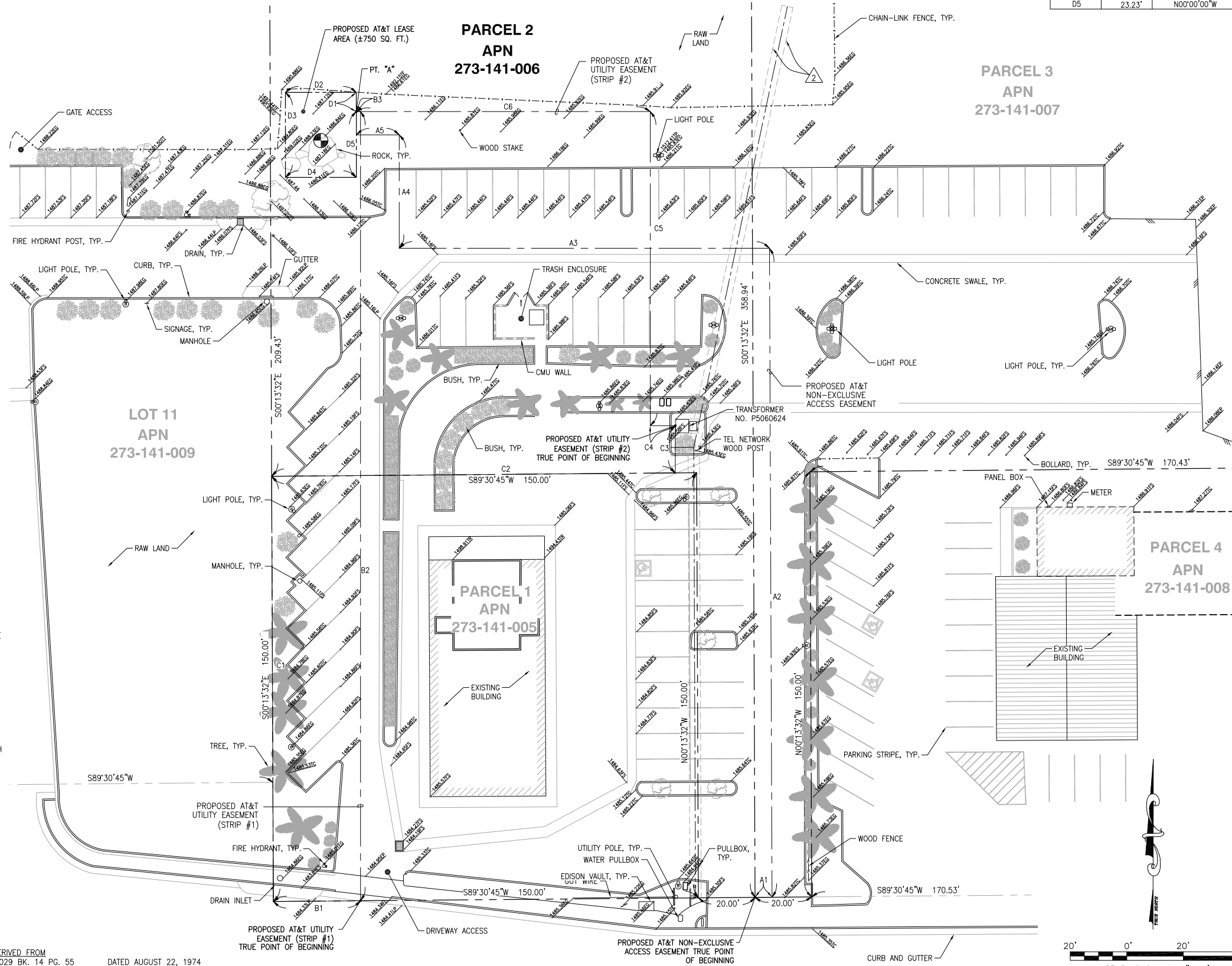
PROPOSED AT&T LEASE SPACE DESCRIPTION

BEGINNING AT SAID POINT "A".
THENCE NORTH 00°00'00" EAST A DISTANCE OF 6.77 FEET;
THENCE NORTH 90°00'00" WEST A DISTANCE OF 25.00 FEET;
THENCE SOUTH 00°00'00" EAST A DISTANCE OF 30.00 FEET;
THENCE NORTH 90°00'00" EAST A DISTANCE OF 25.00 FEET;
THENCE NORTH 00°00'00" WEST A DISTANCE OF 23.23 FEET;
TO THE POINT OF BEGINNING.

CONTAINING 750 SQUARE FEET MORE OR LESS.

PROPERTY LINES DERIVED FROM
PARCEL MAP NO. 6029 BK. 14 PG. 55
ASSESSOR'S MAP BK. 273 PG. 14

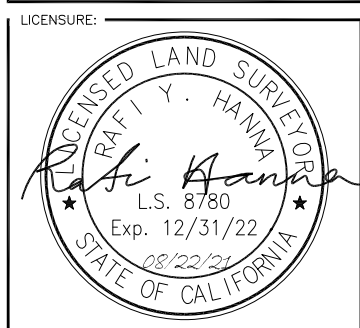
DATED AUGUST 22, 1974
DATED NOVEMBER 2008



REV	DATE	DESCRIPTION
2	08/22/2021	FINAL SURVEY
1	07/16/2021	PRELIMINARY SURVEY

ISSUED DATE: **AUGUST 22, 2021**

ISSUED FOR: **FINAL SURVEY**



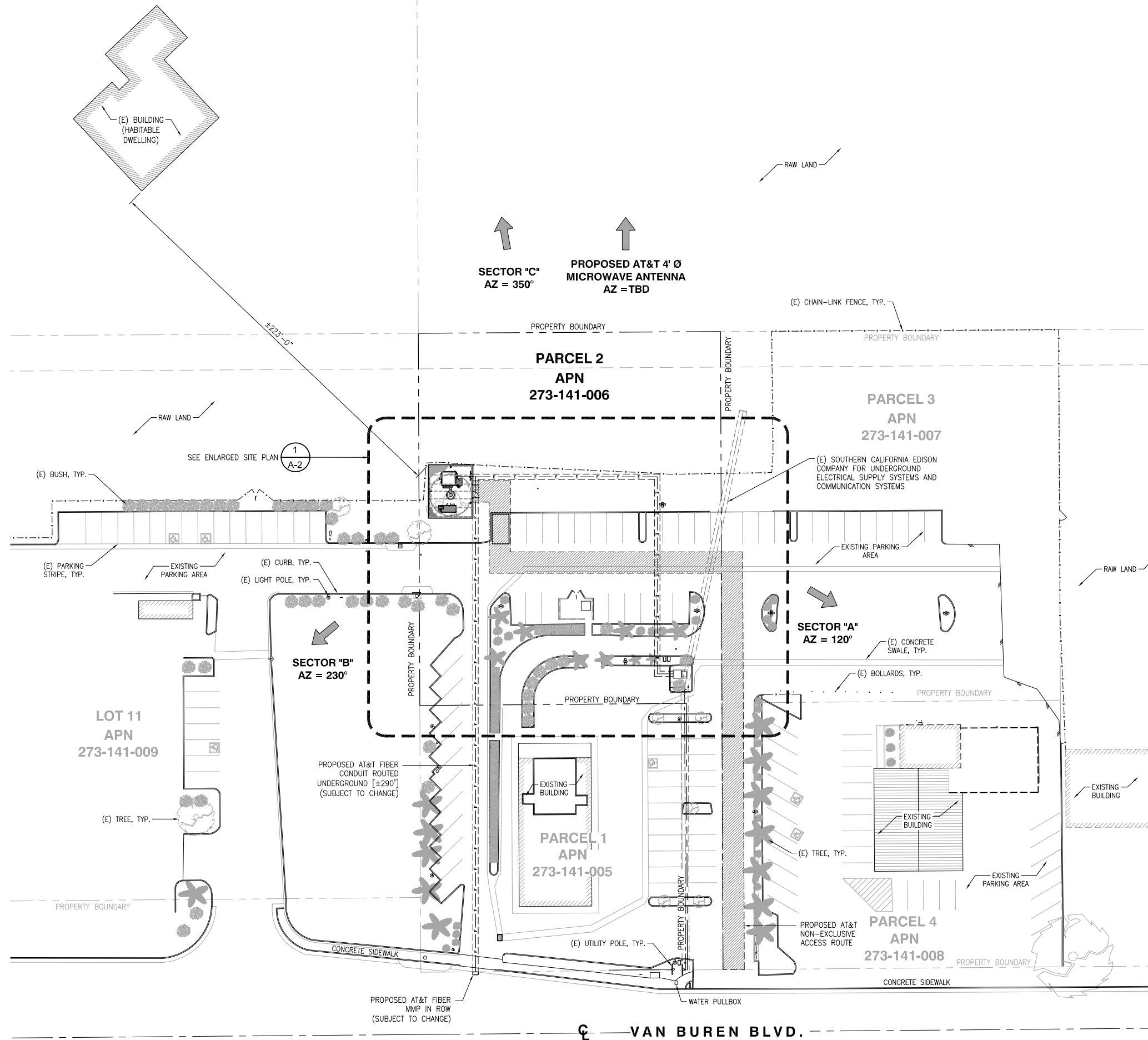
PROJECT INFORMATION:
CSL04548
FARMER BROTHERS
16810 VAN BUREN BOULEVARD,
RIVERSIDE, CA 92504

DRAWN BY: **KF**
CHECKED BY: **RH**

SHEET TITLE: **TOPOGRAPHIC SURVEY**

SHEET NUMBER: **LS-2**

- NOTES:
- NO EXISTING PARKING STALLS ARE BEING ADDED OR REMOVED AS PART OF THE PROPOSED INSTALLATION.
 - PROPOSED POWER AND TELCO PLAN IS PRELIMINARY AND SUBJECT TO CHANGE PENDING FINAL DESIGN FROM THE UTILITY COMPANY.



REV	DATE	DESCRIPTION
0	08/22/2021	100% ZD
A	07/16/2021	90% ZD's FOR REVIEW

ISSUED DATE: 08/22/2021

ISSUED FOR: PLANNING SUBMITTAL

LICENSURE:

PROJECT INFORMATION:
CSL04548
FARMER BROTHERS
16822 VAN BUREN BLVD.,
RIVERSIDE, CA 92504

DRAWN BY: CBR
CHECKED BY: SVF

SHEET TITLE: SITE PLAN

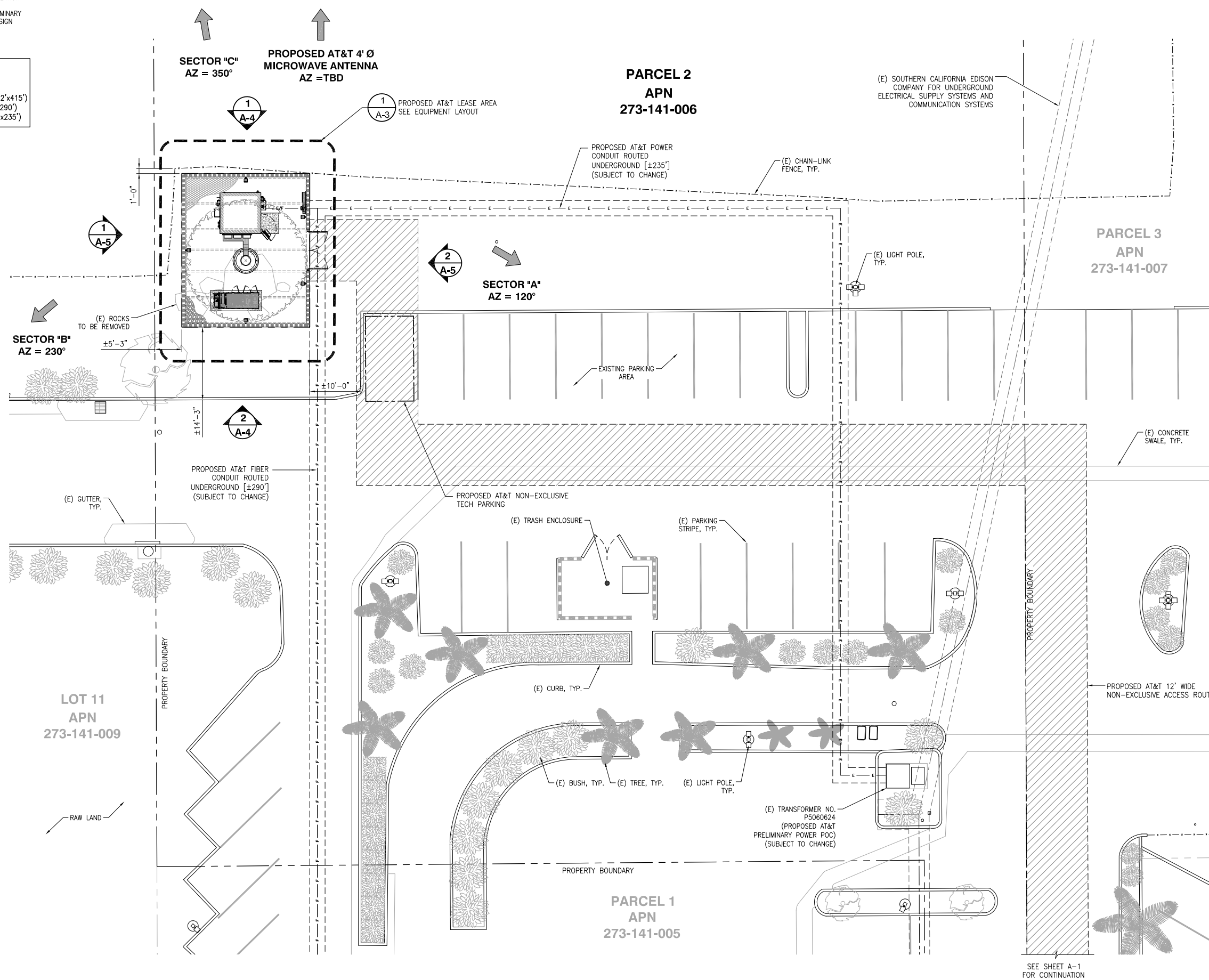
SHEET NUMBER: A-1

NOTES:

1. NO EXISTING PARKING STALLS ARE BEING ADDED OR REMOVED AS PART OF THE PROPOSED INSTALLATION.
2. PROPOSED POWER AND TELCO PLAN IS PRELIMINARY AND SUBJECT TO CHANGE PENDING FINAL DESIGN FROM THE UTILITY COMPANY.

LEASE AREA CALCULATION:

EQUIPMENT LEASE AREA: 750 SF
 NON EXCLUSIVE ACCESS: ±4,980 SQ.FT. (12'x415')
 FIBER UTILITY EASEMENT: ±870 SQ.FT. (3'x290')
 POWER UTILITY EASEMENT: ±705 SQ.FT. (3'x235')



REV	DATE	DESCRIPTION
0	08/22/2021	100% ZD
A	07/16/2021	90% ZD's FOR REVIEW

ISSUED DATE: 08/22/2021

ISSUED FOR: PLANNING SUBMITTAL

LICENSURE:

PROJECT INFORMATION:
 CSL04548
 FARMER BROTHERS
 16822 VAN BUREN BLVD.,
 RIVERSIDE, CA 92504

DRAWN BY: CBR
 CHECKED BY: SVF

SHEET TITLE: ENLARGED SITE PLAN

SHEET NUMBER: A-2



1452 EDINGER AVENUE
TUSTIN, CA 92780



3300 IRVINE AVENUE, SUITE 300
NEWPORT BEACH, CA 92660



16885 VIA DEL CAMPO CT., SUITE 318
SAN DIEGO, CA 92127
tel: (858) 432-4112 / (858) 432-4257

REV	DATE	DESCRIPTION
0	08/22/2021	100% ZD
A	07/16/2021	90% ZD's FOR REVIEW

ISSUED DATE: 08/22/2021

ISSUED FOR: PLANNING SUBMITTAL

LICENSURE:

PROJECT INFORMATION:
CSL04548
FARMER BROTHERS
16822 VAN BUREN BLVD.,
RIVERSIDE, CA 92504

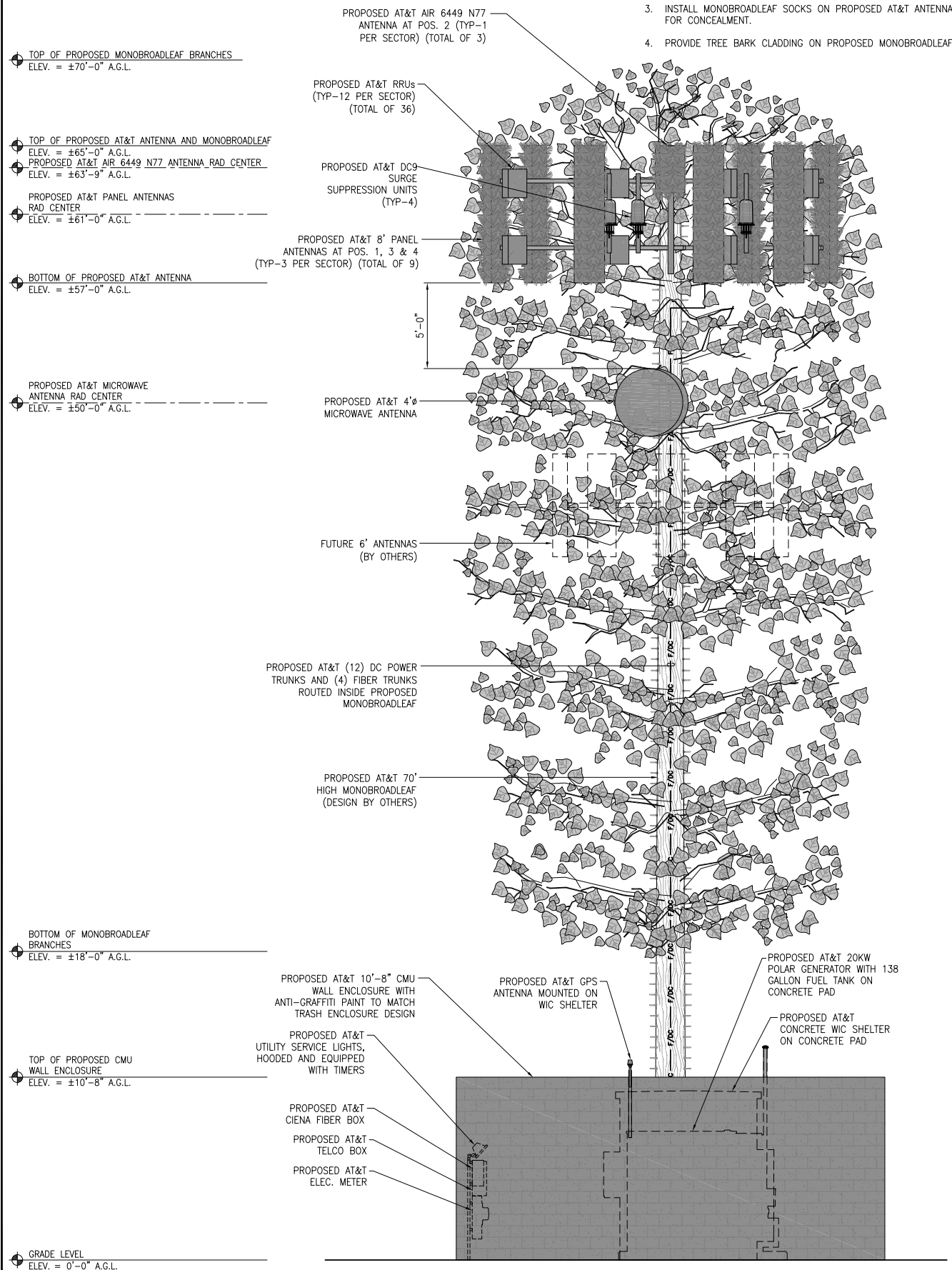
DRAWN BY: CBR
CHECKED BY: SVF

SHEET TITLE: ELEVATIONS

SHEET NUMBER: A-4

NOTES:

1. THE PROPOSED LAYOUT IS PRELIMINARY AND SUBJECT TO CHANGE PENDING FULL STRUCTURAL AND GEOTECHNICAL ANALYSIS.
2. PROPOSED AT&T ANTENNAS, RRUs, SURGE SUPPRESSION UNITS AND ANTENNA MOUNTING KIT TO BE PAINTED GREEN FOR CONCEALMENT.
3. INSTALL MONOBROADLEAF SOCKS ON PROPOSED AT&T ANTENNAS FOR CONCEALMENT.
4. PROVIDE TREE BARK CLADDING ON PROPOSED MONOBROADLEAF.



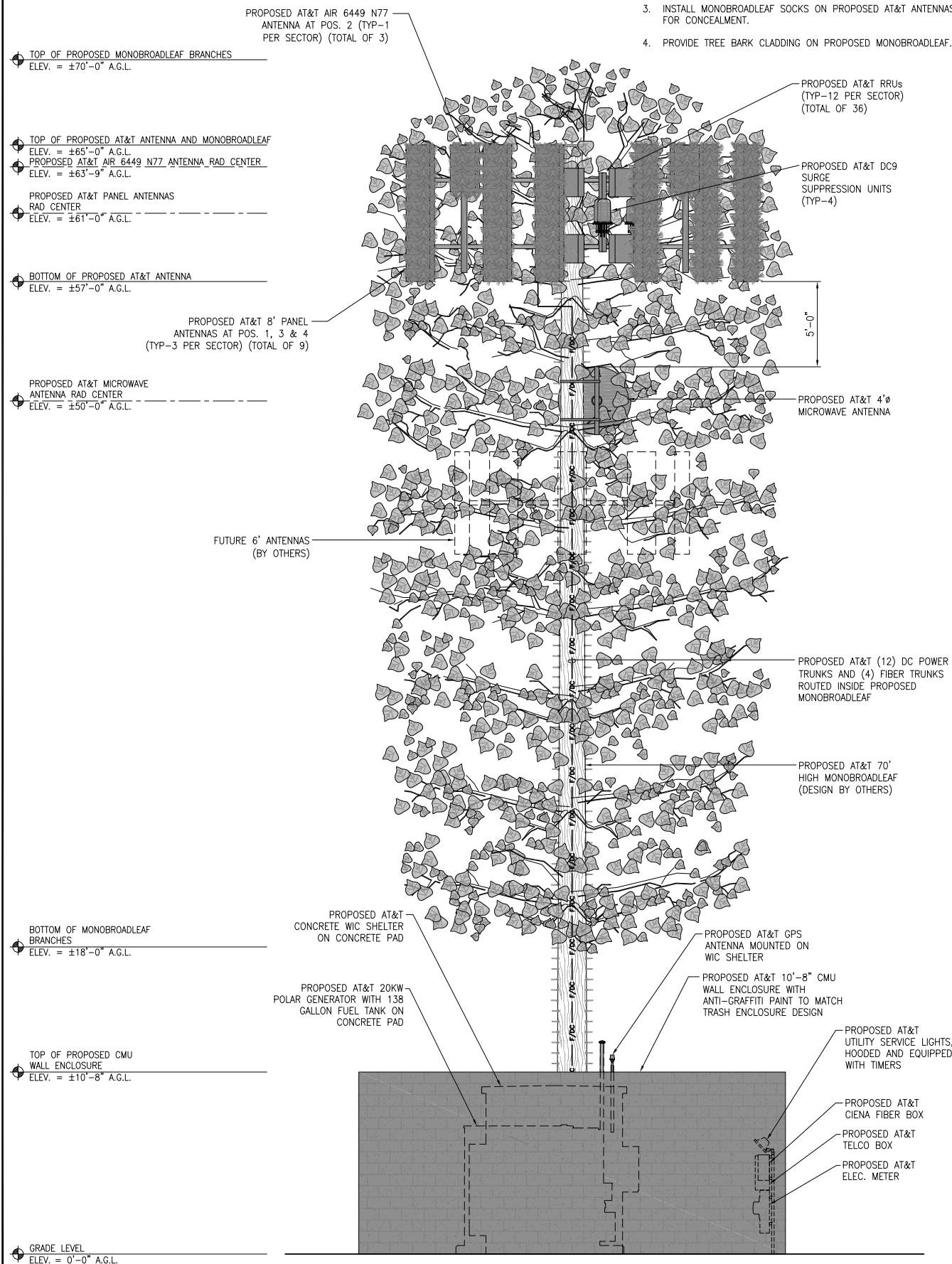
PROPOSED NORTH ELEVATION

24"x36" SCALE: 1/4" = 1'-0"
11"x17" SCALE: 1/8" = 1'-0"
4' 3' 2' 1' 0'

1

NOTES:

1. THE PROPOSED LAYOUT IS PRELIMINARY AND SUBJECT TO CHANGE PENDING FULL STRUCTURAL AND GEOTECHNICAL ANALYSIS.
2. PROPOSED AT&T ANTENNAS, RRUs, SURGE SUPPRESSION UNITS AND ANTENNA MOUNTING KIT TO BE PAINTED GREEN FOR CONCEALMENT.
3. INSTALL MONOBROADLEAF SOCKS ON PROPOSED AT&T ANTENNAS FOR CONCEALMENT.
4. PROVIDE TREE BARK CLADDING ON PROPOSED MONOBROADLEAF.



PROPOSED SOUTH ELEVATION

24"x36" SCALE: 1/4" = 1'-0"
11"x17" SCALE: 1/8" = 1'-0"
4' 3' 2' 1' 0'

2



1452 EDINGER AVENUE
TUSTIN, CA 92780



3300 IRVINE AVENUE, SUITE 300
NEWPORT BEACH, CA 92660



16885 VIA DEL CAMPO CT., SUITE 318
SAN DIEGO, CA 92127
tel: (858) 432-4112 / (858) 432-4257

REV	DATE	DESCRIPTION
0	08/22/2021	100% ZD
A	07/16/2021	90% ZD's FOR REVIEW

ISSUED DATE: 08/22/2021

ISSUED FOR: PLANNING SUBMITTAL

LICENSURE:

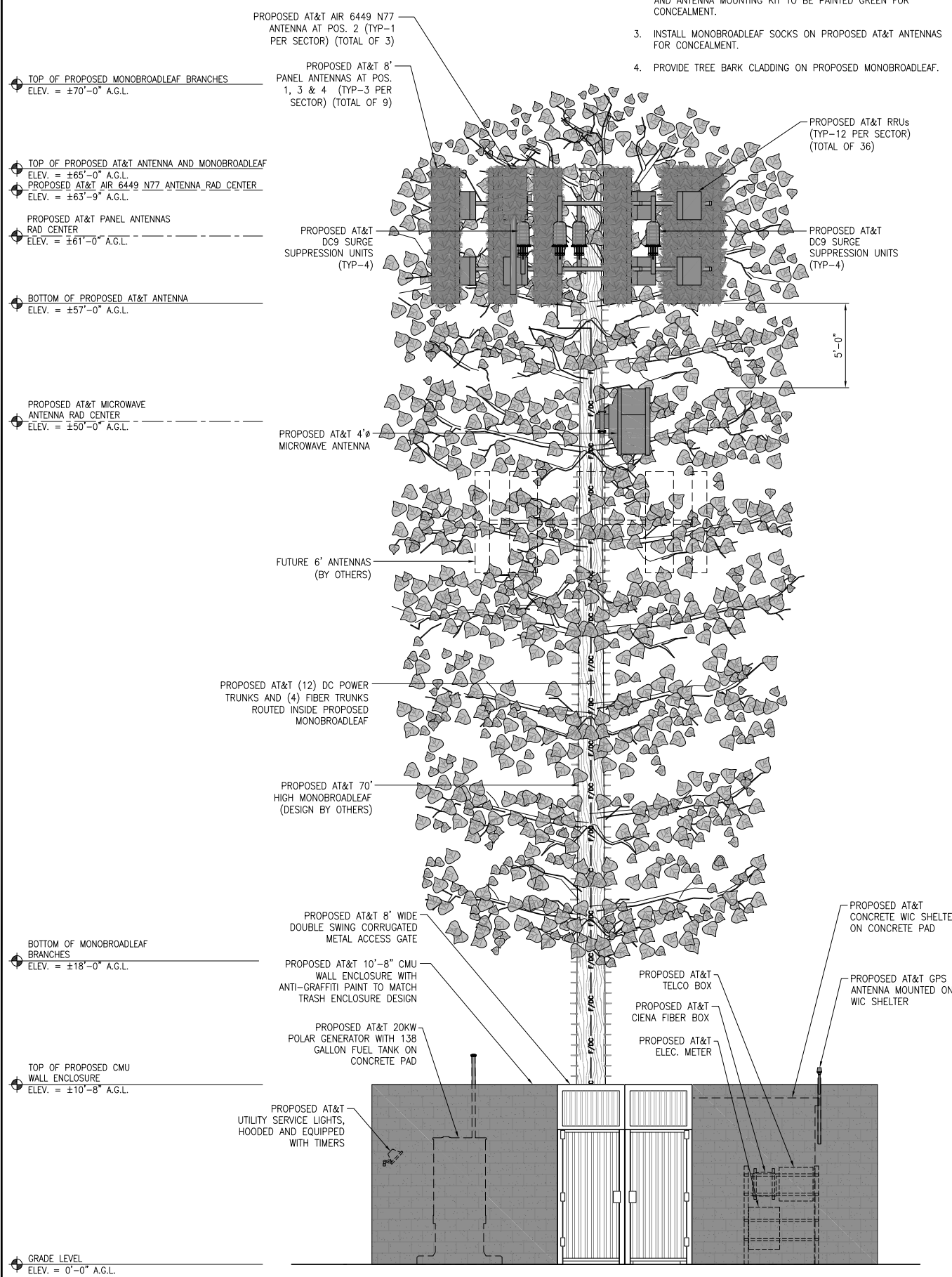
PROJECT INFORMATION:
CSL04548
FARMER BROTHERS
16822 VAN BUREN BLVD.,
RIVERSIDE, CA 92504

DRAWN BY: CBR
CHECKED BY: SVF

SHEET TITLE: ELEVATIONS

SHEET NUMBER: A-5

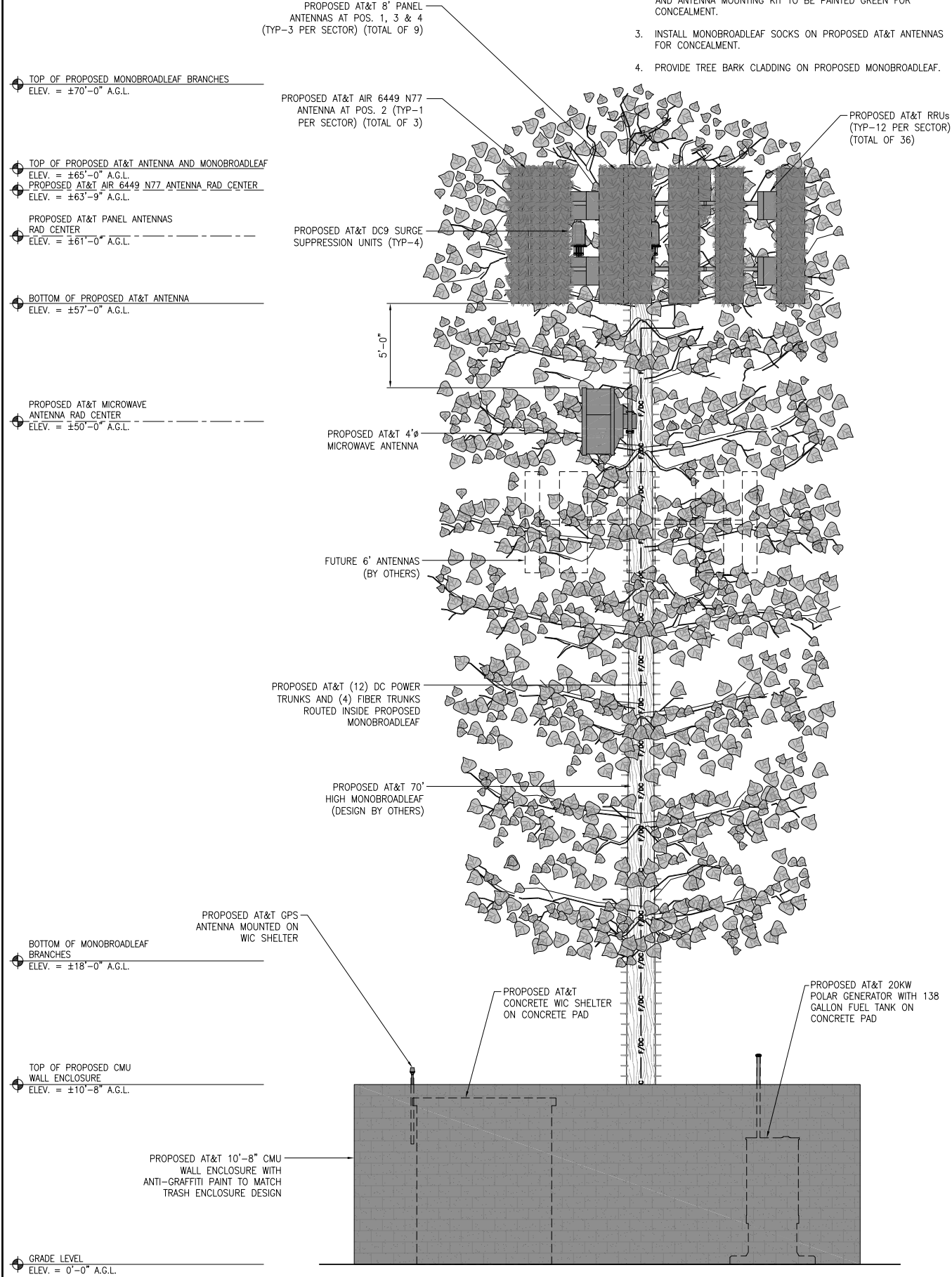
- NOTES:
1. THE PROPOSED LAYOUT IS PRELIMINARY AND SUBJECT TO CHANGE PENDING FULL STRUCTURAL AND GEOTECHNICAL ANALYSIS.
 2. PROPOSED AT&T ANTENNAS, RRUs, SURGE SUPPRESSION UNITS AND ANTENNA MOUNTING KIT TO BE PAINTED GREEN FOR CONCEALMENT.
 3. INSTALL MONOBROADLEAF SOCKS ON PROPOSED AT&T ANTENNAS FOR CONCEALMENT.
 4. PROVIDE TREE BARK CLADDING ON PROPOSED MONOBROADLEAF.



PROPOSED EAST ELEVATION

24"x36" SCALE: 1/4" = 1'-0"
11"x17" SCALE: 1/8" = 1'-0"
4' 3' 2' 1' 0'

- NOTES:
1. THE PROPOSED LAYOUT IS PRELIMINARY AND SUBJECT TO CHANGE PENDING FULL STRUCTURAL AND GEOTECHNICAL ANALYSIS.
 2. PROPOSED AT&T ANTENNAS, RRUs, SURGE SUPPRESSION UNITS AND ANTENNA MOUNTING KIT TO BE PAINTED GREEN FOR CONCEALMENT.
 3. INSTALL MONOBROADLEAF SOCKS ON PROPOSED AT&T ANTENNAS FOR CONCEALMENT.
 4. PROVIDE TREE BARK CLADDING ON PROPOSED MONOBROADLEAF.



PROPOSED WEST ELEVATION

24"x36" SCALE: 1/4" = 1'-0"
11"x17" SCALE: 1/8" = 1'-0"
4' 3' 2' 1' 0'

PAGE BREAK



RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



March 9, 2022

CHAIR
Steven Stewart
Palm Springs

VICE CHAIR
Steve Manos
Lake Elsinore

COMMISSIONERS

Arthur Butler
Riverside

John Lyon
Riverside

Russell Betts
Desert Hot Springs

Richard Stewart
Moreno Valley

Michael Geller
Riverside

STAFF

Director
Paul Rull

Simon A. Housman
Jackie Vega
Barbara Santos

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

www.rcaluc.org

Calora Boyd, Project Planner
County of Riverside Planning Department
4080 Lemon Street, 12th Floor
Riverside CA 92502

**RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW –
DIRECTOR'S DETERMINATION**

File No.: ZAP1514MA22
Related File No.: PPW210109 (Plot Plan)
APNs: 300-120-006

Dear Ms. Boyd:

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 No. PPW210109 (Plot Plan), a proposal to establish a 50-foot-tall mono-eucalyptus wireless communications facility with a 900 square foot equipment shelter area located northerly of Orange Avenue, easterly of Center Street, southerly of Emerett Lane, and westerly of Evans Road.

Although the parcel boundary is located within Compatibility Zones C1 and D of the March Air Reserve Base/Inland Port Airport Influence Area, the actual footprint of the wireless facility is located entirely within Zone D. Zone D does not restrict non-residential intensity. The project does not propose any buildings that would generate intensity.

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 22,519 feet from the runway to the project, Federal Aviation Administration Obstruction Evaluation Services (FAA OES) review could be required for any structures with a top of roof exceeding 1,713 feet AMSL. The project site elevation is 1,432 feet AMSL and proposed building height is 50 feet, resulting in a top point elevation of 1,482 feet AMSL. Therefore, review by the FAA Obstruction Evaluation Service was not required.

As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, provided that the County of Riverside applies the following recommended conditions:

CONDITIONS:

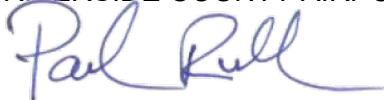
1. Any new outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses/activities are not included in the proposed project and shall be prohibited at this site:

AIRPORT LAND USE COMMISSION

- (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 or circling climb following takeoff or toward an aircraft engaged in a straight or circling final approach toward a landing at an airport, other than a DoD or 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 or circling climb following takeoff or towards an aircraft engaged in a straight or circling final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, wastewater management facilities, artificial marshes, 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) Other hazards to flight.
3. The attached "Notice of Airport in Vicinity" shall be provided to all prospective purchasers and occupants of the property, and shall be recorded as a deed notice.
4. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.

If you have any questions, please contact me at (951) 955-6893.

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



Paul Rull, ALUC Director

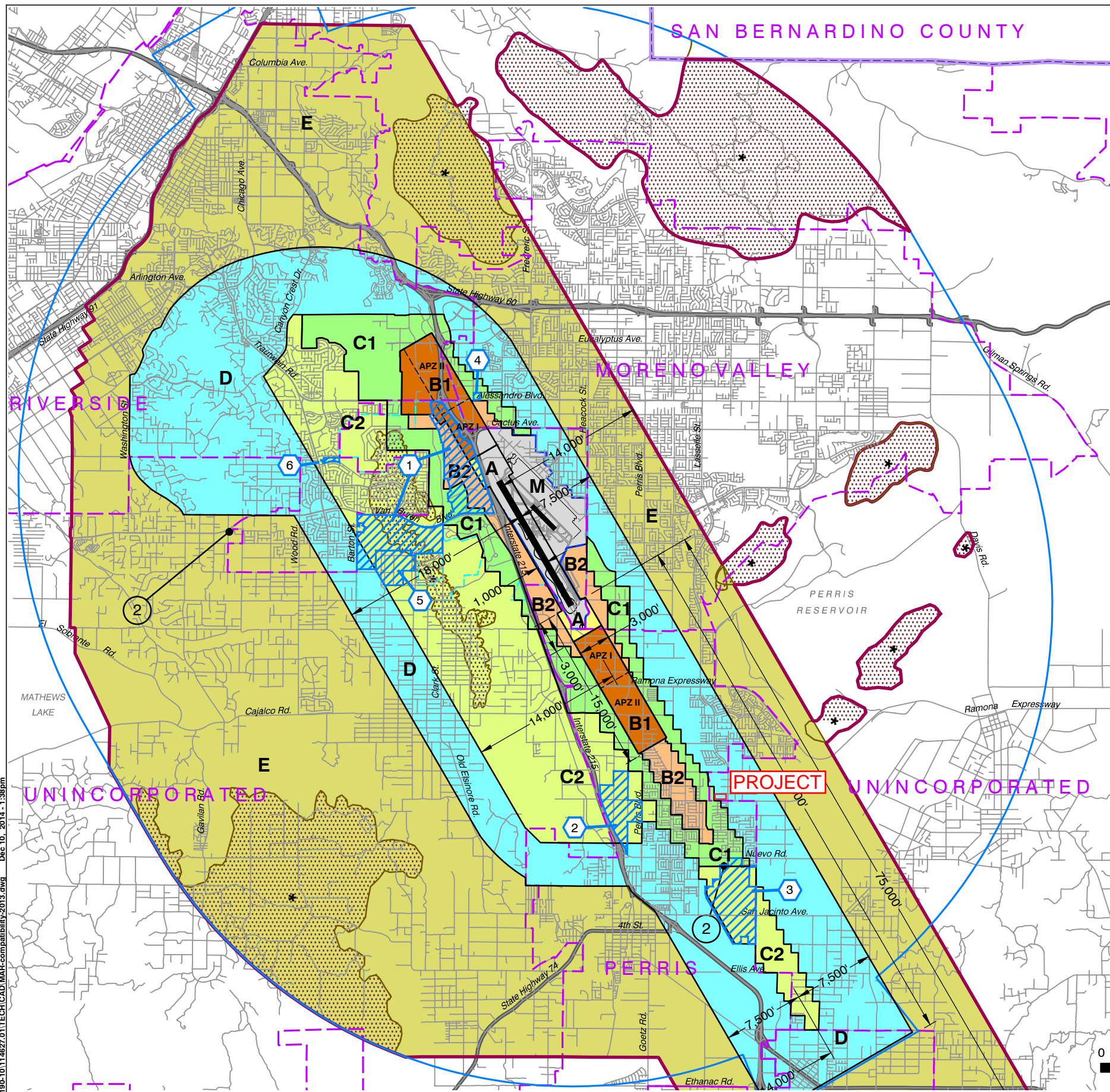
Attachments: Notice of Airport in Vicinity

cc: AT&T (applicant)
Smartlink (representative)
Shirley E. Smith (property owner)
Gary Gosliga, Airport Manager, March Inland Port Airport Authority
Major David Shaw, Base Civil Engineer, March Air Reserve Base
ALUC Case File

X:\AIRPORT CASE FILES\March\ZAP1514MA22\ZAP1514MA22.LTR.doc

NOTICE OF AIRPORT IN VICINITY

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



LEGEND

Compatibility Zones

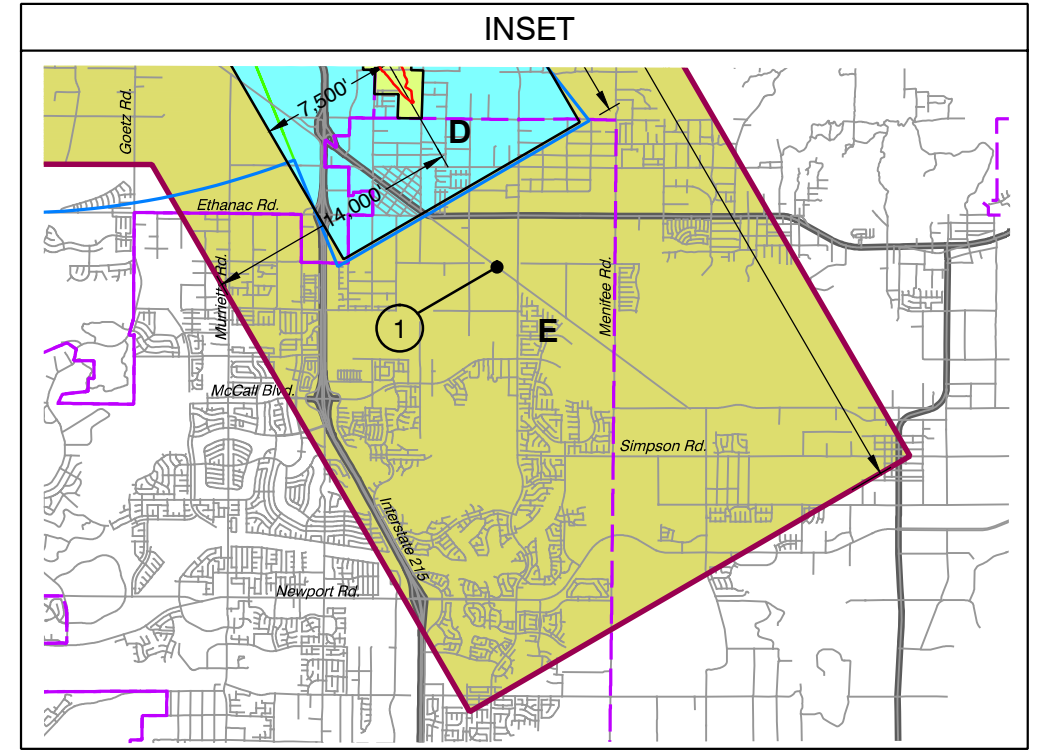
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

Boundary Lines

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

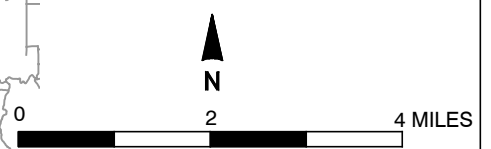
- ① Point at which aircraft on Runway 32 ILS approach descend below 3,000 feet above runway end. Airport Elevation is 1,535 feet MSL.
- ② Point at which departing aircraft typically reach 3,000 feet above runway end.

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



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

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



Base map source: County of Riverside 2013

X:\18190-10\114627\01\TECH\CAD\MAR-compatibility\2013.dwg Dec 10, 2014 - 1:38pm

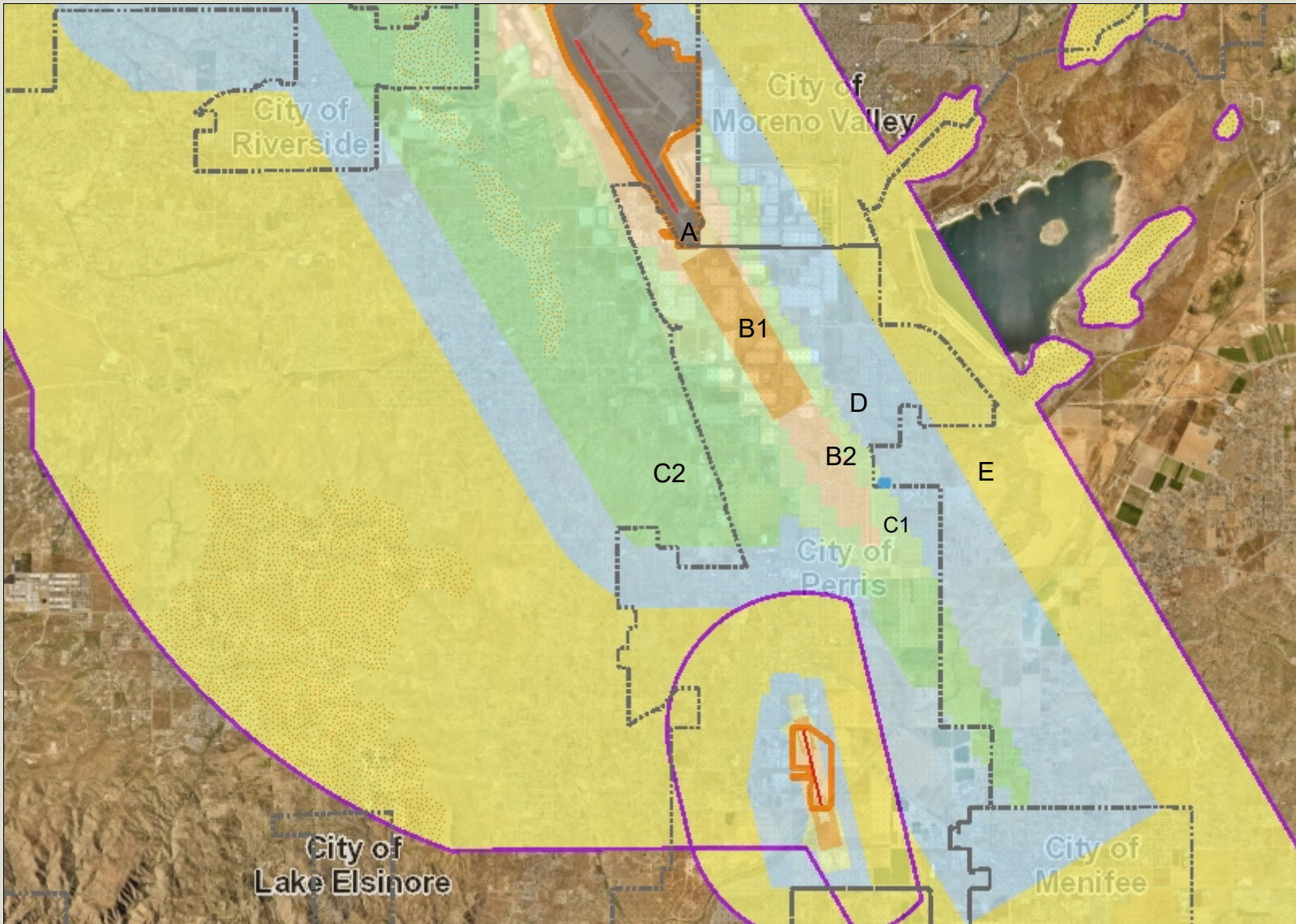
Prepared by Mead & Hunt, Inc. (June 2013)

SEE INSET AT RIGHT

Map MA-1

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

Map My County Map



Legend

- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones**
- OTHER COMPATIBILITY 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



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.

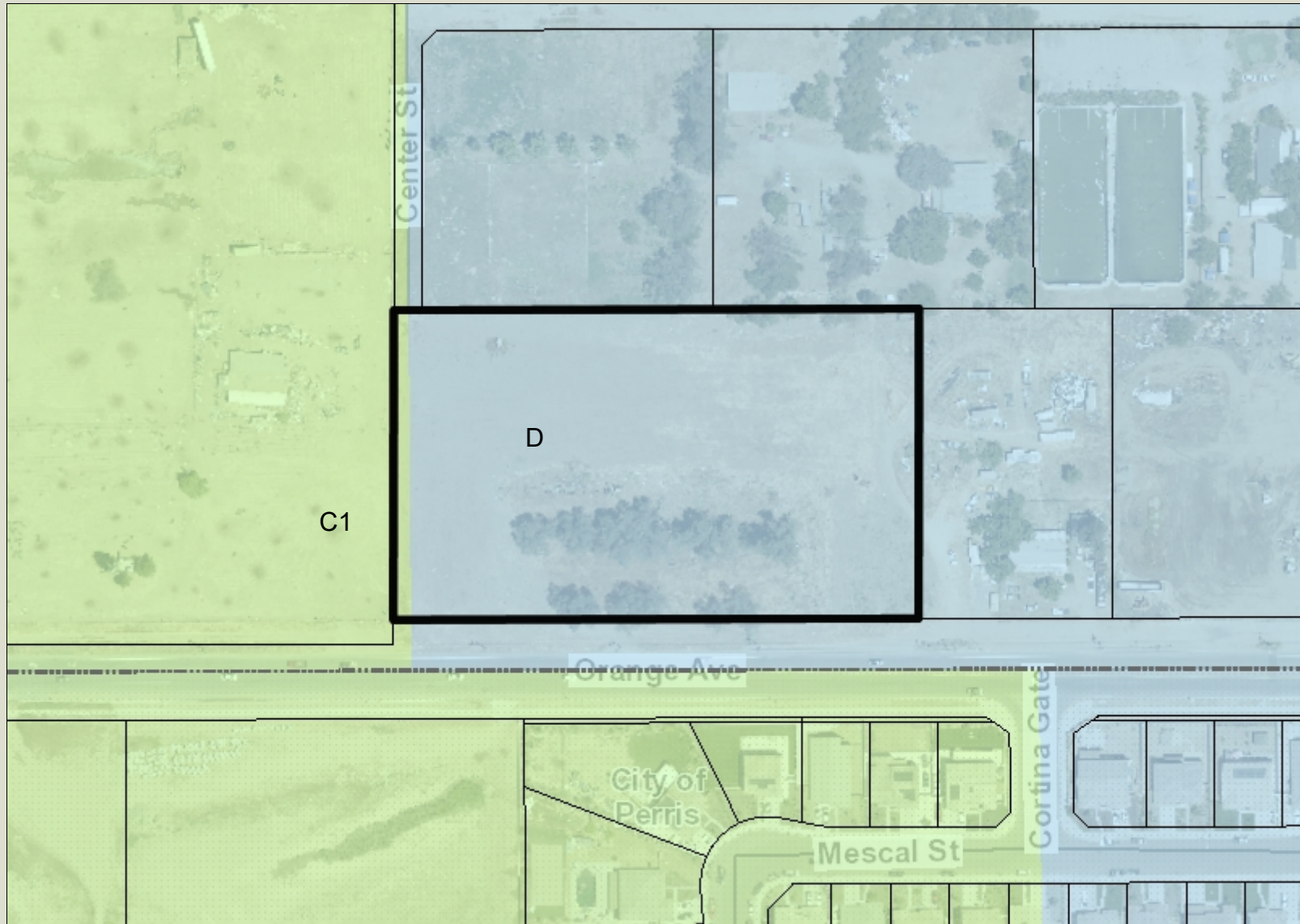


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Notes

Map My County Map



Legend

- Parcels
- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones**
- OTHER COMPATIBILITY 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



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Notes

Map My County Map



Legend

-  Parcels
-  County Centerline Names
-  County Centerlines
-  Blueline Streams
-  City Areas
-  World Street Map



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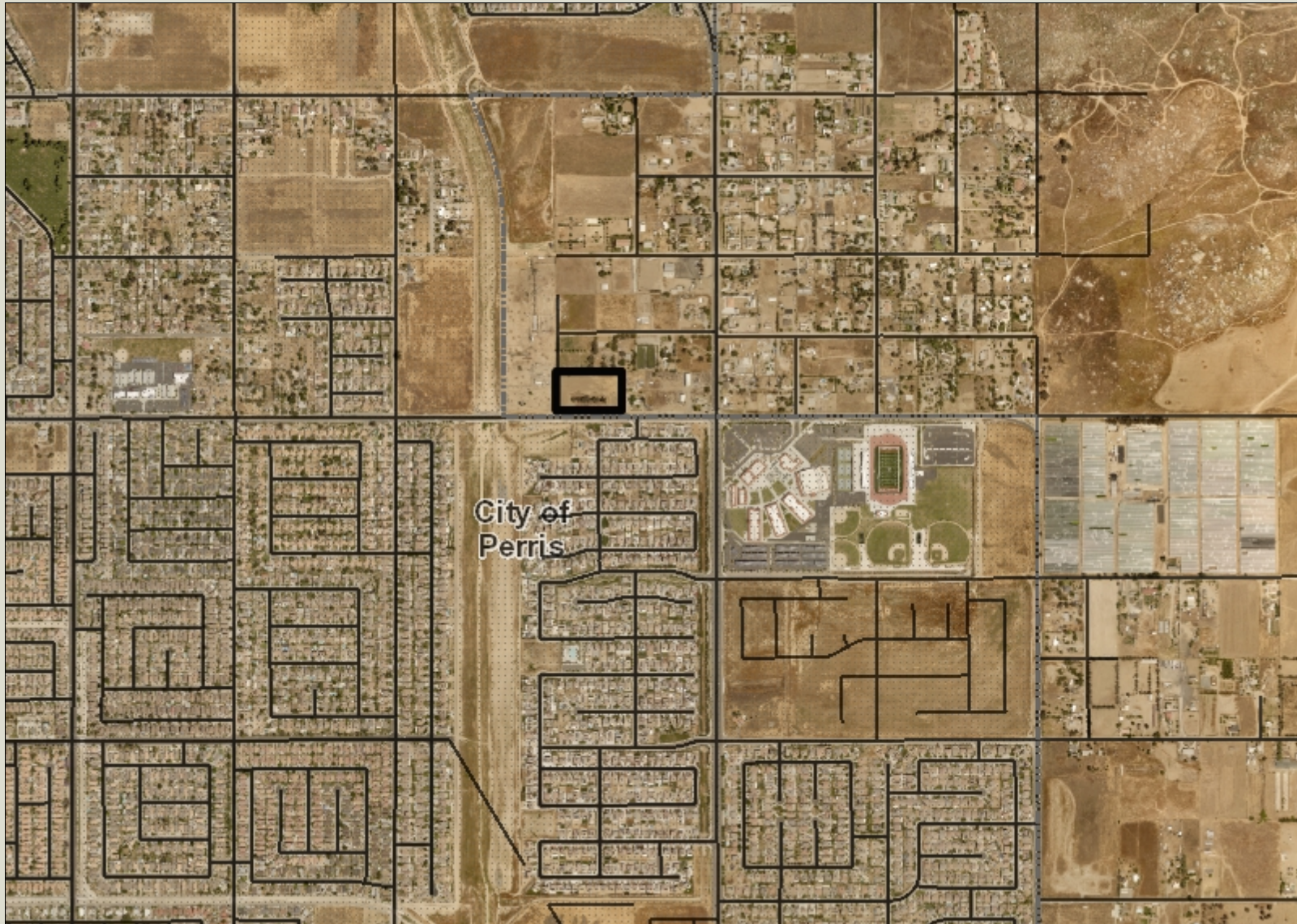
Notes

0 192 385 Feet

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Map My County Map



Legend

- County Centerline Names
- County Centerlines
- Blueline Streams
- City Areas
- World Street Map



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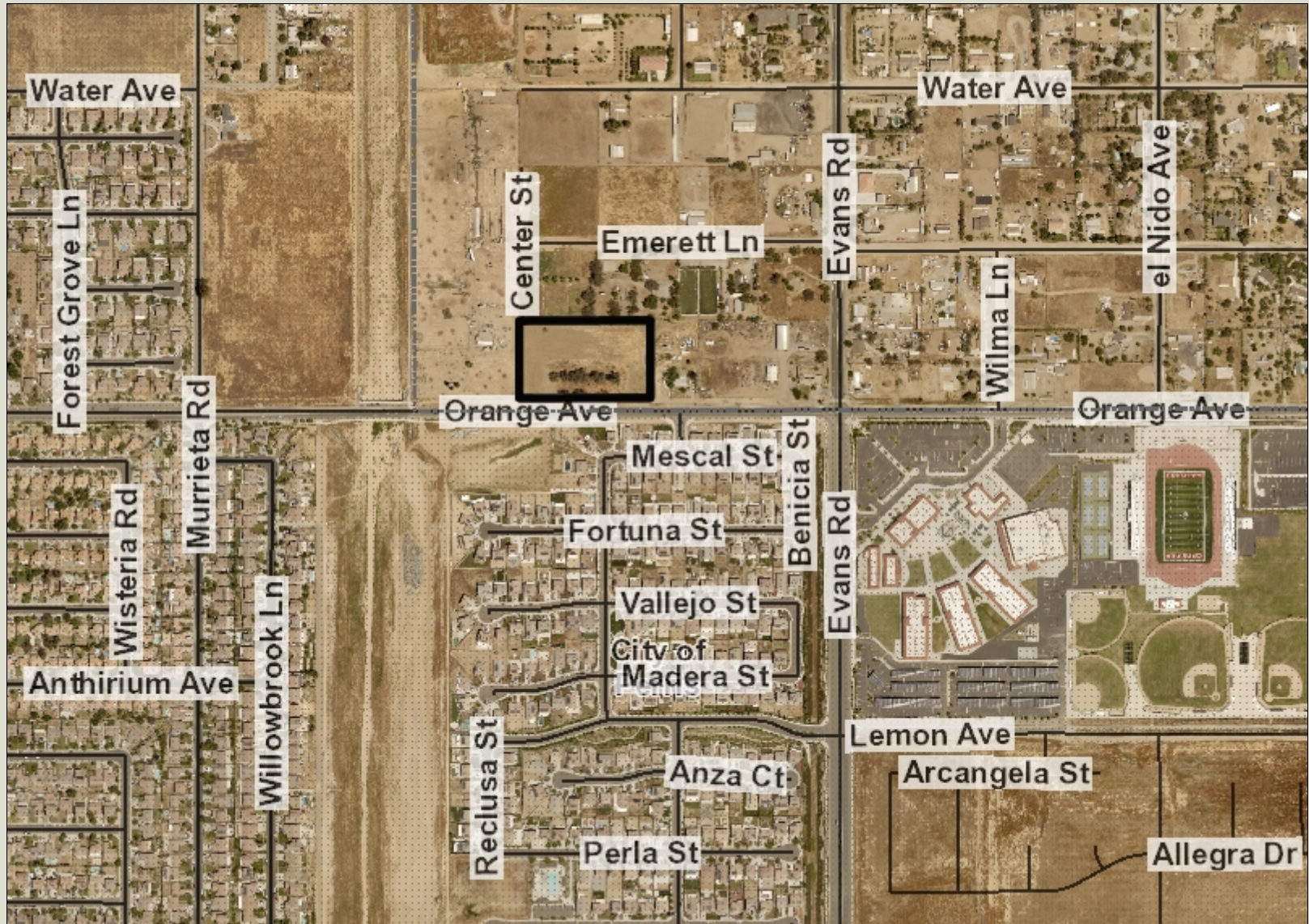
Notes



REPORT PRINTED ON... 3/3/2022 7:50:51 AM

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Map My County Map



- Legend**
- County Centerline Names
 - County Centerlines
 - Blueline Streams
 - City Areas
 - World Street Map



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Notes



Map My County Map



Legend

-  Parcels
-  County Centerline Names
-  County Centerlines
-  Blueline Streams
-  City Areas
-  World Street Map



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0 385 770 Feet

REPORT PRINTED ON... 3/3/2022 7:51:45 AM

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Notes



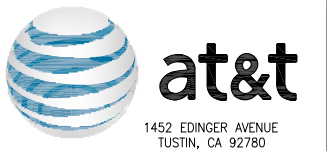
SITE NUMBER: CSL04691

SITE NAME: SMITH

LOT WEST OF 26400 ORANGE AVE., PERRIS, CA 92571

MONOEUCALYPTUS (INDOOR - WIC)

PACE #: MRLOS079067, USID: 310623, CASPR #: 3551A0YJT1, FA #: 15547708



SITE INFORMATION

PROPERTY OWNER: SHIRLEY E. SMITH
 JASON A. SMITH
 SHANNON L. VARVELLO
 26490 ORANGE AVE.,
 PERRIS, CA 92571-9783
 CONTACT: RENEE SMITH / JASON SMITH
 PHONE: (951) 722-8516 / (951) 634-3260

ADDRESS: 1452 EDINGER AVE.
 TUSTIN, CA 92780

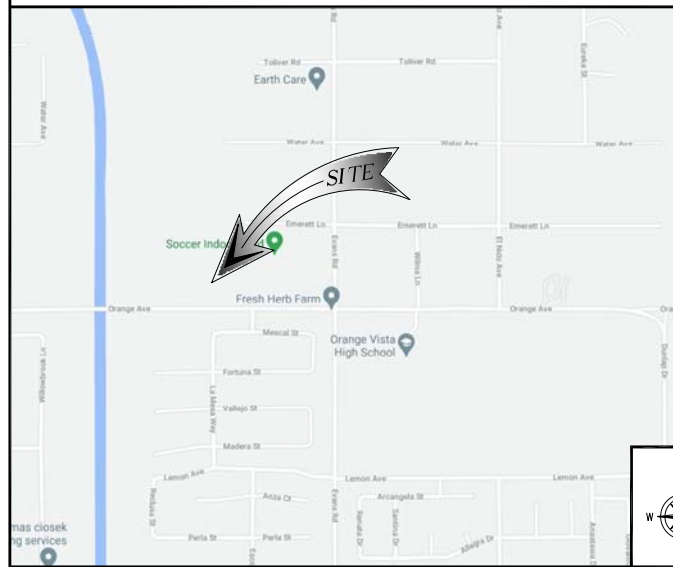
APPLICANT ADDRESS: AT&T MOBILITY
 1452 EDINGER AVE.
 TUSTIN, CA 92780

APPLICANT REPRESENTATIVE: SMARTLINK
 3300 IRVINE AVENUE, SUITE 300
 NEWPORT BEACH, CA 92660

LATITUDE (NAD 83): N 33° 48' 57.22" N (33.815894)
 LONGITUDE(NAD 83): W 117° 12' 15.02" W (-117.204172)
 GROUND ELEVATION: 1432.05' AMSL
 OCCUPANCY: U
 APN #: 300-120-006
 ZONING JURISDICTION: COUNTY OF RIVERSIDE
 CURRENT ZONING: RURAL RESIDENTIAL
 PROPOSED USE: UNMANNED TELECOMMUNICATIONS FACILITY
 EQUIPMENT LEASE AREA: ±750 SQ. FT.

LOCATION MAPS

VICINITY MAP



LOCAL MAP



PROJECT DESCRIPTION

AT&T MOBILITY PROPOSES TO CONSTRUCT A WIRELESS COMMUNICATION FACILITY. THE SCOPE WILL CONSIST OF THE FOLLOWING:

- PROPOSED (1) 50'-0" HIGH MONOEUCALYPTUS.
- PROPOSED 8'-0" HIGH WROUGHT IRON FENCE.
- PROPOSED (8) 78.3" PANEL ANTENNAS MOUNTED ON PROPOSED MONOEUCALYPTUS.
- PROPOSED (3) 52" C-BAND ANTENNAS MOUNTED ON PROPOSED MONOEUCALYPTUS.
- PROPOSED (1) 72" C-BAND ANTENNA MOUNTED ON PROPOSED MONOEUCALYPTUS.
- PROPOSED (3) AIR 6449 N77 ANTENNA MOUNTED ON PROPOSED MONOEUCALYPTUS.
- PROPOSED (48) RRUS MOUNTED BEHIND PANEL ANTENNAS. (12 PER SECTOR).
- PROPOSED (1) 4'9" MICROWAVE ANTENNA MOUNTED ON PROPOSED MONOEUCALYPTUS.
- PROPOSED (6) DC9 SURGE SUPPRESSION UNITS MOUNTED NEAR RRUS.
- PROPOSED (16) DC POWER TRUNKS ROUTED INSIDE PROPOSED MONOEUCALYPTUS.
- PROPOSED (6) FIBER TRUNKS ROUTED INSIDE PROPOSED MONOEUCALYPTUS.
- PROPOSED (1) CONCRETE WIC (WALK-IN CABINET) MOUNTED ON ELEVATED PLATFORM.
- PROPOSED (1) PROPOSED AT&T 20KW AC GENERAC GENERATOR WITH 140 GALLON FUEL TANK ON ELEVATED PLATFORM.
- PROPOSED (4) DC12 SURGE SUPPRESSION UNITS MOUNTED ON CONCRETE WIC SHELTER.
- PROPOSED (4) FIBER WINDER BOXES MOUNTED ON CONCRETE WIC SHELTER.
- PROPOSED CONDUIT STUB-UPS BELOW DC12 SURGE SUPPRESSION UNITS AND FIBER MANAGEMENT BOXES.
- PROPOSED (1) GPS ANTENNA MOUNTED ON CONCRETE WIC SHELTER.
- PROPOSED (1) TELCO BOX AND CIENA BOX MOUNTED ON H-FRAME.
- PROPOSED (1) ELEC. METER PEDESTAL MOUNTED ON PROPOSED CONCRETE PAD.
- PROPOSED ASPHALT DRIVEWAY APRON.

PROJECT TEAM

PROJECT MANAGER: SMARTLINK
 CONTACT: TYLER KENT
 PHONE: (949) 701-2444
 EMAIL: tyler.kent@smartlinkgroup.com

A/E MANAGER: CELLSITE CONCEPTS
 16885 VIA DEL CAMPO CT., SUITE 318
 SAN DIEGO, CA 92127
 CONTACT: SEV FRANCISCO
 PHONE: (858) 432-4112 / (858) 432-4257
 EMAIL: sfrancisco@cellsite.net

LAND USE PLANNER: SMARTLINK
 CONTACT: ALISHA STRASHEIM
 PHONE: (925) 440-0669
 EMAIL: alisha.strasheim@smartlinkgroup.com

CONSTRUCTION MANAGER: AT&T MOBILITY SERVICES LLC
 CONTACT: GREG EATON
 PHONE: (310) 753-0691
 EMAIL: ge2767@att.com

SITE ACQUISITION: SMARTLINK
 CONTACT: KRIS SANDERS
 PHONE: (760) 218-4847
 EMAIL: kris.sanders@hannahconsulting.com

DRIVING DIRECTIONS

DIRECTION FROM AT&T OFFICE (1452 EDINGER AVE., TUSTIN, CA 92780):

1. START OUT GOING SOUTHEAST ON EDINGER AVE TOWARD RED HILL AVE.
2. MERGE ONTO CA-261 N VIA THE RAMP ON THE LEFT (PORTIONS TOLL).
3. STAY STRAIGHT TO GO ONTO CA-241 N (PORTIONS TOLL).
4. MERGE ONTO CA-91 E VIA EXIT 39A TOWARD RIVERSIDE.
5. TAKE EXIT 58 TOWARD VAN BUREN BLVD/ARLINGTON.
6. TURN LEFT ONTO INDIANA AVE.
7. TURN RIGHT ONTO VAN BUREN BLVD.
8. MERGE ONTO I-215 S.
9. TAKE THE RAMONA EXPWY/CAJALCO EXPWY EXIT, EXIT
10. TURN LEFT ONTO CAJALCO EXPY.
11. STAY STRAIGHT TO GO ONTO RAMONA EXPY.
12. TURN RIGHT ONTO EVANS RD.
13. TURN RIGHT ONTO ORANGE AVE.
14. 26400 ORANGE AVE, PERRIS, CA 92571-9783, 26400 ORANGE AVE IS ON THE RIGHT.

CODE COMPLIANCE

ALL WORK AND MATERIALS SHALL BE PERFORMED AND INSTALLED IN ACCORDANCE WITH THE CURRENT EDITIONS OF THE FOLLOWING CODES AS ADOPTED BY THE LOCAL GOVERNING AUTHORITIES.

- CALIFORNIA ADMINISTRATIVE CODE (INCL TITLE 24 & 25)
- 2019 CALIFORNIA BUILDING CODE
- CITY/COUNTY ORDINANCES
- BUILDING OFFICIALS & CODE ADMINISTRATORS (BOCA)
- 2019 CALIFORNIA MECHANICAL CODE
- ANSII/EIA-222-G LIFE SAFETY CODE NFPA-101
- 2019 CALIFORNIA PLUMBING CODE
- 2019 CALIFORNIA ELECTRICAL CODE
- 2019 LOCAL BUILDING CODE

GENERAL NOTES

THE FACILITY IS UNMANNED AND NOT FOR HUMAN HABITATION. HANDICAPPED ACCESS REQUIREMENTS ARE NOT REQUIRED IN ACCORDANCE WITH THE 2019 CALIFORNIA BUILDING CODE. A TECHNICIAN WILL VISIT THE SITE AS REQUIRED FOR ROUTINE MAINTENANCE. THE PROJECT WILL NOT RESULT IN ANY SIGNIFICANT DISTURBANCE OR EFFECT ON DRAINAGE; NO SANITARY SEWER SERVICE, POTABLE WATER, OR TRASH DISPOSAL IS REQUIRED AND NO COMMERCIAL SIGNAGE IS NEW.

ACCESSIBILITY NOTE

THE TELECOMMUNICATIONS EQUIPMENT SPACE SHOWN ON THESE PLANS IS NOT CUSTOMARILY OCCUPIED. WORK TO BE PERFORMED IN THIS FACILITY CANNOT REASONABLY BE PERFORMED BY PERSONS WITH A SEVERE IMPAIRMENT: MOBILITY, SIGHT, AND/OR HEARING. THEREFORE, PER 2019 CALIFORNIA BUILDING CODE SECTION 1105B.3.4, AND/OR 11B-203.5 OF 2019 CALIFORNIA BUILDING CODE, EXCEPTION 1, THIS FACILITY SHALL BE EXEMPTED FROM ALL TITLE 24 ACCESS REQUIREMENTS.

DRAWING INDEX

SHEET NO:	SHEET TITLE
T-1	TITLE SHEET
LS-1	TOPOGRAPHIC SURVEY
LS-2	TOPOGRAPHIC SURVEY
A-1	SITE PLAN
A-2	ENLARGED SITE PLAN AND EQUIPMENT LAYOUT
A-3	ANTENNA PLAN
A-4	ELEVATIONS
A-5	ELEVATIONS

SIGNATURE BLOCK

PRINT NAME	SIGNATURE	DATE
AT&T RF:	_____	_____
AT&T PM:	_____	_____
AT&T CM:	_____	_____
SMARTLINK PM:	_____	_____
SMARTLINK ZM:	_____	_____
SMARTLINK SAQ:	_____	_____
SMARTLINK CM:	_____	_____

DO NOT SCALE DRAWINGS

SUBCONTRACTOR SHALL VERIFY ALL PLANS, EXISTING DIMENSIONS & FIELD CONDITIONS ON THE JOB SITE & SHALL IMMEDIATELY NOTIFY THE ENGINEER IN WRITING OF ANY DISCREPANCIES BEFORE PROCEEDING WITH THE WORK OR BE RESPONSIBLE FOR SAME.



REV	DATE	DESCRIPTION
0	09/21/2021	100% ZD'S
A	09/02/2021	90% ZD'S FOR REVIEW

ISSUED DATE: 09/21/2021

ISSUED FOR: PLANNING SUBMITTAL

LICENSURE:

PROJECT INFORMATION:
 CSL04691
 SMITH
 LOT WEST OF 26400 ORANGE AVE., PERRIS, CA 92571

DRAWN BY: CBR
 CHECKED BY: SVF

SHEET TITLE: TITLE SHEET

SHEET NUMBER: T-1



APN
300-120-006

SITE ADDRESS
LOT WEST OF 26400 ORANGE AVE., PERRIS, CA 92571

TITLE REPORT
TITLE REPORT WAS PREPARED BY COMMONWEALTH LAND TITLE INSURANCE COMPANY WITH ORDER NUMBER 92015829-920-CMM-CMB AND GUARANTEE NUMBER CA-SFXFC-IMP-81G28-1-21-92015829 DATED AUGUST 24, 2021

BASIS OF BEARING
BEARINGS SHOWN HEREON ARE BASED UPON U.S. STATE PLANE NAD83 COORDINATE SYSTEM CALIFORNIA STATE PLANE COORDINATE ZONE FIVE, DETERMINED BY GPS OBSERVATIONS.

BENCHMARK
ELEVATIONS ARE BASED ON CRTN (CSRC) NETWORK BROADCAST COORDINATES.

FLOODZONE
SITE IS LOCATED IN FLOOD ZONE "X" AND IN A FLOOD HAZARD ZONE HAVING "0.2% ANNUAL CHANCE FLOOD HAZARD" AS PER F.I.R.M. MAP NO. 06065C1430H EFFECTIVE DATE 08/18/2014

LEGAL DESCRIPTION
ALL THAT CERTAIN REAL PROPERTY SITUATED IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:
THE WESTERLY 541.50 FEET OF PARCEL 4 OF PARCEL MAP NO. 4800, BEING A DIVISION OF THE SOUTH 1/2 OF LOT 6 OF SECTION 16, TOWNSHIP 4 SOUTH, RANGE 3 WEST, SBB & M, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS PER PARCEL MAP RECORDED IN BOOK 8, PAGE 5 OF PARCEL MAPS, RECORDS OF RIVERSIDE COUNTY.

APN: 300-120-006

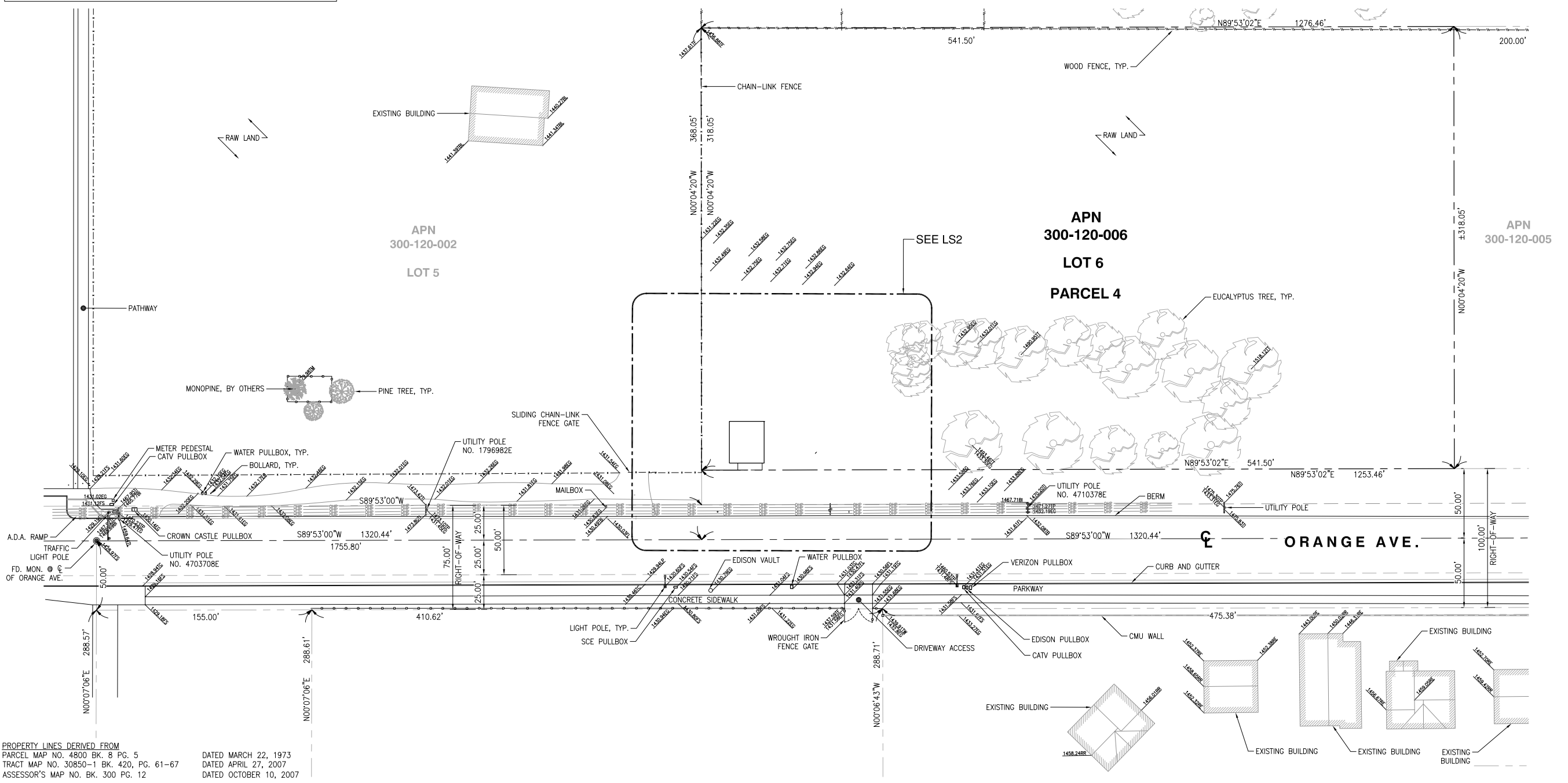
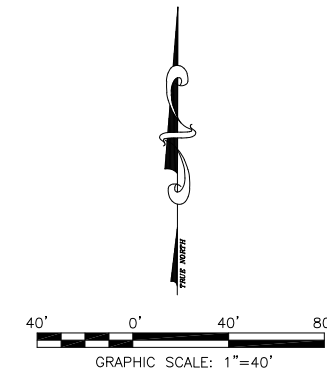
SCHEDULE B (EXCEPTIONS)

- ITEMS A & B ARE TAX RELATED
 - ITEMS C & D ARE LIENS RELATED
 - ITEM 1 IS RIGHTS RELATED
 - ITEMS 3, 4 & 5 ARE RECITAL RELATED
 - ITEM 6 IS COMPLIANCE RELATED
 - ITEMS 7 & 8 ARE ADVISORY RELATED
- 2 EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS SET FORTH IN A DOCUMENT:
IN FAVOR OF: PERRIS VALLEY LAND AND WATER COMPANY
PURPOSE: ROADWAYS AND THE HEREINAFTER SPECIFIC PURPOSE AND INCIDENTAL PURPOSES
RECORDING DATE: APRIL 19, 1913
RECORDING NO: BOOK 371, PAGE 374 OF DEEDS
AFFECTS: A PORTION OF SAID LAND

NOT PLOTTED. SAID EASEMENT IS LOCATED OUTSIDE OF PROPERTY LINES

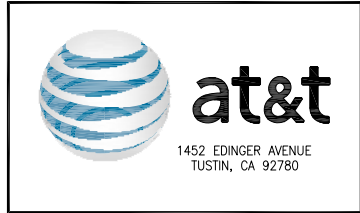
LEGEND

- CENTER LINE
- PROPERTY LINE
- CHAIN-LINK FENCE
- WOOD FENCE
- WROUGHT IRON FENCE
- CMU WALL
- TOP OF BERM
- FINISH SURFACE
- TOP OF CURB
- LIP OF GUTTER
- EXISTING GRADE
- FLOWLINE
- TOP OF POLE
- TOP OF FENCE
- TOP OF WALL
- TOP OF LUMINAIRE
- TOP OF INSULATOR
- BI BOTTOM OF INSULATOR
- RE ROOF EDGE
- RR ROOF RIDGE
- TT TOP OF TREE
- TM TOP OF MONOPINE
- TBL TOP OF BUILDING
- EXISTING STREET LIGHT
- EXISTING TRAFFIC SIGNAL
- EXISTING SIGNAGE
- UTILITY POLE
- PINE TREE
- TREE
- FD. MONUMENT



PROPERTY LINES DERIVED FROM
PARCEL MAP NO. 4800 BK. 8 PG. 5
TRACT MAP NO. 30850-1 BK. 420, PG. 61-67
ASSESSOR'S MAP NO. BK. 300 PG. 12

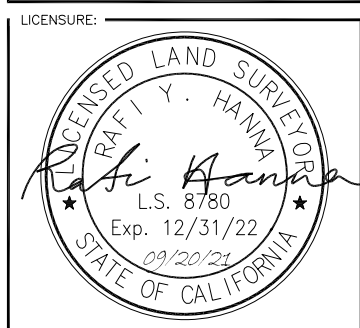
DATED MARCH 22, 1973
DATED APRIL 27, 2007
DATED OCTOBER 10, 2007



REV	DATE	DESCRIPTION
2	09/21/2021	FINAL SURVEY
1	09/03/2021	PRELIMINARY SURVEY

ISSUED DATE:
SEPTEMBER 21, 2021

ISSUED FOR:
FINAL SURVEY



PROJECT INFORMATION:
CSL04691
SMITH
LOT WEST OF 26400 ORANGE AVE.,
PERRIS, CA 92571

DRAWN BY: DG
CHECKED BY: RH

SHEET TITLE:
TOPOGRAPHIC SURVEY

SHEET NUMBER:
LS-1

LEGEND

- CENTER LINE
- PROPERTY LINE
- x - CHAIN-LINK FENCE
- TB TOP OF BERM
- EG EXISTING GRADE
- FL FLOWLINE
- TP TOP OF POLE
- TF TOP OF FENCE
- TI TOP OF INSULATOR
- BI BOTTOM OF INSULATOR
- TT TOP OF TREE
- EXISTING SIGNAGE
- UTILITY POLE
- TREE

COORDINATES

PROPOSED AT&T MONOEUCALYPTUS

LATITUDE: 33°48'57.22"N
 (33.815894)
 LONGITUDE: 117°12'15.02"W
 (-117.204172)

NOTES:

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. CELLSITE CONCEPTS TRANSLATED THE TOPOGRAPHIC SURVEY TO RECORD INFORMATION USING FOUND MONUMENTS SHOWN HEREON. THE LOCATION OF PROPERTY LINES SHOWN HEREON ARE APPROXIMATE AND FOR INFORMATIONAL PURPOSES ONLY. THEY ARE NOT TO BE RELIED UPON AS THE ACTUAL BOUNDARY LINES.
2. ANY CHANGES MADE TO THE INFORMATION ON THIS PLAN, WITHOUT THE WRITTEN CONSENT OF CELLSITE CONCEPTS, RELIEVES CELLSITE CONCEPTS OF ANY AND ALL LIABILITY.
3. THE HEIGHTS AND ELEVATIONS FOR THE TREES, BUSHES AND OTHER LIVING PLANTS SHOWN HEREON, SHOULD BE CONSIDERED APPROXIMATE (+/-) AND ONLY FOR THE DATE OF THIS SURVEY. THEY ARE PROVIDED AS A GENERAL REFERENCE AND SHOULD NOT BE USED FOR DESIGN PURPOSES.
4. 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.
5. FIELD SURVEY COMPLETED ON AUGUST 26, 2021

12 FEET WIDE NON-EXCLUSIVE ACCESS EASEMENT CENTERLINE DESCRIPTION:

THE WESTERLY 541.50 FEET OF PARCEL 4 OF PARCEL MAP NO. 4800, BEING A DIVISION OF THE SOUTH 1/2 OF LOT 6 OF SECTION 16, TOWNSHIP 4 SOUTH, RANGE 3 WEST, SBB & M, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS PER PARCEL MAP RECORDED IN BOOK 8, PAGE 5 OF PARCEL MAPS, RECORDS OF RIVERSIDE COUNTY.

A STRIP OF LAND FOR THE PURPOSES OF ACCESS EASEMENT FOR THE LAND REFERRED TO HEREIN SITUATED IN THE CITY OF PERRIS, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

AN ACCESS EASEMENT BEING TWELVE (12.00) FEET IN WIDTH AND LYING SIX (6.00) FEET ON EACH SIDE OF THE FOLLOWING DESCRIBED CENTERLINE:

COMMENCING AT THE SOUTHWESTERLY CORNER OF PARCEL 4 OF PARCEL MAP NO. 4800, BEING A DIVISION OF THE SOUTH 1/2 OF LOT 6 OF SECTION 16, TOWNSHIP 4 SOUTH, RANGE 3 WEST, SBB & M, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS PER PARCEL MAP RECORDED IN BOOK 8, PAGE 5 OF PARCEL MAPS, RIVERSIDE COUNTY RECORDS; THENCE NORTH 89°53'00" EAST ALONG THE SOUTHERLY LINE OF SAID PARCEL 4 A DISTANCE OF 26.07 FEET TO THE TRUE POINT OF BEGINNING:

THENCE LEAVING SAID SOUTHERLY LINE OF SAID PARCEL 4, NORTH 00°01'45" WEST A DISTANCE OF 5.04 FEET REFERRED AS POINT "A" TO THE POINT OF TERMINUS;

THE SIDE LINES OF SAID EASEMENT TO BE PROLONGED OR SHORTENED TO MEET AT ANGLE-POINT INTERSECTIONS.

3 FEET WIDE UTILITY EASEMENT CENTERLINE DESCRIPTION :

A STRIP OF LAND FOR THE PURPOSES OF UTILITY EASEMENT FOR THE LAND REFERRED TO HEREIN SITUATED IN THE CITY OF PERRIS, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

AN UTILITY EASEMENT BEING THREE (3.00) FEET IN WIDTH AND LYING ONE (18.00) INCHES ON EACH SIDE OF THE FOLLOWING DESCRIBED CENTERLINE:

COMMENCING AT THE SOUTHWESTERLY CORNER OF PARCEL 4 OF PARCEL MAP NO. 4800, BEING A DIVISION OF THE SOUTH 1/2 OF LOT 6 OF SECTION 16, TOWNSHIP 4 SOUTH, RANGE 3 WEST, SBB & M, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS PER PARCEL MAP RECORDED IN BOOK 8, PAGE 5 OF PARCEL MAPS, RIVERSIDE COUNTY RECORDS; THENCE NORTH 89°53'00" EAST ALONG THE SOUTHERLY LINE OF SAID PARCEL 4 A DISTANCE OF 43.57 FEET TO THE TRUE POINT OF BEGINNING:

THENCE LEAVING SAID SOUTHERLY LINE OF SAID PARCEL 4, NORTH 00°00'00" EAST A DISTANCE OF 5.00 FEET TO THE POINT OF TERMINUS;

THE SIDE LINES OF SAID EASEMENT TO BE PROLONGED OR SHORTENED TO MEET AT ANGLE-POINT INTERSECTIONS.

PROPOSED AT&T LEASE SPACE DESCRIPTION

BEGINNING AT SAID POINT "A".
 THENCE NORTH 90°00'00" EAST A DISTANCE OF 18.92 FEET;
 THENCE NORTH 00°00'00" EAST A DISTANCE OF 30.00 FEET;
 THENCE NORTH 90°00'00" WEST A DISTANCE OF 25.00 FEET;
 THENCE SOUTH 00°00'00" WEST A DISTANCE OF 30.00 FEET;
 THENCE NORTH 90°00'00" EAST A DISTANCE OF 6.08 FEET;
 TO THE POINT OF BEGINNING.

CONTAINING 750 SQUARE FEET MORE OR LESS.

PROPERTY LINES DERIVED FROM
 PARCEL MAP NO. 4800 BK. 8 PG. 5
 TRACT MAP NO. 30850-1 BK. 420, PG. 61-67
 ASSESSOR'S MAP NO. BK. 300 PG. 12

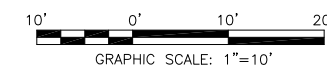
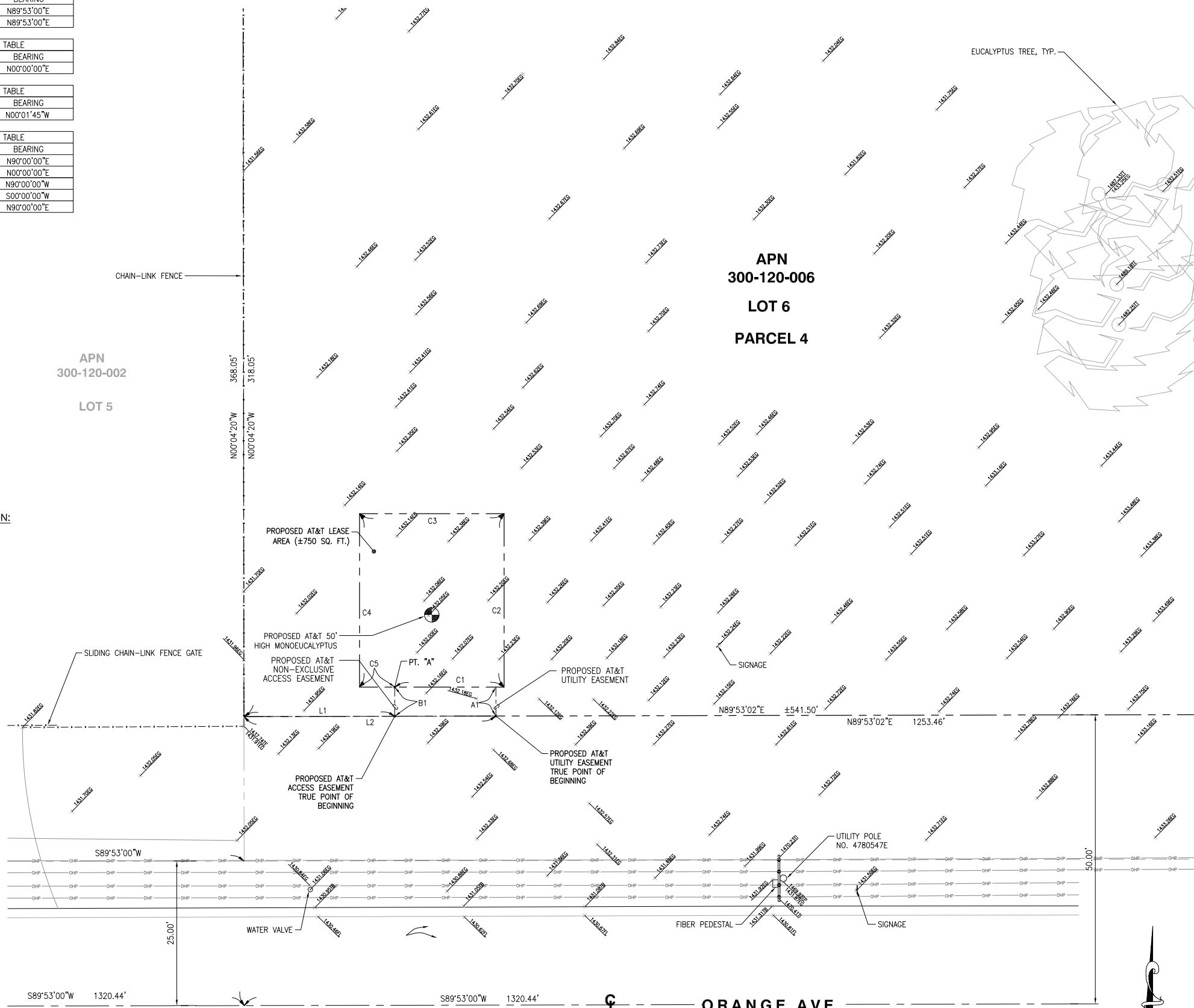
DATED MARCH 22, 1973
 DATED APRIL 27, 2007
 DATED OCTOBER 10, 2007

TIE LINE TABLE		
NO.	LENGTH	BEARING
L1	26.07'	N89°53'00"E
L2	43.57'	N89°53'00"E

UTILITY ROUTE LINE TABLE		
NO.	LENGTH	BEARING
A1	5.00'	N00°00'00"E

ACCESS ROUTE LINE TABLE		
NO.	LENGTH	BEARING
B1	5.04'	N00°01'45"W

LEASE AREA LINE TABLE		
NO.	LENGTH	BEARING
C1	18.92'	N90°00'00"E
C2	30.00'	N00°00'00"E
C3	25.00'	N90°00'00"W
C4	30.00'	S00°00'00"W
C5	6.08'	N90°00'00"E



1452 EDINGER AVENUE
TUSTIN, CA 92780

3300 IRVINE AVENUE, SUITE 300
NEWPORT BEACH, CA 92660

16885 VIA DEL CAMPO CT., SUITE 318
SAN DIEGO, CA 92127
tel: (658) 432-4112 / (658) 432-4257

REV	DATE	DESCRIPTION
2	09/20/2021	FINAL SURVEY
1	09/03/2021	PRELIMINARY SURVEY

ISSUED DATE: **SEPTEMBER 20, 2021**

ISSUED FOR: **FINAL SURVEY**

LICENSURE:

PROJECT INFORMATION:
CSL04691
SMITH
 LOT WEST OF 26400 ORANGE AVE.,
 PERRIS, CA 92571

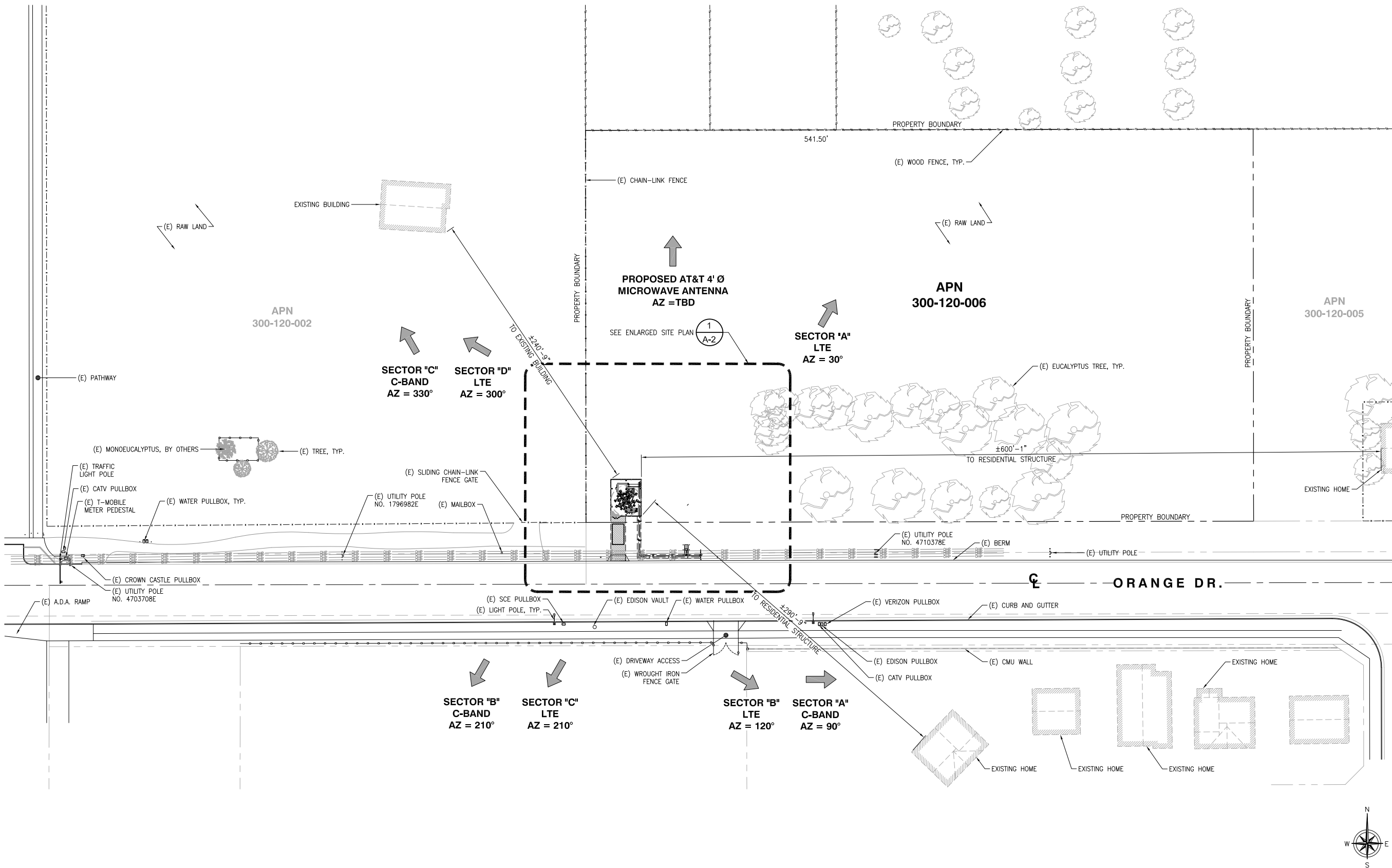
DRAWN BY: DG
 CHECKED BY: RH

SHEET TITLE:
TOPOGRAPHIC SURVEY

SHEET NUMBER:
LS-2

NOTES:

1. NO EXISTING PARKING STALLS ARE BEING ADDED OR REMOVED AS PART OF THE PROPOSED INSTALLATION.
2. PROPOSED POWER AND TELCO PLAN IS PRELIMINARY AND SUBJECT TO CHANGE PENDING FINAL DESIGN FROM THE UTILITY COMPANY.



1452 EDINGER AVENUE
TUSTIN, CA 92780

3300 IRVINE AVENUE, SUITE 300
NEWPORT BEACH, CA 92660

16885 VIA DEL CAMPO CT., SUITE 318
SAN DIEGO, CA 92127
tel: (858) 432-4112 / (858) 432-4257

REV	DATE	DESCRIPTION
0	09/21/2021	100% ZD'S
A	09/02/2021	90% ZD'S FOR REVIEW

ISSUED DATE: 09/21/2021

ISSUED FOR: PLANNING SUBMITTAL

LICENSURE:

PROJECT INFORMATION:
CSL04691
SMITH
LOT WEST OF 26400 ORANGE AVE., PERRIS, CA 92571

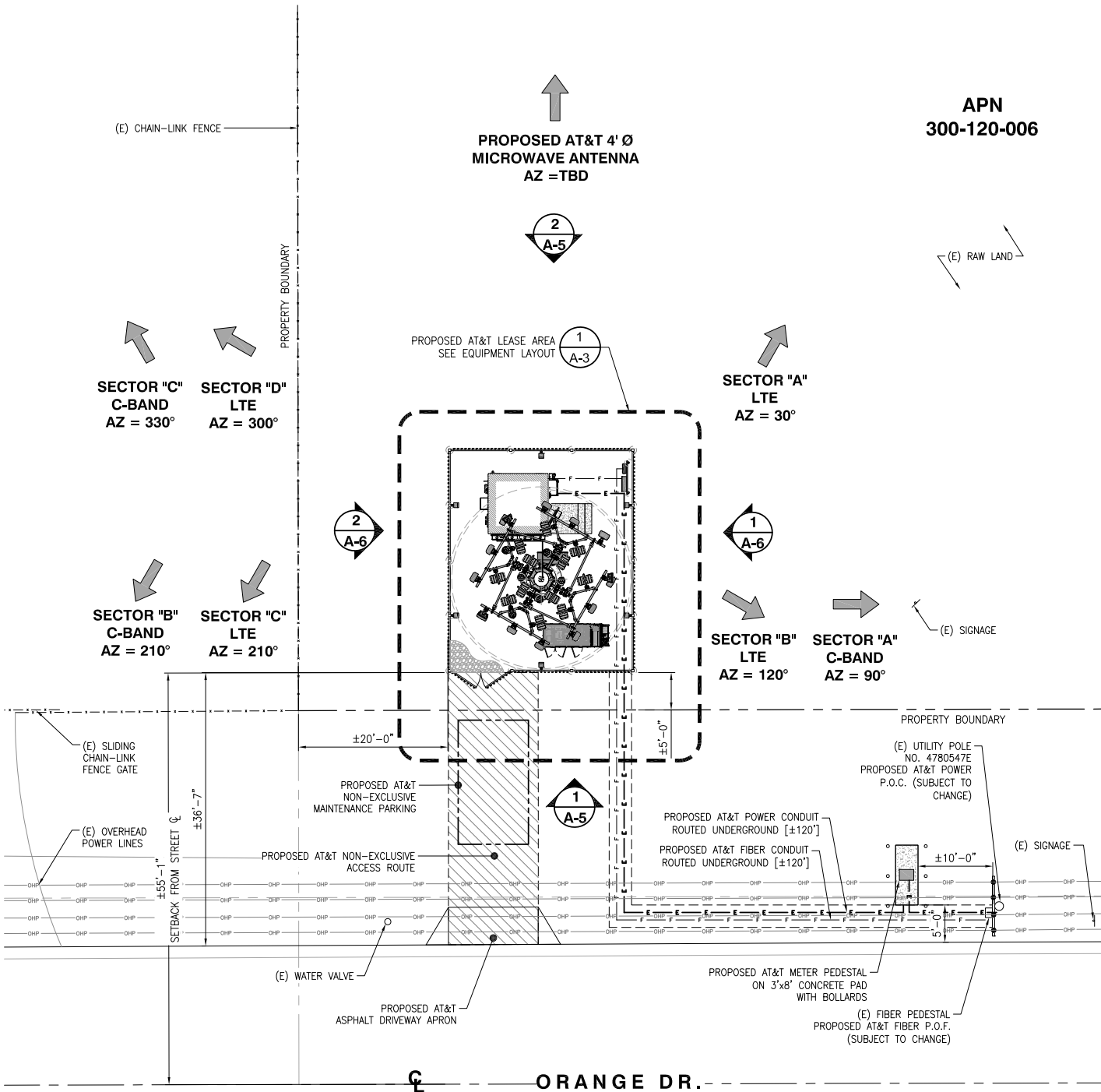
DRAWN BY: CBR
CHECKED BY: SVF

SHEET TITLE: SITE PLAN

SHEET NUMBER: A-1

- NOTES:
- NO EXISTING PARKING STALLS ARE BEING ADDED OR REMOVED AS PART OF THE PROPOSED INSTALLATION.
 - PROPOSED POWER AND TELCO PLAN IS PRELIMINARY AND SUBJECT TO CHANGE PENDING FINAL DESIGN FROM THE UTILITY COMPANY.

LEASE AREA CALCULATION:
 EQUIPMENT LEASE AREA: ±750 SQ.FT.
 NON EXCLUSIVE ACCESS: ±480 SQ.FT. (12'x40')
 POWER AND FIBER UTILITY EASEMENT: ±255 SQ.FT. (3'x85')



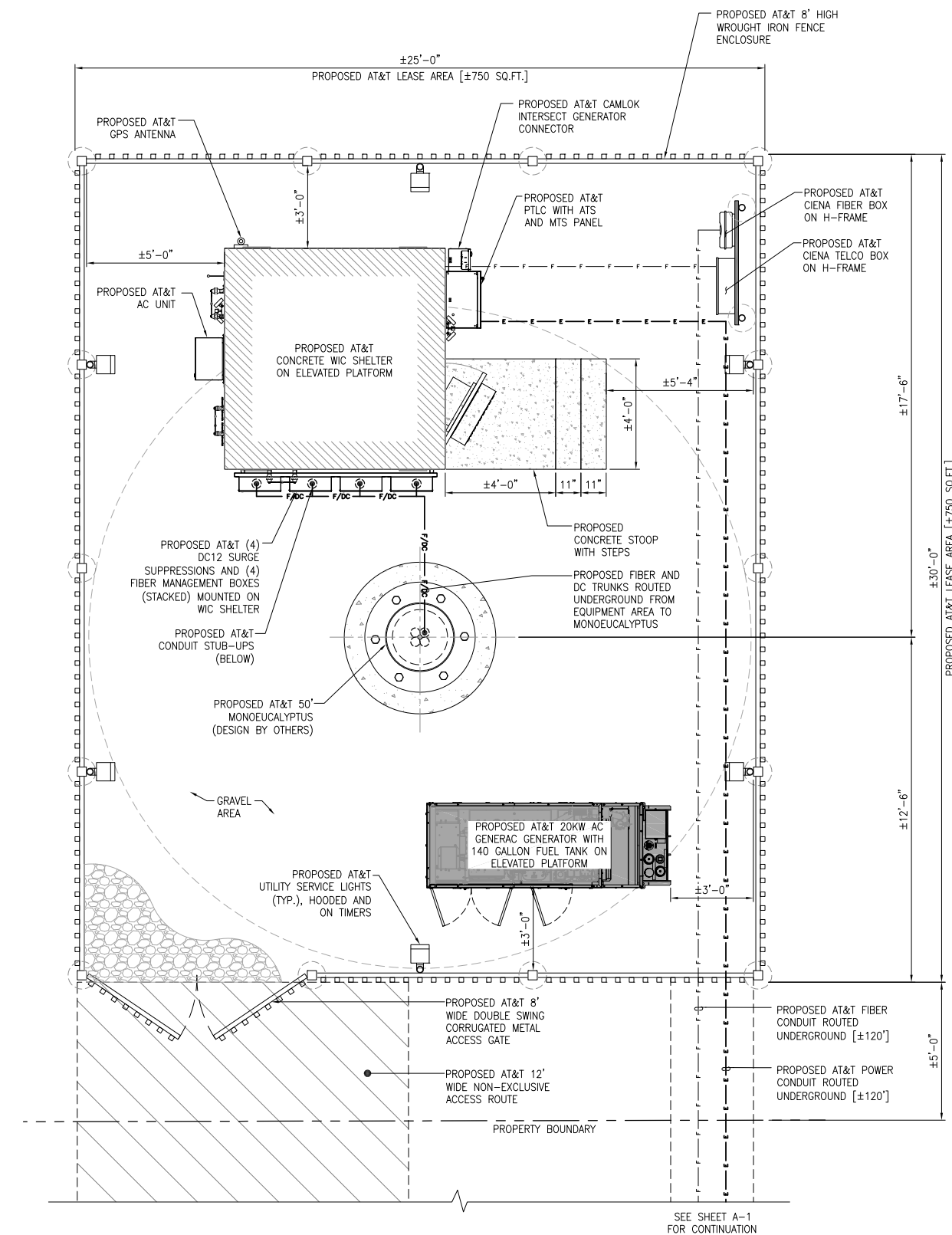
ENLARGED SITE PLAN

24"x36" SCALE: NTS
 11"x17" SCALE: NTS

1

- NOTES:
- NO EXISTING PARKING STALLS ARE BEING ADDED OR REMOVED AS PART OF THE PROPOSED INSTALLATION.
 - PROPOSED POWER AND TELCO PLAN IS PRELIMINARY AND SUBJECT TO CHANGE PENDING FINAL DESIGN FROM THE UTILITY COMPANY.

PROPOSED AT&T EQUIPMENT LEASE AREA: ±750 SQ.FT.



EQUIPMENT LAYOUT

24"x36" SCALE: 1" = 10'-0"
 11"x17" SCALE: 1" = 20'-0"

2



REV	DATE	DESCRIPTION
0	09/21/2021	100% ZD'S
A	09/02/2021	90% ZD'S FOR REVIEW

ISSUED DATE: 09/21/2021

ISSUED FOR: PLANNING SUBMITTAL

LICENSURE:

PROJECT INFORMATION:
 CSL04691
 SMITH
 LOT WEST OF 26400 ORANGE AVE., PERRIS, CA 92571

DRAWN BY: CBR
 CHECKED BY: SVF

SHEET TITLE: ENLARGED SITE PLAN AND EQUIPMENT LAYOUT

SHEET NUMBER: A-2



1452 EDINGER AVENUE
TUSTIN, CA 92780



3300 IRVINE AVENUE, SUITE 300
NEWPORT BEACH, CA 92660



16885 VIA DEL CAMPO CT., SUITE 318
SAN DIEGO, CA 92127
tel: (858) 432-4112 / (858) 432-4257

REV	DATE	DESCRIPTION
0	09/21/2021	100% ZD'S
A	09/02/2021	90% ZD'S FOR REVIEW

ISSUED DATE: 09/21/2021

ISSUED FOR: PLANNING SUBMITTAL

LICENSURE:

PROJECT INFORMATION:

CSL04691
SMITH
LOT WEST OF 26400 ORANGE
AVE., PERRIS, CA 92571

DRAWN BY: CBR

CHECKED BY: SVF

SHEET TITLE:

EQUIPMENT LAYOUT
AND ANTENNA PLAN

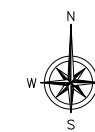
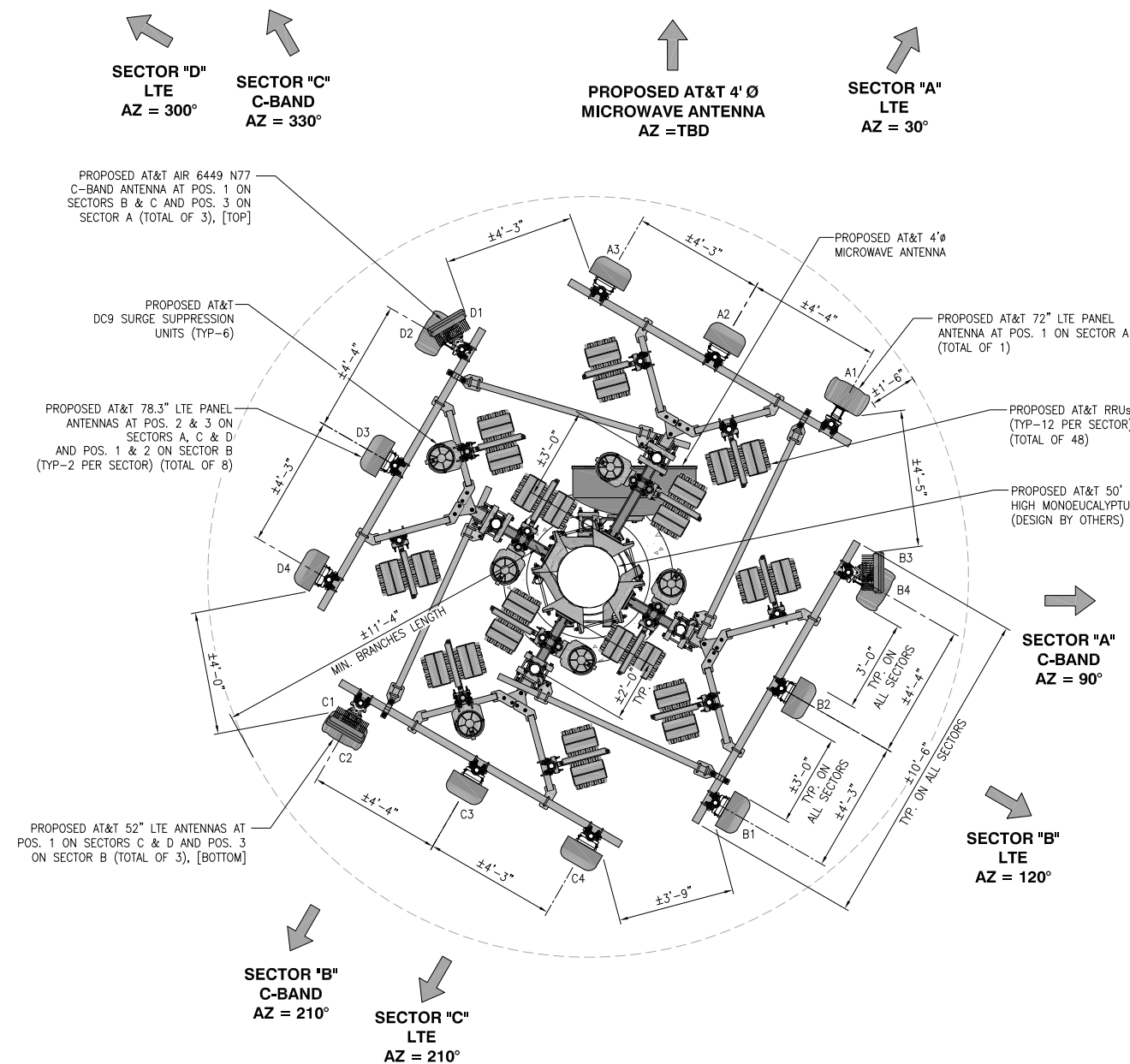
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A-3

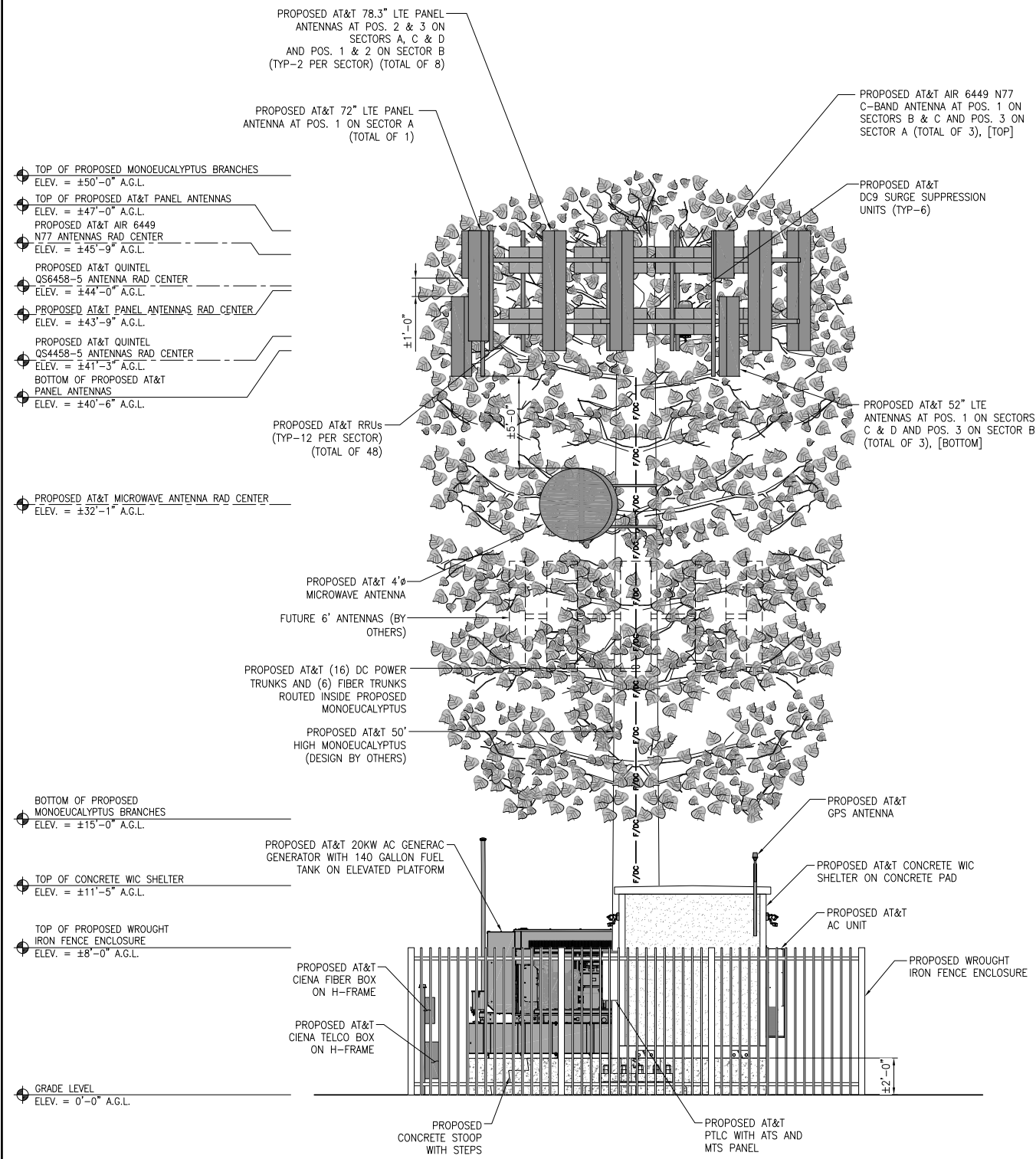
PROPOSED ANTENNA SCHEDULE													
	ANTENNA POSITION	STATUS	RAD CENTER	TECHNOLOGY	ANTENNA MAKE/MODEL	AZIMUTH	ANTENNA COUNT	FILTER COUNT	TMA COUNT	TRANSMISSION LENGTH	TRANSMISSION TYPE(S)	RRUS MAKE/MODEL	RRUS COUNT
ALPHA SECTOR	A1	PROPOSED	±44°-0"	LTE	QUINTEL QS6458-5 72"Hx16.9"Wx9.6"D	30°	1	-	-	±50'-0"		ERICSSON RRUS	3
	A2	PROPOSED	±43°-9"	LTE 700	CCI TPA45R-KU6A 78.3"Hx15.4"Wx8.2"D	30°	1	-	-	±50'-0"		ERICSSON RRUS	3
	A3	PROPOSED	±43°-9"	LTE 700	CCI TPA45R-KU6A 78.3"Hx15.4"Wx8.2"D	30°	1	-	-	±50'-0"		ERICSSON RRUS	3
BETA SECTOR	B1	PROPOSED	±43°-9"	LTE 700	CCI TPA45R-KU6A 78.3"Hx15.4"Wx8.2"D	120°	1	-	-	±50'-0"		ERICSSON RRUS	3
	B2	PROPOSED	±43°-9"	LTE 700	CCI TPA45R-KU6A 78.3"Hx15.4"Wx8.2"D	120°	1	-	-	±50'-0"		ERICSSON RRUS	3
	B3	PROPOSED	±45°-9"	C-BAND	ERICSSON AIR 6449 N77 31"Hx15.9"Wx8.7"D	90°	1	-	-	±50'-0"		ERICSSON RRUS	3
	B4	PROPOSED	±41°-3"	LTE	QUINTEL QS4458-5 52"Hx16.9"Wx9.6"D	120°	1	-	-	±50'-0"		ERICSSON RRUS	3
GAMMA SECTOR	C1	PROPOSED	±45°-9"	C-BAND	ERICSSON AIR 6449 N77 31"Hx15.9"Wx8.7"D	210°	1	-	-	±50'-0"		ERICSSON RRUS	3
	C2	PROPOSED	±41°-3"	LTE	QUINTEL QS4458-5 52"Hx16.9"Wx9.6"D	210°	1	-	-	±50'-0"		ERICSSON RRUS	3
	C3	PROPOSED	±43°-9"	LTE 700	CCI TPA45R-KU6A 78.3"Hx15.4"Wx8.2"D	210°	1	-	-	±50'-0"		ERICSSON RRUS	3
	C4	PROPOSED	±43°-9"	LTE 700	CCI TPA45R-KU6A 78.3"Hx15.4"Wx8.2"D	210°	1	-	-	±50'-0"		ERICSSON RRUS	3
DELTA SECTOR	D1	PROPOSED	±45°-9"	C-BAND	ERICSSON AIR 6449 N77 31"Hx15.9"Wx8.7"D	330°	1	-	-	±50'-0"		ERICSSON RRUS	3
	D2	PROPOSED	±41°-3"	LTE	QUINTEL QS4458-5 52"Hx16.9"Wx9.6"D	300°	1	-	-	±50'-0"		ERICSSON RRUS	3
	D3	PROPOSED	±43°-9"	LTE 700	CCI TPA45R-KU6A 78.3"Hx15.4"Wx8.2"D	300°	1	-	-	±50'-0"		ERICSSON RRUS	3
	D4	PROPOSED	±43°-9"	LTE 700	CCI TPA45R-KU6A 78.3"Hx15.4"Wx8.2"D	300°	1	-	-	±50'-0"		ERICSSON RRUS	3
MW	PROPOSED	±32°-1"	-	4"Ø MICROWAVE ANTENNA	TBD	1	-	-	±40'-0"		-	-	

(16) POWER TRUNKS AND (6) FIBER TRUNKS

- NOTES:
- THE PROPOSED LAYOUT IS PRELIMINARY AND SUBJECT TO CHANGE PENDING FULL STRUCTURAL AND GEOTECHNICAL ANALYSIS.
 - PROPOSED AT&T ANTENNAS, RRUS, SURGE SUPPRESSION UNITS AND ANTENNA MOUNTING KIT WITH ANTENNA SOCKS TO BE PAINTED GREEN FOR CONCEALMENT.



- NOTES:**
1. THE PROPOSED LAYOUT IS PRELIMINARY AND SUBJECT TO CHANGE PENDING FULL STRUCTURAL AND GEOTECHNICAL ANALYSIS.
 2. PROPOSED AT&T ANTENNAS, RRUS, SURGE SUPPRESSION UNITS AND ANTENNA MOUNTING KIT TO BE PAINTED GREEN FOR CONCEALMENT.
 3. INSTALL LEAF SOCKS ON PROPOSED AT&T ANTENNAS FOR CONCEALMENT.
 4. PROVIDE TREE BARK CLADDING ON PROPOSED MONOEUCLYPTUS.

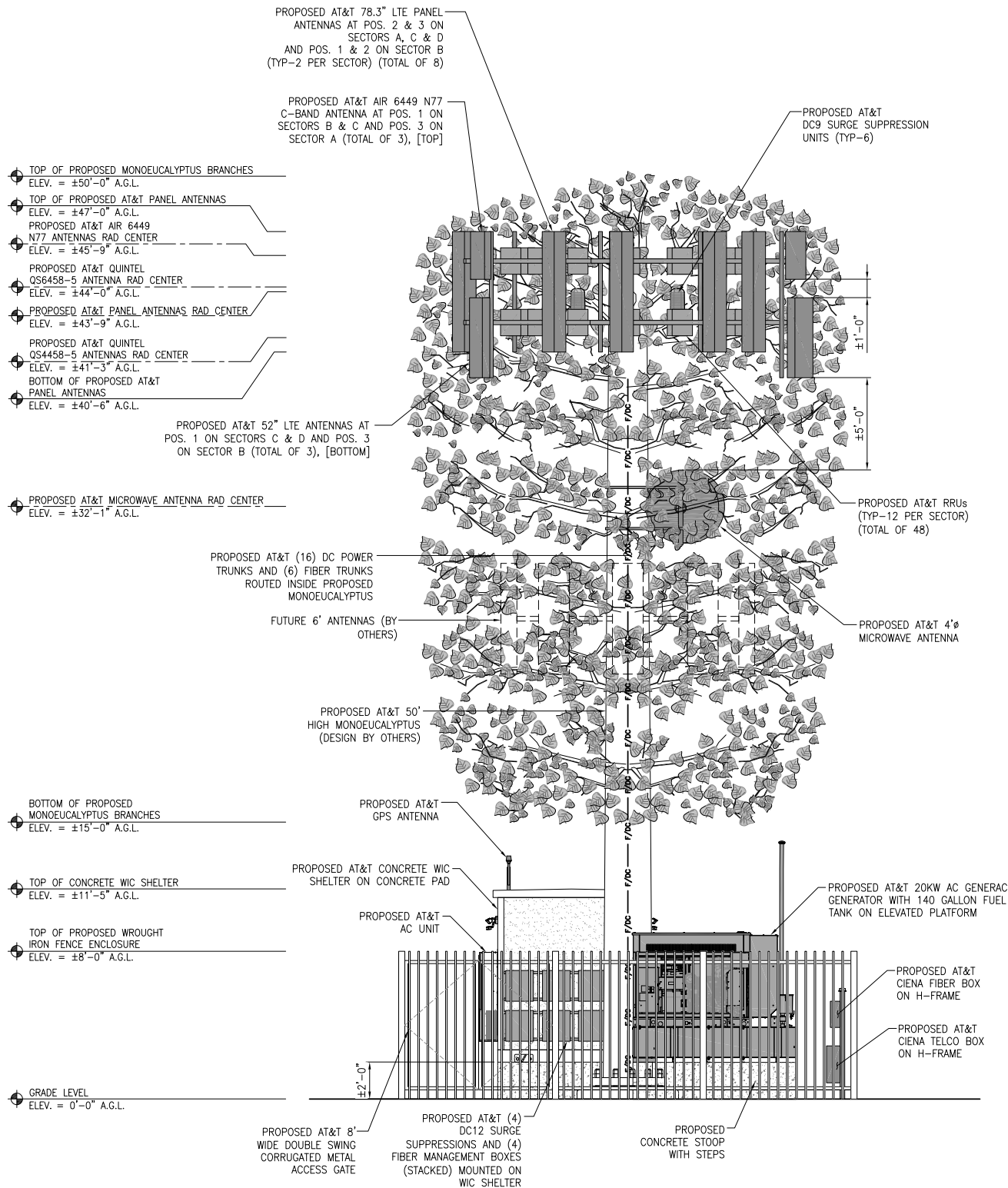


PROPOSED NORTH ELEVATION

24"x36" SCALE: 1/4" = 1'-0"
11"x17" SCALE: 1/8" = 1'-0"

1

- NOTES:**
1. THE PROPOSED LAYOUT IS PRELIMINARY AND SUBJECT TO CHANGE PENDING FULL STRUCTURAL AND GEOTECHNICAL ANALYSIS.
 2. PROPOSED AT&T ANTENNAS, RRUS, SURGE SUPPRESSION UNITS AND ANTENNA MOUNTING KIT TO BE PAINTED GREEN FOR CONCEALMENT.
 3. INSTALL LEAF SOCKS ON PROPOSED AT&T ANTENNAS FOR CONCEALMENT.
 4. PROVIDE TREE BARK CLADDING ON PROPOSED MONOEUCLYPTUS.



PROPOSED SOUTH ELEVATION

24"x36" SCALE: 1/4" = 1'-0"
11"x17" SCALE: 1/8" = 1'-0"

2



1452 EDINGER AVENUE
TUSTIN, CA 92780



3300 IRVINE AVENUE, SUITE 300
NEWPORT BEACH, CA 92660



16885 VIA DEL CAMPO CT., SUITE 318
SAN DIEGO, CA 92127
tel: (858) 432-4112 / (858) 432-4257

REV	DATE	DESCRIPTION
0	09/21/2021	100% ZD'S
A	09/02/2021	90% ZD'S FOR REVIEW

ISSUED DATE: 09/21/2021

ISSUED FOR: PLANNING SUBMITTAL

LICENSURE:

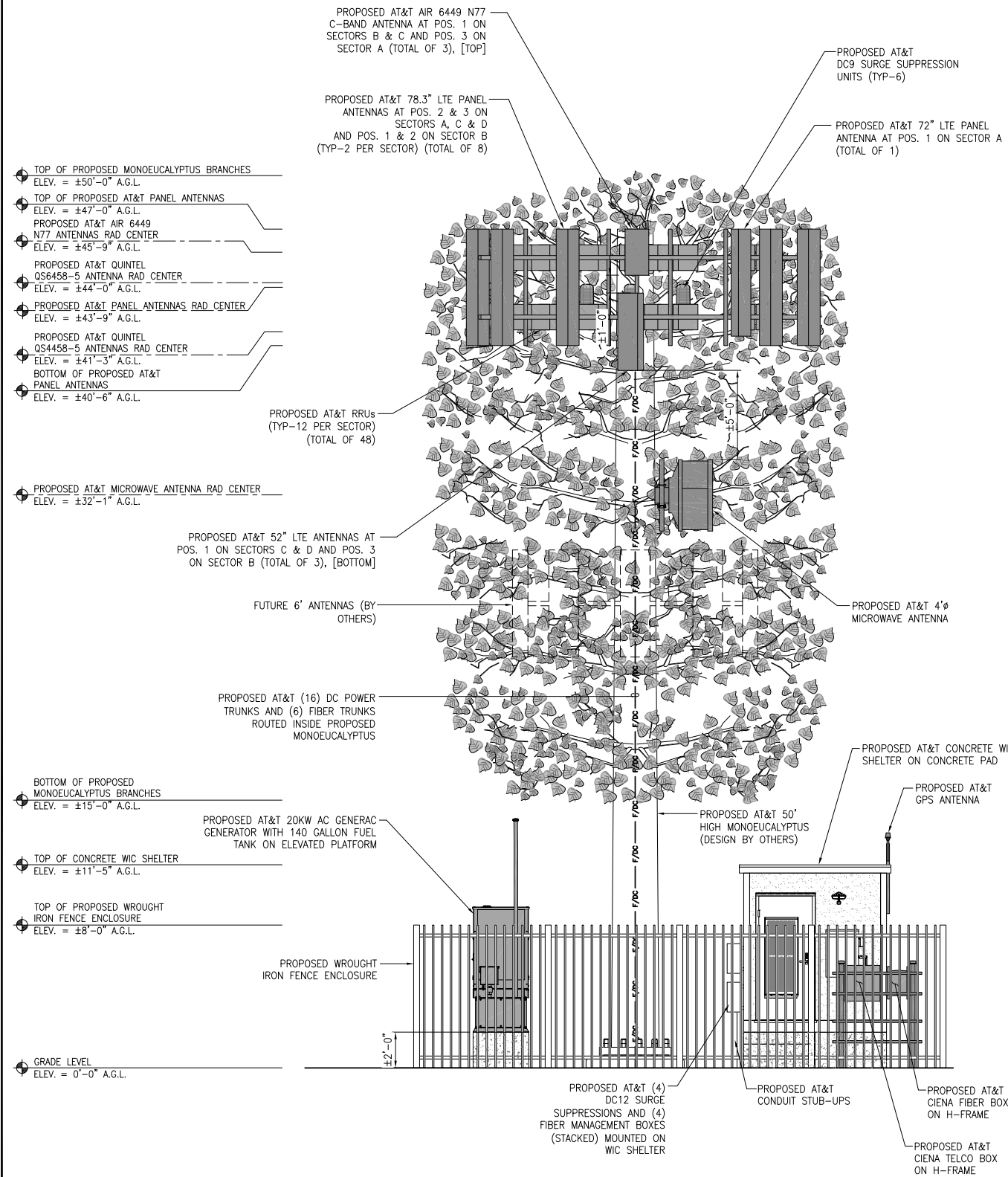
PROJECT INFORMATION:
CSL04691
SMITH
LOT WEST OF 26400 ORANGE AVE., PERRIS, CA 92571

DRAWN BY: CBR
CHECKED BY: SVF

SHEET TITLE: ELEVATIONS

SHEET NUMBER: A-4

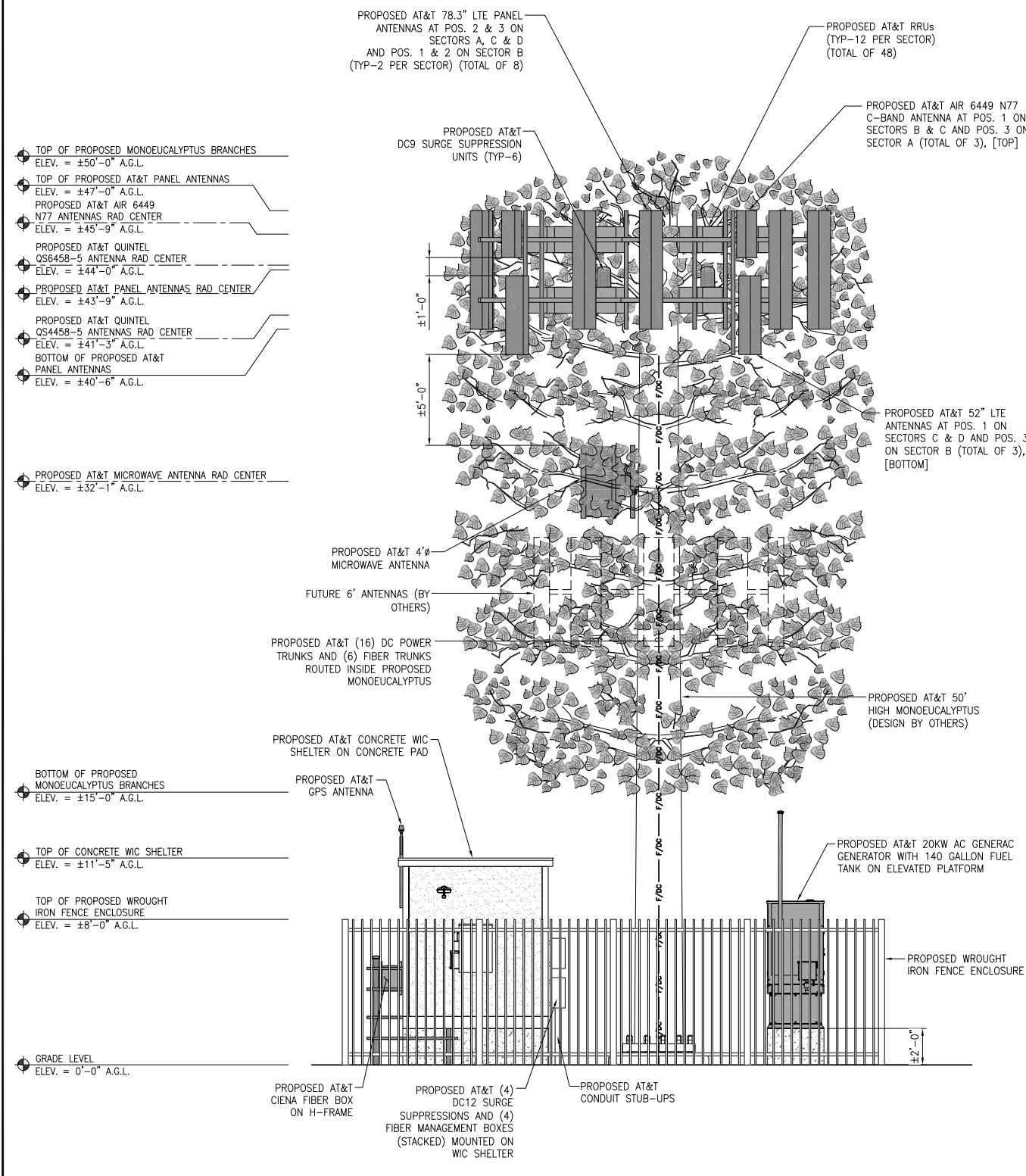
- NOTES:
1. THE PROPOSED LAYOUT IS PRELIMINARY AND SUBJECT TO CHANGE PENDING FULL STRUCTURAL AND GEOTECHNICAL ANALYSIS.
 2. PROPOSED AT&T ANTENNAS, RRUS, SURGE SUPPRESSION UNITS AND ANTENNA MOUNTING KIT TO BE PAINTED GREEN FOR CONCEALMENT.
 3. INSTALL LEAF SOCKS ON PROPOSED AT&T ANTENNAS FOR CONCEALMENT.
 4. PROVIDE TREE BARK CLADDING ON PROPOSED MONOEUCALYPTUS.



PROPOSED EAST ELEVATION

24"x36" SCALE: 1/4" = 1'-0"
11"x17" SCALE: 1/8" = 1'-0"
4' 3' 2' 1' 0'

- NOTES:
1. THE PROPOSED LAYOUT IS PRELIMINARY AND SUBJECT TO CHANGE PENDING FULL STRUCTURAL AND GEOTECHNICAL ANALYSIS.
 2. PROPOSED AT&T ANTENNAS, RRUS, SURGE SUPPRESSION UNITS AND ANTENNA MOUNTING KIT TO BE PAINTED GREEN FOR CONCEALMENT.
 3. INSTALL LEAF SOCKS ON PROPOSED AT&T ANTENNAS FOR CONCEALMENT.
 4. PROVIDE TREE BARK CLADDING ON PROPOSED MONOEUCALYPTUS.



PROPOSED WEST ELEVATION

24"x36" SCALE: 1/4" = 1'-0"
11"x17" SCALE: 1/8" = 1'-0"
4' 3' 2' 1' 0'



REV	DATE	DESCRIPTION
0	09/21/2021	100% ZD'S
A	09/02/2021	90% ZD'S FOR REVIEW

ISSUED DATE: 09/21/2021

ISSUED FOR: PLANNING SUBMITTAL

LICENSURE:

PROJECT INFORMATION:
CSL04691
SMITH
LOT WEST OF 26400 ORANGE
AVE., PERRIS, CA 92571

DRAWN BY: CBR
CHECKED BY: SVF

SHEET TITLE: ELEVATIONS

SHEET NUMBER: A-5

PAGE BREAK



RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



February 17, 2022

John Hildebrand, Planning Director
County of Riverside Planning Department
4080 Lemon Street, 12th Floor
Riverside CA 92501

CHAIR
Steven Stewart
Palm Springs

VICE CHAIR
Steve Manos
Lake Elsinore

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Paul Rull

Simon Housman
Jackie Vega
Barbara Santos

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

www.rcaluc.org

RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW – DIRECTOR'S DETERMINATION

File No.: ZAP1061RG22
Related File No.: CZ2100129 (Zoning Ordinance Amendment)
APN: Countywide

Dear Mr. Hildebrand,

As authorized by the Riverside County Airport Land Use Commission (ALUC) pursuant to its Resolution No. 2011-02, as ALUC Director, I have reviewed County of Riverside Ordinance Amendment (CZ2100129), a proposal to amend Ordinance No. 348, to modify certain provisions within the existing Article XIXm, Industrial Hemp Activities.

The proposed amendments do not involve changes in development standards or allowable land uses that would increase residential density or non-residential intensity. Therefore, these amendments have no possibility for having an impact on the safety of air navigation within airport influence areas located within the County of Riverside.

As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with all Riverside County Airport Land Use Compatibility Plans.

This determination of consistency relates to airport compatibility issues and does not necessarily constitute an endorsement of the proposed amendment.

If you have any questions, please contact me at (951) 955-6893.

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

Paul Rull, ALUC Director

cc: ALUC Case File

X:\AIRPORT CASE FILES\Regional\ZAP1060RG22\ZAP1061RG22.LTR.doc

1 Section 3. A new subsection I. is added to Section 19.1101 of Ordinance No. 348 to read

2 as follows:

3 “I. The use of water or issuance of well permits for purposes other than Industrial Hemp
4 Cultivation shall not be affected by this Article.”

5 Section 4. Subsection E. of Section 19.1106 of Ordinance No. 348 is amended to read

6 as follows:

7 “E. Water Availability. All Industrial Hemp Cultivation operations shall either: obtain a
8 ‘Will Serve’ letter from the applicable water purveyor, indicating agreement to supply water
9 for the Industrial Hemp Cultivation operations; or comply with applicable Department of
10 Environmental Health requirements for a permitted onsite, in-ground well, in accordance
11 with section 19.1101.E. of this ordinance. The letter from such water purveyor shall include
12 the activity proposed and any improvements required for service. Commercial and domestic
13 potable water supplies shall not include water transported by vehicle from off-site sources.”

14 Section 5. Subsection C. of Section 19.1109 of Ordinance No. 348 is amended to read

15 as follows:

16 “C. Health and Safety. Hemp Activities shall at all times be operated in such a way as
17 to ensure the health, safety, and welfare of the public. Industrial Hemp Activities shall not
18 create a public nuisance or violate applicable local, state or federal laws.”

19 Section 6. Subsection D. of Section 19.1109 of Ordinance No. 348 is amended to read

20 as follows:

21 “D. Nuisance Odors Indoor Industrial Hemp. Subject to the California Right to Farm
22 Act and the Riverside County Right-to-Farm Ordinance, Indoor Industrial Hemp Activities
23 shall be sited and operated in a manner that prevents Industrial Hemp odors from
24 significantly interfering with offsite land uses. All Indoor Industrial Hemp Activities shall
25 provide a sufficient odor absorbing ventilation and exhaust system so that odor generated
26 inside the Indoor Industrial Hemp Activity that is distinctive to its operation does not
27 significantly interfere with land uses on adjacent lots or public rights-of-way, on or about
28 the exterior or interior common area walkways, hallways, breezeways, foyers, lobby areas,

1 or any other areas available for use by common tenants or the visiting public, or within any
2 other unit located inside the same building as the Indoor Industrial Hemp Activity. In order
3 to control odors, humidity and mold, Indoor Industrial Hemp Activities shall install and
4 maintain at the minimum, the following equipment, or any other equipment that can be
5 proven to be an equally or more effective method or technology:

- 6 1. An exhaust air filtration system with odor control that prevents internal odors from
7 being emitted externally;
- 8 2. An air system that creates negative air pressure between the Indoor Industrial Hemp
9 Activities' interior and exterior to prevent the odors generated by the Indoor
10 Industrial Hemp Activity from being emitted externally.

11 This subsection does not apply to greenhouses or similar structures.”

12 Section 7. Subsection B.6. of Section 19.1110 of Ordinance No. 348 is amended to read

13 as follows:

14 “6. The Indoor Industrial Hemp Cultivation will operate in a manner that prevents
15 Industrial Hemp odors from significantly interfering with land uses offsite.”

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Section 8. This ordinance shall take effect thirty (30) days after its adoption.

BOARD OF SUPERVISORS OF THE COUNTY
OF RIVERSIDE, STATE OF CALIFORNIA

By: _____
Chair

ATTEST:
CLERK OF THE BOARD
Kecia Harper

By: _____
Deputy

(SEAL)

APPROVED AS TO FORM
_____, 2021

By: _____

PAGE BREAK



RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



February 16, 2022

John Hildebrand, Planning Director
County of Riverside Planning Department
4080 Lemon Street, 12th Floor
Riverside CA 92501

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Palm Springs

VICE CHAIR
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Lake Elsinore

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

www.rcaluc.org

**RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW –
DIRECTOR'S DETERMINATION**

File No.: ZAP1060RG22
Related File No.: CZ2200005 (Zoning Ordinance Amendment)
APN: Countywide

Dear Mr. Hildebrand,

As authorized by the Riverside County Airport Land Use Commission (ALUC) pursuant to its Resolution No. 2011-02, as ALUC Director, I have reviewed County of Riverside Ordinance Amendment (CZ2200005), a proposal to modify Ordinance No. 348 Temporary Special Events, by extending the ending time for some events from 2:00 a.m. to 4:00 a.m. within unincorporated areas of County of Riverside.

The proposed amendments do not involve changes in development standards or allowable land uses that would increase residential density or non-residential intensity. Therefore, these amendments have no possibility for having an impact on the safety of air navigation within airport influence areas located within the County of Riverside.

As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with all Riverside County Airport Land Use Compatibility Plans.

This determination of consistency relates to airport compatibility issues and does not necessarily constitute an endorsement of the proposed amendment.

If you have any questions, please contact me at (951) 955-6893.

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

Paul Rull, ALUC Director

cc: ALUC Case File

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Project Description:

CHANGE OF ZONE NO. 2200005 – Exempt from the California Environmental Quality Act (“CEQA”), pursuant to Section 15061(b)(3) (Common Sense Exemption) – Applicant: County of Riverside – Location: Countywide – **REQUEST:** Change of Zone No. 2200005 is an amendment to the County’s Land Use Ordinance, Ordinance No. 348, to modify a provision within the existing Article XIXa, Temporary Events. This amendment extends the ending time for Tier IV, Tier V, and Tier VI events from 2:00am to 4:00am, and applies to temporary events located within the unincorporated areas of Riverside County – Project Planner: email John Earle Hildebrand III at jhildebr@rivco.org

Proposed Ordinance Change:

Existing Temporary Event Operating Hours:

SECTION 19.58. HOURS OF OPERATION

Temporary events on lots zoned R-R, R-R-O, R-1, R-1A, R-A, R-2, R-2A, R-3, R-3A, R-T, R-T-R, R-5, R-6, R-7, C/V, C-C/V, WC-W, WC-WE, WC-E, R-D, W-2-M, or MU shall not operate between the hours of 10:00 p.m. and 7:00 a.m. All other temporary events shall not operate between the hours of 2:00 a.m. and 7:00 a.m.

Proposed Temporary Event Operating Hours:

SECTION 19.58. HOURS OF OPERATION

Temporary events on lots zoned R-R, R-R-O, R-1, R-1A, R-A, R-2, R-2A, R-3, R-3A, R-T, R-T-R, R-5, R-6, R-7, C/V, C-C/V, WC-W, WC-WE, WC-E, R-D, W-2-M, or MU shall not operate between the hours of 10:00 p.m. and 7:00 a.m. ~~All other temporary events shall not operate between the hours of 2:00 a.m. and 7:00 a.m.~~ **A Tier I, Tier II, and Tier III temporary event shall not operate between the hours of 2:00 a.m. and 7:00 a.m. A Tier IV, Tier V, and Tier IV temporary event shall not operate between the hours of 4:00 a.m. and 7:00 a.m.**

***NOTE:** The only change under this Ordinance amendment is to extend temporary event operating hours

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RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



February 17, 2022

John Hildebrand, Planning Director
County of Riverside Planning Department
4080 Lemon Street, 12th Floor
Riverside CA 92501

CHAIR
Steven Stewart
Palm Springs

VICE CHAIR
Steve Manos
Lake Elsinore

COMMISSIONERS

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Riverside, CA 92501
(951) 955-5132

www.rcaluc.org

RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW – DIRECTOR'S DETERMINATION

File No.: ZAP1061RG22
Related File No.: CZ2100129 (Zoning Ordinance Amendment)
APN: Countywide

Dear Mr. Hildebrand,

As authorized by the Riverside County Airport Land Use Commission (ALUC) pursuant to its Resolution No. 2011-02, as ALUC Director, I have reviewed County of Riverside Ordinance Amendment (CZ2100129), a proposal to amend Ordinance No. 348, to modify certain provisions within the existing Article XIXm, Industrial Hemp Activities.

The proposed amendments do not involve changes in development standards or allowable land uses that would increase residential density or non-residential intensity. Therefore, these amendments have no possibility for having an impact on the safety of air navigation within airport influence areas located within the County of Riverside.

As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with all Riverside County Airport Land Use Compatibility Plans.

This determination of consistency relates to airport compatibility issues and does not necessarily constitute an endorsement of the proposed amendment.

If you have any questions, please contact me at (951) 955-6893.

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

Paul Rull, ALUC Director

cc: ALUC Case File

X:\AIRPORT CASE FILES\Regional\ZAP1060RG22\ZAP1061RG22.LTR.doc

1 Section 3. A new subsection I. is added to Section 19.1101 of Ordinance No. 348 to read

2 as follows:

3 “I. The use of water or issuance of well permits for purposes other than Industrial Hemp
4 Cultivation shall not be affected by this Article.”

5 Section 4. Subsection E. of Section 19.1106 of Ordinance No. 348 is amended to read

6 as follows:

7 “E. Water Availability. All Industrial Hemp Cultivation operations shall either: obtain a
8 ‘Will Serve’ letter from the applicable water purveyor, indicating agreement to supply water
9 for the Industrial Hemp Cultivation operations; or comply with applicable Department of
10 Environmental Health requirements for a permitted onsite, in-ground well, in accordance
11 with section 19.1101.E. of this ordinance. The letter from such water purveyor shall include
12 the activity proposed and any improvements required for service. Commercial and domestic
13 potable water supplies shall not include water transported by vehicle from off-site sources.”

14 Section 5. Subsection C. of Section 19.1109 of Ordinance No. 348 is amended to read

15 as follows:

16 “C. Health and Safety. Hemp Activities shall at all times be operated in such a way as
17 to ensure the health, safety, and welfare of the public. Industrial Hemp Activities shall not
18 create a public nuisance or violate applicable local, state or federal laws.”

19 Section 6. Subsection D. of Section 19.1109 of Ordinance No. 348 is amended to read

20 as follows:

21 “D. Nuisance Odors Indoor Industrial Hemp. Subject to the California Right to Farm
22 Act and the Riverside County Right-to-Farm Ordinance, Indoor Industrial Hemp Activities
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24 significantly interfering with offsite land uses. All Indoor Industrial Hemp Activities shall
25 provide a sufficient odor absorbing ventilation and exhaust system so that odor generated
26 inside the Indoor Industrial Hemp Activity that is distinctive to its operation does not
27 significantly interfere with land uses on adjacent lots or public rights-of-way, on or about
28 the exterior or interior common area walkways, hallways, breezeways, foyers, lobby areas,

1 or any other areas available for use by common tenants or the visiting public, or within any
2 other unit located inside the same building as the Indoor Industrial Hemp Activity. In order
3 to control odors, humidity and mold, Indoor Industrial Hemp Activities shall install and
4 maintain at the minimum, the following equipment, or any other equipment that can be
5 proven to be an equally or more effective method or technology:

- 6 1. An exhaust air filtration system with odor control that prevents internal odors from
7 being emitted externally;
- 8 2. An air system that creates negative air pressure between the Indoor Industrial Hemp
9 Activities' interior and exterior to prevent the odors generated by the Indoor
10 Industrial Hemp Activity from being emitted externally.

11 This subsection does not apply to greenhouses or similar structures.”

12 Section 7. Subsection B.6. of Section 19.1110 of Ordinance No. 348 is amended to read
13 as follows:

14 “6. The Indoor Industrial Hemp Cultivation will operate in a manner that prevents
15 Industrial Hemp odors from significantly interfering with land uses offsite.”

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Section 8. This ordinance shall take effect thirty (30) days after its adoption.

BOARD OF SUPERVISORS OF THE COUNTY
OF RIVERSIDE, STATE OF CALIFORNIA

By: _____
Chair

ATTEST:
CLERK OF THE BOARD
Kecia Harper

By: _____
Deputy

(SEAL)

APPROVED AS TO FORM
_____, 2021

By: _____

PAGE BREAK



RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



March 10, 2022

John Hildebrand, Planning Director
County of Riverside Planning Department
4080 Lemon Street, 12th Floor
Riverside CA 92501

CHAIR
Steven Stewart
Palm Springs

VICE CHAIR
Steve Manos
Lake Elsinore

COMMISSIONERS

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

www.rcaluc.org

RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW – DIRECTOR'S DETERMINATION

File No.: ZAP1062RG22
Related File No.: CZ2100000 (Zoning Ordinance Amendment)
APN: Countywide

Dear Mr. Hildebrand,

As authorized by the Riverside County Airport Land Use Commission (ALUC) pursuant to its Resolution No. 2011-02, as ALUC Director, I have reviewed County of Riverside Ordinance Amendment (CZ2100000), a proposal to amend Ordinance No. 927 (Short Term Rentals), to amend definitions, operations, enforcement, and application processing.

The proposed amendments does not involve changes in development standards or allowable land uses that would increase residential density or non-residential intensity. Therefore, these amendments have no possibility for having an impact on the safety of air navigation within airport influence areas located within the County of Riverside.

As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with all Riverside County Airport Land Use Compatibility Plans.

This determination of consistency relates to airport compatibility issues and does not necessarily constitute an endorsement of the proposed amendment.

If you have any questions, please contact me at (951) 955-6893.

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

Paul Rull, ALUC Director

cc: ALUC Case File

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1 ORDINANCE NO. 927.1

2
3 AN ORDINANCE OF THE COUNTY OF RIVERSIDE
4 REGULATING SHORT TERM RENTALS AND
5 INCORPORATING BY REFERENCE THE ABATEMENT AND COST
6 RECOVERY PROCEDURES OF ORDINANCE NO. 725
7

8 The Board of Supervisors of the County of Riverside ordains as follows:

9 Section 1. Ordinance No. 927 is amended in its entirety to read as follows:

10
11 “ORDINANCE NO. 927

12
13 AN ORDINANCE OF THE COUNTY OF RIVERSIDE
14 REGULATING SHORT TERM RENTALS AND
15 INCORPORATING BY REFERENCE THE ABATEMENT AND COST
16 RECOVERY PROCEDURES OF ORDINANCE NO. 725
17

18 Section 1. FINDINGS. The Board of Supervisors finds that there continues to be an
19 increase in privately owned residential dwellings being used as Short Term Rentals in the unincorporated
20 areas of the County of Riverside. While short term rentals have been a staple in the County and they provide
21 a benefit to the County by expanding the number and type of lodging facilities, the exponential increase
22 continues to cause adverse impacts that have the potential to endanger the health and safety of residents and
23 guests and the very environment and resources that attract visitors to the County. Adverse impacts to
24 surrounding neighbors and properties include unpermitted large-scale events, excessive noise, disorderly
25 conduct, traffic congestion, illegal vehicle parking and accumulation of refuse. This ordinance is necessary
26 to ensure neighborhood compatibility and reduce conflicts within the surrounding residential neighborhood,
27 to facilitate economic growth within the County and to protect the health, safety and general welfare of the
28 County’s residents.

1 minutes to complaints related to the Short Term Rental, who has access and
2 authority to assume management of the unit and is responsible for taking
3 remedial action to resolve such complaints.

4 g. Noise Monitors. A sound level meter meeting the standards of the American
5 National Standards Specifications for Sound Level Meters or another
6 acoustical or decibel measurement device with similar capabilities and
7 features that does not have a camera, record conversations, nor store any
8 personal data.

9 h. Operator. The Owner or the Owner's Authorized Representative who offers
10 or provides the Short Term Rental.

11 i. Owner. The person or entity that holds legal or equitable title to the Short
12 Term Rental.

13 j. Owner's Authorized Representative. The individual(s) identified in writing
14 by the Owner to act on behalf of the Owner with respect to the Short Term
15 Rental. Owner may delegate certain duties of the Owner's Authorized
16 Representative to more than one party.

17 k. Responsible Guest. A Guest of the Short Term Rental who is at least eighteen
18 (18) years of age, entered into a Booking Transaction to rent the Short Term
19 Rental, and is legally responsible for ensuring that all Guests of the Short
20 Term Rental comply with all applicable laws, rules and regulations pertaining
21 to the use and occupancy of the Short Term Rental.

22 l. Responsible Operator. Any operator who is responsible for the Short Term
23 Rental, which includes the Owner(s), Owner's Authorized Representative(s),
24 Operator(s), and Local Contact Person(s).

25 m. Responsible Persons. The persons responsible for compliance with the
26 provisions of this ordinance, include the following:
27
28

- 1 1. Hosting Platform for the Short Term Rental;
- 2 2. Guest(s) of the Short Term Rental, who is at least eighteen (18) years
- 3 of age;
- 4 3. Local Contact Person(s) of the Short Term Rental;
- 5 4. Owner(s) of the Short Term Rental;
- 6 5. Owner's Authorized Representative(s) of the Short Term Rental; or
- 7 6. Operator(s) of the Short Term Rental.

8 n. Short Term Rental. A legal privately owned residential dwelling, including,

9 but not limited to, a one family detached dwelling or multiple family attached

10 dwelling, apartment house, condominium, cooperative apartment, duplex,

11 mobile home on permanent foundations or a manufactured home on

12 permanent foundations, or any portion of such dwellings, including the

13 property or yard appurtenant thereto, which is rented for occupancy for

14 dwelling, lodging, or sleeping purposes for any period less than thirty (30)

15 consecutive calendar days total but not less than three (3) consecutive days

16 and two (2) nights. Portions of calendar days are counted as full days.

17 o. Short Term Rental Certificate. A certificate that allows the use of a privately

18 owned residential dwelling as a Short Term Rental pursuant to this ordinance.

19 p. Short Term Rental Program Manager. The certified manager who is retained

20 by the County and is responsible for assisting with administering the

21 County's Short Term Rental program.

22 Section 5. **APPLICABILITY.** This ordinance applies to Short Term Rentals as defined

23 in Section 4. The following uses do not qualify as a legal privately owned residential dwelling for purposes

24 of this ordinance, and therefore cannot obtain a Short Term Rental Certificate: any hotel, motel, studio

25 hotel, rooming house, dormitory, public or private club, bed and breakfast inn, cottage inn, or country inn;

26 a camping site, recreational vehicle, or park model; a hospital, sanitarium, medical clinic, convalescent

27 home, rest home, home for aged people, foster home, halfway house, transitional housing facility,

28 supportive housing, parolee-probationer home, community care facility, or other similar facility operated

1 for the care, treatment, or reintegration into society of human beings; any asylum, jail, prison, orphanage or
2 other facility in which human beings are detained and housed under legal restraint; any housing owned or
3 controlled by an educational institution and used exclusively to house students, faculty or other employees
4 with or without their families, any fraternity or sorority house or similar facility occupied exclusively by
5 students and employees of such educational institutions and officially recognized and approved by it; any
6 housing operated or used exclusively for religious, charitable or educational purposes; any housing owned
7 by a governmental agency and used to house its employees or for governmental purposes; any camp as
8 defined in the Labor Code; and any employee housing or other housing furnished by an employer
9 exclusively for employees or employees and their families.

10 Section 6. SHORT TERM RENTAL CERTIFICATE.

- 11 a. A Responsible Operator shall obtain a Short Term Rental Certificate pursuant
12 to this ordinance from the Planning Department before renting or advertising
13 for rent any Short Term Rental.
- 14 b. It is unlawful for any person to advertise, maintain, operate or use a Short
15 Term Rental in the unincorporated area of Riverside County without a Short
16 Term Rental Certificate, or in violation of the terms and conditions of the
17 Certificate. Short Term Rental Certificates shall be renewed annually, and
18 separate Short Term Rental Certificates are required for each Short Term
19 Rental.
- 20 c. The County will use reasonable efforts to coordinate with Hosting Platforms
21 to ensure that a dwelling has been issued a Short Term Rental Certificate by
22 the County before it can be listed for rent on the Hosting Platform.

23 Section 7. SHORT TERM RENTAL CERTIFICATE REGISTRATION FEE AND
24 APPLICATION.

- 25 a. A Responsible Operator shall submit to the Planning Department or its
26 designee a Short Term Rental Certificate application provided by the County
27 along with a first-time registration fee, in accordance with Riverside County
28 Ordinance No. 671. The Short Term Rental Certificate shall be valid for one

1 year from the date of issuance.

2 b. A Short Term Rental Certificate shall be renewed on an annual basis based
3 on the anniversary of the original Short Term Rental Certificate issuance by
4 submitting to the Planning Department or its designee a Short Term Rental
5 Certificate renewal application and a renewal registration fee, in accordance
6 with Riverside County Ordinance No. 671.

7 c. In the event that a Short Term Rental Certificate has been expired for 90 days
8 or more, a new initial application and first-time registration fee, in accordance
9 with Riverside County Ordinance No. 671 is required.

10 d. A Short Term Rental Certificate shall expire automatically when the Short
11 Term Rental changes ownership, and a new initial application and first-time
12 registration fee, in accordance with Riverside County Ordinance No. 671 will
13 be required.

14 e. The registration fees may be used to cover any County costs for administering
15 or enforcing this ordinance, including the County's Short Term Rental
16 Program Manager.

17 f. Any material misstatements or omissions in the application are grounds for
18 denial or revocation of a Short Term Rental Certificate.

19 g. An application may be denied if the applicant has had a prior Short Term
20 Rental Certificate revoked for the same Short Term Rental within the past 12
21 calendar months.

22 Section 8. SHORT TERM RENTAL OPERATIONAL REQUIREMENTS.

23 a. No person shall conduct, cause, allow, authorize, permit, facilitate, aid, abet,
24 suffer, conceal, maintain, or advertise any Short Term Rental activity that
25 does not comply with the provisions of this ordinance.

26 b. The Responsible Operator shall ensure that the Short Term Rental is used in
27 a manner that complies with this ordinance and all applicable laws, rules and
28 regulations pertaining to the use and occupancy of a Short Term Rental.

- 1 c. The Short Term Rental shall not be used for a temporary event, as defined in
2 Riverside County Ordinance No. 348, unless a temporary event permit has
3 been obtained by the Responsible Operator.
- 4 d. The Short Term Rental shall be rented for occupancy for less than thirty (30)
5 consecutive calendar days total but not less than three (3) consecutive days
6 and two (2) nights, which includes counting portions of calendar days as full
7 days.
- 8 e. A Responsible Operator or Hosting Platform shall only rent the Short Term
9 Rental to one Responsible Guest for a specified period of time.
- 10 f. If a lot contains multiple one family dwellings, only one Short Term Rental
11 Certificate may be issued for that lot. In this event, the multiple one family
12 dwellings shall be rented together to a Responsible Guest as one Short Term
13 Rental. Multiple one family dwellings on a lot does not increase the
14 maximum occupancy of the Short Term Rental as defined in this ordinance.
- 15 g. The maximum occupancy of a Short Term Rental shall be whichever is least:
16 two (2) persons per every one (1) off-street parking space provided onsite; or
17 two (2) persons per bedroom, plus one additional person per unit; unless
18 otherwise prescribed in the codes and regulations adopted by Health and
19 Safety Code Section 17922 as they may be amended from time to time,
20 including but not limited to Section 503 of the Uniform Housing Code.
- 21 h. A Short Term Rental shall not change the residential character of the outside
22 appearance of the residence including color, material, lighting or any
23 advertising mechanism, except for the required onsite Short Term Rental
24 sign.
- 25 i. A Responsible Operator shall install and maintain in continuous operation a
26 Noise Monitor to ensure the Short Term Rental remains in compliance with
27 Riverside County Ordinance No. 847.
- 28 j. Guests or other occupants of the Short Term Rental shall comply with

1 Riverside County Ordinance No. 847, including quiet hours between the
2 hours of 10 PM and 7 AM, and Riverside County Ordinance No. 924, related
3 to loud or unruly parties, gatherings or other similar events. The Responsible
4 Operator shall use reasonably prudent business practices to ensure that the
5 Guests or other occupants of the Short Term Rental comply with Riverside
6 County Ordinance Nos. 847 and 924, as they may be amended from time to
7 time, and shall ensure that the requirement for compliance with Riverside
8 County Ordinance Nos. 847 and 924, as they may be amended from time to
9 time, including the designated quiet hours, are included in the rental
10 agreements for Short Term Rentals and in all Short Term Rental
11 advertisements.

12 k. Guests or other occupants of the Short Term Rental shall comply with
13 Riverside County Ordinance No. 915 Regulating Outdoor Lighting,
14 including light trespass. The Responsible Operator shall ensure that the
15 requirement for compliance with Riverside County Ordinance No. 915 is
16 included in all rental agreements for the Short Term Rental and in all Short
17 Term Rental advertisements.

18 l. Outdoor amplified sound, generally defined as any sound that is increased by
19 any amplified equipment or sound that is electronically enhanced, must
20 comply with the provisions of Riverside County Ordinance No. 847.

21 m. Outdoor fire areas, when not prohibited by state or local fire bans,
22 regulations, rules or guidelines, shall be located on a non-combustible
23 surface, covered by a fire screen, and extinguished as soon as it is no longer
24 in use or by 10:00 p.m., whichever is earlier.

25 n. Each Short Term Rental shall have a Responsible Operator readily available
26 to handle any questions or complaints during all Short Term Rental activities.
27 Any change to the contact information for a Responsible Operator of a Short
28 Term Rental shall immediately be provided in writing to the Planning

1 Department, to neighboring properties within three hundred feet of the Short
2 Term Rental, and on any postings required by this ordinance.

3 o. Short Term Rentals shall not be allowed in private residential dwelling units
4 that violate any applicable health or safety laws, rules or regulations,
5 including, but not limited to, building, safety, fire or health, or in tents,
6 recreational vehicles, treehouses, yurts, non-habitable structures, or other
7 structures not intended for permanent residential occupancy.

8 p. The Responsible Operator shall identify or cause to be identified the number
9 of off-street parking spaces provided onsite and the maximum occupancy of
10 the Short Term Rental in any Short Term Rental agreement and in any related
11 advertisements.

12 q. Pets, if allowed by a Responsible Operator shall be secured at all times on the
13 property of the Short Term Rental. Continual barking or other nuisances
14 created by unattended pets are prohibited under all applicable laws, including
15 Riverside County Ordinance No. 878.

16 r. Short Term Rental activity is subject to, and the Responsible Operator or
17 Hosting Platform(s) shall comply with, Riverside County Ordinance No. 495,
18 the Uniform Transient Occupancy Tax Ordinance. The Responsible Operator
19 or Hosting Platform(s) shall include the transient occupancy tax registration
20 certificate number on all Short Term Rental agreements and in any related
21 advertisements.

22 s. The Responsible Operator shall post or cause to be posted in a prominent
23 location within the Short Term Rental the following information, in
24 accordance with all applicable laws and the provisions of this ordinance:

- 25 1. Responsible Operator name and number;
- 26 2. Local Contact Person name and number;
- 27 3. The telephone number for the Sheriff's Department, Short Term
28 Rental Manager, and the Code Enforcement, including the 24-hour

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Code Enforcement Department telephone number;

4. The website information for Rivco Ready, in the event of an emergency;
 5. Evacuation plan for the Short Term Rental showing emergency fire extinguisher locations and interior pedestrian and exterior vehicular exit routes;
 6. The maximum number and precise location of parking spaces available onsite;
 7. A copy of the Short Term Rental Operational Requirements described in Section 8 of this ordinance.
 8. Trash pick-up day and applicable rules and regulations;
 9. A copy of Riverside County Ordinances No. 847 and 927;
 10. A copy of the Good Neighbor Brochure; and
 11. Notification that a Responsible Operator or Guest may be cited or fined by the County in accordance with this ordinance and Riverside County Ordinance No. 725.
- t. The Responsible Operator shall post one (1) identification sign, not to exceed two (2) square feet in area at the Short Term Rental. Any other advertising signs promoting or identifying the Short Term Rental or otherwise shall only be permitted as otherwise authorized under Riverside County Ordinance No. 348. The required identification sign shall be posted onsite at the Short Term Rental in a location that is clearly visible from the street, and shall clearly state the following information in lettering of sufficient size to be easily read:
1. The name of the Responsible Operator or Short Term Rental Program Manager, and a telephone number at which that party may be reached on a 24-hour basis;
 2. The maximum number of occupants permitted to stay in the rental unit;

1 3. Emergency contact information for Sheriff's Department, Fire
2 Department and local emergency medical services; and

3 4. The telephone number of the County's 24-hour Code Enforcement
4 Department telephone number.

5 u. While a Short Term Rental is rented, the Responsible Operator shall be
6 available twenty-four hours per day, seven days a week, for the purpose of
7 responding to complaints regarding the condition or operation of the Short
8 Term Rental or Guests' conduct at the Short Term Rental in accordance with
9 Section 10 of this ordinance.

10 v. Prior to occupancy of a Short Term Rental, the Responsible Operator shall
11 do all of the following:

12 1. Obtain the name, address and copy of a valid government
13 identification of the Responsible Guest;

14 2. Provide a copy of the Good Neighbor Brochure to the Responsible
15 Guest;

16 3. Require the Responsible Guest to execute a formal acknowledgement
17 that he or she is legally responsible for compliance by all Guests or
18 occupant(s) of the Short Term Rental with all applicable laws, rules
19 and regulations pertaining to the use and occupancy of the Short Term
20 Rental; and

21 4. Maintain the information required herein, including copies of the
22 notices provided, for a period of three (3) years and make it available
23 upon request by any officer of the County responsible for enforcement
24 of any provision of this ordinance or any other applicable law, rule or
25 regulation pertaining to the use and occupancy of the Short Term
26 Rental.

27 w. A Responsible Operator shall respond within sixty (60) minutes of being
28 notified that the Responsible Guest or a Guest of the Short Term Rental

1 created unreasonable noise, engaged in disorderly conduct or committed
2 violations of any applicable law, rule or regulation, including this ordinance,
3 and halt or prevent the recurrence of such conduct. The Responsible Operator
4 shall be subject to all administrative, legal and equitable remedies available
5 to the County for failing to respond to the County within sixty (60) minutes.

6 x. Trash and refuse shall not be left stored within public view, except in proper
7 containers for purposes of collection by the County's authorized waste
8 hauler.

9 y. Snow Removal.

10 1. Snow removed from private driveways and parking lots of a Short
11 Term Rental may not be dumped, deposited or placed or pushed into
12 a street or other public right-of-way, except to the extent that such
13 activity shall not increase the depth of snow on the street or right-of-
14 way by over three inches at any point within the right-of-way.

15 2. Snow removed from the Short Term Rental may not be piled to block
16 or cover a fire hydrant, standpipe or other water delivery service for
17 fire protection.

18 z. The Responsible Operator and Hosting Platform(s) shall include the current
19 Short Term Rental Certificate number on or in any advertisement appearing
20 in any newspaper, magazine, brochure or internet website that promotes the
21 availability of the Short Term Rental.

22 Section 9. TRANSIENT OCCUPANCY TAX. The Responsible Operator and Hosting
23 Platform(s) shall comply with all the requirements of Riverside County Ordinance No. 495, the Uniform
24 Transient Occupancy Tax Ordinance. For the purposes of Riverside County Ordinance No. 495 only, a
25 Short Term Rental shall qualify as a "hotel." The Responsible Operator and Hosting Platform(s) shall be
26 legally responsible for the collection of all applicable Transient Occupancy taxes from the Responsible
27 Guest and remittance of such collected taxes to the Treasurer Tax-Collector, in accordance with Riverside
28 County Ordinance No. 495. The Treasurer Tax-Collector shall be responsible for the enforcement of the

1 provisions of this section and Riverside County Ordinance No. 495 and shall have no other enforcement
2 duties related to this ordinance beyond these responsibilities.

3 Section 10. NOTIFICATION AND COMPLAINTS.

4 a. A Responsible Operator shall provide written notice to all property owners
5 of properties located within 300 feet of the Short Term Rental's property line
6 that a Short Term Rental Certificate was obtained for the Short Term Rental
7 within ten (10) days of approval of a Short Term Rental Certificate. Such
8 notification shall also include the Responsible Operator's contact
9 information. In the event of a change in the provided contact information,
10 new notification with the updated information shall be provided in the same
11 manner. All notification costs shall be borne by the Responsible Operator.

12 b. Initial complaints regarding Short Term Rental violations on a property
13 pursuant to this ordinance will generally be directed to the Responsible
14 Operator or Short Term Rental Program Manager, identified on the required
15 Short Term Rental signage. The Responsible Operator for the Short Term
16 Rental shall be responsible for correcting the violation promptly, which
17 includes, within sixty (60) minutes, contacting the Responsible Guest to
18 correct the violation and visiting the site, if necessary, to ensure that the
19 violation has been corrected. The Responsible Operator of a Short Term
20 Rental shall report any such complaints, and their resolutions or attempted
21 resolutions, to the Riverside County Planning Department within two (2)
22 business days of the occurrence. Failure to respond to complaints, meet a
23 Code Enforcement Officer within sixty (60) minutes, or report complaints to
24 the Planning Department within two (2) business days of the occurrence shall
25 be considered a violation of this ordinance, and may constitute cause for
26 revocation of the Short Term Rental Certificate.

27 c. If the Responsible Operator fails to respond to the Short Term Rental
28 violation within the designated time in subsection b above or the subject of

1 the complaint needs to be corrected immediately due to health and safety
2 concerns, such as blocked driveways, blocked streets, or excessive noise
3 during quiet hours, the complainant may make a complaint to the 24-hour
4 Code Enforcement Department telephone number. Occupants of surrounding
5 properties shall be apprised of this complaint procedure as part of the
6 notification requirements of this section.

7 d. For complaints related to the issuance of a Short Term Rental Certificate and
8 compliance with this ordinance should be directed to the Planning
9 Department.

10 e. The Responsible Operator shall be subject to all administrative, legal and
11 equitable remedies available to the County for failure to comply with the
12 provisions of this section.

13 Section 11. INSPECTIONS, ADDITIONAL FEES, VIOLATIONS, ENFORCEMENT,
14 FINES AND PENALTIES.

15 a. Initial Inspections. Within 30 days of the County's receipt of an initial Short
16 Term Rental application and the accompanying first-time registration fee or
17 a Short Term Rental renewal application and the accompanying renewal
18 registration fee, the County shall conduct an inspection of the intended Short
19 Term Rental property prior to issuance of a Short Term Rental Certificate in
20 order to determine whether the intended Short Term Rental property is in
21 compliance with all applicable health and safety laws, codes or regulations,
22 including but not limited to, building, safety, fire, and health. A Short Term
23 Rental Certificate application shall be denied if:

24 1. The intended Short Term Rental property is not in compliance with
25 all applicable health and safety laws, codes or regulations, including
26 but not limited to, building, safety, fire, and health; or
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1 2. A Responsible Operator is not available at the intended Short Term
2 Rental property within sixty (60) minutes of the County’s request for
3 an initial inspection.

4 b. Subsequent Inspections. The Code Enforcement Department may request
5 subsequent inspections of the Short Term Rental property at any time.
6 Responsible Operator shall make all reasonable attempts to comply with the
7 Code Enforcement Department’s requests or the Short Term Rental may be
8 deemed in violation of this ordinance.

9 c. Violations of this ordinance include, but are not limited to:

- 10 1. Failure of a Responsible Operator to take action to respond to a
11 complaint pursuant to Section 10 of this ordinance;
- 12 2. Failure to notify Planning Department when the Responsible
13 Operator or Local Contact Person's contact information changes;
- 14 3. Violation of the maximum occupancy, noise, or any other
15 requirements as set forth in this ordinance;
- 16 4. Providing false or misleading information on any Short Term Rental
17 application, or other documentation required by this ordinance;
- 18 5. Advertising the property for Short Term Rental purposes without a
19 valid County-issued Short Term Rental Certificate for the property;
- 20 6. Completing a Booking Transaction for a Short Term Rental without
21 a valid County-issued Short Term Rental Certificate for the Short
22 Term Rental;
- 23 7. Completing a Booking Transaction for a Short Term Rental when the
24 related Short Term Rental Certificate has been expired, denied,
25 revoked or suspended by the County;
- 26 8. Violations of any applicable laws, codes or regulations related to
27 health and safety, which includes, but is not limited to, building,
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1 safety, fire, or health;

2 9. Conduct, cause, allow, authorize, permit, facilitate, aid, abet, suffer,
3 conceal or maintain activities at any Short Term Rental that constitute
4 a public nuisance under applicable state or local law, or which
5 otherwise constitute a hazard to the public health, safety or general
6 welfare;

7 d. The Code Enforcement Director, or designee, shall have the authority to
8 establish administrative procedures consistent with the provisions of this
9 ordinance for carrying out and enforcing the requirements and the provisions
10 of this ordinance.

11 e. If any provision of this ordinance conflicts with any provision of any other
12 Riverside County Ordinance, the more restrictive provision shall control.

13 f. In addition to any other remedies provided by law, violations of this
14 ordinance shall be enforced as authorized in Riverside County Ordinance No.
15 725. Each day a violation is committed or permitted to continue shall
16 constitute a separate offense. Violations of this ordinance shall be treated as
17 a public nuisance and strict liability offense regardless of intent.

18 g. After an administrative hearing has been held in accordance with Riverside
19 County Ordinance No. 725 and a finding has been made that any Guest,
20 Responsible Operator, or Hosting Platform has violated the provisions of this
21 ordinance or any other Riverside County Ordinance related to a Short Term
22 Rental, the County may suspend or revoke the related Short Term Rental
23 Certificate.

24 h. After an administrative hearing has been held in accordance with Riverside
25 County Ordinance No. 725 and a finding has been made that any Guest,
26 Responsible Operator, or Hosting Platform has violated the provisions of this
27 ordinance or any other Riverside County Ordinance related to a Short Term
28 Rental for a third (3rd) time within twelve (12) months, the County shall

1 revoke a Short Term Rental Certificate.

2 Section 12. REFERENCES TO ORDINANCES. Any references herein to other
3 Riverside County Ordinances shall include subsequent amendments made to that ordinance.

4 Section 13. SEVERABILITY. If any provision, clause, sentence or paragraph of this
5 ordinance of the application thereof to any person or circumstances shall be held invalid, such invalidity
6 shall not affect the other provisions of this ordinance which can be given effect without the invalid provision
7 or application, and to this end, the provisions of this ordinance are hereby declared to be severable.”

8 Section 2. EFFECTIVE DATE. This ordinance shall take effect thirty (30) days after
9 its adoption.

10
11 BOARD OF SUPERVISORS OF THE COUNTY
12 OF RIVERSIDE, STATE OF CALIFORNIA

13 By: _____
14 Chair, Board of Supervisors

15 ATTEST:
16 CLERK OF THE BOARD:

17
18 By: _____
19 Deputy

20 (SEAL)

21
22 APPROVED AS TO FORM
23 December ____, 2021

24 By: _____
25 SARAH K. MOORE
26 Deputy County Counsel

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**AIRPORT LAND USE COMMISSION MEETING
MINUTES
March 10, 2022**

DRAFT

3-15-22

COMMISSIONERS PRESENT: Russell Betts, John Lyon, Steve Manos, Steven Stewart, Richard Stewart, Maartin Rossouw, alternate for Michael Geller

COMMISSIONERS ABSENT: Arthur Butler, Michael Geller

2.0 PUBLIC HEARING: CONTINUED ITEMS

2.1 Staff report recommended: **CONTINUE to 4-14-22**

Staff recommended at hearing: **CONSISTENT** subject to the conditions included herein

ALUC Commission Action: **CONSISTENT** subject to the conditions included herein (**Vote 6-0; Absent: Butler**)

Motion: Steve Manos
Second: Maartin Rossouw

ZAP1501MA21 – Duke Realty Limited Partnership (Albert A. Webb Associates) – City of Perris Case Nos. 21-05267 (Specific Plan Amendment), DPR21-00005 (Development Plan Review), 21-05086 (Tentative Parcel Map No 38259). A proposal to construct a 769,668 square foot industrial warehouse building with mezzanines on 33.37 acres, located northerly of Markham Street, westerly of Nevada Avenue, easterly of Patterson Avenue, and southerly of Harley Knox Boulevard. The applicant also proposes amending the Perris Valley Commerce Center Specific Plan amending the Circulation Element to reflect the street vacation of California Avenue and Nance Street between Patterson Avenue and Nevada Avenue. The applicant also proposes a tentative parcel map to merge the project’s existing parcels into one parcel and vacate street rights-of-way (Airport Compatibility Zone B2 of the March Air Reserve Base/Inland Port Airport Influence Area). Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org

3.0 PUBLIC HEARING: NEW CASES

3.1 Staff report recommended: **CONSISTENT**

Staff recommended at hearing: **CONSISTENT**

ALUC Commission Action: **CONSISTENT (Vote 6-0; Absent: Butler)**

Motion: Steve Manos
Second: Maartin Rossouw

ZAP1506MA22 – LDC Industrial Realty (Representative: T&B Planning) – City of Moreno Valley Case Nos. PEN21-0125 (Change of Zone), PEN21-024 (Plot Plan), PEN21-0123 (Tentative Parcel Map). A proposal to construct a 142,345 square foot warehouse building with mezzanines on a 6.64 acre parcel located on the southwest corner of Day Street and Bay Avenue. Also proposed (on a discontinuous parcel to the west) is a parking lot on a 0.77 acre parcel. The applicant also proposes to change the site’s zoning from Business Park to Business Park and Light Industrial. The applicant also proposes a tentative parcel map to merge the parcels (Airport Compatibility Zone C1 of the March Air Reserve Base/Inland Port Airport Influence Area). Staff Planner: Paul Rull at (951) 955-6893, or e-mail at prull@rivco.org

VIDEO:

A video recording of the entire proceedings is available on the ALUC website at www.rcaluc.org. If you have any questions please contact Barbara Santos, ALUC Commission Secretary, at (951) 955-5132 or E-mail at basantos@rivco.org

**AIRPORT LAND USE COMMISSION MEETING
MINUTES
March 10, 2022**

4.0 PUBLIC HEARING: MISCELLANEOUS ITEMS

None

5.0 ADMINISTRATIVE ITEMS

5.1 Director's Approvals – Information only

5.2 Update March Air Reserve Base Compatibility Use Study (CUS)

Simon Housman, Project Director March CUS informed the Commission that they had their first session of the working group, including each of the members of the March Joint Powers Authority, the representatives of the ALUC and the March Air Reserve Base. Earlier this week Mr. Housman was in Washington DC for the Association of Defense Communities for their Annual Summit. In all it was a very fruitful visit touching base with a lot of people, obtained a good perspective from other agencies and government representatives sharing valuable information. One question that came up: Who is going to enforce the conditions regarding ALUC projects? As noted in the past Commissioners frequently commented that there is no ALUC police. Mr. Housman advised that perhaps MCUS may be an opportunity to investigate what that enforcement mechanism will be as we go forward.

5.3 Chair and Vice Chair Election of Officers for the April meeting

Paul Rull, ALUC Director advised as a reminder to the Commission the election of Chair and Vice Chair will be held at next month's April meeting.

6.0 APPROVAL OF MINUTES

Commissioner Betts motioned to approve the February 10, 2022 minutes. Seconded by Commissioner Lyon. Absent: Art Butler. (Vote 6-0)

7.0 ORAL COMMUNICATION ON ANY MATTER NOT ON THE AGENDA

None

8.0 COMMISSIONER'S COMMENTS

Commissioner Betts suggested to staff that it would be helpful to have an expert come in or provide a video simulation/presentation regarding the effects of glare impact on a pilot. Commissioner Lyon commented that the Whiteman Airport in Los Angeles County is closing. Chair Stewart advised if staff could send a letter to the Los Angeles City Council requesting, they not close the Whiteman Airport. Simon Housman, March Cumulative Impact Study Director will confer with Paul Rull, ALUC Director to see what may be appropriate for the Riverside County ALUC to weigh in on a Los Angeles County issue.

9.0 ADJOURNMENT

Chair Steven Stewart, adjourned the meeting at 10:05 a.m.

Y:\ALUC COMMISSION - PUBLIC HEARING\ALUC Minutes\2022 Minutes\Minutes 3-10-22.doc

VIDEO:

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A video recording of the entire proceedings is available on the ALUC website at www.rcaluc.org. If you have any questions please contact Barbara Santos, ALUC Commission Secretary, at (951) 955-5132 or E-mail at basantos@rivco.org